MAD

PROJECT ID: 5080-09-75

WITH: NA

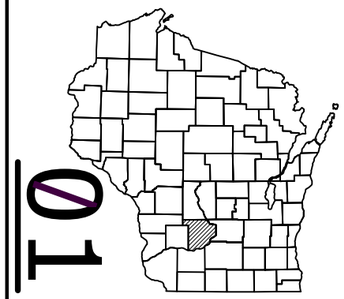
COUNTY: SAUK

MAY 2026

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 = 150



N

DESIGN DESIGNATION 5080-09-05

A.A.D.T.	(2027)	=	2000
A.A.D.T.	(2047)	=	2000
D.H.V.	(2047)	=	9.2
D.D.		=	60/40
T.		=	30.4%
DESIGN SPEED		=	55 MPH
ESALS		=	1,200,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

- ELECTRIC
- FIBER OPTIC
- GAS
- SANITARY SEWER
- STORM SEWER
- TELEPHONE
- WATER
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SPRING GREEN - REEDSBURG

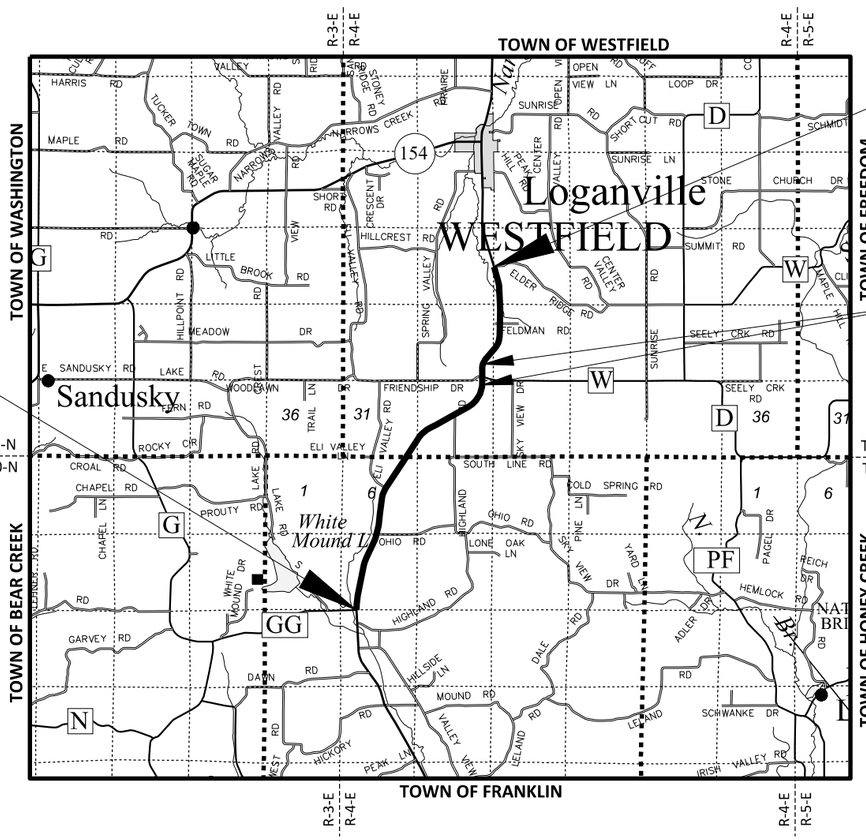
CTH GG TO ELDER RIDGE ROAD

STH 23

SAUK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5080-09-75	WISC 2026344	1

STATE PROJECT NUMBER
5080-09-75



END PROJECT
STA 551+15
Y = 217,654.80
X = 573,544.96

NET EXCEPTION TO CENTERLINE LENGTH
STA. 465+00 - STA. 479+50

BEGIN PROJECT
STA 277+04.80
Y = 193,948.26
X = 564,001.81

LAYOUT
SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 4.917 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). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc
Engineers - Architects - Surveyors

WISCONSIN
DANIEL J. TRACY
E-47578-6
MUSCODA, WI
PROFESSIONAL ENGINEER
4/24/2026

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, 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

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

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), AND EROSION MAT URBAN CLASS I TYPE B AS DIRECTED BY THE ENGINEER. FERTILIZER (TYPE B) & SEEDING (SEEDING MIXTURE NO. 30) ARE PAID FOR UNDER THE BID ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.

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.

IF CONTRACTOR ELECTS TO USE SAWCUTS WHERE REMOVING ASPHALTIC SURFACE BUTT JOINTS IS REQUIRED, IT IS INCIDENTAL TO REMOVING ASPHALTIC SURFACE BUTT JOINTS ITEM.

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

4-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 2.25-INCH LOWER LAYER OF HMA PAVEMENT 3 MT 58-28 S AND A 1.75 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 0.07 GAL/SY TO THE MILLED SURFACE AND AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

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

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

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

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

CURVE DATA IS BASED ON THE ARC DEFINITION.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO "DIGGERS HOTLINE" AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

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

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

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

ORDER OF SECTION 2 SHEETS:

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS (INCLUDES EROSION CONTROL PLAN)
- TRAFFIC CONTROL
- PLAN DETAILS

CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION:

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

DESIGN CONSULTANT:

JEWELL ASSOCIATES ENGINEERS, INC.
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
ATTN: DAN TRACY, P.E.
PH: (608) 459-6052
CELL: (608) 604-6905
EMAIL: dan.tracy@jewellassoc.com

WDNR LIAISON:

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

UTILITIES

ELECTRICITY

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

COMMUNICATION LINE

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

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

REEDSBURG UTILITY COMMISSION
ATTN: KEN LAS
501 UTILITY DR.
REEDSBURG, WI 53959
OFFICE: (608) 524-4381
CELL: (608) 768-6450
EMAIL: klas@rucls.net

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X	Z
1	276+02	¾" I.R.S., 204.6' LT.	193,842.7	563,797.7	871.75
2	304+15	¾" I.R.S., 31.7' RT.	196,610.8	564,470.9	917.24
3	316+72	¾" I.R.S., 27.5' LT.	197,812.8	564,821.5	927.94
4	331+26	¾" I.R.S., 37.7' RT.	199,135.0	565,428.7	929.56
5	357+53	¾" I.R.S., 43.8' LT.	201,750.8	565,737.5	963.12
6	369+91	¾" I.R.S., 26.8' LT.	202,837.4	566,342.1	973.91
7	387+19	¾" I.R.S., 41.2' RT.	204,245.2	567,346.8	990.75
8	436+44	¾" I.R.S., 62.0' LT.	207,520.2	570,862.1	1125.28
9	444+53	¾" I.R.S., 73.6' LT.	207,923.4	571,564.4	1164.50
10	453+06	¾" I.R.S., 40.1' RT.	208,532.9	572,299.4	1130.24
11	460+85	¾" I.R.S., 21.6' RT.	209,051.5	572,660.2	1110.26
12	470+99	¾" I.R.S., 35.3' RT.	210,063.3	572,758.7	1089.05
13	488+01	¾" I.R.S., 34.3' LT.	211,628.4	573,223.6	1054.84
14	498+30	¾" I.R.S., 23.4' RT.	212,421.9	573,880.0	1047.03
15	515+50	¾" I.R.S., 39.1' RT.	217,699.3	573,572.5	990.95

LIST OF STANDARD ABBREVIATIONS

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

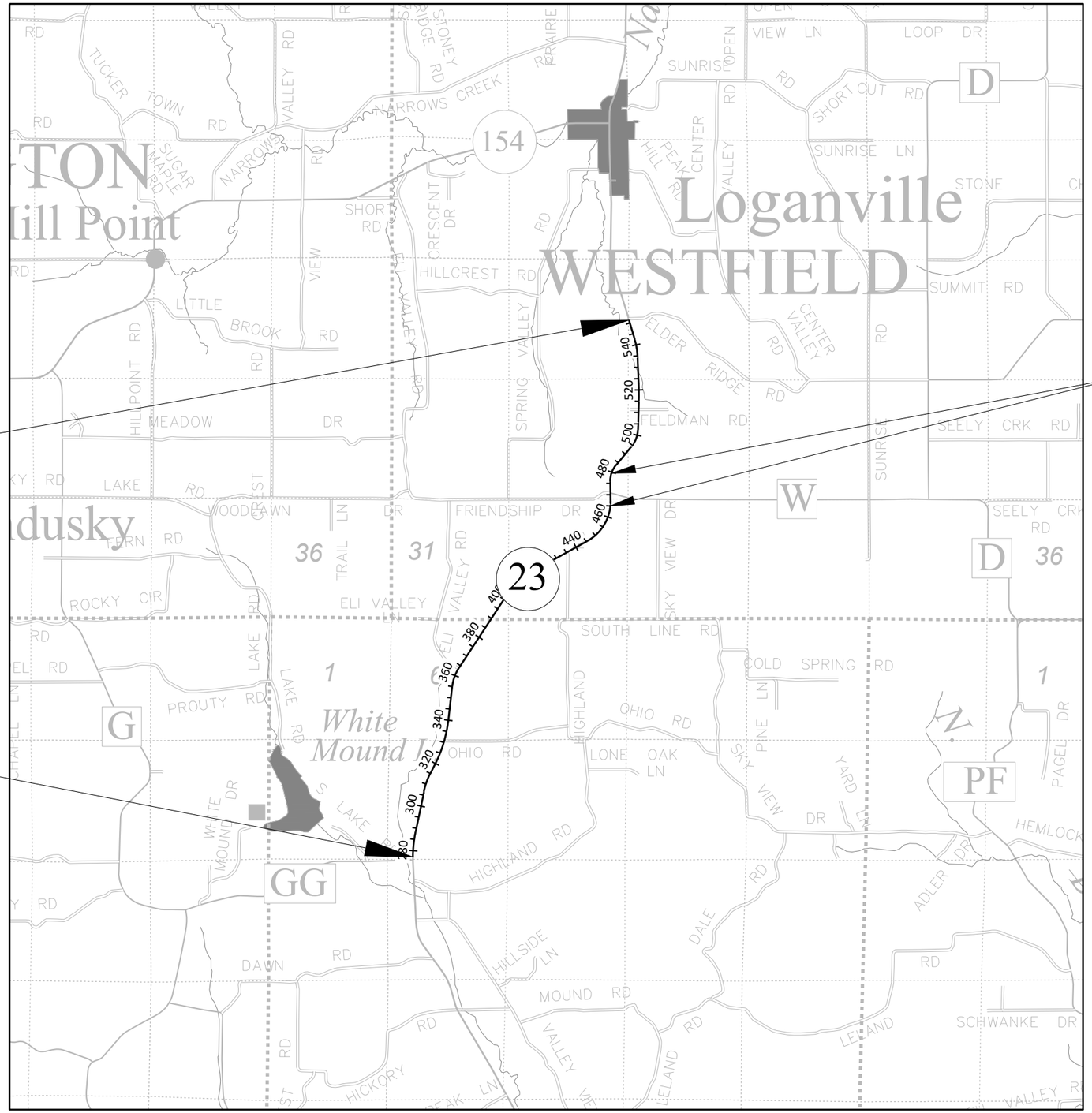
DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

	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= 74.14 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.72 ACRES

2

N



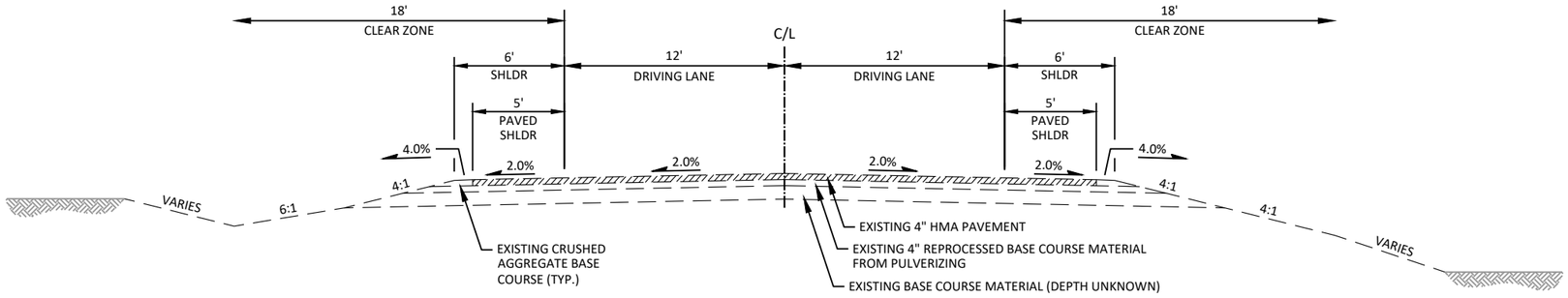
END PROJECT
STA 551+15

NET EXCEPTION TO CENTERLINE LENGTH
STA. 465+00 - STA. 479+50

BEGIN PROJECT
STA 277+04.80

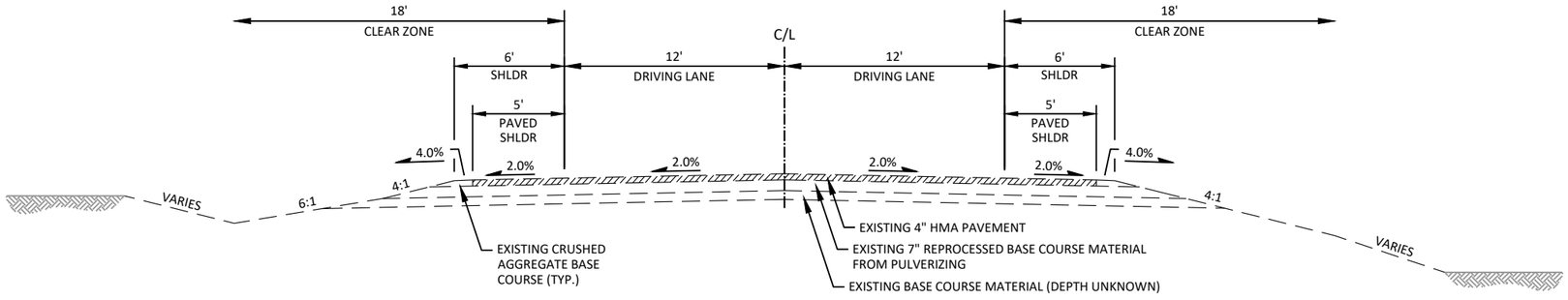
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	PROJECT OVERVIEW	SHEET 3	E

2



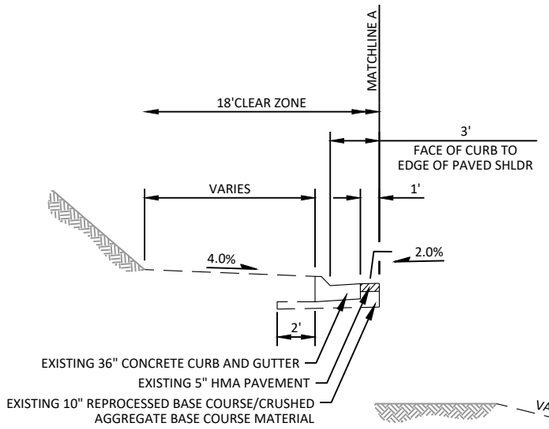
TYPICAL EXISTING SECTION

STA. - STA.
STA. 277+04.80 - STA. 329+80



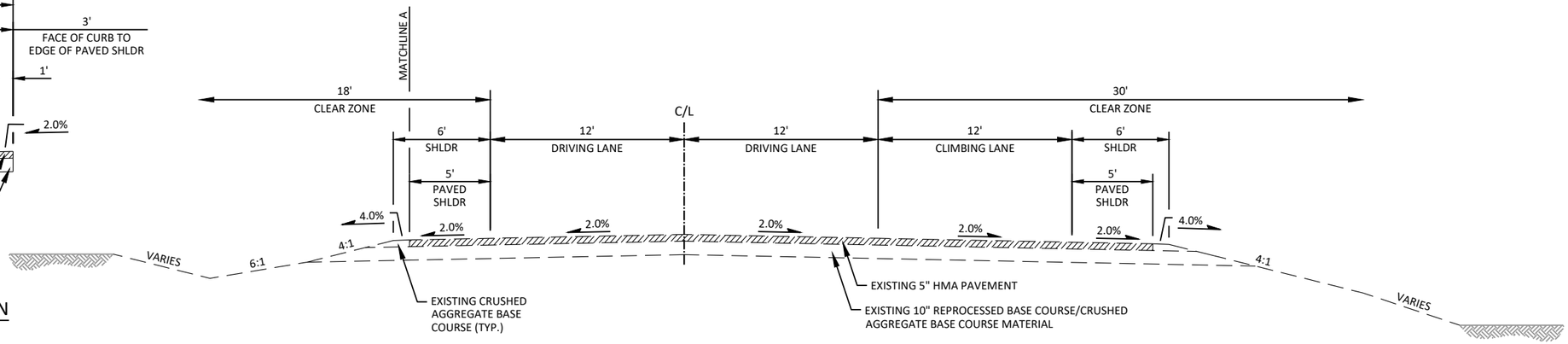
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STA. - STA.
STA. 329+80 - STA. 420+98
STA. 473+00 - STA. 551+15



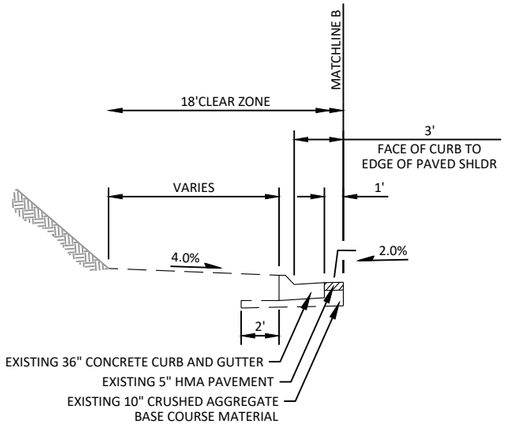
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STA. - STA.
STA. 430+39 - STA. 433+78, LT.



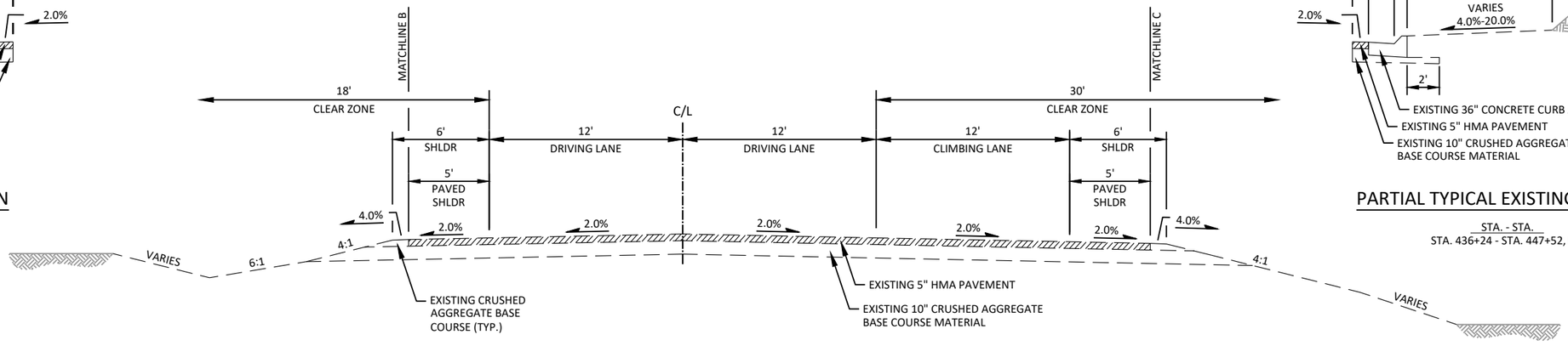
TYPICAL EXISTING SECTION

STA. - STA.
STA. 420+98 - STA. 436+24



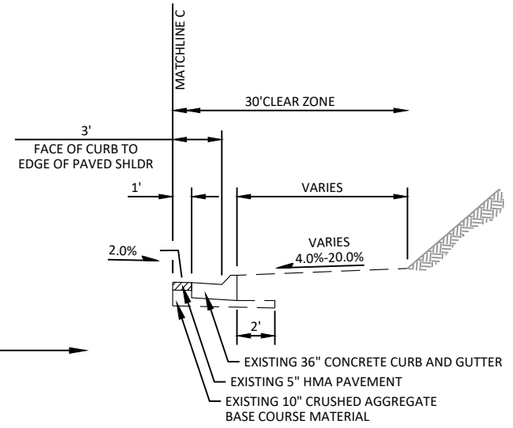
PARTIAL TYPICAL EXISTING SECTION

STA. - STA.
STA. 441+52 - STA. 447+03, LT.



TYPICAL EXISTING SECTION

STA. - STA.
STA. 436+24 - STA. 447+52



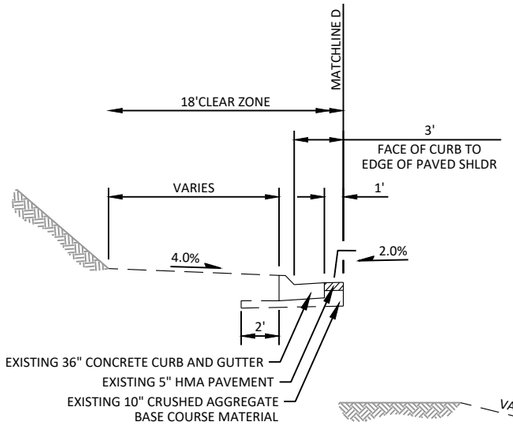
PARTIAL TYPICAL EXISTING SECTION

STA. - STA.
STA. 436+24 - STA. 447+52, RT.

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	TYPICAL EXISTING SECTIONS	SHEET 5	E

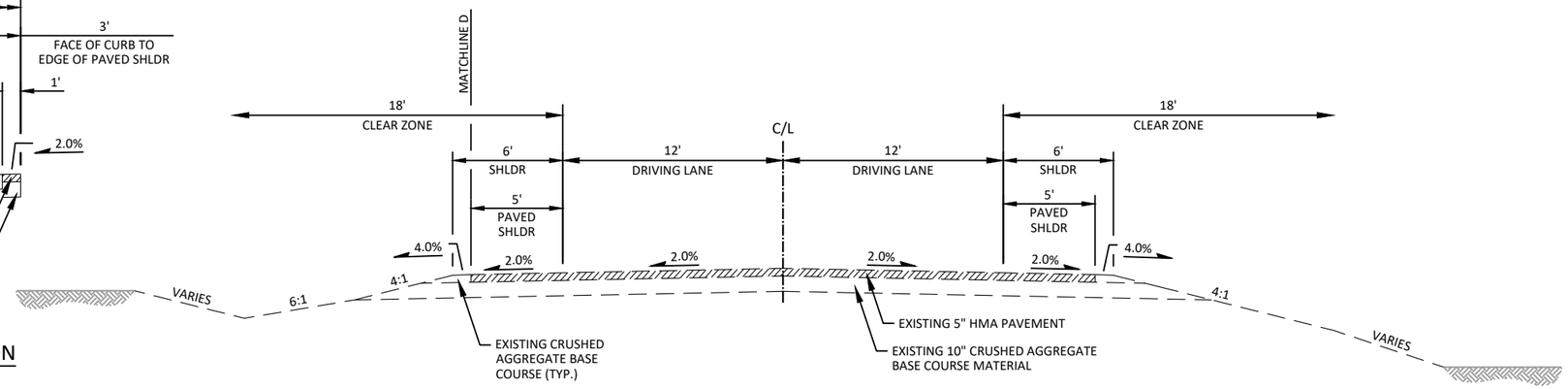
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PLOT DATE : 3/10/2025 10:30:52 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:8 FT
LAYOUT : EXISTING 2

2



PARTIAL TYPICAL EXISTING SECTION

STA. - STA.
STA. 451+51 - STA. 456+22, LT.
STA. 459+72 - STA. 470+20, LT.



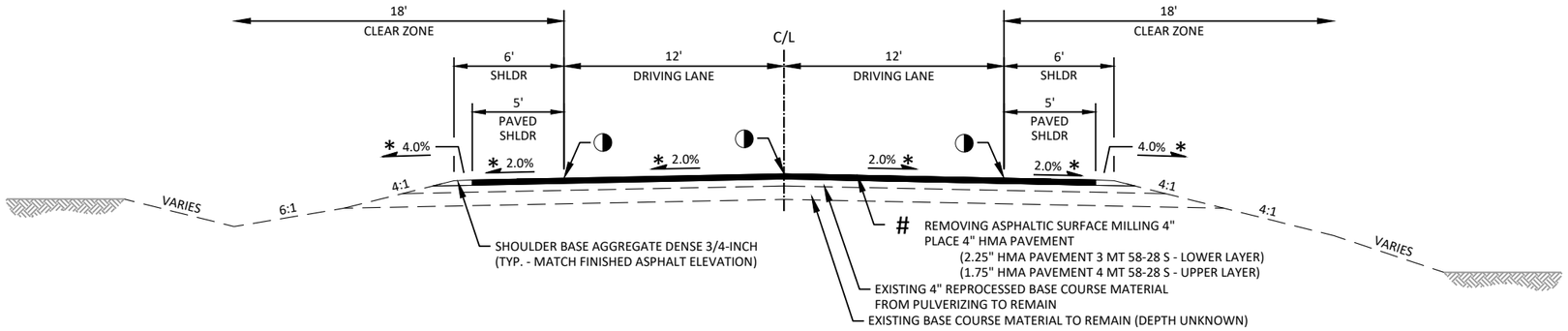
TYPICAL EXISTING SECTION

STA. - STA.
STA. 447+52 - STA. 473+00

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	TYPICAL EXISTING SECTIONS	SHEET 6	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\TYPICALS\W11655_TYPICALS.DWG PLOT DATE : 3/10/2025 10:30:57 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:8 FT LAYOUT : EXISTING 3

2



TYPICAL FINISHED SECTION

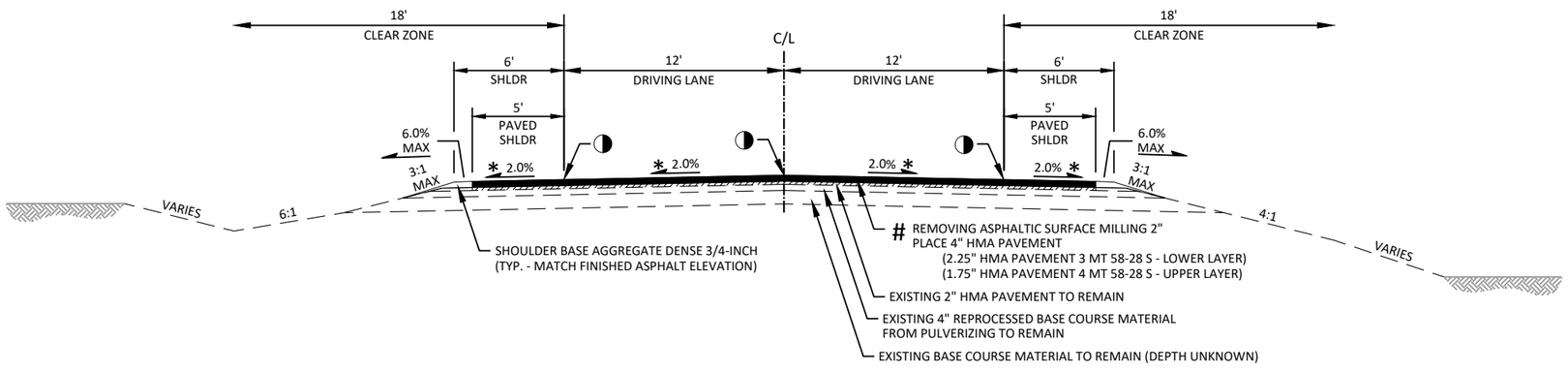
STA. - STA.
STA. 277+04.80 - STA. 279+00

* IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE

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

\# PAVE LOWER LAYER THE SAME DAY AS MILLING OPERATION

NOTE: SEE CONSTRUCTION DETAILS AND BEAMGUARD LAYOUT FOR GUARDRAIL LOCATIONS



TYPICAL FINISHED SECTION

STA. - STA.
STA. 279+00 - STA. 329+80

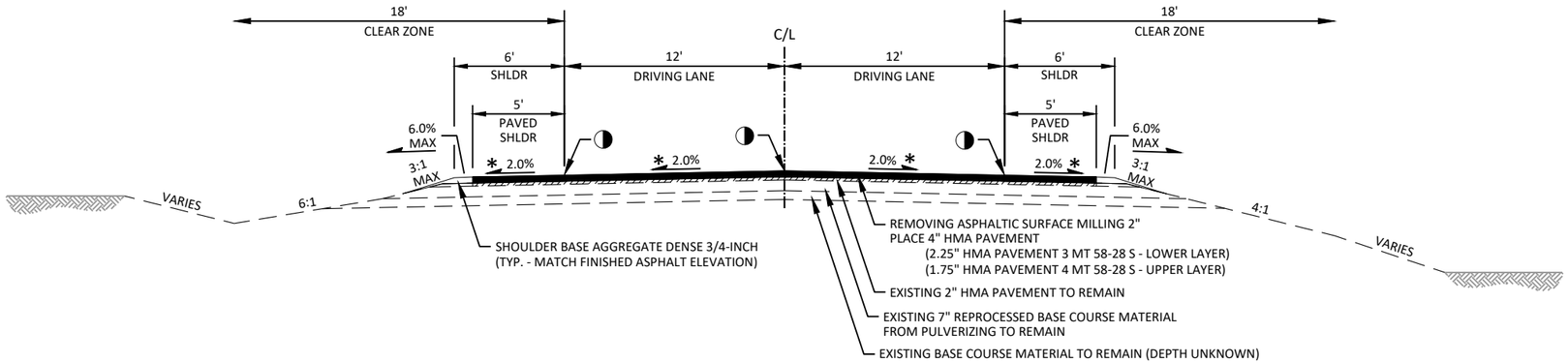
* IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE

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

\# STA. 279+00 - STA. 280+00 REMOVING ASPHALTIC SURFACE MILLING VARIES 2"- 4" PAVE LOWER LAYER THE SAME DAY AS MILLING OPERATION (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET 7	E

NOTE: SEE CONSTRUCTION DETAILS AND BEAMGUARD LAYOUT FOR GUARDRAIL LOCATIONS

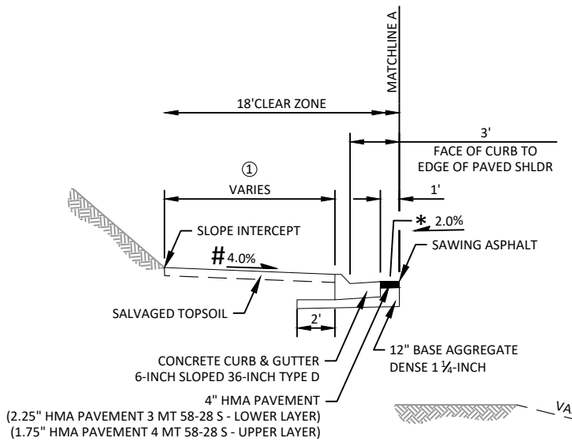


TYPICAL FINISHED SECTION

STA. - STA.
STA. 329+80 - STA. 420+98
STA. 479+50 - STA. 551+15

* IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE

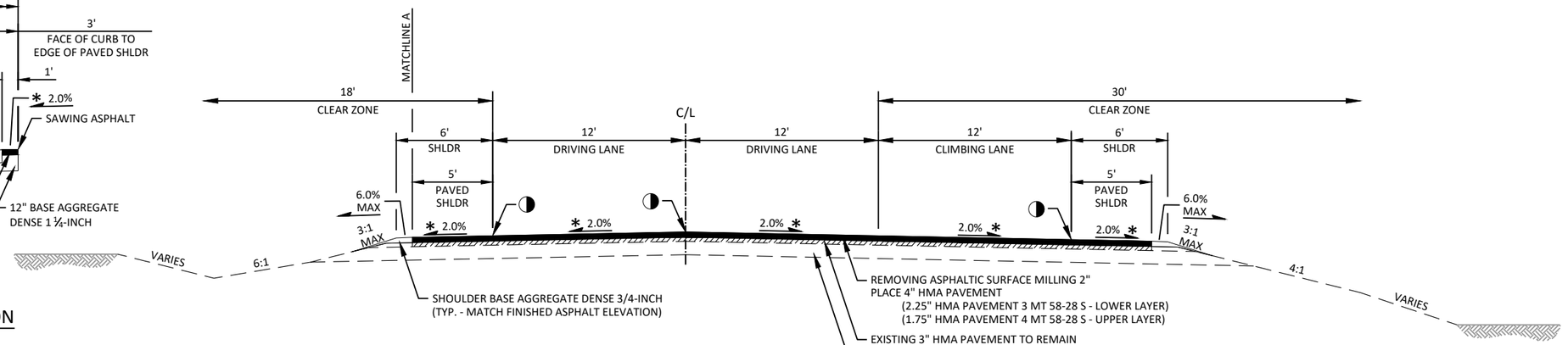
◑ ASPHALTIC RUMBLE STRIPS, SHOULDER AND ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.



PARTIAL TYPICAL FINISHED SECTION

STA. - STA.
STA. 430+39 - STA. 433+78, LT.

① LIMITS OF SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, SALVAGED TOPSOIL, & EROSION MAT URBAN CLASS I TYPE B (AS DIRECTED BY ENGINEER)



TYPICAL FINISHED SECTION

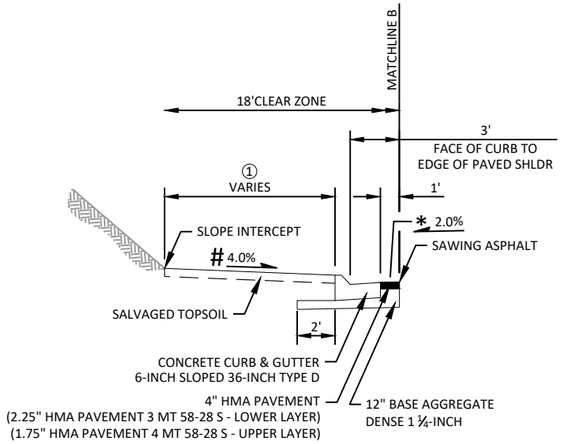
STA. - STA.
STA. 420+98 - STA. 436+24

* IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE

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

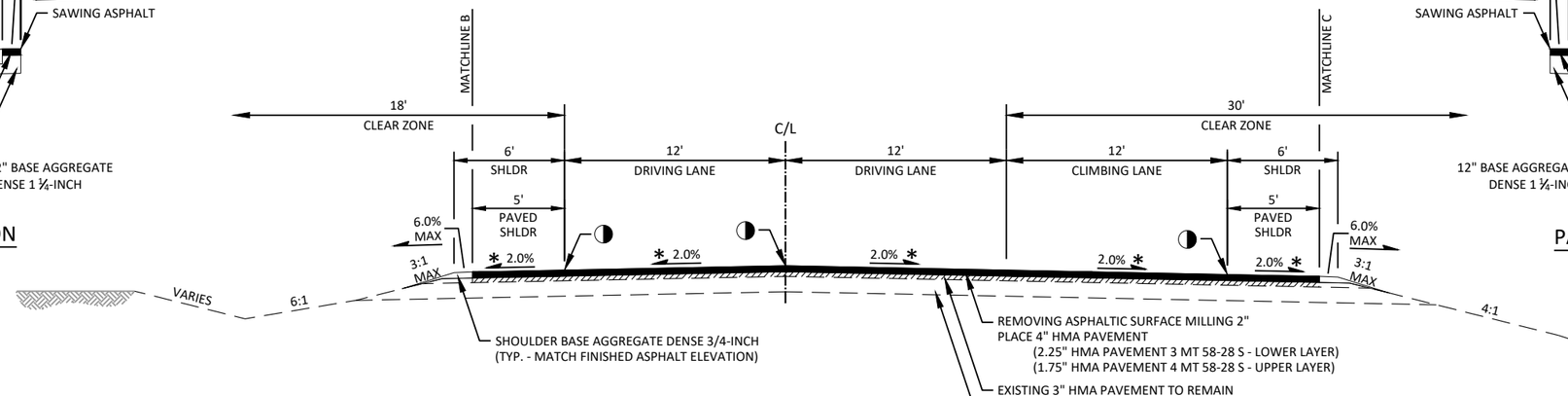
\# STA. 430+39 - STA. 431+50, LT. - 10:1 FORESLOPE/4:1 FORESLOPE (OUTSIDE CLEAR ZONE)
STA. 433+50 - STA. 433+78, LT. - 10:1 FORESLOPE/4:1 FORESLOPE (OUTSIDE CLEAR ZONE)

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET 8	E



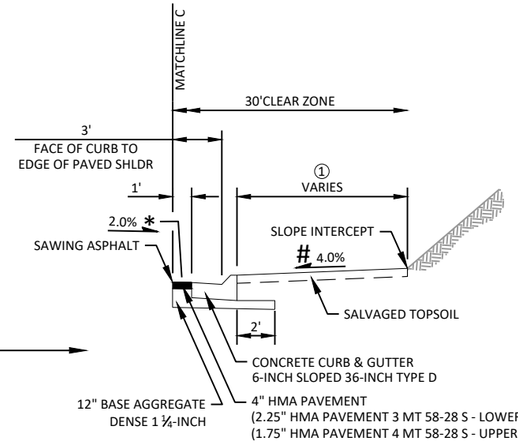
PARTIAL TYPICAL FINISHED SECTION

STA. - STA.
STA. 441+52 - STA. 447+03, LT.



TYPICAL FINISHED SECTION

STA. - STA.
STA. 436+24 - STA. 447+52



PARTIAL TYPICAL FINISHED SECTION

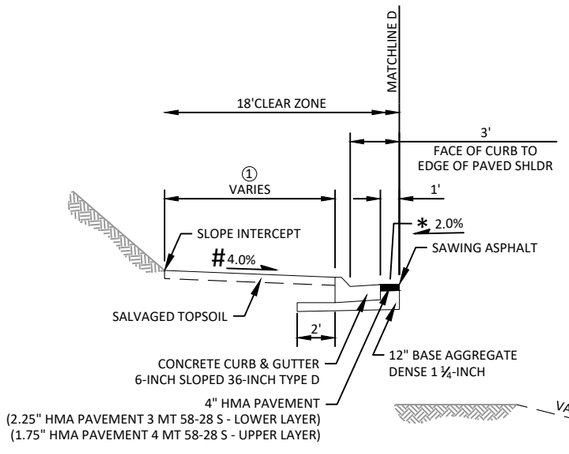
STA. - STA.
STA. 436+24 - STA. 447+52, RT.

① LIMITS OF SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, SALVAGED TOPSOIL, & EROSION MAT URBAN CLASS I TYPE B (AS DIRECTED BY ENGINEER)

* IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE

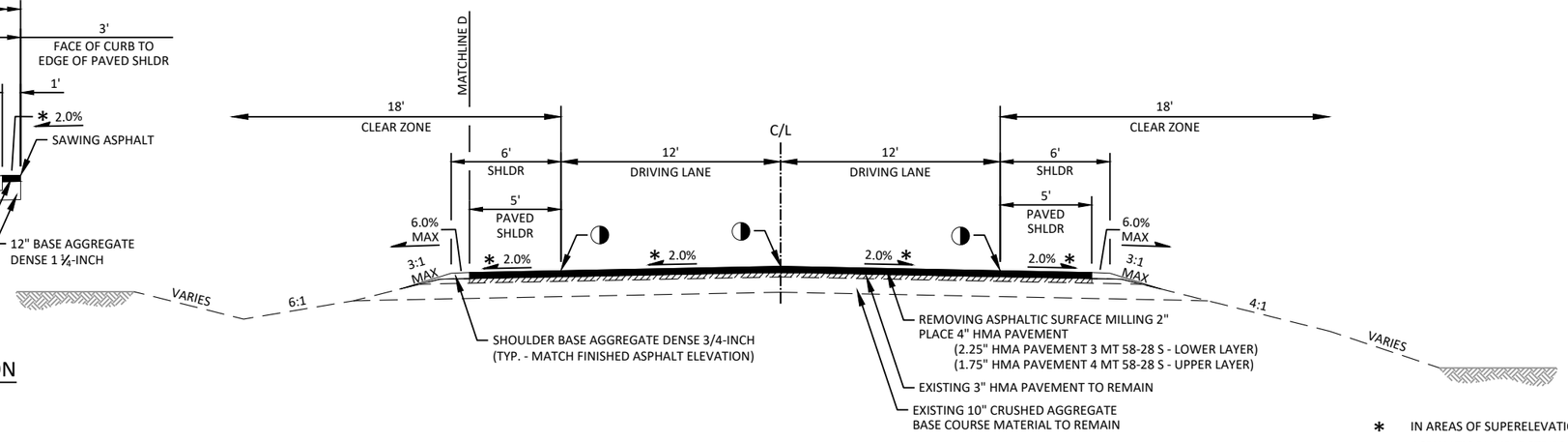
◑ ASPHALTIC RUMBLE STRIPS, SHOULDER AND ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

\# STA. 436+24 - STA. 438+50, RT. - FORESLOPE VARIES (SEE CROSS SECTIONS FOR DETAILS)
STA. 447+25 - STA. 447+52, RT. - 10:1 FORESLOPE



PARTIAL TYPICAL FINISHED SECTION

STA. - STA.
STA. 451+51 - STA. 456+22, LT.
STA. 459+72 - STA. 470+20, LT.



TYPICAL FINISHED SECTION

STA. - STA.
STA. 447+52 - STA. 465+00

NOTE: SEE CONSTRUCTION DETAILS AND BEAMGUARD LAYOUT FOR GUARDRAIL LOCATIONS

① LIMITS OF SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, SALVAGED TOPSOIL, & EROSION MAT URBAN CLASS I TYPE B (AS DIRECTED BY ENGINEER)

* IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE

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

\# STA. 469+75 - STA. 470+20, LT. - FORESLOPE VARIES - SEE CROSS SECTIONS FOR DETAILS.

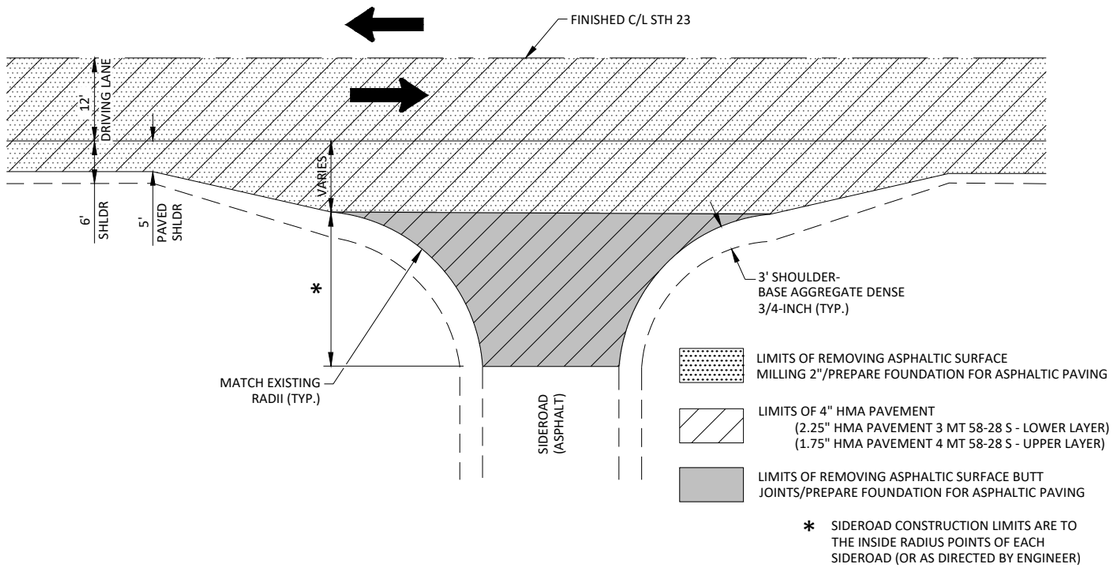
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET 9	E

Boring Number	Appx. Station	Offset	Asphalt Depth	Base Depth	SUBGRADE TYPE
BH-1	275+80	14' LT	4.5"	32" BCM	SAND
BH-2	286+40	9' LT	6.5"	18"BCM	SAND
BH-3	298+90	9' RT	8.0"	16" BCM	SAND
BH-4	310+60	3' RT	9.0"	13" BCM	SAND
BH-5	324+50	9' RT	5.0"	7" BLEND/10" BCM	SAND
BH-6	332+60	6' LT	7.0"	14" BCM	SAND
BH-7	338+80	3' RT	9.5"	18" BCM	SAND
BH-8	351+20	8' RT	5.5"	7.5" BLEND/11" BCM	SAND
BH-9	367+00	9' LT	7.0"	24" BCM	SAND
BH-10	378+70	3' LT	7.0"	15" BCM	SAND
BH-11	382+80	3' RT	7.0"	18" BCM	SAND
BH-12	382+70	9' RT	7.0"	19" BCM	SAND
BH-13	382+90	10' LT	5.0"	10" BLEND/6" BCM	SAND
BH-14	394+00	2' RT	7.0"	7" RAP	CLAY
BH-15	394+60	8' RT	7.0"	8" BCM	SAND
BH-16	409+80	9' LT	6.5"	3" RAP/5" BCM	SAND
BH-17	422+10	3' RT	6.5"	18" BCM	SAND
BH-18	437+25	13' RT	7.0"	42" BCM	SAND
BH-19	447+70	15' RT	7.0"	17" BCM	CLAY
BH-20	460+40	3' LT	8.0"	14" BCM	SAND
BH-21	479+50	9' RT	8.0"	16" BCM	CLAY
BH-22	498+75	9' RT	7.0"	9" BLEND/11" BCM	CLAY
BH-23	511+00	6' LT	5.5"	22" BCM	CLAY
BH-24	525+75	3' RT	5.0"	10" BLEND/7" BCM	CLAY
BH-25	539+10	3' LT	11.5"	4" BCM	SAND

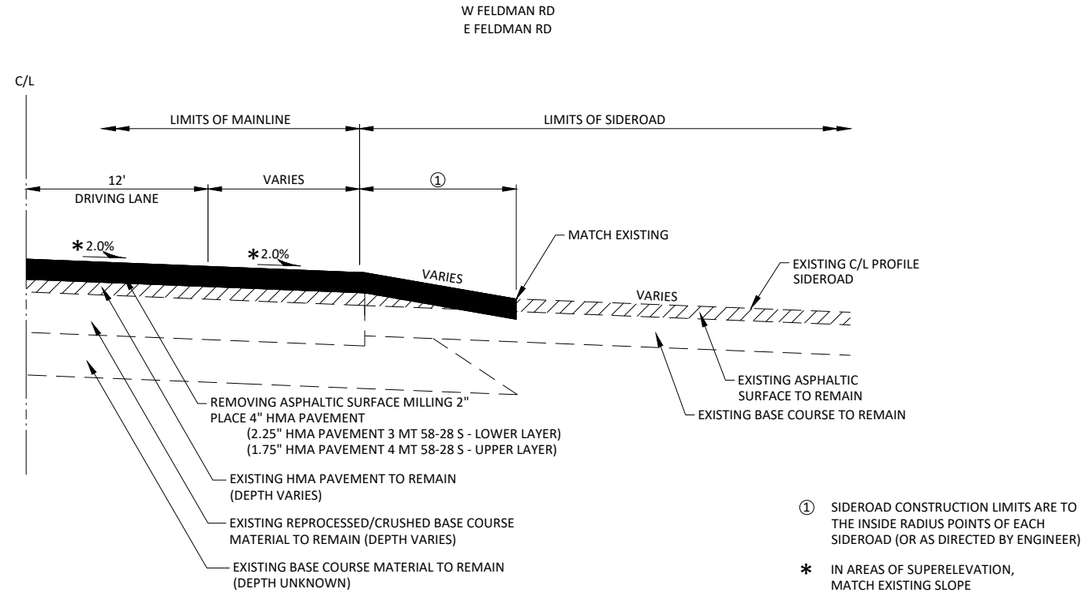
BCM - BASE COURSE MATERIAL
BLEND - BLENDED BASE COURSE (ASPHALT & BASE)
RAP - RECYCLED ASPHALT PAVEMENT

PAVEMENT BORING TABLE

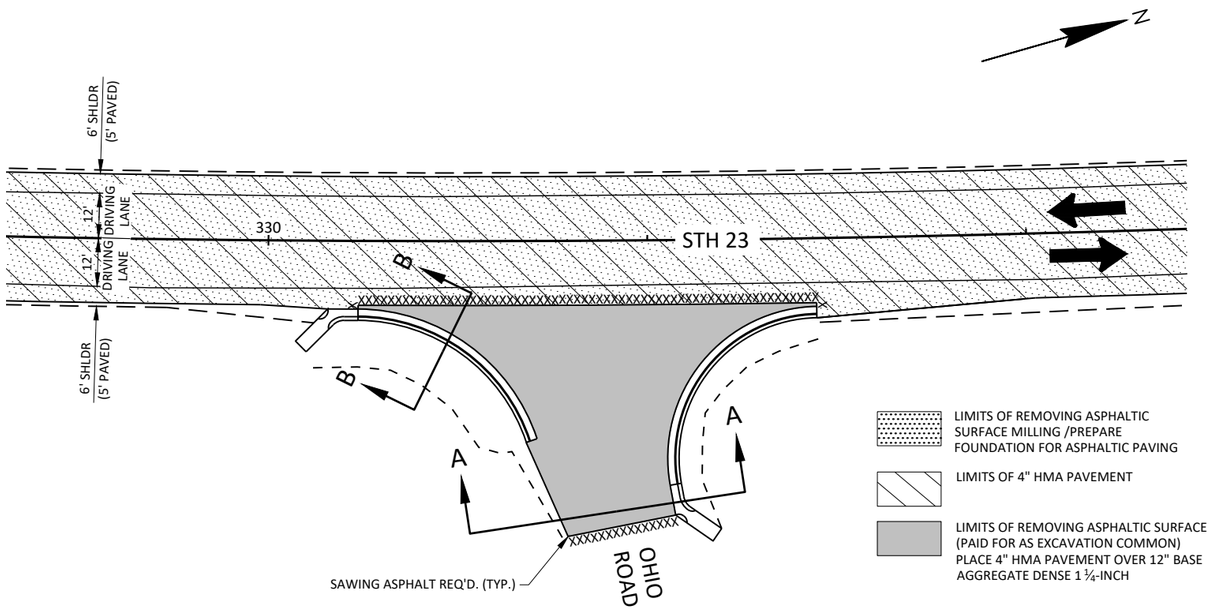
FOR INFORMATIONAL USE ONLY



TYPICAL RURAL SIDEROAD DETAIL WITHOUT CURB & GUTTER

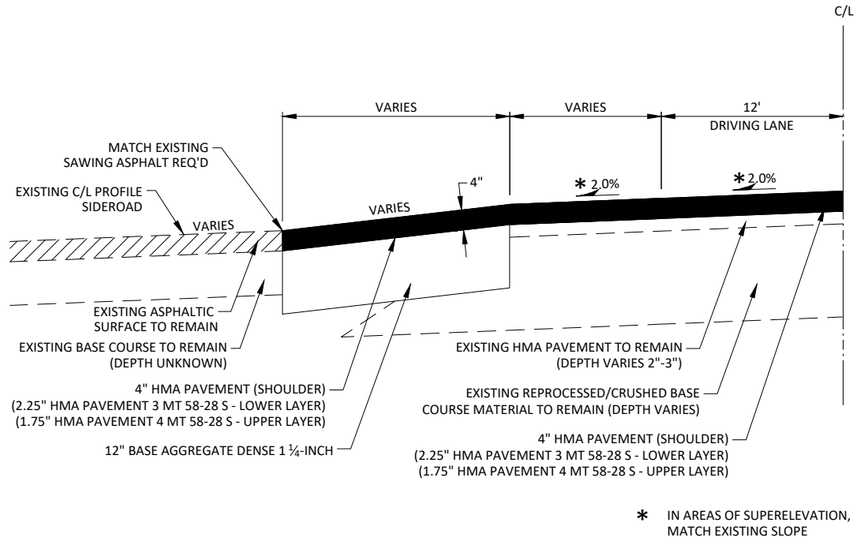


TYPICAL RURAL SIDEROAD PROFILE WITHOUT CURB & GUTTER



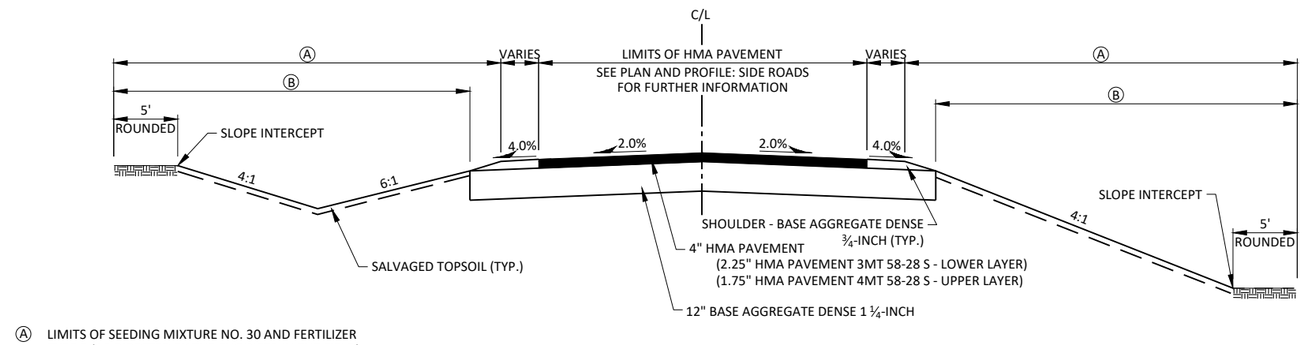
TYPICAL RURAL SIDEROAD WITH CURB & GUTTER

OHIO ROAD SHOWN. ELI VALLEY ROAD, HIGHLAND ROAD
NOT SHOWN BUT SIMILAR
SEE PLAN AND PROFILE SIDE ROADS FOR FURTHER INFORMATION



* IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE

TYPICAL SIDEROAD PROFILE WITH CURB & GUTTER

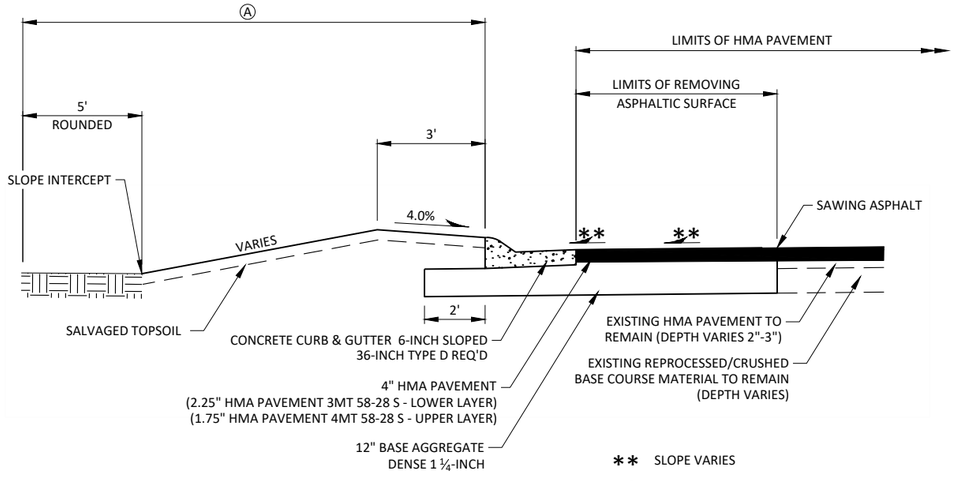


Ⓐ LIMITS OF SEEDING MIXTURE NO. 30 AND FERTILIZER TYPE B (AS DIRECTED BY THE ENGINEER IN THE FIELD)

Ⓑ LIMITS OF SALVAGED TOPSOIL AND MULCH (AS DIRECTED BY THE ENGINEER IN THE FIELD)

NOTE: SEE PLAN & PROFILE: SIDE ROADS FOR ROADWAY WIDTHS

SECTION A-A

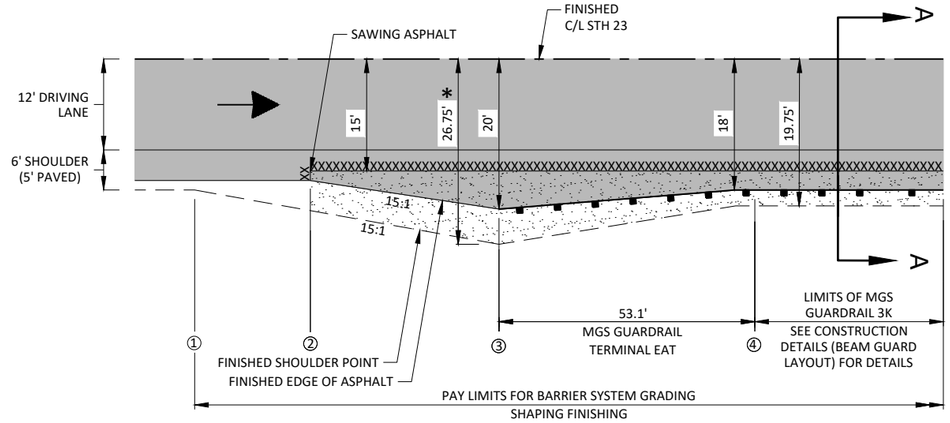


** SLOPE VARIES

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

SECTION B-B

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 11	E



BEAMGUARD LAYOUT DETAIL

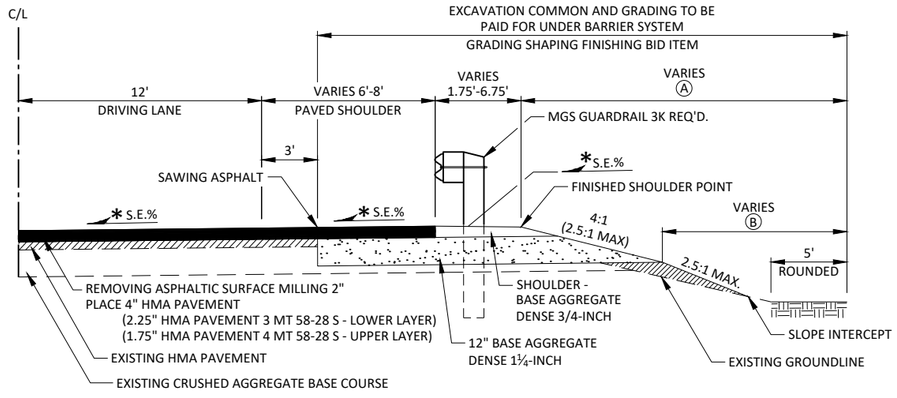
LIMITS OF 4" HMA PAVEMENT

LIMITS OF BASE AGGREGATE DENSE 1 ¼ -INCH REQ'D.

XXXXXX SAWING ASPHALT

* DIMENSION IS 23.75' AT STA. 306+11

STATION-STATION	LOCATION	BEAMGUARD LAYOUT TABLE STATION ①	②	③	④
304+75 - 306+64	MAINLINE, LT.	305+33	305+47	* 306+11	306+64
315+47 - 317+17	MAINLINE, LT.	317+17	316+45	316+00	315+47
454+00 - 454+53	MAINLINE, RT.	--	--	454+00	454+53
490+66 - 492+28	MAINLINE, RT.	490+66	491+30	491+75	492+28
496+26 - 497+83	MAINLINE, RT.	497+83	497+59	496+78	496+26



SECTION A-A

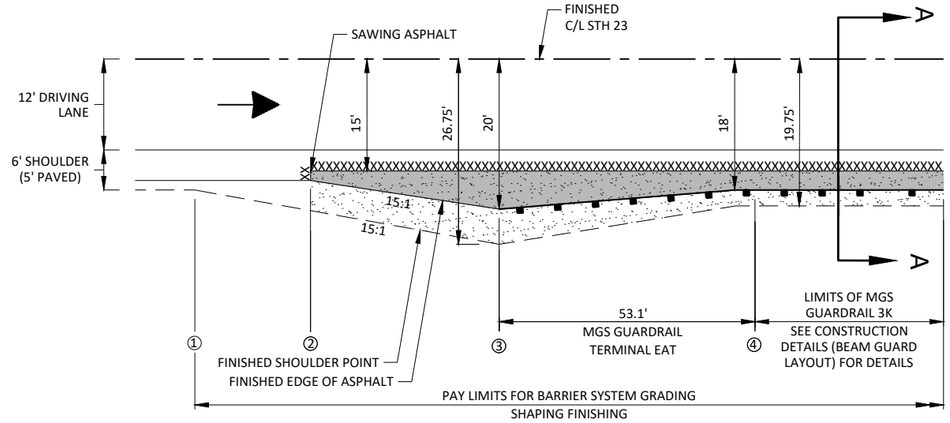
BASE AGGREGATE DENSE 1¼-INCH REQ'D.

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

* MATCH EXISTING SUPERELEVATION

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

Ⓑ LIMITS OF SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS 1 TYPE B (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.



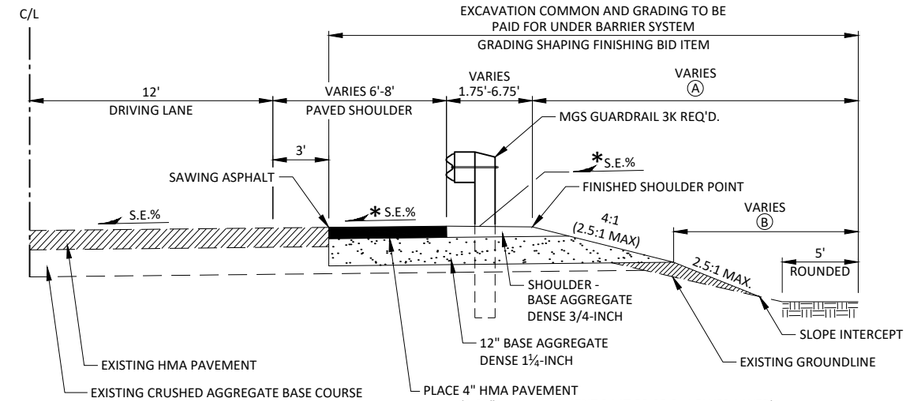
BEAMGUARD LAYOUT DETAIL

LIMITS OF 4" HMA PAVEMENT

LIMITS OF BASE AGGREGATE DENSE 1 ¼ -INCH REQ'D.

XXXXXX SAWING ASPHALT

STATION-STATION	LOCATION	BEAMGUARD LAYOUT TABLE STATION ①	②	③	④
467+04 - 468+07	MAINLINE, RT.	468+07	467+89	467+57	467+04



SECTION A-A

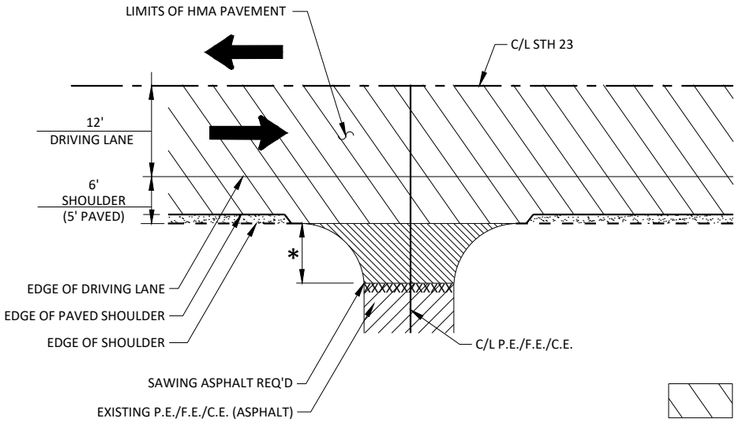
BASE AGGREGATE DENSE 1¼-INCH REQ'D.

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

* MATCH EXISTING SUPERELEVATION

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

Ⓑ LIMITS OF SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS 1 TYPE B (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.



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

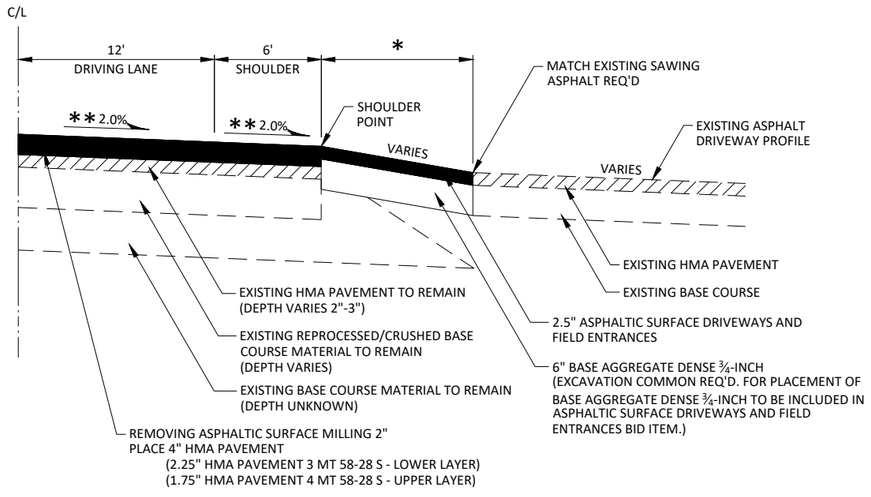
* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER)

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING AND PLACE 4" HMA PAVEMENT

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

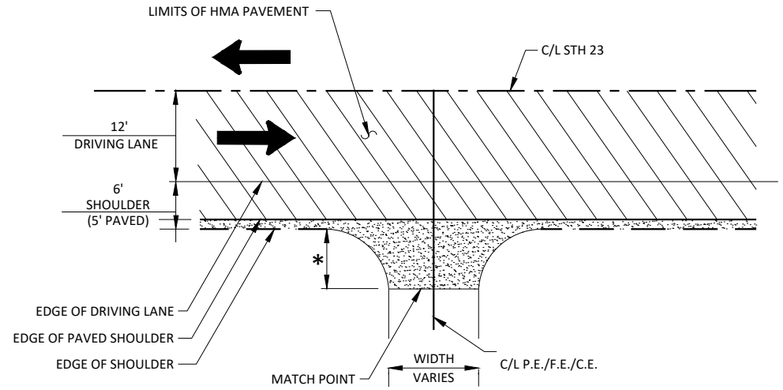
LIMITS OF REMOVING ASPHALTIC SURFACE (AT DRIVEWAY) PLACE 2 ½" HMA PAVEMENT 4 MT 58-28 S OVER 6" B.A.D.

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



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

** MATCH EXISTING SUPERELEVATION

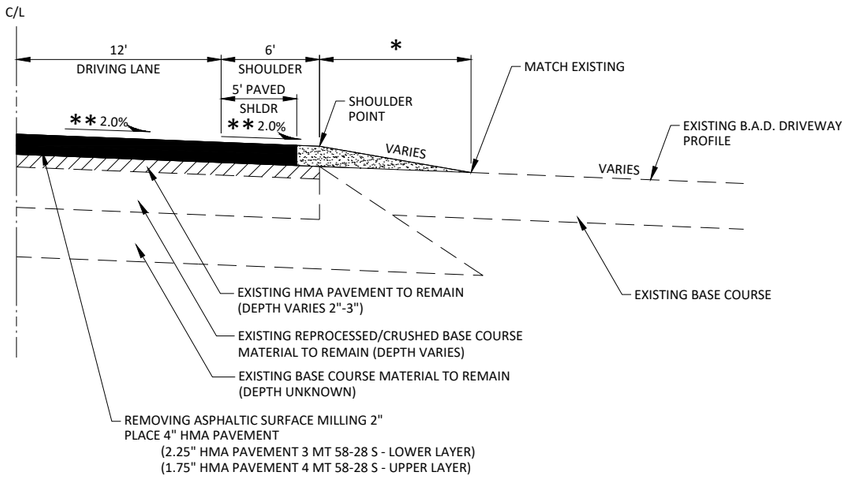


P.E./F.E./C.E. (EXISTING B.A.D.) DRIVEWAY DETAIL-RURAL

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

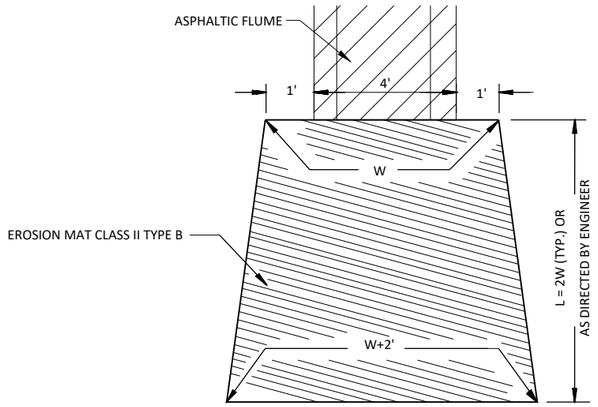
LIMITS OF REMOVING ASPHALTIC SURFACE MILLING AND PLACE 4" HMA PAVEMENT

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH



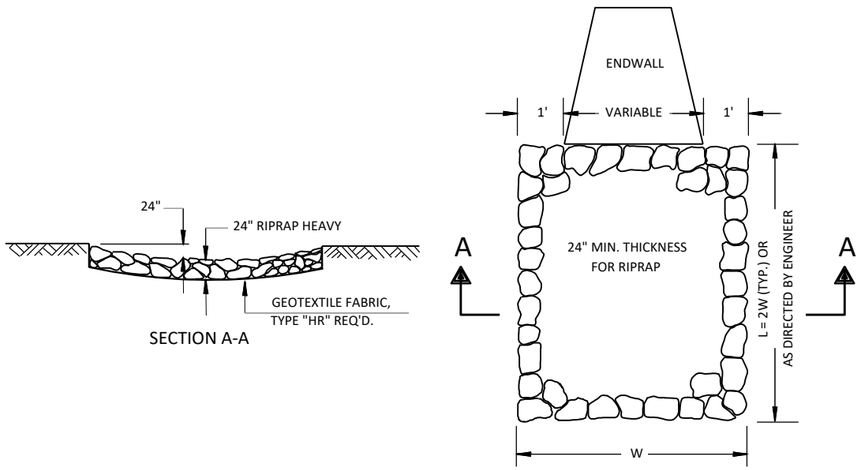
P.E./F.E./C.E. (EXISTING B.A.D.) PROFILE

** MATCH EXISTING SUPERELEVATION



EROSION MAT CLASS II TYPE B TREATMENT AT ASPHALTIC FLUMES

STA. 330+16, RT.
STA. 331+07, RT.
STA. 363+27, LT.
STA. 363+58, LT.
STA. 447+65, RT.

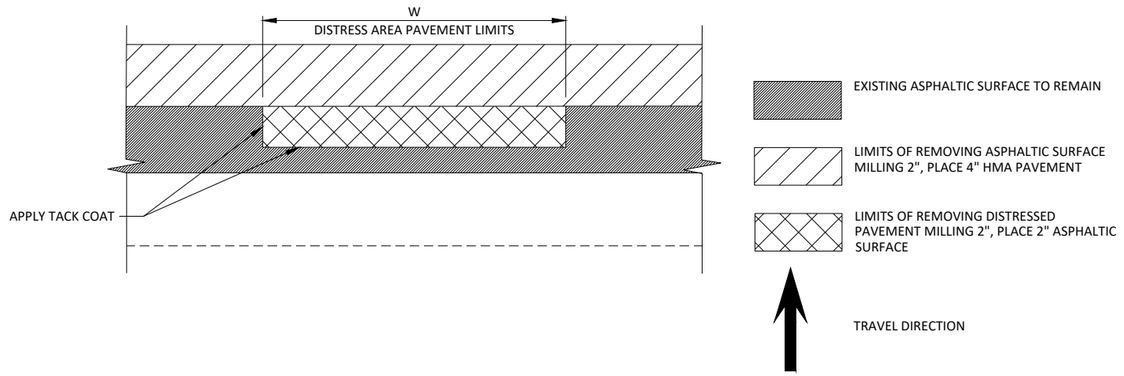


RIPRAP HEAVY TREATMENT AT CULVERTS & ASPHALTIC FLUMES

NOTE: ENDWALL SHOWN, ASPHALTIC FLUME SIMILAR

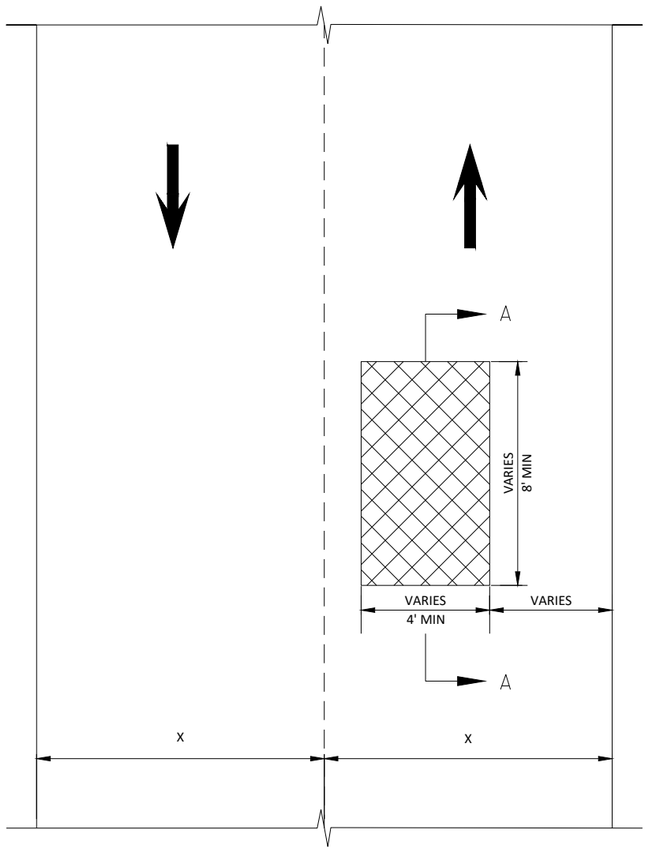
STA. 366+91, LT.
STA. 377+44, LT.
STA. 430+24, LT.
STA. 434+75, RT.
STA. 435+90, RT.
STA. 441+37, LT.
STA. 447+18. LT.
STA. 456+38, LT.

2



REMOVING DISTRESS PAVEMENT MILLING

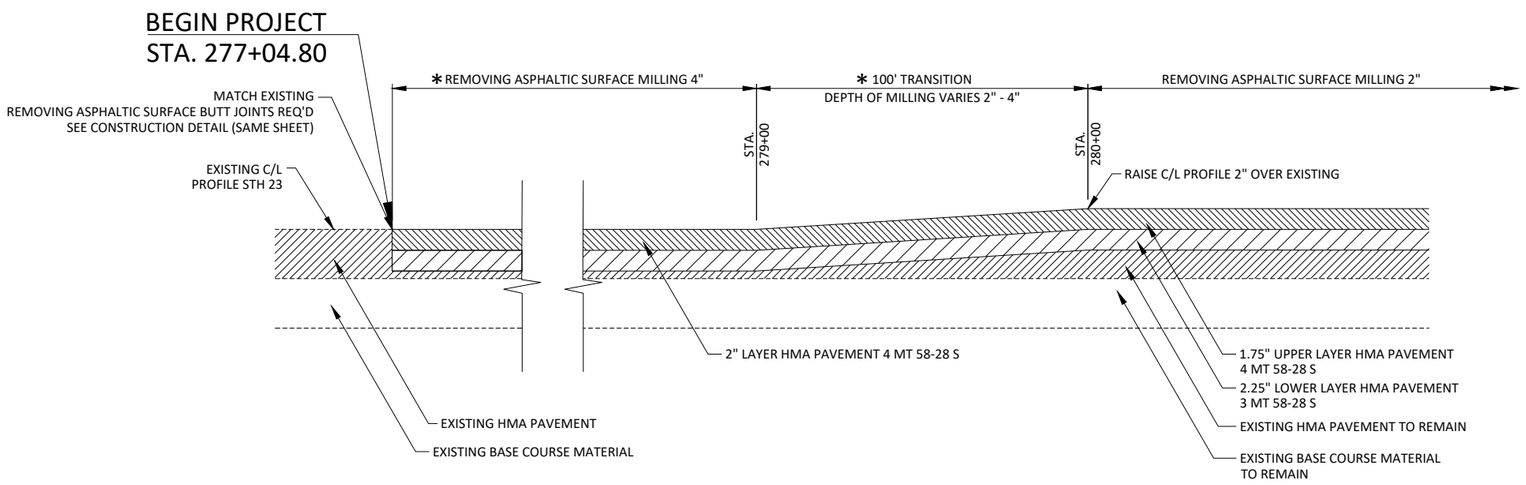
SECTION A-A



PLAN VIEW

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

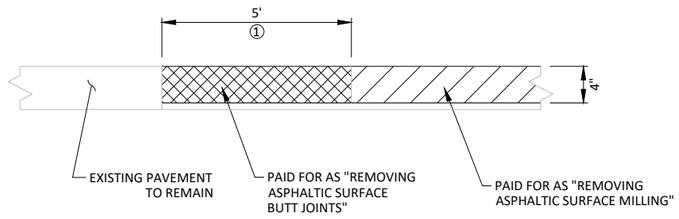
STATION - STATION	W (FT)
277+05 - 278+00	24
278+00 - 279+00, RT	12
279+00 - 281+00, RT	6
281+00 - 288+00, RT	12
291+50 - 293+50, RT	12
293+50 - 294+50	24
333+40 - 333+60	24
341+50 - 342+00	24
351+50 - 353+50, RT	12
368+80 - 370+30, RT	6
376+90 - 377+20, RT	12
377+20 - 378+20	24
379+70 - 380+00, RT	6
380+80 - 381+80, RT	12
385+70 - 386+80, LT	6
387+30 - 387+60, LT	12
387+30 - 390+30, RT	12
390+10 - 390+30, LT	12
393+00 - 394+00	24
395+50 - 398+00, RT	12
395+50 - 395+70, LT	12
397+00 - 398+00, LT	12
399+30 - 399+60, LT	12
399+30 - 400+30, RT	12
402+50 - 403+00	24
412+00 - 413+50, RT	12
419+30 - 419+40, RT	12
436+00 - 437+00, RT	6
437+00 - 438+00, RT	12
439+00 - 441+00, LT	12
440+00 - 446+50, RT	12
441+00 - 445+00, LT	6
448+50 - 450+50, LT	6
451+00 - 451+30	24
453+90 - 454+50	24
456+20 - 458+00, RT	12
460+00 - 461+00, RT	6
489+70 - 490+80, RT	6
494+40 - 494+60	24
505+60 - 505+80	24
508+50 - 509+00	24
527+50 - 529+00, LT	12
546+00 - 547+00, RT	6
546+00 - 547+00, LT	12
549+00 - 551+15	24



✻ PAVE LOWER LAYER THE SAME DAY AS MILLING OPERATION IN THIS AREA

PAVEMENT TRANSITION DETAIL FOR FLOODPLAIN ACCOMMODATION

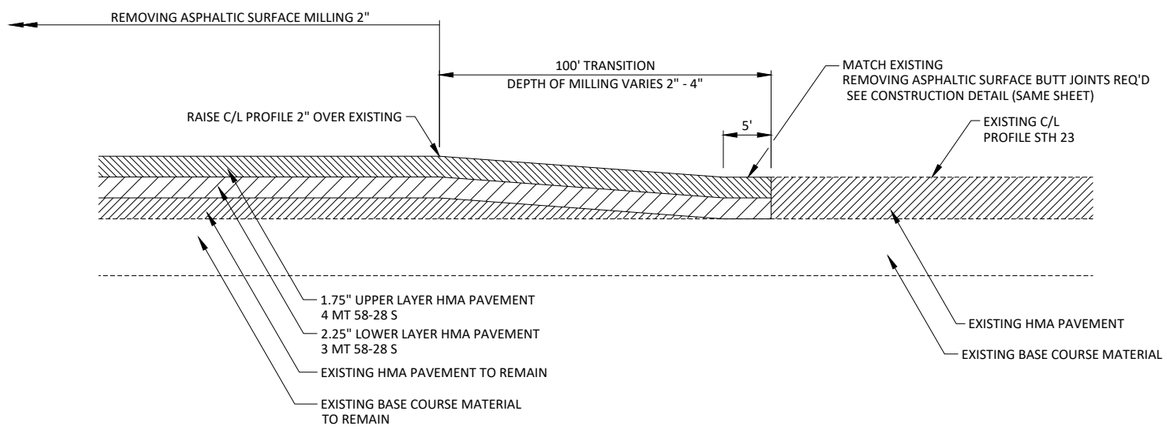
STA. 277+04.80 - STA. 280+00



REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

STA. 277+04.80
STA. 465+00
STA. 479+50
STA. 551+15

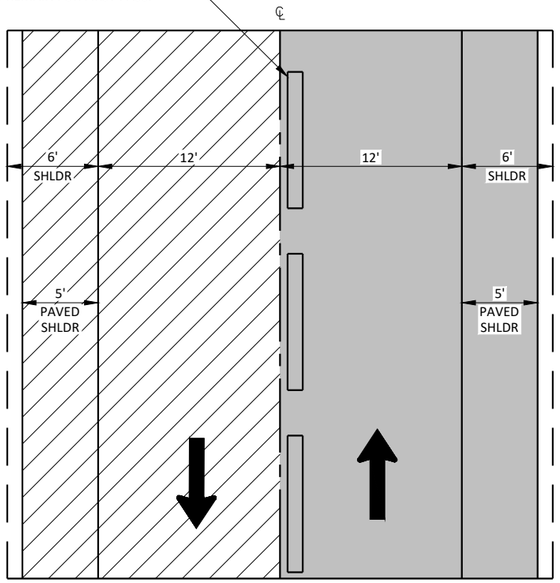
① LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D.



PAVEMENT TRANSITION WITH BUTT JOINT DETAIL

STA. 464+00 - STA. 465+00
STA. 479+50 - STA. 480+50
STA. 550+15 - STA. 551+15

TEMPORARY MARKING LINE PAINT 6-INCH (SINGLE LINE 4' SKIPS) TO BE PLACED ON EXISTING ASPHALT SURFACE PRIOR TO MILLING FIRST LANE AND TO REMAIN FOR FIRST PASS.



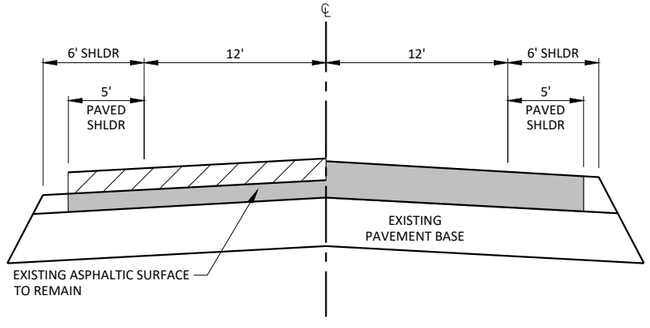
PLAN VIEW



NOTES:
DOCUMENT AND MARK THE LOCATIONS OF EXISTING MARKING LINE PASSING ZONES PRIOR TO MILLING OPERATION.

PLACE "NO PASSING ZONE (R4-1, 24"x30"), "UNEVEN LANES" (W8-11, 36"x36"), "LOW SHOULDER" (W8-9, 36"x36"), OR "SHOULDER DROPOFF" (W8-9A, 36"x36") EVERY 2 MILES ALONG THE PROJECT LENGTH.

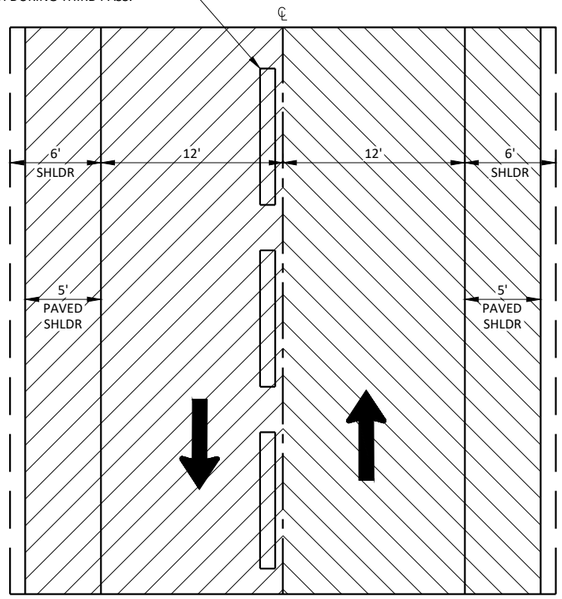
REFER TO STANDARD DETAIL DRAWING "LONGITUDINAL MARKING (MAINLINE)" FOR ADDITIONAL INFORMATION



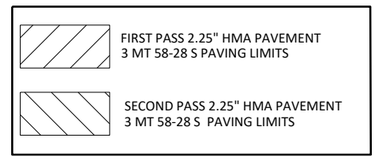
CROSS SECTION VIEW

FIRST PASS DETAIL

TEMPORARY MARKING LINE PAINT 6-INCH (SINGLE LINE 4' SKIPS) PLACED AFTER FIRST PASS PRIOR TO MILLING SECOND LANE AND TO REMAIN FOR SECOND AND THIRD PASS. PLACE PAINT SO AS NOT TO BE COVERED UP BY PAVING NOTCH DURING THIRD PASS.



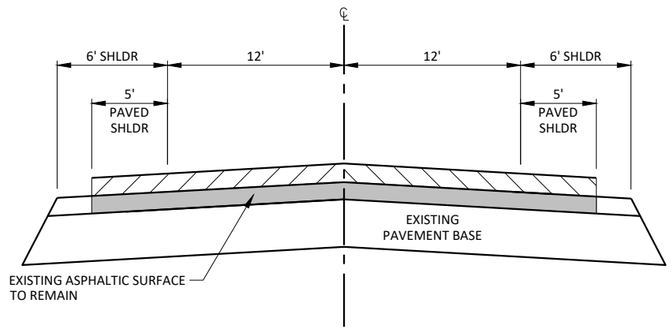
PLAN VIEW



NOTES:
DOCUMENT AND MARK THE LOCATIONS OF EXISTING MARKING LINE PASSING ZONES PRIOR TO MILLING OPERATION.

PLACE "NO PASSING ZONE (R4-1, 24"x30"), "UNEVEN LANES" (W8-11, 36"x36"), "LOW SHOULDER" (W8-9, 36"x36"), OR "SHOULDER DROPOFF" (W8-9A, 36"x36") EVERY 2 MILES ALONG THE PROJECT LENGTH.

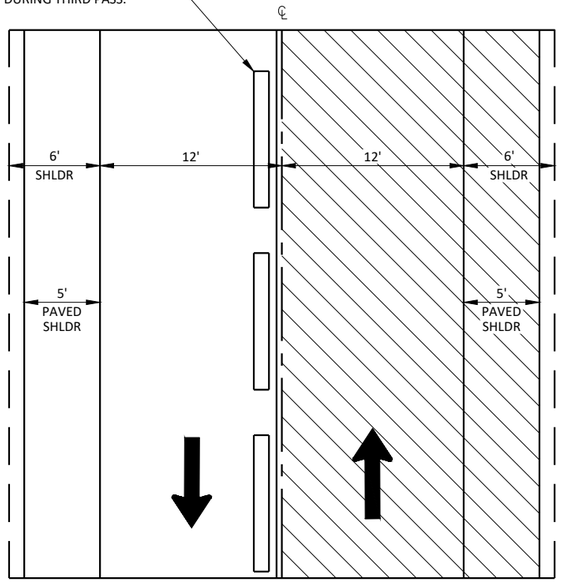
REFER TO STANDARD DETAIL DRAWING "LONGITUDINAL MARKING (MAINLINE)" FOR ADDITIONAL INFORMATION



CROSS SECTION VIEW

SECOND PASS DETAIL

TEMPORARY MARKING LINE PAINT 6-INCH (SINGLE LINE 4' SKIPS) PLACED AFTER FIRST PASS PRIOR TO MILLING SECOND LANE AND TO REMAIN FOR SECOND AND THIRD PASS. PLACE PAINT SO AS NOT TO BE COVERED UP BY PAVING NOTCH DURING THIRD PASS.



PLAN VIEW

THIRD PASS 1.75" HMA PAVEMENT 4 MT 58-28 S (SURFACE LAYER) PAVING LIMITS

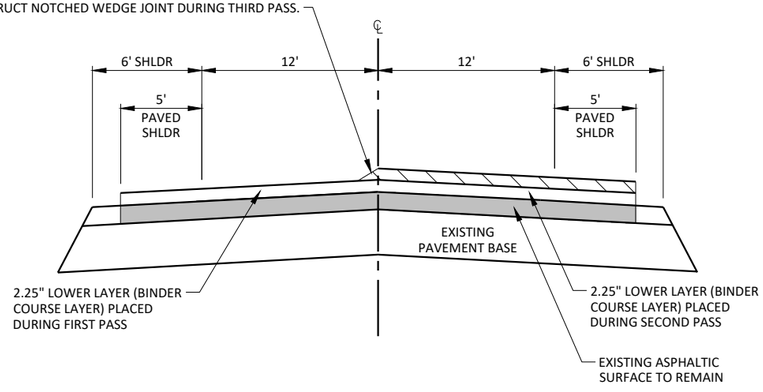
2.25" LOWER LAYER (BINDER COURSE LAYER) PLACED DURING FIRST AND SECOND PASS

NOTES:
DOCUMENT AND MARK THE LOCATIONS OF EXISTING MARKING LINE PASSING ZONES PRIOR TO MILLING OPERATION.

PLACE "NO PASSING ZONE (R4-1, 24"x30"), "UNEVEN LANES" (W8-11, 36"x36"), "LOW SHOULDER" (W8-9, 36"x36"), OR "SHOULDER DROPOFF" (W8-9A, 36"x36") EVERY 2 MILES ALONG THE PROJECT LENGTH.

REFER TO STANDARD DETAIL DRAWING "LONGITUDINAL MARKING (MAINLINE)" FOR ADDITIONAL INFORMATION

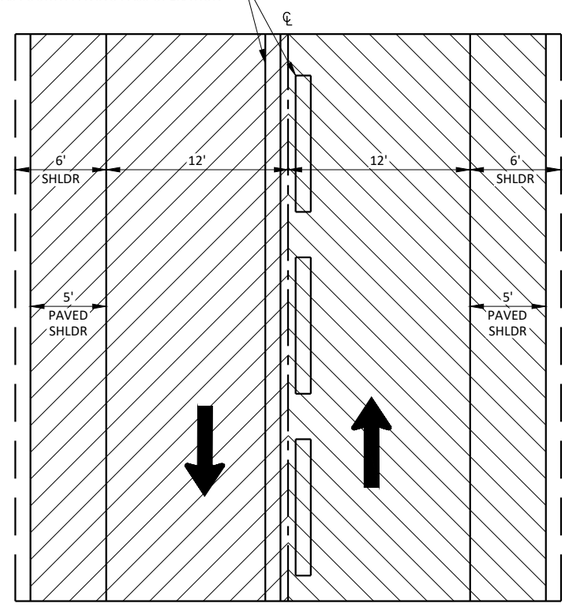
CONSTRUCT NOTCHED WEDGE JOINT DURING THIRD PASS.



CROSS SECTION VIEW

THIRD PASS DETAIL

TEMPORARY MARKING LINE PAINT 6-INCH TO BE PLACED SAME DAY AS FOURTH PAVING PASS OPERATION



PLAN VIEW

THIRD PASS 1.75" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS

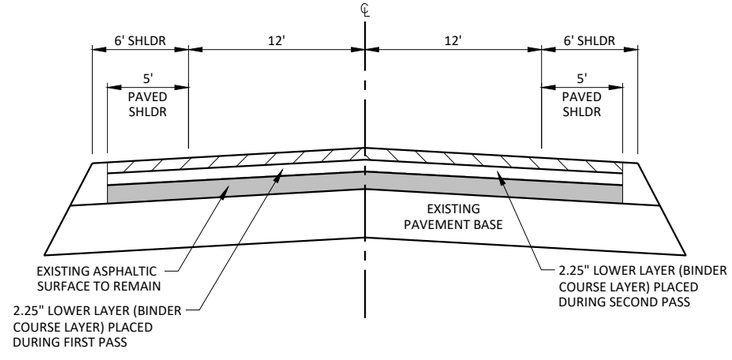
FOURTH PASS 1.75" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS

NOTE: ESTABLISH NO PASSING ZONES PRIOR TO PLACEMENT OF TEMPORARY MARKING LINE PAINT 6-INCH

INSTALL ASPHALTIC RUMBLE STRIPS, CENTERLINE

PLACE MARKING LINE GROOVED WET REF EPOXY 6-INCH

NOTES:
REFER TO STANDARD DETAIL DRAWING "LONGITUDINAL MARKING (MAINLINE)" FOR ADDITIONAL INFORMATION



CROSS SECTION VIEW

FOURTH PASS DETAIL

2

SHARON K MARTEN
LIVING TRUST

STA. 430+39
21.0' LT.

ASPHALTIC FLUME REQ'D.

6' X 12'

STA. 430+11
18.0' LT.

SAUK COUNTY BUILDING SERVICES

ALLIANT ENERGY
FRONTIER COMMUNICATIONS

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

SLOPE INTERCEPTS

STA. 433+78
21.0' LT.

STA. 434+08
18.0' LT.

R/W

OH

FO

50'

10:1

12'

17'

18'

1095.23

1095.80

1098.30

1100.86

1103.31

1105.77

1108.24

1110.82

1112.23

429+00

430+00

431+00

432+00

433+00

434+00

DRIVING LANE

DRIVING/CLIMBING LANE

STH 23

80'

FINISHED C/L STH 23

MATCHLINE STA. 434+50

STA 433+72
(1) MARKERS CULVERT END REQ'D.

SCHLIECKAU
FARMS INC

P-L

SHARON K MARTEN
LIVING TRUST

STA 436+95 LT
EXISTING P.E. (ASPHALT)

SHARON K MARTEN
LIVING TRUST

~AGRICULTURAL
FIELD~

LEGEND

- DIRECTION OF TRAVEL
- DIRECTION OF FLOW
- XXXXXXXX SAWING ASPHALT
- TEMPORARY DITCH CHECK
- RIPRAP HEAVY

SAUK COUNTY BUILDING SERVICES

ALLIANT ENERGY
FRONTIER COMMUNICATIONS

STA. 435+56.00 (STH 23) =
STA. 401'C'+05.80 ('C'-LINE (HIGHLAND RD))
TYPE D (MODIFIED) INTERSECTION REQ'D.
SEE PLAN AND PROFILE: SIDE ROADS FOR
MORE INFORMATION

FRONTIER COMMUNICATIONS

FRONTIER COMMUNICATIONS (TYP.)

ALLIANT ENERGY

FRONTIER COMMUNICATIONS

FINISHED C/L STH 23

MATCHLINE STA. 434+50

MATCHLINE STA. 440+00

435+00

436+00

437+00

438+00

439+00

440

401'C'

30'

1124.59

1125.79

1128.06

1130.54

1132.87

1134.98

1136.94

1138.80

6' SHLDR

PT: 400+63.72

PC: 400+03.95

ALLIANT ENERGY

11' X 33'

ASPHALTIC FLUME
REQ'D.

SHARON K MARTEN
LIVING TRUST

STA. 400'C'+58, LT.
(10 LF) CULVERT PIPE CORRUGATED STEEL 36-INCH
(1) APRON ENDWALL REQ'D.
NOTE: EXISTING CMP END DAMAGED.
REMOVE 2' OF EXISTING PIPE.

HIGHLAND RD

6' X 8'

ASPHALTIC FLUME REQ'D.

FINISHED C/L 'C'-LINE
(HIGHLAND RD)

STOP

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

HIGHLAND RD

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

STA. 400'C'+58, RT.
(8 LF) CULVERT PIPE CORRUGATED STEEL 36-INCH
(1) APRON ENDWALL REQ'D.

FRONTIER COMMUNICATIONS

GUY POLE
GUY

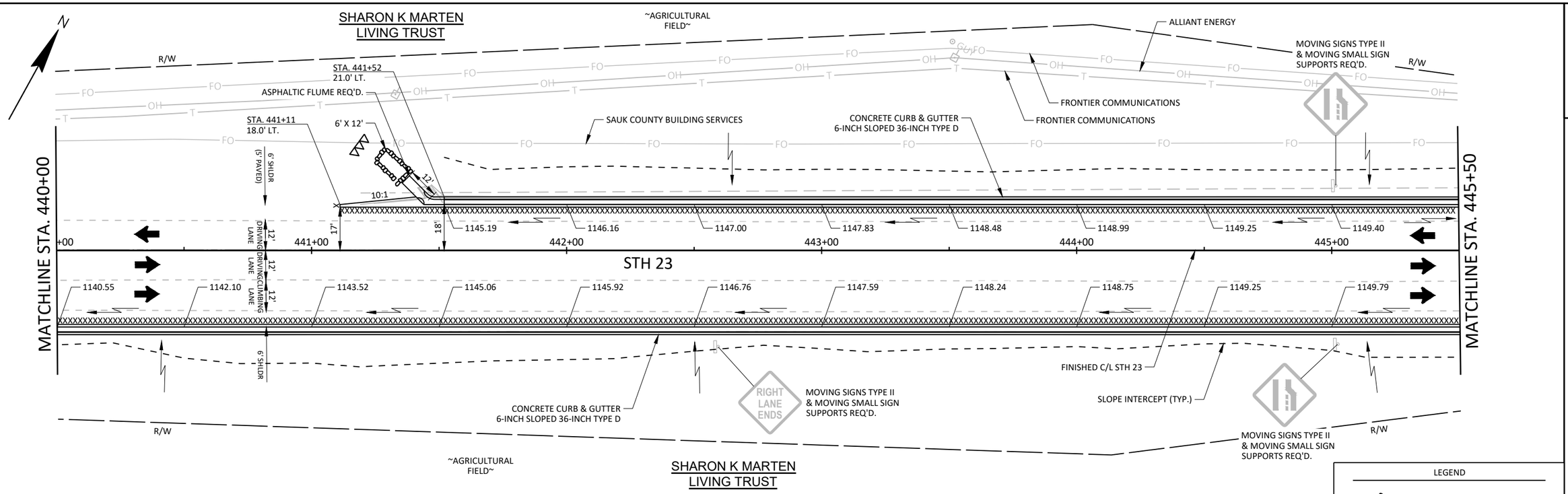
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

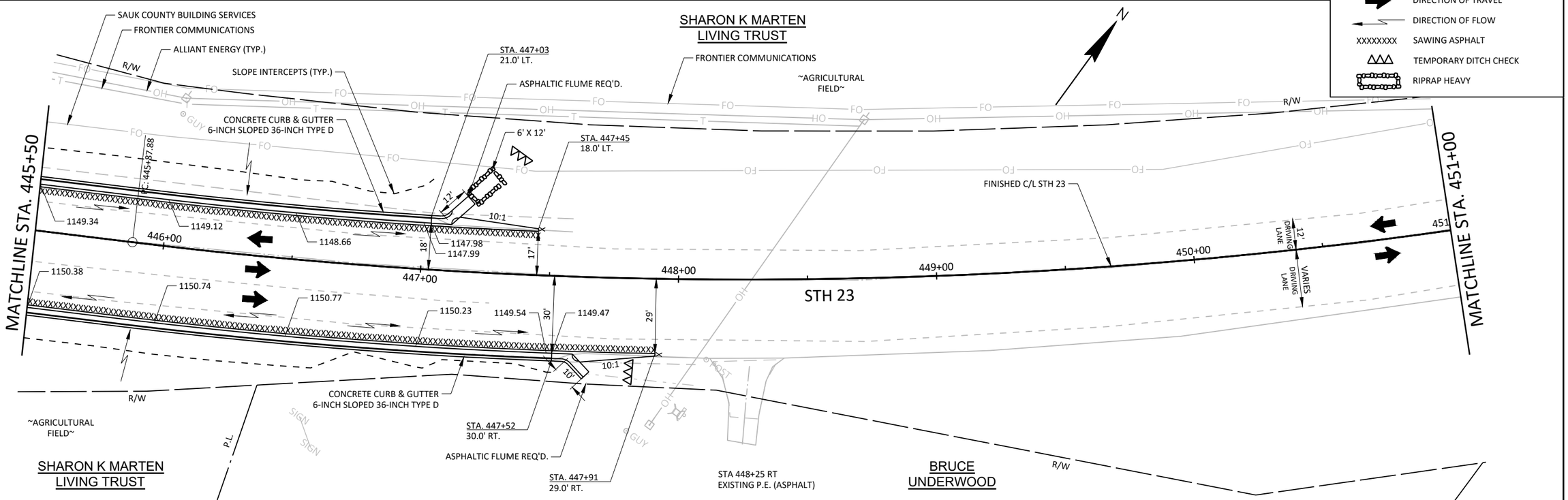
SLOPE INTERCEPTS

SHARON K MARTEN
LIVING TRUST

~AGRICULTURAL
FIELD~

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL: PAVING DETAILS	SHEET 18	E





PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL: PAVING DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_PAVING DETAILS.DWG
PLOT DATE : 3/10/2025 10:32:35 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT1 (2)

2

SHARON K MARTEN
LIVING TRUST

R/W

FRONTIER COMMUNICATIONS

ALLIANT ENERGY (TYP.)

FRONTIER COMMUNICATIONS

SAUK COUNTY BUILDING SERVICES

SLOPE INTERCEPTS (TYP.)

STA. 451+20
18.0' LT.

STA. 451+51
21.0' LT.

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

ONCOMING TRAFFIC USED CENTER LANE

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

FINISHED C/L STH 23

ASPHALTIC FLUME REQ'D.

STA. 456+64
18.0' LT.

6' X 12'

STA. 456+22
21.0' LT.

MATCHLINE STA. 451+00

MATCHLINE STA. 457+00

10:1

17'

18'

6' SHLDR

12' DRIVING LANE

VARIES DRIVING LANE

1136.73

1134.75

1132.78

1130.77

1128.70

1126.63

1124.73

1123.00

1121.35

1119.57

1119.01

451+00

452+00

453+00

454+00

455+00

456+00

457+00

STH 23

15'

12' DRIVING LANE

6' SHLDR (5' PAVED)

STA. 453+88
15.0' RT.

STA 453+45 RT
EXISTING P.E. (ASPHALT)

STA 454+02 - STA. 468+15, RT.
REMOVING GUARDRAIL REQ'D.

KEVIN R
KRUSE

LEGEND

- DIRECTION OF TRAVEL
- DIRECTION OF FLOW
- XXXXXXXX SAWING ASPHALT
- TEMPORARY DITCH CHECK
- RIPRAP HEAVY

SHARON K MARTEN
LIVING TRUST

FRONTIER COMMUNICATIONS

ALLIANT ENERGY

FRONTIER COMMUNICATIONS

SAUK COUNTY BUILDING SERVICES

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

STA. 459+41
18.0' LT.

STA. 459+72
21.0' LT.

SLOPE INTERCEPTS (TYP.)

FINISHED C/L STH 23

MATCHLINE STA. 457+00

MATCHLINE STA. 462+50

10:1

17'

18'

12' DRIVING LANE

12' DRIVING LANE

6' SHLDR

1111.00

1110.45

1109.52

1108.46

1107.49

1106.58

458+00

459+00

460+00

461+00

462+00

STH 23

JCT COUNTY W

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

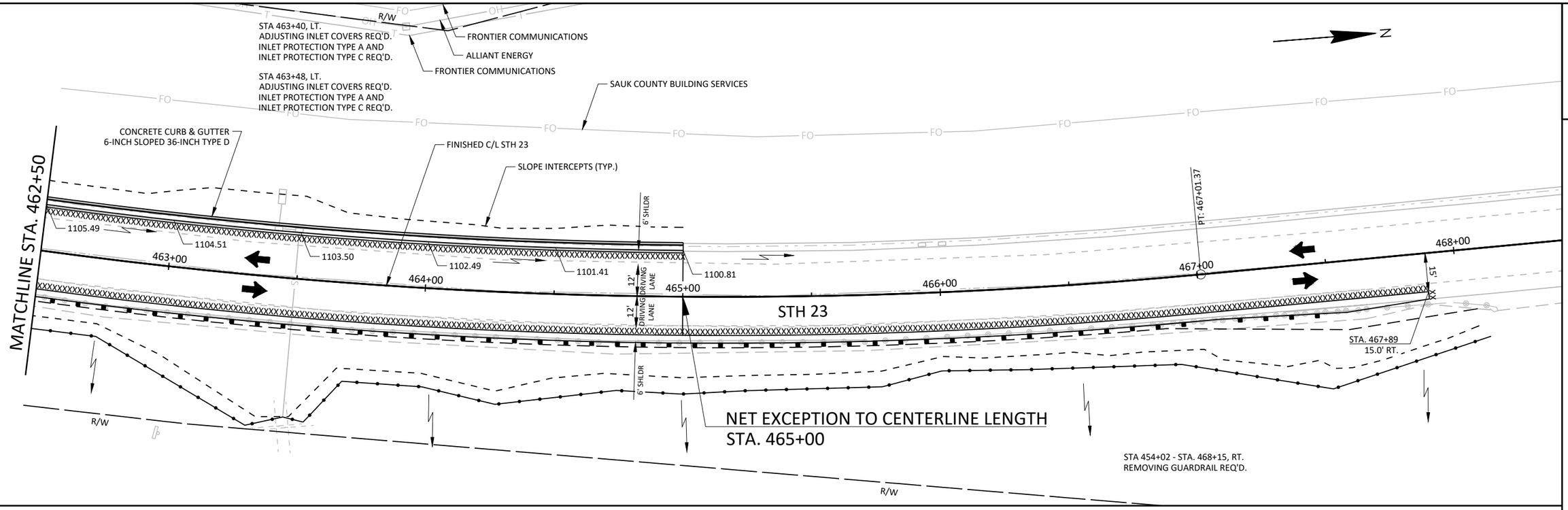
STA 454+02 - STA. 468+15, RT.
REMOVING GUARDRAIL REQ'D.

KEVIN R
KRUSE

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL: PAVING DETAILS	SHEET 20	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_PAVING DETAILS.DWG PLOT DATE : 3/10/2025 10:32:40 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:40 FT LAYOUT : LAYOUT1 (3)

2

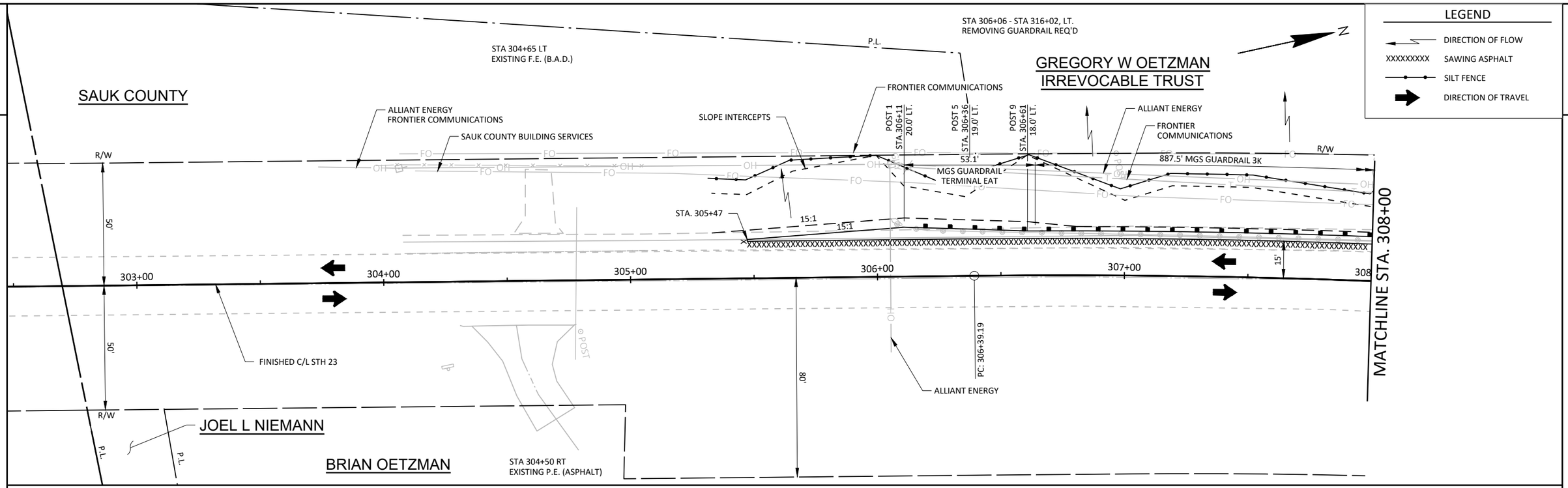


LEGEND

➡	DIRECTION OF TRAVEL
⇠	DIRECTION OF FLOW
XXXXXXXX	SAWING ASPHALT
△△△	TEMPORARY DITCH CHECK

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL: PAVING DETAILS	SHEET 21	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_PAVING DETAILS.DWG PLOT DATE : 3/10/2025 10:32:43 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:40 FT LAYOUT : LAYOUT1 (4)



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAMGUARD LAYOUT)	SHEET 22	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_BEAMGUARD DETAIL.DWG
PLOT DATE : 3/10/2025 10:33:15 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT1

2

GREGORY W OETZMAN
IRREVOCABLE TRUST

STA 306+06 - STA 316+02, LT.
REMOVING GUARDRAIL REQ'D

0.03 ACRES
FEE REQ'D.

STA 316+40 LT
EXISTING F.E. (B.A.D.)

GREGORY W OETZMAN
IRREVOCABLE TRUST

SLOPE INTERCEPTS

ALLIANT ENERGY

887.5' MGS GUARDRAIL 3K

SLOPE INTERCEPTS

POST 9
STA. 315+50
18.0' LT.

R/W

POST 5
STA. 315+75
19.0' LT.

POST 1
STA. 316+00
20.0' LT.

53.1'

MGS GUARDRAIL
TERMINAL EAT

FRONTIER COMMUNICATIONS

FRONTIER COMMUNICATIONS

SAUK COUNTY BUILDING SERVICES

R/W

15:1

STA. 316+45

15:1

50'

15'

MATCHLINE STA. 313+00

+00

314+00

315+00

316+00

317+00

318+00

FINISHED C/L STH 23

PT: 315+00.53

80'

50'

R/W

STA 317+20 RT
EXISTING P.E. (B.A.D.)

BRIAN OETZMAN

R/W

P.L.

GREGORY W OETZMAN
IRREVOCABLE TRUST

LEGEND

DIRECTION OF FLOW

XXXXXXXXX SAWING ASPHALT

SILT FENCE

DIRECTION OF TRAVEL

2

ALLIANT ENERGY
(TYP.)

FINISHED C/L STH 23

ONCOMING TRAFFIC USES CENTER LANE

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

SAUK COUNTY BUILDING SERVICES

+00

453+00

454+00

455+00

456+00

457+00

458

MATCHLINE STA. 458+00

15'

STA. 453+85

53.1'

MGS GUARDRAIL
TERMINAL EAT

1262.5' MGS GUARDRAIL 3K

SLOPE INTERCEPTS (TYP.)

R/W

POST 1
STA. 454+00
20.0' RT.

POST 5
STA. 454+25
19.0' RT.

POST 9
STA. 454+50
18.0' RT.

R/W

STEPHEN A
KINSINGER

STA 453+45 RT
EXISTING P.E. (ASPHALT)

P.L.

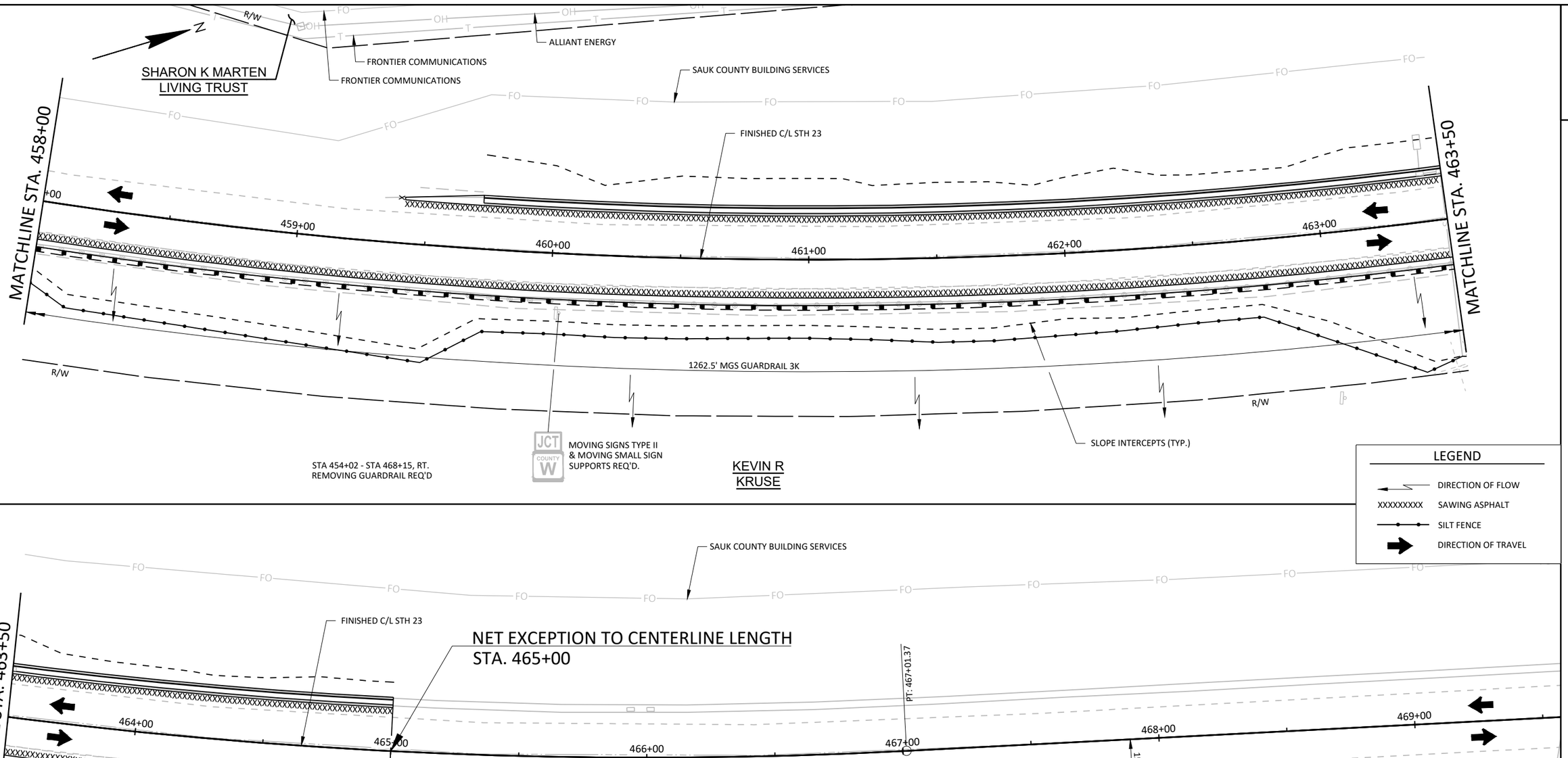
STA 454+02 - STA 468+15, RT.
REMOVING GUARDRAIL REQ'D

KEVIN R
KRUSE

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAMGUARD LAYOUT)	SHEET 23	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_BEAMGUARD DETAIL.DWG PLOT DATE : 3/10/2025 10:33:20 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:40 FT LAYOUT : LAYOUT1 (2)

2



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAMGUARD LAYOUT)	SHEET 24	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_BEAMGUARD DETAIL.DWG PLOT DATE : 3/18/2026 8:41:21 AM PLOT BY : TRACY, DAN PLOT SCALE : 1 IN:40 FT LAYOUT : LAYOUT1 (3)

2

LEGEND

DIRECTION OF FLOW

XXXXXXXXX SAWING ASPHALT

SILT FENCE

DIRECTION OF TRAVEL

BEVERLY L SCHLIECKAU
SURVIVORS TRUST

EDWARD E & DONNA FAE
KRUSE LIVING TRUST

P.L.

R/W

ALLIANT ENERGY

OH

FINISHED C/L STH 23

55'

70'

489+00

490+00

491+00

492+00

493+00

494+00

MATCHLINE STA. 494+50

15'

15:1

50'

STA. 491+30

WETLAND DETERMINATION

POST

53.1'

MGS GUARDRAIL
TERMINAL EAT

400' MGS GUARDRAIL 3K

SLOPE INTERCEPTS

POST 1
STA. 491+75
20.0' RT.

POST 5
STA. 492+00
19.0' RT.

POST 9
STA. 492+25
18.0' RT.

STA 492+02 - STA 497+00, RT.
REMOVING GUARDRAIL REQ'D

BRIAN
SCHLIECKAU

EDWARD E & DONNA FAE
KRUSE LIVING TRUST

N

EDWARD E & DONNA FAE
KRUSE LIVING TRUST

R/W

OH

MATCHLINE STA. 494+50

PC: 494+60.80

FINISHED C/L STH 23

ALLIANT ENERGY

70'

495+00

496+00

497+00

498+00

499+00

500+00

15'

15:1

50'

STA. 497+59

R/W

53.1''

MGS GUARDRAIL
TERMINAL EAT

400' MGS GUARDRAIL 3K

SLOPE INTERCEPTS

0.07 ACRES
FEE REQ'D.

WETLAND DETERMINATION

POST 9
STA. 496+29
18.0' RT.

POST 5
STA. 496+53
19.0' RT.

POST 1
STA. 496+78
20.0' RT.

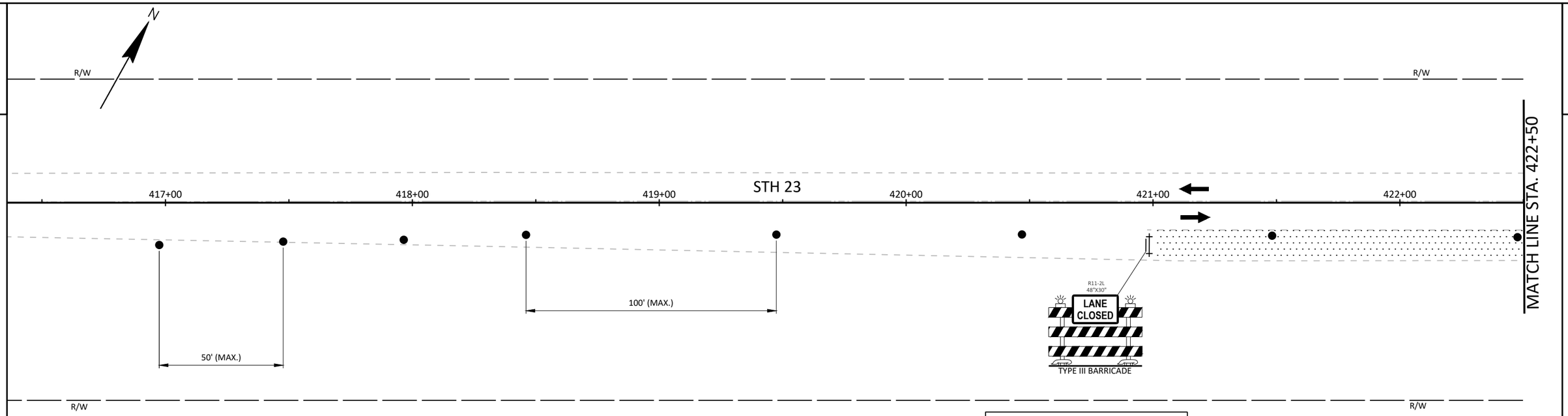
STA 492+02 - STA 497+00, RT.
REMOVING GUARDRAIL REQ'D

EDWARD E & DONNA FAE
KRUSE LIVING TRUST

GRETCHEN O
KRUSE LC

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAMGUARD LAYOUT)	SHEET 25	E

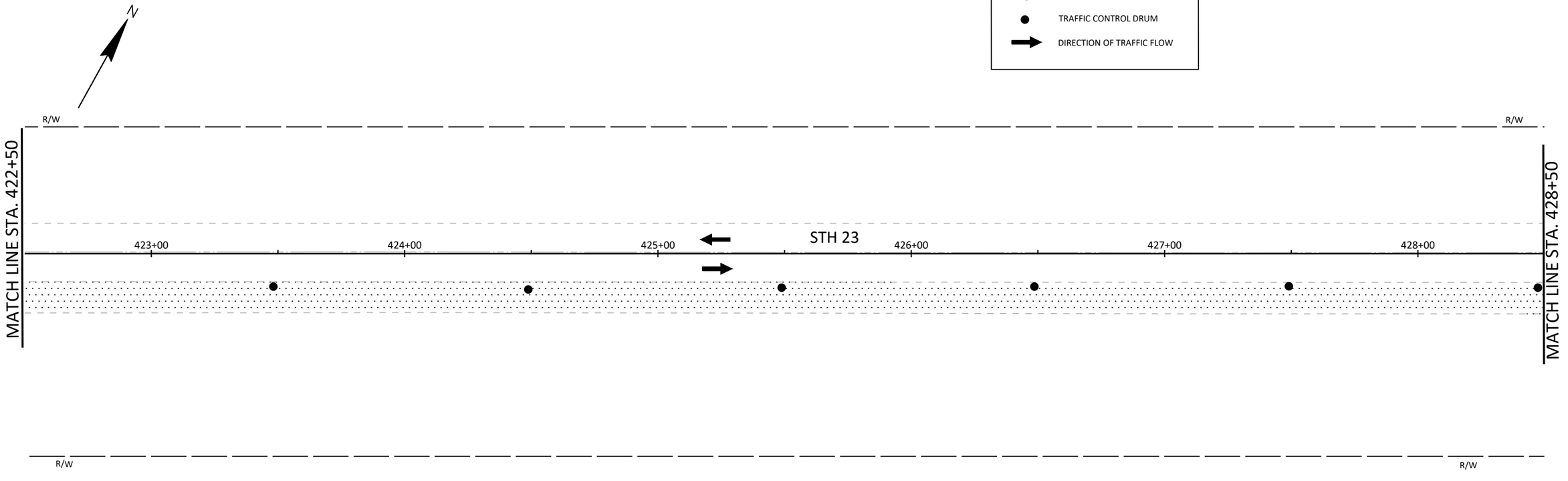
FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_BEAMGUARD DETAIL.DWG
PLOT DATE : 3/10/2025 10:33:29 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT1 (4)



LEGEND:

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

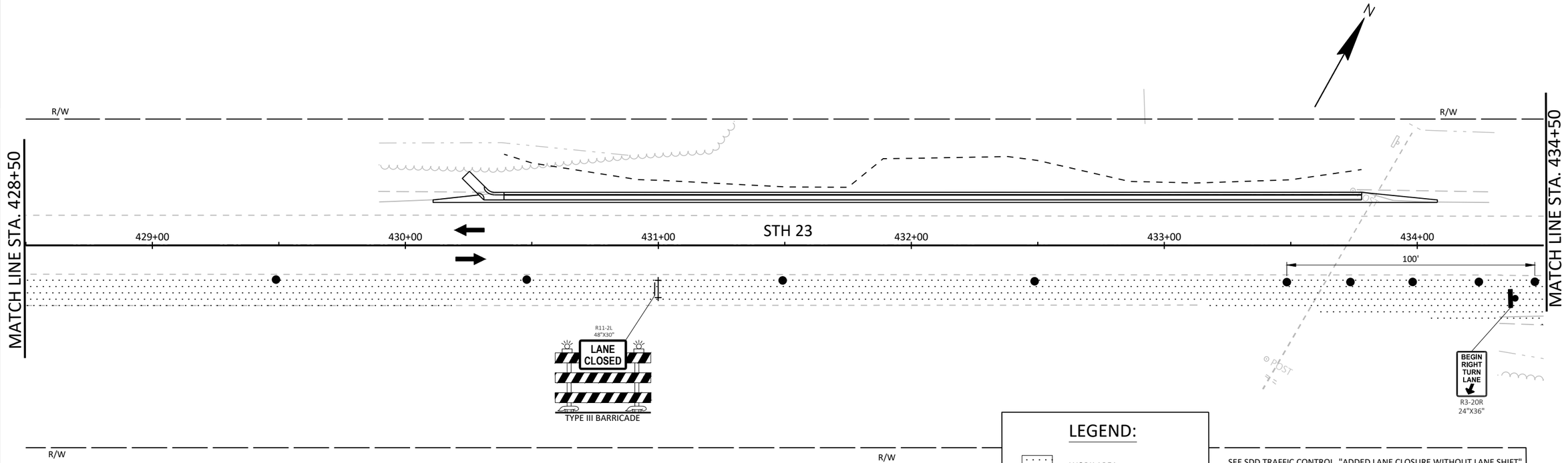
SEE SDD TRAFFIC CONTROL, "ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ALL OTHER TRAFFIC LAYOUT INFORMATION.



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL DETAIL	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_TRAFFIC CONTROL DETAILS.DWG
PLOT DATE : 3/11/2025 8:28:52 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT1

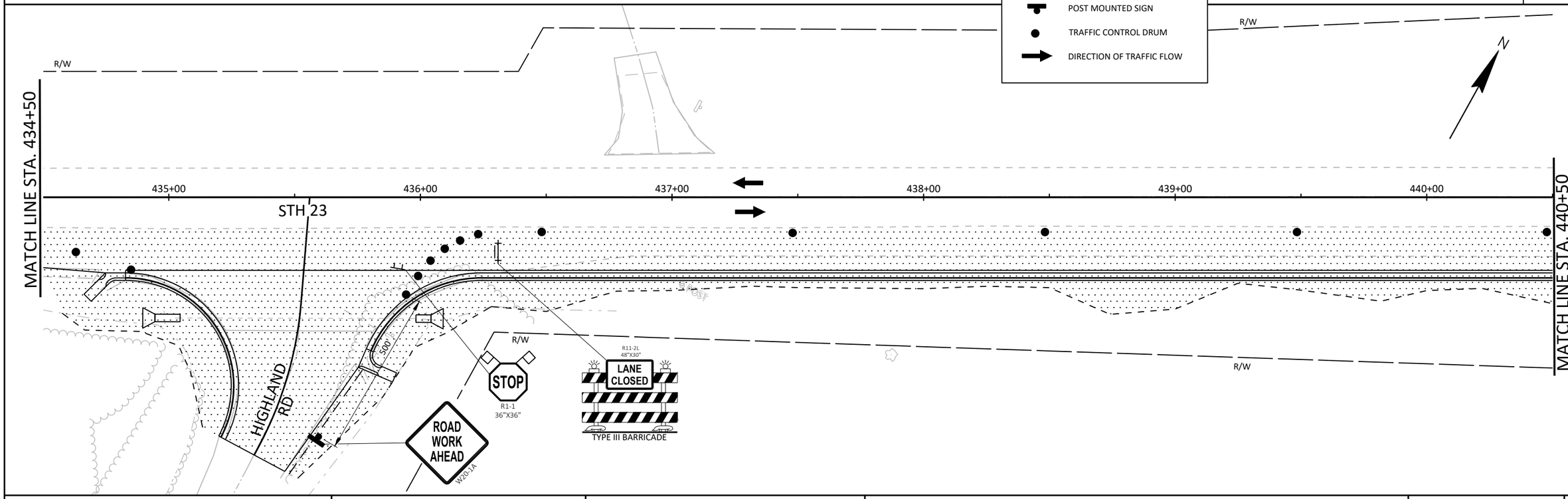
2



LEGEND:

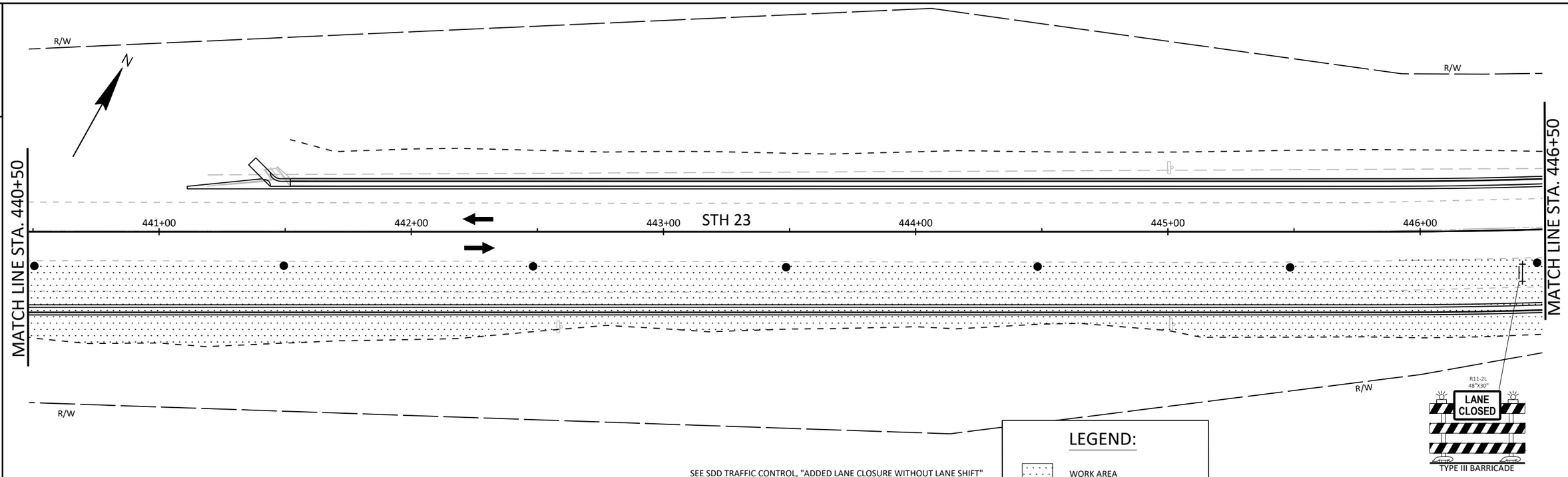
- WORK AREA
- POST MOUNTED SIGN
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC FLOW

SEE SDD TRAFFIC CONTROL, "ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ALL OTHER TRAFFIC LAYOUT INFORMATION.



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL DETAIL	SHEET 27	E

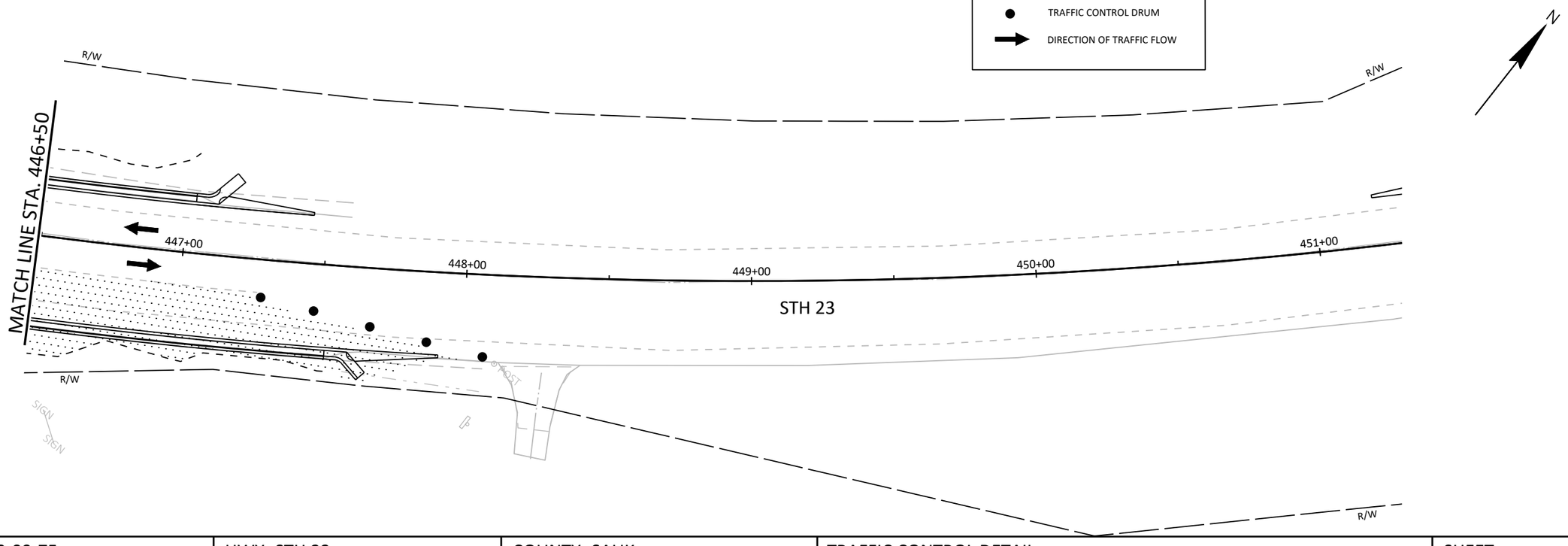
2



SEE SDD TRAFFIC CONTROL, "ADDED LANE CLOSURE WITHOUT LANE SHIFT"
FOR ALL OTHER TRAFFIC LAYOUT INFORMATION.

LEGEND:

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



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	TRAFFIC CONTROL DETAIL	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_TRAFFIC CONTROL DETAILS.DWG
PLOT DATE : 3/10/2025 10:34:09 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:40 FT
LAYOUT : LAYOUT3

2

BEGIN PROJECT
STA. 277+04.80

Y = 193,948.26
X = 564,001.81

REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D.

PORTABLE CHANGEABLE MESSAGE SIGN AT THE LIMITS OF THE PROJECT FOR 7 CALENDAR DAYS PRIOR TO BEGINNING OF PROJECT.

ROADWORK STARTING XX/XX/XX

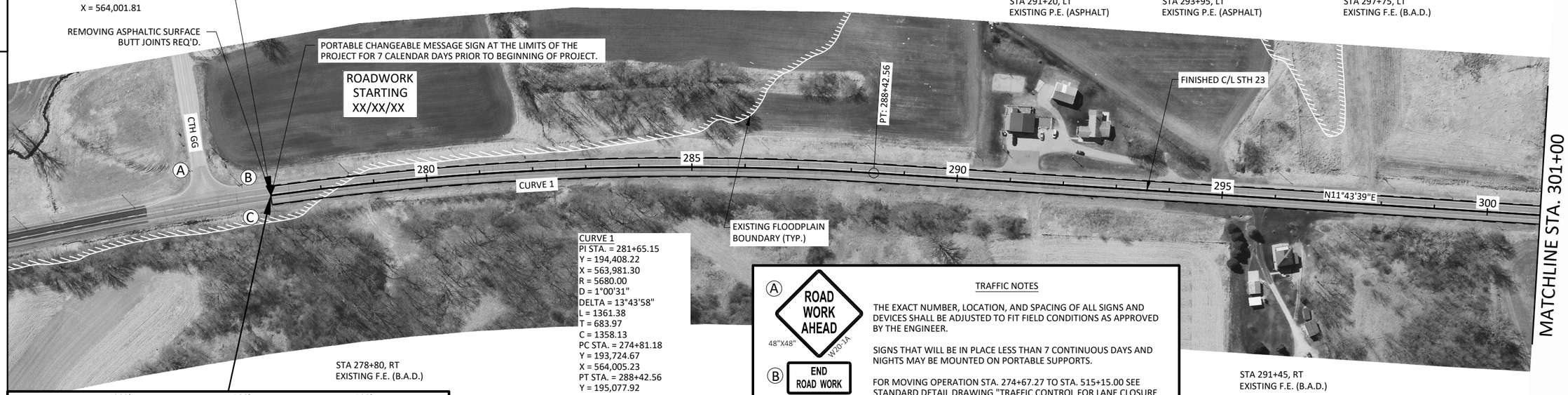
STA. 277+04.80 - STA. 280+00
PAVEMENT TRANSITION FOR FLOODPLAIN ACCOMODATION REQ'D.
SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.

N

STA 291+20, LT
EXISTING P.E. (ASPHALT)

STA 293+95, LT
EXISTING P.E. (ASPHALT)

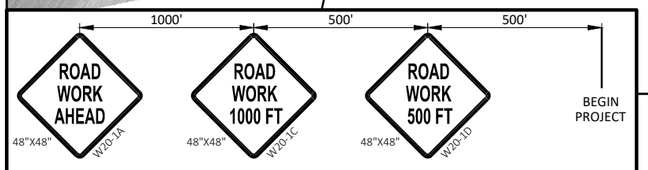
STA 297+75, LT
EXISTING F.E. (B.A.D.)



EXISTING FLOODPLAIN BOUNDARY (TYP.)

CURVE 1
PI STA. = 281+65.15
Y = 194,408.22
X = 563,981.30
R = 5680.00
D = 1°00'31"
DELTA = 13°43'58"
L = 1361.38
T = 683.97
C = 1358.13
PC STA. = 274+81.18
Y = 193,724.67
X = 564,005.23
PT STA. = 288+42.56
Y = 195,077.92
X = 564,120.32
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 278+80, RT
EXISTING F.E. (B.A.D.)



STA 304+65, LT
EXISTING F.E. (B.A.D.)

TRAFFIC NOTES

A — ROAD WORK AHEAD — 48"X48" — W20-1A

B — END ROAD WORK — G20-2A — 48"X24"

C — ROAD WORK NEXT 5 MILES — G20-1 — 60"X24"

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

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

FOR MOVING OPERATION STA. 274+67.27 TO STA. 515+15.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

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

SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES.

STA 291+45, RT
EXISTING F.E. (B.A.D.)

STA 295+70, RT
EXISTING P.E. (ASPHALT)

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

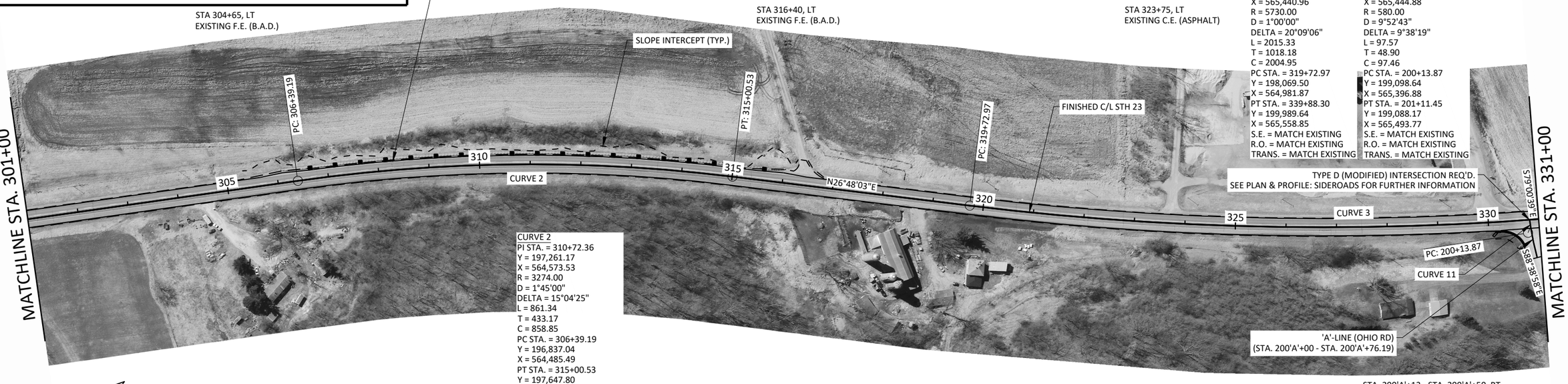
STA 316+40, LT
EXISTING F.E. (B.A.D.)

STA 323+75, LT
EXISTING C.E. (ASPHALT)

CURVE 3
PI STA. = 329+91.15
Y = 198,978.31
X = 565,440.96
R = 5730.00
D = 1°00'00"
DELTA = 20°09'06"
L = 2015.33
T = 1018.18
C = 2004.95
PC STA. = 319+72.97
Y = 198,069.50
X = 564,981.87
PT STA. = 339+88.30
Y = 199,989.64
X = 565,558.85
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

CURVE 11
PI STA. = 200+62.78
Y = 199,089.32
X = 565,444.88
R = 580.00
D = 9°52'43"
DELTA = 9°38'19"
L = 97.57
T = 48.90
C = 97.46
PC STA. = 200+13.87
Y = 199,098.64
X = 565,396.88
PT STA. = 201+11.45
Y = 199,088.17
X = 565,493.77
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 330+00, LT
EXISTING C.E. (ASPHALT)



CURVE 2
PI STA. = 310+72.36
Y = 197,261.17
X = 564,573.53
R = 3274.00
D = 1°45'00"
DELTA = 15°04'25"
L = 861.34
T = 433.17
C = 858.85
PC STA. = 306+39.19
Y = 196,837.04
X = 564,485.49
PT STA. = 315+00.53
Y = 197,647.80
X = 564,768.85
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

N

STA 304+50, RT
EXISTING P.E. (ASPHALT)

STA 317+20, RT
EXISTING P.E. (B.A.D.)

STA 318+75, RT
EXISTING P.E. (ASPHALT)

STA. 200'A'+13 - STA. 200'A'+50, RT.
REMOVING CONCRETE CURB & GUTTER REQ'D.

STA. 200'A'+13 - STA. 200'A'+58, RT.
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D REQ'D.

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	PLAN DETAILS	SHEET 29	E

2

STA 334+35, LT
EXISTING F.E. (B.A.D.)

STA 346+55, LT
EXISTING F.E. (B.A.D.)

STA 357+55, LT
EXISTING F.E. (B.A.D.)



CURVE 4
PI STA. = 359+52.85
Y = 201,940.97
X = 565,786.33
R = 1926.00
D = 2°58'29"
DELTA = 26°36'26"
L = 894.41
T = 455.42
C = 886.39
PC STA. = 354+97.43
Y = 201,488.62
X = 565,733.60
PT STA. = 363+91.84
Y = 202,321.80
X = 566,036.07
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA. 200'A'+24 - STA. 200'A'+62, LT.
REMOVING CONCRETE CURB & GUTTER REQ'D.

STA. 200'A'+24 - STA. 200'A'+68, LT.
CONCRETE CURB & GUTTER 6-INCH SLOPED
36-INCH TYPE D REQ'D.

STA 347+00, RT
EXISTING F.E. (B.A.D.)

STA 352+65, RT
EXISTING F.E. (B.A.D.)

Ⓐ ROAD WORK AHEAD
48"X48"
W20-1A

Ⓑ END ROAD WORK
G20-2A
48"X24"

Ⓒ ROAD WORK NEXT 5 MILES
G20-1
60"X24"

TRAFFIC NOTES

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

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FOR MOVING OPERATION STA. 274+67.27 TO STA. 515+15.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

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

SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES.

STA. 300'B'+18 - STA. 300'B'+60, RT.
REMOVING CONCRETE CURB & GUTTER REQ'D.

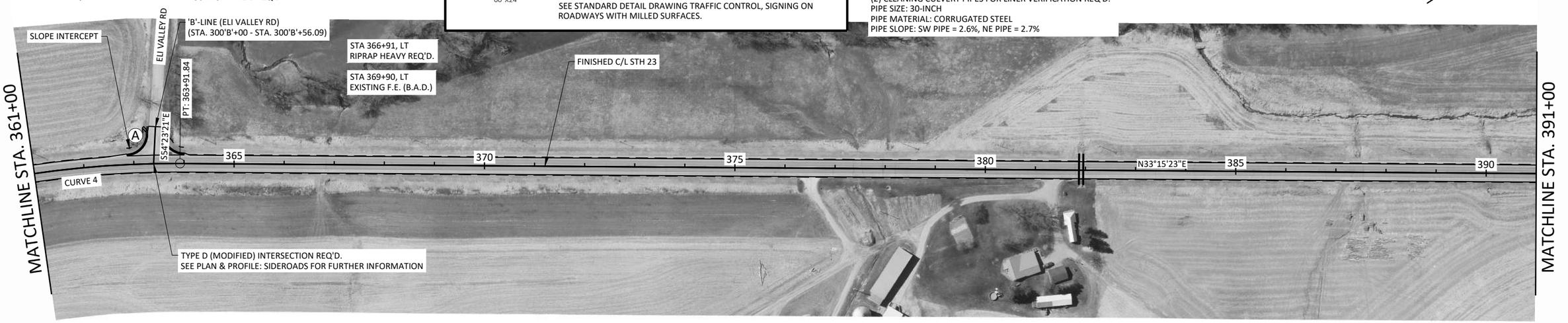
STA. 300'B'+18 - STA. 300'B'+61, RT.
CONCRETE CURB & GUTTER 6-INCH SLOPED
36-INCH TYPE D REQ'D.

STA. 300'B'+10 - STA. 300'B'+50, LT.
REMOVING CONCRETE CURB & GUTTER REQ'D.

STA. 300'B'+08 - STA. 300'B'+50, LT.
CONCRETE CURB & GUTTER 6-INCH SLOPED
36-INCH TYPE D REQ'D.

STA 377+44, LT
RIPRAP HEAVY REQ'D.

STA 381+91
(130) CULVERT PIPE LINERS 30-INCH REQ'D.
(2) CLEANING CULVERT PIPES FOR LINER VERIFICATION REQ'D.
PIPE SIZE: 30-INCH
PIPE MATERIAL: CORRUGATED STEEL
PIPE SLOPE: SW PIPE = 2.6%, NE PIPE = 2.7%



STA 366+70, RT
EXISTING F.E. (B.A.D.)

STA 366+91
EXISTING STRUCTURE
C-56-0892 TO REMAIN

STA 376+50, RT
EXISTING F.E. (B.A.D.)

STA 381+30, RT
EXISTING P.E. (ASPHALT)

STA 387+15, RT
EXISTING F.E. (B.A.D.)

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	PLAN DETAILS	SHEET 30	E

2

STA 391+80, LT
EXISTING F.E. (B.A.D.)

STA 413+00, LT
EXISTING P.E. (ASPHALT)



CURVE 5
PI STA. = 409+95.46
Y = 206,171.46
X = 568,560.65
R = 1928.00
D = 2°58'18"
DELTA = 27°42'13"
L = 932.22
T = 475.41
C = 923.17
PC STA. = 405+20.05
Y = 205,773.92
X = 568,299.94
PT STA. = 414+52.28
Y = 206,402.24
X = 568,976.29
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 399+30, RT
EXISTING F.E. (B.A.D.)

STA 404+65, RT
EXISTING F.E. (B.A.D.)

STA 412+75, RT
EXISTING F.E. (B.A.D.)

STA 413+20
EXISTING STRUCTURE
C-56-0896 TO REMAIN

TRAFFIC NOTES

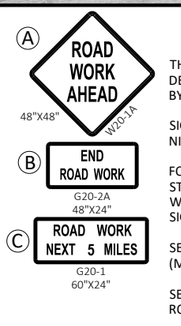
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SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES.



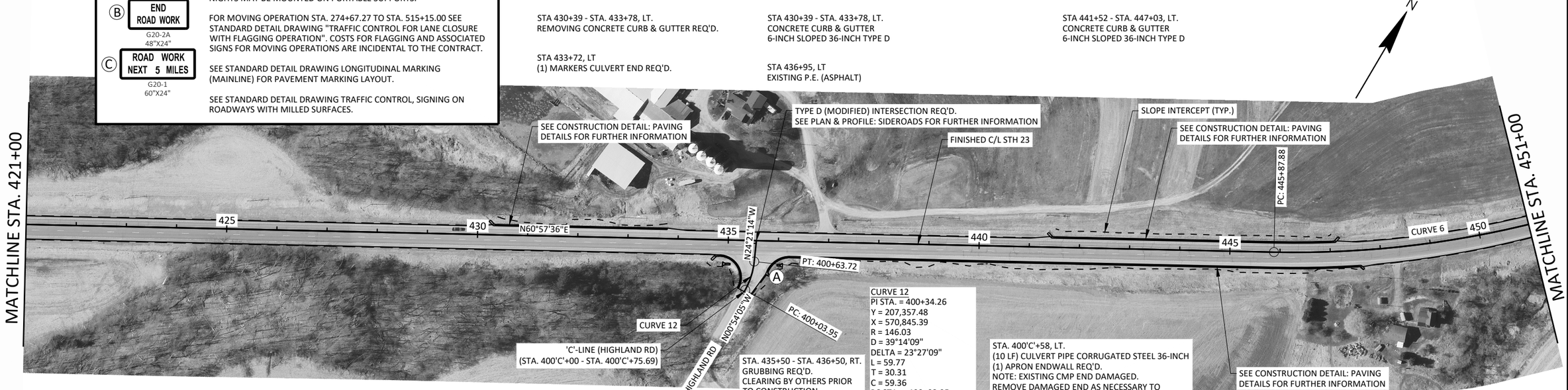
STA 430+39 - STA. 433+78, LT.
REMOVING CONCRETE CURB & GUTTER REQ'D.

STA 433+72, LT
(1) MARKERS CULVERT END REQ'D.

STA 430+39 - STA. 433+78, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA 436+95, LT
EXISTING P.E. (ASPHALT)

STA 441+52 - STA. 447+03, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D



STA. 400'C'+00 - STA. 400'C'+67, LT.
REMOVING CONCRETE CURB & GUTTER REQ'D.

STA. 400'C'+00 - STA. 400'C'+70, LT.
CONCRETE CURB & GUTTER 6-INCH SLOPED
36-INCH TYPE D REQ'D.

STA. 435+78 - STA. 447+52, RT.
REMOVING CONCRETE CURB & GUTTER REQ'D.

STA. 435+78 - STA. 447+52, RT.
CONCRETE CURB & GUTTER 6-INCH SLOPED
36-INCH TYPE D REQ'D.

STA. 435+50 - STA. 436+50, RT.
GRUBBING REQ'D.
CLEARING BY OTHERS PRIOR TO CONSTRUCTION

CURVE 12
PI STA. = 400+34.26
Y = 207,357.48
X = 570,845.39
R = 146.03
D = 39°14'09"
DELTA = 23°27'09"
L = 59.77
T = 30.31
C = 59.36
PC STA. = 400+03.95
Y = 207,327.17
X = 570,845.86
PT STA. = 400+63.72
Y = 207,385.09
X = 570,832.89
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA. 400'C'+58, LT.
(10 LF) CULVERT PIPE CORRUGATED STEEL 36-INCH
(1) APRON ENDWALL REQ'D.
NOTE: EXISTING CMP END DAMAGED.
REMOVE DAMAGED END AS NECESSARY TO PROPERLY INSTALL PIPE EXTENSION. PAID FOR UNDER "CULVERT PIPE CORRUGATED STEEL 36-INCH" ITEM.

STA. 400'C'+58, RT.
(8 LF) CULVERT PIPE CORRUGATED STEEL 36-INCH
(1) APRON ENDWALL REQ'D.

STA 448+25, RT
EXISTING P.E. (ASPHALT)

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	PLAN DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_PLAN DETAILS.DWG
PLOT DATE : 3/11/2025 8:34:49 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:200 FT
LAYOUT : SHEET - (3)

STA 451+51 - STA. 456+22, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

CURVE 6
PI STA. = 457+59.98
Y = 208,493.28
X = 572,742.44
R = 1964.00
D = 2°55'02"
DELTA = 61°39'24"
L = 2113.48
T = 1172.10
C = 2012.97
PC STA. = 445+87.88
Y = 207,924.32
X = 571,717.70
PT STA. = 467+01.37
Y = 209,665.29
X = 572,728.19
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA. 459+72 - STA. 465+00, LT.
REMOVING CONCRETE CURB & GUTTER REQ'D.

STA. 459+72 - STA. 465+00, LT.
CONCRETE CURB & GUTTER 6-INCH SLOPED
36-INCH TYPE D REQ'D.

STA 463+40, LT.
ADJUSTING INLET COVERS REQ'D.

STA 463+48, LT.
ADJUSTING INLET COVERS REQ'D.

LEGEND

ROUNDABOUT PROJECT LIMITS
WORK BY OTHERS (2030 CONSTRUCTION)

NET EXCEPTION TO CENTERLINE LENGTH
STA. 479+50

MATCHLINE STA. 451+00

SEE CONSTRUCTION DETAIL: PAVING
DETAILS FOR FURTHER INFORMATION

FINISHED C/L STH 23

455

CURVE 6

460

NET EXCEPTION TO CENTERLINE LENGTH
STA. 465+00

SEE CONSTRUCTION DETAIL: PAVING
DETAILS FOR FURTHER INFORMATION

465

PT: 467+01.37

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

SLOPE INTERCEPT (TYP.)

END CONSTRUCTION
STA. 468+15

FRIENDSHIP DR

PC: 475+73.83

475

480

CURVE 7

MATCHLINE STA. 481+00

470

N00°41'48"W

CTH W

CURVE 7
PI STA. = 479+95.70
Y = 210,959.52
X = 572,712.45
R = 1146.00
D = 4°59'59"
DELTA = 40°25'10"
L = 808.45
T = 421.87
C = 791.79
PC STA. = 475+73.83
Y = 210,537.69
X = 572,717.58
PT STA. = 483+82.28
Y = 211,284.00
X = 572,982.05
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 453+45, RT
EXISTING P.E. (ASPHALT)

TRAFFIC NOTES

Ⓐ ROAD WORK AHEAD
48"X48"
W20-1A

Ⓑ END ROAD WORK
G20-2A
48"X24"

Ⓒ ROAD WORK NEXT 5 MILES
G20-1
60"X24"

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

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FOR MOVING OPERATION STA. 274+67.27 TO STA. 515+15.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

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

SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES.

STA 486+90, LT
EXISTING P.E. (B.A.D.)

MATCHLINE STA. 481+00

PT: 483+82.28

CURVE 7

485

N39°43'22"E

490

FINISHED C/L STH 23

PC: 494+60.80

495

CURVE 8

500

SLOPE INTERCEPT

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

STA 484+20, RT
EXISTING F.E. (B.A.D.)

STA. 487+48, RT
(1) MARKERS CULVERT ENDS REQ'D.

CURVE 8
PI STA. = 498+58.90
Y = 212,419.73
X = 573,925.72
R = 1152.00
D = 4°58'25"
DELTA = 38°07'38"
L = 766.59
T = 398.10
C = 752.52
PC STA. = 494+60.80
Y = 212,113.54
X = 573,671.31
PT STA. = 502+27.39
Y = 212,817.67
X = 573,936.81
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

PT: 502+27.39

505

N01°35'44"E

510

MATCHLINE STA. 511+00

STA 498+85, RT
EXISTING F.E. (B.A.D.)

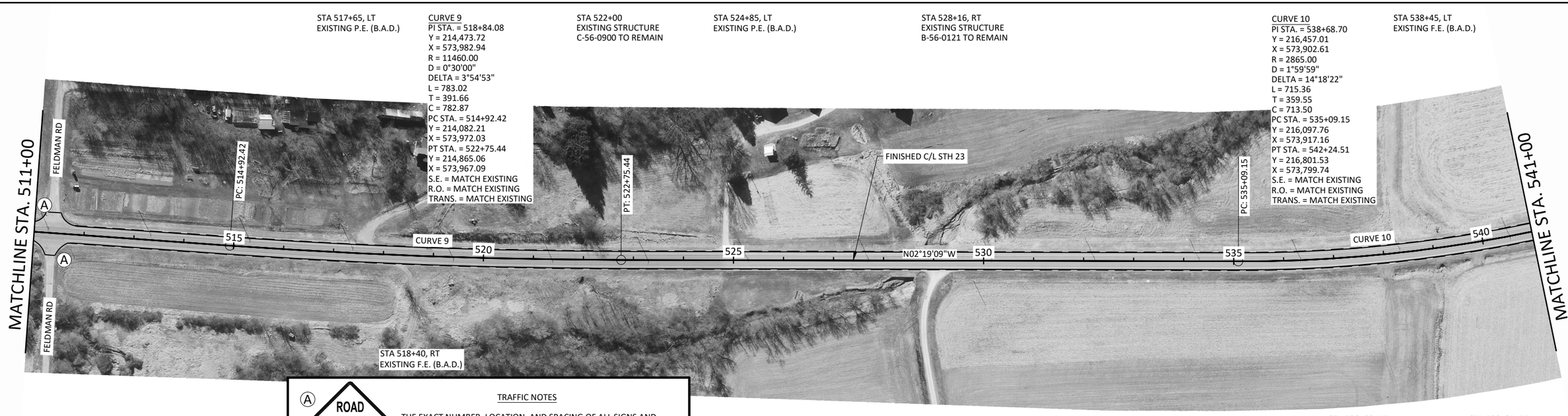
STA 506+10, LT
EXISTING P.E. (B.A.D.)

STA 505+48
EXISTING STRUCTURE
C-56-0899 TO REMAIN

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	PLAN DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\DETAILS\W11655_PLAN DETAILS.DWG
PLOT DATE : 3/11/2025 8:34:58 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:200 FT
LAYOUT : SHEET - (4)

2



TRAFFIC NOTES

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

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

FOR MOVING OPERATION STA. 274+67.27 TO STA. 515+15.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

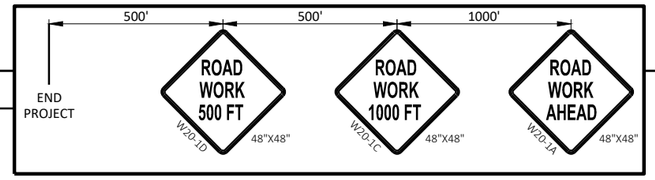
SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT.

SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES.

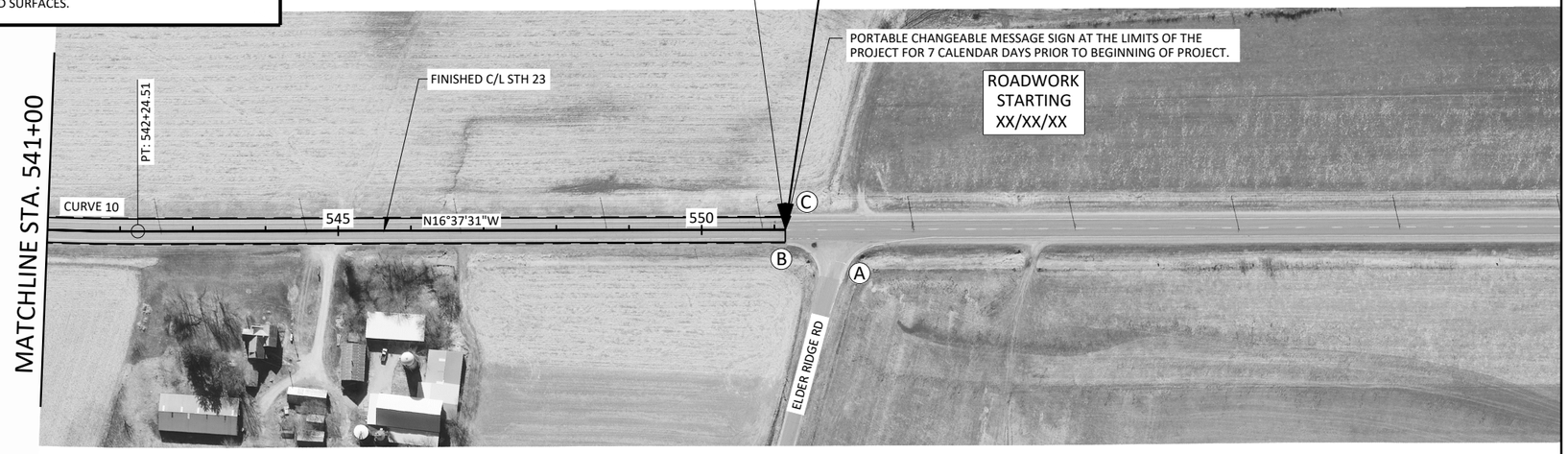
(A) ROAD WORK AHEAD — 48"X48" — W20-1A

(B) END ROAD WORK — G20-2A — 48"X24"

(C) ROAD WORK NEXT 5 MILES — G20-1 — 60"X24"



END PROJECT
STA 551+15.00
Y = 217,654.80
X = 573,544.96



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	PLAN DETAILS	SHEET 33	E

Estimate Of Quantities

5080-09-75

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	1.000	1.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	530.000	530.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	107,450.000	107,450.000
0008	204.0150	Removing Curb & Gutter	LF	2,430.000	2,430.000
0010	204.0165	Removing Guardrail	LF	2,880.000	2,880.000
0012	205.0100	Excavation Common	CY	630.000	630.000
0014	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5080-09-75	EACH	1.000	1.000
0016	213.0100	Finishing Roadway (project) 01. 5080-09-75	EACH	1.000	1.000
0018	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,900.000	3,900.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,120.000	3,120.000
0022	455.0605	Tack Coat	GAL	13,000.000	13,000.000
0024	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0026	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0028	460.2005	Incentive Density PWL HMA Pavement	DOL	16,800.000	16,800.000
0030	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	5,780.000	5,780.000
0032	460.2010	Incentive Air Voids HMA Pavement	DOL	16,800.000	16,800.000
0034	460.6223	HMA Pavement 3 MT 58-28 S	TON	13,700.000	13,700.000
0036	460.6224	HMA Pavement 4 MT 58-28 S	TON	10,650.000	10,650.000
0038	465.0105	Asphaltic Surface	TON	970.000	970.000
0040	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	300.000	300.000
0042	465.0315	Asphaltic Flumes	SY	110.000	110.000
0044	465.0520	Asphaltic Rumble Strips, Shoulder	LF	44,760.000	44,760.000
0046	465.0560	Asphaltic Rumble Strips, Centerline	LF	24,360.000	24,360.000
0048	520.9700.S	Culvert Pipe Liners (size) 01. 30-Inch	LF	130.000	130.000
0050	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	2.000	2.000
0052	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	2.000	2.000
0054	521.3136	Culvert Pipe Corrugated Steel 36-Inch	LF	18.000	18.000
0056	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	3,460.000	3,460.000
0058	606.0300	Riprap Heavy	CY	67.000	67.000
0060	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0062	614.0010	Barrier System Grading Shaping Finishing	EACH	3.000	3.000
0064	614.2330	MGS Guardrail 3 K	LF	2,550.000	2,550.000
0066	614.2610	MGS Guardrail Terminal EAT	EACH	6.000	6.000
0068	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5080-09-75	EACH	1.000	1.000
0070	619.1000	Mobilization	EACH	1.000	1.000
0072	624.0100	Water	MGAL	150.000	150.000
0074	625.0500	Salvaged Topsoil	SY	4,920.000	4,920.000
0076	627.0200	Mulching	SY	860.000	860.000
0078	628.1504	Silt Fence	LF	4,400.000	4,400.000
0080	628.1520	Silt Fence Maintenance	LF	8,800.000	8,800.000
0082	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0084	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0086	628.2004	Erosion Mat Class I Type B	SY	4,050.000	4,050.000
0088	628.2023	Erosion Mat Class II Type B	SY	40.000	40.000
0090	628.7005	Inlet Protection Type A	EACH	2.000	2.000
0092	628.7015	Inlet Protection Type C	EACH	2.000	2.000
0094	628.7504	Temporary Ditch Checks	LF	160.000	160.000
0096	628.7555	Culvert Pipe Checks	EACH	17.000	17.000
0098	629.0210	Fertilizer Type B	CWT	3.100	3.100

5080-09-75

Line	Item	Item Description	Unit	Total	Qty
0100	630.0130	Seeding Mixture No. 30	LB	220.000	220.000
0102	630.0200	Seeding Temporary	LB	135.000	135.000
0104	630.0500	Seed Water	MGAL	130.000	130.000
0106	633.5200	Markers Culvert End	EACH	2.000	2.000
0108	638.2102	Moving Signs Type II	EACH	11.000	11.000
0110	638.4000	Moving Small Sign Supports	EACH	10.000	10.000
0112	642.5001	Field Office Type B	EACH	1.000	1.000
0114	643.0300	Traffic Control Drums	DAY	1,950.000	1,950.000
0116	643.0420	Traffic Control Barricades Type III	DAY	360.000	360.000
0118	643.0705	Traffic Control Warning Lights Type A	DAY	720.000	720.000
0120	643.0900	Traffic Control Signs	DAY	2,310.000	2,310.000
0122	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0124	643.3165	Temporary Marking Line Paint 6-Inch	LF	42,650.000	42,650.000
0126	643.5000	Traffic Control	EACH	1.000	1.000
0128	645.0120	Geotextile Type HR	SY	195.000	195.000
0130	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	96,630.000	96,630.000
0132	646.6120	Marking Stop Line Epoxy 18-Inch	LF	80.000	80.000
0134	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,460.000	3,460.000
0136	650.8000	Construction Staking Resurfacing Reference	LF	25,960.000	25,960.000
0138	650.9911	Construction Staking Supplemental Control (project) 01. 5080-09-75	EACH	1.000	1.000
0140	650.9920	Construction Staking Slope Stakes	LF	3,460.000	3,460.000
0142	690.0150	Sawing Asphalt	LF	7,470.000	7,470.000
0144	740.0440	Incentive IRI Ride	DOL	20,950.000	20,950.000
0146	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0148	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,320.000	1,320.000
0150	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	8,600.000	8,600.000

3

GRUBBING

STATION - STATION	LOCATION	201.0205 (STA)
435+50 - 436+50	MAINLINE, RT	1

REMOVING GUARDRAIL

STATION - STATION	LOCATION	204.0165 (LF)
306+06 - 316+02	MAINLINE, RT.	1,000
454+02 - 468+15	MAINLINE, LT.	1,420
492+02 - 497+00	MAINLINE , RT.	460
	TOTAL =	2,880

REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION	204.0115 (SY)
STA. 277+04.80	20
W FELDMAN ROAD	250
E FELDMAN ROAD	200
STA. 465+00	20
STA. 479+50	20
STA. 551+15	20
TOTAL=	530

REMOVING ASPHALTIC SURFACE MILLING

STATION - STATION	LOCATION	204.0120 (SY)
277+04.80 - 279+00	MAINLINE	1,000
279+00 - 329+80	MAINLINE	20,200
329+80 - 420+98	MAINLINE	36,200
420+98 - 436+24	MAINLINE	8,200
436+24 - 447+52	MAINLINE	6,100
447+52 - 465+00	MAINLINE	6,850
479+50 - 551+15	MAINLINE	28,900
	TOTAL =	107,450

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 LF
200'A'+13 - 200'A'+50	OHIO ROAD, RT.	70
200'A'+24 - 200'A'+62	OHIO ROAD, LT.	70
300'B'+10 - 300'B'+50	ELI VALLEY ROAD, LT.	75
300'B'+18 - 300'B'+60	ELI VALLEY ROAD, RT.	65
430+39 - 433+78	MAINLINE, LT.	340
400'C'+00 - 400'C'+67	HIGHLAND ROAD	100
435+78 - 447+52	MAINLINE, RT.	1180
459+72 - 465+00	MAINLINE, LT.	530
	TOTAL =	2,430

3

EARTHWORK SUMMARY

STATION - STATION	LOCATION	205.0100 COMMON EXCAVATION CUT (1) (4) (CY)	AVAILABLE MATERIAL (CY) (2)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) FACTOR 1.25	MASS ORDINATE +/- (CY) (3)	WASTE (CY)
200'A'+18.06 - 200'A'+76.19	A'-LINE (OHIO ROAD)	105	105	-	-	105	105
300'B'+00.00 - 300'B'+56.09	B'-LINE (ELI VALLEY ROAD)	93	93	-	-	93	93
400'C'+00.00 - 400'C'+75.69	C'-LINE (HIGHLAND ROAD)	160	160	-	-	160	160
-	DRIVEWAYS	272	272	-	-	272	272
	TOTALS =	630	630	0	0	630	630

NOTES:
1.) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT
2.) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
3.) THE MASS ORDINATE+ OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE CATEGORY. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE CATEGORY.
4.) ADDITIONAL EARTHWORK IN GUARDRAIL AREAS, PAID FOR UNDER THE BARRIER SYSTEM GRADING SHAPING FINISHING

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)
277+04.80 - 279+00	MAINLINE	45	-
279+00 - 329+80	MAINLINE	490	-
304+75 - 317+17	MAINLINE, GUARDRAIL LT.	135	900
329+80 - 420+98	MAINLINE	875	-
420+98 - 436+24	MAINLINE	150	-
436+24 - 447+52	MAINLINE, LT.	110	-
454+00 - 467+57	MAINLINE, GUARDRAIL RT.	125	980
447+52 - 465+00	MAINLINE	170	-
491+30 - 496+78	MAINLINE, GUARDRAIL RT.	80	490
479+50 - 551+15	MAINLINE	690	-
200'A'+18.06 - 200'A'+76.19	OHIO ROAD	-	220
300'B'+00 - 300'B'+56.09	ELI VALLEY ROAD	-	200
400'C'+00 - 400'C'+75.69	HIGHLAND ROAD	-	330
-	DRIVEWAYS	1,030	-
	TOTALS =	3,900	3,120

HMA PAVEMENT

STATION - STATION	LOCATION	211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING (01. 5080-09-75) (EACH)	455.0605 TACK COAT (GAL)	460.6223 HMA PAVEMENT 3 MT 58-28 S (TON)	460.6224 HMA PAVEMENT 4 MT 58-28 S (TON)	465.0105 ASPHALTIC SURFACE (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING (SY)
277+04.80 - 420+98	MAINLINE	-	7,000	7,400	5,700	-	-	-
420+98 - 447+52	MAINLINE WITH CLIMBING LANE	-	1,700	1,800	1,400	-	-	-
447+52 - 465+00	MAINLINE	-	850	900	700	-	-	-
479+50 - 551+15	MAINLINE	-	3,450	3,600	2,850	-	-	-
-	DRIVEWAYS	-	-	-	-	-	300	-
277+04.80 - 551+15	PROJECT	1	-	-	-	970	-	8,600
	TOTALS =	1	13,000	13,700	10,650	970	300	8,600

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
12 foot Driving Lanes	277+04.80 - 465+00, 479+50 - 551+15	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	7,560	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lanes	277+04.80 - 465+00, 479+50 - 551+15	Lower Layer	Milled Existing HMA Surface	3 MT 58-28 S	9,720	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Shoulders, Side Roads	277+04.80 - 465+00, 479+50 - 551+15	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	3,155	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive or disincentive
Shoulders, Side Roads	277+04.80 - 465+00, 479+50 - 551+15	Lower Layer	Milled Existing HMA Surface	3 MT 58-28 S	2,975	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive or disincentive
Shoulders, Side Roads	305+47.00 - 316+45.00, LT., 454+00.00 - 467+89.00, RT., 491+30.00 - 497+59.00, RT., 200'A'+18.06 - 200'A'+76.19, 300'B'+00.00 - 300'B'+56.09, 400'C'+00.00 - 400'C'+75.69,	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	235	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive or disincentive
Shoulders, Side Roads	305+47.00 - 316+45.00, LT., 454+00.00 - 467+89.00, RT., 491+30.00 - 497+59.00, RT., 200'A'+18.06 - 200'A'+76.19, 300'B'+00.00 - 300'B'+56.09, 400'C'+00.00 - 400'C'+75.69,	Lower Layer	Base Aggregate	3 MT 58-28 S	305	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive or disincentive

ASPHALTIC FLUMES

STATION	LOCATION	465.0315 (SY)
330+16	MAINLINE, RT.	10
331+07	MAINLINE, RT.	10
363+27	MAINLINE, LT.	10
363+58	MAINLINE, LT.	10
430+24	MAINLINE, LT.	10
434+75	MAINLINE, RT.	10
435+90	MAINLINE, RT.	10
441+37	MAINLINE, LT.	10
447+18	MAINLINE, LT.	10
447+65	MAINLINE, RT.	10
456+37	MAINLINE, LT.	10
	TOTAL =	110

ASPHALTIC RUMBLE STRIPS

STATION - STATION	LOCATION	* 465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER (LF)	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE (LF)
277+04.80 - 422+00	MAINLINE	22,070	13,700
422+00 - 439+00	MAINLINE	-	1,700
439+00 - 465+00	MAINLINE	9,540	2,420
479+50 - 551+15	MAINLINE	13,150	6,540
	TOTALS =	44,760	24,360

* SHOULDER RUMBLE STRIPS TO BE EXCLUDED FROM STA. 422+00 - STA. 439+00 DUE TO SLOPES GREATER THAN 4.0% FOR MORE THAN 500'

CONCRETE CURB & GUTTER

STATION-STATION	LOCATION	601.0557 36-INCH TYPE D (LF)
430+39 - 433+78	MAINLINE, LT.	340
435+78 - 447+52	MAINLINE, RT.	1140
441+52+447+03	MAINLINE, LT.	550
451+51 - 456+22	MAINLINE, LT.	470
459+72 - 465+00	MAINLINE, LT.	535
200'A'+24 - 200'A'+68	OHIO ROAD, LT.	70
200'A'+13 - 200'A'+58	OHIO ROAD, RT.	65
300'B'+18 - 300'B'+61	ELI VALLEY ROAD, RT.	75
300'B'+08-300'B'+50	ELI VALLEY ROAD, LT.	60
400'C'+00 - 400'C'+70	HIGHLAND ROAD, LT.	155
	TOTALS =	3,460

CULVERT PIPE

STATION	LOCATION	520.9700.S CULVERT PIPE LINERS 30-INCH (LF)	520.9750.S CLEANING CULVERT PIPES FOR LINER VERIFICATION (EACH)	521.1036 APRON ENDWALLS FOR CULVERT PIPE 36-INCH (EACH)	521.3136 CULVERT PIPE CORRUGATED STEEL 36-INCH (LF)	633.5200 MARKERS CULVERT END (EACH)
381+91	MAINLINE, 2-PIPES	130	2	-	-	-
433+72	MAINLINE, LT.	-	-	-	-	1
487+48	MAINLINE, RT.	-	-	-	-	1
400'C'+58	HIGHLAND ROAD, LT.	-	-	1	10	-
400'C'+58	HIGHLAND ROAD, RT.	-	-	1	8	-
	TOTALS =	130	2	2	18	2

MINIMUM THICKNESS (INCHES)

PIPE SIZE	STEEL	ALUMINUM
36-INCH	0.079	0.105

RIPRAP & GEOTEXTILE

STATION	LOCATION	606.0300 RIPRAP HEAVY (CY)	645.0120 GEOTEXTILE TYPE HR (SY)
366+91	MAINLINE, LT.	6	20
377+44	MAINLINE, LT.	6	20
430+24	MAINLINE, LT.	6	20
434+75	MAINLINE, RT.	27	60
435+90	MAINLINE, RT.	4	15
441+37	MAINLINE, LT.	6	20
447+18	MAINLINE, LT.	6	20
456+38	MAINLINE, LT.	6	20
	TOTALS =	67	195

WATER

LOCATION	624.0100 (MGAL)
PROJECT	150
TOTAL =	150

BARRIER SYSTEM GRADING SHAPING FINISHING

FOR INFORMATIONAL PURPOSES ONLY

STA. - STA.	LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING (EACH)	EXCAVATION COMMON (CY)	SALVAGED TOPSOIL (SY)	EROSION MAT URBAN CLASS I TYPE B (SY)	FERTILIZER TYPE B (CWT)	SEEDING MIXTURE NO. 30 (LB)	SEED WATER (MGAL)	CONSTRUCTION STAKING BASE (LF)	CONSTRUCTION STAKING SLOPE STAKES (LF)
304+75 - 317+17	MAINLINE, LT.	1	215	2682	2700	1.5	125	69	1010	1010
454+00 - 468+07	MAINLINE, RT.	1	650	2298	2298	1.5	118	65	1430	1430
490+66 - 497+83	MAINLINE, RT.	1	137	1386	1386	0.8	67	38	510	510
	TOTALS =	3	1,002	6,366	6,384	3.8	310	172	2,950	2,950

GUARDRAIL

STATION-STATION	LOCATION	614.2330 MGS GUARDRAIL 3 K (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)
306+11 - 306+64	MAINLINE, LT.	-	1
306+61 - 315+47	MAINLINE, LT.	887.5	-
315+47 - 316+00	MAINLINE, LT.	-	1
454+00 - 454+53	MAINLINE, RT.	-	1
454+53 - 467+04	MAINLINE, RT.	1262.5	-
467+04 - 467+57	MAINLINE, RT.	-	1
491+75 - 492+28	MAINLINE, RT.	-	1
492+28 - 496+29	MAINLINE, RT.	400	-
496+28 - 496+78	MAINLINE, RT.	-	1
	TOTALS =	2,550	6

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
304+75 - 316+25	MAINLINE, LT.	1,300	2,600
453+85 - 468+07	MAINLINE, RT.	1,500	3,000
491+25 - 497+60	MAINLINE, RT.	700	1,400
UNDISTRIBUTED	PROJECT	900	1,800
	TOTALS =	4,400	8,800

FINISHING ITEMS

STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	628.2004 EROSION MAT CLASS I TYPE B (SY)	628.2023 EROSION MAT CLASS II TYPE B (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0500 SEED WATER (MGAL)
330+16	MAINLINE, RT.	-	-	-	8	-	-	-	-
331+07	MAINLINE, RT.	-	-	-	8	-	-	-	-
363+27	MAINLINE, LT.	-	-	-	8	-	-	-	-
363+58	MAINLINE, LT.	-	-	-	8	-	-	-	-
430+39 - 433+78	MAINLINE, LT.	290	-	290	-	0.2	13.0	7.8	7.2
436+24 - 447+52	MAINLINE, RT.	1080	-	1080	-	0.6	50.0	29	28
441+52 - 447+03	MAINLINE, LT.	670	-	670	-	0.4	30.0	18	18
447+65	MAINLINE, RT.	-	-	-	8	-	-	-	-
451+51 - 456+22	MAINLINE, LT.	580	-	580	-	0.3	25.0	16	16
459+72 - 465+00	MAINLINE, LT.	525	-	525	-	0.3	25.0	16	16
200'A'+18.06 - 200'A'+76.19	OHIO ROAD	220	220	-	-	0.1	10.0	5.9	5.5
300'B'+00 - 300'B'+56.09	ELI VALLEY ROAD	205	205	-	-	0.1	9.0	5.5	5.1
400'C'+00 - 400'C'+75.69	HIGHLAND ROAD	205	205	-	-	0.1	9.0	5.5	5.1
UNDISTRIBUTED	PROJECT	1,145	230	905	-	1.0	49.0	31.0	29.0
	TOTALS=	4,920	860	4,050	40	3.1	220	135	130

ADJUSTING INLETS

STATION - STATION	LOCATION	611.8115 ADJUSTING INLET COVERS (EACH)	628.7005 INLET PROTECTION TYPE A (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)
463+40	MAINLINE, LT.	1	1	1
463+48	MAINLINE, LT.	1	1	1
	TOTALS =	2	2	2

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
5760-00-72	6	4
TOTAL =	6	4

3

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
430+06	MAINLINE, LT.	10
430+55	MAINLINE, LT.	10
431+26	MAINLINE, LT.	10
433+79	MAINLINE, LT.	15
434+53	MAINLINE, RT.	10
437+00	MAINLINE, RT.	15
437+86	MAINLINE, RT.	10
441+15	MAINLINE, LT.	10
447+32	MAINLINE, LT.	10
447+84	MAINLINE, RT.	10
456+50	MAINLINE, LT.	15
UNDISTRIBUTED	PROJECT	35
	TOTAL =	160

CULVERT PIPE CHECKS

STATION	LOCATION	628.7555 (EACH)
381+91	MAINLINE, 2 PIPES	10
400'C'+58	HIGHLAND ROAD	7
	TOTAL =	17

PERMANENT SIGNING

APPROX. STATION	LOCATION	POSITIION	SIGN CODE	SIGN DESCRIPTION	638.2102 MOVING SIGNS TYPE II (EACH)	638.4000 MOVING SMALL SIGN SUPPORTS (EACH)
442+60	MAINLINE	RIGHT	W9-1R	RIGHT LANE ENDS	1	1
445+00	MAINLINE	RIGHT	W4-2R	LANE ENDS	1	1
445+00	MAINLINE	LEFT	W4-2R	LANE ENDS	1	1
455+00	MAINLINE	LEFT	-	ONCOMING TRAFFIC	1	1
460+00	MAINLINE	RIGHT	M1-5A	JCT/CTH W	1	1
200'A'+53	OHIO ROAD	RIGHT	R1-1	STOP	1	1
200'A'+53	OHIO ROAD	RIGHT	D1-1	DESTINATION	1	-
300'B'+28	ELI VALLY ROAD	LEFT	D1-1	DESTINATION	1	1
300'B'+30	ELI VALLY ROAD	RIGHT	R1-1	STOP	1	1
400'C'+45	HIGHLAND ROAD	RIGHT	R1-1	STOP	1	1
400'C'+50	HIGHLAND ROAD	RIGHT	D1-1	DESTINATION	1	1
				TOTALS =	11	10

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.5500 CURB GUTTER AND CURB & GUTTER (LF)	650.8000 RESURFACING REFERENCE (LF)	650.9911 SUPPLEMENTAL CONTROL (01. 5080-09-75) (EACH)	650.9920 SLOPE STAKES (LF)
381+91	MAINLINE, RT. & LT.	-	-	-	-
430+39 - 433+78	MAINLINE, LT.	340	-	-	340
435+78 - 447+52	MAINLINE, RT.	1140	-	-	1140
441+52 - 447+03	MAINLINE, LT.	550	-	-	550
451+51 - 456+22	MAINLINE, LT.	470	-	-	470
459+72 - 465+00	MAINLINE, LT.	535	-	-	535
200'A'+24 - 200'A'+68	OHIO ROAD, LT.	70	-	-	70
200'A'+13 - 200'A'+58	OHIO ROAD, RT.	65	-	-	65
300'B'+18 - 300'B'+61	ELI VALLEY ROAD, RT.	75	-	-	75
300'B'+08 - 300'B'+50	ELI VALLEY ROAD, LT.	60	-	-	60
400'C'+00 - 400'C'+70	HIGHLAND ROAD, LT.	155	-	-	155
400'C'+58	HIGHLAND ROAD, RT. & LT.	-	-	-	-
277+04.80 - 465+00	PROJECT	-	18,795	1	-
479+50 - 551+15	PROJECT	-	7,165	-	-
	TOTALS =	3,460	25,960	1	3,460

3

PAVEMENT MARKING

STATION - STATION	LOCATION	DESCRIPTION	* 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW 4' SKIPS (LF)	* 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW SOLID (LF)	* 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW 12.5' SKIPS (LF)	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE SOLID (LF)	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW SOLID (LF)	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW 12.5' SKIPS (LF)	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE SOLID (LF)
277+04.80 - 279+35	MAINLINE	SB PASSING	-	470	120	-	470	120	-
279+35 - 289+20	MAINLINE	DOUBLE YELLOW	-	1,970	-	-	1,970	-	-
289+20 - 299+17	MAINLINE	NB PASSING	-	1,000	250	-	1,000	250	-
299+17 - 361+31	MAINLINE	DOUBLE YELLOW	-	12,500	-	-	12,500	-	-
361+31 - 372+80	MAINLINE	NB PASSING	-	1,150	290	-	1,150	290	-
372+80 - 397+19	MAINLINE	PASSING	-	-	610	-	-	610	-
397+19 - 408+06	MAINLINE	SB PASSING	-	1,100	275	-	1,100	275	-
408+06 - 422+50	MAINLINE	DOUBLE YELLOW	-	2,900	-	-	2,900	-	-
422+50 - 439+25	MAINLINE	SB PASSING	-	1,675	425	-	1,675	425	-
439+25 - 465+00	MAINLINE	DOUBLE YELLOW	-	5,175	-	-	-	-	-
479+50 - 499+83	MAINLINE	DOUBLE YELLOW	-	4,080	-	-	-	-	-
439+25 - 499+83	MAINLINE	DOUBLE YELLOW	-	-	-	-	12,135	-	-
499+83 - 511+61	MAINLINE	NB PASSING	-	1,180	295	-	1,180	295	-
511+61 - 537+15	MAINLINE	PASSING	-	-	640	-	-	640	-
537+15 - 539+37	MAINLINE	SB PASSING	-	230	60	-	230	60	-
539+37 - 549+94	MAINLINE	NB PASSING	-	1,060	265	-	1,060	265	-
549+94 - 551+15	MAINLINE	PASSING	-	120	30	-	120	30	-
421+12 - 433+13	CLIMBING LANE	PASSING	-	-	305	-	-	305	-
436+32 - 447+27	CLIMBING LANE	PASSING	-	-	275	-	-	275	-
277+04.80 - 551+15	MAINLINE	WHITE EDGELINES	-	-	-	55,300	-	-	-
277+04.80 - 465+00	MAINLINE	TEMPORARY C/L	3,050	-	-	-	-	-	-
479+50 - 551+15	MAINLINE	TEMPORARY C/L	1,150	-	-	-	-	-	-
200'A'+42 - 200'A'+50	OHIO ROAD	STOPLINE	-	-	-	-	-	-	25
300'B'+30	ELI VALLEY ROAD	STOPLINE	-	-	-	-	-	-	20
400'C'+57 - 400'C'+62	HIGHLAND ROAD	STOPLINE	-	-	-	-	-	-	15
-	ELDER RIDGE ROAD	STOPLINE	-	-	-	-	-	-	20
		SUBTOTALS =	4,200	34,610	3,840	55,300	37,490	3,840	80
		TOTALS=		42,650			96,630		80

* TWO APPLICATIONS. SEE CONSTRUCTION DETAILS: PAVING SEQUENCE OF OPERATIONS FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL

LOCATION	643.0300 DRUMS (DAY)	643.0420 BARRICADES TYPE III (DAY)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0900 SIGNS (DAY)	643.1050 PCMS (DAY)	643.5000 TRAFFIC CONTROL (EACH)
PROJECT	1,950	360	720	2,310	14	1
TOTALS =	1,950	360	720	2,310	14	1

SAWING ITEMS

STATION - STATION	LOCATION	690.0150 SAWING ASPHALT (LF)
277+04.80	BEGIN PROJECT	35
305+47 - 316+45	BEAMGUARD - MAINLINE, LT.	1130
430+39 - 434+08	MAINLINE, LT.	380
434+80 - 447+91	MAINLINE, RT.	1350
441+11 - 447+45	MAINLINE, LT.	660
451+20 - 456+64	MAINLINE, LT.	560
453+88 - 467+89	BEAMGUARD - MAINLINE, RT.	1450
459+41 - 465+00	MAINLINE, LT.	525
465+00	MAINLINE, LT.	-
491+30 - 497+59	MAINLINE, RT.	650
-	OHIO ROAD	155
-	ELI VALLEY ROAD	145
-	HIGHLAND ROAD	30
-	DRIVEWAYS	400
	TOTAL=	7,470

DOCUMENT #: 1256673
Recorded: 11-29-2023 at 2:53 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 cally

TRANSPORTATION PROJECT PLAT NO: 5080-09-20 - 4.01

PART OF THE SE¼ OF THE NW¼ OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 4 EAST, TOWN OF FRANKLIN, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, CTH GG TO ELDER RIDGE ROAD, 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.

SIXTEENTH LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

EXISTING STH 23 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-04-21 AND THE CENTERLINE OF STH 23 AS PRESENTLY TRAVELED, CSM 1136,V.5, P.1136, DOC. 443557, LOT 1 CSM 6727, DOC. 1173566, PLAT OF SURVEY C-1-73-42, AND FOUND MONUMENTS.

FOUND IRON PINS ARE 1" REBAR, UNLESS OTHERWISE NOTED.

FOUND MONUMENT INFORMATION SHOWN REPRESENT TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

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.

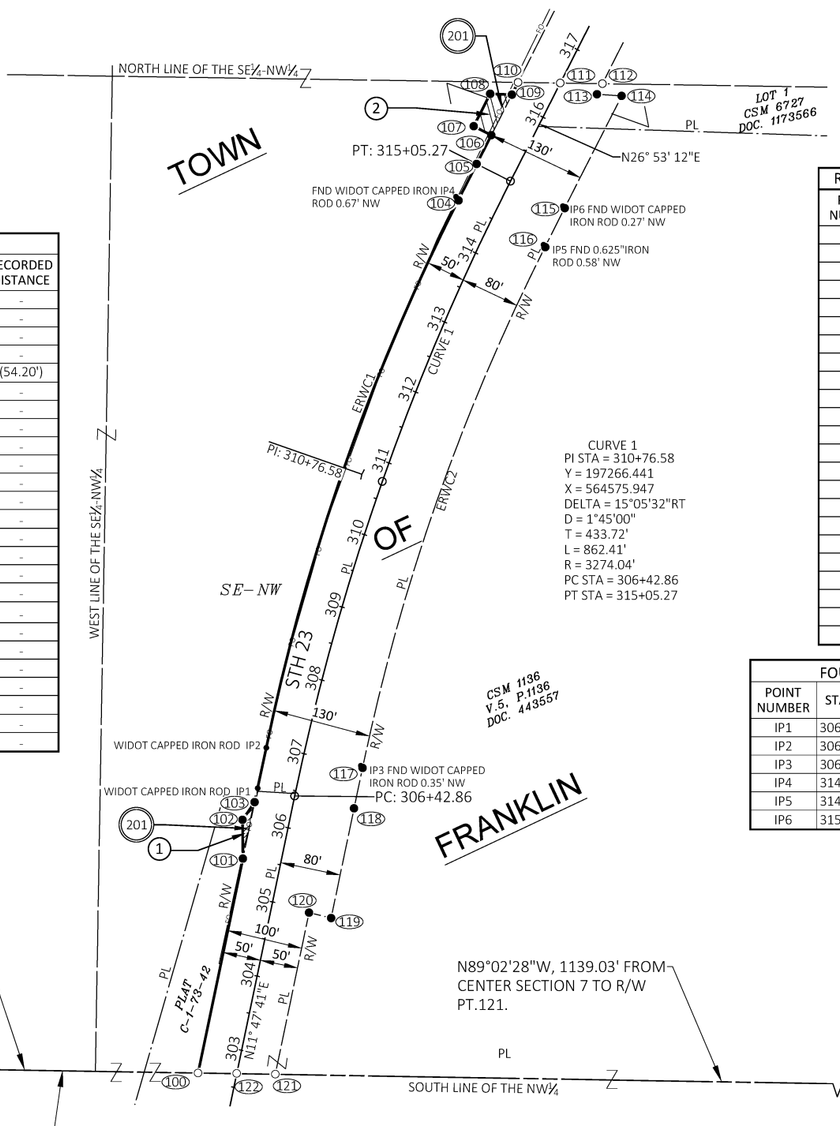
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5080-09-20-4.01
SHEET 1 OF 2

GN

SCALE, FEET
0 100' 200'

PLOT SCALE : 1 IN. : 100 FT.



CURVE 1
PI STA = 310+76.58
Y = 197266.441
X = 564575.947
DELTA = 15°05'32"RT
D = 1°45'00"
T = 433.72'
L = 862.41'
R = 3274.04'
PC STA = 306+42.86
PT STA = 315+05.27

R/W COURSE TABLE				
POINT TO POINT	MEASURED COURSE	MEASURE DISTANCE	RECORDED COURSE	RECORDED DISTANCE
100 TO 101	N11° 47' 41"E	289.18'	-	-
101 TO 102	N00° 36' 46"W	51.19'	-	-
102 TO 103	N34° 43' 29"E	28.23'	-	-
103 TO IP1	N11° 47' 44"E	18.86'	-	-
IP1 TO IP2	N12° 01' 07"E	54.63'	(N11°42'12"E)	(54.20')
IP2 TO 104	(SEE ERWC1)		-	-
104 TO 105	N26° 25' 24"E	53.77'	-	-
105 TO 106	N26° 53' 12"E	42.73'	-	-
106 TO 107	N63° 07' 02"W	26.00'	-	-
107 TO 108	N26° 53' 13"E	48.01'	-	-
108 TO 109	S87° 52' 42"E	28.63'	-	-
109 TO 110	N26° 53' 12"E	18.07'	-	-
110 TO 111	S89° 07' 08"E	55.63'	-	-
111 TO 112	S89° 07' 08"E	55.63'	-	-
112 TO 113	S26° 53' 12"W	15.69'	-	-
113 TO 114	S86° 08' 20"E	32.60'	-	-
114 TO 115	S26° 53' 12"W	166.11'	-	-
115 TO 116	S26° 25' 24"W	57.39'	-	-
116 TO 117	(SEE ERWC2)		-	-
117 TO 118	S12° 01' 07"W	54.46'	-	-
118 TO 119	S11° 47' 41"W	147.86'	-	-
119 TO 120	N76° 17' 46"W	30.05'	-	-
120 TO 121	S11° 47' 41"W	218.04'	-	-
121 TO 122	N89° 02' 28"W	50.91'	-	-
122 TO 100	N89° 02' 28"W	50.91'	-	-

R/W MONUMENTS TABLE		
POINT NUMBER	STATION	OFFSET
100	302+58.82	50.00'LT
101	305+48.00	50.00'LT
102	305+98.00	61.00'LT
103	306+24.00	50.00'LT
104	314+52.30	50.00'LT
105	315+05.27	50.00'LT
106	315+48.00	50.00'LT
107	315+48.00	76.00'LT
108	315+96.00	76.00'LT
109	316+08.00	50.00'LT
110	316+26.07	50.00'LT
111	316+50.46	0.00'RT
112	316+74.84	50.00'RT
113	316+59.16	50.00'RT
114	316+71.91	80.00'RT
115	315+05.71	80.00'RT
116	314+46.99	80.00'RT
117	306+98.65	80.00'RT
118	306+42.86	80.00'RT
119	304+95.00	80.00'RT
120	304+96.00	50.00'RT
121	302+77.96	50.00'RT
122	302+68.39	0.00'RT

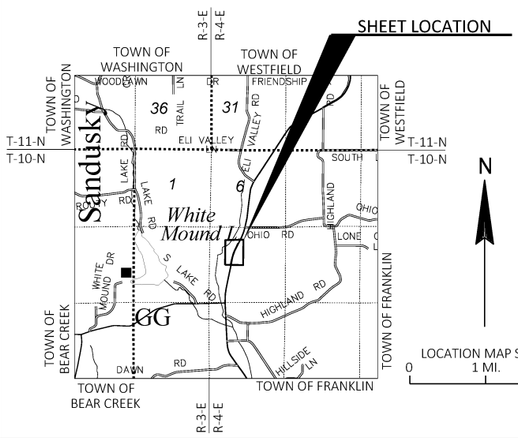
FOUND MONUMENTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
IP1	306+42.86	50.00'LT	196852.103	564438.349
IP2	306+96.67	50.24'LT	196905.538	564449.725
IP3	306+98.65	79.65'RT	196878.785	564576.842
IP4	314+52.32	50.68'LT	197628.036	564702.961
IP5	314+46.99	79.42'RT	197566.415	564817.658
IP6	315+05.71	79.72'RT	197617.613	564843.388

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
1	SAUK COUNTY SOIL AND WATER CONSERVATION DISTRICT	FEE	0.01	0.43	0.44	-
2	GREGORY W. OETZMAN, TRUSTEE OF THE GREGORY W. OETZMAN IRREVOCABLE TRUST, DATED DECEMBER 21, 2018	FEE	0.03	1.30	1.33	-

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.

ERWC1	
L=767.78'	
R=2876.48'	
DELTA=15°17'35"	
LCH=765.50'	(765.60')
LCB=N19°21'56"E	(N19°14'58"E)

ERWC2	
L=730.61'	(733.57')
R=2746.48'	
DELTA=15°14'30"	
LCH=728.46'	(731.45')
LCB=S19°19'59"W	(N19°14'58"E)



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
201	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE		
UTILITY NUMBER	OWNER (S)	LOCATED IN R/W PARCEL #'S
201	GTE NORTH INCORPORATED, 1 ROD EASEMENT DOC. 544607, REEL 522, IMAGE 590	1,2
201	GTE NORTH INCORPORATED, A WISCONSIN CORPORATION1 ROD EASEMENT DOC. 652775,	1,2

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: 11/29/2023
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

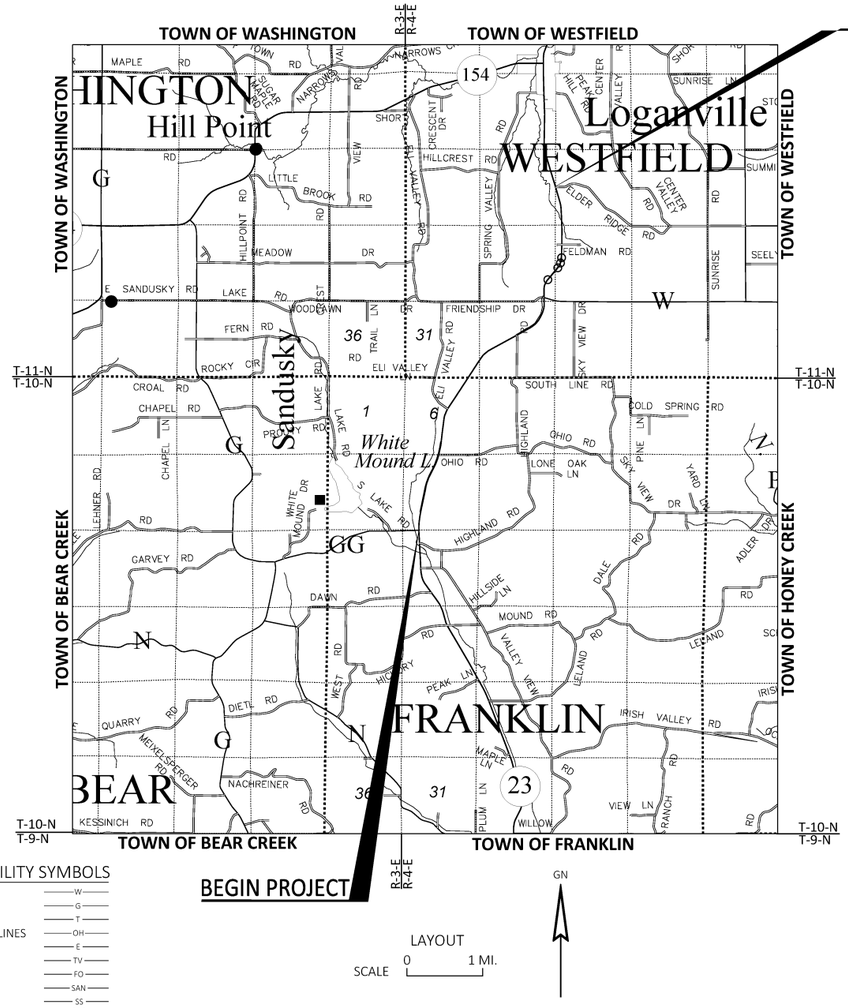
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 11/29/2023
PRINT NAME: CORY SCHLAGEL

PLOT BY: Anliker, Noah
PLOT DATE: 11/29/2023 12:22 PM
FILENAME: S:\Projects\W11655 WisDOT - STH 23 Sauk Co (CTH GG-Elder Ridge Rd)\RW\DWG\W11655_TPP.dwg
APPRAISAL PLAT DATE: 11-29-2023

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
5080-09-20
SPRING GREEN - REEDSBURG
CTH GG TO ELDER RIDGE ROAD
STH 23
SAUK COUNTY





CONVENTIONAL SYMBOLS

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

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

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

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

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

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5080-09-20

NOTES:

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

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

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

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\RW\DWG\W11655_TPP.DWG
LAYOUT NAME: TITLE
PLOT DATE : 5/23/2023 1:15 PM PLOT BY : ANLIKER, NOAH PLOT NAME : _____

DOCUMENT #: **1257091**
Recorded: 12-08-2023 at 11:58 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 cally

41

TRANSPORTATION PROJECT PLAT NO: 5080-09-20 - 4.02

PART OF THE NW¼ OF THE SW¼ OF SECTION 28, TOWNSHIP 11 NORTH, RANGE 4 EAST, TOWN OF WESTFIELD, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, CTH GG TO ELDER RIDGE ROAD, 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 5080-04-21 AND THE CENTERLINE OF STH 23 AS PRESENTLY TRAVELED, AND FOUND MONUMENTS.

FOUND IRON PINS ARE 1" REBAR, UNLESS OTHERWISE NOTED.

FOUND MONUMENT INFORMATION SHOWN REPRESENT TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

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 1256673

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5080-09-20-4.02

GN

SCALE, FEET
0 50' 100

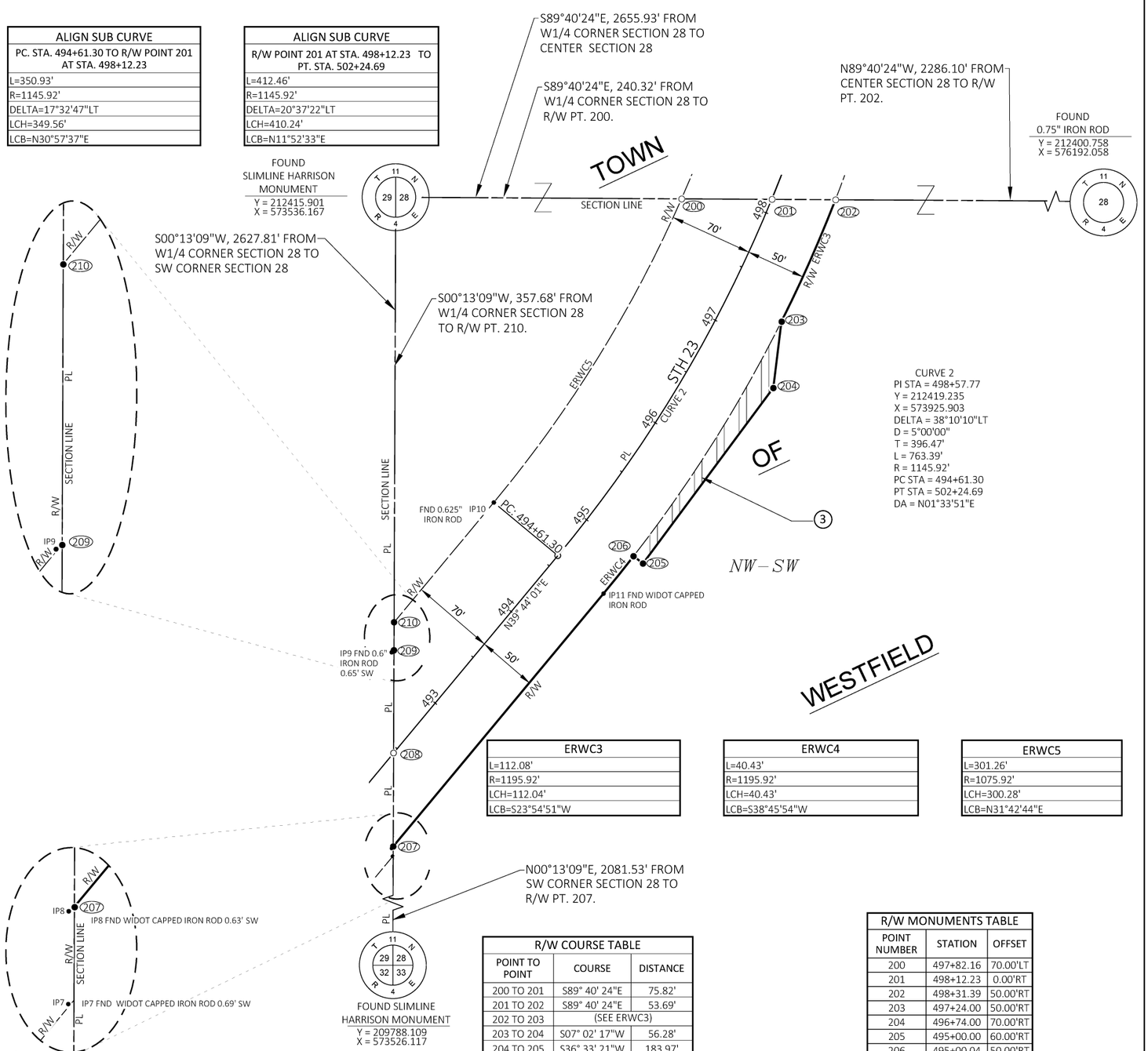
PLOT SCALE : 1 IN. : 50 FT.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
3	GRETCHEN O KRUSE	FEE	0.06	0.70	0.76	-

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.

ALIGN SUB CURVE
PC. STA. 494+61.30 TO R/W POINT 201 AT STA. 498+12.23
L=350.93'
R=1145.92'
DELTA=17°32'47"LT
LCH=349.56'
LCB=N30°57'37"E

ALIGN SUB CURVE
R/W POINT 201 AT STA. 498+12.23 TO PT. STA. 502+24.69
L=412.46'
R=1145.92'
DELTA=20°37'22"LT
LCH=410.24'
LCB=N11°52'33"E



CURVE 2
PI STA = 498+57.77
Y = 212419.235
X = 573925.903
DELTA = 38°10'10"LT
D = 5°00'00"
T = 396.47'
L = 763.39'
R = 1145.92'
PC STA = 494+61.30
PT STA = 502+24.69
DA = N01°33'51"E

ERWC3
L=112.08'
R=1195.92'
LCH=112.04'
LCB=S23°54'51"W

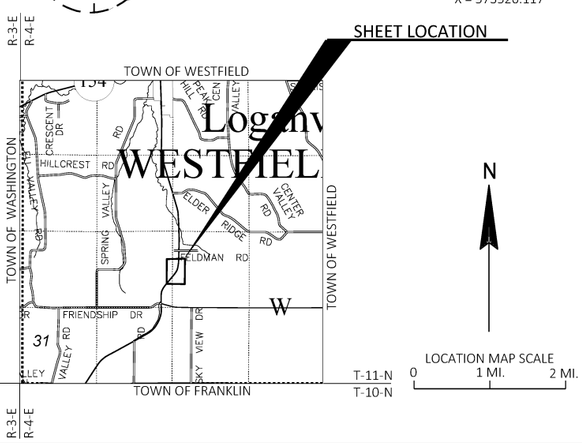
ERWC4
L=40.43'
R=1195.92'
LCH=40.43'
LCB=S38°45'54"W

ERWC5
L=301.26'
R=1075.92'
LCH=300.28'
LCB=N31°42'44"E

R/W COURSE TABLE		
POINT TO POINT	COURSE	DISTANCE
200 TO 201	S89° 40' 24"E	75.82'
201 TO 202	S89° 40' 24"E	53.69'
202 TO 203	(SEE ERWC3)	
203 TO 204	S07° 02' 17"W	56.28'
204 TO 205	S36° 33' 21"W	183.97'
205 TO 206	N51° 54' 36"W	10.00'
206 TO IP11	(SEE ERWC4)	
IP11 TO 207	S39° 44' 01"W	276.66'
207 TO 208	N00° 13' 09"E	78.58'
208 TO 209	N00° 13' 09"E	86.44'
209 TO 210	N00° 13' 09"E	23.58'
210 TO IP10	N39° 44' 01"E	131.16'
IP10 TO 200	(SEE ERWC5)	

R/W MONUMENTS TABLE		
POINT NUMBER	STATION	OFFSET
200	497+82.16	70.00'LT
201	498+12.23	0.00'RT
202	498+31.39	50.00'RT
203	497+24.00	50.00'RT
204	496+74.00	70.00'RT
205	495+00.00	60.00'RT
206	495+00.04	50.00'RT
207	491+84.64	50.00'RT
208	492+45.26	0.00'RT
209	493+11.95	55.00'LT
210	493+30.14	70.00'LT

FOUND MONUMENTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
IP7	491+78.77	55.15'RT	211861.375	573533.491
IP8	491+83.78	50.00'RT	211868.959	573533.528
IP9	493+12.22	54.65'LT	212034.182	573534.325
IP10	494+61.30	70.00'LT	212159.087	573618.642
IP11	494+61.30	50.00'RT	212082.381	573710.925



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: 11/30/2023
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: 12/6/2023
PRINT NAME: CORY SCHLAGEL

PLOT BY: Anliker, Noah
PLOT DATE: 11/30/2023 9:53 AM
FILENAME: S:\Projects\W11655 WisDOT - STH 23 Sauk Co (CTH GG-Elder Ridge Rd)\RW\DWG\W11655_TPP.dwg
APPRAISAL PLAT DATE: 11-30-2023

DOCUMENT #: 1271481
Recorded: 01-17-2025 at 10:04 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 cally

42

TRANSPORTATION PROJECT PLAT NO: 5080-09-20 – 4.01 AMENDMENT NO: 1

AMENDS PARCEL NO: 1 OF TRANSPORTATION PROJECT PLAT NO. 5080-09-20-4.01 RECORDED AS DOCUMENT NO: 1256673

PART OF THE SE¼ OF THE NW¼ OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 4 EAST, TOWN OF FRANKLIN, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 23, SPRING GREEN - REEDSBURG, CTH GG TO ELDER RIDGE ROAD, 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.

SIXTEENTH LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

EXISTING STH 23 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-04-21 AND THE CENTERLINE OF STH 23 AS PRESENTLY TRAVELED, CSM 1136,V.5, P.1136, DOC. 443557, LOT 1 CSM 6727, DOC. 1173566, PLAT OF SURVEY C-1-73-42, AND FOUND MONUMENTS.

FOUND IRON PINS ARE 1" REBAR, UNLESS OTHERWISE NOTED.

FOUND MONUMENT INFORMATION SHOWN REPRESENT TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

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 NO:1256673

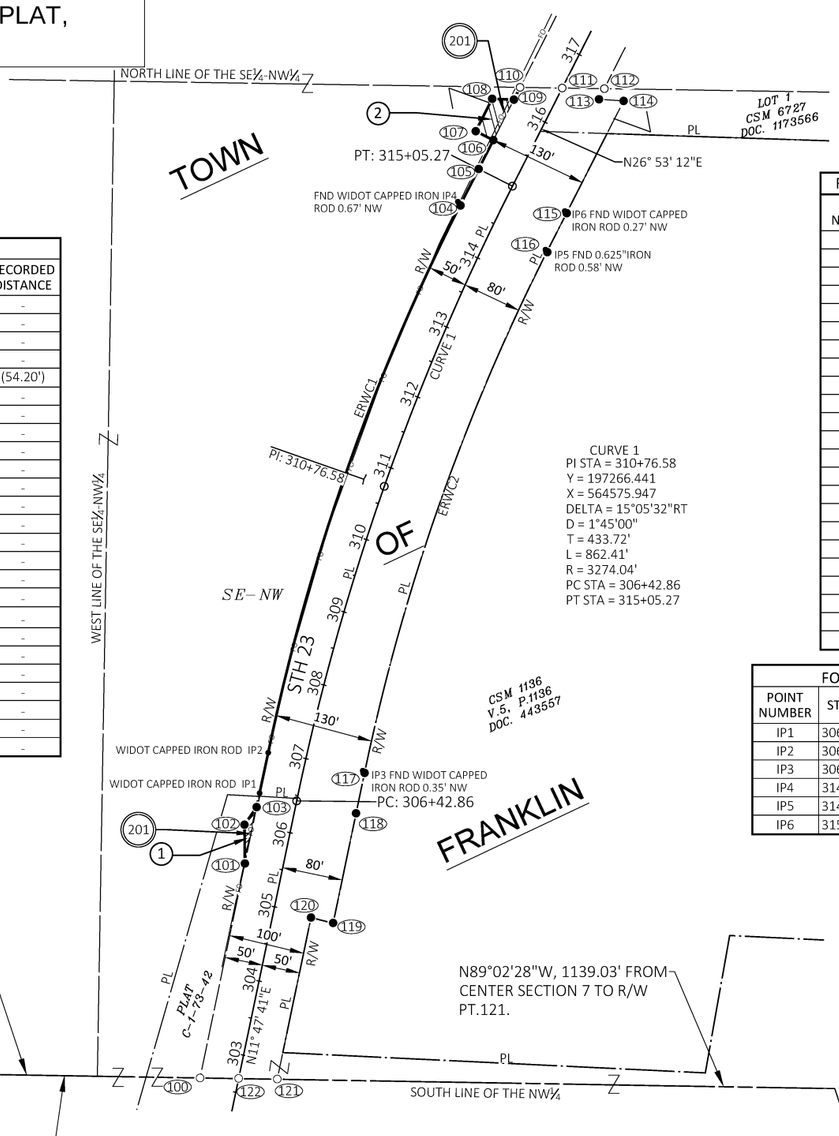
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5080-09-20-4.01 AMENDMENT NO: 1
SHEET 1 OF 1

GN

SCALE, FEET
0 100' 200'

PLOT SCALE : 1 IN. : 100 FT.
PLOT BY: Anliker, Noah
PLOT DATE: 1/15/2025 8:12 AM

NOTE: PARCEL 1 HAS BEEN ELIMINATED AS INDICATED ON VACATION ORDER TRANSPORTATION PROJECT PLAT, RECORDED DOCUMENT



R/W COURSE TABLE

POINT TO POINT	MEASURED COURSE	MEASURE DISTANCE	RECORDED COURSE	RECORDED DISTANCE
100 TO 101	N11° 47' 41"E	289.18'	-	-
101 TO 102	N00° 36' 46"W	51.19'	-	-
102 TO 103	N34° 43' 29"E	28.23'	-	-
103 TO IP1	N11° 47' 44"E	18.86'	-	-
IP1 TO IP2	N12° 01' 07"E	54.63'	(N11°42'12"E)	(54.20')
IP2 TO 104	(SEE ERWC1)		-	-
104 TO 105	N26° 25' 24"E	53.77'	-	-
105 TO 106	N26° 53' 12"E	42.73'	-	-
106 TO 107	N63° 07' 02"W	26.00'	-	-
107 TO 108	N26° 53' 13"E	48.01'	-	-
108 TO 109	S87° 52' 42"E	28.63'	-	-
109 TO 110	N26° 53' 12"E	18.07'	-	-
110 TO 111	S89° 07' 08"E	55.63'	-	-
111 TO 112	S89° 07' 08"E	55.63'	-	-
112 TO 113	S26° 53' 12"W	15.69'	-	-
113 TO 114	S86° 08' 20"E	32.60'	-	-
114 TO 115	S26° 53' 12"W	166.11'	-	-
115 TO 116	S26° 25' 24"W	57.39'	-	-
116 TO 117	(SEE ERWC2)		-	-
117 TO 118	S12° 01' 07"W	54.46'	-	-
118 TO 119	S11° 47' 41"W	147.86'	-	-
119 TO 120	N76° 17' 46"W	30.05'	-	-
120 TO 121	S11° 47' 41"W	218.04'	-	-
121 TO 122	N89° 02' 28"W	50.91'	-	-
122 TO 100	N89° 02' 28"W	50.91'	-	-

R/W MONUMENTS TABLE

POINT NUMBER	STATION	OFFSET
100	302+58.82	50.00'LT
101	305+48.00	50.00'LT
102	305+98.00	61.00'LT
103	306+24.00	50.00'LT
104	314+52.30	50.00'LT
105	315+05.27	50.00'LT
106	315+48.00	50.00'LT
107	315+48.00	76.00'LT
108	315+96.00	76.00'LT
109	316+08.00	50.00'LT
110	316+26.07	50.00'LT
111	316+50.46	0.00'RT
112	316+74.84	50.00'RT
113	316+59.16	50.00'RT
114	316+71.91	80.00'RT
115	315+05.71	80.00'RT
116	314+46.99	80.00'RT
117	306+98.65	80.00'RT
118	306+42.86	80.00'RT
119	304+95.00	80.00'RT
120	304+96.00	50.00'RT
121	302+77.96	50.00'RT
122	302+68.39	0.00'RT

CURVE 1
PI STA = 310+76.58
Y = 197266.441
X = 564575.947
DELTA = 15°05'32"RT
D = 1°45'00"
T = 433.72'
L = 862.41'
R = 3274.04'
PC STA = 306+42.86
PT STA = 315+05.27

FOUND MONUMENTS TABLE

POINT NUMBER	STATION	OFFSET	Y	X
IP1	306+42.86	50.00'LT	196852.103	564438.349
IP2	306+96.67	50.24'LT	196905.538	564449.725
IP3	306+98.65	79.65'RT	196878.785	564576.842
IP4	314+52.32	50.68'LT	197628.036	564702.961
IP5	314+46.99	79.42'RT	197566.415	564817.658
IP6	315+05.71	79.72'RT	197617.613	564843.388

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			HE ACRES
			NEW	EXISTING	TOTAL	
1	SAUK COUNTY SOIL AND WATER CONSERVATION DISTRICT	HE	-	-	-	0.01
2	GREGORY W. OETZMAN, TRUSTEE OF THE GREGORY W. OETZMAN IRREVOCABLE TRUST, DATED DECEMBER 21, 2018	FEE	0.03	1.30	1.33	-

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.

ERWC1

L=767.78'	
R=2876.48'	
DELTA=15°17'35"	
LCH=765.50'	(765.60')
LCB=N19°21'56"E	(N19°14'58"E)

ERWC2

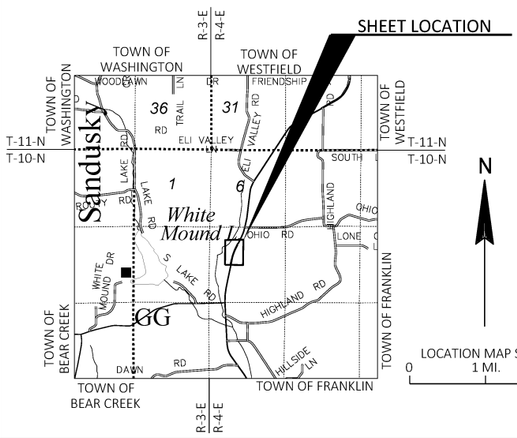
L=730.61'	(733.57')
R=2746.48'	
DELTA=15°14'30"	
LCH=728.46'	(731.45')
LCB=S19°19'59"W	(N19°14'58"E)

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
201	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE

UTILITY NUMBER	OWNER (S)	LOCATED IN R/W PARCEL #'S
201	GTE NORTH INCORPORATED, 1 ROD EASEMENT DOC. 544607, REEL 522, IMAGE 590	1,2
201	GTE NORTH INCORPORATED, A WISCONSIN CORPORATION1 ROD EASEMENT DOC. 652775,	1,2



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: 01/15/2025
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: Emily Hemling DATE: 01/15/2025
PRINT NAME: EMILY HEMLING

FILENAME: S:\Projects\W11655 WisDOT - STH 23 Sauk Co (CTH GG-Elder Ridge Rd)\RW\DWG\W11655_TPP.dwg
APPRAISAL PLAT DATE: 01-15-2025

Document Number
VACATION ORDER
TRANSPORTATION PROJECT PLAT
Wisconsin Department of Transportation
DT2222 4/2017 s.84.095(3)(b) Wis. Stats.

This Vacation Order applies to Transportation Project Plat 5080-09-20-4.01 Amendment No:1, recorded on 01/17/2025 as Document Number 1271481 in the Office of the Register of Deeds for Sauk County.

Whereas, parcel 1 of the above-described Transportation Project Plat has been determined to be unnecessary for transportation improvement project purposes, said parcel is vacated and rescinded.

Parcel 1 of Transportation Project Plat 5080-09-20 - 4.01 Amendment No: 1, recorded in Transportation Project Plats, as Document No. 1271481, recorded in Sauk County, Wisconsin. Property interests and rights of said Parcel 1 consist of:
Easement for highway purposes

This space is reserved for recording data

Return to
Joerg Feldbinder,
WisDOT - 3550 Mormon Coulee Rd
La Crosse, WI, 54601
office: (608) 785-9037
e-mail: joerg.feldbinder@dot.wi.gov

Parcel Identification Number/Tax Key Number
014-0687-00000

This Vacation Order has been approved by the Wisconsin Department of Transportation.

x Emily Hemling
(Signature)

03/14/2025
(Date – m/d/yyyy)

Emily Hemling
(Print Name)

Real Estate Supervisor
(Title)

State of Wisconsin
La Crosse County } ss.

On the above date, this instrument was acknowledged before me by the named person(s).

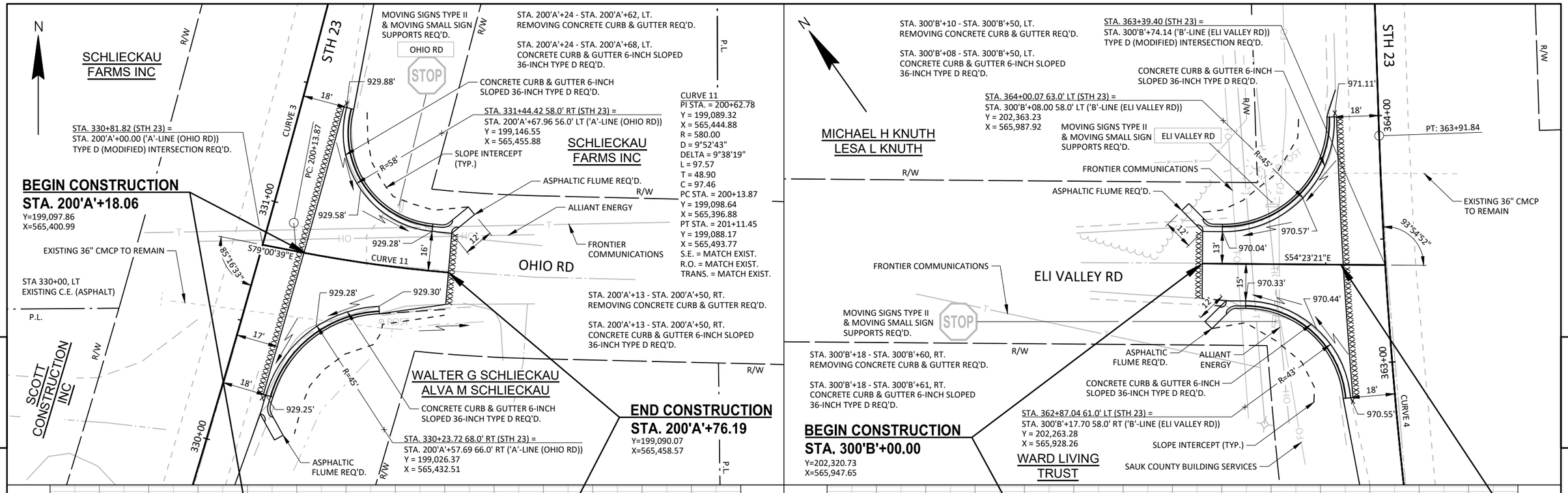
x Beth Griffin
(Signature, Notary Public, State of Wisconsin)

Beth Griffin
(Print or Type Name, Notary Public, State of Wisconsin)

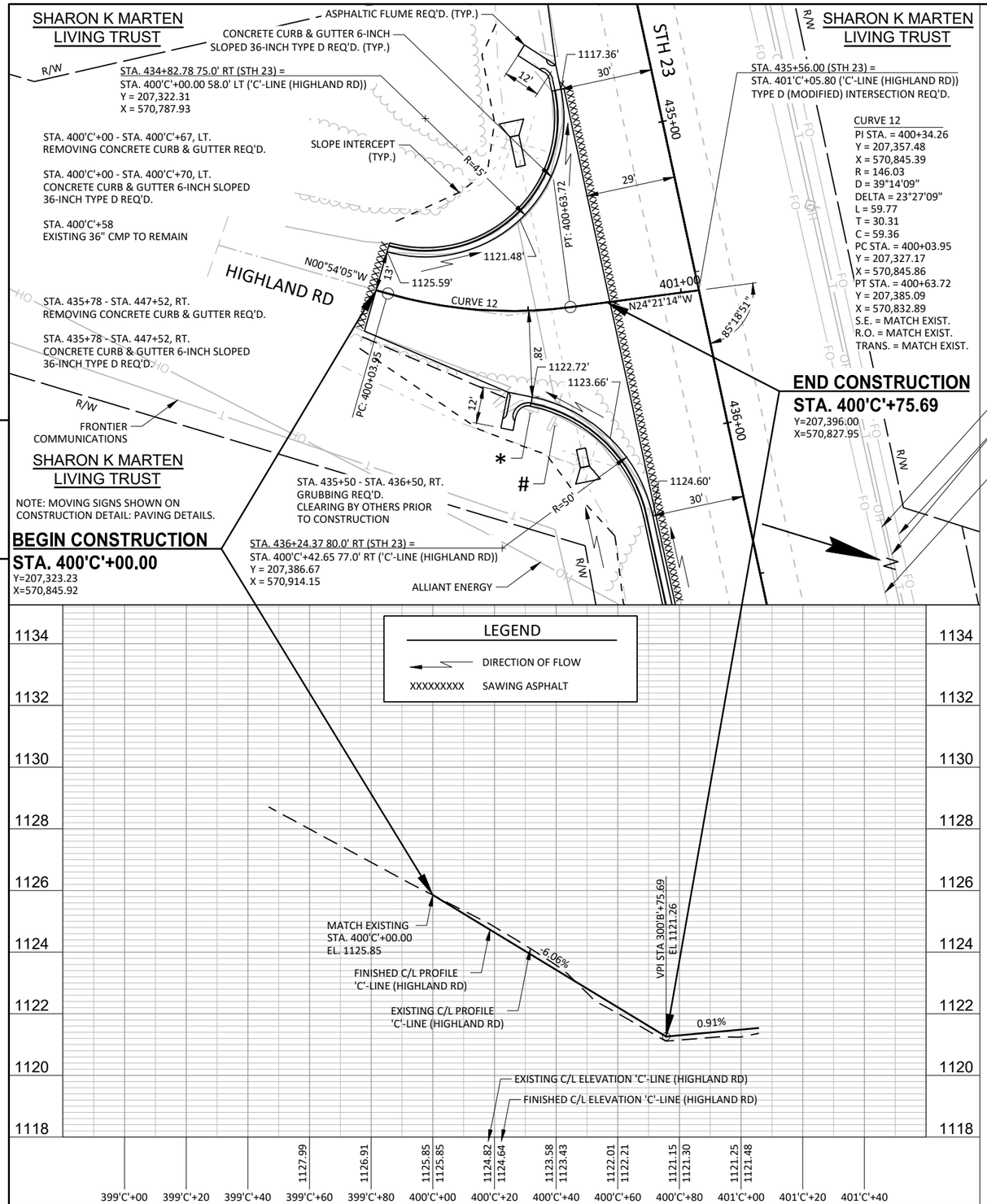
09/12/2025
(Date Commission Expires)

BETH GRIFFIN NOTARY PUBLIC STATE OF WISCONSIN

Project ID 5080-09-20 This instrument was drafted by Joerg Feldbinder



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	PLAN AND PROFILE: SIDE ROADS	SHEET 44	E



* HIGHLAND RD — MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS REQ'D.

\# STOP — MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS REQ'D.

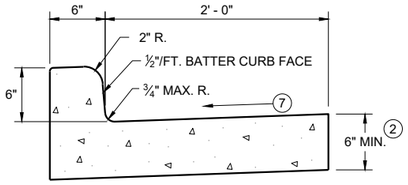
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	PLAN AND PROFILE: SIDE ROADS	SHEET 45	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\SHEETSPLAN\PLAN & PROFILE SHEETS\W11655_P&P_SIDEROADS.DWG PLOT DATE : 3/18/2026 10:14:44 AM PLOT BY : TRACY, DAN PLOT SCALE : 1 IN:40 FT LAYOUT : 'C'-LINE

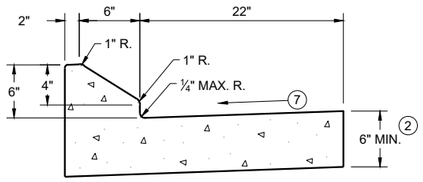
Standard Detail Drawing List

08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A15-01	DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C35-06B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-06C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-05	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D50-04B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT
15D51-02	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

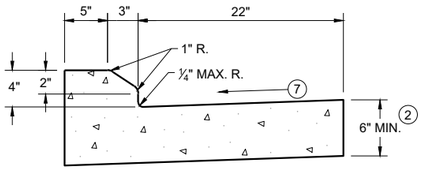
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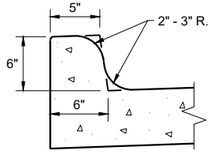
TYPES A (1) & D



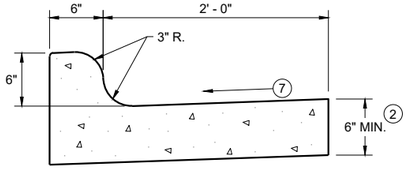
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

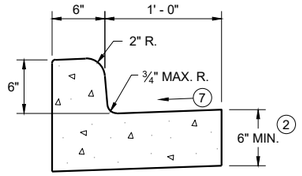


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



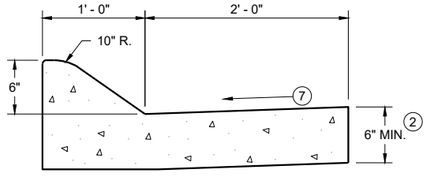
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

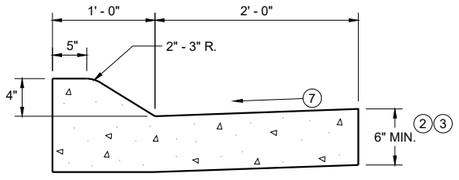


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

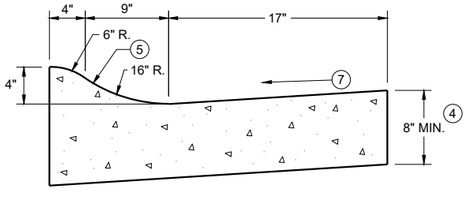


6" SLOPED CURB TYPES A (1) & D



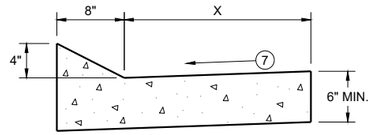
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

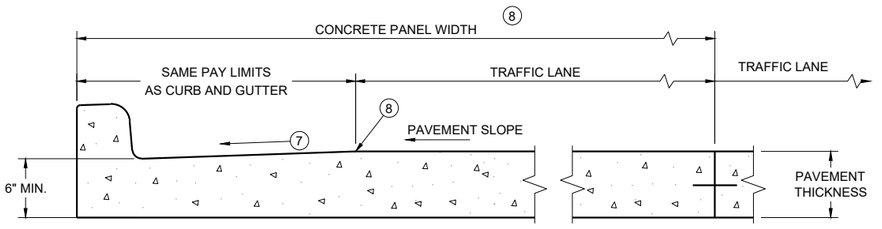


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

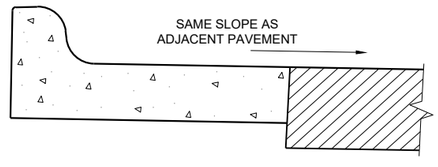
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

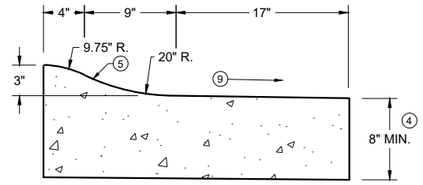
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

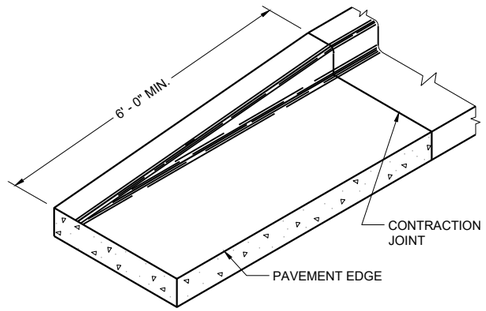
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



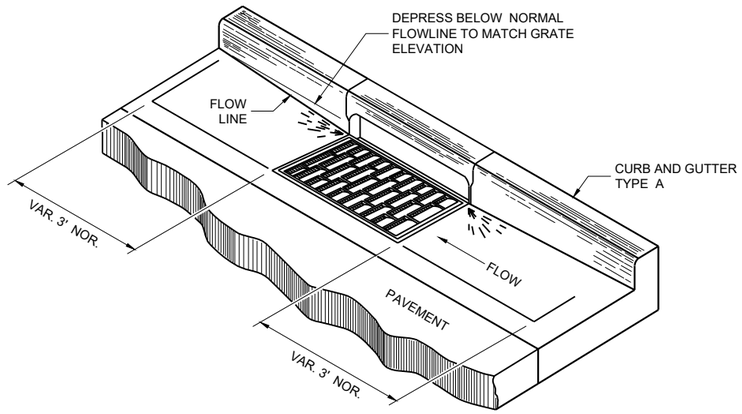
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

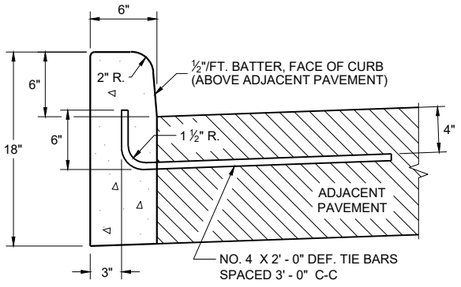
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

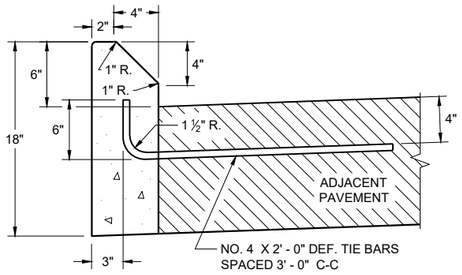
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

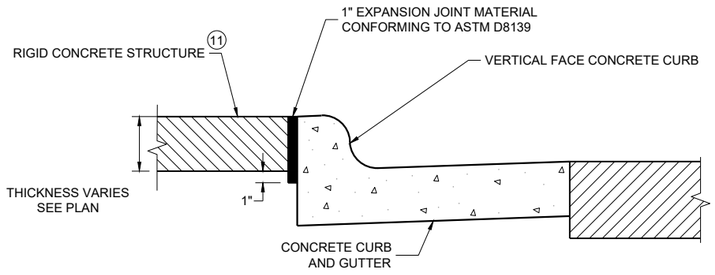


TYPES A (1) & D

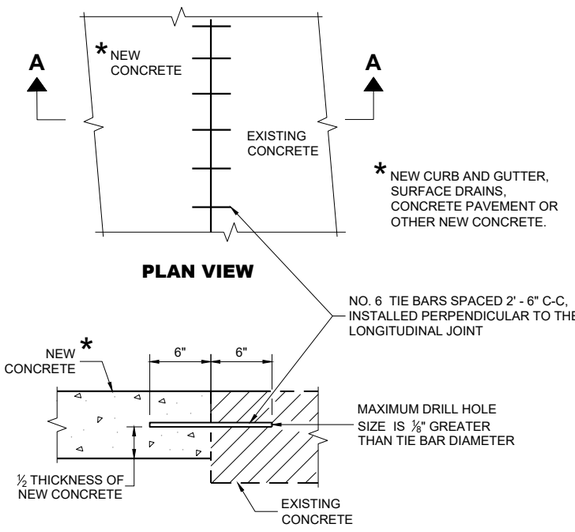


TYPES G (1) & J

CONCRETE CURB



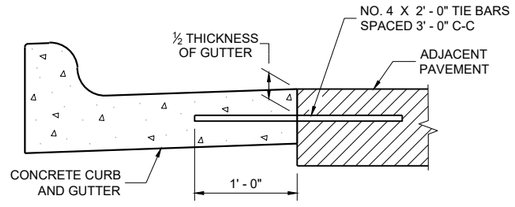
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



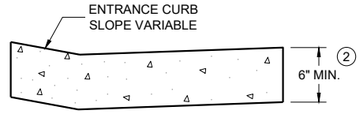
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

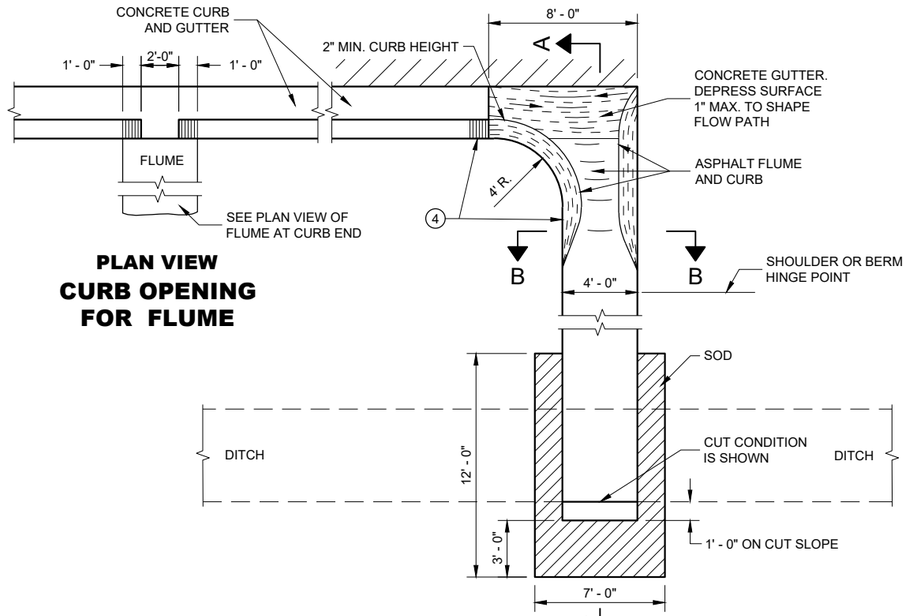
SDD 08D01-24b

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SDD 08D01-24b

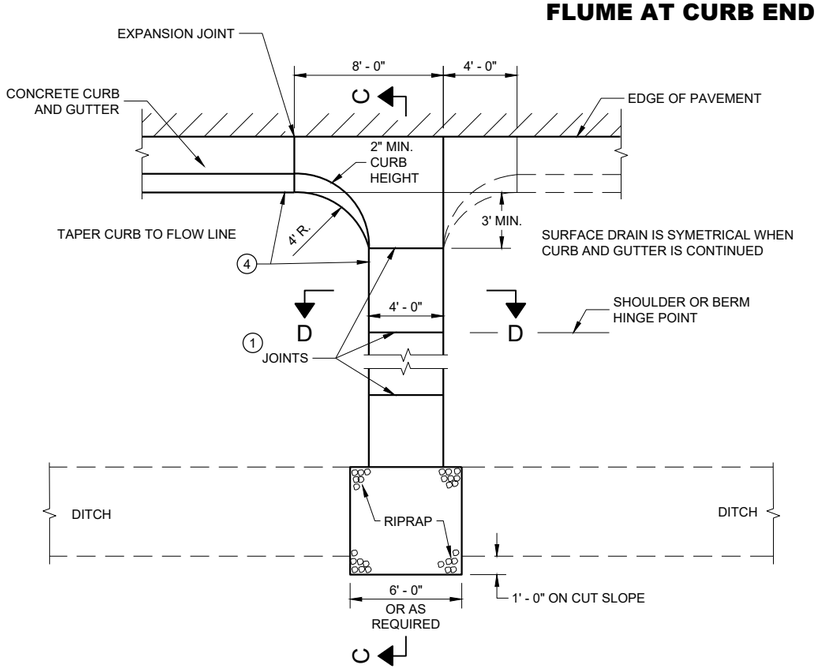
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



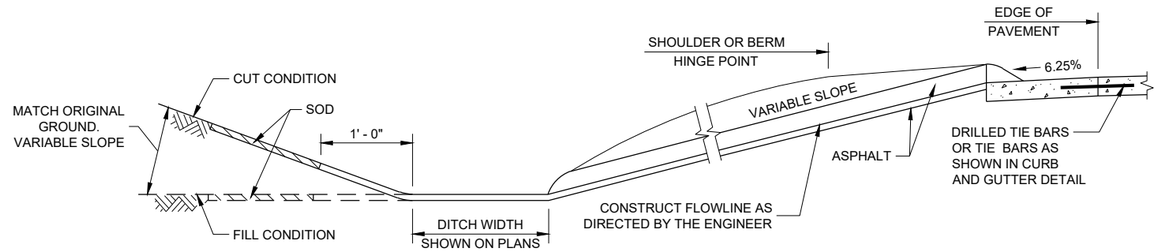
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

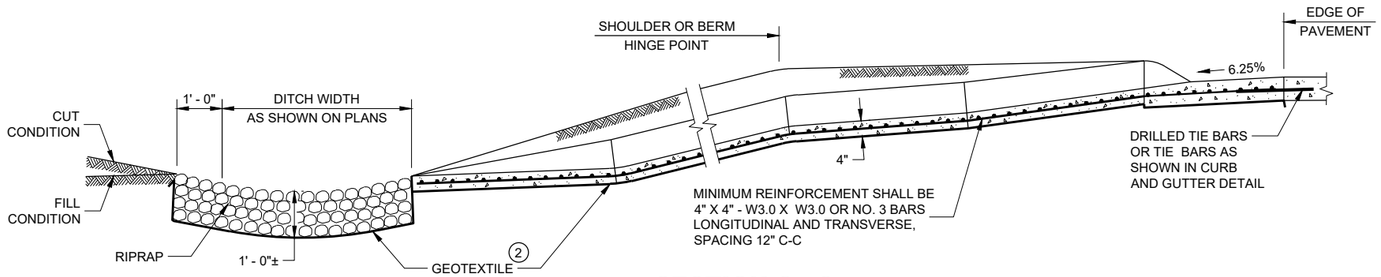
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

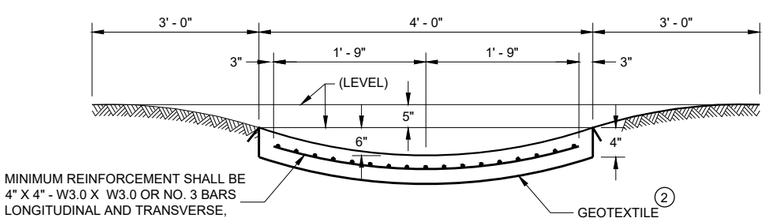


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

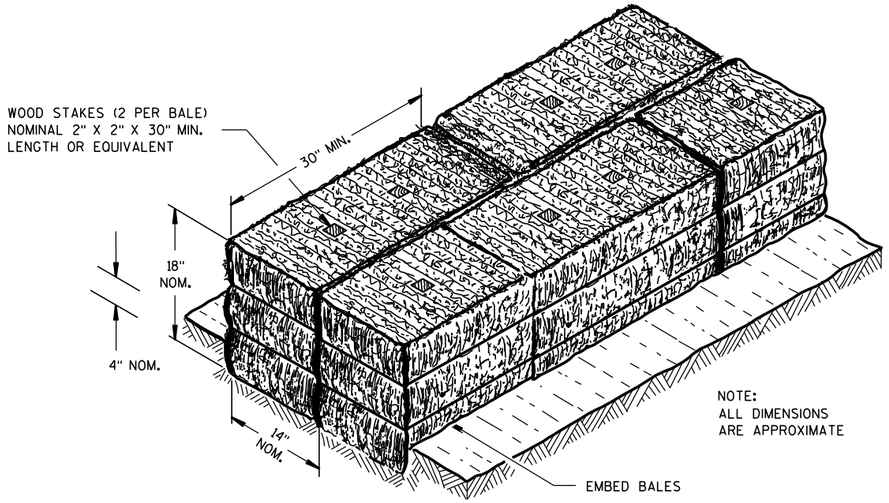
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

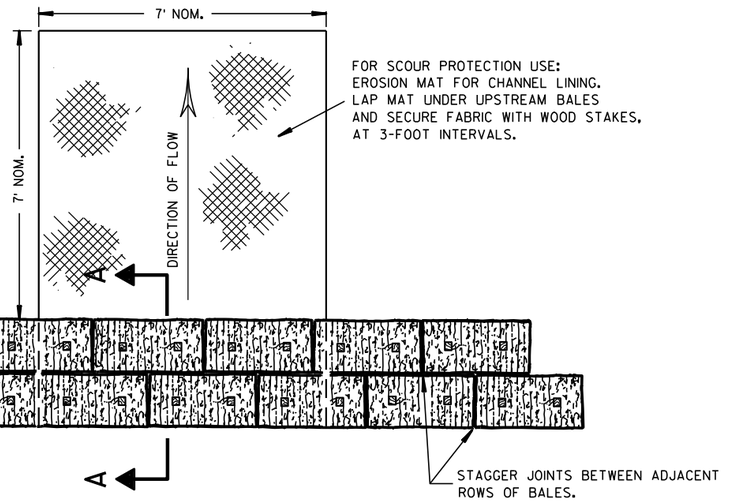
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

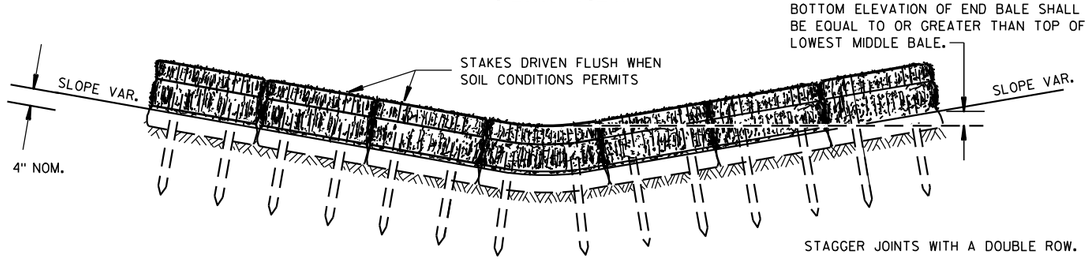
6
SDD 08D04 - 07



SECTION A-A



PLAN VIEW



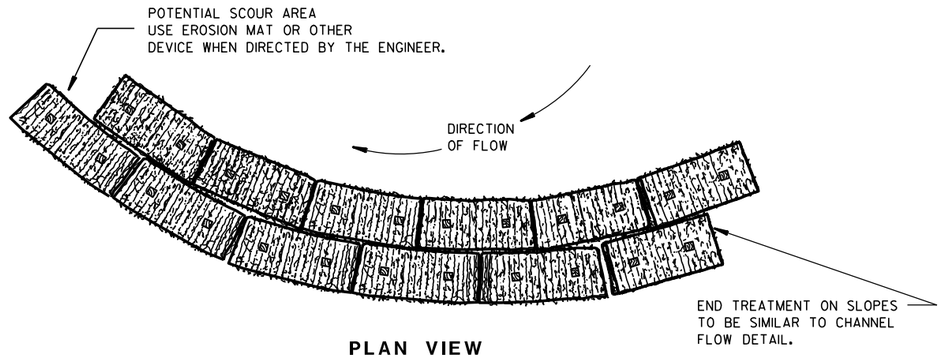
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

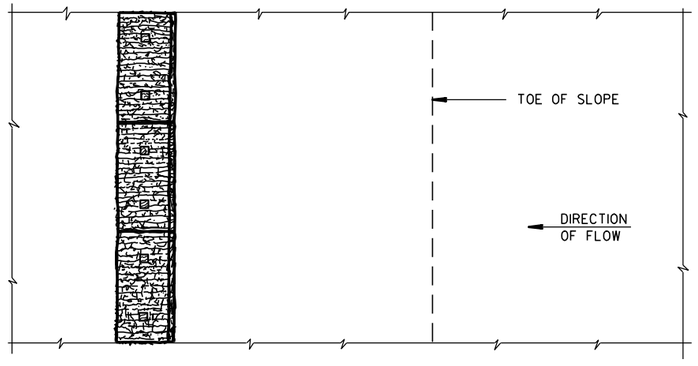
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

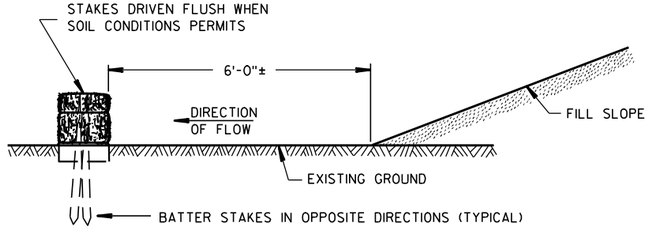


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

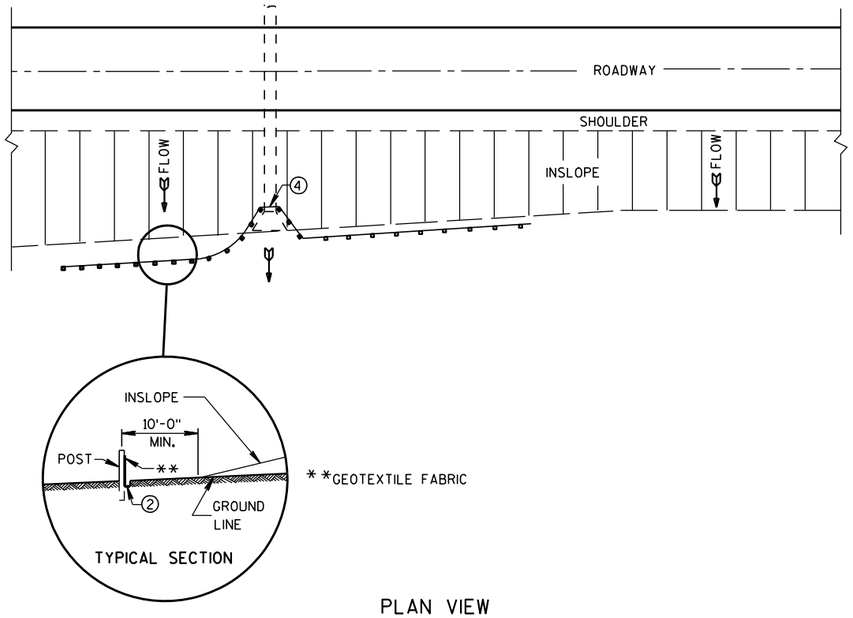
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

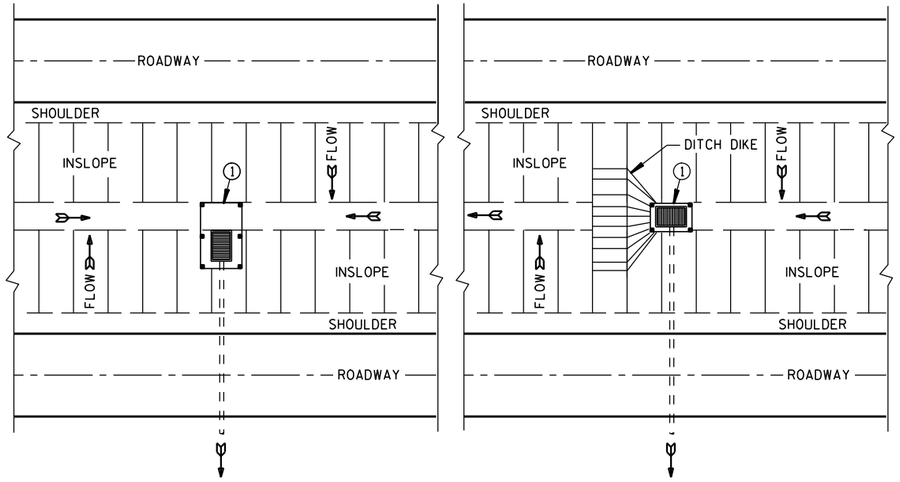
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

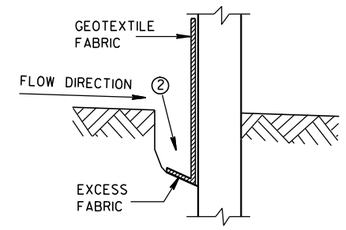
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

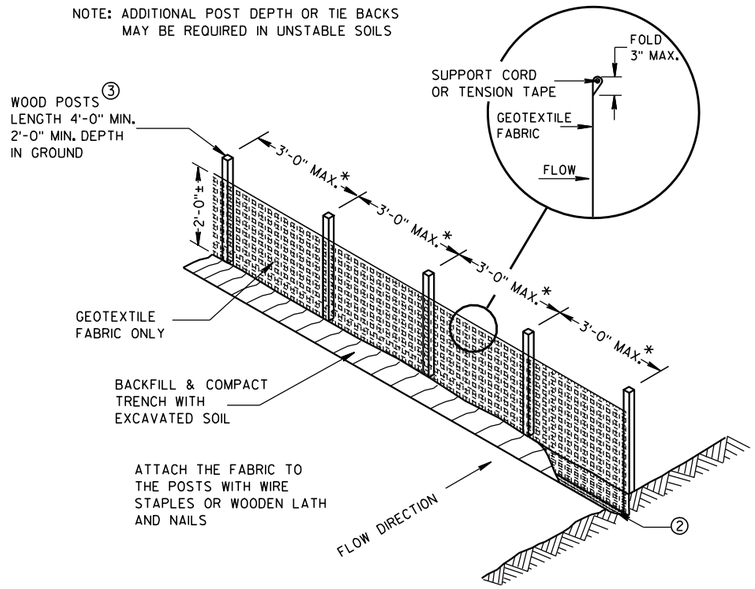
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

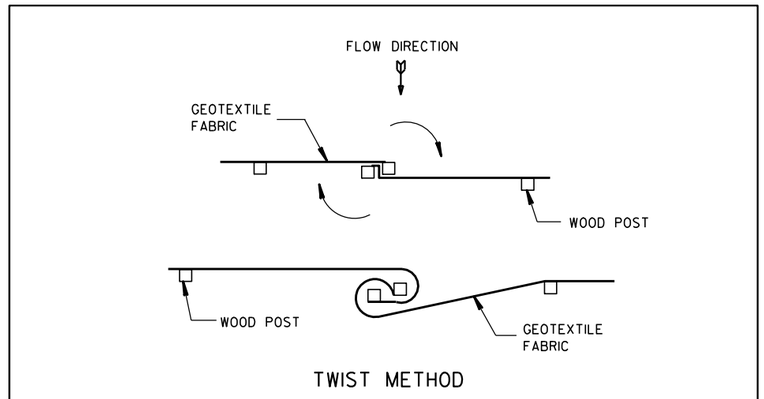
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



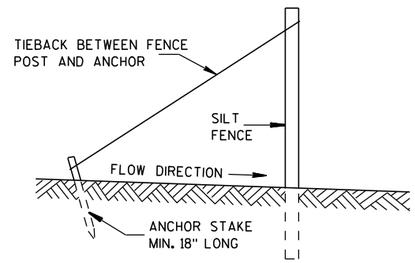
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

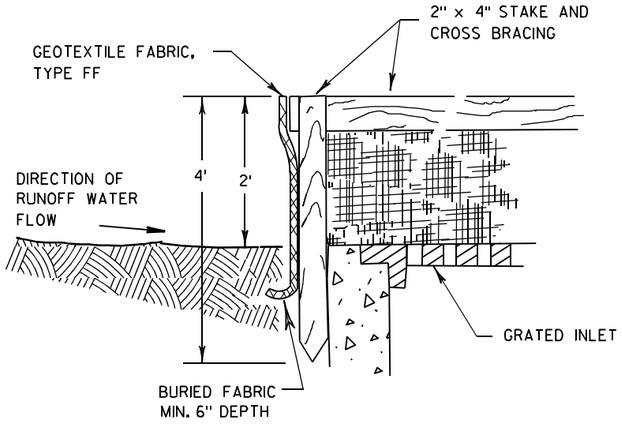
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

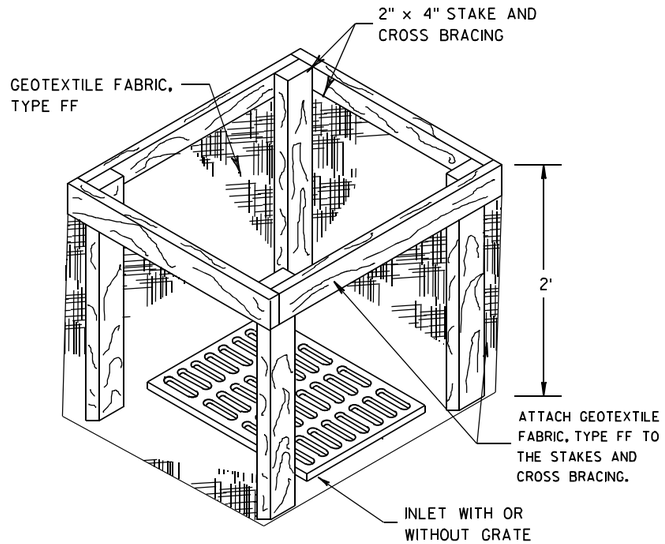
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S.D.D. 8 E 9-6

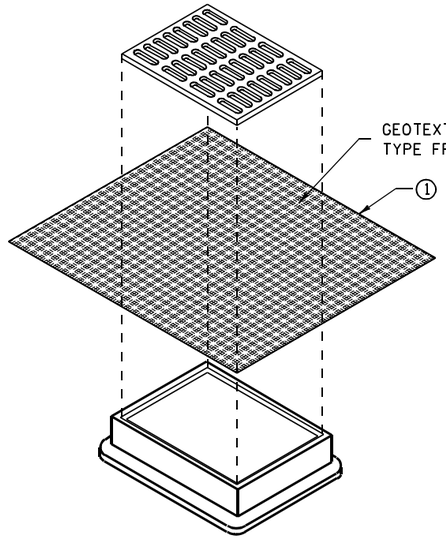
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S.D.D. 8 E 9-6



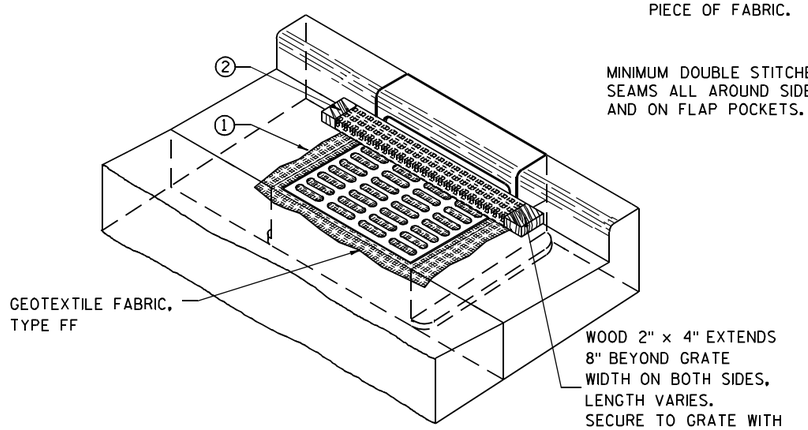


INLET PROTECTION, TYPE A

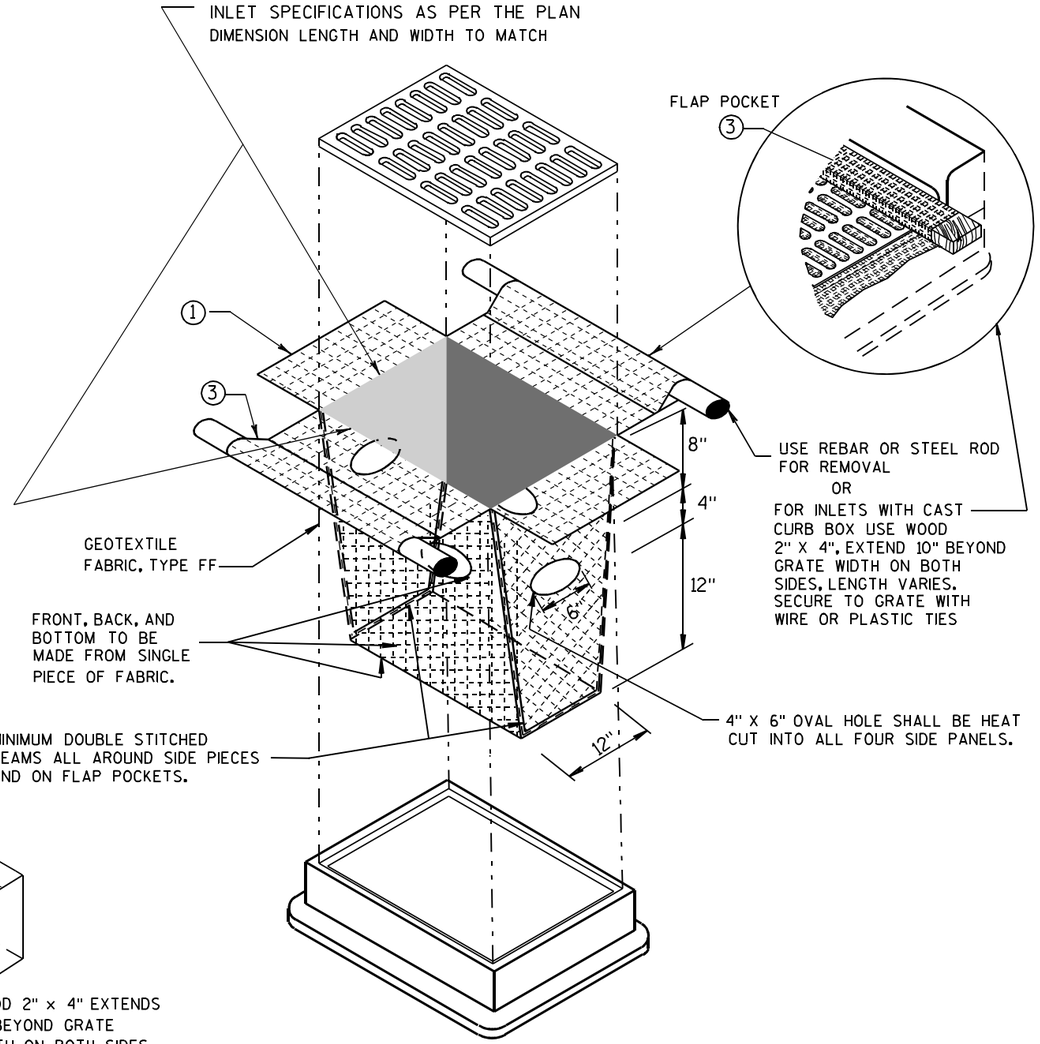


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

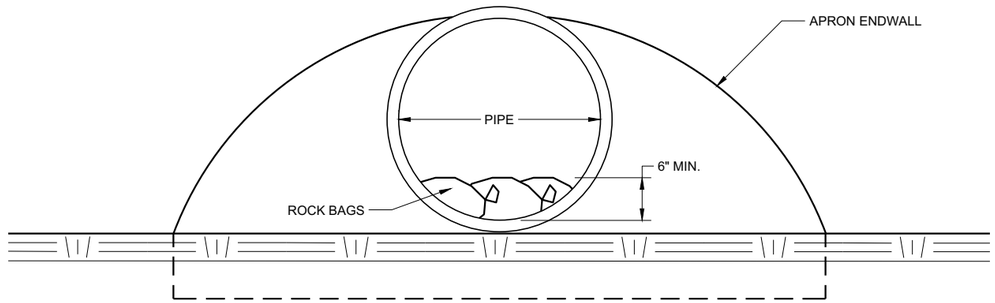
APPROVED

10/16/02
DATE

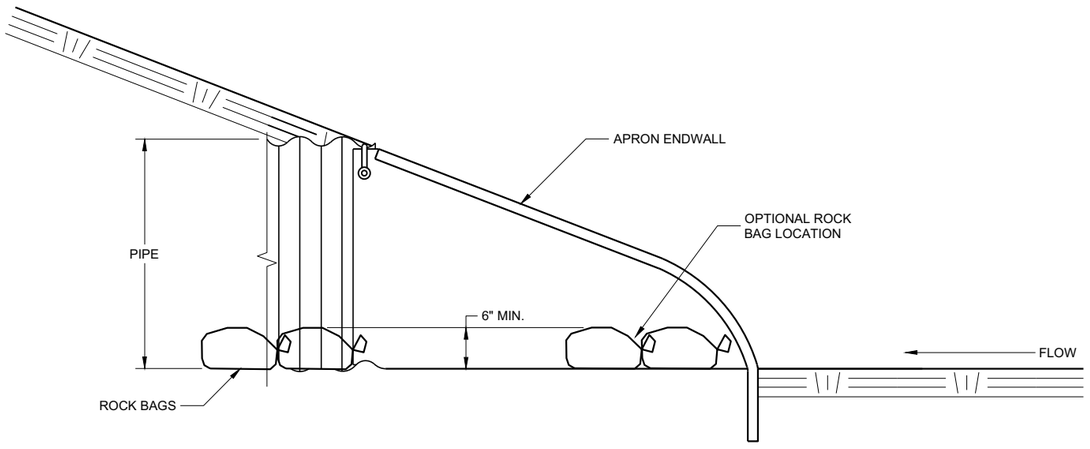
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

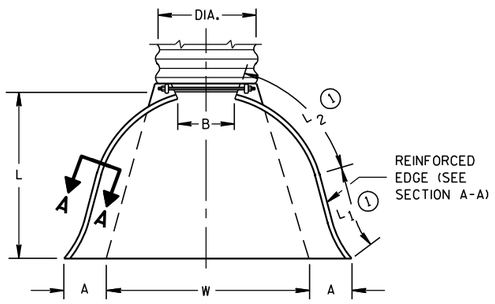
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

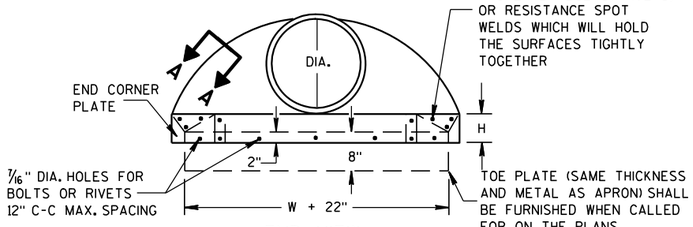
REINFORCED CONCRETE APRON ENDWALLS

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

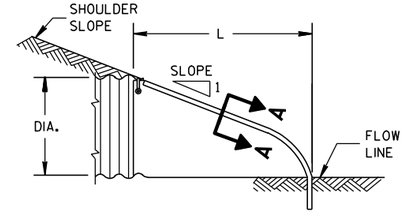
*MINIMUM
**MAXIMUM



PLAN VIEW

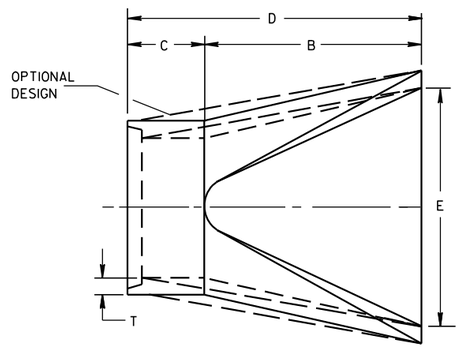


END VIEW

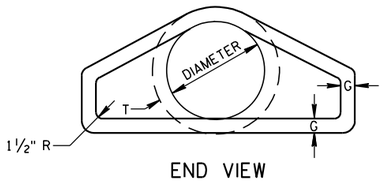


SIDE ELEVATION

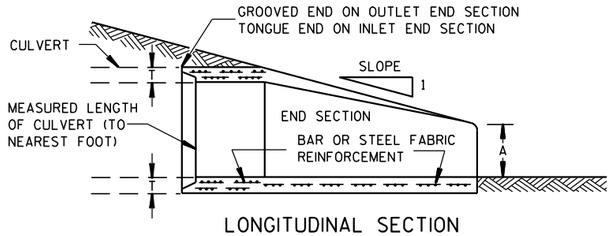
METAL ENDWALLS



PLAN

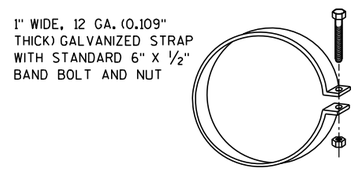


END VIEW



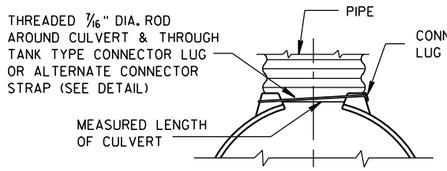
LONGITUDINAL SECTION

CONCRETE ENDWALLS

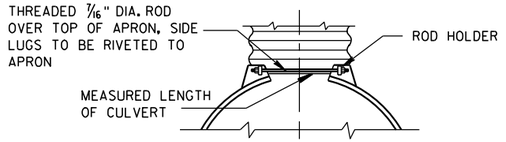


ALTERNATE FOR TYPE 1 CONNECTION

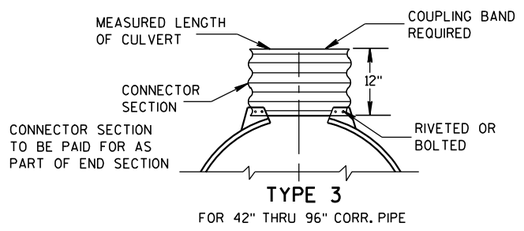
END SECTION CONNECTOR STRAP



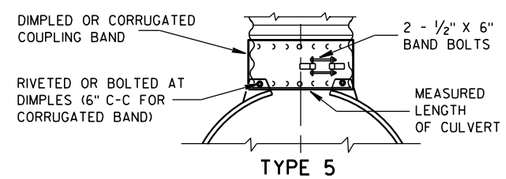
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

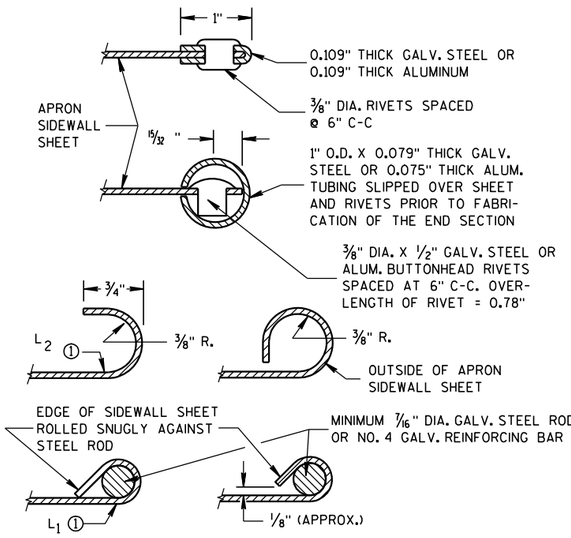
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

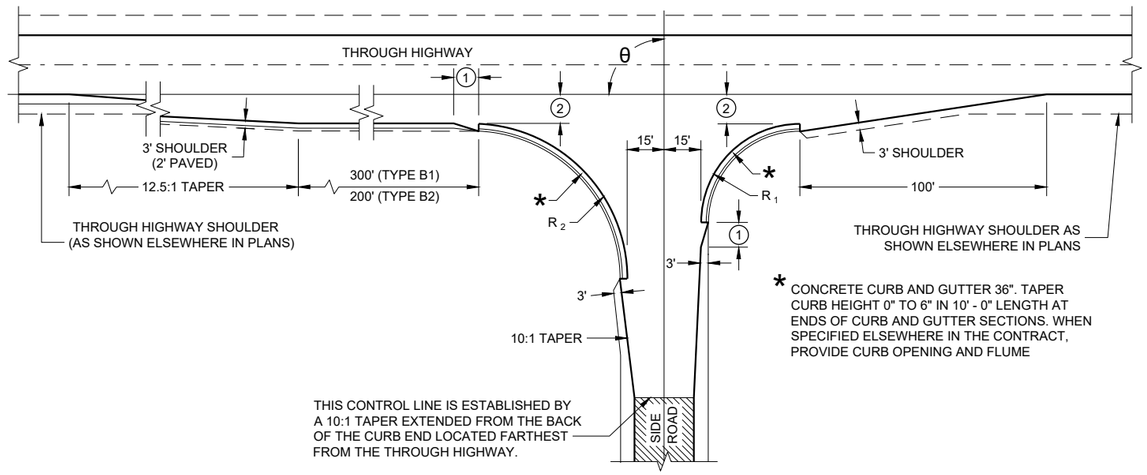
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



* CONCRETE CURB AND GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10' - 0" LENGTH AT ENDS OF CURB AND GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME

TYPE "B1" AND "B2"

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65 - 70	35	70
71 - 80	40	70
81 - 90	40	60
91 - 100	50	55
101 - 110	60	45

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

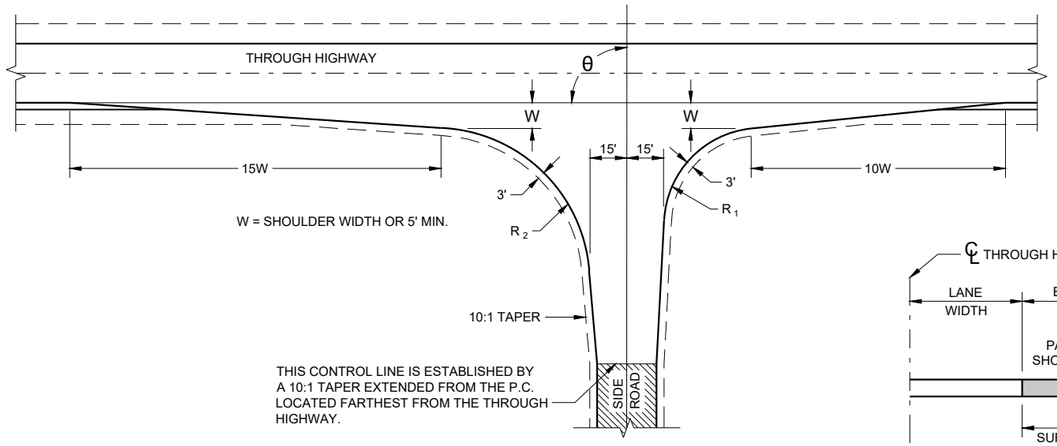
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

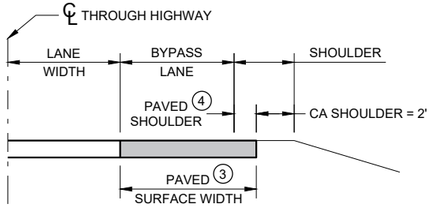
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 13-FT PLUS PAVED SHOULDER WIDTH

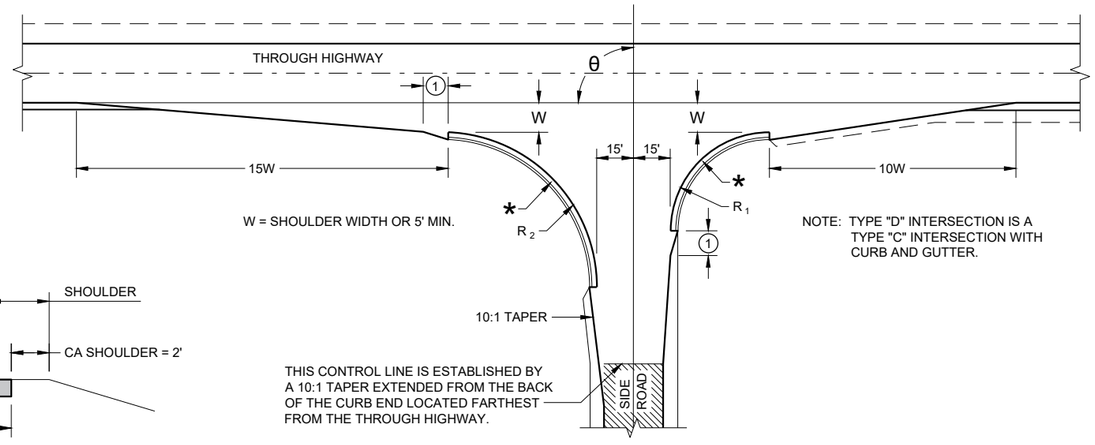
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



TYPE "C"

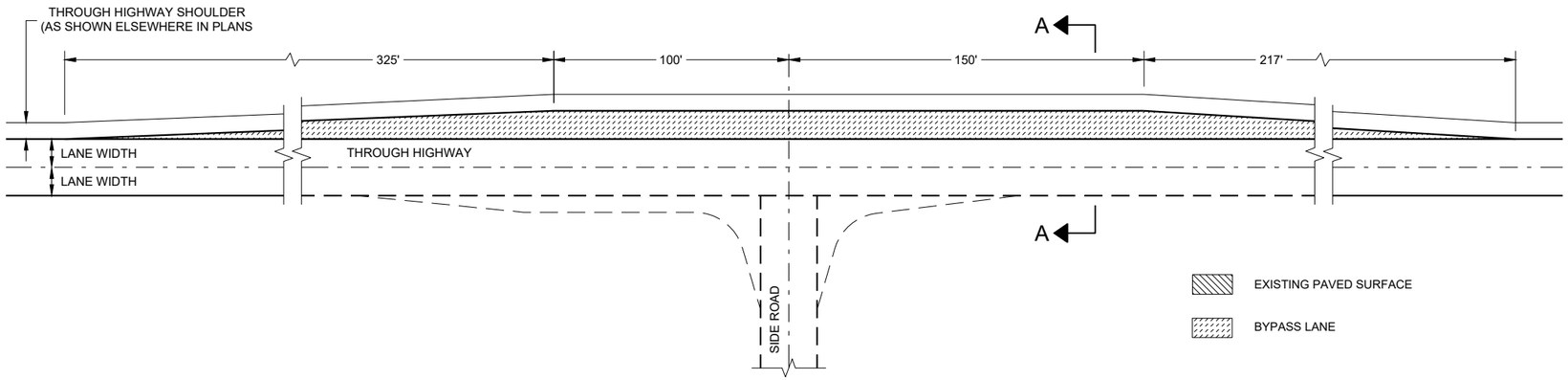


SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB AND GUTTER.

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

AT GRADE SIDE ROAD INTERSECTION TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

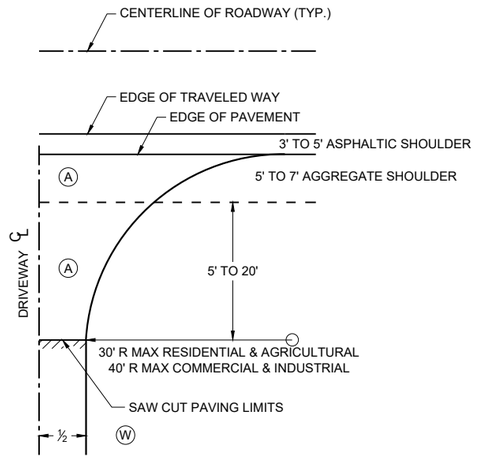
SDD 09A01 - 14a

6

SDD 09A01 - 14a

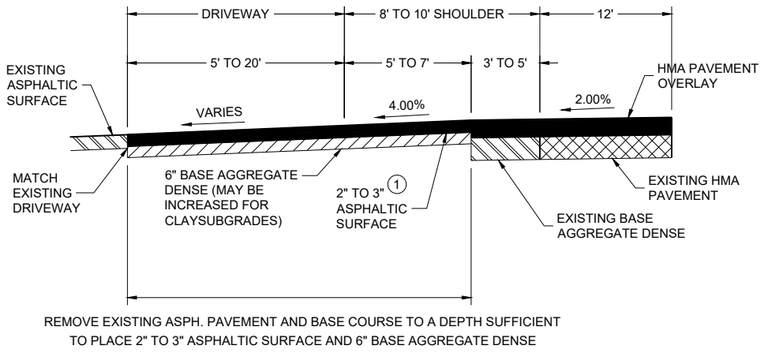
GENERAL NOTES

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



PLAN VIEW

HALF SECTION



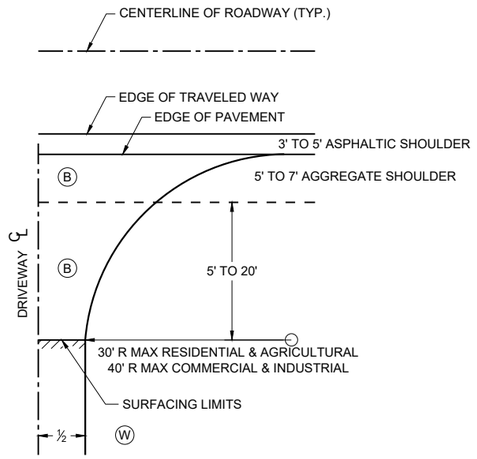
PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE RESURFACING PROJECTS

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

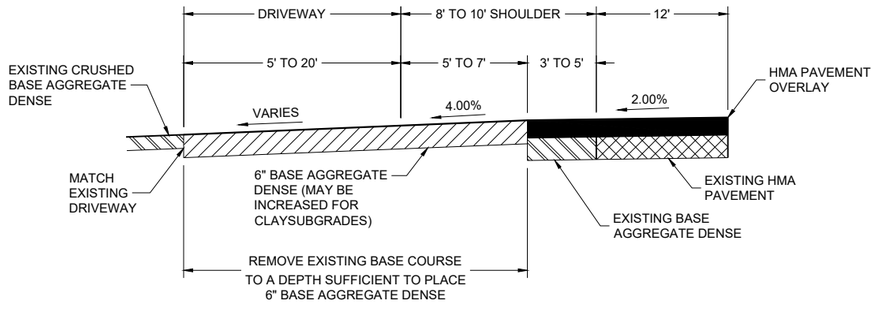
Ⓑ : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)

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



PLAN VIEW

HALF SECTION



PROFILE VIEW

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

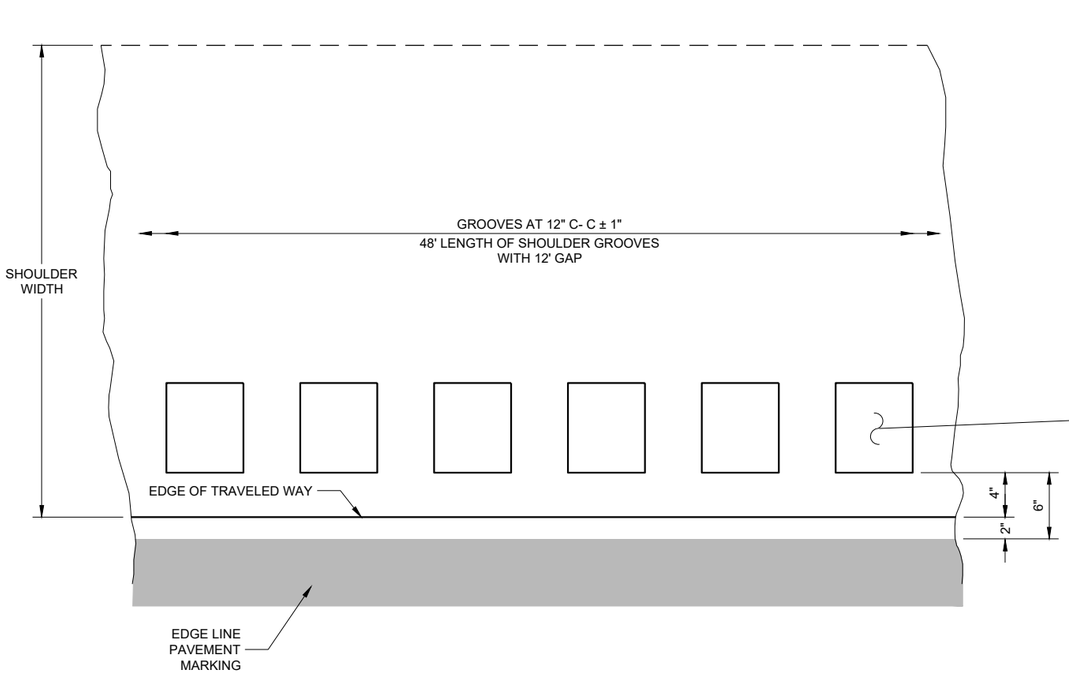
DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

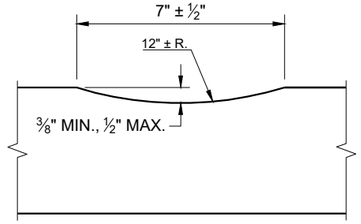
APPROVED
November 2025 (DATE)
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

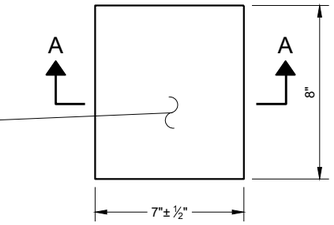
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SDD 09A15-01



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

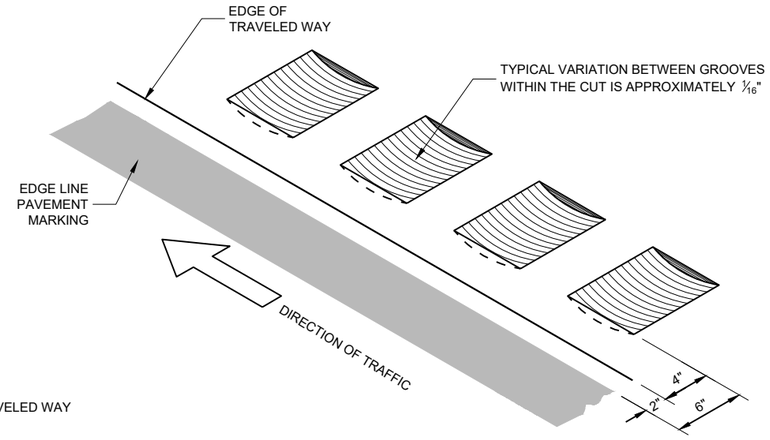


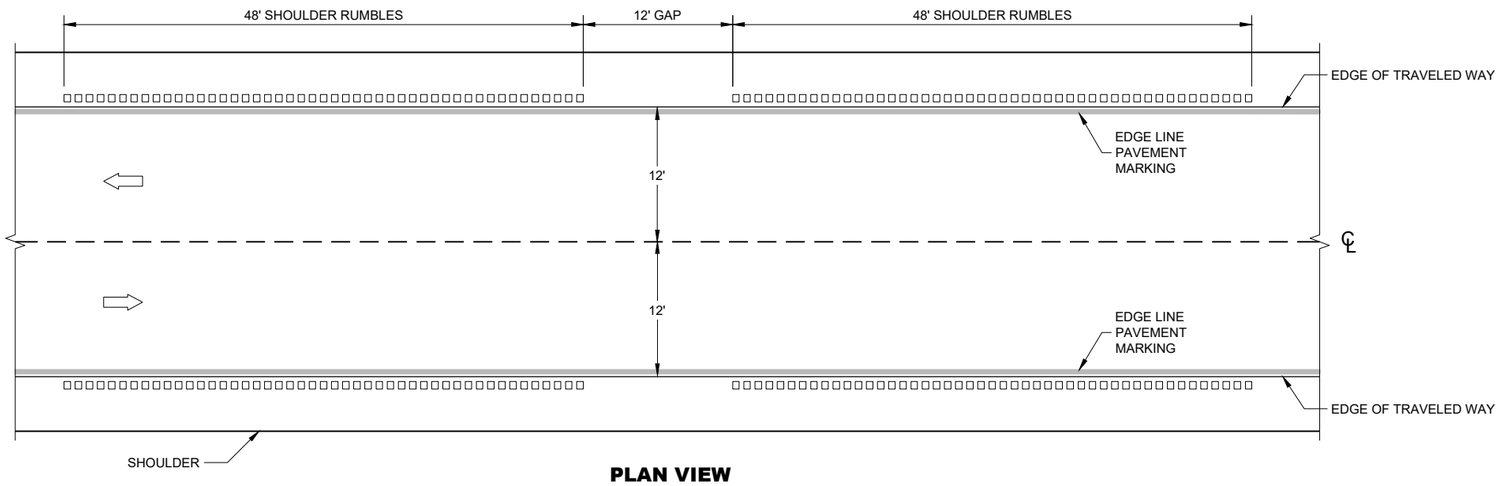
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

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

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





PLAN VIEW

SHOULDER RUMBLE STRIPS - ASPHALT

6

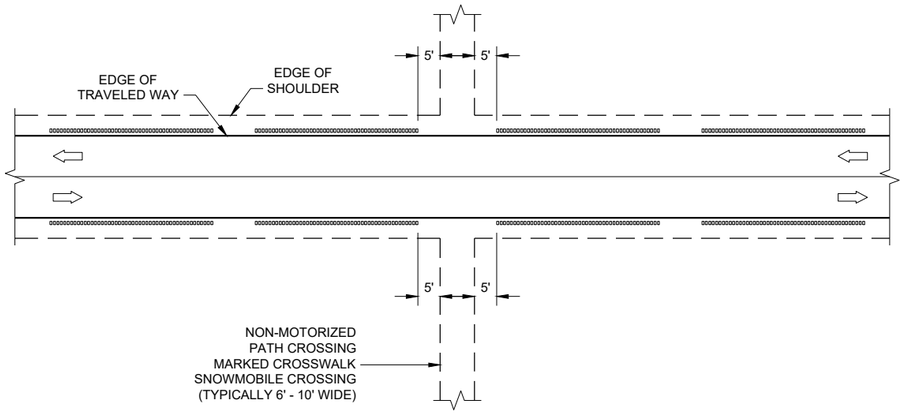
SDD 13A10 - 03a

SHOULDER RUMBLE STRIPS ASPHALT

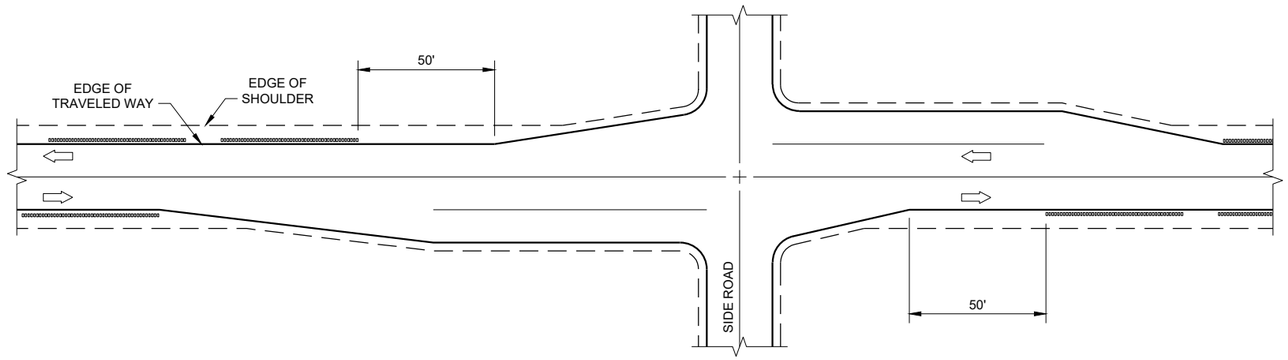
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

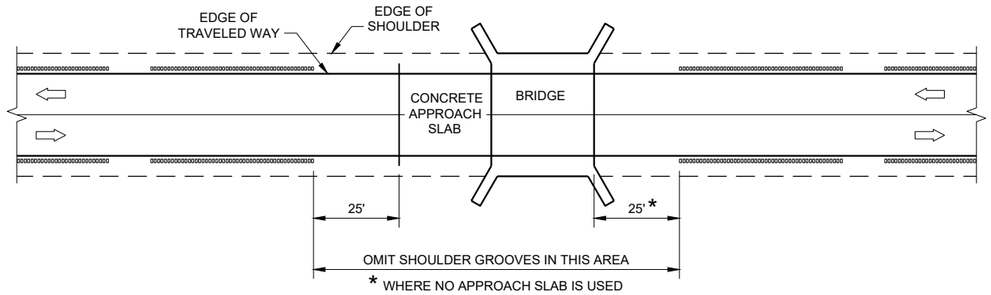
SDD 13A10 - 03a



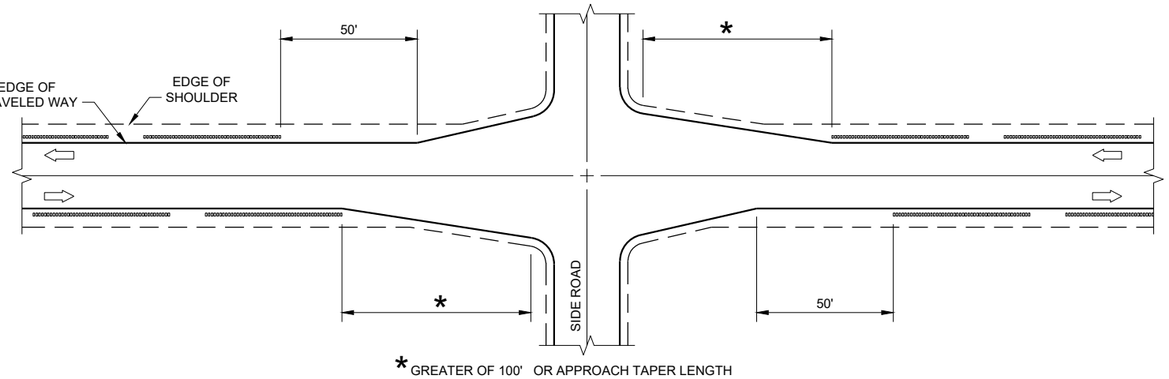
GROOVES AT MISCELLANEOUS CROSSINGS



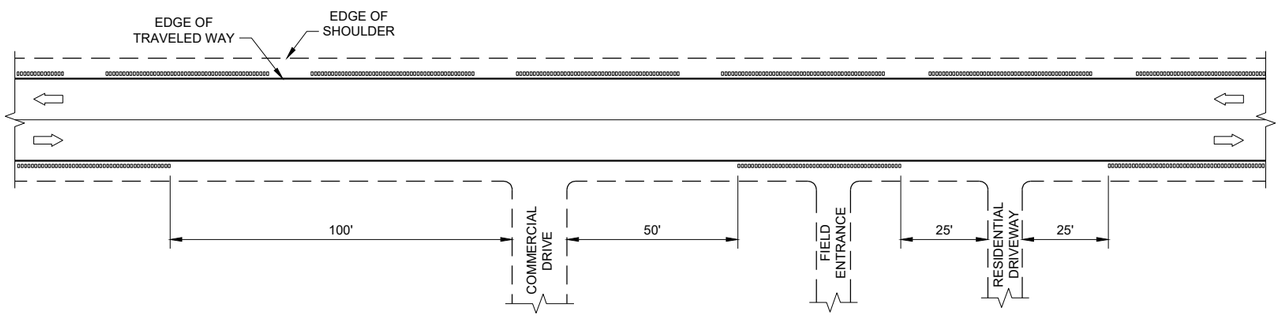
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

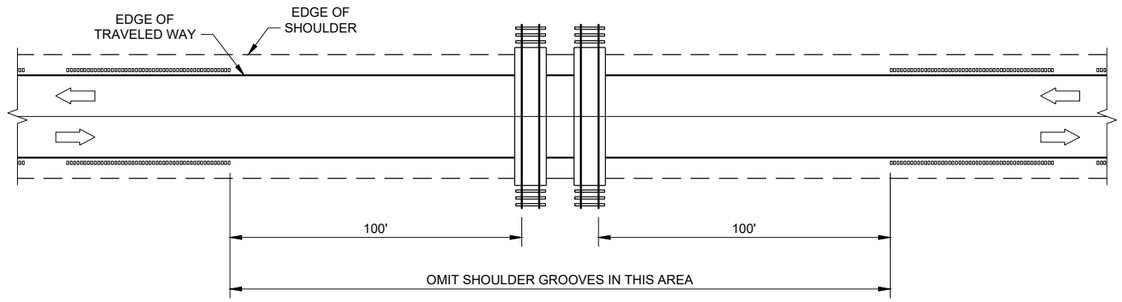
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

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

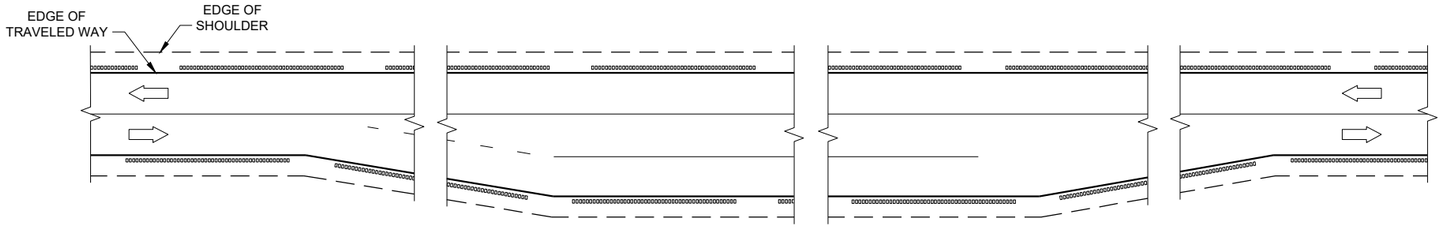
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

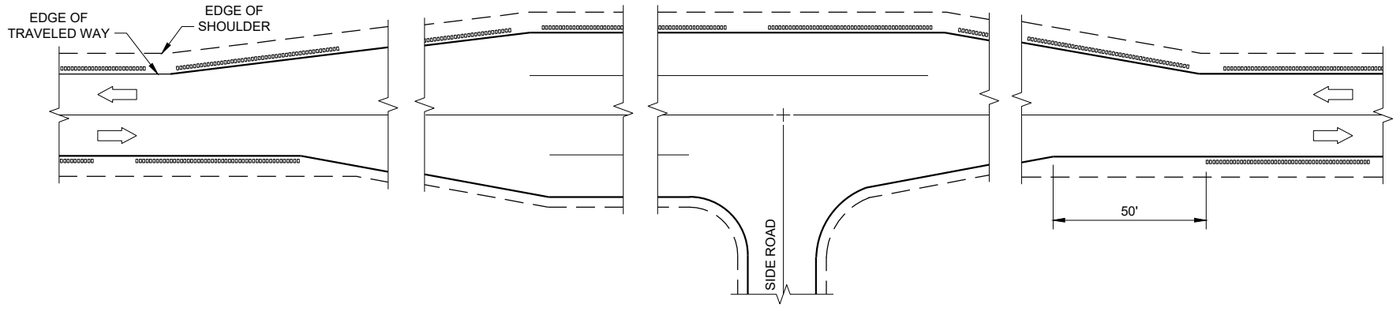
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

SDD 13A10 - 03h

6

SDD13A10 - 03h

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

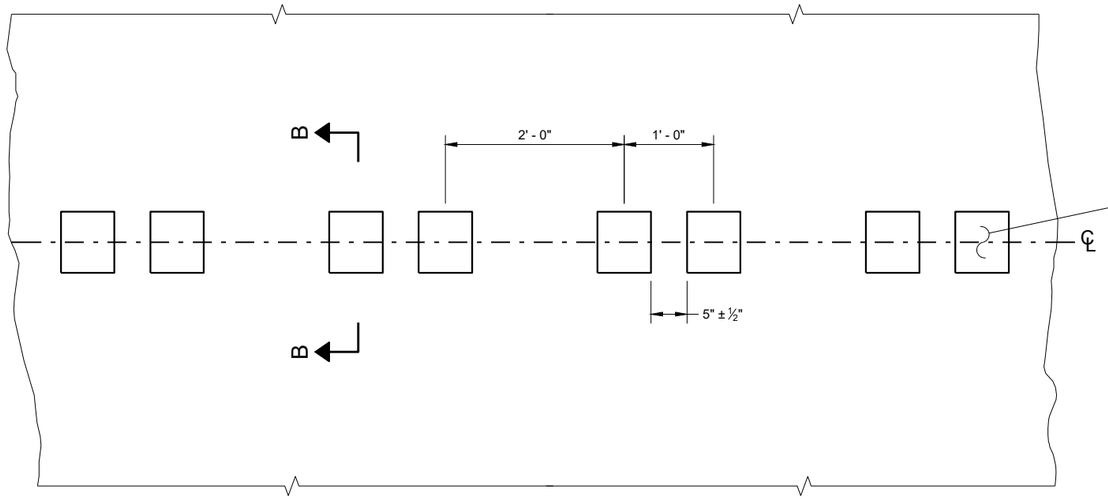
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

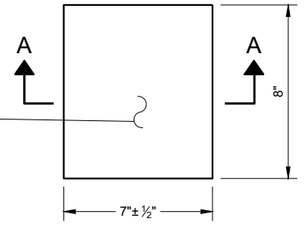
GENERAL NOTES

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

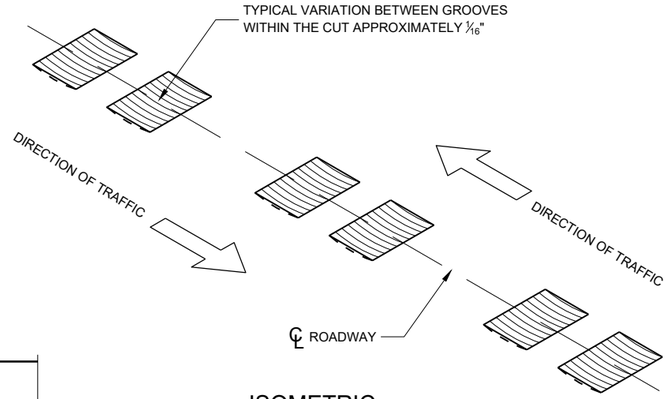
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



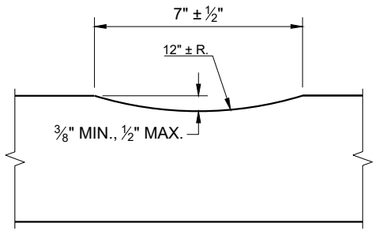
PLAN DETAIL VIEW



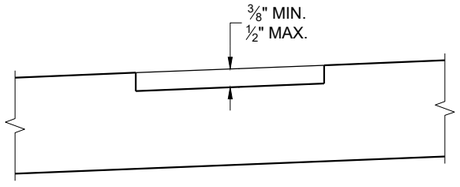
PLAN VIEW
(SINGLE GROOVE)



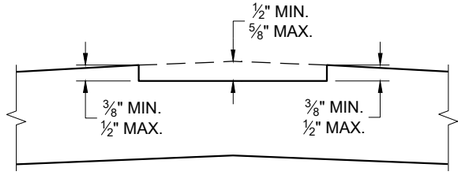
ISOMETRIC



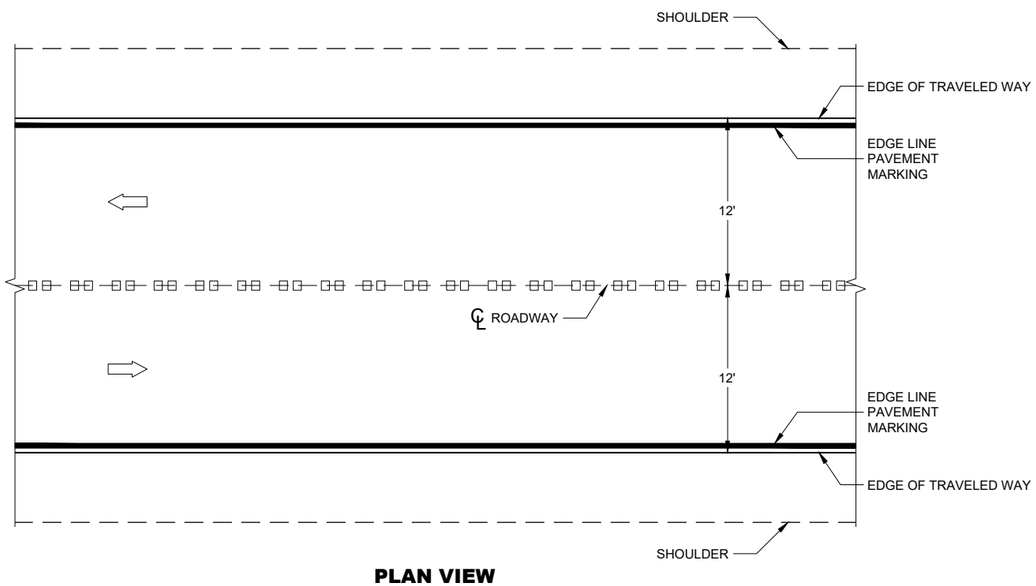
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

6

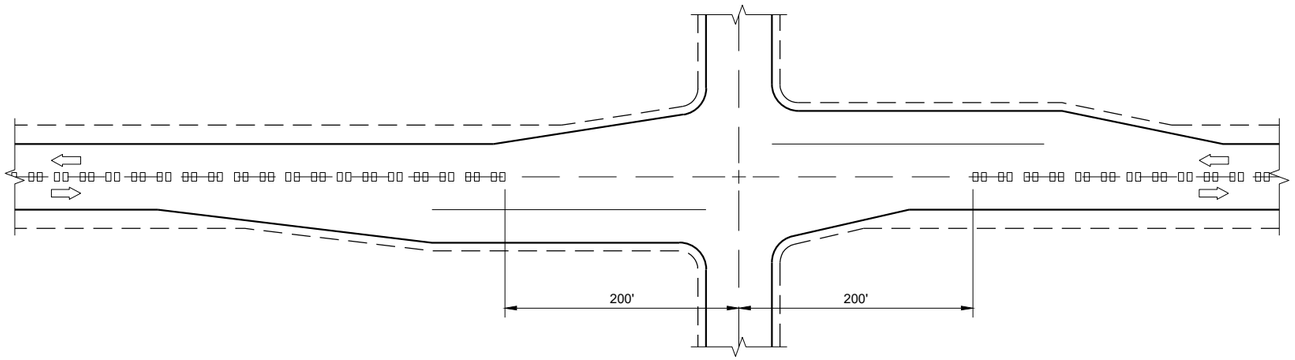
SDD 13A11 - 04a

6

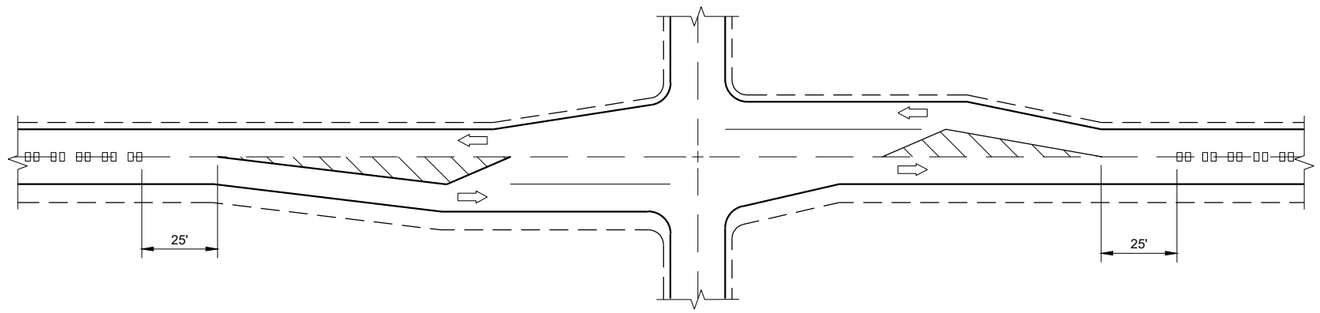
SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

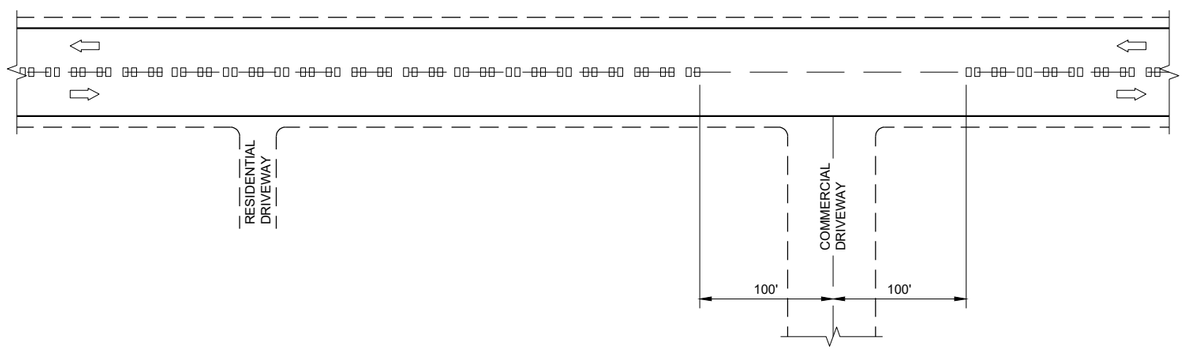
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



CENTERLINE GROOVES AT INTERSECTIONS



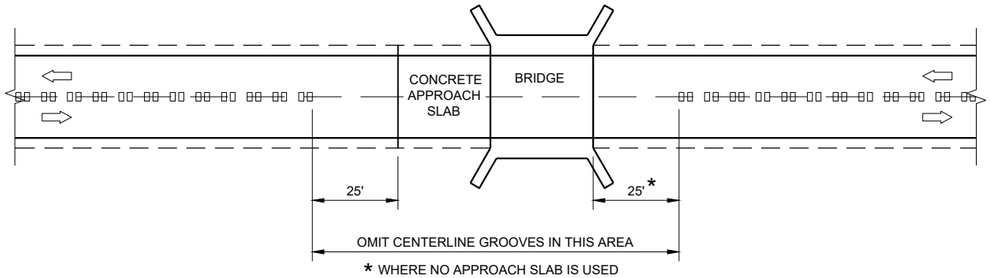
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



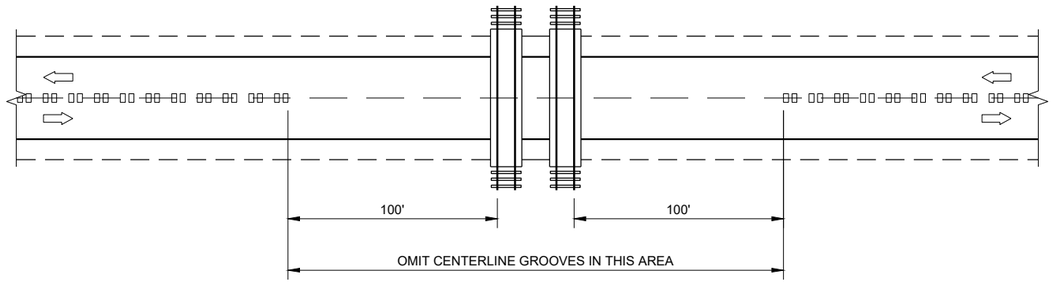
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

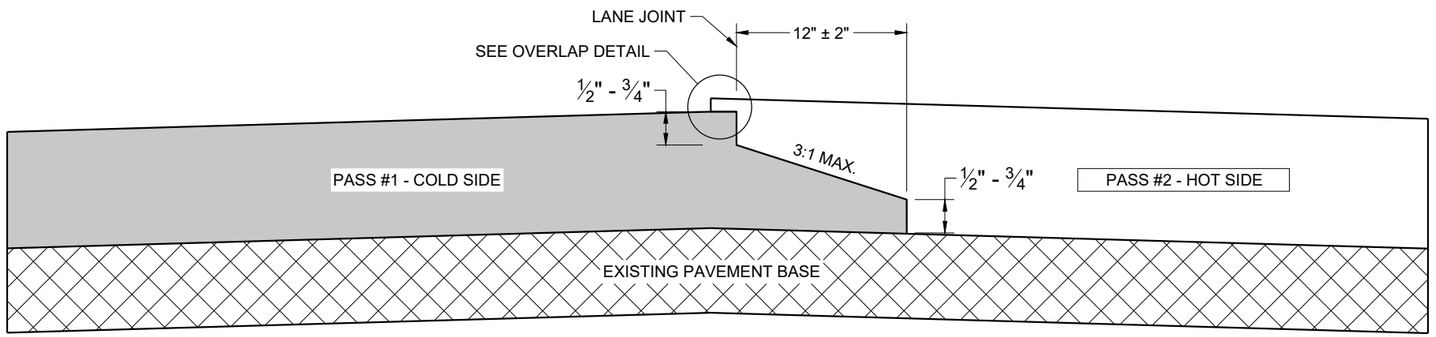
FHWA

6

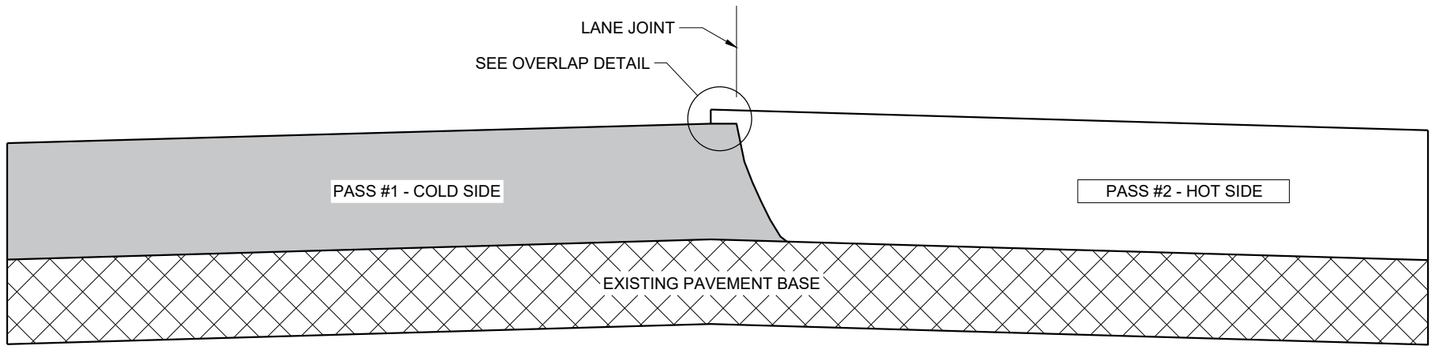
SDD 13A11 - 04d

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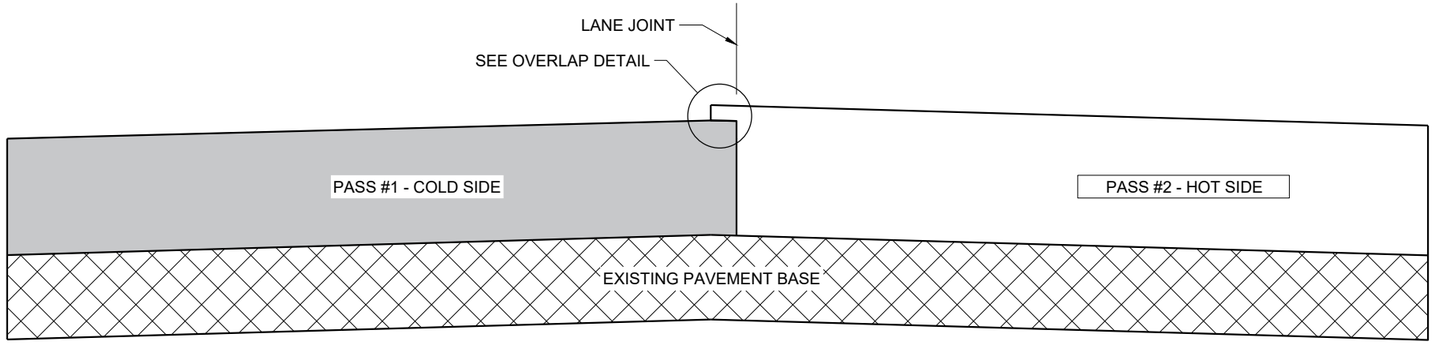
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

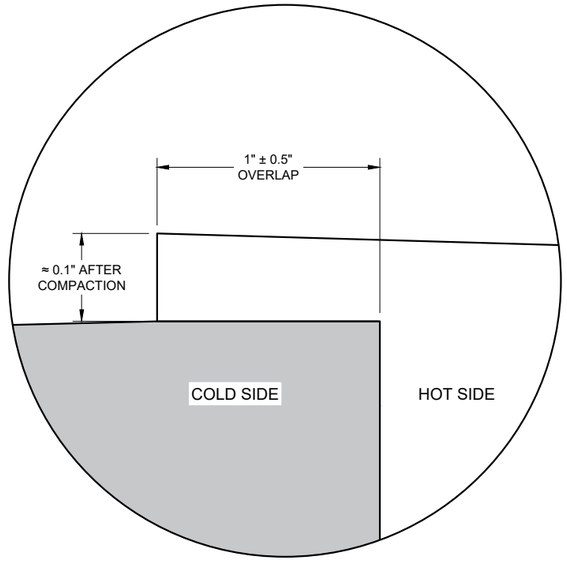
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

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

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

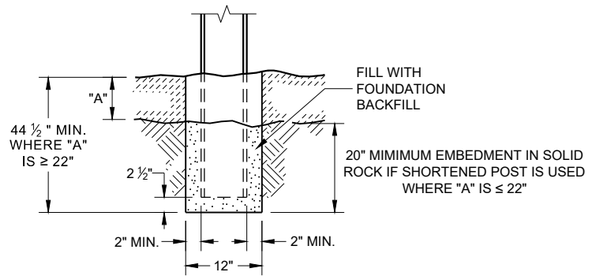
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

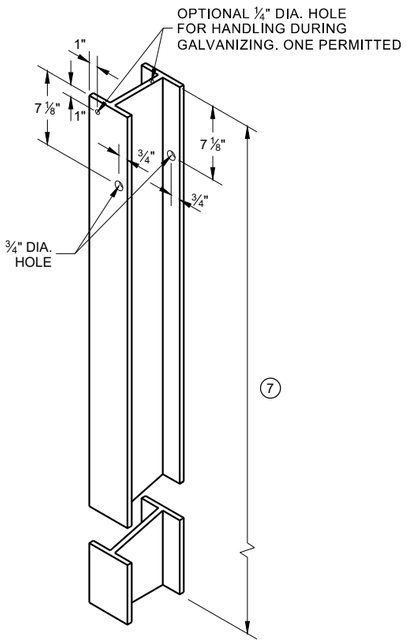
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

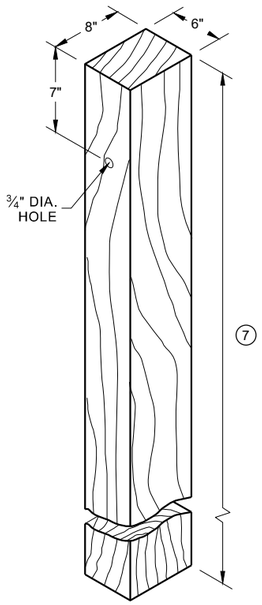
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



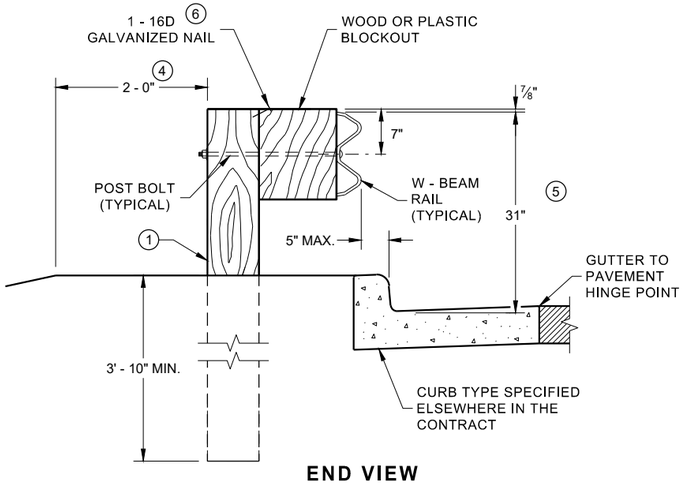
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



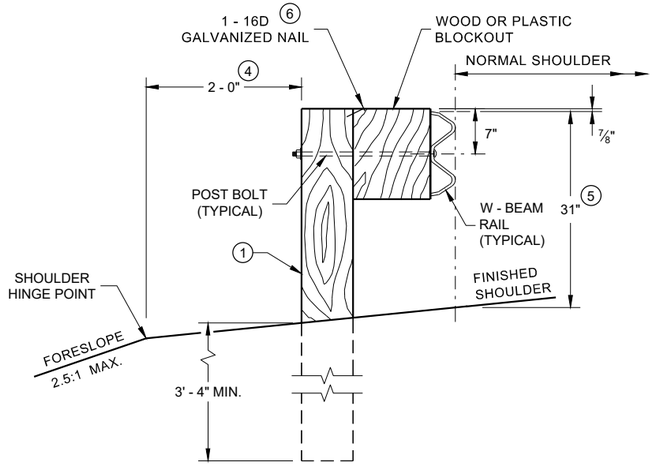
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



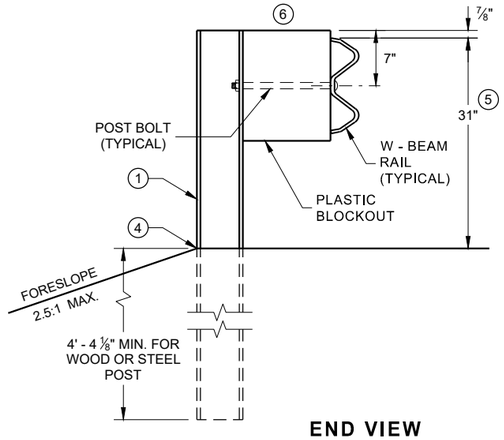
WOOD POST (6" X 8") NOMINAL (1)



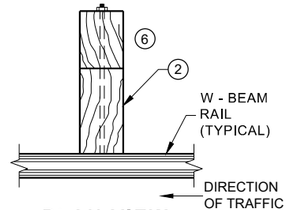
END VIEW
LOCATED ALONG A CURBED ROADWAY



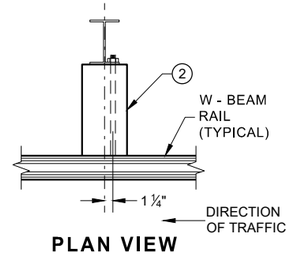
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



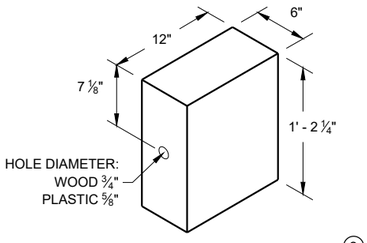
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

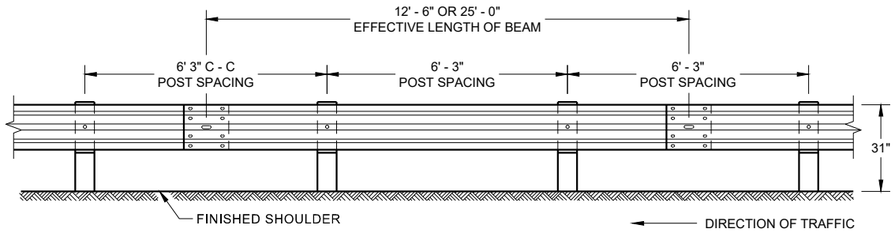
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

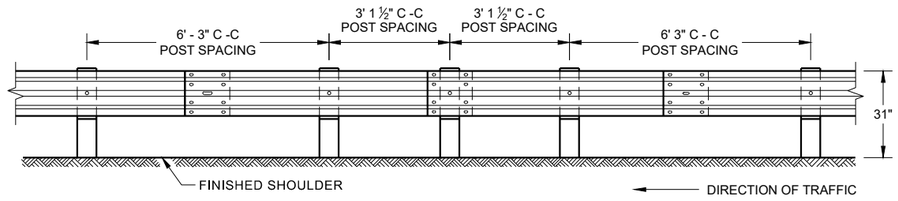
SDD 14B42 - 07a

6

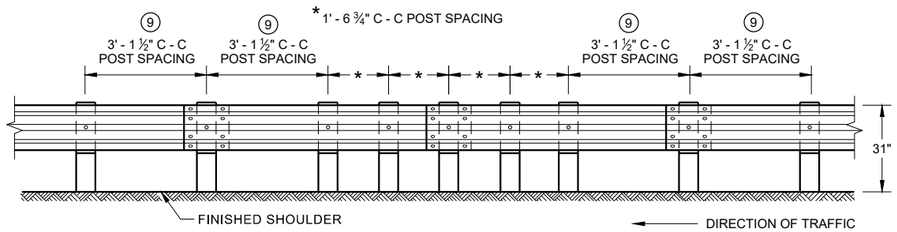
SDD 14B42 - 07a



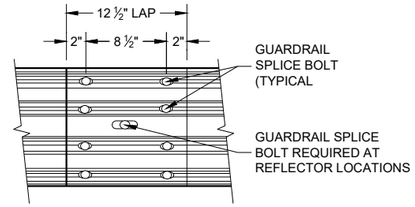
FRONT VIEW
POST SPACING STANDARD INSTALLATION



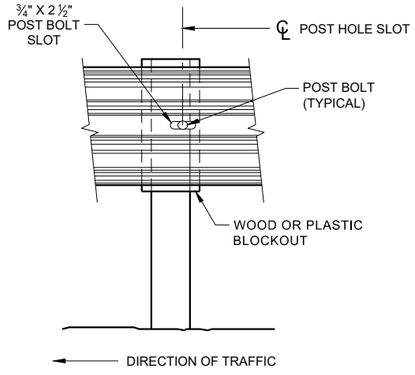
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



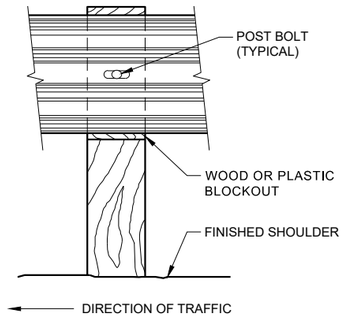
FRONT VIEW
QUARTER POST SPACING (QS)



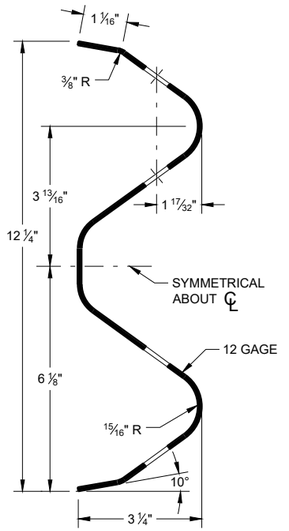
FRONT VIEW
MID-SPAN BEAM SPLICE



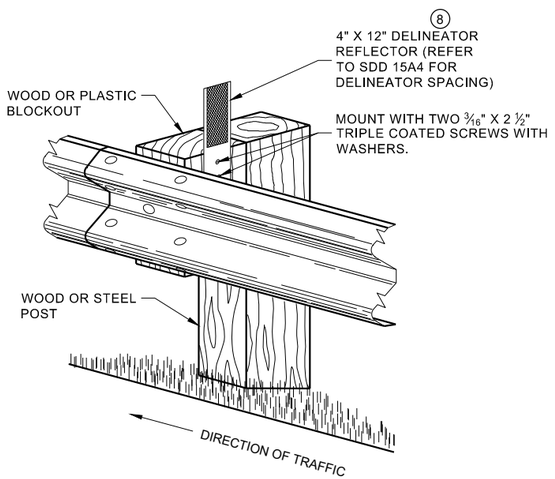
FRONT VIEW AT STEEL POST



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.

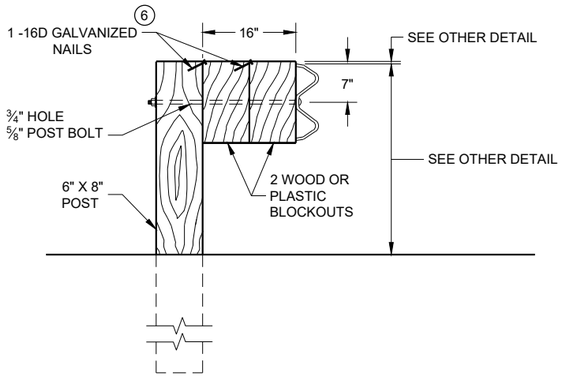
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

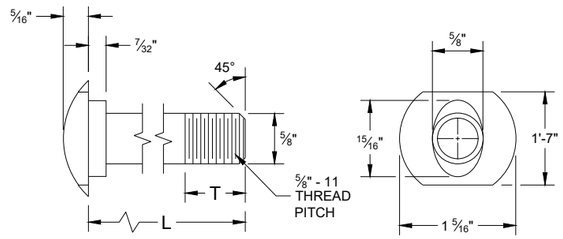


DETAIL FOR 16" BLOCKOUT DEPTH

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

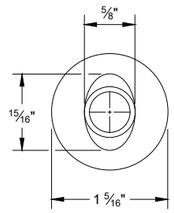
NOTE:

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

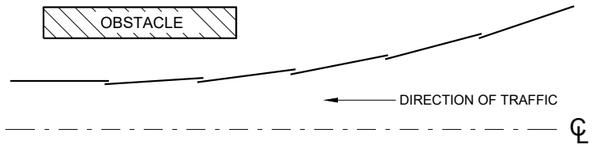


POST BOLT TABLE

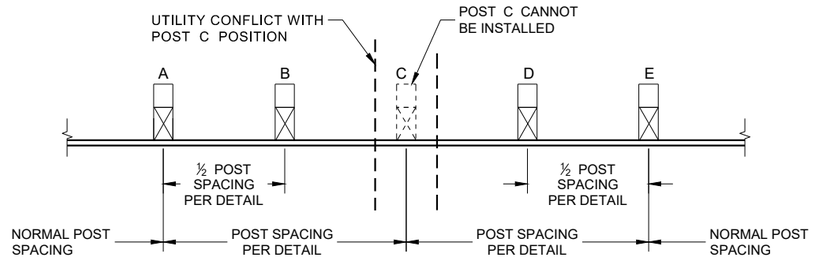
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



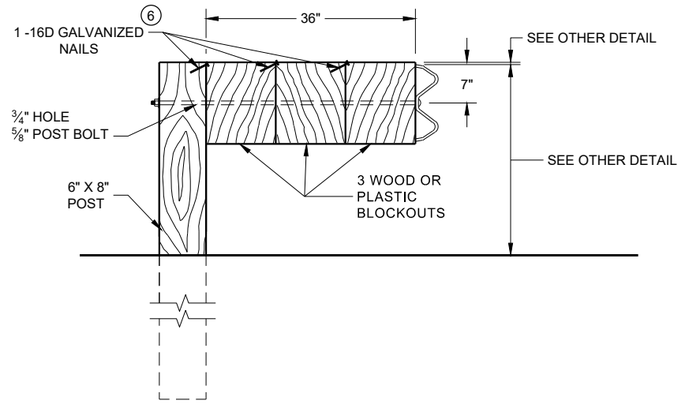
ALTERNATE BOLT HEAD



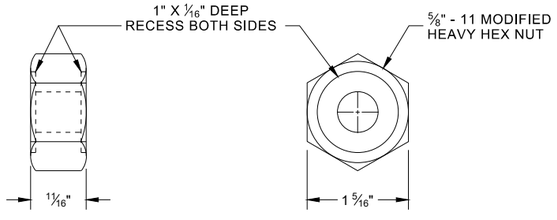
PLAN VIEW
BEAM LAPPING DETAIL



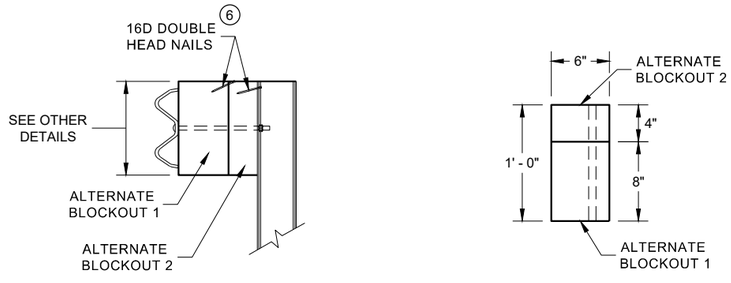
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW

PLAN VIEW

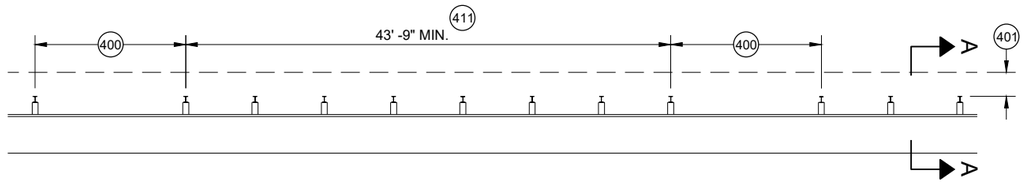
ALTERNATE WOOD BLOCKOUT DETAIL

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

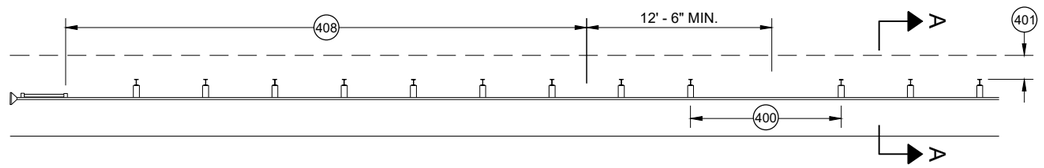
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

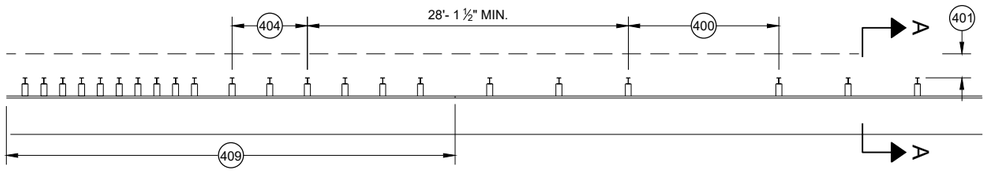
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



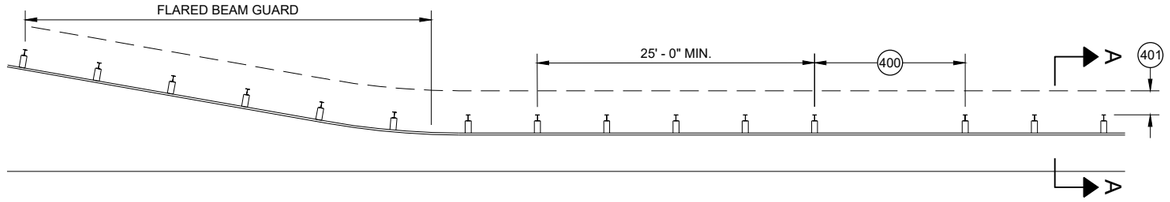
MISSING POST IN MGS GUARDRAIL



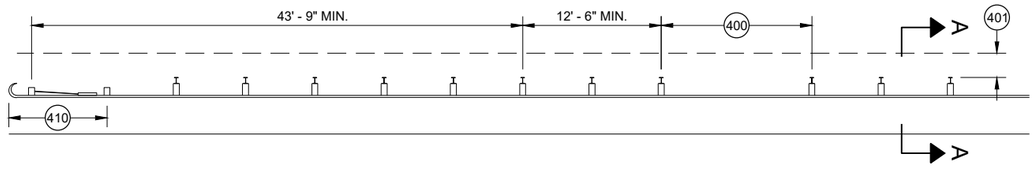
MISSING POST IN MGS GUARDRAIL NEAR EAT



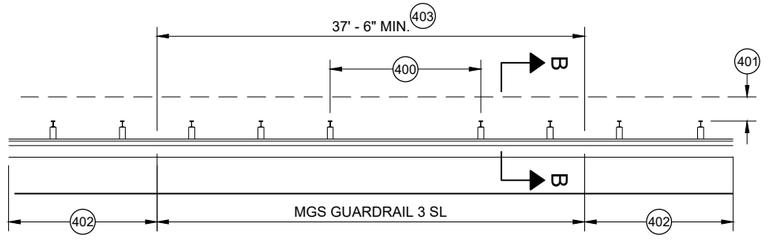
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

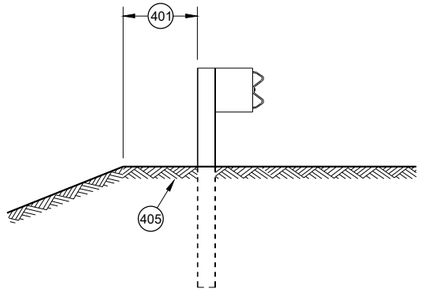


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

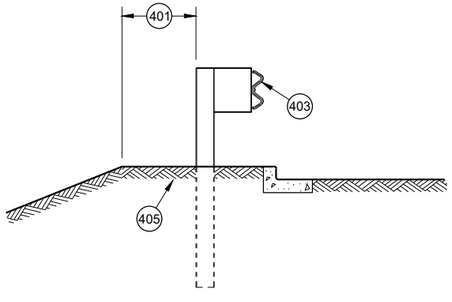


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

6

SDD 14B42 - 07d

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

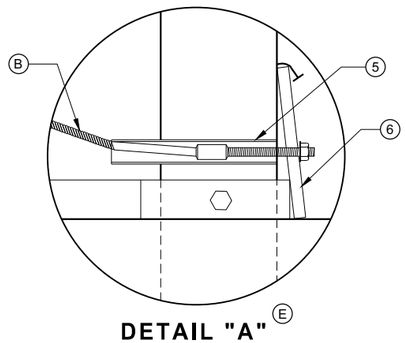
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

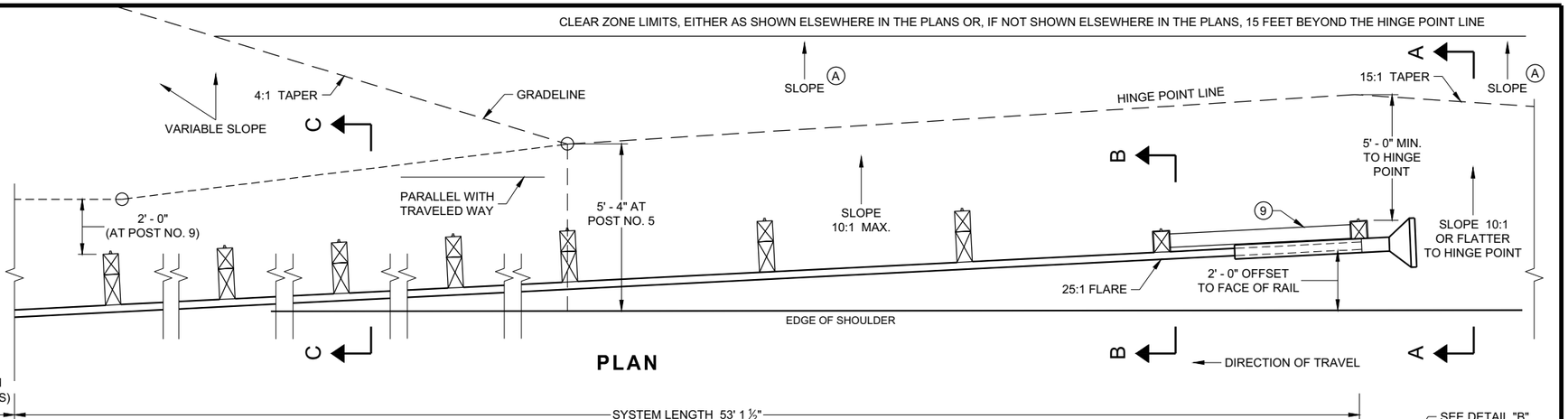
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

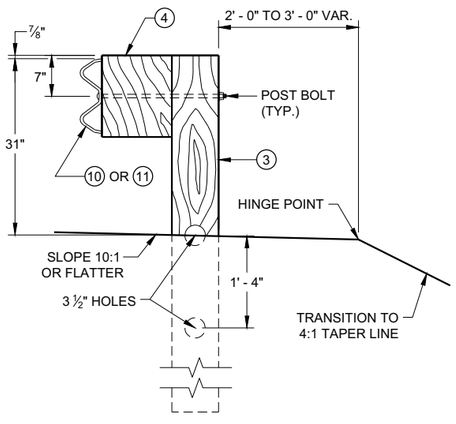
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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

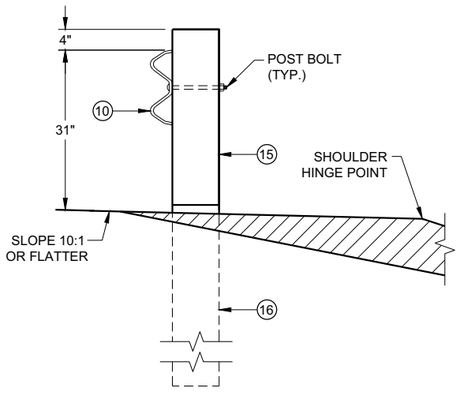


DETAIL "A" (E)

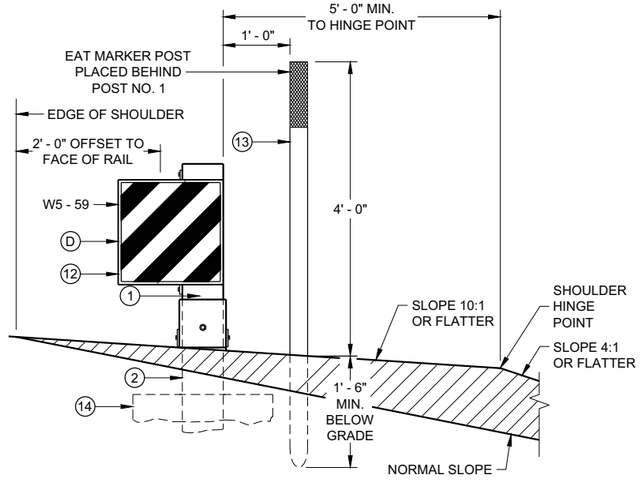




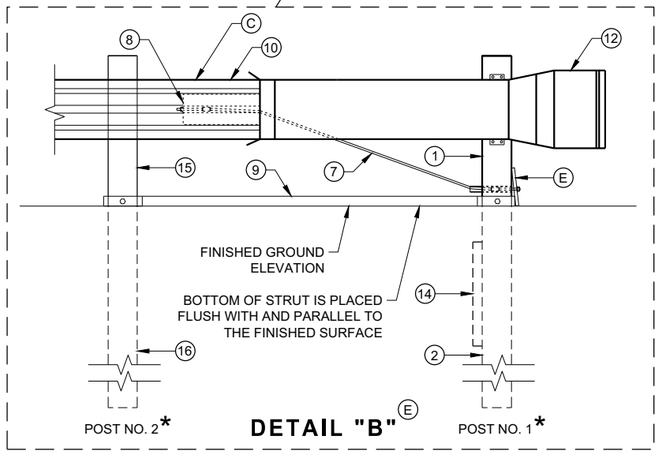
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



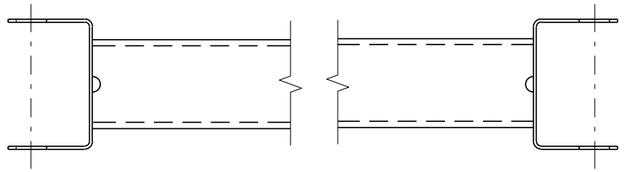
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

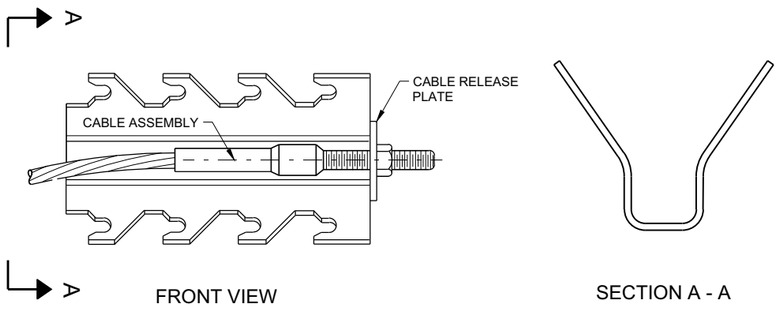
SDD 14B44 - 04a



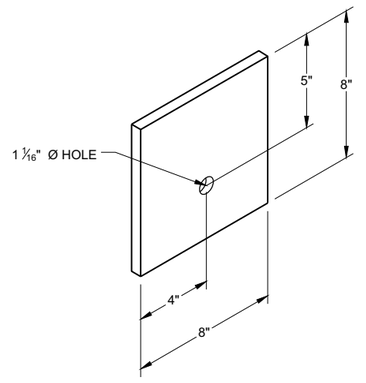
GENERIC GROUND STRUT (9) (E)

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

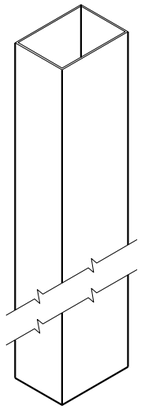
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SDD 14B44 - 04b

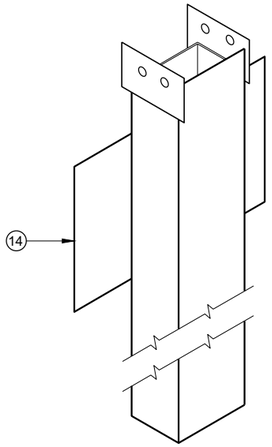
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

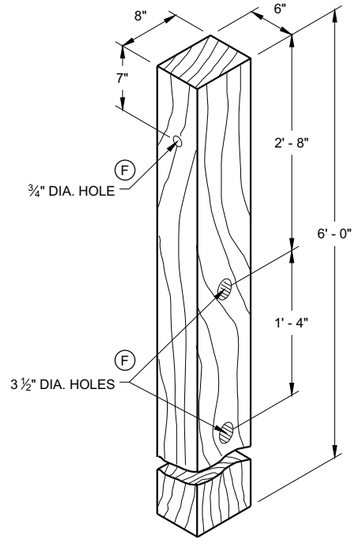
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



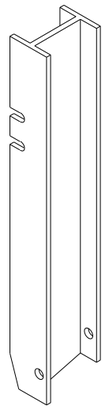
UPPER POST NO. 1 (1) (E)



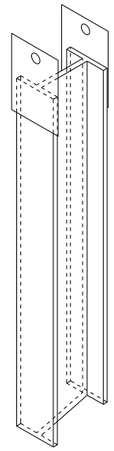
LOWER POST NO. 1 (2) (E)



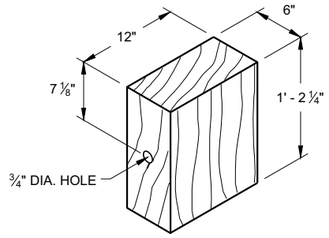
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



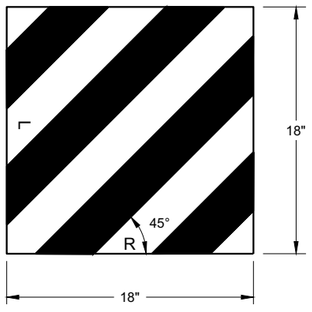
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

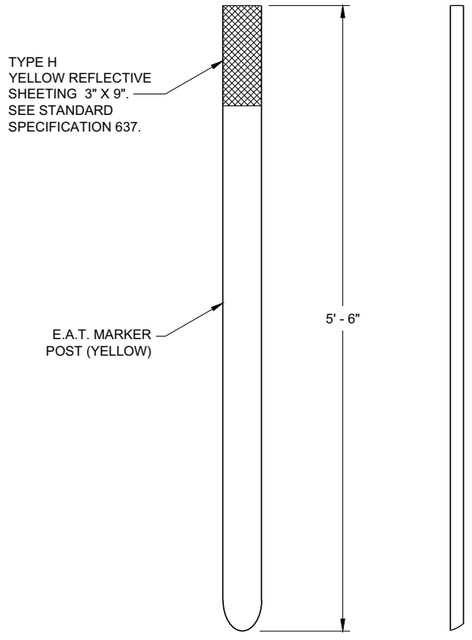


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



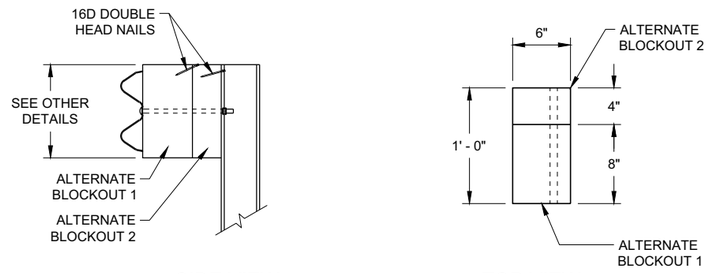
W5 - 59

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)

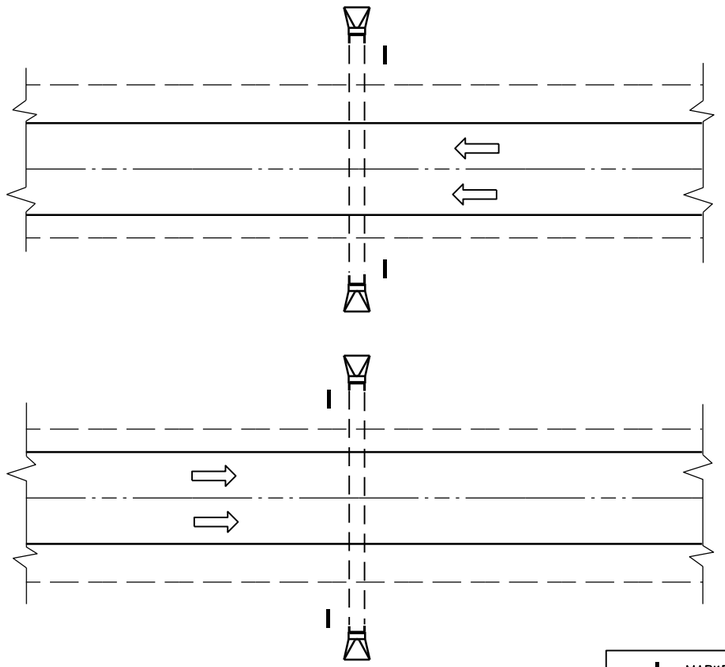
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

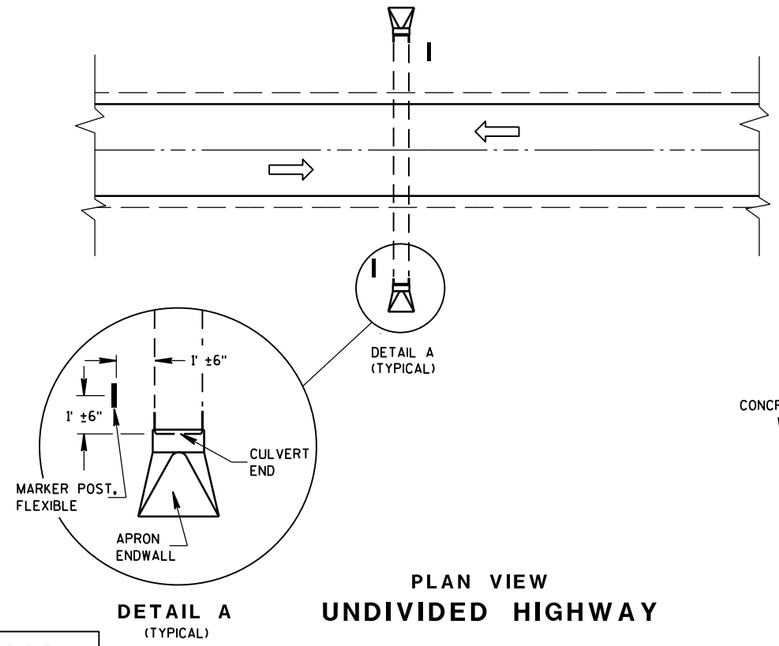
6

SDD 14B44 - 04c
SDD 14B44 - 04c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

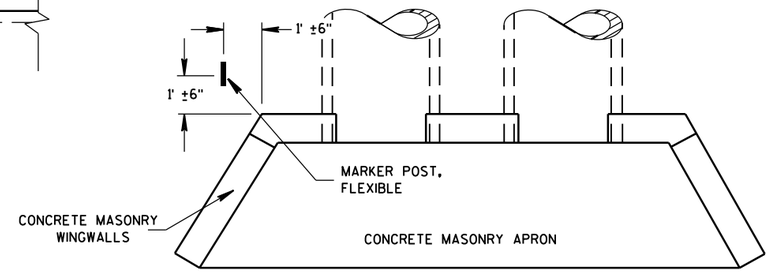
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

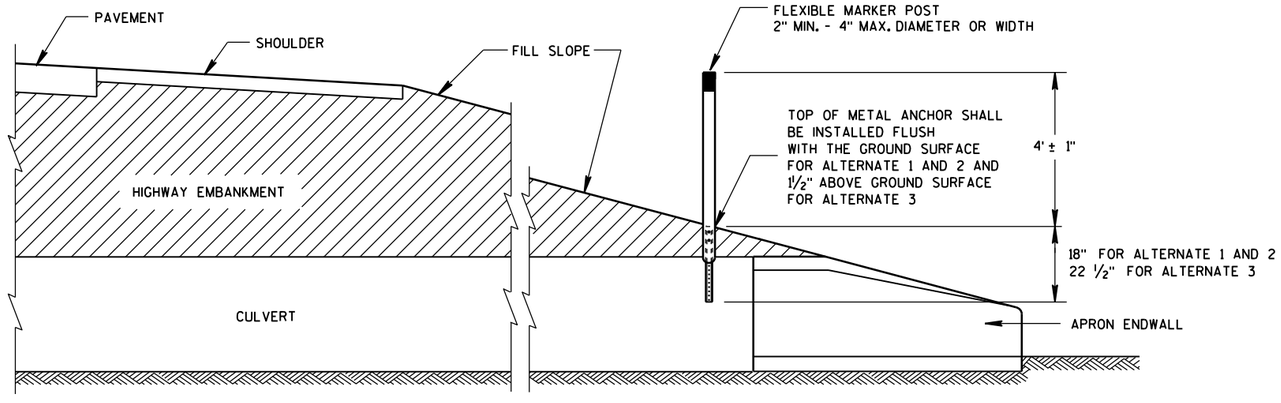
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

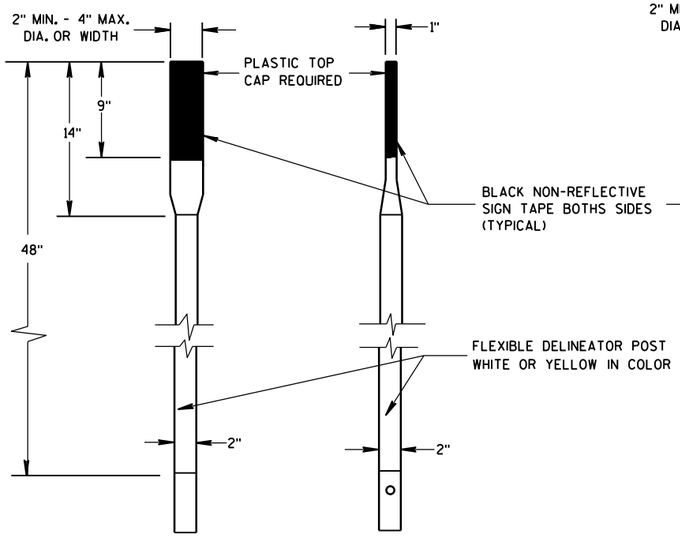
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

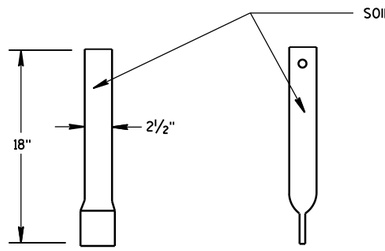
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S.D.D. 15 A 3-2a

6

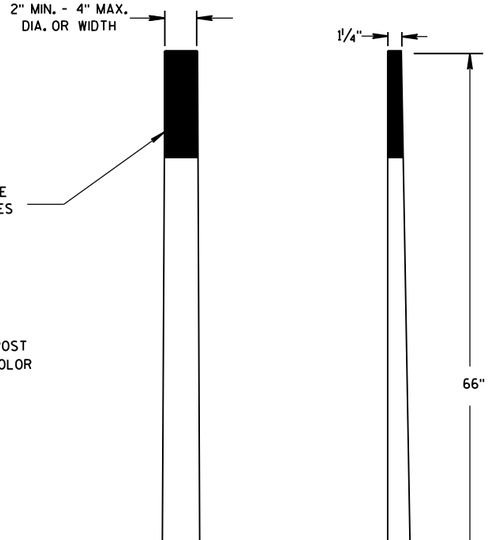
S.D.D. 15 A 3-2a





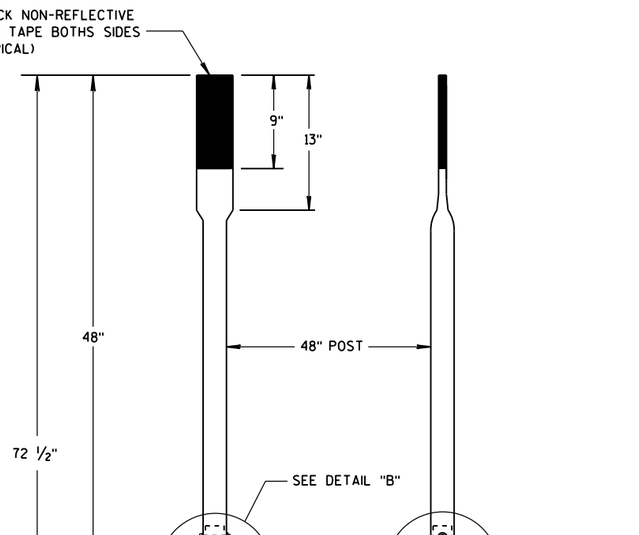
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

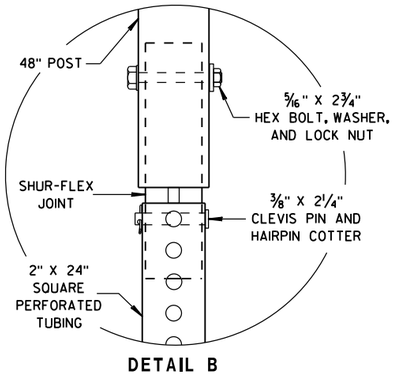
ALTERNATE 2



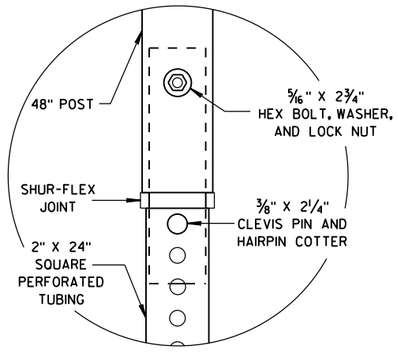
FRONT VIEW SIDE VIEW

ALTERNATE 3

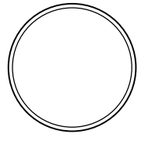
FLEXIBLE MARKER POSTS



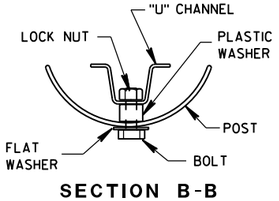
DETAIL B



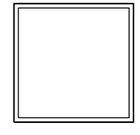
DETAIL C



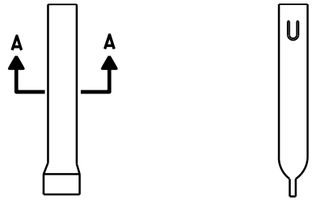
SECTION A-A



SECTION B-B

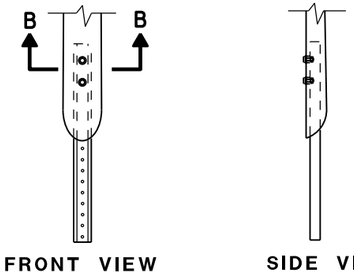


SECTION C-C



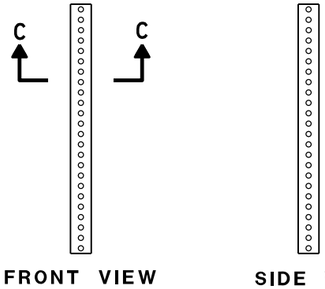
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST FOR CULVERT END
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 10/1/2012 DATE /S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA

6

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

6

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

GENERAL NOTES

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

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

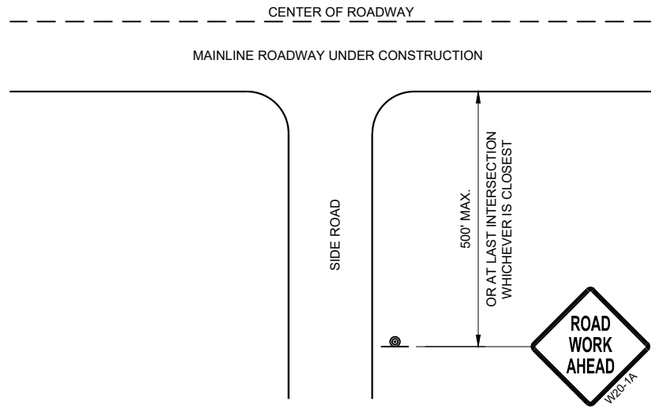
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

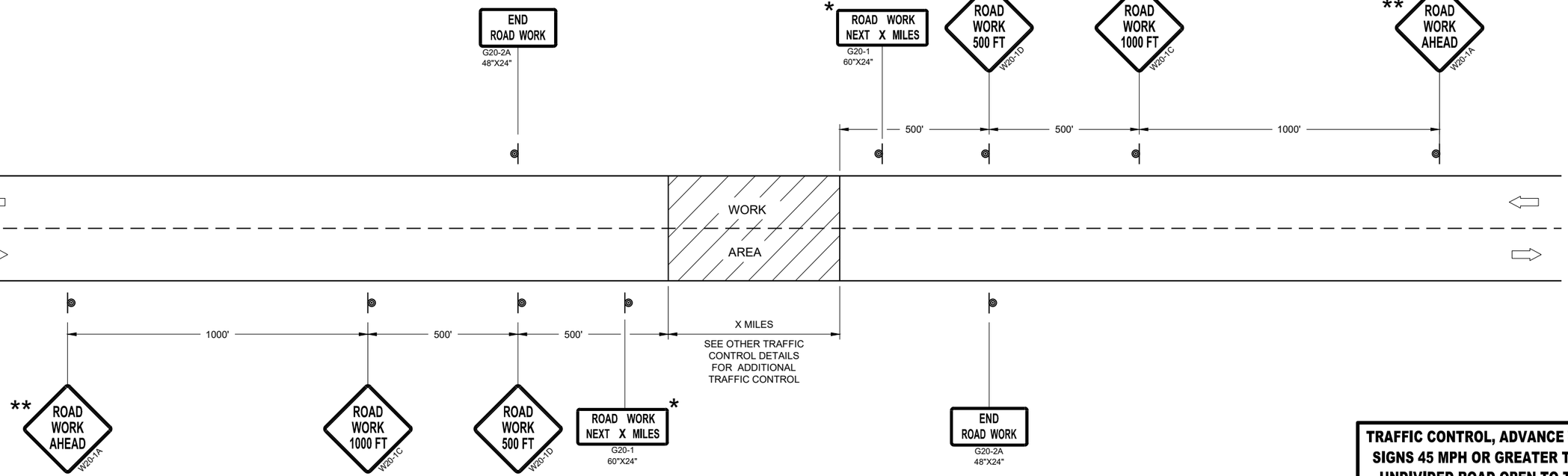
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

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

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

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

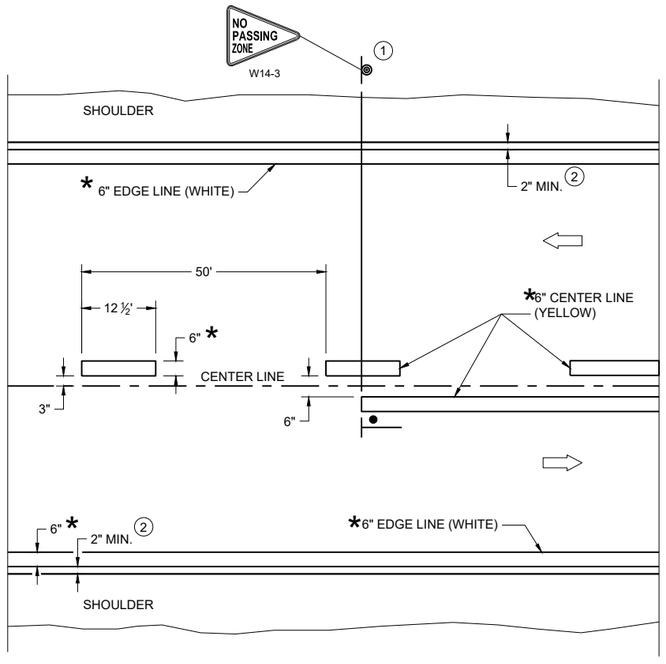
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

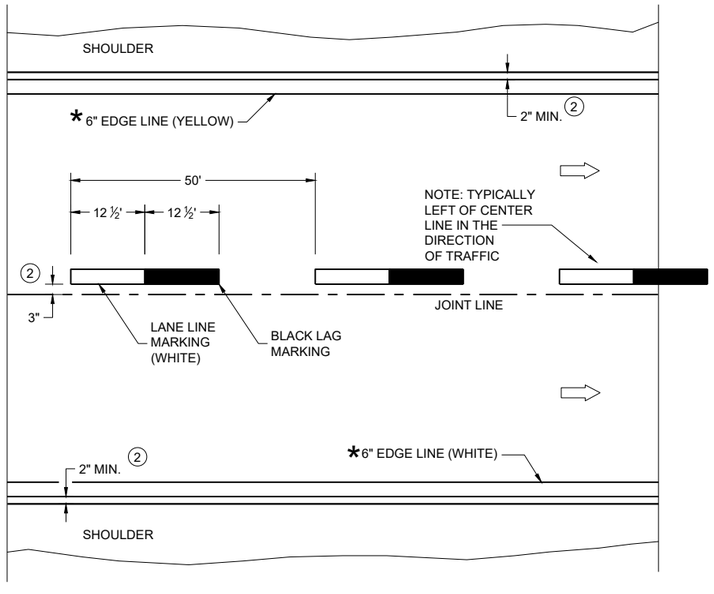
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

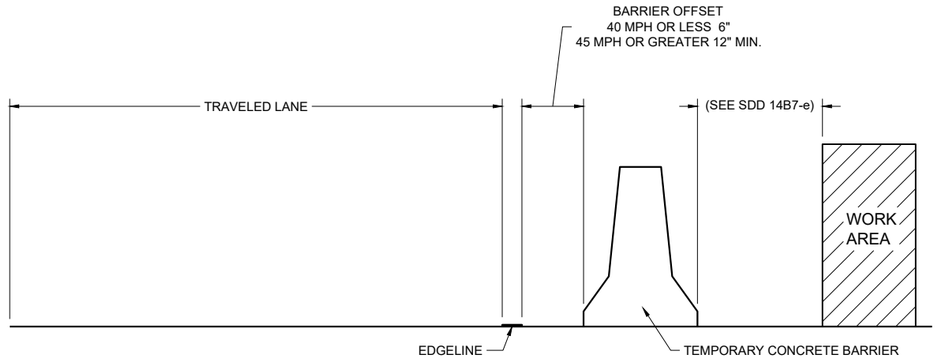
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

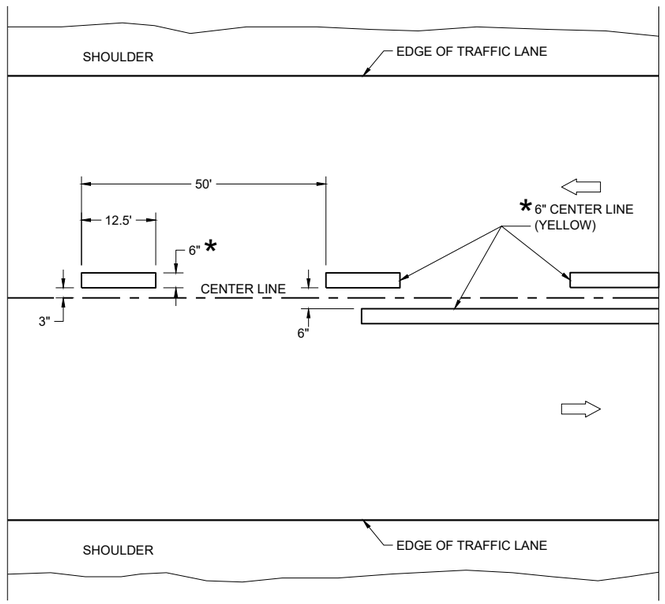
GENERAL NOTES

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

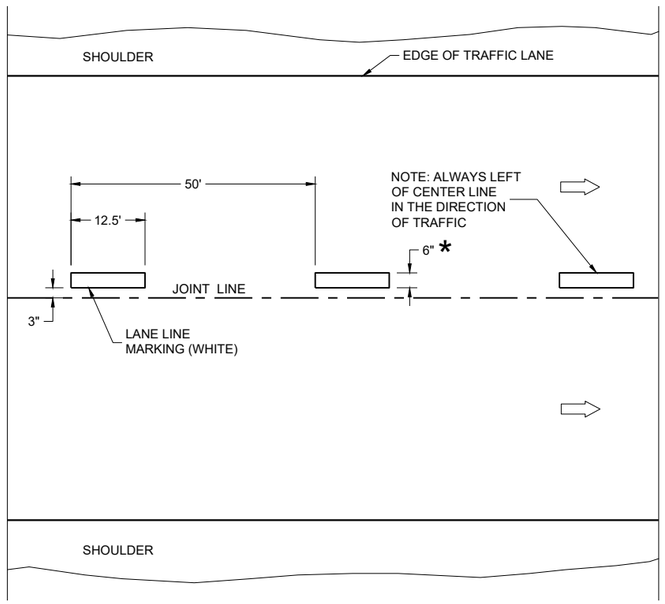
LEGEND

DIRECTION OF TRAFFIC

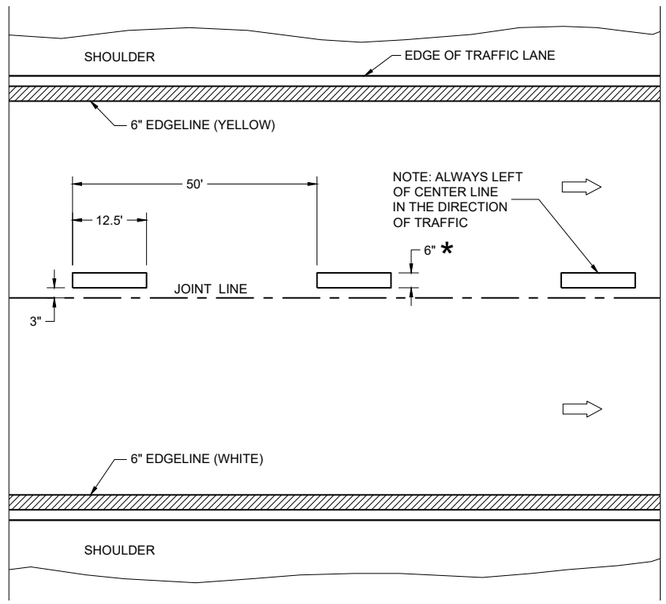
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

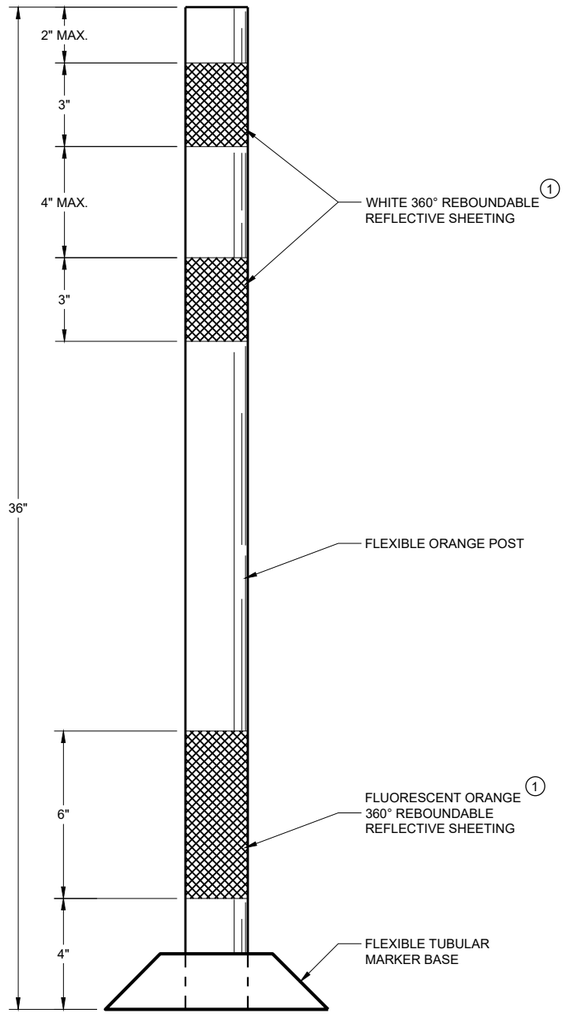
FHWA

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SDD 15C08-24b

6

SDD 15C08-24b



FLEXIBLE TUBULAR MARKER POST WORK ZONE

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.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

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

6

SDD 15C11 - 10a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

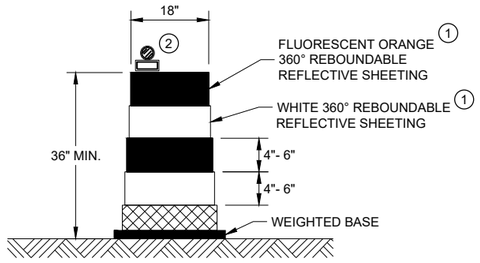
FHWA

6

SDD 15C11 - 10a

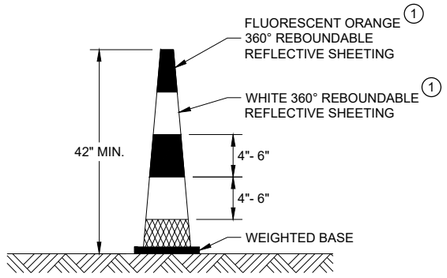
GENERAL NOTES

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



DRUM

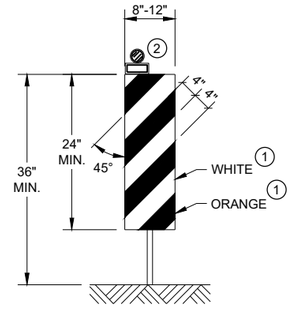
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

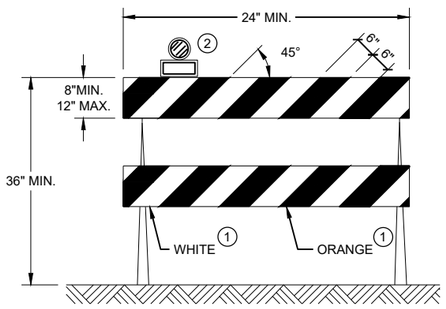
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



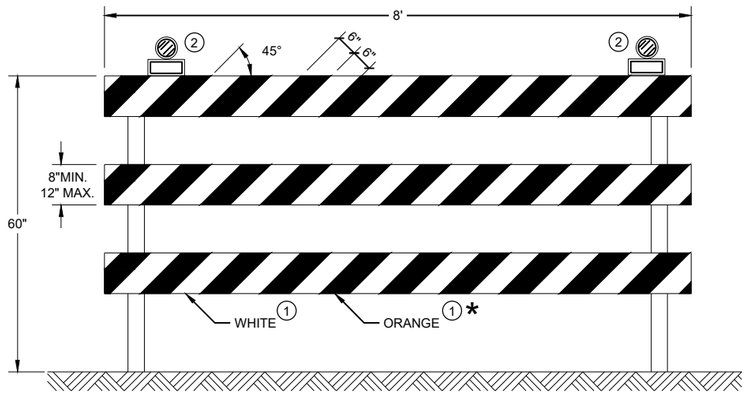
VERTICAL PANEL

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



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b
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.

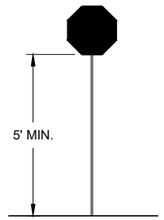
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

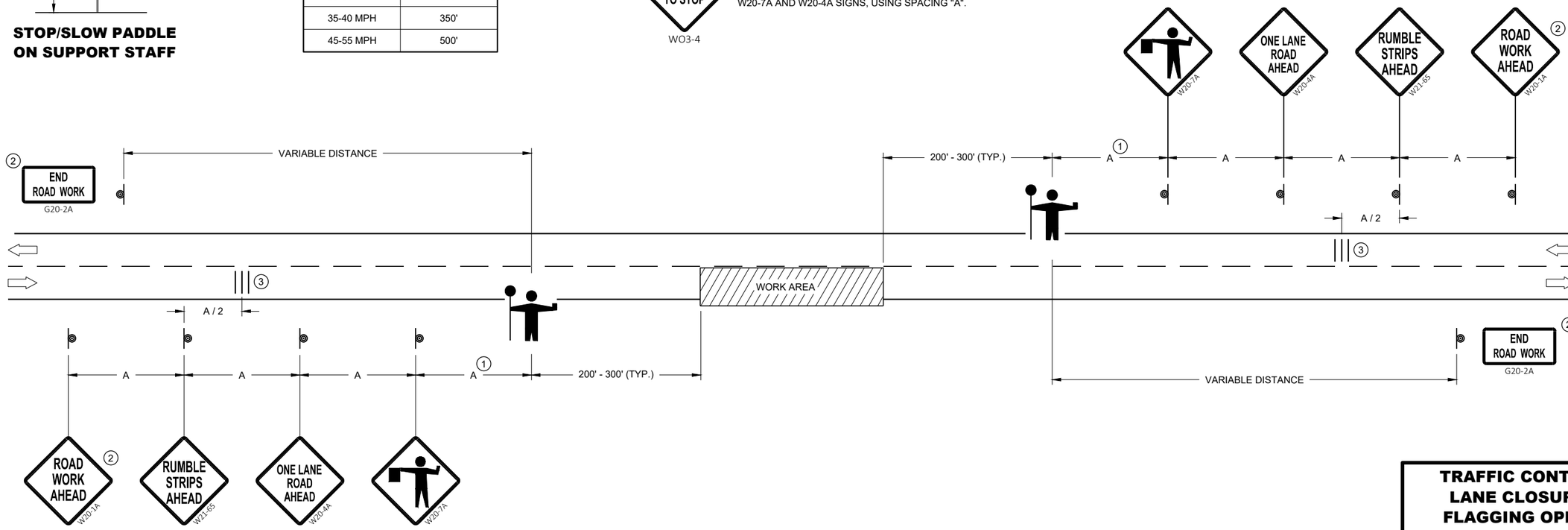
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

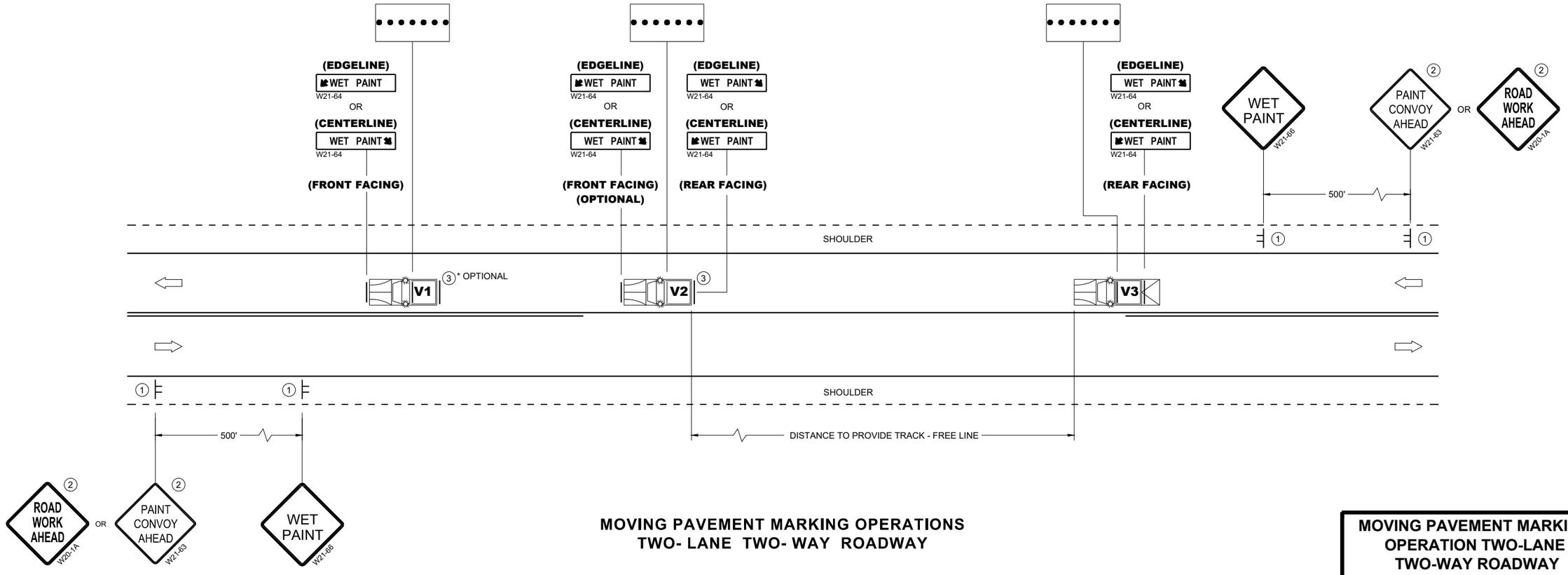
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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

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

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



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

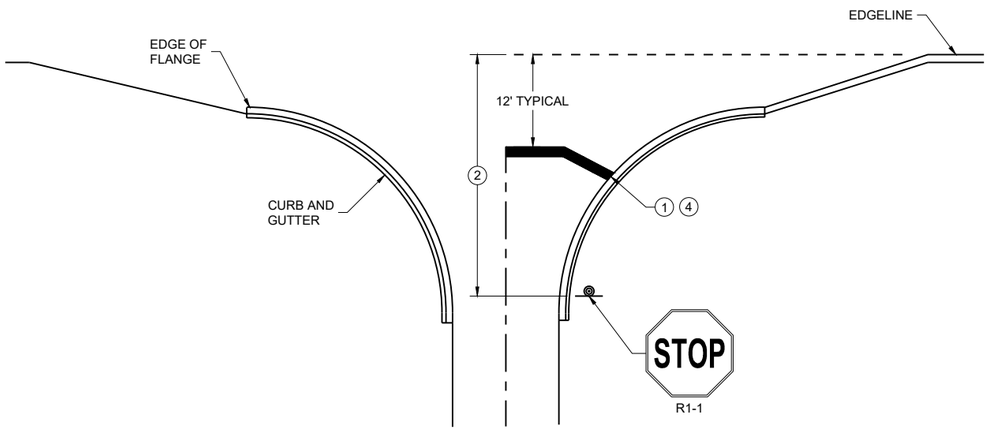
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SDD 15C19-11a

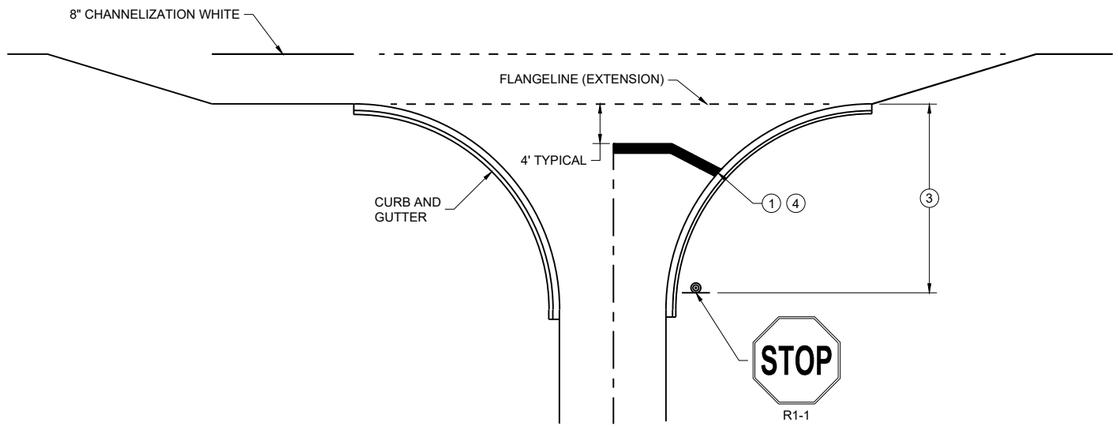
GENERAL NOTES

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

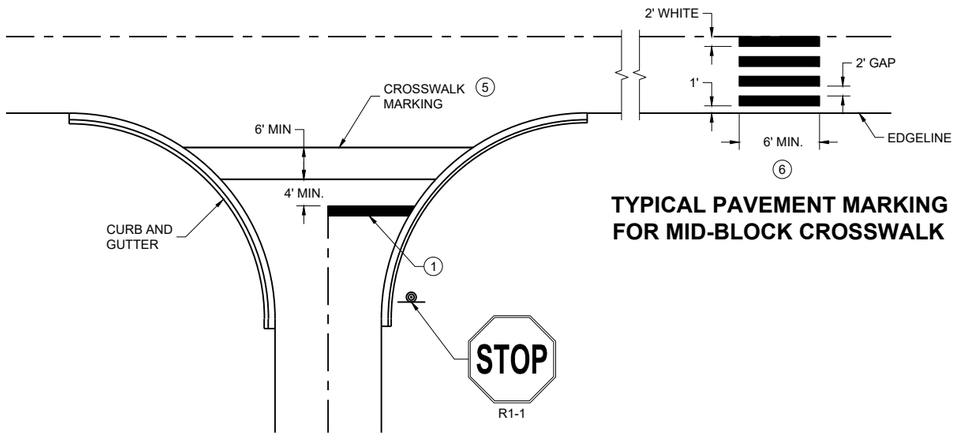
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

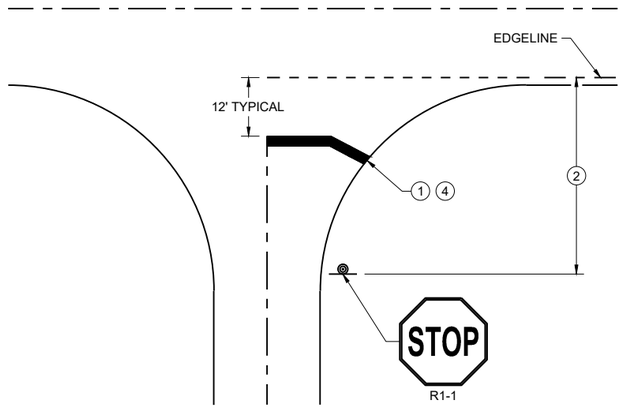


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

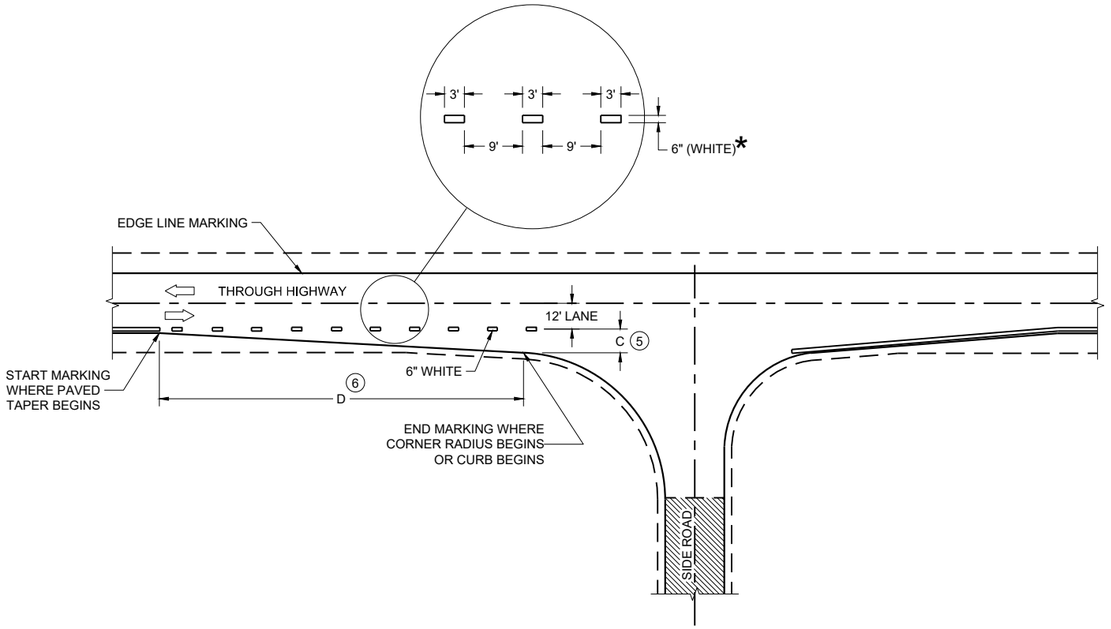
FHWA

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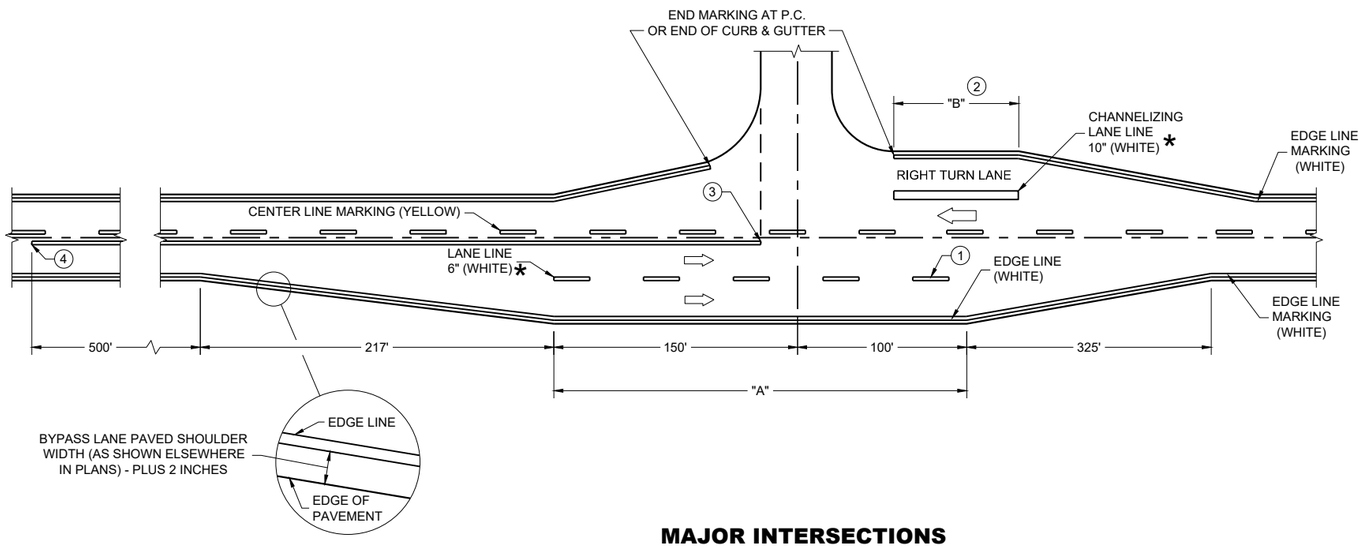
SDD 15C33-05

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SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

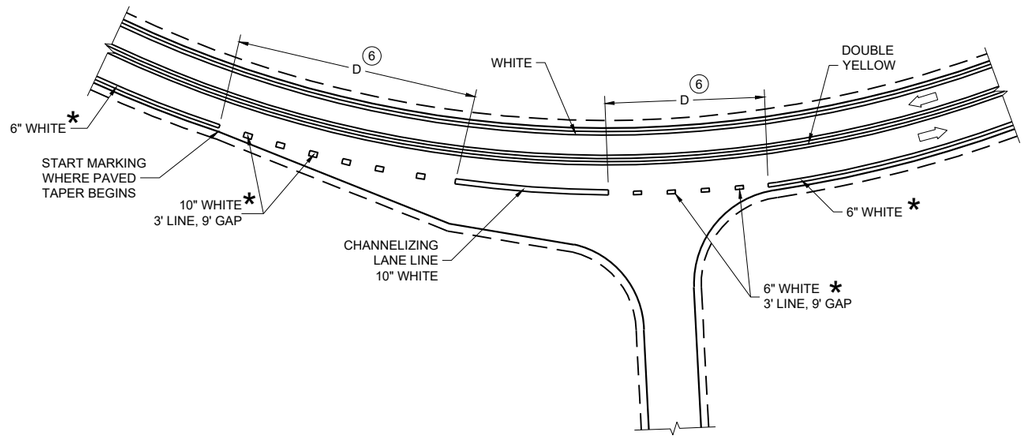
GENERAL NOTES

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

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

LEGEND

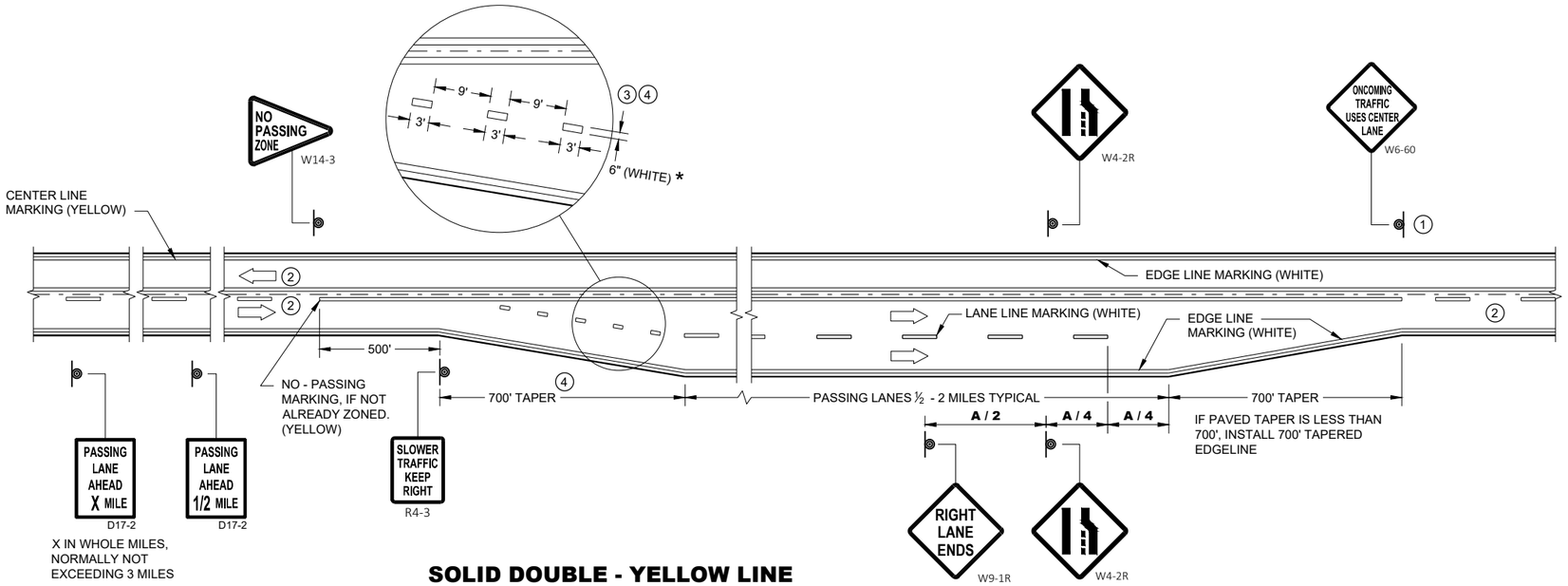
DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

GENERAL NOTES

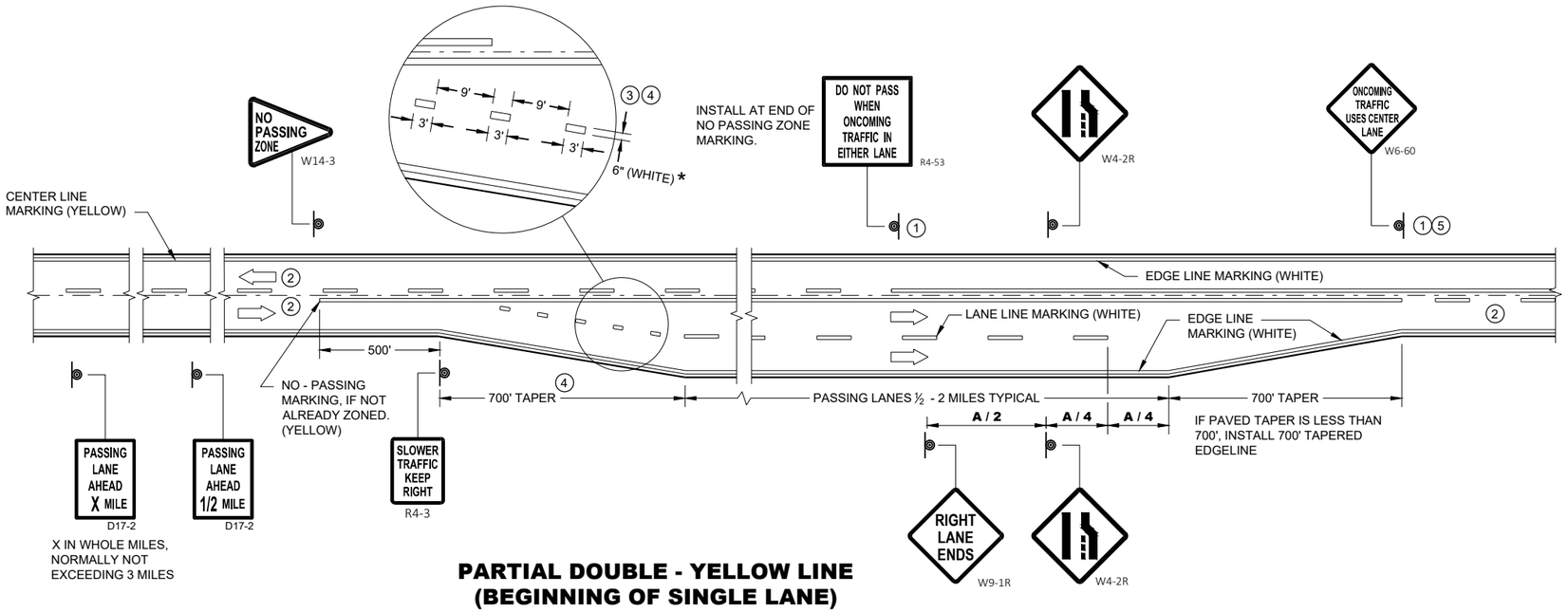
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE -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

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

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

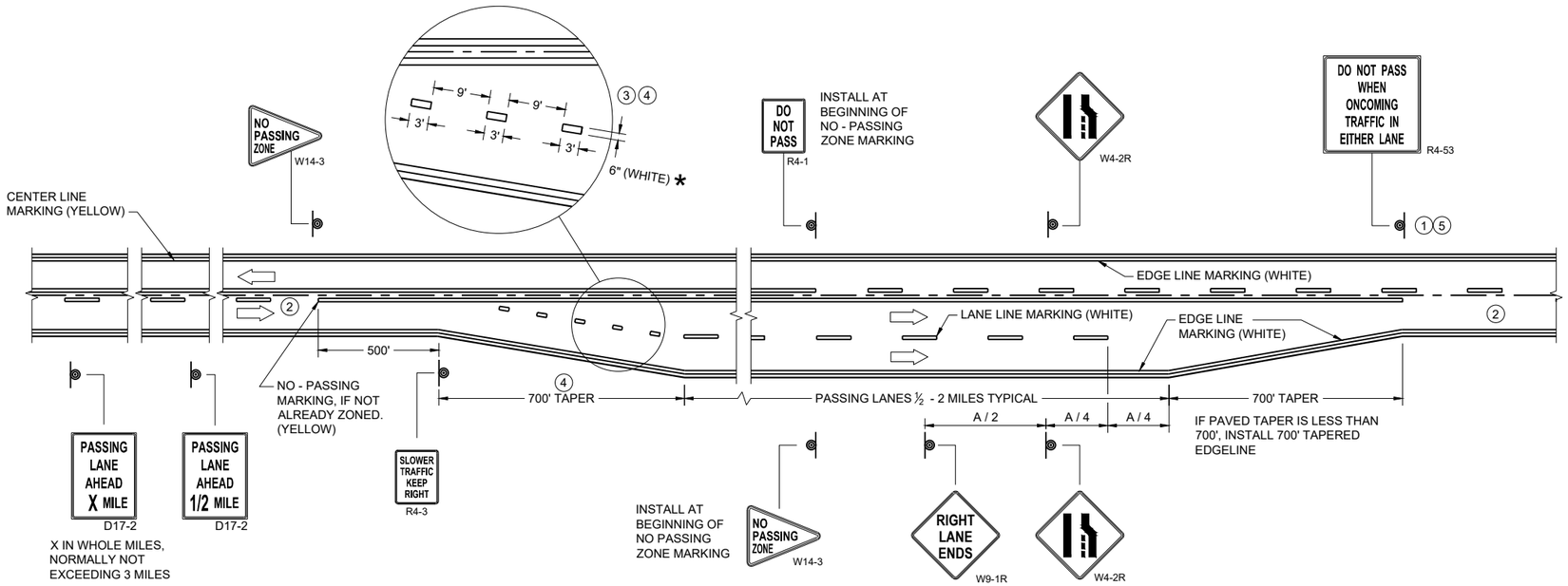
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PARTIAL DOUBLE - YELLOW LINE
(BEGINNING OF SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

6
SDD 15C35-06b



SOLID DOUBLE - YELLOW LINE
(END OF SINGLE LANE)

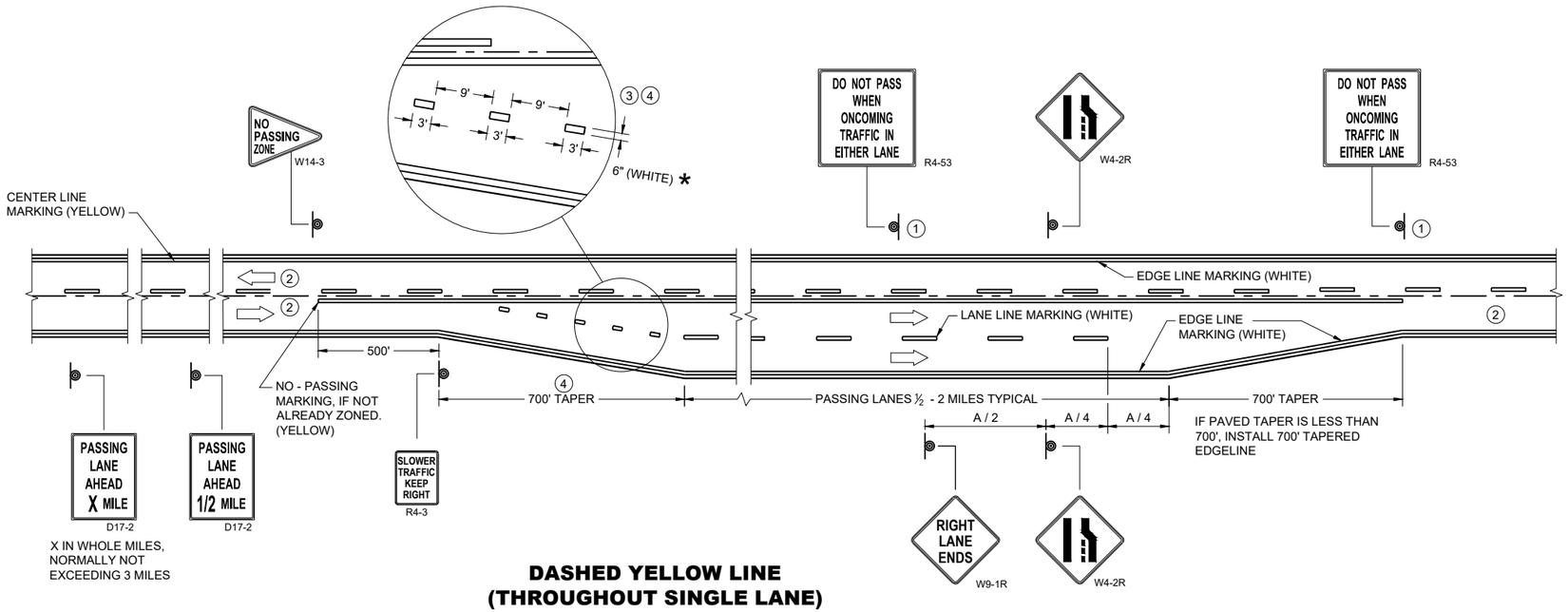
GENERAL NOTES

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

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

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



DASHED YELLOW LINE
(THROUGHOUT SINGLE LANE)

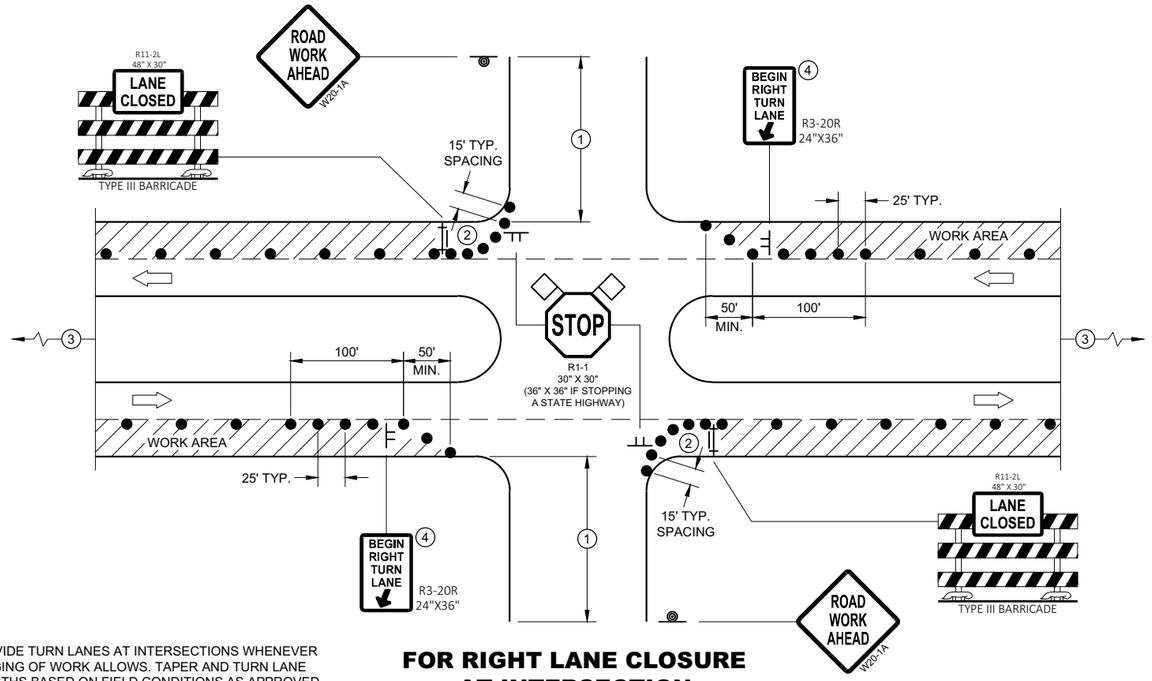
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 15C35-06c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

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

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

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

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

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

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

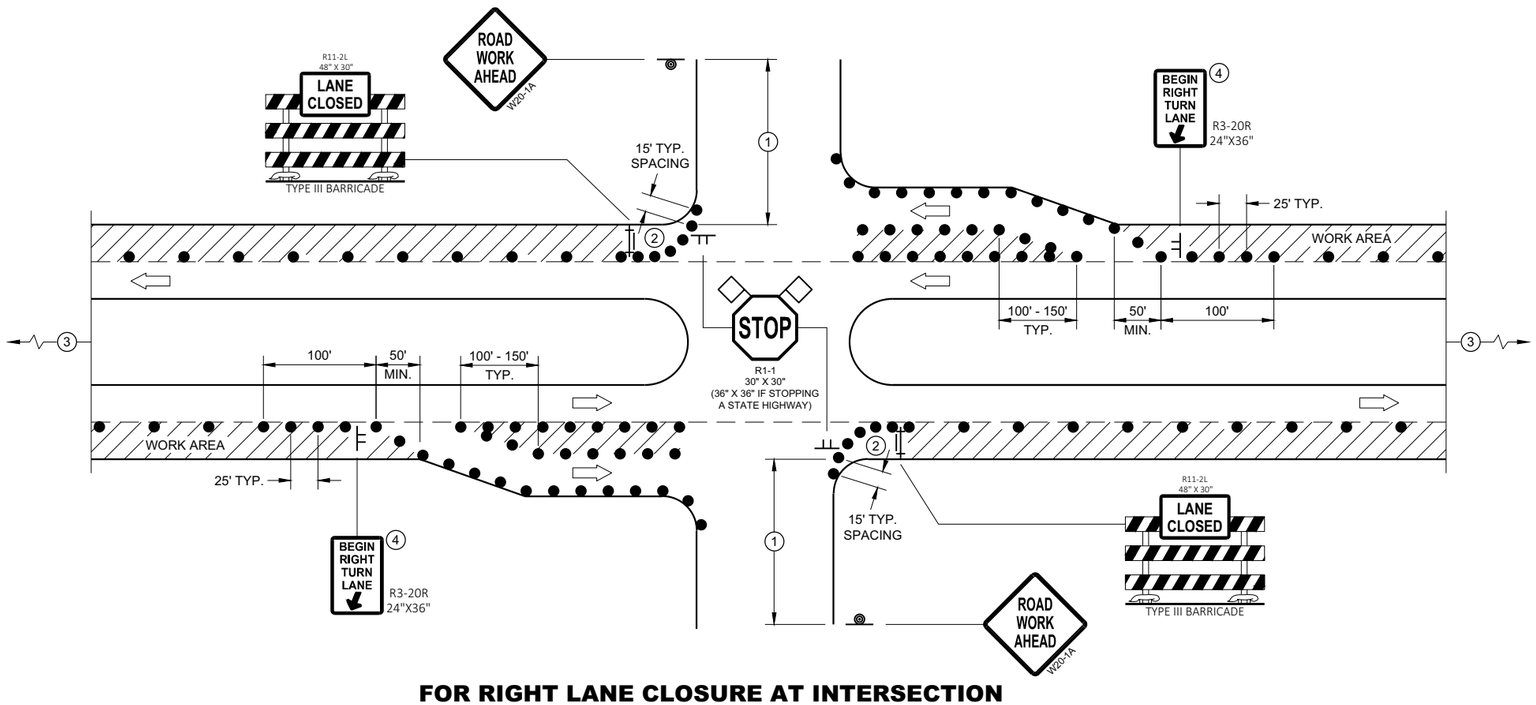
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D21 - 07a

LEGEND

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

GENERAL NOTES

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

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

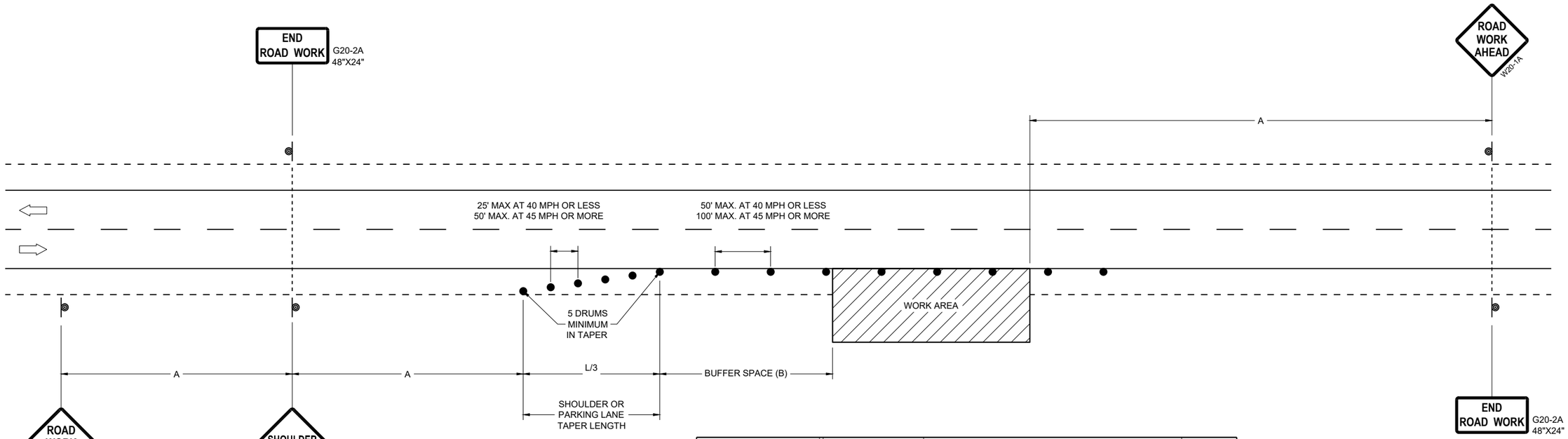
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

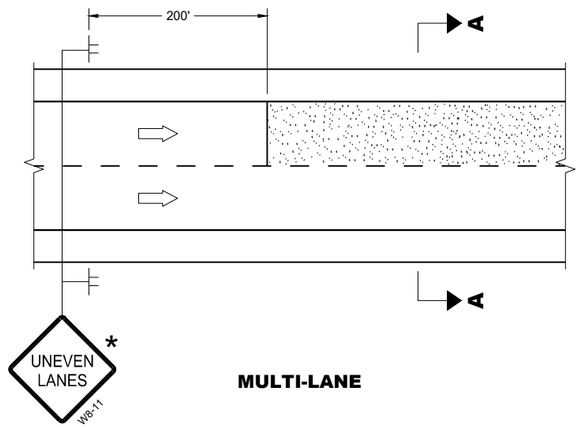
FHWA

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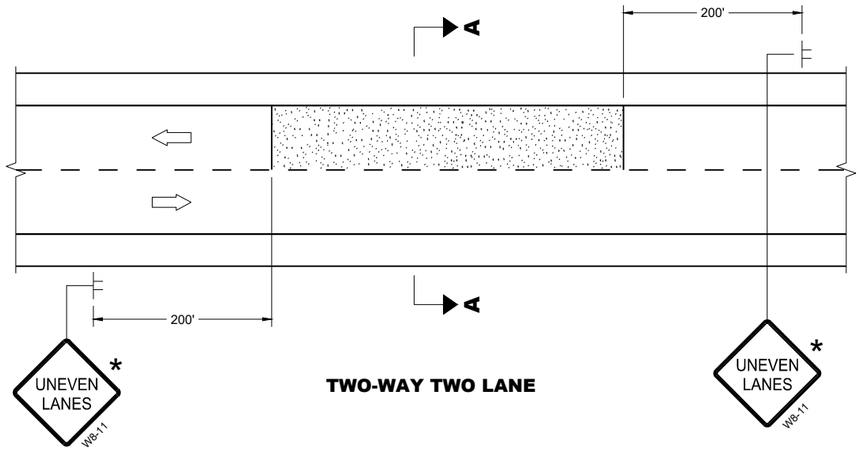
SDD 15D28-05

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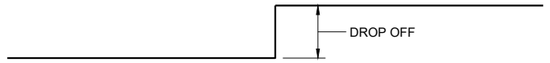
SDD 15D28-05



MULTI-LANE

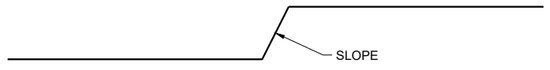


TWO-WAY TWO LANE

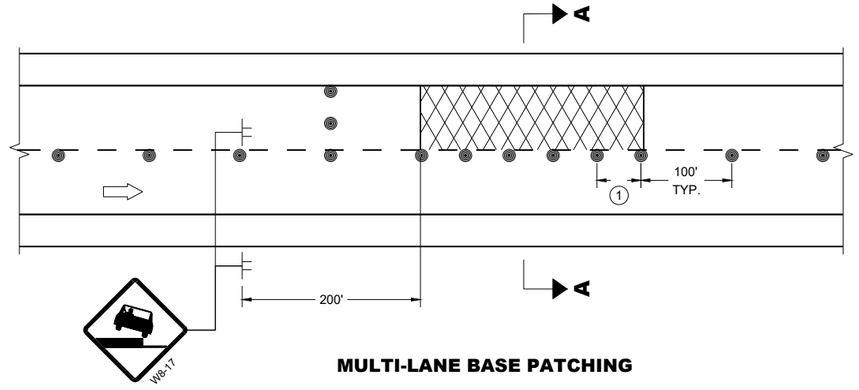


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

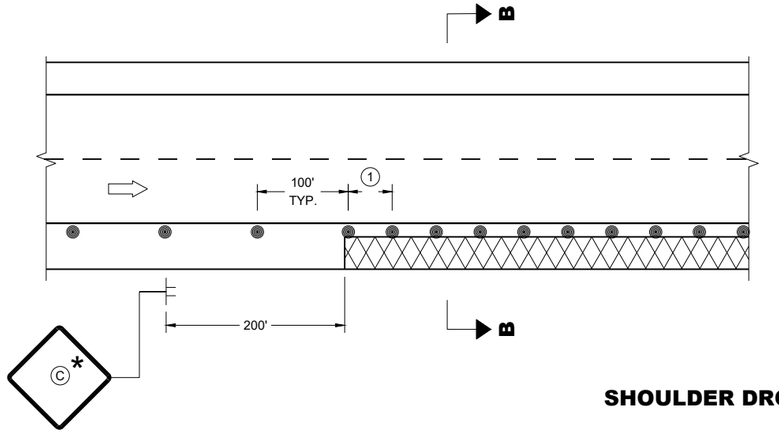
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

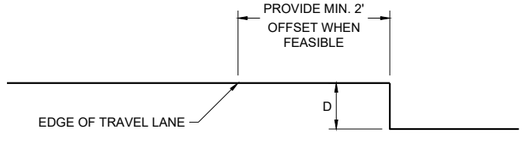
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A
	PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
SDD 15D39-03

GENERAL NOTES

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

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

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

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

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

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

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

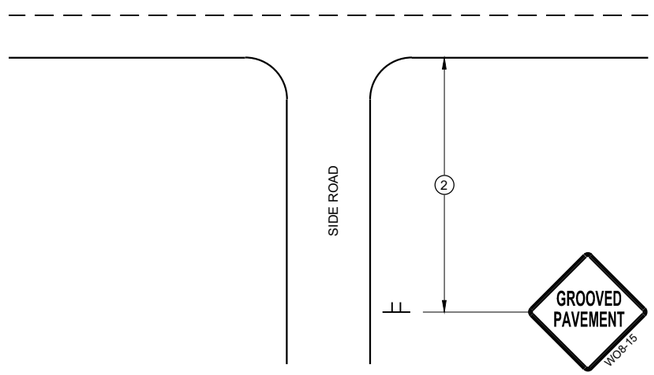
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

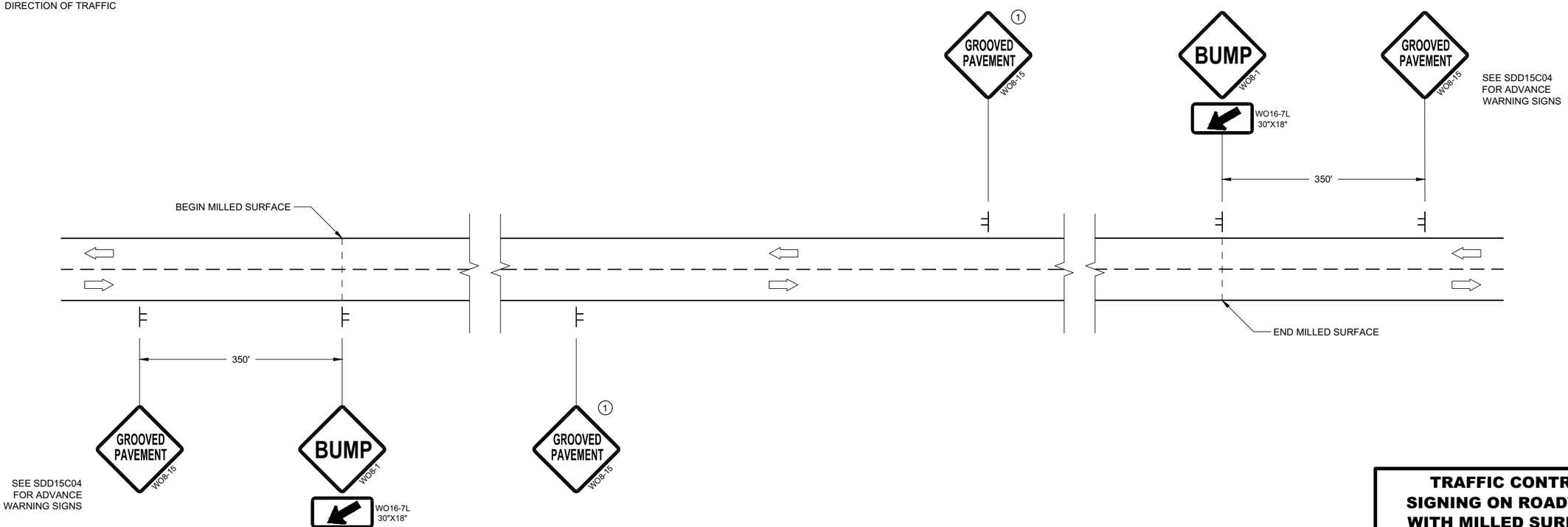
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D44 - 02

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

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

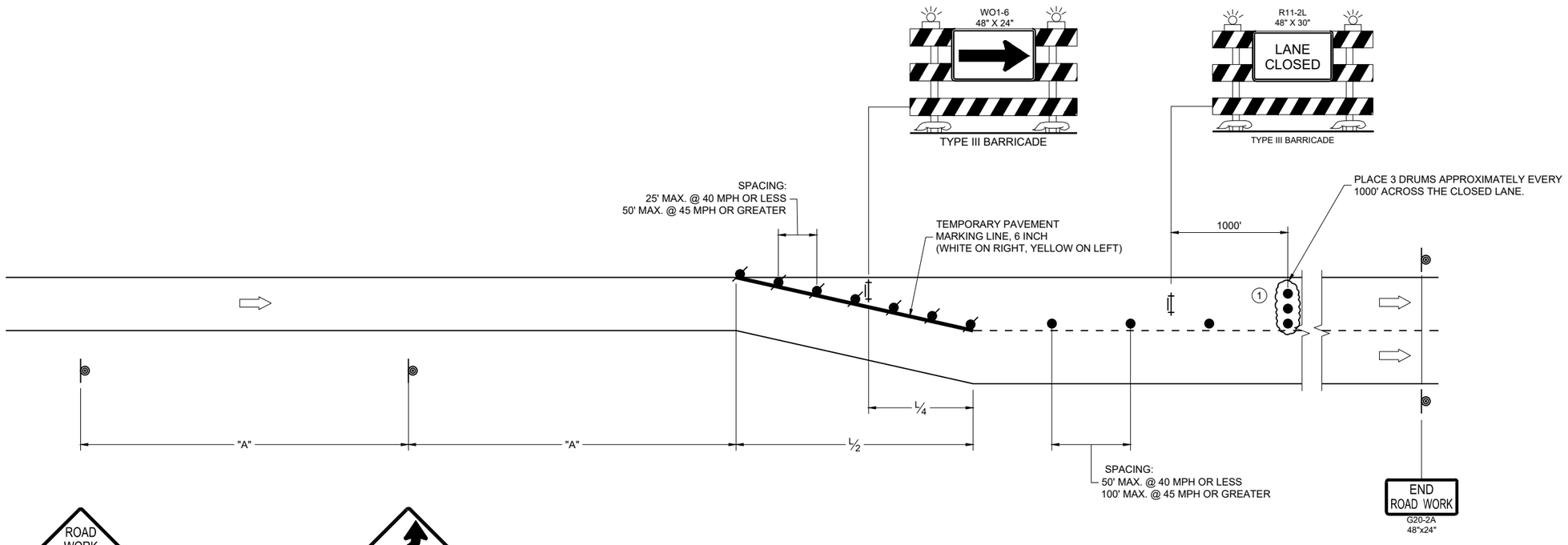
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

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

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



TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D50-04b

6

SDD 15D50-04b

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

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

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

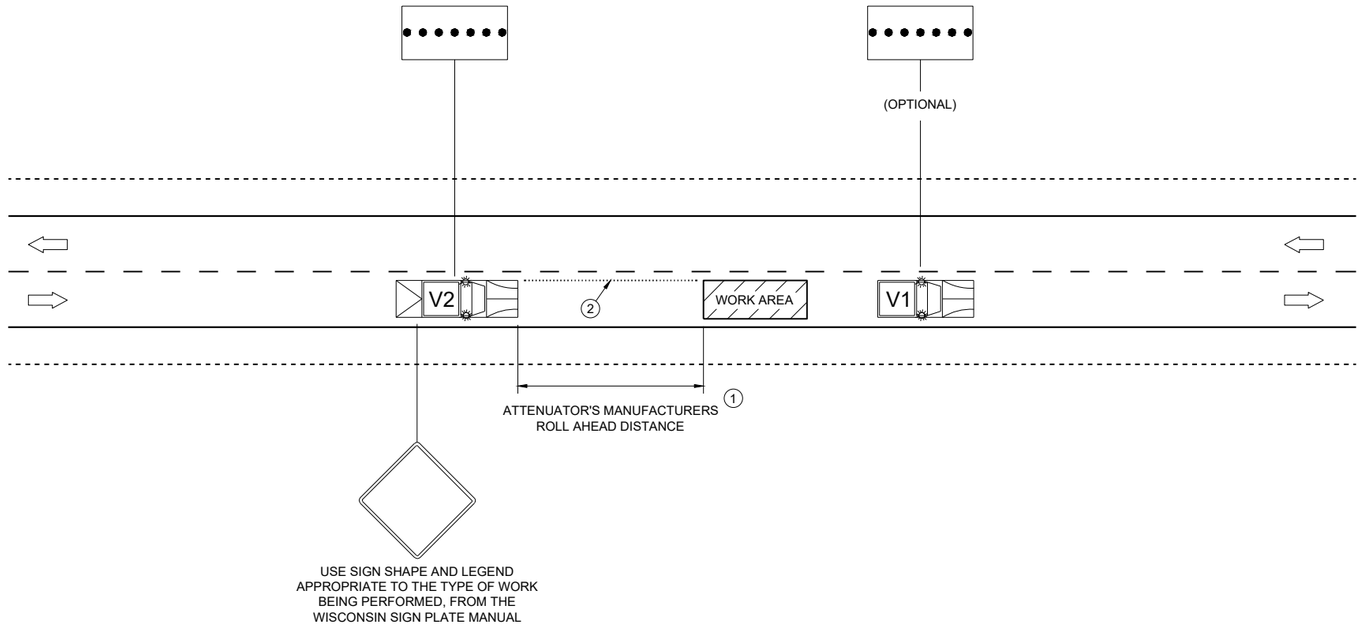
ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

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

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

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



TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

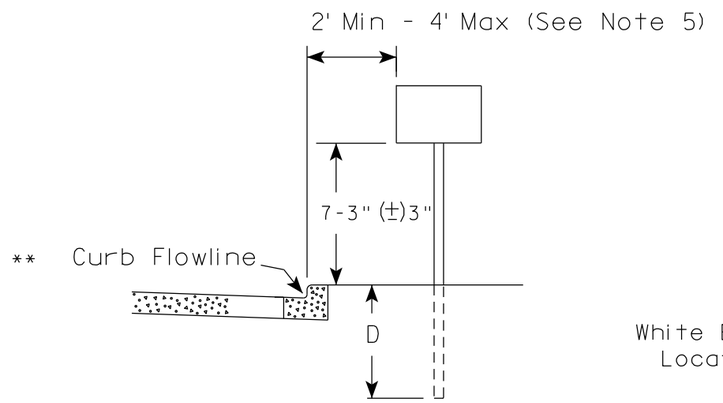
November 2025 — DATE

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

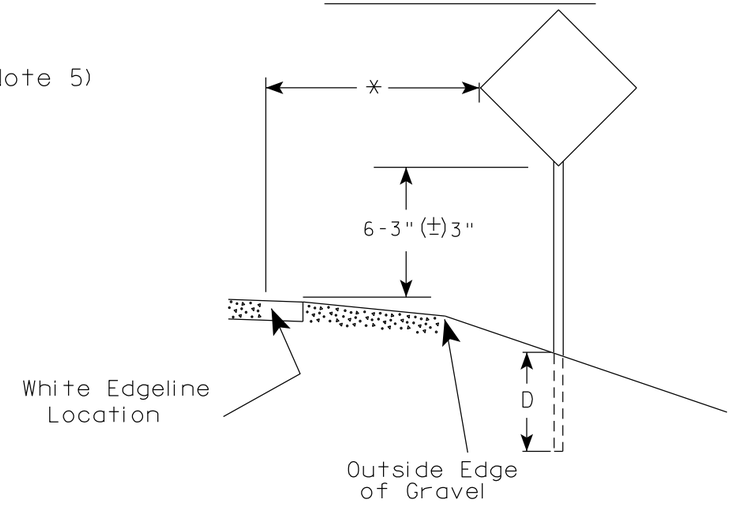
FHWA

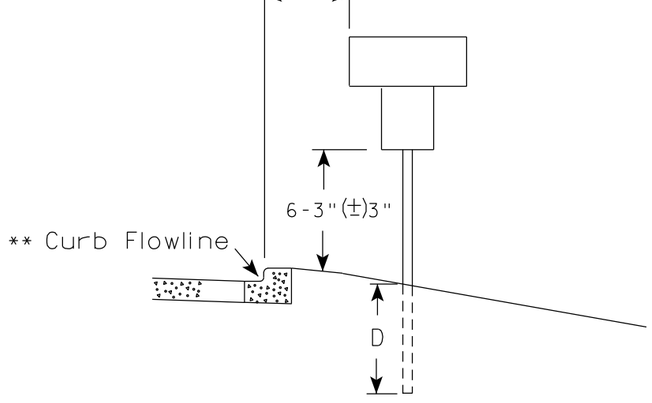
6 SDD 15D51-02

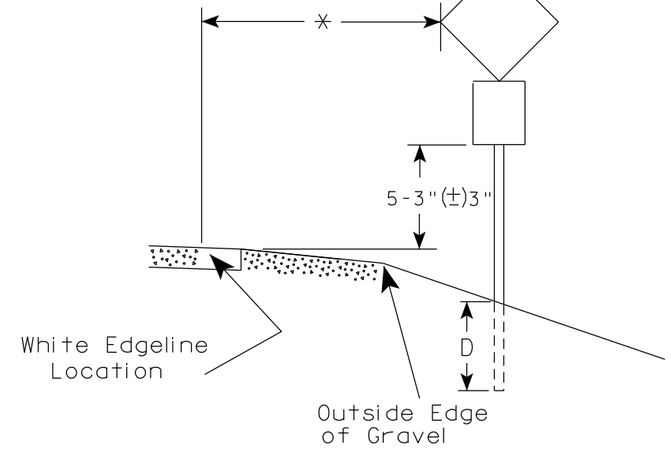
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

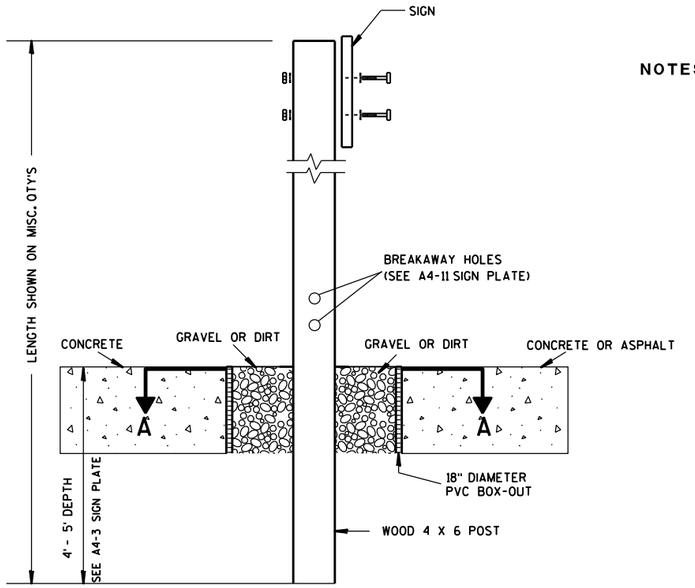
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

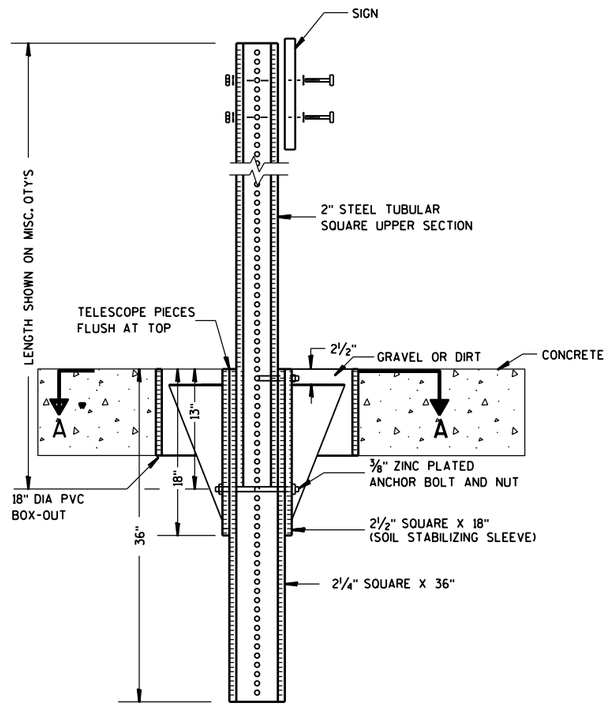
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 89	E



ELEVATION VIEW

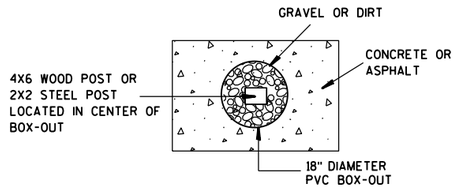
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

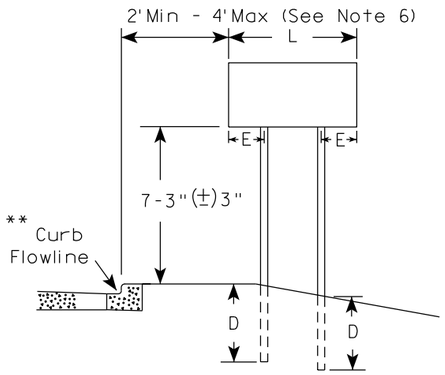
APPROVED Matthew R Rauch
for State Traffic Engineer

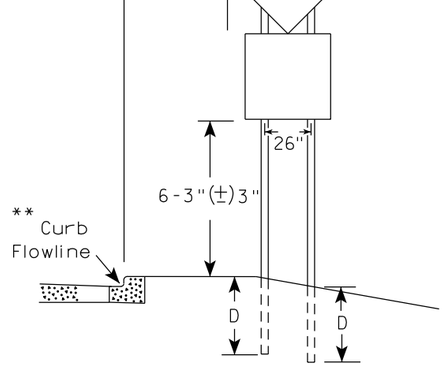
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

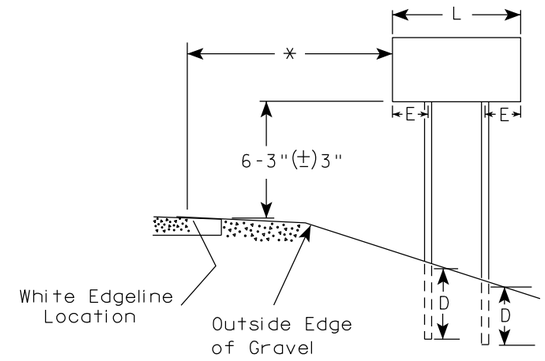
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

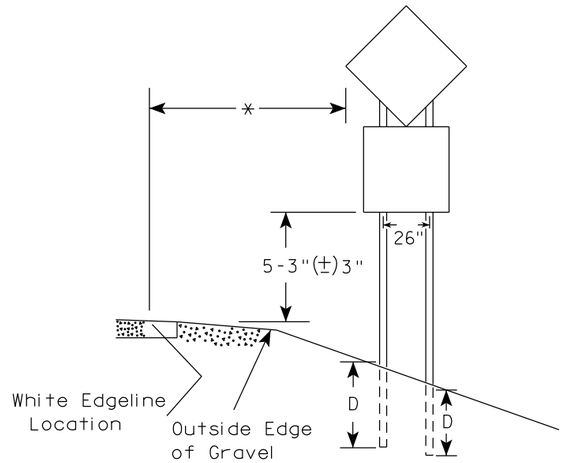
URBAN AREA

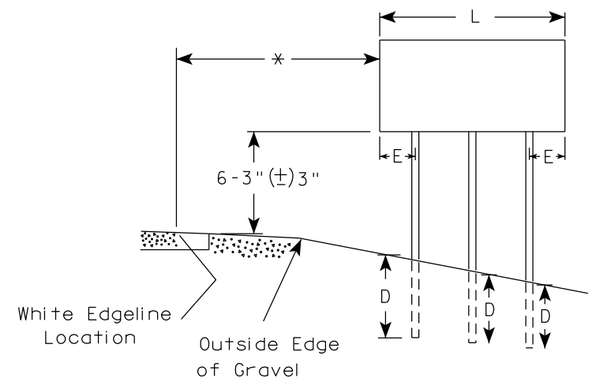




RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

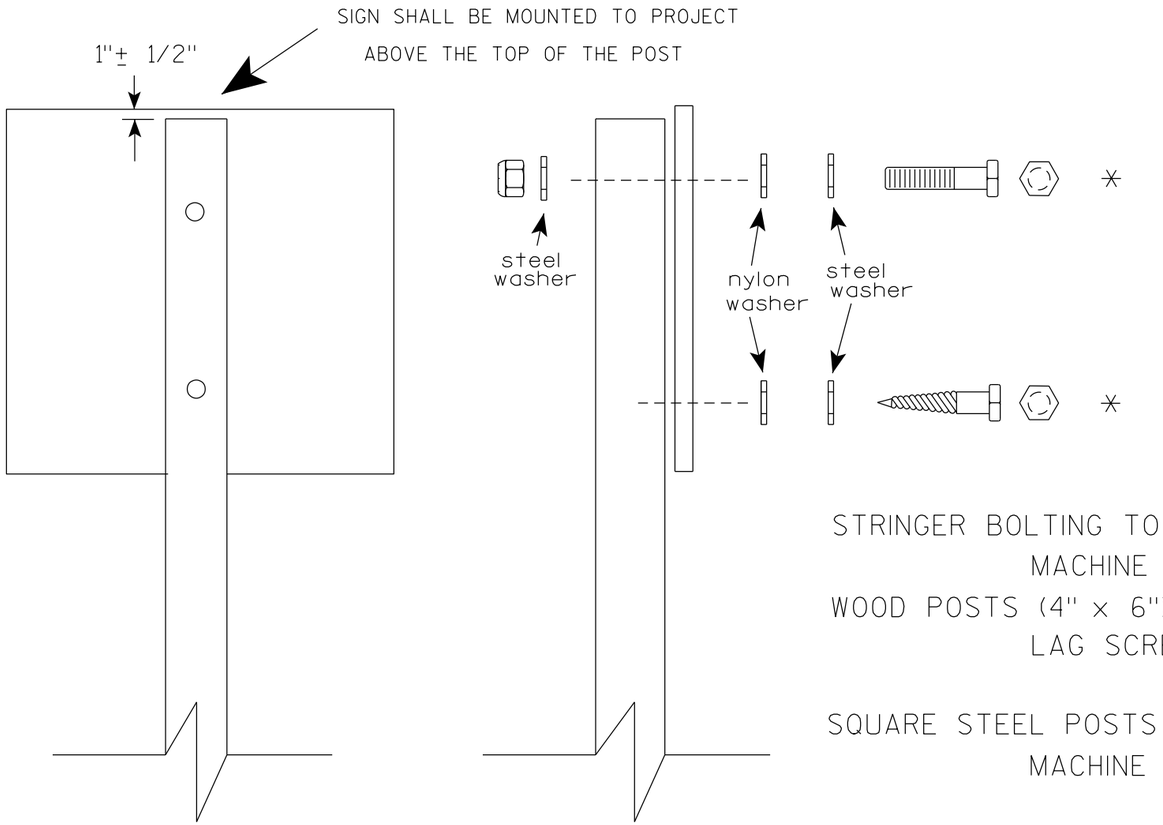
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 91	E



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

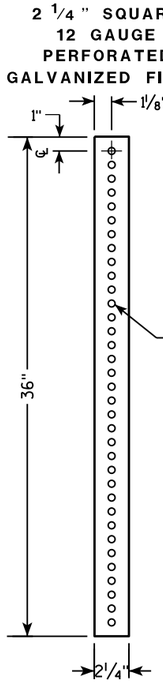
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

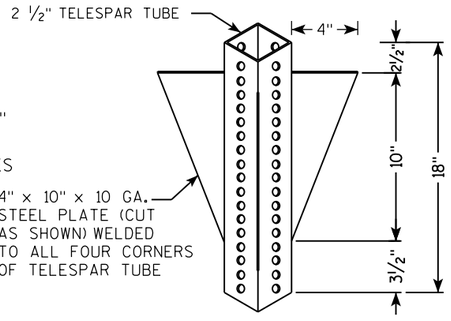
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

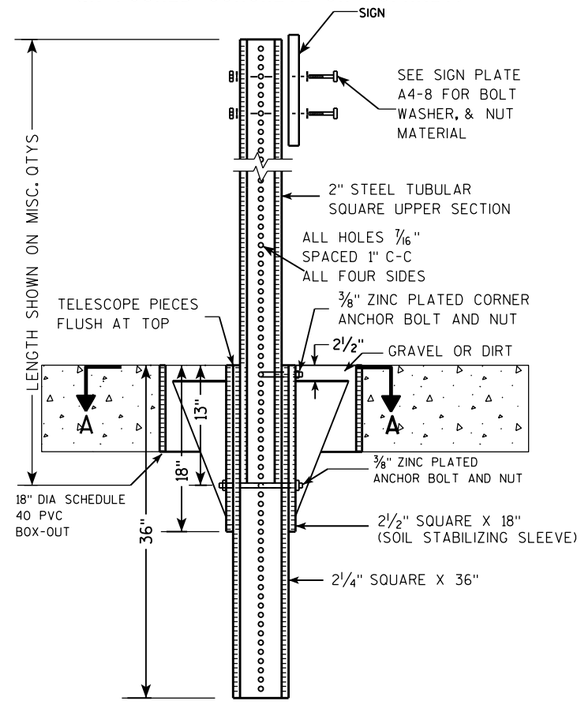
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



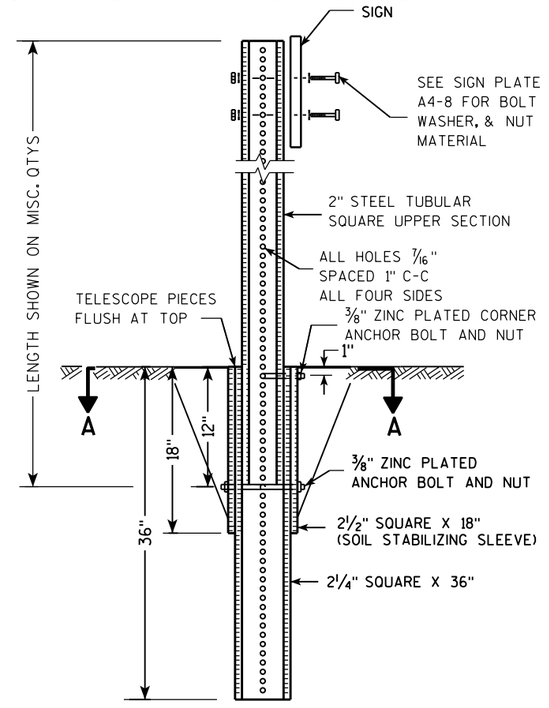
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

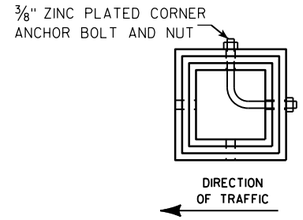


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

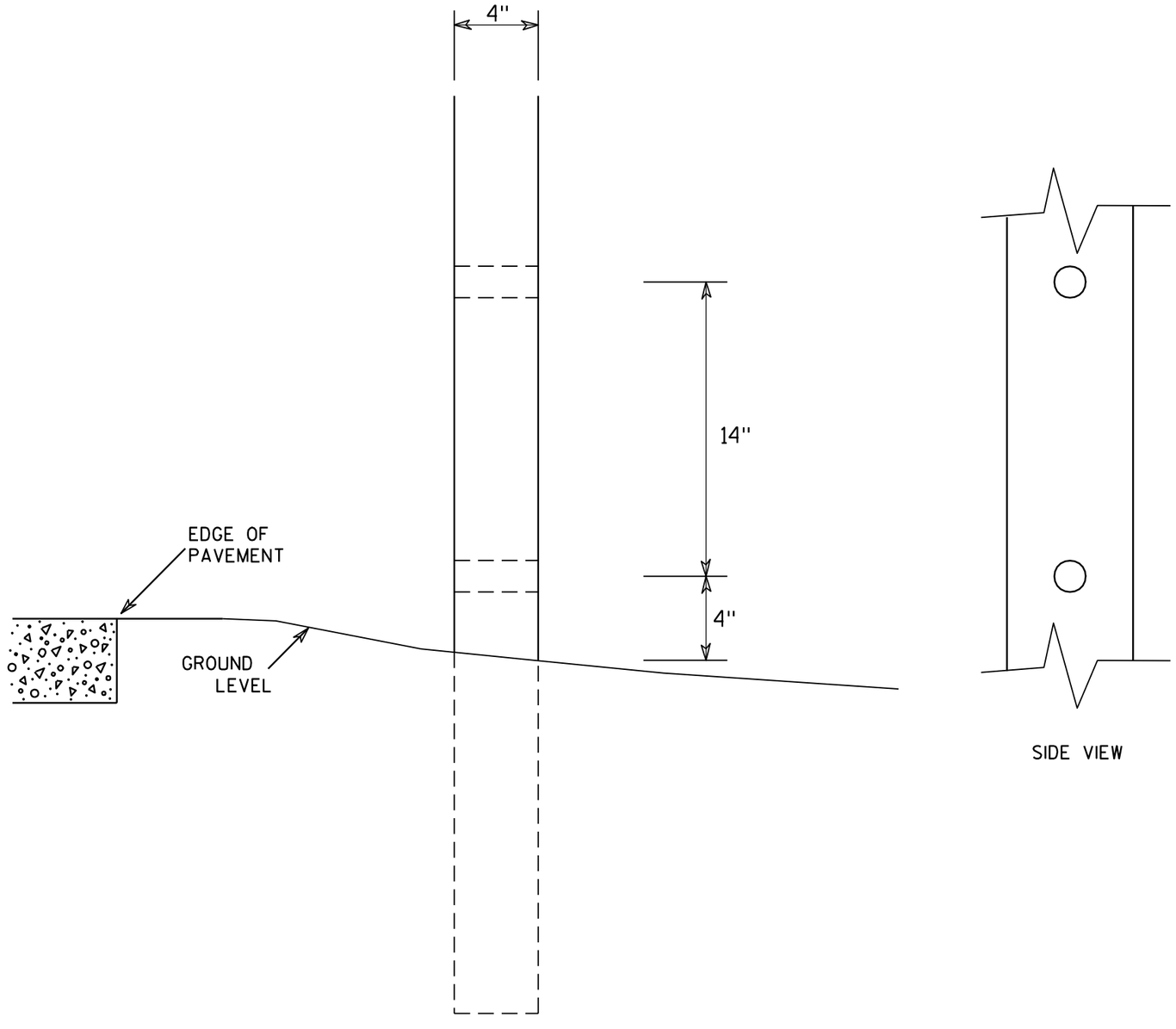
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 93 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

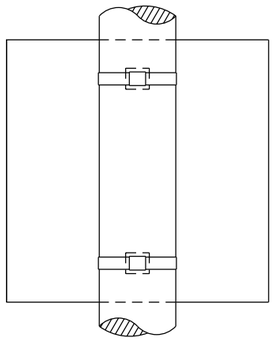
APPROVED Chester J Spang for State Traffic Engineer

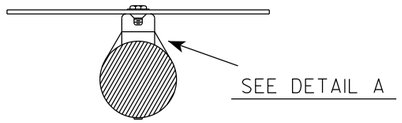
DATE 3/27/97 PLATE NO. A4-11.2

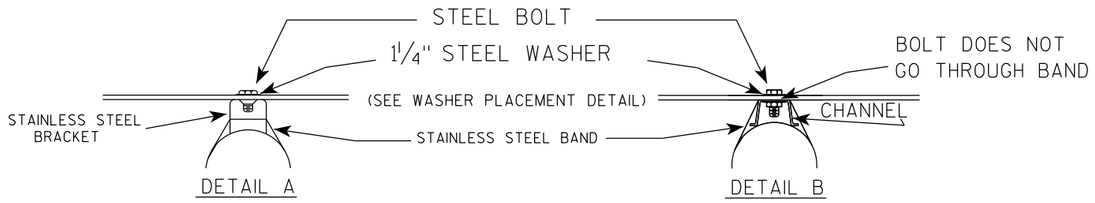
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 94	E

BANDING

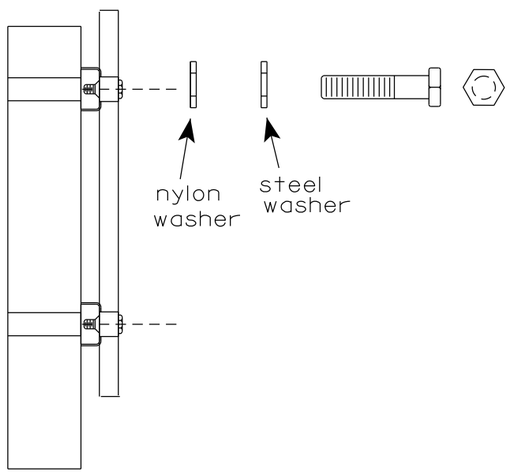
SINGLE SIGN







WASHER PLACEMENT

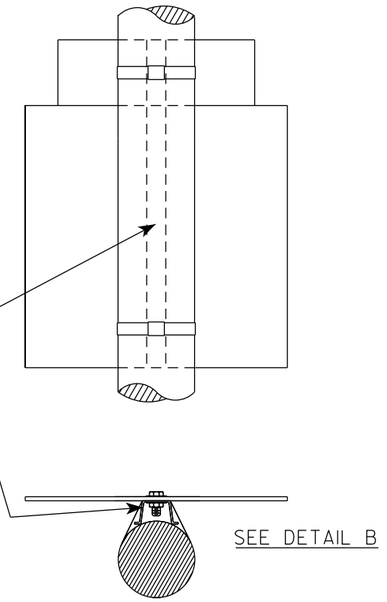


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

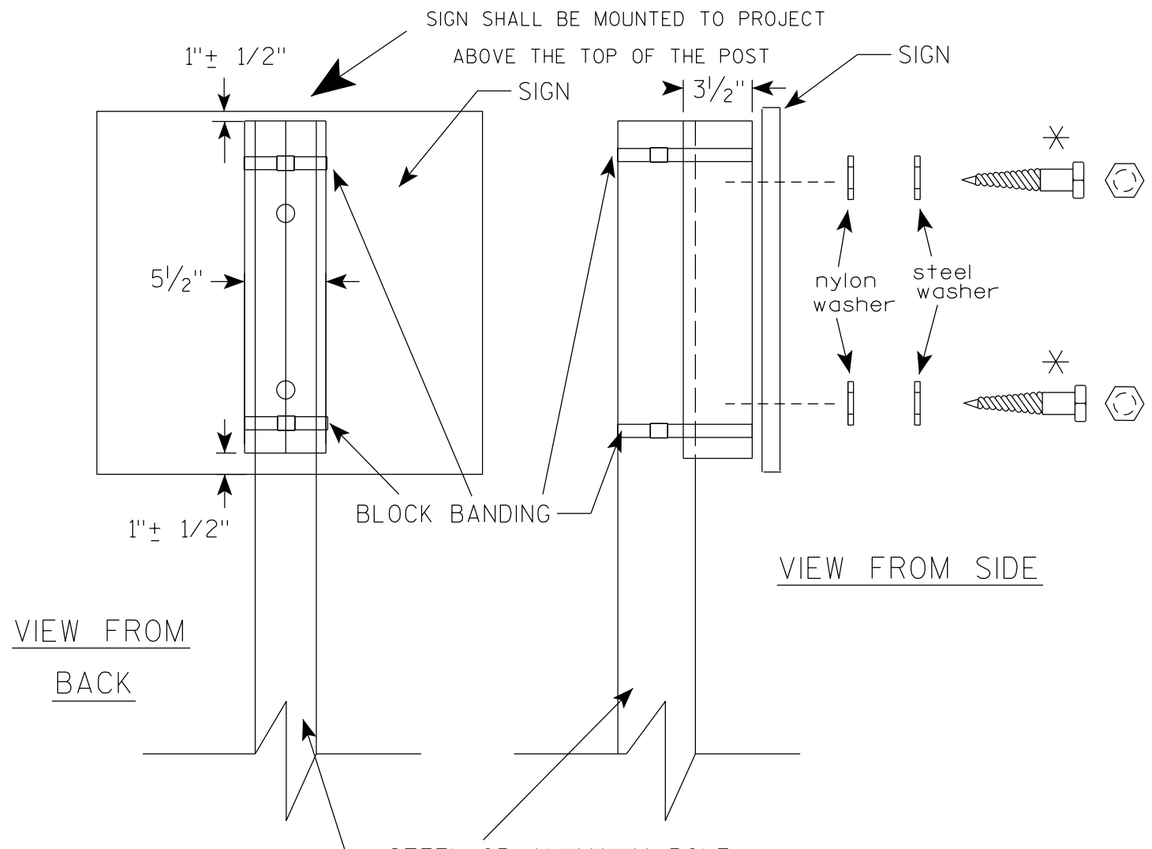
DATE 6/10/19 PLATE NO. A5-9.4

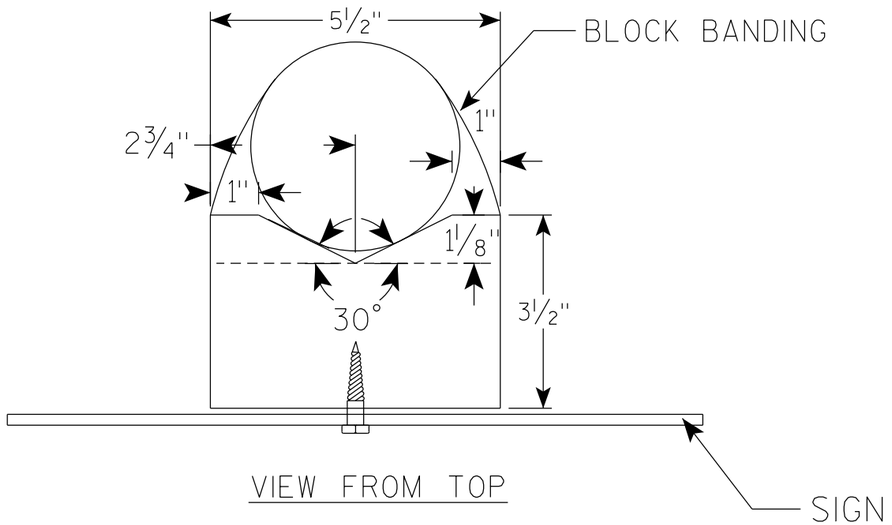
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 95	E

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)

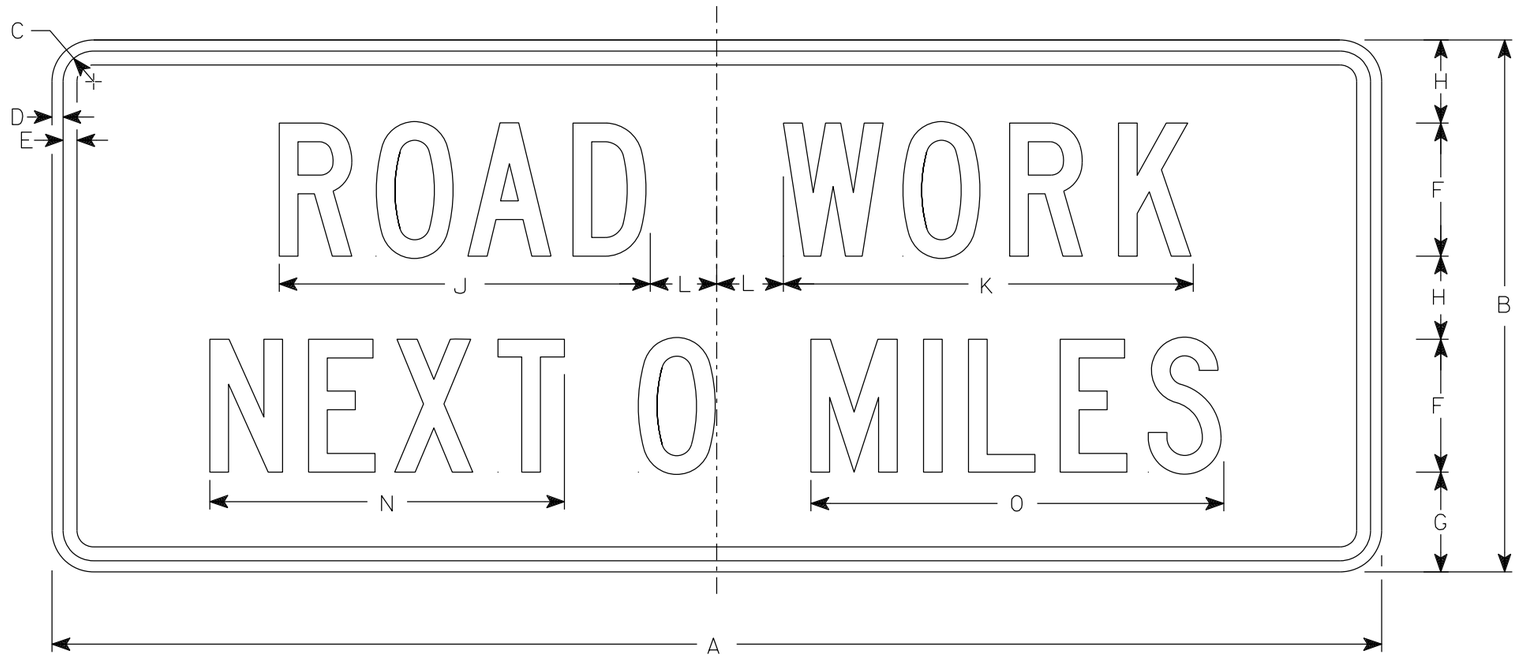
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 96 E



G20-1

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.
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																											
2S	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0

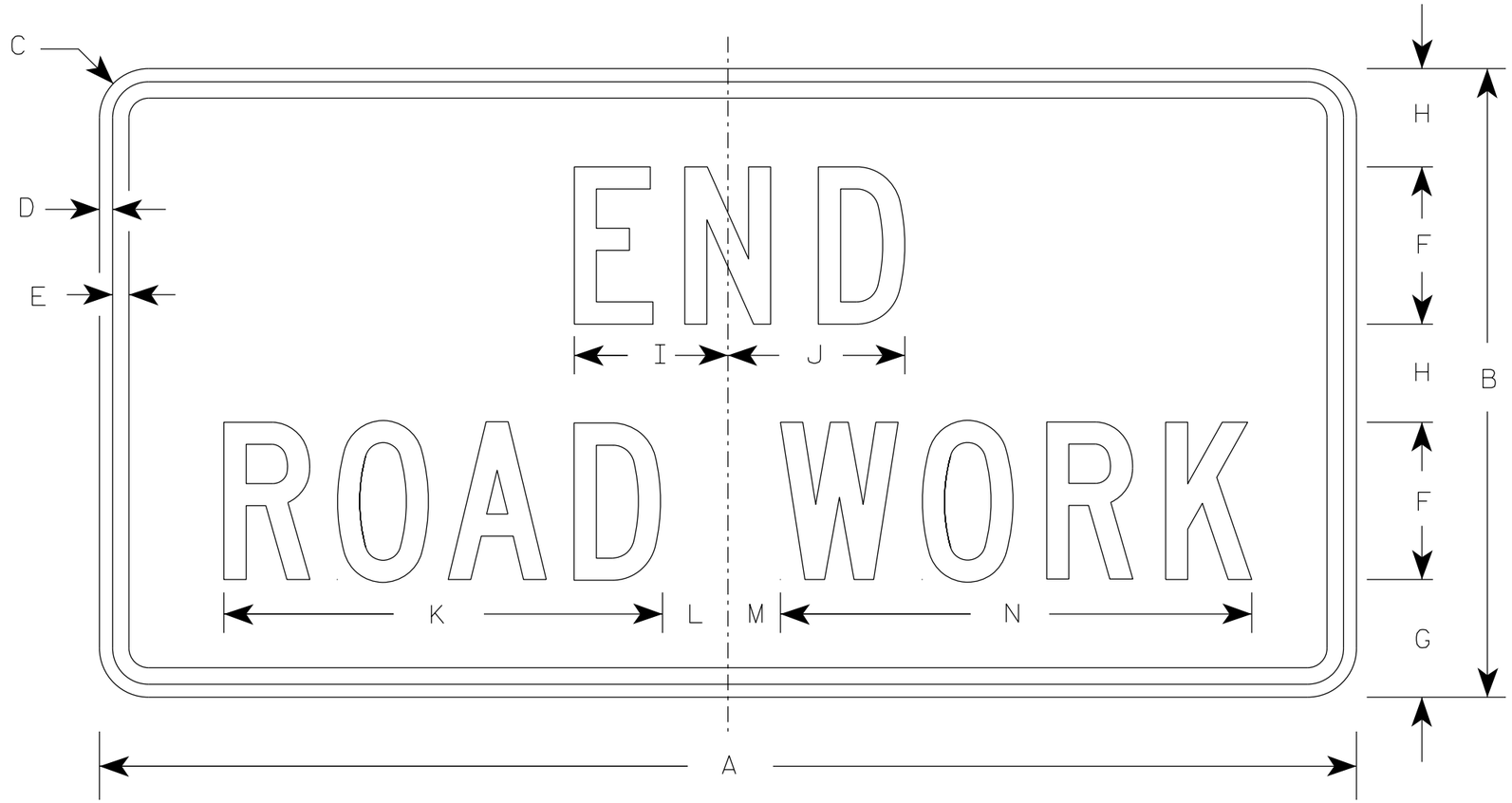
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 97	E



G20-2A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

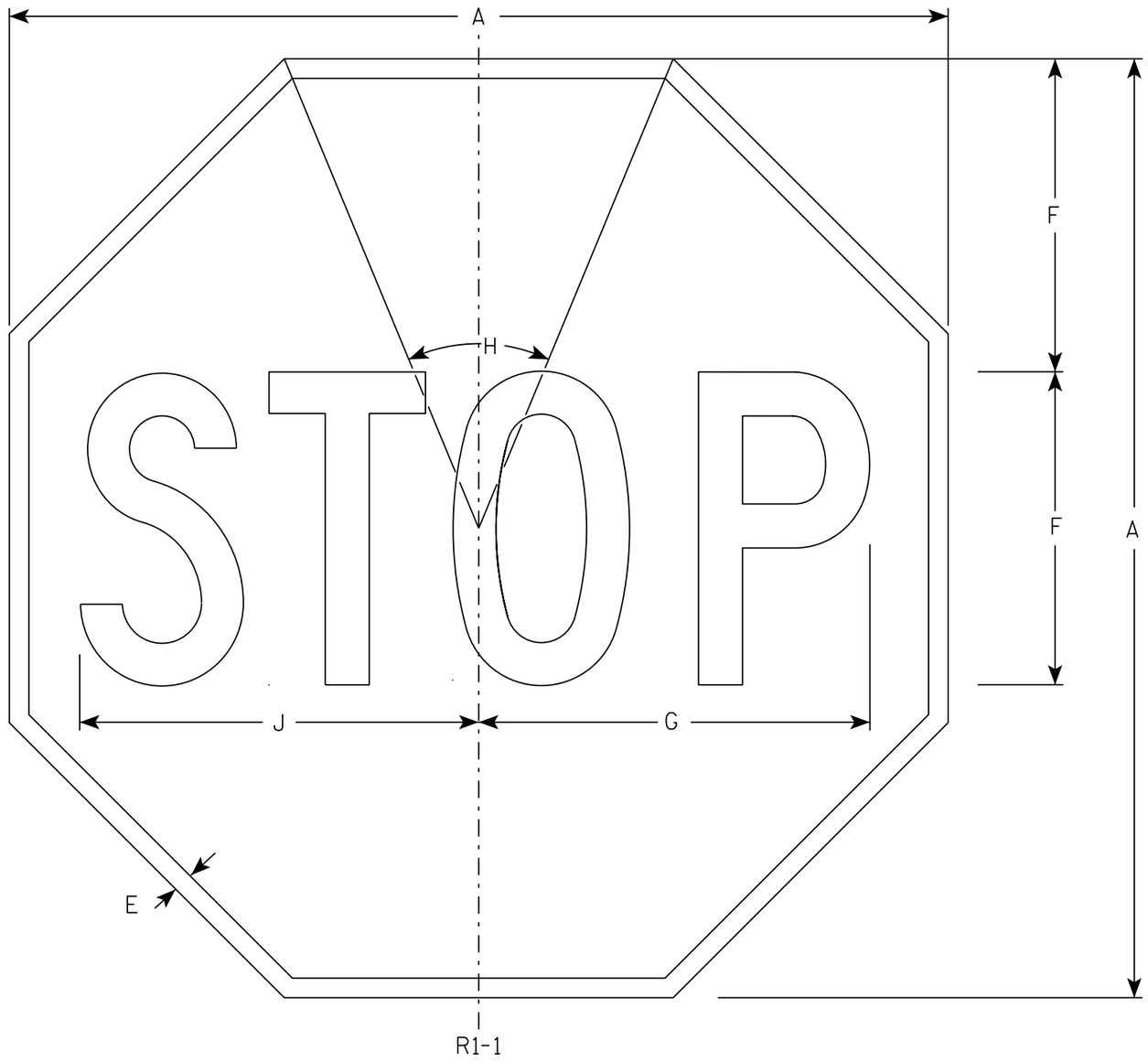
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 98 E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

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

STANDARD SIGN

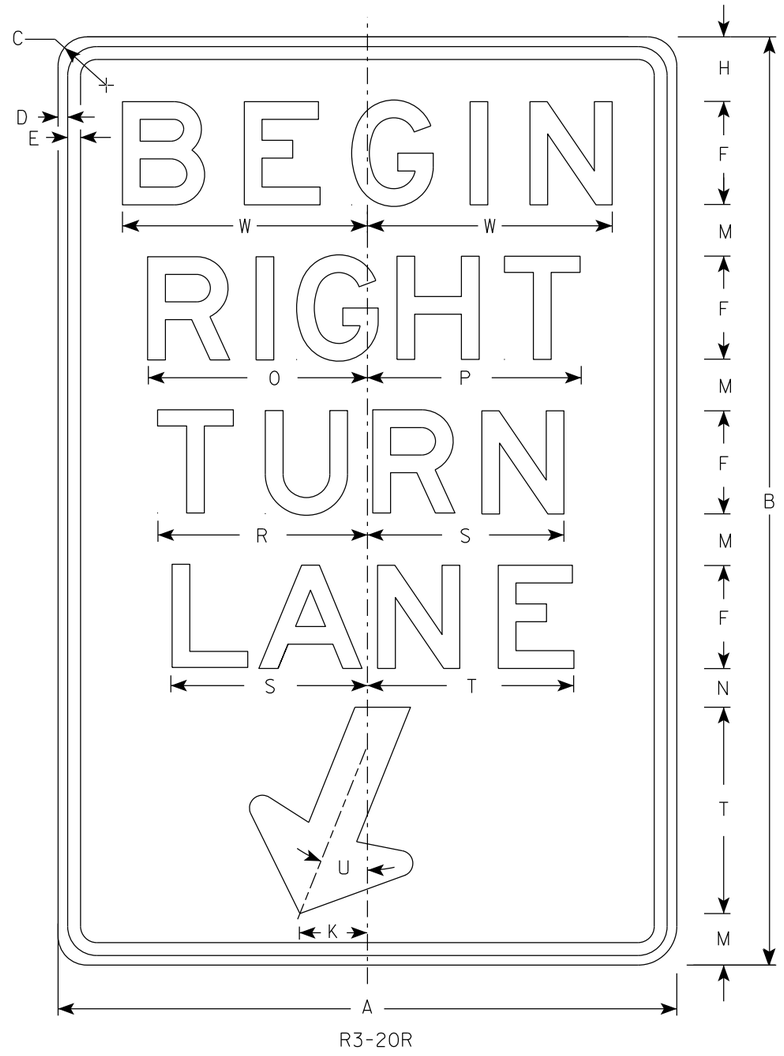
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

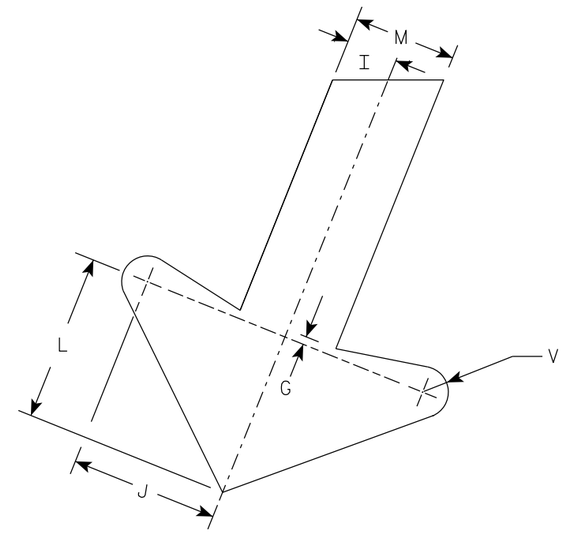
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 99	E



R3-20R

NOTES

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



ARROW DETAIL

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

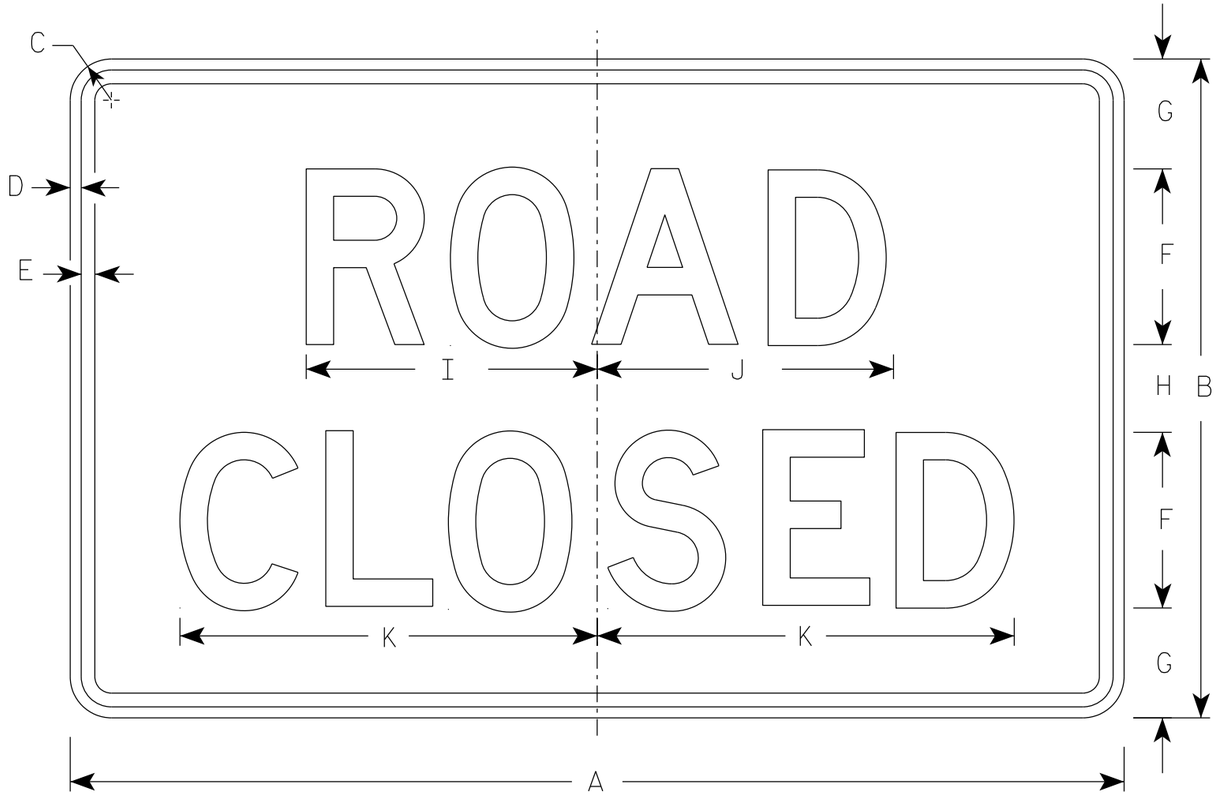
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

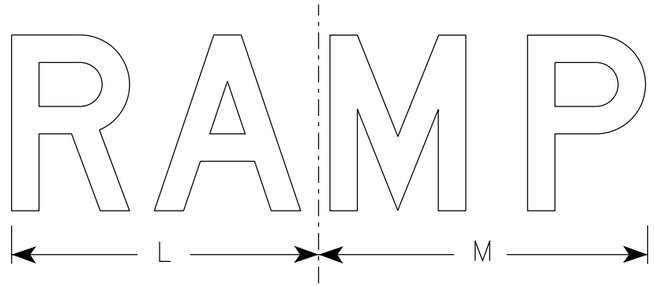
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 100 | E



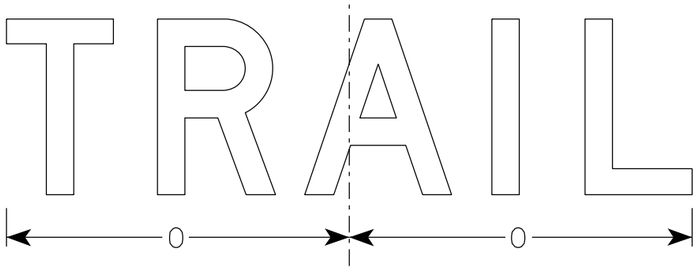
R11-2

NOTES

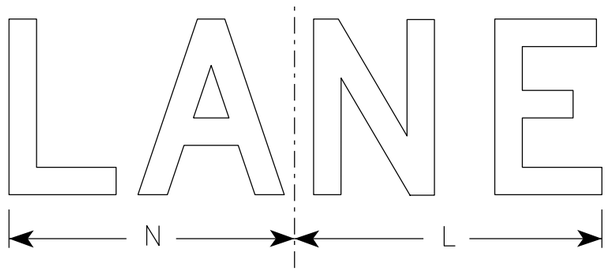
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

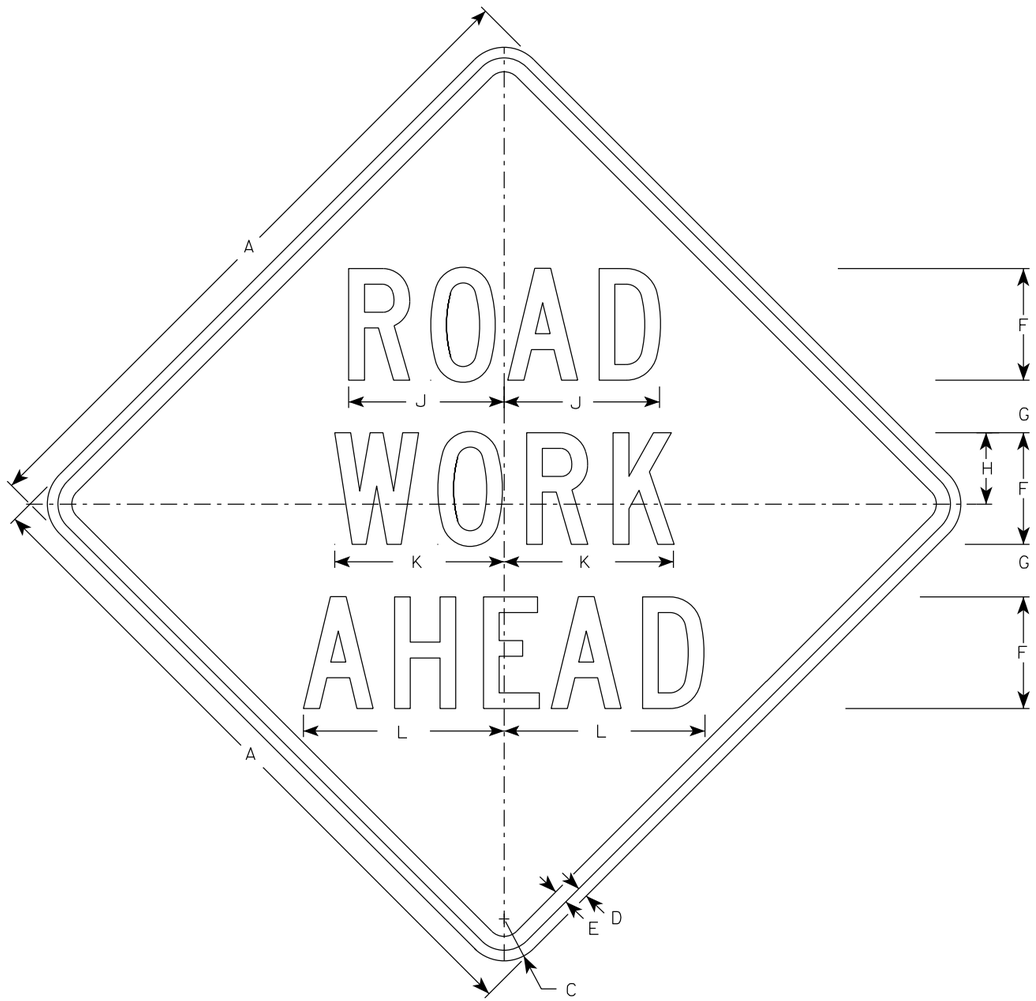
DATE 2/5/24 PLATE NO. R11-2.12

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

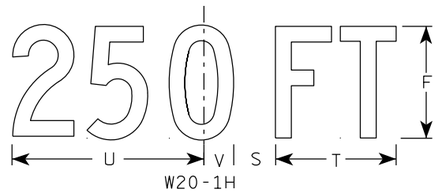
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

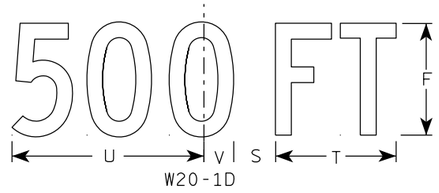
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



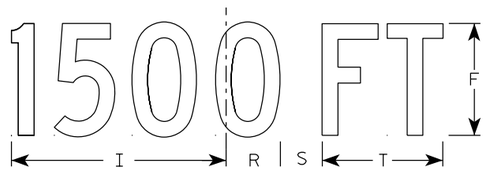
W20-1H



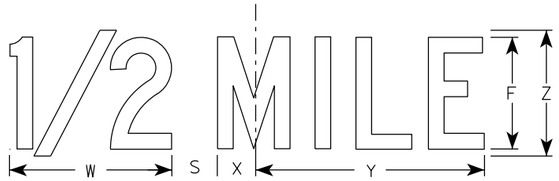
W20-1D



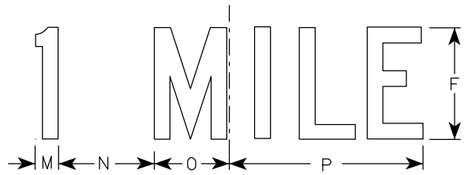
W20-1C



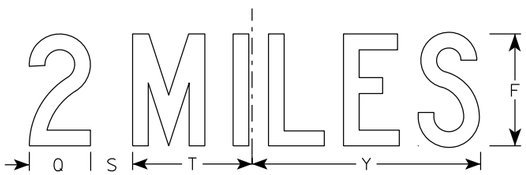
W20-1B



W20-1G



W20-1F



W20-1E

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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

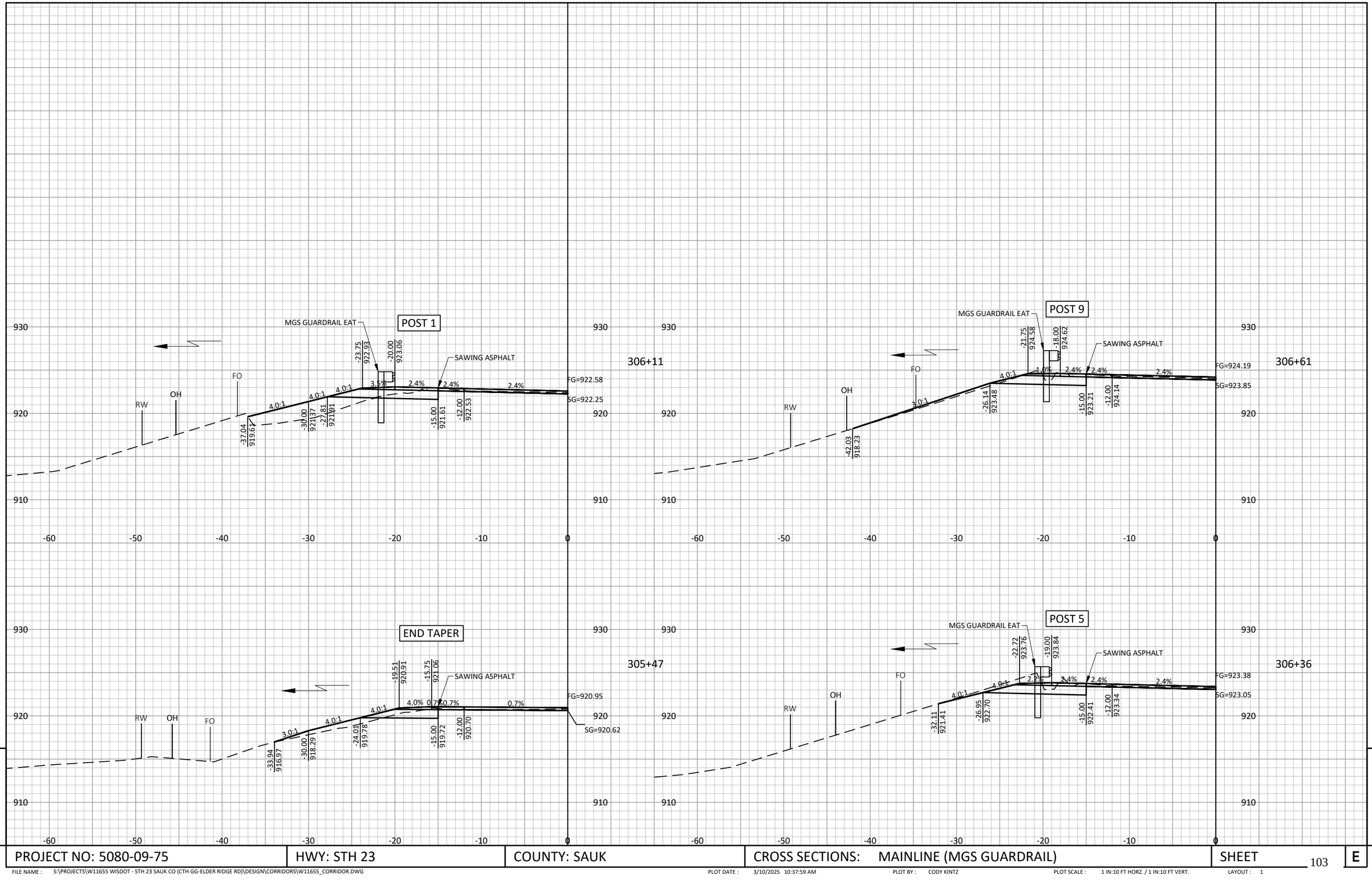
SHEET NO: 102 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

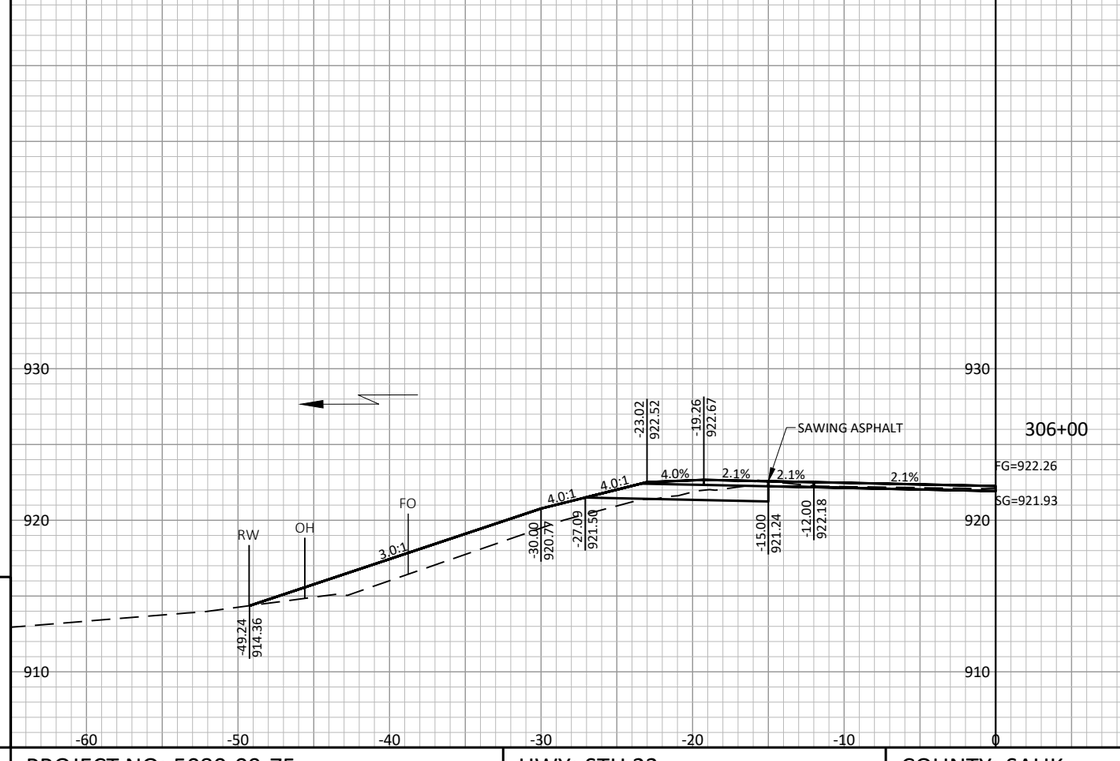
7

7



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 103 E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:37:59 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 1

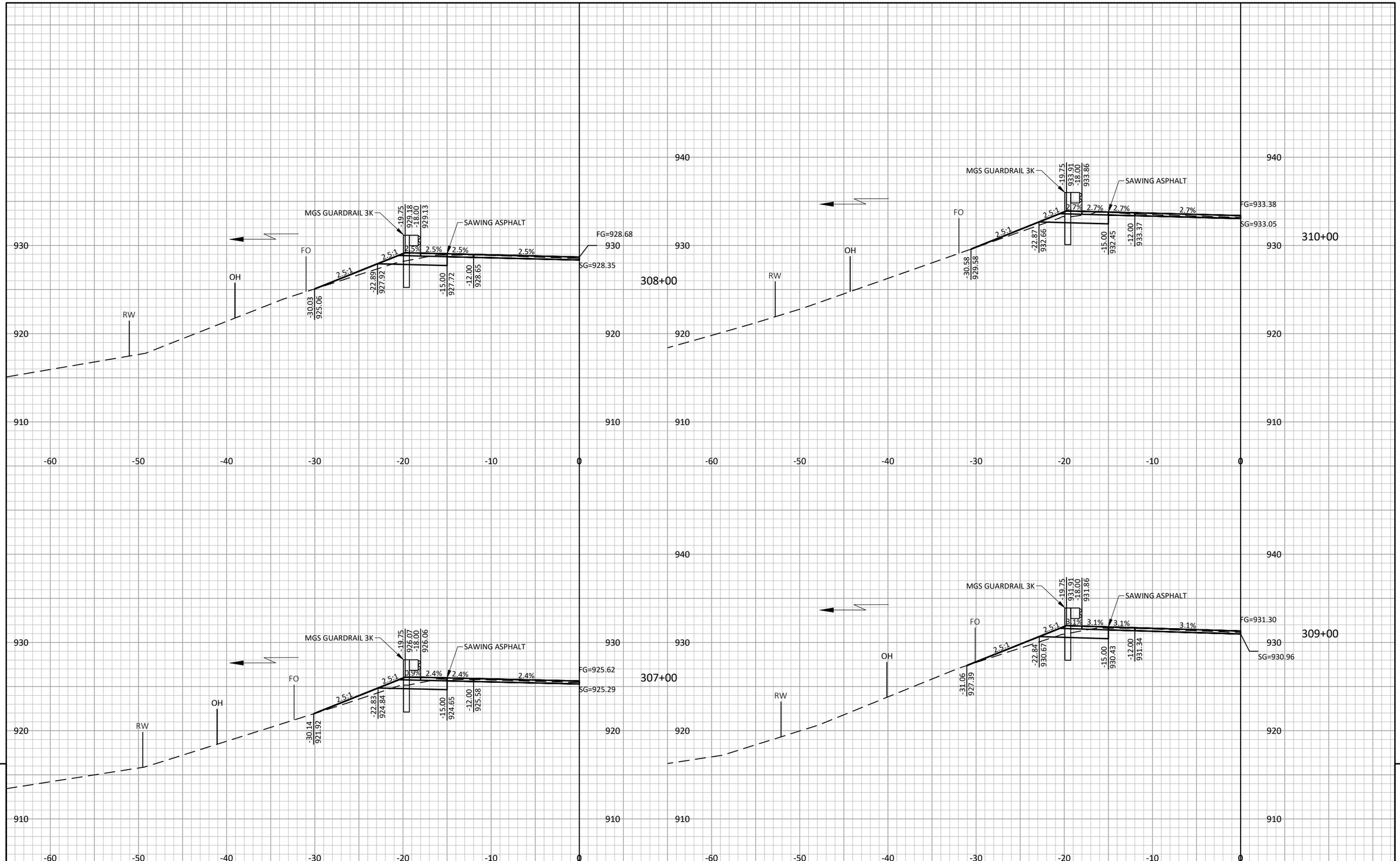


9

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:38:08 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 1B

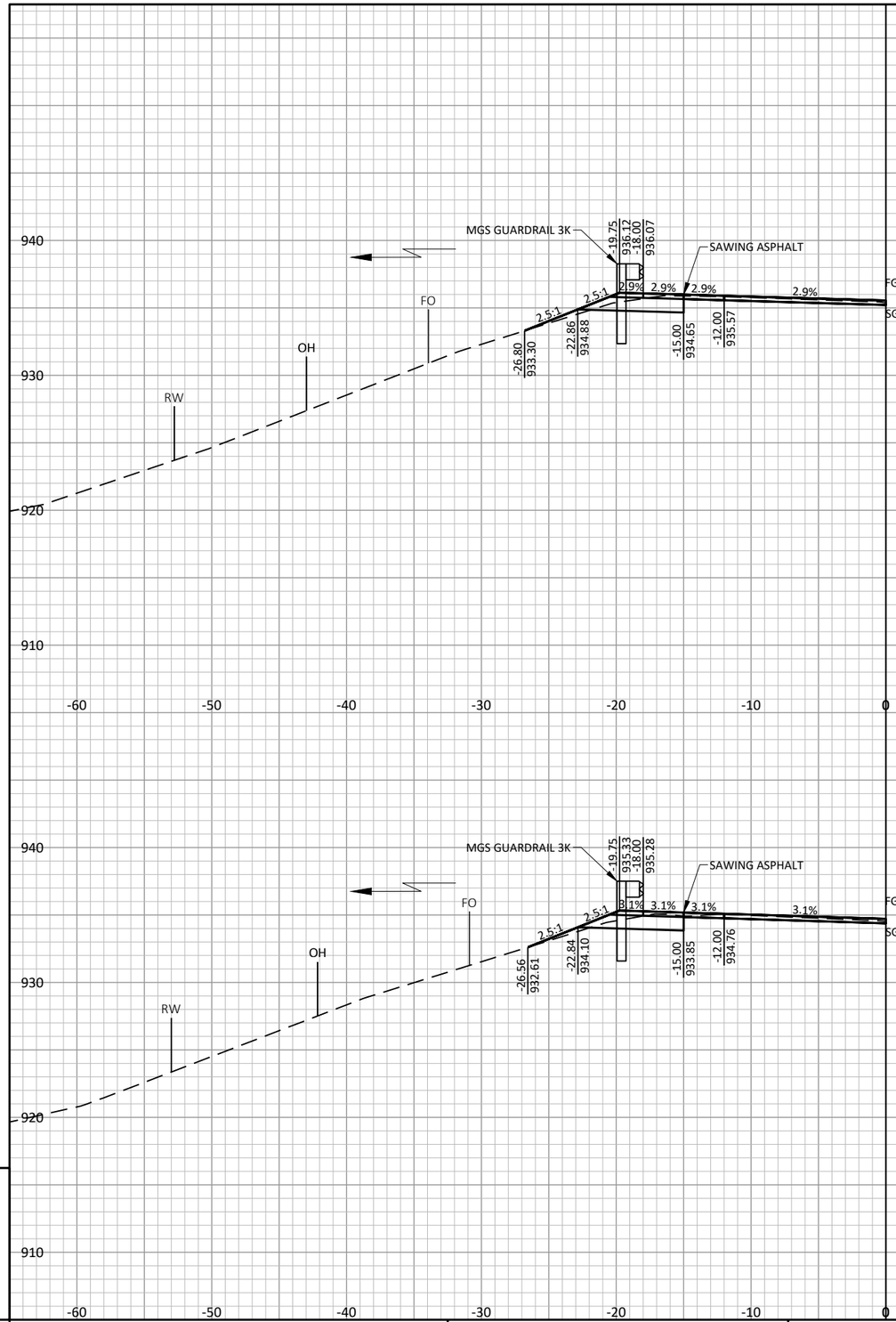


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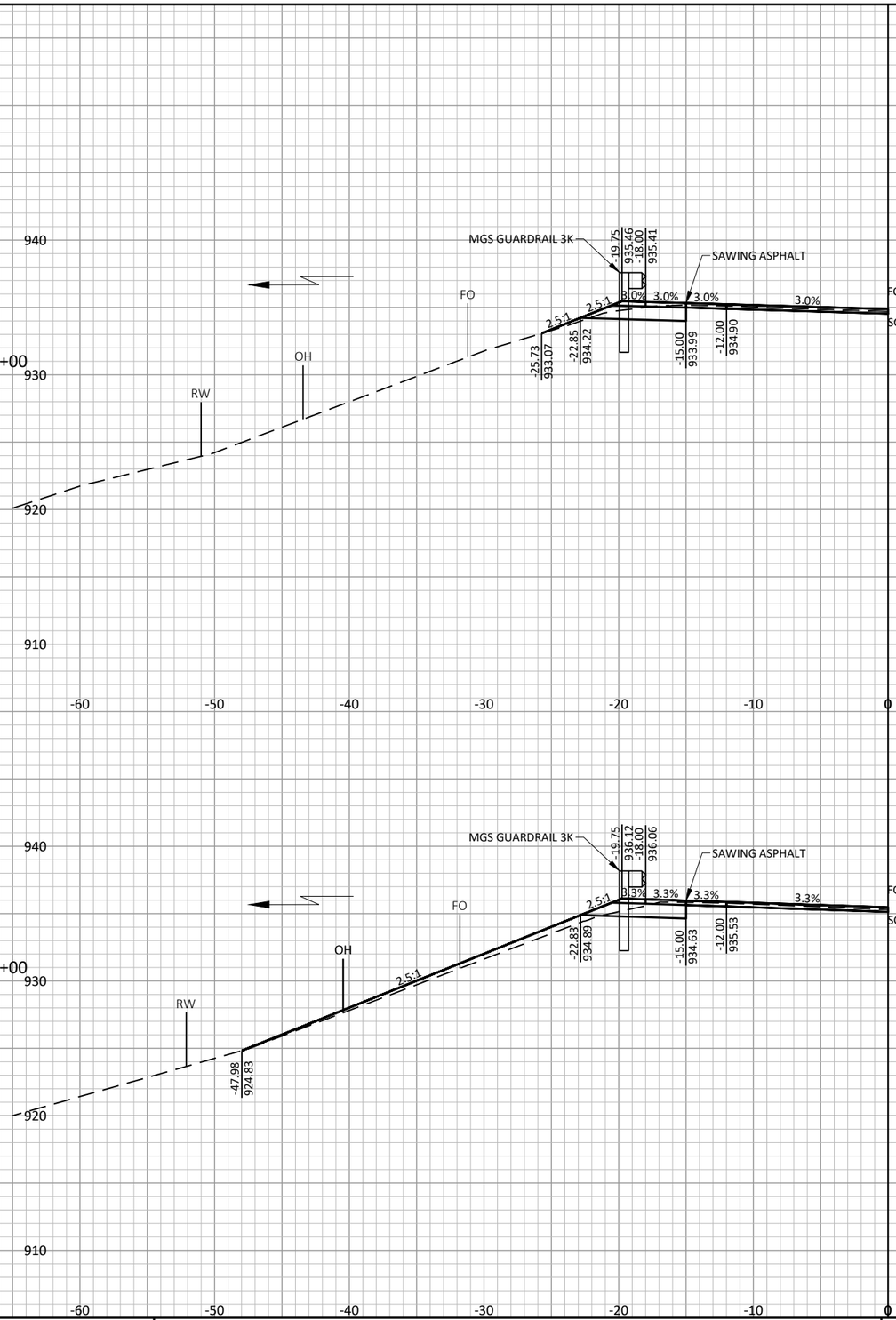
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PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:38:18 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 2



312+00



314+00

311+00

313+00

9

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:38:28 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 3

960
950
940
930
920
910
900
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70

MGS GUARDRAIL 3K
-19.75
934.13
-18.00
934.10
SAWING ASPHALT
FG=933.70
SG=933.37
2.2%
2.2%
2.2%
2.2%
2.5:1
2.5:1
FO
OH
RW
-25.00
932.04
-22.91
932.87
-15.00
932.70
-12.00
933.63

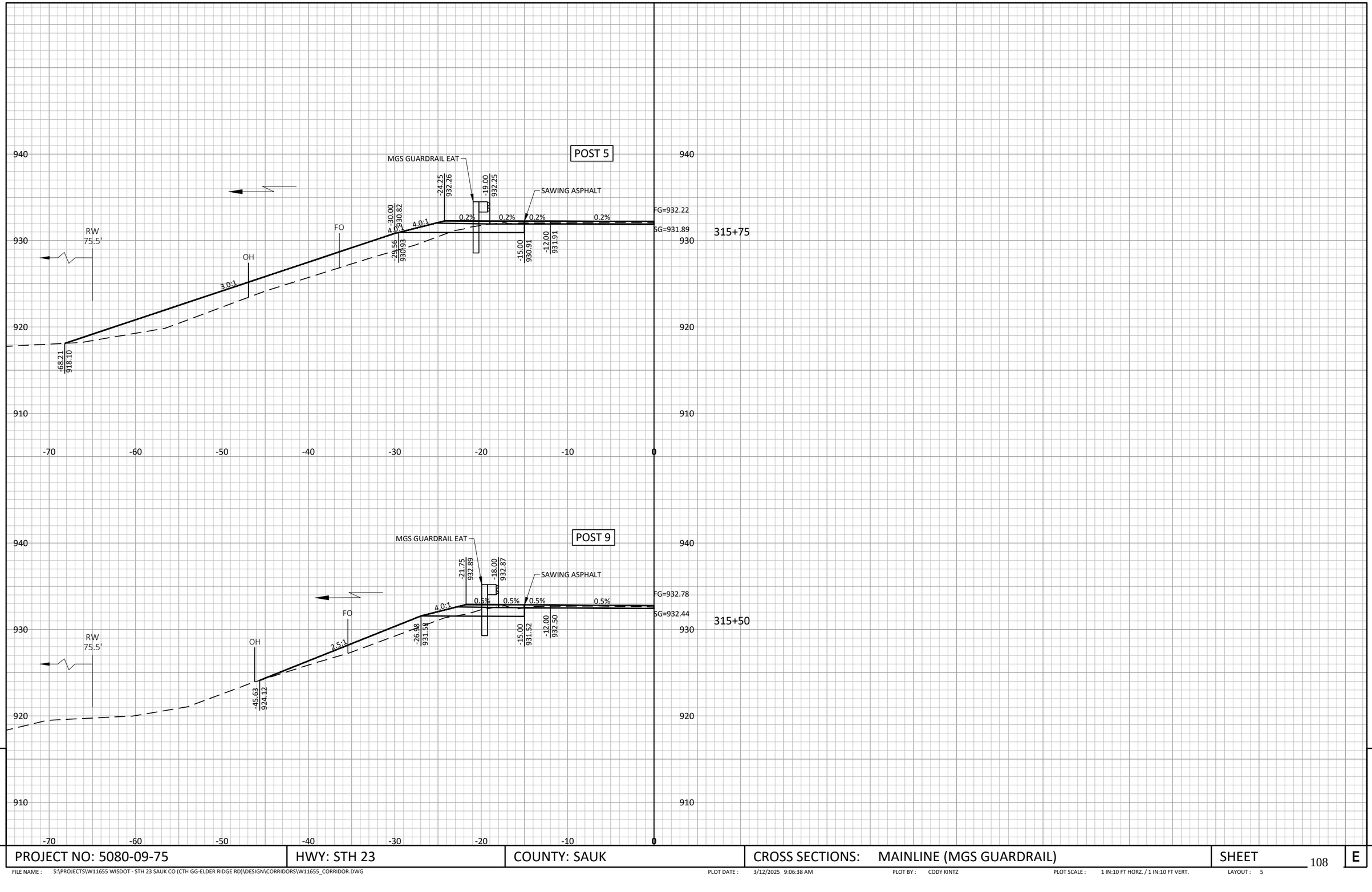
315+00

9

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:38:38 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 4

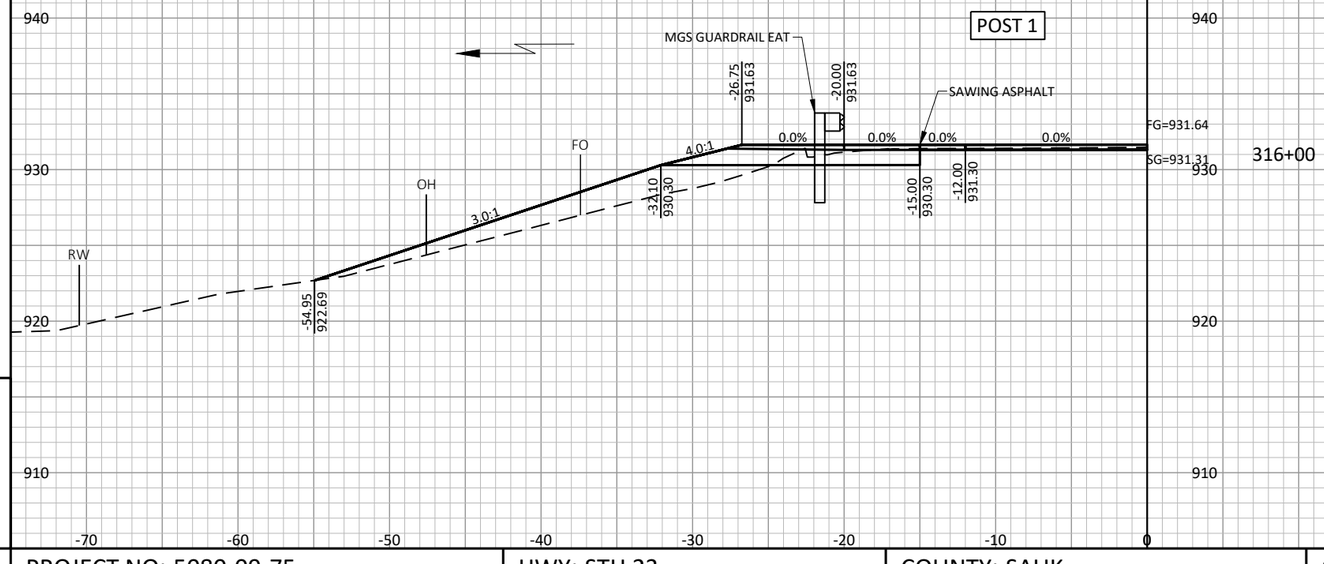


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9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/12/2025 9:06:38 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 5

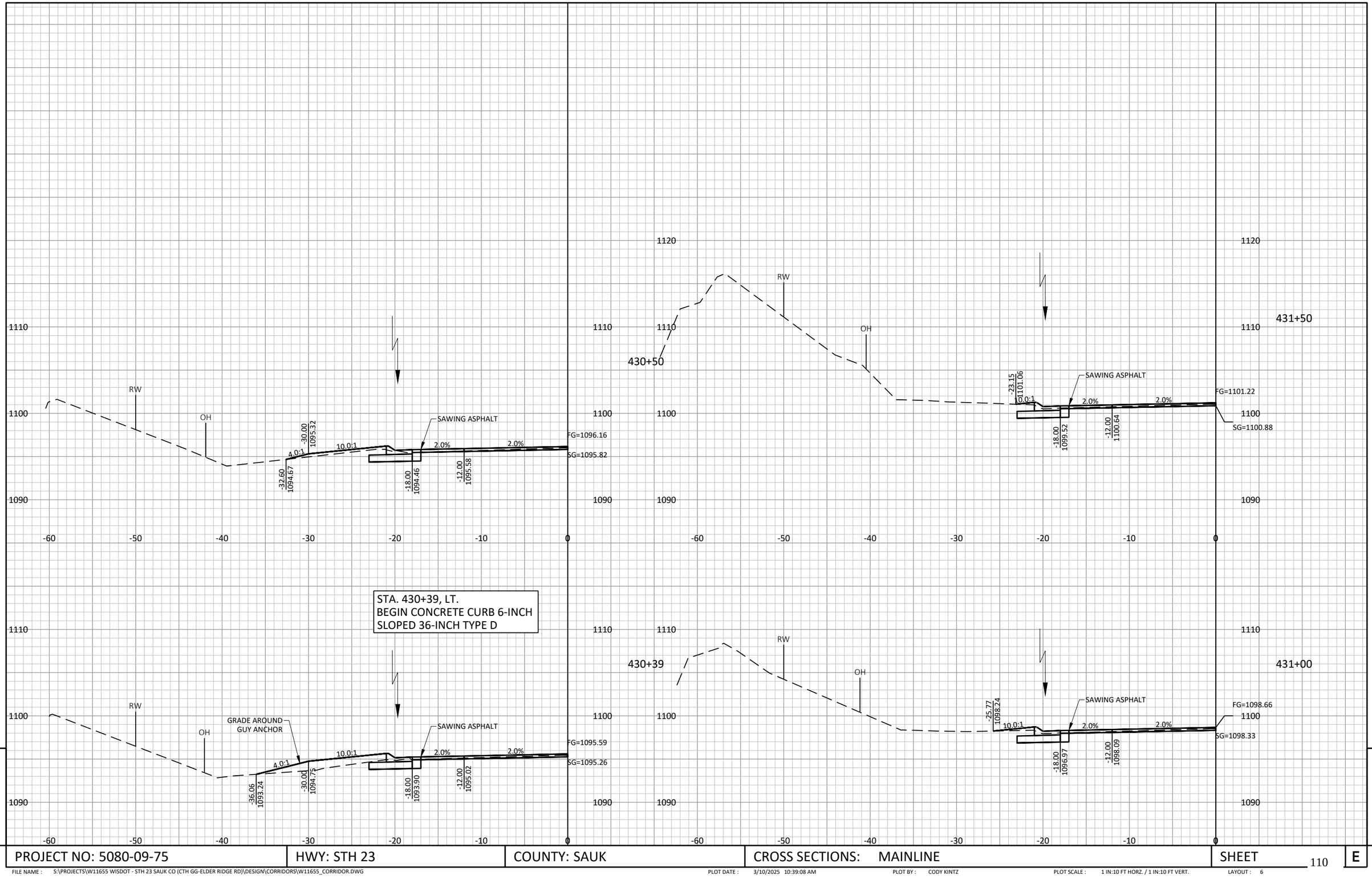


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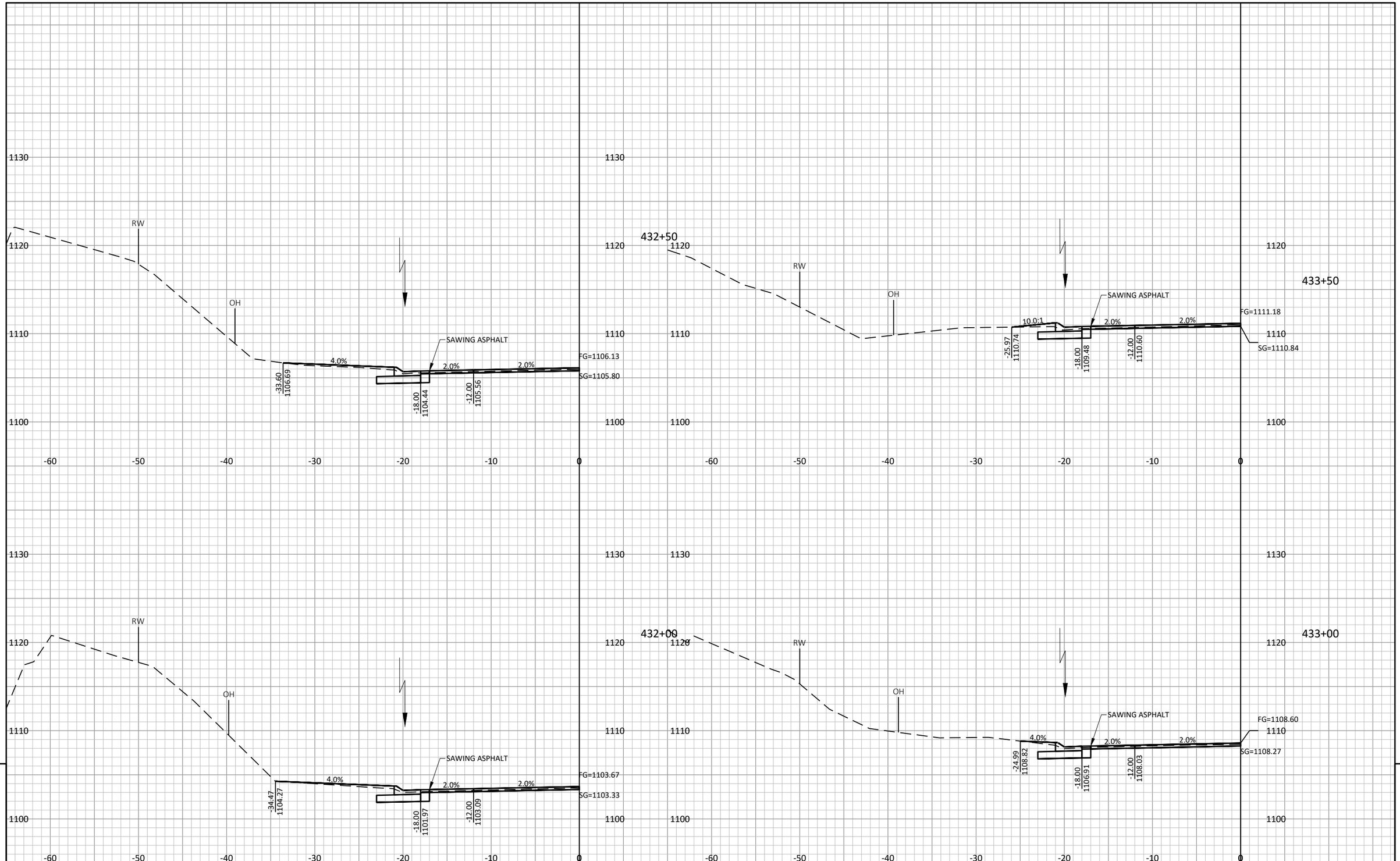
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PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:38:58 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 5B



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 110 E



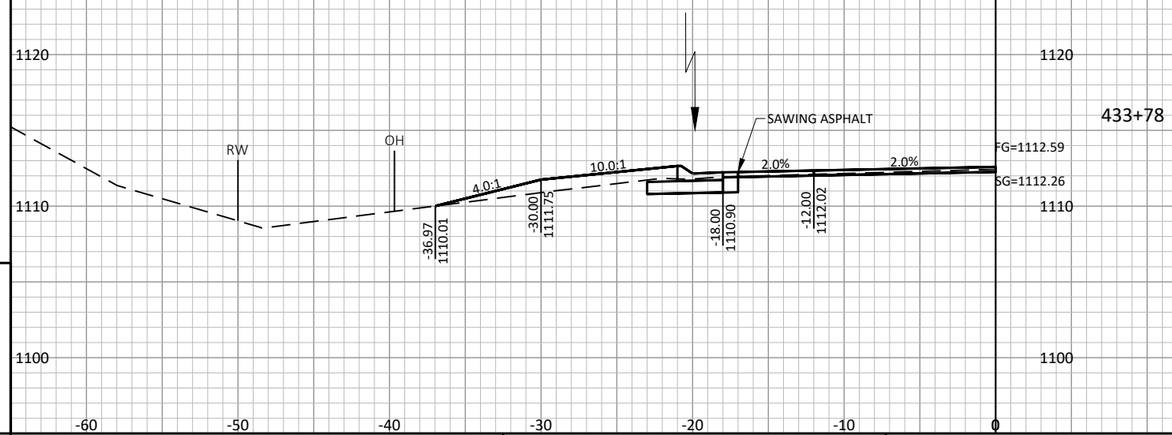
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PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:39:18 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 7

STA. 433+78, LT.
END CONCRETE CURB 6-INCH
SLOPED 36-INCH TYPE D

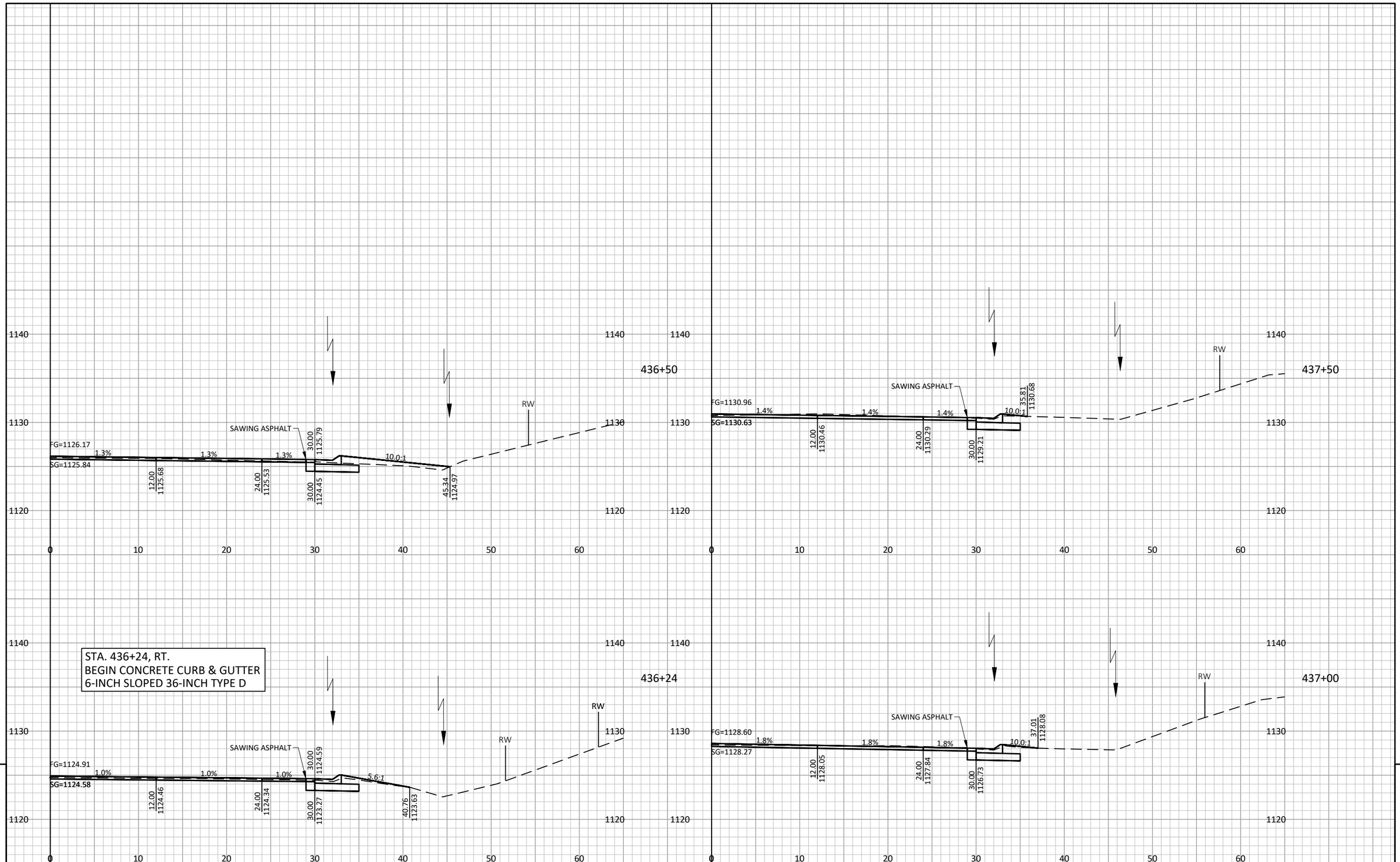


433+78

9

9

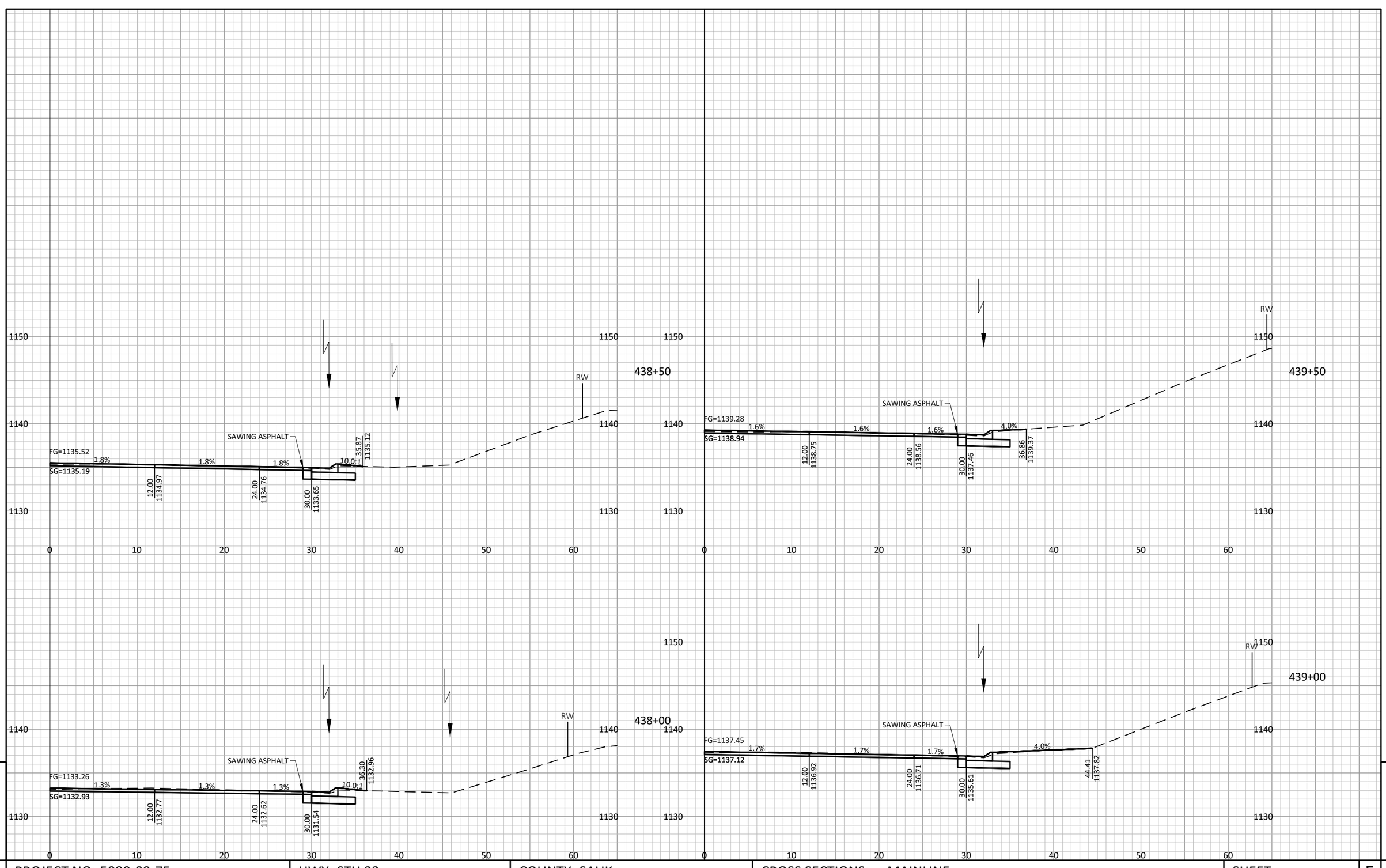
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 112	E



9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:39:38 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 9

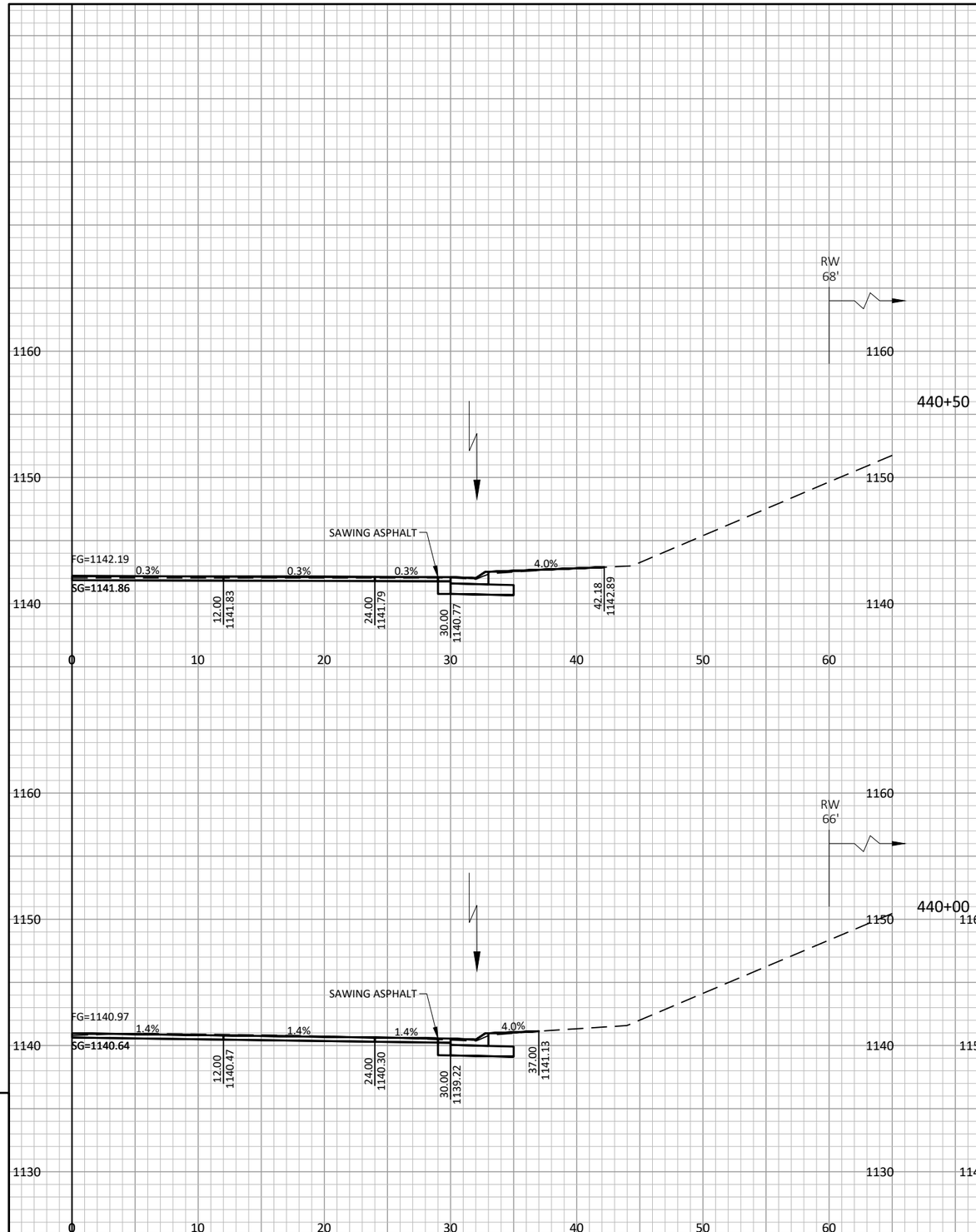


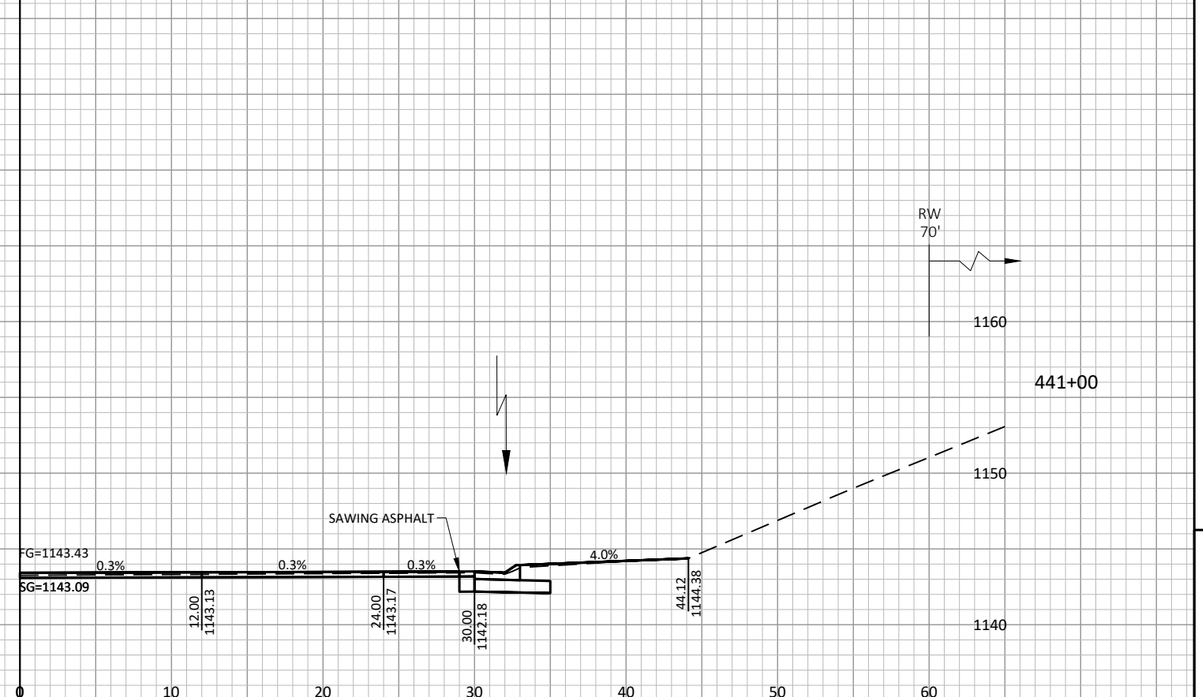
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9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:39:48 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 10





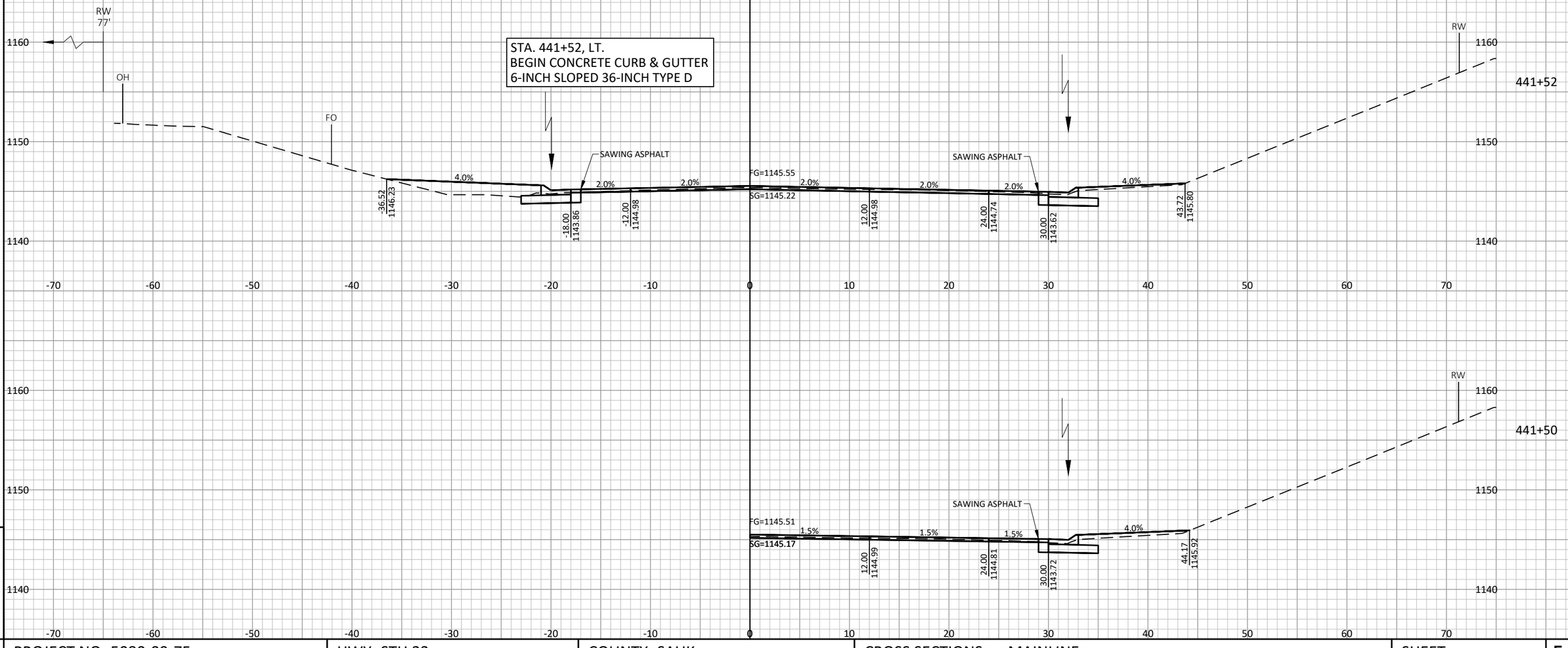
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PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

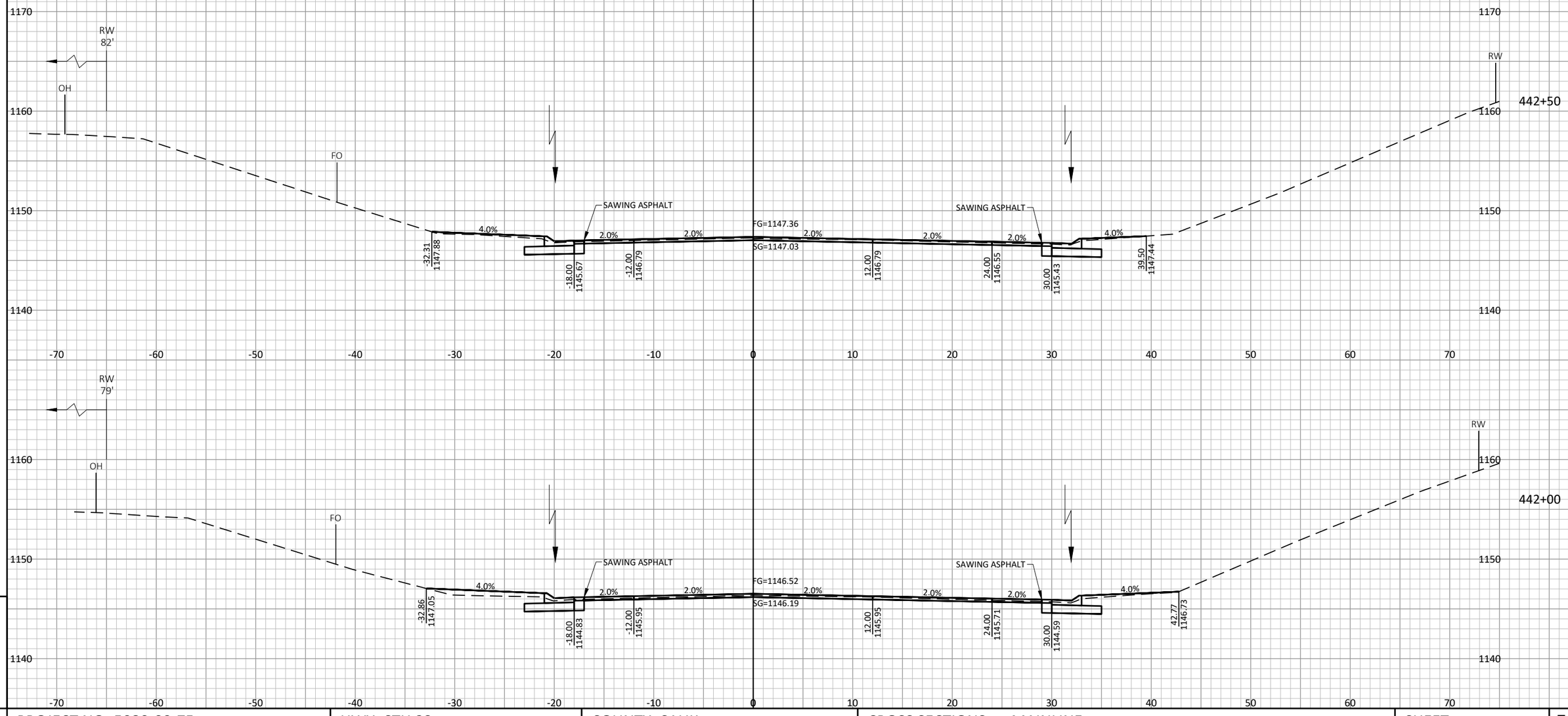
FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:39:58 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 11

STA. 441+52, LT.
BEGIN CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

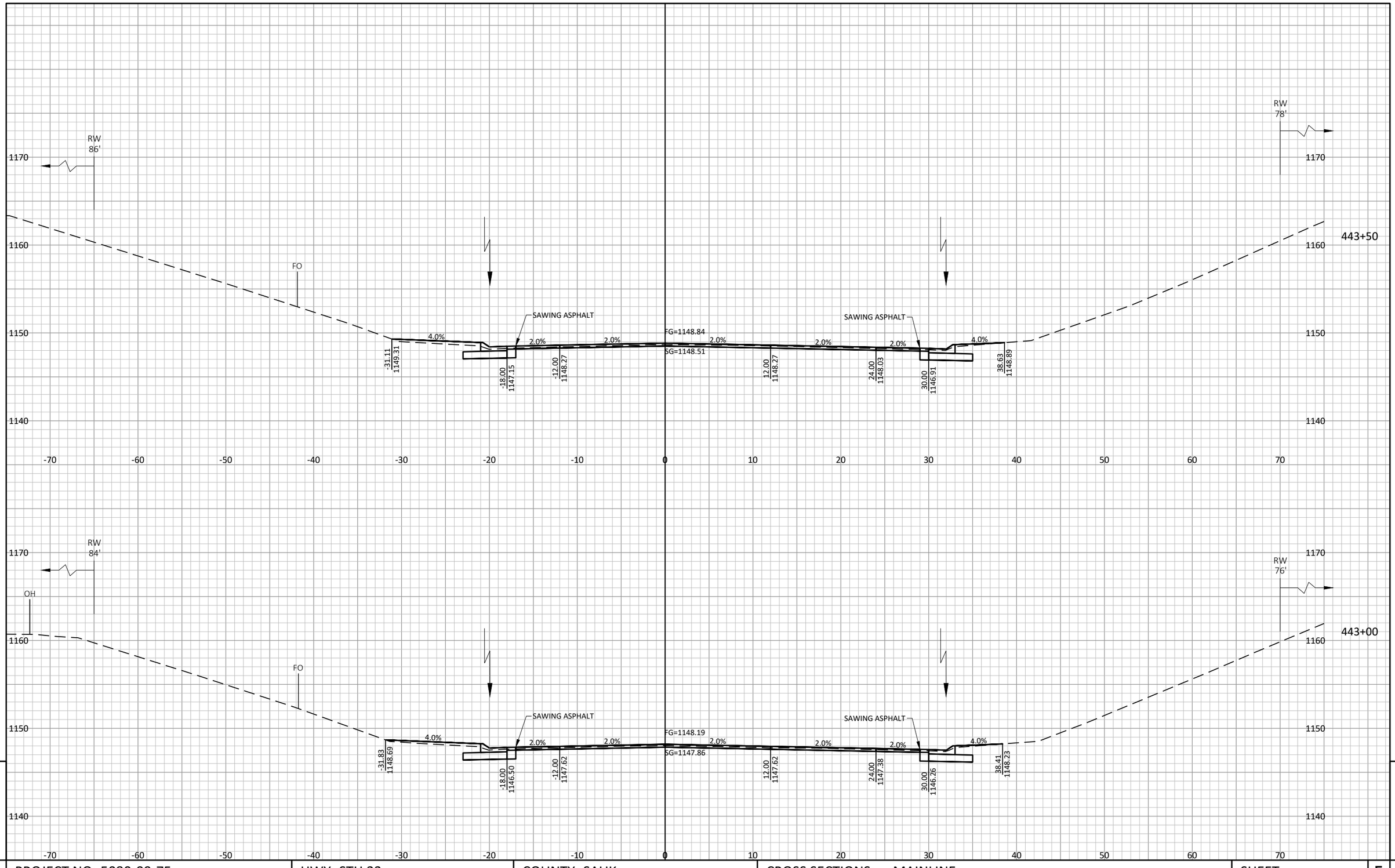


PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	
				116	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:40:08 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 12



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

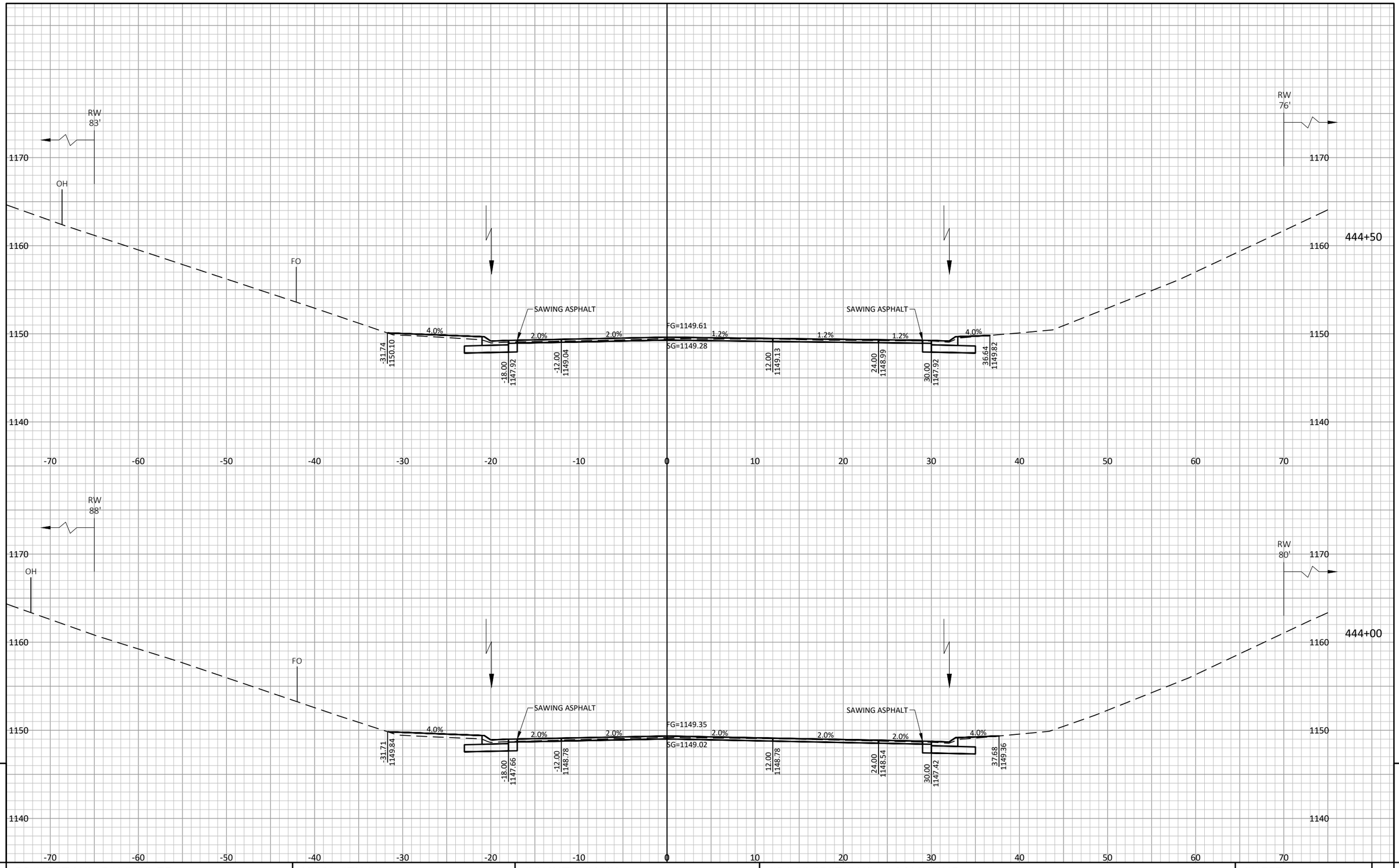


9

9

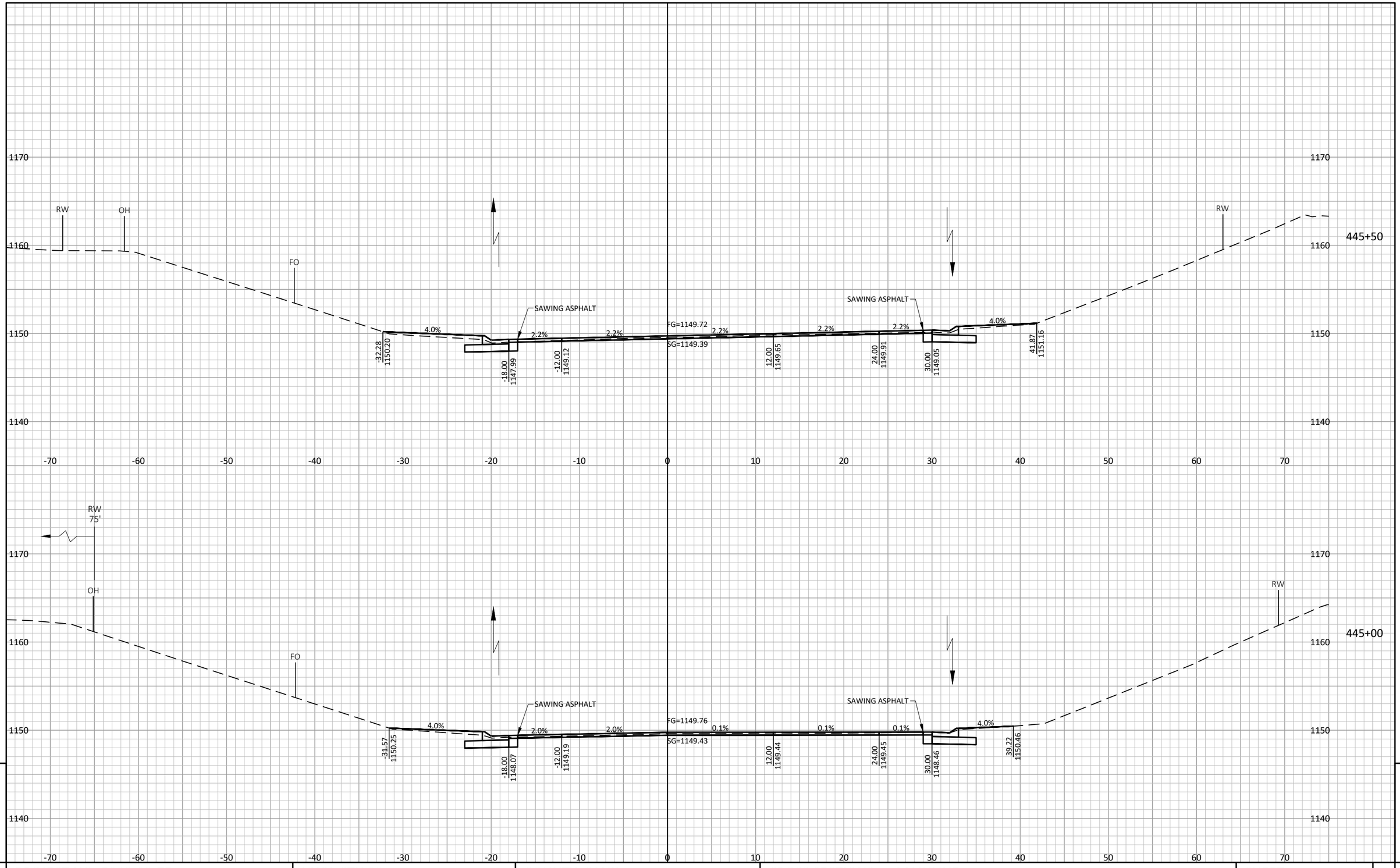
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:40:28 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 14

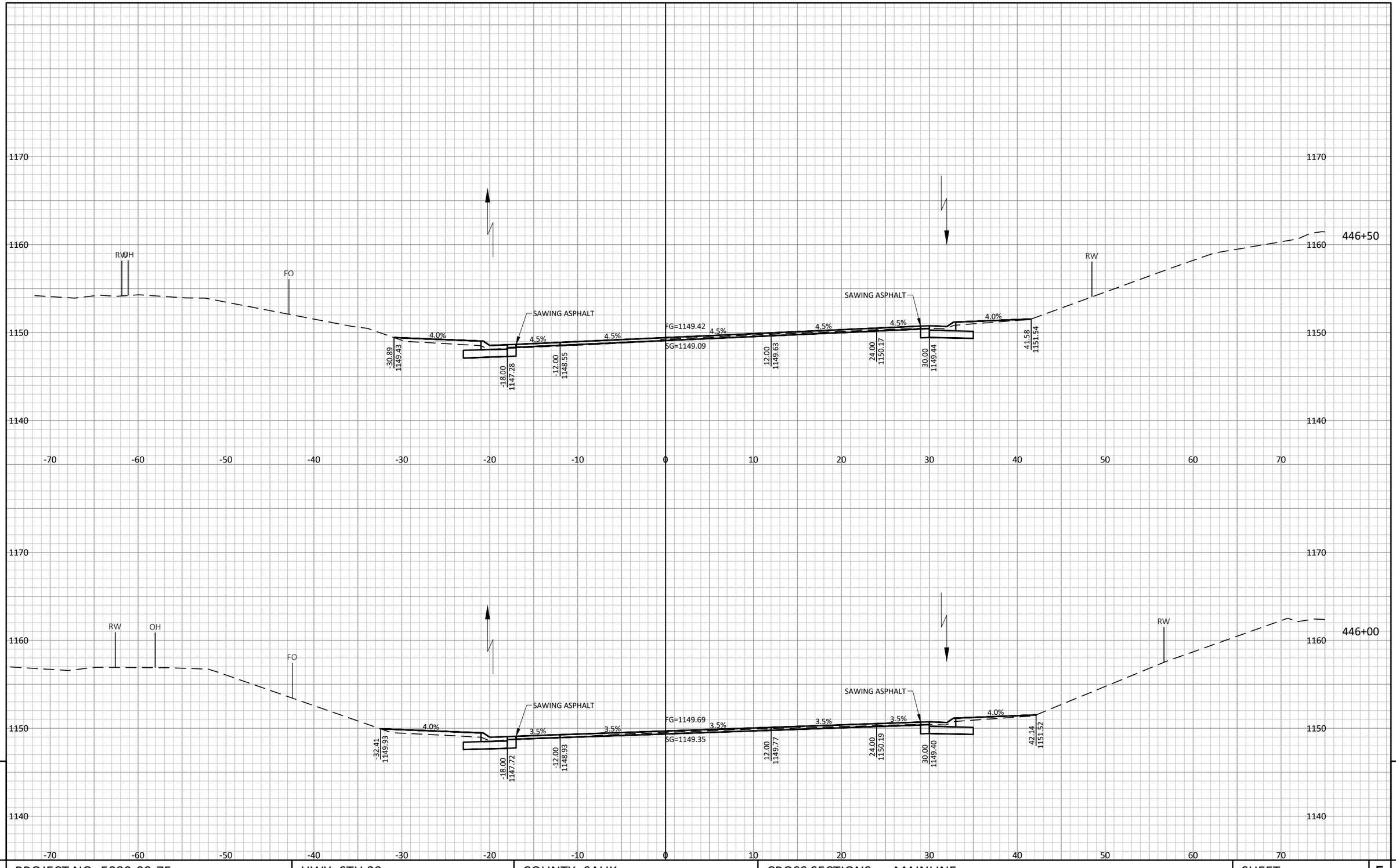


PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:40:38 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 15



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 120	E

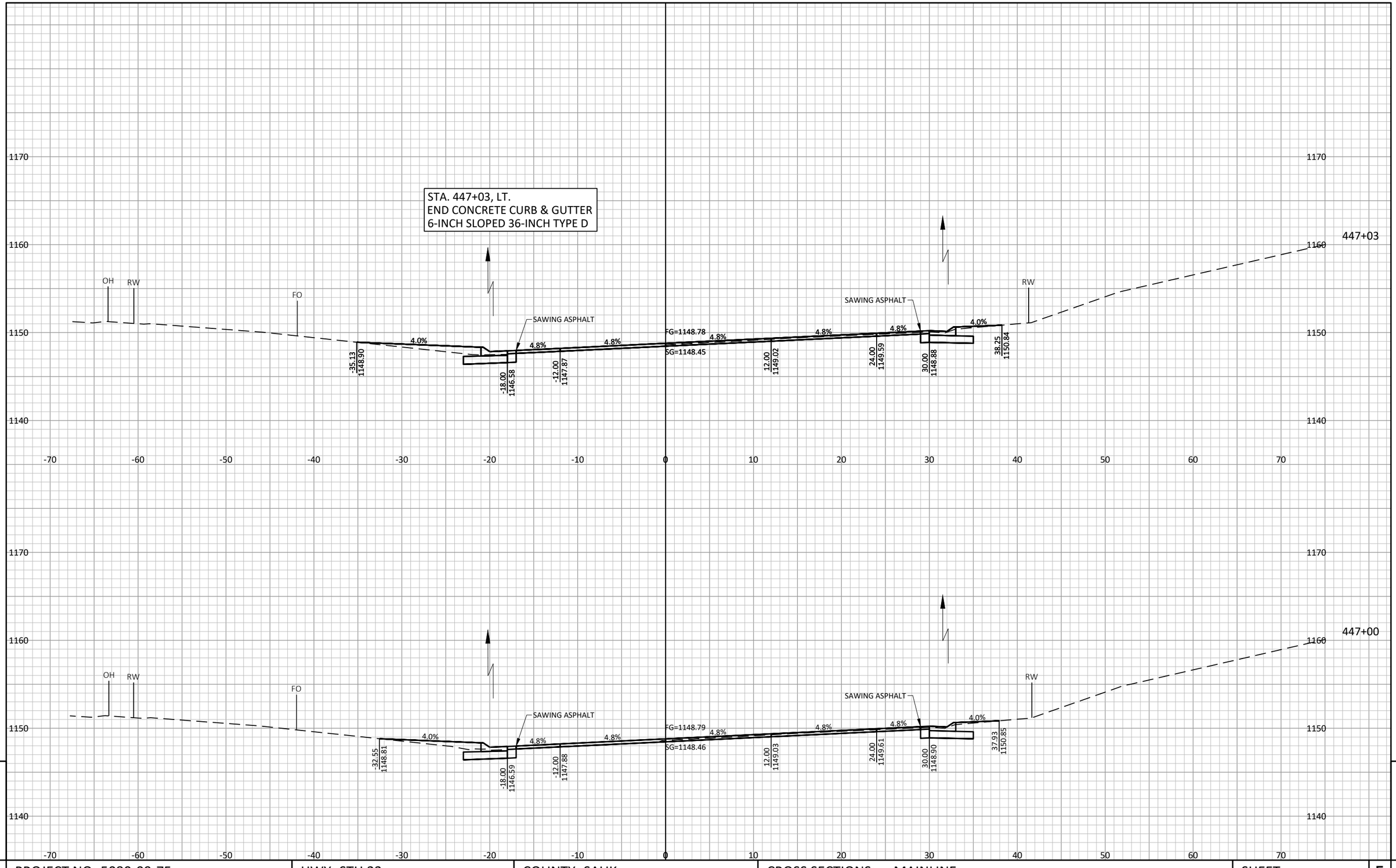


9

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:40:58 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 17



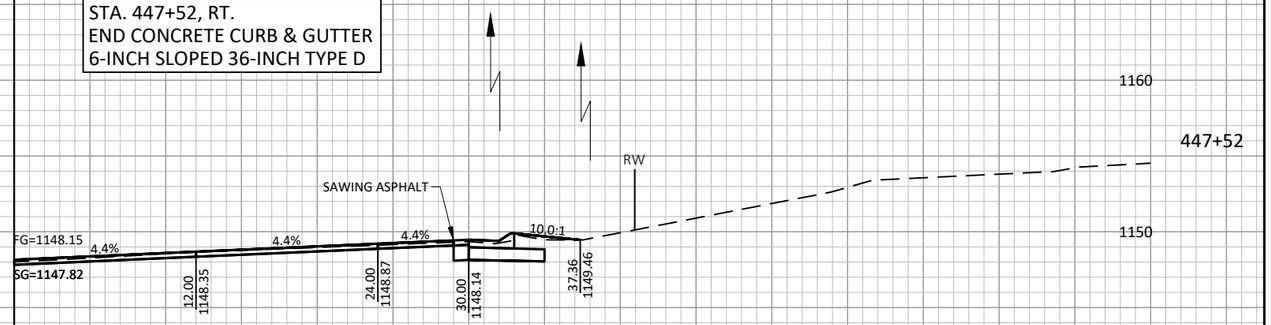
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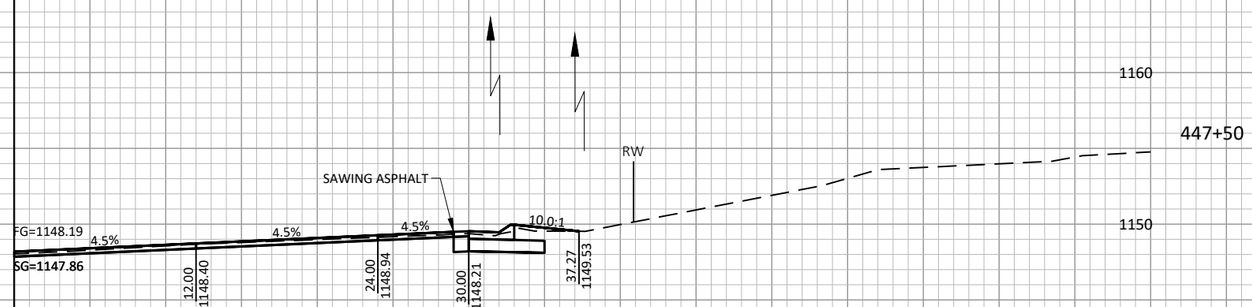
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:41:08 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 18

STA. 447+52, RT.
END CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D



447+52



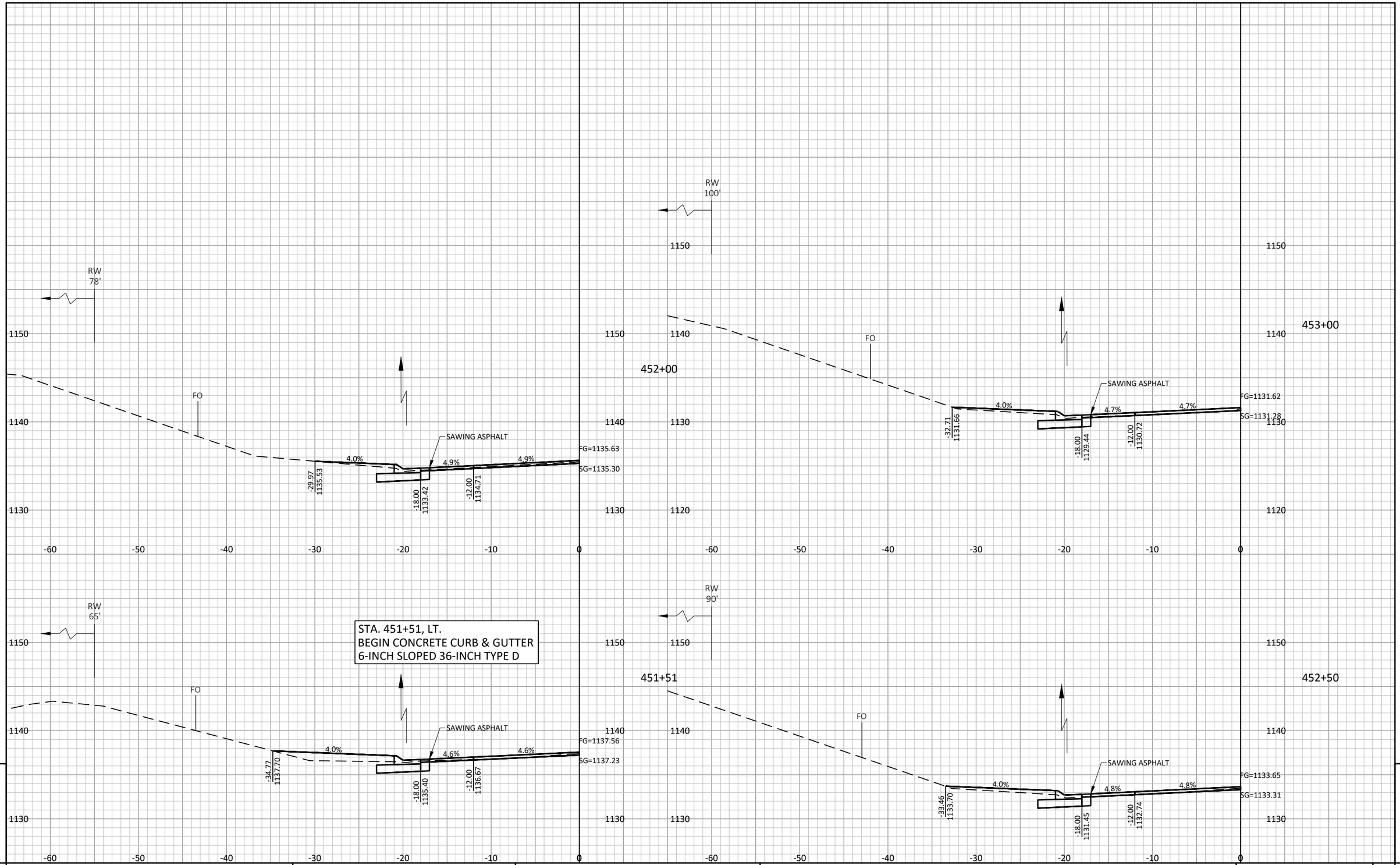
447+50

1160
1150
1140
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:41:18 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 19

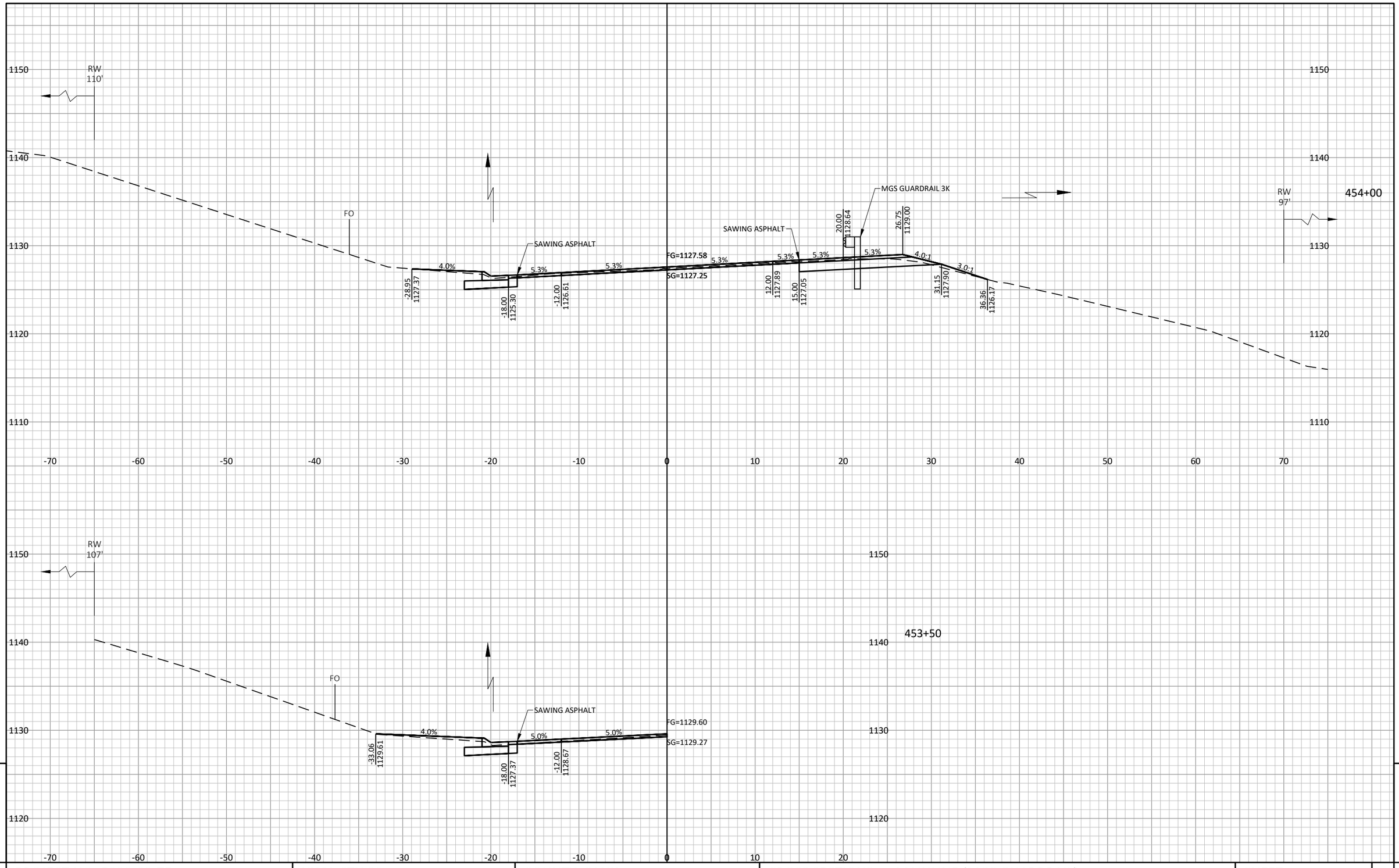


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9

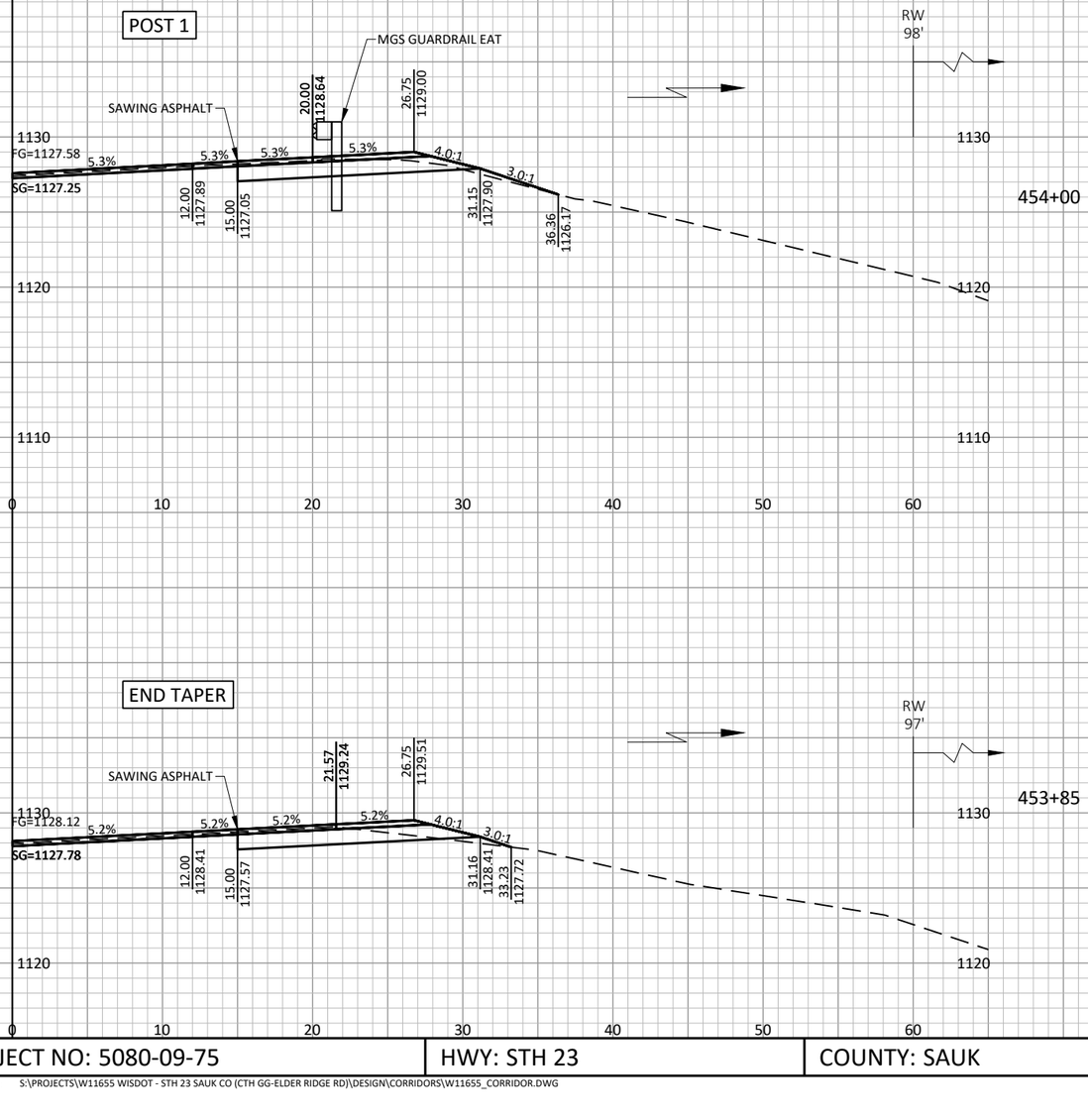
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:41:29 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 20



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:41:38 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 21

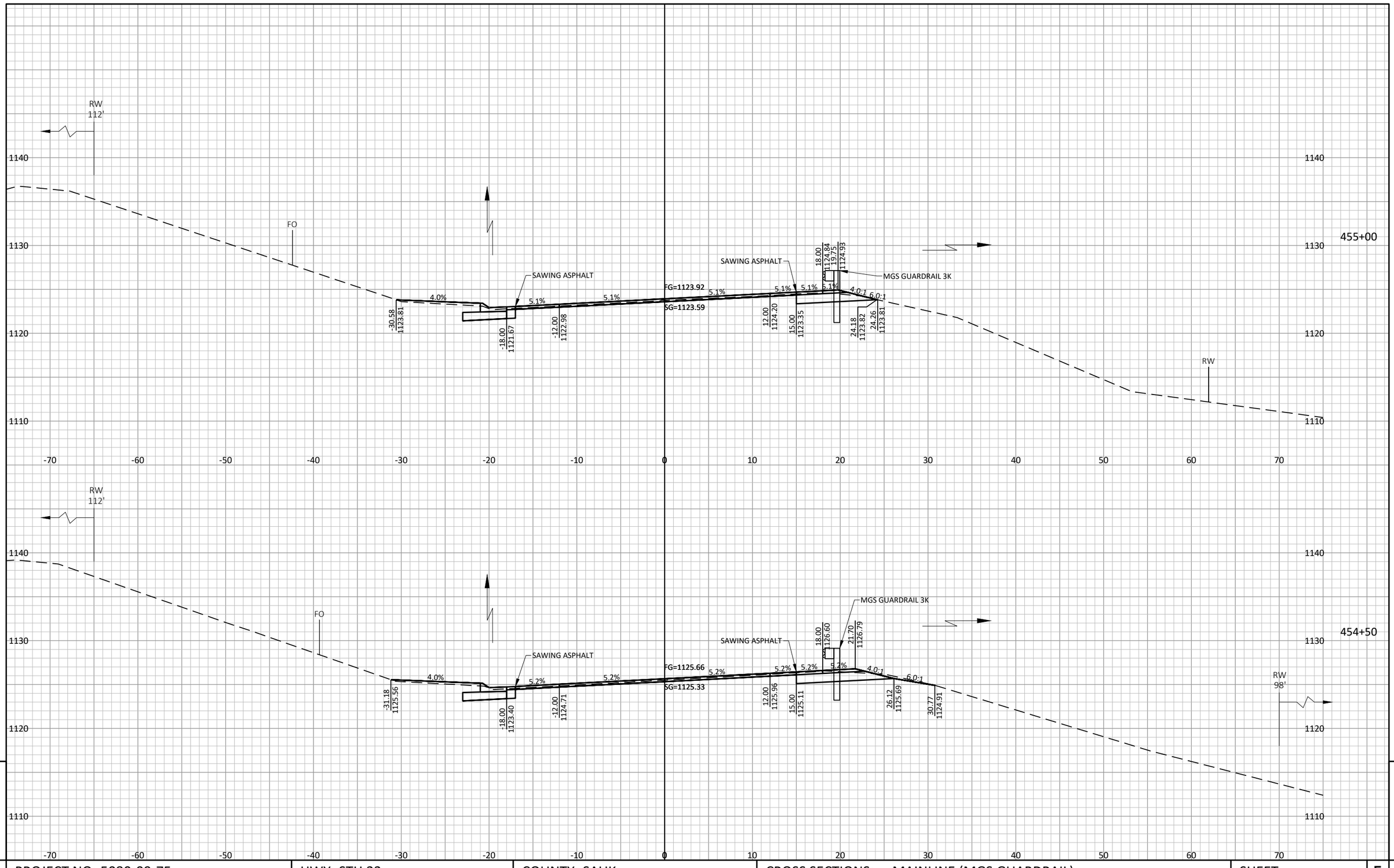


9

9

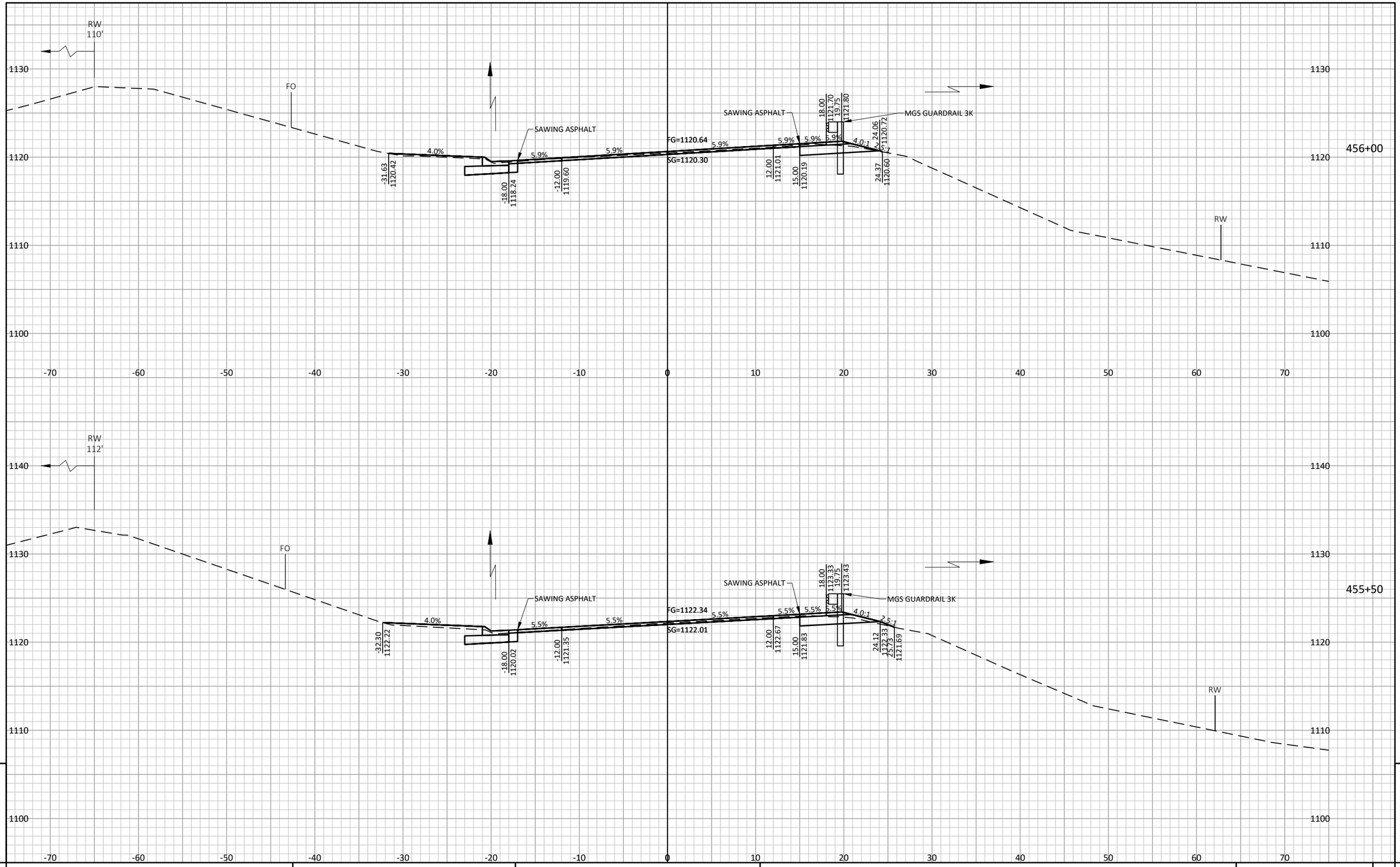
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:41:48 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 21B



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	127	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:41:58 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 22

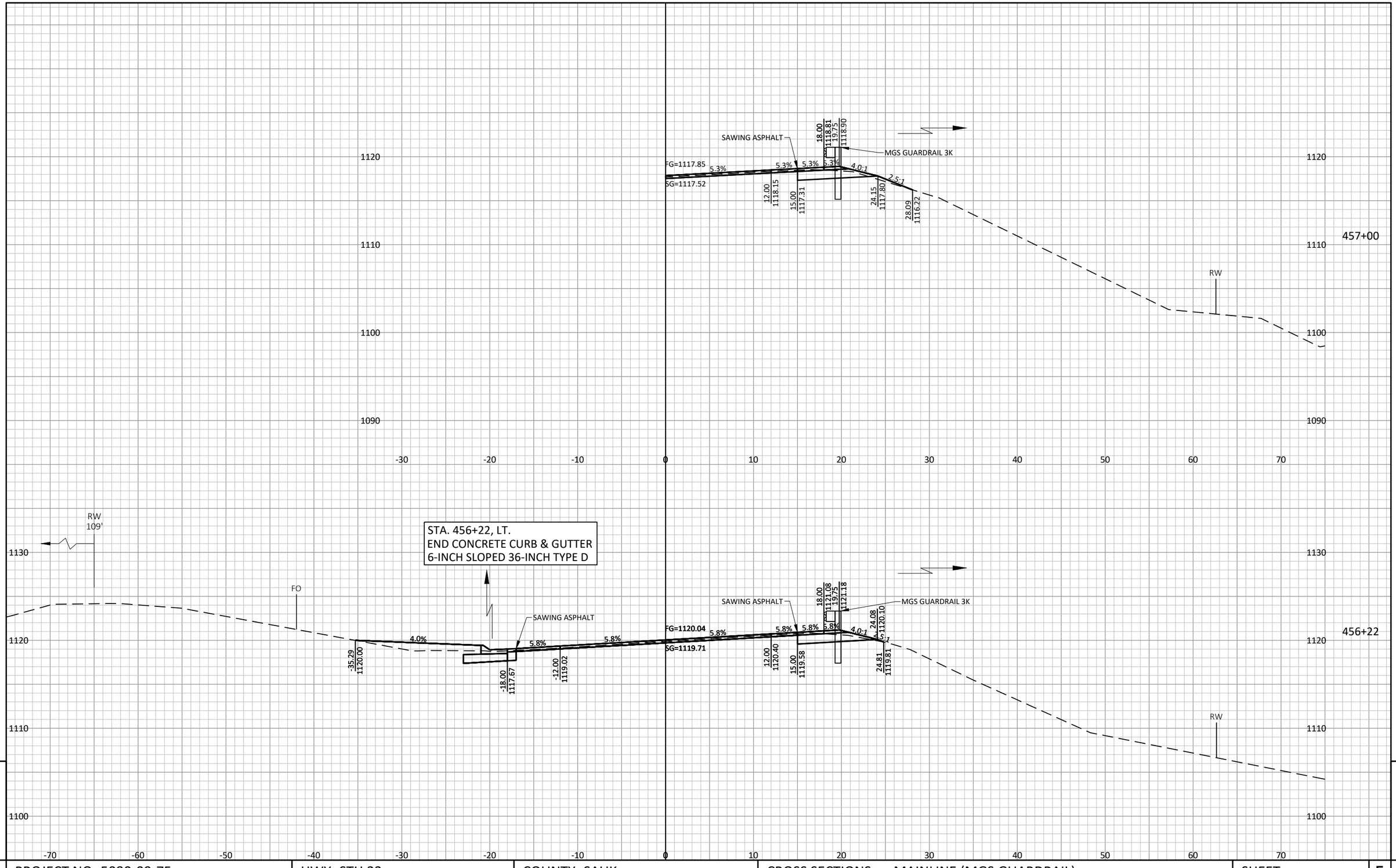


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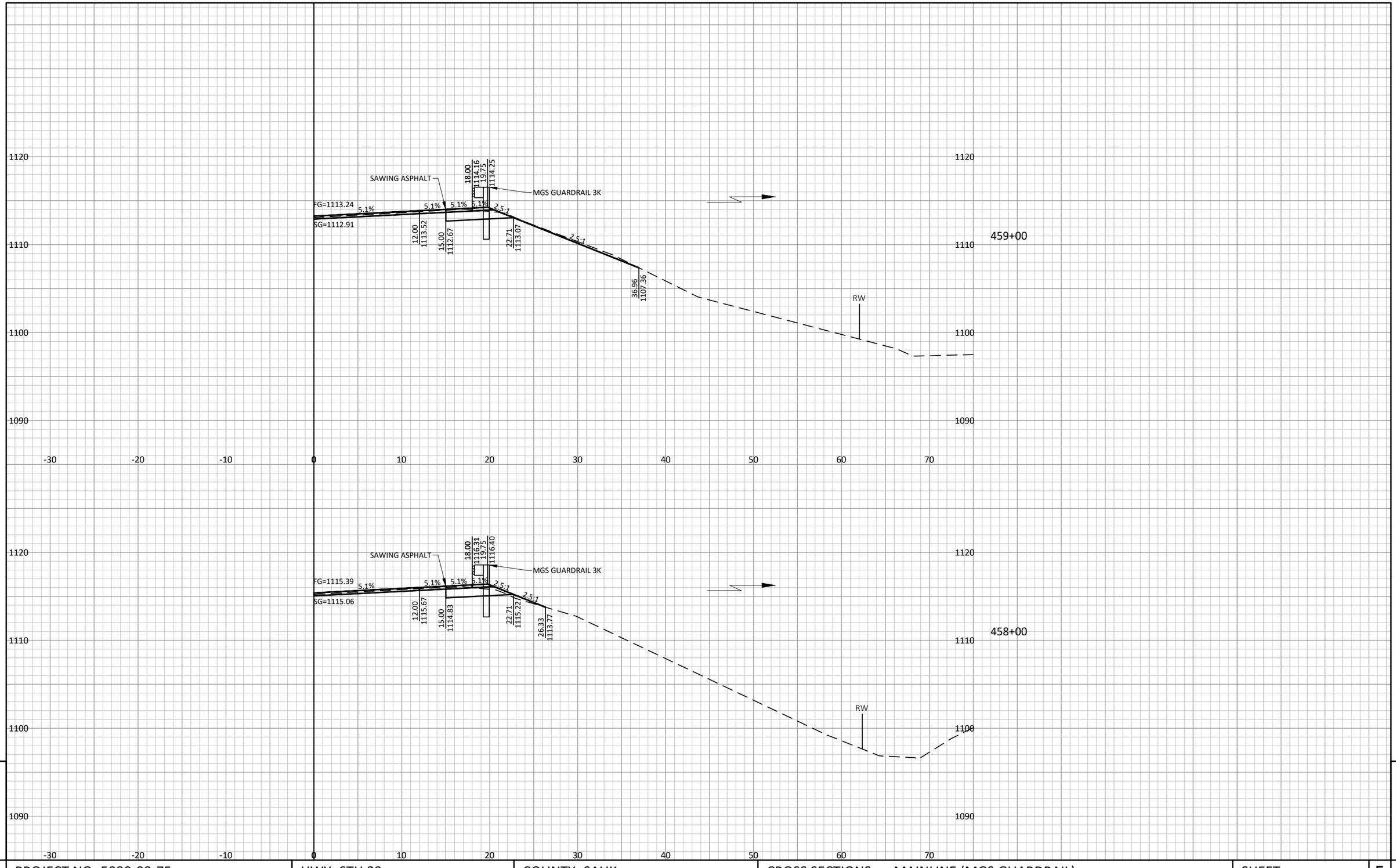
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PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:42:08 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 23

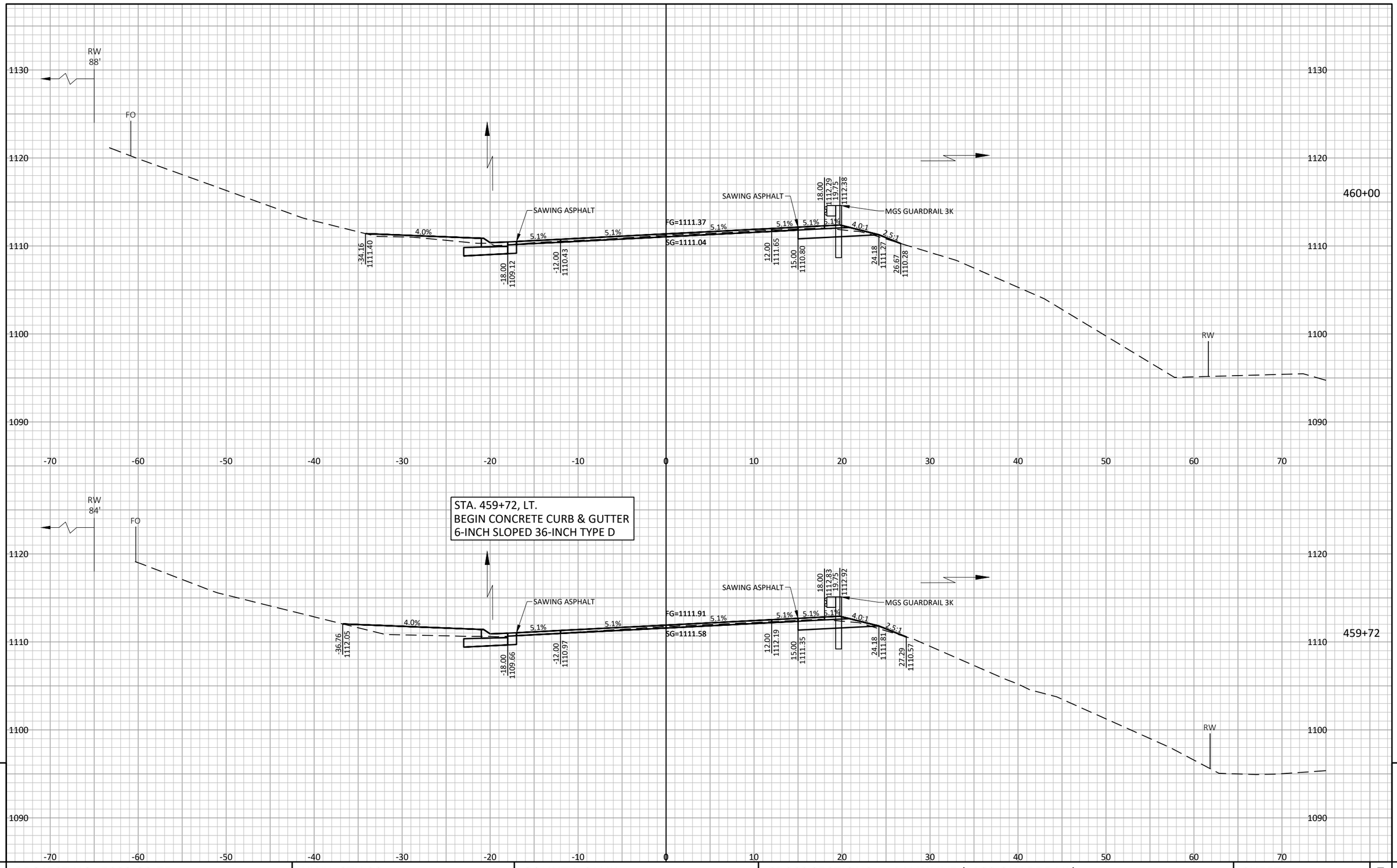


PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 129	E



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 130	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:42:28 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 25

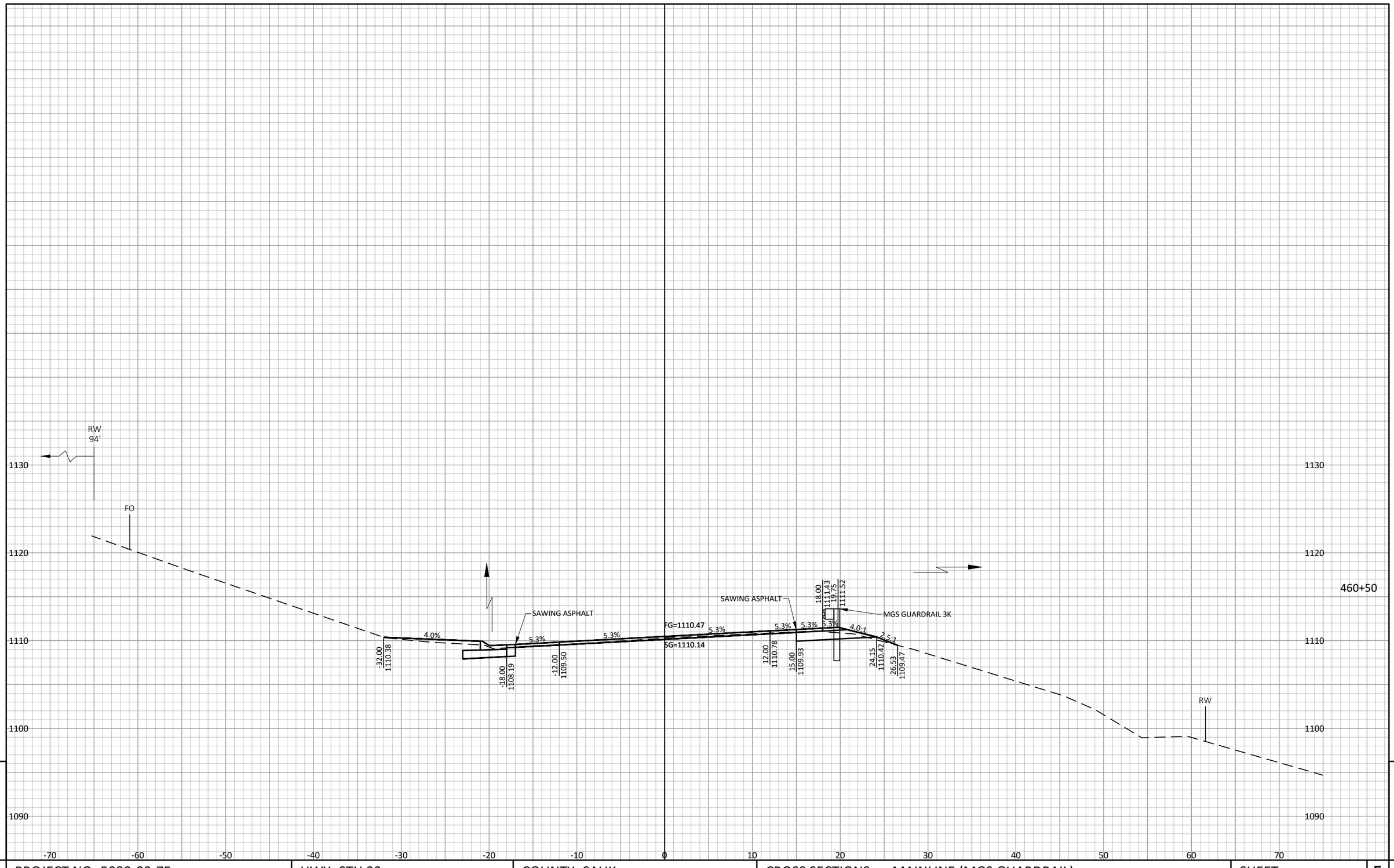


9

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:42:39 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 26

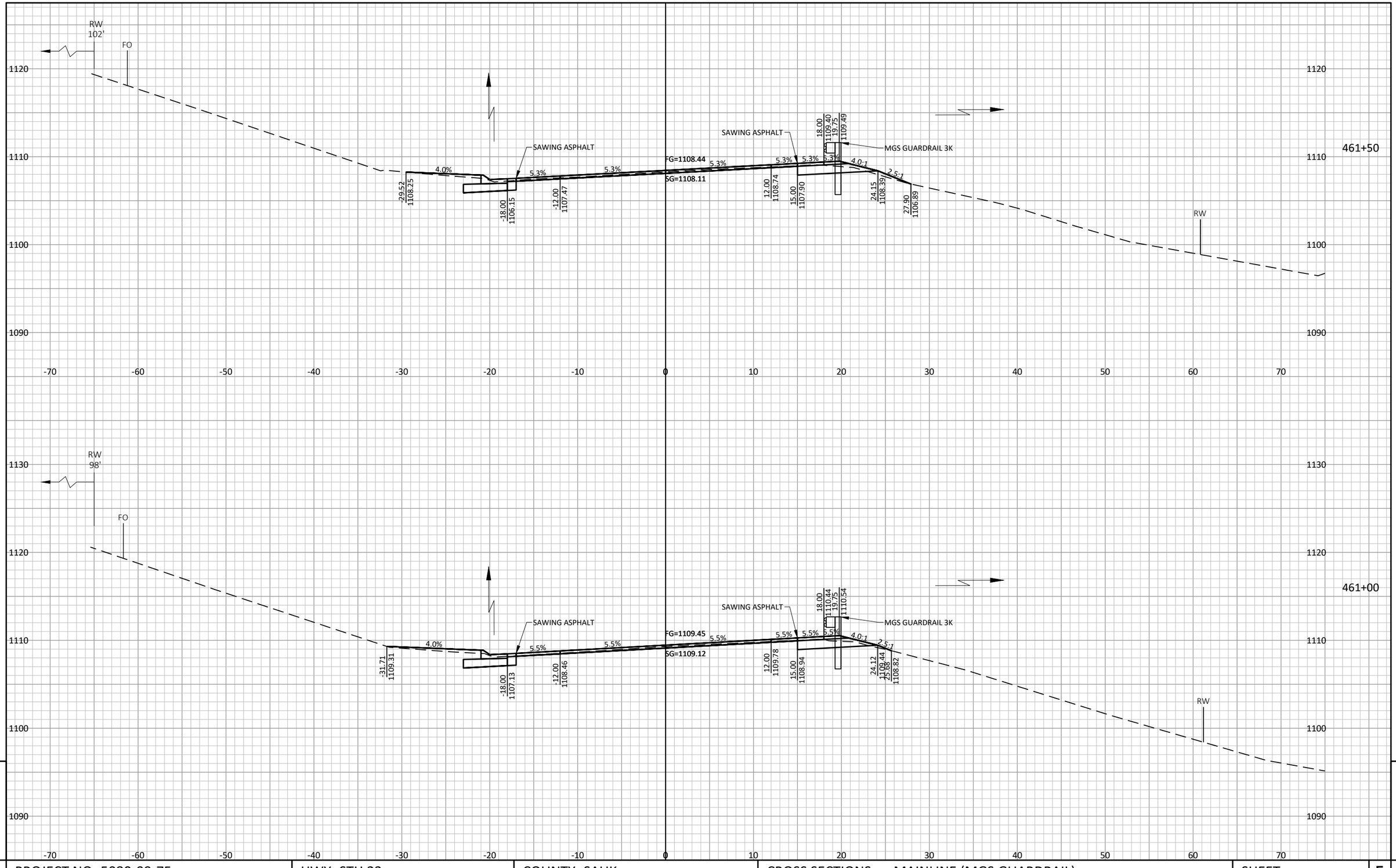


9

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:42:48 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 27

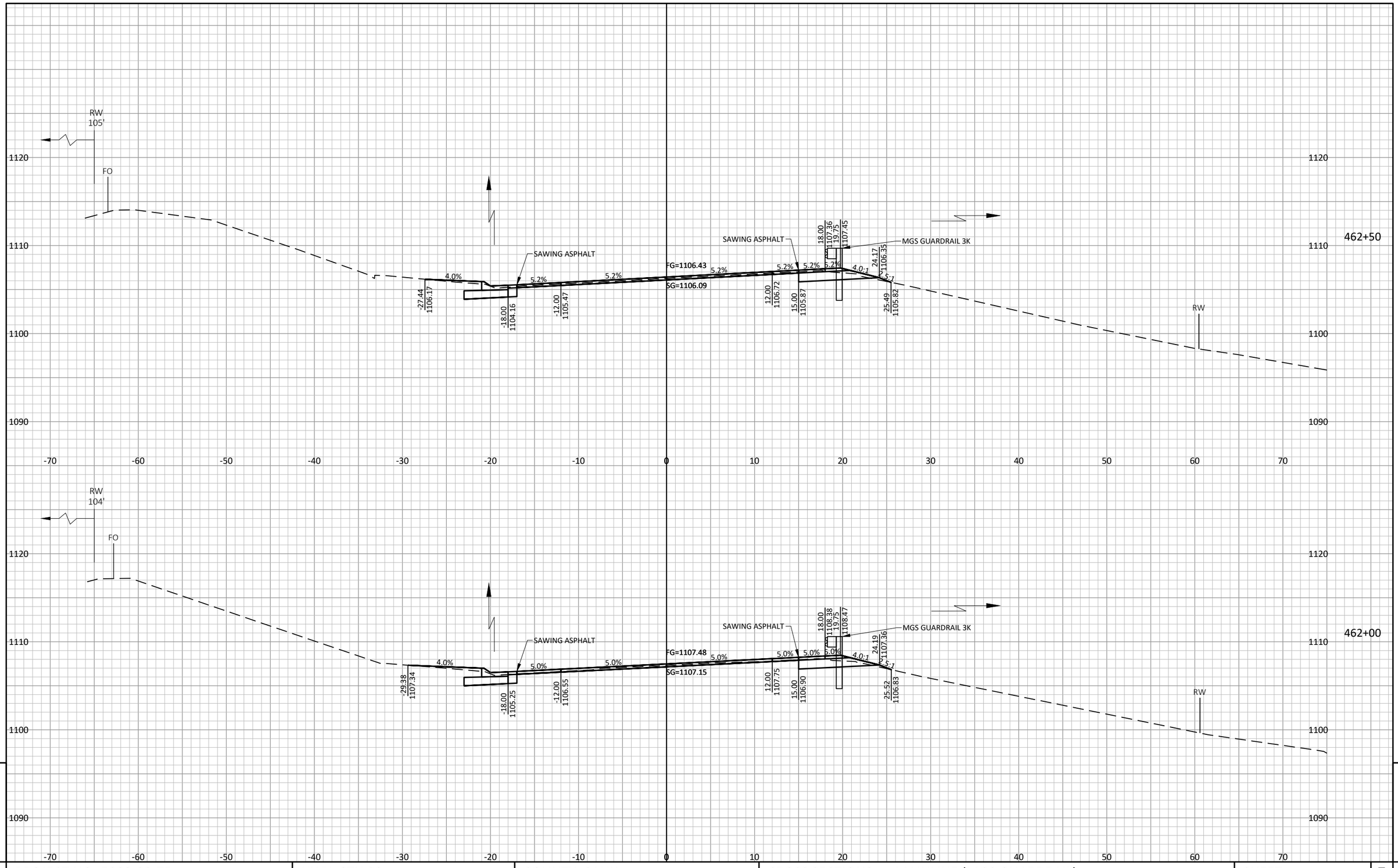


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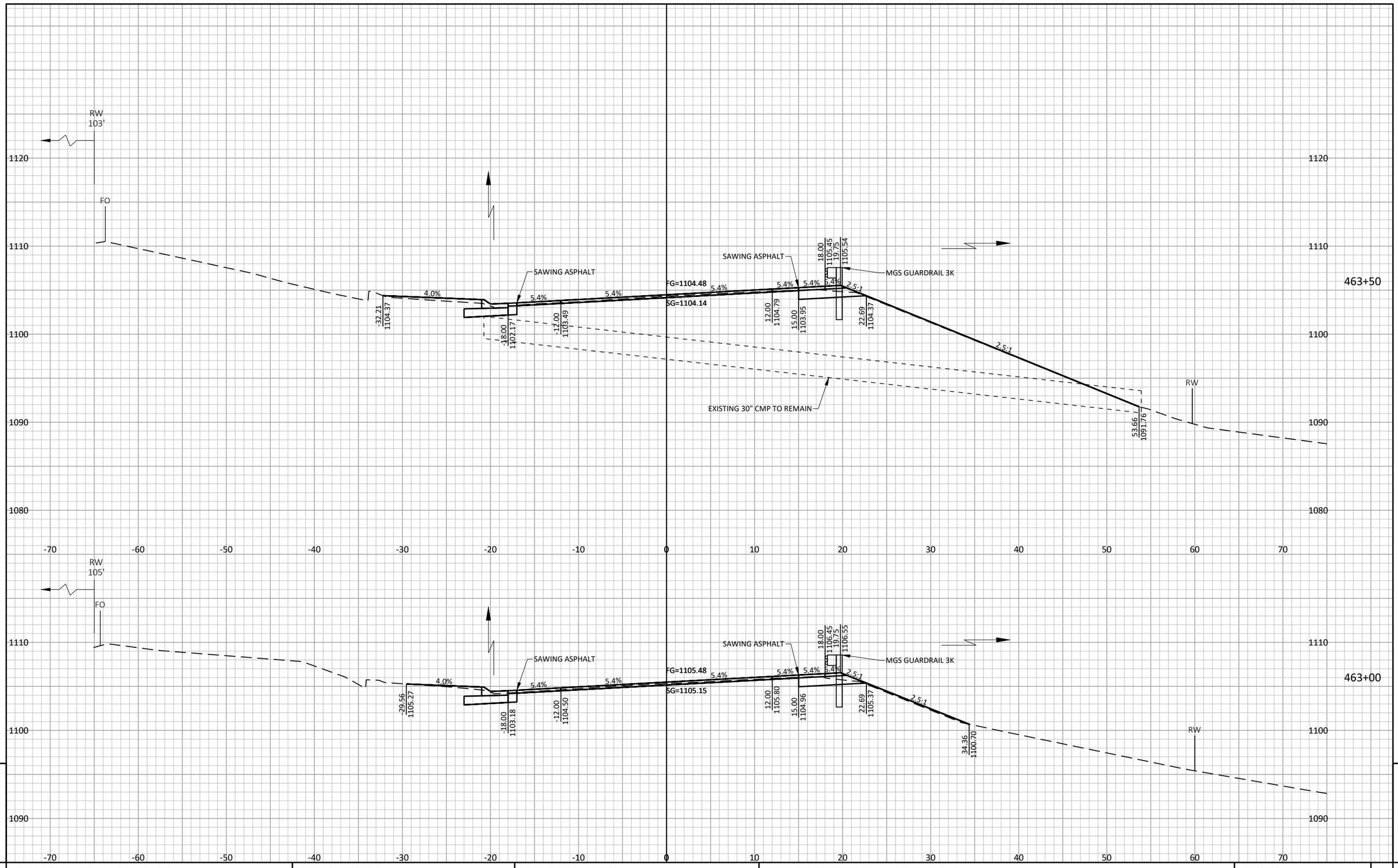
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PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:42:58 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 28

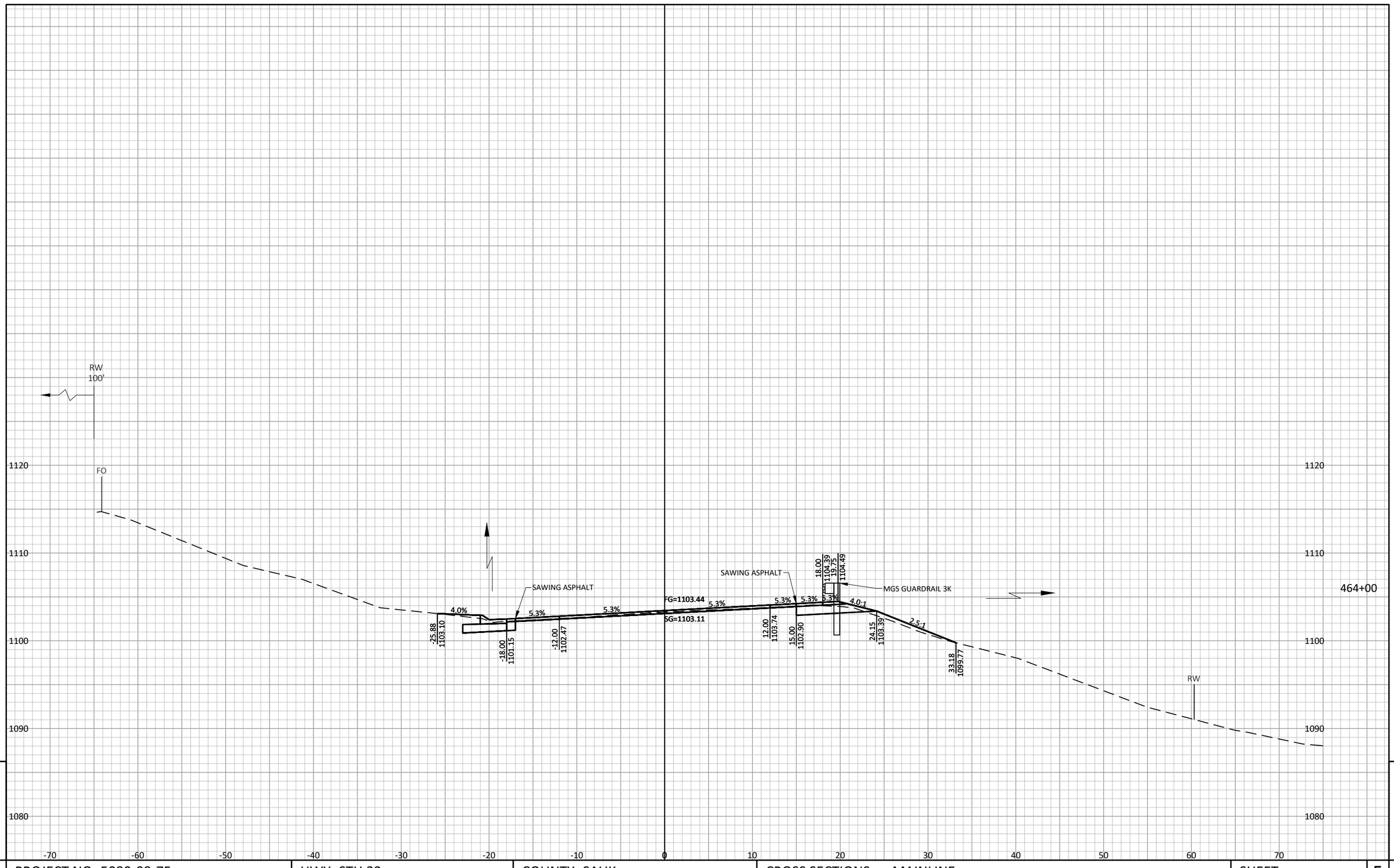


PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	
				134	E



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:43:18 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 30

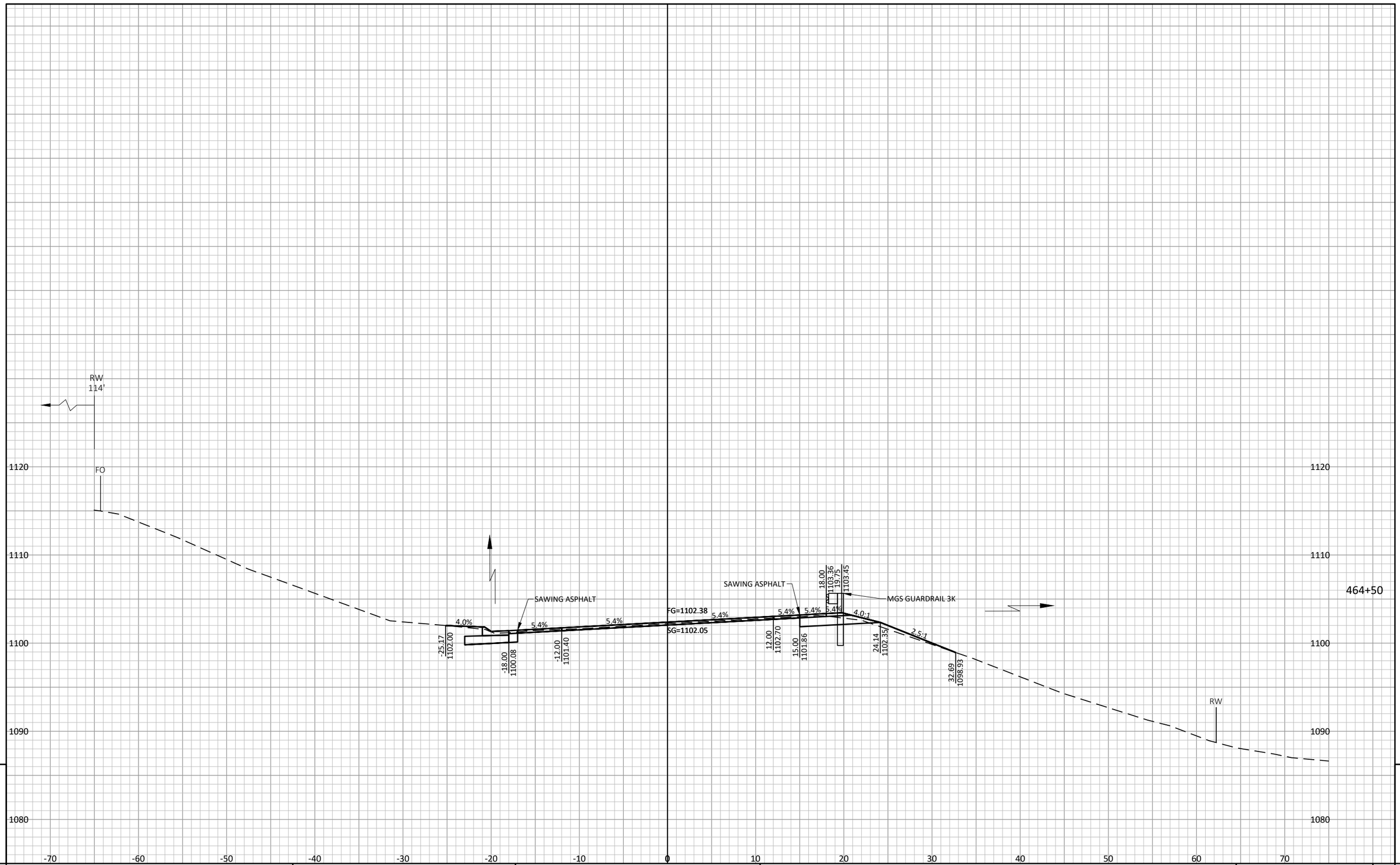


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9

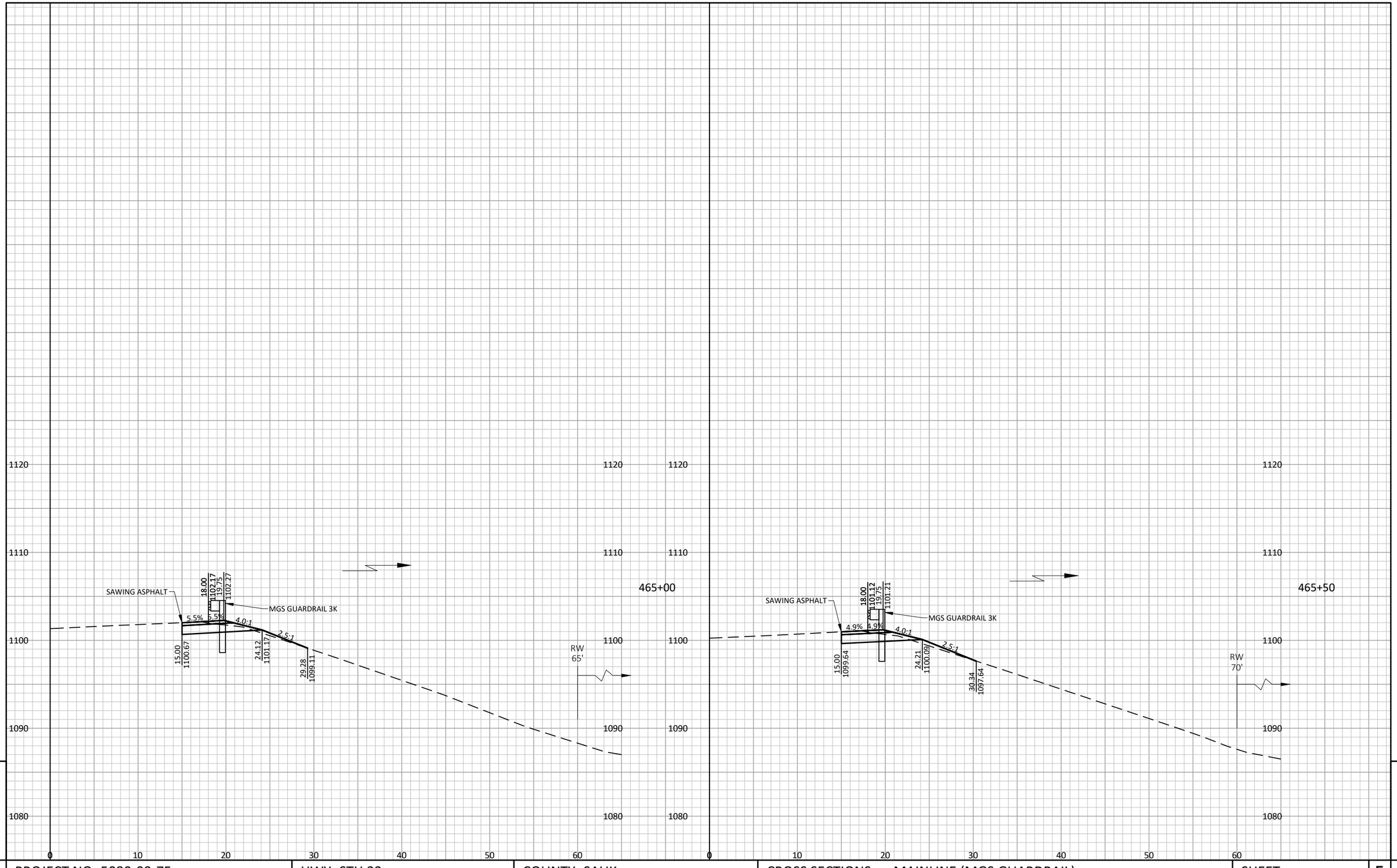
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:43:28 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 31



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:43:38 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 32

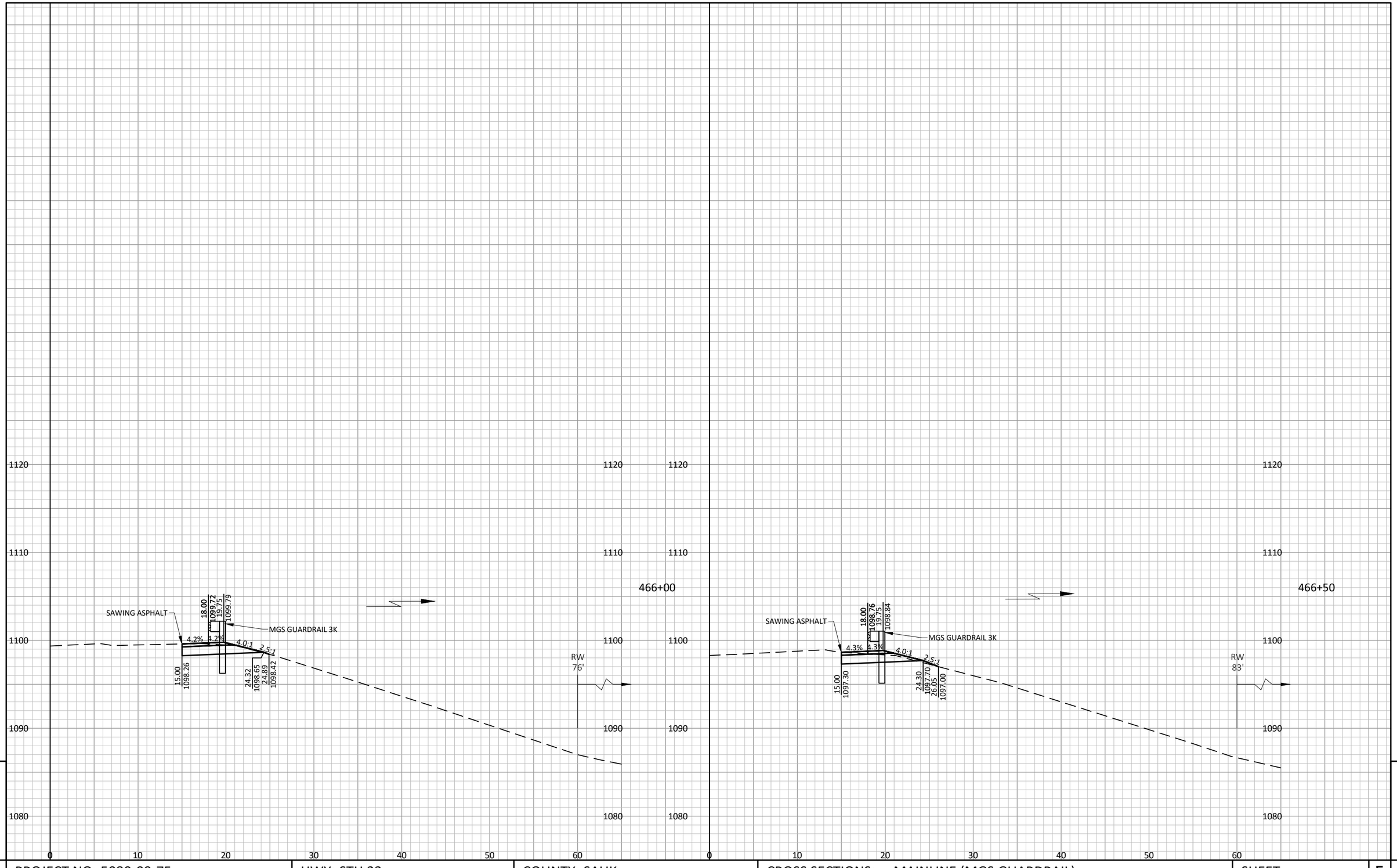


9

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:43:48 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 33

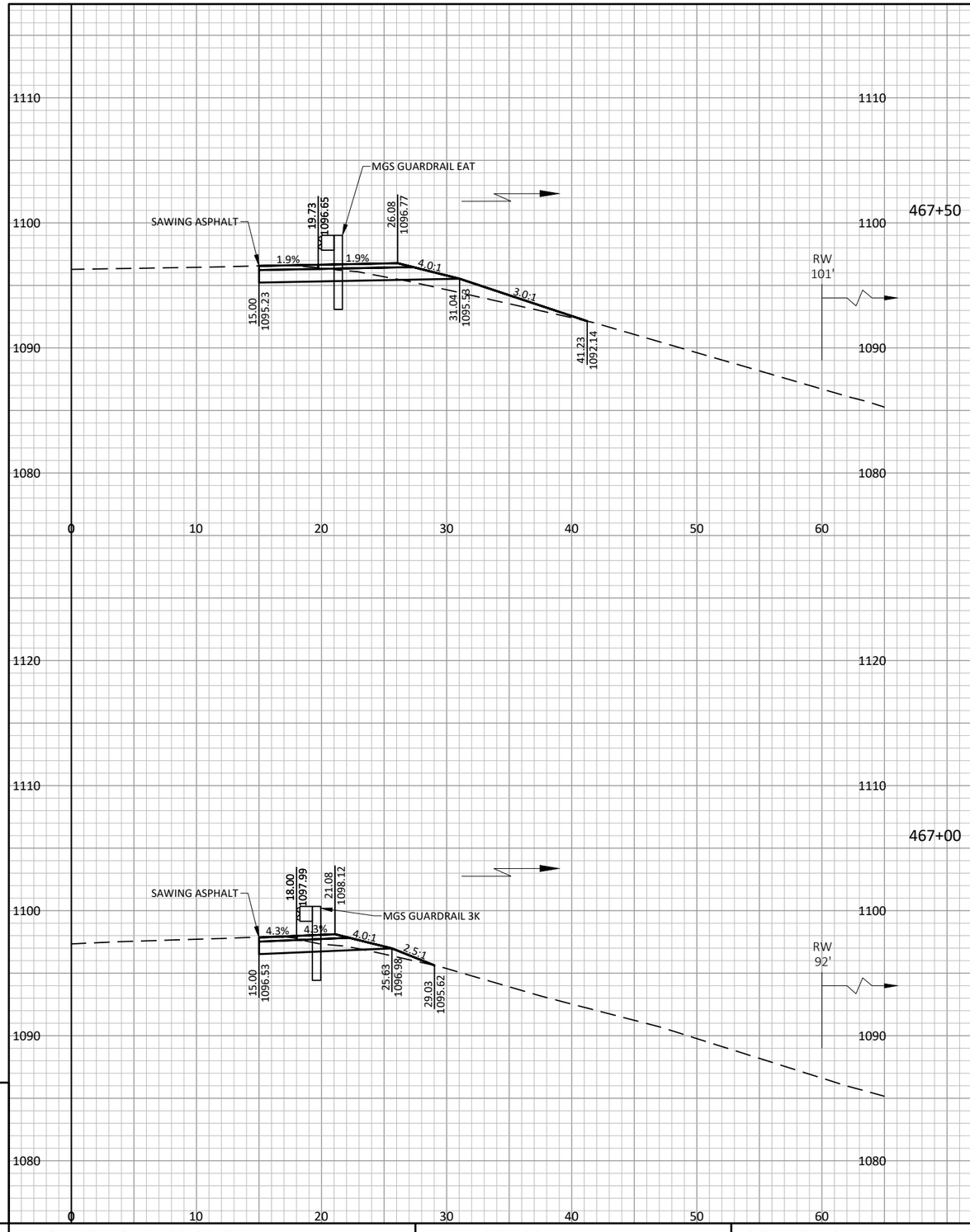


9

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

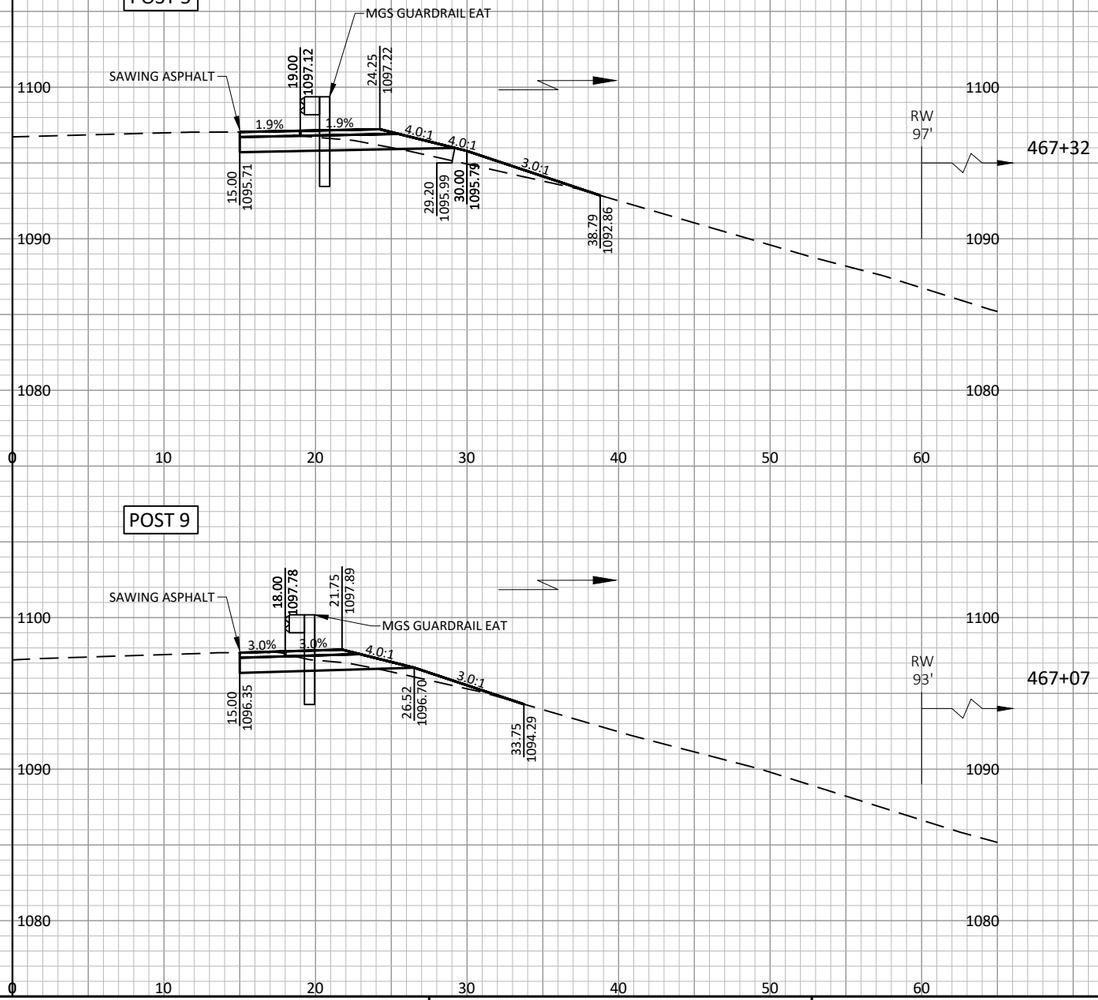
FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:43:58 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 34



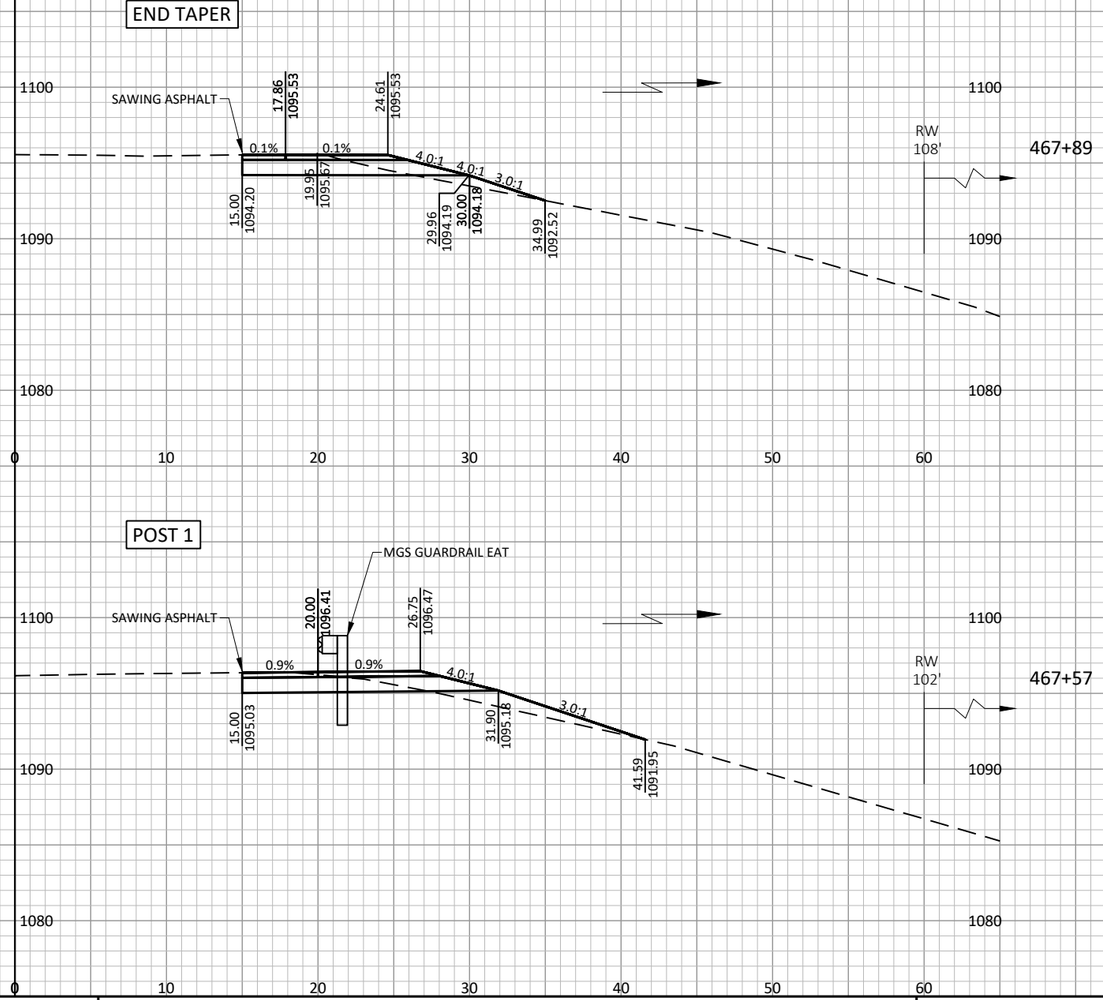
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 140	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG PLOT DATE : 3/10/2025 10:44:08 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 35

POST 5



END TAPER

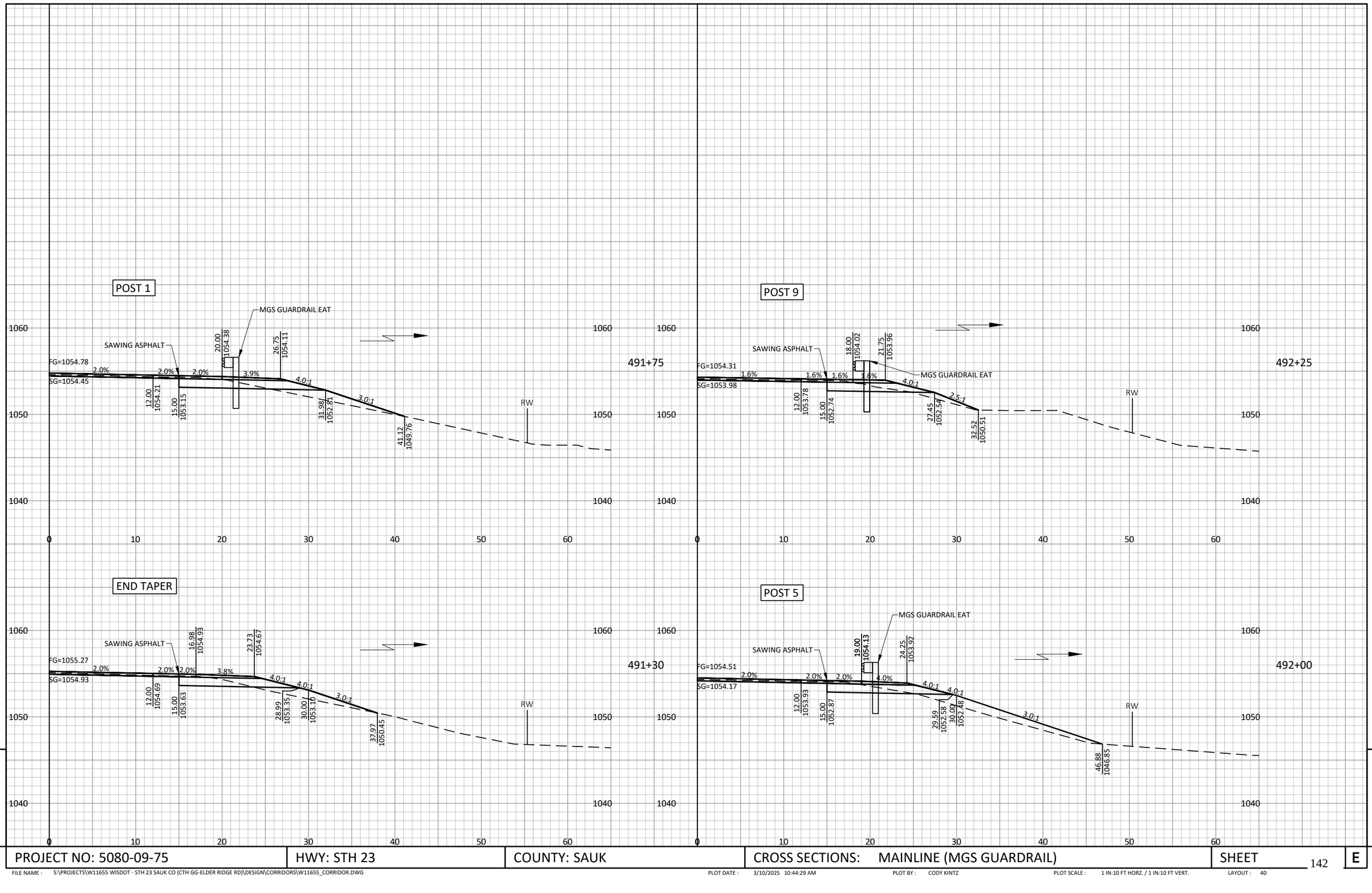


POST 9

POST 1

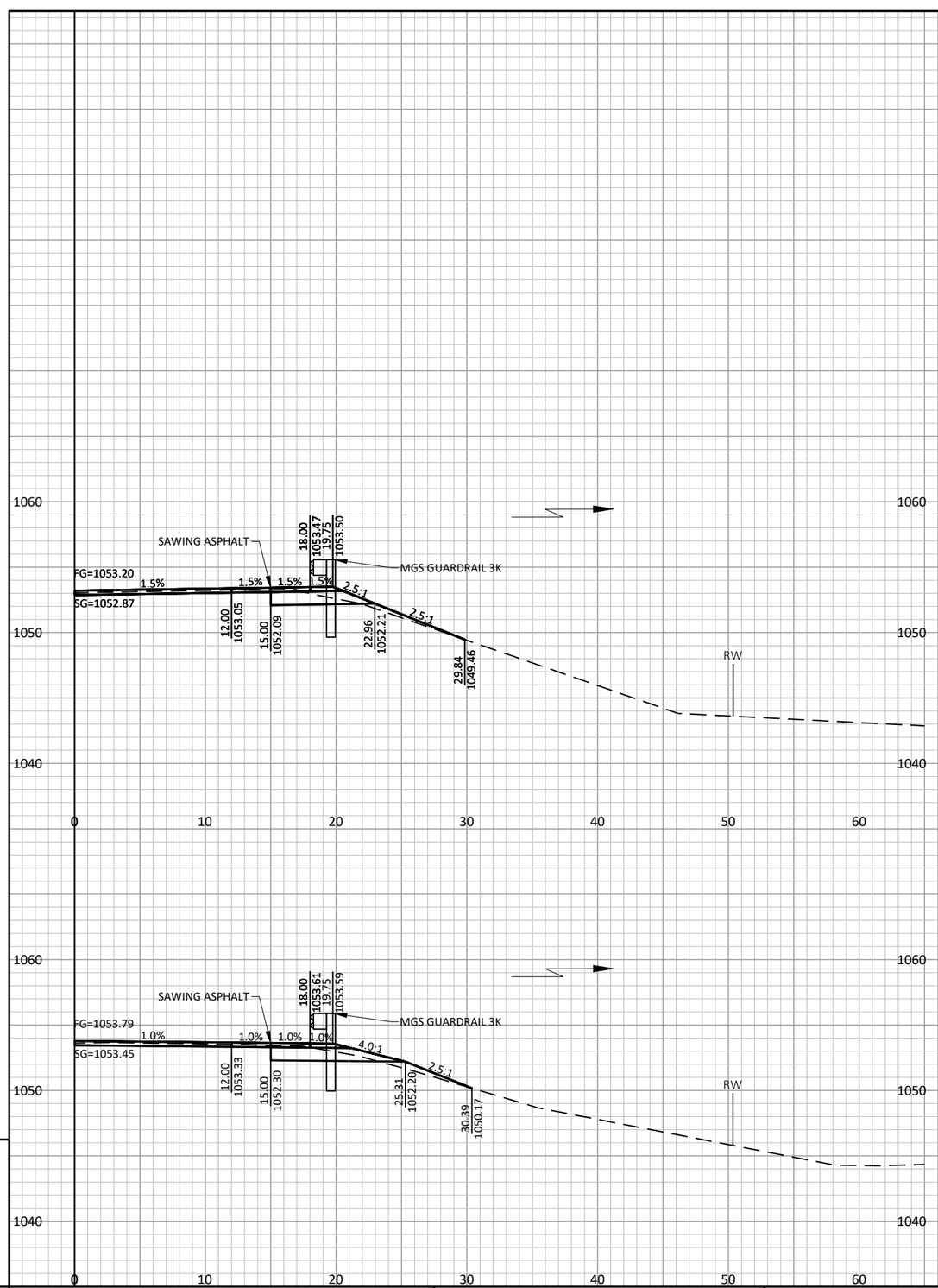
PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

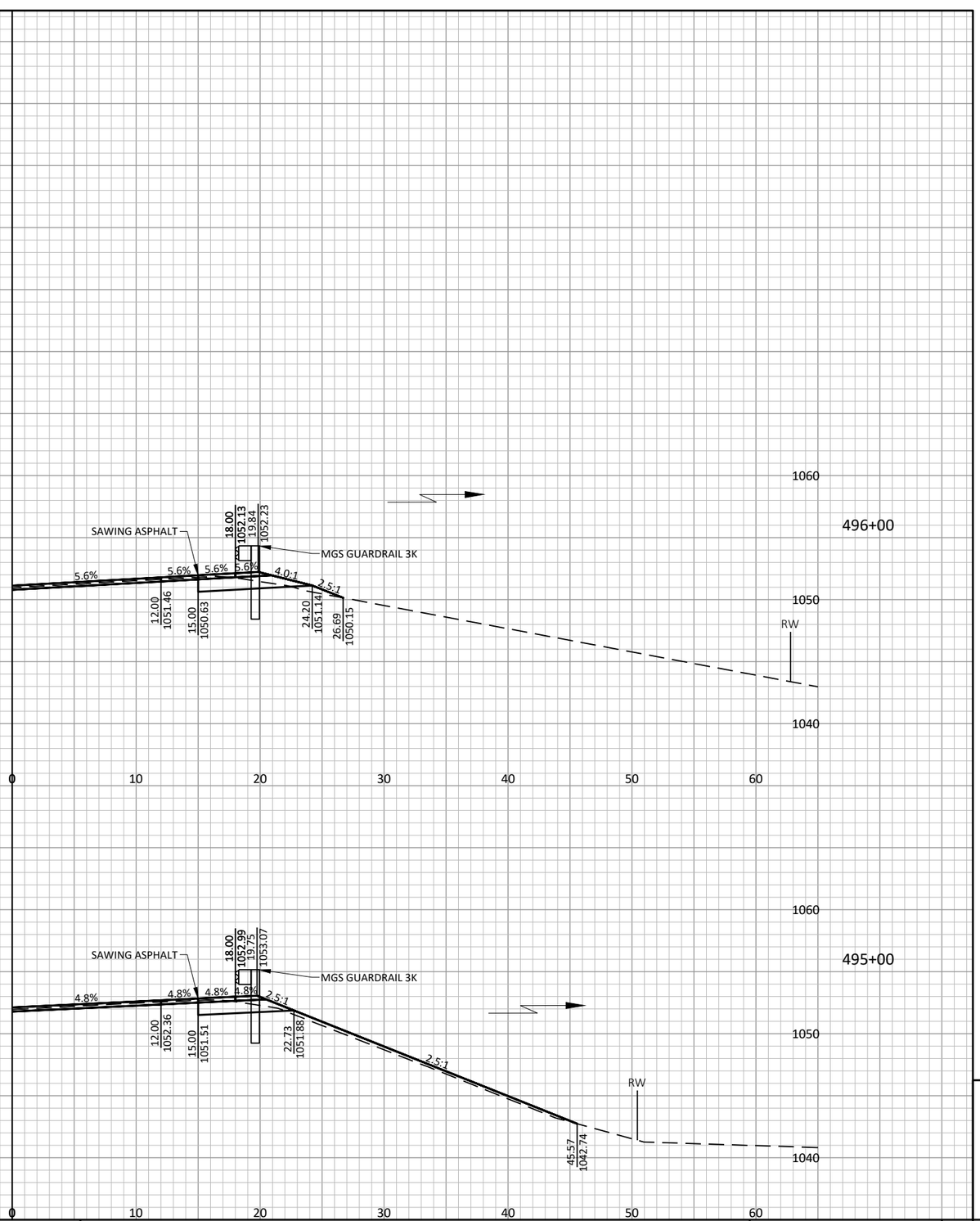
FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:44:18 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 37B



PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:44:29 AM PLOT BY : CODY KINTZ PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT : 40



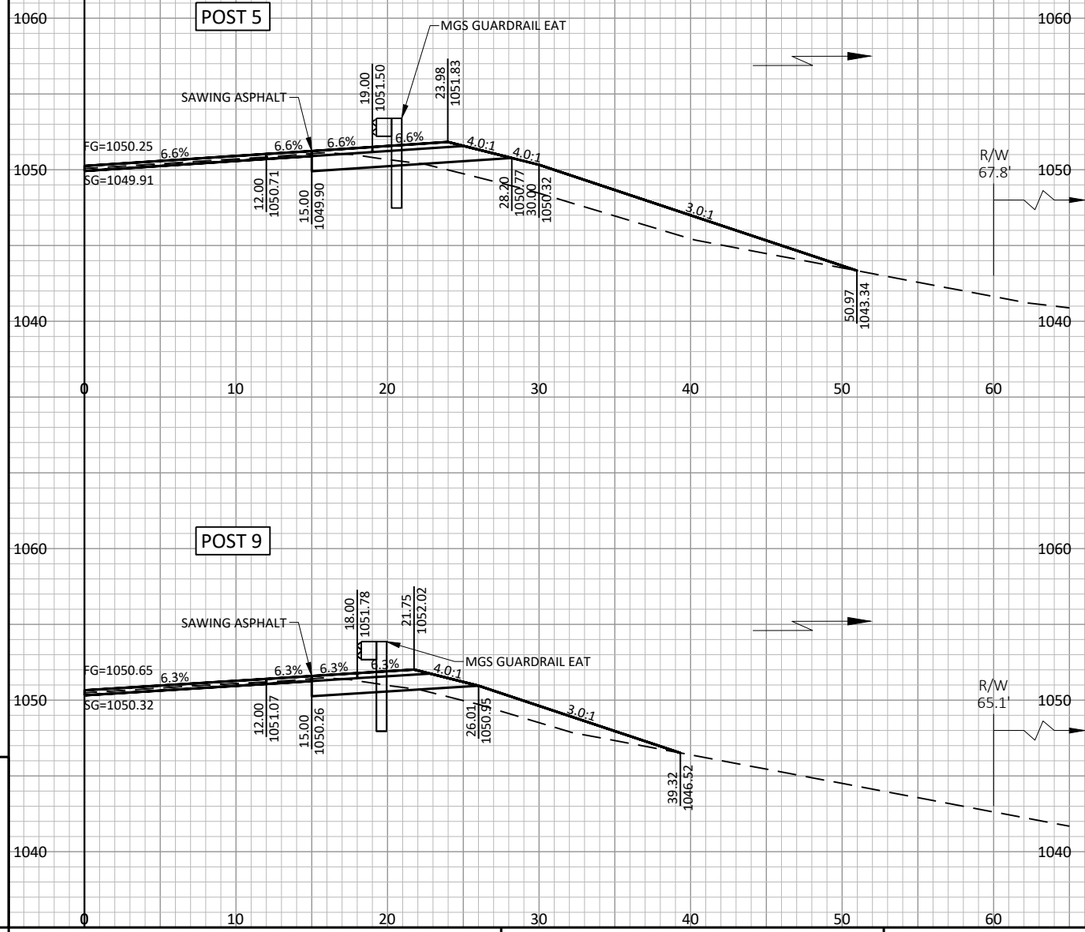


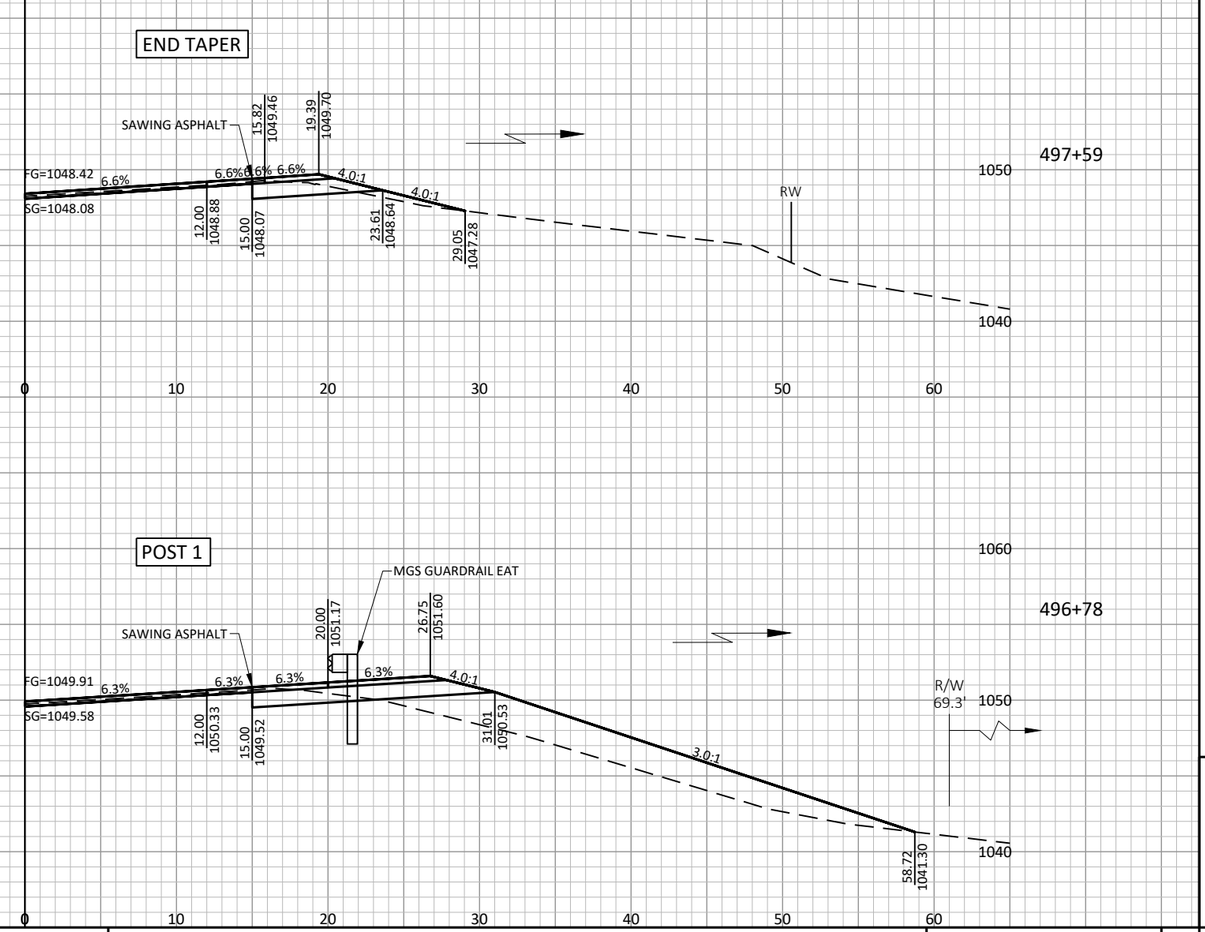
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9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:44:38 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 41





9

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:44:48 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 42

END CONSTRUCTION
STA. 200'A'+76.19
'A'-LINE
MATCH EXISTING

200'A'+76

940
930
920

RW
RW

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

RW
RW

26.39
930.00
4.3:1
4.0%
1.0%
FG=929.64
2.0%
4.0%
4.3:1
22.78
929.83
-28.25
929.58
-25.27
928.03
-19.69
928.10
SG=928.30
16.70
927.96
21.77
927.86
32.11
927.69

EXISTING 36" CMP TO REMAIN

200'A'+50

BEGIN CONSTRUCTION
STA. 200'A'+18.06
'A'-LINE

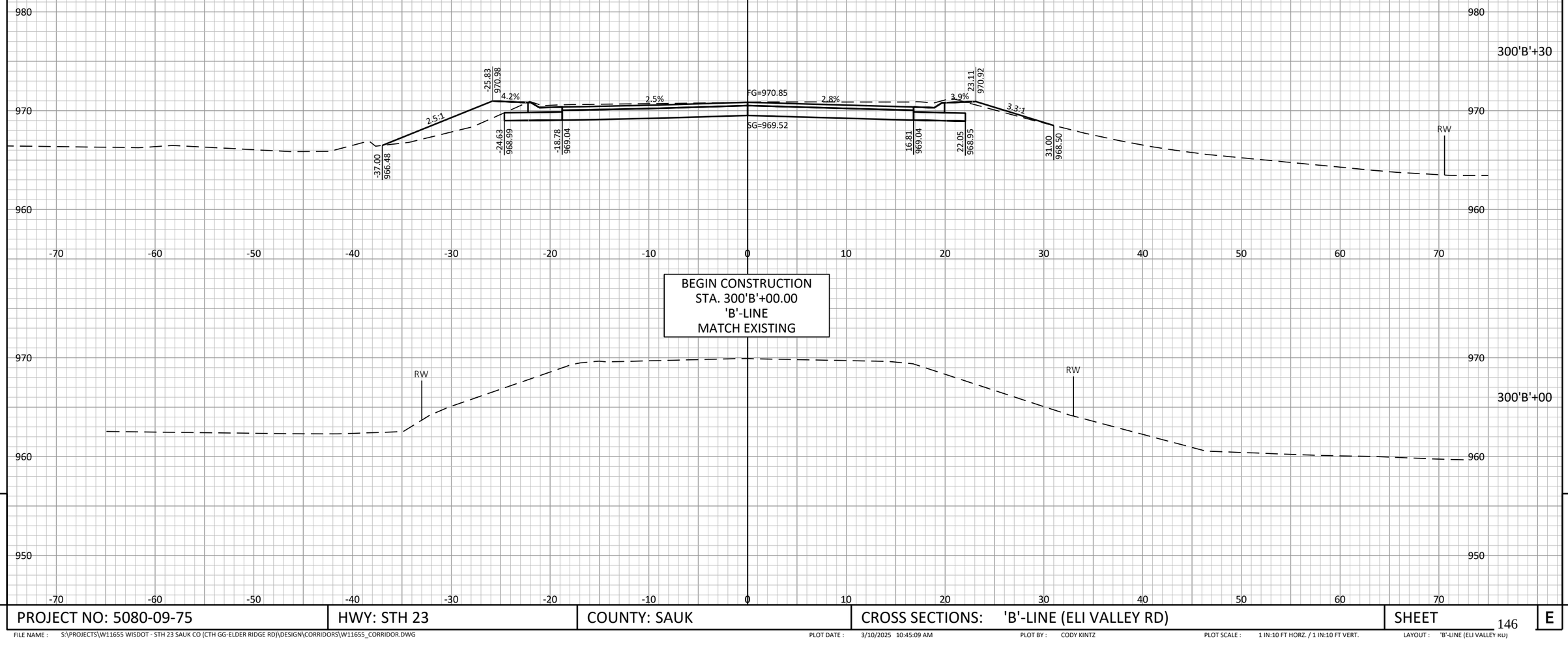
910

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: 'A'-LINE (OHIO RD)	SHEET 145	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:44:59 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : 'A'-LINE (OHIO RD)

END CONSTRUCTION
STA. 300'B'+56.09
'B'-LINE



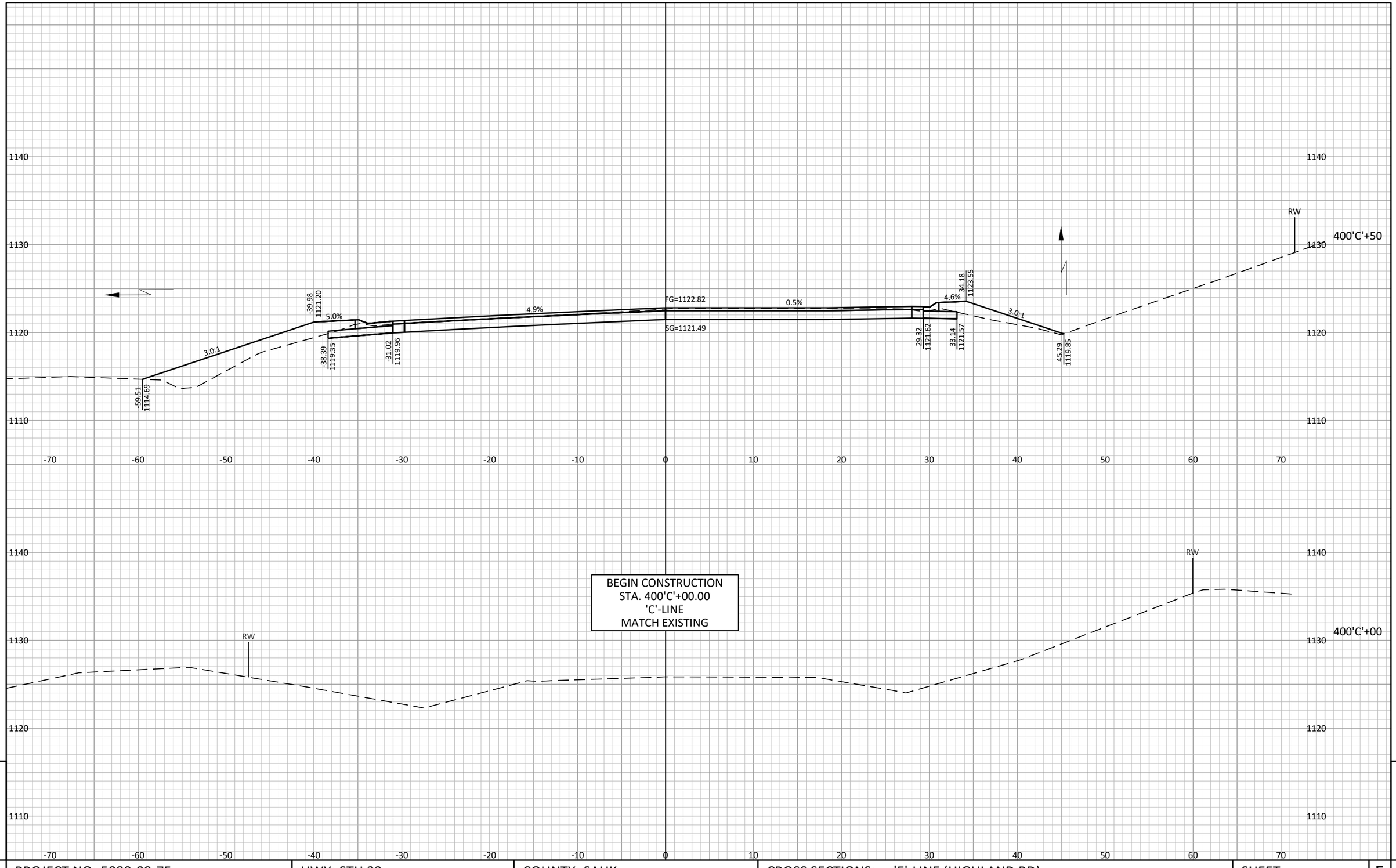
BEGIN CONSTRUCTION
STA. 300'B'+00.00
'B'-LINE
MATCH EXISTING

9

9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: 'B'-LINE (ELI VALLEY RD)	SHEET	E

FILE NAME : S:\PROJECTS\W11655 WISDOT - STH 23 SAUK CO (CTH GG-ELDER RIDGE RD)\DESIGN\CORRIDORS\W11655_CORRIDOR.DWG
PLOT DATE : 3/10/2025 10:45:09 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
LAYOUT : 'B'-LINE (ELI VALLEY RD)



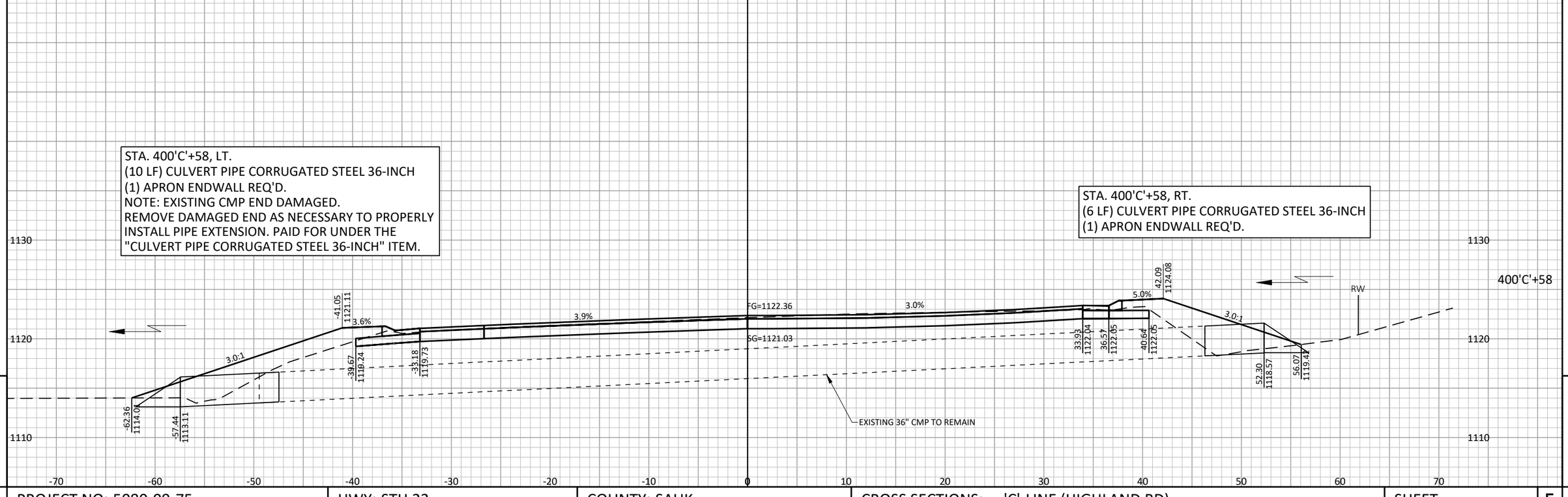
9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: 'E'-LINE (HIGHLAND RD)	SHEET 147	E

END CONSTRUCTION
STA. 400'C'+75.69
'C'-LINE

STA. 400'C'+58, LT.
(10 LF) CULVERT PIPE CORRUGATED STEEL 36-INCH
(1) APRON ENDWALL REQ'D.
NOTE: EXISTING CMP END DAMAGED.
REMOVE DAMAGED END AS NECESSARY TO PROPERLY INSTALL PIPE EXTENSION. PAID FOR UNDER THE "CULVERT PIPE CORRUGATED STEEL 36-INCH" ITEM.

STA. 400'C'+58, RT.
(6 LF) CULVERT PIPE CORRUGATED STEEL 36-INCH
(1) APRON ENDWALL REQ'D.



9 9

PROJECT NO: 5080-09-75	HWY: STH 23	COUNTY: SAUK	CROSS SECTIONS: 'C'-LINE (HIGHLAND RD)	SHEET 148	E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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