MAD

PROJECT ID: 5080-09-73

WITH: N/A

COUNTY: SAUK

JANUARY 2025

ORDER OF SHEETS

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

TOTAL SHEETS = 360

N

DESIGN DESIGNATION

A.A.D.T.	(2025)	=	4,460
A.A.D.T.	(2045)	=	5,340
D.H.V.	(2045)	=	407
D.D.		=	60/40
T.		=	18.2%
DESIGN SPEED		=	----------
ESALS		=	1,700,000

55 MPH (STA. 551+15 - STA. 599+40)
45 MPH (STA. 599+40 - STA. 619+15)
35 MPH (STA. 619+15 - STA. 634+15)
25 MPH (STA. 634+15 - STA. 646+40)
45 MPH (STA. 646+40 - STA. 657+05)
55 MPH (STA. 657+05 - STA. 961+70)
45 MPH (STA. 961+70 - STA. 979+36.05)

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

SPRING GREEN - REEDSBURG

ELDER RIDGE ROAD TO CTH K

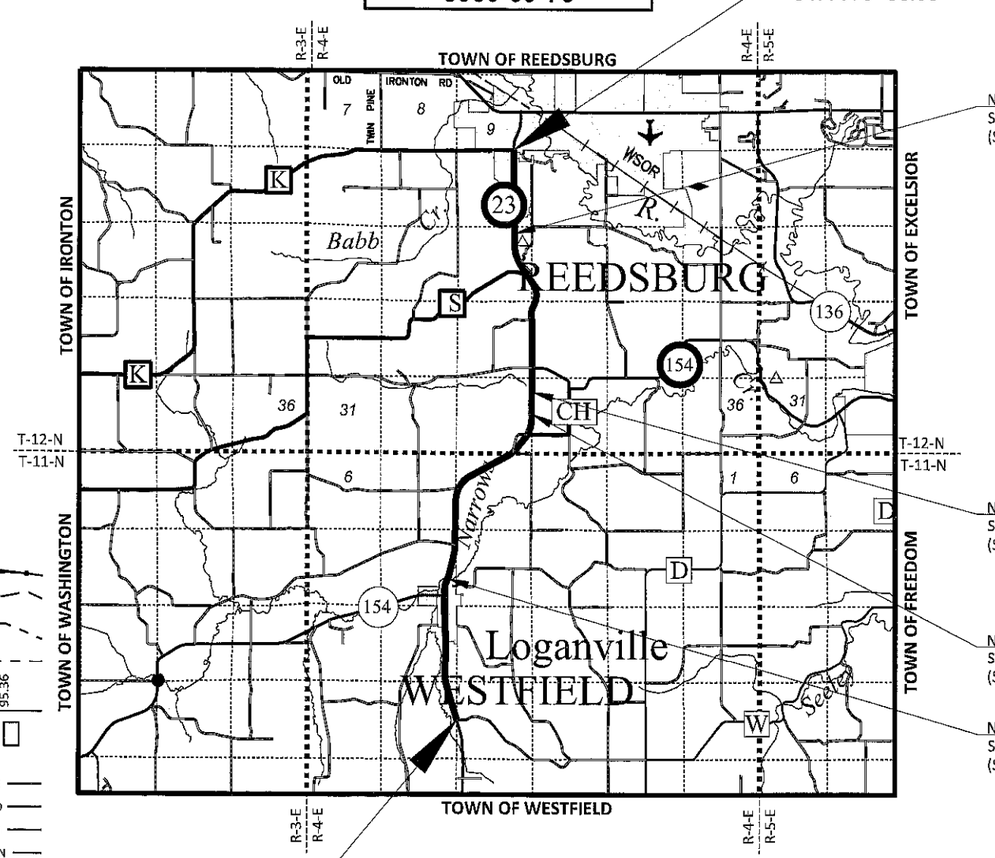
STH 23

SAUK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5080-09-73	WISC 2025151	1

STATE PROJECT NUMBER
5080-09-73

END PROJECT
STA 979+36.05



NET EXCEPTION TO C/L LENGTH
STA 932+94.51 - STA 933+79.19
(STRUCTURE B-56-467)

NET EXCEPTION TO C/L LENGTH
STA 817+68.16 - STA 818+48.73
(STRUCTURE B-56-222)

NET EXCEPTION TO C/L LENGTH
STA 802+85.22 - STA 804+45.78
(STRUCTURE B-56-127)

NET EXCEPTION TO C/L LENGTH
STA 650+57.79 - STA 651+89.81
(STRUCTURE B-56-168)

BEGIN PROJECT
STA 551+15
Y = 217,654.25
X = 573,544.21

LAYOUT
SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 8.023 MILES

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

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012).

ORIGINAL PLANS PREPARED BY

JEWELL
associates engineers, inc
Engineers - Architects - Surveyors

WISCONSIN
ELLERY A. SCHAFFER
E-41742-6
SPRING GREEN
WI
PROFESSIONAL ENGINEER

9-17-24

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	JEWELL ASSOCIATES ENGINEERS, INC./ MSA PROFESSIONAL SERVICES, INC./ VIERBICHER ASSOCIATES, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	MAHESH SHRESTHA, P.E.
Regional Examiner	SW REGION
Regional Supervisor	MARC SCHWEIGER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: _____ Mahesh Shrestha {Signature}

E

2

GENERAL NOTES

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

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

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

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEEDING MIXTURE NO. 30, NO. 40, OR NO. 70), AND EROSION MAT CLASS I TYPE B AS DIRECTED BY THE ENGINEER. RESTORATION AROUND GUARDRAIL IS PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

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

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

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

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

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

5.5-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 3-INCH LOWER LAYER OF HMA PAVEMENT 3 MT 58-28 S AND A 2.5 INCH UPPER LAYER OF HMA PAVEMENT 4 MT 58-28 S.

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

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

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

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

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

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

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

CURVE DATA IS BASED ON THE ARC DEFINITION.

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

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

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

INLET AND OUTLET ELEVATIONS FOR CULVERT PIPES AS SHOWN ON PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS. ACCURACY OF INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

STORM SEWER ELEVATIONS, LENGTHS, AND LOCATIONS AS SHOWN ON THE PLANS AND CROSS SECTIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS. ACCURACY OF INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION:

WisDOT PROJECT MANAGER
2101 WRIGHT STREET
MADISON, WI 53704
ATTN: MAHESH SHRESTHA, P.E.
OFFICE: (608) 245-2674
EMAIL: Mahesh.Shrestha@dot.wi.gov

DESIGN CONSULTANT:

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

WDNR LIAISON:

STATE OF WISCONSIN
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ANDY BARTA
PH: (608) 235-2955
EMAIL: Andrew.Barta@wisconsin.gov

UTILITIES

ELECTRICITY

ALLIANT ENERGY
ATTN: MIKE LONG
520 COMMERCE AVENUE
BARABOO, WI 53913
OFFICE: (608) 356-0608
CELL: (608) 778-0038
EMAIL: michaellong@alliantenergy.com

ATC MANAGEMENT, INC.
ATTN: DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: (608) 877-7650
EMAIL: dvosberg@atcllc.com

REEDSBURG UTILITY COMMISSION
ATTN: DENNIS HORKAN
501 UTILITY COURT
P.O. BOX 230
REEDSBURG, WI 53959
OFFICE: (608) 524-4381
CELL: (608) 434-1123
EMAIL: drhorkan@rucls.net

GAS/PETROLEUM

ALLIANT ENERGY
ATTN: MIKE LONG
520 COMMERCE AVENUE
BARABOO, WI 53913
OFFICE: (608) 356-0608
CELL: (608) 778-0038
EMAIL: michaellong@alliantenergy.com

NORTHERN NATURAL GAS COMPANY
ATTN: PHIL CURRY
5557 COUNTY D
PLATTEVILLE, WI 53818
OFFICE: (402) 530-2801
CELL: (608) 732-7642
EMAIL: phillip.curry@nngco.com

SEWER

CITY OF REEDSBURG
ATTN: STEVE ZIBELL
134 SOUTH LOCUST STREET
P.O. BOX 490
REEDSBURG, WI 53959
OFFICE: (608) 768-3355
CELL: (608) 415-0445
EMAIL: szibell@reedsburgwi.gov

VILLAGE OF LOGANVILLE
ATTN: MARK KRUSE
130 WEST STREET
LOGANVILLE, WI 53943
OFFICE: (608) 727-5981
CELL: (608) 415-3511
EMAIL: loganmaint@gmail.com

COMMUNICATION LINE

FRONTIER COMMUNICATIONS OF WI LLC
ATTN: CHRIS POLLACK
421 4TH STREET
WAUSAU, WI 54403
OFFICE: (715) 847-1240
CELL: (715) 297-4773
EMAIL: christopher.pollack@ftr.com

REEDSBURG UTILITY COMMISSION
ATTN: KEN LAS
501 UTILITY COURT
REEDSBURG, WI 53959
OFFICE: (608) 768-6450
EMAIL: klas@rucls.net

SAUK COUNTY BUILDING SERVICES
ATTN: IAN CRAMMOND
510 BROADWAY STREET
BARABOO, WI 53913
OFFICE: (608) 355-4415
CELL: (608) 963-7546
EMAIL: ian.crammond@saukcountywi.gov

WIN, LLC
ATTN: JOHN LOUIS
4955 BULLIS FARM ROAD
EAU CLAIRE, WI 54701
OFFICE: (715) 838-4012
CELL: (715) 864-2918
EMAIL: John.Louis@wintechnology.com

WATER

REEDSBURG UTILITY COMMISSION
ATTN: JON CRAKER
501 UTILITY COURT
P.O. BOX 230
REEDSBURG, WI 53959
OFFICE: (608) 524-4381
CELL: (608) 963-6090
EMAIL: jcraker@rucls.net

VILLAGE OF LOGANVILLE
ATTN: MARK KRUSE
130 WEST STREET
LOGANVILLE, WI 53943
OFFICE: (608) 727-5981
CELL: (608) 415-3511
EMAIL: loganmaint@gmail.com

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

* DENOTES UTILITY IS NOT A MEMBER OF DIGGERS HOTLINE

LIST OF STANDARD ABBREVIATIONS

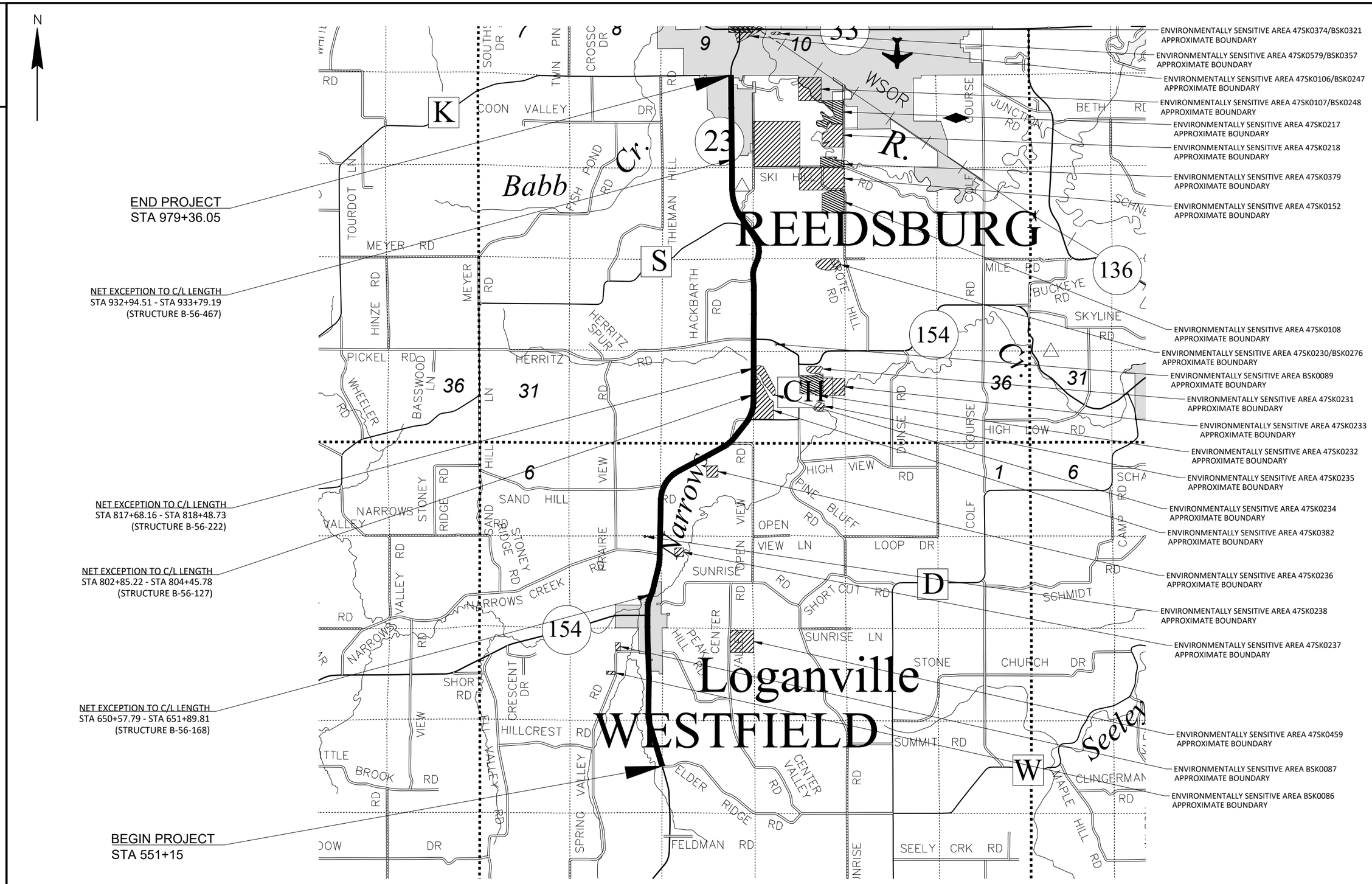
ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average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

ORDER OF SECTION 2 SHEETS:

- WRITTEN MATERIAL
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS (INCLUDES EROSION CONTROL PLAN)
- INTERSECTION DETAILS
- STORM SEWER
- SIGNING AND PAVEMENT MARKING
- TRAFFIC CONTROL
- CONTROL POINT TIES

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

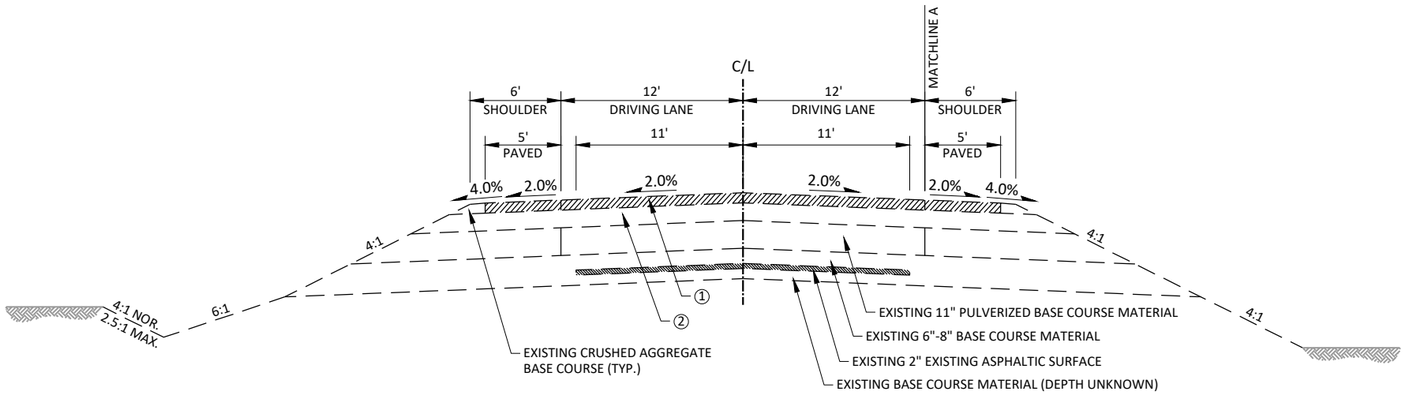
TOTAL PROJECT AREA= 96.81 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 47.94 ACRES



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PROJECT OVERVIEW	SHEET 3	E

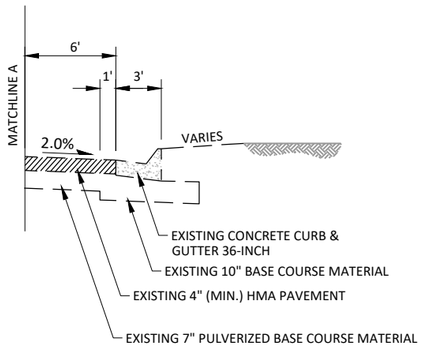
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_PROJECT OVERVIEW.DWG
LAYOUT NAME - 1
PLOT DATE : 9/20/2024 11:04 AM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : 1 IN:1 MI

2



TYPICAL EXISTING SECTION

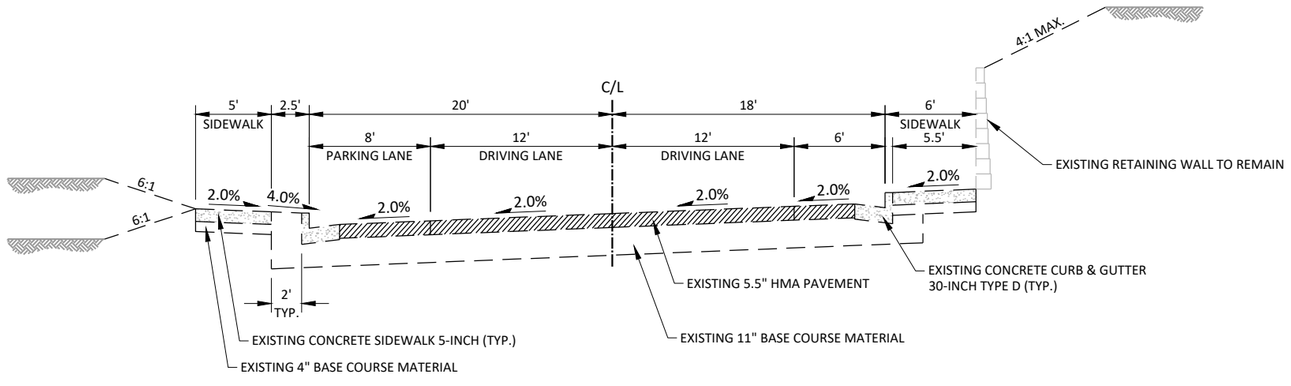
STA. - STA.	①	②
STA. 551+15 - STA. 587+00 STA. 587+00 - STA. 593+00 STA. 593+00 - STA. 619+14	EXISTING 4" (MIN.) HMA PAVEMENT EXISTING 5" HMA PAVEMENT EXISTING 4" (MIN.) HMA PAVEMENT	EXISTING 7" PULVERIZED BASE COURSE MATERIAL EXISTING 10" BASE COURSE MATERIAL EXISTING 7" PULVERIZED BASE COURSE MATERIAL



TYPICAL PARTIAL EXISTING SECTION

STA. 610+67 - STA. 618+87, RT.

NOTE: EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.

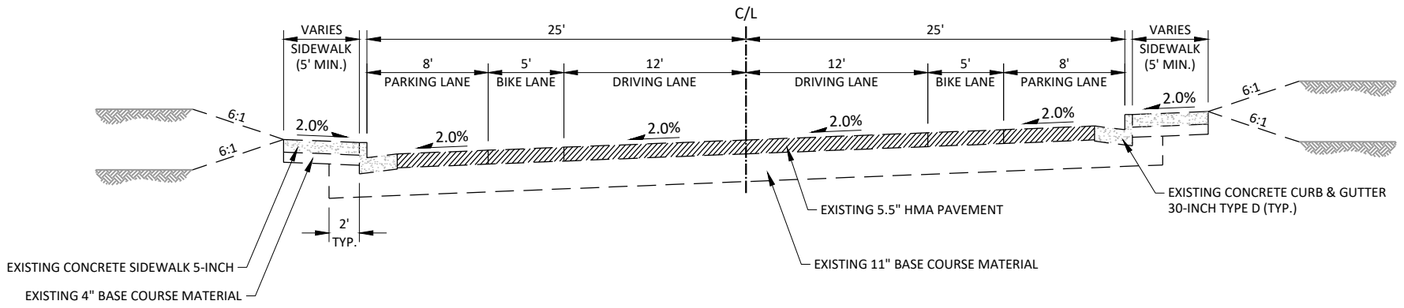


TYPICAL EXISTING SECTION

STA 619+14 - STA 635+50

NOTE: EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.

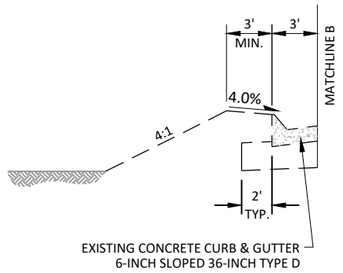
2



TYPICAL EXISTING SECTION

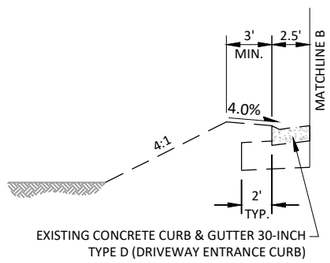
STA 635+50 - STA 643+62

NOTE: EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.



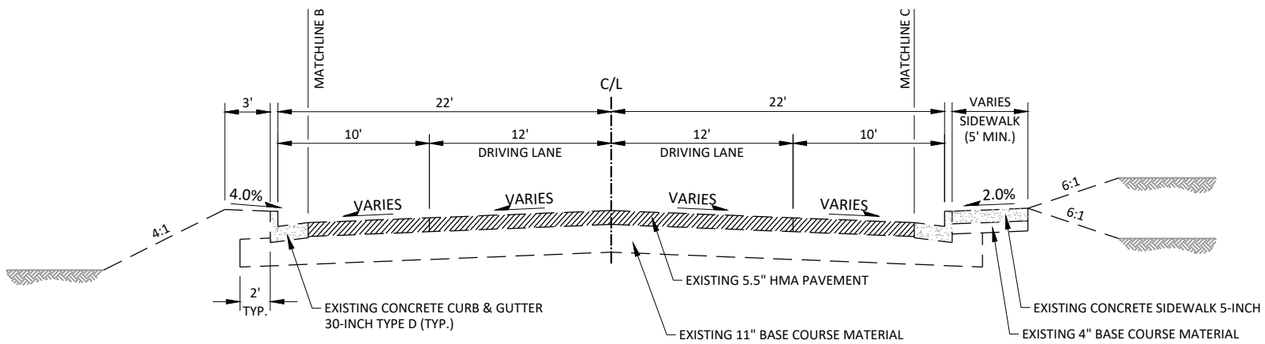
TYPICAL PARTIAL EXISTING SECTION

STA. 644+77 - STA. 648+71, LT.



TYPICAL PARTIAL EXISTING SECTION

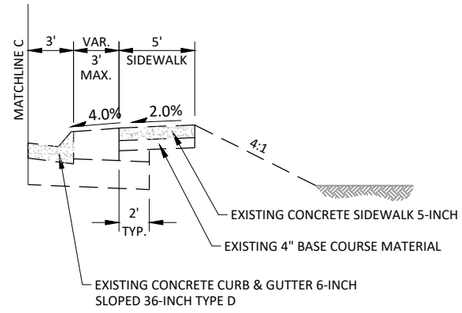
STA. 648+71 - STA. 650+73, LT.



TYPICAL EXISTING SECTION

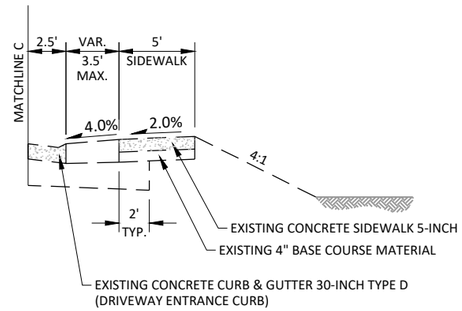
STA 643+62 - STA 650+73

NOTE: EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.



TYPICAL PARTIAL EXISTING SECTION

STA. 644+96 - STA. 648+95, RT.



TYPICAL PARTIAL EXISTING SECTION

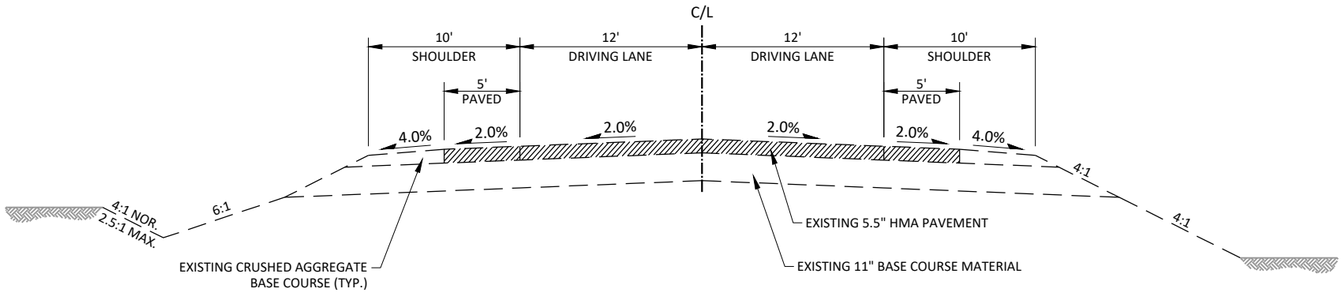
STA. 648+95 - STA. 650+73, RT.

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TYPICAL EXISTING SECTIONS	SHEET 5	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\TYPICALS\TYPICAL SECTIONS-EXISTING.DWG
LAYOUT NAME - 2

PLOT DATE : 9/26/2024 12:46 PM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : 1 IN:10 FT

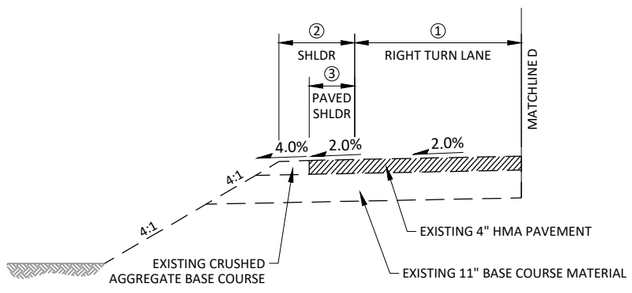
2



TYPICAL EXISTING SECTION

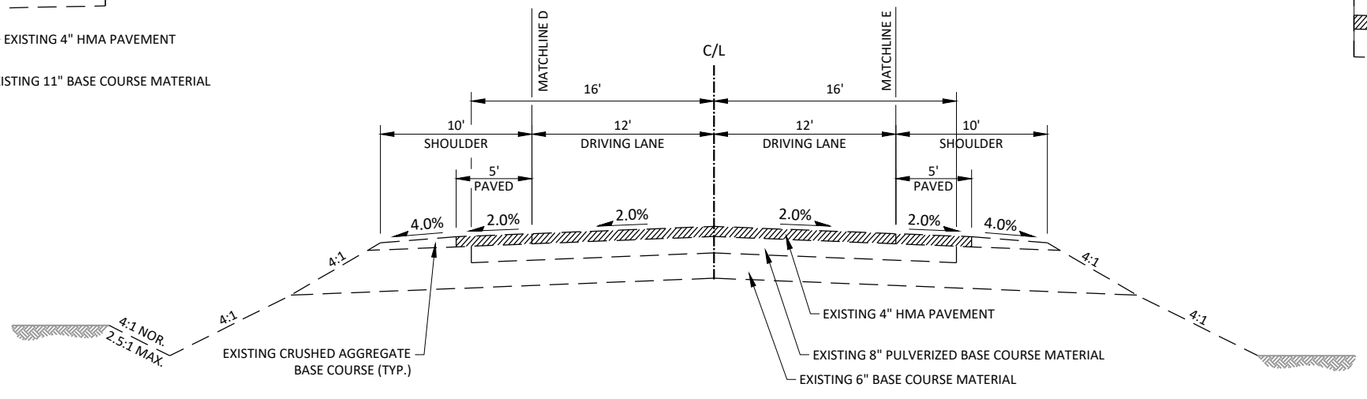
STA. 650+73 - STA. 658+00
STA 667+50 - STA. 670+00

NOTE: EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.



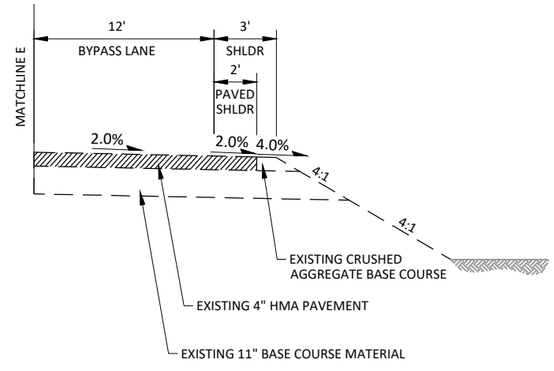
TYPICAL PARTIAL EXISTING SECTION

STA. - STA.	① (FT.)	② (FT.)	③ (FT.)
STA. 823+45 - STA. 826+83, LT.	11	5	3
STA. 889+51 - STA. 893+49, LT.	12	3	0
STA. 960+81 - STA. 978+96, RT.	11	7	4
STA. 960+89 - STA. 979+38, LT.	11	7	4



TYPICAL EXISTING SECTION

STA 658+00 - STA 667+50
STA. 670+00 - STA. 814+20
STA. 821+80 - STA. 979+36.05



TYPICAL PARTIAL EXISTING SECTION

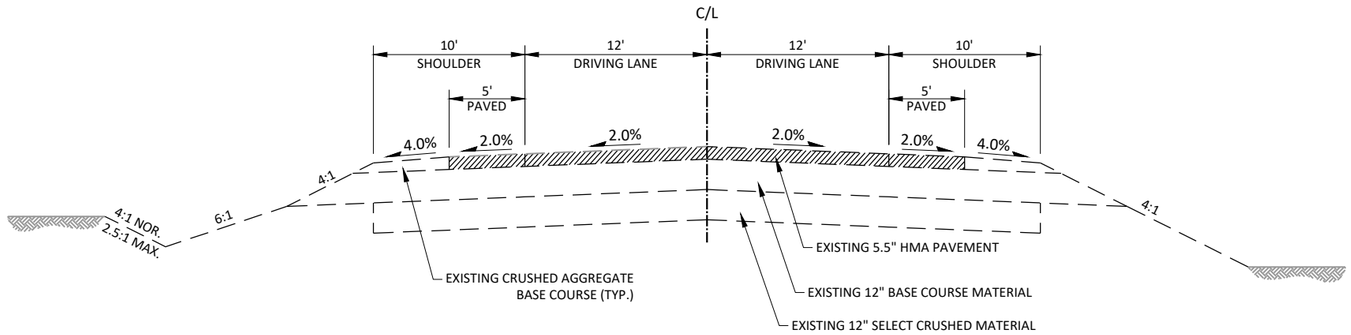
STA. 672+87 - STA. 676+51, RT.

NOTE: EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TYPICAL EXISTING SECTIONS	SHEET 6	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\TYPICALS\TYPICAL SECTIONS-EXISTING.DWG
LAYOUT NAME - 3
PLOT DATE : 9/26/2024 12:47 PM
PLOT BY : CHLOE DIEHL
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



TYPICAL EXISTING SECTION

STA 814+20 - STA 821+80

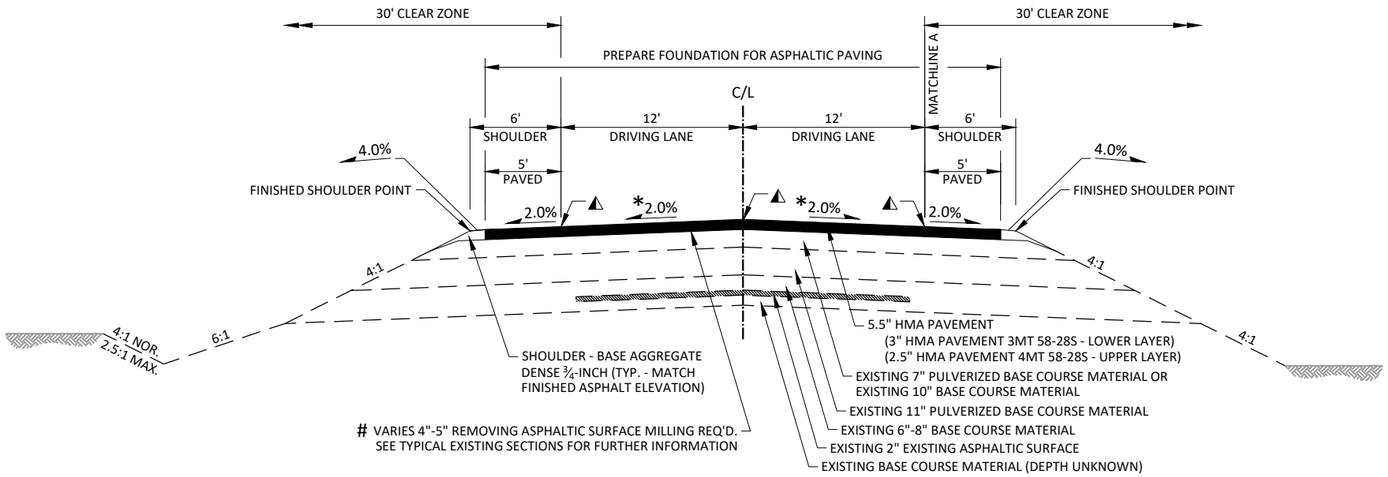
NOTE: EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.

2

EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.

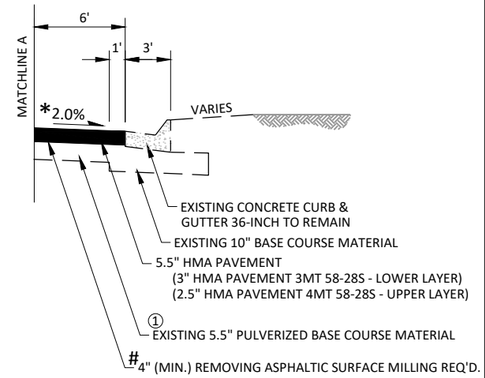
◭ ASPHALTIC RUMBLE STRIPS, SHOULDER AND ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

* 2.0% N.C. UNLESS NOTED OTHERWISE ON SUPERELEVATION TABLE OR CROSS SECTIONS. SEE SUPERELEVATION TABLE / CROSS SECTIONS FOR FURTHER INFORMATION.



TYPICAL FINISHED SECTION

STA. 551+15 - STA. 612+75



TYPICAL PARTIAL EXISTING SECTION

STA. 610+67 - STA. 612+75, RT.

① REMOVE 1.5" PULVERIZED BASE COURSE MATERIAL TO MAINTAIN A 2.0% NORMAL CROWN (DUE TO INCREASE IN HMA THICKNESS OVER EXISTING) IN AREAS ADJACENT TO EXISTING CURB & GUTTER. COST FOR REMOVAL TO BE INCLUDED IN REMOVING ASPHALTIC SURFACE MILLING BID ITEM.

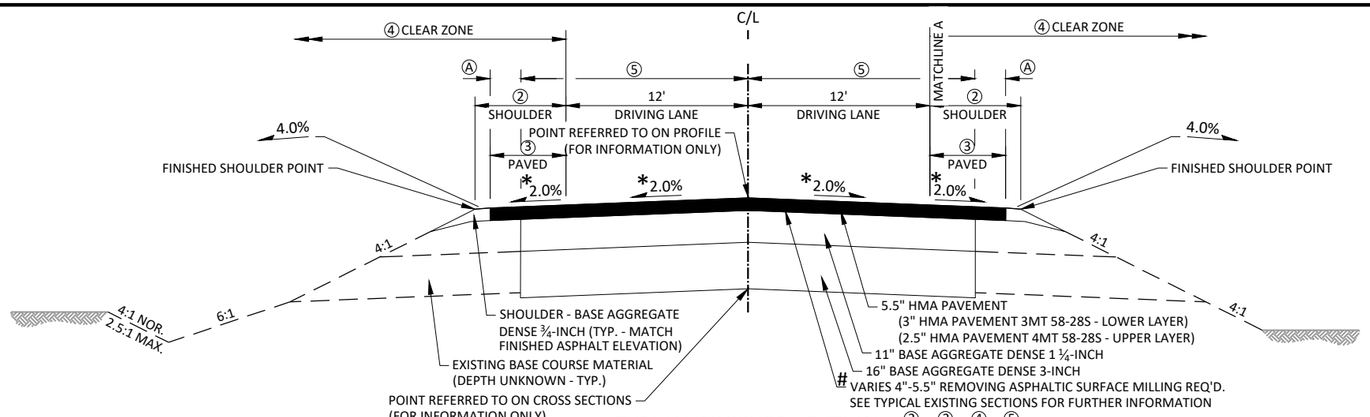
2

EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.

Ⓐ PREPARE FOUNDATION FOR ASPHALTIC PAVING

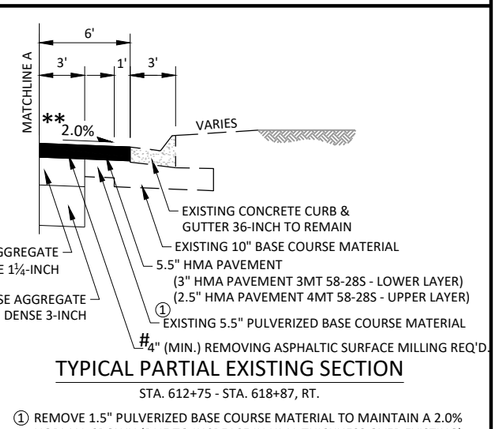
* MATCH EXISTING CROSS SLOPE/SUPERELEVATION SEE SUPERELEVATION TABLE / CROSS SECTIONS FOR FURTHER INFORMATION. PAID FOR UNDER SURVEY EXISTING CROSS SLOPES BID ITEM.

** 2.0% N.C. UNLESS NOTED OTHERWISE ON SUPERELEVATION TABLE OR CROSS SECTIONS. SEE SUPERELEVATION TABLE / CROSS SECTIONS FOR FURTHER INFORMATION.



TYPICAL FINISHED SECTION

	② (FT.)	③ (FT.)	④ (FT.)	⑤ (FT.)
STA. 612+75 - STA. 619+14	6	5	30	15
STA. 650+73 - STA. 658+00	10	5	26	17



TYPICAL PARTIAL EXISTING SECTION

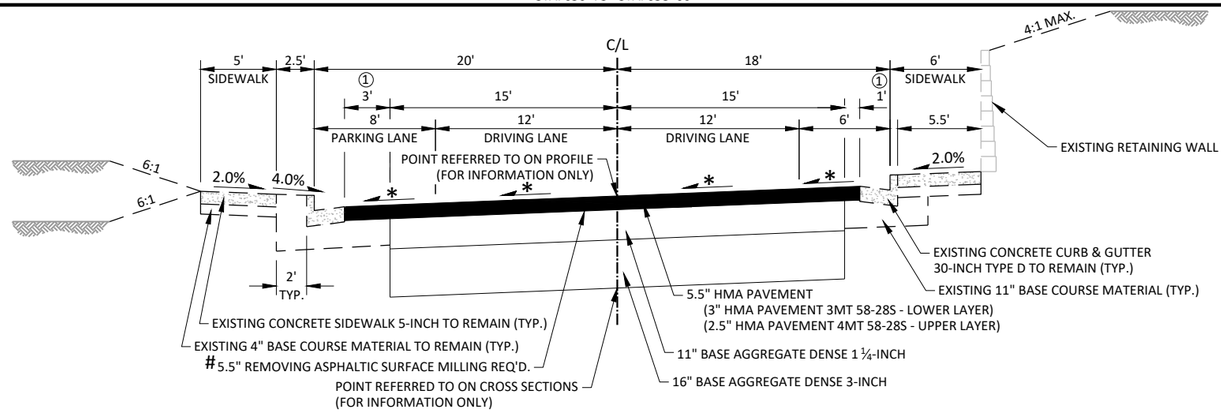
STA. 612+75 - STA. 618+87, RT.

① REMOVE 1.5" PULVERIZED BASE COURSE MATERIAL TO MAINTAIN A 2.0% NORMAL CROWN (DUE TO INCREASE IN HMA THICKNESS OVER EXISTING) IN AREAS ADJACENT TO EXISTING CURB & GUTTER. COST FOR REMOVAL TO BE INCLUDED IN REMOVING ASPHALTIC SURFACE MILLING BID ITEM.

EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.

① PREPARE FOUNDATION FOR ASPHALTIC PAVING

* MATCH EXISTING CROSS SLOPE / SUPERELEVATION SEE CROSS SECTIONS FOR FURTHER INFORMATION PAID FOR UNDER SURVEY EXISTING CROSS SLOPES BID ITEM.

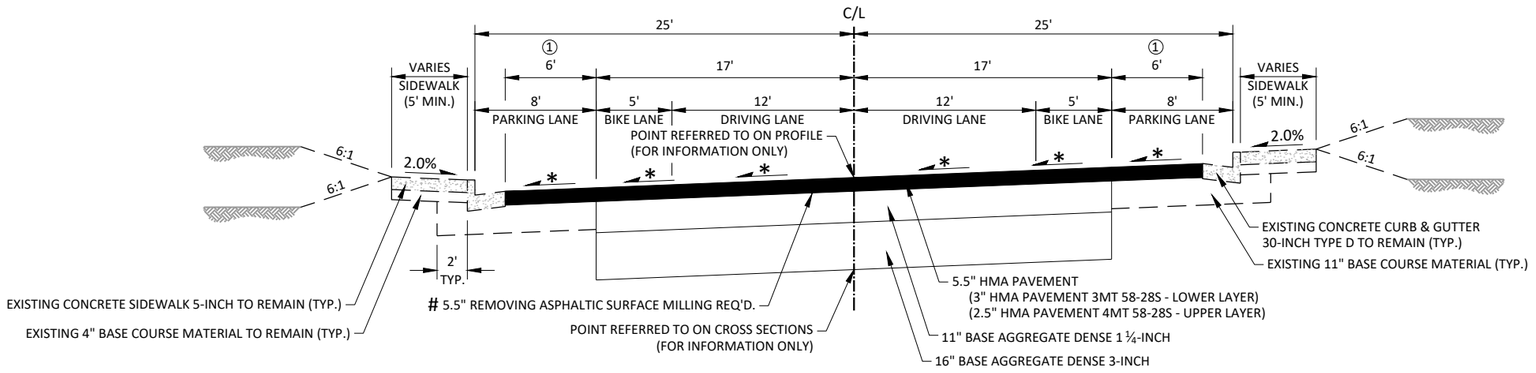


TYPICAL FINISHED SECTION

STA. 619+14 - STA 635+50

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET 8	E

2



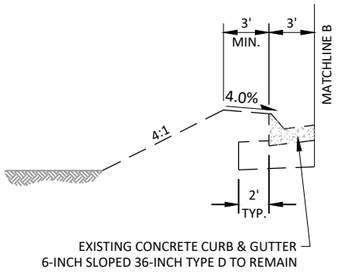
TYPICAL FINISHED SECTION

STA. 635+50 - STA 643+62

① PREPARE FOUNDATION FOR ASPHALTIC PAVING

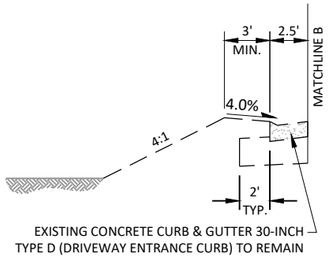
* MATCH EXISTING CROSS SLOPE/SUPERELEVATION
SEE CROSS SECTIONS FOR FURTHER INFORMATION
PAID FOR UNDER SURVEY EXISTING CROSS SLOPES BID ITEM.

\# EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.



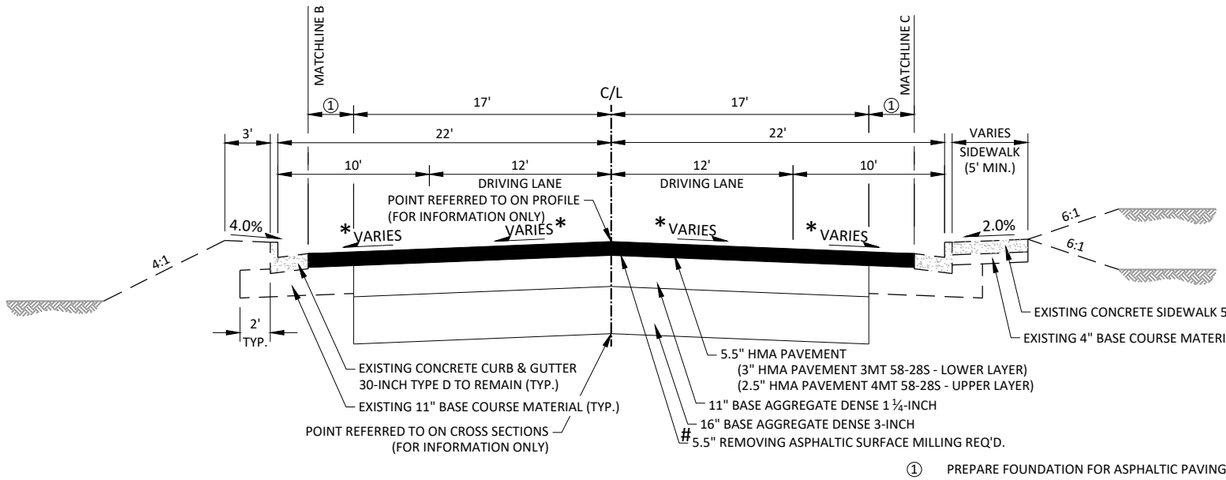
TYPICAL PARTIAL FINISHED SECTION

STA. 644+77 - STA. 648+71, LT.



TYPICAL PARTIAL FINISHED SECTION

STA. 648+71 - STA. 650+73, LT.



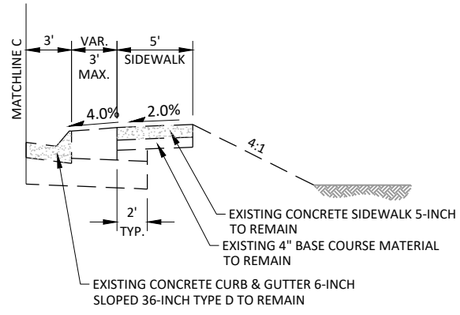
TYPICAL FINISHED SECTION

STA. 643+62 - STA 650+73

① PREPARE FOUNDATION FOR ASPHALTIC PAVING

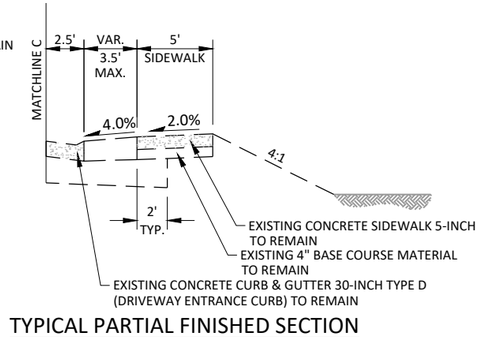
* MATCH EXISTING CROSS SLOPE/SUPERELEVATION
SEE CROSS SECTIONS FOR FURTHER INFORMATION
PAID FOR UNDER SURVEY EXISTING CROSS SLOPES BID ITEM.

\# EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.



TYPICAL PARTIAL FINISHED SECTION

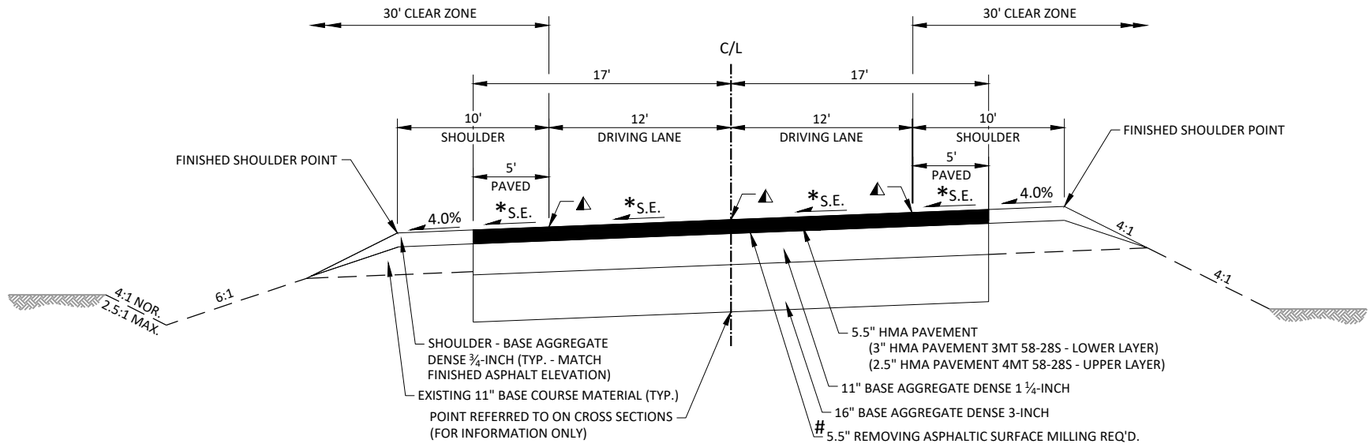
STA. 644+96 - STA. 648+95, RT.



TYPICAL PARTIAL FINISHED SECTION

STA. 648+95 - STA. 650+73, RT.

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET 9	E



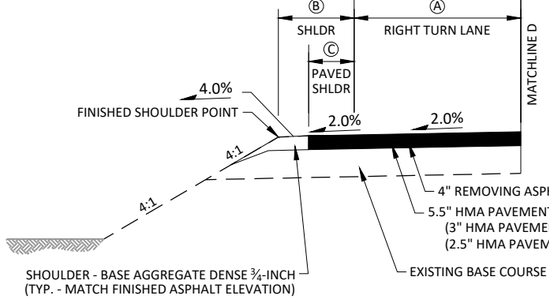
TYPICAL FINISHED SUPERELEVATED SECTION

STA. 667+50 - STA. 670+00

▲ ASPHALTIC RUMBLE STRIPS, SHOULDER AND ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

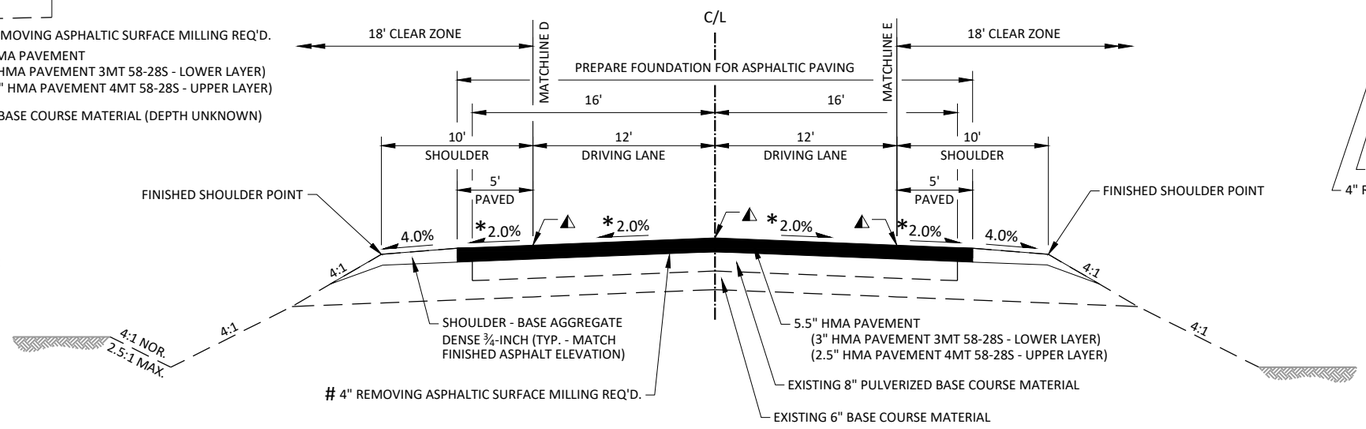
* SEE SUPERELEVATION TABLE/CROSS SECTIONS FOR FURTHER INFORMATION PAID FOR UNDER SURVEY EXISTING CROSS SLOPES BID ITEM.

\# EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.



TYPICAL PARTIAL FINISHED SECTION

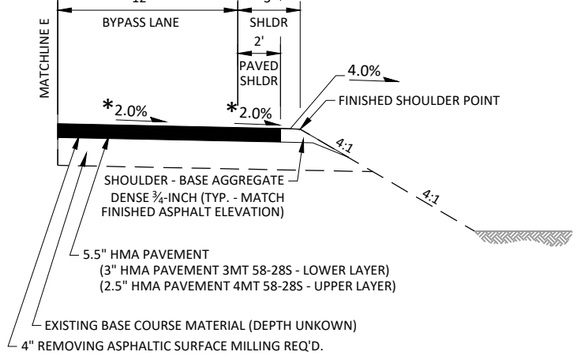
STA. - STA.	Ⓐ (FT.)	Ⓑ (FT.)	Ⓒ (FT.)
STA. 823+45 - STA. 826+83, LT.	11	5	3
STA. 889+51 - STA. 893+49, LT.	12	3	0
STA. 960+89 - STA. 977+32, LT.	11	VARIES 4-12	VARIES 1-9



TYPICAL FINISHED SECTION

STA. 658+00 - STA 667+50
STA. 670+00 - STA. 814+20
STA. 821+80 - STA. 951+75
STA. 969+82 - STA. 979+36.05

\# EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.



TYPICAL PARTIAL FINISHED SECTION

STA. 672+87 - STA. 676+51, RT.

▲ ASPHALTIC RUMBLE STRIPS, SHOULDER AND ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

* 2.0% N.C. UNLESS NOTED OTHERWISE SUPERELEVATION TABLE - SEE SUPERELEVATION TABLE FOR FURTHER INFORMATION

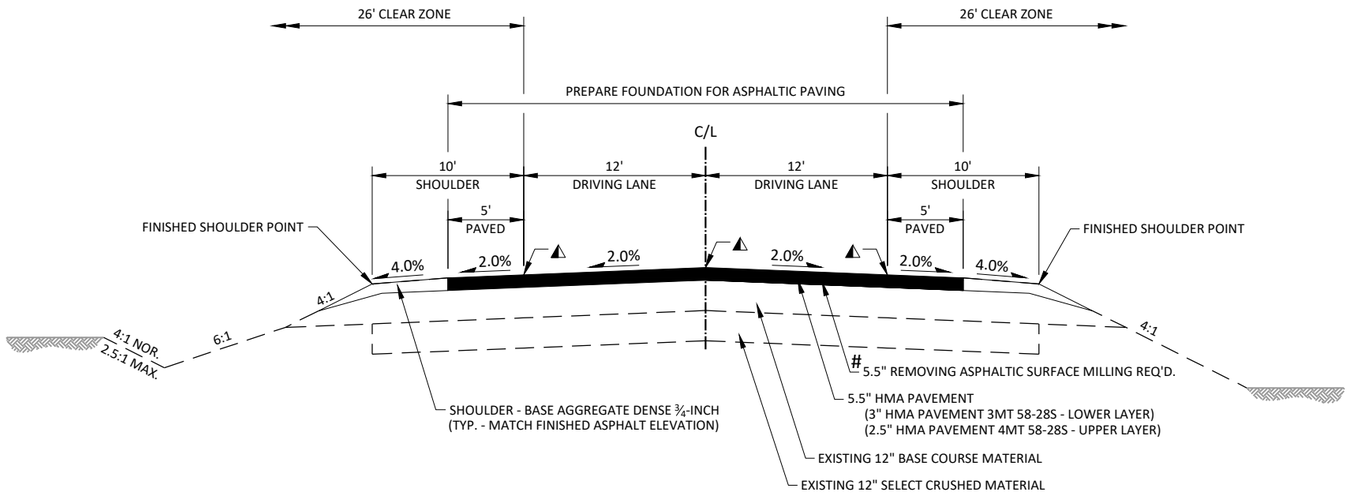
① PREPARE FOUNDATION FOR ASPHALTIC PAVING

② STA. 890+23 - STA. 892+08, LT.
REMOVE 1.5" PULVERIZED BASE COURSE MATERIAL TO MAINTAIN A 2.0% NORMAL CROWN (DUE TO INCREASE IN HMA THICKNESS OVER EXISTING) IN AREAS ADJACENT TO EXISTING CURB & GUTTER. COST FOR REMOVAL TO BE INCLUDED IN REMOVING ASPHALTIC SURFACE MILLING BID ITEM.

NOTE: INCREASE CROSS SLOPE FROM 2.0% TO 2.4% FROM
STA. 964+64 - STA. 966+07, RT.
STA. 971+61 - STA. 972+95, LT.
DUE TO STH 23 PROFILE INCREASE OF 1.5-INCHES

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET 10	E

2

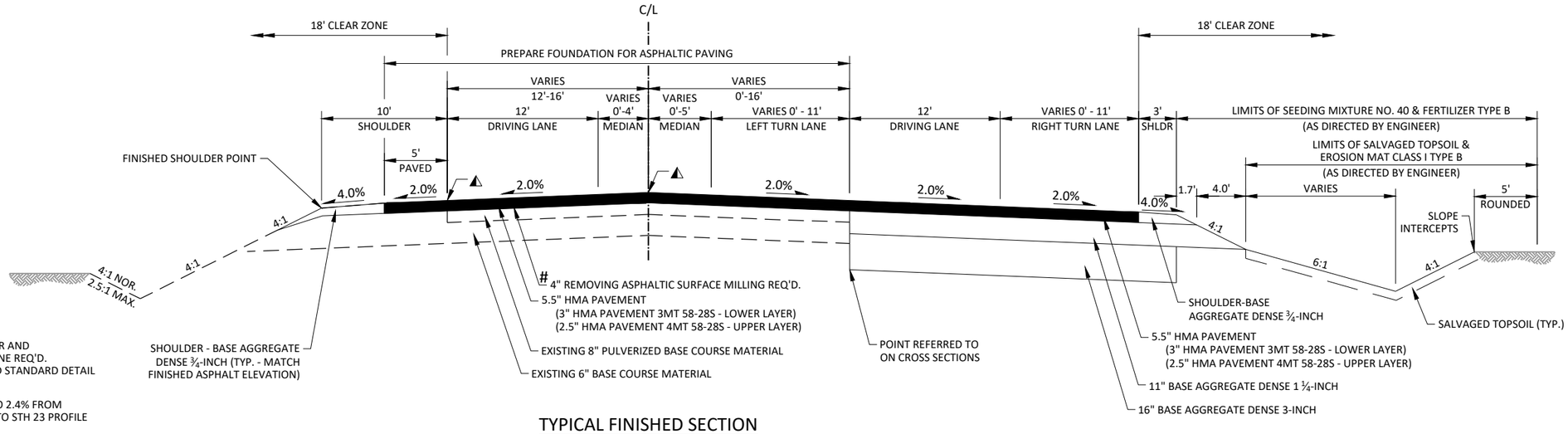


TYPICAL FINISHED SECTION

STA 814+20 - STA 821+80

▲ ASPHALTIC RUMBLE STRIPS, SHOULDER AND ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

\# EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.



TYPICAL FINISHED SECTION

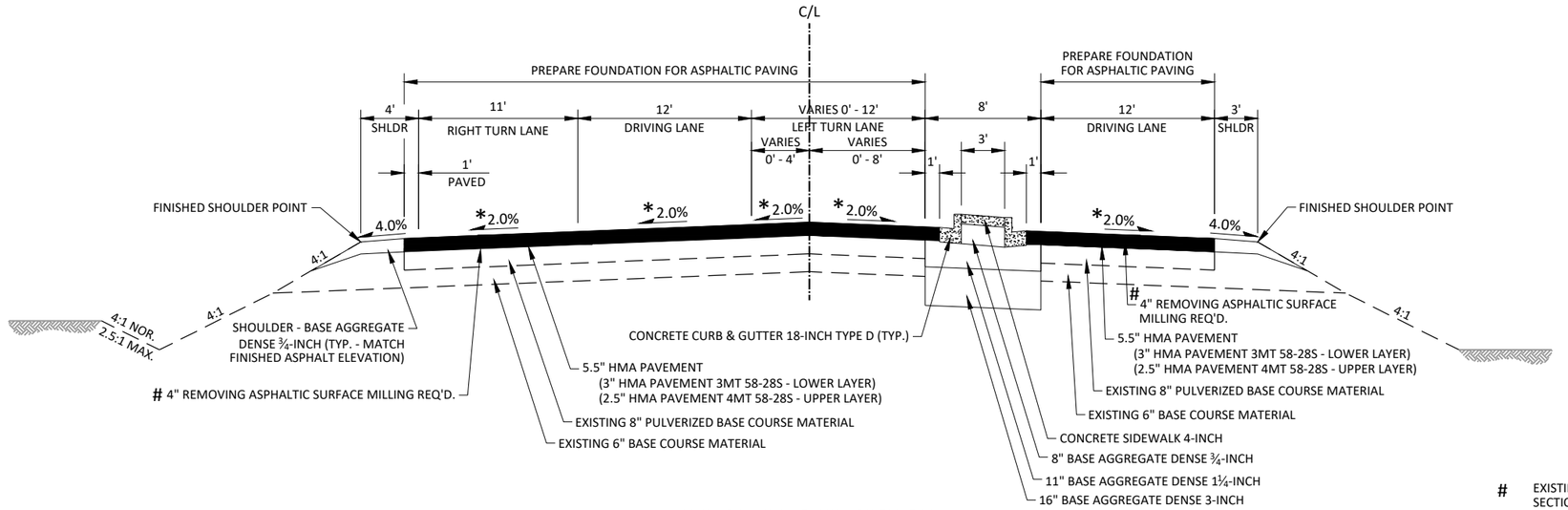
STA. 951+75 - STA 965+25

▲ ASPHALTIC RUMBLE STRIPS, SHOULDER AND ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS

NOTE: INCREASE CROSS SLOPE FROM 2.0% TO 2.4% FROM STA. 964+59 TO STA. 965+92 LT. DUE TO STH 23 PROFILE INCREASE OF 1.5-INCHES

\# EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.

2



TYPICAL FINISHED SECTION

STA. 965+25 - STA 969+82

\# EXISTING HMA PAVEMENT DEPTHS AS SHOWN IN TYPICAL SECTIONS ARE BASED ON AS-BUILT DRAWINGS. SEE BORING LOG IN CONSTRUCTION DETAILS FOR EXISTING DEPTHS MEASURED FROM ROAD CORINGS. EXISTING ASPHALT DEPTHS FROM AS-BUILTS MAY VARY FROM ROAD CORINGS.

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET 12	E

SUPERELEVATION TABLE-CURVE 1

STATION	LEFT(%)	RIGHT(%)
574+99	2.0	2.0
575+00	2.0	2.0
575+50	0.1	2.0
576+00	2.2	2.2
576+50	4.3	4.3
576+53	4.4	4.4
FULL SUPERELEVATION		
582+94	4.4	4.4
583+00	4.1	4.1
583+50	2.1	2.1
584+00	0.0	2.0
584+48	2.0	2.0

SUPERELEVATION TABLE-CURVE 2

MAINTAIN NORMAL CROWN THROUGH CURVE 2

SUPERELEVATION TABLE-CURVE 3

MATCH EXISTING CROSS SLOPE - SEE TYPICAL FINISHED SECTIONS FOR FURTHER INFORMATION

SUPERELEVATION TABLE-CURVE 4

STATION	LEFT(%)	RIGHT(%)
643+00	MATCH EXISTING	MATCH EXISTING
643+50	MATCH EXISTING	MATCH EXISTING
644+26	MATCH EXISTING	MATCH EXISTING
FULL SUPERELEVATION		
648+21	MATCH EXISTING	MATCH EXISTING
648+50	MATCH EXISTING	MATCH EXISTING
649+00	MATCH EXISTING	MATCH EXISTING
649+47	MATCH EXISTING	MATCH EXISTING

MATCH FLANGELINE OF EXISTING CURB & GUTTER (BOTH SIDES)

SUPERELEVATION TABLE-CURVE 5

STATION	LEFT(%)	RIGHT(%)
651+09	MATCH EXISTING	MATCH EXISTING
651+50	MATCH EXISTING	MATCH EXISTING
652+00	MATCH EXISTING	MATCH EXISTING
652+50	MATCH EXISTING	MATCH EXISTING
652+54	MATCH EXISTING	MATCH EXISTING
FULL SUPERELEVATION		
656+60	3.7	3.7
657+00	2.1	2.1
657+50	2.0	0.2
658+00	2.0	1.8
658+05	2.0	2.0

MATCH EXISTING (STA. 651+09 - STA. 652+71) - EXISTING STRUCTURE B-56-168, CONCRETE PAVEMENT APPROACH SLAB, & EXISTING GUARDRAIL

SUPERELEVATION TABLE-CURVE 6

STATION	LEFT(%)	RIGHT(%)
666+52	2.0	2.0
667+00	2.0	0.1
667+50	2.0	1.8
668+00	3.8	3.8
668+15	4.4	4.4
FULL SUPERELEVATION		
673+62	4.4	4.4
674+00	2.9	2.9
674+50	2.0	0.9
675+00	2.0	1.0
675+25	2.0	2.0

SUPERELEVATION TABLE-CURVE 7

STATION	LEFT(%)	RIGHT(%)
705+33	2.0	2.0
705+50	1.3	2.0
706+00	0.8	2.0
706+50	2.9	2.9
706+94	4.7	4.7
FULL SUPERELEVATION		
726+43	4.7	4.7
726+50	4.4	4.4
727+00	2.3	2.3
727+50	0.3	2.0
728+00	1.8	2.0
728+04	2.0	2.0

SUPERELEVATION TABLE-CURVE 8

MAINTAIN NORMAL CROWN THROUGH CURVE 8

SUPERELEVATION TABLE-CURVE 9

STATION	LEFT(%)	RIGHT(%)
754+93	2.0	2.0
755+00	2.0	1.7
755+50	2.0	0.4
756+00	2.4	2.4
756+50	4.5	4.5
756+59	4.9	4.9
FULL SUPERELEVATION		
763+38	4.9	4.9
763+50	4.4	4.4
764+00	2.3	2.3
764+50	2.0	0.2
765+00	2.0	1.8
765+04	2.0	2.0

SUPERELEVATION TABLE-CURVE 10

STATION	LEFT(%)	RIGHT(%)
773+84	2.0	2.0
774+00	2.0	1.4
774+50	2.0	0.6
775+00	2.6	2.6
775+50	4.5	4.5
775+63	5.0	5.0
FULL SUPERELEVATION		
787+61	5.0	5.0
788+00	3.5	3.5
788+50	2.0	1.5
789+00	2.0	0.4
789+40	2.0	2.0

SUPERELEVATION TABLE-CURVE 11

STATION	LEFT(%)	RIGHT(%)
849+75	2.0	2.0
850+00	2.0	1.0
850+50	2.0	1.1
850+71	2.0	2.0
FULL SUPERELEVATION		
855+45	2.0	2.0
855+50	2.0	1.8
856+00	2.0	0.3
856+41	2.0	2.0

SUPERELEVATION TABLE-CURVE 12

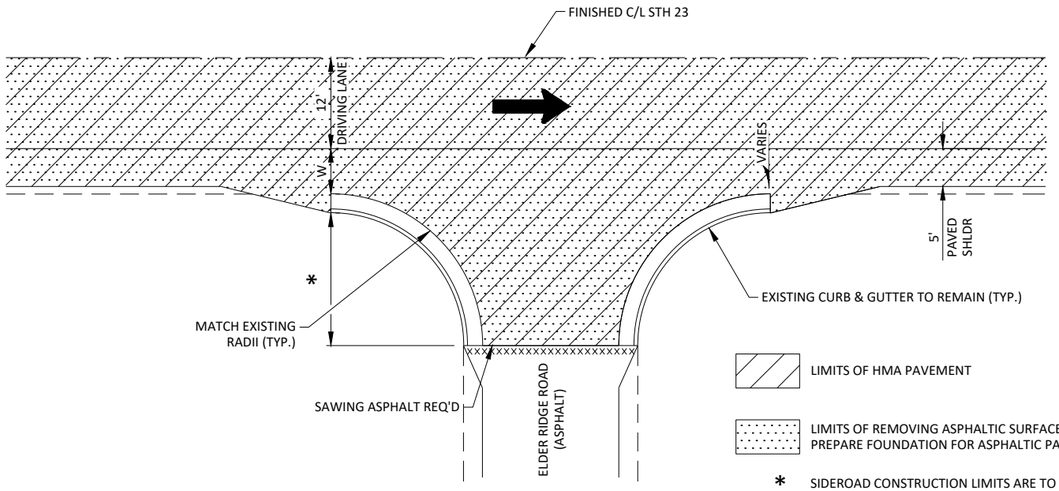
STATION	LEFT(%)	RIGHT(%)
857+94	2.0	2.0
858+00	1.7	2.0
858+50	0.4	2.0
859+00	2.4	2.4
859+50	4.5	4.5
859+96	6.4	6.4
FULL SUPERELEVATION		
866+27	6.4	6.4
866+50	5.4	5.4
867+00	3.4	3.4
867+50	1.3	1.3
867+81	0.0	0.0

SUPERELEVATION TABLE-CURVE 13

STATION	LEFT(%)	RIGHT(%)
867+81	0.0	0.0
868+00	0.8	0.8
868+50	2.7	2.7
869+00	4.7	4.7
869+50	6.7	6.7
869+55	6.9	6.9
FULL SUPERELEVATION		
883+24	6.9	6.9
883+50	5.9	5.9
884+00	3.9	3.9
884+50	2.0	1.9
885+00	2.0	0.1
885+46	2.0	2.0

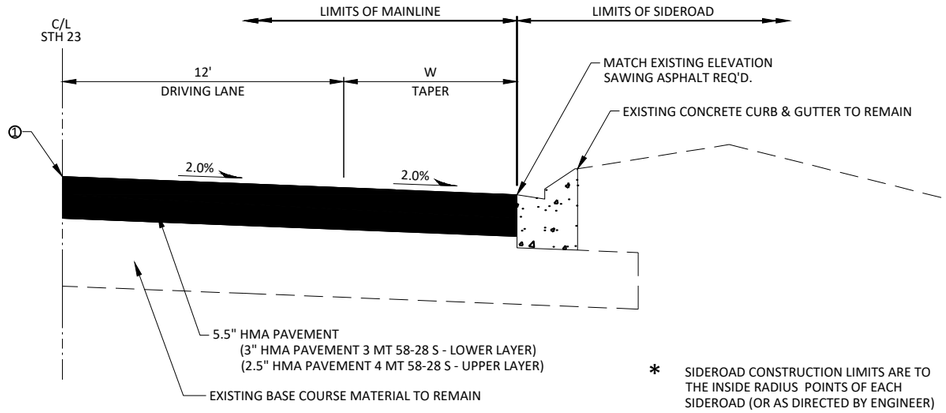
SUPERELEVATION TABLE-CURVE 14

STATION	LEFT(%)	RIGHT(%)
896+66	2.0	2.0
897+00	0.4	2.0
897+50	2.0	2.0
897+62	2.6	2.6
FULL SUPERELEVATION		
914+29	2.6	2.6
914+50	1.6	2.0
915+00	0.8	2.0
915+25	2.0	2.0



TYPICAL RURAL SIDEROAD DETAIL WITH CURB & GUTTER

SIDEROAD	W (FT)
ELDER RIDGE ROAD	6

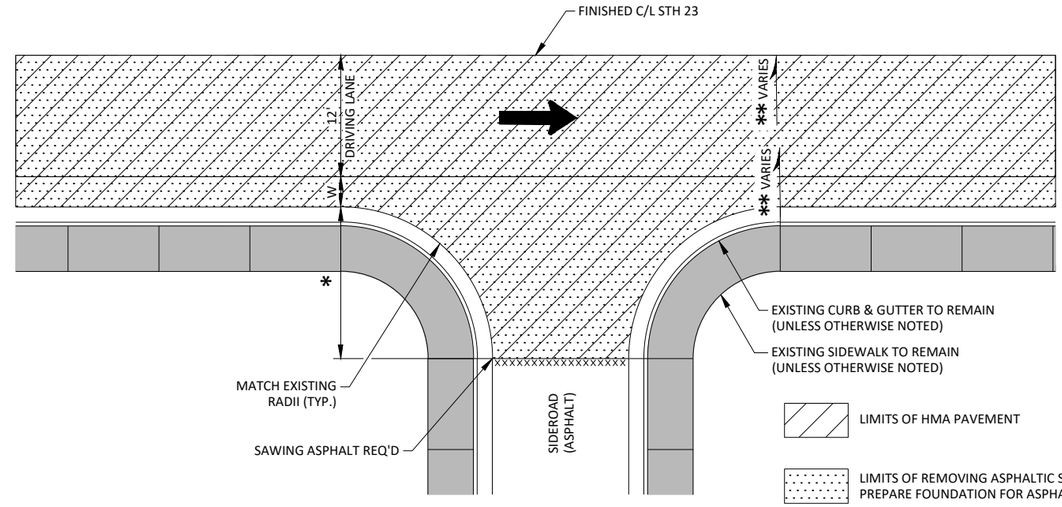


* SIDEROAD CONSTRUCTION LIMITS ARE TO THE INSIDE RADIUS POINTS OF EACH SIDEROAD (OR AS DIRECTED BY ENGINEER)

NOTE: EXCAVATION OF EXISTING BASE COURSE MATERIAL OR PULVERIZED BASE COURSE MATERIAL FOR HMA PAVEMENT PAID FOR UNDER REMOVING ASPHALTIC SURFACE MILLING BID ITEM.

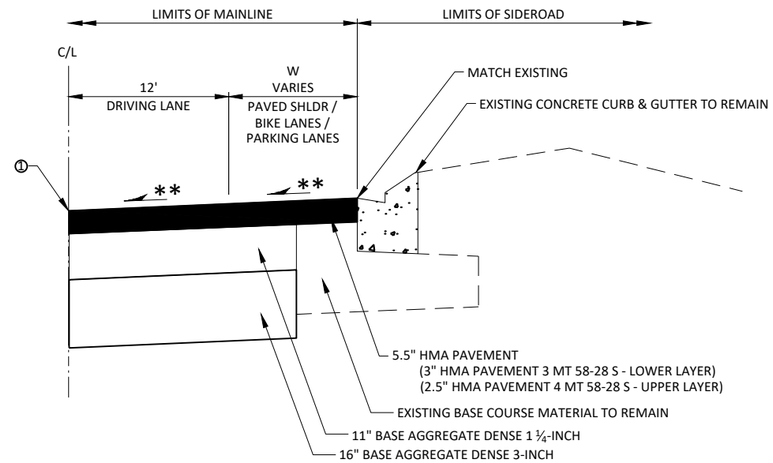
ELDER RIDGE ROAD PROFILE

① MATCH STH 23 PROPOSED VERTICAL PROFILE TO EXISTING PROFILE (NO INCREASE)



TYPICAL URBAN SIDEROAD DETAIL

SIDEROAD	W (FT)	SIDEROAD	W (FT)
SPRING VALLEY ROAD	VARIES 6 - 8	WALNUT STREET (WEST) /STH 154	11
PEAK HILL ROAD	VARIES 4- 7	WALNUT STREET (EAST)	11
BADGER STREET	4	MILL STREET (WEST)	VARIES 9 - 11
STATE STREET (WEST)	VARIES 6 -11	MILL STREET (EAST)	VARIES 8 - 11
STATE STREET (EAST)	VARIES 4 - 11		



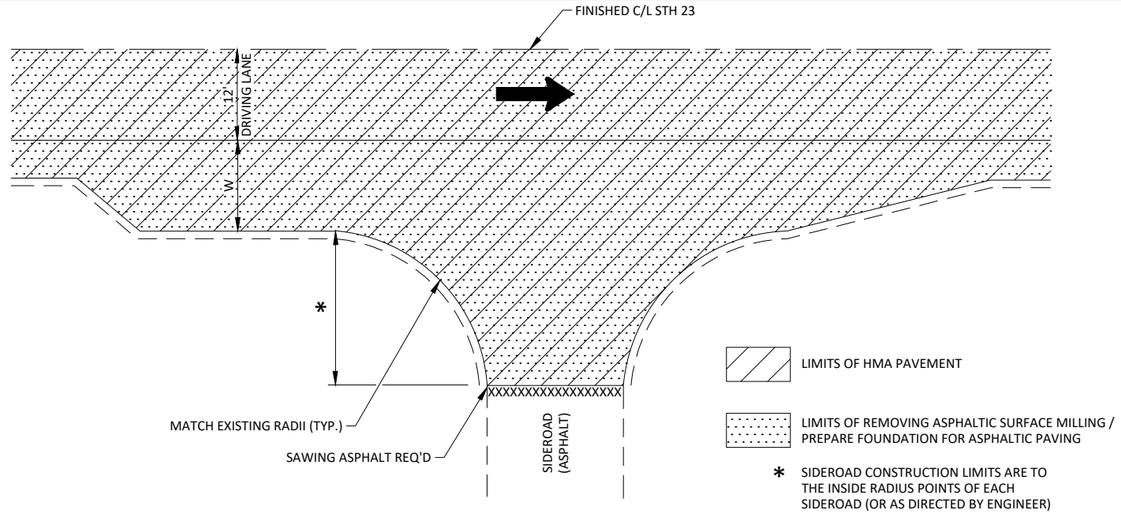
TYPICAL URBAN SIDEROAD PROFILE

① MATCH PROPOSED VERTICAL PROFILE TO EXISTING VERTICAL PROFILE (NO INCREASE)

* SIDEROAD CONSTRUCTION LIMITS ARE TO THE INSIDE RADIUS POINTS OF EACH SIDEROAD (OR AS DIRECTED BY ENGINEER)

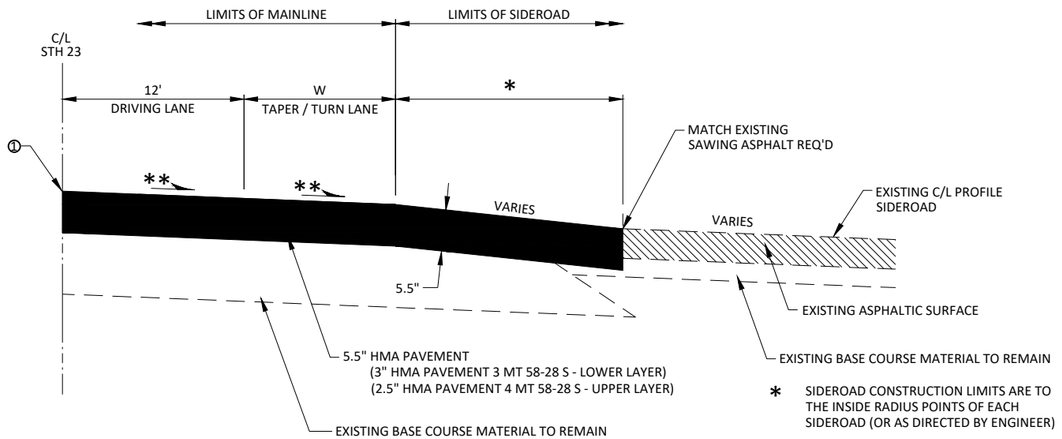
** NORMAL CROWN (N.C) UNLESS NOTED OTHERWISE - SEE SUPERELEVATION TABLE

NOTE: EXCAVATION OF EXISTING BASE COURSE MATERIAL OR PULVERIZED BASE COURSE MATERIAL FOR HMA PAVEMENT PAID FOR UNDER REMOVING ASPHALTIC SURFACE MILLING BID ITEM.



TYPICAL RURAL SIDEROAD DETAIL WITHOUT CURB & GUTTER

SIDEROAD	W (FT)
NARROWS CREEK ROAD	6
SAND HILL ROAD	4
OPEN VIEW ROAD (EAST)	4
CTH CH	9
OPEN VIEW ROAD (SOUTH)	5
OPEN VIEW ROAD (NORTH)	3
HERRITZ ROAD	VARIES 6 - 15
STH 154 (EAST)	4
HACKBARTH ROAD	5
OLD LOGANVILLE ROAD (SOUTH)	VARIES 5 - 16
OLD LOGANVILLE ROAD (NORTH)	VARIES 6 - 17



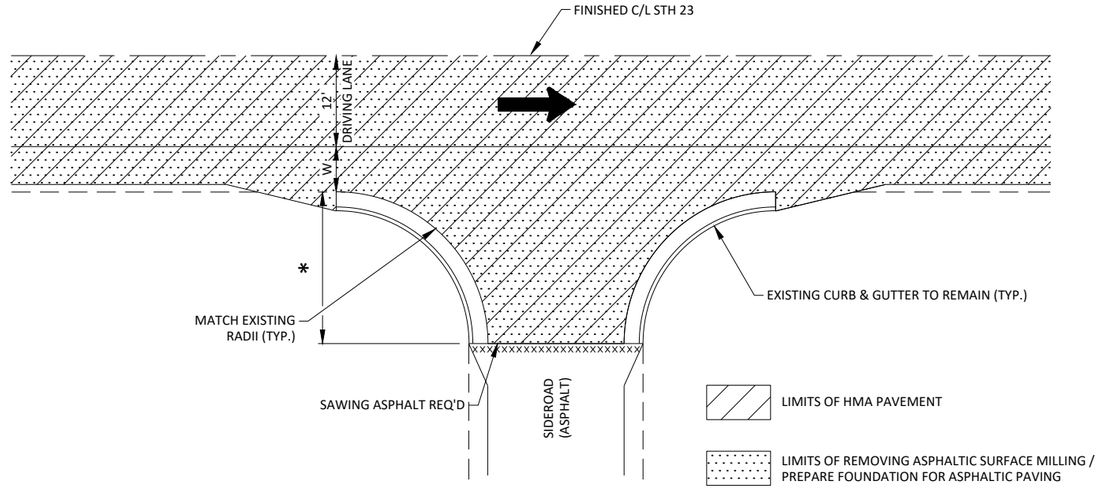
* SIDEROAD CONSTRUCTION LIMITS ARE TO THE INSIDE RADIUS POINTS OF EACH SIDEROAD (OR AS DIRECTED BY ENGINEER)

** NORMAL CROWN (N.C) UNLESS NOTED OTHERWISE - SEE SUPERELEVATION TABLE

NOTE: EXCAVATION OF EXISTING BASE COURSE MATERIAL OR PULVERIZED BASE COURSE MATERIAL FOR HMA PAVEMENT PAID FOR UNDER REMOVING ASPHALTIC SURFACE MILLING BID ITEM.

TYPICAL RURAL SIDEROAD PROFILE WITHOUT CURB & GUTTER

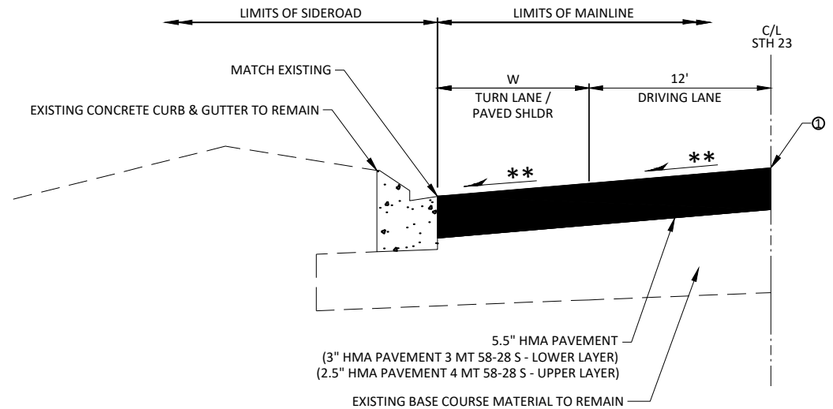
① RAISE PROPOSED STH 23 VERTICAL PROFILE BY 1.5" OVER EXISTING



TYPICAL RURAL SIDEROAD DETAIL WITH CURB & GUTTER

SIDEROAD	W (FT)
CTH S	VARIES 12' - 25'
RHS (SOUTH ENTRANCE)	VARIES 16.3' - 17'
SOUTHRIDGE BLVD.	VARIES 18' - 22'
RHS (NORTH ENTRANCE)	17.4'

* SIDEROAD CONSTRUCTION LIMITS ARE TO THE INSIDE RADIUS POINTS OF EACH SIDEROAD (OR AS DIRECTED BY ENGINEER)



TYPICAL RURAL SIDEROAD PROFILE WITH CURB & GUTTER

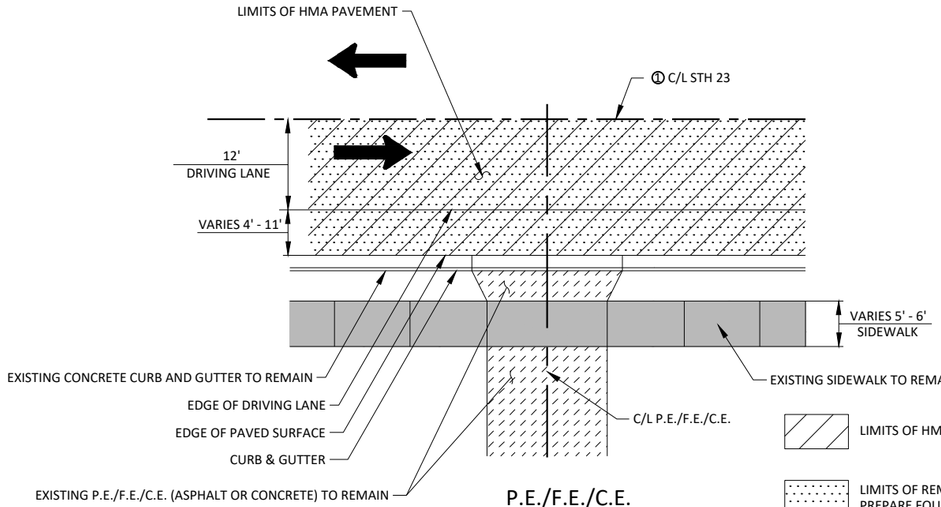
① RAISE STH 23 PROPOSED VERTICAL PROFILE BY 1.5" OVER EXISTING

SIDEROAD	**
CTH S	VARIES 2.3% - 2.5%
RHS (SOUTH ENTRANCE)	2.4%
SOUTHRIDGE BLVD.	2.4%
RHS (NORTH ENTRANCE)	2.4%

* SIDEROAD CONSTRUCTION LIMITS ARE TO THE INSIDE RADIUS POINTS OF EACH SIDEROAD (OR AS DIRECTED BY ENGINEER)

NOTE: INCREASE IN CROSS SLOPE DUE TO PROFILE INCREASE OF 1.5" OVER EXISTING PROFILE TO MATCH INTO FLANGELINE OF EXISTING CURB AND GUTTER TO REMAIN

NOTE: EXCAVATION OF EXISTING BASE COURSE MATERIAL OR PULVERIZED BASE COURSE MATERIAL FOR HMA PAVEMENT PAID FOR UNDER REMOVING ASPHALTIC SURFACE MILLING BID ITEM.



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

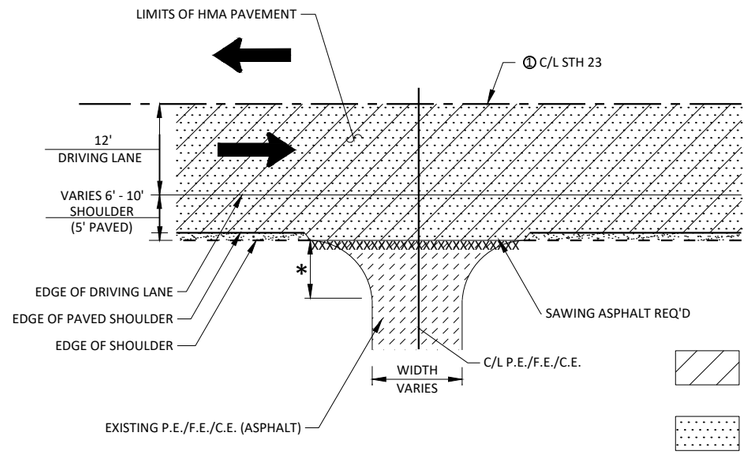
① MATCH STH 23 PROPOSED VERTICAL PROFILE TO EXISTING VERTICAL PROFILE (NO INCREASE)

LIMITS OF HMA PAVEMENT

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING / PREPARE FOUNDATION FOR ASPHALTIC PAVING

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

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



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

① MATCH STH 23 PROPOSED VERTICAL PROFILE TO EXISTING VERTICAL PROFILE (NO INCREASE)

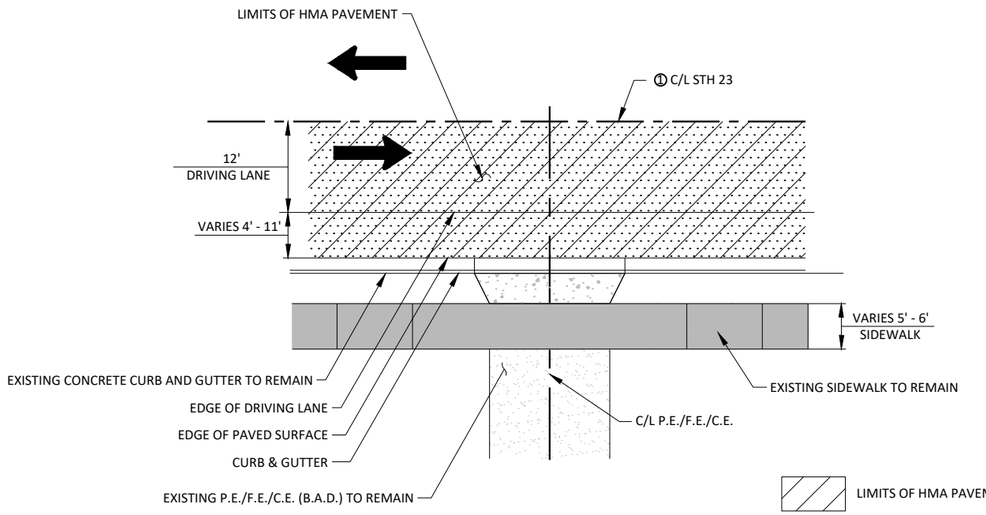
LIMITS OF HMA PAVEMENT

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING / PREPARE FOUNDATION FOR ASPHALTIC PAVING

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

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

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



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

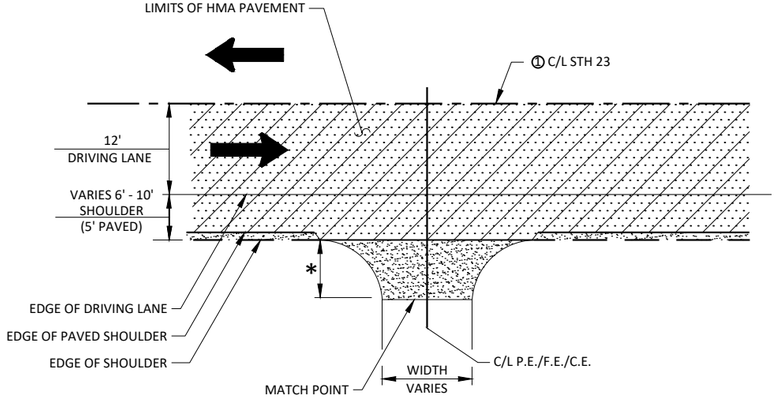
① MATCH STH 23 PROPOSED VERTICAL PROFILE TO EXISTING VERTICAL PROFILE (NO INCREASE)

LIMITS OF HMA PAVEMENT

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING / PREPARE FOUNDATION FOR ASPHALTIC PAVING

LIMITS OF EXISTING BASE AGGREGATE DENSE 3/4-INCH P.E./F.E./C.E. TO REMAIN

LIMITS OF EXISTING CONCRETE DRIVEWAY TO REMAIN



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

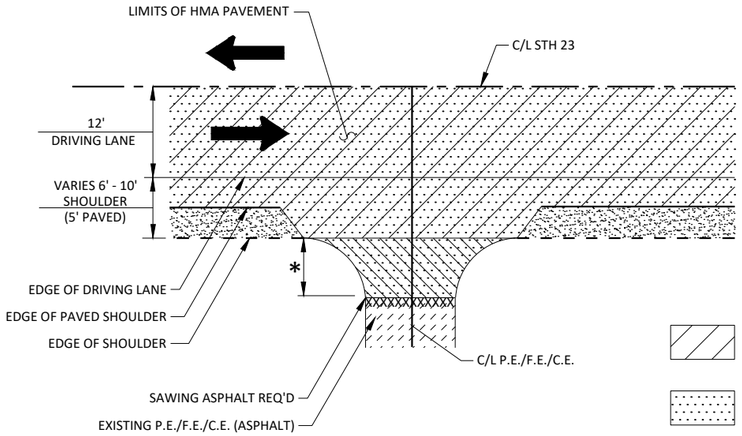
① MATCH STH 23 PROPOSED VERTICAL PROFILE TO EXISTING VERTICAL PROFILE (NO INCREASE)

LIMITS OF HMA PAVEMENT

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING / PREPARE FOUNDATION FOR ASPHALTIC PAVING

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

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



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

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

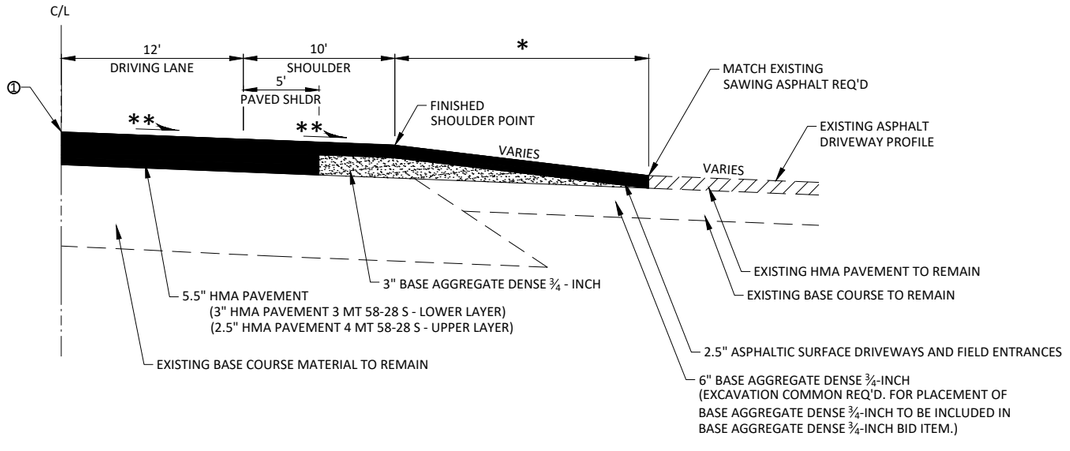
LIMITS OF HMA PAVEMENT

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING / PREPARE FOUNDATION FOR ASPHALTIC PAVING

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

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

LIMITS OF ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

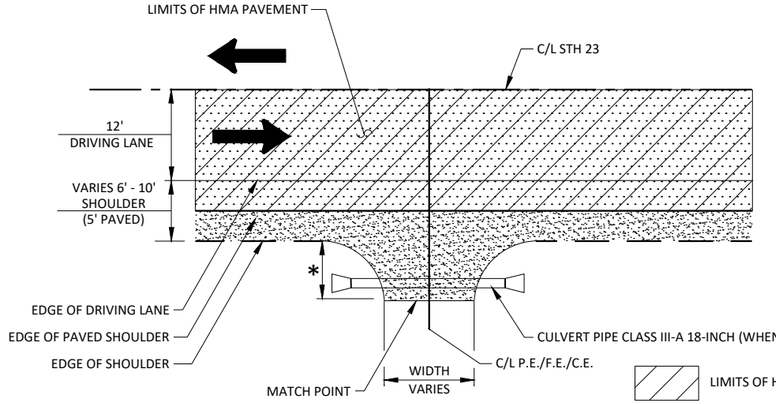


P.E./F.E./C.E. (EXISTING ASPHALT) PROFILE

① RAISE STH 23 PROPOSED VERTICAL PROFILE BY 1.5" OVER EXISTING

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

** NORMAL CROWN (N.C) UNLESS NOTED OTHERWISE - SEE SUPERELEVATION TABLE



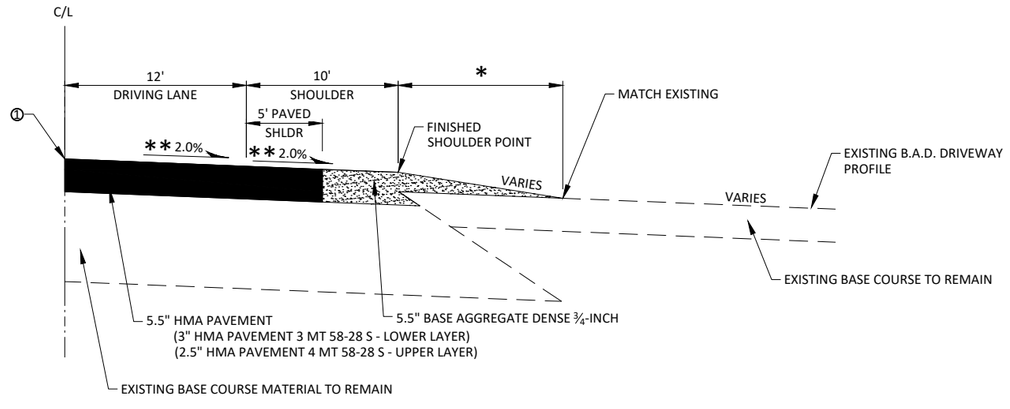
P.E./F.E./C.E. (EXISTING B.A.D.) DRIVEWAY DETAIL-RURAL

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

LIMITS OF HMA PAVEMENT

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING / PREPARE FOUNDATION FOR ASPHALTIC PAVING

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

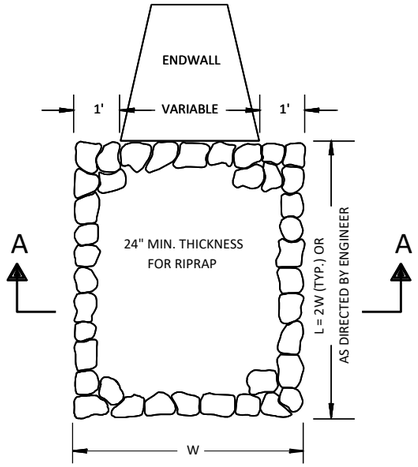


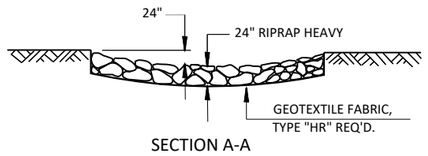
P.E./F.E./C.E. (EXISTING B.A.D.) PROFILE

① RAISE STH 23 PROPOSED VERTICAL PROFILE BY 1.5" OVER EXISTING

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

** NORMAL CROWN (N.C) UNLESS NOTED OTHERWISE - SEE SUPERELEVATION TABLE

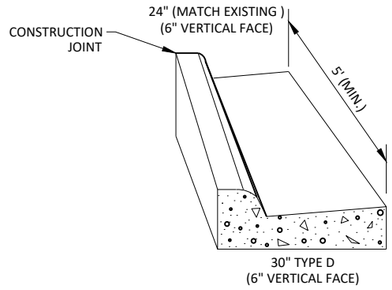




SECTION A-A

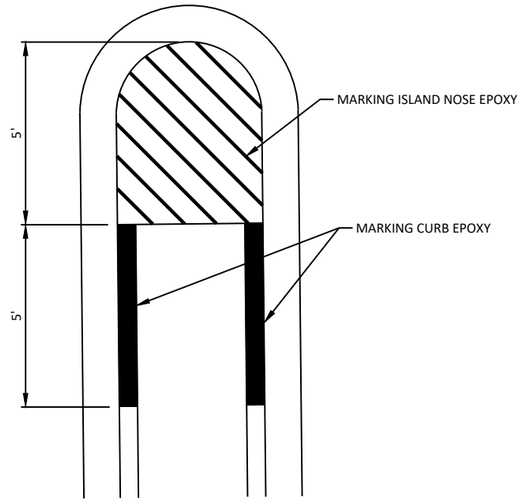
RIPRAP HEAVY TREATMENT AT CULVERTS

(UNLESS NOTED OTHERWISE)



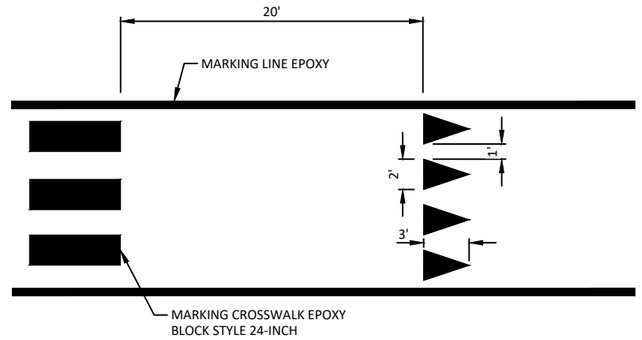
CURB & GUTTER TRANSITION

PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D
(SE & NE QUADRANTS STH 23 - SOUTHRIDGE BOULEVARD



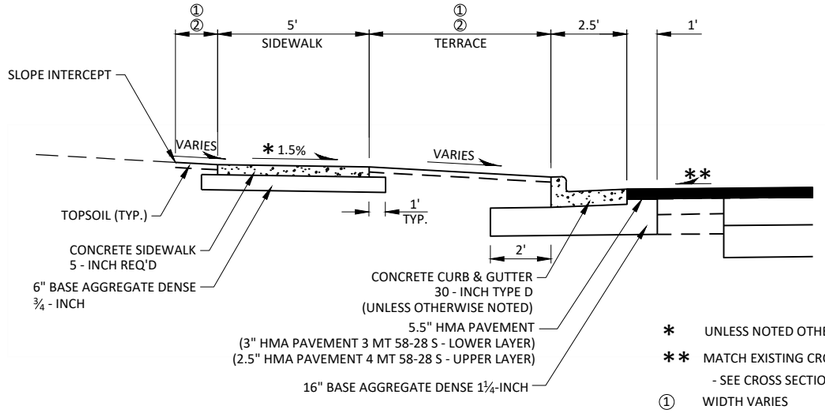
MARKING ISLAND NOSE EPOXY DETAIL

STA. 965+79 - STA. 965+85, RT.
STA. 967+79 - STA. 967+85, RT.



MARKING YIELD LINE EPOXY 36-INCH DETAIL

2



* UNLESS NOTED OTHERWISE

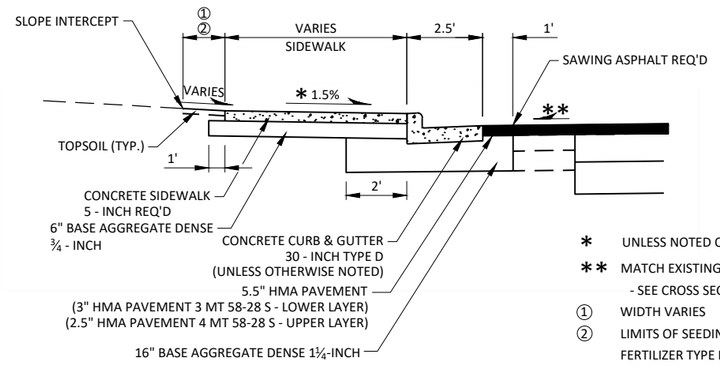
** MATCH EXISTING CROSS SLOPE / SUPERELEVATION
- SEE CROSS SECTIONS FOR FURTHER INFORMATION

① WIDTH VARIES

② LIMITS OF SEEDING MIXTURE NO. 40, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B AND TOPSOIL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

PARTIAL URBAN SECTION IN DETECTABLE WARNING FIELD REPLACEMENT

(TERRACE LOCATED BETWEEN CONCRETE SIDEWALK AND BACK OF CURB)



* UNLESS NOTED OTHERWISE

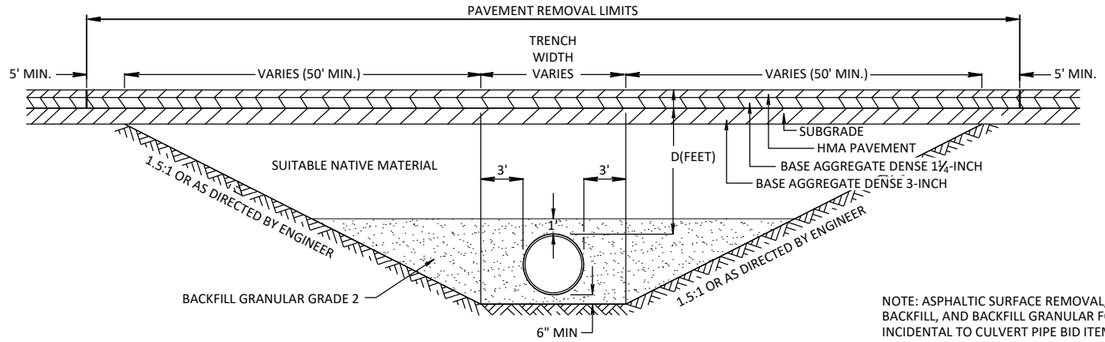
** MATCH EXISTING CROSS SLOPE / SUPERELEVATION
- SEE CROSS SECTIONS FOR FURTHER INFORMATION

① WIDTH VARIES

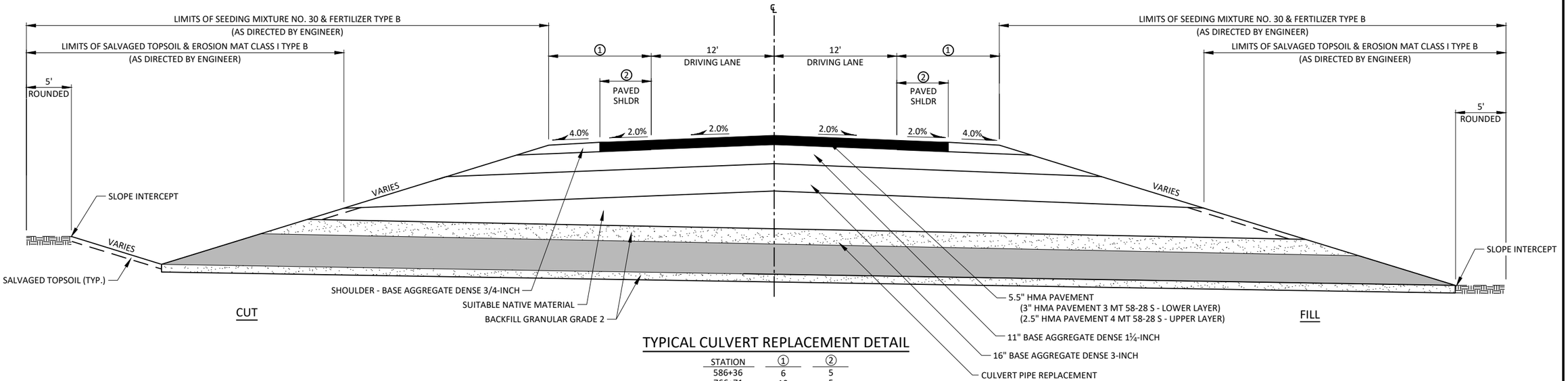
② LIMITS OF SEEDING MIXTURE NO. 40, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B AND TOPSOIL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

PARTIAL URBAN SECTION IN DETECTABLE WARNING FIELD REPLACEMENT

(SIDEWALK ADJACENT TO BACK OF CURB)



NOTE: ASPHALTIC SURFACE REMOVAL, BASE COURSE REMOVAL, EXCAVATION, BACKFILL, AND BACKFILL GRANULAR FOR CULVERT PIPE REPLACEMENT IS INCIDENTAL TO CULVERT PIPE BID ITEM



TYPICAL CULVERT REPLACEMENT DETAIL

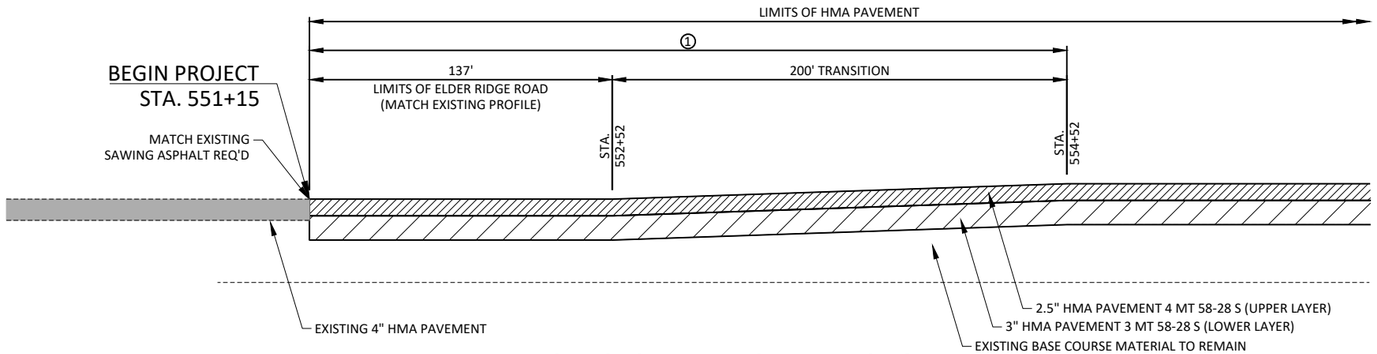
STATION	①	②
586+36	6	5
766+71	10	5
786+10	10	5
869+96	7.75	6
881+03	10	5
891+55	10	5
∗ 935+00	25.4	18.6

∗ CULVERT REPLACEMENT IS LOCATED IN A GUARDRAIL SHOULDER TAPERING LOCATION

BORING LOG

BORING NO.	STATION/OFFSET	EXISTING ASPHALTIC SURFACE THICKNESS (IN.)	EXISTING BASE THICKNESSES (IN.)
1	606+78, 3.0' RT.	6.0"	7" RECYCLED ASPHALT OVER 2" BASE COURSE OVER 3" ASPHALT OVER 3" BASE COURSE
2	612+06, 9.0' RT.	7.0"	9" RECYCLED ASPHALT OVER 5" BASE COURSE
3	617+87, 6.0' RT.	6.25"	1.75" BASE COURSE OVER 10" RECYCLED ASPHALT OVER 1" BASE COURSE OVER 3" ASPHALT OVER 2" BASE COURSE
4	623+68, 12.0' RT.	6.5"	13.5" BASE COURSE
5	628+96, 9.0' RT.	5"	2.5" RECYCLED ASPHALT OVER 6.5" BASE COURSE
6	633+71, 3.0' RT.	7.5"	40" BASE COURSE (POSSIBLE DEPTH DUE TO CLOSE PROXIMITY TO STORM SEWER)
7	640+05, 18.0' RT.	6.5"	11" BASE COURSE
8	644+80, 12.0' RT.	6.5"	16.5" BASE COURSE
9	649+55, 9.0' RT.	8.5"	21.5" BASE COURSE
10	655+36, 6.0' RT.	6.5"	6" BASE COURSE OVER 11" RECYCLED ASPHALT OVER 4" BASE COURSE

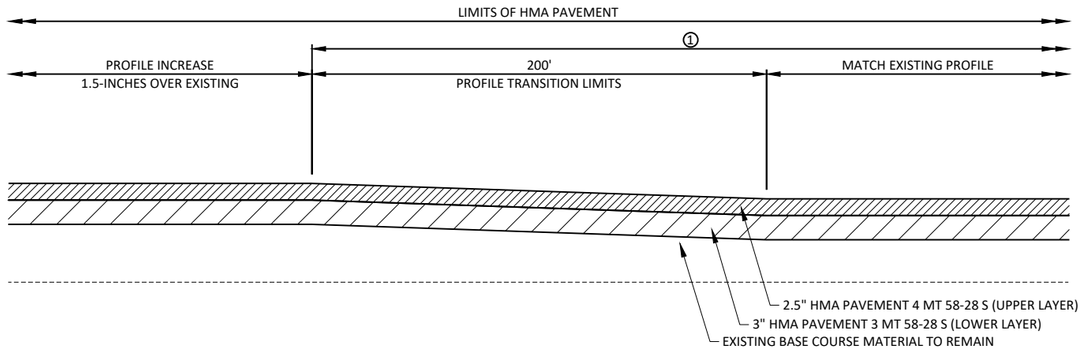
NOTE: EXISTING ASPHALTIC SURFACE THICKNESSES MAY INCLUDE PREVIOUSLY PROCESSED ASPHALTIC MATERIALS



REMOVING ASPHALT - PROFILE TRANSITION DETAIL

STA. 552+52 - STA. 554+52

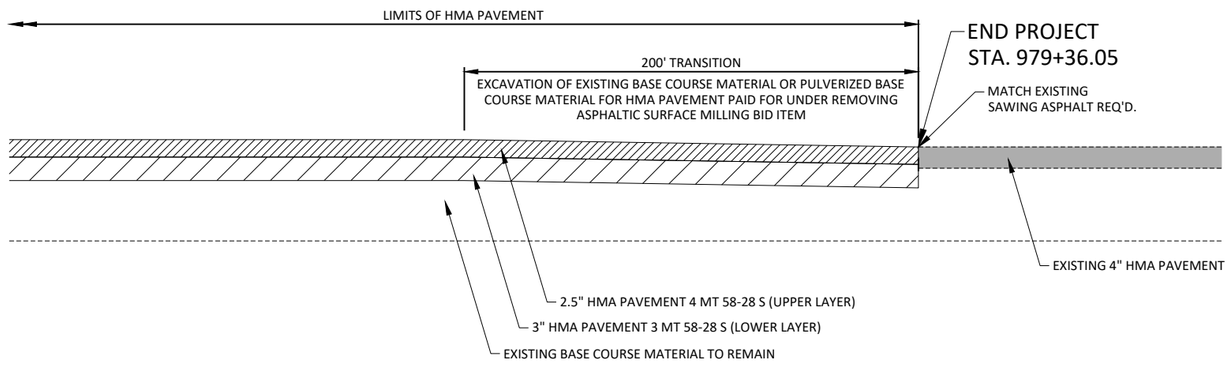
① EXCAVATION OF EXISTING BASE COURSE MATERIAL OR PULVERIZED BASE COURSE MATERIAL FOR HMA PAVEMENT PAID FOR UNDER REMOVING ASPHALTIC SURFACE MILLING BID ITEM.



REMOVING ASPHALT - PROFILE TRANSITION DETAIL

STA. 608+24 - STA. 610+24
STA. 658+00 - STA. 660+00
STA. 665+50 - STA. 667+50
STA. 670+00 - STA. 672+00
STA. 798+90 - STA. 800+90
STA. 806+79 - STA. 808+79
STA. 813+57 - STA. 815+57
STA. 820+46 - STA. 822+46
STA. 888+23 - STA. 890+23
STA. 892+08 - STA. 894+08
STA. 929+11 - STA. 931+11
STA. 935+51 - STA. 937+51

① EXCAVATION OF EXISTING BASE COURSE MATERIAL OR PULVERIZED BASE COURSE MATERIAL FOR HMA PAVEMENT PAID FOR UNDER REMOVING ASPHALTIC SURFACE MILLING BID ITEM.

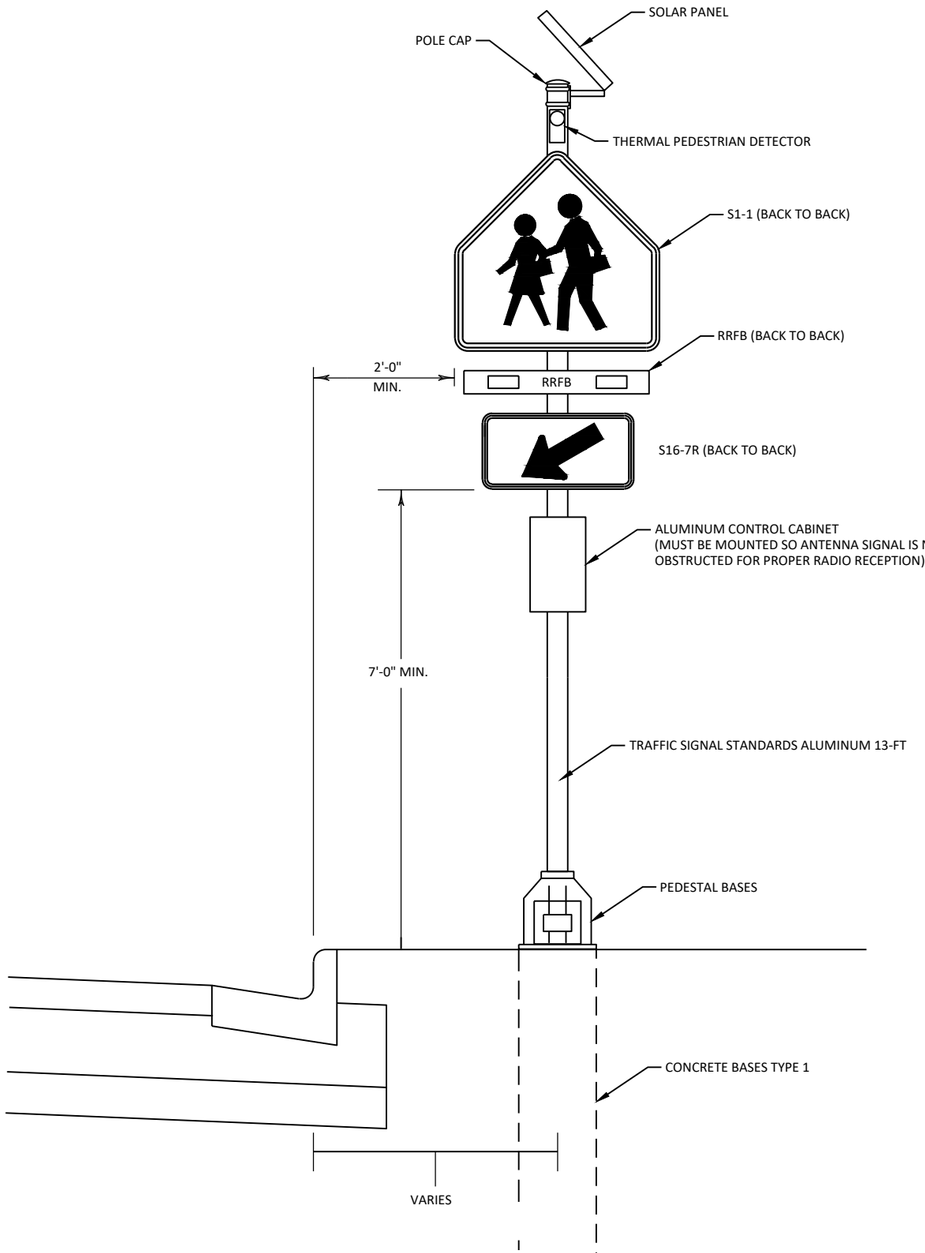


REMOVING ASPHALT - PROFILE TRANSITION DETAIL

STA. 977+36.05 - STA. 979+36.05

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 20	E

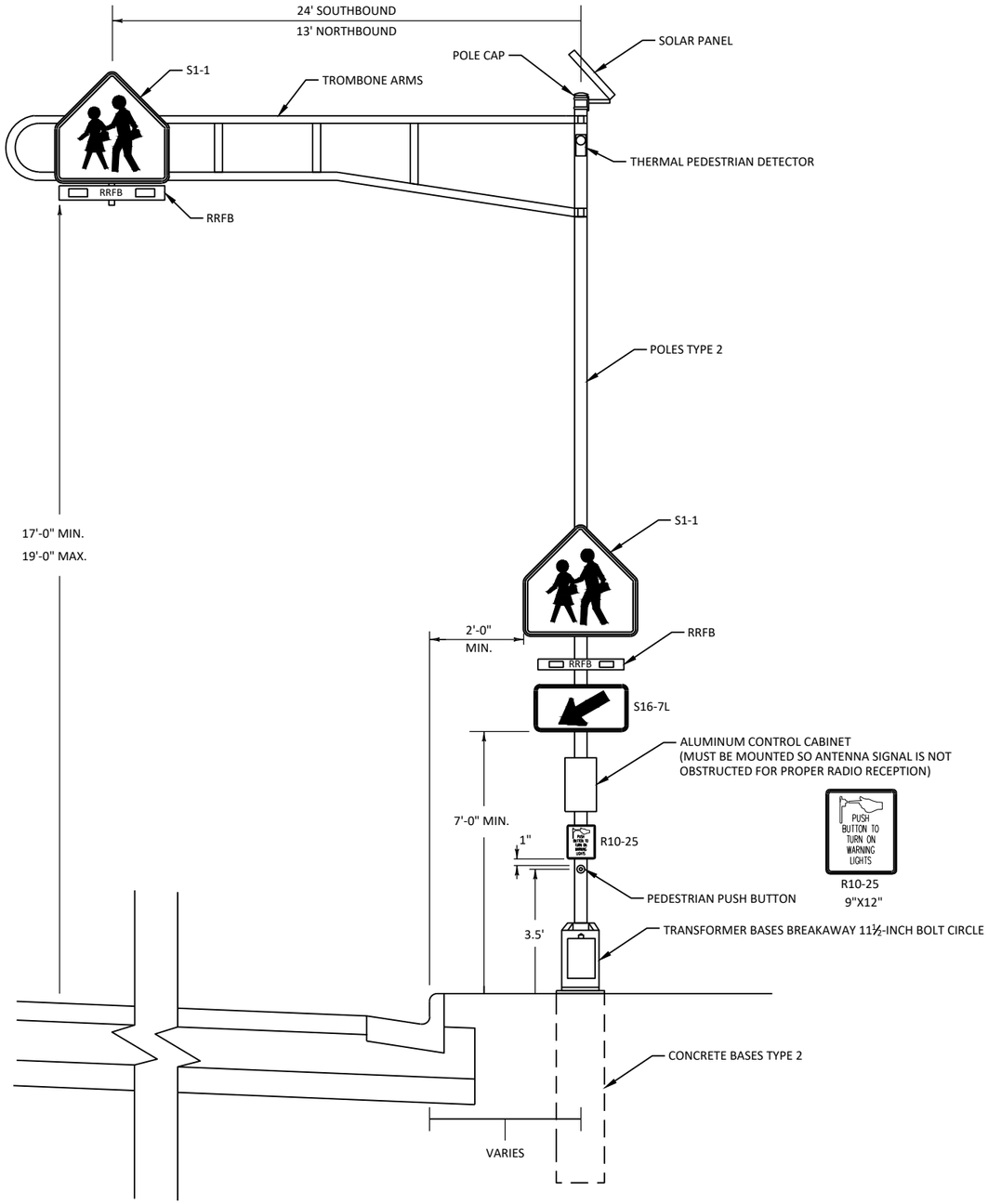
NOTES:
1) ORIENT SOLAR PANEL TOWARDS SOUTHERN SKY FOR MAXIMUM SOLAR EXPOSURE



RECTANGULAR RAPID FLASHING BEACON DETAIL

NOT TO SCALE
STA. 965+90, 34' LT (SOUTHBOUND)
STA. 965+90, 35' LT (NORTHBOUND)

NOTES:
1) ORIENT SOLAR PANEL TOWARDS SOTHERN SKY FOR MAXIMUM SOLAR EXPOSURE



RECTANGULAR RAPID FLASHING BEACON DETAIL - OVERHEAD MOUNT

NOT TO SCALE

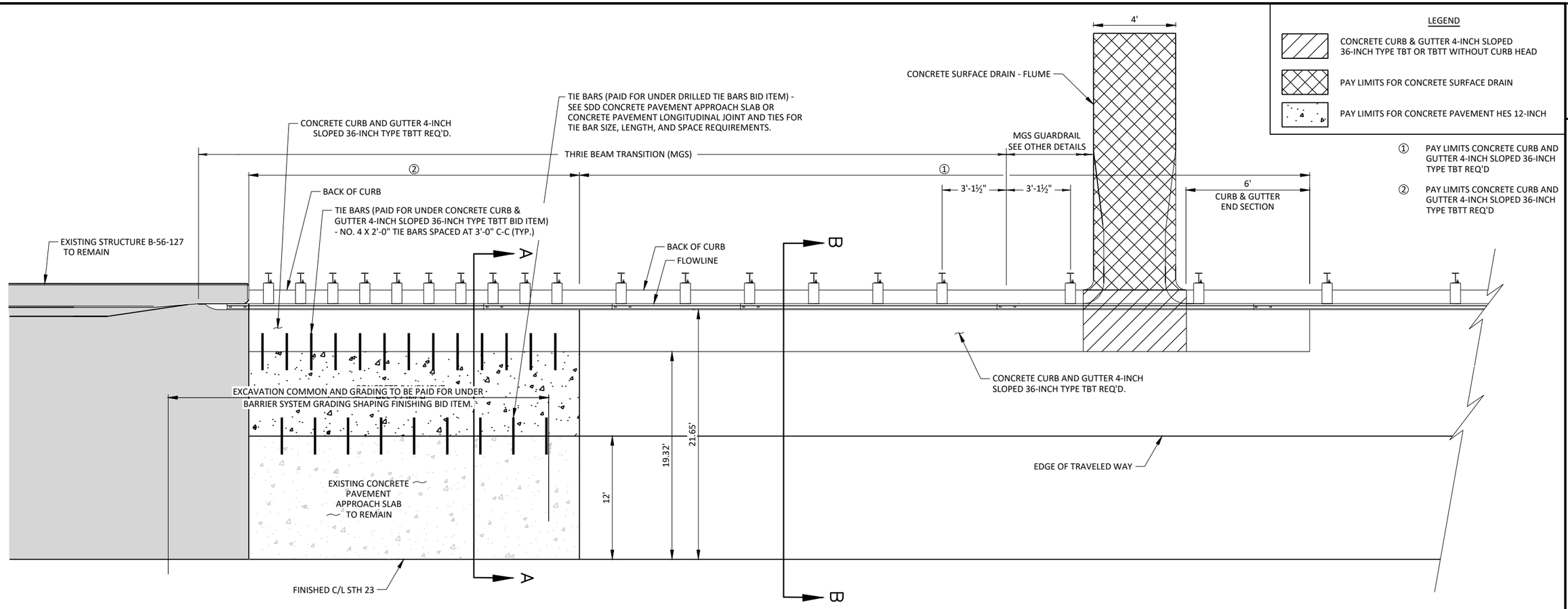
2

LEGEND

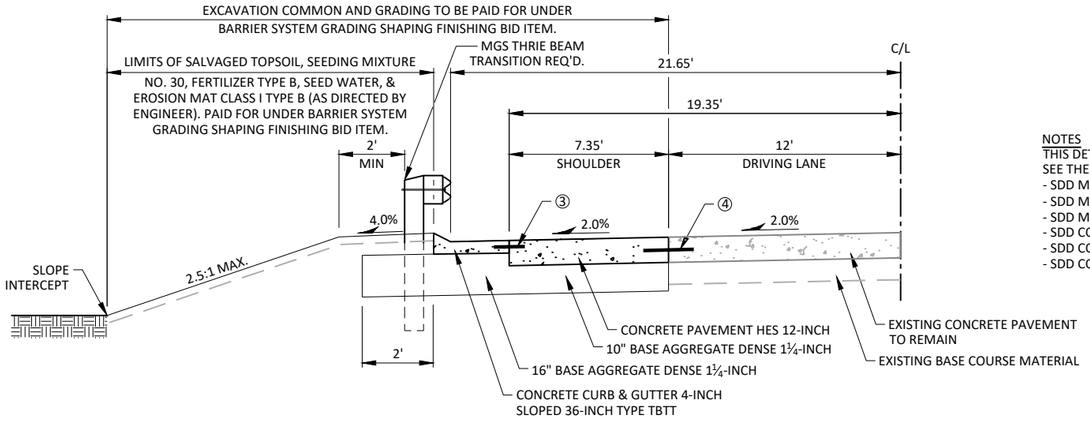
- CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT WITHOUT CURB HEAD
- PAY LIMITS FOR CONCRETE SURFACE DRAIN
- PAY LIMITS FOR CONCRETE PAVEMENT HES 12-INCH

① PAY LIMITS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT REQ'D

② PAY LIMITS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT REQ'D



PLAN VIEW

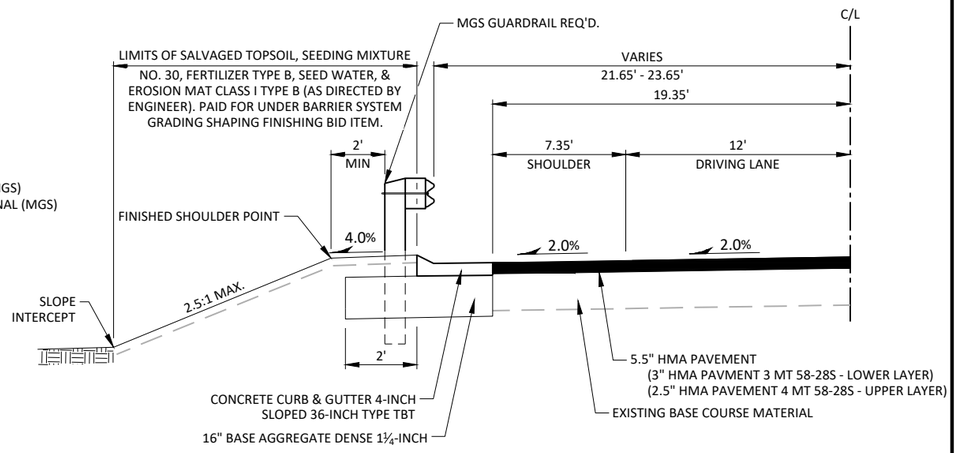


SECTION A-A

NOTES
THIS DETAIL IS FOR SHOWING PAY LIMITS ONLY.
SEE THE FOLLOWING SDD FOR SPECIFIC DETAILS:
- SDD MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
- SDD MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
- SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUADRDRAIL
- SDD CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
- SDD CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
- SDD CONCRETE CURB & GUTTER

CONCRETE SURFACE DRAIN DETAIL

STA. 804+70, RT.
STA. 804+70, LT.

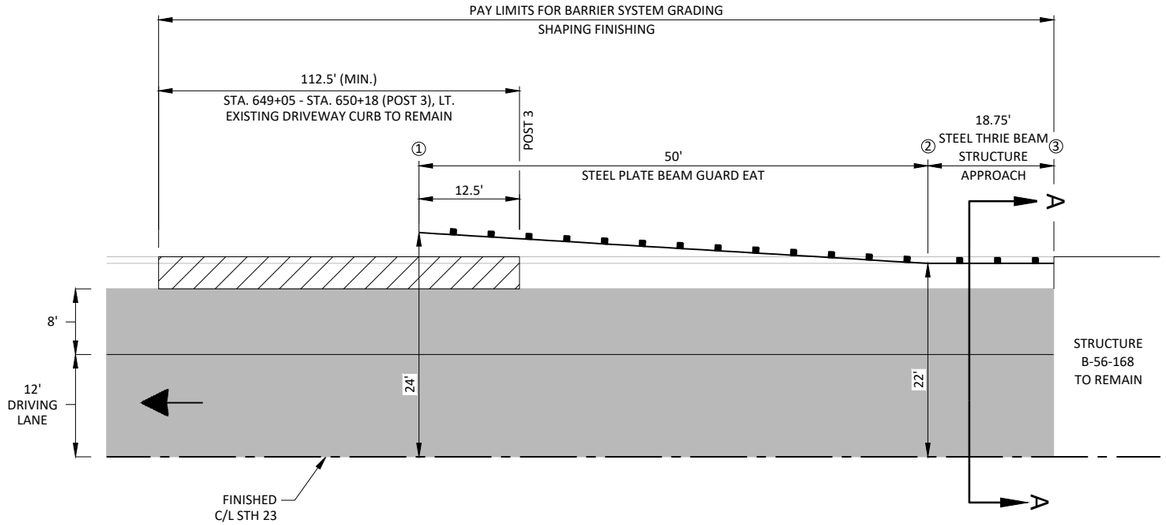


SECTION B-B

③ TIE BARS (PAID FOR UNDER CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT BID ITEM) - NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" C-C (TYP.)

④ TIE BARS (PAID FOR UNDER DRILLED TIE BARS BID ITEM). SEE SDD CONCRETE PAVEMENT APPROACH SLAB OR CONCRETE PAVEMENT LONGITUDINAL JOINT AND TIES FOR TIE BAR SIZE, LENGTH, AND SPACING REQUIREMENTS - TYP.)

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 22	E

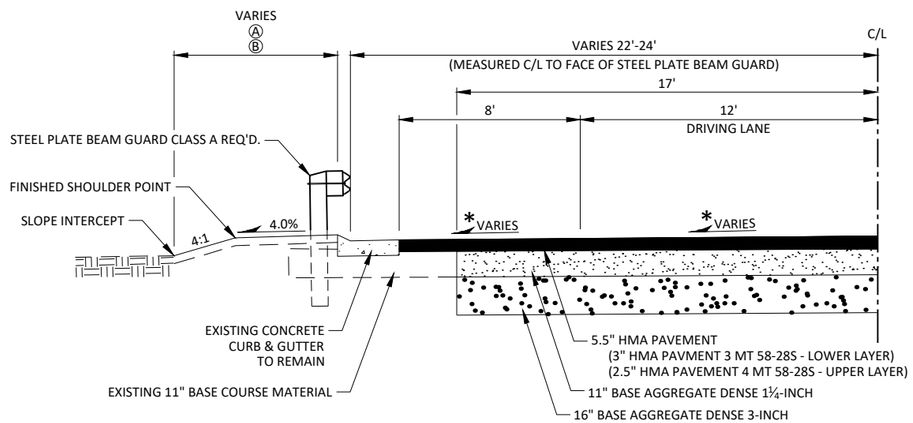


BEAMGUARD LAYOUT DETAIL

LIMITS OF
HMA PAVEMENT

BEAMGUARD LAYOUT TABLE

STATION-STATION	LOCATION	STATION ①	STATION ②	STATION ③
650+05 - 650+55	MAINLINE, LT.	650+05	650+55	650+73



SECTION A-A

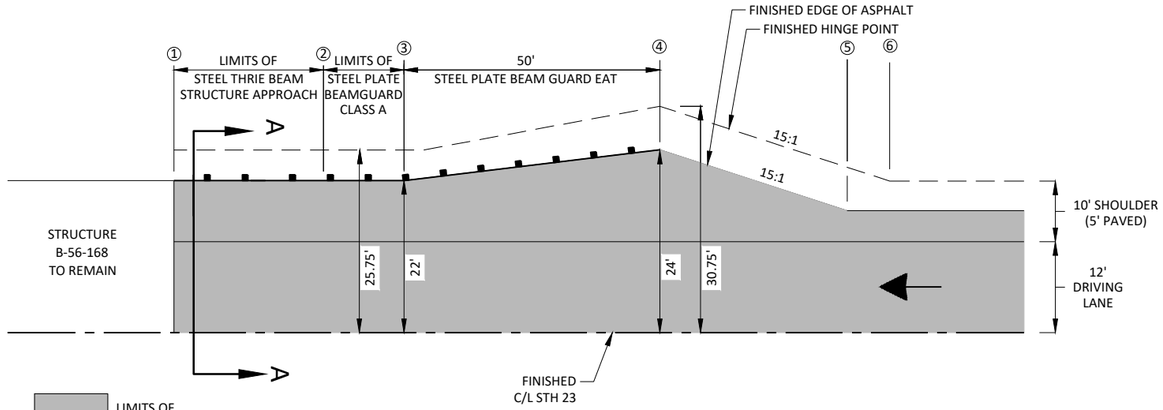
BASE AGGREGATE DENSE 1¼-INCH

BASE AGGREGATE DENSE 3-INCH

* MATCH EXISTING CROSS SLOPE / SUPERELEVATION
(SEE CROSS SECTIONS FOR FURTHER INFORMATION)

Ⓐ LIMITS OF TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, SEED WATER, AND URBAN EROSION MAT CLASS I TYPE B (AS DIRECTED BY ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

Ⓑ EXCAVATION COMMON AND GRADING TO BE PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.



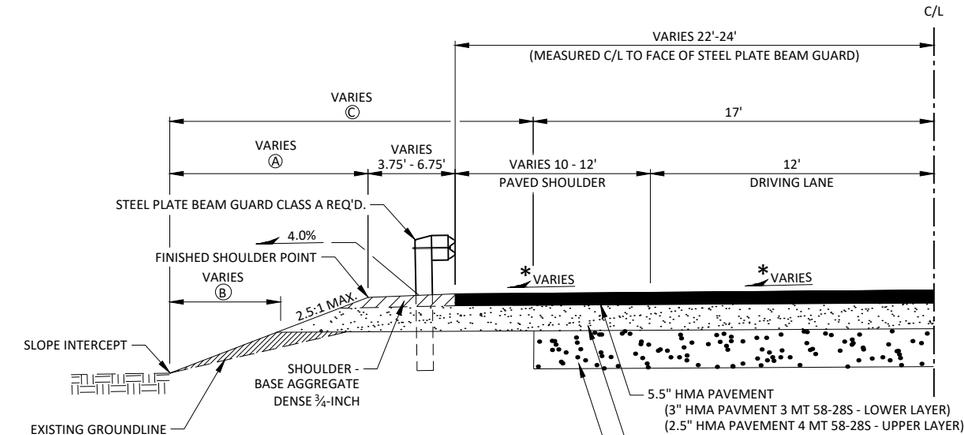
LIMITS OF
HMA PAVEMENT

BEAMGUARD LAYOUT DETAIL

NOTE: SEE CONSTRUCTION DETAILS FOR
LIMITS OF GUARDRAIL MOW STRIP

BEAMGUARD LAYOUT TABLE

STATION-STATION	LOCATION	STATION ①	STATION ②	STATION ③	STATION ④	STATION ⑤	STATION ⑥
651+75 - 654+00	MAINLINE, LT.	651+75	651+94	652+19	652+69	653+74	654+00
651+75 - 653+75	MAINLINE, RT.	651+75	651+94	651+94	652+44	653+49	653+75



SECTION A-A

BASE AGGREGATE DENSE ¾-INCH REQ'D.

BORROW MATERIAL

BASE AGGREGATE DENSE 1¼-INCH

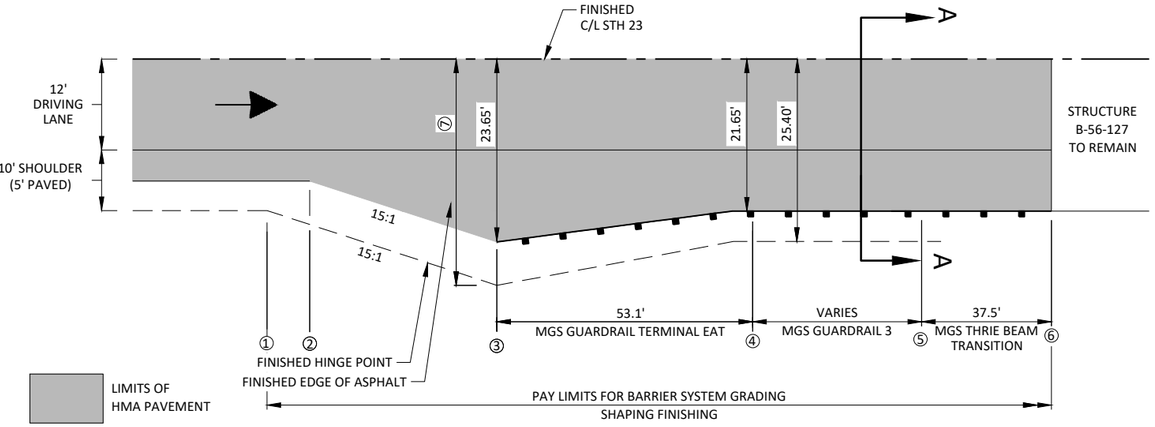
BASE AGGREGATE DENSE 3-INCH

* MATCH EXISTING CROSS SLOPE / SUPERELEVATION
(SEE CROSS SECTIONS FOR FURTHER INFORMATION)

Ⓐ LIMITS OF FERTILIZER TYPE B, SEED WATER, AND SEEDING MIXTURE NO. 40 (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

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

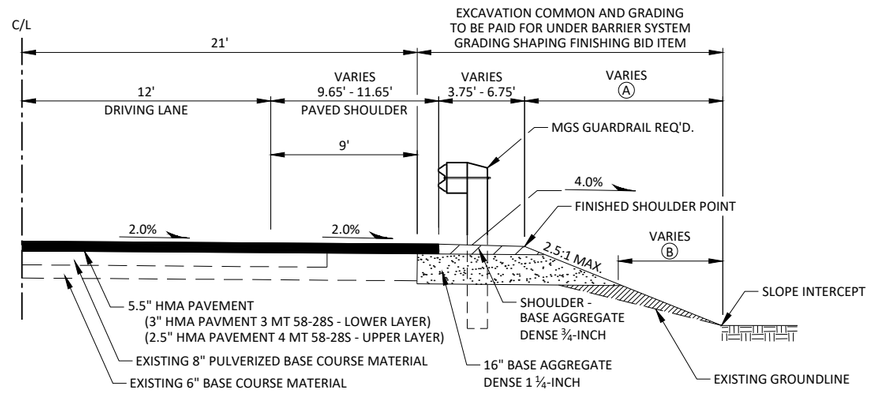
Ⓒ EXCAVATION COMMON AND GRADING TO BE PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.



BEAMGUARD LAYOUT DETAIL

BEAMGUARD LAYOUT TABLE

STATION-STATION	LOCATION	STATION ①	②	③	④	⑤	⑥	⑦ (FT.)
800+78 - 803+06	MAINLINE, LT.	800+97	800+78	801+77	802+30	802+68	803+06	27.40
800+90 - 803+06	MAINLINE, RT.	801+09	800+90	801+90	802+43	802+68	803+06	27.40
804+26 - 807+05	MAINLINE, LT.	807+05	806+79	805+79	805+26	804+64	804+26	30.40
804+26 - 806+43	MAINLINE, RT.	806+43	806+16	805+17	804+64	-	804+26	30.40



SECTION A-A

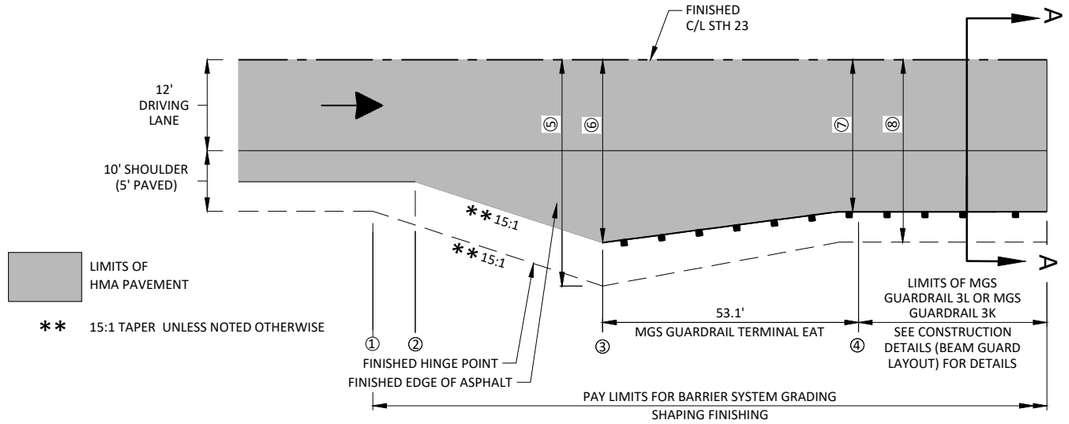
BASE AGGREGATE DENSE ¾-INCH REQ'D.

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

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

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

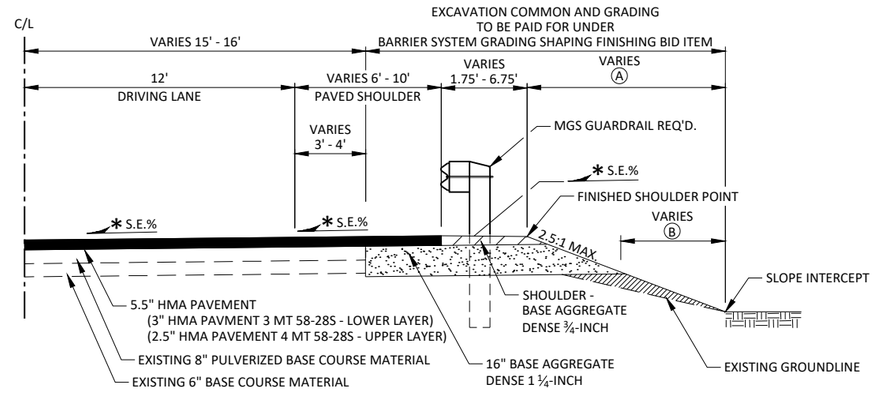
2



BEAMGUARD LAYOUT DETAIL

BEAMGUARD LAYOUT TABLE

STATION-STATION	LOCATION	STATION ①	②	③	④	⑤ (FT.)	⑥ (FT.)	⑦ (FT.)	⑧ (FT.)
866+35 - 867+59	MAINLINE, LT.	866+35	866+61	867+06	867+59	26.75	20	18	19.75
866+76 - 868+00	MAINLINE, RT.	866+76	867+02	867+47	868+00	26.75	20	18	19.75
874+16 - 874+89	MAINLINE, LT.	874+88	874+81	874+70	874+16	26.75	20	18	19.75
872+83 - 874+05	MAINLINE, RT.	874+05	873+80	873+35	872+83	26.75	20	18	19.75
913+20 - 914+45	MAINLINE, RT.	913+20	913+47	913+92	914+45	26.75	20	18	21.75
915+83 - 917+07	MAINLINE, RT.	917+07	916+81	916+36	915+83	26.75	20	18	21.75
913+41 - 914+95	MAINLINE, LT.	913+41	913+67	914+42	914+95	28.75	22	20	23.75



SECTION A-A

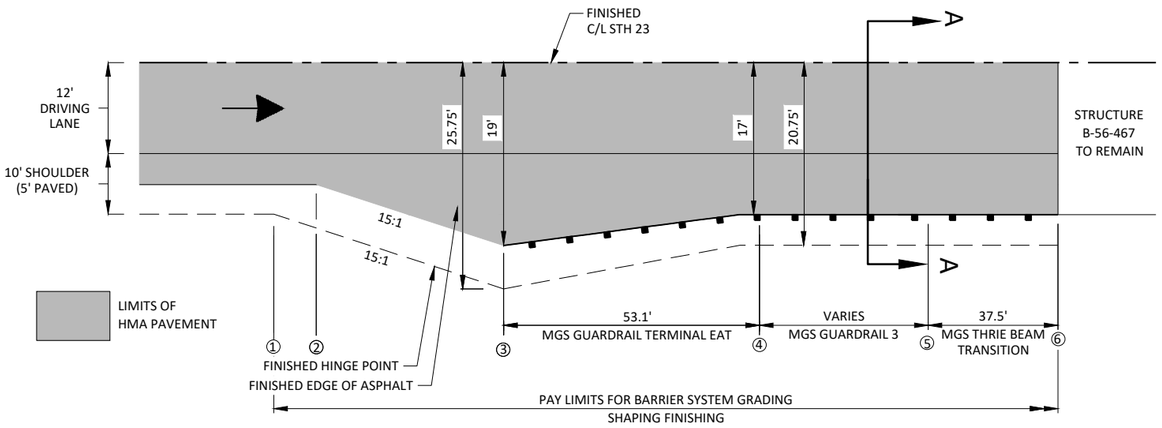
BASE AGGREGATE DENSE ¾-INCH REQ'D.

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

* SEE SUPERELEVATION TABLE / CROSS SECTIONS FOR FURTHER INFORMATION

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

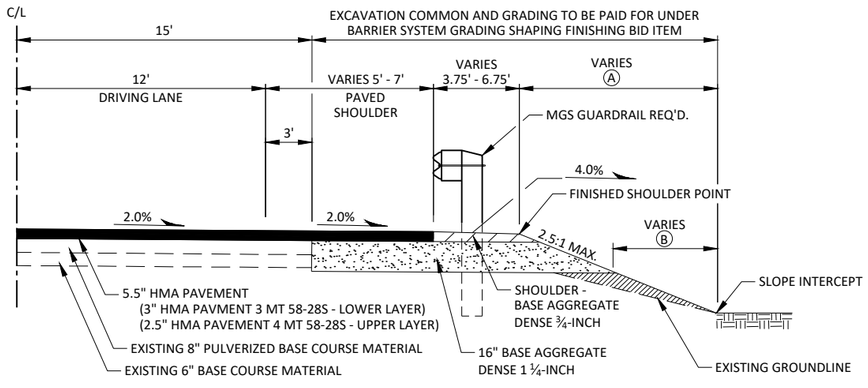
Ⓑ LIMITS OF SALVAGED TOPSOIL AND EROSION MAT CLASS I TYPE B (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.



BEAMGUARD LAYOUT DETAIL

BEAMGUARD LAYOUT TABLE

STATION-STATION	LOCATION	STATION ①	②	③	④	⑤	⑥
931+11 - 932+95	MAINLINE, LT.	931+11	931+37	931+67	932+20	932+57	932+95
931+11 - 932+95	MAINLINE, RT.	931+11	931+37	931+67	932+20	932+57	932+95
933+79 - 935+51	MAINLINE, LT.	935+51	935+25	934+94	934+41	934+17	933+79
933+79 - 935+51	MAINLINE, RT.	935+51	935+25	934+95	934+42	934+17	933+79



SECTION A-A

BASE AGGREGATE DENSE ¾-INCH REQ'D.

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

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

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

KENT & KAREN
WESTPHAL

STA. 649+45, LT.
ASPHALTIC FLUME REQ'D. (L=14', W=4')
(REMOVAL OF EXISTING FLUME INCLUDED IN MAINLINE QUANTITY FOR REMOVING ASPHALTIC SURFACE MILLING BID ITEM)

ALTERNATE SIDE PARKING NOV - 1 APR - 1 2 AM 5 AM

5-01M
MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS WOOD 4X6-INCH

STA. 649+05 - STA. 650+18 (POST 3), LT.
EXISTING DRIVEWAY CURB TO REMAIN

STA. 650+48, LT.
ASPHALTIC FLUME REQ'D. (L=14', W=4')
(REMOVAL OF EXISTING FLUME INCLUDED IN MAINLINE QUANTITY FOR REMOVING ASPHALTIC SURFACE MILLING BID ITEM)
NOTE: ADJUST LOCATION TO FIT BETWEEN BEAMGUARD POSTS (AS DIRECTED BY ENGINEER).

STA. 650+02 - STA. 650+73, LT.
REMOVING GUARDRAIL REQ'D.

REEDSBURG UTILITY COMMISSION

CAUTION

ALLIANT ENERGY

EXISTING CULVERT PIPE TO REMAIN

6' X 12'

6' X 12'

NET EXCEPTION TO C/L LENGTH
STA. 650+57.79

EXISTING CONCRETE PAVEMENT APPROACH SLAB TO REMAIN (TYP.)

EXISTING STRUCTURE B-56-168 TO REMAIN

50'
STEEL PLATE BEAM GUARD EAT

18.75'
STEEL THRIE BEAM STRUCTURE APPROACH

POST 1
STA. 650+05
24.0' LT.

POST 5
STA. 650+30
23.0' LT.

POST 9
STA. 650+55
22.0' LT.

NARROWS CREEK

R/W

15:1

50'

PT: 648+48.03

649+00

650+00

651+00

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

R/W

EXISTING 18" RCCP TO REMAIN

XX

XXX

5'

2.5'

POST 1
STA. 649+80
24.0' RT.

POST 5
STA. 650+05
23.0' RT.

POST 9
STA. 650+30
22.0' RT.

50'
STEEL PLATE BEAM GUARD EAT

25'
STEEL PLATE BEAM GUARD CLASS A

18.75'
STEEL THRIE BEAM STRUCTURE APPROACH

FRONTIER COMMUNICATIONS

NARROWS CREEK

SEE DETAIL A

STA. 648+80 - STA. 649+93 (POST 3), RT.
EXISTING DRIVEWAY CURB TO REMAIN

STA. 649+70 - STA. 650+73, RT.
REMOVING CONCRETE SIDEWALK REQ'D.
CONCRETE SIDEWALK 5-INCH REQ'D.

STA. 649+76 - STA. 650+73, RT.
REMOVING GUARDRAIL REQ'D.

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING CONCRETE
- SILT FENCE
- CULVERT PIPE CHECK
- DIRECTION OF TRAVEL
- LIMITS OF HMA PAVEMENT
- WETLANDS
- EROSION MAT CLASS I TYPE B (INCLUDED IN BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM)
- LIMITS OF GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- LIMITS OF REMOVING CONCRETE SIDEWALK
- EXISTING GRASS TERRACE TO REMAIN

NET EXCEPTION TO C/L LENGTH
STA. 650+57.79

EXISTING CULVERT PIPE TO REMAIN

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

FINISHED C/L STH 23

650+00

EXISTING CONCRETE PAVEMENT APPROACH SLAB TO REMAIN (TYP.)

24'

22'

5'

6"

6"

STA. 649+70
30.5' RT.

STA. 649+70
25.5' RT.

STA. 649+80
25.75' RT.

STA. 649+80
31.75' RT.

STA. 650+30
23.75' RT.

STA. 650+30
29.75' RT.

STA. 650+73
23.75' RT.

STA. 650+73
29.75' RT.

50'
STEEL PLATE BEAM GUARD EAT

25'
STEEL PLATE BEAM GUARD CLASS A

18.75'
STEEL THRIE BEAM STRUCTURE APPROACH

FRONTIER COMMUNICATIONS

PAY LIMITS FOR BARRIER SYSTEM GRADING SHAPING FINISHING

DETAIL A

C/L

STEEL PLATE BEAM GUARD REQ'D.

EXCAVATION COMMON AND GRADING TO BE PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

VARIES 22' - 24'
(MEASURED TO FACE OF STEEL PLATE BEAM GUARD)

17'

12'
DRIVING LANE

VARIES 10' - 12'

Ⓐ

6'
SIDEWALK

Ⓑ

1'

*VARIES

*VARIES

4.0%

4.0%

1.5%

4:1

SLOPE INTERCEPT

1'
(TYP.)

5.5" HMA PAVEMENT
(3" HMA PAVMENT 3 MT 58-28S - LOWER LAYER)
(2.5" HMA PAVEMENT 4 MT 58-28S - UPPER LAYER)

11" BASE AGGREGATE DENSE 1¼-INCH

16" BASE AGGREGATE DENSE 3-INCH

CONCRETE SIDEWALK 5-INCH

6" BASE AGGREGATE DENSE ¾-INCH

EXISTING CONCRETE CURB & GUTTER TO REMAIN

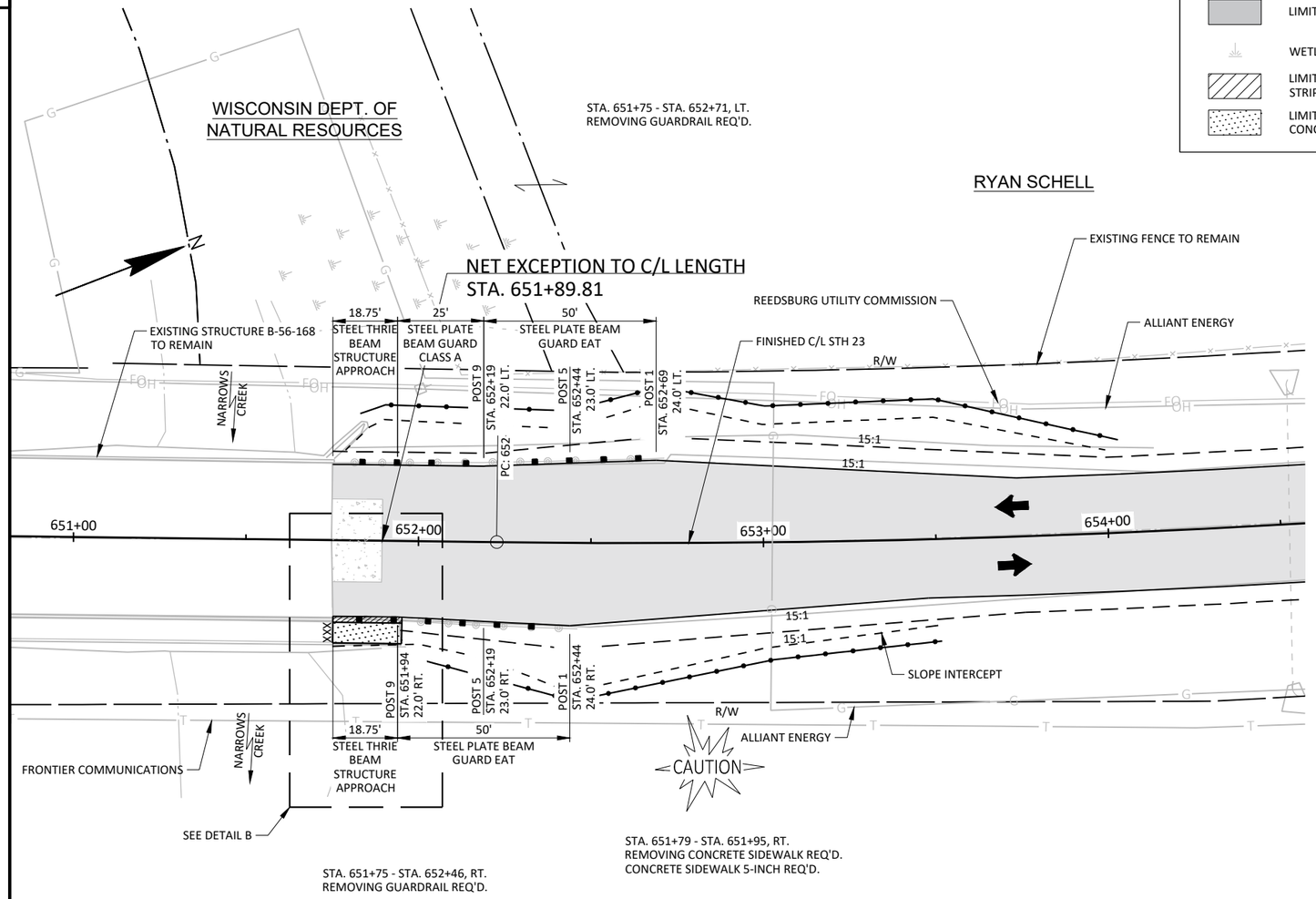
EXISTING 11" BASE COURSE MATERIAL

SECTION A-A

Ⓐ VARIES 1.75' - 3.75'
LIMITS OF GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

Ⓑ LIMITS OF TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B (AS DIRECTED BY ENGINEER). PAID FOR UNDER GRADING SHAPING FINISHING BID ITEM.

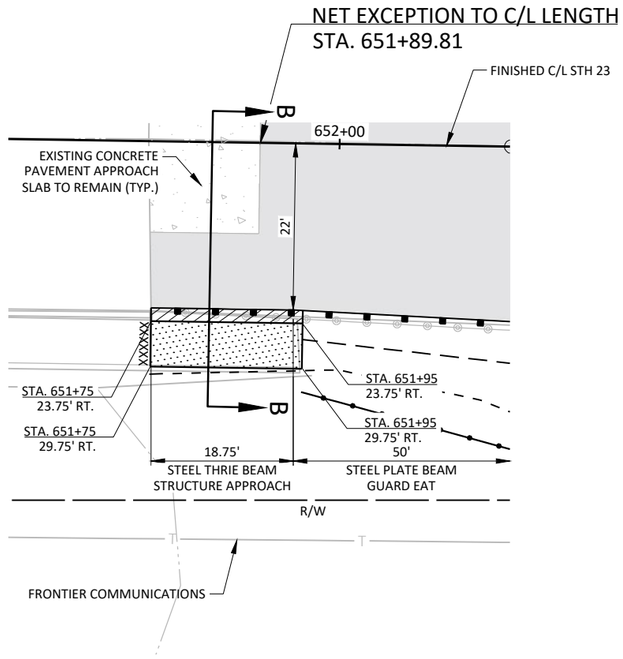
* MATCH EXISTING CROSS SLOPE / SUPERELEVATION
(SEE CROSS SECTIONS FOR FURTHER INFORMATION)



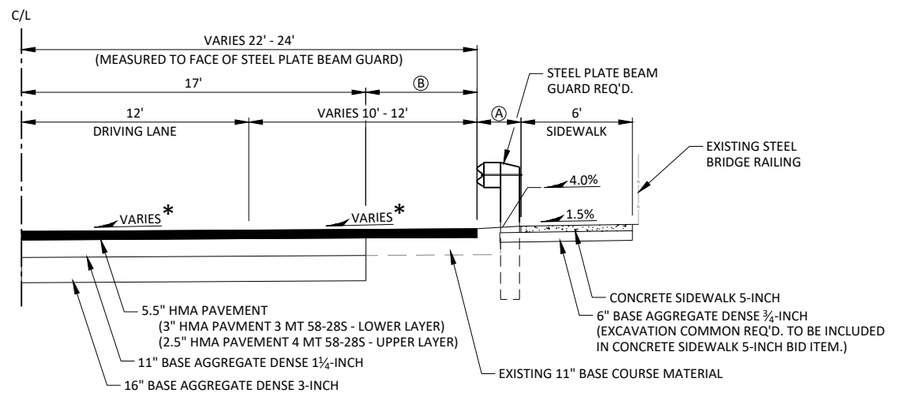
VILLAGE OF LOGANVILLE

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING CONCRETE
- SILT FENCE
- DIRECTION OF TRAVEL
- LIMITS OF HMA PAVEMENT
- WETLANDS
- LIMITS OF GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- LIMITS OF REMOVING CONCRETE SIDEWALK



DETAIL B

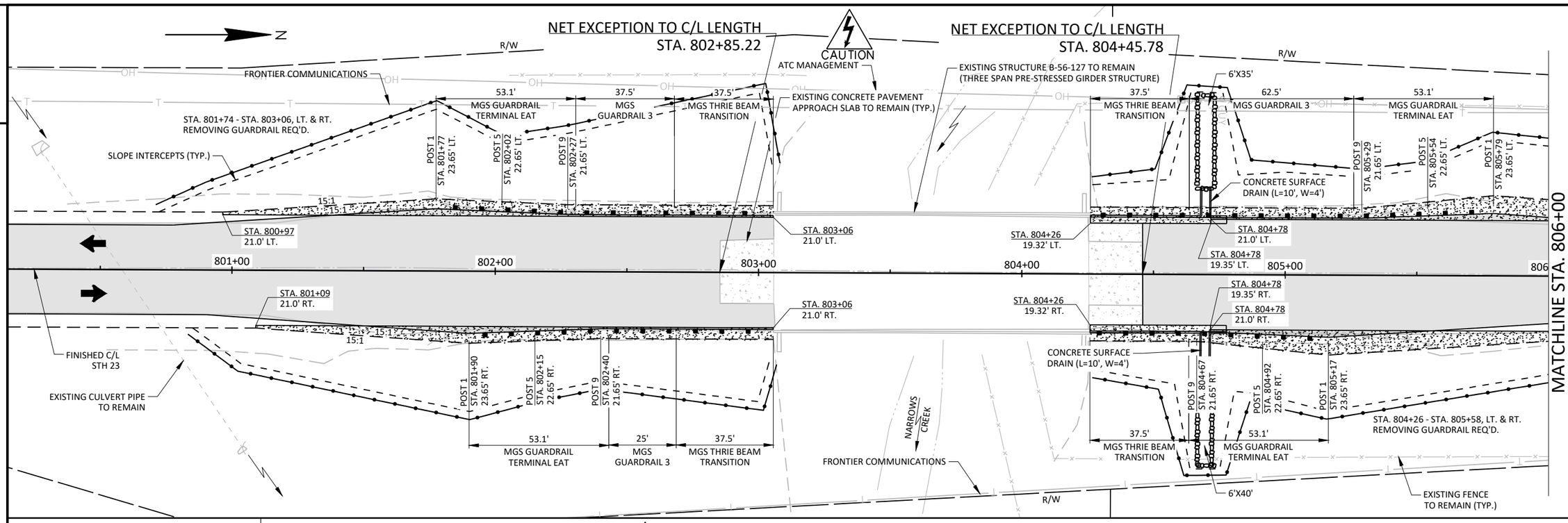


SECTION B-B

Ⓐ VARIES 1.75'
LIMITS OF GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

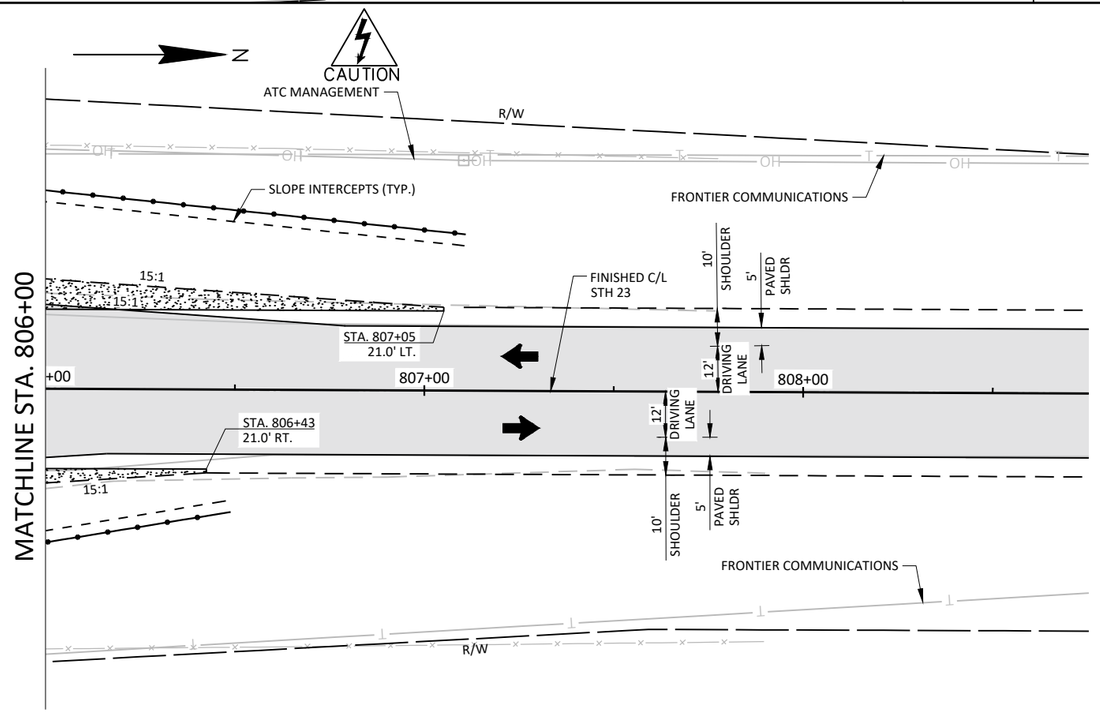
Ⓑ EXCAVATION COMMON AND GRADING TO BE PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

* MATCH EXISTING CROSS SLOPE / SUPERELEVATION
(SEE CROSS SECTIONS FOR FURTHER INFORMATION)



LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- DIRECTION OF TRAVEL
- LIMITS OF HMA PAVEMENT
- LIMITS OF BASE AGGREGATE DENSE 1¼-INCH (SEE BEAMGUARD LAYOUT CONSTRUCTION DETAILS AND CROSS SECTIONS FOR FURTHER INFORMATION)



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAILS (BEAMGUARD LAYOUT)	SHEET 28	E

2

2

LAWRENCE MURPHY

CHRISTIAN & KELLY MCSHAFFREY

REMOVING SMALL PIPE CULVERTS
STA. 869+96
(1) REMOVE 36" CULVERT PIPE STEEL
(2) REMOVING DELINEATORS & MARKERS REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 870+04
(1) REMOVE 36" CMP
(2) REMOVING DELINEATORS & MARKERS REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 870+04
(1) REMOVE 18" CMP

STA. 867+98 - STA. 873+58, LT.
REMOVING GUARDRAIL REQ'D.

STA. 869+96
(1) CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH
(2) APRON ENDWALLS REQ'D.
(2) MARKERS END CULVERT REQ'D.
SKEW = 0°

10'X14'

R/W

SLOPE INTERCEPTS

R/W

53.1'
MGS GUARDRAIL
TERMINAL EAT

650'
MGS GUARDRAIL 3K

FRONTIER COMMUNICATIONS

REEDSBURG UTILITY COMMISSION

10' SHOULDER
5' PAVED SHLDR
12' DRIVING LANE
12' DRIVING LANE
10' SHOULDER
5' PAVED SHLDR

15:1

POST 1 STA. 867+06 20.0' LT.
POST 5 STA. 867+31 19.0' LT.
POST 9 STA. 867+56 18.0' LT.

STA. 866+35
15.0' LT.

STA. 866+76
15.0' RT.

PT: 866+59.97

PC: 869+02.23

60'

FINISHED C/L STH 23

866+00
867+00
868+00
869+00
870+00
871+00
872

MATCHLINE STA. 872+00

55'

POST 1 STA. 867+47 20.0' RT.
POST 5 STA. 867+72 19.0' RT.
POST 9 STA. 867+97 18.0' RT.

53.1'
MGS GUARDRAIL
TERMINAL EAT

SAUK COUNTY BUILDING SERVICES

FRONTIER COMMUNICATIONS

487.5'
MGS GUARDRAIL 3K

R/W

ROBERT & MICHELLE GARDNER

165'

SLOPE INTERCEPTS

10'X20'

STA. 867+18, RT.
F.E. REQ'D. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D.

STA. 867+86 - STA. 873+23, RT.
REMOVING GUARDRAIL REQ'D.

STA. 866+00 - STA. 874+00
CLEARING AND GRUBBING REQ'D.

R/W

R/W

MICHAEL & BRENDA KOZLOWSKI

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- DIRECTION OF TRAVEL
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- LIMITS OF HMA PAVEMENT
- LIMITS OF BASE AGGREGATE DENSE 1¼-INCH (SEE BEAMGUARD LAYOUT CONSTRUCTION DETAILS AND CROSS SECTIONS FOR FURTHER INFORMATION)

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAILS (BEAMGUARD LAYOUT)	SHEET 29	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_BEAMGUARD DETAILS.DWG
LAYOUT NAME - 3

PLOT DATE : 9/26/2024 1:39 PM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

CHRISTIAN & KELLY
MCSHAFFREY

CHRISTIAN & KELLY
MCSHAFFREY

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- DIRECTION OF TRAVEL
- LIMITS OF HMA PAVEMENT
- LIMITS OF BASE AGGREGATE DENSE 1¼-INCH (SEE BEAMGUARD LAYOUT CONSTRUCTION DETAILS AND CROSS SECTIONS FOR FURTHER INFORMATION)

STA. 867+98 - STA. 873+58, LT.
REMOVING GUARDRAIL REQ'D.

STA. 874+00 - STA. 875+00, LT.
CLEARING AND GRUBBING REQ'D.

650' MGS GUARDRAIL 3K

53.1'
MGS GUARDRAIL
TERMINAL EAT

SLOPE INTERCEPTS

POST 9
STA. 874+19
18.0' LT.

POST 5
STA. 874+44
19.0' LT.

POST 1
STA. 874+70
20.0' LT.

4:1

4:1

REEDSBURG UTILITY

FRONTIER COMMUNICATIONS

R/W

57'

FINISHED C/L
STH 23

10'
SHOULDER

5'
PAVED
SHLDR

12'
DRIVING
LANE

MATCHLINE STA. 872+00

+00

873+00

874+00

875+00

876+00

877+00

878+00

STA. 874+89
15.0' LT.

STA. 874+05
15.0' RT.

15:1

15:1

POST 9
STA. 872+86
18.0' RT.

POST 5
STA. 873+11
19.0' RT.

POST 1
STA. 873+35
20.0' RT.

487.5' MGS GUARDRAIL 3K

53.1'
MGS GUARDRAIL
TERMINAL EAT

SLOPE INTERCEPTS

SAUK COUNTY BUILDING SERVICES

FRONTIER COMMUNICATIONS

STA. 874+26, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

EXISTING CATTLE PASS
6' X 3.5' TO REMAIN

ALLIANT ENERGY

STA. 867+86 - STA. 873+23, RT.
REMOVING GUARDRAIL REQ'D.

STA. 866+00 - STA. 874+00
CLEARING AND GRUBBING REQ'D.

ROBERT & MICHELLE
GARDNER

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAILS (BEAMGUARD LAYOUT)	SHEET 30	E

2

LEGEND

- DIRECTION OF FLOW
- SILT FENCE
- DIRECTION OF TRAVEL
- TEMPORARY DITCH CHECK
- LIMITS OF HMA PAVEMENT
- LIMITS OF BASE AGGREGATE DENSE 1¼-INCH (SEE BEAMGUARD LAYOUT CONSTRUCTION DETAILS AND CROSS SECTIONS FOR FURTHER INFORMATION)

N

JOE DEAN & BONADEAN M
LABANSKY REVOCABLE TRUST

STA. 913+41 - STA. 915+26, LT.
REMOVING FENCE BY OTHERS

STA. 914+90 - STA. 915+63, LT.
REMOVING GUARDRAIL REQ'D.

STA. 914+00 - STA. 916+00, LT.
CLEARING AND GRUBBING REQ'D.

BEGIN CONSTRUCTION
STA. 10'A'+17.65
Y = 250,894.76
X = 577,438.82

SEE DETAIL A

CURVE 15
PI STA. = 10'A'+60.46
Y = 250,898.32
X = 577,481.49
R = 200.00
D = 28°38'52"
DELTA = 4°46'22"
L = 16.66
T = 8.33
C = 16.66
PC STA. = 10'A'+52.13
Y = 250,897.63
X = 577,473.18
PT STA. = 10'A'+68.79
Y = 250,898.32
X = 577,489.83
S.E. = N/A
R.O. = N/A
TRANS. = N/A

R/W

SLOPE INTERCEPTS

POST 1 STA. 914+42 22.0' LT.
POST 5 STA. 914+66 21.0' LT.
POST 9 STA. 914+92 20.0' LT.

53.1'
MGS GUARDRAIL TERMINAL EAT

PT: 914+45.02

4:1

N85°13'38"E

10'A'+50

PC: 10+52.13

END CONSTRUCTION
STA. 10'A'+90.15
Y = 250,898.32
X= 577,511.19

PT: 10+68.79

FINISHED C/L
STH 23

FRONTIER COMMUNICATIONS

STA. 915+83
20.0' LT.

STA. 915+95
17.0' LT.

STA. 915+63
16.0' LT.

STA. 913+41
16.0' LT.

10' SHOULDER
5' PAVED SHLDR
12' DRIVING LANE
12' DRIVING LANE
10' SHOULDER
5' PAVED SHLDR

15:1

913+00
914+00
915+00
916+00
917+00
918+00

16'
110'

STA. 913+20
16.0' RT.

STA. 917+07
16.0' RT.

30°34'44"

POST 1 STA. 913+92 20.0' RT.
POST 5 STA. 914+17 19.0' RT.
POST 9 STA. 914+42 18.0' RT.
POST 9 STA. 915+86 18.0' RT.
POST 5 STA. 916+11 19.0' RT.
POST 1 STA. 916+36 20.0' RT.

FRONTIER COMMUNICATIONS

EXISTING CATTLE PASS TO REMAIN

53.1' MGS GUARDRAIL TERMINAL EAT
25' MGS GUARDRAIL 3
112.5' MGS GUARDRAIL 3L
53.1' MGS GUARDRAIL TERMINAL EAT

STA. 915+69.36 (STH 23) =
STA. 11'A'+10.15 (F.E.)

STA.914+32 - STA. 915+86, RT.
REMOVING GUARDRAIL REQ'D.

R/W

① BEAMGUARD POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
915+24 - 915+28	MAINLINE, LT.	2.8'	2.8' - 3.2' (MIN.) POST EMBEDMENT

EXCAVATION COMMON AND GRADING TO BE PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

C/L
MGS GUARDRAIL 3 / MGS SHORT RADIUS TERMINAL
12.75'
9'
6'
Ⓐ
Ⓑ
2.0%
4:1
VARIES
SLOPE INTERCEPT
6" BASE AGGREGATE DENSE ¾-INCH
EXISTING BASE COURSE TO REMAIN

SECTION A-A

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

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

✱ PAY LIMITS MGS GUARDRAIL SHORT RADIUS

① (PAID FOR UNDER MGS GUARDRAIL SHORT RADIUS)

② R = 16'
STA. 915+44.70, 36.0' LT.
Y = 250,873.31
X = 577,495.44

SLOPE INTERCEPTS
FRONTIER COMMUNICATIONS
27'
9'
28.13'
MGS GUARDRAIL 3 / MGS SHORT RADIUS TERMINAL
4:1
N85°13'38"E
10'A'+50
PC: 10+52.1
CURVE 15
PT: 10+68.
N90°00'00"E
53.1' MGS GUARDRAIL TERMINAL EAT
25' MGS GUARDRAIL 3
25' MGS THRIE BEAM TRANSITION ①
14+45.02

DETAIL A

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAILS (BEAMGUARD LAYOUT)	SHEET 31	E

2

2

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- DIRECTION OF TRAVEL
- LIMITS OF HMA PAVEMENT
- LIMITS OF BASE AGGREGATE DENSE 1¼-INCH (SEE BEAMGUARD LAYOUT CONSTRUCTION DETAILS AND CROSS SECTIONS FOR FURTHER INFORMATION)

N

MATTHEW KOUBA

STA. 935+00
(1) CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH
(2) APRON ENDWALLS REQ'D.
SKEW = 0°

WAYSIDE 1/2 MILE (5-02M)

MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS WOOD 4X6-INCH

REEDSBURG UTILITY COMMISSION (ELECTRIC)

REEDSBURG UTILITY COMMISSION

R/W

FRONTIER COMMUNICATIONS

NET EXCEPTION TO C/L LENGTH
STA. 932+94.51

NET EXCEPTION TO C/L LENGTH
STA. 933+79.19

EXISTING STRUCTURE B-56-467 TO REMAIN
(THREE SPAN STEEL GIRDER STRUCTURE)

(5-03M) MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS WOOD 4X6-INCH

(5-05M) MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS WOOD 4X6-INCH

SLOPE INTERCEPTS (TYP.)

80'

10' SHOULDER
5' PAVED SHLDR
12' DRIVING LANE
12' DRIVING LANE
10' SHOULDER
5' PAVED SHLDR

100'

15:1

53.1' MGS GUARDRAIL TERMINAL EAT
37.5' MGS GUARDRAIL 3
37.5' MGS THRIE BEAM TRANSITION

POST 1 STA. 931+67 19.0' LT.
POST 5 STA. 931+92 18.0' LT.
POST 9 STA. 932+17 17.0' LT.

37.5' MGS THRIE BEAM TRANSITION
25' MGS GUARDRAIL 3
53.1' MGS GUARDRAIL TERMINAL EAT

POST 9 STA. 934+44 17.0' LT.
POST 5 STA. 934+69 18.0' LT.
POST 1 STA. 934+94 19.0' LT.

STA. 931+11 15.0' LT.
STA. 932+95 15.0' LT.
STA. 933+79 15.0' LT.
STA. 935+51 15.0' LT.

STA. 931+11 15.0' RT.
STA. 932+95 15.0' RT.
STA. 933+79 15.0' RT.
STA. 935+51 15.0' RT.

0+00
931+00
932+00
933+00
934+00
935+00
936+00

POST 1 STA. 931+67 19.0' RT.
POST 5 STA. 931+92 18.0' RT.
POST 9 STA. 932+17 17.0' RT.

POST 9 STA. 934+45 17.0' RT.
POST 5 STA. 934+70 18.0' RT.
POST 1 STA. 934+95 19.0' RT.

60'

FINISHED C/L STH 23

(5-04M) MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS WOOD 4X6-INCH

(5-06M) MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS WOOD 4X6-INCH

STA. 931+68 - STA. 932+95, LT. & RT.
REMOVING GUARDRAIL REQ'D.

EXISTING FENCE TO REMAIN

FRONTIER COMMUNICATIONS

GAVIN FARMS II, LLC.

STA. 931+00 - STA. 932+00, RT.
CLEARING AND GRUBBING REQ'D.

STA. 932+00 - STA. 933+00
CLEARING AND GRUBBING REQ'D.

STA. 934+00 - STA. 936+00
CLEARING AND GRUBBING REQ'D.

8'x16'

STA. 933+79 - STA. 934+94, LT. & RT.
REMOVING GUARDRAIL REQ'D.

DALE & JOEY KRANZ

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAILS (BEAMGUARD LAYOUT)	SHEET 32	E

2

REMOVING SMALL PIPE CULVERTS
STA. 586+36
(1) REMOVE 48" CMP
(2) REMOVING DELINEATORS & MARKERS REQ'D.

STA. 586+36
(1) PIPE CATTLE PASS
(2) MARKERS CULVERT END REQ'D.
SKEW = 0°

STA. 585+85 - STA. 586+80, LT.
EXISTING FENCE TO BE REMOVED BY OTHERS

REMOVING SMALL PIPE CULVERTS
STA. 587+02, RT.
REMOVE 18" CMP

STA. 587+02
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D

ANDREW W HELLENBRAND
DAWN M HELLENBRAND

ALLIANT ENERGY
FRONTIER COMMUNICATIONS
STA. 585+85 - STA. 586+80, RT.
EXISTING ELECTRIC FENCE TO BE REMOVED BY OTHERS
8'x16'
SLOPE INTERCEPTS
TLE REQ'D
FRONTIER COMMUNICATIONS
STA. 585+85 - STA. 586+80, LT.
EXISTING ELECTRIC FENCE TO BE REMOVED BY OTHERS
REEDSBURG UTILITY COMMISSION
FINISHED C/L STH 23
6' SHLDR (5' PAVED)
12'
12'
6' SHLDR (5' PAVED)
STH 23
587+00
586+00
50'
50'
90°
R/W
OHP
FO
T

CULVERT PIPE DETAIL
STA. 586+36

ANDREW W HELLENBRAND
DAWN M HELLENBRAND

N

LEGEND

- DIRECTION OF FLOW
- DIRECTION OF TRAVEL
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECK
- SILT FENCE
- EROSION MAT CLASS I TYPE B
- LIMITS OF REMOVING ASPHALTIC SURFACE MILLING/ PREPARE FOUNDATION FOR ASPHALTIC PAVING
- LIMITS OF HMA PAVEMENT

MARTEN LAND LLC

N

CAUTION
ATC MANAGEMENT / ALLIANT ENERGY

SLOPE INTERCEPTS
FRONTIER COMMUNICATIONS
10' SHOULDER (5' PAVED)
12'
DRIVING LANE
12'
DRIVING LANE
10' SHOULDER (5' PAVED)
STH 23
768+00
767+00
766+00
50'
60'
90°
R/W
FINISHED C/L STH 23
ALLIANT ENERGY
8'x14'
FRONTIER COMMUNICATIONS
CAUTION

REMOVING SMALL PIPE CULVERTS
STA. 766+71
(1) REMOVE 24" CMP
(2) REMOVING DELINEATORS & MARKERS REQ'D.

STA. 766+71
(1) CULVERT PIPE CLASS IV 36-INCH
(2) APRON ENDWALLS
(2) MARKERS END CULVERT REQ'D.
SKEW = 0°

CULVERT PIPE DETAIL
STA. 766+71

MARTEN LAND LLC

N

FINISHED C/L STH 23
FRONTIER COMMUNICATIONS
SLOPE INTERCEPTS
10' SHOULDER (5' PAVED)
12'
DRIVING LANE
12'
DRIVING LANE
10' SHOULDER (5' PAVED)
STH 23
787+00
786+00
90°
R/W
8'x16'
CAUTION
ATC MANAGEMENT
OH
75'
65'
STA. 785+85 - STA. 786+25, RT.
REMOVING FENCE BY OTHERS

REMOVING SMALL PIPE CULVERTS
STA. 786+10
(1) REMOVE 30" CMP
(2) REMOVING DELINEATORS & MARKERS REQ'D

STA. 786+10
(1) CULVERT PIPE CLASS III-A 36-INCH
(2) APRON ENDWALLS
(2) MARKERS END CULVERT REQ'D.
SKEW = 0°

SAUK COUNTY FARM

CULVERT PIPE DETAIL
STA. 786+10

SAUK COUNTY FARM

CHRISTIAN & KELLY MCSHAFFREY

FRONTIER COMMUNICATIONS
REEDSBURG UTILITY COMMISSION
FINISHED C/L STH 23
STH 23
R/W
FRONTIER COMMUNICATIONS
SAUK COUNTY BUILDING SERVICES
10'x14'
870+00
90°

REMOVING SMALL PIPE CULVERTS
STA. 869+96
(1) REMOVE 36" CULVERT PIPE STEEL
(2) REMOVING DELINEATORS & MARKERS REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 870+04
(1) REMOVE 36" CMP
(2) REMOVING DELINEATORS & MARKERS REQ'D

SLOPE INTERCEPTS
10'x20'
7.75' SHOULDER (6' PAVED)
12'
DRIVING LANE
12'
DRIVING LANE
7.75' SHOULDER (6' PAVED)
PC: 869+02.25
869+00

REMOVING SMALL PIPE CULVERTS
STA. 870+04
(1) REMOVE 18" CMP

STA. 869+96
(1) CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH
(2) APRON ENDWALLS REQ'D.
(2) MARKERS END CULVERT REQ'D.
SKEW = 0°

CULVERT PIPE DETAIL
STA. 869+96

TODD & NORA TEMPLIN

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CULVERT PIPE REPLACEMENT)	SHEET 33	E

2

DAVID M ALLEN
KAREN L ALLEN

FINISHED C/L STH 23
ALLIANT ENERGY
SAUK COUNTY BUILDING SERVICES
REEDSBURG UTILITY COMMISSION
FRONTIER COMMUNICATIONS
7'x14'
SLOPE INTERCEPTS
REMOVING SMALL PIPE CULVERTS
STA. 881+03
REMOVE 30" CMP
(2) REMOVING DELINEATORS & MARKERS REQ'D.
STA. 881+03
(1) CULVERT PIPE CLASS IV 30-INCH
(2) APRON ENDWALLS
(2) MARKERS END CULVERT REQ'D.
SKEW = 0°
JCT
ESTR
10' SHOULDER (5' PAVED)
12' DRIVING LANE
881+00
STH 23
80'
55'
90°
R/W
FO

RUSSELL CHARLES HOEGE
IVY JOY HOEGE

CULVERT PIPE DETAIL
STA. 881+03

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT/ SAWING CONCRETE
- DIRECTION OF TRAVEL
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECK
- SILT FENCE
- LIMITS OF REMOVING ASPHALTIC SURFACE MILLING/PREPARE FOUNDATION FOR ASPHALTIC PAVING
- LIMITS OF HMA PAVEMENT

NOTE: MORE PERMANENT SIGNING ELSEWHERE. SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS

HOWARD ALTHISER
REBECCA L ALTHISER

5-07M
5-08M
MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, POST WOOD 4X6-INCH
6'X12'
STA. 892+14, LT.
ASPHALTIC FLUME REQ'D
(L = 15', W = 4')
1151.09
1151.32
1151.96
1153.63
6'X7'
FRONTIER COMMUNICATIONS
EXISTING CONCRETE CURB & GUTTER TO REMAIN
CONCRETE SURFACE DRAIN
(L = 15', W = 4')
(TIE BARS INCLUDED IN CONCRETE SURFACE DRAIN BID ITEM)
EXISTING CONCRETE FLUME OPENING TO REMAIN. REMOVING EXISTING ASPHALTIC FLUME TO BE INCLUDED IN MAINLINE QUANTITY - REMOVING ASPHALTIC SURFACE BID ITEM.
STA. 891+44 - STA. 892+08, LT.
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D REQ'D.
REEDSBURG UTILITY COMMISSION
892+00
STH 23
CTH S
(ASPHALT)
29'
24'
45°
R/W
FO

STEVEN A SCHULENBURG

SAUK COUNTY BUILDING SERVICES
GRADE TO DRAIN
(COST TO BE INCLUDED IN PIPE ARCH CORRUGATED STEEL 28X20-INCH BID ITEM)
ALLIANT ENERGY
6'x12'
SLOPE INTERCEPTS
GRADE TO DRAIN
(COST TO BE INCLUDED IN PIPE ARCH CORRUGATED STEEL 28X20-INCH BID ITEM)
REMOVING SMALL PIPE CULVERTS
STA. 891+60 REMOVE 28X20-INCH CSPA
(2) REMOVING DELINEATORS & MARKERS REQ'D.
STA. 891+55
(1) PIPE ARCH CORRUGATED STEEL 28X20-INCH
(2) APRON ENDWALLS FOR PIPE ARCH STEEL
(2) MARKERS END CULVERT REQ'D.
SKEW = 6° LHF
ALLIANT ENERGY
10' SHOULDER (5' PAVED)
105'
FINISHED C/L STH 23
STA. 891+00 - STA. 892+00, RT.
CLEARING AND GRUBBING REQ'D.
891+00
12' DRIVING LANE
R/W
FO

STEVEN A SCHULENBURG

POINT NO.	STATION/OFFSET	R (FT.)	Y	X
Ⓐ	891+50.10, 56.28' LT	12.00	248,655.53	578,330.13
Ⓑ	891+71.89, 52.44' LT	28.51	248,675.64	578,320.89

CULVERT PIPE DETAIL
STA. 891+55

DALE & JOEY KRANZ

FINISHED C/L STH 23
STH 23
936
80'
60'
10' SHOULDER (5' PAVED)
12' DRIVING LANE
FRONTIER COMMUNICATIONS
REEDSBURG UTILITY COMMISSION
FRONTIER COMMUNICATIONS
REEDSBURG UTILITY COMMISSION
SLOPE INTERCEPTS
8'x16'
935+00
REMOVING SMALL PIPE CULVERTS
STA. 935+00
REMOVE 36" CMP
(2) REMOVING DELINEATORS & MARKERS REQ'D.
STA. 935+00
(1) CULVERT PIPE CLASS IV 36-INCH
(2) APRON ENDWALLS
(2) MARKERS END CULVERT REQ'D.
SKEW = 0°
R/W
FO

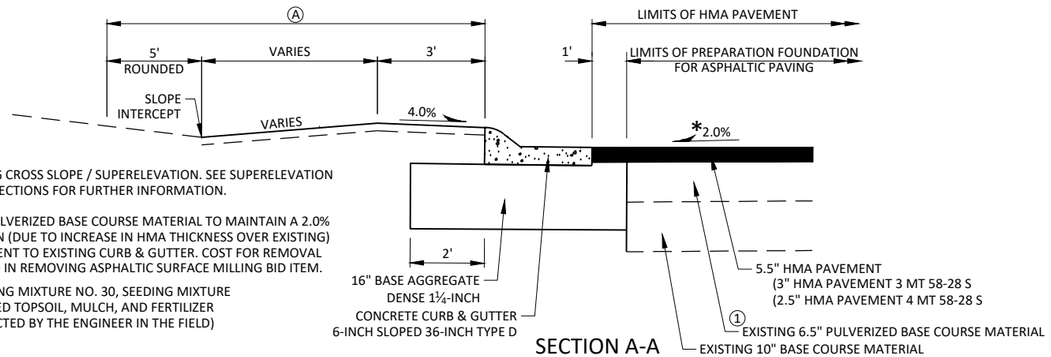
MATTHEW KOUBA

8.75' SHOULDER (5' PAVED)

CULVERT PIPE DETAIL
STA. 935+00

CULVERT LAYOUT TABLE

STATION	LOCATION	UPSTREAM				DOWNSTREAM			
		STATION	OFFSET	Y	X	STATION	OFFSET	Y	X
586+36	MAINLINE	586+36.35	42.00', RT.	221,059.96	572,777.35	586+36.35	42.00', LT.	221,061.56	572,693.36
766+71	MAINLINE	766+70.73	35.00', LT.	236,759.16	577,775.28	766+70.44	37.00', RT.	236,713.85	577,831.22
786+10	MAINLINE	786+10.66	47.00', LT.	238,398.93	578,697.92	786+09.93	57.00', RT.	238,387.21	578,801.25
869+96	MAINLINE	869+98.15	77.00' RT.	246,707.96	579,054.52	869+95.49	85.00' RT.	246,761.11	578,901.48
881+03	MAINLINE	881+02.66	32.00', RT.	247,824.63	578,977.95	881+03.26	34.00', LT.	247,798.74	578,917.24
891+55	MAINLINE	891+59.42	40.76', LT.	248,672.01	578,337.59	891+51.04	36.79', RT.	248,709.18	578,406.16
935+00	MAINLINE	935+00.17	61.49' LT.	252,828.48	577,451.19	934+99.44	100.51' RT.	252,829.24	577,613.19



SECTION A-A

* MATCH EXISTING CROSS SLOPE / SUPERELEVATION. SEE SUPERELEVATION TABLE / CROSS SECTIONS FOR FURTHER INFORMATION.

① REMOVE 1.5" PULVERIZED BASE COURSE MATERIAL TO MAINTAIN A 2.0% NORMAL CROWN (DUE TO INCREASE IN HMA THICKNESS OVER EXISTING) IN AREAS ADJACENT TO EXISTING CURB & GUTTER. COST FOR REMOVAL TO BE INCLUDED IN REMOVING ASPHALTIC SURFACE MILLING BID ITEM.

Ⓐ LIMITS OF SEEDING MIXTURE NO. 30, SEEDING MIXTURE NO. 70, SALVAGED TOPSOIL, MULCH, AND FERTILIZER TYPE B (AS DIRECTED BY THE ENGINEER IN THE FIELD)

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CULVERT PIPE REPLACEMENT)	SHEET 34	E

2

SPRING VALLEY ROAD

ALLIANT ENERGY (TYP.)

951.69 (MATCH EXISTING)

952.58

STOP

MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH

ALLIANT ENERGY (TYP.)

CAUTION

953.92

953.56

953.68

953.67

953.64

953.74

954.11

953.60

953.57

953.51

953.58

953.65

953.40

953.34

953.69

953.52

952.99

953.11

953.29

953.30

952.91

953.22

953.10

952.84

952.91

952.99

953.09

953.00

953.32

R/W

6' X 4'

SLOPE INTERCEPT

SILT FENCE (TYP.)

FRONTIER COMMUNICATIONS

EXISTING UTILITY PEDESTAL TO REMAIN

EXISTING UTILITY BOX TO REMAIN

STA. 618+93, LT.
ASPHALTIC FLUME REQ'D.
(L=5', W=4')

R = 37.5'

R = 40.5'

EXISTING POWER POLE TO REMAIN

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

MAX CURB HEIGHT = 6 INCHES

FINISHED C/L STH 23

REEDSBURG UTILITY

FRONTIER COMMUNICATIONS

LEVEL LANDING AREA

STA. = 618+53, 57.52' LT
Y = 224,274.74
X = 572,656.65

3:1 MAX

6' X 12'

REEDSBURG UTILITY COMMISSION

FRONTIER COMMUNICATIONS

JASON D. HALL

STA. 618+41, LT.
ASPHALTIC FLUME REQ'D.
(L=15', W=4')

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

STA. 618+79, LT.
(CURB RAMP TYPE 2 REQ'D.)

STH 23

N

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
RDFW	RADIAL DETECTABLE WARNING FIELD
	CURB RAMP DETECTABLE WARNING FIELD YELLOW / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE
	SILT FENCE
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CURB HEAD HEIGHT TAPER
	GRASS FLARE/TERRACE
	EROSION MAT CLASS I TYPE B
*	THE VILLAGE OF LOGANVILLE WILL REMOVE SIGNS PRIOR TO CONSTRUCTION AND REERECT SIGNS POST CONSTRUCTION.

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN

PEAK HILL ROAD

ADJUSTING WATER VALVES REQ'D.

VILLAGE OF LOGANVILLE (WATER) (WORK BY OTHERS)

VILLAGE OF LOGANVILLE (WATER - DISCONTINUED)

VILLAGE OF LOGANVILLE (STORM SEWER)

956.12 (MATCH EXISTING)

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

SILT FENCE (TYP.)

SLOPE INTERCEPT (TYP.)

EXISTING POWER POLE (TYP.)

ALLIANT ENERGY

ALLIANT ENERGY (TYP.)

CAUTION

MAX CURB HEIGHT = 4 INCHES

PLANAR RDWF = 14.88 SF

954.43

954.26

954.19

955.12

953.85

953.89

953.89

954.00

953.75

953.72

953.84

953.53

953.47

954.05

953.35

953.31

953.79

953.41

953.70

953.68

953.13 (MATCH EXISTING)

953.77

953.60 (MATCH EXISTING)

953.66 (MATCH EXISTING)

R/W

MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH

REEDSBURG UTILITY COMMISSION

FRONTIER COMMUNICATIONS

LEVEL LANDING AREA

EXISTING UTILITY PEDESTAL TO REMAIN

VILLAGE OF LOGANVILLE STREETS ARE ARE ATV ROUTES UNLESS POSTED

ESTR

R = 61.0'

R = 58.0'

16.4'

STA. = 618+27, 79.35' RT
Y = 224,253.43
X = 572,794.39

FINISHED C/L STH 23

ADJUSTING WATER VALVES REQ'D.

STA. 618+72, RT.
(CURB RAMP TYPE 2 REQ'D.)

FRONTIER COMMUNICATIONS

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

WA-ZAR INC

N

STH 23

SPRING VALLEY RD.

PEAK HILL RD.

LEFT VIEWPORT

RIGHT VIEWPORT

STH 23

CURB RAMP POINT TABLE

POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	951.69	618+93.90	56.88' L	224315.21	572655.81
2	952.58	618+92.55	47.18' L	224314.22	572665.55
3	953.68	618+83.33	30.20' L	224305.63	572682.85
4	953.74	618+76.81	24.51' L	224299.32	572688.78
5	953.65	618+65.45	18.89' L	224288.17	572694.81
6	953.52	618+57.69	17.24' L	224280.48	572696.74
7	953.22	618+49.04	16.43' L	224271.86	572697.87
8	953.00	618+43.79	15.94' L	224266.63	572698.55
9	953.92	618+84.44	36.44' L	224306.51	572676.58
10	953.56	618+82.18	33.44' L	224304.36	572679.65
11	953.60	618+77.13	33.45' L	224299.31	572679.83
12	953.67	618+77.12	28.45' L	224299.48	572684.83
13	953.57	618+75.13	33.46' L	224297.31	572679.90
14	953.64	618+75.12	28.46' L	224297.49	572684.90
15	953.51	618+71.13	33.46' L	224293.31	572680.04
16	953.58	618+71.12	28.46' L	224293.49	572685.04

CURB RAMP POINT TABLE

POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
17	954.11	618+72.41	25.18' L	224294.89	572688.27
18	953.34	618+66.13	33.47' L	224288.32	572680.22
19	953.40	618+66.12	28.47' L	224288.49	572685.21
20	952.91	618+52.83	33.49' L	224275.02	572680.68
21	952.99	618+52.82	28.49' L	224275.20	572685.68
22	953.11	618+52.82	25.80' L	224275.30	572688.37
23	953.69	618+56.81	20.18' L	224279.49	572693.84
24	953.29	618+52.82	21.80' L	224275.44	572692.37
25	953.30	618+52.82	19.80' L	224275.52	572694.36
26	952.84	618+47.82	33.50' L	224270.02	572680.86
27	952.91	618+47.82	28.49' L	224270.20	572685.86
28	952.99	618+47.82	25.80' L	224270.30	572688.55
29	953.09	618+47.82	21.80' L	224270.45	572692.55
30	953.10	618+47.82	19.33' L	224270.54	572695.02
31	953.32	618+44.82	19.05' L	224267.55	572695.41

CURB RAMP POINT TABLE

POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	953.13	618+39.80	19.72' R	224263.95	572734.33
2	953.75	618+60.58	28.40' R	224285.04	572742.25
3	953.89	618+63.98	30.82' R	224288.52	572744.54
4	954.43	618+71.70	37.78' R	224296.50	572751.21
5	956.12	618+85.61	62.14' R	224311.28	572775.05
6	953.60	618+31.44	33.75' R	224256.11	572748.66
7	953.66	618+31.41	38.64' R	224256.26	572753.55
8	953.68	618+43.79	23.81' R	224268.09	572738.28
9	953.31	618+47.82	25.18' R	224272.17	572739.50
10	953.35	618+47.82	27.37' R	224272.25	572741.68
11	953.41	618+47.82	29.37' R	224272.32	572743.68
12	953.70	618+47.82	33.87' R	224272.49	572748.18
13	953.77	618+47.84	38.87' R	224272.69	572753.17

CURB RAMP POINT TABLE

POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
14	953.47	618+52.82	27.37' R	224277.24	572741.50
15	953.53	618+52.82	29.37' R	224277.32	572743.50
16	953.72	618+52.82	33.84' R	224277.48	572747.97
17	953.79	618+52.84	38.84' R	224277.69	572752.97
18	953.84	618+56.08	29.12' R	224280.57	572743.13
19	954.00	618+58.84	30.81' R	224283.39	572744.72
20	953.89	618+59.68	33.81' R	224284.34	572747.69
21	954.05	618+59.70	38.81' R	224284.54	572752.68
22	953.85	618+62.99	33.79' R	224287.64	572747.55
23	954.19	618+65.69	38.78' R	224290.53	572752.43
24	954.26	618+68.53	38.77' R	224293.36	572752.32
25	955.12	618+72.05	42.71' R	224297.03	572756.13

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_CURB RAMP DETAIL.DWG
PLOT DATE : 9/26/2024 3:53:15 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : PEAK HILL RD.-SOUTH

2

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	952.62	619+23.58	47.67' L	224345.32	572663.97
2	952.96	619+23.69	44.23' L	224345.55	572667.41
3	953.11	619+23.74	42.72' L	224345.64	572668.92
4	954.53	619+31.35	25.51' L	224353.85	572685.86
5	954.90	619+38.42	20.70' L	224361.08	572690.42
6	955.26	619+48.81	18.48' L	224371.54	572692.28
7	954.15	619+27.35	36.44' L	224349.48	572675.07
8	953.93	619+28.59	33.44' L	224350.81	572678.02
9	953.98	619+31.99	33.44' L	224354.21	572677.90
10	954.36	619+31.99	28.44' L	224354.38	572682.90
11	954.15	619+33.99	33.44' L	224356.21	572677.83
12	954.52	619+33.99	28.44' L	224356.38	572682.83
13	954.95	619+36.84	24.38' L	224359.37	572686.80
14	954.65	619+40.06	33.45' L	224362.27	572677.62

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
15	954.74	619+39.99	28.45' L	224362.38	572682.62
16	954.74	619+39.94	24.78' L	224362.46	572686.29
17	954.84	619+39.91	22.78' L	224362.50	572688.29
18	954.67	619+41.54	33.45' L	224363.75	572677.57
19	954.84	619+44.95	25.06' L	224367.45	572685.84
20	954.97	619+44.91	22.71' L	224367.50	572688.18
21	955.03	619+44.90	21.31' L	224367.53	572689.59
22	954.79	619+47.77	29.18' L	224370.13	572681.62
23	954.88	619+49.35	28.10' L	224371.75	572682.65
24	955.00	619+47.75	23.14' L	224370.31	572687.66
25	955.68	619+48.81	20.98' L	224371.45	572689.78
26	955.70	619+65.55	27.67' L	224387.95	572682.52
27	955.79	619+65.42	22.67' L	224387.99	572687.52

LEGEND

- XXXXXXX — SAWING ASPHALT / SAWING CONCRETE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- MEF — MAXIMUM EXTENT FEASIBLE
- SILT FENCE
- DIRECTION OF FLOW
- ESTR — EXISTING SIGN TO REMAIN
- CURB HEAD HEIGHT TAPER
- GRASS FLARE/TERRACE
- * — THE VILLAGE OF LOGANVILLE WILL REMOVE SIGNS PRIOR TO CONSTRUCTION AND REERECT SIGNS POST CONSTRUCTION.

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	955.81	619+52.83	15.62' R	224376.73	572726.23
2	955.76	619+44.11	15.32' R	224368.00	572726.23
3	955.64	619+23.41	23.33' R	224347.59	572734.94
4	955.52	619+13.88	43.37' R	224338.75	572755.29
5	955.53	619+13.62	50.89' R	224338.75	572762.82
6	956.18	619+52.74	18.13' R	224376.73	572728.73
7	956.29	619+52.55	23.70' R	224376.73	572734.30
8	956.18	619+43.18	17.83' R	224367.15	572728.76
9	956.03	619+43.18	25.77' R	224367.43	572736.70
10	955.65	619+38.64	18.31' R	224362.64	572729.40
11	955.67	619+38.64	19.77' R	224362.69	572730.86
12	955.70	619+38.64	21.77' R	224362.76	572732.86
13	955.76	619+38.64	25.77' R	224362.90	572736.86
14	955.62	619+33.64	19.77' R	224357.69	572731.03
15	955.65	619+33.64	21.77' R	224357.76	572733.03
16	955.73	619+33.64	25.77' R	224357.90	572737.03

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
17	956.06	619+31.20	27.42' R	224355.51	572738.76
18	956.22	619+34.05	30.30' R	224358.47	572741.54
19	956.66	619+33.80	37.55' R	224358.47	572748.79
20	956.59	619+29.81	37.41' R	224354.47	572748.79
21	956.34	619+29.95	33.26' R	224354.47	572744.64
22	955.94	619+27.64	30.93' R	224352.07	572742.39
23	955.73	619+25.90	33.43' R	224350.43	572744.95
24	955.73	619+25.94	38.43' R	224350.64	572749.94
25	955.64	619+21.00	33.46' R	224345.53	572745.15
26	955.64	619+21.03	38.46' R	224345.73	572750.14
27	955.50	619+19.00	33.48' R	224343.53	572745.23
28	955.50	619+19.03	38.48' R	224343.73	572750.23
29	955.47	619+17.18	38.49' R	224341.88	572750.30
30	955.95	619+16.58	41.49' R	224341.39	572753.33
31	956.08	619+27.22	23.39' R	224351.40	572734.87
32	956.05	619+23.52	26.77' R	224347.82	572738.37

2

ALAN J. BRANTMEYER

EXISTING DECIDUOUS TREE TO REMAIN

EXISTING TELEPHONE BOX AND POWER POLE TO REMAIN

ATV ROUTE 25 MPH

MAIN ST

SPRING VALLEY RD

ALLIANT ENERGY/ FRONTIER COMMUNICATIONS

VILLAGE OF LOGANVILLE (SANITARY SEWER) (WORK BY OTHERS)

FINISHED C/L STH 23

VILLAGE OF LOGANVILLE (STORM SEWER)

STH 23

R/W

STA. = 619+49, 43.48' LT
Y = 224,370.59
X = 572,667.30

LEVEL LANDING AREA

SLOPE INTERCEPT (TYP.)

SILT FENCE (TYP.)

CONCRETE CURB PEDESTRIAN

MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS REQ'D

MAX CURB HEIGHT = 3 INCHES

CAUTION

955.70 (MATCH EXISTING)
955.79 (MATCH EXISTING)
954.88
955.00
954.79
954.84
954.67
954.74
954.65
954.15
953.98
954.15
953.93
954.53
954.52
954.36
955.68
955.26 (MATCH EXISTING)
955.03
954.97
954.84
954.90
954.74
954.95

32.6'
5'
16.2'
5.0%
4.5%
1.1%
1.5%
1.7%
3.7% (MEF)
4.8% (MEF)
3.1%
3.6%
9.1%
7.6% (MEF)
6.9%
8.3%
6.0'
R = 22.5'
R = 25.0'

952.62 (MATCH EXISTING)
952.96
953.11

VILLAGE OF LOGANVILLE (WATER) (WORK BY OTHERS)

STA. 619+30, LT.
(CURB RAMP TYPE 2 REQ'D.)

VILLAGE OF LOGANVILLE (SANITARY SEWER)

ADJUSTING SANITARY MANHOLE COVERS REQ'D.

SPRING VALLEY ROAD

FRONTIER COMMUNICATIONS

EXISTING C/L SPRING VALLEY ROAD

ALLIANT ENERGY

ALLIANT ENERGY (TYP.)

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

N

LEFT VIEWPORT
RIGHT VIEWPORT
SPRING VALLEY RD.
PEAK HILL RD.
STH 23
STH 23

N

VILLAGE OF LOGANVILLE (WATER) (WORK BY OTHERS)

VILLAGE OF LOGANVILLE (WATER - DISCONTINUED)

ADJUSTING MANHOLE COVERS REQ'D.

VILLAGE OF LOGANVILLE (STORM SEWER)

STH 23

FINISHED C/L STH 23

5.5'
33.5'
R/W

MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH

OLSON JOINT REVOCABLE TRUST

956.18 (MATCH EXISTING)
955.81 (MATCH EXISTING)
956.29 (MATCH EXISTING)
956.18
955.76
955.76
955.67
955.65
955.70
956.03
956.66 (MATCH EXISTING)
956.22
956.59 (MATCH EXISTING)
956.34
955.73
955.62
955.73
955.65
956.06
955.94
956.08
955.64
956.05
955.64
955.50
955.50
955.47
955.95
955.52
955.53
955.87 (MATCH EXISTING)

2.0%
9.4'
2.5%
1.8%
11.4% (MEF)
4.5'
6.0%
1.5%
1.0%
0.6%
1.7%
2.0%
11.2% (MEF)
4.0%
2.3%
6.0%
0.3%
12.1%
7.0%
1.8%
5'
6.7%
0.4%
15.5%
R = 30.0'
R = 27.5'

SLOPE INTERCEPT (TYP.)

EXISTING FIRE HYDRANT TO REMAIN

LEVEL LANDING AREA

STA. 619+44, 45.32' RT
Y = 224,368.74
X = 572,756.22

EXISTING CONCRETE STEPS TO REMAIN

R/W

PEAK HILL RD

ALLIANT ENERGY / FRONTIER COMMUNCATIONS

MAX CURB HEIGHT = 2 INCHES

ADJUSTING WATER VALVES REQ'D.

LEVEL LANDING AREA

REMOVING INLETS REQ'D.

ADJUSTING INLET COVERS REQ'D.

MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH

INLET COVERS TYPE H-S REQ'D.

VILLAGE OF LOGANVILLE (SANITARY SEWER)

STA. 619+26, RT.
(CURB RAMP TYPE 1 REQ'D.)

PEAK HILL ROAD

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 36	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_CURB RAMP DETAIL.DWG
PLOT DATE : 9/26/2024 3:45:40 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : PEAK HILL RD.-NORTH

2

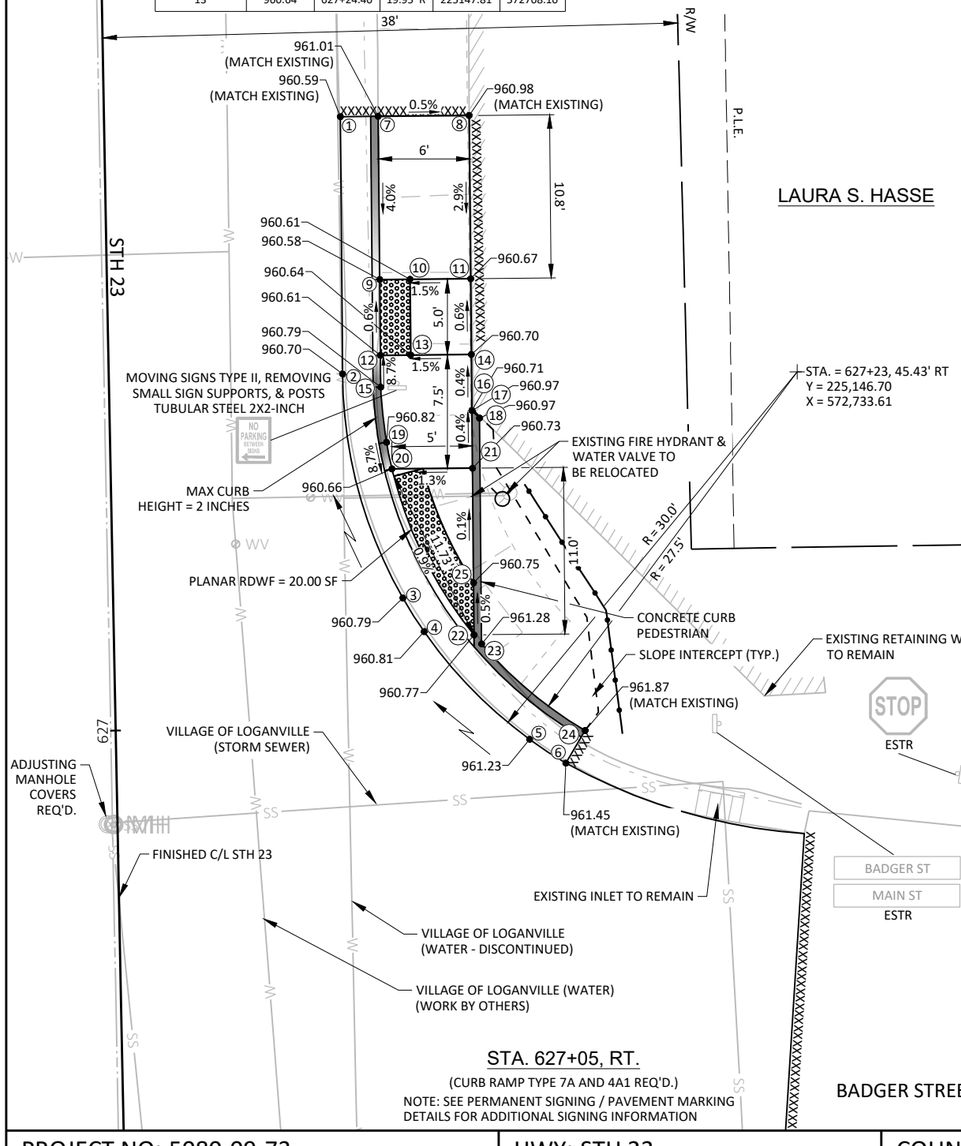
N

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	0.00	627+40.22	15.60' R	225163.53	572703.46
2	960.70	627+23.24	15.43' R	225146.56	572703.61
3	960.79	627+08.38	19.13' R	225131.77	572707.58
4	960.81	627+06.14	20.48' R	225129.56	572708.99
5	961.23	626+98.88	27.31' R	225122.45	572715.95
6	961.45	626+97.27	29.67' R	225120.88	572718.34
7	961.01	627+40.20	18.10' R	225163.55	572705.96
8	960.98	627+40.14	24.10' R	225163.61	572711.96
9	960.58	627+29.43	18.00' R	225152.79	572706.06
10	960.61	627+29.41	20.00' R	225152.81	572708.05
11	960.67	627+29.37	24.00' R	225152.84	572712.06
12	960.61	627+24.42	17.95' R	225147.79	572706.10
13	960.64	627+24.40	19.95' R	225147.81	572708.10

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
14	960.70	627+24.37	23.96' R	225147.84	572712.10
15	960.79	627+22.33	17.93' R	225145.69	572706.12
16	960.71	627+20.67	23.92' R	225144.15	572712.14
17	960.97	627+20.65	23.93' R	225144.13	572712.15
18	960.97	627+20.16	24.41' R	225143.65	572712.64
19	960.82	627+18.67	18.24' R	225142.05	572706.50
20	960.66	627+16.91	18.57' R	225140.29	572706.86
21	960.73	627+16.86	23.88' R	225140.34	572712.17
22	960.77	627+05.85	23.77' R	225129.34	572712.28
23	961.28	627+05.25	24.26' R	225128.75	572712.78
24	961.87	626+99.39	30.98' R	225123.03	572719.61
25	960.75	627+09.29	23.81' R	225132.78	572712.25

LEGEND

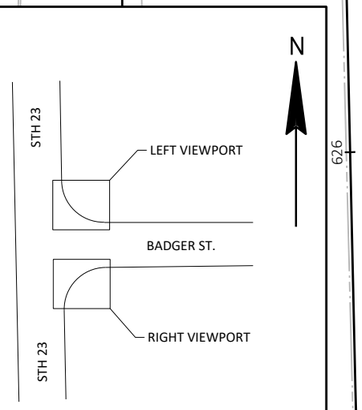
XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
RDFW	RADIAL DETECTABLE WARNING FIELD
	CURB RAMP DETECTABLE WARNING FIELD YELLOW / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE
	SILT FENCE
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CURB HEAD HEIGHT TAPER

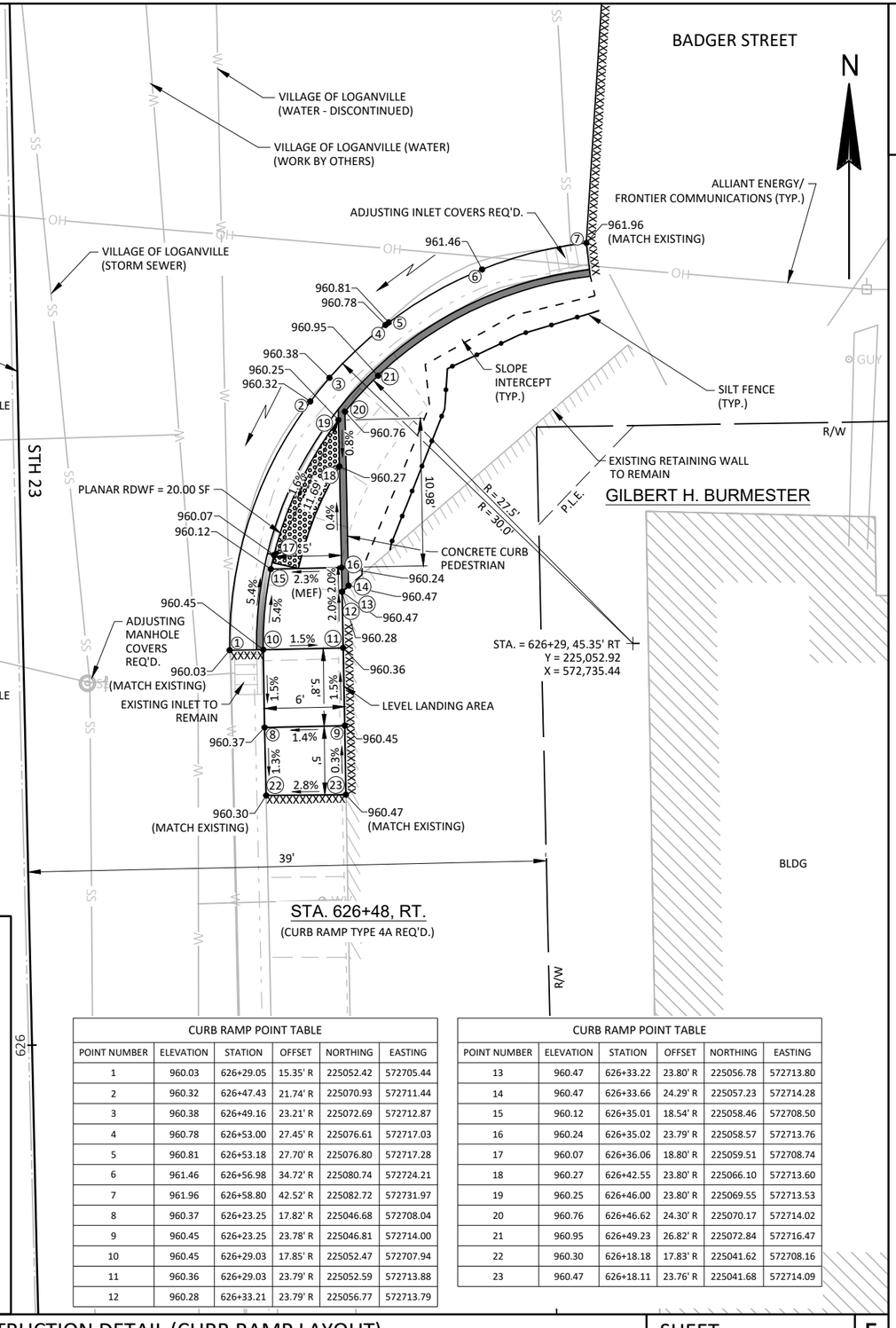


STA. 627+05, RT.

(CURB RAMP TYPE 7A AND 4A1 REQ'D.)

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION



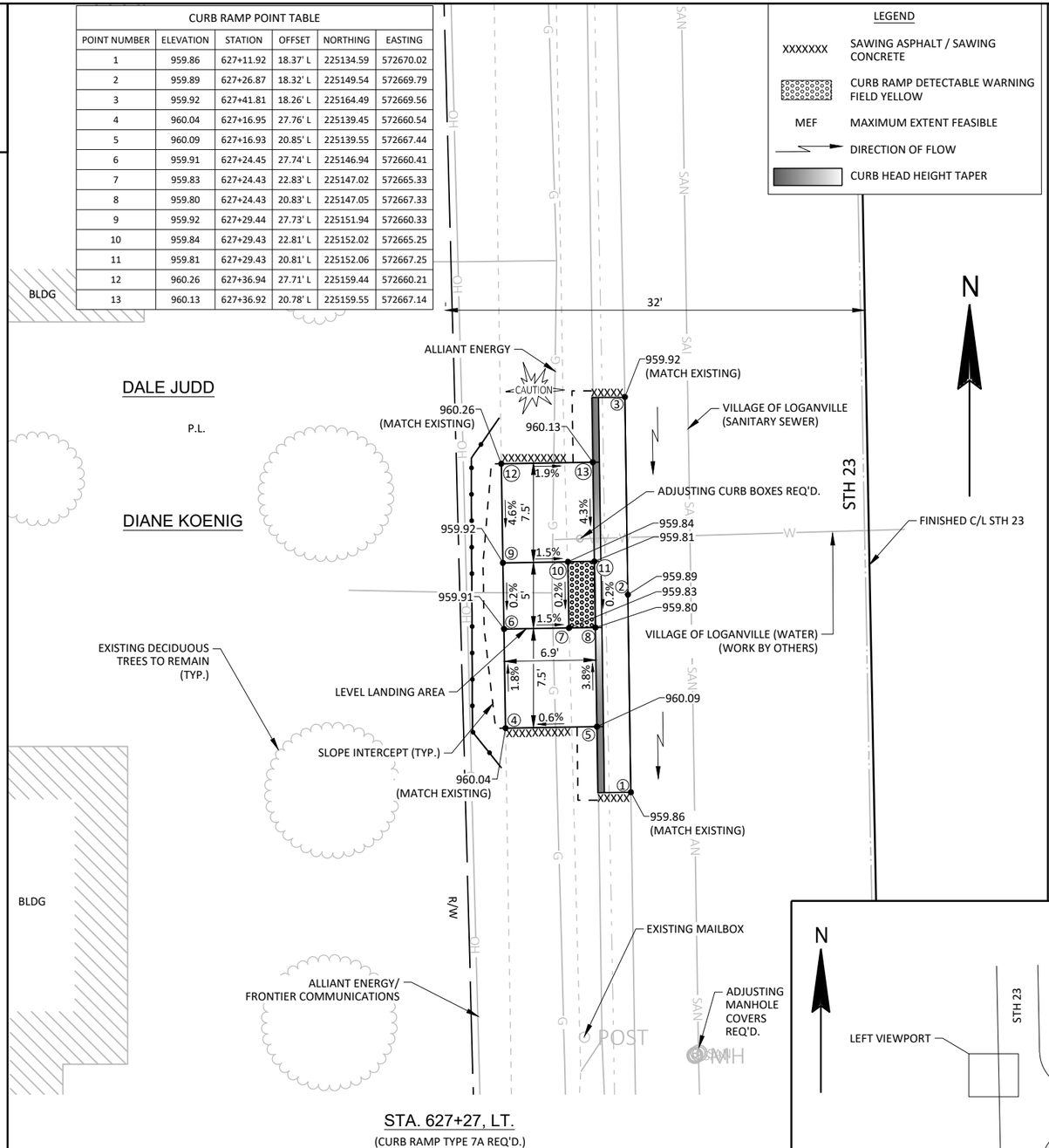


CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	960.03	626+29.05	15.35' R	225052.42	572705.44
2	960.32	626+47.43	21.74' R	225070.93	572711.44
3	960.38	626+49.16	23.21' R	225072.69	572712.87
4	960.78	626+53.00	27.45' R	225076.61	572717.03
5	960.81	626+53.18	27.70' R	225076.80	572717.28
6	961.46	626+56.98	34.72' R	225080.74	572724.21
7	961.96	626+58.80	42.52' R	225082.72	572731.97
8	960.37	626+23.25	17.82' R	225046.68	572708.04
9	960.45	626+23.25	23.78' R	225046.81	572714.00
10	960.45	626+29.03	17.85' R	225052.47	572707.94
11	960.36	626+29.03	23.79' R	225052.59	572713.88
12	960.28	626+33.21	23.79' R	225056.77	572713.79

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
13	960.47	626+33.22	23.80' R	225056.78	572713.80
14	960.47	626+33.66	24.29' R	225057.23	572714.28
15	960.12	626+35.01	18.54' R	225058.46	572708.50
16	960.24	626+35.02	23.79' R	225058.57	572713.76
17	960.07	626+36.06	18.80' R	225059.51	572708.74
18	960.27	626+42.55	23.80' R	225066.10	572713.60
19	960.25	626+46.00	23.80' R	225069.55	572713.53
20	960.76	626+46.62	24.30' R	225070.17	572714.02
21	960.95	626+49.23	26.82' R	225072.84	572716.47
22	960.30	626+18.18	17.83' R	225041.62	572708.16
23	960.47	626+18.11	23.76' R	225041.68	572714.09

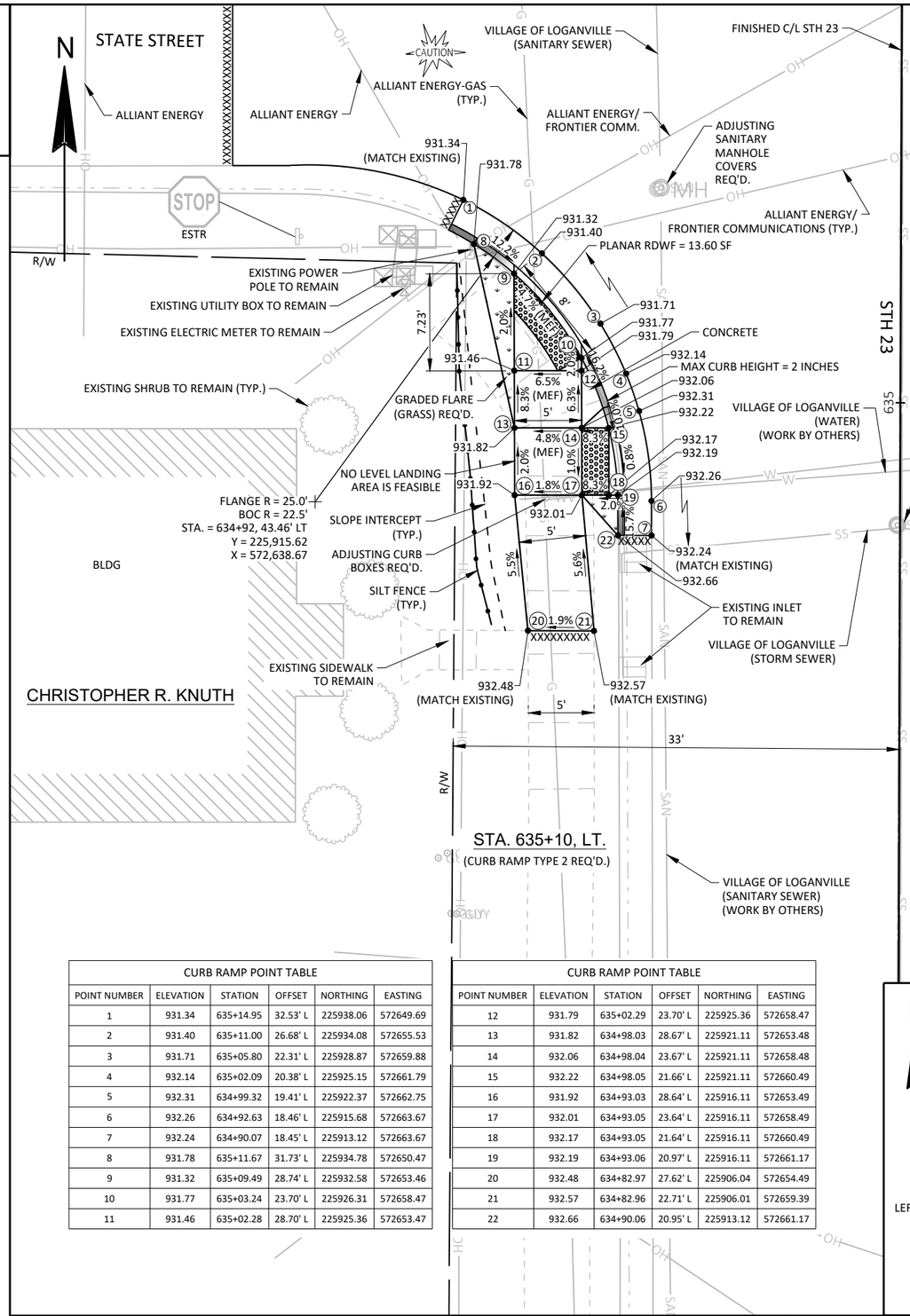
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 37	E

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	959.86	627+11.92	18.37' L	225134.59	572670.02
2	959.89	627+26.87	18.32' L	225149.54	572669.79
3	959.92	627+41.81	18.26' L	225164.49	572669.56
4	960.04	627+16.95	27.76' L	225139.45	572660.54
5	960.09	627+16.93	20.85' L	225139.55	572667.44
6	959.91	627+24.45	27.74' L	225146.94	572660.41
7	959.83	627+24.43	22.83' L	225147.02	572665.33
8	959.80	627+24.43	20.83' L	225147.05	572667.33
9	959.92	627+29.44	27.73' L	225151.94	572660.33
10	959.84	627+29.43	22.81' L	225152.02	572665.25
11	959.81	627+29.43	20.81' L	225152.06	572667.25
12	960.26	627+36.94	27.71' L	225159.44	572660.21
13	960.13	627+36.92	20.78' L	225159.55	572667.14



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 38	E

2

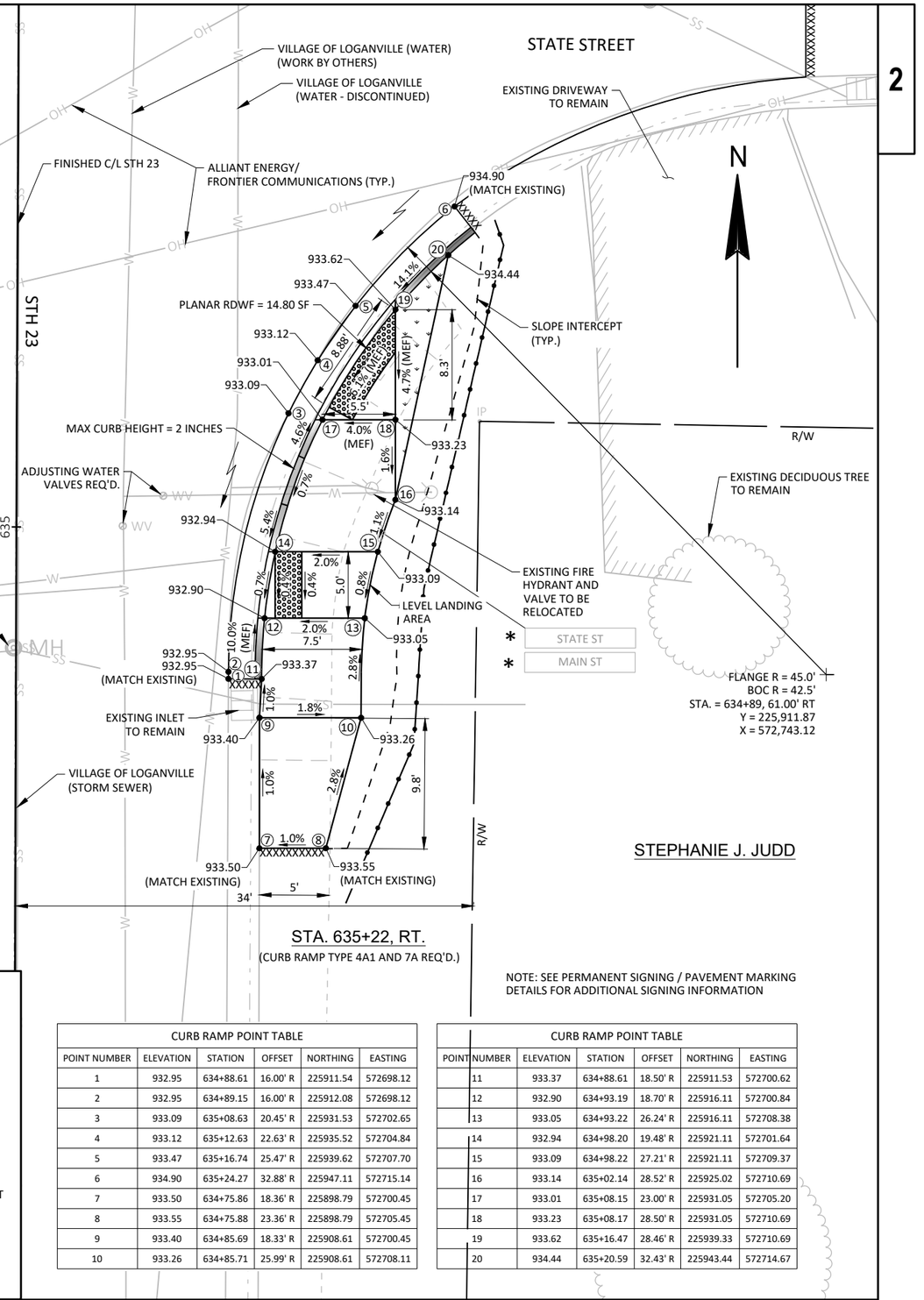


CHRISTOPHER R. KNUTH

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
RDFW	RADIAL DETECTABLE WARNING FIELD
	CURB RAMP DETECTABLE WARNING FIELD YELLOW / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE
	SILT FENCE
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CURB HEAD HEIGHT TAPER
	GRASS FLARE/TERRACE
*	THE VILLAGE OF LOGANVILLE WILL REMOVE SIGNS PRIOR TO CONSTRUCTION AND REERECT SIGNS POST CONSTRUCTION.

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN

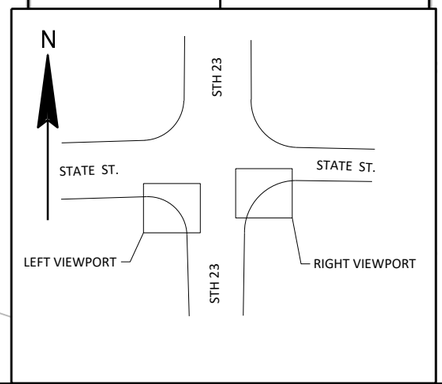


STEPHANIE J. JUDD

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	931.34	635+14.95	32.53' L	225938.06	572649.69
2	931.40	635+11.00	26.68' L	225934.08	572655.53
3	931.71	635+05.80	22.31' L	225928.87	572659.88
4	932.14	635+02.09	20.38' L	225925.15	572661.79
5	932.31	634+99.32	19.41' L	225922.37	572662.75
6	932.26	634+92.63	18.46' L	225915.68	572663.67
7	932.24	634+90.07	18.45' L	225913.12	572663.67
8	931.78	635+11.67	31.73' L	225934.78	572650.47
9	931.32	635+09.49	28.74' L	225932.58	572653.46
10	931.77	635+03.24	23.70' L	225926.31	572658.47
11	931.46	635+02.28	28.70' L	225925.36	572653.47

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
12	931.79	635+02.29	23.70' L	225925.36	572658.47
13	931.82	634+98.03	28.67' L	225921.11	572653.48
14	932.06	634+98.04	23.67' L	225921.11	572658.48
15	932.22	634+98.05	21.66' L	225921.11	572660.49
16	931.92	634+93.03	28.64' L	225916.11	572653.49
17	932.01	634+93.05	23.64' L	225916.11	572658.49
18	932.17	634+93.05	21.64' L	225916.11	572660.49
19	932.19	634+93.06	20.97' L	225916.11	572661.17
20	932.48	634+82.97	27.62' L	225906.04	572654.49
21	932.57	634+82.96	22.71' L	225906.01	572659.39
22	932.66	634+90.06	20.95' L	225913.12	572661.17



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	932.95	634+88.61	16.00' R	225911.54	572698.12
2	932.95	634+89.15	16.00' R	225912.08	572698.12
3	933.09	635+08.63	20.45' R	225931.53	572702.65
4	933.12	635+12.63	22.63' R	225935.52	572704.84
5	933.47	635+16.74	25.47' R	225939.62	572707.70
6	934.90	635+24.27	32.88' R	225947.11	572715.14
7	933.50	634+75.86	18.36' R	225898.79	572700.45
8	933.55	634+75.88	23.36' R	225898.79	572705.45
9	933.40	634+85.69	18.33' R	225908.61	572700.45
10	933.26	634+85.71	25.99' R	225908.61	572708.11

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
11	933.37	634+88.61	18.50' R	225911.53	572700.62
12	932.90	634+93.19	18.70' R	225916.11	572700.84
13	933.05	634+93.22	26.24' R	225916.11	572708.38
14	932.94	634+98.20	19.48' R	225921.11	572701.64
15	933.09	634+98.22	27.21' R	225921.11	572709.37
16	933.14	635+02.14	28.52' R	225925.02	572710.69
17	933.01	635+08.15	23.00' R	225931.05	572705.20
18	933.23	635+08.17	28.50' R	225931.05	572710.69
19	933.62	635+16.47	28.46' R	225939.33	572710.69
20	934.44	635+20.59	32.43' R	225943.44	572714.67

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 39	E

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	931.04	635+54.78	37.87' L	225977.95	572644.53
2	931.32	635+63.64	27.23' L	225986.77	572655.22
3	931.56	635+75.38	23.32' L	225998.50	572659.20
4	931.58	635+76.91	23.27' L	226000.03	572659.25
5	931.35	635+83.38	23.31' L	226006.50	572659.25
6	931.14	635+86.29	23.33' L	226009.42	572659.25
7	931.28	635+57.07	38.85' L	225980.26	572643.56
8	931.03	635+58.62	35.88' L	225981.79	572646.54
9	931.10	635+62.88	35.90' L	225986.06	572646.54
10	931.18	635+62.91	30.90' L	225986.06	572651.54
11	931.35	635+64.40	39.76' L	225987.60	572642.69
12	931.21	635+64.88	35.91' L	225988.06	572646.54
13	931.30	635+64.91	30.91' L	225988.06	572651.54
14	931.38	635+67.80	40.18' L	225991.01	572642.29
15	931.42	635+70.77	38.64' L	225993.97	572643.85
16	931.37	635+69.37	35.94' L	225992.56	572646.54

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
17	931.38	635+69.40	30.94' L	225992.56	572651.54
18	931.48	635+74.44	36.74' L	225997.64	572645.77
19	931.51	635+76.71	36.77' L	225999.90	572645.75
20	931.54	635+76.76	32.77' L	225999.93	572649.75
21	931.52	635+76.79	27.77' L	225999.93	572654.75
22	931.50	635+76.80	25.77' L	225999.93	572656.75
23	931.57	635+81.70	36.83' L	226004.90	572645.72
24	931.49	635+81.75	32.80' L	226004.93	572649.75
25	931.39	635+81.78	27.80' L	226004.93	572654.75
26	931.37	635+81.79	25.80' L	226004.93	572656.75
27	931.64	635+86.96	36.90' L	226010.17	572645.68
28	931.46	635+86.99	32.83' L	226010.17	572649.75
29	931.42	635+86.99	31.83' L	226010.17	572650.75
30	931.44	635+85.28	31.82' L	226008.45	572650.75
31	931.52	635+85.31	25.82' L	226008.45	572656.75

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
RDFW	RADIAL DETECTABLE WARNING FIELD
	CURB RAMP DETECTABLE WARNING FIELD YELLOW / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CURB HEAD HEIGHT TAPER

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	934.10	635+58.63	31.10' R	225981.45	572713.52
2	933.82	635+59.79	29.93' R	225982.62	572712.36
3	932.79	635+67.58	24.80' R	225990.42	572707.27
4	932.72	635+70.04	23.87' R	225992.89	572706.35
5	932.64	635+78.29	22.56' R	226001.14	572705.09
6	932.51	635+91.09	22.52' R	226013.94	572705.13
7	934.19	635+61.68	31.59' R	225984.49	572714.03
8	933.56	635+62.24	31.09' R	225985.05	572713.53
9	932.63	635+71.93	25.91' R	225994.77	572708.41
10	932.75	635+71.94	31.07' R	225994.75	572713.56
11	933.30	635+71.94	31.09' R	225994.75	572713.58
12	933.06	635+74.58	31.57' R	225997.38	572714.07

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
13	933.06	635+75.03	31.08' R	225997.84	572713.59
14	932.75	635+75.05	31.06' R	225997.85	572713.57
15	932.71	635+75.99	30.06' R	225998.80	572712.58
16	932.55	635+78.59	25.05' R	226001.43	572707.59
17	932.58	635+78.60	27.07' R	226001.43	572709.60
18	932.63	635+78.62	30.05' R	226001.43	572712.59
19	932.50	635+83.60	25.04' R	226006.43	572707.60
20	932.53	635+83.61	27.04' R	226006.43	572709.60
21	932.58	635+83.63	30.04' R	226006.43	572712.60
22	932.93	635+91.10	24.99' R	226013.93	572707.60
23	932.76	635+91.13	30.02' R	226013.93	572712.63

2

N

DAVID J. DALLMAN

BLDG

FINISHED C/L STH 23

STH 23

32'

R/W

931.46 (MATCH EXISTING)
931.64 (MATCH EXISTING)
931.42 (MATCH EXISTING)
931.52 (MATCH EXISTING)
931.14 (MATCH EXISTING)
931.35
931.44
931.49
931.57
931.51
931.48 (MATCH EXISTING)
931.37
931.39
931.58
931.50
931.56
931.52
931.54
931.42
931.38 (MATCH EXISTING)
931.37
931.21
931.35
931.32
931.30
931.18
931.10
931.03
931.28 (MATCH EXISTING)
931.04 (MATCH EXISTING)

LEVEL LANDING AREA

FLANGE R = 24.0'
BOC R = 21.5'
STA. = 635+77, 47.27' LT
Y = 226,000.09
X = 572,635.25

EXISTING LANDSCAPE TO REMAIN

MAX CURB HEIGHT = 3 INCHES

EXISTING LIGHT POLE TO REMAIN

CONCRETE

VILLAGE OF LOGANVILLE (SANITARY SEWER)

ALLIANT ENERGY (TYP.)

EXISTING POWER POLE

CAUTION

ALLIANT ENERGY (TYP.)

ADJUSTING SANITARY MANHOLE COVERS REQ'D.

STATE STREET

STA. 635+62, LT.

(CURB RAMP TYPE 4A1 REQ'D.)

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

N

LEFT VIEWPORT

RIGHT VIEWPORT

STH 23

STATE ST.

STATE ST.

STH 23

GERALD ROSOL

34'

R/W

932.93 (MATCH EXISTING)
932.51 (MATCH EXISTING)
932.76 (MATCH EXISTING)
932.53
932.50
932.58
932.63
932.71
932.64
932.55
932.58
933.06
933.06
932.75
933.30
932.63
932.72
932.79
933.56
934.19
934.10 (MATCH EXISTING)
933.82

FINISHED C/L STH 23

STH 23

VILLAGE OF LOGANVILLE (WATER) (WORK BY OTHERS)

VILLAGE OF LOGANVILLE (WATER - DISCONTINUED)

MAX CURB HEIGHT = 2 INCHES

VILLAGE OF LOGANVILLE (STORM SEWER)

ALLIANT ENERGY

ALLIANT ENERGY (TYP.)

PLANAR RDWF = 17.70 SF

CAUTION

LEVEL LANDING AREA

FLANGE R = 27.0'
BOC R = 24.5'
STA.= 635+78, 49.56' LT
Y = 226,001.05
X = 572,732.09

CONCRETE CURB PEDESTRIAN SLOPE INTERCEPT (TYP.)

EXISTING RETAINING WALL TO REMAIN

EXISTING LIGHTPOLE TO REMAIN

EXISTING POWER POLE

STOP

ESTR

EXISTING INLET TO REMAIN

ALLIANT ENERGY/ FRONTIER COMMUNICATIONS

ADJUSTING MANHOLE COVER REQ'D.

STATE STREET

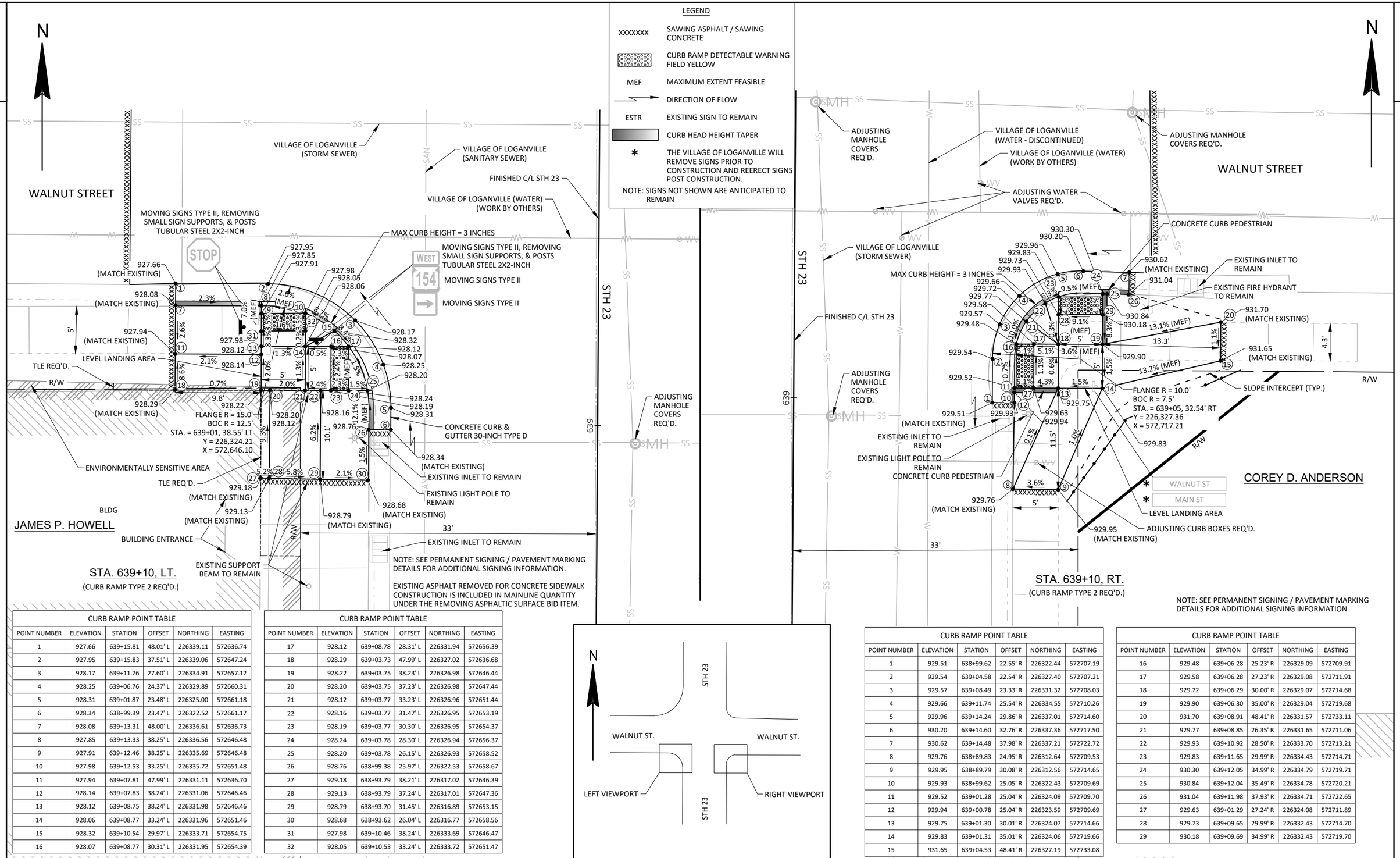
STA. 635+61, RT.

(CURB RAMP TYPE 4A1 REQ'D.)

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_CURB RAMP DETAIL.DWG PLOT DATE : 9/26/2024 3:46:27 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : STATE ST.-NORTH



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	927.66	639+15.81	48.01' L	226339.11	572636.74
2	927.95	639+15.83	37.51' L	226339.06	572647.24
3	928.17	639+11.76	27.60' L	226334.91	572657.12
4	928.25	639+06.76	24.37' L	226329.89	572660.31
5	928.31	639+01.87	23.48' L	226325.00	572661.18
6	928.34	638+99.39	23.47' L	226322.52	572661.17
7	928.08	639+13.31	48.00' L	226336.61	572636.73
8	927.85	639+13.33	38.25' L	226336.56	572646.48
9	927.91	639+12.46	38.25' L	226335.69	572646.48
10	927.98	639+12.53	33.25' L	226335.72	572651.48
11	927.94	639+07.81	47.99' L	226331.11	572636.70
12	928.14	639+07.83	38.24' L	226331.06	572646.46
13	928.12	639+08.75	38.24' L	226331.98	572646.46
14	928.06	639+08.77	33.24' L	226331.96	572651.46
15	928.32	639+10.54	29.97' L	226333.71	572654.75
16	928.07	639+08.77	30.31' L	226331.95	572654.39

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
17	928.12	639+08.78	28.31' L	226331.94	572656.39
18	928.29	639+03.73	47.99' L	226327.02	572636.68
19	928.22	639+03.75	38.23' L	226326.98	572646.44
20	928.20	639+03.75	37.23' L	226326.98	572647.44
21	928.12	639+03.77	33.23' L	226326.96	572651.44
22	928.16	639+03.77	31.47' L	226326.95	572653.19
23	928.19	639+03.77	30.30' L	226326.95	572654.37
24	928.24	639+03.78	28.30' L	226326.94	572656.37
25	928.20	639+03.78	26.15' L	226326.93	572658.52
26	928.76	638+99.38	25.97' L	226322.53	572658.67
27	929.18	638+93.79	38.21' L	226317.02	572646.39
28	929.13	638+93.79	37.24' L	226317.01	572647.36
29	928.79	638+93.70	31.45' L	226316.89	572653.15
30	928.68	638+93.62	26.04' L	226316.77	572658.56
31	927.98	639+10.46	38.24' L	226333.69	572646.47
32	928.05	639+10.53	33.24' L	226333.72	572651.47

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	929.51	638+99.62	22.55' R	226322.44	572707.19
2	929.54	639+04.58	22.54' R	226327.40	572707.21
3	929.57	639+08.49	23.33' R	226331.32	572708.03
4	929.66	639+11.74	25.54' R	226334.55	572710.26
5	929.96	639+14.24	29.86' R	226337.01	572714.60
6	930.20	639+14.60	32.76' R	226337.36	572717.50
7	930.62	639+14.48	37.98' R	226337.21	572722.72
8	929.76	638+89.83	24.95' R	226312.64	572709.53
9	929.95	638+89.79	30.08' R	226312.56	572714.65
10	929.93	638+99.62	25.05' R	226322.43	572709.69
11	929.52	639+01.28	25.04' R	226324.09	572709.70
12	929.94	639+00.78	25.04' R	226323.59	572709.69
13	929.75	639+01.30	30.01' R	226324.07	572714.66
14	929.83	639+01.31	35.01' R	226324.06	572719.66
15	931.65	639+04.53	48.41' R	226327.19	572733.08

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
16	929.48	639+06.28	25.23' R	226329.09	572709.91
17	929.58	639+06.28	27.23' R	226329.08	572711.91
18	929.72	639+06.29	30.00' R	226329.07	572714.68
19	929.90	639+06.30	35.00' R	226329.04	572719.68
20	931.70	639+08.91	48.41' R	226331.57	572733.11
21	929.77	639+08.85	26.35' R	226331.65	572711.06
22	929.93	639+10.92	28.50' R	226333.70	572713.21
23	929.83	639+11.65	29.99' R	226334.43	572714.71
24	930.30	639+12.05	34.99' R	226334.79	572719.71
25	930.84	639+12.04	35.49' R	226334.78	572720.21
26	931.04	639+11.98	37.93' R	226334.71	572722.65
27	929.63	639+01.29	27.24' R	226324.08	572711.89
28	929.73	639+09.65	29.99' R	226332.43	572714.70
29	930.18	639+09.69	34.99' R	226332.43	572719.70

2

GAS PUMPS

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	927.40	639+54.88	53.16' L	226378.21	572631.84
2	927.78	639+60.73	34.46' L	226383.93	572650.58
3	927.87	639+63.07	31.79' L	226386.26	572653.27
4	928.46	639+82.81	23.58' L	226405.94	572661.61
5	928.58	639+87.11	23.57' L	226410.24	572661.65
6	928.97	639+87.08	32.44' L	226410.26	572652.78
7	929.00	639+87.12	26.07' L	226410.26	572659.15
8	928.17	639+75.63	37.95' L	226398.85	572647.19
9	928.16	639+75.66	33.47' L	226398.85	572651.68
10	928.11	639+72.88	37.96' L	226396.10	572647.17
11	928.09	639+72.87	32.96' L	226396.06	572652.17
12	928.09	639+72.86	30.96' L	226396.04	572654.16
13	928.08	639+72.85	28.13' L	226396.01	572656.99
14	928.02	639+71.73	52.16' L	226395.05	572632.96
15	928.08	639+71.90	37.96' L	226395.13	572647.16
16	927.65	639+67.10	61.46' L	226390.48	572623.63

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
17	927.75	639+67.02	56.50' L	226390.36	572628.59
18	927.85	639+67.00	52.15' L	226390.32	572632.94
19	927.95	639+66.42	37.97' L	226389.65	572647.11
20	927.92	639+67.87	32.97' L	226391.06	572652.12
21	927.91	639+67.86	30.98' L	226391.04	572654.12
22	927.72	639+63.72	37.98' L	226386.95	572647.09
23	927.82	639+65.45	32.97' L	226388.64	572652.10
24	927.65	639+63.35	61.51' L	226386.72	572623.56
25	927.67	639+62.02	56.58' L	226385.36	572628.48
26	928.04	639+59.77	40.81' L	226383.01	572644.23
27	927.63	639+61.31	37.98' L	226384.54	572647.07
28	928.37	639+76.13	37.95' L	226399.35	572647.19
29	928.56	639+76.15	33.81' L	226399.35	572651.34
30	928.70	639+79.11	32.96' L	226402.30	572652.21
31	929.09	639+87.07	32.94' L	226410.26	572652.28
32	928.41	639+79.05	32.46' L	226402.24	572652.71

LEGEND

- XXXXXXX — SAWING ASPHALT / SAWING CONCRETE
- RDFW — RADIAL DETECTABLE WARNING FIELD
- CURB RAMP DETECTABLE WARNING FIELD YELLOW / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- MEF — MAXIMUM EXTENT FEASIBLE
- DIRECTION OF FLOW
- ESTR — EXISTING SIGN TO REMAIN
- CURB HEAD HEIGHT TAPER

LY-ETTE LLC

STA. = 639+86.97, 53.28' LT
Y = 226,410.29
X = 572,631.94

STA. = 639+83, 51.58' LT
Y = 226,406.20
X = 572,633.61

R = 20.0'
R = 25.5'
R = 28.0'

EXISTING GAS STATION SIGN & BASE TO REMAIN

EXISTING LIGHT POLE TO REMAIN

EXISTING INLET TO REMAIN

CONCRETE CURB PEDESTRIAN

LEVEL LANDING AREA

FEE REQ'D.

34'

6.4'

6.0'

0.5%

7.0%

7.8%

0.3%

1.0%

3.5% (MEF)

2.5% (MEF)

0.2%

0.7%

4.0%

1.8% (MEF)

3.0% (MEF)

12.9%

2.1%

1.7%

0.4%

0.8%

2.0%

3.7%

1.1%

3.6'

5'

928.97 (MATCH EXISTING)
929.09 (MATCH EXISTING)
929.00 (MATCH EXISTING)
928.58 (MATCH EXISTING)
928.46
928.70
928.56
928.41
928.37
928.17
928.16
928.11
928.08
928.09
928.08
928.02
927.75
927.65 (MATCH EXISTING)
927.85
927.95
927.92
927.91
927.82
927.87
927.78
927.72
927.63
928.04
927.65 (MATCH EXISTING)
927.67
927.40 (MATCH EXISTING)

R/W

MAX CURB HEIGHT = 2 INCHES

PLANAR RDWF = 12.90 SF

SLOPE INTERCEPT (TYP.)

EXISTING LIGHT POLE TO REMAIN

ALLIANT ENERGY/ FRONTIER COMMUNICATIONS

VILLAGE OF LOGANVILLE (SANITARY SEWER)

ADJUSTING SANITARY MANHOLE COVERS REQ'D.

VILLAGE OF LOGANVILLE (STORM SEWER)

ADJUSTING MANHOLE COVERS REQ'D.

WALNUT STREET

STA. 639+64, LT.
(CURB RAMP TYPE 2 REQ'D.)

640

FINISHED C/L STH 23

STH 23

N

LEFT VIEWPORT
RIGHT VIEWPORT
WALNUT ST.
WALNUT ST.
STH 23
STH 23

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	930.88	639+52.27	37.37' R	226374.99	572722.35
2	930.47	639+52.99	32.91' R	226375.74	572717.90
3	929.98	639+56.71	26.85' R	226379.51	572711.86
4	929.86	639+60.62	24.06' R	226383.43	572709.11
5	929.79	639+67.24	22.51' R	226390.07	572707.60
6	929.71	639+75.97	22.39' R	226398.79	572707.53
7	930.13	639+76.00	24.89' R	226398.81	572710.03
8	930.42	639+75.98	34.94' R	226398.73	572720.08
9	929.71	639+67.53	25.01' R	226390.34	572710.09
10	929.96	639+67.53	28.54' R	226390.32	572713.63
11	930.56	639+67.53	33.54' R	226390.29	572718.63

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
12	930.69	639+66.38	34.94' R	226389.12	572720.02
13	930.99	639+66.40	38.81' R	226389.12	572723.89
14	929.77	639+62.53	25.94' R	226385.34	572711.00
15	929.94	639+62.53	28.45' R	226385.32	572713.50
16	930.31	639+62.53	33.45' R	226385.29	572718.50
17	929.99	639+59.92	27.39' R	226382.72	572712.43
18	929.92	639+58.73	28.38' R	226381.52	572713.41
19	930.28	639+58.65	33.38' R	226381.40	572718.41
20	930.35	639+55.49	33.32' R	226378.24	572718.33
21	931.30	639+54.77	37.39' R	226377.49	572722.39
22	931.28	639+54.78	38.88' R	226377.49	572723.89

2

640

32'

FINISHED C/L STH 23

STH 23

BLDG

DANIEL P. GUDENSCHWAGER

EXISTING LIGHT POLE TO REMAIN

EXISTING INLET TO REMAIN

ADJUSTING CURB BOXES REQ'D.

930.42 (MATCH EXISTING)

BUILDING ENTRANCE

EXISTING RAILING TO REMAIN

NO LEVEL LANDING AREA FEASIBLE

CONCRETE CURB & GUTTER 30-INCH TYPE D

FLANGE R = 15.0'
BOC R = 12.5'
STA. = 639.67, 37.51' RT
Y = 226,389.99
X = 572,722.60

EXISTING GAS METER

ADJUSTING MANHOLE COVERS REQ'D.

ALLIANT ENERGY/ FRONTIER COMMUNICATIONS

MAX CURB HEIGHT = 2 INCHES

EXISTING LIGHT POLE TO REMAIN

STOP

ESTR

ALLIANT ENERGY (TYP.)

CAUTION

ADJUSTING SANITARY MANHOLE COVERS REQ'D.

MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH

MOVING SIGNS TYPE II

MOVING SIGNS TYPE II

WEST 154

VILLAGE OF LOGANVILLE (WATER) (WORK BY OTHERS)

VILLAGE OF LOGANVILLE (WATER - DISCONTINUED)

VILLAGE OF LOGANVILLE

ADJUSTING MANHOLE COVERS REQ'D.

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

WALNUT STREET

930.69 (MATCH EXISTING)
930.99 (MATCH EXISTING)
931.28 (MATCH EXISTING)
931.30
930.88 (MATCH EXISTING)
930.13
929.71 (MATCH EXISTING)
930.56
929.96
929.71
929.79
930.31
929.77
929.86
929.94
929.99
929.98
929.92
930.28
930.35
930.47

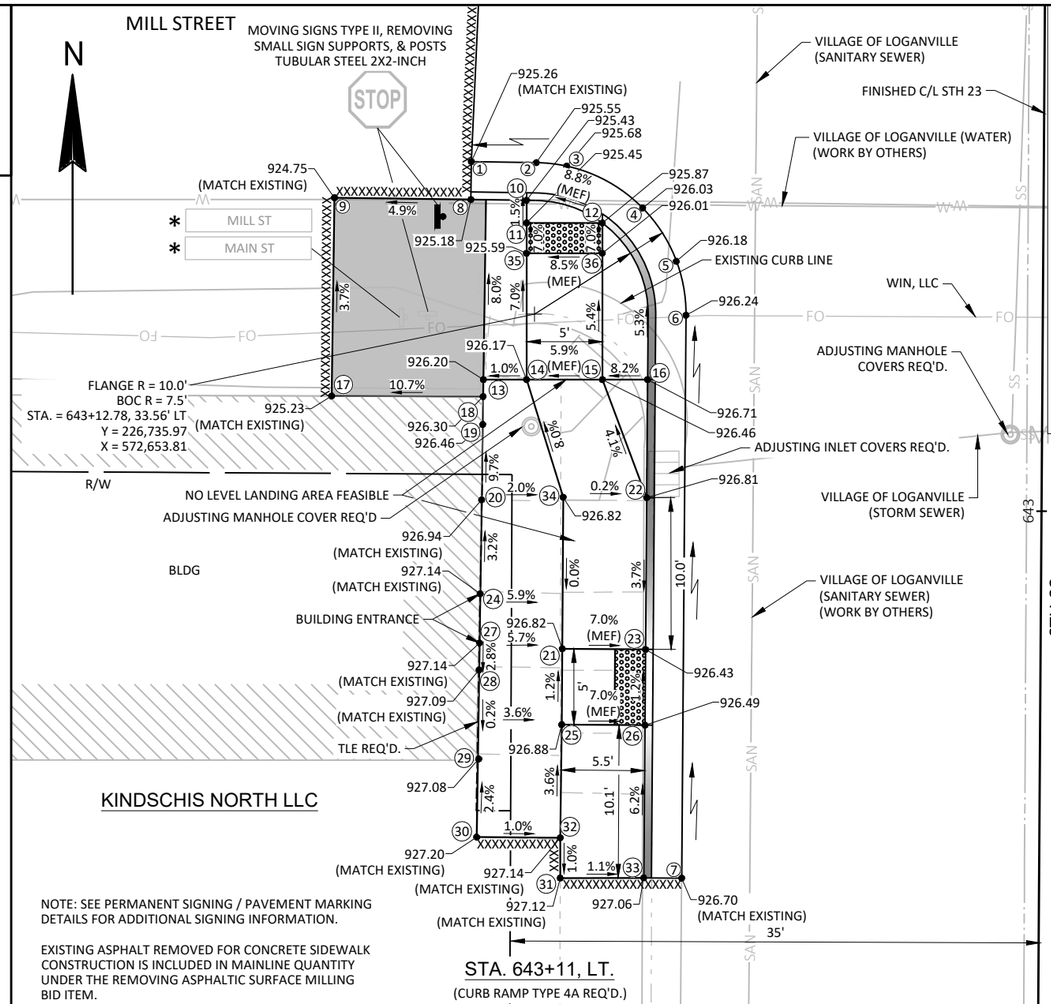
R/W

12.0% (MEF)
7.3% (MEF)
5.0% (MEF)
6.9% (MEF)
23.2% (MEF)
2.9%
4.9%
8.5%
2.8%
8.0%
5.4'
2.5%
2.0%

STA. 639+57, RT.
(CURB RAMP TYPE 2 REQ'D.)

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 42	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_CURB RAMP DETAIL.DWG
PLOT DATE : 9/30/2024 7:59:47 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : WALNUT ST.-NORTH

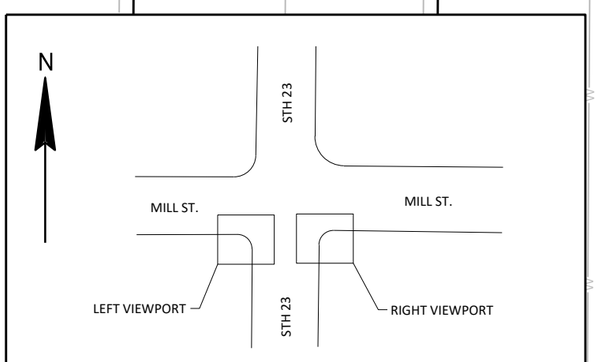


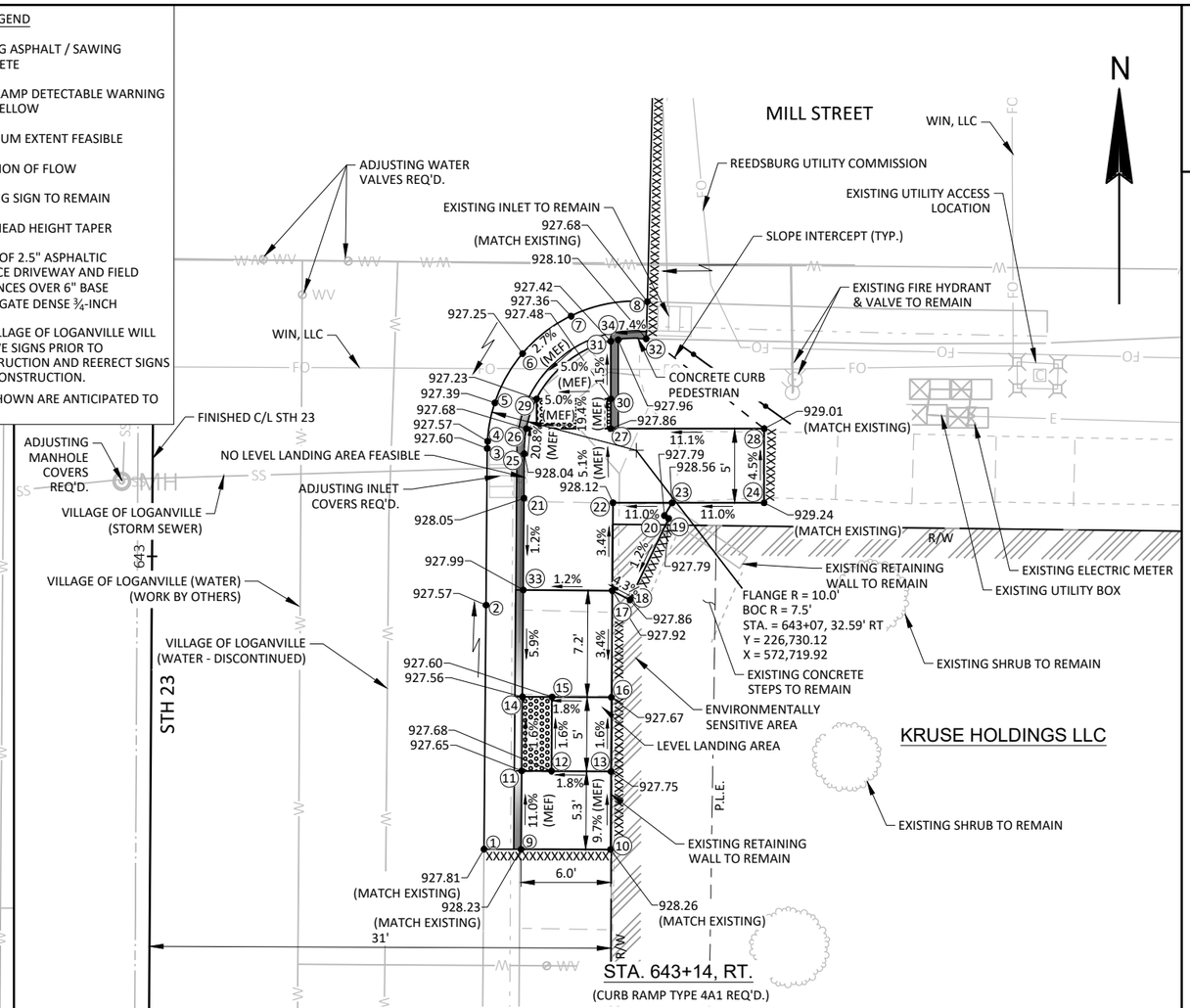
NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION.

EXISTING ASPHALT REMOVED FOR CONCRETE SIDEWALK CONSTRUCTION IS INCLUDED IN MAINLINE QUANTITY UNDER THE REMOVING ASPHALTIC SURFACE MILLING BID ITEM.

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	925.26	643+22.81	37.78' L	226746.02	572649.66
2	925.55	643+22.78	33.49' L	226745.96	572653.94
3	925.68	643+22.55	31.49' L	226745.72	572655.95
4	926.03	643+19.82	26.46' L	226742.96	572660.96
5	926.18	643+16.32	24.22' L	226739.45	572663.18
6	926.24	643+12.77	23.55' L	226735.89	572663.81
7	926.70	642+75.65	23.61' L	226698.77	572663.51
8	925.18	643+20.31	37.78' L	226743.52	572649.63
9	924.75	643+20.36	46.80' L	226743.64	572640.62
10	925.43	643+20.28	34.12' L	226743.47	572653.30
11	925.45	643+18.79	34.11' L	226741.98	572653.30
12	925.87	643+18.82	29.11' L	226741.98	572658.30
13	926.20	643+08.44	36.89' L	226731.64	572650.45
14	926.17	643+08.45	34.04' L	226731.64	572653.30
15	926.46	643+08.49	29.04' L	226731.64	572658.30
16	926.71	643+08.51	26.06' L	226731.64	572661.28
17	925.23	643+07.29	46.90' L	226730.56	572640.43
18	926.30	643+07.32	36.90' L	226730.53	572650.43

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
19	926.46	643+05.47	36.92' L	226728.68	572650.40
20	926.94	643+00.50	36.96' L	226723.71	572650.33
21	926.82	642+90.70	31.58' L	226713.88	572655.65
22	926.81	643+00.71	26.07' L	226723.85	572661.22
23	926.43	642+90.70	26.08' L	226713.84	572661.15
24	927.14	642+94.30	37.01' L	226717.52	572650.24
25	926.88	642+85.70	31.58' L	226708.88	572655.61
26	926.49	642+85.71	26.09' L	226708.85	572661.10
27	927.14	642+91.06	37.03' L	226714.27	572650.19
28	927.09	642+89.28	37.05' L	226712.49	572650.17
29	927.08	642+83.41	37.03' L	226706.62	572650.14
30	927.20	642+78.25	37.13' L	226701.46	572650.01
31	927.12	642+75.58	31.61' L	226698.75	572655.51
32	927.14	642+78.24	31.62' L	226701.42	572655.52
33	927.06	642+75.63	26.10' L	226698.77	572661.02
34	926.82	643+00.71	31.58' L	226723.89	572655.71
35	925.59	643+16.79	34.10' L	226739.98	572653.30
36	926.01	643+16.82	29.10' L	226739.98	572658.30





CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	927.81	642+80.41	22.51' R	226703.22	572709.66
2	927.57	642+96.87	22.54' R	226719.68	572709.80
3	927.60	643+07.43	22.55' R	226730.24	572709.88
4	927.57	643+07.92	22.57' R	226730.73	572709.91
5	927.39	643+10.51	23.04' R	226733.32	572710.40
6	927.25	643+13.84	24.89' R	226736.65	572712.27
7	927.36	643+16.39	28.15' R	226739.17	572715.54
8	927.68	643+17.40	33.28' R	226740.14	572720.67
9	928.23	642+80.42	25.01' R	226703.22	572712.16
10	928.26	642+80.44	31.04' R	226703.20	572718.19
11	927.65	642+85.71	25.02' R	226708.51	572712.21
12	927.68	642+85.70	27.03' R	226708.49	572714.21
13	927.75	642+85.70	31.04' R	226708.46	572718.23
14	927.56	642+90.70	25.03' R	226713.50	572712.25
15	927.60	642+90.70	27.03' R	226713.49	572714.25
16	927.67	642+90.70	31.03' R	226713.46	572718.25
17	927.92	642+97.90	31.04' R	226720.66	572718.31

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
18	927.86	642+97.28	32.24' R	226720.04	572719.50
19	927.79	643+02.79	34.81' R	226725.52	572722.11
20	927.79	643+02.99	34.53' R	226725.72	572721.83
21	928.05	643+04.09	25.05' R	226726.89	572712.36
22	928.12	643+03.82	31.05' R	226726.58	572718.35
23	928.56	643+03.85	35.03' R	226726.58	572722.34
24	929.24	643+03.89	41.24' R	226726.58	572728.55
25	928.04	643+07.09	25.05' R	226729.89	572712.38
26	927.68	643+08.78	25.18' R	226731.58	572712.52
27	927.86	643+08.82	30.87' R	226731.58	572718.21
28	929.01	643+08.89	41.21' R	226731.58	572728.55
29	927.23	643+10.79	25.85' R	226733.58	572713.21
30	927.48	643+10.82	30.85' R	226733.58	572718.21
31	927.42	643+14.71	30.83' R	226737.47	572718.21
32	928.10	643+14.90	33.22' R	226737.65	572720.60
33	927.99	642+97.91	25.04' R	226720.71	572712.31
34	927.96	643+14.81	31.33' R	226737.57	572718.71

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 43	E

2

N

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	925.38	643+52.92	36.64' L	226776.12	572650.99
2	925.44	643+53.07	34.46' L	226776.26	572653.17
3	925.59	643+57.79	24.74' L	226780.92	572662.93
4	925.52	643+68.09	20.72' L	226791.19	572667.01
5	925.51	643+68.71	20.72' L	226791.81	572667.01
6	925.21	643+85.47	20.81' L	226808.57	572667.04
7	925.80	643+55.41	36.81' L	226778.62	572650.84
8	925.42	643+55.97	32.36' L	226779.15	572655.30
9	925.46	643+58.67	32.38' L	226781.85	572655.30
10	925.51	643+58.71	27.38' L	226781.85	572660.30
11	925.51	643+64.02	32.41' L	226787.20	572655.30

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
12	925.53	643+64.05	27.41' L	226787.20	572660.30
13	926.01	643+63.69	23.99' L	226786.81	572663.71
14	925.58	643+69.64	32.45' L	226792.82	572655.30
15	925.54	643+69.67	27.45' L	226792.82	572660.30
16	925.41	643+69.70	23.23' L	226792.82	572664.52
17	925.49	643+74.64	32.48' L	226797.82	572655.30
18	925.45	643+74.67	27.48' L	226797.82	572660.30
19	925.33	643+74.70	23.26' L	226797.82	572664.52
20	925.24	643+79.45	23.28' L	226802.57	572664.53
21	925.47	643+60.67	32.39' L	226783.85	572655.30
22	925.52	643+60.71	27.39' L	226783.85	572660.30

LEGEND

- XXXXXXX — SAWING ASPHALT / SAWING CONCRETE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- MEF — MAXIMUM EXTENT FEASIBLE
- DIRECTION OF FLOW
- ESTR — EXISTING SIGN TO REMAIN
- CURB HEAD HEIGHT TAPER
- LIMITS OF 2.5" ASPHALTIC SURFACE DRIVEWAY AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE ¾-INCH
- * — THE VILLAGE OF LOGANVILLE WILL REMOVE SIGNS PRIOR TO CONSTRUCTION AND REERECT SIGNS POST CONSTRUCTION.

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	927.30	643+62.64	34.10' R	226785.38	572721.80
2	926.56	643+66.17	26.72' R	226788.96	572714.44
3	926.34	643+68.94	23.86' R	226791.75	572711.59
4	926.32	643+69.41	23.47' R	226792.22	572711.21
5	926.27	643+73.02	21.24' R	226795.84	572709.01
6	926.12	643+81.35	19.41' R	226804.19	572707.23
7	926.04	643+84.75	19.45' R	226807.58	572707.29
8	925.97	643+87.59	19.48' R	226810.43	572707.34
9	929.14	643+66.61	47.81' R	226789.26	572735.53
10	929.20	643+72.13	47.78' R	226794.78	572735.54
11	927.70	643+77.86	36.18' R	226800.59	572723.98
12	929.20	643+72.63	47.78' R	226795.28	572735.54
13	927.62	643+65.31	33.75' R	226788.06	572721.46
14	926.65	643+72.91	33.70' R	226795.66	572721.46
15	927.10	643+65.47	33.25' R	226788.22	572720.96
16	926.87	643+68.19	33.23' R	226790.94	572720.96
17	926.81	643+70.19	33.22' R	226792.94	572720.96

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
18	926.56	643+73.24	33.20' R	226795.98	572720.96
19	926.65	643+77.44	35.91' R	226800.17	572723.70
20	926.48	643+68.16	28.23' R	226790.94	572715.96
21	926.41	643+73.21	28.20' R	226795.98	572715.96
22	926.21	643+71.59	24.96' R	226794.39	572712.71
23	926.17	643+76.06	22.71' R	226798.87	572710.50
24	926.29	643+76.96	24.52' R	226799.76	572712.31
25	926.40	643+77.78	26.16' R	226800.57	572713.96
26	926.49	643+81.98	28.87' R	226804.75	572716.70
27	927.00	643+82.40	29.15' R	226805.17	572716.97
28	926.31	643+82.73	21.93' R	226805.55	572709.76
29	926.39	643+87.57	21.98' R	226810.39	572709.84
30	925.91	643+95.06	22.07' R	226817.88	572709.98
31	926.10	643+94.96	27.07' R	226817.75	572714.98
32	926.42	643+70.16	28.22' R	226792.94	572715.96
33	926.34	643+72.48	26.75' R	226795.27	572714.51

RAY MEYER SALES & SERVICE

ST. PETERS LUTHERAN CHURCH

R/W

35'

48'

5'

644

STH 23

FINISHED C/L STH 23

VILLAGE OF LOGANVILLE (STORM SEWER)

VILLAGE OF LOGANVILLE (SANITARY SEWER)

REEDSBURG UTILITY COMMISSION

WIN, LLC

FRONTIER COMMUNICATIONS

TLE REQ'D.

LEVEL LANDING AREA

SLOPE INTERCEPT (TYP.)

EXISTING LIGHT POLE TO REMAIN

CONCRETE CURB PEDESTRIAN

ALLIANT ENERGY/ FRONTIER COMMUNICATIONS

ALLIANT ENERGY

CAUTION

MAX CURB HEIGHT = 6 INCHES

MAX CURB HEIGHT = 3 INCHES

ADJUSTING MANHOLE COVERS REQ'D.

ADJUSTING SANITARY MANHOLE COVERS REQ'D.

MILL STREET

MILL ST

EXISTING INLET TO REMAIN

STOP

MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH

FLANGE R = 15.0'
BOC R = 12.5'
STA. = 643+68, 35.72' LT
Y = 226,791.21
X = 572,652.01

FLANGE R = 19.0'
BOC R = 16.5'
STA. = 643+81, 38.41' RT
Y = 226,803.85
X = 572,726.23

925.21 (MATCH EXISTING)
925.24
925.33
925.41
925.51
925.52
925.54
926.01
925.53
925.59
925.51
925.42
925.44
925.80 (MATCH EXISTING)
925.38 (MATCH EXISTING)
925.49
925.45
925.58
925.51
925.47
925.46
925.27
926.34
926.21
926.32
926.34
926.61
926.42
926.56
926.48
925.91 (MATCH EXISTING)
926.10 (MATCH EXISTING)
926.39
925.97 (MATCH EXISTING)
926.04
926.12
926.40
926.29
926.17
926.49
926.56
926.41
926.31
927.00
927.70
926.65
926.81
926.87
927.10
927.62
927.30
929.20
929.20 (MATCH EXISTING)
929.14 (MATCH EXISTING)
926.65
926.27

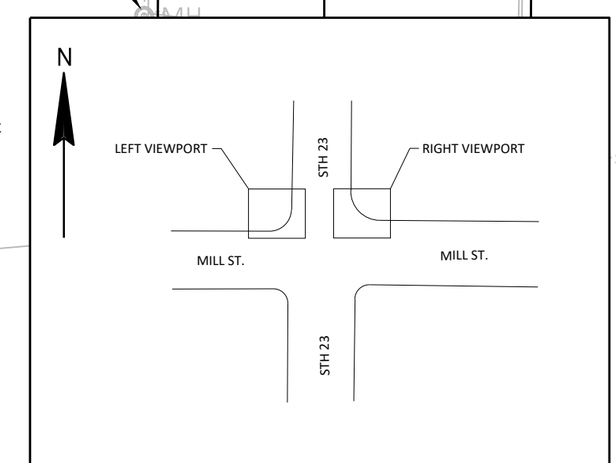
0.8% 3.0% 1.8% 5' 1.8% 3.0% 0.8% 1.2% 5' 0.4% 1.4% 0.5% 1.0% 1.4% 8.3% 1.4% 10.0% 0.1% 8.1% 1.8% 1.8% 1.3% 1.8% 2.9% (MEF) 1.8% 19.2% (MEF) 15.8% (MEF) 5.0' 7.9% (MEF) 8.3% (MEF) 10.2% (MEF) 6.1% 2.9% 19.3% 15.7% 1.1% 5.5'

NOTE: EXISTING ASPHALT REMOVED FOR CONCRETE SIDEWALK CONSTRUCTION IS INCLUDED IN MAINLINE QUANTITY UNDER THE REMOVING ASPHALTIC SURFACE MILLING BID ITEM.

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

STA. 643+60, LT.
(CURB RAMP TYPE 3 REQ'D.)

STA. 643+70, RT.
(CURB RAMP TYPE 2 REQ'D.)



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 44	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_CURB RAMP DETAIL.DWG PLOT DATE : 9/26/2024 3:47:20 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : MILL ST.-NORTH

2

N

STA. 966+07, RT.
ASPHALTIC FLUME REQ'D.
(L=11' W=4')

6' X 12'

JAMES SCHULENBURG

905.94
(MATCH EXISTING)

906.39

906.28

906.36

905.92

906.42

906.07

905.99

906.34

906.73

906.53

906.65

906.99

906.92

907.17

906.87

906.79

906.63
(MATCH EXISTING)

907.10

906.79

906.64

906.72

906.57

906.45
(MATCH EXISTING)

906.72

906.65

907.07

906.54

906.47

906.36

906.34

906.06
(MATCH EXISTING)

906.45

FRONTIER COMMUNICATIONS

REEDSBURG UTILITY COMMISSION

CITY OF REEDSBURG

STA. = 965+96.42, 70.0' RT
Y = 255925.83
X = 577550.39

SLOPE INTERCEPT (TYP.)

R=40.0'
R=37.5'

SILT FENCE (TYP.)

CAUTION
ALLIANT ENERGY

LEVEL LANDING AREA

5.7'

CONCRETE CURB & GUTTER 30-INCH TYPE D

MAX CURB HEIGHT = 6 INCHES

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

STA. 965+68, RT.
(CURB RAMP TYPE 3 REQ'D.)

STOP

MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH

SOUTHRIDGE BLVD.

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	905.94	966+06.51	30.00' R	255935.51	577510.29
2	906.07	965+96.42	30.00' R	255925.43	577510.40
3	906.45	965+68.42	41.44' R	255897.54	577522.11
4	906.65	965+59.59	54.39' R	255888.85	577535.16
5	906.47	965+56.62	65.97' R	255886.00	577546.76
6	906.34	965+56.43	69.20' R	255885.83	577550.00
7	906.06	965+56.30	75.65' R	255885.77	577556.45
8	906.39	966+04.42	32.50' R	255933.45	577512.82
9	905.92	966+01.42	32.50' R	255930.45	577512.85
10	906.28	966+01.42	37.50' R	255930.50	577517.85
11	906.36	966+01.42	42.50' R	255930.55	577522.85
12	905.99	965+96.42	32.50' R	255925.45	577512.90
13	906.34	965+96.42	37.50' R	255925.50	577517.90
14	906.42	965+96.42	42.50' R	255925.55	577522.90
15	906.53	965+93.16	32.64' R	255922.20	577513.07
16	906.65	965+91.25	37.91' R	255920.34	577518.36
17	906.73	965+92.04	42.85' R	255921.18	577523.29
18	906.92	965+74.54	45.97' R	255903.71	577526.59
19	906.99	965+78.08	49.51' R	255907.28	577530.09
20	907.10	965+67.21	55.74' R	255896.48	577536.43
21	907.17	965+71.71	57.93' R	255901.00	577538.58
22	907.07	965+60.62	58.83' R	255889.92	577539.59

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
23	906.54	965+59.79	61.95' R	255889.13	577542.72
24	906.79	965+64.93	61.96' R	255894.26	577542.68
25	906.87	965+70.12	61.97' R	255899.45	577542.63
26	906.36	965+59.04	66.95' R	255888.43	577547.72
27	906.72	965+64.06	66.96' R	255893.44	577547.68
28	906.79	965+69.09	66.97' R	255898.47	577547.64
29	906.72	965+58.91	69.95' R	255888.33	577550.73
30	906.45	965+63.34	72.80' R	255892.78	577553.53
31	906.63	965+68.27	72.64' R	255897.71	577553.32
32	906.57	965+61.78	66.96' R	255891.17	577547.70
33	906.64	965+61.79	61.96' R	255891.13	577542.70

N

STH 23

LEFT VIEWPORT

SOUTHRIDGE BLVD.

RIGHT VIEWPORT

STH 23

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
MEF	MAXIMUM EXTENT FEASIBLE
	SILT FENCE
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CURB HEAD HEIGHT TAPER
	GRASS FLARE/TERRACE
	EROSION MAT CLASS I TYPE B (QUANTITY INCLUDED IN FINISHING ITEM QUANTITIES IN MISCELLANEOUS QUANTITIES
*	THE VILLAGE OF LOGANVILLE WILL REMOVE SIGNS PRIOR TO CONSTRUCTION AND REERECT SIGNS POST CONSTRUCTION.

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN

N

2

SOUTHRIDGE BLVD.

CITY OF REEDSBURG

ADJUSTING MANHOLE COVERS REQ'D.

REEDSBURG UTILITY COMMISSION (WATER)

* SOUTHRIDGE BLVD.

* ST HWY 23

MAX CURB HEIGHT = 6 INCHES

NORTHERN NATURAL GAS

CAUTION

907.20

907.05

907.24

907.35

907.28

907.73

907.64

907.82

907.50

907.62
(MATCH EXISTING)

907.58

907.65

907.58

907.80
(MATCH EXISTING)

6.5'

LEVEL LANDING AREA

EXISTING SIDEWALK TO BE REMOVED

CONCRETE CURB & GUTTER 30-INCH TYPE D

R=27.5'

R=30.0'

908.46

908.73

STA. = 964+64.30, 69.00' RT
Y = 255793.71
X = 577550.73

SLOPE INTERCEPT

EXISTING LANDSCAPE TO REMAIN

EXISTING CULVERT PIPE TO REMAIN

FRONTIER COMMUNICATIONS

STA. 964+87, RT.
(CURB RAMP TYPE 3 REQ'D.)

VILLARIS FAMILY FITNESS LLC

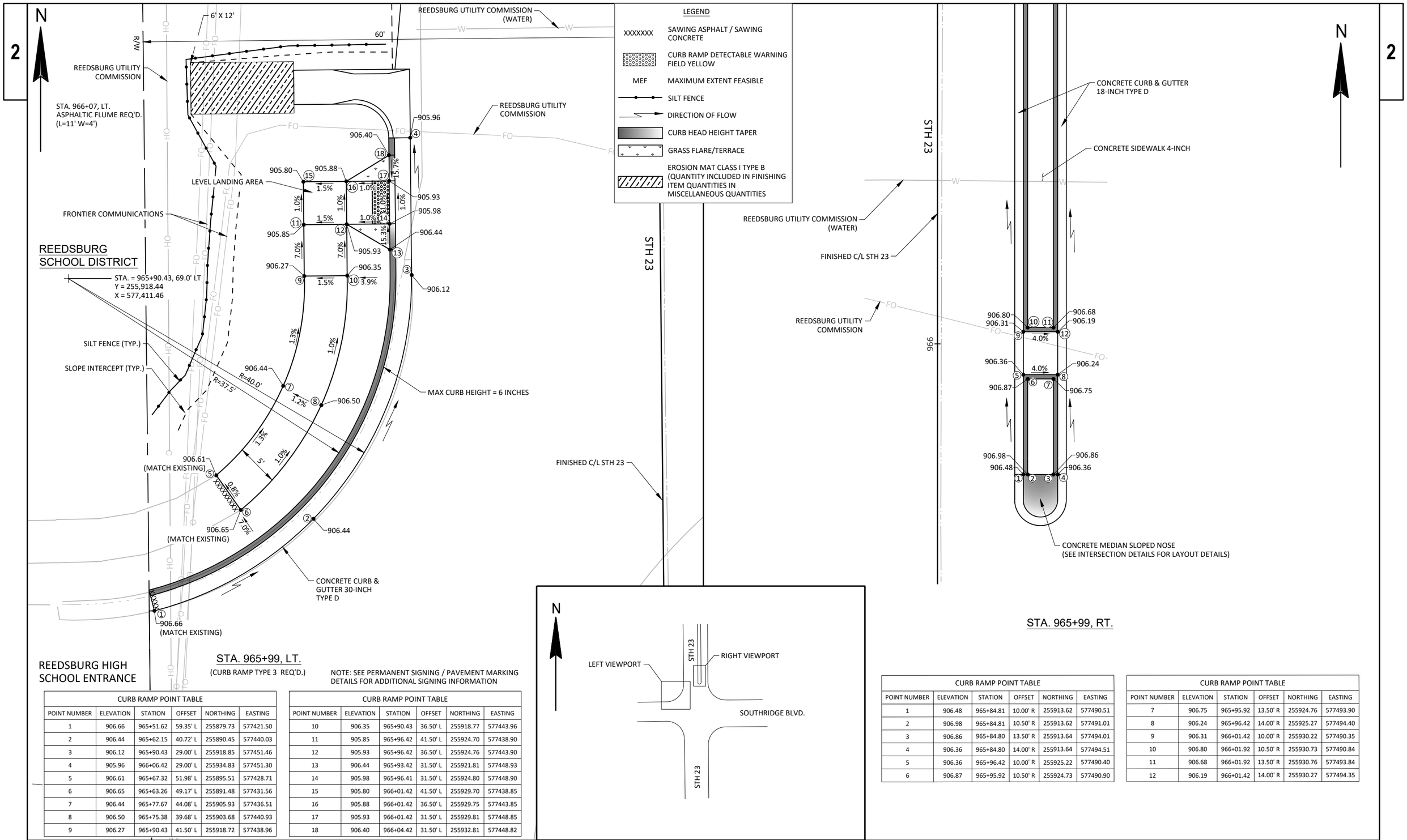
NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	908.73	964+54.30	39.00' R	255783.41	577520.83
2	908.46	964+64.30	39.00' R	255793.41	577520.73
3	907.82	964+85.66	47.93' R	255814.86	577529.45
4	907.20	964+94.30	69.41' R	255823.71	577550.84
5	907.05	964+94.23	74.41' R	255823.69	577555.84
6	907.73	964+89.82	58.74' R	255819.12	577540.21
7	907.35	964+90.63	61.04' R	255819.96	577542.51
8	907.24	964+91.65	66.06' R	255821.02	577547.51

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
9	907.64	964+91.81	68.84' R	255821.21	577550.29
10	907.28	964+90.56	66.04' R	255819.94	577547.51
11	907.58	964+87.43	61.00' R	255816.76	577542.50
12	907.50	964+87.38	66.00' R	255816.76	577547.50
13	907.62	964+87.14	72.53' R	255816.59	577554.03
14	907.65	964+82.43	60.93' R	255811.76	577542.48
15	907.58	964+82.38	65.93' R	255811.76	577547.48
16	907.80	964+82.49	72.43' R	255811.93	577553.97

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 45	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_CURB RAMP DETAIL.DWG
PLOT DATE : 9/26/2024 3:47:35 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : SOUTHRIDGE BLVD. EAST



REEDSBURG HIGH SCHOOL ENTRANCE

STA. 965+99, LT.

(CURB RAMP TYPE 3 REQ'D.)

NOTE: SEE PERMANENT SIGNING / PAVEMENT MARKING DETAILS FOR ADDITIONAL SIGNING INFORMATION

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	906.66	965+51.62	59.35' L	255879.73	577421.50
2	906.44	965+62.15	40.72' L	255890.45	577440.03
3	906.12	965+90.43	29.00' L	255918.85	577451.46
4	905.96	966+06.42	29.00' L	255934.83	577451.30
5	906.61	965+67.32	51.98' L	255895.51	577428.71
6	906.65	965+63.26	49.17' L	255891.48	577431.56
7	906.44	965+77.67	44.08' L	255905.93	577436.51
8	906.50	965+75.38	39.68' L	255903.68	577440.93
9	906.27	965+90.43	41.50' L	255918.72	577438.96

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
10	906.35	965+90.43	36.50' L	255918.77	577443.96
11	905.85	965+96.42	41.50' L	255924.70	577438.90
12	905.93	965+96.42	36.50' L	255924.76	577443.90
13	906.44	965+93.42	31.50' L	255921.81	577448.93
14	905.98	965+96.41	31.50' L	255924.80	577448.90
15	905.80	966+01.42	41.50' L	255929.70	577438.85
16	905.88	966+01.42	36.50' L	255929.75	577443.85
17	905.93	966+01.42	31.50' L	255929.81	577448.85
18	906.40	966+04.42	31.50' L	255932.81	577448.82

STA. 965+99, RT.

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	906.48	965+84.81	10.00' R	255913.62	577490.51
2	906.98	965+84.81	10.50' R	255913.62	577491.01
3	906.86	965+84.80	13.50' R	255913.64	577494.01
4	906.36	965+84.80	14.00' R	255913.64	577494.51
5	906.36	965+96.42	10.00' R	255925.22	577490.40
6	906.87	965+95.92	10.50' R	255924.73	577490.90

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
7	906.75	965+95.92	13.50' R	255924.76	577493.90
8	906.24	965+96.42	14.00' R	255925.27	577494.40
9	906.31	966+01.42	10.00' R	255930.22	577490.35
10	906.80	966+01.92	10.50' R	255930.73	577490.84
11	906.68	966+01.92	13.50' R	255930.76	577493.84
12	906.19	966+01.42	14.00' R	255930.27	577494.35

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 46	E

2

REEDSBURG UTILITY COMMISSION

RANDALL WOODWORTH

ROBERT & DEBRA ENGEL

R/W

FRONTIER COMMUNICATIONS

10' SHLDR (5' PAVED)

STA. 951+75, 12.0' LT.

12'

12'

STA. 951+75, 0.0' RT.

STA. 951+75, 12.0' RT.

952+00

953+00

STH 23

954+00

955+00

956+00

957+00

FINISHED C/L STH 23

65'

MATCHLINE STA. 957+90

2

FRONTIER COMMUNICATIONS

R/W

DALE & JOEY KRANZ

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

FLOW ARROW

EXISTING SIGN (WELCOME TO REEDSBURG) TO REMAIN

EXISTING 18" RCCP STORM SEWER PIPE TO REMAIN

DALE & JOEY KRANZ

STA. 956+05, RT.
F.E. REQ'D.
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D.

SLOPE INTERCEPTS

EXISTING STORM OUTFALL TO REMAIN
INV. ELEVATION = 931.94

MATCHLINE STA. 957+90

REEDSBURG UTILITY COMMISSION

REEDSBURG SCHOOL DISTRICT

R/W

FRONTIER COMMUNICATIONS

370'

STA. 960+89, 17.0' LT.

10' SHLDR (5' PAVED)

FINISHED C/L STH 23

STA. 962+72, 5.0' RT.

3'

STA. 963+39, 16.0' LT.

STA. 963+39, 4.0' LT.

958+00

959+00

STH 23

960+00

961+00

962+00

963+00

964

16'

12'

11' LEFT TURN LANE
200' LENGTH

11'

12'

11'

11' RIGHT TURN LANE
200' LENGTH

10' SHLDR (5' PAVED)

3'

STA. 962+14, 34.3' RT.

STA. 962+45, 39.8' RT.

STA. 961+35, 16.0' RT.

STA. 961+35, 28.0' RT.

STA. 962+72, 39.0' RT.

LIMITS OF EXISTING PARKING LOT

EXISTING RETAINING WALL

FRONTIER COMMUNICATIONS (EXISTING PEDESTAL TO REMAIN)

EXISTING STORM OUTFALL TO REMAIN
INV. ELEVATION = 910.75

EXISTING 15" RCCP STORM SEWER PIPE TO REMAIN

SLOPE INTERCEPTS

KNULL PROPERTIES LLC

R/W

R/W

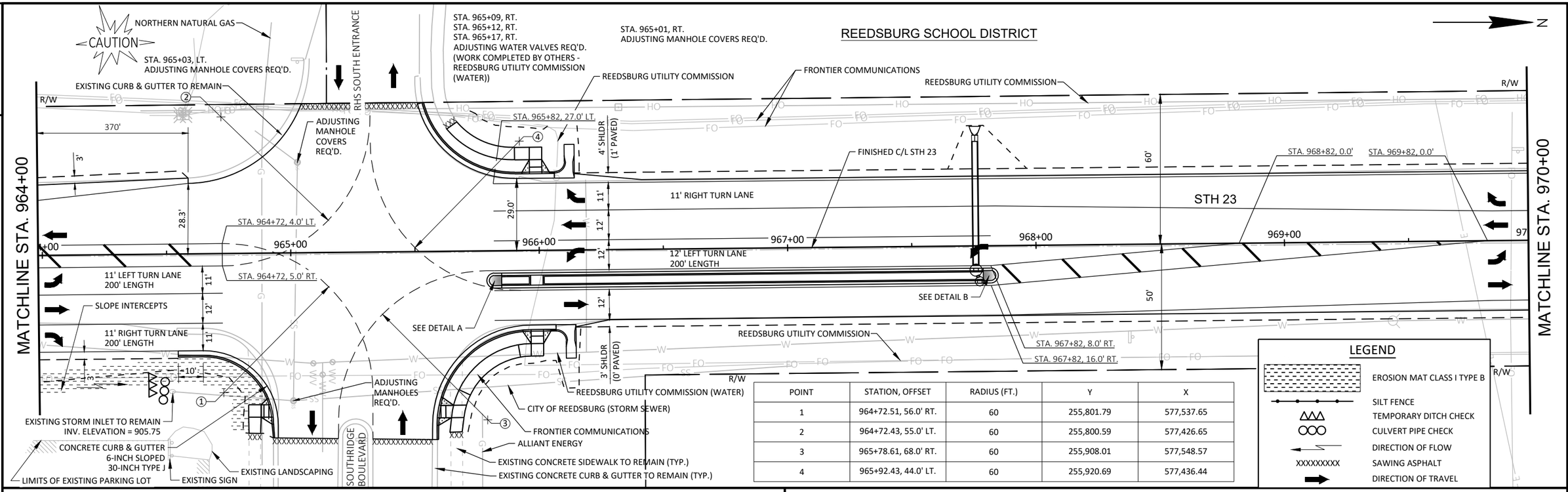
VILLARIS FAMILY FITNESS LLC

MATCHLINE STA. 964+00

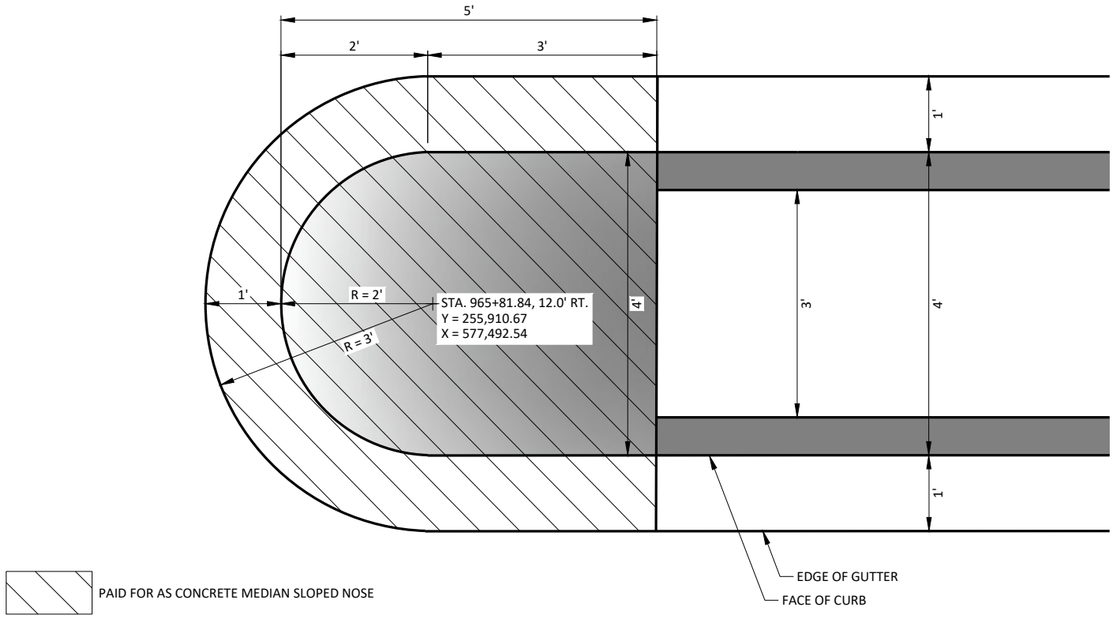
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	INTERSECTION DETAIL	SHEET 47	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_PAVEMENT LAYOUT.DWG
LAYOUT NAME - 1

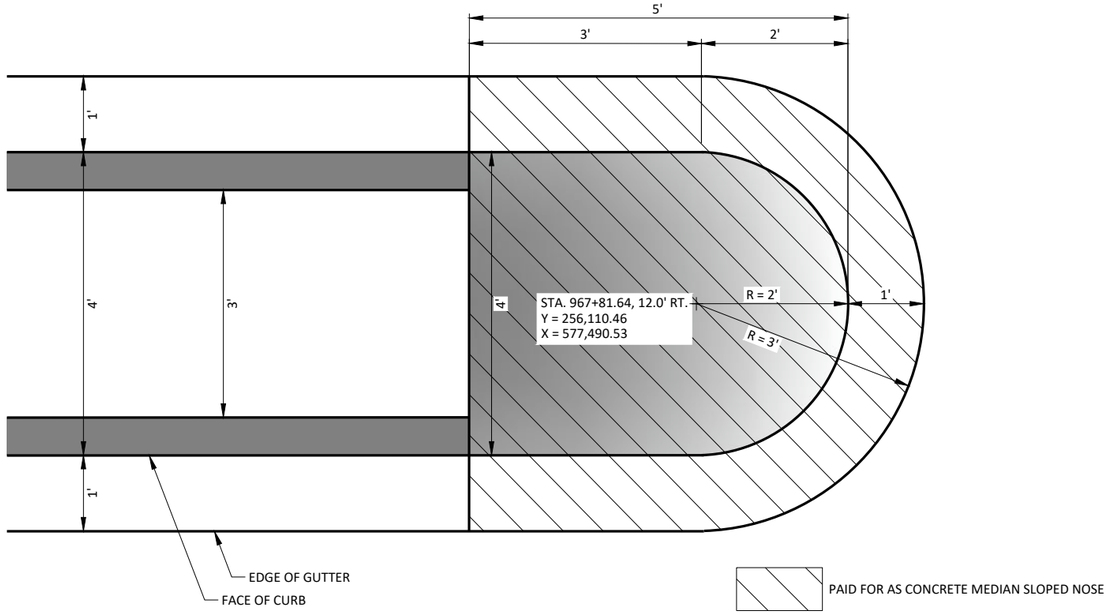
PLOT DATE : 9/26/2024 3:37 PM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : 1 IN:40 FT



POINT	STATION, OFFSET	RADIUS (FT.)	Y	X
1	964+72.51, 56.0' RT.	60	255,801.79	577,537.65
2	964+72.43, 55.0' LT.	60	255,800.59	577,426.65
3	965+78.61, 68.0' RT.	60	255,908.01	577,548.57
4	965+92.43, 44.0' LT.	60	255,920.69	577,436.44



DETAIL A



DETAIL B

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	INTERSECTION DETAIL	SHEET 48	E

2

N

STA. 970+82, 28.0' LT.

FRONTIER COMMUNICATIONS

REEDSBURG UTILITY COMMISSION

EXISTING CURB & GUTTER TO REMAIN

RHS NORTH ENTRANCE

EXISTING CONCRETE SIDEWALK TO REMAIN

REEDSBURG SCHOOL DISTRICT

EXISTING CURB & GUTTER TO REMAIN

EXISTING SHARED USE PATHWAY TO REMAIN (ASPHALT)

STA. 974+74, 26.0' LT.

STA. 975+94, 23.0' LT.

R/W

8' SHLDR (5' PAVED)

VAR.

80'

10'

170'

6' SHLDR (3' PAVED)

400'

3'

60'

VAR.

3'

MATCHLINE STA. 970+00

11' RIGHT TURN LANE

11'

12'

29.4'

970+00

971+00

972+00

973+00

STH 23

974+00

975+00

11' RIGHT TURN LANE 300' LENGTH

11'

12'

11'

12'

12' LEFT TURN LANE 200' LENGTH

12'

12'

STA. 972+94, 0.0'

12'

12'

50'

REEDSBURG UTILITY COMMISSION (WATER)

STA. 972+94, 12.0' RT.

STA. 972+94, 24.0' RT.

9' SHLDR (6' PAVED)

7' SHLDR (6' PAVED)

7' SHLDR (4' PAVED)

FINISHED C/L STH 23

FRONTIER COMMUNICATIONS

REEDSBURG UTILITY COMMISSION

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

STA. 974+56, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

R/W

R/W

R/W

MATCHLINE STA. 976+00

LEGEND

XXXXXXXXX SAWING ASPHALT

DIRECTION OF TRAVEL

JAMES & VICKI SCHULENBURG

MATTHEW SHULTZ

N

REEDSBURG SCHOOL DISTRICT

EXISTING CONCRETE SIDEWALK TO REMAIN

FRONTIER COMMUNICATIONS

CTH K

EXISTING SHARED USE PATHWAY TO REMAIN (ASPHALT)

FINISHED C/L STH 23

R/W

R/W

END PROJECT
STA. 979+36.05

WOO-C LLC

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP/BM 9	980+26.31	893.07	1000 MM FENO MONUMENT, 41.88' LT.

CP/BM 9

EXISTING CONCRETE SIDEWALK TO REMAIN

400'

STA. 977+32, 12.0' LT.

3' SHLDR

STA. 978+78, 21.0' LT.

STA. 978+89, 12.0' LT.

STA. 979+23, 21.0' LT.

3'

10'

60'

9'

9'

MATCHLINE STA. 976+00

977+00

STH 23

978+00

979+00

STH 23

12'

12'

12'

12'

6'

50'

STA. 978+94, 0.0'

STA. 978+94, 12.0' RT.

7' SHLDR (6' PAVED)

REEDSBURG UTILITY COMMISSION

OH

GUY

GUY

ALLIANT ENERGY

CAUTION

R/W

R/W

R/W

FRONTIER COMMUNICATIONS

REEDSBURG UTILITY COMMISSION

REEDSBURG UTILITY COMMISSION (WATER)

K STREET

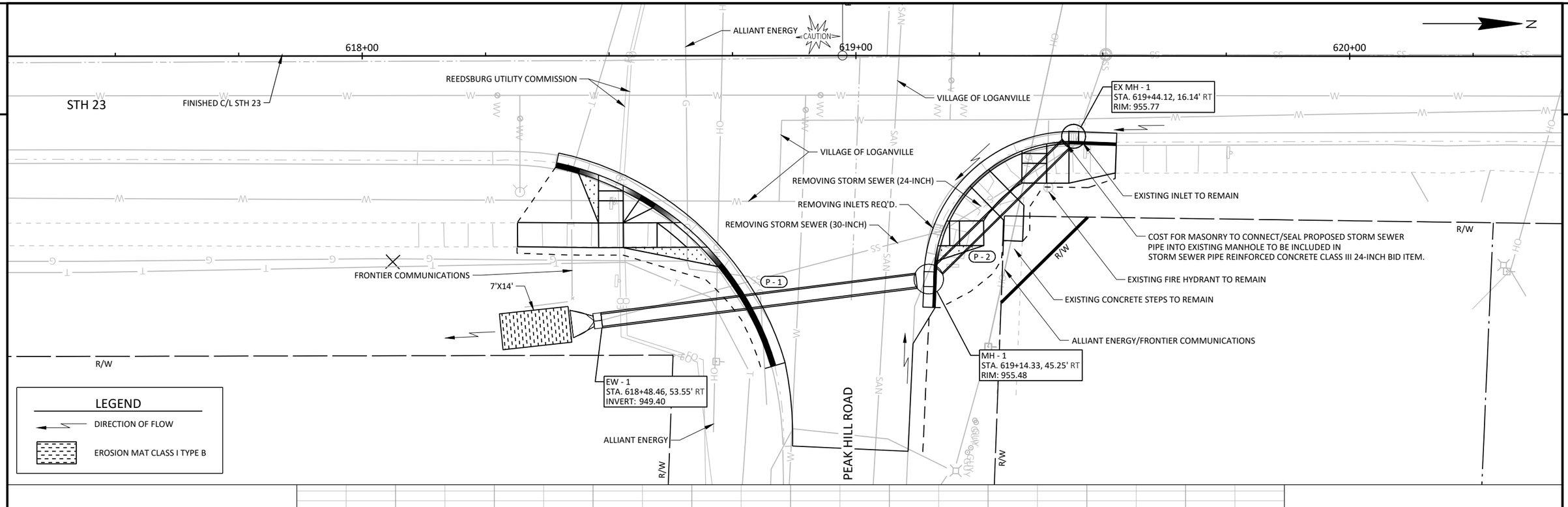
MATTHEW SHULTZ

JOHN & CHRISTINE SCHRANK

JANICE CADY

BARABOO ST. VINCENT DE PAUL SOCIETY

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	INTERSECTION DETAIL	SHEET 49	E



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	STORM SEWER	SHEET 50	E

RHS SOUTH ENTRANCE

R/W

REEDSBURG UTILITY COMMISSION

FRONTIER COMMUNICATIONS

6'X12'

SLOPE INTERCEPT

EW - 2
STA. 967+75.73, 42.00' LT
INVERT: 899.50

N

P - 3

FINISHED C/L STH 23

STH 23

966+00

967+00

968+00

I - 1
STA. 967+75.73, 9.09' RT
RIM: 904.56

906.52

906.49

906.40

904.53

904.44

P - 4

904.37

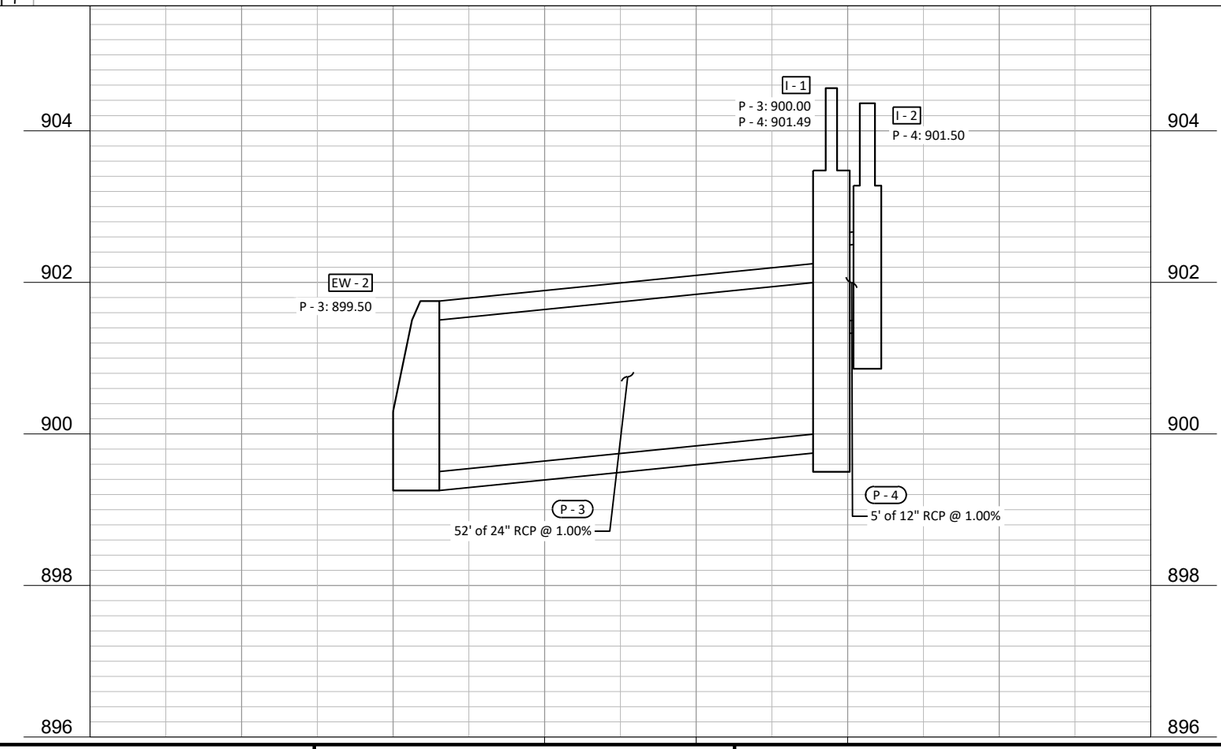
I - 2
STA. 967+77.23, 14.91' RT
RIM: 904.36

SOUTHRIDGE BLVD

LEGEND

DIRECTION OF FLOW

EROSION MAT CLASS I TYPE B



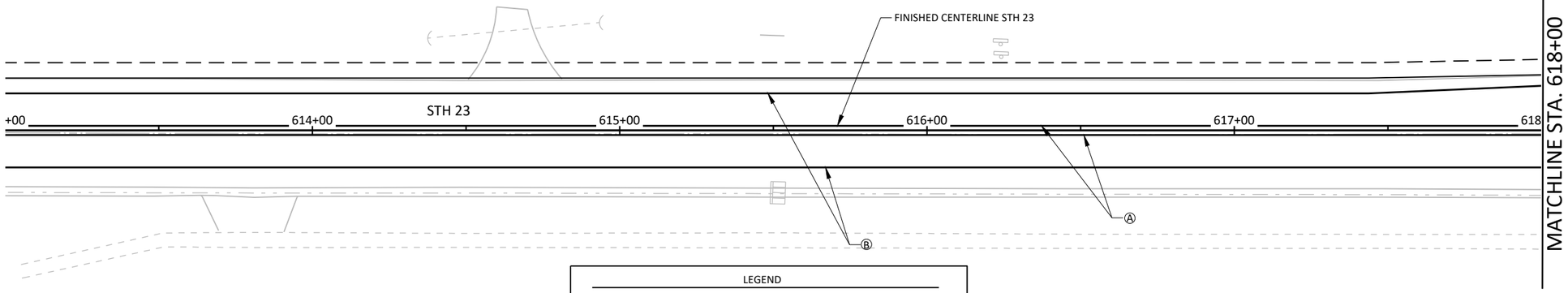
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	STORM SEWER	SHEET 51	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_STORM SEWER.DWG
LAYOUT NAME - Layout 2

PLOT DATE : 9/26/2024 3:52 PM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : ##########

2

N



STA. 551+15 - STA. 613+00
USE SDD LONGITUDINAL MARKING (MAINLINE)
AND PAVEMENT MARKING, INTERSECTIONS FOR
PAVEMENT MARKING LAYOUT

LEGEND

	EXISTING SIGN
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
XXXX	DESIGNATES SIGN NUMBER
Ⓐ	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
Ⓑ	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE EDGELINE)
Ⓖ	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
Ⓙ	MARKING CURB EPOXY
ESTR	EXISTING SIGN TO REMAIN
*	THE VILLAGE OF LOGANVILLE WILL REMOVE SIGNS PRIOR TO CONSTRUCTION AND REERECT SIGNS POST CONSTRUCTION

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN. ADDITIONAL SIGNS SHOWN ELSEWHERE. SEE CONSTRUCTION DETAILS (BEAMGUARD LAYOUT) AND CONSTRUCTION DETAILS (CULVERT PIPE REPLACEMENT) FOR ADDITIONAL SIGNING.

NOTE: SEE SIGN PLATE A4-9 TUBULAR STEEL SIGN POST FOR POSTS IN CONCRETE DETAIL.

N

1-03M STOP
MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH
SPRING VALLEY ROAD
* END ATV ROUTE
* MAIN ST
* SPRING VALLEY RD
ATV ROUTE 25 MPH *
1-06M
MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH
1-07M MOVING SIGNS TYPE II
FINISHED CENTERLINE STH 23
STH 23
MATCHLINE STA. 618+00
+00
619+00
620+00
621+00
622+00
623+00
624
MATCHLINE STA. 624+00
SPEED LIMIT 35
1-05M
MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH (ANCHOR SYSTEM INSTALLED IN CONCRETE)
PEAK HILL RD *
1-04M STOP
MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH
ESTR
MOVING SIGNS TYPE II
1-01M
1-02M
MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH
VILLAGE OF LOGANVILLE STREETS ARE ARE ATV ROUTES UNLESS POSTED
ESTR
PEAK HILL ROAD

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PERMANENT SIGNING/PAVEMENT MARKING PLAN	SHEET 52

2

N

MATCHLINE STA. 624+00

STH 23

+00 625+00 626+00 627+00 628+00 629+00 630

MATCHLINE STA. 630+00

BADGER STREET

2+00

BADGER ST

MAIN ST

ESTR

STOP

ESTR

2-01M

MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, & POSTS TUBULAR STEEL 2X2-INCH (ANCHOR SYSTEM INSTALLED IN CONCRETE)

LEGEND

	EXISTING SIGN
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS
XXXX	DESIGNATES SIGN NUMBER
Ⓐ	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
Ⓑ	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE EDGELINE)
Ⓖ	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
Ⓙ	MARKING CURB EPOXY
ESTR	EXISTING SIGN TO REMAIN
*	THE VILLAGE OF LOGANVILLE WILL REMOVE SIGNS PRIOR TO CONSTRUCTION AND REERECT SIGNS POST CONSTRUCTION

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN. ADDITIONAL SIGNS SHOWN ELSEWHERE. SEE CONSTRUCTION DETAILS (BEAMGUARD LAYOUT) AND CONSTRUCTION DETAILS (CULVERT PIPE REPLACEMENT) FOR ADDITIONAL SIGNING.

NOTE: SEE SIGN PLATE A4-9 TUBULAR STEEL SIGN POST FOR POSTS IN CONCRETE DETAIL.

N

MATCHLINE STA. 630+00

STH 23

+00 631+00 632+00 633+00 634+00 635+00

MATCHLINE STA. 635+50

STATE STREET

2+00

STOP

ESTR

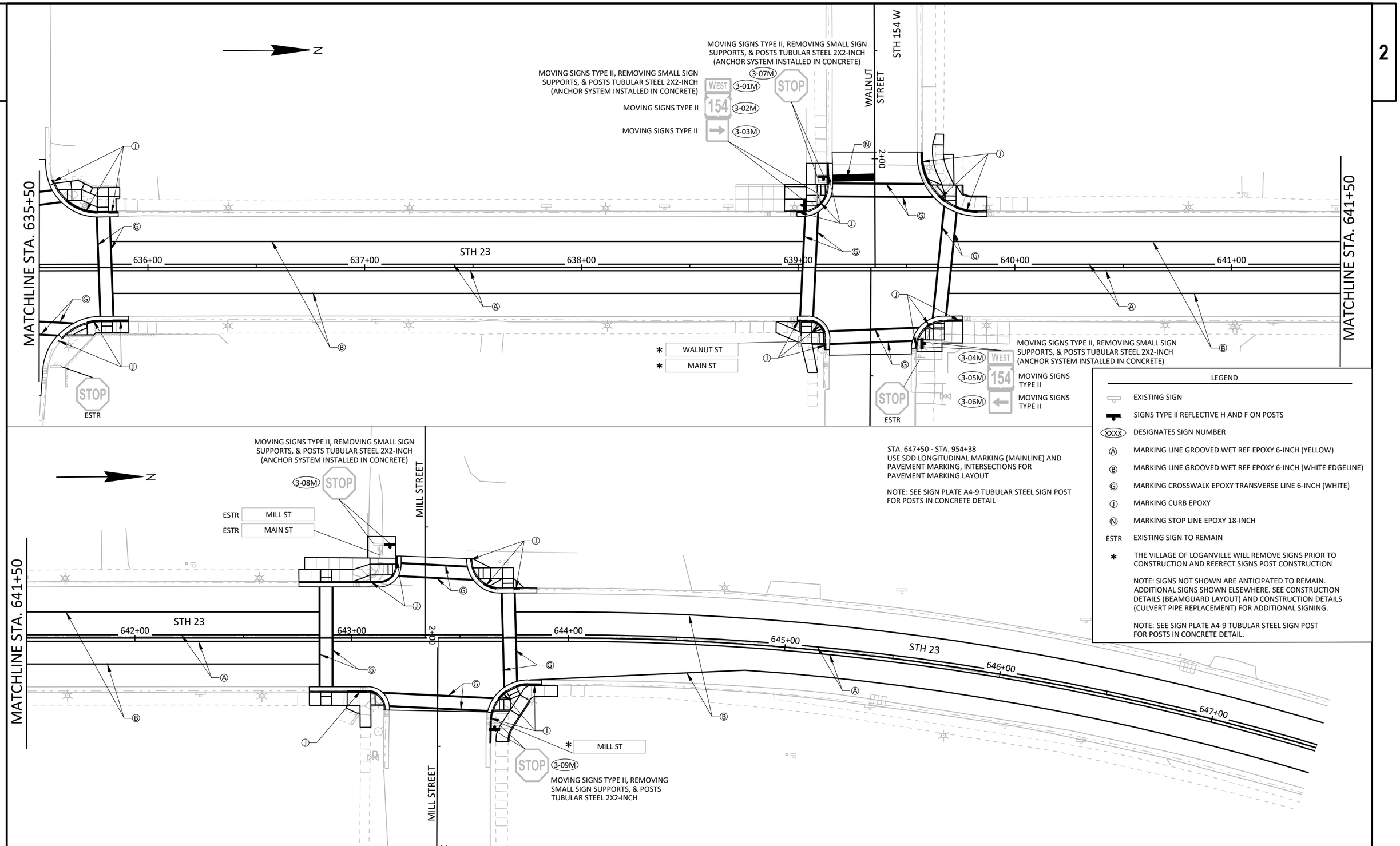
* STATE ST

* MAIN ST

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PERMANENT SIGNING/PAVEMENT MARKING PLAN	SHEET 53 E

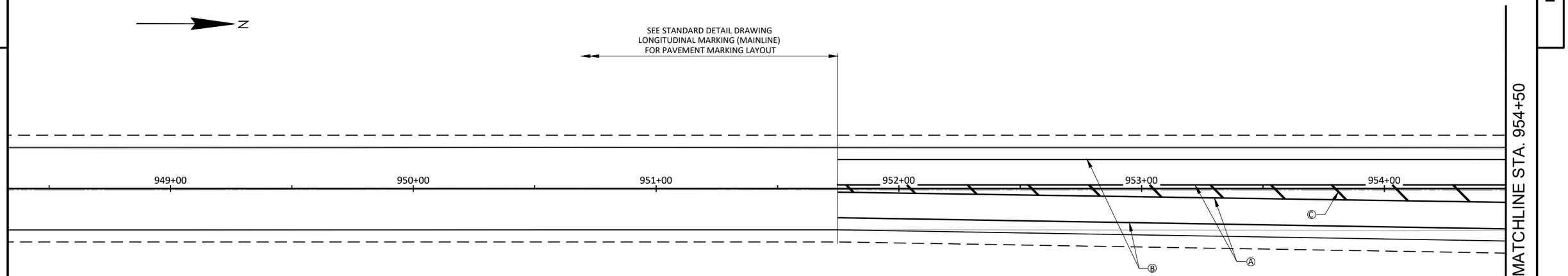
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_PAVEMENT MARKING.DWG
LAYOUT NAME - Layout2

PLOT DATE : 9/23/2024 1:48 PM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : ###########



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PERMANENT SIGNING/PAVEMENT MARKING PLAN	SHEET 54 E

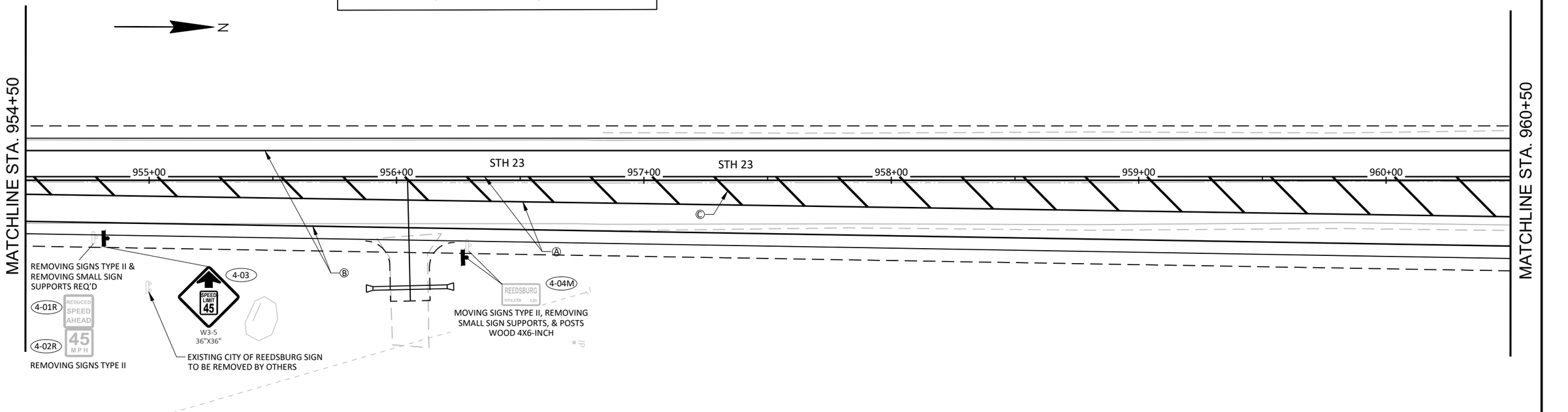
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_PAVEMENT MARKING.DWG
LAYOUT NAME - Layout3
PLOT DATE : 9/23/2024 1:48 PM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : ###########
WISDOT/CADDS SHEET 44



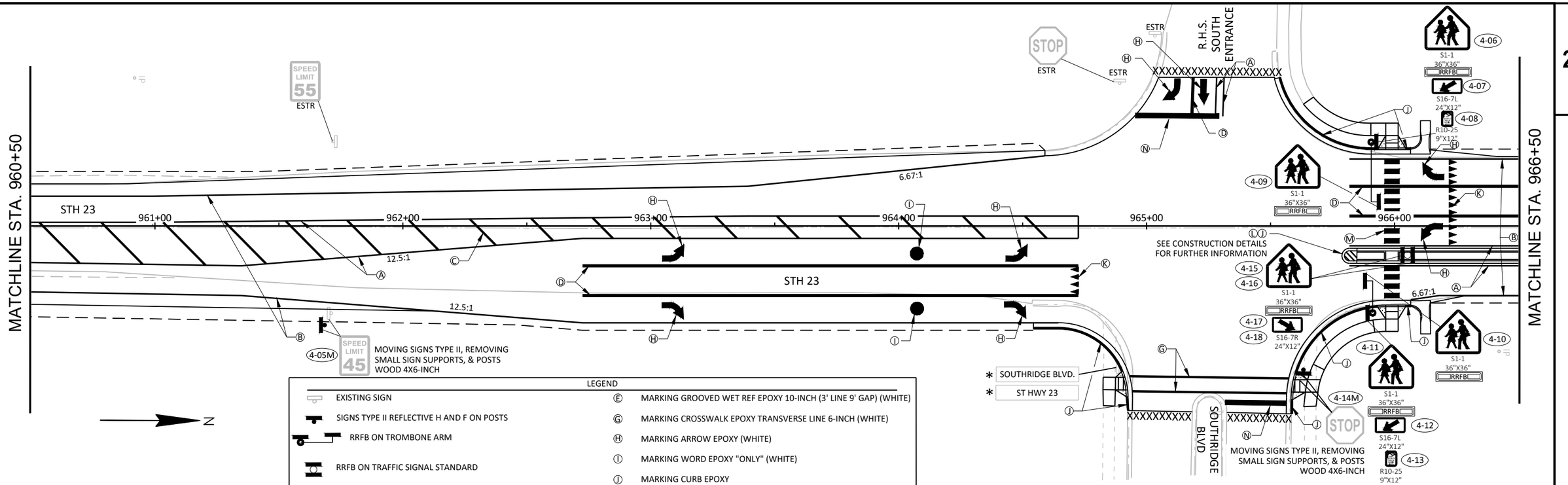
LEGEND

- EXISTING SIGN
- SIGNS TYPE II REFLECTIVE H AND F ON POSTS
- XXXX DESIGNATES SIGN NUMBER
- Ⓐ MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- Ⓑ MARKING LINE GROOVED WET REF 6-INCH (WHITE EDGELINE)
- Ⓒ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN. ADDITIONAL SIGNS SHOWN ELSEWHERE. SEE CONSTRUCTION DETAILS (BEAMGUARD LAYOUT) AND CONSTRUCTION DETAILS (CULVERT PIPE REPLACEMENT) FOR ADDITIONAL SIGNING.



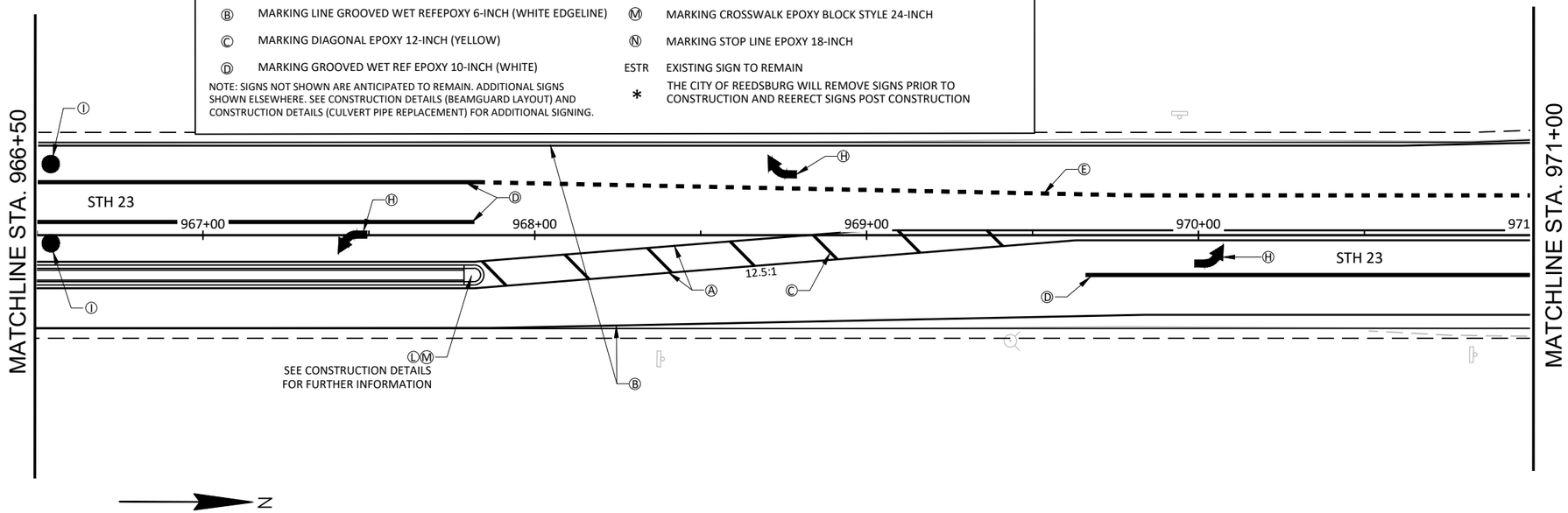
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PERMANENT SIGNING/PAVEMENT MARKING PLAN	SHEET 55 E



LEGEND

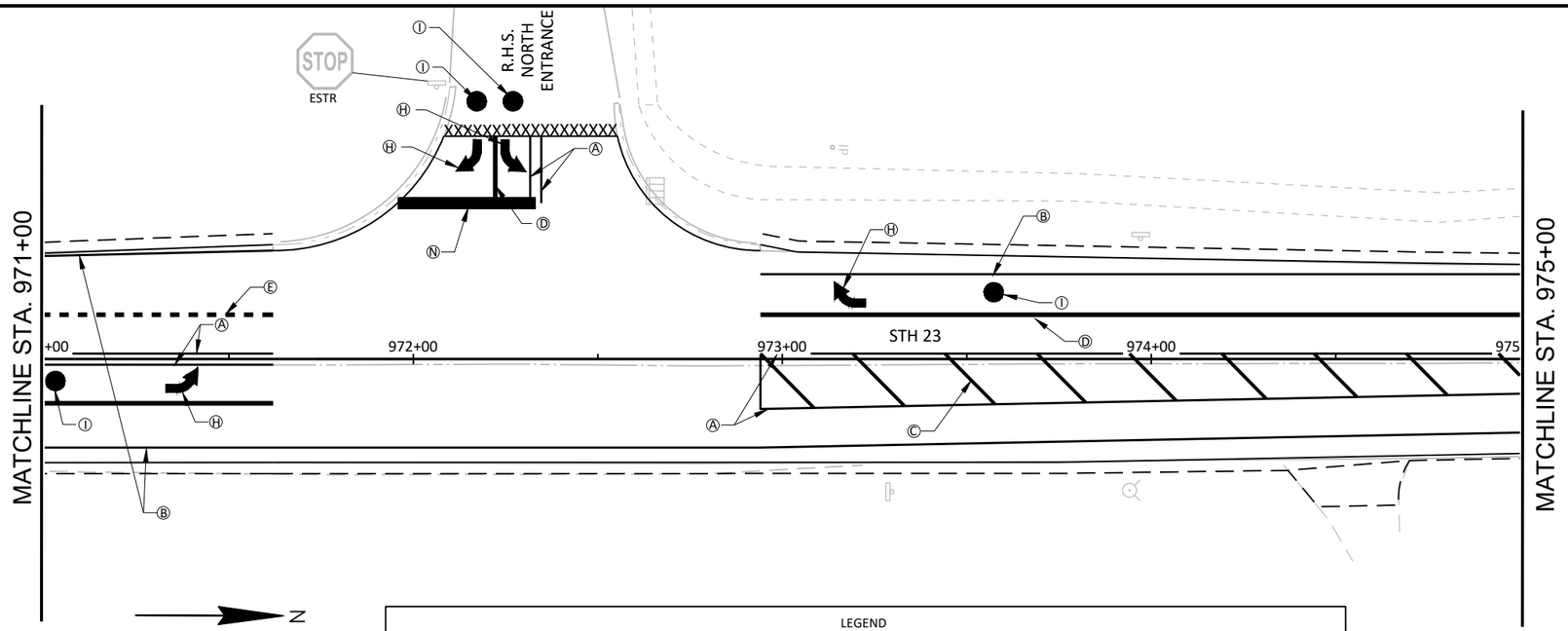
EXISTING SIGN	Ⓔ MARKING GROOVED WET REF EPOXY 10-INCH (3' LINE 9' GAP) (WHITE)
SIGNS TYPE II REFLECTIVE H AND F ON POSTS	Ⓖ MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
RRFB ON TROMBONE ARM	Ⓗ MARKING ARROW EPOXY (WHITE)
RRFB ON TRAFFIC SIGNAL STANDARD	Ⓘ MARKING WORD EPOXY "ONLY" (WHITE)
XXXX DESIGNATES SIGN NUMBER	Ⓙ MARKING CURB EPOXY
Ⓐ MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	Ⓚ MARKING YIELD LINE EPOXY (WHITE) 36-INCH
Ⓑ MARKING LINE GROOVED WET REFEPOXY 6-INCH (WHITE EDGELINE)	Ⓛ MARKING ISLAND NOSE EPOXY
Ⓒ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	Ⓜ MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
Ⓓ MARKING GROOVED WET REF EPOXY 10-INCH (WHITE)	Ⓝ MARKING STOP LINE EPOXY 18-INCH
	ESTR EXISTING SIGN TO REMAIN
	* THE CITY OF REEDSBURG WILL REMOVE SIGNS PRIOR TO CONSTRUCTION AND REERECT SIGNS POST CONSTRUCTION

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN. ADDITIONAL SIGNS SHOWN ELSEWHERE. SEE CONSTRUCTION DETAILS (BEAMGUARD LAYOUT) AND CONSTRUCTION DETAILS (CULVERT PIPE REPLACEMENT) FOR ADDITIONAL SIGNING.



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PERMANENT SIGNING/PAVEMENT MARKING PLAN	SHEET 56 E

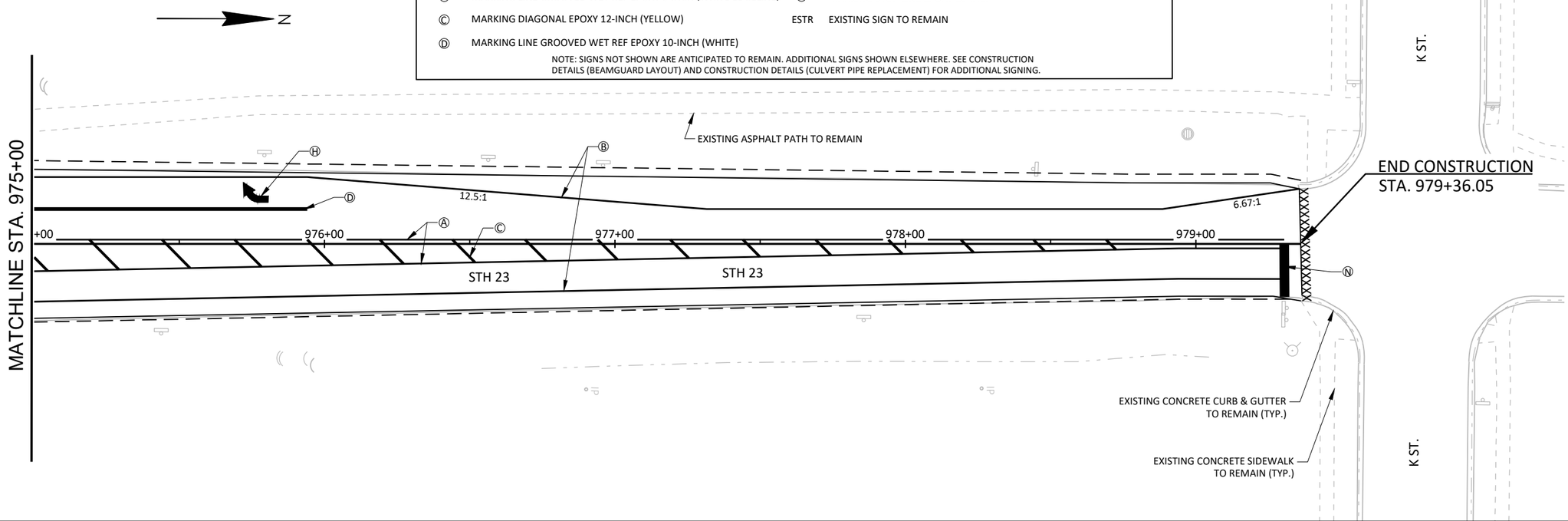
2



LEGEND

	EXISTING SIGN	Ⓔ	MARKING LINE GROOVED WET REF EPOXY 10-INCH (3' LINE 9' GAP) (WHITE)
	SIGNS TYPE II REFLECTIVE H AND F ON POSTS	Ⓖ	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
XXXX	DESIGNATES SIGN NUMBER	Ⓗ	MARKING ARROW EPOXY (WHITE)
Ⓐ	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	Ⓘ	MARKING WORD EPOXY "ONLY" (WHITE)
Ⓑ	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE EDGELINE)	Ⓝ	MARKING STOP LINE EPOXY 18-INCH
Ⓒ	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	ESTR	EXISTING SIGN TO REMAIN
Ⓓ	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)		

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN. ADDITIONAL SIGNS SHOWN ELSEWHERE. SEE CONSTRUCTION DETAILS (BEAMGUARD LAYOUT) AND CONSTRUCTION DETAILS (CULVERT PIPE REPLACEMENT) FOR ADDITIONAL SIGNING.



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PERMANENT SIGNING/PAVEMENT MARKING PLAN	SHEET 57 E

2

N

END PROJECT
STA. 979+36.05 (SEE DETAIL M)

SEE DETAIL L

SEE DETAIL K

SEE DETAIL J

SEE DETAIL I

SEE DETAIL H

SEE DETAIL G

BEGIN CONSTRUCTION DETOUR LOGANVILLE NORTH
STA. 639+00 (SEE DETAIL F)

BEGIN PROJECT
STA. 551+15

PCMS

PCMS

LEGEND

DETOUR ROUTE

WORK ZONE

SIGN ON PERMANENT SUPPORT

M4-8 24"X12"	DETOUR NORTH	DETOUR SOUTH	M4-8 24"X12"
M3-1 24"X12"			M3-3 24"X12"
M1-6 24"X24"	23	23	M1-6 24"X24"
	1	2	
M4-8 36"X18"	DETOUR NORTH	DETOUR SOUTH	M4-8 36"X18"
M3-1 36"X18"			M3-3 36"X18"
M1-6 36"X36"	23	23	M1-6 36"X36"
	3	4	

M06-1
30"X30"

5

PCMS TRAFFIC CONTROL SIGNS PCMS PLACED AT BEGIN AND END OF PROJECT LIMITS FOR 7 CALENDAR DAYS PRIOR TO SWITCH OVER TOLOGANVILLE SOUTH DETOUR PLAN

ROAD CLOSED BEGINS

HWY 23 CLOSED

STARTING XX/XX/XX

NOTE: FOR SIDEROAD SIGNING WITHIN THE WORK ZONE, REFER TO SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 4.

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	DETOUR PLAN - (LOGANVILLE NORTH) - STAGE 1	SHEET 58	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_DETOUR PLAN.DWG PLOT DATE : 9/19/2024 2:18:16 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LAYOUT2

2

N

END CONSTRUCTION DETOUR LOGANVILLE SOUTH
STA. 639+00 (SEE DETAIL E)

BEGIN PROJECT
STA. 551+15 (SEE DETAIL A)

SEE DETAIL D

SEE DETAIL C

SEE DETAIL B

PCMS

RICHLAND CO.

SAUK CO.

IOWA CO.

LEGEND

DETOUR ROUTE

WORK ZONE

SIGN ON PERMANENT SUPPORT

M4-8 24"X12"	DETOUR NORTH	DETOUR SOUTH	M4-8 24"X12"
M3-1 24"X12"			M3-3 24"X12"
M1-6 24"X24"	23	23	M1-6 24"X24"
	1	2	

PCMS TRAFFIC CONTROL SIGNS PCMS PLACED AT BEGIN AND END OF PROJECT LIMITS FOR 7 CALENDAR DAYS PRIOR TO SWITCH OVER TOLOGANVILLE SOUTH DETOUR PLAN

NEW DETOUR BEGINS

NEW HWY 23 DETOUR

STARTING XX/XX/XX

NOTE: FOR SIDEROAD SIGNING WITHIN THE WORK ZONE, REFER TO SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 4.

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	DETOUR PLAN - (LOGANVILLE SOUTH) - STAGE 2	SHEET 59	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_DETOUR PLAN.DWG
PLOT DATE : 9/19/2024 2:18:17 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT1

LEGEND

WORK ZONE

COVER SIGN

DETOUR ROUTE

SIGN ON PERMANENT SUPPORT

EXISTING SIGN ON SINGLE POST

EXISTING SIGN ON DOUBLE POST

TYPE III BARRICADE W/ ATTACHED SIGN AND W/ TRAFFIC CONTROL LIGHTS TYPE A

BARRICADES TYPE III

(A) M1-6 24"X24" — (U) M1-6 30"X30"

(B) MO6-1 21"X21" — (V) MO6-1 30"X30"

(C) MO6-1 21"X21" — (W) MO5-2R 30"X30"

(D) MO6-1 21"X21" — (X) M4-8 36"X18" DETOUR

(E) MO6-2 21"X21" — (Y) M3-1 36"X18" NORTH

(F) MO6-2 21"X21" — (Z) M3-3 36"X18" SOUTH

(G) MO5-1R 21"X21" — (AA) MO6-2 30"X30"

(H) MO5-1L 21"X21"

(I) MO5-2R 21"X21"

(J) MO6-4 21"X21"

(K) M4-8A 24"X18" END DETOUR

(L) M4-8 24"X12" DETOUR

*	SIGN READS "ROAD CLOSED TO THRU TRAFFIC 1 ½ MILES AHEAD"
**	SIGN READS "DETOUR NEXT 31 MILES"
***	SIGN READS "ROAD CLOSED TO THRU TRAFFIC 17 MILES AHEAD"
#	SIGN READS "ROAD CLOSED TO THRU TRAFFIC ¾ MILES AHEAD"
##	SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"
###	SIGN READS "ROAD CLOSED TO THRU TRAFFIC 19 MILES AHEAD"
+	SIGN READS "DETOUR NEXT 42 MILES"
++	SIGN READS "ROAD CLOSED TO THRU TRAFFIC 7 MILES AHEAD"
+++	SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"
▲	SIGN READS "DETOUR NEXT 62 MILES"
▲▲	SIGN READS "ROAD CLOSED TO THRU TRAFFIC 14 MILES AHEAD"

GENERAL NOTES:

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

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

ANY STOP SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

THE EXACT LOCATION OF PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

(M) DETOUR AHEAD W20-2A

(N) ROAD CLOSED TO THRU TRAFFIC 10 MILES AHEAD R11-3 60"X30"

(O) NORTH M3-1 24"X12"

(P) SOUTH M3-3 24"X12"

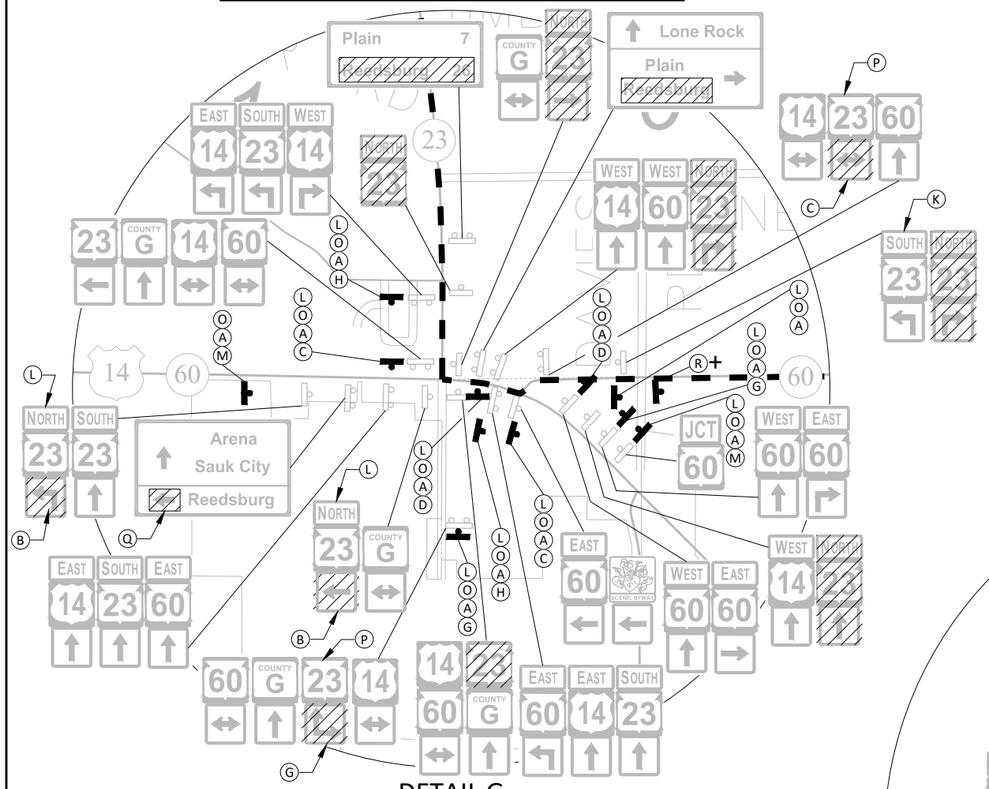
(Q) M7-2 12"X9"

(R) DETOUR NEXT XX MILES G20-51 60"X24"

(S) ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

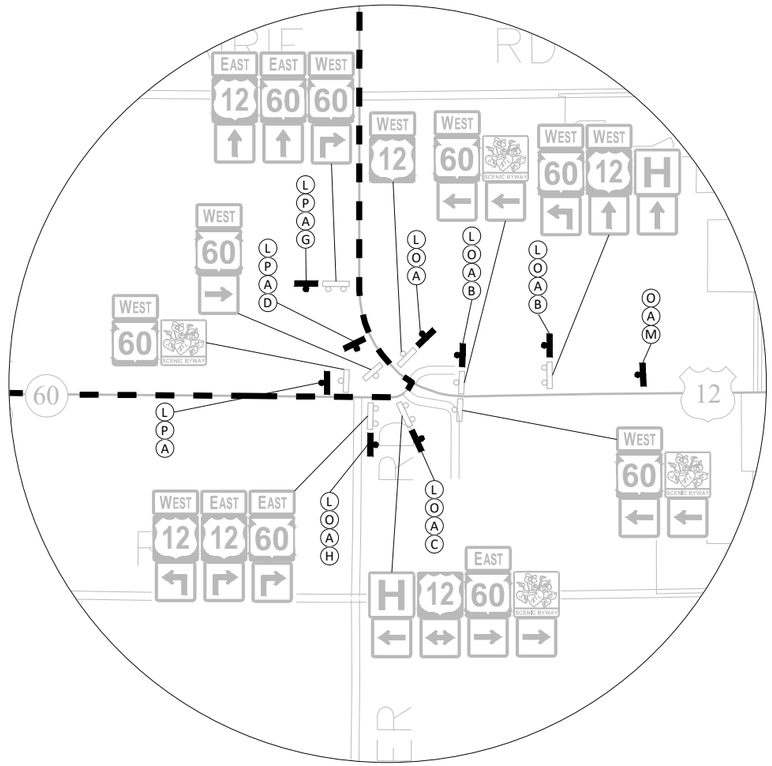
(T) ROAD CLOSED AHEAD W20-3A

STH 23/USH 14 & STH 60 INTERSECTION & USH 14 & STH 23/STH 60 INTERSECTION



DETAIL G

STH 60/USH 12 INTERSECTION



DETAIL H

N

LEGEND

WORK ZONE

COVER SIGN

DETOUR ROUTE

SIGN ON PERMANENT SUPPORT

EXISTING SIGN ON SINGLE POST

EXISTING SIGN ON DOUBLE POST

TYPE III BARRICADE W/ ATTACHED SIGN AND W/ TRAFFIC CONTROL LIGHTS TYPE A

BARRICADES TYPE III

(A) M1-6 24"X24"

(U) M1-6 30"X30"

(B) MO6-1 21"X21"

(V) MO6-1 30"X30"

(C) MO6-1 21"X21"

(W) MO5-2R 30"X30"

(D) MO6-1 21"X21"

(X) DETOUR M4-8 36"X18"

(E) MO6-2 21"X21"

(Y) NORTH M3-1 36"X18"

(F) MO6-2 21"X21"

(Z) SOUTH M3-3 36"X18"

(G) MO5-1R 21"X21"

(AA) MO6-2 30"X30"

(H) MO5-1L 21"X21"

(I) MO5-2R 21"X21"

(J) MO6-4 21"X21"

(K) END DETOUR M4-8A 24"X18"

(L) DETOUR M4-8 24"X12"

(M) DETOUR AHEAD W20-2A

(N) ROAD CLOSED TO THRU TRAFFIC 10 MILES AHEAD R11-3 60"X30"

(O) NORTH M3-1 24"X12"

(P) SOUTH M3-3 24"X12"

(Q) M7-2 12"X9"

(R) DETOUR NEXT XX MILES G20-51 60"X24"

(S) ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

(T) ROAD CLOSED AHEAD W20-3A

* SIGN READS "ROAD CLOSED TO THRU TRAFFIC 1½ MILES AHEAD"

** SIGN READS "DETOUR NEXT 31 MILES"

*** SIGN READS "ROAD CLOSED TO THRU TRAFFIC 17 MILES AHEAD"

\# SIGN READS "ROAD CLOSED TO THRU TRAFFIC ¾ MILES AHEAD"

\## SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

\### SIGN READS "ROAD CLOSED TO THRU TRAFFIC 19 MILES AHEAD"

\+ SIGN READS "DETOUR NEXT 42 MILES"

\++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 7 MILES AHEAD"

\+++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

▲ SIGN READS "DETOUR NEXT 62 MILES"

▲▲ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 14 MILES AHEAD"

GENERAL NOTES:

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

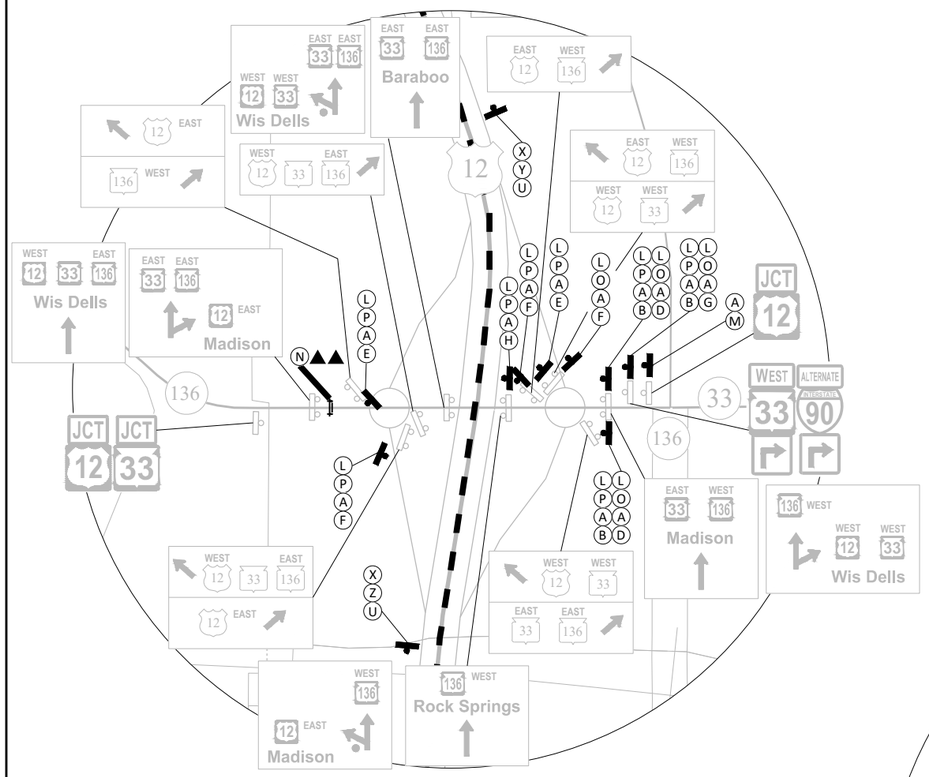
"WO" AND "MO" SERIES SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ANY STOP SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

THE EXACT LOCATION OF PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

USH 12/STH 136 & STH 33 INTERCHANGE



DETAIL I

USH 12/STH 33 INTERCHANGE

DETAIL J

N

2

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	DETOUR PLAN - (LOGANVILLE NORTH)	SHEET 61	E

LEGEND

WORK ZONE

COVER SIGN

DETOUR ROUTE

SIGN ON PERMANENT SUPPORT

EXISTING SIGN ON SINGLE POST

EXISTING SIGN ON DOUBLE POST

TYPE III BARRICADE W/ ATTACHED SIGN AND W/ TRAFFIC CONTROL LIGHTS TYPE A

BARRICADES TYPE III

(A) M1-6 24"X24"

(B) MO6-1 21"X21"

(C) MO6-1 21"X21"

(D) MO6-1 21"X21"

(E) MO6-2 21"X21"

(F) MO6-2 21"X21"

(G) MO5-1R 21"X21"

(H) MO5-1L 21"X21"

(I) MO5-2R 21"X21"

(J) MO6-4 21"X21"

(K) END DETOUR M4-8A 24"X18"

(L) DETOUR M4-8 24"X12"

(M) DETOUR AHEAD W20-2A

(N) ROAD CLOSED TO THRU TRAFFIC 10 MILES AHEAD R11-3 60"X30"

(U) M1-6 30"X30"

(V) MO6-1 30"X30"

(W) MO5-2R 30"X30"

(X) DETOUR M4-8 36"X18"

(Y) NORTH M3-1 36"X18"

(Z) SOUTH M3-3 36"X18"

(AA) MO6-2 30"X30"

(O) NORTH M3-1 24"X12"

(P) SOUTH M3-3 24"X12"

(Q) M7-2 12"X9"

(R) DETOUR NEXT XX MILES G20-51 60"X24"

(S) ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

(T) ROAD CLOSED AHEAD W20-3A

* SIGN READS "ROAD CLOSED TO THRU TRAFFIC 1 ½ MILES AHEAD"

** SIGN READS "DETOUR NEXT 31 MILES"

*** SIGN READS "ROAD CLOSED TO THRU TRAFFIC 17 MILES AHEAD"

\# SIGN READS "ROAD CLOSED TO THRU TRAFFIC ¾ MILES AHEAD"

\## SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

\### SIGN READS "ROAD CLOSED TO THRU TRAFFIC 19 MILES AHEAD"

\+ SIGN READS "DETOUR NEXT 42 MILES"

++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 7 MILES AHEAD"

+++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

▲ SIGN READS "DETOUR NEXT 62 MILES"

▲▲ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 14 MILES AHEAD"

GENERAL NOTES:

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

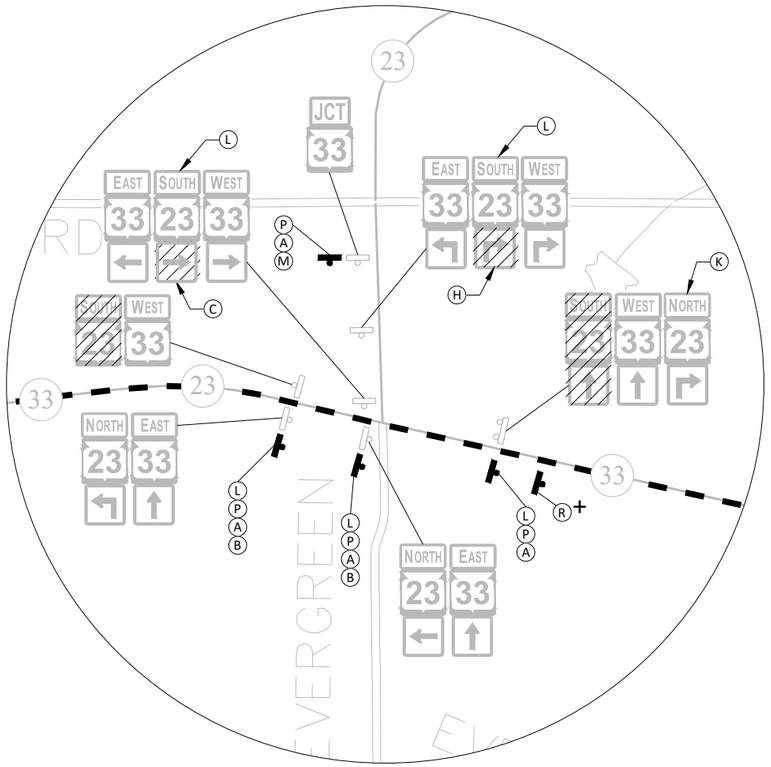
"WO" AND "MO" SERIES SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ANY STOP SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

THE EXACT LOCATION OF PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

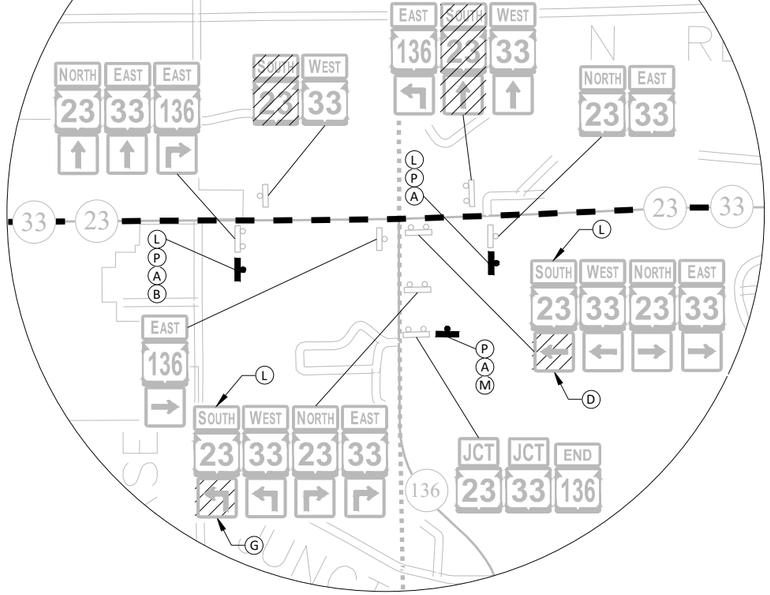
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

STH 33/STH 23 INTERSECTION



DETAIL K

STH 23 & STH 33/STH 136 INTERSECTION



DETAIL L

N

2

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	DETOUR PLAN - (LOGANVILLE NORTH)	SHEET 62	E

2

LEGEND

WORK ZONE

COVER SIGN

DETOUR ROUTE

SIGN ON PERMANENT SUPPORT

EXISTING SIGN ON SINGLE POST

EXISTING SIGN ON DOUBLE POST

TYPE III BARRICADE W/ ATTACHED SIGN AND W/ TRAFFIC CONTROL LIGHTS TYPE A

BARRICADES TYPE III

Ⓐ 23 — M1-6 24"X24"

Ⓑ M06-1 21"X21"

Ⓒ M06-1 21"X21"

Ⓓ M06-1 21"X21"

Ⓔ M06-2 21"X21"

Ⓕ M06-2 21"X21"

Ⓖ M05-1R 21"X21"

Ⓗ M05-1L 21"X21"

Ⓘ M05-2R 21"X21"

Ⓙ M06-4 21"X21"

Ⓚ END DETOUR — M4-8A 24"X18"

Ⓛ DETOUR — M4-8 24"X12"

Ⓜ DETOUR AHEAD — W20-2A

Ⓝ ROAD CLOSED TO THRU TRAFFIC 10 MILES AHEAD — R11-3 60"X30"

Ⓤ 23 — M1-6 30"X30"

Ⓥ M06-1 30"X30"

Ⓦ M05-2R 30"X30"

Ⓧ DETOUR — M4-8 36"X18"

Ⓨ NORTH — M3-1 36"X18"

Ⓩ SOUTH — M3-3 36"X18"

Ⓐⓐ M06-2 30"X30"

Ⓞ NORTH — M3-1 24"X12"

Ⓟ SOUTH — M3-3 24"X12"

Ⓠ M7-2 12"X9"

Ⓡ DETOUR NEXT XX MILES — G20-51 60"X24"

Ⓢ ROAD CLOSED TO THRU TRAFFIC — R11-4 60"X30"

Ⓣ ROAD CLOSED AHEAD — W20-3A

* SIGN READS "ROAD CLOSED TO THRU TRAFFIC 1 ½ MILES AHEAD"

** SIGN READS "DETOUR NEXT 31 MILES"

*** SIGN READS "ROAD CLOSED TO THRU TRAFFIC 17 MILES AHEAD"

\# SIGN READS "ROAD CLOSED TO THRU TRAFFIC ¾ MILES AHEAD"

\#\# SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

\#\#\# SIGN READS "ROAD CLOSED TO THRU TRAFFIC 19 MILES AHEAD"

\+ SIGN READS "DETOUR NEXT 42 MILES"

\++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 7 MILES AHEAD"

\+++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

▲ SIGN READS "DETOUR NEXT 62 MILES"

▲▲ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 14 MILES AHEAD"

GENERAL NOTES:

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

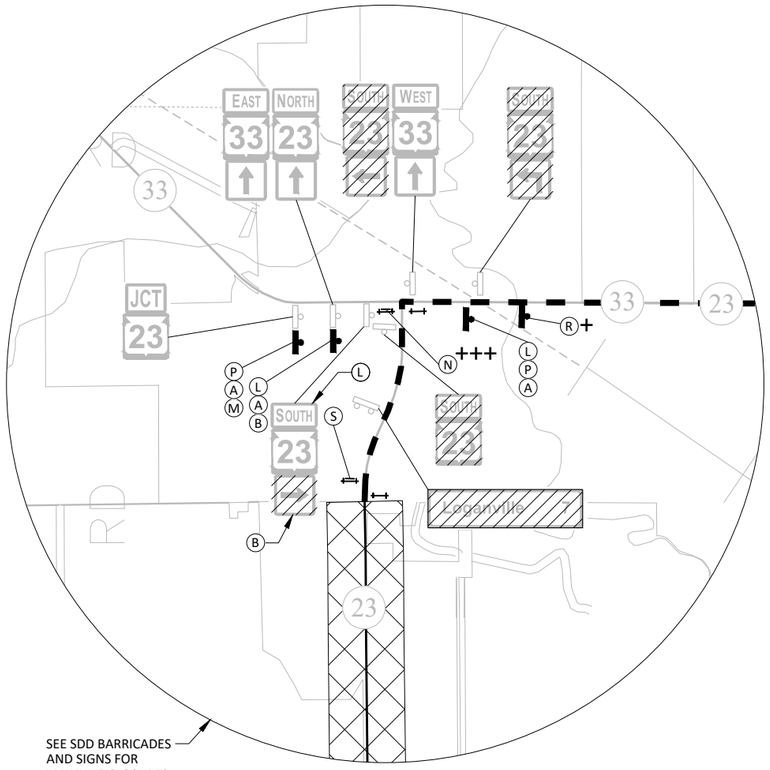
"WO" AND "MO" SERIES SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ANY STOP SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

THE EXACT LOCATION OF PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

END PROJECT & STH 23/STH 33 INTERSECTION



DETAIL M

N

2

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	DETOUR PLAN - (LOGANVILLE NORTH)	SHEET 63	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_DETOUR PLAN.DWG PLOT DATE : 9/19/2024 2:18:51 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LAYOUT9

LEGEND

WORK ZONE

COVER SIGN

DETOUR ROUTE

SIGN ON PERMANENT SUPPORT

EXISTING SIGN ON SINGLE POST

EXISTING SIGN ON DOUBLE POST

TYPE III BARRICADE W/ ATTACHED SIGN AND W/ TRAFFIC CONTROL LIGHTS TYPE A

BARRICADES TYPE III

(A) M1-6 24"X24"

(U) M1-6 30"X30"

(B) MO6-1 21"X21"

(V) MO6-1 30"X30"

(C) MO6-1 21"X21"

(W) MO5-2R 30"X30"

(D) MO6-1 21"X21"

(X) DETOUR M4-8 36"X18"

(E) MO6-2 21"X21"

(Y) NORTH M3-1 36"X18"

(F) MO6-2 21"X21"

(Z) SOUTH M3-3 36"X18"

(G) MO5-1R 21"X21"

(AA) MO6-2 30"X30"

(H) MO5-1L 21"X21"

(I) MO5-2R 21"X21"

(J) MO6-4 21"X21"

(K) END DETOUR M4-8A 24"X18"

(L) DETOUR M4-8 24"X12"

* SIGN READS "ROAD CLOSED TO THRU TRAFFIC 1½ MILES AHEAD"

** SIGN READS "DETOUR NEXT 31 MILES"

*** SIGN READS "ROAD CLOSED TO THRU TRAFFIC 17 MILES AHEAD"

\# SIGN READS "ROAD CLOSED TO THRU TRAFFIC ¾ MILES AHEAD"

\## SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

\### SIGN READS "ROAD CLOSED TO THRU TRAFFIC 19 MILES AHEAD"

\+ SIGN READS "DETOUR NEXT 42 MILES"

++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 7 MILES AHEAD"

+++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

▲ SIGN READS "DETOUR NEXT 62 MILES"

▲▲ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 14 MILES AHEAD"

GENERAL NOTES:

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

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

ANY STOP SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

THE EXACT LOCATION OF PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

(M) DETOUR AHEAD W20-2A

(N) ROAD CLOSED TO THRU TRAFFIC 10 MILES AHEAD R11-3 60"X30"

(O) NORTH M3-1 24"X12"

(P) SOUTH M3-3 24"X12"

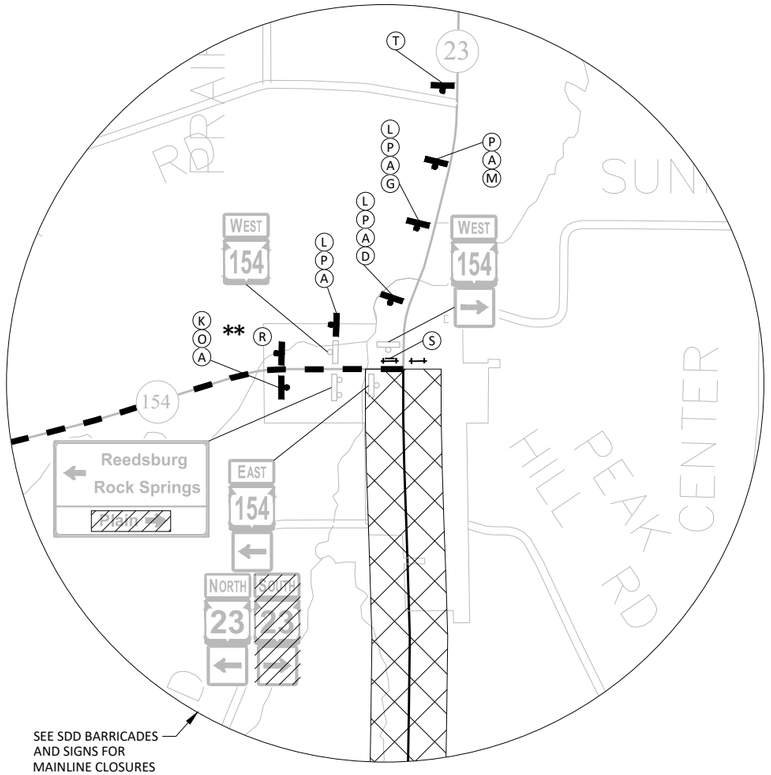
(Q) M7-2 12"X9"

(R) DETOUR NEXT XX MILES G20-51 60"X24"

(S) ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

(T) ROAD CLOSED AHEAD W20-3A

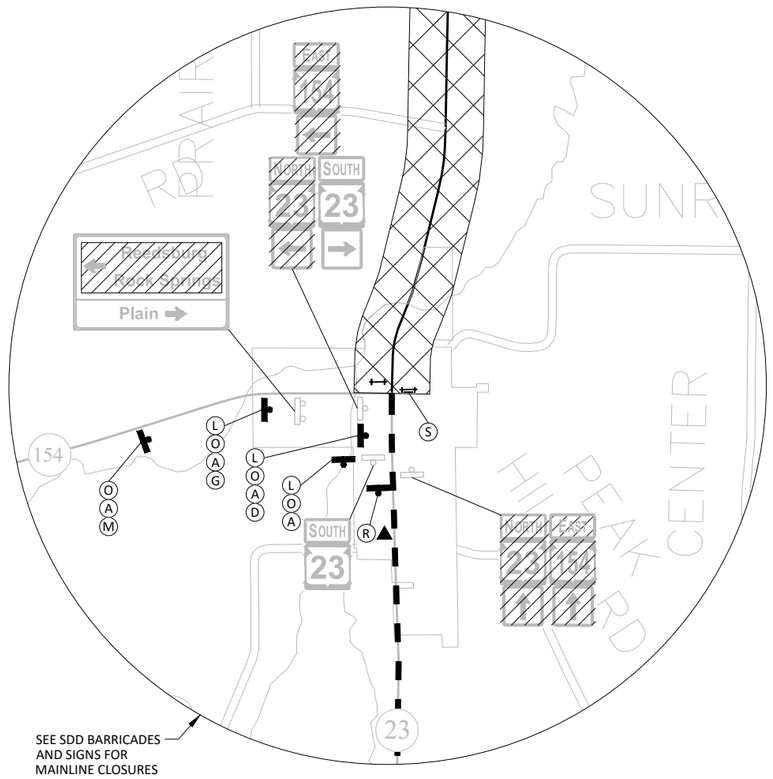
END CONSTRUCTION DETOUR
LOGANVILLE SOUTH
STH 154/STH 23 INTERSECTION



SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES

DETAIL E

BEGIN CONSTRUCTION DETOUR
LOGANVILLE NORTH
STH 154/STH 23 INTERSECTION



SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES

DETAIL F

N

2

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	DETOUR PLAN - (LOGANVILLE NORTH & SOUTH)	SHEET 64	E

LEGEND

WORK ZONE

COVER SIGN

DETOUR ROUTE

SIGN ON PERMANENT SUPPORT

EXISTING SIGN ON SINGLE POST

EXISTING SIGN ON DOUBLE POST

TYPE III BARRICADE W/ ATTACHED SIGN AND W/ TRAFFIC CONTROL LIGHTS TYPE A

BARRICADES TYPE III

(A) M1-6 24"X24"

(B) MO6-1 21"X21"

(C) MO6-1 21"X21"

(D) MO6-1 21"X21"

(E) MO6-2 21"X21"

(F) MO6-2 21"X21"

(G) MO5-1R 21"X21"

(H) MO5-1L 21"X21"

(I) MO5-2R 21"X21"

(J) MO6-4 21"X21"

(K) END DETOUR M4-8A 24"X18"

(L) DETOUR M4-8 24"X12"

(U) M1-6 30"X30"

(V) MO6-1 30"X30"

(W) MO5-2R 30"X30"

(X) DETOUR M4-8 36"X18"

(Y) NORTH M3-1 36"X18"

(Z) SOUTH M3-3 36"X18"

(AA) MO6-2 30"X30"

* SIGN READS "ROAD CLOSED TO THRU TRAFFIC 1½ MILES AHEAD"

** SIGN READS "DETOUR NEXT 31 MILES"

*** SIGN READS "ROAD CLOSED TO THRU TRAFFIC 17 MILES AHEAD"

\# SIGN READS "ROAD CLOSED TO THRU TRAFFIC ¾ MILES AHEAD"

\## SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

\### SIGN READS "ROAD CLOSED TO THRU TRAFFIC 19 MILES AHEAD"

\+ SIGN READS "DETOUR NEXT 42 MILES"

\++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 7 MILES AHEAD"

\+++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

▲ SIGN READS "DETOUR NEXT 62 MILES"

▲▲ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 14 MILES AHEAD"

GENERAL NOTES:

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

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

ANY STOP SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

THE EXACT LOCATION OF PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

(M) DETOUR AHEAD W20-2A

(N) ROAD CLOSED TO THRU TRAFFIC 10 MILES AHEAD R11-3 60"X30"

(O) NORTH M3-1 24"X12"

(P) SOUTH M3-3 24"X12"

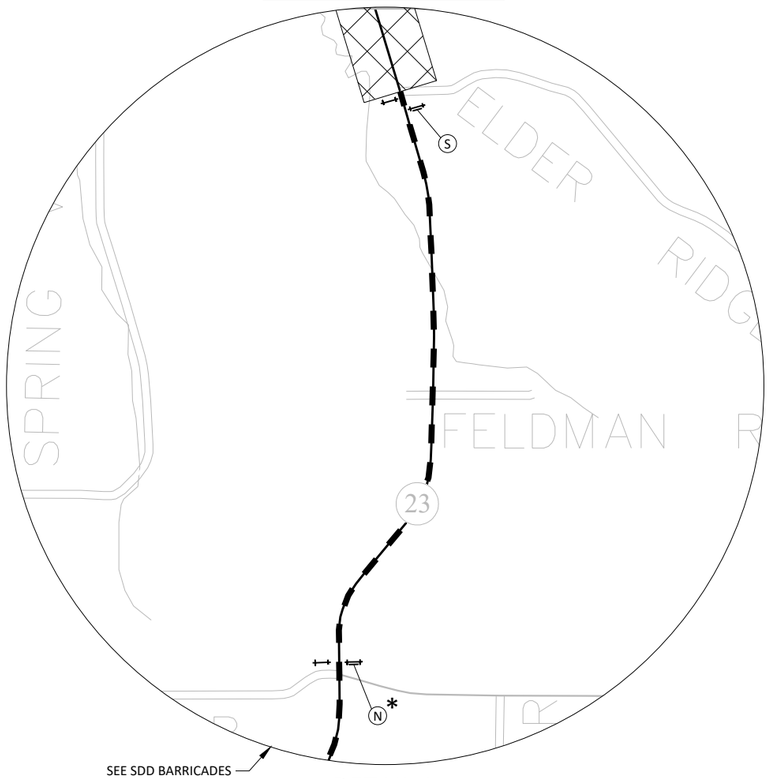
(Q) M7-2 12"X9"

(R) DETOUR NEXT XX MILES G20-51 60"X24"

(S) ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

(T) ROAD CLOSED AHEAD W20-3A

BEGIN PROJECT

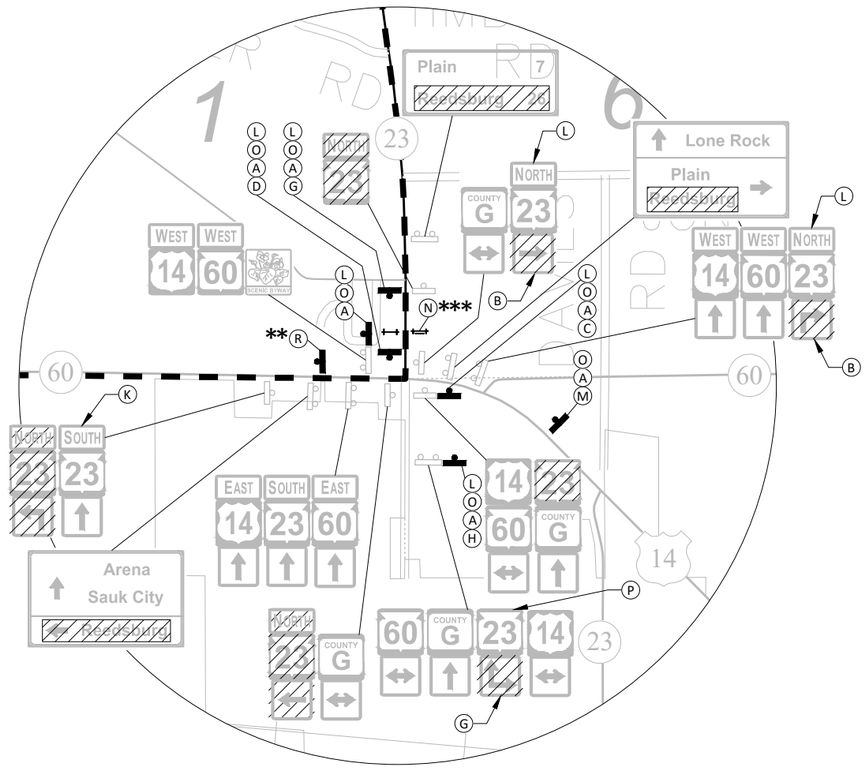


SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES

DETAIL A

N

STH 23/USH 14 & STH 60 INTERSECTION



DETAIL B

2

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	DETOUR PLAN - (LOGANVILLE SOUTH)	SHEET 65	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_DETOUR PLAN.DWG
PLOT DATE : 9/19/2024 2:18:21 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT3

LEGEND

WORK ZONE

COVER SIGN

DETOUR ROUTE

SIGN ON PERMANENT SUPPORT

EXISTING SIGN ON SINGLE POST

EXISTING SIGN ON DOUBLE POST

TYPE III BARRICADE W/ ATTACHED SIGN AND W/ TRAFFIC CONTROL LIGHTS TYPE A

BARRICADES TYPE III

(A) M1-6 24"X24"

(U) M1-6 30"X30"

(B) MO6-1 21"X21"

(V) MO6-1 30"X30"

(C) MO6-1 21"X21"

(W) MO5-2R 30"X30"

(D) MO6-1 21"X21"

(X) M4-8 36"X18"

(E) MO6-2 21"X21"

(Y) M3-1 36"X18"

(F) MO6-2 21"X21"

(Z) M3-3 36"X18"

(G) MO5-1R 21"X21"

(AA) MO6-2 30"X30"

(H) MO5-1L 21"X21"

(I) MO5-2R 21"X21"

(J) MO6-4 21"X21"

(K) M4-8A 24"X18"

(L) M4-8 24"X12"

* SIGN READS "ROAD CLOSED TO THRU TRAFFIC 1½ MILES AHEAD"

** SIGN READS "DETOUR NEXT 31 MILES"

*** SIGN READS "ROAD CLOSED TO THRU TRAFFIC 17 MILES AHEAD"

\# SIGN READS "ROAD CLOSED TO THRU TRAFFIC ¾ MILES AHEAD"

\## SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

\### SIGN READS "ROAD CLOSED TO THRU TRAFFIC 19 MILES AHEAD"

\+ SIGN READS "DETOUR NEXT 42 MILES"

++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 7 MILES AHEAD"

+++ SIGN READS "ROAD CLOSED TO THRU TRAFFIC ½ MILES AHEAD"

▲ SIGN READS "DETOUR NEXT 62 MILES"

▲▲ SIGN READS "ROAD CLOSED TO THRU TRAFFIC 14 MILES AHEAD"

GENERAL NOTES:

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

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

ANY STOP SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

THE EXACT LOCATION OF PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

(M) DETOUR AHEAD W20-2A

(N) ROAD CLOSED TO THRU TRAFFIC 10 MILES AHEAD R11-3 60"X30"

(O) NORTH M3-1 24"X12"

(P) SOUTH M3-3 24"X12"

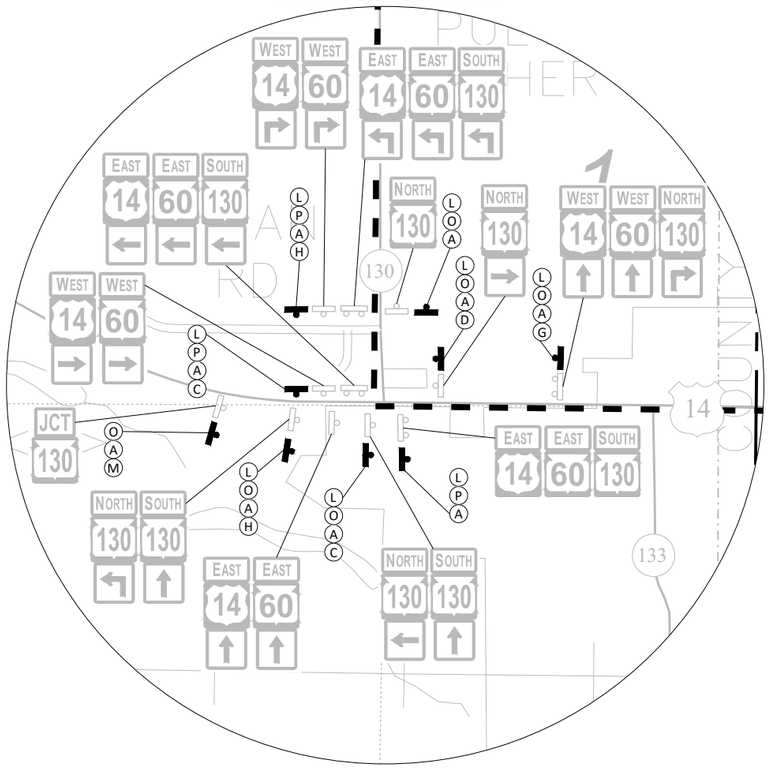
(Q) M7-2 12"X9"

(R) DETOUR NEXT XX MILES G20-51 60"X24"

(S) ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

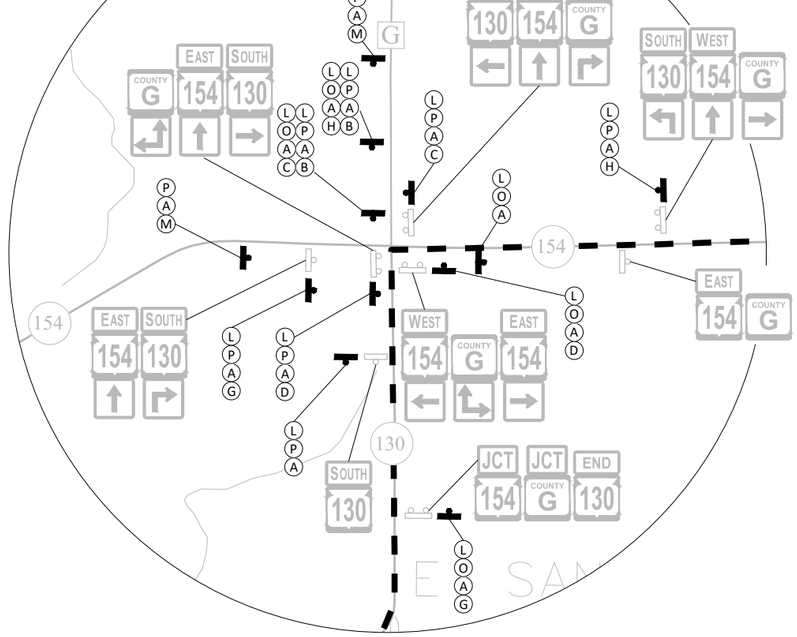
(T) ROAD CLOSED AHEAD W20-3A

USH 14 & STH 60/STH 130 INTERSECTION



DETAIL C

STH 130/STH 154 INTERSECTION



DETAIL D

N

2

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	DETOUR PLAN - (LOGANVILLE SOUTH)	SHEET 66	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_DETOUR PLAN.DWG PLOT DATE : 9/19/2024 2:18:26 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LAYOUT4

2

NOTES

TRAFFIC CONTROL SHOWN FOR CURB RAMP WORK ZONES WHERE SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION IS NOT ADEQUATE. FOR ALL OTHER CURB RAMP WORK ZONES FOLLOW THE SDD AND UTILIZE TEMPORARY CROSSWALKS AS SHOWN IN THIS DETAIL.

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

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

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

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

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

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

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

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

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

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

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

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR LOCATION OF ADVANCE WARNING SIGNS.

SDD

SSD TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM AT MAXIMUM 25 FOOT SPACING
- SIGN ON TEMPORARY SUPPORT
- ⑧ TEMPORARY MARKING FOR CROSSWALK (TEMPORARY MARKING LINE PAINT 8-INCH)
- TAMD TEMPORARY AUDIBLE MESSAGE DEVICES

2

① SIDEWALK CLOSED
R9-9
24"X12"

② SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

③

M4-60R
30"X24"

④

M4-60L
30"X24"

⑤

M4-60D
30"X24"

6A DETOUR
M4-60D
30"X24"

6B DETOUR
M4-60D
30"X24"

⑦ NO PEDESTRIAN CROSSING
R9-3
12"X18"

⑨

WO16-7L
48"X24"

⑩ AHEAD
WO16-9P
48"X24"

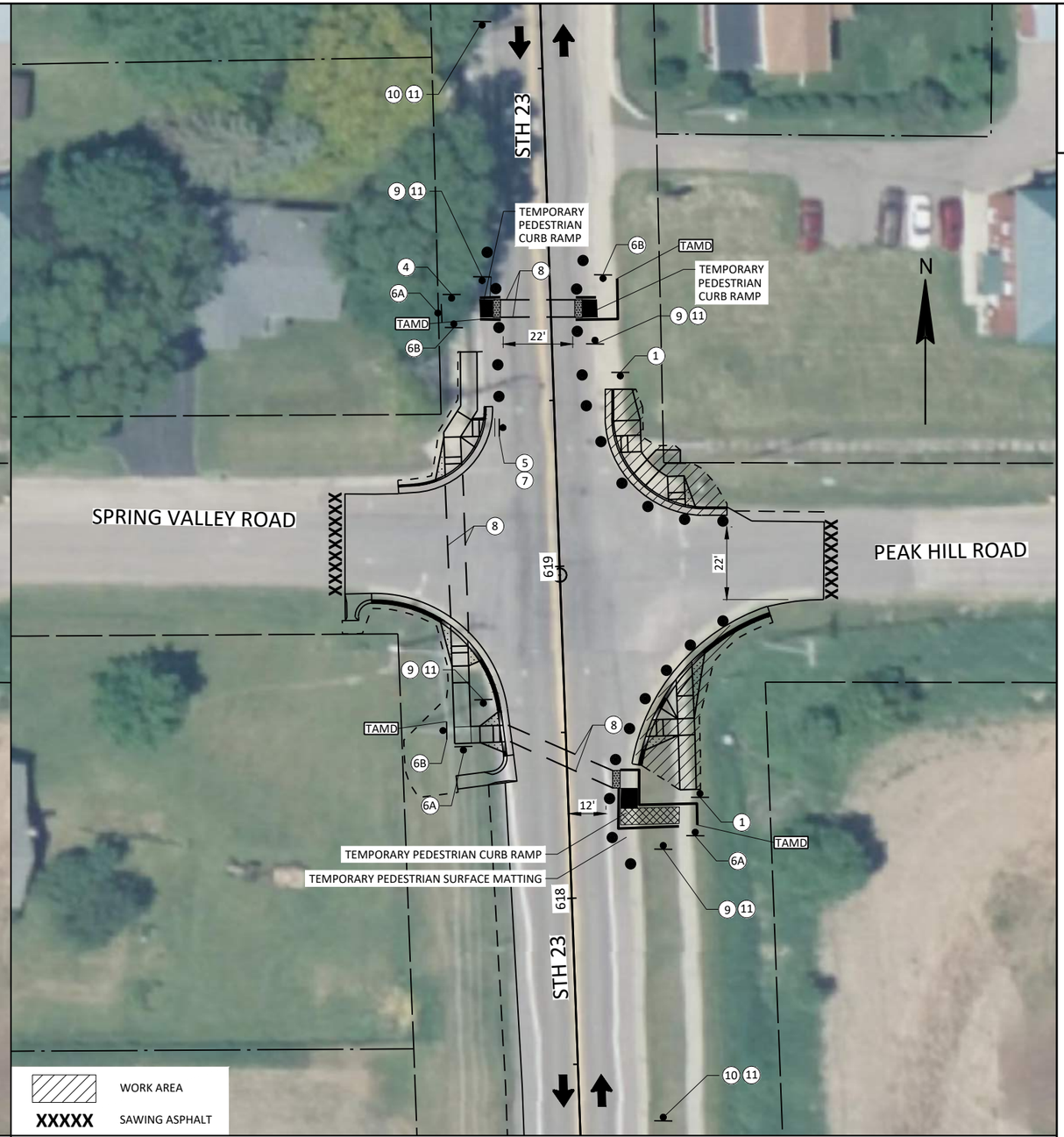
⑪

WO11-2
48"X48"

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL - PEDESTRIAN CURB RAMPS	SHEET 67	E

STAGE 1

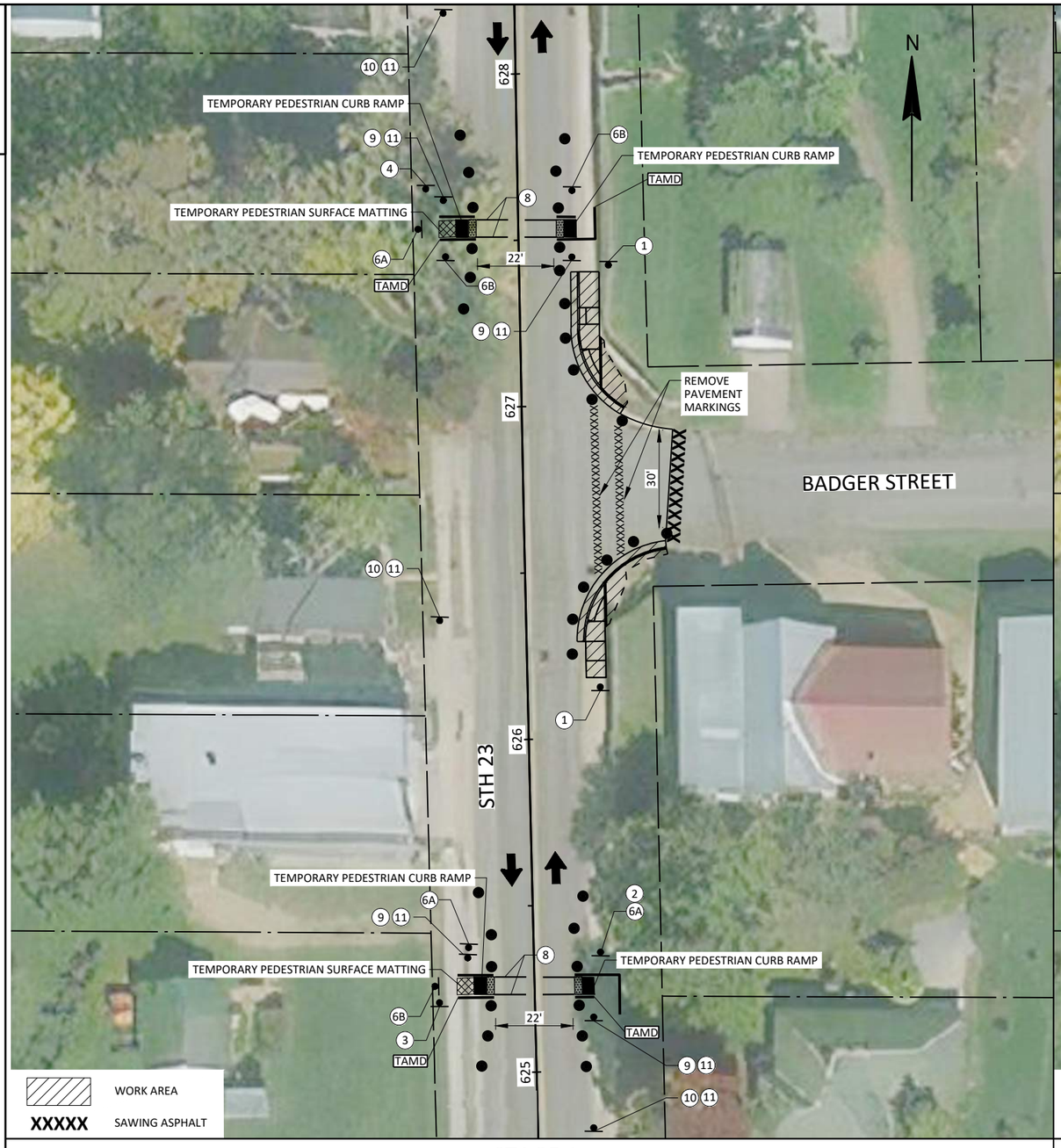
- CONSTRUCT RAMPS ON WEST SIDE OF STH 23 (NW & SW QUADRANTS)
- MAINTAIN N-S PEDESTRIAN MOVEMENTS ALONG EAST SIDE OF STH 23
- INSTALL TEMPORARY CROSSWALK (CROSSING STH 23) TO NORTH OF EXISTING LOCATION



STAGE 2

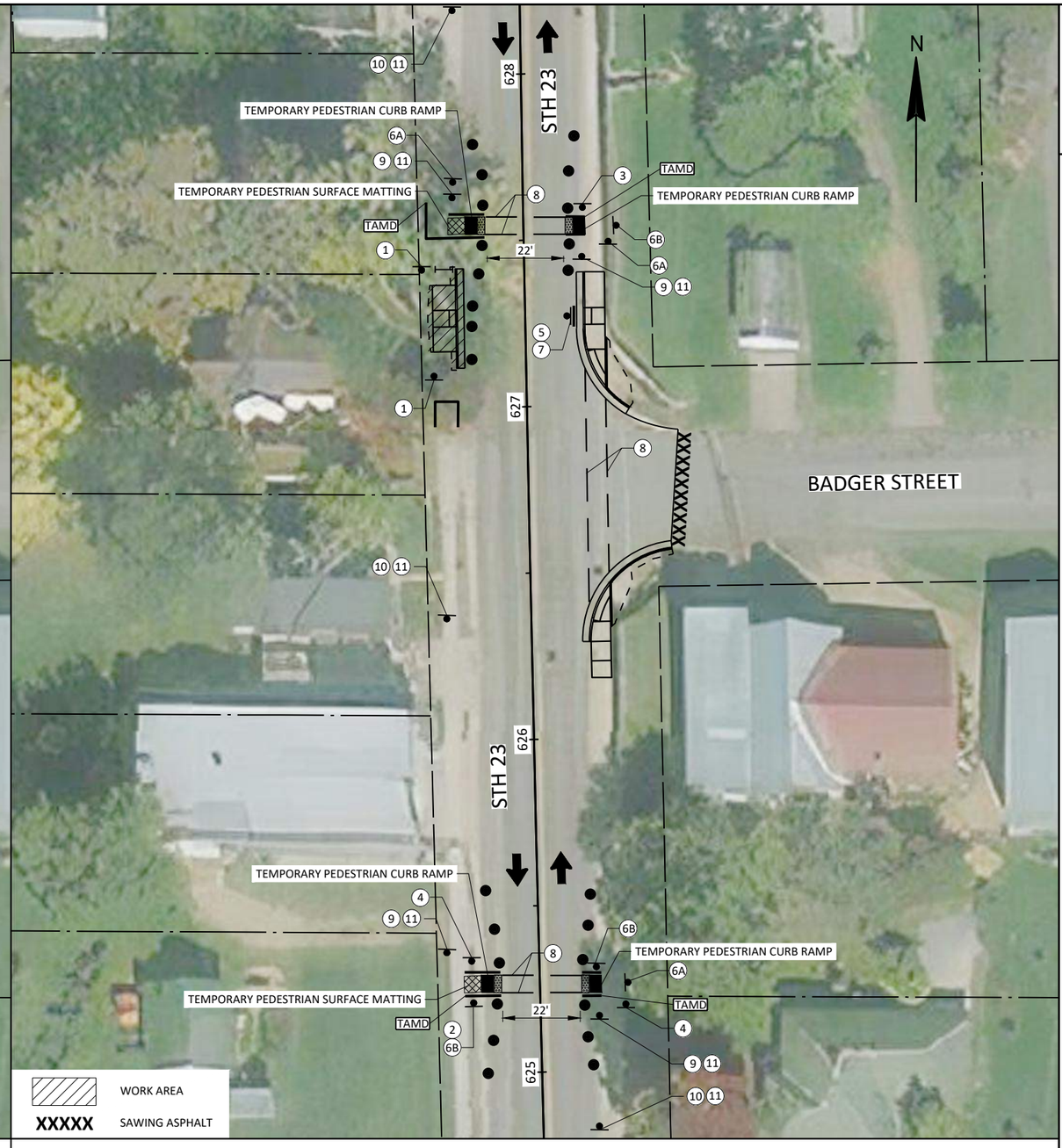
- CONSTRUCT RAMPS ON EAST SIDE OF STH 23 (NE & SE QUADRANTS)
- CROSS PEDESTRIAN TRAFFIC TO WEST SIDE OF STH 23 SOUTH OF PEAK HILL ROAD
- MAINTAIN TEMPORARY CROSSWALK NORTH OF INTERSECTION (INSTALLED IN STAGE 1)
- INSTALL TEMPORARY CROSSWALK (CROSSING STH 23) SOUTH OF INTERSECTION

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL - CURB RAMPS SPRING VALLEY ROAD	SHEET 68	E



STAGE 1

- CONSTRUCT RAMPS ON EAST SIDE OF STH 23 (NE & SE QUADRANTS)
- MAINTAIN N-S PEDESTRIAN MOVEMENTS ALONG WEST SIDE OF STH 23
- INSTALL TEMPORARY CROSSWALKS (CROSSING STH 23) TO NORTH AND SOUTH OF BADGER STREET INTERSECTION

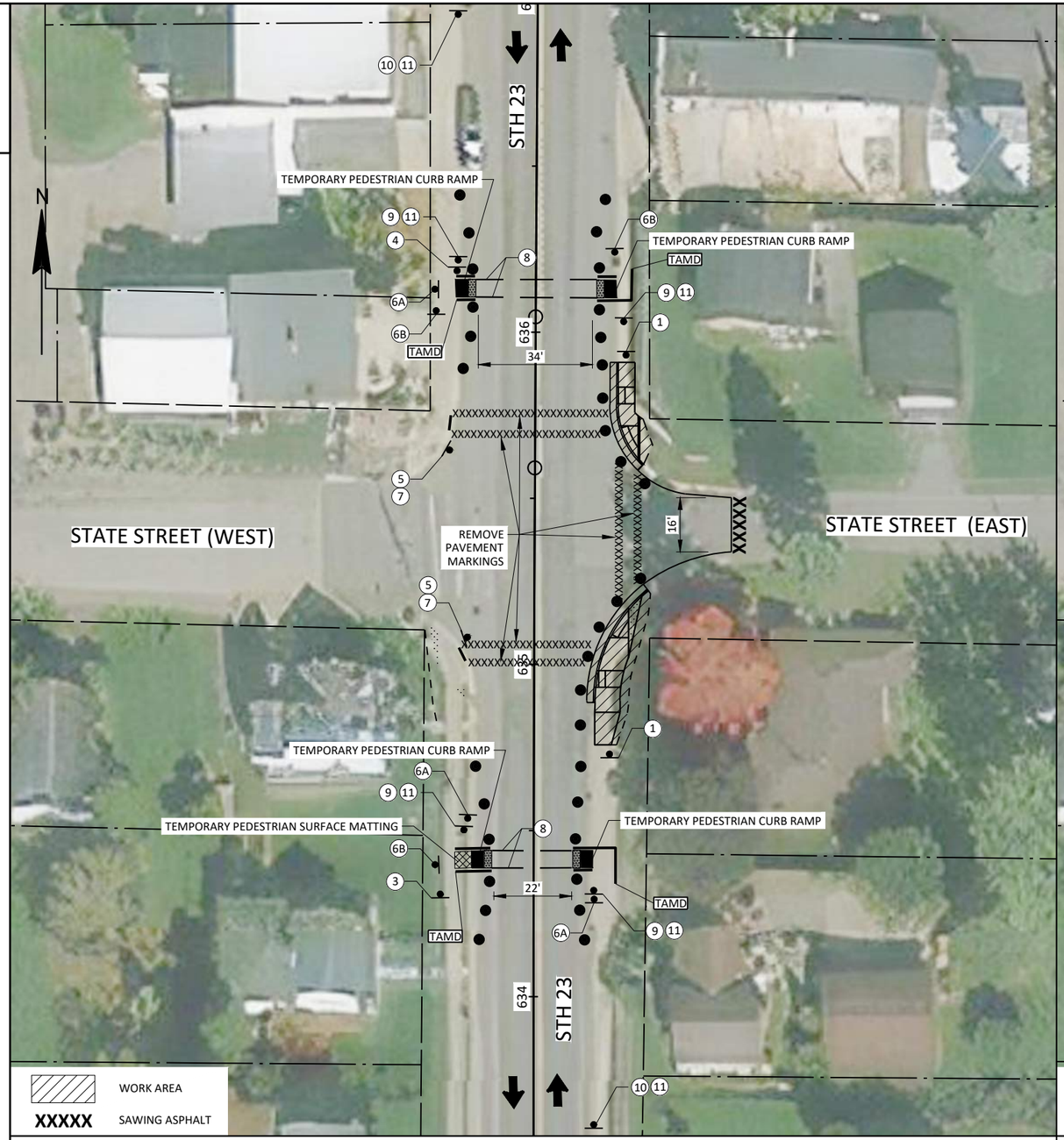


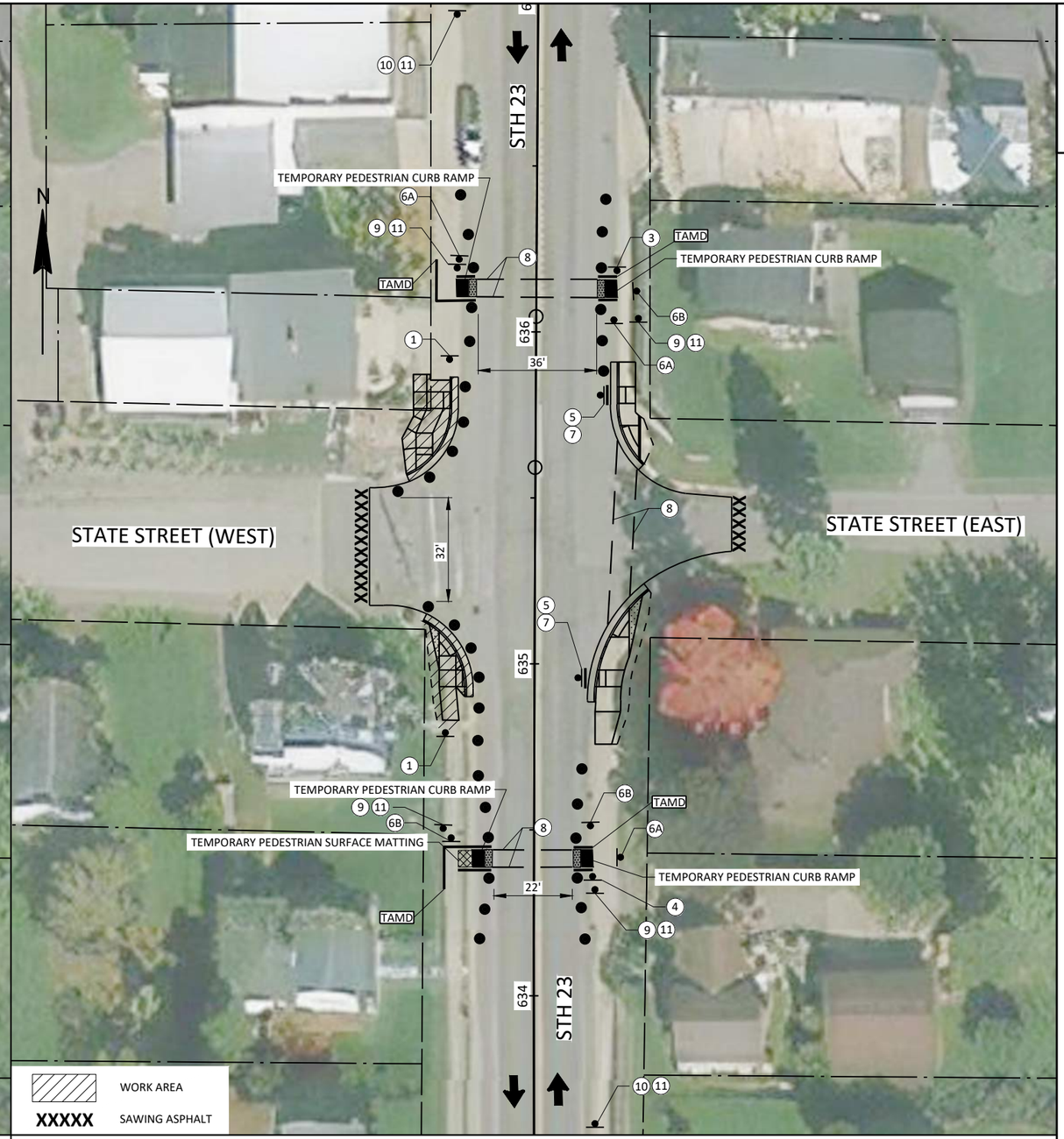
STAGE 2

- CONSTRUCT RAMP ON WEST SIDE OF STH 23
- MAINTAIN N-S PEDESTRIAN MOVEMENT ALONG EAST SIDE OF STH 23
- UTILIZE TEMPORARY CROSSWALKS CONSTRUCTED IN STAGE 1

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL - CURB RAMPS BADGER STREET	SHEET 69	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_TRAFFIC CONTROL - CURB RAMPS.DWG
PLOT DATE : 9/19/2024 12:29:08 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 40'
LAYOUT : BADGER STREET





STAGE 1

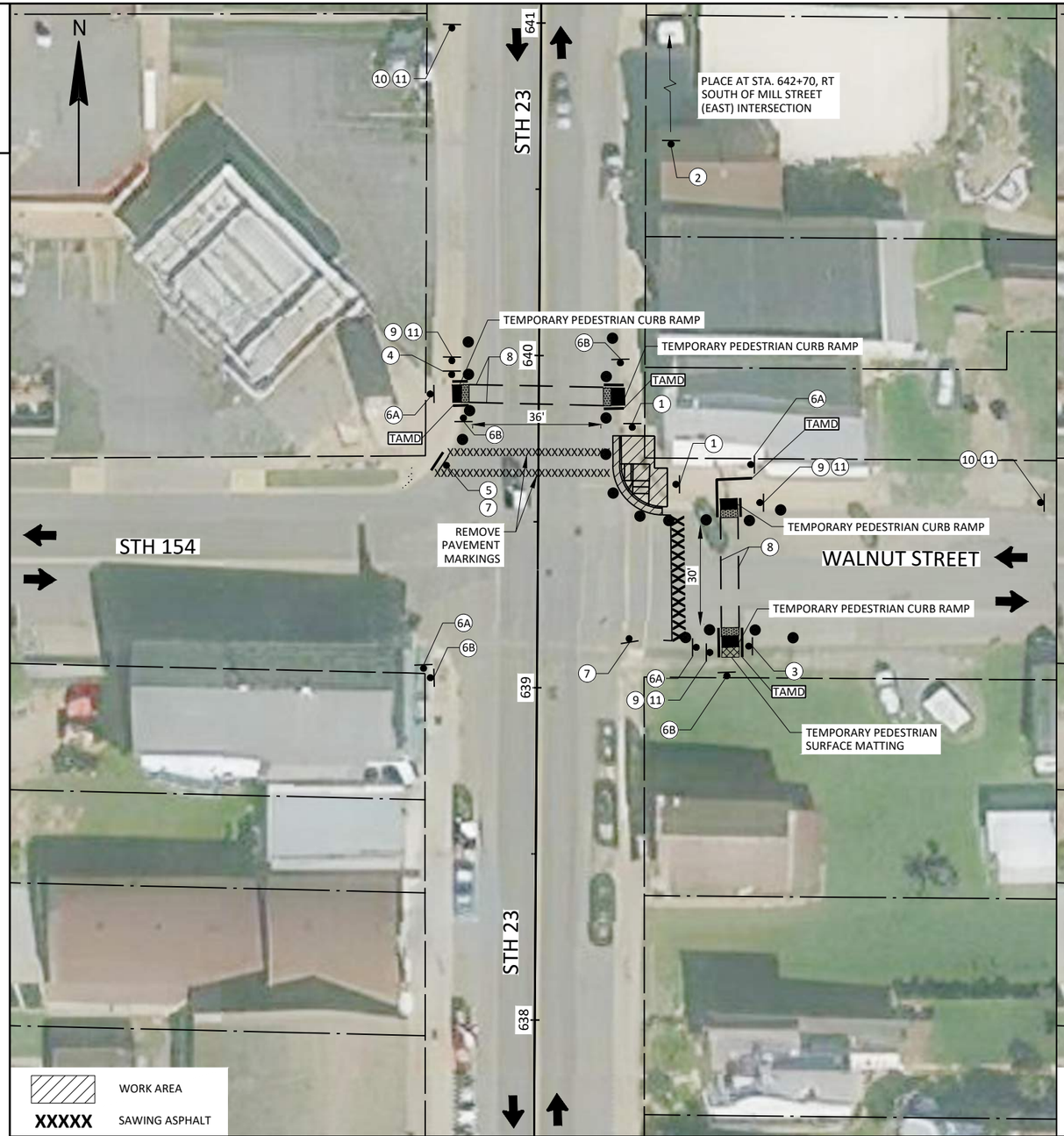
- CONSTRUCT RAMPS ON EAST SIDE OF STH 23 (NE & SE QUADRANTS)
- MAINTAIN N-S PEDESTRIAN MOVEMENTS ALONG WEST SIDE OF STH 23
- INSTALL TEMPORARY CROSSWALKS (CROSSING STH 23) NORTH & SOUTH OF STATE STREET INTERSECTION

STAGE 2

- CONSTRUCT RAMPS ON WEST SIDE OF STH 23 (NW & SW QUADRANTS)
- MAINTAIN N-S PEDESTRIAN MOVEMENTS ALONG EAST SIDE OF STH 23
- UTILIZE TEMPORARY CROSSWALKS CONSTRUCTED IN STAGE 1

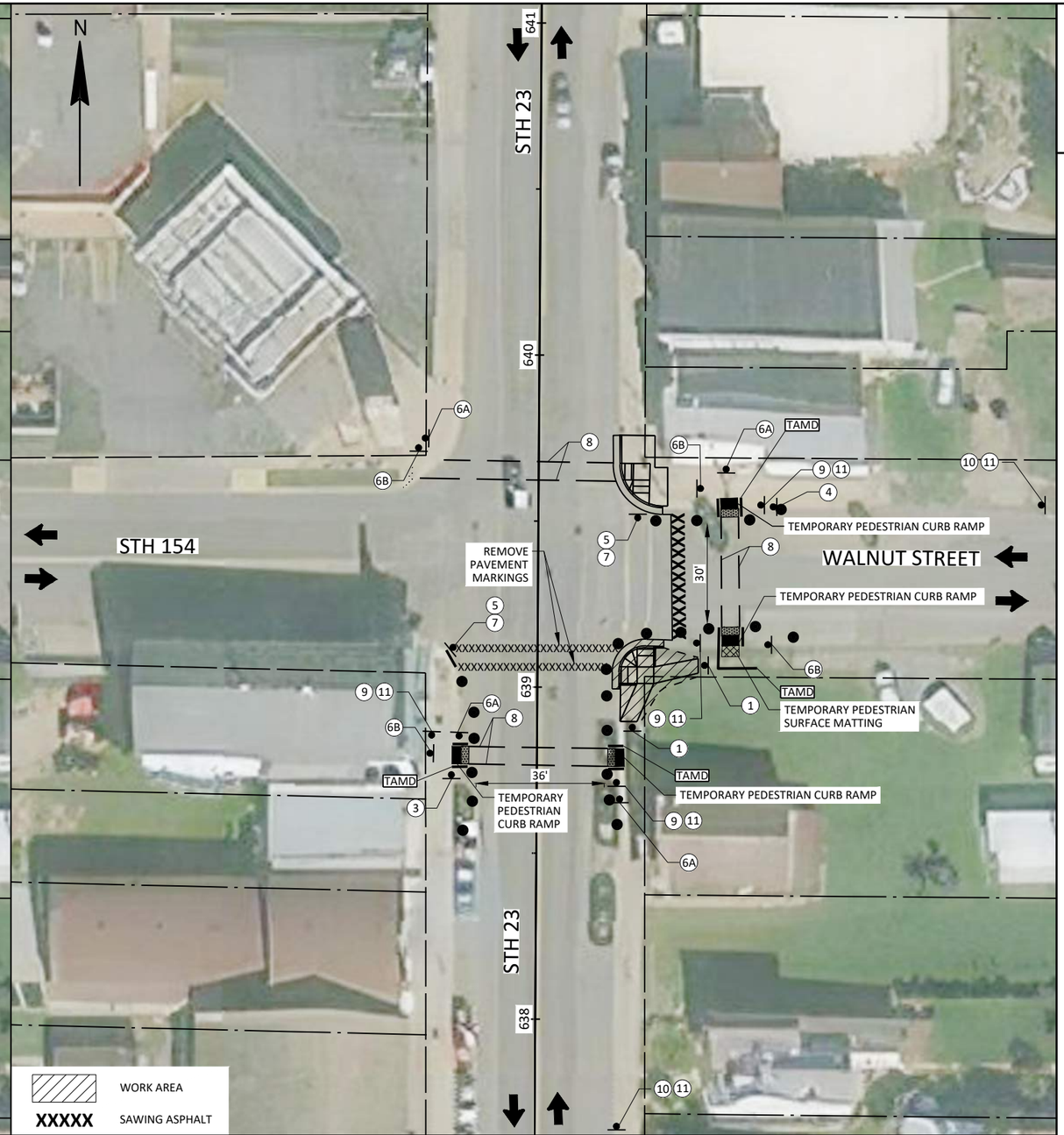
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL - CURB RAMPS STATE STREET	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_TRAFFIC CONTROL - CURB RAMPS.DWG PLOT DATE : 9/19/2024 12:29:13 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 40' LAYOUT : STATE STREET



STAGE 1

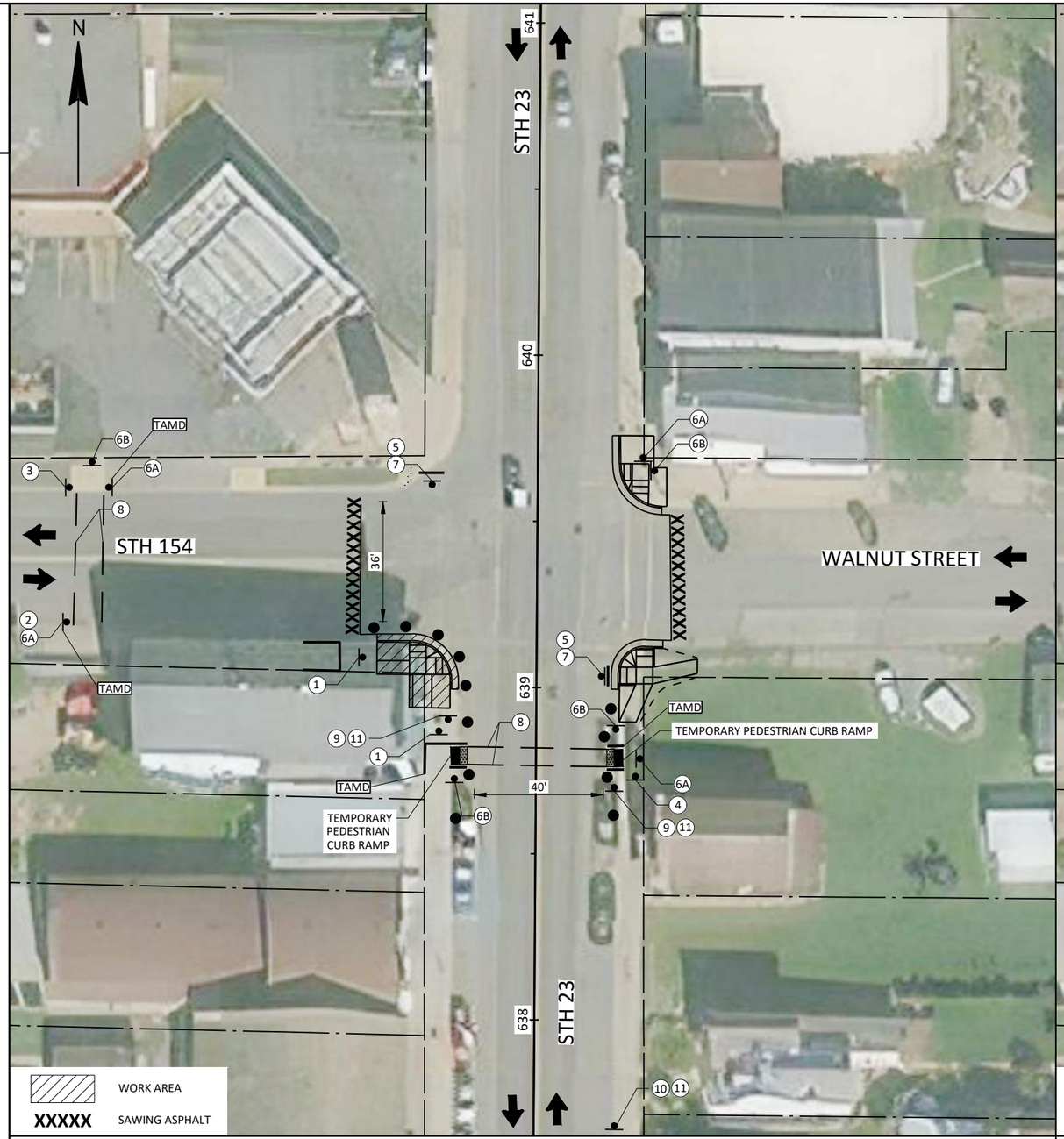
- CONSTRUCT RAMPS ON EAST SIDE OF STH 23 (NE & SE QUADRANTS) ONE AT A TIME
- MAINTAIN N-S PEDESTRIAN MOVEMENTS ALONG WEST SIDE OF STH 23
- INSTALL TEMPORARY CROSSWALKS ON STH 23 NORTH OF WALNUT STREET INTERSECTION AND ON WALNUT STREET EAST OF STH 23 INTERSECTION



STAGE 2

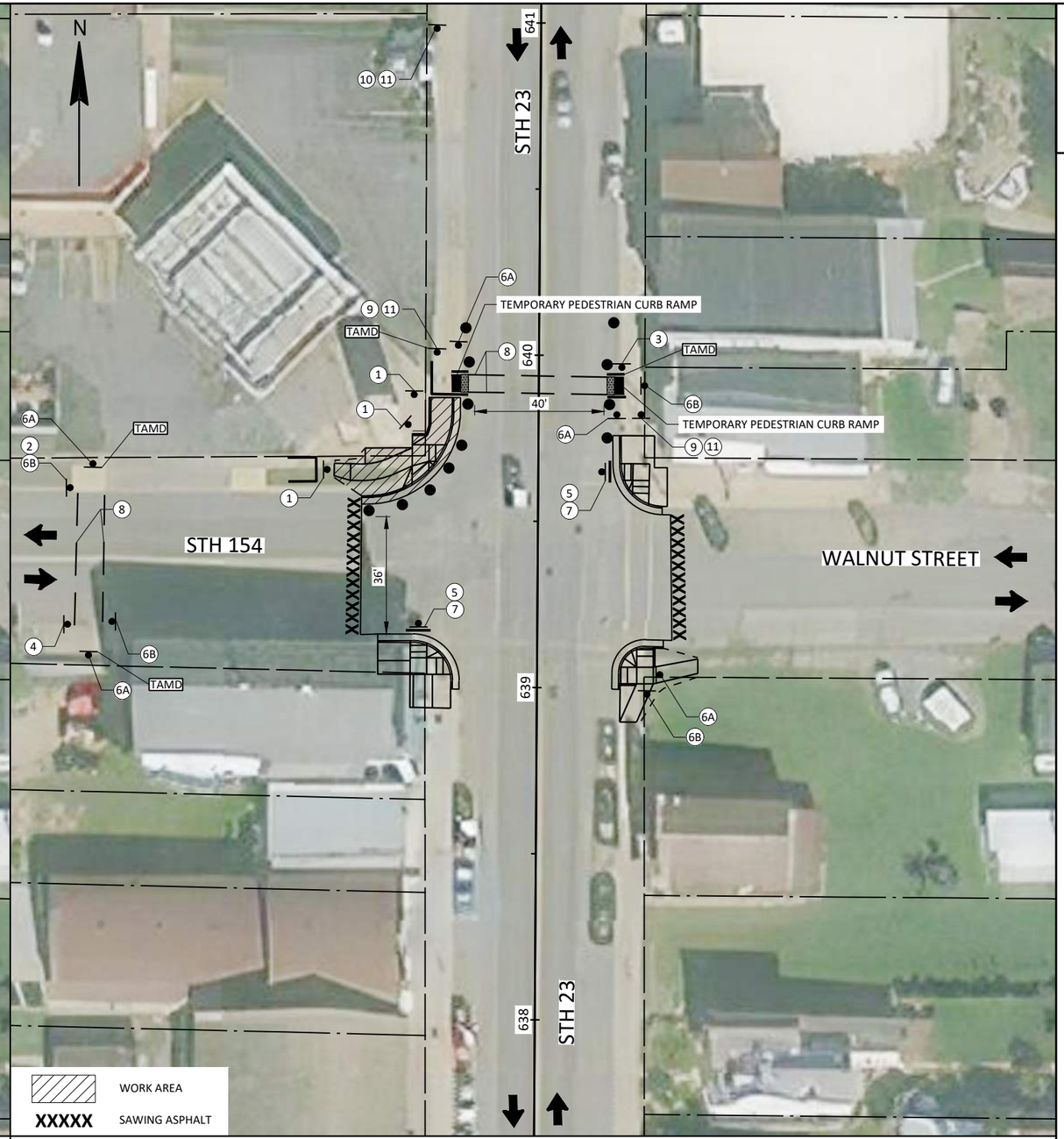
- CONSTRUCT RAMPS ON EAST SIDE OF STH 23 (NE & SE QUADRANTS) ONE AT A TIME
- MAINTAIN N-S PEDESTRIAN MOVEMENTS ALONG WEST SIDE OF STH 23
- REMOVE TEMPORARY CROSSWALK ON STH 23 NORTH OF WALNUT STREET INTERSECTION
- INSTALL TEMPORARY CROSSWALKS ON STH 23 SOUTH OF WALNUT STREET INTERSECTION AND UTILIZE TEMPORARY CROSSWALK ON WALNUT STREET EAST OF STH 23 INTERSECTION CONSTRUCTED IN STAGE 1

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL - CURB RAMPS WALNUT STREET	SHEET 71	E



STAGE 3

- CONSTRUCT RAMPS ON WEST SIDE OF STH 23 (NW & SW QUADRANTS) ONE AT A TIME
- MAINTAIN N-S PEDESTRIAN MOVEMENT ALONG EAST SIDE OF STH 23
- MAINTAIN TEMPORARY CROSSWALK CONSTRUCTED SOUTH OF WALNUT STREET INTERSECTION. REMOVE TEMPORARY CROSSWALK ACROSS WALNUT STREET.

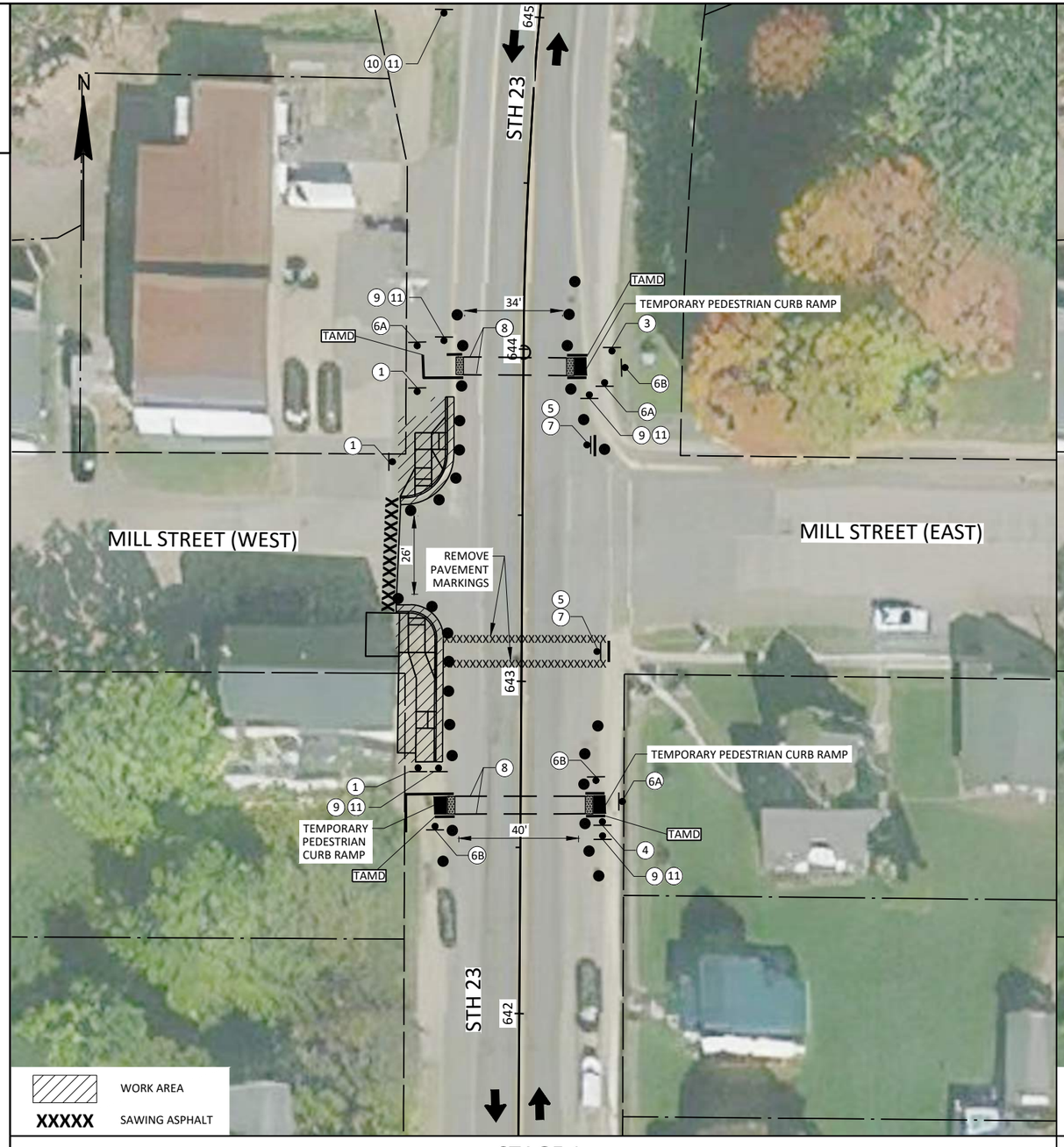


STAGE 4

- CONSTRUCT RAMPS ON WEST SIDE OF STH 23 (NW & SW QUADRANTS) ONE AT A TIME
- MAINTAIN N-S PEDESTRIAN MOVEMENT ALONG EAST SIDE OF STH 23
- MAINTAIN TEMPORARY CROSSWALKS CONSTRUCTED NORTH & SOUTH OF WALNUT STREET INTERSECTION. INSTALL TEMPORARY CROSSWALK ON STH 23 NORTH OF WALNUT STREET INTERSECTION.

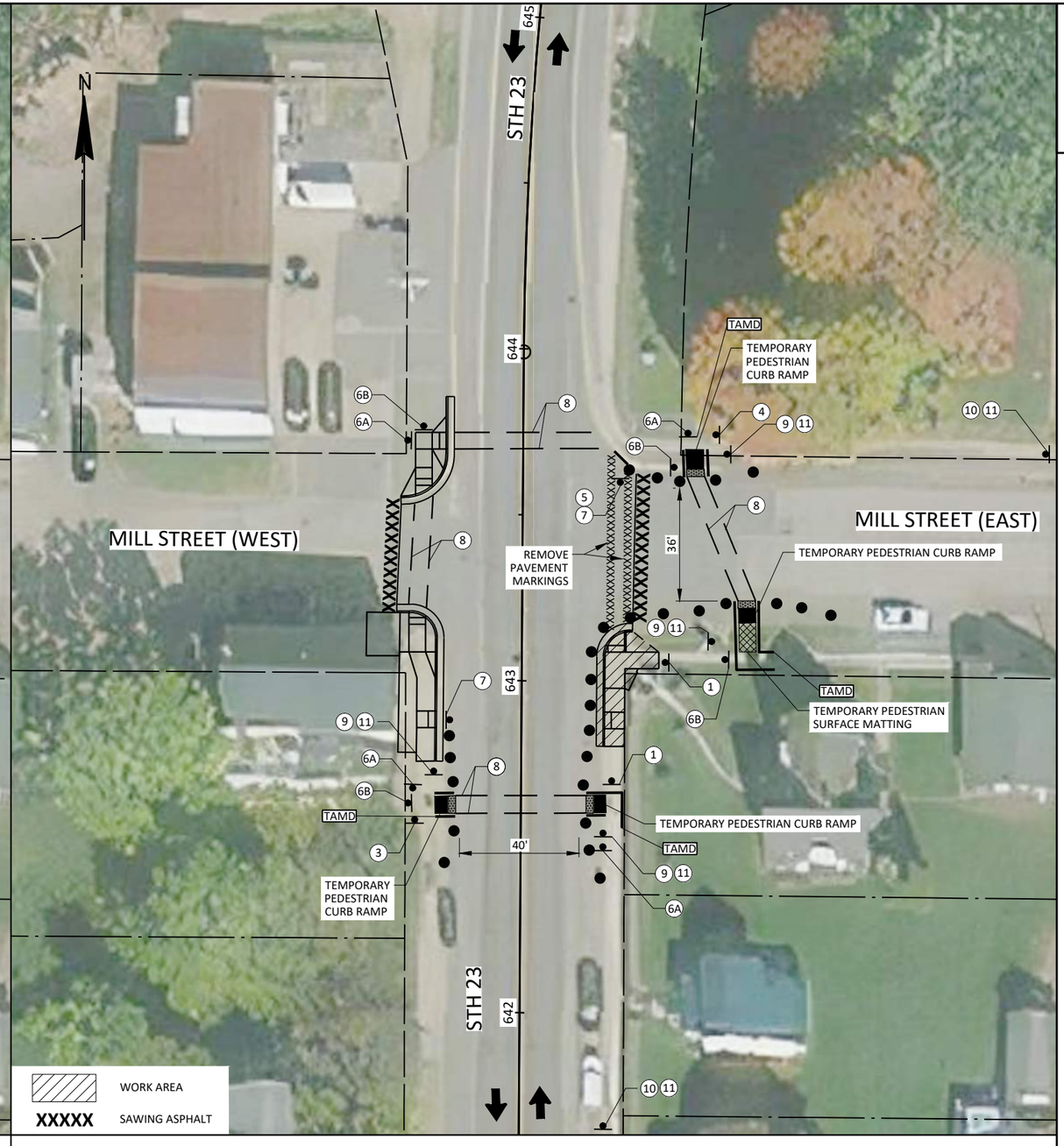
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL - CURB RAMPS WALNUT STREET	SHEET 72	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_TRAFFIC CONTROL - CURB RAMPS.DWG
PLOT DATE : 9/19/2024 12:29:28 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 40'
LAYOUT : WALNUT CONT.



STAGE 1

- CONSTRUCT RAMPS ON WEST SIDE OF STH 23 (NW & SW QUADRANTS)
- MAINTAIN ACCESS TO BUSINESS AT 110 MAIN ST DURING THEIR NORMAL BUSINESS HOURS
- INSTALL TEMPORARY CROSSWALK (CROSSING STH 23) SOUTH OF MILL ST INTERSECTION

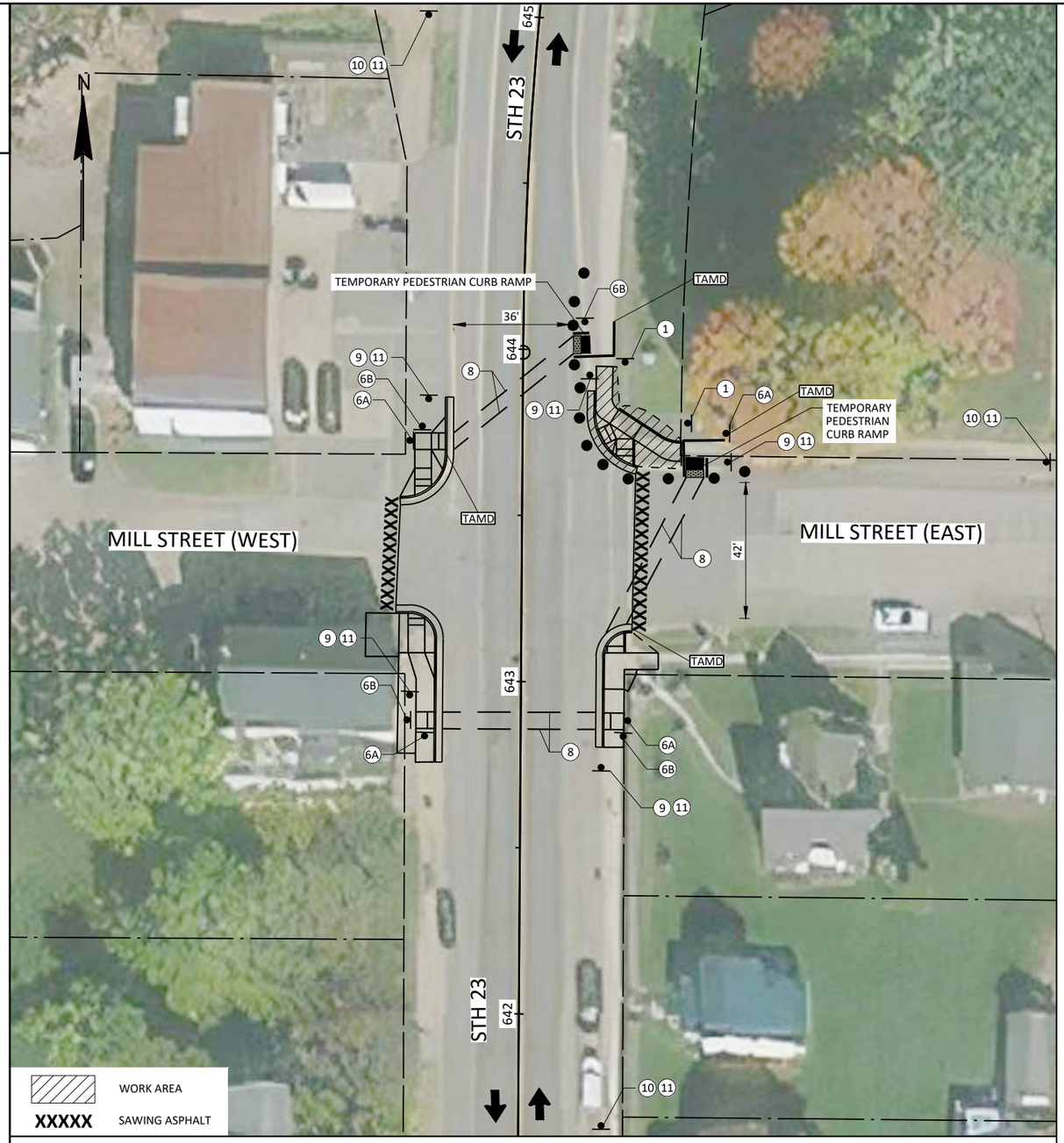


STAGE 2

- CONSTRUCT RAMP IN SE QUADRANT AFTER RAMPS ON WEST SIDE ARE COMPLETED
- UTILIZE TEMPORARY CROSSWALK SOUTH OF MILL ST INTERSECTION
- INSTALL ADDITIONAL TEMPORARY CROSSWALK (CROSSING STH 23) NORTH OF MILL ST & EAST OF INTERSECTION (CROSSING MILL ST)

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL - CURB RAMPS MILL STREET	SHEET 73	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_TRAFFIC CONTROL - CURB RAMPS.DWG PLOT DATE : 9/19/2024 12:29:34 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 40' LAYOUT : MILL STREET



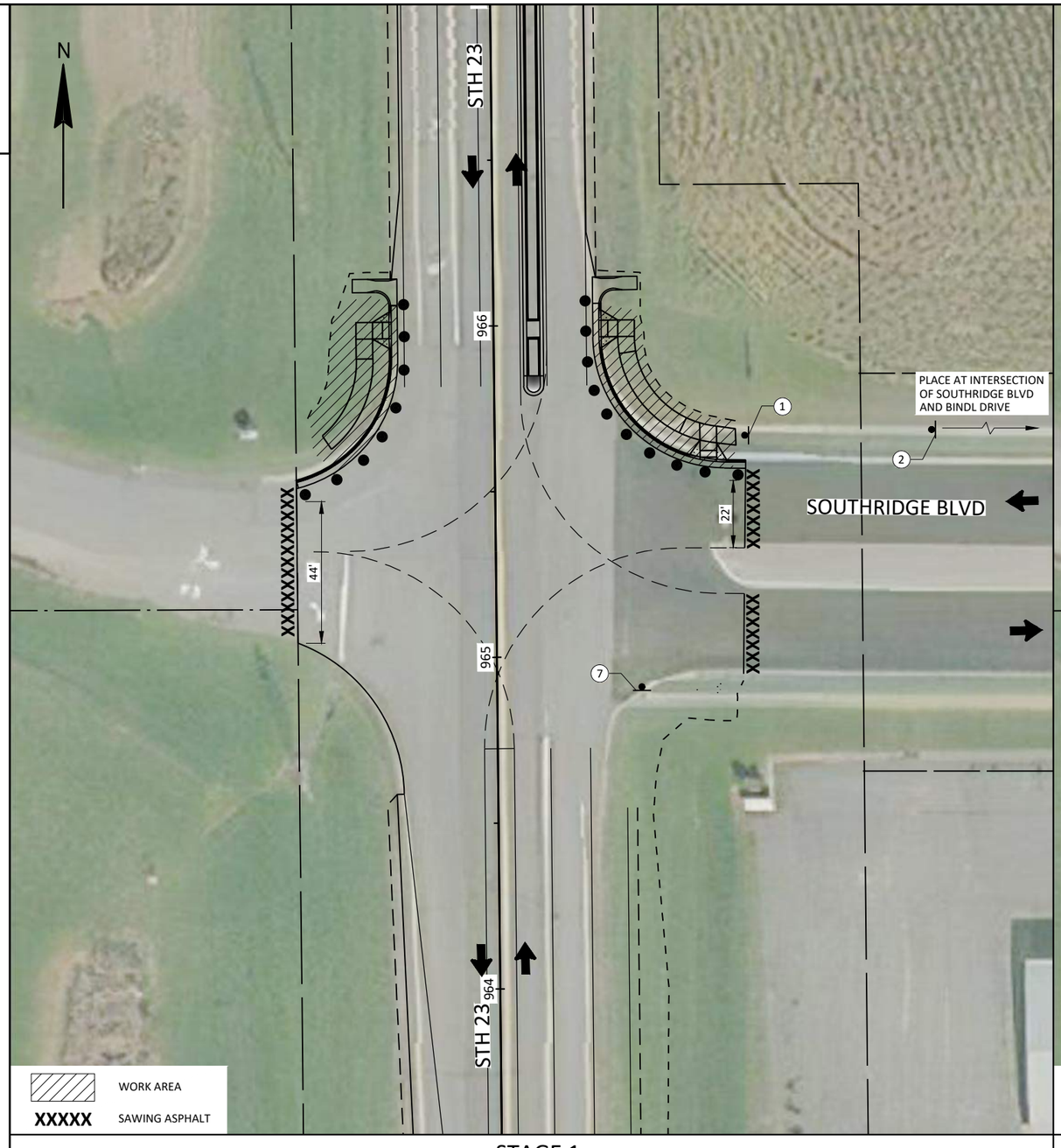
STAGE 3

- CONSTRUCT RAMP IN NE QUADRANT AFTER RAMP IN SE QUADRANT IS COMPLETED
- INSTALL TEMPORARY CROSSWALK (CROSSING STH 23) NORTH OF MILL STREET AND CROSSING MILL STREET (EAST)

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL - CURB RAMPS MILL STREET	SHEET 74	E

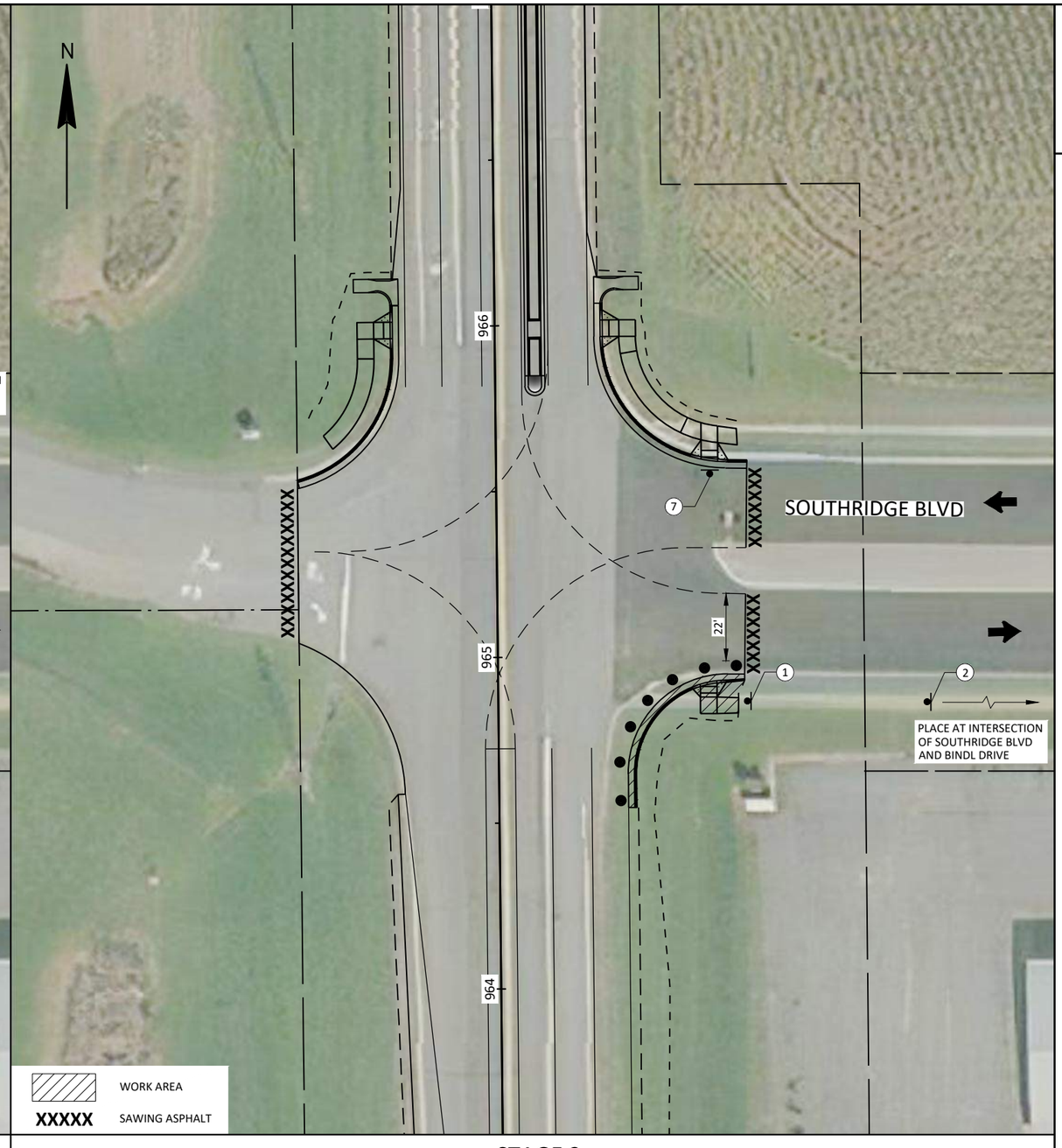
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_TRAFFIC CONTROL - CURB RAMPS.DWG PLOT DATE : 9/23/2024 7:45:37 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 40' LAYOUT : MILL STREET (2)

2



STAGE 1

- CONSTRUCT RAMPS ON NORTH SIDE OF STH 23 (NW & NE QUADRANTS)



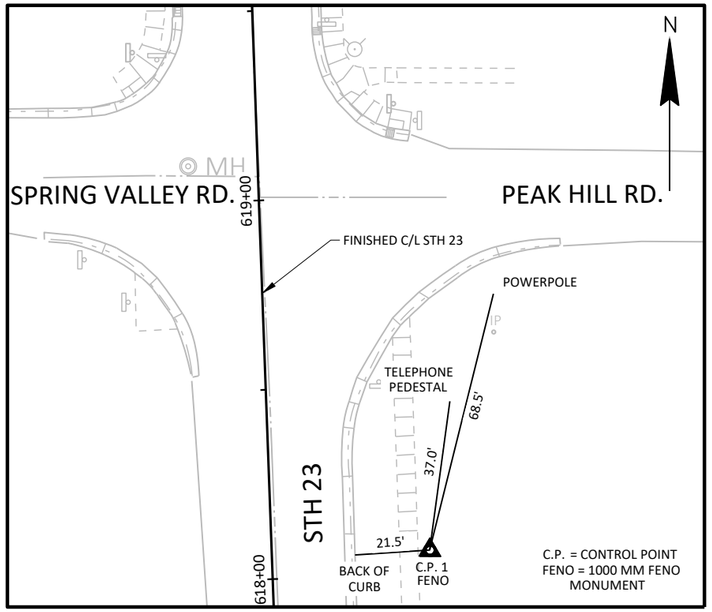
STAGE 2

- CONSTRUCT RAMP ON SOUTH SIDE OF STH 23 (SE QUADRANT)

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL - CURB RAMPS SOUTHRIDGE BLVD	SHEET	E

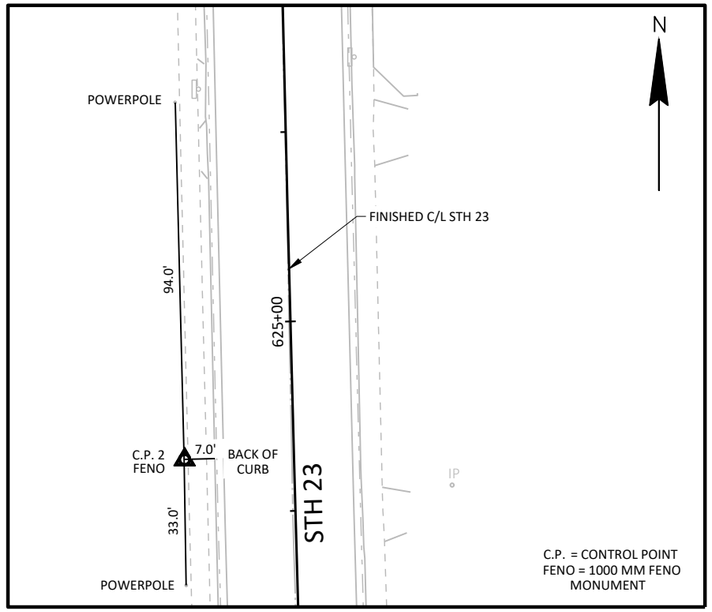
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_TRAFFIC CONTROL - CURB RAMPS.DWG PLOT DATE : 9/19/2024 12:29:43 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 40' LAYOUT : SOUTHRIDGE BLVD

NOTE: CONTROL POINTS TO ALSO BE USED AS BENCHMARKS



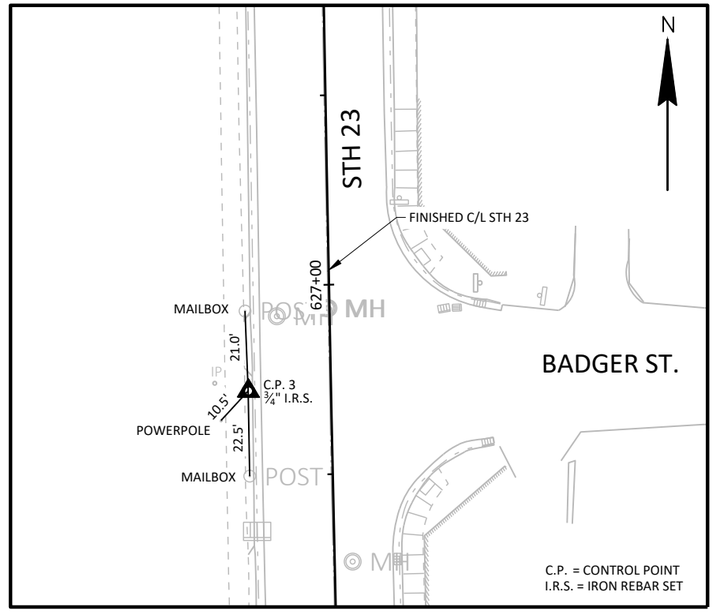
TIES TO C.P. 1

STA. 618+06.15, 41.67' RT.
ELEV. 952.89
Y = 224,231.13
X = 572,757.50



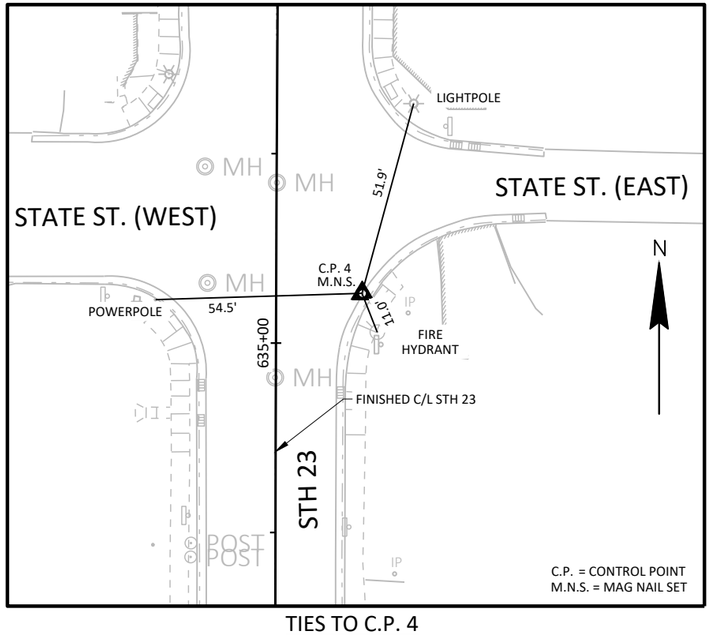
TIES TO C.P. 2

STA. 624+64.37, 29.02' LT.
ELEV. 958.65
Y = 224,886.69
X = 572,665.06



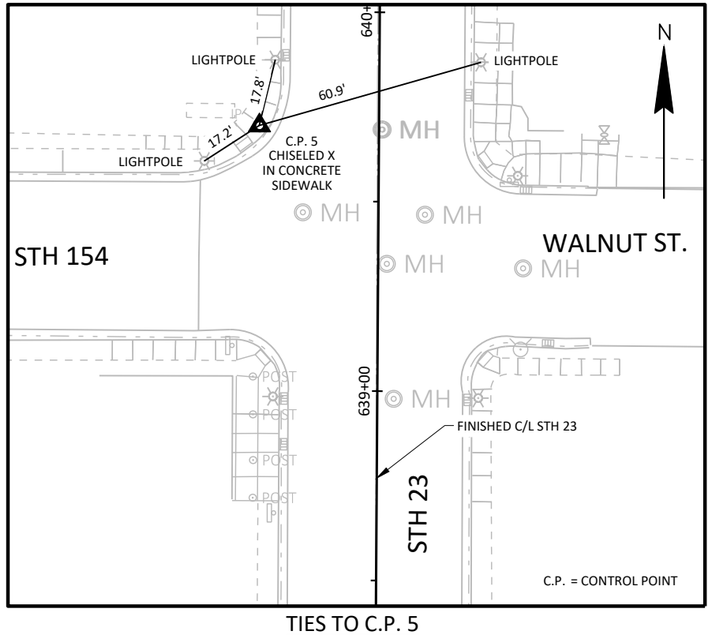
TIES TO C.P. 3

STA. 626+72.41, 21.88' LT.
ELEV. 959.86
Y = 225,094.99
X = 572,667.31



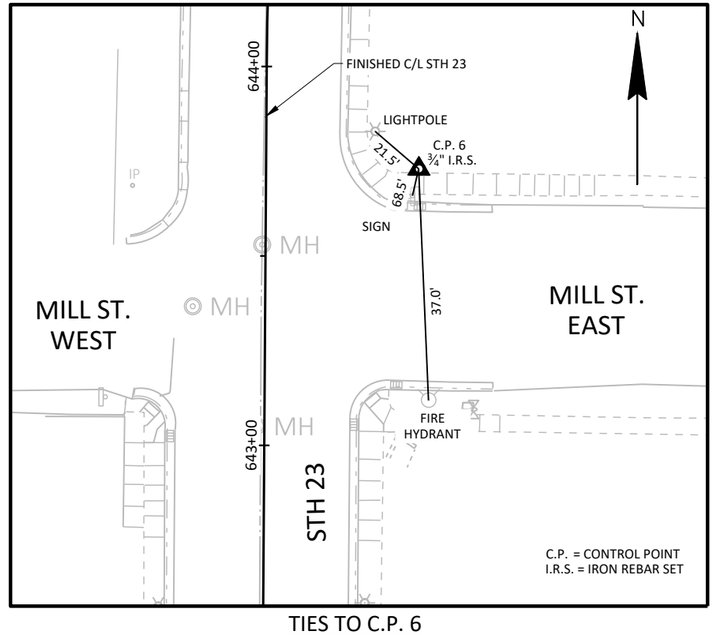
TIES TO C.P. 4

STA. 635+13.21, 22.66' RT.
ELEV. 933.23
Y = 225,936.11
X = 572,704.87



TIES TO C.P. 5

STA. 639+69.92, 31.64' LT.
ELEV. 928.24
Y = 226,393.10
X = 572,653.47

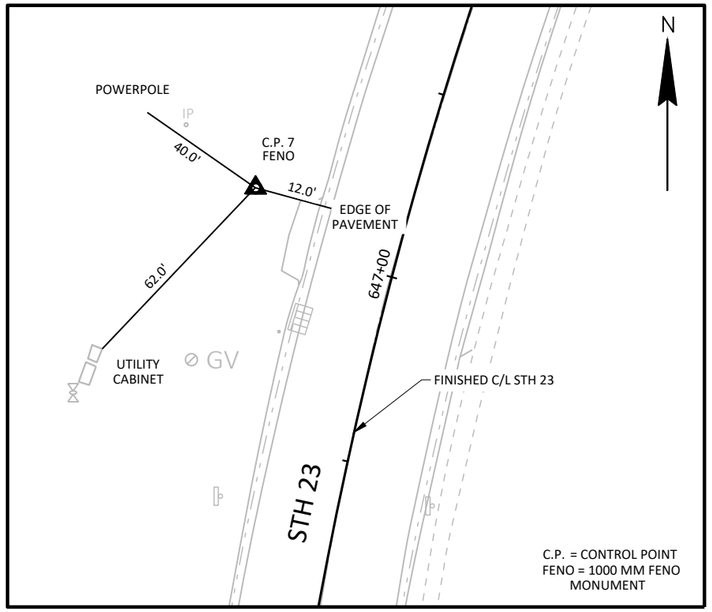


TIES TO C.P. 6

STA. 643+73.26, 40.26' RT.
ELEV. 928.47
Y = 226,795.96
X = 572,728.03

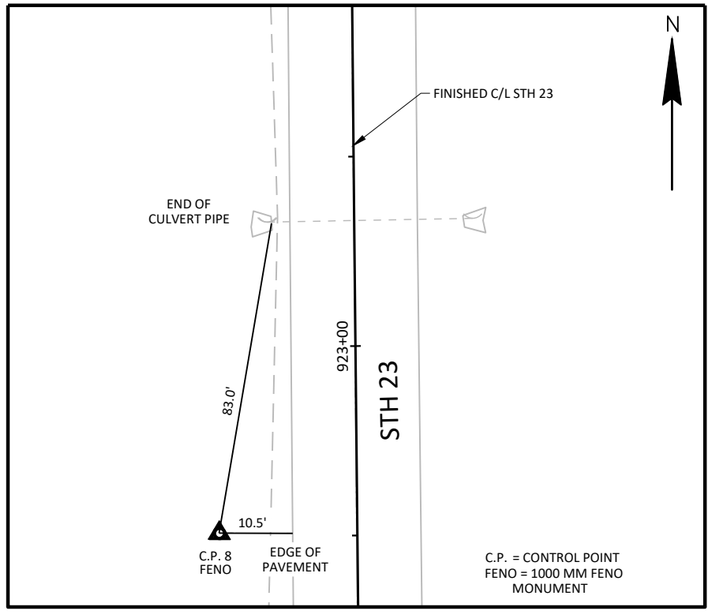
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CONTROL POINT TIES	SHEET 76 E

NOTE: CONTROL POINTS TO ALSO BE USED AS BENCHMARKS



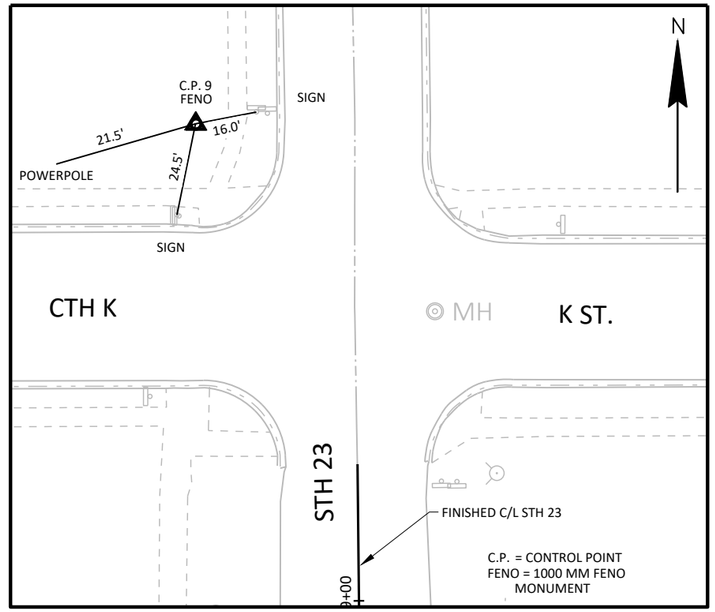
TIES TO C.P. 7

STA. 647+13.25, 40.92' LT.
ELEV. 915.06
Y = 227,143.19
X = 572,691.22



TIES TO C.P. 8

STA. 922+50.98, 36.52' LT.
ELEV. 1026.80
Y = 251,579.54
X = 577,487.79



TIES TO C.P. 9

STA. 980+26.31, 41.88' LT.
ELEV. 893.07
Y = 257,354.52
X = 577,424.07

Estimate Of Quantities

5080-09-73

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	16.000	16.000
0004	203.0100	Removing Small Pipe Culverts	EACH	10.000	10.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	184,000.000	184,000.000
0008	204.0150	Removing Curb & Gutter	LF	1,070.000	1,070.000
0010	204.0155	Removing Concrete Sidewalk	SY	560.000	560.000
0012	204.0165	Removing Guardrail	LF	2,690.000	2,690.000
0014	204.0180	Removing Delineators and Markers	EACH	19.000	19.000
0016	204.0220	Removing Inlets	EACH	3.000	3.000
0018	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	40.000	40.000
0020	204.0245	Removing Storm Sewer (size) 02. 24-Inch	LF	34.000	34.000
0022	204.0245	Removing Storm Sewer (size) 03. 30-Inch	LF	71.000	71.000
0024	205.0100	Excavation Common	CY	14,500.000	14,500.000
0026	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5080-09-73	EACH	1.000	1.000
0028	213.0100	Finishing Roadway (project) 01. 5080-09-73	EACH	1.000	1.000
0030	305.0110	Base Aggregate Dense 3/4-Inch	TON	19,350.000	19,350.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	19,000.000	19,000.000
0034	305.0130	Base Aggregate Dense 3-Inch	TON	23,600.000	23,600.000
0036	371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH	23.000	23.000
0038	415.1120	Concrete Pavement HES 12-Inch	SY	35.000	35.000
0040	416.0610	Drilled Tie Bars	EACH	18.000	18.000
0042	455.0605	Tack Coat	GAL	9,300.000	9,300.000
0044	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0046	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0048	460.2005	Incentive Density PWL HMA Pavement	DOL	33,710.000	33,710.000
0050	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	16,420.000	16,420.000
0052	460.2010	Incentive Air Voids HMA Pavement	DOL	57,050.000	57,050.000
0054	460.6223	HMA Pavement 3 MT 58-28 S	TON	31,100.000	31,100.000
0056	460.6224	HMA Pavement 4 MT 58-28 S	TON	25,950.000	25,950.000
0058	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	90.000	90.000
0060	465.0315	Asphaltic Flumes	SY	60.000	60.000
0062	465.0520	Asphaltic Rumble Strips, Shoulder	LF	63,550.000	63,550.000
0064	465.0560	Asphaltic Rumble Strips, Centerline	LF	29,900.000	29,900.000
0066	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	6.000	6.000
0068	520.1030	Apron Endwalls for Culvert Pipe 30-Inch	EACH	2.000	2.000
0070	520.1036	Apron Endwalls for Culvert Pipe 36-Inch	EACH	4.000	4.000
0072	520.3318	Culvert Pipe Class III-A 18-Inch	LF	98.000	98.000
0074	520.3336	Culvert Pipe Class III-A 36-Inch	LF	110.000	110.000
0076	520.4130	Culvert Pipe Class IV 30-Inch	LF	68.000	68.000
0078	520.4136	Culvert Pipe Class IV 36-Inch	LF	78.000	78.000
0080	520.8500	Pipe Cattle Pass	LF	84.000	84.000
0082	520.8700	Cleaning Culvert Pipes	EACH	1.000	1.000
0084	521.1228	Apron Endwalls for Pipe Arch Steel 28x20-Inch	EACH	2.000	2.000
0086	521.3728	Pipe Arch Corrugated Steel 28x20-Inch	LF	78.000	78.000
0088	522.0436	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	168.000	168.000
0090	522.0448	Culvert Pipe Reinforced Concrete Class IV 48-Inch	LF	162.000	162.000
0092	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0094	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0096	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000
0098	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	2.000	2.000

5080-09-73

Line	Item	Item Description	Unit	Total	Qty
0100	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	390.000	390.000
0102	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	855.000	855.000
0104	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	210.000	210.000
0106	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	60.000	60.000
0108	601.0590	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	LF	40.000	40.000
0110	601.0600	Concrete Curb Pedestrian	LF	95.000	95.000
0112	602.0405	Concrete Sidewalk 4-Inch	SF	590.000	590.000
0114	602.0410	Concrete Sidewalk 5-Inch	SF	5,920.000	5,920.000
0116	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	330.000	330.000
0118	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	113.880	113.880
0120	602.3010	Concrete Surface Drains	CY	4.000	4.000
0122	606.0300	Riprap Heavy	CY	120.000	120.000
0124	608.0005	Storm Sewer Rock Excavation	CY	2.000	2.000
0126	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	41.000	41.000
0128	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	5.000	5.000
0130	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	52.000	52.000
0132	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	67.000	67.000
0134	611.0639	Inlet Covers Type H-S	EACH	1.000	1.000
0136	611.0666	Inlet Covers Type Z	EACH	2.000	2.000
0138	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0140	611.3003	Inlets 3-FT Diameter	EACH	1.000	1.000
0142	611.3004	Inlets 4-FT Diameter	EACH	1.000	1.000
0144	611.8110	Adjusting Manhole Covers	EACH	19.000	19.000
0146	611.8115	Adjusting Inlet Covers	EACH	4.000	4.000
0148	614.0010	Barrier System Grading Shaping Finishing	EACH	16.000	16.000
0150	614.0200	Steel Thrie Beam Structure Approach	LF	84.000	84.000
0152	614.0305	Steel Plate Beam Guard Class A	LF	50.000	50.000
0154	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	4.000	4.000
0156	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	25.000	25.000
0158	614.2300	MGS Guardrail 3	LF	330.000	330.000
0160	614.2330	MGS Guardrail 3 K	LF	1,140.000	1,140.000
0162	614.2340	MGS Guardrail 3 L	LF	115.000	115.000
0164	614.2350	MGS Guardrail Short Radius	LF	50.000	50.000
0166	614.2500	MGS Thrie Beam Transition	LF	320.000	320.000
0168	614.2610	MGS Guardrail Terminal EAT	EACH	15.000	15.000
0170	614.2630	MGS Guardrail Short Radius Terminal	EACH	1.000	1.000
0172	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5080-09-73	EACH	1.000	1.000
0174	619.1000	Mobilization	EACH	1.000	1.000
0176	620.0300	Concrete Median Sloped Nose	SF	64.000	64.000
0178	624.0100	Water	MGAL	950.000	950.000
0180	625.0100	Topsoil	SY	3,150.000	3,150.000
0182	625.0500	Salvaged Topsoil	SY	1,750.000	1,750.000
0184	628.1504	Silt Fence	LF	9,500.000	9,500.000
0186	628.1520	Silt Fence Maintenance	LF	19,000.000	19,000.000
0188	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0190	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0192	628.2004	Erosion Mat Class I Type B	SY	4,950.000	4,950.000
0194	628.7005	Inlet Protection Type A	EACH	3.000	3.000
0196	628.7015	Inlet Protection Type C	EACH	39.000	39.000

5080-09-73

Line	Item	Item Description	Unit	Total	Qty
0198	628.7504	Temporary Ditch Checks	LF	420.000	420.000
0200	628.7555	Culvert Pipe Checks	EACH	80.000	80.000
0202	629.0210	Fertilizer Type B	CWT	4.000	4.000
0204	630.0130	Seeding Mixture No. 30	LB	75.000	75.000
0206	630.0140	Seeding Mixture No. 40	LB	157.000	157.000
0208	630.0170	Seeding Mixture No. 70	LB	10.000	10.000
0210	630.0200	Seeding Temporary	LB	40.000	40.000
0212	630.0500	Seed Water	MGAL	120.000	120.000
0214	633.5100	Markers ROW	EACH	33.000	33.000
0216	633.5200	Markers Culvert End	EACH	16.000	16.000
0218	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	12.000	12.000
0220	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	11.000	11.000
0222	637.2230	Signs Type II Reflective F	SF	59.000	59.000
0224	638.2102	Moving Signs Type II	EACH	28.000	28.000
0226	638.2602	Removing Signs Type II	EACH	2.000	2.000
0228	638.3000	Removing Small Sign Supports	EACH	22.000	22.000
0230	642.5001	Field Office Type B	EACH	1.000	1.000
0232	643.0300	Traffic Control Drums	DAY	2,324.000	2,324.000
0234	643.0420	Traffic Control Barricades Type III	DAY	6,078.000	6,078.000
0236	643.0705	Traffic Control Warning Lights Type A	DAY	6,000.000	6,000.000
0238	643.0715	Traffic Control Warning Lights Type C	DAY	2,324.000	2,324.000
0240	643.0900	Traffic Control Signs	DAY	66,412.000	66,412.000
0242	643.0920	Traffic Control Covering Signs Type II	EACH	42.000	42.000
0244	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0246	643.3165	Temporary Marking Line Paint 6-Inch	LF	61,500.000	61,500.000
0248	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	61,500.000	61,500.000
0250	643.3205	Temporary Marking Line Paint 8-Inch	LF	1,670.000	1,670.000
0252	643.5000	Traffic Control	EACH	1.000	1.000
0254	644.1440	Temporary Pedestrian Surface Matting	SF	230.000	230.000
0256	644.1601	Temporary Pedestrian Curb Ramp	DAY	294.000	294.000
0258	644.1605	Temporary Pedestrian Detectable Warning Field	SF	330.000	330.000
0260	644.1810	Temporary Pedestrian Barricade	LF	1,165.000	1,165.000
0262	645.0120	Geotextile Type HR	SY	300.000	300.000
0264	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	148,700.000	148,700.000
0266	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	1,700.000	1,700.000
0268	646.5020	Marking Arrow Epoxy	EACH	16.000	16.000
0270	646.5120	Marking Word Epoxy	EACH	8.000	8.000
0272	646.6120	Marking Stop Line Epoxy 18-Inch	LF	190.000	190.000
0274	646.7120	Marking Diagonal Epoxy 12-Inch	LF	900.000	900.000
0276	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,720.000	1,720.000
0278	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	115.000	115.000
0280	646.8120	Marking Curb Epoxy	LF	670.000	670.000
0282	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000
0284	646.9002	Marking Removal Line 6-Inch	LF	945.000	945.000
0286	648.0100	Locating No-Passing Zones	MI	8.110	8.110
0288	650.4000	Construction Staking Storm Sewer	EACH	5.000	5.000
0290	650.4500	Construction Staking Subgrade	LF	5,950.000	5,950.000
0292	650.5000	Construction Staking Base	LF	5,950.000	5,950.000
0294	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,650.000	1,650.000

5080-09-73

Line	Item	Item Description	Unit	Total	Qty
0296	650.6000	Construction Staking Pipe Culverts	EACH	7.000	7.000
0298	650.7000	Construction Staking Concrete Pavement	LF	20.000	20.000
0300	650.8000	Construction Staking Resurfacing Reference	LF	36,450.000	36,450.000
0302	650.8501	Construction Staking Electrical Installations (project) 01. 5080-09-73	EACH	1.000	1.000
0304	650.9000	Construction Staking Curb Ramps	EACH	40.000	40.000
0306	650.9500	Construction Staking Sidewalk (project) 01. 5080-09-73	EACH	1.000	1.000
0308	650.9911	Construction Staking Supplemental Control (project) 01. 5080-09-73	EACH	1.000	1.000
0310	650.9920	Construction Staking Slope Stakes	LF	5,950.000	5,950.000
0312	654.0101	Concrete Bases Type 1	EACH	1.000	1.000
0314	654.0102	Concrete Bases Type 2	EACH	2.000	2.000
0316	657.0100	Pedestal Bases	EACH	1.000	1.000
0318	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	2.000	2.000
0320	657.0305	Poles Type 2	EACH	2.000	2.000
0322	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	1.000	1.000
0324	657.0585	Trombone Arms 15-FT	EACH	1.000	1.000
0326	657.0595	Trombone Arms 25-FT	EACH	1.000	1.000
0328	658.0500	Pedestrian Push Buttons	EACH	2.000	2.000
0330	690.0150	Sawing Asphalt	LF	1,150.000	1,150.000
0332	690.0250	Sawing Concrete	LF	650.000	650.000
0334	740.0440	Incentive IRI Ride	DOL	31,100.000	31,100.000
0336	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,500.000	2,500.000
0338	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,520.000	3,520.000
0340	SPV.0045	Special 01. Temporary Audible Message Device	DAY	350.000	350.000
0342	SPV.0060	Special 01. Marking Yield Line Epoxy 36-Inch	EACH	15.000	15.000
0344	SPV.0060	Special 04. Remove and Replace Parking Blocks	EACH	3.000	3.000
0346	SPV.0060	Special 05. Rectangular Rapid Flashing Beacon (RRFB) System	EACH	6.000	6.000
0348	SPV.0060	Special 06. Thermal Pedestrian Detector	EACH	3.000	3.000
0350	SPV.0060	Special 08. Verify Landmark Reference Monuments	EACH	2.000	2.000
0352	SPV.0060	Special 09. Landmark Reference Monuments Special	EACH	2.000	2.000
0354	SPV.0060	Special 10. Verify and Replace Existing Land Parcel Monuments	EACH	19.000	19.000
0356	SPV.0060	Special 11. Research and Locate Existing Land Parcel Monuments	EACH	19.000	19.000
0358	SPV.0060	Special 13. Adjusting Water Valves	EACH	25.000	25.000
0360	SPV.0060	Special 14. Adjusting Sanitary Manhole Covers	EACH	10.000	10.000
0362	SPV.0060	Special 15. Adjusting Curb Boxes	EACH	4.000	4.000
0364	SPV.0090	Special 01. Survey Existing Slope Elevations	LF	4,650.000	4,650.000

3

GRUBBING

STATION - STATION	LOCATION	GRUBBING 201.0205 (STA.)
866+00 - 874+00	MAINLINE	8
874+00 - 875+00	MAINLINE, LT.	1
891+00 - 892+00	MAINLINE, RT.	1
914+00 - 916+00	MAINLINE, LT.	2
931+00 - 932+00	MAINLINE, RT.	1
932+00 - 933+00	MAINLINE	1
934+00 - 936+00	MAINLINE	2
	TOTALS =	16

REMOVING SMALL PIPE CULVERTS & REMOVING DELINEATORS AND MARKERS

STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS (EACH)	*204.0180 REMOVING DELINEATORS AND MARKERS (EACH)	DESCRIPTION
586+36	MAINLINE	1	2	48" CMP; L = 67'
587+02	MAINLINE, RT.	1	-	18" CMP; L = 27'
766+71	MAINLINE	1	2	24" CMP; L = 73'
786+10	MAINLINE	1	2	30" CMP; L = 81'
869+96	MAINLINE	1	2	36" CULVERT PIPE STEEL; L = 141'
870+04	MAINLINE	1	2	36" CMP; L = 141'
870+04	MAINLINE	1	-	18" CMP; L = 145'
881+03	MAINLINE	1	2	30" CMP; L = 54'
891+60	MAINLINE	1	2	28X28-INCH CSPA; L = 67'
935+00	MAINLINE	1	2	36" CMP; L = 114'
	TOTALS =	10	16	

*MORE LISTED ELSEWHERE

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

REMOVING ASPHALTIC SURFACE MILLING

STATION - STATION	LOCATION	204.0120 (SY)
551+15 - 619+14	MAINLINE	26,550
619+14- 635+50	MAINLINE	6,400
635+50 - 643+62	MAINLINE	4,300
643+62- 650+57.79	MAINLINE	3,300
651+89.81 - 802+85.22	MAINLINE	62,970
804+45.78 - 817+68.16	MAINLINE	5,400
818+48.73 - 932+94.51	MAINLINE	46,900
933+79.19 - 979+36.05	MAINLINE	22,500
-	SIDEROADS	5,100
-	DRIVEWAYS	580
	TOTAL =	184,000

3

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 (LF)
619+01	PEAK HILL ROAD - SE QUAD	62
619+01	PEAK HILL ROAD - NE QUAD	51
619+06	SPRING VALLEY ROAD - SW QUAD	62
619+06	SPRING VALLEY ROAD - NW QUAD	45
626+77	BADGER STREET - SE QUAD	45
626+77	BADGER STREET - NE QUAD	49
626+77	BADGER STREET - W SIDE	30
635+35	STATE STREET - SW QUAD	31
635+35	STATE STREET - NW QUAD	38
635+35	STATE STREET - SE QUAD	42
635+35	STATE STREET - NE QUAD	35
639+35	WALNUT STREET - SW QUAD	36
639+35	WALNUT STREET - NW QUAD	47
639+35	WALNUT STREET - SE QUAD	27
639+35	WALNUT STREET - NE QUAD	30
643+38	MILL STREET - SW QUAD	44
643+38	MILL STREET - NW QUAD	42
643+38	MILL STREET - SE QUAD	41
643+38	MILL STREET - NE QUAD	30
890+56	CTH S - NW QUAD	77
-	SOUTH ENTRANCE REEDSBURG HS - NW QUAD	56
-	SOUTHRIDGE BLVD - SE QUAD	72
-	SOUTHRIDGE BLVD - NE QUAD	78
	TOTAL =	1,070

REMOVING CONCRETE SIDEWALK

STATION - STATION	LOCATION	204.0155 (SY)
619+01	PEAK HILL ROAD - SE QUAD	19
619+01	PEAK HILL ROAD - NE QUAD	32
619+06	SPRING VALLEY ROAD - SW QUAD	11
619+06	SPRING VALLEY ROAD - NW QUAD	24
626+77	BADGER STREET - SE QUAD	20
626+77	BADGER STREET - NE QUAD	24
626+77	BADGER STREET - W SIDE	16
635+35	STATE STREET - SW QUAD	19
635+35	STATE STREET - NW QUAD	34
635+35	STATE STREET - SE QUAD	26
635+35	STATE STREET - NE QUAD	17
639+35	WALNUT STREET - SW QUAD	29
639+35	WALNUT STREET - NW QUAD	40
639+35	WALNUT STREET - SE QUAD	21
639+35	WALNUT STREET - NE QUAD	25
643+38	MILL STREET - SW QUAD	42
643+38	MILL STREET - SE QUAD	31
643+38	MILL STREET - NE QUAD	27
649+70 - 650+73	MAINLINE, RT.	54
651+76 - 651+95	MAINLINE, RT.	17
-	SOUTHRIDGE BLVD - SE QUAD	17
-	SOUTHRIDGE BLVD - NE QUAD	15
	TOTAL =	560

REMOVING GUARDRAIL

STATION - STATION	LOCATION	204.0165 (LF)
650+02 - 650+73	MAINLINE, LT.	72
649+76 - 650+73	MAINLINE, RT.	96
651+75 - 652+71	MAINLINE, LT.	96
651+75 - 652+46	MAINLINE, RT.	72
801+74 - 803+06	MAINLINE, LT.	133
801+74 - 803+06	MAINLINE, RT.	133
804+26 - 805+58	MAINLINE, LT.	133
804+26 - 805+58	MAINLINE, RT.	133
867+98 - 873+58	MAINLINE, LT.	558
867+86 - 873+23	MAINLINE, RT.	545
914+90 - 915+63	MAINLINE, LT.	79
914+32 - 915+86	MAINLINE, RT.	155
931+68 - 932+95	MAINLINE, LT.	127
931+68 - 932+95	MAINLINE, RT.	128
933+79 - 934+94	MAINLINE, LT.	115
933+79 - 934+94	MAINLINE, RT.	115
	TOTALS =	2690

REMOVING INLETS & REMOVING STORM SEWER

STATION - STATION	LOCATION	204.0220 REMOVING INLETS (EACH)	204.0245 REMOVING STORM SEWER (LF)	*204.0180 REMOVING DELINEATORS AND MARKERS (EACH)	DESCRIPTION
619+16	MAINLINE, 35.0' RT.	1	-	-	-
619+16 - 619+44	MAINLINE, RT.	-	34	-	24" RCCP/STEEL STORM SEWER PIPE
618+48 - 619+16	MAINLINE, RT.	-	71	1	30" STEEL STORM SEWER PIPE
804+30	MAINLINE, LT.	1	20	1	12" CMP STORM SEWER PIPE
804+30	MAINLINE, RT.	1	20	1	12" CMP STORM SEWER PIPE
	TOTALS =	3	145	3	

*MORE LISTED ELSEWHERE

3

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	305.0130 BASE AGGREGATE DENSE 3-INCH (TON)	371.2000.S QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION (EACH)
551+15 - 619+14	MAINLINE	1720	-	-	-
612+75 - 619+14	MAINLINE	-	1450	2300	4
619+14 - 635+50	MAINLINE	-	3670	5900	4
635+50 - 658+00	MAINLINE	-	5440	8650	8
651+76 - 658+00	MAINLINE	170	-	-	-
658+00 - 667+50	MAINLINE	520	-	-	-
667+50 - 670+00	MAINLINE	140	640	1020	4
670+00 - 951+75	MAINLINE	14870	-	-	-
951+75 - 965+25	MAINLINE	580	-	-	-
965+25 - 969+82	MAINLINE	180	-	-	-
969+82 - 979+36.05	MAINLINE	430	-	-	-
619+01	PEAK HILL ROAD - SE QUAD	12	40	-	-
619+01	PEAK HILL ROAD - NE QUAD	14	35	-	-
619+06	SPRING VALLEY ROAD - SW QUAD	12	40	-	-
619+06	SPRING VALLEY ROAD - NW QUAD	12	25	-	-
626+77	BADGER STREET - SE QUAD	7	25	-	-
626+77	BADGER STREET - NE QUAD	9	30	-	-
626+77	BADGER STREET - W SIDE	7	20	-	-
635+35	STATE STREET - SW QUAD	7	20	-	-
635+35	STATE STREET - NW QUAD	14	20	-	-
635+35	STATE STREET - SE QUAD	12	25	-	-
635+35	STATE STREET - NE QUAD	6	20	-	-
639+35	WALNUT STREET - SW QUAD	22	20	-	-
639+35	WALNUT STREET - NW QUAD	9	30	-	-
639+35	WALNUT STREET - SE QUAD	12	15	-	-
639+35	WALNUT STREET - NE QUAD	14	20	-	-
643+38	MILL STREET - SW QUAD	22	35	-	-
643+38	MILL STREET - NW QUAD	9	25	-	-
643+38	MILL STREET - SE QUAD	12	20	-	-
643+38	MILL STREET - NE QUAD	14	20	-	-
649+70 - 650+73	MAINLINE, RT.	29	-	-	-
651+76 - 651+95	MAINLINE, RT.	6	-	-	-
	SOUTH ENTRANCE REEDSBURG HS - NW QUAD	11	-	-	-
-	SOUTHRIDGE BLVD - SE QUAD	4	-	-	-
-	SOUTHRIDGE BLVD - NE QUAD	16	-	-	-
951+75 - 965+25	MAINLINE, RT. - TURN LANE	-	1940	2740	3
965+79 - 967+85	MAINLINE, RT. - MEDIAN	30	130	200	-
586+36	MAINLNE - CROSSDRAIN CULVERT REPLACEMENT	-	150	290	-
766+71	MAINLNE - CROSSDRAIN CULVERT REPLACEMENT	-	155	290	-
786+10	MAINLNE - CROSSDRAIN CULVERT REPLACEMENT	-	220	420	-
869+96	MAINLNE - CROSSDRAIN CULVERT REPLACEMENT	-	450	780	-
881+03	MAINLNE - CROSSDRAIN CULVERT REPLACEMENT	-	130	240	-
891+55	MAINLNE - CROSSDRAIN CULVERT REPLACEMENT	-	100	180	-
935+00	MAINLNE - CROSSDRAIN CULVERT REPLACEMENT	-	190	590	-
-	DRIVEWAYS	418	-	-	-
	TOTALS =	19350	15150	23600	23

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

3

EARTHWORK SUMMARY

CATEGORY	STATION - STATION	LOCATION	(1) 205.0100 COMMON EXCAVATION CUT (2) (CY)	AVAILABLE MATERIAL (3) (CY)	UNEXPANDED FILL (CY)	EXPANDED FILL (4) (CY) FACTOR (1.25)	MASS ORDINATE +/- (CY) (5)	WASTE (CY)
010	612+75 - 670+00	MAINLINE - SUBGRADE IMPROVEMENT	12514	12,514	0	0	12,514	12,514
	951+75 - 964+64	MAINLINE - RIGHT TURN LANE	1716	1,716	478	600	1,116	1,116
	965+79 - 967+85	MAINLINE - MEDIAN	150	150	0	0	150	150
	-	P.E./C.E./F.E.	120	120	0	0	120	120
		SUBTOTALS =	14,500	14,500	478	600	13,900	13,900
		TOTALS =	14,500	14,500	478	600	13,900	13,900

NOTES:
1.) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100.
2.) EXISTING ASPHALT IS INCLUDED IN REMOVING ASPHALTIC SURFACE MILLING BID ITEM.
3.) AVAILABLE MATERIAL = CUT
4.) EXPANDED FILL FACTOR 1.25: EXPANDED FILL = (UNEXPANDED FILL)*1.25
5.) THE MASS ORDINATE+ OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISON.
MINUS QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION

HMA PAVEMENT

STATION - STATION	LOCATION	455.0605 TACK COAT CATEGORY 010 (GAL)	455.0605 TACK COAT CATEGORY 020 (GAL)	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS (EACH)	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY (EACH)	460.6223 HMA PAVEMENT 3MT 58-28S CATEGORY 010 (TON)	460.6223 HMA PAVEMENT 3MT 58-28S CATEGORY 020 (TON)	460.6224 HMA PAVEMENT 4MT 58-28S CATEGORY 010 (TON)	460.6224 HMA PAVEMENT 4MT 58-28S CATEGORY 020 (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)
551+15 - 619+14	MAINLINE	1,330	-	-	-	4,460	-	3,720	-	-
619+14- 635+50	MAINLINE	265	55	-	-	890	190	750	160	-
635+50 - 643+62	MAINLINE	160	55	-	-	540	190	440	160	-
643+62- 650+57.79	MAINLINE	165	-	-	-	560	-	470	-	-
651+89.81 - 802+85.22	MAINLINE	3,200	-	-	-	10,600	-	8,860	-	-
804+45.78 - 817+68.16	MAINLINE	270	-	-	-	910	-	760	-	-
818+48.73 - 932+94.51	MAINLINE	2,350	-	-	-	7,880	-	6,590	-	-
933+79.19 - 979+36.05	MAINLINE	1,190	-	-	-	4,020	-	3,320	-	-
-	SIDEROADS	260	-	-	-	860	-	720	-	-
-	DRIVEWAYS	-	-	-	-	-	-	-	-	90
551+15 - 979+36.05	PROJECT	-	-	2	2	-	-	-	-	-
	SUBTOTALS =	9,190	110	2	2	30,720	380	25,630	320	90
	TOTALS =	9,300		2	2	31,100		25,950		90

CONCRETE PAVEMENT HES

STATION - STATION	LOCATION	415.1120 CONCRETE PAVEMENT HES 12-INCH (SY)	416.0610 DRILLED TIE BARS (EACH)	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT (LF)
804+25 - 804+72	MAINLINE, LT.	17	9	-
804+25 - 804+72	MAINLINE, RT.	18	9	-
804+25 - 804+72	MAINLINE	-	-	20
	TOTALS =	35	18	20

ASPHALTIC FLUMES

STATION	LOCATION	465.0315 (SY)
618+41	MAINLINE, LT.	8
618+93	MAINLINE, LT.	4
649+45	MAINLINE, LT.	14
650+48	MAINLINE, LT.	14
892+14	MAINLINE, LT.	8
966+07	MAINLINE, RT.	6
966+07	MAINLINE, LT.	6
	TOTAL =	60

RUMBLE STRIPS

STATION - STATION	LOCATION	465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER (LF)	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE (LF)
551+15 - 599+40	MAINLINE, LT. & RT.	9,120	-
551+15 - 599+40	MAINLINE	-	4,600
657+05 - 951+75	MAINLINE, LT. & RT.	54,430	-
657+05 - 961+70	MAINLINE	-	25,300
	TOTALS=	63,550	29,900

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 foot Driving Lane	551+15 - 619+14	Lower Layer	Puliverized Base Course Mat'l / Base Course Mat'l	3 MT 58-28 S	3,150	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lane	551+15 - 619+14	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	2,600	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lane	619+14 - 650+57.79	Lower Layer	BAD 1 1/4-inch	3 MT 58-28 S	1,500	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lane	619+14 - 650+57.79	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	1,200	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lane	651+89.81 - 802+85.22	Lower Layer	Puliverized Base Course Mat'l / BAD 1 1/4-Inch	3 MT 58-28 S	6,850	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lane	651+89.81 - 802+85.22	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	5,600	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lane	818+48.73 - 932+94.51	Lower Layer	Puliverized Base Course Mat'l / Base Course Mat'l	3 MT 58-28 S	5,000	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lane	818+48.73 - 932+94.51	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	4,100	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lane	933+79.19 - 979+36.05	Lower Layer	Puliverized Base Course Mat'l / Base Course Mat'l / BAD 1 1/4-Inch	3 MT 58-28 S	2,040	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lane	933+79.19 - 979+36.05	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	1,670	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Shoulders, Parking Lanes, and Right/Left Turn Lanes, Sideroads	551+15 - 619+14	Lower Layer	Puliverized Base Course Mat'l / Base Course Mat'l	3 MT 58-28 S	5,330	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2)*Not eligible for incentive
Shoulders, Parking Lanes, and Right/Left Turn Lanes, Sideroads	551+15 - 619+14	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	4,360	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2)*Not eligible for incentive
Shoulders, Parking Lanes, and Right/Left Turn Lanes, Sideroads	619+14 - 650+57.79	Lower Layer	BAD 1 1/4-inch / Base Course Mat'l	3 MT 58-28 S	2,510	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2)*Not eligible for incentive
Shoulders, Parking Lanes, and Right/Left Turn Lanes, Sideroads	619+14 - 650+57.79	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	2,050	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2)*Not eligible for incentive
Shoulders, Parking Lanes, and Right/Left Turn Lanes, Sideroads	651+89.81 - 802+85.22	Lower Layer	Puliverized Base Course Mat'l / BAD 1 1/4-Inch	3 MT 58-28 S	11,620	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2)*Not eligible for incentive
Shoulders, Parking Lanes, and Right/Left Turn Lanes, Sideroads	651+89.81 - 802+85.22	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	9,510	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2)*Not eligible for incentive
Shoulders, Parking Lanes, and Right/Left Turn Lanes, Sideroads	818+48.73 - 932+94.51	Lower Layer	Puliverized Base Course Mat'l / Base Course Mat'l	3 MT 58-28 S	8,470	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2)*Not eligible for incentive
Shoulders, Parking Lanes, and Right/Left Turn Lanes, Sideroads	818+48.73 - 932+94.51	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	6,930	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2)*Not eligible for incentive
Shoulders, Parking Lanes, and Right/Left Turn Lanes, Sideroads	933+79.19 - 979+36.05	Lower Layer	Puliverized Base Course Mat'l / Base Course Mat'l / BAD 1 1/4-Inch	3 MT 58-28 S	3,450	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2)*Not eligible for incentive
Shoulders, Parking Lanes, and Right/Left Turn Lanes, Sideroads	933+79.19 - 979+36.05	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	2,820	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2)*Not eligible for incentive

CULVERT PIPES (CIRCULAR)

STATION	LOCATION	APRON ENDWALLS 520.1018 18-INCH (EACH)	APRON ENDWALLS 520.1030 30-INCH (EACH)	APRON ENDWALLS 520.1036 36-INCH (EACH)	CULVERT PIPE CLASS III-A 520.3318 18-INCH (LF)	CULVERT PIPE CLASS III-A 520.3336 36-INCH (LF)	CULVERT PIPE CLASS IV 520.4130 30-INCH (LF)	CULVERT PIPE CLASS IV 520.4136 36-INCH (LF)	520.8500 PIPE CATTLE PASS (LF)	CULVERT PIPE REINFORCED CONCRETE CLASS IV 522.0436 36-INCH (LF)	CULVERT PIPE REINFORCED CONCRETE CLASS IV 522.0448 48-INCH (LF)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 522.1036 36-INCH (EACH)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 522.1048 48-INCH (EACH)	520.8700 CLEANING CULVERT PIPES (EACH)	*628.7555 CULVERT PIPE CHECKS (EACH)	*633.5200 MARKERS CULVERT END (EACH)	*650.6000 CONSTRUCTION STAKING CULVERT PIPES (EACH)
586+36	MAINLINE	-	-	-	-	-	-	-	84	-	-	-	-	-	17	2	1
587+02	MAINLINE, RT.	2	-	-	28	-	-	-	-	-	-	-	-	-	2	-	-
649+83	MAINLINE, LT.	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-
766+71	MAINLINE	-	-	2	-	-	-	78	-	-	-	-	-	-	7	2	1
786+10	MAINLINE	-	-	2	-	110	-	-	-	-	-	-	-	-	7	2	1
842+07	MAINLINE	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-
867+18	MAINLINE, RT.	2	-	-	40	-	-	-	-	-	-	-	-	-	2	-	-
869+96	MAINLINE	-	-	-	-	-	-	-	-	-	162	-	2	-	10	2	1
881+03	MAINLINE	-	2	-	-	-	68	-	-	-	-	-	-	-	5	2	1
935+00	MAINLINE	-	-	-	-	-	-	-	-	168	-	2	-	-	7	2	1
956+05	MAINLINE, RT.	2	-	-	30	-	-	-	-	-	-	-	-	-	2	-	-
964+52	MAINLINE, RT.	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-
-	UNDISTRIBUTED	-	-	-	-	-	-	-	-	-	-	-	-	-	9	-	-
	TOTALS =	6	2	4	98	110	68	78	84	168	162	2	2	1	75	12	6

MINIMUM THICKNESS (INCHES)

PIPE SIZE	STEEL
18-INCH	0.064
30-INCH	0.079
36-INCH	0.079

* MORE LISTED ELSEWHERE

CULVERT PIPES (PIPE ARCH)

STATION	LOCATION	521.1228 APRON ENDWALLS FOR PIPE ARCH STEEL 28X20-INCH (EACH)	521.3728 PIPE ARCH CORRUGATED STEEL 28X20-INCH (LF)	*628.7555 CULVERT PIPE CHECKS (EACH)	*633.5200 MARKERS CULVERT END (EACH)	*650.6000 CONSTRUCTION STAKING CULVERT PIPES (EACH)
891+55	MAINLINE	2	78	5	2	1
	TOTALS =	2	78	5	2	1

MINIMUM THICKNESS (INCHES)

PIPE SIZE	STEEL
28X20-INCH	0.064

* MORE LISTED ELSEWHERE

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_MISCELLANEOUS QUANTITIES.DWG PLOT DATE : 9/26/2024 4:00:54 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 05

CONCRETE CURB & GUTTER

STATION - STATION	LOCATION	CONCRETE CURB & GUTTER 601.0407 18-INCH TYPE D (LF)	601.0411 30-INCH TYPE D (LF)	601.0557 6-INCH SLOPED 36-INCH TYPE D (LF)	601.0588 4-INCH SLOPED 36-INCH TYPE TBT (LF)	601.0590 4-INCH SLOPED 36-INCH TYPE TBTT (LF)	601.0600 CONCRETE CURB PEDESTRIAN (LF)	650.5500 CONSTRUCTION STAKING CURB & GUTTER (LF)
619+01	PEAK HILL ROAD - SE QUAD	-	-	65	-	-	-	65
619+01	PEAK HILL ROAD - NE QUAD	-	60	-	-	-	-	60
619+06	SPRING VALLEY ROAD - SW QUAD	-	-	70	-	-	-	70
619+06	SPRING VALLEY ROAD - NW QUAD	-	41	-	-	-	5	46
626+77	BADGER STREET - SE QUAD	-	41	-	-	-	14	55
626+77	BADGER STREET - NE QUAD	-	46	-	-	-	16	62
626+77	BADGER STREET - W SIDE	-	30	-	-	-	-	30
635+35	STATE STREET - SW QUAD	-	29	-	-	-	-	29
635+35	STATE STREET - NW QUAD	-	36	-	-	-	-	36
635+35	STATE STREET - SE QUAD	-	39	-	-	-	-	39
635+35	STATE STREET - NE QUAD	-	34	-	-	-	13	47
639+35	WALNUT STREET - SW QUAD	-	32	-	-	-	-	32
639+35	WALNUT STREET - NW QUAD	-	48	-	-	-	-	48
639+35	WALNUT STREET - SE QUAD	-	24	-	-	-	11	35
639+35	WALNUT STREET - NE QUAD	-	29	-	-	-	-	29
643+38	MILL STREET - SW QUAD	-	55	-	-	-	-	55
643+38	MILL STREET - NW QUAD	-	39	-	-	-	-	39
643+38	MILL STREET - SE QUAD	-	38	-	-	-	6	44
643+38	MILL STREET - NE QUAD	-	30	-	-	-	30	60
804+25 - 804+72	MAINLINE, LT.	-	-	-	30	20	-	50
804+25 - 804+72	MAINLINE, RT.	-	-	-	30	20	-	50
890+56	CTH S - NW QUAD	-	-	75	-	-	-	75
	SOUTH ENTRANCE REEDSBURG HS - NW QUAD	-	68	-	-	-	-	68
-	SOUTHRIDGE BLVD - SE QUAD	-	60	-	-	-	-	60
-	SOUTHRIDGE BLVD - NE QUAD	-	76	-	-	-	-	76
965+85 - 967+79	MAINLINE, RT. MEDIAN	390	-	-	-	-	-	390
	TOTALS =	390	855	210	60	40	95	1,650

CONCRETE MEDIAN SLOPED NOSE

STATION - STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE (SF)	*646.8120 MARKING CURB EPOXY (LF)	646.8220 MARKING ISLAND NOSE EPOXY (EACH)	DESCRIPTION
965+79 - 965+85	MAINLINE, RT.	32	10	1	TYPE 1
967+79 - 967+85	MAINLINE, RT.	32	10	1	TYPE 1
	TOTALS =	64	20	2	

* MORE LISTED ELSEWHERE

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_MISCELLANEOUS QUANTITIES.DWG PLOT DATE : 9/26/2024 3:59:48 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 06

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

CONCRETE SIDEWALK

STATION - STATION	LOCATION	CONCRETE SIDEWALK 602.0405 4-INCH (SF)	CONCRETE SIDEWALK 602.0410 5-INCH (SF)	CURB RAMP DETECTABLE WARNING FIELD 602.0505 YELLOW (SF)	CURB RAMP DETECTABLE WARNING FIELD 602.0605 RADIAL YELLOW (SF)	CONSTRUCTION STAKING 650.9000 CURB RAMPS (EACH)	CONSTRUCTION STAKING 650.9500 SIDEWALK (PROJECT)
619+01	PEAK HILL ROAD - SE QUAD	-	250	10.00	14.88	2	-
619+01	PEAK HILL ROAD - NE QUAD	-	306	20.00	-	2	-
619+06	SPRING VALLEY ROAD - SW QUAD	-	253	20.00	-	2	-
619+06	SPRING VALLEY ROAD - NW QUAD	-	251	20.00	-	2	-
626+77	BADGER STREET - SE QUAD	-	133	-	20.00	1	-
626+77	BADGER STREET - NE QUAD	-	174	10.00	20.00	2	-
626+77	BADGER STREET - W SIDE	-	139	10.00	-	1	-
635+35	STATE STREET - SW QUAD	-	137	10.00	13.60	2	-
635+35	STATE STREET - NW QUAD	-	289	20.00	-	2	-
635+35	STATE STREET - SE QUAD	-	254	10.00	14.80	2	-
635+35	STATE STREET - NE QUAD	-	128	10.00	17.70	2	-
639+35	WALNUT STREET - SW QUAD	-	306	20.00	-	2	-
639+35	WALNUT STREET - NW QUAD	-	331	10.00	12.90	2	-
639+35	WALNUT STREET - SE QUAD	-	217	20.00	-	2	-
639+35	WALNUT STREET - NE QUAD	-	224	20.00	-	2	-
643+38	MILL STREET - SW QUAD	-	463	20.00	-	2	-
643+38	MILL STREET - NW QUAD	-	173	20.00	-	2	-
643+38	MILL STREET - SE QUAD	-	245	20.00	-	2	-
643+38	MILL STREET - NE QUAD	-	286	20.00	-	2	-
649+70 - 650+73	MAINLINE, RT.	-	614	-	-	-	-
651+76 - 651+95	MAINLINE, RT.	-	120	-	-	-	-
	SOUTH ENTRANCE REEDSBURG HS - NW QUAD	-	223	10.00	-	1	-
-	SOUTHRIDGE BLVD - SE QUAD	-	76	10.00	-	1	-
-	SOUTHRIDGE BLVD - NE QUAD	-	328	20.00	-	2	-
965+85 - 967+79	MAINLINE, RT. MEDIAN	590	-	-	-	-	-
-	PROJECT ID 5080-09-73	-	-	-	-	-	1
	TOTAL =	590	5,920	330.00	113.88	40	1

CONCRETE SURFACE DRAIN

STATION	LOCATION	602.3010 (CY)
891+60	MAINLINE, LT.	2
804+70	MAINLINE, LT.	1
804+70	MAINLINE, RT.	1
	TOTAL =	4

RIPRAP & GEOTEXTILE

STATION	LOCATION	606.0300 RIPRAP HEAVY (CY)	645.0120 GEOTEXTILE TYPE HR (SY)
766+71	MAINLINE, RT.	10	25
786+10	MAINLINE, RT.	11	27
804+70	MAINLINE, LT.	20	46
804+70	MAINLINE, RT.	20	50
869+96	MAINLINE, LT.	12	30
869+96	MAINLINE, RT.	16	40
881+03	MAINLINE, LT.	8	22
891+55	MAINLINE, LT.	5	13
891+55	MAINLINE, RT.	7	18
935+00	MAINLINE, LT.	11	29
	TOTALS =	120	300

INLET PROTECTION TYPE C

STATION	LOCATION	*628.7015 INLET PROTECTION TYPE C (EACH)
619+51	MAINLINE, LT.	1
619+44	MAINLINE, RT.	1
623+03	MAINLINE, RT.	1
623+03	MAINLINE, LT.	1
626+27	MAINLINE, RT.	1
626+34	MAINLINE, LT.	1
626+59	MAINLINE, RT.	1
626+93	MAINLINE, RT.	1
630+29	MAINLINE, LT.	1
630+34	MAINLINE, LT.	1
630+32	MAINLINE, RT.	1
632+80	MAINLINE, LT.	1
632+92	MAINLINE, LT.	1
632+93	MAINLINE, RT.	1
634+80	MAINLINE, LT.	1
634+89	MAINLINE, LT.	1
634+87	MAINLINE, RT.	1
635+51	MAINLINE, RT.	1
	SUBTOTAL=	18

STATION	LOCATION	*628.7015 INLET PROTECTION TYPE C (EACH)
635+51	MAINLINE, RT.	1
638+86	MAINLINE, LT.	1
638+98	MAINLINE, LT.	1
638+98	MAINLINE, RT.	1
639+53	MAINLINE, RT.	1
639+78	MAINLINE, RT.	1
639+88	MAINLINE, LT.	1
643+02	MAINLINE, LT.	1
643+06	MAINLINE, RT.	1
643+17	MAINLINE, RT.	1
643+63	MAINLINE, RT.	1
643+63	MAINLINE, RT.	1
645+46	MAINLINE, RT.	1
646+83	MAINLINE, LT.	1
646+83	MAINLINE, RT.	1
648+88	MAINLINE, RT.	1
648+98	MAINLINE, RT.	1
972+64	MAINLINE, LT.	1
	SUBTOTAL=	18
	TOTAL=	36

*MORE LISTED ELSEWHERE

STORM SEWER STRUCTURES

STRUCTURE NUMBER	STATION	LOCATION	RIM ELEVATION (FT)	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH (EACH)	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH (EACH)	611.0639 INLET COVERS TYPE H-S (EACH)	611.0666 INLET COVERS TYPE Z (EACH)	611.2005 MANHOLES 5-FT DIAMETER (EACH)	611.3003 INLETS 3-FT DIAMETER (EACH)	611.3004 INLETS 4-FT DIAMETER (EACH)	STRUCTURE DEPTH (FT)	650.4000 CONSTRUCTION STAKING STORM SEWER (EACH)	628.7005 INLET PROTECTION TYPE A (EACH)	*628.7015 INLET PROTECTION TYPE C (EACH)
EW-1	618+48.46	53.55' RT.	-	-	1	-	-	-	-	-	-	1	-	-
MH-1	619+14.33	45.25' RT.	955.48	-	-	1	-	1	-	-	4.08	1	1	1
EW-2	967+75.73	42.0' LT.	-	1	-	-	-	-	-	-	-	1	-	-
I-1	967+75.73	9.09' RT.	904.56	-	-	-	1	-	-	1	3.48	1	1	1
I-2	967+77.23	14.91' RT.	904.36	-	-	-	1	-	1	-	1.78	1	1	1
			TOTALS =	1	1	1	2	1	1	1		5	3	3

NOTES:
STATION AND OFFSET OF CURB INLET STRUCTURES ARE MEASURED TO FLANGE OF INLET
ALL RIM ELEVATIONS ARE MEASURED TO THE FLANGE OF THE INLET
STRUCTURE DEPTH (INLETS 3-FT & INLETS 4-FT DIAMETER) = RIM ELEVATION - INVERT LOWEST PIPE - 6 INCHES (RINGS) - 7 INCHES (CASTING HEIGHT)
STRUCTURE DEPTH (INLET COVER ON MANHOLES 5-FT DIAMETER) = RIM ELEVATION - INVERT LOWEST PIPE - 6 INCHES (RINGS) - 6 INCHES (CASTING HEIGHT)

*MORE LISTED ELSEWHERE

STORM SEWER PIPE

PIPE NUMBER	FROM STRUCTURE	TO STRUCTURE	UPSTREAM ELEVATION	DISCHARGE ELEVATION	% SLOPE	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 608.0412 12-INCH (LF)	608.0424 24-INCH (LF)	608.0430 30-INCH (LF)	608.0005 STORM SEWER ROCK EXCAVATION (CY)	*633.5200 MARKERS CULVERT END (EACH)	FOR INFORMATION ONLY JOINT TIES (EACH)
P-1	MH-1	EW-1	650.40	949.15	1.95	-	-	-	67	1	1	6
P-2	EX MH-1	MH-1	950.92	950.50	0.96	41	-	-	-	1	-	-
P-3	I-1	EW-2	900.00	899.50	1.00	-	-	52	-	-	1	6
P-4	I-2	I-1	901.50	901.49	1.00	-	5	-	-	-	-	-
				PROJECT TOTALS=		41	5	52	67	2	2	12

NOTES:
PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURES

* MORE LISTED ELSEWHERE

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_MISCELLANEOUS QUANTITIES.DWG PLOT DATE : 11/26/2024 8:04:59 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 08

3

GUARDRAIL

				STEEL PLATE BEAM GUARD			MGS GUARDRAIL							FOR INFORMATIONAL PURPOSES ONLY		
STATION-STATION	LOCATION	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH (LF)	614.0305 CLASS A (LF)	614.0370 ENERGY ABSORBING TERMINAL (EACH)	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT (SY)	614.2300 GUARDRAIL 3 (LF)	614.2330 GUARDRAIL 3K (LF)	614.2340 GUARDRAIL 3L (LF)	614.2350 SHORT RADIUS (LF)	614.2500 THRIE BEAM TRANSITION (LF)	614.2610 ENERGY ABSORBING TERMINAL (EACH)	614.2630 SHORT RADIUS TERMINAL (EACH)	RADIUS (FT)	LENGTH OF INSTALLATION (FT)	NO. OF CRT POSTS
649+80 - 650+73	MAINLINE, RT.	-	21	25	1	20	-	-	-	-	-	-	-	-	-	-
650+05 - 650+73	MAINLINE, LT.	-	21	-	1	-	-	-	-	-	-	-	-	-	-	-
651+75 - 652+69	MAINLINE, LT.	-	21	25	1	-	-	-	-	-	-	-	-	-	-	-
651+75 - 652+44	MAINLINE, RT.	-	21	-	1	5	-	-	-	-	-	-	-	-	-	-
801+77 - 803+06	MAINLINE, LT.	-	-	-	-	-	38	-	-	-	40	1	-	-	-	-
801+90 - 803+06	MAINLINE, RT.	-	-	-	-	-	25	-	-	-	40	1	-	-	-	-
804+26 - 805+79	MAINLINE, LT.	-	-	-	-	-	62	-	-	-	40	1	-	-	-	-
804+26 - 805+17	MAINLINE, RT.	-	-	-	-	-	-	-	-	-	40	1	-	-	-	-
867+06 - 874+70	MAINLINE, LT.	-	-	-	-	-	-	650	-	-	-	2	-	-	-	-
867+47 - 873+35	MAINLINE, RT.	-	-	-	-	-	-	490	-	-	-	2	-	-	-	-
913+92 - 916+36	MAINLINE, RT.	-	-	-	-	-	25	-	115	-	-	2	-	-	-	-
914+42 - 915+61	MAINLINE, LT.	-	-	-	-	-	54	-	-	50	-	1	1	16	25	7
931+67 - 932+95	MAINLINE, LT.	-	-	-	-	-	38	-	-	-	40	1	-	-	-	-
931+67 - 932+95	MAINLINE, RT.	-	-	-	-	-	38	-	-	-	40	1	-	-	-	-
933+79 - 934+94	MAINLINE, LT.	-	-	-	-	-	25	-	-	-	40	1	-	-	-	-
933+79 - 934+95	MAINLINE, RT.	-	-	-	-	-	25	-	-	-	40	1	-	-	-	-
801+09 - 803+06	MAINLINE, RT.	190	-	-	-	-	-	-	-	-	-	-	-			
800+97 - 803+06	MAINLINE, LT.	200	-	-	-	-	-	-	-	-	-	-	-			
804+26 - 807+05	MAINLINE, LT.	270	-	-	-	-	-	-	-	-	-	-	-			
804+26 - 806+43	MAINLINE, RT.	210	-	-	-	-	-	-	-	-	-	-	-			
866+35 - 874+89	MAINLINE, LT.	750	-	-	-	-	-	-	-	-	-	-	-			
866+71 - 874+05	MAINLINE, RT.	630	-	-	-	-	-	-	-	-	-	-	-			
913+20 - 917+07	MAINLINE, RT.	430	-	-	-	-	-	-	-	-	-	-	-			
913+41 - 915+63	MAINLINE, LT.	350	-	-	-	-	-	-	-	-	-	-	-			
931+11 - 932+95	MAINLINE, LT.	210	-	-	-	-	-	-	-	-	-	-	-			
931+11 - 932+95	MAINLINE, RT.	210	-	-	-	-	-	-	-	-	-	-	-			
933+79 - 935+51	MAINLINE, LT.	200	-	-	-	-	-	-	-	-	-	-	-			
933+79 - 935+51	MAINLINE, RT.	200	-	-	-	-	-	-	-	-	-	-	-			
	TOTALS =	3850	84	50	4	25	330	1140	115	50	320	15	1			

* MORE LISTED ELSEWHERE

3

BARRIER SYSTEM GRADING SHAPING FINISHING

		614.0010	FOR INFORMATIONAL PURPOSES ONLY										
STATION - STATION	LOCATION	BARRIER SYSTEM GRADING SHAPING FINISHING (EACH)	EXCAVATION COMMON (CY)	BORROW (CY)	TOPSOIL (SY)	SALVAGED TOPSOIL (SY)	EROSION MAT CLASS I TYPE B (SY)	FERTILIZER TYPE B (CWT)	SEEDING MIXTURE NO. 30 (LB)	SEEDING MIXTURE NO. 40 (LB)	SEEDING MIXTURE NO. 70 (LB)	SEED WATER (MGAL)	CONSTRUCTION STAKING SLOPE STAKES (LF)
650+05 - 650+73	MAINLINE, RT.	1	30	0	70	0	70	0.1	0	1	-	2	93
649+80 - 650+73	MAINLINE, LT.	1	30	0	165	0	165	0.1	0	3	-	4	68
651+75 - 654+00	MAINLINE, LT.	1	140	0	180	0	180	0.1	0	3	-	4	225
651+75 - 653+75	MAINLINE, RT.	1	90	0	115	0	115	0.1	0	2	-	3	200
800+78 - 803+06	MAINLINE, LT.	1	80	50	0	670	670	0.5	14	0	-	15	228
800+90 - 803+06	MAINLINE, RT.	1	65	40	0	480	480	0.3	11	0	-	11	216
804+26 - 807+05	MAINLINE, LT.	1	160	0	0	490	490	0.3	12	0	-	11	279
804+26 - 806+43	MAINLINE, RT.	1	90	30	0	380	380	0.3	9	0	-	9	217
866+35 - 874+89	MAINLINE, LT.	1	420	5600	0	4900	4900	3.0	96	0	-	110	854
*866+76 - 874+05	MAINLINE, RT.	1	380	3420	0	3300	3300	2.0	67	0	-	72	729
913+20 - 917+07	MAINLINE, RT.	1	280	0	0	390	390	0.3	-	0	2.0	9	387
*913+41 - 915+63	MAINLINE, LT.	1	200	0	0	510	510	0.3	-	0	2.0	12	222
931+11 - 932+95	MAINLINE, LT.	1	80	20	0	430	430	0.3	9	0	-	10	184
931+11 - 932+95	MAINLINE, RT.	1	60	490	0	910	910	0.6	18	0	-	21	184
933+79 - 935+51	MAINLINE, LT.	1	90	590	0	760	760	0.5	16	0	-	17	172
933+79 - 935+51	MAINLINE, RT.	1	90	2910	0	1450	1450	0.9	28	0	-	33	172
									28				
	TOTALS =	16	2285	13150	530	14670	15200	9.7	280	9	4.0	343	4430

NOTE: BORROW QUANTITY INDICATES ADDITIONAL MATERIAL NEEDED AFTER CUT MATERIAL IS USED IN FILL SECTIONS.

*QUANTITIES INCLUDED FOR F.E'S LOCATED AT STA. 867+18, RT. AND STA.915+67, LT.

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_MISCELLANEOUS QUANTITIES.DWG PLOT DATE : 9/23/2024 2:50:16 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 10

3

FINISHING ITEMS

STATION - STATION	LOCATION	625.0100 TOPSOIL (SY)	625.0500 SALVAGED TOPSOIL (SY)	628.2004 EROSION MAT CLASS I TYPE B (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0140 SEEDING MIXTURE NO. 40 (LB)	630.0170 SEEDING MIXTURE NO. 70 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0500 SEED WATER (MGAL)
586+36	MAINLINE - CULVERT REPLACEMENT	-	790	790	0.60	36	-	-	-	22
776+71	MAINLINE - CULVERT REPLACEMENT	-	110	110	0.10	5	-	-	-	4
786+10	MAINLINE - CULVERT REPLACEMENT	-	300	300	0.30	14	-	-	-	9
881+03	MAINLINE - CULVERT REPLACEMENT	-	120	120	0.10	5	-	-	-	4
891+55	MAINLINE - CULVERT REPLACEMENT	-	100	100	0.10	-	-	1	-	3
619+01	PEAK HILL ROAD - SE QUAD	30	-	30	0.02	-	1	-	-	1
619+01	PEAK HILL ROAD - NE QUAD	25		25	0.02	-	1	-	-	1
619+06	SPRING VALLEY ROAD - SW QUAD	70	-	70	0.04	-	3	-	-	2
619+06	SPRING VALLEY ROAD - NW QUAD	15	-	15	0.02	-	1	-	-	-
626+77	BADGER STREET - SE QUAD	10	-	10	0.02	-	0	-	-	-
626+77	BADGER STREET - NE QUAD	10	-	10	0.02	-	0	-	-	-
626+77	BADGER STREET - W SIDE	10	-	10	0.02	-	0	-	-	-
635+35	STATE STREET - SW QUAD	14	-	14	0.02	-	1	-	-	-
635+35	STATE STREET - NW QUAD	1	-	1	0.02	-	0	-	-	-
635+35	STATE STREET - SE QUAD	20	-	20	0.02	-	1	-	-	-
635+35	STATE STREET - NE QUAD	5	-	5	0.02	-	0	-	-	-
639+35	WALNUT STREET - NW QUAD	5	-	5	0.02	-	0	-	-	-
639+35	WALNUT STREET - SE QUAD	15	-	15	0.02	-	1	-	-	-
643+38	MILL STREET - SE QUAD	5	-	5	0.02	-	0	-	-	-
643+38	MILL STREET - NE QUAD	20	-	20	0.02	-	1	-	-	-
	S ENT REEDSBURG HS - NW QUAD	70	-	70	0.04	-	3	-	-	2
-	SOUTHRIDGE BLVD - SE QUAD	40	-	40	0.03	-	2	-	-	1
-	SOUTHRIDGE BLVD - NE QUAD	55	-	55	0.03	-	2	-	-	1
*951+75 - 965+25	MAINLINE, RT. - RIGHT TURN LANE	2120	-	2120	1.90	-	95	8	-	66
586+36	MAINLINE - CULVERT OUTFALL	-	-	20	-	-	1	-	-	-
618+49	MAINLINE RT. - STORM SEWER	-	-	15	-	-	1	-	-	-
967+76	MAINLINE, LT. - STORM SEWER	-	-	15	-	-	1	-	-	-
-	UNDISTRIBUTED	610	330	940	0.48	15	42	1	40	4
	TOTALS =	3150	1750	4950	4.00	75	157	10	40	120

*STA. 954+88 - STA. 956+00, RT. - USE SEEDING MIXTURE NO. 70

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
586+36	MAINLINE - CULVERT REPLACEMENT	365	730
776+71	MAINLINE - CULVERT REPLACEMENT	150	300
786+10	MAINLINE - CULVERT REPLACEMENT	270	540
881+03	MAINLINE - CULVERT REPLACEMENT	190	380
891+55	MAINLINE - CULVERT REPLACEMENT	215	430
619+01	PEAK HILL ROAD - SE QUAD	65	130
619+01	PEAK HILL ROAD - NE QUAD	30	60
619+06	SPRING VALLEY ROAD - SW QUAD	120	240
619+06	SPRING VALLEY ROAD - NW QUAD	55	110
626+77	BADGER STREET - SE QUAD	30	60
626+77	BADGER STREET - NE QUAD	25	50
626+77	BADGER STREET - W SIDE	30	60
635+35	STATE STREET - SW QUAD	35	70
635+35	STATE STREET - SE QUAD	55	110
635+35	STATE STREET - NE QUAD	15	30
639+35	WALNUT STREET - NW QUAD	5	10
639+35	WALNUT STREET - SE QUAD	30	60
643+38	MILL STREET - SE QUAD	10	20
643+38	MILL STREET - NE QUAD	35	70
	S ENT REEDSBURG HS - NW QUAD	60	120
-	SOUTHRIDGE BLVD - SE QUAD	45	90
-	SOUTHRIDGE BLVD - NE QUAD	70	140
648+80 - 654+05	MAINLINE - GUARDRAIL REPLACEMENT	695	1390
667+50 - 670+00	MAINLINE - SUBGRADE IMPROVEMENT	500	1000
800+70 - 807+10	MAINLINE - GUARDRAIL REPLACEMENT	1035	2070
866+35 - 874+89	MAINLINE - GUARDRAIL REPLACEMENT	1660	3320
913+20 - 917+07	MAINLINE - GUARDRAIL REPLACEMENT	690	1380
931+11 - 935+51	MAINLINE - GUARDRAIL REPLACEMENT	890	1780
951+75 - 955+00	MAINLINE, RT. - RIGHT TURN LANE	325	650
-	UNDISTRIBUTED	1800	3600
TOTALS =		9500	19000

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
586+36	MAINLINE, RT.	20
766+71	MAINLINE, LT.	30
786+10	MAINLINE, LT.	30
869+96	MAINLINE, RT.	10
881+03	MAINLINE, RT.	30
892+40	MAINLINE, LT.	10
935+00	MAINLINE, LT.	10
955+00	MAINLINE, RT.	10
955+50	MAINLINE, RT.	10
956+25	MAINLINE, RT.	10
956+50	MAINLINE, RT.	10
957+00	MAINLINE, RT.	10
957+50	MAINLINE, RT.	10
958+00	MAINLINE, RT.	10
958+50	MAINLINE, RT.	10
959+00	MAINLINE, RT.	10
959+50	MAINLINE, RT.	10
960+00	MAINLINE, RT.	10
960+50	MAINLINE, RT.	10
961+00	MAINLINE, RT.	10
961+50	MAINLINE, RT.	10
962+00	MAINLINE, RT.	10
962+50	MAINLINE, RT.	10
963+00	MAINLINE, RT.	10
963+50	MAINLINE, RT.	10
964+00	MAINLINE, RT.	10
964+50	MAINLINE, RT.	10
-	UNDISTRIBUTED	80
TOTAL =		420

MARKERS ROW

POINT NO.	STATION	LOCATION	633.5100 (EACH)
100	585+75	MAINLINE, RT.	1
103	586+84.54	MAINLINE, RT.	1
104	586+60	MAINLINE, RT.	1
105	586+85	MAINLINE, RT.	1
403	786+35	MAINLINE, RT.	1
404	786+35	MAINLINE, RT.	1
405	785+85	MAINLINE, RT.	1
406	785+85	MAINLINE, RT.	1
500	870+16.92	MAINLINE, LT.	1
501	871+00	MAINLINE, LT.	1
502	873+50	MAINLINE, LT.	1
503	877+19.38	MAINLINE, LT.	1
505	877+01.38	MAINLINE, RT.	1
506	872+25.00	MAINLINE, RT.	1
507	870+78.16	MAINLINE, RT.	1
508	870+98.50	MAINLINE, RT.	1
509	869+10.40	MAINLINE, RT.	1
510	863+96.58	MAINLINE, RT.	1
514	863+42.20	MAINLINE, LT.	1
515	864+66.69	MAINLINE, LT.	1
516	866+62.19	MAINLINE, LT.	1
517	868+35	MAINLINE, LT.	1
600	914+75.90	MAINLINE, LT.	1
604	914+00	MAINLINE, LT.	1
605	914+00	MAINLINE, LT.	1
606	914+75.75	MAINLINE, RT.	1
801	933+57.13	MAINLINE, LT.	1
802	935+50	MAINLINE, LT.	1
805	935+50	MAINLINE, RT.	1
806	935+20	MAINLINE, RT.	1
807	934+80	MAINLINE, RT.	1
91	933+57.17	MAINLINE, RT.	1
808	933+57.13	MAINLINE, RT.	1
TOTAL =			33

WATER

PROECT	624.0100 (MGAL)
5080-09-73	950
TOTALS =	950

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATION EROSION CONTROL (EACH)	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
5080-09-73	10	6
TOTALS =	10	6

PERMANENT SIGNING

SIGN NUMBER	APPROX. STATION	LOCATION	POSITIION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIZE (INCH X INCH)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0616 POSTS WOOD 4x6-INCH x 16-FT (EACH)	634.0814 POSTS TUBULAR STEEL 2x2-INCH x 14-FT (EACH)	638.2102 MOVING SIGNS TYPE II (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	SIGN MOUNTED ON SAME POST AS
1-01M	618+51	MAINLINE	RIGHT	S1-1	SCHOOL ADVANCE	-	-	-	-	1	1	-	1	-
1-02M	618+51	MAINLINE	RIGHT	S16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW	-	-	-	-	-	1	-	-	1-01M
1-03M	618+86	SPRING VALLEY RD	LEFT	R1-1	STOP	-	-	-	-	1	1	-	1	-
1-04M	619+24	PEAK HILL RD	RIGHT	R1-1	STOP	-	-	-	-	1	1	-	1	-
1-05M	619+47	MAINLINE	RIGHT	R2-1	SPEED LIMIT XX MPH	35	-	-	-	1	1	-	1	-
1-06M	619+38	MAINLINE	LEFT	S1-1	SCHOOL ADVANCE	-	-	-	-	1	1	-	1	-
1-07M	619+38	MAINLINE	LEFT	S16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW	-	-	-	-	-	1	-	-	1-06M
2-01M	627+22	MAINLINE	RIGHT	R7-52	NO PARKING BETWEEN SIGNS	-	-	-	-	1	1	-	1	-
3-01M	639+09	MAINLINE	LEFT	M3-4	WEST CARDINAL ROUTE MARKER	-	-	-	-	1	1	-	1	-
3-02M	639+09	MAINLINE	LEFT	M1-6	STATE ROUTE MARKER	154	-	-	-	-	1	-	-	3-01M
3-03M	639+09	MAINLINE	LEFT	M6-1	ARROW - RIGHT	-	-	-	-	-	1	-	-	3-01M
3-04M	639+55	MAINLINE	RIGHT	M3-4	WEST CARDINAL ROUTE MARKER	-	-	-	-	1	1	-	1	-
3-05M	639+55	MAINLINE	RIGHT	M1-6	STATE ROUTE MARKER	154	-	-	-	-	1	-	-	3-04M
3-06M	639+55	MAINLINE	RIGHT	M6-1	ARROW - RIGHT	-	-	-	-	-	1	-	-	3-04M
3-07M	639+12	WALNUT ST	LEFT	R1-1	STOP	-	-	-	-	1	1	-	1	-
3-08M	643+13	MILL ST	LEFT	R1-1	STOP	-	-	-	-	1	1	-	1	-
3-09M	643+66	MILL ST	RIGHT	R1-1	STOP	-	-	-	-	1	1	-	1	-
4-01R	954+78	MAINLINE	RIGHT	R2-5A	REDUCED SPEED AHEAD	-	-	-	-	-	-	1	1	-
4-02R	954+78	MAINLINE	RIGHT	R2-4	XX MPH	45	-	-	-	-	-	1	-	4-01R
4-03	954+83	MAINLINE	RIGHT	W3-5	SPEED LIMIT XX AHEAD (ARROW)	45	36X36	9.00	1	-	-	-	-	-
4-04M	956+29	MAINLINE	RIGHT		REEDSBURG POPULATION	-	-	-	1	-	1	-	1	-
4-05M	961+71	MAINLINE	RIGHT	R2-1	SPEED LIMIT XX MPH	45	-	-	1	-	1	-	1	-
4-06	965+90	MAINLINE	LEFT	S1-1	SCHOOL ADVANCE	-	36X36	6.75	1	-	-	-	-	-
4-07	965+90	MAINLINE	LEFT	S16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW	-	24X12	2.00	-	-	-	-	-	4-06
4-08	965+90	MAINLINE	LEFT	R10-25	PUSH BUTTON TO TURN ON WARNING LIGHTS	-	9X12	0.75	-	-	-	-	-	4-06
4-09	965+90	MAINLINE	LEFT	S1-1	SCHOOL ADVANCE	-	36X36	6.75	-	-	-	-	-	-
4-10	966+05	MAINLINE	RIGHT	S1-1	SCHOOL ADVANCE	-	36X36	6.75	-	-	-	-	-	-
4-11	965+90	MAINLINE	RIGHT	S1-1	SCHOOL ADVANCE	-	36X36	6.75	-	-	-	-	-	-
4-12	965+90	MAINLINE	RIGHT	S16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW	-	24X12	2.00	-	-	-	-	-	4-11
4-13	965+90	MAINLINE	RIGHT	R10-25	PUSH BUTTON TO TURN ON WARNING LIGHTS	-	9X12	0.75	-	-	-	-	-	4-11
4-14M	965+62	SOUTH RIDGE BLVD	RIGHT	R1-1	STOP	-	-	-	1	-	1	-	1	-
4-15	966+05	MAINLINE	RIGHT	S1-1	SCHOOL ADVANCE	-	36X36	6.75	-	-	-	-	-	-
4-16	966+05	MAINLINE	RIGHT	S1-1	SCHOOL ADVANCE	-	36X36	6.75	-	-	-	-	-	4-15
4-17	966+05	MAINLINE	RIGHT	S16-7R	RIGHT DIAGONAL DOWNWARD POINTING ARROW	-	24X12	2.00	-	-	-	-	-	4-15
4-18	966+05	MAINLINE	RIGHT	S16-7R	RIGHT DIAGONAL DOWNWARD POINTING ARROW	-	24X12	2.00	-	-	-	-	-	4-15
5-01M	646+66	MAINLINE	LEFT		ALTERNATE SIDE PARKING NOV-1 APR-1	-	-	-	1	-	1	-	1	-
5-02M	932+26	MAINLINE	LEFT	D5-61	WAYSIDE 1/2 MILE	-	-	-	1	-	1	-	1	-
5-03M	932+90	MAINLINE	LEFT	W5-52L	BRIDGE HASH MARKS	-	-	-	1	-	1	-	1	-
5-04M	932+90	MAINLINE	RIGHT	W5-52R	BRIDGE HASH MARKS	-	-	-	1	-	1	-	1	-
5-05M	933+83	MAINLINE	LEFT	W5-52R	BRIDGE HASH MARKS	-	-	-	1	-	1	-	1	-
5-06M	933+83	MAINLINE	RIGHT	W5-52L	BRIDGE HASH MARKS	-	-	-	1	-	1	-	1	-
5-07M	891+82	MAINLINE	LEFT	M1-5A	COUNTY ROAD MARKER	S	-	-	1	-	1	-	1	-
5-08M	891+82	MAINLINE	LEFT	M6-1	ARROW - RIGHT	-	-	-	-	-	1	-	-	5-07M
					PROJECT TOTALS =			59.00	12	11	28	2	22	

TRAFFIC CONTROL

LOCATION	*CALENDAR DAYS	643.0300 DRUMS (DAY)	643.0420 BARRICADES TYPE III (DAY)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0715 WARNING LIGHTS TYPE C (DAY)	643.0900 SIGNS (DAY)	643.0920 COVERING SIGNS TYPE II (EACH)	643.1050 SIGNS PCMS (DAY)	643.5000 TRAFFIC CONTROL (EACH)
DETOUR LOGANVILLE NORTH	145	-	5,220	5,186	-	55,535	12	14	-
DETOUR LOGANVILLE SOUTH	39	-	858	814	-	8,658	30	14	-
TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS	**7	2,324	-	-	2,324	2,219	-	-	-
PROJECT	-	-	-	-	-	-	-	-	1
TOTALS =		2,324	6,078	6,000	2,324	66,412	42	28	1

*FOR INFORMATION ONLY

**7 CALENDAR DAYS PER EACH CURB RAMP

3

TEMPORARY PEDESTRIAN ACCESS

INTERSECTION LOCATION	STAGE	643.3205 TEMPORARY MARKING LINE PAINT 8-INCH (LF)	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING (SF)	644.1601 TEMPORARY PEDESTRIAN CURB RAMP (DAY)	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD (SF)	644.1810 TEMPORARY PEDESTRIAN BARRICADE (LF)	646.9002 MARKING REMOVAL LINE 6-INCH (LF)	SPV.0045.01 TEMPORARY AUDIBLE MESSAGE DEVICE (DAY)
SPRING VALLEY RD / PEAK HILL RD	1 & 2	50	-	-	-	-	-	-
SPRING VALLEY RD / PEAK HILL RD	1	-	-	14	24	55	185	14
SPRING VALLEY RD / PEAK HILL RD	2	170	90	21	12	167	-	28
BADGER ST	1 & 2	100	50	-	-	-	-	-
BADGER ST	1	-	-	28	48	104	100	28
BADGER ST	2	140	-	28	-	70	-	28
STATE ST	1 & 2	125	25	-	-	-	-	-
STATE ST	1	-	-	28	48	102	258	28
STATE ST	2	100	-	28	-	105	-	28
WALNUT ST	1 & 2	155	20	-	-	-	-	-
WALNUT ST	2 & 3	210	-	-	-	-	-	-
WALNUT ST	1	-	-	28	54	76	102	28
WALNUT ST	2	-	-	28	24	72	100	28
WALNUT ST	3	-	-	14	-	71	-	28
WALNUT ST	4	90	-	14	24	75	-	28
MILL ST	1 & 2	150	-	-	-	-	-	-
MILL ST	1	-	-	21	48	93	100	28
MILL ST	2	180	45	28	24	116	100	28
MILL ST	3	200	-	14	24	59	-	28
TOTALS =		1,670	230	294	330	1,165	945	350

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_MISCELLANEOUS QUANTITIES.DWG PLOT DATE : 11/18/2024 7:50:33 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 14

3

PAVEMENT MARKING - CENTERLINE & EDGELINE

			643.3165 TEMPORARY MARKING LINE PAINT 6-INCH		643.3170 TEMPORARY MARKING LINE EPOXY 6-INCH		646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH			
STATION - STATION	LOCATION	DESCRIPTION	YELLOW SOLID (LF)	YELLOW 12.5' SKIP (LF)	YELLOW SOLID (LF)	YELLOW 12.5' SKIP (LF)	YELLOW SOLID (LF)	YELLOW 12.5' SKIP (LF)	WHITE SOLID (LF)	WHITE 12.5' SKIP (LF)
551+15 - 568+72	MAINLINE	PASSING	-	440	-	440	-	440	-	-
568+72 - 580+20	MAINLINE	SB PASSING ONLY	1,148	287	1,148	287	1,148	287	-	-
580+20 - 588+20	MAINLINE	DOUBLE YELLOW	1,600	-	1,600	-	1,600	-	-	-
588+20 - 599+30	MAINLINE	NB PASSING ONLY	1,110	278	1,110	278	1,110	278	-	-
599+30 - 603+90	MAINLINE	PASSING	-	115	-	115	-	115	-	-
603+90 - 610+63	MAINLINE	SB PASSING ONLY	673	168	673	168	673	168	-	-
610+63 - 652+71	MAINLINE	DOUBLE YELLOW	8,416	-	8,416	-	8,416	-	-	-
652+71 - 660+55	MAINLINE	NB PASSING ONLY	784	196	784	196	784	196	-	-
660+55 - 663+63	MAINLINE	DOUBLE YELLOW	616	-	616	-	616	-	-	-
663+63 - 671+63	MAINLINE	SB PASSING ONLY	800	200	800	200	800	200	-	-
671+63 - 675+33	MAINLINE	DOUBLE YELLOW	740	-	740	-	740	-	-	-
675+33 - 681+03	MAINLINE	NB PASSING ONLY	570	140	570	140	570	140	-	-
681+03 - 698+72	MAINLINE	PASSING	-	443	-	443	-	443	-	-
698+72 - 709+64	MAINLINE	SB PASSING ONLY	1,092	273	1,092	273	1,092	273	-	-
709+64 - 760+65	MAINLINE	DOUBLE YELLOW	10,226	-	10,226	-	10,226	-	-	-
760+65 - 767+68	MAINLINE	NB PASSING ONLY	703	176	703	176	703	176	-	-
767+68 - 772+41	MAINLINE	DOUBLE YELLOW	946	-	946	-	946	-	-	-
772+41 - 778+42	MAINLINE	SB PASSING ONLY	601	150	601	150	601	150	-	-
778+42 - 796+11	MAINLINE	DOUBLE YELLOW	3,538	-	3,538	-	3,538	-	-	-
796+11 - 807+25	MAINLINE	NB PASSING ONLY	1,114	279	1,114	279	1,114	279	-	-
807+25 - 818+47	MAINLINE	PASSING	-	281	-	281	-	281	-	-
818+47 - 824+12	MAINLINE	SB PASSING ONLY	565	142	565	142	565	142	-	-
824+12 - 829+42	MAINLINE	NB PASSING ONLY	530	133	530	133	530	133	-	-
829+42 - 850+72	MAINLINE	PASSING	-	533	-	533	-	533	-	-
850+72 - 861+95	MAINLINE	SB PASSING ONLY	1,123	281	1,123	281	1,123	281	-	-
861+95 - 915+65	MAINLINE	DOUBLE YELLOW	10,740	-	10,740	-	10,740	-	-	-
915+65 - 926+59	MAINLINE	NB PASSING ONLY	1,094	273	1,094	273	1,094	273	-	-
926+59 - 930+29	MAINLINE	PASSING	-	93	-	93	-	93	-	-
930+29 - 941+67	MAINLINE	SB PASSING ONLY	1,138	285	1,138	285	1,138	285	-	-
941+67 - 943+89	MAINLINE	DOUBLE YELLOW	444	-	444	-	444	-	-	-
943+89 - 951+75	MAINLINE	NB PASSING ONLY	786	197	786	197	786	197	-	-
951+75 - 964+72	MAINLINE	DOUBLE YELLOW	2,594	-	2,594	-	2,594	-	-	-
965+82 - 971+62	MAINLINE	DOUBLE YELLOW	1,160	-	1,160	-	1,160	-	-	-
972+93 - 979+36	MAINLINE	DOUBLE YELLOW	1,286	-	1,286	-	1,286	-	-	-
551+15 - 619+14	MAINLINE	WHITE EDGELINES	-	-	-	-	-	-	13,230	-
619+14 - 650+73	MAINLINE	WHITE EDGELINES	-	-	-	-	-	-	5,620	-
650+73 - 979+36.05	MAINLINE	WHITE EDGELINES	-	-	-	-	-	-	63,850	-
674+00 - 675+70	MAINLINE, RT.	BYPASS LANE	-	-	-	-	-	-	-	50
-	SOUTH ENTRANCE REEDSBURG HS - INT	DOUBLE YELLOW	-	-	-	-	26	-	-	-
-	NORTH ENTRANCE REEDSBURG HS - INT	DOUBLE YELLOW	-	-	-	-	24	-	-	-
-	* UNDISTRIBTUED	-	-	-	-	-	4,400	-	-	-
		SUBTOTALS =	56,137	5,363	56,137	5,363	60,587	5,363	82,700	50
		TOTALS=	61,500		61,500		148,700			

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

3

PAVEMENT MARKING - INTERSECTIONS

STATION - STATION	LOCATION	DESCRIPTION	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH (LF)	646.5020 MARKING ARROW EPOXY (EACH)	646.5120 MARKING WORD EPOXY (EACH)	646.6120 MARKING STOP LINE EPOXY 18-INCH (LF)	646.7120 MARKING DIAGONAL EPOXY 12-INCH (LF)	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (LF)	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (LF)	SPV.0060.01 MARKING YIELD LINE EPOXY 36-INCH (EACH)
-	ELDER RIDGE RD	-	-	-	-	-	-	-	-	-
619+01	PEAK HILL RD - INT	EAST LEG	-	-	-	-	-	92	-	-
619+01	PEAK HILL RD / SPRING VAL RD INT	NORTH LEG	-	-	-	-	-	74	-	-
619+06	PEAK HILL RD / SPRING VAL RD INT	SOUTH LEG	-	-	-	-	-	78	-	-
619+06	SPRING VALLEY RD - INT	WEST LEG	-	-	-	-	-	84	-	-
626+77	BADGER ST - INT	EAST LEG	-	-	-	-	-	126	-	-
626+77	BADGER ST - INT	NORTH LEG	-	-	-	-	-	68	-	-
635+35	STATE ST - INT	EAST LEG	-	-	-	-	-	92	-	-
635+35	STATE ST - INT	NORTH LEG	-	-	-	-	-	92	-	-
635+35	STATE ST - INT	SOUTH LEG	-	-	-	-	-	72	-	-
635+35	STATE ST - INT	WEST LEG	-	-	-	-	-	102	-	-
639+35	WALNUT ST - INT	EAST LEG	-	-	-	-	-	84	-	-
639+35	WALNUT ST - INT	NORTH LEG	-	-	-	-	-	104	-	-
639+35	WALNUT ST - INT	SOUTH LEG	-	-	-	-	-	94	-	-
639+35	WALNUT ST (STH 154 W) - INT	WEST LEG	-	-	-	20	-	92	-	-
643+38	MILL ST - INT	EAST LEG	-	-	-	-	-	96	-	-
643+38	MILL ST - INT	NORTH LEG	-	-	-	-	-	86	-	-
643+38	MILL ST - INT	SOUTH LEG	-	-	-	-	-	92	-	-
643+38	MILL ST - INT	WEST LEG	-	-	-	-	-	64	-	-
-	CTH CH	-	-	-	-	23	-	-	-	-
-	STH 154 (EAST)	-	-	-	-	16	-	-	-	-
824+35 - 826+05	MAINLINE, LT.	SOLID WHITE	170	-	-	-	-	-	-	-
891+70 - 892+90	MAINLINE, LT.	SOLID WHITE	120	-	-	-	-	-	-	-
-	CTH S	-	-	-	-	20	-	-	-	-
951+75 - 964+72	MAINLINE	MEDIAN ISLAND	-	-	-	-	624	-	-	
962+72 - 964+72	MAINLINE, RT.	SOLID WHITE / "TYPE 2" ARROWS / "ONLY" WORD	200	2	1	-	-	-	-	-
962+72 - 964+72	MAINLINE, RT.	SOLID WHITE / "TYPE 2" ARROWS / "ONLY" WORD	200	2	1	-	-	-	-	-
	SOUTHRIDGE BLVD - INT	EAST LEG	-	-	-	25	-	128	-	-
-	SOUTHRIDGE BLVD - INT	NORTH LEG	-	-	-	-	-	-	115	-
-	S ENT REEDSBURG HS - INT	SOLID WHITE / "TYPE 1" ARROW / "TYPE 2" ARROW	15	2	-	32	-	-	-	-
965+82 - 967+82	MAINLINE, LT.	SOLID WHITE / "TYPE 2" ARROW / "ONLY" WORD	200	1	1	-	-	-	-	-
965+82 - 967+82	MAINLINE, LT.	SOLID WHITE / "TYPE 2" ARROWS / "ONLY" WORD	200	2	1	-	-	-	-	-
964+72	MAINLINE, RT.	-	-	-	-	-	-	-	-	4
965+99	MAINLINE	-	-	-	-	-	-	-	-	11
967+82 - 969+82	MAINLINE, RT.	MEDIAN ISLAND	-	-	-	-	68	-	-	-
967+82 - 971+62	MAINLINE, LT.	SKIP DASH (3' LINE 9' GAP) / "TYPE 2" ARROW	95	1	-	-	-	-	-	-
969+82 - 971+62	MAINLINE, RT.	SOLID WHITE / "TYPE 2" ARROWS / "ONLY" WORD	180	2	1	-	-	-	-	-
-	N ENT REEDSBURG HS - INT	SOLID WHITE / "TYPE 2" ARROWS / "ONLY" WORD	20	2	2	36	-	-	-	-
972+94 - 975+94	MAINLINE, LT.	SOLID WHITE / "TYPE 2" ARROWS / "ONLY" WORD	300	2	1	-	-	-	-	-
972+94 - 978+94	MAINLINE, RT.	MEDIAN ISLAND	-	-	-	-	208	-	-	-
979+32	MAINLINE	-	-	-	-	18	-	-	-	-
		TOTALS =	1,700	16	8	190	900	1,720	115	15

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

PAVEMENT MARKING CURB EPOXY

STATION - STATION	LOCATION	*646.8120 (LF)
619+01	PEAK HILL ROAD - SE QUAD	32
619+01	PEAK HILL ROAD - NE QUAD	46
619+06	SPRING VALLEY ROAD - SW QUAD	39
619+06	SPRING VALLEY ROAD - NW QUAD	26
626+77	BADGER STREET - SE QUAD	30
626+77	BADGER STREET - NE QUAD	30
626+77	BADGER STREET - W SIDE	25
635+35	STATE STREET - SW QUAD	12
635+35	STATE STREET - NW QUAD	23
635+35	STATE STREET - SE QUAD	24
635+35	STATE STREET - NE QUAD	16
639+35	WALNUT STREET - SW QUAD	21
639+35	WALNUT STREET - NW QUAD	34
639+35	WALNUT STREET - SE QUAD	8
639+35	WALNUT STREET - NE QUAD	9
643+38	MILL STREET - SW QUAD	43
643+38	MILL STREET - NW QUAD	28
643+38	MILL STREET - SE QUAD	28
643+38	MILL STREET - NE QUAD	17
	SOUTH ENTRANCE REEDSBURG HS - NW QUAD	55
-	SOUTHRIDGE BLVD - SE QUAD	52
-	SOUTHRIDGE BLVD - NE QUAD	52
	TOTAL =	650

* MORE LISTED ELSEWHERE

LOCATING NO-PASSING ZONES

STATION - STATION	LOCATION	648.0100 (MI)
551+15 -979+36.05	MAINLINE	8.11
	TOTAL =	8.11

REMOVE AND REPLACE PARKING BLOCKS

LOCATION	SPV.0060.04 (EACH)
MILL STREET - SW QUADRANT	3
TOTAL=	3

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.4500 SUBGRADE (LF)	650.5000 BASE (LF)	650.8000 RESURFACING REFERENCE (LF)	650.9911 SUPPLEMENTAL CONTROL (01. 5080-09-73) (EACH)	650.9920 SLOPE STAKES (LF)	SPV.0090.01 SURVEY EXISTING SLOPE ELEVATIONS (LF)
551+15 - 612+75	MAINLINE	-	-	6,160	-	-	-
612+75 - 650+57.79	MAINLINE	3,793	3,793	-	-	3,793	3,790
651+89.81 - 658+00	MAINLINE	610	610	-	-	610	610
658+00 - 667+50	MAINLINE	-	-	950	-	-	-
667+50 - 670+00	MAINLINE	250	250	-	-	250	250
670+00 - 802+85.22	MAINLINE	-	-	13,293	-	-	-
804+45.78 - 817+68.16	MAINLINE	-	-	1,322	-	-	-
818+48.73 - 932+94.51	MAINLINE	-	-	11,456	-	-	-
933+79.19 - 951+75	MAINLINE	-	-	1,796	-	-	-
951+75 - 964+64	MAINLINE	1,297	1,297	-	-	1,297	-
964+64 - 979+36.05	MAINLINE	-	-	1,473	-	-	-
-	PROJECT	-	-	-	1	-	-
	TOTALS =	5,950	5,950	36,450	1	5,950	4,650

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\DETAILS\50800903_MISCELLANEOUS QUANTITIES.DWG PLOT DATE : 9/23/2024 2:50:51 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 17

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

SAWING ASPHALT

STATION	LOCATION	690.0150 (LF)
551+15	BEGIN PROJECT	36
-	ELDER RIDGE ROAD	36
-	SPRING VALLEY ROAD	33
-	PEAK HILL ROAD	26
-	BADGER ROAD	38
-	STATE STREET (EAST)	17
-	STATE STREET (WEST)	36
-	WALNUT STREET (EAST)	38
-	WALNUT STREET (WEST)	40
-	MILL STREET (EAST)	45
-	MILL STREET (WEST)	30
-	NARROWS CREEK ROAD	28
-	SAND HILL ROAD	22
-	OPEN VIEW ROAD (EAST)	24
-	OPEN VIEW ROAD (SOUTH)	16
-	OPEN VIEW ROAD (NORTH)	23
-	CTH CH	33
-	HERRITZ ROAD	27
-	STH 154 (EAST)	27
-	HACKBARTH ROAD	24
-	OLD LOGANVILLE ROAD (SOUTH)	20
	OLD LOGANVILLE ROAD (NORTH)	19
-	CTH S	25
-	SOUTHRIDGE BLVD	50
-	REEDSBURG HS (SOUTH ENT)	48
-	REEDSBURG HS (NORTH ENT)	47
979+36.05	END PROJECT	39
-	DRIVEWAYS	303
	TOTAL=	1150

SAWING CONCRETE

STATION - STATION	LOCATION	690.0250 (LF)
619+01	PEAK HILL ROAD - SE QUAD	6
619+01	PEAK HILL ROAD - NE QUAD	12
619+06	SPRING VALLEY ROAD - NW QUAD	12
626+77	BADGER STREET - SE QUAD	30
626+77	BADGER STREET - NE QUAD	34
626+77	BADGER STREET - W SIDE	20
635+35	STATE STREET - SW QUAD	11
635+35	STATE STREET - NW QUAD	52
635+35	STATE STREET - SE QUAD	11
635+35	STATE STREET - NE QUAD	30
639+35	WALNUT STREET - SW QUAD	24
639+35	WALNUT STREET - NW QUAD	65
639+35	WALNUT STREET - SE QUAD	16
639+35	WALNUT STREET - NE QUAD	42
643+38	MILL STREET - SW QUAD	24
643+38	MILL STREET - NW QUAD	6
643+38	MILL STREET - SE QUAD	49
643+38	MILL STREET - NE QUAD	18
649+70 - 650+73	MAINLINE, RT.	119
651+76 - 651+95	MAINLINE, RT.	33
891+45	CTH S - NW QUAD	3
-	REEDSBURG HS (SOUTH ENT)	11
	REEDSBURG HS (NORTH ENT)	6
-	SOUTHRIDGE BLVD - SE QUAD	8
-	SOUTHRIDGE BLVD - NE QUAD	8
	TOTAL =	650

VERIFY AND REPLACE LANDMARK MONUMENTS & LAND PARCEL MONUMENTS

		LANDMARK REFERENCE MONUMENT		EXISTING LAND PARCEL MONUMENTS	
STATION - STATION	LOCATION	SPV.0060.08 VERIFY (EACH)	SPV.0060.09 SPECIAL (EACH)	SPV.0060.10 VERIFY & REPLACE (EACH)	SPV.0060.11 RESEARCH & LOCATE (EACH)
618+63	MAINLINE, 60.62' RT. (PEAK HILL ROAD - SE QUAD)	-	-	1	1
619+30	MAINLINE, 32.43' RT. (PEAK HILL ROAD - NE QUAD)	-	-	1	1
618+82	MAINLINE, 49.40' LT. (SPRING VALLEY ROAD - SW QUAD)	-	-	1	1
619+47	MAINLINE, 34.08' LT. (SPRING VALLEY ROAD - NW QUAD)	-	-	1	1
626+45	MAINLINE, 38.52' RT. (BADGER STREET - SE QUAD)	-	-	1	1
627+11	MAINLINE, 38.22' RT. (BADGER STREET - NE QUAD)	-	-	1	1
627+40	MAINLINE, 31.54' LT.(BADGER STREET - W SIDE)	-	-	1	1
635+10	MAINLINE, 33.00' RT. (STATE STREET - SW QUAD)	-	-	1	1
635+76	MAINLINE, 31.52' LT. (STATE STREET - NW QUAD)	-	-	1	1
635+08	MAINLINE, 35.82' RT. (STATE STREET - SE QUAD)	-	-	1	1
635+74	MAINLINE, 35.49' RT. (STATE STREET - NE QUAD)	-	-	1	1
639+04	MAINLINE, 33.75' LT. (WALNUT STREET - SW QUAD)	-	-	1	1
639+70	MAINLINE, 34.04' LT. (WALNUT STREET - NW QUAD)	-	-	1	1
639+03	MAINLINE, 32.25' LT.(WALNUT STREET - SE QUAD)	-	-	1	1
639+69	MAINLINE, 31.96' RT. (WALNUT STREET - NE QUAD)	-	-	1	1
643+02	MAINLINE, 34.97' LT. (MILL STREET - SW QUAD)	-	-	1	1
643+02	MAINLINE, 31.03' RT. (MILL STREET - SE QUAD)	-	-	1	1
643+68	MAINLINE, 35.22' LT. (MILL STREET - NE QUAD)	-	-	1	1
643+68	MAINLINE, 47.51, RT. (MILL STREET - NE QUAD)	-	-	1	1
551+68.33	MAINLINE, 21.52' RT. (CORNER 1553)	1	1	-	-
686+01.80	MAINLINE, 2.09' LT. (CORNER 1315)	1	1	-	-
	TOTALS =	2	2	19	19

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

RECTANGULAR RAPID FLASHING BEACON SYSTEM

STATION	LOCATION	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (5080-09-73) (CATEGORY 40) (EACH)	654.0101 CONCRETE BASES TYPE 1 (CATEGORY 40) (EACH)	654.0102 CONCRETE BASES TYPE 2 (CATEGORY 40) (EACH)	657.0100 PEDESTAL BASES (CATEGORY 40) (EACH)	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE (CATEGORY 40) (EACH)	657.0305 POLES TYPE 2 (CATEGORY 40) (EACH)	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT (CATEGORY 40) (EACH)	657.0585 TROMBONE ARMS 15-FT (CATEGORY 40) (EACH)	657.0595 TROMBONE ARMS 25-FT (CATEGORY 40) (EACH)	658.0500 PEDESTRIAN PUSH BUTTONS (CATEGORY 40) (EACH)	SPV.0060.05 RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM (CATEGORY 40) (EACH)	SPV.0060.06 THERMAL PEDESTRIAN DETECTOR (CATEGORY 40) (EACH)
965+90	34' LT	-	-	1	-	1	1	-	-	1	1	2	1
965+90	35' RT	-	-	1	-	1	1	-	1	-	1	2	1
966+05	11.5' RT	-	1	-	1	-	-	1	-	-	-	2	1
-	PROJECT	1	-	-	-	-	-	-	-	-	-	-	-
	TOTALS =	1	1	2	1	2	2	1	1	1	2	6	3

3

ADJUSTING WATER VALVES

STATION	LOCATION	SPV.0060.13 (EACH)
612+93	MAINLINE, 8.0' RT.	1
612+95	MAINLINE, 13.3' RT.	1
618+27	MAINLINE, 8.0' RT.	1
618+32	MAINLINE, 12.5' RT.	1
618+89	MAINLINE, 32.3' RT.	1
618+90	MAINLINE, 11.0' RT.	1
618+93	MAINLINE, 8.0' RT.	1
619+17	MAINLINE, 8.0' RT.	1
619+19	MAINLINE, 5.0' RT.	1
619+22	MAINLINE, 8.0' RT.	1
627+12	MAINLINE, 8.0' RT.	1
627+15	MAINLINE, 13.2' RT.	1
635+00	MAINLINE, 8.0' RT.	1
635+02	MAINLINE, 11.0' RT.	1
639+18	MAINLINE, 12.2' RT.	1
639+21	MAINLINE, 9.1' RT.	1
639+24	MAINLINE, 21.0' RT.	1
639+19	MAINLINE, 40.3' RT.	1
639+21	MAINLINE, 37.2' RT.	1
639+21	MAINLINE, 34.7' LT.	1
643+18	MAINLINE, 10.0' RT.	1
643+18	MAINLINE, 43.0' RT.	1
643+20	MAINLINE, 13.1' RT.	1
643+20	MAINLINE, 7.3' RT.	1
643+20	MAINLINE, 35.1' LT.	1
	TOTAL =	25

ADJUSTING MANHOLE COVERS

STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS (CATEGORY 010) (EACH)	SPV.0060.14 ADJUSTING SANITARY MANHOLE COVERS (CATEGORY 030) (EACH)
619+10	MAINLINE, 18.1' LT.	-	1
622+95	MAINLINE, 14.9' LT.	-	1
626+92	MAINLINE, 13.7' LT.	-	1
630+12	MAINLINE, 13.9' LT.	-	1
632+46	MAINLINE, 15.5' LT.	-	1
635+16	MAINLINE, 17.8' LT.	-	1
635+47	MAINLINE, 18.7' LT.	-	1
639+47	MAINLINE, 19.7' LT.	-	1
639+47	MAINLINE, 12.1' RT.	-	1
643+37	MAINLINE, 19.0' LT.	-	1
619+51	MAINLINE, 0.2' LT.	1	-
623+04	MAINLINE, 1.4' LT.	1	-
626+27	MAINLINE, 4.7' RT.	1	-
626+94	MAINLINE, 0.3' LT.	1	-
630+28	MAINLINE, 0.6' LT.	1	-
632+93	MAINLINE, 0.1' LT.	1	-
634+91	MAINLINE, 0.2' LT.	1	-
635+42	MAINLINE, 0.0' RT.	1	-
635+40	MAINLINE, 47.5' RT.	1	-
638+98	MAINLINE, 4.3' RT.	1	-
639+33	MAINLINE, 38.3' RT.	1	-
639+34	MAINLINE, 2.3' RT.	1	-
639+69	MAINLINE, 0.7' RT.	1	-
643+05	MAINLINE, 2.1' LT.	1	-
643+05	MAINLINE, 33.7' LT.	1	-
643+50	MAINLINE, 33.6' RT.	1	-
643+53	MAINLINE, 0.9' LT.	1	-
965+01	MAINLINE, 59.5' RT.	1	-
965+03	MAINLINE, 36.4' LT.	1	-
	TOTALS =	19	10

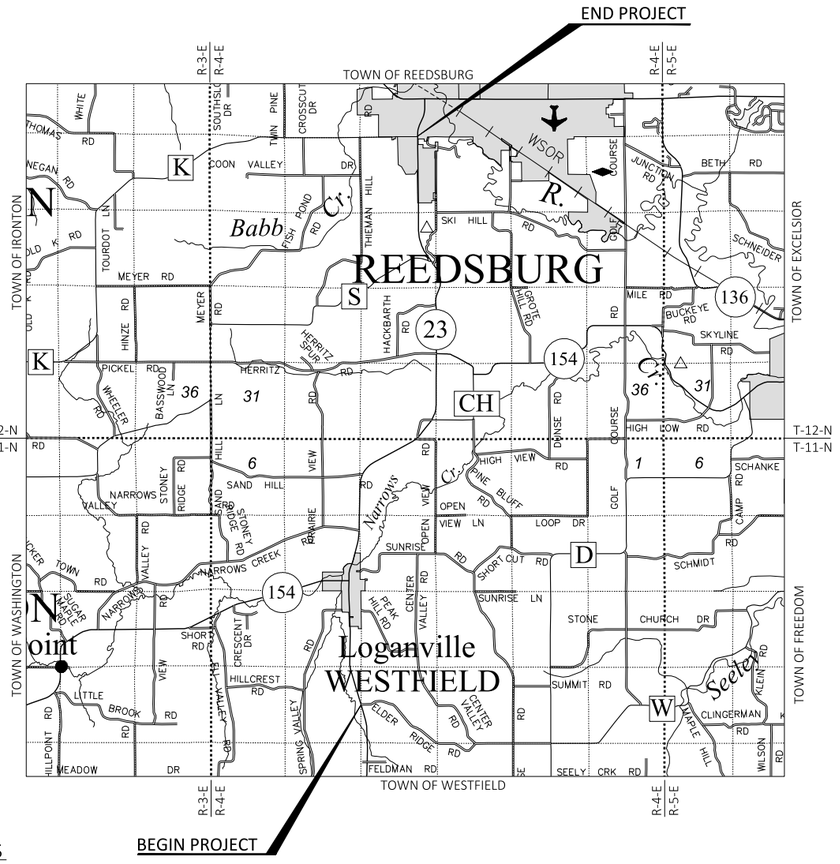
ADJUSTING CURB BOXES

STATION	LOCATION	SPV.0060.15 ADJUSTING CURB BOXES (CATEGORY 030) (EACH)
627+31	MAINLINE, 31.1' LT.	1
634+93	MAINLINE, 26.4' LT.	1
638+93	MAINLINE, 27.4' RT.	1
639+73	MAINLINE, 26.1' RT.	1
	TOTAL =	4

ADJUSTING INLET COVERS

STATION	LOCATION	611.8115 ADJUSTING INLET COVERS (EACH)
619+44	MAINLINE, RT.	1
626+59	MAINLINE, RT.	1
643+02	MAINLINE, LT.	1
643+06	MAINLINE, RT.	1
	TOTAL =	4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 5080-09-23
SPRING GREEN - REEDSBURG
ELDER RIDGE ROAD TO CTH K
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
BRIDGE
TO BE REMOVED
CULVERT

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

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

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

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY NUMBER	NGS		
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
GAS
TELEPHONE
OVERHEAD TRANSMISSION LINES
ELECTRIC
CABLE TELEVISION
FIBER OPTIC
SANITARY SEWER
STORM SEWER

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5080-09-23

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), 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.

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, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

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

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

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

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

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

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

DOCUMENT #: 1246288
Recorded: 02-09-2023 at 10:08 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
102

TRANSPORTATION PROJECT PLAT NO: 5080-09-23 - 4.01

PART OF THE SE¼-SE¼ OF SECTION 17, TOWNSHIP 11 NORTH, RANGE 4 EAST, TOWN OF WESTFIELD, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, ELDER RIDGE ROAD TO CTH K, 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 PLAT DIVISION JOB NO. 1572 AND RIGHT OF WAY PROJECT 5080-04-21

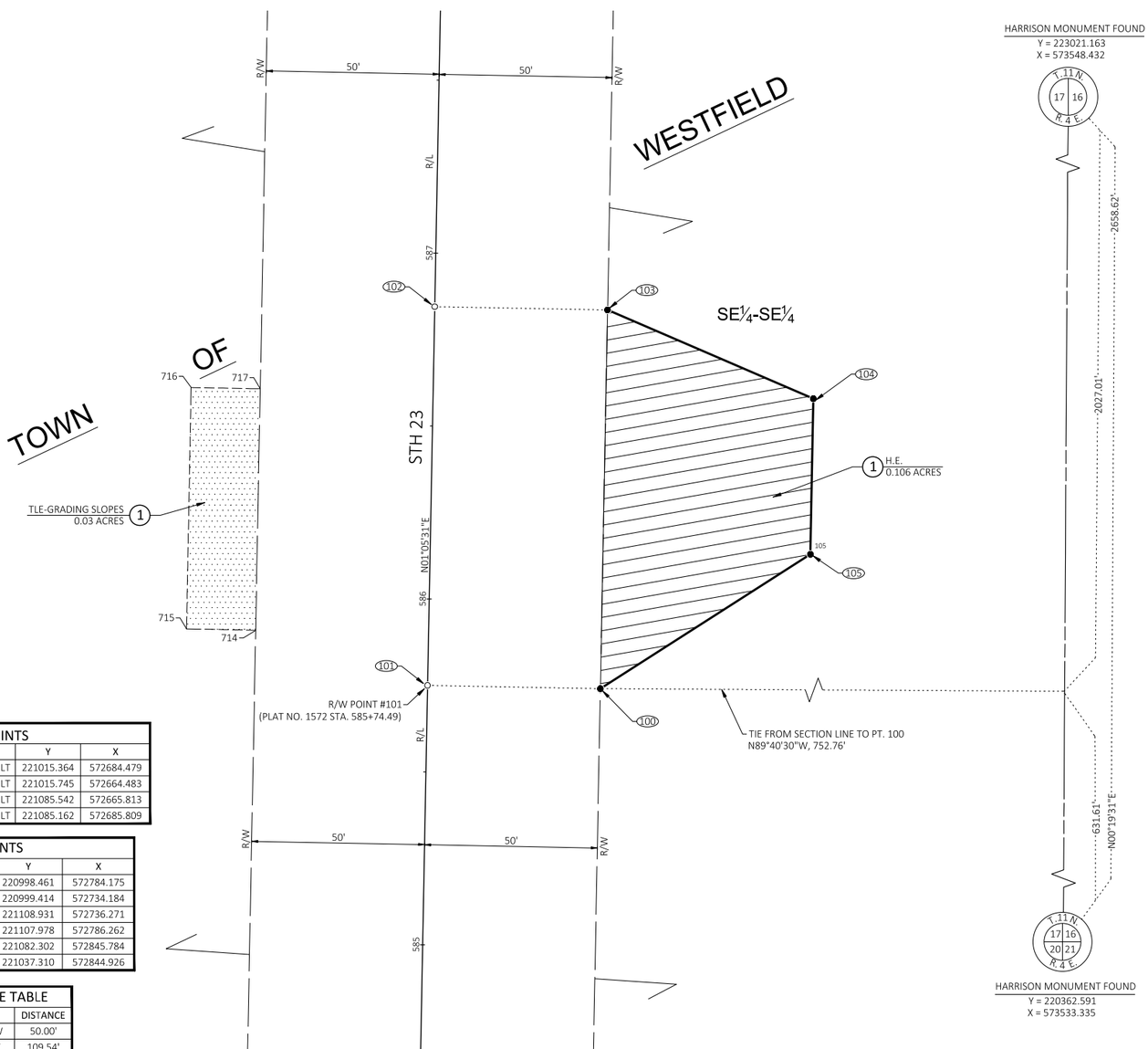
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5080-09-23-4.01
SHEET 1 OF 2

GN

SCALE, FEET
0 20' 40'



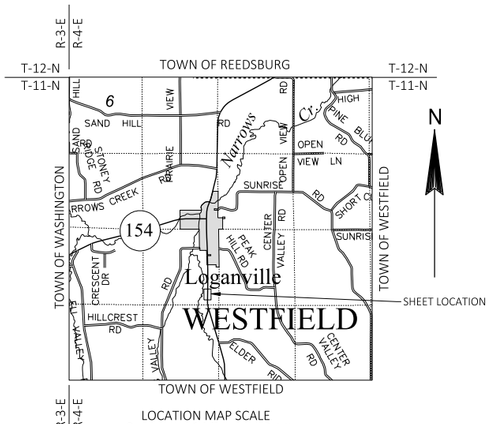
TLE POINTS					
PT #	STATION	OFFSET		Y	X
714	585+90.00	50.00'	LT	221015.364	572684.479
715	585+90.00	70.00'	LT	221015.745	572664.483
716	586+59.81	70.00'	LT	221085.542	572665.813
717	586+59.81	50.00'	LT	221085.162	572685.809

R/W POINTS					
PT #	STATION	OFFSET		Y	X
100	585+75.00	50.00'	RT	220998.461	572784.175
101	585+75.00	0.00'		220999.414	572734.184
102	586+84.54	0.00'		221108.931	572736.271
103	586+84.54	50.00'	RT	221107.978	572786.262
104	586+60.00	110.00'	RT	221082.302	572845.784
105	586+15.00	110.00'	RT	221037.310	572844.926

RIGHT OF WAY COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
100 TO 101	N88° 54' 29"W	50.00'
101 TO 102	N01° 05' 31"E	109.54'
102 TO 103	S88° 54' 29"E	50.00'
103 TO 104	S66° 39' 58"E	64.82'
104 TO 105	S01° 05' 31"W	45.00'
105 TO 100	S57° 24' 06"W	72.11'

SCHEDULE OF LANDS & INTERESTS REQUIRED				
PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	H.E.	TLE ACRES
1	ANDREW W. HELLENBRAND AND DAWN M. HELLENBRAND, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	H.E., TLE	0.106	0.03

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.



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
200	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS
202	GTE NORTH INCORPORATED	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE		
UTILITY NUMBER	OWNER(S) & RECORDING INFORMATION	LOCATED IN R/W PARCEL #
200	GENERAL TELEPHONE COMPANY OF WISCONSIN, DOC. 367227, V. 352, P. 517	1
202	GTE NORTH INCORPORATED DOC. 544643, R.522, P. 596	1

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, NOAH E. ANLIKER, 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: Noah E Anliker DATE: 1/30/2023
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

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

SIGNATURE: Cory Schlagel DATE: 1/30/2023
PRINT NAME: CORY SCHLAGEL

PLOT SCALE : 1 IN. : 20 FT.
PLOT BY: Tim Velte
PLOT DATE: 2/8/2023 9:29 AM
FILENAME: S:\Projects\W11632 WisDOT - STH 23 Sauk County\RW\DWG\5080-09-23 TPP.DWG
APPRAISAL PLAT DATE: ___ X/X/2022

DOCUMENT #: 1247164
Recorded: 03-07-2023 at 10:02 AM
BRENT BAILEY
SAUK COUNTY REGISTER OF DEEDS
REGISTRAR'S OFFICE
Sauk Co, WI
RECEIVED FOR RECORD
Fee Amount: $25.00
This document has been filed electronically
103

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5080-09-23-4.02

TRANSPORTATION PROJECT PLAT NO: 5080-09-23 - 4.02

PART OF LOT 1 OF CERTIFIED SURVEY MAP 352 RECORDED AS DOCUMENT 406826 IN VOLUME 2 ON PAGE 352, BEING LOCATED IN THE NE¼-NE¼ OF SECTION 17, TOWNSHIP 11 NORTH, RANGE 4 EAST, VILLAGE OF LOGANVILLE, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, ELDER RIDGE ROAD TO CTH K, 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 5080-00-22, RIGHT OF WAY PROJECT JOB NO. 1572, RIGHT OF WAY PROJECT 5080-04-21, CERTIFIED SURVEY MAP 4264, CERTIFIED SURVEY MAP 352, CERTIFIED SURVEY MAP 5157, PLAT OF SURVEY 5418, VILLAGE OF LOGANVILLE ASSESSOR'S PLAT NO. 1, AND LOGAN'S ADDITION TO THE VILLAGE OF LOGANVILLE.

EXISTING SPRING VALLEY ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CERTIFIED SURVEY MAP 4264, AND VILLAGE OF LOGANVILLE ASSESSOR'S PLAT NO. 1

EXISTING PEAK HILL ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CERTIFIED SURVEY MAP 352, CERTIFIED SURVEY MAP 6093, AND PLAT OF SURVEY 5418.

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.

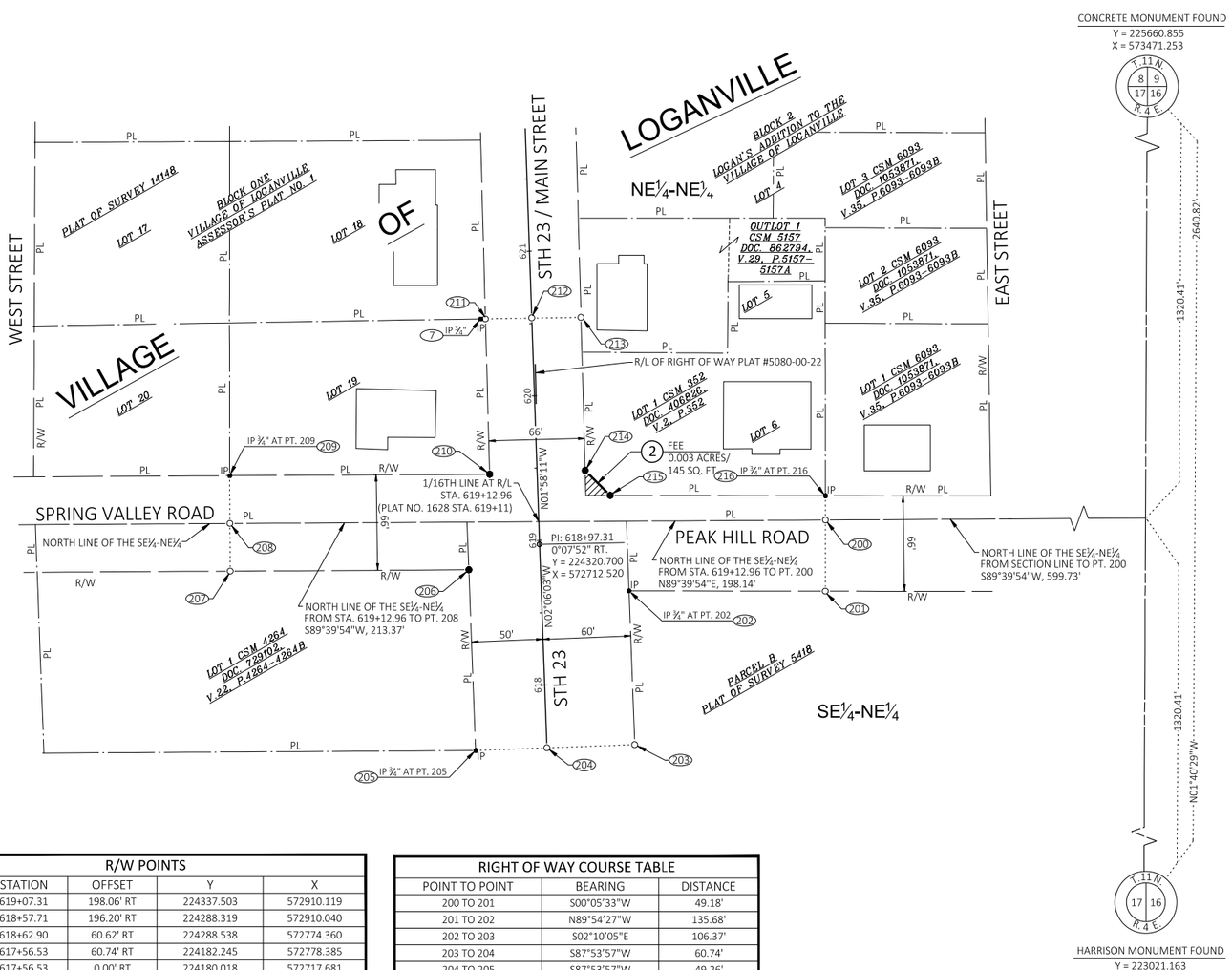
SIXTEENTH LINES LINE WERE ESTABLISHED BY SECTION BREAKDOWNS OF OBSERVED PLSS MONUMENTS.

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 1246288.

GN

SCALE, FEET
0 50' 100'

PLOT SCALE: 1 IN. : 50 FT.
PLOT BY: Tim Velte
PLOT DATE: 3/2/2023 11:07 AM



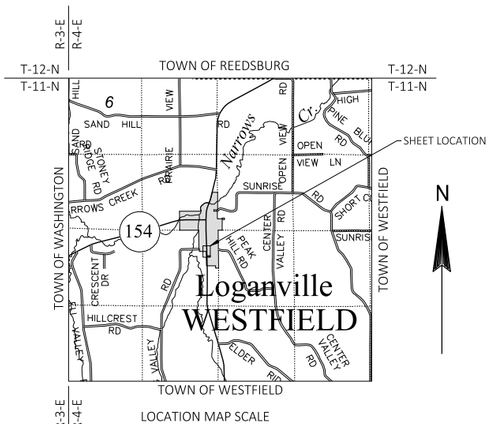
R/W POINTS				
PT #	STATION	OFFSET	Y	X
200	619+07.31	198.06' RT	224337.503	572910.119
201	618+57.71	196.20' RT	224288.319	572910.040
202	618+62.90	60.62' RT	224288.538	572774.360
203	617+56.53	60.74' RT	224182.245	572778.385
204	617+56.53	0.00' RT	224180.018	572717.681
205	617+56.53	49.26' LT	224178.212	572668.458
206	618+81.50	49.40' LT	224303.095	572663.731
207	618+86.58	214.25' LT	224302.130	572498.806
208	619+19.05	213.29' LT	224335.097	572498.613
209	619+52.07	212.34' LT	224368.128	572498.420
210	619+46.94	32.74' LT	224369.180	572678.095
211	620+54.31	31.94' LT	224476.508	572675.205
212	620+53.70	0.00' RT	224477.002	572707.144
213	620+53.06	34.06' RT	224477.530	572741.201
214	619+47.24	33.27' RT	224371.749	572744.050
215	619+29.47	50.00' RT	224354.559	572761.385
216	619+24.11	198.66' RT	224354.318	572910.146

RIGHT OF WAY COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
200 TO 201	S00°05'33"W	49.18'
201 TO 202	N89°54'27"W	135.68'
202 TO 203	S02°10'05"E	106.37'
203 TO 204	S87°53'57"W	60.74'
204 TO 205	S87°53'57"W	49.26'
205 TO 206	N02°10'05"W	124.97'
206 TO 207	S89°39'53"W	164.93'
207 TO 208	N00°20'07"W	32.97'
208 TO 209	N00°20'07"W	33.03'
209 TO 210	N89° 39' 53"E	179.68'
210 TO 211	N01° 32' 33"W	107.37'
211 TO 212	N89° 06' 47"E	31.94'
212 TO 213	N89° 06' 47"E	34.06'
213 TO 214	S01° 32' 33"E	105.82'
214 TO 215	S45° 14' 24"E	24.41'
215 TO 216	S89°54'27"E	148.76'
216 TO 200	S00°05'33"W	16.82'

FOUND SURVEY MONUMENTS				
PT #	STATION	OFFSET	Y	X
7	620+54.32	35.29' LT.	224476.404	572671.850

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQ. FT. REQUIRED NEW	EXISTING	TOTAL	TLE
2	2007 OLSON JOINT REVOCABLE TRUST DATED OCTOBER 2, 2007 (VENDOR) and 8th STREET APARTMENTS LLC, A WISCONSIN LIMITED LIABILITY COMPANY (PURCHASER)	FEE	145	-	145	-

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, NOAH E. ANLIKER, 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: Noah E Anliker DATE: 3/3/2023
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

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

SIGNATURE: Cory Schlagel DATE: 3/3/2023
PRINT NAME: CORY SCHLAGEL

FILENAME: S:\Projects\W11632 WisDOT - STH 23 Sauk County\RW\DWG\5080-09-23 TPP.DWG
APPRAISAL PLAT DATE: 3/3/2023

TRANSPORTATION PROJECT PLAT NO: 5080-09-23 - 4.03 AMENDMENT NO. 1

AMENDS PARCEL 3 OF TRANSPORTATION PROJECT PLAT NO. 5080-09-23 -4.03 RECORDED AS DOCUMENT NUMBER 1247191

PART OF LOTS 1 & 5 OF BLOCK 7, PART OF LOT 6 OF BLOCK 8, PART OF LOT 1 OF BLOCK 14, AND PART OF LOT 10 OF BLOCK 13, ALL BEING A PART OF MAP OF THE VILLAGE OF WESTFIELD (NOW KNOWN AS LOGANVILLE) BEING LOCATED IN THE SE¼-SE¼. ALSO PART OF LOT 1 CSM 5587 RECORDED AS DOCUMENT 938239 IN VOLUME 32 ON PAGES 5587-5587A, BEING LOCATED IN THE SE¼-SE¼. ALSO A PART OF LOT 3 CSM 3077 RECORDED AS DOCUMENT 611270 IN VOLUME 14 ON PAGES 3077-3077A, BEING LOCATED IN THE SE¼-SE¼. ALSO PART OF THE SE¼-SE¼. ALL LOCATED IN SECTION 8, TOWNSHIP 11 NORTH, RANGE 4 EAST, VILLAGE OF LOGANVILLE, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, ELDER RIDGE ROAD TO CTH K, 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 5080-00-22, CERTIFIED SURVEY MAP 2334, CERTIFIED SURVEY MAP 5587, CERTIFIED SURVEY MAP 3077, PLAT OF SURVEY 16606, PLAT OF SURVEY 14463, PLAT OF SURVEY 15017, PLAT OF SURVEY 7208, AND MAP OF THE VILLAGE OF WESTFIELD (NOW KNOWN AS LOGANVILLE).

EXISTING STATE STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-00-22, PLAT OF SURVEY 16606, AND THE MAP OF THE VILLAGE OF WESTFIELD (NOW KNOWN AS LOGANVILLE).

EXISTING STH 154/WALNUT STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-00-22, PLAT OF SURVEY 16606, PLAT OF SURVEY 14463, PLAT OF SURVEY 3798, PLAT OF SURVEY 15017, PLAT OF SURVEY 7208, AND MAP OF THE VILLAGE OF WESTFIELD (NOW KNOWN AS LOGANVILLE).

EXISTING MILL STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-00-22, CERTIFIED SURVEY MAP 5587, CERTIFIED SURVEY MAP 4769, CERTIFIED SURVEY MAP 3077, PLAT OF SURVEY 15017, AND THE MAP OF THE VILLAGE OF WESTFIELD (NOW KNOWN AS LOGANVILLE).

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 POINT TABLES, COURSE TABLES, AND DETAILS REFER TO EXTENSION SHEET, RECORDED AS SHEET 2 OF 2.

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 1246288.

DOCUMENT #: **1256305**
Recorded: 11-16-2023 at 8:03 AM
BRENT BAILEY
SAUK COUNTY REGISTER OF DEED
REGISTRAR'S OFFICE
Sauk Co, WI
RECEIVED FOR RECORD
Fee Amount: $25.00
104
This document has been filed electronically

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5080-09-23-4.03 AMENDMENT NO. 1
SHEET 1 OF 2

GN

SCALE, FEET
0 50' 100'

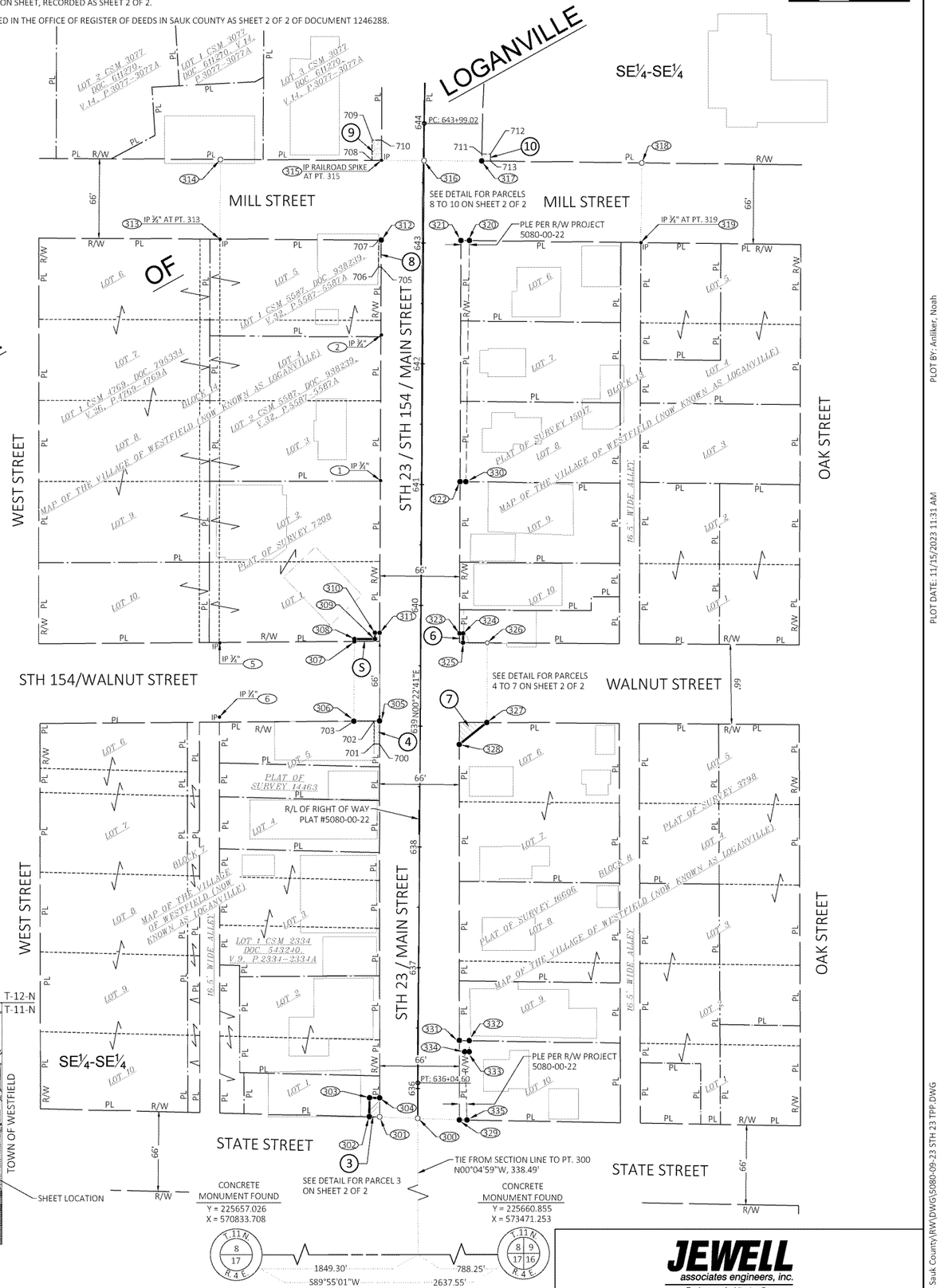
PLOT SCALE : 1 IN. : 50 FT.
PLOT BY: Anliker, Noah
PLOT DATE: 11/15/2023 11:31 AM
FILENAME: S:\Projects\W11632 WisDOT - STH 23 Sauk County\RW\DWGS\5080-09-23 STH 23 TPP.DWG
APPRAISAL PLAT DATE: 11/15/2023

PI STA = 646+26.15
Y = 227049.114
X = 572689.436
DELTA = 21°19'41" RT
D = 4°45'00"
T = 227.13'
L = 449.01'
R = 1206.23'
PC STA = 643+99.02
Y = 226821.986
X = 572687.937
PT STA = 648+48.03
Y = 227260.143
X = 572773.441
DB = N00°22'41"E
DA = N21°42'22"E

PI STA = 629+00.33
Y = 225323.126
X = 572678.044
DELTA = 2°20'52" RT
D = 0°10'00"
T = 704.47'
L = 1408.74'
R = 34377.47'
PC STA = 621+95.86
Y = 224619.073
X = 572702.258
PT STA = 636+04.60
Y = 226027.580
X = 572682.694
DB = N01°58'11"W
DA = N00°22'41"E

ALIGNMENT SUB-CURVE
POINT 300 TO PT. STA. 636+04.60
L = 29.39'
R = 34,377.47'
LCB = N00°21'13"E
LCH = 29.38'

ALIGNMENT SUB-CURVE
POINT 300 TO PC. STA. 621+95.86
L=1379.36'
R=34377.47'
LCB=N00°49'13"W
LCH=1379.26'



SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W S.F. REQUIRED			TLE
			NEW	EXISTING	TOTAL	S.F.
3	DAVID J. DALLMAN AND MARJORIE S. DALLMAN, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE	133	0	133	0
4	JAMES P. HOWELL AND SHANNON C. HOWELL, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	0	0	0	89
5	LY-ETTE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE	60	0	60	0
6	DANIEL P. GUDENSCHWAGER (VENDOR) AND BREWSTER'S PROPERTIES, LLC (PURCHASER)	FEE	23	0	23	0
7	COREY D. ANDERSON	FEE	209	0	209	0
8	KINDSCHIS NORTH LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	0	0	0	47
9	RAY MEYER SALES & SERVICE, INC.	TLE	0	0	0	131
10	ST. PETER'S CHURCH OF LOGANVILLE	TLE	0	0	0	41

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, NOAH E ANLIKER, 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: Noah E Anliker DATE: 11/15/2023
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

WISCONSIN
NOAH E. ANLIKER
S-3265
CAZENOVIA
WISCONSIN
LAND SURVEYOR

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

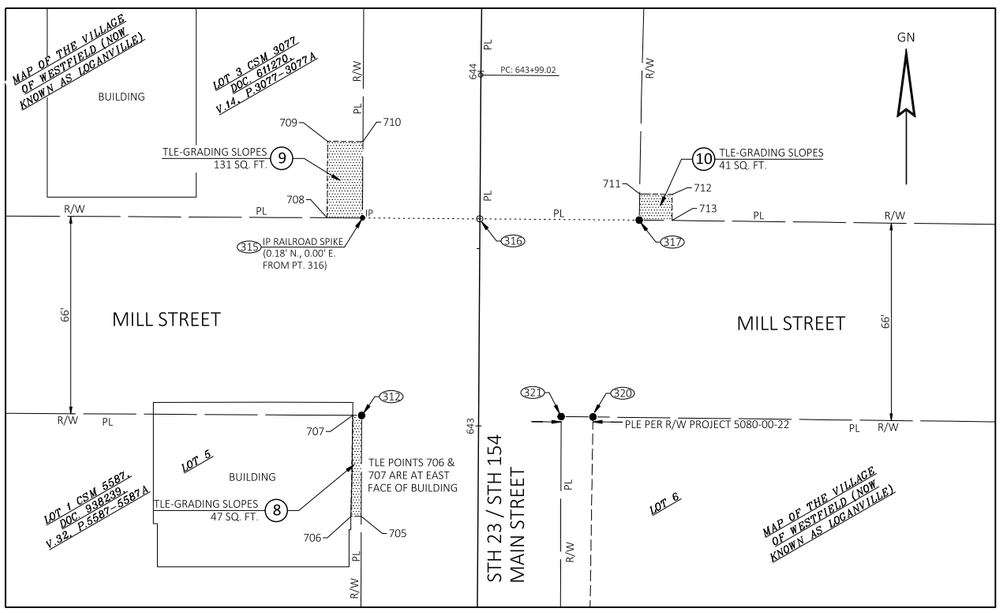
SIGNATURE: Cory Schlagel DATE: 11/15/2023
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5080-09-23 - 4.03
EXTENSION SHEET

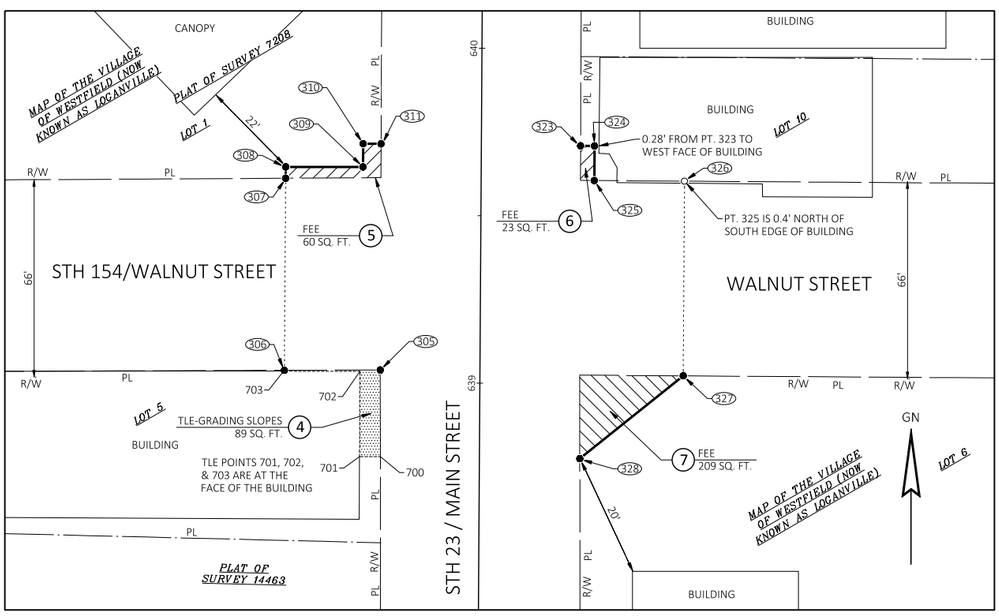
RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, ELDER RIDGE ROAD TO CTH K, SAUK COUNTY

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.

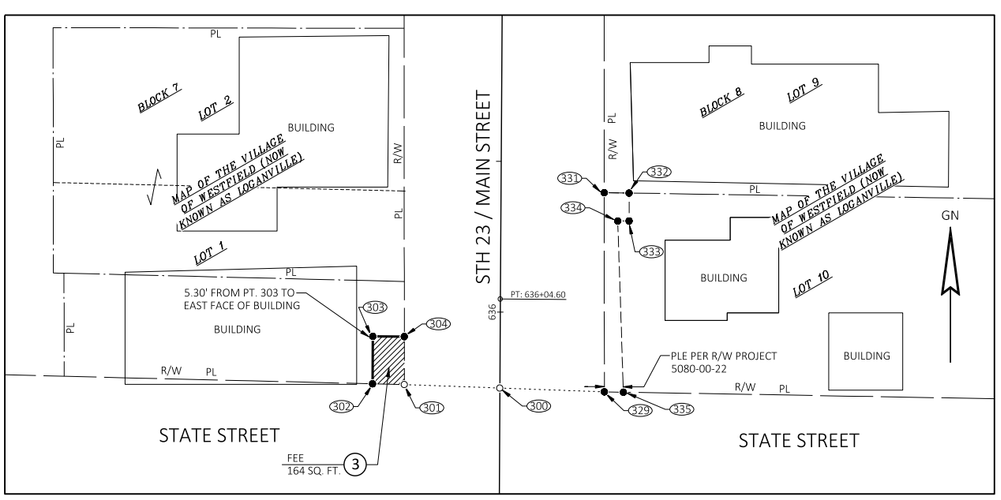
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT 1246288.



PARCELS 8 TO 10 DETAIL
(NOT TO SCALE)



PARCELS 4 TO 7 DETAIL
(NOT TO SCALE)



PARCEL 3 DETAIL
(NOT TO SCALE)

PLE COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
MILL ST INTERSECTION		
320 TO 330	S00° 47' 30"W	199.77'
330 TO 322	N89° 29' 33"W	5.00'
322 TO 321	N00° 13' 06"E	199.80'
321 TO 320	S89° 18' 32"E	7.00'
STATE ST INTERSECTION		
331 TO 332	S89° 06' 42"E	8.18'
332 TO 333	S00° 01' 17"E	9.22'
333 TO 334	S89° 58' 43"W	3.73'
334 TO 335	S01° 52' 39"E	56.52'
335 TO 329	N88° 59' 46"W	6.29'
329 TO 331	N00° 00' 49"W	65.73'

RIGHT OF WAY COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
300 TO 301	N87° 54' 43"W	31.54'
301 TO 302	N88° 36' 34"W	10.48'
302 TO 303	N00° 20' 39"E	15.64'
303 TO 304	S89° 38' 34"E	10.38'
304 TO 305	N00° 00' 49"W	312.10'
305 TO 306	S89° 34' 30"W	21.25'
306 TO 307	N00° 22' 41"E	66.01'
307 TO 308	N00° 22' 41"E	2.01'
308 TO 309	S89° 58' 48"E	17.00'
309 TO 310	N00° 22' 41"E	5.10'
310 TO 311	S89° 37' 19"E	3.94'
311 TO 312	N00° 13' 06"E	325.19'
312 TO 313	N89° 40' 21"W	133.45'
313 TO 314	N00° 19' 38"E	66.00'
314 TO 315	S89° 40' 21"E	133.25'
315 TO 316	S89° 41' 12"E	35.23'
316 TO 317	S89° 41' 12"E	47.77'
317 TO 318	S89° 18' 32"E	132.52'
318 TO 319	S00° 41' 28"W	66.00'
319 TO 320	N89° 18' 32"W	141.90'
320 TO 321	N89° 18' 32"W	7.00'
321 TO 322	S00° 13' 06"W	199.80'
322 TO 323	S00° 13' 06"W	125.58'
323 TO 324	S89° 37' 19"E	3.06'
324 TO 325	S00° 22' 41"W	7.62'
325 TO 326	S89° 36' 49"E	20.01'
326 TO 327	S00° 23' 11"W	66.00'
327 TO 328	S51° 17' 20"W	29.14'
328 TO 331	S00° 00' 49"E	245.10'
331 TO 329	S00° 00' 49"E	65.73'
329 TO 300	N87° 54' 43"W	34.51'

R/W & PLE POINTS					
PT #	STATION	OFFSET		Y	X
300	635+75.21	0.00'		225998.196	572682.513
301	635+76.18	31.52'	LT	225999.345	572650.998
302	635+76.37	42.00'	LT	225999.599	572640.520
303	635+92.00	42.00'	LT	226015.244	572640.614
304	635+92.00	31.62'	LT	226015.179	572650.994
305	639+04.08	33.75'	LT	226327.277	572650.920
306	639+03.78	55.00'	LT	226327.120	572629.670
307	639+69.79	55.00'	LT	226393.125	572630.105
308	639+71.79	55.00'	LT	226395.130	572630.119
309	639+71.90	38.00'	LT	226395.124	572647.119
310	639+77.00	38.00'	LT	226400.224	572647.153
311	639+77.00	34.06'	LT	226400.198	572651.091
312	643+02.19	34.97'	LT	226725.387	572652.330
313	643+02.07	168.42'	LT	226726.149	572518.881
314	643+68.07	168.48'	LT	226792.148	572519.258
315	643+68.19	35.23'	LT	226791.387	572652.509
316	643+68.23	0.00'		226791.194	572687.734
317	643+68.28	47.77'	RT	226790.933	572735.506
318	643+67.56	180.29'	RT	226789.335	572868.014
319	643+01.56	179.93'	RT	226723.340	572867.218
320	643+02.34	38.03'	RT	226725.051	572725.329
321	643+02.37	31.03'	RT	226725.135	572718.329
322	641+02.58	31.59'	RT	226525.340	572717.568
323	639+77.00	31.94'	RT	226399.763	572717.090
324	639+77.00	35.00'	RT	226399.743	572720.151
325	639+69.38	35.00'	RT	226392.121	572720.101
326	639+69.38	55.01'	RT	226391.986	572740.110
327	639+03.38	55.00'	RT	226325.987	572739.665
328	638+85.00	32.38'	RT	226307.762	572716.924
329	635+74.15	34.49'	RT	225996.939	572716.998
330	641+02.57	36.59'	RT	226525.296	572722.568
331	636+39.91	34.06'	RT	226062.665	572716.983
332	636+39.84	42.24'	RT	226062.538	572725.163
333	636+30.62	42.30'	RT	226053.323	572725.166
334	636+30.59	38.57'	RT	226053.321	572721.436
335	635+74.08	40.78'	RT	225996.828	572723.288

TLE POINTS				
PT #	STATION	OFFSET	Y	X
700	638+85.00	33.62' LT.	226308.197	572650.924
701	638+85.00	38.19' LT.	226308.228	572646.357
702	639+03.76	38.23' LT.	226326.992	572646.437
703	639+03.69	55.00' LT.	226327.024	572629.669
705	642+80.00	34.91' LT.	226703.197	572652.245
706	642+80.00	37.17' LT.	226703.212	572649.979
707	643+02.19	36.92' LT.	226725.398	572650.383
708	643+68.18	43.00' LT.	226791.431	572644.735
709	643+85.00	43.00' LT.	226808.248	572644.846
710	643+85.00	35.24' LT.	226808.197	572652.609
711	643+74.00	47.84' RT.	226796.649	572735.610
712	643+74.00	55.00' RT.	226796.602	572742.771
713	643+68.24	55.00' RT.	226790.846	572742.733

FOUND POINTS					
PT #	STATION	OFFSET		Y	X
1	641+03.12	34.25'	LT	226526.314	572651.734
2	642+23.77	34.39'	LT	226646.968	572652.389
5	639+06.42	166.35'	LT	226330.495	572518.345
6	639+67.93	166.48'	LT	226392.004	572518.616

PLOT SCALE : N/A
PLOT BY: Tim Velte
PLOT DATE: 3/2/2023 11:07 AM
FILENAME: S:\Projects\W11632 WisDOT - STH 23 Sauk County\RW\DWGS\5080-09-23 TPP.DWG
APPRAISAL PLAT DATE: 01/30/2023

DOCUMENT #: 1247192
Recorded: 03-07-2023 at 11:31 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
106

TRANSPORTATION PROJECT PLAT NO: 5080-09-23 - 4.04

PART OF THE NW¼-SW¼ OF SECTION 34, TOWNSHIP 12 NORTH, RANGE 4 EAST, TOWN OF REEDSBURG, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, ELDER RIDGE ROAD TO CTH K, 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 PLAT DIVISION JOB NO. 1628

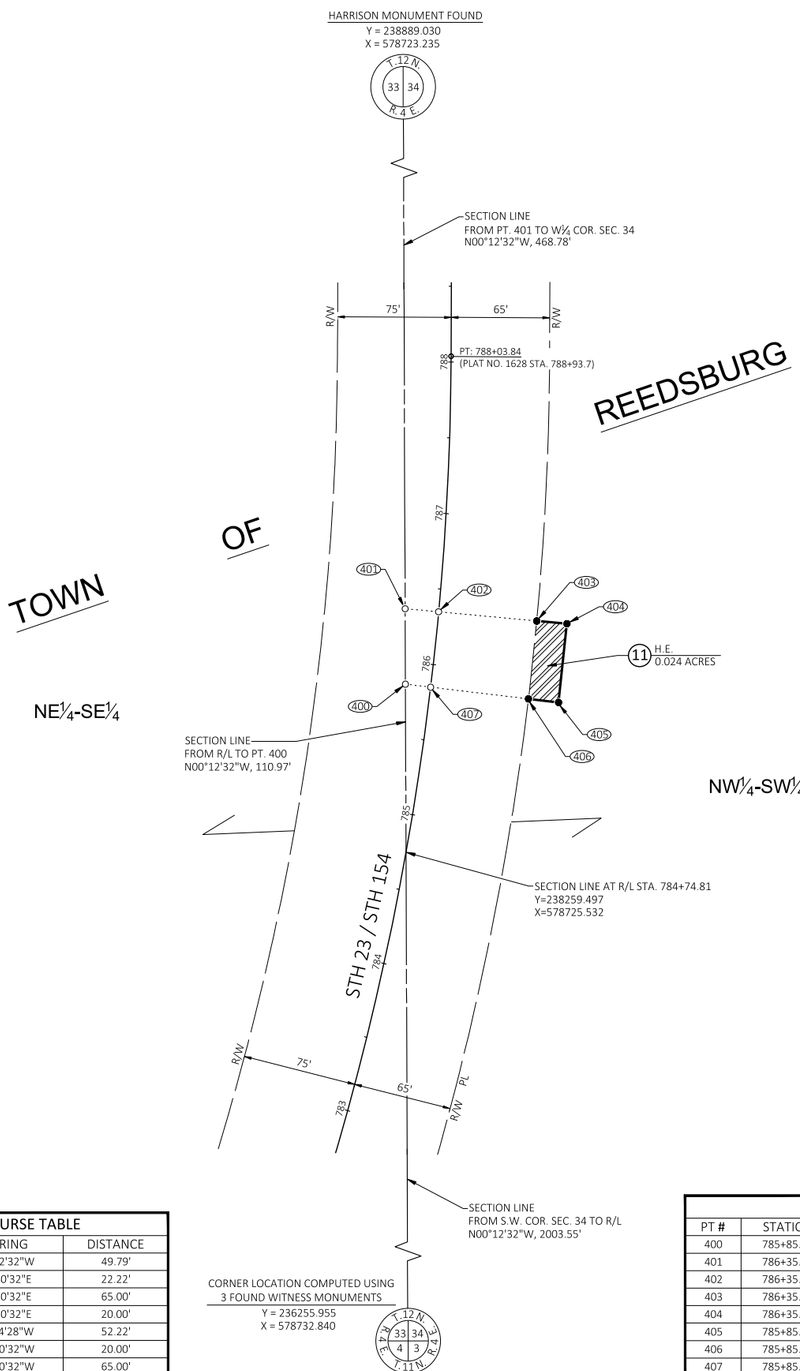
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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 1246288.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5080-09-23-4.04

GN

SCALE, FEET
0 50' 100'



PI STA = 781+87.25
Y = 237919.555
X = 578752.267
DELTA = 38°30'52" LT
D = 3°00'00"
T = 667.22'
L = 1283.82'
R = 1909.86'
PC STA = 775+20.02
Y = 237399.371
X = 578334.421
PT STA = 788+03.84
Y = 238586.772
X = 578755.285
DB = N38°46'25"E
DA = N00°15'33"E

ALIGNMENT SUB-CURVE
POINT 402 TO PT. STA. 788+03.84 L=168.84' R=1909.86' LCB=N02°47'30"E LCH=168.78'

ALIGNMENT SUB-CURVE
784+74.81 TO POINT 407 L=110.19' R=1909.86' LCB=N08°28'38"E LCH=110.17'

ALIGNMENT SUB-CURVE
784+74.81 TO PC. STA.775+20.02 L=954.79' R=1909.86' LCB=N24°27'07"E LCH=944.88'

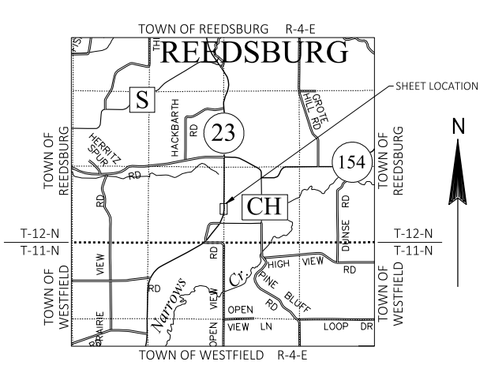
ALIGNMENT SUB-CURVE
POINT 407 TO POINT 402 L = 50.00' R = 1909.86' LCB = N06°04'28"E LCH = 50.00'

RIGHT OF WAY COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
400 TO 401	N00°12'32"W	49.79'
401 TO 402	S84°40'32"E	22.22'
402 TO 403	S84°40'32"E	65.00'
403 TO 404	S84°40'32"E	20.00'
404 TO 405	S06°04'28"W	52.22'
405 TO 406	N83°10'32"W	20.00'
406 TO 407	N83°10'32"W	65.00'
407 TO 400	N83°10'32"W	16.77'

R/W POINTS				
PT #	STATION	OFFSET	Y	X
400	785+85.00	16.77' LT.	238370.464	578725.127
401	786+35.00	22.22' LT.	238420.251	578724.945
402	786+35.00	0.00'	238418.189	578747.064
403	786+35.00	65.00' RT.	238412.158	578811.780
404	786+35.00	85.00' RT.	238410.302	578831.698
405	785+85.00	85.00' RT.	238358.371	578826.171
406	785+85.00	65.00' RT.	238360.749	578806.308
407	785+85.00	0.00'	238368.472	578741.774

SCHEDULE OF LANDS & INTERESTS REQUIRED				
PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	H.E. ACRES	T.L.E
11	THE COUNTY OF SAUK OF THE STATE OF WISCONSIN	H.E.	0.024	-

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.



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
200	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE		
UTILITY NUMBER	OWNER & RECORDING INFORMATION	LOCATED IN R/W PARCEL #
200	GENERAL TELEPHONE COMPANY OF WISCONSIN 2 ROD WIDE EASEMENT, DOC. 375883, V. 362, P. 498	11

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, NOAH E. ANLIKER, 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: Noah E. Anliker DATE: 3/3/2023
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

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

SIGNATURE: Cory Schlagel DATE: 3/3/2023
PRINT NAME: CORY SCHLAGEL

PLOT SCALE : 1 IN. : 50 FT.
PLOT BY: Tim Velte
PLOT DATE: 3/2/2023 11:07 AM
FILENAME: S:\Projects\W11632 WisDOT - STH 23 Sauk County\RW\DWG\5080-09-23 TPP.DWG
APPRAISAL PLAT DATE: 3/3/2023

DOCUMENT #: **1247193**
Recorded: 03-07-2023 at 11:32 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 filec ically

TRANSPORTATION PROJECT PLAT NO: 5080-09-23 - 4.05

PART OF THE NW¼-NW¼ OF SECTION 27, PART OF LOT 2 OF CERTIFIED SURVEY MAP 5366 RECORDED AS DOCUMENT 900401 IN VOLUME 30 ON PAGES 5366-5366A, BEING LOCATED IN THE SW¼-SW¼ OF SECTION 22, AND PART OF LOT 1 OF CERTIFIED SURVEY MAP 745 RECORDED AS DOCUMENT 423587 IN VOLUME 3 ON PAGES 745-745A, BEING LOCATED IN THE SW¼-SW¼ OF SECTION 22, ALL BEING LOCATED IN TOWNSHIP 12 NORTH, RANGE 4 EAST, TOWN OF REEDSBURG, SAUK COUNTY, WISCONSIN.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5080-09-23-4.05

RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, ELDER RIDGE ROAD TO CTH K, 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 PLAT DIVISION JOB NO. 1628, CERTIFIED SURVEY MAP 745, CERTIFIED SURVEY MAP 4376, AND CERTIFIED SURVEY MAP 5366.

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 1246288.

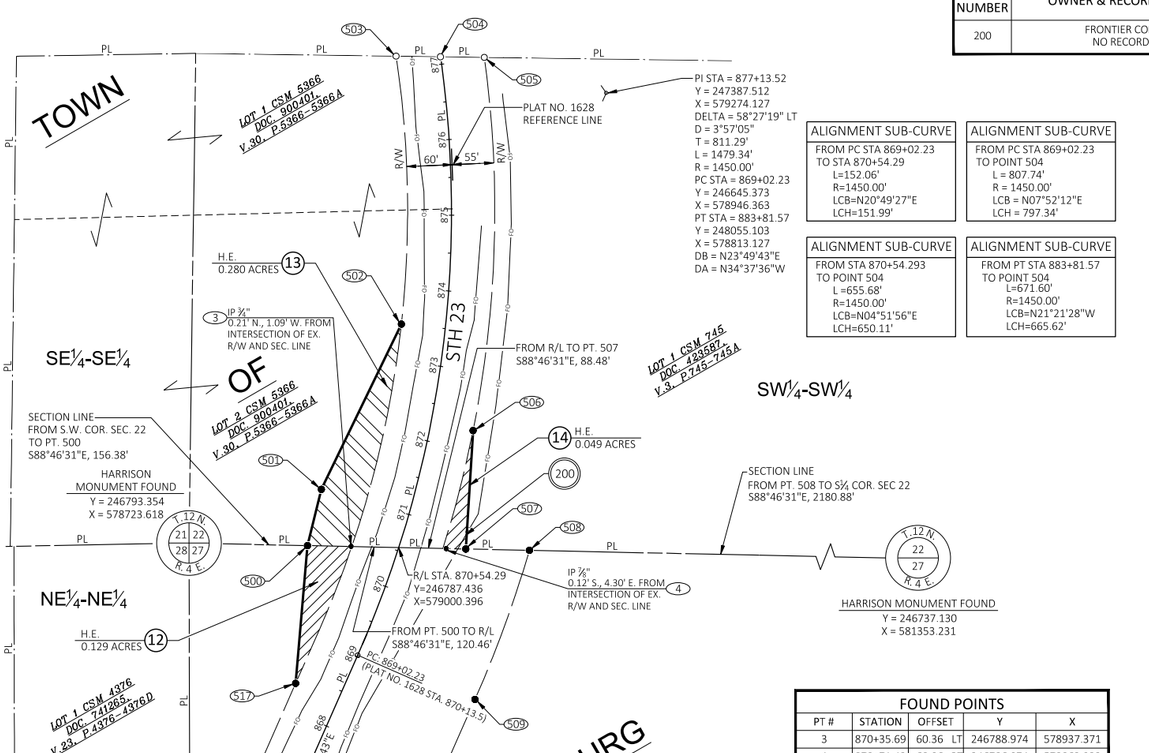
GN

SCALE, FEET
0 100' 200'

PLOT SCALE : 1 IN. : 100 FT.
PLOT BY: Tim Velte
PLOT DATE: 3/2/2023 11:07 AM

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
200	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE		
UTILITY NUMBER	OWNER & RECORDING INFORMATION	LOCATED IN R/W PARCEL #
200	FRONTIER COMMUNICATIONS NO RECORD OF EASEMENT	14



ALIGNMENT SUB-CURVE
FROM PC STA 869+02.23 TO STA 870+54.29 L=152.06' R=1450.00' LCB=N20°49'27"E LCH=151.99'

ALIGNMENT SUB-CURVE
FROM PC STA 869+02.23 TO POINT 504 L = 807.74' R = 1450.00' LCB = N07°52'12"E LCH = 797.34'

ALIGNMENT SUB-CURVE
FROM STA 870+54.293 TO POINT 504 L =655.68' R=1450.00' LCB=N04°51'56"E LCH=650.11'

ALIGNMENT SUB-CURVE
FROM PT STA 883+81.57 TO POINT 504 L=671.60' R=1450.00' LCB=N21°21'28"W LCH=665.62'

ALIGNMENT SUB-CURVE
FROM POINT 512 TO PT STA. 866+59.97 L = 305.09' R = 1432.39' LCB = N17°43'36"E LCH = 304.51'

ALIGNMENT SUB-CURVE
FROM PC STA 859+44.19 TO POINT 512 L=410.69' R=1432.39' LCB=S03°24'40"W LCH=409.29'

R/W CURVE DATA
POINT 502 TO POINT 503 L = 354.64' R = 1372.50' LCB = N01°07'38"W LCH = 353.66'

R/W CURVE DATA
POINT 505 TO POINT 506 L = 495.12' R = 1487.50' LCB = S01°43'56"W LCH = 492.84'

R/W CURVE DATA
POINT 508 TO POINT 509 L = 209.57' R = 1597.50' LCB = S20°04'13"W LCH = 209.42'

R/W CURVE DATA
POINT 510 TO POINT 511 L = 235.23' R = 1267.50' LCB = S18°30'43"W LCH = 234.89'

R/W CURVE DATA
POINT 514 TO POINT 515 L = 129.68' R = 1492.50' LCB = N13°31'28"E LCH = 129.64'

R/W CURVE DATA
POINT 515 TO POINT 516 L = 203.57' R = 1492.50' LCB = N19°55'16"E LCH = 203.41'

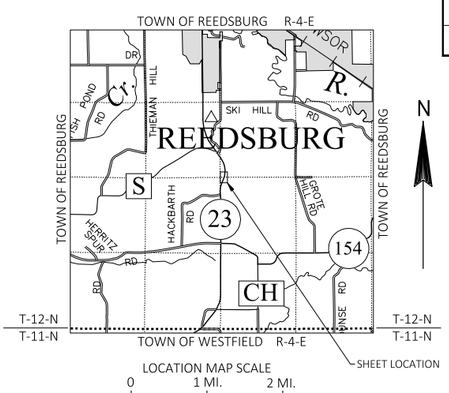
FOUND POINTS				
PT #	STATION	OFFSET	Y	X
3	870+35.69	60.36 LT	246788.974	578937.371
4	870+71.42	60.06 RT	246786.074	579062.932

R/W POINTS				
PT #	STATION	OFFSET	Y	X
500	870+16.92	115.00' LT.	246790.011	578879.963
501	871+00.00	120.00' LT.	246864.273	578898.354
502	873+50.00	58.06' LT.	247082.415	579003.928
503	877+19.38	57.84' LT.	247436.003	578996.971
504	877+09.96	0.00'	247435.199	579055.537
505	877+01.38	57.18' RT.	247434.404	579113.376
506	872+25.00	56.57' RT.	246941.789	579098.480
507	870+78.16	85.00' RT.	246785.545	579088.854
508	870+98.50	166.06' RT.	246783.749	579172.846
509	869+10.40	165.03' RT.	246587.046	579100.978
510	866+62.19	165.00' RT.	246359.134	579000.322
511	863+96.58	165.41' RT.	246136.397	578925.744
512	863+54.88	0.00'	246133.714	578755.774
513	863+48.46	29.51' LT.	246133.237	578725.563
514	863+42.20	59.51' LT.	246132.752	578694.877
515	864+66.69	59.70' LT.	246258.793	578725.193
516	866+62.19	60.00' LT.	246450.035	578794.501
517	868+35.00	60.00' LT.	246608.117	578864.318

RIGHT OF WAY COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
500 TO 501	N13°54'34"E	76.50'
501 TO 502	N25°49'32"E	242.35'
502 TO 503	SEE CURVE DATA	
503 TO 504	S89°12'46"E	58.57'
504 TO 505	S89°12'46"E	57.84'
505 TO 506	SEE CURVE DATA	
506 TO 507	S03°31'32"W	156.54'
507 TO 508	S88°46'31"E	84.01'
508 TO 509	SEE CURVE DATA	
509 TO 510	S23°49'43"W	249.15'
510 TO 511	SEE CURVE DATA	
511 TO 512	S89°05'44"W	169.99'
512 TO 513	S89°05'44"W	30.21'
513 TO 514	S89°05'44"W	30.69'
514 TO 515	SEE CURVE DATA	
515 TO 516	SEE CURVE DATA	
516 TO 517	N23°49'43"E	172.81'
517 TO 500	N04°54'58"E	182.57'

SCHEDULE OF LANDS & INTERESTS REQUIRED				
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	H.E. ACRES	TLE
12	BRADLEY J. BISCOBING	H.E.	0.129	-
13	CHRISTIAN M. MCSHAFFREY AND KELLY A. MCSHAFFREY, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	H.E.	0.280	-
14	MICHELLE L. GARDNER AND ROBERT GARDNER, HUSBAND AND WIFE, AS JOINT TENANTS WITH RIGHT OF SURVIVORSHIP	H.E.	0.049	-

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, NOAH E. ANLIKER, 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: Noah E Anliker DATE: 3/3/2023
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

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

SIGNATURE: Cory Schlagel DATE: 3/3/2023
PRINT NAME: CORY SCHLAGEL

FILENAME: S:\Projects\W11632 WisDOT - STH 23 Sauk County\RW\DWG\5080-09-23 TPP.DWG
APPRAISAL PLAT DATE: 3/3/2023

DOCUMENT #: **1247194**
Recorded: 03-07-2023 at 11:32 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
108

TRANSPORTATION PROJECT PLAT NO: 5080-09-23 - 4.06

PART OF THE NW¼-NE¼ AND PART OF THE NE¼-NE¼ OF SECTION 21, TOWNSHIP 12 NORTH, RANGE 4 EAST, TOWN OF REEDSBURG, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, ELDER RIDGE ROAD TO CTH K, 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: PLAT OF RIGHT OF WAY DIVISION JOB NO. 1628, RIGHT OF WAY PROJECT 5080-01-60 AND PLAT OF SURVEY 9674.

SIXTEENTH LINES LINE WERE ESTABLISHED BY SECTION BREAKDOWNS USING A COMBINATION OF OBSERVED PLSS MONUMENTS AND PLSS CORNER LOCATIONS COMPUTED USING TIES TO SURVEYS OF RECORD.

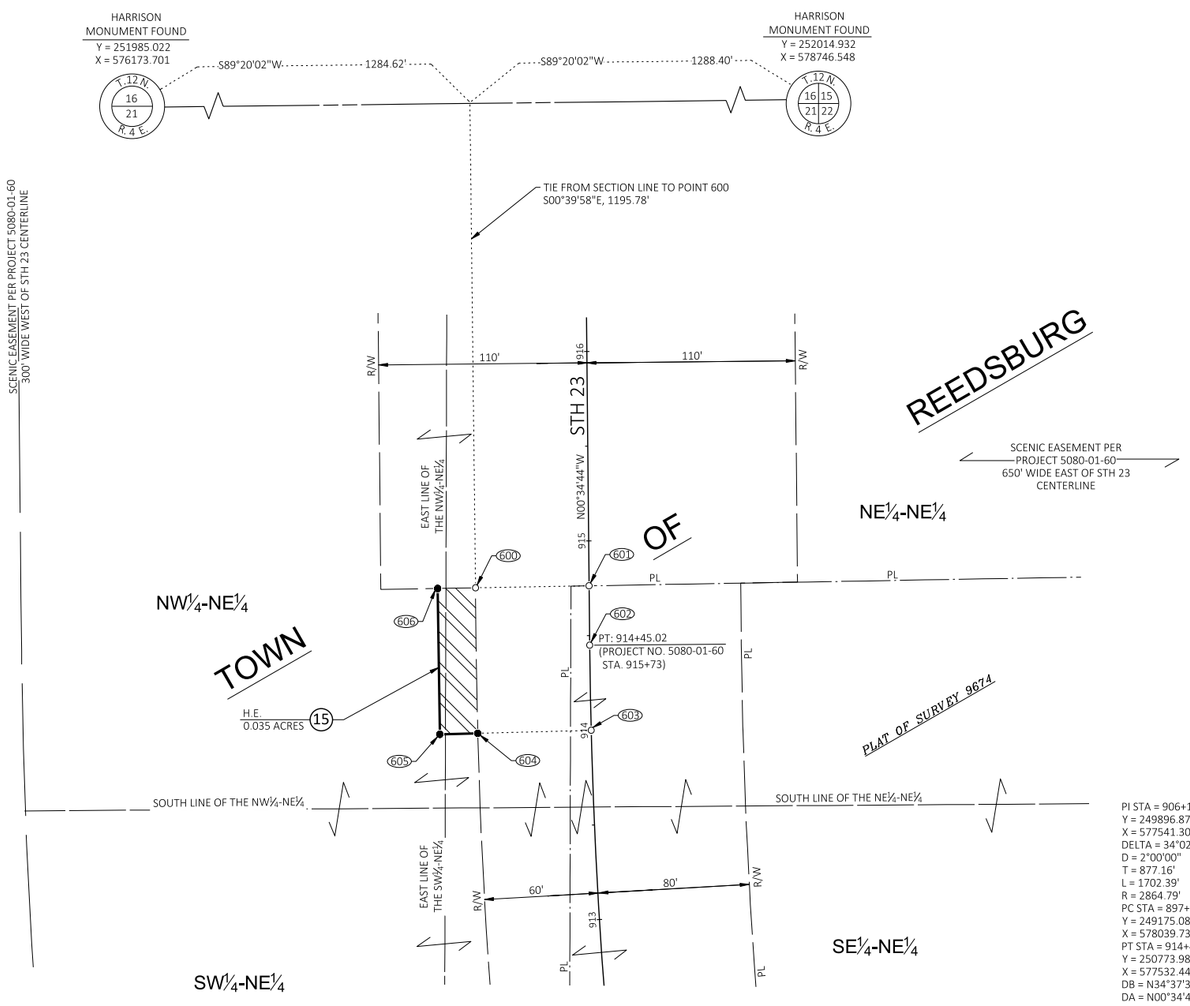
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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 1246288.

RESERVED FOR REGISTER OF DEED
PROJECT NUMBER 5080-09-23-4.06

GN

SCALE, FEET
0 40' 80'



PI STA = 906+19.79
Y = 249896.871
X = 577541.309
DELTA = 34°02'52" RT
D = 2°00'00"
T = 877.16'
L = 1702.39'
R = 2864.79'
PC STA = 897+42.63
Y = 249175.081
X = 578039.735
PT STA = 914+45.02
Y = 250773.987
X = 577532.446
DB = N34°37'36"W
DA = N00°34'44"W

ALIGNMENT SUB-CURVE
FROM PC STA 897+42.63 TO POINT 603 L=1657.37' R=2864.79' LCB=S18°03'11"E LCH=1634.36'

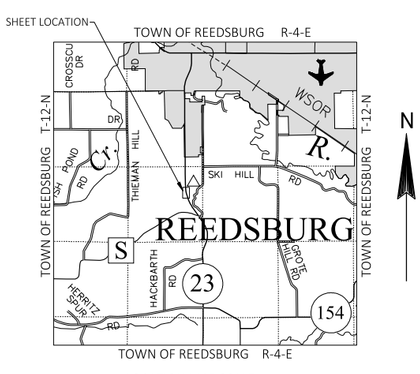
ALIGNMENT SUB-CURVE
POINT 602 TO POINT 603 L = 45.02' R = 2864.79' LCB = S01°01'45"E LCH = 45.02'

R/W POINTS					
PT #	STATION	OFFSET		Y	X
600	914+75.90	60.00'	LT	250804.259	577472.137
601	914+76.34	0.00'	LT	250805.311	577532.130
602	914+45.02	0.00'		250773.987	577532.446
603	914+00.00	0.00'		250728.977	577533.255
604	914+00.00	60.00'	LT	250727.428	577473.271
605	914+00.00	80.00'	LT	250726.912	577453.282
606	914+75.75	80.00'	LT	250803.909	577452.143

RIGHT OF WAY COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
600 TO 601	N88°59'44"E	60.00'
601 TO 602	S00°34'44"E	31.33'
602 TO 603	SEE CURVE DATA	
603 TO 604	S88°31'15"W	60.00'
604 TO 605	S88°31'15"W	20.00'
605 TO 606	N00°50'51"W	77.00'
606 TO 600	N88°59'44"E	20.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED				
PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	H.E. ACRES	TLE
15	JOE DEAN LABANSKY AND BONADEAN M. LABANSKY REVOCABLE TRUST	H.E.	0.035	-

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, NOAH E. ANLIKER, 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: Noah E Anliker DATE: 3/3/2023
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

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

SIGNATURE: Cory Schlagel DATE: 3/3/2023
PRINT NAME: CORY SCHLAGEL

PLOT SCALE : 1 IN. : 40 FT.
PLOT BY: Tim Velte
PLOT DATE: 3/2/2023 11:07 AM
FILENAME: S:\Projects\W11632 WisDOT - STH 23 Sauk County\RW\DWG\5080-09-23 TPP.DWG
APPRAISAL PLAT DATE: 3/3/2023

DOCUMENT #: **1256609**
Recorded: 11-27-2023 at 2:00 PM
BRENT BAILEY
SAUK COUNTY REGISTER OF DEEDS
REGISTRAR'S OFFICE
Sauk Co, WI
RECEIVED FOR RECORD
Fee Amount: $25.00

This document has been filed electronically

109

TRANSPORTATION PROJECT PLAT NO: 5080-09-23 - 4.07

PART OF THE SE¼-SE¼ OF SECTION 16, TOWNSHIP 12 NORTH, RANGE 4 EAST, CITY OF REEDSBURG, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, ELDER RIDGE ROAD TO CTH K, 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: PLAT OF RIGHT OF WAY DIVISION JOB NO. 1628, RIGHT OF WAY PROJECT 5080-01-60, AND CSM5845, PLAT OF SURVEY 15153, AND PLAT OF SURVEY 15253.

EXISTING ACCESS CONTROL ALONG STH 23 HAS BEEN ESTABLISHED FROM PREVIOUS ACCESS CONTROL COVENANT RECORDED AS DOC. # 813299.

FOUND MONUMENTS INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

SIXTEENTH LINES LINE WERE ESTABLISHED BY SECTION BREAKDOWNS USING A COMBINATION OF OBSERVED PLSS MONUMENTS AND PLSS CORNER LOCATIONS COMPUTED USING TIES TO SURVEYS OF RECORD.

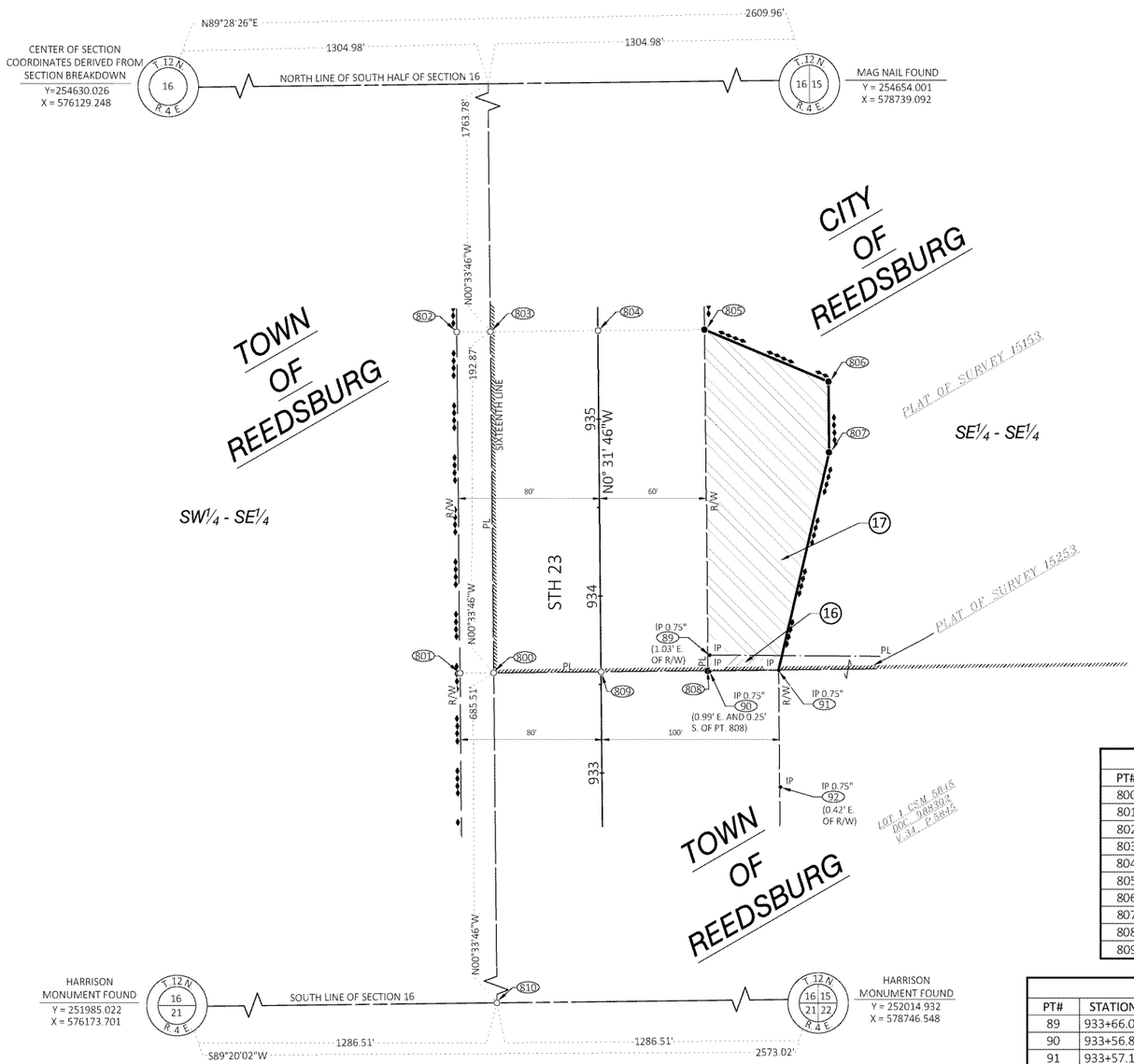
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ⅜" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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 1246288.

RESERVED FOR REGISTER OF DEED
PROJECT NUMBER 5080-09-23-4.07

GN

SCALE, FEET
0 40' 80'



R/W POINTS		
PT#	STATION	OFFSET
800	933+57.13	60.62'LT
801	933+57.13	79.67'LT
802	935+50.00	79.76'LT
803	935+50.00	60.73'LT
804	935+50.00	0.00'LT
805	935+50.00	60.24'RT
806	935+20.00	130.00'RT
807	934+80.00	130.00'RT
808	933+57.13	60.33'RT
809	933+57.13	0.00'RT

FOUND POINTS				
PT#	STATION	OFFSET	Y	X
89	933+66.09	61.35'RT	252695.541	577575.269
90	933+56.87	61.31'RT	252686.321	577575.320
91	933+57.17	100.38'RT	252686.978	577614.381
92	932+91.15	100.72'RT	252620.968	577615.335

RIGHT OF WAY COURSE TABLE		
POINT TO POINT	MEASURED BEARING	MEASURED DISTANCE
800 TO 801	S89° 28' 13"W	19.06'
801 TO 802	N00° 33' 13"W	192.87'
802 TO 803	N89° 28' 21"E	19.03'
803 TO 804	N89° 28' 21"E	60.73'
804 TO 805	N89° 28' 21"E	60.24'
805 TO 806	S67° 15' 31"E	75 93'
806 TO 807	S00° 31' 46"E	40.00'
807 TO 91	S13° 01' 42"W	126.35'
91 TO 808	S89° 25' 11"W	40.05'
808 TO 809	S89° 28' 13"W	60.33'
809 TO 800	S89° 28' 13"W	60.62'

SCHEDULE OF LANDS & INTERESTS REQUIRED				
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	HE ACRES REQUIRED	TLE ACRES REQUIRED
16	GAVIN FARMS II, LLC	H.E.	0.01	-
17	DALE C. KRANZ & JOEY KRANZ	H.E.	0.23	-

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, NOAH E. ANLIKER, 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: Noah E Anliker DATE: 11/16/2023
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

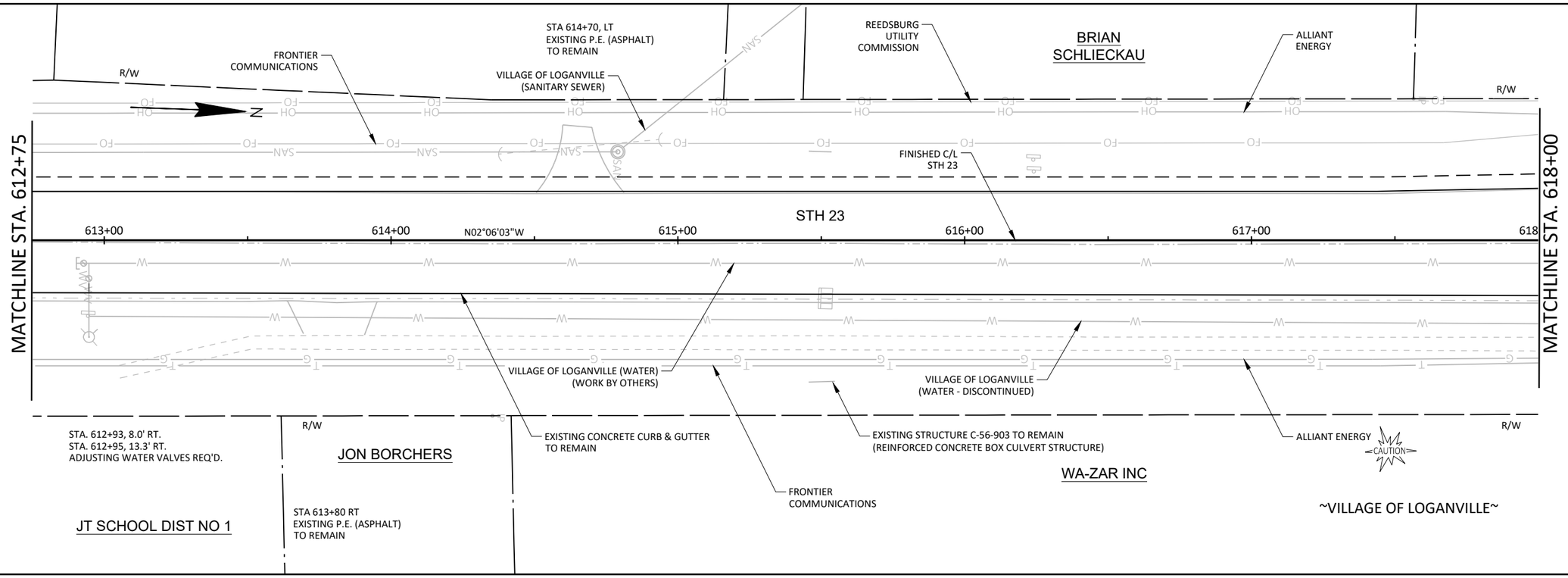
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

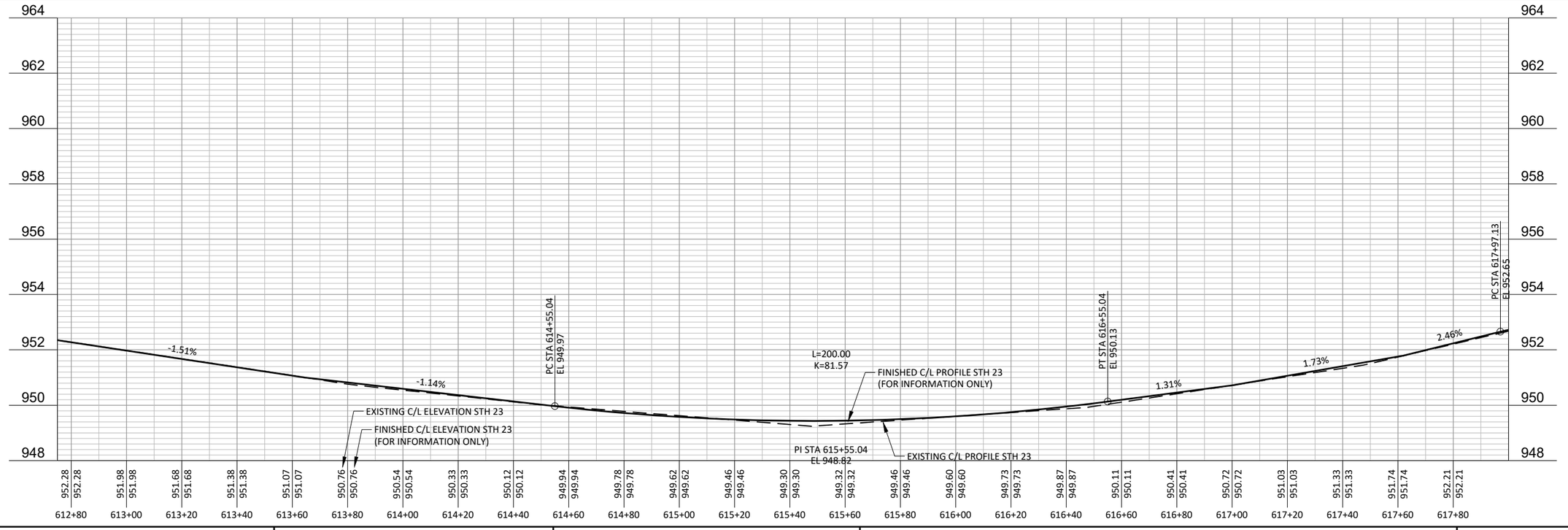
SIGNATURE: Cory Schlagel DATE: 11/16/2023
PRINT NAME: CORY SCHLAGEL

PLOT SCALE : 1 IN : 40 FT.
PLOT BY: Tim Velte
PLOT DATE: 11/16/2023 11:54 AM
FILENAME: S:\Projects\W11632 WisDOT - STH 23 Sauk County\RW\DWG\5080-09-23 STH 23 TPP.DWG
APPRAISAL PLAT DATE: 11-16-2023

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN VIEWS	SHEET 110	E

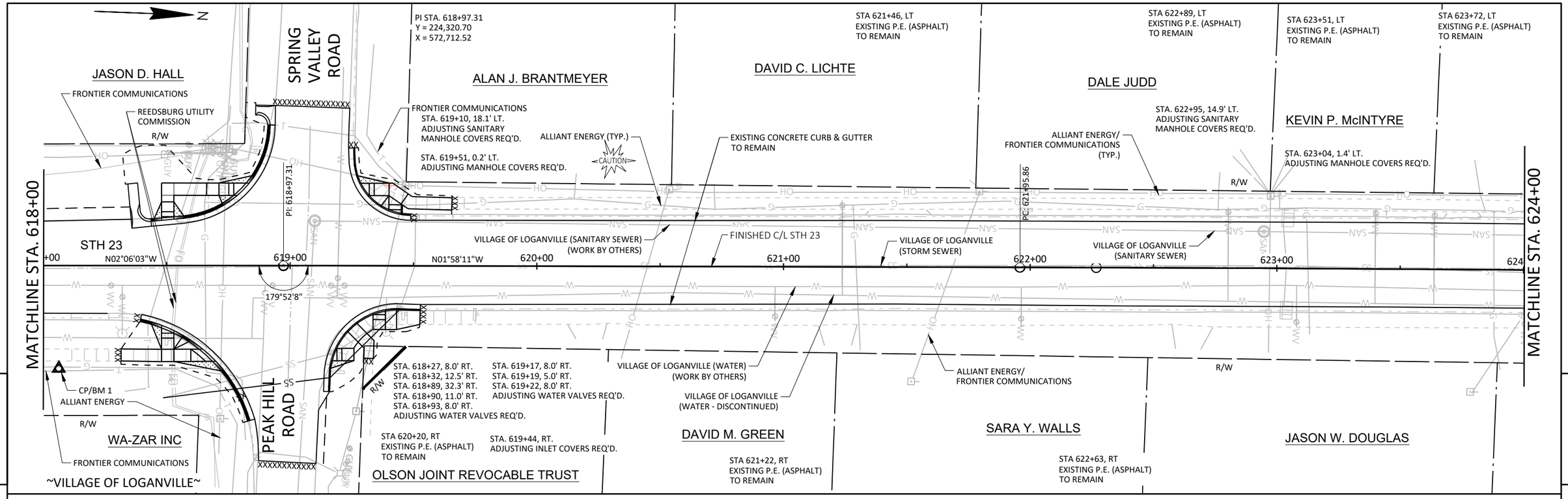
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_PLAN VIEWS.DWG
LAYOUT NAME - 1
PLOT DATE : 9/27/2024 8:59 AM
PLOT BY : CHLOE DIEHL
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

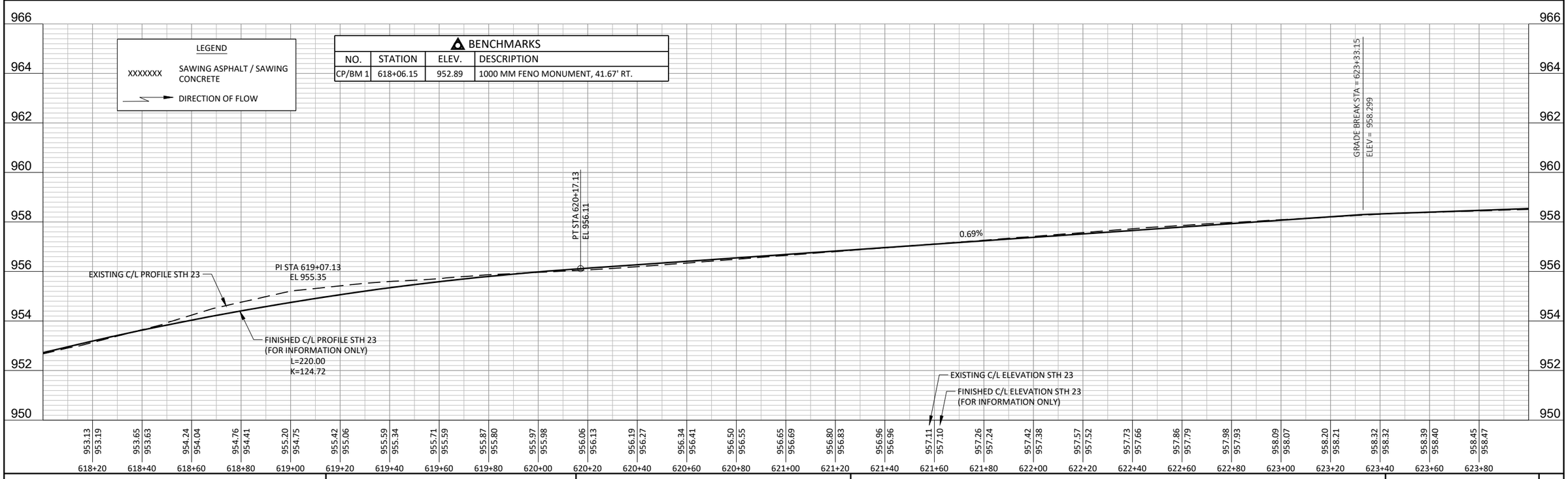




PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN AND PROFILE	SHEET 111	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_P&PS (2).DWG PLOT DATE : 9/26/2024 4:15:57 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1





PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN AND PROFILE	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_P&PS (2).DWG PLOT DATE : 9/26/2024 4:16:04 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LAYOUT2

N

DANIEL P. GUDENSCHWAGER

GILBERT BURMESTER

GILBERT BURMESTER

DAVID DELP

DIANA A. KOENIG

DALE JUDD

KAYLA L. JACKSON

CHARLES D. STINGLEY

CAUTION

ALLIANT ENERGY

ALLIANT ENERGY/
FRONTIER COMMUNICATIONS

CP/BM 2

CP/BM 3

VILLAGE OF LOGANVILLE (SANITARY SEWER)
(WORK BY OTHERS)

VILLAGE OF LOGANVILLE
(SANITARY SEWER)

VILLAGE OF LOGANVILLE (SANITARY SEWER)
(WORK BY OTHERS)

STA 625+45 LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 625+84 LT
EXISTING P.E. (CONCRETE)
TO REMAIN

STA 626+19 LT
EXISTING P.E. (CONCRETE)
TO REMAIN

STA 626+86 LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 626+92, 13.7' LT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D.

STA. 626+94, 0.3' LT.
ADJUSTING MANHOLE COVERS REQ'D.

STA 628+00, LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 627+31, 31.1' LT.
ADJUSTING CURB BOXES REQ'D.

STA 628+20, LT
EXISTING P.E. (CONCRETE)
TO REMAIN

STA 629+10 LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 629+99 LT
EXISTING P.E. (ASPHALT)
TO REMAIN

R/W

STH 23

MATCHLINE STA. 624+00

MATCHLINE STA. 630+00

625+00

626+00

627+00

628+00

629+00

630

CURVE 3

VILLAGE OF LOGANVILLE
(STORM SEWER)

VILLAGE OF LOGANVILLE (WATER)
(WORK BY OTHERS)

VILLAGE OF LOGANVILLE
(WATER - DISCONTINUED)

STA. 626+27, 4.7' RT.
ADJUSTING MANHOLE COVERS REQ'D.

CURVE 3
PI STA. = 629+00.33
Y = 225,323.13
X = 572,678.04
R = 34377.47
D = 0°10'00"
DELTA = 2°20'52"
L = 1408.74
T = 704.47
C = 1408.64
PC STA. = 621+95.86
Y = 224,619.07
X = 572,702.26
PT STA. = 636+04.60
Y = 226,027.58
X = 572,682.69
S.E. = MATCH EXISTING
R.O. = N/A
TRANS. = N/A

BADGER STREET

FINISHED C/L STH 23

STA. 626+59, RT.
ADJUSTING INLET COVERS REQ'D.

STA. 627+12, 8.0' RT.
STA. 627+15, 13.2' RT.
ADJUSTING WATER VALVES REQ'D.

ALLIANT ENERGY/
FRONTIER COMMUNICATIONS
(TYP.)

EXISTING CONCRETE CURB & GUTTER
TO REMAIN

RICKY E. McCAULEY

GILBERT BURMESTER

GILBERT BURMESTER

LAURA S. HASSE

NATHAN C. GOLDING

STA 624+45 RT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 625+48 RT
EXISTING P.E. (CONCRETE)
TO REMAIN

5

5

966

964

962

960

958

956

954

952

950

LEGEND

XXXXXXX SAWING ASPHALT / SAWING CONCRETE

DIRECTION OF FLOW

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
CP/BM 2	624+64.37	958.65	1000 MM FENO MONUMENT, 29.02' LT.
CP/BM 3	626+72.41	959.86	3/4" IRON REBAR SET, 21.88' LT.

PC STA 626+65.65
EL 960.04

PI STA 628+80.65
EL 961.76

FINISHED C/L PROFILE STH 23
(FOR INFORMATION ONLY)

EXISTING C/L PROFILE STH 23

0.36%

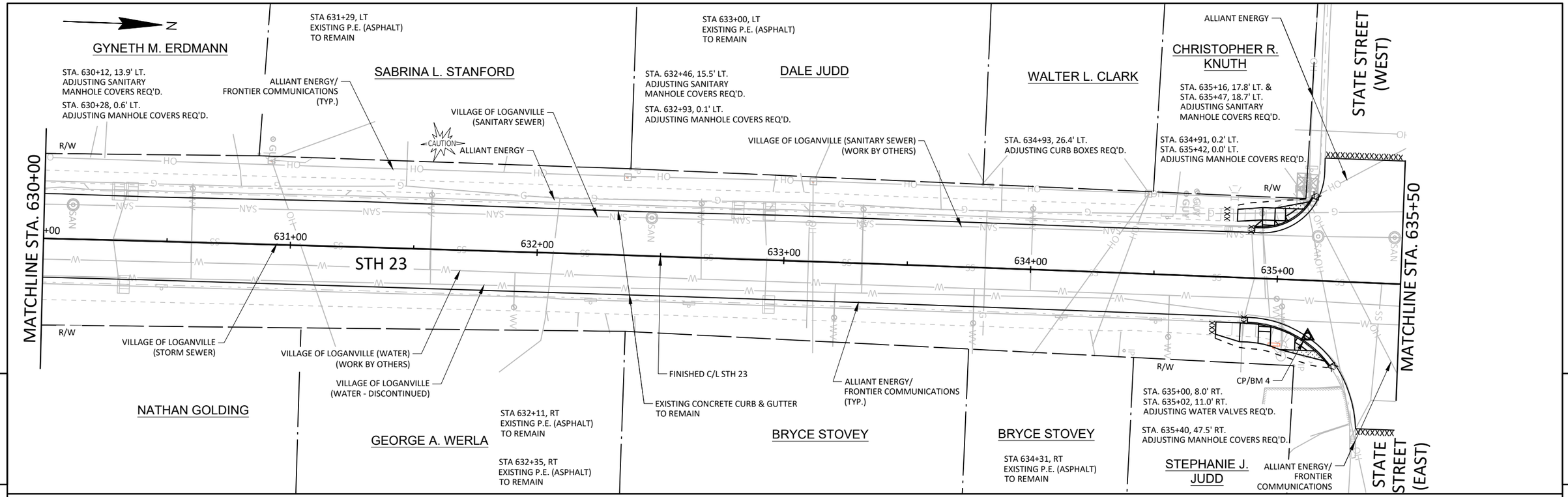
0.80%

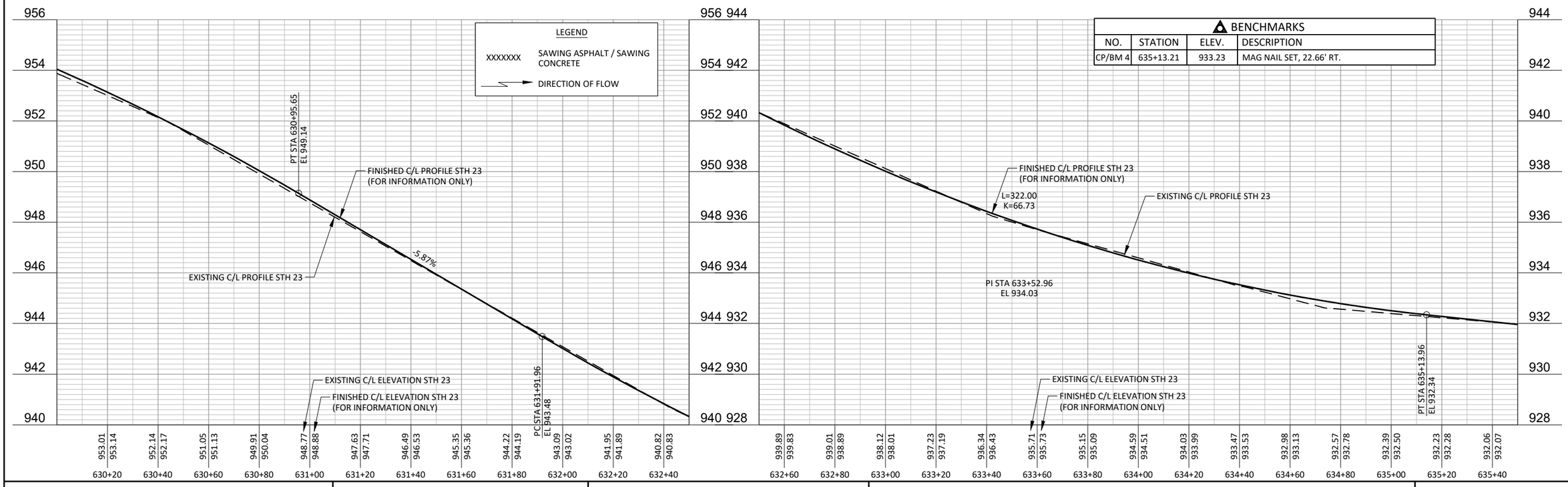
L=430.00
K=64.42

EXISTING C/L ELEVATION STH 23

FINISHED C/L ELEVATION STH 23
(FOR INFORMATION ONLY)

| | | |





PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN AND PROFILE	SHEET 114	E

ALLIANT ENERGY (TYP.)

CAUTION

STA 635+95, LT
EXISTING P.E. (CONCRETE)
TO REMAIN

N

DAVID J. DALLMAN

BACKEBERG INVESTMENT GROUP LLC

RANDALL RICHARDSON

KIM A. BRANDT

JAMES P. HOWELL

CENTRAL WISCONSIN COMMUNITY ACTION COUNCIL INC

STH 154

ENVIRONMENTALLY SENSITIVE AREA

STA 640+50, LT
EXISTING C.E. (ASPHALT)
TO REMAIN

JEAN A. ENGLEBRETSON

ALLIANT ENERGY (TYP.)

EXISTING CONCRETE CURB & GUTTER TO REMAIN

ALLIANT ENERGY/ FRONTIER COMMUNICATIONS (TYP.)

LY-ETTE LLC

STA. 639+21, 34.7' LT.
ADJUSTING WATER VALVES REQ'D.

VILLAGE OF LOGANVILLE (SANITARY SEWER)

STA. 639+47, 19.7' LT.
STA. 639+47. 12.1' RT.
ADJUSTING SANITARY MANHOLE COVERS REQ'D.

VILLAGE OF LOGANVILLE (SANITARY SEWER) (WORK BY OTHERS)

TLE REQ'D

VILLAGE OF LOGANVILLE (STORM SEWER)

CP/BM 5

R/W

PT 636+04.60

MATCHLINE STA. 635+50

636+00

637+00

N00°22'41"E

638+00

639+00

640+00

641+00

MATCHLINE STA. 641+50

STH 23

VILLAGE OF LOGANVILLE (WATER) (WORK BY OTHERS)

VILLAGE OF LOGANVILLE (WATER - DISCONTINUED)

FINISHED C/L STH 23

STA. 639+18, 12.2' RT.
STA. 639+21, 9.1' RT.
STA. 639+24, 21.0' RT.
STA. 639+19, 40.3' RT.
STA. 639+21, 37.2' RT.
ADJUSTING WATER VALVES REQ'D.

STA. 639+33, 38.3' RT.
STA. 639+34, 2.3' RT.
STA. 639+69, 0.7' RT.
ADJUSTING MANHOLE COVERS REQ'D.

STA. 639+73, 26.1' RT.
ADJUSTING CURB BOXES REQ'D.

GERALD ROSOL

PAUL W. ROBBINS

STA 636+50, RT
EXISTING P.E. (CONCRETE)
TO REMAIN

STA 637+58, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

DALE R. JUDD

STA. 638+93, 27.4' RT.
ADJUSTING CURB BOXES REQ'D.

STA. 638+98, 4.3' RT.
ADJUSTING MANHOLE COVERS REQ'D.

ROBERT J. SCHUTZ & GAIL M. STEADSCHUTZ

COREY D. ANDERSON

WALNUT STREET

DANIEL P. GUDENSCHWAGER

JUDD BUILDING LLC

DALE MEYER

STA 640+67, RT
EXISTING P.E. (CONCRETE)
TO REMAIN

TAD J. GEASE

5

5

942

LEGEND

XXXXXXX SAWING ASPHALT / SAWING CONCRETE

DIRECTION OF FLOW

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
CP/BM 5	639+69.92	928.24	CHISELED X IN CONCRETE SIDEWALK, 31.64' LT.

940 938 936 934 932 930 928 926

EXISTING C/L PROFILE STH 23

FINISHED C/L PROFILE STH 23 (FOR INFORMATION ONLY)

-1.05%

L=200.00
K=152.47

PT STA 639+56.53
EL 929.02

PC STA 640+57.24
EL 929.29

0.26%

PI STA 641+07.24
EL 929.42

PI STA 638+56.53
EL 928.76

PC STA 637+56.53
EL 929.80

EXISTING C/L ELEVATION STH 23

FINISHED C/L ELEVATION STH 23 (FOR INFORMATION ONLY)

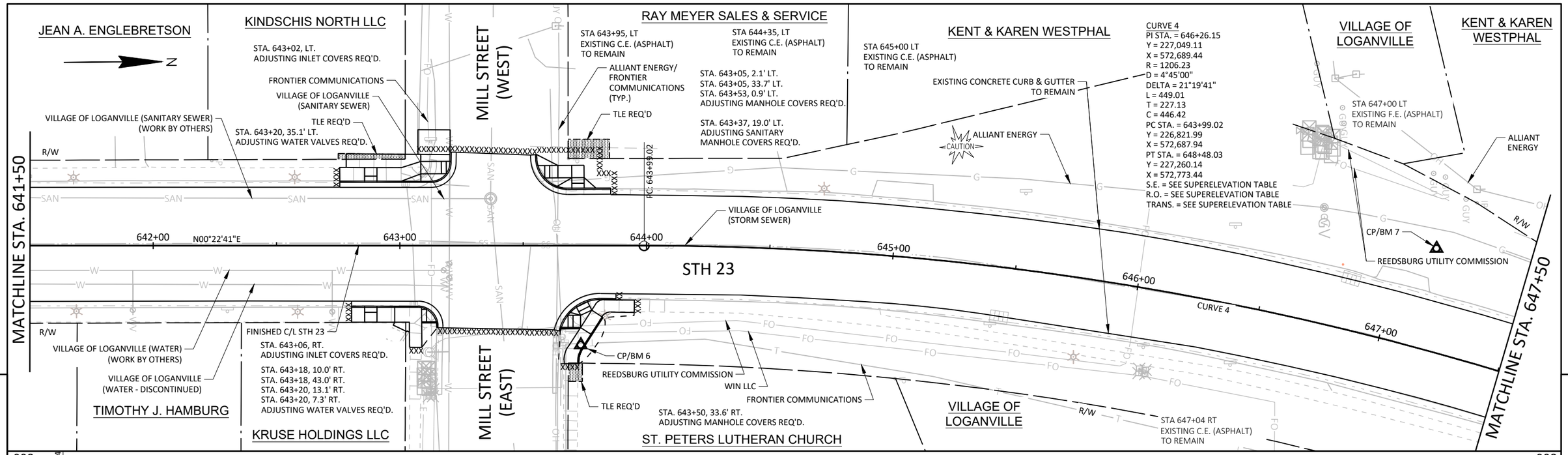
L=100.00
K=68.57

931.72 931.65 | 931.55 931.44 | 931.32 931.23 | 931.09 931.02 | 930.87 930.81 | 930.65 930.60 | 930.43 930.39 | 930.22 930.19 | 930.00 929.98 | 929.82 929.77 | 929.65 929.58 | 929.47 929.41 | 929.30 929.27 | 929.12 929.16 | 929.28 929.07 | 929.36 929.01 | 929.35 928.98 | 929.34 928.97 | 929.32 928.99 | 929.31 929.03 | 929.29 929.08 | 929.29 929.14 | 929.29 929.19 | 929.29 929.24 | 929.31 929.29 | 929.34 929.31 | 929.34 929.27 | 929.20 929.17 | 929.02 929.01

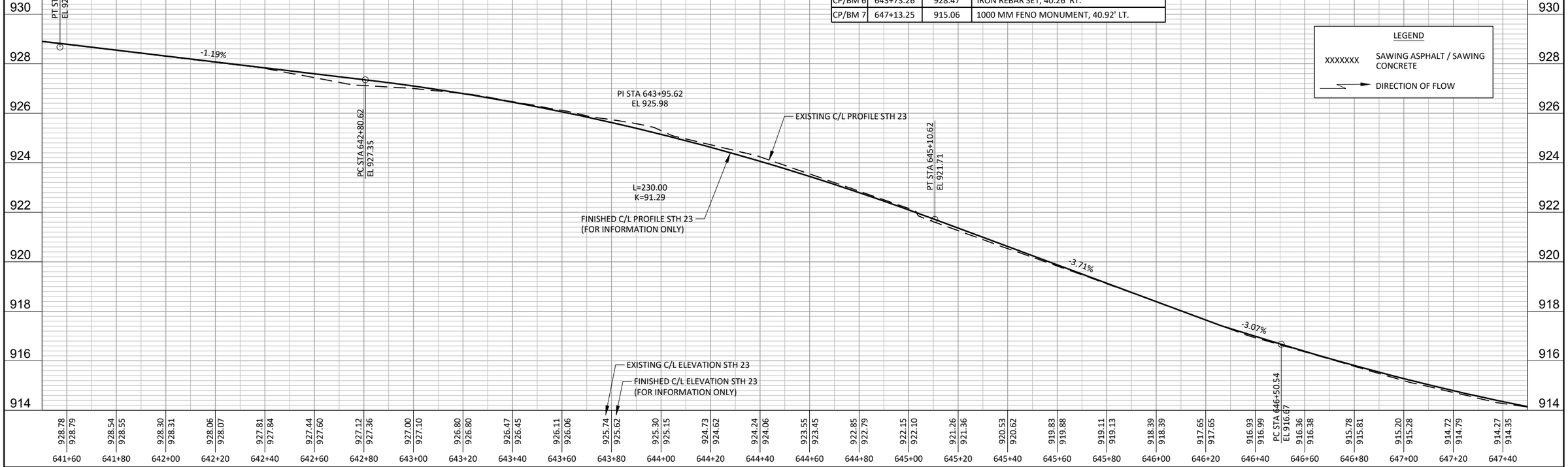
635+80 636+00 636+20 636+40 636+60 636+80 637+00 637+20 637+40 637+60 637+80 638+00 638+20 638+40 638+60 638+80 639+00 639+20 639+40 639+60 639+80 640+00 640+20 640+40 640+60 640+80 641+00 641+20 641+40

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN AND PROFILE	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_P&PS (2).DWG
PLOT DATE : 9/26/2024 4:16:19 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT5



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP/BM 6	643+73.26	928.47	IRON REBAR SET, 40.26' RT.
CP/BM 7	647+13.25	915.06	1000 MM FENO MONUMENT, 40.92' LT.



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN AND PROFILE	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_P&PS (2).DWG
PLOT DATE : 9/27/2024 9:03:32 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT6

KENT & KAREN WESTPHAL

REEDSBURG UTILITY COMMISSION

STA 648+14 LT
EXISTING P.E. (ASPHALT)
TO REMAIN

NET EXCEPTION TO C/L LENGTH
STA. 650+57.79

Y = 227,455.03
X = 572,851.02

ALLIANT ENERGY (TYP.)

ALLIANT ENERGY (TYP.)

CAUTION

WISCONSIN DEPARTMENT
OF NATURAL RESOURCES

NARROWS CREEK

RYAN SCHELL

NET EXCEPTION TO C/L LENGTH
STA. 651+89.81

Y = 227,577.69
X = 572,899.85

R/W

FO OH G T

MATCHLINE STA. 647+50

PT: 648+48.03

PT: 652+22.65

MATCHLINE STA. 653+50

648+00 649+00 N21°42'22"E 650+00 651+00 652+00 653+00

SEE CONSTRUCTION DETAILS
(BEAMGUARD LAYOUT)

EXISTING CONCRETE PAVEMENT
APPROACH SLAB TO REMAIN (TYP.)

SEE CONSTRUCTION DETAILS
(BEAMGUARD LAYOUT)

EXISTING CONCRETE CURB & GUTTER
TO REMAIN

FRONTIER COMMUNICATIONS

SLOPE INTERCEPTS

EXISTING CULVERT PIPE
TO REMAIN

NARROWS CREEK

EXISTING STRUCTURE B-56-168
TO REMAIN
(TWO-SPAN HAUNCHED SLAB STRUCTURE)

VILLAGE OF LOGANVILLE

5

5

LEGEND

XXXXXXX SAWING ASPHALT / SAWING CONCRETE

DIRECTION OF FLOW

924 922 920 918 916 914 912 910 908

L=336.51
K=92.70

PI STA 648+18.80
EL 911.49

PT STA 649+87.05
EL 912.43

EXISTING C/L PROFILE STH 23

FINISHED C/L PROFILE STH 23
(FOR INFORMATION ONLY)

EXISTING C/L ELEVATION STH 23

FINISHED C/L ELEVATION STH 23
(FOR INFORMATION ONLY)

0.56%

0.32%

913.98 913.68 913.34 913.04 912.80 912.66 912.52 912.37 912.23 912.13 912.25 912.37 912.49 912.61 912.74 912.93 913.04 913.06 913.17 913.29 913.43 913.57 913.65 913.73 913.83 913.93 913.99 914.00 914.06 914.15

647+60 647+80 648+00 648+20 648+40 648+60 648+80 649+00 649+20 649+40 649+60 649+80 650+00 650+20 650+40 650+60 650+80 651+00 651+20 651+40 651+60 651+80 652+00 652+20 652+40 652+60 652+80 653+00 653+20 653+40

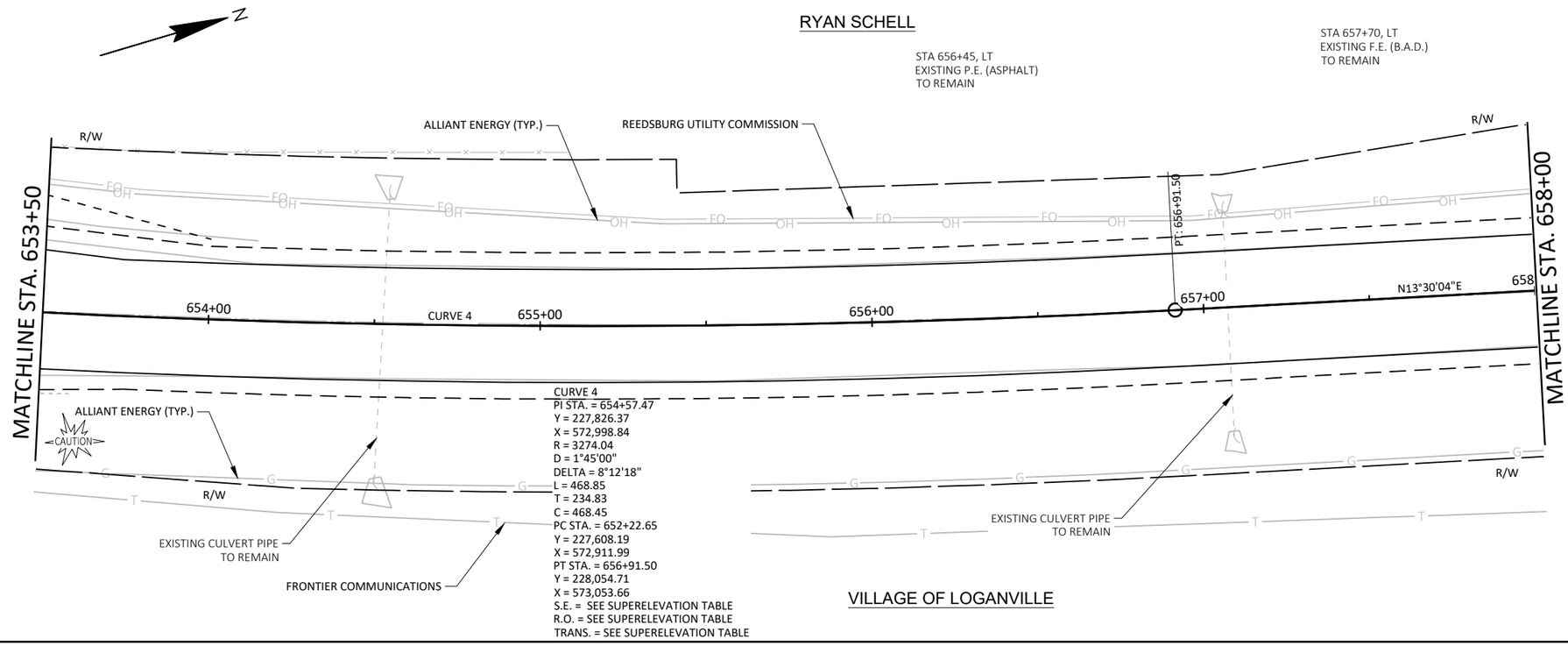
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN AND PROFILE	SHEET	
				117	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_P&PS (2).DWG
PLOT DATE : 9/26/2024 4:16:29 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT7

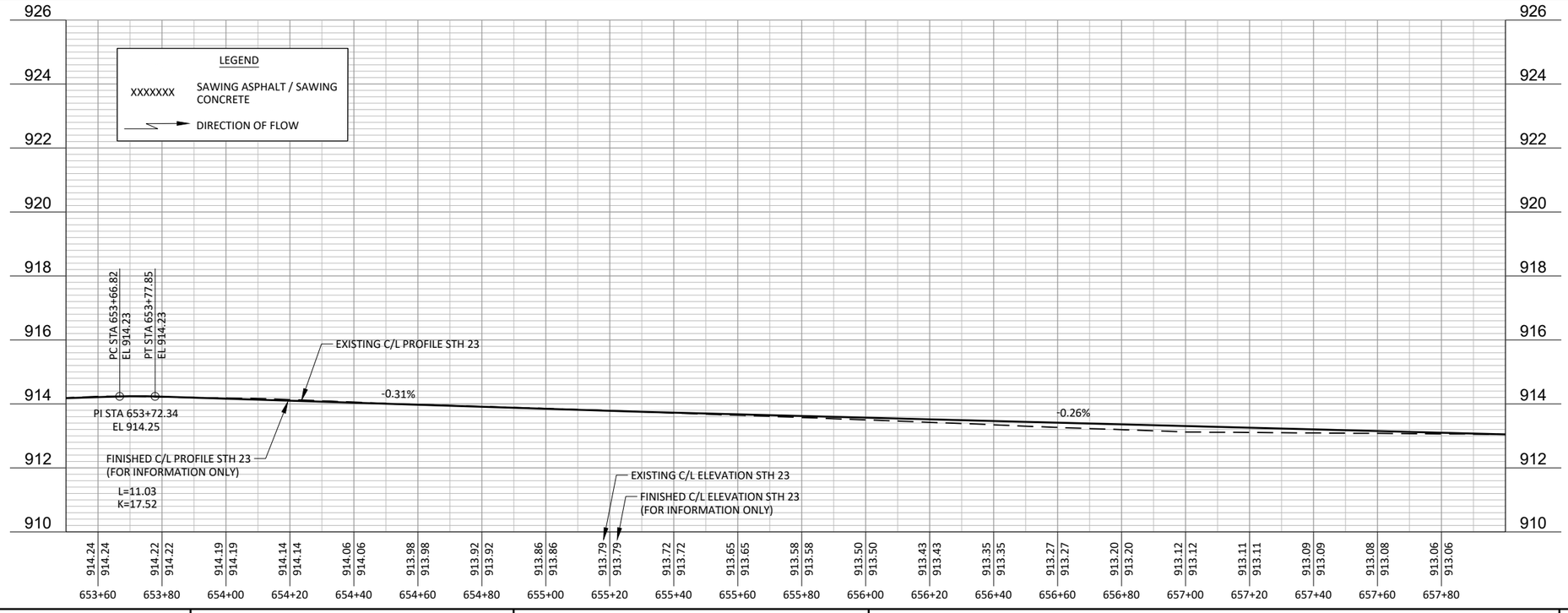
RYAN SCHELL

STA 656+45, LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 657+70, LT
EXISTING F.E. (B.A.D.)
TO REMAIN



VILLAGE OF LOGANVILLE



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN AND PROFILE	SHEET 118	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_P&PS (2).DWG PLOT DATE : 9/26/2024 4:56:31 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LAYOUT8

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN VIEWS	SHEET 119	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_PLAN VIEWS.DWG
LAYOUT NAME - 1

PLOT DATE : 9/23/2024 4:04 PM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

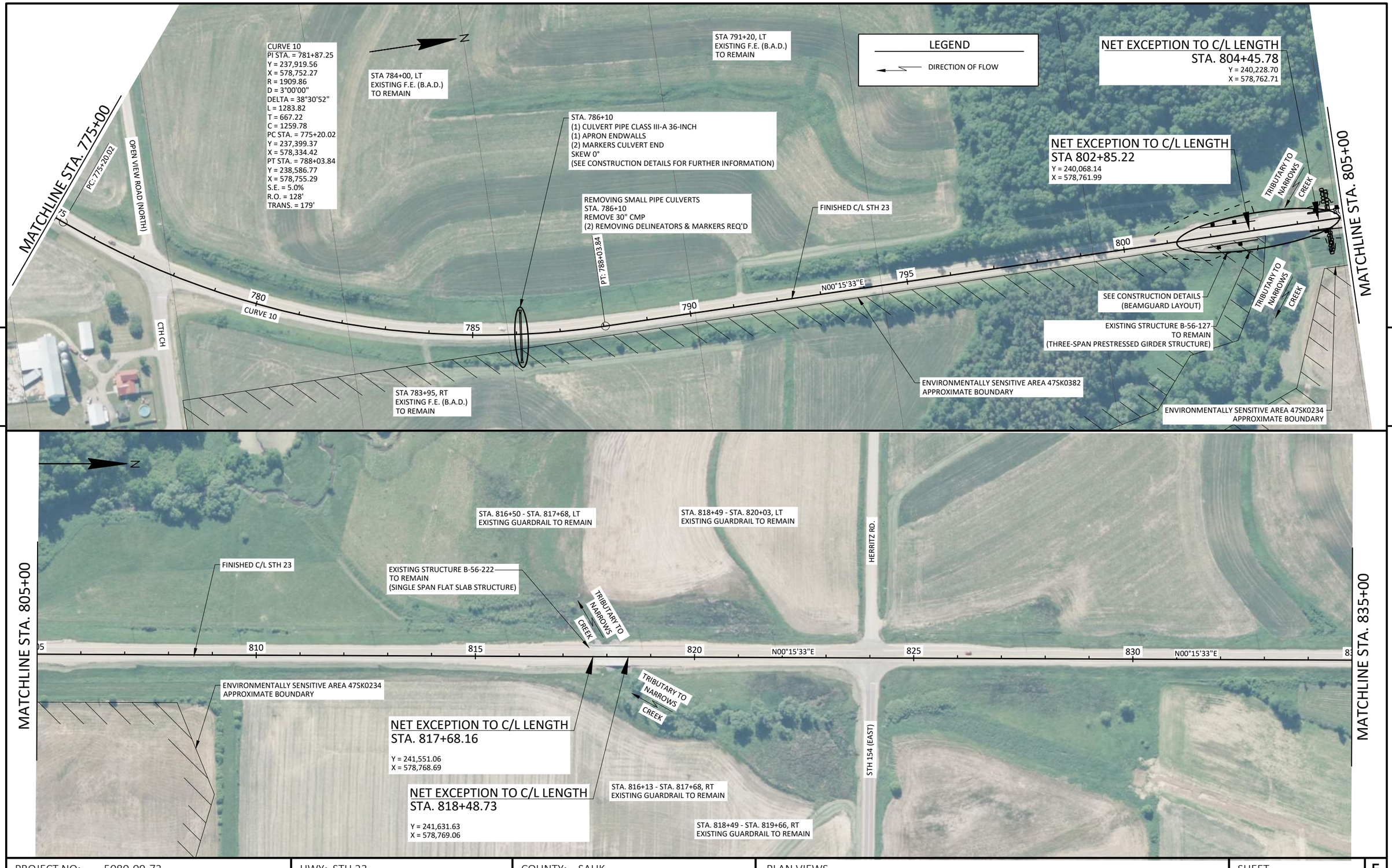
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN VIEWS	SHEET 120	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_PLAN VIEWS.DWG
LAYOUT NAME - 2

PLOT DATE : 9/23/2024 4:04 PM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN VIEWS	SHEET 121	E



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN VIEWS	SHEET 122	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_PLAN VIEWS.DWG
LAYOUT NAME - 4

PLOT DATE : 9/23/2024 4:04 PM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

5

MATCHLINE STA. 835+00

STA 837+95, LT
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 842+07
(1) 24" CMP TO REMAIN
CLEANING CULVERT PIPES REQ'D.

FINISHED C/L STH 23

PC: 850+54.80

PT: 855+60.98

HACKBARTH RD.

PC: 859+44.19

STA 855+55, LT
EXISTING P.E. (B.A.D.)
TO REMAIN

STA 864+20, LT
EXISTING F.E. (B.A.D.)
TO REMAIN

835 840 N00°15'33"E 845 850 CURVE 11 855 N04°48'09"W 860 CURVE 12

MATCHLINE STA. 865+00

CURVE 11
PI STA. = 853+08.06
Y = 245,090.93
X = 578,784.71
R = 5729.58
D = 1°00'00"
DELTA = 5°03'42"
L = 506.18
T = 253.25
C = 506.01
PC STA. = 850+54.80
Y = 244,837.67
X = 578,783.56
PT STA. = 855+60.98
Y = 245,343.29
X = 578,763.50
S.E. = 2.0%
R.O. = 48'
TRANS. = 96'

CURVE 12
PI STA. = 863+09.72
Y = 246,089.40
X = 578,700.82
R = 1432.39
D = 4°00'00"
DELTA = 28°37'52"
L = 715.78
T = 365.53
C = 708.35
PC STA. = 859+44.19
Y = 245,725.15
X = 578,731.42
PT STA. = 866+59.97
Y = 246,423.77
X = 578,848.49
S.E. = SEE SUPERELEVATION TABLE
R.O. = SEE SUPERELEVATION TABLE
TRANS. = SEE SUPERELEVATION TABLE

STA 842+85, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 854+69 RT
EXISTING F.E. (B.A.D.)
TO REMAIN

5

N

REMOVING SMALL PIPE CULVERTS
STA. 869+96
(1) REMOVE 36" CULVERT PIPE STEEL
(2) REMOVING DELINEATORS & MARKERS REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 870+04
(1) REMOVE 36" CMP
(2) REMOVING DELINEATORS & MARKERS REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 870+04
(1) REMOVE 18" CMP

STA 877+05, LT
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 880+15, LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 884+15, LT
EXISTING F.E. (B.A.D.)
TO REMAIN

MATCHLINE STA. 865+00

STA 865+95, LT
EXISTING P.E.
(ASPHALT)
TO REMAIN

PT: 866+59.97

STA. 869+96
(1) CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH
(1) APRON ENDWALLS REQ'D.
(2) MARKERS END CULVERT REQ'D.
SKEW = 0°

CURVE 13
PI STA. = 877+13.52
Y = 247,387.51
X = 579,274.13
R = 1450.00
D = 3°57'05"
DELTA = 58°27'19"
L = 1479.34
T = 811.29
C = 1416.01
PC STA. = 869+02.23
Y = 246,645.37
X = 578,946.36
PT STA. = 883+81.57
Y = 248,055.10
X = 578,813.13
S.E. = SEE SUPERELEVATION TABLE
R.O. = SEE SUPERELEVATION TABLE
TRANS. = SEE SUPERELEVATION TABLE

STA. 881+03
(1) CULVERT PIPE CLASS IV 30-INCH
(2) APRON ENDWALLS
(2) MARKERS CULVERT END
SKEW = 0°
(SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)

REMOVING SMALL PIPE CULVERTS
STA. 881+03
REMOVE 30" CMP
(2) REMOVING DELINEATORS & MARKERS REQ'D

CTH S

MATCHLINE STA. 895+00

N23°49'43"E

PC: 869+02.23

80

PT: 883+81.57

N34°37'36"W

875 CURVE 13 880 885 890

OLD LOGANVILLE ROAD (NORTH)

OLD LOGANVILLE ROAD (SOUTH)

STA. 891+55
(1) PIPE ARCH CORRUGATED STEEL 28X20-INCH
(2) APRON ENDWALLS
(2) MARKERS CULVERT END
SKEW = 6° LHF
(SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)

REMOVING SMALL PIPE CULVERTS
STA. 891+60
REMOVE 28" X 20" CSPA
(2) REMOVING DELINEATORS & MARKERS REQ'D

STA 867+18, RT.
F.E. REQ'D
(B.A.D.)

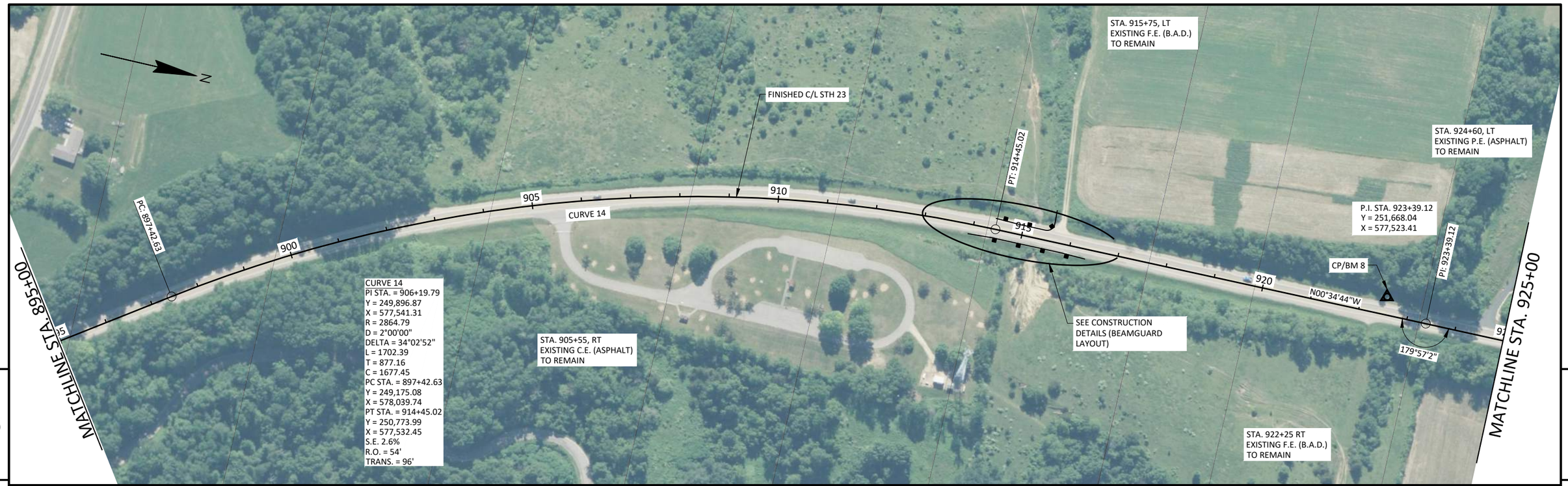
STA. 867+18, RT.
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS
(SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)

SEE CONSTRUCTION DETAILS (BEAMGUARD LAYOUT)

STA 874+30, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

FINISHED C/L STH 23

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN VIEWS	SHEET 123	E



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN VIEWS	SHEET 124	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_PLAN VIEWS.DWG
LAYOUT NAME - 6

PLOT DATE : 9/23/2024 4:04 PM PLOT BY : CHLOE DIEHL PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	PLAN VIEWS	SHEET 125 E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\SHEETSPLAN\PLAN & PROFILE SHEETS\50800903_PLAN VIEWS.DWG
LAYOUT NAME - 7
PLOT DATE : 9/23/2024 4:04 PM
PLOT BY : CHLOE DIEHL
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

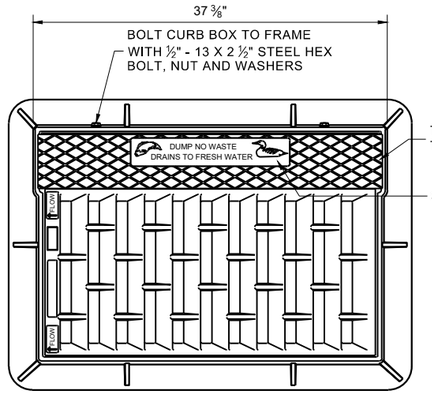
08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-08A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F03-03	DETAILS FOR PIPE CATTLE PASS, CONCRETE ENDWALLS AND STEPS
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
11B02-02	CONCRETE MEDIAN NOSE
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
13C09-17B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B20-12A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-12B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-04A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

6

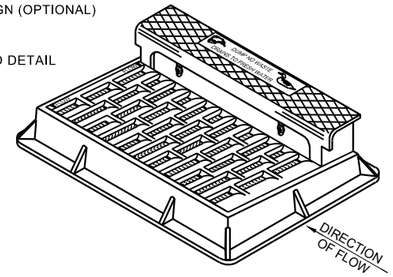
Standard Detail Drawing List

14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-02A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15A01-13B	FLEXIBLE MARKER POST FOR RIGHT-OF-WAY
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-08C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
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

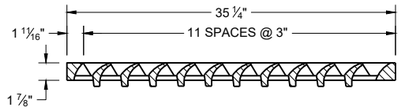
6

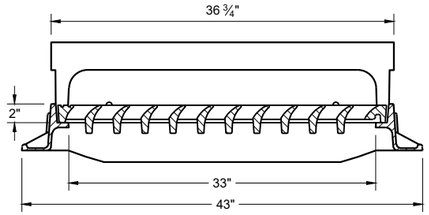


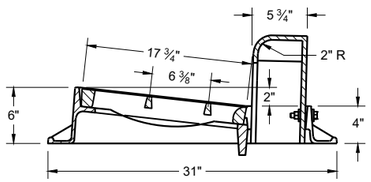
NOTE: EITHER CASTING IS ACCEPTABLE

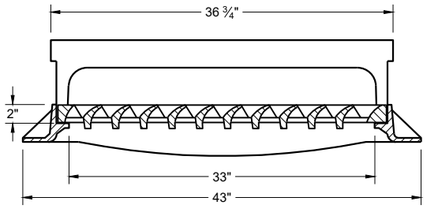


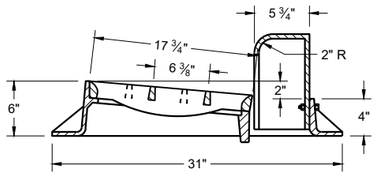
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







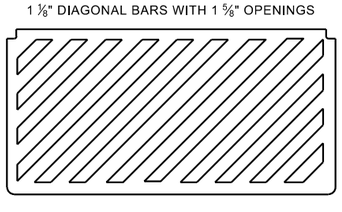




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

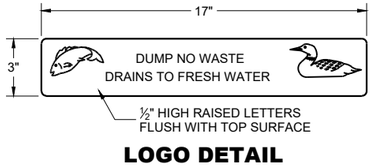
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



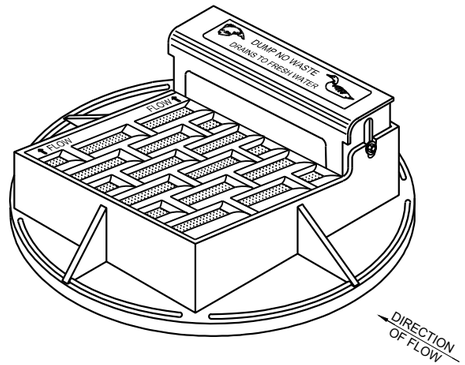
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

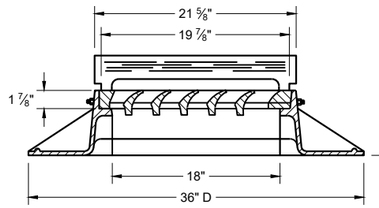


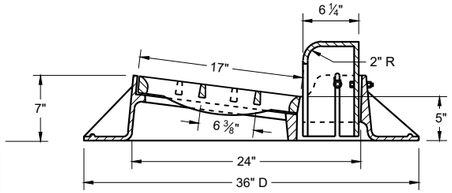
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





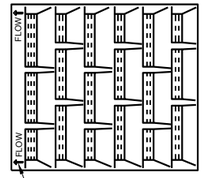
TYPE "A"

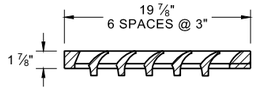
GENERAL NOTES

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

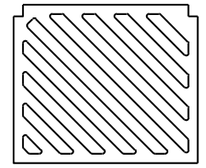
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





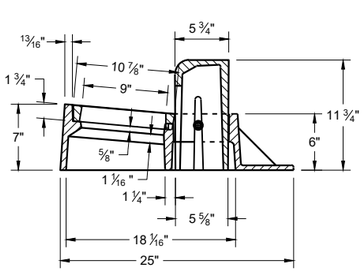
1" DIAGONAL BARS WITH 1 1/2" OPENINGS



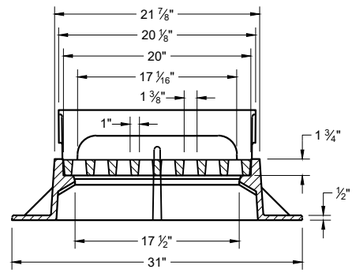
SPECIAL GRATE FOR TYPE "A" COVER

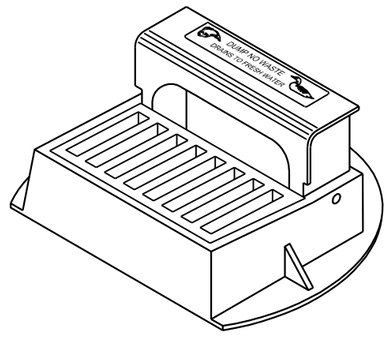
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





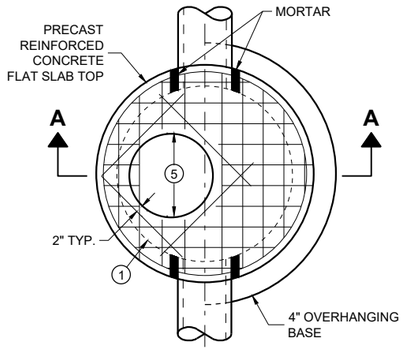
INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

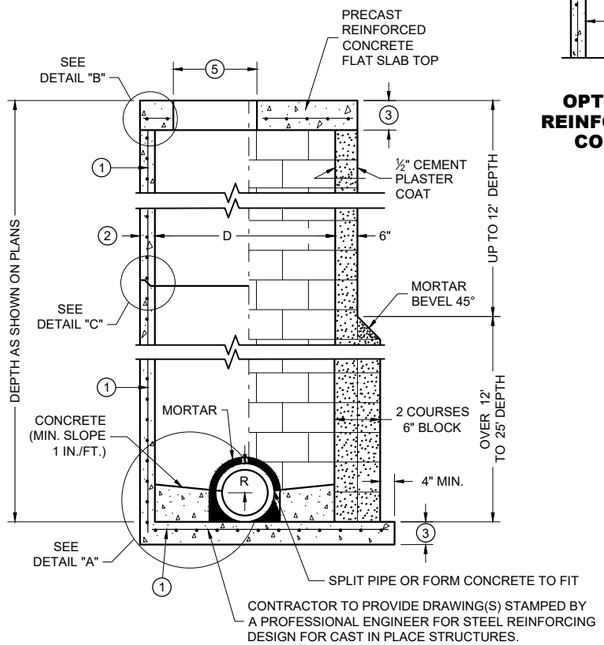
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



PLAN VIEW

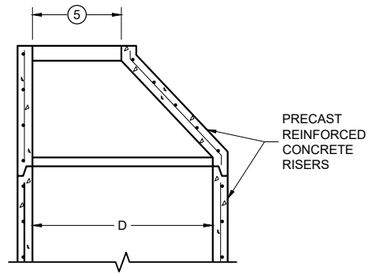
CIRCULAR OPENING



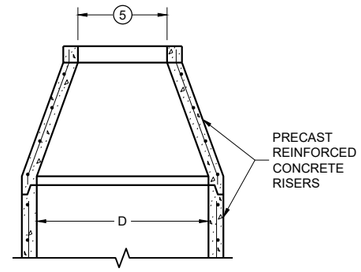
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

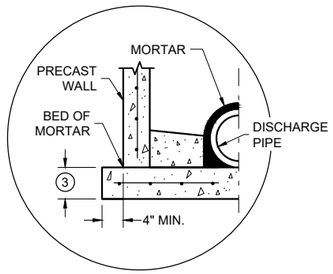
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



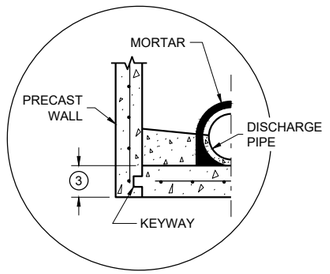
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

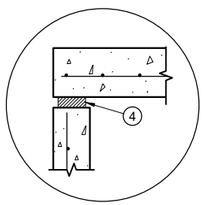


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

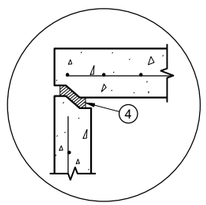


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

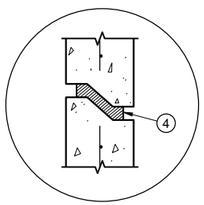
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

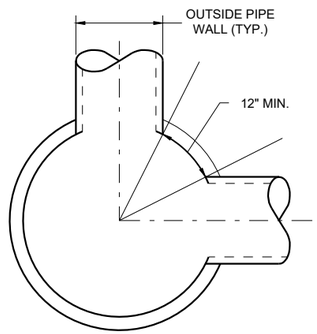
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

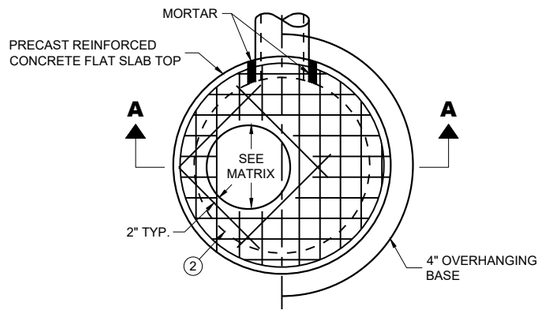
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

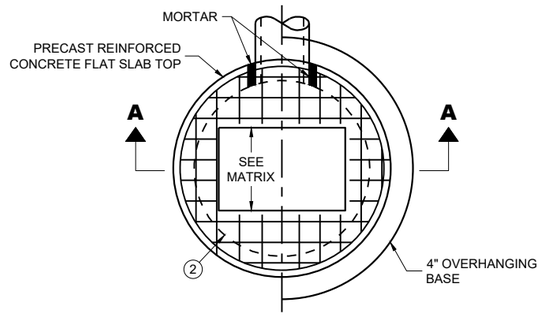
FHWA

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

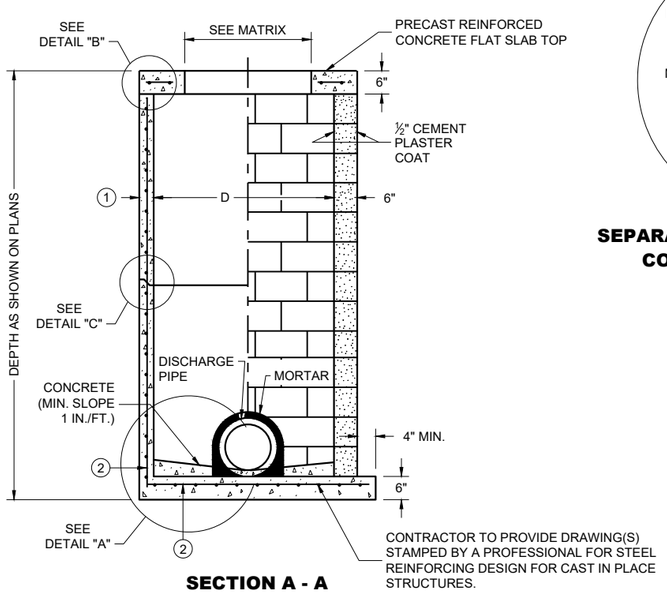
6
SDD 08B09-04



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

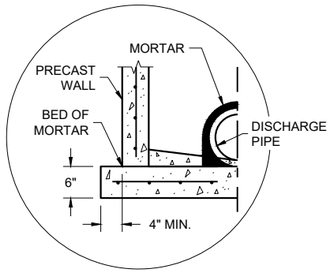
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

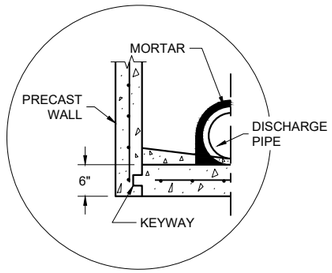
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

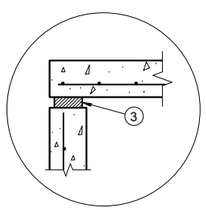


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

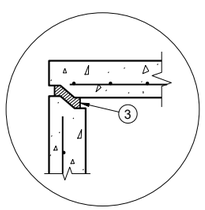


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

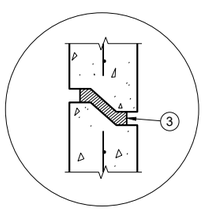
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

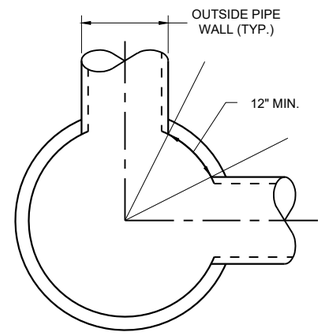
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

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

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

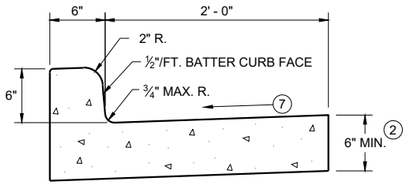
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

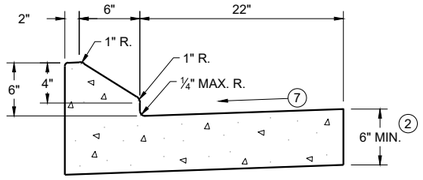
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

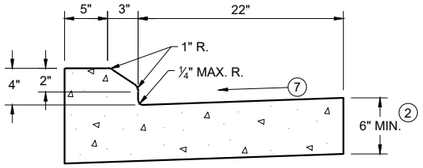
6
SDD 08C06-03



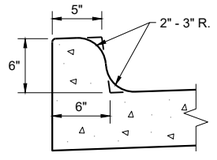
TYPES A (1) & D



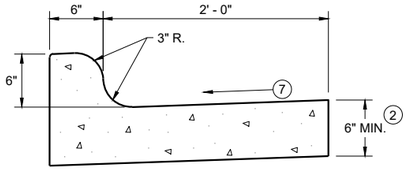
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

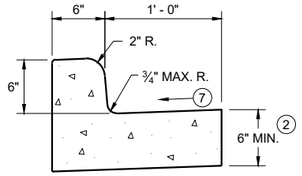


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



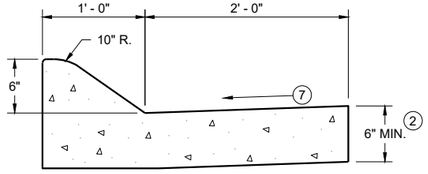
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

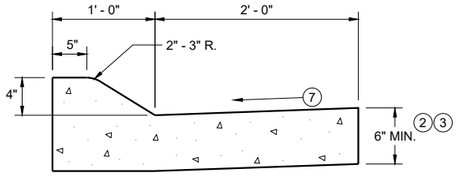


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

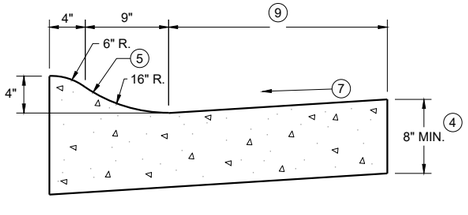


6" SLOPED CURB TYPES A (1) & D



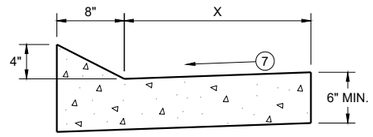
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

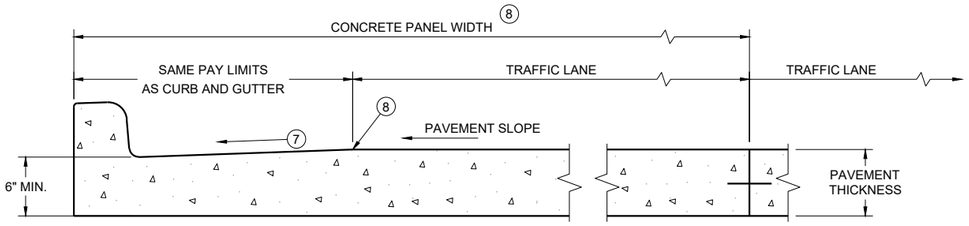


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

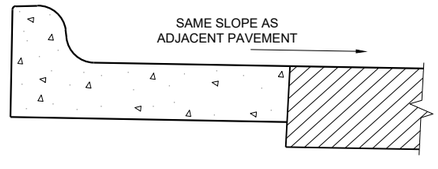
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

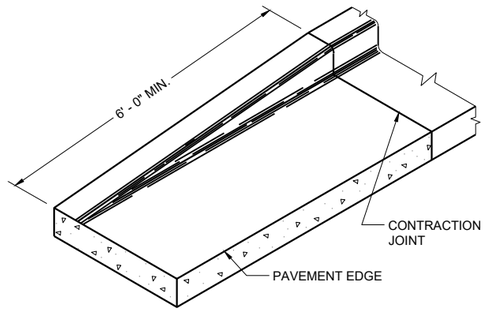
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

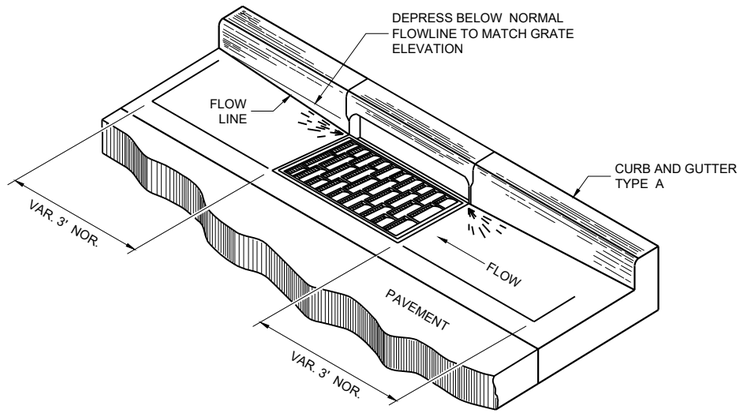
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

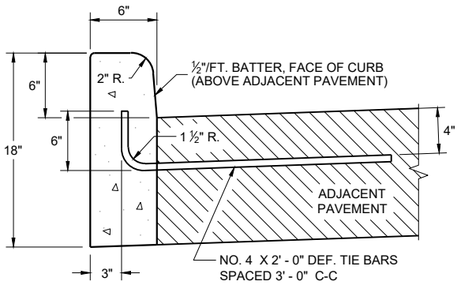
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

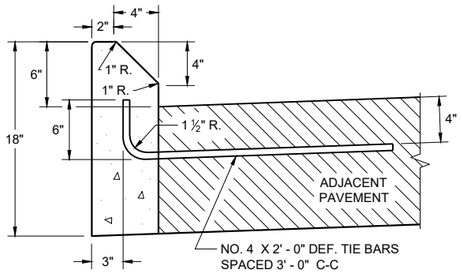
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

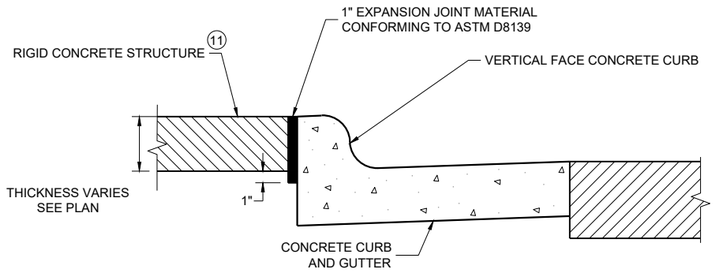


TYPES A (1) & D

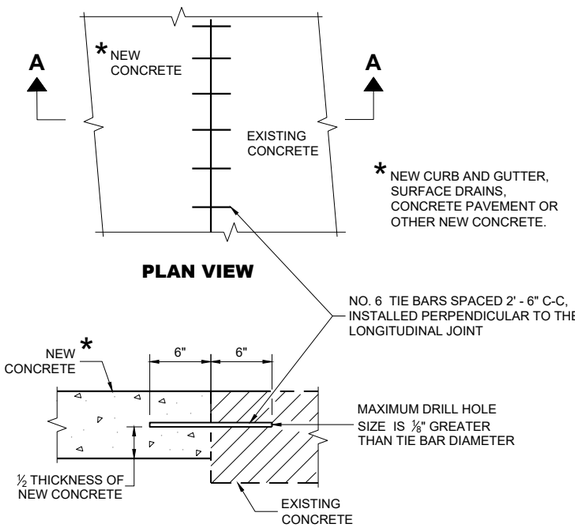


TYPES G (1) & J

CONCRETE CURB



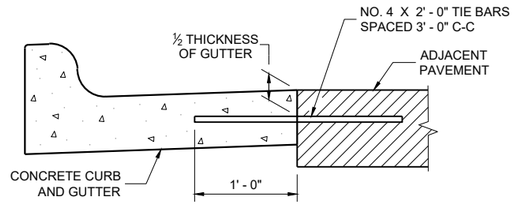
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



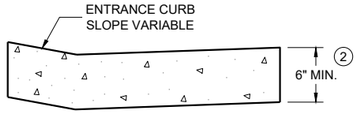
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 08D01-23b

6

SDD 08D01-23b

GENERAL NOTES

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

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

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

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

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

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

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

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

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

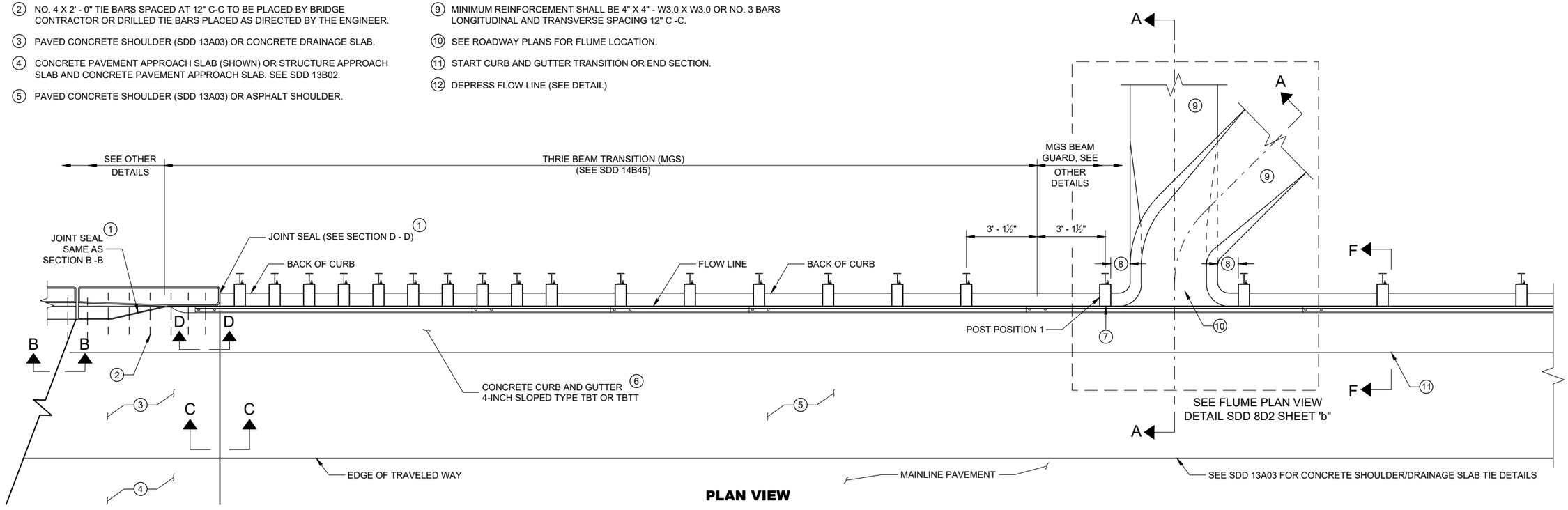
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

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

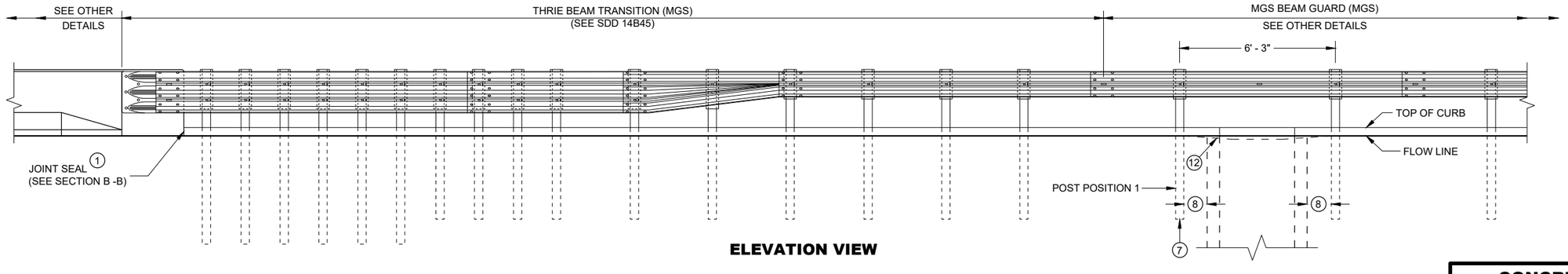
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



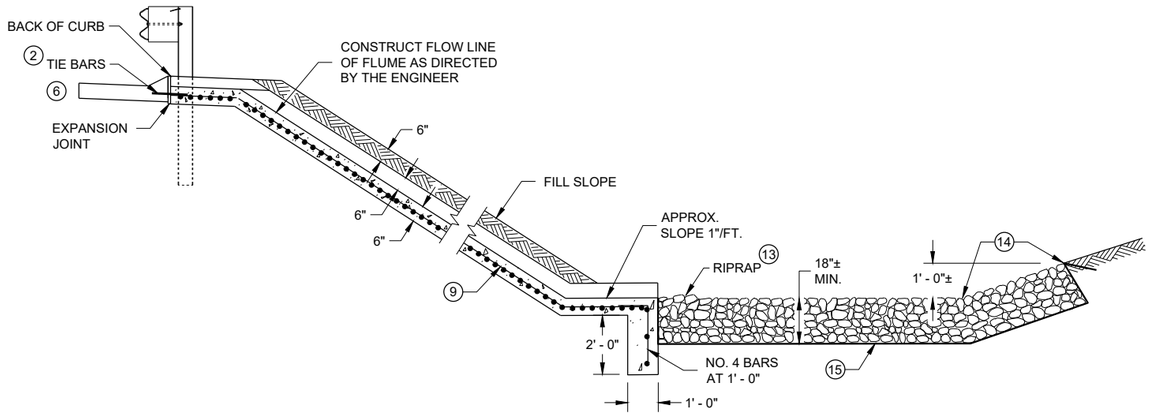
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

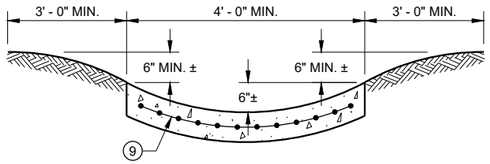
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

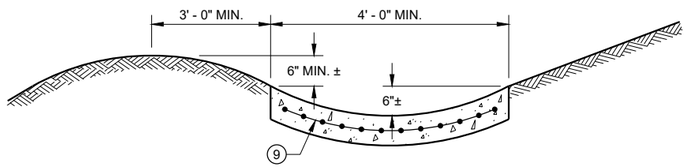
SDD 08D02 - 08a



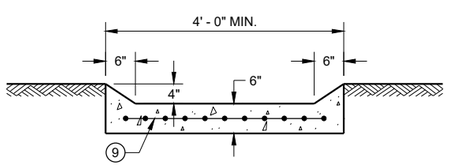
SECTION A - A



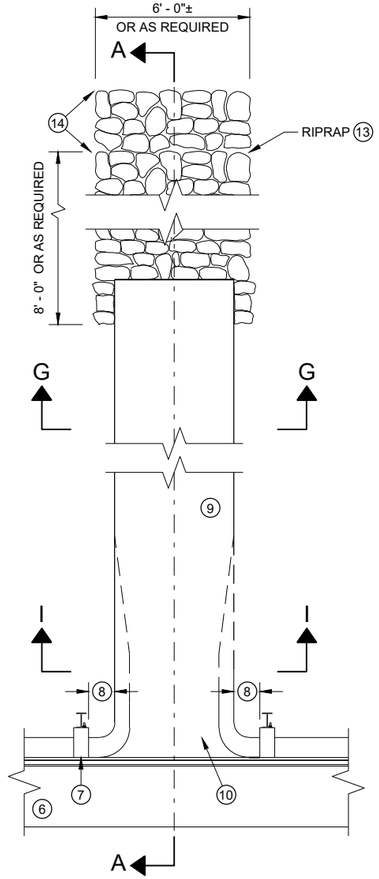
SECTION G - G



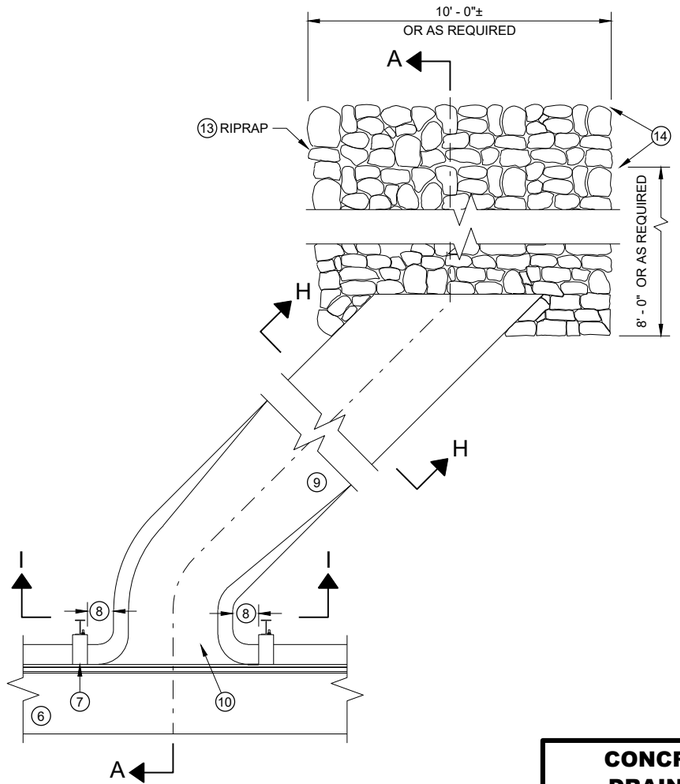
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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

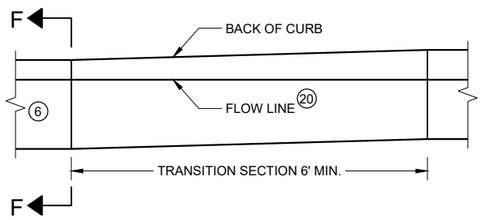
ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

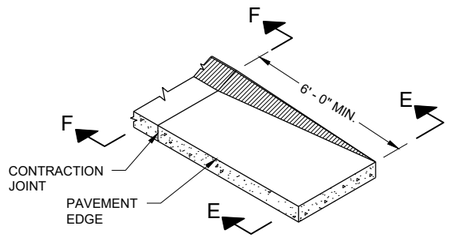
CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

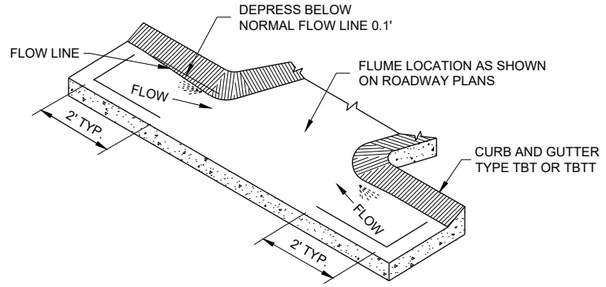
6
SDD 08D02 - 08b



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

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

(15) GEOTEXTILE TYPE HR.

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

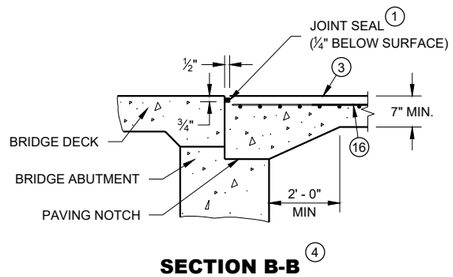
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

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

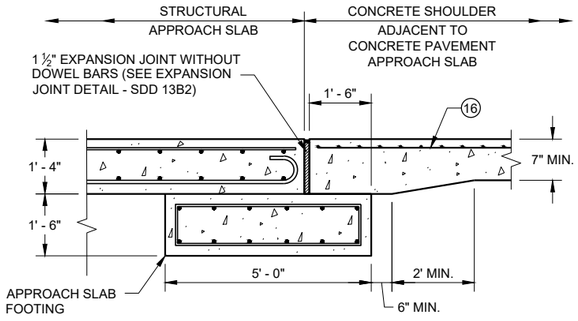
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

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

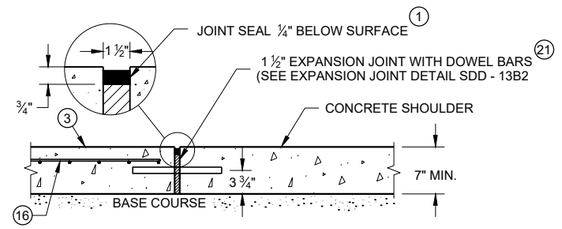
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



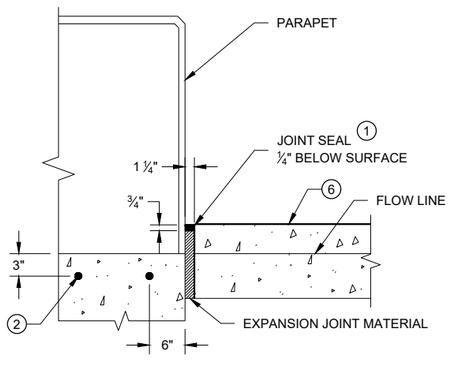
SECTION B-B (4)



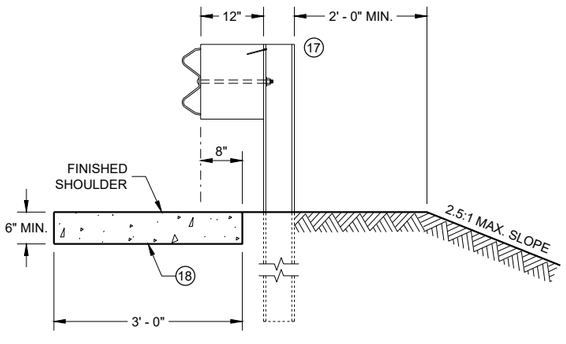
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



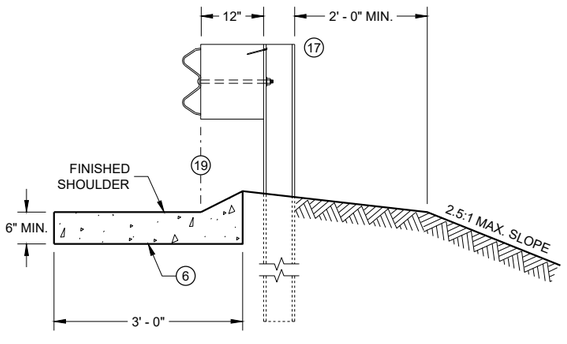
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

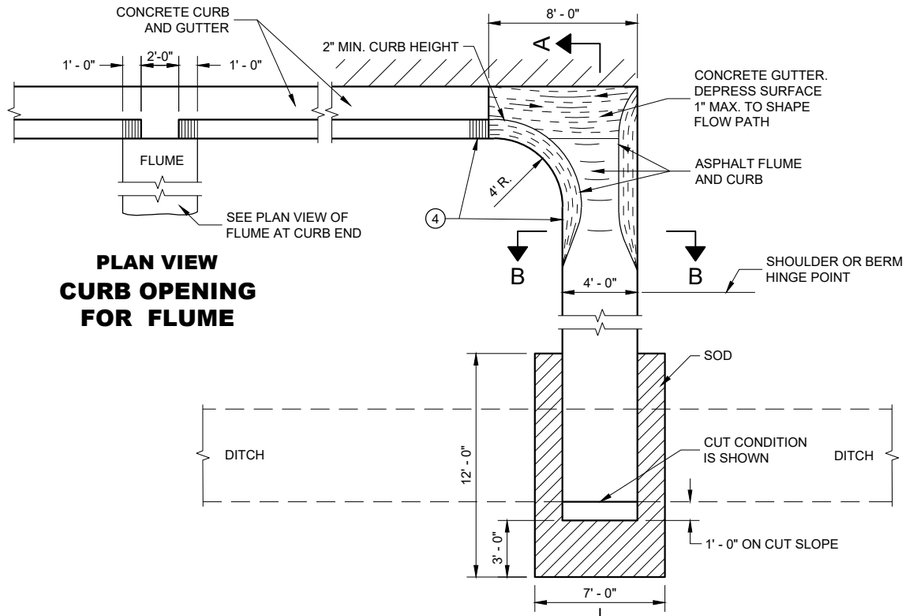
APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6
SDD 08D02 - 08c

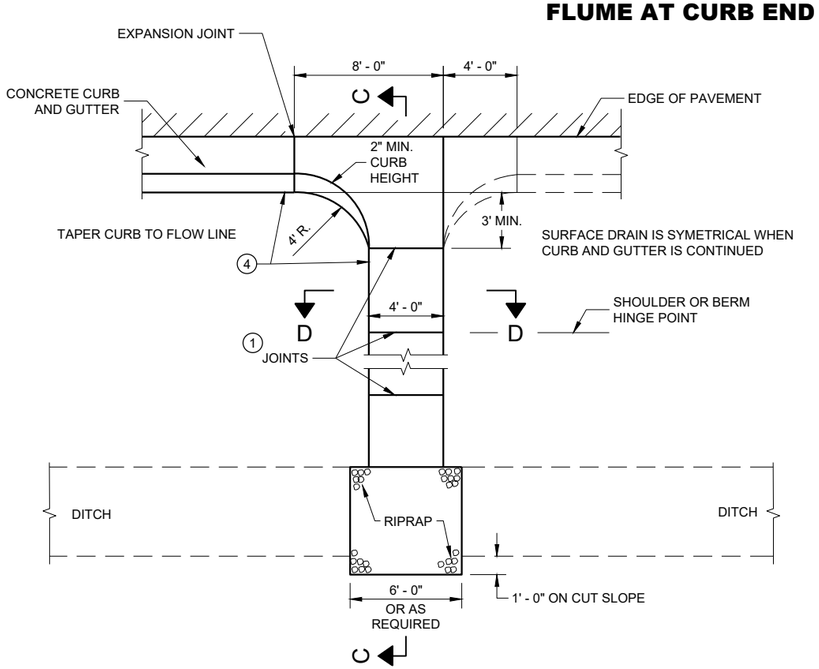
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



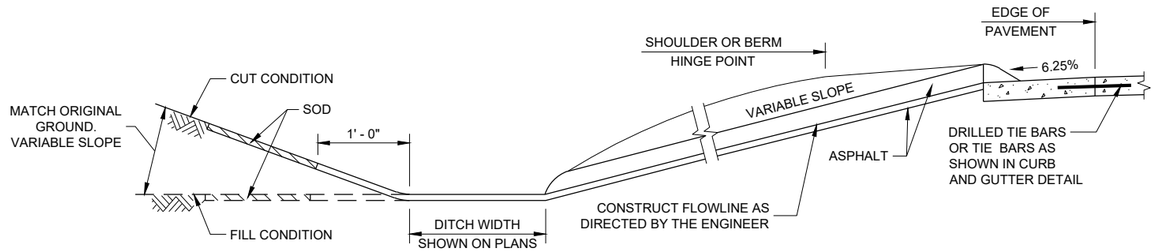
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

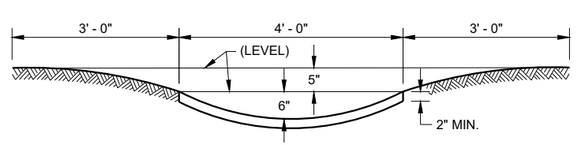
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

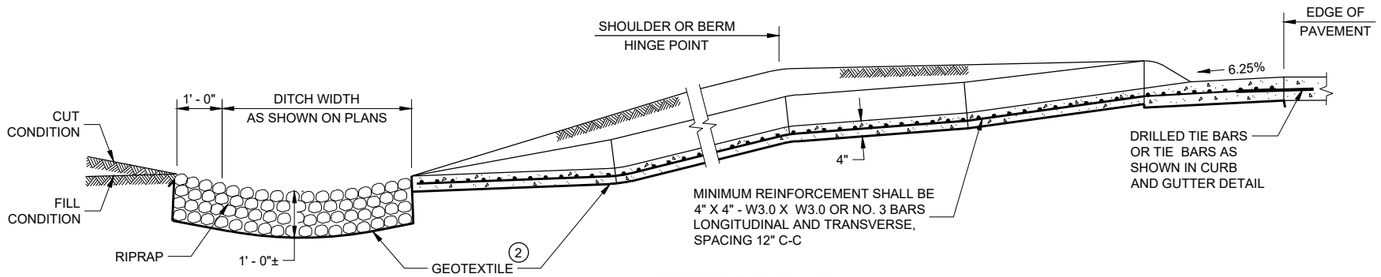
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4.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



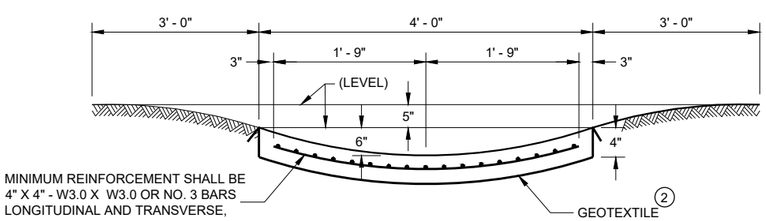
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

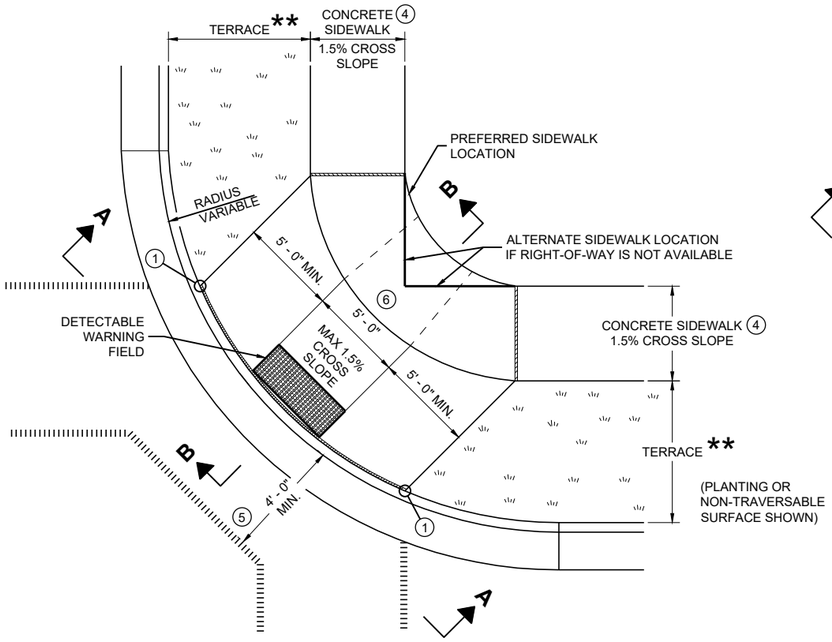
FHWA

6

SDD 08D04 - 07

6

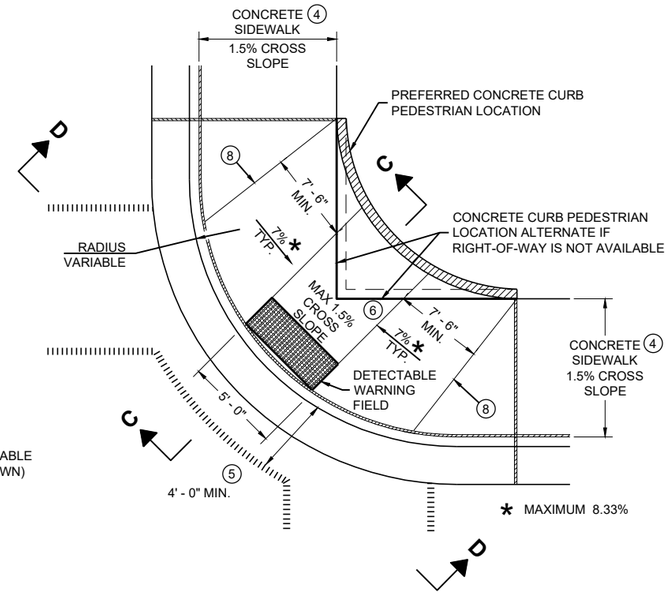
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

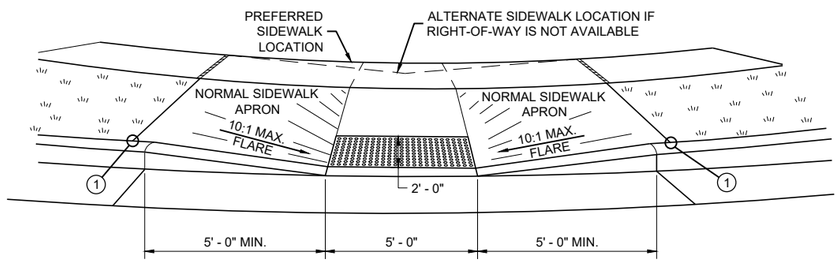
(CENTER OF CORNER RADIUS)



PLAN VIEW

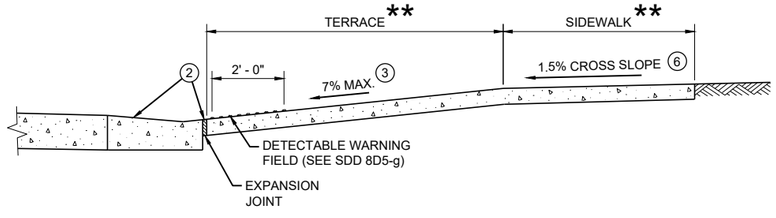
CURB RAMP TYPE 1 - A

(NO TERRACE)

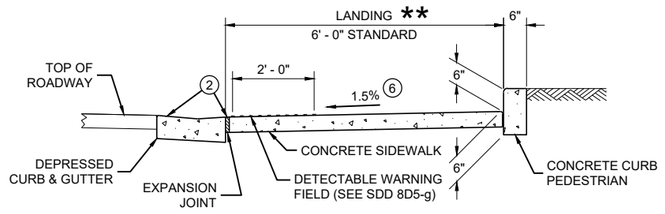


VIEW A - A FOR TYPE 1

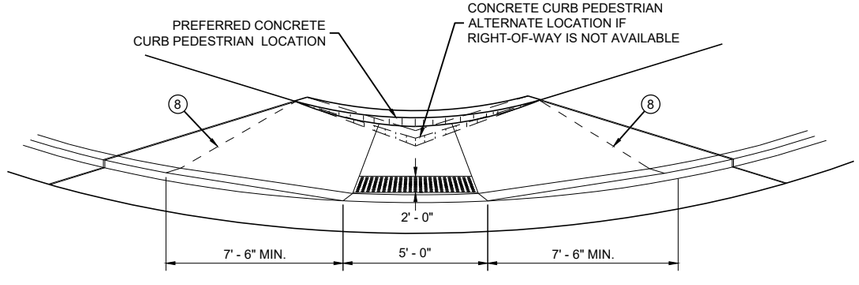
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

(3) 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

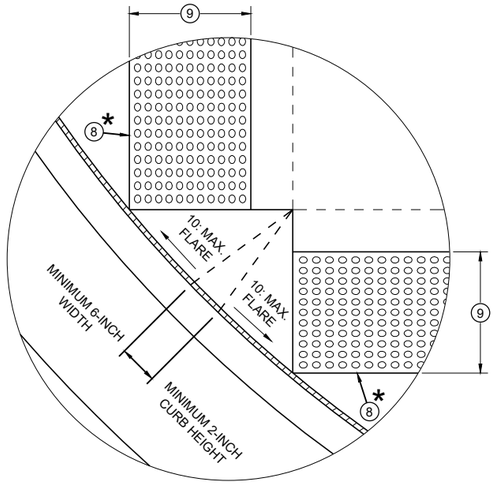
LEGEND

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

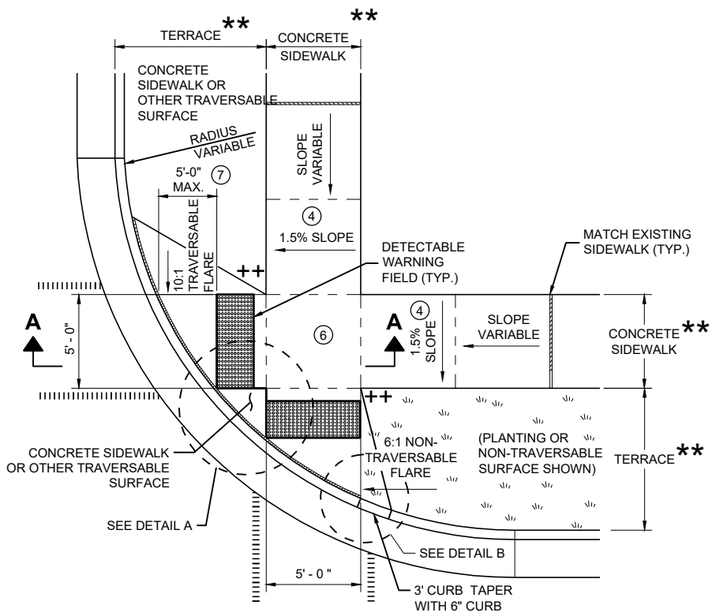
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

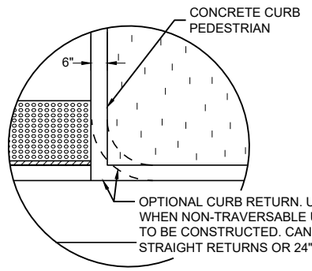
6
SDD 08D05-21a



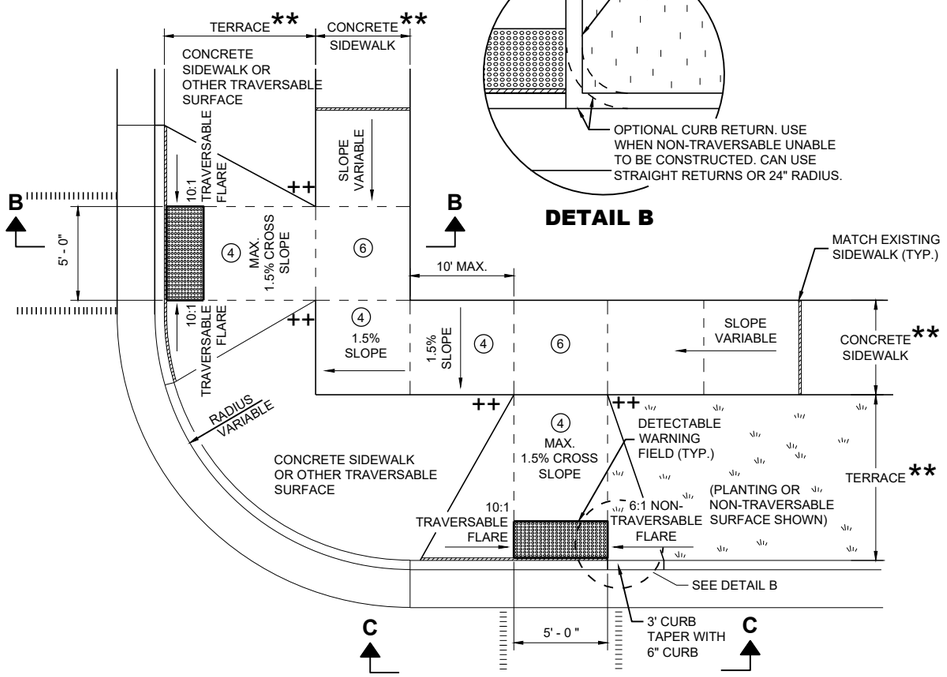
DETAIL A



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



DETAIL B



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

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.

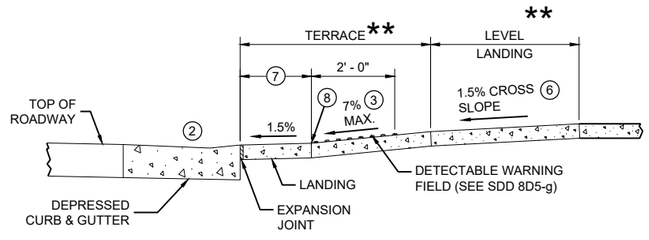
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

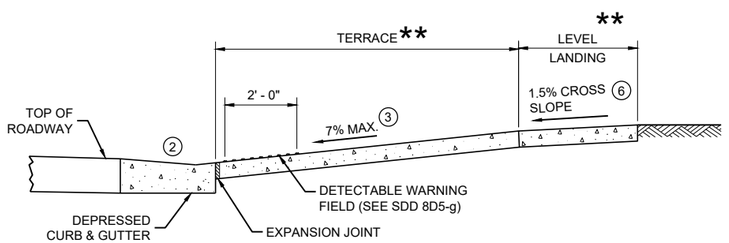


SECTION A - A FOR TYPE 2

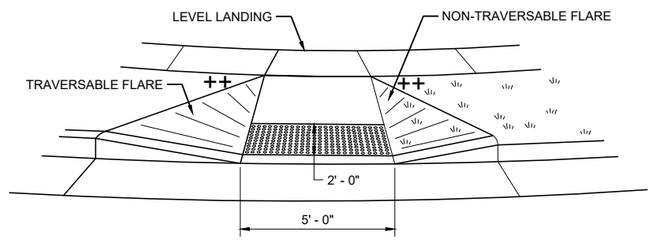
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



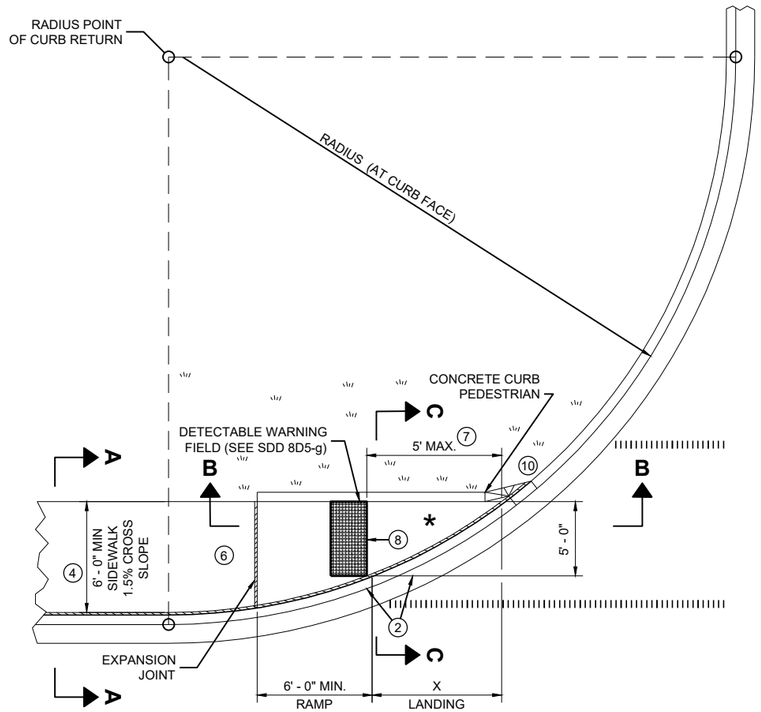
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

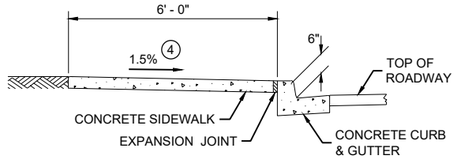


PLAN VIEW

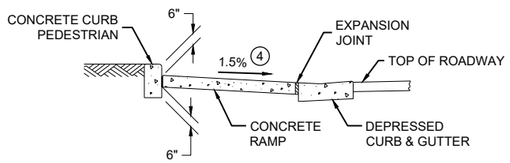
CURB RAMP TYPE 4A

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

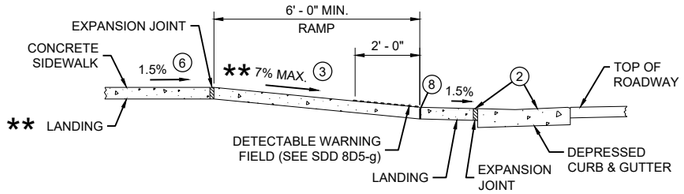
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



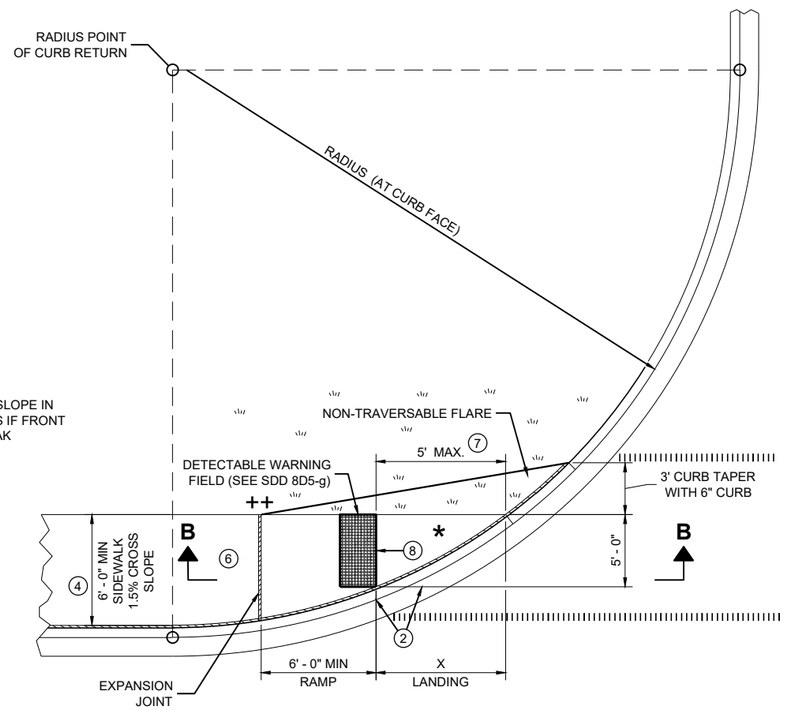
SECTION C - C FOR TYPE 4A



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

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

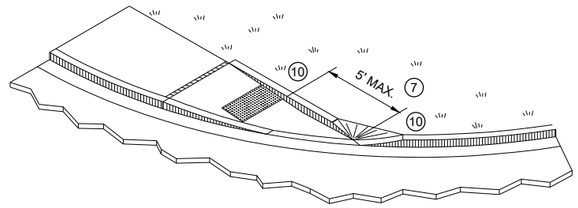
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



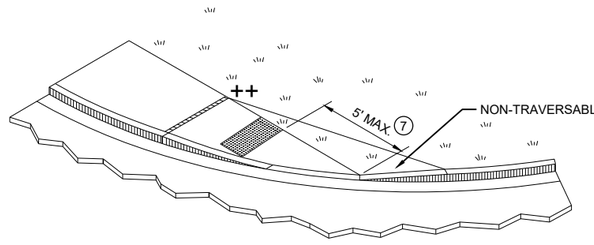
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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

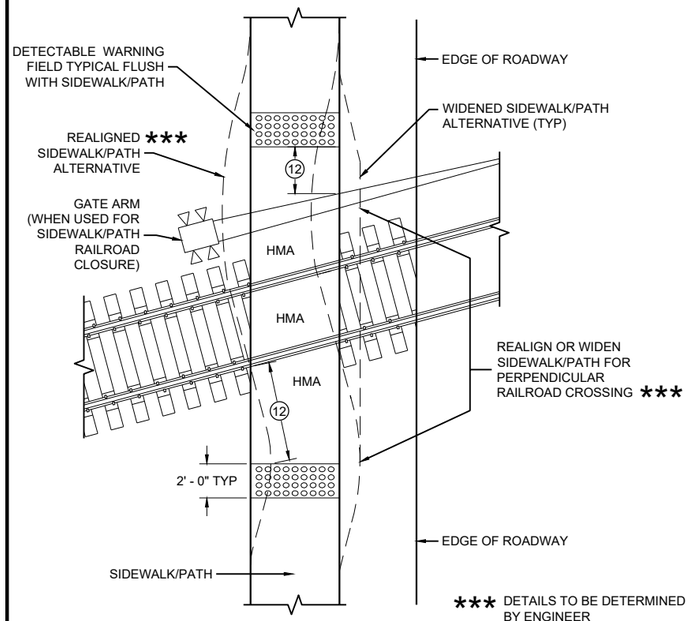
CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A AND 4A1

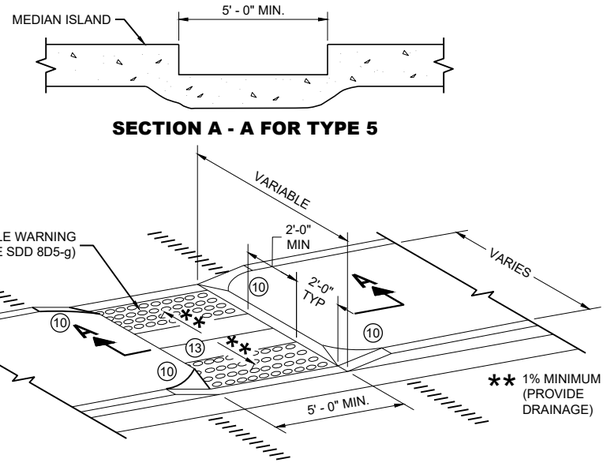
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-21c



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



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.

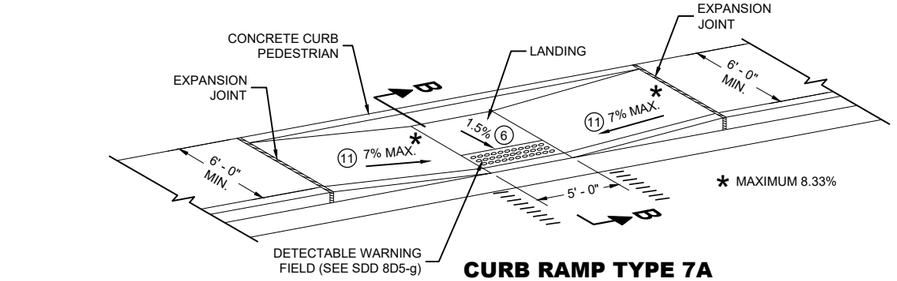
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL 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.

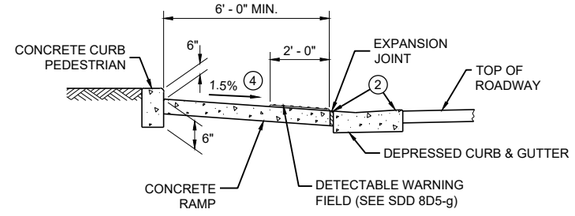
LEGEND

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

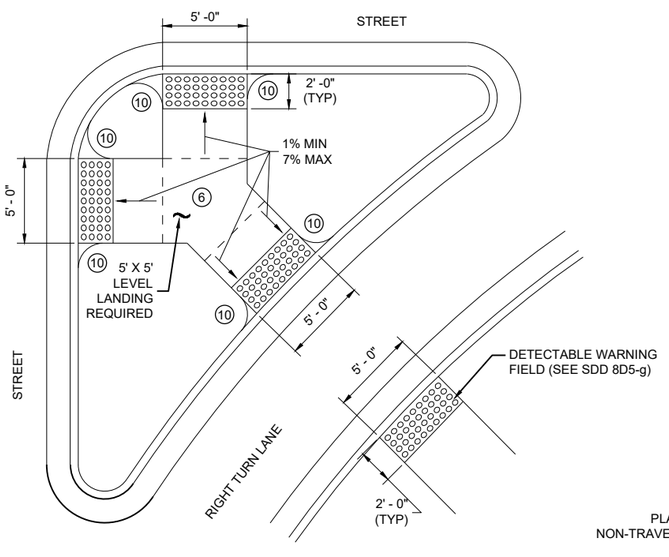


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



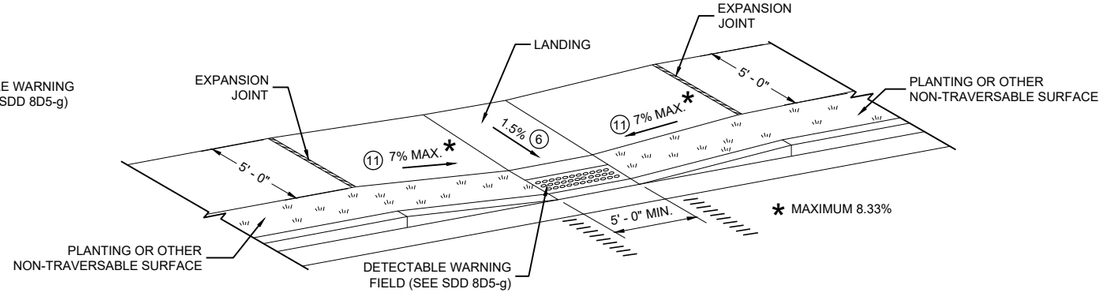
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

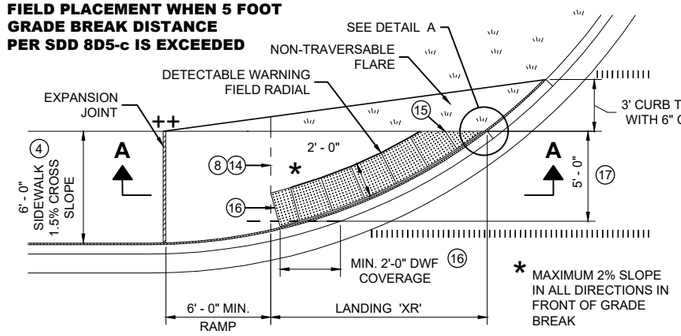
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

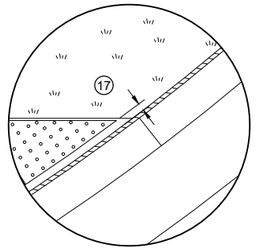
SDD 08D05-21e

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

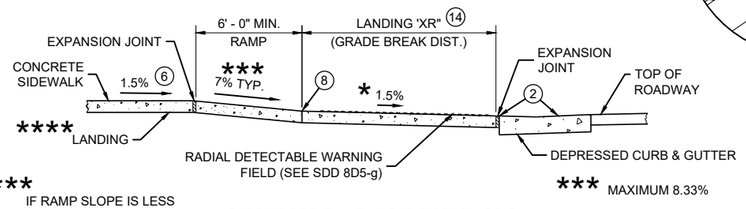


PLAN VIEW

CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

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.

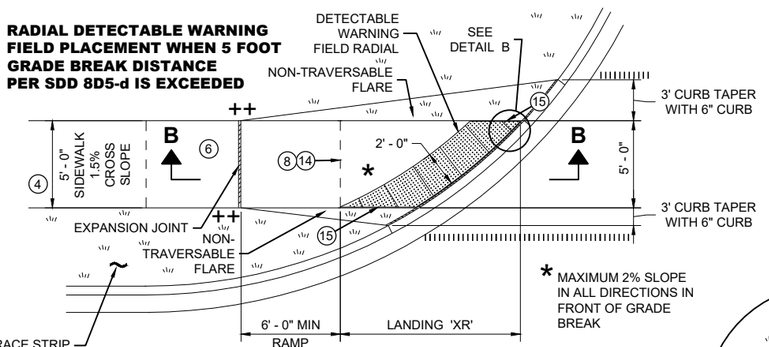
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

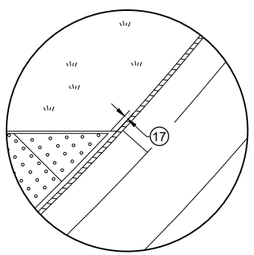
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

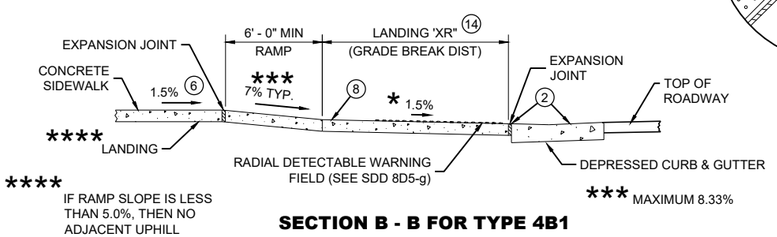


PLAN VIEW

CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

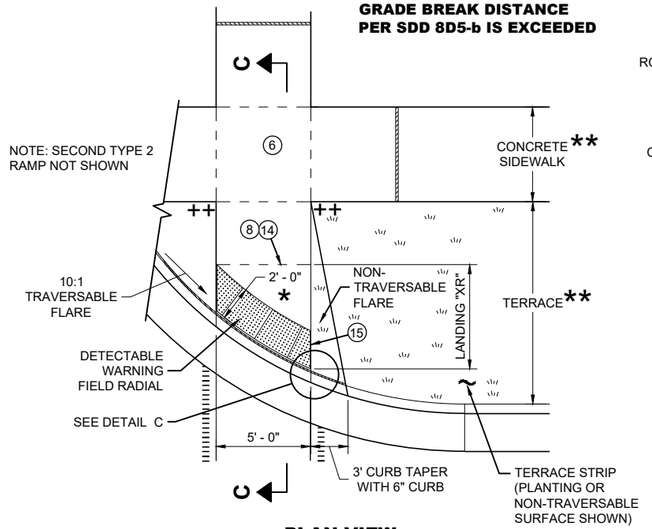


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

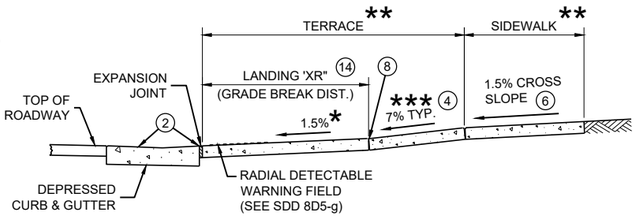
SECTION B - B FOR TYPE 4B1

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

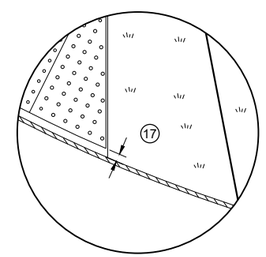


PLAN VIEW

CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

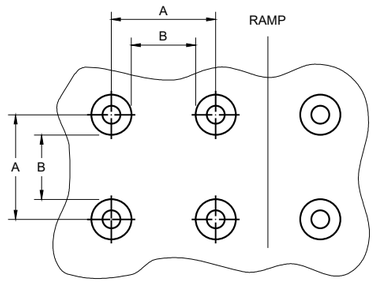
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

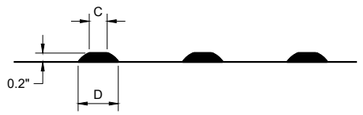
SDD 08D05-21f

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

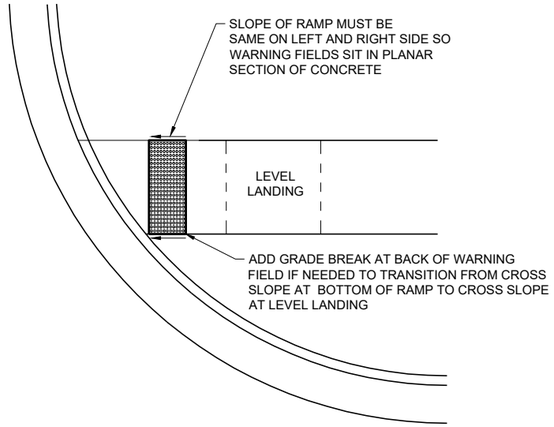
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

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.

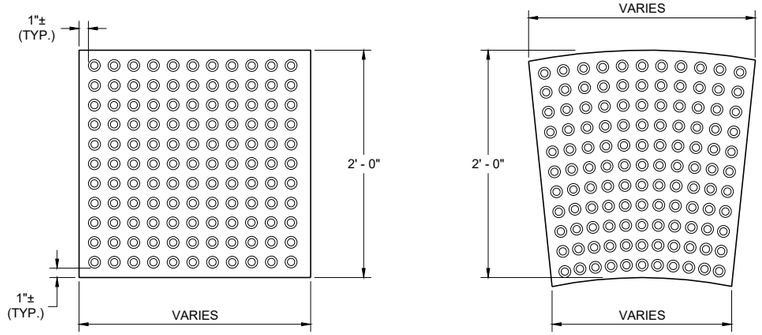
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

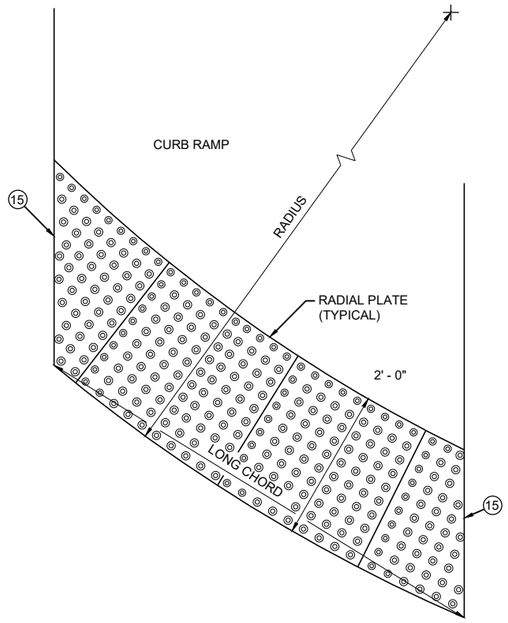
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



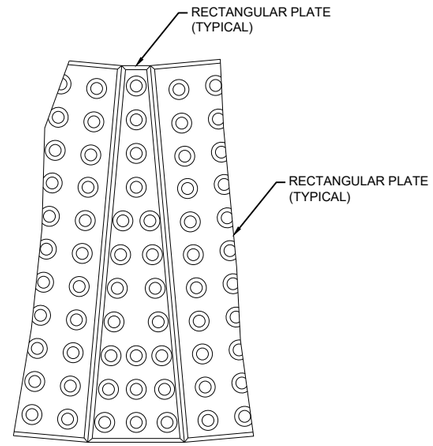
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



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

July 2023 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

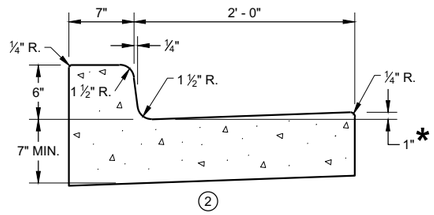
FHWA

6

SDD 08D05-21g

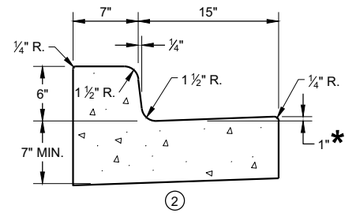
6

SDD 08D05-21g

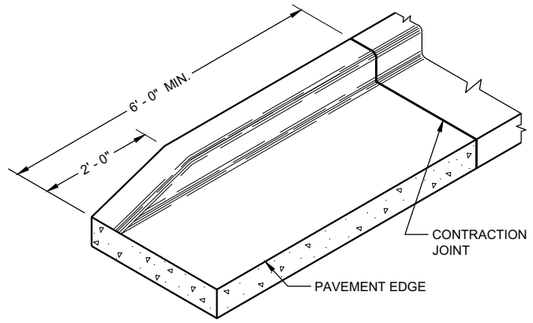


CONCRETE CURB AND GUTTER 31" ①

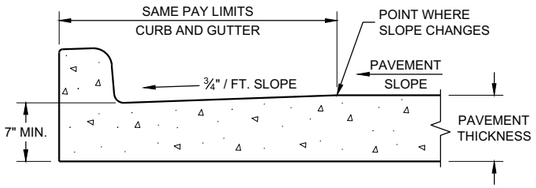
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



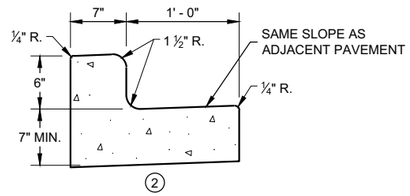
CONCRETE CURB AND GUTTER 22" ①



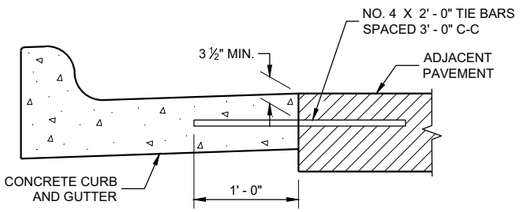
END SECTIONCURB AND GUTTER



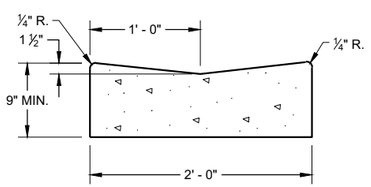
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



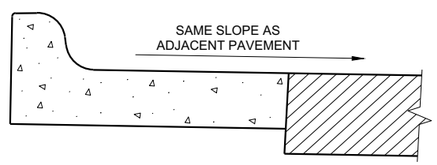
CONCRETE CURB AND GUTTER 19" ①



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.

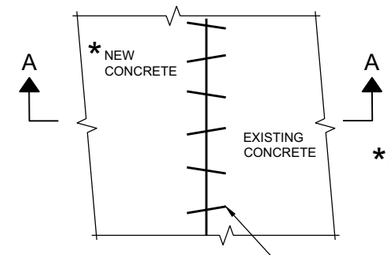
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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".

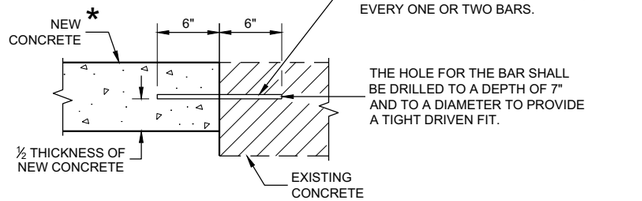
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



PLAN VIEW

* EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.



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

6

SDD 08D16 - 11

SDD 08D16 - 11

GENERAL NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

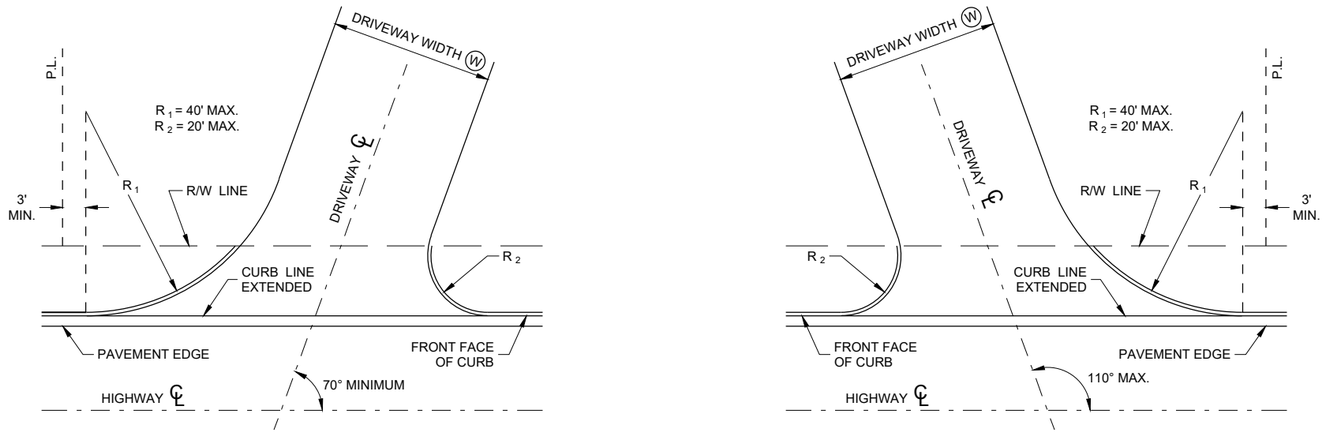
THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

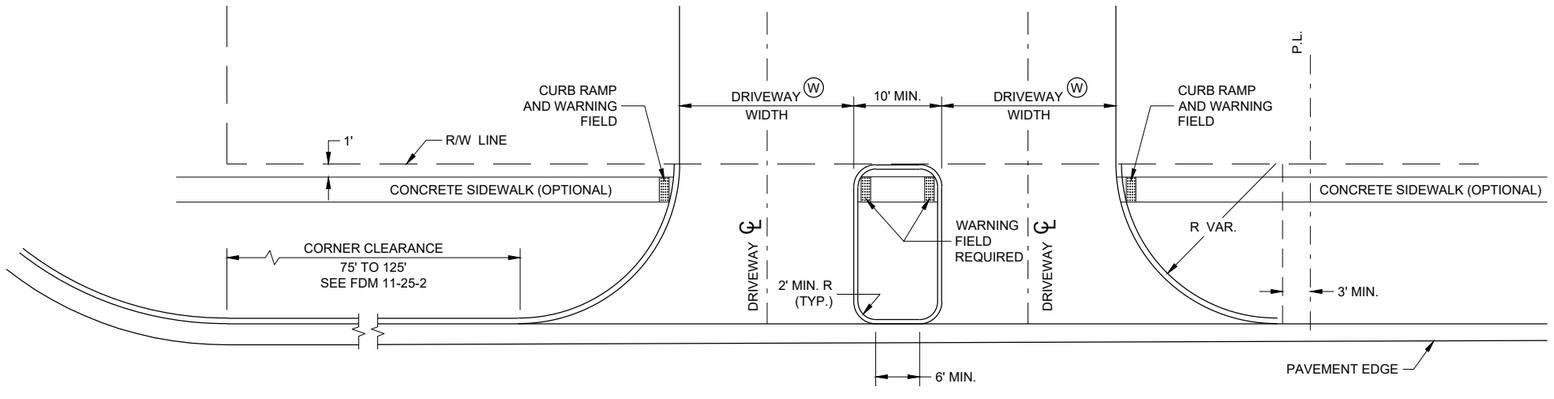
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



SKEWED DRIVEWAY DETAILS (COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

DRIVEWAYS WITH CURB AND GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

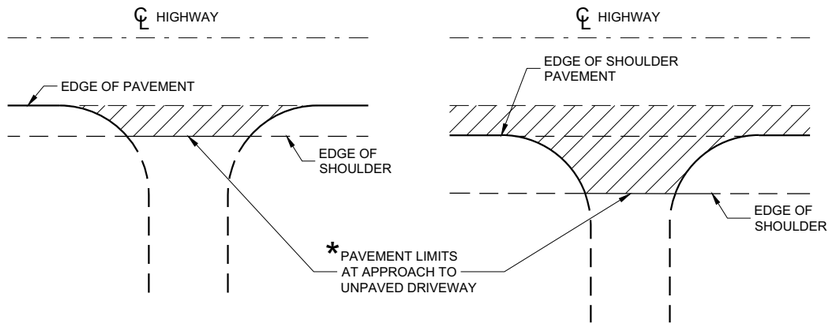
00-00-00 — DATE

/S/ <AUTHOR> — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

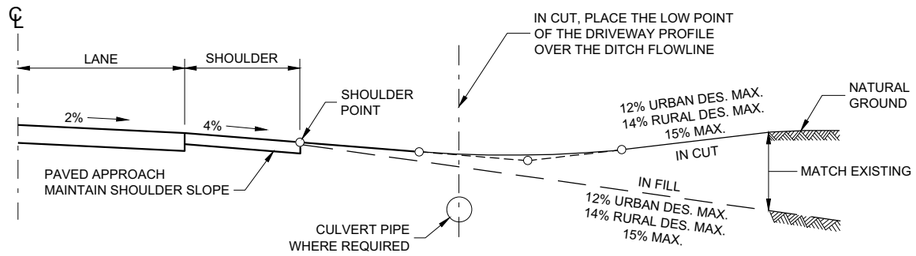
SDD 08D20 - 01



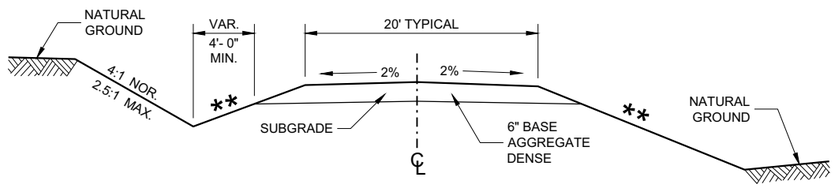
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

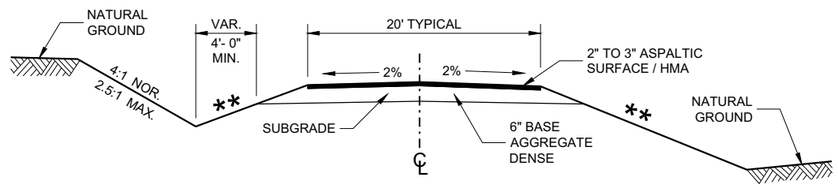


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

DRIVEWAYS WITHOUT CURB AND GUTTER

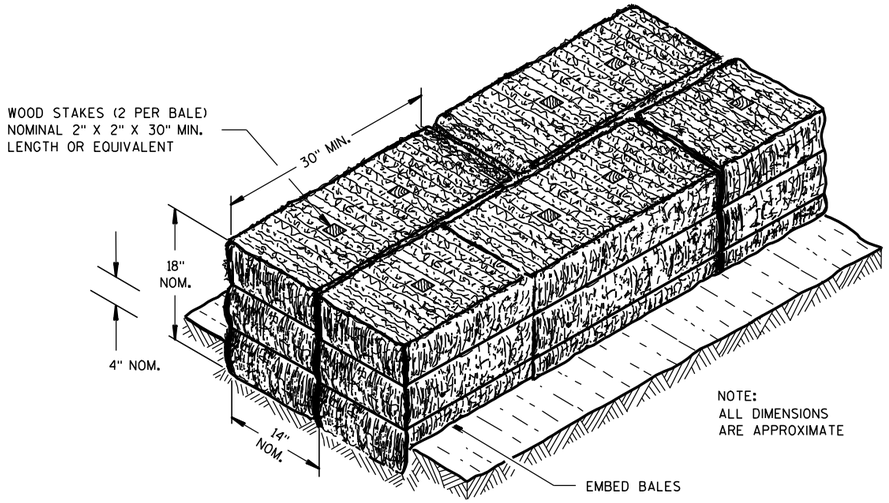
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

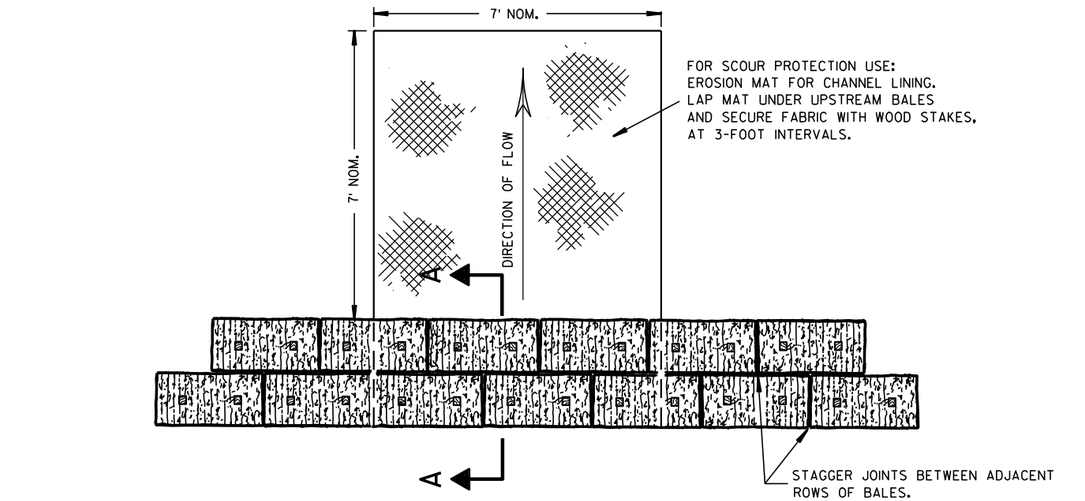
FHWA

6

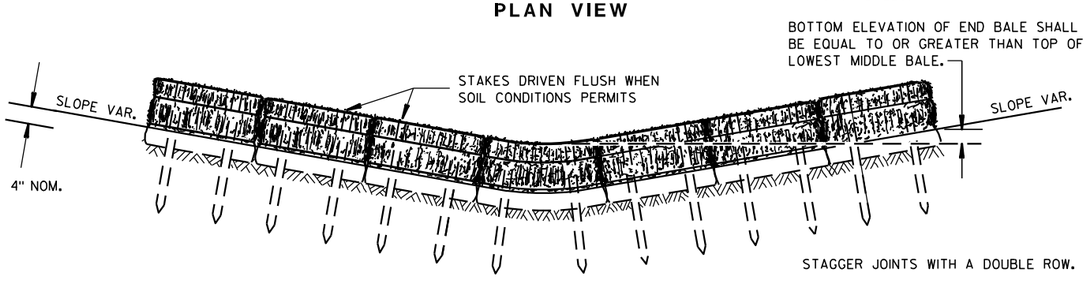
SDD 08D21 - 01



SECTION A-A



PLAN VIEW



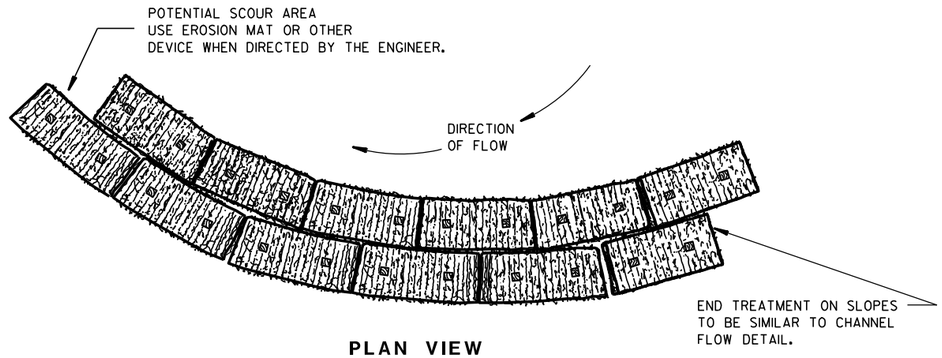
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

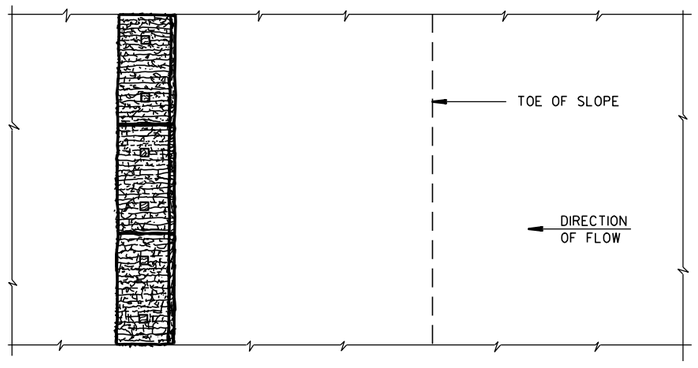
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

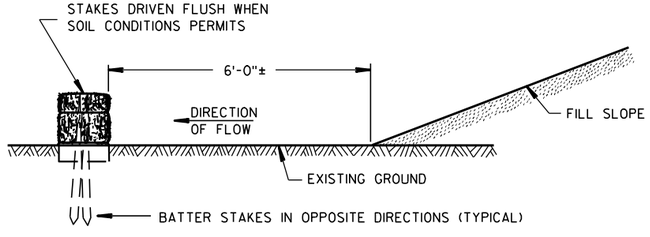


PLAN VIEW

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

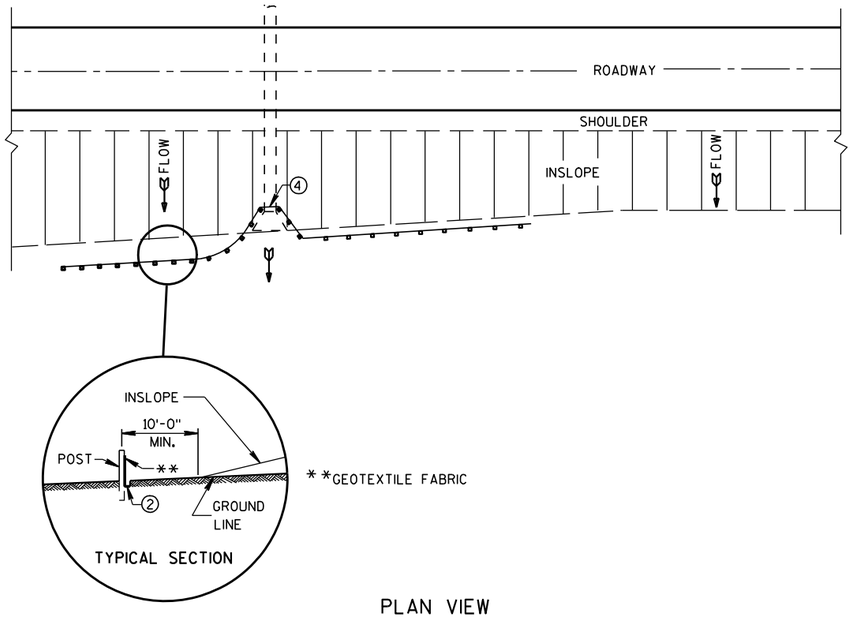
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

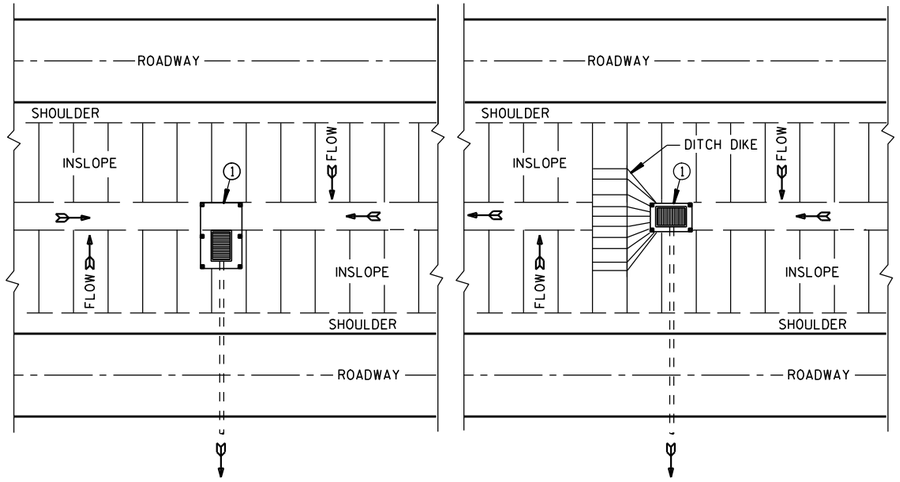
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



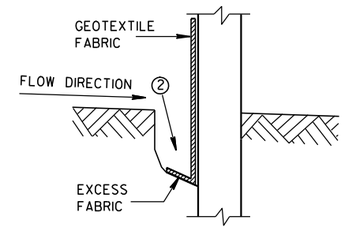
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

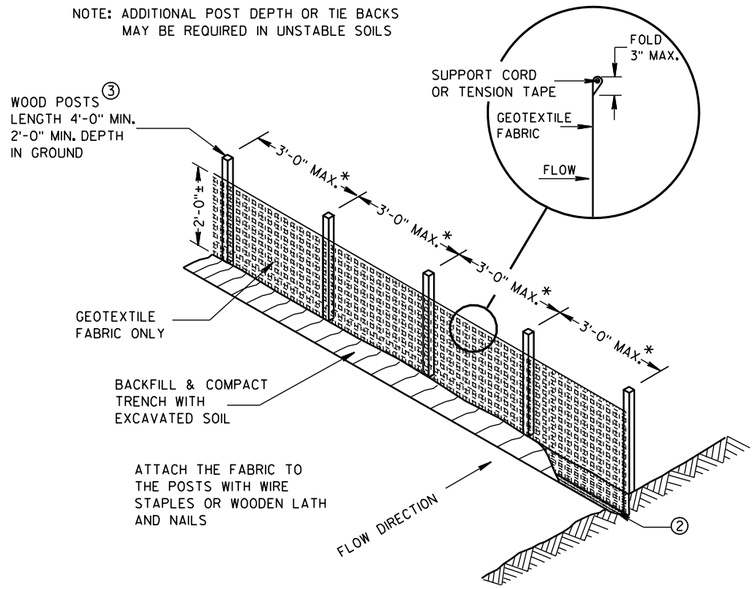
GENERAL NOTES

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

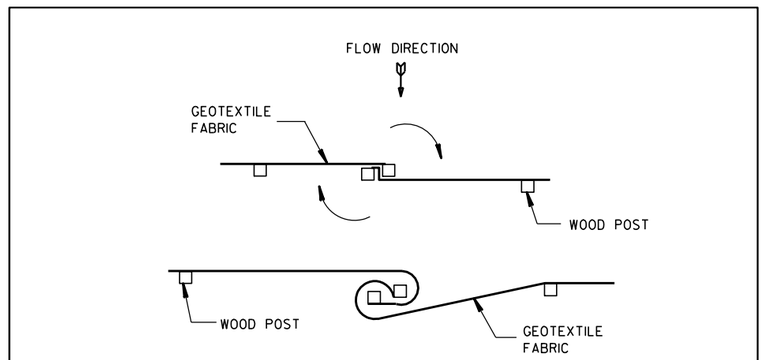
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



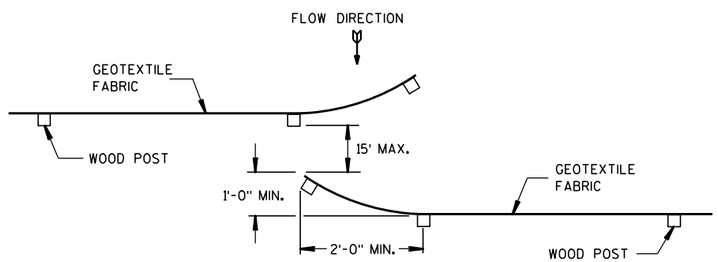
TRENCH DETAIL



SILT FENCE

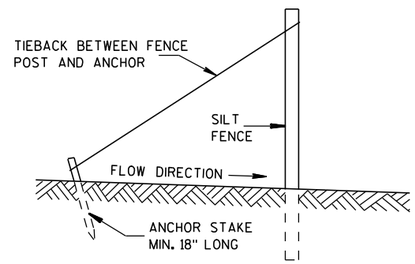


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

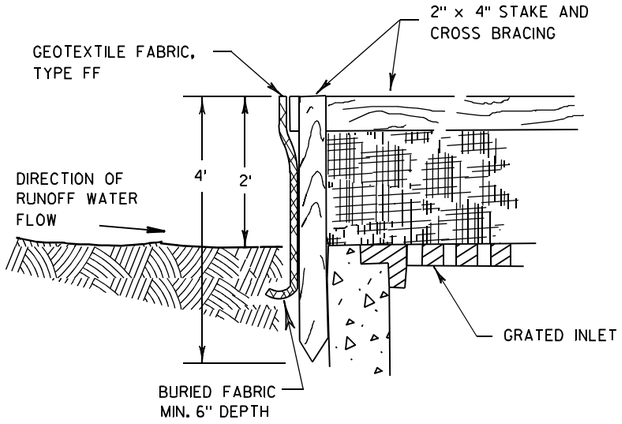
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

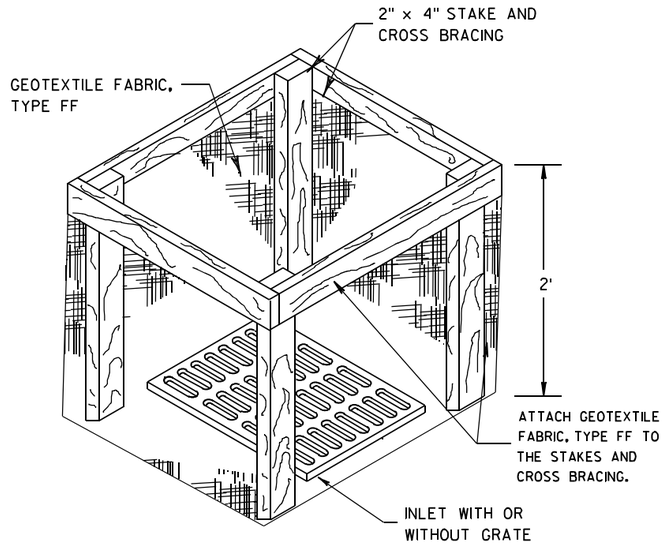
6

S.D.D. 8 E 9-6

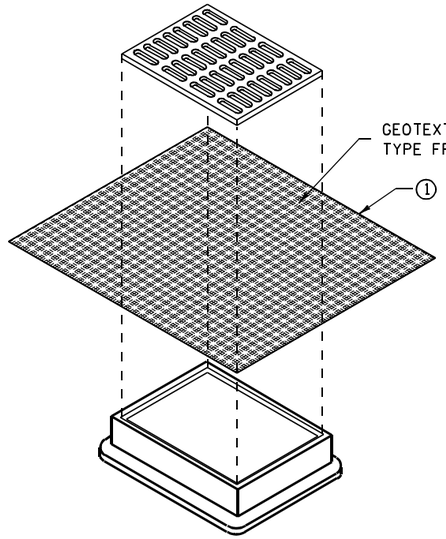
6

S.D.D. 8 E 9-6



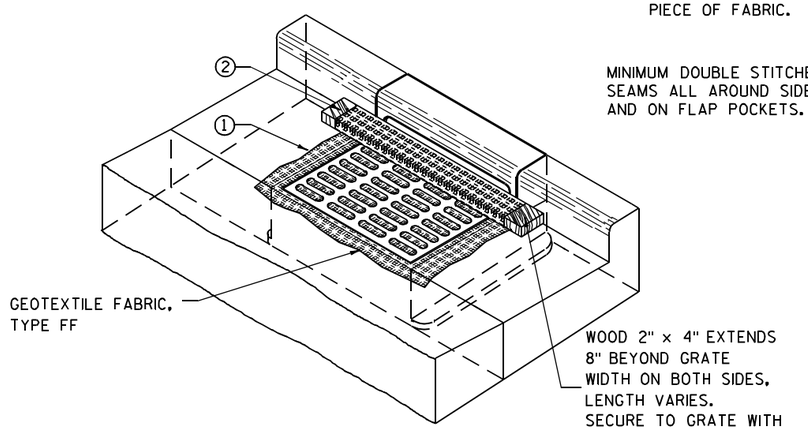


INLET PROTECTION, TYPE A

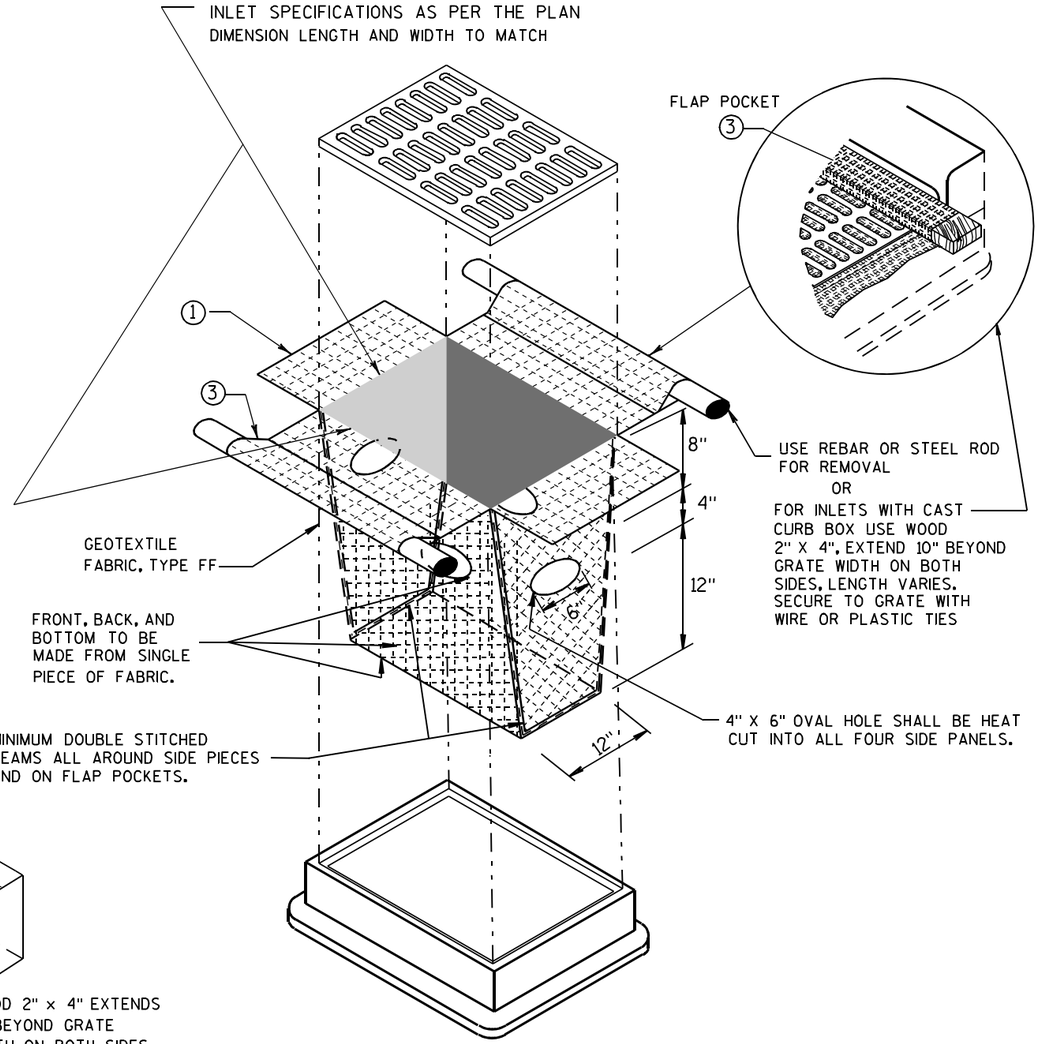


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

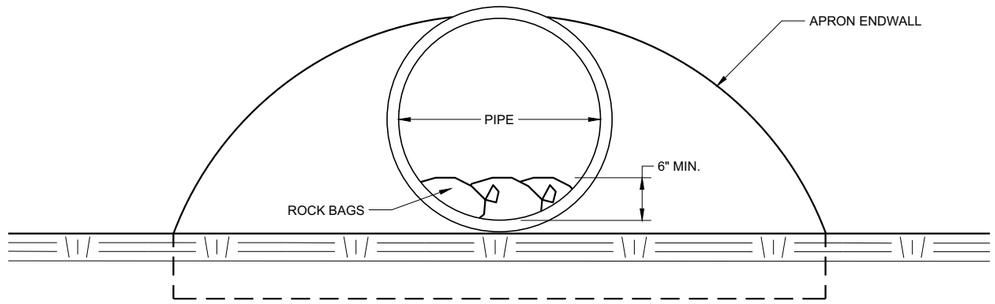
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

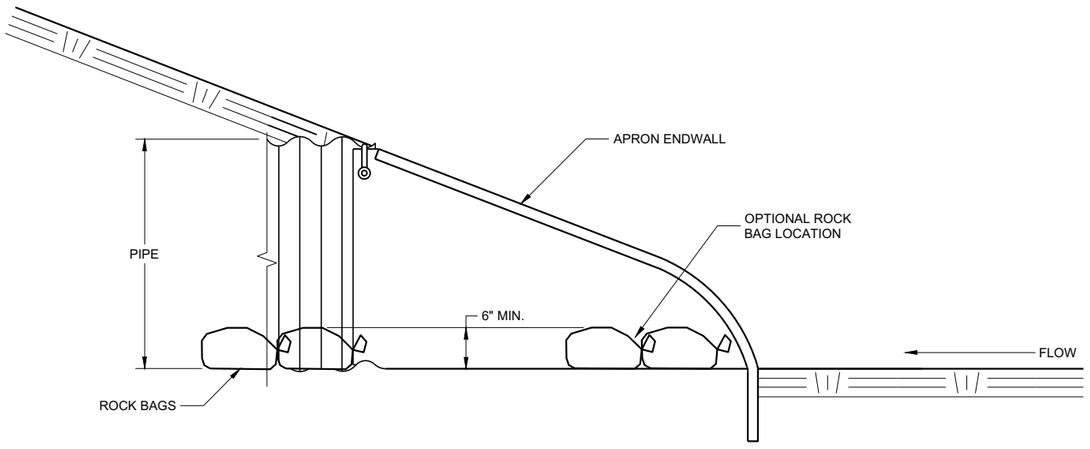
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Daniel Schave — EROSION CONTROL ENGI
FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

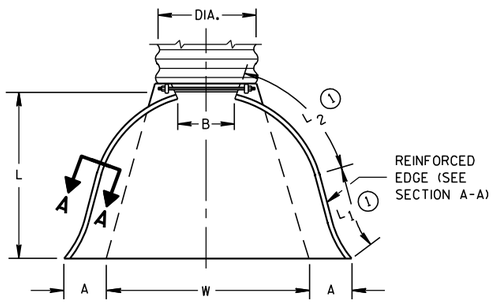
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

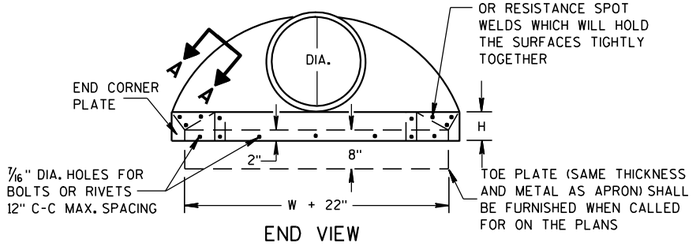
REINFORCED CONCRETE APRON ENDWALLS

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

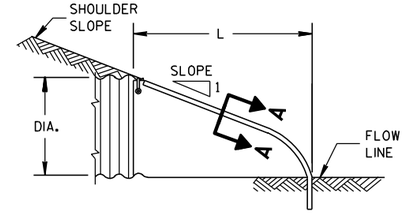
*MINIMUM
**MAXIMUM



PLAN VIEW

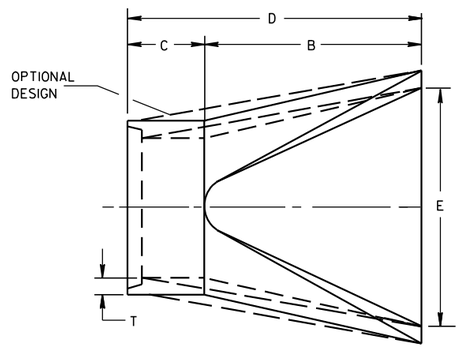


END VIEW

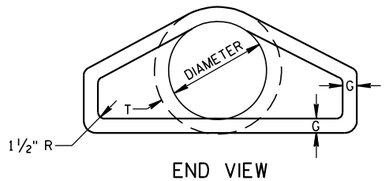


SIDE ELEVATION

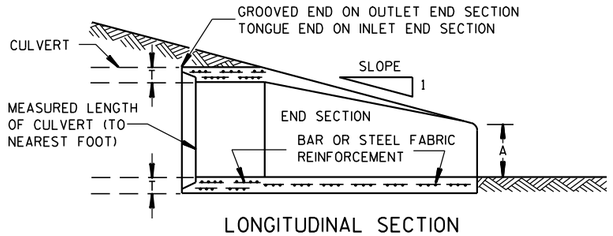
METAL ENDWALLS



PLAN

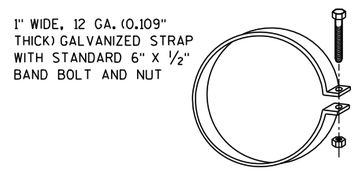


END VIEW



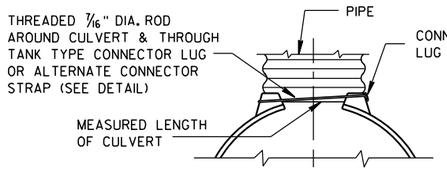
LONGITUDINAL SECTION

CONCRETE ENDWALLS

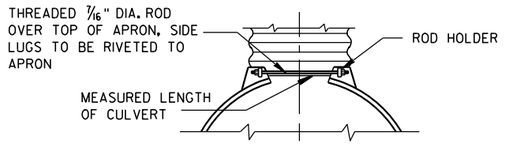


ALTERNATE FOR TYPE 1 CONNECTION

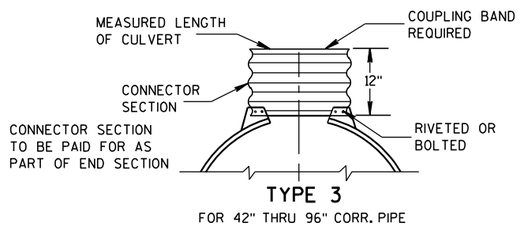
END SECTION CONNECTOR STRAP



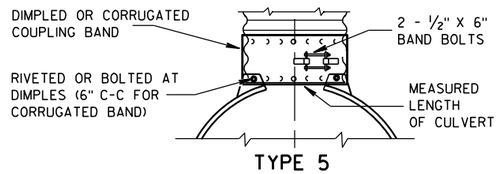
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

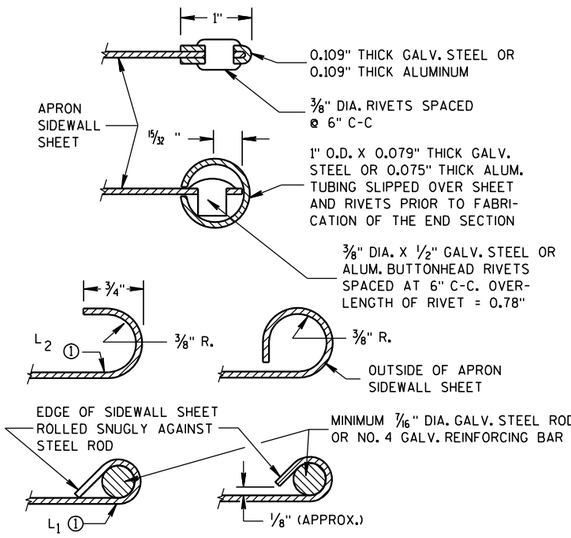
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

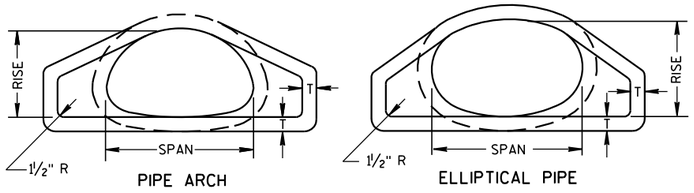
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

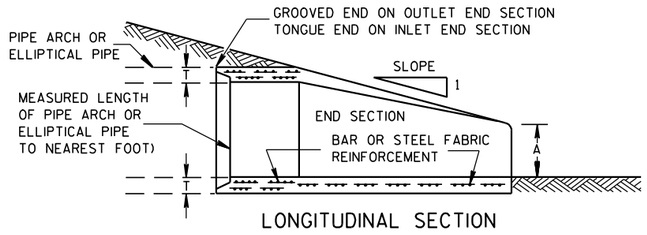
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

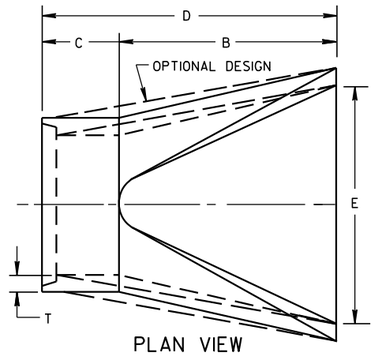
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



END VIEW

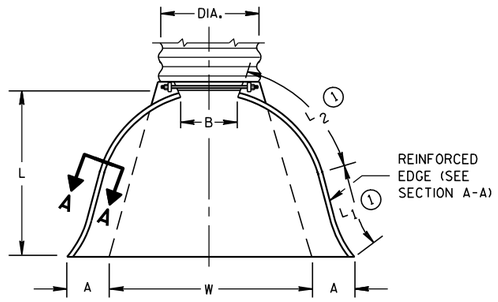


LONGITUDINAL SECTION

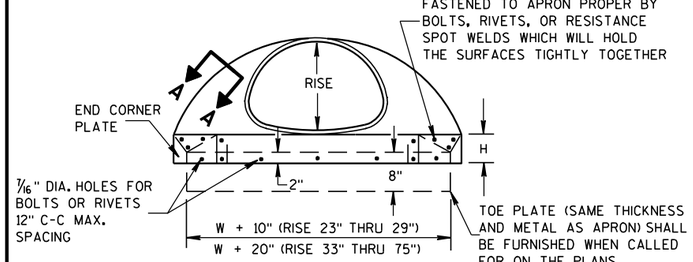


PLAN VIEW

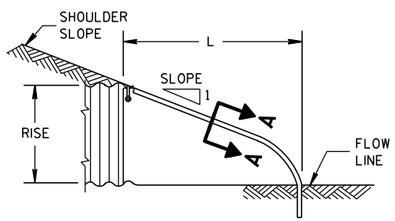
CONCRETE ENDWALLS



PLAN VIEW

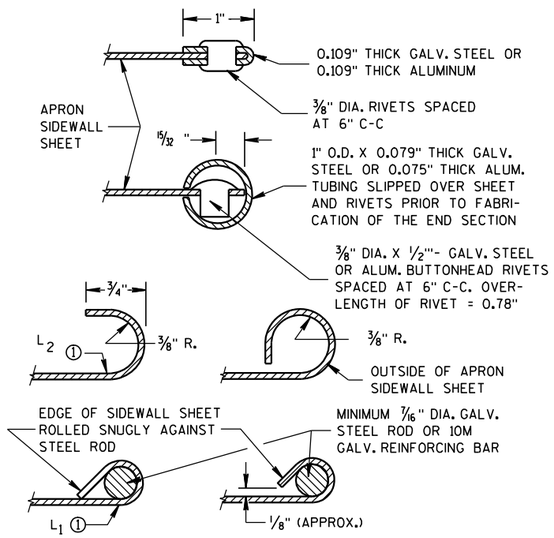


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

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

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

3" X 1" CORRUGATIONS

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

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

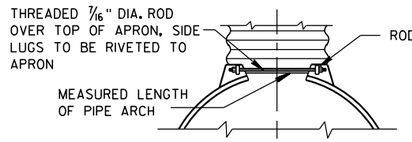
REINFORCED CONCRETE PIPE ARCH

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

REINFORCED CONCRETE ELLIPTICAL PIPE

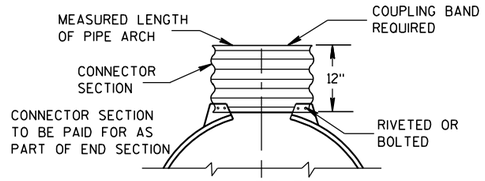
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



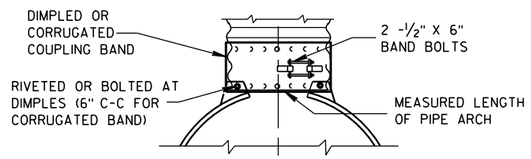
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

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

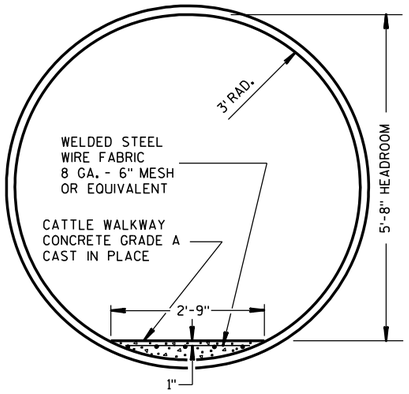
FHWA

6

S.D.D. 8 F 2-1

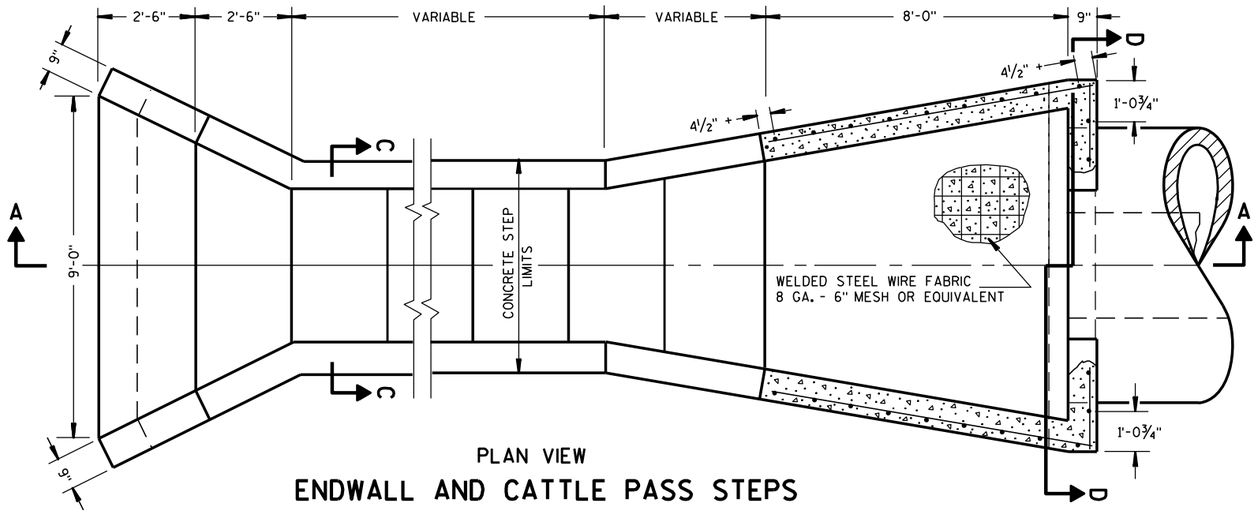
6

S.D.D. 8 F 2-1



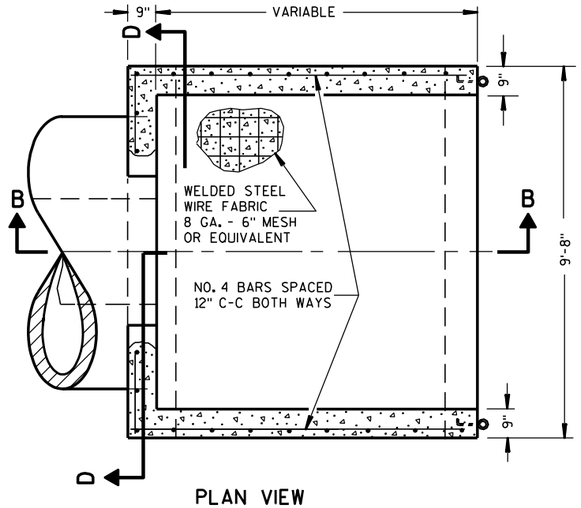
CROSS SECTION

CORRUGATED METAL PIPE CATTLE PASS



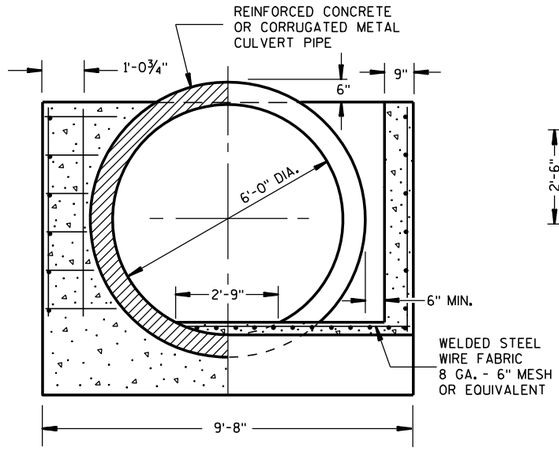
PLAN VIEW

ENDWALL AND CATTLE PASS STEPS

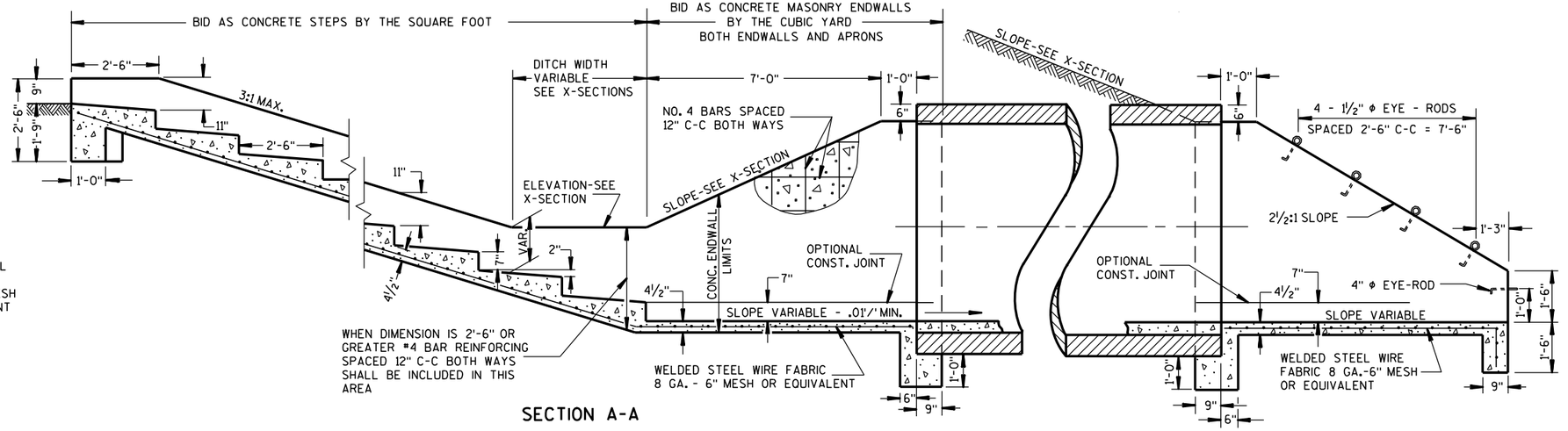


PLAN VIEW

ENDWALL FOR CATTLE PASS

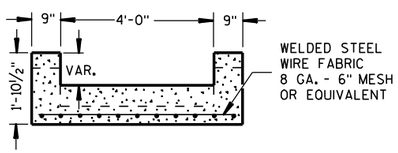


SECTION D-D

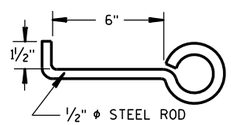


SECTION A-A

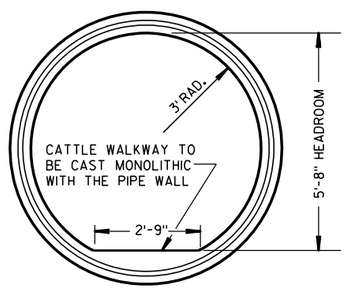
SECTION B-B



SECTION C-C



EYE-ROD ANCHOR



END VIEW

REINFORCED CONCRETE PIPE CATTLE PASS

GENERAL NOTES

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

ALL STEEL REINFORCEMENT IN ENDWALLS AND CATTLE PASS STEPS SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

ALL STEEL REINFORCEMENT OR FABRIC USED AS SHOWN ABOVE SHALL BE INCIDENTAL TO THE BID ITEM OF WHICH IT IS AN INTEGRAL PART.

EYE-RODS FOR FENCE CONNECTIONS SHALL BE PROVIDED BY THE CONTRACTOR AS AN INCIDENTAL TO THE BID ITEM OF CONCRETE MASONRY, ENDWALLS AND SHALL BE GALVANIZED.

CONCRETE USED FOR THE CATTLE WALKWAY WITHIN THE PIPE SHALL BE INCIDENTAL TO THE BID ITEM OF PIPE CATTLE PASS.

DETAILS FOR PIPE CATTLE PASS, CONCRETE ENDWALL AND STEPS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/6/75 — DATE

/S/ Harold Fiedler — STATE DESIGN ENGINE 152 — HWYS

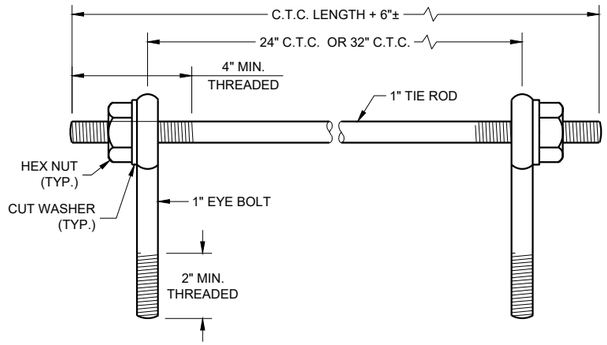
FHWA

6

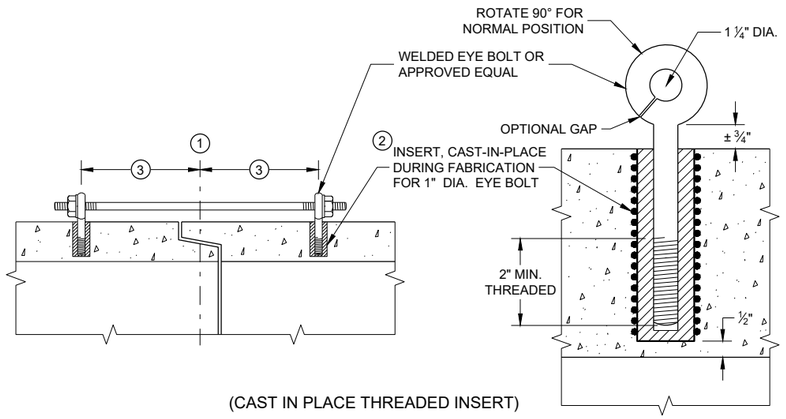
S.D.D. 8 F 3-3

6

S.D.D. 8 F 3-3



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

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

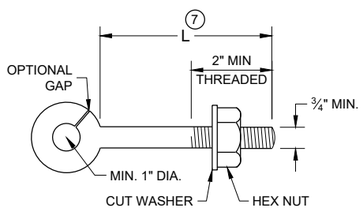
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

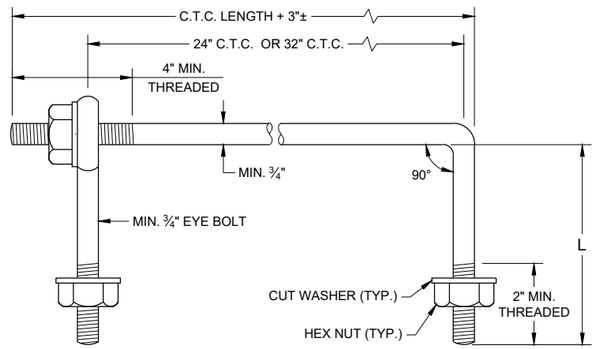
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

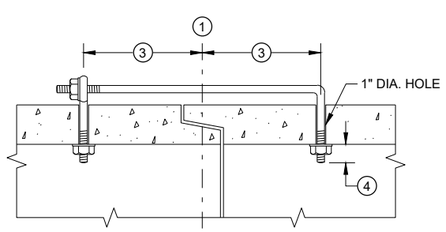


EYE BOLT (7)

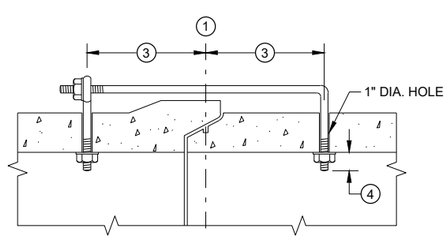
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

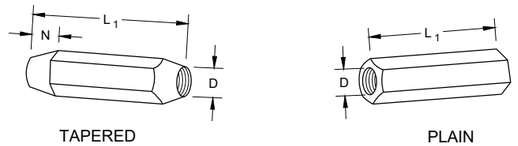
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

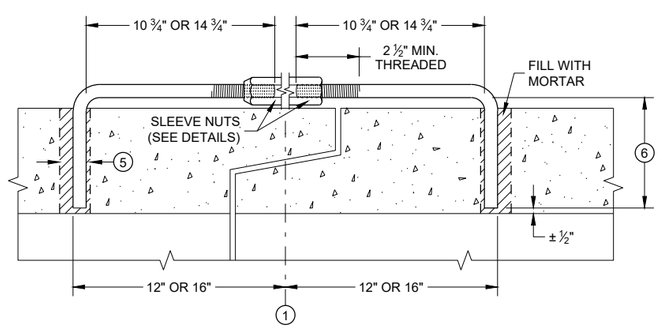
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



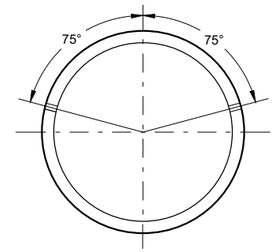
RIGHT AND LEFT THREADS

SLEEVE NUTS



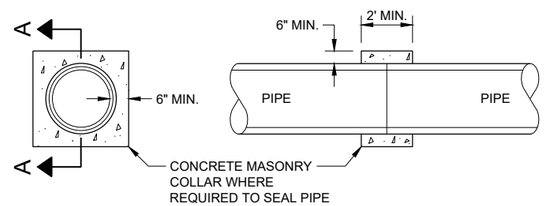
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

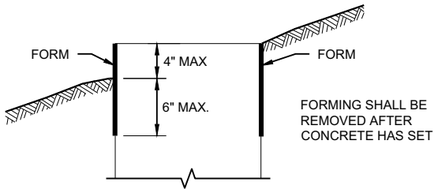
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08F04 - 08

SDD 08F04 - 08

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.

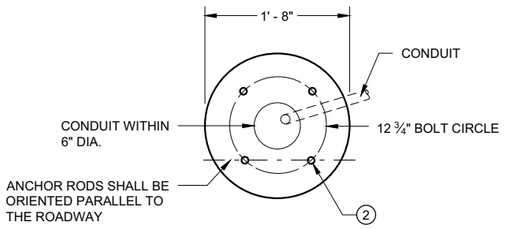
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

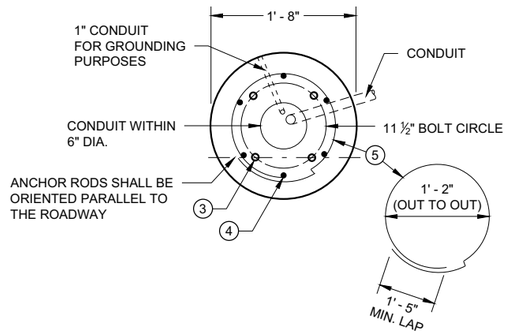
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

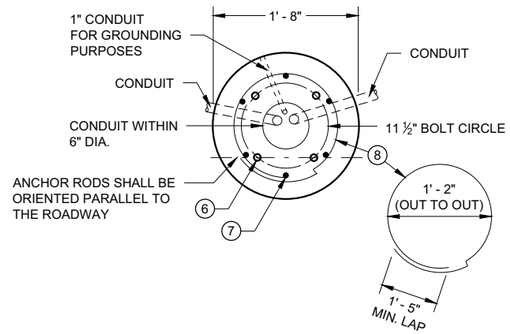
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

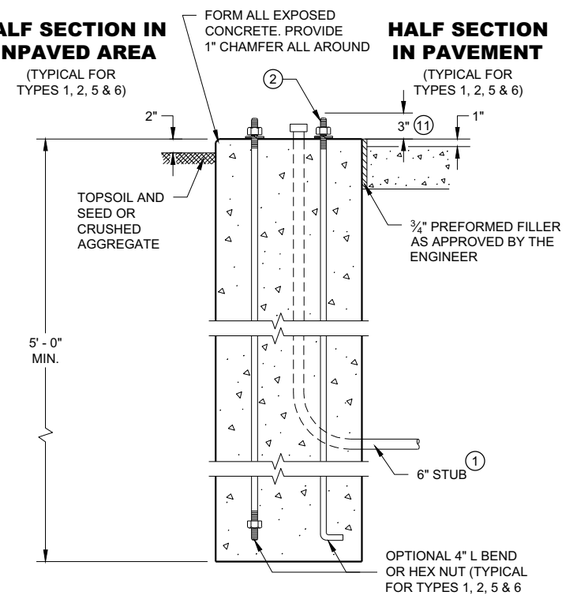
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

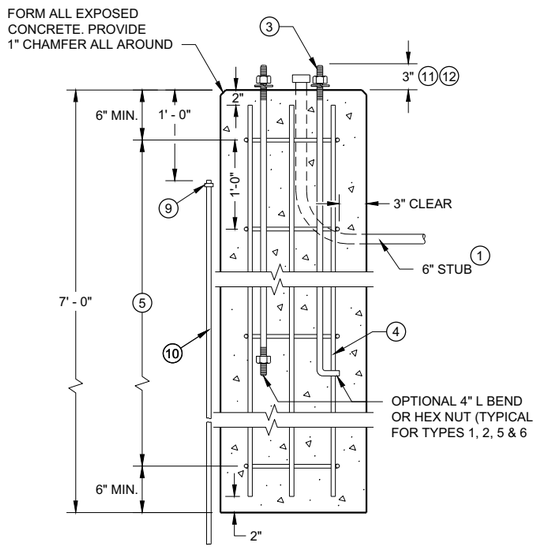
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

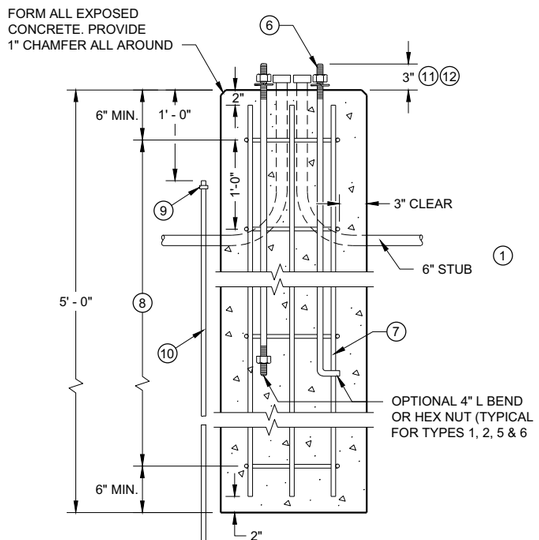
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



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 154
FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

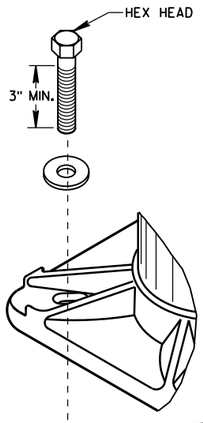
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

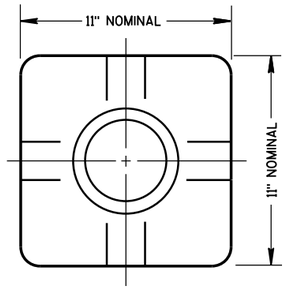
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

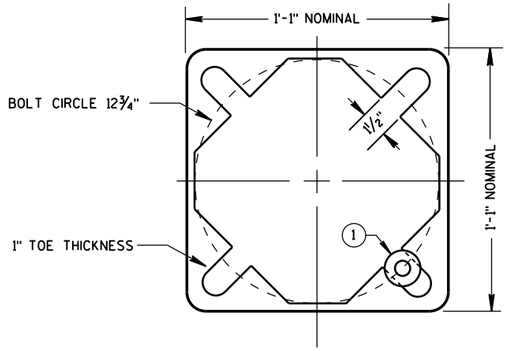
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

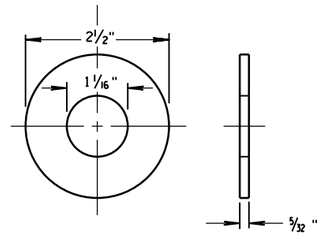




TOP VIEW
(PEDESTAL BASE)

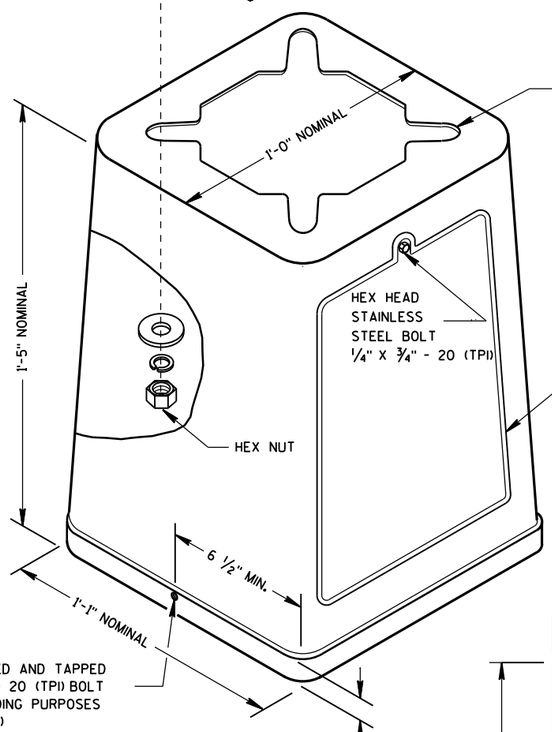


BOTTOM VIEW
(PEDESTAL BASE)

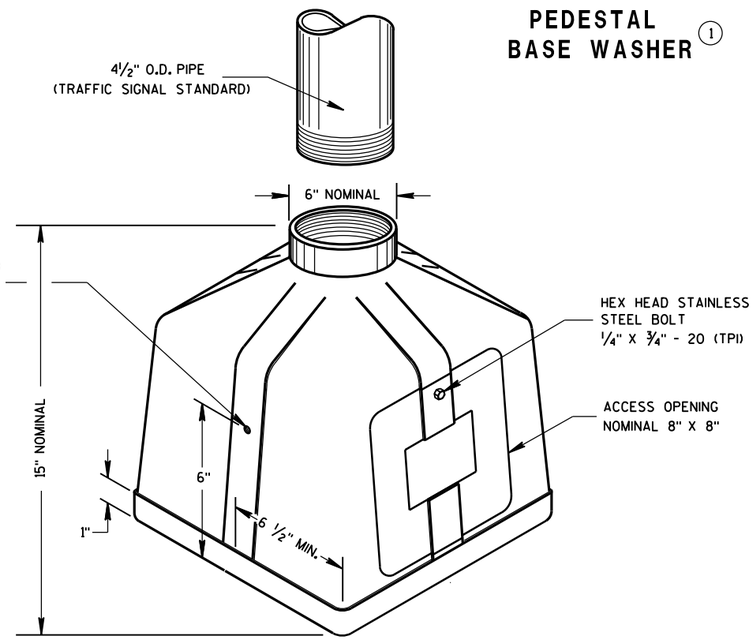


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

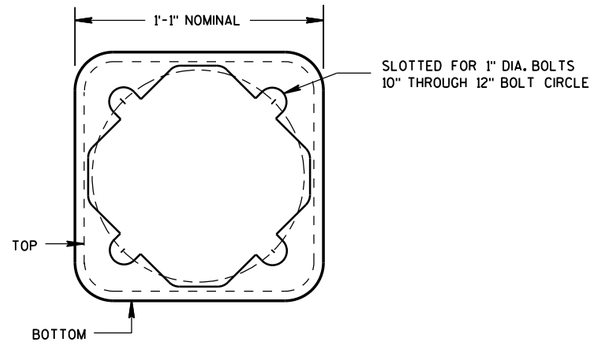
PEDESTAL BASE WASHER (1)



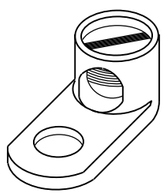
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE

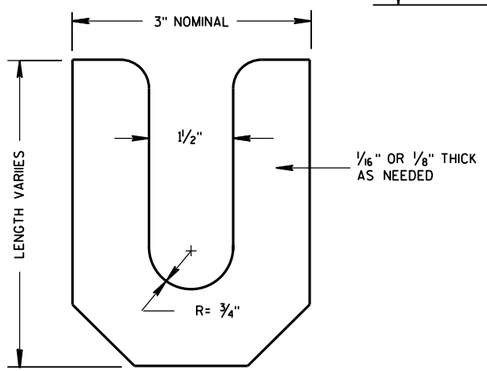


BOTTOM VIEW
(TRANSFORMER BASE)



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

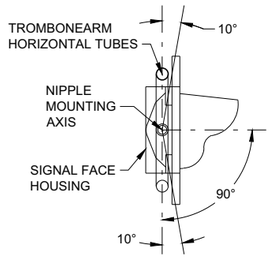
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 3-4

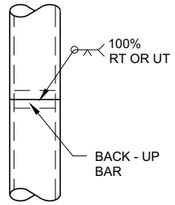


SECTION A-A

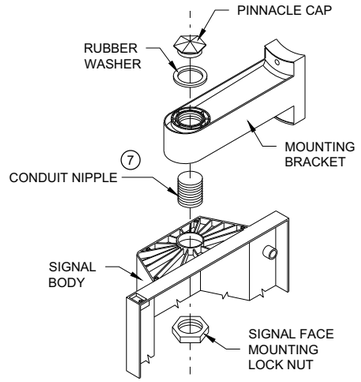
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING,PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) ASREQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

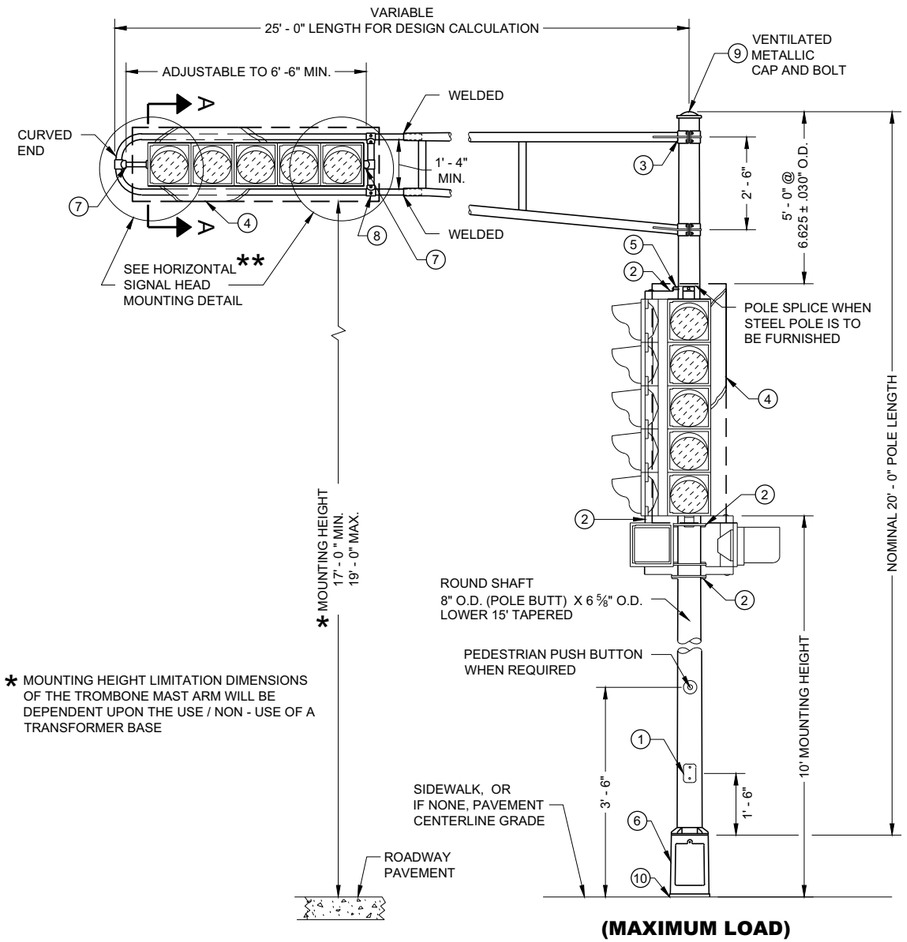
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTIS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

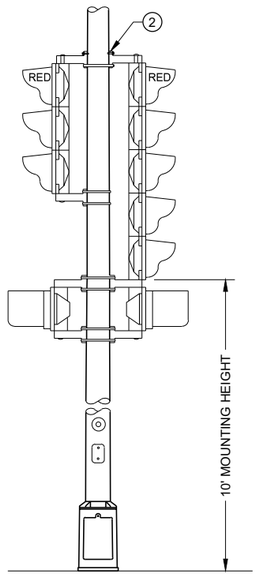
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

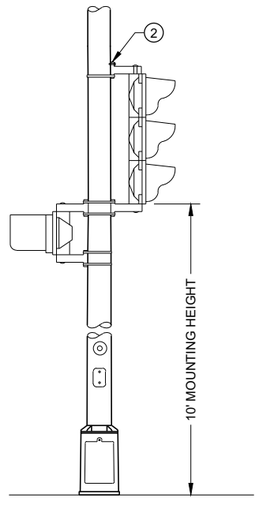


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

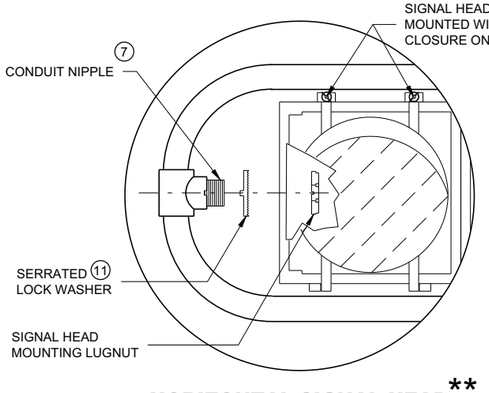
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

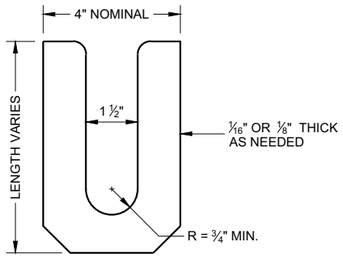
** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 2 POLE MOUNTING CONFIGURATION

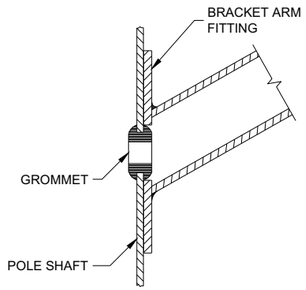
POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

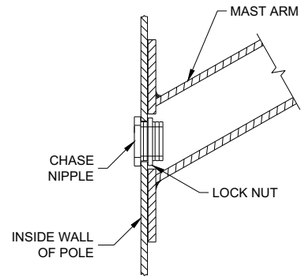
6
SDD 09E01 - 15a



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

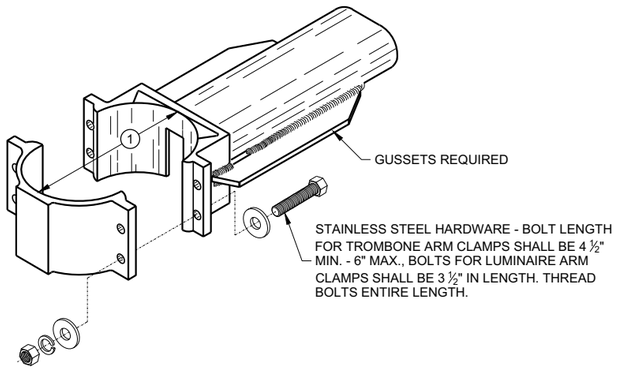
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

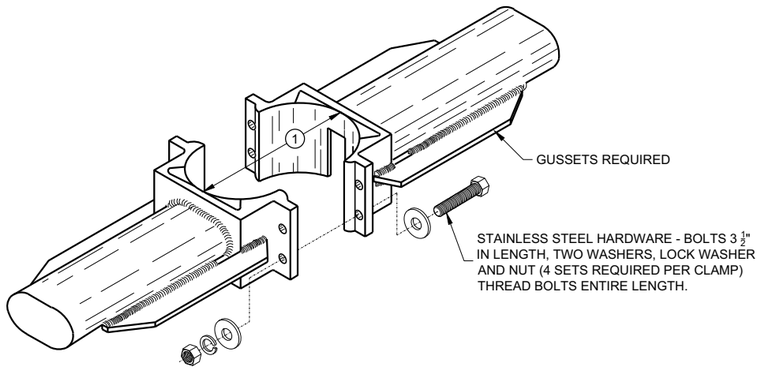
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

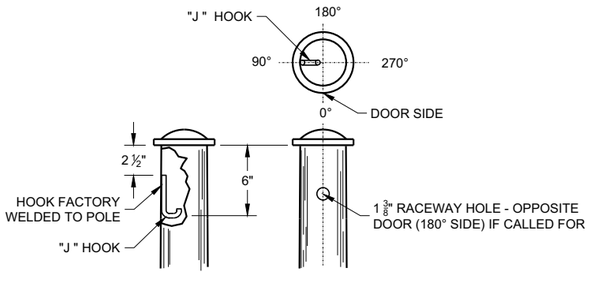
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



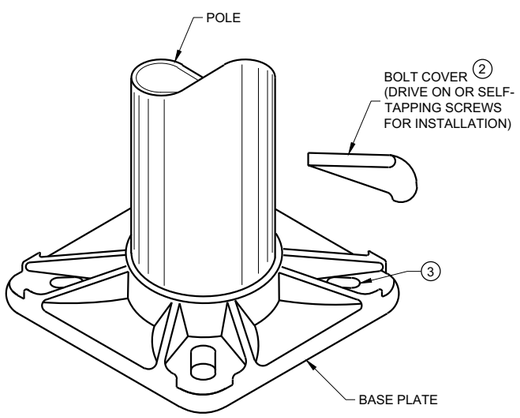
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



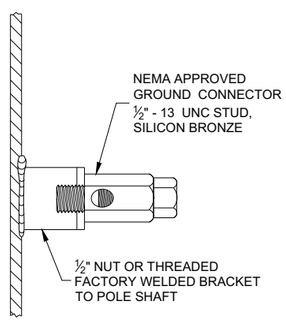
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

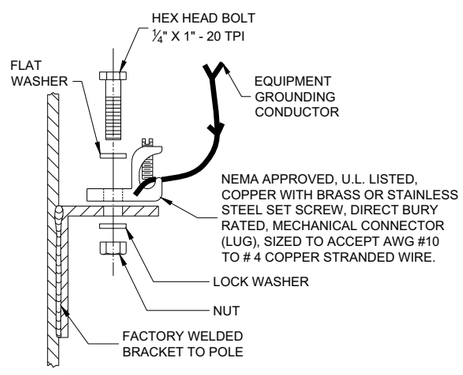


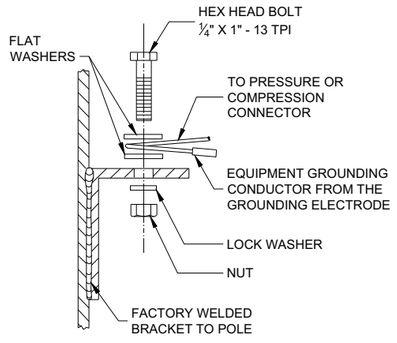
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

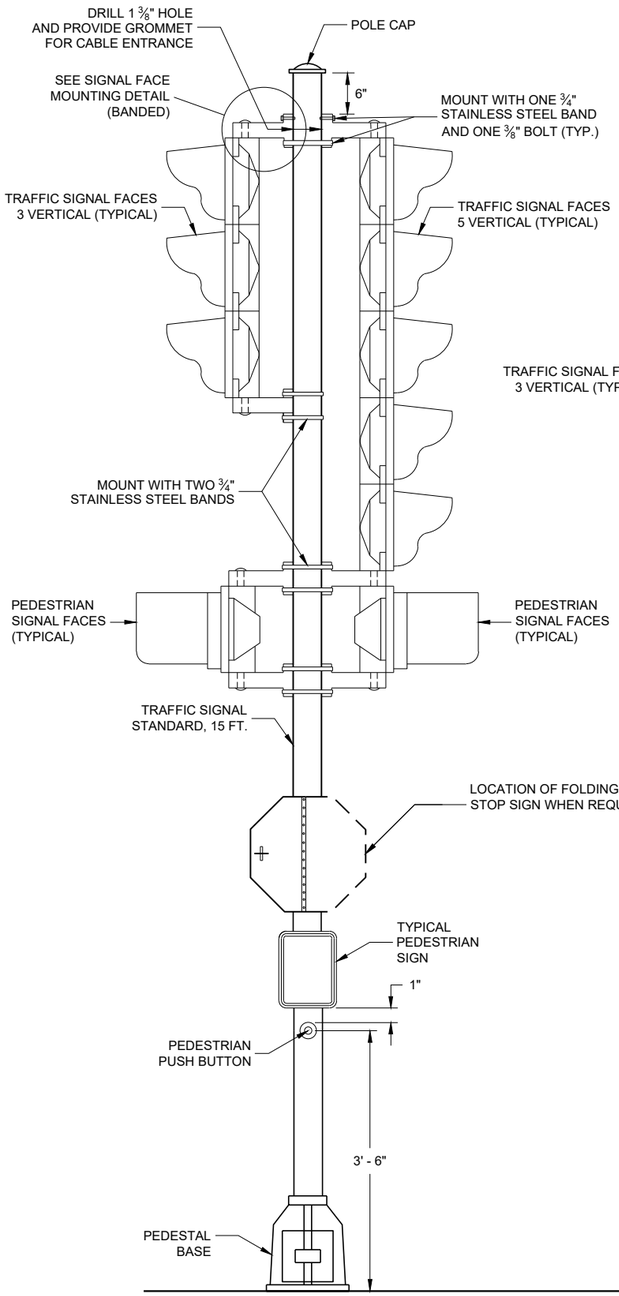
HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

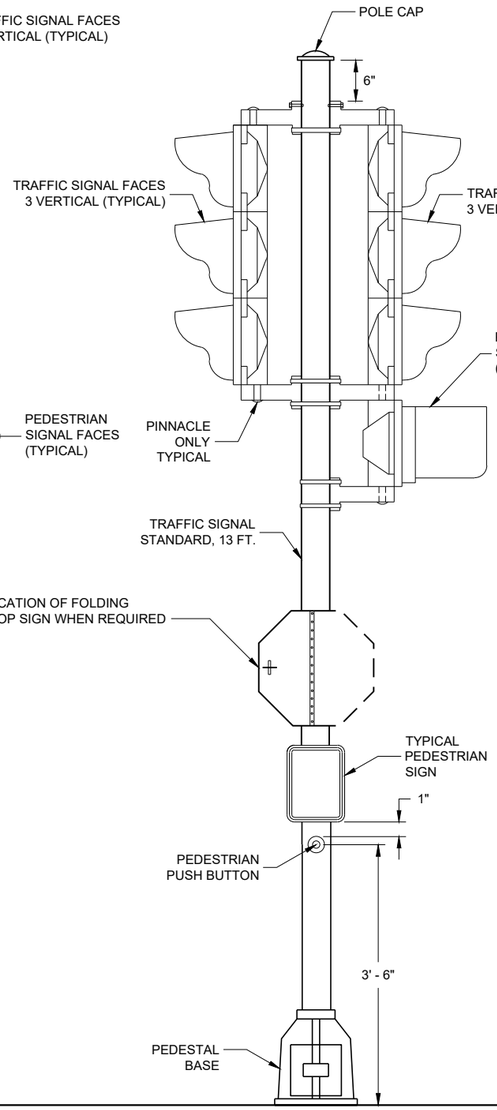
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 157

FHWA

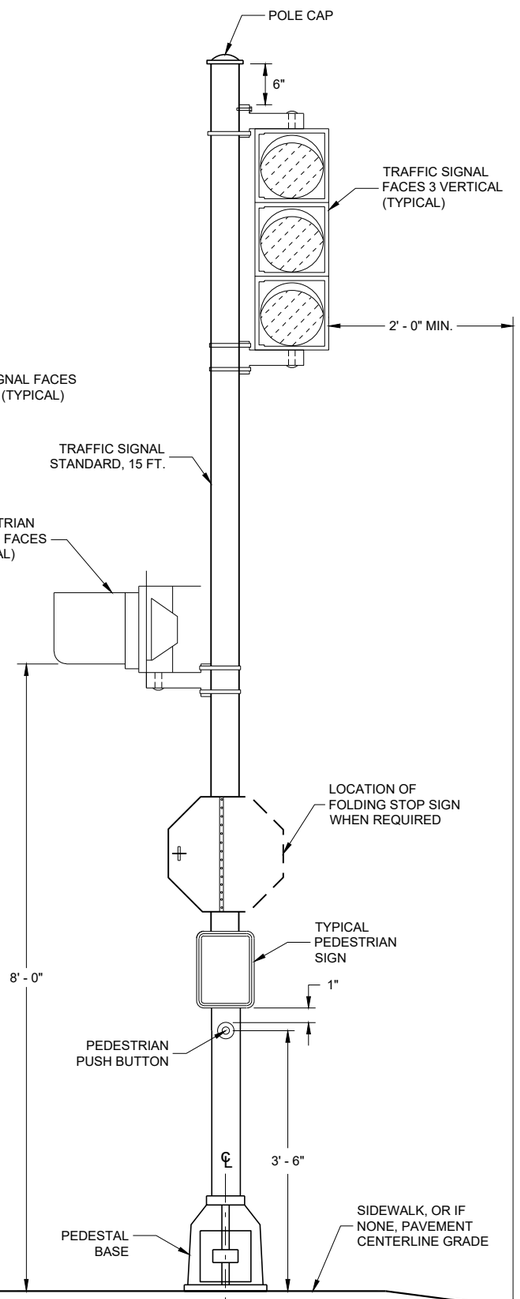
6
SDD 09E01 - 15g



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

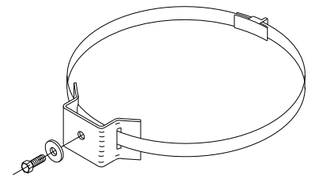
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

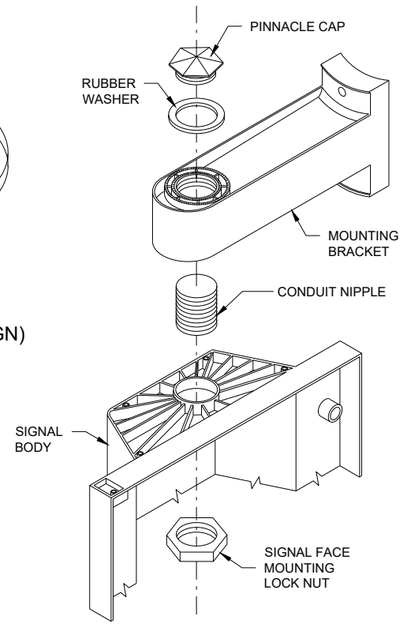
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

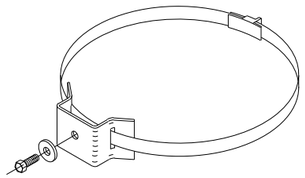
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

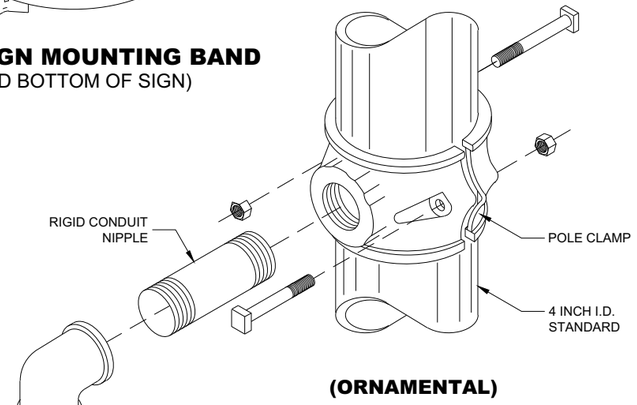
FHWA

6

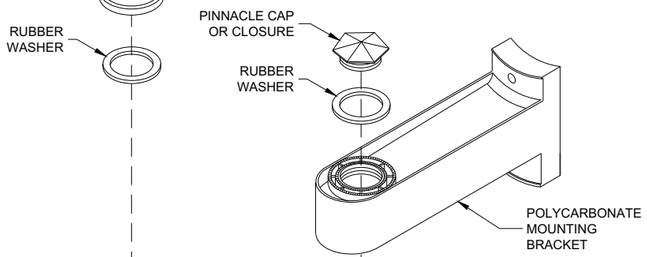
SDD 09E06 - 05



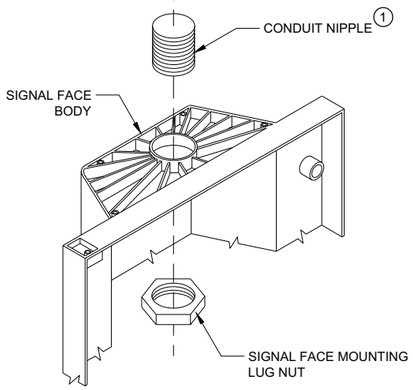
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



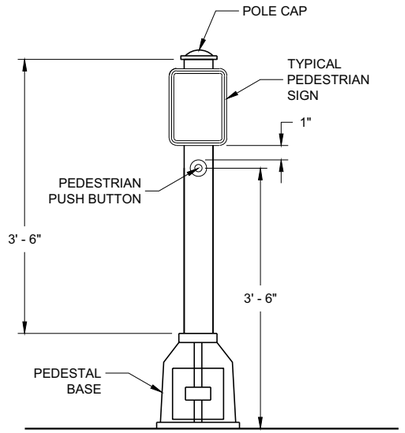
(ORNAMENTAL)



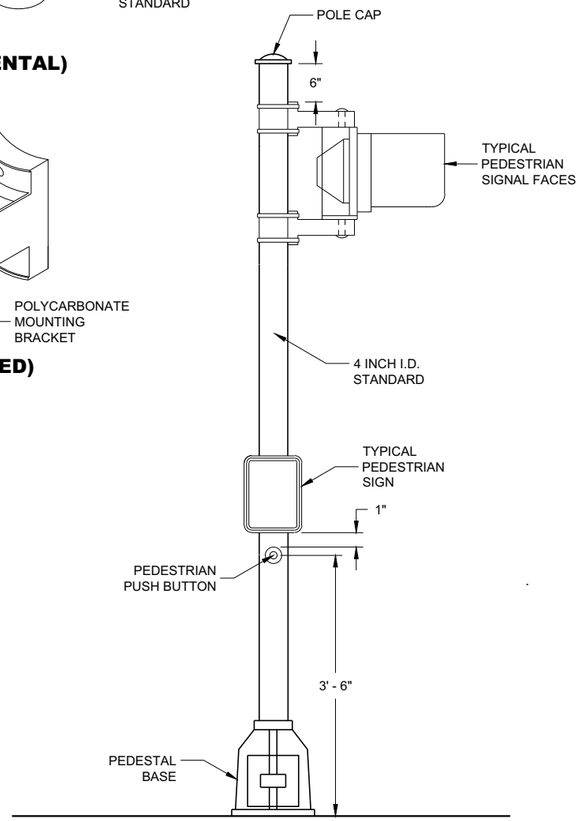
(BANDED)



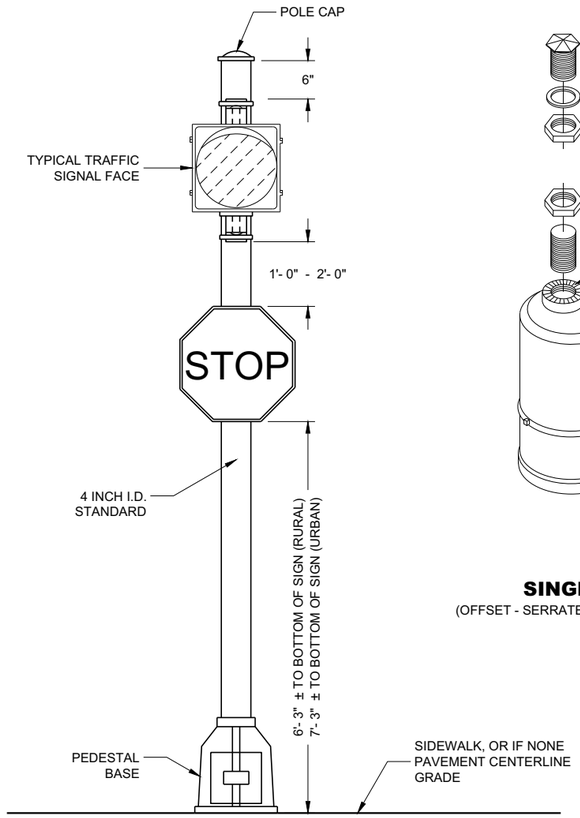
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

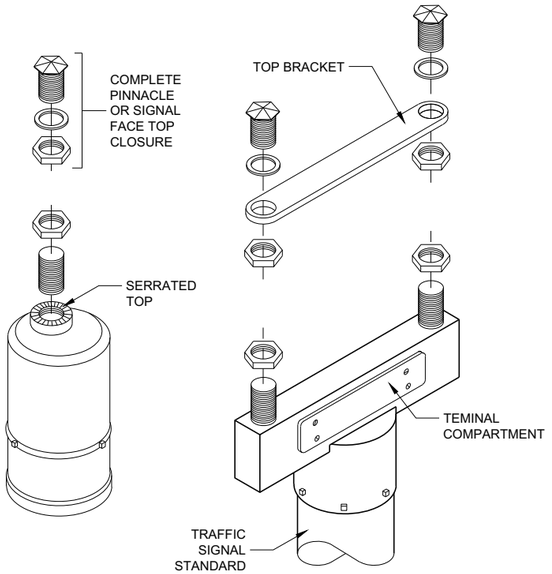
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

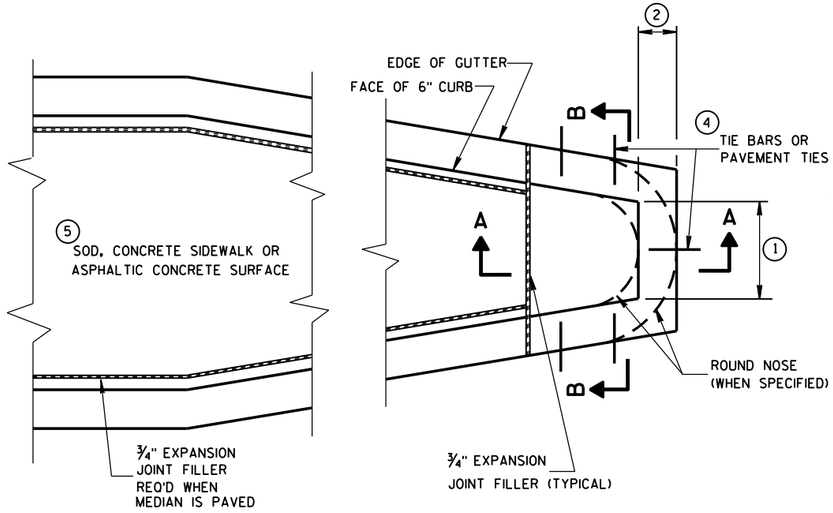
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

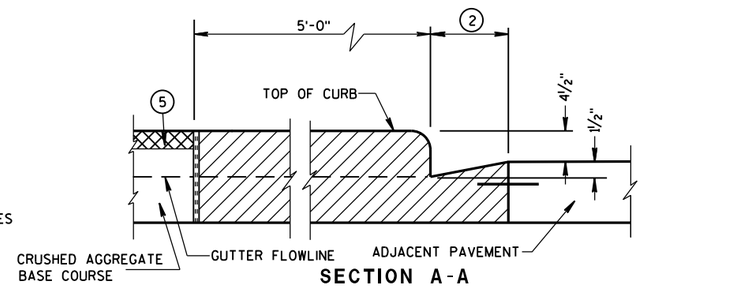
FHWA

6

SDD 09E07 - 06

SDD 09E07 - 06





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

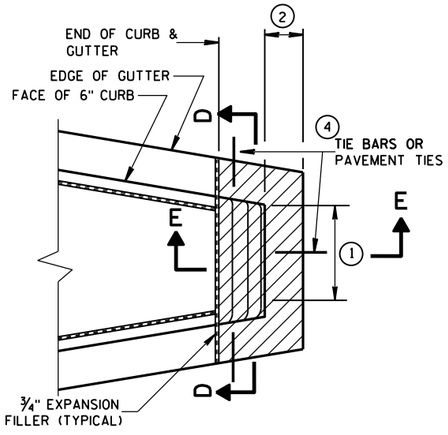
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

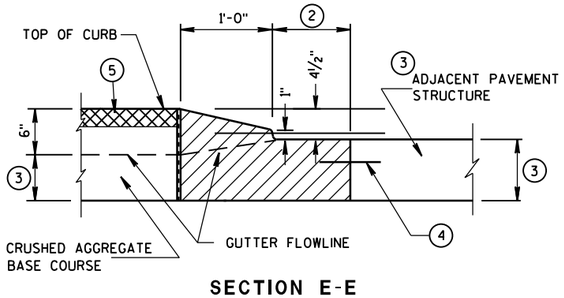
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

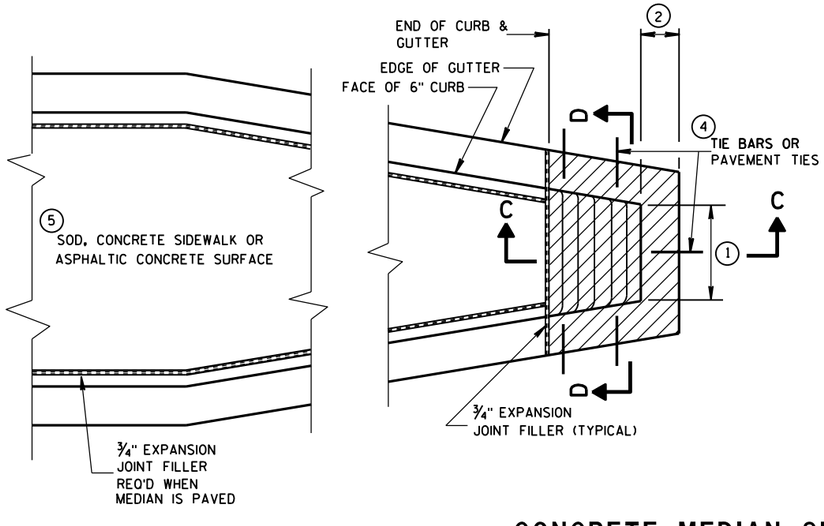
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

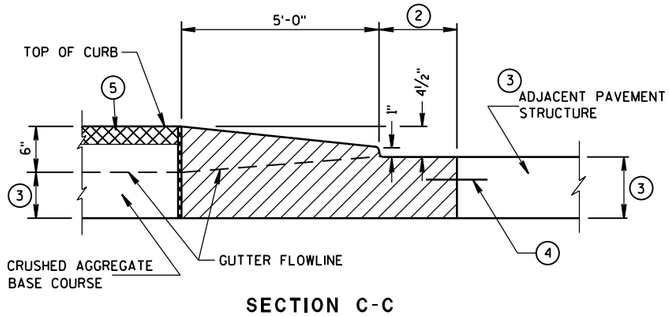




SECTION E-E

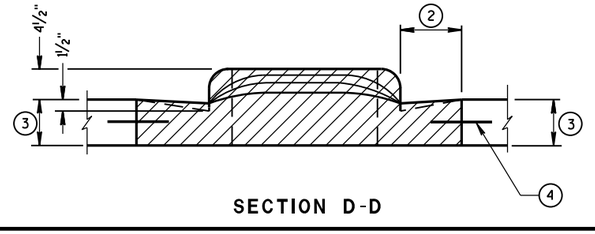
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

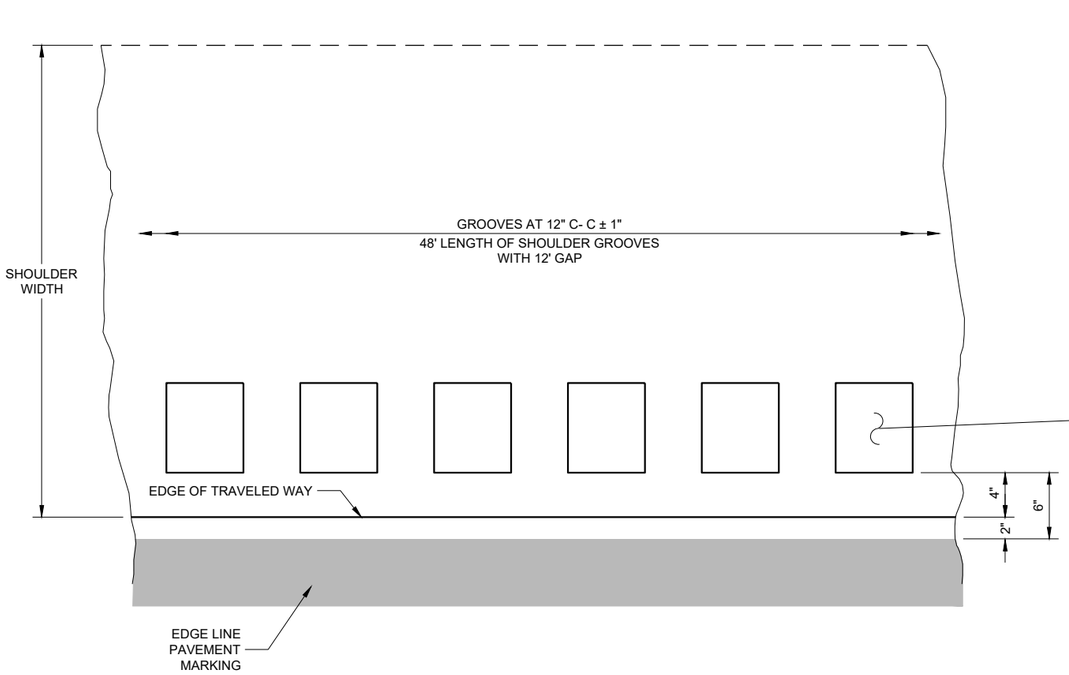
FHWA

6

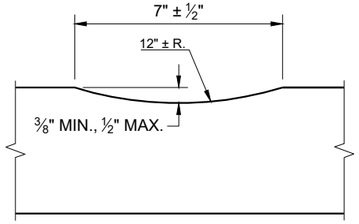
S.D.D. 11 B 2-2

6

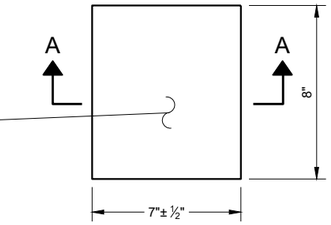
S.D.D. 11 B 2-2



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

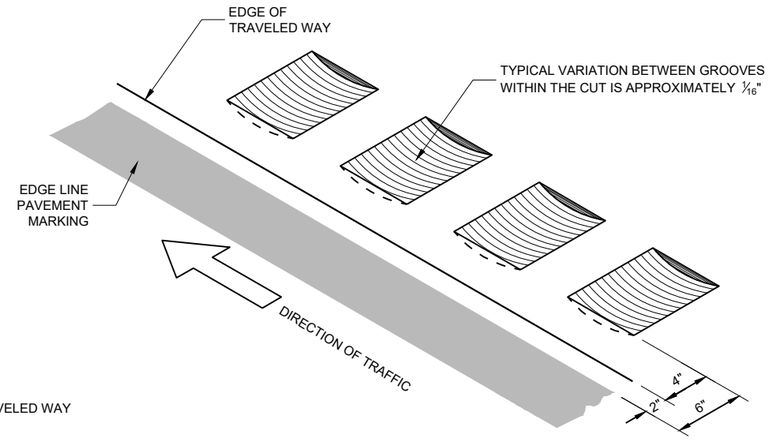


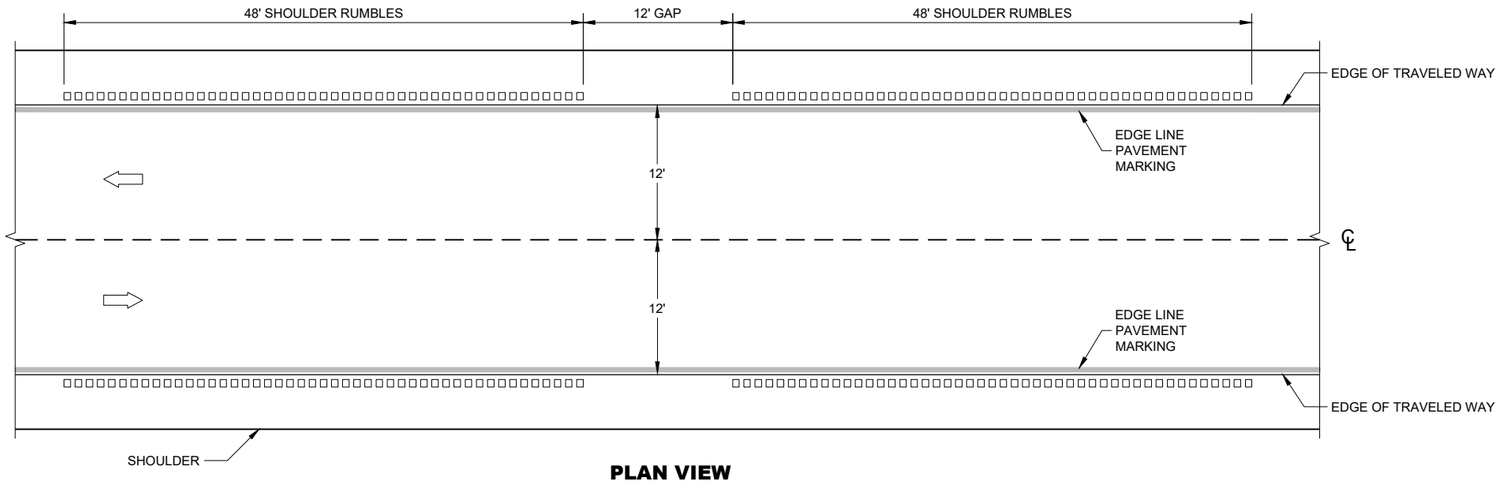
PLAN VIEW
(SINGLE GROOVE)

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

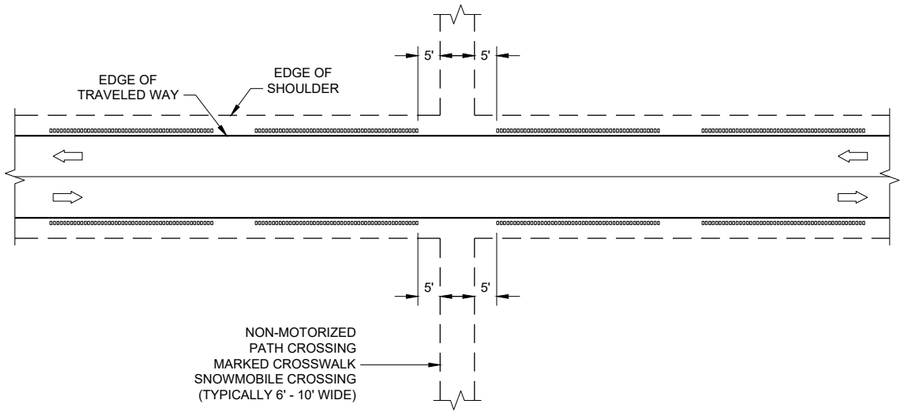
SHOULDER RUMBLE STRIPS - ASPHALT

SHOULDER RUMBLE STRIPS ASPHALT

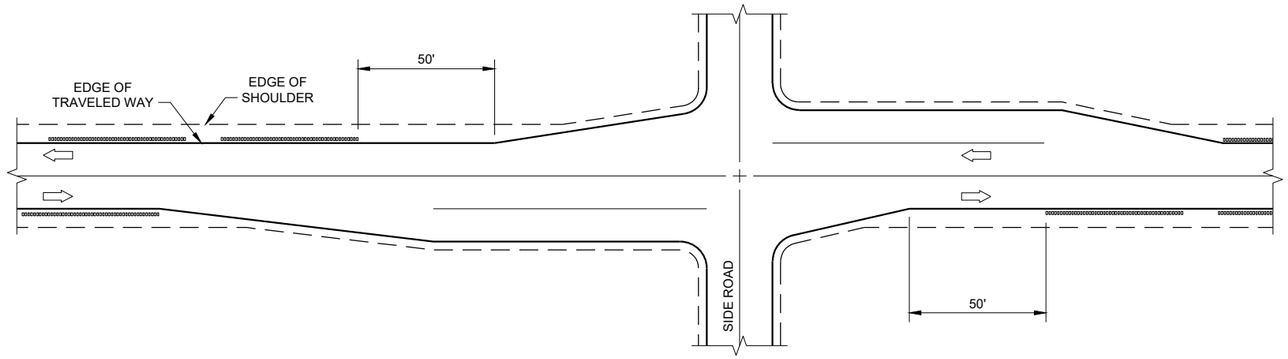
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

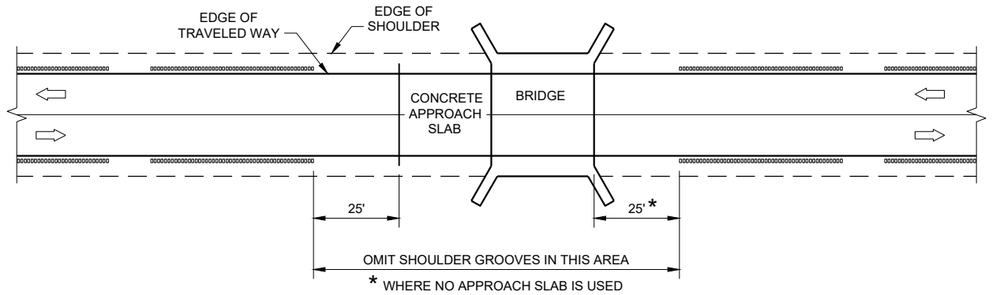
SDD 13A10 - 03a



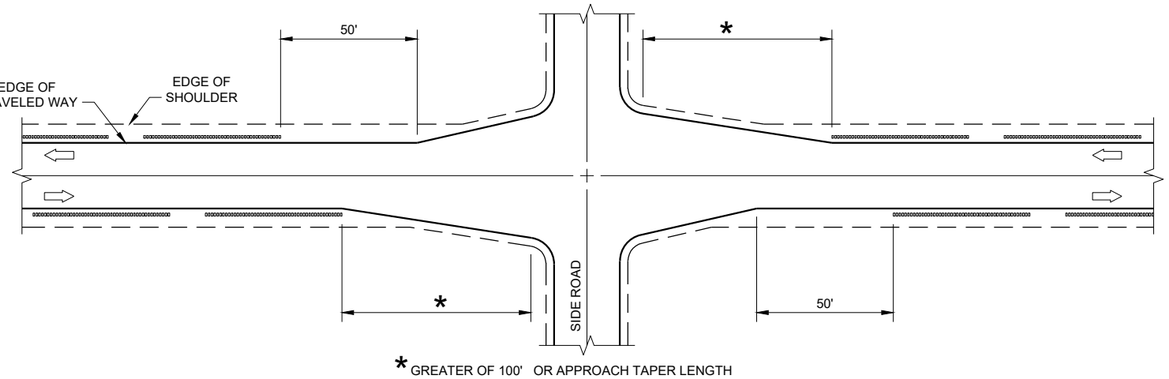
GROOVES AT MISCELLANEOUS CROSSINGS



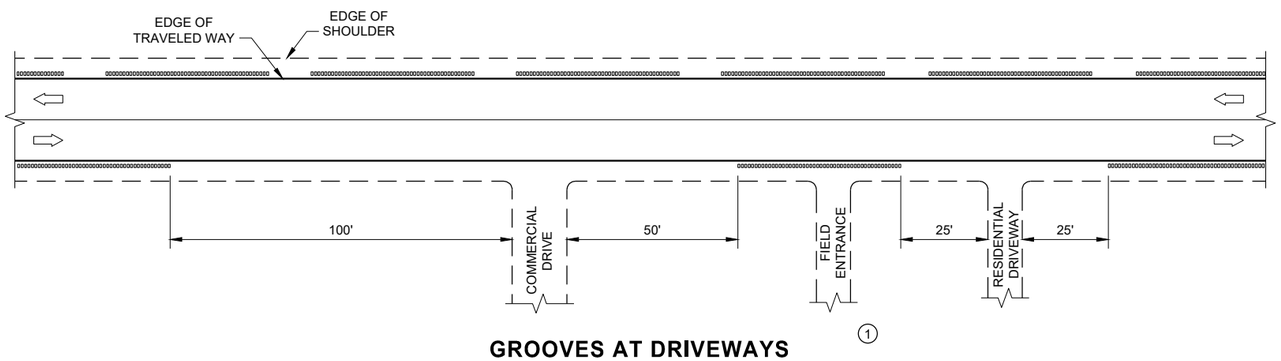
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

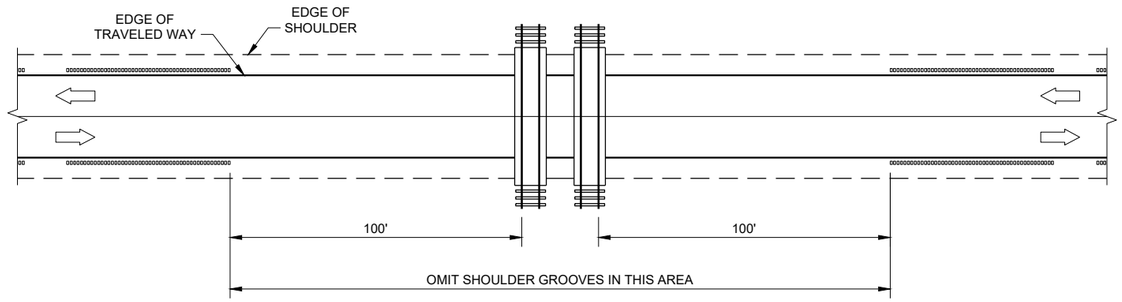
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

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

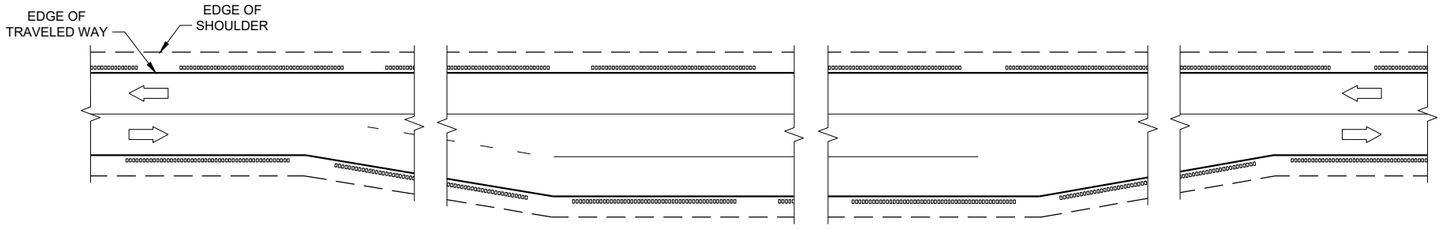
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

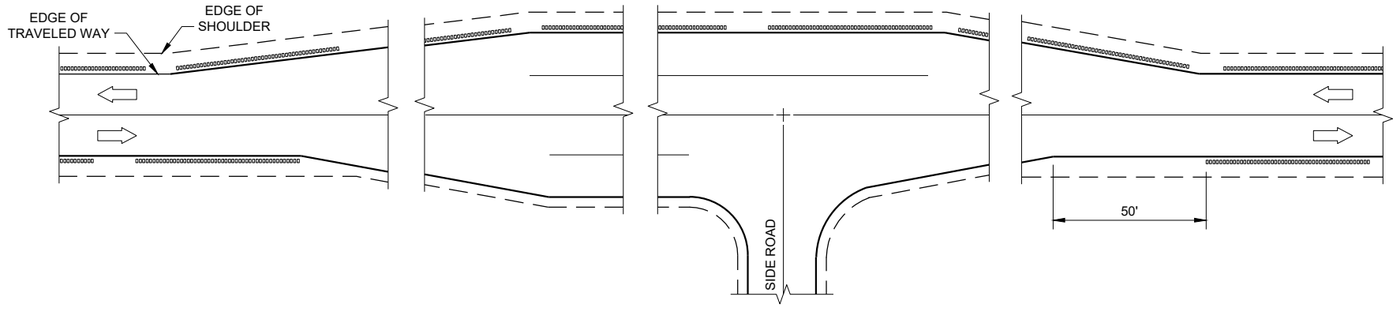
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

SDD 13A10 - 03h

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

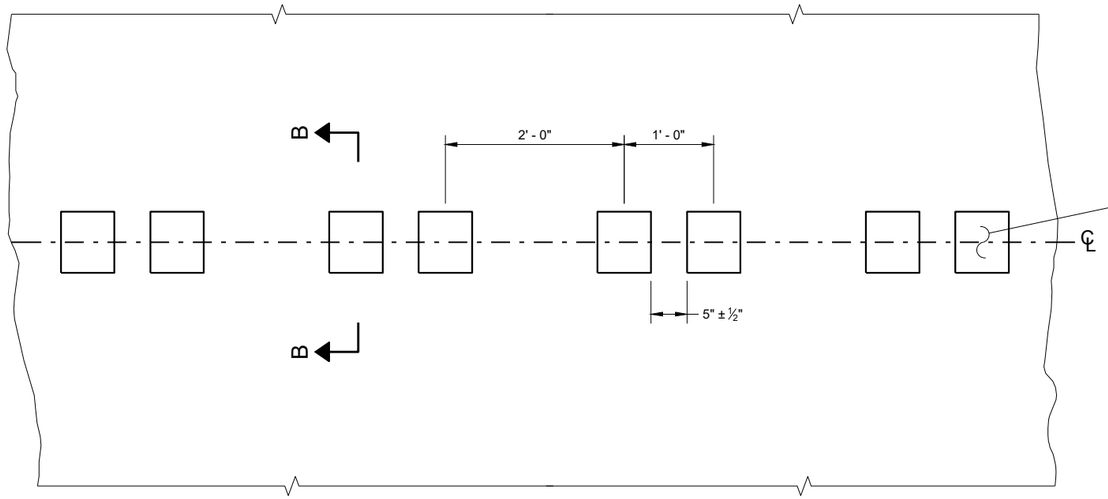
6

SDD 13A10 - 03h

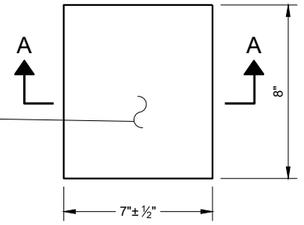
GENERAL NOTES

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

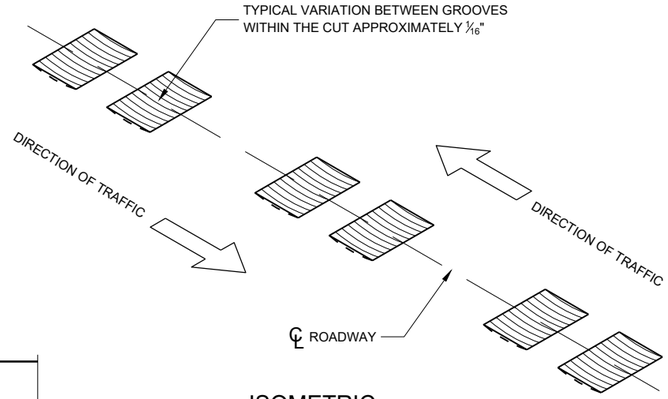
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



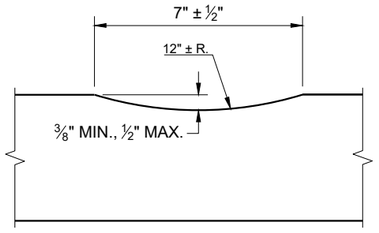
PLAN DETAIL VIEW



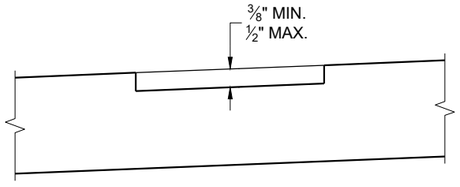
PLAN VIEW
(SINGLE GROOVE)



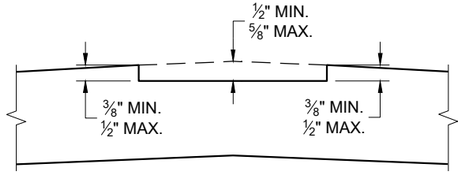
ISOMETRIC



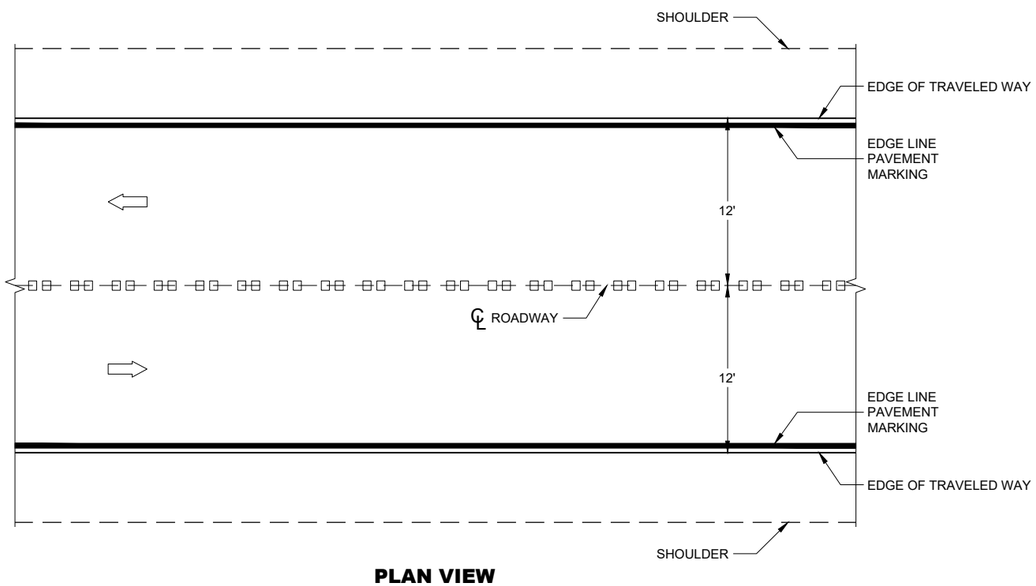
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

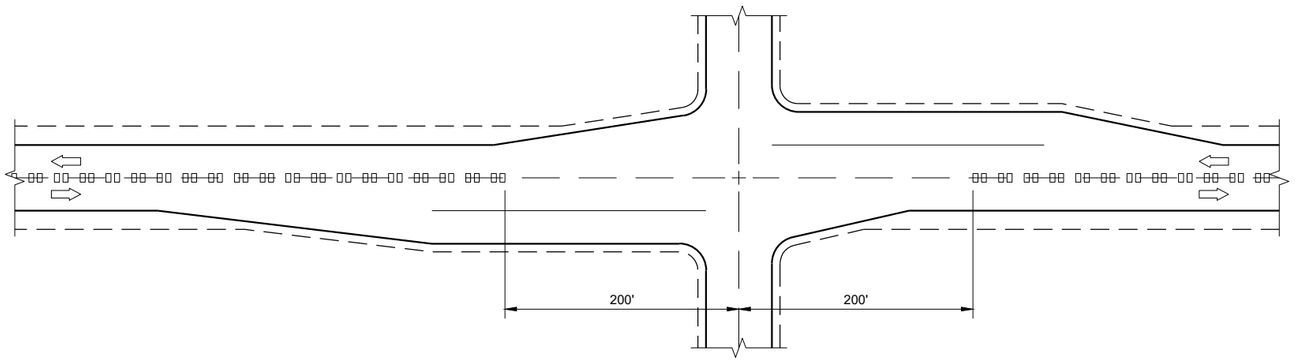
CENTERLINE RUMBLE STRIPS - ASPHALT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTA	164

6

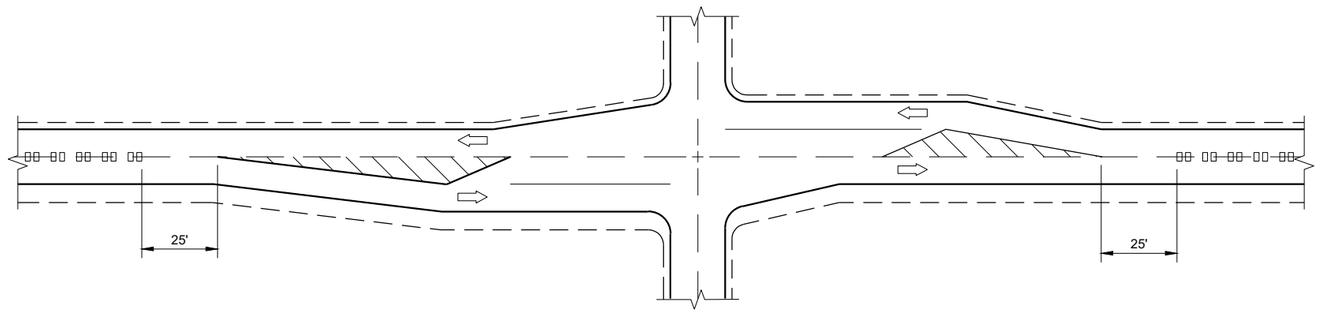
SDD 13A11 - 04a

6

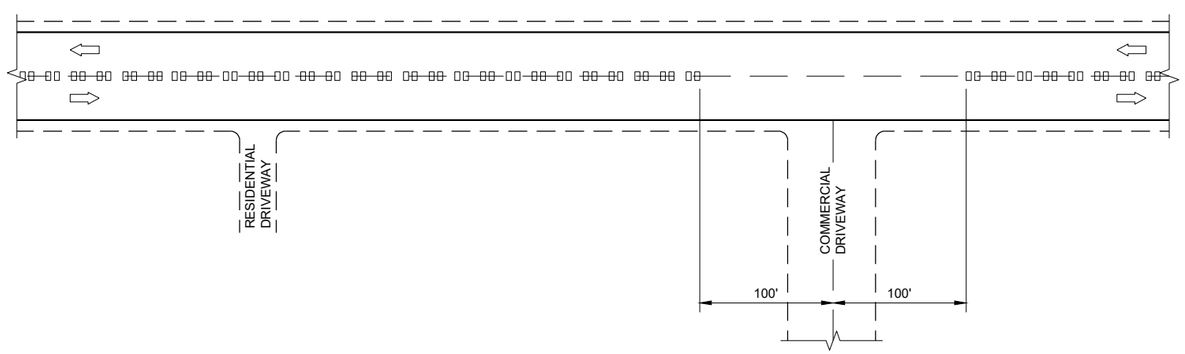
SDD 13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



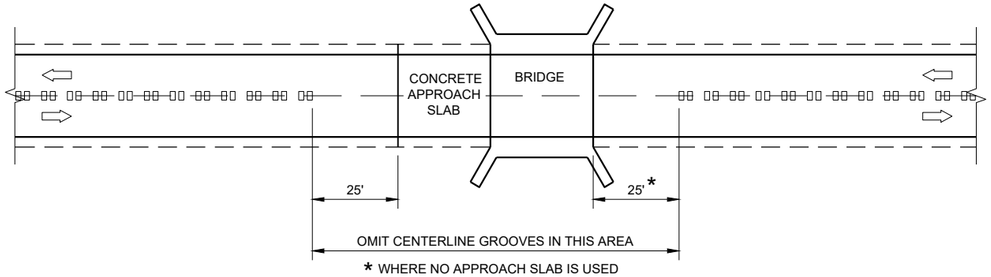
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



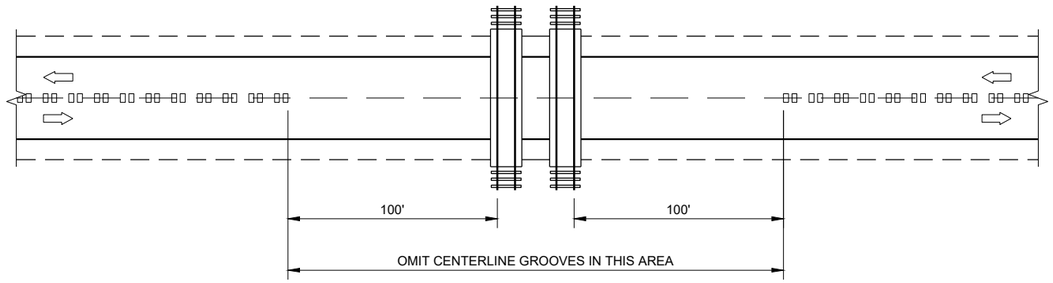
CENTERLINE GROOVES AT DRIVEWAYS (1)

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

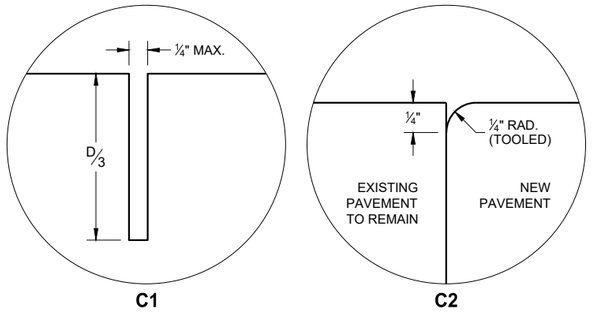
CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

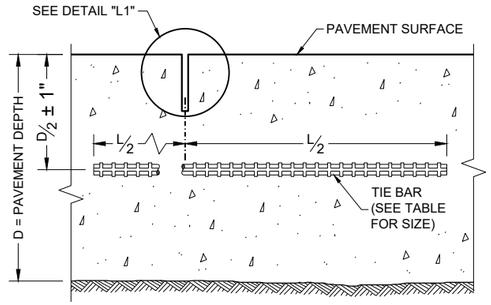
APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6
SDD 13A11 - 04d

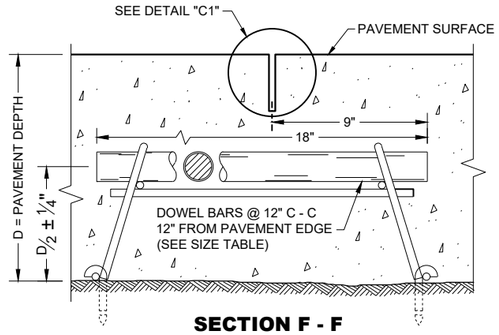


TRANSVERSE JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

DOWELED CONTRACTION JOINT

GENERAL NOTES

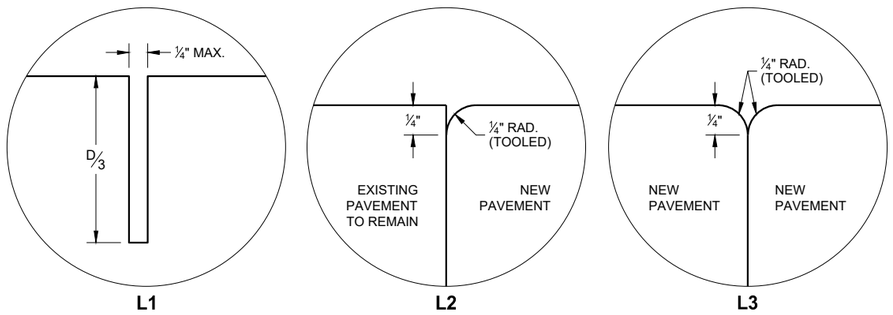
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

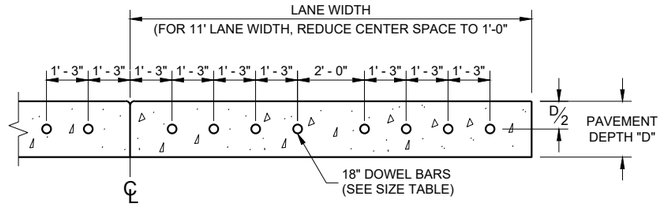
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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

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

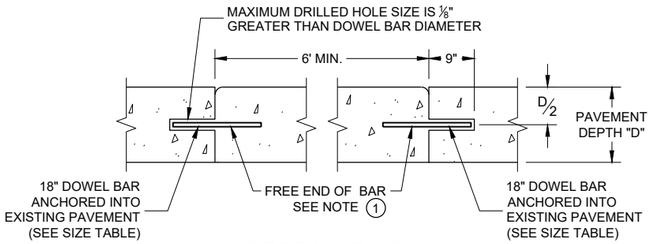


LONGITUDINAL JOINTS



SECTION E - E

DRILLED DOWEL BAR CONSTRUCTION JOINT



SECTION D - D

TIE BAR TABLE

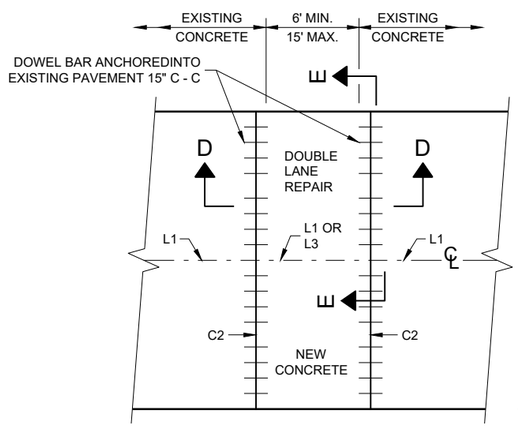
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

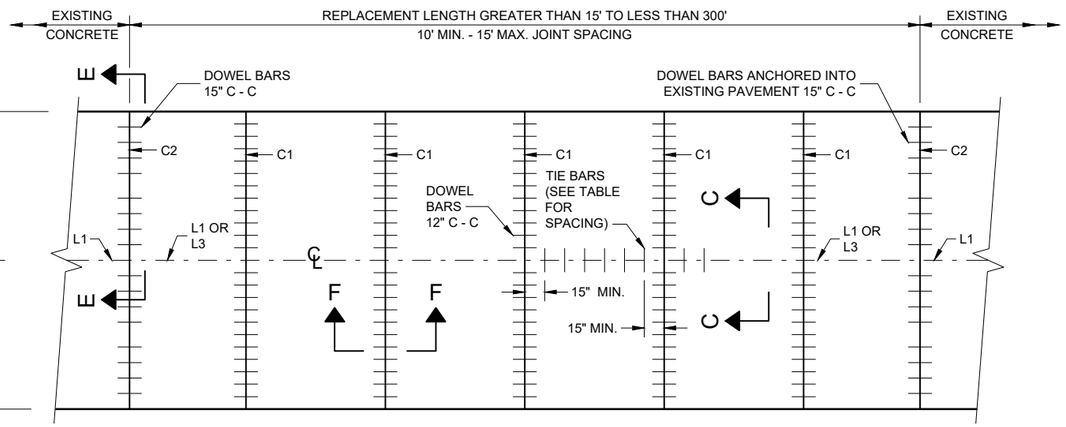
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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



PLAN VIEW

MULTILANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

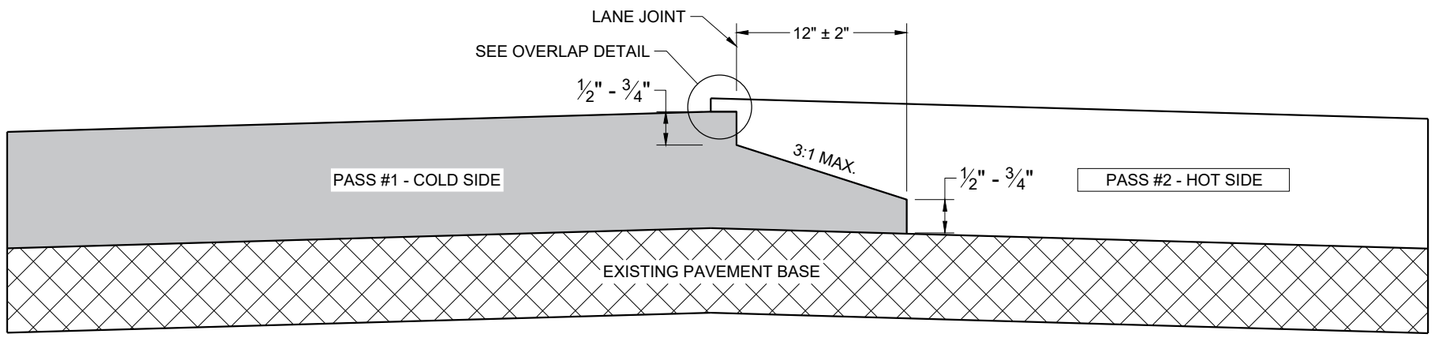
MULTILANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

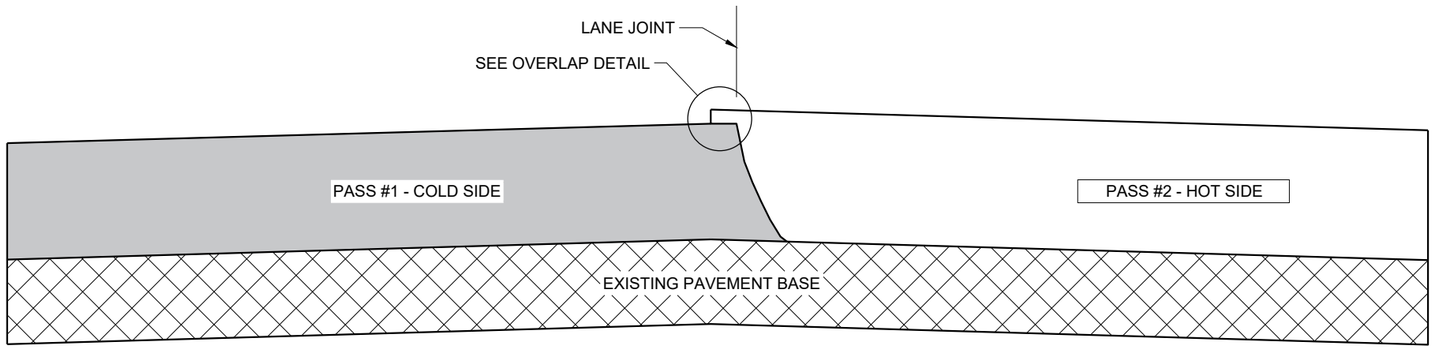
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

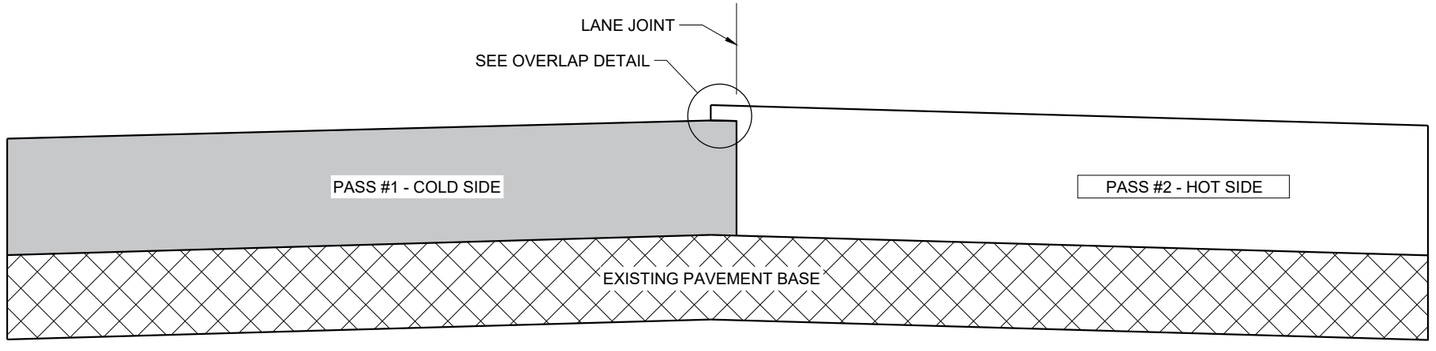
SDD 13C09 - 17b
SDD 13C09 - 17b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

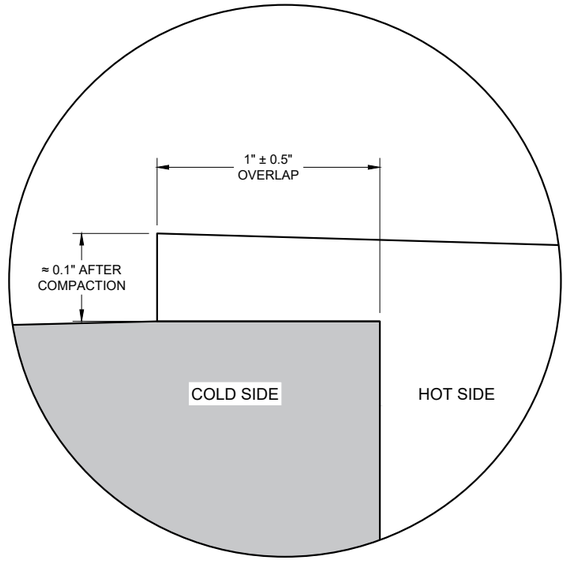
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

GENERAL NOTES

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

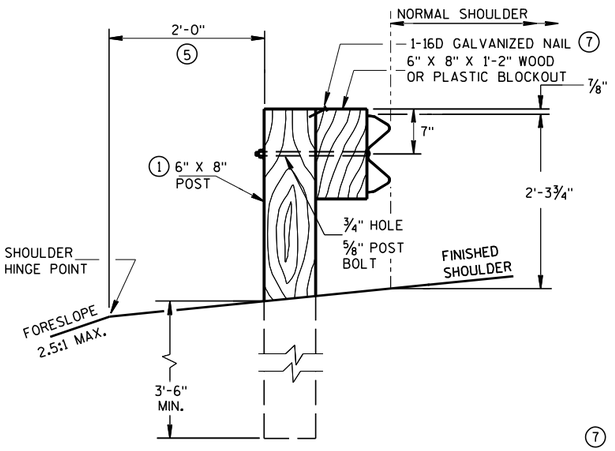
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

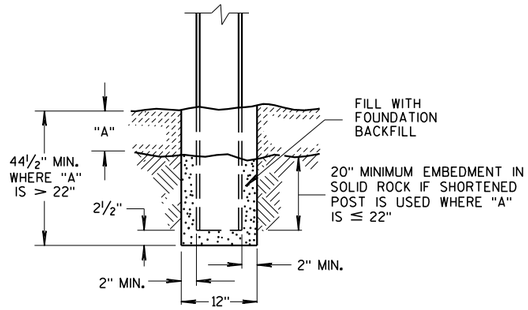
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

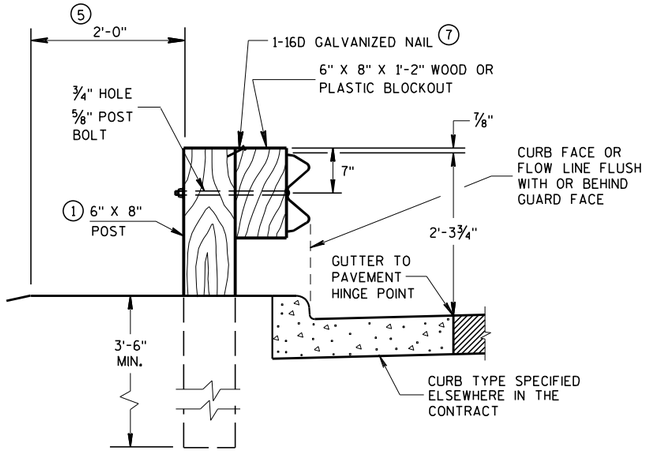
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



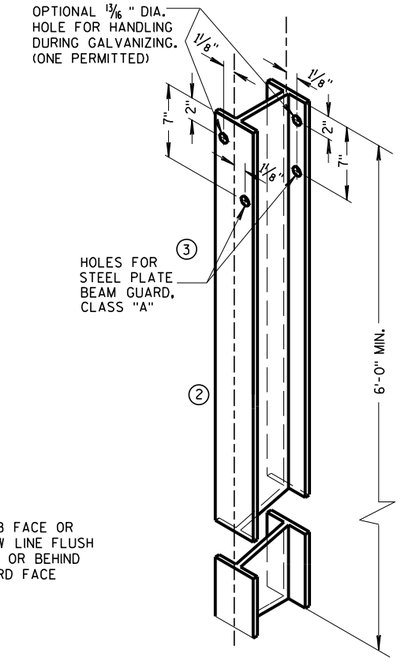
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

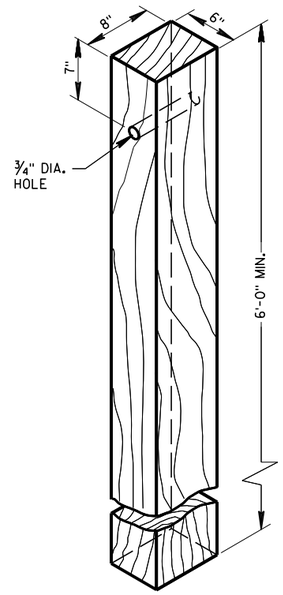


END VIEW
LOCATED ALONG A CURBED ROADWAY

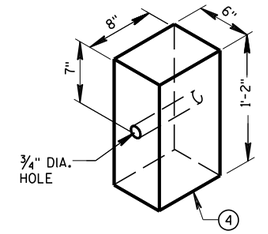


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

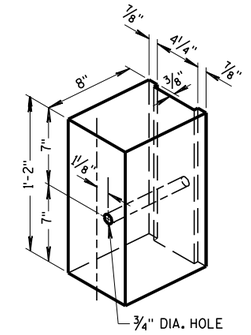
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



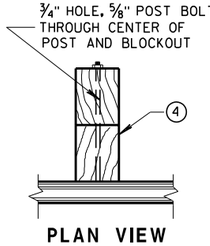
WOOD POST
(6"X8") NOMINAL



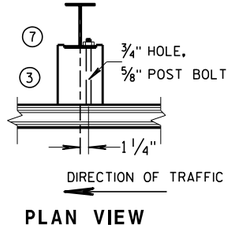
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



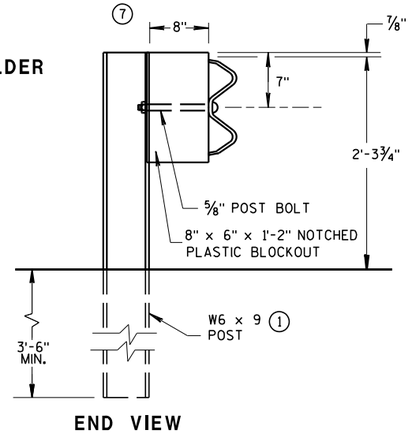
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



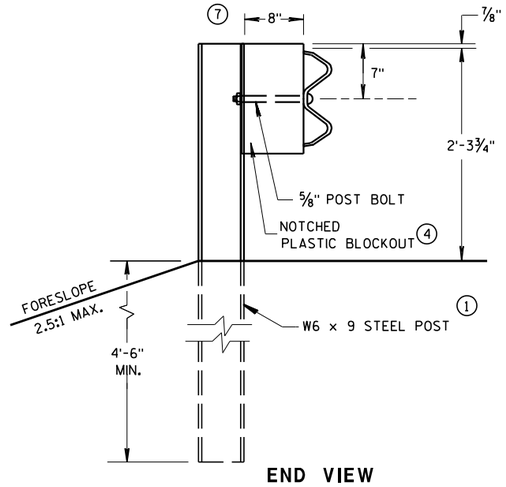
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



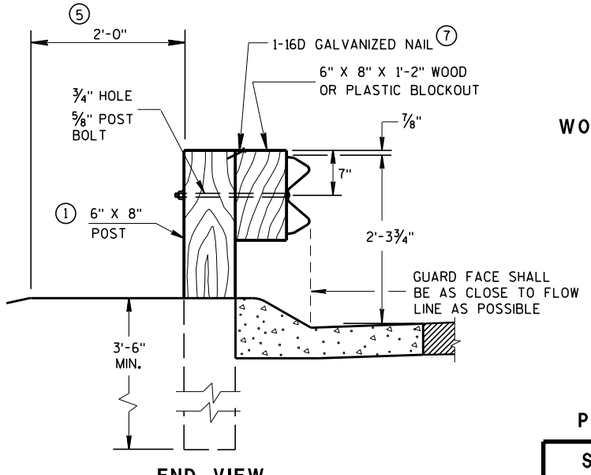
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)

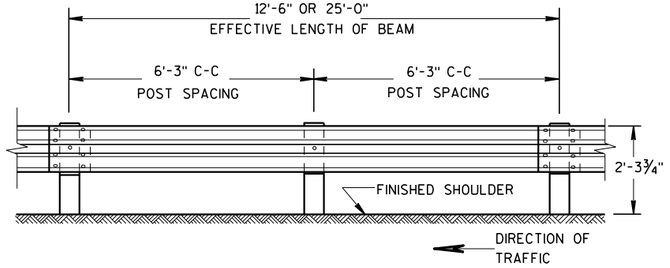


END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

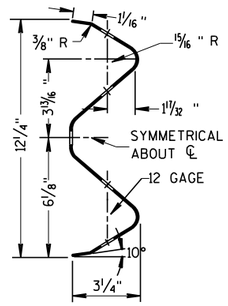
STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

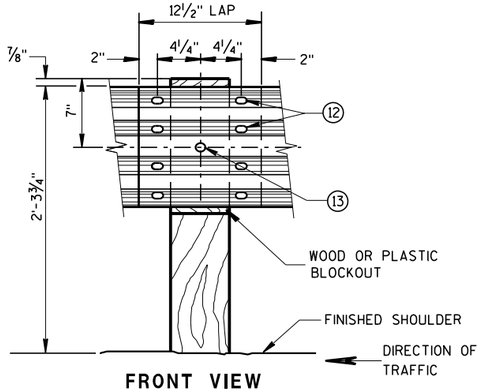


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

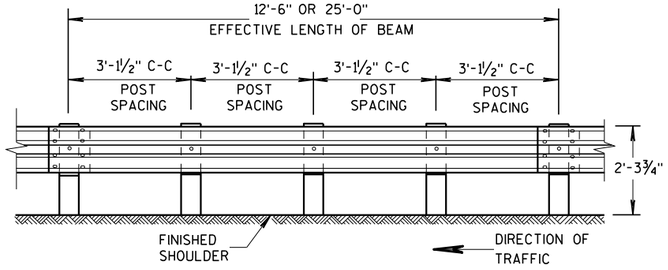
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

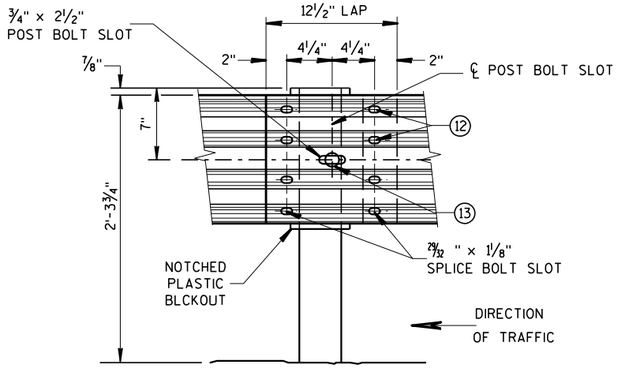
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

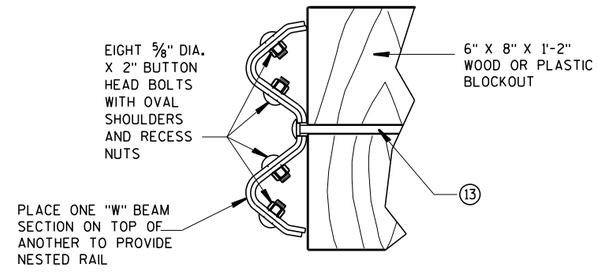
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

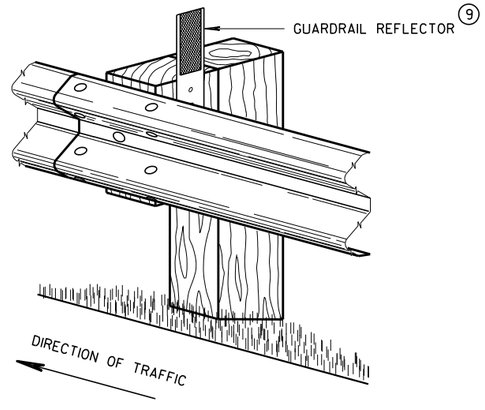
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD



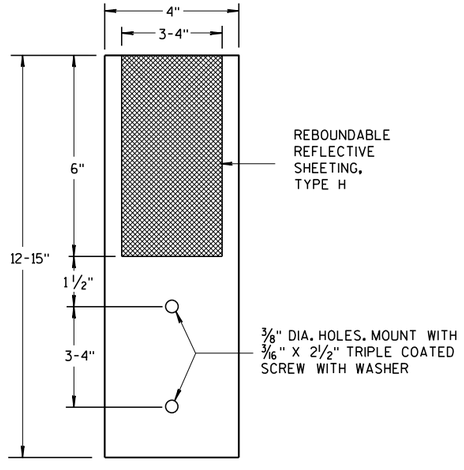
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

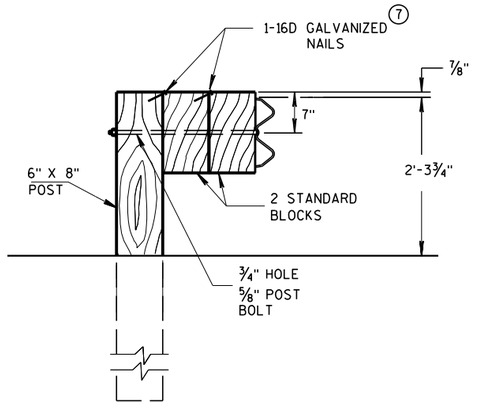
STATE OF WISCO 169
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 15-11b

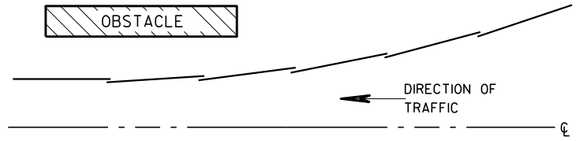
6

S.D.D. 14 B 15-11b

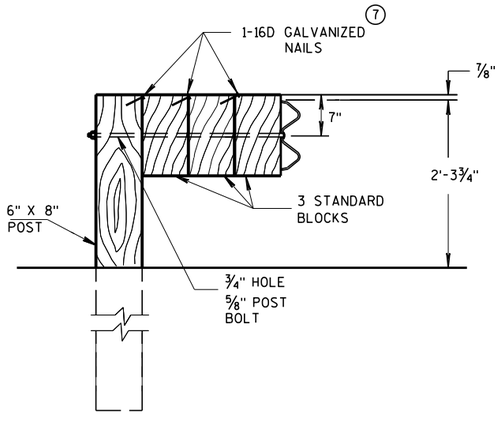


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

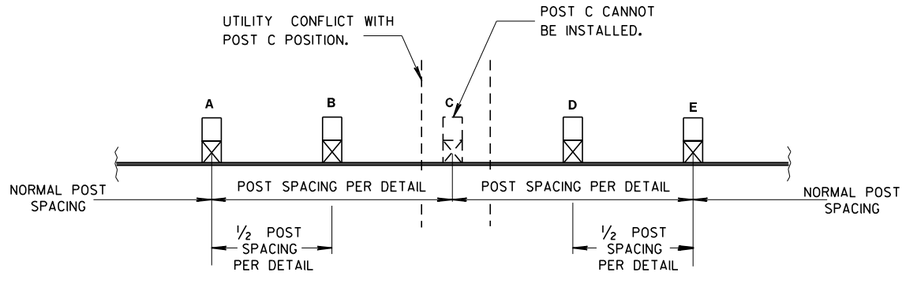


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

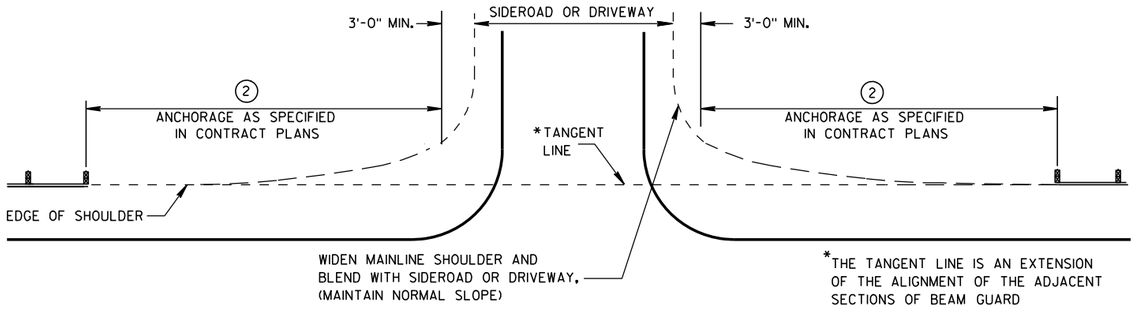
DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

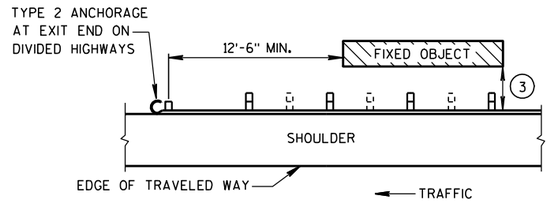
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

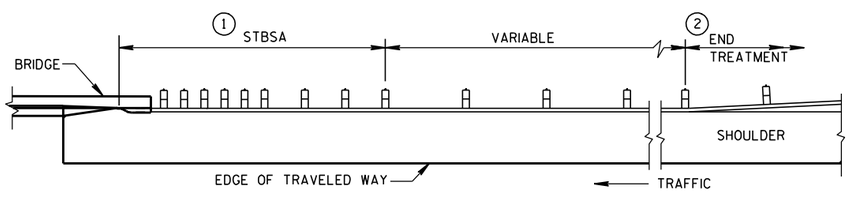
6
S.D.D. 14 B 15-11c



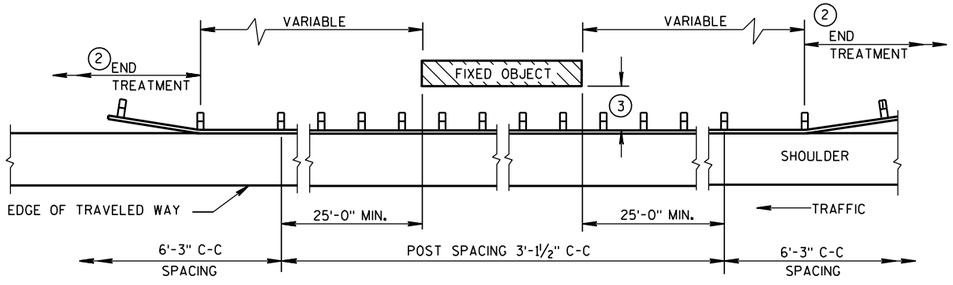
BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

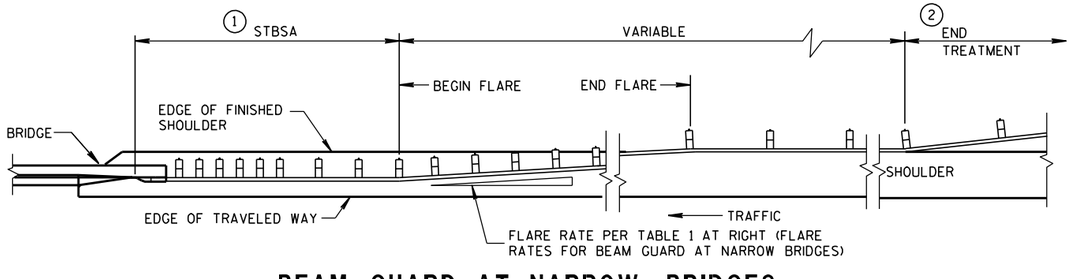


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES

(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

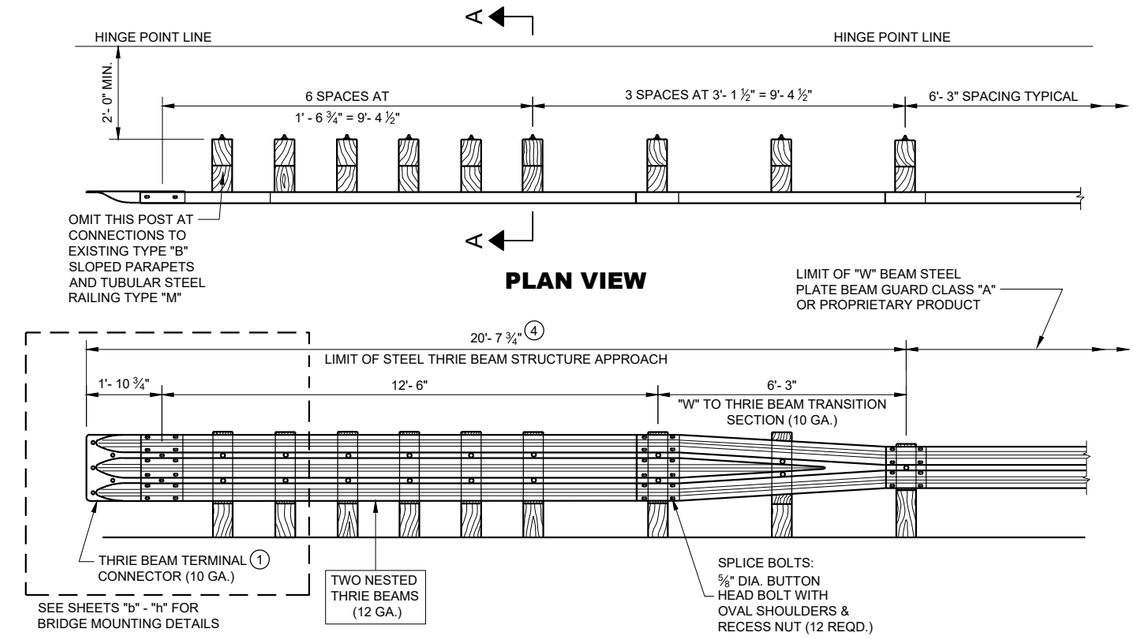
8-21-07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 14 B 18-6a



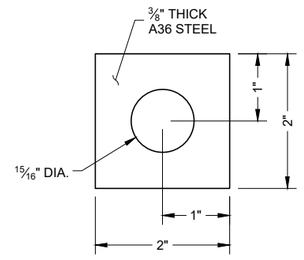


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

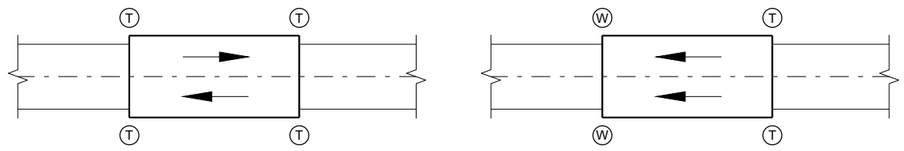
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

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

(2) MINIMUM EMBEDMENT SHALL BE 4'- 0".

(3) POST BOLTS ARE ⅝" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A ⅝" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

(4) ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



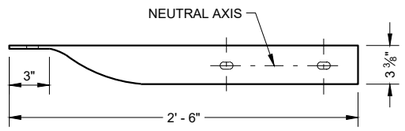
TWO WAY TRAFFIC

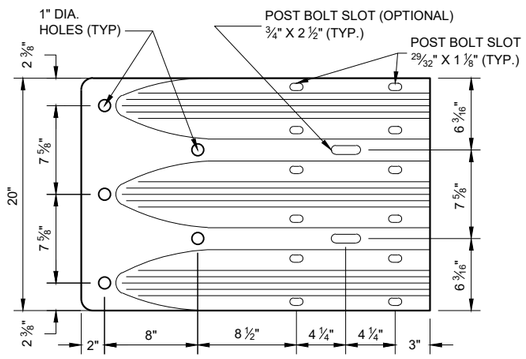
ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

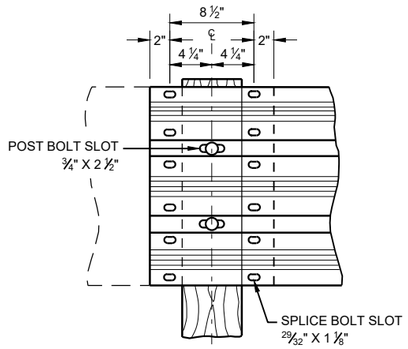
(W) W-BEAM CONNECTION WHEN REQUIRED

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

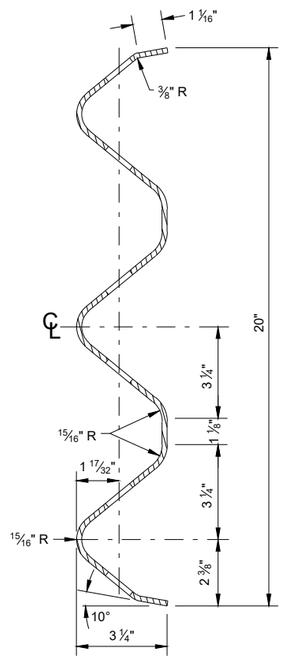




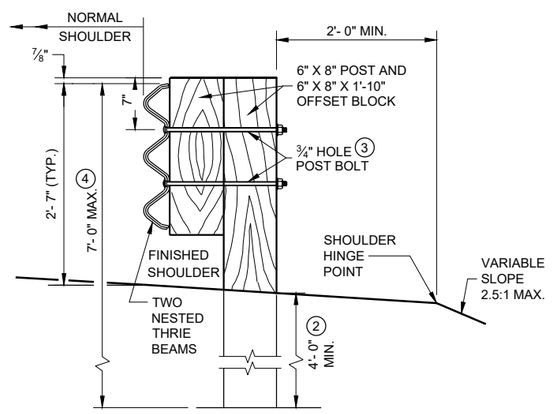
THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE



SECTION THRU BEAM RAIL ELEMENT



SECTION A-A

STEEL THRIE BEAM STRUCTURE APPROACH

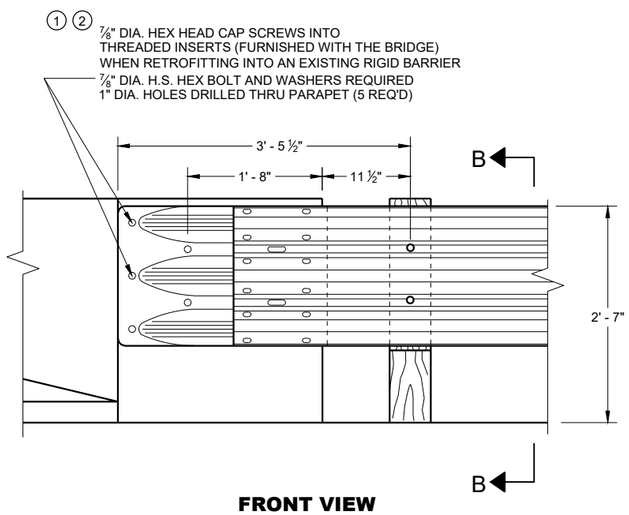
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

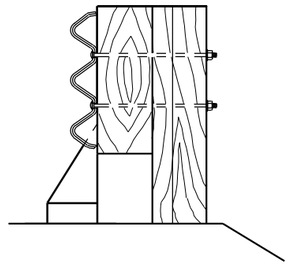
FHWA

6

SDD 14B20 - 12a



FRONT VIEW



SECTION B - B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

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

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

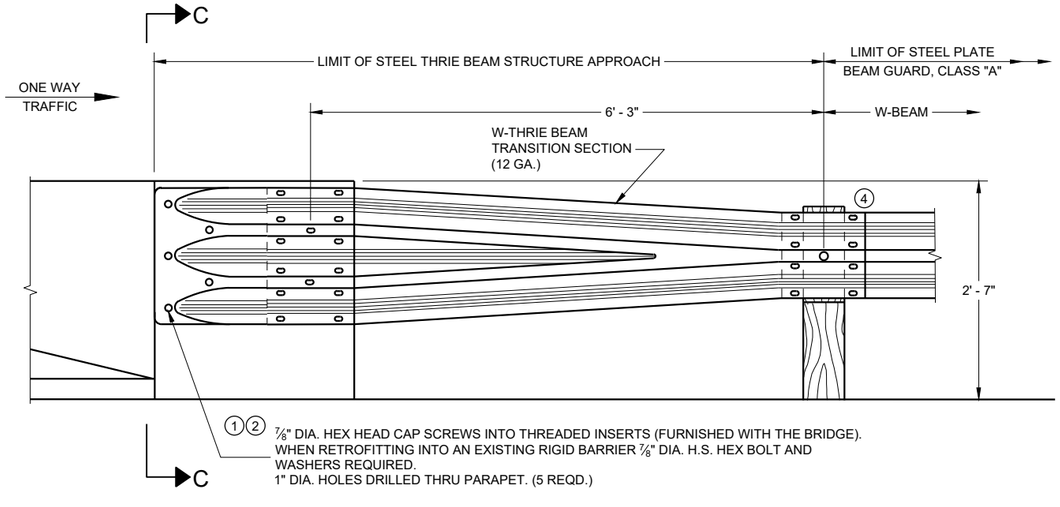
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

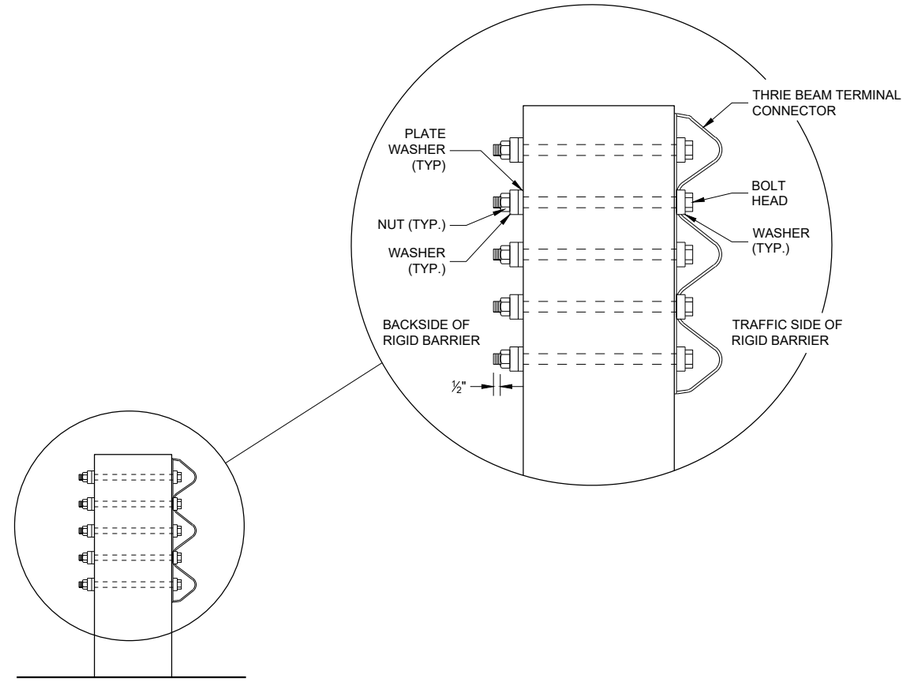
DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

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



SECTION C - C

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 14B20 - 12b

BILL OF MATERIALS

NOTE NO.	DESCRIPTION
①	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	STEEL TUBE TS 8" X 6" X 0.188", 6'-0"
④	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	BEARING PLATE
⑧	BCT CABLE ASSEMBLY
⑨	CABLE ANCHOR BOX
⑩	STRUT & YOKE
⑪	STEEL PLATE BEAM, END PANEL 12 GA.
⑫	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	IMPACT HEAD
⑭	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

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

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

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 AND 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

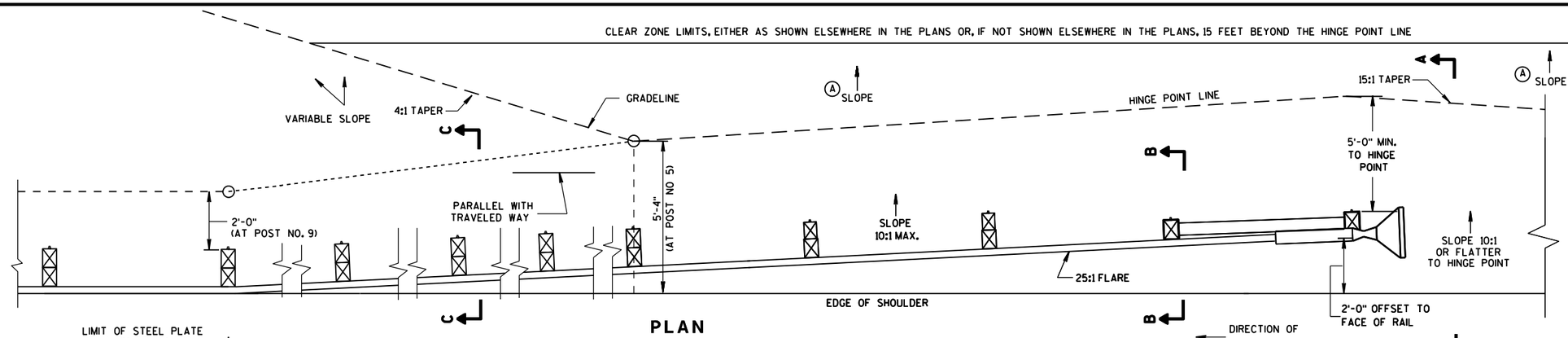
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

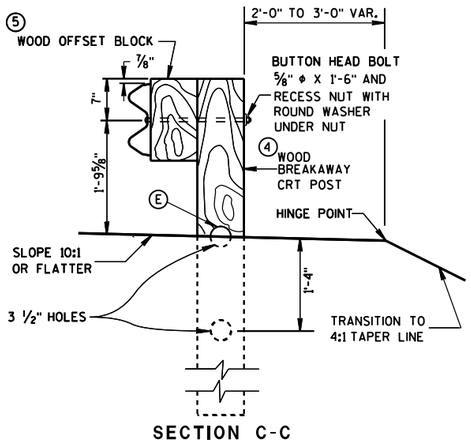
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

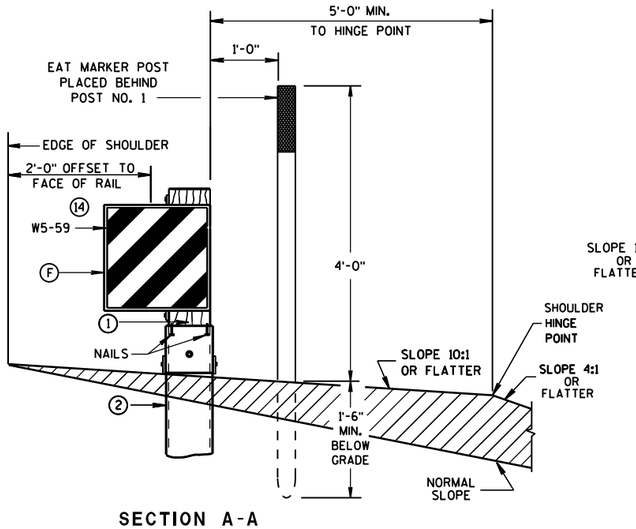
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

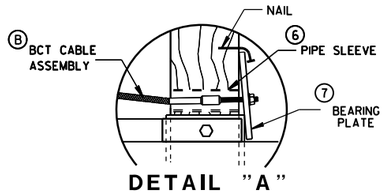
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

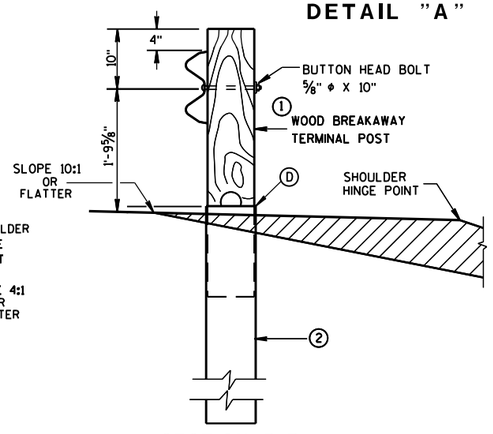
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

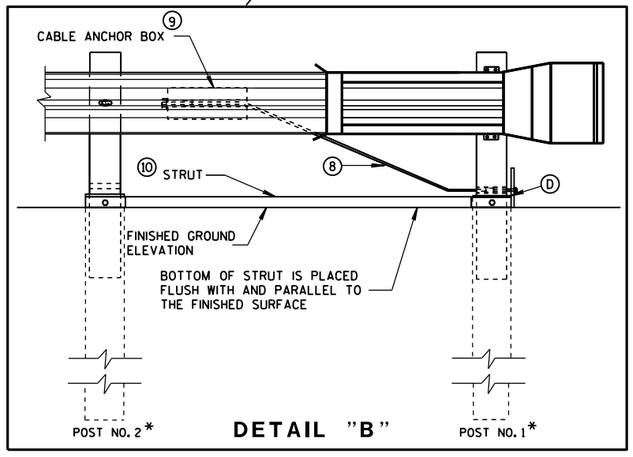










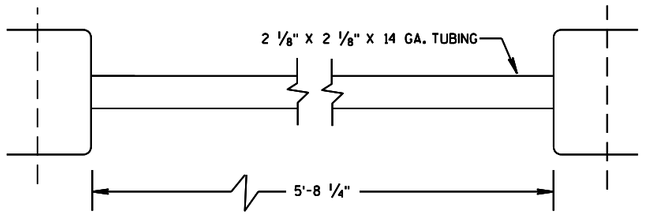


STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

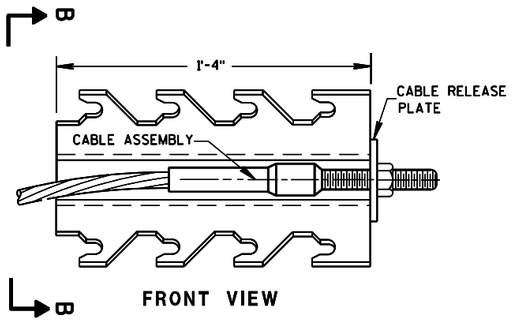
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

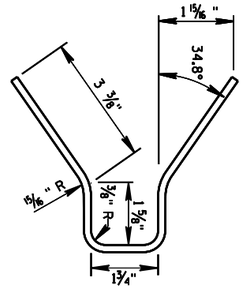
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL

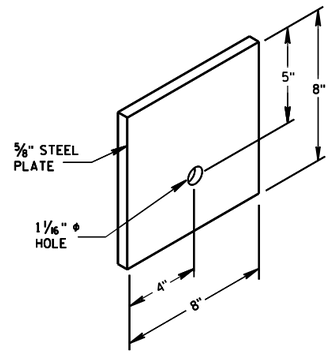


FRONT VIEW



SECTION B-B

⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

6

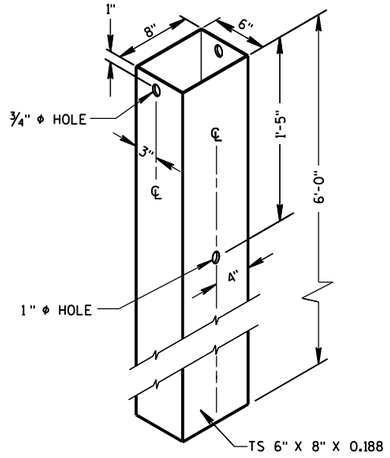
6

S.D.D. 14 B 24-9b

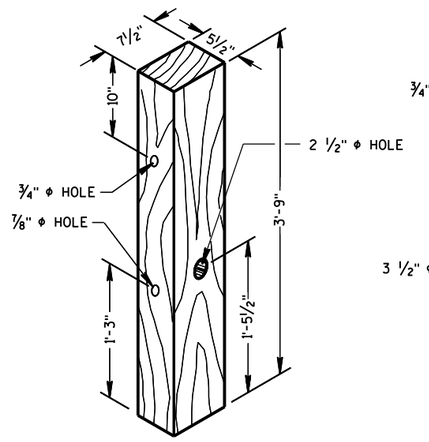
S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

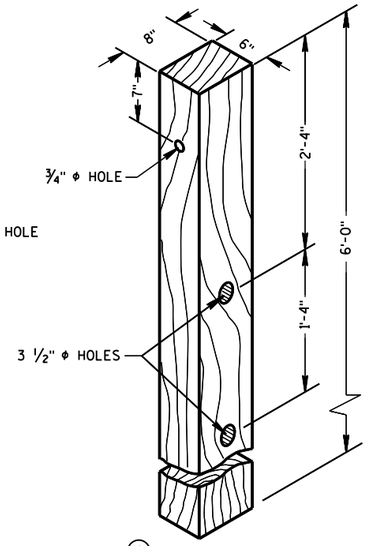
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-2



① TERMINAL POST

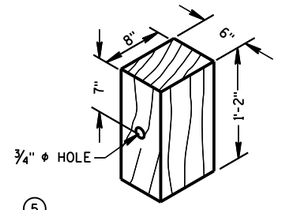


④ CRT POST
(POSTS NO'S 5-8

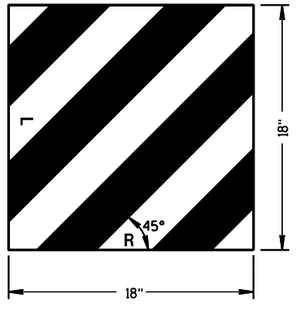
WOOD BREAKAWAY POSTS

GENERAL NOTES

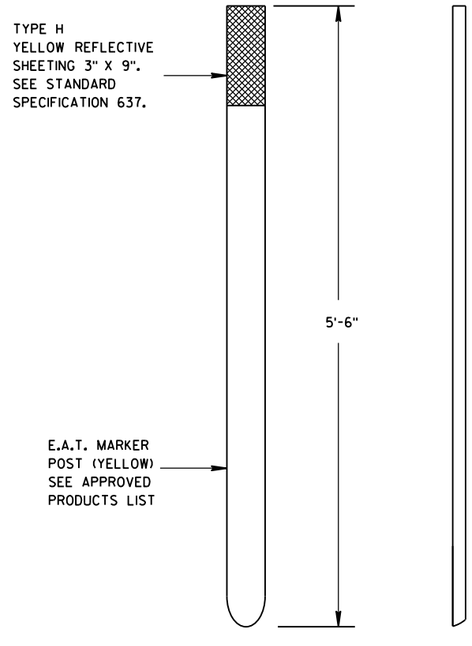
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

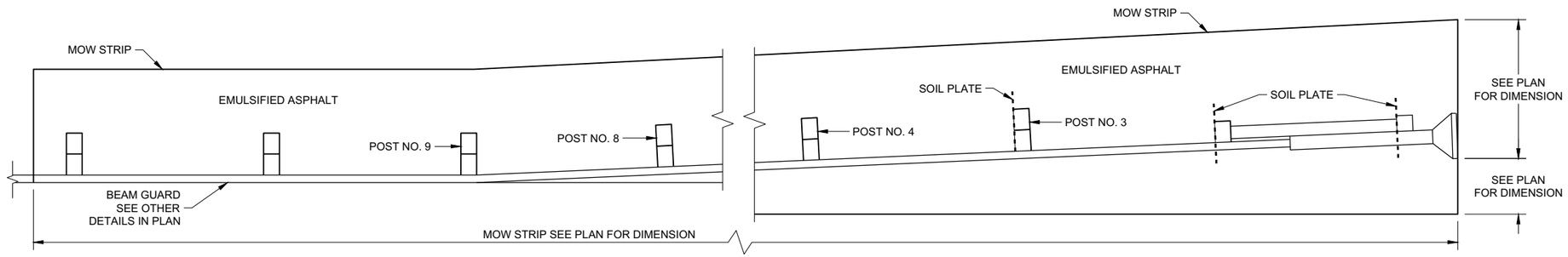
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV...
ENT

6

S.D.D. 14 B 24-9c

6

S.D.D. 14 B 24-9c



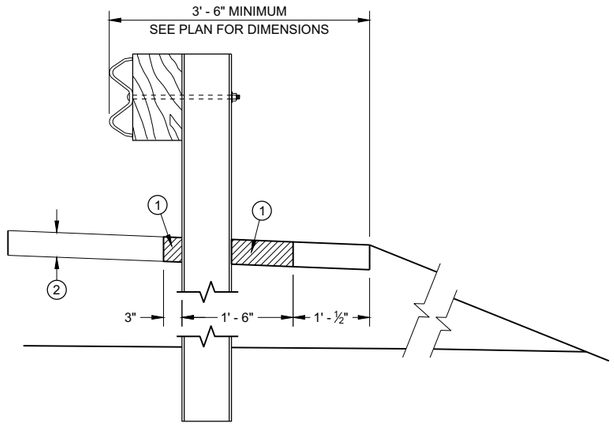
PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

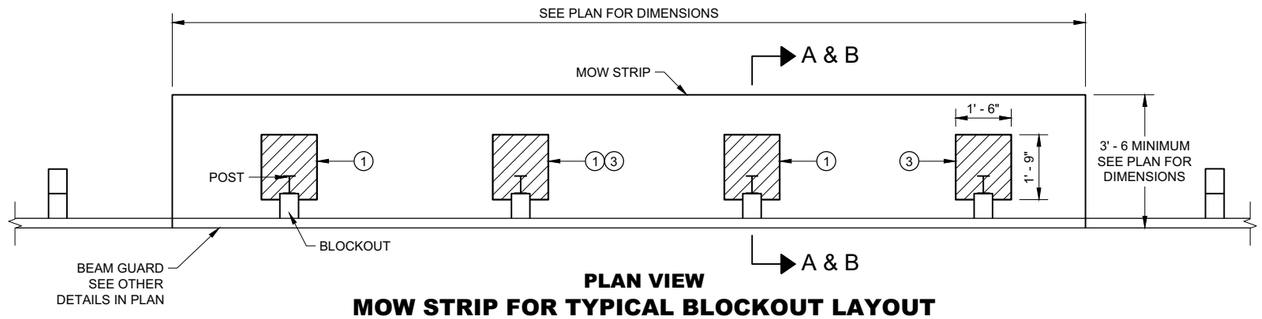
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

1. CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.
2. DEPTH OF MOW STRIP:
   ASPHALT - 4"
   CONCRETE - 4"
   EMULSIFIED ASPHALT - 1" OR LESS
3. FOR EMULSIFIED ASPHALT, MOW STRIP STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS)

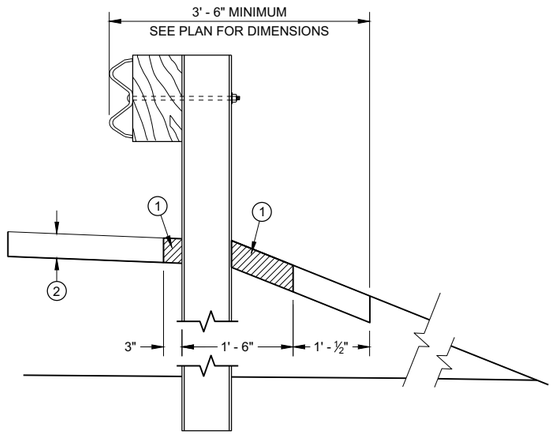


SECTION A - A

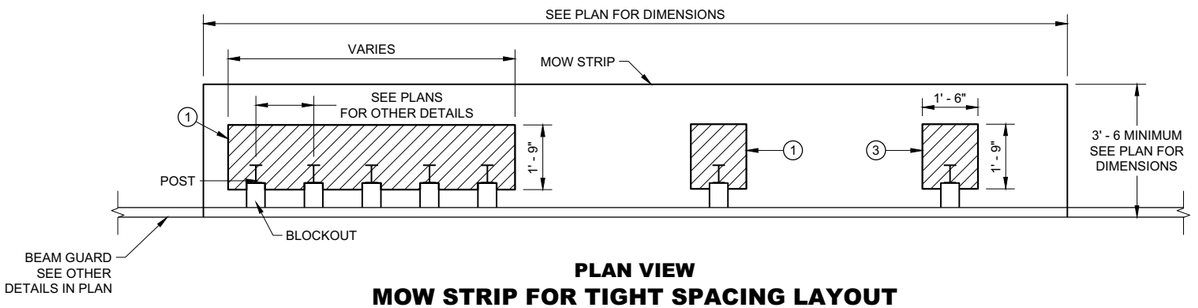


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

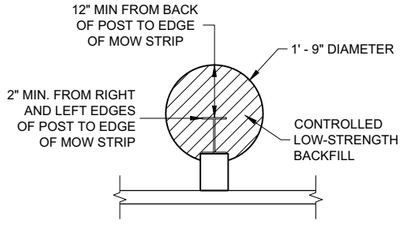


SECTION B - B

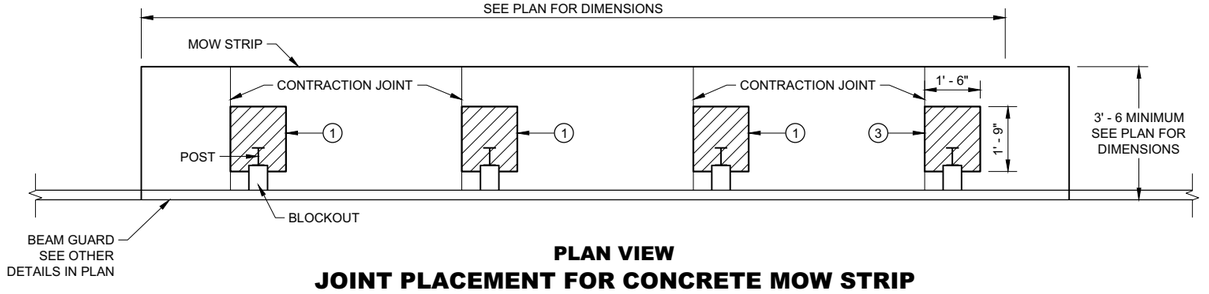


PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B28 - 04a

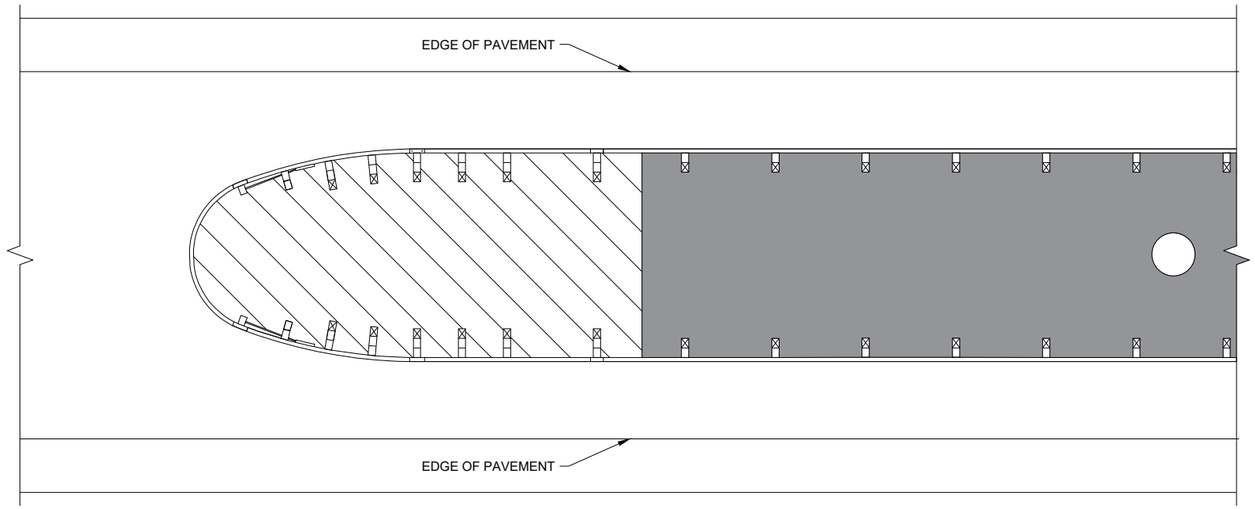
LEGEND

CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

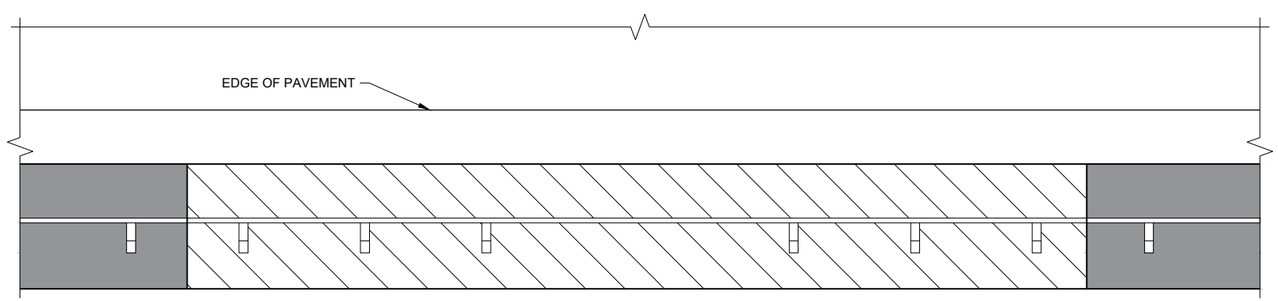
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

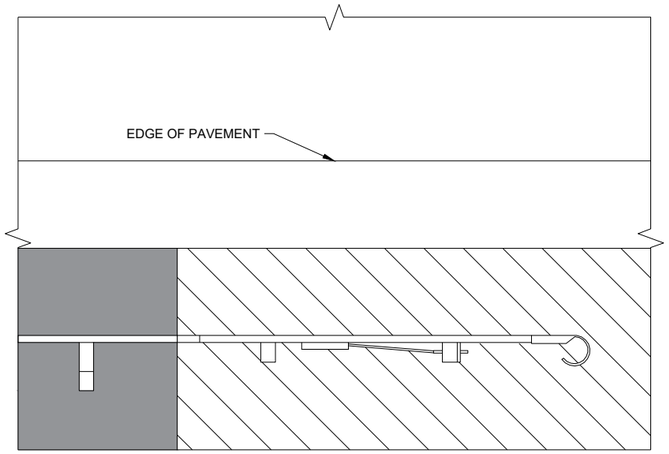
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



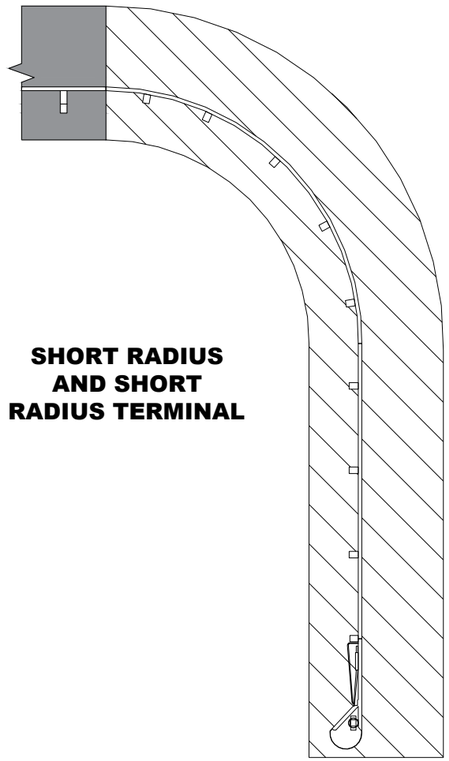
THRIE BEAM BULLNOSE



LONG - SPAN



TYPE 2 TERMINAL



SHORT RADIUS AND SHORT RADIUS TERMINAL

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
ENGINEER

FHWA

6

SDD 14B28 - 04b

6

SDD 14B28 - 04b

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

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

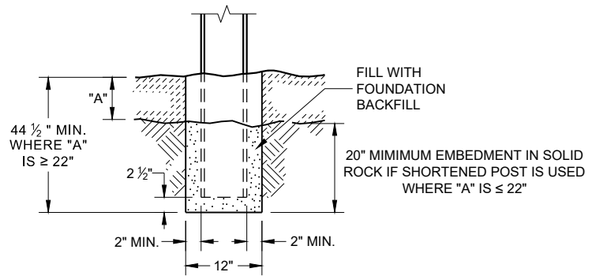
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

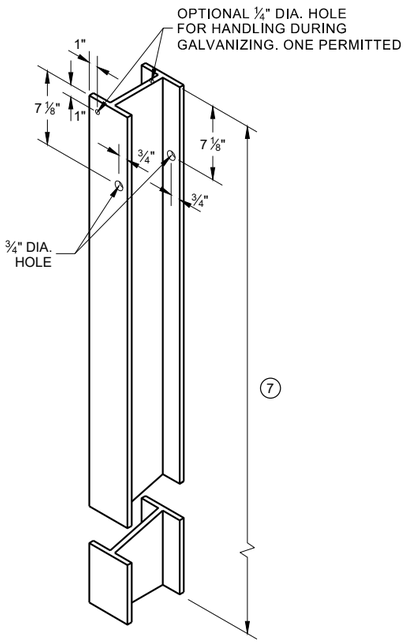
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

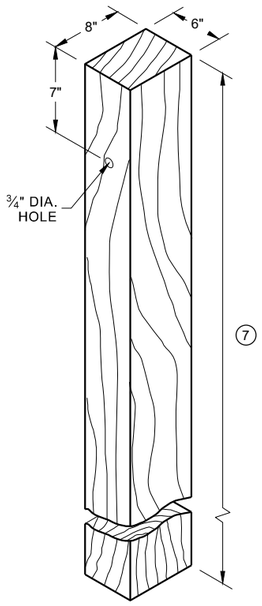
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



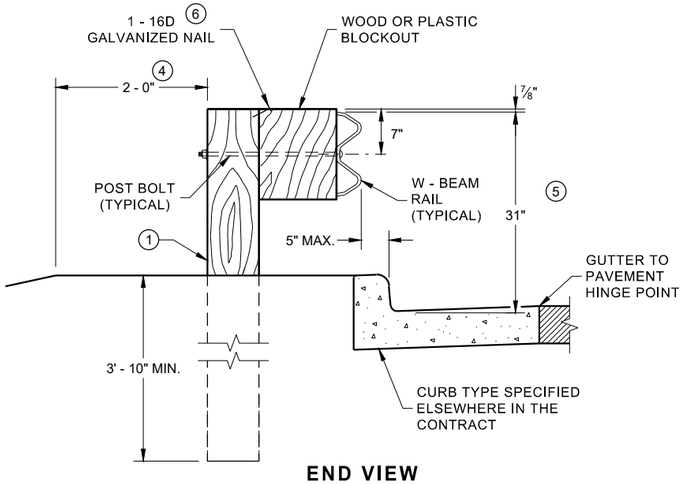
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



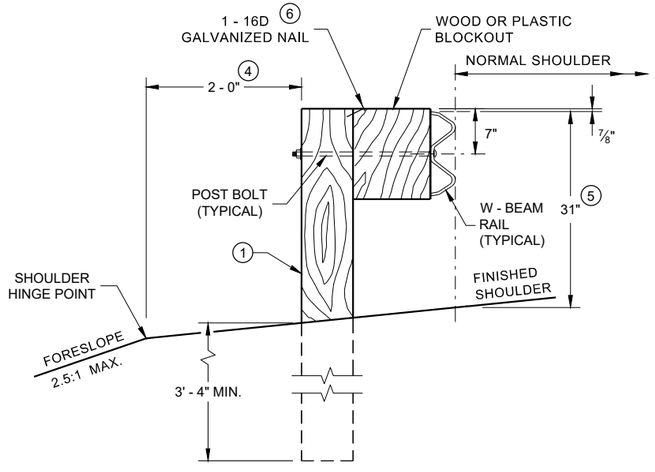
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



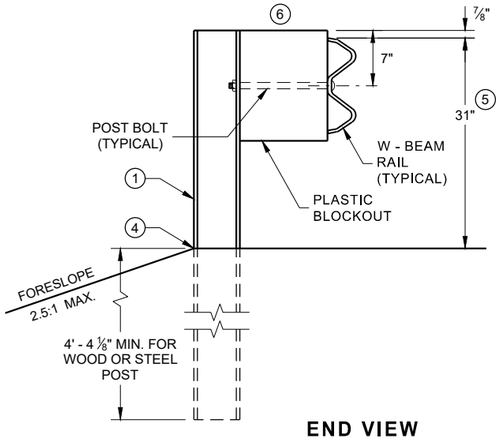
WOOD POST (6" X 8") NOMINAL (1)



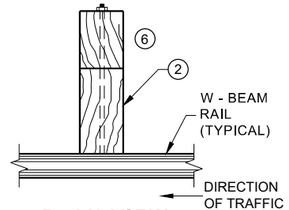
END VIEW
LOCATED ALONG A CURBED ROADWAY



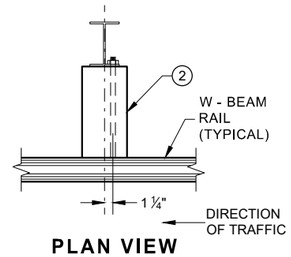
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



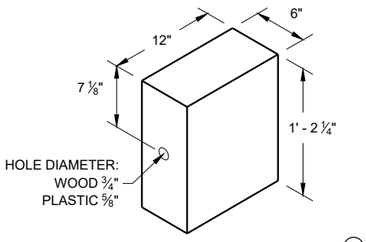
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

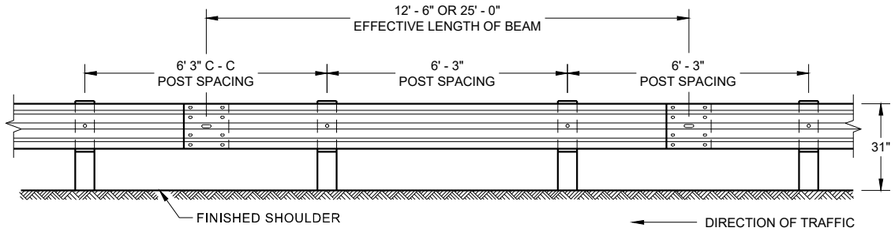
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

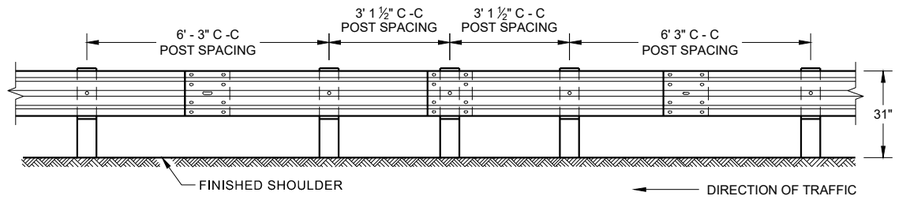
SDD 14B42 - 07a

6

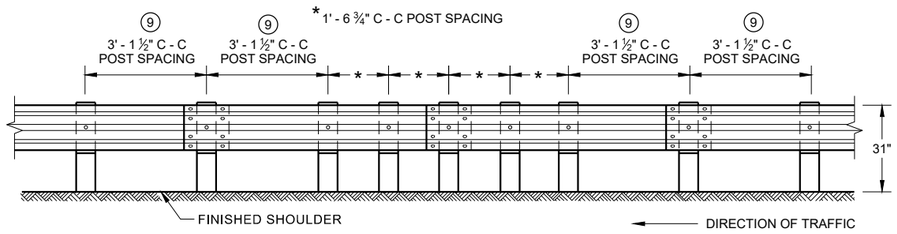
SDD 14B42 - 07a



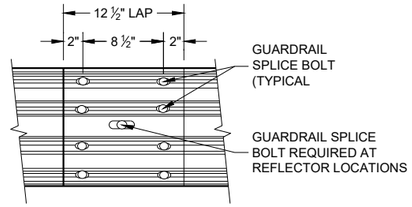
FRONT VIEW
POST SPACING STANDARD INSTALLATION



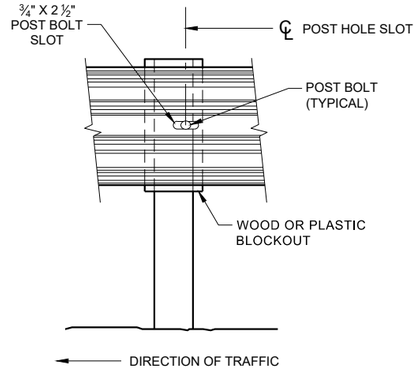
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



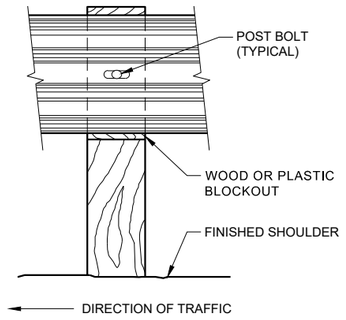
FRONT VIEW
QUARTER POST SPACING (QS)



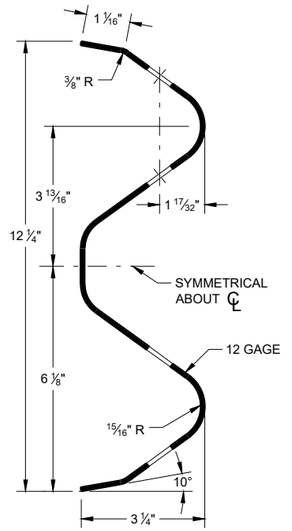
FRONT VIEW
MID-SPAN BEAM SPLICE



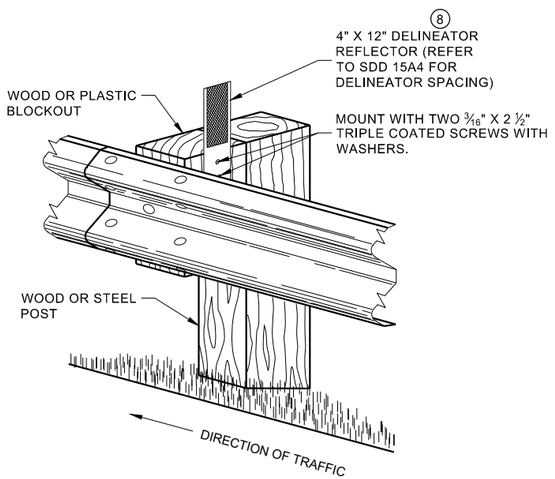
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

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

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

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

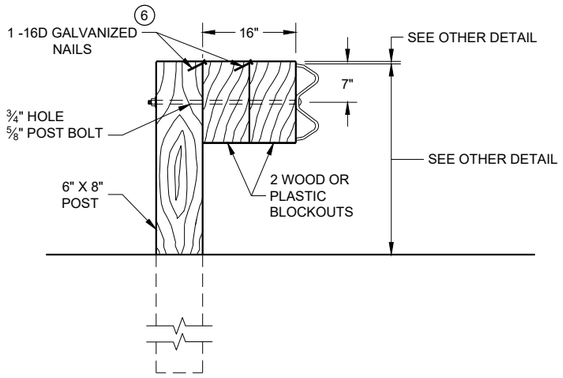
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

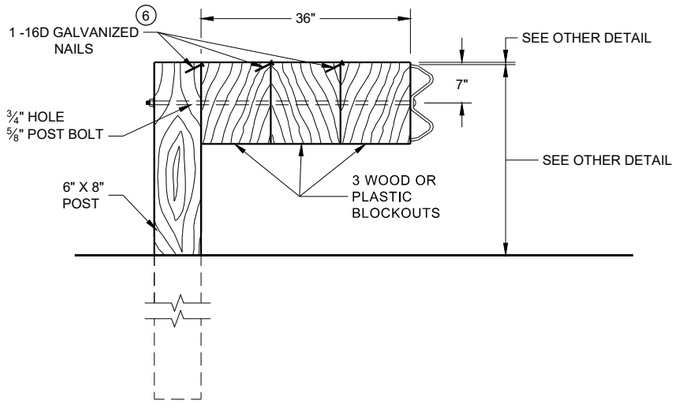
6

SDD 14B42 - 07b



DETAIL FOR 16" BLOCKOUT DEPTH

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



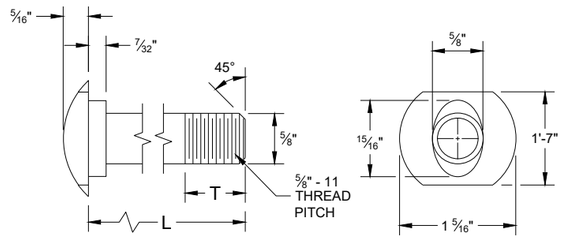
DETAIL FOR 36" BLOCKOUT DEPTH

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

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

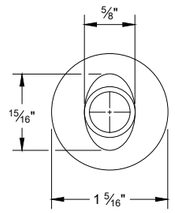
NOTE:

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

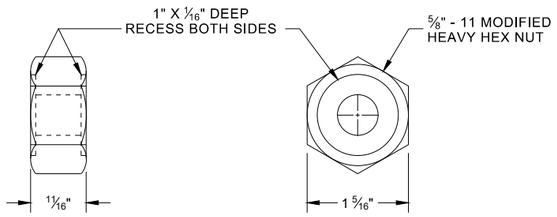


POST BOLT TABLE

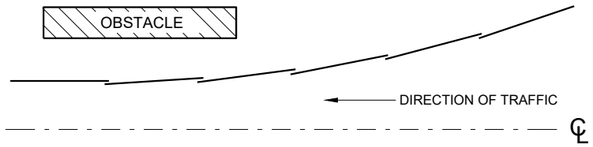
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



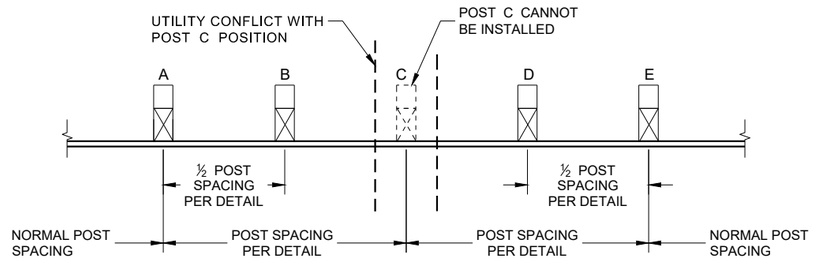
ALTERNATE BOLT HEAD



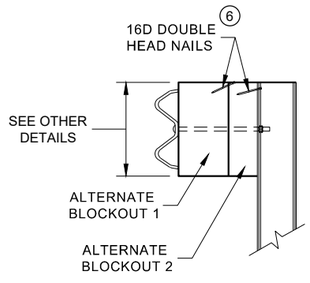
POST BOLT, SPLICE BOLT AND RECESS NUT



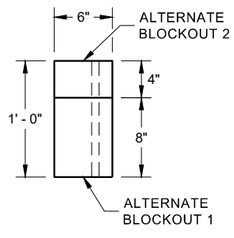
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

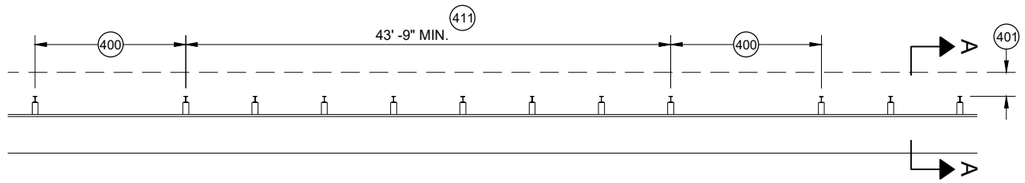
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

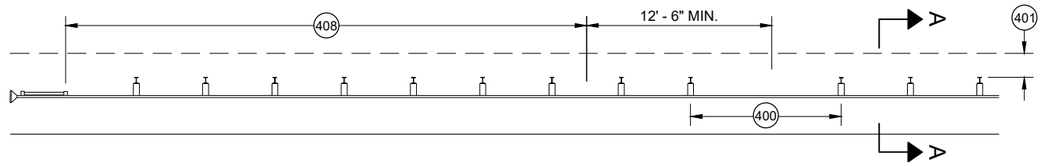
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

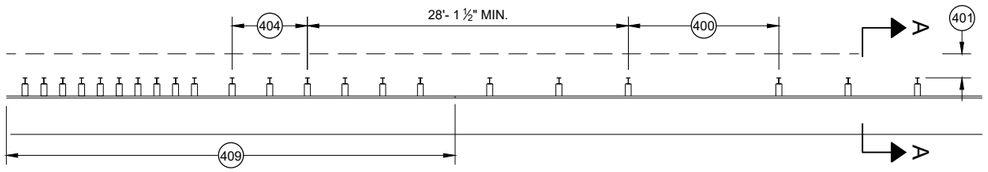
SDD 14B42 - 07c



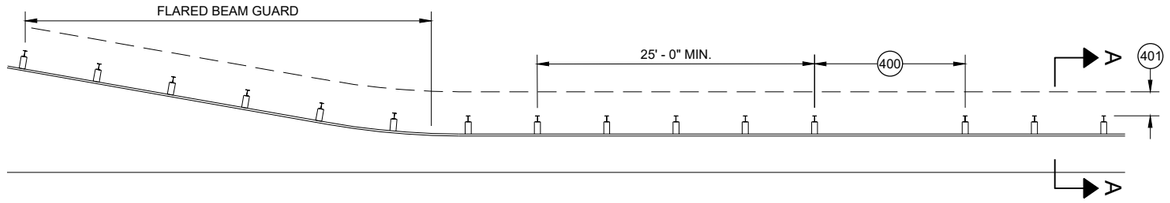
MISSING POST IN MGS GUARDRAIL



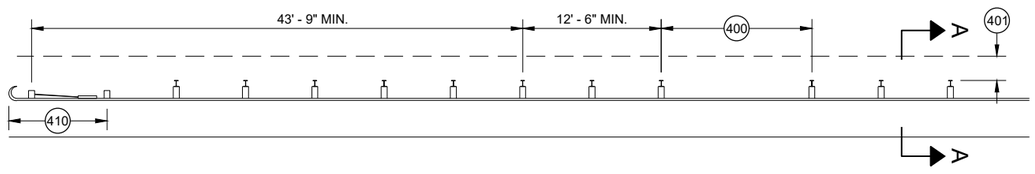
MISSING POST IN MGS GUARDRAIL NEAR EAT



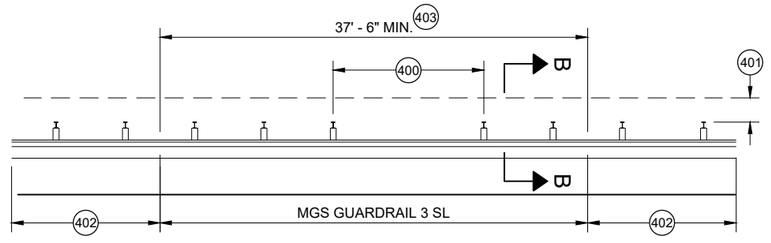
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

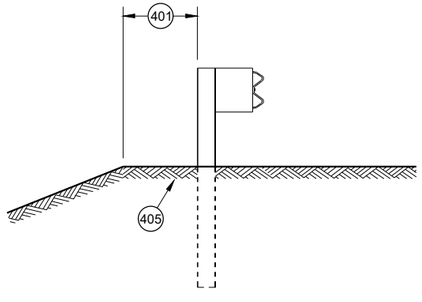


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

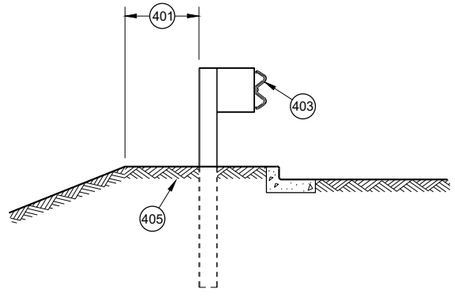


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

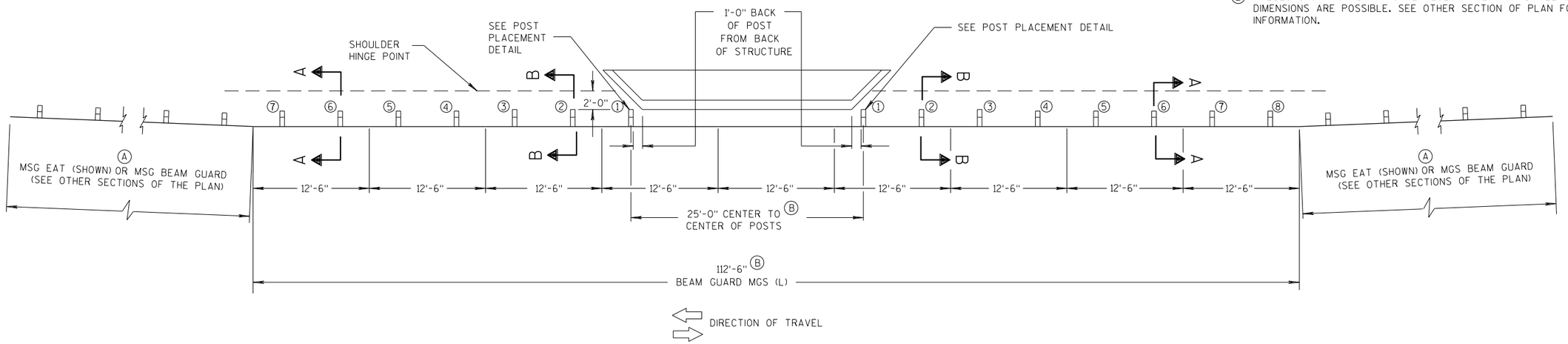
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

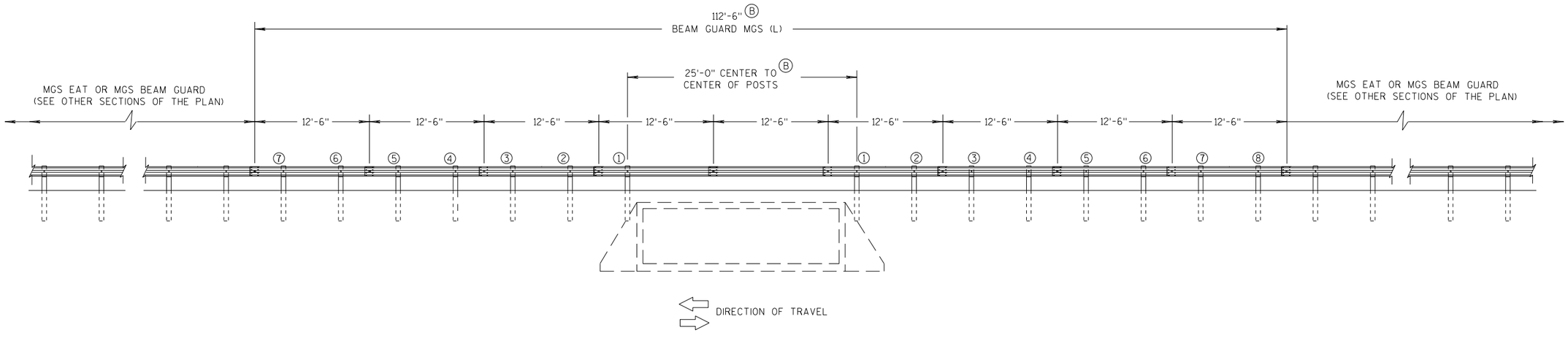
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 43-4a

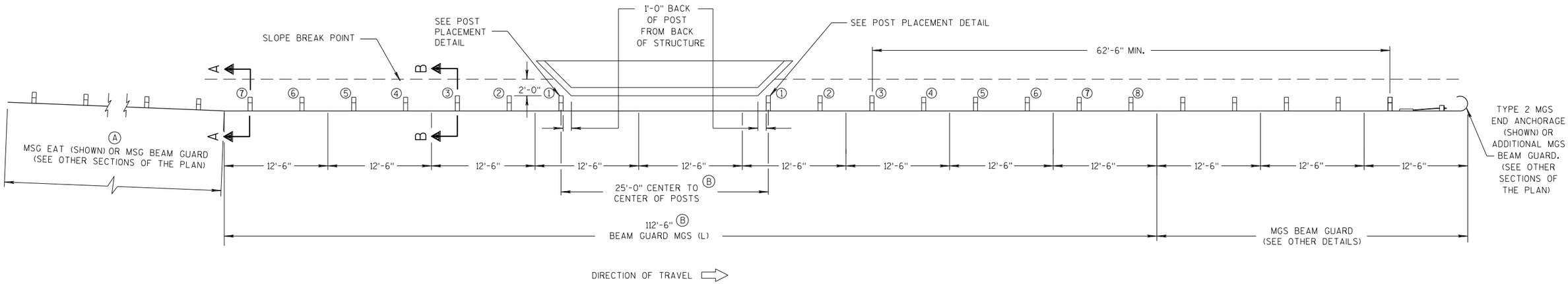
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

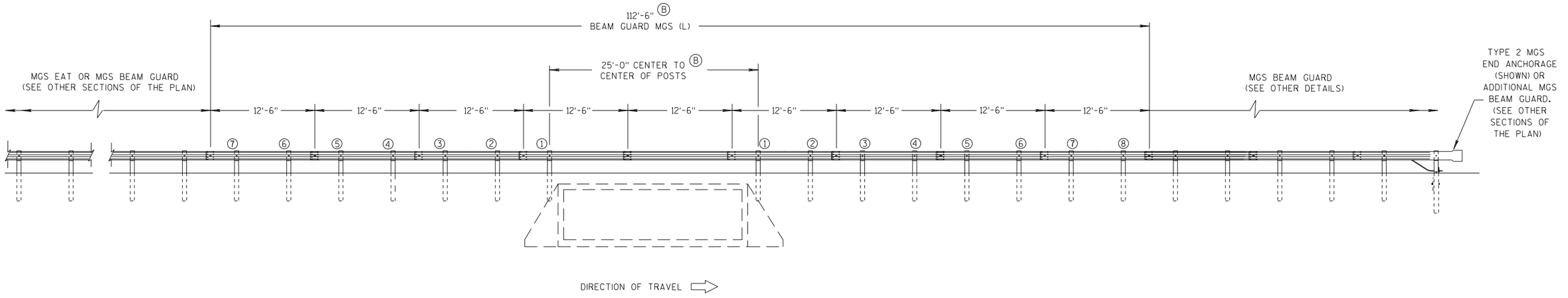
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



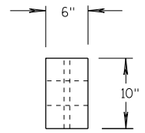
ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

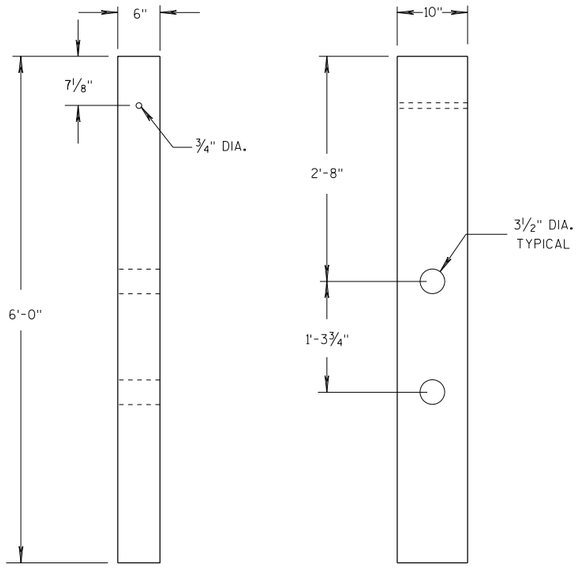
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	184

6

S.D.D. 14 B 43-4b

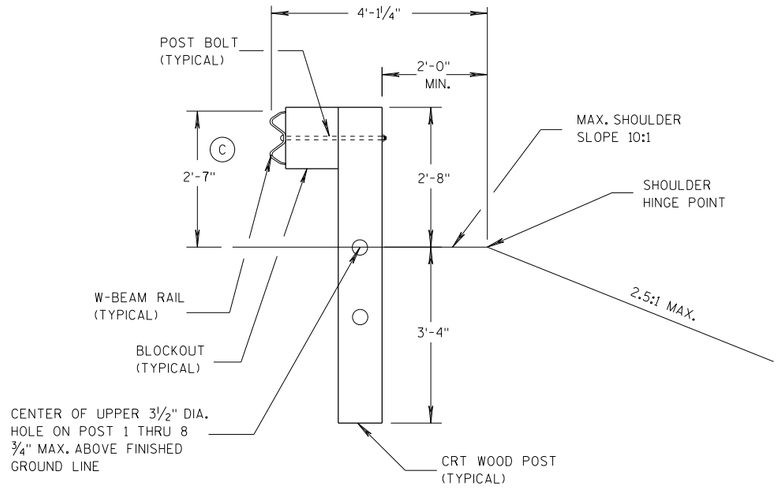


PLAN VIEW



FRONT VIEW SIDE VIEW

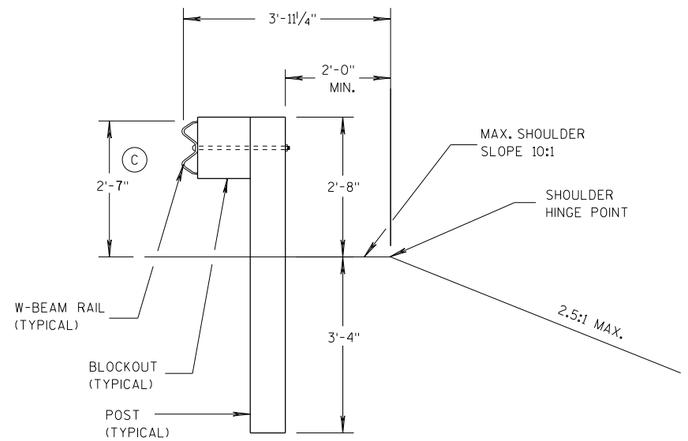
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



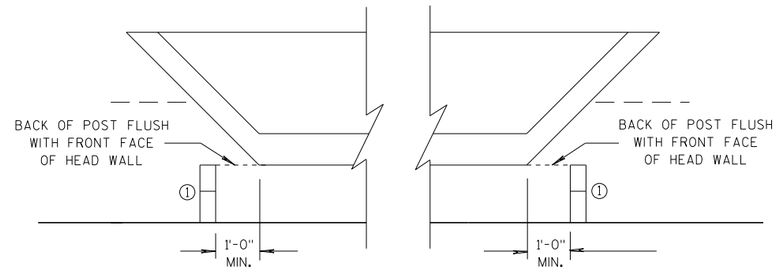
SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

GENERAL NOTES

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



POST PLACEMENT DETAIL

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

185

6

S.D.D. 14 B 43-4c

6

S.D.D. 14 B 43-4c

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

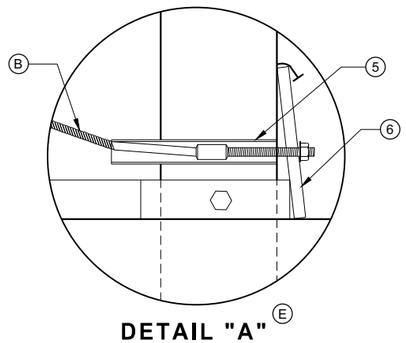
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

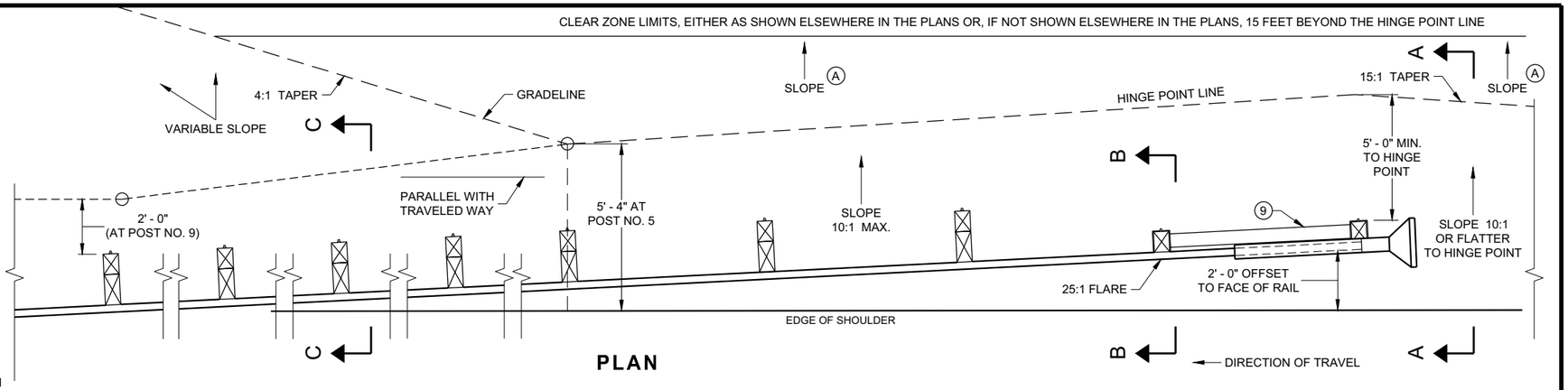
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

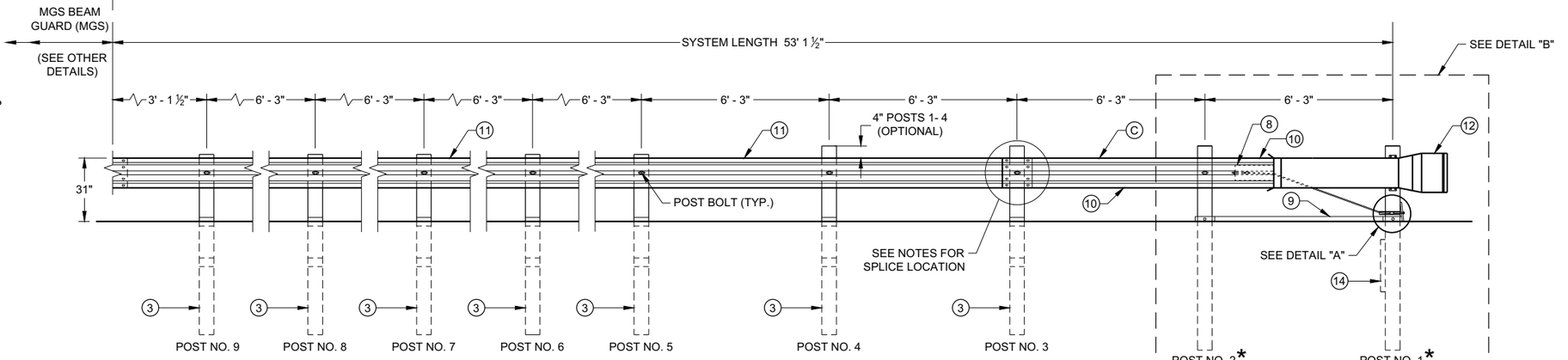
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

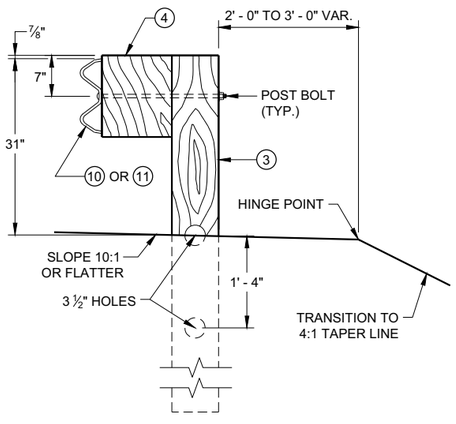
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



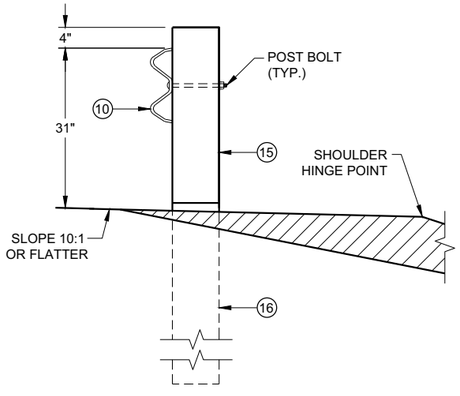
DETAIL "A" (E)



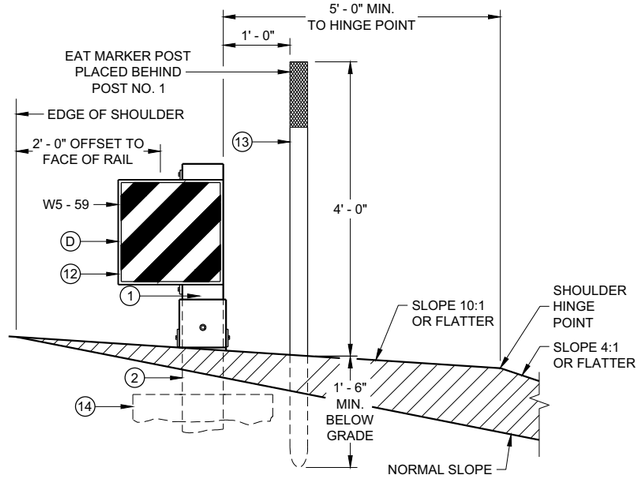




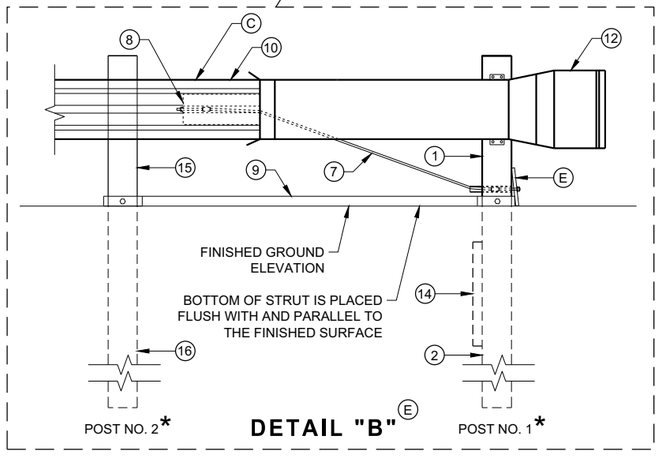
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*

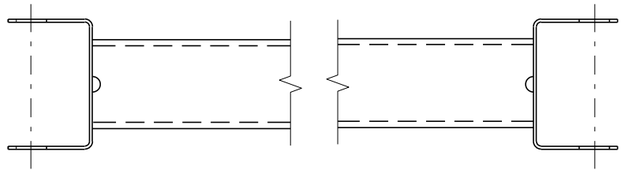


MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

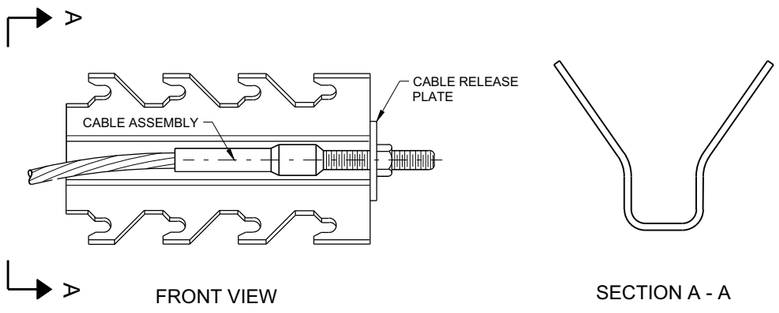
SDD 14B44 - 04a



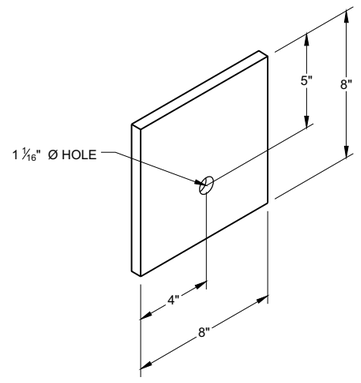
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

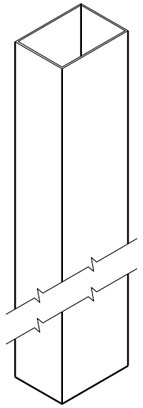
6

SDD 14B44 - 04b

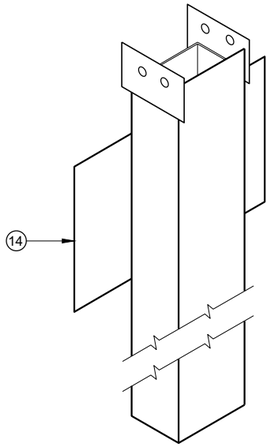
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

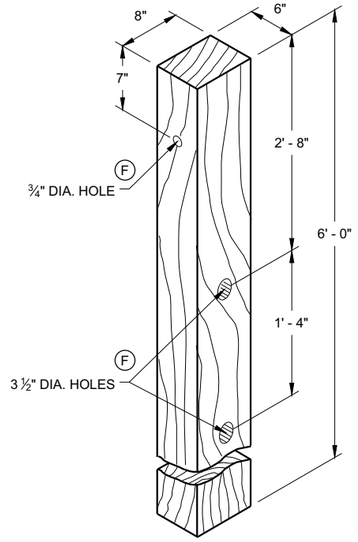
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



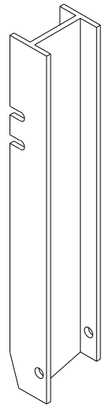
UPPER POST NO. 1 (1) (E)



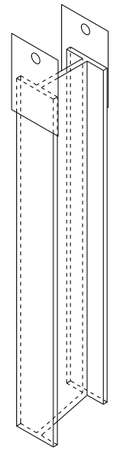
LOWER POST NO. 1 (2) (E)



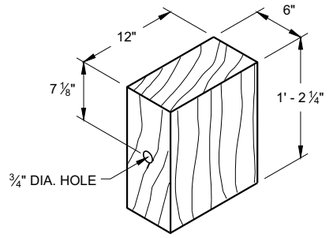
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



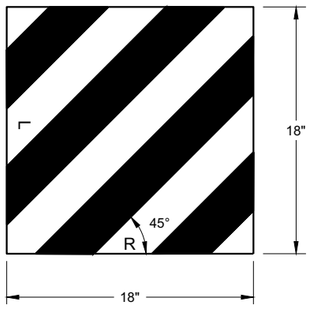
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

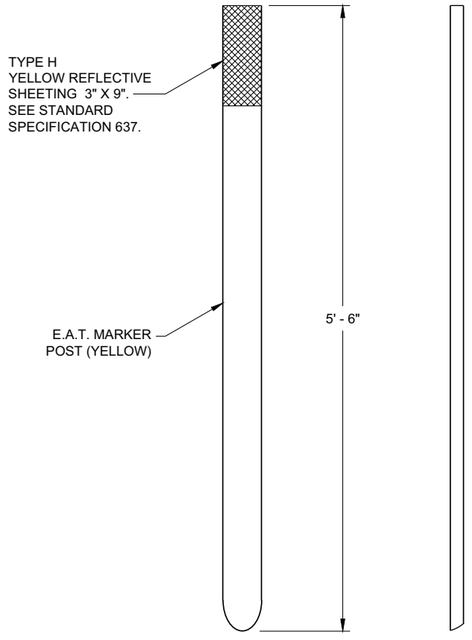


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



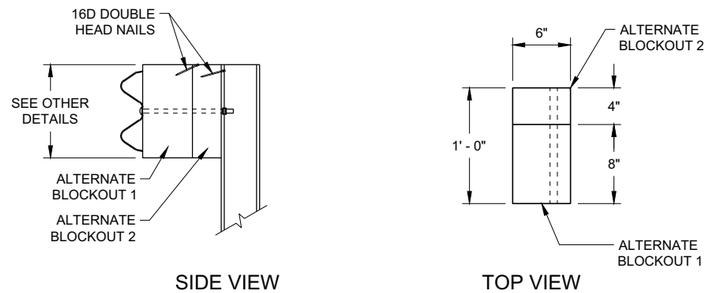
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

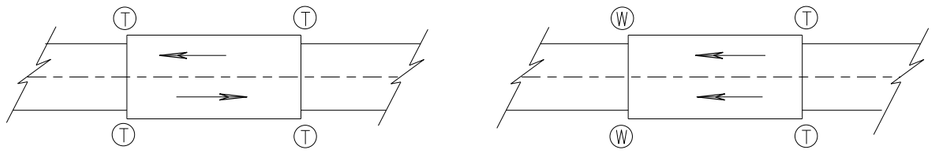
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

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

TRANSITION USES STEEL POSTS ONLY.

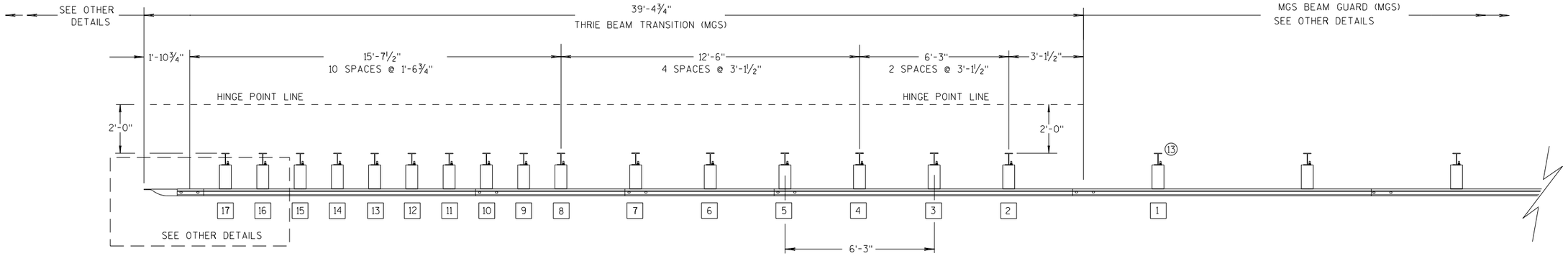
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

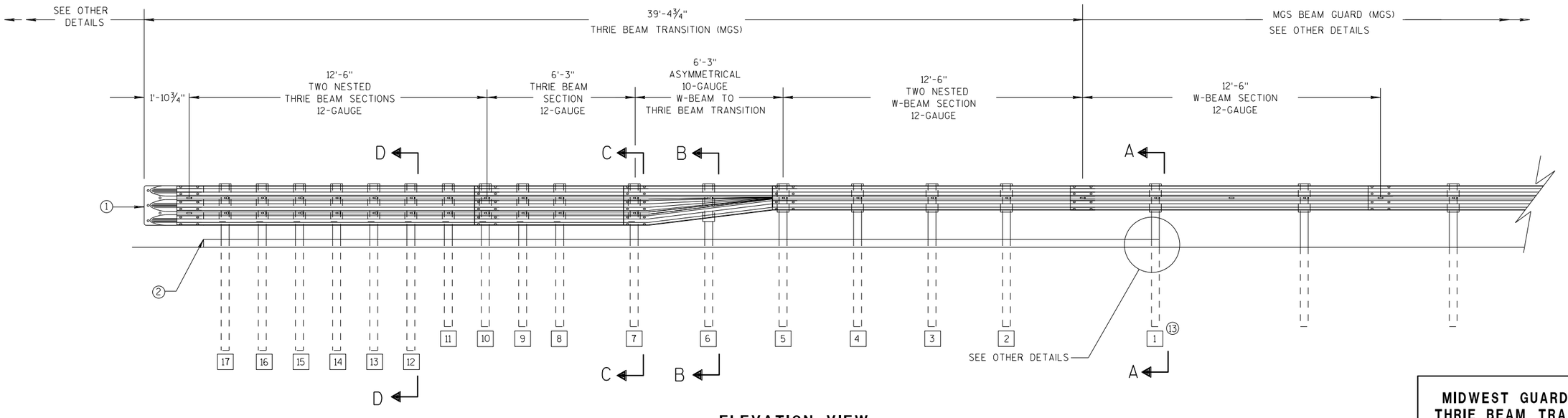
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

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

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



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

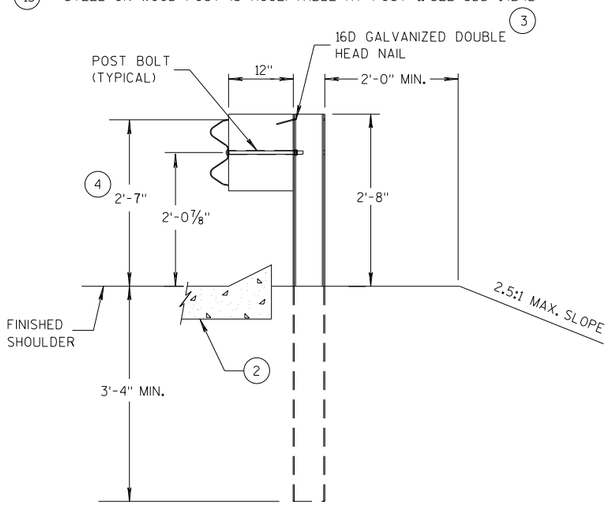
GENERAL NOTES

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

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

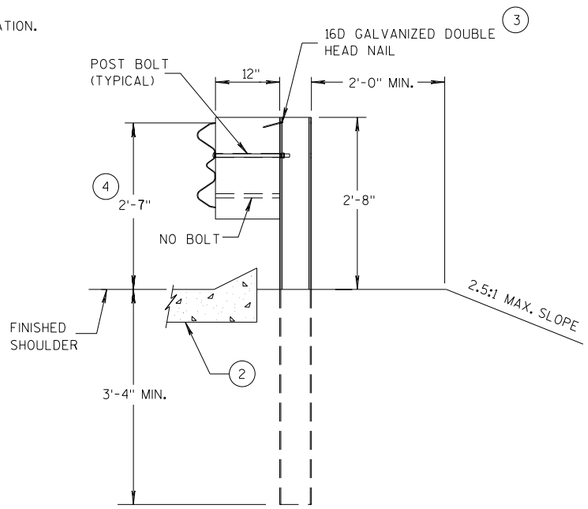
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

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



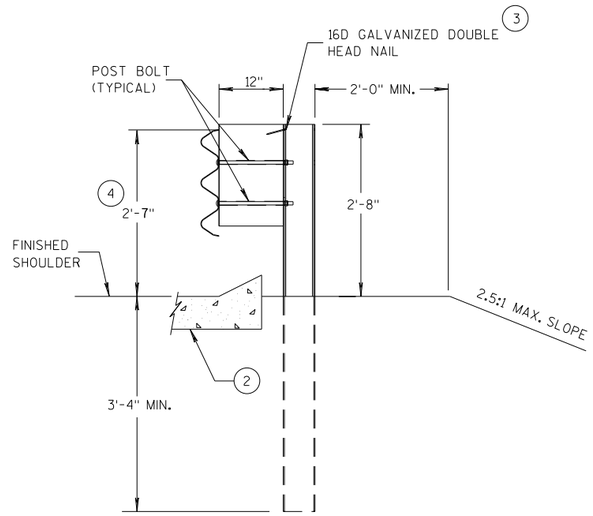
SECTION A-A (13)

POSTS 1-5



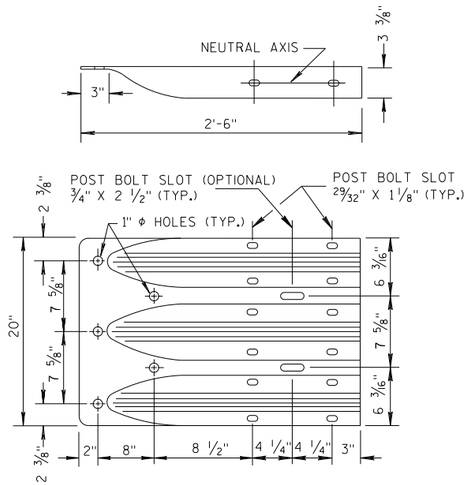
SECTION B-B

POST 6

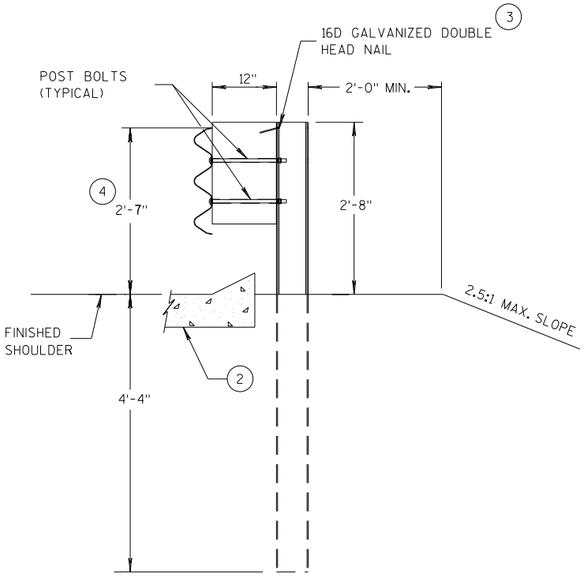


SECTION C-C

POSTS 7-11

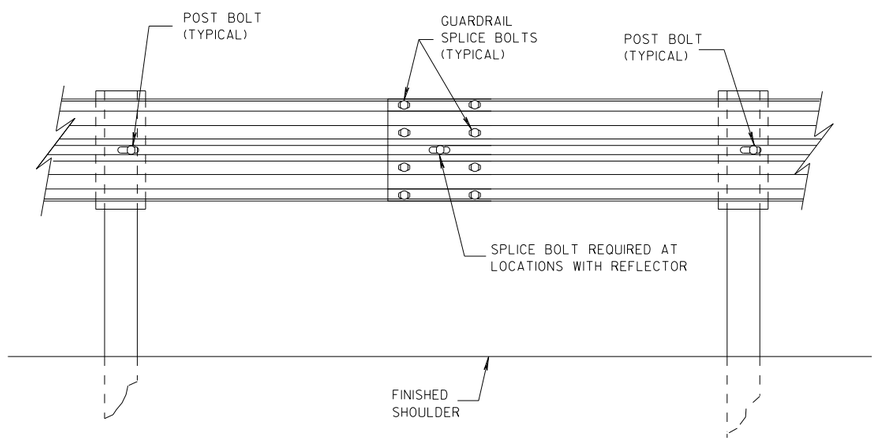


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

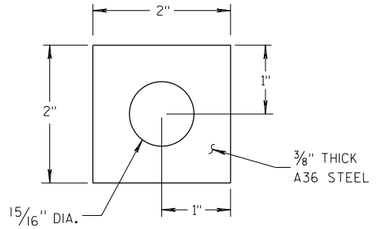
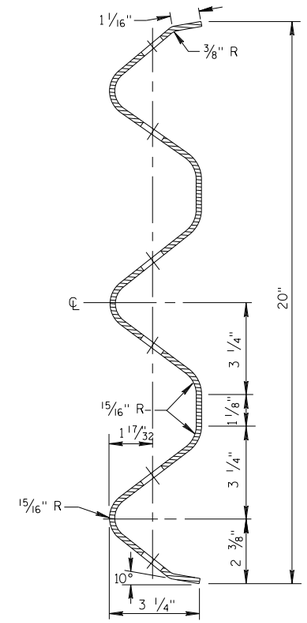


PLATE WASHER DETAIL



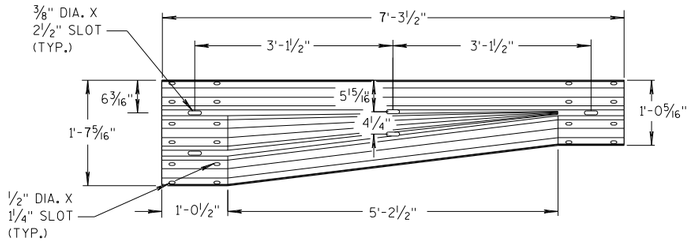
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

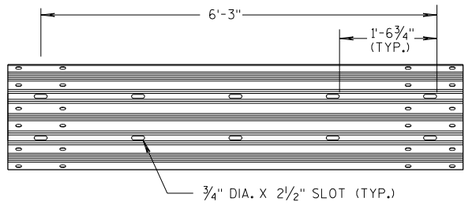
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

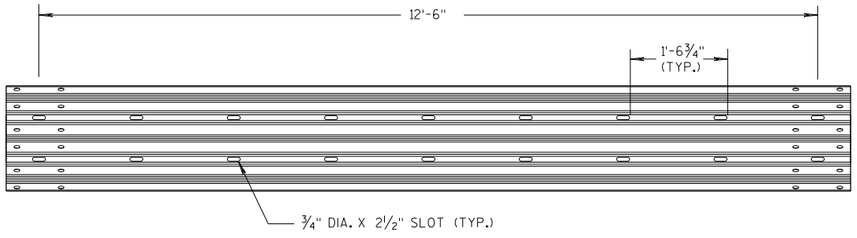
S.D.D. 14 B 45-5b



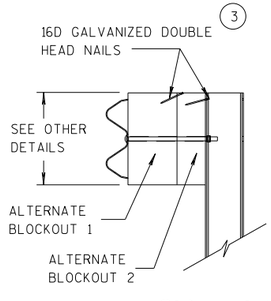
W-BEAM TO THRIE BEAM TRANSITION SECTION



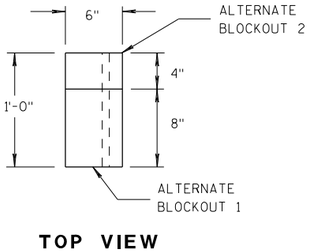
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

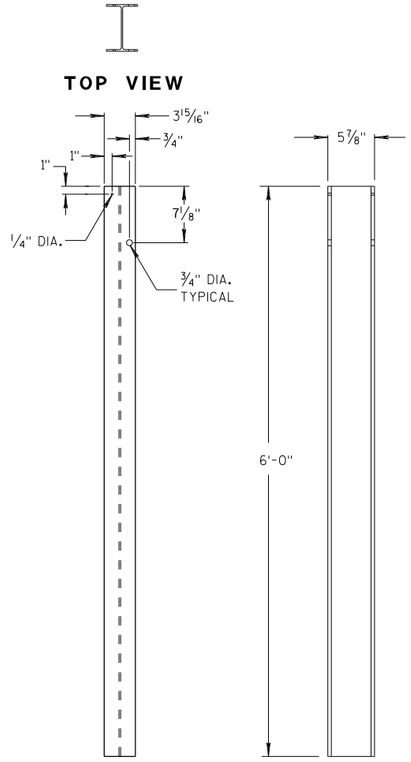


SIDE VIEW



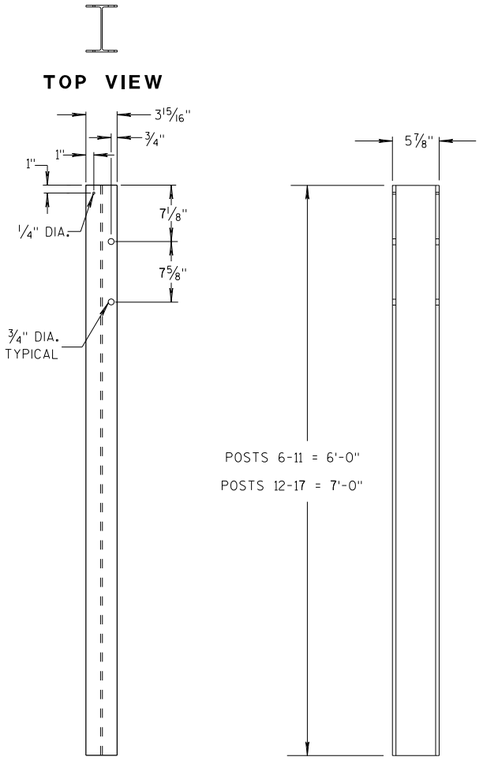
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



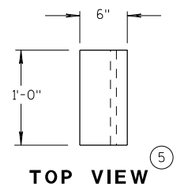
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

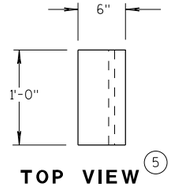


FRONT VIEW SIDE VIEW

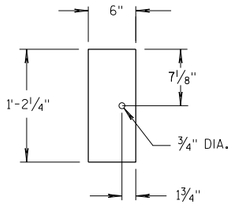
STEEL POSTS 6-17



TOP VIEW (5)

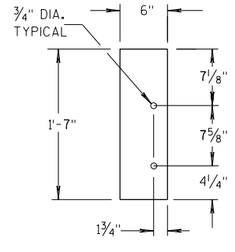


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

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

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

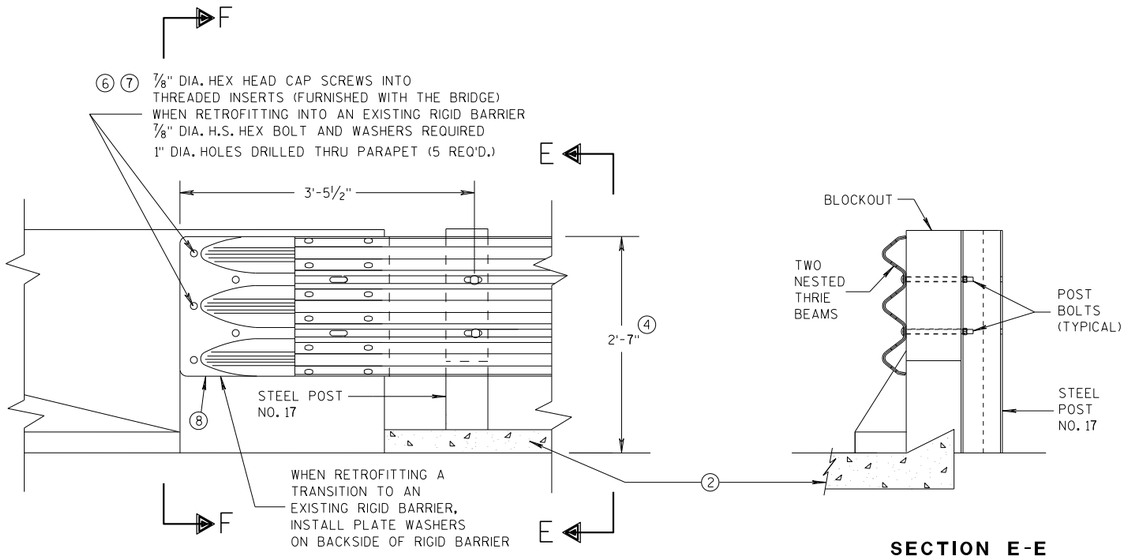
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

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

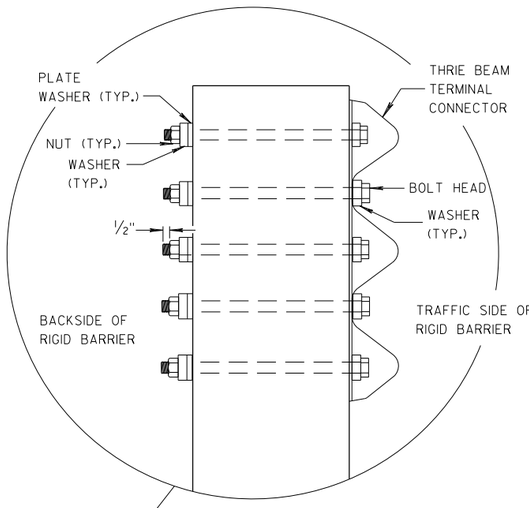
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

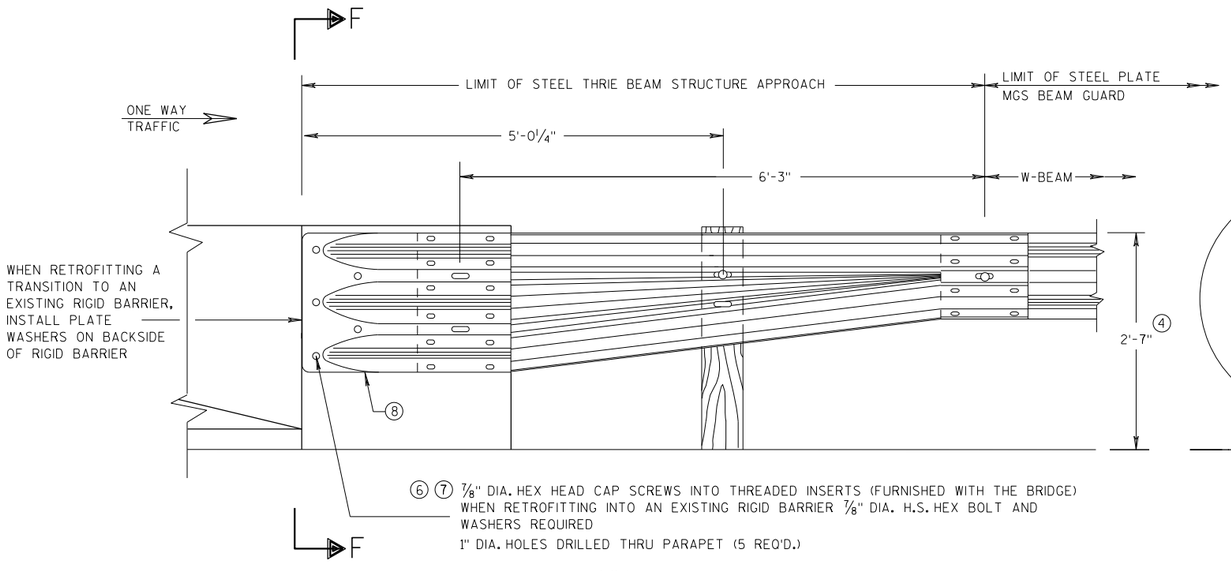
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

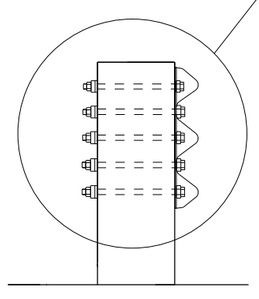
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE.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

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

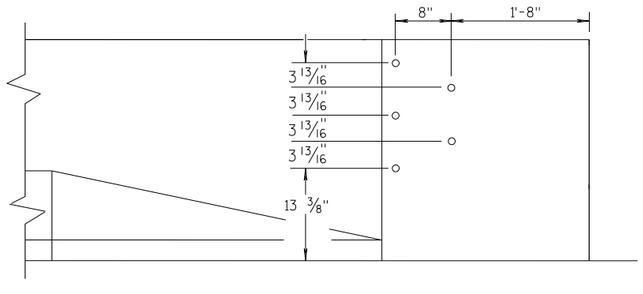




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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

6

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

GENERAL NOTES

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

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

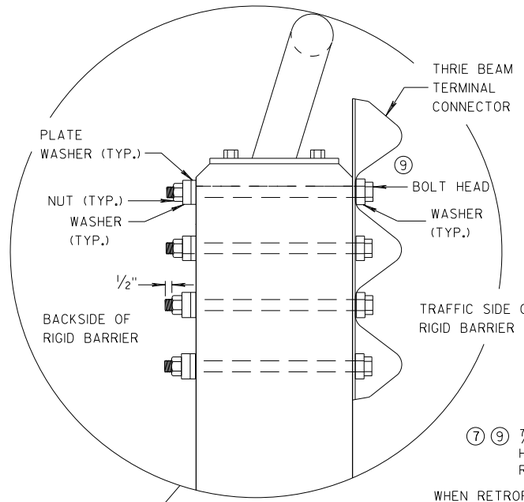
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

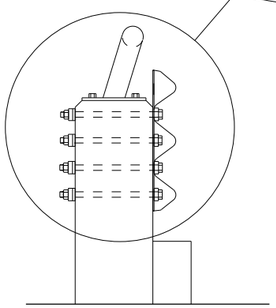
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

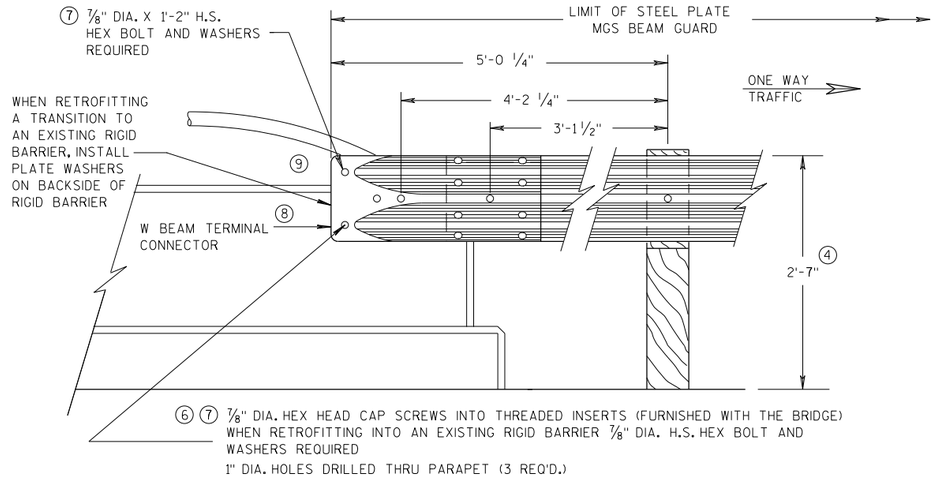
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





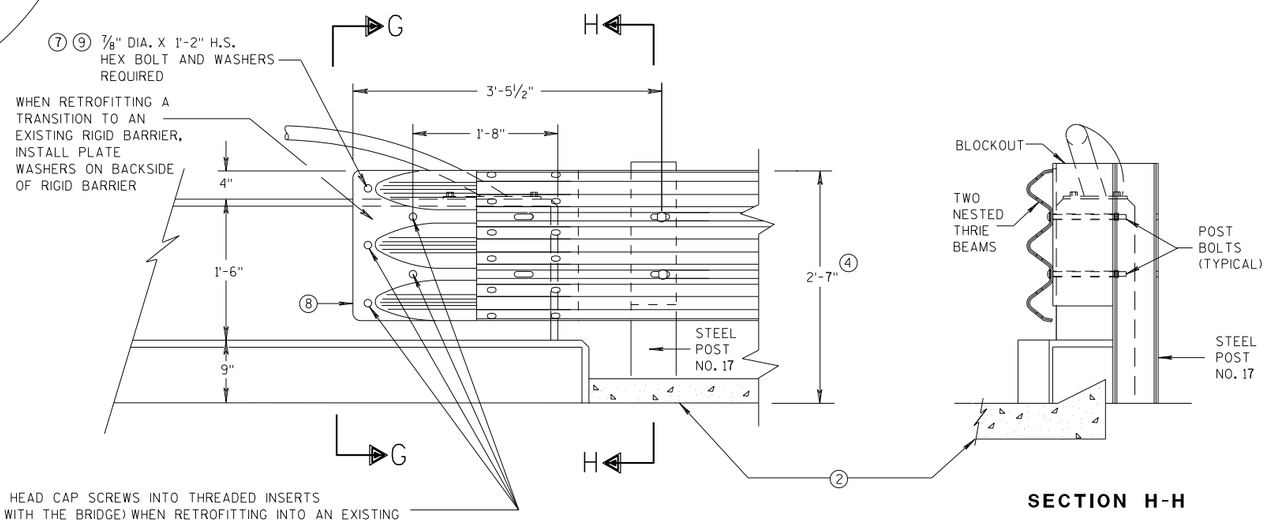
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

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



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

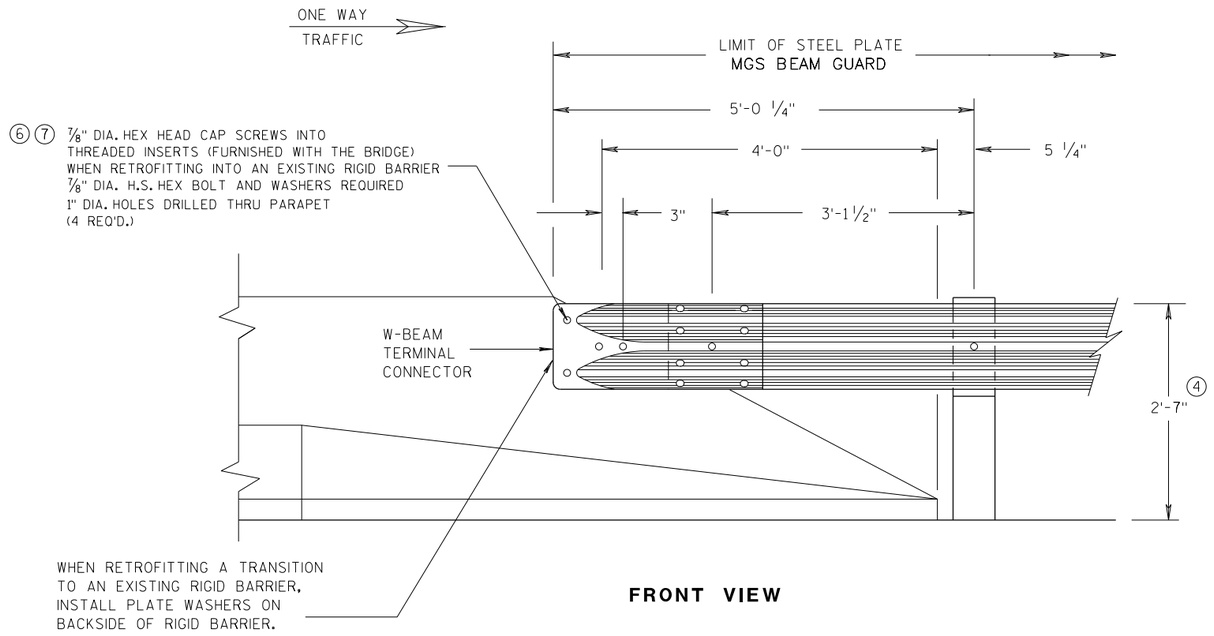
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

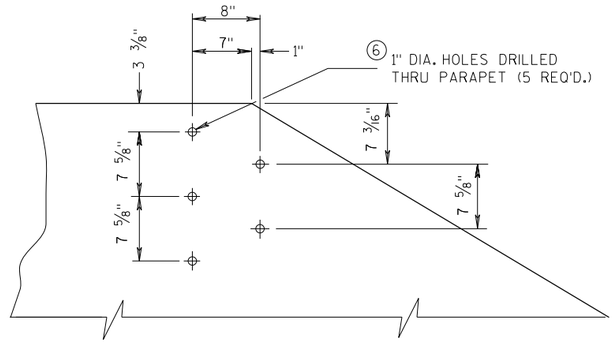
GENERAL NOTES

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

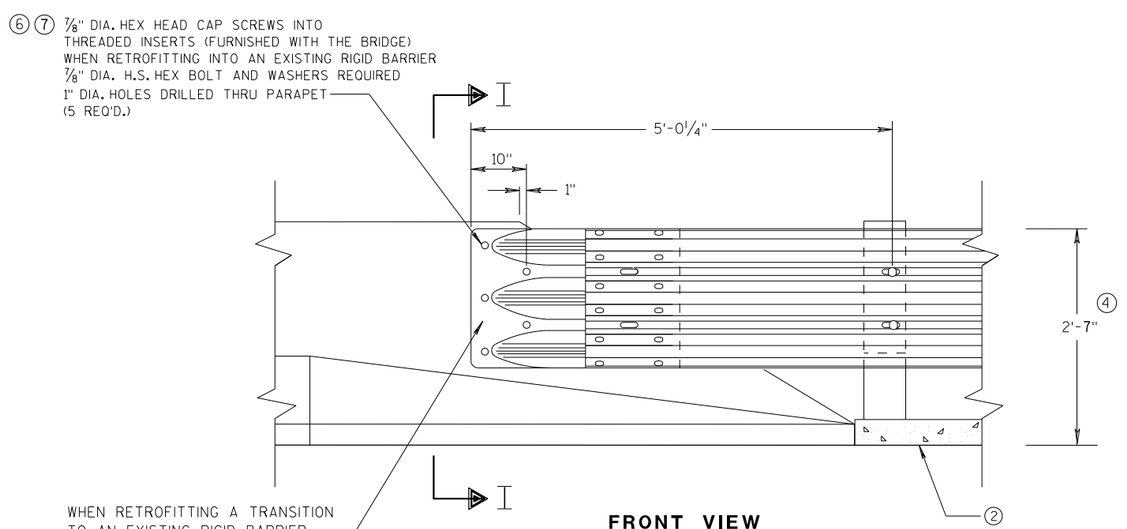
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

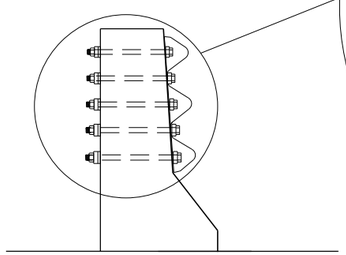
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE.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



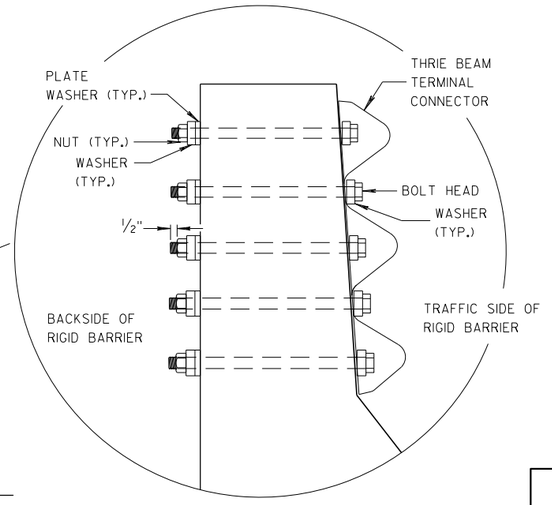
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

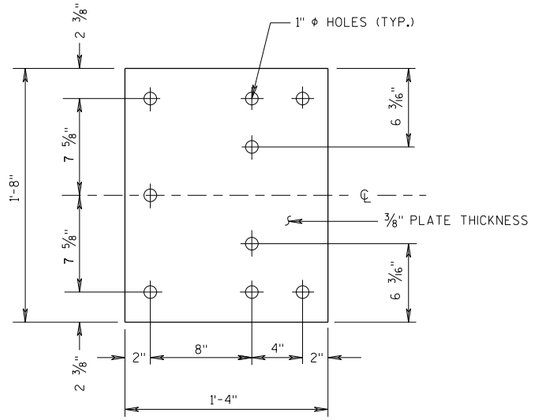
APPROVED
07/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI
ENT
FHWA

6

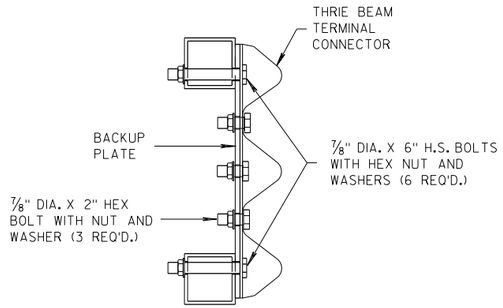
S.D.D. 14 B 45-5f

6

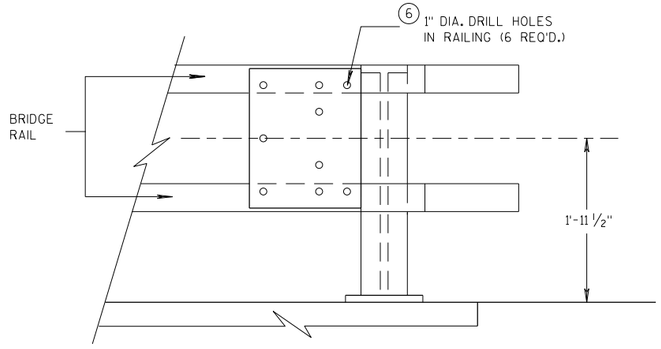
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

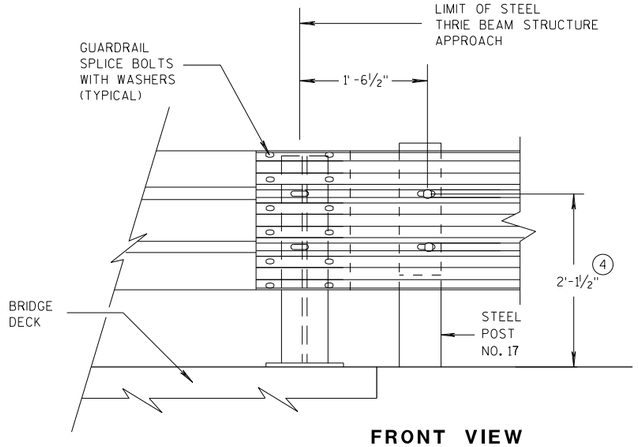


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

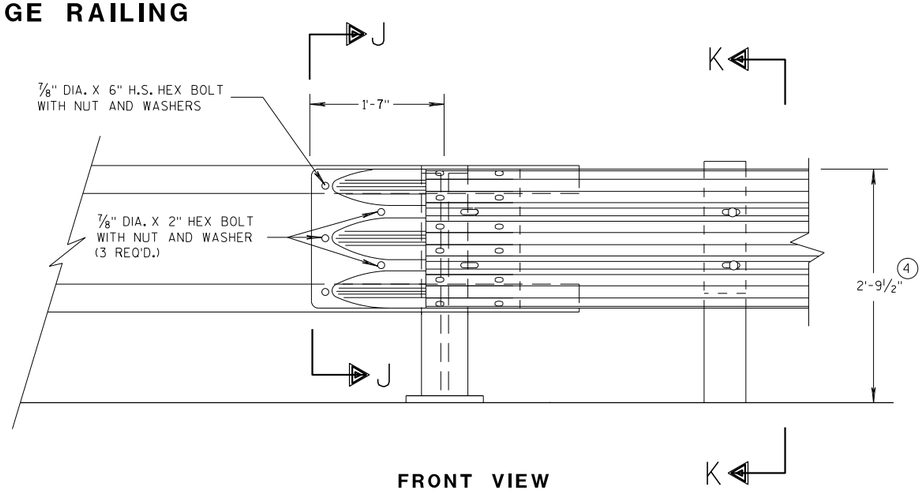
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

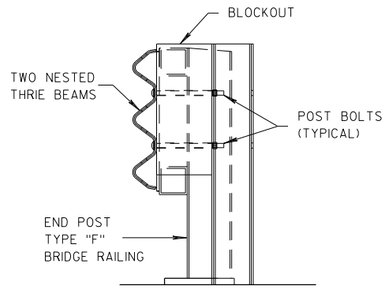


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE — FHWA

/S/ Rodney Taylor 195
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

6

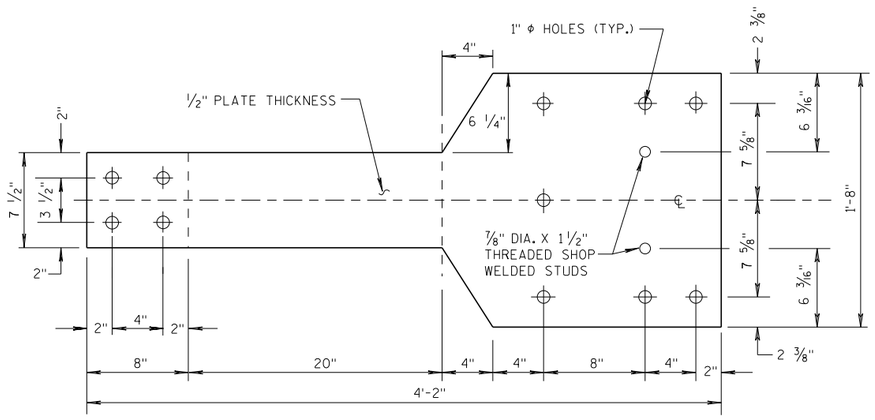
S.D.D. 14 B 45-5g

6

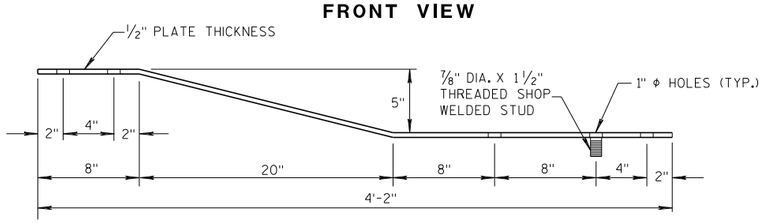
S.D.D. 14 B 45-5g

GENERAL NOTES

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

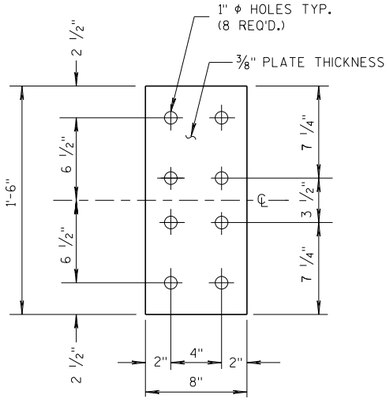


FRONT VIEW



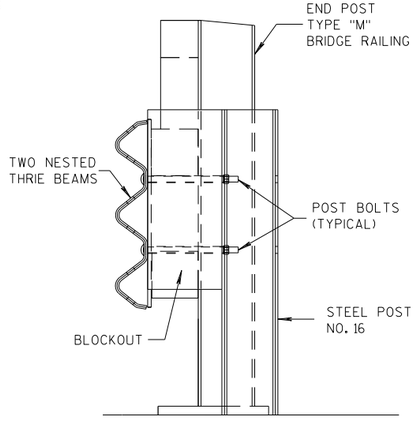
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

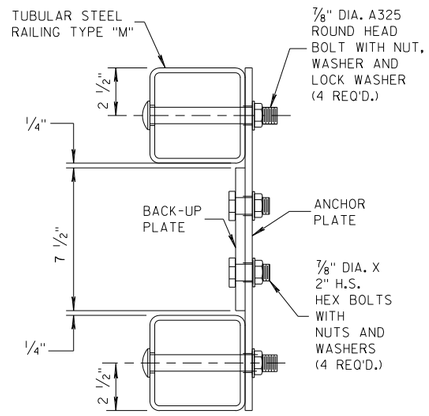


FRONT VIEW

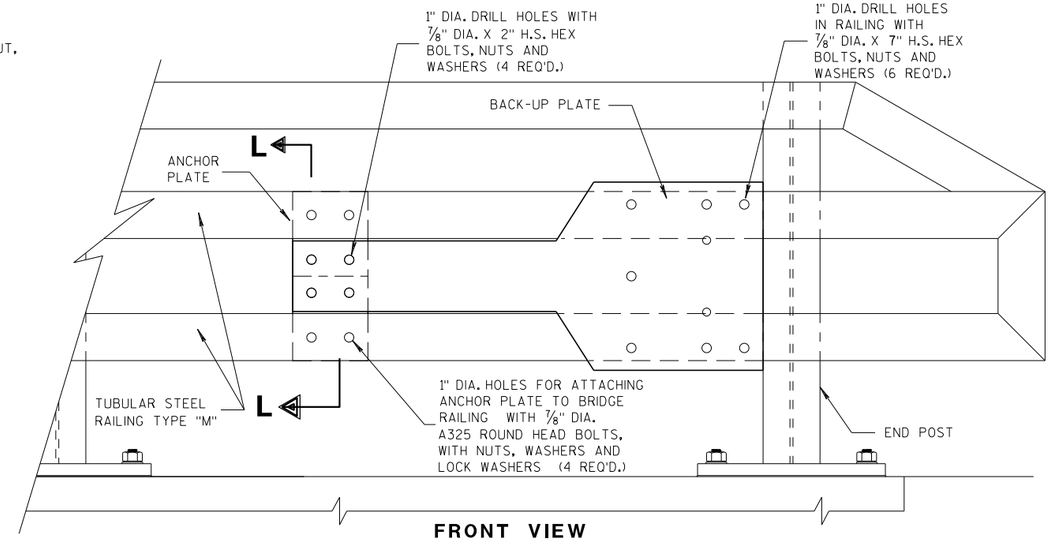
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

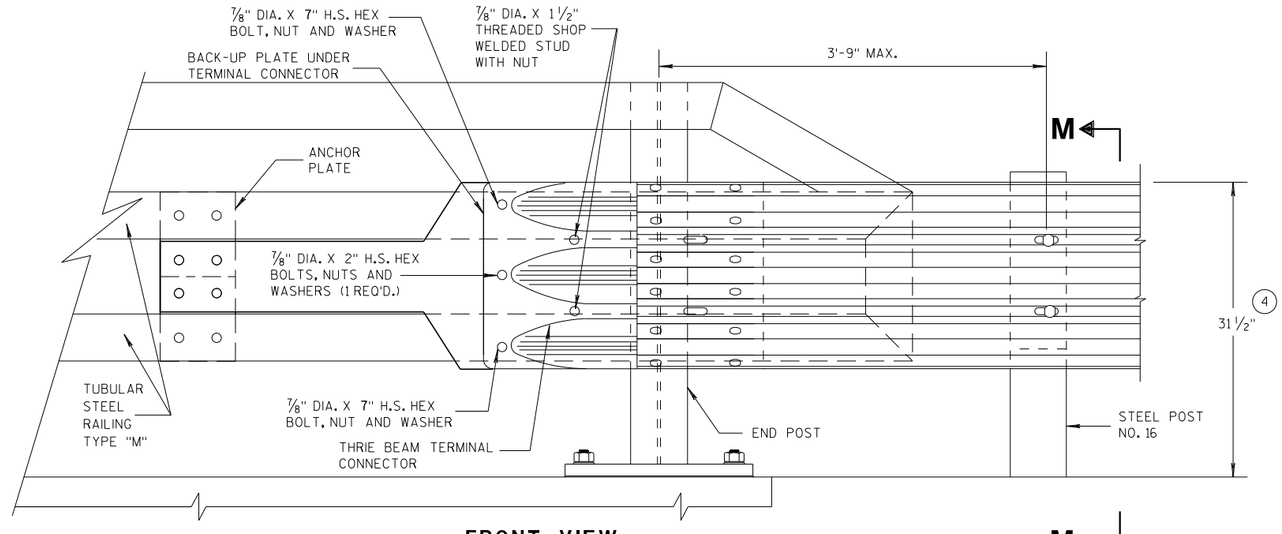


SECTION L-L

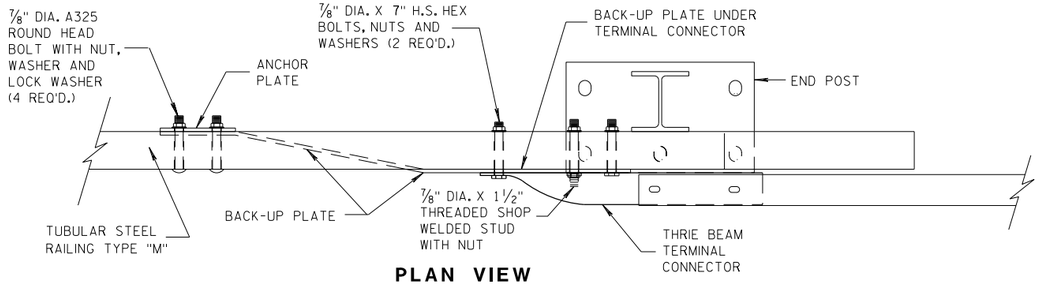


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

6

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

6

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

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

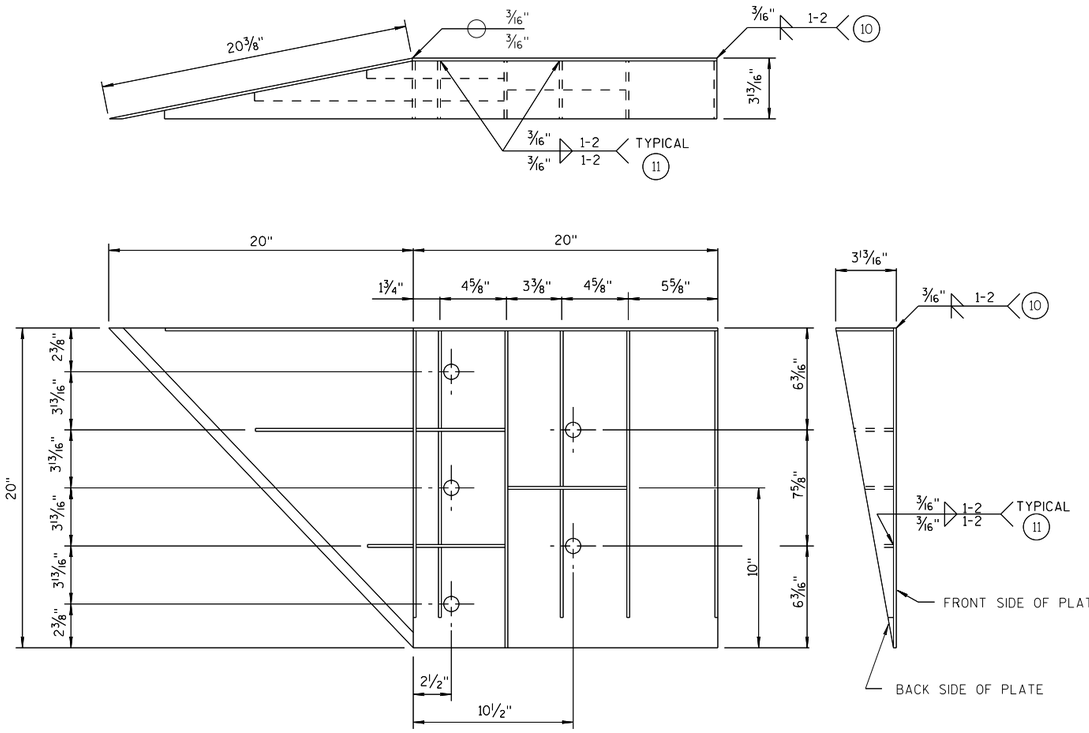
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

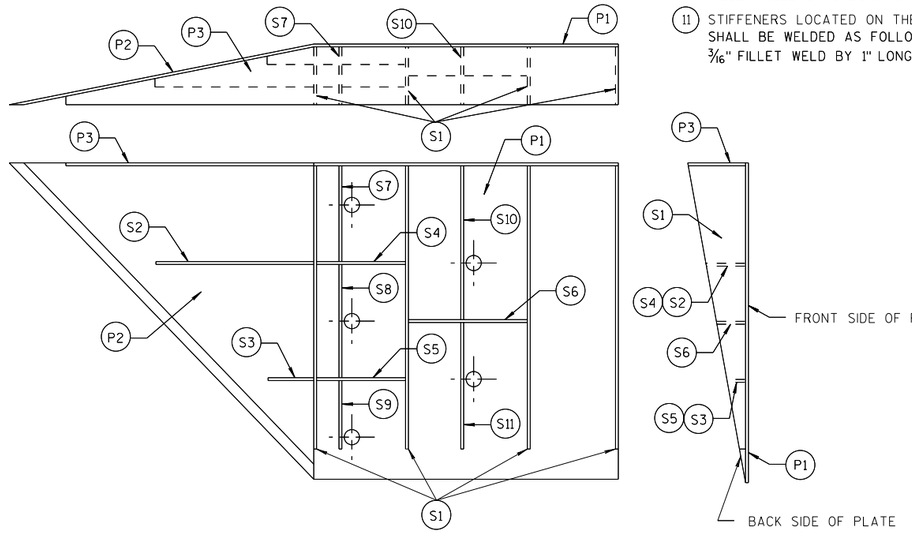


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

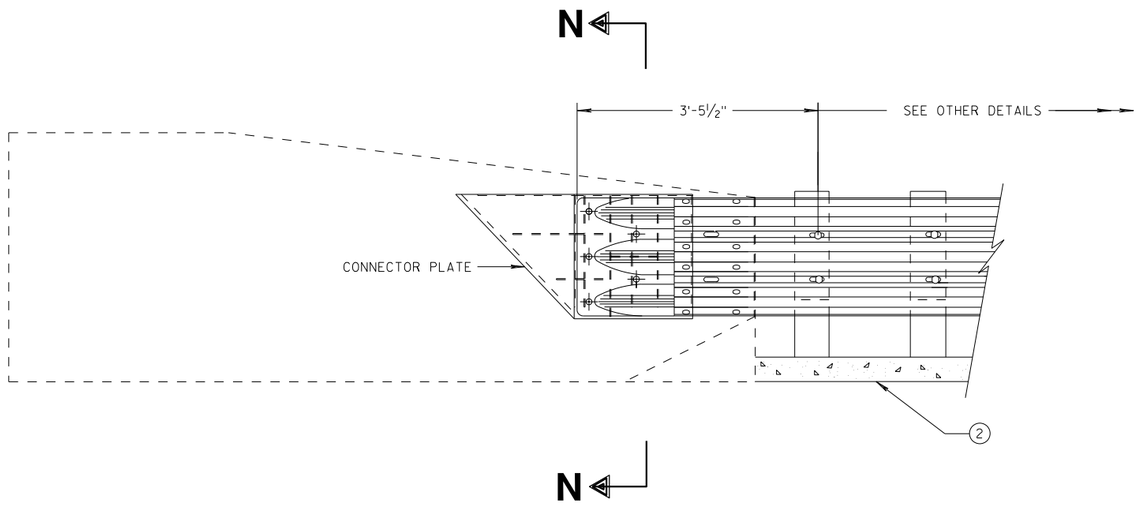
APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI

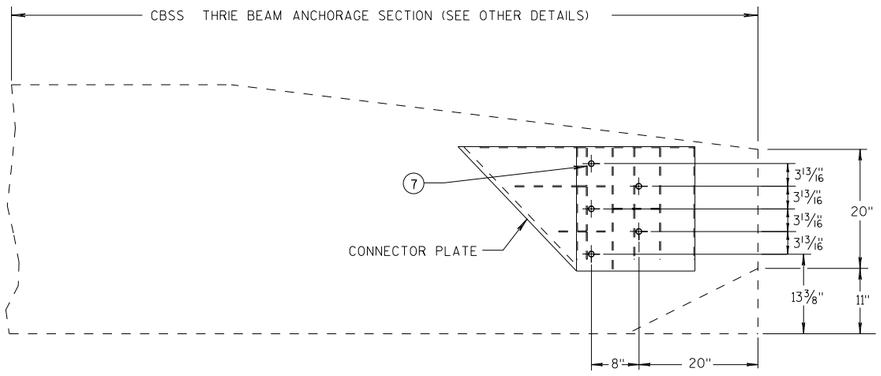
ENT

6

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



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



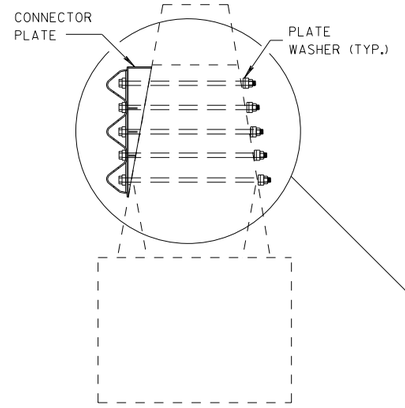
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

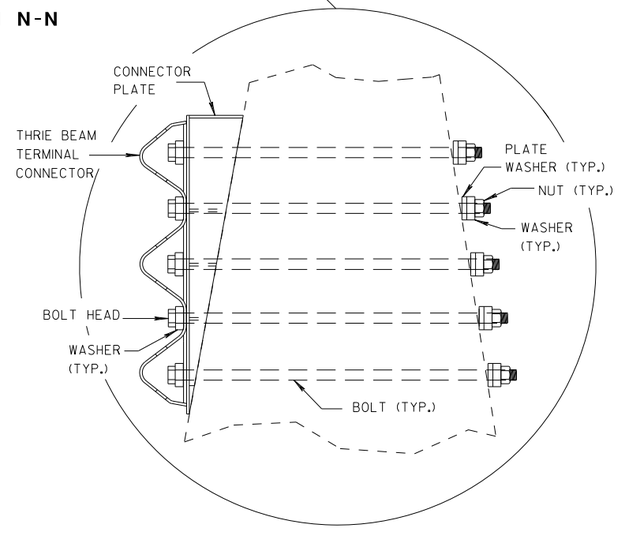
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

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



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

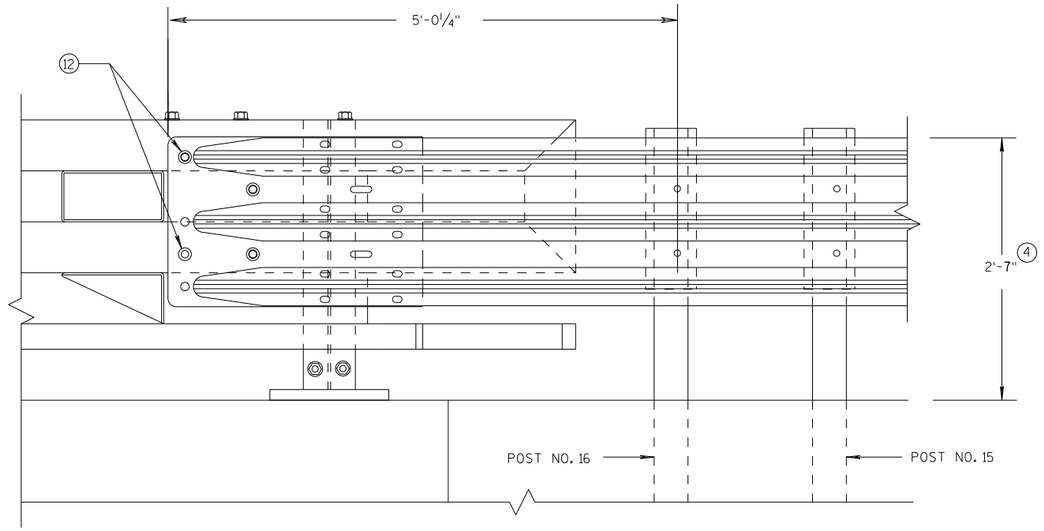
/S/ Rodney Taylor
ROADWAY STANDARDS DI
UNIT SUPERVIS

6

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

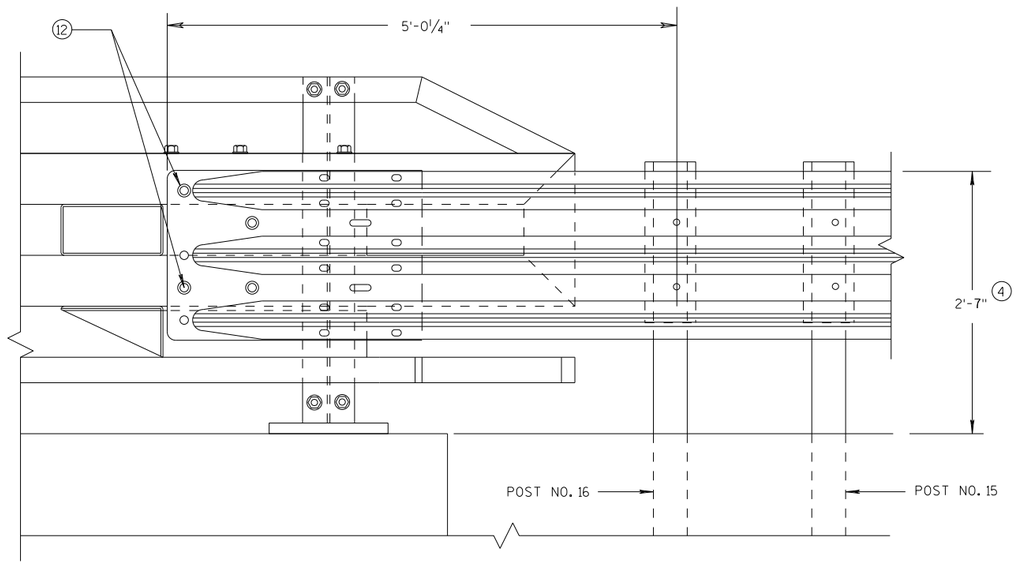
6

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



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS

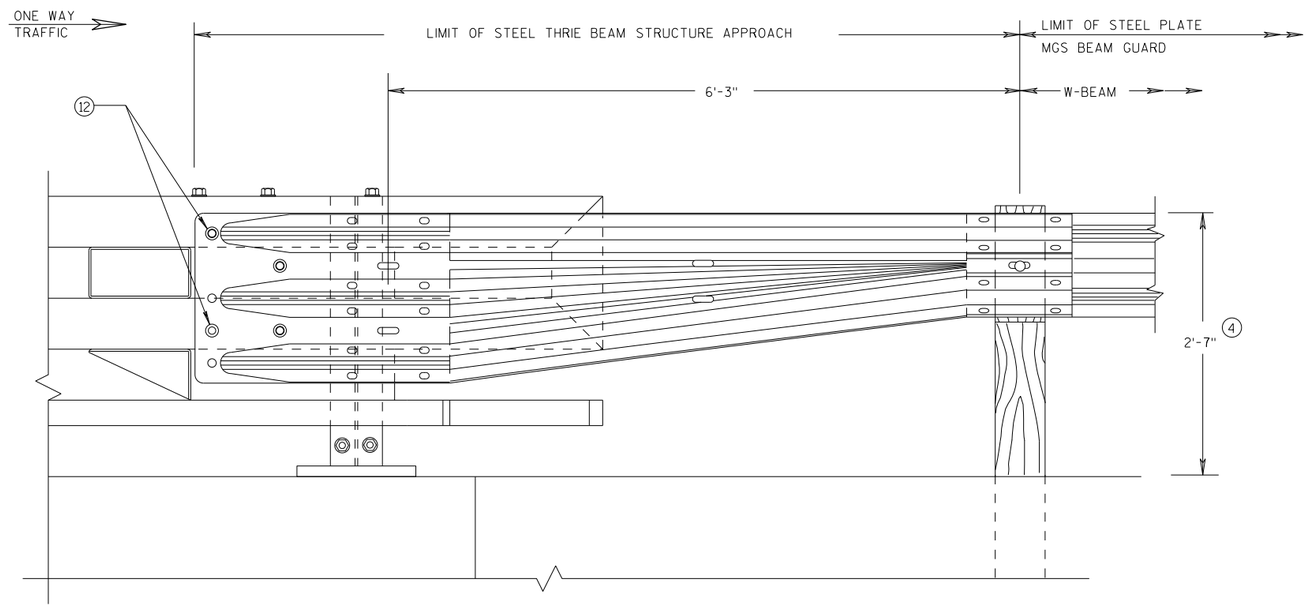
NT

6

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

6

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



FRONT VIEW

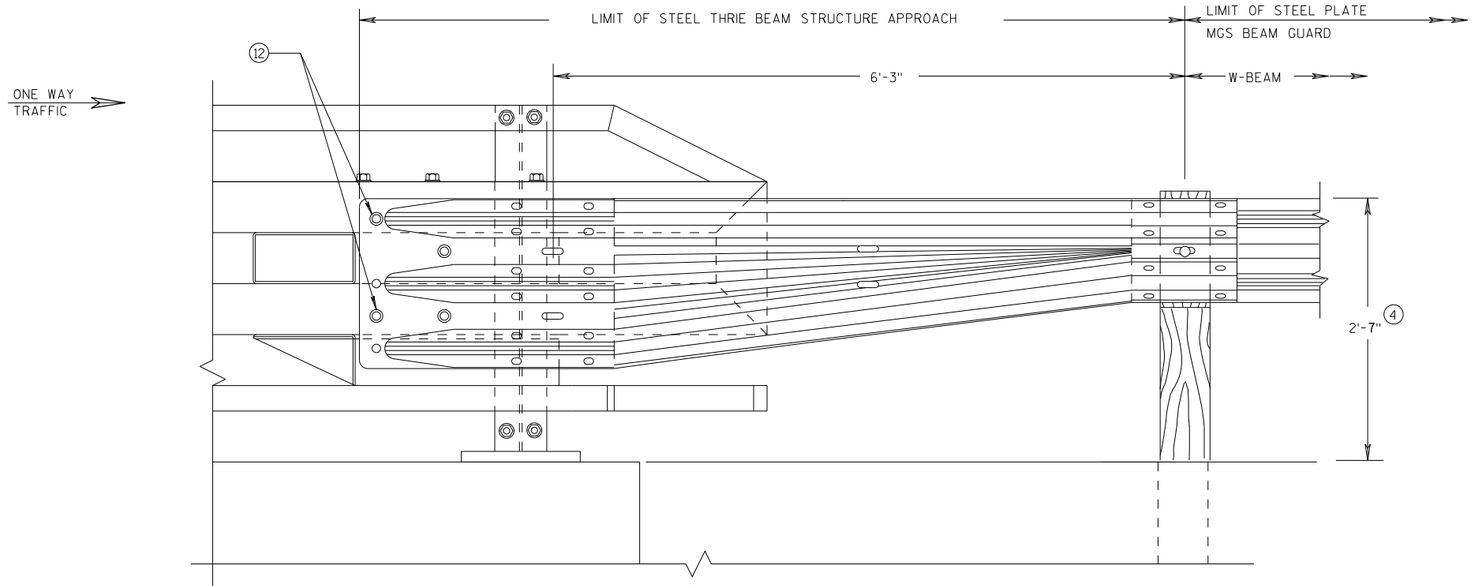
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

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

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS
FHWA

200

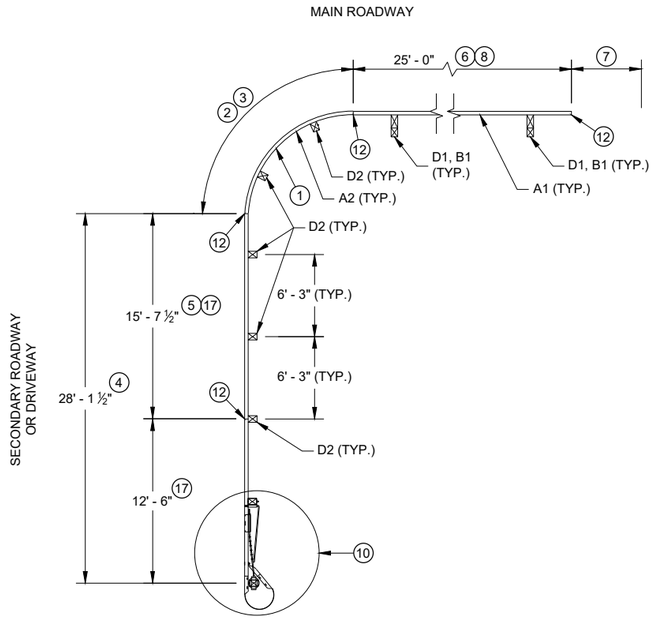
NT

6

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

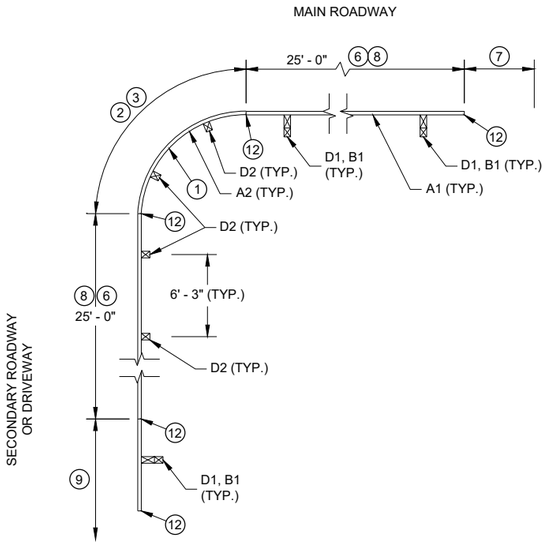
6

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



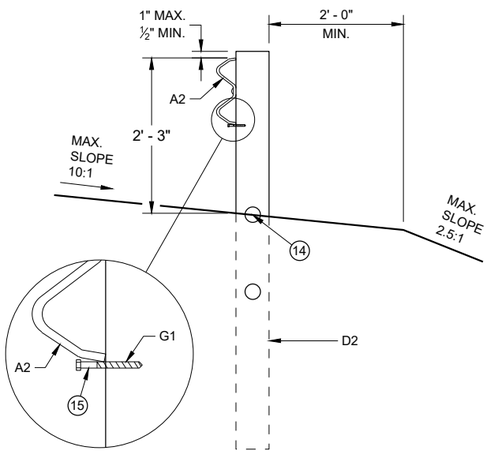
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

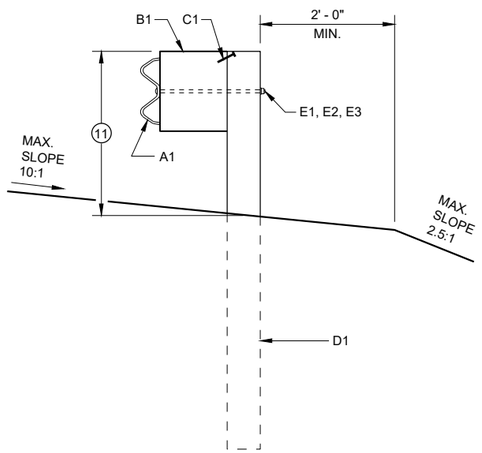


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



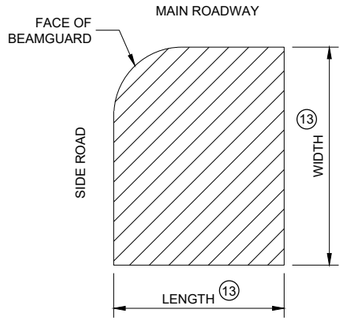
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



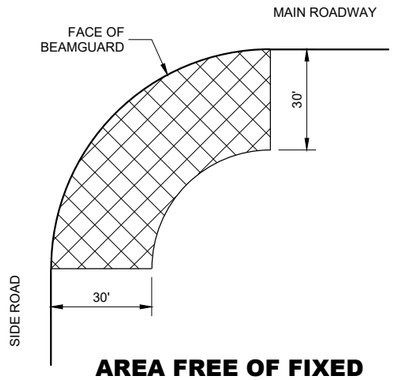
BEAM GUARD POSTS IN HEIGHT TRANSITION

TABLE FOR RADIUS OF 32' AND LESS

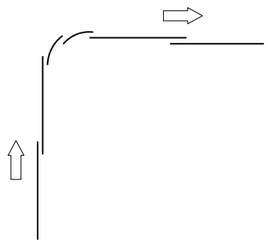
RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS (16)



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

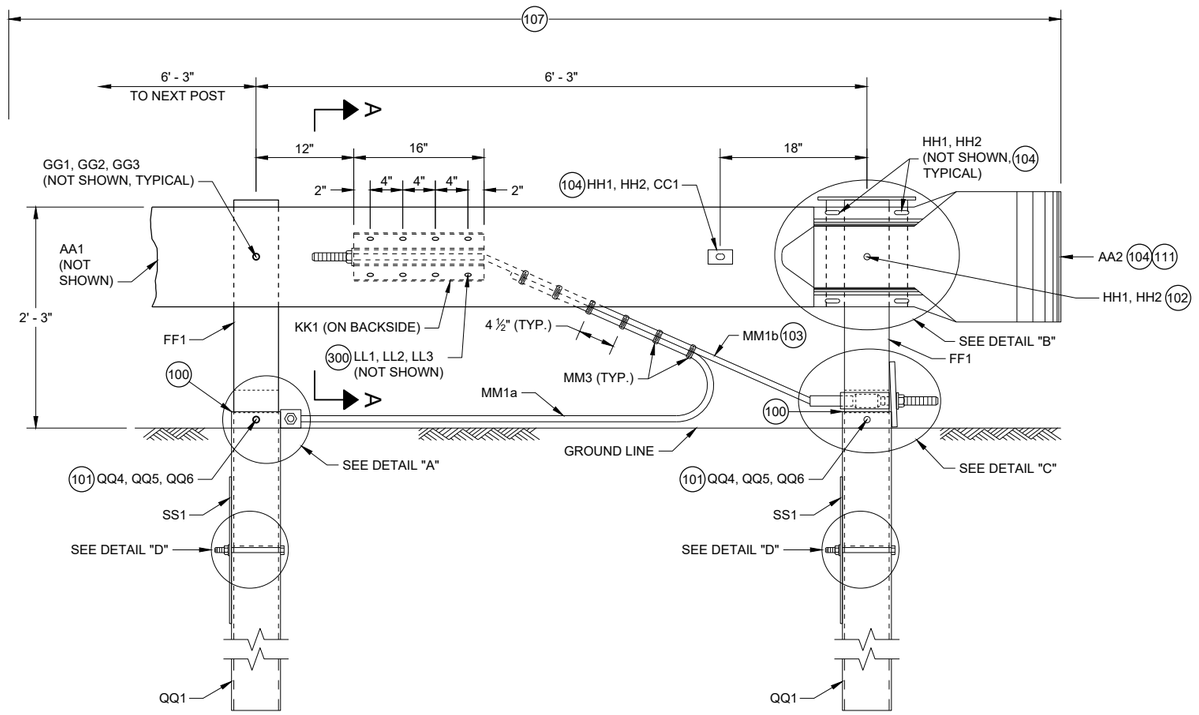
(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

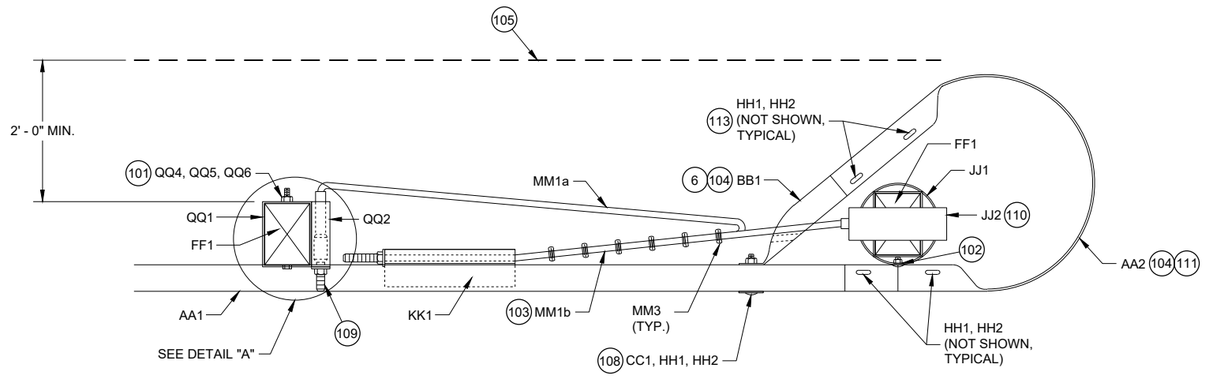
6

SDD 14B53 - 02a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

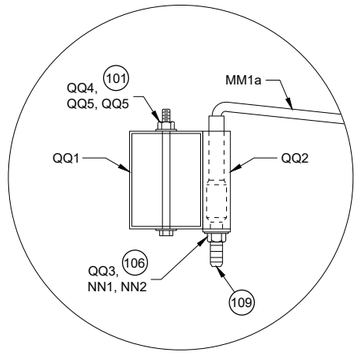
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

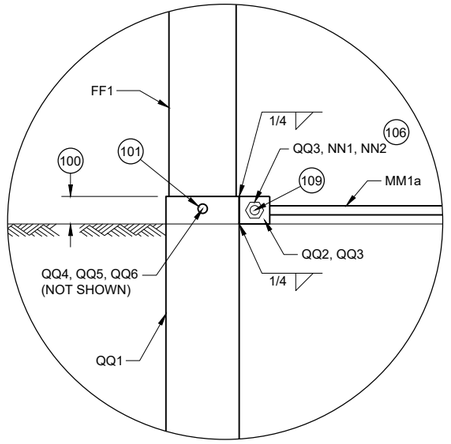
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

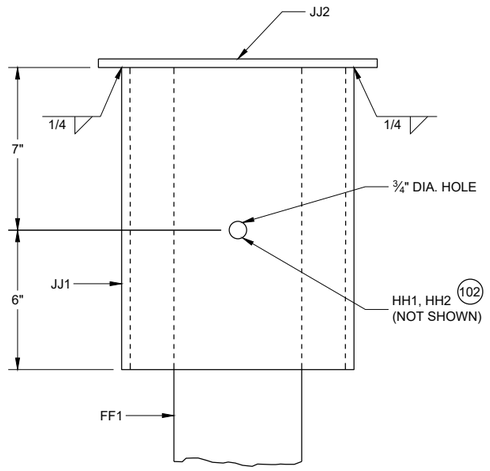
SDD 14B53 - 02b

6

SDD 14B53 - 02b

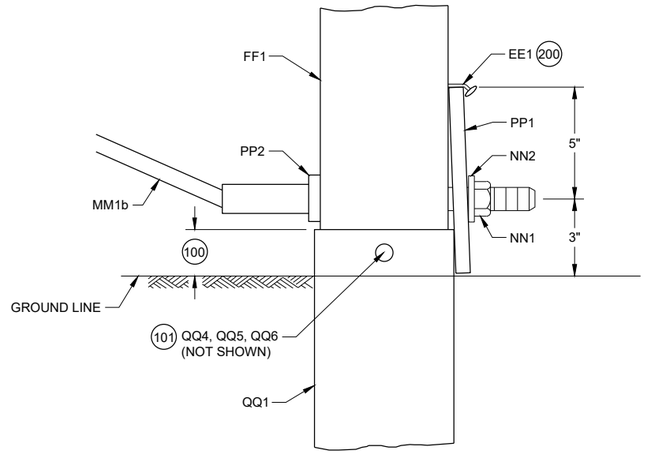
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



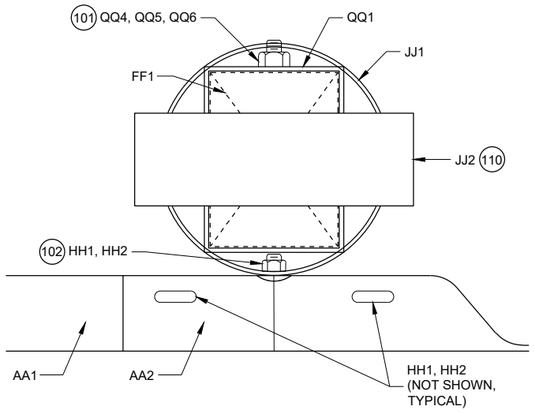
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



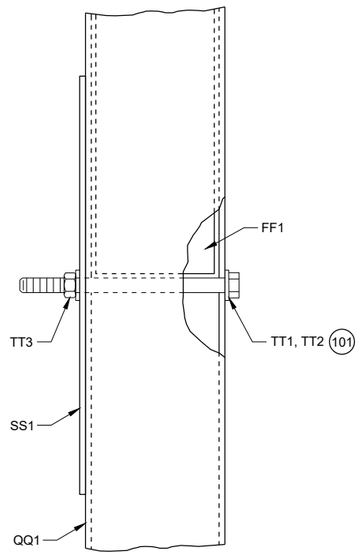
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

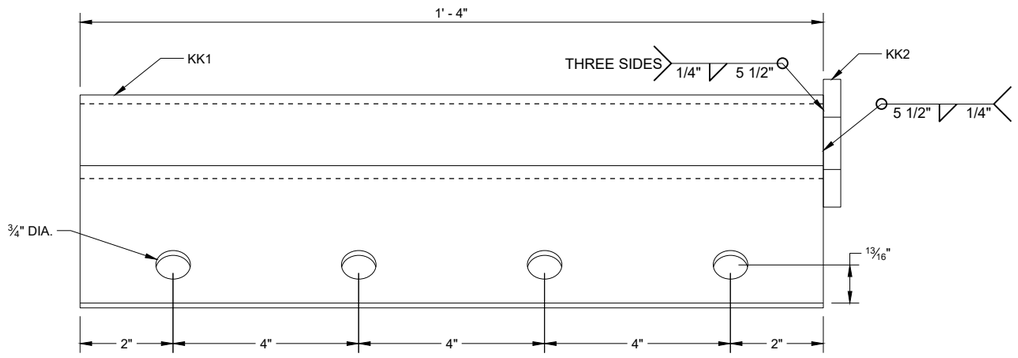
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

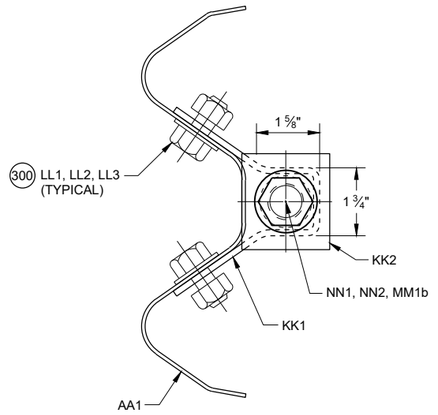
6

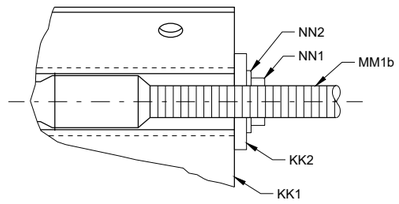
SDD 14B53 - 02c

GENERAL NOTES

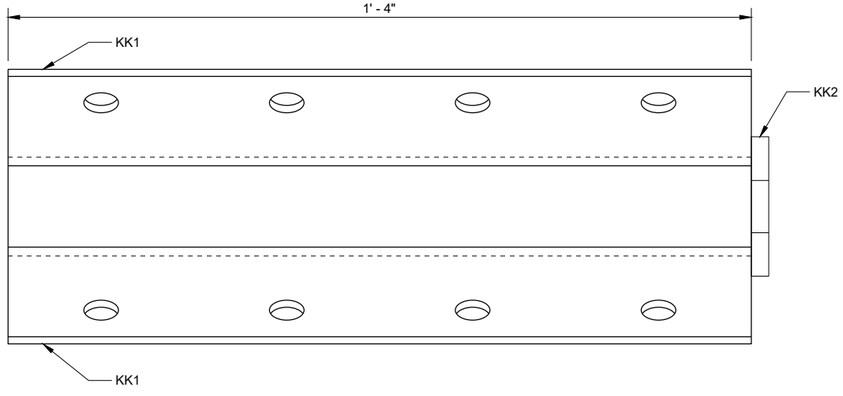
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

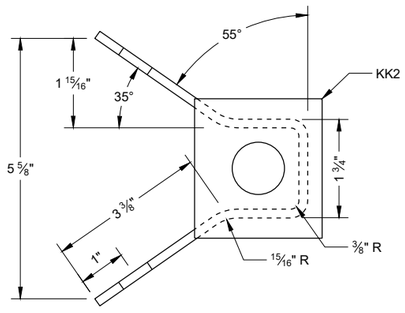




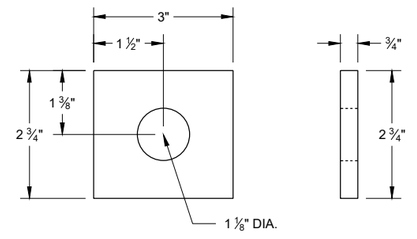


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

6

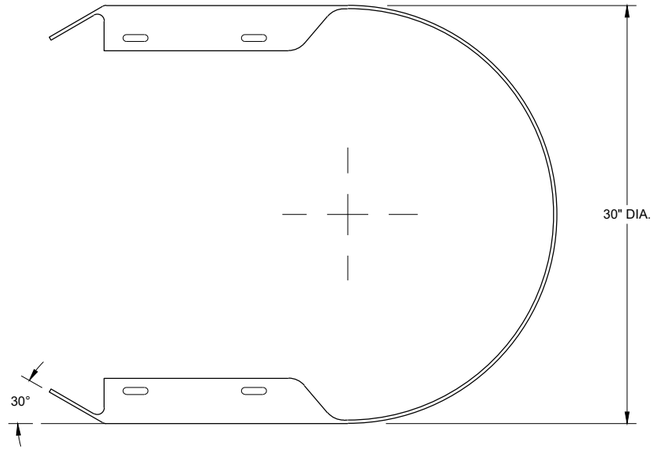
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

SDD 14B53 - 02d

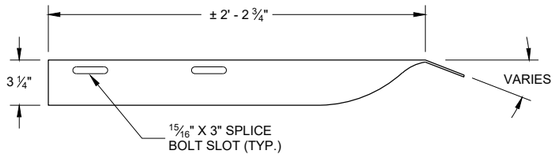
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

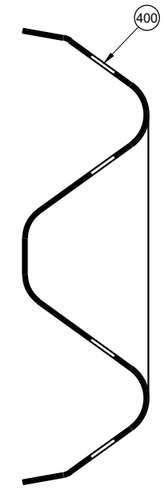
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



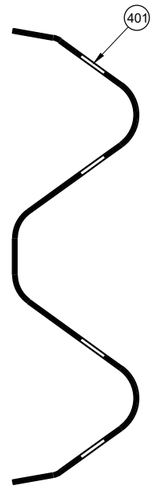
TOP VIEW



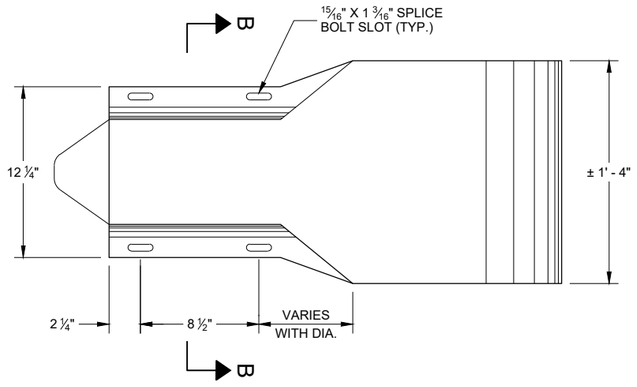
TOP VIEW



SECTION B -B

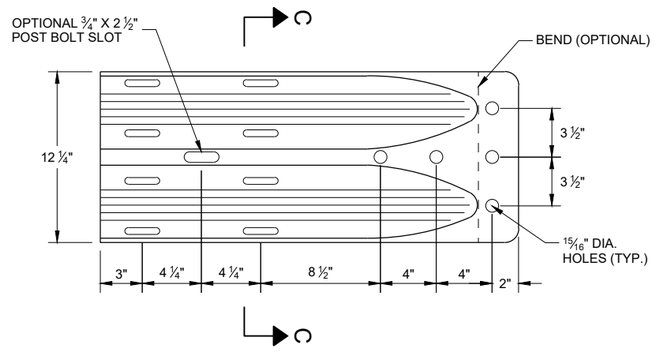


SECTION C -C



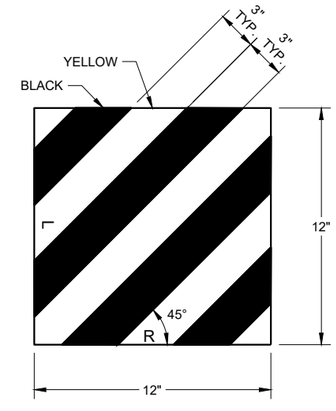
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)



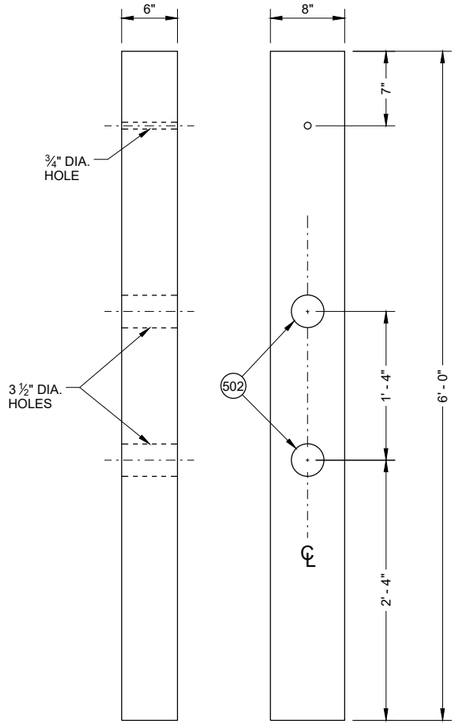
REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

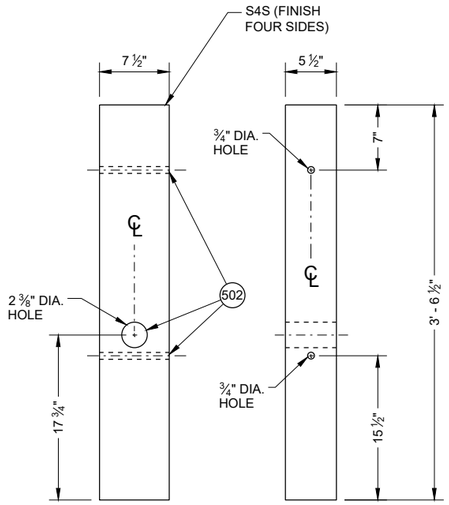
6

SDD 14B53 - 02e



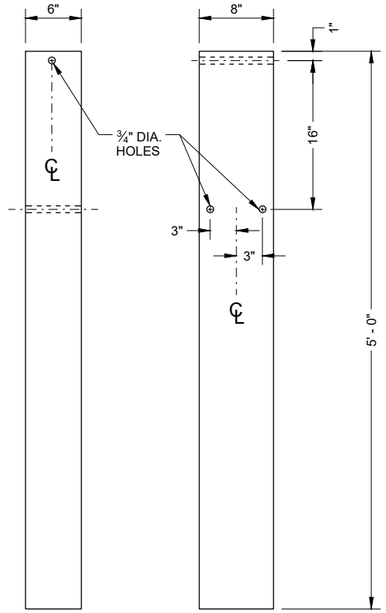
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

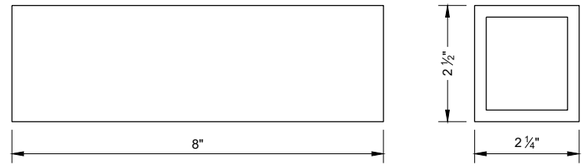
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

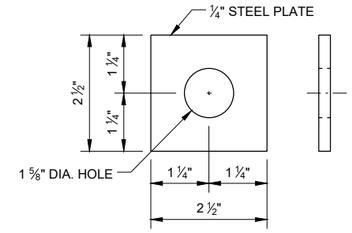
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

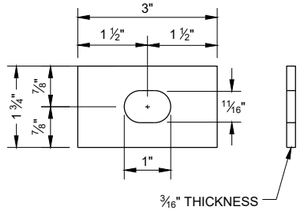
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



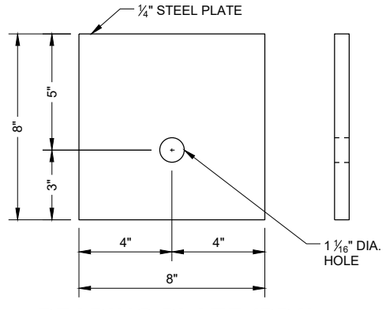
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



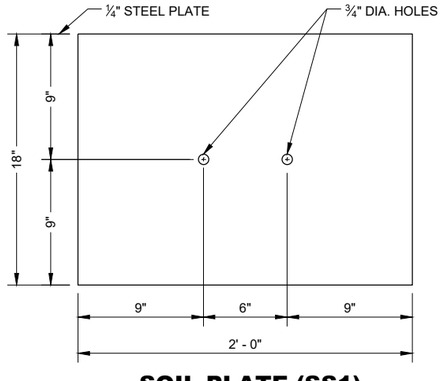
ANCHOR CABLE TUBE END PLATE (QQ3)



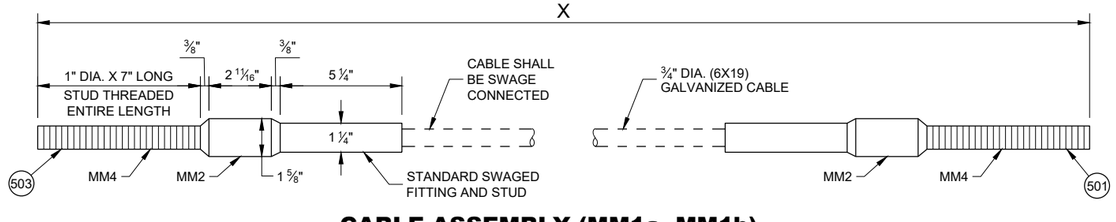
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53 - 02f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

6

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

SDD 14B53 - 02g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

6

SDD 14B53 - 02h

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

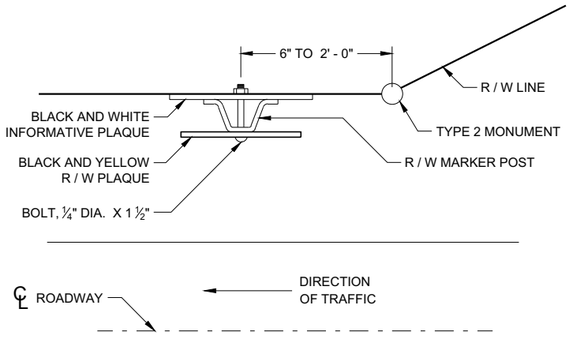
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

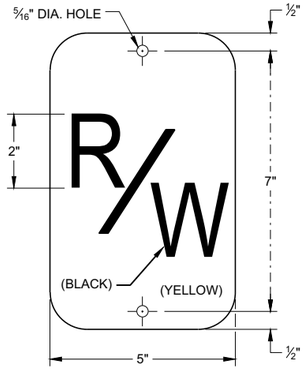
APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 14B53 - 02i

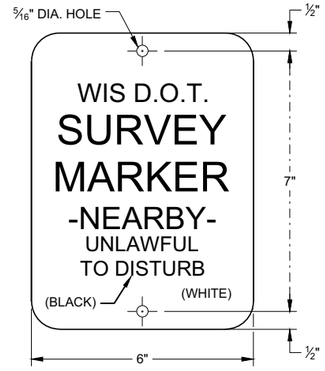


PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

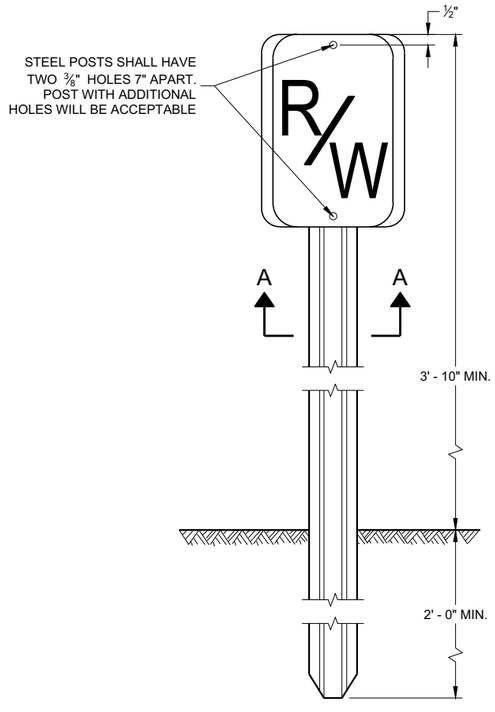
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

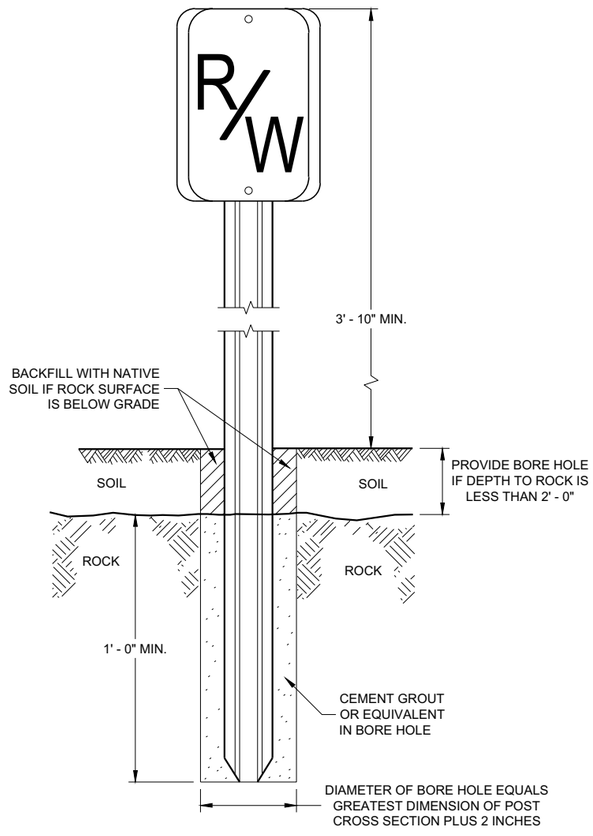
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

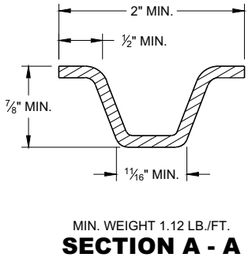
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



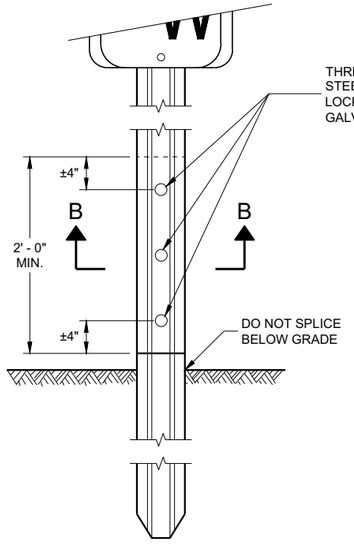
FRONT VIEW
STEEL MARKER POST



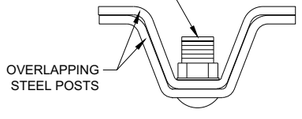
FRONT VIEW
ROCK INSTALLATION (1)



MIN. WEIGHT 1.12 LB./FT.
SECTION A - A



FRONT VIEW
SPLICE DETAIL



SECTION B - B

MARKER POST FOR RIGHT - OF - WAY

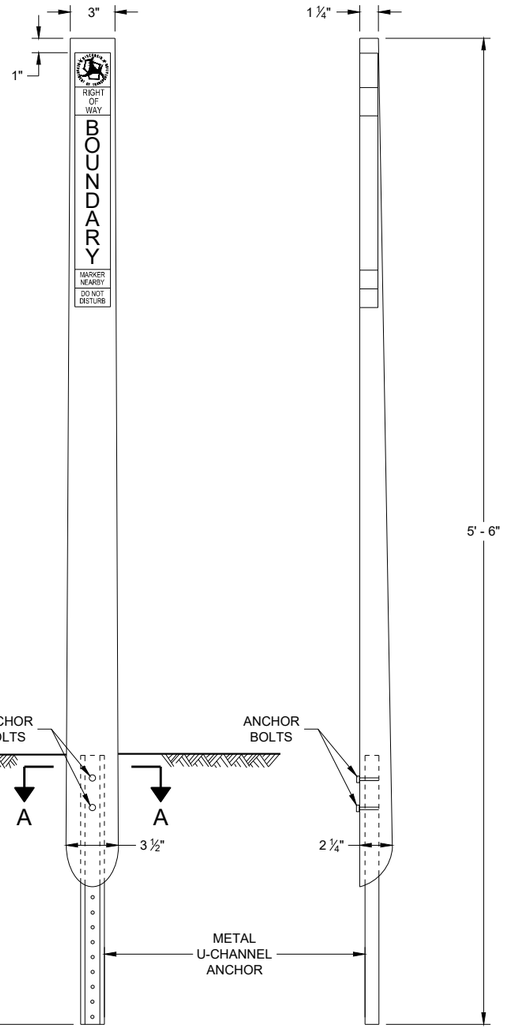
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/18/2016 — DATE
/S/ Ray Kumapayi — CHIEF SURVEYING AND MA ENGINEER

FHWA

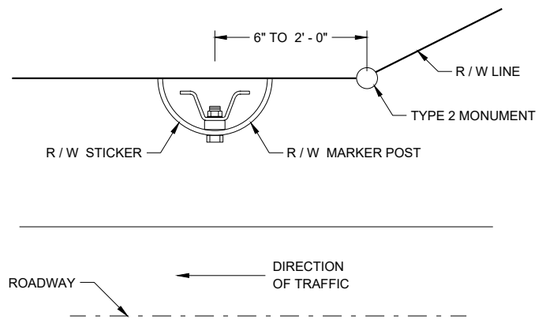
6

SDD 15A01 - 13a
SDD15A01 - 13a

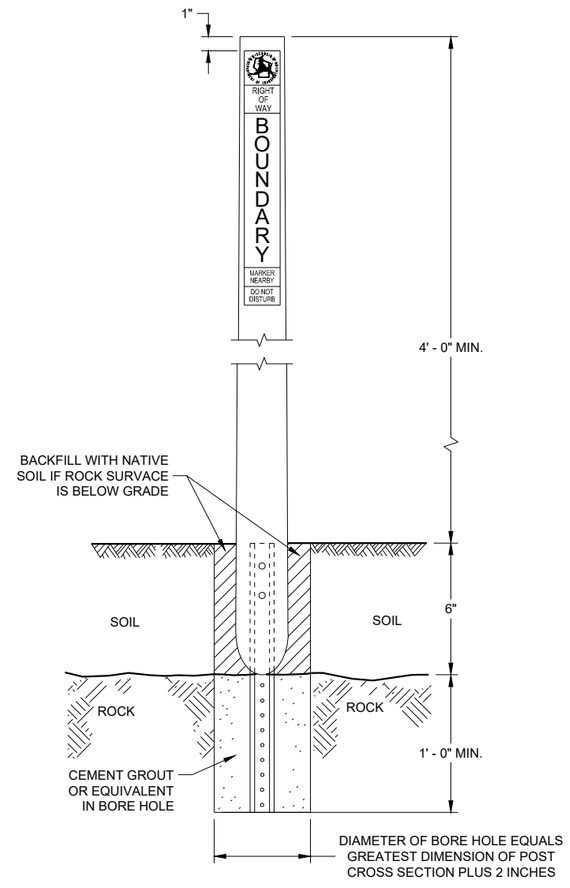


FRONT VIEW **SIDE VIEW**

FLEXIBLE MARKER POST FOR ① RIGHT-OF-WAY



PLAN VIEW



FRONT VIEW ①②

ROCK INSTALLATION

GENERAL NOTES

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

A FLEXIBLE MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

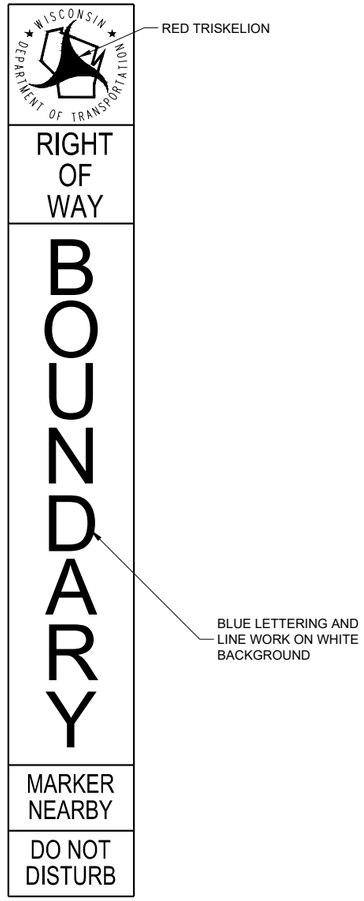
THE RIGHT-OF-WAY STICKER DIMENSIONS SHALL BE 2 ¼" X 17" AND THE STICKER SHALL BE MADE OF A NON-RELECTIVE VINYL MATERIAL. THE RIGHT-OF-WAY STICKER SHALL FACE THE ROADWAY.

INSTALL PER DEPTH OF MANUFACTURER'S RECOMMENDATION BUT NOT LESS THAN 18 INCHES BELOW GRADE FROM THE BOTTOM OF THE METAL U-CHANNEL ANCHOR.

① FLEXIBLE MARKER POSTS SHALL BE INCLUDED IN THE APPROVED PRODUCTS LIST FOR MARKER POSTS AND SHALL BE FEDERAL YELLOW IN COLOR.

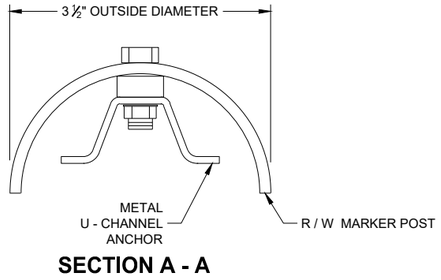
② IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 4' - 0" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR.

FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



RIGHT-OF-WAY STICKER

THE RIGHT-OF-WAY STICKER SHALL BE ATTACHED 1" FROM THE TOP OF THE RIGHT-OF-WAY POST PRIOR TO DELIVERY.



SECTION A - A

FLEXIBLE MARKER POST FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/16/2016 DATE
/S/ Ray Kumapayii
CHIEF SURVEYING AND MA ENGINEER

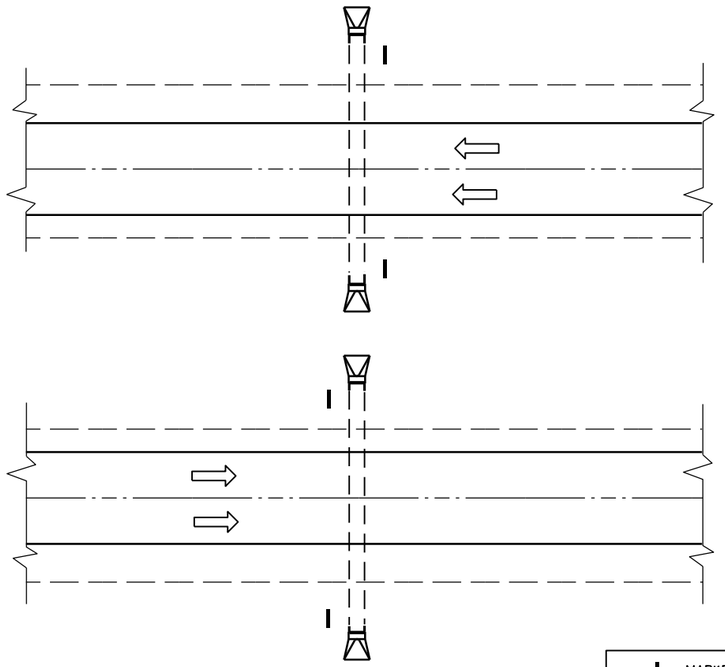
FHWA

6

SDD15A01 - 13b

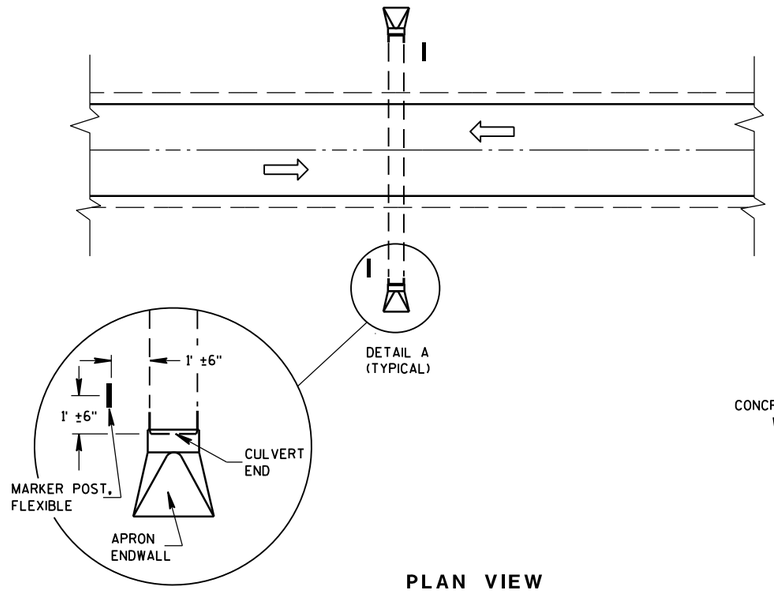
6

SDD15A01 - 13b



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

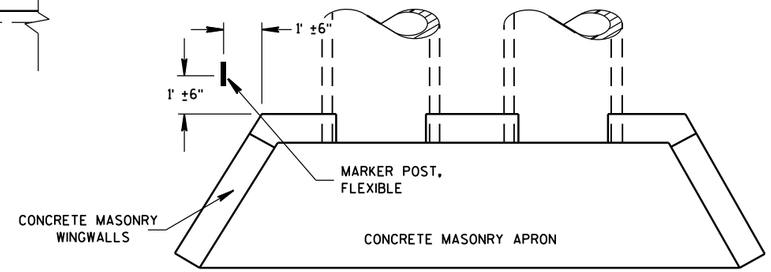
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

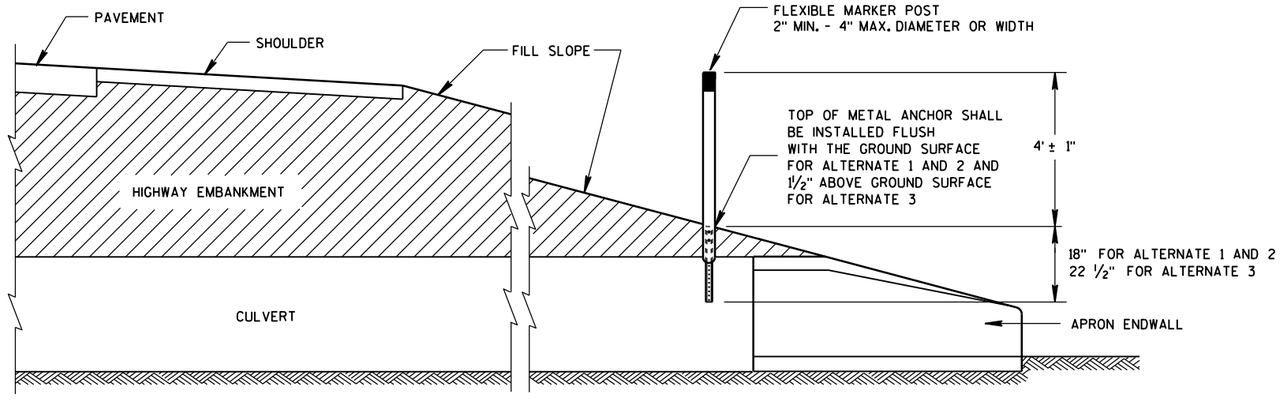
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

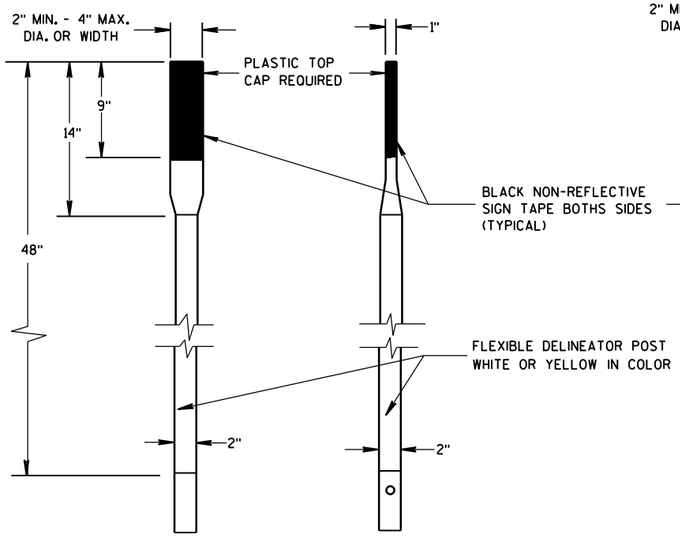
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

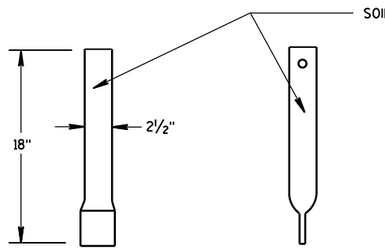
6

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

6

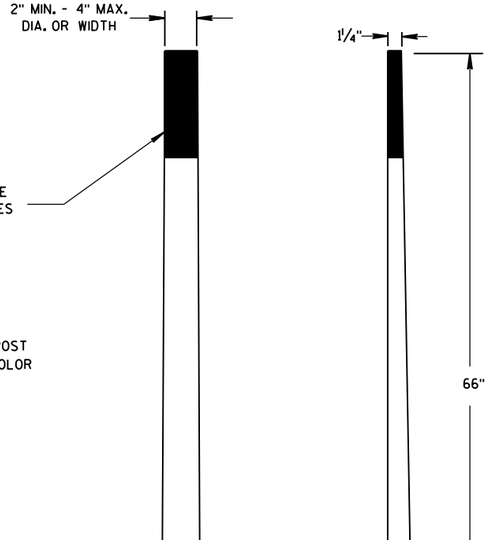
S.D.D. 15 A 3-2a





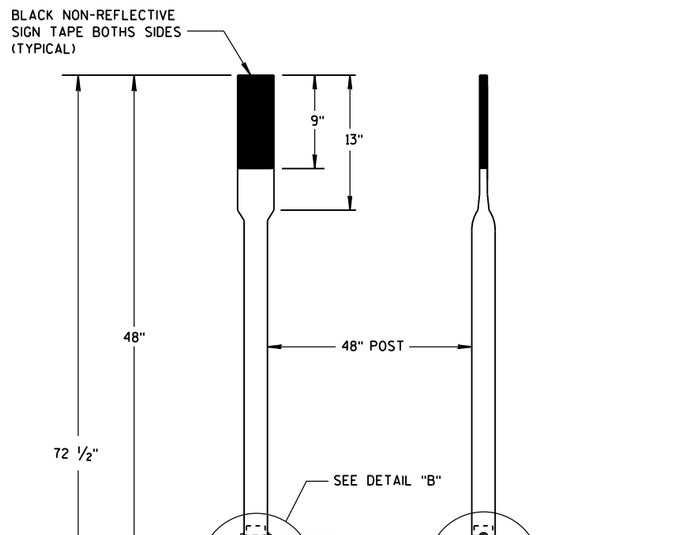
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

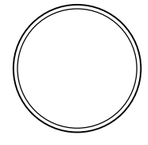
ALTERNATE 2



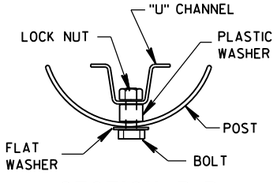
FRONT VIEW SIDE VIEW

ALTERNATE 3

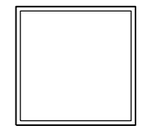
FLEXIBLE MARKER POSTS



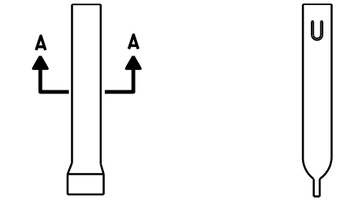
SECTION A-A



SECTION B-B

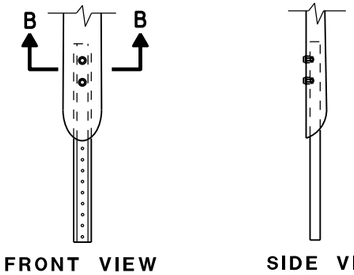


SECTION C-C



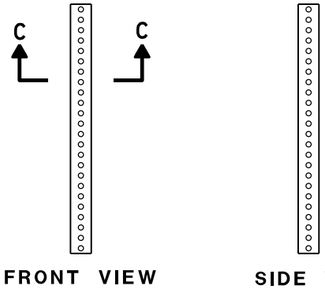
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

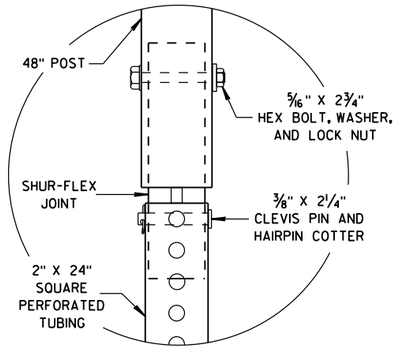
ALTERNATE 2



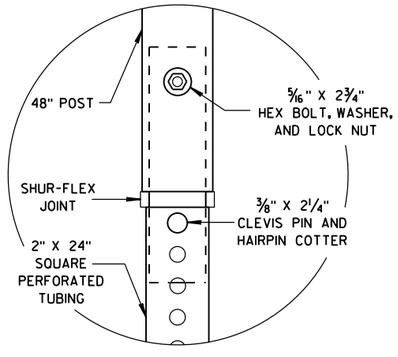
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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

6

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

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 / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- XX — M1 - 6
- COUNTY / X — M1 - 5A
- M05 - 1
- M06 - 1
- 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

M3-X 24" X 12"
M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT

500' AT 25-40 MPH
1000' AT 45+ MPH

500'

DETOUR EAST XX *

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

M4-8a END DETOUR WEST XX *

DETOUR EAST XX / WEST XX *

DETOUR ROUTE

WORK AREA

DETOUR EAST XX

WEST XX OR M4-9L DETOUR ** IF TOWN ROAD OR LOCAL STREET

500'

DETOUR NEXT X MILES * G20-51

DETOUR WEST XX * OR M4-59L DETOUR ** IF TOWN ROAD OR LOCAL STREET

MATCH POINT

* M4-59L DETOUR ** OR DETOUR EAST XX * IF TOWN ROAD OR LOCAL STREET

D1-X COMMUNITY NAME * (IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

500'

M4-9L DETOUR ** OR DETOUR EAST XX IF TOWN ROAD OR LOCAL STREET

DETOUR WEST XX

DETOUR WEST XX OR M4-9R DETOUR ** IF TOWN ROAD OR LOCAL STREET

DETOUR WEST XX * OR M4-59R * DETOUR ** IF TOWN ROAD OR LOCAL STREET

500'

DETOUR ROUTE

500' AT 25 - 40 MPH
1000' AT 45+ MPH

500'

M3-X 24" X 12"
M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT

DETOUR EAST XX *

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

DETOUR EAST XX

500'

DETOUR EAST XX

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

DETOUR EAST XX *

PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA)

500' AT 25 - 40 MPH
1000' AT 45+ MPH

DETOUR EAST XX *

EAST XX M3-X 24" X 12" M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR 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

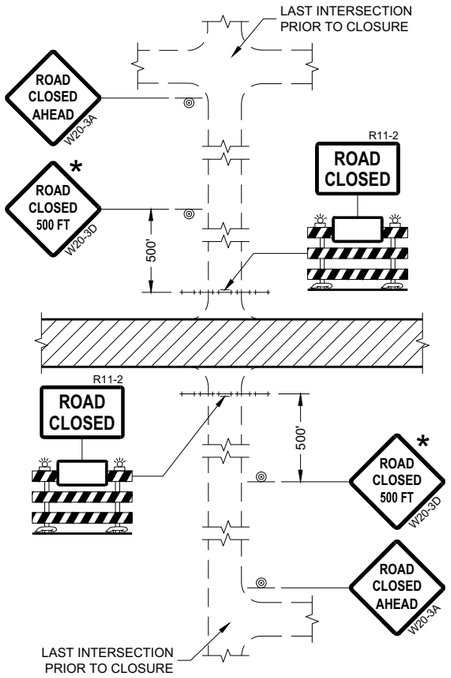
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

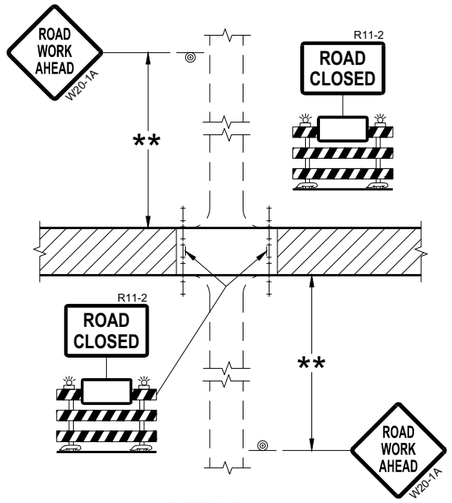
FHWA

6

SDD 15C02 - 09c



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.

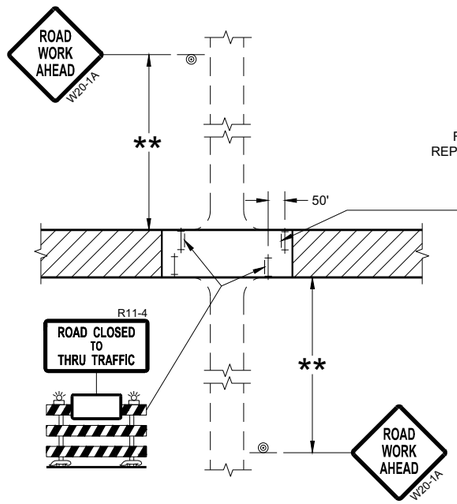
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

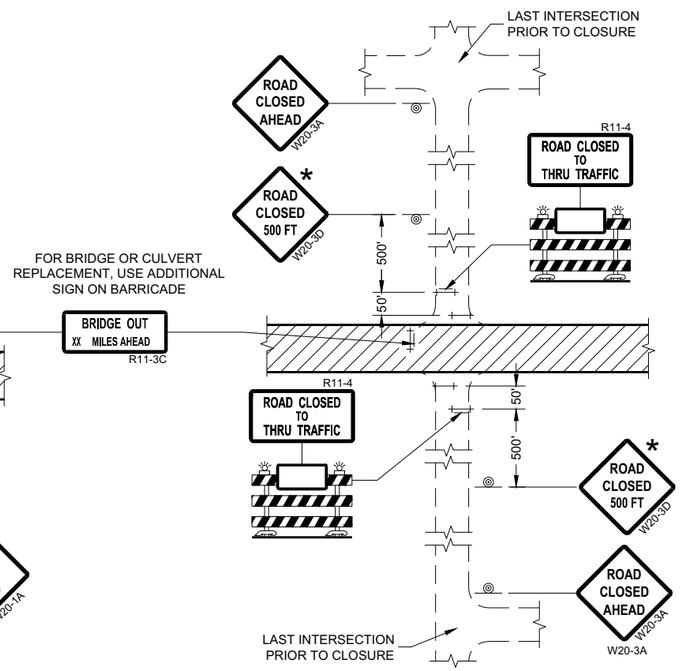
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

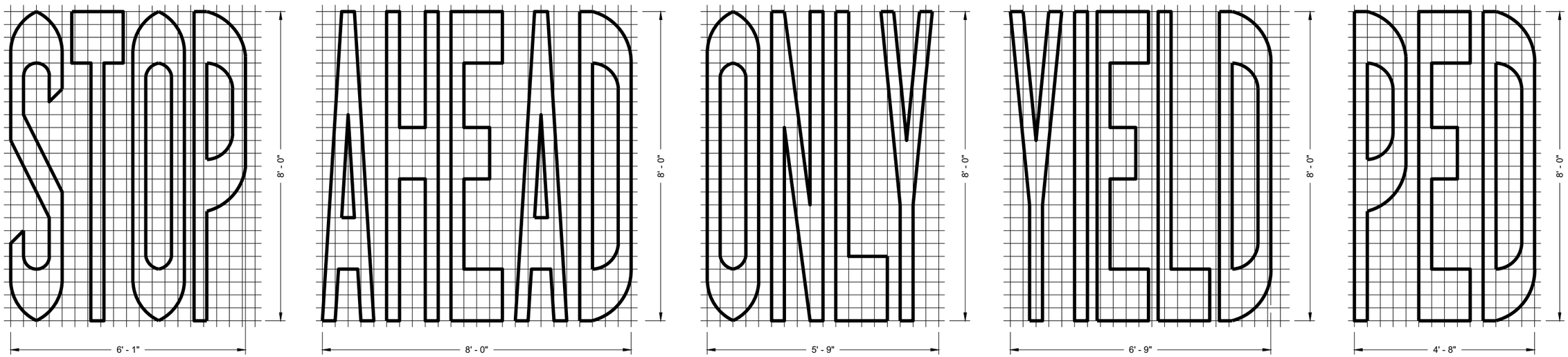
/S/ Andrew Heidtke
WORK ZONE ENGINEE

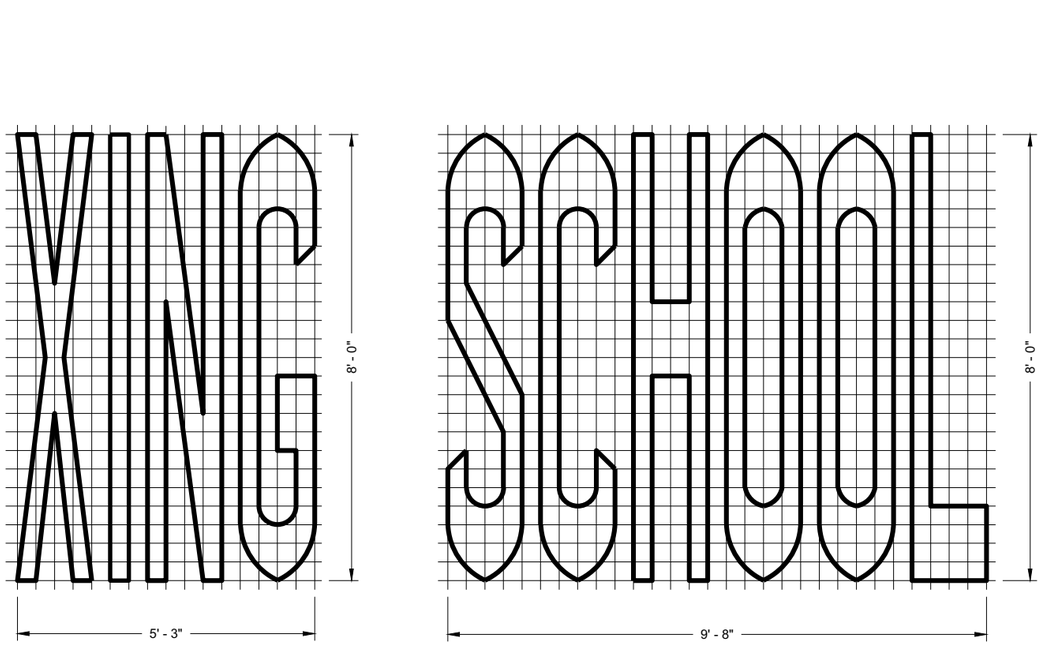
FHWA

6

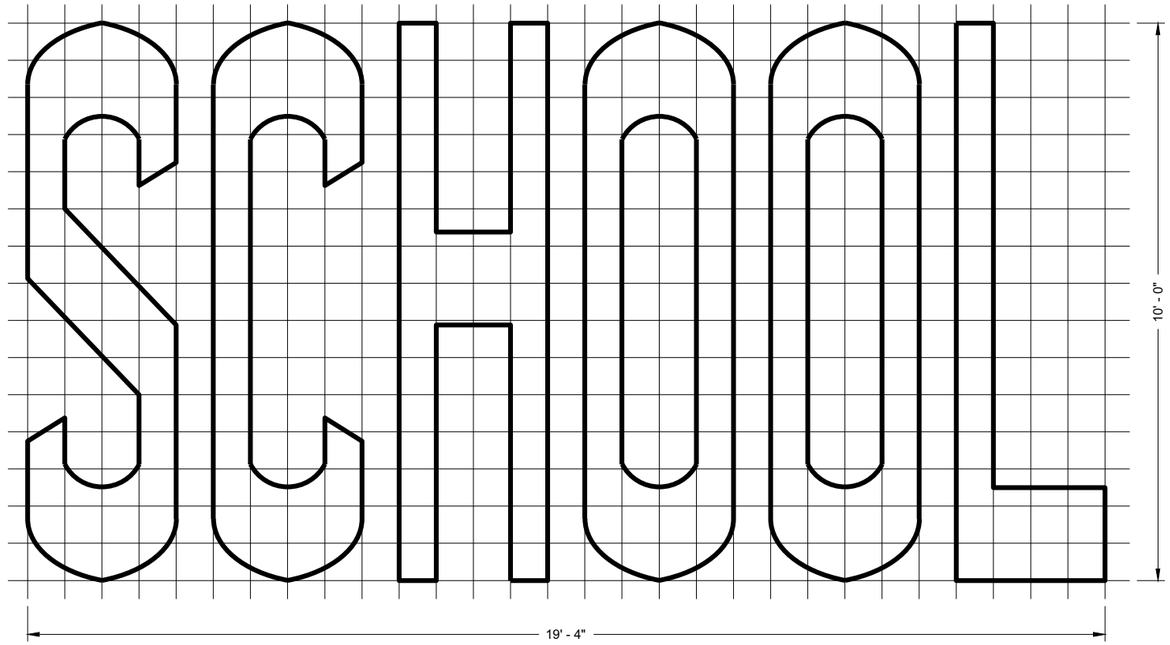
SDD 15C03 - 05

SDD 15C03 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

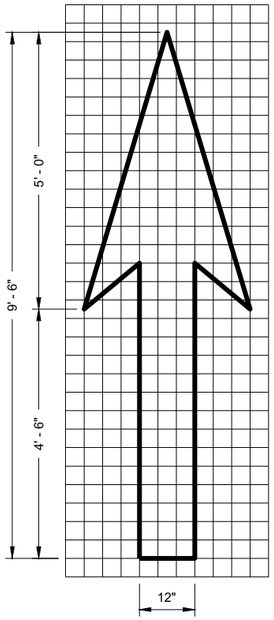
6

SDD 15C07 - 15b

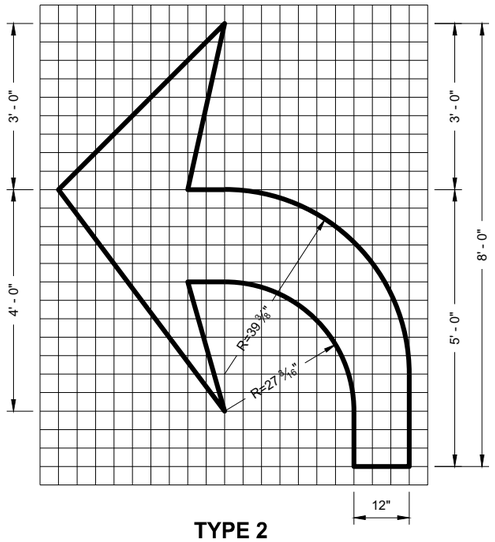
SDD 15C07 - 15b

GENERAL NOTES

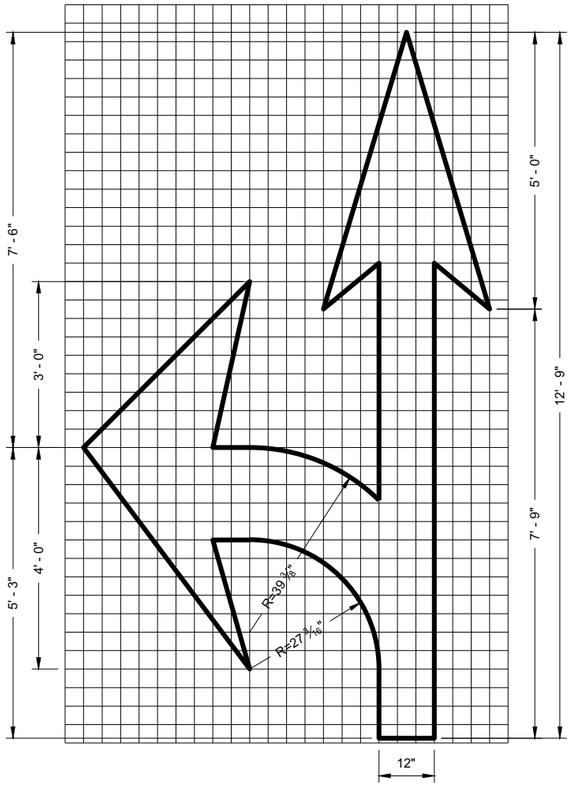
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



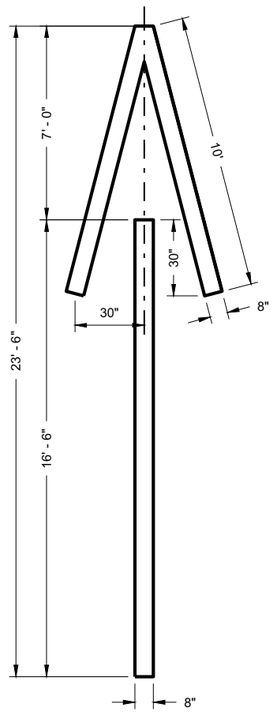
TYPE 1



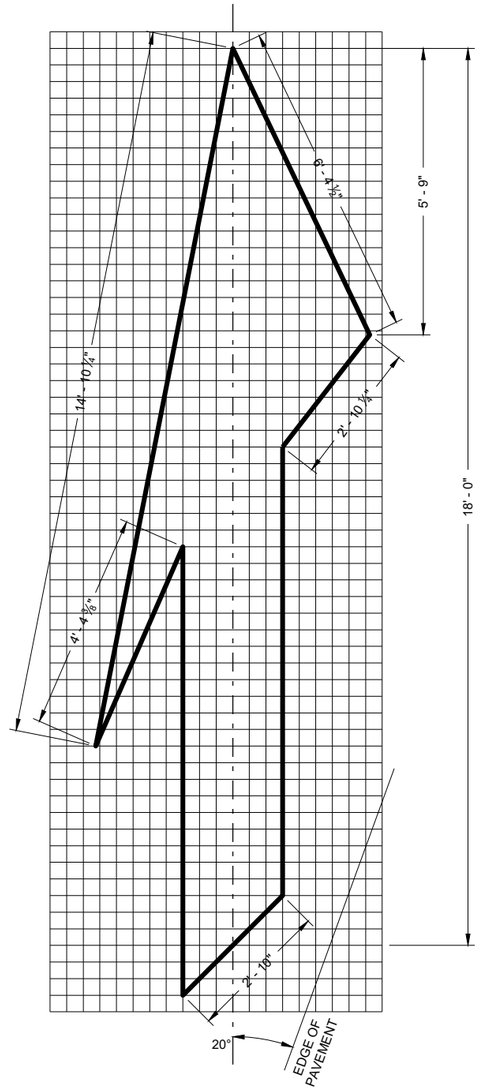
TYPE 2



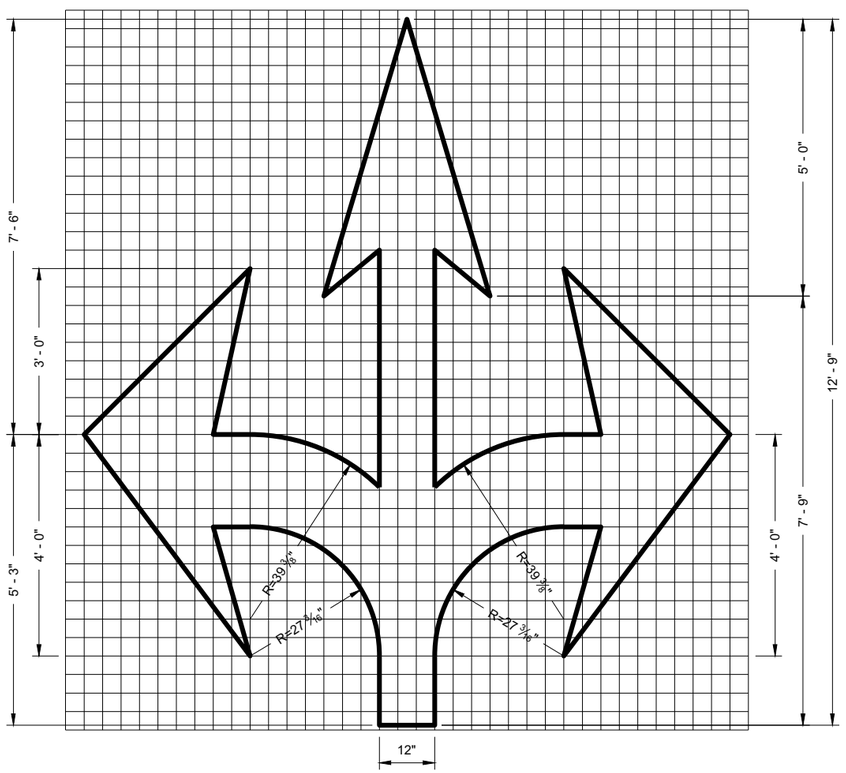
TYPE 3



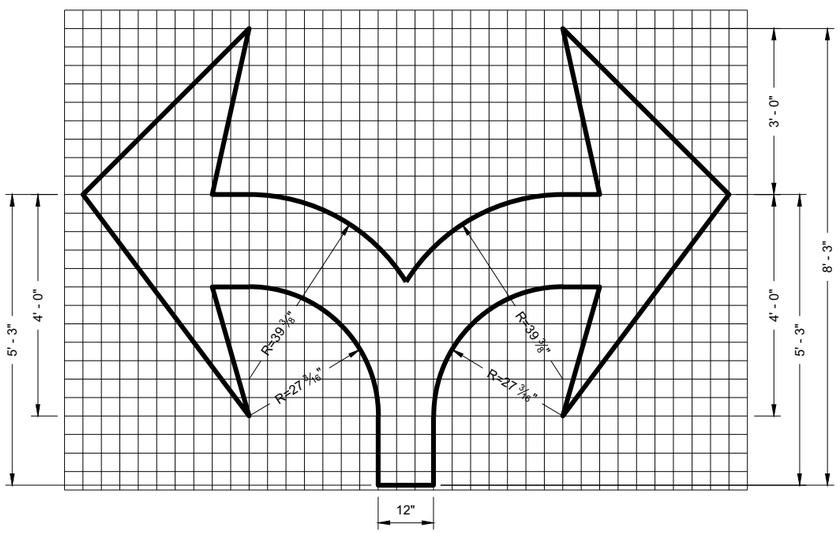
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

GENERAL NOTES

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

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

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

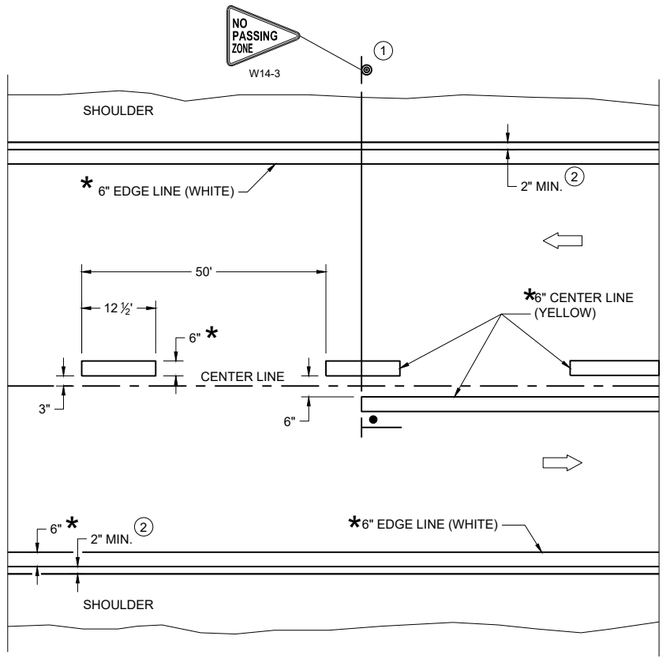
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

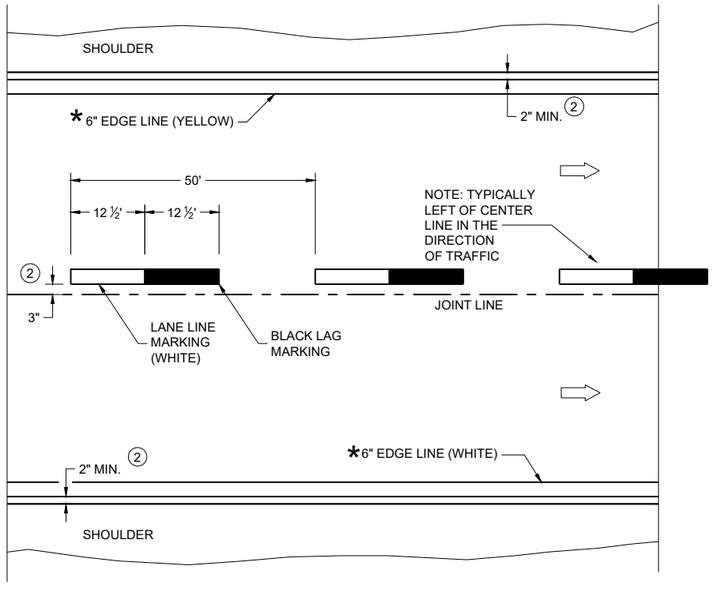
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

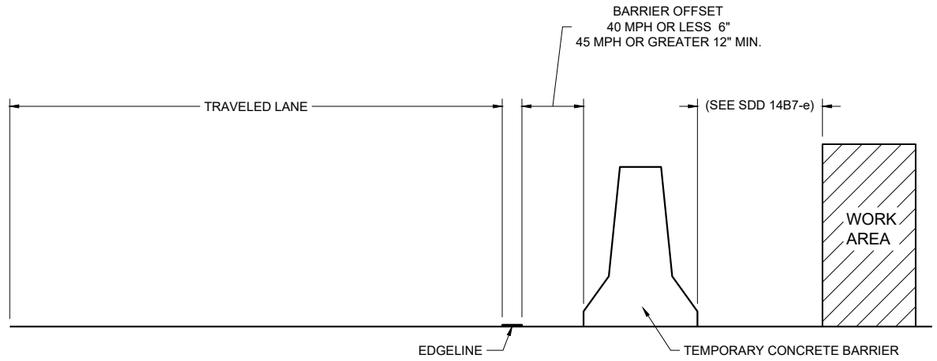
APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

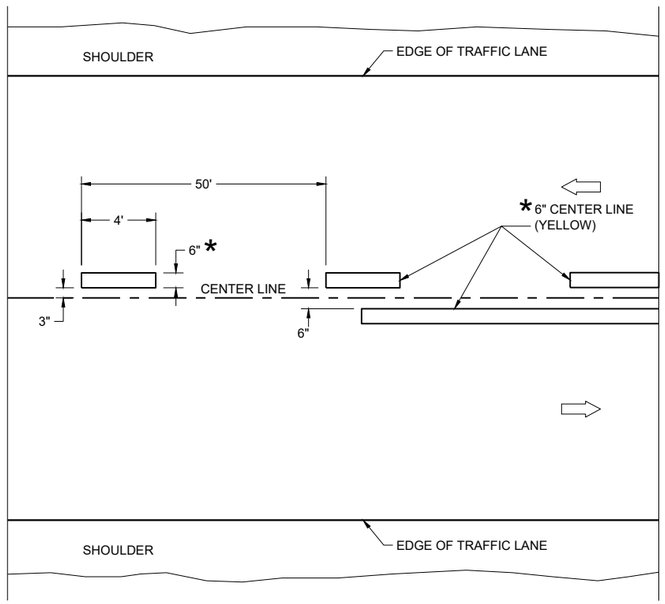
GENERAL NOTES

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

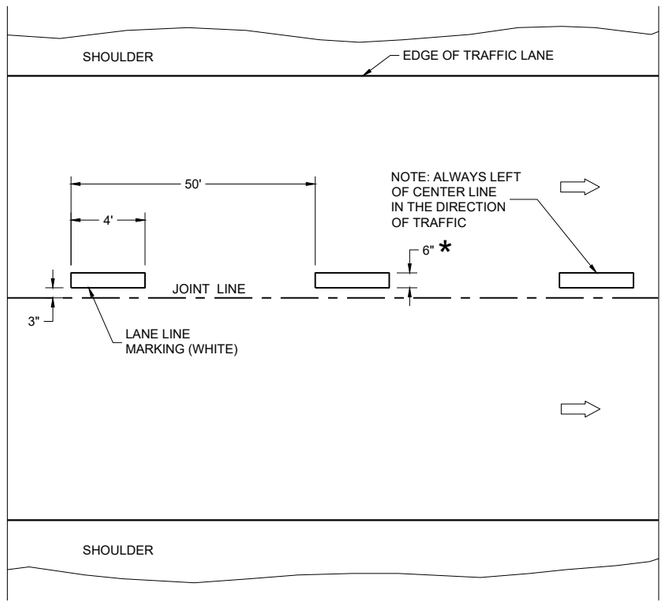
LEGEND

DIRECTION OF TRAFFIC

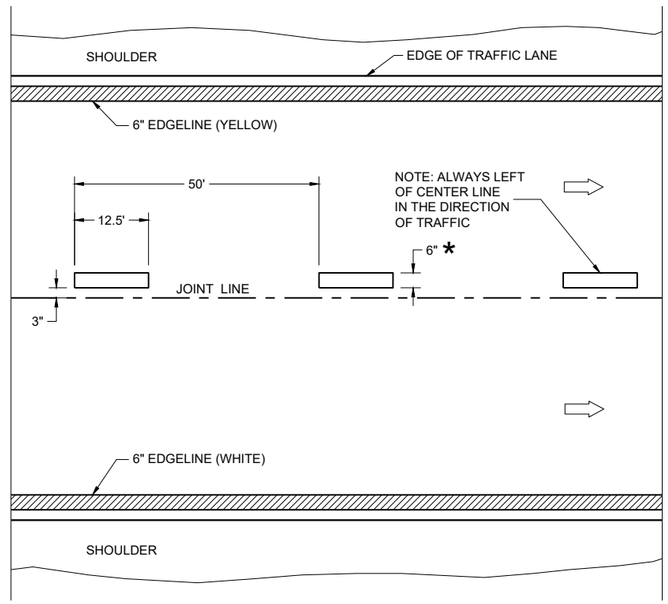
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C08-23b

6

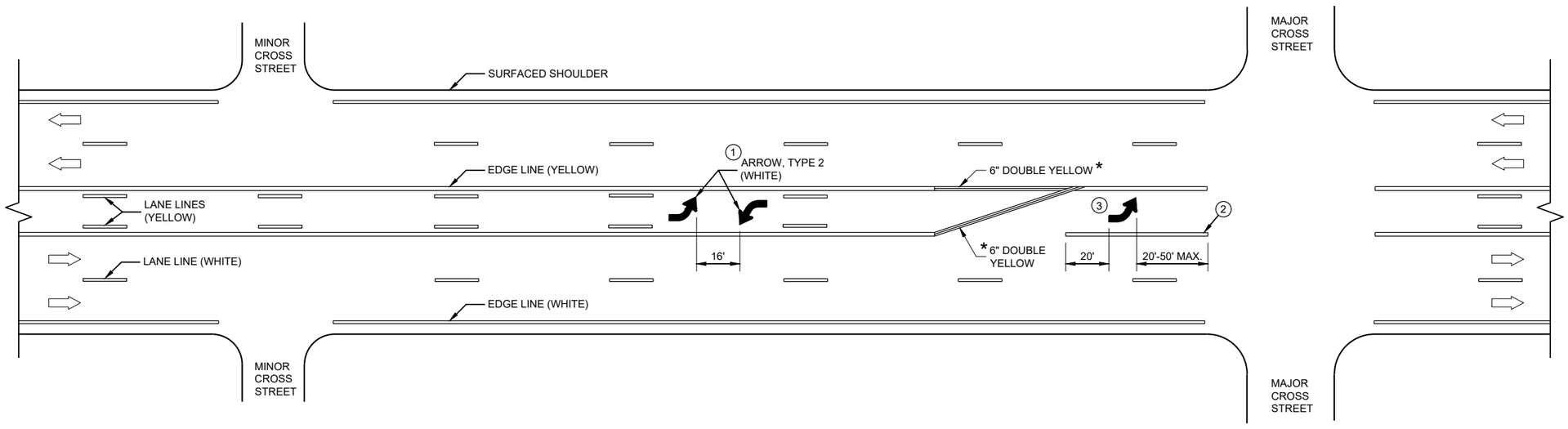
SDD 15C08-23b

GENERAL NOTES

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

⇨ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

6

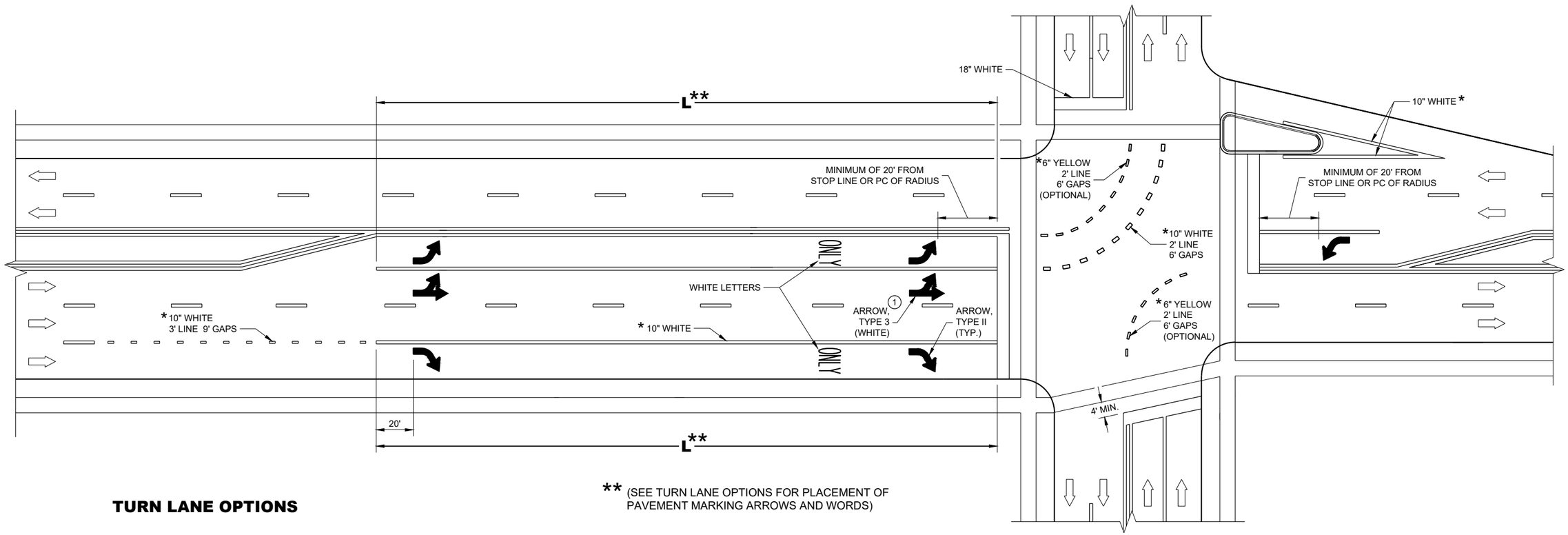
SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 220

6

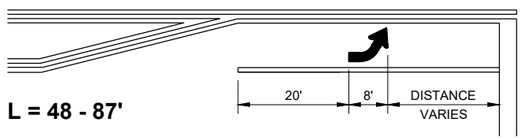
SDD 15C08-23c



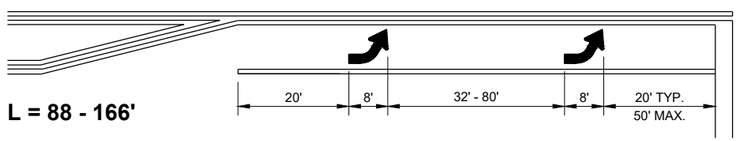
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

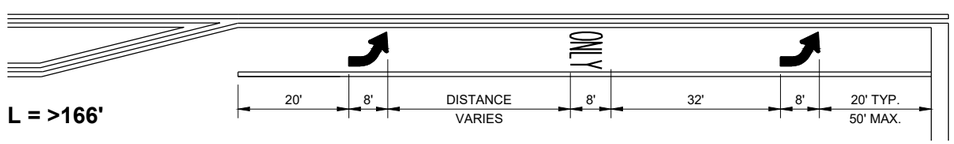
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

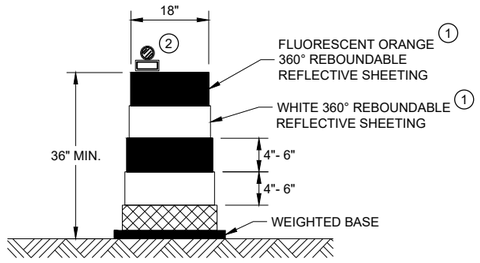
6

SDD 15C08-23d

SDD 15C08-23d

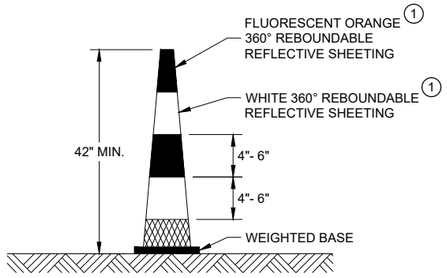
GENERAL NOTES

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



DRUM

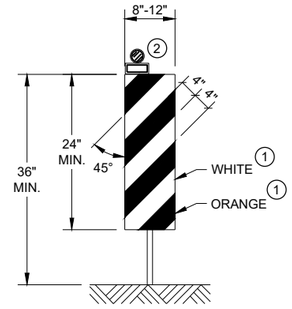
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

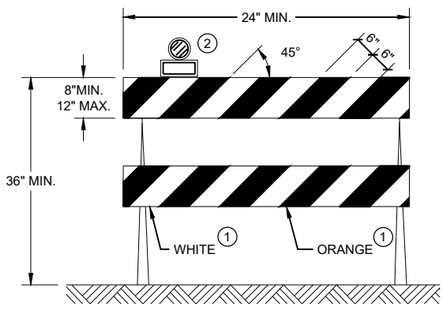
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



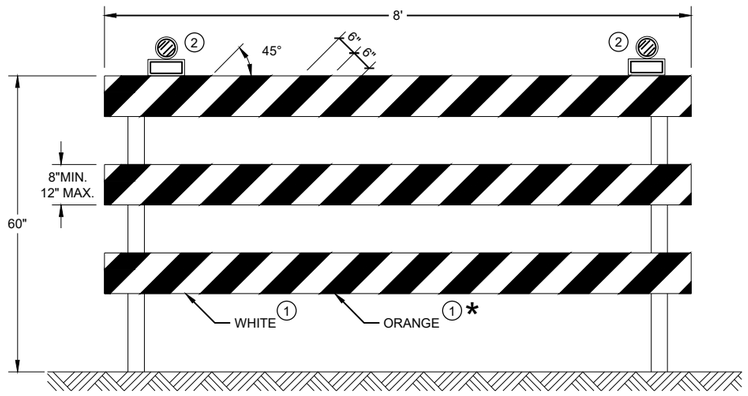
VERTICAL PANEL

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



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

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.

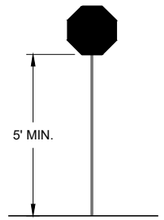
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



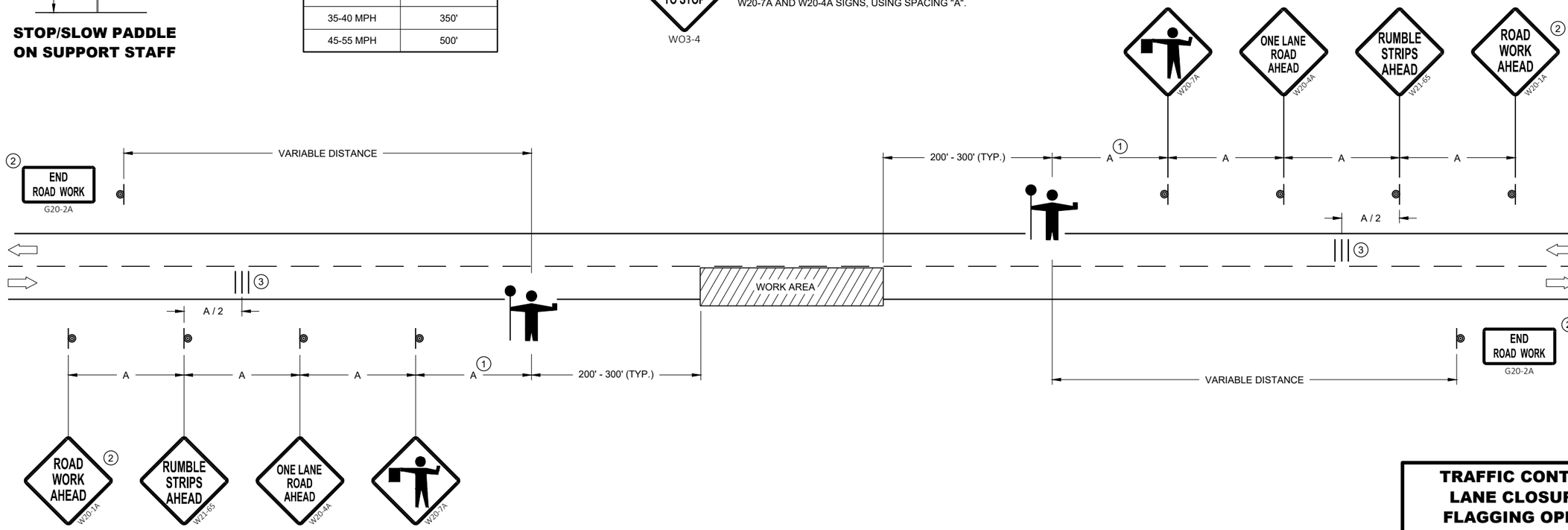
STOP/SLOW PADDLE ON SUPPORT STAFF

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

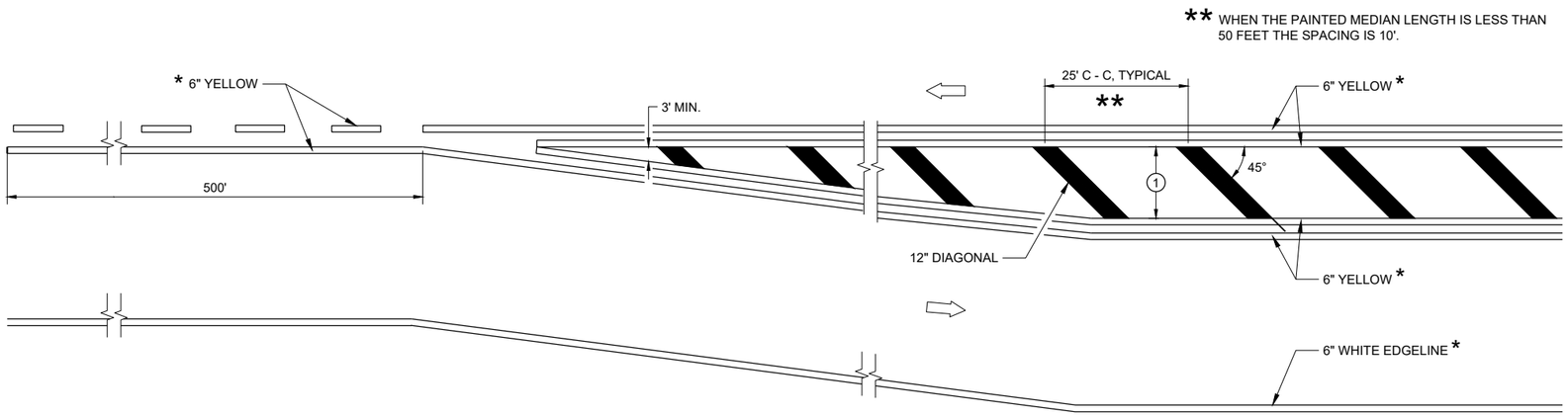
APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a



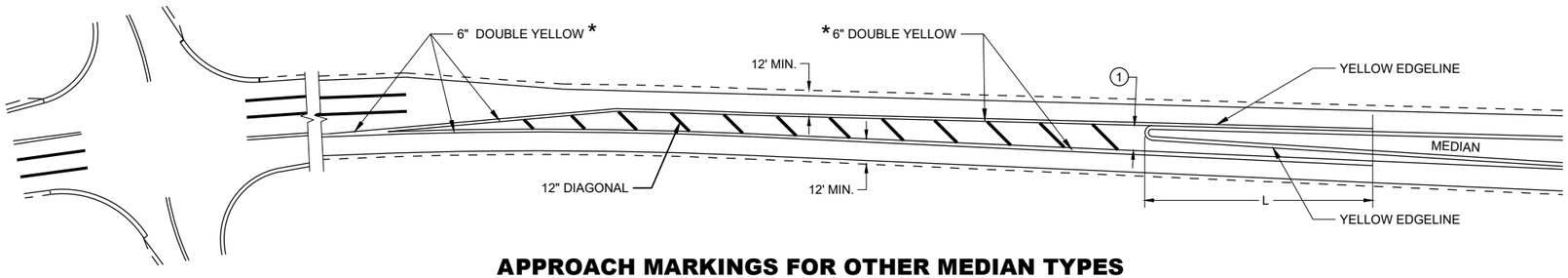
MEDIAN ISLAND DETAIL

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

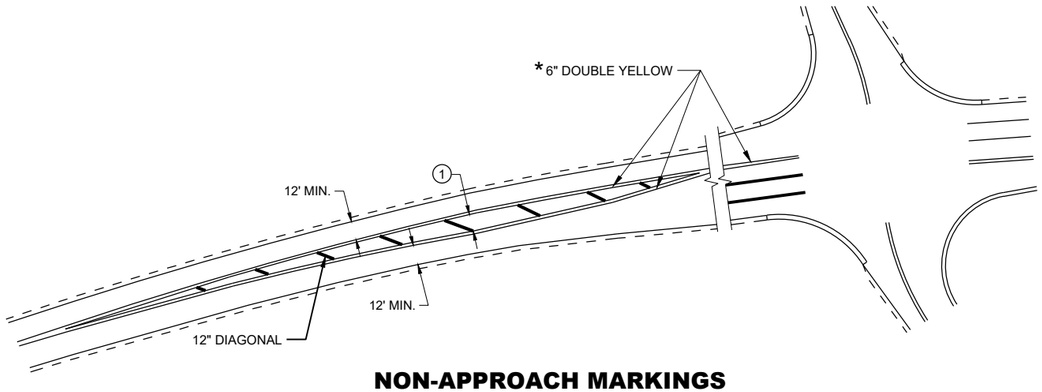
DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

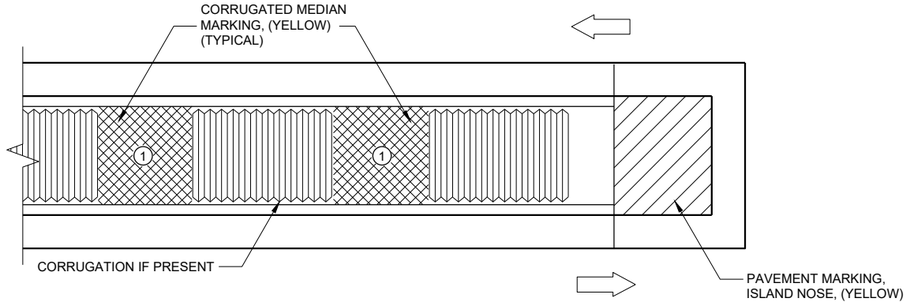
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

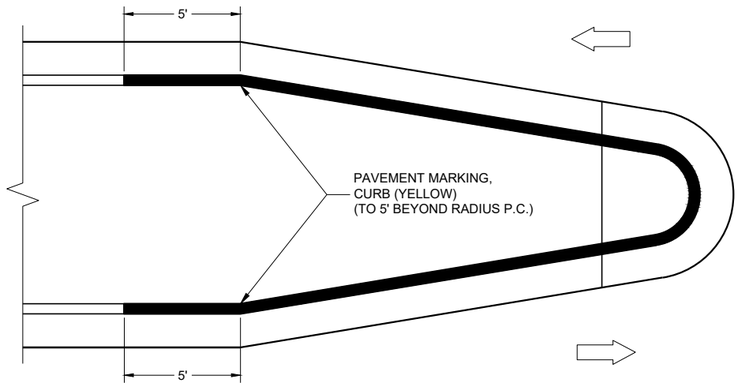
FHWA

6

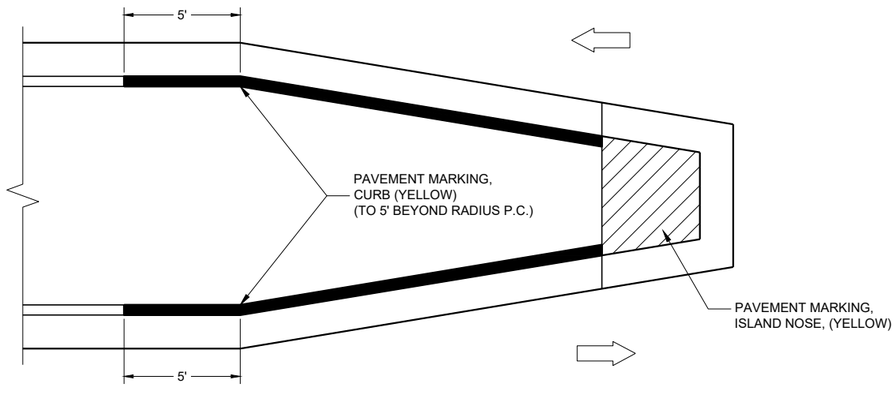
SDD 15C18-08a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

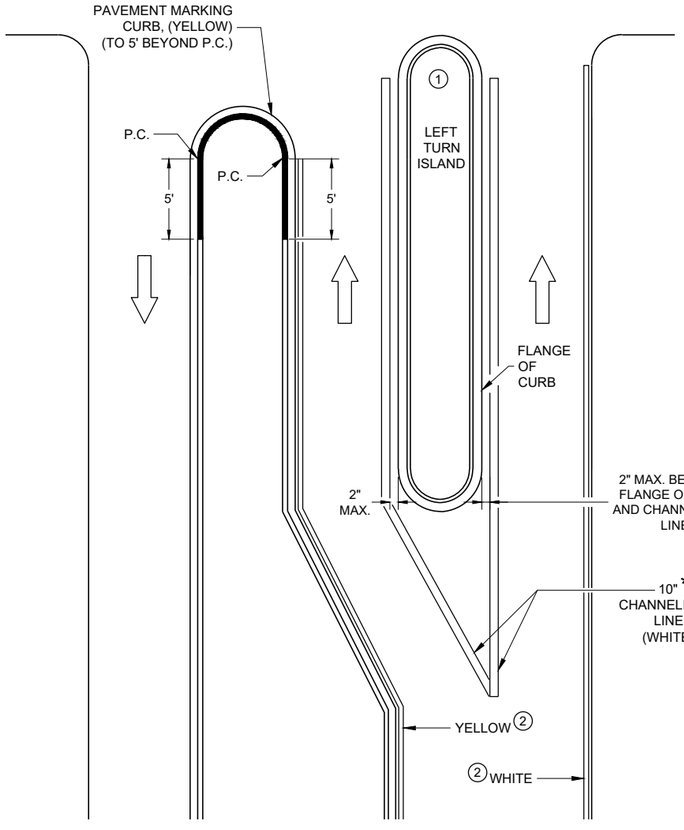
6

SDD 15C18-08b

6

SDD 15C18-08b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

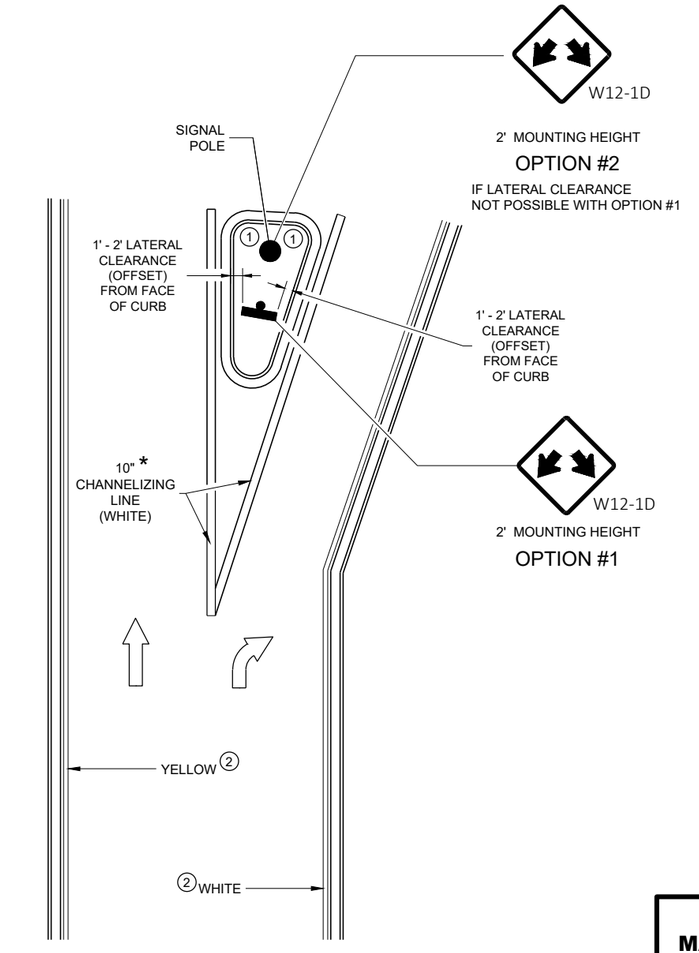
GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

1. MARK CURB NOSES YELLOW.
2. MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



LEFT TURN & MEDIAN ISLAND

RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

6
SDD 15C18-08c

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

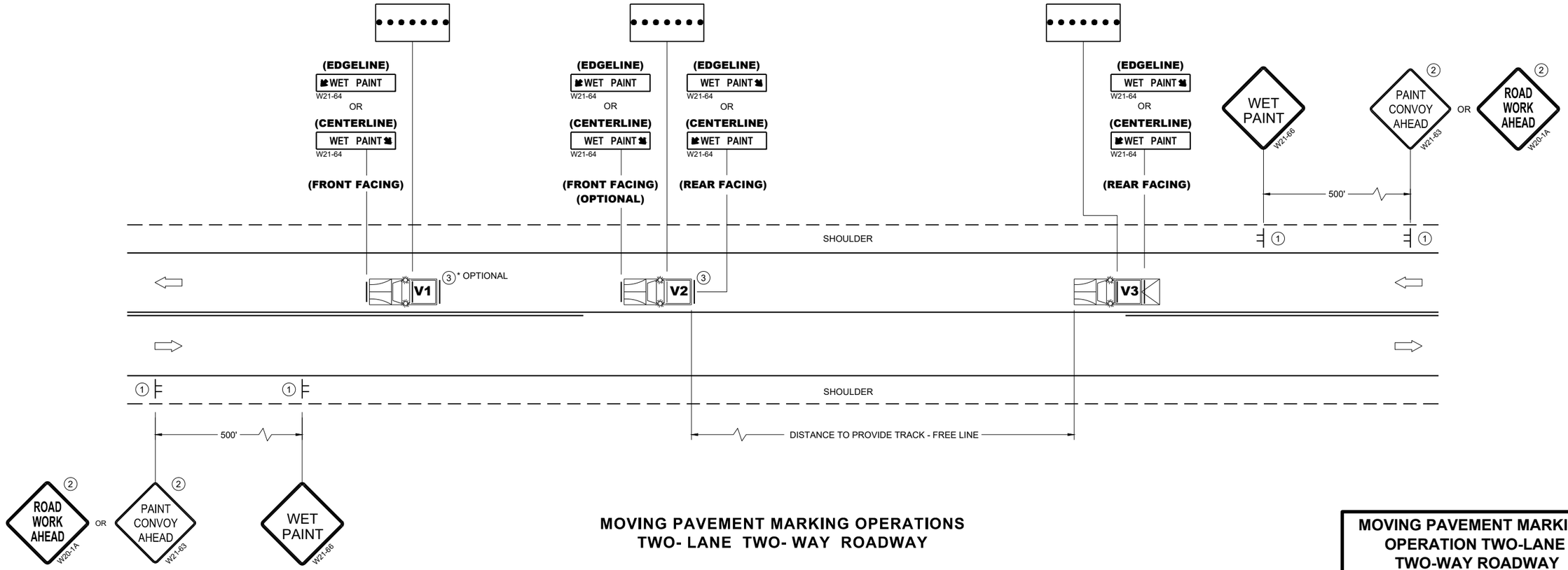
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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

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

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



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

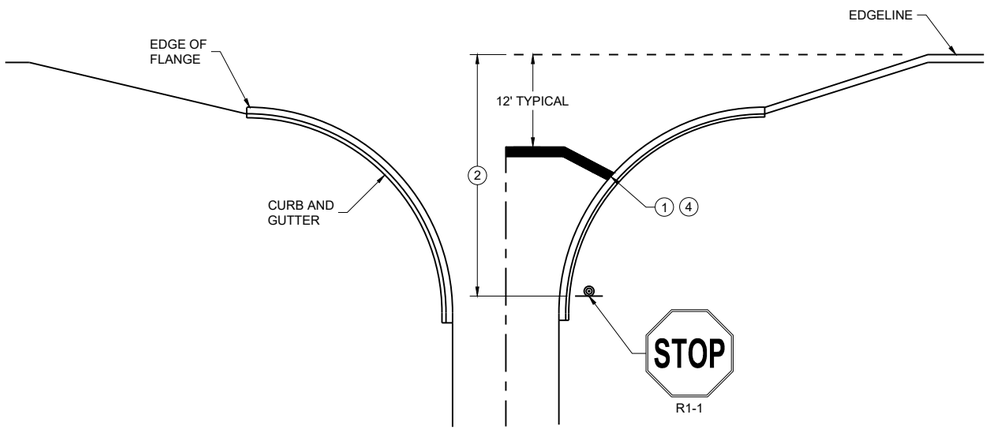
APPROVED
March 2024
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6
SDD 15C19-9a

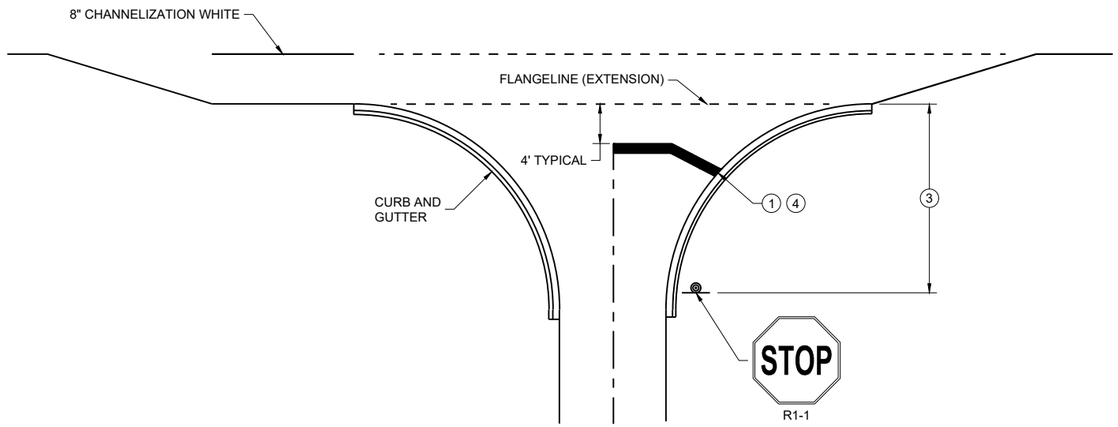
GENERAL NOTES

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

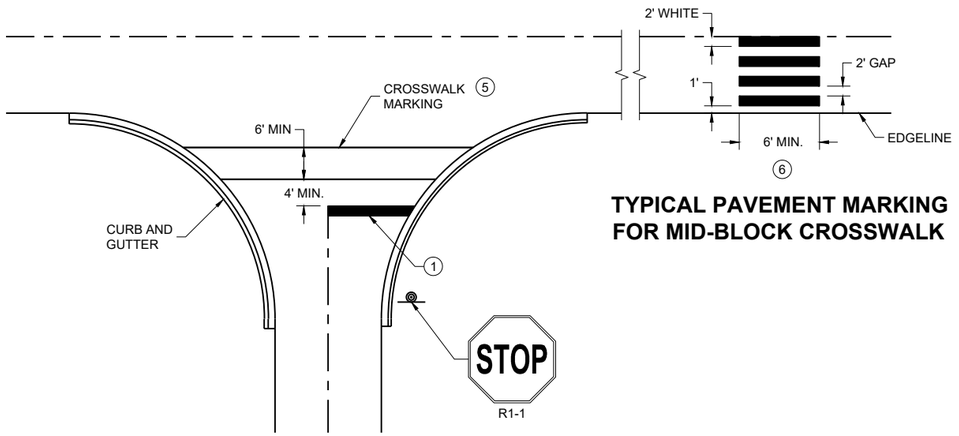
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

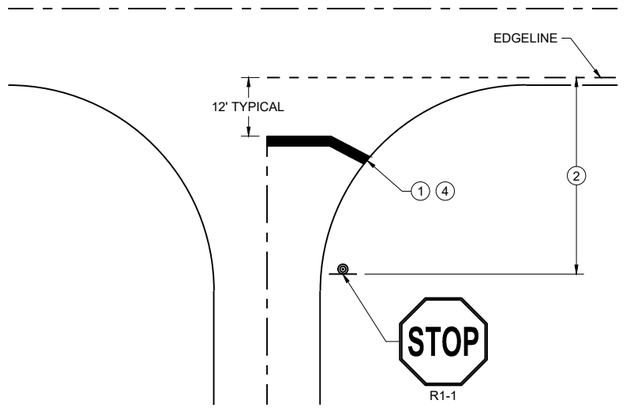


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

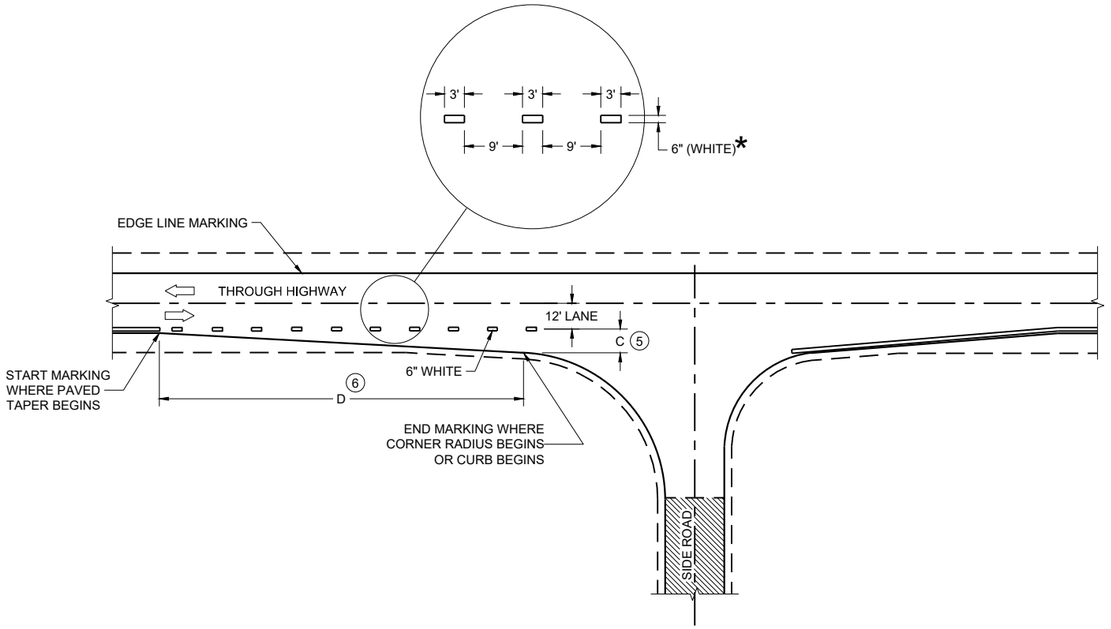
STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
SDD 15C33-05



MINOR INTERSECTION

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

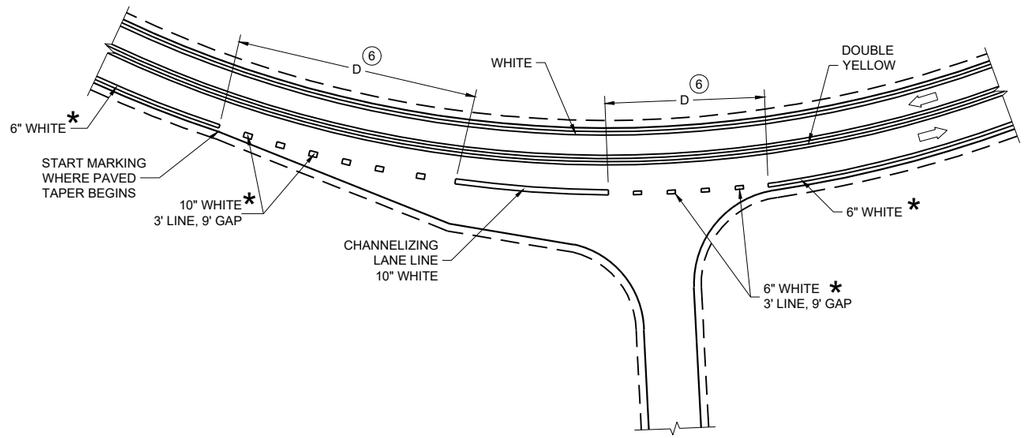
GENERAL NOTES

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

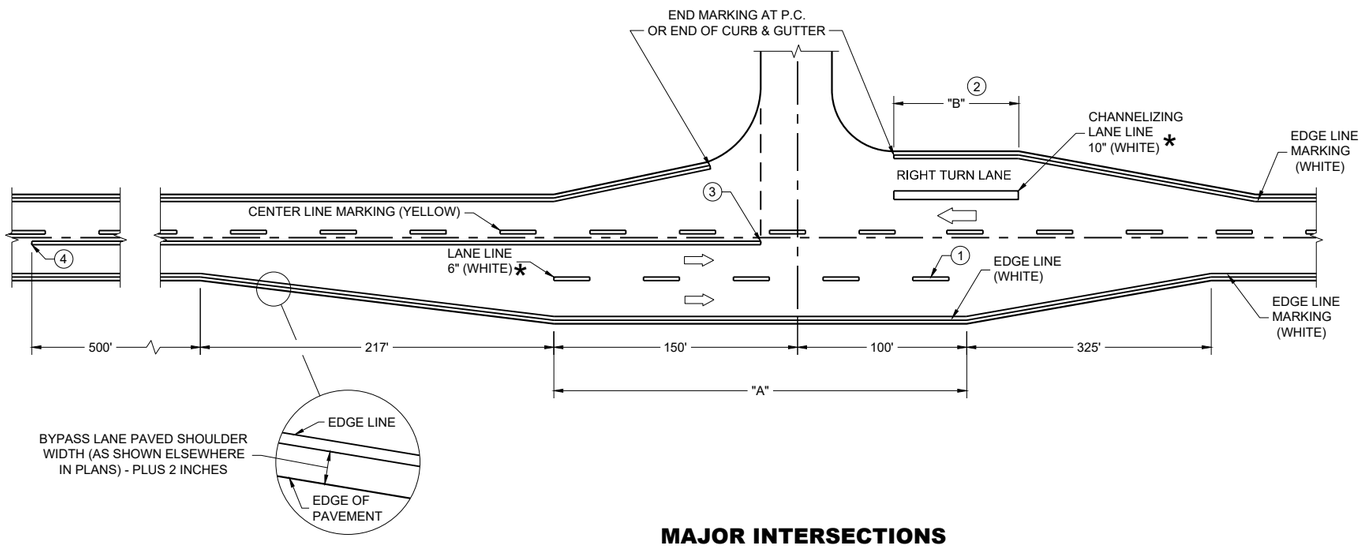
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15C35-06a

GENERAL NOTES

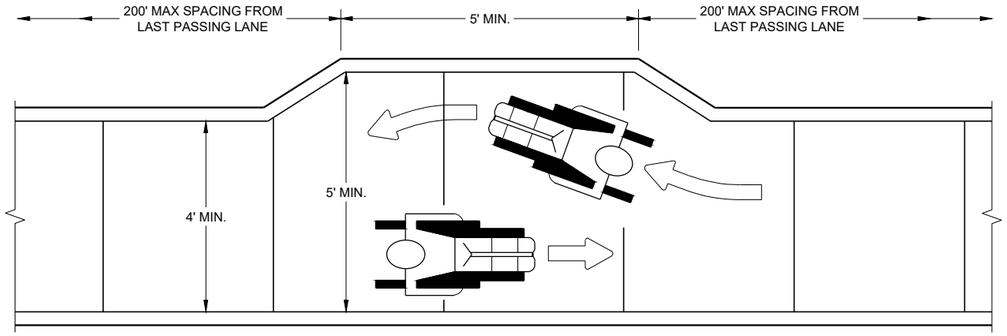
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

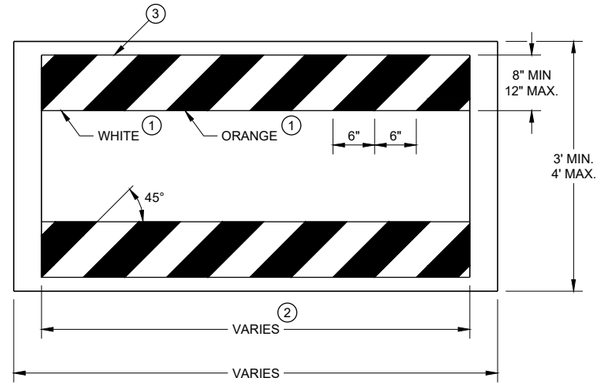
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

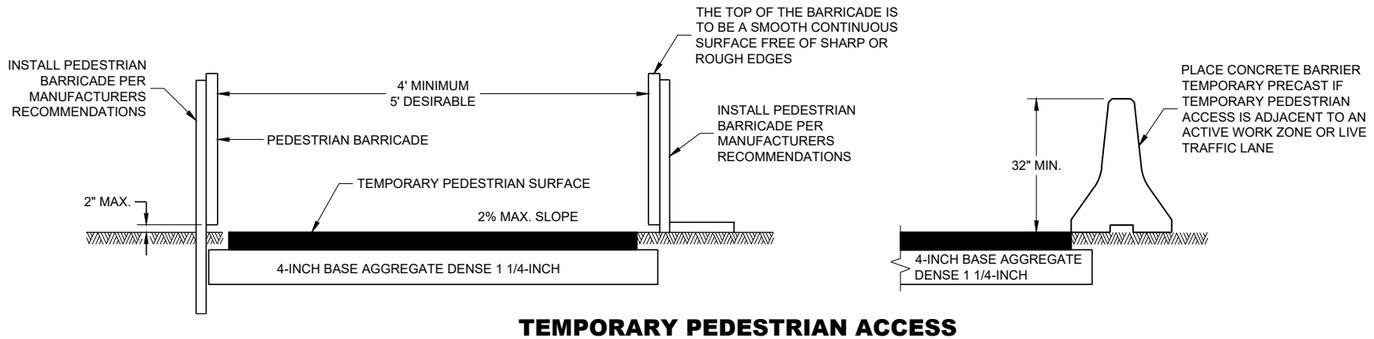
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

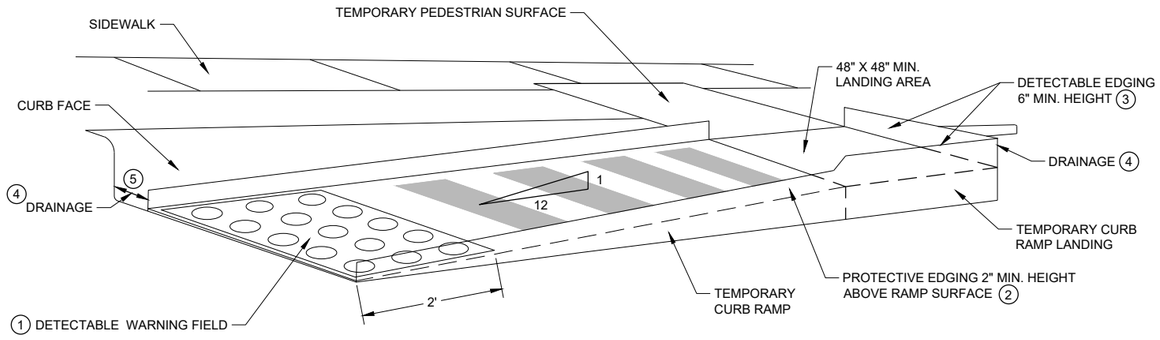
6

6

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.

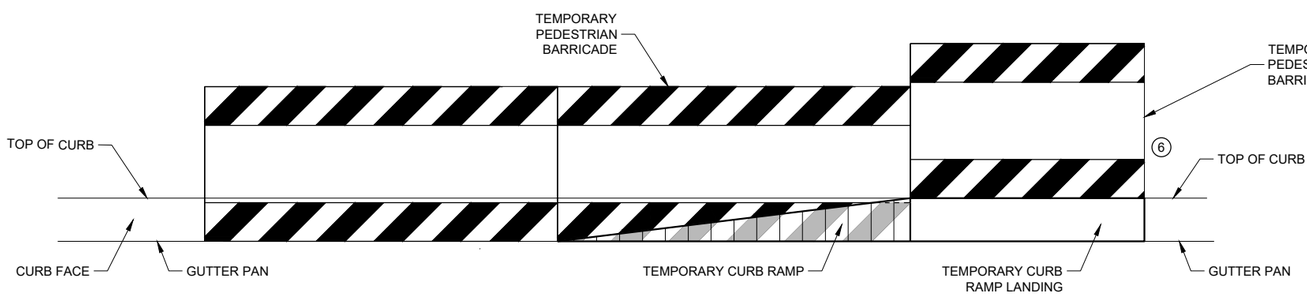
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

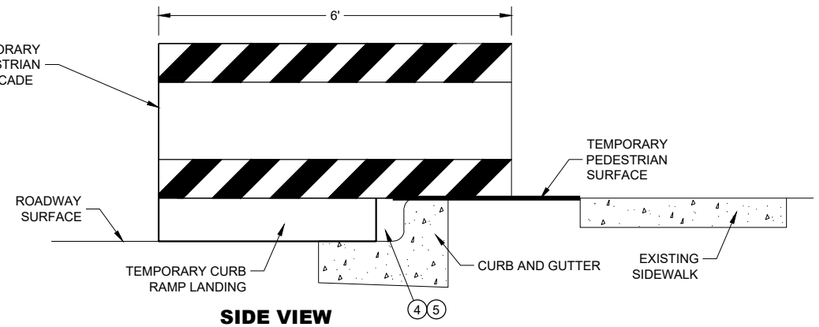
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(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

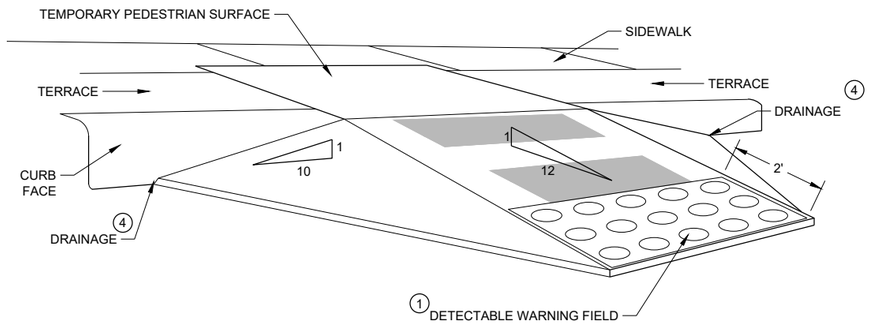
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

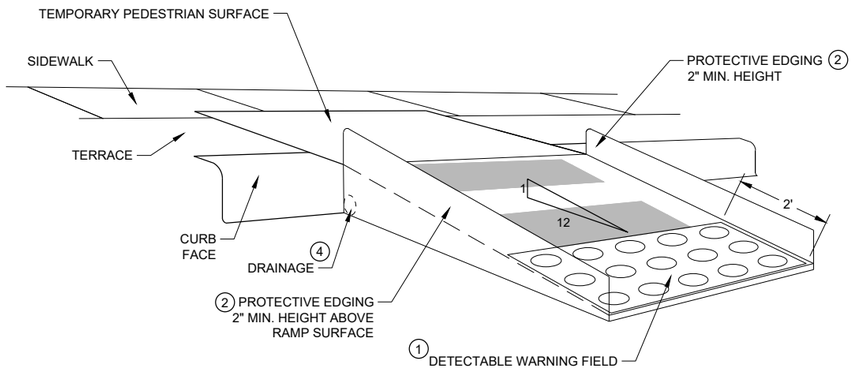
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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.

6

SDD 15D30 - 09c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

GENERAL NOTES

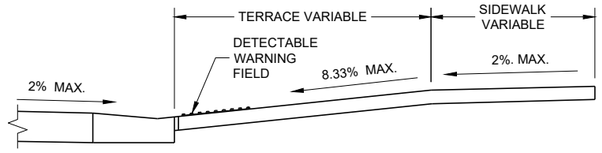
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

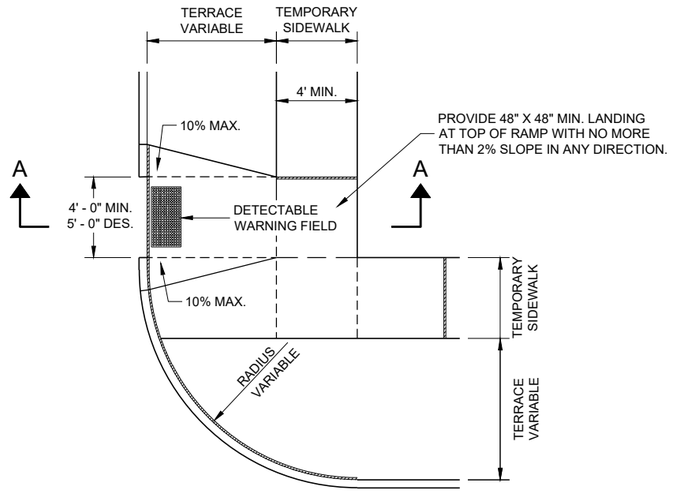
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(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

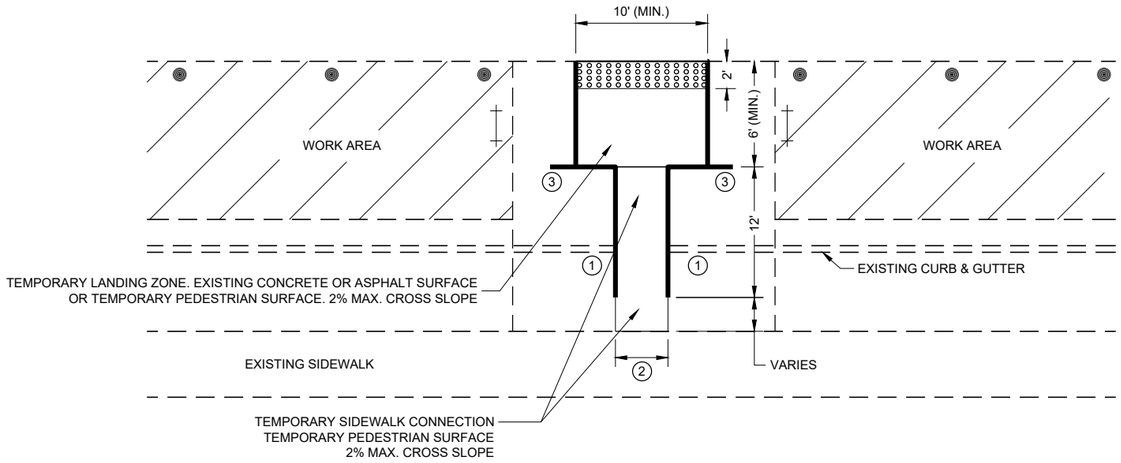
(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

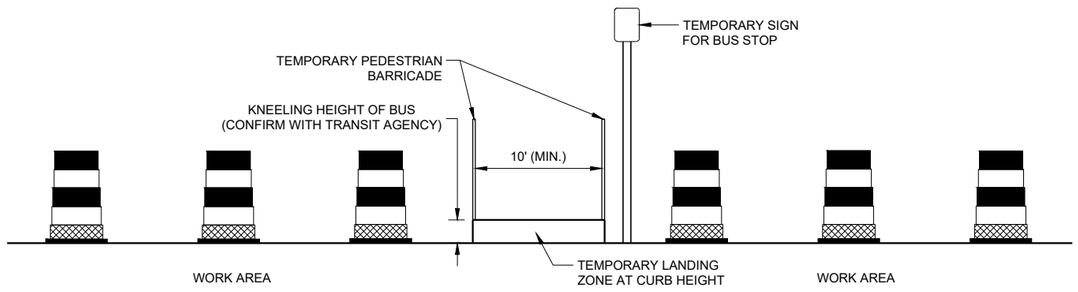
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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

6

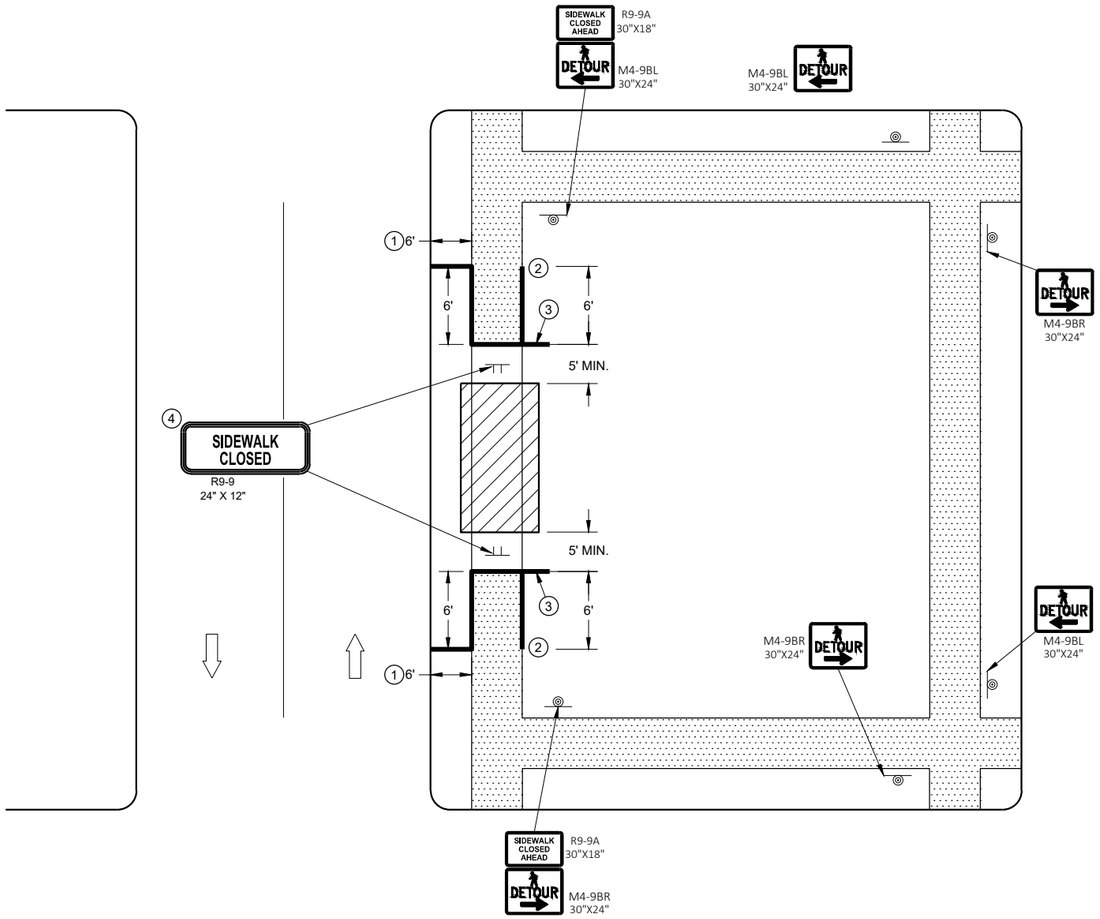
SDD 15D30 - 09e

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

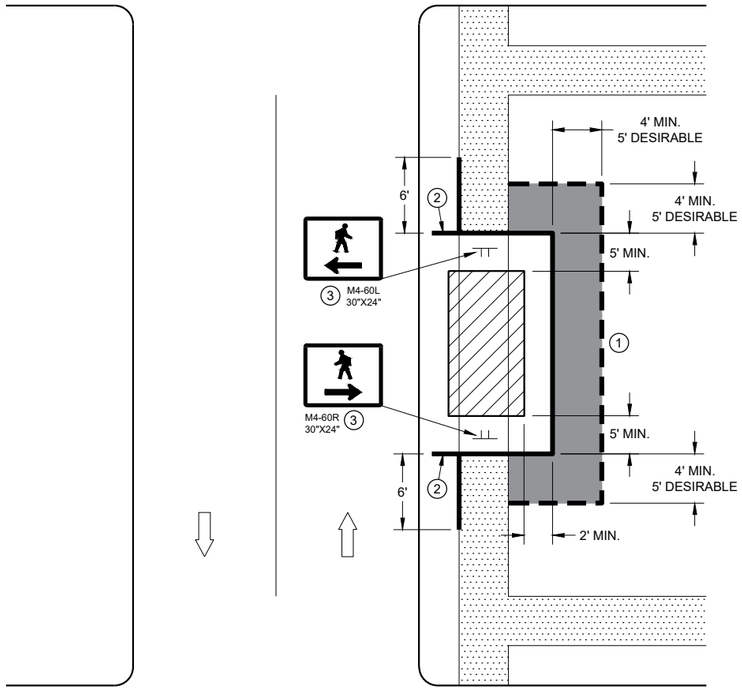
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

6

SDD15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

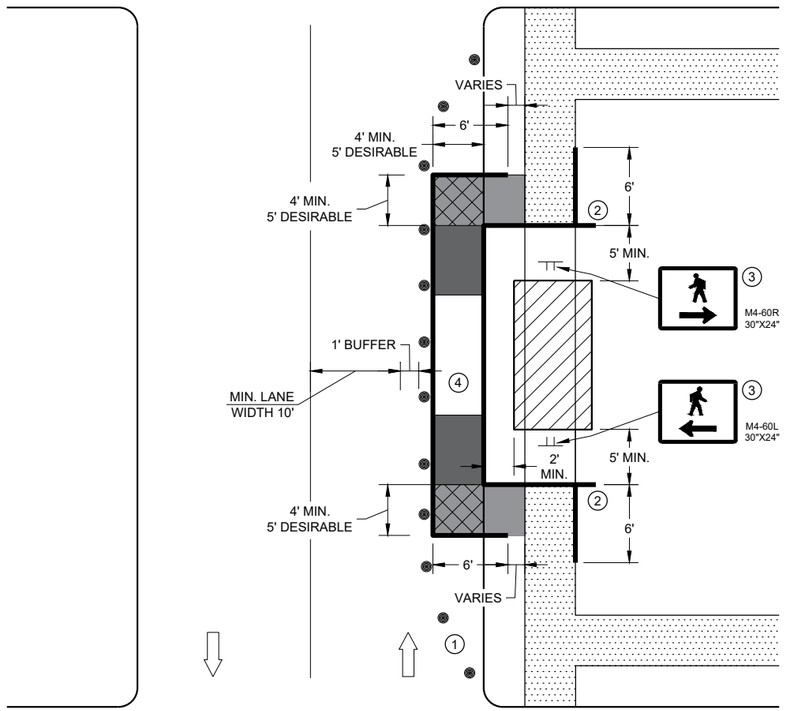
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

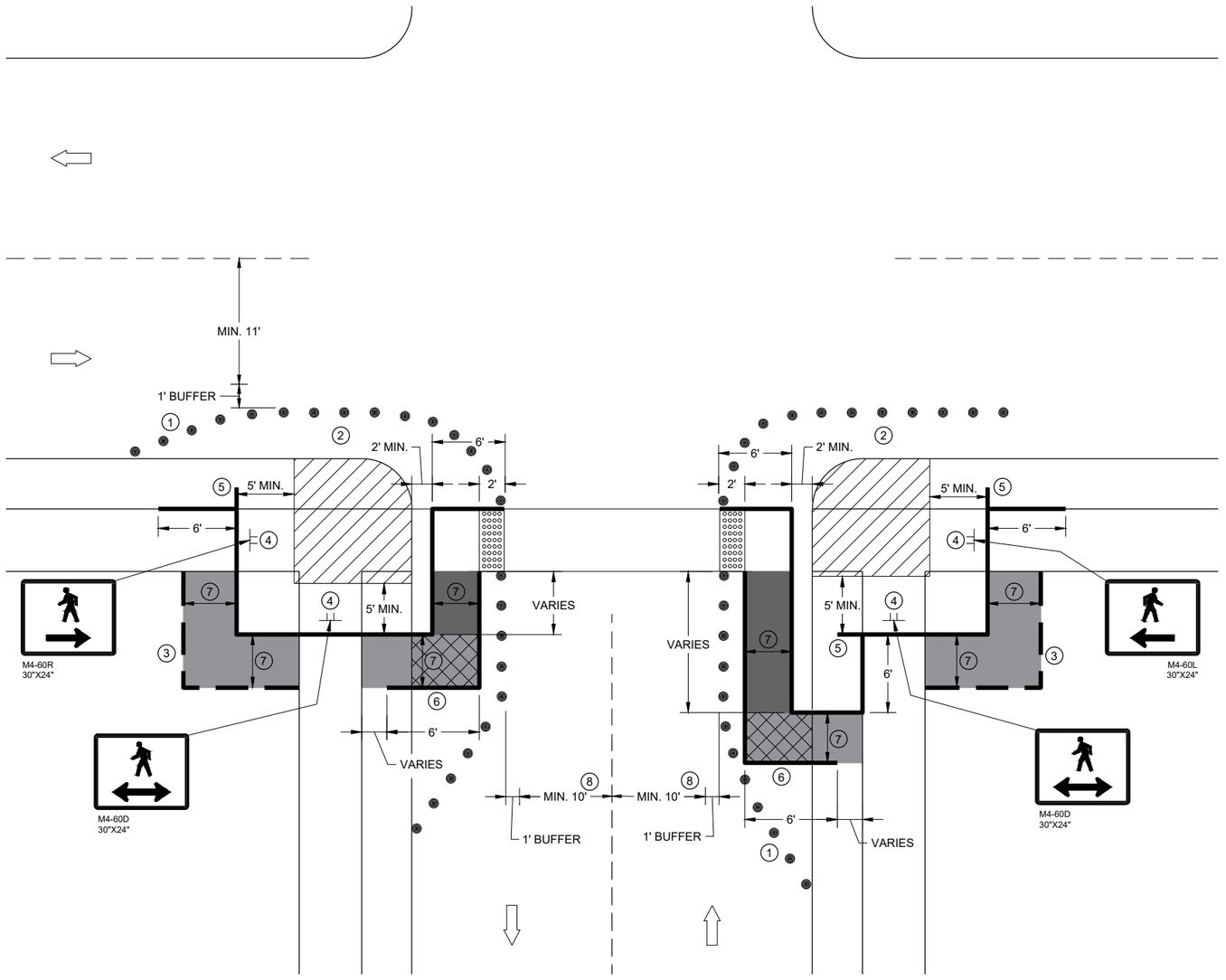
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

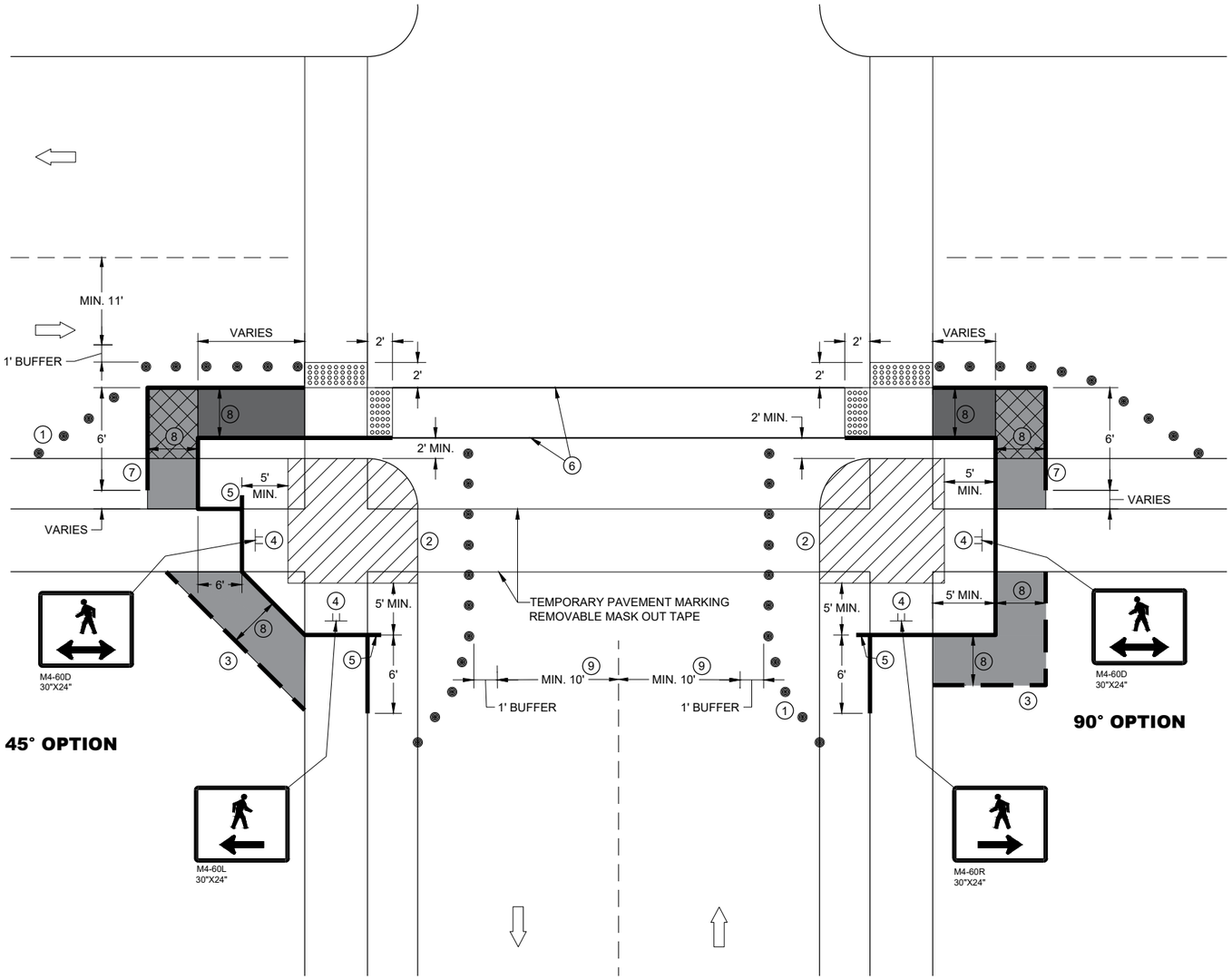
LEGEND

- 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

SDD 15D30 - 09i

6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09j

6

LEGEND

SIGN ON PERMANENT SUPPORT

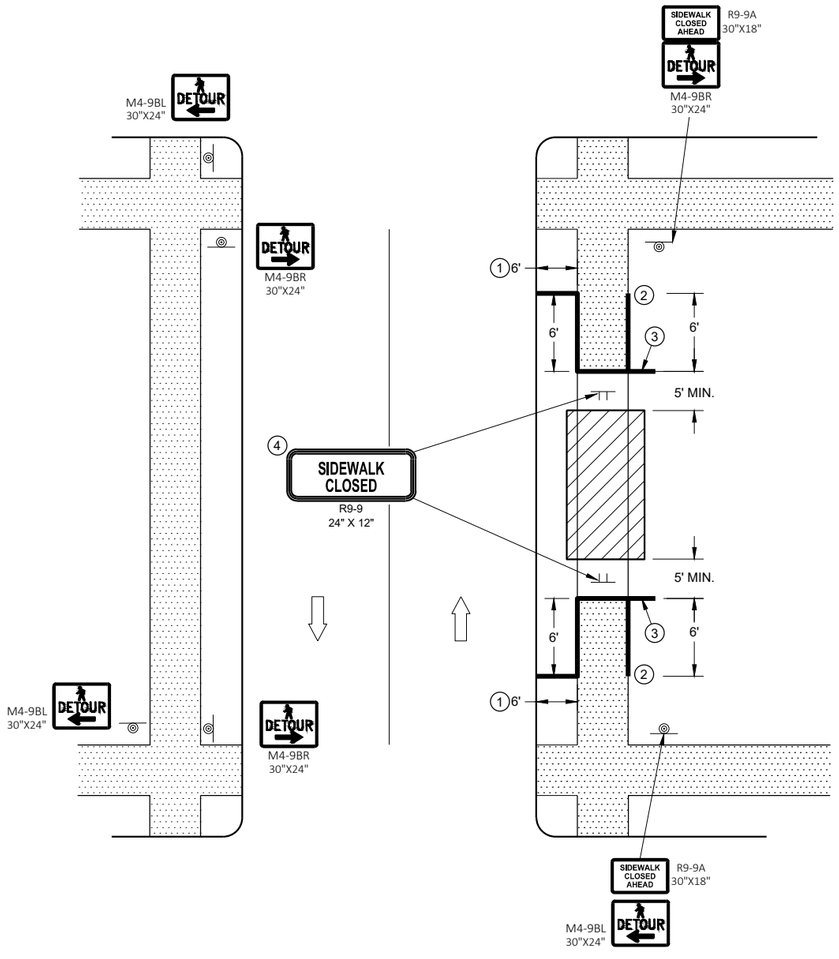
SIGN ON TEMPORARY SUPPORT

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.

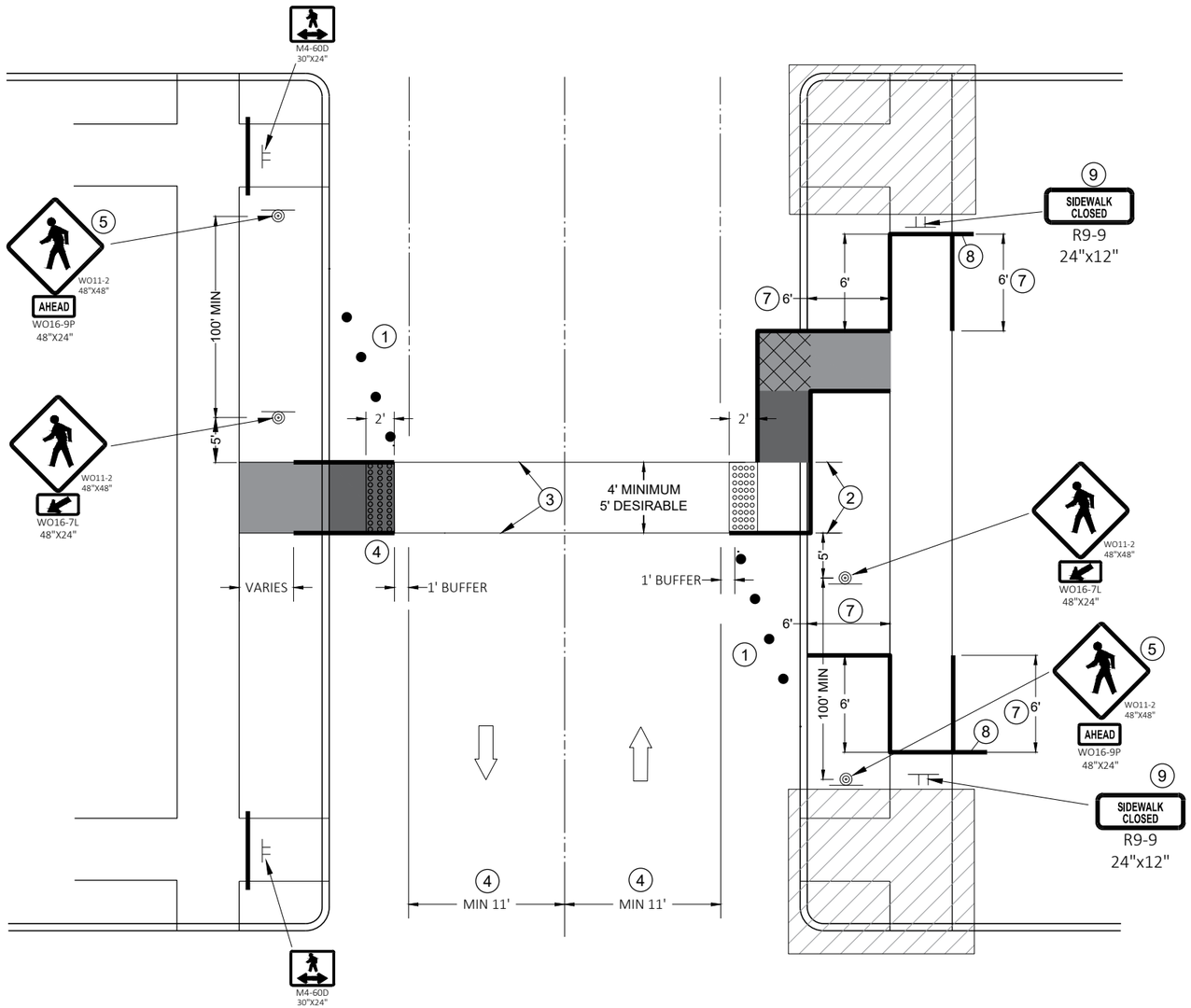
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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.

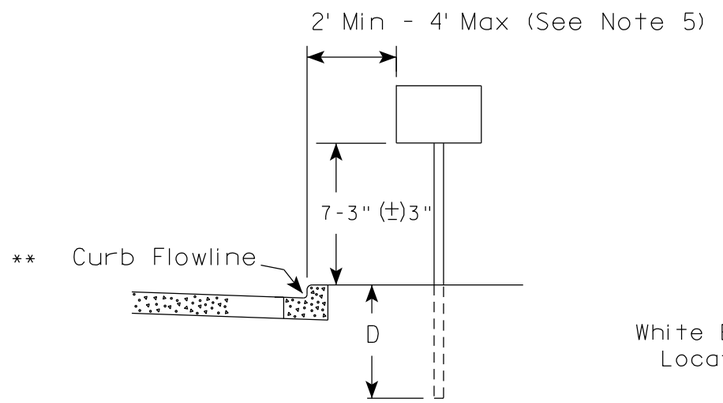
SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

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.

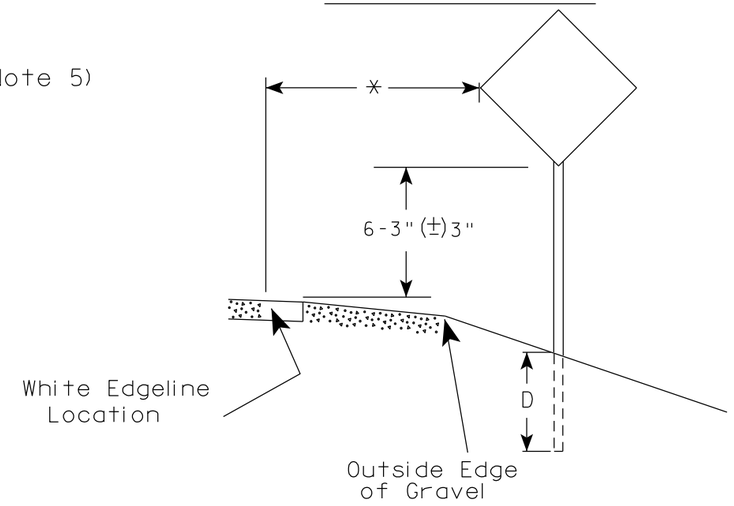
LEGEND

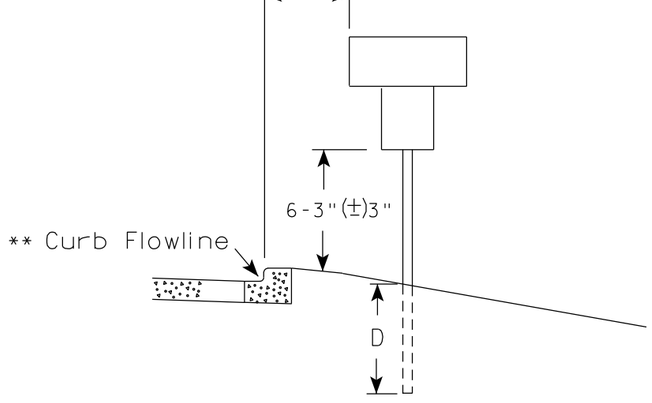
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

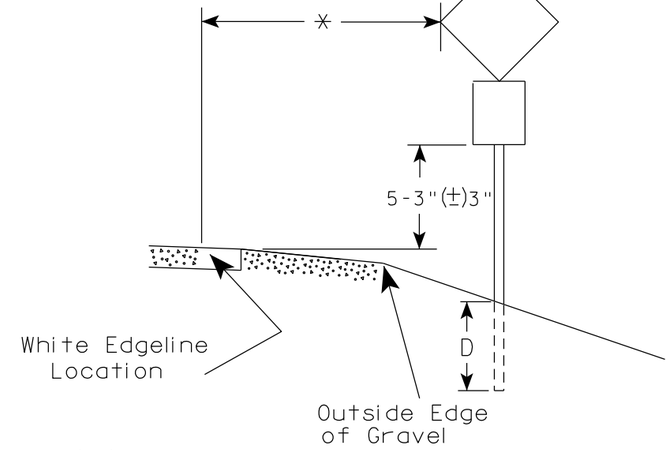
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

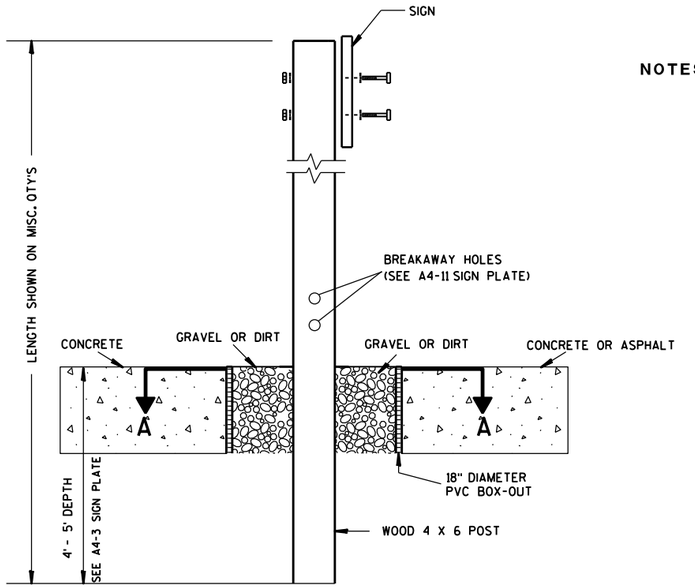
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

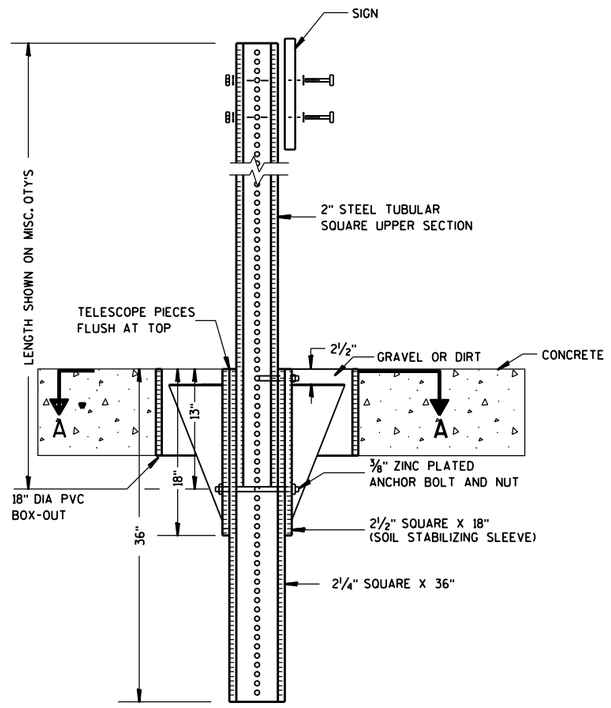
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 242	E



ELEVATION VIEW

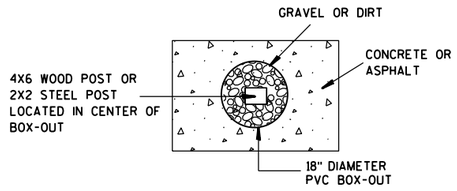
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

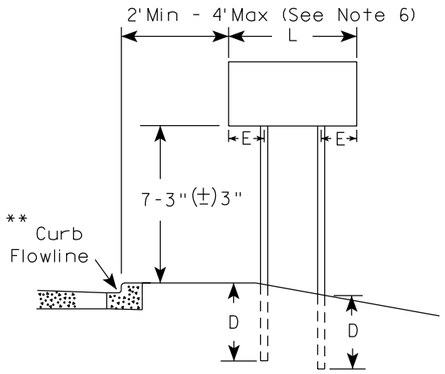
WISCONSIN DEPT OF TRANSPORTATION

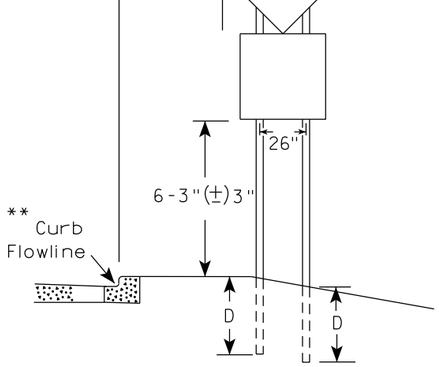
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

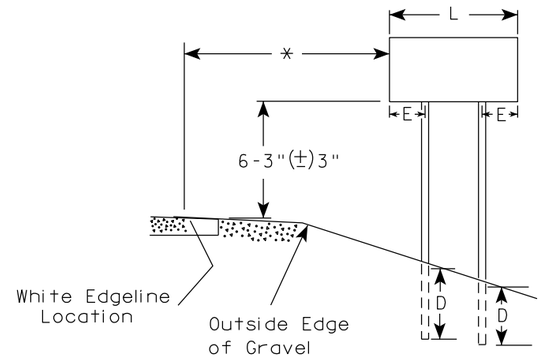
URBAN AREA

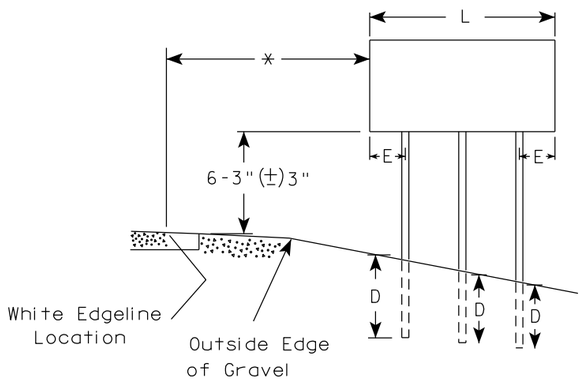


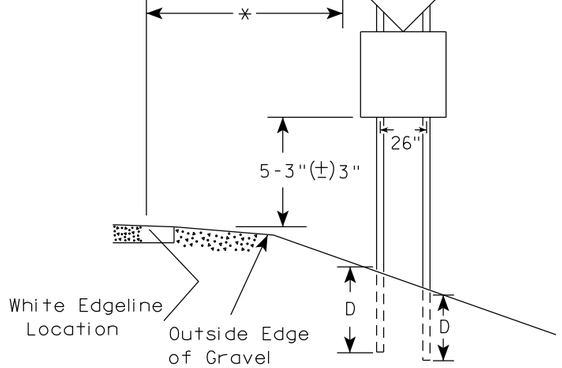


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

GENERAL NOTES

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

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

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

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

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"

POST EMBEDMENT DEPTH

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

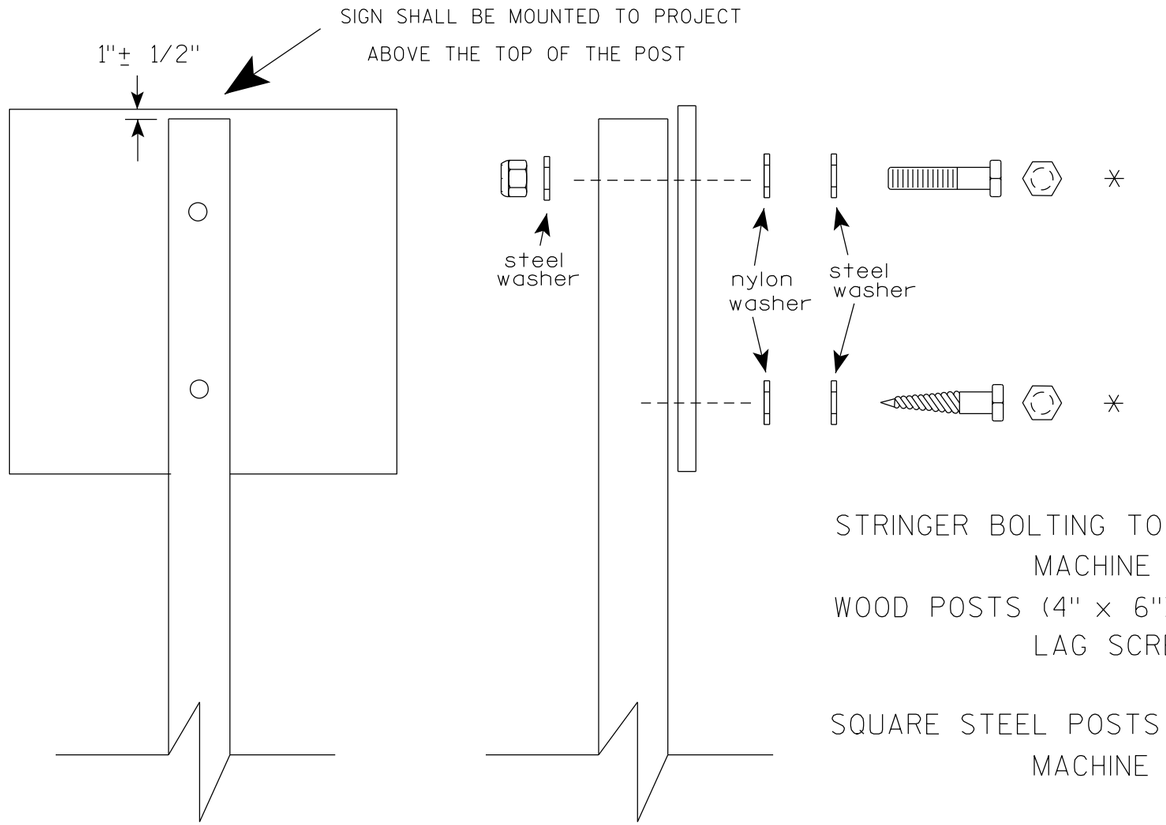
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 244	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

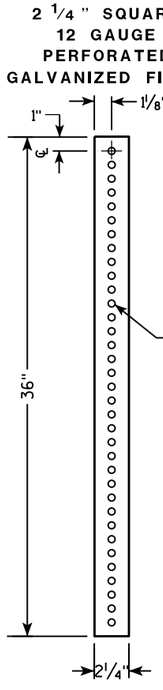
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

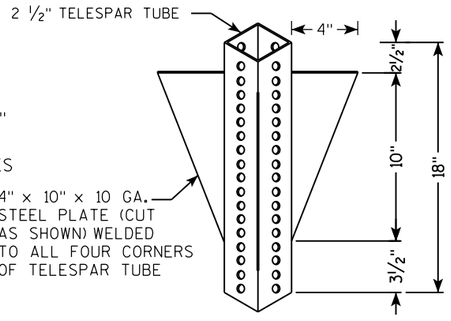
SHEET NO: 245 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

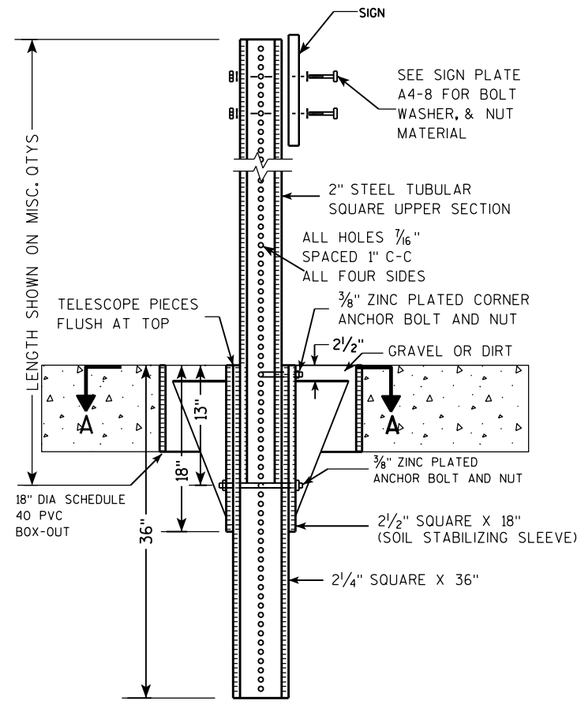
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



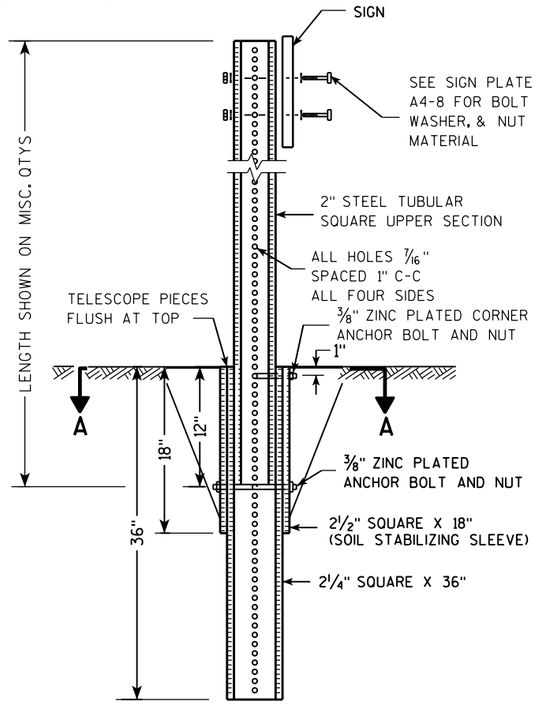
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

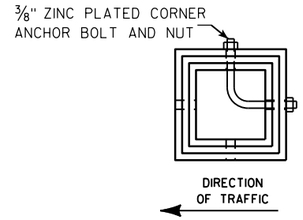


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

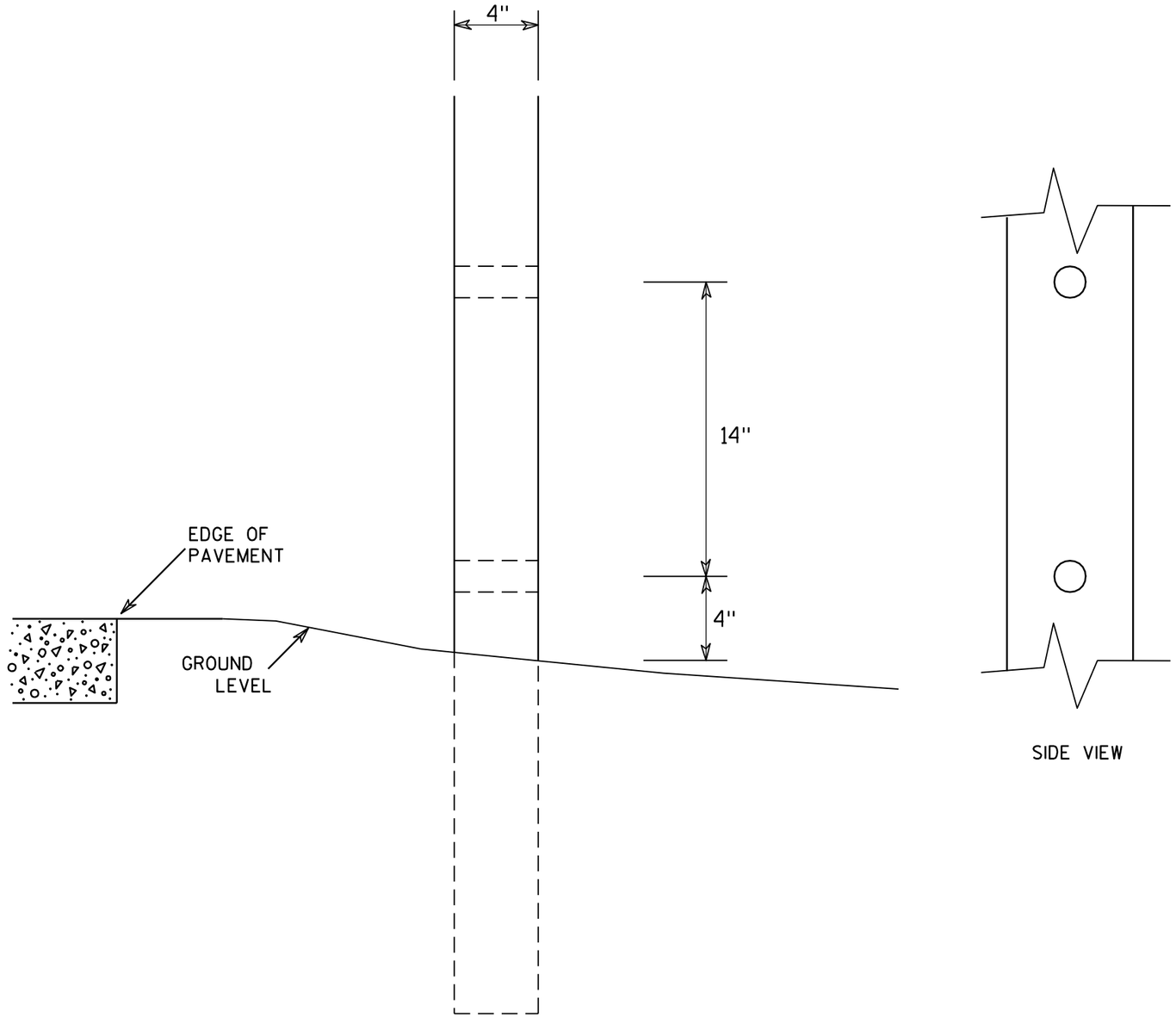
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 246 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

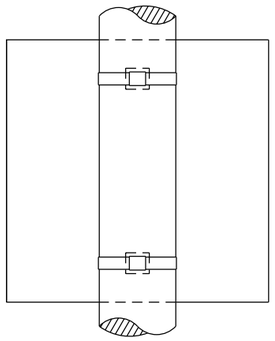
APPROVED Chester J Spang for State Traffic Engineer

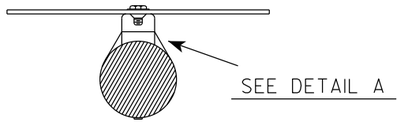
DATE 3/27/97 PLATE NO. A4-11.2

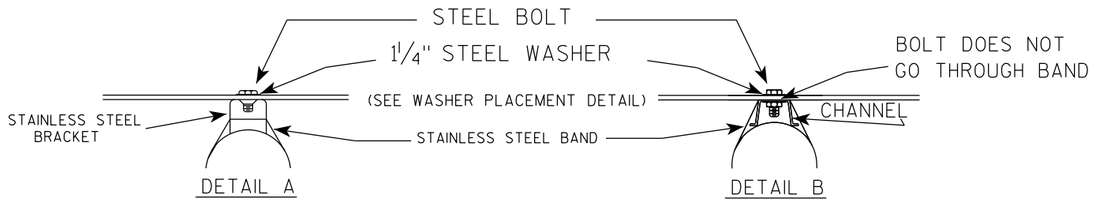
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 247	E

BANDING

SINGLE SIGN



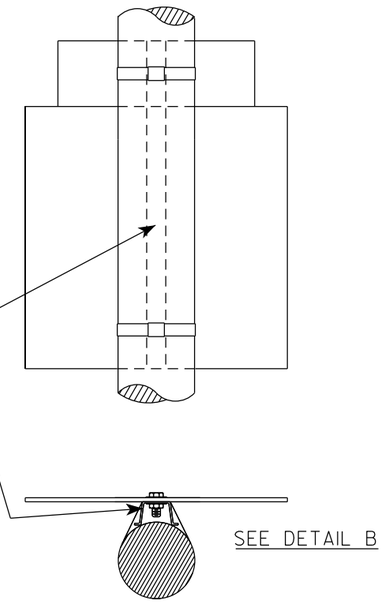




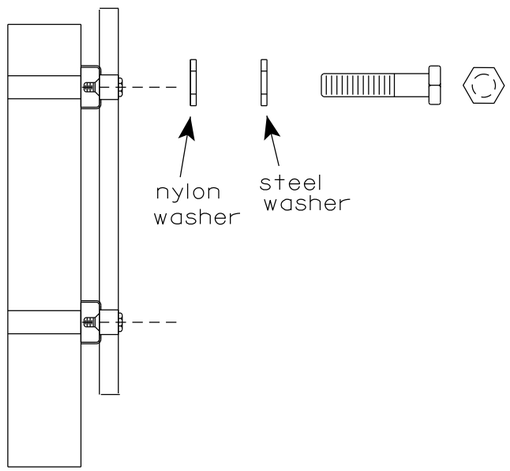
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



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

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

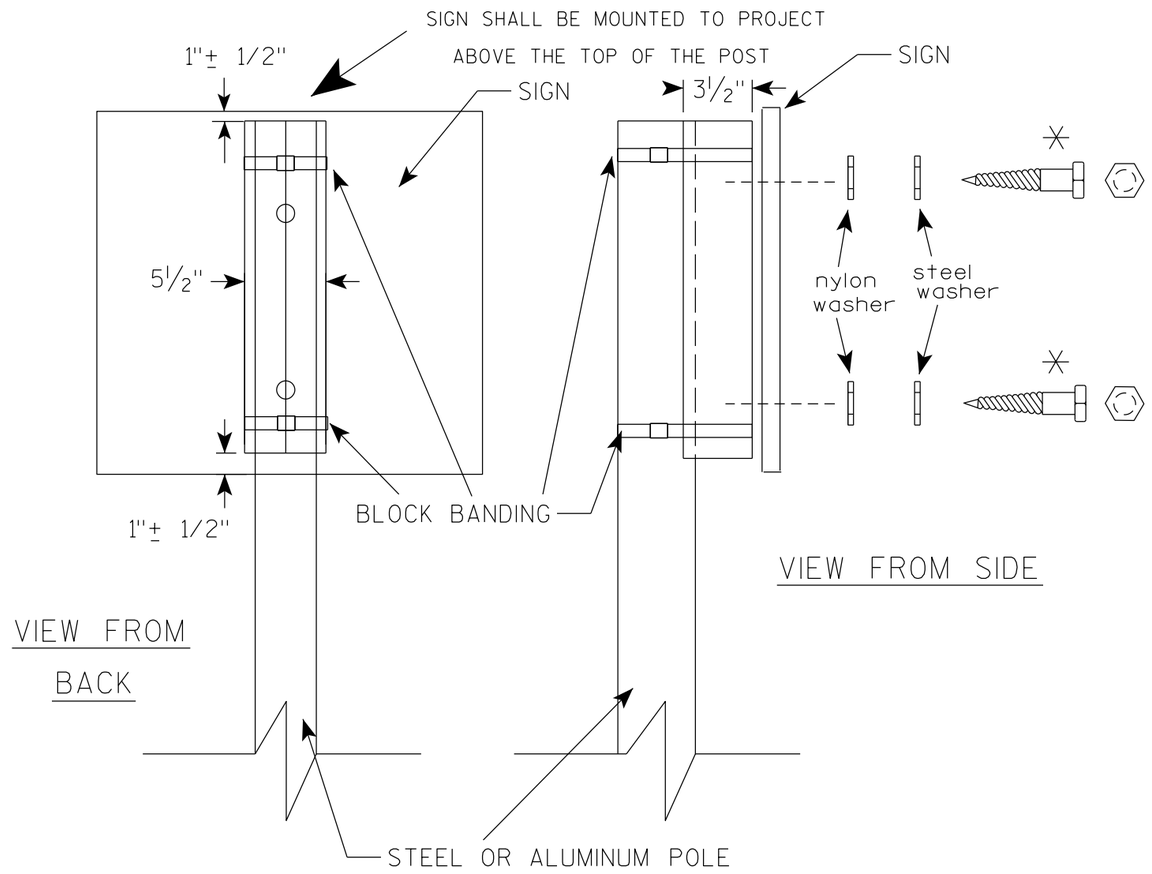
DATE 6/10/19 PLATE NO. A5-9.4

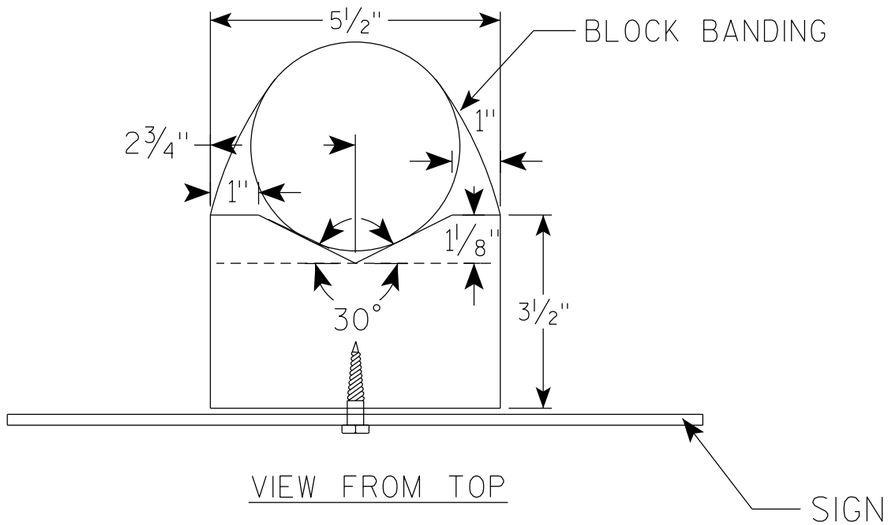
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 248	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

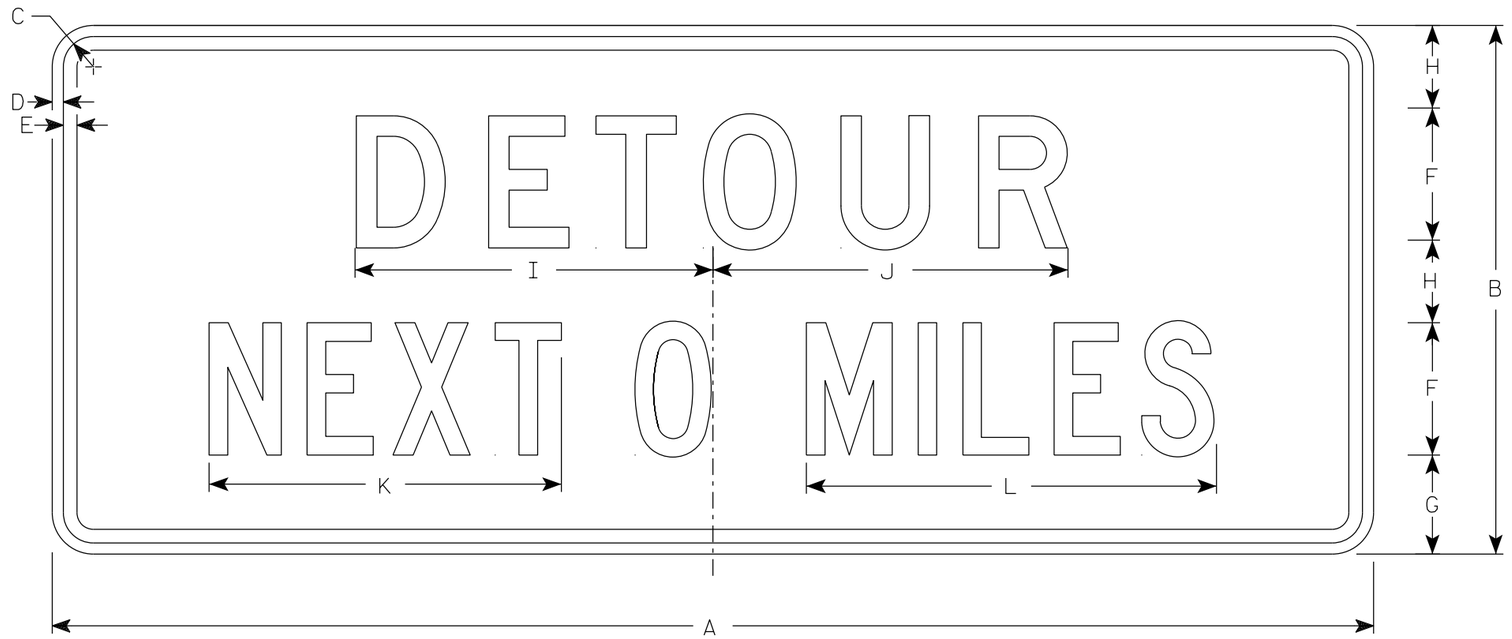
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 249 E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is 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. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0

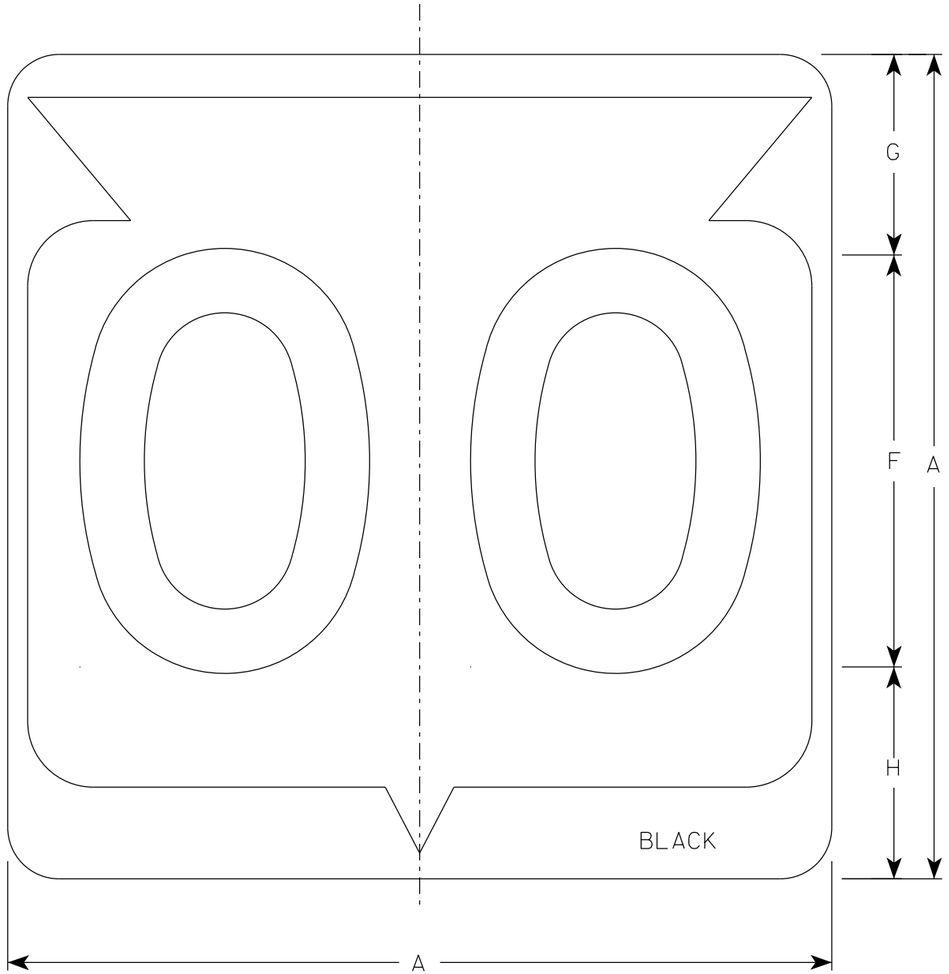
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-51.3

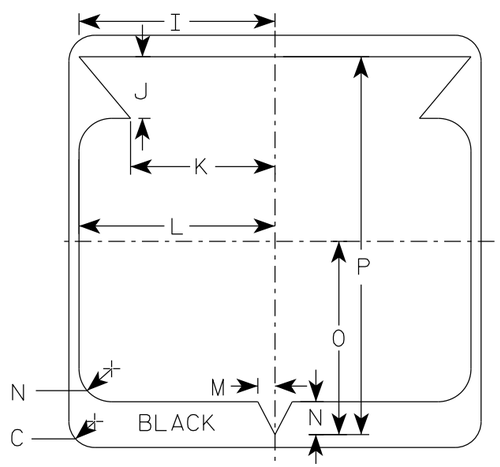
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 250	E



M1-6

NOTES

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



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

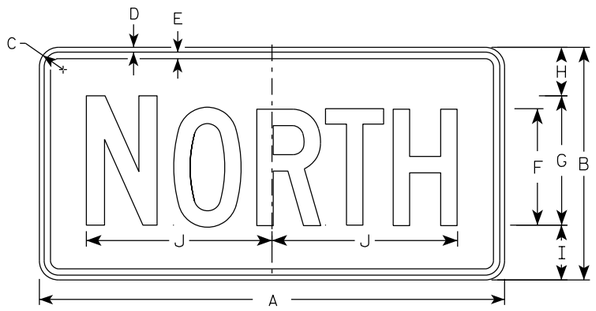
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

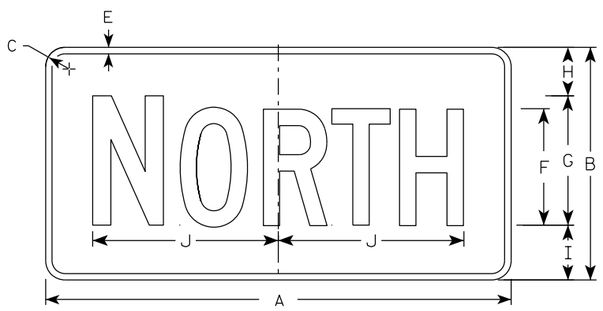
APPROVED Matthew R Rauch
for State Traffic Engineer

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

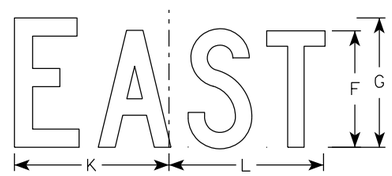
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 251	E



M3-1
MM3-1
MP3-1

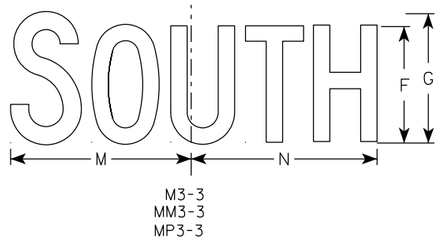


MB3-1
MK3-1
MN3-1

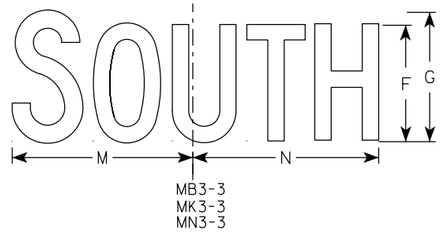


M3-2
MM3-2
MP3-2

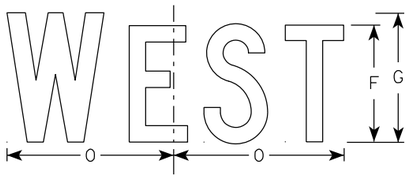
MB3-2
MK3-2
MN3-2



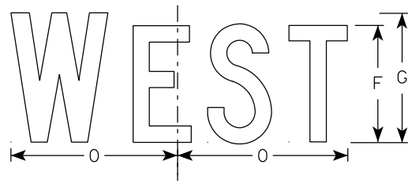
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

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

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

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

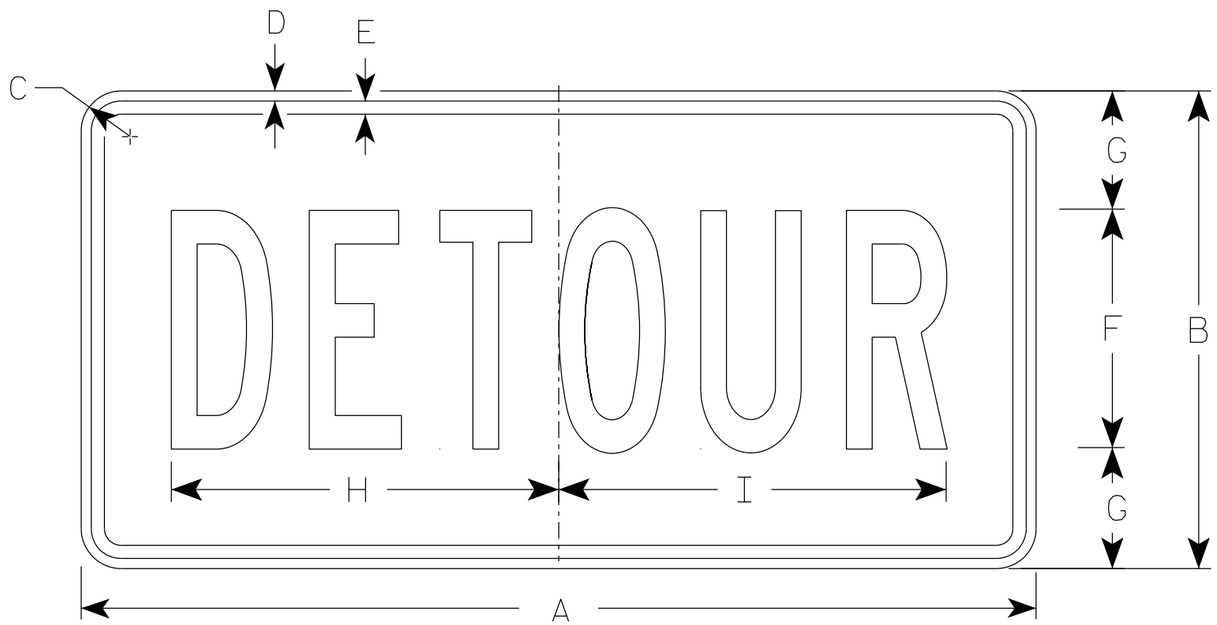
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 252 | E

NOTES

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



M4-8

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

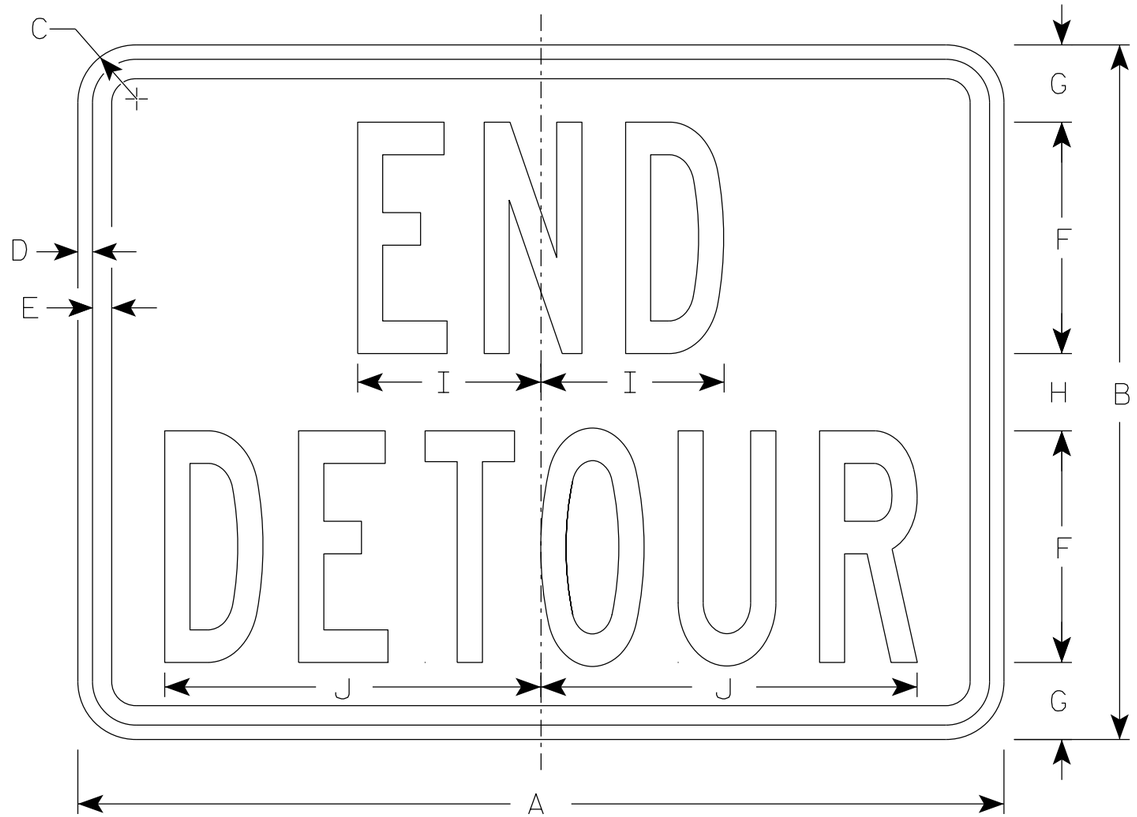
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 253	E



M4-8A

NOTES

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

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

STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

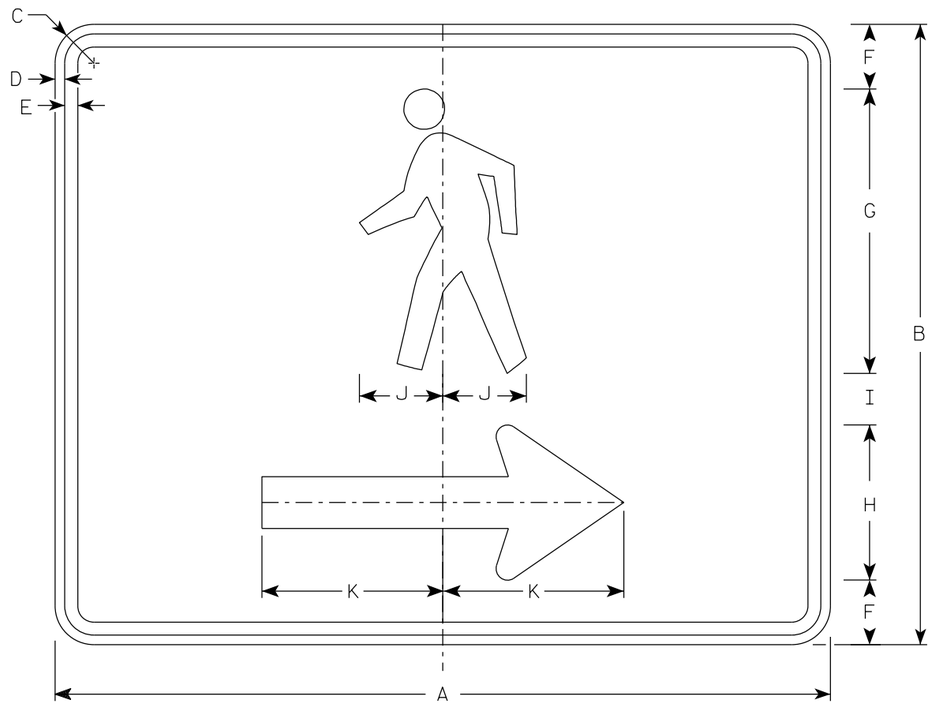
APPROVED Matthew R Rauch
for State Traffic Engineer

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

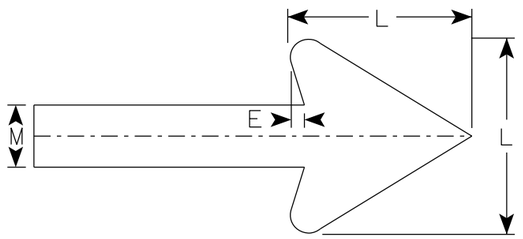
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | E

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																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

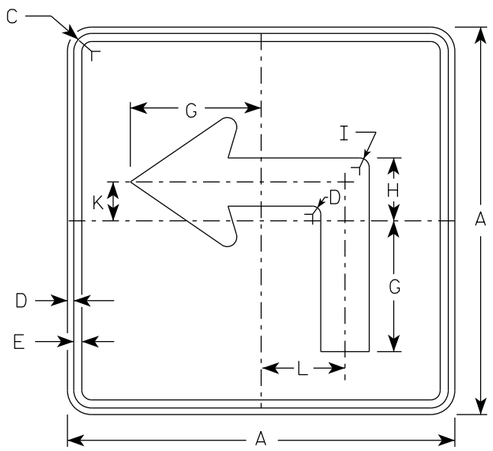
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

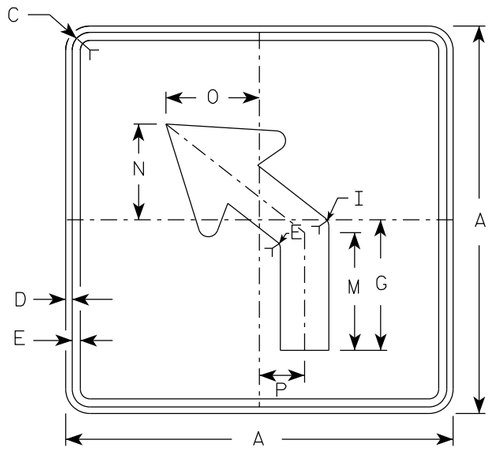
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

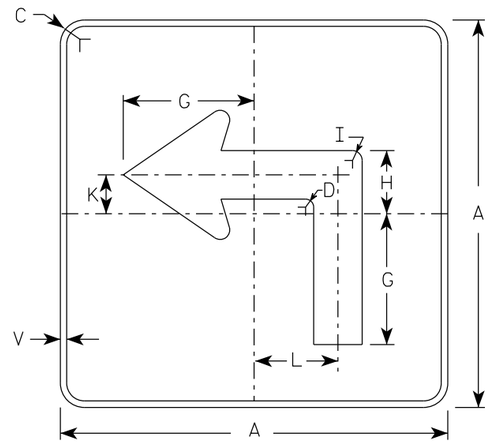
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 255 | E



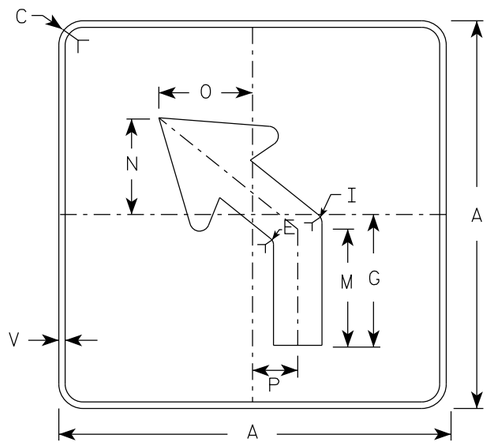
M5-1L
MM5-1L
MO5-1L
MP5-1L



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



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

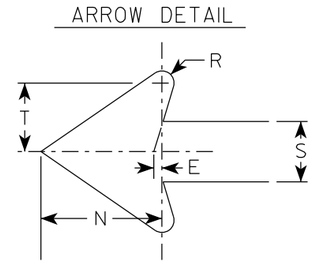


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

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

ARROW DETAIL



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

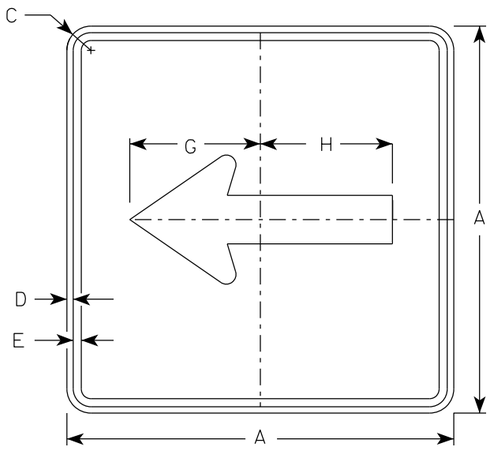
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

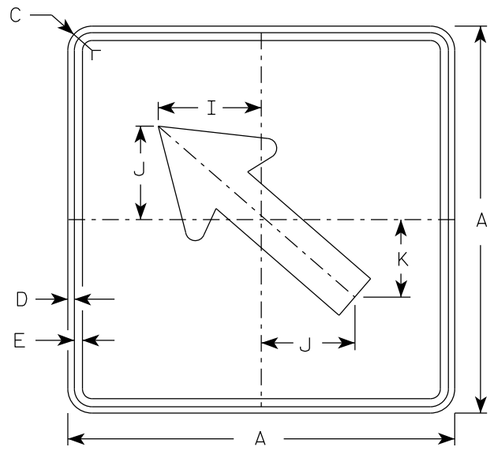
APPROVED Matthew R Rauch
for State Traffic Engineer

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

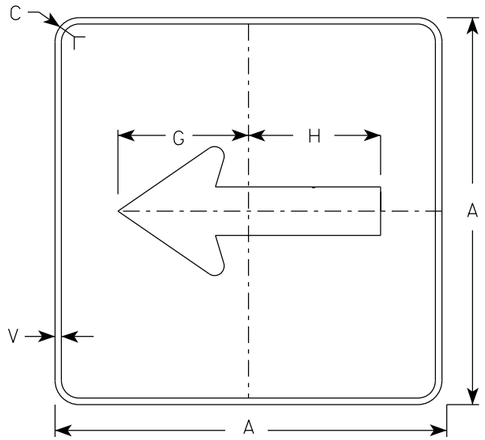
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 | E



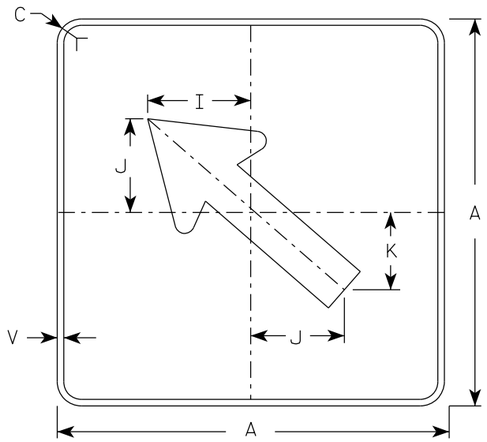
M6-1
MM6-1
MO6-1
MP6-1



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



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

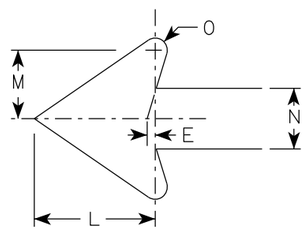


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

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

ARROW DETAIL



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

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

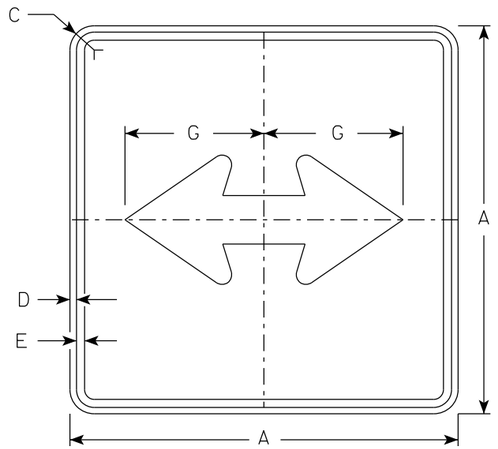
APPROVED Matthew R Rauch
For State Traffic Engineer

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

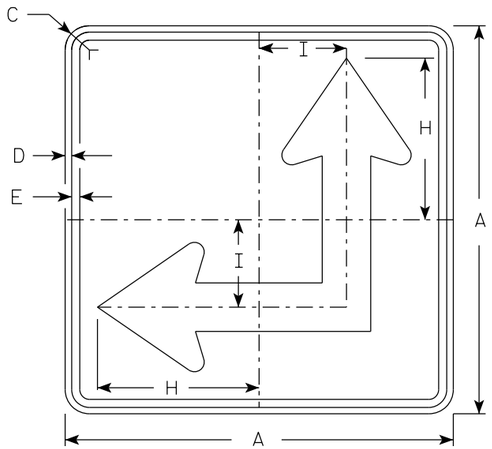
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 257 | E

7

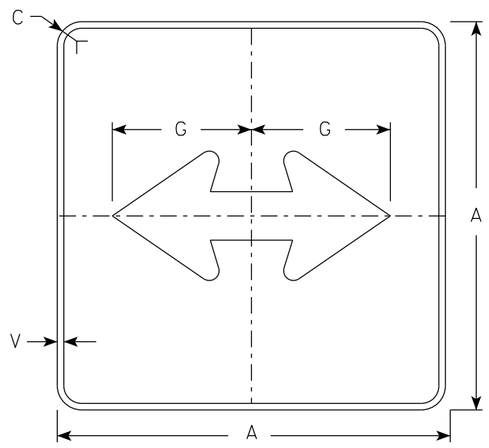
7



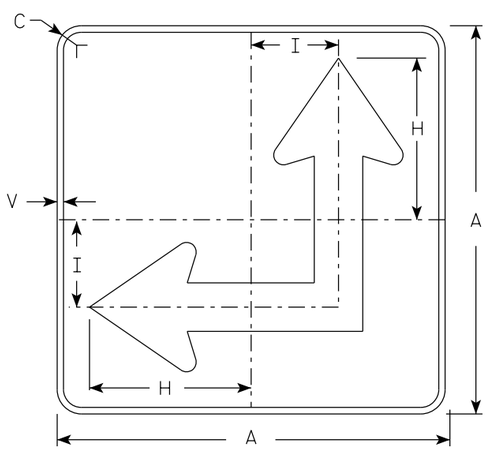
M6-4
MM6-4
MO6-4
MP6-4



M6-6
MM6-6
MO6-6
MP6-6



MB6-4
MK6-4
MN6-4
MR6-4

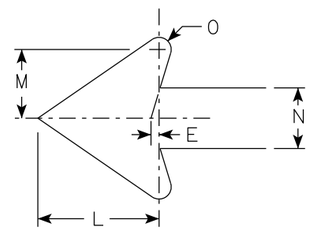


MB6-6
MK6-6
MN6-6
MR6-6

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

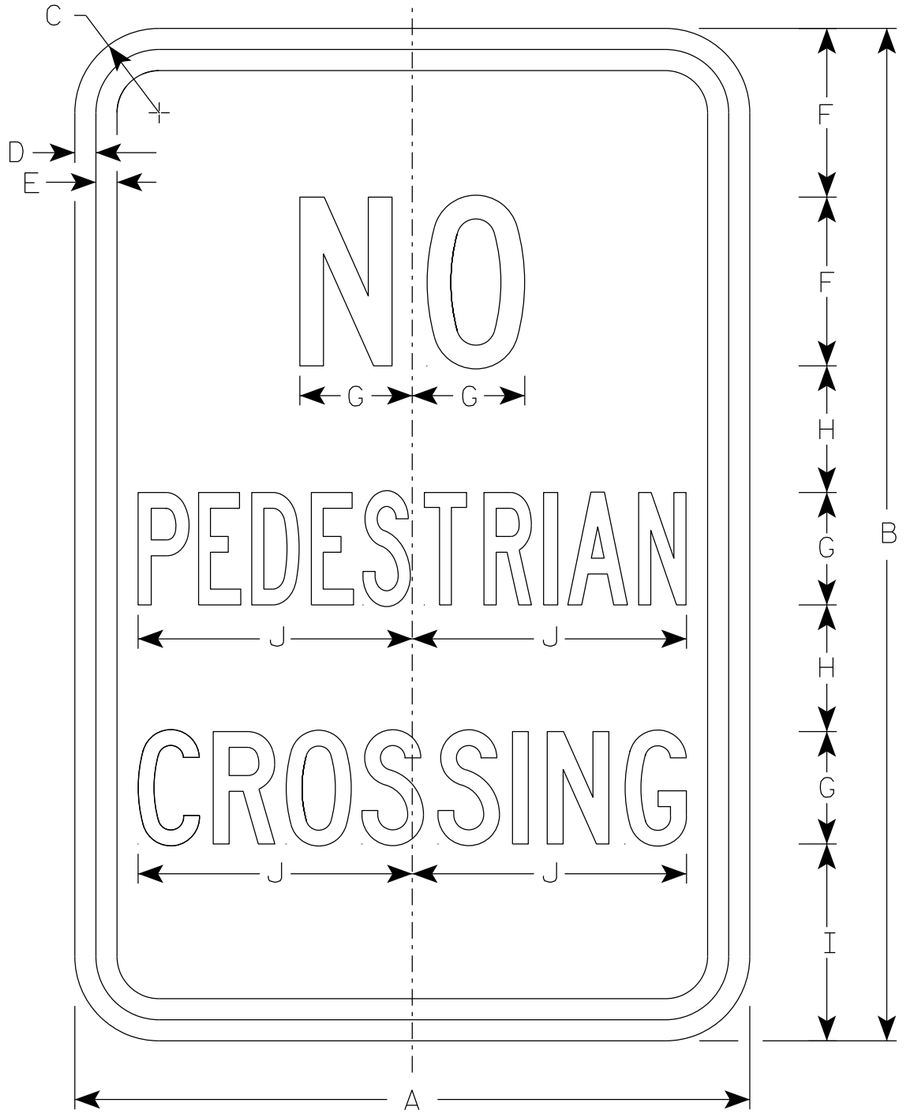
STANDARD SIGN
M6-4 & M6-6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 258 | E



R9-3

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1 & 3 are Series C
   Line 2 is Series B

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	12	18	1 1/2	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
2M	12	18	1 1/2	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
3																											
4																											
5																											

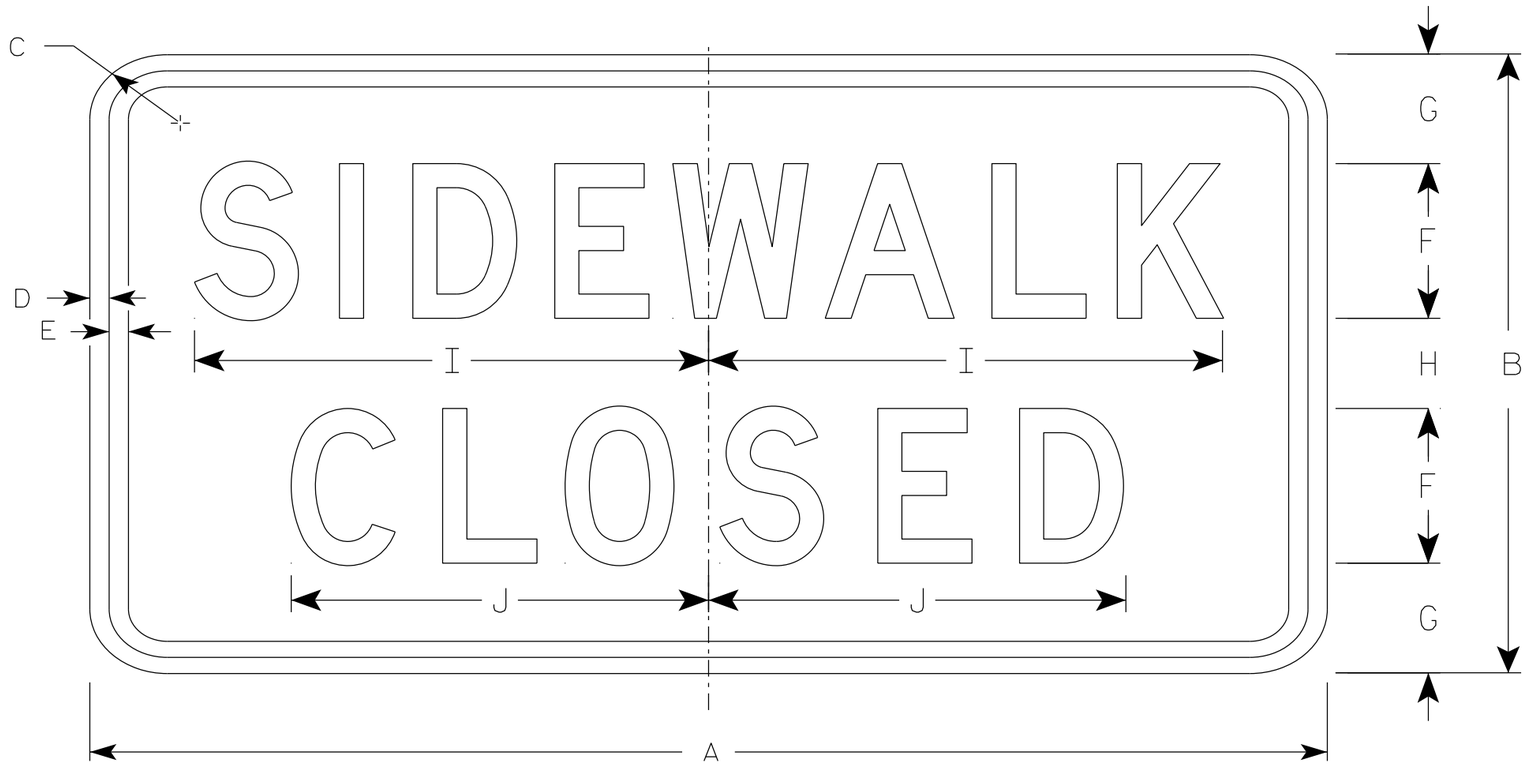
STANDARD SIGN
R9-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 259 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. 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 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

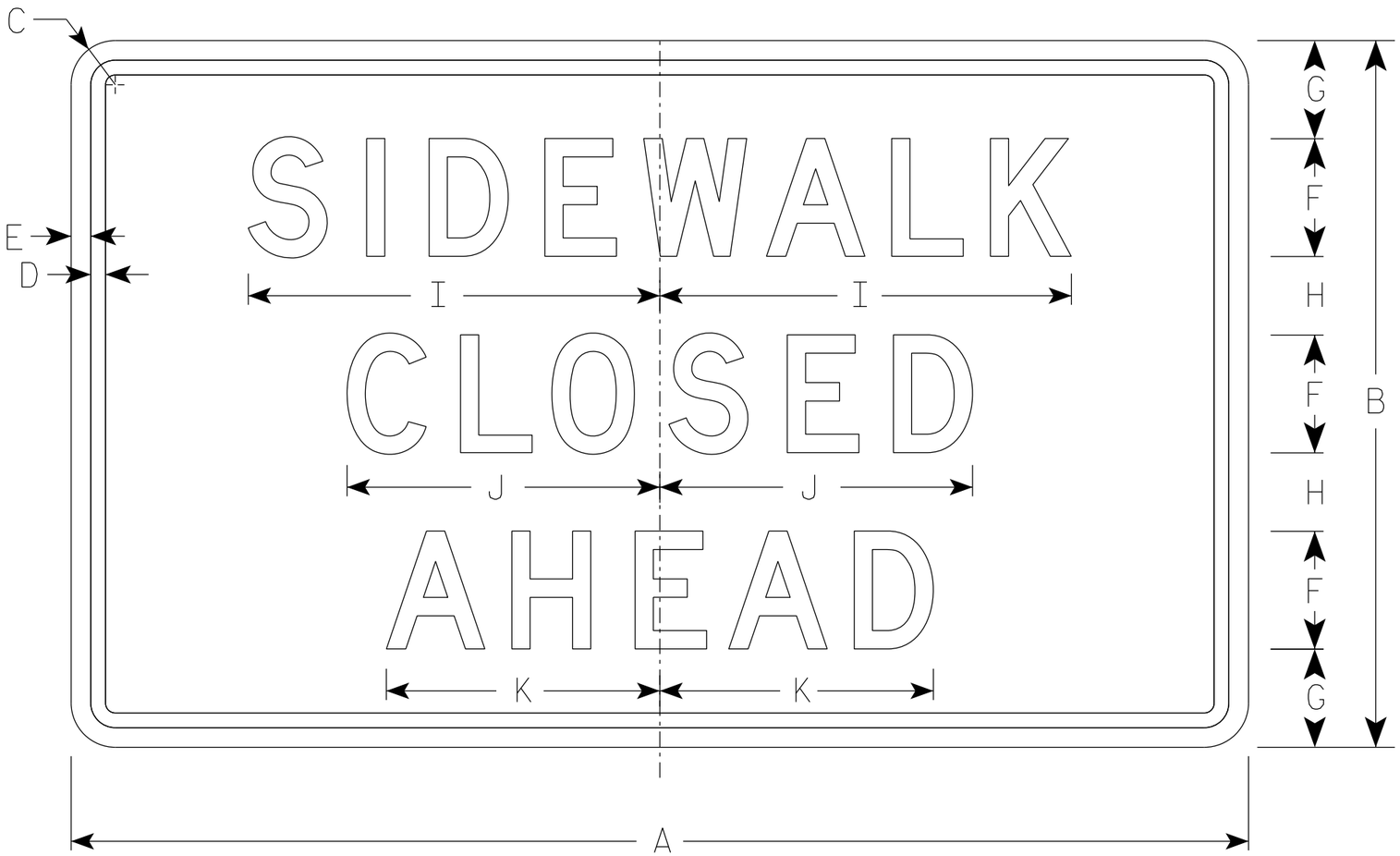
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 260 | E

NOTES

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



R9-9A

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 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

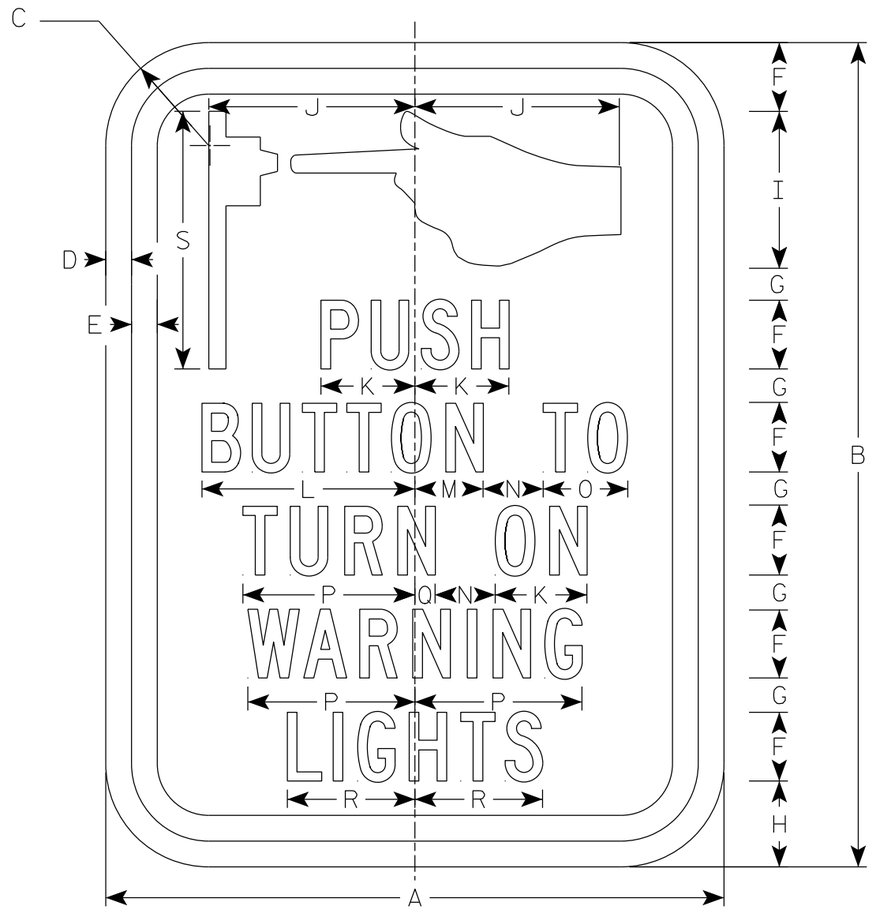
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 261 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99A.DGN PLOT DATE : 24-JAN 2024 11:58 PLOT BY : mscj9h PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7 7



R10-25

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. 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 1/2	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 1/2	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 1/2	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

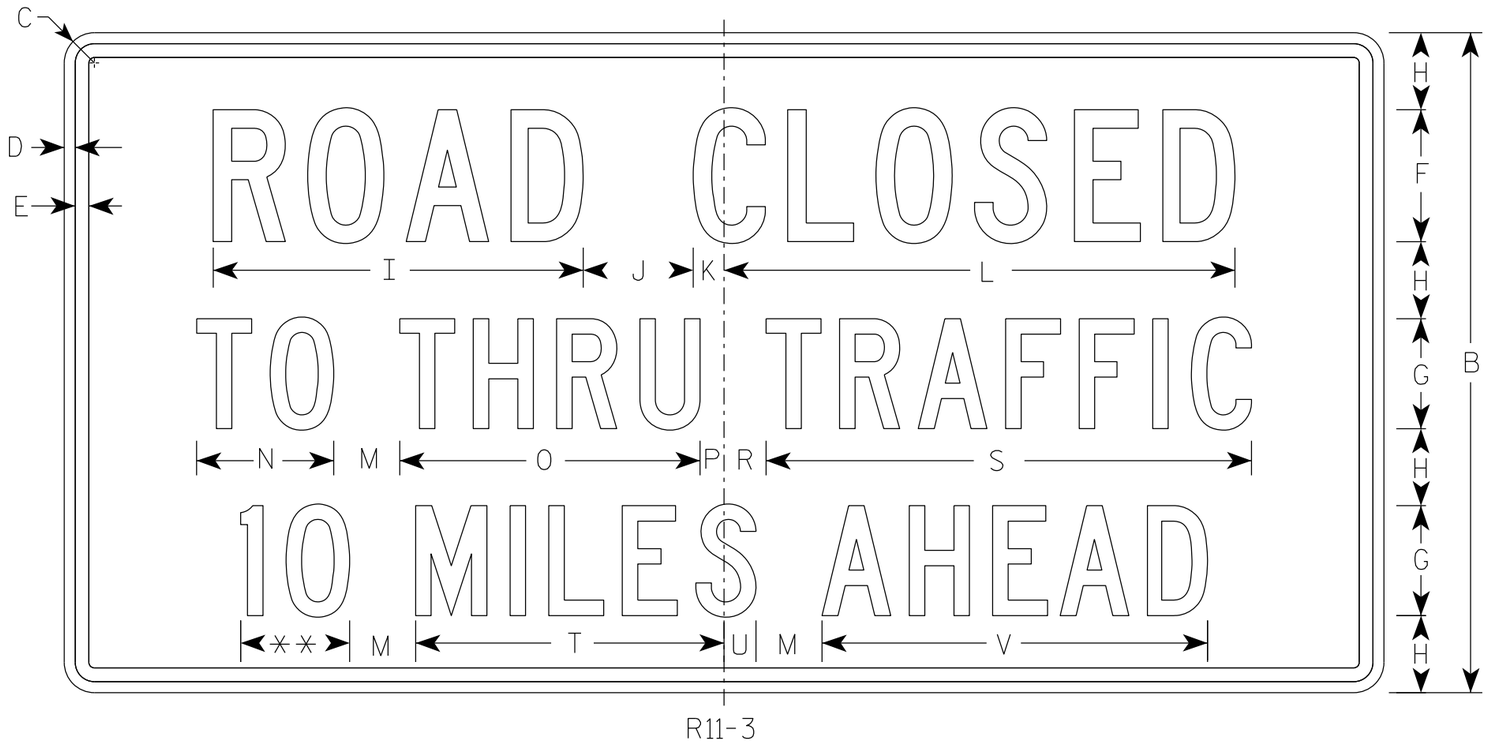
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R10-25.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 262 | E

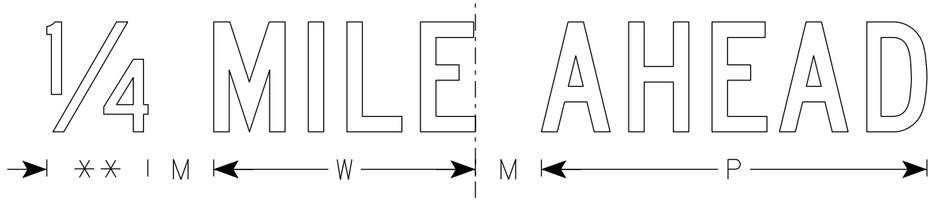
NOTES

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 1/2	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 7/8	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 7/8	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																											

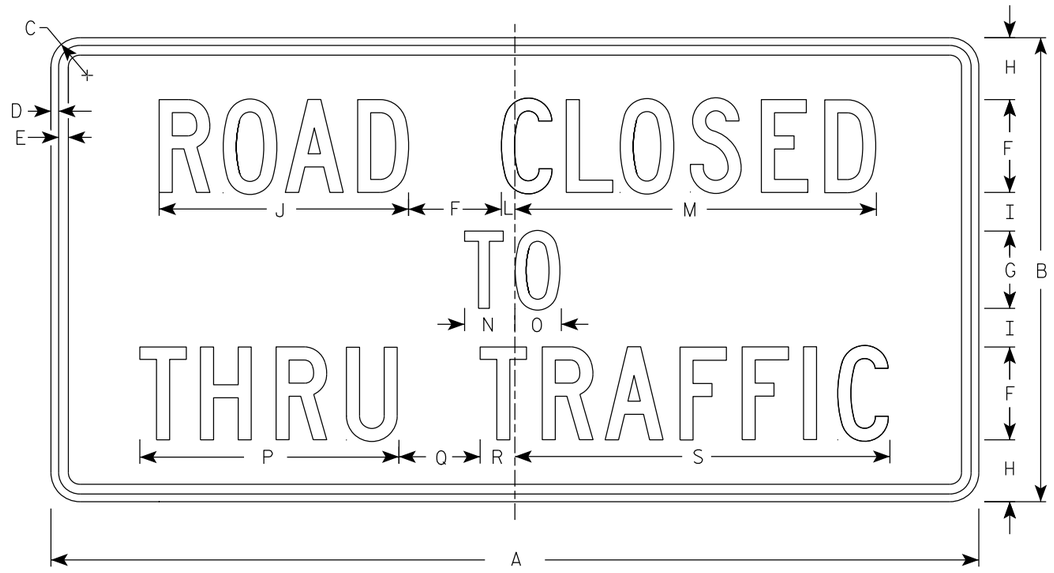
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 263 E



R11-4

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

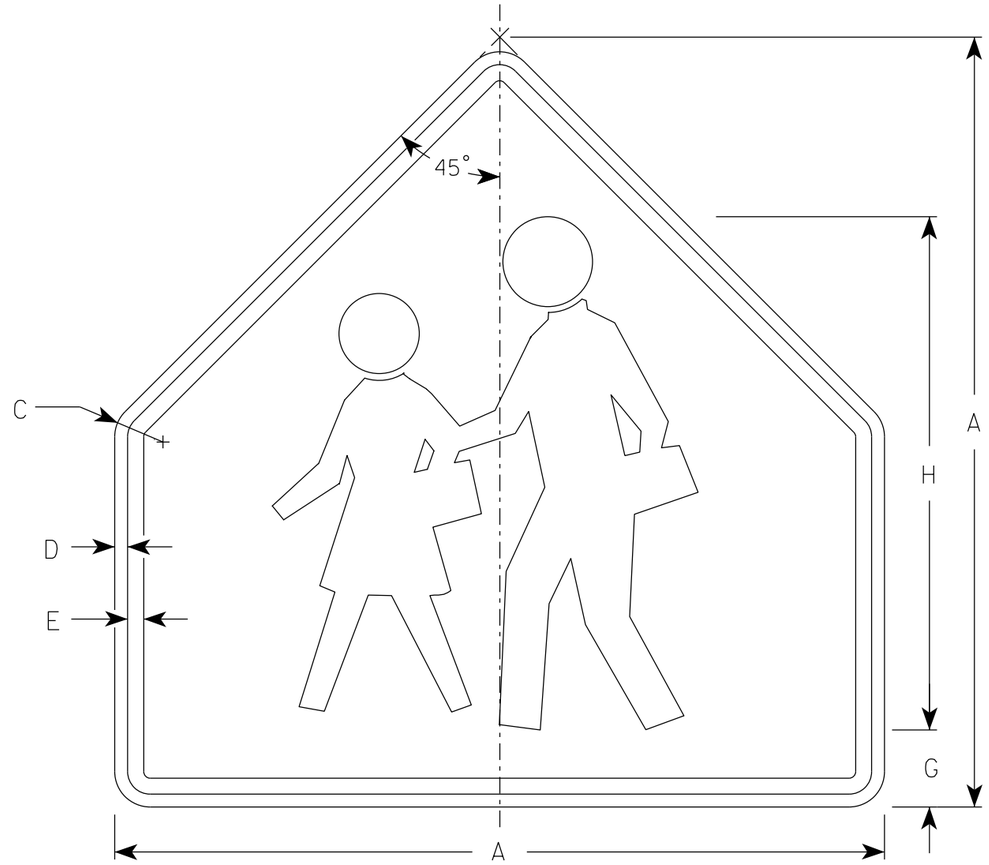
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 264 | E

NOTES

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



S1-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2S	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
2M	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		1 7/8	3/4	1		4 3/4	32																			12
5																											

STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

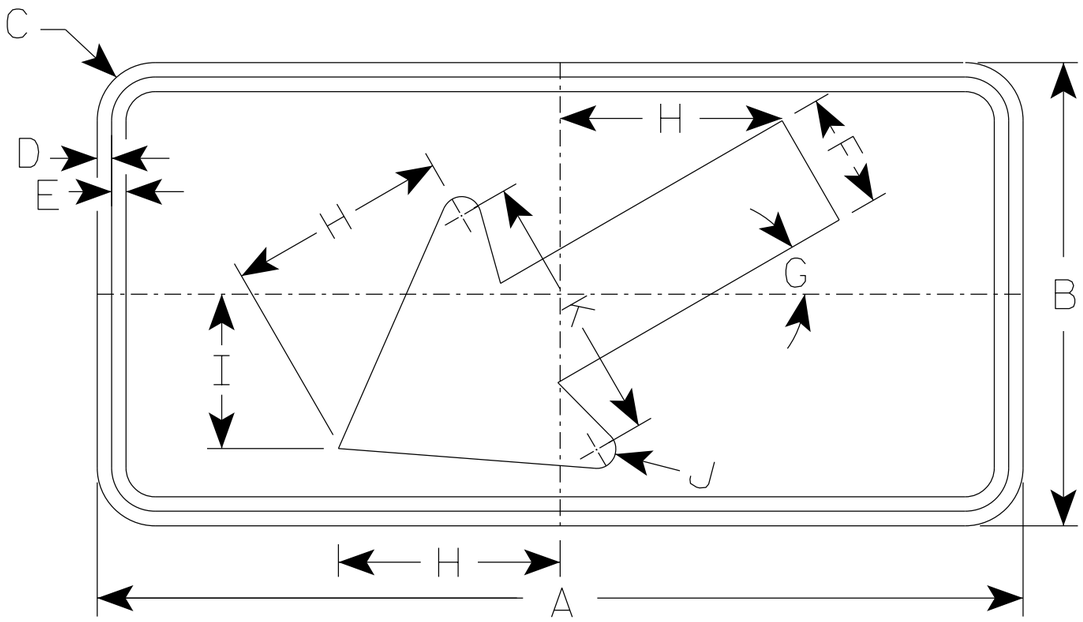
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 265 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. S16-7R is the same as S16-7L except the arrow is reversed along the vertical centerline.



S16-7L

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	12	1 ½	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
2S	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
5																											

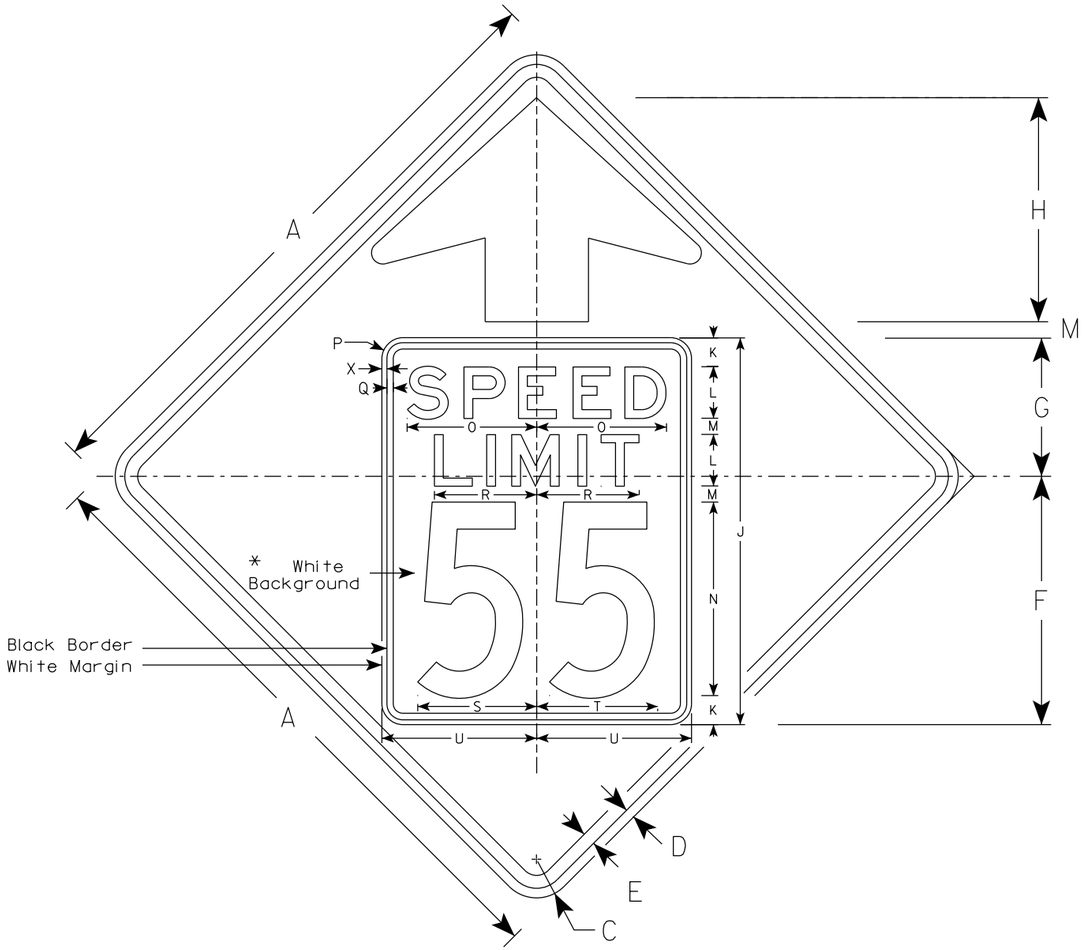
STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 266 | E

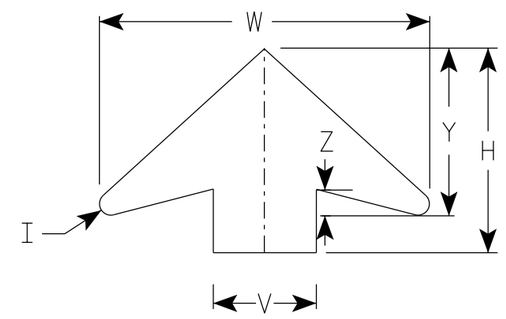


W3-5

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color: *
   Background - Yellow* (Type F Reflective)
   Message - Black
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background with black message (Type SH Reflective)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN

W3-5

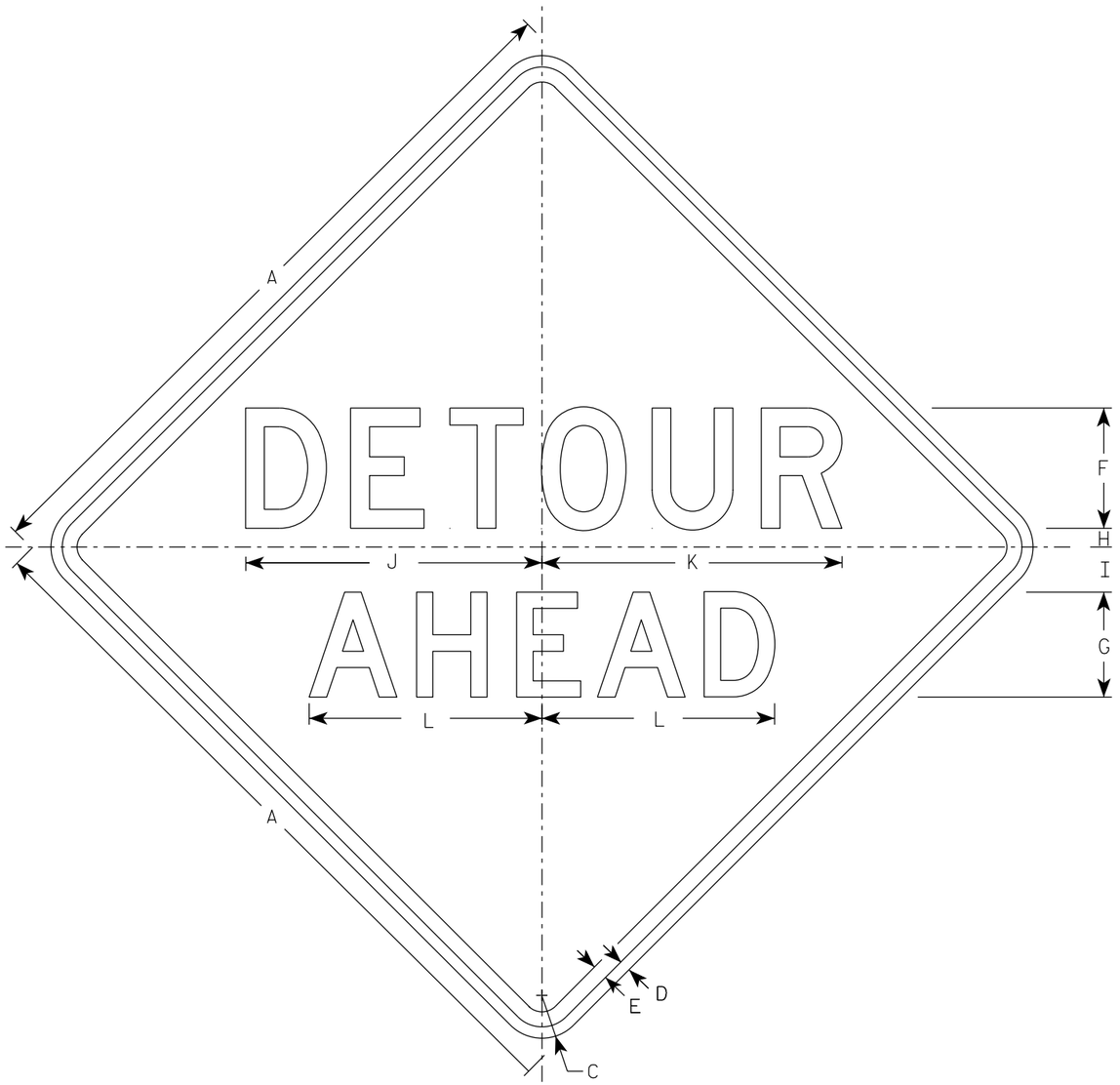
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

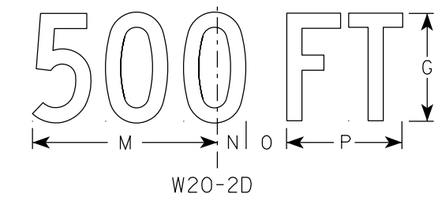
DATE 8/30/2023 PLATE NO. W3-5.7

PROJECT NO:

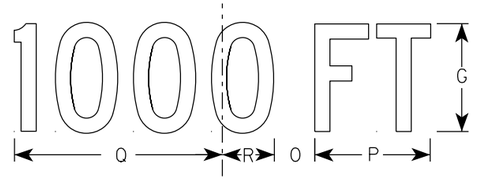
SHEET NO: 267 E



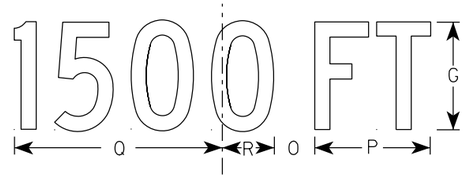
W20-2A



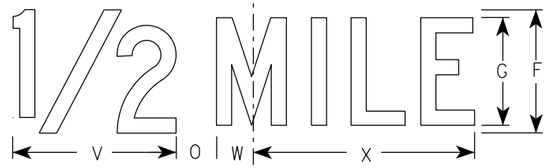
W20-2D



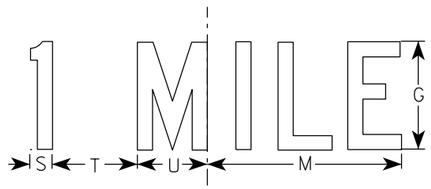
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

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

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

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

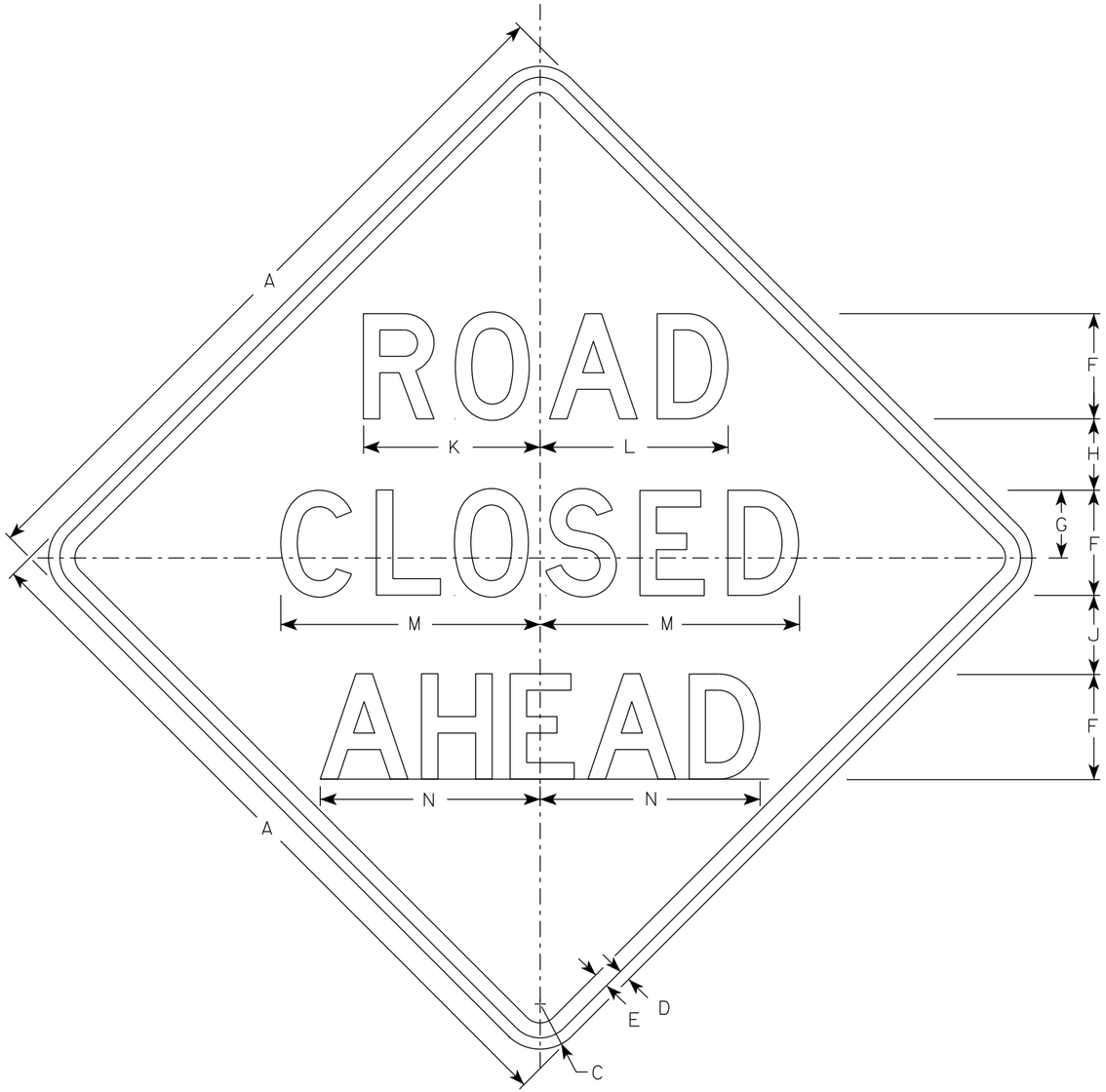
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

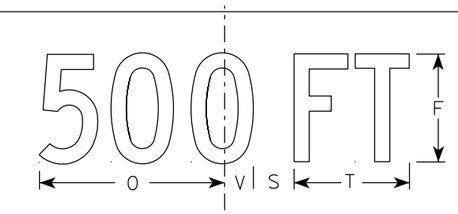
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

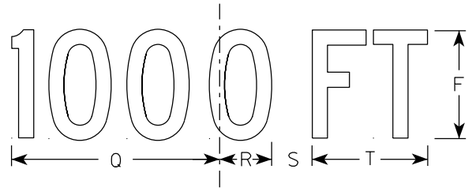
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



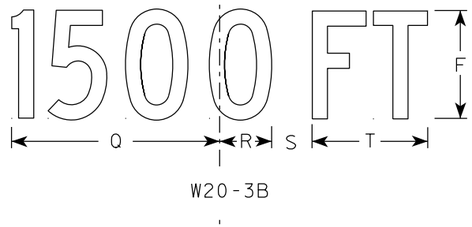
W20-3A



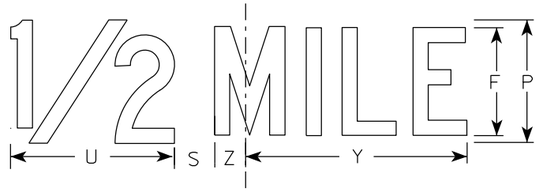
W20-3D



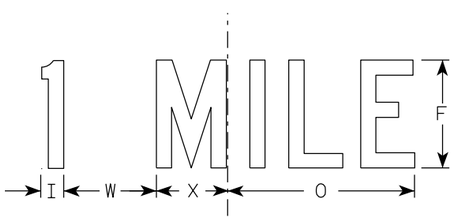
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

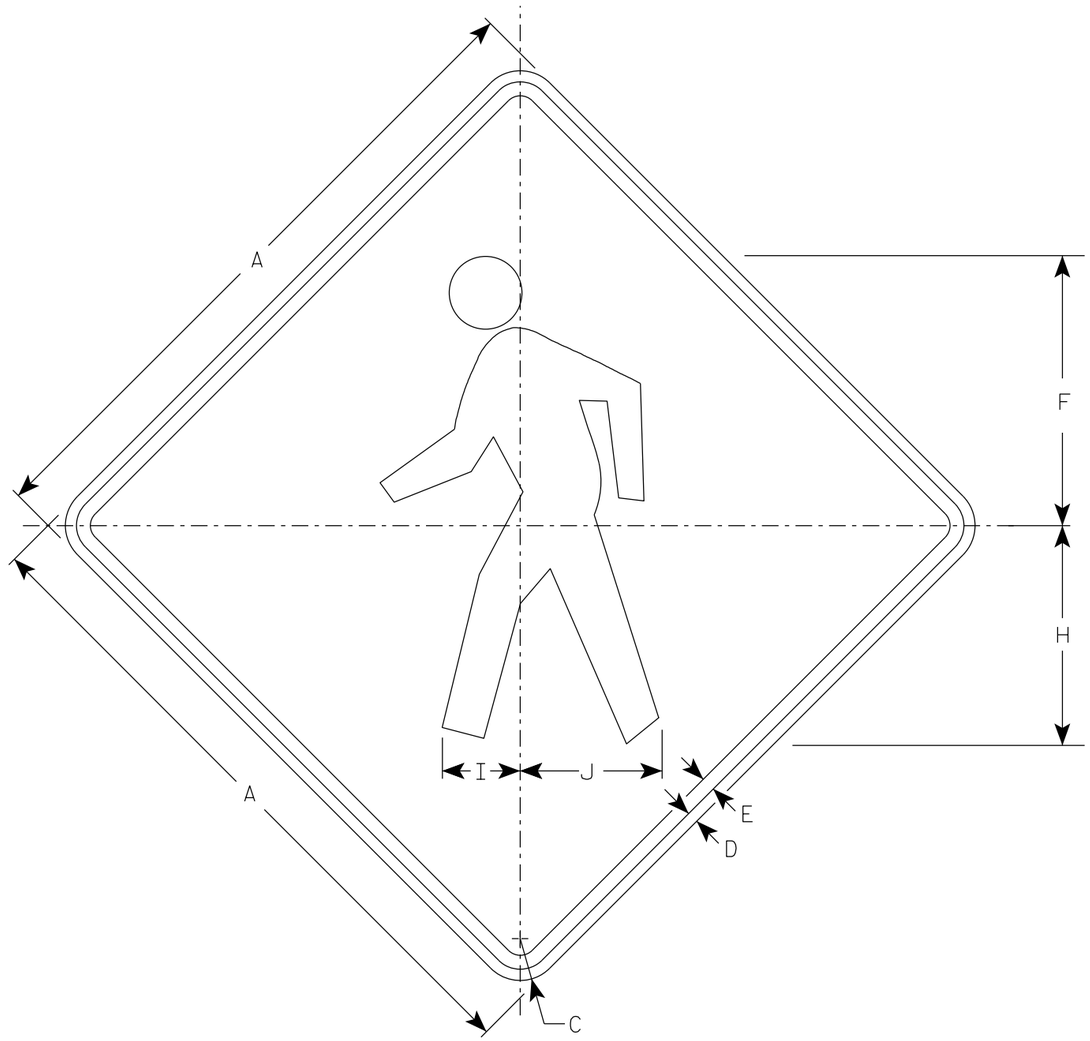
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



WO11-2

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.

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

STANDARD SIGN

WO11-2

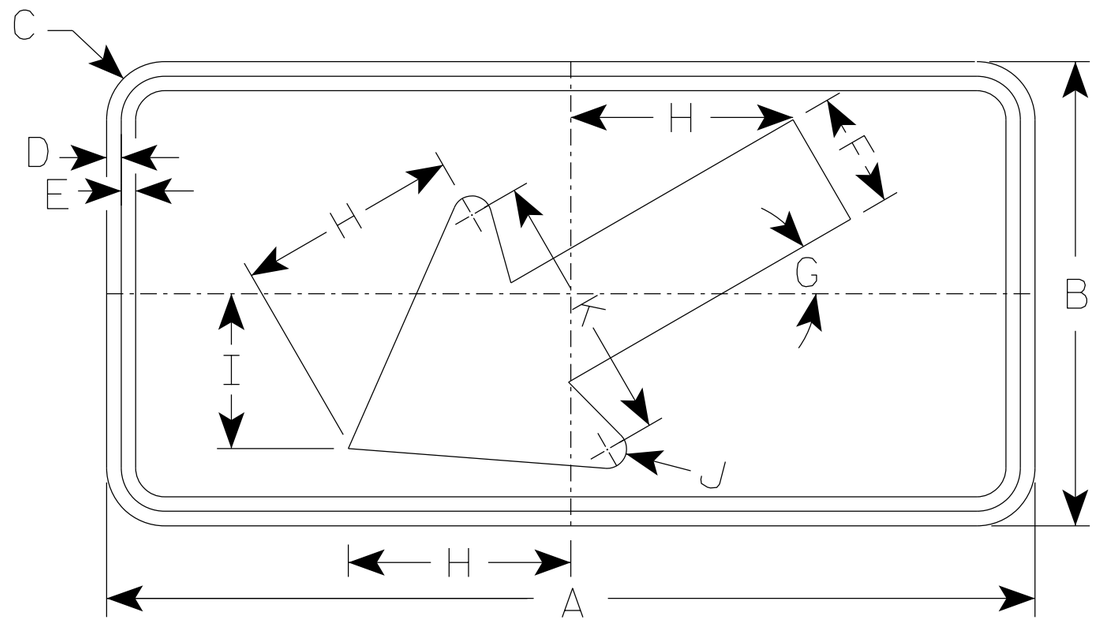
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 270 E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

STANDARD SIGN
W016-7

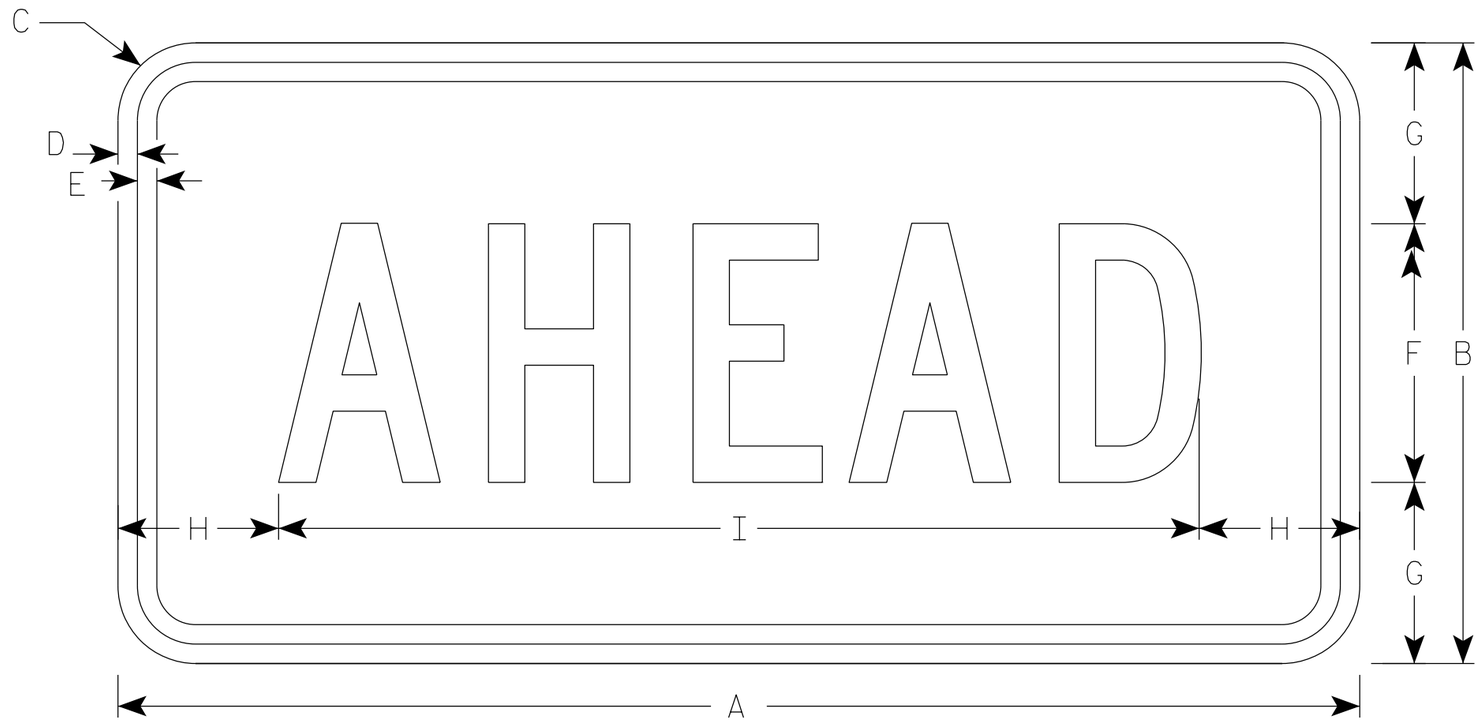
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 271 E

7



W016-9P

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 272 | E

EARTHWORK - SUBGRADE IMPROVEMENT - MAINLINE

	AREA (SF)		INCREMENTAL VOLUME (CY)			CUMULATIVE VOLUME (CY)			
STATION	CUT	FILL	CUT NOTE 1	FILL NOTE 2	EXPANDED FILL (1.25) NOTE 3	CUT (1.0) NOTE 1	FILL NOTE 2	FILL (1.25) NOTE 3	MASS ORDINATE NOTE 4
612+75	0	0	0	0	0	0	0	0	0
612+75	68	0	0	0	0	0	0	0	0
613+00	68	0	63	0	0	63	0	0	63
613+50	68	0	126	0	0	189	0	0	189
614+00	68	0	126	0	0	315	0	0	315
614+50	68	0	126	0	0	441	0	0	441
615+00	68	0	126	0	0	567	0	0	567
615+50	68	0	126	0	0	693	0	0	693
616+00	68	0	126	0	0	819	0	0	819
616+50	68	0	126	0	0	945	0	0	945
617+00	68	0	126	0	0	1071	0	0	1071
617+50	68	0	126	0	0	1197	0	0	1197
618+00	68	0	126	0	0	1323	0	0	1323
618+50	68	0	126	0	0	1449	0	0	1449
619+00	68	0	126	0	0	1575	0	0	1575
619+50	68	0	126	0	0	1701	0	0	1701
620+00	68	0	126	0	0	1827	0	0	1827
620+50	68	0	126	0	0	1953	0	0	1953
621+00	68	0	126	0	0	2079	0	0	2079
621+50	68	0	126	0	0	2205	0	0	2205
622+00	68	0	126	0	0	2331	0	0	2331
622+50	68	0	126	0	0	2457	0	0	2457
623+00	68	0	126	0	0	2583	0	0	2583
623+50	68	0	126	0	0	2709	0	0	2709
624+00	68	0	126	0	0	2835	0	0	2835
624+50	68	0	126	0	0	2961	0	0	2961
625+00	68	0	126	0	0	3087	0	0	3087
625+50	68	0	126	0	0	3213	0	0	3213
626+00	68	0	126	0	0	3339	0	0	3339
626+50	68	0	126	0	0	3465	0	0	3465
627+00	68	0	126	0	0	3591	0	0	3591
627+50	68	0	126	0	0	3717	0	0	3717
628+00	68	0	126	0	0	3843	0	0	3843
628+50	68	0	126	0	0	3969	0	0	3969
629+00	68	0	126	0	0	4095	0	0	4095
629+50	68	0	126	0	0	4221	0	0	4221
630+00	68	0	126	0	0	4347	0	0	4347
630+50	68	0	126	0	0	4473	0	0	4473
631+00	68	0	126	0	0	4599	0	0	4599
631+50	68	0	126	0	0	4725	0	0	4725
632+00	68	0	126	0	0	4851	0	0	4851
632+50	68	0	126	0	0	4977	0	0	4977
633+00	68	0	126	0	0	5103	0	0	5103
633+50	68	0	126	0	0	5229	0	0	5229
634+00	68	0	126	0	0	5355	0	0	5355
634+50	68	0	126	0	0	5481	0	0	5481
635+00	68	0	126	0	0	5607	0	0	5607
635+50	77	0	134	0	0	5741	0	0	5741
636+00	77	0	143	0	0	5884	0	0	5884
636+50	77	0	143	0	0	6027	0	0	6027
637+00	77	0	143	0	0	6170	0	0	6170
637+50	77	0	143	0	0	6313	0	0	6313
638+00	77	0	143	0	0	6456	0	0	6456
638+50	77	0	143	0	0	6599	0	0	6599
MAINLINE COLUMN SUBTOTALS =			6599	0	0	6599	0	0	6599

EARTHWORK - SUBGRADE IMPROVEMENT - MAINLINE CONTINUED

	AREA (SF)		INCREMENTAL VOLUME (CY)			CUMULATIVE VOLUME (CY)			
STATION	CUT	FILL	CUT NOTE 1	FILL NOTE 2	EXPANDED FILL (1.25) NOTE 3	CUT (1.0) NOTE 1	FILL NOTE 2	FILL (1.25) NOTE 3	MASS ORDINATE NOTE 4
638+50	77	0	0	0	0	6599	0	0	6599
639+00	77	0	143	0	0	6742	0	0	6742
639+50	77	0	143	0	0	6885	0	0	6885
640+00	77	0	143	0	0	7028	0	0	7028
640+50	77	0	143	0	0	7171	0	0	7171
641+00	77	0	143	0	0	7314	0	0	7314
641+50	77	0	143	0	0	7457	0	0	7457
642+00	77	0	143	0	0	7600	0	0	7600
642+50	77	0	143	0	0	7743	0	0	7743
643+00	77	0	143	0	0	7886	0	0	7886
643+50	77	0	143	0	0	8029	0	0	8029
644+00	77	0	143	0	0	8172	0	0	8172
644+50	77	0	143	0	0	8315	0	0	8315
645+00	77	0	143	0	0	8458	0	0	8458
645+50	77	0	143	0	0	8601	0	0	8601
646+00	77	0	143	0	0	8744	0	0	8744
646+50	77	0	143	0	0	8887	0	0	8887
647+00	77	0	143	0	0	9030	0	0	9030
647+50	77	0	143	0	0	9173	0	0	9173
648+00	77	0	143	0	0	9316	0	0	9316
648+50	77	0	143	0	0	9459	0	0	9459
649+00	77	0	143	0	0	9602	0	0	9602
649+50	77	0	143	0	0	9745	0	0	9745
650+00	77	0	143	0	0	9888	0	0	9888
650+50	77	0	143	0	0	10031	0	0	10031
650+58	77	0	23	0	0	10054	0	0	10054
650+58	0	0	0	0	0	10054	0	0	10054
651+90	0	0	0	0	0	10054	0	0	10054
651+90	77	0	0	0	0	10054	0	0	10054
652+00	77	0	29	0	0	10083	0	0	10083
652+50	77	0	143	0	0	10226	0	0	10226
653+00	77	0	143	0	0	10369	0	0	10369
653+50	77	0	143	0	0	10512	0	0	10512
654+00	77	0	143	0	0	10655	0	0	10655
654+50	77	0	143	0	0	10798	0	0	10798
655+00	77	0	143	0	0	10941	0	0	10941
655+50	77	0	143	0	0	11084	0	0	11084
656+00	77	0	143	0	0	11227	0	0	11227
656+50	77	0	143	0	0	11370	0	0	11370
657+00	77	0	143	0	0	11513	0	0	11513
657+50	77	0	143	0	0	11656	0	0	11656
658+00	77	0	143	0	0	11799	0	0	11799
658+00	0	0	0	0	0	11799	0	0	11799
667+50	0	0	0	0	0	11799	0	0	11799
667+50	77	0	0	0	0	11799	0	0	11799
668+00	77	0	143	0	0	11942	0	0	11942
668+50	77	0	143	0	0	12085	0	0	12085
669+00	77	0	143	0	0	12228	0	0	12228
669+50	77	0	143	0	0	12371	0	0	12371
670+00	77	0	143	0	0	12514	0	0	12514
MAINLINE COLUMN SUBTOTALS =			5915	0	0	12514	0	0	12514

NOTES:

1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUMES
3 - FILL (25%)	FILL 25% = (FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

NOTE: EARTHWORK QUANTITIES FOR THE 'A'-LINE ARE INCLUDED IN THE P.E./C.E./F.E. TOTALS

EARTHWORK - RIGHT TURN LANE - MAINLINE

	AREA (SF)		INCREMENTAL VOLUME (CY)			CUMULATIVE VOLUME (CY)			
STATION	CUT	FILL	CUT NOTE 1	FILL NOTE 2	EXPANDED FILL (1.25) NOTE 3	CUT (1.0) NOTE 1	FILL NOTE 2	FILL (1.25) NOTE 3	MASS ORDINATE NOTE 4
951+75	0	0	0	0	0	12514	0	0	12514
952+00	15	24	7	11	14	12521	11	14	12507
953+00	18	27	61	94	118	12582	105	132	12450
954+00	20	43	70	130	163	12652	235	295	12357
955+00	23	9	80	96	120	12732	331	415	12317
956+00	42	0	120	17	21	12852	348	436	12416
957+00	23	13	120	24	30	12972	372	466	12506
958+00	23	12	85	46	58	13057	418	524	12533
959+00	47	0	130	22	28	13187	440	552	12635
960+00	45	0	170	0	0	13357	440	552	12805
961+00	47	0	170	0	0	13527	440	552	12975
962+00	52	1	183	2	3	13710	442	555	13155
963+00	50	5	189	11	14	13899	453	569	13330
964+00	56	4	196	17	21	14095	470	590	13505
964+52	69	3	120	7	9	14215	477	599	13616
964+64	0	0	15	1	1	14230	478	600	13630
MAINLINE COLUMN SUBTOTALS =			1716	478	600	14230	478	600	13630

EARTHWORK - MEDIAN - MAINLINE

	AREA (SF)		INCREMENTAL VOLUME (CY)			CUMULATIVE VOLUME (CY)			
STATION	CUT	FILL	CUT NOTE 1	FILL NOTE 2	EXPANDED FILL (1.25) NOTE 3	CUT (1.0) NOTE 1	FILL NOTE 2	FILL (1.25) NOTE 3	MASS ORDINATE NOTE 4
965+79	18	0	0	0	0	14230	478	600	13630
966+00	18	0	16	0	0	14246	478	600	13646
967+00	18	0	72	0	0	14318	478	600	13718
967+85	18	0	62	0	0	14380	478	600	13780
MAINLINE COLUMN SUBTOTALS =			150	0	0	14380	478	600	13780

STATION - STATION	LOCATION	(1) 205.0100 EXCAVATION COMMON (CY)	(2) UNEXPANDED FILL (CY)	(3) EXPANDED FILL (CY) FACTOR 1.25	(4) MASS ORDINATE +/- (CY)
612+75 - 670+00	MAINLINE - SUBGRADE IMPROVEMENT	12514	0	0	12514
951+75 - 964+64	MAINLINE - RIGHT TURN LANE	1716	478	600	1116
965+79 - 967+85	MAINLINE - MEDIAN	150	0	0	150
-	P.E./C.E./F.E.	120	0	0	120
	TOTALS =	14,500	478	600	13,900

NOTES:

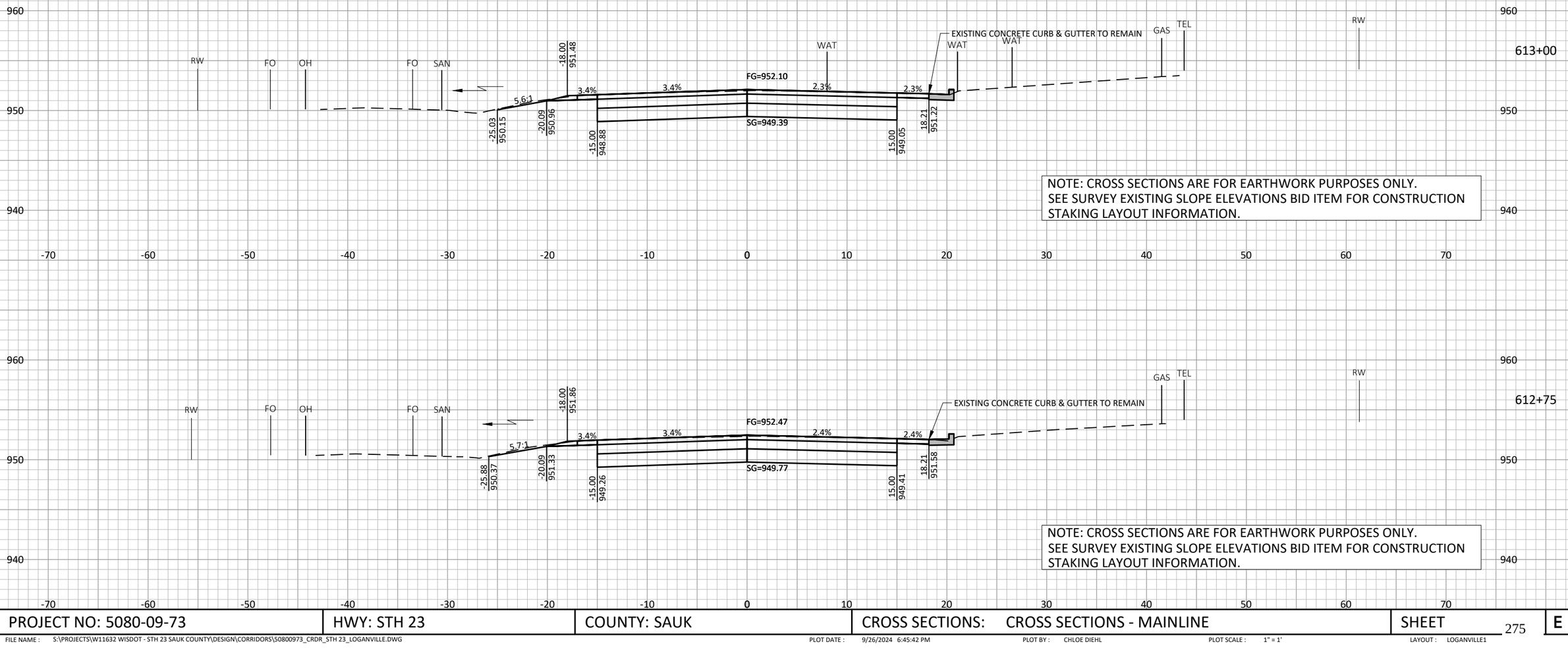
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUMES
3 - FILL (25%)	FILL 25% = (FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

NOTE: EARTHWORK QUANTITIES FOR THE 'A'-LINE ARE INCLUDED IN THE P.E./C.E./F.E. TOTALS

9

9

PROJECT NO: 5080-09-73 | HWY: STH 23 | COUNTY: SAUK | EARTHWORK TABLES | SHEET 274 | E

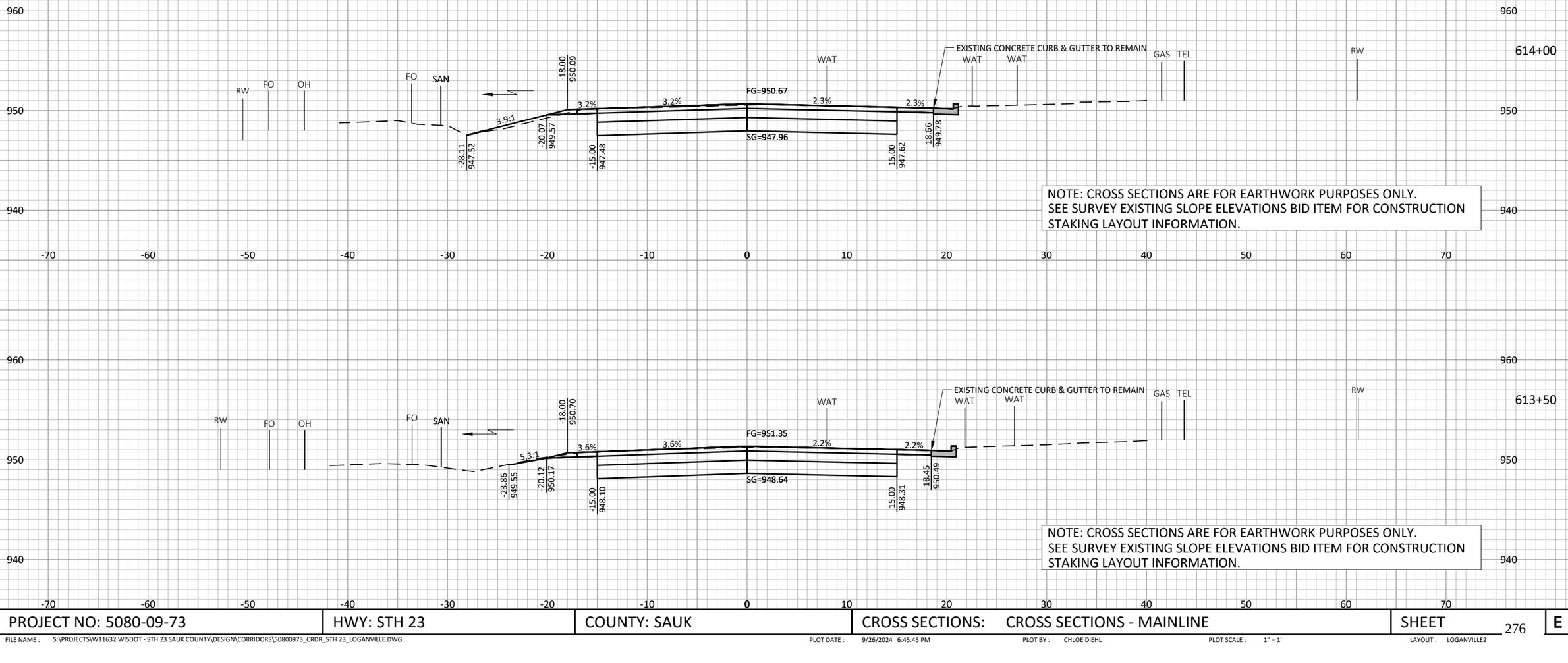


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 275	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:45:42 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE1

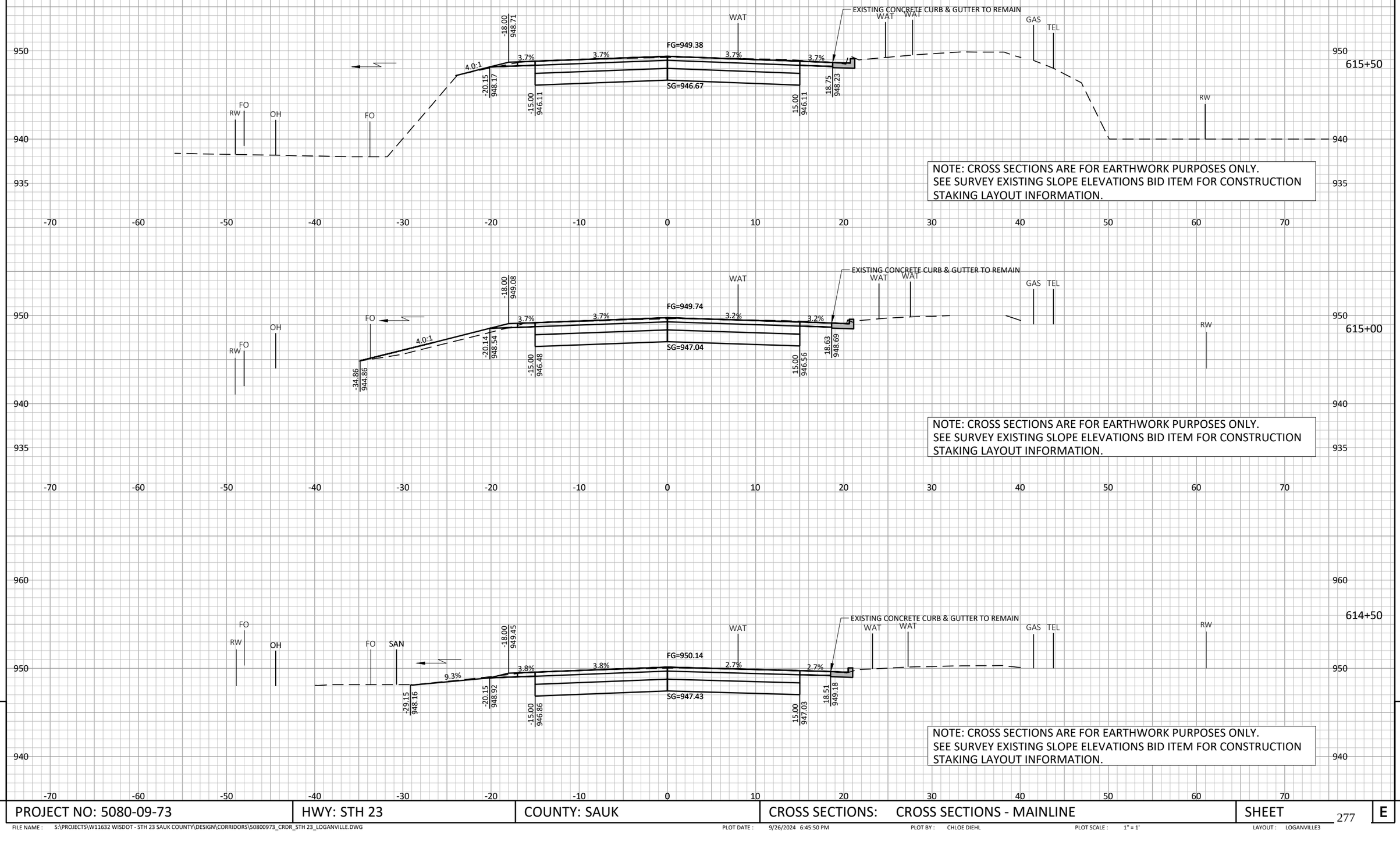


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 276	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:45:45 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE2



9

9

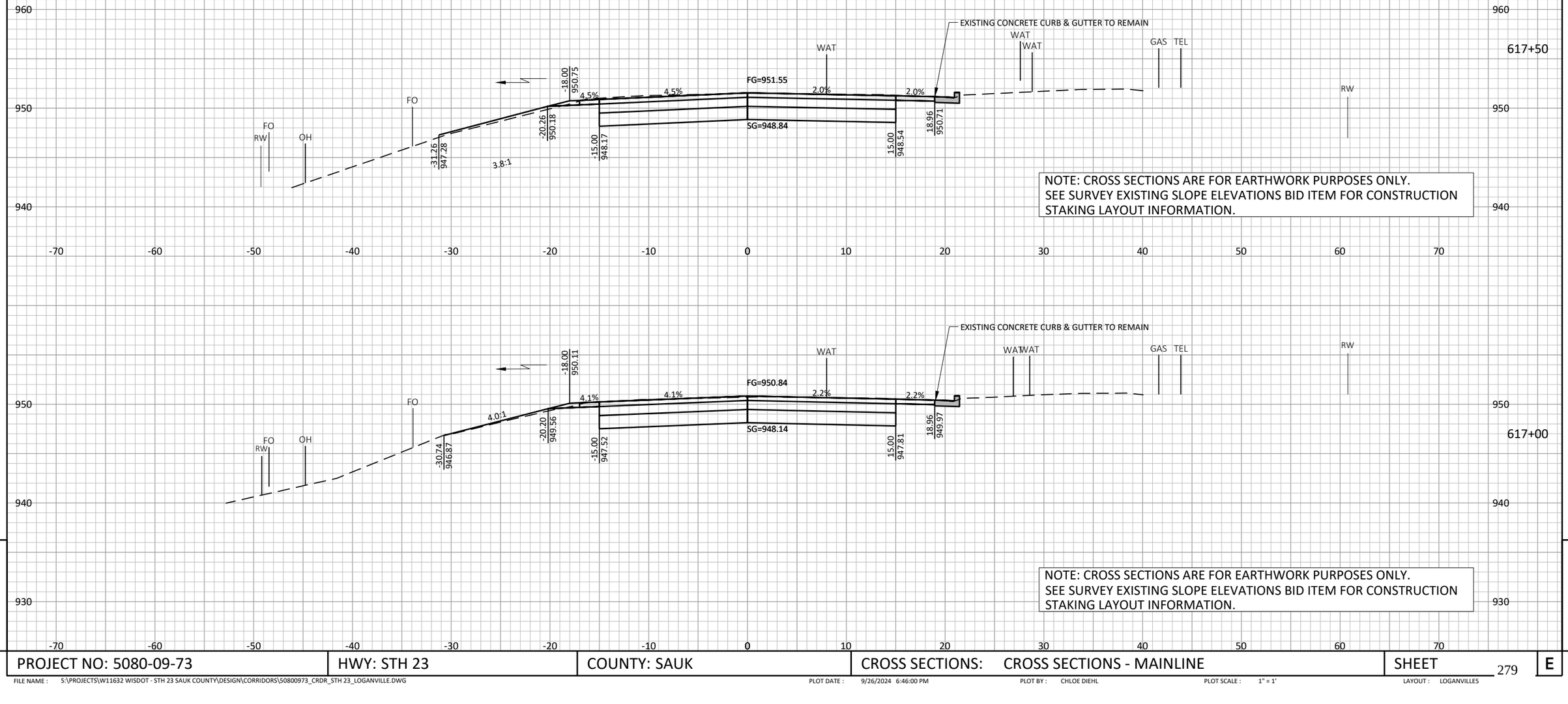
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 277	E

9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 278	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:45:55 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE4

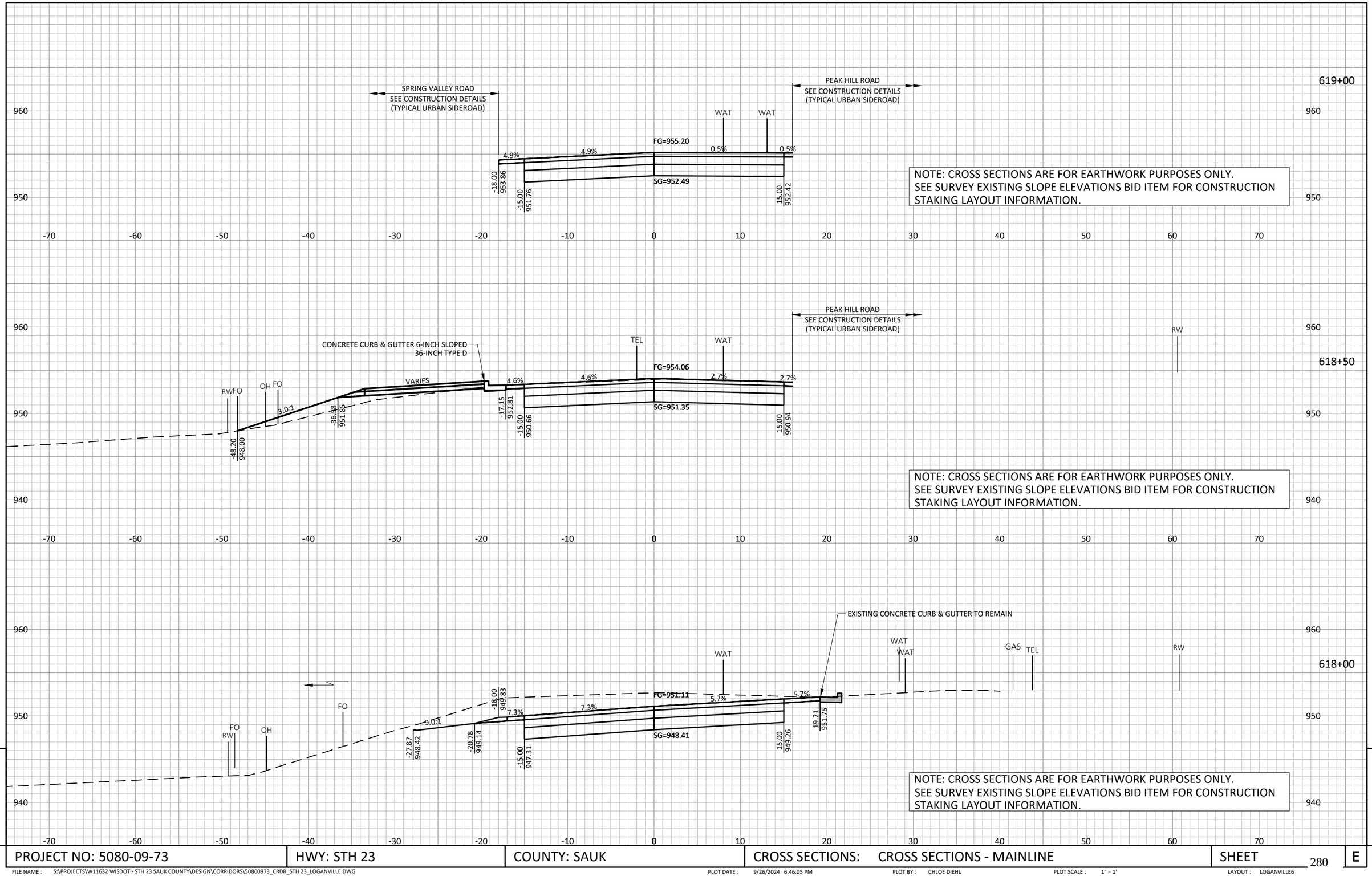


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 279	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:46:00 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE5

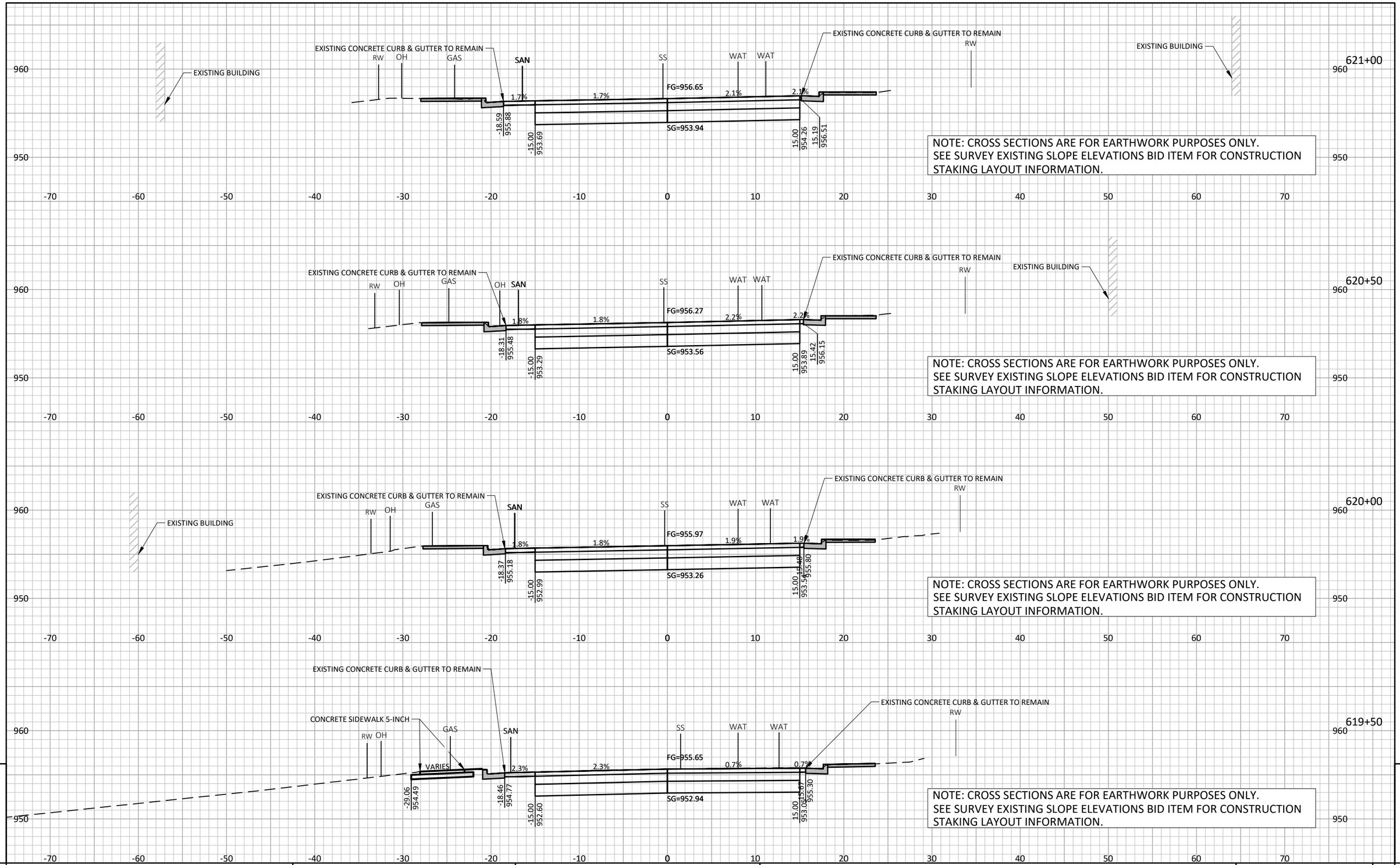


9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 280	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:46:05 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE6

9

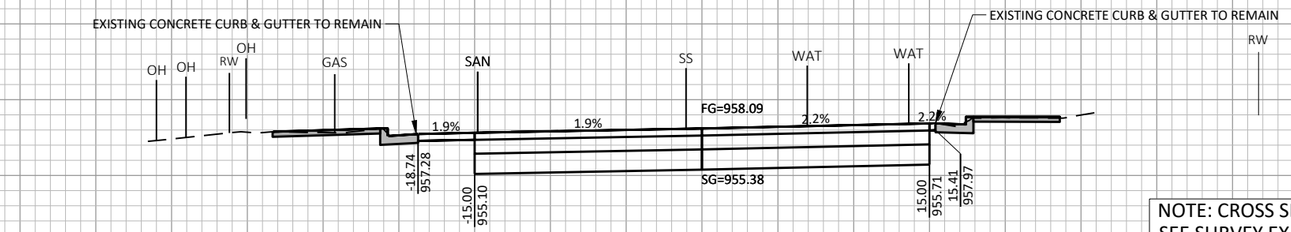


9

9

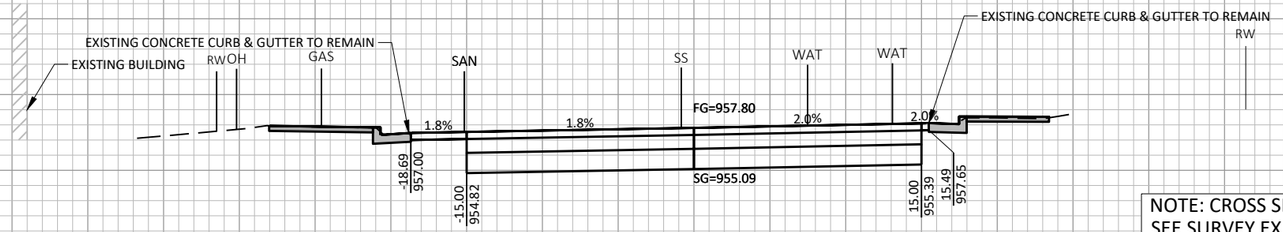
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 281	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG
PLOT DATE : 9/26/2024 6:46:10 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : LOGANVILLE7



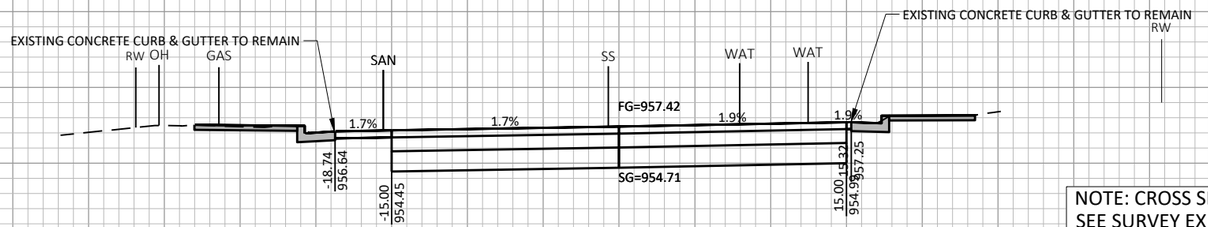
623+00

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.



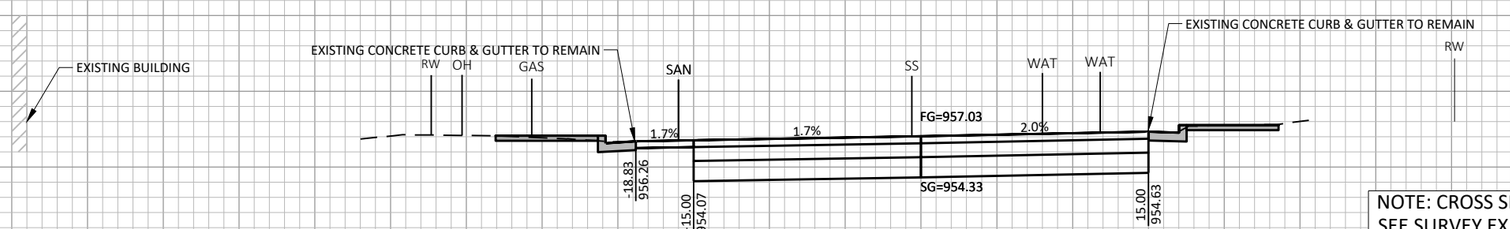
622+50

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.



622+00

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.



621+50

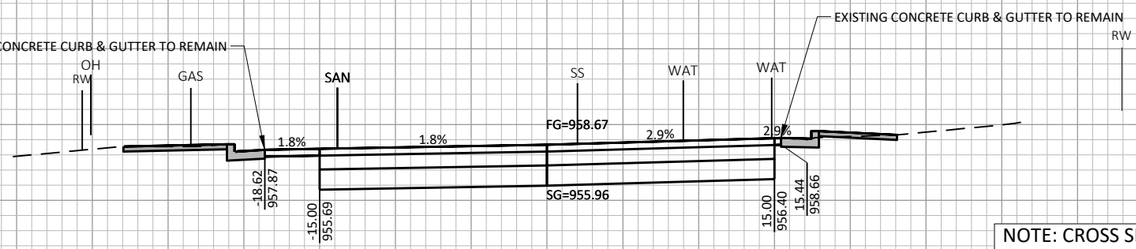
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

9

9

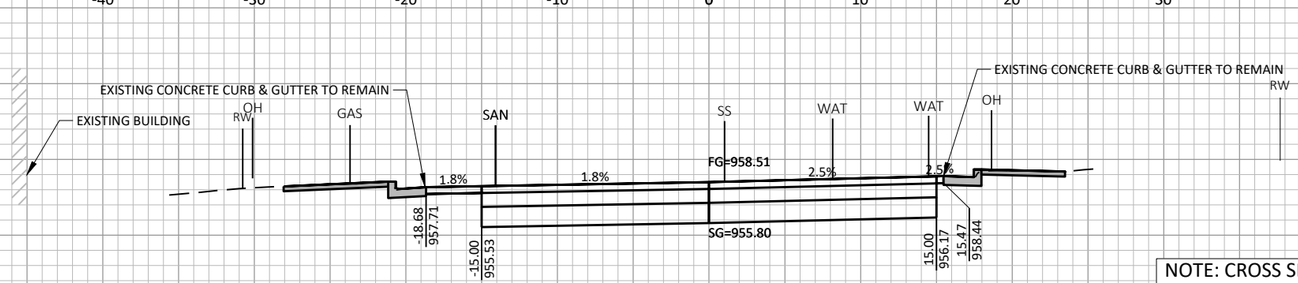
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 282	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:46:15 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE8



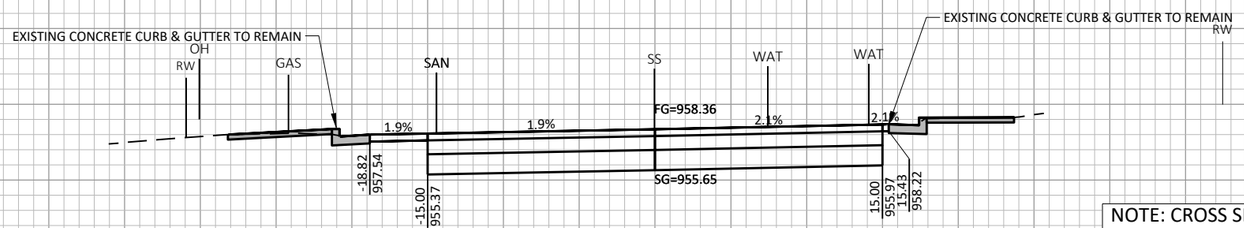
624+50

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.



624+00

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.



623+50

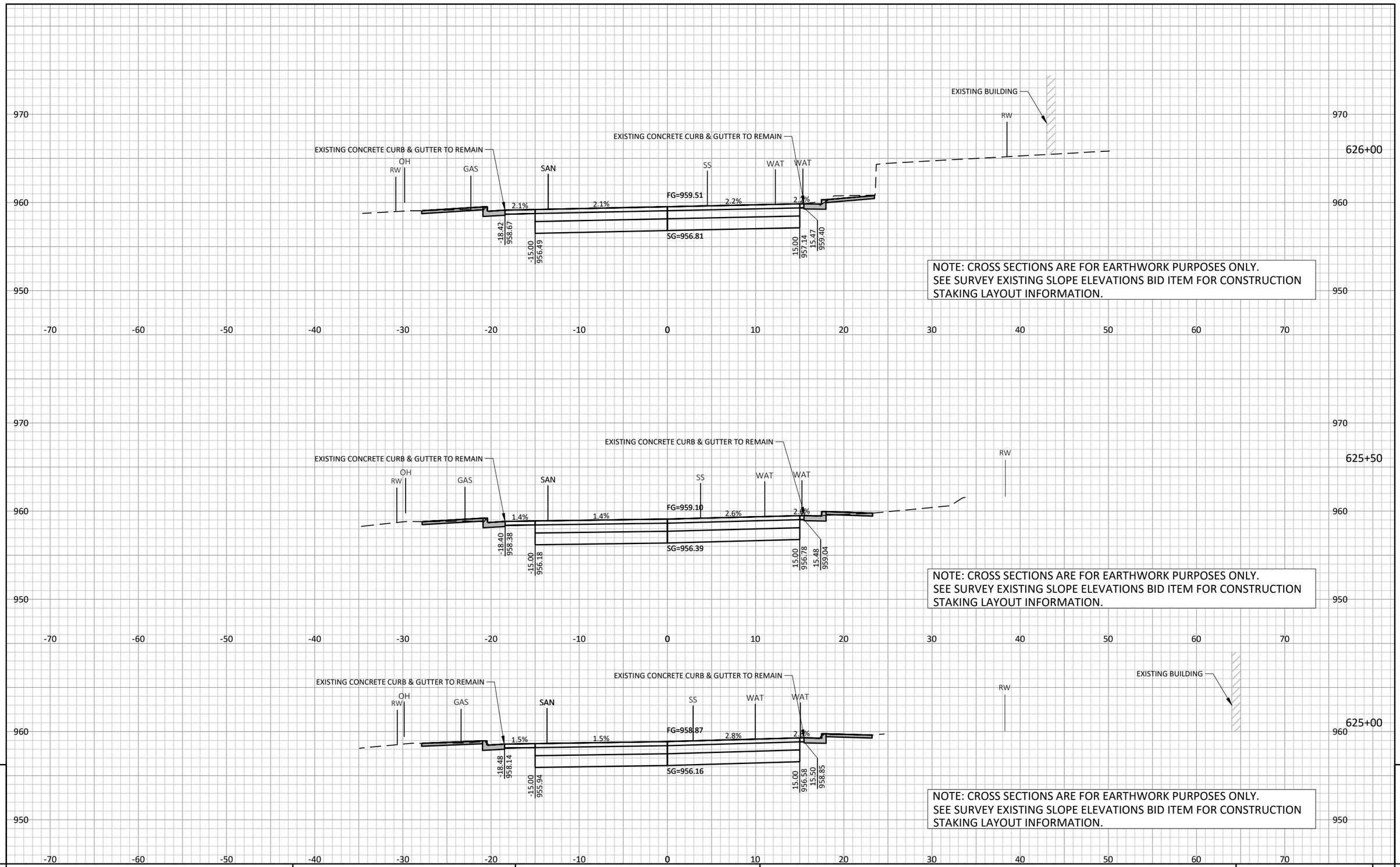
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 283	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:46:20 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE9



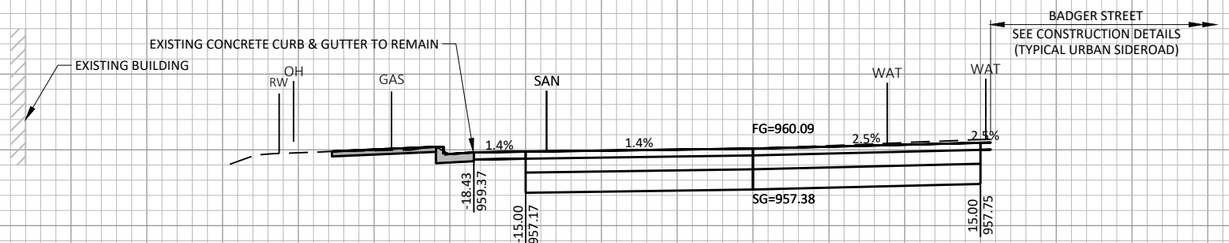
9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 284	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:46:25 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE10

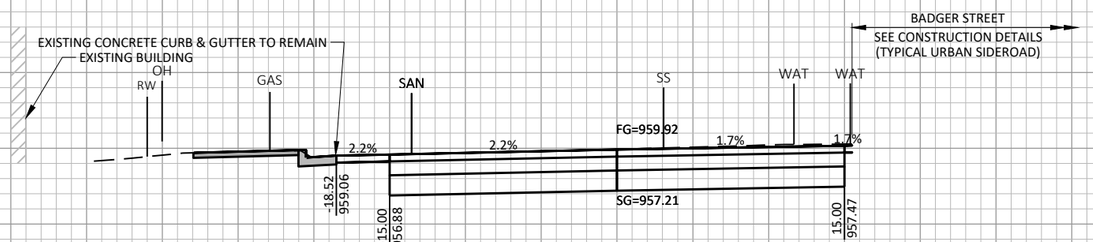
627+00



NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

970
960
950
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

626+50



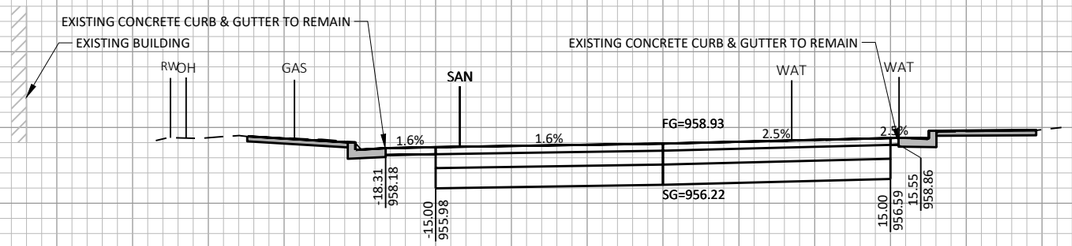
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

970
960
950
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 285	E

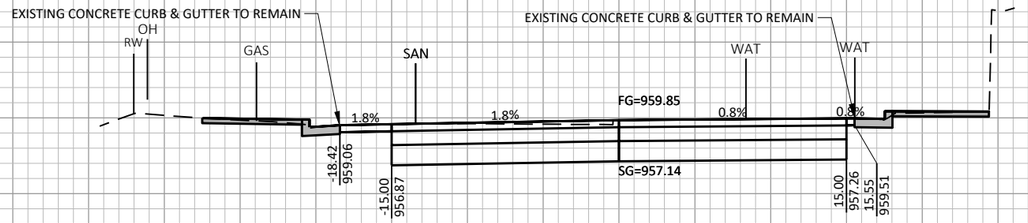
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:46:30 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE11



628+50

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

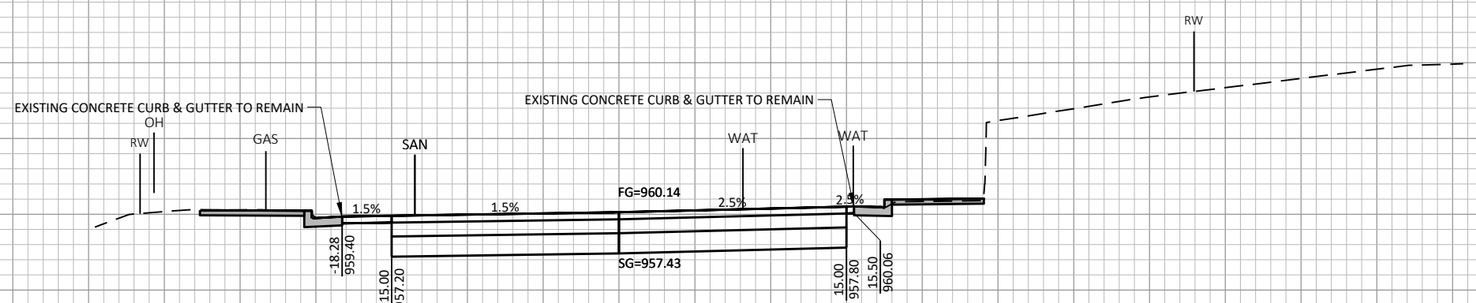
960
950
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70



628+00

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

970
960
950
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70



627+50

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

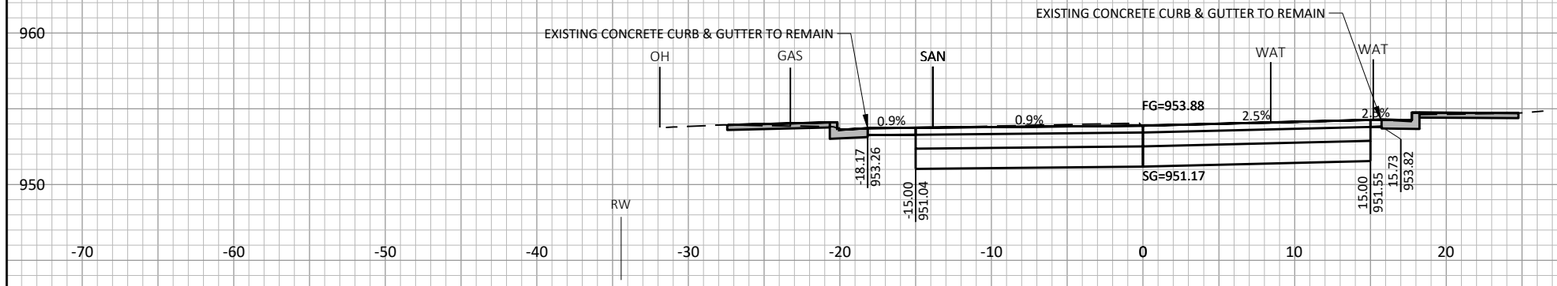
970
960
950
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

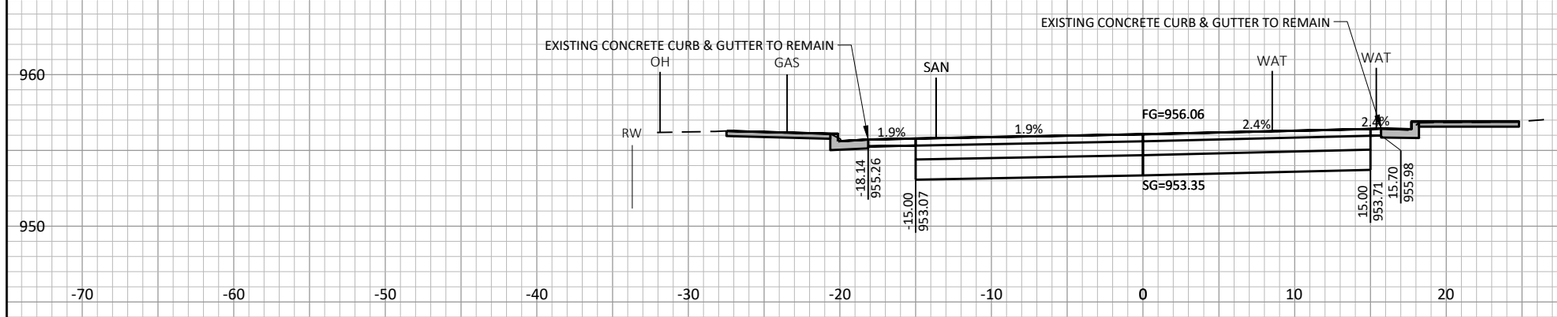
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 286	E

630+00



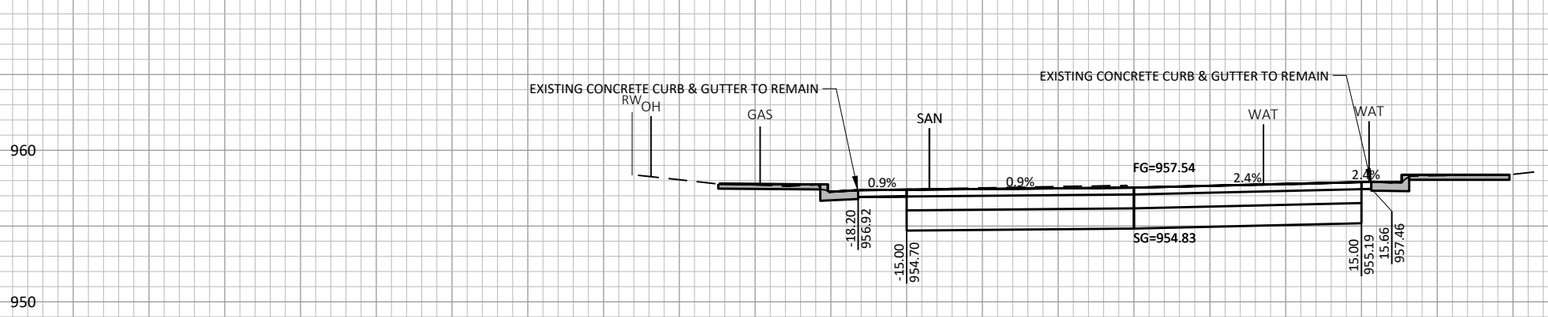
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

629+50



NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

629+00



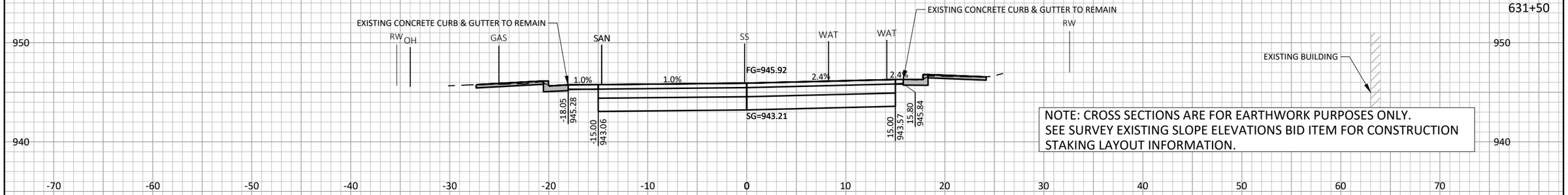
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

9

9

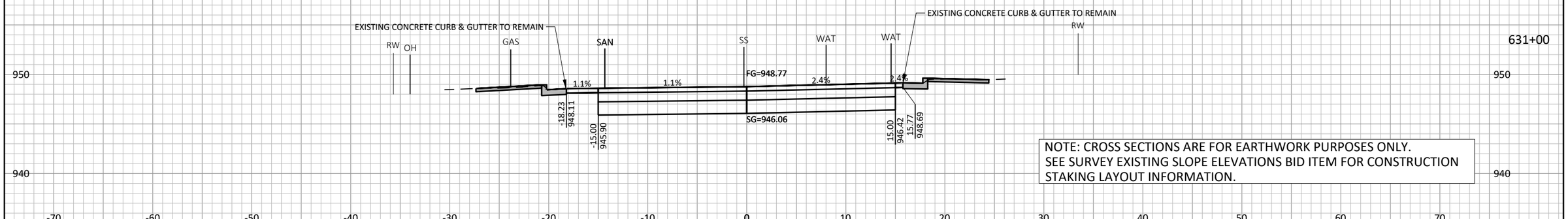
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 287	E

631+50



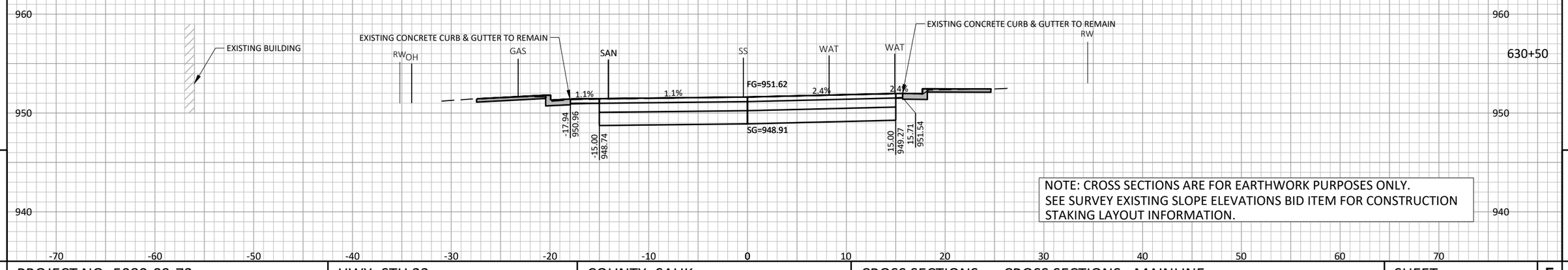
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

631+00



NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

630+50



NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

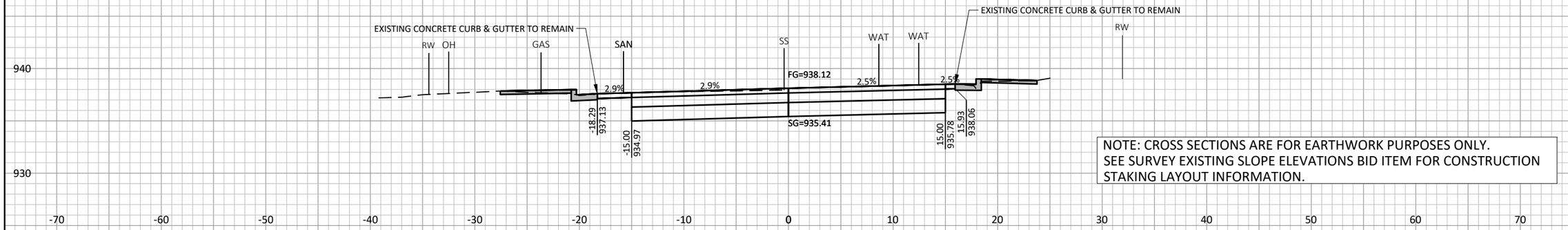
9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 288	E

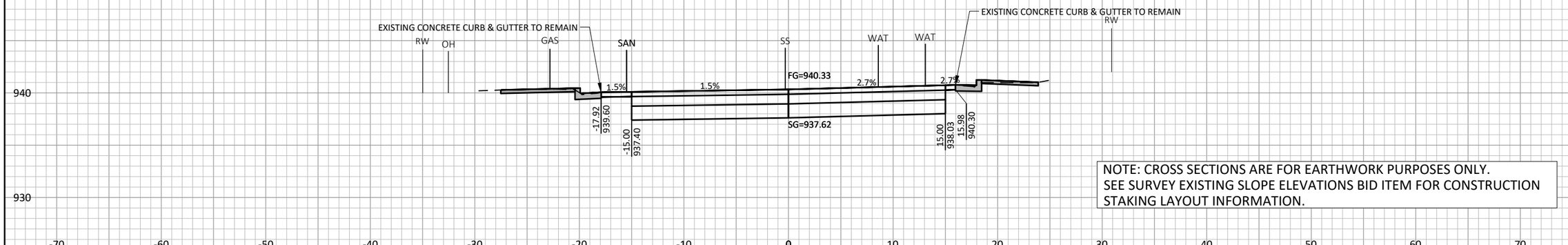
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:46:45 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE14

633+00



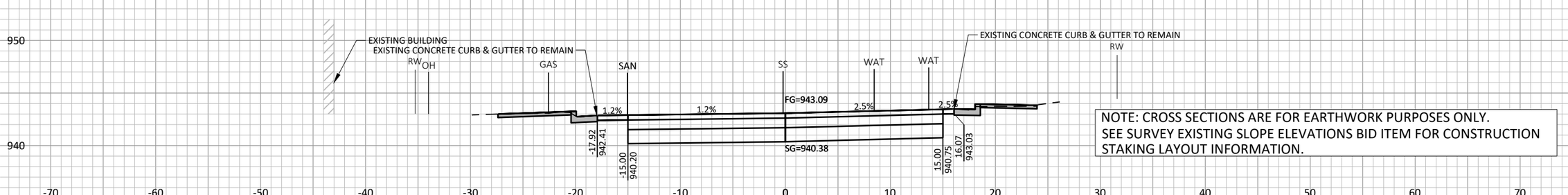
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

632+50



NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

632+00



NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

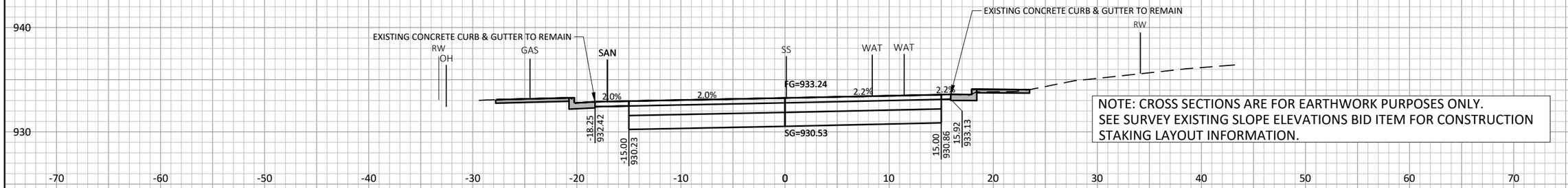
9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 289	E

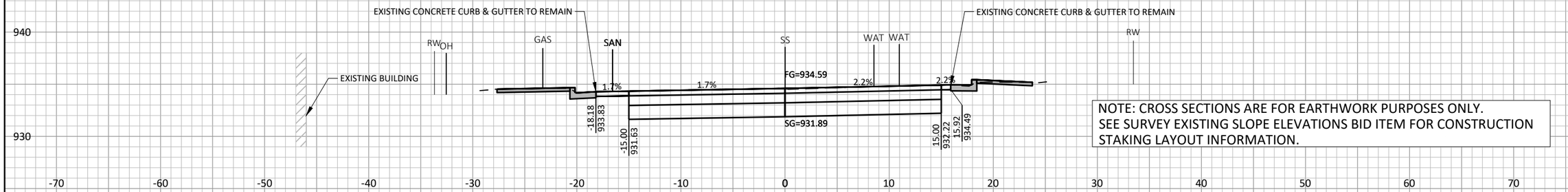
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG
PLOT DATE : 9/27/2024 9:08:18 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : LOGANVILLE15

634+50



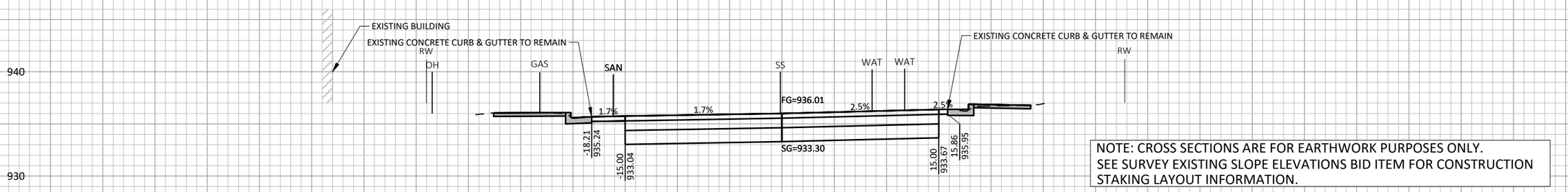
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

634+00



NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

633+50



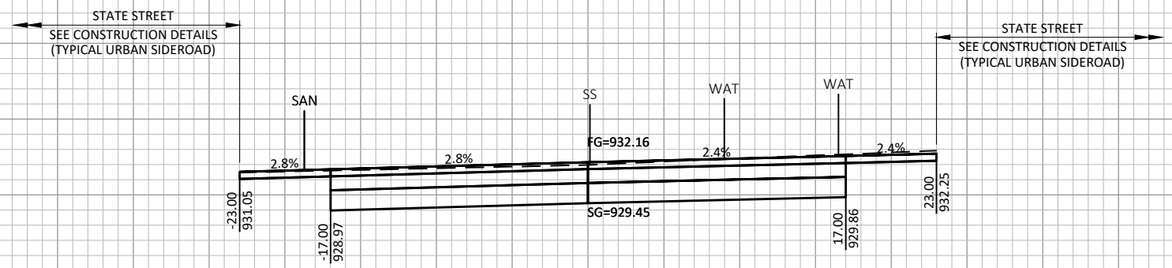
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

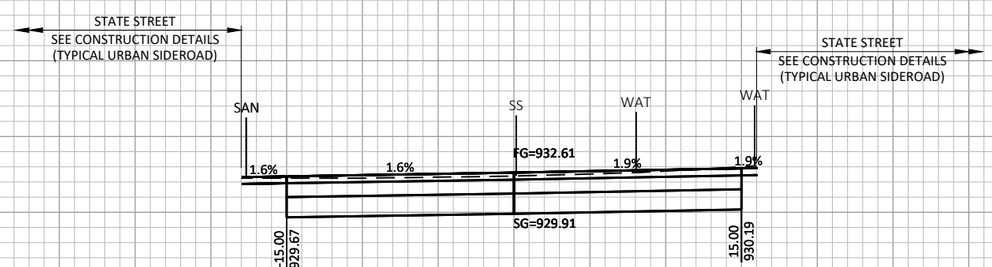
9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 290	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:46:55 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE16





940
930
920
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

635+50

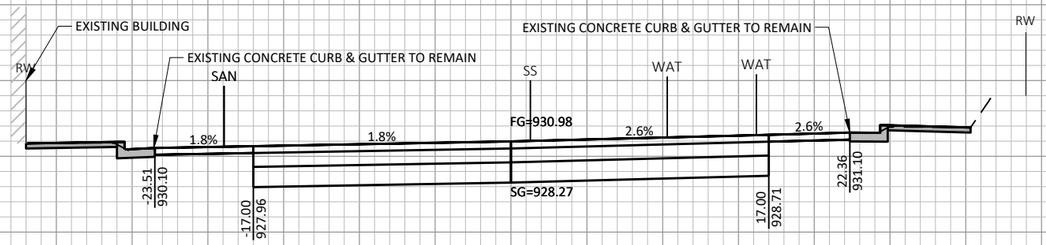
635+00

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

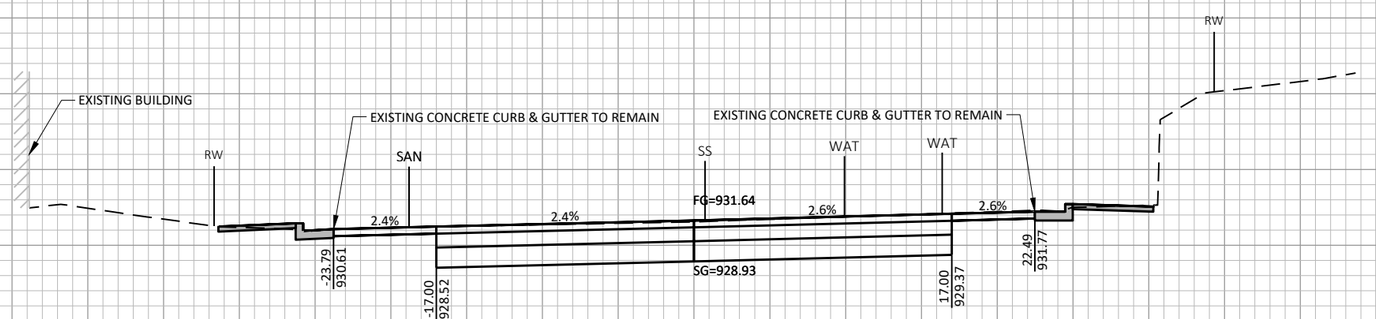
9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 291	E



636+50

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

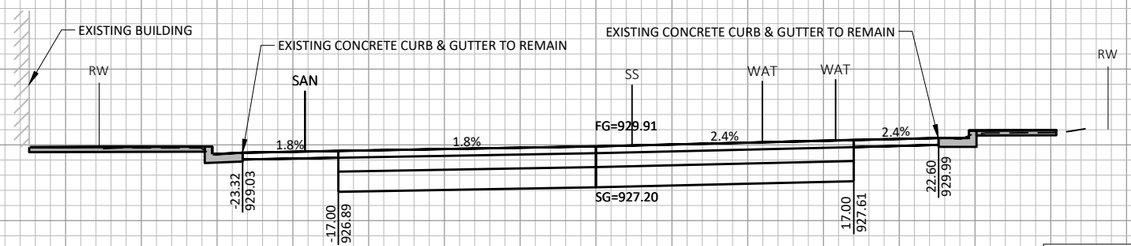


636+00

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

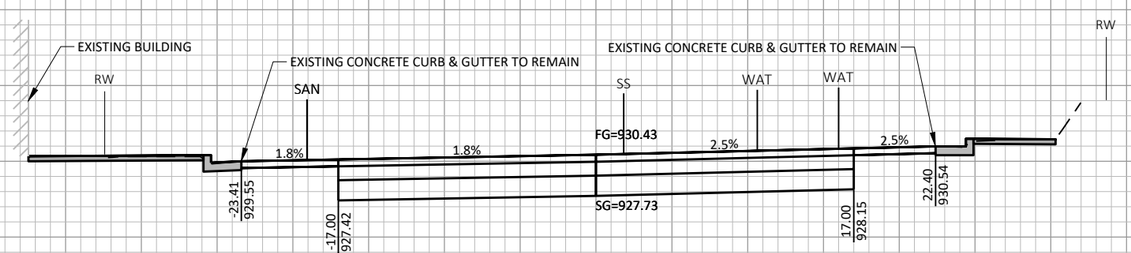
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 292	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:47:05 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE18



637+50

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.



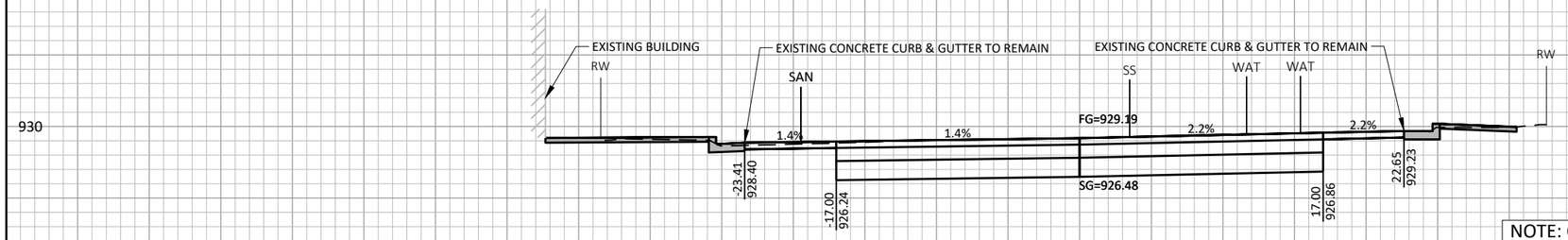
637+00

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

940
930
920
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

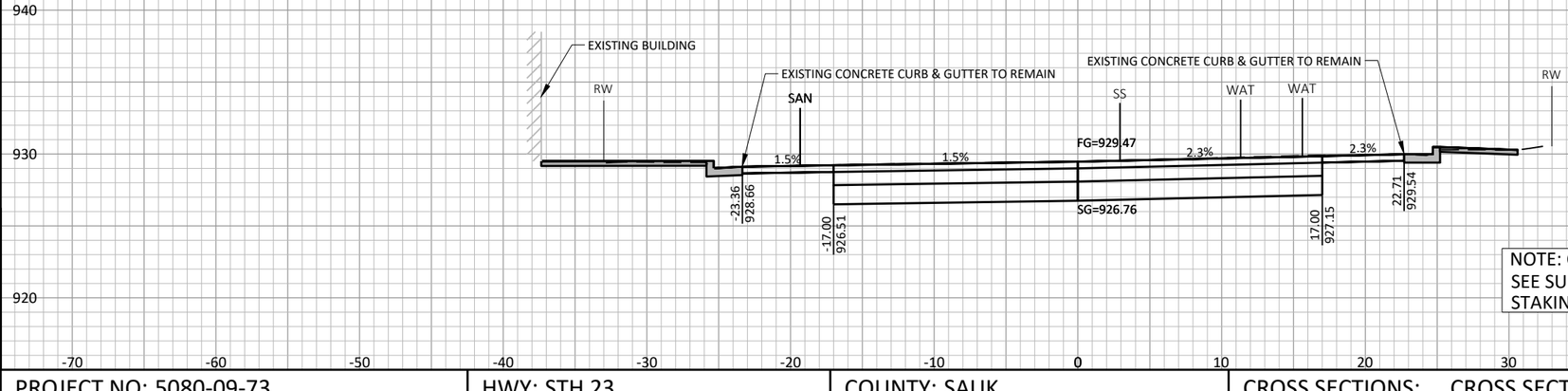
9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 293	E



638+50

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.



638+00

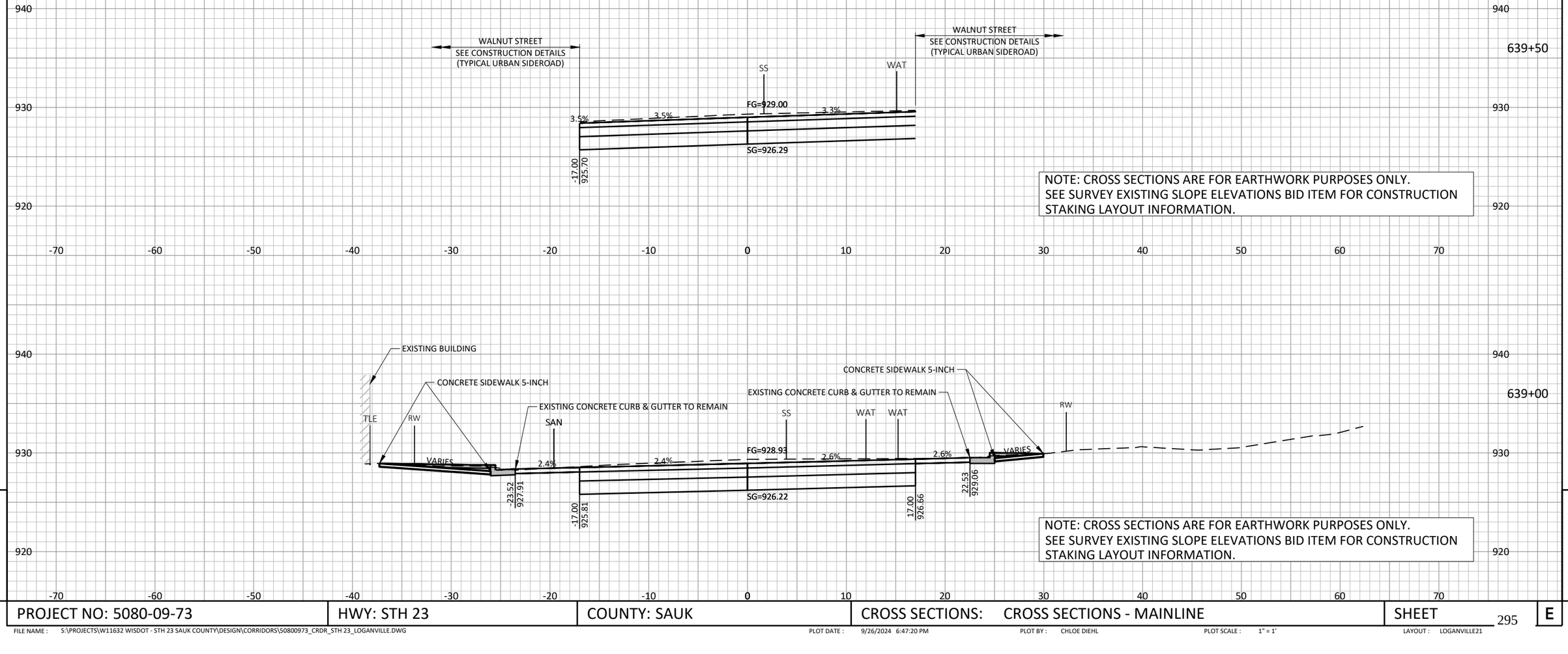
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 294	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:47:15 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE20



9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 295	E

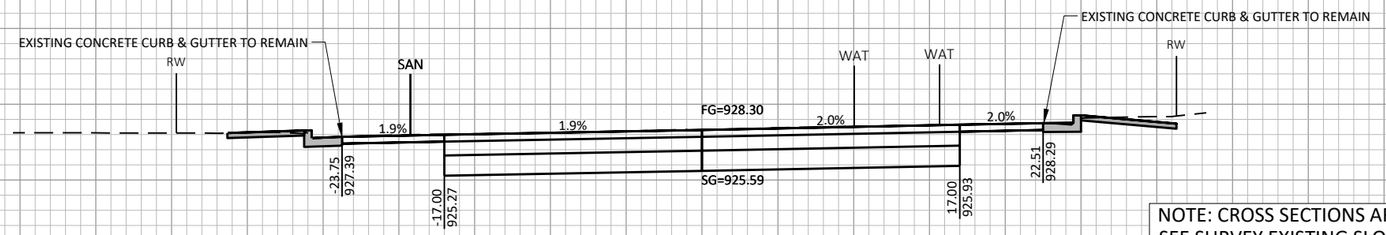
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:47:20 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE21

9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 296	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:47:25 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE22

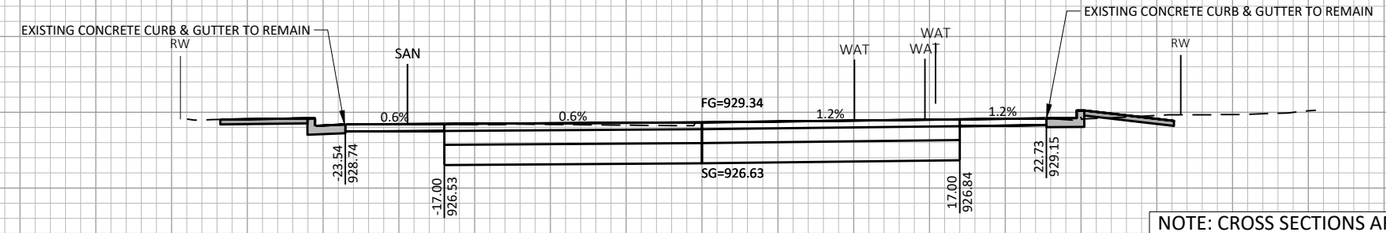


642+00

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

641+50

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.



641+00

NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

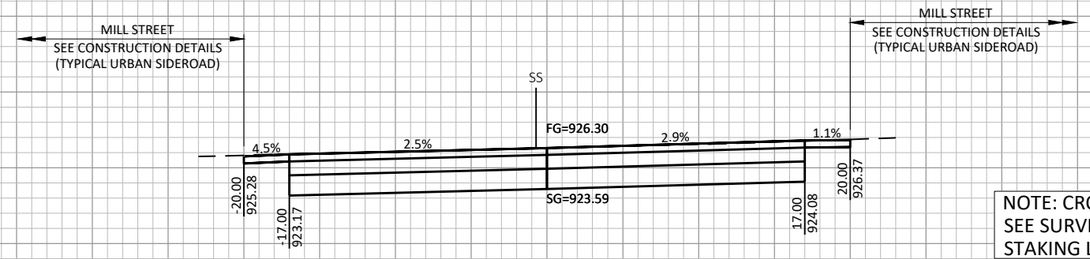
9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 297	E

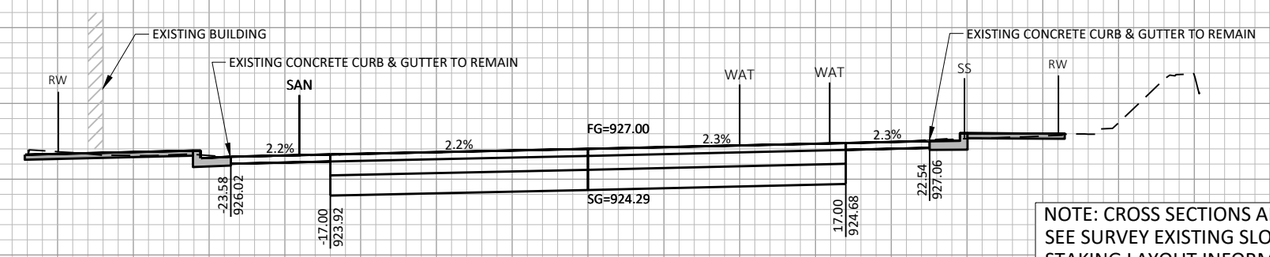
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:47:30 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE23

643+50



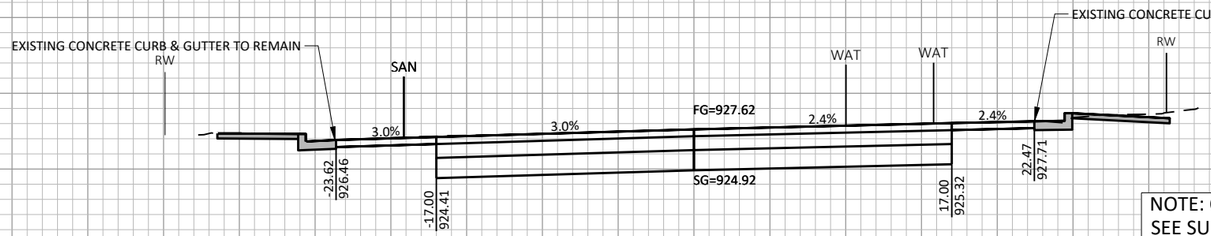
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

643+00



NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

642+50



NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

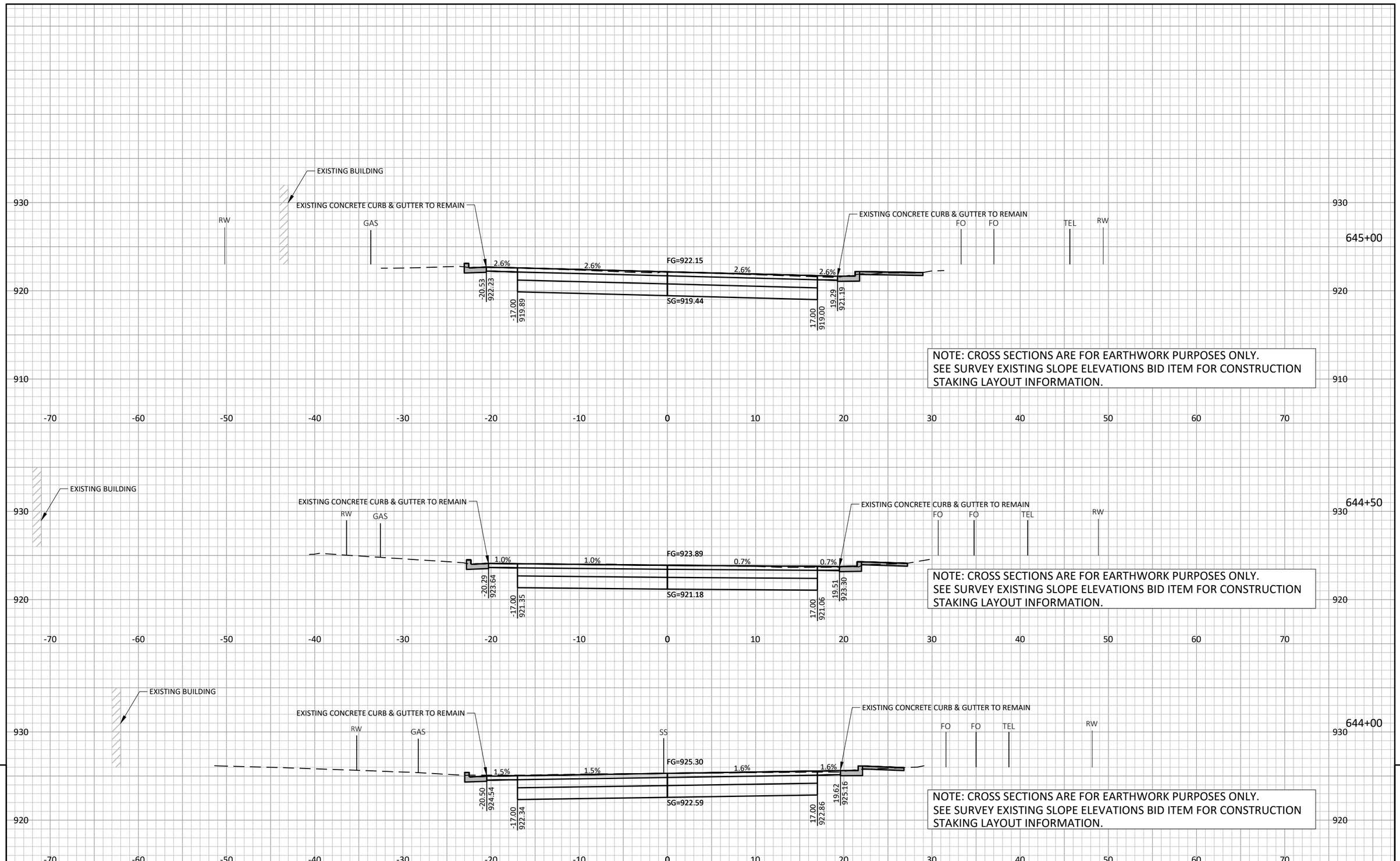
930 920 940

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9 9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 298	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:47:35 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE24

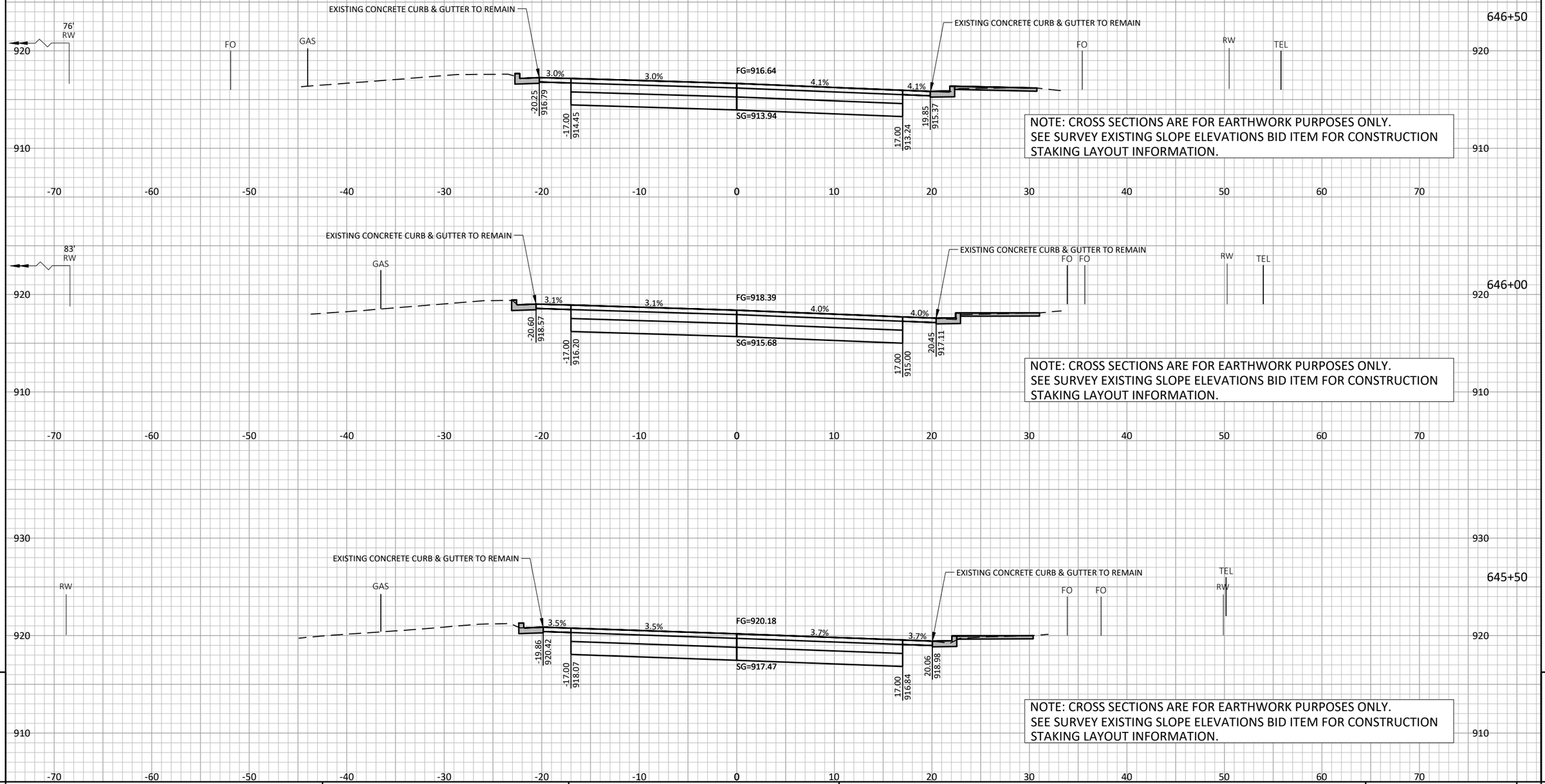


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 299	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:47:40 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE25

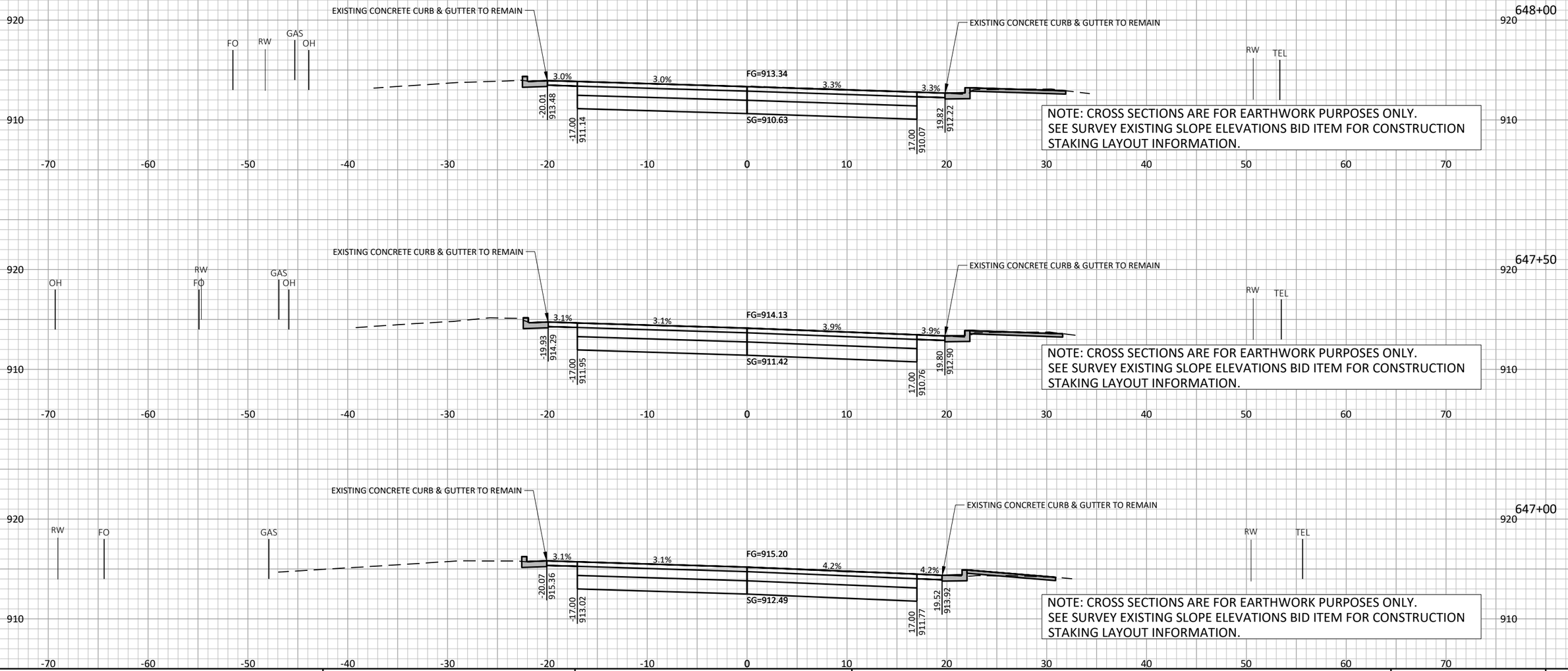


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 300	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:47:45 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE26

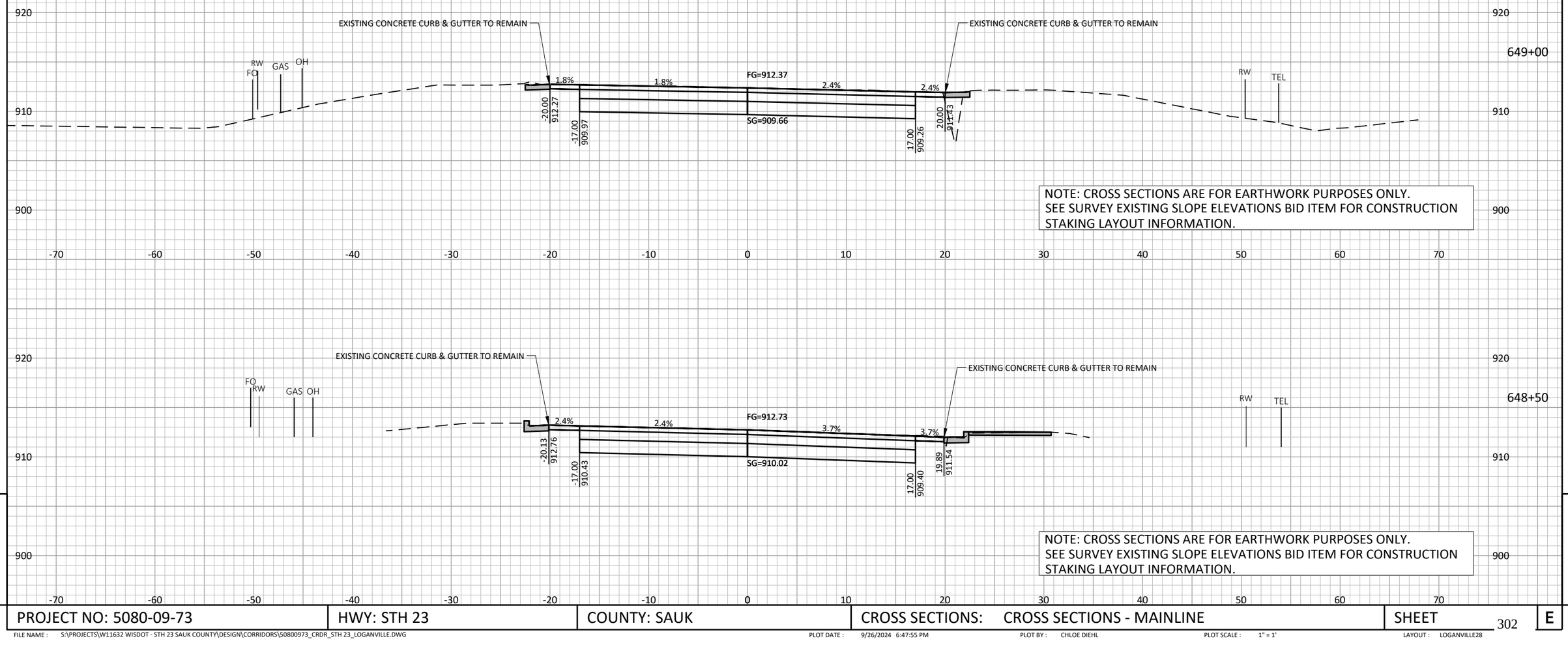


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 301	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:47:50 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE27

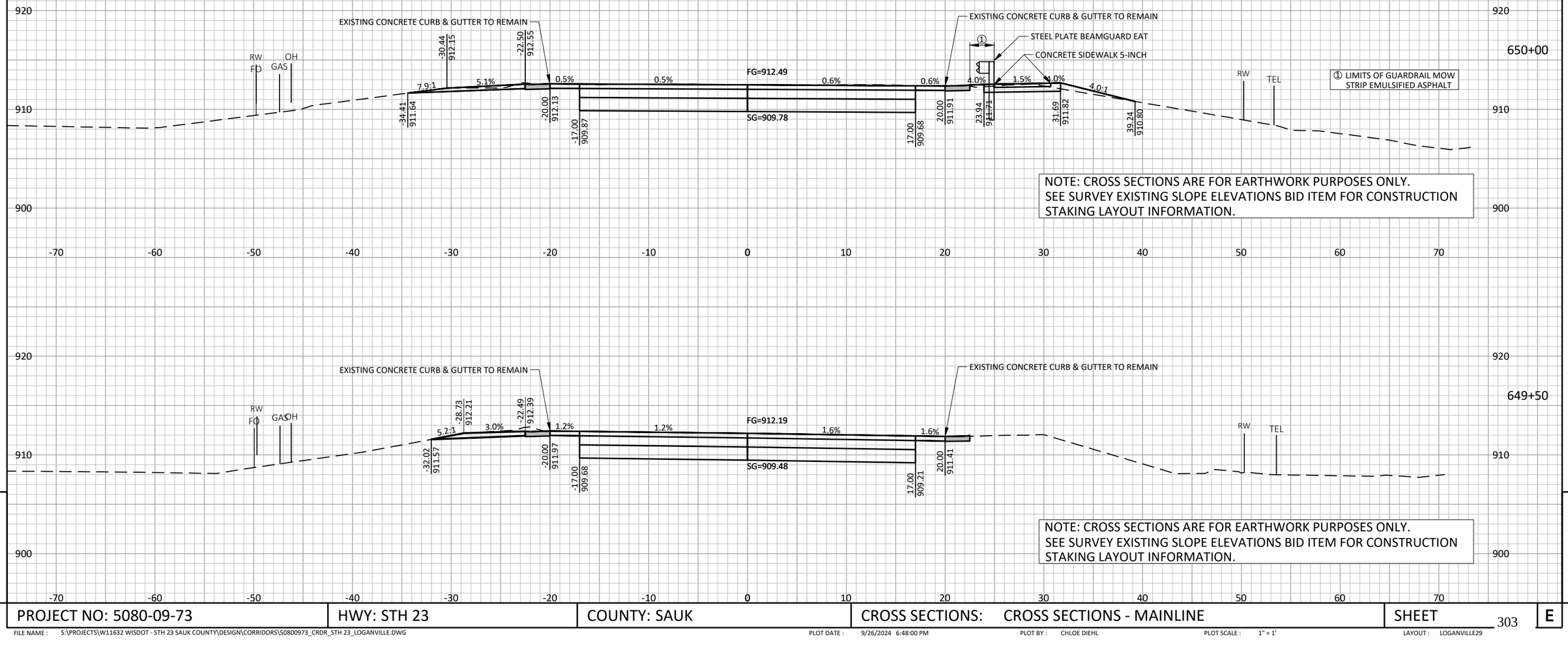


PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 302	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:47:55 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE28

9

9

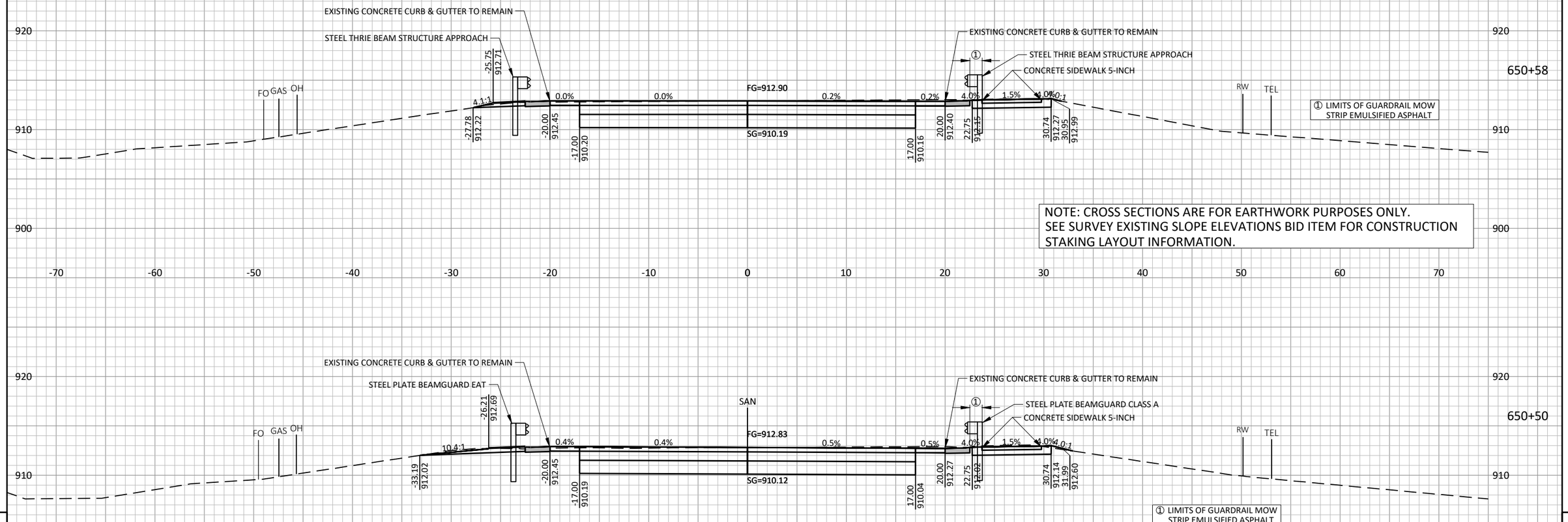


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 303	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:48:00 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE29

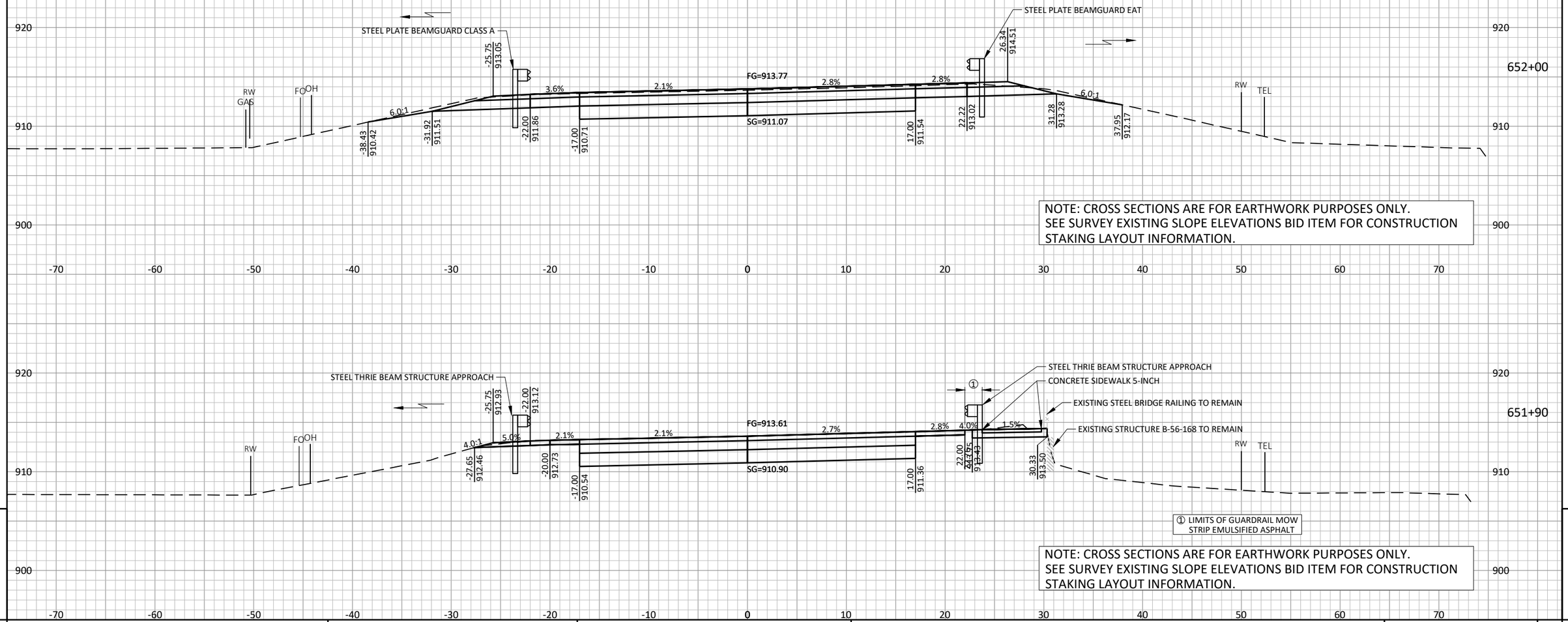


9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 304	E

9

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:48:05 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE30



NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

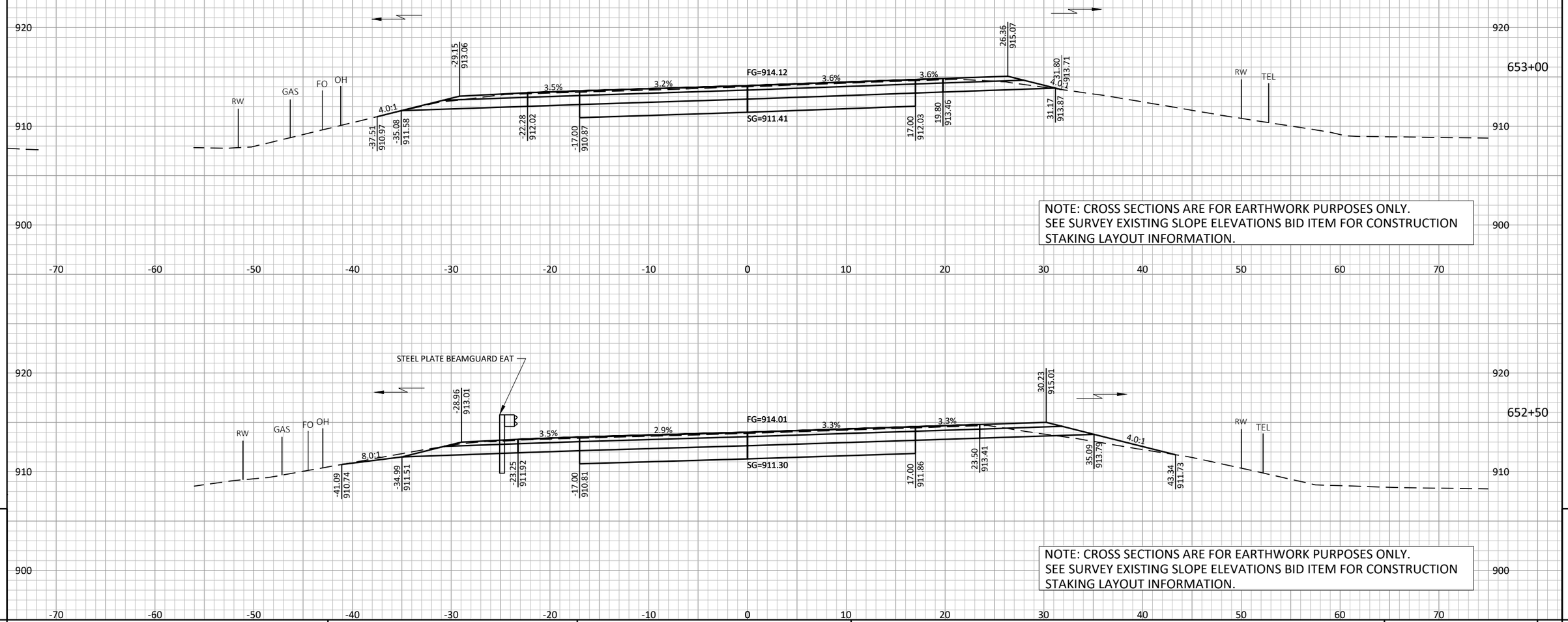
NOTE: CROSS SECTIONS ARE FOR EARTHWORK PURPOSES ONLY.
SEE SURVEY EXISTING SLOPE ELEVATIONS BID ITEM FOR CONSTRUCTION STAKING LAYOUT INFORMATION.

9

9

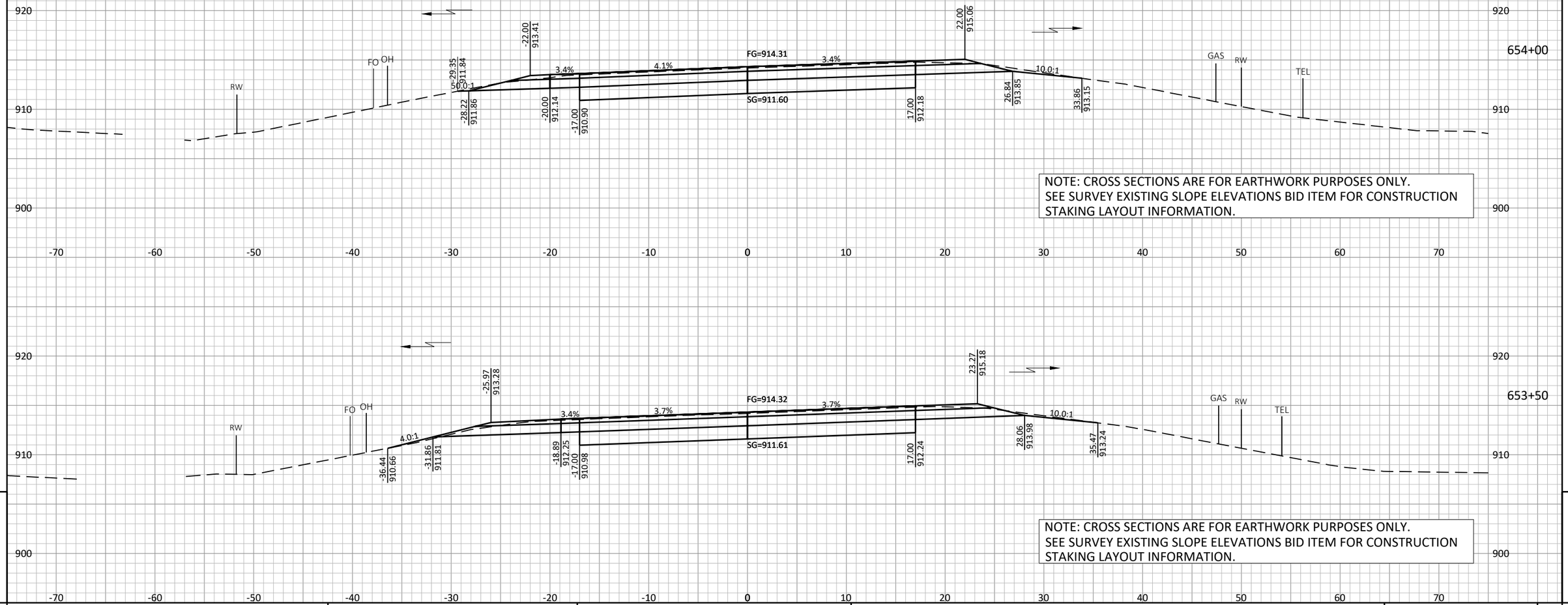
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 305	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:48:10 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE31



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 306	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:48:15 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE32

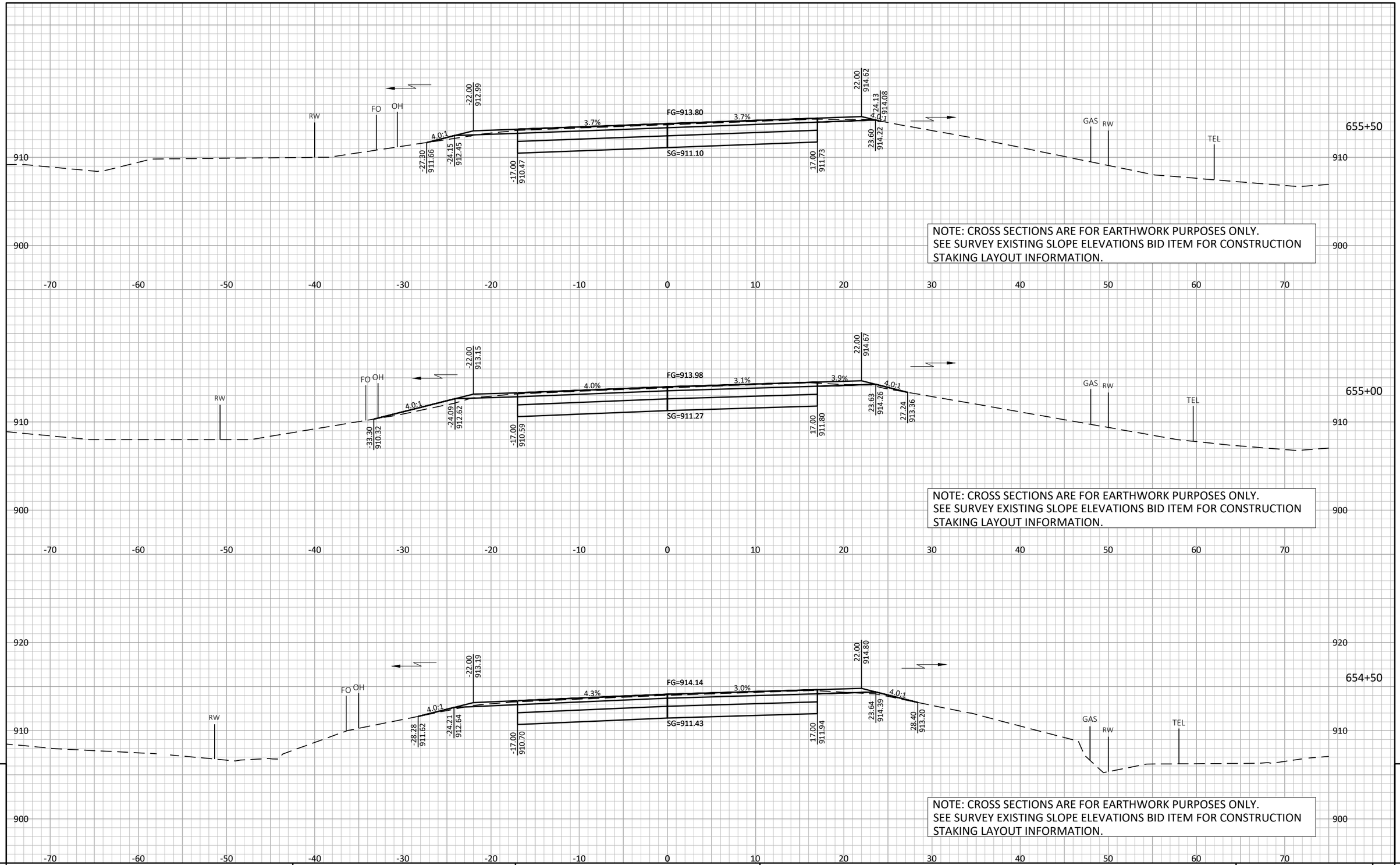


9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 307	E

9

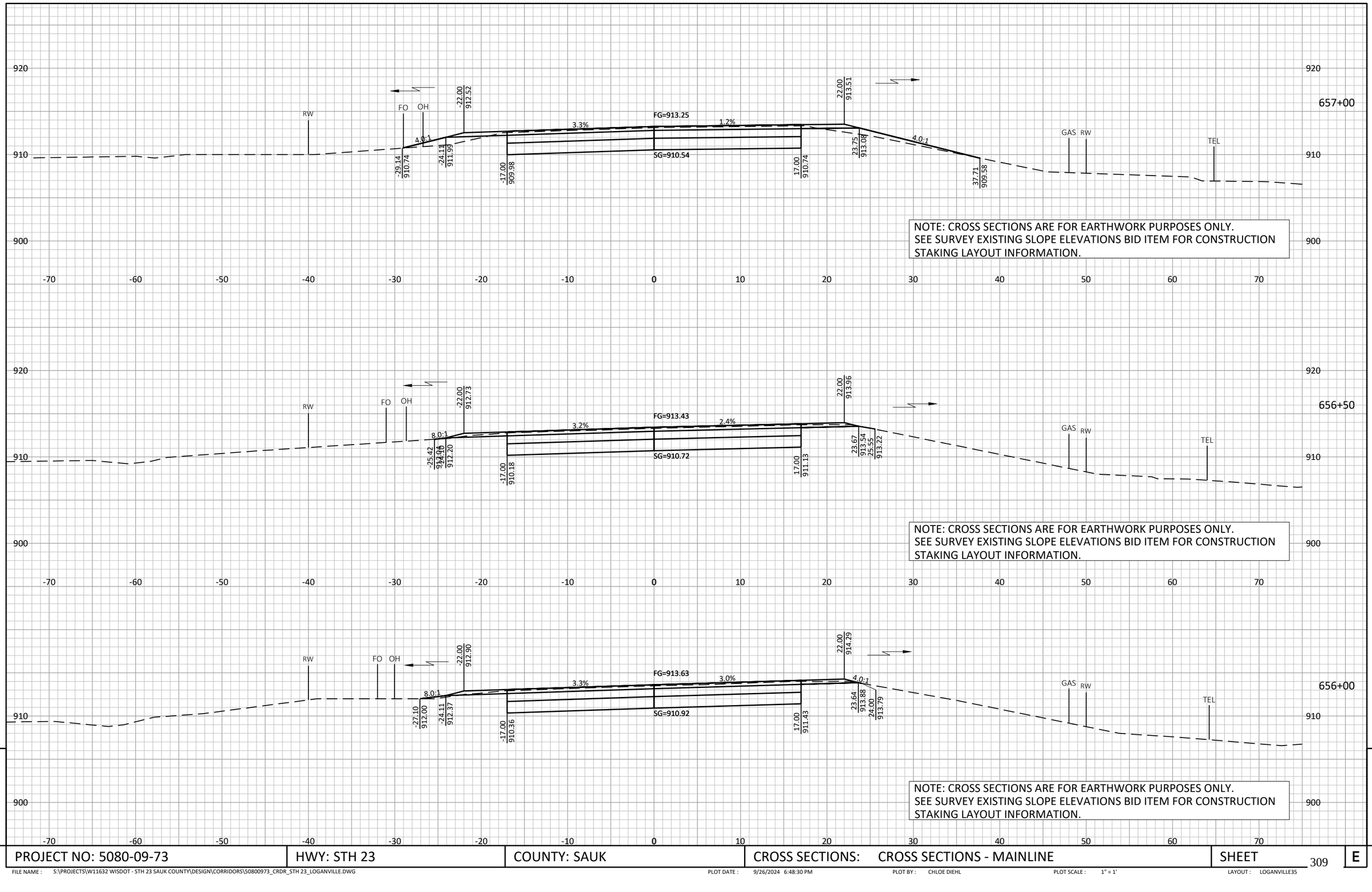
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:48:20 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE33



9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 308	E

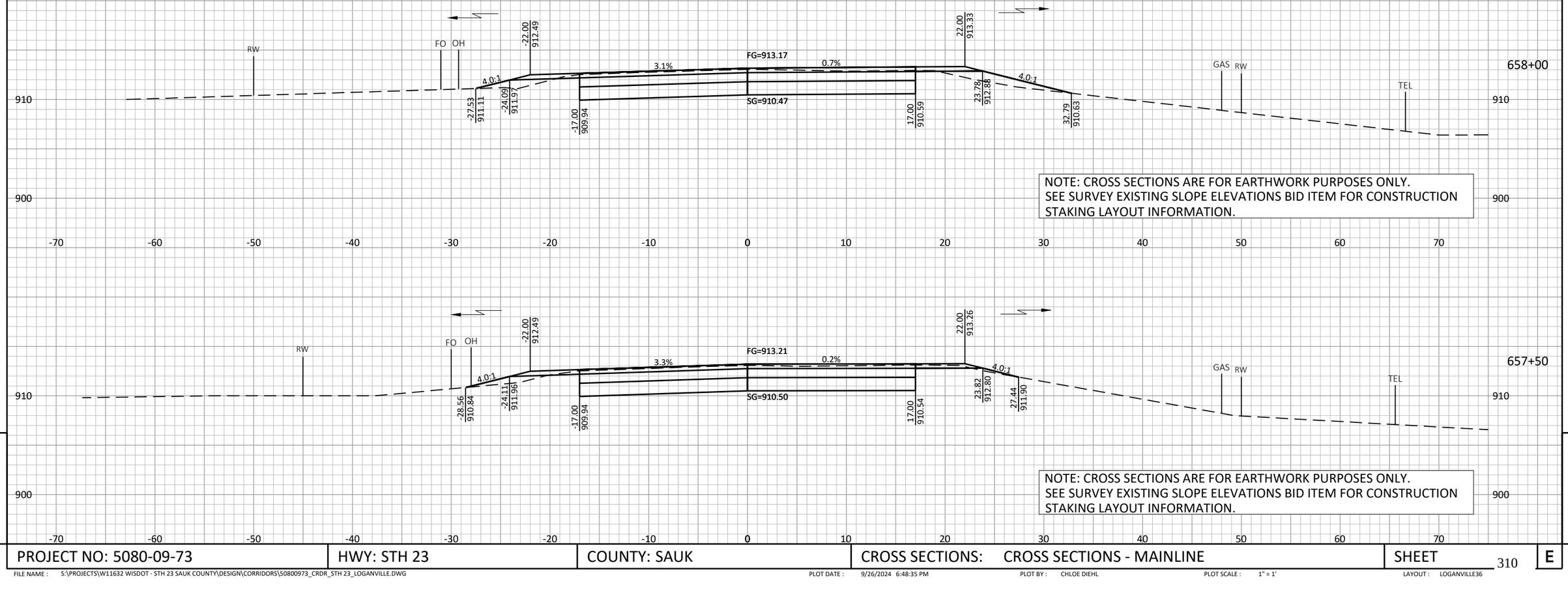


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 309	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:48:30 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE35

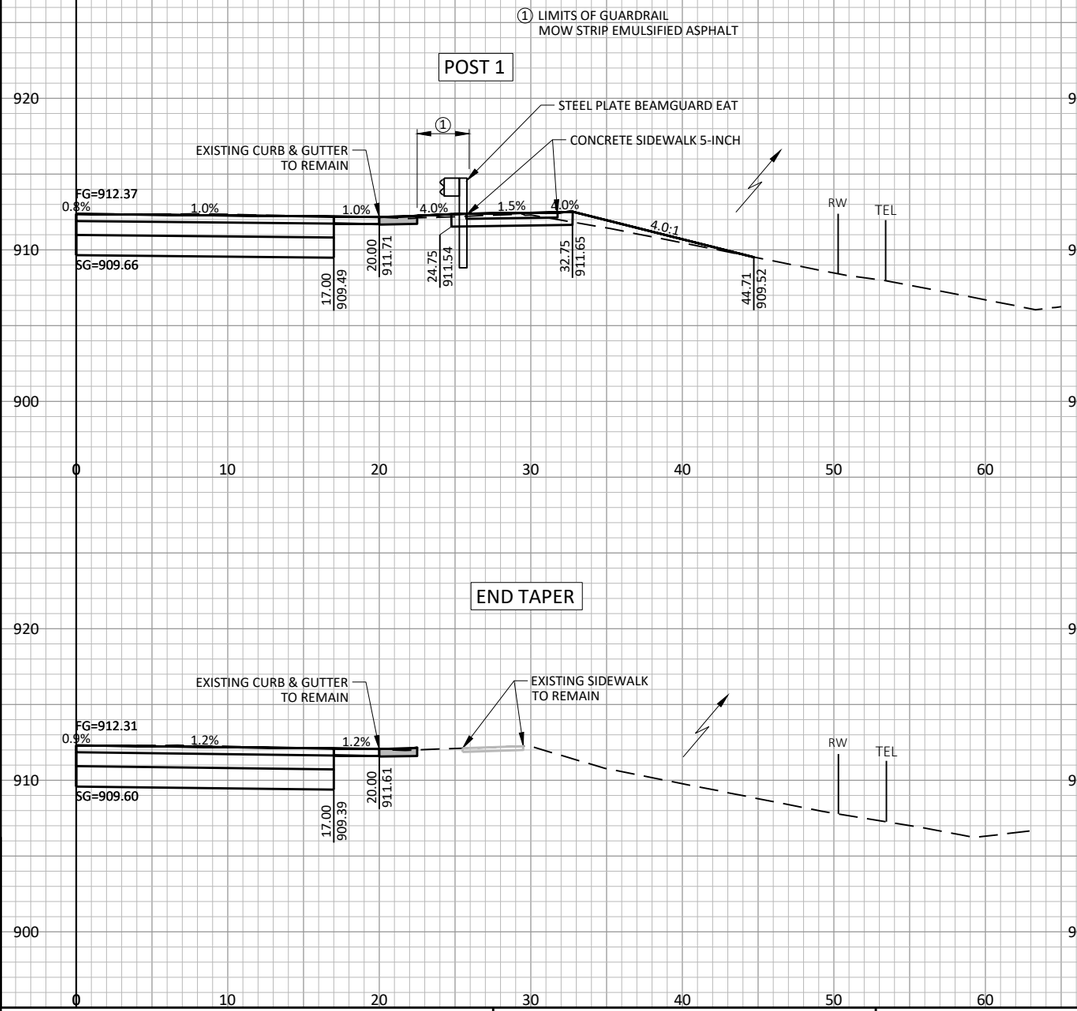


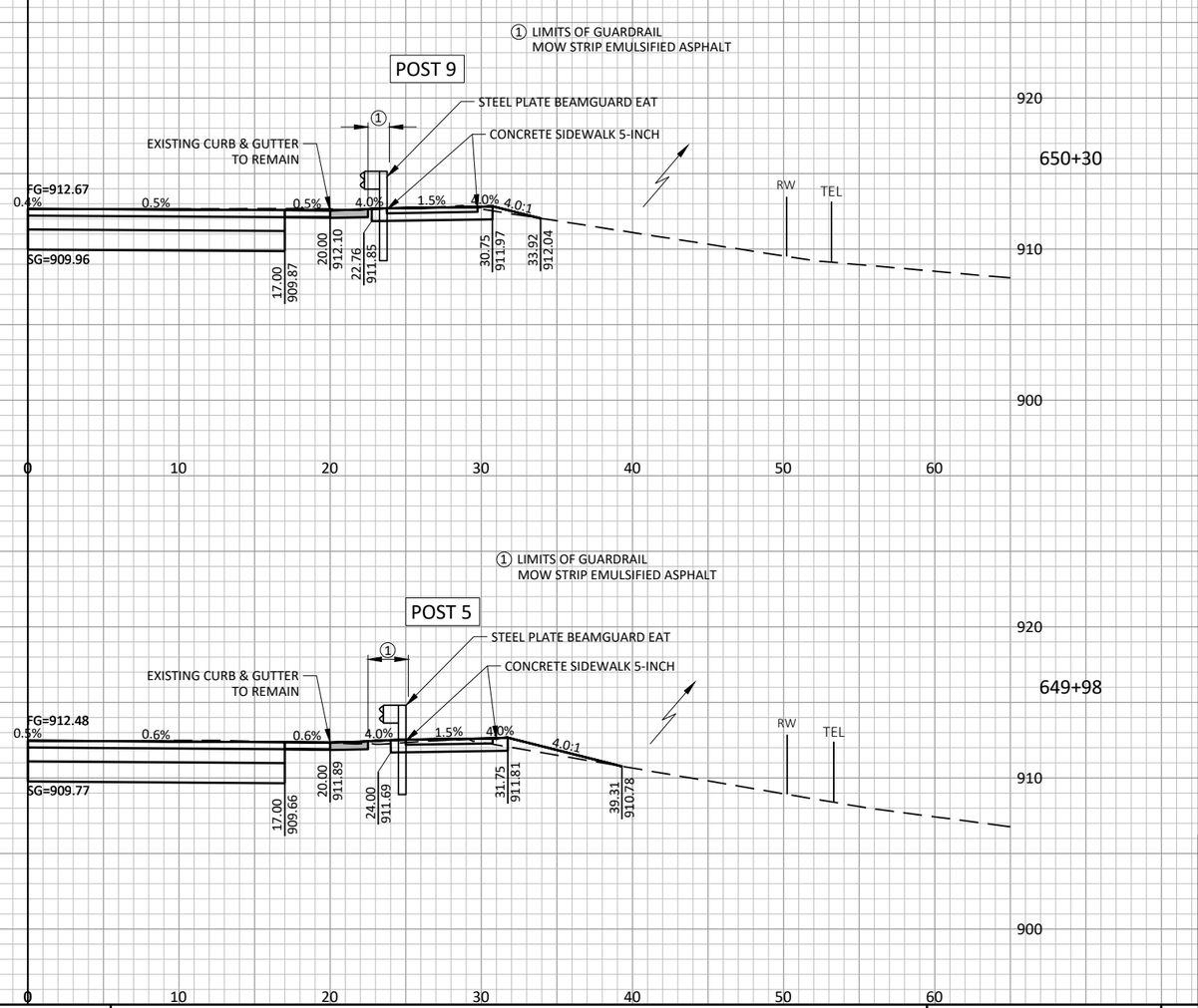
9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 310	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 6:48:35 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : LOGANVILLE36



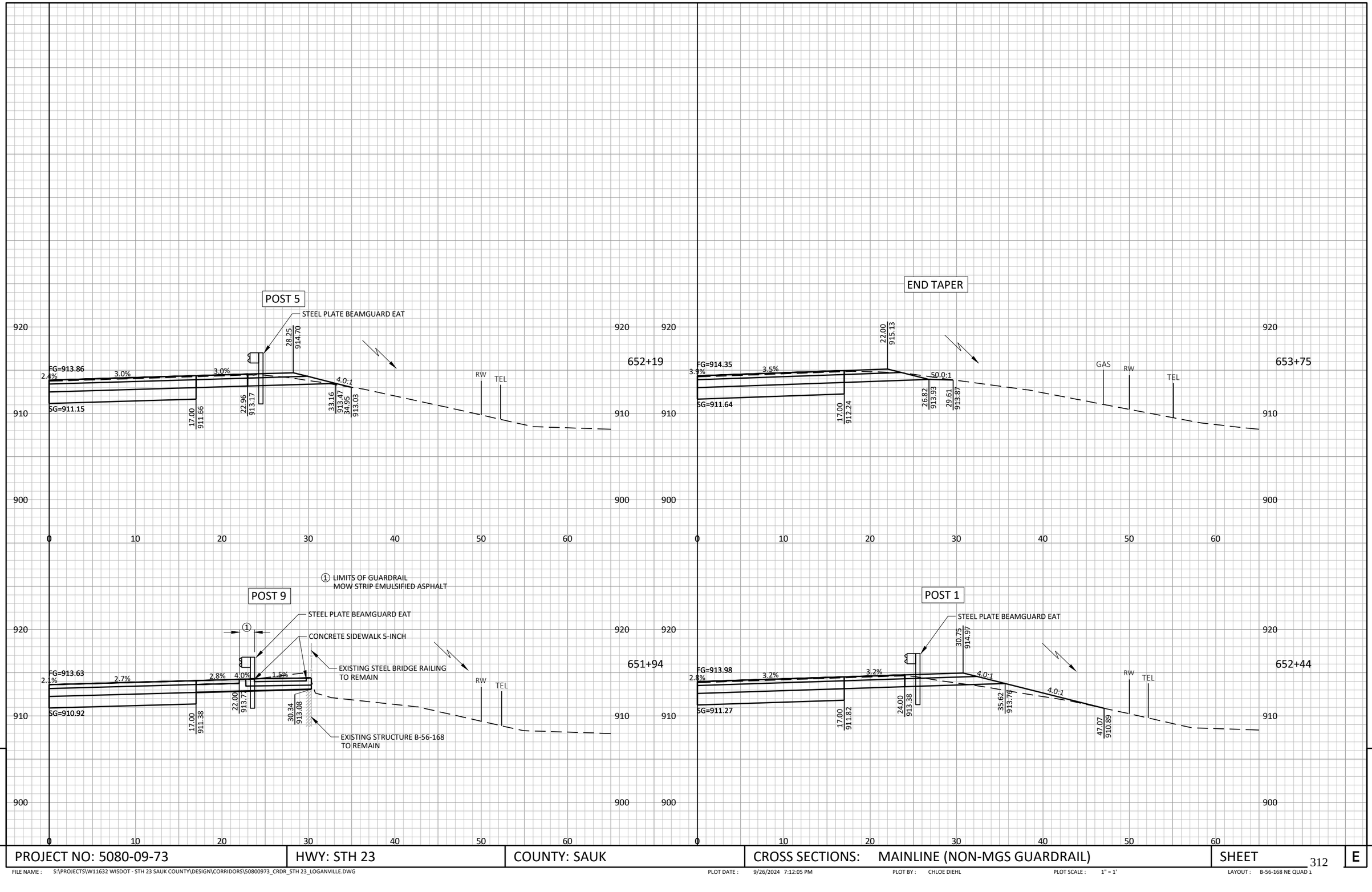


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (NON-MGS GUARDRAIL)	SHEET 311	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG
PLOT DATE : 9/24/2024 10:50:58 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : B-56-168 SE QUAD 1

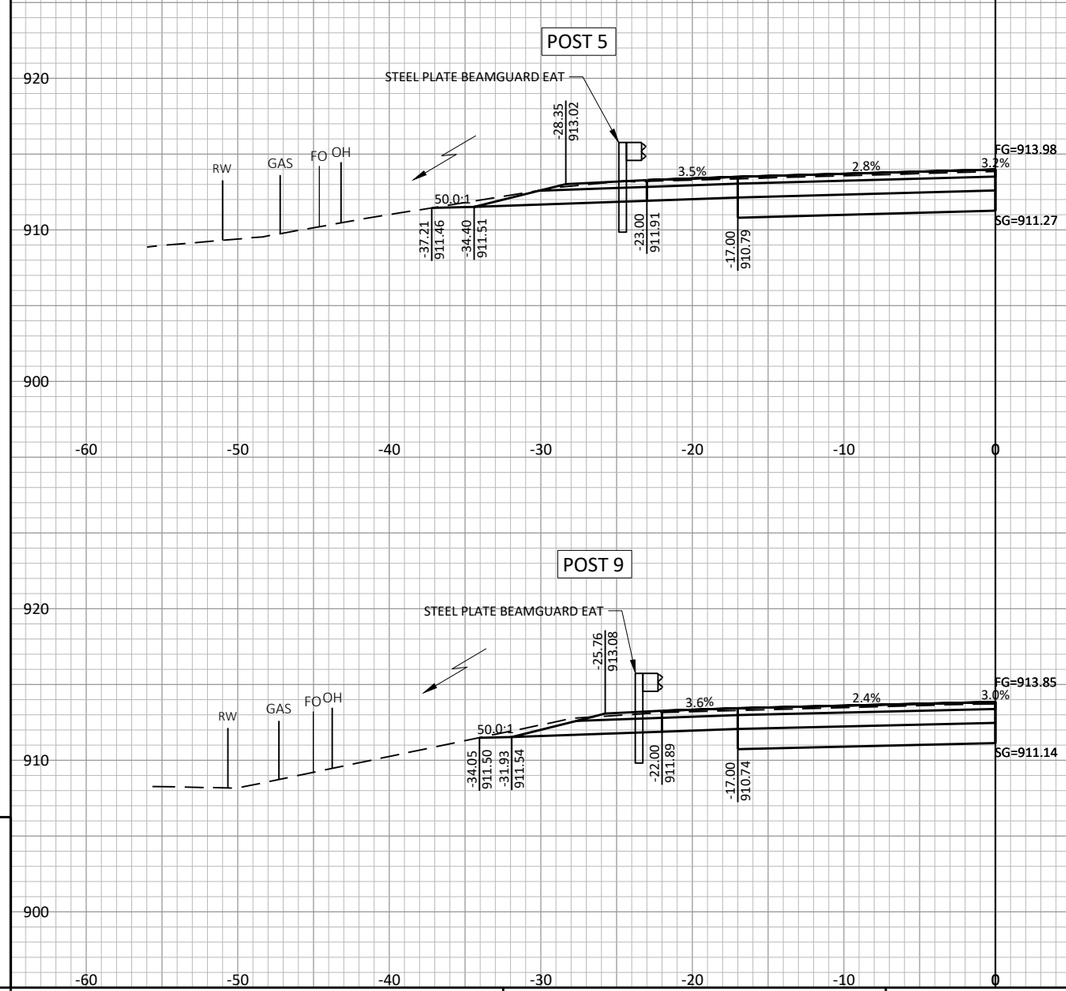


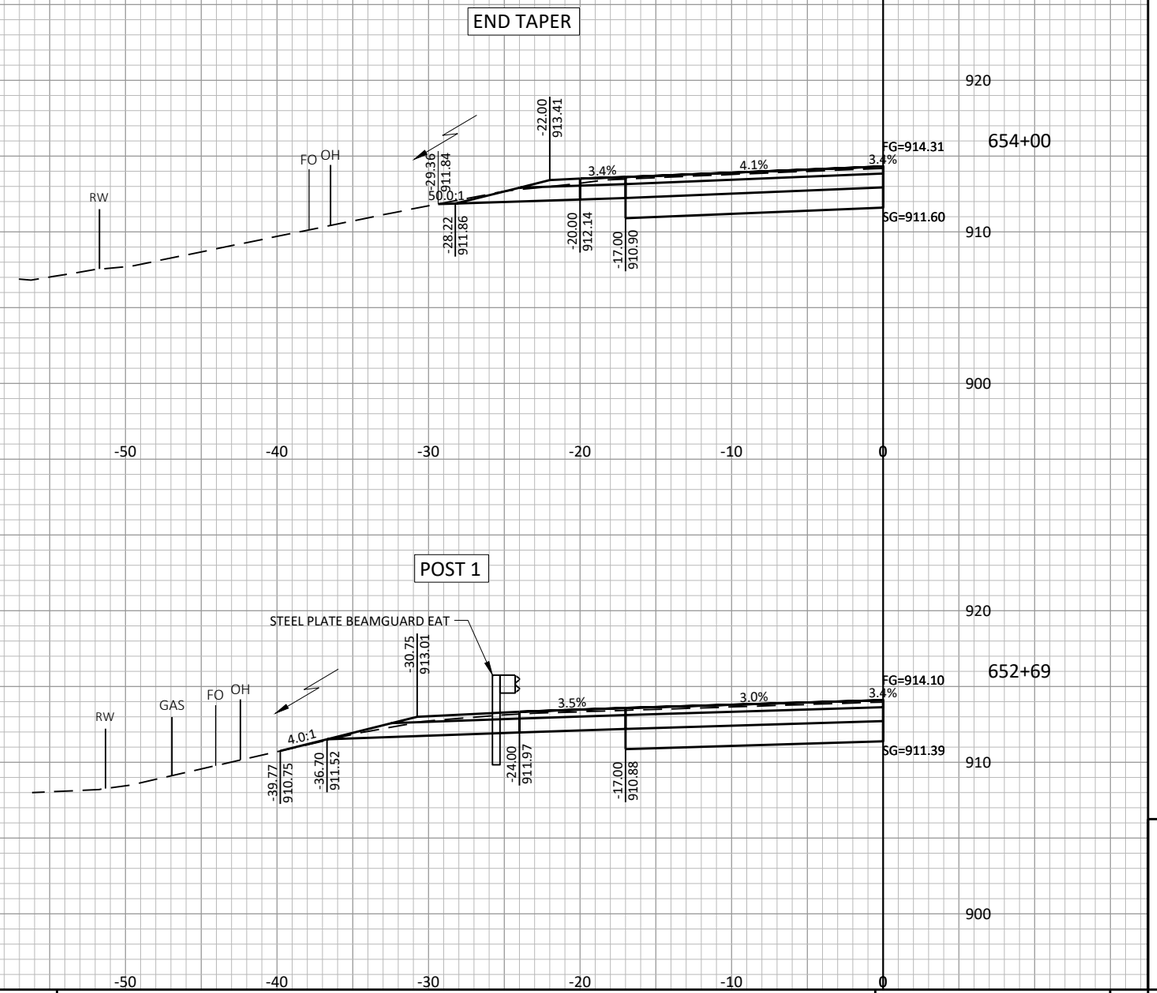
9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (NON-MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG
PLOT DATE : 9/26/2024 7:12:05 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : B-56-168 NE QUAD 1





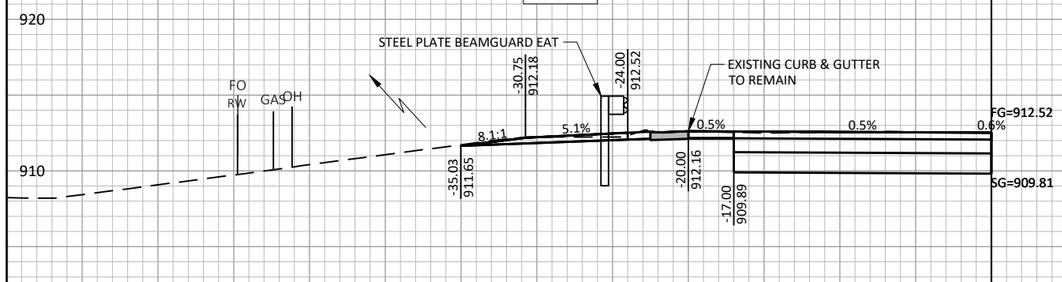
9

9

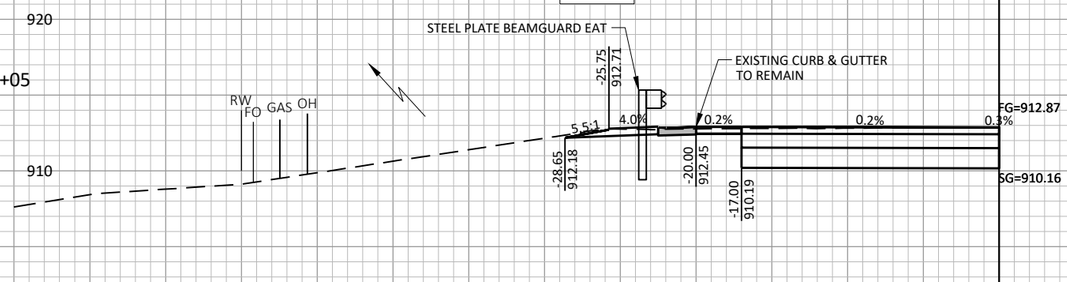
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (NON-MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 7:12:25 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : B-56-168 NW QUAD 1

POST 1

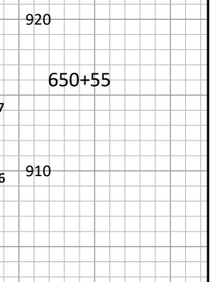


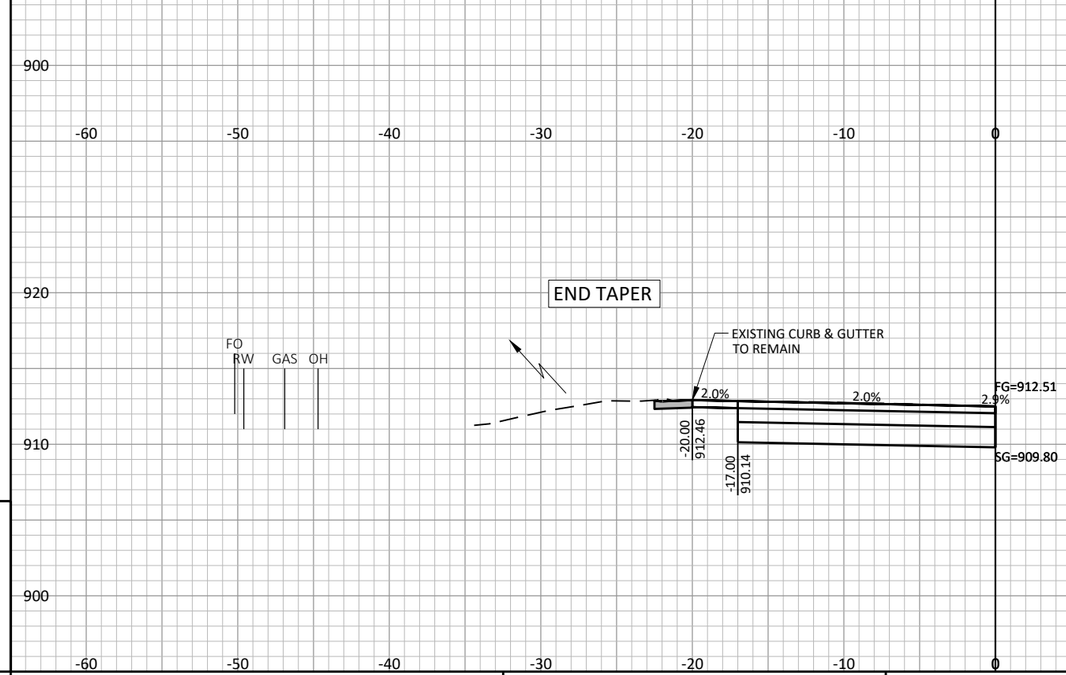
650+05



POST 9

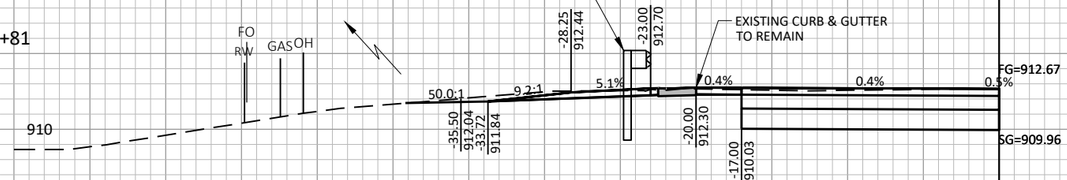
650+55





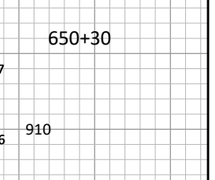
END TAPER

648+81



POST 5

650+30

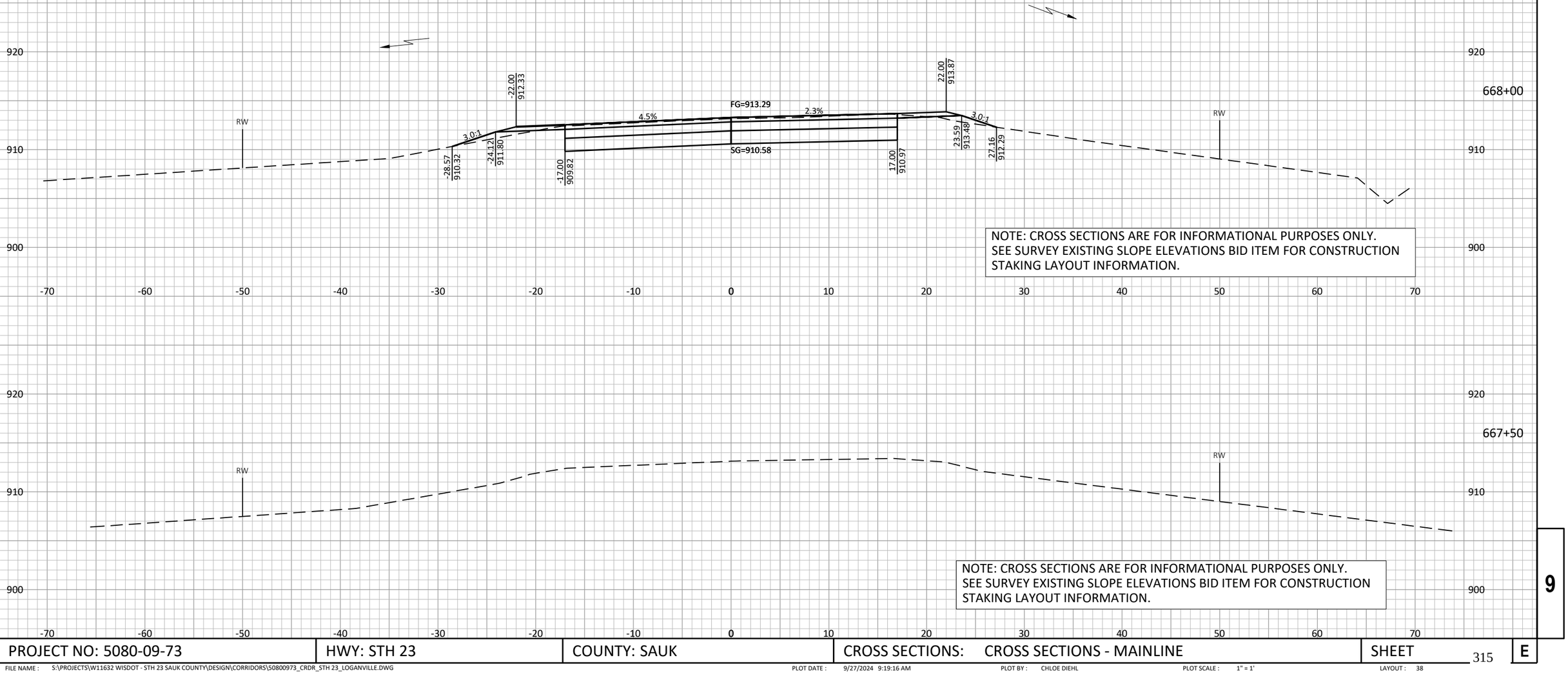


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (NON-MGS GUARDRAIL)	SHEET 314	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG
PLOT DATE : 9/26/2024 7:11:17 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : B-56-168 SW QUAD 1

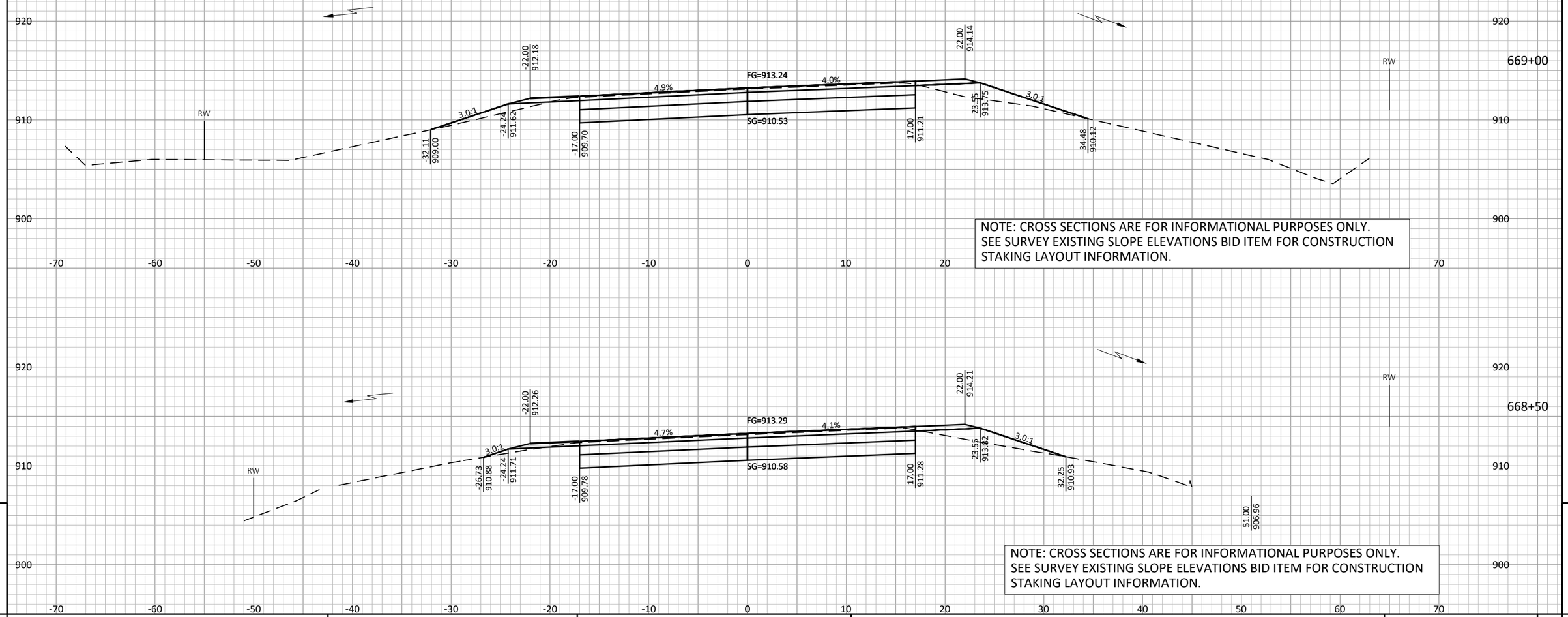


9

9

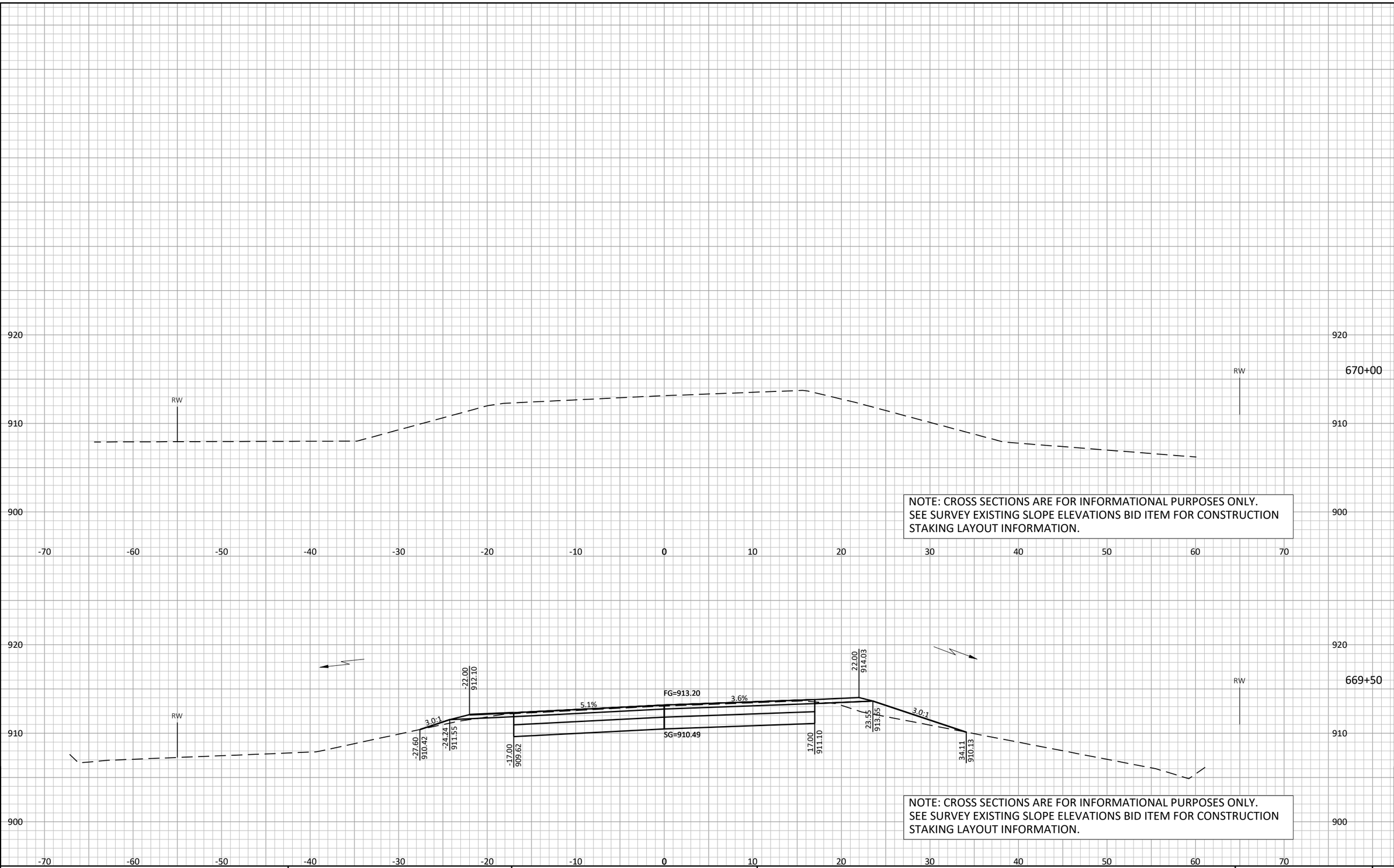
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 315	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/27/2024 9:19:16 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 38



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/27/2024 9:19:23 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 39

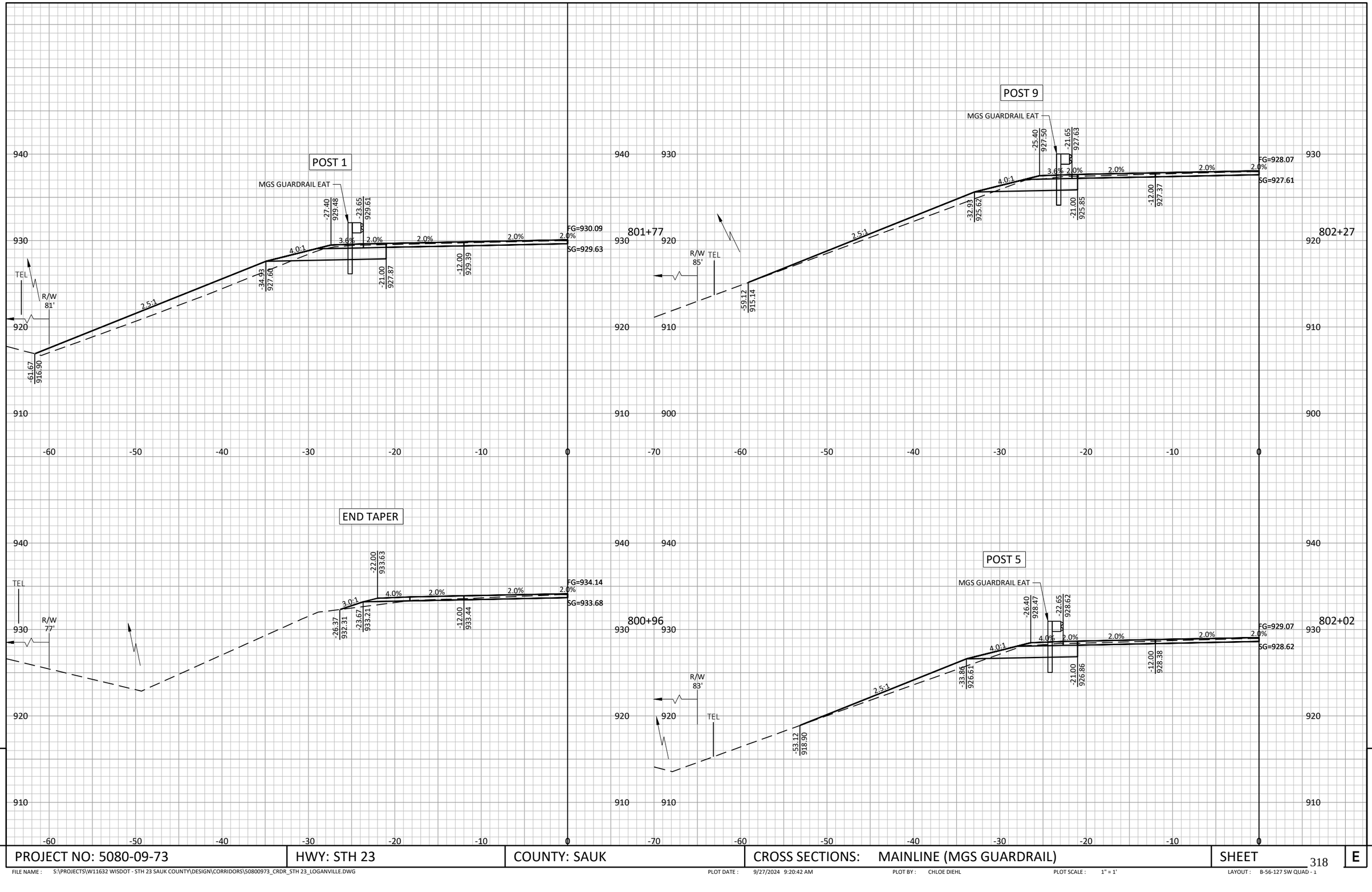


9

9

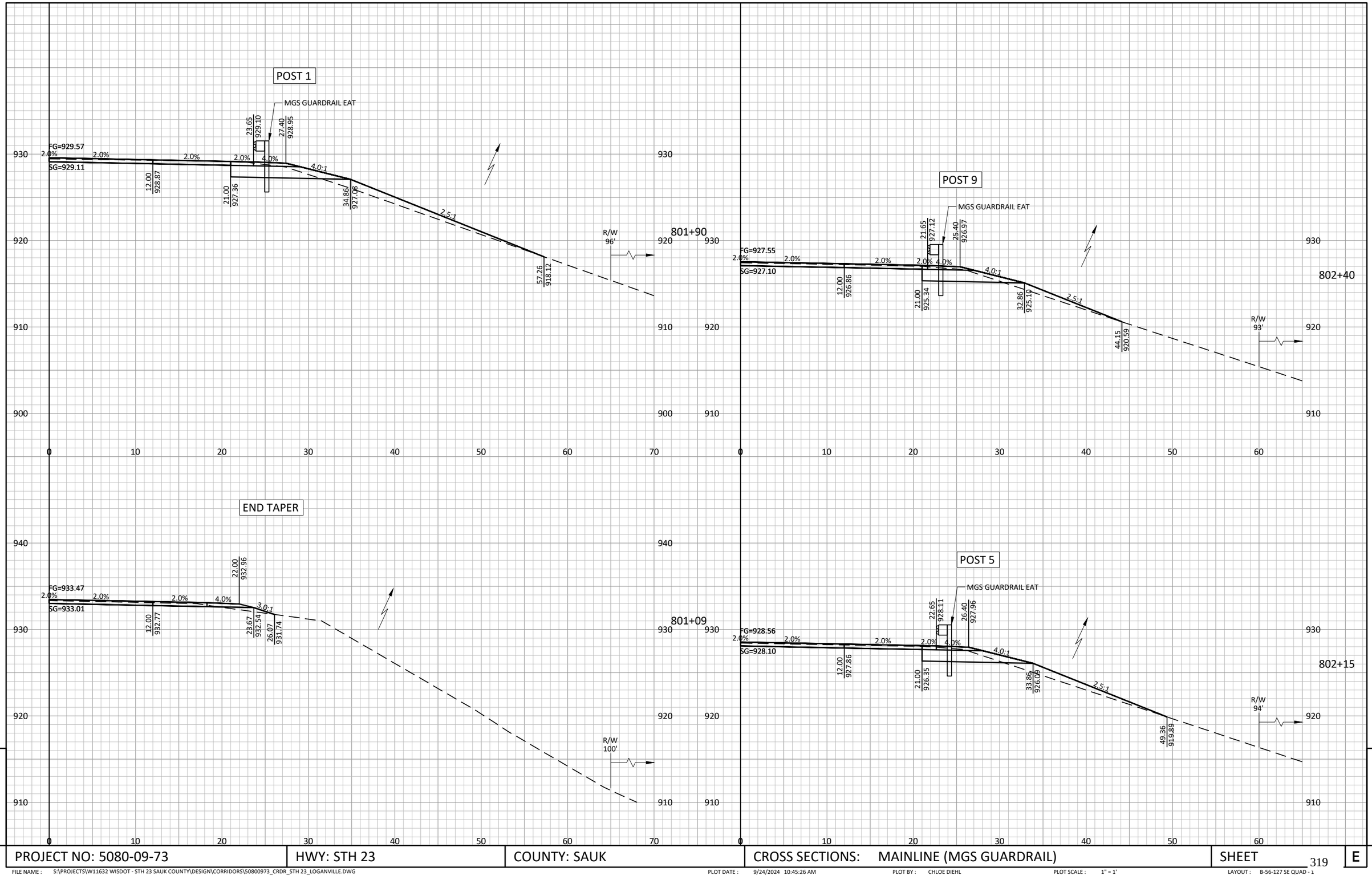
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - MAINLINE	SHEET 317	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/27/2024 9:19:28 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 40



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 318	E

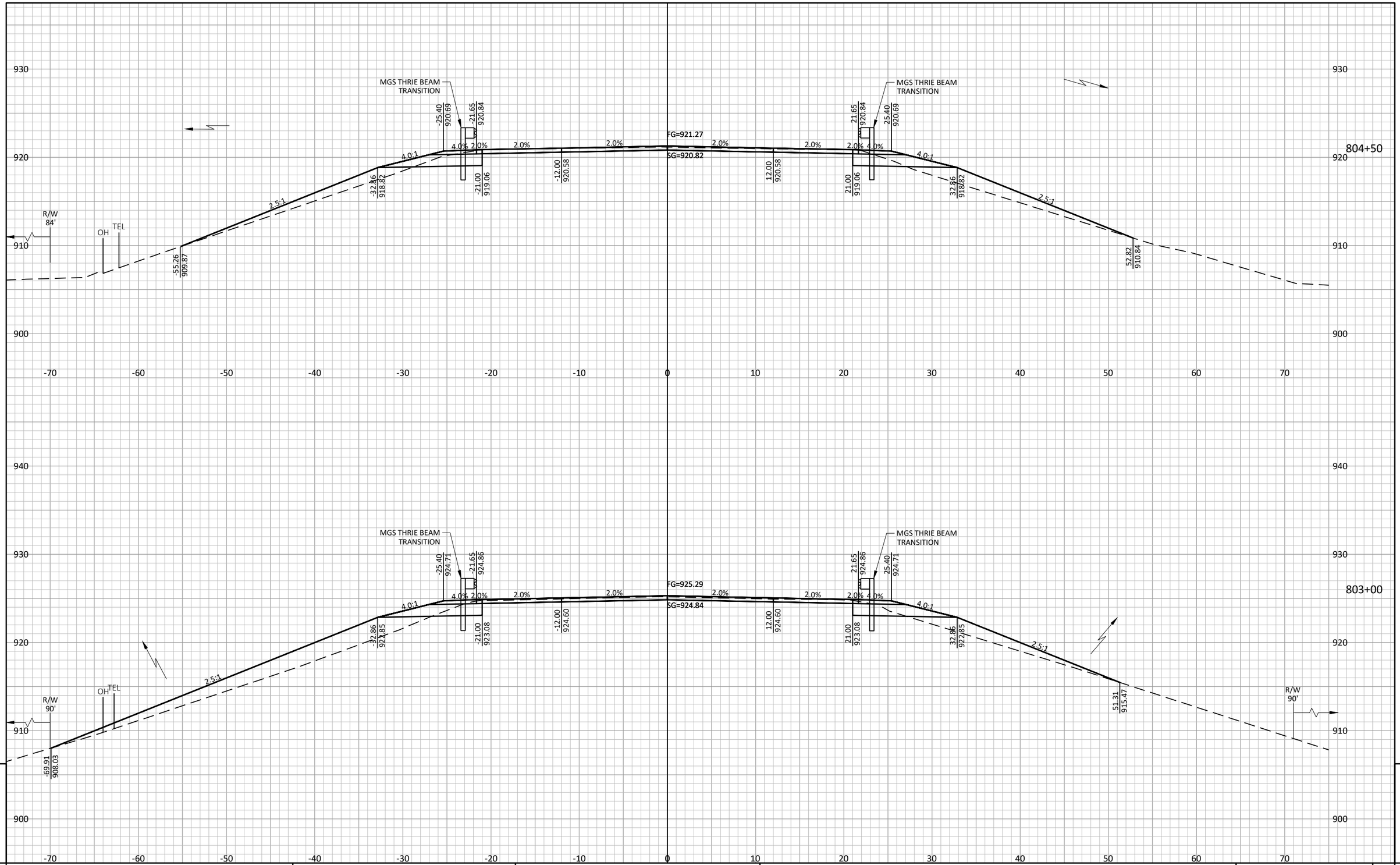
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/27/2024 9:20:42 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : B-56-127 SW QUAD - 1



9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 319	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG
PLOT DATE : 9/24/2024 10:45:26 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : B-56-127 SE QUAD - 1



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 320 E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 7:15:23 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 22

POST 5

MGS GUARDRAIL EAT

FG=920.53
SG=920.08

2.0% 2.0% 2.0% 2.0% 4.0% 4.0:1 2.5:1

22.65 920.08
27.90 919.87
12.00 919.84
21.00 918.32
35.23 918.44
46.99 913.33

R/W 78'

804+92

POST 9

MGS GUARDRAIL EAT

FG=920.98
SG=920.52

2.0% 2.0% 2.0% 2.0% 4.0% 4.0:1 2.5:1

21.65 920.55
25.40 920.40
12.00 920.28
21.00 918.77
32.86 918.53
45.32 913.55

R/W 80'

804+67

END TAPER

FG=918.66
SG=918.20

2.0% 2.0% 2.0% 4.0% 4.0:1

22.00 918.12
12.00 917.96
23.56 917.73
27.00 917.38

R/W 69'

806+43

POST 1

MGS GUARDRAIL EAT

FG=920.09
SG=919.63

2.0% 2.0% 2.0% 2.0% 4.0% 4.0:1 2.5:1

23.65 919.62
30.40 919.35
12.00 919.39
21.00 917.88
37.60 917.55
53.67 911.12

R/W 77'

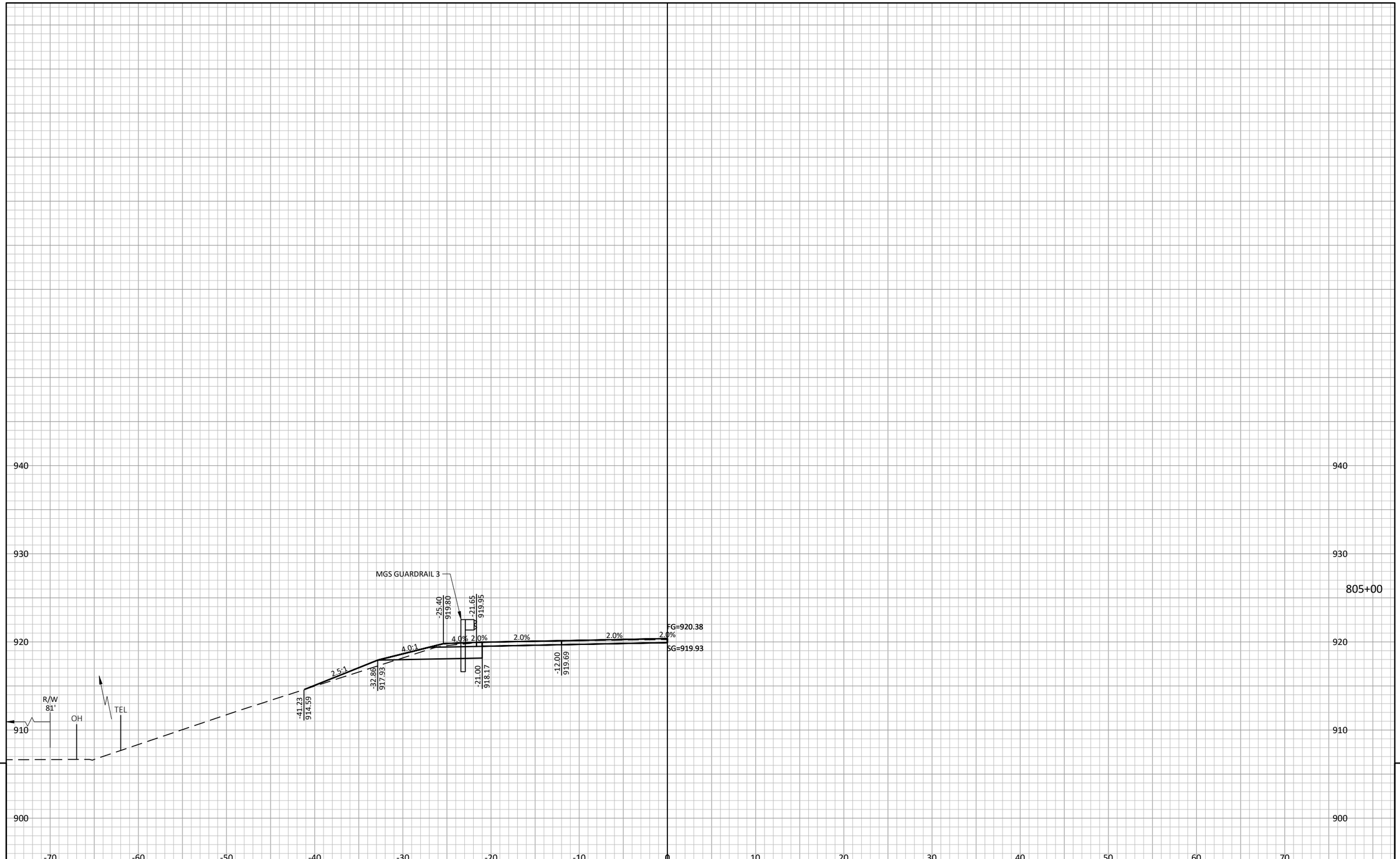
805+17

9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

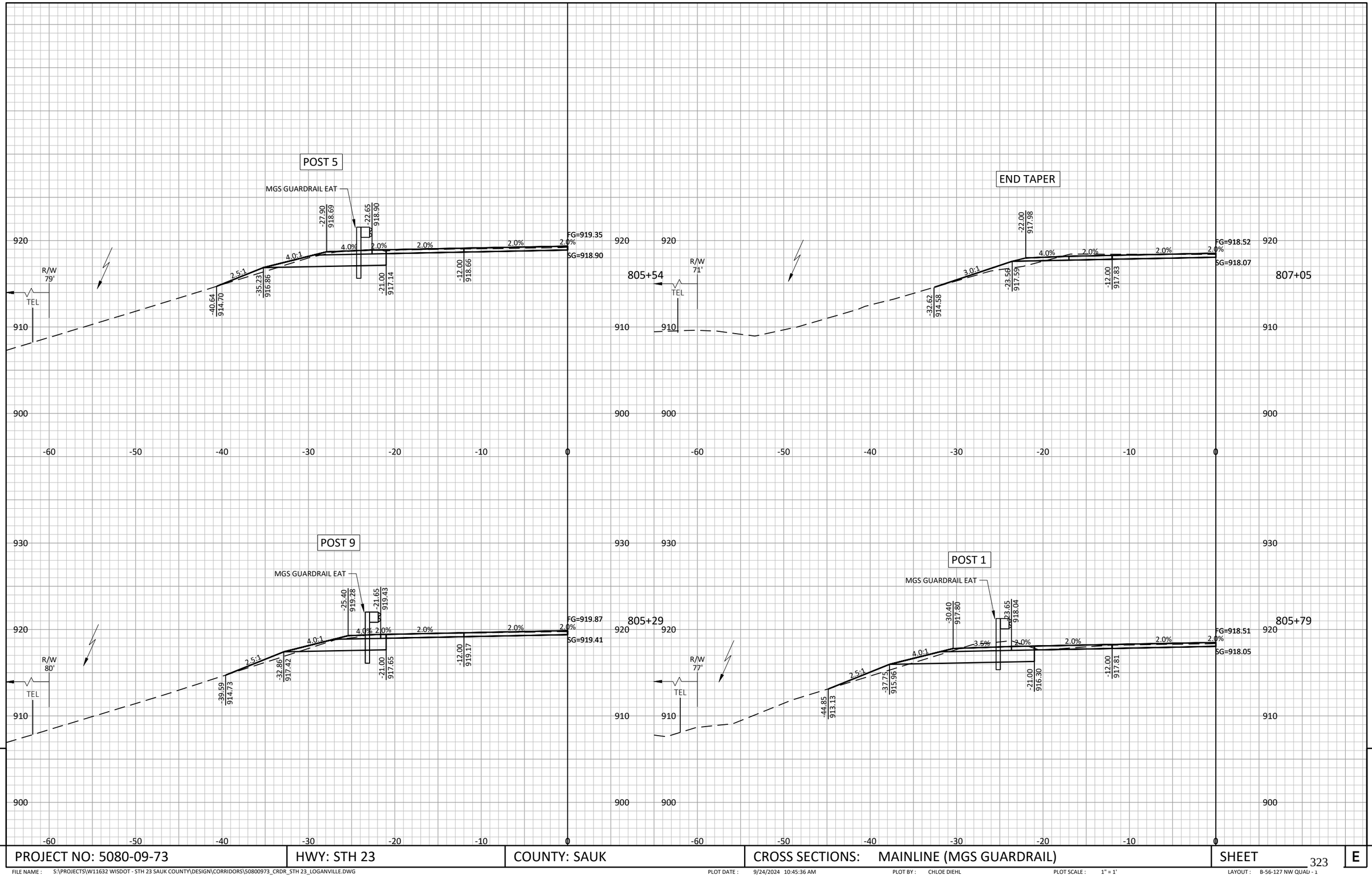
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG
PLOT DATE : 9/24/2024 10:45:31 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : B-56-127 NE QUAD - 1



9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 322	E

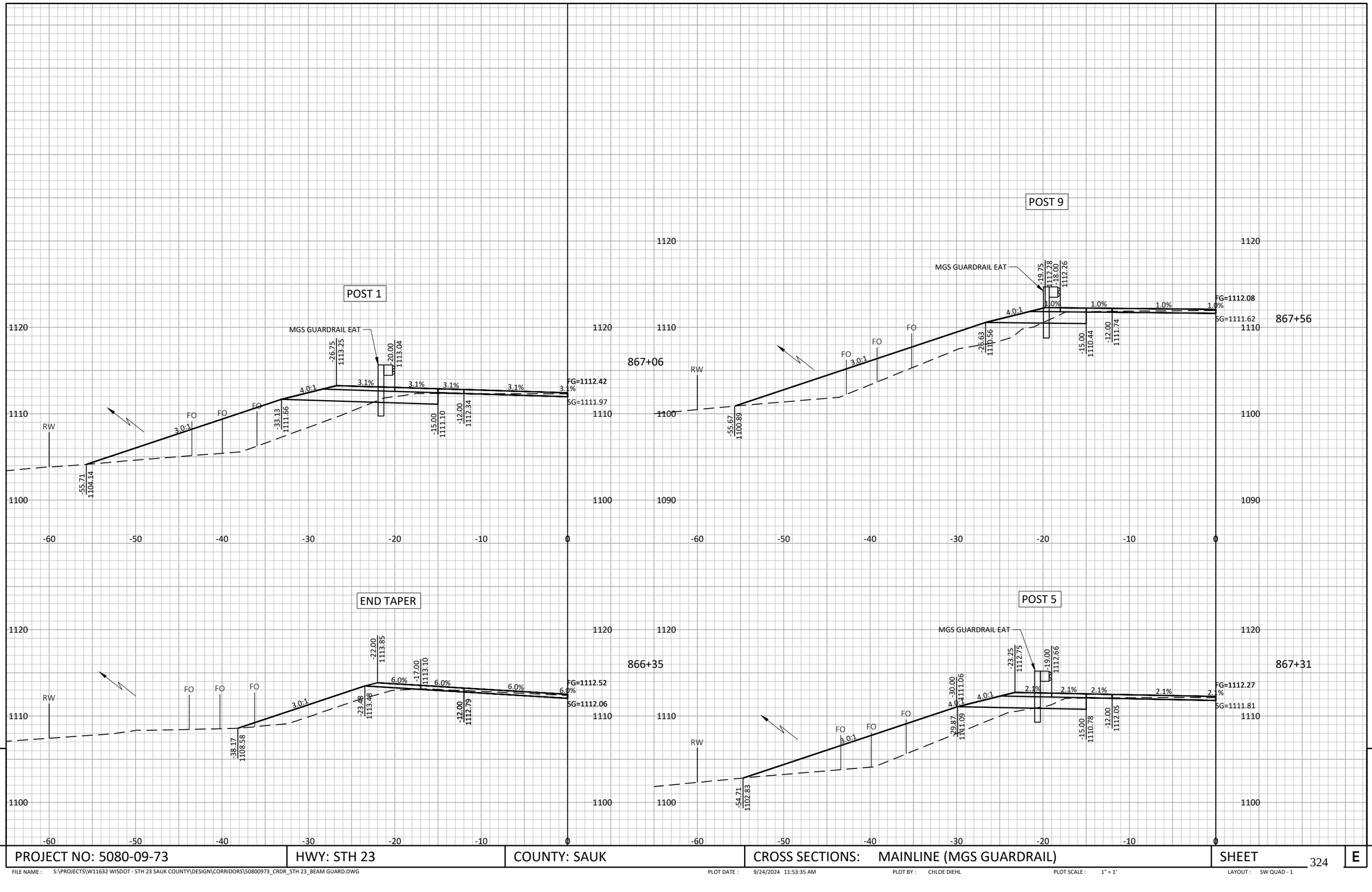


9

9

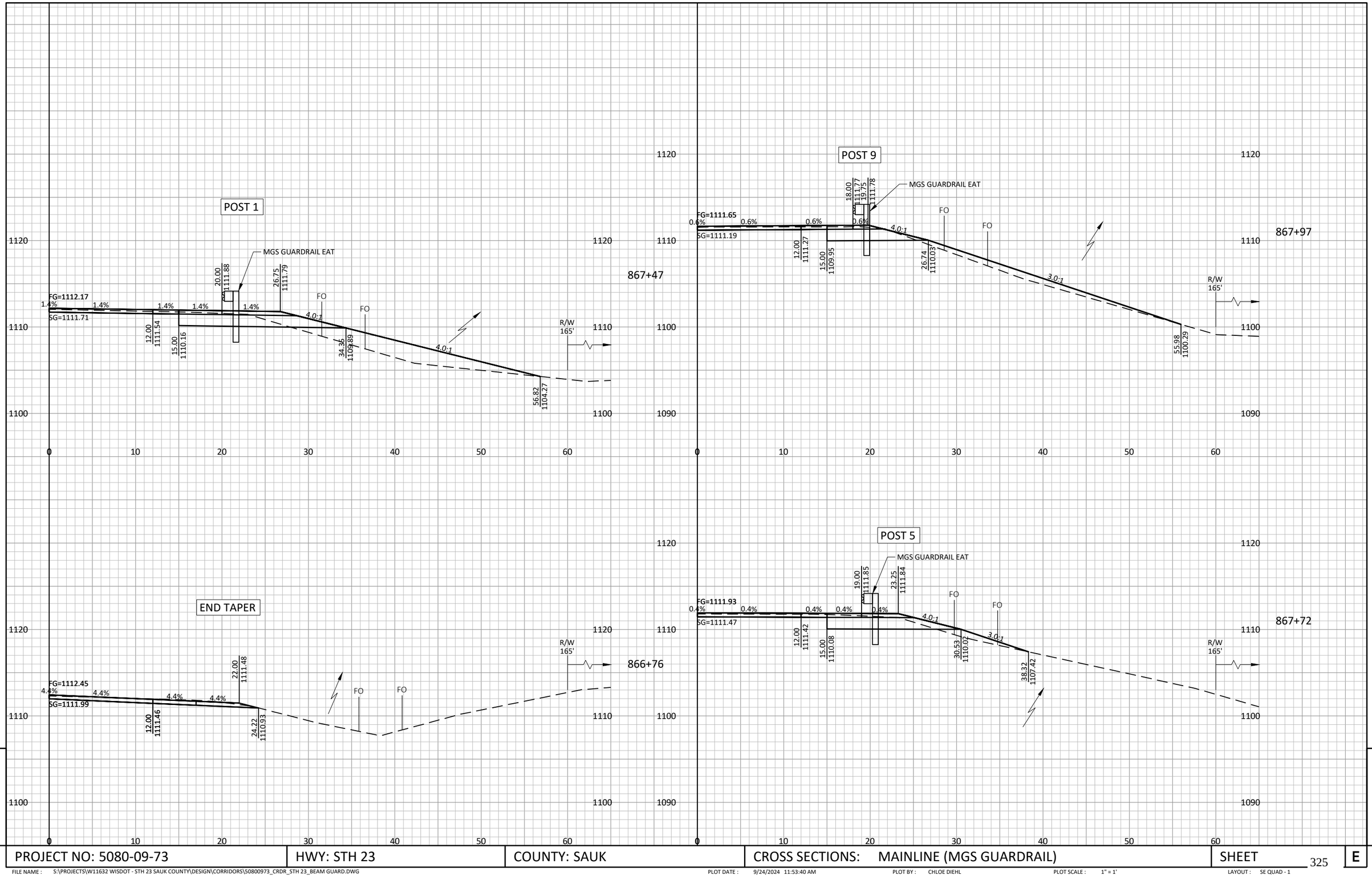
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 323	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/24/2024 10:45:36 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : B-56-127 NW QUAD - 1



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 324	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:53:35 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : SW QUAD - 1

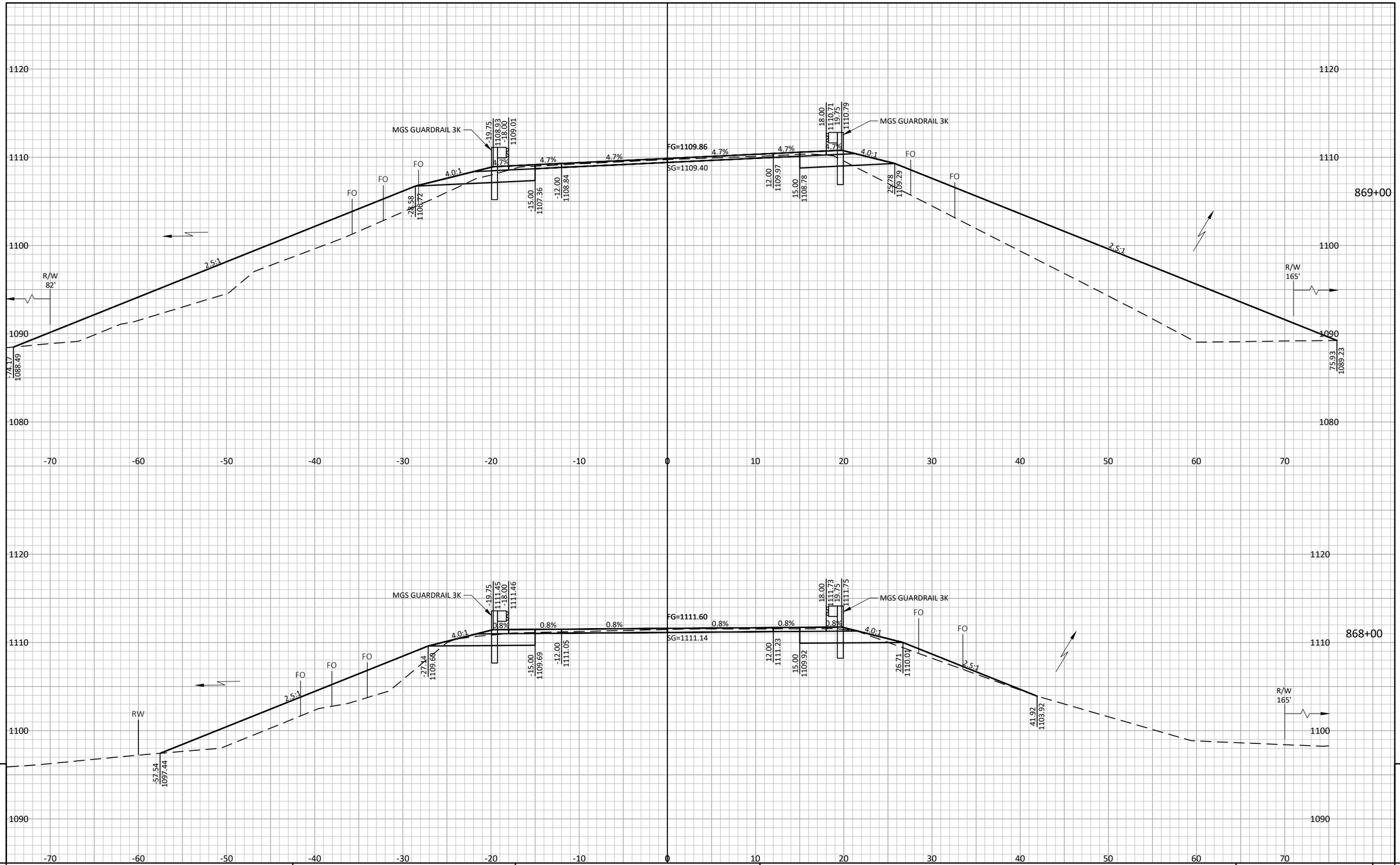


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:53:40 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : SE QUAD - 1



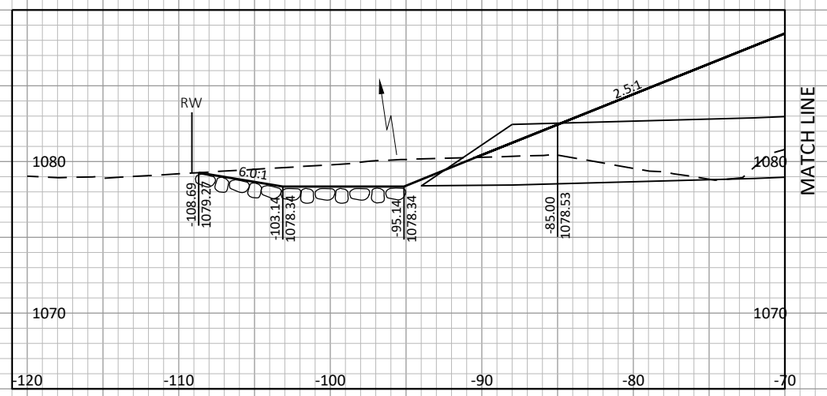
9

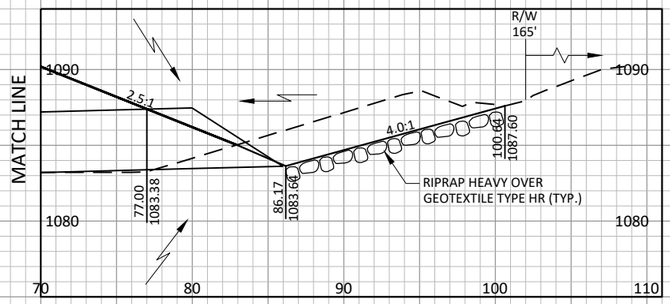
9

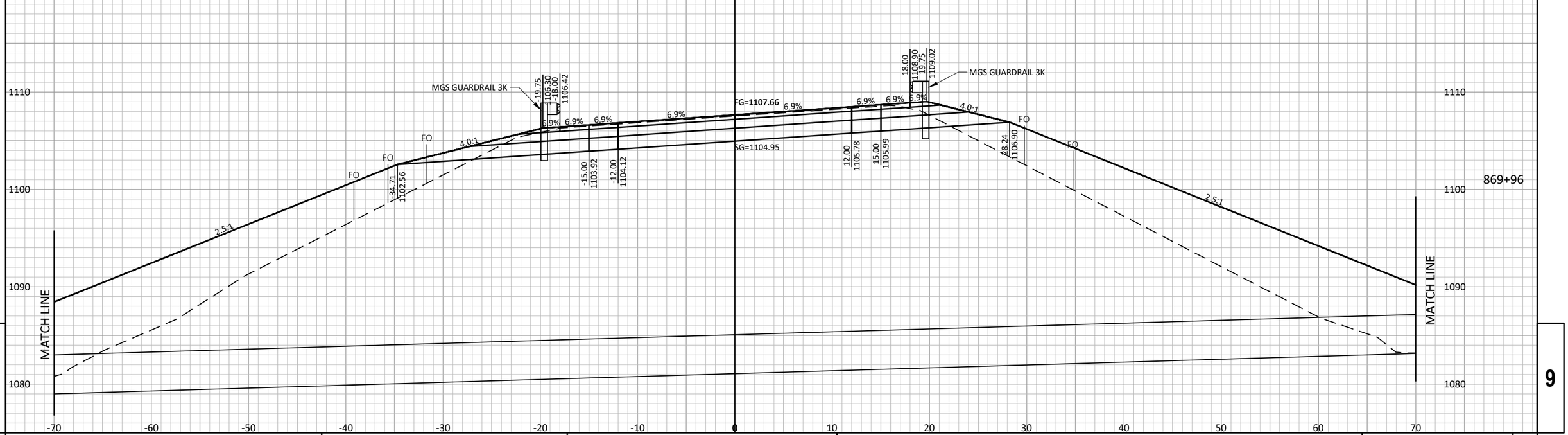
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:51:59 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 28

STA. 869+96
(1) CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH
(2) APRON ENDWALLS REQ'D.
SKEW = 0°







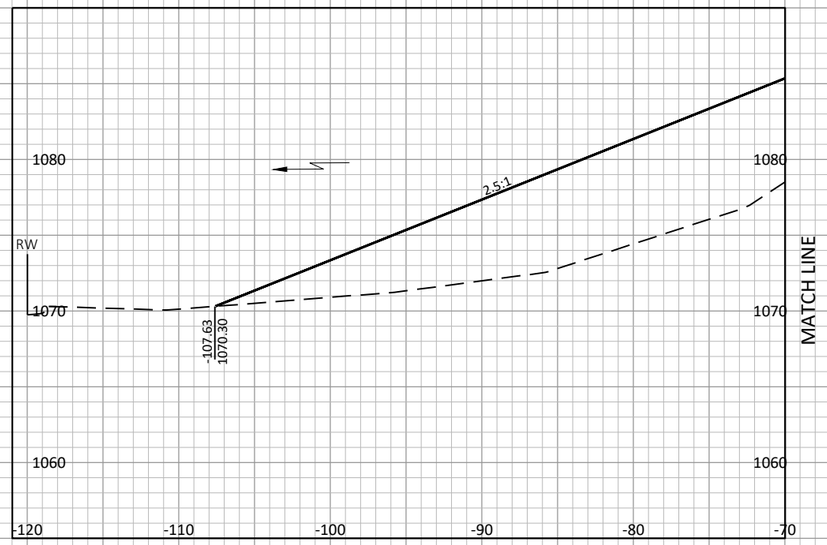
869+96

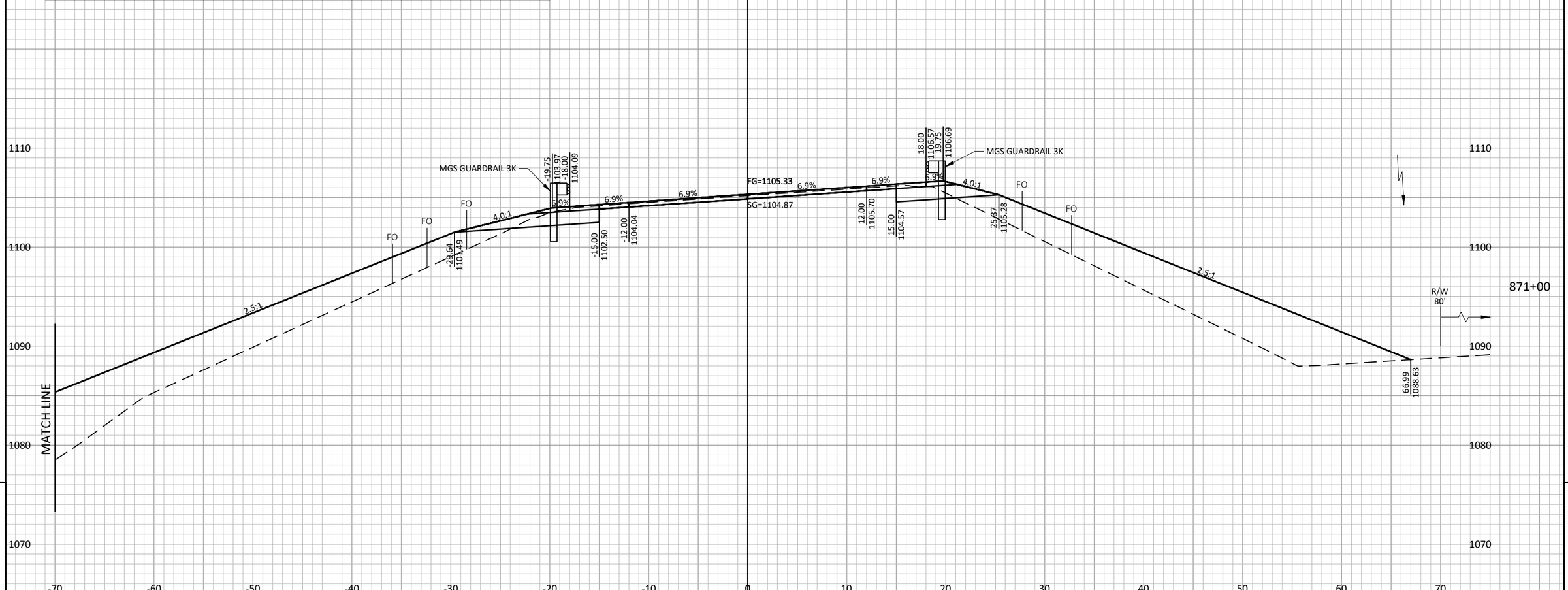
9

9

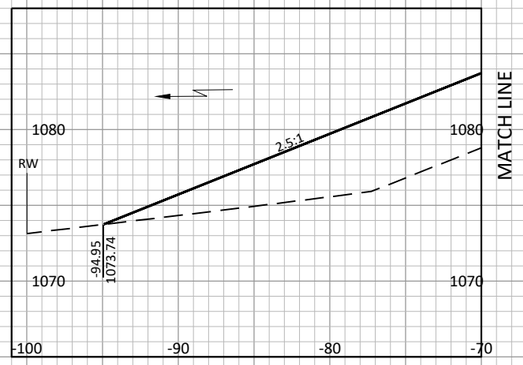
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

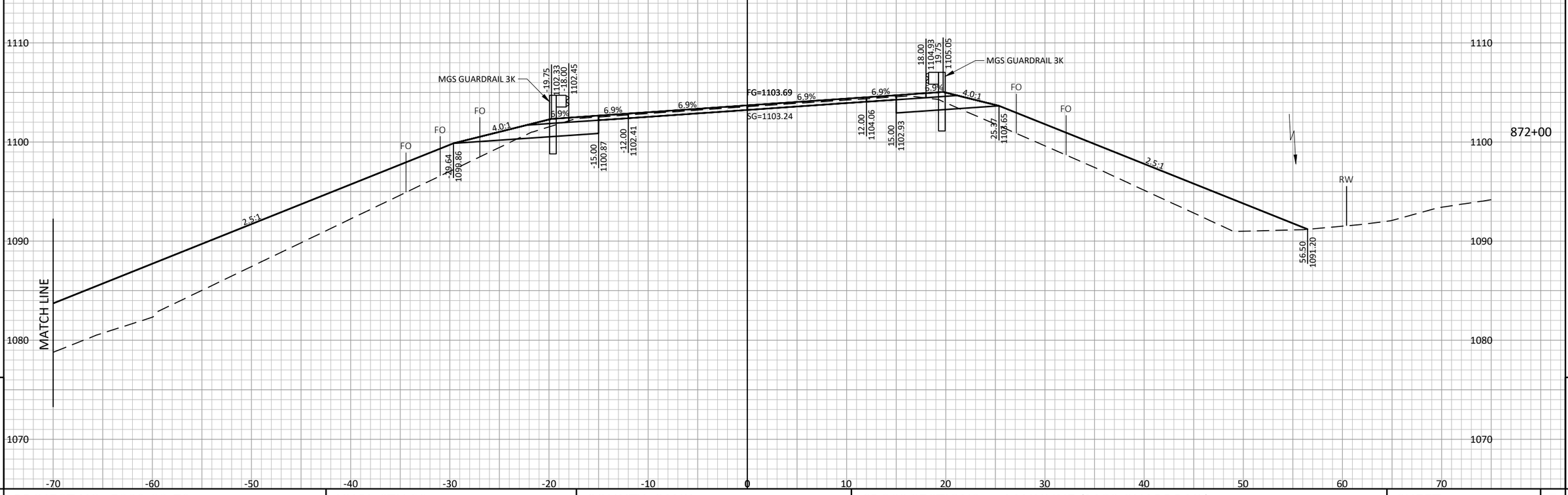
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG
PLOT DATE : 9/24/2024 11:52:04 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : 29





PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 328 E

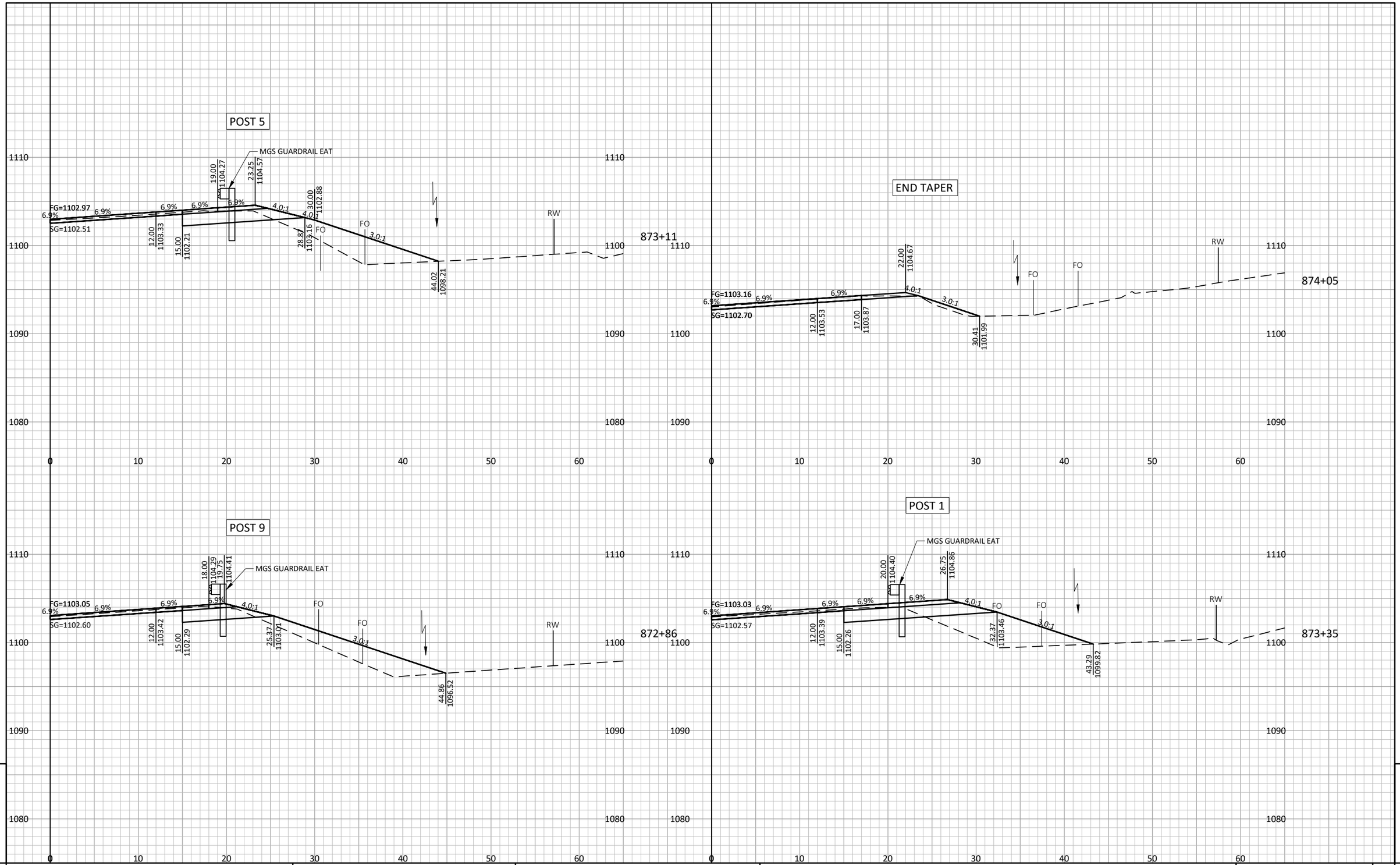




9

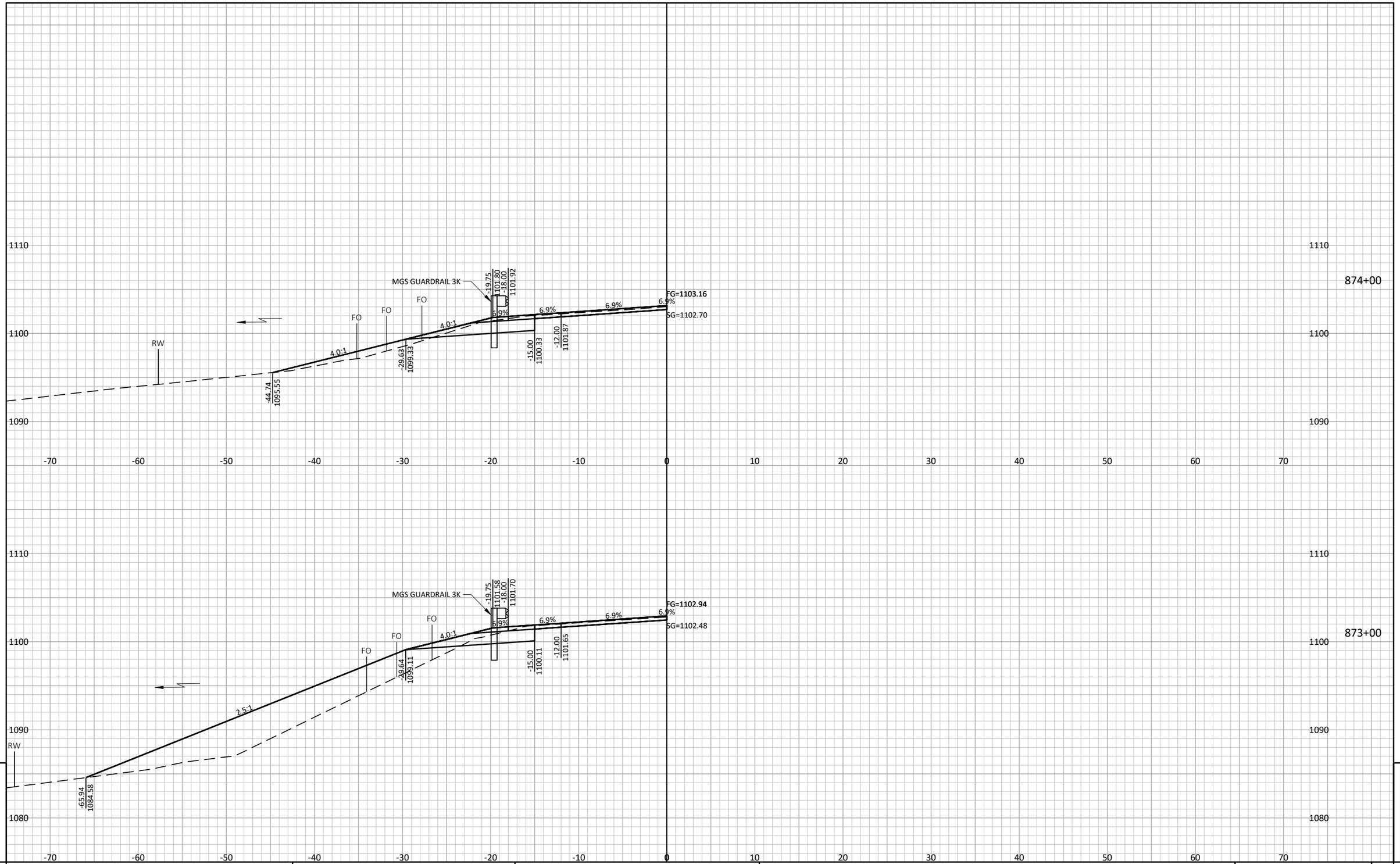
9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 329	E



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 330	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:53:45 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : NE QUAD - 1

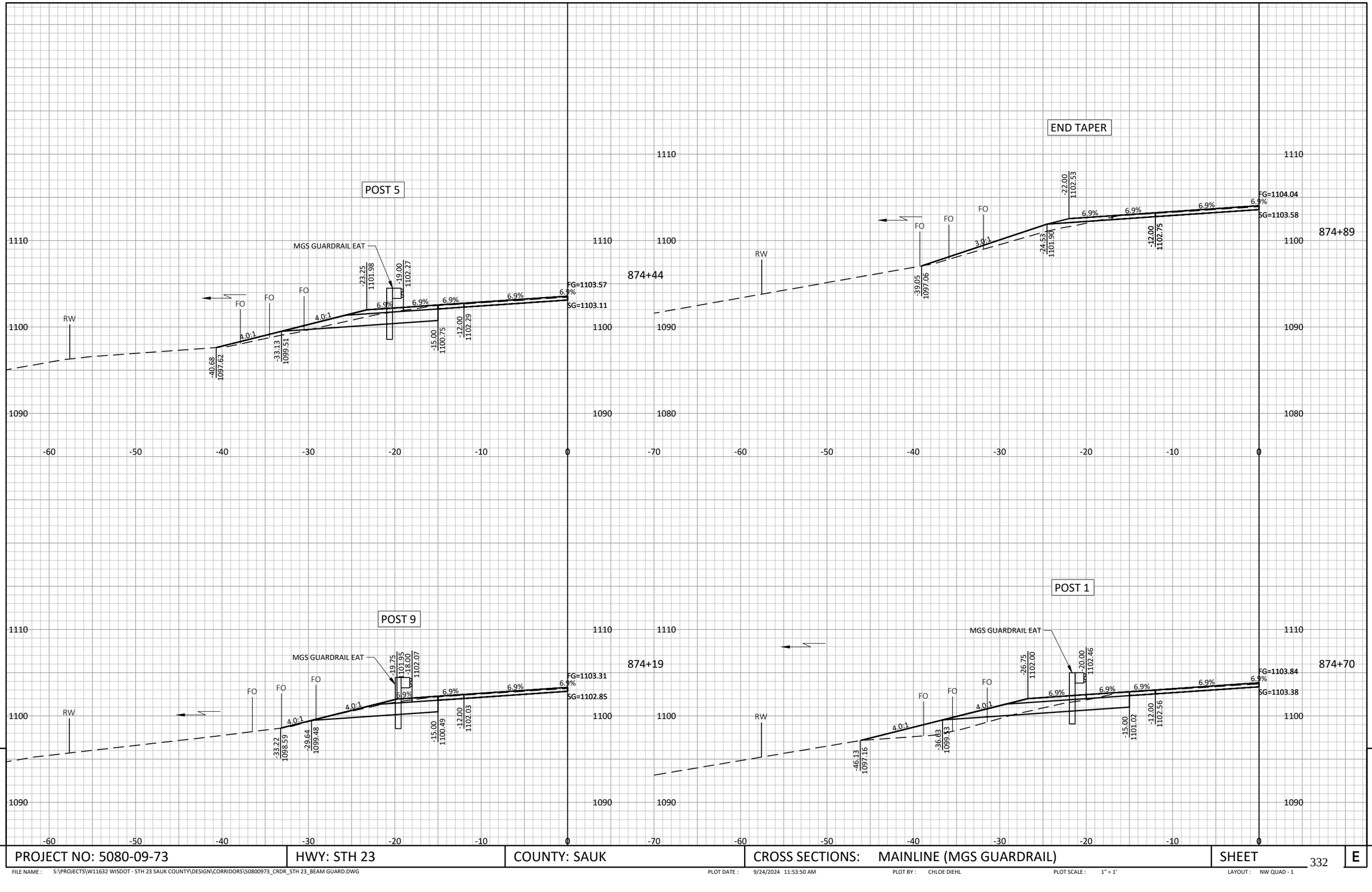


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 331	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:52:24 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 33

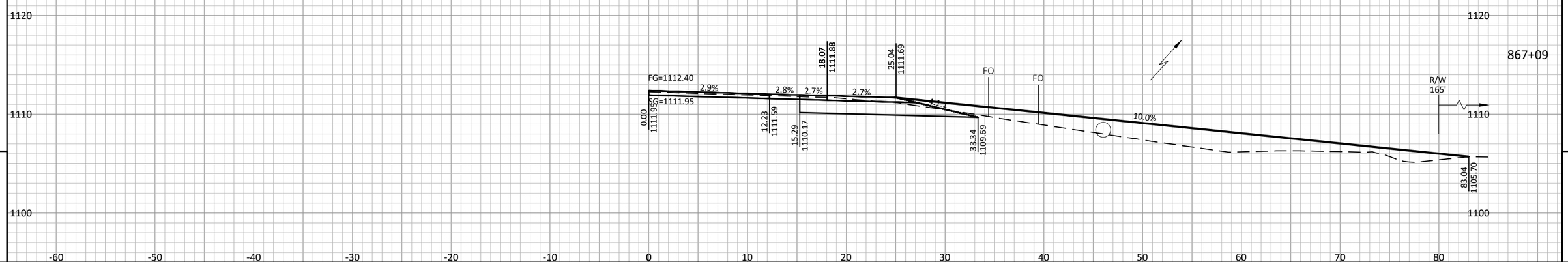


9

9

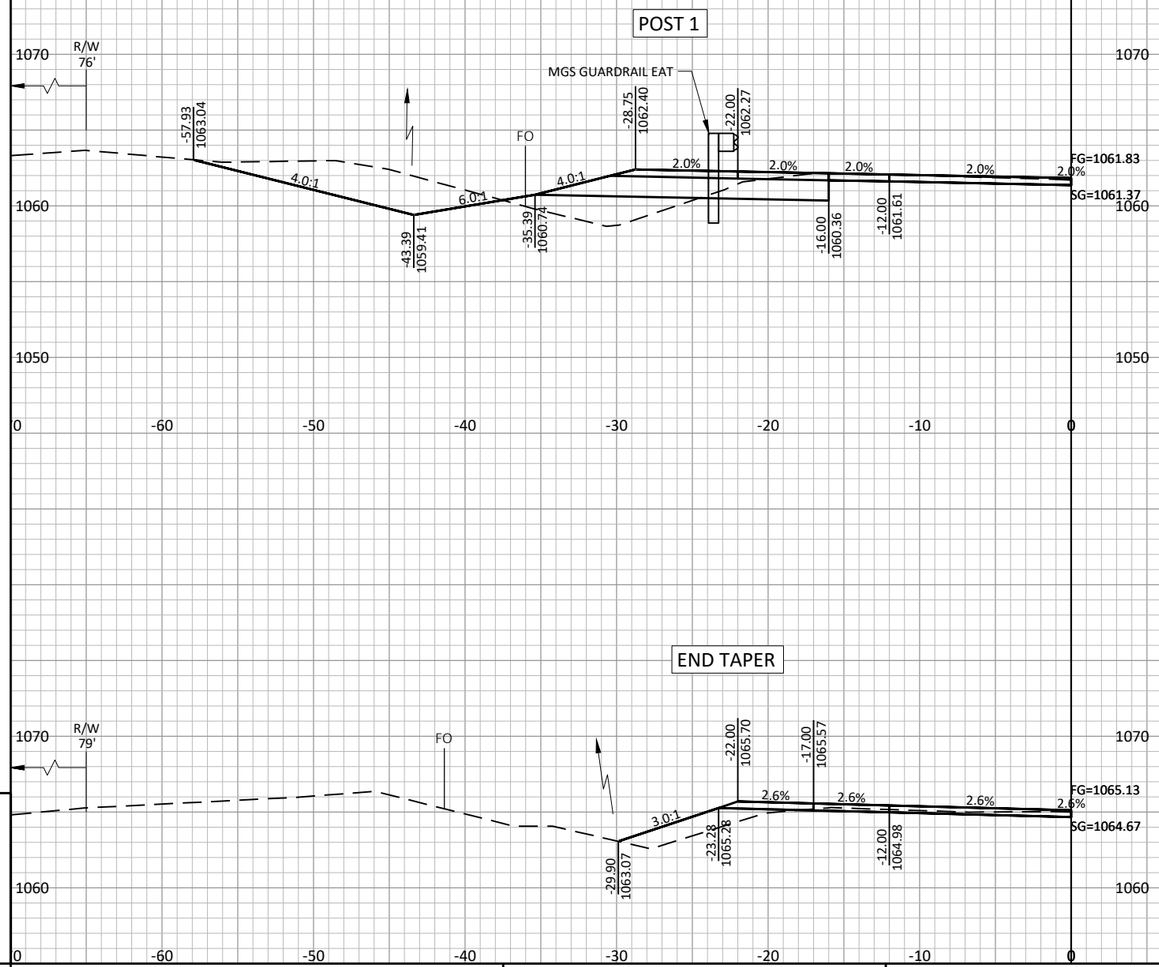
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 332	E

STA. 867+18, RT.
CONSTRUCT F.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 18-INCH
(2) APRON ENDWALLS REQ'D



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY	SHEET 333	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:53:55 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : STA. 867+18 DWY

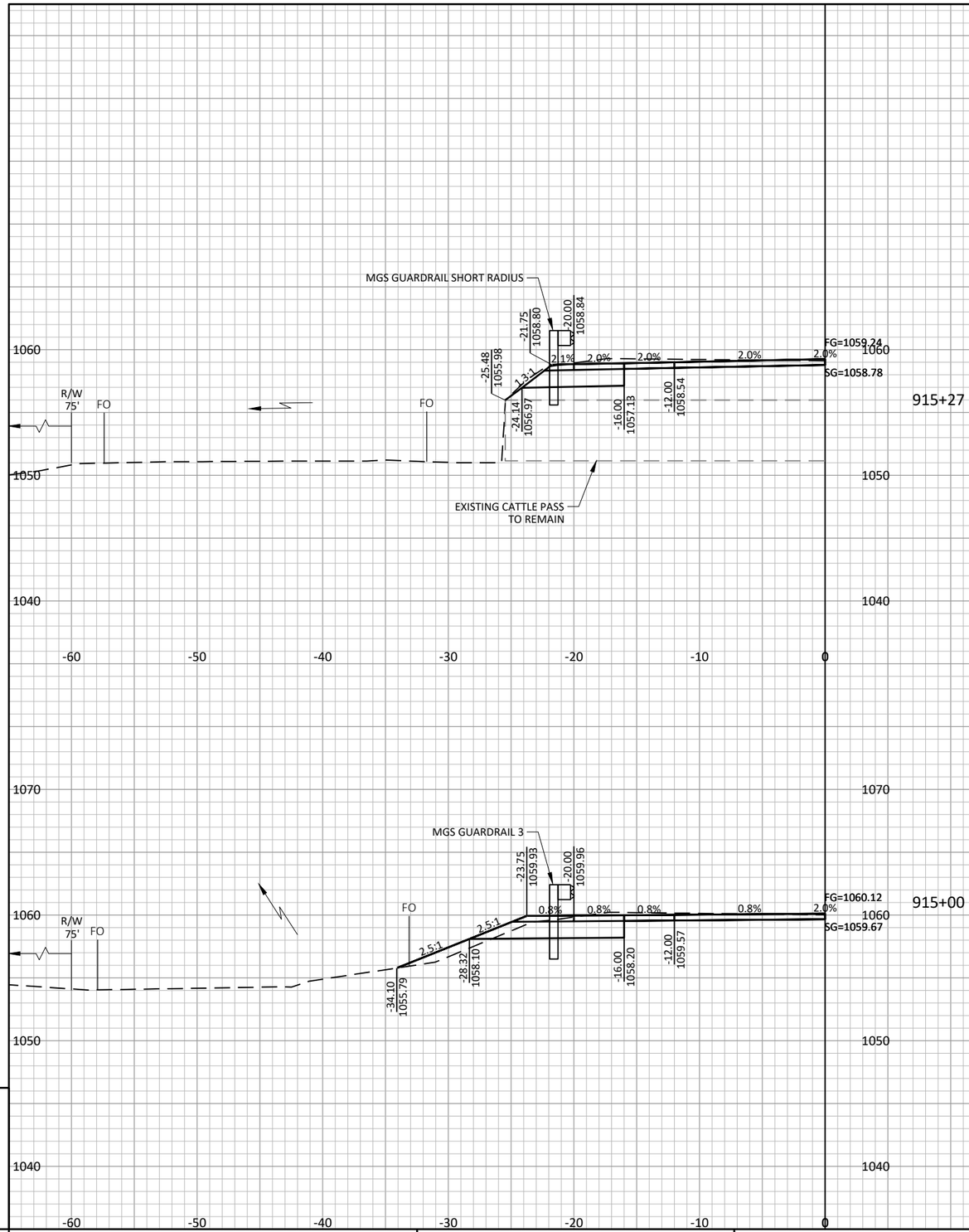


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 334	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:54:01 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : MAINLINE AT FE - 1



9

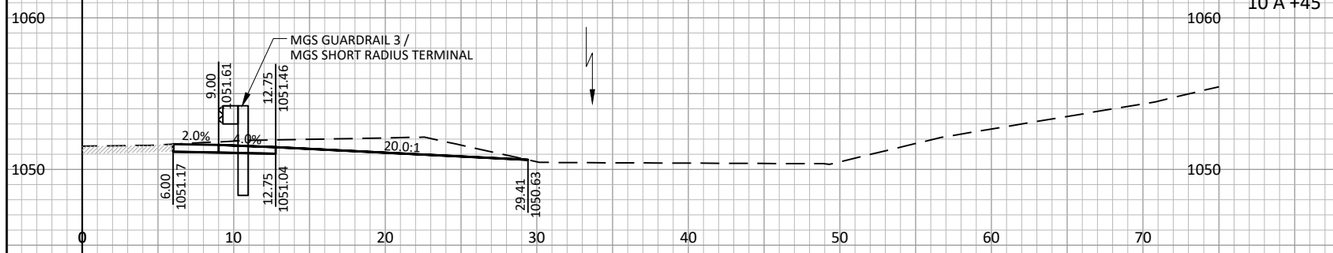
9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:54:06 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : MAINLINE AT FE - 2

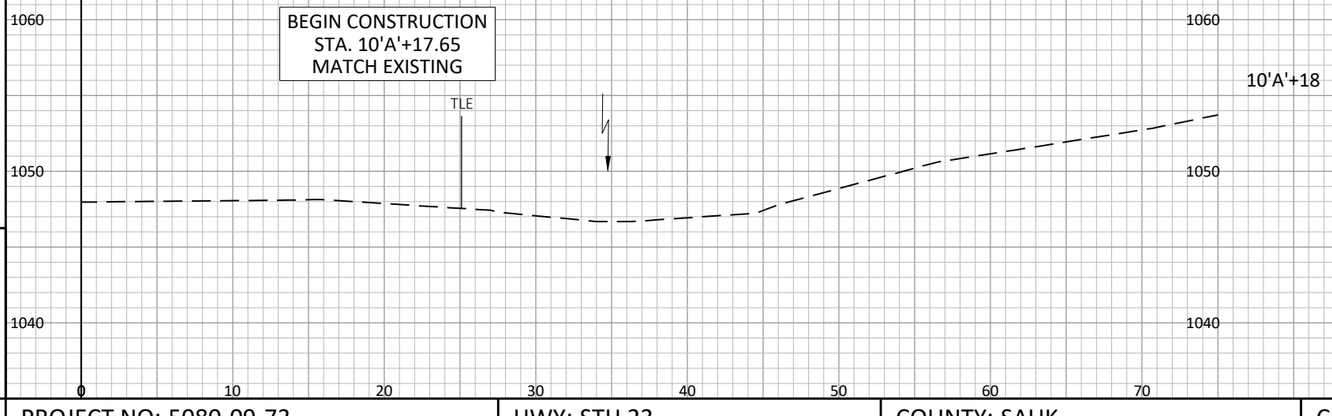
END CONSTRUCTION
STA. 10'A'+90.15

10'A'+74



10'A'+45

BEGIN CONSTRUCTION
STA. 10'A'+17.65
MATCH EXISTING

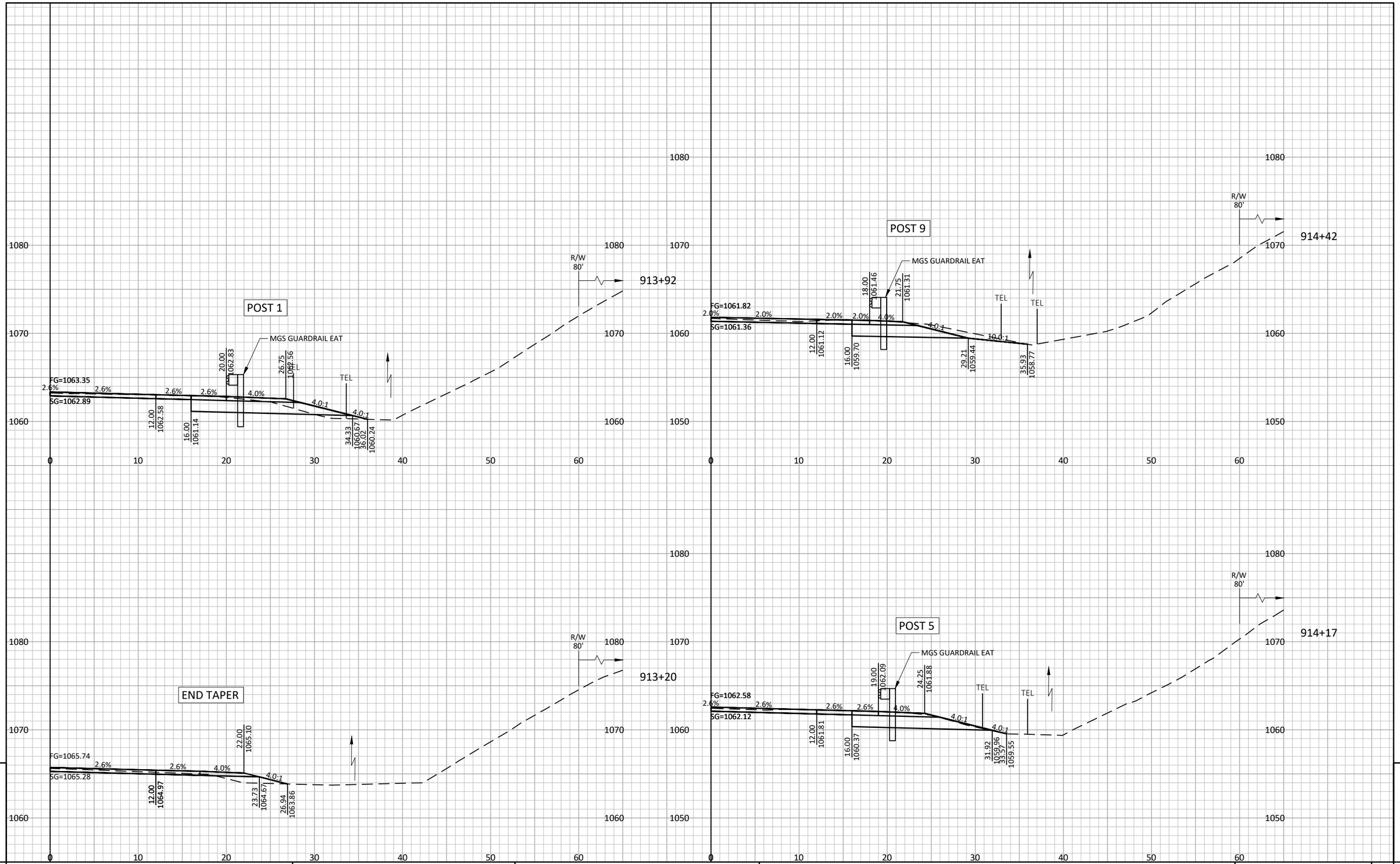


10'A'+18

9

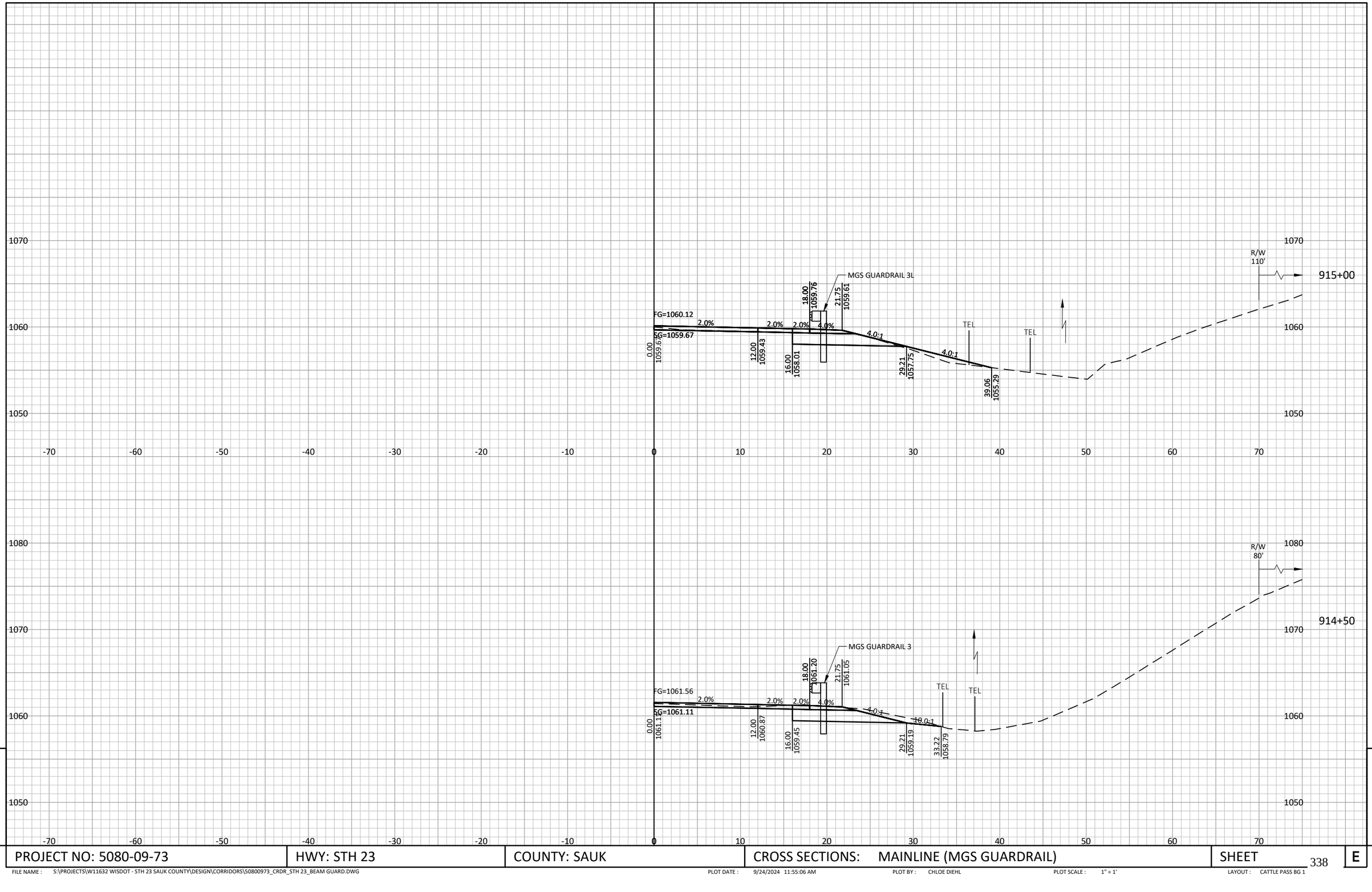
9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: 'A'-LINE	SHEET 336	E



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:55:01 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : CATTLE PASS BG R1 - ב1

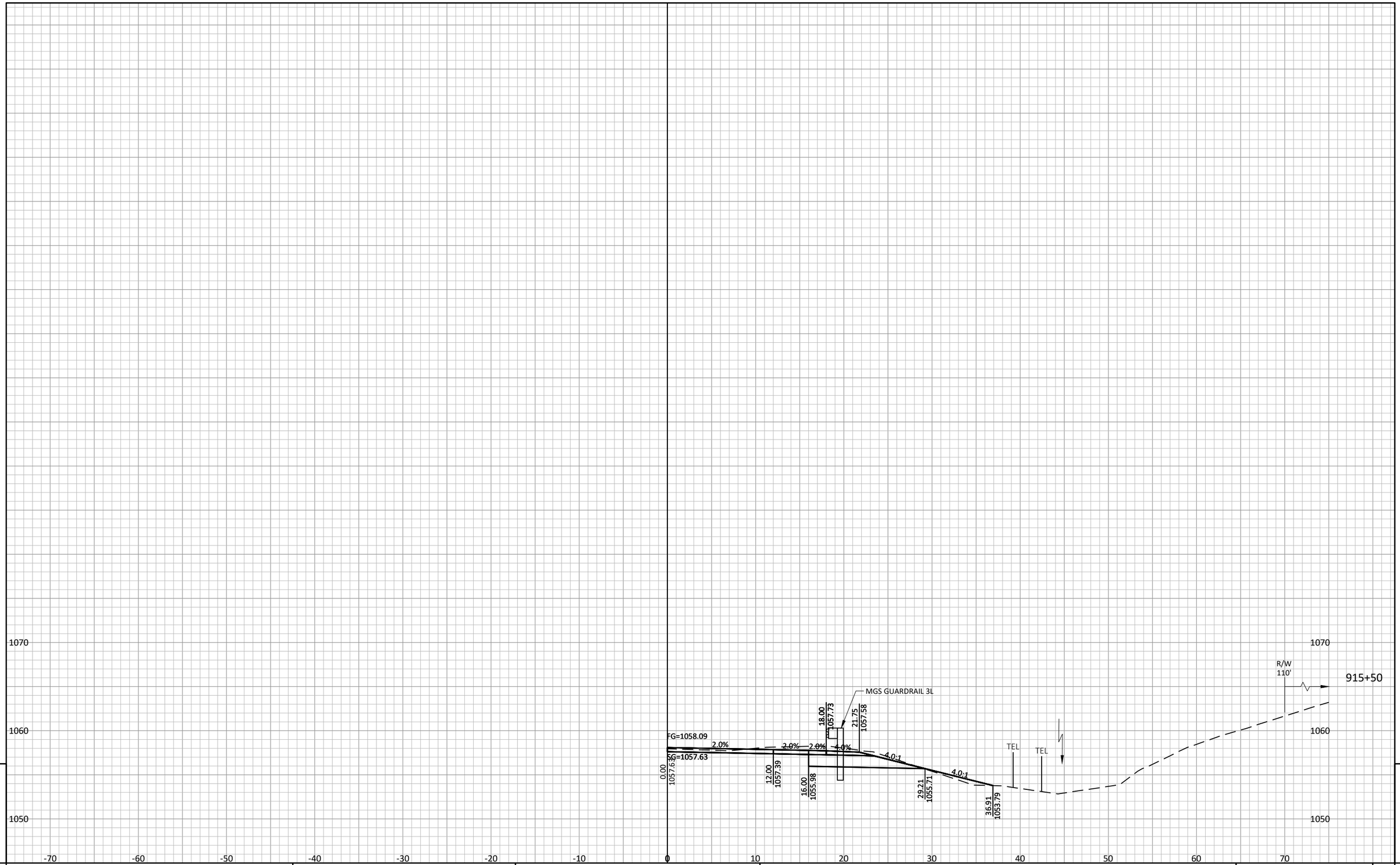


9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 338	E

9

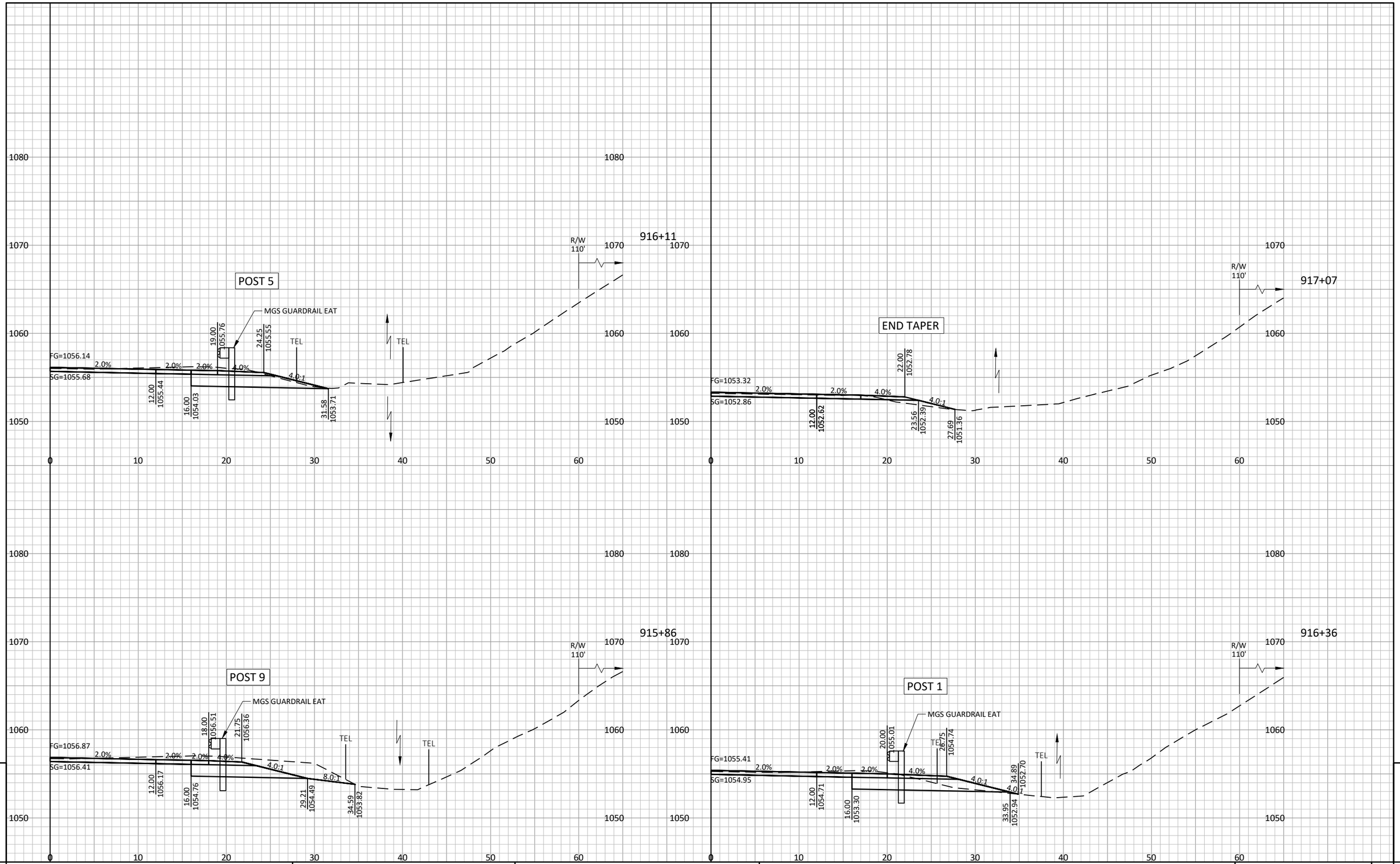
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:55:06 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : CATTLE PASS BG 1



9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 339	E

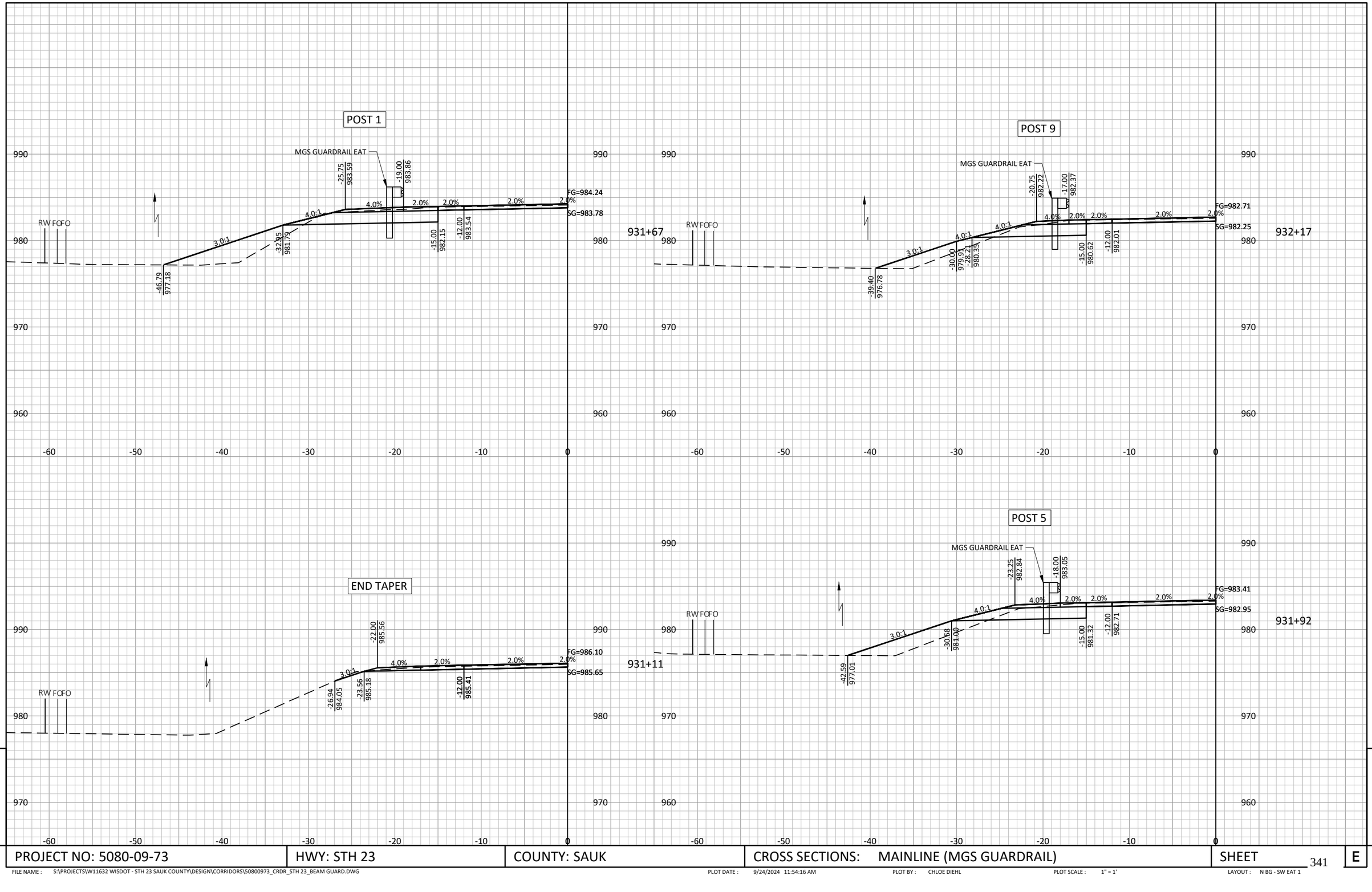


9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 340	E

9

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:55:16 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : CATTLE PASS BG R1 - Nε 1



9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 341	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG
PLOT DATE : 9/24/2024 11:54:16 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : N BG - SW EAT 1

POST 1

MGS GUARDRAIL EAT

FG=984.24
SG=983.78
2.0%
2.0%
2.0%
2.0%
4.0%
4.0:1
3.0:1
19.00
983.86
25.75
983.59
12.00
983.54
15.00
982.14
32.95
981.78
83.61
964.92
FO
FO
RW

931+67

END TAPER

FG=986.10
SG=985.65
2.0%
2.0%
2.0%
4.0%
3.0:1
22.00
985.56
12.00
985.41
23.73
984.90
FO
FO
RW

931+11

990
980
970
960
0
10
20
30
40
50
60
70
80
90
100
110
120

9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG
PLOT DATE : 9/24/2024 11:54:21 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : N BG - SE EAT 1

POST 9

MGS GUARDRAIL EAT

17.00
982.37

20.75
982.22

FG=982.71
SG=982.25

2.0%
2.0%
2.0%
2.0%
4.0%

4.0:1
4.0:1

12.00
982.01

15.00
980.62

28.21
980.35

30.00
979.91

3.0:1

75.50
964.75

FO
FO
RW

990
980
970
960

0
10
20
30
40
50
60
70
80
90
100
110
120

932+17

POST 5

MGS GUARDRAIL EAT

18.00
983.05

23.25
982.84

FG=983.41
SG=982.95

2.0%
2.0%
2.0%
2.0%
4.0%

4.0:1

12.00
982.71

15.00
981.31

30.56
981.00

3.0:1

78.45
965.06

FO
FO
RW

990
980
970
960

0
10
20
30
40
50
60
70
80
90
100
110
120

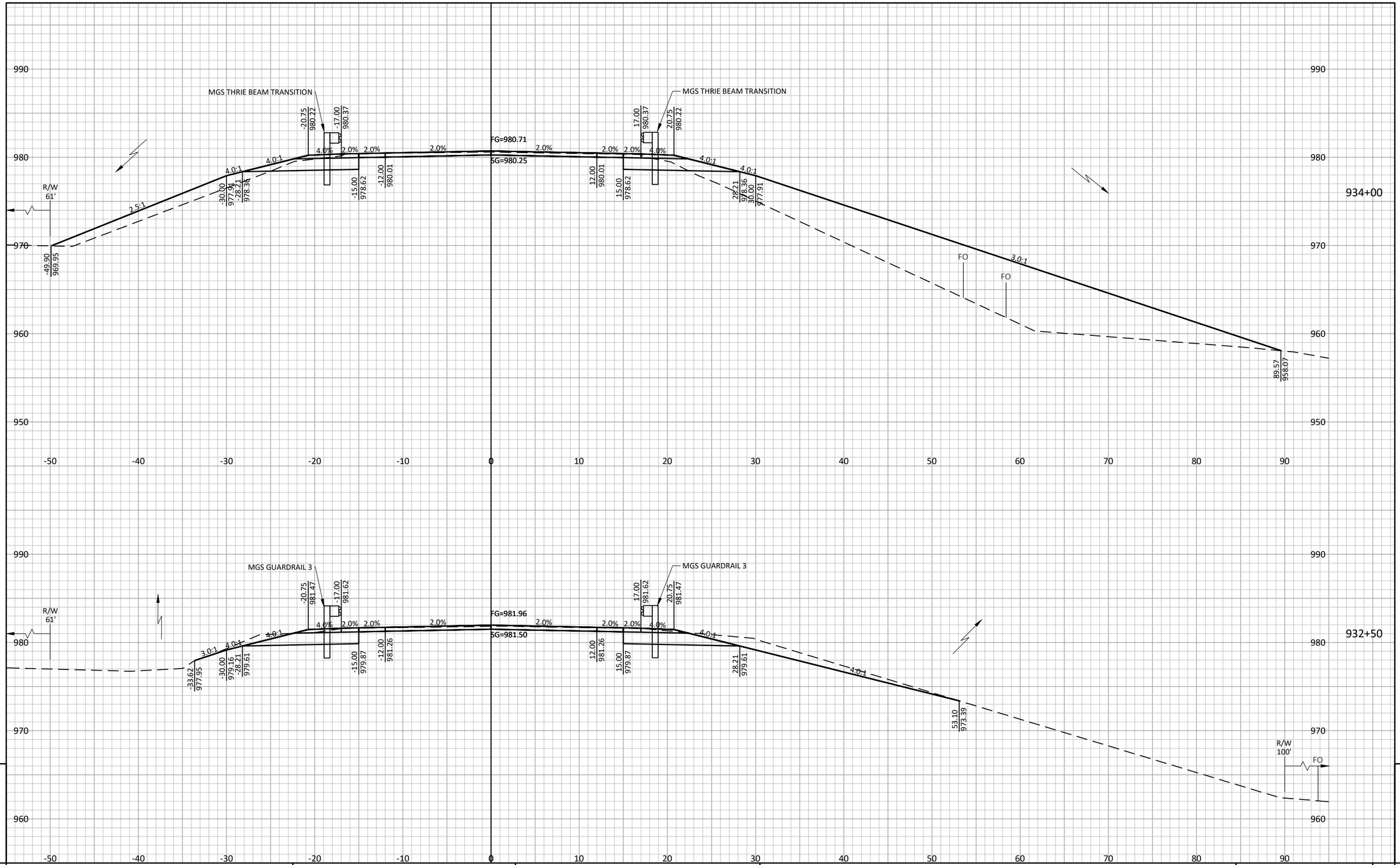
931+92

9

9

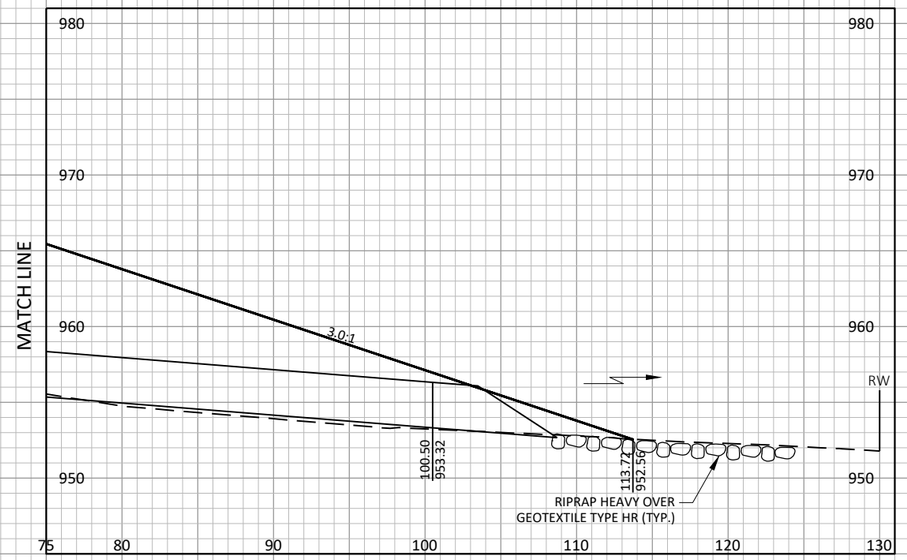
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 343	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:54:26 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : N BG - SE EAT 2

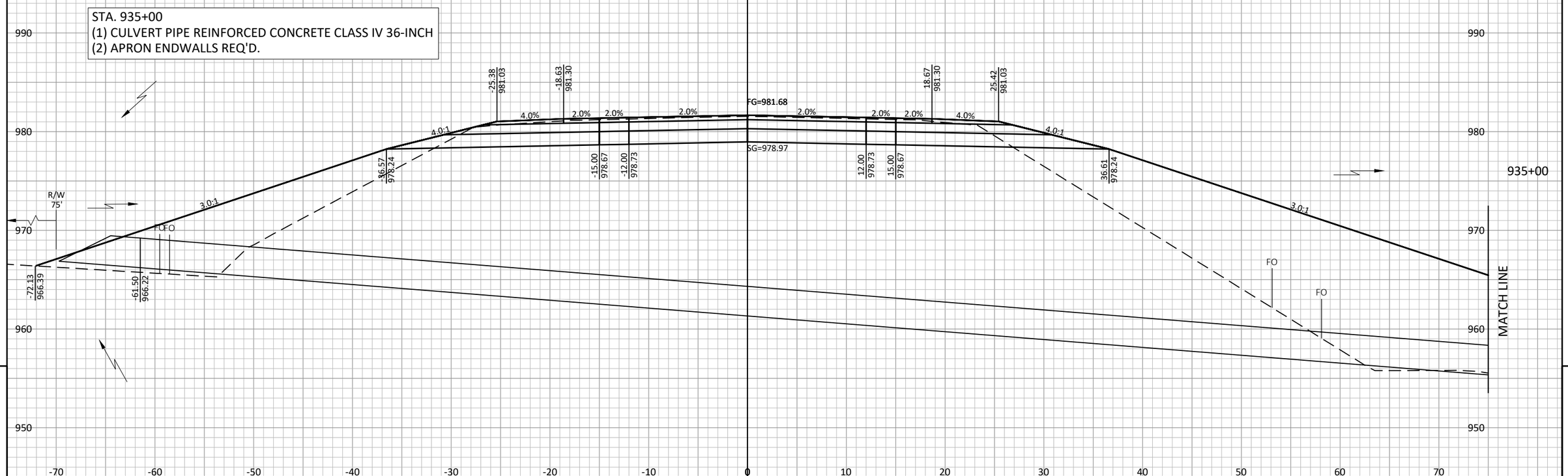


PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 344	E

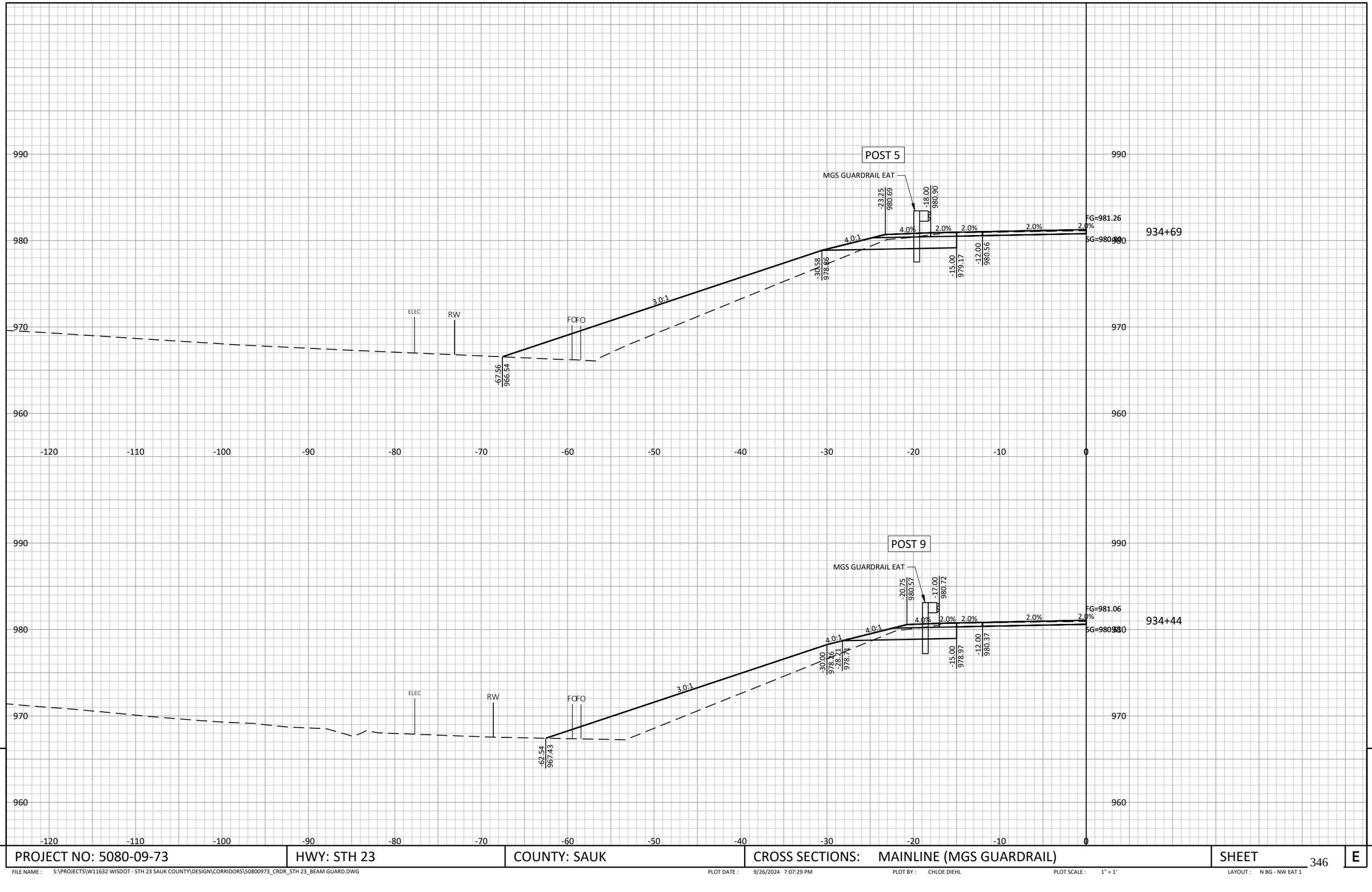
FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:54:51 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : N BG - 1



STA. 935+00
(1) CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH
(2) APRON ENDWALLS REQ'D.

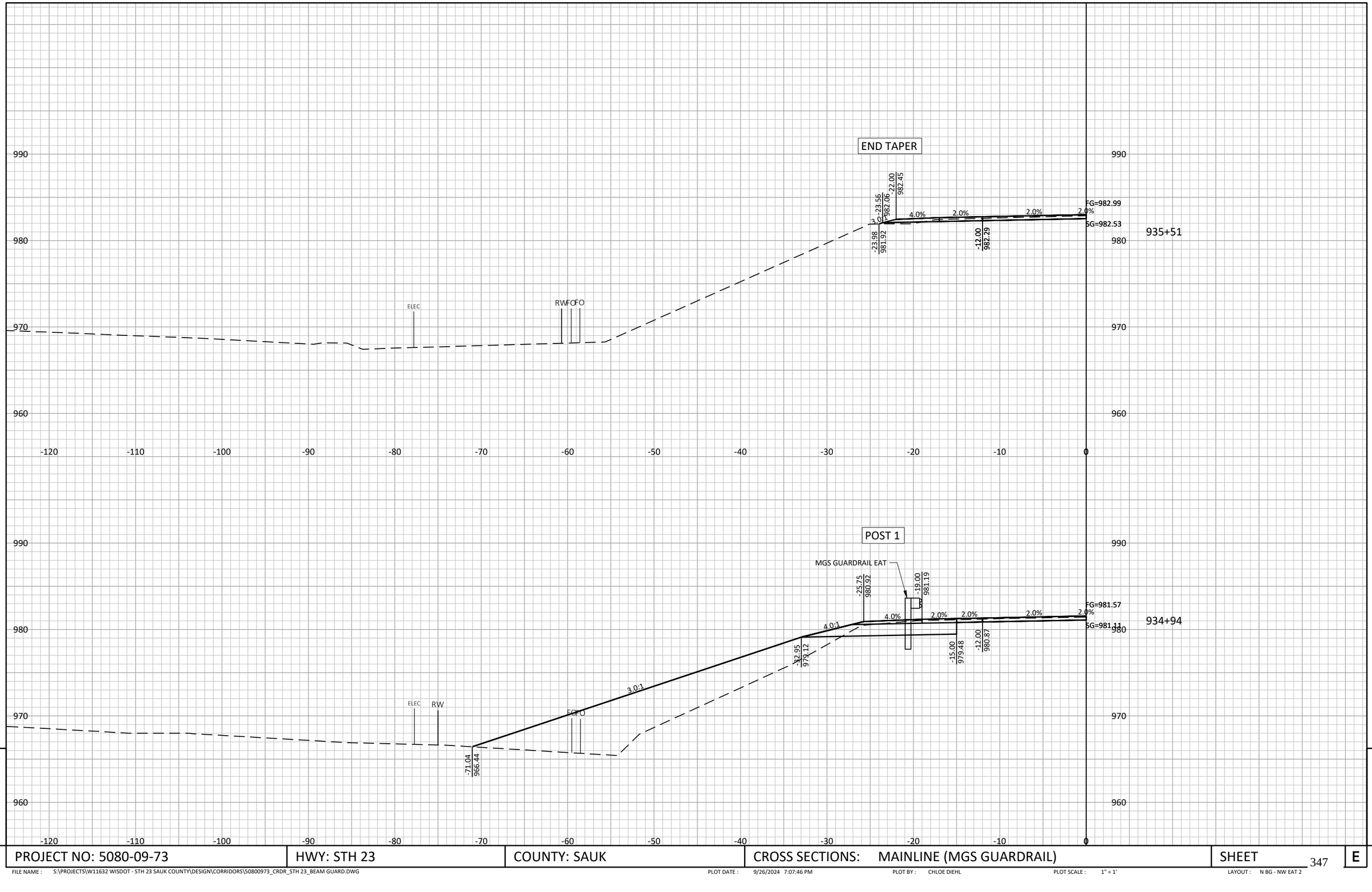


PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 345	E



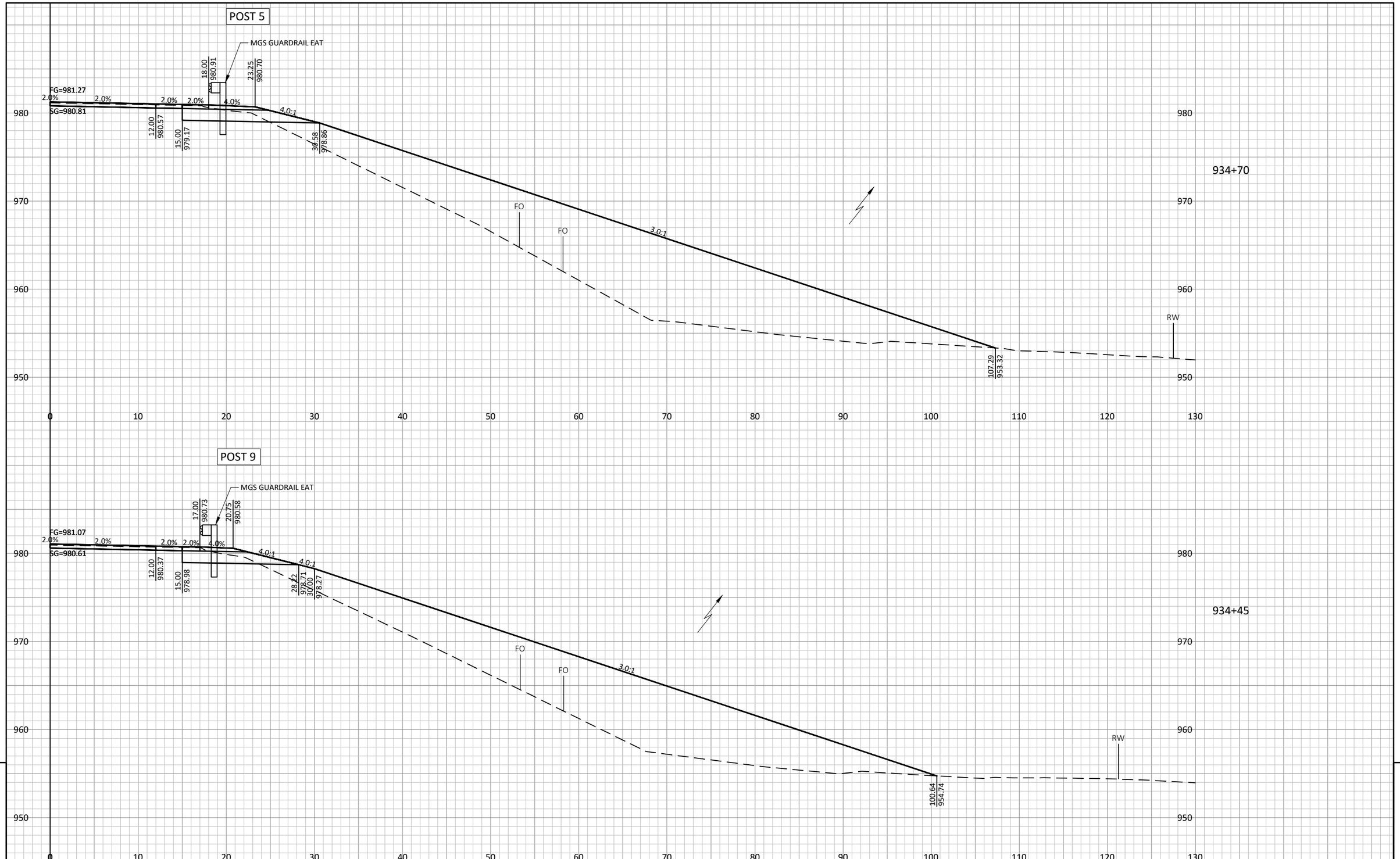
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 346	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG
PLOT DATE : 9/26/2024 7:07:29 PM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : N BG - NW EAT 1



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 347 E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/26/2024 7:07:46 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : N BG - NW EAT 2



9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 348	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG PLOT DATE : 9/24/2024 11:54:41 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : N BG - NE EAT 1

END TAPER

FG=983.00
SG=982.54
2.0%
2.0%
2.0%
4.0%
3.0:1
22.00
982.46
12.00
982.30
23.02
982.08
24.86
981.36
FO
FO
RW
935+51

POST 1

MGS GUARDRAIL EAT
19.00
981.20
25.75
980.93
FG=981.58
SG=981.12
2.0%
2.0%
2.0%
2.0%
4.0%
4.0:1
12.00
980.88
15.00
979.49
32.95
979.13
FO
FO
3.0:1
113.60
952.27
RW
934+95

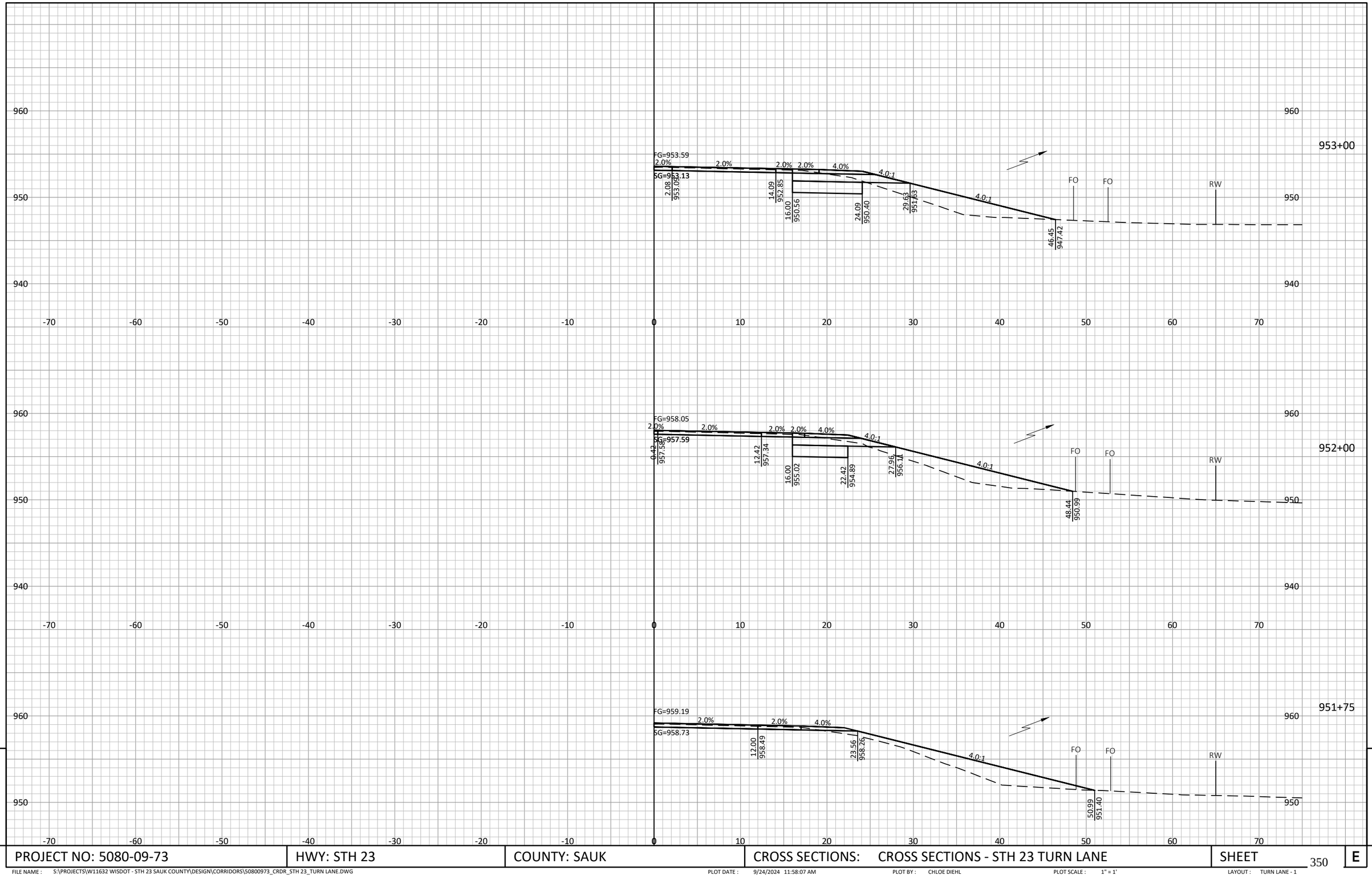
980
970
960
950
0
10
20
30
40
50
60
70
80
90
100
110
120
130

9

9

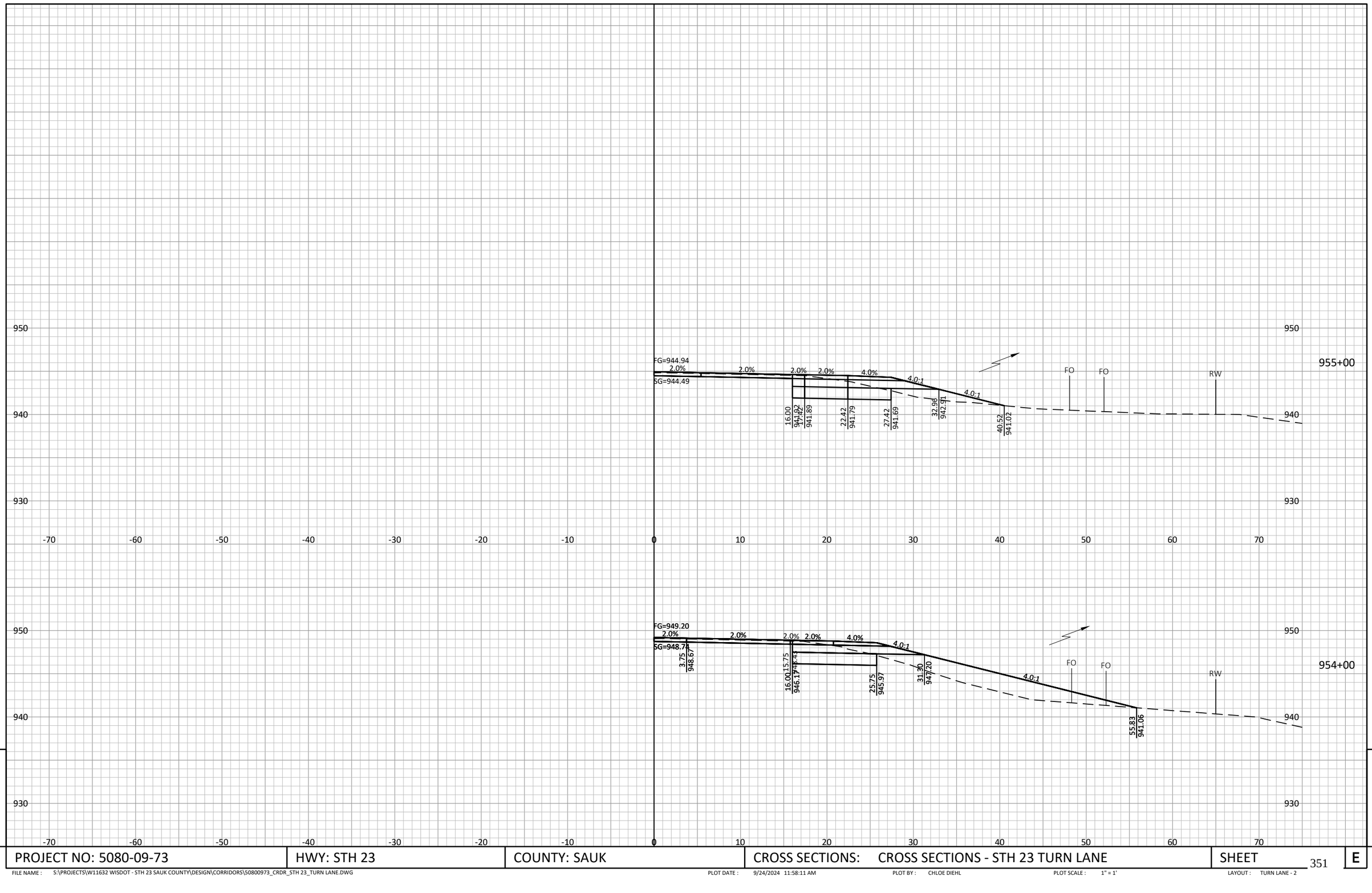
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 349	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_BEAM GUARD.DWG
PLOT DATE : 9/24/2024 11:54:46 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : N BG - NE EAT 2



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - STH 23 TURN LANE	SHEET 350 E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_TURN LANE.DWG PLOT DATE : 9/24/2024 11:58:07 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : TURN LANE - 1

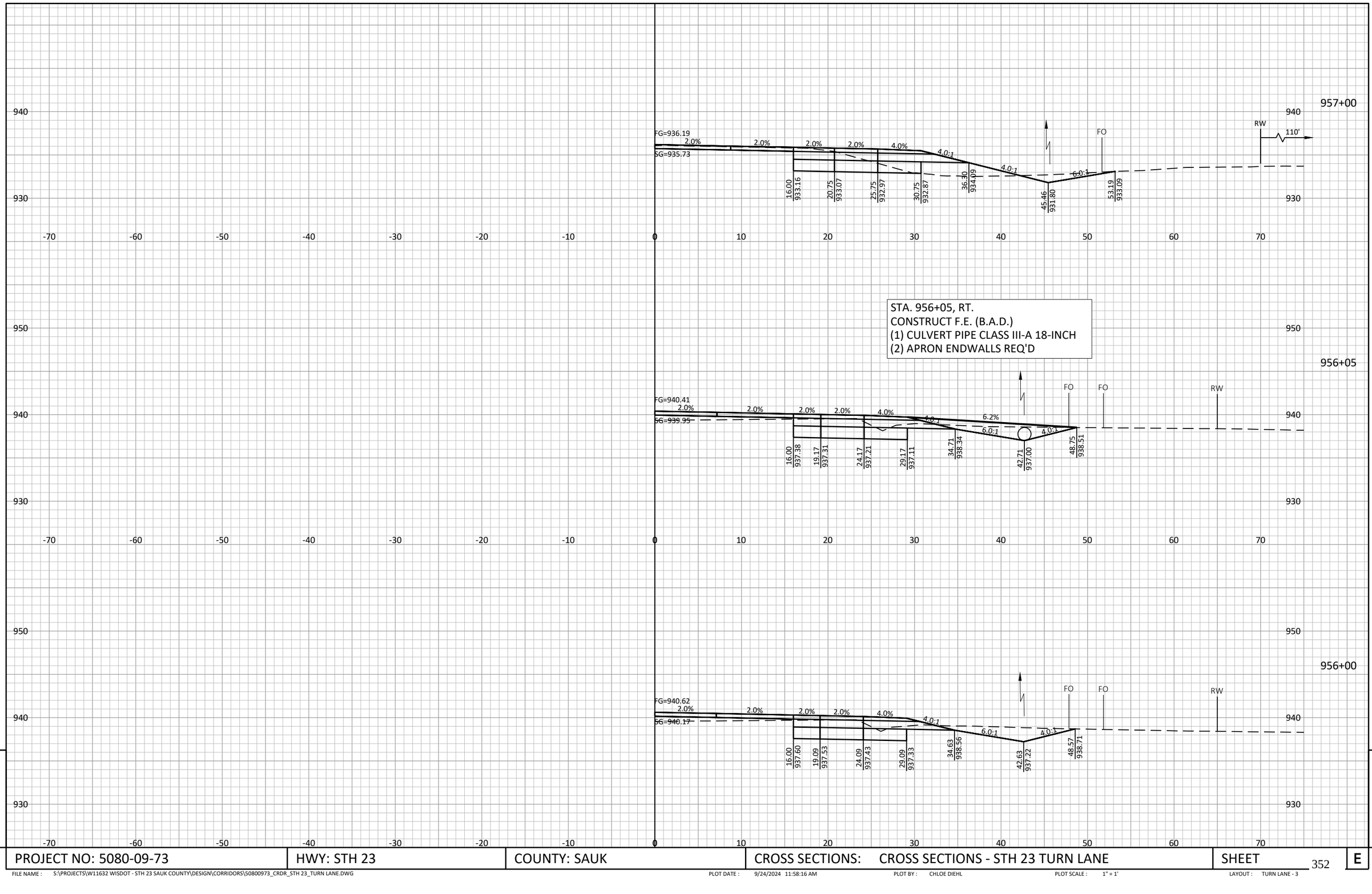


9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - STH 23 TURN LANE	SHEET 351	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_TURN LANE.DWG PLOT DATE : 9/24/2024 11:58:11 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : TURN LANE - 2

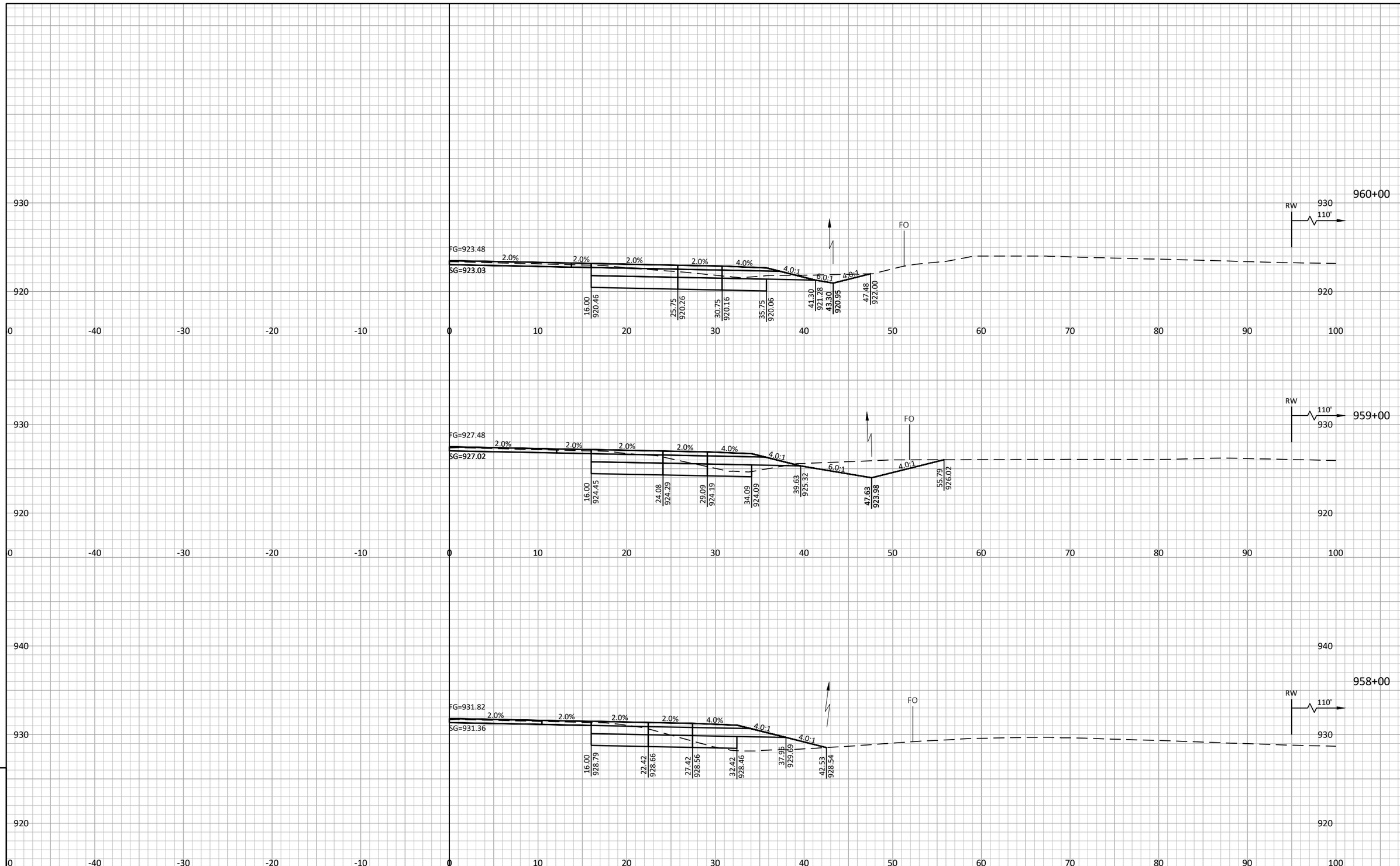


9

9

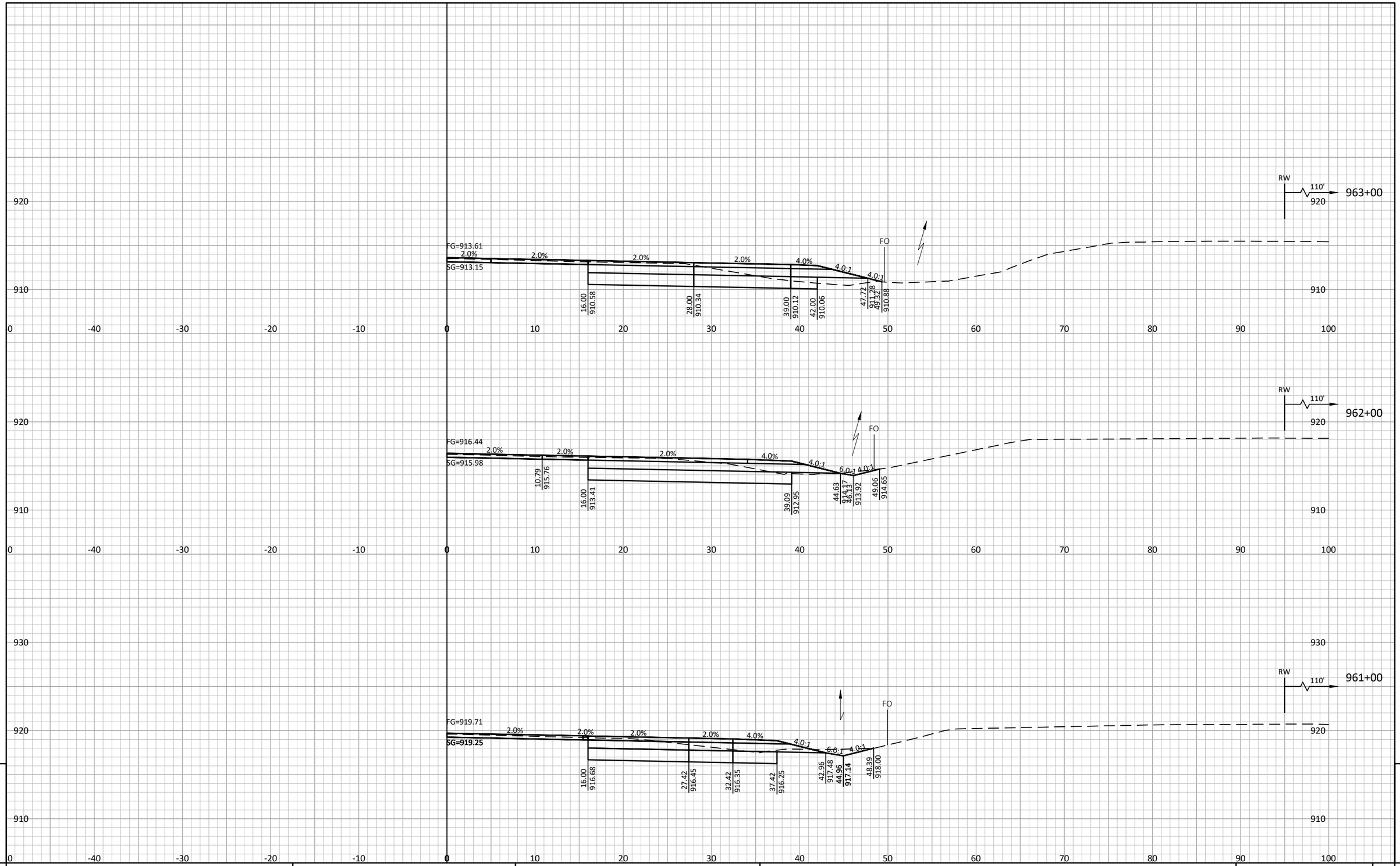
PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - STH 23 TURN LANE	SHEET 352	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_TURN LANE.DWG PLOT DATE : 9/24/2024 11:58:16 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : TURN LANE - 3



PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - STH 23 TURN LANE	SHEET 353	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_TURN LANE.DWG PLOT DATE : 9/24/2024 11:58:21 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : TURN LANE - 4

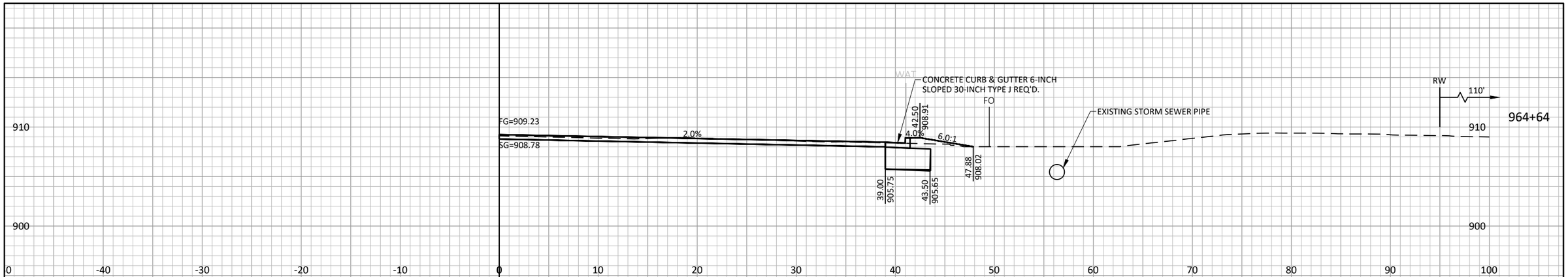


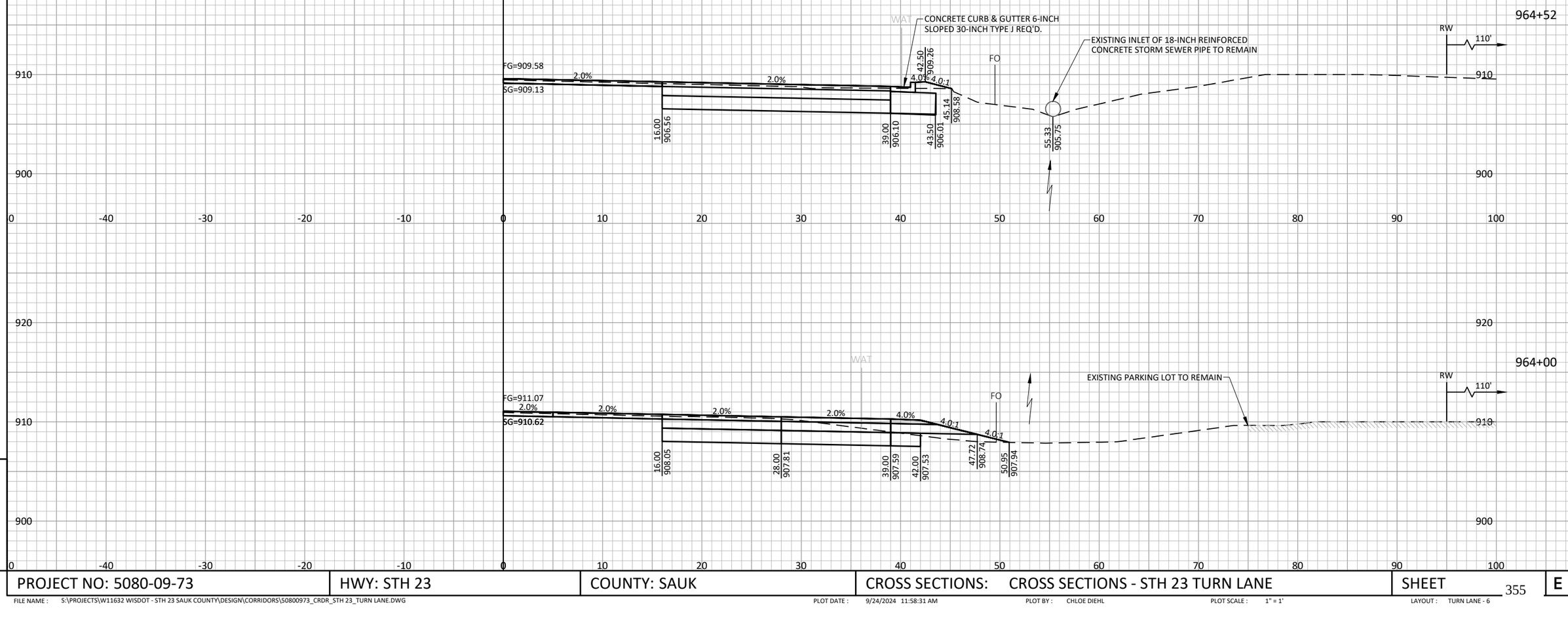
9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - STH 23 TURN LANE	SHEET 354	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_TURN LANE.DWG
PLOT DATE : 9/24/2024 11:58:26 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : TURN LANE - 5





9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CROSS SECTIONS - STH 23 TURN LANE	SHEET 355	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_TURN LANE.DWG PLOT DATE : 9/24/2024 11:58:31 AM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : TURN LANE - 6

STATION 766+71
(1) CULVERT PIPE CLASS IV 36-INCH
(2) APRON ENDWALLS REQ'D
SKEW=0°

766+71

OH RW FO
-43.26 927.10
-38.00 926.42
-33.34 930.41
-22.00 933.25
-12.00 933.55
FG=933.79
SG=931.08
12.00 933.55
22.00 933.25
33.34 930.41
FO
40.00 925.50
49.39 925.06
GAS
RW
VARIES
60.00 924.57
3.0:1
4.0:1
4.0%
2.0%
RIPRAP HEAVY OVER
GEOTEXTILE TYPE HR REQ'D

STATION 586+36
(1) PIPE CATTLE PASS
SKEW=0°

586+36

TLE
OH
RW
FO
FO
-64.41 952.52
-52.23 952.58
-42.00 955.99
-42.00 952.63
-29.69 959.07
-18.00 961.99
-12.00 962.13
FG=962.37
SG=959.67
12.00 962.13
18.00 961.99
29.69 959.07
TEL
42.00 953.05
53.53 953.11
MATCHLINE
R/W
MATCHLINE
104.43 961.60
3.0:1
4.0:1
6.0:1
0.5%
4.0%
2.0%

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CULVERT REPLACEMENT	SHEET 356	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG
PLOT DATE : 9/27/2024 9:10:50 AM
PLOT BY : CHLOE DIEHL
PLOT SCALE : 1" = 1'
LAYOUT : 38 (CULVERTS)

STATION 881+03
(1) CULVERT PIPE CLASS IV 30-INCH
(2) APRON ENDWALLS REQ'D
SKEW=0°

881+03

R/W 80'
FO
OH
FO
FO
FO
FO
FO
RW
3.0:1
4.0:1
4.0:1
6.9%
6.9%
6.9%
6.9%
3.0:1
1.9:1
FG=1128.21
SG=1125.51
-22.00 1126.70
-12.00 1127.50
12.00 1129.04
22.00 1129.73
30.49 1127.61
-36.69 1122.97
-35.00 1121.00
-52.49 1117.48
33.00 1124.40
37.94 1125.15
61.45 1137.63
RIPRAP HEAVY OVER GEOTEXTILE TYPE HR REQ'D

STATION 786+10
(1) CULVERT PIPE CLASS III-A 36-INCH
(2) APRON ENDWALLS REQ'D
SKEW=0°

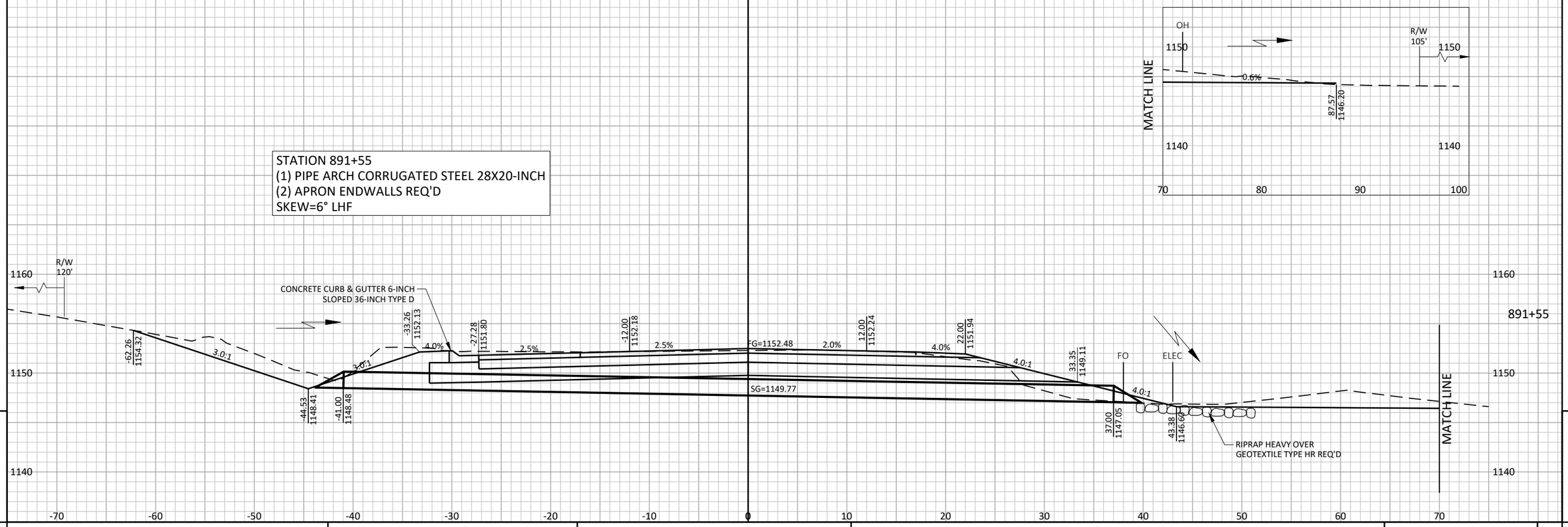
786+10

R/W 80'
TEL
6.0:1
4.0:1
4.0:1
5.0%
5.0%
5.0%
5.0%
3.0:1
FG=953.41
SG=950.70
-22.00 952.31
-12.00 952.81
12.00 954.01
22.00 954.51
31.03 952.25
-66.77 945.88
-55.33 943.97
-50.00 943.07
3.25:4 948.32
60.00 939.80
R/W 85'
VARIES
RIPRAP HEAVY OVER GEOTEXTILE TYPE HR REQ'D

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CULVERT REPLACEMENT	SHEET 357	E

FILE NAME : S:\PROJECTS\W11632 WISDOT - STH 23 SAUK COUNTY\DESIGN\CORRIDORS\50800973_CRDR_STH 23_LOGANVILLE.DWG PLOT DATE : 9/26/2024 7:01:18 PM PLOT BY : CHLOE DIEHL PLOT SCALE : 1" = 1' LAYOUT : 39 (CULVERTS)

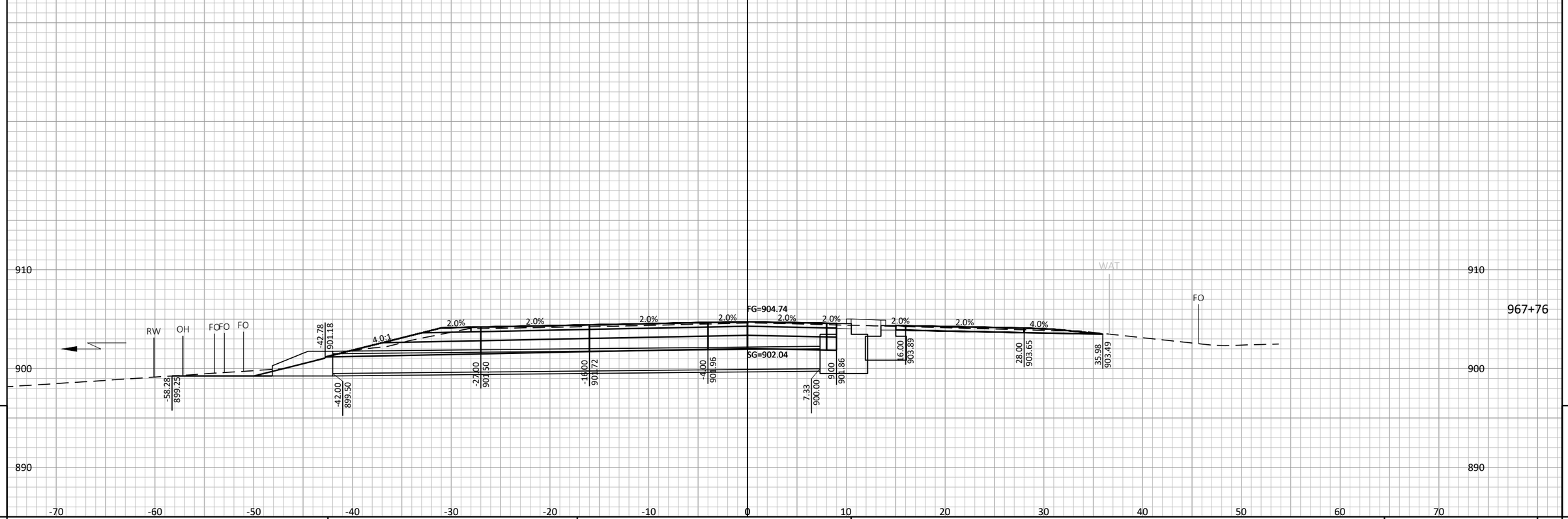
STATION 891+55
(1) PIPE ARCH CORRUGATED STEEL 28X20-INCH
(2) APRON ENDWALLS REQ'D
SKEW=6° LHF



9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: CULVERT REPLACEMENT	SHEET 358	E



9

9

PROJECT NO: 5080-09-73	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: STORM SEWER	SHEET 359	E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov