

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

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

PLAN
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED HIGHWAY EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE

WOODED OR SHRUB

TELEPHON

 $\emptyset$

5852-00-74

BEGIN PROJECT
STA. 0+00.00
Y = 169908.3649
X = 653168.3284

PEDESTRIAN IMPROVEMENT

T-9-N

END PROJECT
STA. 33+75.08

ORIGINAL PLANS PREPARED BY



SRE
Consulting Group, Inc.

**E N G I N E E R S
P L A N N E R S
D E S I G N E R S**

A circular professional engineer seal for the State of Wisconsin. The outer ring contains the text "WISCONSIN" at the top and "PROFESSIONAL ENGINEER" at the bottom, separated by two stars. The inner circle contains the name "RACHEL A. BURNHAM", the license number "E-43588", and the location "MADISON WIS."

2/24/16 Rachel Brunner

APPROVED FOR THE VILLAGE _____
DATE: 2/24/2016 CEK II
(Signature)

E

FILE NAME : C:\000SRFVAULT\RBURNHAM\PROJSRF01\PROJECTS01\8648\5852-00-04\SHEETSP\AN\010101-TI.DWG
LAYOUT NAME - TITLE SHEET 1 IN EQ 0.5 MI

PLOT DATE : 2/23/2016 1:07 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

WISDOT/CADDS SHEET 10



GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

WHEN THE QUANTITY OF BASE AGGREGATE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE FINISHED WITH 6" TOPSOIL/SALVAGED TOPSOIL, SEED, FERTILIZED MULCH, AND RESTORED AS DIRECTED BY THE ENGINEER.

3" ASPHALTIC SURFACE (FOR TRAIL) SHOULD BE PLACED IN ONE LIFT.

UTILITY CONTACTS

VILLAGE OF PRAIRIE DU SAC
ELECTRIC/WATER/SANITARY/STORM
335 GALENA ST
PRAIRIE DU SAC, WI 53578
TELEPHONE: (608) 643-4769
EMAIL: PDORNE@WPPENERGY.ORG
ATTENTION: PATRICK DRONE

VILLAGE OF SAUK CITY
ELECTRIC/WATER/SANITARY/STORM
726 WATER ST
SAUK CITY, WI 53583
TELEPHONE: (608) 643-3932
EMAIL: MARV@SAUKCITY.NET
ATTENTION: MARV DOLPHIN

ALLIANT ENERGY
GAS
520 COMMERCE AVE
BARABOO, WI 53913
TELEPHONE: (608) 356-0643
EMAIL: NEALGOODCHILD@ALLIANTENERGY.COM
ATTENTION: NEAL GOODCHILD

FRONTIER COMMUNICATIONS
TELEPHONE
2222 WEST WISCONSIN ST
PORTAGE, WI 53901
TELEPHONE: (608) 742-9507
EMAIL: JERALD.R.MOORE@FTR.COM
ATTENTION: JERALD MOORE

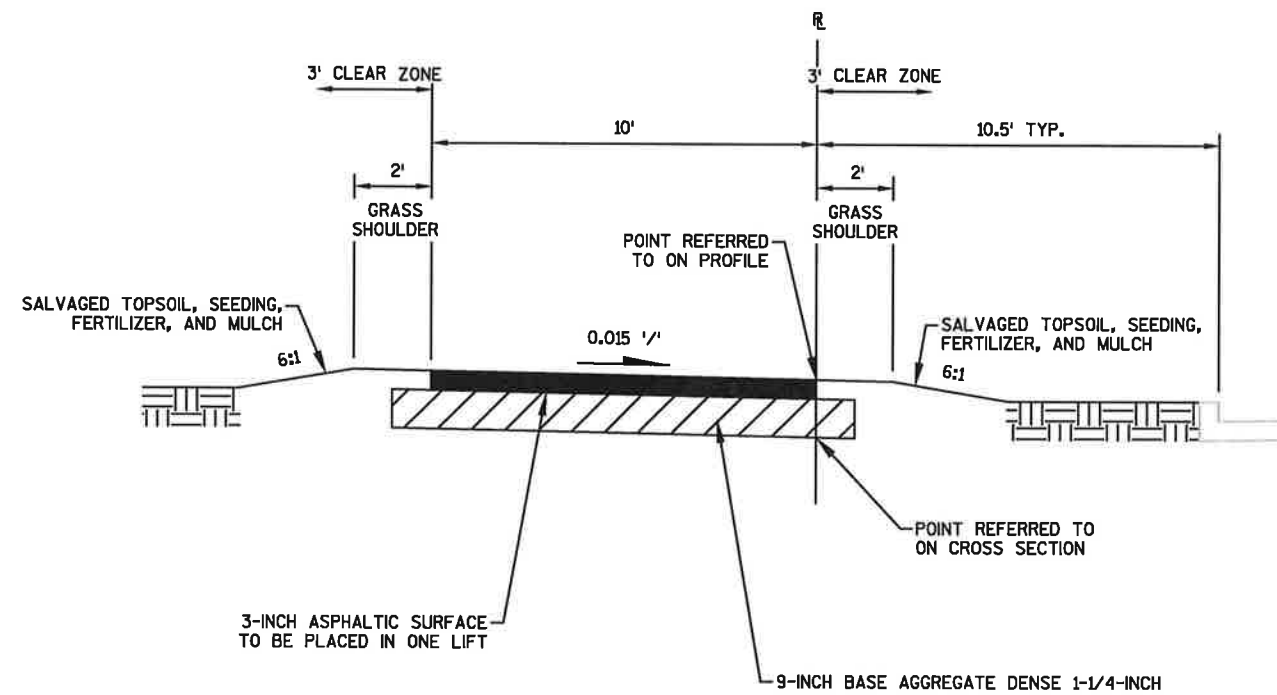
MERRIMAC COMMUNICATIONS
COMMUNICATIONS
327 PALISADE ST
PO BOX 40
MERRIMAC, WI 53561
TELEPHONE:
EMAIL: BRANDON.SUCHLA3@GMAIL.COM
ATTENTION: BRANDON SUCHLA

CHARTER COMMUNICATIONS
TELEVISION
E10704 STH 33
BARABOO, WI 53913
TELEPHONE: (608) 235-1911
EMAIL: HARLOW.JARVIS@CHARTERCOM.COM
ATTENTION: HARLOW JARVIS

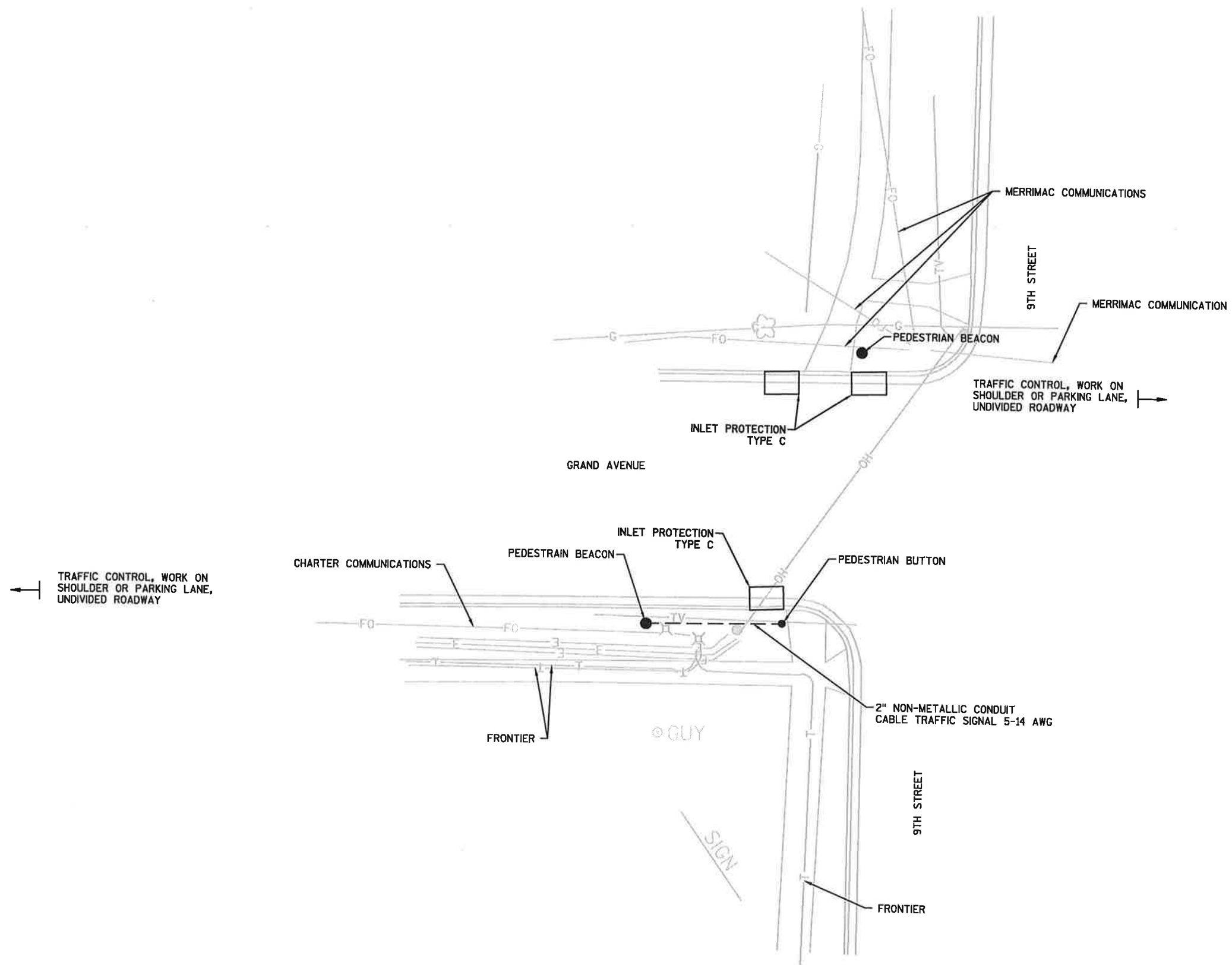
SAUK PRAIRIE SCHOOL DISTRICT

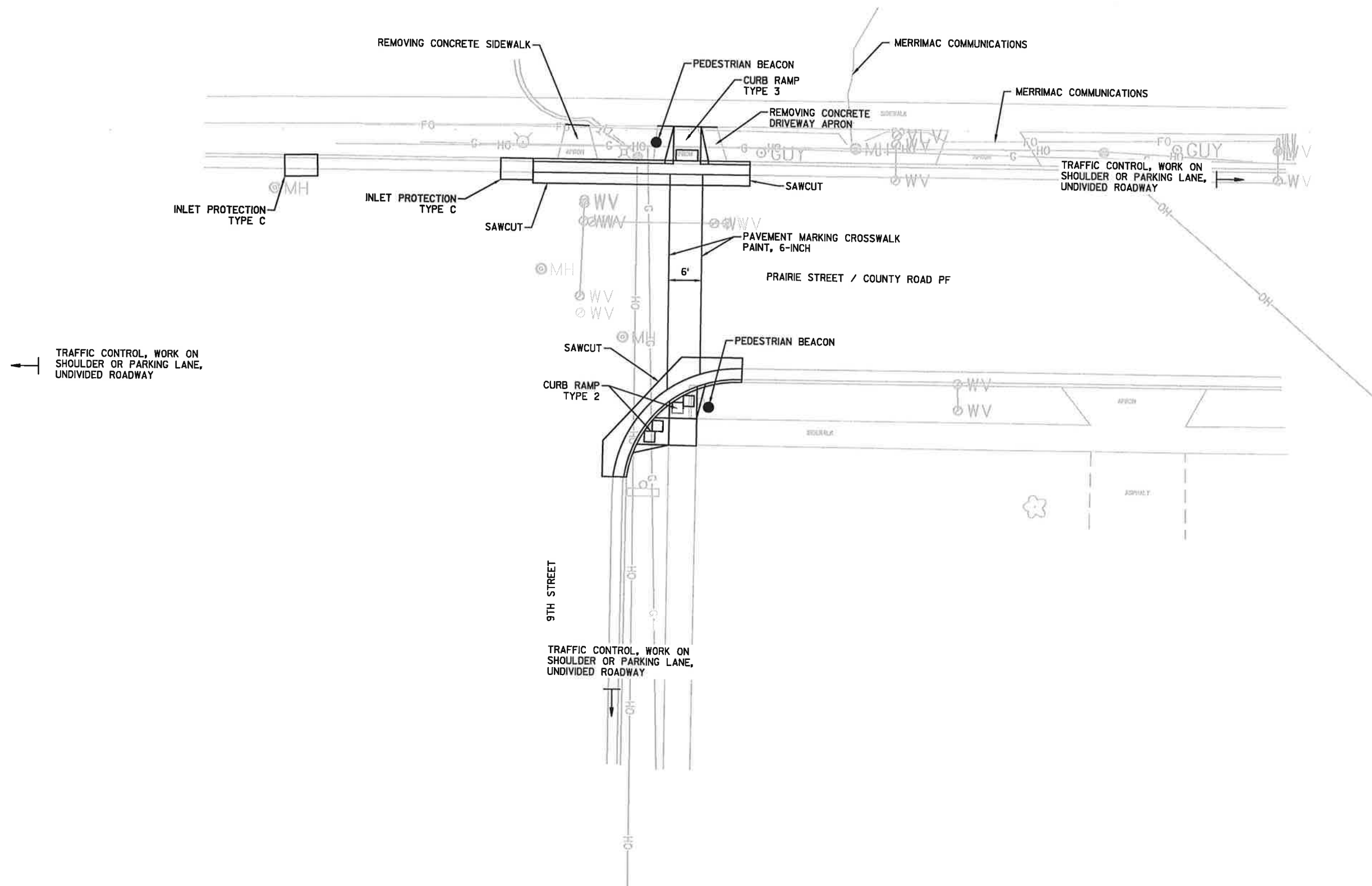
207 MAPLE ST
SAUK CITY, WI 53583
TELEPHONE: (608) 643-5986
EMAIL: LEN.BURZYNSKI@SAUKPRAIRIESCHOOLS.ORG
ATTENTION: LEN BURZYNSKI

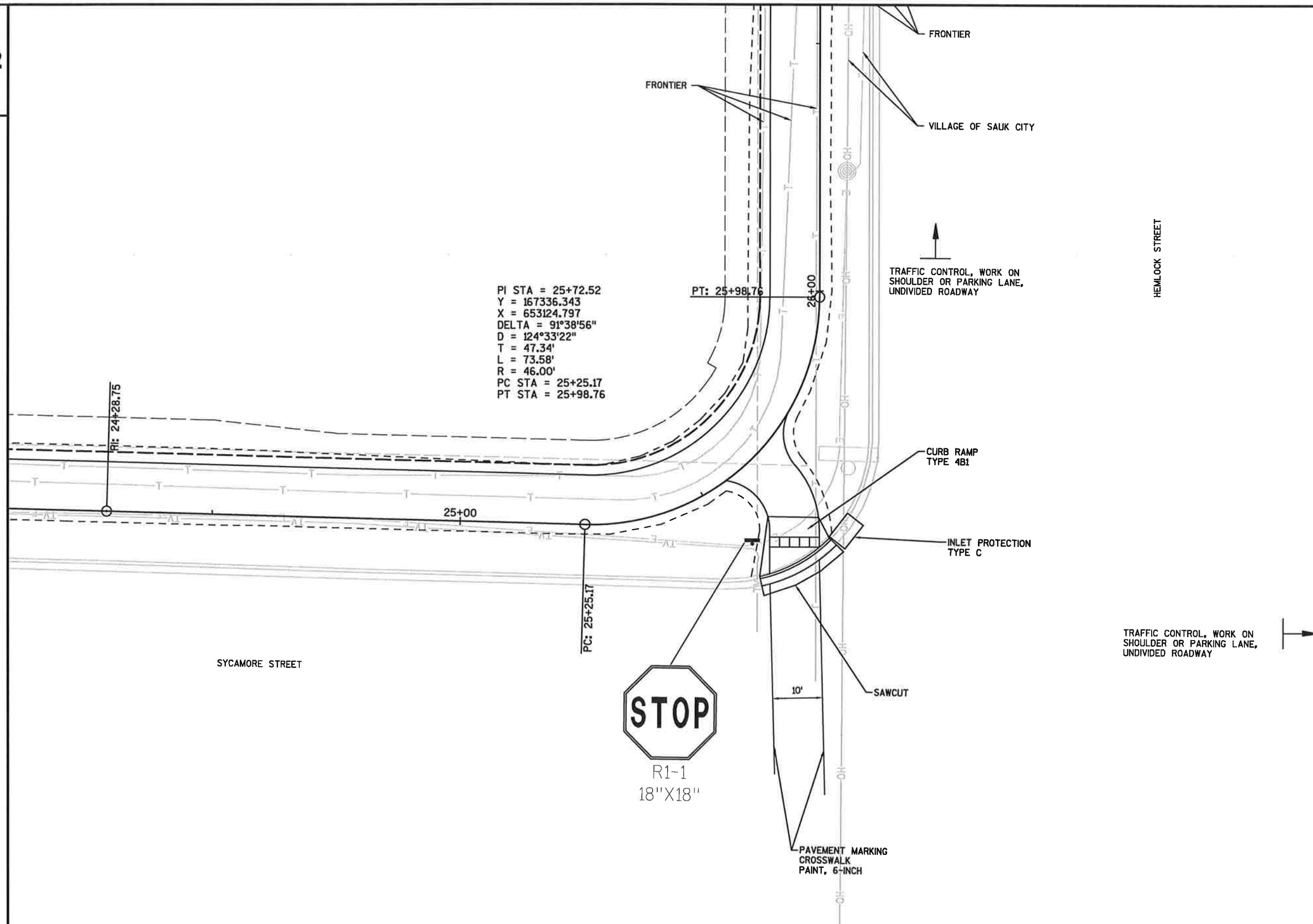


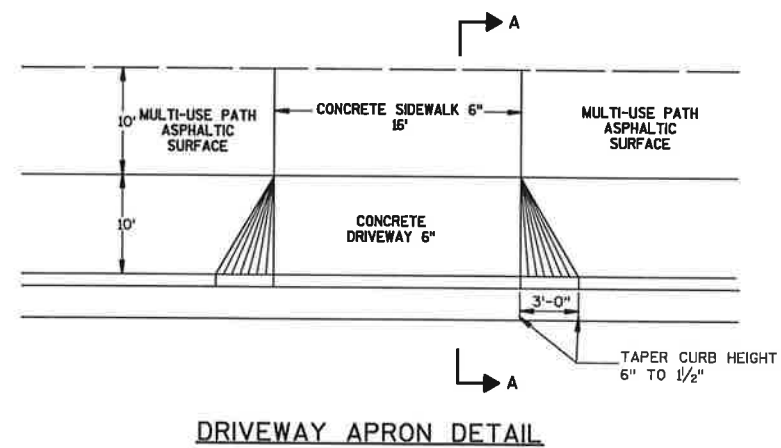
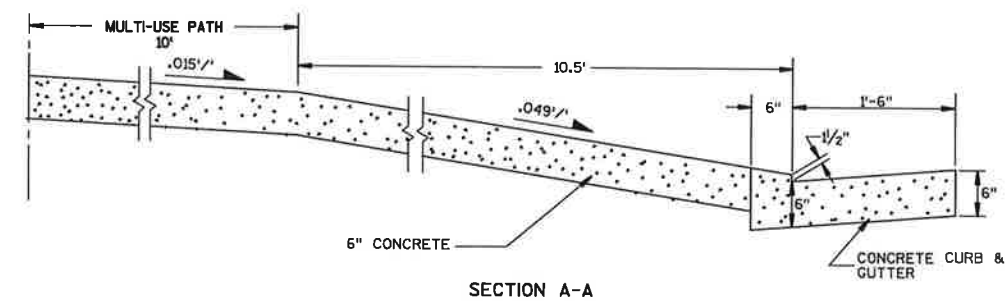


TYPICAL FINISHED SECTION
STA. 0+01.44 TO STA. 33+75.08









TAPCO RECTANGULAR RAPID FLASHING BEACONS (RRFB-XL)

1. BEACON DIMENSIONS AND PLACEMENT IN SIGN ASSEMBLY:

EACH RRFB SHALL CONSIST OF TWO RECTANGULAR-SHAPED YELLOW INDICATIONS, EACH WITH AN LED-ARRAY BASED LIGHT SOURCE. EACH RRFB INDICATION SHALL BE A MINIMUM OF APPROXIMATELY 7 INCHES WIDE BY APPROXIMATELY 3 INCHES HIGH

RRFB ASSEMBLIES SHALL BE LOCATED ON THE RIGHT AND LEFT HAND SIDE OF THE ROAD FOR BOTH DIRECTIONS OF TRAFFIC.

THE TWO RRFB INDICATIONS SHALL BE ALIGNED HORIZONTALLY, WITH THE LONGER DIMENSION HORIZONTAL AND WITH A MINIMUM SPACE BETWEEN THE TWO INDICATIONS OF APPROXIMATELY SEVEN INCHES (7-IN), MEASURED FROM INSIDE EDGE OF ONE INDICATION TO INSIDE EDGE OF THE OTHER INDICATION.

THE OUTSIDE EDGES OF THE RRFB INDICATIONS, INCLUDING ANY HOUSING, SHALL NOT PROJECT BEYOND THE OUTSIDE EDGES OF THE W11-15 SIGN.

THE RRFB SHALL BE LOCATED BETWEEN THE BOTTOM OF THE PEDESTRIAN CROSSING WARNING SIGN AND THE TOP OF THE SUPPLEMENTAL DOWNWARD DIAGONAL ARROW.

2. BEACON FLASHING REQUIREMENTS:

WHEN ACTIVATED, THE TWO YELLOW INDICATION IN EACH RRFB SHALL FLASH IN A RAPIDLY ALTERNATING "WIG-WAG" FLASHING SEQUENCE (LEFT LIGHT ON, THEN RIGHT LIGHT ON).

EACH OF THE TWO YELLOW INDICATIONS OF THE RRFB SHALL HAVE 70 TO 80 PERIODS OF FLASHING PER MINUTE AND SHALL HAVE ALTERNATING BUT APPROXIMATELY EQUAL PERIODS OF RAPID PULSING LIGHT EMISSIONS AND DARK OPERATION. DURING EACH OF ITS 70 TO 80 FLASHING PERIODS PER MINUTE, ONE OF THE YELLOW INDICATIONS SHALL EMIT TWO RAPID PULSES OF LIGHT AND THE OTHER YELLOW INDICATION SHALL EMIT THREE RAPID PULSES OF LIGHT.

THE FLASH RATE OF EACH INDIVIDUAL YELLOW INDICATION, AS APPLIED OVER THE FULL ON-OFF SEQUENCE OF A FLASHING PERIOD OF THE INDICATION, SHALL NOT BE BETWEEN 5 AND 30 FLASHES PER SECOND, TO AVOID FREQUENCIES THAT MIGHT CAUSE SEIZURES.

THE LIGHT INTENSITY OF THE YELLOW INDICATIONS SHALL MEET THE MINIMUM SPECIFICATIONS OF THE SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) STANDARD J595 (DIRECTIONAL FLASHING OPTICAL WARNING DEVICES FOR AUTHORIZED EMERGENCY, MAINTENANCE, AND SERVICE VEHICLES) DATED JANUARY 2005.

3. BEACON OPERATION

THE RRFB SHALL BE NORMALLY DARK, SHALL INITIATE OPERATION ONLY UPON PEDESTRIAN ACTUATION, AND SHALL CEASE OPERATION AT A PREDETERMINED TIME OF 28 SECONDS AFTER THE PEDESTRIAN ACTUATION.

ALL RRFB'S ASSOCIATED WITH A GIVEN CROSSWALK (INCLUDING THOSE WITH AN ADVANCE CROSSING SIGN, IF USED) SHALL, WHEN ACTIVATED, SIMULTANEOUSLY COMMENCE OPERATION OF THEIR ALTERNATING RAPID FLASHING INDICATIONS AND SHALL CEASE OPERATION SIMULTANEOUSLY.

A PEDESTRIAN INSTRUCTION SIGN WITH THE LEGEND "PUSH BUTTON TO ALERT MOTORISTS" SHOULD BE MOUNTED ADJACENT TO OR INTEGRAL WITH EACH PEDESTRIAN PUSH BUTTON.

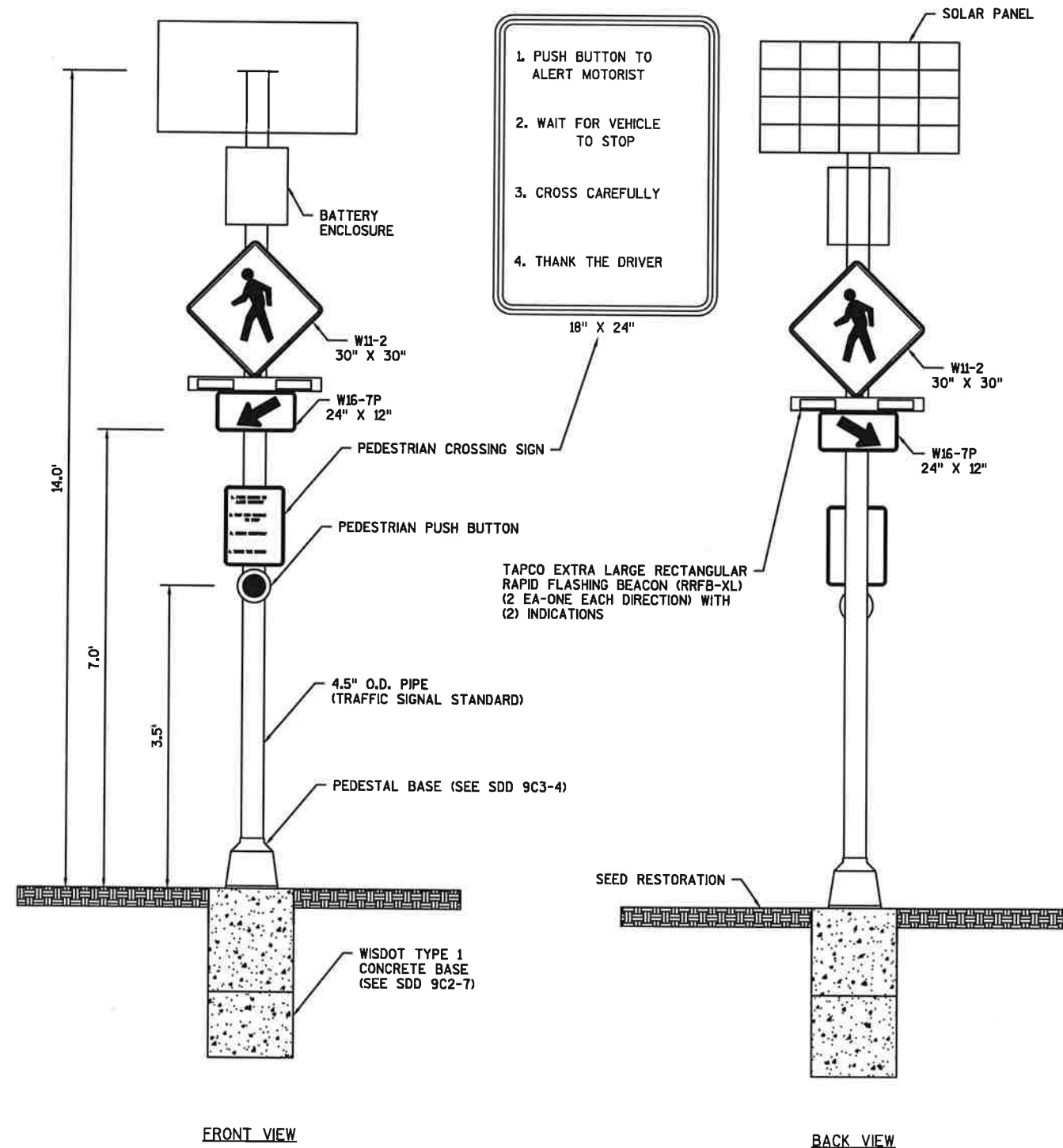
A SMALL LIGHT DIRECTED AT AND VISIBLE TO PEDESTRIANS IN THE CROSSWALK SHALL BE INSTALLED INTEGRAL TO THE RRFB OR PUSH BUTTON TO GIVE PEDESTRIAN CONFIRMATION THAT THE RRFB IS IN OPERATION.

4. OTHER

EXCEPT AS OTHERWISE PROVIDED ABOVE, ALL OTHER PROVISIONS OF THE MUTCD APPLICABLE TO WARNING BEACONS SHALL APPLY TO RRFB'S.

5. GENERAL

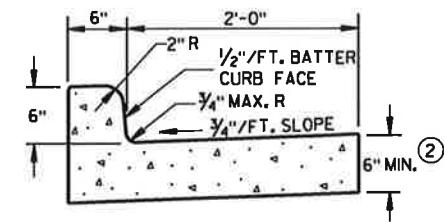
RECTANGULAR RAPID FLASH BEACONS SHALL COMPLY WITH THE FHWA, MUTCD, AND APPROVED BY OWNER. BEACONS SHALL BE PLACED AT LOCATIONS SHOWN ON THE DRAWINGS. THE PRICE BID FOR EACH RECTANGULAR RAPID FLASHING BEACON ASSEMBLY SHALL INCLUDE ALL COSTS FOR FURNISHING AND INSTALLING THE 4.5-INCH O.D. PIPE, W11-2 AND W16-7P SIGNS (TWO EACH), PEDESTRIAN CROSSING SIGN, SOLAR POWER SYSTEM, WIRELESS TRANSMISSION, PEDESTRIAN PUSH BUTTON, RECTANGULAR RAPID FLASHING BEACONS (TWO EACH - ONE EACH DIRECTION), WISDOT TYPE 1 CONCRETE BASE, PEDESTAL BASE, SIGNAL CABLE AND ELECTRICAL WIRING; AND ALL TOOLS, LABOR, MOUNTING MATERIALS, AND ANY OTHER MISCELLANEOUS ITEMS NECESSARY TO COMPLETE THE CONTRACT WORK.



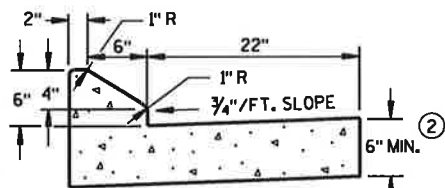
NOTE: SEE SDD 9E7-5 FOR 3.5' PUSH BUTTON ASSEMBLY

RECTANGULAR RAPID FLASHING BEACON ASSEMBLY

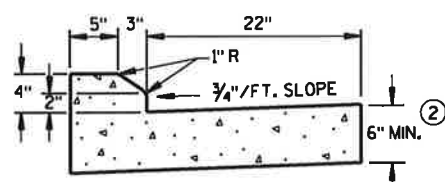
8D1: Concrete Curb, Concrete Curb & Gutter and Ties



TYPES A & D

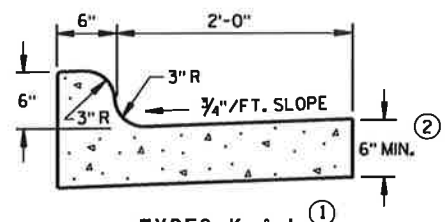


6" SLOPED CURB TYPES G & J



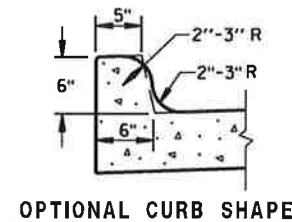
4" SLOPED CURB TYPES G & J

CONCRETE CURB & GUTTER 30"

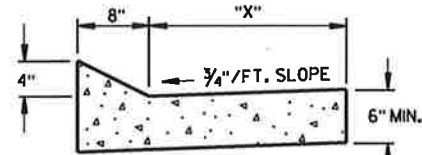


TYPES K & L

CONCRETE CURB & GUTTER 30"

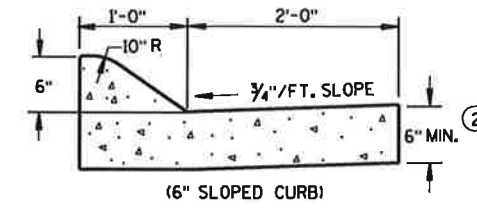


OPTIONAL CURB SHAPE
FOR TYPES K & L

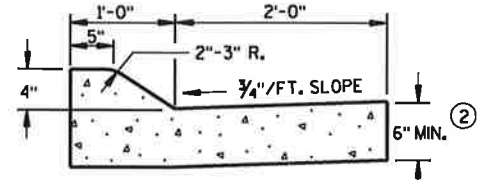


TYPES TBT & TBTT
CONCRETE CURB & GUTTER

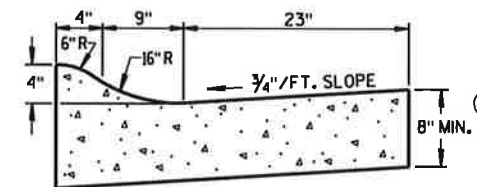
TBT & TBTT	"X"
30"	22"
36"	28"



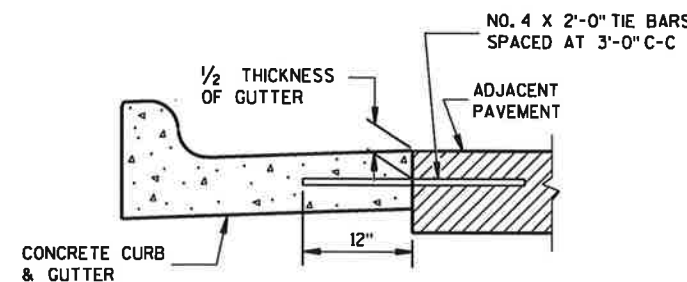
(6" SLOPED CURB)



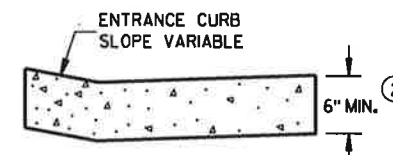
(4" SLOPED CURB)
TYPES A & D



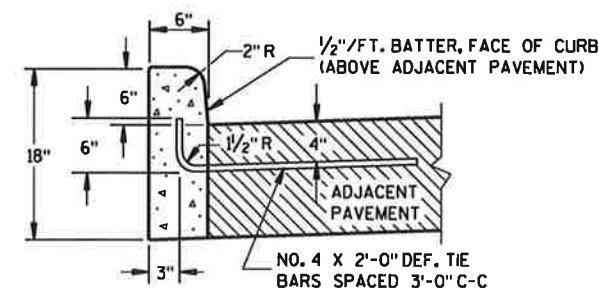
4" SLOPED CURB TYPES R & T
CONCRETE CURB & GUTTER 36"



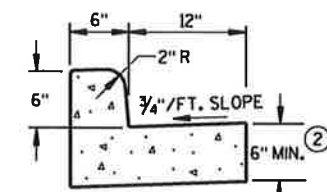
TYPICAL TIE BAR LOCATION



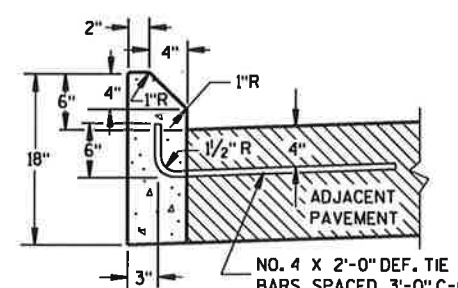
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



TYPES A & D
CONCRETE CURB



TYPES A & D
CONCRETE CURB & GUTTER 18"



TYPES G & J

GENERAL NOTES

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

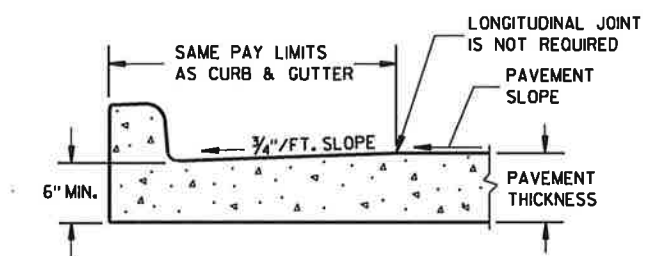
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

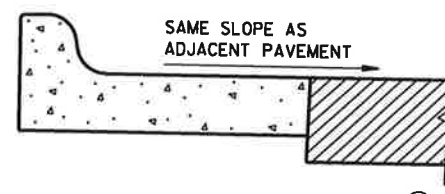
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

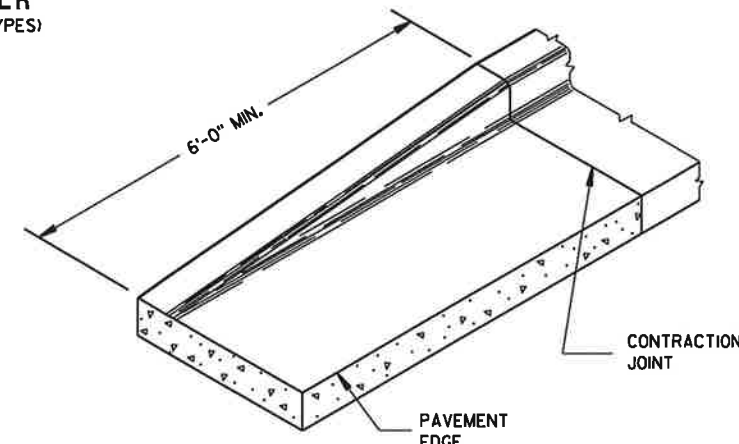
- TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.
- THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



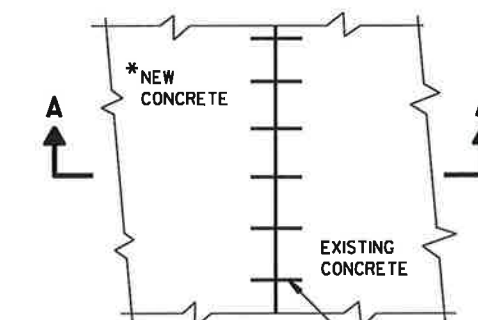
PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



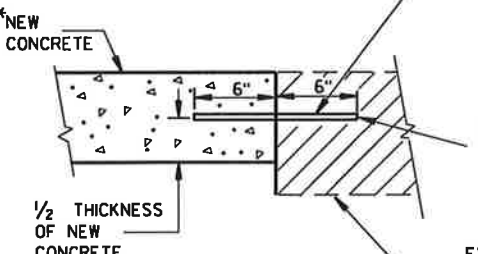
REVERSE SLOPE GUTTER
(TYPICAL FOR ALL CURB & GUTTER TYPES)



END SECTION CURB & GUTTER



PLAN VIEW



SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT

*NEW CURB & GUTTER,
SURFACE DRAINS,
CONCRETE PAVEMENT
OR OTHER NEW CONCRETE.

NO. 6 TIE BARS SPACED 2'-6" C-C,
INSTALLED PERPENDICULAR
TO THE LONGITUDINAL JOINT.

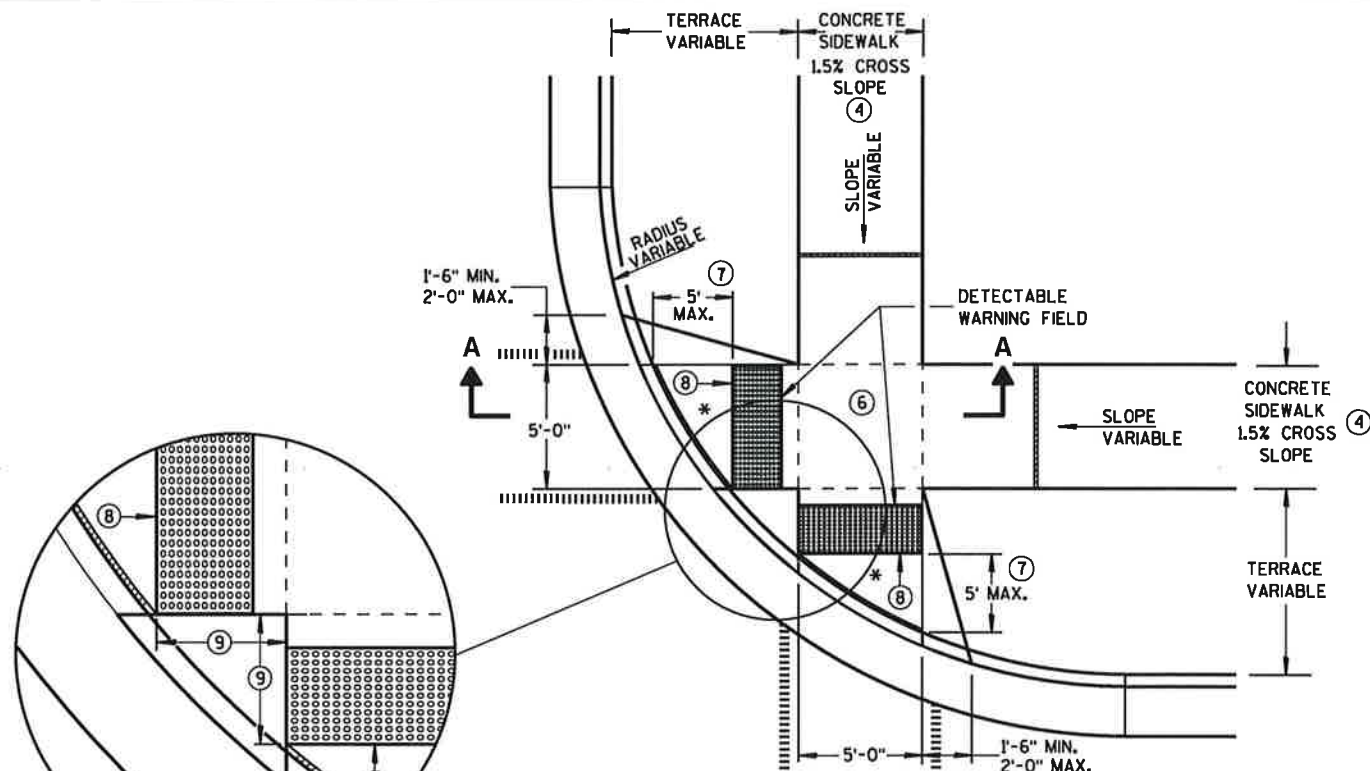
MAXIMUM DRILL HOLE
SIZE IS 1/8" GREATER
THAN TIE BAR DIAMETER

EXISTING
CONCRETE

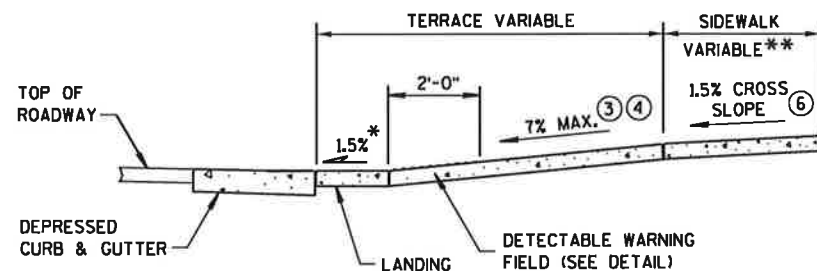
CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

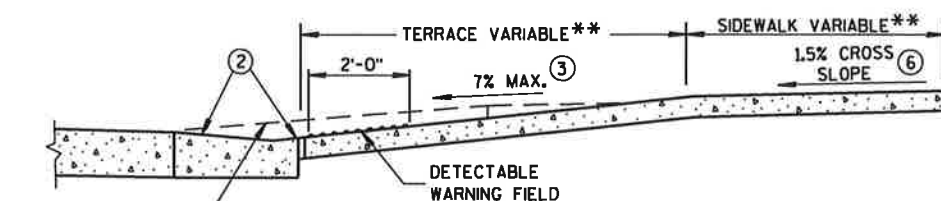


* MAXIMUM 2.0% SLOPE
IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE
IN THE PLANS



ALTERNATE FLOW
LINE (TYPE 1-A
& TYPE 3)

SECTION B-B

GENERAL NOTES

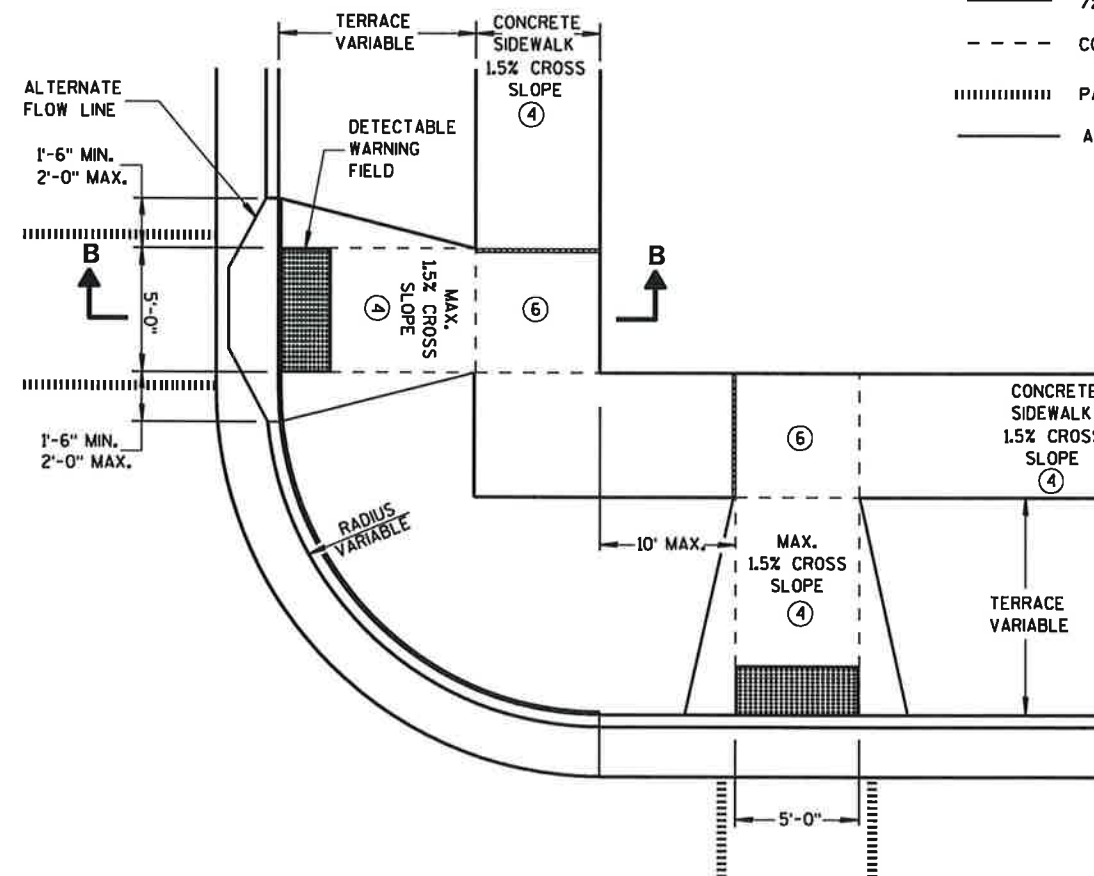
USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

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 DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.
- ③ ABSOLUTE MAXIMUM 12H:1V (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 X 5 FEET (MINIMUM 4 FEET X 4 FEET).
- ⑦ WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN THIS 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. 2" MINIMUM CURB HEIGHT.

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



8D5 sheet d: Curb Ramps Type 4B

LEGEND

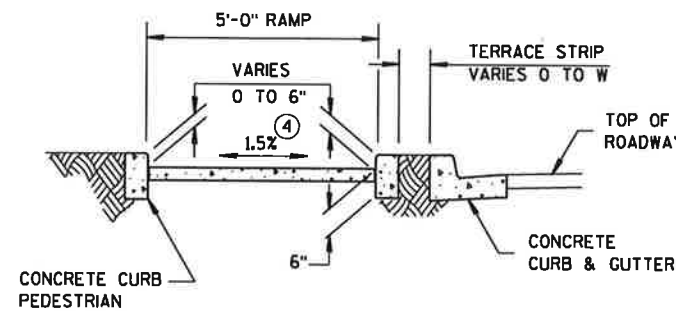
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5 1/2"	4'-6 1/2"	4'-8 1/2"	6'-0"	4'-1"	7'-2 3/4"	3'-7"	8'-3 1/2"	3'-1 1/2"	9'-2 1/2"
30 FEET	7'-3 3/4"	7'-1"	6'-5 1/2"	8'-11 1/2"	5'-9 1/4"	10'-7"	5'-2 1/2"	12'-0"	4'-8 3/4"	13'-3 1/4"
40 FEET	8'-9 1/2"	9'-2 1/2"	7'-10"	11'-5 1/4"	7'-1"	13'-4 1/2"	6'-5 3/4"	15'-3 1/4"	5'-11 1/2"	16'-7 1/4"
50 FEET	10'-3 1/4"	11'-3 1/4"	9'-1 1/4"	13'-7 1/4"	8'-2 1/2"	15'-9 1/2"	7'-6 1/2"	17'-9"	6'-11 3/4"	19'-6 1/4"
60 FEET	11'-2 1/2"	12'-8 3/4"	10'-3 1/4"	15'-6 1/2"	9'-2 1/4"	17'-11 3/4"	8'-5 3/4"	20'-1 3/4"	7'-10 1/2"	22'-1 1/2"

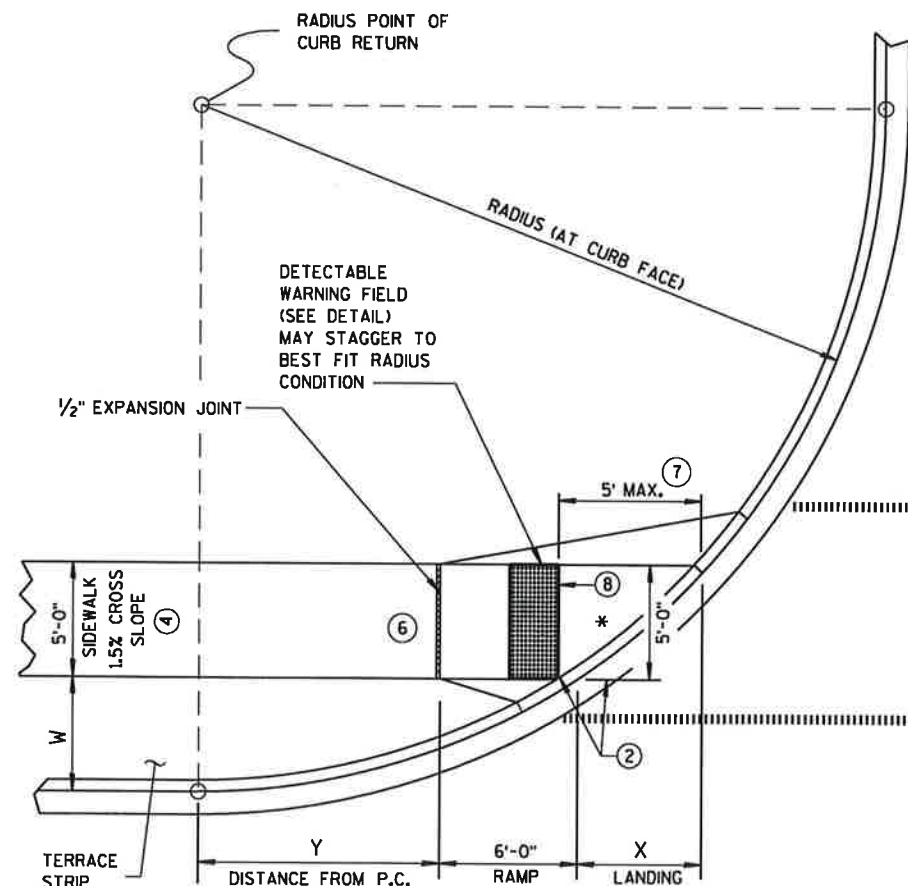
GENERAL NOTES

INTERMEDIATE RADII CAN BE INTERPOLATED

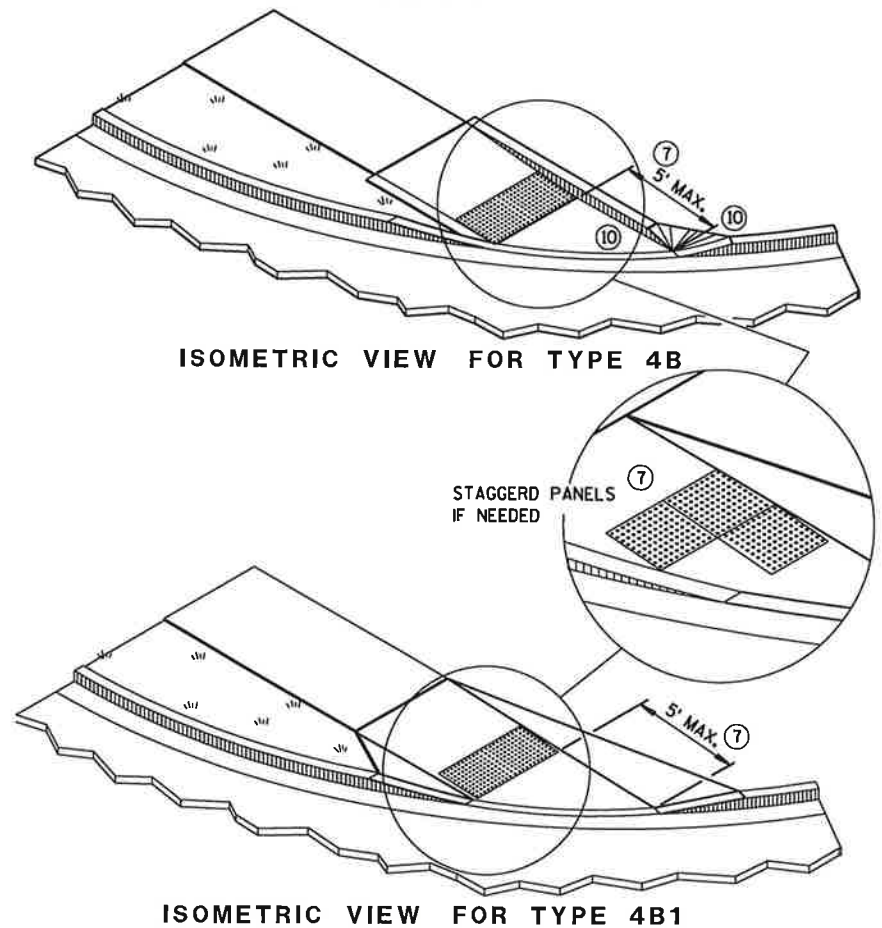
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS. DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.
- ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).
- WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C-C FOR TYPE 4B

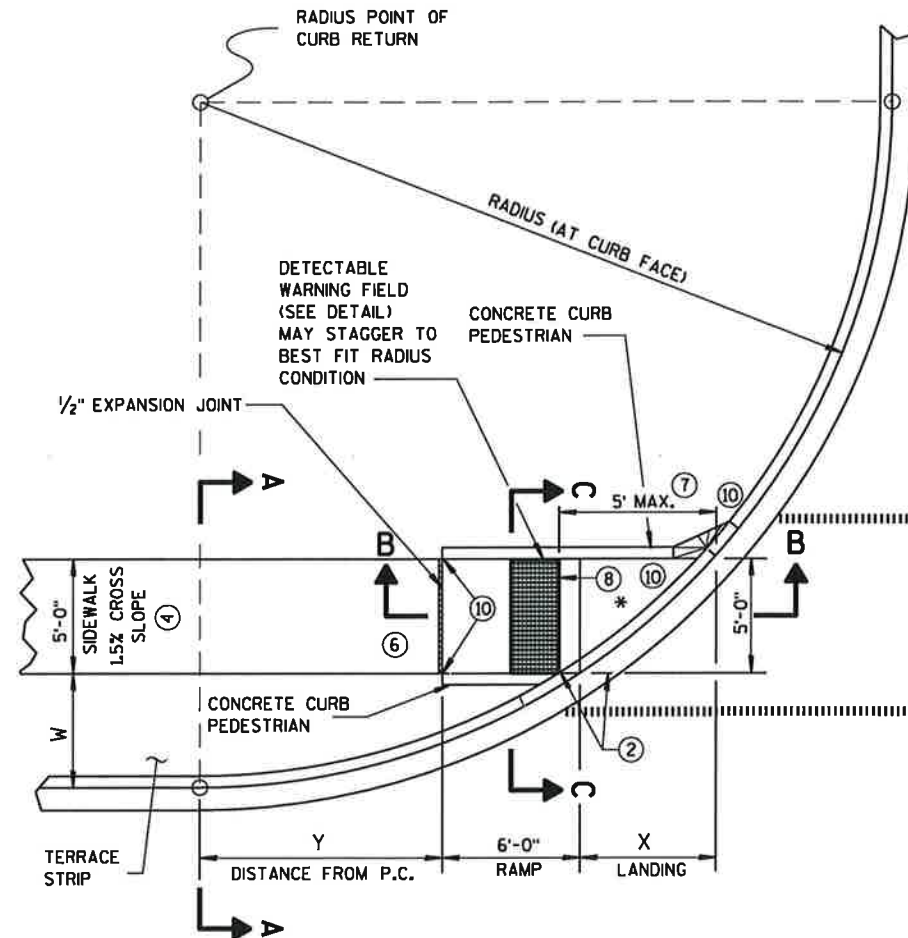


CURB RAMP TYPE 4B1
PLAN VIEW

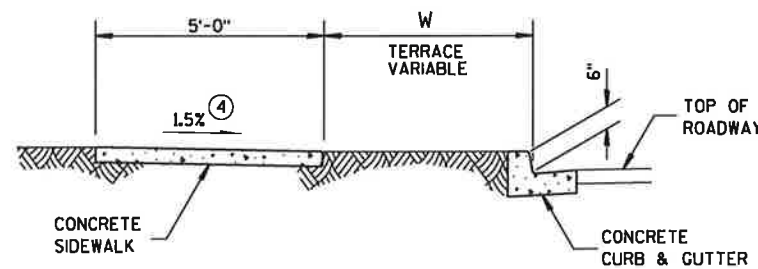


CURB RAMPS
TYPE 4B AND 4B1

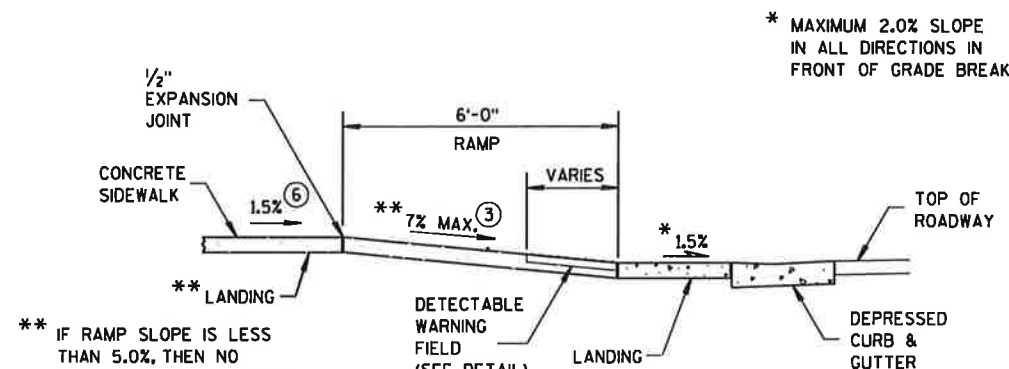
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



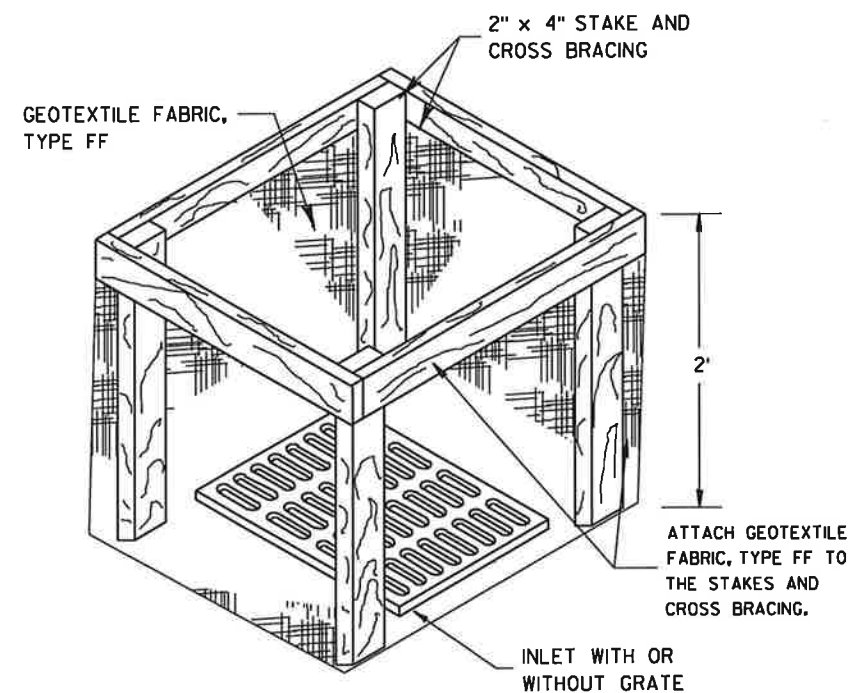
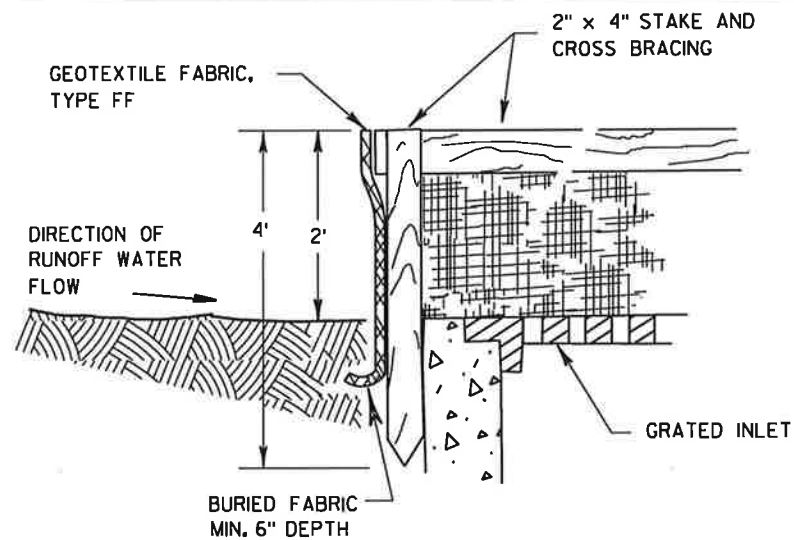
SECTION B-B FOR TYPE 4B

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

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



8E10: Inlet Protection Type A, B, C and D



INLET PROTECTION, TYPE A

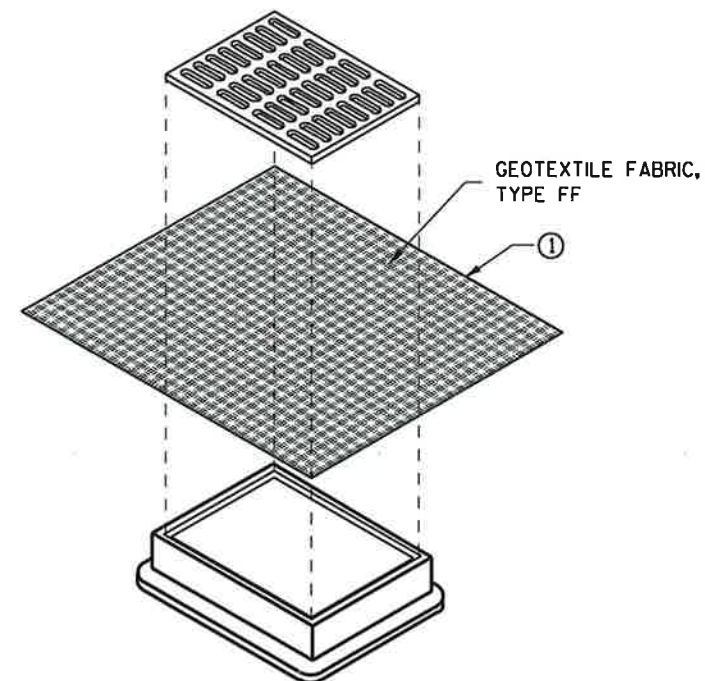
GENERAL NOTES

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

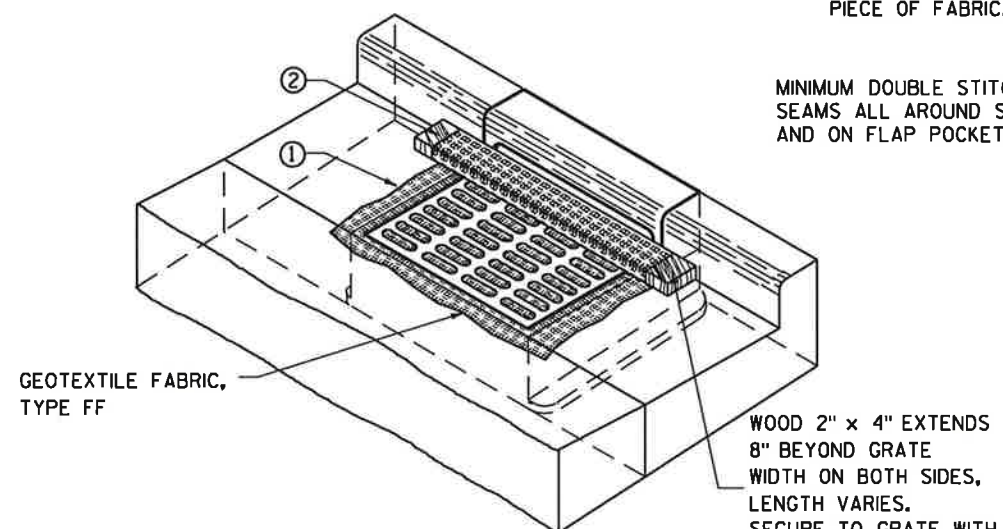
MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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.



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

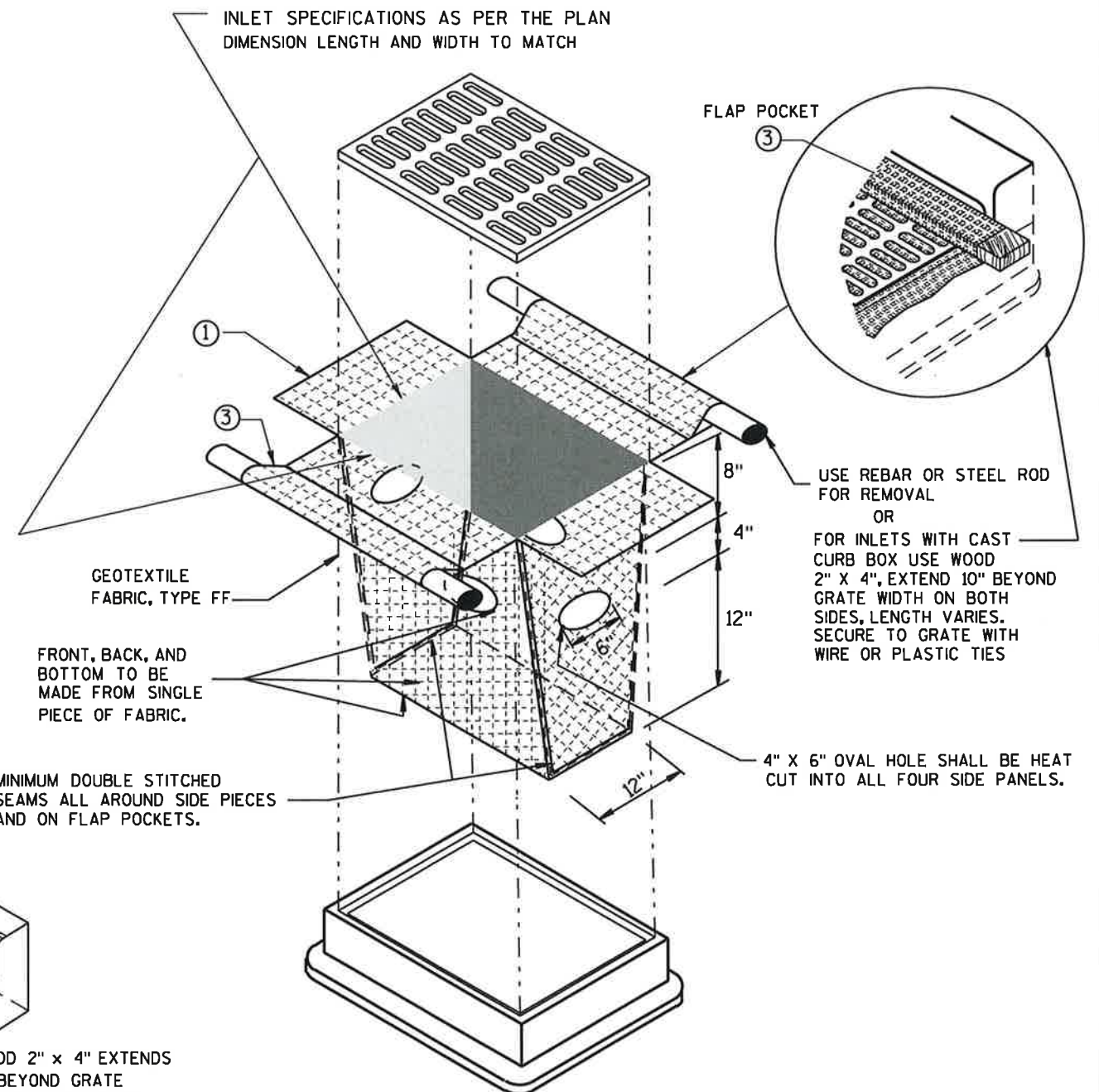
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



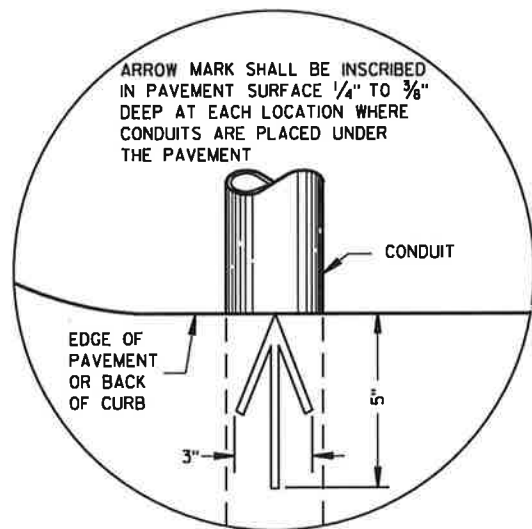
INLET PROTECTION, TYPE D

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

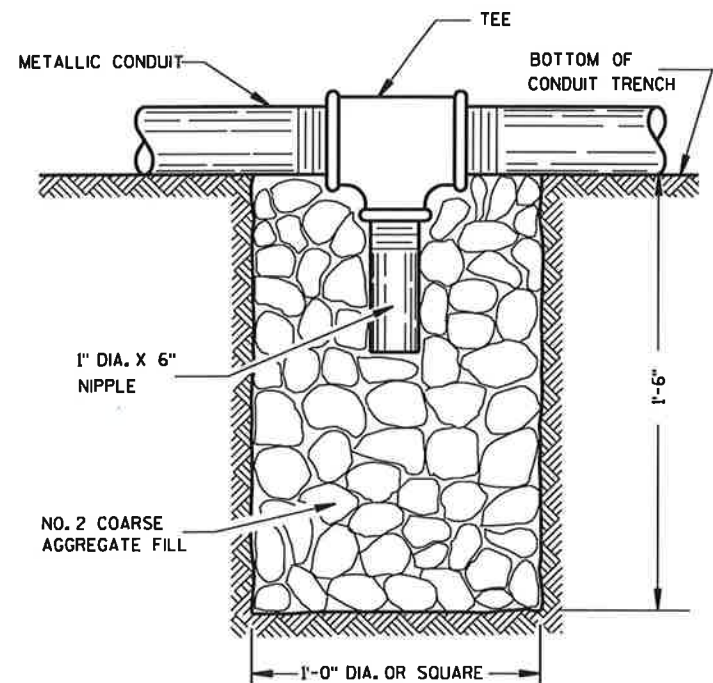
INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

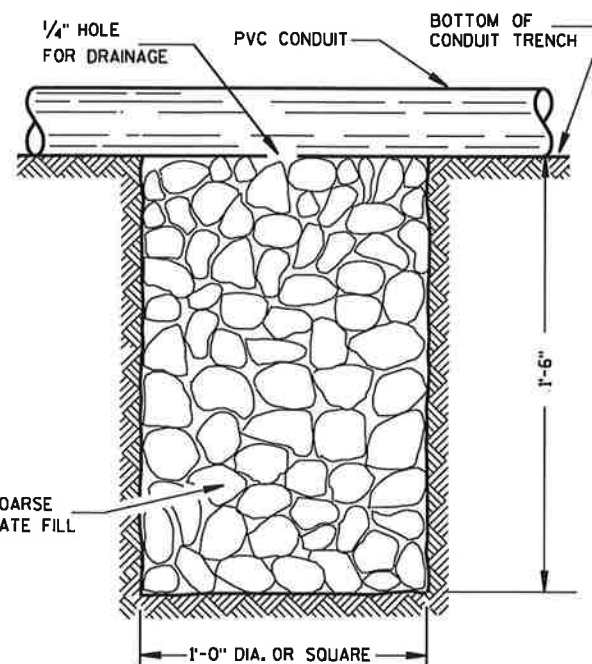


PLAN VIEW
ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

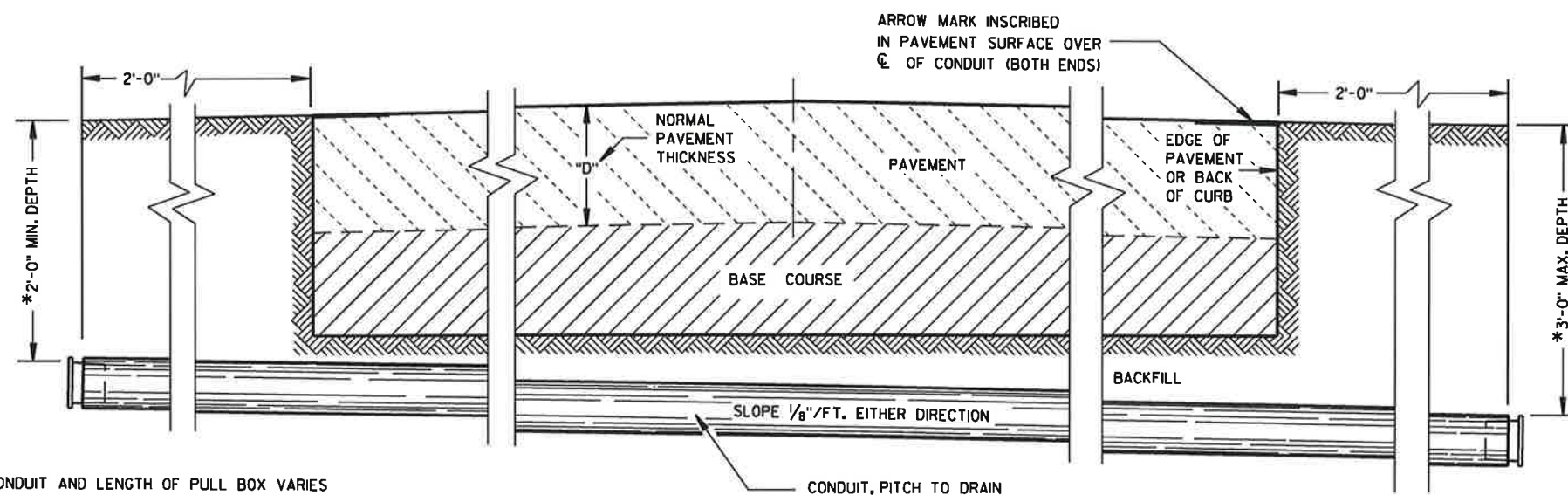
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

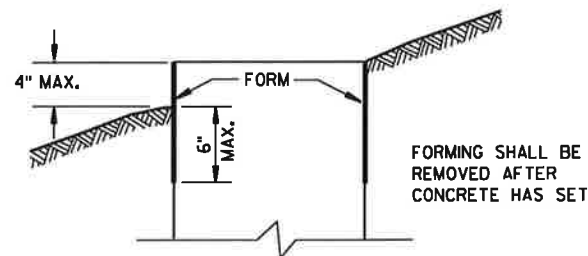
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 /S/ Ahmet Demirelek
DATE STATE ELECTRICAL ENGINEER
FHWA



9C2: Concrete Bases Types 1, 2, 5 and 6

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD, ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH, THE "L" BEND END SHALL NOT BE THREADED.

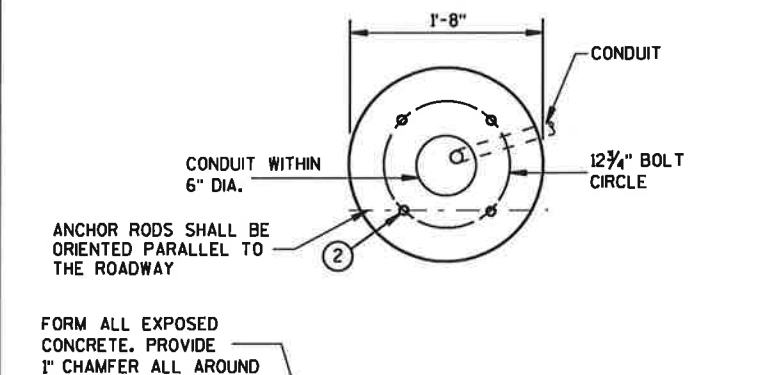
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

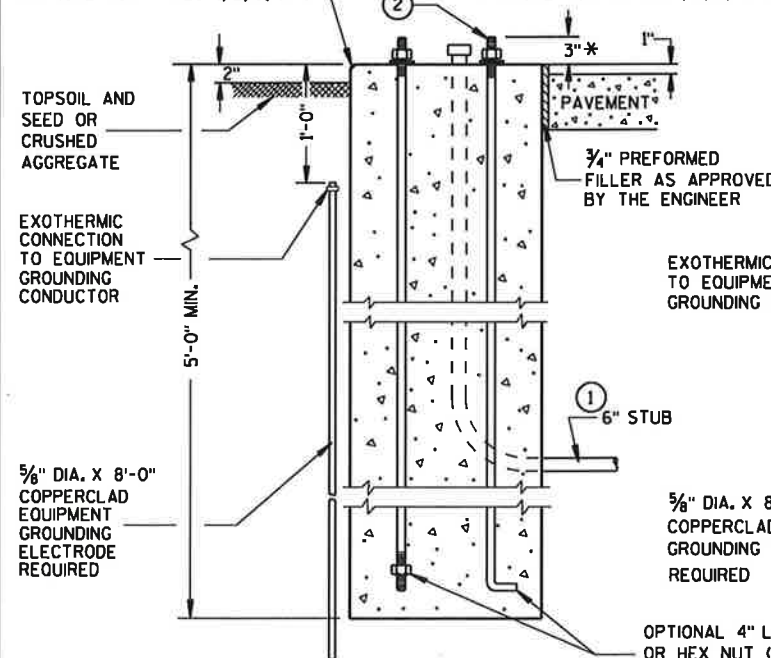
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

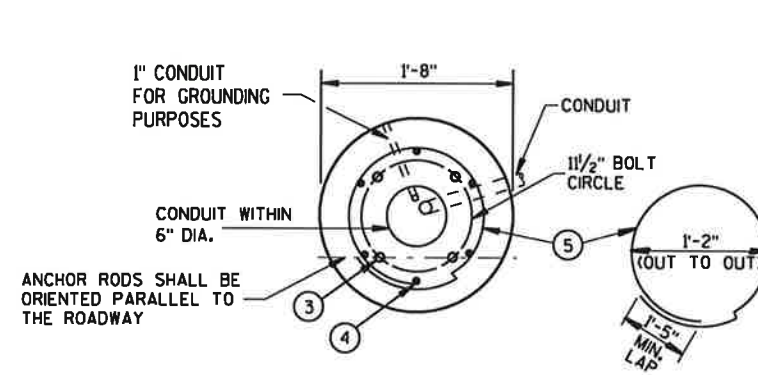
- 2 (4) 1" DIA. X 3'-6" ANCHOR RODS.
3 (4) 1" DIA. X 5'-0" ANCHOR RODS.
4 (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.
5 (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.
6 (4) 1" DIA. X 3'-6" ANCHOR RODS.
7 (6) NO. 4 X 4'-8" BAR STEEL REINFORCEMENT.
8 (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



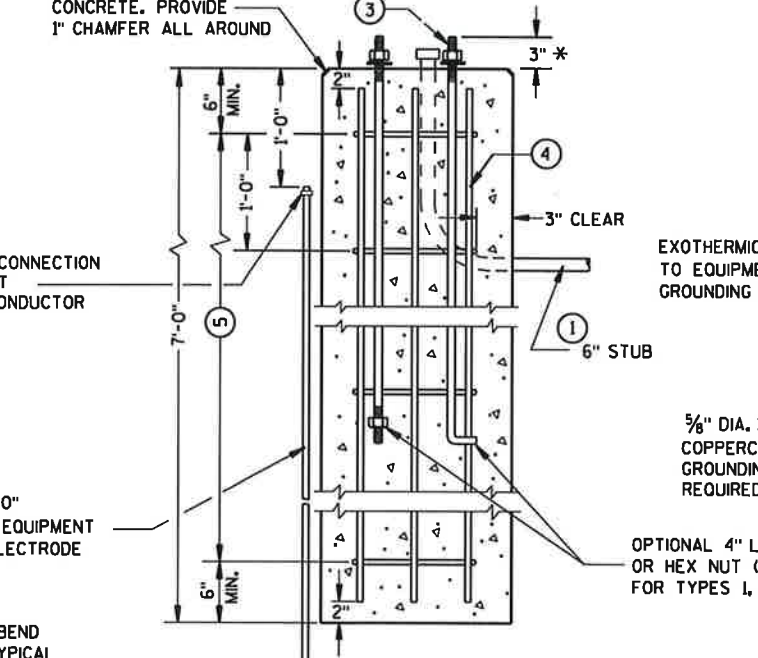
HALF SECTION IN UNPAVED AREA (TYPICAL FOR TYPES 1, 2, 5, & 6)



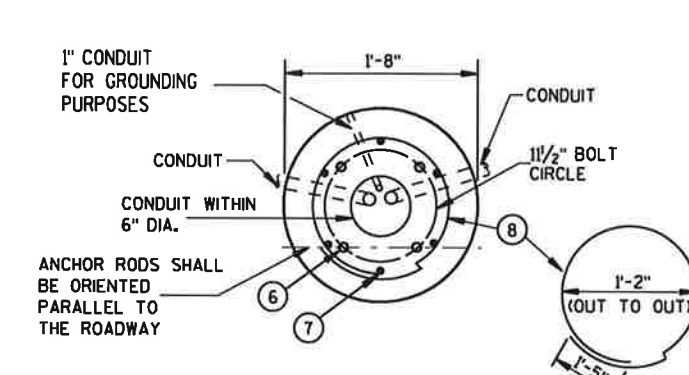
HALF SECTION IN PAVEMENT (TYPICAL FOR TYPES 1, 2, 5, & 6)



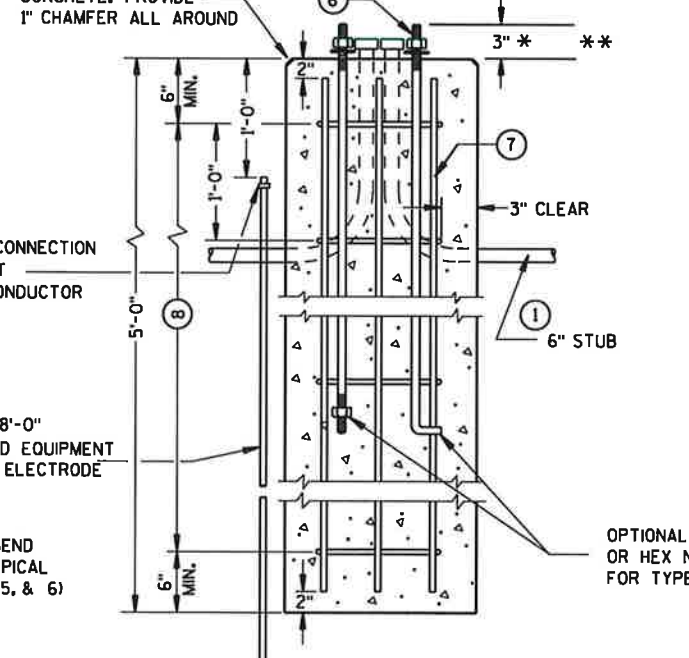
HALF SECTION IN UNPAVED AREA (TYPICAL FOR TYPES 1, 2, 5, & 6)



HALF SECTION IN PAVEMENT (TYPICAL FOR TYPES 1, 2, 5, & 6)



HALF SECTION IN UNPAVED AREA (TYPICAL FOR TYPES 1, 2, 5, & 6)



HALF SECTION IN PAVEMENT (TYPICAL FOR TYPES 1, 2, 5, & 6)

TYPE 2
CONCRETE BASES

TYPE 5 & 6

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 3/4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS, RODENT SCREEN REQUIRED.

CONCRETE BASES,
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER
FHWA



9C3: Transformer/Pedestal Bases

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

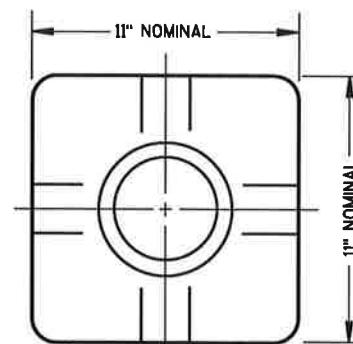
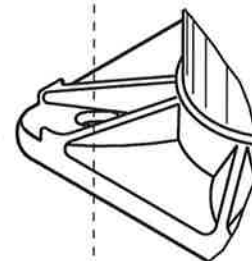
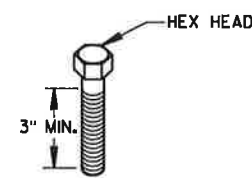
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

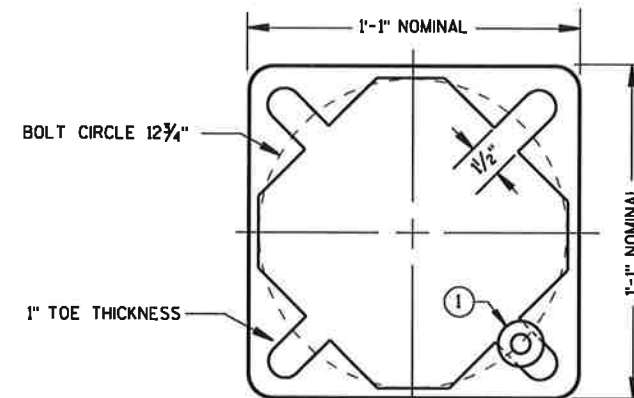
PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

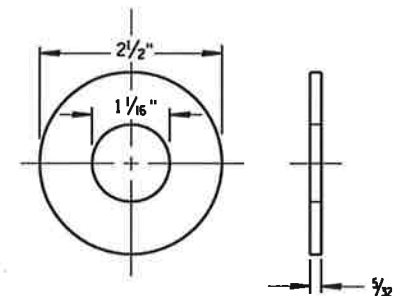
THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



TOP VIEW
(PEDESTAL BASE)

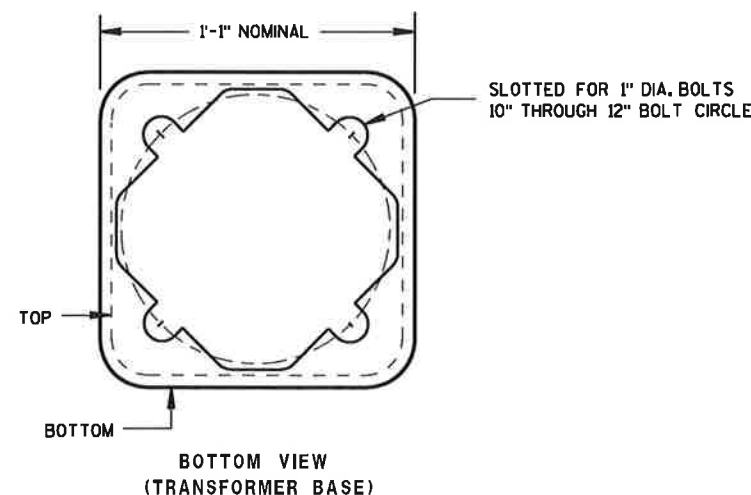


BOTTOM VIEW
(PEDESTAL BASE)

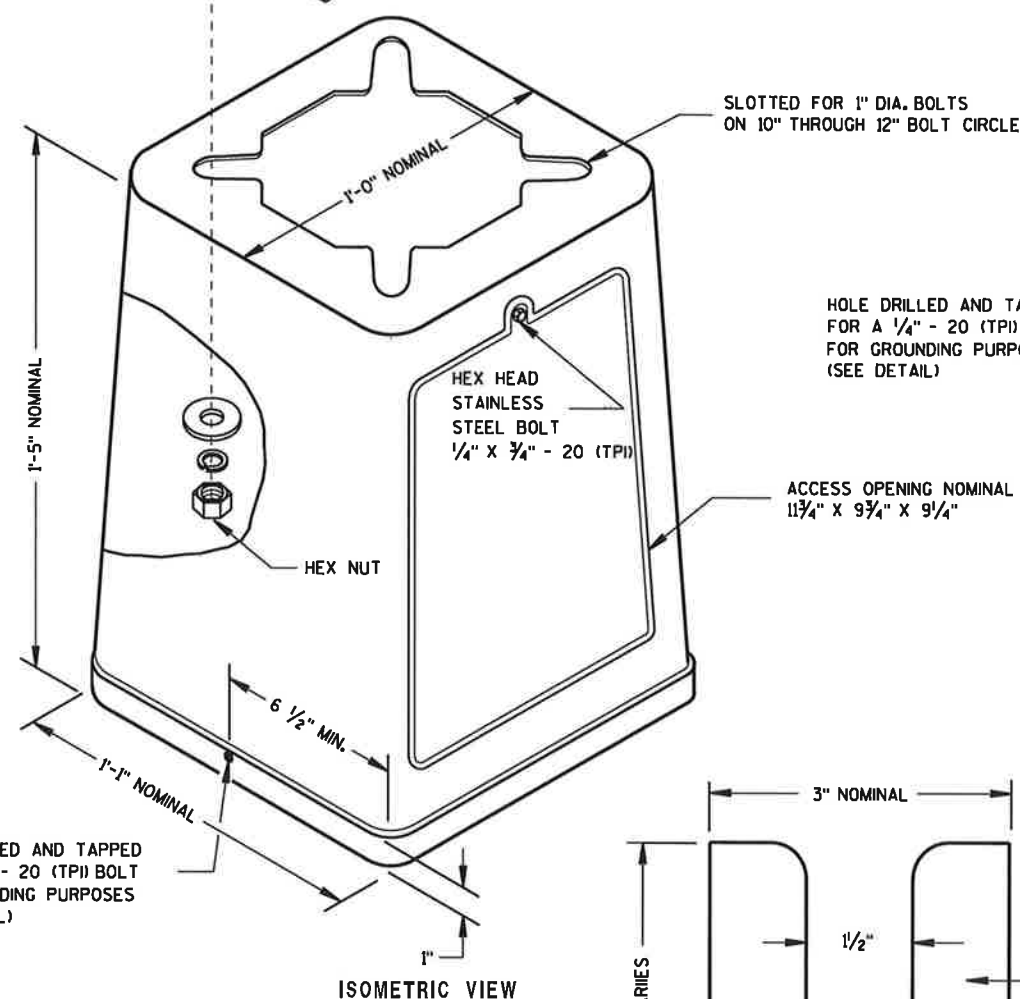


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

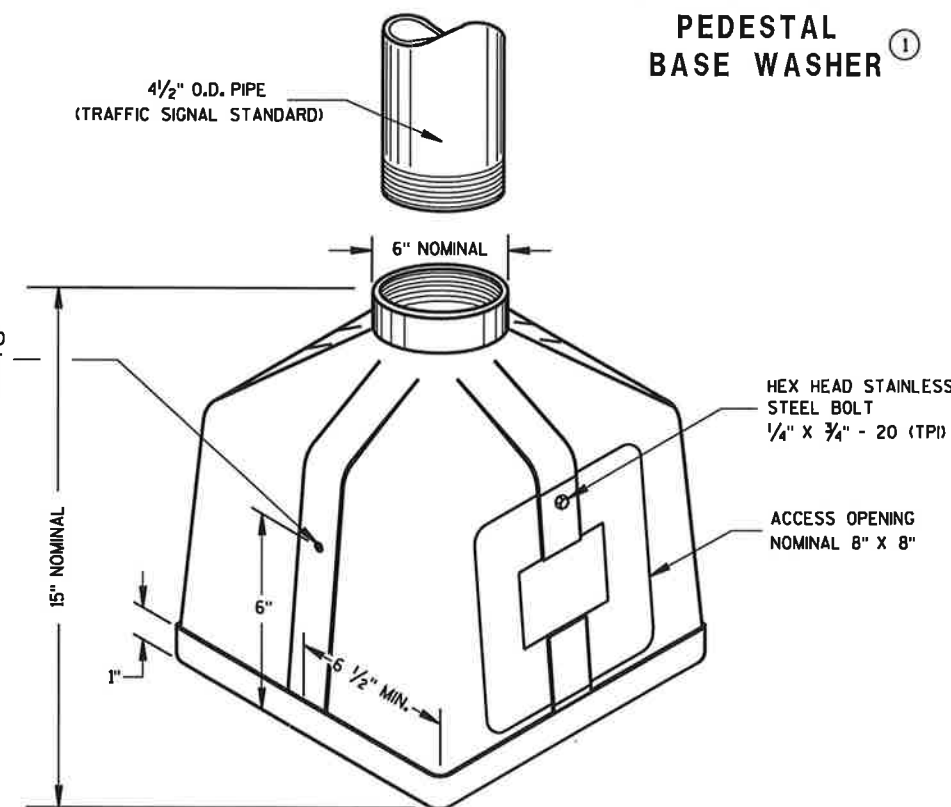
PEDESTAL
BASE WASHER ①



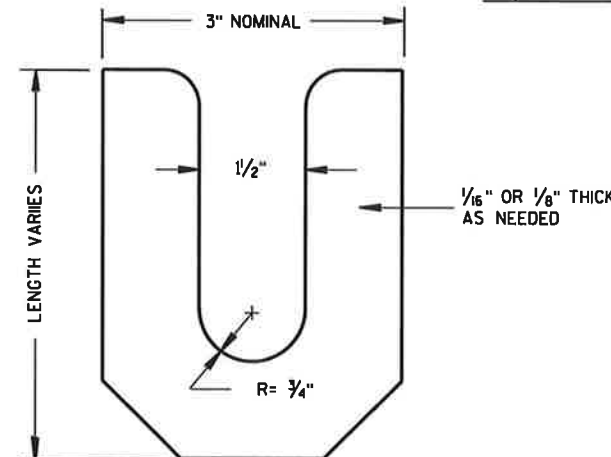
BOTTOM VIEW
(TRANSFORMER BASE)



ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



LEVELING SHIM



TYPICAL MECHANICAL
CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

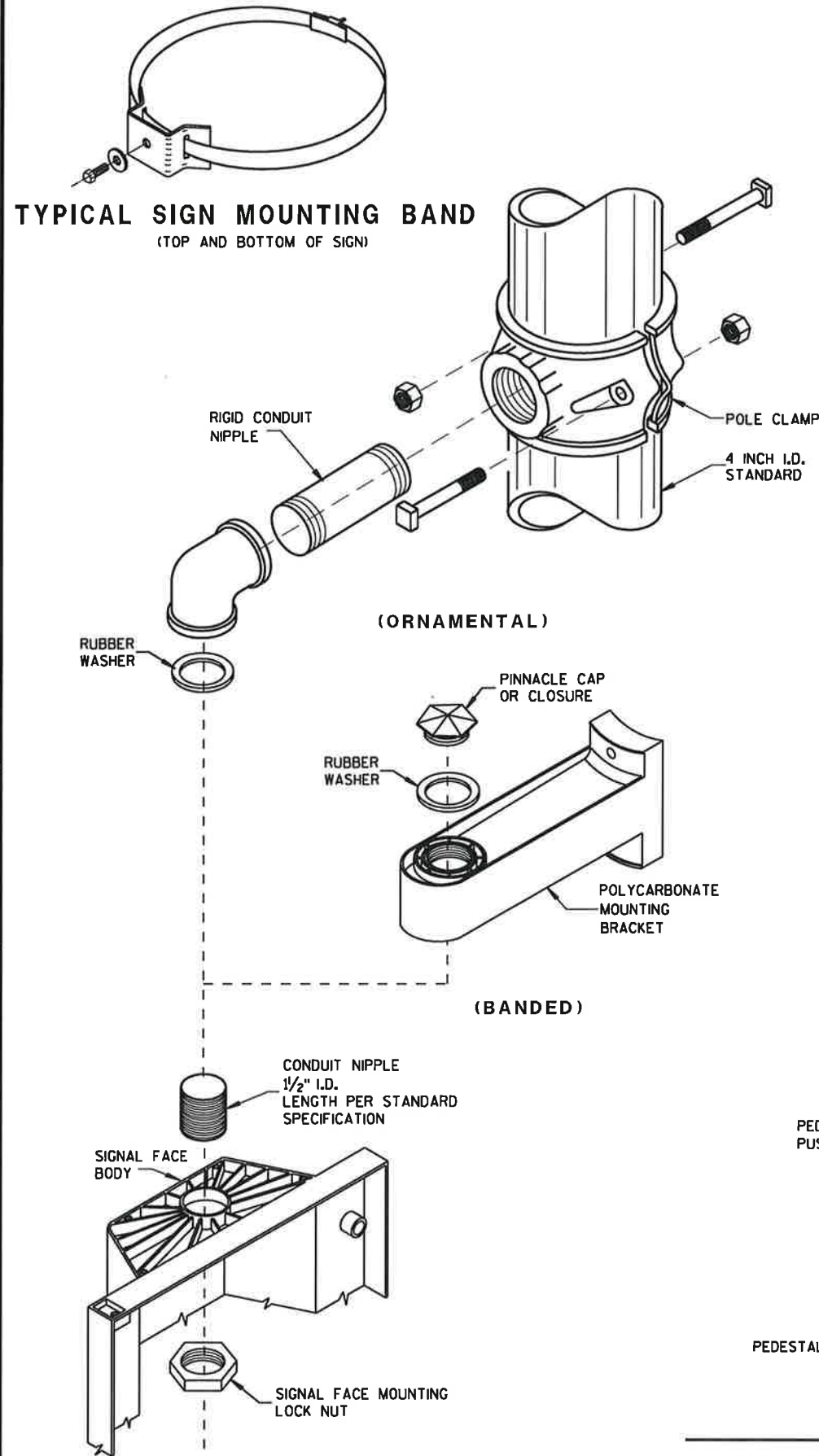
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

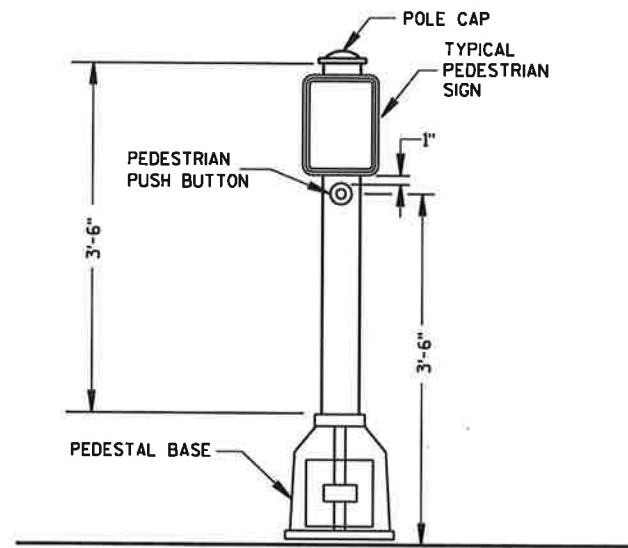
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER
FHWA



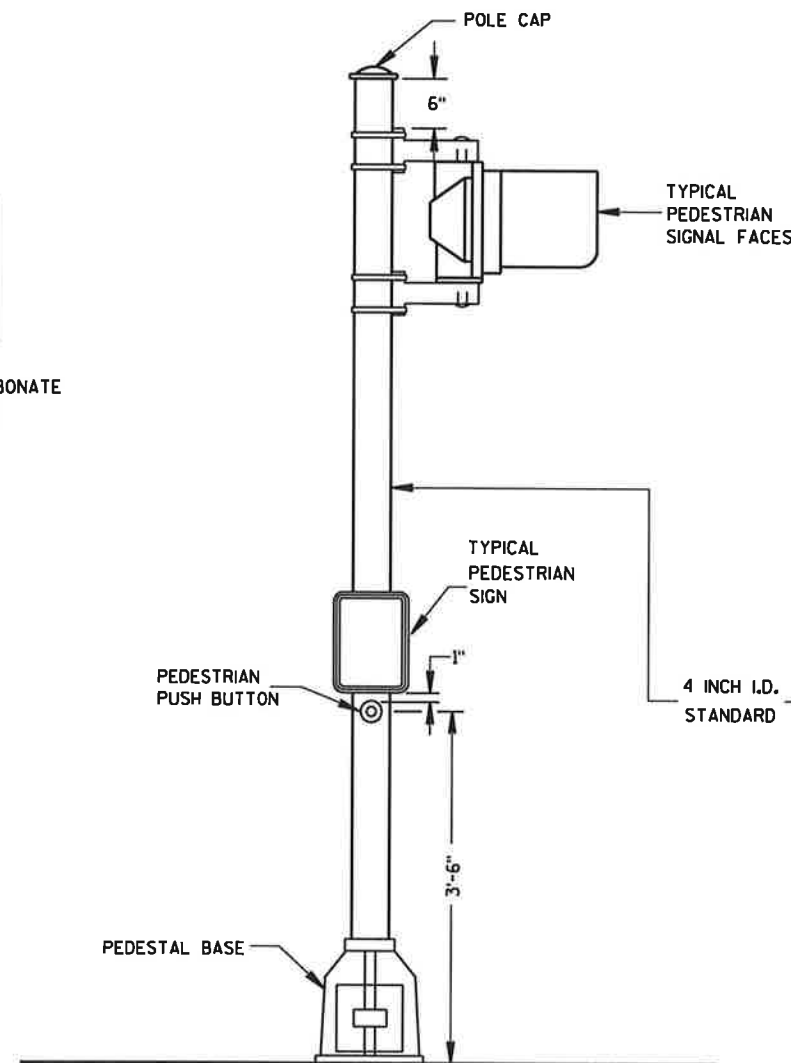
9E7: Traffic Signal Standard Pedestrian and Flasher Typical Mounting Details



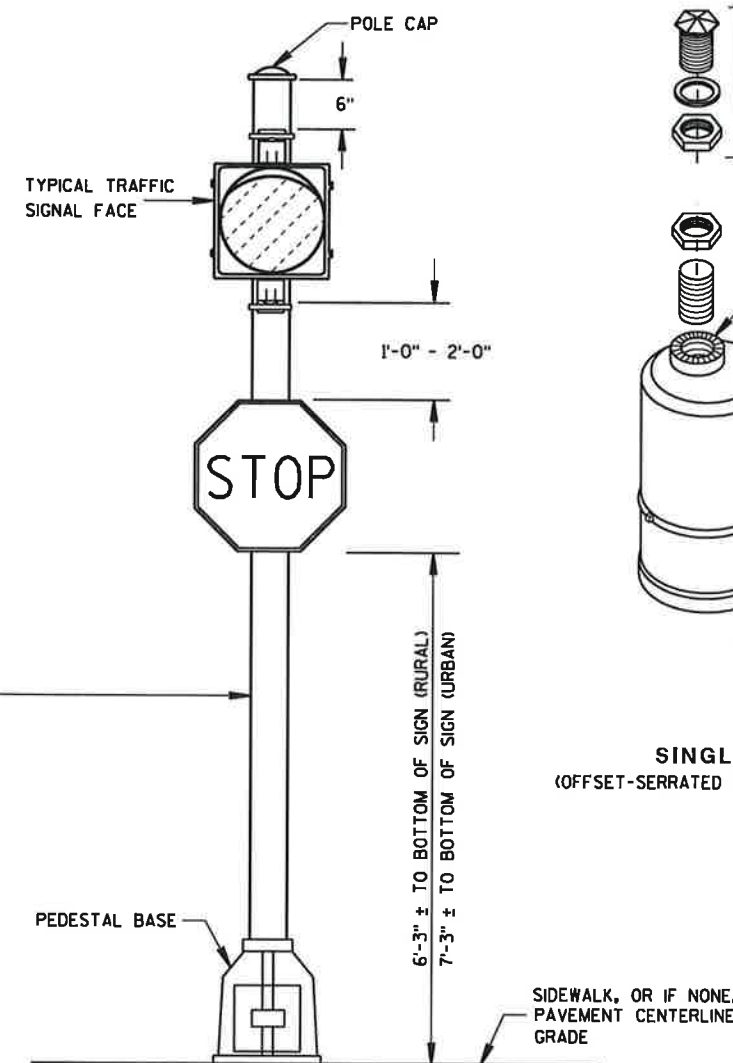
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON
TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

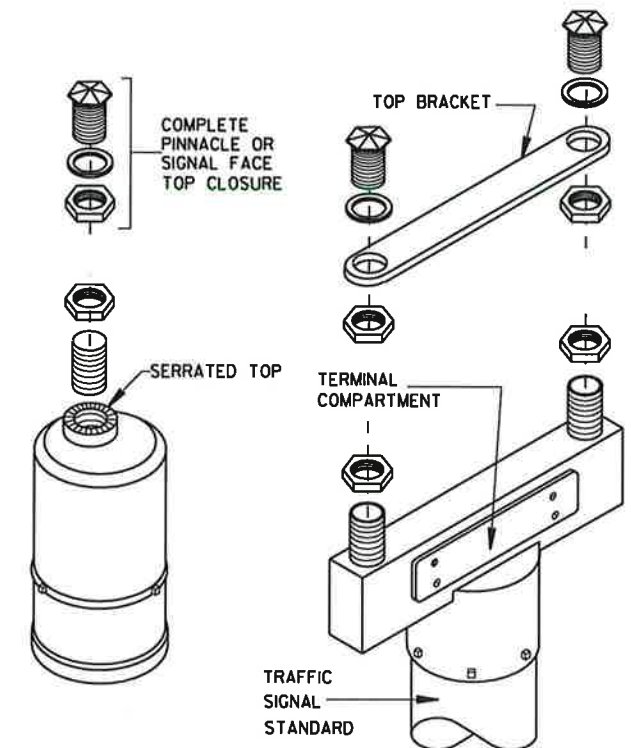
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

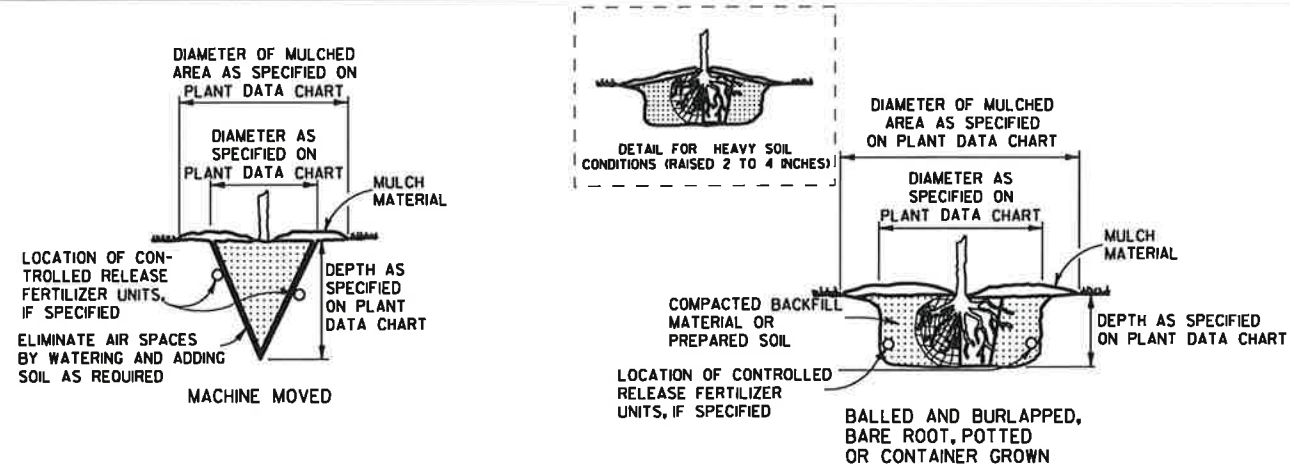
APPROVED

5/11/10
DATE

FHWA

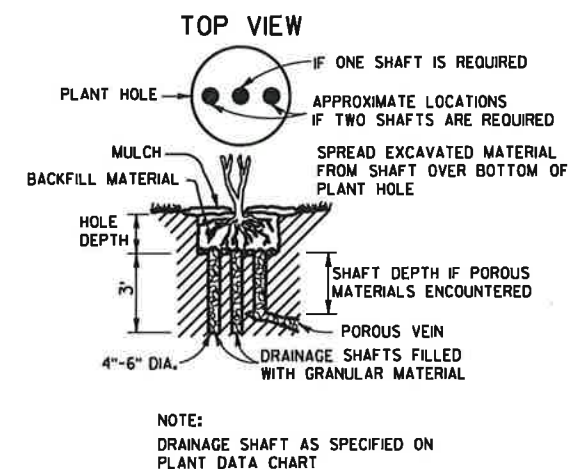
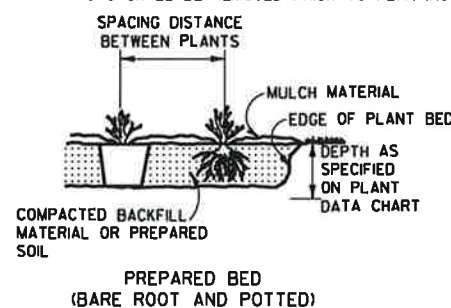
/S/ John Corbin
STATE ELECTRICAL ENGINEER FOR HWYS

14A2: Tree Planting Detail



ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



DRAINING

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE, AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

PRUNE LEAST VIGOROUS OF TWO LEADERS BACK TO MAIN TRUNK

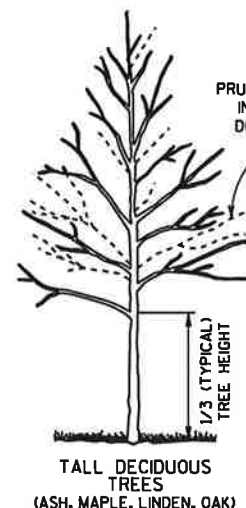
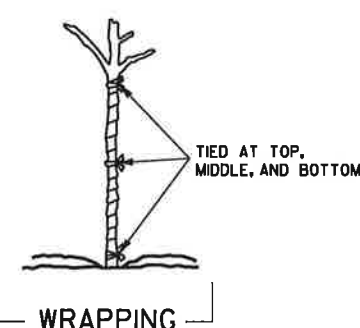
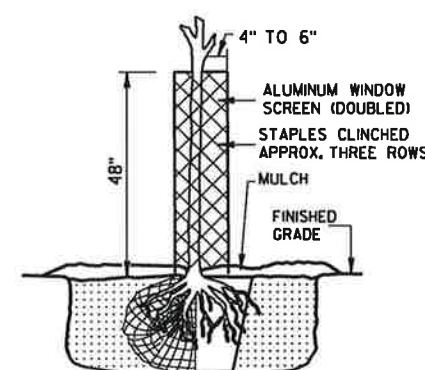
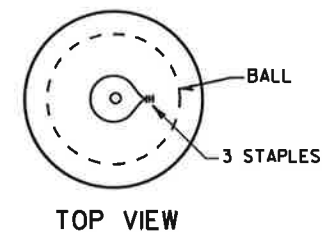
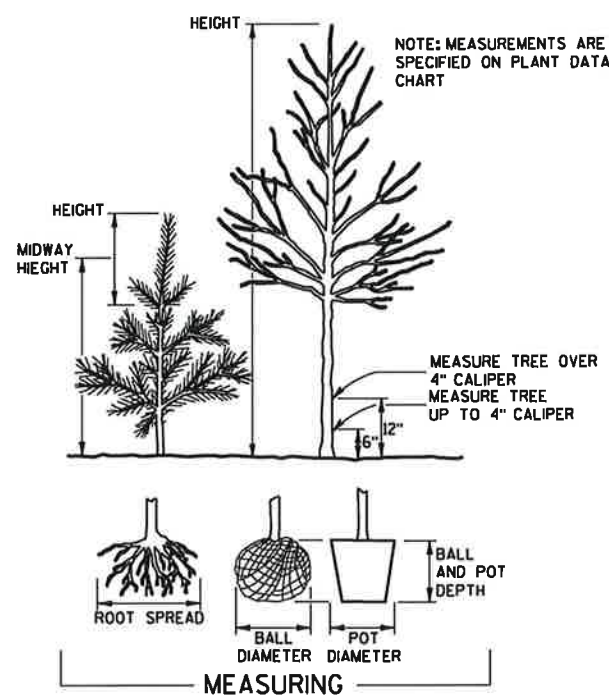
REMOVE BROKEN BRANCHES

SHRUBS (GRAY DOGWOOD, ARROWWOOD, VIBURNUM)

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



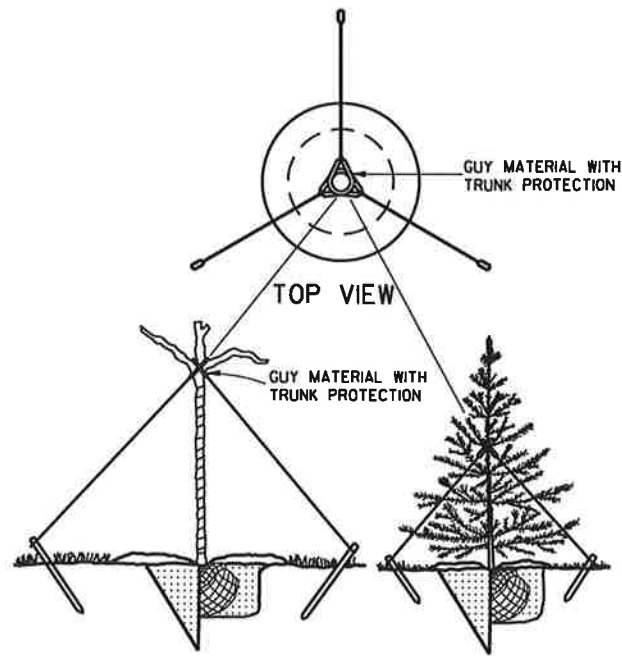
SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

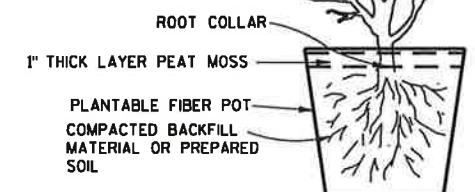
SHRUBS

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED



PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
FHWA



15D28: Traffic Control, Work on Shoulder or Parking Lane, Undivided Roadway

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" 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 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.

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

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

TABLE A

S	SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
	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

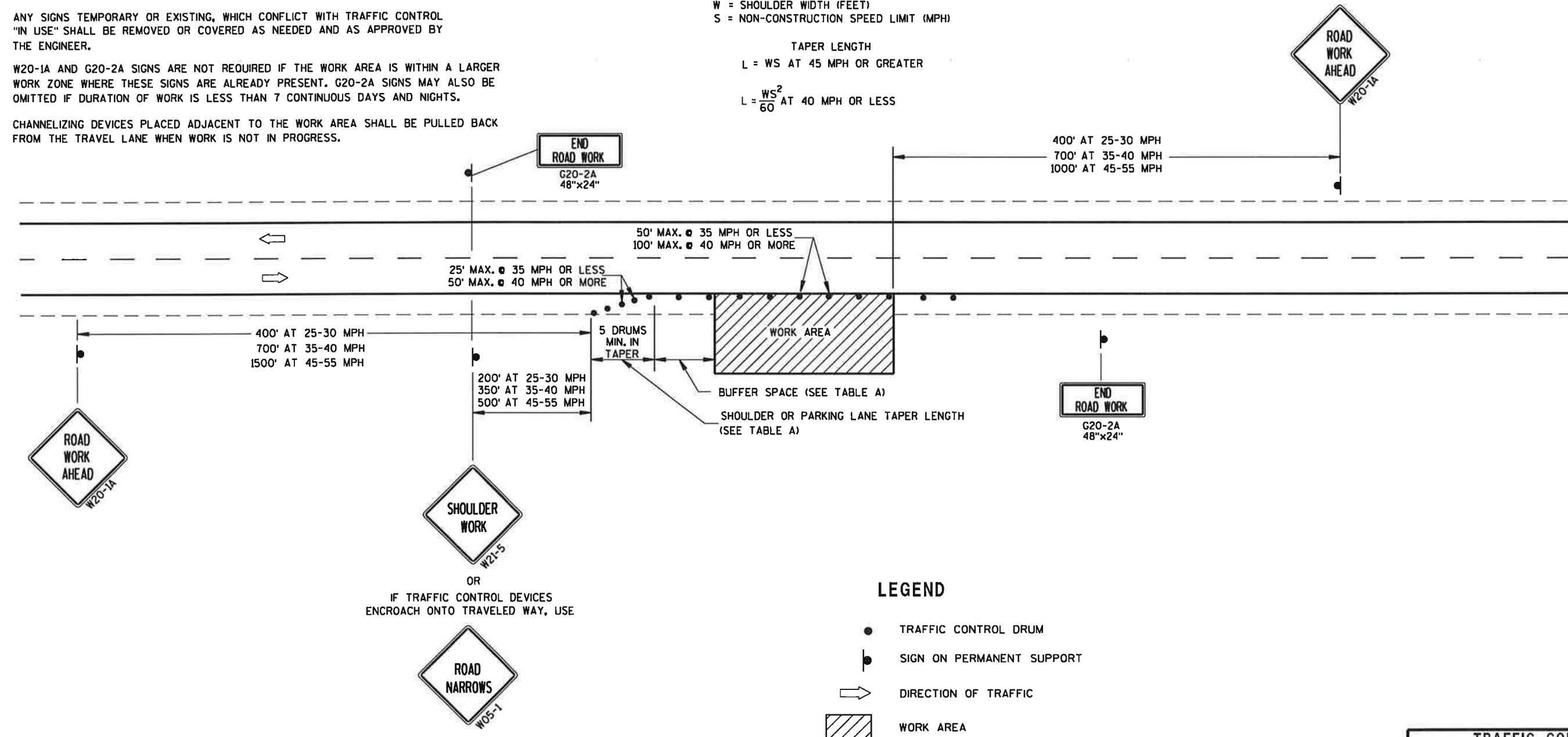
SHOULDER TAPER LENGTH = $\frac{1}{3}L$

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

$L = WS$ AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS



TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED July 14, 2015 DATE	/s/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	

3

REMOVALS

STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0155 REMOVING CONCRETE SIDEWALK SY	204.015 REMOVING CONCRETE CURB & GUTTER LF
12+62 - 13+53	RT	-	23	12	23
25+51 - 25+62	RT	-	4	-	17
33+75	RT	-	-	7	-
GRAND AVE / 13TH ST INTERSECTION - SE CORNER		-	4	9	18
OAK ST / SYCAMORE ST INTERSECTION - SW CORNER		-	-	5	-
9TH ST / PRAIRIE ST INTERSECTION		9	19	11	71
ITEM TOTAL		9	50	44	129

ASPHALTIC SURFACE

STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON
0+00 - 33+75	PATH	618
12+62 - 13+53	13TH ST	7
25+51 - 25+62	SYCAMORE ST	1
GRAND AVE / 13TH ST INTERSECTION - SE CORNER		1
9TH ST / PRAIRIE ST INTERSECTION		4
ITEM TOTALS		631

3

EXCAVATION COMMON

STATION	205.0100 CY	AIR FILL CY	EXPAND. FILL CY	+BORROW -WASTE CY
0+00 - 33+75	2093	239	311	-1782
ITEM TOTAL	2093			

NOTE: EXPANSION FACTOR = 1.3

CONCRETE SIDEWALK

STATION	LOCATION	602.0405 4-INCH SF	602.0415 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
12+72 - 12+88	PATH	-	165	-
13+12 - 13+17	PED RAMP	-	64	8
13+18 - 14+83	RT	1616	-	-
25+58 - 25+63	PED RAMP	-	112	20
33+75	PED RAMP	-	70	16
OAK ST / SYCAMORE ST INTERSECTION - SW CORNER	PED RAMP	-	49	8
9TH ST / PRAIRIE ST INTERSECTION	PED RAMP	-	122	24
ITEM TOTAL		1616	582	76

BASE AGGREGATE DENSE

STATION	305.0120 1 1/4-INCH TON
0+00 - 33+75	2403
GRAND AVE / 13TH ST INTERSECTION - SE CORNER	13
OAK ST / SYCAMORE ST INTERSECTION - SW CORNER	3
9TH ST / PRAIRIE ST INTERSECTION	33
ITEM TOTAL	2452

CONCRETE CURB & GUTTER

STATION	LOCATION	601.0411 30-INCH TYPE D LF	SPV.0090.02 24-INCH TYPE D LF
12+62 - 14+83	RT	-	221
25+51 - 25+62	RT	-	17
GRAND AVE / 13TH ST INTERSECTION - SE CORNER		-	18
9TH ST / PRAIRIE ST INTERSECTION		71	-
ITEM TOTAL		71	256

CONCRETE DRIVEWAY, 6-INCH

STATION	LOCATION	416.0160 SY
12+68 - 12+93	RT	25
ITEM TOTAL		25

MOBILIZATION

PROJECT	619.1000 EACH
5852-00-74	1
ITEM TOTAL	1

PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

MISCELLANEOUS QUANTITIES

SHEET

E

3

TOPSOIL, SALVAGED TOPSOIL, MULCHING, FERTILIZER, AND SEEDING				
STATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB
0+00 - 33+75	2501	2751	1.7	49.5
9TH ST / PRAIRIE ST INTERSECTION	17	18	0.1	0.3
UNDISTRIBUTED (10%)	252	277	0.2	5
ITEM TOTALS	2770	3046	2	55

EROSION CONTROL ITEMS					
STATION	LOCATION	628.1905 MOBILIZATION EROSION CONTROL EACH	628.191 MOBILIZATION EMERGENCY EROSION CONTROL EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH
0+12	RT	-	-	-	1
25+65	RT	-	-	-	1
27+95	RT	-	-	-	1
28+45	LT	-	-	1	-
33+69	RT	-	-	1	-
33+70	RT	-	-	-	1
33+75	RT	-	-	-	1
9TH ST / PRAIRIE ST INTERSECTION		-	-	-	2
9TH ST / GRAND AVE INTERSECTION		-	-	-	3
PROJECT 5852-00-74		2	2	-	-
ITEM TOTALS		2	2	2	10

PERMANENT SIGNING						
STATION	LOCATION	SIGN CODE	MESSAGE	SIZE	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	637.1220 SIGNS TYPE 1 REFLECTIVE SH SF
0+01	LT	R1-1	STOP	18' X 18"	1	2.25
25+53	RT	R1-1	STOP	18' X 18"	1	2.25
33+74	RT	R1-1	STOP	18' X 18"	1	2.25
ITEM TOTAL					3	6.75

TRAFFIC CONTROL		
STATION	643.0300 DRUMS DAYS	643.0900 SIGNS DAYS
0+00	110	70
13+53	110	20
25+62	110	50
33+75	110	90
OAK ST / SYCAMORE ST INTERSECTION SW CORNER	110	40
9TH ST / GRAND AVE INTERSECTION	150	100
9TH ST / PRAIRIE ST INTERSECTION	220	110
ITEM TOTALS	920	480

PAVEMENT MARKING			
STATION	LOCATION	646.0600 REMOVING LF	647.0763 CROSSWALK PAINT 6-INCH LF
25+53		-	85
9TH ST / PRAIRIE ST INTERSECTION		95	77
UNDISTRIBUTED		100	100
ITEM TOTALS		195	262

PEDESTRAIN CROSSING EQUIPMENT		
STATION	SPV.0105.01 RETANGULAR RAPID FLASHING BEACON ASSEMBLY LS	SPV.0105.02 RETANGULAR RAPID FLASHING BEACON ASSEMBLY WITH SEPERATED PUSH BUTTON LS
9TH ST / PRAIRIE ST INTERSECTION	2	-
9TH ST / GRAND AVE INTERSECTION	1	1
ITEM TOTALS	3	1

SAWING			
STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
0+00		24	8
12+62 - 14+83		227	12
25+50 - 25+62		23	4
33+75		-	8
OAK ST / SYCAMORE ST INTERSECTION - SW CORNER		-	5
9TH ST / PRAIRIE ST INTERSECTION		88	36
ITEM TOTAL		362	73

MOVING TREES		
STATION	LOCATION	SPV.0060.01 EACH
19+22	LT	1
ITEM TOTAL		1

PROJECT ID: 5852-00-04

COUNTY: SAUK

ORDER OF SHEETS

Sheet No.	4.01	Title
Sheet No.	4.02	Layout & Schedule of Lands and Interest Required
Sheet No.	4.03	Detail
Sheet No.	4.04	Detail
Sheet No.	4.05	Detail
Sheet No.	4.06	Detail
TOTAL SHEETS = 6		

NOTES:

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

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

EXISTING RIGHT-OF-WAY SHOWN HEREIN IS BASED ON EXISTING MONUMENTATION AND EXISTING PUBLIC STREET AND HIGHWAY DOCUMENTS
-VOLUME 362, PAGE 535
-VOLUME 362, PAGE 533
-VOLUME 362, PAGE 376

CURVE DATA ABBREVIATIONS

CENTRAL ANGLE	DELTA
TANGENT	T
LENGTH OF CURVE	L
RADIUS	R
DEGREE OF CURVE	D

CONVENTIONAL SYMBOLS

P.E.	
T.L.E.	
UTILITY NUMBER	
PARCEL NUMBER	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
WOODED OR SHRUB AREA	
SET TYPE 2 MONUMENT	

CONVENTIONAL UTILITY SYMBOLS

ELECTRIC	— E —
FIBER OPTIC	— FO —
GAS	— G —
SANITARY SEWER	— SAN —
STORM SEWER	— SS —
TELEPHONE	— T —
WATER	— W —
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	
STORM SEWER CATCH BASIN	

COMPENSABLE UTILITY SYMBOLS

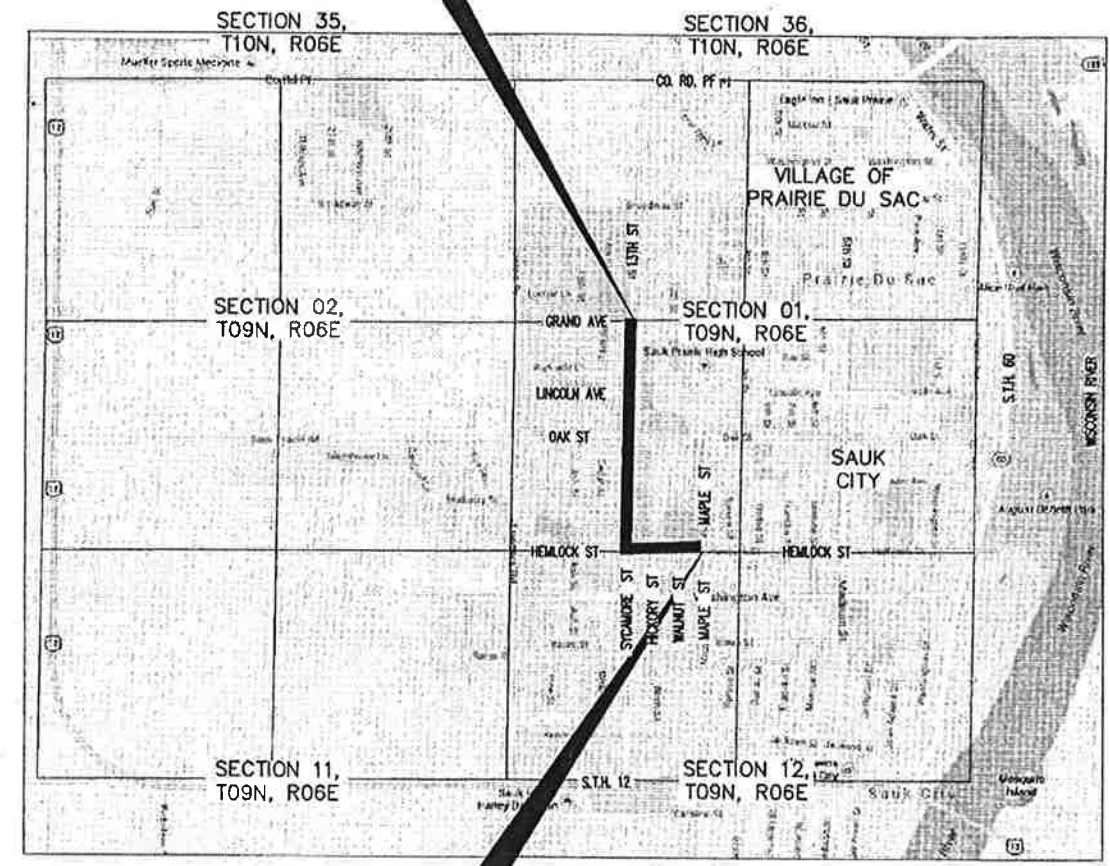


Rebecca C. Evert
3/9/2014



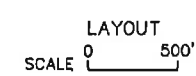
BEGIN RELOCATION ORDER 0+00

32.04' S. OF AND 1359.86' E. OF THE WEST
QUARTER CORNER OF SECTION 01, T09N, R06E.



END RELOCATION ORDER 33+80

49.90' N. OF AND 475.53' W. OF THE SOUTH
QUARTER CORNER OF SECTION 01, T09N, R06E.



TOTAL NET LENGTH OF CENTERLINE = 0.640 MILES

STATE PROJECT NUMBER 5852-00-04	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER	4.01	6
VILLAGE OF PRAIRIE DU SAC, PEDESTRIAN IMPROVEMENTS (SYCAMORE STREET, 13TH STREET AND HEMLOCK STREET)		
NON-HIGHWAY	SAUK COUNTY	
CONSTRUCTION PROJECT NUMBER 5852-00-74		

APPROVED FOR VILLAGE OF
PRAIRIE DU SAC

AKM II 3/8/2016
DATE

PLAT PREPARED BY:

Burse
surveying & engineering llc
2801 International Lane, Suite 101
Madison, WI 53704 608.250.9263
Fax: 608.250.9266
email: mburse@bse-inc.net
www.bursesurveyengr.com

THE SURVEY IS PREPARED AT THE REQUEST
OF THE VILLAGE OF PRAIRIE DU SAC, THE
TOPOGRAPHY AND UTILITY SURVEY WAS
PERFORMED IN NOVEMBER, 2014. THIS
SURVEY IS ACCURATE TO THE BEST OF MY
KNOWLEDGE AND BELIEF.



Michelle L. Burse 02/22/2016
Michelle L. Burse, P.L.S.
S-2020
DATE



1-1/4" SOLID IRON ROD
Y: 167,281.57
X: 651,798.88



ALUMINUM CAP
MONUMENT
Y: 169,923.36
X: 651,807.82

SCHEDULE OF LANDS & INTEREST REQUIRED					OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE VILLAGE.	
PARCEL NUMBER	SHEET NUMBER	OWNER(S)		INTEREST REQUIRED	T.L.E. SQ. FT.	P.E. SQ. FT.
1	4.03, 4.04, 4.05, 4.06	PRAIRIE JT SCHOOL DISTRICT NO. 3		PE & TLE	24,573	40,454
2	4.03	ALLIANT ENERGY		TEMPORARY RELEASE		
3	4.04, 4.05	FRONTIER COMMUNICATIONS		TEMPORARY RELEASE		
4	4.06	VILLAGE OF SAUK CITY		TEMPORARY RELEASE		

SW 1/4 OF THE
SW 1/4 SECTION
01-09-06

NW 1/4 OF THE
SW 1/4 SECTION
01-09-06



24+00 22+00 20+00 18+00 16+00 14+00 12+00 10+00 8+00 6+00 4+00 2+00 0+00
SYCAMORE STREET
OAK STREET
LINCOLN AVENUE
13TH STREET

BEGIN RELOCATION ORDER 0+00

①
PRAIRIE JT SCHOOL DISTRICT NO. 3

①
PRAIRIE JT SCHOOL DISTRICT NO. 3

SE 1/4 OF THE
SW 1/4 SECTION
01-09-06

NE 1/4 OF THE SW
1/4 SECTION
01-09-06

VILLAGE OF PRAIRIE DU SAC

HICKORY ST.

WALNUT ST.

MAPLE ST.

END RELOCATION ORDER 33+80

MAPLE STREET

SPRUCE STREET

GRAND AVENUE

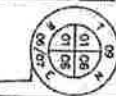
ALUMINUM CAP
MONUMENT
Y: 167,315.11
X: 654,426.09



TOP BROKEN OFF
OF MONUMENT.
Y: 172,663.82
X: 654,458.82



PK NAIL
Y: 169,987.97
X: 657,068.82

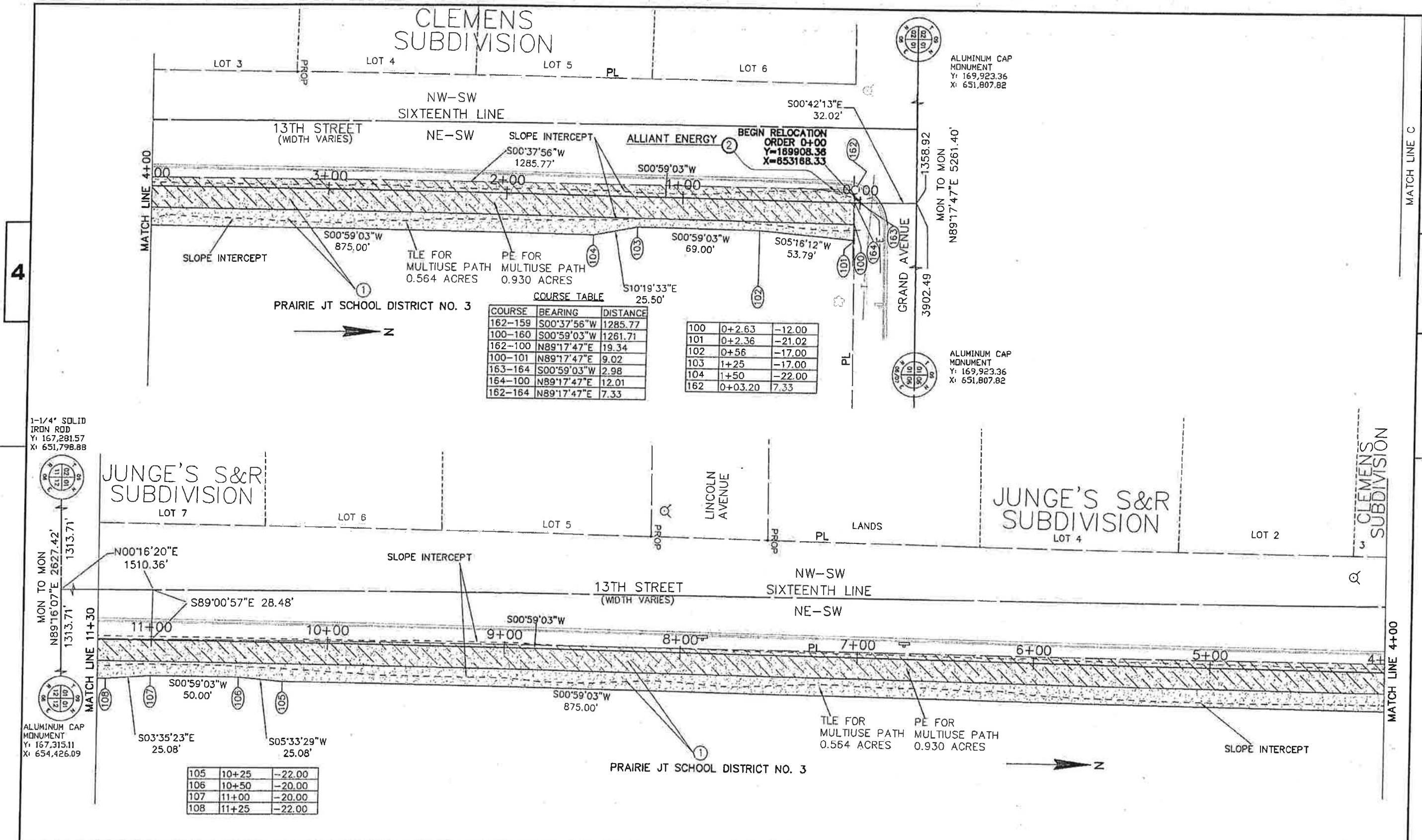


REVISION DATE	DATE 02-22-2016	SCALE, FEET 0 150 300	HWY: NON-HIGHWAY	STATE R/W PROJECT NUMBER 5852-00-04	PLAT SHEET 4.02
	GRID FACTOR 0.99991		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER 5852-00-74	PS&E SHEET

FILE NAME : M:\BSE1747\DWG\CIVIL3D\BSE1747.DWG

PLOT DATE : 02-22-2016

PLOT BY : MICHELLE L. BURSE PLOT NAME : 4.02



1-1/4" SOLID
IRON ROD
Y: 167,281.57
X: 651,798.88

JUNGE'S S&R
SUBDIVISION

LOT 7

LOT 6

LOT 5

LINCOLN
AVENUE

LOT 4

LOT 2

JUNGE'S S&R
SUBDIVISION

CLEMENS
SUBDIVISION

ALUMINUM CAP
MONUMENT
Y: 167,315.11
X: 654,426.09

LOT 7

LOT 6

LOT 5

LOT 4

LOT 2

JUNGE'S S&R
SUBDIVISION

CLEMENS
SUBDIVISION

REVISION DATE

DATE 02-22-2016

SCALE, FEET

HWY: NON-HIGHWAY

STATE R/W PROJECT NUMBER 5852-00-04

PLAT SHEET 4.03

GRID FACTOR 0.99991

0 25 50

COUNTY: SAUK

CONSTRUCTION PROJECT NUMBER 5852-00-74

PS&E SHEET

E

FILE NAME : M:\BSE1747\DWG\CIVIL3D\BSE1747.DWG

PLOT DATE : 02-22-2016

PLOT BY : MICHELLE L. BURSE PLOT NAME : 4.03

WSDOT/CADDs SHEET 75

1-1/4" SOLID
IRON ROD
Y: 167,281.57
X: 651,798.88

CSM#530

PLAT
OF
GRANDVIEW

CSM#207

CSM#207

CSM#207

JUNGE'S S&R
SUBDIVISION

LOT 1

LOT 1

LOT 2

LOT 3

PL

LOT 4

LOT 8

FRONTIER COMMUNICATIONS
10' TELEPHONE EASEMENT
VOL. 378, P. 276

SYCAMORE STREET
(WIDTH VARIES)

13TH STREET

NW-SW
FRONTIER COMMUNICATIONS
SIXTEENTH LINE
NE-SW
S00'59'03"W

MON TO MON
N89°16'07"E 2627.42'

ALUMINUM CAP
MONUMENT
Y: 167,315.11
X: 654,426.09

MATCH LINE 18+67.84
PRC: 18+67.84
PI: 18+56.82
PC: 18+45.78

PI STA 18+56.81
Y=168051.82
X=653136.38
DELTA = 05°22'47"
T=11.03'
L=22.07'
R=235.00'
D=24°22'52"
PC=18+45.78
PRC=18+67.84

PE FOR
MULTIUSE PATH
0.930 ACRES

109	12+50	-22.00
110	12+75	-20.00
111	13+36.58	-20.00
112	13+50	-20.00
113	13+75	-17.00
114	14+00	-17.00
115	14+25	-19.00
116	14+50	-19.00
117	14+75	-17.00
118	15+00	-17.00
119	15+25	-19.00
120	15+50	-19.00
121	15+75	-17.00
122	18+45.78	-17.00
123	18+67.84	-17.00
126	18+45.78	-12.00
127	18+67.84	-12.00

COURSE	BEARING	DISTANCE
159-158	S00°50'10"W	1280.89
160-161	S01°16'25"W	72.27
161-126	S00°57'01"W	509.17

TLE FOR
MULTIUSE PATH
0.564 ACRES
COURSE TABLE

PRAIRIE JT SCHOOL DISTRICT NO. 3



ALLIANT ENERGY
20' GAS MAIN EASEMENT
VOL. 317 P. 288

PI STA 13+36.58
Y=168571.99
X=653145.01
DELTA=00°19'23"

159	12+88.94	-0.69
160	12+64.31	-12.00
161	13+36.58	-12.00

PI STA 12+64.31
Y=168644.24
X=653146.61
DELTA=00°17'22"

CURVE TABLE

NUMBER	ARC LENGTH	CENTRAL ANGLE	RADIUS	CHORD DIRECTION	CHORD LENGTH
122-123	20.47	05°22'47"	218.00	S01°44'22"E	20.46
126-127	20.94	05°22'47"	223.00	S01°44'22"E	20.93

REVISION DATE

DATE 02-22-2016

SCALE, FEET

0 25 50

HWY: NON-HIGHWAY

STATE R/W PROJECT NUMBER 5852-00-04

PLAT SHEET 4.04

GRID FACTOR 0.99991

COUNTY: SAUK

CONSTRUCTION PROJECT NUMBER 5852-00-74

PS&E SHEET

E

FILE NAME : M:\BSE1747\DWG\CIVIL3D\BSE1747.DWG

PLOT DATE : 02-22-2016

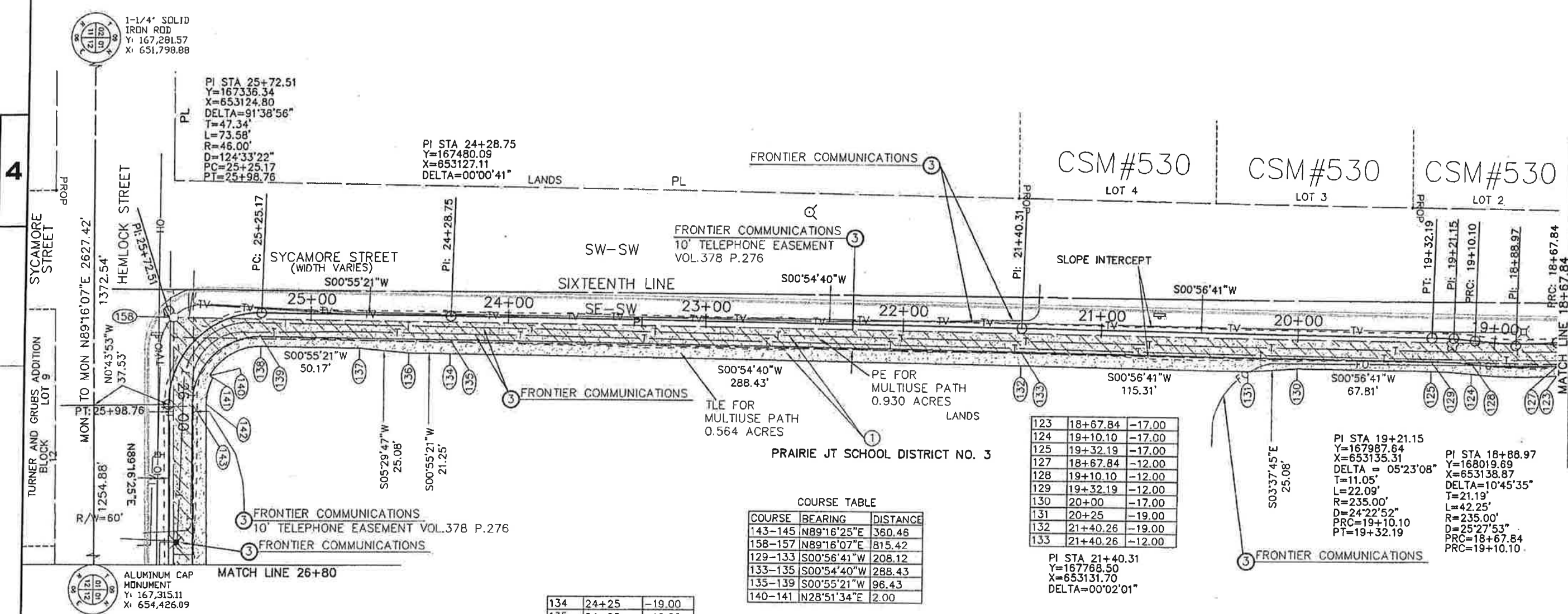
PLOT BY : MICHELLE L. BURSE

PLOT NAME : 4.04

WISDOT/CADDS SHEET 75

4

4



CURVE TABLE					
NUMBER	ARC LENGTH	CENTRAL ANGLE	RADIUS	CHORD DIRECTION	CHORD LENGTH
122-123	20.47	05°22'47"	218.00	S01°44'22"E	20.46
126-127	20.94	05°22'47"	223.00	S01°44'22"E	20.93
123-124	45.45	10°45'35"	242.00	S00°57'01"W	45.38
127-128	44.51	10°45'35"	237.00	S00°57'01"W	44.44
124-125	20.49	05°23'08"	218.00	S03°38'15"W	20.48
128-129	20.96	05°23'08"	223.00	S03°38'15"W	20.95
138-140	31.41	62°03'47"	29.00	S30°06'33"E	29.90
139-143	54.39	91°38'56"	34.00	S44°54'07"E	48.77
141-142	13.94	29°35'09"	27.00	S75°56'00"E	13.79

134	24+25	-19.00
135	24+25	-12.00
136	24+50	-19.00
137	24+75	-17.00
138	25+25.17	-17.00
139	25+25.17	-12.00
140	25+75	-17.00
141	25+75	-19.00
142	25+98.76	-19.00
143	25+98.76	-12.00
158	25+62.35	15.92

COURSE TABLE		
COURSE	BEARING	DISTANCE
143-145	N89°16'25"E	360.46
158-157	N89°16'07"E	815.42
129-133	S00°56'41"W	208.12
133-135	S00°54'40"W	288.43
135-139	S00°55'21"W	96.43
140-141	N28°51'34"E	2.00

PRAIRIE JT SCHOOL DISTRICT NO. 3

REVISION DATE	DATE 02-22-2016	SCALE, FEET 0 25 50	HWY: NON-HIGHWAY	STATE R/W PROJECT NUMBER 5852-00-04	PLAT SHEET 4.05
	GRID FACTOR 0.99991		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER 5852-00-74	PS&E SHEET

FILE NAME : M:\BSE1747\DWG\CIVIL3D\BSE1747.DWG PLOT DATE : 02-22-2016 PLOT BY : MICHELLE L. BURSE PLOT NAME : 4.05 WISDOT/CADDs SHEET 75

4

4

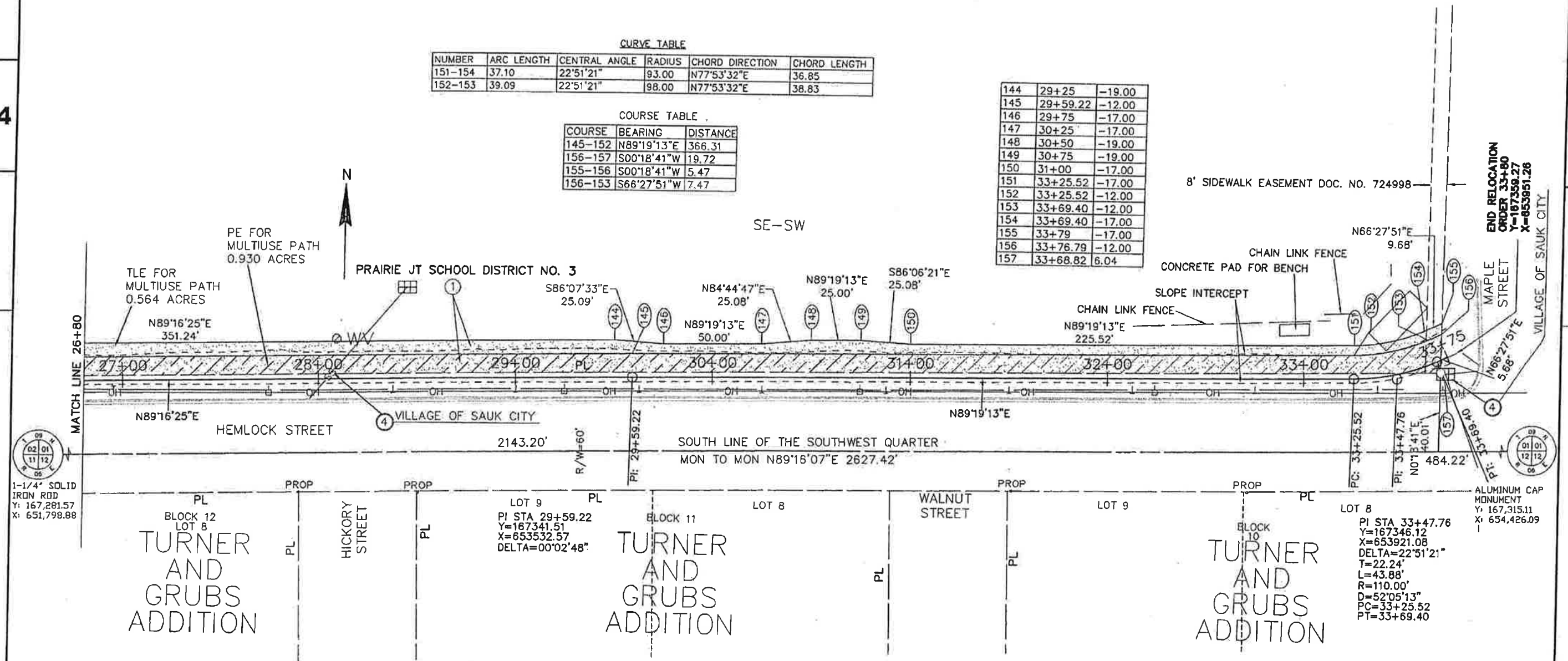
CURVE TABLE

NUMBER	ARC LENGTH	CENTRAL ANGLE	RADIUS	CHORD DIRECTION	CHORD LENGTH
151-154	37.10	22°51'21"	93.00	N77°53'32"E	36.85
152-153	39.09	22°51'21"	98.00	N77°53'32"E	38.83

COURSE TABLE

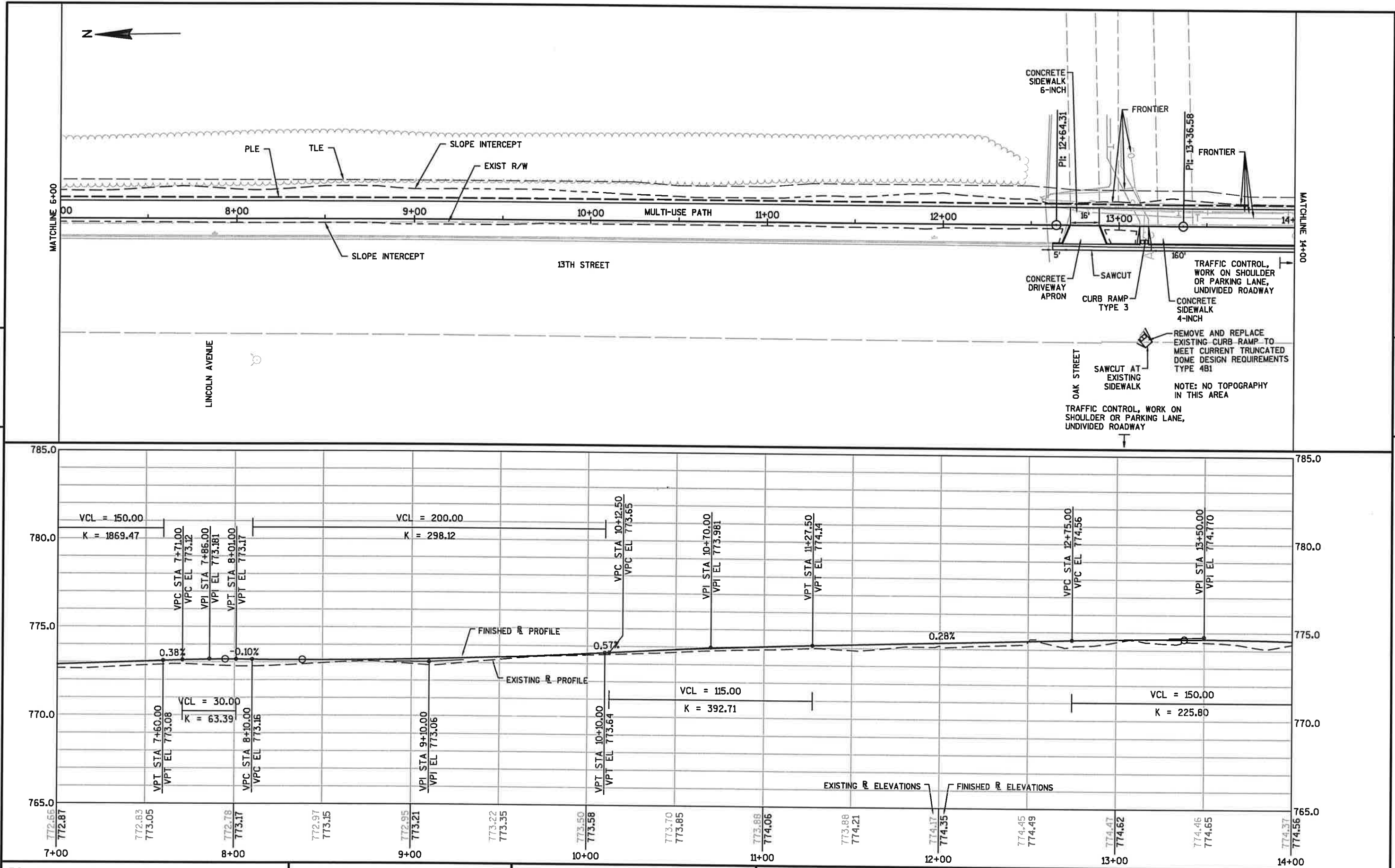
COURSE	BEARING	DISTANCE
145-152	N89°19'13"E	366.31
156-157	S00°18'41"W	19.72
155-156	S00°18'41"W	5.47
156-153	S66°27'51"W	7.47

144	29+25	-19.00
145	29+59.22	-12.00
146	29+75	-17.00
147	30+25	-17.00
148	30+50	-19.00
149	30+75	-19.00
150	31+00	-17.00
151	33+25.52	-17.00
152	33+25.52	-12.00
153	33+69.40	-12.00
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155	33+79	-17.00
156	33+76.79	-12.00
157	33+68.82	6.04



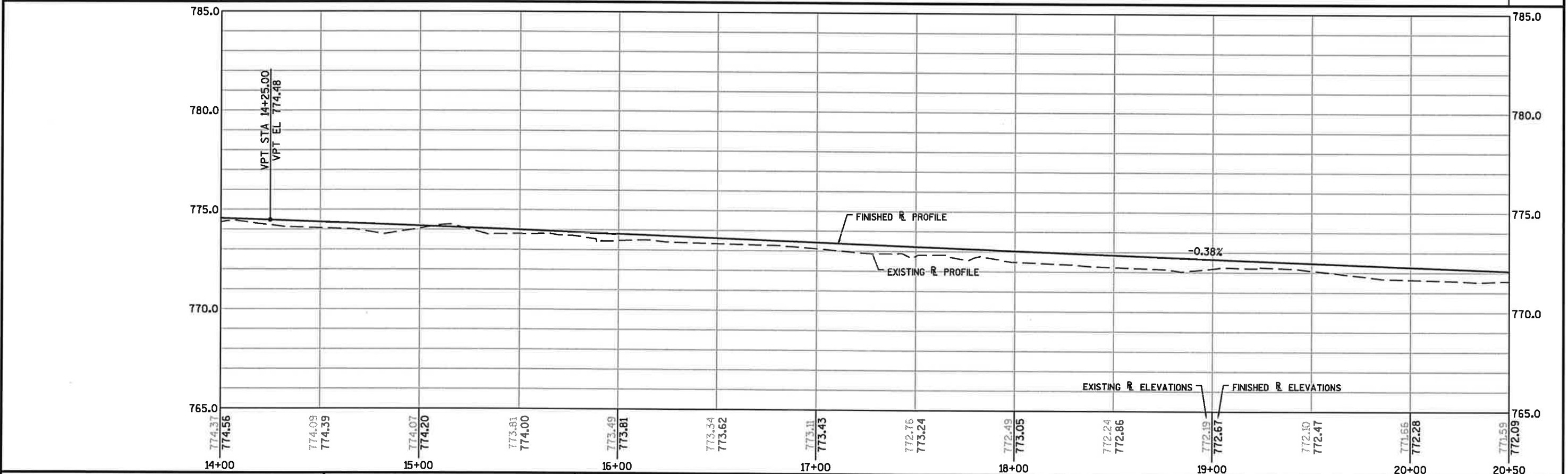
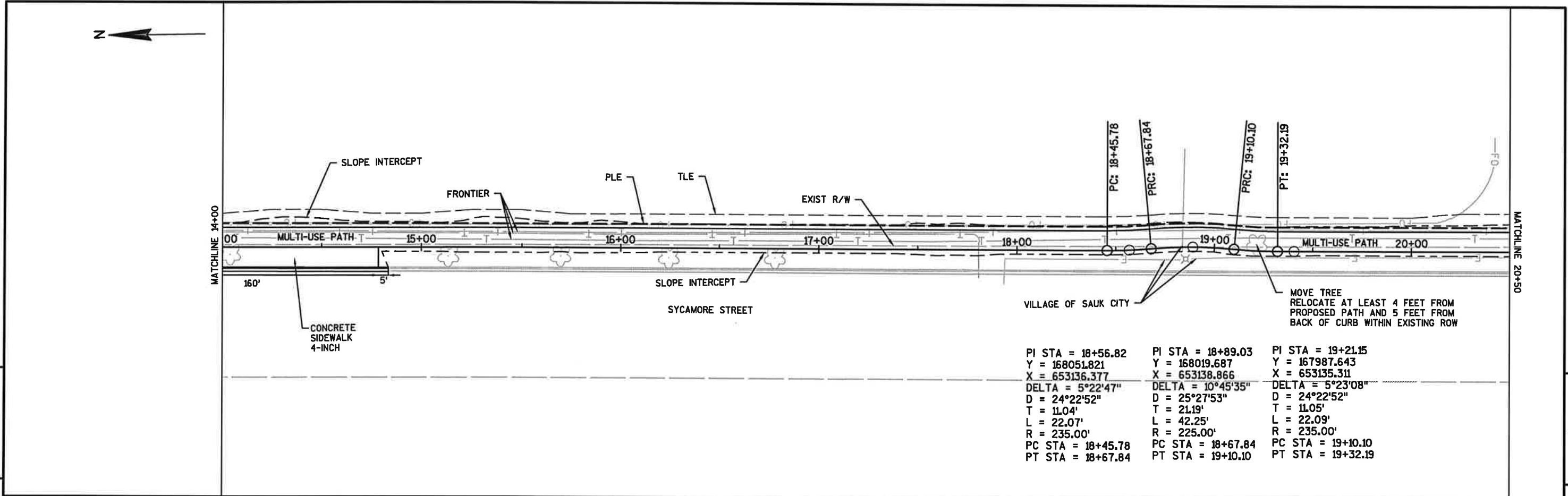
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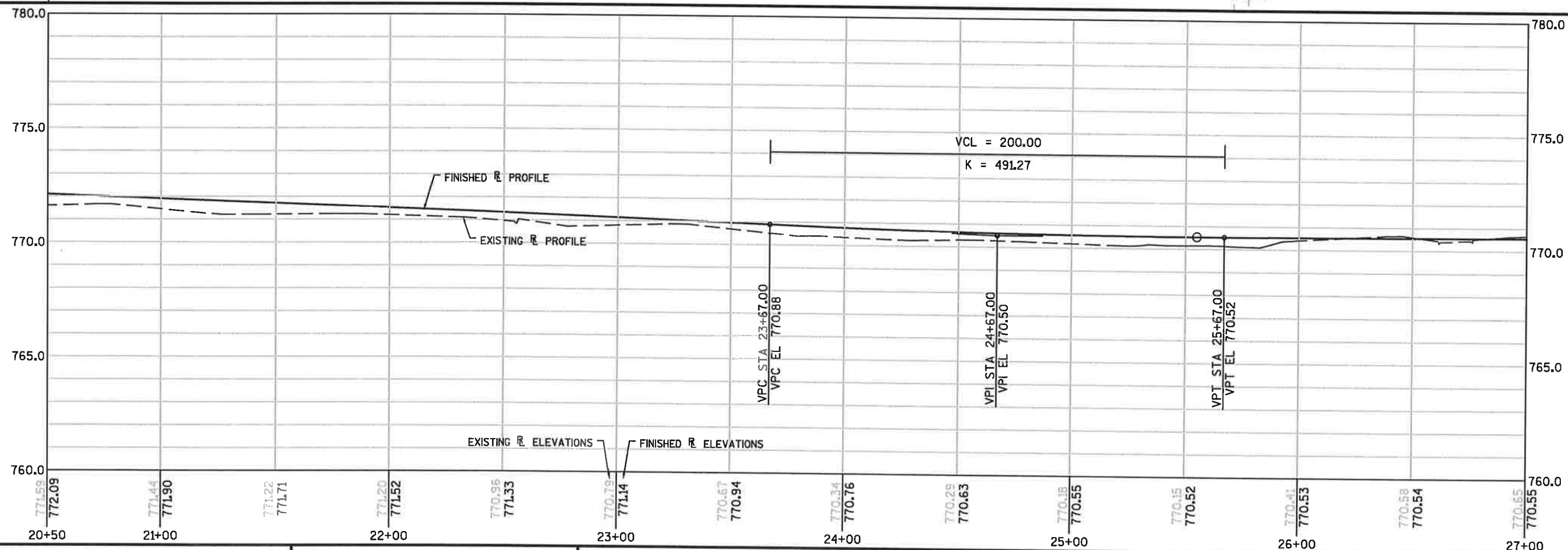
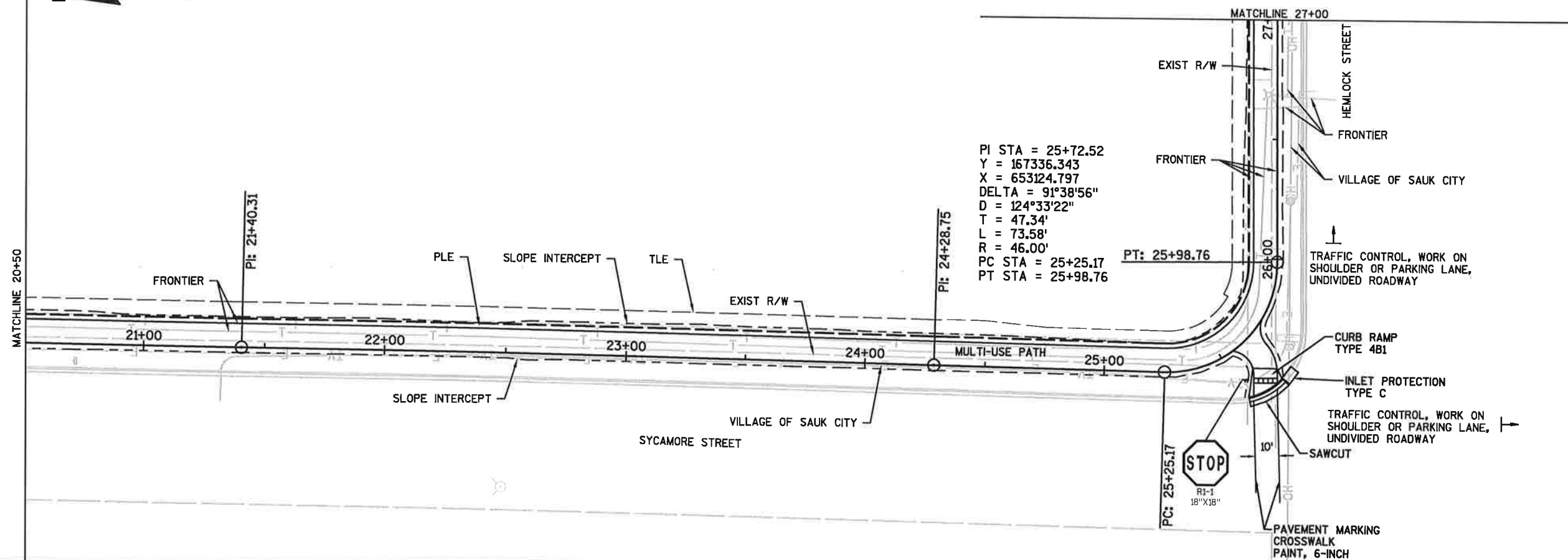
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5

5





PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

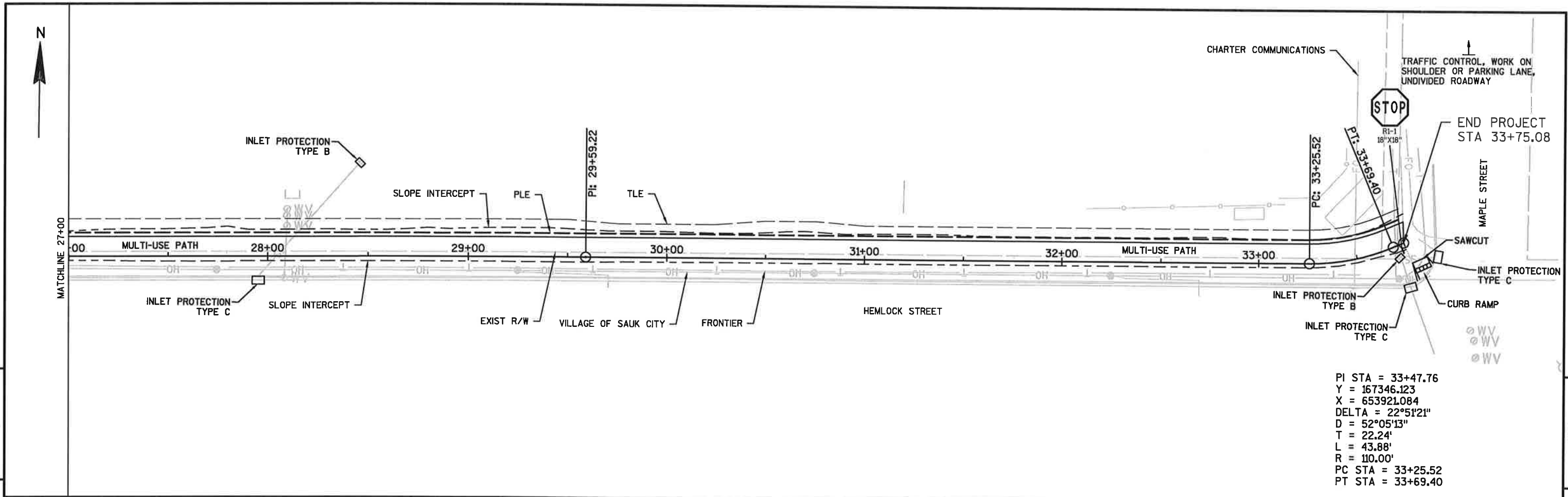
COUNTY: SAUK

PLAN AND PROFILE: PATH

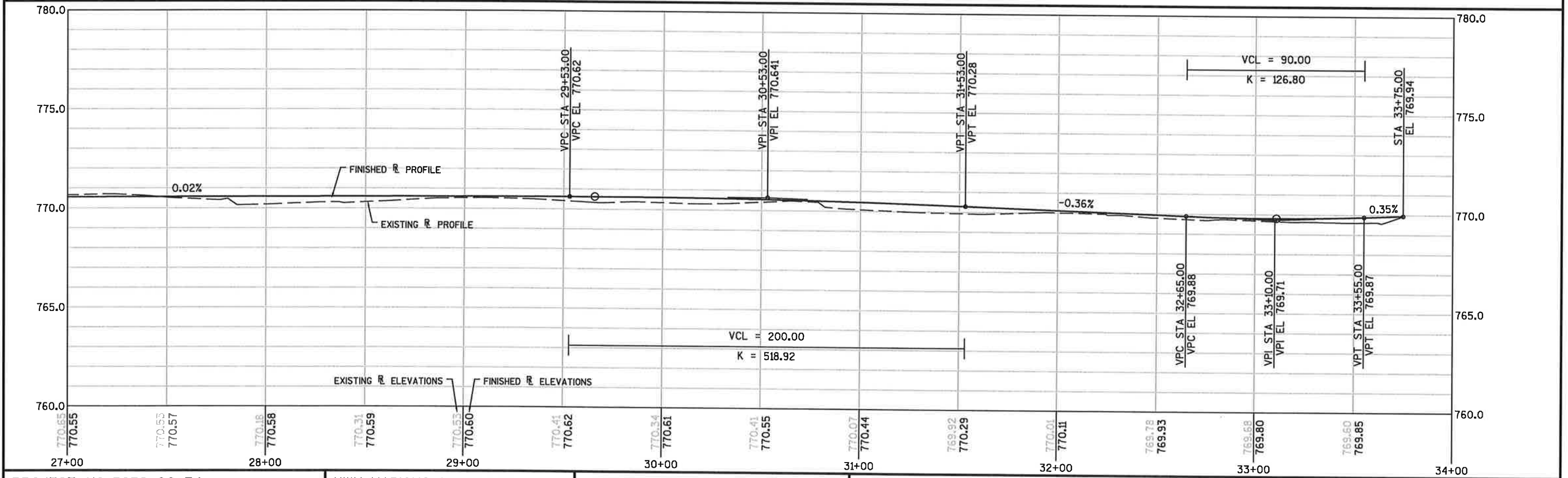
SHEET

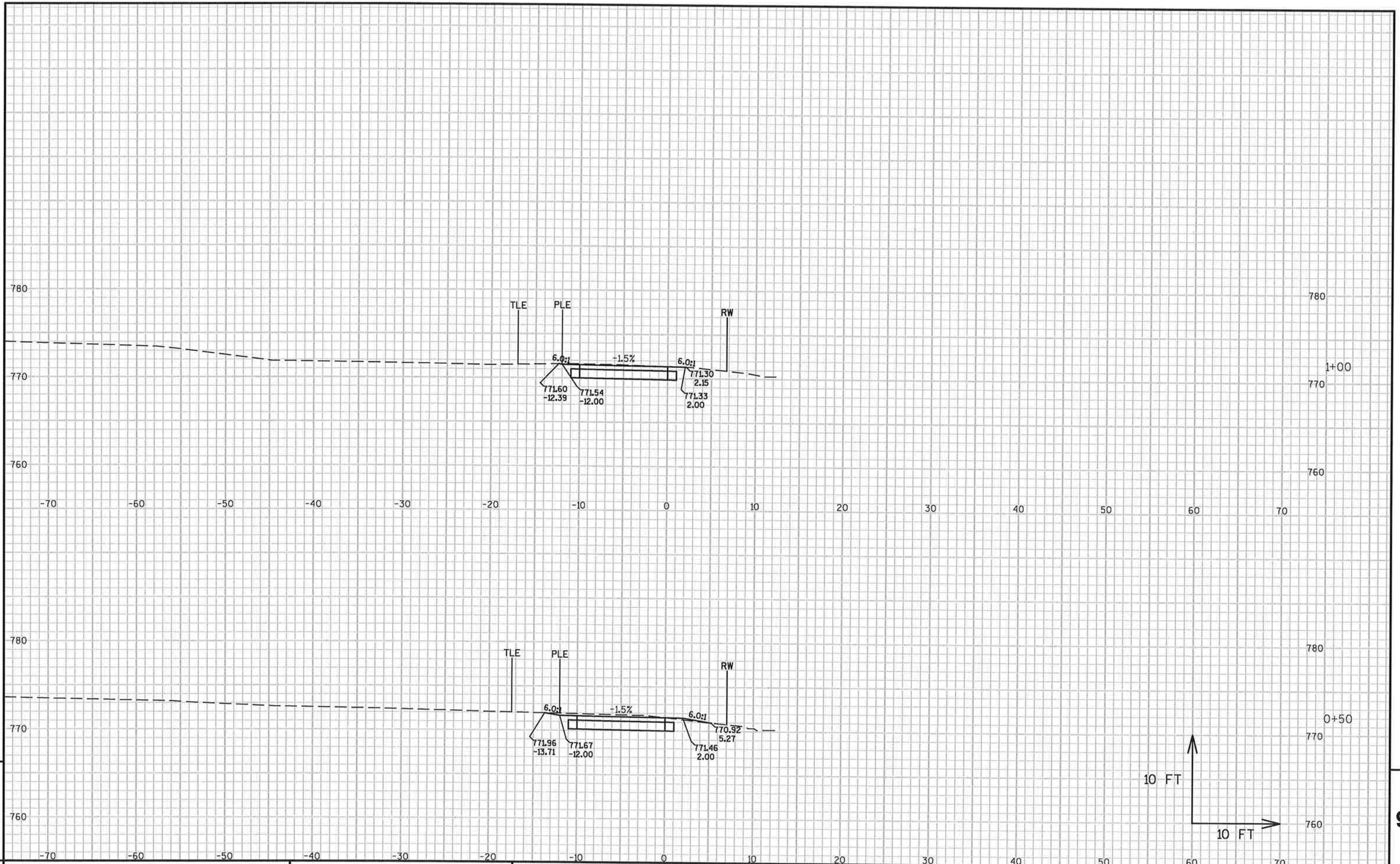
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5



5





PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRFVAULT\RBURNHAM\PROJSRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
LAYOUT NAME - CORRIDOR - SECTION SHEET - (1)

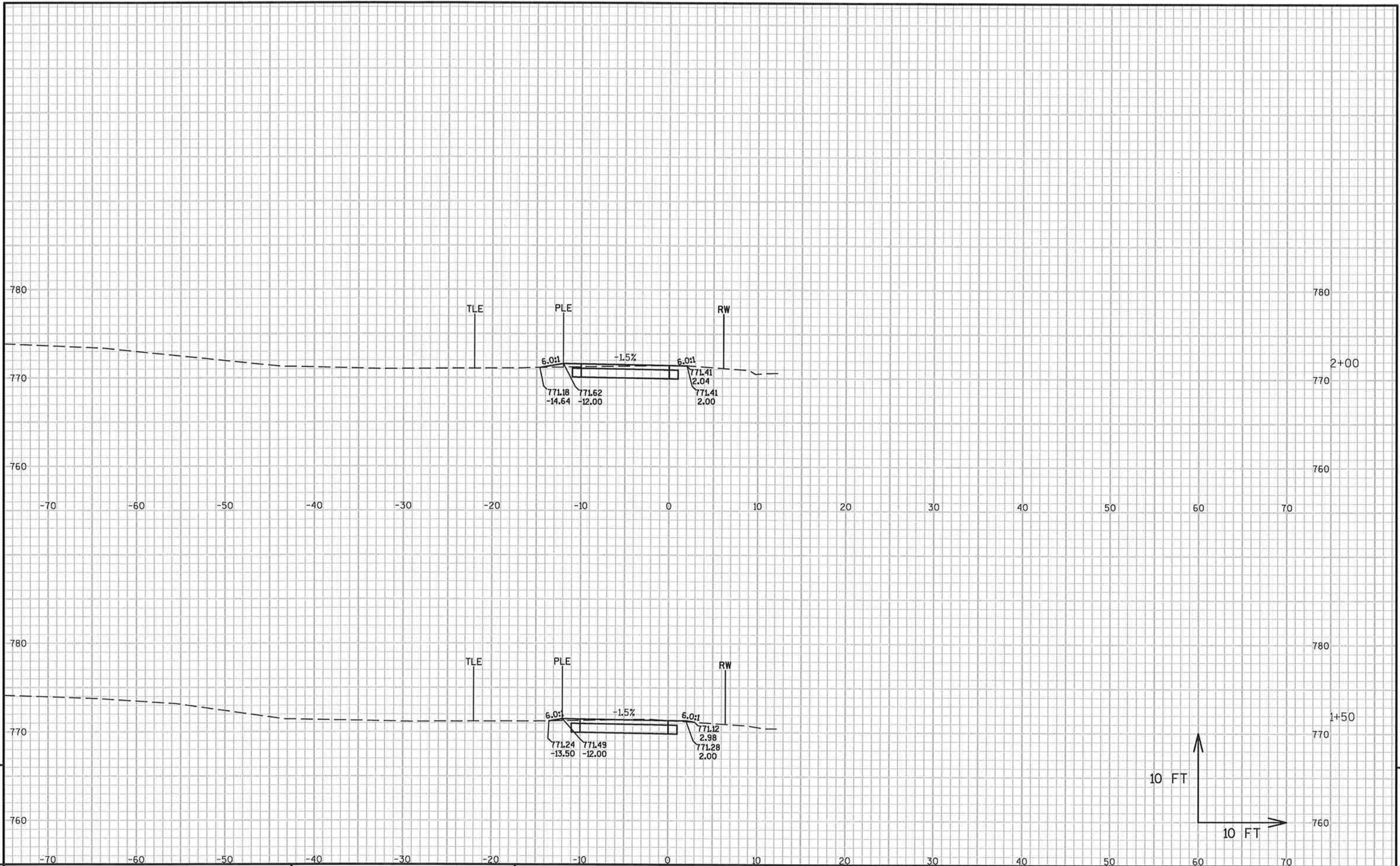
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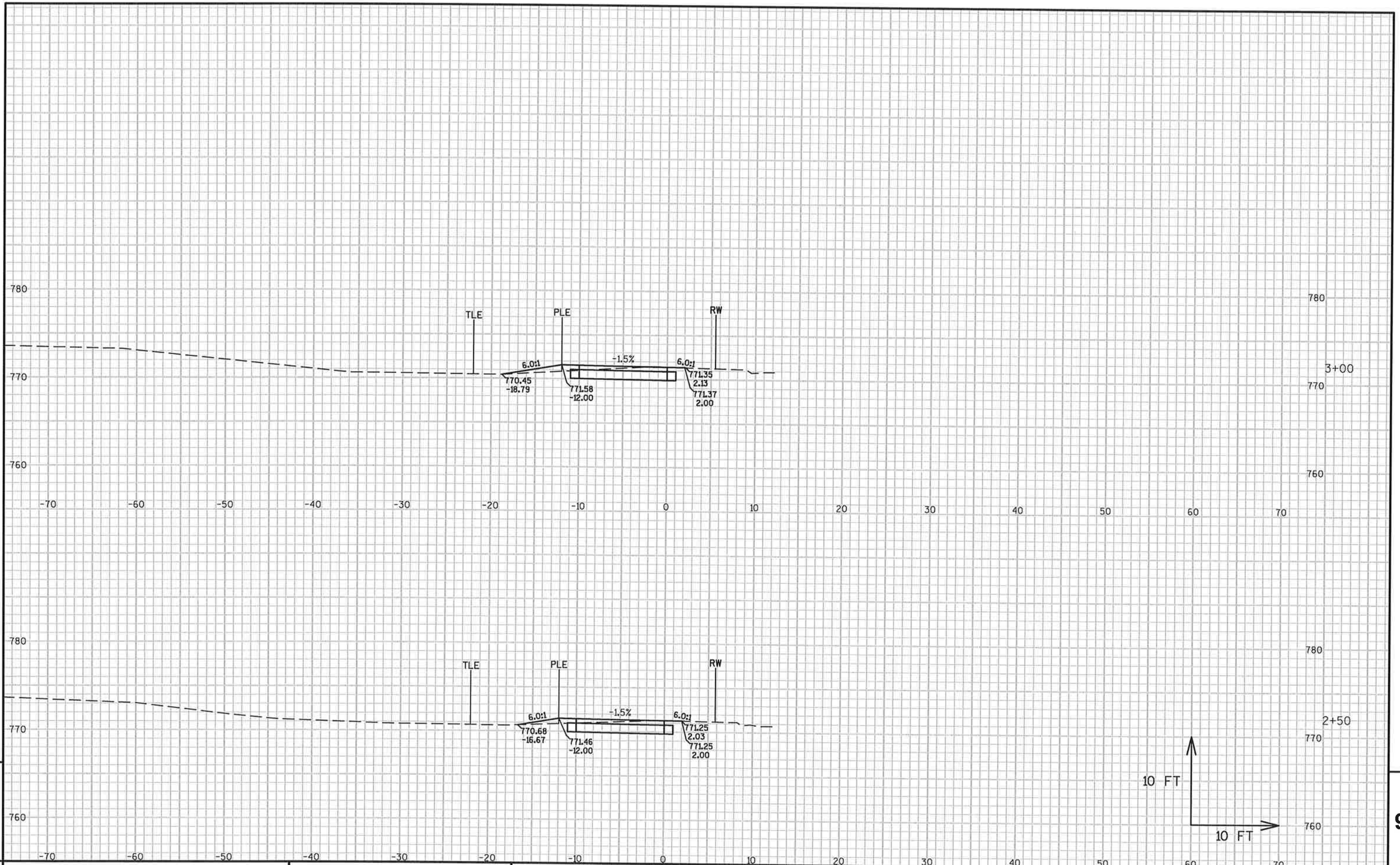
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49





PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRFVAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
LAYOUT NAME - CORRIDOR - SECTION SHEET - (3)

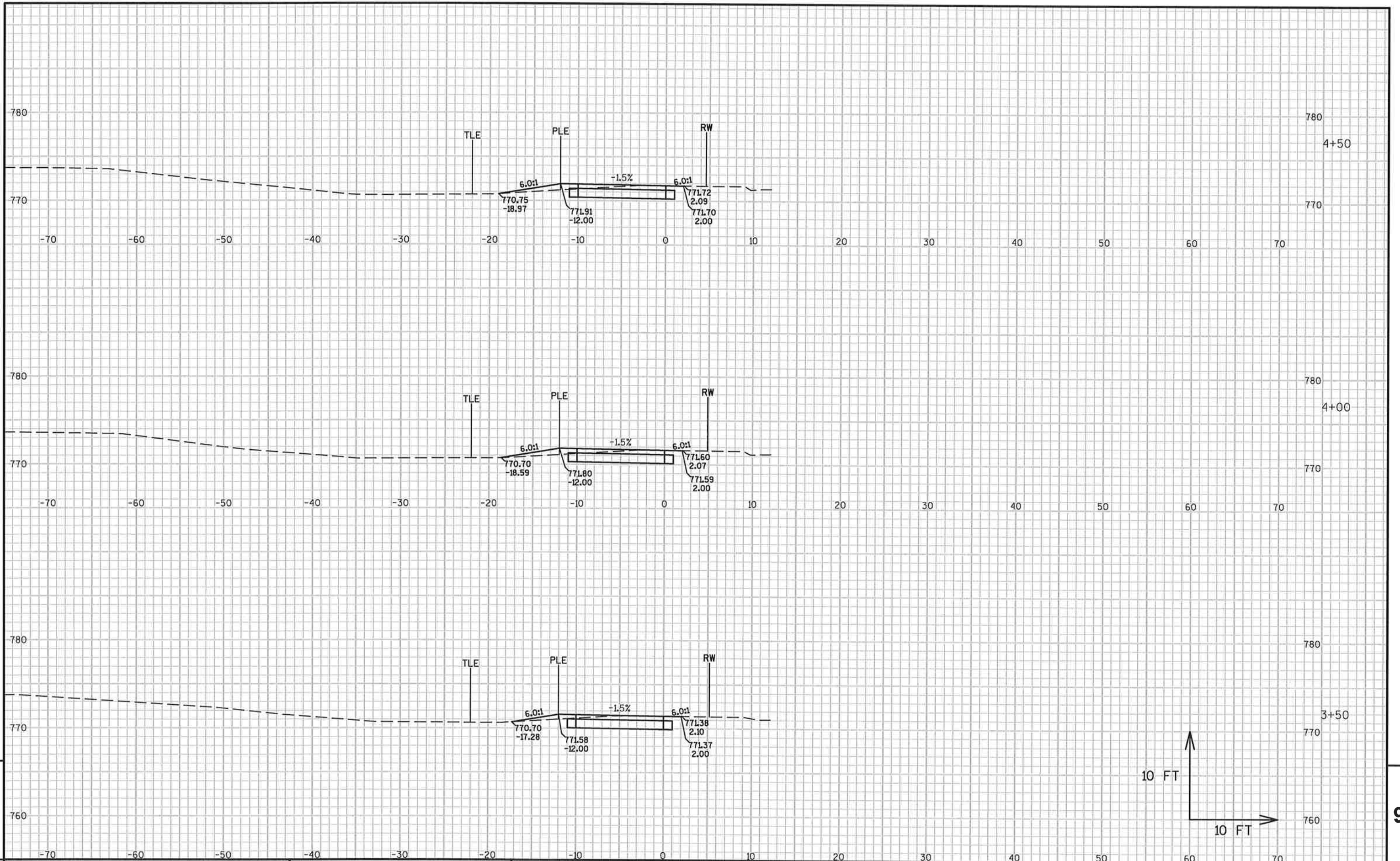
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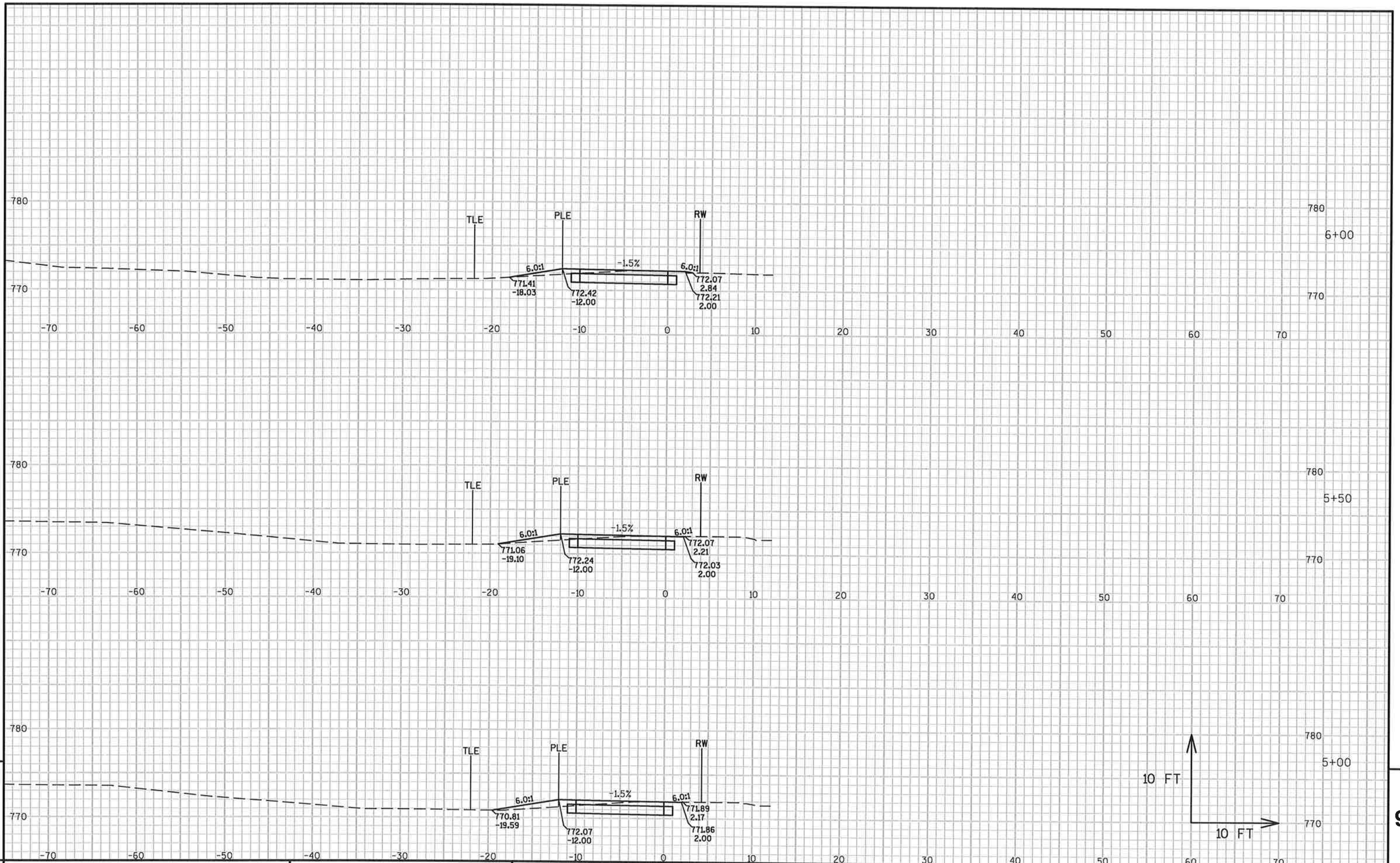
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49





PROJECT NO: 5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\0005RFVAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
LAYOUT NAME - CORRIDOR - SECTION SHEET - (5)

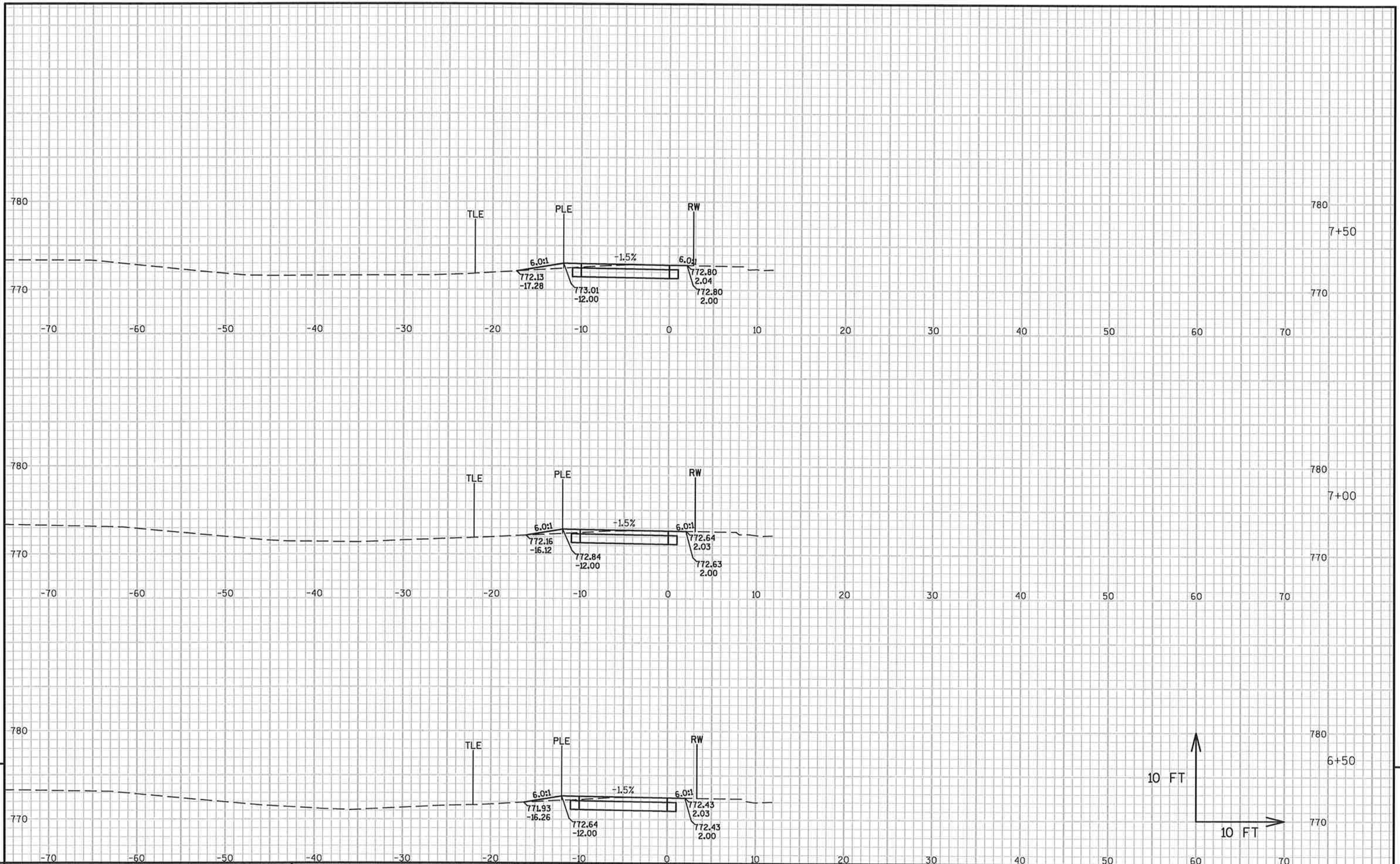
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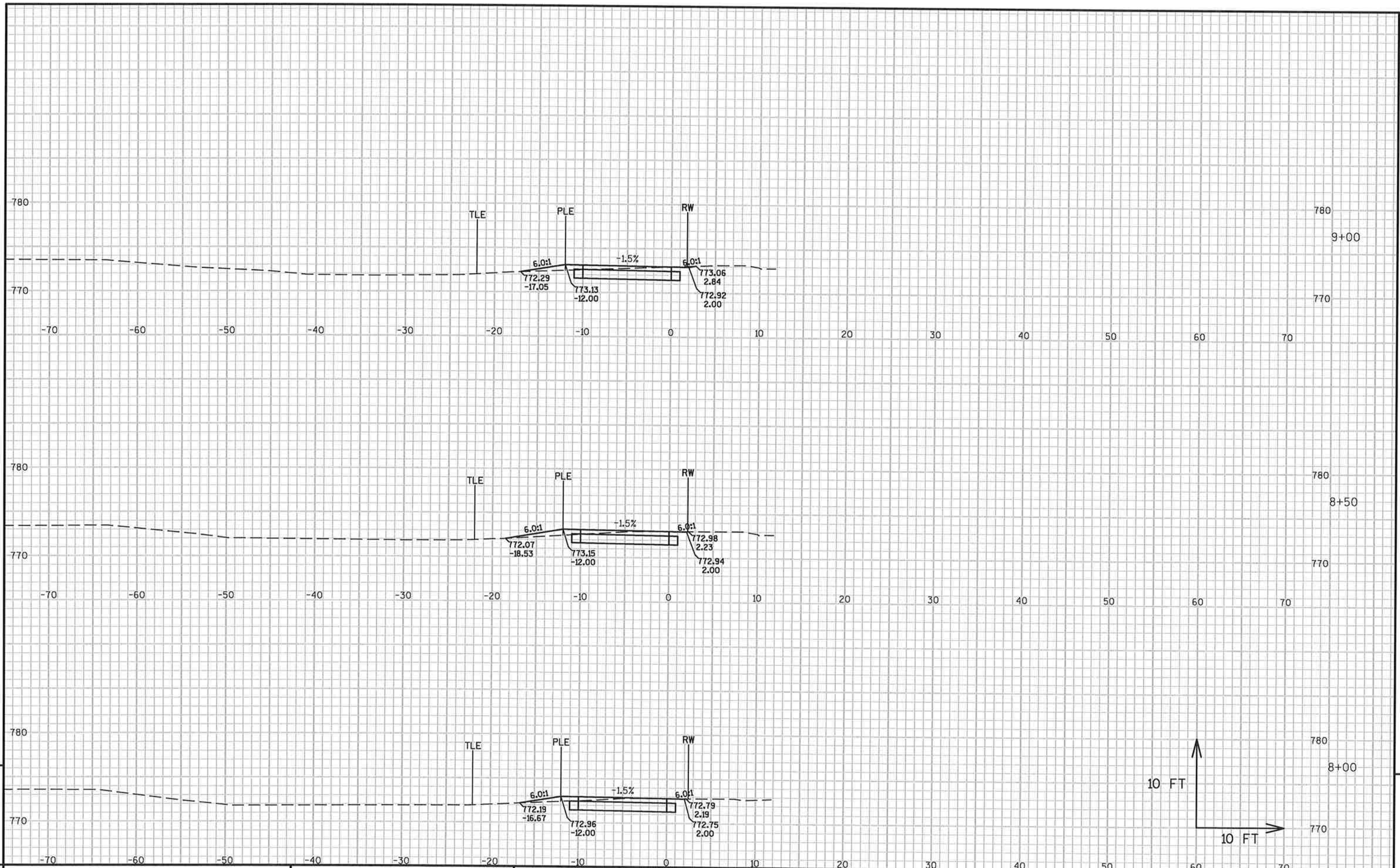
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49





PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRFVAULT\RBURNHAM\PROJSRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
LAYOUT NAME - CORRIDOR - SECTION SHEET - (7)

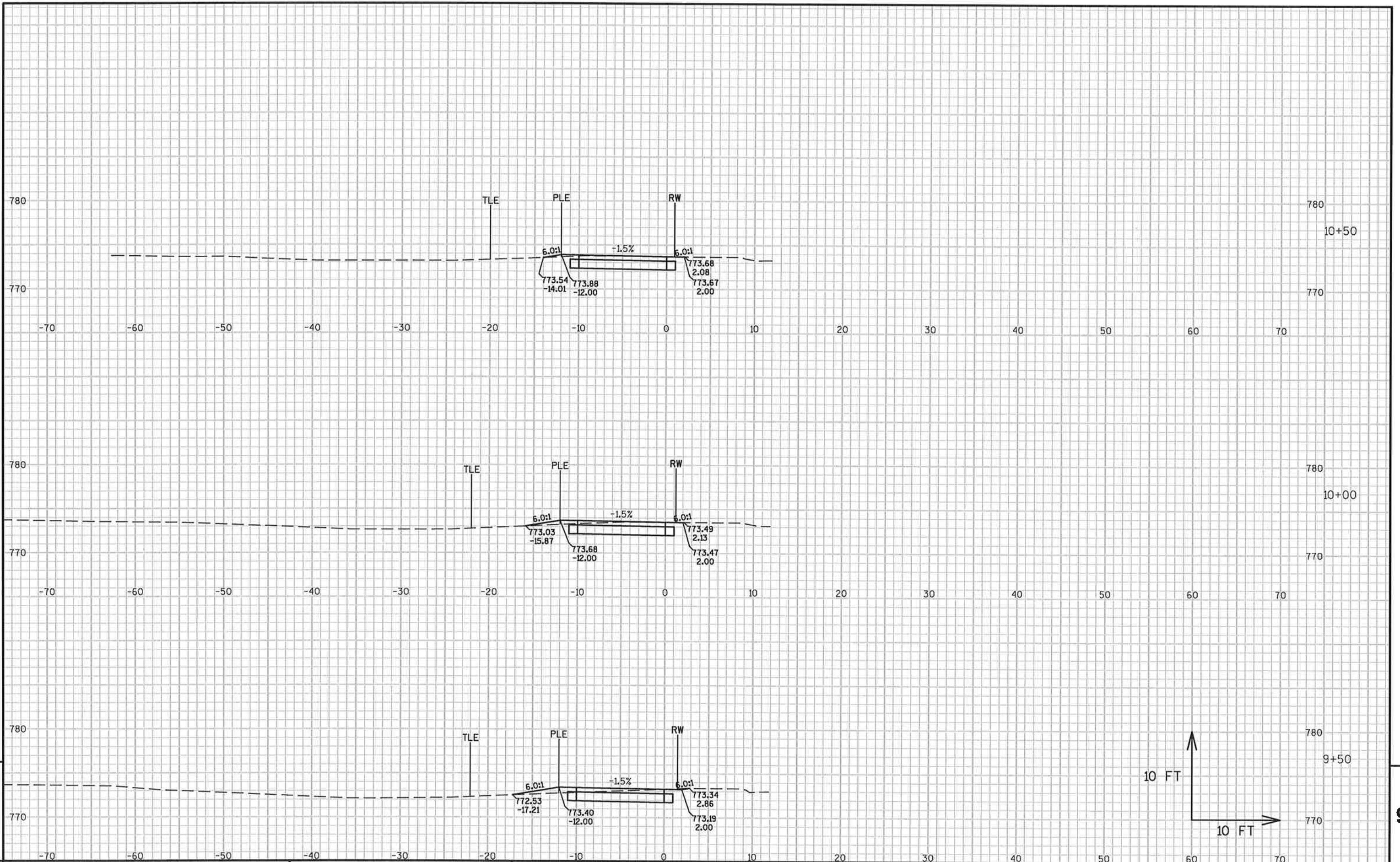
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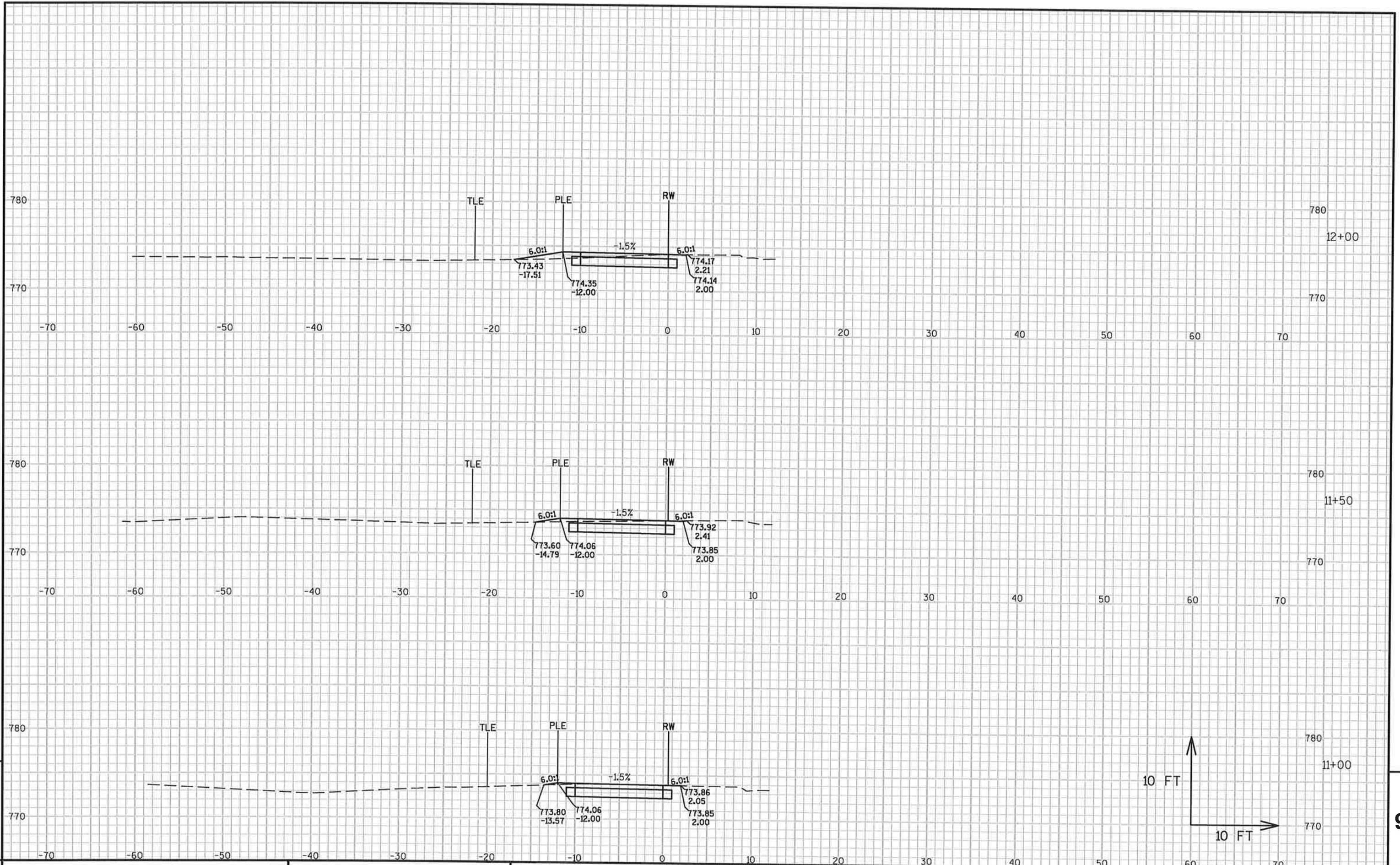
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49





PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRFVAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
LAYOUT NAME - CORRIDOR - SECTION SHEET - (9)

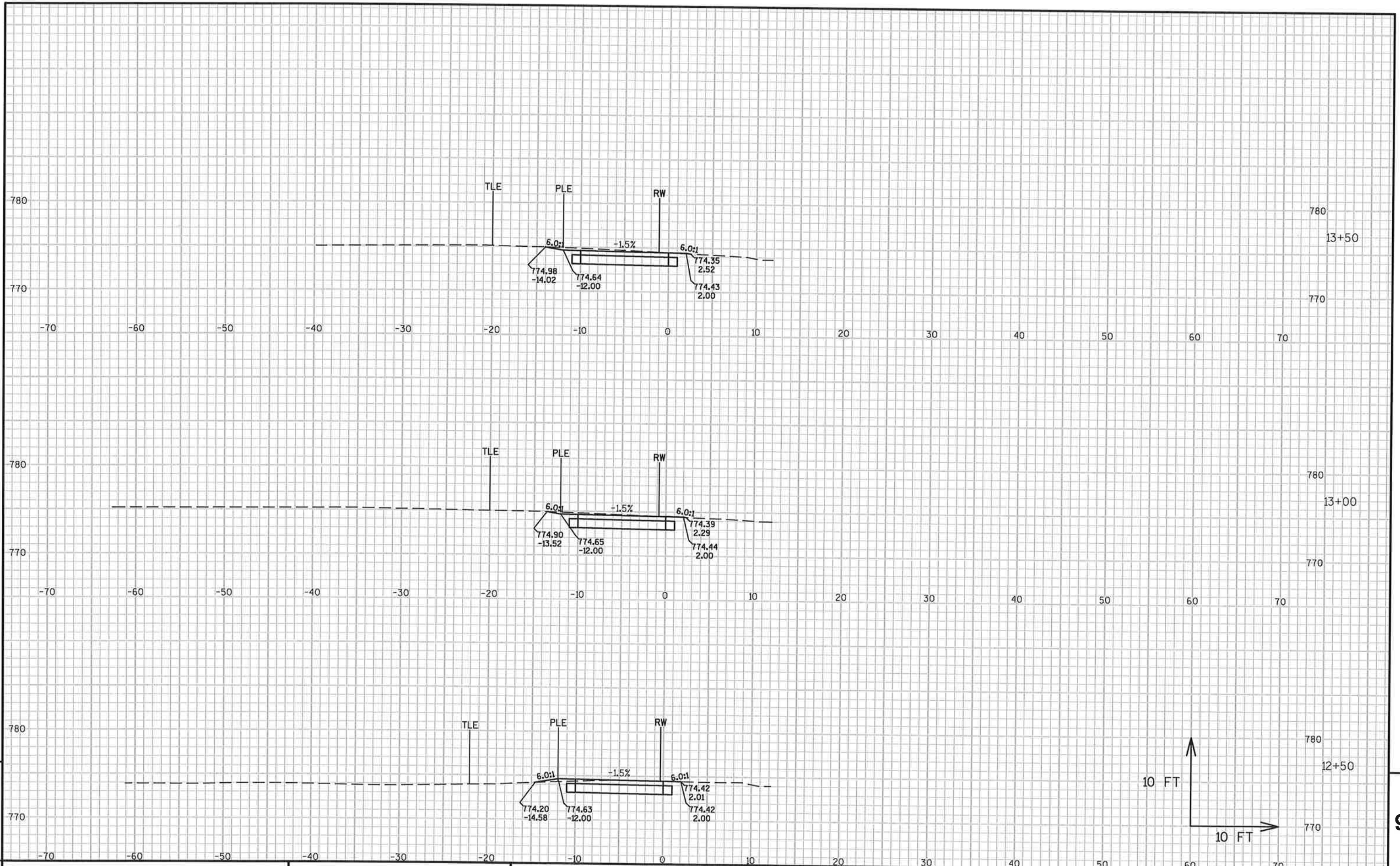
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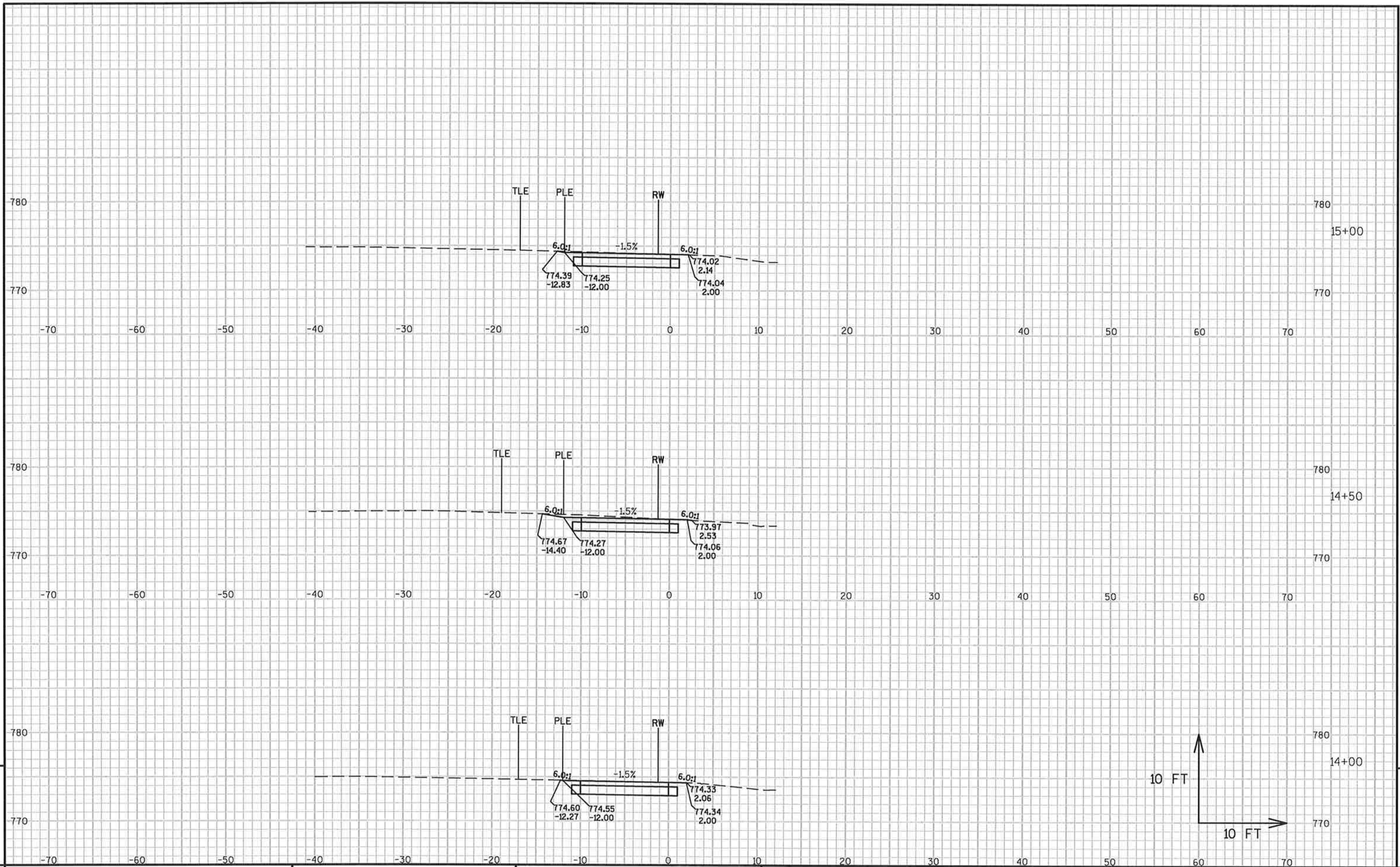
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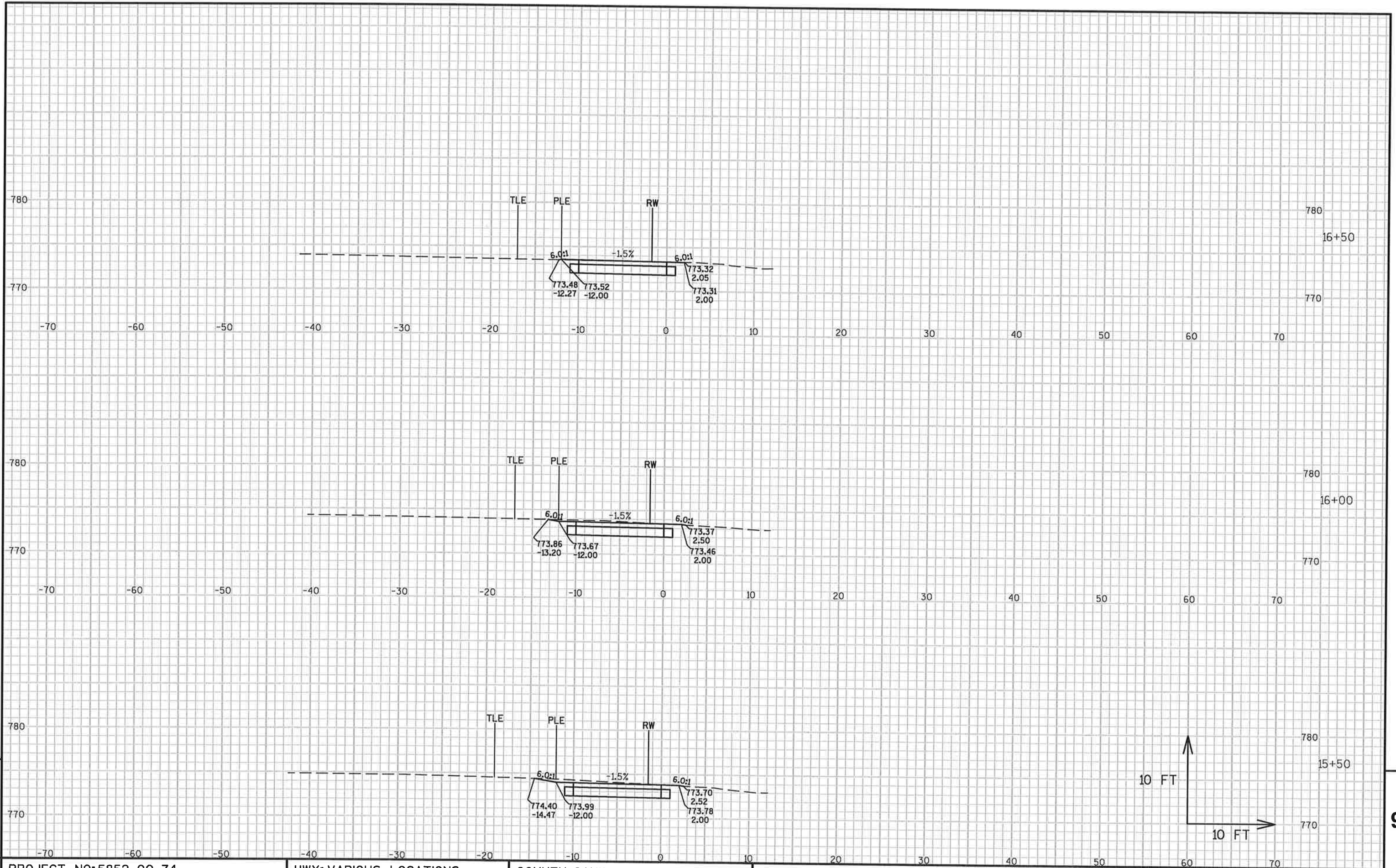
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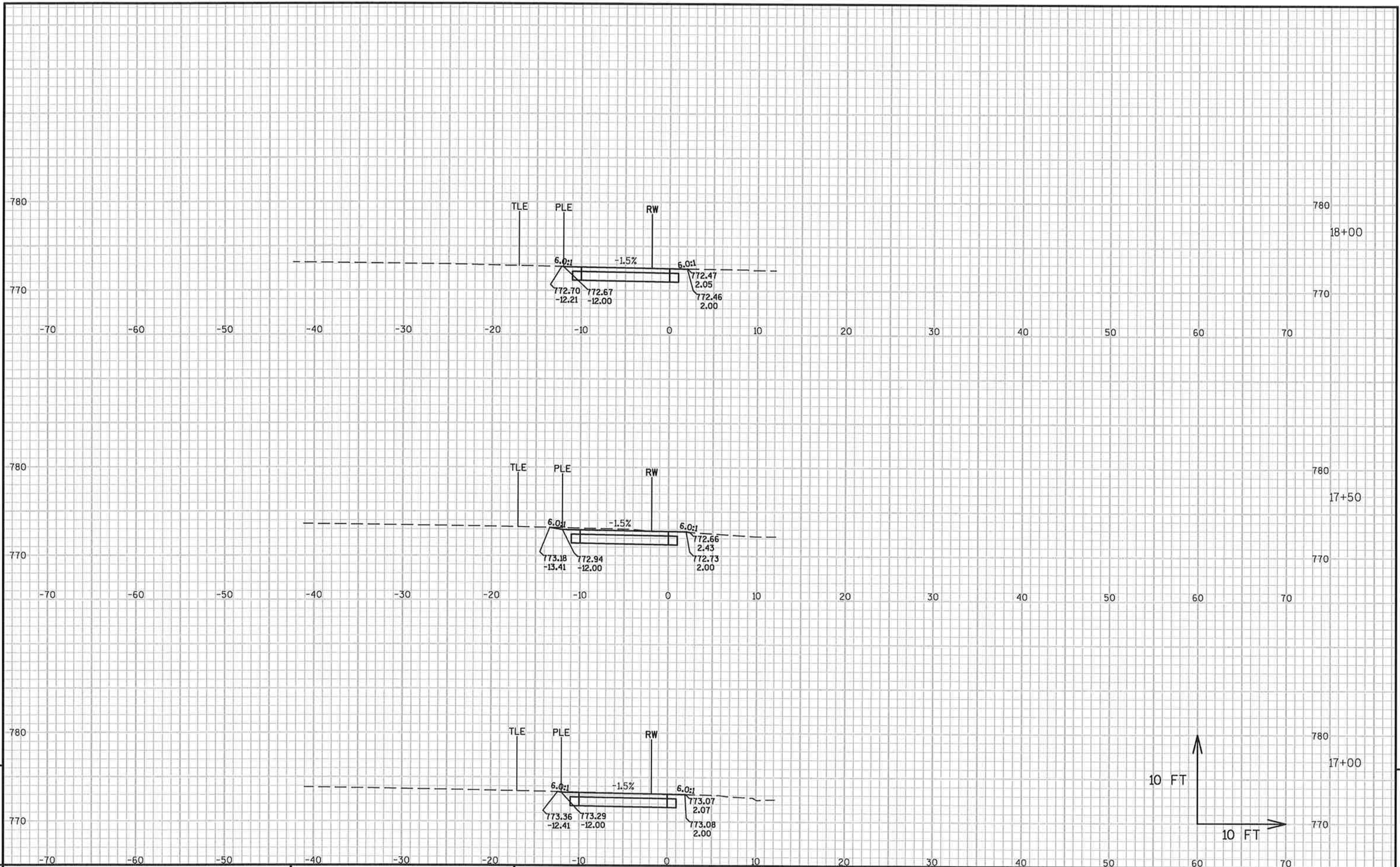
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49









PROJECT NO: 5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRFVAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
LAYOUT NAME - CORRIDOR - SECTION SHEET - (13)

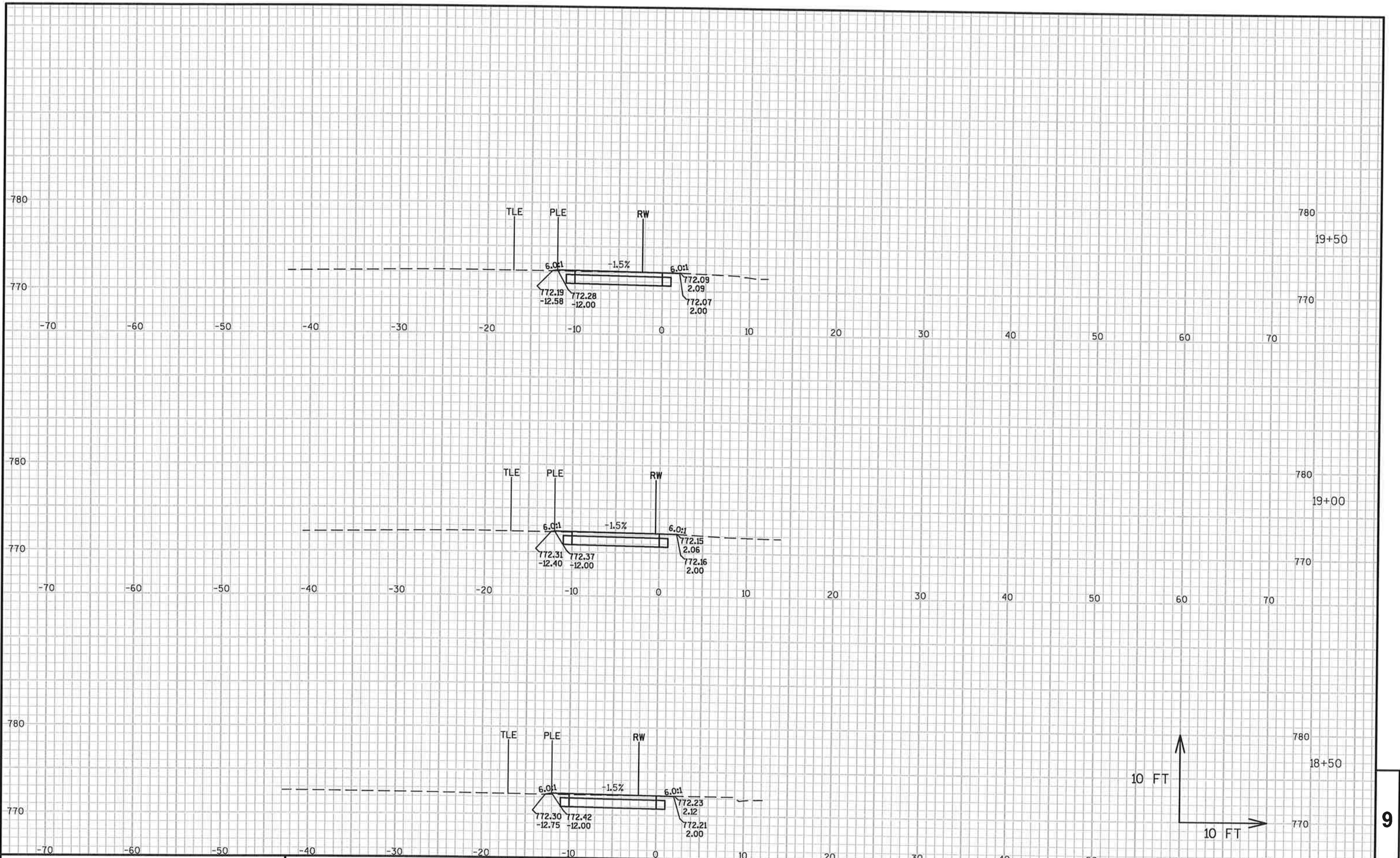
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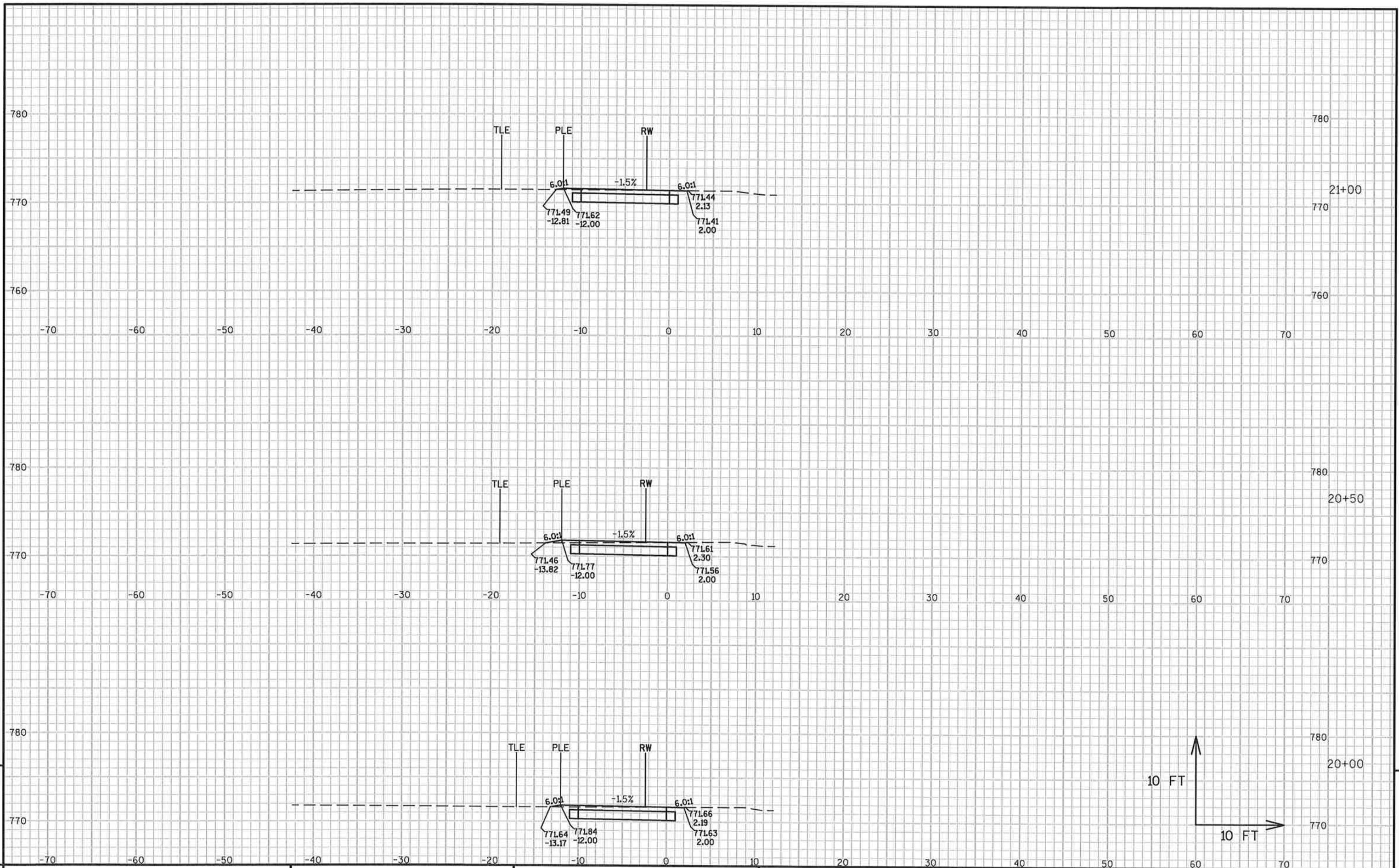
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49





PROJECT NO: 5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRFVAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
LAYOUT NAME - CORRIDOR - SECTION SHEET - (15)

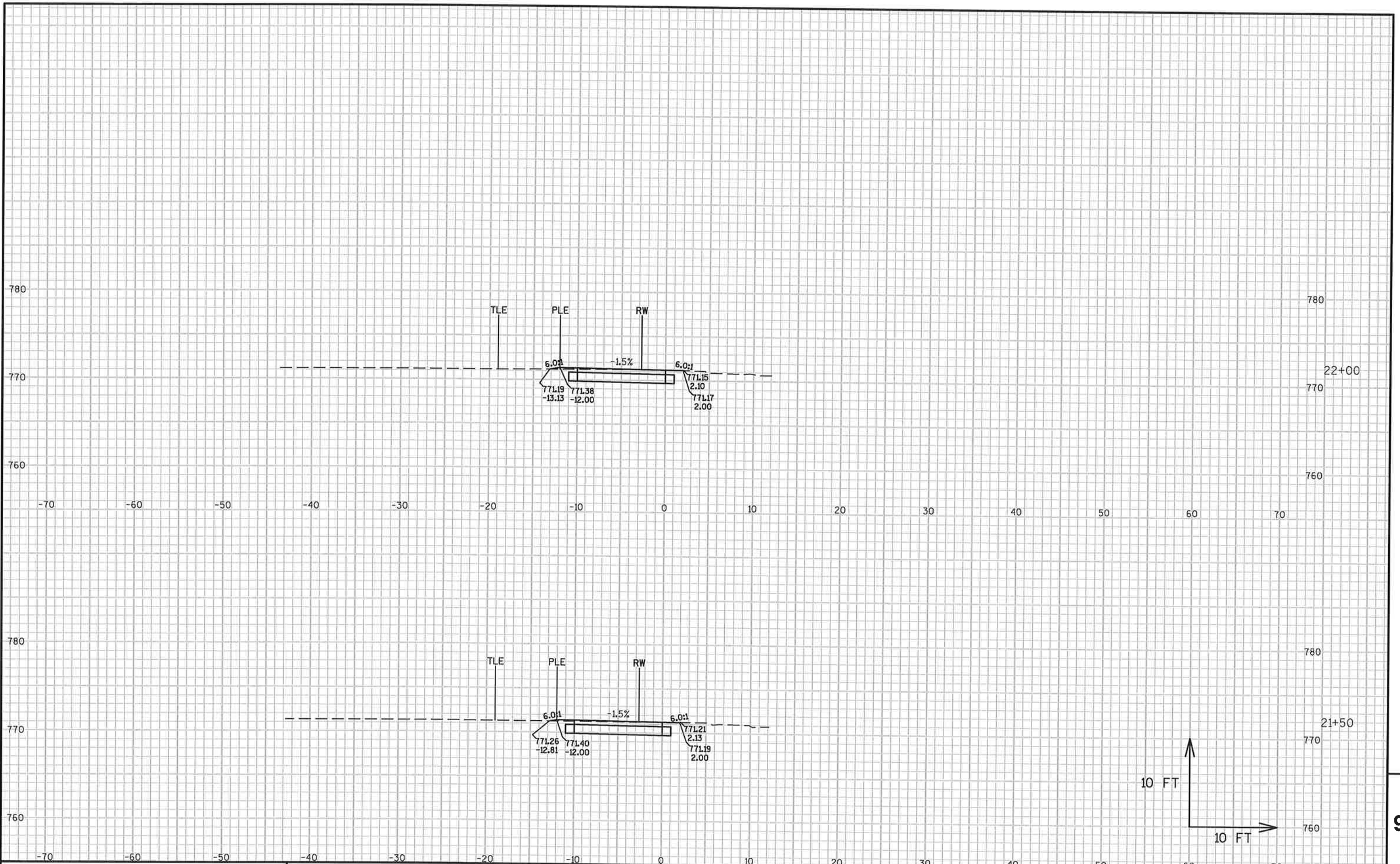
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PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49



PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRF\VAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
LAYOUT NAME - CORRIDOR - SECTION SHEET - (16)

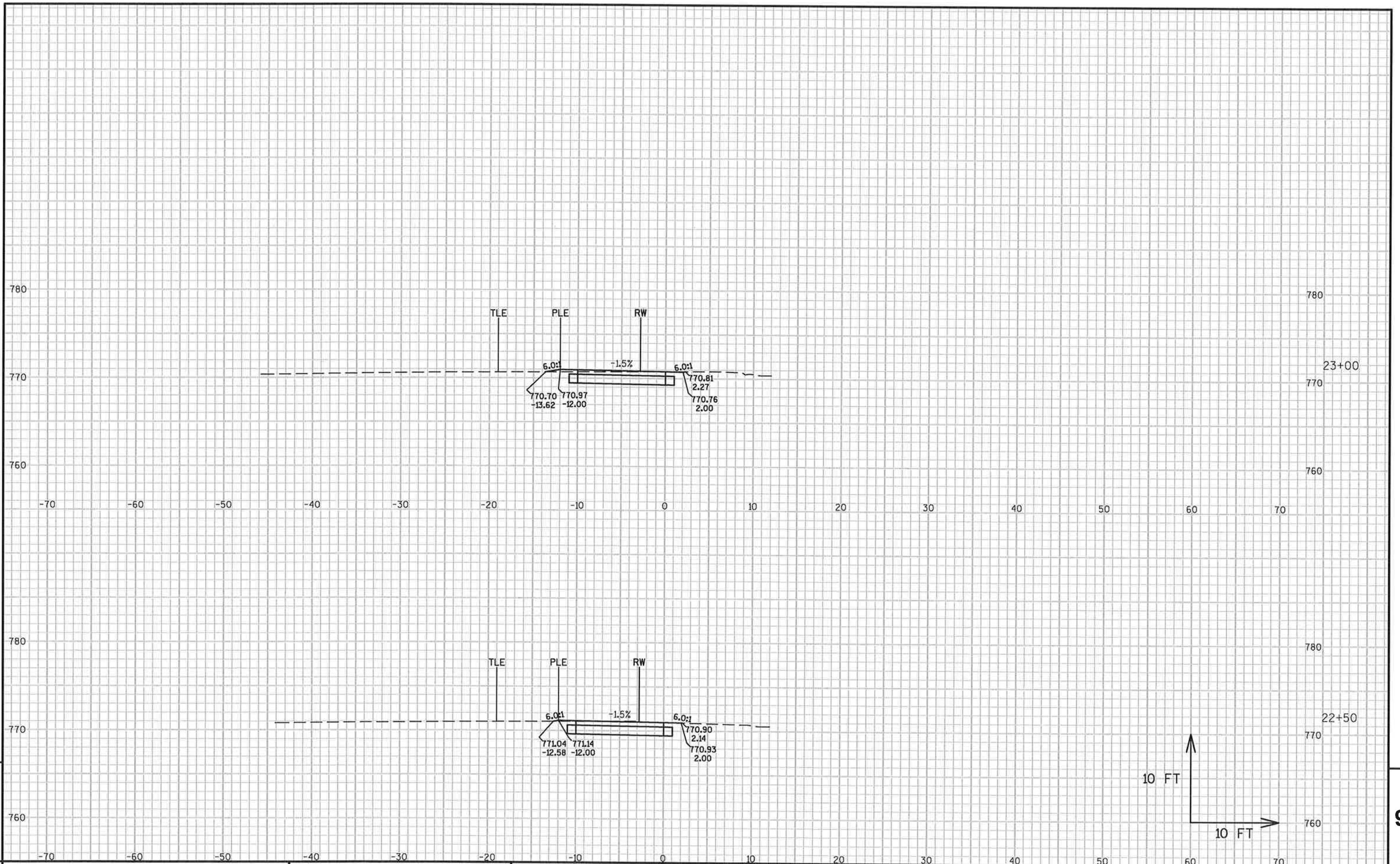
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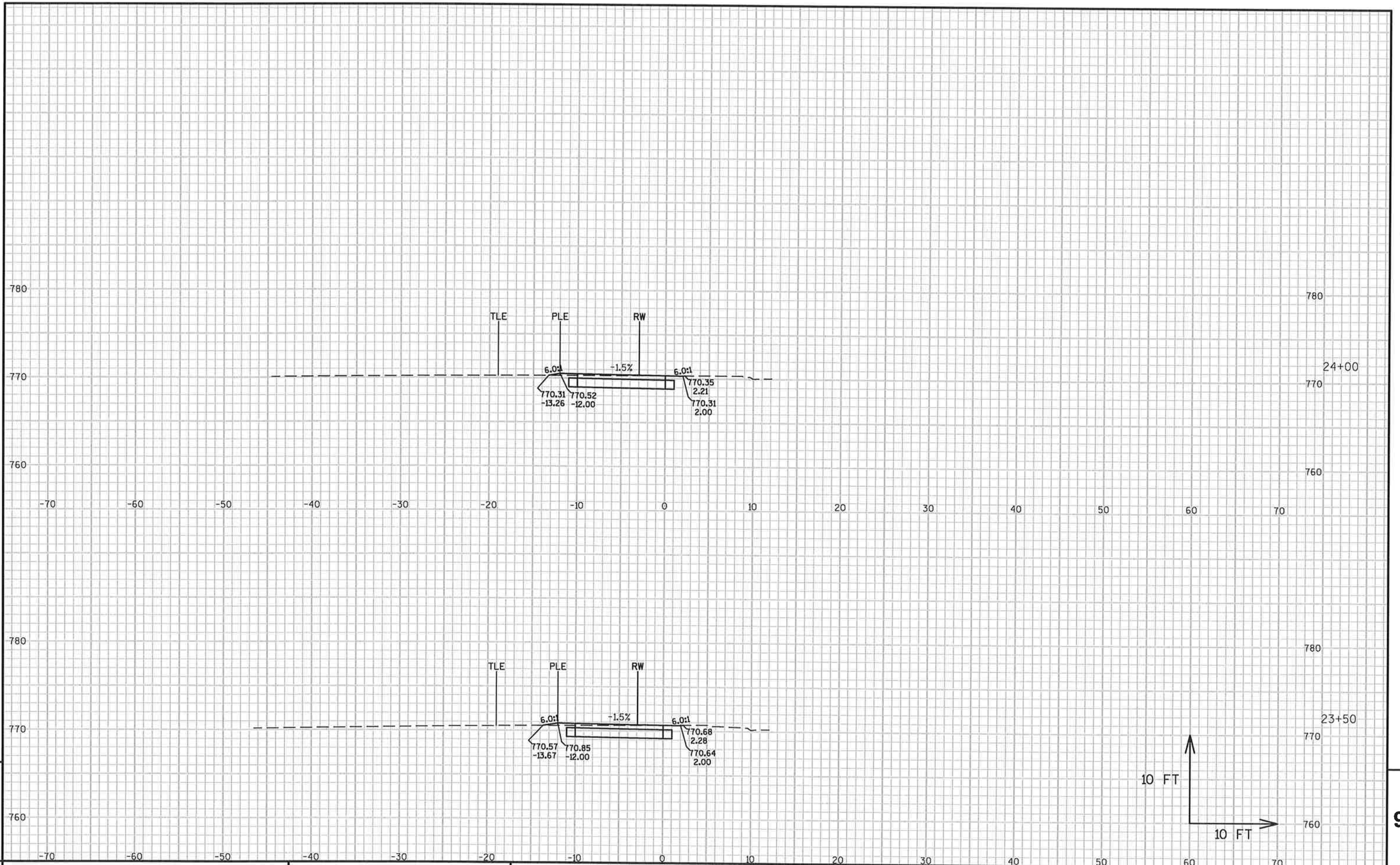
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

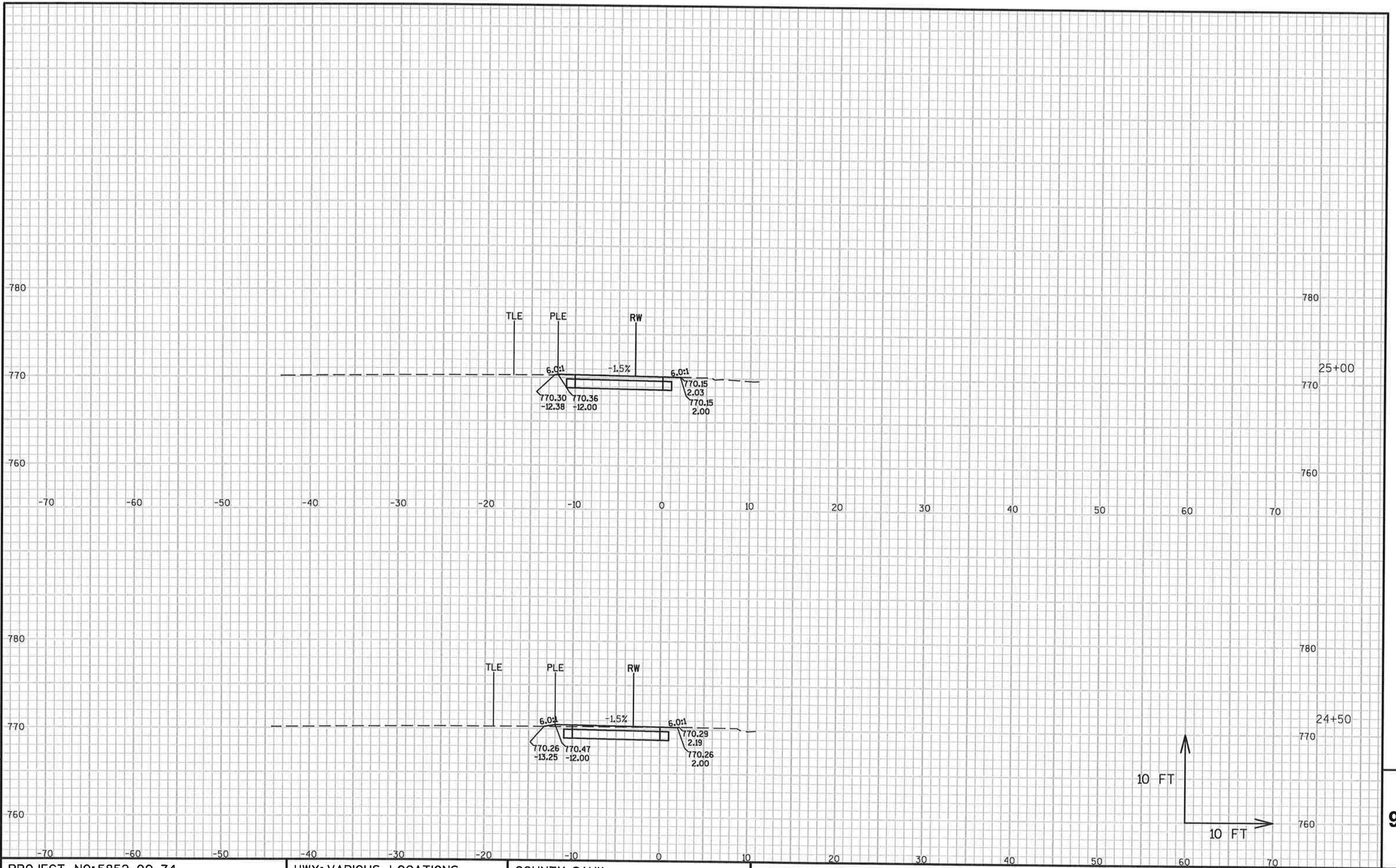
WISDOT/CADDs SHEET 49





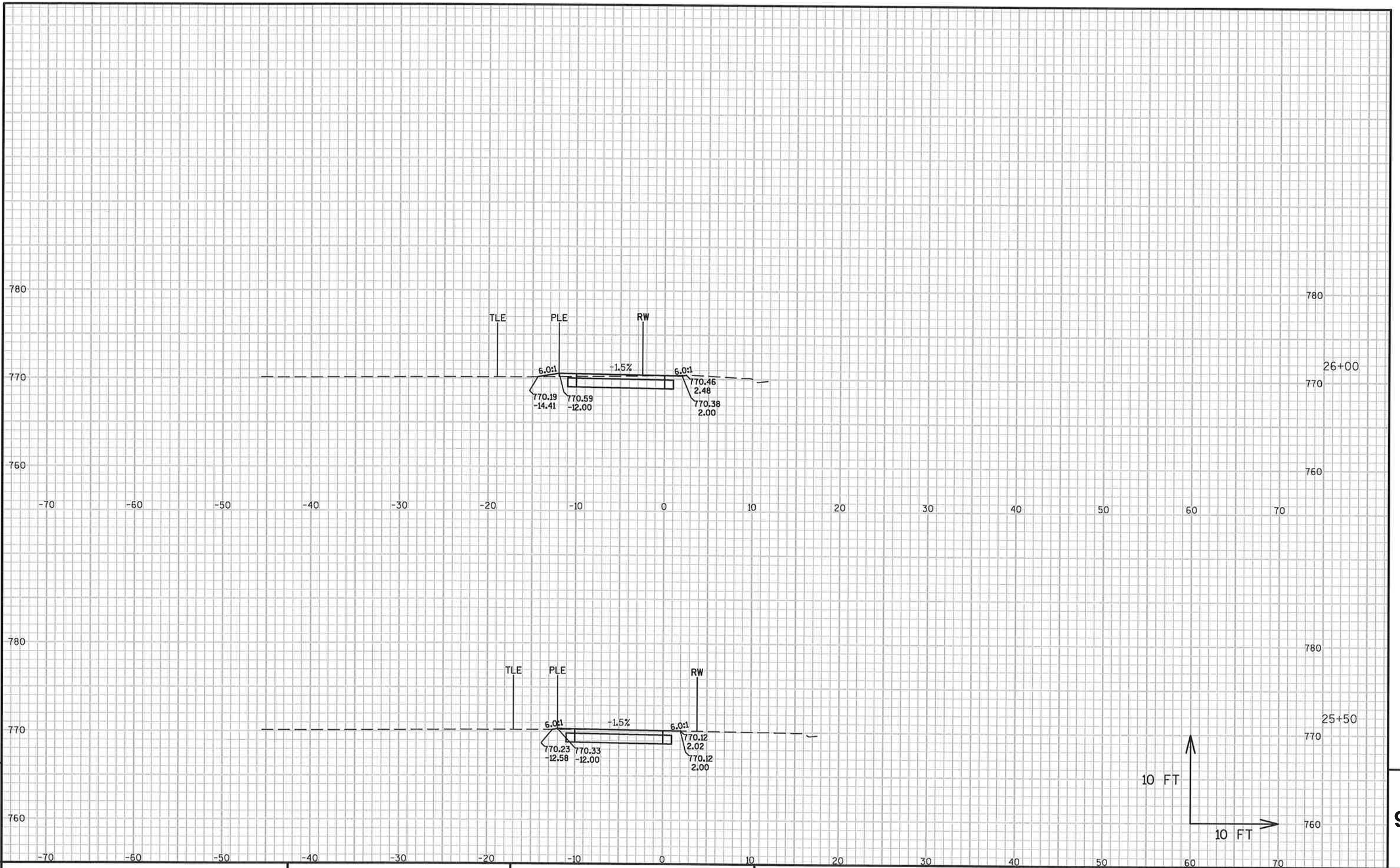
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9



9

9



PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRFVAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
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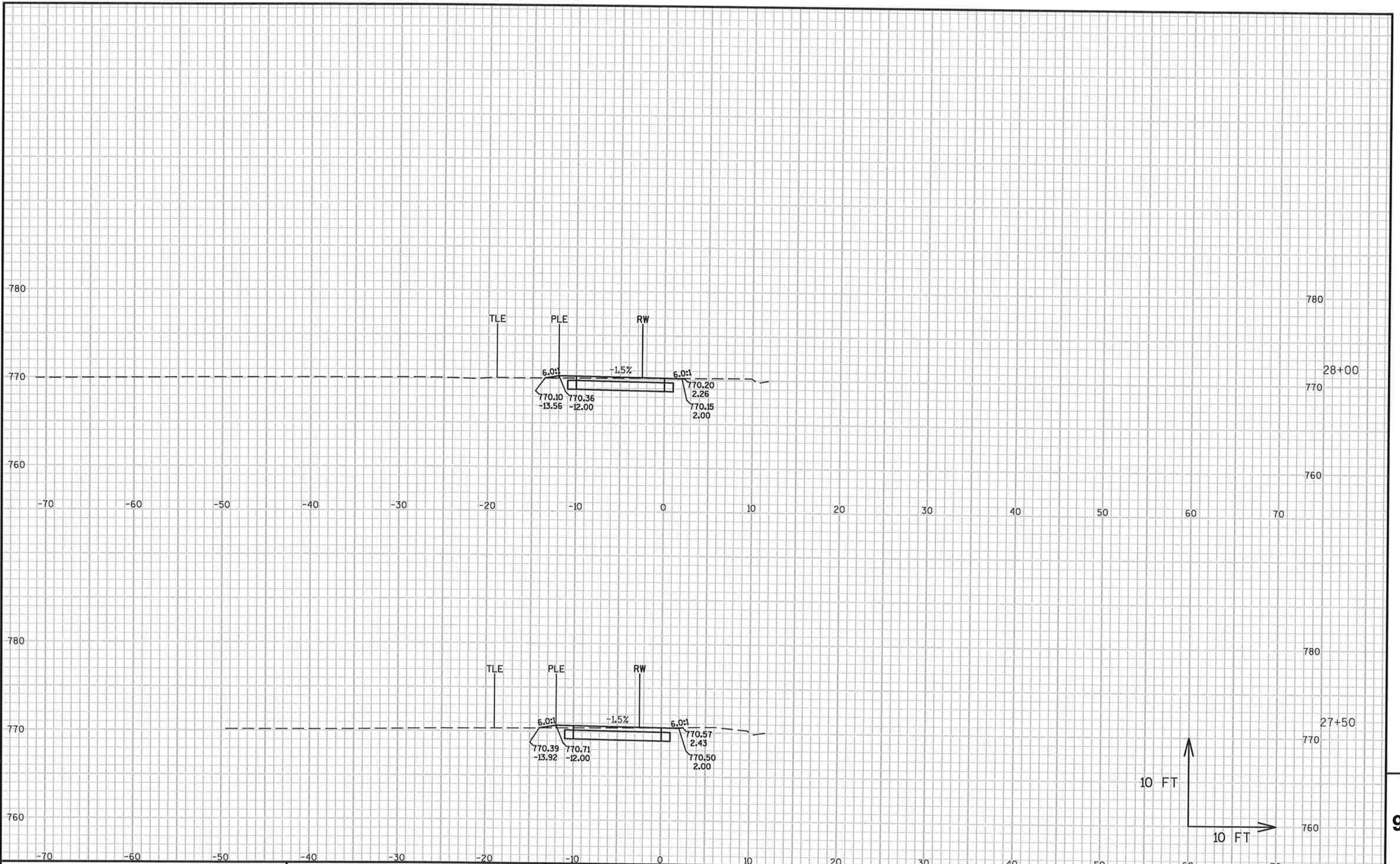
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49





PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY:SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRF\VAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
LAYOUT NAME - CORRIDOR - SECTION SHEET - (22)

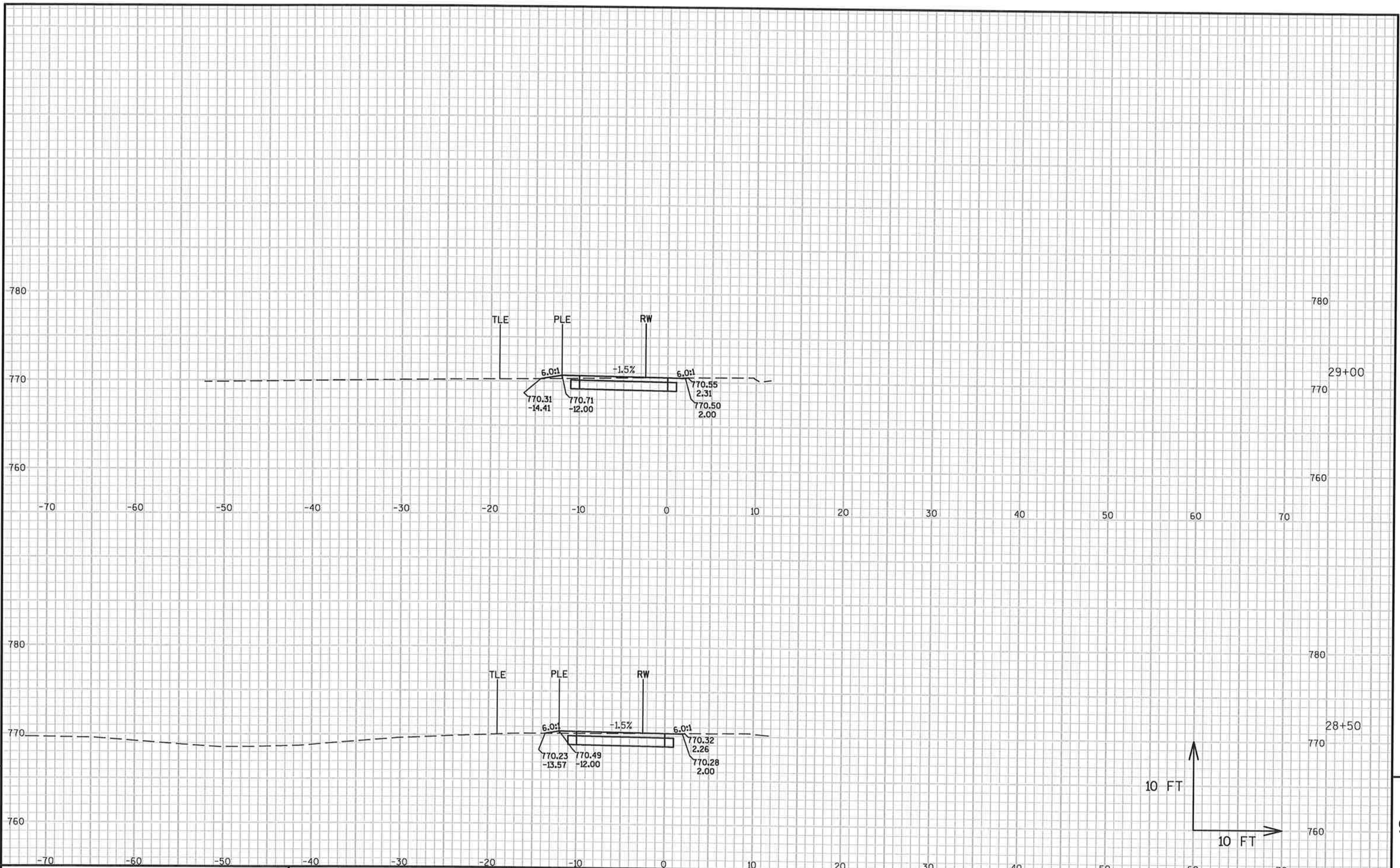
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PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49



PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRF\VAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
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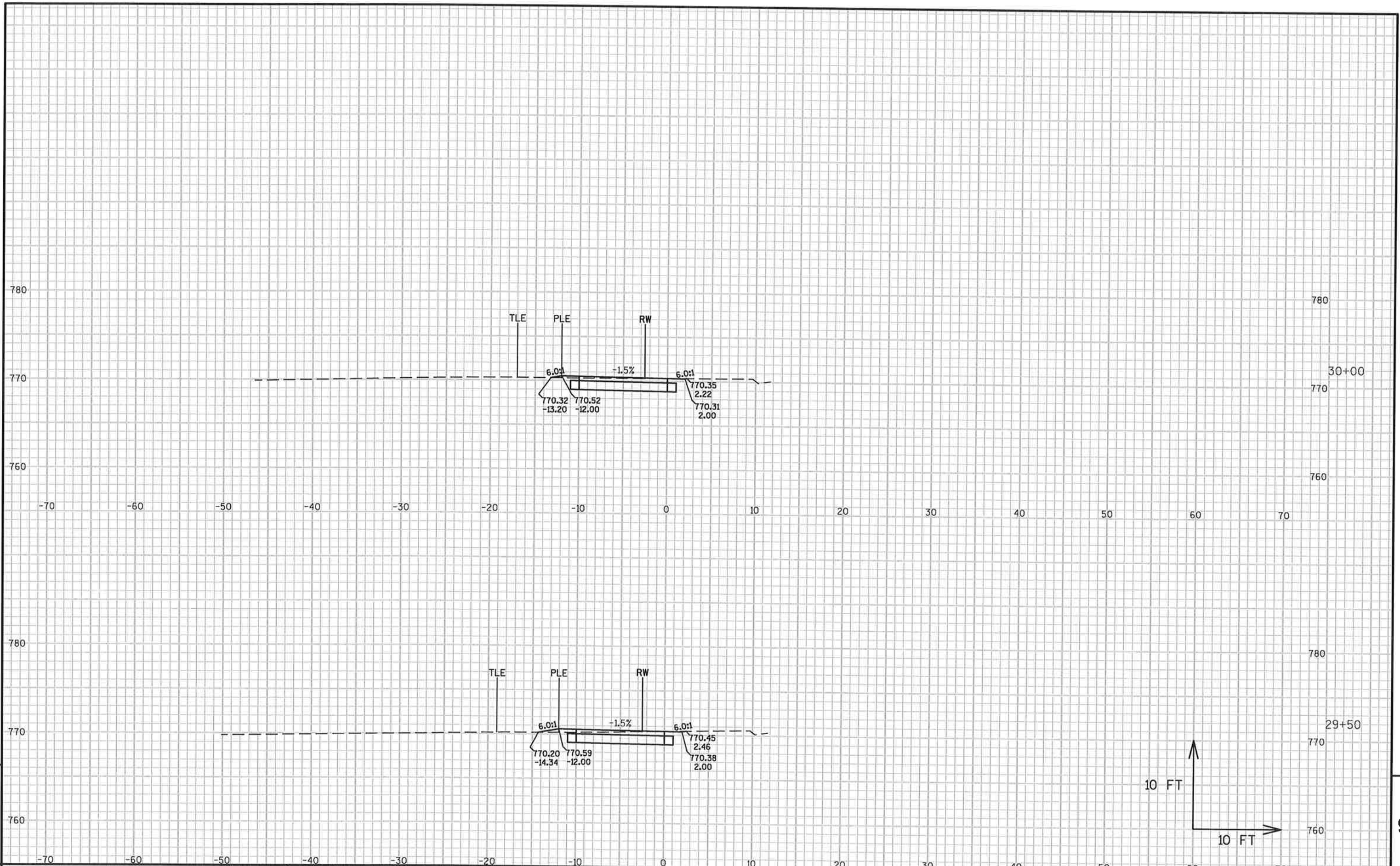
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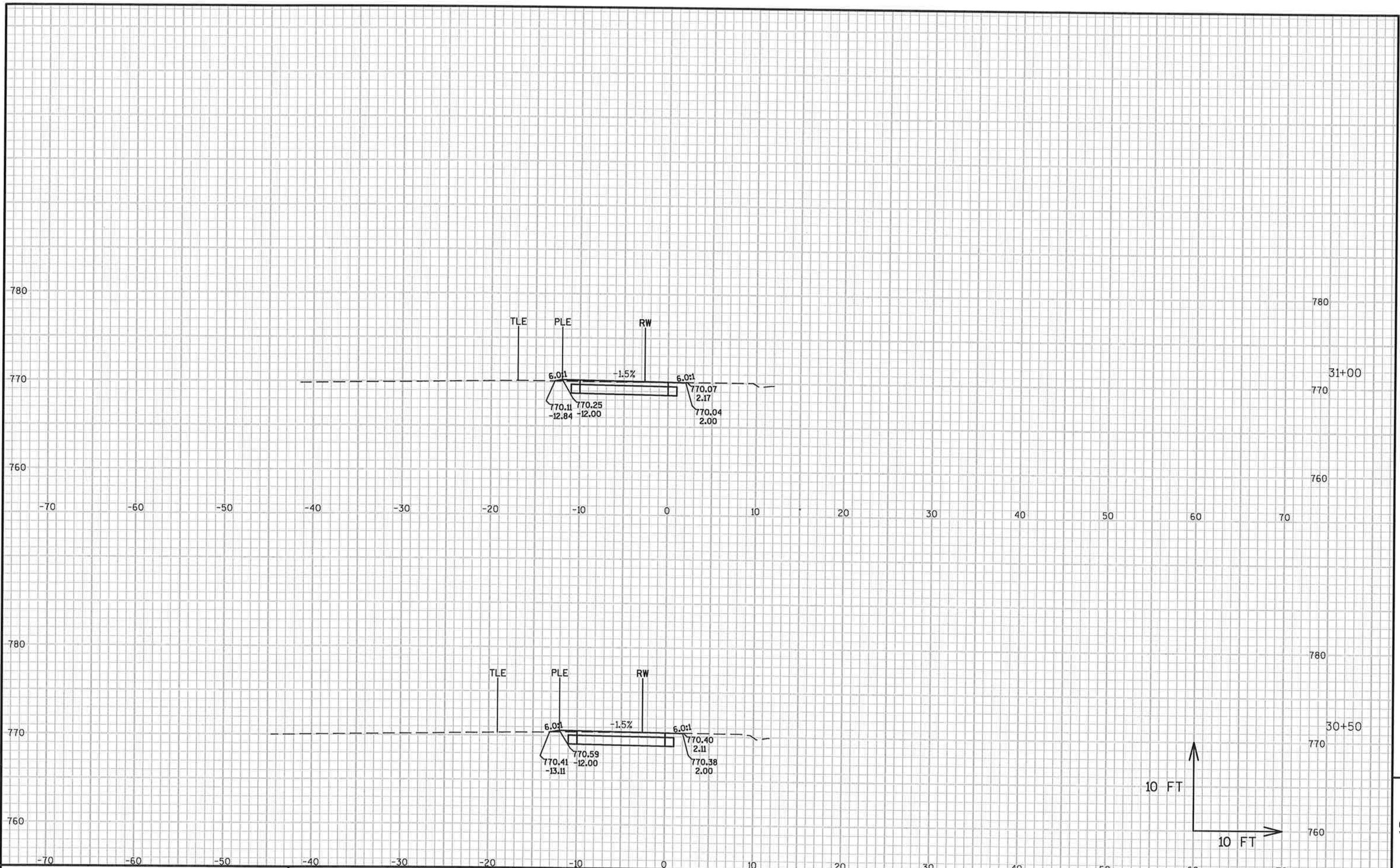
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49





PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRF\VAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
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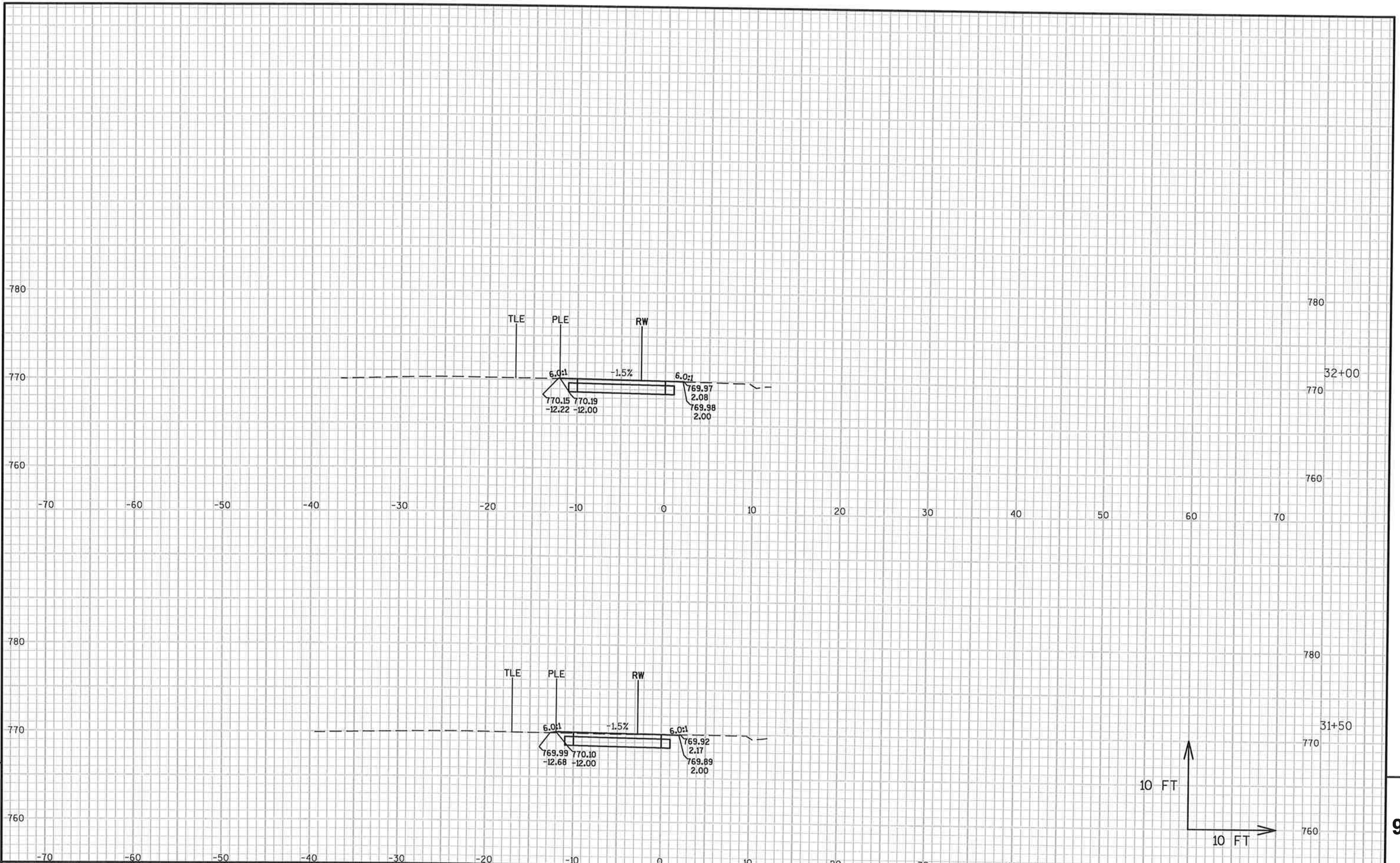
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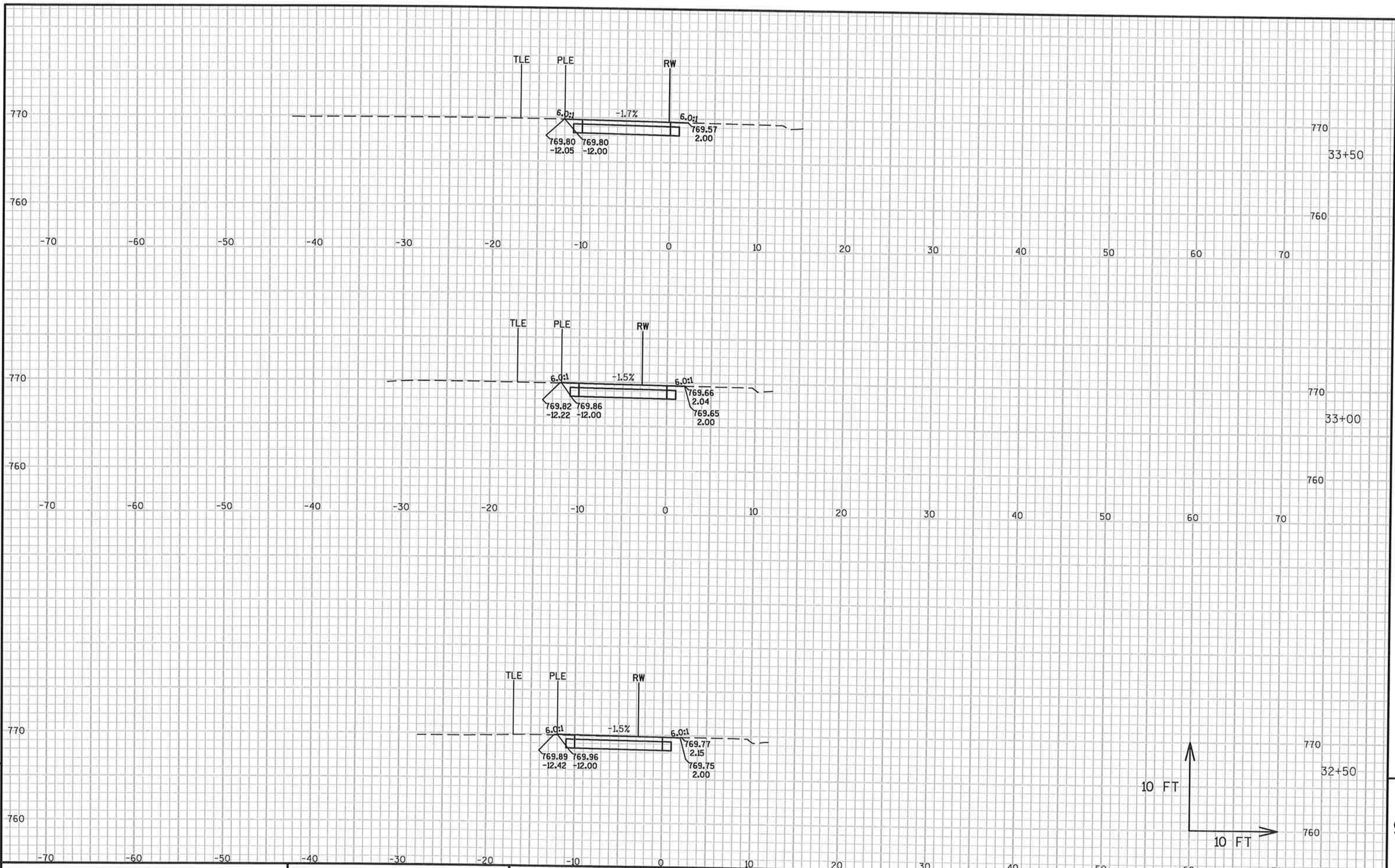
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49





PROJECT NO:5852-00-74

HWY: VARIOUS LOCATIONS

COUNTY: SAUK

CROSS SECTIONS: PEDESTRIAN PATH

SHEET

E

FILE NAME : C:\000SRFVAULT\RBURNHAM\PROJ\SRF01\PROJECTS01\8648\5852-00-04\DESIGN\CORRIDORS\CORRIDOR.DWG
LAYOUT NAME - CORRIDOR - SECTION SHEET - (27)

PLOT DATE : 2/23/2016 1:14 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49