MAD

JULY 2020

PROJECT ID: 5637-02-70

WITH: N/A

COUNTY: SAUK

ORDER OF SHEETS

TOTAL SHEETS = 164

03

N

DESIGN DESIGNATION

A.A.D.T.	N/A	=	N/A
A.A.D.T.	N/A	=	N/A
D.H.V.		=	N/A
D.D.		=	N/A
T.		=	N/A
DESIGN SPEED		=	N/A
ESALS		=	N/A

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
FENCE
GUARD RAIL
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) — ROCK
MARSH AREA
WOODED OR SHRUB AREA
STREAM OR WATER EDGE
BUSH
PINE TREE — (SIZE)
TREE — (SIZE)
TRAFFIC SIGNAL CONTROL CABINET
TRAFFIC SIGNAL
TRAFFIC SIGNAL MAST-ARM
TRAFFIC SIGNAL WITH LIGHT
EXISTING PULL BOX
BOLLARD

COMBUSTIBLE FLUIDS
UNDERGROUND UTILITIES
GAS
SANITARY SEWER
STORM SEWER
WATER
ELECTRIC
TELEPHONE
FIBER OPTIC
CABLE TELEVISION
FORCE MAIN
MANHOLE
UTILITY PEDESTAL
FIBER OPTIC HAND HOLE
POWER POLE
TELEPHONE POLE
RAILROAD
HYDRANT
LIGHT POLE
RAILROAD SIGNAL
SIGN
TRANSMISSION TOWER
VALVE
CURB STOP
EXISTING CULVERT
PROPOSED CULVERT (Box or Pipe)

CAUTION
(SIZE) G
(SIZE) SAN
(SIZE) SS
(SIZE) W
E — T-12-N / T-11-N
T
FO
TV
FM
MH
HH
⌀(TYPE)
⌀CS
(SIZE, TYPE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

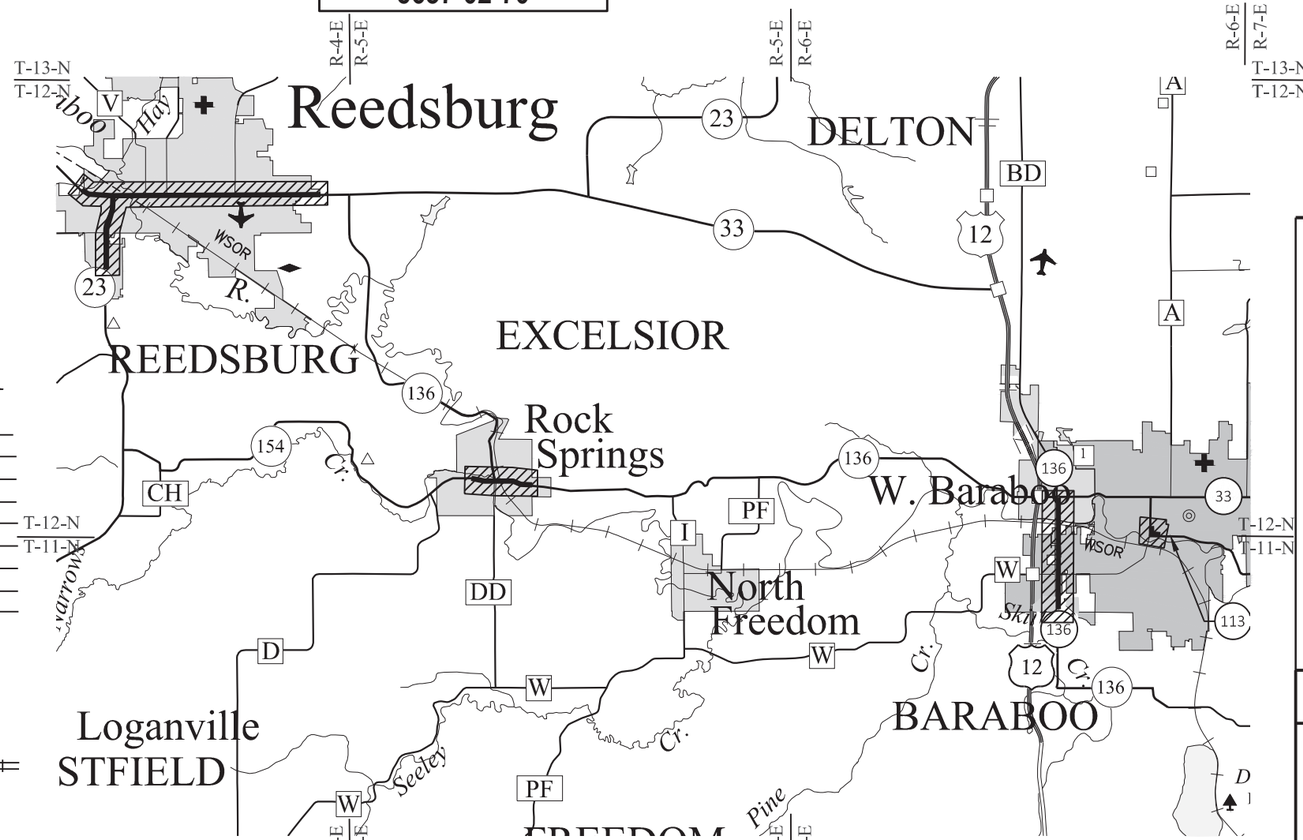
SOUTHWEST REGION ADA CURB RAMPS

SAUK COUNTY VARIOUS LOCATIONS

STH 33
SAUK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5637-02-70	WISC 2020346	1

STATE PROJECT NUMBER
5637-02-70



TOTAL NET LENGTH OF CENTERLINE = 0.000 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), SAUK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN
RACHEL A. DeSOMBRE
E-36868
WAUKESHA, WI
PROFESSIONAL ENGINEER

3/24/2020 (Date) Rachel Ann DeSombre (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	Chris Hazard
Regional Examiner	SW Region
Regional Supervisor	Kurt Johnson

APPROVED FOR THE DEPARTMENT
DATE: 3-26-2020 (Signature)

E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\010101-TI.DWG PLOT DATE : 3/26/2020 12:32 PM PLOT BY : BLACKWOOD, JIM PLOT NAME :

STANDARD ABBREVIATIONS

AC	ASPHALT CEMENT
ADJ	ADJUST
AECPRCHE	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
BAD	BASE AGGREGATE DENSE
CFS	CUBIC FEET PER SECOND
CL	CLASS
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
DWF	DETECTABLE WARNING FIELD
FPS	FEET PER SECOND
HP	HIGH POINT
HW	HIGH WATER
LP	LOW POINT
MAX	MAXIMUM
OH	OVERHEAD
OPT	OPTIONAL
PSF	POUNDS PER SQUARE FOOT

GENERAL NOTES

1 EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.

2 EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

3 RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SOD AND FERTILIZE TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE TO BE LEFT EXPOSED FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH.

4 STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS, AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS TO BE LEFT FOR MORE THAN FOURTEEN (14) DAYS, RESTORE THE STOCKPILE WITH TEMPORARY SEED AND MULCH.

5 RESHAPE, RESTORE, AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED OUTSIDE THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT.

6 PLACE TOPSOIL TO 1 INCH BELOW TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS IN SOD AREAS.

7 THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE HIS ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

8 ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

9 VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.

10 SAWCUT EXISTING ASPHALT AND CONCRETE PAVEMENT AT THE MATCHLINE INDICATED ON THE PLANS UNLESS OTHERWISE IDENTIFIED IN THE THE PLAN OR AS DIRECTED BY THE ENGINEER.

11 CONSTRUCT INSIDE EDGE OF SIDEWALK 1/2-INCH HIGHER THAN TOP OF CURB WHEN THEY ARE ADJACENT TO EACH OTHER.

2

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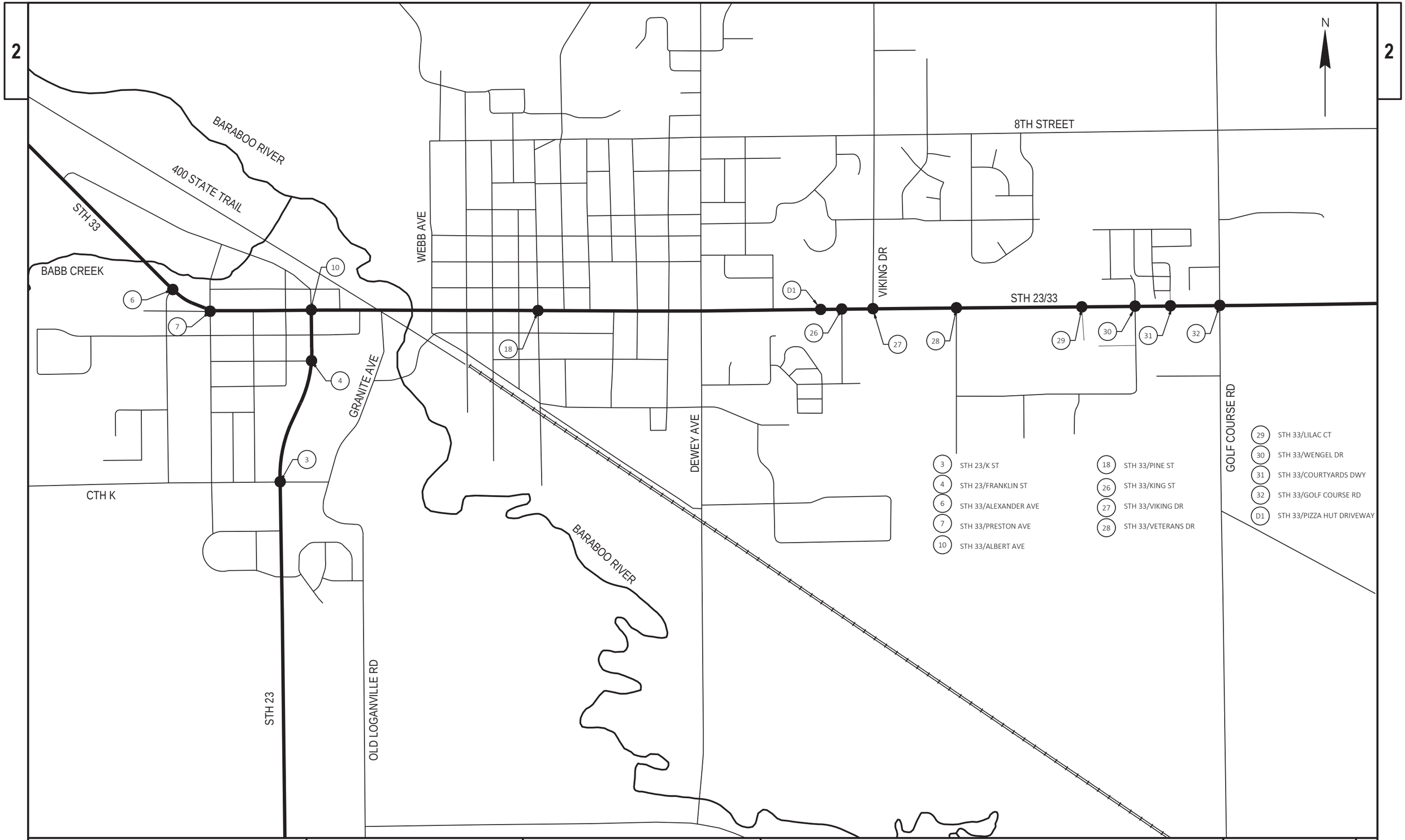
ORDER OF SECTION 2 SHEETS

2



PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	PROJECT OVERVIEW-REEDSBURG	SHEET 4	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\020201-PO.DWG
LAYOUT NAME - 01

PLOT DATE : 3/21/2020 11:05 AM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

2

2

N

33 STH 154 / PARK ST

40 STH 136 / MADISON ST

43 STH 136 / HOLTZ ST

OAK ST

ELM ST

MAPLE ST

BARABOO RIVER

NARROWS CREEK

STH 154 / W BROADWAY

STH 136 / E BROADWAY

PARK ST

1ST ST

CTH DD / RIVER ST

RAILROAD ST

MADISON ST

MONTGOMERY ST

BENDER ST

SMYTHE ST

HOLTZ ST

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	PROJECT OVERVIEW-ROCK SPRINGS	SHEET 5	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\020201-PO.DWG
LAYOUT NAME - 02

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WISDOT/CADDS SHEET 42

2

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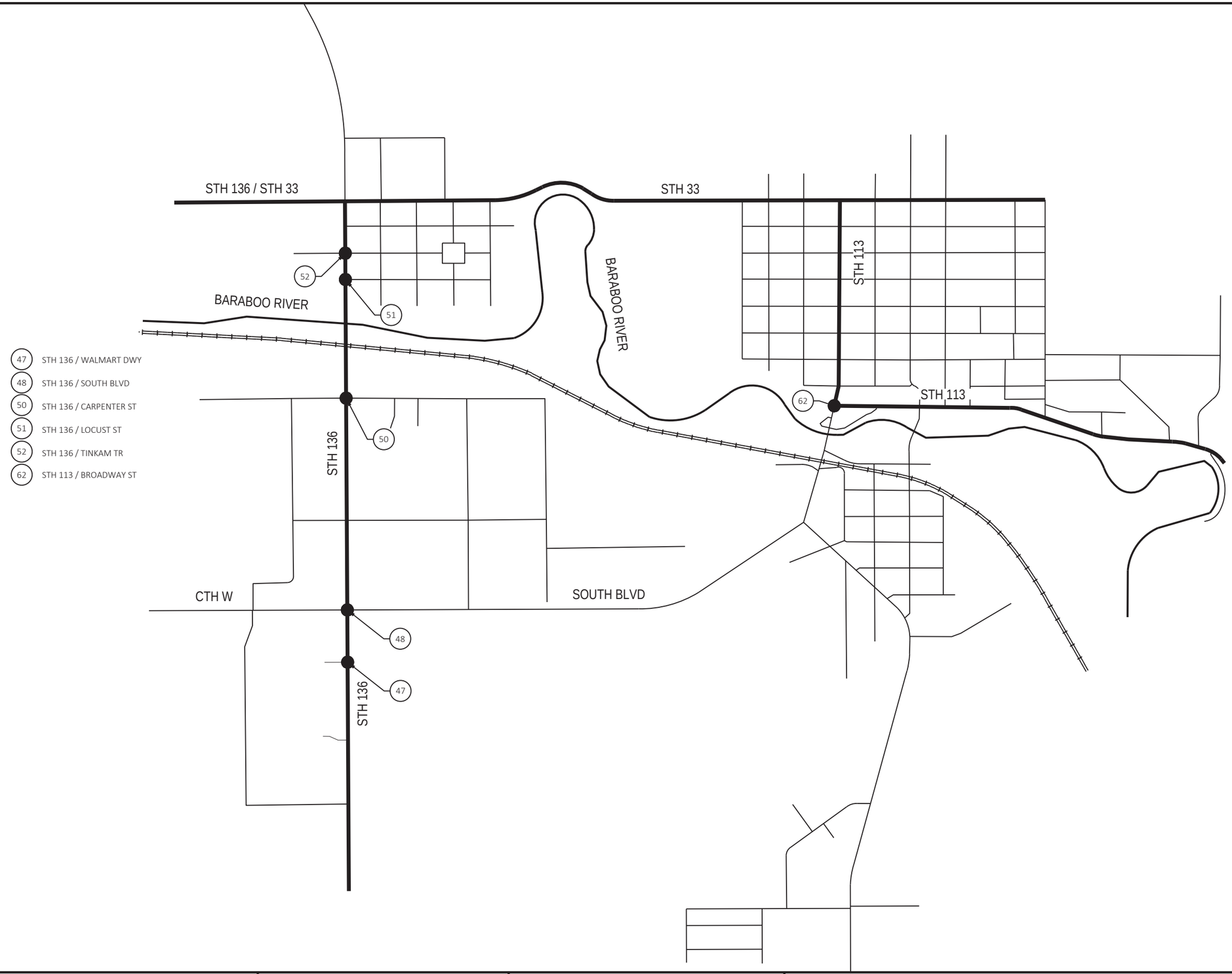

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	PROJECT OVERVIEW-BARABOO	SHEET 6	E

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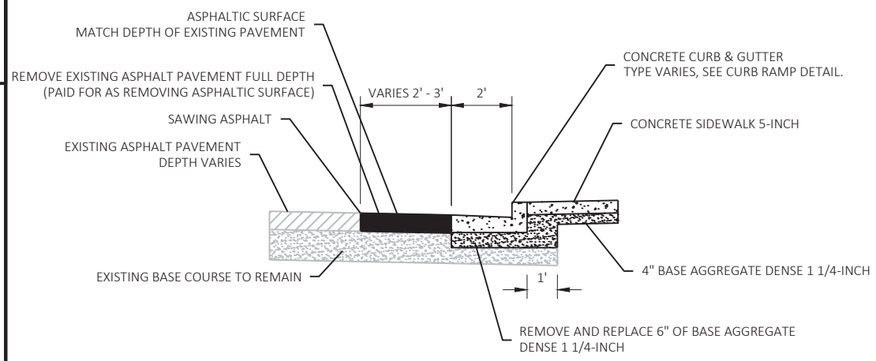
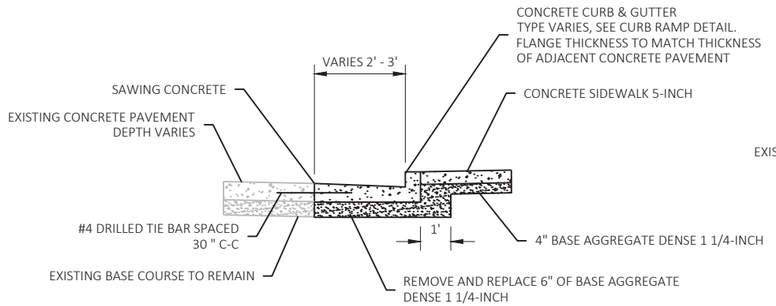
PLOT DATE : 3/21/2020 11:05 AM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:400 FT

2



SECTION A-A



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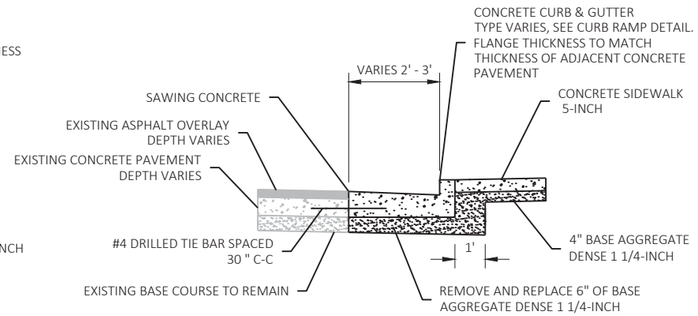
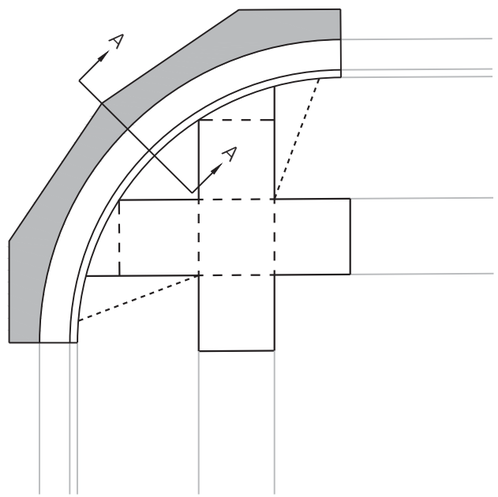
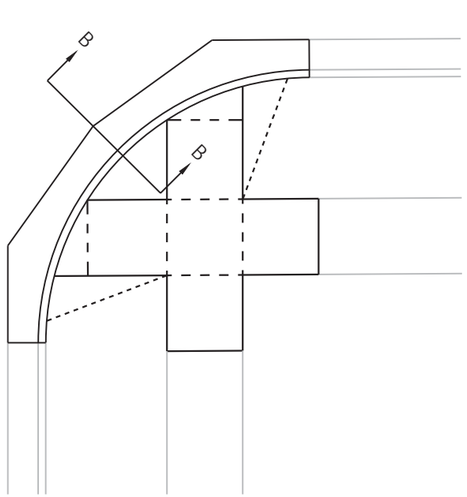


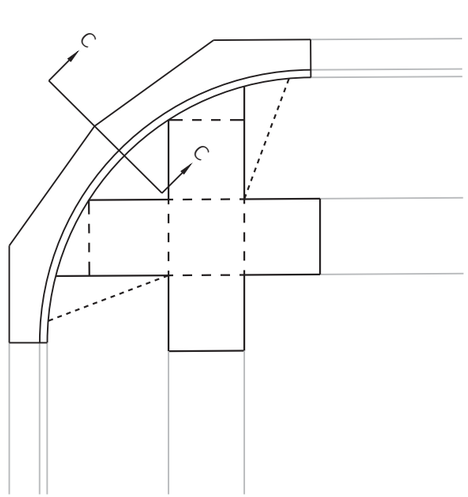
SECTION C-C



CURB & GUTTER REPLACEMENT
ADJACENT TO ASPHALT PAVEMENT



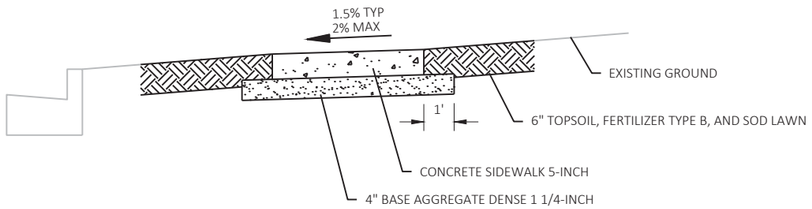
CURB & GUTTER REPLACEMENT
ADJACENT TO CONCRETE PAVEMENT



CURB & GUTTER REPLACEMENT
ADJACENT TO CONCRETE PAVEMENT
WITH ASPHALT OVERLAY

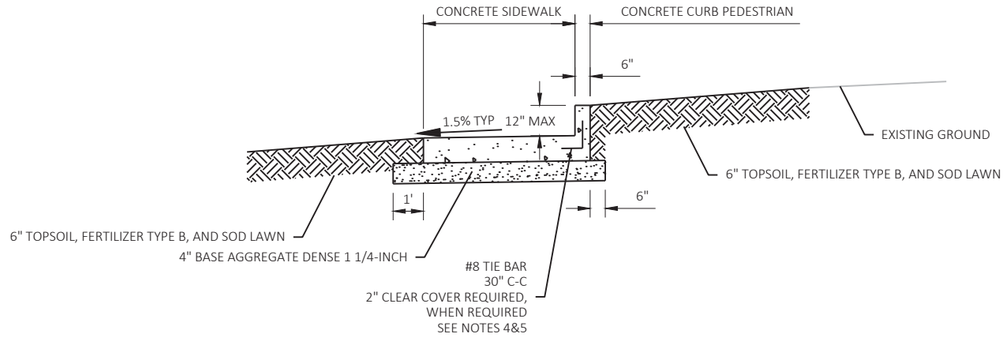
NOTES:
1. SEE CURB RAMP DETAILS FOR GUTTER PAN SLOPES.
2. INSTALL 2 DRILLED TIE BARS AT EACH CONNECTION TO EXISTING CURB & GUTTER

CURB & GUTTER REPLACEMENT DETAILS



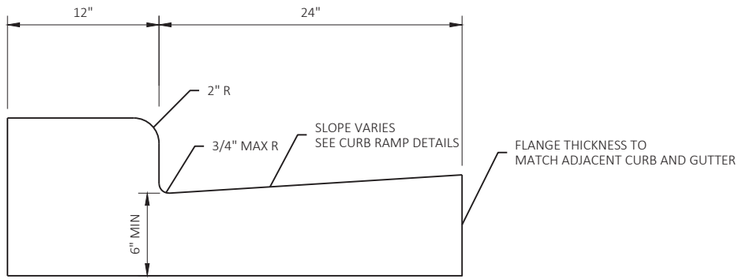
TYPICAL SIDEWALK SECTION

NOTES:
1. PAYMENT FOR ALL EXCAVATION, EMBANKMENT, EARTH BACKFILL, TOPSOIL, FERTILIZER, AND SOD SHALL BE PAID FOR USING THE BID ITEMS GRADING SHAPING & FINISHING CURB RAMP ONE RAMP OR GRADING SHAPING & FINISHING CURB RAMP TWO RAMPS
2. PAYMENT FOR CONCRETE SIDEWALK AND BASE AGGREGATE DENSE SHALL BE PAID FOR USING STANDARD BID ITEMS



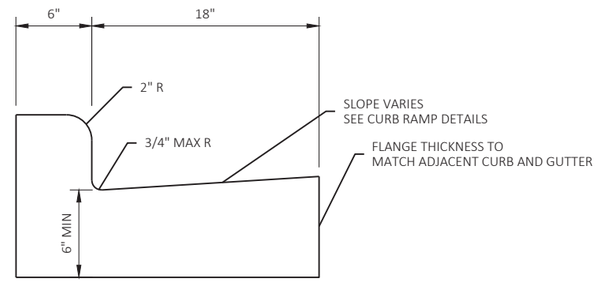
CONCRETE CURB PEDESTRIAN SECTION

NOTES:
1. PAYMENT FOR ALL EXCAVATION, EMBANKMENT, EARTH BACKFILL, TOPSOIL, FERTILIZER, AND SOD SHALL BE PAID FOR USING THE BID ITEMS GRADING SHAPING & FINISHING CURB RAMP ONE RAMP OR GRADING SHAPING & FINISHING CURB RAMP TWO RAMPS
2. PAYMENT FOR CONCRETE CURB PEDESTRIAN SHALL BE MADE USING THE BID ITEM CONCRETE CURB PEDESTRIAN
3. THE HEIGHT OF THE CURB SHALL VARY BETWEEN 0 INCHES AND 12 INCHES BASED ON THE GRADES SHOWN ON THE CURB RAMP DETAILS.
4. WHEN THE HEIGHT OF THE PEDESTRIAN CURB IS GREATER THAN 6 INCHES IN HEIGHT THE CURB SHALL BE POURED MONOLITHICALLY WITH THE CONCRETE SIDEWALK AND SHALL BE TIED TO THE SIDEWALK USING A #8 TIE BAR SPACED 30" CENTER TO CENTER. THE TIE BARS ARE INCIDENTAL TO THE CONCRETE CURB PEDESTRIAN.
5. WHEN THE HEIGHT OF THE PEDESTRIAN CURB IS 6 INCHES OR LESS IT MAY BE POURED MONOLITHICALLY WITH THE CONCRETE SIDEWALK OR POURED SEPARATELY. WHEN POURED SEPARATELY EXPANSION FELT IS REQUIRED BETWEEN THE CONCRETE SIDEWALK AND CONCRETE CURB PEDESTRIAN. TIE BARS ARE NOT REQUIRED WHEN THE HEIGHT OF THE PEDESTRIAN CURB IS 6 INCHES OR LESS.



CONCRETE CURB & GUTTER 36-INCH BARABOO

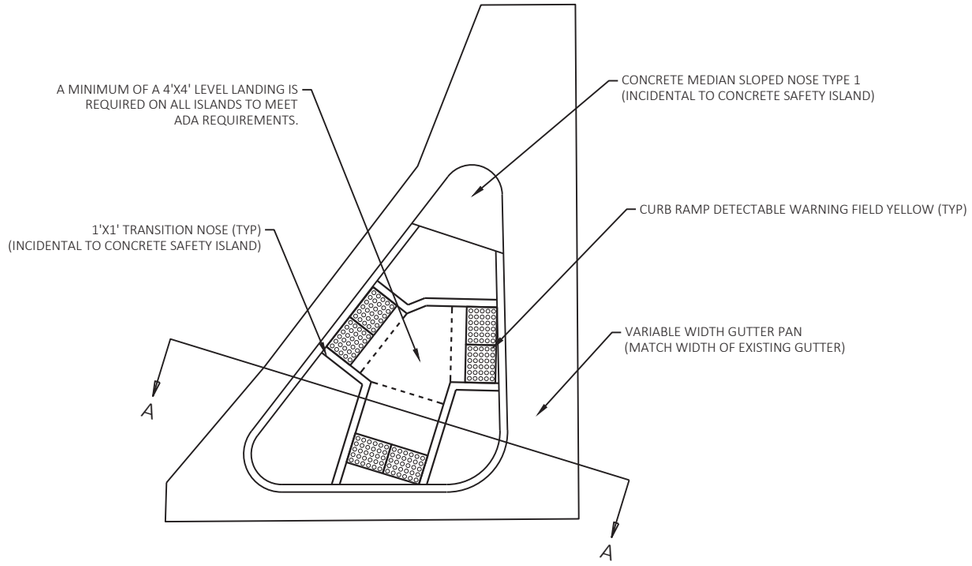
SEE CURB RAMP DETAILS FOR LOCATIONS



CONCRETE CURB & GUTTER 24-INCH TYPE D

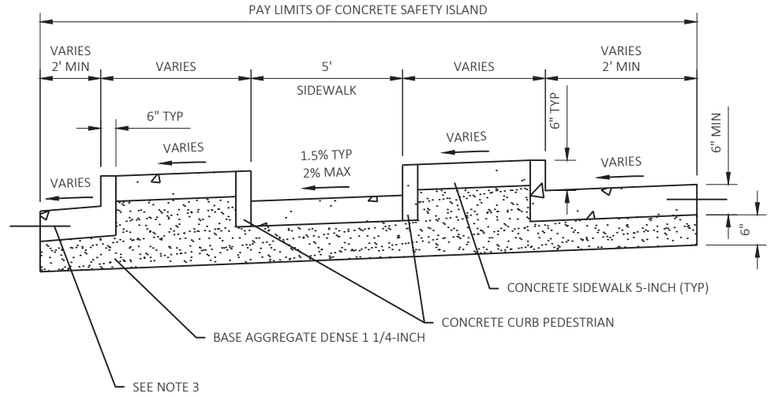
SEE CURB RAMP DETAILS FOR LOCATIONS

2



CONCRETE SAFETY ISLAND DETAIL

SEE CURB RAMP DETAILS FOR LOCATIONS



SECTION A-A

NOTES:

1. ENTIRE ISLAND INCLUDING WALKING PATH IS PAID FOR AS CONCRETE SAFETY ISLAND.
2. SIZE AND SHAPE OF INDIVIDUAL ISLANDS VARIES. SEE PLAN DETAILS FOR LAYOUT INFORMATION FOR EACH ISLAND.
3. #4 X 2' DRILLED TIE BAR SPACED AT 3' CENTER TO CENTER TO BE INSTALLED WHEN ISLAND IS CONSTRUCTED ADJACENT TO CONCRETE PAVEMENT.
4. CONCRETE SAFETY ISLAND MAY BE CONSTRUCTED AS ONE MONOLITHIC SLAB OR INDIVIDUAL SECTIONS OF CURB AND GUTTER, CONCRETE SIDEWALK, AND PEDESTRIAN CURB. PAYMENT SHALL BE THE SAME FOR BOTH METHODS OF CONSTRUCTION.
5. WALKING PATH SHALL MEET ADA REQUIREMENTS.

Reedsburg Roadway Traffic Control Requirements

Roadway	Traffic Control Limitations
STH 23 (Albert Avenue) - Southridge Blvd to Main Street STH 33 (Main Street) – Alexander Avenue to Albert Avenue Veterans Drive Wengel Drive	Maintain one 11-foot travel lane in each direction at all times. Right turn lanes, shoulders, and parking lanes may be closed at all times.
STH 33 (Main Street) – Albert Avenue to Golf Course Road Viking Drive	Maintain one 11-foot travel lane in each direction at all times. Outside through lane may be closed during non-peak hours when work is actively occurring. On STH 33, construction is limited to every other intersection to allow for pedestrian detours. On STH 33 single lane closures may only occur in one direction at one time. Parking lanes and right turn lanes may be closed at all times.
CTH K (K Street) Franklin Street Alexander Avenue Preston Avenue Albert Avenue (north of STH 33) Pine Street King Street Lilac Court Golf Course Road	Maintain one 10-foot travel lane in each direction and adequate turning movements for trucks during peak hours or non-work hours. During non-peak hours roadway may be restricted to one 10-foot lane using flagging operations. Maintain turning movements for trucks.
Driveway reconstruction (Pizza Hut Driveway, Courtyards Driveway)	Close driveway for up to 7 calendar days if property has more than one access point or has shared access to another access point Maintain one 10-foot lane in each direction during peak hours and non-work hours if driveway cannot be closed. Maintain truck turning movements at all driveways that handle deliveries. During non-peak hours the driveway may be restricted to one 10-foot lane using flagging operations.

Rock Springs Roadway Traffic Control Requirements

Roadway	Traffic Control Limitations
STH 154 (Broadway Street) - Park Street to River Street STH 136 (Broadway Street) - River Street to Smythe Street	Maintain one 11-foot travel lane in each direction during peak hours and non-work hours. During non-peak hours the roadway may be restricted to one 11-foot travel lane using flagging operations. Maintain turning movements for trucks. Right turn lanes, shoulders, and parking lanes may be closed at all times.
Park Street Madison Street Holtz Street	Maintain one 10-foot travel lane in each direction and adequate turning movements for trucks during peak hours on non-work hours. During non-peak hours roadway may be restricted to one 10-foot lane using flagging operations. Maintain turning movements for trucks.

Baraboo Roadway Traffic Control Requirements

Roadway	Traffic Control Limitations
STH 113 (Water Street)/Broadway Street CTH W (South Boulevard) Sauk Avenue	Maintain one 11-foot travel lane in each direction at all times. Right turn lanes, shoulders, and parking lanes may be closed at all times.
STH 136 (W. Pine Street) – Mine Road to STH 33 (Linn Street)	Maintain one 11-foot travel lane in each direction at all times. Outside through lane may be closed during non-peak hours when work is actively occurring. Work is limited to every other intersection to allow for pedestrian detours. Parking lanes and right turn lanes may be closed at all times.
Walmart Driveway Carpenter Street/Hatchery Road Locust Street Chestnut Street/Tinkham Trail	Maintain one 10-foot travel lane in each direction and adequate turning movements for trucks during peak hours on non-work hours. During non-peak hours roadway may be restricted to one 10-foot lane using flagging operations. Maintain turning movements for trucks.

Roadway and Sidewalk Closure Traffic Control Matrix

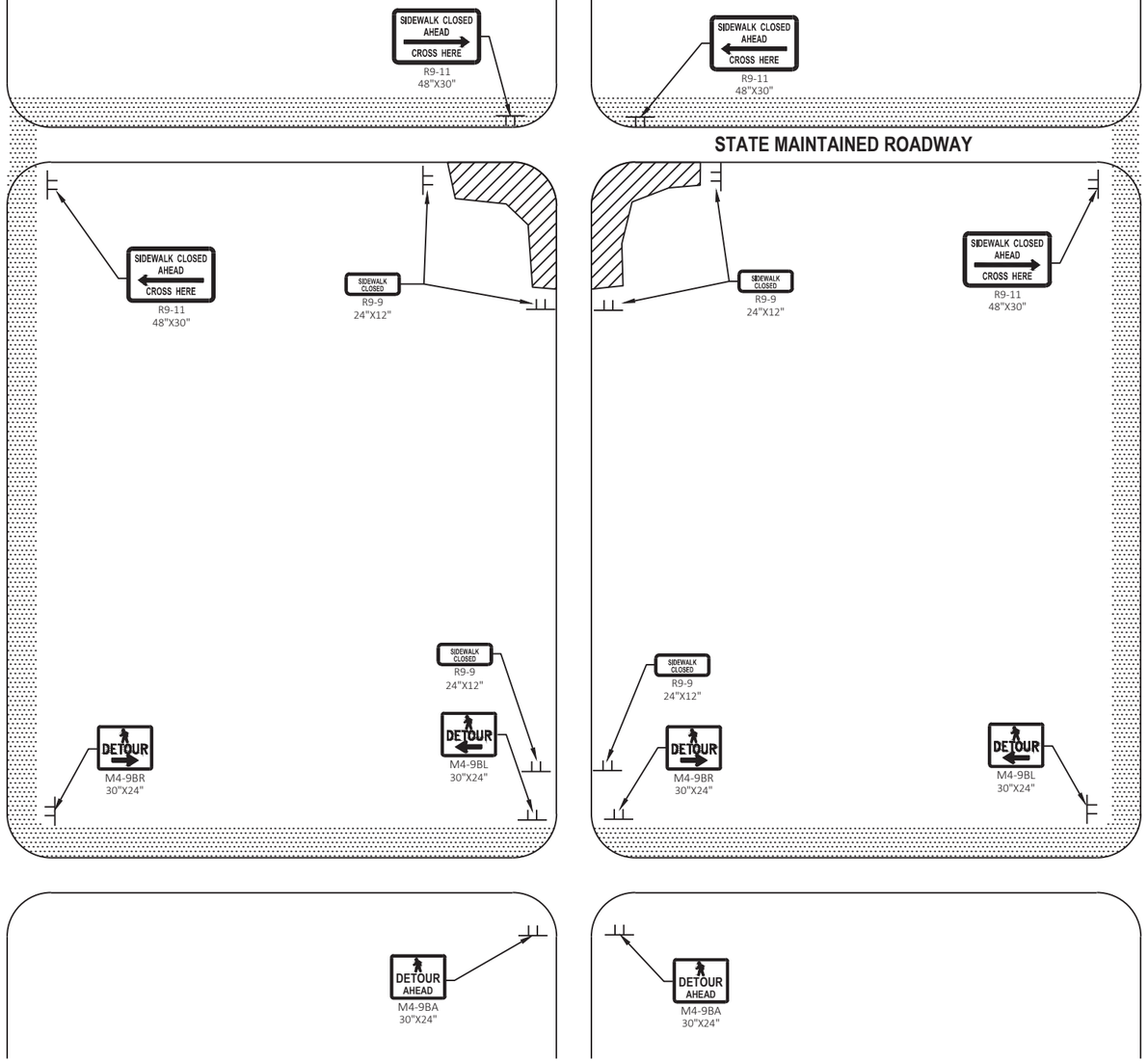
When performing lane closures use the following Standard Detail Drawings:

Closure Type	Standard Detail Drawing Name
Single Lane Closure	SDD “Traffic Control, Single Lane Closure, Non-Freeway/Expressway” SDD “Traffic Control, Intersection with Single Right Lane Closure” SDD “Traffic Control, Intersection with Single Left Lane Closure”
Shoulder or parking lane closure	SDD “Traffic Control, Work on Shoulder or Parking Lane, Undivided Roadway”
Single lane road with flagging operations	SDD “Traffic Control with Lane Closure With Flagging Operation”
Full closure of private driveway	SDD “Barricades and Signs for Sideroad Closures” Detail 1

Pedestrian traffic control requirements for each intersection are shown on the curb ramp details. When performing detours or diversions to pedestrian facilities use the following Standard Detail Drawings or Construction Details.

1. SDD - Traffic Control, Pedestrian Accommodation
2. SDD - Traffic Control, Temporary ADA Compliant Pedestrian Accommodation
3. SDD - Traffic Control, Temporary Pedestrian Accommodation
4. Construction Detail – Pedestrian Detour Traffic Control Detail
5. Construction Detail – Temporary Sidewalk Diversion at Corner Detail
6. Construction Detail – Temporary Asphaltic Curb Ramp Detail

TRAFFIC CONTROL REQUIREMENTS



LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA

NOTES

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL DETAILS AND GENERAL NOTES.

SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION ON ALLOWABLE SIDEWALK AND ROADWAY CLOSURES.

ALTERNATE CONSTRUCTION BETWEEN THE LEFT AND RIGHT SIDE OF STATE MAINTAINED ROADWAY WHENEVER POSSIBLE TO MAINTAIN PEDESTRIAN ACCESS ALONG ONE SIDE OF THE STATE MAINTAINED ROADWAY.

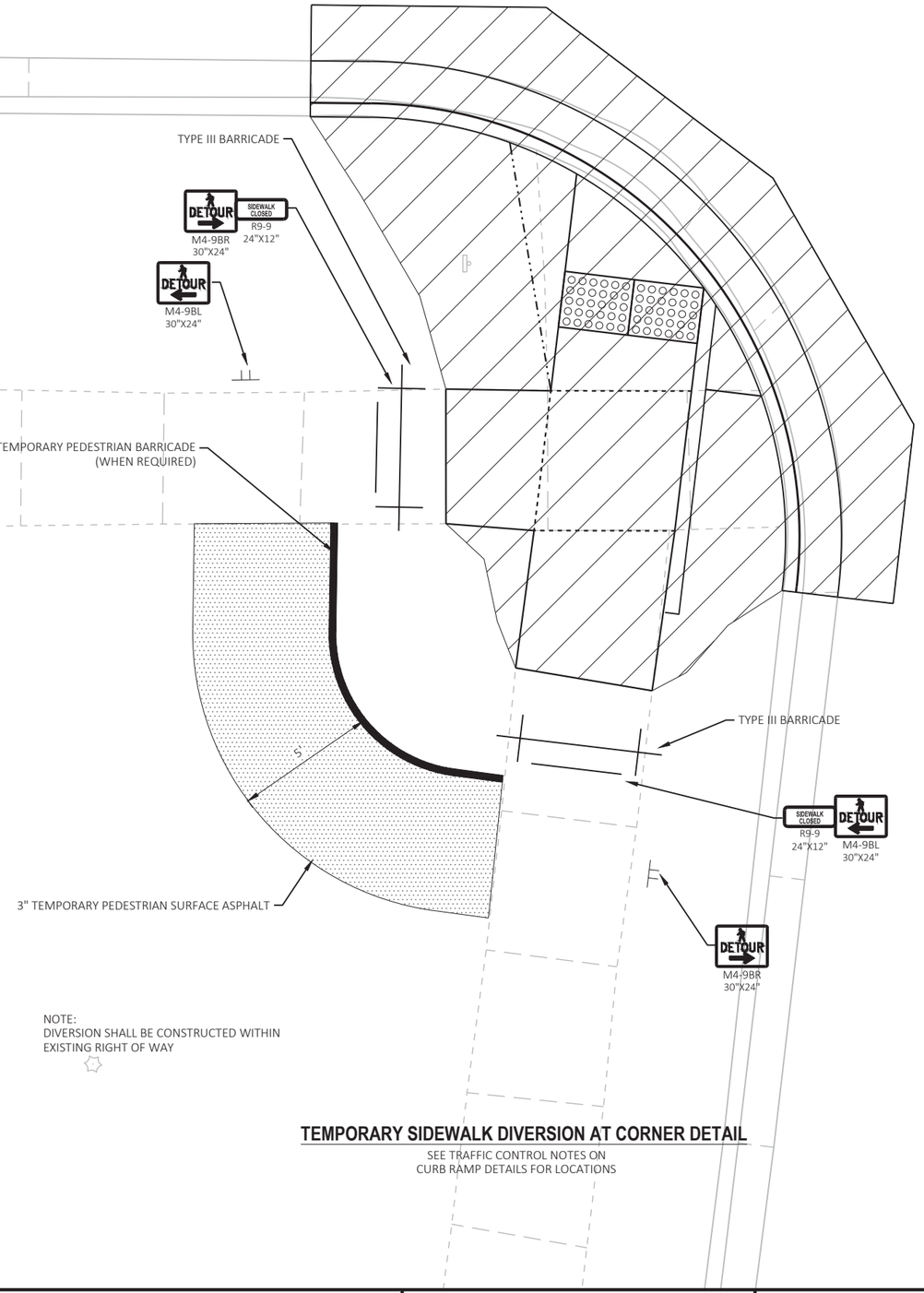
ONE CROSSWALK SHALL BE MAINTAINED ACROSS THE STATE MAINTAINED ROADWAY AT EVERY OTHER INTERSECTION. PROVIDE A MARKED PEDESTRIAN DETOUR TO DIRECT PEDESTRIANS TO AN OPEN CROSSWALK.

WHEN AN EXISTING CROSSWALK IS CONTROLLED BY A PEDESTRIAN SIGNAL HEAD THE ACCESSIBLE PEDESTRIAN ROUTE MAY ONLY BE DETOURED TO ANOTHER SIGNAL CONTROLLED CROSSING UNLESS APPROVED IN WRITING BY THE ENGINEER.

THE EXACT PEDESTRIAN DETOUR ROUTE SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO CLOSING THE SIDEWALK.

PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL

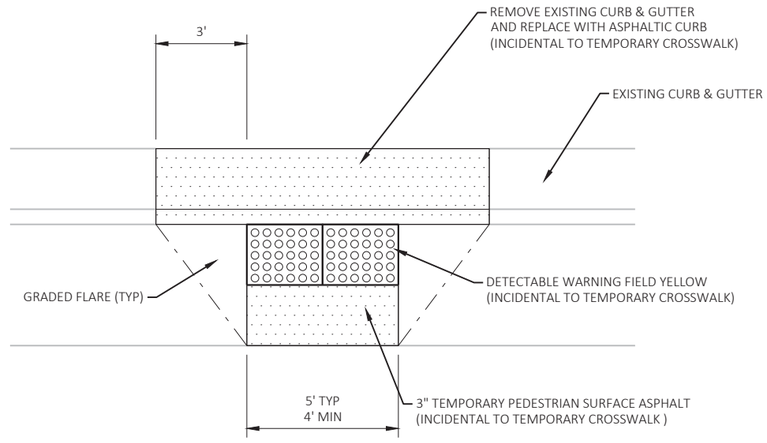
SEE TRAFFIC CONTROL NOTES ON CURB RAMP DETAILS FOR LOCATIONS



NOTE:
DIVERSION SHALL BE CONSTRUCTED WITHIN
EXISTING RIGHT OF WAY

TEMPORARY SIDEWALK DIVERSION AT CORNER DETAIL

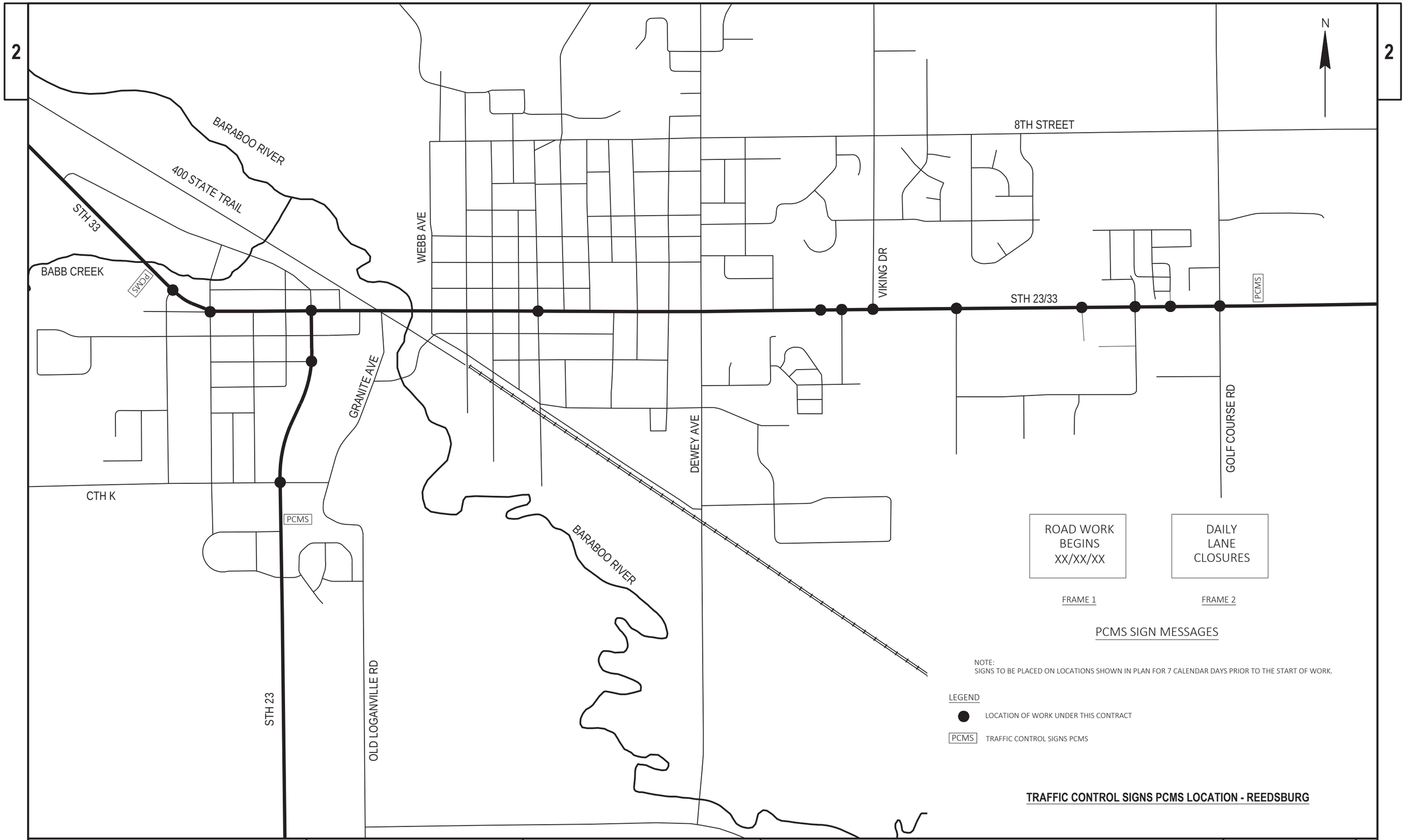
SEE TRAFFIC CONTROL NOTES ON
CURB RAMP DETAILS FOR LOCATIONS



TEMPORARY ASPHALTIC CURB RAMP

SEE TRAFFIC CONTROL NOTES ON
CURB RAMP DETAILS FOR LOCATIONS

NOTES:
1. TEMPORARY ASPHALTIC CURB RAMP SHALL MEET ALL ADA REQUIREMENTS:
   - 8.33% MAXIMUM RUNNING SLOPE
   - 2% MAXIMUM CROSS SLOPE
   - 11% MAXIMUM GRADE BREAK BETWEEN CURB RAMP SLOPE AND GUTTER PAN SLOPE
2. DETECTABLE WARNING FIELDS MAY BE PLACED INTO UNCOMPACTED ASPHALTIC SURFACE OR MAY BE ADHERED TO THE ASPHALTIC SURFACE.



TRAFFIC CONTROL SIGNS PCMS LOCATION - REEDSBURG

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 13	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021002-CD.DWG
LAYOUT NAME - 01

PLOT DATE : 5/15/2020 12:49 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

2

N

ROAD WORK BEGINS XX/XX/XX	DAILY LANE CLOSURES
FRAME 1	FRAME 2

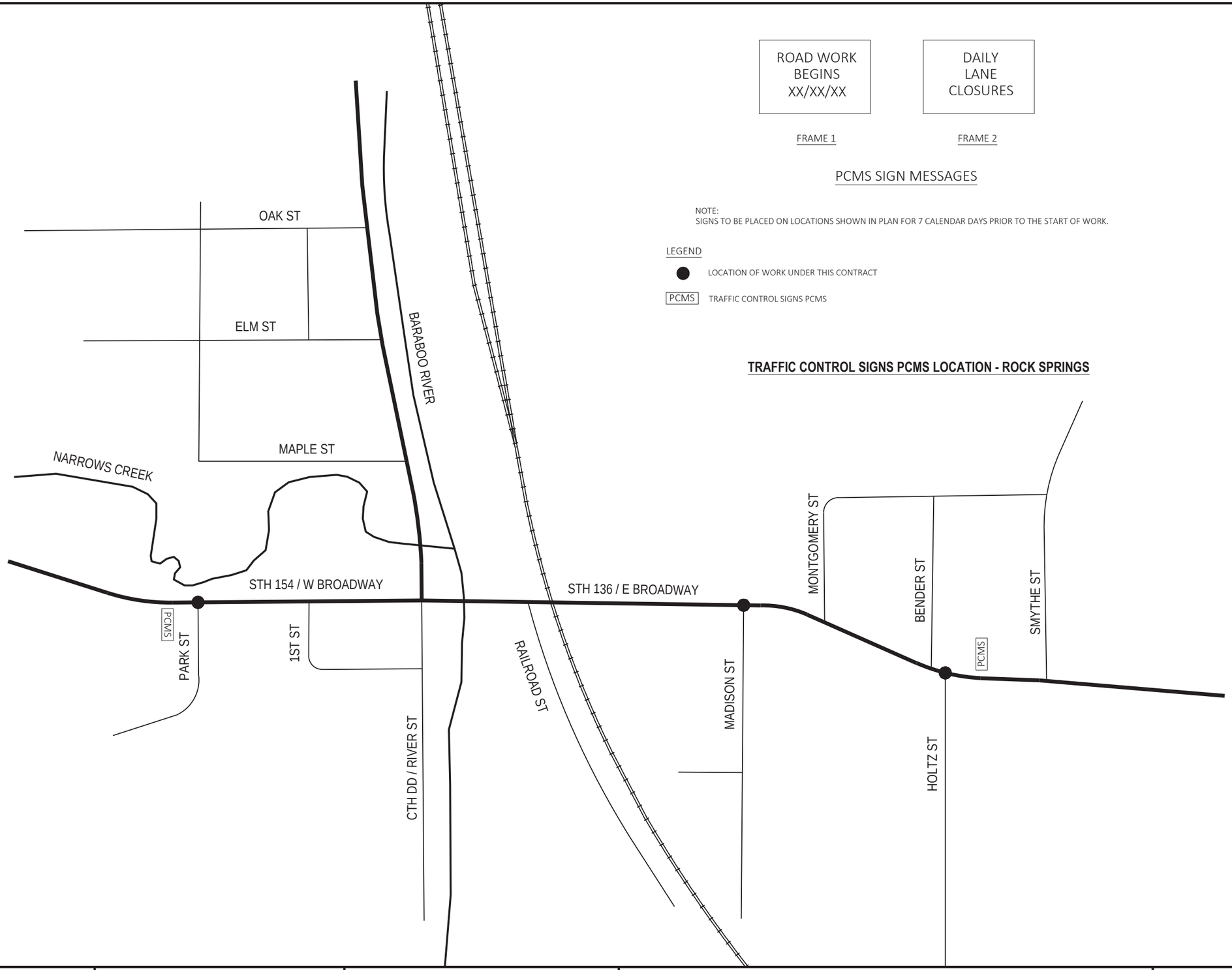
PCMS SIGN MESSAGES

NOTE:
SIGNS TO BE PLACED ON LOCATIONS SHOWN IN PLAN FOR 7 CALENDAR DAYS PRIOR TO THE START OF WORK.

LEGEND

- ● LOCATION OF WORK UNDER THIS CONTRACT
- PCMS TRAFFIC CONTROL SIGNS PCMS

TRAFFIC CONTROL SIGNS PCMS LOCATION - ROCK SPRINGS

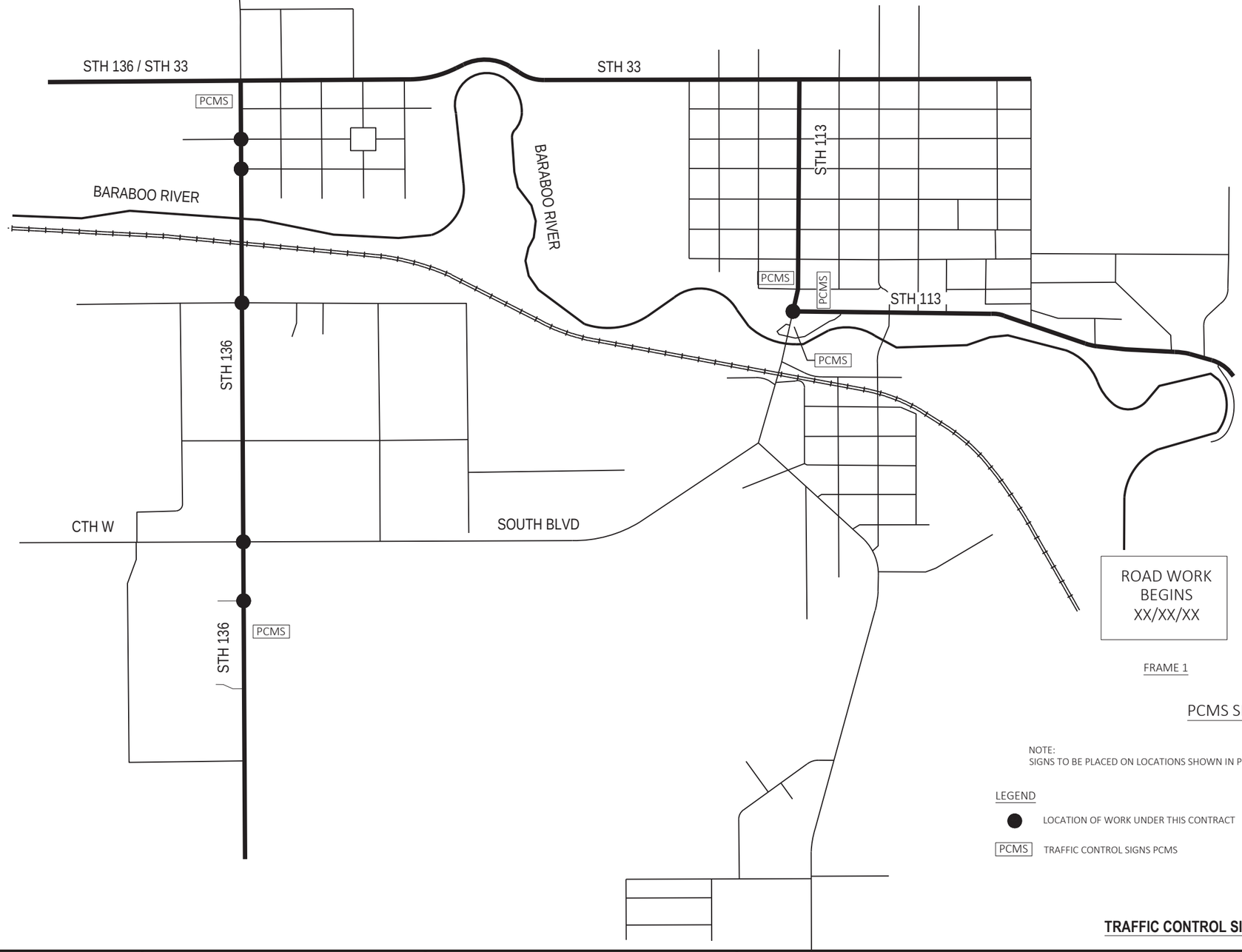


PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 14	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021002-CD.DWG
LAYOUT NAME - 02
PLOT DATE : 5/15/2020 12:49 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N



ROAD WORK BEGINS XX/XX/XX

FRAME 1

DAILY LANE CLOSURES

FRAME 2

PCMS SIGN MESSAGES

NOTE:
SIGNS TO BE PLACED ON LOCATIONS SHOWN IN PLAN FOR 7 CALENDAR DAYS PRIOR TO THE START OF WORK.

LEGEND

● LOCATION OF WORK UNDER THIS CONTRACT

PCMS TRAFFIC CONTROL SIGNS PCMS

TRAFFIC CONTROL SIGNS PCMS LOCATION - BARABOO

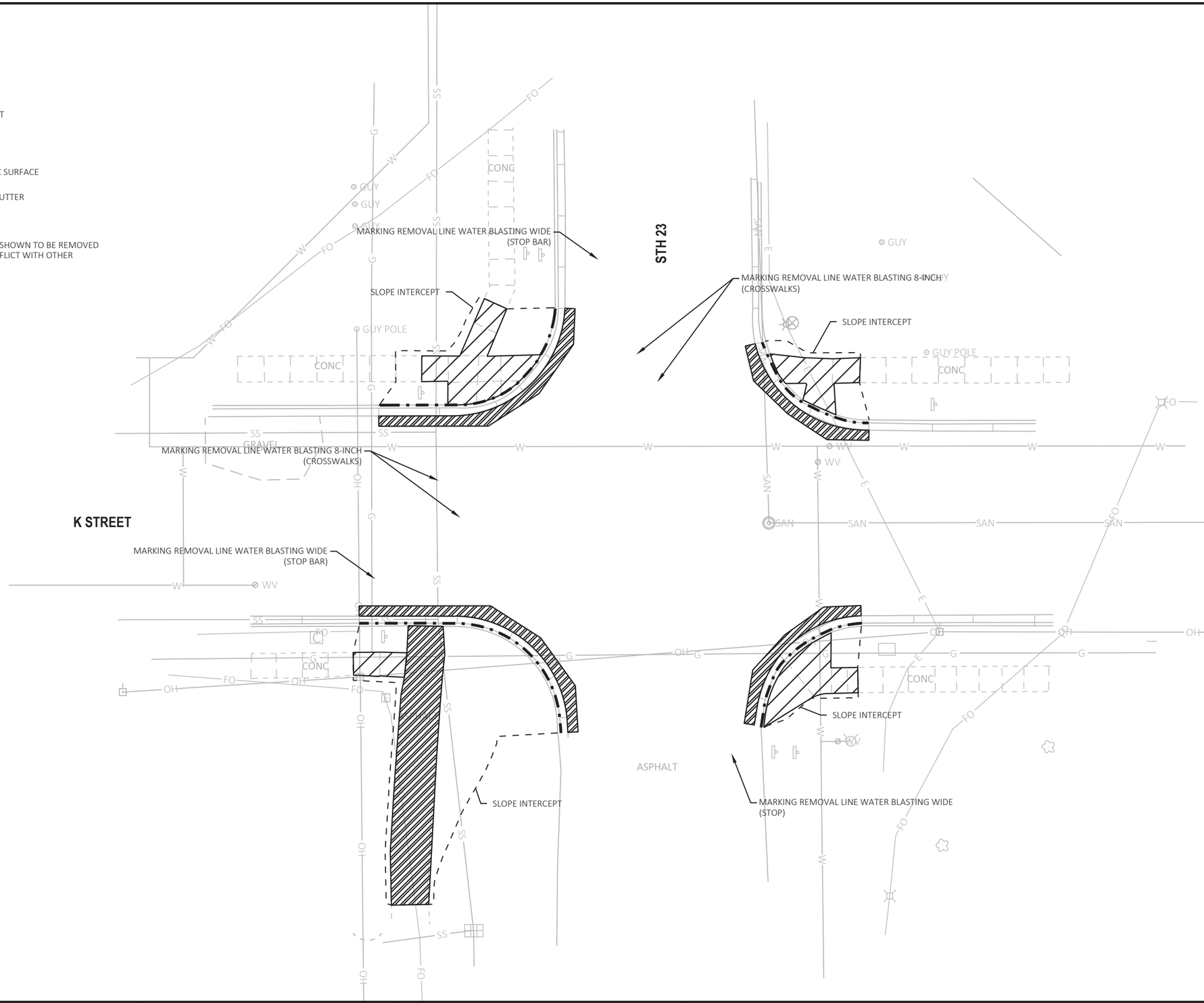
PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 15	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021002-CD.DWG
LAYOUT NAME - 03
PLOT DATE : 5/15/2020 12:49 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

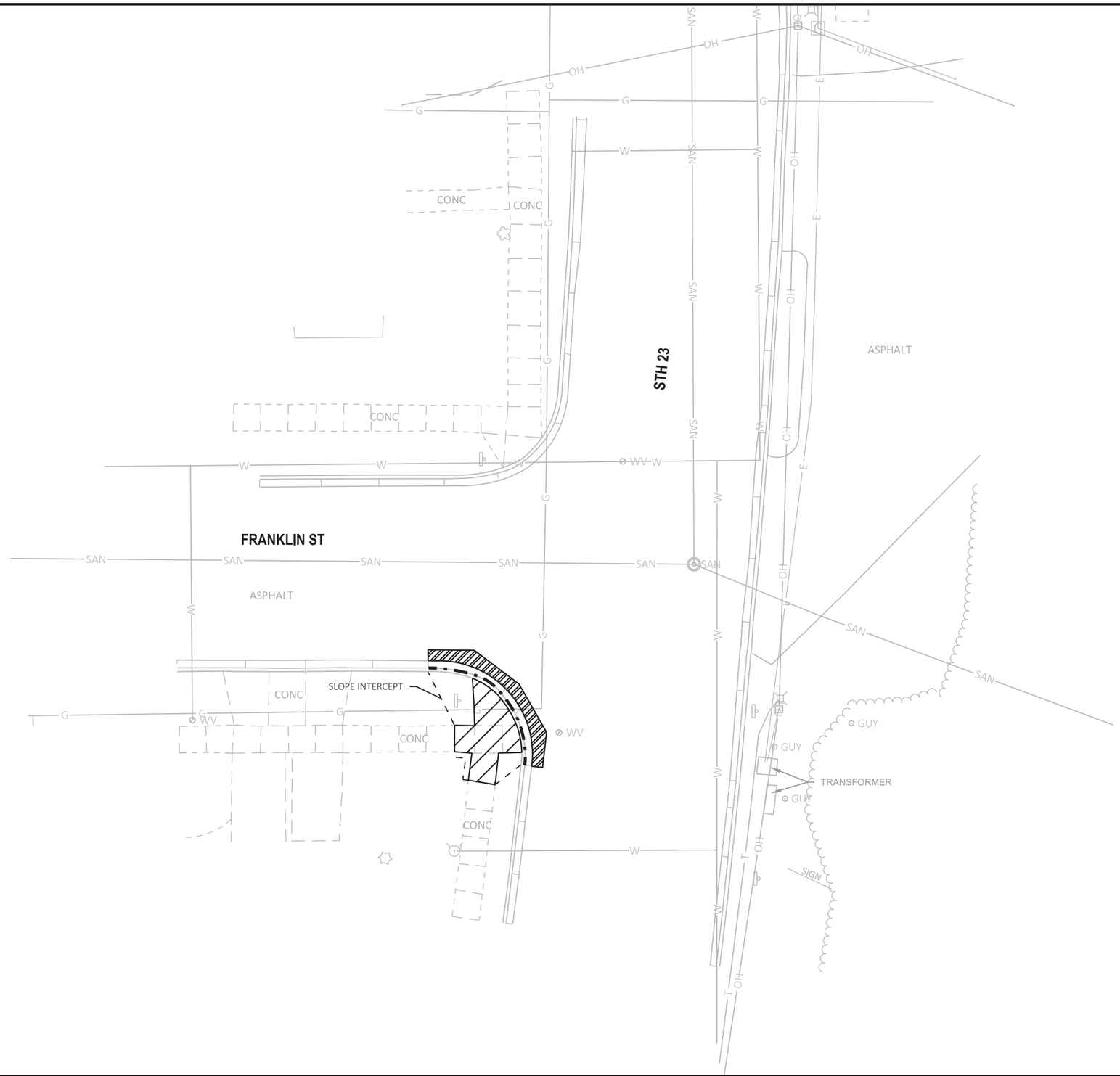
NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



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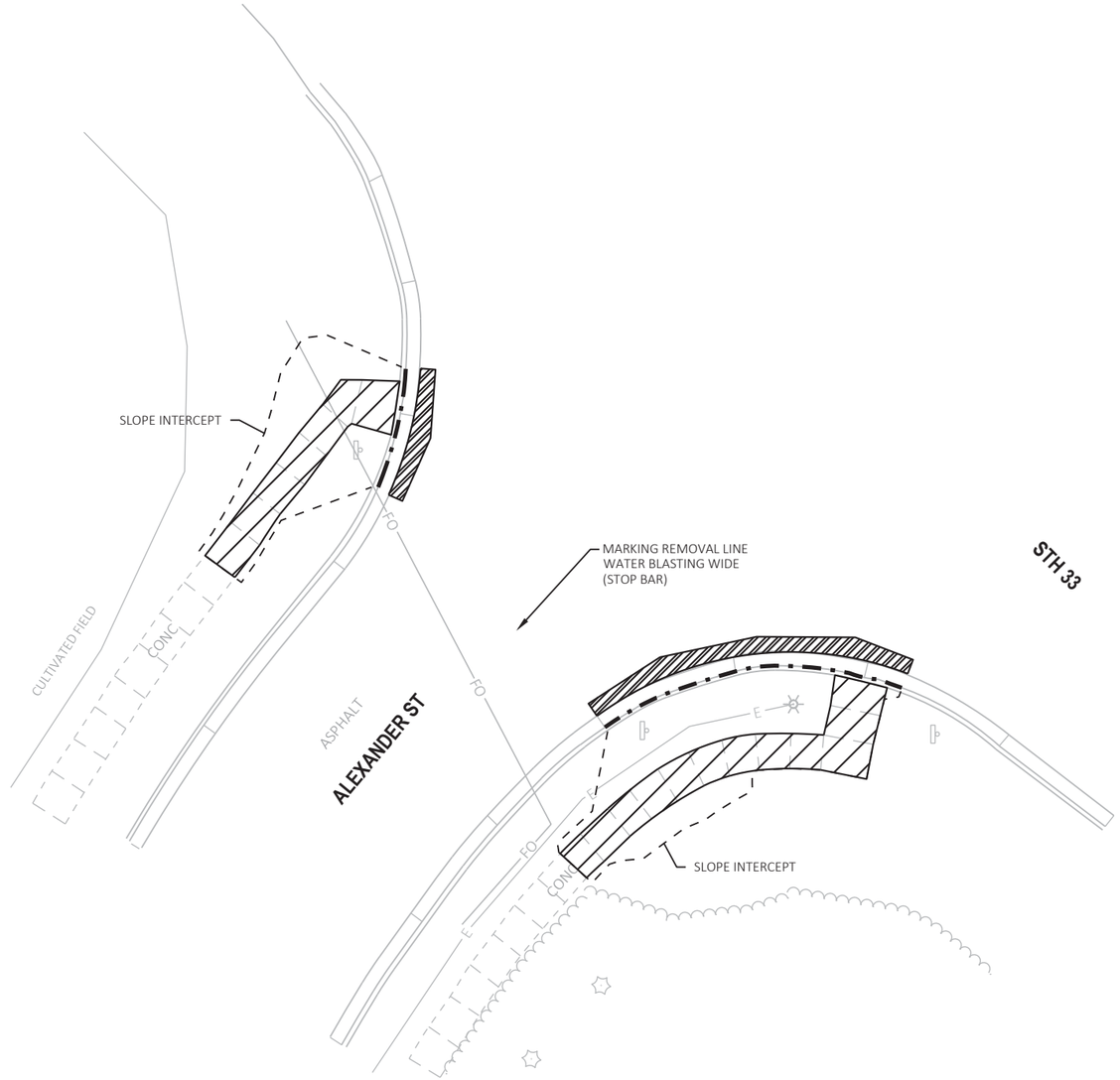
PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 17	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 04
PLOT DATE : 3/29/2020 8:55 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N



NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 18	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 06

PLOT DATE : 3/29/2020 8:55 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

N

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

SLOPE INTERCEPT

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

PRESTON AVE

STH 33

ASPHALT

CONC

GRAVEL

SHED

GUY

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 19	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 07

PLOT DATE : 3/29/2020 8:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

N

2

ALBERT AVE

ASPHALT

CONCRETE

MARKING REMOVAL LINE
WATER BLASTING 8-INCH
(CROSSWALKS)

SLOPE INTERCEPT

STONE WALL

CONC

STH 33

CONCRETE

MARKING REMOVAL LINE
WATER BLASTING 8-INCH
(CROSSWALKS)

MARKING REMOVAL LINE
WATER BLASTING 8-INCH
(CROSSWALKS)

ASPHALT

SLOPE INTERCEPT

CONCRETE

ASPHALT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 20	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 10

PLOT DATE : 3/29/2020 8:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

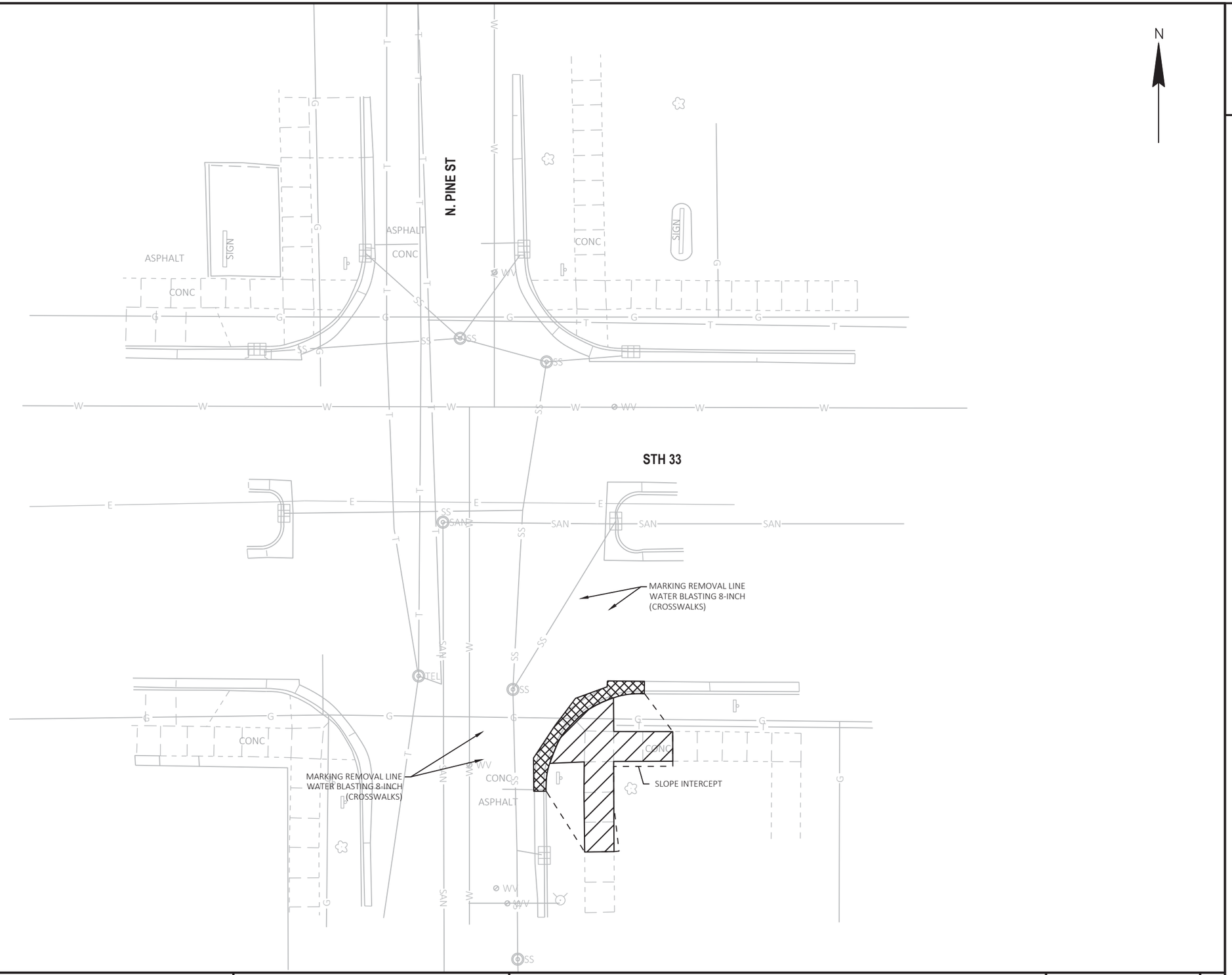
REMOVING PAVEMENT

REMOVING SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



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PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 21	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 18

PLOT DATE : 3/29/2020 8:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

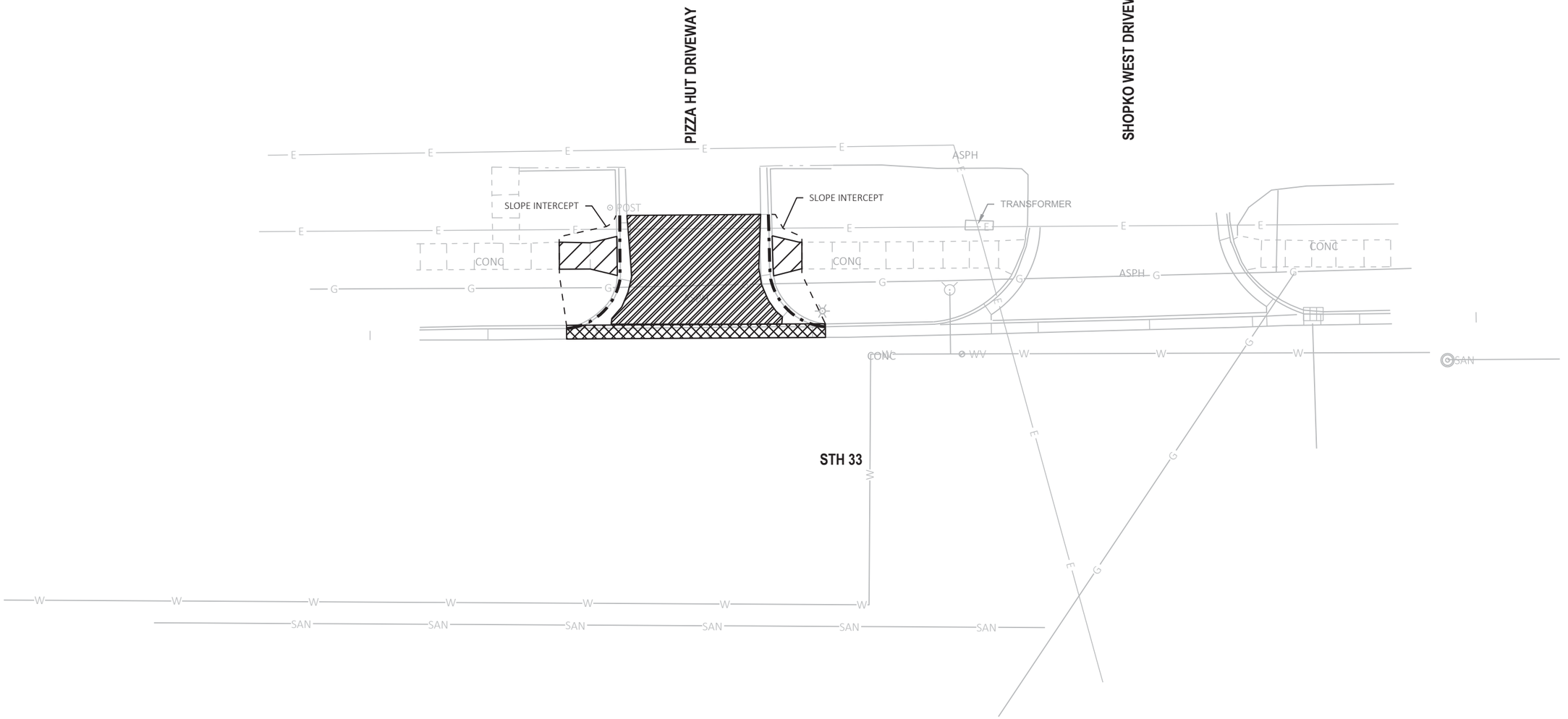
WISDOT/CADDS SHEET 42

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

N



2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 22	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - DW-1
PLOT DATE : 3/29/2020 8:56 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

N

SHOPKO EAST DRIVEWAY

SHOPPING CENTER DRIVEWAY

STH 33

KING ST

MARKING REMOVAL LINE WATER BLASTING WIDE
(CROSSWALK TRANSVERSE LINES)

MARKING REMOVAL LINE WATER BLASTING 8-INCH
(CROSSWALK DIAGONAL LINES)

TRANSFORMER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 23	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 26

PLOT DATE : 3/29/2020 8:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

N

2

VIKING DR / CTH H

STH 33

SLOPE INTERCEPT

TRANSFORMER

TRANSFORMER

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

ASPHALT

CONC

MWEL

TRANSFORMER

SLOPE INTERCEPT

ASPHALT

CONC

SIGN

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

STAMPED CONC

STAMPED CONC

CONC

ASPHALT

SLOPE INTERCEPT

SIGN

ASPHALT

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

SLOPE INTERCEPT

TRANSFORMER

GUY

GUY

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 24	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 27

PLOT DATE : 3/29/2020 8:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

N

SLOPE INTERCEPT

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

STH 33

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

SIGNAL POLE TO REMAIN

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

SLOPE INTERCEPT

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

SIGNAL POLE TO REMAIN

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

SLOPE INTERCEPT

SLOPE INTERCEPT

VETERANS DR

ASPHALT

CONC

STAMPED CONC

TRANSFORMER

FIBER OPTIC VAULT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 25	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 28

PLOT DATE : 3/29/2020 8:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

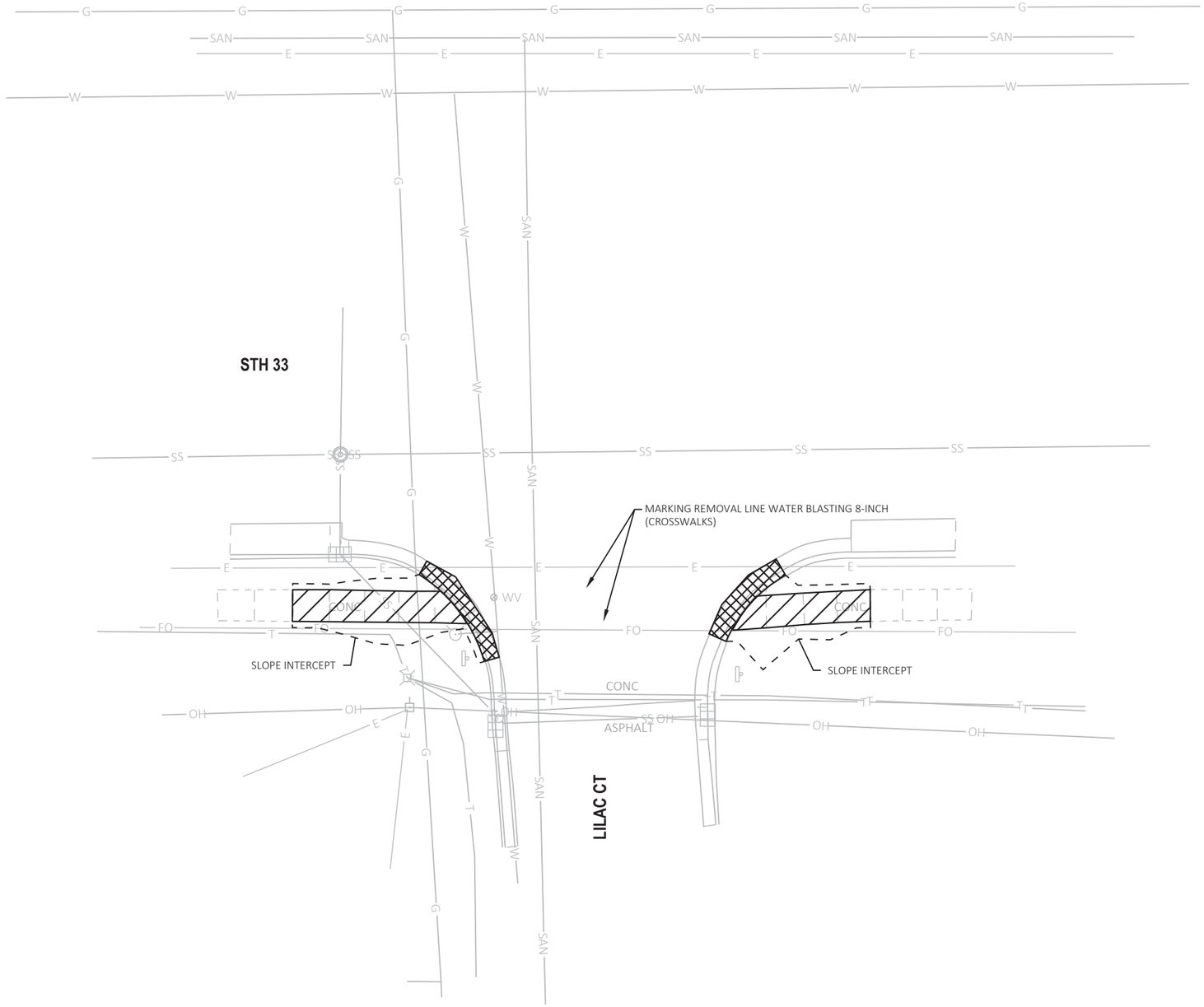
WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



N

2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 26	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 29
PLOT DATE : 3/29/2020 8:56 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

2

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

N

2

STH 33

WENGEL DR

SLOPE INTERCEPT

MARKING REMOVAL LINE WATER BLASTING 8-INCH (CROSSWALKS)

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 27	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 30

PLOT DATE : 3/29/2020 8:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

LEGEND

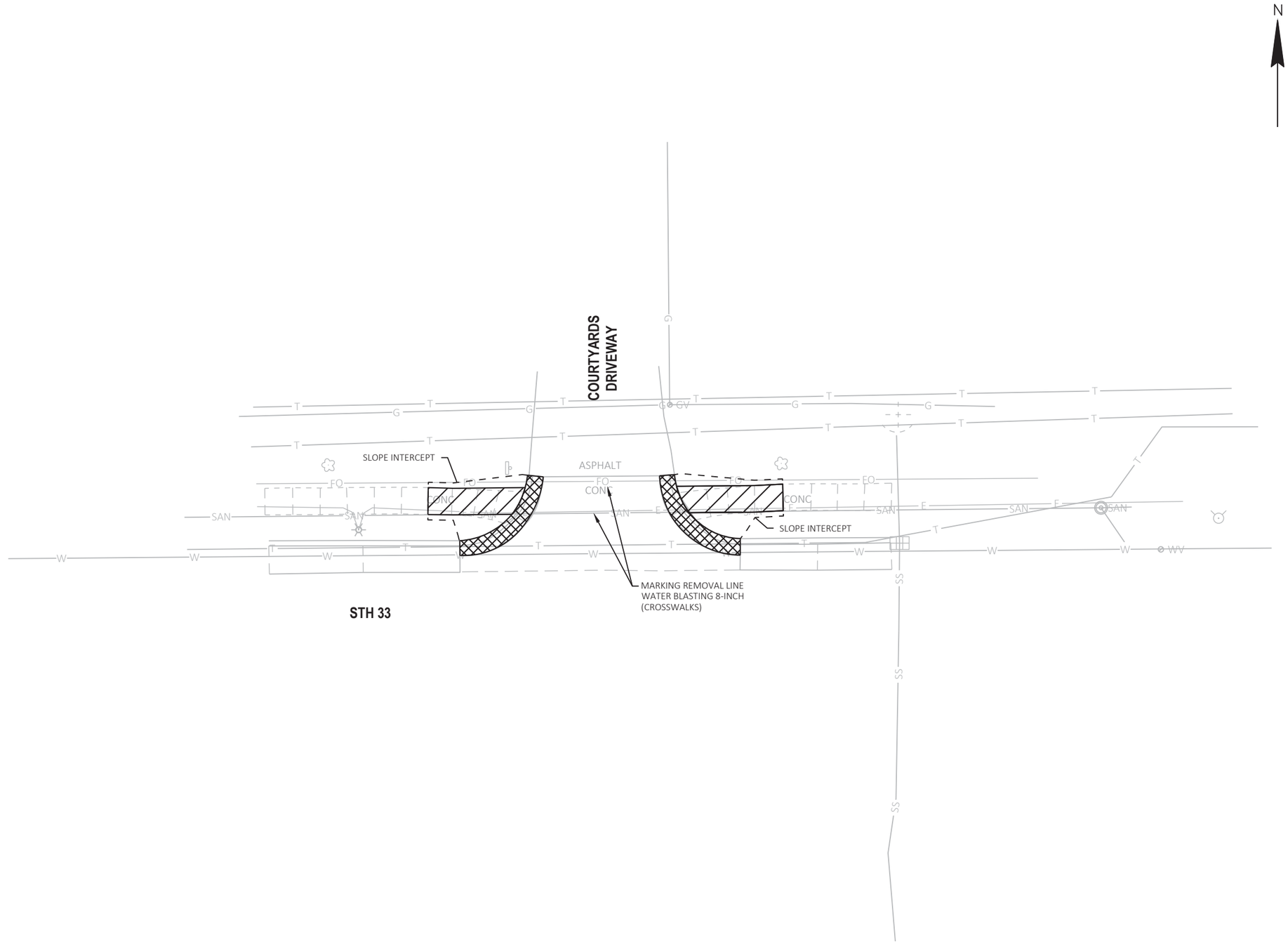
REMOVING PAVEMENT

REMOVING SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 28	E

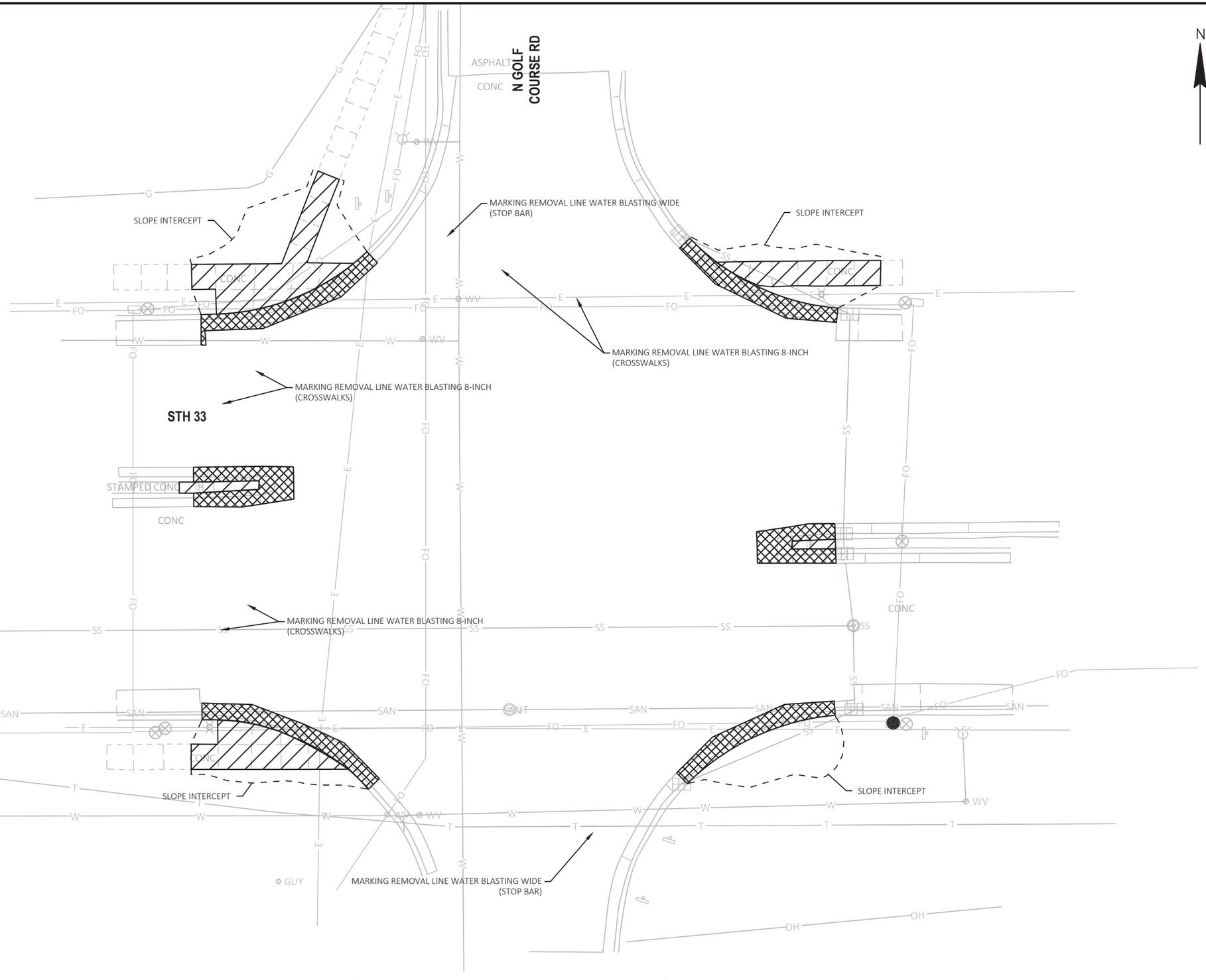
2

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

N



2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - REEDSBURG	SHEET 29	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021001-RM-REEDSBURG.DWG
LAYOUT NAME - 32

PLOT DATE : 3/29/2020 8:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

REMOVING PAVEMENT

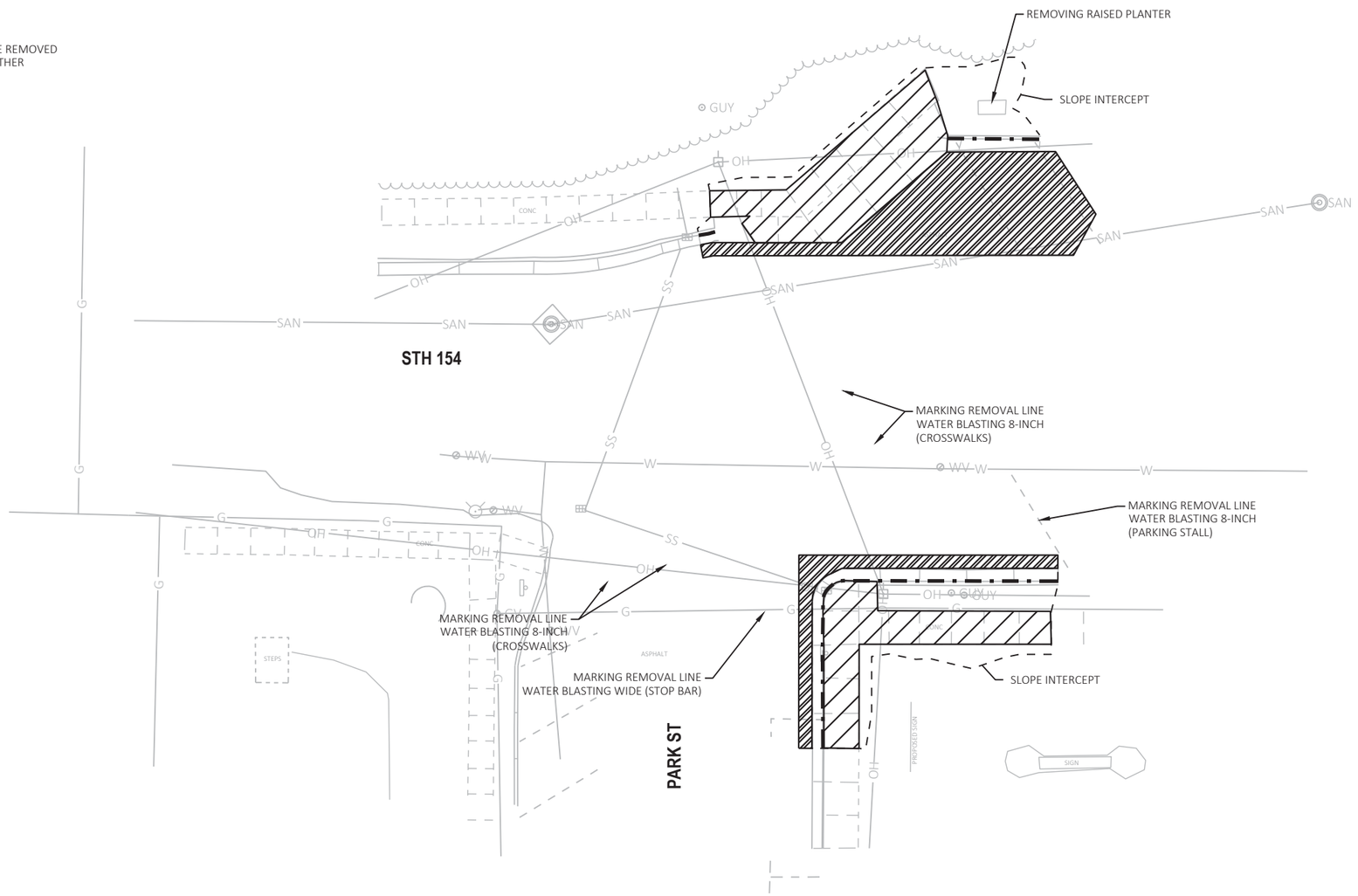
REMOVING SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

N



2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - ROCK SPRINGS	SHEET 30	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021002-RM-ROCK SPRINGS.DWG
LAYOUT NAME - 33

PLOT DATE : 3/29/2020 8:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

LEGEND

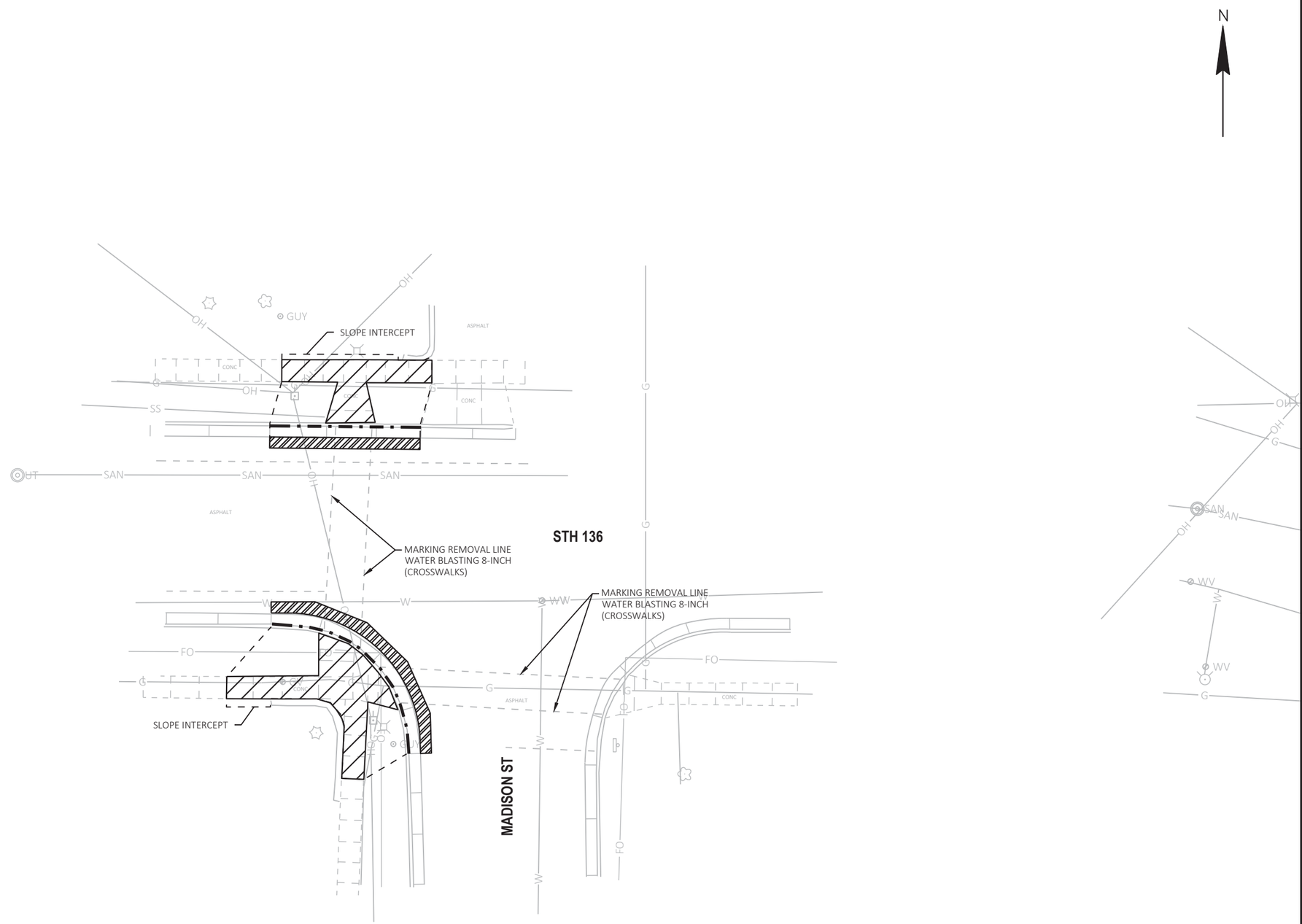
REMOVING PAVEMENT

REMOVING SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



2

LEGEND

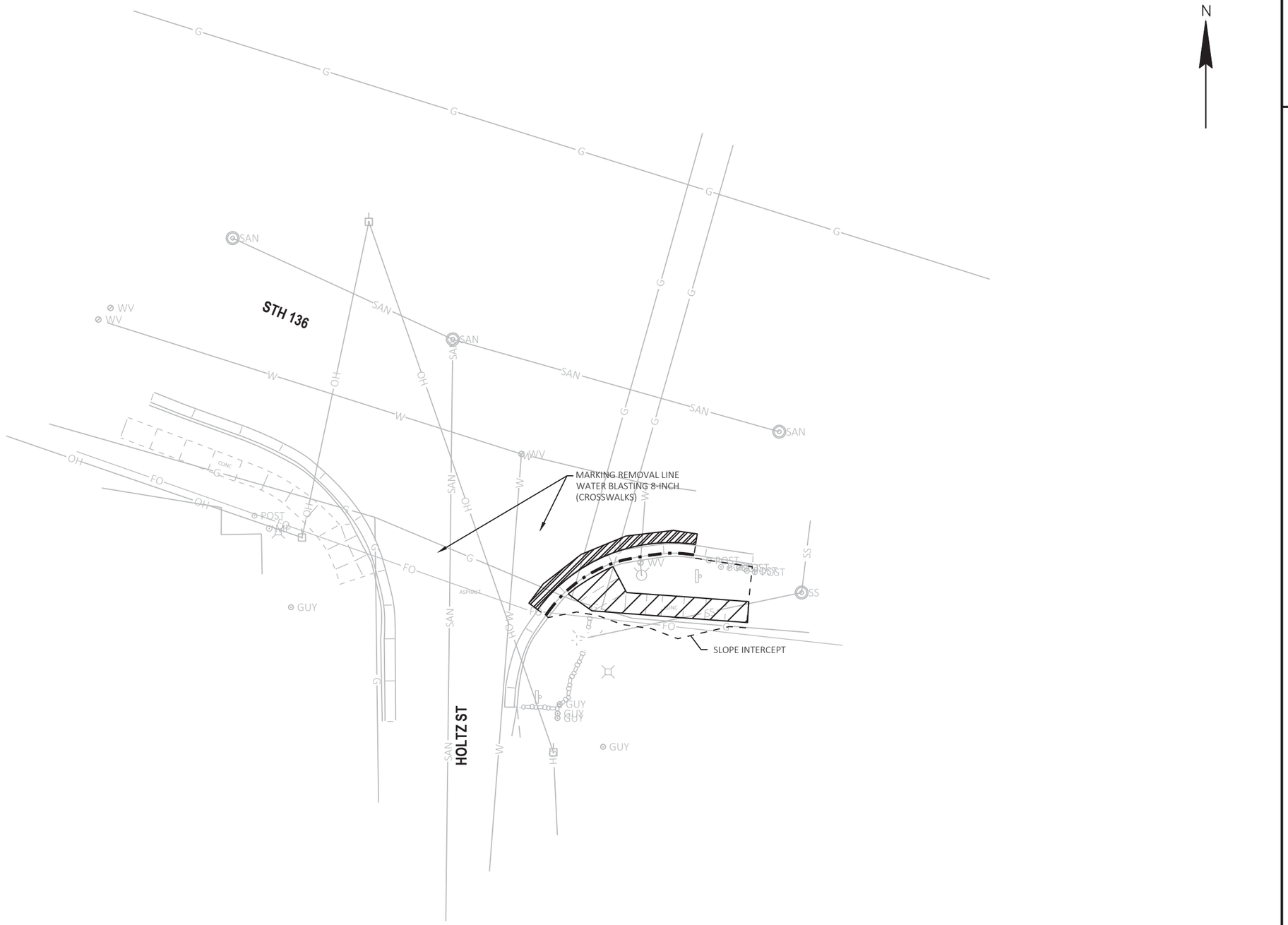
REMOVING PAVEMENT

REMOVING SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - ROCK SPRINGS	SHEET 32	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021002-RM-ROCK SPRINGS.DWG
LAYOUT NAME - 43

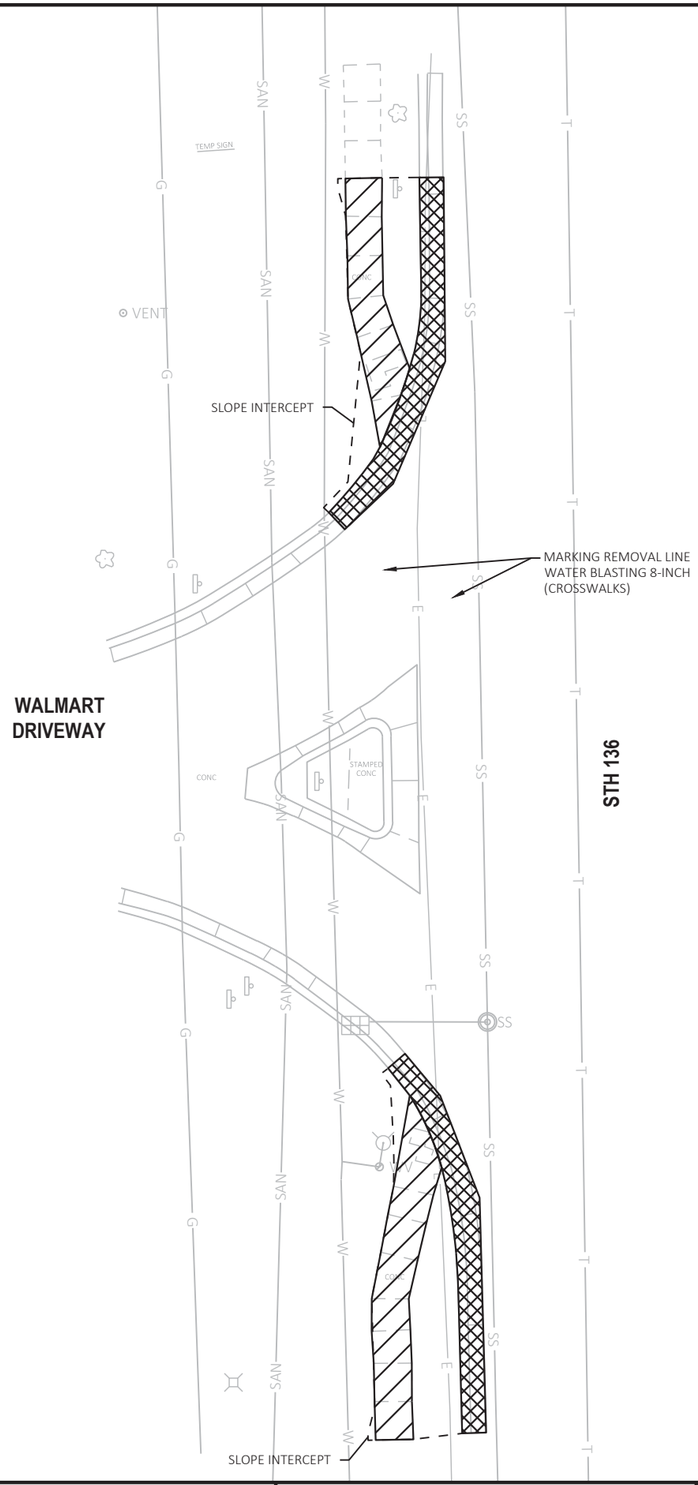
PLOT DATE : 3/29/2020 8:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - BARABOO	SHEET 33	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021003-RM-BARABOO.DWG
LAYOUT NAME - 47
PLOT DATE : 3/29/2020 8:57 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS

N

MARKING REMOVAL LINE
WATER BLASTING WIDE (STOP BAR)

MARKING REMOVAL LINE
WATER BLASTING 8-INCH
(CROSSWALKS)

MARKING REMOVAL LINE
WATER BLASTING 8-INCH
(CROSSWALKS)

MARKING REMOVAL LINE
WATER BLASTING 8-INCH
(CROSSWALKS)

MARKING REMOVAL LINE
WATER BLASTING 8-INCH
(CROSSWALKS)

MARKING REMOVAL LINE
WATER BLASTING 8-INCH
(CROSSWALKS)

MARKING REMOVAL LINE
WATER BLASTING 8-INCH
(CROSSWALKS)

MARKING REMOVAL LINE
WATER BLASTING 8-INCH
(CROSSWALKS)

SLOPE INTERCEPT

SLOPE INTERCEPT

SOUTH BLVD

STH 136

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - BARABOO	SHEET 34	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021003-RM-BARABOO.DWG
LAYOUT NAME - 48

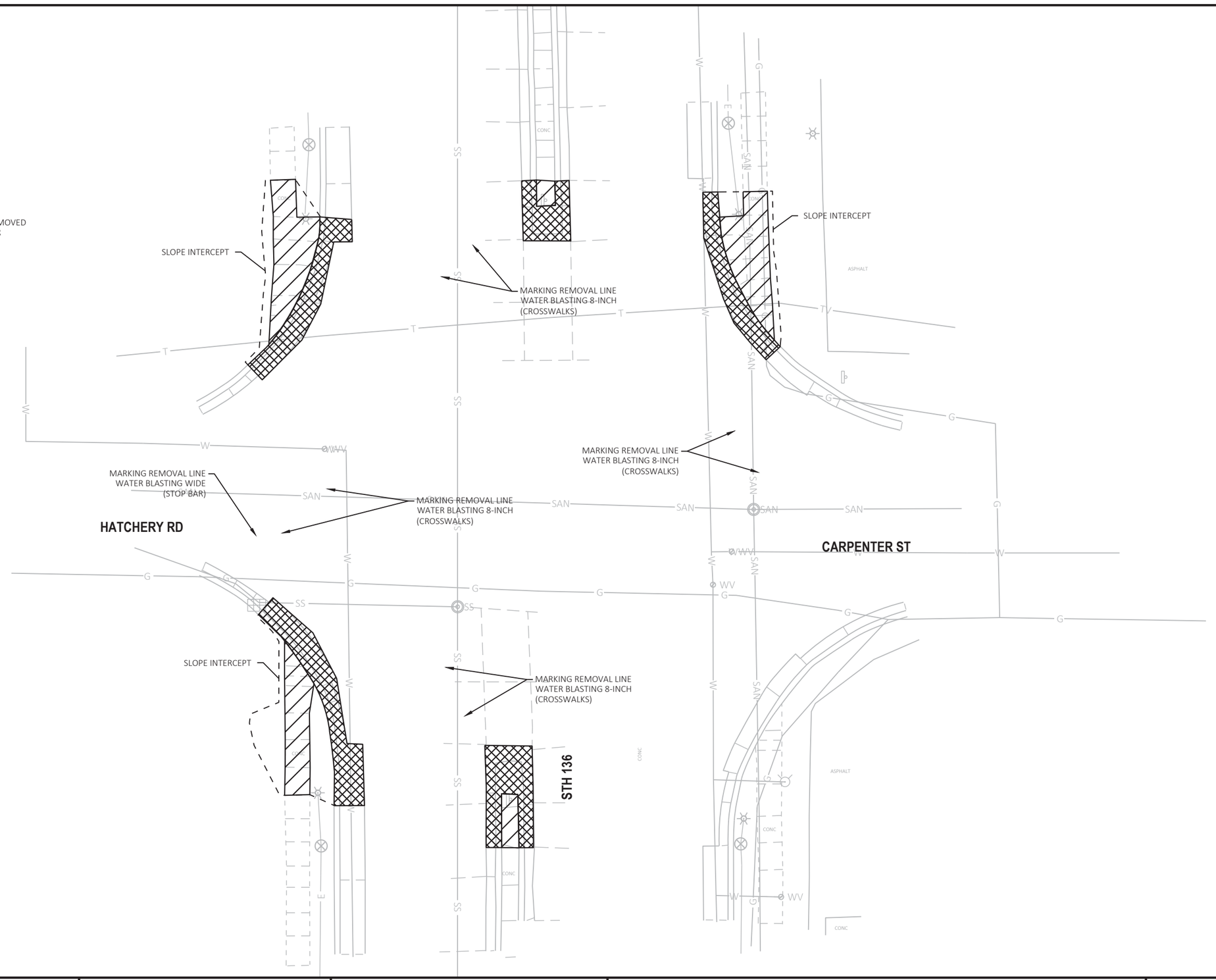
PLOT DATE : 3/29/2020 8:57 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - BARABOO	SHEET 35	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021003-RM-BARABOO.DWG
LAYOUT NAME - 50
PLOT DATE : 3/29/2020 8:57 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

LEGEND

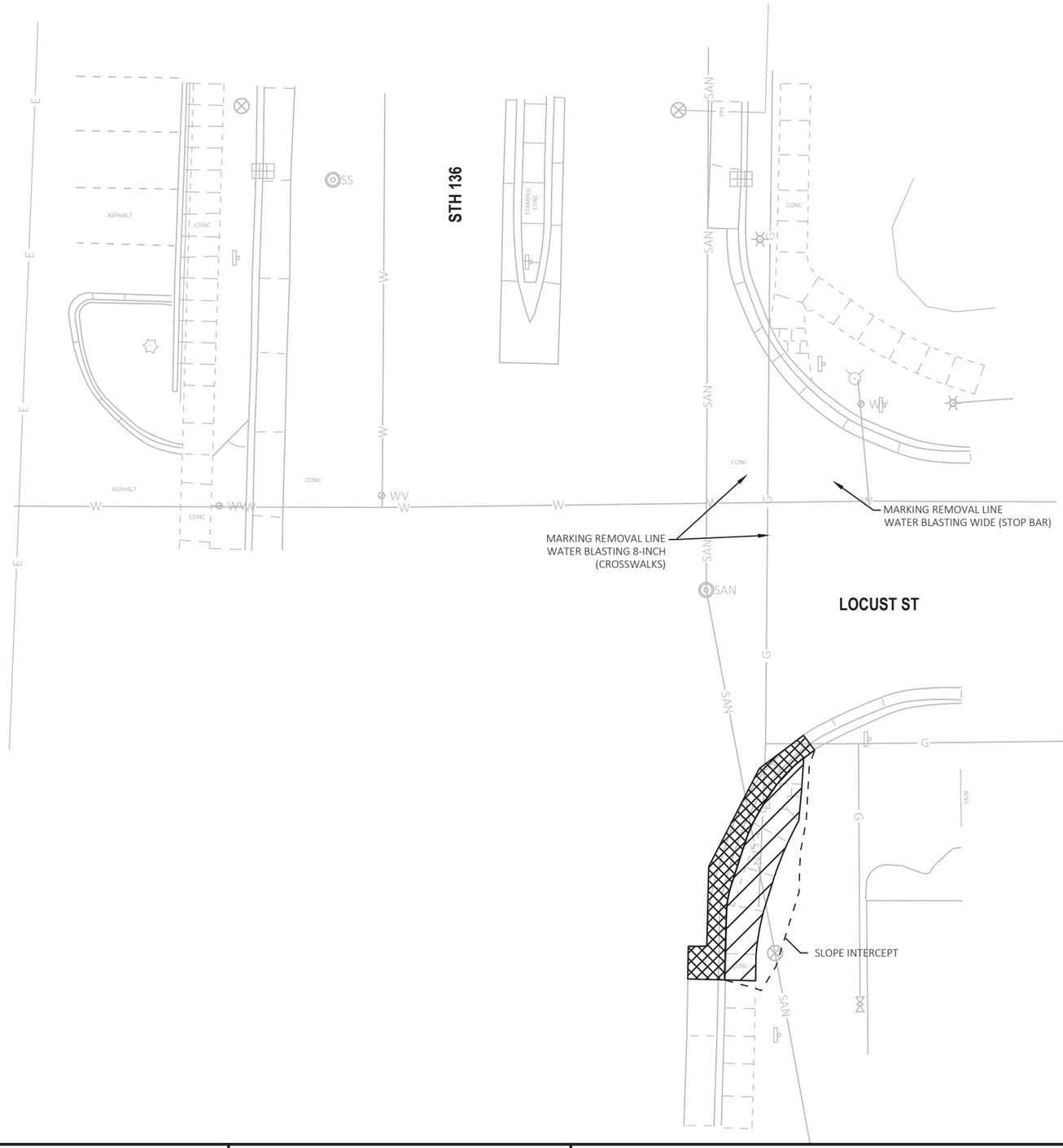
REMOVING PAVEMENT

REMOVING SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - BARABOO	SHEET 36	E

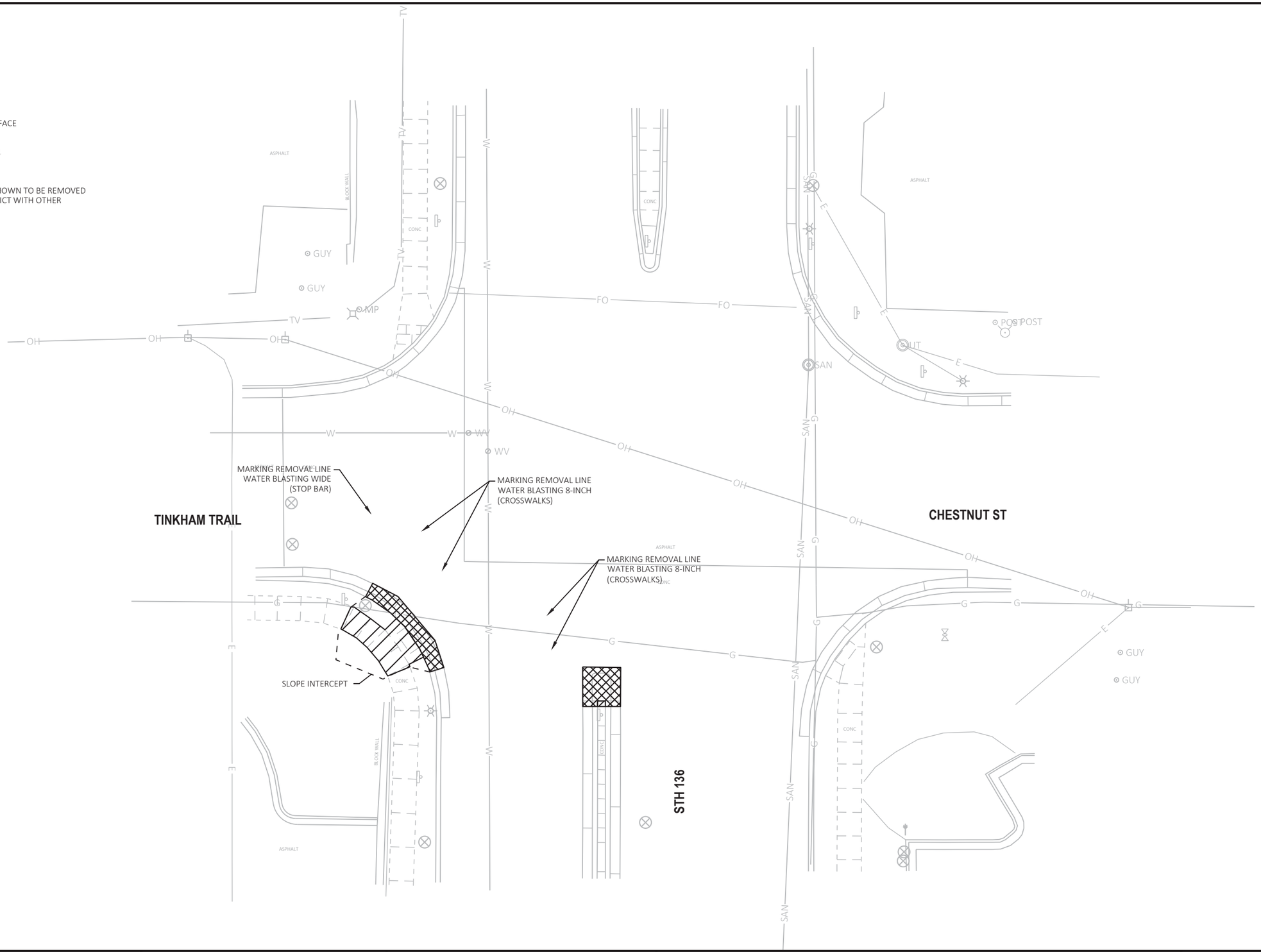
FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021003-RM-BARABOO.DWG
LAYOUT NAME - 51

PLOT DATE : 3/29/2020 8:57 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

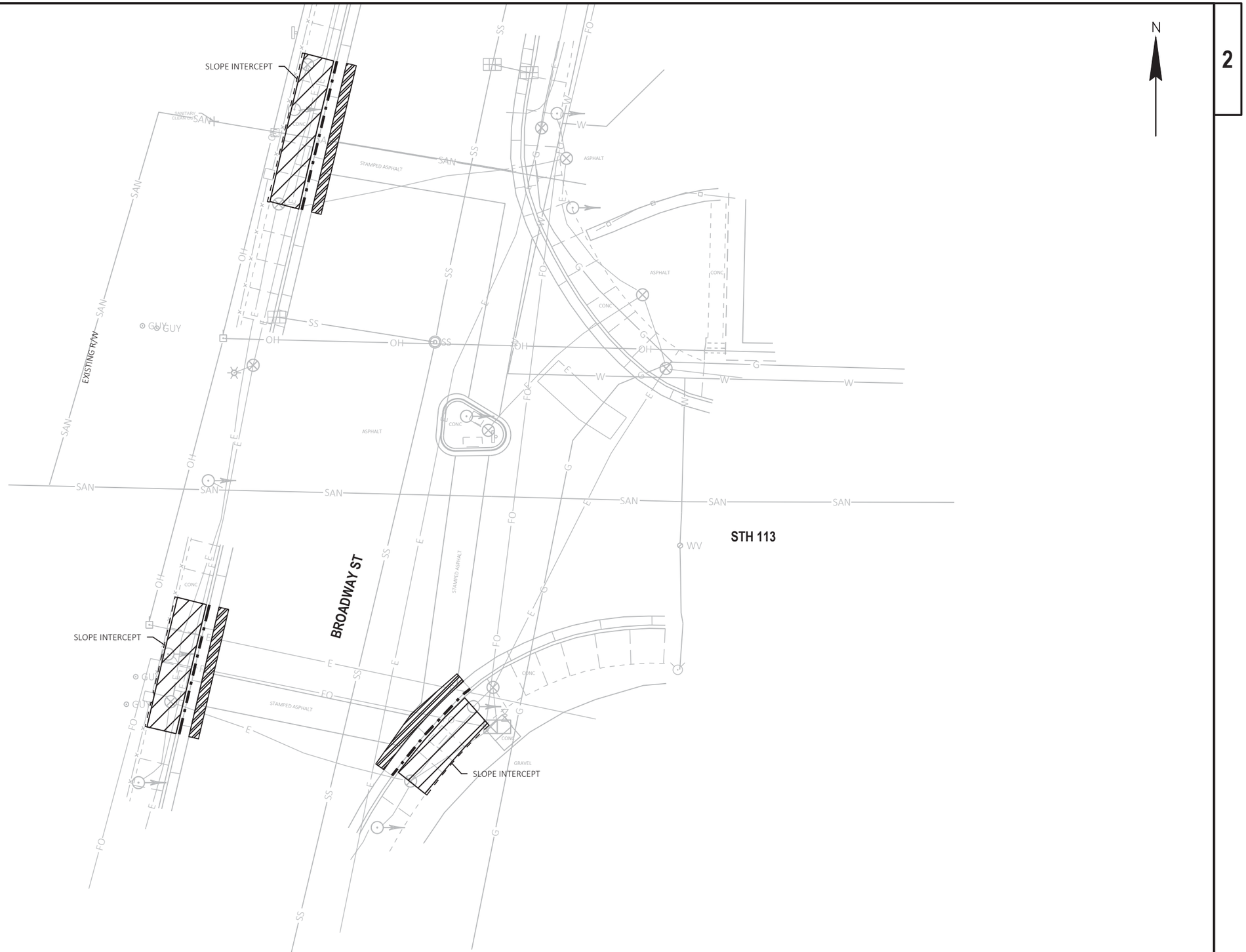
NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER

NOTE:
EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS



2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	REMOVAL PLANS - BARABOO	SHEET 38	E

2

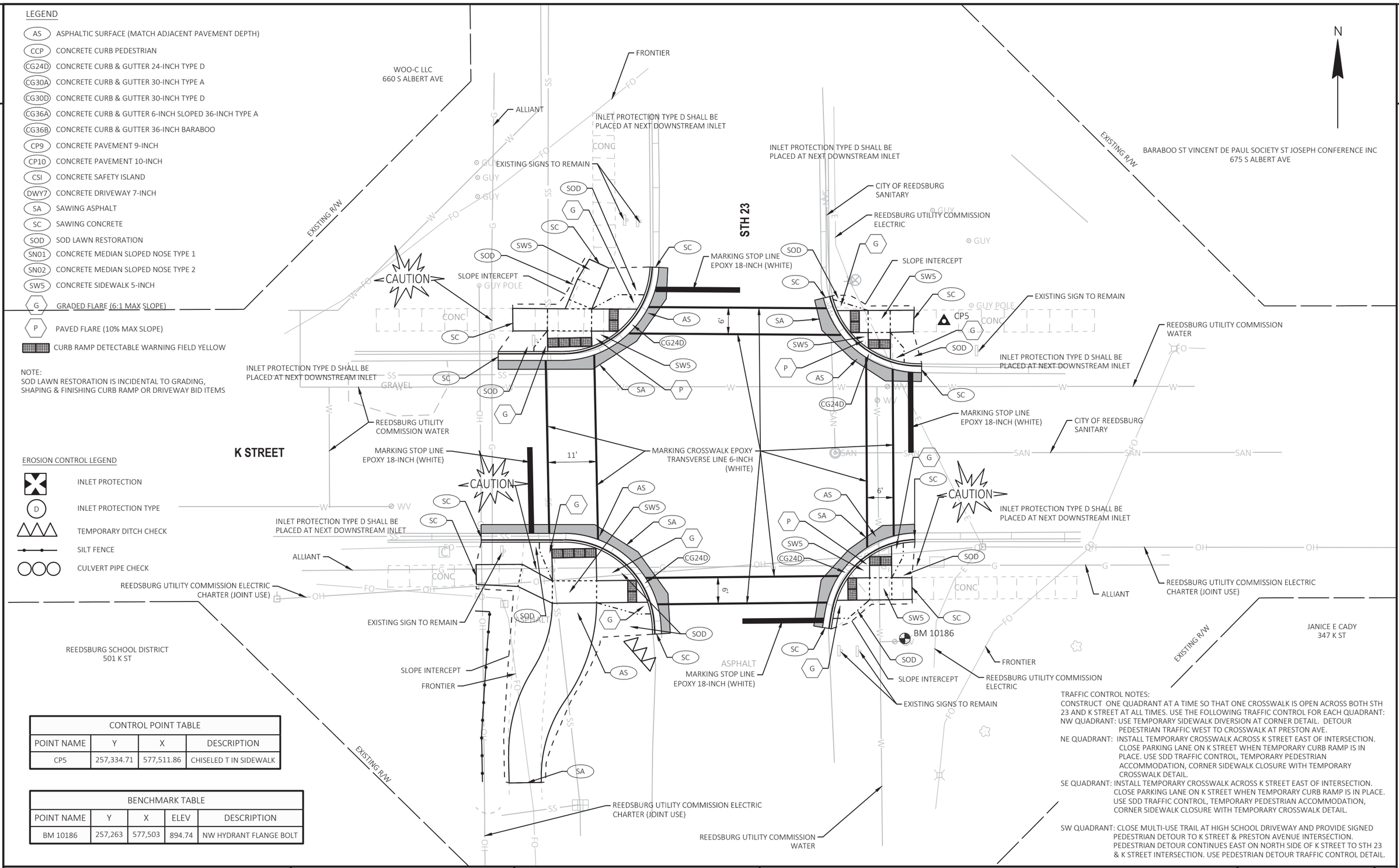
LEGEND

- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK



CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP5	257,334.71	577,511.86	CHISELED T IN SIDEWALK

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 10186	257,263	577,503	894.74	NW HYDRANT FLANGE BOLT

TRAFFIC CONTROL NOTES:
CONSTRUCT ONE QUADRANT AT A TIME SO THAT ONE CROSSWALK IS OPEN ACROSS BOTH STH 23 AND K STREET AT ALL TIMES. USE THE FOLLOWING TRAFFIC CONTROL FOR EACH QUADRANT:
NW QUADRANT: USE TEMPORARY SIDEWALK DIVERSION AT CORNER DETAIL. DETOUR PEDESTRIAN TRAFFIC WEST TO CROSSWALK AT PRESTON AVE.
NE QUADRANT: INSTALL TEMPORARY CROSSWALK ACROSS K STREET EAST OF INTERSECTION. CLOSE PARKING LANE ON K STREET WHEN TEMPORARY CURB RAMP IS IN PLACE. USE SDD TRAFFIC CONTROL, TEMPORARY PEDESTRIAN ACCOMMODATION, CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK DETAIL.
SE QUADRANT: INSTALL TEMPORARY CROSSWALK ACROSS K STREET EAST OF INTERSECTION. CLOSE PARKING LANE ON K STREET WHEN TEMPORARY CURB RAMP IS IN PLACE. USE SDD TRAFFIC CONTROL, TEMPORARY PEDESTRIAN ACCOMMODATION, CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK DETAIL.

SW QUADRANT: CLOSE MULTI-USE TRAIL AT HIGH SCHOOL DRIVEWAY AND PROVIDE SIGNED PEDESTRIAN DETOUR TO K STREET & PRESTON AVENUE INTERSECTION. PEDESTRIAN DETOUR CONTINUES EAST ON NORTH SIDE OF K STREET TO STH 23 & K STREET INTERSECTION. USE PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL.

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 39	E

NOTES

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

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
E	257,345.10	577,505.94	20'
F	257,347.50	577,425.79	20'

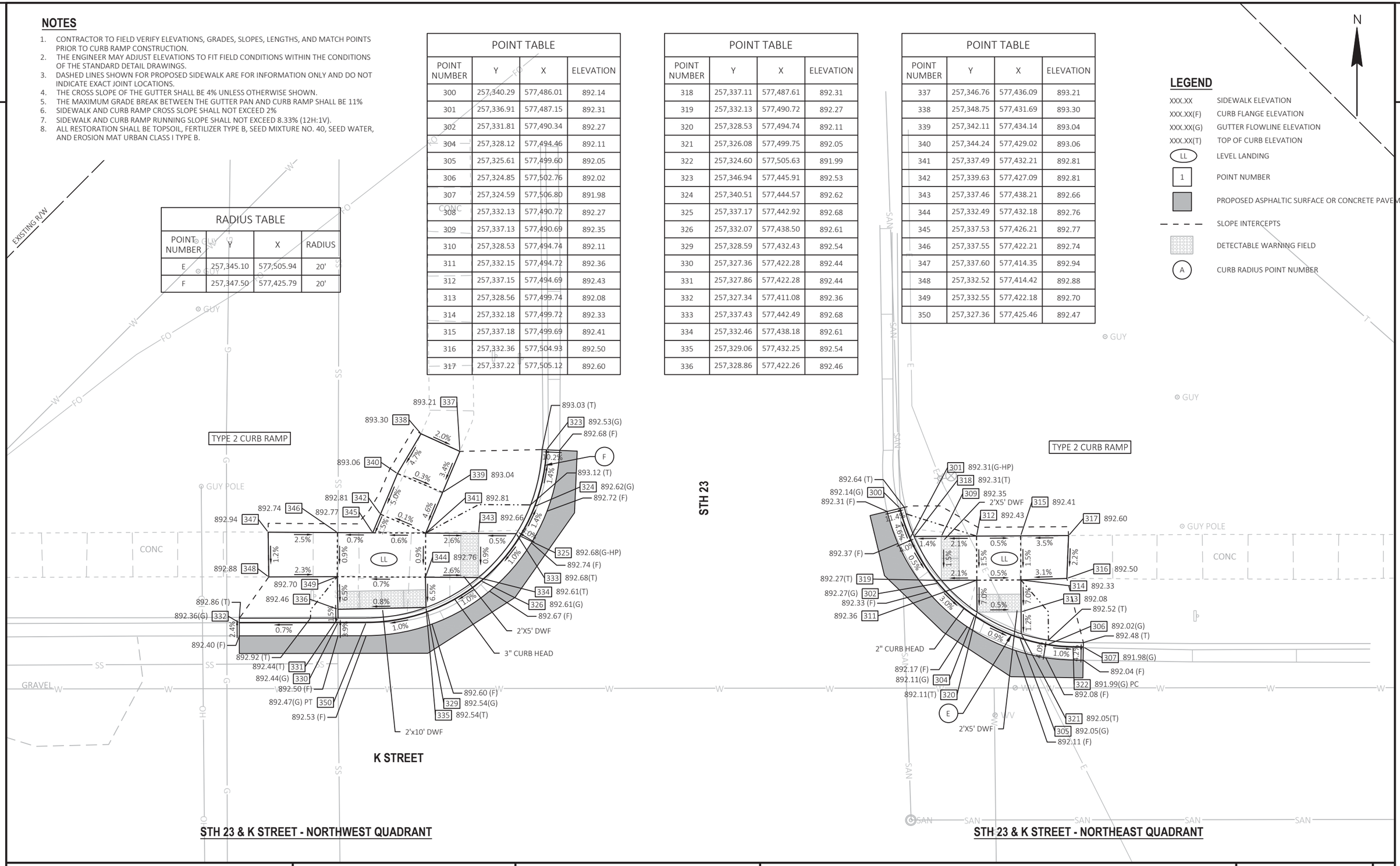
POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
300	257,340.29	577,486.01	892.14
301	257,336.91	577,487.15	892.31
302	257,331.81	577,490.34	892.27
304	257,328.12	577,494.46	892.11
305	257,325.61	577,499.60	892.05
306	257,324.85	577,502.76	892.02
307	257,324.59	577,506.80	891.98
308	257,332.13	577,490.72	892.27
309	257,337.13	577,490.69	892.35
310	257,328.53	577,494.74	892.11
311	257,332.15	577,494.72	892.36
312	257,337.15	577,494.69	892.43
313	257,328.56	577,499.74	892.08
314	257,332.18	577,499.72	892.33
315	257,337.18	577,499.69	892.41
316	257,332.36	577,504.93	892.50
317	257,337.22	577,505.12	892.60

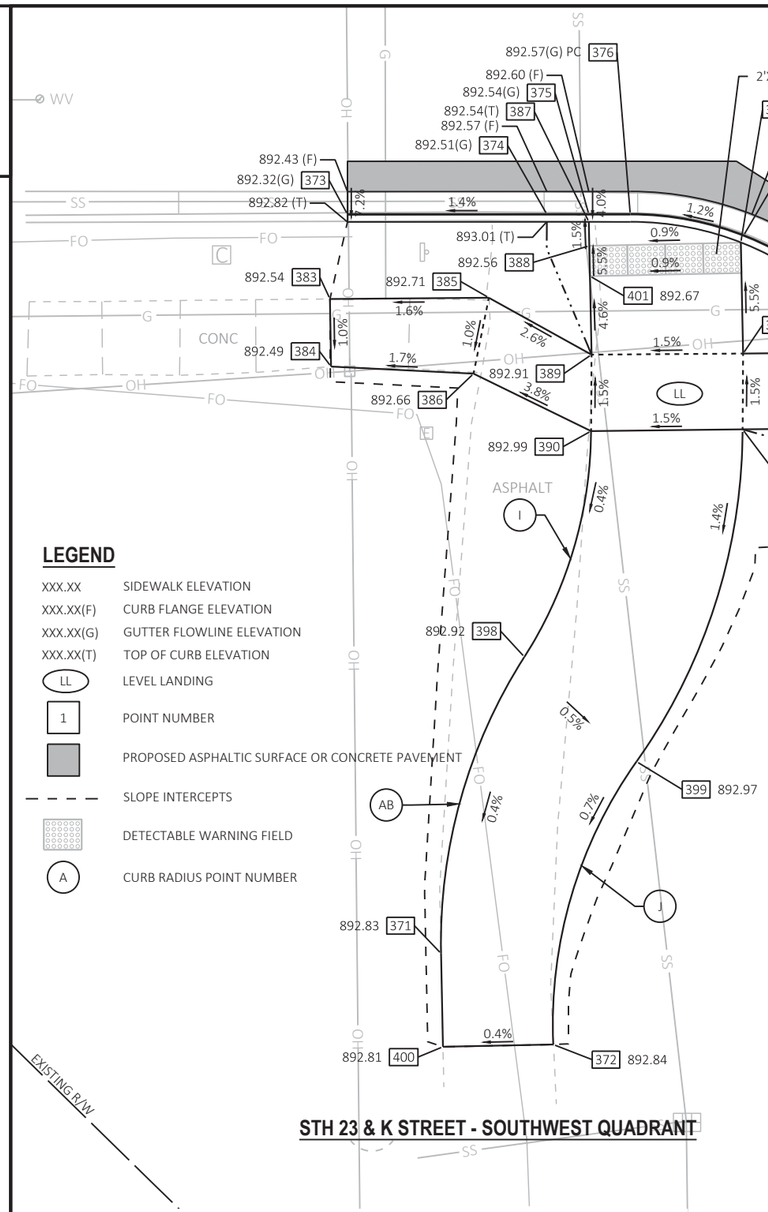
POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
318	257,337.11	577,487.61	892.31
319	257,332.13	577,490.72	892.27
320	257,328.53	577,494.74	892.11
321	257,326.08	577,499.75	892.05
322	257,324.60	577,505.63	891.99
323	257,346.94	577,445.91	892.53
324	257,340.51	577,444.57	892.62
325	257,337.17	577,442.92	892.68
326	257,332.07	577,438.50	892.61
329	257,328.59	577,432.43	892.54
330	257,327.36	577,422.28	892.44
331	257,327.86	577,422.28	892.44
332	257,327.34	577,411.08	892.36
333	257,337.43	577,442.49	892.68
334	257,332.46	577,438.18	892.61
335	257,329.06	577,432.25	892.54
336	257,328.86	577,422.26	892.46

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
337	257,346.76	577,436.09	893.21
338	257,348.75	577,431.69	893.30
339	257,342.11	577,434.14	893.04
340	257,344.24	577,429.02	893.06
341	257,337.49	577,432.21	892.81
342	257,339.63	577,427.09	892.81
343	257,337.46	577,438.21	892.66
344	257,332.49	577,432.18	892.76
345	257,337.53	577,426.21	892.77
346	257,337.55	577,422.21	892.74
347	257,337.60	577,414.35	892.94
348	257,332.52	577,414.42	892.88
349	257,332.55	577,422.18	892.70
350	257,327.36	577,425.46	892.47

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER





LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

STH 23 & K STREET - SOUTHWEST QUADRANT

NOTES

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

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
351	257,267.61	577,486.24	892.57
352	257,271.79	577,487.14	892.44
353	257,276.95	577,489.69	892.35
354	257,268.91	577,486.45	892.53
355	257,265.26	577,485.87	892.65
356	257,281.94	577,494.73	892.25
357	257,284.42	577,499.85	892.16
358	257,285.32	577,505.28	892.02
359	257,271.63	577,487.62	892.44
360	257,276.66	577,490.10	892.35
361	257,271.66	577,490.15	892.44
362	257,281.53	577,495.01	892.25
363	257,283.94	577,500.00	892.16
364	257,281.55	577,500.01	892.20
365	257,276.71	577,495.04	892.59
366	257,271.71	577,495.07	892.66
367	257,276.76	577,500.04	892.54

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
368	257,271.76	577,500.07	892.61
369	257,276.73	577,504.58	892.61
370	257,271.81	577,504.67	892.63
371	257,236.49	577,413.41	892.83
372	257,230.48	577,420.82	892.84
373	257,285.25	577,407.24	892.32
374	257,285.26	577,420.40	892.51
375	257,285.26	577,423.16	892.54
376	257,285.26	577,425.90	892.57
377	257,283.85	577,433.37	892.66
378	257,276.45	577,442.75	892.76
379	257,271.35	577,445.32	892.81
380	257,268.65	577,446.04	892.80
381	257,265.96	577,446.37	892.78
382	257,263.98	577,446.49	892.77
383	257,279.68	577,406.08	892.54
384	257,275.21	577,406.15	892.49

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
385	257,279.76	577,416.56	892.71
386	257,274.75	577,415.56	892.66
387	257,284.76	577,423.16	892.54
388	257,283.18	577,423.19	892.56
389	257,276.00	577,423.34	892.91
390	257,270.96	577,423.31	892.99
392	257,283.39	577,433.19	892.66
393	257,276.07	577,433.34	893.06
394	257,271.07	577,433.31	893.14
395	257,276.17	577,442.34	892.76
396	257,271.17	577,442.39	892.84
397	257,271.19	577,444.85	892.81
398	257,256.05	577,418.91	892.92
399	257,249.15	577,426.31	892.97
400	257,230.33	577,413.54	892.81
401	257,281.18	577,423.24	892.67

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
AB	257,237.21	577,448.40	35'
G	257,265.82	577,505.71	19'
H	257,264.76	577,425.91	20.5'
I	257,271.13	577,395.31	28'
J	257,231.80	577,450.79	30'

EXISTING R/W

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 41	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 03S

PLOT DATE : 5/4/2020 3:28 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

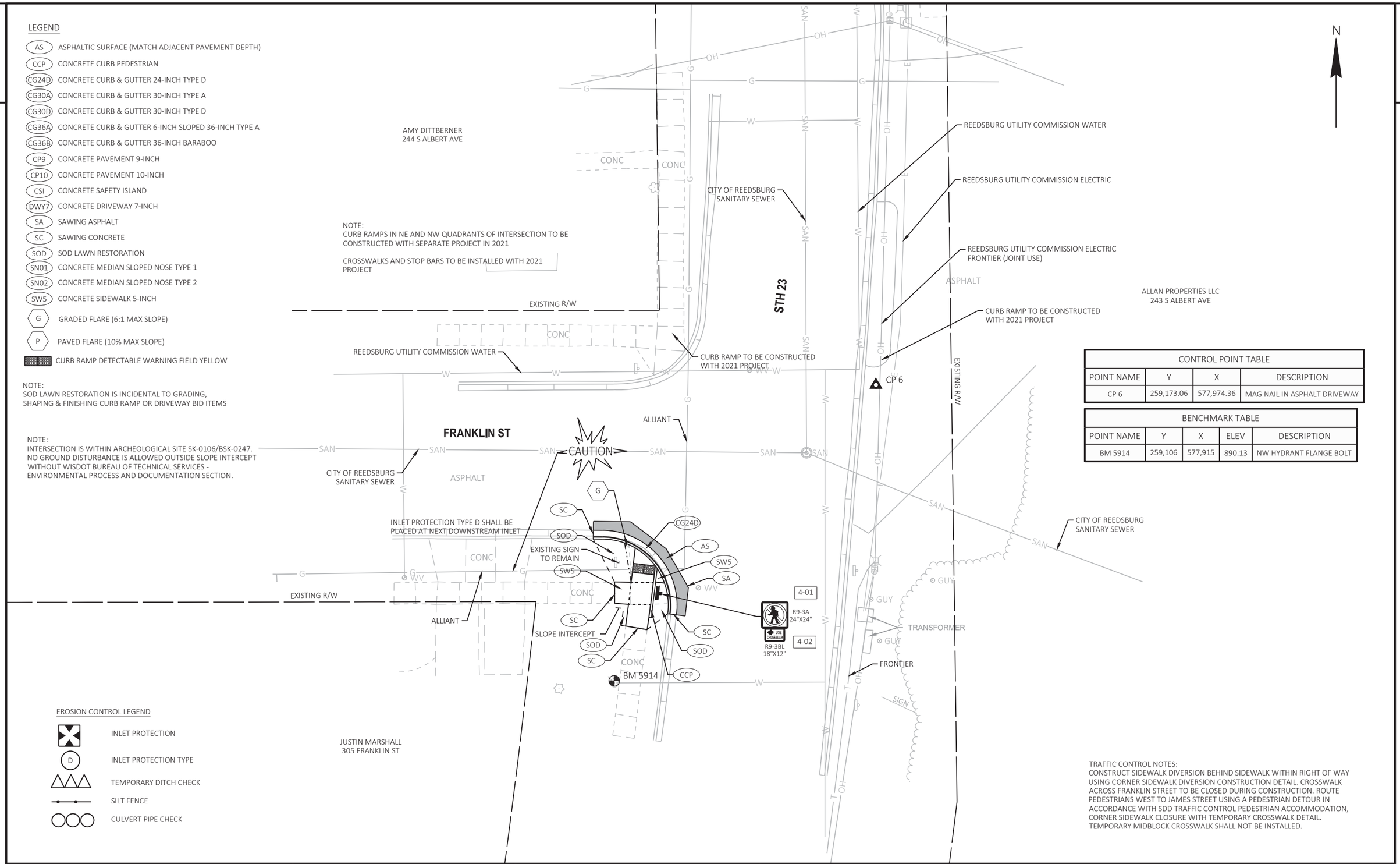
- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

NOTE:
INTERSECTION IS WITHIN ARCHEOLOGICAL SITE SK-0106/BSK-0247. NO GROUND DISTURBANCE IS ALLOWED OUTSIDE SLOPE INTERCEPT WITHOUT WISDOT BUREAU OF TECHNICAL SERVICES - ENVIRONMENTAL PROCESS AND DOCUMENTATION SECTION.

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK



CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 6	259,173.06	577,974.36	MAG NAIL IN ASPHALT DRIVEWAY

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 5914	259,106	577,915	890.13	NW HYDRANT FLANGE BOLT

TRAFFIC CONTROL NOTES:
CONSTRUCT SIDEWALK DIVERSION BEHIND SIDEWALK WITHIN RIGHT OF WAY USING CORNER SIDEWALK DIVERSION CONSTRUCTION DETAIL. CROSSWALK ACROSS FRANKLIN STREET TO BE CLOSED DURING CONSTRUCTION. ROUTE PEDESTRIANS WEST TO JAMES STREET USING A PEDESTRIAN DETOUR IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION, CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK DETAIL. TEMPORARY MIDBLOCK CROSSWALK SHALL NOT BE INSTALLED.

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 42	E

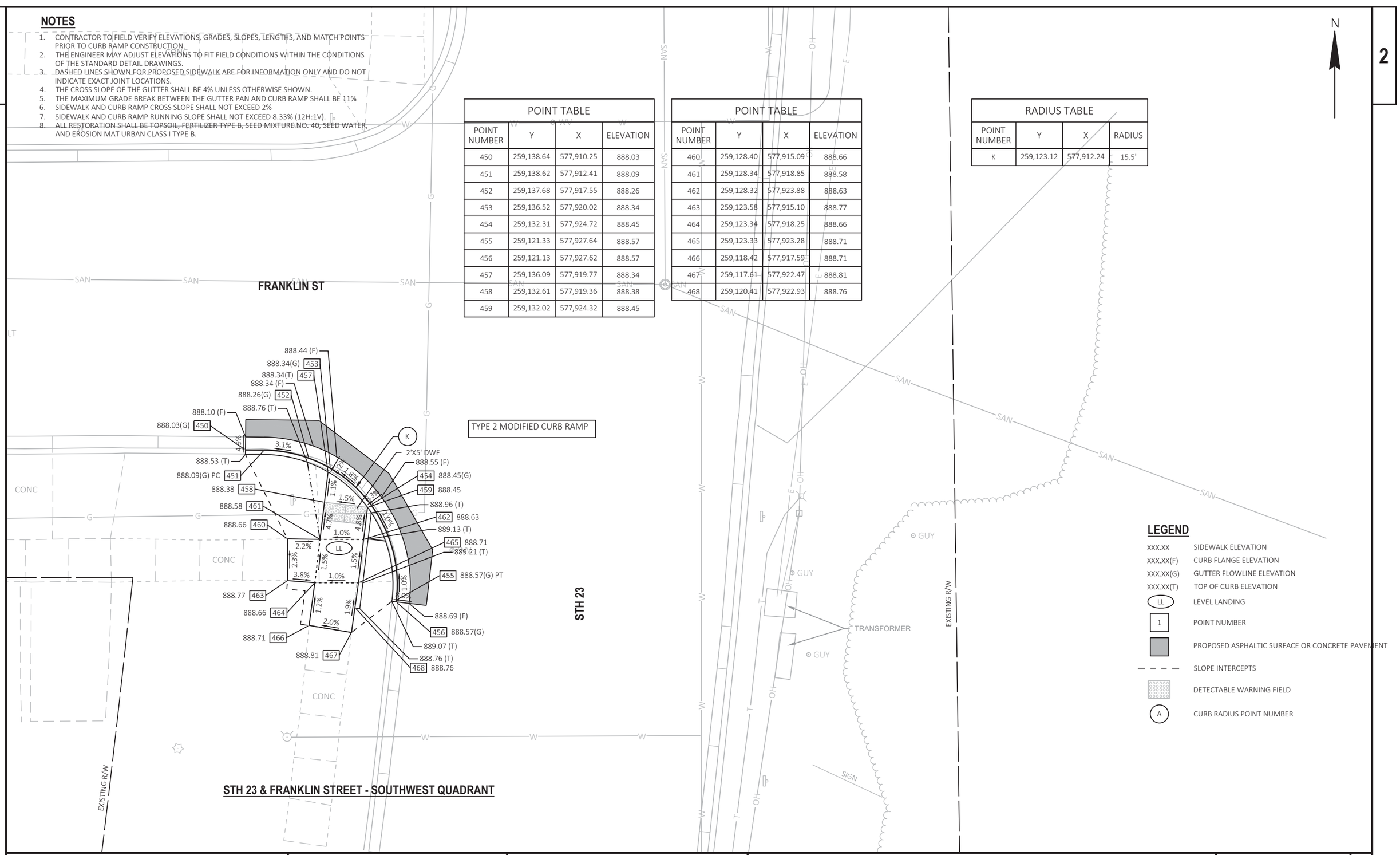
NOTES

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

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
450	259,138.64	577,910.25	888.03
451	259,138.62	577,912.41	888.09
452	259,137.68	577,917.55	888.26
453	259,136.52	577,920.02	888.34
454	259,132.31	577,924.72	888.45
455	259,121.33	577,927.64	888.57
456	259,121.13	577,927.62	888.57
457	259,136.09	577,919.77	888.34
458	259,132.61	577,919.36	888.38
459	259,132.02	577,924.32	888.45

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
460	259,128.40	577,915.09	888.66
461	259,128.34	577,918.85	888.58
462	259,128.32	577,923.88	888.63
463	259,123.58	577,915.10	888.77
464	259,123.34	577,918.25	888.66
465	259,123.33	577,923.28	888.71
466	259,118.42	577,917.59	888.71
467	259,117.61	577,922.47	888.81
468	259,120.41	577,922.93	888.76

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
K	259,123.12	577,912.24	15.5'



STH 23 & FRANKLIN STREET - SOUTHWEST QUADRANT

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 43	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 04
PLOT DATE : 5/4/2020 3:29 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : ######

2

NOTE:
NO CURB RAMPS TO BE CONSTRUCTED ON NORTH SIDE OF STH 33

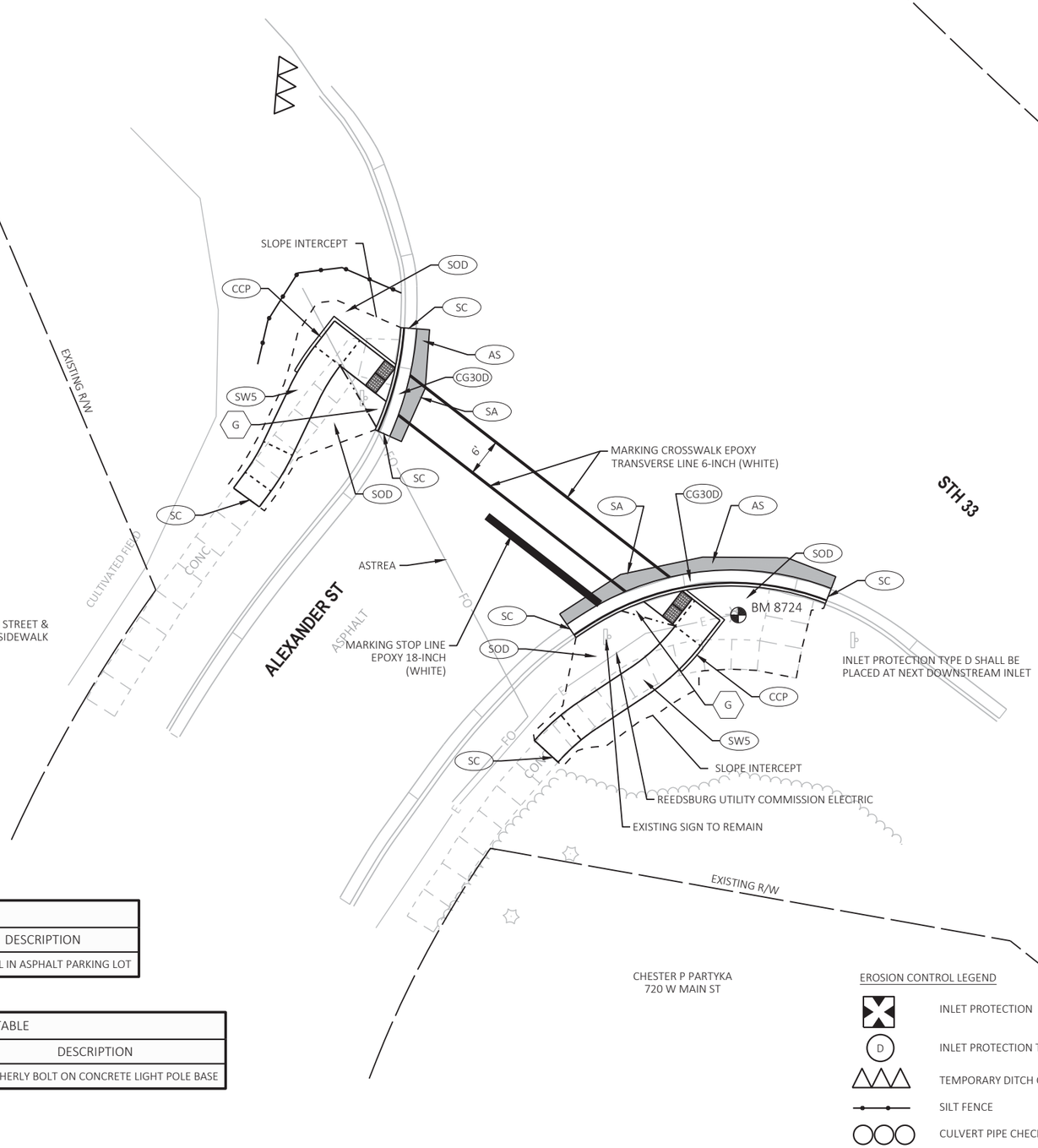
N

JAMES J & REBECCA J KRUEGER
704 W MAIN ST

EXISTING R/W

JAMES J & REBECCA J KRUEGER
1011 10TH ST

TRAFFIC CONTROL NOTES:
CONSTRUCT BOTH RAMPS AT SAME TIME. CLOSE SIDEWALK AT MAIN STREET & ALEXANDER AVE INTERSECTION WITH TYPE III BARRICADES AND R9-9 SIDEWALK CLOSED SIGNS.



CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 13	260,204.93	575,966.27	MAG NAIL IN ASPHALT PARKING LOT

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 8724	260,198	575,834	896.57	NORTHERLY BOLT ON CONCRETE LIGHT POLE BASE

CHESTER P PARTYKA
720 W MAIN ST

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

LEGEND

- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

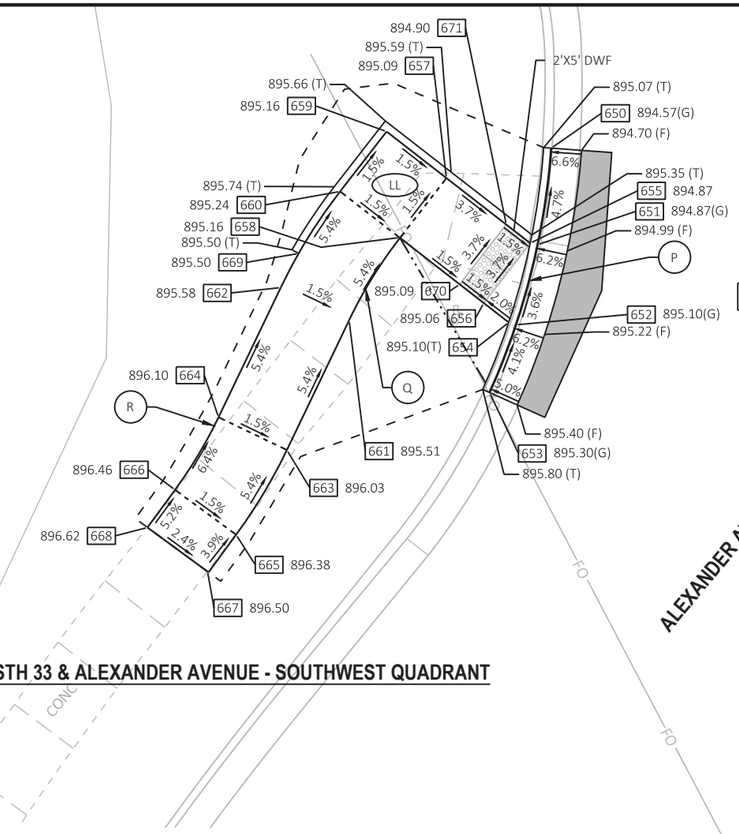
LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

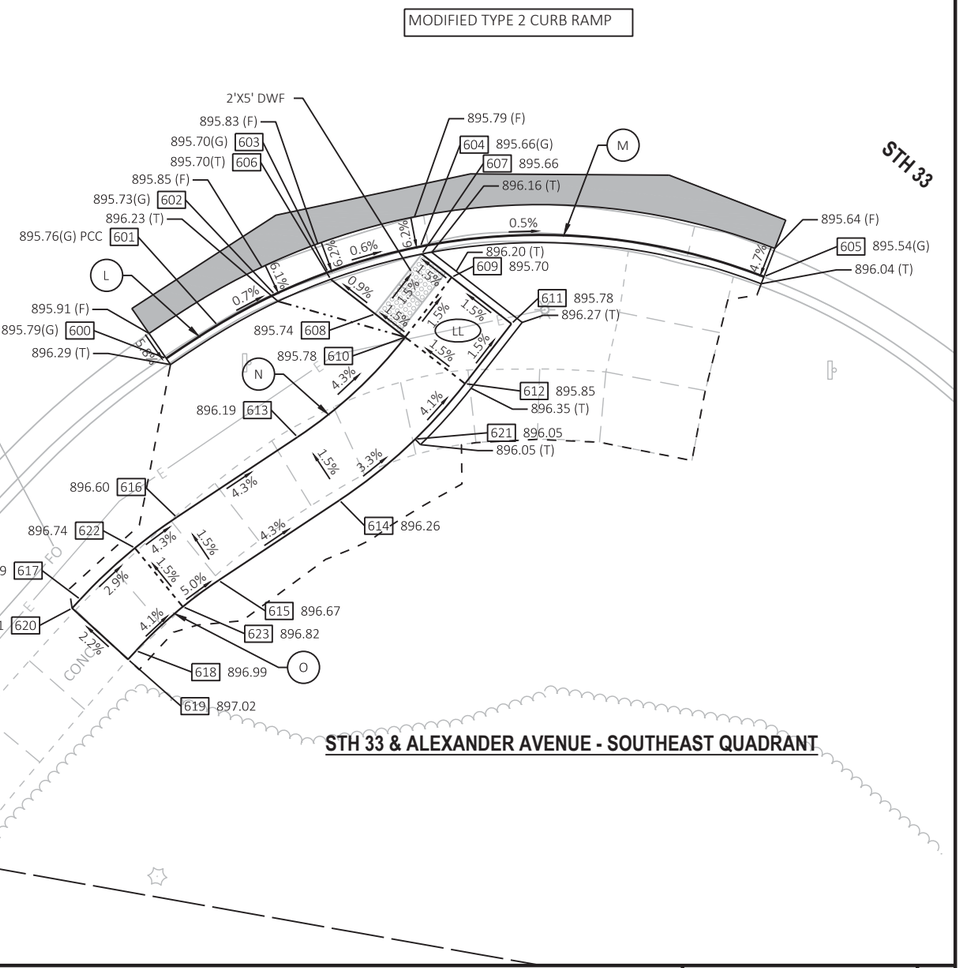
NOTES

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

N



STH 33 & ALEXANDER AVENUE - SOUTHWEST QUADRANT



STH 33 & ALEXANDER AVENUE - SOUTHEAST QUADRANT

RADIUS TABLE

POINT NUMBER	Y	X	RADIUS
L	260,136.54	575,848.50	70.8'
M	260,162.03	575,833.02	41'
N	260,214.70	575,800.43	30'
O	260,155.24	575,828.40	30'
P	260,246.38	575,733.89	48'
Q	260,218.55	575,795.47	30'
R	260,238.08	575,732.76	30'

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
600	260,194.89	575,808.35	895.79
601	260,197.08	575,811.74	895.76
602	260,199.11	575,815.52	895.73
603	260,200.58	575,819.04	895.70
604	260,202.27	575,825.12	895.66
605	260,200.28	575,847.80	895.54
606	260,200.11	575,819.21	895.70
607	260,201.78	575,825.22	895.66
608	260,197.83	575,822.15	895.74
609	260,200.24	575,827.19	895.70
610	260,196.29	575,824.12	895.78
611	260,197.18	575,831.14	895.78
612	260,193.23	575,828.07	895.85
613	260,189.70	575,817.02	896.19
614	260,185.53	575,819.79	896.26
615	260,180.24	575,811.81	896.67
616	260,184.41	575,809.04	896.60

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
617	260,178.99	575,802.69	896.89
618	260,175.60	575,806.36	896.99
619	260,175.03	575,805.84	897.02
620	260,178.40	575,802.15	896.91
621	260,189.56	575,824.78	896.05
622	260,182.38	575,806.29	896.74
623	260,178.50	575,809.45	896.82
650	260,242.88	575,781.77	894.57
651	260,236.50	575,780.87	894.87
652	260,231.22	575,779.44	895.10
653	260,226.75	575,777.69	895.30
654	260,231.37	575,778.96	895.10
655	260,236.61	575,780.38	894.87
656	260,232.66	575,777.31	895.06
657	260,240.90	575,774.85	895.09
658	260,236.95	575,771.78	895.16
659	260,243.97	575,770.90	895.16

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
660	260,240.02	575,767.83	895.24
661	260,231.51	575,768.42	895.51
662	260,233.68	575,763.91	895.58
663	260,222.96	575,764.32	896.03
664	260,225.12	575,759.81	896.10
665	260,217.37	575,760.97	896.38
666	260,220.33	575,756.94	896.46
667	260,214.96	575,759.08	896.50
668	260,217.85	575,755.12	896.62
669	260,235.92	575,765.09	895.50
670	260,233.88	575,775.73	895.09
671	260,237.83	575,778.80	894.90

2

TOWN OF REEDSBURG
600 W MAIN ST

EXISTING R/W

INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET

ALLIANT

SC

CAUTION

ALLIANT

EXISTING STREET NAME SIGN TO BE RELOCATED BY CITY OF REEDSBURG

SOD

MOVE EXISTING SIGN AND SIGN SUPPORT

SLOPE INTERCEPT

SW5

PRESTON AVE

EXISTING SIGN TO REMAIN

CG30D

AS

CHARTER

REEDSBURG UTILITY COMMISSION WATER

CP 14

REEDSBURG UTILITY COMMISSION ELECTRIC CHARTER (JOINT USE)

MATTHEW L & MARISSA T SMALL
548 W MAIN ST

BM 8500

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

CITY OF REEDSBURG SANITARY SEWER

NOTE:
CURB RAMPS IN NE , SE, AND SW QUADRANTS OF INTERSECTION TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021

CROSSWALKS AND STOP BARS TO BE INSTALLED WITH 2021 PROJECT

TRAFFIC CONTROL NOTES:
CONSTRUCT IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMODATION, CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK DETAIL. A MIDBLOCK TEMPORARY CROSSWALK SHALL NOT BE PROVIDED ON STH 23.

CLOSE EAST-WEST CROSSWALK ON NORTH SIDE OF INTERSECTION AND PROVIDE SIGNS DIRECTING PEDESTRIANS TO USE CROSSWALK ON SOUTH SIDE OF INTERSECTION. CLOSE NORTH-SOUTH CROSSWALK ON WEST SIDE OF INTERSECTION AND PROVIDE SIGNS DIRECTING PEDESTRIANS TO USE CROSSWALK ON EAST SIDE OF INTERSECTION. CLOSE SIDEWALK ON WEST SIDE OF PRESTON AVE AT 2ND ST AND PROVIDE SIGNS DIRECTING PEDESTRIANS TO CROSS PRESTON AVENUE AT 2ND STREET USING A TEMPORARY CURB RAMP ON BOTH SIDES OF PRESTON AVENUE. CLOSE THE PARKING LANES ON PRESTON AVENUE WHEN TEMPORAY CURB RAMPS ARE IN PLACE.

N

2

LEGEND

- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

MANUEL OSORIO & ROSARIO ZALIDVAR
110 S PRESTON AVE

CITY OF REEDSBURG SANITARY SEWER

ALLIANT

EXISTING R/W

REEDSBURG UTILITY COMMISSION WATER

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

STH 33

ASPHALT

CITY OF REEDSBURG SANITARY SEWER

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

CHARTER
FRONTIER (JOINT USE)

CP 12

FRONTIER

EXISTING R/W

JEAN A SCHAFER
549 W MAIN ST

REEDSBURG UTILITY COMMISSION ELECTRIC CHARTER (JOINT USE)

REEDSBURG UTILITY COMMISSION COMMUNICATIONS

GRAVEL

SHED

CONTROL POINT TABLE

POINT NAME	Y	X	DESCRIPTION
CP 12	259,903.14	576,460.41	CHISELED T IN SIDEWALK
CP 14	259,947.23	576,306.35	CHISELED T IN SIDEWALK
SEC 1204045	259,930.81	576,061.38	SPIKE AT THE CENTER OF SECTION 9

BENCHMARK TABLE

POINT NAME	Y	X	ELEV	DESCRIPTION
BM 8500	260,004	576,426	887.77	NE FLANGE BOLT
SEC 1204045	259,931	576,061	895.02	SPIKE AT THE CENTER OF SECTION 9

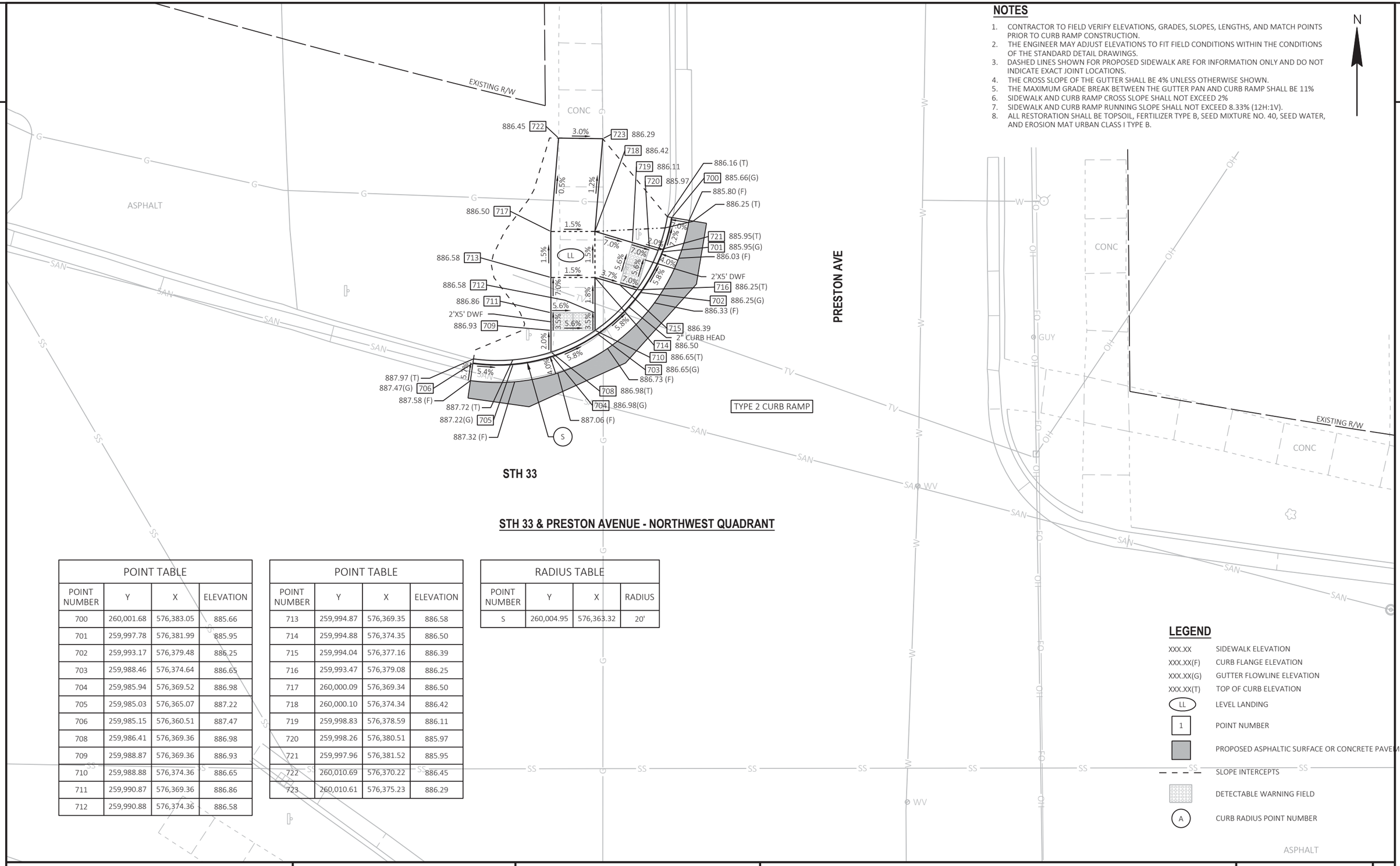
PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 46	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021101-ID-REEDSBURG.DWG
LAYOUT NAME - 07

PLOT DATE : 5/11/2020 9:04 AM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

NOTES

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



STH 33 & PRESTON AVENUE - NORTHWEST QUADRANT

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
700	260,001.68	576,383.05	885.66
701	259,997.78	576,381.99	885.95
702	259,993.17	576,379.48	886.25
703	259,988.46	576,374.64	886.65
704	259,985.94	576,369.52	886.98
705	259,985.03	576,365.07	887.22
706	259,985.15	576,360.51	887.47
708	259,986.41	576,369.36	886.98
709	259,988.87	576,369.36	886.93
710	259,988.88	576,374.36	886.65
711	259,990.87	576,369.36	886.86
712	259,990.88	576,374.36	886.58

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
713	259,994.87	576,369.35	886.58
714	259,994.88	576,374.35	886.50
715	259,994.04	576,377.16	886.39
716	259,993.47	576,379.08	886.25
717	260,000.09	576,369.34	886.50
718	260,000.10	576,374.34	886.42
719	259,998.83	576,378.59	886.11
720	259,998.26	576,380.51	885.97
721	259,997.96	576,381.52	885.95
722	260,010.69	576,370.22	886.45
723	260,010.61	576,375.23	886.29

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
S	260,004.95	576,363.32	20'

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 47	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 07
PLOT DATE : 5/4/2020 3:30 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

NOTE:
CURB RAMPS IN NW AND SW QUADRANTS OF INTERSECTION TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021

CROSSWALKS AND STOP BARS TO BE INSTALLED WITH 2021 PROJECT

N

TRAFFIC CONTROL NOTES:
CONSTRUCT IN STAGES IN ACCORDANCE WITH SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION. MAINTAIN ONE CROSSWALK ACROSS STH 33 AND ONE CROSSWALK ACROSS ALBERT ST STREET AT ALL TIMES. CLOSE SIDEWALK AT EAGLE STREET AND PROVIDE SIGNS DIRECTING PEDESTRIANS TO CROSS STH 33 AT EAGLE STREET.

DANNIELLE SULLIVAN
101 N ALBERT ST

KEITH A & LORI A KLIPP
246 W MAIN ST

ALLIANT

INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET

ALBERT AVE

ASPHALT

CONCRETE

CP 108

EXISTING R/W

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

CONC

REEDSBURG UTILITY COMMISSION WATER

EXISTING STREET NAME SIGN TO BE RELOCATED BY THE CITY OF REEDSBURG

RETAINING WALL TO REMAIN

SLOPE INTERCEPT

STONE WALL

BM 9318

ADJUST INLET

CHARTER

CITY OF REEDSBURG SANITARY SEWER

FRONTIER

STH 33
CONCRETE

ALLIANT

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

EXISTING R/W

STONE WALL

ADJUST INLET

CP 9335

EXISTING STREET NAME SIGN TO REMAIN

EXISTING STOP SIGN TO REMAIN

CONCRETE

ASPHALT

JOHN D & RANDINE K BETH
102 S ALBERT ST

REEDSBURG UTILITY COMMISSION WATER

FRONTIER

INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET

HRZ PARTNERSHIPS
101 S ALBERT ST

NOTE:
INTERSECTION IS WITHIN ARCHEOLOGICAL SITE SK-0106/BSK-0247 AND SITE SK-0374/BSK-0321. NO GROUND DISTURBANCE IS ALLOWED OUTSIDE SLOPE INTERCEPT WITHOUT WISDOT BUREAU OF TECHNICAL SERVICES - ENVIRONMENTAL PROCESS AND DOCUMENTATION SECTION.

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 108	259,974.69	577,921.16	CHISELED T IN CENTER OF SIDEWALK
CP 9335	259,884.26	577,999.20	MAG NAIL IN ASPHALT LOT

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 9318	259,962	578,012	900.93	NW HYDRANT FLANGE BLOT

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 48	E

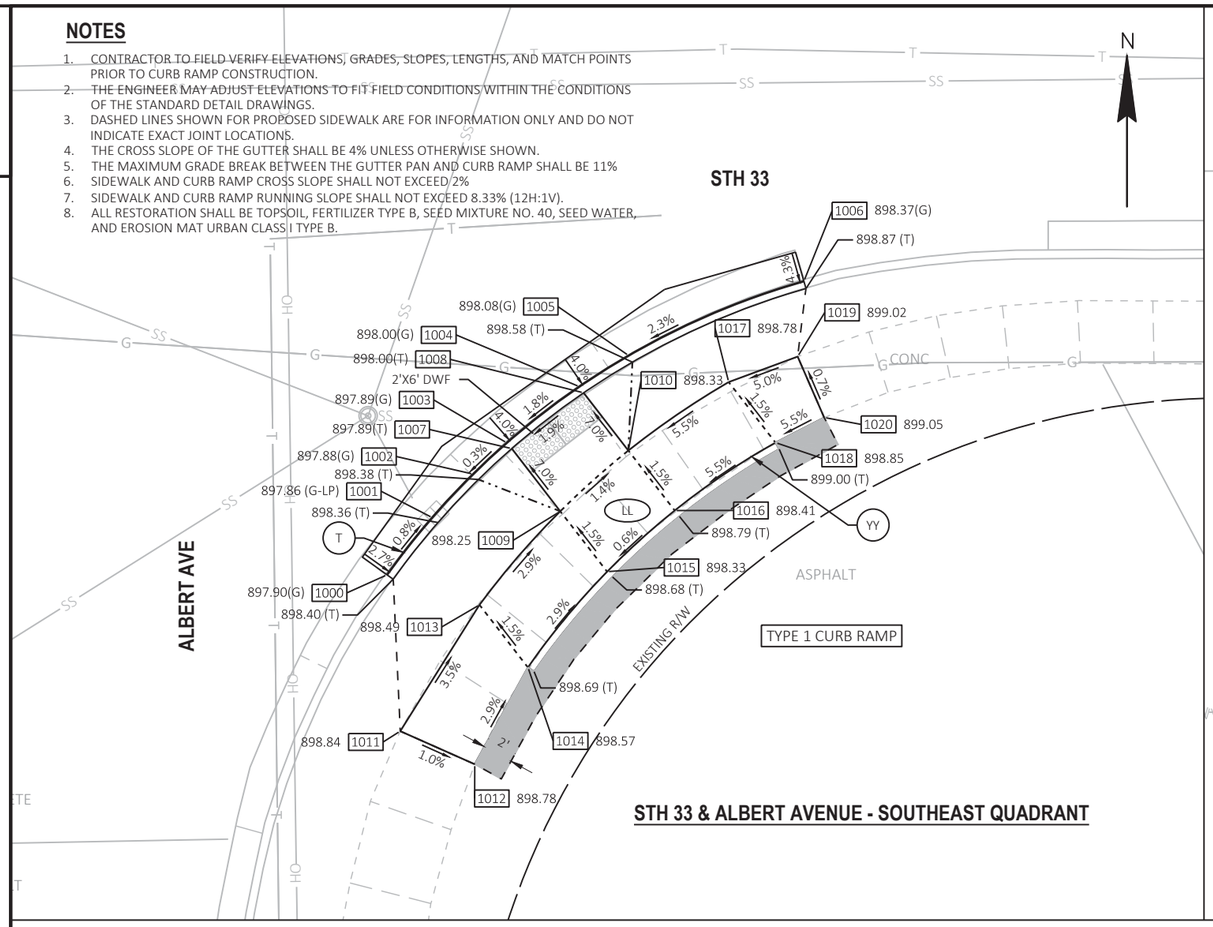
FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021101-ID-REEDSBURG.DWG
LAYOUT NAME - 10

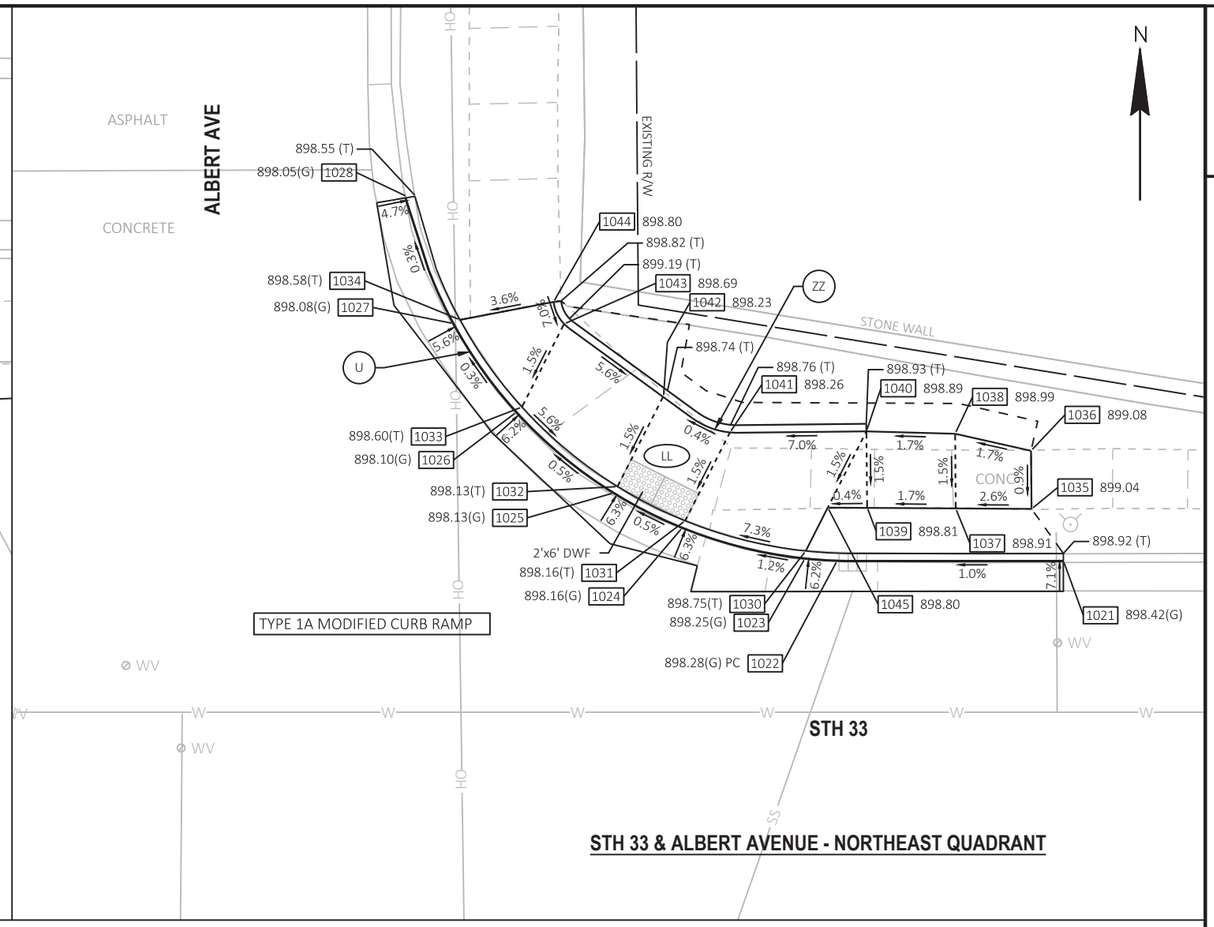
PLOT DATE : 5/4/2020 3:30 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

NOTES

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





LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
1000	259,889.06	577,978.91	897.90
1001	259,892.84	577,981.89	897.86
1002	259,895.71	577,984.59	897.88
1003	259,897.77	577,986.81	897.89
1004	259,901.48	577,991.60	898.00
1005	259,903.53	577,994.85	898.08
1006	259,908.43	578,006.42	898.37
1007	259,897.39	577,987.14	897.89
1008	259,901.07	577,991.88	898.00
1009	259,893.25	577,990.34	898.25
1010	259,897.26	577,994.83	898.33
1011	259,878.75	577,979.78	898.84
1012	259,876.56	577,984.70	898.78
1013	259,887.08	577,985.01	898.49
1014	259,882.95	577,988.20	898.57

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
1015	259,889.27	577,993.43	898.33
1016	259,893.30	577,997.90	898.41
1017	259,901.78	578,001.45	898.78
1018	259,897.78	578,004.54	898.85
1019	259,903.46	578,006.00	899.02
1020	259,899.44	578,007.76	899.05
1021	259,958.76	578,011.54	898.42
1022	259,958.78	577,996.61	898.28
1023	259,958.93	577,994.48	898.25
1024	259,960.95	577,986.39	898.16
1025	259,963.25	577,981.85	898.13
1026	259,968.59	577,975.43	898.10
1027	259,974.44	577,971.28	898.08
1028	259,982.81	577,968.23	898.05
1030	259,959.42	577,994.53	898.75

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
1031	259,961.41	577,986.57	898.16
1032	259,963.67	577,982.11	898.13
1033	259,968.92	577,975.80	898.60
1034	259,974.68	577,971.72	898.58
1035	259,962.20	578,009.43	899.04
1036	259,966.03	578,009.40	899.08
1037	259,962.23	578,004.43	898.91
1038	259,967.16	578,004.39	898.99
1039	259,962.31	577,998.59	898.81
1040	259,967.31	577,998.53	898.89
1041	259,967.25	577,989.53	898.26
1042	259,969.60	577,985.12	898.23
1043	259,974.40	577,978.58	898.69
1044	259,975.86	577,977.89	898.80
1045	259,962.29	577,995.99	898.80

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
T	259,859.38	578,020.39	51'
U	259,988.76	577,997.64	30'
YY	259,854.74	578,028.71	49.4'
ZZ	259,972.23	577,990.00	5'

2

LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

NOTE:
CURB RAMPS IN NE, NW, AND SW QUADRANTS OF INTERSECTION TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021

CROSSWALKS AND STOP BARS TO BE INSTALLED WITH 2021 PROJECT

N

2

BEAVER GLASS PARTNERSHIP
441 E MAIN ST

501 EAST MAIN STREET LLC
501 E MAIN ST

REEDSBURG UTILITY COMMISSION WATER

ALLIANT

FRONTIER

N. PINE ST

EXISTING R/W

ASPHALT

CONC

SIGN

CP 25928

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

REEDSBURG UTILITY COMMISSION ELECTRIC

CP 35

CITY OF REEDSBURG SANITARY SEWER

STH 33

CAUTION

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

SLOPE INTERCEPT

MOVE EXISTING SIGN AND SIGN SUPPORT SOUTH TO PROVIDE 2 FOOT CLEARANCE TO CURB RAMP

BRAD KANEY
450 E MAIN ST

BRIAN R & KIM M CAMPBELL
500 E MAIN ST

PINE ST

BM 935

CITY OF REEDSBURG SANITARY SEWER

REEDSBURG UTILITY COMMISSION WATER

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 35	259,921.19	581,397.18	CHISELED X IN THE CENTER OF STH 33
CP 25928	259,972.82	581,392.51	CHISELED X ON THE TOP OF CONCRETE CURB

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 935	259,848	581,448	902.03	NW HYDRANT FLANGE BOLT

EROSION CONTROL LEGEND

	INLET PROTECTION
D	INLET PROTECTION TYPE
	TEMPORARY DITCH CHECK
	SILT FENCE
	CULVERT PIPE CHECK

TRAFFIC CONTROL NOTES:
CONSTRUCT IN ACCORDANCE WITH SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION USING THE CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK DETAIL. CROSS PEDESTRIANS ACROSS STH 33 ON WEST SIDE OF PINE ST AND WEST SIDE OF OAK ST.

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 50	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021101-ID-REEDSBURG.DWG
LAYOUT NAME - 18

PLOT DATE : 5/4/2020 3:31 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

NOTES

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

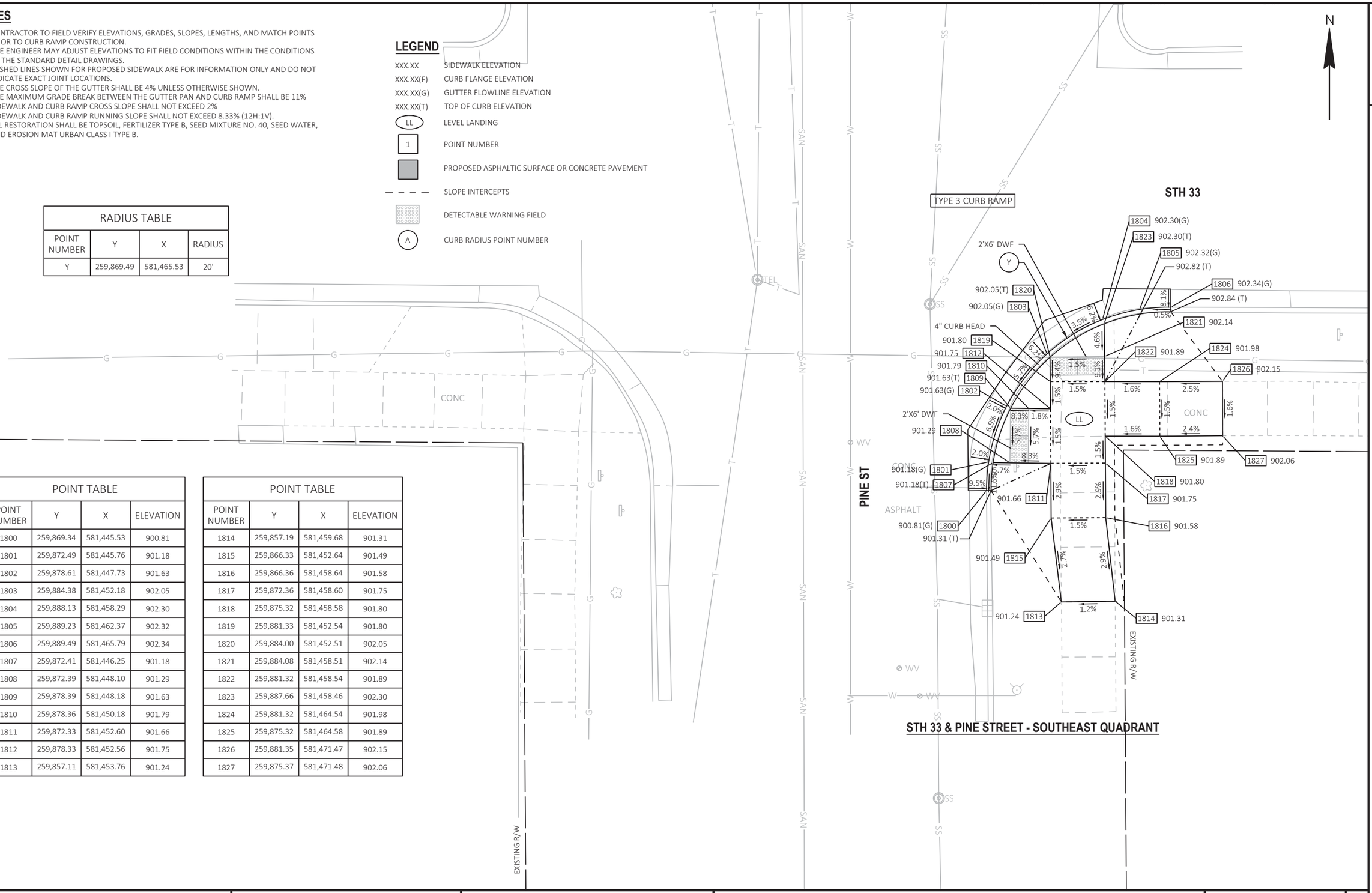
LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
Y	259,869.49	581,465.53	20'

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
1800	259,869.34	581,445.53	900.81
1801	259,872.49	581,445.76	901.18
1802	259,878.61	581,447.73	901.63
1803	259,884.38	581,452.18	902.05
1804	259,888.13	581,458.29	902.30
1805	259,889.23	581,462.37	902.32
1806	259,889.49	581,465.79	902.34
1807	259,872.41	581,446.25	901.18
1808	259,872.39	581,448.10	901.29
1809	259,878.39	581,448.18	901.63
1810	259,878.36	581,450.18	901.79
1811	259,872.33	581,452.60	901.66
1812	259,878.33	581,452.56	901.75
1813	259,857.11	581,453.76	901.24

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
1814	259,857.19	581,459.68	901.31
1815	259,866.33	581,452.64	901.49
1816	259,866.36	581,458.64	901.58
1817	259,872.36	581,458.60	901.75
1818	259,875.32	581,458.58	901.80
1819	259,881.33	581,452.54	901.80
1820	259,884.00	581,452.51	902.05
1821	259,884.08	581,458.51	902.14
1822	259,881.32	581,458.54	901.89
1823	259,887.66	581,458.46	902.30
1824	259,881.32	581,464.54	901.98
1825	259,875.32	581,464.58	901.89
1826	259,881.35	581,471.47	902.15
1827	259,875.37	581,471.48	902.06



CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 38846	259,866.15	586,106.09	CHISELED T IN SIDEWALK

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 38811	259,950	586,082	913.98	NW HYDRANT FLANGE BOLT

NOTE:
SHOPKO WEST DRIVEWAY TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021

TRAFFIC CONTROL NOTES:
CONSTRUCT IN ACCORDANCE WITH SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION USING THE MID-BLOCK SIDEWALK CLOSURE DETAIL.
PEDESTRIANS TO CROSS STH 23 AT DEWEY AVENUE AND KING STREET.

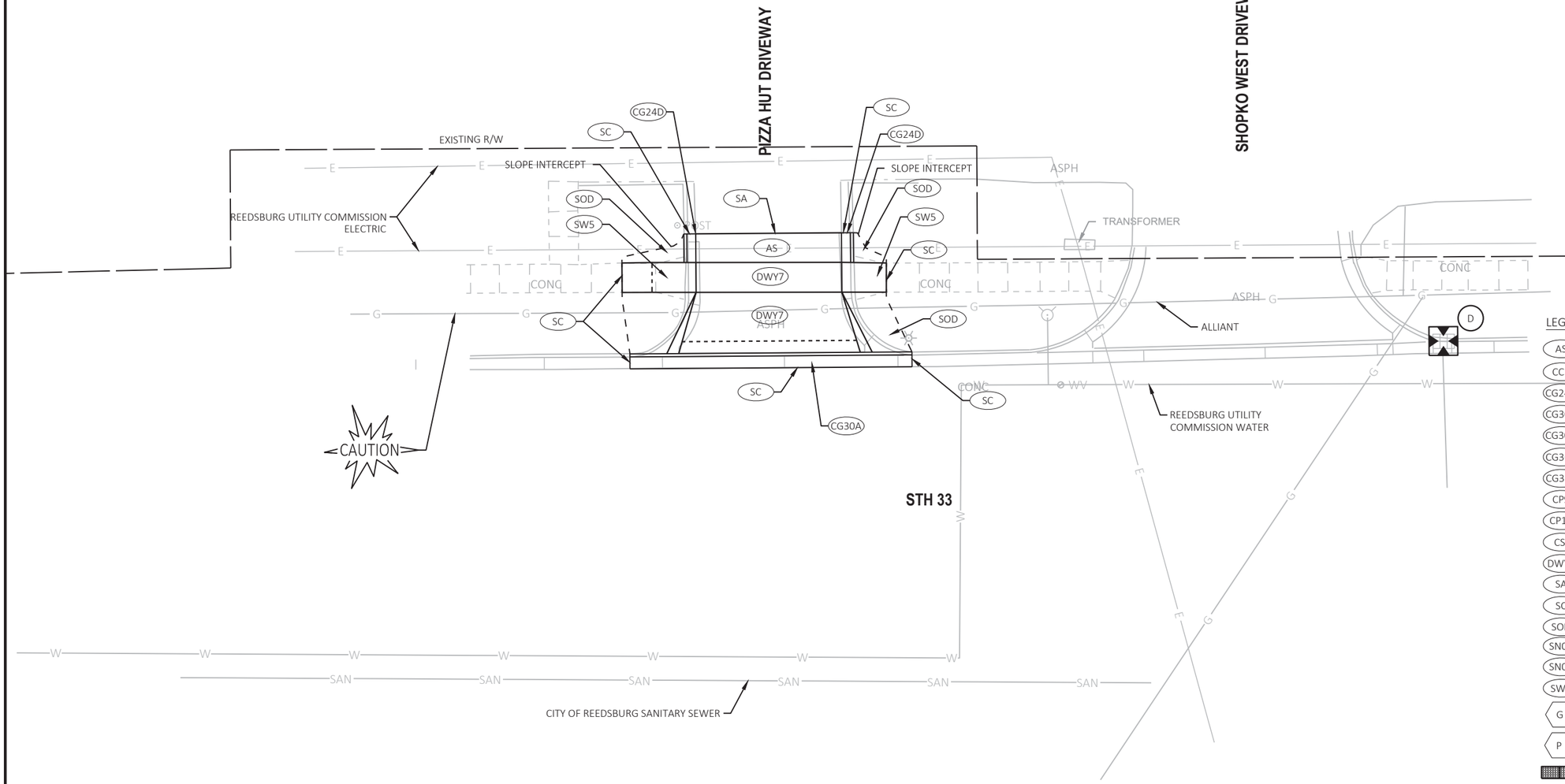
N

PEDDLO 77
1401 E MAIN ST

1515 E MAIN ST LLC
1515 E MAIN ST

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK



LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 52	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021101-ID-REEDSBURG.DWG
LAYOUT NAME - DW-1
PLOT DATE : 5/4/2020 3:32 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

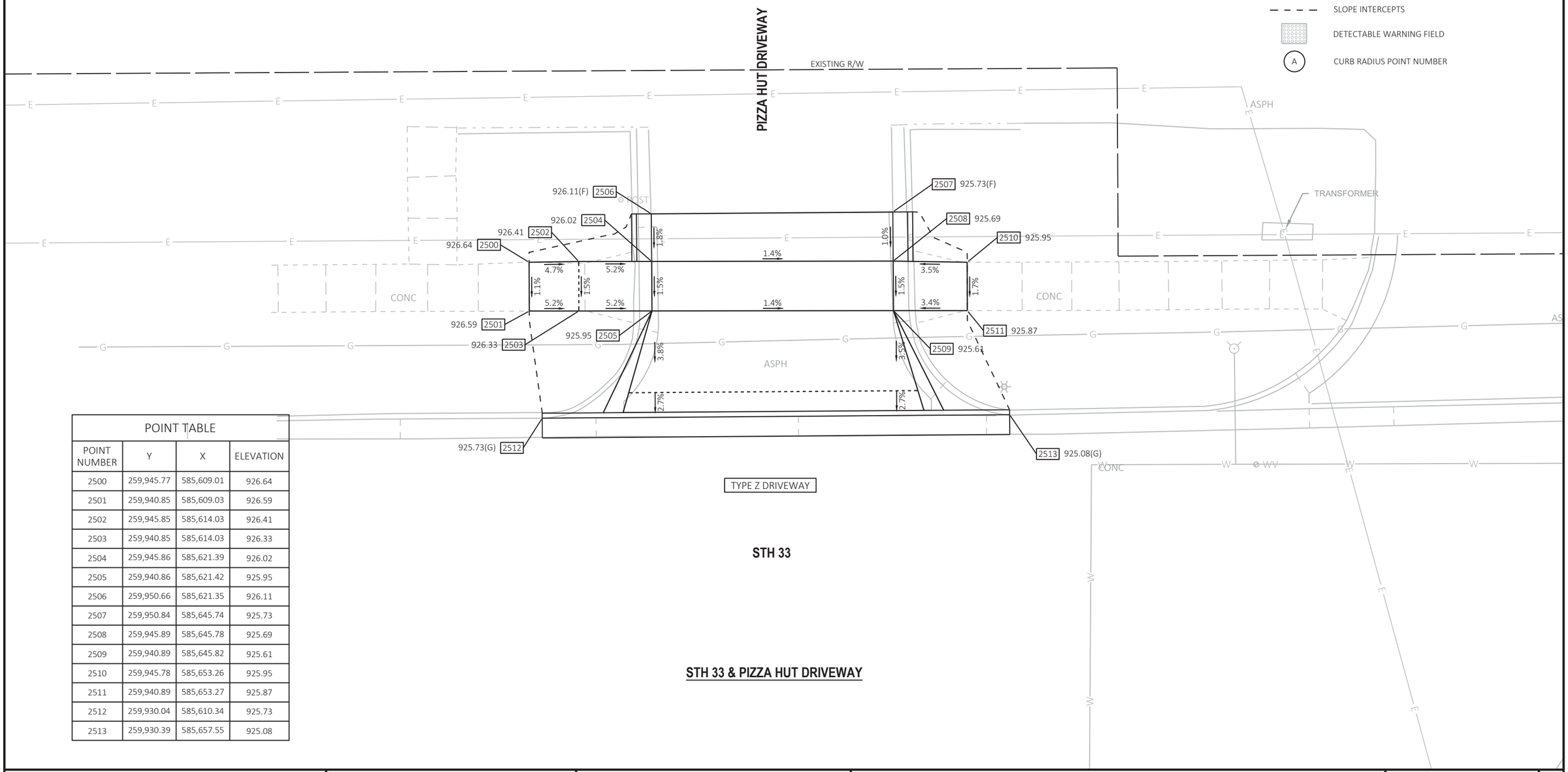
NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

N



POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2500	259,945.77	585,609.01	926.64
2501	259,940.85	585,609.03	926.59
2502	259,945.85	585,614.03	926.41
2503	259,940.85	585,614.03	926.33
2504	259,945.86	585,621.39	926.02
2505	259,940.86	585,621.42	925.95
2506	259,950.66	585,621.35	926.11
2507	259,950.84	585,645.74	925.73
2508	259,945.89	585,645.78	925.69
2509	259,940.89	585,645.82	925.61
2510	259,945.78	585,653.26	925.95
2511	259,940.89	585,653.27	925.87
2512	259,930.04	585,610.34	925.73
2513	259,930.39	585,657.55	925.08

TYPE Z DRIVEWAY

STH 33

STH 33 & PIZZA HUT DRIVEWAY

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 53	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - DWY-1
PLOT DATE : 5/4/2020 3:32 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

1515 E MAIN ST LLC
1515 E MAIN ST

SHOPKO EAST DRIVEWAY

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

VV PROPERTIES LIMITED PARTNERSHIPS
1577 E MAIN ST

NOTE:
CURB RAMPS IN NW QUADRANT OF INTERSECTION TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021

REMAINING CROSSWALKS AND STOP BARS TO BE INSTALLED WITH 2021 PROJECT

TRAFFIC CONTROL NOTES:
CONSTRUCT BOTH RAMPS AT SAME TIME BY CLOSING SIDEWALK ALONG SOUTH SIDE OF STH 33 IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION, CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK. DO NOT INSTALL MID-BLOCK TEMPORARY CROSSWALK. CROSS PEDESTRIANS ACROSS STH 33 AT DEWEY AVE AND VIKING DR.

SHOPPING CENTER DRIVEWAY

N

2

EXISTING R/W

BM 38811

REEDSBURG UTILITY COMMISSION ELECTRIC

REEDSBURG UTILITY COMMISSION WATER

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

CITY OF REEDSBURG SANITARY SEWER

STH 33

ALLIANT

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 38846	259,866.15	586,106.09	CHISELED T IN SIDEWALK

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 38811	259,950	586,082	913.98	NW HYDRANT FLANGE BOLT

ADJUST INLET

INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET

CAUTION

CITY OF REEDSBURG UTILITY COMMISSION SANITARY SEWER

REEDSBURG UTILITY COMMISSION ELECTRIC
CHARTER (JOINT USE)
FRONTIER (JOINT USE)

EXISTING R/W

CP 38846

REEDSBURG UTILITY COMMISSION WATER TRANSFORMER

SLOPE INTERCEPT

EXISTING STREET NAME SIGN TO BE REMOVED BY THE CITY OF REEDSBURG

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

REEDSBURG UTILITY COMMISSION COMMUNICATIONS

REEDSBURG UTILITY COMMISSION ELECTRIC

ADJUST MANHOLE COVER

EXISTING STOP BAR TO REMAIN

ALLIANT

EXISTING SIGN TO REMAIN

MCDONALD'S CORPORATION
1500 E MAIN ST

KING ST

WILLIAM PIERCE
1590 E MAIN ST

REEDSBURG UTILITY COMMISSION WATER

LEGEND

- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 54	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021101-ID-REEDSBURG.DWG
LAYOUT NAME - 26

PLOT DATE : 5/4/2020 3:32 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

NOTES

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

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
2600	259,882.36	586,023.90	913.01
2601	259,882.35	586,031.58	912.77
2602	259,881.62	586,037.02	912.59
2603	259,879.47	586,042.16	912.38
2604	259,868.68	586,051.23	911.72
2605	259,863.56	586,052.44	911.53
2606	259,860.53	586,052.59	911.40
2607	259,857.60	586,052.70	911.27
2608	259,881.14	586,036.89	912.59
2609	259,878.99	586,036.91	912.53
2610	259,879.04	586,041.91	912.38
2611	259,876.99	586,036.93	912.49
2612	259,877.04	586,041.93	912.34
2613	259,868.41	586,037.01	912.33
2614	259,868.46	586,042.01	912.25

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
2615	259,868.32	586,027.05	913.18
2616	259,868.14	586,022.00	913.66
2617	259,863.20	586,022.04	913.54
2618	259,863.32	586,027.10	913.11
2619	259,863.41	586,037.06	912.25
2620	259,863.46	586,042.08	912.18
2621	259,868.49	586,048.76	911.86
2622	259,863.49	586,048.79	911.71
2623	259,863.50	586,050.79	911.57
2624	259,868.50	586,050.76	911.72
2625	259,863.51	586,051.94	911.53
2626	259,862.07	586,052.54	911.46
2627	259,857.26	586,091.11	911.53
2628	259,861.10	586,091.05	911.50
2629	259,863.78	586,091.18	911.47

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
2630	259,868.91	586,092.42	911.30
2631	259,871.99	586,093.90	911.19
2632	259,872.45	586,094.17	911.17
2633	259,863.72	586,091.68	911.47
2634	259,863.73	586,092.92	911.44
2635	259,868.73	586,092.89	911.30
2636	259,863.74	586,094.92	911.48
2637	259,868.74	586,094.89	911.34
2638	259,863.79	586,103.80	910.92
2639	259,868.79	586,103.79	911.00
2640	259,868.68	586,108.99	910.93
2641	259,863.79	586,108.98	910.84
2642	259,859.72	586,091.07	911.51

RADIUS TABLE

POINT NUMBER	Y	X	RADIUS
AA	259,861.43	586,112.05	21'
Z	259,861.35	586,031.55	21'

LEGEND

- XXX.XX — SIDEWALK ELEVATION
- XXX.XX(F) — CURB FLANGE ELEVATION
- XXX.XX(G) — GUTTER FLOWLINE ELEVATION
- XXX.XX(T) — TOP OF CURB ELEVATION
- LL — LEVEL LANDING
- 1 — POINT NUMBER
- PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
- SLOPE INTERCEPTS
- DETECTABLE WARNING FIELD
- A — CURB RADIUS POINT NUMBER

STH 33

TYPE 2 CURB RAMP

912.67 (F)
912.59(G) 2602
912.59 2608
912.77(G) PC 2601
913.15 (F)
913.01(G) 2600
913.51 (T)
912.98 (T)
913.11 (T)
912.53 2609
912.86 (T)
912.49 2611
912.33 2613
913.18 2615
912.37 (T)
913.66 2616
913.54 2617
913.11 2618
912.25 2619
912.18 2620
911.71 2622
911.57 2623
912.46 (F)
2603 912.38(G)
2610 912.38(T)
2612 912.34
6" CURB HEAD
2621 911.86
2624 911.72(T)
2604 911.72(G)
911.80 (F)
2625 911.53(T)
2605 911.53(G)
911.61 (F)
2626 911.46(G) PT
911.51 (F)
2606 911.40(G)
911.90 (T)
911.42 (F)
2607 911.27(G)
911.77 (T)
2'X5' DWF
2'X5' DWF
7.4% 3.0% 3.3% 4.0% 3.9% 3.0% 1.9% 1.9% 4.6% 9.4% 8.6% 1.5% 5.9% 7.0% 2.3% 1.5% 3.0% 3.4% 4.0% 4.4% 7.7%
CONC
ASPHALT
EXISTING R/W
KING ST

STH 33 & KING STREET - SOUTHWEST QUADRANT

TYPE 4B1 CURB RAMP

911.26 (F)
2632 911.17(G)
911.67 (T)
911.28 (F)
911.19(G) 2631
911.69 (T)
911.38 (F)
911.30(G) 2630
911.30(T) 2635
911.55 (F)
911.47(G) 2629
911.47(T) 2633
911.50(G) PC 2628
911.58 (F)
911.51(G) 2642
911.60 (F)
911.53(G) 2627
912.03 (T)
2637 911.34
2639 911.00
2640 910.93
2636 911.48
2634 911.44
912.01 (T)
2641 910.84
2638 910.92
2'X5' DWF
4.4% 4.0% 3.2% 2.7% 2.0% 3.9% 1.3% 1.5% 1.7% 6.3%
CONC
ASPHALT
EXISTING R/W
TRANSFORMER

STH 33 & KING STREET - SOUTHEAST QUADRANT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 55	E

LEGEND

- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

TRAFFIC CONTROL NOTES:
CONSTRUCT IN ACCORDANCE WITH SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION USING THE CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK DETAIL. CROSS PEDESTRIANS ACROSS STH 33 AT KING ST AND VETERANS DR WHEN VIKING DR CROSSWALK IS CLOSED. CROSS PEDESTRIANS ACROSS VIKING DR AT HUNTINGTON PARK DR WHEN NORTH CROSSWALK IS CLOSED.

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 45	259,963.29	586,608.52	CHISELED T IN SIDEWALK
CP 40018	259,861.33	586,579.78	CHISELED T IN CONCRETE

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 39875	260,029	586,520	907.26	NW HYDRANT FLANGE BOLT

VIKING DR / CTH H
STH 33
BM 39875
CP 45
CP 40018
VV PROPERTIES LIMITED PARTNERSHIP 1643 E MAIN ST
BP EXPRESS MART LLC 10 VIKING DR
ROGER D STEINHORST 1690 E MAIN ST
CITY OF REEDSBURG AIRPORT 1720 E MAIN ST
REEDSBURG UTILITY COMMISSION WATER
REEDSBURG UTILITY COMMISSION ELECTRIC
REEDSBURG UTILITY COMMISSION COMMUNICATIONS
CHARTER (JOINT USE)
FRONTIER (JOINT USE)
ALLIANT
EXISTING R/W
EXISTING STOP BAR TO REMAIN
WORK AROUND EXISTING STREET NAME SIGN
SLOPE INTERCEPT
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
MARKING STOP LINE EPOXY 18-INCH (WHITE)
MARKING CURB EPOXY (YELLOW)
CITY OF REEDSBURG SANITARY SEWER
BURIED CHARTER FIBER OPTIC CABLE NOT MARKED BY DIGGER'S HOTLINE
ADJUST INLET
WORK AROUND CHARTER VAULT
INSTALL CULVERT PIPE DITCH CHECK AT END OF CURB AND GUTTER
CAUTION
TRANSFORMER
ASPHALT
CONC
STAMPED CONC
6'

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 56 E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021101-ID-REEDSBURG.DWG
LAYOUT NAME - 27
PLOT DATE : 5/11/2020 9:11 AM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

N

NOTE:
SEE NEXT SHEET FOR CURB RAMP POINT AND RADIUS TABLES

STH 33

STH 33 & VIKING DRIVE- NORTHWEST QUADRANT

STH 33 & VIKING DRIVE - NORTHEAST QUADRANT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 57 E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 27N
PLOT DATE : 5/4/2020 3:33 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2700	259,985.85	586,528.16	903.78
2701	259,983.62	586,528.15	903.79
2702	259,975.56	586,527.20	903.86
2703	259,971.47	586,525.98	903.89
2704	259,966.30	586,523.62	903.93
2705	259,960.06	586,519.23	904.05
2706	259,952.01	586,509.07	904.26
2707	259,949.46	586,503.00	904.36
2708	259,948.30	586,498.22	904.44
2709	259,948.25	586,497.95	904.44
2710	259,947.74	586,494.95	904.38
2711	259,947.12	586,491.30	904.31
2712	259,971.63	586,525.50	903.89
2713	259,971.54	586,523.01	903.93
2714	259,966.54	586,523.18	903.93
2715	259,971.22	586,513.77	904.07
2716	259,966.09	586,510.27	904.13
2717	259,949.94	586,502.85	904.36
2718	259,949.89	586,497.85	904.45
2719	259,948.75	586,497.86	904.44

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2720	259,953.31	586,483.36	905.06
2721	259,958.31	586,483.34	905.20
2722	259,961.03	586,495.71	904.62
2723	259,956.49	586,497.79	904.55
2724	259,963.48	586,500.07	904.58
2725	259,959.27	586,502.77	904.50
2726	259,966.15	586,503.45	904.51
2727	259,962.41	586,506.77	904.44
2728	259,969.27	586,506.41	904.20
2729	259,973.66	586,509.41	904.14
2730	259,987.80	586,513.22	904.74
2731	259,987.71	586,518.22	904.67
2732	259,954.13	586,490.75	904.84
2733	259,959.01	586,489.67	904.91
2734	259,950.75	586,622.90	904.58
2735	259,950.77	586,621.71	904.61
2736	259,950.85	586,617.71	904.71
2737	259,950.88	586,615.97	904.69
2738	259,951.09	586,612.67	904.66
2739	259,952.28	586,606.60	904.58

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2740	259,962.52	586,589.75	904.36
2741	259,968.45	586,585.20	904.27
2742	259,973.43	586,582.63	904.21
2743	259,976.43	586,581.51	904.11
2744	259,978.30	586,580.95	904.06
2745	259,951.51	586,617.72	904.71
2746	259,951.59	586,612.72	904.66
2747	259,955.19	586,628.43	905.18
2748	259,960.19	586,628.47	905.34
2749	259,955.29	586,623.43	905.05
2750	259,960.29	586,623.54	905.13
2751	259,955.53	586,617.78	904.98
2752	259,960.50	586,618.33	905.05
2753	259,956.51	586,612.80	904.97
2754	259,961.54	586,613.44	905.05
2755	259,958.71	586,607.26	905.18
2756	259,963.15	586,609.56	905.26
2757	259,961.39	586,603.00	905.01
2758	259,965.38	586,606.01	905.09
2759	259,964.74	586,599.25	904.72

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2760	259,968.18	586,602.88	904.79
2761	259,969.07	586,595.86	904.42
2762	259,971.46	586,600.27	904.50
2763	259,968.71	586,585.63	904.27
2764	259,973.63	586,583.09	904.21
2765	259,973.71	586,585.46	904.23
2766	259,973.98	586,593.29	904.35
2767	259,975.87	586,597.92	904.42
2768	259,979.89	586,591.55	904.62
2769	259,980.80	586,596.47	904.69
2770	259,986.02	586,591.06	904.93
2771	259,985.91	586,596.06	904.96

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
BB	259,983.79	586,492.15	36'
CC	259,987.87	586,616.69	37'
QQ	259,988.31	586,483.23	30'
RR	259,985.35	586,621.05	25'

CURB RAMP POINTS - STH 33 & VIKING DRIVE- NORTHWEST & NORTHEAST QUADRANTS

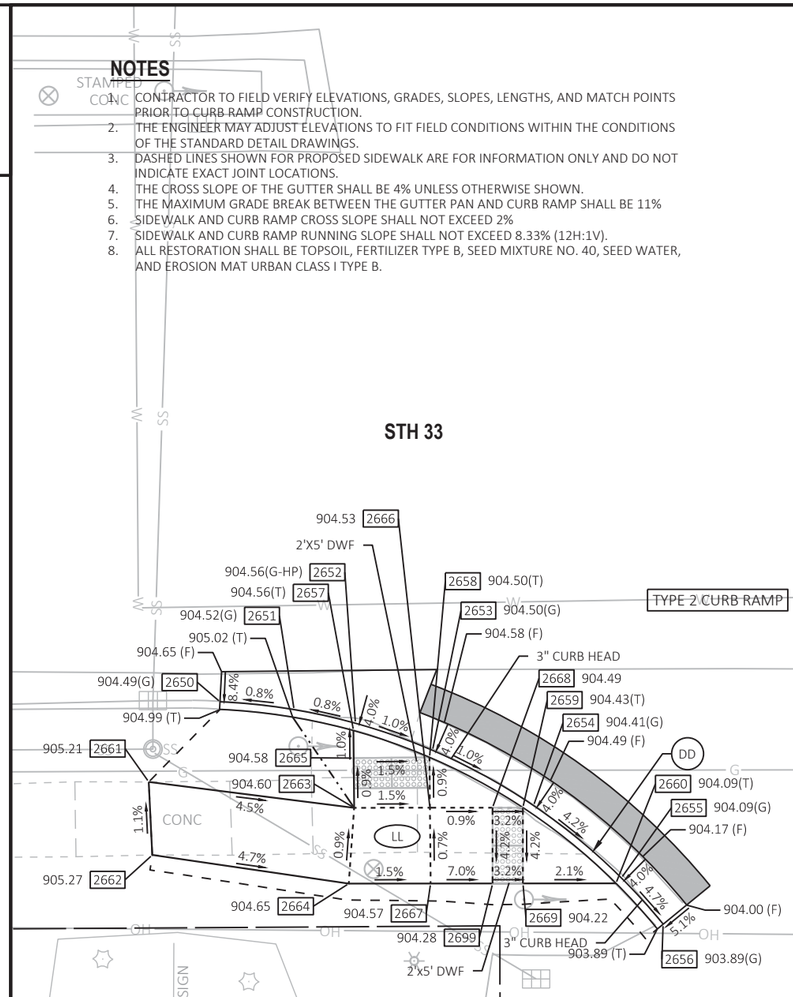
NOTES

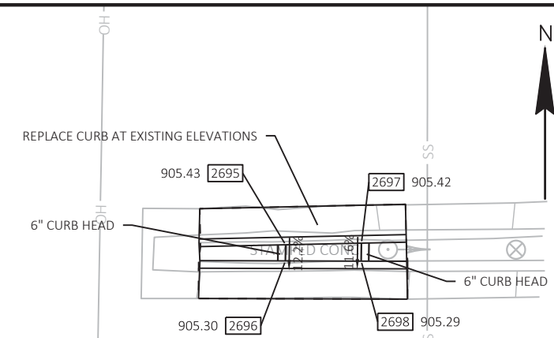
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY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

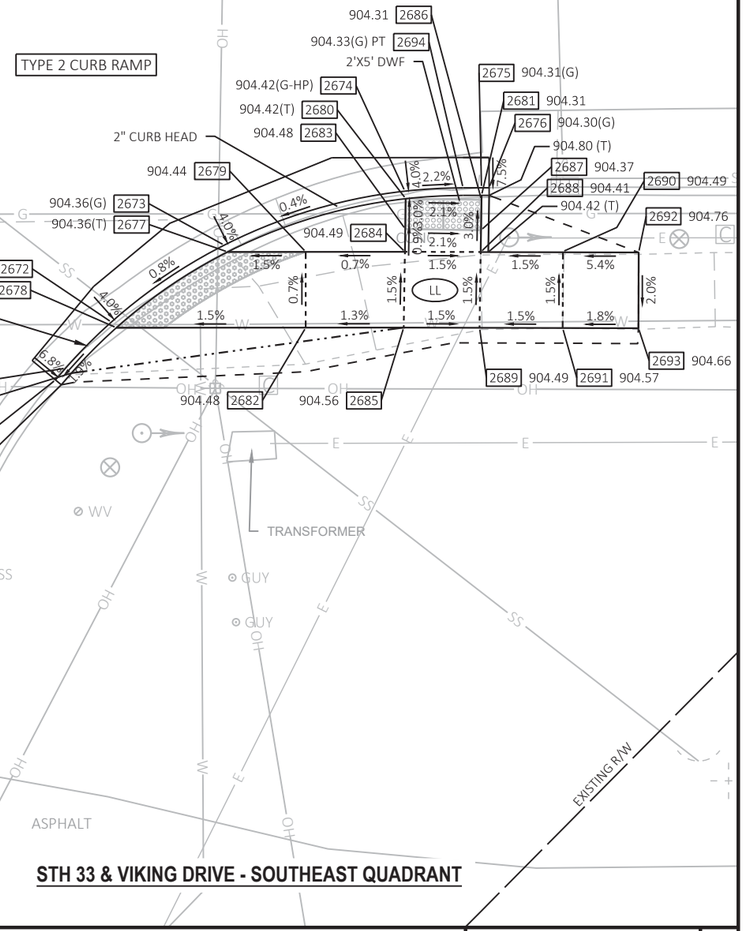
LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

NOTE:
SEE NEXT SHEET FOR CURB RAMP POINT AND RADIUS TABLES







RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	34.5'	12.50'	19.3 SF	8.88'

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 59	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 27S
PLOT DATE : 5/4/2020 3:33 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2650	259,875.68	586,489.77	904.49
2651	259,875.16	586,494.64	904.52
2652	259,874.26	586,498.69	904.56
2653	259,872.48	586,503.77	904.50
2654	259,868.84	586,510.44	904.41
2655	259,864.06	586,516.23	904.09
2656	259,861.01	586,518.99	903.89
2657	259,873.78	586,498.56	904.56
2658	259,872.02	586,503.57	904.50
2659	259,868.70	586,509.74	904.43
2660	259,863.71	586,515.88	904.09
2661	259,870.40	586,485.05	905.21
2662	259,865.58	586,485.28	905.27
2663	259,868.70	586,498.60	904.60
2664	259,863.70	586,498.25	904.65
2665	259,871.97	586,498.57	904.58
2666	259,868.70	586,503.60	904.53

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2667	259,863.70	586,503.65	904.57
2668	259,868.69	586,507.73	904.49
2669	259,863.70	586,509.74	904.22
2670	259,860.31	586,588.38	904.19
2671	259,861.08	586,589.04	904.21
2672	259,864.12	586,592.06	904.29
2673	259,869.20	586,599.51	904.36
2674	259,872.76	586,611.43	904.42
2675	259,872.98	586,616.49	904.31
2676	259,872.99	586,616.98	904.30
2677	259,868.75	586,599.74	904.36
2678	259,863.75	586,592.39	904.29
2679	259,868.76	586,604.88	904.44
2680	259,872.27	586,611.49	904.42
2681	259,872.48	586,616.49	904.31
2682	259,863.76	586,604.89	904.48
2683	259,870.27	586,611.46	904.48

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2684	259,868.76	586,611.43	904.49
2685	259,863.76	586,611.35	904.56
2686	259,872.19	586,616.49	904.31
2687	259,870.19	586,616.45	904.37
2688	259,868.75	586,616.43	904.41
2689	259,863.75	586,616.35	904.49
2690	259,868.73	586,621.86	904.49
2691	259,863.73	586,621.84	904.57
2692	259,868.72	586,626.86	904.76
2693	259,863.72	586,626.84	904.66
2694	259,872.98	586,615.27	904.33
2695	259,905.84	586,612.01	905.43
2696	259,904.78	586,611.99	905.30
2697	259,905.95	586,617.01	905.42
2698	259,904.77	586,616.99	905.29
2699	259,863.70	586,507.74	904.28

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
DD	259,835.72	586,488.01	40'
EE	259,837.98	586,615.33	35'

CURB RAMP POINTS - STH 33 & VIKING DRIVE- SOUTHWEST & SOUTHEAST QUADRANTS

2

CONVENIENCE STORE INVESTMENTS
1825 E MAIN ST

ROBERT A & MARY E KELLY
2015 E MAIN ST

N

REEDSBURG UTILITY COMMISSION COMMUNICATIONS
REEDSBURG UTILITY COMMISSION ELECTRIC
REEDSBURG UTILITY COMMISSION WATER
ALLIANT
CHARTER
FRONTIER
TRANSFORMER
FIBER OPTIC VAULT
EXISTING R/W
EXISTING STOP BAR TO REMAIN
FORM CONCRETE CURB PEDESTRIAN AROUND TRAFFIC SIGNAL BASE
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
SLOPE INTERCEPT
INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET
MARKING STOP LINE EPOXY 18-INCH (WHITE)
MARKING CURB EPOXY (YELLOW)
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (YELLOW)
SIGNAL POLE TO REMAIN
STH 33
CAUTION
CP 47
BM 28769
6'
ASPHALT
CONC
STAMPED CONC
SAN
OUT
WV
OH
TV
GUY

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 47	259,986.25	587,895.34	MAG NAIL SOUTH EDGE OF PARKING LOT

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 28769	259,866	587,783	916.60	SW HYDRANT FLANGE BOLT

LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

TRAFFIC CONTROL NOTES:
CONSTRUCT BOTH RAMPS ON ONE SIDE OF STH 33 AT SAME TIME IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION, CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK. DO NOT INSTALL MID-BLOCK TEMPORARY CROSSWALK.. DETOUR PEDESTRIANS TO OPPOSITE SIDE OF STREET BY CROSSING PEDESTRIANS AT VIKING DR AND WENGEL DR.

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

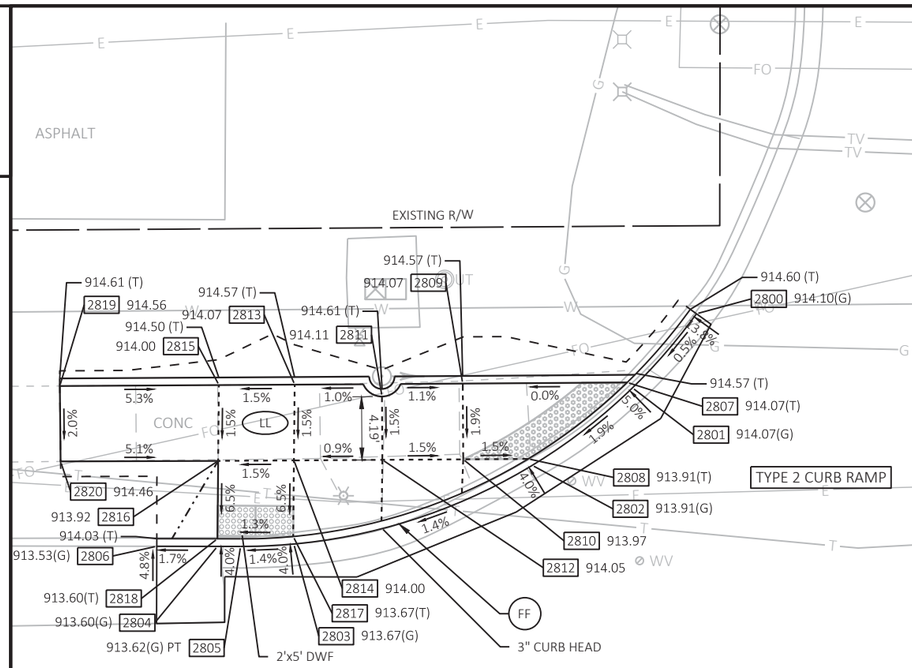
CITY OF REEDSBURG SANITARY SEWER
EXISTING STREET NAME SIGN TO REMAIN
REEDSBURG UTILITY COMMISSION WATER
VETERANS DR
LYNN PROPERTIES
2000 E MAIN ST
SKINNER FAMILY LIMITED PRTSHP
2050 E MAIN ST

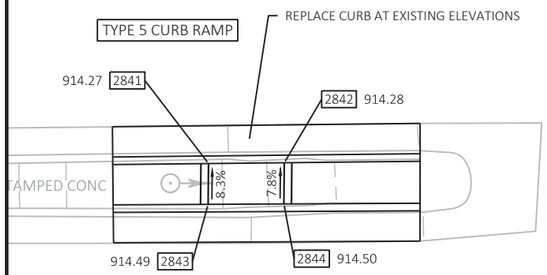
PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 61	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021101-ID-REEDSBURG.DWG
LAYOUT NAME - 28
PLOT DATE : 5/4/2020 3:34 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
NORTHWEST	36.5'	10.85'	17.5 SF	8.25'
NORTHEAST	36.5'	11.27'	17.9 SF	8.40'





VETERANS DR

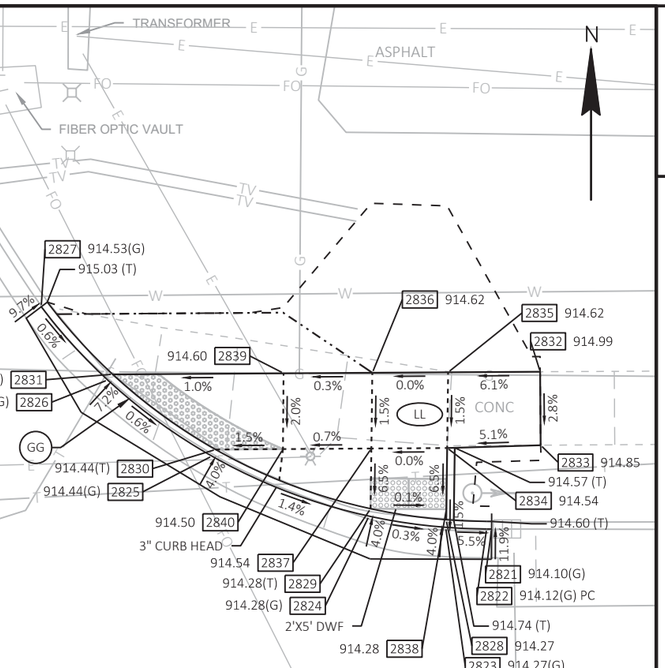
NOTE:
SEE NEXT SHEET FOR CURB RAMP POINT AND RADIUS TABLES

LEGEND

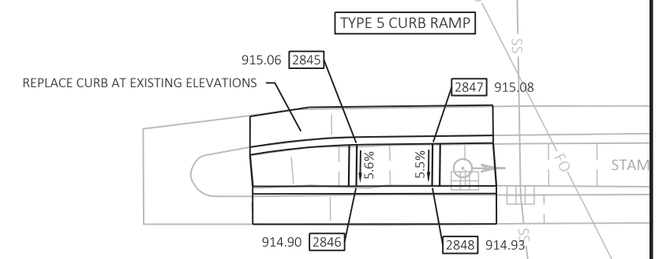
XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

NOTES

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



STH 33



STH 33 & VETERANS DRIVE- NORTHWEST QUADRANT

STH 33 & VETERANS DRIVE - NORTHEAST QUADRANT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 62	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 28N
PLOT DATE : 5/4/2020 3:34 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2800	259,973.58	587,794.82	914.10
2801	259,968.69	587,790.60	914.07
2802	259,963.58	587,783.98	913.91
2803	259,958.39	587,768.26	913.67
2804	259,958.23	587,763.21	913.60
2805	259,958.23	587,764.74	913.62
2806	259,958.24	587,759.21	913.53
2807	259,969.05	587,790.25	914.07
2808	259,964.00	587,783.72	913.91
2809	259,968.98	587,779.40	914.07
2810	259,963.98	587,779.43	913.97
2811	259,968.12	587,774.07	914.11
2812	259,963.94	587,774.10	914.05
2813	259,968.90	587,768.31	914.07
2814	259,963.90	587,768.26	914.00
2815	259,968.88	587,763.31	914.00
2816	259,963.87	587,763.26	913.92

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2817	259,958.88	587,768.21	913.67
2818	259,958.73	587,763.21	913.60
2819	259,968.82	587,752.81	914.56
2820	259,963.84	587,752.86	914.46
2821	259,959.38	587,896.20	914.10
2822	259,959.38	587,895.86	914.12
2823	259,959.49	587,893.16	914.27
2824	259,960.23	587,888.10	914.28
2825	259,964.19	587,877.73	914.44
2826	259,969.21	587,870.85	914.49
2827	259,974.04	587,866.47	914.53
2828	259,959.99	587,893.20	914.27
2829	259,960.72	587,888.21	914.28
2830	259,964.62	587,877.98	914.44
2831	259,969.59	587,871.18	914.49
2832	259,969.75	587,899.40	914.99
2833	259,964.91	587,899.43	914.85

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2834	259,964.72	587,893.26	914.54
2835	259,969.72	587,893.32	914.62
2836	259,969.69	587,888.32	914.62
2837	259,964.69	587,888.26	914.54
2838	259,960.68	587,893.21	914.28
2839	259,969.66	587,882.46	914.60
2840	259,964.65	587,882.42	914.50
2841	259,926.48	587,762.89	914.27
2842	259,926.54	587,767.89	914.28
2843	259,923.79	587,762.86	914.49
2844	259,923.82	587,767.86	914.50
2845	259,915.32	587,887.63	915.06
2846	259,912.58	587,887.60	914.90
2847	259,915.39	587,892.63	915.08
2848	259,912.59	587,892.60	914.93

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
FF	259,995.23	587,764.82	39'
GG	259,996.38	587,895.97	37'

CURB RAMP POINTS - STH 33 & VETERANS DRIVE- NORTHWEST AND NORTHEAST QUADRANT

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

NOTE:
SEE NEXT SHEET FOR CURB RAMP POINT AND RADIUS TABLES

N

STH 33

VETERANS DR

TYPE 2 CURB RAMP

913.62(G) 2852
913.62(T) 2858
913.57(G) 2851
914.07 (T)
913.54(G) PC 2850
913.52(G) 2849
914.02 (T)
913.63 2857
913.91 2865
914.29 2863
914.37 2864
913.99 2866
914.00 2868
913.92 2870
913.85 2872
2'X5' DWF
2853 913.64(G)
2859 913.64(T)
2867 913.92
4" CURB HEAD
2869 913.84
2871 913.77
2854 913.71(G)
2860 913.71(T)
HH
2855 913.76(G)
2861 913.76(T)
2862 913.79(G)
914.29 (T)
914.39 (T)
2856 913.89(G)
7.3%
1.7%
4.0%
0.5%
4.0%
1.4%
0.3%
5.4%
5.4%
0.5%
4.0%
0.5%
4.0%
0.5%
0.5%
3.4%
5.8%
0.2%
1.5%
1.5%
1.5%
1.5%
1.4%
1.5%
1.5%
1.5%
1.5%
1.5%
1.5%
1.5%
5.9%
0.2%
1.5%
1.5%
1.5%
0.8%
LL

TYPE 2 CURB RAMP

913.62(G) 2873
914.12 (T)
913.96 2881
914.46 (T)
913.93(G) 2875
913.93(T) 2880
913.80(G) 2874
913.80 2879
914.26 (T)
913.99 2882
3" CURB HEAD
914.43 2883
914.12(T) 2889
914.12(G) 2876
2'X5' DWF
2877 914.15(G-HP)
2891 914.15(T)
2878 914.07(G)
914.57 (T)
2890 914.17
2885 914.48
2887 914.78
2888 914.92
914.93 (T)
2886 914.55
914.87 (T)
2884 914.50
914.75 (T)
4.0%
4.0%
1.6%
4.0%
9.8%
4.5%
1.2%
1.2%
14.0%
0.7%
1.9%
9.8%
1.5%
14.0%
1.0%
5.0%
5.0%
0.9%
1.5%
4.1%
0.6%
1.5%
5.1%
1.5%
0.9%
5.9%
1.5%
2.8%
7.0%
LL

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	46.5'	11.48'	18.3 SF	8.70'
SOUTHEAST	47.5'	10.43'	17.1 SF	8.20'

EXISTING R/W

STH 33 & VETERANS DRIVE- SOUTHWEST QUADRANT

STH 33 & VETERANS DRIVE - SOUTHEAST QUADRANT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 64	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 28S
PLOT DATE : 5/4/2020 3:34 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2849	259,879.97	587,756.94	913.52
2850	259,879.97	587,758.07	913.54
2851	259,879.95	587,759.44	913.57
2852	259,879.78	587,762.46	913.62
2853	259,879.04	587,767.51	913.64
2854	259,873.72	587,781.62	913.71
2855	259,868.65	587,788.80	913.76
2856	259,848.54	587,802.55	913.89
2857	259,878.60	587,762.41	913.63
2858	259,879.28	587,762.42	913.62
2859	259,878.55	587,767.41	913.64
2860	259,873.29	587,781.37	913.71
2861	259,868.27	587,788.48	913.76
2862	259,864.56	587,793.01	913.79
2863	259,873.46	587,755.77	914.29

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2864	259,868.42	587,755.82	914.37
2865	259,873.33	587,762.36	913.91
2866	259,868.33	587,762.31	913.99
2867	259,873.33	587,767.36	913.92
2868	259,868.33	587,767.31	914.00
2869	259,873.32	587,772.36	913.84
2870	259,868.32	587,772.34	913.92
2871	259,873.30	587,777.01	913.77
2872	259,868.30	587,776.99	913.85
2873	259,865.66	587,862.83	913.62
2874	259,868.41	587,865.61	913.80
2875	259,873.45	587,872.19	913.93
2876	259,879.69	587,887.06	914.12
2877	259,880.59	587,892.13	914.15
2878	259,880.92	587,896.51	914.07

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2879	259,868.04	587,865.95	913.80
2880	259,873.03	587,872.46	913.93
2881	259,868.01	587,876.38	913.96
2882	259,873.01	587,876.40	913.99
2883	259,872.98	587,887.09	914.43
2884	259,867.98	587,887.03	914.50
2885	259,872.98	587,892.09	914.48
2886	259,867.97	587,892.03	914.55
2887	259,872.84	587,897.25	914.78
2888	259,867.95	587,897.24	914.92
2889	259,879.20	587,887.17	914.12
2890	259,879.14	587,892.17	914.17
2891	259,880.09	587,892.19	914.15

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
HH	259,832.97	587,758.21	47'
II	259,838.55	587,891.15	48'R

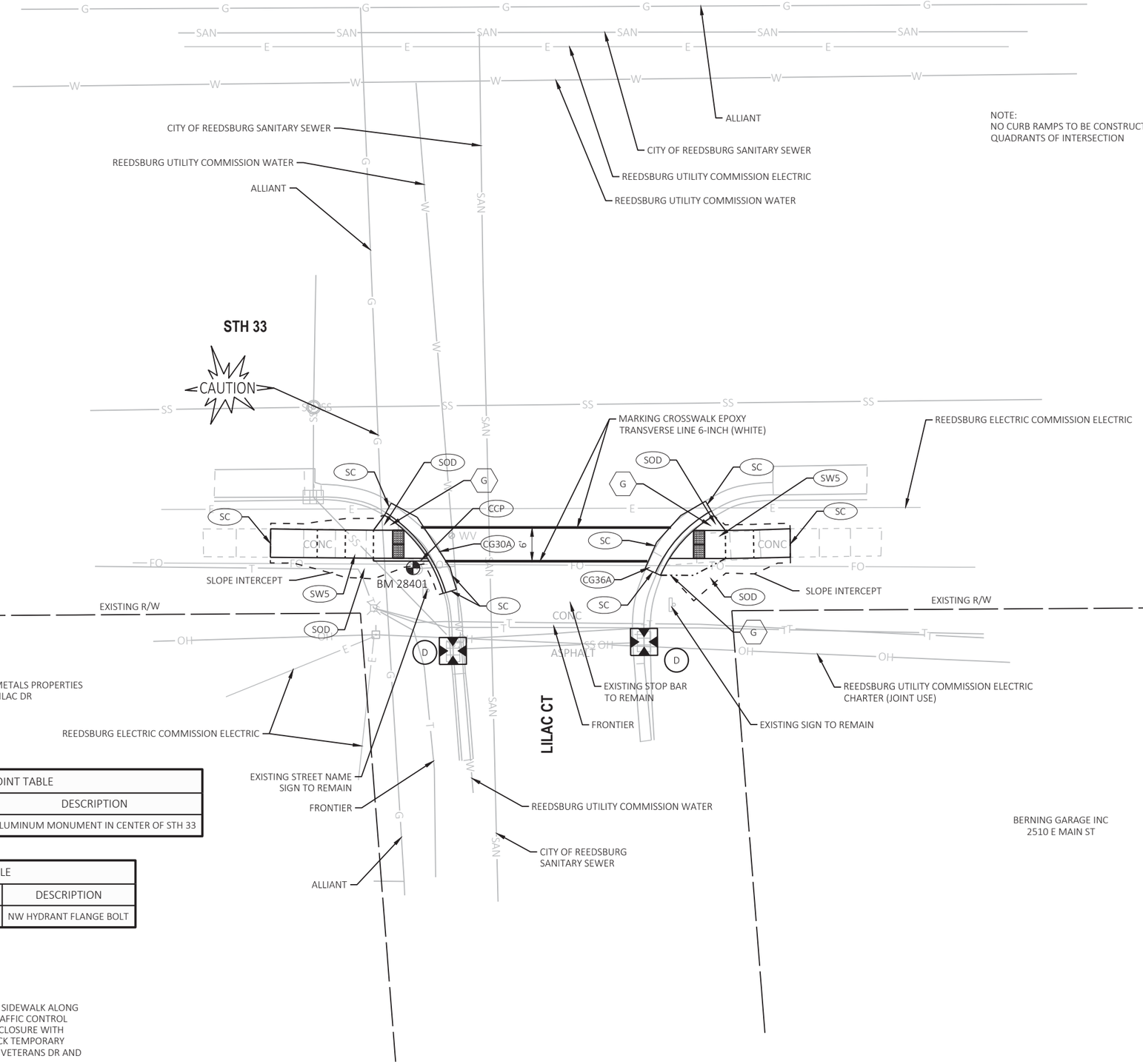
CURB RAMP POINTS - STH 33 & VETERANS DRIVE- SOUTHWEST AND SOUTHEAST QUADRANT

2

LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS



CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
SEC 1204050	259,948.25	589,188.65	ALUMINUM MONUMENT IN CENTER OF STH 33

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 28401	259,880	589,729	911.22	NW HYDRANT FLANGE BOLT

TRAFFIC CONTROL NOTES:
CONSTRUCT BOTH RAMPS AT SAME TIME BY CLOSING SIDEWALK ALONG SOUTH SIDE OF STH 33 IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION, CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK. DO NOT INSTALL MID-BLOCK TEMPORARY CROSSWALK. CROSS PEDESTRIANS ACROSS STH 33 AT VETERANS DR AND WENGEL DR.

EROSION CONTROL LEGEND

	INLET PROTECTION
D	INLET PROTECTION TYPE
	TEMPORARY DITCH CHECK
	SILT FENCE
	CULVERT PIPE CHECK

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 66	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021101-ID-REEDSBURG.DWG
LAYOUT NAME - 29
PLOT DATE : 5/4/2020 3:35 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

N

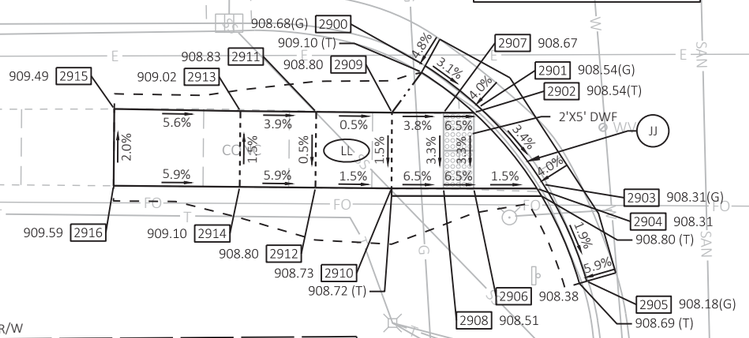
POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2900	259,889.88	589,724.05	908.68
2901	259,887.09	589,727.70	908.54
2902	259,886.73	589,727.36	908.54
2903	259,881.99	589,731.94	908.31
2904	259,881.73	589,731.52	908.31
2905	259,875.61	589,734.80	908.18
2906	259,881.72	589,727.36	908.38
2907	259,886.73	589,725.36	908.67
2908	259,881.73	589,725.36	908.51
2909	259,886.73	589,721.95	908.80
2910	259,881.73	589,721.93	908.73
2911	259,886.78	589,716.95	908.83
2912	259,881.78	589,716.91	908.80
2913	259,886.83	589,711.95	909.02
2914	259,881.83	589,711.91	909.10
2915	259,886.97	589,703.63	909.49

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
2916	259,881.90	589,703.59	909.59
2917	259,879.10	589,772.17	908.25
2918	259,882.23	589,773.84	908.31
2919	259,887.44	589,778.31	908.40
2920	259,890.17	589,782.12	908.46
2921	259,881.69	589,774.68	908.32
2922	259,881.69	589,778.96	908.38
2923	259,886.69	589,778.97	908.40
2924	259,886.68	589,784.65	908.71
2925	259,881.68	589,784.69	908.78
2926	259,886.77	589,789.64	908.78
2927	259,881.77	589,789.73	908.86
2928	259,886.98	589,796.18	909.05
2929	259,881.91	589,796.22	909.16
2930	259,881.69	589,780.96	908.52
2931	259,886.69	589,780.97	908.54

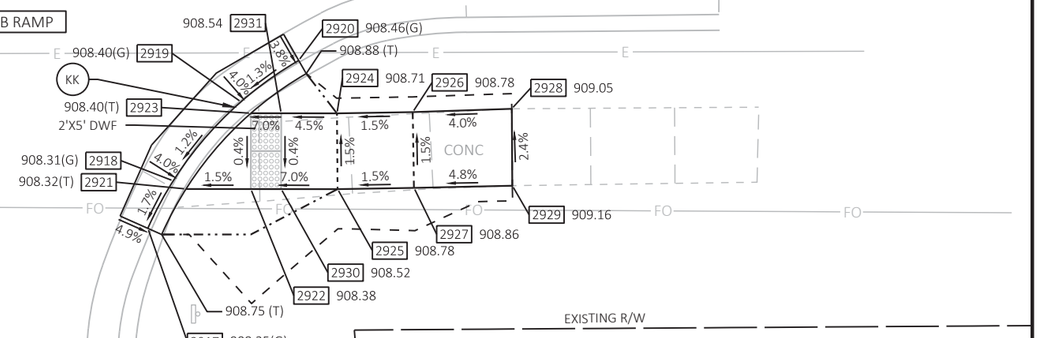
RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
JJ	259,868.69	589,710.77	25'
KK	259,869.38	589,794.11	24'

STH 33

TYPE 4B MODIFIED CURB RAMP



TYPE 4B1 CURB RAMP



STH 33 & LILAC COURT- SOUTHWEST QUADRANT

STH 33 & LILAC COURT - SOUTHEAST QUADRANT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 67	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 29
PLOT DATE : 5/4/2020 3:35 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

PRESTIGE LANDSCAPING LLC
2567 E MAIN ST

NOTE:
CURB RAMPS NW QUADRANTS OF INTERSECTION TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021

REMAINING CROSSWALKS AND STOP BARS TO BE INSTALLED WITH 2021 PROJECT

REEDSBURG UTILITY COMMISSION COMMUNICATIONS

ALLIANT

ASPHALT

REEDSBURG UTILITY COMMISSION ELECTRIC

EXISTING R/W

CITY OF REEDSBURG SANITARY SEWER

REEDSBURG UTILITY COMMISSION WATER

COURTYARDS ASSOCIATES LLC
2601 E MAIN ST

EXISTING R/W

N

INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET

EXISTING STREET NAME SIGN TO REMAIN

SLOPE INTERCEPT

CAUTION

REEDSBURG UTILITY COMMISSION ELECTRIC

CP 49

BM 16111

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

CITY OF REEDSBURG SANITARY SEWER

STH 33

ALLIANT

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

6'

MARKING CURB EPOXY (YELLOW)

HAMPTON

CITY OF REEDSBURG SANITARY SEWER

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

MARKING STOP LINE EPOXY 18-INCH (WHITE)

6'

REEDSBURG UTILITY COMMISSION ELECTRIC

SLOPE INTERCEPT

CP 16420

REEDSBURG UTILITY COMMISSION WATER

FRONTIER

INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET

ALLIANT

REEDSBURG UTILITY COMMISSION COMMUNICATIONS

REEDSBURG UTILITY COMMISSION ELECTRIC

CAUTION

EXISTING R/W

CITY OF REEDSBURG SANITARY SEWER

EXISTING STREET NAME SIGN TO REMAIN

WENGEL DR

REEDSBURG UTILITY COMMISSION ELECTRIC CHARTER (JOINT USE)

REEDSBURG UTILITY COMMISSION WATER

EXISTING R/W

MARY L AHLSTROM
2580 E MAIN ST

WEAVER TIEDEMAN & HELLENBRAND LLC
2670 E MAIN ST

LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

TRAFFIC CONTROL NOTES:
CONSTRUCT BOTH RAMPS ON SOUTH SIDE OF STH 33 AT SAME TIME IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS, CORNER SIDEWALK CLOSURE WITH TEMPORARY SIDEWALK DETAIL. DETOUR PEDESTRIANS TO OPPOSITE SIDE OF STREET BY CROSSING PEDESTRIANS AT VETERANS DR AND GOLF COURSE RD. CONSTRUCT RAMP IN NE QUADRANT IN A SEPARATE STAGE THAN THE RAMPS ON THE SOUTH SIDE OF STH 33 USING SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION, CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK. PLACE TEMPORARY CROSSWALK ACROSS WENGEL DRIVE NORTH OF INTERSECTION. CROSS PEDESTRIANS ACROSS STH 33 AT VETERANS DR.

CONTROL POINT TABLE

POINT NAME	Y	X	DESCRIPTION
CP 49	259,990.14	590,612.41	CHISELED T IN SIDEWALK
CP 16420	259,879.08	590,600.64	CHISELED T IN CONCRETE

BENCHMARK TABLE

POINT NAME	Y	X	ELEV	DESCRIPTION
BM 16111	259,980	590,481	907.59	NW HYDRANT FLANGE BOLT

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

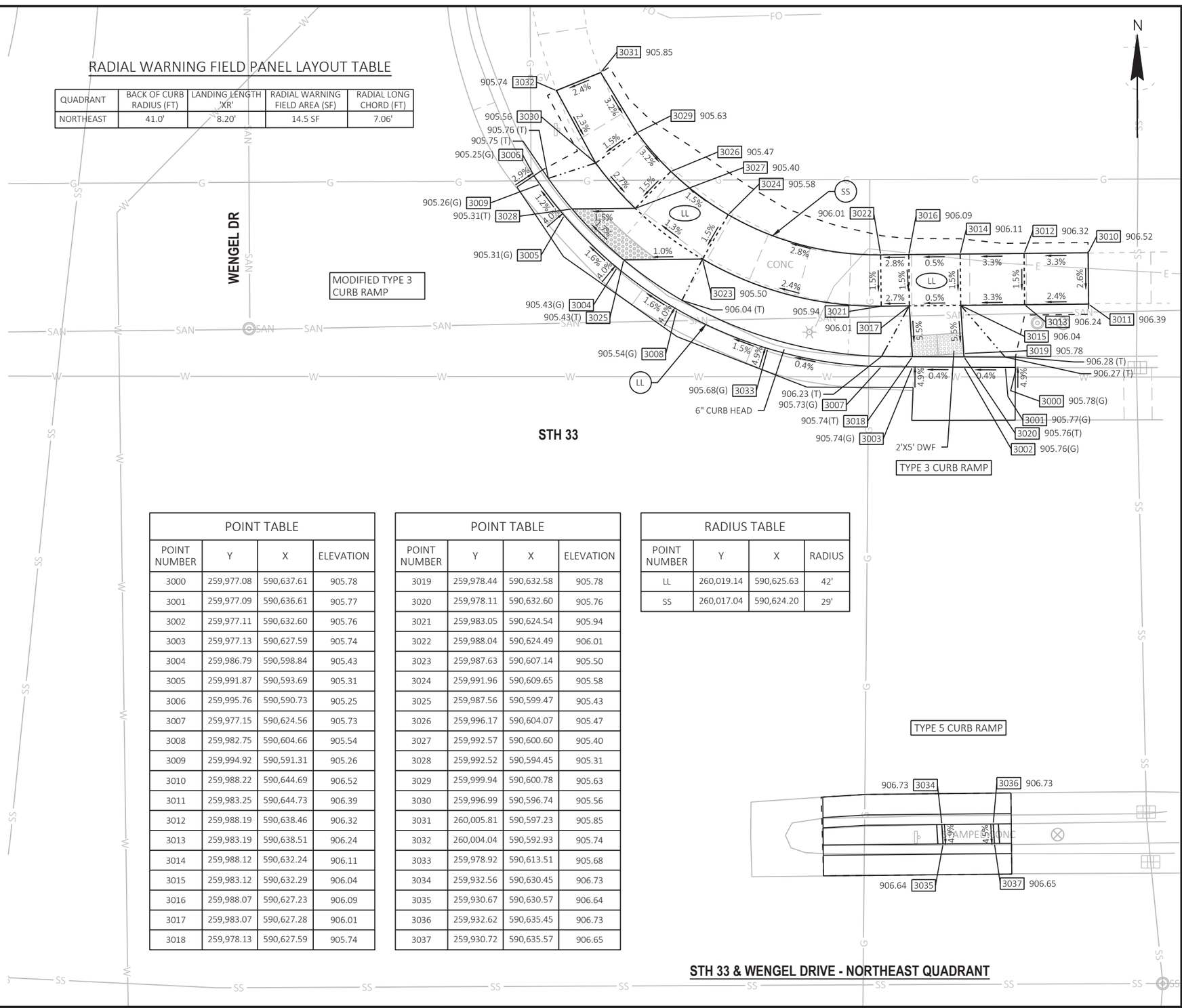
PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 68	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021101-ID-REEDSBURG.DWG
LAYOUT NAME - 30

PLOT DATE : 5/4/2020 3:35 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
NORTHEAST	41.0'	8.20'	14.5 SF	7.06'



NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
– – – –	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
3000	259,977.08	590,637.61	905.78
3001	259,977.09	590,636.61	905.77
3002	259,977.11	590,632.60	905.76
3003	259,977.13	590,627.59	905.74
3004	259,986.79	590,598.84	905.43
3005	259,991.87	590,593.69	905.31
3006	259,995.76	590,590.73	905.25
3007	259,977.15	590,624.56	905.73
3008	259,982.75	590,604.66	905.54
3009	259,994.92	590,591.31	905.26
3010	259,988.22	590,644.69	906.52
3011	259,983.25	590,644.73	906.39
3012	259,988.19	590,638.46	906.32
3013	259,983.19	590,638.51	906.24
3014	259,988.12	590,632.24	906.11
3015	259,983.12	590,632.29	906.04
3016	259,988.07	590,627.23	906.09
3017	259,983.07	590,627.28	906.01
3018	259,978.13	590,627.59	905.74

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
3019	259,978.44	590,632.58	905.78
3020	259,978.11	590,632.60	905.76
3021	259,983.05	590,624.54	905.94
3022	259,988.04	590,624.49	906.01
3023	259,987.63	590,607.14	905.50
3024	259,991.96	590,609.65	905.58
3025	259,987.56	590,599.47	905.43
3026	259,996.17	590,604.07	905.47
3027	259,992.57	590,600.60	905.40
3028	259,992.52	590,594.45	905.31
3029	259,999.94	590,600.78	905.63
3030	259,996.99	590,596.74	905.56
3031	260,005.81	590,597.23	905.85
3032	260,004.04	590,592.93	905.74
3033	259,978.92	590,613.51	905.68
3034	259,932.56	590,630.45	906.73
3035	259,930.67	590,630.57	906.64
3036	259,932.62	590,635.45	906.73
3037	259,930.72	590,635.57	906.65

RADIUS TABLE

POINT NUMBER	Y	X	RADIUS
LL	260,019.14	590,625.63	42'
SS	260,017.04	590,624.20	29'

STH 33 & WENGEL DRIVE - NORTHEAST QUADRANT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 69	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 30N
PLOT DATE : 5/4/2020 3:36 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
[1]	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3038	259,896.04	590,502.20	905.35
3039	259,895.71	590,503.70	905.36
3040	259,894.22	590,508.71	905.37
3041	259,890.85	590,516.19	905.36
3042	259,885.91	590,523.52	905.28
3043	259,881.76	590,528.03	905.25
3044	259,894.73	590,503.47	905.36
3045	259,893.63	590,503.39	905.38
3046	259,893.28	590,508.38	905.37
3047	259,890.51	590,495.83	905.86
3048	259,885.65	590,495.45	905.97
3049	259,890.13	590,503.14	905.60
3050	259,885.14	590,502.83	905.68
3051	259,889.82	590,508.13	905.60

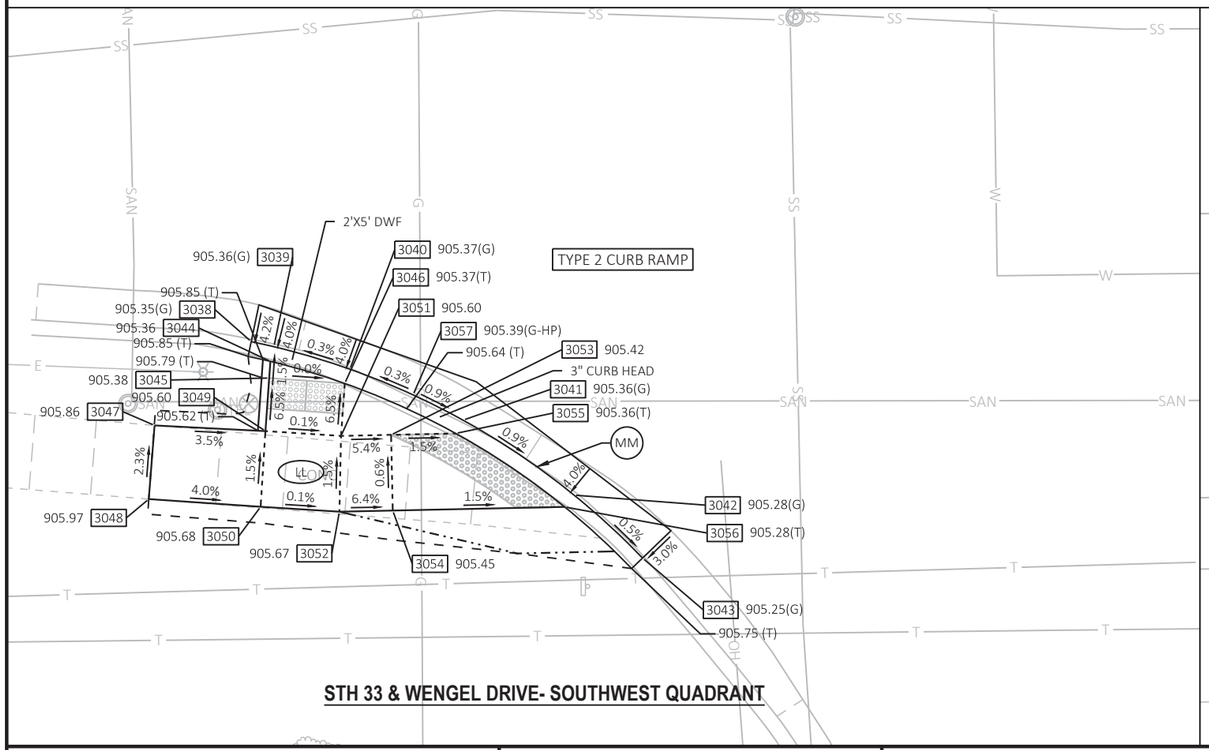
POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3052	259,884.81	590,508.03	905.67
3053	259,889.89	590,511.44	905.42
3054	259,884.89	590,511.54	905.45
3055	259,889.98	590,515.71	905.36
3056	259,885.13	590,522.89	905.28
3057	259,892.52	590,512.89	905.39
3058	259,881.04	590,606.56	905.55
3059	259,884.77	590,610.55	905.64
3060	259,887.91	590,614.59	905.73
3061	259,893.19	590,623.71	905.83
3062	259,896.44	590,632.50	905.92
3063	259,897.60	590,637.53	905.94
3064	259,898.31	590,642.58	905.96
3065	259,887.09	590,615.17	905.73

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3066	259,892.28	590,624.13	905.83
3067	259,892.40	590,629.70	905.91
3068	259,887.40	590,629.81	905.95
3069	259,892.43	590,632.96	906.04
3070	259,887.47	590,633.03	906.12
3071	259,892.50	590,637.97	906.09
3072	259,887.50	590,638.00	906.16
3073	259,892.55	590,648.11	906.49
3074	259,887.56	590,648.22	906.62
3075	259,896.62	590,637.71	905.94
3076	259,895.79	590,637.76	905.95
3077	259,895.47	590,632.77	905.92

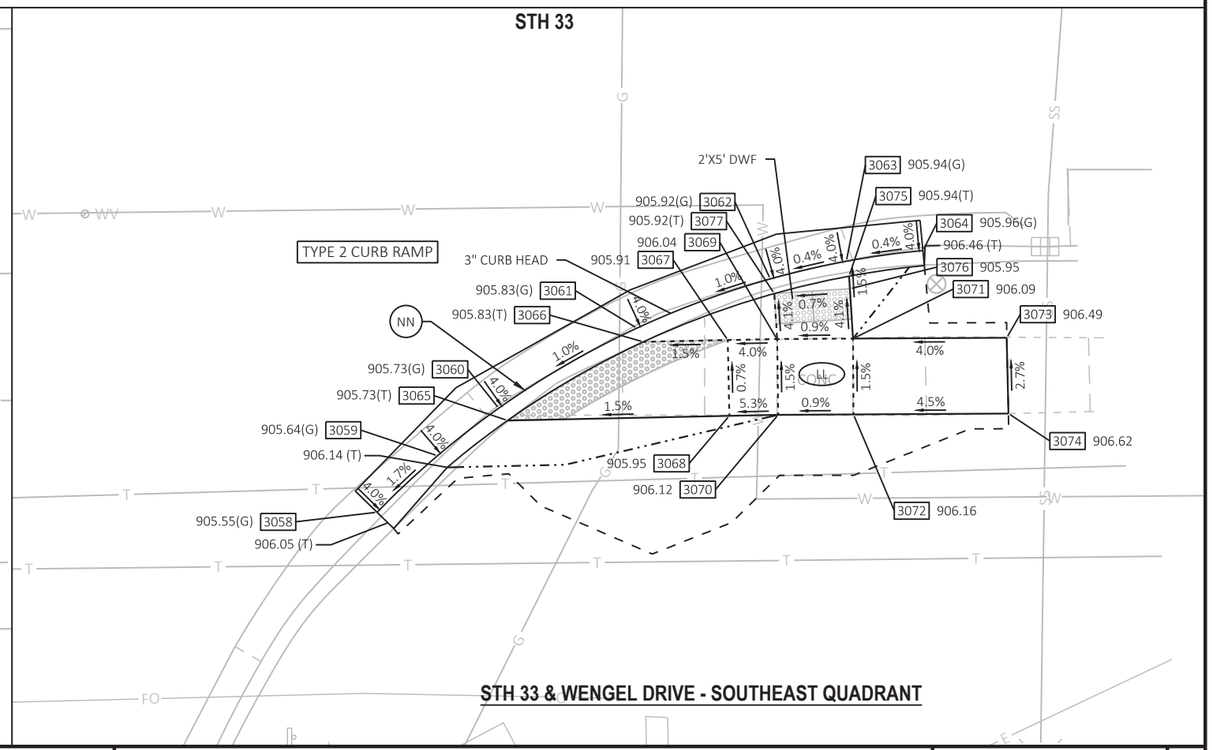
RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
MM	259,847.10	590,492.00	50'
NN	259,840.57	590,648.11	58'

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	49.0'	11.35'	18.2 SF	8.67'
SOUTHEAST	57.0'	14.64'	22.2 SF	10.36'



STH 33 & WENGEL DRIVE- SOUTHWEST QUADRANT



STH 33 & WENGEL DRIVE - SOUTHEAST QUADRANT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 70	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 30S
PLOT DATE : 5/4/2020 3:36 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

EROSION CONTROL LEGEND

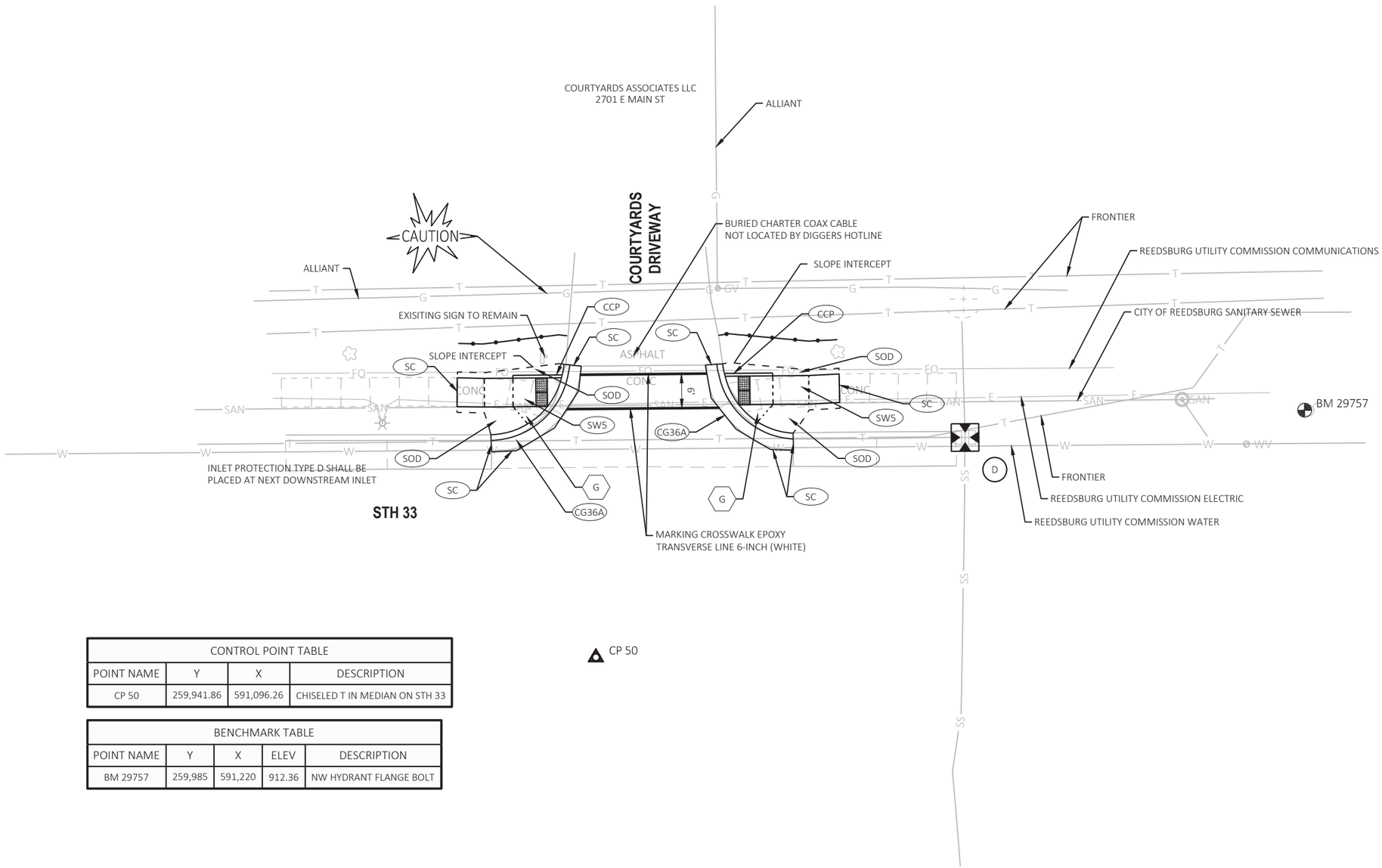
- INLET PROTECTION
- (D) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

LEGEND

- (AS) ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- (CCP) CONCRETE CURB PEDESTRIAN
- (CG24D) CONCRETE CURB & GUTTER 24-INCH TYPE D
- (CG30A) CONCRETE CURB & GUTTER 30-INCH TYPE A
- (CG30D) CONCRETE CURB & GUTTER 30-INCH TYPE D
- (CG36A) CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- (CG36B) CONCRETE CURB & GUTTER 36-INCH BARABOO
- (CP9) CONCRETE PAVEMENT 9-INCH
- (CP10) CONCRETE PAVEMENT 10-INCH
- (CSI) CONCRETE SAFETY ISLAND
- (DWY7) CONCRETE DRIVEWAY 7-INCH
- (SA) SAWING ASPHALT
- (SC) SAWING CONCRETE
- (SOD) SOD LAWN RESTORATION
- (SN01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (SN02) CONCRETE MEDIAN SLOPED NOSE TYPE 2
- (SW5) CONCRETE SIDEWALK 5-INCH
- (G) GRADED FLARE (6:1 MAX SLOPE)
- (P) PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

TRAFFIC CONTROL NOTES:
CONSTRUCT BOTH RAMPS AT SAME TIME BY CLOSING SIDEWALK ALONG NORTH SIDE OF STH 33 IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS, CORNER SIDEWALK CLOSURE WITH TEMPORARY SIDEWALK DETAIL. CROSS PEDESTRIANS ACROSS STH 33 AT WENGEL DR AND GOLF COURSE RD.

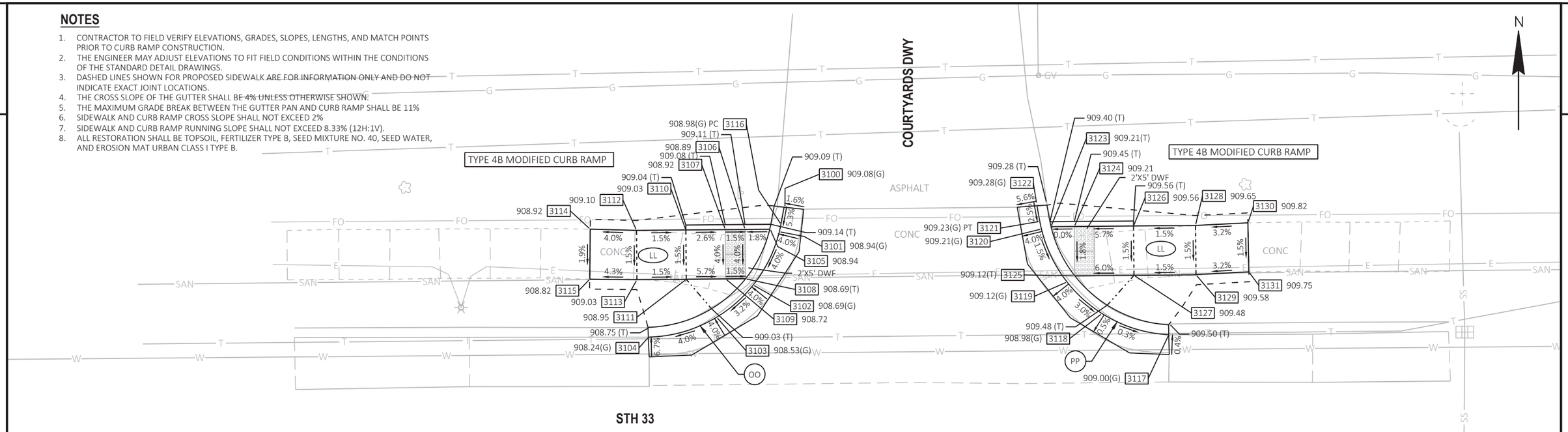


CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 50	259,941.86	591,096.26	CHISELED T IN MEDIAN ON STH 33

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 29757	259,985	591,220	912.36	NW HYDRANT FLANGE BOLT

NOTES

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



STH 33 & COURTYARDS DRIVEWAY- NORTHWEST QUADRANT

STH 33 & COURTYARDS DRIVEWAY - NORTHEAST QUADRANT

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3100	259,992.90	591,091.72	909.08
3101	259,990.43	591,091.24	908.94
3102	259,985.02	591,088.59	908.69
3103	259,981.75	591,084.88	908.53
3104	259,979.73	591,078.00	908.24
3105	259,990.66	591,090.26	908.94
3106	259,990.64	591,087.76	908.89
3107	259,990.62	591,085.76	908.92
3108	259,985.64	591,087.81	908.69
3109	259,985.62	591,085.81	908.72
3110	259,990.59	591,081.76	909.03
3111	259,985.59	591,081.81	908.95
3112	259,990.54	591,076.76	909.10
3113	259,985.54	591,076.81	909.03
3114	259,990.67	591,072.07	908.92
3115	259,985.60	591,072.03	908.82

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3116	259,991.14	591,091.39	908.98
3117	259,979.98	591,130.71	909.00
3118	259,982.12	591,123.94	908.98
3119	259,985.32	591,120.40	909.12
3120	259,990.68	591,117.80	909.21
3121	259,991.45	591,117.64	909.23
3122	259,993.25	591,117.31	909.28
3123	259,990.91	591,118.77	909.21
3124	259,990.94	591,121.14	909.21
3125	259,985.94	591,121.18	909.12
3126	259,990.99	591,127.14	909.56
3127	259,985.99	591,127.18	909.48
3128	259,991.04	591,133.42	909.65
3129	259,986.04	591,133.46	909.58
3130	259,991.31	591,138.73	909.82
3131	259,986.34	591,138.82	909.75

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
OO	259,993.73	591,077.63	14'
PP	259,993.96	591,131.41	14'

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

TERRY M &
LYNETTE MEISTER
2815 E MAIN ST

NOTE:
DO NOT DISTURB SECTION CORNER MONUMENT
WITHIN INTERSECTION.

TRAFFIC CONTROL NOTES:
CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME USING THE FOLLOWING TRAFFIC CONTROL:
NE QUADRANT: CONSTRUCT SIDEWALK DIVERSION AT CORNER WITHIN RIGHT OF WAY USING SIDEWALK DIVERSION AT CORNER DETAIL. PROVIDE TEMPORARY CURB RAMPS AND TEMPORARY CROSSWALK TO CROSS GOLF COURSE ROAD.
NW QUADRANT: CONSTRUCT SIDEWALK DIVERSION AT CORNER WITHIN RIGHT OF WAY USING SIDEWALK DIVERSION AT CORNER DETAIL. PROVIDE TEMPORARY CURB RAMPS AND TEMPORARY CROSSWALK TO CROSS GOLF COURSE ROAD.
SE QUADRANT: NO TEMPORARY PEDESTRIAN ACCOMMODATIONS REQUIRED. NO EXISTING RAMP OR SIDEWALK IN SE QUADRANT.
SW QUADRANT: CLOSE SIDEWALK ON SOUTH SIDE OF STH 33 AT WENGEL DR IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS, CORNER SIDEWALK CLOSURE WITH TEMPORARY SIDEWALK DETAIL. DETOUR PEDESTRIANS ACROSS STH 33 AT WENGEL DR.

N

LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

EROSION CONTROL LEGEND

	INLET PROTECTION
D	INLET PROTECTION TYPE
	TEMPORARY DITCH CHECK
	SILT FENCE
	CULVERT PIPE CHECK

EXISTING SIGN TO REMAIN
ALLIANT
EXISTING STREET NAME SIGN TO REMAIN
CAUTION
CP 52
BM 30053
N GOLF COURSE RD
ASPHALT
CONC
MARKING STOP LINE EPOXY 18-INCH (WHITE)
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
REEDSBURG UTILITY COMMISSION WATER
SLOPE INTERCEPT
INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET
REEDSBURG UTILITY COMMISSION ELECTRIC
STH 33
MARKING CURB EPOXY (YELLOW)
MARKING ISLAND NOSE EPOXY (YELLOW)
STAMPED CONC
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
ALLIANT
6'
9'
REEDSBURG UTILITY COMMISSION ELECTRIC
CITY OF REEDSBURG SANITARY SEWER
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
REEDSBURG UTILITY COMMISSION WATER
SLOPE INTERCEPT
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
MARKING STOP BAR EPOXY 18-INCH (WHITE)
FRONTIER
EXISTING SIGN TO REMAIN
SLOPE INTERCEPT
EXISTING STREET NAME SIGN TO REMAIN
ALLIANT
CHARTER (JOINT USE)

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 52	260,024.86	591,827.53	CHISELED T IN SIDEWALK

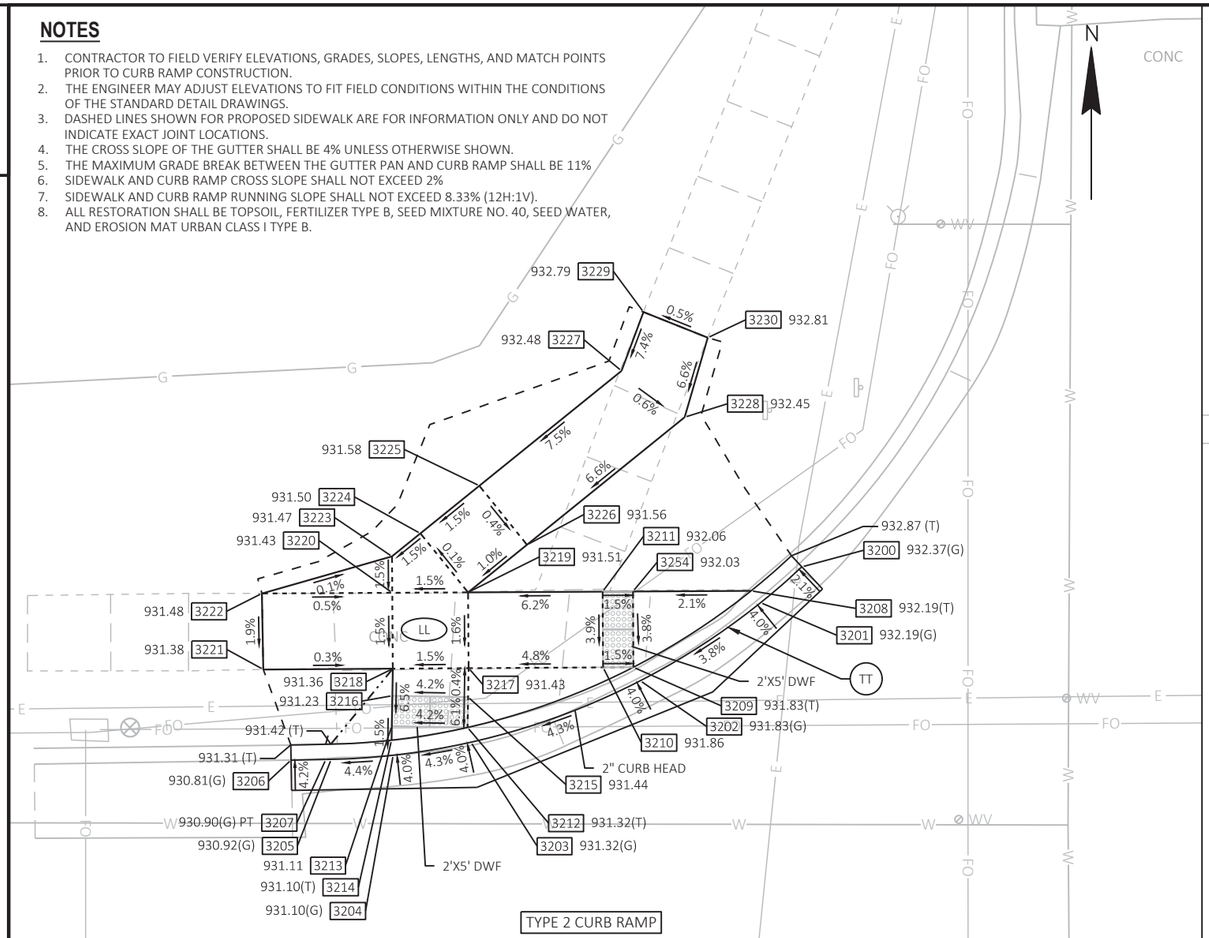
BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 30053	260,020	591,837	936.29	NW HYDRANT FLANGE BOLT

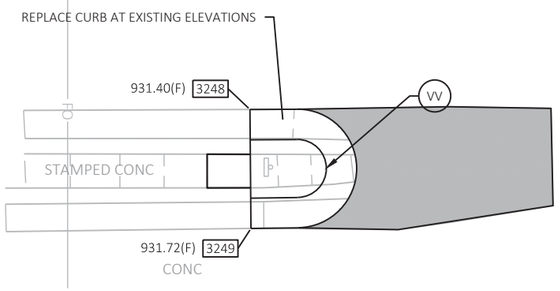
PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 73	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021101-ID-REEDSBURG.DWG
LAYOUT NAME - 32
PLOT DATE : 5/11/2020 9:37 AM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

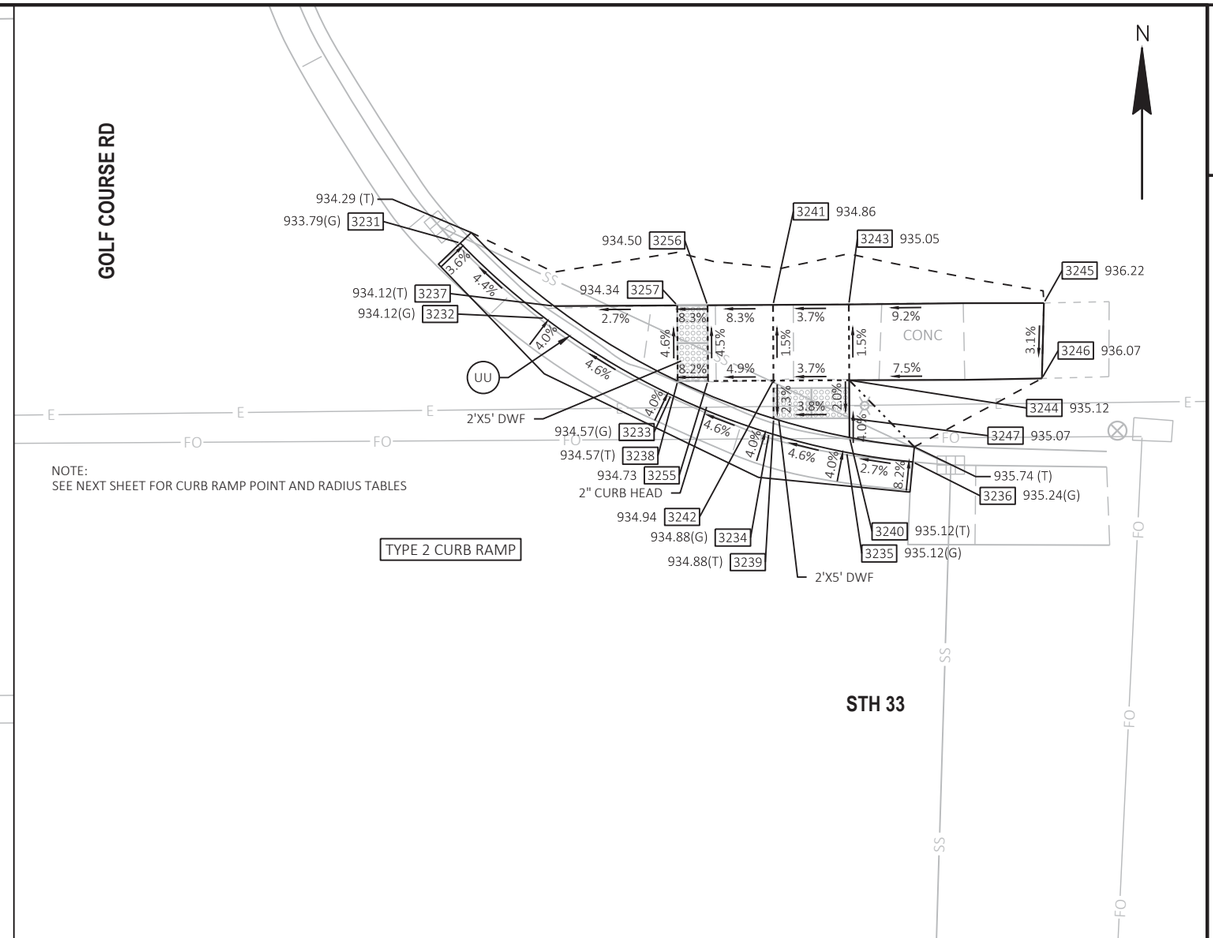
NOTES

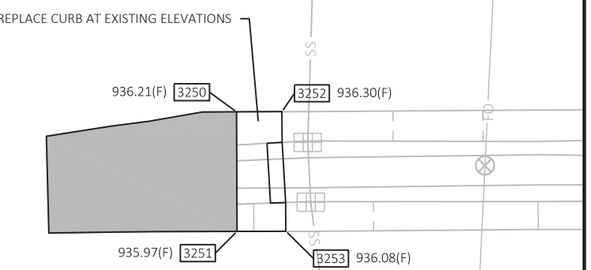
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY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





STH 33 & GOLF COURSE ROAD- NORTHWEST QUADRANT





STH 33 & GOLF COURSE ROAD - NORTHEAST QUADRANT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 74	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 32N
PLOT DATE : 5/4/2020 3:37 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

CURB RAMP POINTS - STH 33 & GOLF COURSE ROAD - NORTHWEST & NORTHEAST QUADRANTS

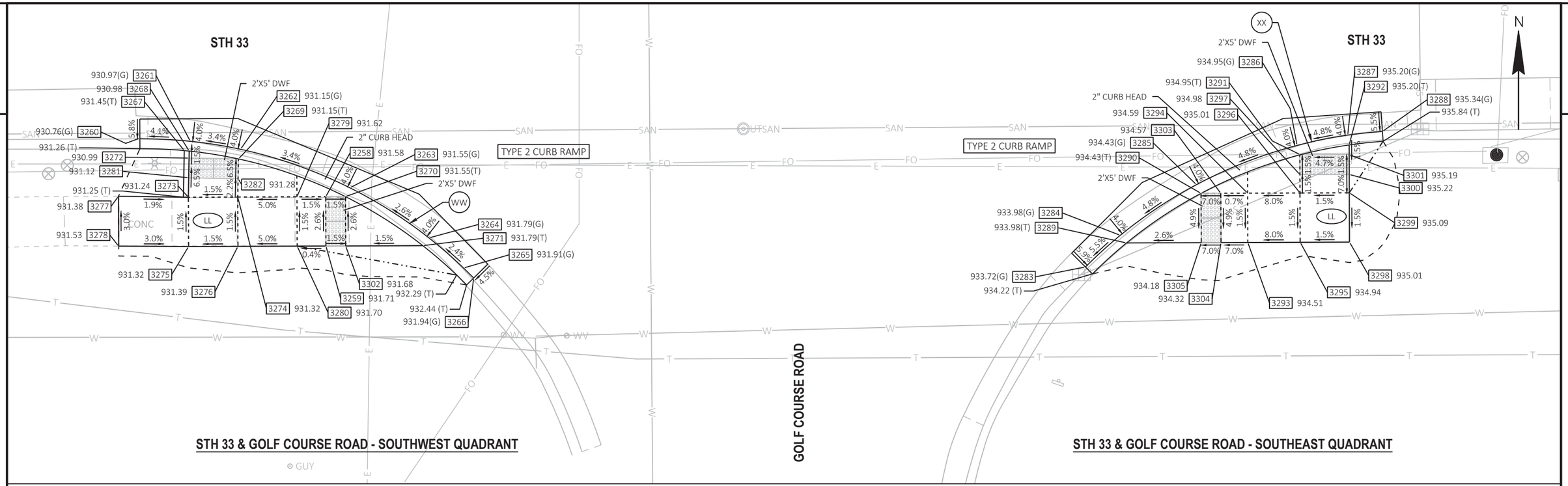
POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3200	259,997.26	591,831.33	932.37
3201	259,994.89	591,828.61	932.19
3202	259,989.74	591,820.67	931.83
3203	259,985.68	591,809.49	931.32
3204	259,984.83	591,804.37	931.10
3205	259,984.55	591,800.28	930.92
3206	259,984.51	591,797.62	930.81
3207	259,984.55	591,799.92	930.90
3208	259,995.67	591,827.98	932.19
3209	259,990.63	591,820.22	931.83
3210	259,990.62	591,818.22	931.86
3211	259,995.62	591,818.18	932.06
3212	259,986.66	591,809.27	931.32
3213	259,986.75	591,804.27	931.11
3214	259,985.82	591,804.26	931.10
3215	259,988.66	591,809.31	931.44
3216	259,988.75	591,804.31	931.23

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3217	259,990.57	591,809.34	931.43
3218	259,990.54	591,804.34	931.36
3219	259,995.57	591,809.31	931.51
3220	259,995.54	591,804.31	931.43
3221	259,990.48	591,795.80	931.38
3222	259,995.50	591,795.71	931.48
3223	259,997.94	591,804.29	931.47
3224	259,999.46	591,806.16	931.50
3225	260,002.60	591,810.05	931.58
3226	259,998.72	591,813.19	931.56
3227	260,010.19	591,819.43	932.48
3228	260,007.13	591,823.60	932.45
3229	260,014.07	591,820.88	932.79
3230	260,012.38	591,825.12	932.81
3231	260,000.22	591,894.36	933.79
3232	259,995.27	591,899.94	934.12
3233	259,990.20	591,908.27	934.57

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3234	259,987.68	591,914.74	934.88
3235	259,986.41	591,919.85	935.12
3236	259,985.78	591,924.22	935.24
3237	259,996.06	591,900.54	934.12
3238	259,991.11	591,908.70	934.57
3239	259,988.64	591,915.03	934.88
3240	259,987.39	591,920.04	935.12
3241	259,996.14	591,915.00	934.86
3242	259,991.14	591,915.02	934.94
3243	259,996.17	591,920.00	935.05
3244	259,991.17	591,920.02	935.12
3245	259,996.26	591,932.87	936.22
3246	259,991.28	591,932.73	936.07
3247	259,988.66	591,920.03	935.07
3248	259,955.12	591,796.10	931.40
3249	259,947.27	591,796.17	931.72
3250	259,943.89	591,920.70	936.21

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3251	259,936.00	591,920.73	935.97
3252	259,943.90	591,923.70	936.30
3253	259,936.01	591,923.96	936.08
3254	259,995.63	591,820.18	932.03
3255	259,991.12	591,910.70	934.73
3256	259,996.12	591,910.67	934.50
3257	259,996.11	591,908.67	934.34

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
TT	260,031.54	591,799.18	47'
UU	260,033.55	591,928.90	48'
VV	259,951.22	591,799.23	2'



NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
1	POINT NUMBER
	PROPOSED ASPHALTIC SURFACE OR CONCRETE PAVEMENT
– – – –	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3258	259,899.98	591,816.64	931.58
3259	259,894.98	591,816.66	931.71
3260	259,905.85	591,797.80	930.76
3261	259,905.60	591,802.91	930.97
3262	259,904.79	591,808.00	931.15
3263	259,900.88	591,819.09	931.55
3264	259,895.80	591,827.09	931.79
3265	259,892.75	591,830.60	931.91
3266	259,891.73	591,831.63	931.94
3267	259,904.66	591,802.30	931.45
3268	259,904.61	591,802.80	930.98
3269	259,903.81	591,807.79	931.15
3270	259,899.99	591,818.64	931.55
3271	259,895.02	591,826.48	931.79
3272	259,903.90	591,802.79	930.99
3273	259,899.92	591,802.72	931.24
3274	259,899.94	591,807.72	931.32

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3275	259,894.92	591,802.74	931.32
3276	259,894.94	591,807.74	931.39
3277	259,900.02	591,795.64	931.38
3278	259,894.96	591,795.66	931.53
3279	259,899.97	591,813.72	931.62
3280	259,894.97	591,813.74	931.70
3281	259,901.90	591,802.75	931.12
3282	259,901.81	591,807.75	931.28
3283	259,892.86	591,893.63	933.72
3284	259,896.06	591,897.16	933.98
3285	259,901.20	591,904.88	934.43
3286	259,905.19	591,915.10	934.95
3287	259,906.22	591,920.21	935.20
3288	259,906.59	591,923.73	935.34
3289	259,895.29	591,897.80	933.98
3290	259,900.32	591,905.35	934.43
3291	259,904.22	591,915.36	934.95

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3292	259,905.23	591,920.35	935.20
3293	259,895.34	591,910.08	934.51
3294	259,900.34	591,910.06	934.59
3295	259,895.36	591,915.39	934.94
3296	259,900.36	591,915.37	935.01
3297	259,902.22	591,915.36	934.98
3298	259,895.38	591,920.39	935.01
3299	259,900.38	591,920.37	935.09
3300	259,902.24	591,920.36	935.22
3301	259,904.24	591,920.36	935.19
3302	259,894.99	591,818.66	931.68
3303	259,900.33	591,907.35	934.57
3304	259,895.33	591,907.37	934.32
3305	259,895.32	591,905.37	934.18

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
WW	259,858.85	591,798.05	47'
XX	259,859.70	591,926.95	47'

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - REEDSBURG	SHEET 76	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021301-CR-REEDSBURG.DWG
LAYOUT NAME - 32S
PLOT DATE : 5/4/2020 3:38 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

LEGEND

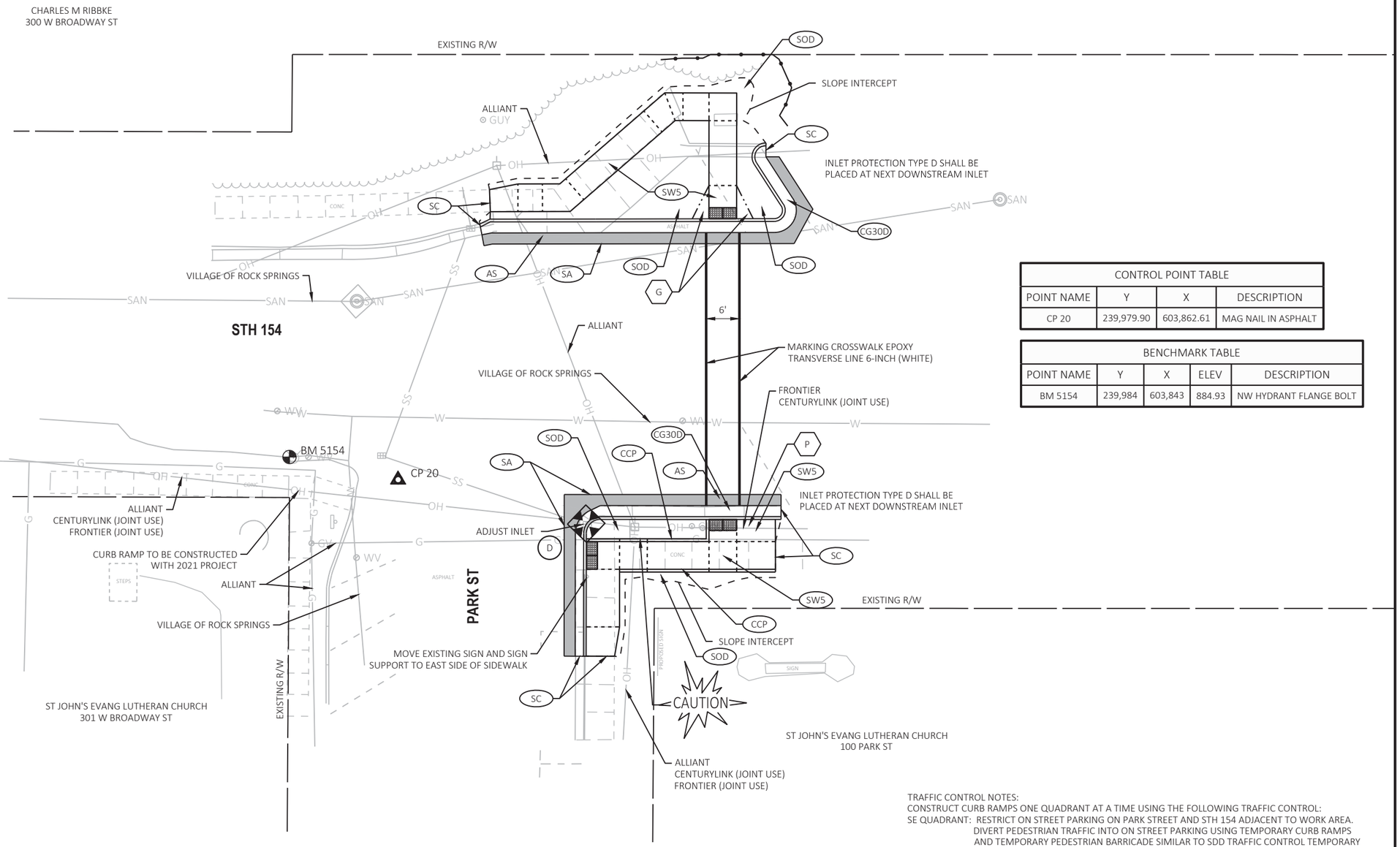
- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

NOTE:
CURB RAMPS IN SW QUADRANT OF INTERSECTION TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021. NO CURB RAMP TO BE CONSTRUCTED IN NW QUADRANT OF INTERSECTION.

REMAINING CROSSWALK AND STOP BAR TO BE INSTALLED WITH 2021 PROJECT.

N



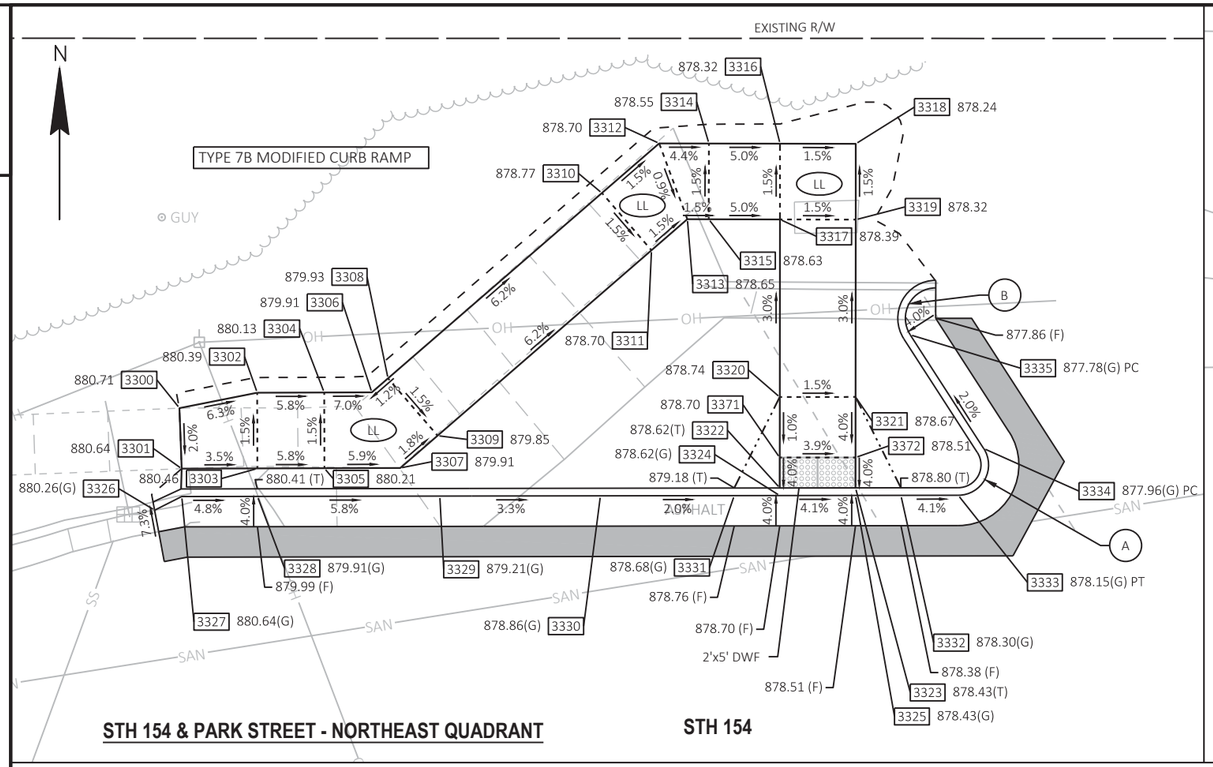
CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 20	239,979.90	603,862.61	MAG NAIL IN ASPHALT

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 5154	239,984	603,843	884.93	NW HYDRANT FLANGE BOLT

TRAFFIC CONTROL NOTES:
CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME USING THE FOLLOWING TRAFFIC CONTROL:
SE QUADRANT: RESTRICT ON STREET PARKING ON PARK STREET AND STH 154 ADJACENT TO WORK AREA. DIVERT PEDESTRIAN TRAFFIC INTO ON STREET PARKING USING TEMPORARY CURB RAMPS AND TEMPORARY PEDESTRIAN BARRICADE SIMILAR TO SDD TRAFFIC CONTROL TEMPORARY PEDESTRIAN ACCOMMODATION, MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE DETAIL. CLOSE CROSSWALK ACROSS STH 154 AND RELOCATE WEST OF INTERSECTION USING TEMPORARY CROSSWALK.
NE QUADRANT: DETOUR PEDESTRIANS ACROSS STH 154 WEST OF INTERSECTION USING A TEMPORARY CROSSWALK.

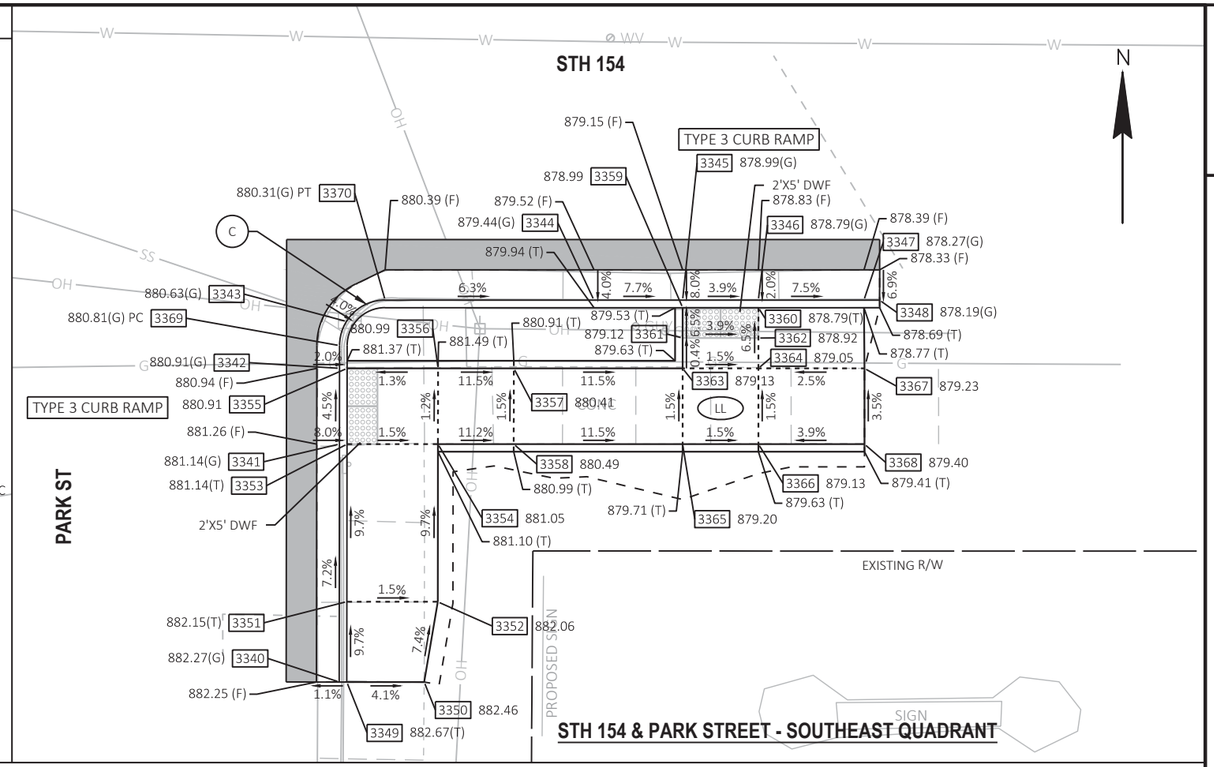
PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - ROCK SPRINGS	SHEET 77	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021102-ID-ROCK SPRINGS.DWG
LAYOUT NAME - 33
PLOT DATE : 5/4/2020 3:38 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



STH 154 & PARK STREET - NORTHEAST QUADRANT

STH 154



STH 154 & PARK STREET - SOUTHEAST QUADRANT

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
[1]	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
— — — —	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3300	240,032.29	603,879.11	880.71
3301	240,028.29	603,879.26	880.64
3302	240,033.31	603,884.24	880.39
3303	240,028.31	603,884.25	880.46
3304	240,033.32	603,888.66	880.13
3305	240,028.32	603,888.68	880.21
3306	240,033.33	603,891.81	879.91
3307	240,028.34	603,893.68	879.91
3308	240,034.25	603,892.87	879.93
3309	240,030.47	603,896.14	879.85
3310	240,046.48	603,906.99	878.77
3311	240,042.70	603,910.26	878.70
3312	240,049.76	603,910.76	878.70
3313	240,044.75	603,912.62	878.65
3314	240,049.75	603,914.05	878.55
3315	240,044.75	603,914.04	878.63
3316	240,049.74	603,918.74	878.32
3317	240,044.74	603,918.74	878.39
3318	240,049.73	603,923.74	878.24
3319	240,044.73	603,923.74	878.32

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3320	240,033.02	603,918.72	878.74
3321	240,033.03	603,923.72	878.67
3322	240,027.03	603,918.72	878.62
3323	240,027.03	603,923.72	878.43
3324	240,026.52	603,918.72	878.62
3325	240,026.53	603,923.72	878.43
3326	240,025.56	603,877.47	880.26
3327	240,026.46	603,879.26	880.64
3328	240,026.46	603,884.25	879.91
3329	240,026.48	603,896.29	879.21
3330	240,026.50	603,906.89	878.86
3331	240,026.51	603,915.72	878.68
3332	240,026.53	603,926.72	878.30
3333	240,026.54	603,930.50	878.15
3334	240,029.62	603,932.18	877.96
3335	240,037.13	603,927.33	877.78
3340	239,948.04	603,896.08	882.27
3341	239,963.73	603,896.10	881.14
3342	239,968.73	603,896.10	880.91
3343	239,971.83	603,896.56	880.63

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3344	239,973.23	603,912.89	879.44
3345	239,973.23	603,918.74	878.99
3346	239,973.23	603,923.74	878.79
3347	239,973.23	603,930.71	878.27
3348	239,973.23	603,931.74	878.19
3349	239,948.04	603,896.58	882.67
3350	239,948.03	603,901.69	882.46
3351	239,953.34	603,896.59	882.15
3352	239,953.33	603,902.59	882.06
3353	239,963.73	603,896.60	881.14
3354	239,963.73	603,902.60	881.05
3355	239,968.73	603,896.60	880.91
3356	239,968.73	603,902.60	880.99
3357	239,968.73	603,907.60	880.41
3358	239,963.73	603,907.60	880.49
3359	239,972.73	603,918.74	878.99
3360	239,972.73	603,923.74	878.79
3361	239,970.73	603,918.74	879.12
3362	239,970.73	603,923.74	878.92
3363	239,968.73	603,918.74	879.13

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
3364	239,968.73	603,923.74	879.05
3365	239,963.73	603,918.74	879.20
3366	239,963.73	603,923.74	879.13
3367	239,968.73	603,930.74	879.23
3368	239,963.73	603,930.74	879.40
3369	239,970.24	603,896.10	880.81
3370	239,973.23	603,899.11	880.31
3371	240,029.03	603,918.72	878.70
3372	240,029.03	603,923.72	878.51

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
A	240,028.54	603,930.50	2'
B	240,038.21	603,929.01	2'
C	239,970.23	603,899.10	3'

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - ROCK SPRINGS	SHEET 78	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021302-CR-ROCK SPRINGS.DWG
LAYOUT NAME - 33

PLOT DATE : 5/4/2020 3:38 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

LEGEND

- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

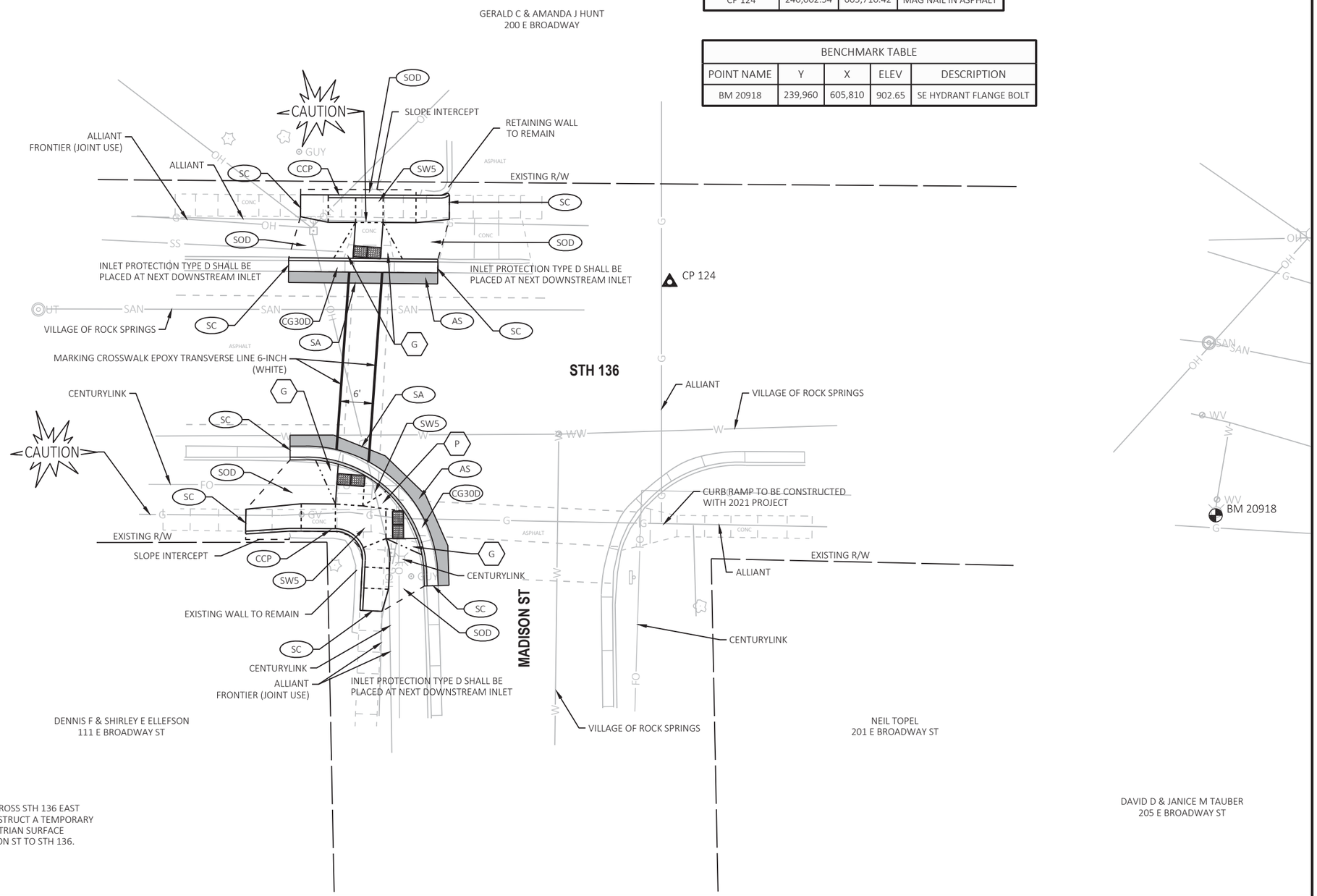
NOTE:
CURB RAMPS IN SE QUADRANT OF INTERSECTION TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021. NO CURB RAMP TO BE CONSTRUCTED IN NE QUADRANT OF INTERSECTION.

REMAINING CROSSWALK AND STOP BAR TO BE INSTALLED WITH 2021 PROJECT.

N

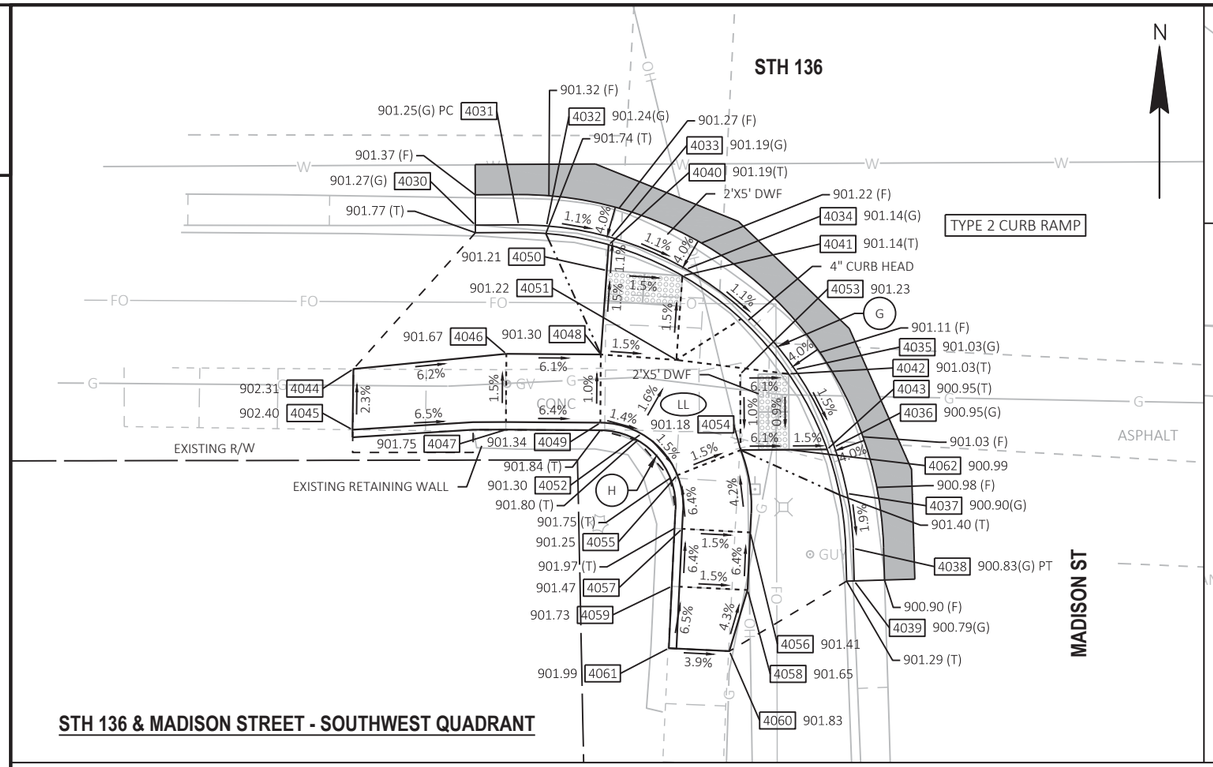
CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 124	240,002.54	605,710.42	MAG NAIL IN ASPHALT

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 20918	239,960	605,810	902.65	SE HYDRANT FLANGE BOLT

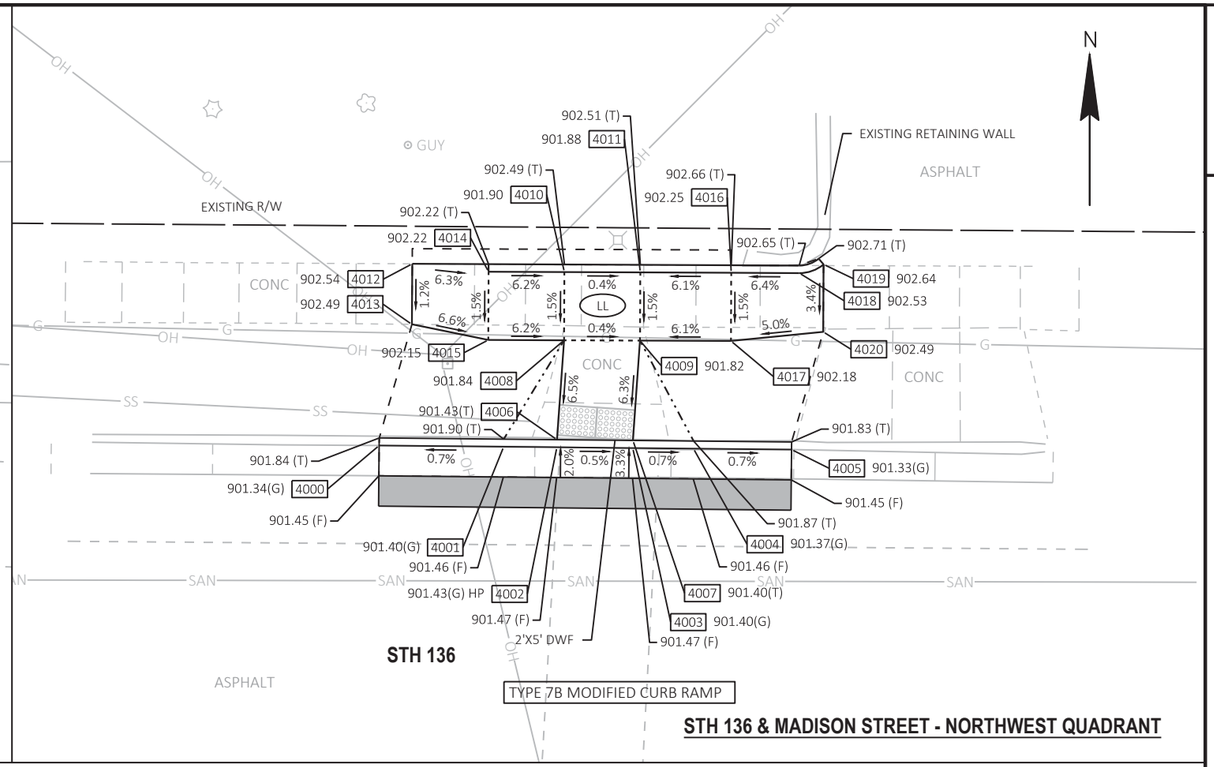


TRAFFIC CONTROL NOTES:
CONSTRUCT ONE CURB RAMP AT A TIME. CONSTRUCT A TEMPORARY CROSSWALK ACROSS STH 136 EAST AND WEST OF INTERSECTION TO PROVIDE PEDESTRIAN ACCESS ALONG STH 136. CONSTRUCT A TEMPORARY CROSSWALK ACROSS MADISON ST SOUTH OF WORK AREA WITH A TEMPORARY PEDESTRIAN SURFACE CONNECTION TO EXISTING SIDEWALK TO PROVIDE PEDESTRIAN ACCESS FROM MADISON ST TO STH 136.

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - ROCK SPRINGS	SHEET 79	E



STH 136 & MADISON STREET - SOUTHWEST QUADRANT



STH 136 & MADISON STREET - NORTHWEST QUADRANT

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
[1]	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
– – – –	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4000	240,006.47	605,640.94	901.34
4001	240,006.39	605,649.15	901.40
4002	240,006.35	605,652.66	901.43
4003	240,006.31	605,657.67	901.40
4004	240,006.27	605,661.68	901.37
4005	240,006.20	605,668.15	901.33
4006	240,006.85	605,652.67	901.43
4007	240,006.81	605,657.68	901.40
4008	240,013.41	605,653.14	901.84
4009	240,013.39	605,658.15	901.82
4010	240,017.91	605,653.16	901.90
4011	240,017.89	605,658.17	901.88
4012	240,018.46	605,643.12	902.54
4013	240,014.47	605,643.09	902.49
4014	240,017.94	605,648.16	902.22
4015	240,013.44	605,648.14	902.15
4016	240,017.87	605,664.17	902.25
4017	240,013.37	605,664.15	902.18
4018	240,017.85	605,668.65	902.53
4019	240,018.42	605,670.26	902.64

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4020	240,013.97	605,670.24	902.49
4030	239,970.61	605,641.19	901.27
4031	239,970.62	605,644.05	901.25
4032	239,970.55	605,645.88	901.24
4033	239,969.79	605,650.12	901.19
4034	239,967.70	605,655.10	901.14
4035	239,961.07	605,662.27	901.03
4036	239,955.97	605,664.87	900.95
4037	239,952.91	605,665.71	900.90
4038	239,949.28	605,666.12	900.83
4039	239,947.13	605,666.19	900.79
4040	239,969.31	605,649.98	901.19
4041	239,967.26	605,654.85	901.14
4042	239,960.79	605,661.86	901.03
4043	239,955.81	605,664.40	900.95
4044	239,961.12	605,633.14	902.31
4045	239,957.11	605,633.09	902.40
4046	239,962.12	605,643.24	901.67
4047	239,957.12	605,643.20	901.75
4048	239,962.07	605,649.47	901.30

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4049	239,957.57	605,649.44	901.34
4050	239,967.62	605,649.86	901.21
4051	239,961.72	605,654.45	901.22
4052	239,956.84	605,652.14	901.30
4053	239,960.77	605,658.66	901.23
4054	239,955.77	605,658.69	901.18
4055	239,954.11	605,654.51	901.25
4056	239,950.34	605,659.33	901.41
4057	239,950.57	605,654.83	901.47
4058	239,946.54	605,659.14	901.65
4059	239,946.78	605,654.15	901.73
4060	239,942.50	605,657.95	901.83
4061	239,942.69	605,653.95	901.99
4062	239,955.79	605,661.89	900.99

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
G	239,948.62	605,644.13	22'
H	239,952.07	605,649.40	5'

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021302-CR-ROCK SPRINGS.DWG
LAYOUT NAME - 40
PLOT DATE : 5/4/2020 3:39 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

LEGEND

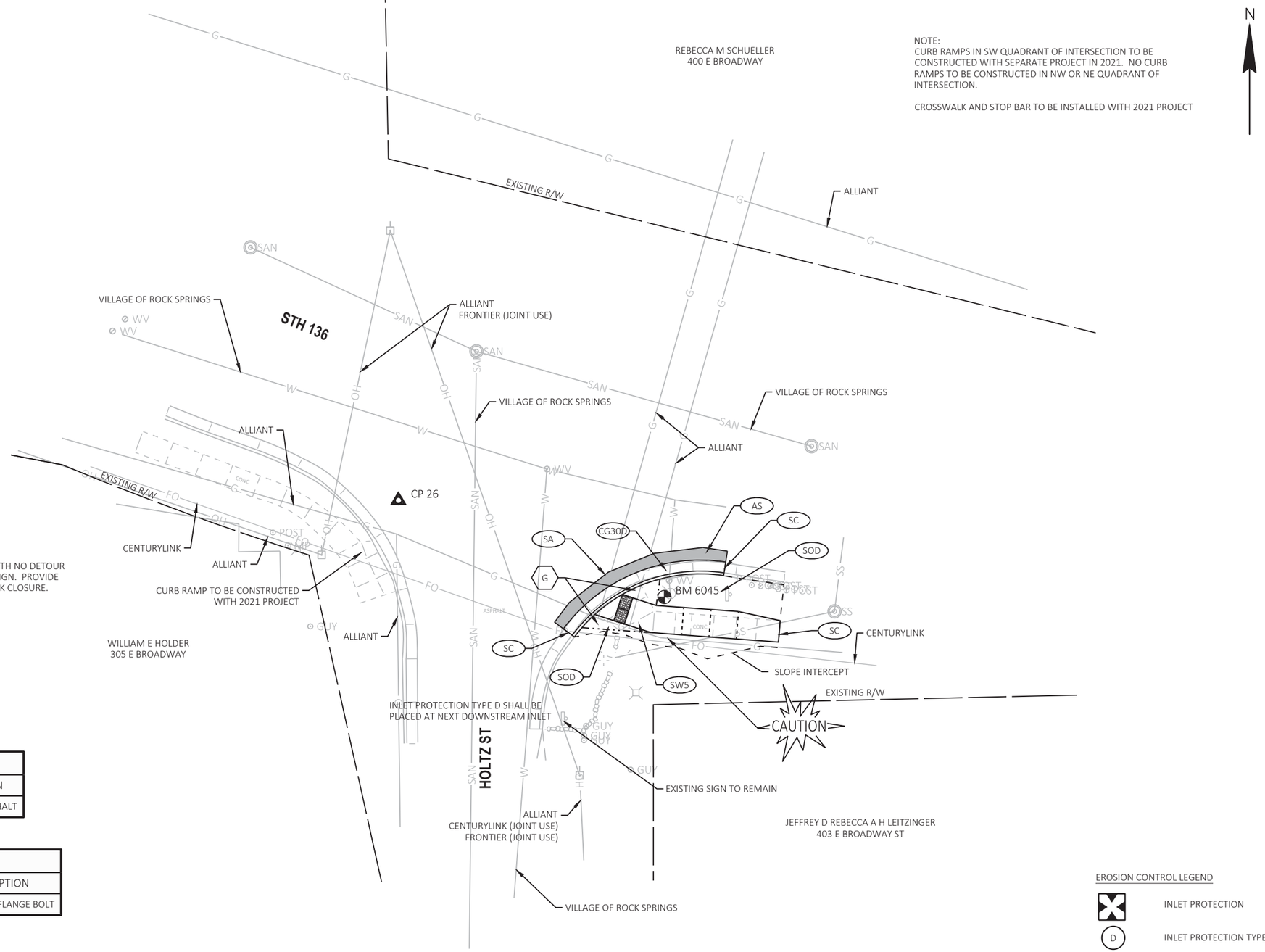
- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

TRAFFIC CONTROL NOTES:
SIDEWALK CLOSED TO PEDESTRIAN TRAFFIC EAST OF CURB RAMP CONSTRUCTION AREA WITH NO DETOUR OR DIVERSION. CLOSE SIDEWALK WITH TYPE III BARRICADES AND R9-9 SIDEWALK CLOSED SIGN. PROVIDE AFFECTED PROPERTY OWNERS A MINIMUM OF 3 CALENDAR DAYS NOTICE OF THE SIDEWALK CLOSURE.

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 26	239,746.57	606,343.59	MAG NAIL IN ASPHALT

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 6045	239,729	606,392	910.79	SW HYDRANT FLANGE BOLT

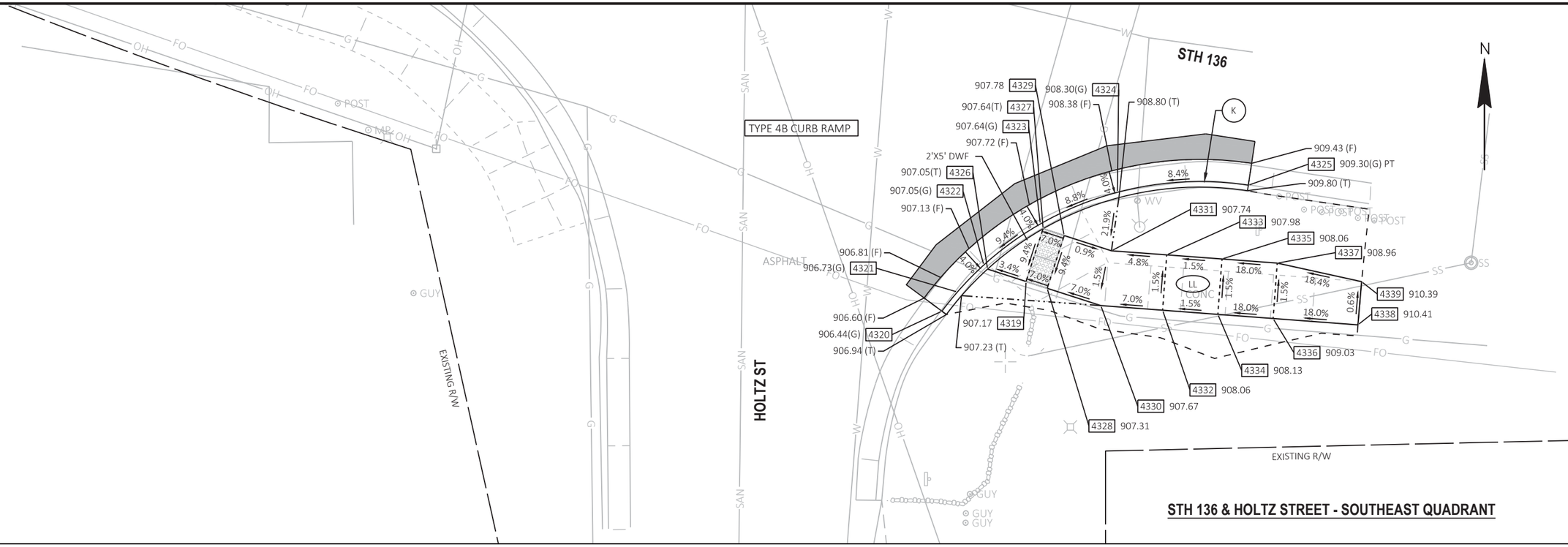


EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - ROCK SPRINGS	SHEET 81	E



STH 136 & HOLTZ STREET - SOUTHEAST QUADRANT

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
[1]	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
– – – –	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

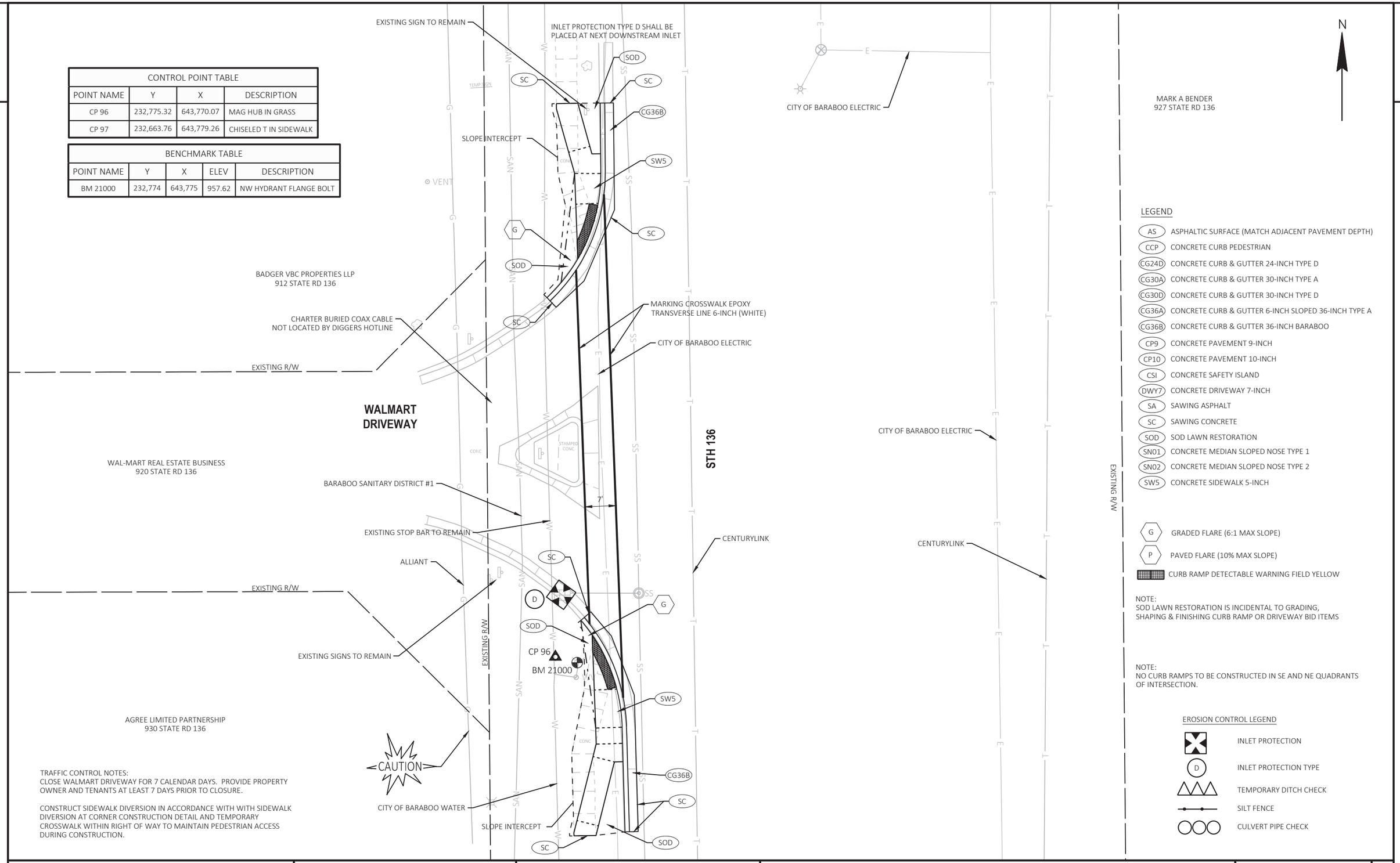
POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4319	239,724.70	606,382.83	907.17
4320	239,722.02	606,375.23	906.44
4321	239,723.75	606,376.63	906.73
4322	239,726.19	606,379.02	907.05
4323	239,729.89	606,384.11	907.64
4324	239,732.75	606,391.07	908.30
4325	239,733.38	606,402.88	909.30
4326	239,725.82	606,379.35	907.05
4327	239,729.46	606,384.36	907.64
4328	239,724.08	606,384.73	907.31
4329	239,728.84	606,386.26	907.78

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4330	239,722.52	606,389.57	907.67
4331	239,727.47	606,390.53	907.74
4332	239,722.11	606,395.14	908.06
4333	239,727.10	606,395.52	907.98
4334	239,721.73	606,400.13	908.13
4335	239,726.73	606,400.50	908.06
4336	239,721.36	606,405.12	909.03
4337	239,726.36	606,405.49	908.96
4338	239,720.79	606,412.77	910.41
4339	239,724.69	606,413.10	910.39

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
J	239,719.91	606,307.96	37'
K	239,704.71	606,398.51	29'

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 96	232,775.32	643,770.07	MAG HUB IN GRASS
CP 97	232,663.76	643,779.26	CHISELED T IN SIDEWALK

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 21000	232,774	643,775	957.62	NW HYDRANT FLANGE BOLT



TRAFFIC CONTROL NOTES:
CLOSE WALMART DRIVEWAY FOR 7 CALENDAR DAYS. PROVIDE PROPERTY OWNER AND TENANTS AT LEAST 7 DAYS PRIOR TO CLOSURE.

CONSTRUCT SIDEWALK DIVERSION IN ACCORDANCE WITH WITH SIDEWALK DIVERSION AT CORNER CONSTRUCTION DETAIL AND TEMPORARY CROSSWALK WITHIN RIGHT OF WAY TO MAINTAIN PEDESTRIAN ACCESS DURING CONSTRUCTION.

LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH

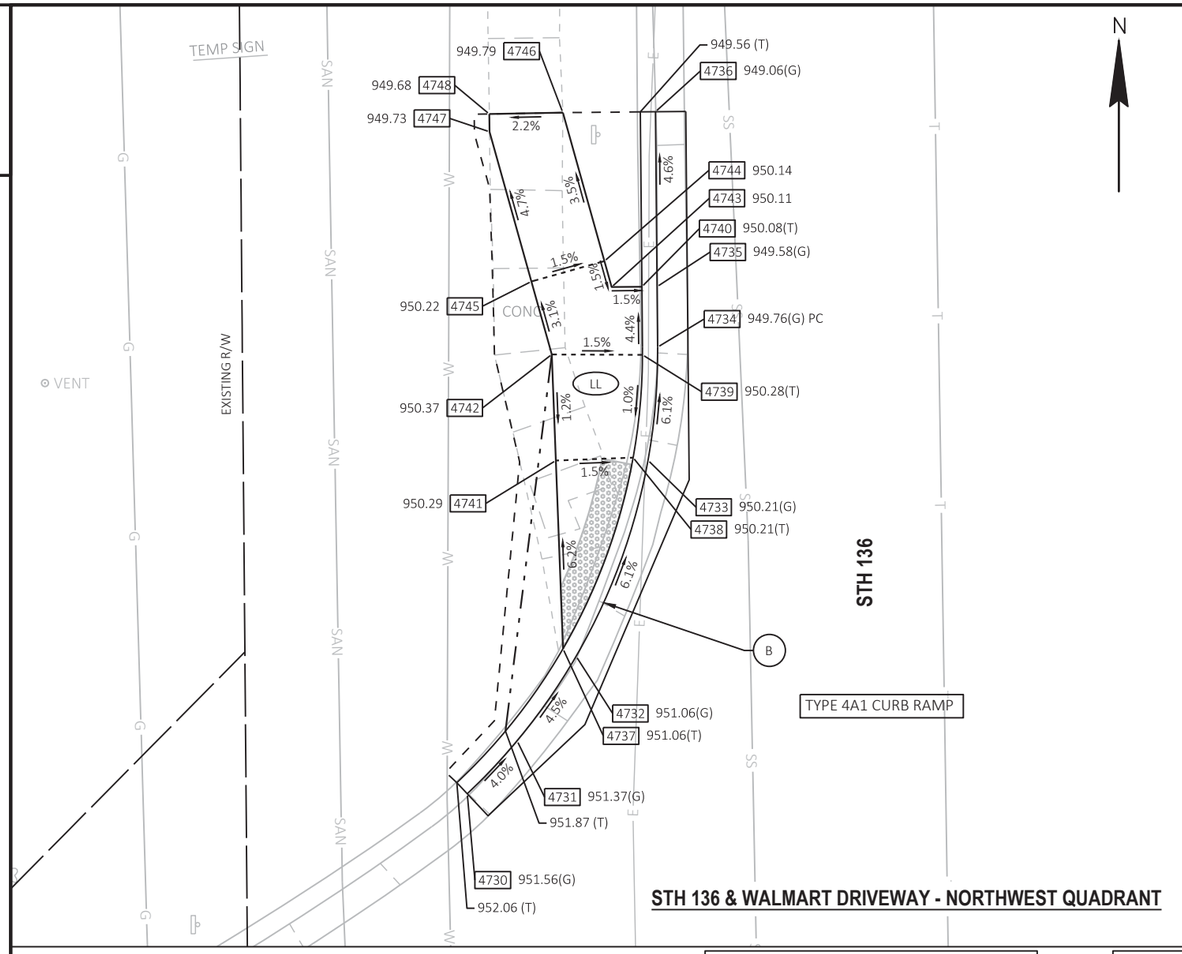
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

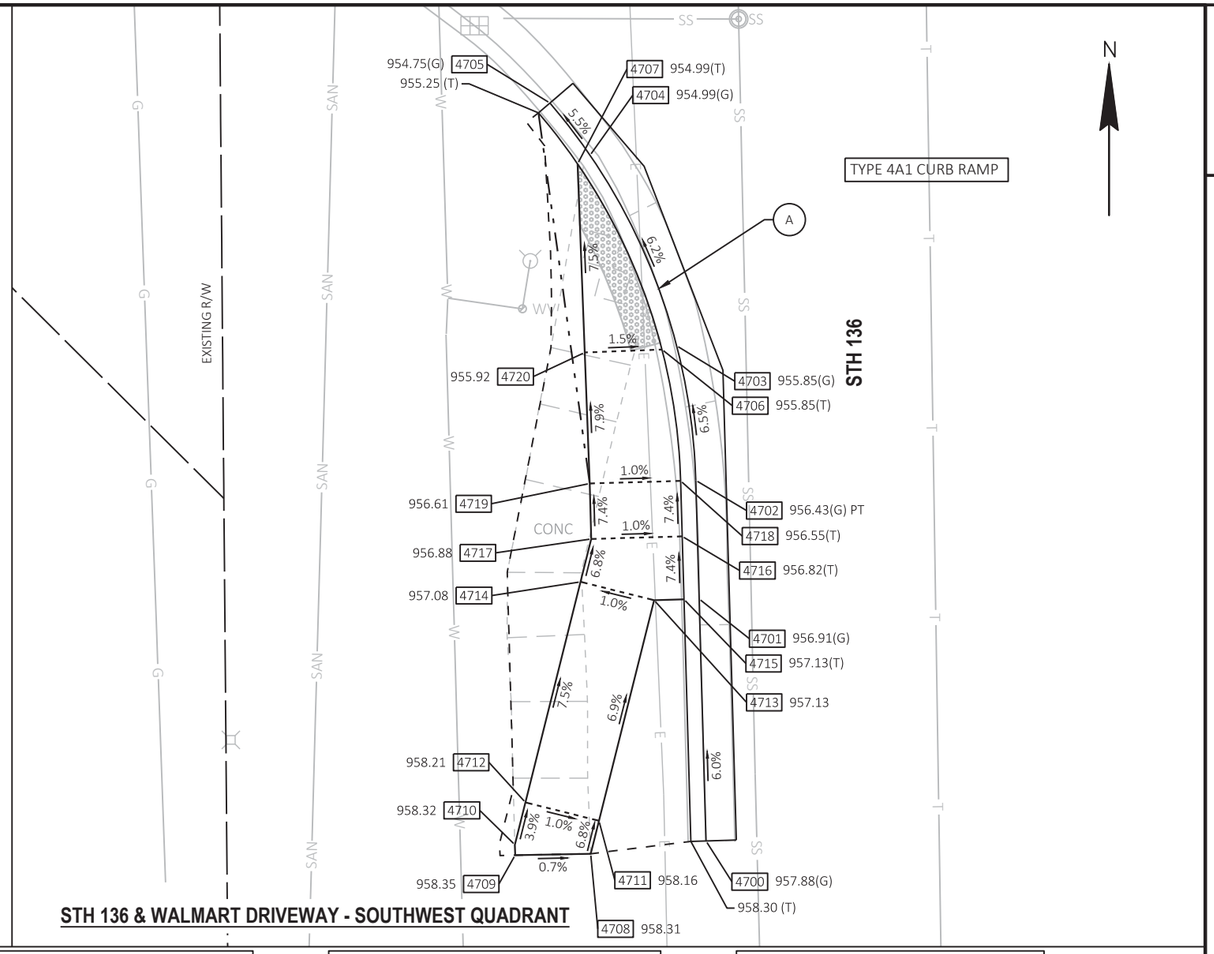
NOTE:
NO CURB RAMPS TO BE CONSTRUCTED IN SE AND NE QUADRANTS OF INTERSECTION.

EROSION CONTROL LEGEND

	INLET PROTECTION
D	INLET PROTECTION TYPE
	TEMPORARY DITCH CHECK
	SILT FENCE
	CULVERT PIPE CHECK



STH 136 & WALMART DRIVEWAY - NORTHWEST QUADRANT



STH 136 & WALMART DRIVEWAY - SOUTHWEST QUADRANT

NOTES

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

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
NORTHWEST	39.0'	12.42'	22.1 SF	12.97'
SOUTHWEST	39.0'	12.46'	22.1 SF	13.01'

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4700	232,735.57	643,786.90	957.88
4701	232,751.54	643,786.44	956.91
4702	232,759.35	643,786.22	956.43
4703	232,768.24	643,784.96	955.85
4704	232,780.81	643,779.25	954.99
4705	232,784.26	643,776.60	954.75
4706	232,767.99	643,783.99	955.85
4707	232,780.24	643,778.42	954.99
4708	232,734.73	643,779.29	958.31
4709	232,734.63	643,774.30	958.35
4710	232,735.32	643,774.29	958.32
4711	232,736.90	643,779.84	958.16
4712	232,738.11	643,774.98	958.21
4713	232,751.45	643,783.47	957.13
4714	232,752.67	643,778.62	957.08

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4715	232,751.51	643,785.44	957.13
4716	232,755.67	643,785.33	956.82
4717	232,755.50	643,779.33	956.88
4718	232,759.33	643,785.22	956.55
4719	232,759.16	643,779.22	956.61
4720	232,767.80	643,778.90	955.92
4730	232,856.26	643,768.85	951.56
4731	232,859.76	643,772.14	951.37
4732	232,865.33	643,776.03	951.06
4733	232,878.26	643,780.78	950.21
4734	232,885.73	643,781.41	949.76
4735	232,889.72	643,781.38	949.58
4736	232,901.26	643,781.27	949.06
4737	232,865.83	643,775.17	951.06
4738	232,878.44	643,779.79	950.21

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4739	232,885.22	643,780.41	950.28
4740	232,889.71	643,780.38	950.08
4741	232,878.25	643,774.70	950.29
4742	232,885.24	643,774.43	950.37
4743	232,889.69	643,778.38	950.11
4744	232,891.40	643,777.90	950.14
4745	232,890.06	643,773.08	950.22
4746	232,901.20	643,775.16	949.79
4747	232,899.94	643,770.32	949.73
4748	232,901.11	643,770.31	949.68

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
A	232,758.22	643,746.24	40'
B	232,885.37	643,741.41	40'

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - BARABOO	SHEET 84	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021303-CR-BARABOO.DWG
LAYOUT NAME - 47

PLOT DATE : 5/4/2020 3:40 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

PRIVATE
840 STATE RD 136

NOTE:
DO NOT DISTURB SECTION CORNER MONUMENT WITHIN INTERSECTION.

CITY OF BARABOO WATER
BARABOO SANITARY DISTRICT #1
CITY OF BARABOO ELECTRIC
MARKING STOP LINE EPOXY 18-INCH (WHITE)
EXISTING CURB RAMP TO REMAIN
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EXISTING R/W
INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET
ALLIANT
CITY OF BARABOO WATER
WISDOT TRAFFIC SIGNALS
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EXISTING STOP BAR TO REMAIN
WISDOT TRAFFIC SIGNALS
BARABOO SANITARY DISTRICT #1
INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET
GB COMMERCIAL INVESTMENT LLC
900 STATE RD 136
BURIED CHARTER COAX CABLE NOT MARKED BY DIGGERS HOTLINE
SLOPE INTERCEPT
EXISTING R/W
CITY OF BARABOO WATER
ALLIANT
BARABOO SANITARY DISTRICT #1
CP 72
CP 73
BM 21500
CAUTION
MARKING CURB EPOXY (YELLOW)
MARKING ISLAND NOSE EPOXY (YELLOW)
MARKING CURB EPOXY (YELLOW)
WISDOT TRAFFIC SIGNALS
EXISTING STOP BAR TO REMAIN
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET
CITY OF BARABOO ELECTRIC
ATC
BURIED CHARTER COAX CABLE NOT MARKED BY DIGGERS HOTLINE
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
WISDOT TRAFFIC SIGNALS
CITY OF BARABOO WATER
STH 136
MARKING CURB EPOXY (YELLOW)
MARKING ISLAND NOSE EPOXY (YELLOW)
MARKING CURB EPOXY (YELLOW)
EXISTING STOP BAR TO REMAIN
CENTURYLINK
CITY OF BARABOO ELECTRIC
CENTURYLINK
WESTBY CO-OP CREDIT UNION
1333 SOUTH BLVD
AUTOZONE PARTS INC
875 US HWY 12
CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT
ALLIANT
CITY OF BARABOO WATER
INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET
EXISTING R/W
BM 21500
CP 73
CAUTION
NOTE:
CURB RAMP IN NE QUADRANT OF INTERSECTION TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021

REMAINING CROSSWALK AND STOP BAR TO BE INSTALLED WITH 2021 PROJECT.
WISDOT TRAFFIC SIGNALS
CITY OF BARABOO ELECTRIC
SOUTH BLVD
WISDOT TRAFFIC SIGNALS
INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET
SLOPE INTERCEPT
EXISTING SIGN TO REMAIN
BURIED CHARTER FIBER OPTIC CABLE NOT MARKED BY DIGGERS HOTLINE
EXISTING R/W

TRAFFIC CONTROL NOTES:
CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME USING THE FOLLOWING TRAFFIC CONTROL:
NE QUADRANT: CLOSE CROSSWALKS THAT UTILIZE THE PORKCHOP ISLAND IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS, CORNER SIDEWALK CLOSURE WITH TEMPORARY SIDEWALK DETAIL. DETOUR PEDESTRIANS ACROSS STH 136 AT SAUK BLVD AND SOUTH SIDE OF SOUTH BLVD INTERSECTION. DETOUR PEDESTRIANS ACROSS SOUTH BLVD AT INDUSTRIAL CT AND WEST SIDE OF STH 136.
NW QUADRANT: CLOSE CROSSWALKS THAT UTILIZE THE PORKCHOP ISLAND IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS, CORNER SIDEWALK CLOSURE WITH TEMPORARY SIDEWALK DETAIL. DETOUR PEDESTRIANS ACROSS STH 136 AT SAUK BLVD AND SOUTH SIDE OF SOUTH BLVD INTERSECTION. DETOUR PEDESTRIANS ACROSS SOUTH BLVD AT EAST SIDE OF STH 136.
SE QUADRANT: CLOSE CROSSWALKS THAT UTILIZE THE PORKCHOP ISLAND IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS, CORNER SIDEWALK CLOSURE WITH TEMPORARY SIDEWALK DETAIL. DETOUR PEDESTRIANS ACROSS STH 136 AT NORTH SIDE OF SOUTH BLVD INTERSECTION. DETOUR PEDESTRIANS ACROSS SOUTH BLVD AT WEST SIDE OF STH 136 AND INDUSTRIAL CT.
SW QUADRANT: CONSTRUCT SIDEWALK DIVERSION BEHIND SIDEWALK AT CORNER USING SIDEWALK DIVERSION AT CORNER DETAIL. GAP PROPOSED SIDEWALK AND CONSTRUCT TEMPORARY CURB RAMP AND TEMPORARY CROSSWALK IN MIDDLE OF RADIUS UNTIL NEW CURB RAMPS ARE COMPLETED. CONSTRUCT GAP IN NEW SIDEWALK WHEN PROPOSED CURB RAMPS ARE COMPLETED AND PEDESTRIANS CAN UTILIZE OTHER CROSSWALKS TO ACCESS THE REMAINDER OF THE INTERSECTION.

CONTROL POINT TABLE

POINT NAME	Y	X	DESCRIPTION
CP 72	233,512.47	643,750.60	CHISELED T IN MEDIAN
CP 73	233,558.51	643,928.92	CHISELED T IN SIDEWALK

BENCHMARK TABLE

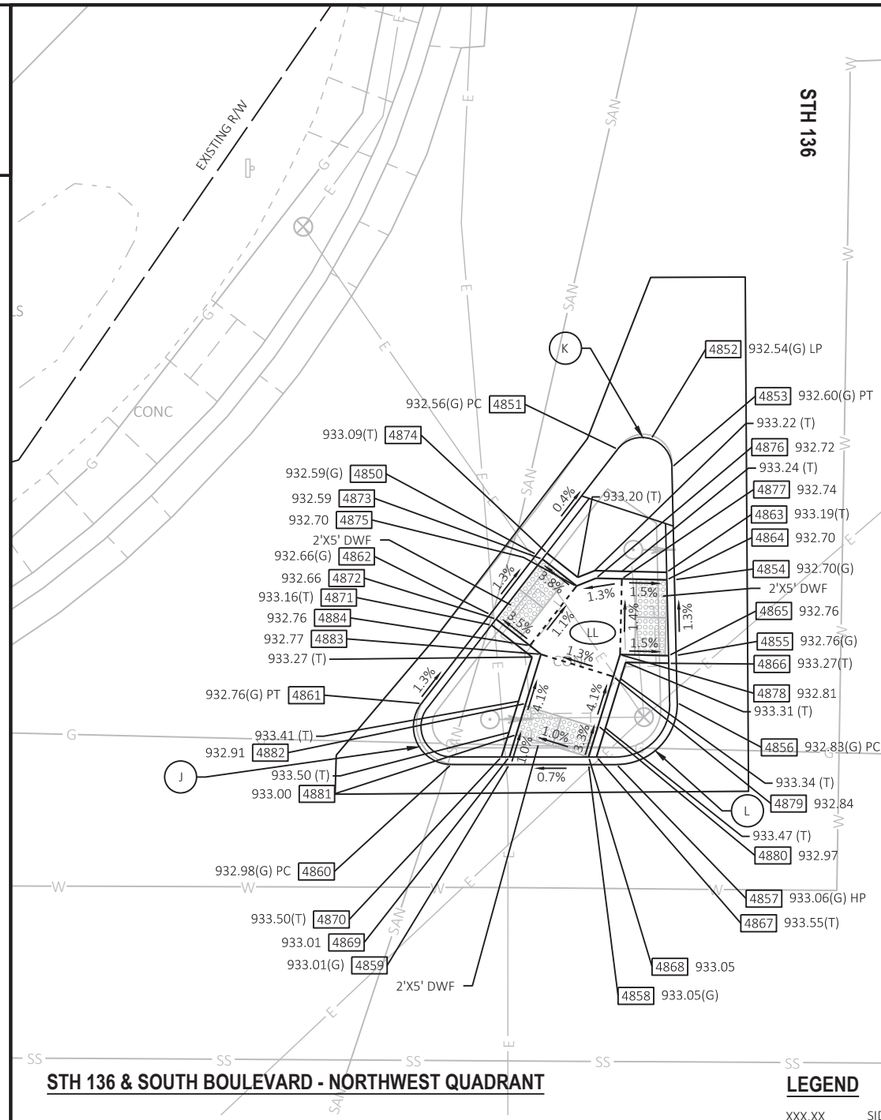
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 21500	233,563	643,907	934.95	NW HYDRANT FLANGE BOLT

N

2

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - BARABOO	SHEET 85	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021103-ID-BARABOO.DWG
LAYOUT NAME - 48
PLOT DATE : 5/11/2020 11:56 AM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT



STH 136 & SOUTH BOULEVARD - NORTHWEST QUADRANT

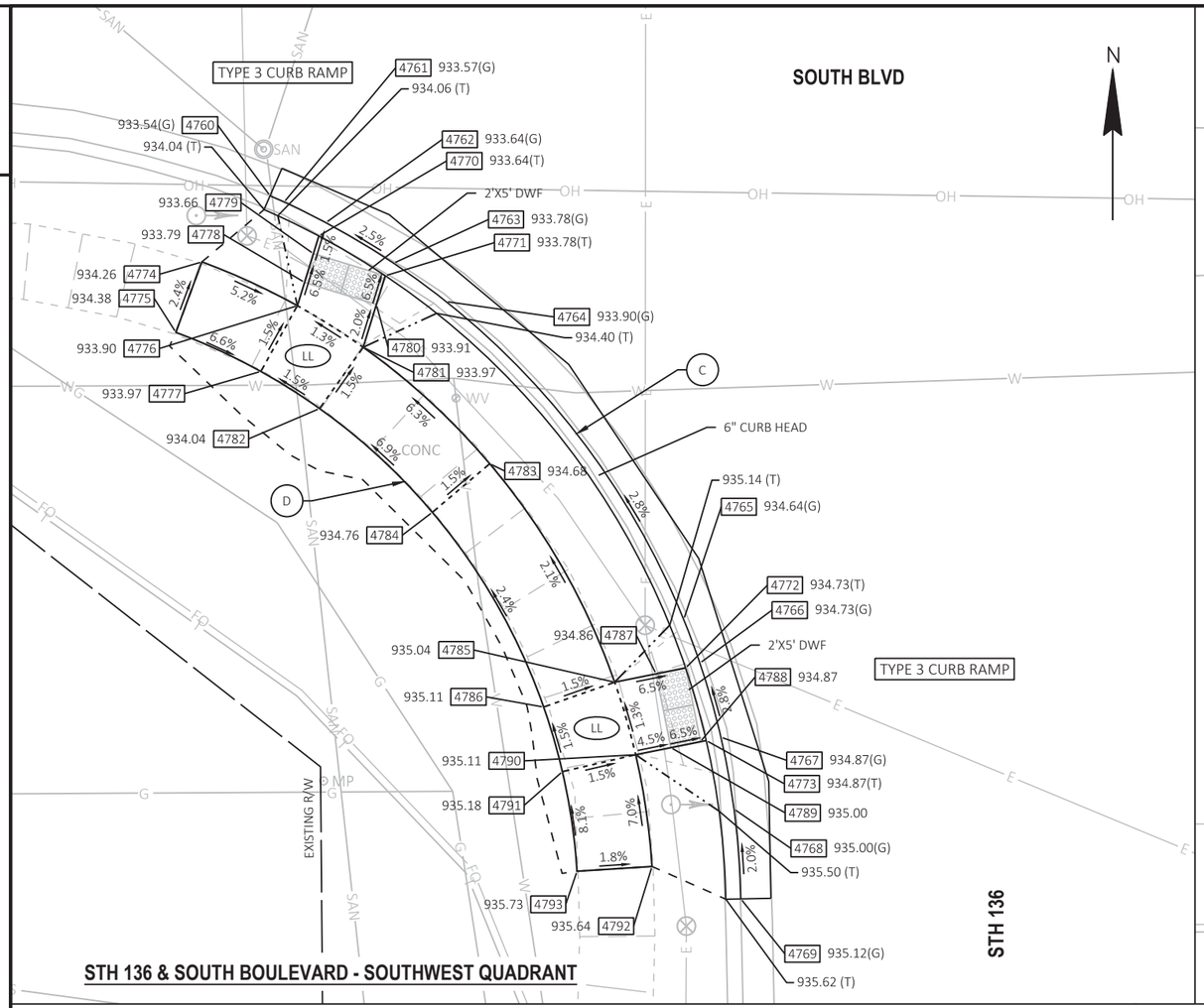
STH 136 & SOUTH BOULEVARD - NORTHEAST QUADRANT

LEGEND

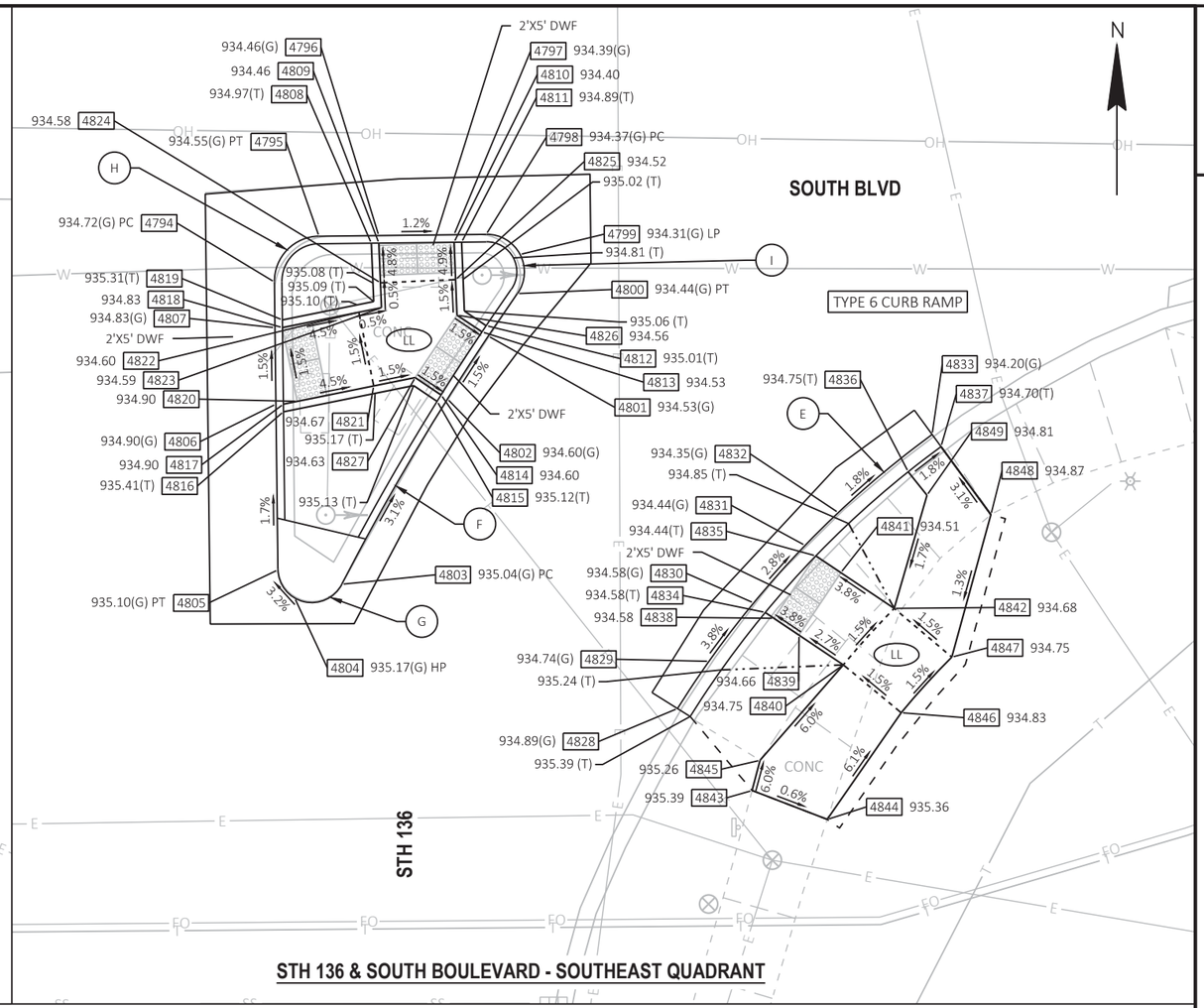
XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
[1]	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
- - - -	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

NOTES

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



STH 136 & SOUTH BOULEVARD - SOUTHWEST QUADRANT



STH 136 & SOUTH BOULEVARD - SOUTHEAST QUADRANT

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

NOTE:
SEE NEXT SHEET FOR CURB RAMP POINT AND RADIUS TABLES

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - BARABOO	SHEET 87	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021303-CR-BARABOO.DWG
LAYOUT NAME - 48S
PLOT DATE : 5/4/2020 3:40 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

CURB RAMP POINTS - STH 136 & SOUTH BOULEVARD

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4760	233,479.66	643,745.97	933.54
4761	233,479.24	643,746.90	933.57
4762	233,477.87	643,749.68	933.64
4763	233,475.18	643,754.18	933.78
4764	233,472.63	643,757.66	933.90
4765	233,451.48	643,773.46	934.64
4766	233,448.58	643,774.54	934.73
4767	233,443.66	643,775.93	934.87
4768	233,438.88	643,776.81	935.00
4769	233,432.90	643,777.26	935.12
4770	233,476.99	643,749.21	933.64
4771	233,474.34	643,753.62	933.78
4772	233,448.26	643,773.59	934.73
4773	233,443.44	643,774.96	934.87
4774	233,475.27	643,741.44	934.26
4775	233,470.58	643,739.70	934.38
4776	233,472.35	643,747.78	933.90
4777	233,467.98	643,745.35	933.97
4778	233,473.90	643,748.26	933.79
4779	233,475.81	643,748.85	933.66

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4780	233,472.43	643,753.04	933.91
4781	233,469.58	643,752.16	933.97
4782	233,465.51	643,749.26	934.04
4783	233,461.84	643,760.57	934.68
4784	233,458.61	643,756.75	934.76
4785	233,447.31	643,768.88	935.04
4786	233,445.66	643,764.16	935.11
4787	233,447.87	643,771.63	934.86
4788	233,443.36	643,774.58	934.87
4789	233,442.96	643,772.62	935.00
4790	233,442.49	643,770.27	935.11
4791	233,441.37	643,765.40	935.18
4792	233,435.06	643,771.36	935.64
4793	233,434.74	643,766.37	935.73
4794	233,468.66	643,859.45	934.72
4795	233,471.70	643,862.42	934.55
4796	233,471.74	643,866.40	934.46
4797	233,471.80	643,871.41	934.39
4798	233,471.83	643,873.55	934.37
4799	233,470.49	643,875.79	934.31

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4800	233,467.89	643,875.62	934.44
4801	233,465.06	643,873.69	934.53
4802	233,460.88	643,870.97	934.60
4803	233,448.56	643,863.94	935.04
4804	233,447.65	643,860.81	935.17
4805	233,449.51	643,859.69	935.10
4806	233,460.54	643,859.56	934.90
4807	233,465.62	643,859.49	934.83
4808	233,471.24	643,865.91	934.97
4809	233,471.24	643,866.41	934.46
4810	233,471.30	643,871.41	934.40
4811	233,471.31	643,871.91	934.89
4812	233,465.76	643,873.55	935.01
4813	233,465.34	643,873.27	934.53
4814	233,461.15	643,870.55	934.60
4815	233,460.72	643,870.28	935.12
4816	233,460.03	643,860.06	935.41
4817	233,460.54	643,860.06	934.90
4818	233,465.63	643,859.99	934.83
4819	233,466.14	643,859.99	935.31

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4820	233,460.73	643,860.98	934.90
4821	233,461.75	643,866.06	934.67
4822	233,466.65	643,865.08	934.60
4823	233,466.95	643,866.58	934.59
4824	233,468.61	643,866.52	934.58
4825	233,468.82	643,871.51	934.52
4826	233,466.46	643,871.61	934.56
4827	233,462.30	643,868.82	934.63
4828	233,440.30	643,886.28	934.89
4829	233,443.44	643,888.37	934.74
4830	233,447.32	643,891.35	934.58
4831	233,451.14	643,894.76	934.44
4832	233,453.33	643,896.98	934.35
4833	233,458.52	643,903.22	934.20
4834	233,446.69	643,892.12	934.58
4835	233,450.45	643,895.48	934.44
4836	233,456.04	643,901.63	934.75
4837	233,457.72	643,903.81	934.70
4838	233,446.30	643,892.70	934.58
4839	233,445.18	643,894.36	934.66

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4840	233,443.20	643,897.31	934.75
4841	233,449.34	643,897.14	934.51
4842	233,446.95	643,900.70	934.68
4843	233,434.85	643,891.24	935.39
4844	233,432.92	643,896.24	935.36
4845	233,436.86	643,891.77	935.26
4846	233,440.02	643,901.16	934.83
4847	233,443.72	643,904.53	934.75
4848	233,453.19	643,907.13	934.87
4849	233,454.48	643,902.88	934.81
4850	233,561.37	643,772.83	932.59
4851	233,568.31	643,778.19	932.56
4852	233,568.98	643,780.40	932.54
4853	233,567.13	643,781.78	932.60
4854	233,559.70	643,781.94	932.70
4855	233,554.70	643,782.05	932.76
4856	233,551.58	643,782.12	932.83
4857	233,547.50	643,778.12	933.06
4858	233,547.50	643,776.28	933.05
4859	233,547.51	643,771.05	933.01

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
C	233,431.95	643,725.27	52'
D	233,432.13	643,725.45	41'
E	233,405.27	643,942.22	66'
F	233,372.00	644,012.47	167.1'
G	233,449.59	643,861.94	2.25'
H	233,468.70	643,862.45	3'
I	233,469.33	643,873.58	2.5'
J	233,550.01	643,767.22	2.5'
K	233,567.08	643,779.78	2'
L	233,551.50	643,778.12	4'
M	233,549.24	643,875.73	1'
N	233,551.70	643,861.95	3'
O	233,562.05	643,860.91	2'

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4860	233,547.51	643,767.22	932.98
4861	233,551.53	643,765.24	932.76
4862	233,557.41	643,769.78	932.66
4863	233,560.19	643,781.43	933.19
4864	233,559.69	643,781.44	932.70
4865	233,554.69	643,781.55	932.76
4866	233,554.19	643,781.56	933.27
4867	233,548.00	643,776.80	933.55
4868	233,548.00	643,776.28	933.05
4869	233,548.01	643,771.05	933.01
4870	233,548.01	643,770.52	933.50
4871	233,556.71	643,769.87	933.16
4872	233,557.10	643,770.17	932.66
4873	233,561.06	643,773.23	932.59
4874	233,561.46	643,773.54	933.09
4875	233,559.29	643,775.49	932.70
4876	233,559.80	643,776.77	932.72
4877	233,559.76	643,778.47	932.74
4878	233,554.76	643,778.36	932.81
4879	233,553.31	643,777.91	932.84

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4880	233,550.06	643,776.91	932.97
4881	233,549.47	643,771.50	933.00
4882	233,551.53	643,772.13	932.91
4883	233,554.78	643,773.13	932.77
4884	233,555.35	643,772.40	932.76
4885	233,563.49	643,862.30	932.71
4886	233,559.57	643,866.39	932.74
4887	233,556.11	643,870.00	932.77
4888	233,549.94	643,876.44	932.82
4889	233,548.24	643,875.73	932.85
4890	233,548.49	643,868.22	932.89
4891	233,548.66	643,863.21	932.96
4892	233,548.70	643,861.83	932.98
4893	233,551.69	643,858.95	932.86
4894	233,552.88	643,858.94	932.84
4895	233,557.88	643,858.93	932.76
4896	233,562.04	643,858.91	932.75
4897	233,559.55	643,865.68	933.23
4898	233,559.21	643,866.05	932.74
4899	233,555.75	643,869.66	932.77

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
4900	233,555.40	643,870.02	933.27
4901	233,548.97	643,868.74	933.38
4902	233,548.99	643,868.24	932.89
4903	233,549.16	643,863.22	932.96
4904	233,549.17	643,862.83	933.36
4905	233,552.38	643,859.44	933.35
4906	233,552.88	643,859.44	932.84
4907	233,557.88	643,859.43	932.77
4908	233,558.38	643,859.42	933.26
4909	233,557.80	643,863.19	932.79
4910	233,552.80	643,863.08	932.86
4911	233,557.76	643,864.66	932.77
4912	233,554.05	643,868.03	932.80
4913	233,553.00	643,868.07	932.81
4914	233,549.36	643,868.22	932.89

2

BARABOO PROPERTIES LLC
E11086 HATCHERY RD

NOTE:
DO NOT DISTURB SECTION CORNER MONUMENT WITHIN INTERSECTION.

EXISTING R/W

NOTE:
CURB RAMPS IN SE QUADRANT OF INTERSECTION TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021

REMAINING CROSSWALKS AND STOP BARS TO BE INSTALLED WITH 2021 PROJECT

N

2

MOVE EXISTING SIGN AND SIGN SUPPORT TO JUST NORTH OF SLOPED NOSE

INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET

MARKING CURB EPOXY (YELLOW)

CITY OF BARABOO ELECTRIC

WORK AROUND LIGHT POLE

SLOPE INTERCEPT

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

MARKING ISLAND NOSE EPOXY (YELLOW)

CENTURYLINK CHARTER

CP 101

MICHAEL A PRICE
357 STATE RD 136

CAUTION

CHARTER

CITY OF BARABOO WATER

BARABOO SANITARY DISTRICT #1

6'

HATCHERY RD

SEC 8413

SEC 1106008

ALLIANT

CARPENTER ST

MARKING STOP LINE EPOXY 6-INCH (WHITE)

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

CP 100

BM 8656

GPB LLC
420 STATE RD 136

JOHN S TURNER
413 STATE RD 136

STH 136

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 8656	236,247	643,868	921.64	NW HYDRANT FLANGE BOLT

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 100	236,261.51	643,878.39	MAG NAIL IN ASPHALT PARKING LOT
CP 101	236,374.52	643,863.20	CHISELED T IN SIDEWALK
SEC 8413	236,302.34	643,819.05	ALUMINUM MONUMENT IN THE CENTER OF THE INTERSECTION
SEC 1106008	236,302.31	643,819.94	ALUMINUM MONUMENT IN THE CENTER OF THE INTERSECTION

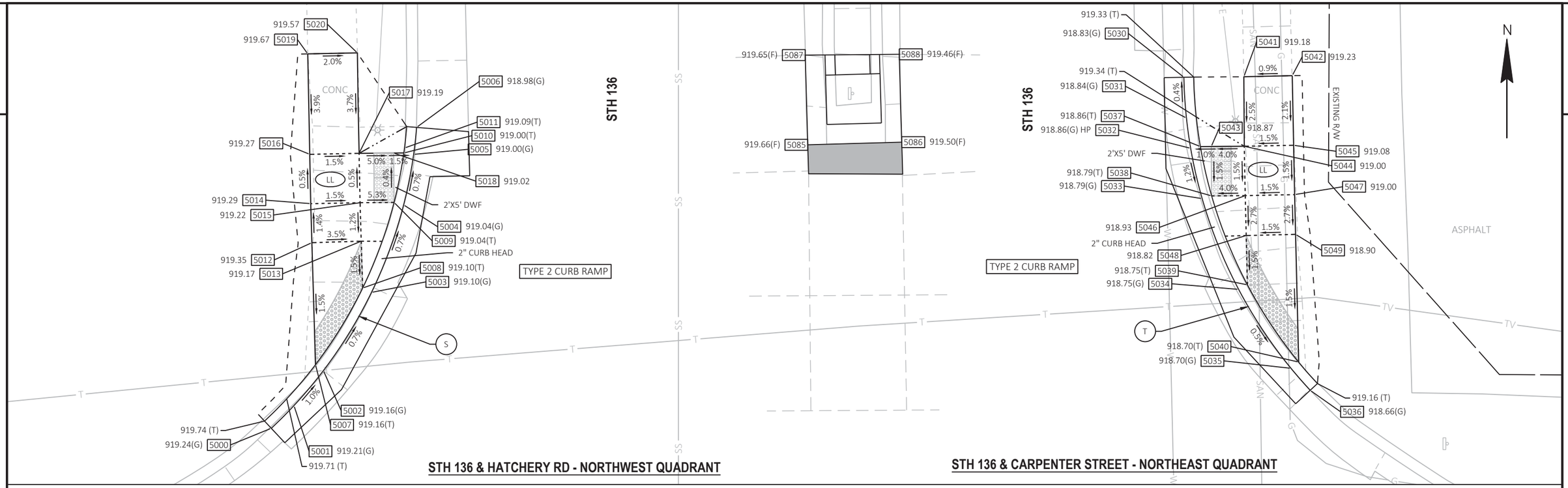
TRAFFIC CONTROL NOTES:
CONSTRUCT WEST SIDE AND EAST SIDE OF STH 136 IN SEPARATE STAGES IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS, CORNER SIDEWALK CLOSURE WITH TEMPORARY SIDEWALK DETAIL. DETOUR PEDESTRIANS TO OPPOSITE SIDE OF ROAD. CROSS PEDESTRIANS ACROSS STH 136 AT SAUK AVE AND CHESTNUT ST.

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - BARABOO	SHEET 89	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021103-ID-BARABOO.DWG
LAYOUT NAME - 50

PLOT DATE : 5/4/2020 3:41 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



STH 136 & HATCHERY RD - NORTHWEST QUADRANT

STH 136 & CARPENTER STREET - NORTHEAST QUADRANT

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
[1]	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
– – – –	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
5000	236,329.55	643,762.04	919.24
5001	236,331.85	643,764.33	919.21
5002	236,335.39	643,767.31	919.16
5003	236,343.31	643,772.18	919.10
5004	236,352.17	643,775.43	919.04
5005	236,357.29	643,776.45	919.00
5006	236,360.02	643,776.75	918.98
5007	236,335.99	643,766.51	919.16
5008	236,343.75	643,771.28	919.10
5009	236,352.42	643,774.47	919.04
5010	236,357.43	643,775.46	919.00
5011	236,357.93	643,775.52	919.09
5012	236,348.34	643,766.14	919.35
5013	236,348.49	643,771.14	919.17
5014	236,352.29	643,766.03	919.29
5015	236,352.39	643,771.02	919.22
5016	236,357.29	643,765.93	919.27
5017	236,357.39	643,770.93	919.19
5018	236,357.42	643,774.43	919.02
5019	236,367.46	643,765.72	919.67

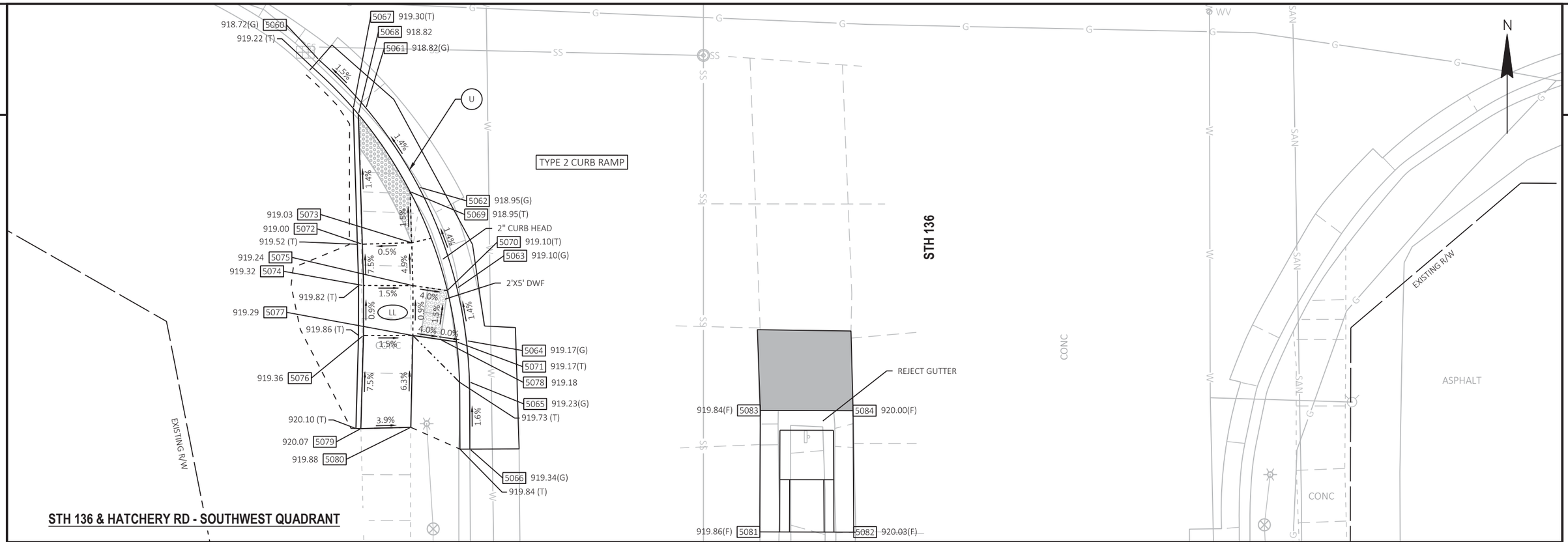
POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
5020	236,367.56	643,770.76	919.57
5030	236,365.10	643,854.45	918.83
5031	236,360.96	643,854.70	918.84
5032	236,357.90	643,855.13	918.86
5033	236,352.80	643,856.29	918.79
5034	236,343.61	643,859.99	918.75
5035	236,335.62	643,865.29	918.70
5036	236,333.39	643,867.23	918.66
5037	236,358.07	643,856.11	918.86
5038	236,353.08	643,857.25	918.79
5039	236,344.08	643,860.87	918.75
5040	236,336.25	643,866.06	918.70
5041	236,365.14	643,860.52	919.18
5042	236,365.26	643,865.41	919.23
5043	236,358.08	643,857.21	918.87
5044	236,358.11	643,860.55	919.00
5045	236,358.21	643,865.55	919.08
5046	236,353.11	643,860.66	918.93
5047	236,353.21	643,865.65	919.00
5048	236,349.07	643,860.75	918.82

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
5049	236,349.19	643,865.75	918.90
5085	236,358.25	643,816.36	919.66
5086	236,358.52	643,825.87	919.50
5087	236,367.34	643,816.10	919.65
5088	236,367.42	643,825.62	919.46

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
S	236,363.85	643,729.91	47'
T	236,366.02	643,902.44	48'

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
NORTHWEST	46.0'	12.36'	19.4 SF	9.11'
NORTHEAST	47.0'	12.94'	20.1 SF	9.39'



NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
5060	236,281.48	643,764.32	918.72
5061	236,276.59	643,769.09	918.82
5062	236,268.59	643,774.44	918.95
5063	236,258.34	643,778.30	919.10
5064	236,253.03	643,779.26	919.17
5065	236,248.86	643,779.56	919.23
5066	236,242.06	643,779.60	919.34
5067	236,276.56	643,767.80	919.30
5068	236,275.95	643,768.32	918.82
5069	236,268.12	643,773.56	918.95
5070	236,258.10	643,777.33	919.10
5071	236,252.92	643,778.26	919.17
5072	236,262.81	643,768.71	919.00
5073	236,262.96	643,773.71	919.03
5074	236,258.62	643,768.84	919.32

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
5075	236,258.61	643,773.84	919.24
5076	236,253.57	643,768.83	919.36
5077	236,253.56	643,773.83	919.29
5078	236,253.16	643,776.61	919.18
5079	236,244.13	643,768.57	920.07
5080	236,244.26	643,773.63	919.88
5081	236,233.67	643,808.98	919.86
5082	236,233.64	643,818.47	920.03
5083	236,245.97	643,809.01	919.84
5084	236,245.95	643,818.40	920.00

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
U	236,247.72	643,734.57	0.00

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	44.0'	13.15'	20.3 SF	9.42'

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

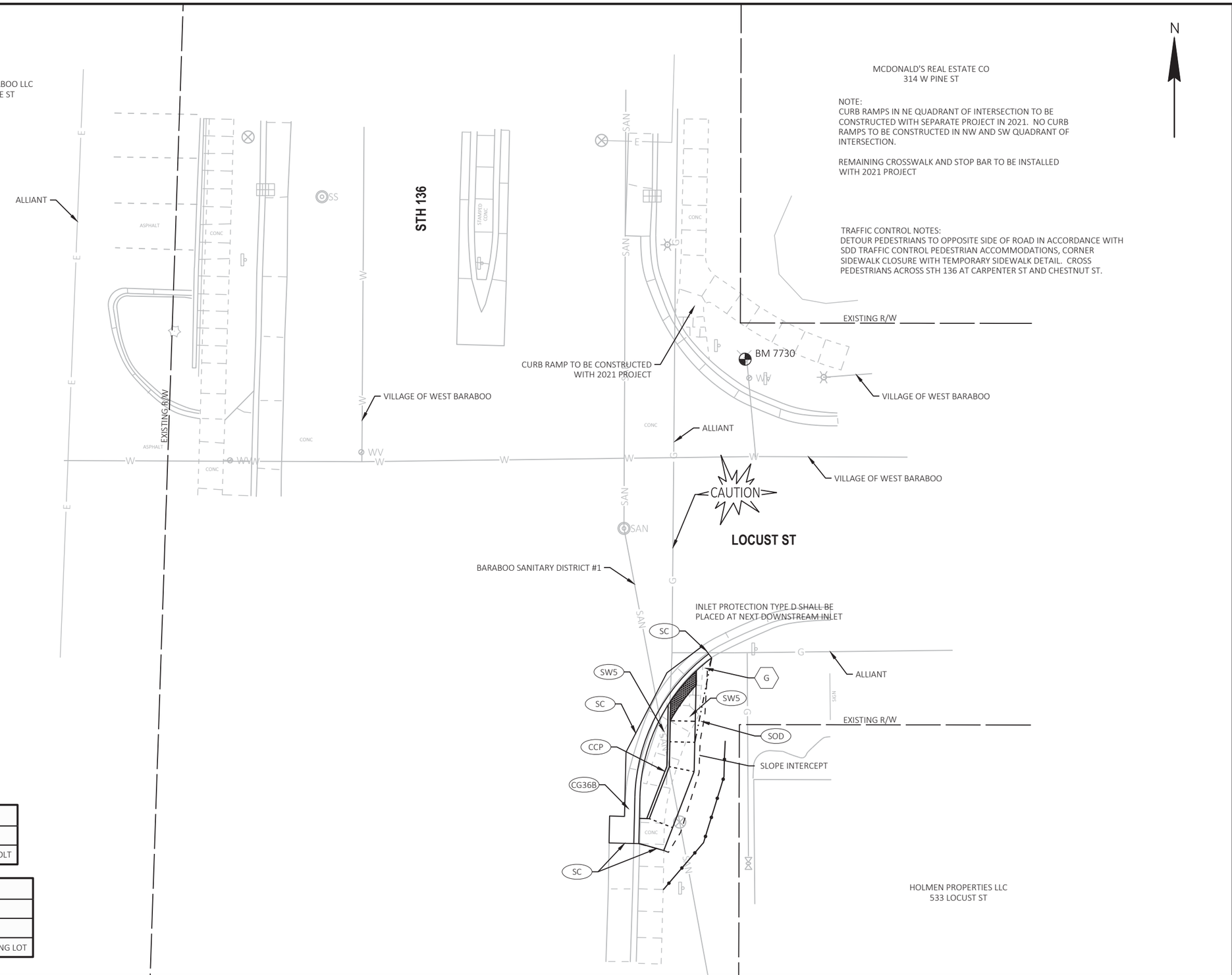
LEGEND

- AS — ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CCP — CONCRETE CURB PEDESTRIAN
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG36B — CONCRETE CURB & GUTTER 36-INCH BARABOO
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- DWY7 — CONCRETE DRIVEWAY 7-INCH
- SA — SAWING ASPHALT
- SC — SAWING CONCRETE
- SOD — SOD LAWN RESTORATION
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- G — GRADED FLARE (6:1 MAX SLOPE)
- P — PAVED FLARE (10% MAX SLOPE)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

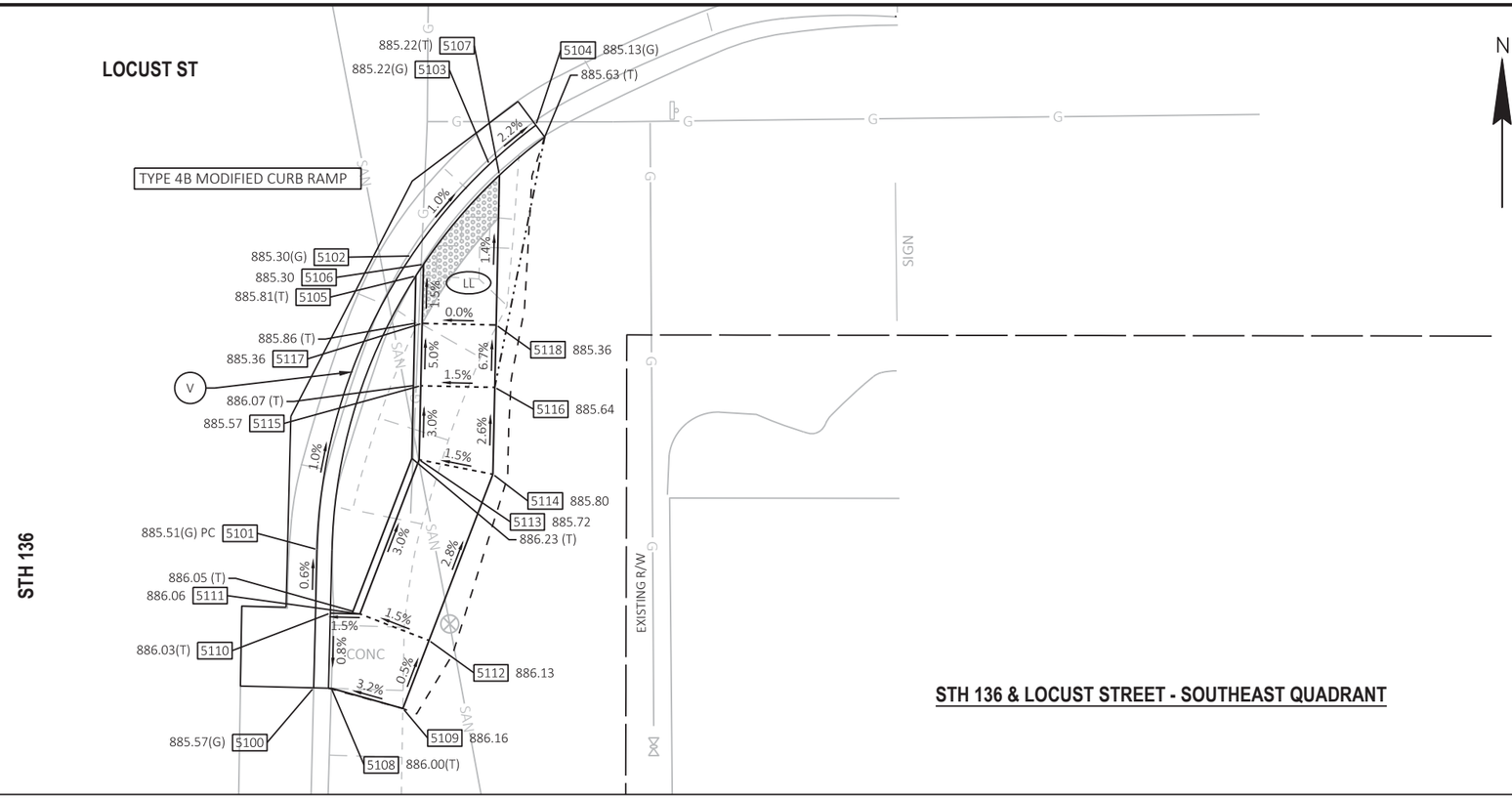
NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 7730	237,898	643,874	888.04	NW HYDRANT FLANGE BOLT

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 74	238,282.52	643,777.39	CHISELED T IN SIDEWALK
CP 75	238,275.88	643,872.03	MAG NAIL IN ASPHALT PARKING LOT



PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - BARABOO	SHEET 92	E



STH 136 & LOCUST STREET - SOUTHEAST QUADRANT

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
1	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
– – – –	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
5100	237,800.93	643,851.67	885.57
5101	237,810.28	643,851.91	885.51
5102	237,830.10	643,858.27	885.30
5103	237,836.30	643,863.54	885.22
5104	237,838.94	643,866.69	885.13
5105	237,828.76	643,858.58	885.81
5106	237,829.54	643,859.10	885.30
5107	237,835.57	643,864.23	885.22
5108	237,800.90	643,852.87	886.00
5109	237,799.54	643,857.70	886.16
5110	237,805.98	643,852.80	886.03
5111	237,805.93	643,854.80	886.06
5112	237,804.13	643,859.47	886.13
5113	237,816.34	643,858.80	885.72
5114	237,815.36	643,863.78	885.80
5115	237,821.34	643,858.91	885.57
5116	237,821.23	643,863.91	885.64
5117	237,825.55	643,859.01	885.36
5118	237,825.44	643,864.01	885.36

RADIUS TABLE

POINT NUMBER	Y	X	RADIUS
V	237,809.35	643,888.90	37'

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	36.0'	10.13'	16.7 SF	7.92'

2

AMERCO REAL ESTATE COMPANY
615 LINN ST

BARABOO NATIONAL BANK
400 W PINE ST

NOTE:
CURB RAMPS IN NE, SW AND NW QUADRANTS OF INTERSECTION TO BE CONSTRUCTED WITH SEPARATE PROJECT IN 2021

REMAINING CROSSWALK AND STOP BAR TO BE INSTALLED WITH 2021 PROJECT.

N

TRAFFIC CONTROL NOTES:
CONSTRUCT BY DETOURING STH 136 PEDESTRIAN TRAFFIC ONE BLOCK EAST FROM LOCUST STREET TO MAPLE STREET IN ACCORDANCE WITH PEDESTRIAN DETOUR TRAFFIC CONTROL CONSTRUCTION DETAIL.

PEDESTRIANS ON WEST SIDE OF STH 136 TO CROSS STH 136 AT CARPENTER ST AND LINN ST IN ACCORDANCE WITH SDD TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS, CORNER SIDEWALK CLOSURE WITH TEMPORARY SIDEWALK DETAIL. CONSTRUCT TEMPORARY CROSSWALK ACROSS TINKHAM TRAIL JUST WEST OF EXISTING CROSSWALK.

EROSION CONTROL LEGEND

- INLET PROTECTION
- D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- SILT FENCE
- CULVERT PIPE CHECK

CP 74

CP 75

BM 21650

EXISTING R/W

CHARTER

CENTURYLINK

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

ALLIANT
CHARTER (JOINT USE)

VILLAGE OF WEST BARABOO

TINKHAM TRAIL

CAUTION

INLET PROTECTION TYPE D SHALL BE PLACED AT NEXT DOWNSTREAM INLET

EXISTING SIGN TO REMAIN

SLOPE INTERCEPT

B H WEST BARABOO LLC
315 W PINE ST

BARABOO SANITARY DISTRICT #1

CURB RAMP TO BE CONSTRUCTED WITH 2021 PROJECT

CHESTNUT ST

STH 136

MCDONALD'S REAL ESTATE CO
314 W PINE ST

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW

CONTROL POINT TABLE

POINT NAME	Y	X	DESCRIPTION
CP 74	238,282.52	643,777.39	CHISELED T IN SIDEWALK
CP 75	238,275.88	643,872.03	MAG NAIL IN ASPHALT PARKING LOT

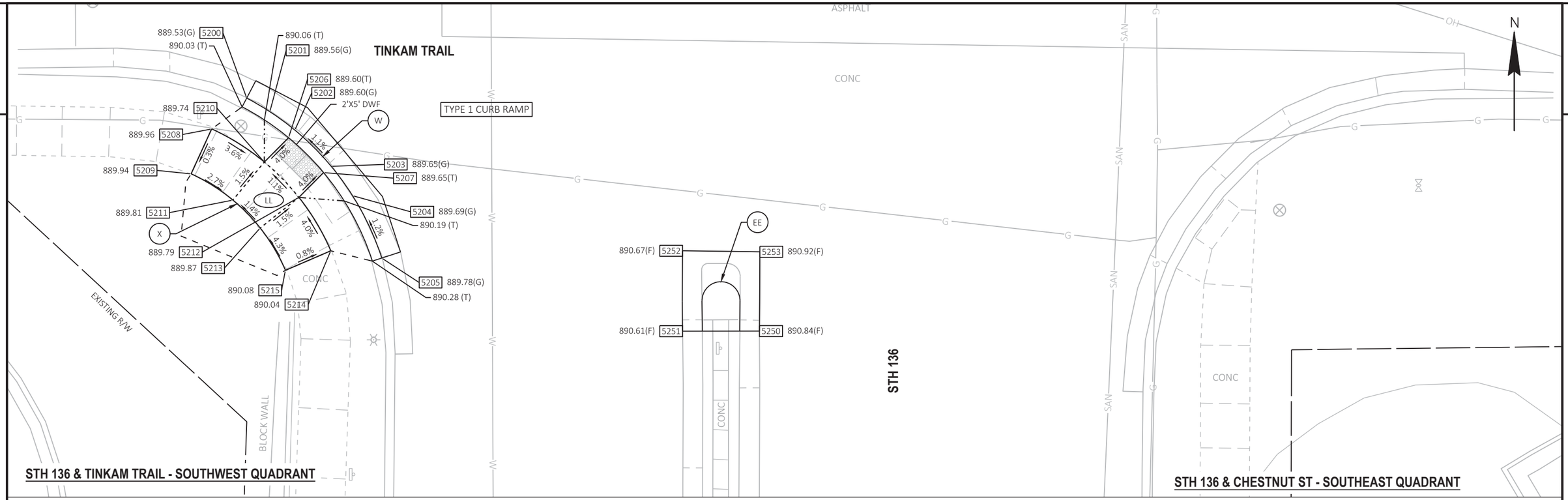
BENCHMARK TABLE

POINT NAME	Y	X	ELEV	DESCRIPTION
BM 21650	238,248	643,898	893.18	NW HYDRANT FLANGE BOLT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - BARABOO	SHEET 94	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021103-ID-BARABOO.DWG
LAYOUT NAME - 52

PLOT DATE : 5/4/2020 3:42 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT



NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
[1]	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
— — — —	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
5200	238,194.40	643,767.91	889.53
5201	238,193.03	643,770.25	889.56
5202	238,191.16	643,772.78	889.60
5203	238,187.50	643,776.46	889.65
5204	238,184.53	643,778.62	889.69
5205	238,178.22	643,781.58	889.78
5206	238,190.39	643,772.15	889.60
5207	238,186.86	643,775.69	889.65
5208	238,191.28	643,764.36	889.96
5209	238,186.74	643,762.28	889.94
5210	238,187.93	643,769.70	889.74
5211	238,184.08	643,766.50	889.81
5212	238,184.36	643,773.19	889.79
5213	238,181.25	643,769.27	889.87
5214	238,178.95	643,776.42	890.04
5215	238,176.97	643,771.83	890.08
5250	238,170.83	643,819.83	890.84
5251	238,170.82	643,812.04	890.61
5252	238,178.96	643,812.04	890.67
5253	238,178.85	643,819.88	890.92

RADIUS TABLE

POINT NUMBER	Y	X	RADIUS
EE	238,173.90	643,815.93	1.9'
W	238,169.58	643,754.94	28'
X	238,169.46	643,754.38	19'

2

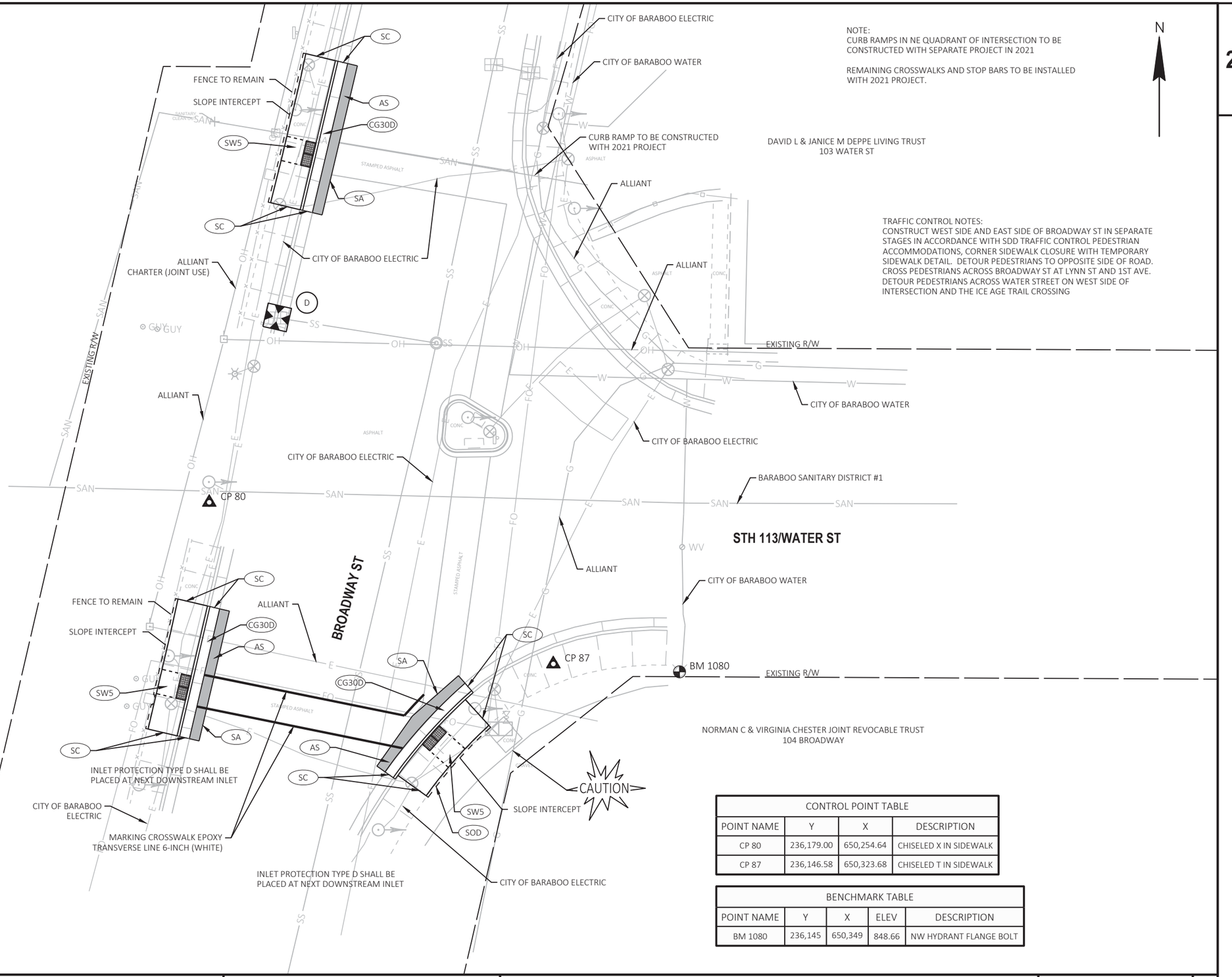
LEGEND

AS	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
CCP	CONCRETE CURB PEDESTRIAN
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG36B	CONCRETE CURB & GUTTER 36-INCH BARABOO
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
DWY7	CONCRETE DRIVEWAY 7-INCH
SA	SAWING ASPHALT
SC	SAWING CONCRETE
SOD	SOD LAWN RESTORATION
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
G	GRADED FLARE (6:1 MAX SLOPE)
P	PAVED FLARE (10% MAX SLOPE)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE:
SOD LAWN RESTORATION IS INCIDENTAL TO GRADING, SHAPING & FINISHING CURB RAMP OR DRIVEWAY BID ITEMS

EROSION CONTROL LEGEND

	INLET PROTECTION
D	INLET PROTECTION TYPE
	TEMPORARY DITCH CHECK
	SILT FENCE
	CULVERT PIPE CHECK

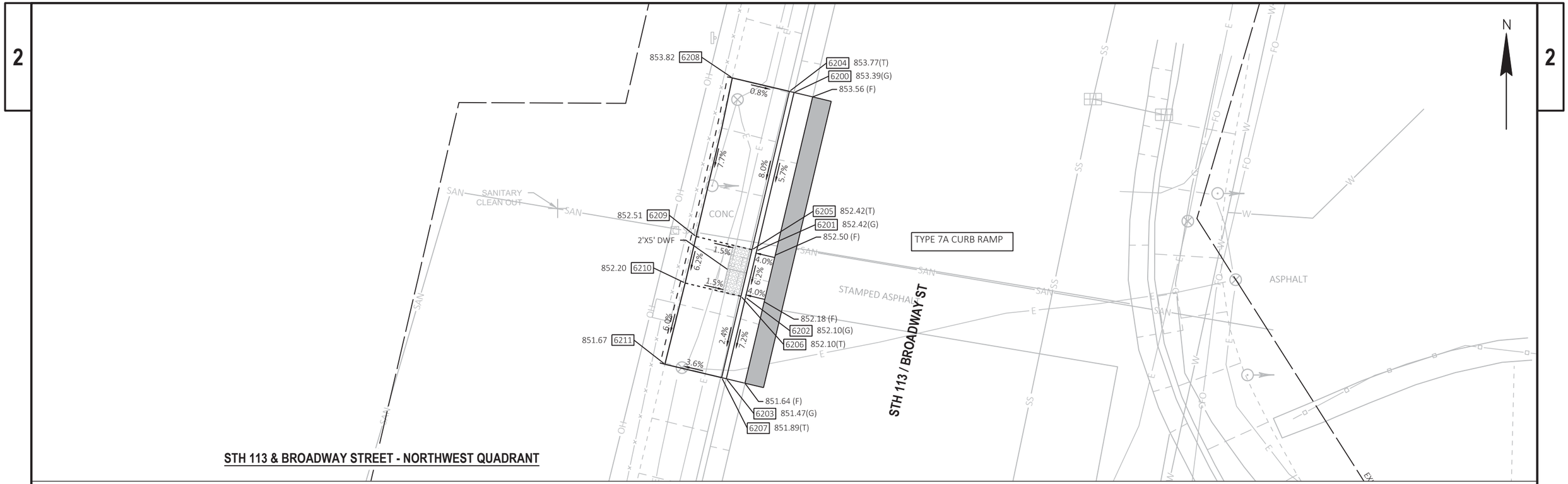


CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
CP 80	236,179.00	650,254.64	CHISELED X IN SIDEWALK
CP 87	236,146.58	650,323.68	CHISELED T IN SIDEWALK

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
BM 1080	236,145	650,349	848.66	NW HYDRANT FLANGE BOLT

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - BARABOO	SHEET 96	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021103-ID-BARABOO.DWG
LAYOUT NAME - 62
PLOT DATE : 5/4/2020 3:43 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



NOTES

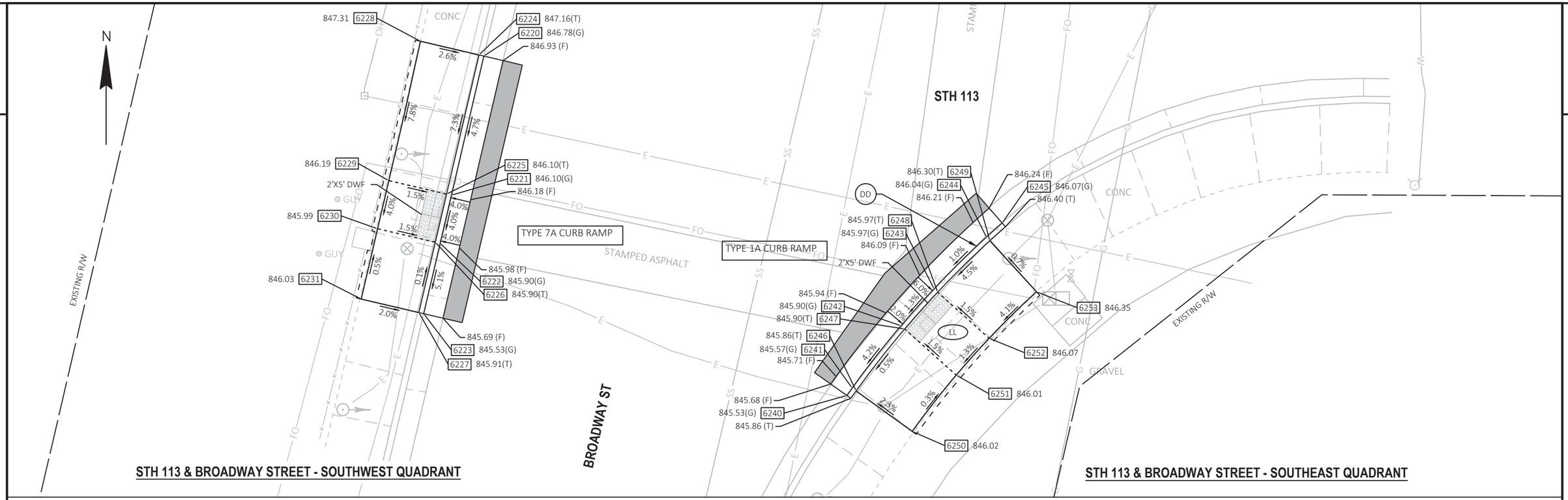
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
[1]	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
– – – –	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

POINT TABLE

POINT NUMBER	Y	X	ELEVATION
6200	236,267.55	650,280.47	853.39
6201	236,251.00	650,276.56	852.42
6202	236,246.14	650,275.40	852.10
6203	236,237.62	650,273.39	851.47
6204	236,267.67	650,279.99	853.77
6205	236,251.12	650,276.07	852.42
6206	236,246.25	650,274.92	852.10
6207	236,237.74	650,272.90	851.89
6208	236,269.08	650,274.01	853.82
6209	236,252.50	650,270.23	852.51
6210	236,247.63	650,269.08	852.20
6211	236,239.14	650,266.96	851.67



NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
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LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
[1]	POINT NUMBER
	PROPOSED HMA OR CONCRETE PAVEMENT
– – – –	SLOPE INTERCEPTS
	DETECTABLE WARNING FIELD
(A)	CURB RADIUS POINT NUMBER

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
6220	236,158.11	650,254.79	846.78
6221	236,144.02	650,251.50	846.10
6222	236,139.15	650,250.36	845.90
6223	236,132.04	650,248.70	845.53
6224	236,158.22	650,254.31	847.16
6225	236,144.14	650,251.02	846.10
6226	236,139.27	650,249.88	845.90
6227	236,132.15	650,248.22	845.91
6228	236,159.61	650,248.37	847.31
6229	236,145.50	650,245.17	846.19
6230	236,140.63	650,244.04	845.99
6231	236,133.52	650,242.37	846.03
6240	236,123.76	650,291.55	845.53
6241	236,124.51	650,292.08	845.57
6242	236,130.81	650,297.03	845.90
6243	236,134.56	650,300.38	845.97
6244	236,139.79	650,305.68	846.04
6245	236,141.21	650,307.28	846.07
6246	236,124.22	650,292.49	845.86
6247	236,130.49	650,297.41	845.90

POINT TABLE			
POINT NUMBER	Y	X	ELEVATION
6248	236,134.21	650,300.74	845.97
6249	236,139.42	650,306.02	846.30
6250	236,120.12	650,298.16	846.02
6251	236,125.82	650,302.62	846.01
6252	236,129.54	650,305.96	846.07
6253	236,134.25	650,310.75	846.35

RADIUS TABLE			
POINT NUMBER	Y	X	RADIUS
DD	236,066.00	650,373.18	100'

PROJECT NO: 5637-02-70	HWY: STH 33	COUNTY: SAUK	CURB RAMP DETAILS - BARABOO	SHEET 98	E

FILE NAME : T:\1182708.05\CIVIL3D\56370200\SHEETSPLAN\5637-02-70\021303-CR-BARABOO.DWG
LAYOUT NAME - 62S
PLOT DATE : 5/4/2020 3:43 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : ##########

Estimate Of Quantities

5637-02-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	735.000	735.000
0004	204.0110	Removing Asphaltic Surface	SY	328.000	328.000
0006	204.0150	Removing Curb & Gutter	LF	651.000	651.000
0008	204.0155	Removing Concrete Sidewalk	SY	1,162.000	1,162.000
0010	204.9060.S	Removing (item description) 01. Raised Planter	EACH	1.000	1.000
0012	213.0100	Finishing Roadway (project) 01. 5637-02-70	EACH	1.000	1.000
0014	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	948.000	948.000
0016	415.0090	Concrete Pavement 9-Inch	SY	13.000	13.000
0018	415.0100	Concrete Pavement 10-Inch	SY	23.000	23.000
0020	416.0170	Concrete Driveway 7-Inch	SY	47.000	47.000
0022	416.0610	Drilled Tie Bars	EACH	1,026.000	1,026.000
0024	416.0620	Drilled Dowel Bars	EACH	20.000	20.000
0026	455.0605	Tack Coat	GAL	24.000	24.000
0028	465.0105	Asphaltic Surface	TON	92.000	92.000
0030	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	680.000	680.000
0032	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	463.000	463.000
0034	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	383.000	383.000
0036	601.0600	Concrete Curb Pedestrian	LF	416.000	416.000
0038	602.0410	Concrete Sidewalk 5-Inch	SF	10,208.000	10,208.000
0040	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	746.000	746.000
0042	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	275.000	275.000
0044	602.2400	Concrete Safety Islands	SF	1,473.000	1,473.000
0046	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0048	611.8115	Adjusting Inlet Covers	EACH	5.000	5.000
0050	612.0104	Pipe Underdrain 4-Inch	LF	100.000	100.000
0052	619.1000	Mobilization	EACH	1.000	1.000
0054	620.0300	Concrete Median Sloped Nose	SF	271.000	271.000
0056	624.0100	Water	MGAL	10.000	10.000
0058	628.1104	Erosion Bales	EACH	50.000	50.000
0060	628.1504	Silt Fence	LF	320.000	320.000
0062	628.1520	Silt Fence Maintenance	LF	163.000	163.000
0064	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0066	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0068	628.7020	Inlet Protection Type D	EACH	103.000	103.000
0070	628.7504	Temporary Ditch Checks	LF	30.000	30.000
0072	628.7555	Culvert Pipe Checks	EACH	4.000	4.000
0074	628.7570	Rock Bags	EACH	25.000	25.000
0076	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	5.000	5.000
0078	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	1.000	1.000
0080	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	5.000	5.000

5637-02-70

Line	Item	Item Description	Unit	Total	Qty
0082	637.2210	Signs Type II Reflective H	SF	5.500	5.500
0084	638.2102	Moving Signs Type II	EACH	5.000	5.000
0086	638.4000	Moving Small Sign Supports	EACH	5.000	5.000
0088	642.5001	Field Office Type B	EACH	1.000	1.000
0090	643.0300	Traffic Control Drums	DAY	10,696.000	10,696.000
0092	643.0410	Traffic Control Barricades Type II	DAY	1,358.000	1,358.000
0094	643.0420	Traffic Control Barricades Type III	DAY	1,673.000	1,673.000
0096	643.0705	Traffic Control Warning Lights Type A	DAY	3,346.000	3,346.000
0098	643.0715	Traffic Control Warning Lights Type C	DAY	1,897.000	1,897.000
0100	643.0800	Traffic Control Arrow Boards	DAY	126.000	126.000
0102	643.0900	Traffic Control Signs	DAY	3,071.000	3,071.000
0104	643.1050	Traffic Control Signs PCMS	DAY	77.000	77.000
0106	643.5000	Traffic Control	EACH	1.000	1.000
0108	644.1410	Temporary Pedestrian Surface Asphalt	SF	800.000	800.000
0110	644.1601	Temporary Pedestrian Curb Ramp	DAY	28.000	28.000
0112	644.1810	Temporary Pedestrian Barricade	LF	360.000	360.000
0114	646.6120	Marking Stop Line Epoxy 18-Inch	LF	410.000	410.000
0116	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	4,135.000	4,135.000
0118	646.8120	Marking Curb Epoxy	LF	90.000	90.000
0120	646.8220	Marking Island Nose Epoxy	EACH	5.000	5.000
0122	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	5,412.000	5,412.000
0124	646.9210	Marking Removal Line Water Blasting Wide	LF	460.000	460.000
0126	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,583.000	2,583.000
0128	650.9000	Construction Staking Curb Ramps	EACH	58.000	58.000
0130	650.9910	Construction Staking Supplemental Control (project) 01. 5637-02-70	LS	1.000	1.000
0132	690.0150	Sawing Asphalt	LF	848.000	848.000
0134	690.0250	Sawing Concrete	LF	2,708.000	2,708.000
0136	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
0138	SPV.0045	Special 01. Temporary Crosswalk	DAY	105.000	105.000
0140	SPV.0060	Special 01. Grading, Shaping, & Finishing Curb Ramps One Ramp	EACH	29.000	29.000
0142	SPV.0060	Special 02. Grading, Shaping & Finishing Curb Ramp Two Ramps	EACH	31.000	31.000
0144	SPV.0060	Special 03. Grading, Shaping, & Finishing Driveways	EACH	1.000	1.000
0146	SPV.0090	Special 01. Concrete Curb & Gutter 24-Inch Type D	LF	239.000	239.000
0148	SPV.0090	Special 02. Concrete Curb & Gutter 36-Inch Baraboo	LF	402.000	402.000
0150	SPV.0165	Special 01. Construction Staking Sidewalk	SF	2,563.000	2,563.000

REMOVALS

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.9060.S.01 REMOVING RAISED PLANTER EACH
REEDSBURG	STH 23	K STREET	NE	---	9	29	13	---
			SE	---	9	32	17	---
			NW	---	13	45	26	---
			SW	---	61	52	6	---
	STH 23	FRANKLIN ST	SW	---	9	29	14	---
	STH 33	ALEXANDER AVE	SE	---	11	42	30	---
			SW	---	5	17	20	---
	STH 33	PRESTON AVE	NW	---	10	32	14	---
	STH 33	ALBERT ST	NE	18	---	---	22	---
			SE	11	8	---	23	---
	STH 33	PINE ST	SE	11	---	---	33	---
	STH 33	PIZZA HUT DRIVEWAY	---	14	56	52	10	---
	STH 33	KING ST	SE	---	5	16	10	---
			SW	7	8	26	29	---
	STH 33	VIKING DR	NE	21	---	---	56	---
			SE	13	---	---	27	---
			E MEDIAN	8	---	---	3	---
			NW	21	---	---	65	---
			SW	6	5	21	17	---
	STH 33	VETERAN DR	NE	11	---	---	25	---
			SE	11	---	---	27	---
			E MEDIAN	10	---	---	5	---
			NW	15	---	---	28	---
			SW	20	---	---	25	---
			W MEDIAN	11	---	---	8	---
	STH 33	LILAC CT	SE	6	---	---	12	---
			SW	6	---	---	15	---
	STH 33	WENGEL DR	NE	23	---	---	49	---
			SE	16	---	---	17	---
			E MEDIAN	13	---	---	4	---
			SW	12	---	---	14	---
	STH 33	COURTYARDS DWY	NE	8	---	---	11	---
			NW	8	---	---	10	---
	STH 33	GOLF COURSE RD	NE	13	---	---	17	---
			SE	14	---	---	---	---
			E MEDIAN	12	---	---	2	---
			NW	15	---	---	33	---
			SW	14	---	---	23	---
			W MEDIAN	14	---	---	3	---
		REEDSBURG TOTALS		382	209	393	763	0

REMOVALS CONTINUED

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING SIDEWALK SY	204.9060.S.01 REMOVING RAISED PLANTER EACH
ROCK SPRINGS	STH 154	PARK ST	NE	---	56	17	44	1
			SE	---	16	60	33	---
	STH 136	MADISON ST	NW	---	7	28	19	---
			SW	---	11	39	28	---
	STH 136	HOLTZ ST	SE	---	9	32	17	---
			ROCK SPRINGS TOTALS	0	99	176	141	1
BARABOO	STH 136	WALMART DWY	NW	19	---	---	18	---
			SW	19	---	---	24	---
	STH 136	SOUTH BLVD	NE	43	---	---	---	---
			SE	71	---	---	20	---
			NW	61	---	---	---	---
			SW	21	---	---	37	---
	STH 136	HATCHERY RD/ CARPENTER ST	NE	15	---	---	21	---
			NW	18	---	---	22	---
			N MEDIAN	11	---	---	3	---
			S MEDIAN	18	---	---	5	---
			SW	24	---	---	16	---
	STH 136	LOCUST ST	SE	18	---	---	23	---
	STH 136	TINKHAM TR/ CHESTNUT ST	SW	8	---	---	13	---
			S MEDIAN	7	---	---	1	---
	STH 113	BROADWAY ST	SE	---	7	24	16	---
			NW	---	7	31	21	---
			SW	---	6	27	18	---
			BARABOO TOTALS	353	20	82	258	0
			PROJECT TOTALS	735	328	651	1,162	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

BASE AGGREGATE ITEMS

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	305.0120 BASE AGGREGATE DENSE 1-1/4 IN TON
REEDSBURG	STH 23	K STREET	NE	10
			SE	11
			NW	17
			SW	36
	STH 23	FRANKLIN ST	SW	9
	STH 33	ALEXANDER AVE	SE	17
			SW	12
	STH 33	PRESTON AVE	NW	12
	STH 33	ALBERT ST	NE	19
			SE	18
	STH 33	PINE ST	SE	18
	STH 33	PIZZA HUT DRIVEWAY	---	34
	STH 33	KING ST	SE	8
			SW	17
	STH 33	VIKING DR	NE	28
			SE	15
			E MEDIAN	7
			NW	30
			SW	14
	STH 33	VETERAN DR	NE	13
			SE	16
			E MEDIAN	9
			NW	17
			SW	20
			W MEDIAN	10
	STH 33	LILAC CT	SE	8
			SW	10
	STH 33	WENGEL DR	NE	26
			SE	16
			E MEDIAN	9
			SW	13
	STH 33	COURTYARDS DWY	NE	9
			NW	9
	STH 33	GOLF COURSE RD	NE	15
			SE	13
			E MEDIAN	4
			NW	20
			SW	16
			W MEDIAN	6
		REEDSBURG TOTALS		591

BASE AGGREGATE ITEMS

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	305.0120 BASE AGGREGATE DENSE 1-1/4 IN TON
ROCK SPRINGS	STH 154	PARK ST	NE	28
			SE	23
	STH 136	MADISON ST	NW	13
			SW	18
	STH 136	HOLTZ ST	SE	14
			ROCK SPRINGS TOTALS	96
BARABOO	STH 136	WALMART DWY	NW	18
			SW	21
	STH 136	SOUTH BLVD	NE	17
			SE	37
			NW	24
			SW	25
	STH 136	HATCHERY RD/	NE	14
		CARPENTER ST	NW	15
			N MEDIAN	4
			S MEDIAN	8
			SW	19
	STH 136	LOCUST ST	SE	17
	STH 136	TINKHAM TR/	SW	9
		CHESTNUT ST	S MEDIAN	---
	STH 113	BROADWAY ST	SE	10
			NW	12
			SW	11
			BARABOO TOTALS	261
			PROJECT TOTALS	948

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PAVEMENT ITEMS

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0100 CONCRETE PAVEMENT 10-INCH SY	416.0170 CONCRETE DRIVEWAY 7-INCH SY	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TONS
REEDSBURG	STH 23	K STREET	NE	---	---	---	1	3
			SE	---	---	---	1	4
			NW	---	---	---	1	5
			SW	---	---	---	4	21
	STH 23	FRANKLIN ST	SW	---	---	---	1	3
	STH 33	ALEXANDER AVE	SE	---	---	---	1	4
			SW	---	---	---	1	2
	STH 33	PRESTON AVE	NW	---	---	---	1	4
	STH 33	ALBERT ST	NE	---	---	---	1	3
	STH 33	PIZZA HUT DRIVEWAY	---	---	---	47	1	5
	STH 33	KING ST	SE	---	---	---	1	2
			SW	---	---	---	1	3
	STH 33	VIKING DR	SW	---	---	---	1	2
	STH 33	GOLF COURSE RD	E MEDIAN	---	11	---	---	---
			W MEDIAN	---	12	---	---	---
			REEDSBURG TOTALS	0	23	47	16	61
ROCK SPRINGS	STH 154	PARK ST	NE	---	---	---	1	6
			SE	---	---	---	1	6
	STH 136	MADISON ST	NW	---	---	---	1	3
			SW	---	---	---	1	4
	STH 136	HOLTZ ST	SE	---	---	---	1	3
			ROCK SPRINGS TOTALS	0	0	0	5	22
BARABOO	STH 136	CARPENTER ST	N MEDIAN	4	---	---	---	---
			S MEDIAN	9	---	---	---	---
	STH 113	BROADWAY ST	SE	---	---	---	1	3
			NW	---	---	---	1	3
			SW	---	---	---	1	3
			BARABOO TOTALS	13	0	0	3	9
			PROJECT TOTALS	13	23	47	24	92

ALL ITEMS CATEGORY 0010 UNLESS NOTED

DRILLED TIE BARS AND DOWEL BARS

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
REEDSBURG	STH 23	K STREET	NE	4	---
			SE	2	---
			NW	4	---
			SW	2	---
	STH 23	FRANKLIN ST	SW	4	---
	STH 33	ALEXANDER AVE	SE	4	---
			SW	4	---
	STH 33	PRESTON AVE	NW	4	---
	STH 33	ALBERT ST	NE	26	---
			SE	18	---
	STH 33	PINE ST	SE	17	---
	STH 33	PIZZA HUT DRIVEWAY	---	28	---
	STH 33	KING ST	SE	2	---
			SW	10	---
	STH 33	VIKING DR	NE	26	---
			SE	18	---
			E MEDIAN	20	---
			NW	28	---
			SW	8	---
	STH 33	VETERAN DR	NE	18	---
			SE	20	---
			E MEDIAN	22	---
			NW	21	---
			SW	28	---
			W MEDIAN	25	---
	STH 33	LILAC CT	SE	11	---
			SW	12	---
	STH 33	WENGEL DR	NE	26	---
			SE	21	---
			E MEDIAN	24	---
			SW	16	---
	STH 33	COURTYARDS DWY	NE	11	---
			NW	11	---
	STH 33	GOLF COURSE RD	NE	18	---
			SE	18	---
			E MEDIAN	25	6
			NW	19	---
			SW	20	---
			W MEDIAN	26	6
		REEDSBURG TOTALS		621	12

DRILLED TIE BARS AND DOWEL BARS CONTINUED

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
ROCK SPRINGS	STH 154	PARK ST	NE	4	---
			SE	4	---
	STH 136	MADISON ST	NW	4	---
			SW	4	---
	STH 136	HOLTZ ST	SE	4	---
		ROCK SPRINGS TOTALS		20	0
BARABOO	STH 136	WALMART DWY	NW	24	---
			SW	25	---
	STH 136	SOUTH BLVD	NE	34	---
			SE	54	---
			NW	44	---
			SW	28	---
	STH 136	HATCHERY RD/	NE	18	---
		CARPENTER ST	NW	18	---
			N MEDIAN	18	---
			S MEDIAN	21	8
			SW	22	---
	STH 136	LOCUST ST	SE	22	---
	STH 136	TINKHAM TR/	SE	18	---
		CHESTNUT ST	SW	13	---
			S MEDIAN	14	---
	STH 113	BROADWAY ST	SE	4	---
			NW	4	---
			SW	4	---
		BARABOO TOTALS		385	8
		PROJECT TOTALS		1,026	20

ALL ITEMS CATEGORY 0010 UNLESS NOTED

CURB & GUTTER ITEMS

				601.0409	601.0411	601.0555	601.0600	620.0300	650.5500	SPV.0090.01	SPV.0090.02
				CONCRETE CURB & GUTTER			CONCRETE	CONCRETE	CONST STAKING	CONC CURB & GUTTER	
				30-INCH	30-INCH	6-INCH SLOPED	CURB	MEDIAN	CURB, GUTTER	24-INCH	36-INCH
				TYPE A	TYPE D	36-INCH TYPE A	PEDESTRIAN	SLOPED NOSE	AND C&G	TYPE D	BARABOO
MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	LF	LF	LF	LF	SF	LF	LF	LF
REEDSBURG	STH 23	K STREET	NE	---	---	---	---	---	29	29	---
			SE	---	---	---	---	---	31	31	---
			NW	---	---	---	---	---	46	46	---
			SW	---	---	---	---	---	52	52	---
	STH 23	FRANKLIN ST	SW	---	---	---	12	---	41	29	---
	STH 33	ALEXANDER AVE	SE	---	42	---	18	---	60	---	---
			SW	---	17	---	22	---	39	---	---
	STH 33	PRESTON AVE	NW	---	31	---	---	---	31	---	---
	STH 33	ALBERT ST	NE	55	---	---	24	---	79	---	---
			SE	35	---	---	23	---	58	---	---
	STH 33	PINE ST	SE	32	---	---	---	---	32	---	---
	STH 33	PIZZA HUT DRIVEWAY	---	48	---	---	---	---	58	10	---
	STH 33	KING ST	SE	---	16	---	---	---	16	---	---
			SW	19	26	---	13	---	58	---	---
	STH 33	VIKING DR	NE	55	---	---	---	---	55	---	---
			SE	33	---	---	---	---	33	---	---
			E MEDIAN	28	---	---	4	---	32	---	---
			NW	60	---	---	---	---	60	---	---
			SW	13	21	---	---	---	34	---	---
	STH 33	VETERAN DR	NE	35	---	---	5	---	40	---	---
			SE	38	---	---	32	---	70	---	---
			E MEDIAN	33	---	---	6	---	39	---	---
			NW	41	---	---	39	---	80	---	---
			SW	60	---	---	---	---	60	---	---
			W MEDIAN	41	---	---	6	---	47	---	---
	STH 33	LILAC CT	SE	---	---	16	---	---	16	---	---
			SW	19	---	---	10	---	29	---	---
	STH 33	WENGEL DR	NE	---	---	54	---	---	54	---	---
			SE	---	---	41	---	---	41	---	---
			E MEDIAN	---	---	37	4	---	41	---	---
			SW	---	---	30	5	---	35	---	---
	STH 33	COURTYARDS DWY	NE	---	---	21	9	---	30	---	---
			NW	---	---	21	9	---	30	---	---
	STH 33	GOLF COURSE RD	NE	---	---	34	---	---	34	---	---
			SE	---	---	34	---	---	34	---	---
			E MEDIAN	---	---	---	---	25	0	---	---
			NW	---	---	37	---	---	37	---	---
			SW	---	---	38	5	---	43	---	---
			W MEDIAN	---	---	---	---	49	---	---	---
		REEDSBURG TOTALS		645	153	363	246	74	1,604	197	0

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

CURB & GUTTER ITEMS CONTINUED

				601.0409	601.0411	601.0555	601.0600	620.0300	650.5500	SPV.0090.01	SPV.0090.02
				CONCRETE CURB & GUTTER			CONCRETE	CONCRETE	CONST STAKING	CONC CURB & GUTTER	
				30-INCH	30-INCH	6-INCH SLOPED	CURB	MEDIAN	CURB, GUTTER	24-INCH	36-INCH
				TYPE A	TYPE D	36-INCH TYPE A	PEDESTRIAN	SLOPED NOSE	AND C&G	TYPE D	BARABOO
MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	LF	LF	LF	LF	SF	LF	LF	LF
ROCK SPRINGS	STH 154	PARK ST	NE	---	71	---	---	---	71	---	---
			SE	---	33	---	55	---	115	27	---
	STH 136	MADISON ST	NW	---	28	---	23	---	51	---	---
			SW	---	39	---	35	---	74	---	---
	STH 136	HOLTZ ST	SE	---	32	---	---	---	32	---	---
		ROCK SPRINGS TOTALS		0	203	0	113	0	343	27	0
BARABOO	STH 136	WALMART DWY	NW	---	---	---	---	---	49	---	49
			SW	---	---	---	---	---	52	---	52
	STH 136	SOUTH BLVD	NE	---	---	---	---	---	---	---	---
			SE	---	---	---	---	---	26	---	26
			NW	---	---	---	---	---	---	---	---
			SW	---	---	---	---	---	60	---	60
	STH 136	HATCHERY RD/	NE	---	---	---	---	---	35	---	35
		CARPENTER ST	NW	---	---	---	---	---	35	---	35
			N MEDIAN	---	---	---	---	67	4	---	4
			S MEDIAN	---	---	---	---	66	12	---	12
			SW	---	---	---	32	---	76	---	44
	STH 136	LOCUST ST	SE	---	---	---	25	---	68	---	43
	STH 136	TINKHAM TR/	SW	---	---	---	---	---	22	---	22
		CHESTNUT ST	S MEDIAN	---	---	---	---	64	0	---	---
	STH 113	BROADWAY ST	SE	---	24	---	---	---	24	---	---
			NW	---	31	---	---	---	31	---	---
			SW	---	27	---	---	---	27	---	---
		BARABOO TOTALS		0	82	0	57	197	521	0	382
		UNDISTRIBUTED		35	25	20	---	---	115	15	20
		PROJECT TOTALS		680	463	383	416	271	2,583	239	402

NOTE: UNDISTRIBUTED CURB & GUTTER IS TO BE USED FOR CURB AND GUTTER REMOVED FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS OUTSIDE LIMITS OF CONCRETE CURB & GUTTER SHOWN ON PLANS.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

SIDEWALK ITEMS

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	602.2400 CONCRETE SAFETY ISLAND SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	SPV.0165.01 CONSTRUCTION STAKING SIDEWALK SF
REEDSBURG	STH 23	K STREET	NE	113	20	---	---	1	---
			SE	124	20	---	---	1	---
			NW	248	30	---	---	1	---
			SW	274	30	---	---	1	335
	STH 23	FRANKLIN ST	SW	99	10	---	---	1	---
	STH 33	ALEXANDER AVE	SE	191	10	---	---	1	---
			SW	194	10	---	---	1	---
	STH 33	PRESTON AVE	NW	148	20	---	---	1	---
	STH 33	ALBERT ST	NE	232	10	---	---	1	---
			SE	205	12	---	---	1	---
	STH 33	PINE ST	SE	284	24	---	---	1	---
	STH 33	PIZZA HUT DRIVEWAY	---	99	---	---	---	---	520
	STH 33	KING ST	SE	84	10	---	---	1	---
			SW	206	20	---	---	1	---
	STH 33	VIKING DR	NE	517	20	---	---	2	---
			SE	175	10	20	---	1	---
			E MEDIAN	15	---	---	---	1	---
			NW	536	20	---	---	2	---
			SW	171	20	---	---	1	---
	STH 33	VETERAN DR	NE	171	10	18	---	1	---
			SE	228	10	18	---	1	---
			E MEDIAN	43	---	---	---	1	---
			NW	246	10	18	---	1	---
			SW	219	10	19	---	1	---
			W MEDIAN	55	---	---	---	1	---
	STH 33	LILAC CT	SE	99	10	---	---	1	---
			SW	131	10	---	---	1	---
	STH 33	WENGEL DR	NE	346	10	15	---	2	---
			SE	163	10	23	---	1	---
			E MEDIAN	35	---	---	---	1	---
			SW	140	10	19	---	1	---
	STH 33	COURTYARDS DWY	NE	96	10	---	---	1	---
			NW	87	10	---	---	1	---
	STH 33	GOLF COURSE RD	NE	168	20	---	---	1	---
			SE	140	20	---	---	1	---
			E MEDIAN	---	---	---	---	---	---
			NW	323	20	---	---	1	---
			SW	182	20	---	---	1	---
			W MEDIAN	7	---	---	---	---	---
		REEDSBURG TOTALS		6,794	486	150	0	39	855

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

SIDEWALK ITEMS CONTINUED

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	602.2400 CONCRETE SAFETY ISLAND SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	SPV.0165.01 CONSTRUCTION STAKING SIDEWALK SF
ROCK SPRINGS	STH 154	PARK ST	NE	340	10	---	---	1	235
			SE	283	20	---	---	2	---
	STH 136	MADISON ST	NW	154	10	---	---	1	---
			SW	261	20	---	---	1	---
	STH 136	HOLTZ ST	SE	155	10	---	---	1	---
		ROCK SPRINGS TOTALS		1,193	70	0	0	6	235
BARABOO	STH 136	WALMART DWY	NW	165	---	23	---	1	---
			SW	223	---	23	---	1	---
	STH 136	SOUTH BLVD	NE	---	30	---	385	---	385
			SE	159	40	---	542	1	542
			NW	---	30	---	546	---	546
			SW	300	20	---	---	2	---
	STH 136	HATCHERY RD/	NE	162	10	21	---	1	---
		CARPENTER ST	NW	177	10	20	---	1	---
			N MEDIAN	8	---	---	---	---	---
			S MEDIAN	19	---	---	---	---	---
			SW	181	10	21	---	1	---
	STH 136	LOCUST ST	SE	244	---	17	---	1	---
	STH 136	TINKHAM TR/	SW	97	10	---	---	1	---
		CHESTNUT ST	S MEDIAN	---	---	---	---	---	---
	STH 113	BROADWAY ST	SE	138	10	---	---	1	---
			NW	186	10	---	---	1	---
			SW	162	10	---	---	1	---
		BARABOO TOTALS		2,221	190	125	1,473	13	1,473
		PROJECT TOTALS		10,208	746	275	1,473	58	2,563

NOTES:
CONSTRUCTION STAKING SIDEWALK SHALL BE USED IN THE FOLLOWING LOCATIONS:
- SIDEWALK OR ASPHALT PATH OUTSIDE CURB RAMPS AND APPROACHES
- PIZZA HUT SIDEWALK, SIDEWALK ACROSS DRIVEWAY, AND CONCRETE DRIVEWAY APRON
- CONCRETE SAFETY ISLANDS

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

ADJUSTING MANHOLE COVERS AND INLET COVERS

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTNIG INLET COVERS EACH
	STH 33	ALBERT ST	NE	---	1
			SE	---	1
	STH 33	KING ST	SW	1	1
	STH 33	VIKING DR	NE	---	1
			REEDSBURG TOTALS	1	4
ROCK SPRINGS	STH 154	PARK ST	NE	---	1
			ROCK SPRINGS TOTALS	0	1
			PROJECT TOTALS	1	5

PIPE UNDERDRAIN 4-INCH

LOCATION	612.0104 LF
UNDISTRIBUTED	100
PROJECT TOTALS	100

NOTE: TO BE USED TO REPLACE EXISTING EDGEDRAINS AS DIRECTED BY THE ENGINEER

WATER

LOCATION	624.0100 MGAL
UNDISTRIBUTED	10
PROJECT TOTALS	10

ALL ITEMS CATEGORY 0010 UNLESS NOTED

EROSION CONTROL ITEMS

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH
REEDSBURG	STH 23	K STREET	NE	---	---	---	---	---	2	---	---	---
			SE	---	---	---	---	---	1	---	---	---
			NW	---	---	---	---	---	2	---	---	---
			SW	---	42	21	---	---	1	12	---	---
	STH 23	FRANKLIN ST	SW	---	---	---	---	---	1	---	---	---
	STH 33	ALEXANDER AVE	SE	---	---	---	---	---	1	---	---	---
			SW	---	29	15	---	---	---	12	---	---
	STH 33	PRESTON AVE	NW	---	---	---	---	---	1	---	---	---
	STH 33	ALBERT ST	NE	---	---	---	---	---	2	---	---	---
			SE	---	---	---	---	---	2	---	---	---
	STH 33	PINE ST	SE	---	---	---	---	---	1	---	---	---
	STH 33	PIZZA HUT DRIVEWAY	---	---	---	---	---	---	1	---	---	---
	STH 33	KING ST	SE	---	---	---	---	---	1	---	---	---
			SW	---	---	---	---	---	1	---	3	---
	STH 33	VIKING DR	NE	---	---	---	---	---	3	---	---	---
			SE	---	---	---	---	---	3	---	---	---
			E MEDIAN	---	---	---	---	---	---	---	---	---
			NW	---	---	---	---	---	2	---	---	---
			SW	---	---	---	---	---	2	---	---	---
	STH 33	VETERAN DR	NE	---	---	---	---	---	1	---	---	---
			SE	---	---	---	---	---	2	---	---	---
			E MEDIAN	---	---	---	---	---	1	---	---	---
			NW	---	---	---	---	---	1	---	---	---
			SW	---	---	---	---	---	1	---	---	---
			W MEDIAN	---	---	---	---	---	2	---	---	---
	STH 33	LILAC CT	SE	---	---	---	---	---	1	---	---	---
			SW	---	---	---	---	---	1	---	---	---
	STH 33	WENGEL DR	NE	---	---	---	---	---	2	---	---	---
			SE	---	---	---	---	---	2	---	---	---
			E MEDIAN	---	---	---	---	---	2	---	---	---
			SW	---	---	---	---	---	2	---	---	---
	STH 33	COURTYARDS DWY	NE	---	21	11	---	---	1	---	---	---
			NW	---	20	10	---	---	1	---	---	---
	STH 33	GOLF COURSE RD	NE	---	---	---	---	---	2	---	---	---
			SE	---	---	---	---	---	1	---	---	---
			E MEDIAN	---	---	---	---	---	2	---	---	---
			NW	---	---	---	---	---	1	---	---	---
			SW	---	---	---	---	---	1	---	---	---
			W MEDIAN	---	---	---	---	---	2	---	---	---
		REEDSBURG TOTALS		0	112	57	0	0	56	24	3	0

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

EROSION CONTROL ITEMS CONTINUED

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH
ROCK SPRINGS	STH 154	PARK ST	NE	---	36	18	---	---	1	---	---	---
			SE	---	---	---	---	---	2	---	---	---
	STH 136	MADISON ST	NW	---	---	---	---	---	2	---	---	---
			SW	---	---	---	---	---	1	---	---	---
	STH 136	HOLTZ ST	SE	---	---	---	---	---	1	---	---	---
		ROCK SPRINGS TOTALS		0	36	18	0	0	7	0	0	0
BARABOO	STH 136	WALMART DWY	NW	---	5	3	---	---	1	---	---	---
			SW	---	26	13	---	---	1	---	---	---
	STH 136	SOUTH BLVD	NE	---	---	---	---	---	1	---	---	---
			SE	---	26	13	---	---	2	---	---	---
			NW	---	---	---	---	---	1	---	---	---
			SW	---	---	---	---	---	2	---	---	---
	STH 136	HATCHERY RD/ CARPENTER ST	NE	---	---	---	---	---	2	---	---	---
			NW	---	---	---	---	---	1	---	---	---
			N MEDIAN	---	---	---	---	---	2	---	---	---
			S MEDIAN	---	---	---	---	---	---	---	---	---
			SW	---	---	---	---	---	1	---	---	---
	STH 136	LOCUST ST	SE	---	27	14	---	---	1	---	---	---
	STH 136	TINKHAM TR	SW	---	24	12	---	---	1	---	---	---
			S MEDIAN	---	---	---	---	---	---	---	---	---
	STH 113	BROADWAY ST	SE	---	---	---	---	---	1	---	---	---
			NW	---	---	---	---	---	1	---	---	---
			SW	---	---	---	---	---	1	---	---	---
		BARABOO TOTALS		0	108	55	0	0	19	0	0	0
		UNDISTRIBUTED		50	64	33	5	3	21	6	1	25
		PROJECT TOTALS		50	320	163	5	3	103	30	4	25

ALL ITEMS CATEGORY 0010 UNLESS NOTED

					PERMANENT SIGNING												
				634.0616	634.0812	634.0816	**	**	**		**		637.2210	638.2102	638.4000
				POSTS	POSTS TUBULAR STEEL						SIGN		SIGNS TYPE II	MOVING	MOVING
				WOOD	2X2-INCH						SIZE		REFLECTIVE	SIGNS	SMALL SIGN
				4X6-INCH X 16-FT	12-FT	16-FT				W	X	H	H	TYPE II	SUPPORTS
MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	EACH	EACH	EACH	SIGN #	SIGN CODE	SIGN SIZE	IN		IN	SF	EACH	EACH
REEDSBURG	STH 23	FRANKLIN ST	SW	---	1	---	4-01	R9-3A	2S	24	X	24	4	---	---
	STH 23	FRANKLIN ST	SW	---	---	---	4-02	R9-3BL	2S	18	X	12	1.5	---	---
	STH 33	PRESTON AVE	NW	---	---	---	---	---	---	---		---	---	1	1
	STH 33	PINE ST	SE	---	---	---	---	---	---	---		---	---	1	1
			REEDSBURG TOTALS	0	1	0							5.5	2	2
ROCK SPRINGS	STH 154	PARK ST	SE	---	---	---	---	---	---	---		---	---	1	1
			ROCK SPRINGS TOTALS	0	0	0							0	1	1
BARABOO	STH 136	HATCHERY RD/	N MEDIAN	---	---	---	---	---	---	---		---	---	1	1
		CARPENTER ST	S MEDIAN	---	---	---	---	---	---	---		---	---	1	1
			BARABOO TOTALS	0	0	0							0	2	2
			UNDISTRIBUTED	5	---	5	---	---	---	---		---	0	0	0
			PROJECT TOTALS	5	1	5							5.5	5	5

NOTE: UNDISTRIBUTED SIGN POSTS TO BE USED TO REPLACED POSTS DAMAGED WHEN MOVING SIGNS
** NOT A BID ITEM, FOR INFORMATION ONLY

3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TRAFFIC CONTROL

MUNICIPALITY	ROADWAY	LOCATION	** DURATION DAYS	643.5000 TRAFFIC CONTROL ID 5637-02-70 EACH	643.0300 TRAFFIC CONTROL DRUMS ** DRUMS	DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II ** BARRICADES	DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III ** BARRICADES	DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A ** LIGHTS	DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C ** LIGHTS	DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS ** BOARDS	DAYS	643.0900 TRAFFIC CONTROL SIGNS ** SIGNS	DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS ** SIGNS	DAYS
REEDSBURG	STH 23	K STREET	28	---	29	812	7	196	4	112	8	224	6	168	---	---	16	448	---	---
	STH 23	FRANKLIN ST	7	---	20	140	6	42	4	28	8	56	4	28	---	---	12	84	---	---
	STH 33	ALEXANDER AVE	7	---	40	280	2	14	6	42	12	84	8	56	---	---	10	70	---	---
	STH 33	PRESTON AVE	7	---	20	140	6	42	4	28	8	56	4	28	---	---	12	84	---	---
	STH 33	ALBERT ST	14	---	36	504	6	84	4	56	8	112	10	140	1	14	25	350	---	---
	STH 33	PINE ST	7	---	30	210	6	42	6	42	12	84	10	70	1	7	20	140	---	---
	STH 33	LOGELIN DR TO GOLF COURSE RD	28	---	145	4,060	10	280	20	560	40	1,120	10	280	1	28	50	1,400	---	---
		REEDSBURG TOTALS		0	---	6,146	---	700	---	868	---	1,736	---	770	---	49	---	2,576	4	28
ROCK SPRINGS	STH 154	PARK ST	14	---	10	140	6	84	4	56	8	112	4	56	---	---	10	140	---	---
	STH 136	MADISON ST	14	---	10	140	6	84	4	56	8	112	4	56	---	---	10	140	---	---
	STH 136	HOLTZ ST	7	---	10	70	2	14	4	28	8	56	4	28	---	---	10	70	---	---
		ROCK SPRINGS TOTALS		0	---	350	---	182	---	140	---	280	---	140	---	0	30	350	2	14
BARABOO	STH 136	WALMART DWY	7	---	20	140	2	14	10	70	20	140	4	28	---	---	10	70	---	---
	STH 136	SOUTH BLVD	28	---	50	1,400	6	168	8	224	16	448	20	560	2	56	25	25	---	---
	STH 136	HATCHERY RD TO STH 33	21	---	110	2,310	10	210	15	315	30	630	15	315	1	21	30	25	---	---
	STH 113	BROADWAY ST	14	---	25	350	6	84	4	56	8	112	6	84	---	---	15	25	---	---
		BARABOO TOTALS		0	---	4,200	---	476	---	665	---	1,330	---	987	---	77	---	145	5	35
		PROJECT TOTALS		1	---	10,696	---	1,358	---	1,673	---	3,346	---	1,897	---	126	---	3,071	---	77

NOTE: TRAFFIC CONTROL QUANTITIES SHOWN ARE AN ESTIMATE. CONTRACTOR TO DETERMINE STAGING METHOD AND NUMBER OF DEVICES.

** FOR INFORMATION ONLY

** FOR INFORMATION ONLY

TEMPORARY PEDESTRIAN TRAFFIC CONTROL

MUNICIPALITY	ROADWAY	LOCATION	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP ** RAMPS	DAYS	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	SPV.0045.01 TEMPORARY CROSSWALK CROSSWALKS	DURATION DAYS	DAYS
REEDSBURG	STH 23	K STREET	100	---	---	20	1	14	14
	STH 23	FRANKLIN ST	100	---	---	20	---	---	---
	STH 33	ALEXANDER AVE	---	---	---	---	---	---	---
	STH 33	PRESTON AVE	---	---	---	---	1	14	14
	STH 33	ALBERT ST	---	---	---	---	---	---	---
	STH 33	PINE ST	---	---	---	---	---	---	---
	STH 33	LOGELIN DR TO GOLF COURSE RD	---	---	---	---	1	14	14
		REEDSBURG TOTALS	200	---	0	40	---	---	42
ROCK SPRINGS	STH 154	PARK ST	---	2	28	200	1	14	14
	STH 136	MADISON ST	---	---	---	---	2	14	28
	STH 136	HOLTZ ST	---	---	---	---	---	---	---
		ROCK SPRINGS TOTALS	0	---	28	200	---	28	42
BARABOO	STH 136	WALMART DWY	200	---	---	40	1	7	7
	STH 136	SOUTH BLVD	400	---	---	80	1	7	7
	STH 136	HATCHERY RD TO STH 33	---	---	---	---	1	7	7
	STH 113	BROADWAY ST	---	---	---	---	---	---	---
		BARABOO TOTALS	600	---	0	120	---	---	21
		PROJECT TOTALS	800	---	28	360	---	---	105

NOTE: TRAFFIC CONTROL QUANTITIES SHOWN ARE AN ESTIMATE. CONTRACTOR TO DETERMINE STAGING METHOD AND NUMBER OF DEVICES. ANY ADDITIONAL TRAFFIC CONTROL REQUIRED THAT IS NOT SHOWN IS CONSIDERED INCIDENTAL TO ITEM 643.5000 TRAFFIC CONTORL ID 5637-02-70.

** FOR INFORMATION ONLY

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PAVEMENT MARKING ITEMS

MUNICIPALITY	ROADWAY	SIDEROAD	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE) LF	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH
REEDSBURG	STH 23	K STREET	80	335	---	---
	STH 33	ALEXANDER AVE	25	55	---	---
	STH 33	KING ST	---	75	---	---
	STH 33	VIKING DR	75	565	10	---
	STH 33	VETERAN DR	85	595	20	---
	STH 33	LILAC CT	---	85	---	---
	STH 33	WENGEL DR	45	325	10	---
	STH 33	COURTYARDS DWY	---	50	---	---
	STH 33	GOLF COURSE RD	55	590	20	2
		REEDSBURG TOTALS	365	2,675	60	2
ROCK SPRINGS	STH 154	PARK ST	---	100	---	---
	STH 136	MADISON ST	---	70	---	---
		ROCK SPRINGS TOTALS	0	170	0	0
BARABOO	STH 136	WALMART DWY	---	200	---	---
	STH 136	SOUTH BLVD	20	715	---	---
	STH 136	HATCHERY RD	25	285	20	2
	STH 136	TINKHAM TR	---	---	10	1
	STH 113	BROADWAY ST	---	90	---	---
		BARABOO TOTALS	45	1,290	30	3
		PROJECT TOTALS	410	4,135	90	5

PAVEMENT MARKING REMOVALS

MUNICIPALITY	ROADWAY	SIDEROAD	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH LF	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE LF
REEDSBURG	STH 23	K STREET	170	40
	STH 23	FRANKLIN ST	---	---
	STH 33	ALEXANDER AVE	---	25
	STH 33	PRESTON AVE	225	---
	STH 33	ALBERT ST	355	---
	STH 33	PINE ST	215	---
	STH 33	PIZZA HUT DRIVEWAY	---	---
	STH 33	KING ST	90	75
	STH 33	VIKING DR	555	75
	STH 33	VETERAN DR	600	80
	STH 33	LILAC CT	85	---
	STH 33	WENGEL DR	475	45
	STH 33	COURTYARDS DWY	55	---
	STH 33	GOLF COURSE RD	280	30
		REEDSBURG TOTALS	3,105	370
ROCK SPRINGS	STH 154	PARK ST	205	20
	STH 136	MADISON ST	160	---
	STH 136	HOLTZ ST	80	---
		ROCK SPRINGS TOTALS	445	20
BARABOO	STH 136	WALMART DWY	180	---
	STH 136	SOUTH BLVD	702	20
	STH 136	HATCHERY RD	590	25
	STH 136	LOCUST ST	120	---
	STH 136	TINKHAM TR	270	25
	STH 113	BROADWAY ST	---	---
		BARABOO TOTALS	1,862	70
		PROJECT TOTALS	5,412	460

3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

SAWING ITEMS

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
REEDSBURG	STH 23	K STREET	NE	38	9
			SE	41	9
			NW	56	14
			SW	70	9
	STH 23	FRANKLIN ST	SW	40	14
	STH 33	ALEXANDER AVE	SE	50	10
			SW	23	10
	STH 33	PRESTON AVE	NW	43	10
	STH 33	ALBERT ST	NE	---	76
			SE	36	52
	STH 33	PINE ST	SE	---	54
	STH 33	PIZZA HUT DRIVEWAY	---	---	62
	STH 33	KING ST	SE	23	10
			SW	32	33
	STH 33	VIKING DR	NE	---	82
			SE	---	45
			E MEDIAN	---	40
			NW	---	79
			SW	27	25
	STH 33	VETERAN DR	NE	---	46
			SE	---	50
			E MEDIAN	---	48
			NW	---	59
			SW	---	74
			W MEDIAN	---	56
	STH 33	LILAC CT	SE	---	28
			SW	---	31
	STH 33	WENGEL DR	NE	---	78
			SE	---	56
			E MEDIAN	---	53
			SW	---	44
	STH 33	COURTYARDS DWY	NE	---	32
			NW	---	33
	STH 33	GOLF COURSE RD	NE	---	47
			SE	---	42
			E MEDIAN	---	46
			NW	---	62
			SW	---	53
			W MEDIAN	---	55
		REEDSBURG TOTALS		479	1,636

3

SAWING ITEMS CONTINUED

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
ROCK SPRINGS	STH 154	PARK ST	NE	79	9
			SE	73	20
	STH 136	MADISON ST	NW	32	14
			SW	50	13
	STH 136	HOLTZ ST	SE	40	9
			ROCK SPRINGS TOTALS	274	65
BARABOO	STH 136	WALMART DWY	NW	---	62
			SW	---	64
	STH 136	SOUTH BLVD	NE	---	84
			SE	---	143
			NW	---	109
			SW	---	79
	STH 136	HATCHERY RD/	NE	---	49
		CARPENTER ST	NW	---	56
			N MEDIAN	---	44
			S MEDIAN	---	60
			SW	---	67
	STH 136	LOCUST ST	SE	---	63
	STH 136	TINKHAM TR/	SW	---	40
		CHESTNUT ST	S MEDIAN	---	32
	STH 113	BROADWAY ST	SE	29	19
			NW	35	18
			SW	31	18
			BARABOO TOTALS	95	1,007
			PROJECT TOTALS	848	2,708

ALL ITEMS CATEGORY 0010 UNLESS NOTED

GRADING, SHAPING & FINISHING ITEMS

MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	SPV.0060.01 GRADING, SHAPING & FINISHING CURB RAMP ONE RAMP EACH	SPV.0060.02 GRADING, SHAPING & FINISHING CURB RAMP TWO RAMPS EACH	SPV.0060.03 GRADING, SHAPING & FINISHING DRIVEWAY EACH
REEDSBURG	STH 23	K STREET	NE	---	1	---
			SE	---	1	---
			NW	---	1	---
			SW	---	1	---
	STH 23	FRANKLIN ST	SW	1	---	---
	STH 33	ALEXANDER AVE	SE	1	---	---
			SW	1	---	---
	STH 33	PRESTON AVE	NW	---	1	---
	STH 33	ALBERT ST	NE	1	---	---
			SE	1	---	---
	STH 33	PINE ST	SE	---	1	---
	STH 33	PIZZA HUT DRIVEWAY	---	---	---	1
	STH 33	KING ST	SE	1	---	---
			SW	---	1	---
	STH 33	VIKING DR	NE	---	1	---
			SE	---	1	---
			E MEDIAN	1	---	---
			NW	---	1	---
			SW	---	1	---
	STH 33	VETERAN DR	NE	---	1	---
			SE	---	1	---
			E MEDIAN	1	---	---
			NW	---	1	---
			SW	---	1	---
			W MEDIAN	1	---	---
	STH 33	LILAC CT	SE	1	---	---
			SW	1	---	---
	STH 33	WENGEL DR	NE	---	1	---
			SE	---	1	---
			E MEDIAN	1	---	---
			SW	---	1	---
	STH 33	COURTYARDS DWY	NE	1	---	---
			NW	1	---	---
	STH 33	GOLF COURSE RD	NE	---	1	---
			SE	---	1	---
			E MEDIAN	1	---	---
			NW	---	1	---
			SW	---	1	---
			W MEDIAN	1	---	---
		REEDSBURG TOTALS		16	22	1

GRADING, SHAPING & FINISHING ITEMS CONTINUED

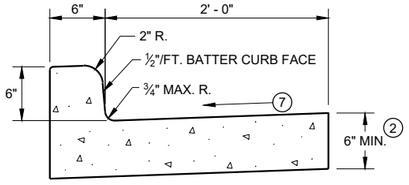
MUNICIPALITY	ROADWAY	SIDEROAD	QUADRANT	SPV.0060.01 GRADING, SHAPING & FINISHING CURB RAMP ONE RAMP EACH	SPV.0060.02 GRADING, SHAPING & FINISHING CURB RAMP TWO RAMPS EACH	SPV.0060.03 GRADING, SHAPING & FINISHING DRIVEWAY EACH
ROCK SPRINGS	STH 154	PARK ST	NE	1	---	---
			SE	---	1	---
	STH 136	MADISON ST	NW	1	---	---
			SW	---	1	---
	STH 136	HOLTZ ST	SE	1	---	---
		ROCK SPRINGS TOTALS		3	2	0
BARABOO	STH 136	WALMART DWY	NW	1	---	---
			SW	1	---	---
	STH 136	SOUTH BLVD	NE	---	1	---
			SE	---	1	---
			NW	---	1	---
			SW	---	1	---
	STH 136	HATCHERY RD/ CARPENTER ST	NE	---	1	---
			NW	---	1	---
			N MEDIAN	1	---	---
			S MEDIAN	1	---	---
			SW	---	1	---
	STH 136	LOCUST ST	SE	1	---	---
	STH 136	TINKHAM TR/ CHESTNUT ST	SW	1	---	---
			S MEDIAN	1	---	---
	STH 113	BROADWAY ST	SE	1	---	---
			NW	1	---	---
			SW	1	---	---
		BARABOO TOTALS		10	7	0
		PROJECT TOTALS		29	31	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

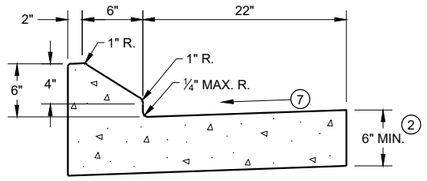
Standard Detail Drawing List

08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-02	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
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
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-06A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-06B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

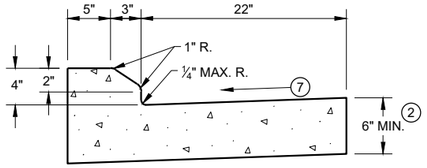
6



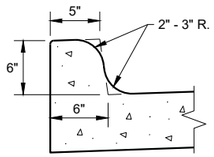
TYPES A[1] & D



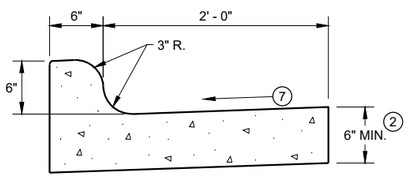
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

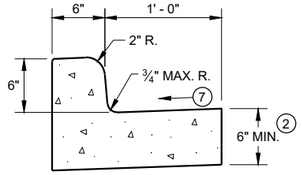


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



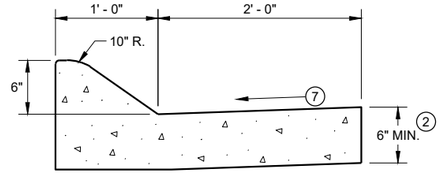
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"

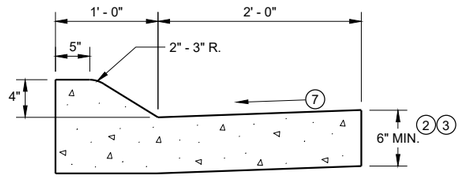


TYPES A[1] & D

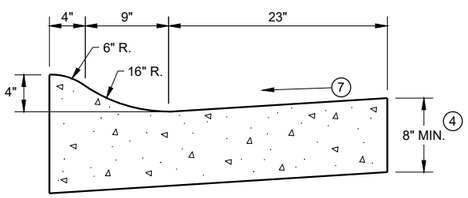
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D



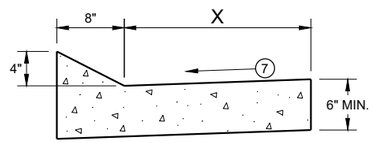
4" SLOPED CURB TYPES A[1] & D



4" SLOPED CURB TYPES R[1] & T[5]

CONCRETE CURB AND GUTTER 36"

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

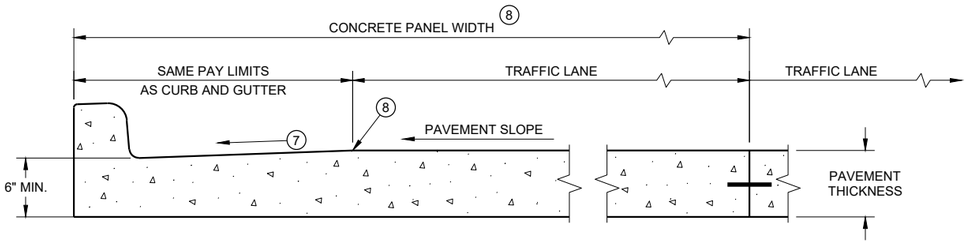


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

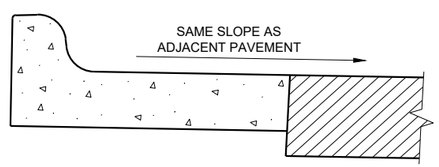
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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.

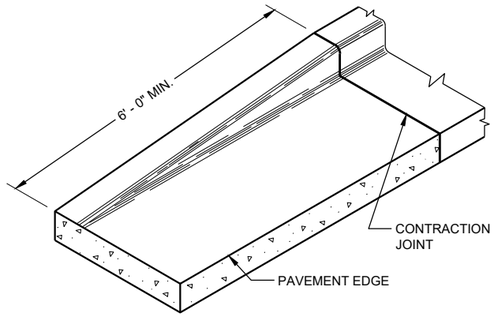
1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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. 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.

CONCRETE CURB AND GUTTER

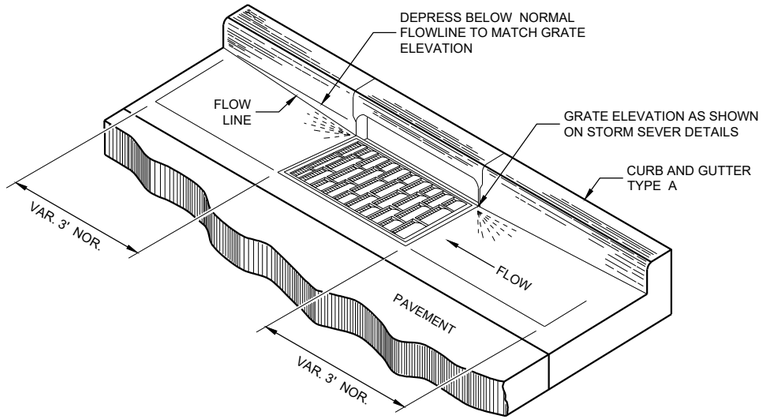
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 21a



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

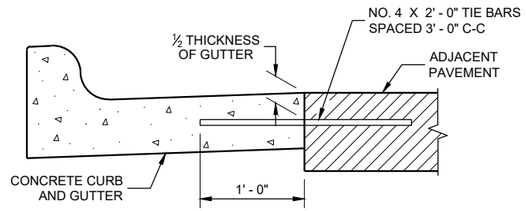
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

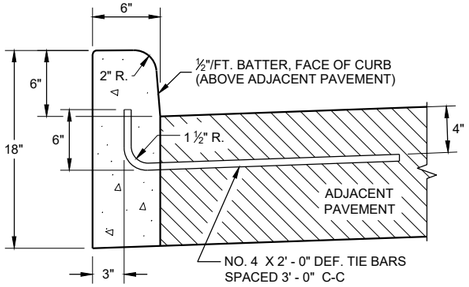
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

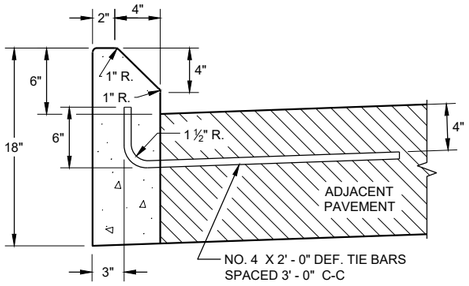
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

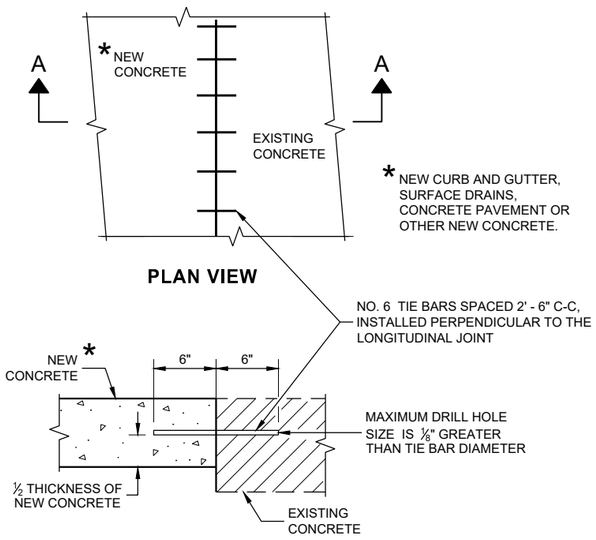


TYPES A (1) & D



TYPES G (1) & J

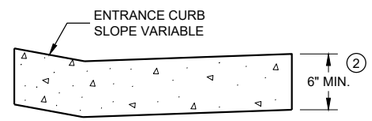
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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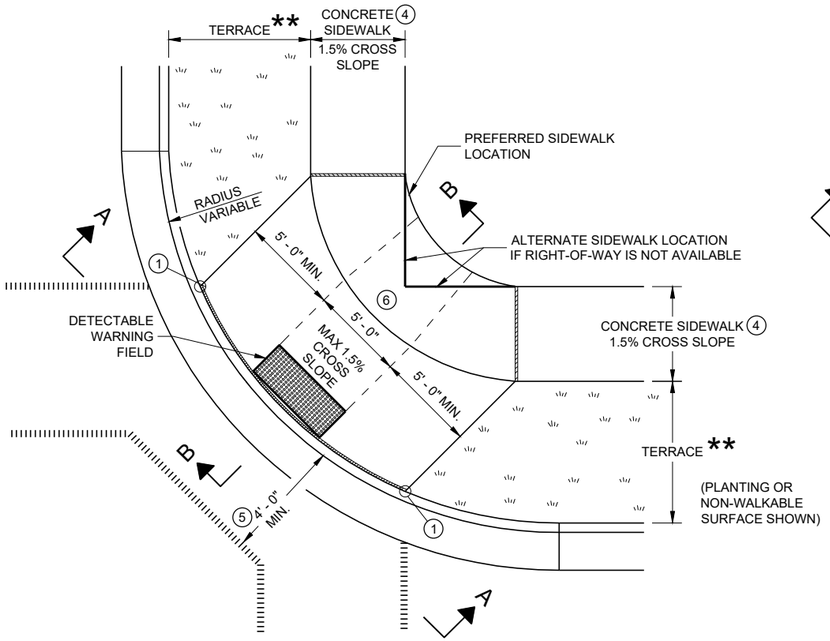
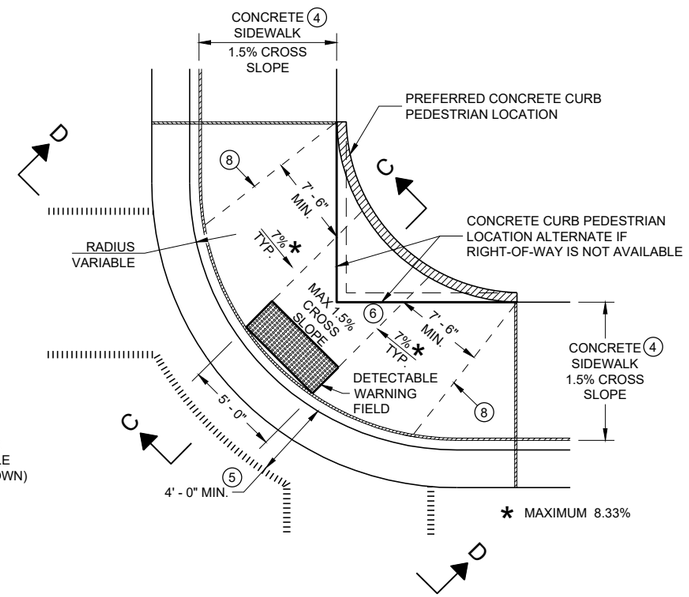
SDD08D01 - 21b



PLAN VIEW

CURB RAMP TYPE 1

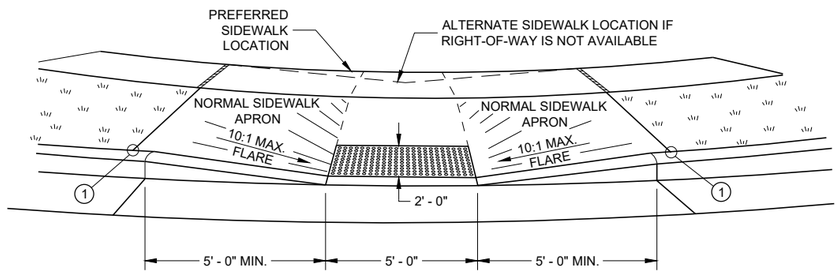
(CENTER OF CORNER RADIUS)



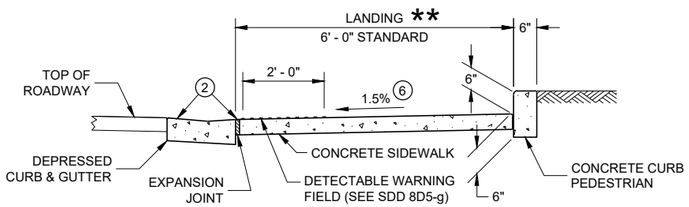
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

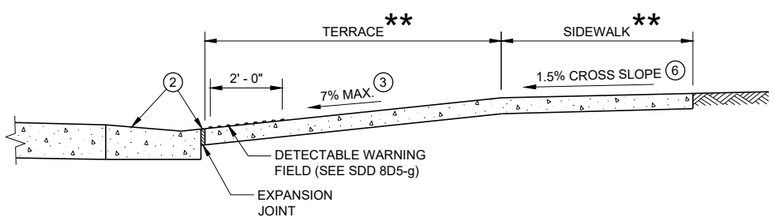


VIEW A - A FOR TYPE 1

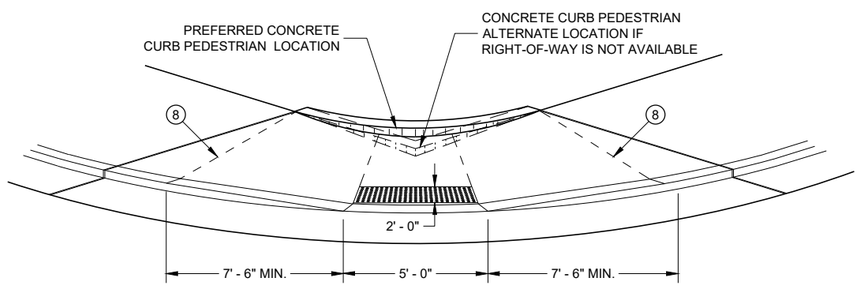


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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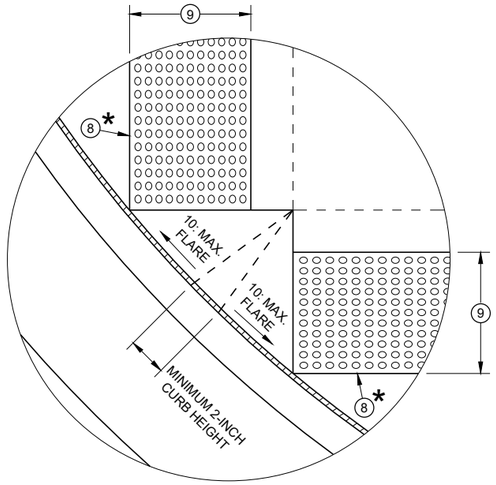
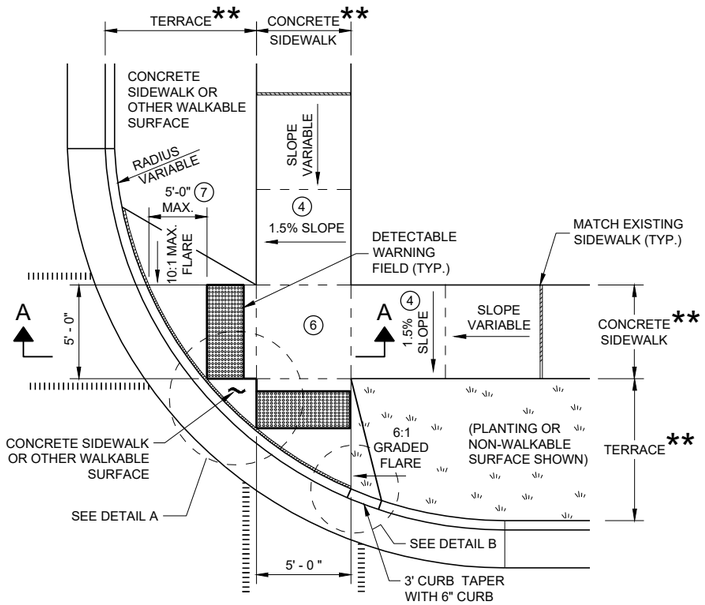
SDD 08D05 - 20a
SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

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

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

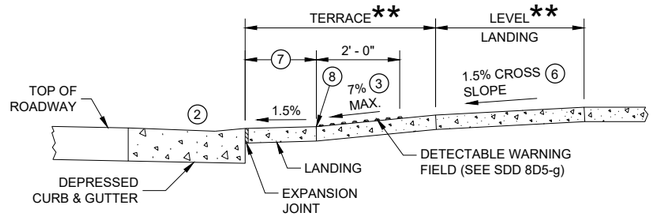
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

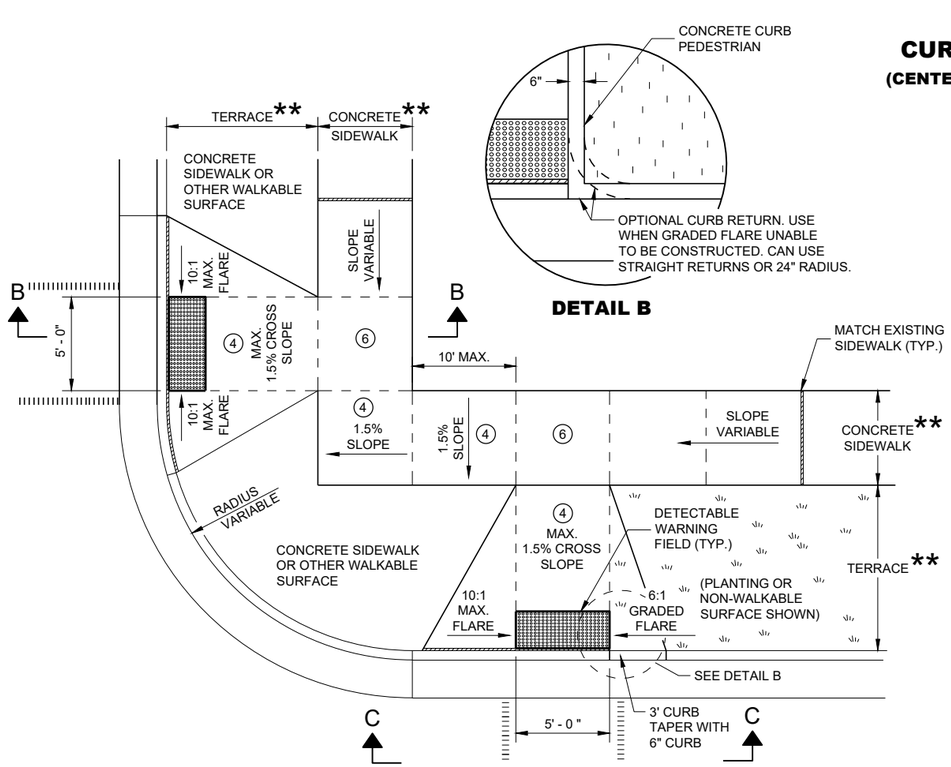
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

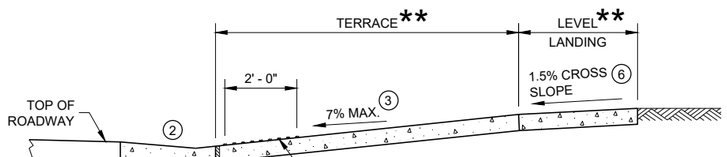
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

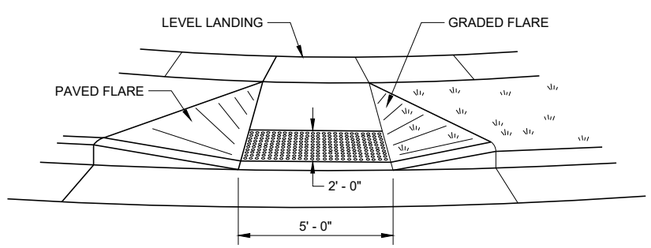
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



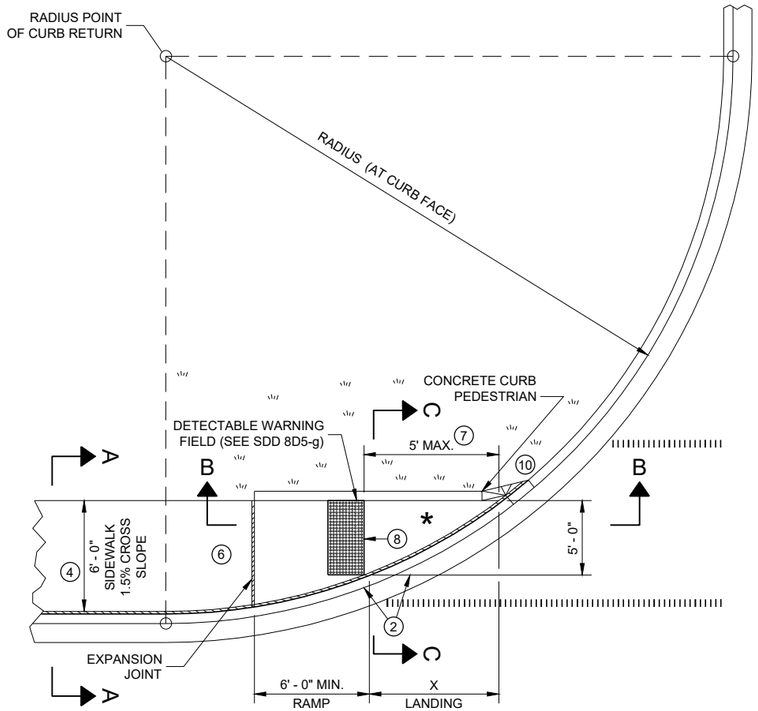
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

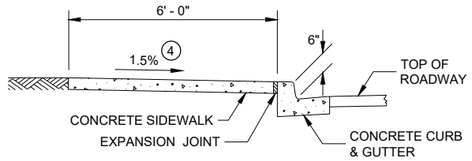


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

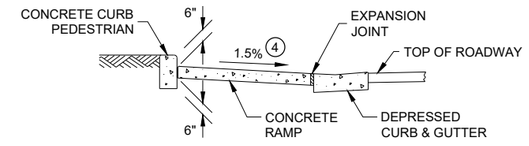
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

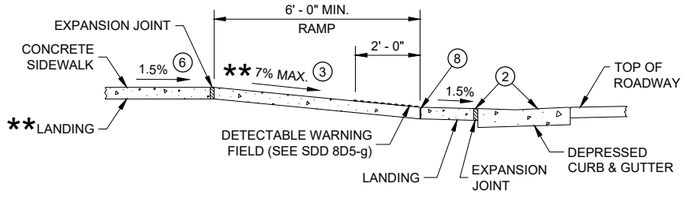
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



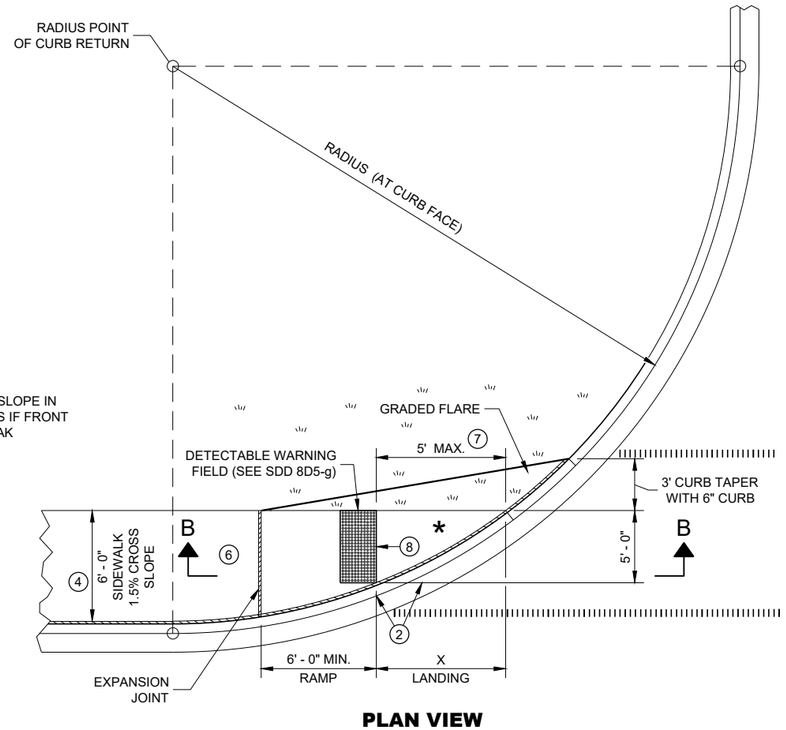
SECTION C - C FOR TYPE 4A



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

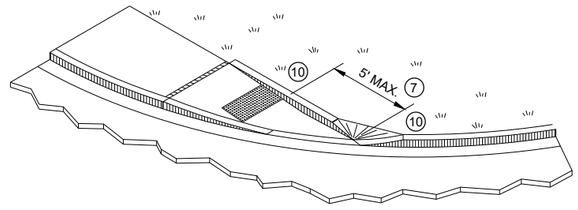
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

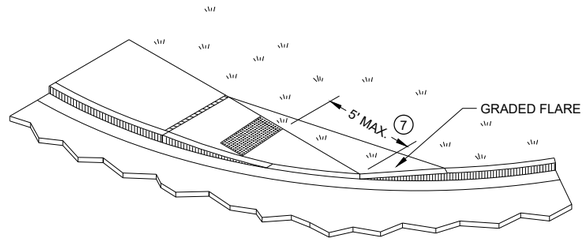


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



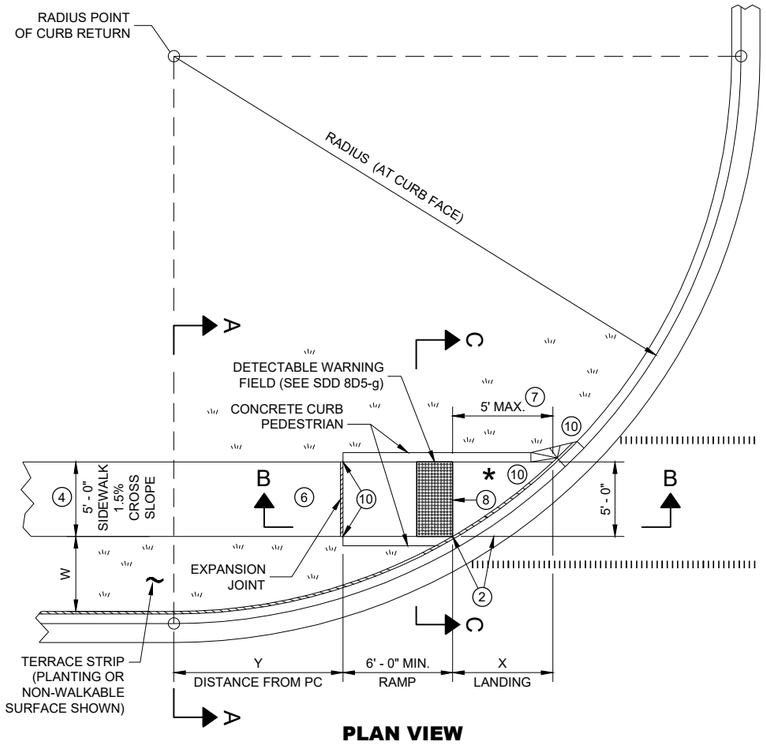
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

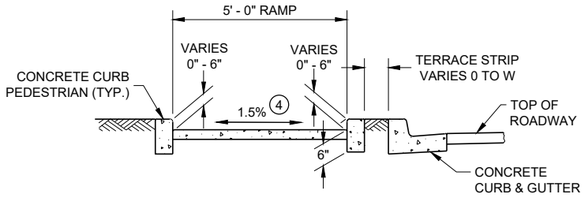


PLAN VIEW

CURB RAMP TYPE 4B

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

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



SECTION C - C FOR TYPE 4B

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

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

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

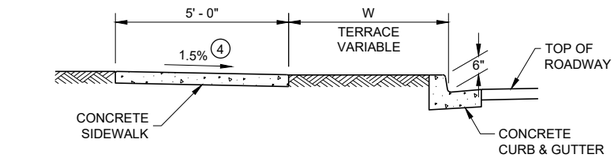
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

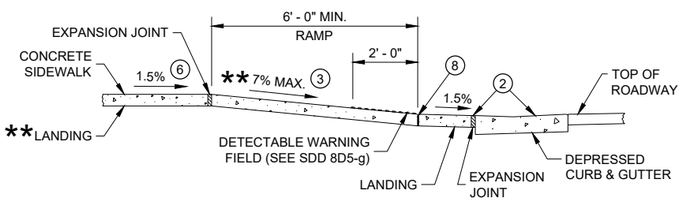
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



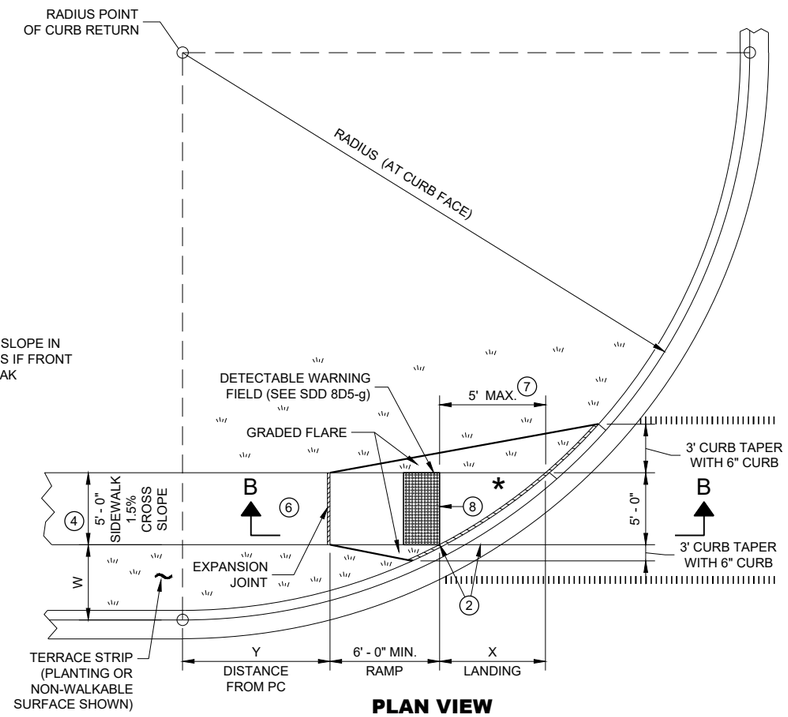
SECTION A - A FOR TYPE 4B



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

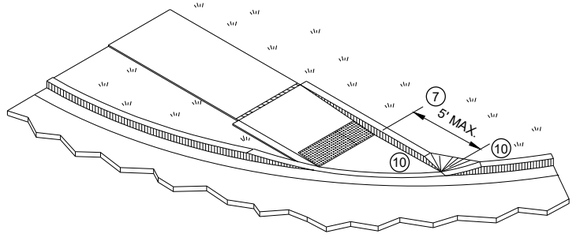
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

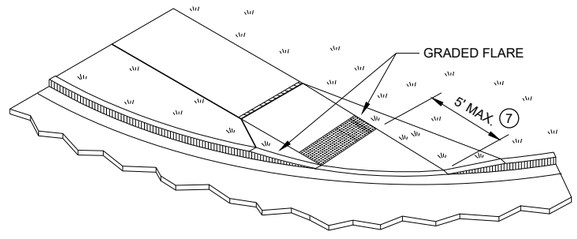


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
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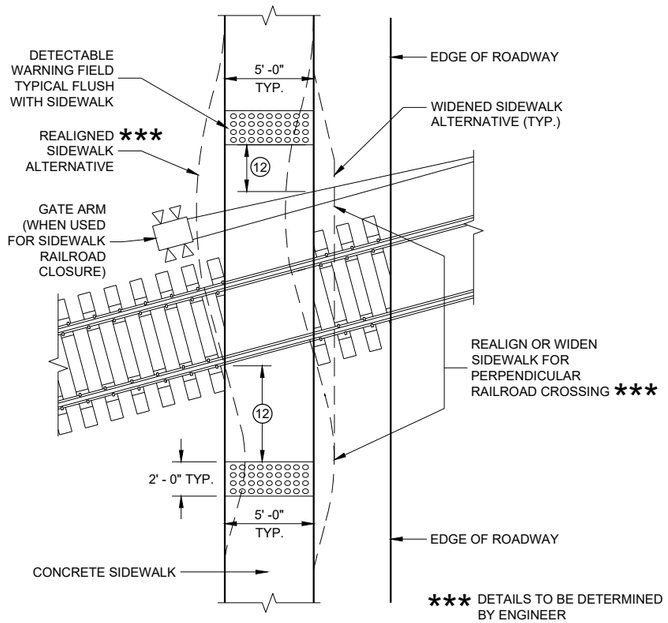
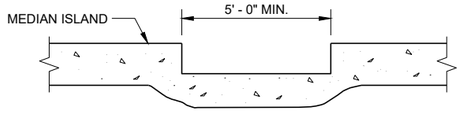
SDD 08D05 - 20d

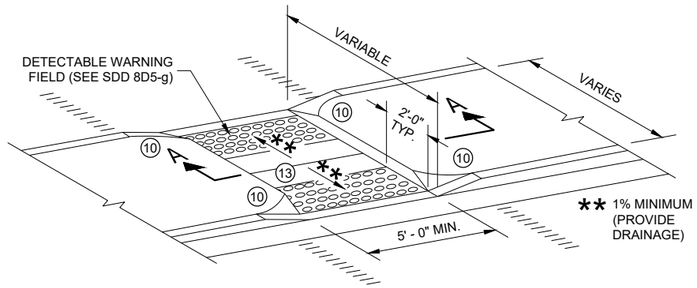


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

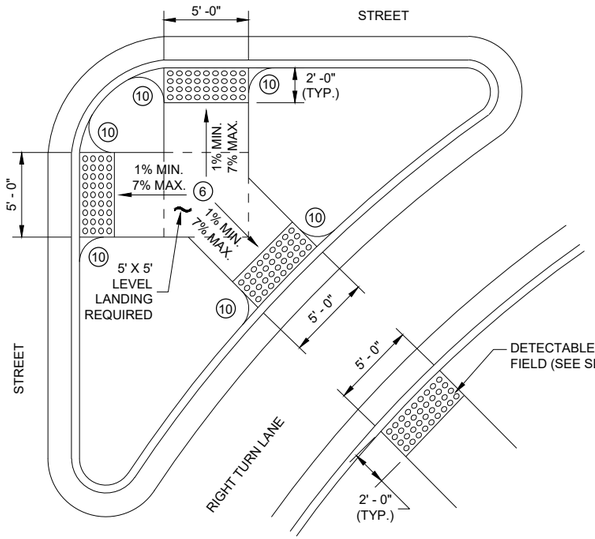
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

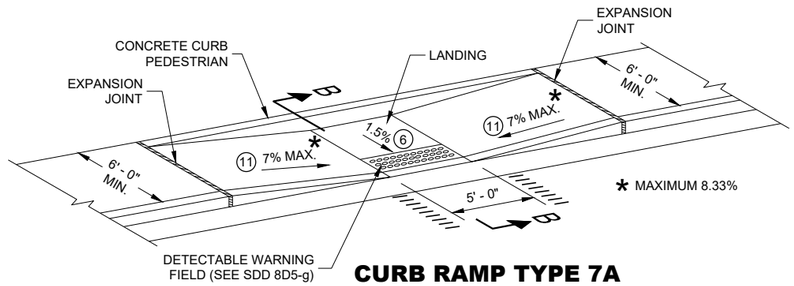
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

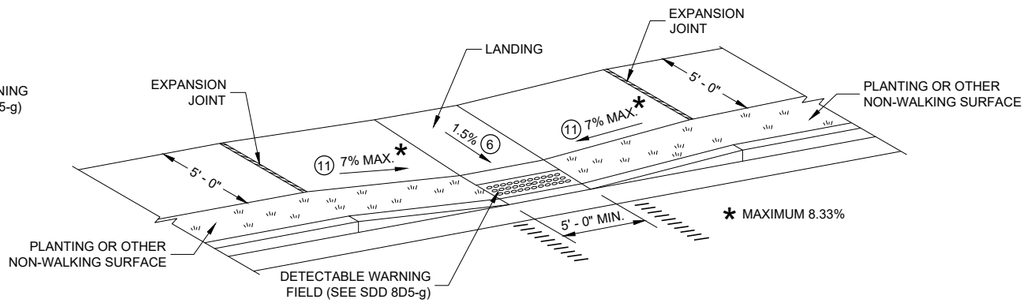
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

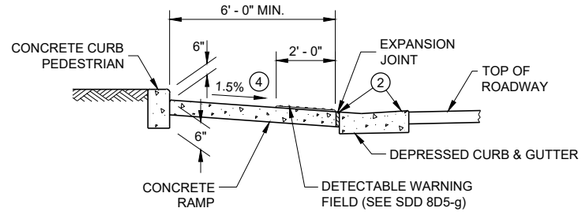
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

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

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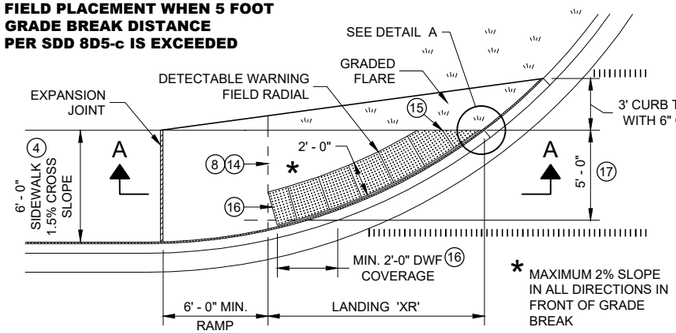
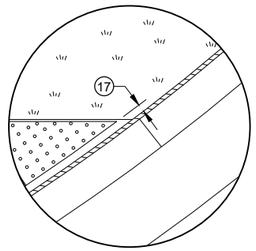
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



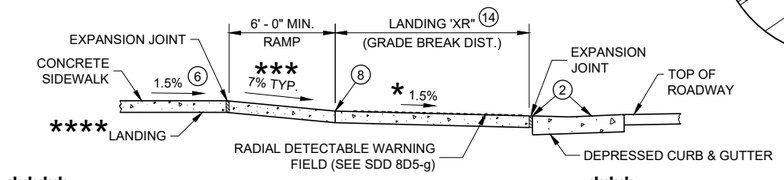
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

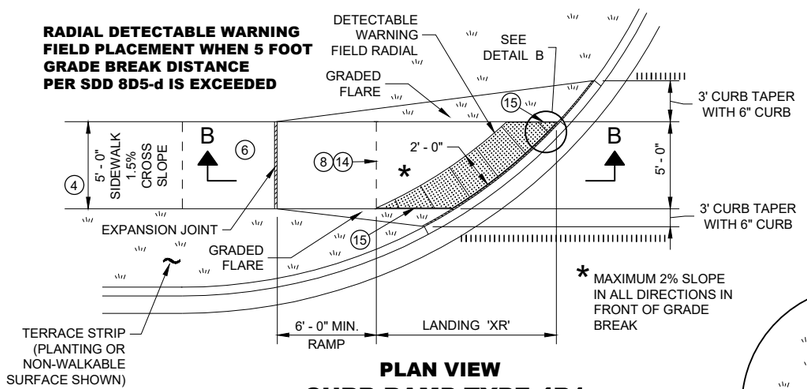


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

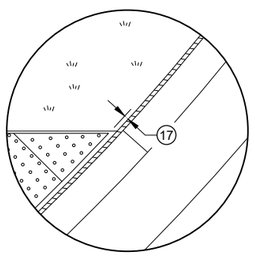
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



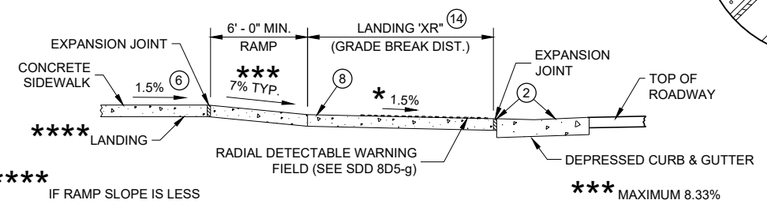
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

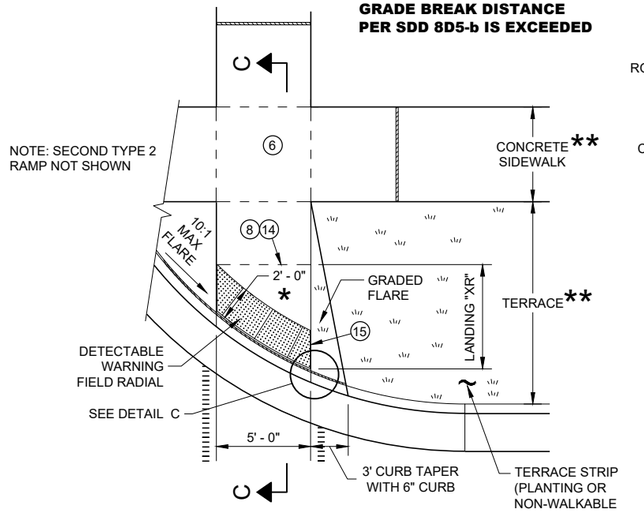
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

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

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

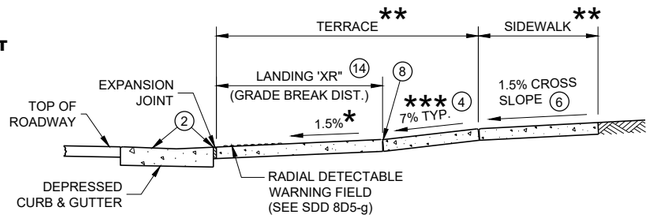


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

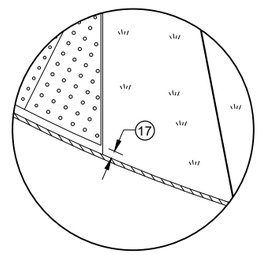


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

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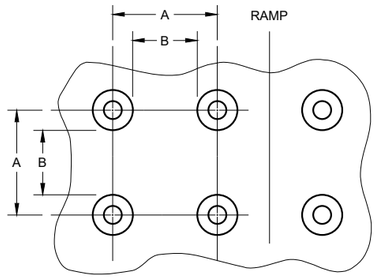
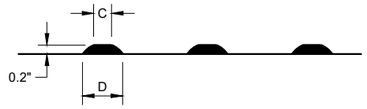
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

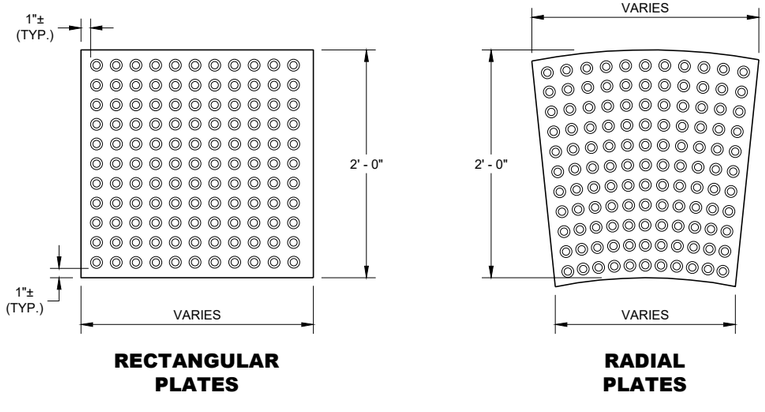


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

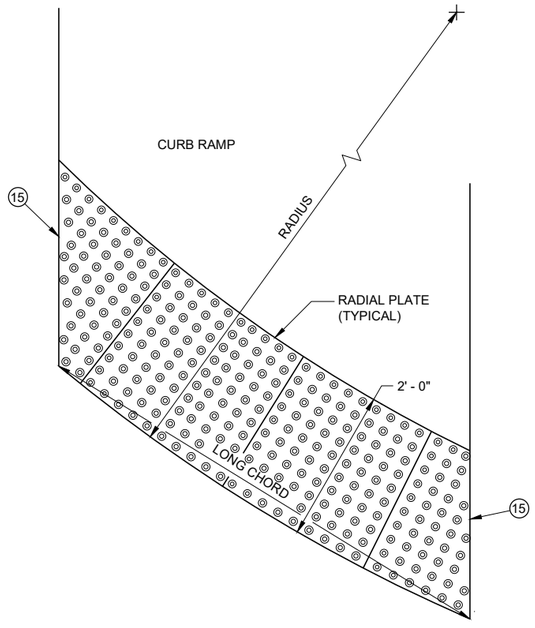
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

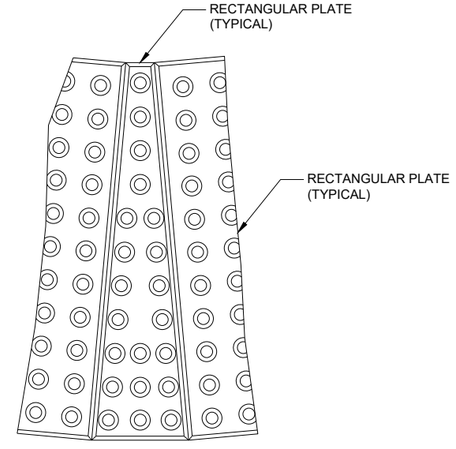
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

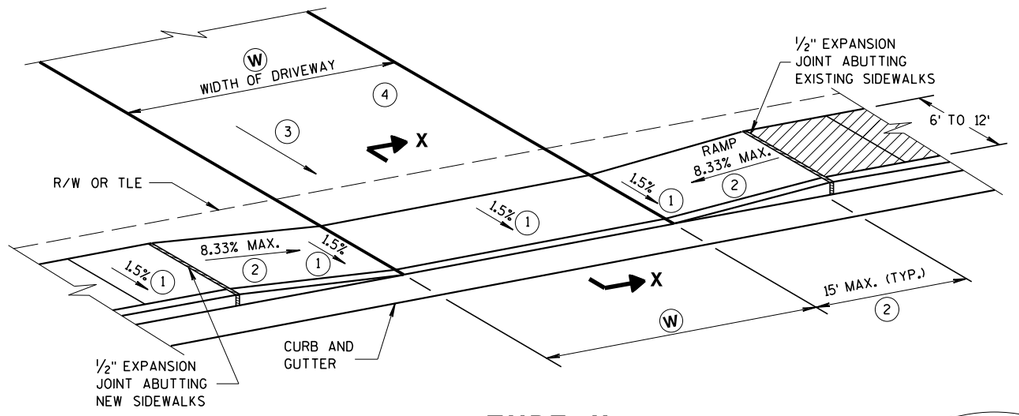
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

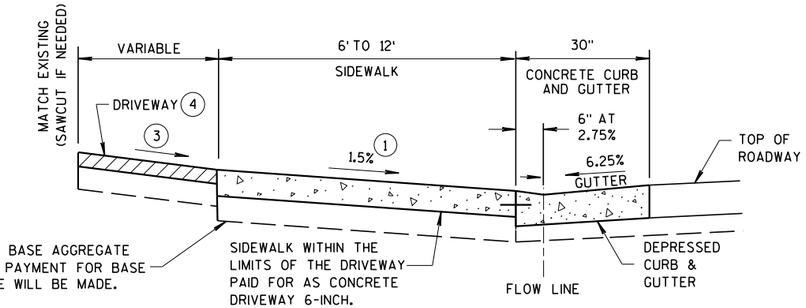
FHWA

6

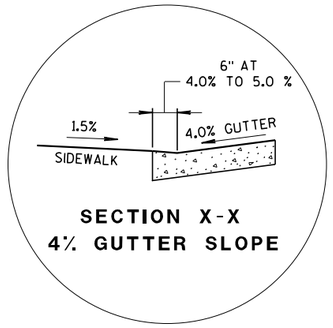
SDD 08D05 - 20g



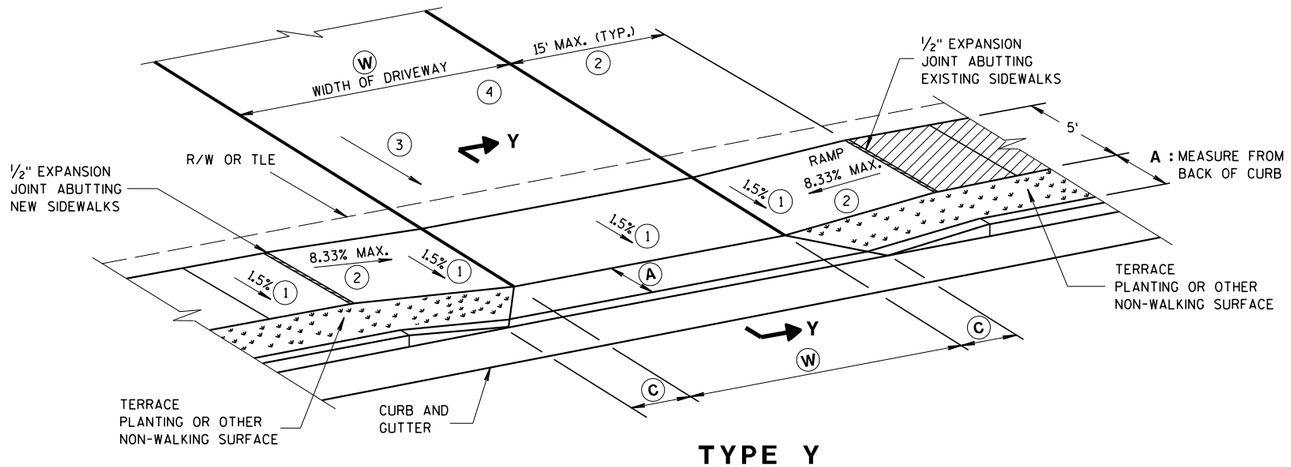
TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



SECTION X-X
4% GUTTER SLOPE



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

W: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

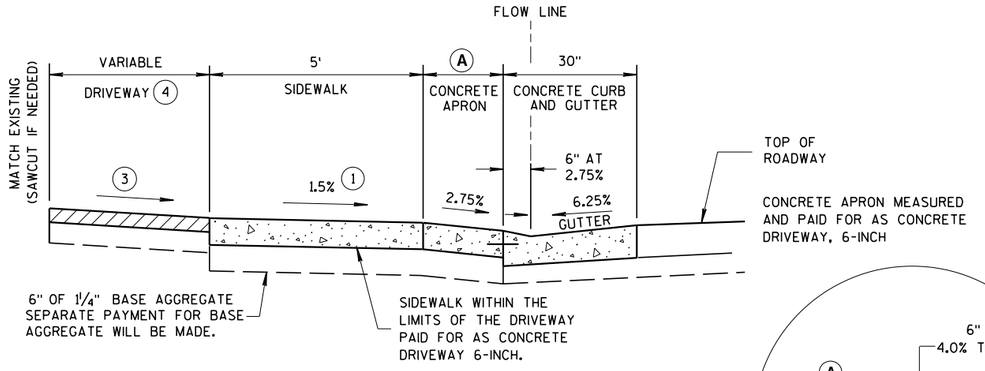
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

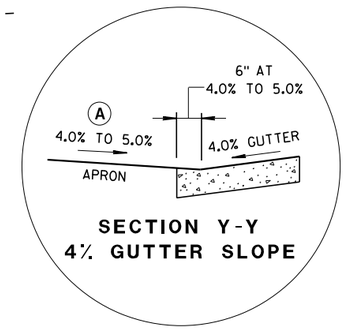
(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y



SECTION Y-Y
4% GUTTER SLOPE

DRIVEWAY DETAIL
WITH CONCRETE CURB & GUTTER
(URBAN AND SUBURBAN)

TABLE Y

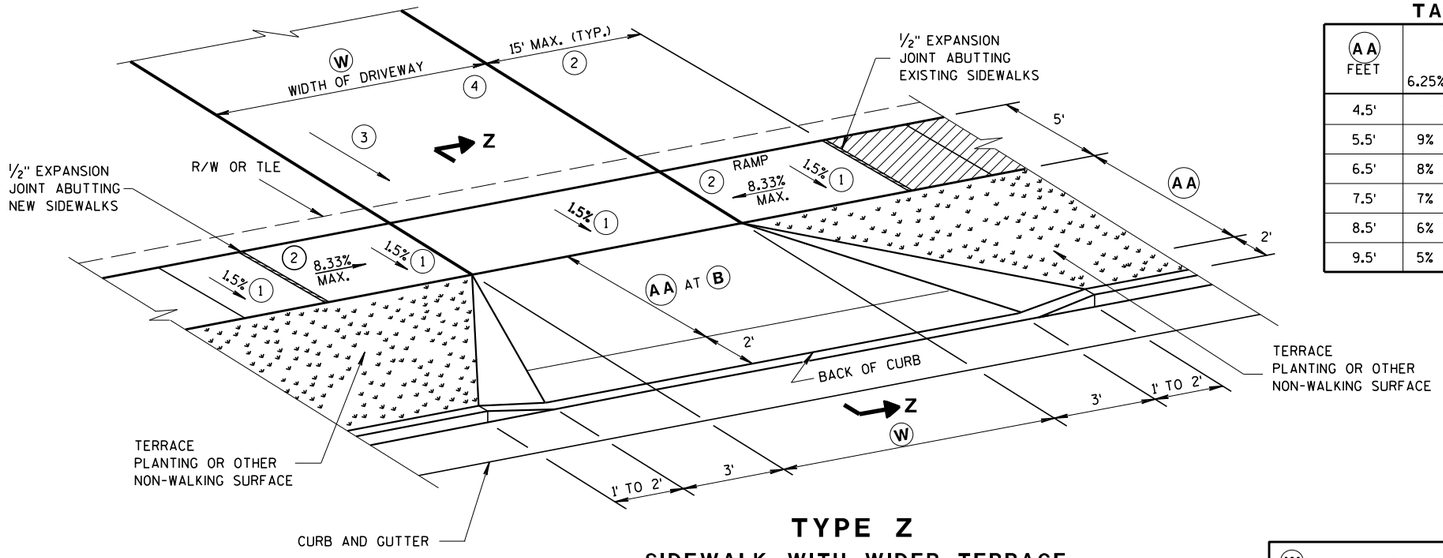
(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS
TYPES X & Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



TYPE Z

SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

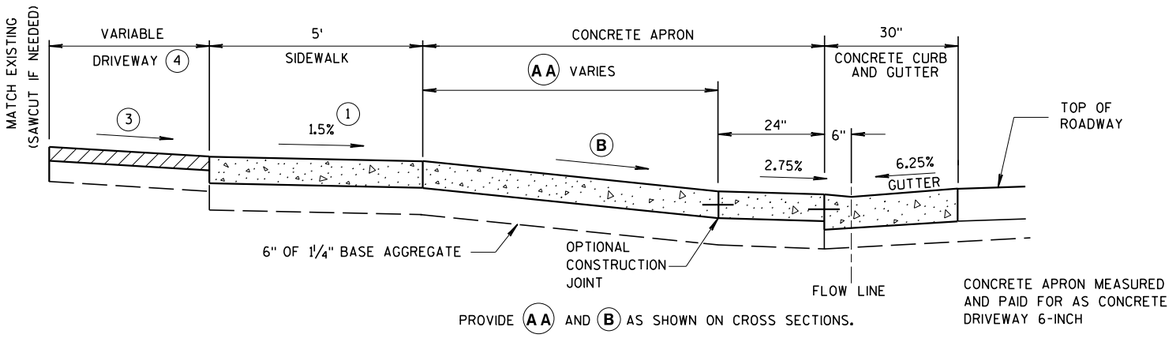
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

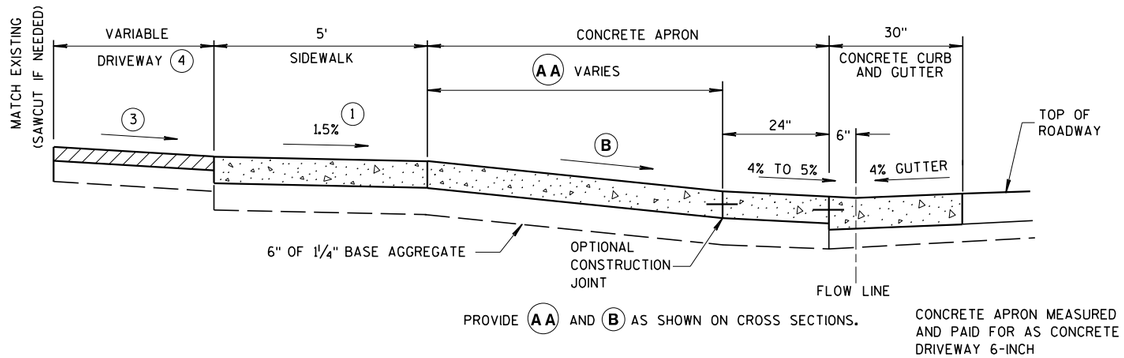
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



6.25% GUTTER SLOPE



4% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR **B** VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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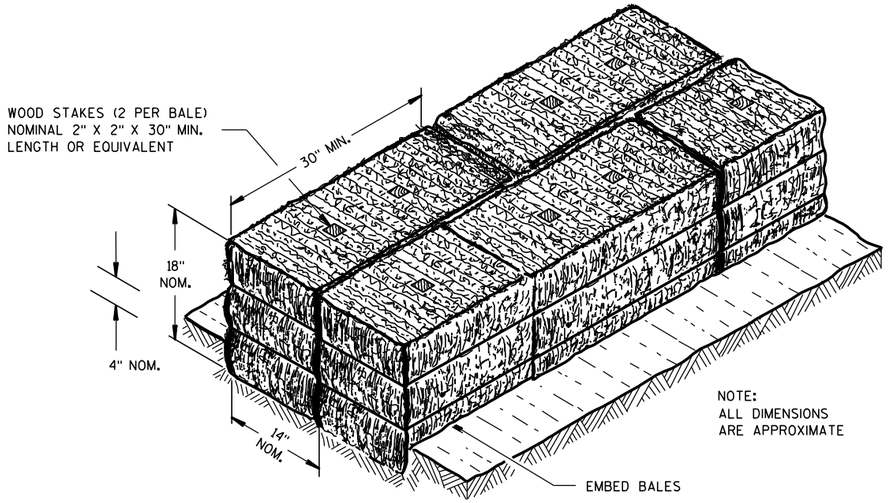
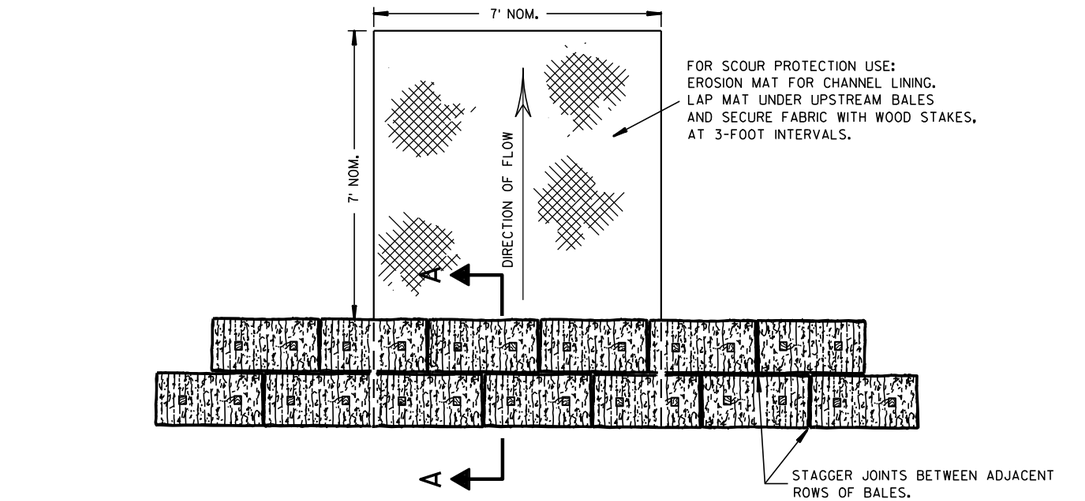
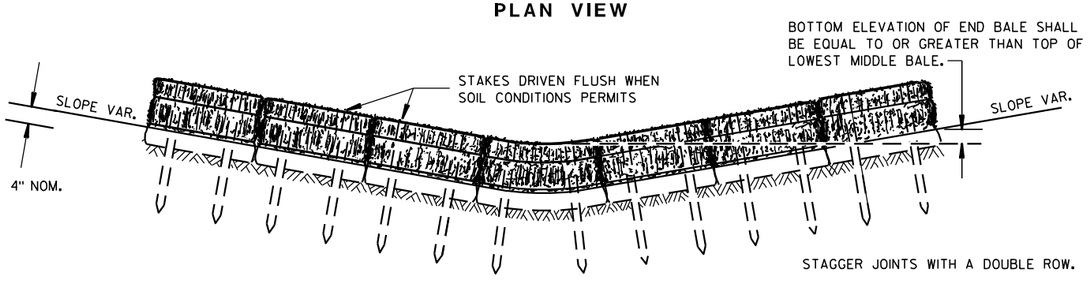


SECTION A-A



PLAN VIEW



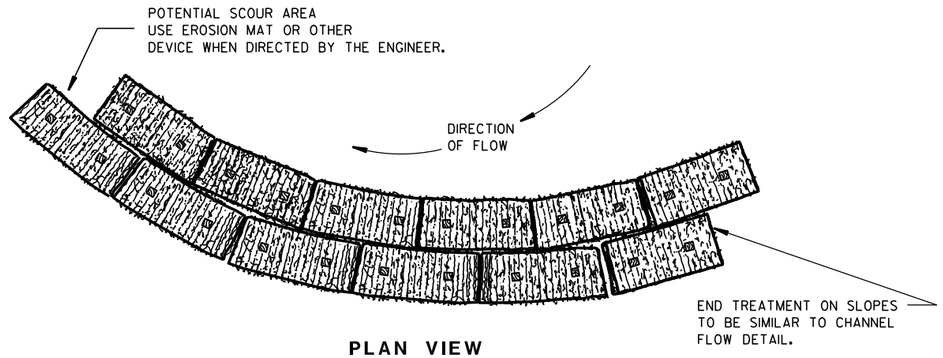
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

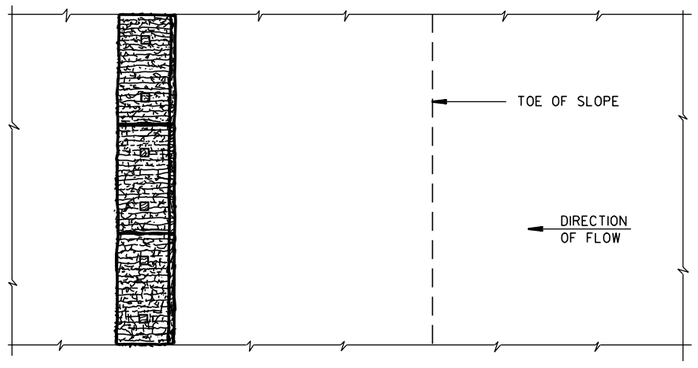
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

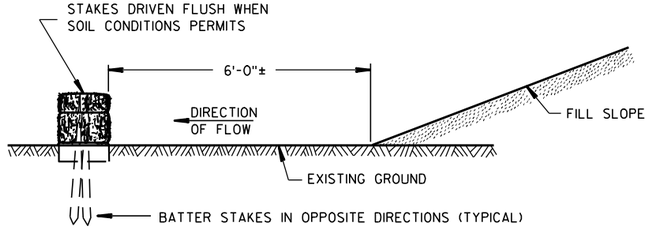


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

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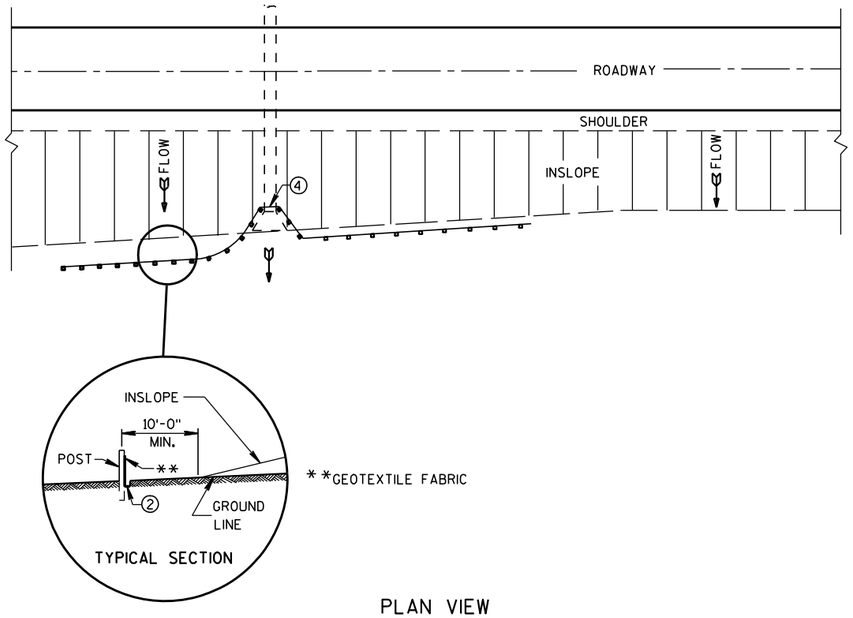
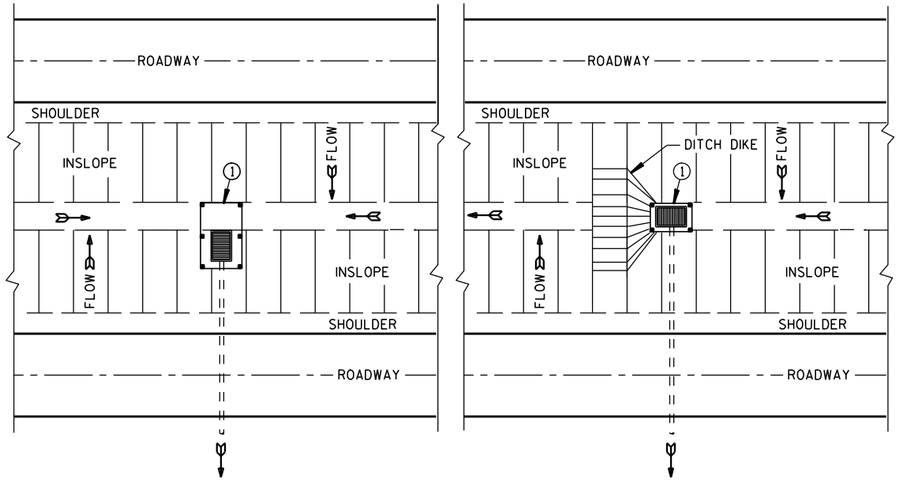
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



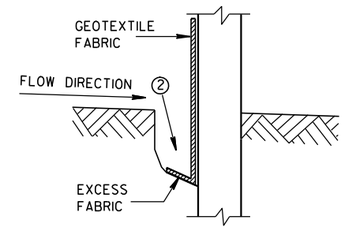
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

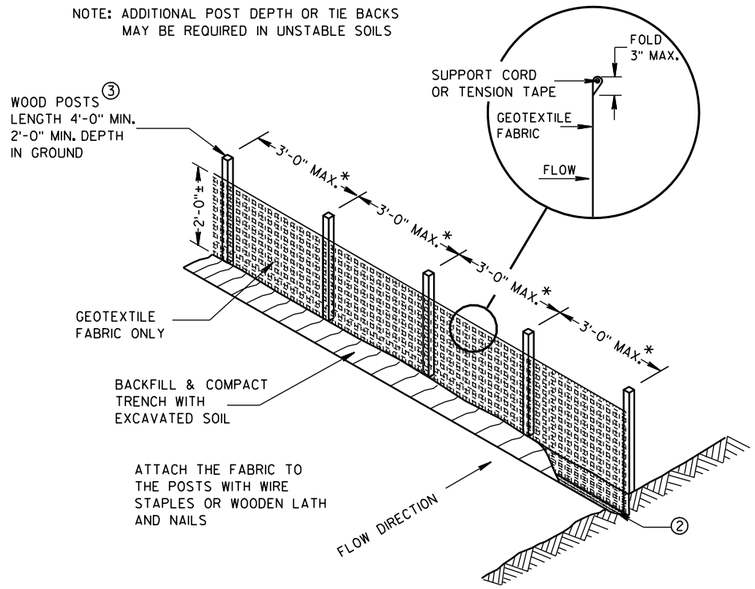
GENERAL NOTES

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

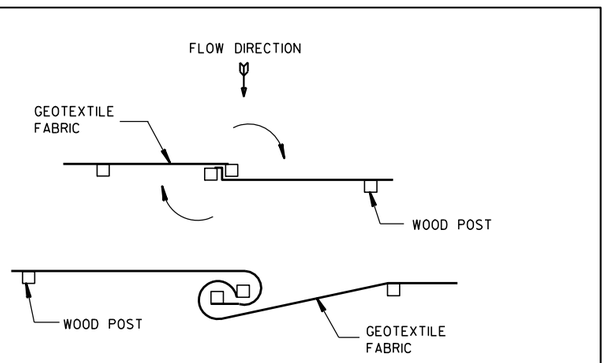
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



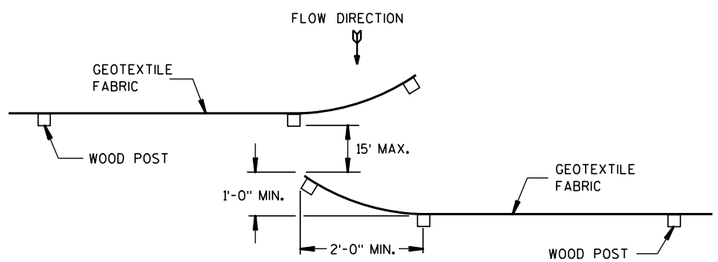
TRENCH DETAIL



SILT FENCE

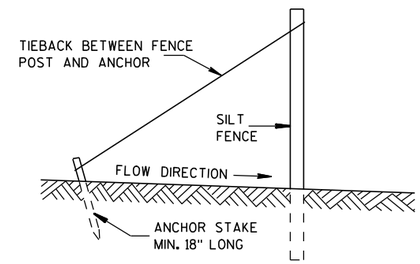


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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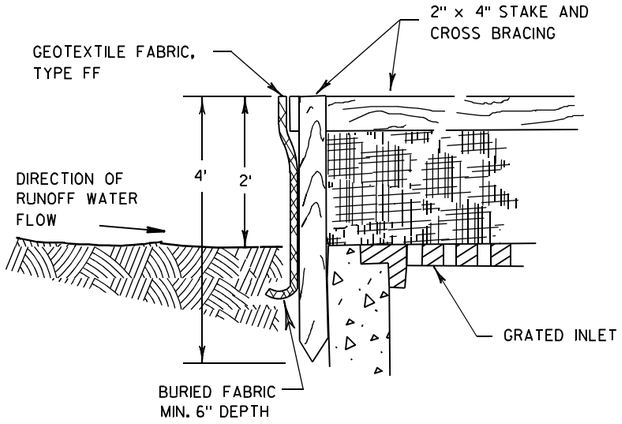
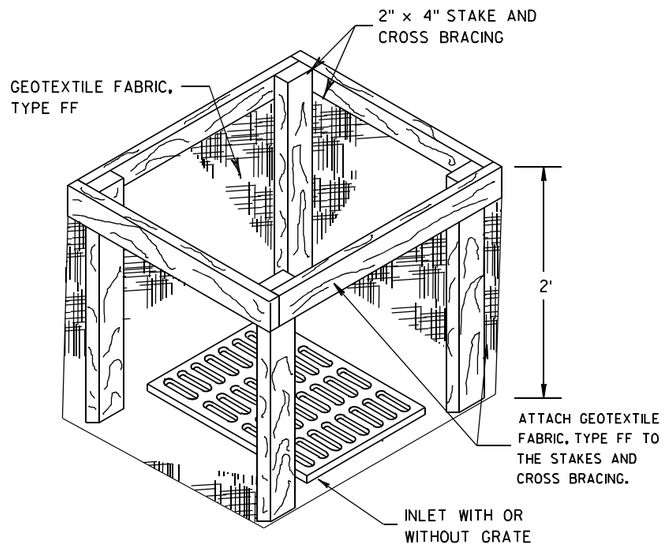
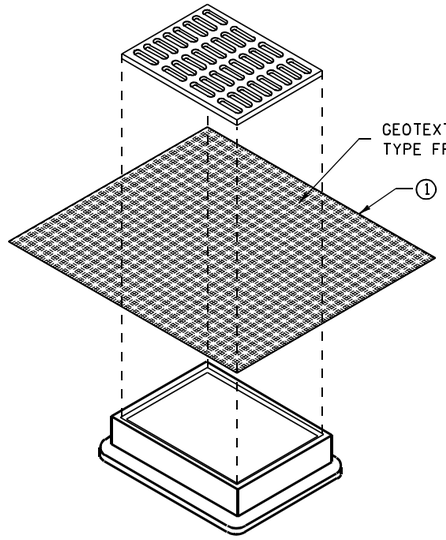


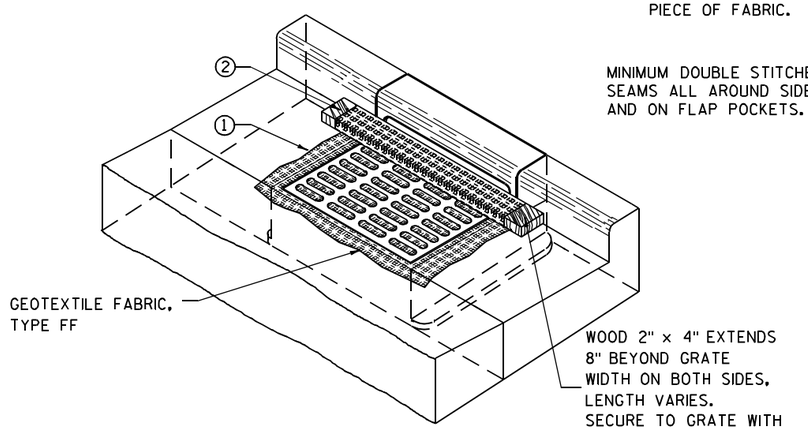


INLET PROTECTION, TYPE A

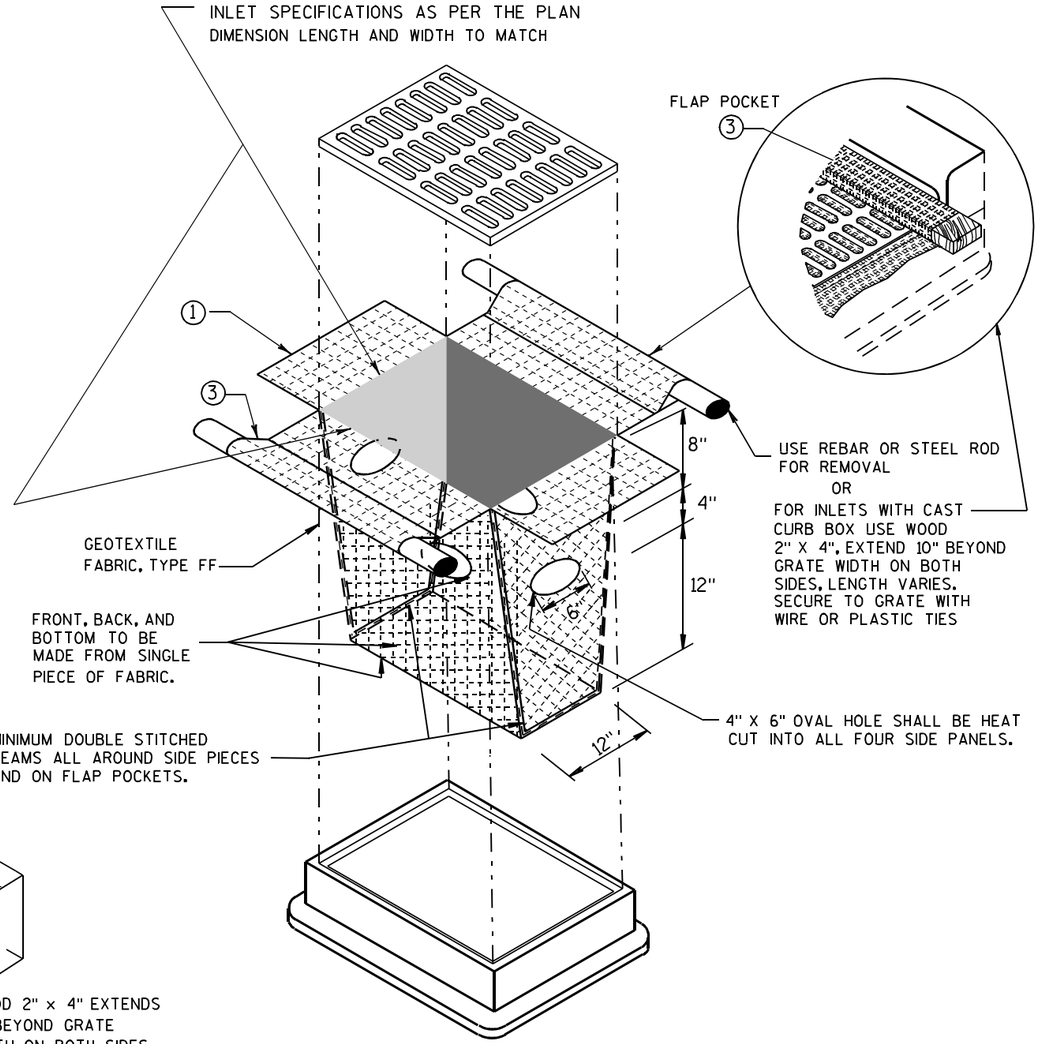


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

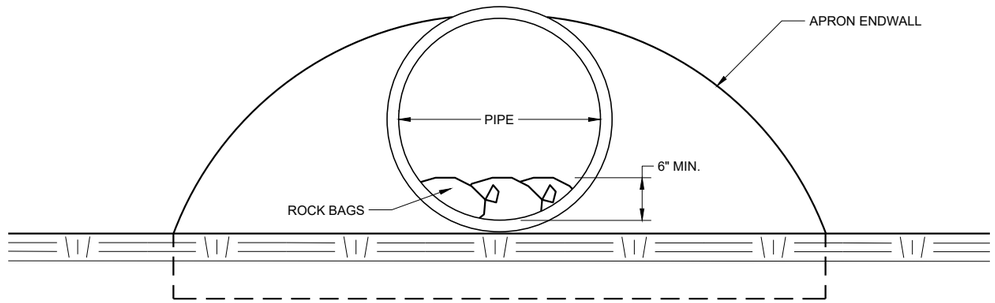
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

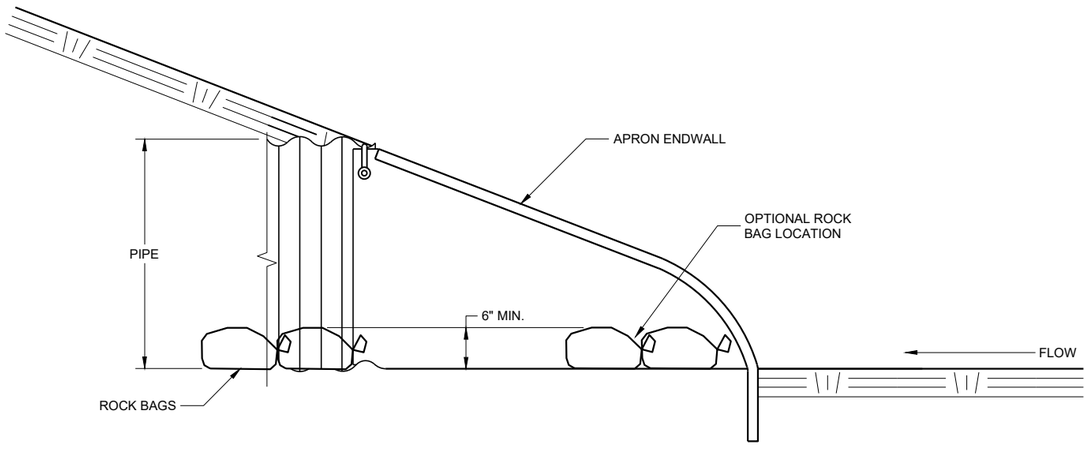
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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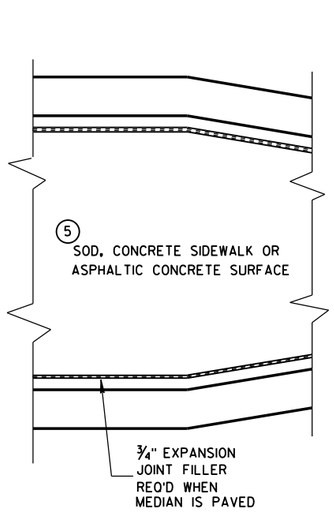
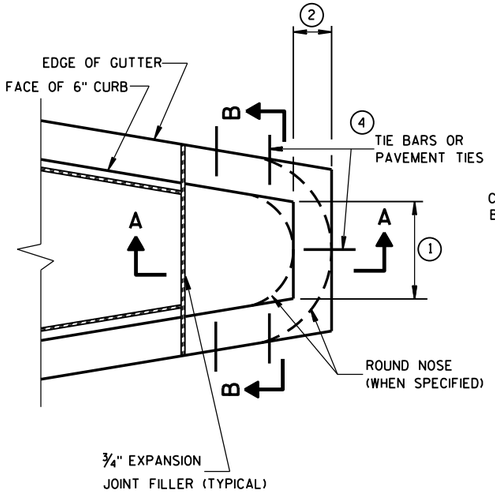
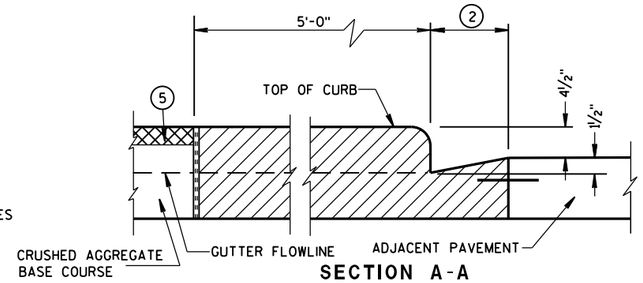
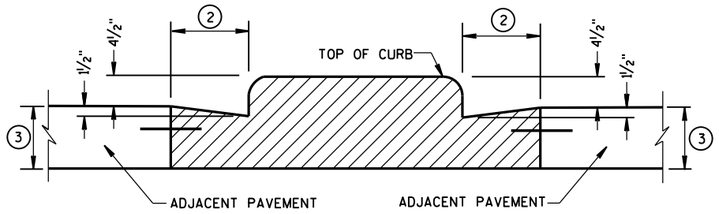






SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

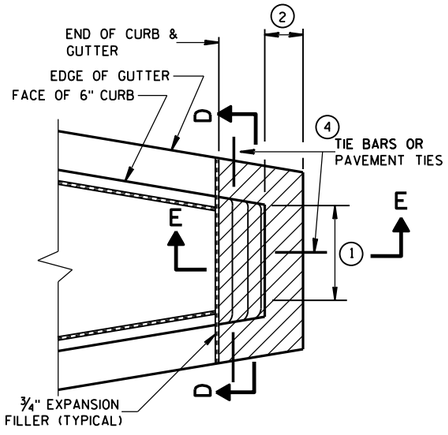
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

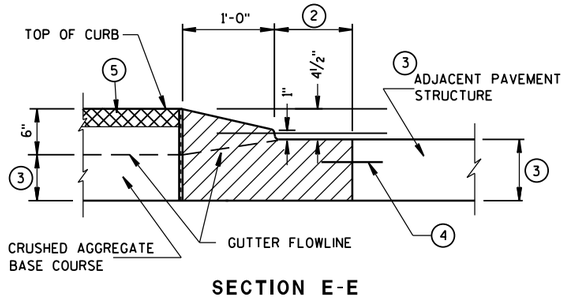
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

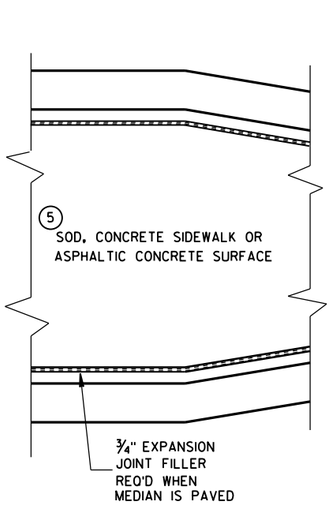
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

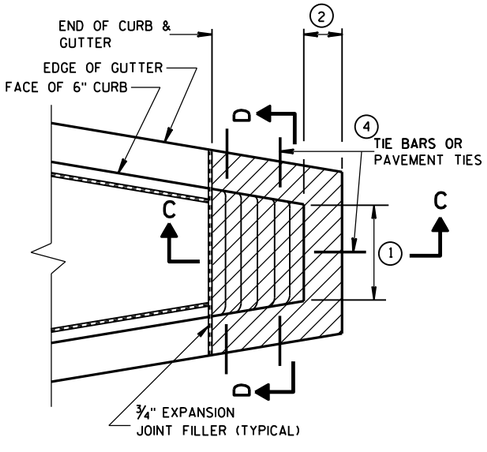


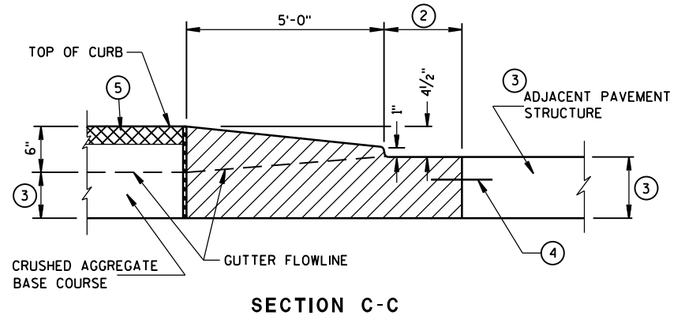


SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

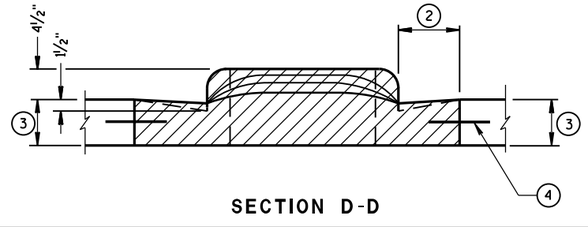






SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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S.D.D. 11 B 2-2

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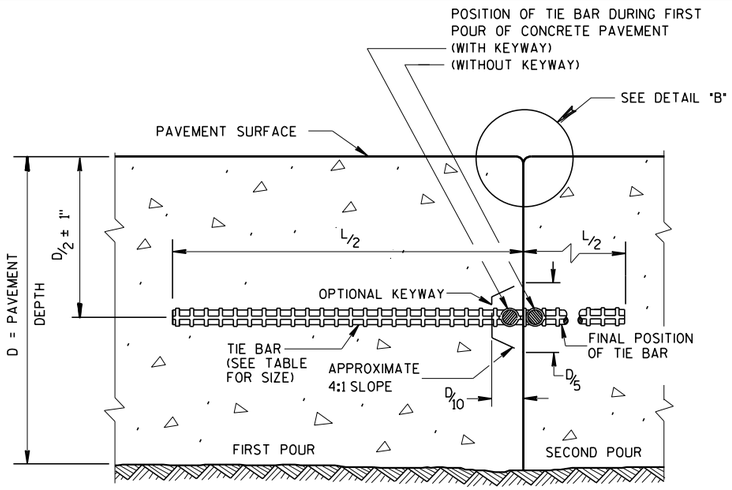
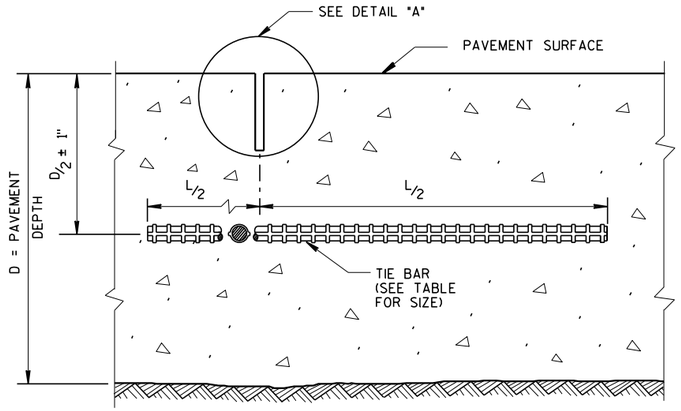
S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

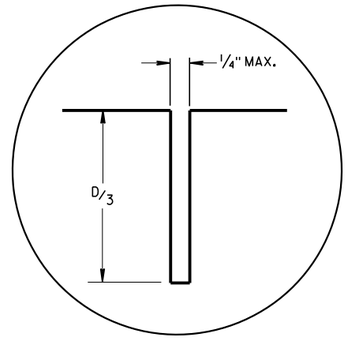
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

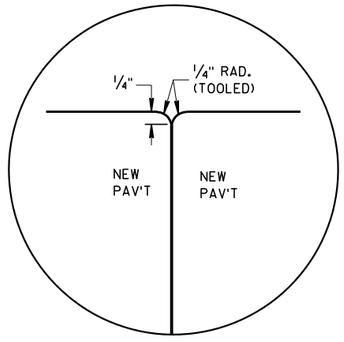
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

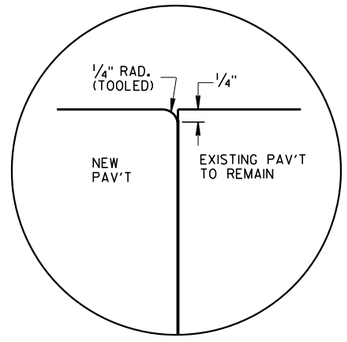
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



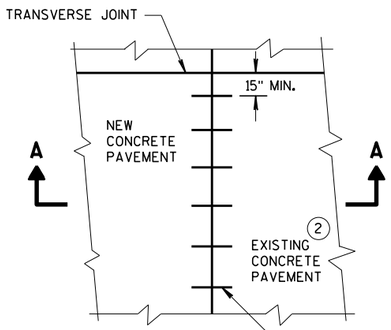
DETAIL "A"



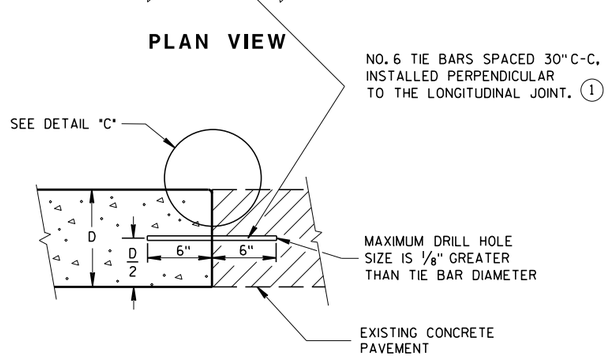
DETAIL "B"



DETAIL "C"



PLAN VIEW



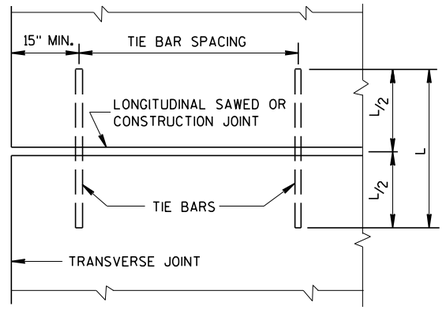
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

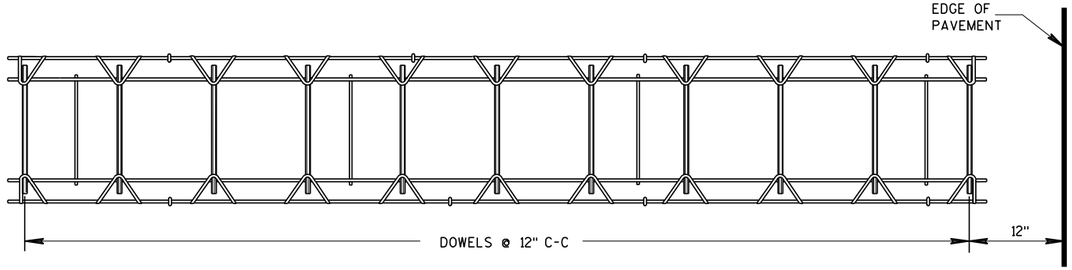


PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

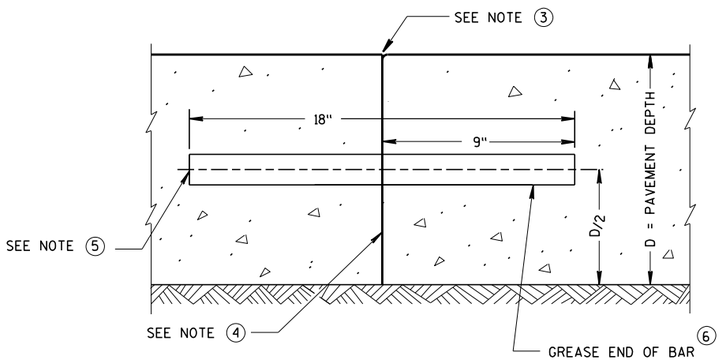
APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA



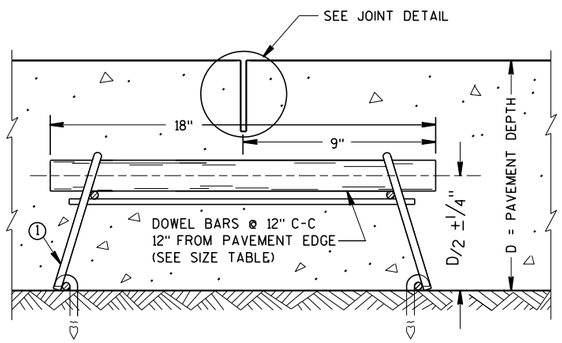
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



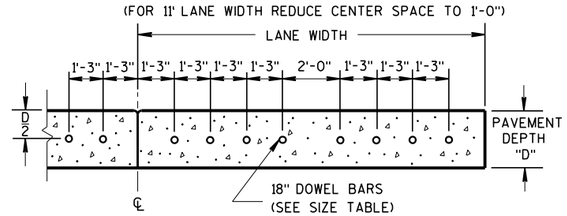
TRANSVERSE CONSTRUCTION JOINT



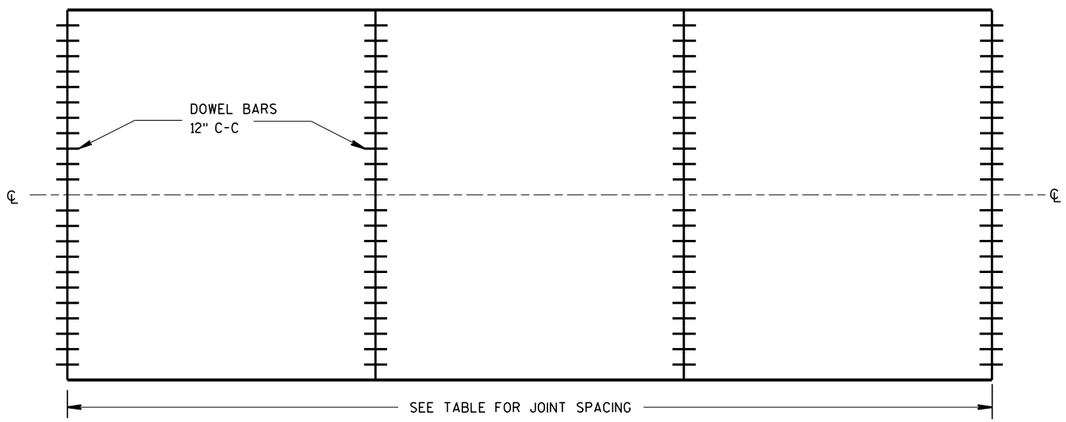
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

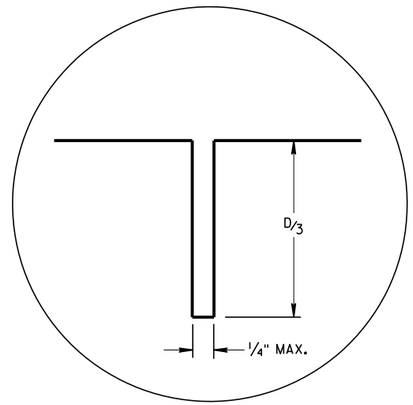
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUP

FHWA

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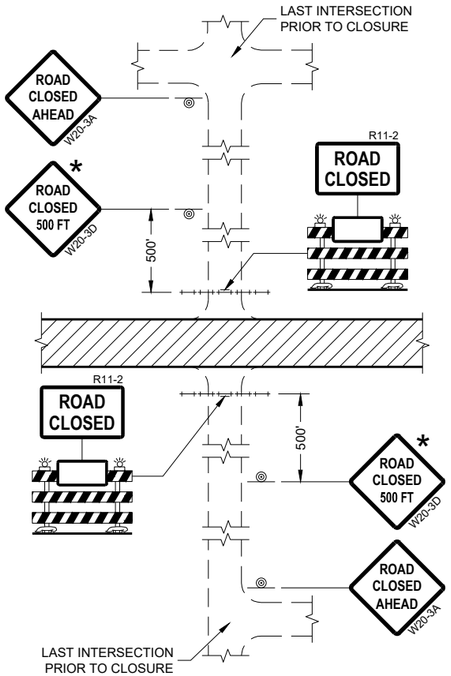
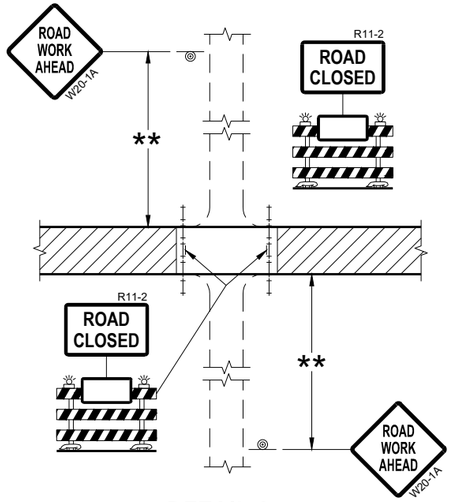


DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

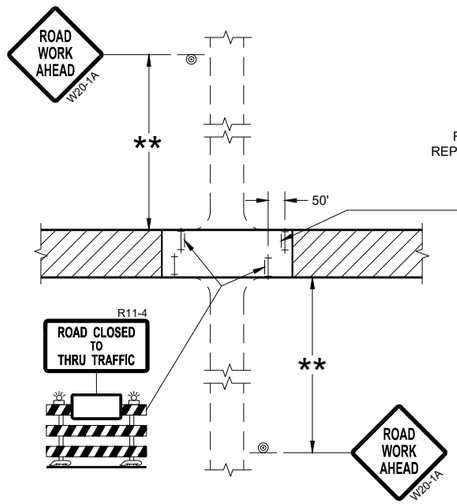
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

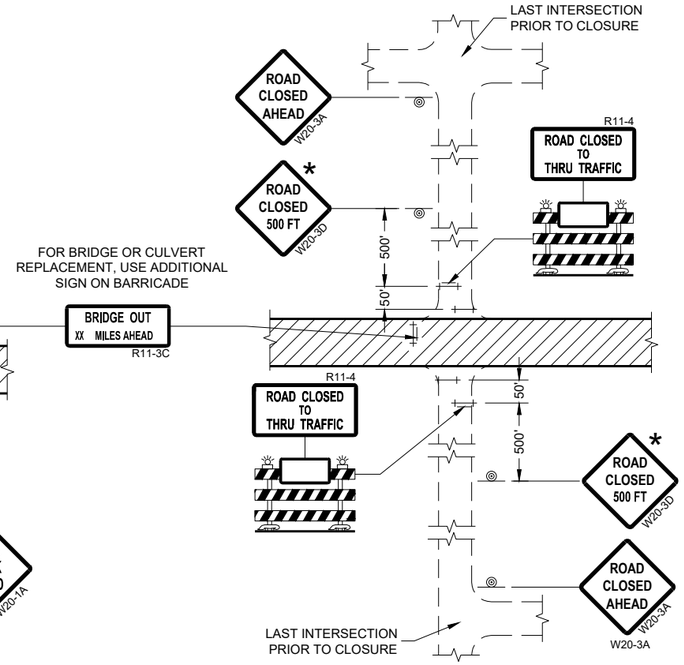
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.





DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

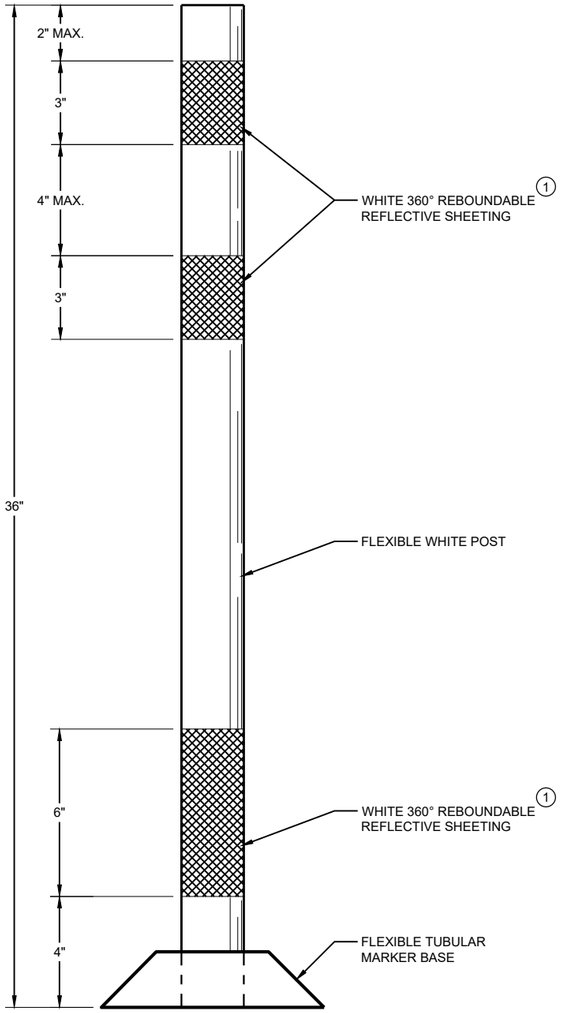
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

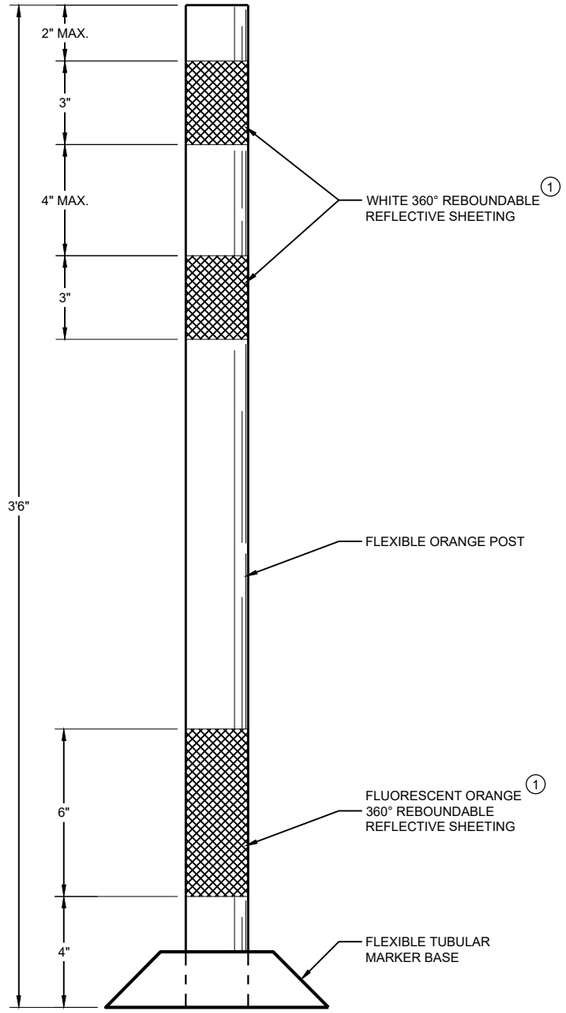
6

SDD 15C03 - 05

SDD 15C03 - 05



FLEXIBLE TUBULAR MARKER POST PERMANENT CROSSOVER



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 - 07a

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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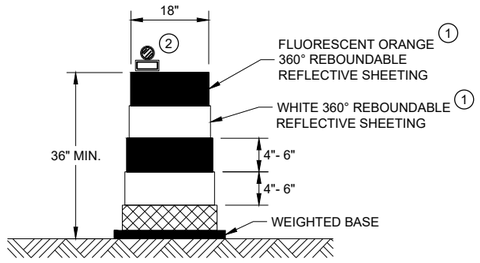
SDD 15C11 - 07a

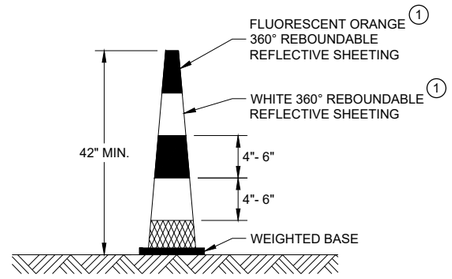
GENERAL NOTES

(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.

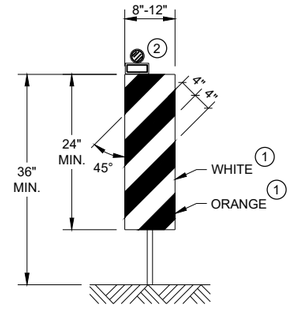


DRUM



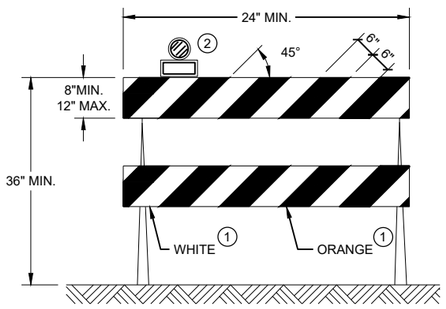
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



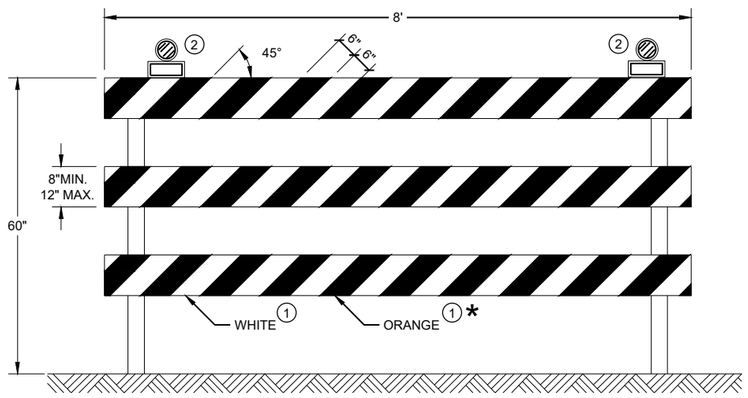
VERTICAL PANEL

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
June 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 07b

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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.

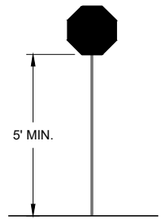
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



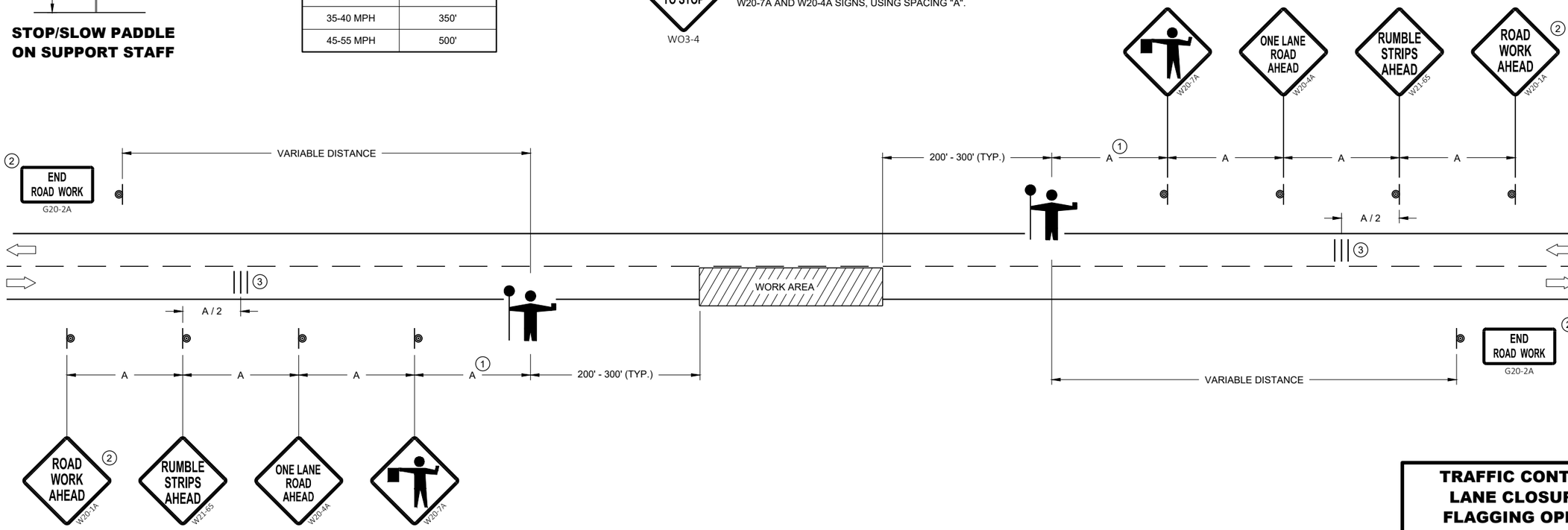
STOP/SLOW PADDLE ON SUPPORT STAFF

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

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

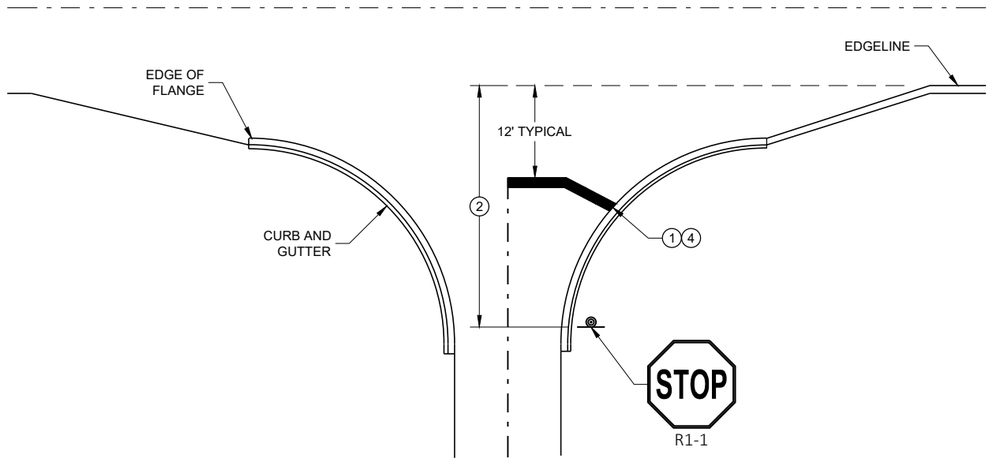
6

SDD 15C12 - 07

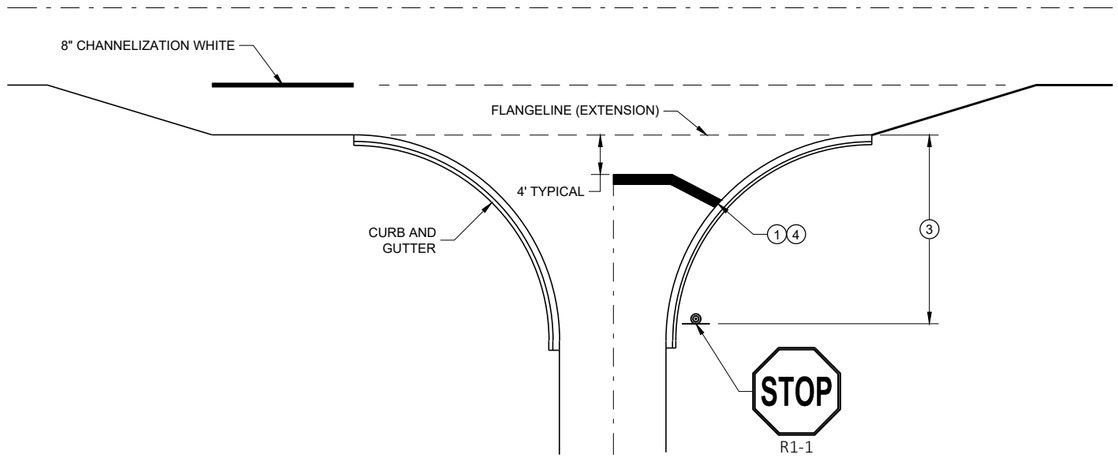
GENERAL NOTES

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

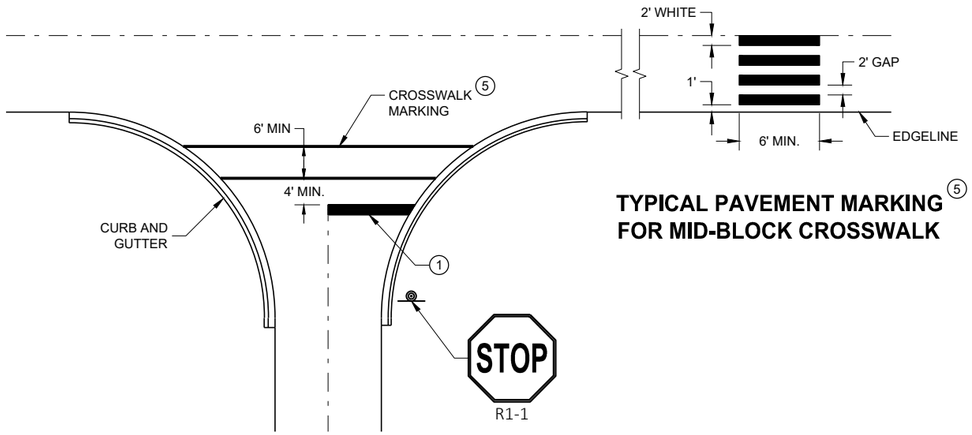
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

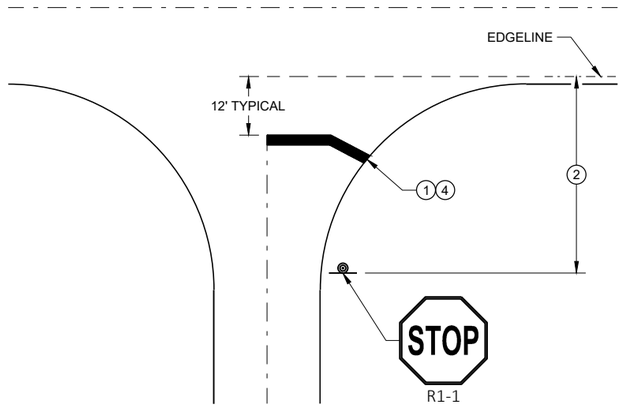


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C33 - 04

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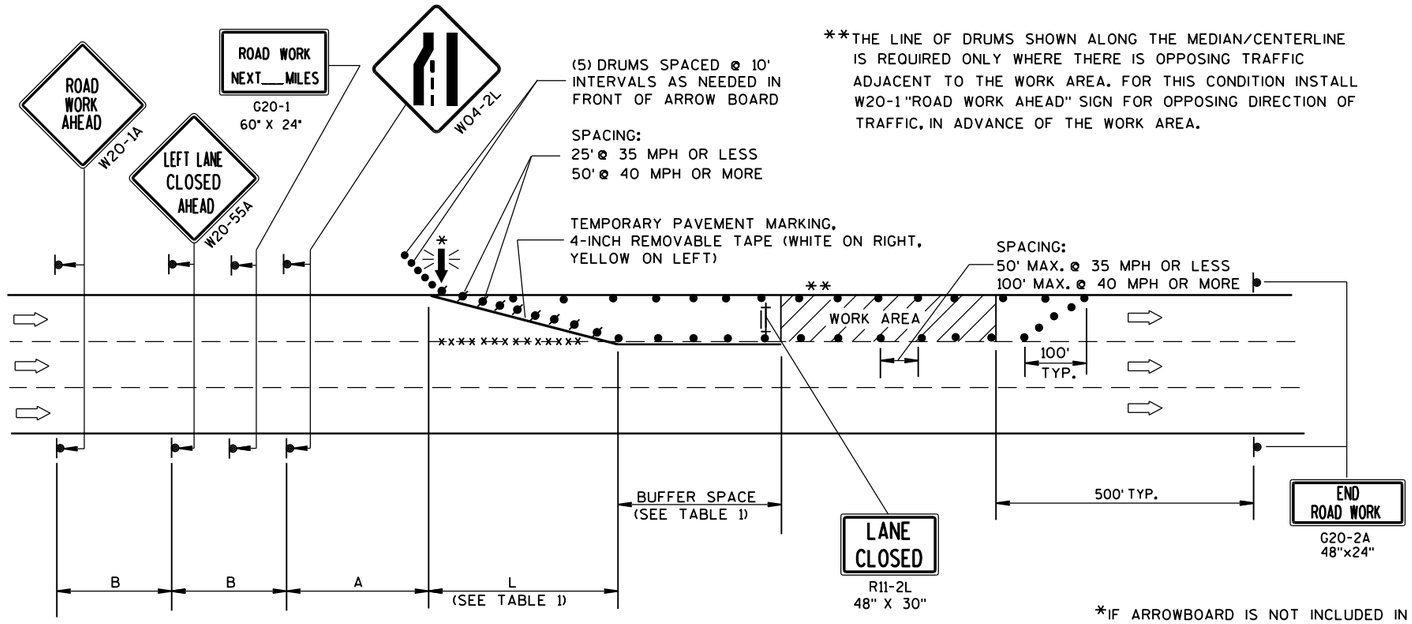
SDD 15C33 - 04



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

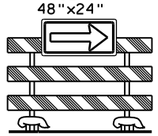


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

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

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 SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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 DISTRICT TRAFFIC UNIT.

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

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

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.

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

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

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

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

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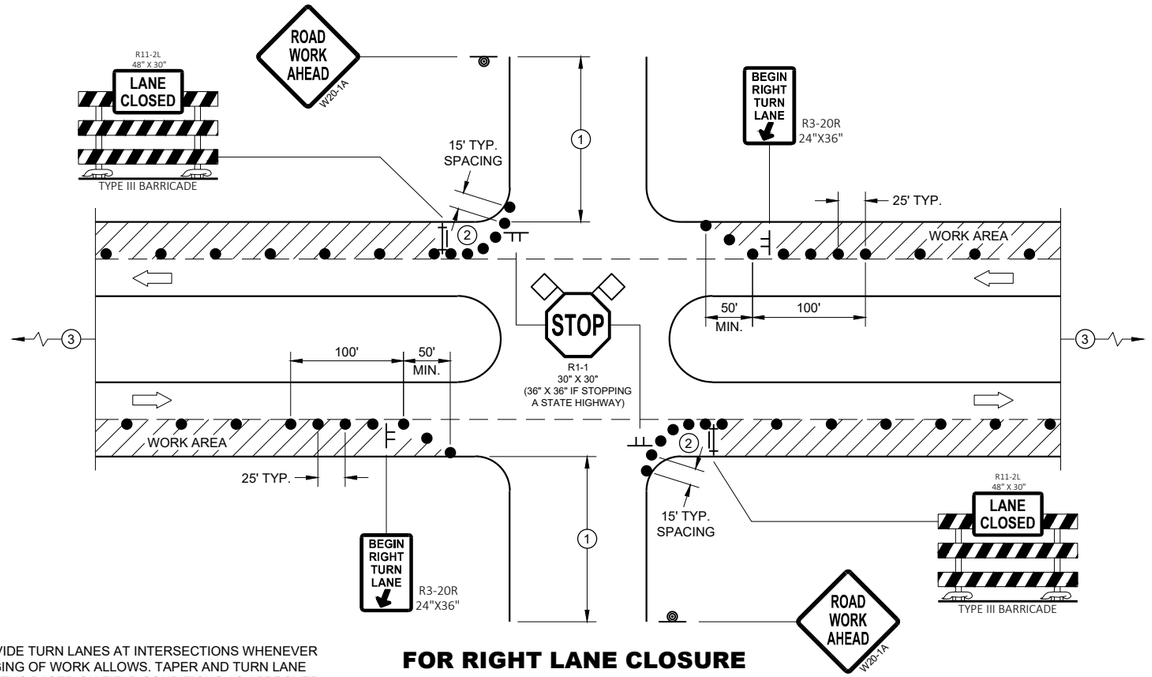
S.D.D. 15 D 20-4



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.

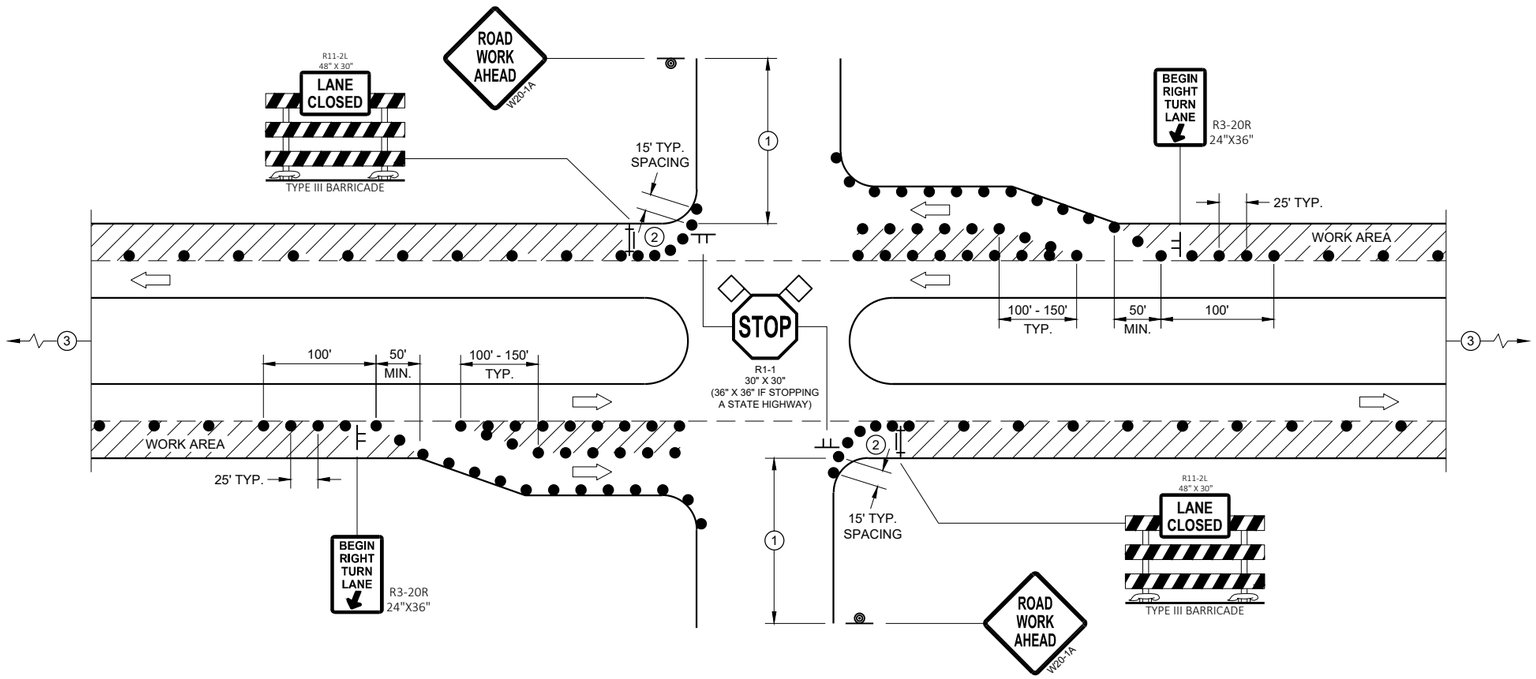
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

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

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

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



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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D21 - 06a

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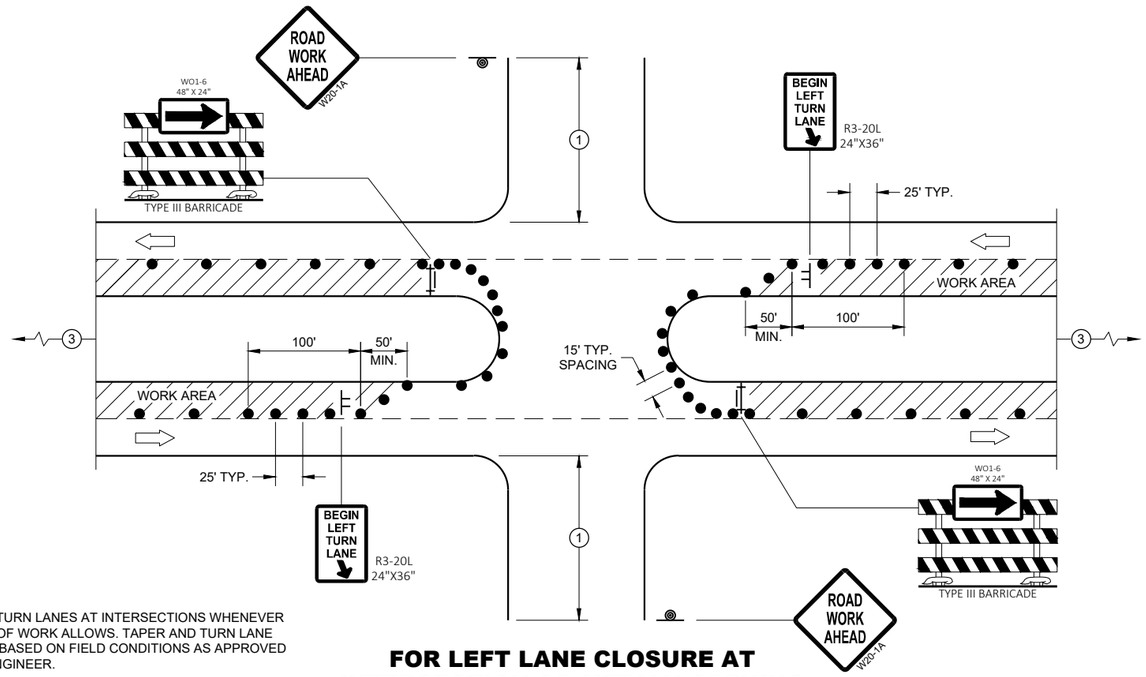
SDD 15D21 - 06a



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 LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

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.

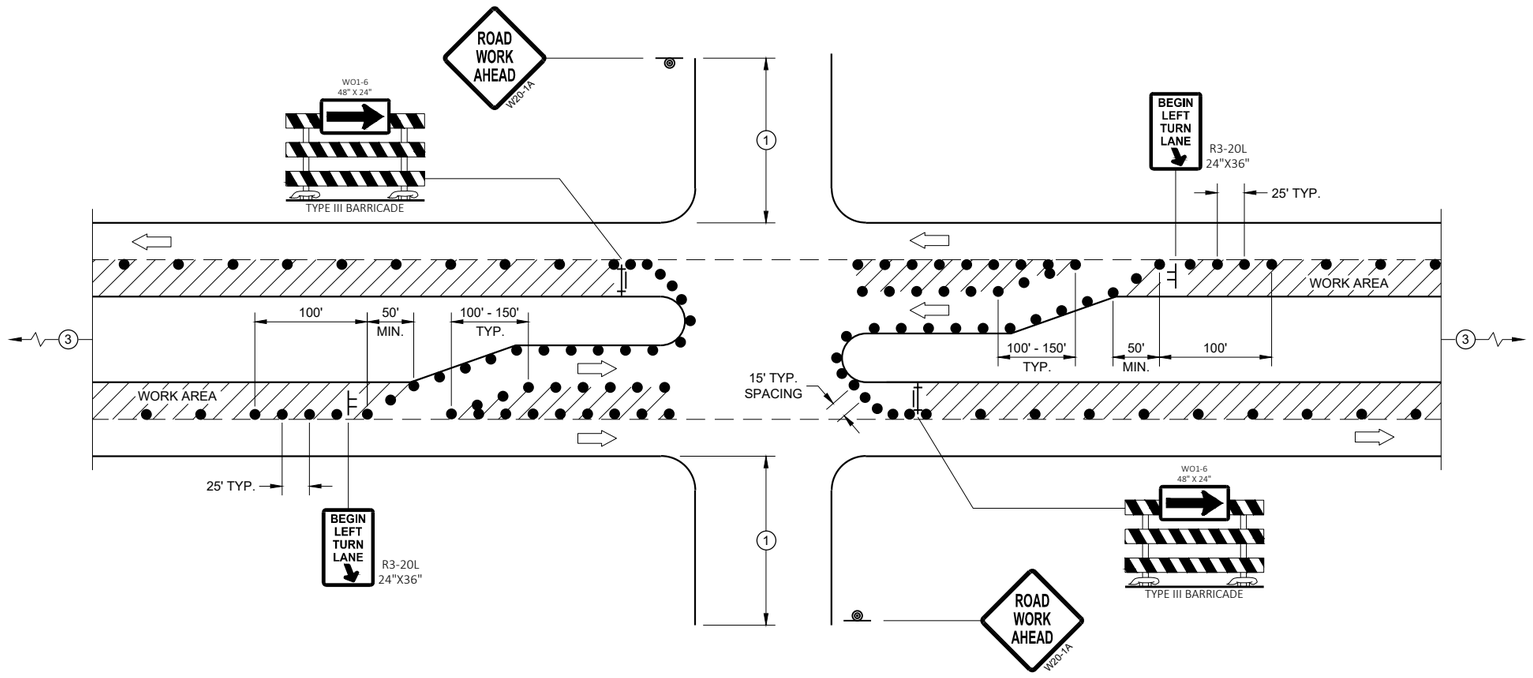
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

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

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

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



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D21 - 06b

SDD 15D21 - 06b

LEGEND

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

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
W / S	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

W = SHOULDER WIDTH (FEET
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L= WS AT 45 MPH OR GREATER
L = WS² / 60 AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = 1/3L

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

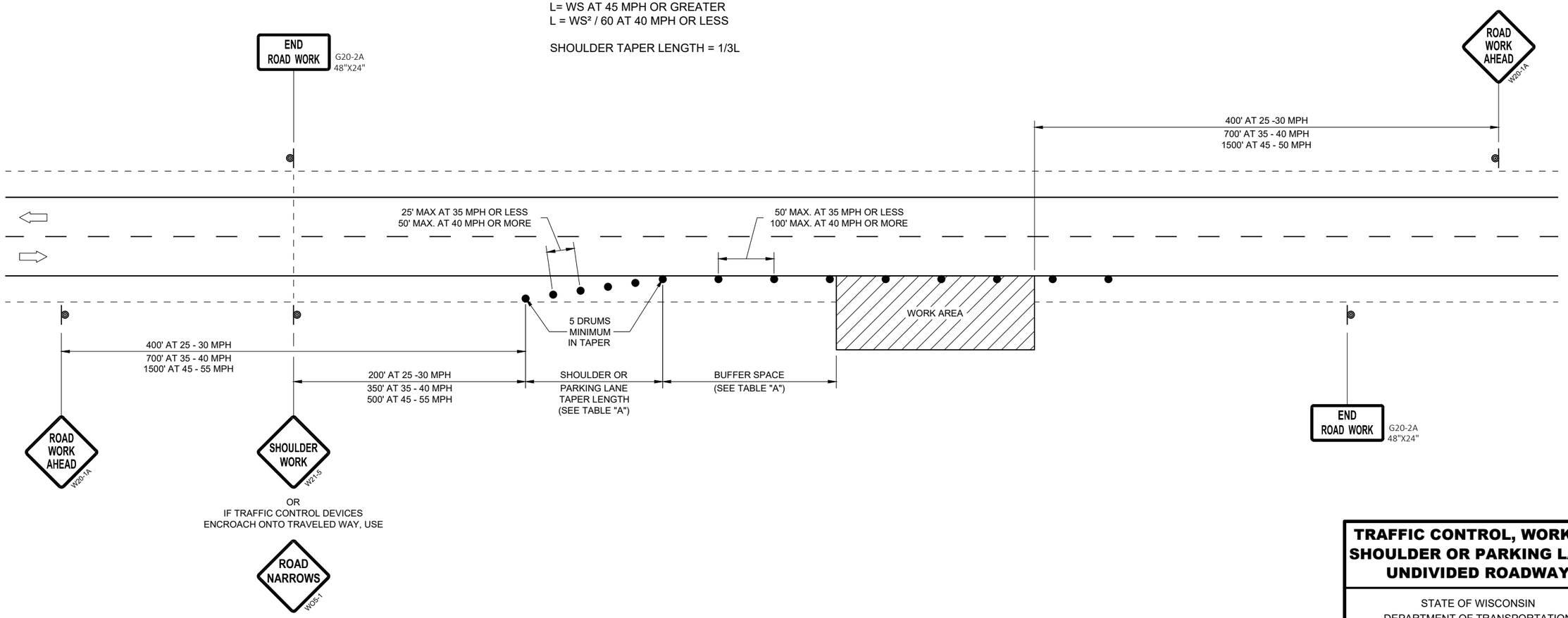
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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 WITHN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY RESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

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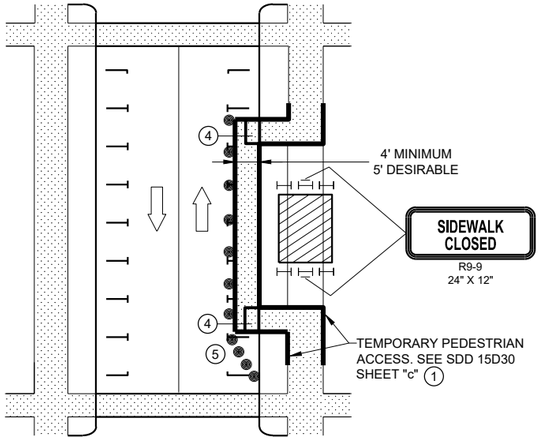
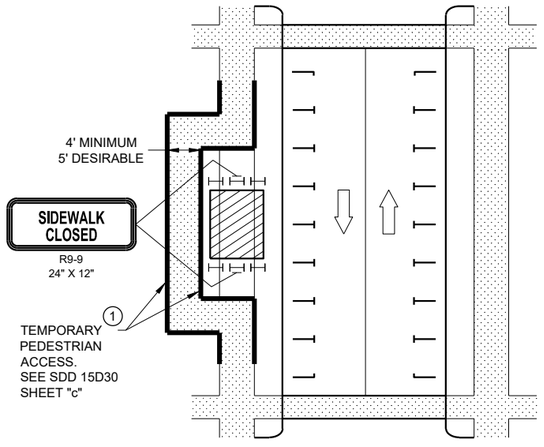
SDD 15D28 - 03

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

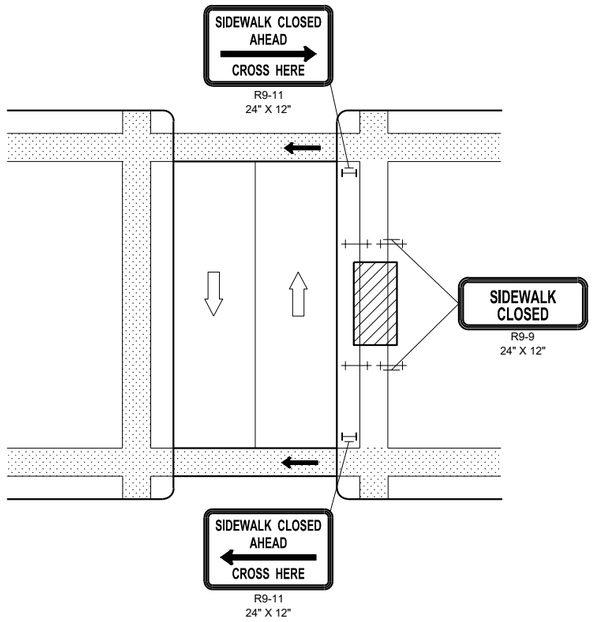


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

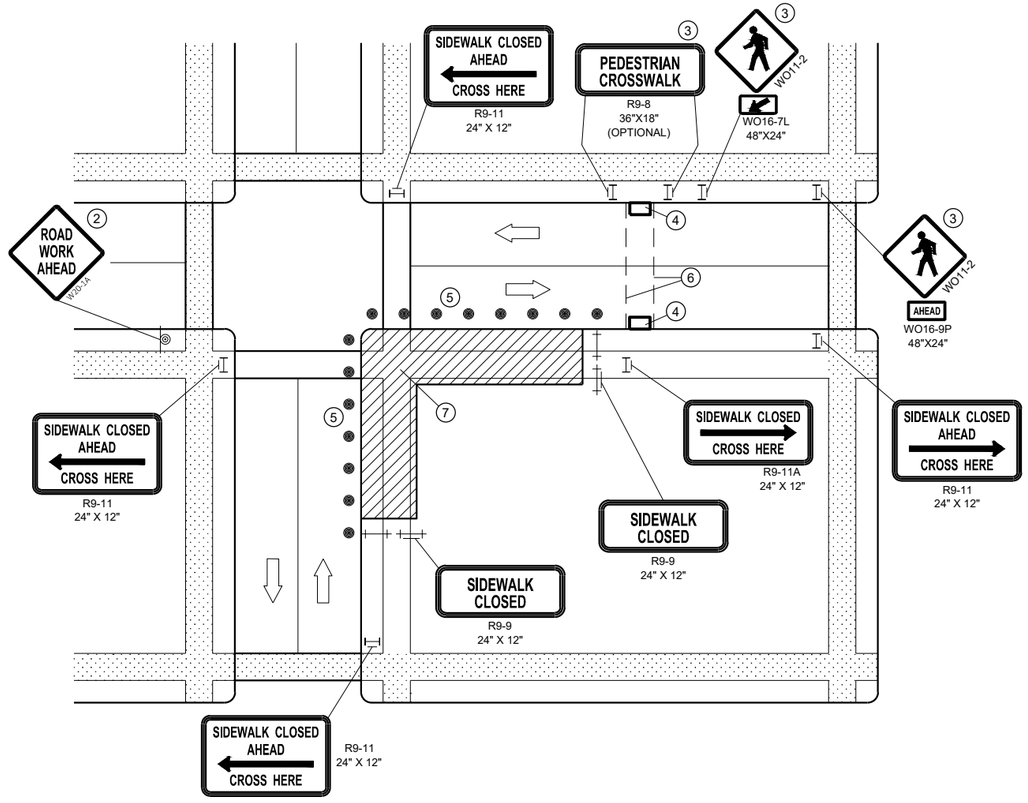
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

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

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

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

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

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET "b'.

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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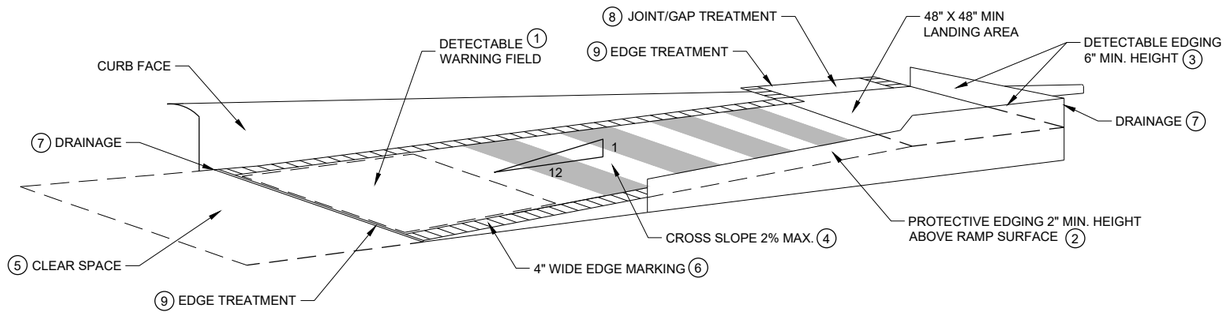
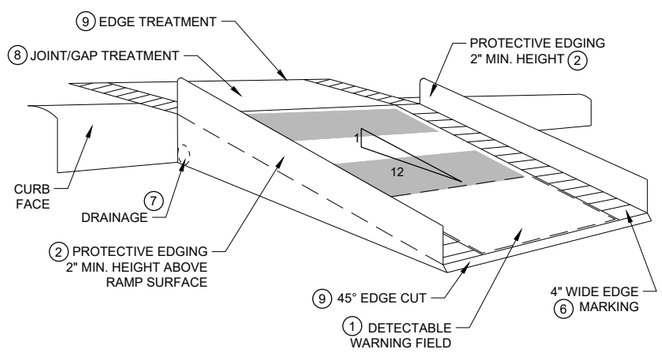
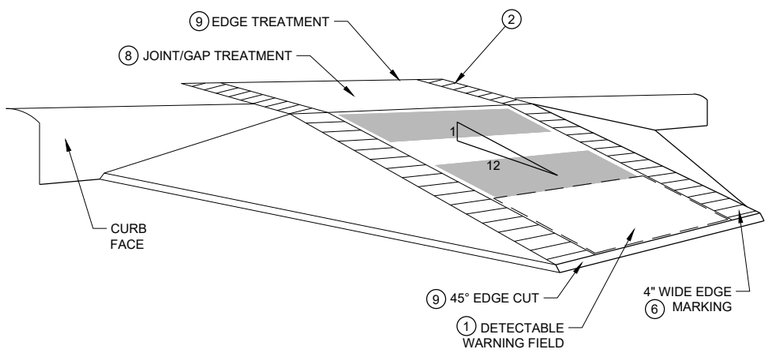
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

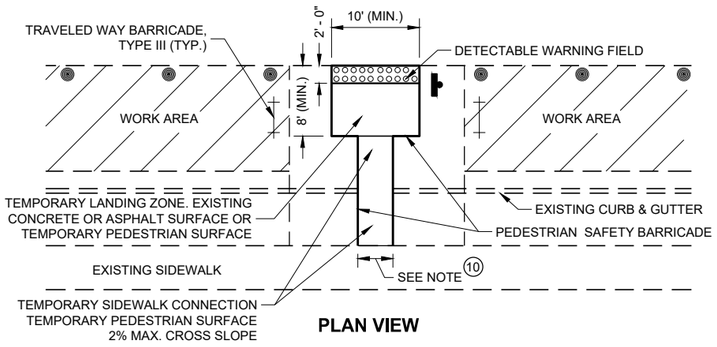
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

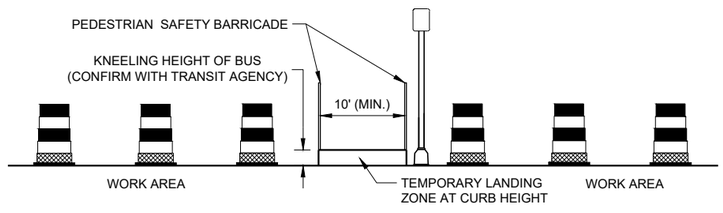
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30 - 06b

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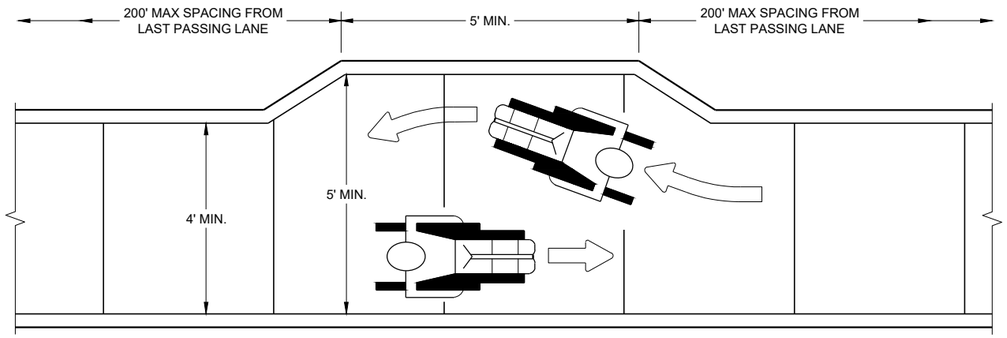
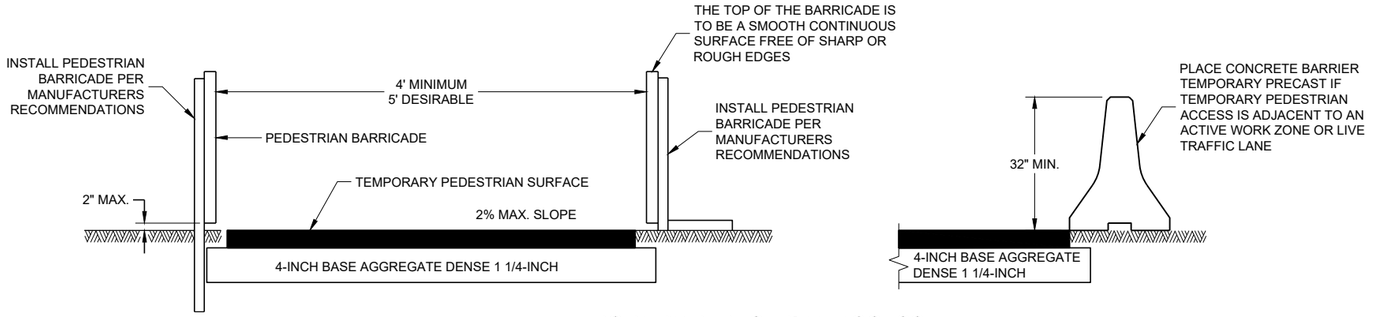
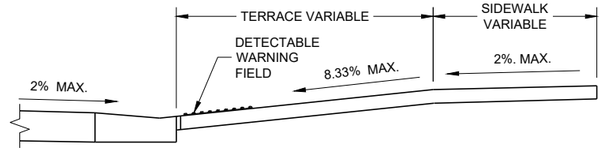
SDD 15D30 - 06b



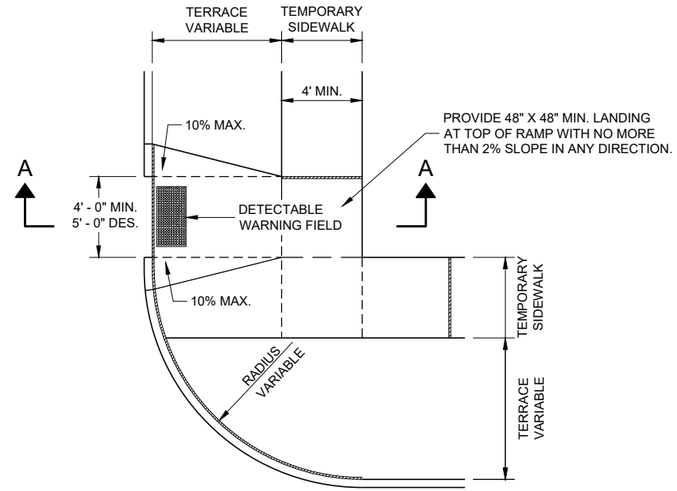
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS



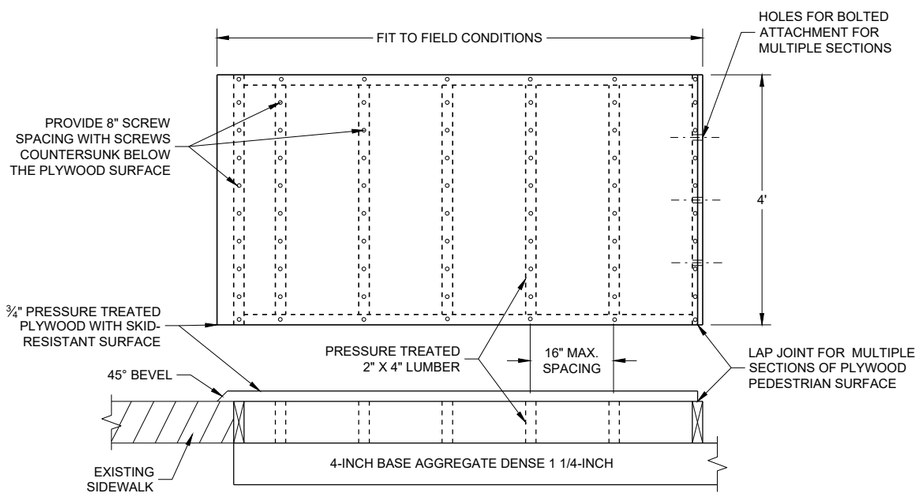
SECTION A - A



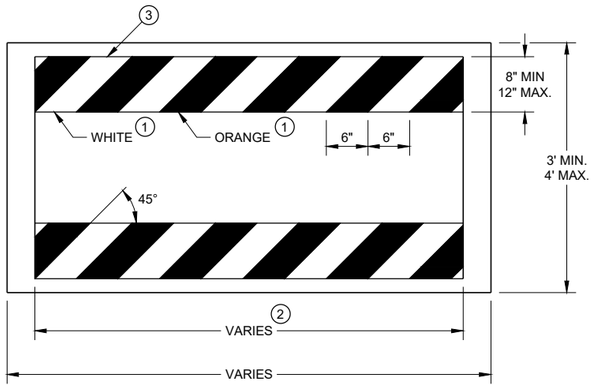
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D30 - 06c

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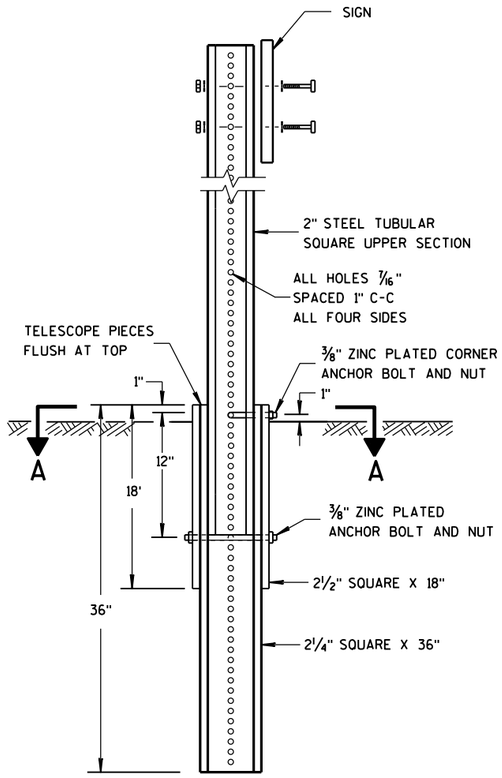
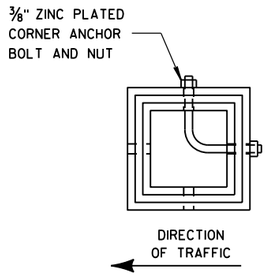
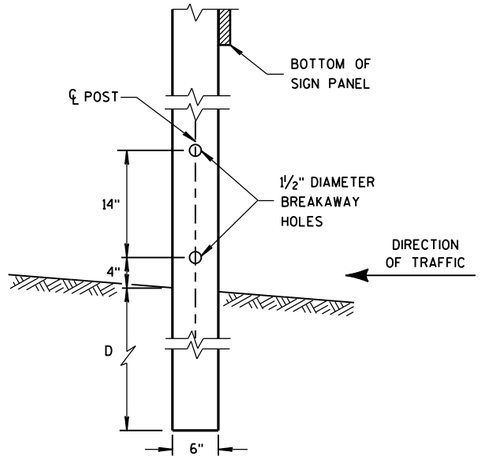
SDD 15D30 - 06c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



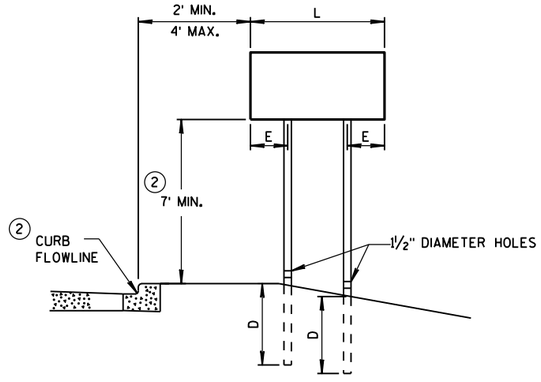
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

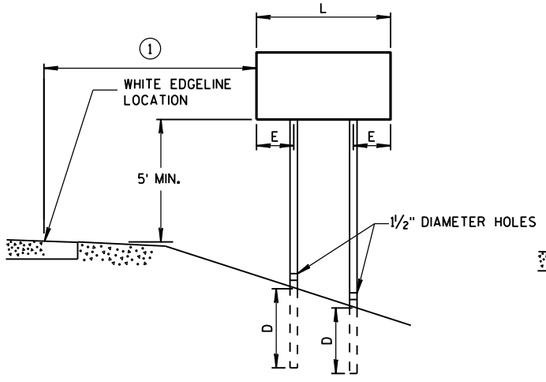
1. 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

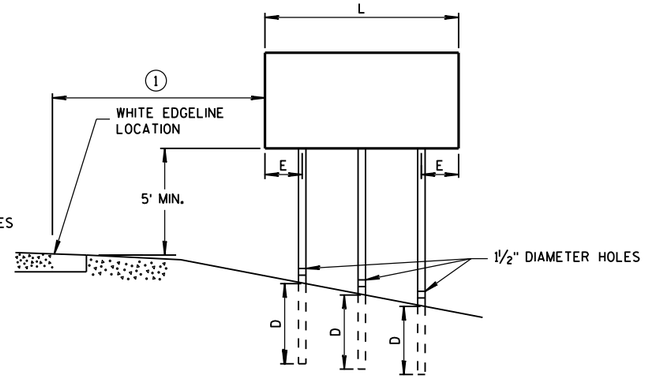
2. THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

3. FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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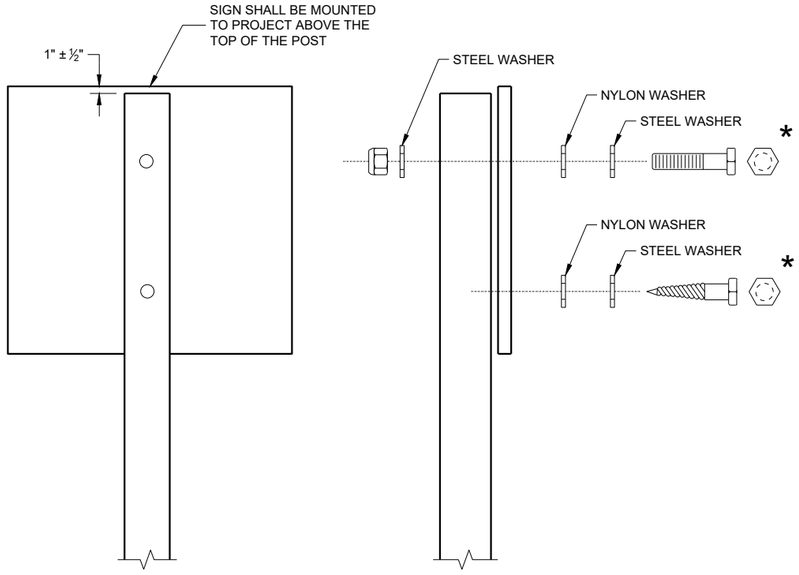
S.D.D. 15 D 38-2a



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.

WOOD POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

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SDD 15D38 - 02b

SDD 15D38 - 02b

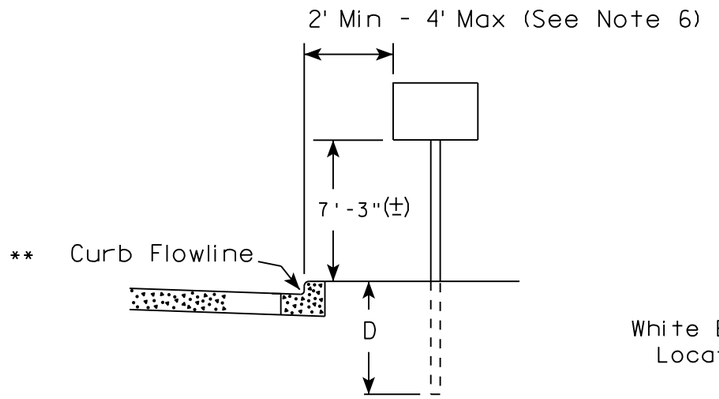
ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

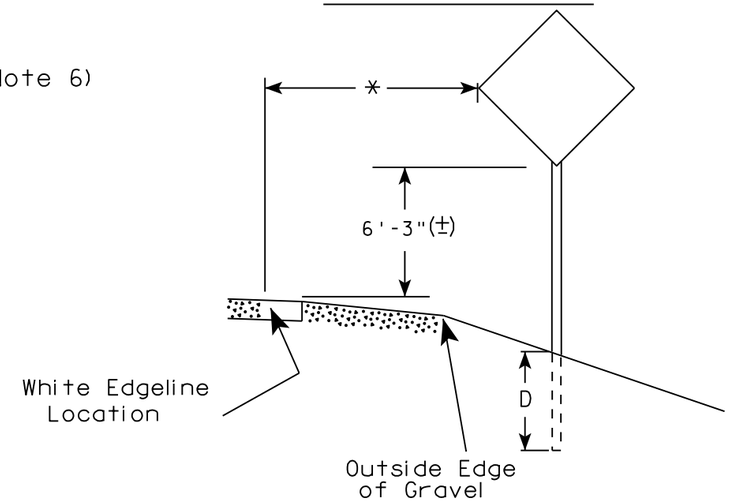
APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

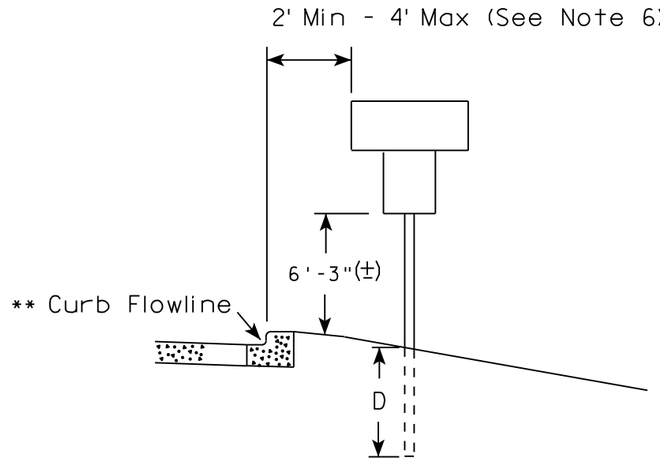
FHWA

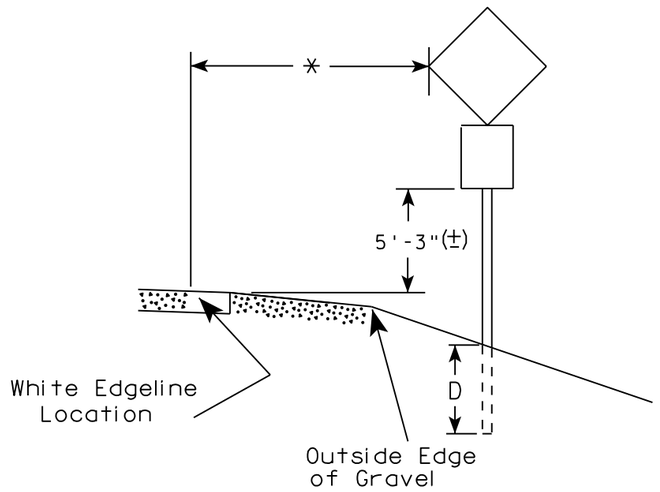
URBAN AREA



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 barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), 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" (±).

POST EMBEDMENT DEPTH

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

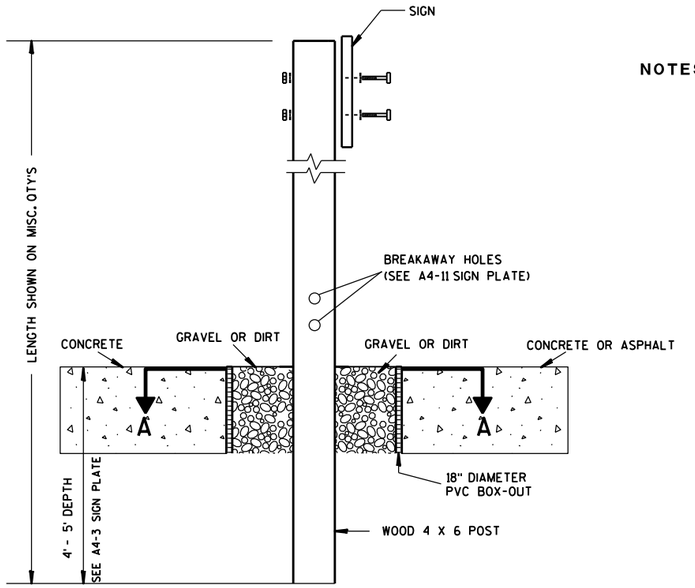
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

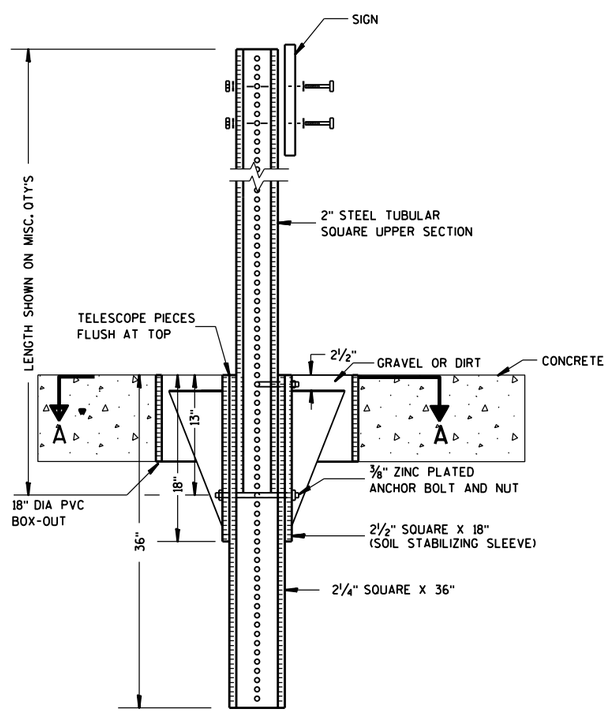
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 150	E



ELEVATION VIEW

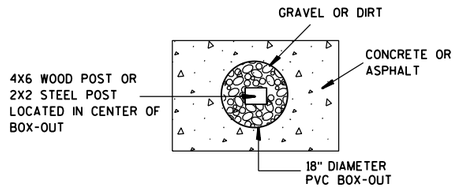
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

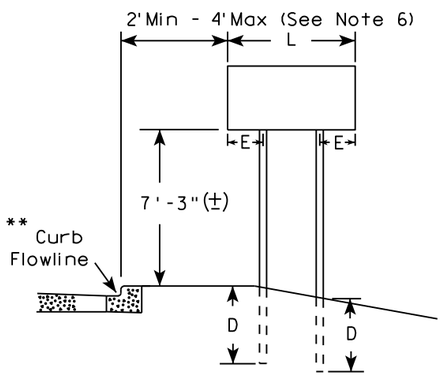
APPROVED Matthew R Rauch
for State Traffic Engineer

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

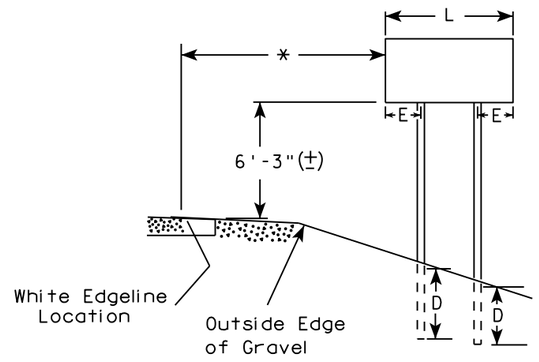
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

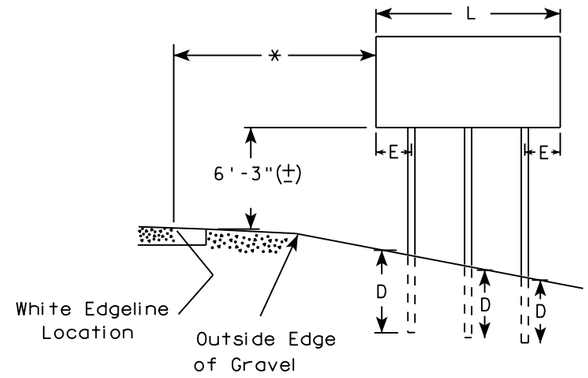
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

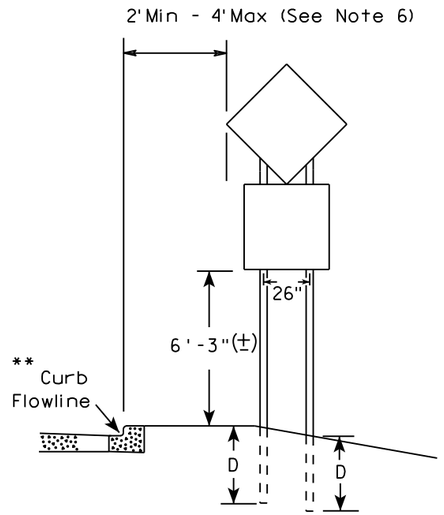
URBAN AREA



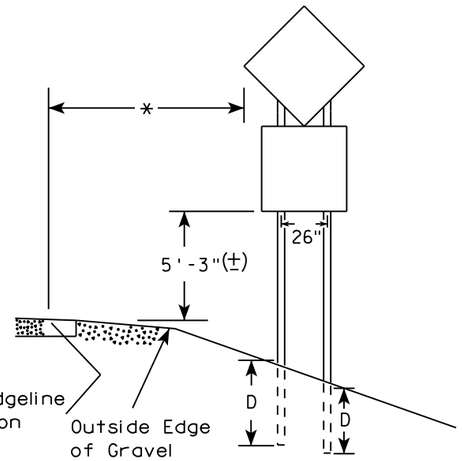
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

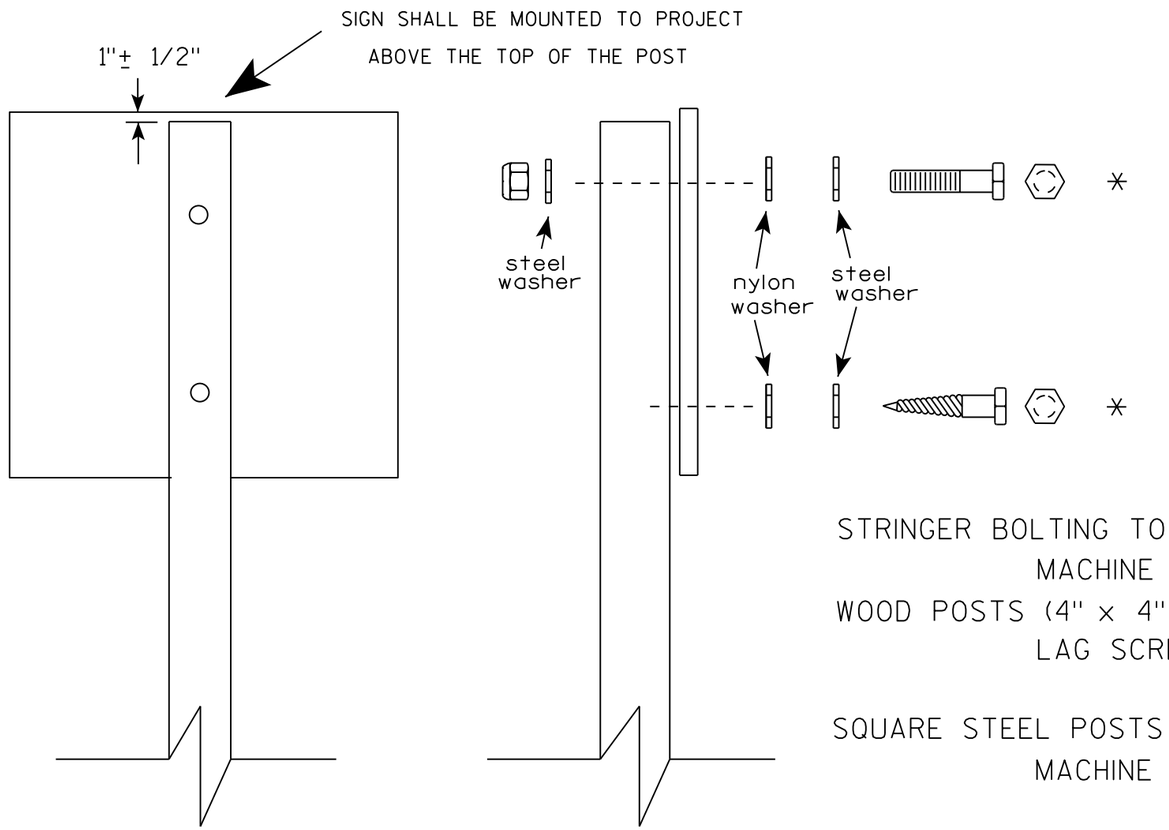
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 152	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 4" or 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

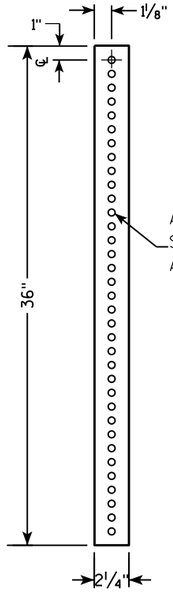
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

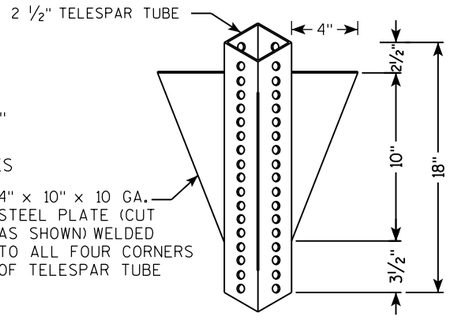
PROJECT NO: SHEET NO: E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

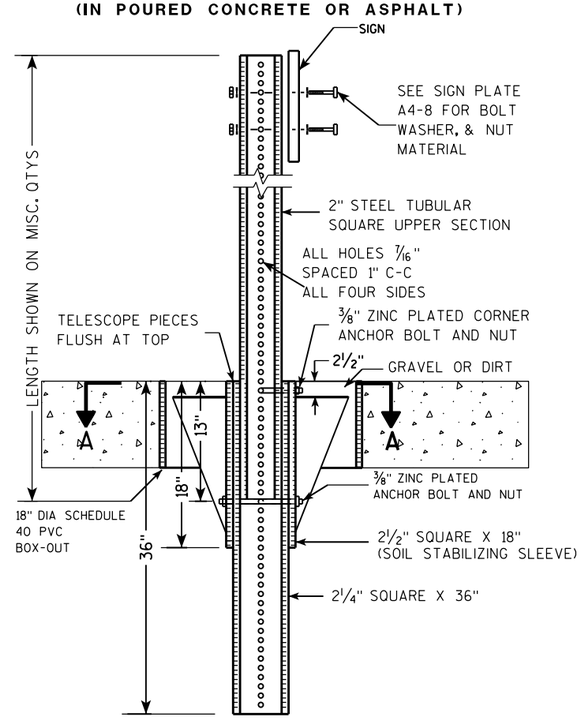
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



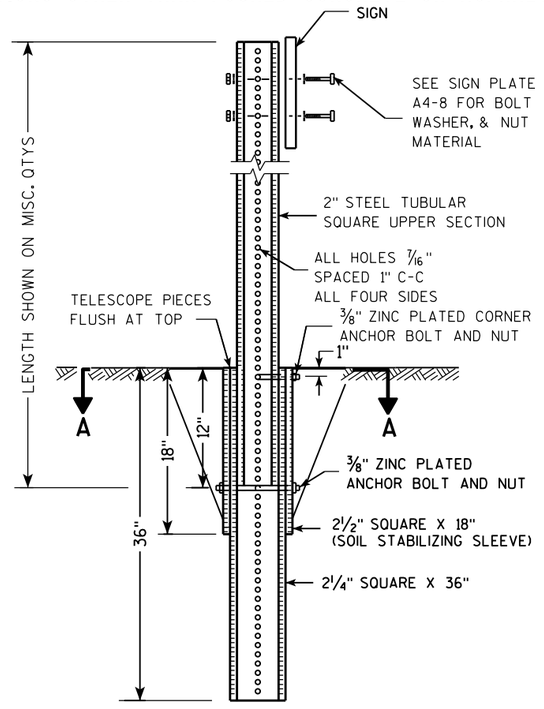
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

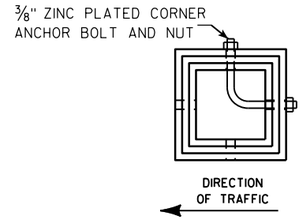


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

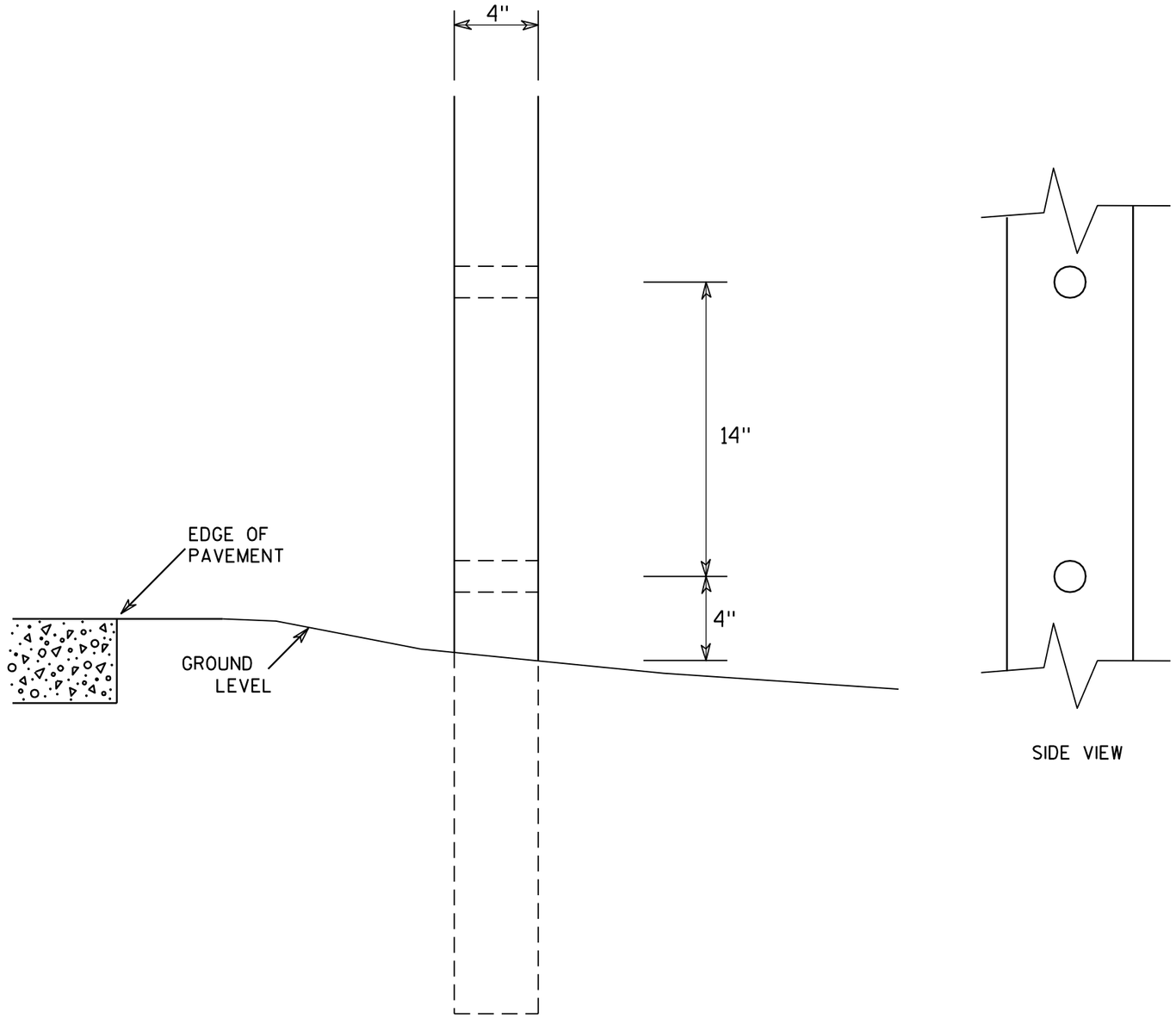
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 154 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

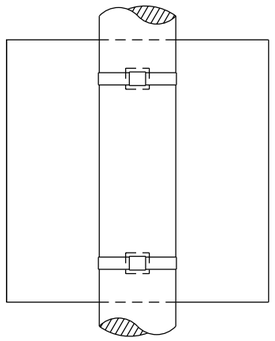
APPROVED Chester J Spang for State Traffic Engineer

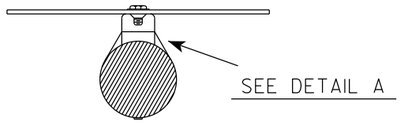
DATE 3/27/97 PLATE NO. A4-11.2

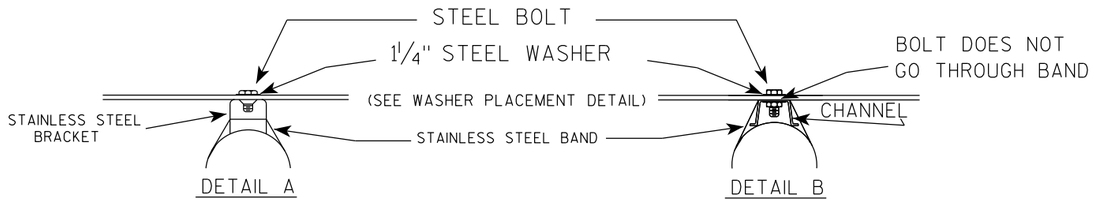
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 155	E

BANDING

SINGLE SIGN



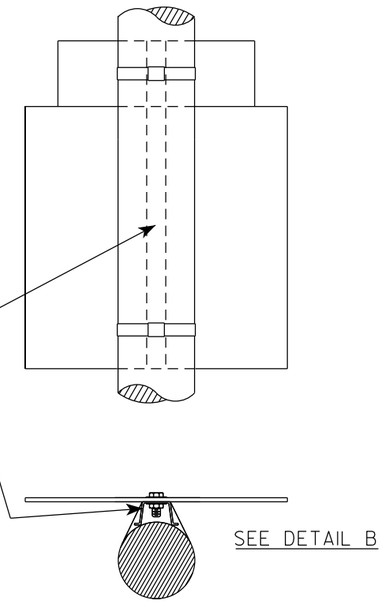




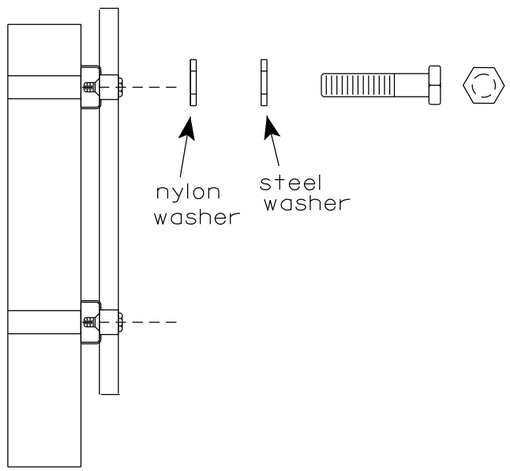
GENERAL NOTES

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

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

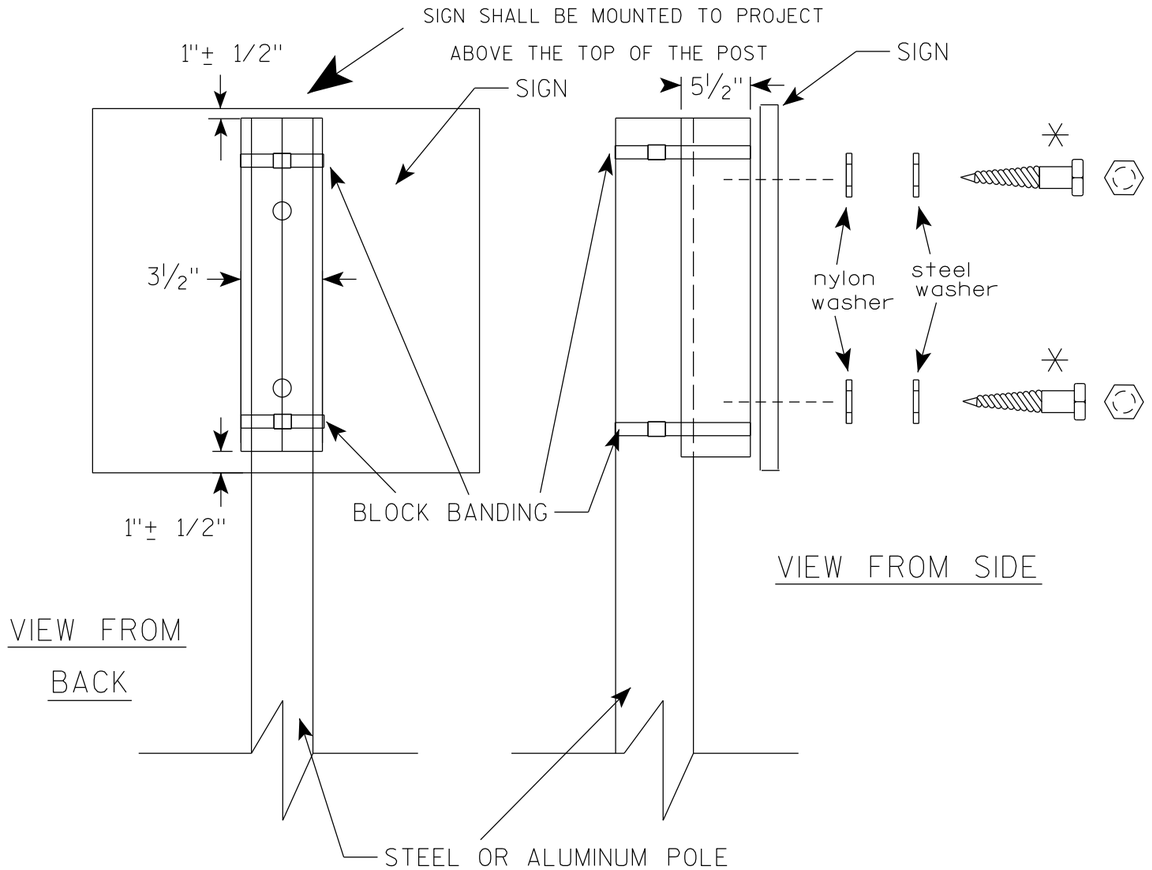
DATE 6/10/19 PLATE NO. A5-9.4

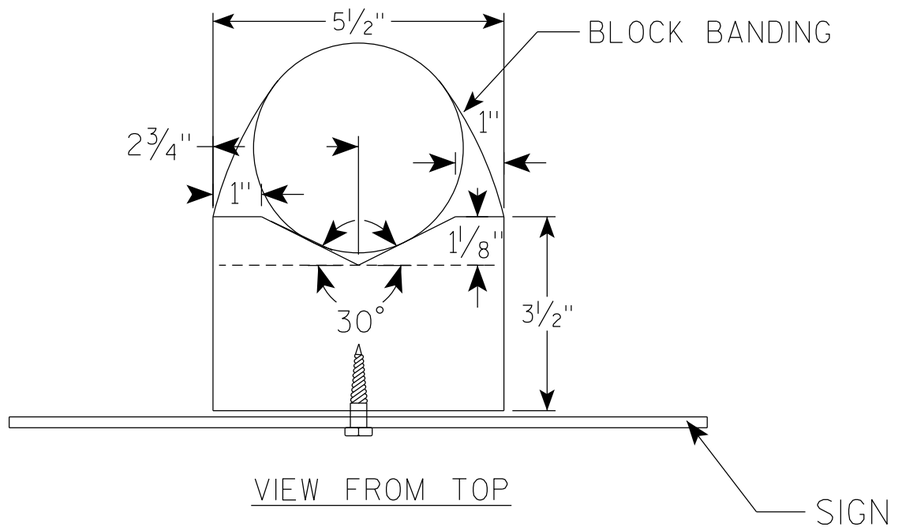
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 156	E

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"

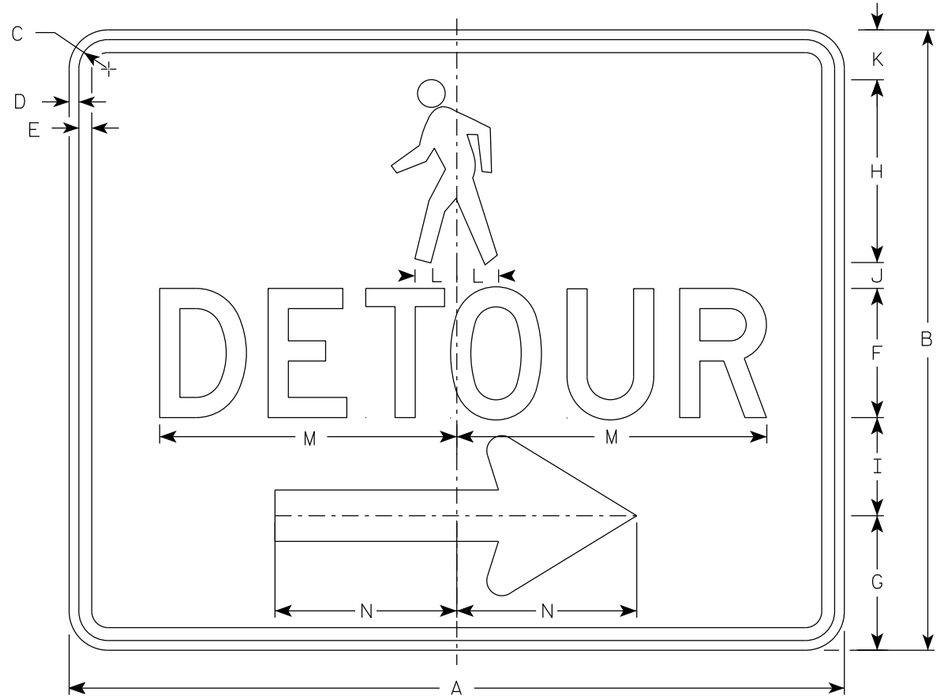
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

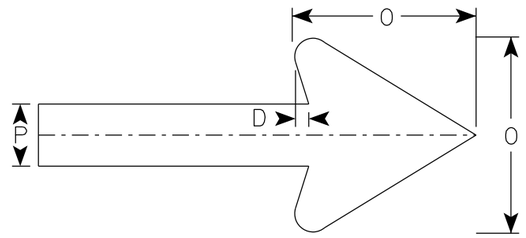
PROJECT NO: | SHEET NO: 157 | E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

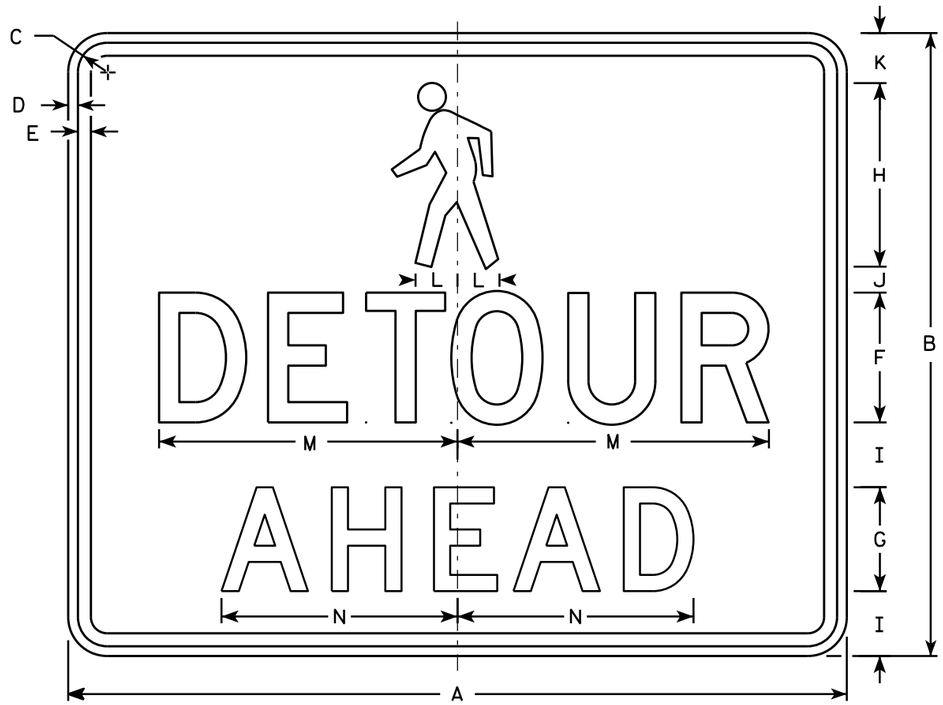
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 158 | E



M4-9BA

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7 1/8	2 1/2	1	1 7/8	1 5/8	11 3/4	9 1/8													5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9BA

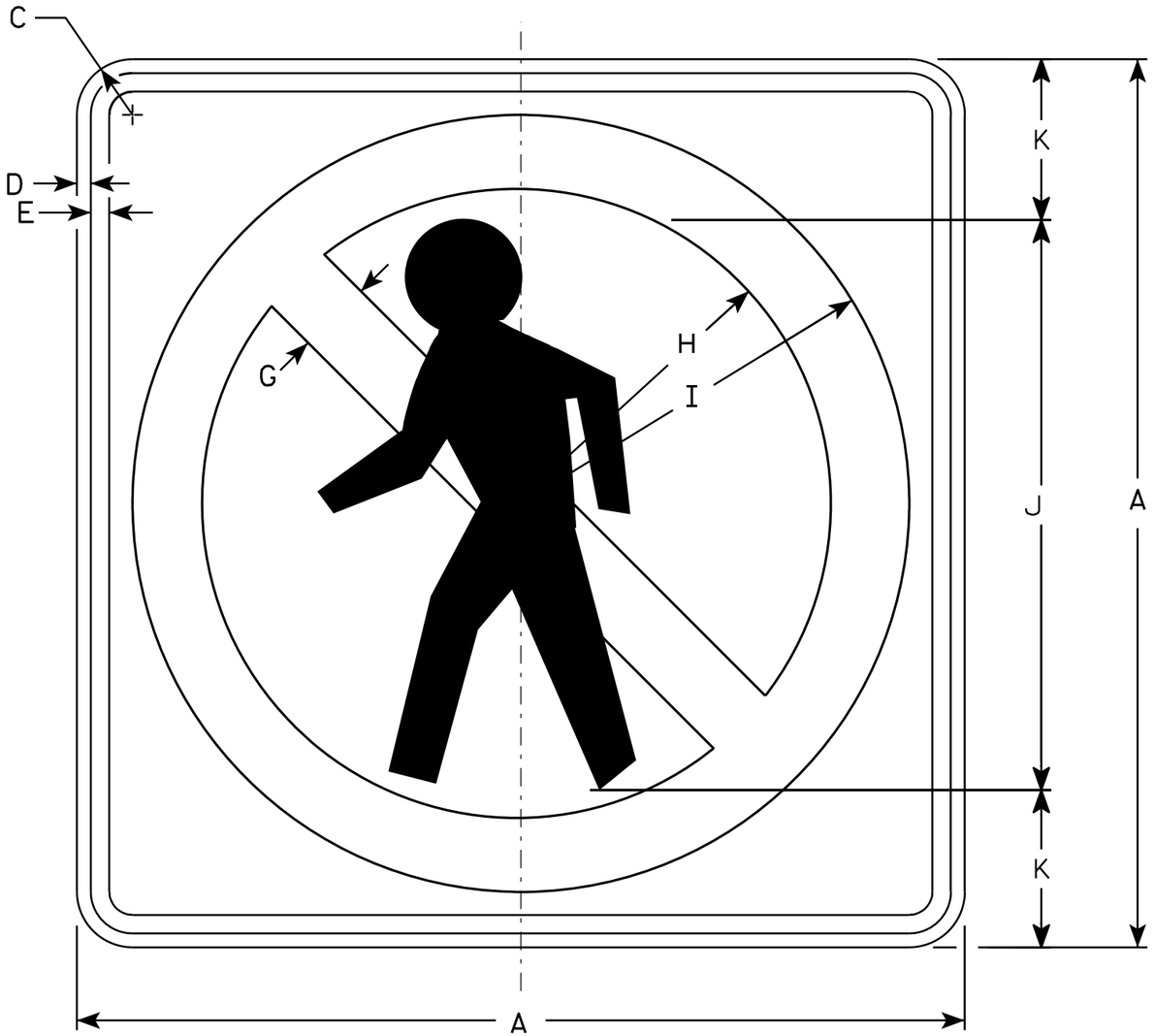
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/16 PLATE NO. M4-9BA.1

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

7



R9-3A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Pedistrian are non-reflective black. Circle with diagonal bar is reflective red.

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	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2M	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
3																											
4	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
5																											

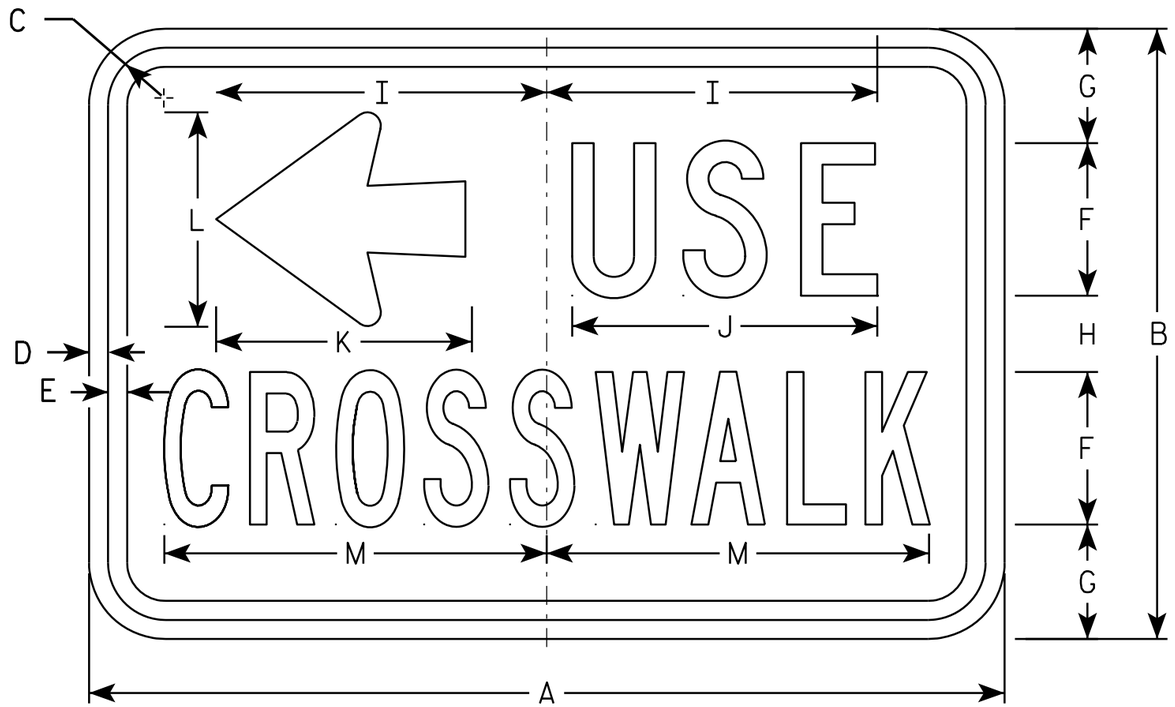
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 160	E



R9-3BL

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	450 mm X 300 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	18	12	1⅛	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5	0.14
3																												
4																												
5																												

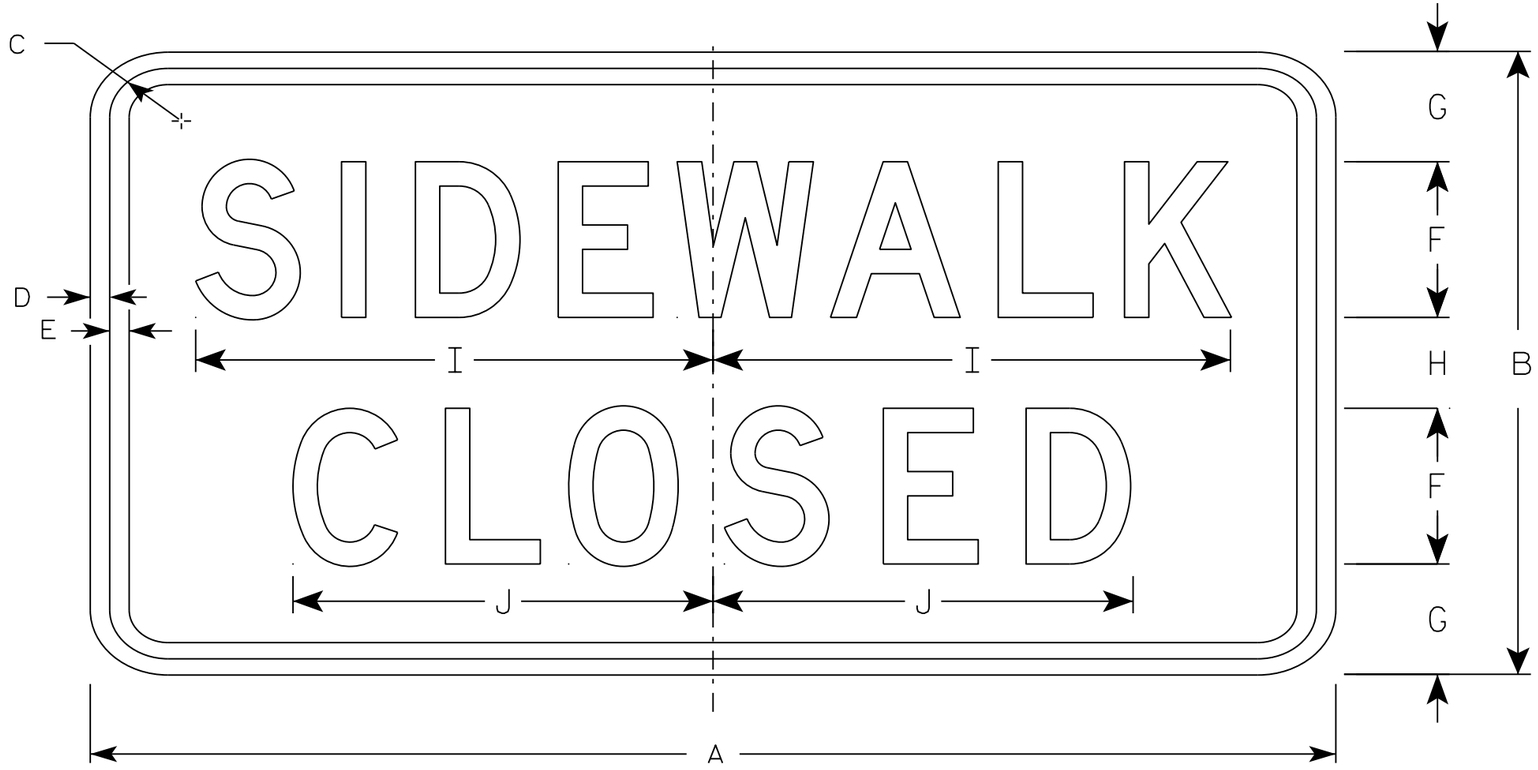
STANDARD SIGN
R9-3BL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/05/09 PLATE NO. R9-3BL.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 161 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

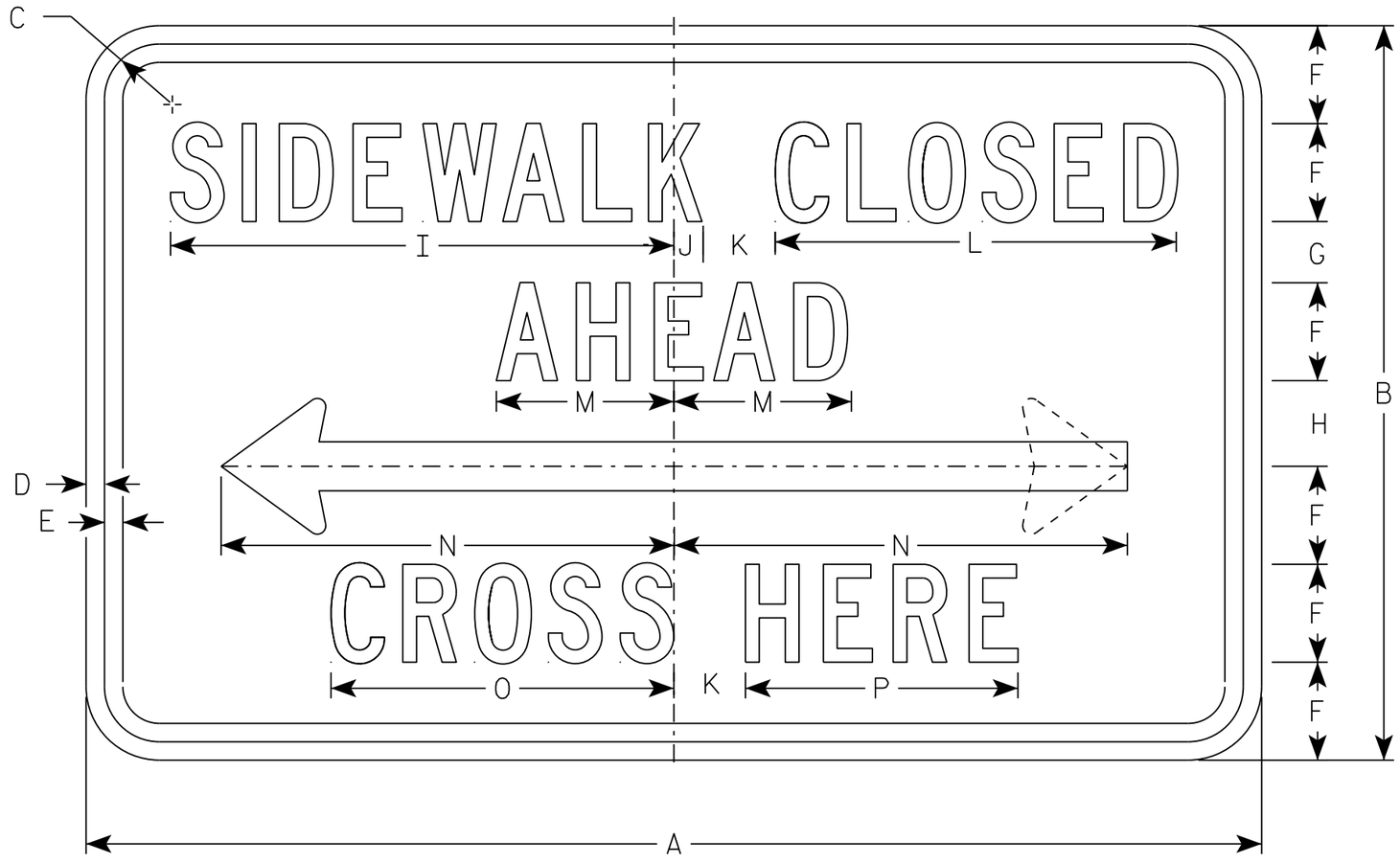
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

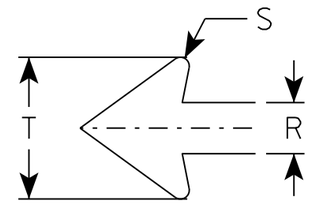
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 162 R9-9.6

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



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is 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. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 163	E

Wisconsin Department of Transportation

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