MAD

AUGUST 2023

PROJECT ID: 5640-04-70

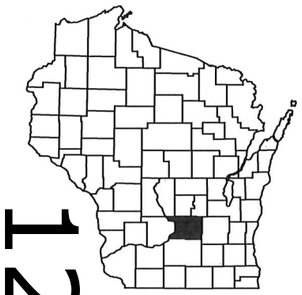
WITH: N/A

COUNTY: COLUMBIA

ORDER OF SHEETS

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

TOTAL SHEETS = 268



12

N

5640-04-70

DESIGN DESIGNATION			SOUTH OF CTH J	NORTH OF CTH J
A.A.D.T.	2023	=	6,300	2,100
A.A.D.T.	2043	=	6,300	2,100
D.H.V.		=	820	275
D.D.		=	61/39	61/39
T.		=	7.8%	7.8%
DESIGN SPEED		=	30-40 MPH	45-55 MPH
ESALS		=	840,000	280,000

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LODI - BARABOO

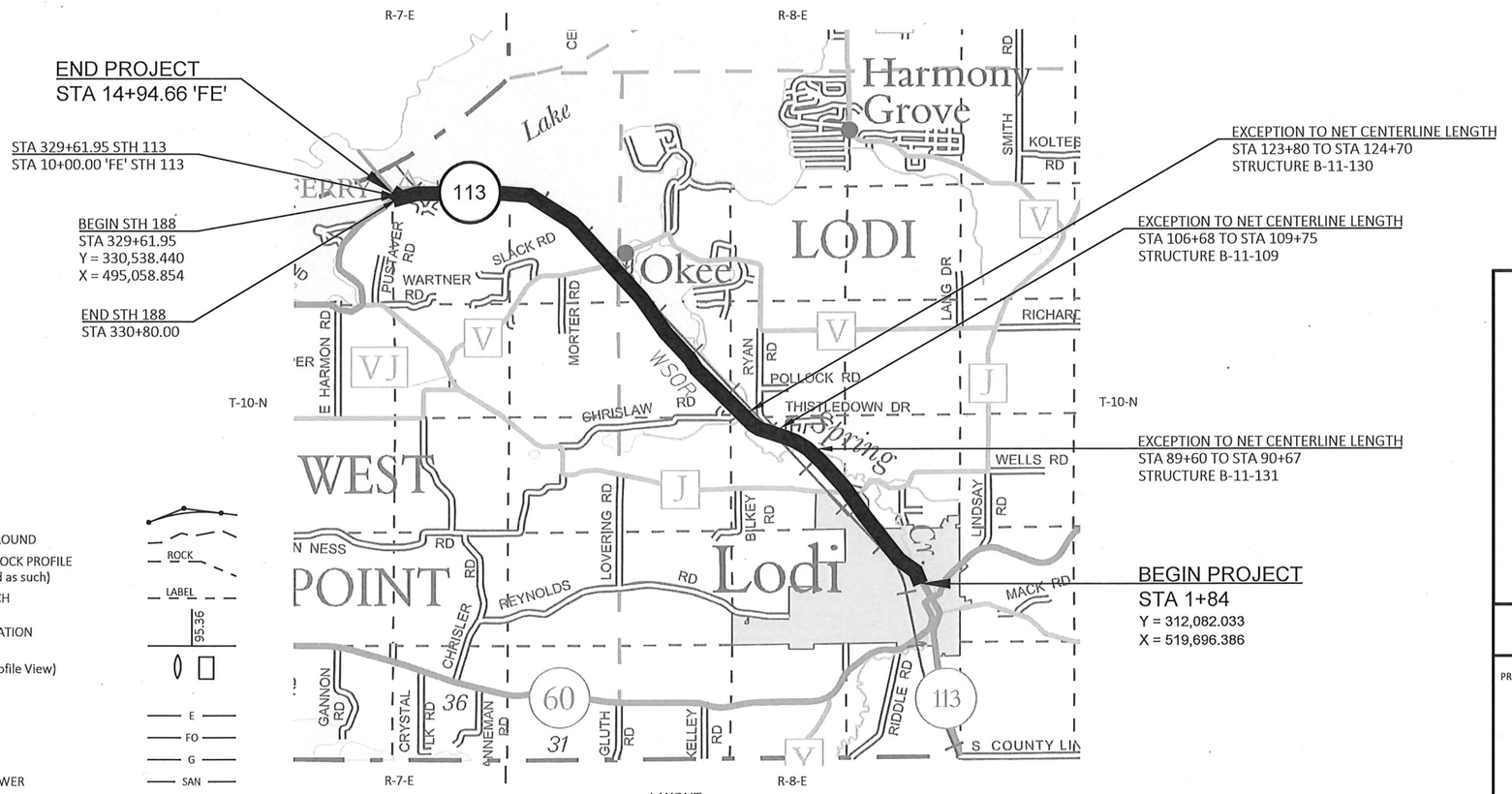
STH 60 TO STH 188

STH 113

COLUMBIA COUNTY

STATE PROJECT NUMBER
5640-04-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5640-04-70	WISC 2023311	1



LAYOUT

SCALE 0 2.0 MI

TOTAL NET LENGTH OF CENTERLINE = 6.206 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), COLUMBIA 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 18.

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

ORIGINAL PLANS DEVELOPED BY WISDOT SW REGION

WISCONSIN DEPARTMENT OF TRANSPORTATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES
Designer	EMILY KENDALL
Project Manager	JIM SIMPSON, P.E., P.L.S.
Regional Examiner	WISDOT SW REGION
Regional Supervisor	MARC SCHWEIGER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 10-27-2022 (Signature)

E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 10/27/2022 11:24 AM

PLOT BY : CAROLAN, TANNER C

PLOT NAME :

GENERAL NOTES

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

UTILITY LINES IN THE CROSS SECTIONS ARE FOR HORIZONTAL REFERENCE ONLY.

CONTRACTOR TO VERIFY ELEVATIONS OF THE EXISTING PAVEMENT TO REMAIN IN PLACE, PRIOR TO STAKING.

CONTRACTORS SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

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

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

APPLY TACK COAT BETWEEN LAYERS OF ASPHALT PAVEMENT AND TO MILLED SURFACES. THE APPLICATION RATE IS 0.05 GAL/SY BETWEEN LAYERS OF NEW HMA PAVEMENT AND 0.07 GAL/SY PLACED ON EXISTING ASPHALT, MILLED SURFACES, CONCRETE PAVEMENT, REMOVING DISTRESSED MILLING LOCATIONS OR AS DIRECTED BY THE ENGINEER.

3.5-INCH HMA PAVEMENT FROM BEGIN PROJECT TO CTH J SHALL BE CONSTRUCTED WITH A 1.75-INCH UPPER LAYER AND A 1.75-INCH LOWER LAYER. 1.75-INCH HMA PAVEMENT NORTH OF CTH J SHALL BE CONSTRUCTED IN ONE 1.75-INCH LAYER. 4-INCH HMA PAVEMENT AT THE CTH V RECONSTRUCT AREA SHALL BE CONSTRUCTED WITH A 2-INCH UPPER LAYER AND A 2-INCH LOWER LAYER.

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

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

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, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

THE QUALITY OF THE ITEMS FOR EROSION PROTECTION INCLUDES AN UNDISTURBED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, OR E-MATTED AS DIRECTED BY THE ENGINEER.

THE EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

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

NUMBER, LOCATION, AND SPACING OF SIGNS AND DEVICES, AS SHOWN IN THE PLANS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DRIVEWAY AND ENTRANCE STATIONS AND OFFSETS IN THE PLANS REFER TO THE MATCH-IN LOCATION OF THE EXISTING DRIVEWAY/ENTRANCE.

DIGGERS HOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

UTILITY CONTACTS

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MADISON GAS AND ELECTRIC COMPANY - GAS/PETROLEUM
623 RAILROAD STREET
MADISON, WI 53701
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RAHLES@MGE.COM

DAN HILLIARD
SPRINT COMMUNICATIONS CO LP - COMMUNICATION LINE
849 EARL ST
ST PAUL, MN. 55106
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DAN.J.HILLARD@T-MOBILE.COM

WISDOT REGION CONTACT

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DNR LIASON

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(608) 235-2955
ANDREW.BARTA@WISCONSIN.GOV

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
PLANTING DETAIL
PAVEMENT MARKING
PEDESTRIAN DETOUR
DETOUR

ABBREVIATIONS

AC	ACRE
AGG	AGGREGATE
<	ANGLE
AE, AEW	APRON ENDWALL
ASPH	ASPHALTIC
ADT	AVERAGE DAILY TRAFFIC
AADT	ANNUAL AVERAGE DAILY TRAFFIC
BAD	BASE AGGREGATE DENSE
BF	BACK FACE
BM	BENCHMARK
BTWN	BETWEEN
CTR	CENTER
C/L	CENTERLINE
Δ	CENTRAL ANGLE OR DELTA
CE	COMMERCIAL ENTRANCE
CONST	CONSTRUCTION
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
CO	COUNTY
CTH	COUNTY TRUNK HIGHWAYS
CY	CUBIC YARD
CP	CONTROL POINT OR CULVERT PIPE
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DISCH	DISCHARGE
DMS	DYNAMIC MESSAGE SIGN
EA	EACH
E	EAST
EB	EASTBOUND
ELEC	ELECTRIC(AL), ELEC. CABLE
EL, ELEV	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EXIST	EXISTING
FF	FACE TO FACE
FERT	FERTILIZER
FE	FIELD ENTRANCE
F/L, FL	FLOW LINE
GALV	GALVANIZE
HS	HIGH STRENGTH
CWT	HUNDRED WEIGHT
INL	INLET
INTER	INTERSECTION
JT	JOINT
LT	LEFT
L	LENGTH OF CURVE
LF	LINEAR FOOT (FEET)
LC	LONG CHORD
LS	LUMP SUM
MP	MARKER POST
MGAL	1000 GALLONS
NC	NORMAL CROWN
N	NORTH
NB	NORTH BOUND
NOR	NORMAL
NO	NUMBER
PAV'T	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY

ABBREVIATIONS CONT'D

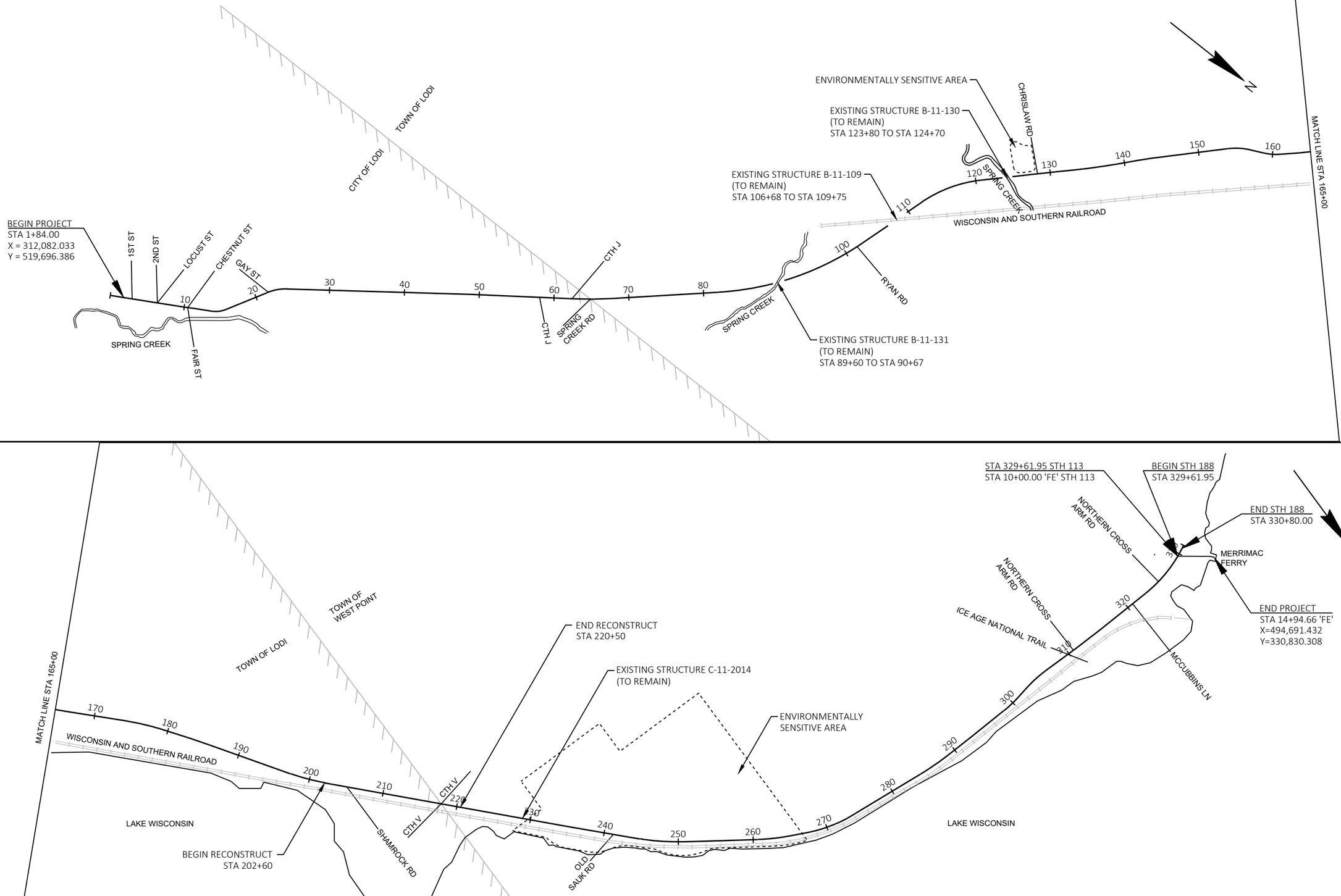
PCC	PORTLAND CEMENT CONCRETE
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PL	PROPERTY LINE
R	RADIUS OR RANGE
R/L	REFERENCE LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REQ'DREQUIRED	
RT	RIGHT
R/W	RIGHT OF WAY
RD	ROAD
SHLD	SHOULDER(S)
S	SOUTH
SB	SOUTHBOUND
SF	SQUARE FOOT (FEET)
SDD	STANDARD DETAIL DRAWING(S)
STH	STATE TRUNK HIGHWAYS
SS	STORM SEWER
SSD	STOPPING SIGHT DISTANCE
STA	STATION
SE	SUPERELEVATION
S/L	SURVEY LINE
SYM	SYMMETRICAL
T	TRUCKS (PERCENT OF)
TEL	TELEPHONE
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
TOC	TOP OF CURB
TYP	TYPICAL
UNCL	UNCLASSIFIED
UG	UNDERGROUND
VAR	VARIABLE
VC	VERTICAL CURVE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
WT	WEIGHT
W	WEST
WB	WEST BOUND

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = XX.XXX ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.813 ACRES

2



PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 10/13/2022 3:44 PM
PLOT BY : CAROLAN, TANNER C
PLOT NAME :
PLOT SCALE : 1 IN:1250 FT
WISDOT/CADDS SHEET 44

SOIL BORINGS

BORINGS DRILLED DEC, 2020 FOR HSIP PROJECT AT CTH V										
SPT	STA OFFSET	LAYER 1 MAT'L	LAYER 1 (INCH)	LAYER 2 MAT'L	LAYER 2 (THICKNESS)	LAYER 3 MAT'L	LAYER 3 (THICKNESS)	LAYER 4 MAT'L	LAYER 4 (THICKNESS)	BLOWS N UNADJUSTED
1	209+50 6' R	HMA + RECYCLED ASPHALT	13.0	VARIOUS THIN LAYERS OF FILL	6.5 FT	LEAN CLAY QP=<0.25 TSF	3.0 FT	LEAN CLAY QP=1.0 TSF OVER 0.25 TSF	5 FT	11, 14, 6, 5, 4, 4, 4
2	213+00 50' L	LEAN CLAY QP=1.0	9.5	LEAN CLAY QP=1.75 AND 1.8	2.7 FT	SANDY SILT	4.5 FT	FINE SILTY SAND, TR-LITTLE COARSE SAND; SILT LAYER AT D=14' OVER GRAVEL	8 FT	2, 7, 7, 42, 15, 21, 17, 56
3	216+00 30' R	TOPSOIL	4.0	F SAND, W/SILT	5.2 FT	F-C SAND, TR GR	2.5 FT	F SAND VERVED W/LEAN LY LENSES/SEAMS	2.0 FT	4, 2, 4, 25, 12

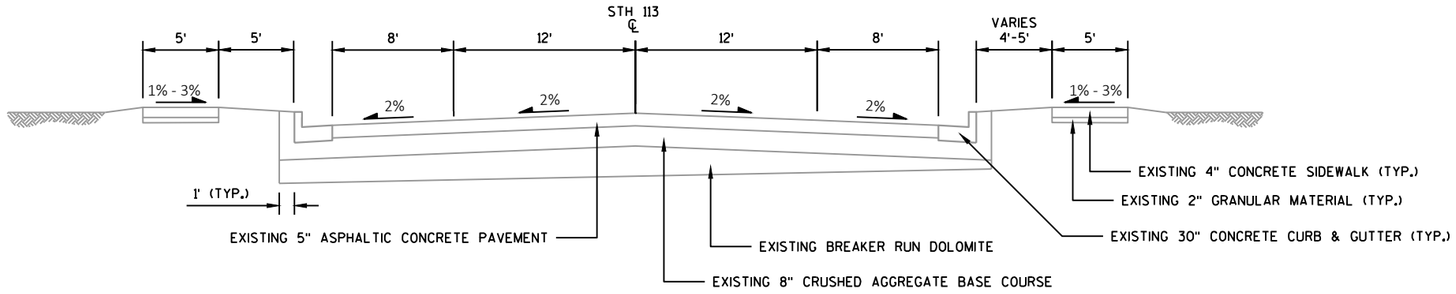
NOTES:

1. OFFSET MEASURED FROM PROPOSED REFERENCE LINE.
2. N MEANS NUMBER OF BLOWS PER FOOT
F-M = FINE TO MEDIUM GRAIN SIZE
F-C = FINE TO COARSE GRAIN SIZE
GR = GRAVEL

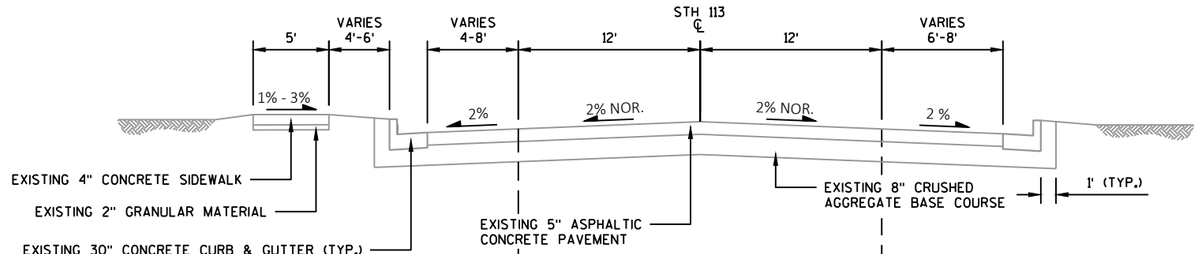
BORINGS DRILLED JUNE, 2020											
AUGER OR SPT	BLOWS COUNTS UNADJUSTED N=BLOWS/FT	LANE MILE	OFFSET (FEET) FROM R/L	LAYER 1 HMA (INCHES)	PULVERIZED APHALT (INCHES)	LAYER 2 MAT'L	LAYER 2 (INCH)	LAYER 3 MAT'L	LAYER 3 (INCH)	LAYER 4 MAT'L	LAYER 4 (INCH)
1		0.25	11R	4.0	--	SAND & GR BASE, DENSE	8.0	CLAY, TR GR	48.0		
2		0.50	9R	3.0	4.0	SAND & GR BASE, DENSE	9.0	CLAYEY TOPSOIL	43.0		
3		0.75	9L	5.0	--	SAND & GR BASE, DENSE	9.0	CLAYEY SILT, TR SAND, TR GR	46.0		
4		1.00	11R	5.0	--	SAND & GR BASE, DENSE	10.0	SILTY CLAY TOPSOIL	46.0		
5		1.25	6R	4.0	14.0	SANDY CLAY W/FEW GR	42.0				
6	11, 5	1.50	6L	4.0	13.0	SANDY SILT, SLIGHTLY CLAYEY, GR	43.0				
7		1.77	11L	4.0	13.0	SANDY CLAY	43.0				
8		2.10	9R	7.0	--	SAND, F-M, SOME GR	31.0				
9	8, 4	2.25	6L	5.0	5.0	SAND, DENSE	6.0	SANDY SILT, TR GR	42.0		
10		2.50	9R	4.0	8.0	SAND & GR, DENSE	4.0	CLAY, TR GR	42.0		
11		2.76	9L	4.0	12.0	SANDY CLAY, SOME SILT	44.0				
12		3.00	6L	4.0	12.0	SANDY CLAY, TR GR, SOME SILT	44.0				
13	14, 10	3.28	6R	5.0	12.0	CLAYEY SILT, LITTLE SAND, V STIFF	43.0				
14		3.55	9L	3.5	13.0	SANDY SILTY CLAY	43.0				
15		3.82	9R	4.0	--	SAND & GR BASE, FIRM	13.0	SANDY SILTY CLAY	43.0		
16		4.00	11L	3.0	--	SAND & GR BASE, FIRM	13.0	SILTY CLAY, LITTLE SAND	43.0		
17		4.30	11R	4.0	--	SAND & GR BASE, FIRM	13.0	CLAYEY SILT, TR SILT	43.0		
18	7, 8	4.53	6R	4.0	--	SAND & GR BASE, FIRM	12.0	SILTY SAND, MED	44.0		
19		4.78	9L	4.0	--	SAND & GR BASE, FIRM	12.0	SILTY SAND, FEW CLAY	44.0		
20		5.00	9R	4.0	--	SAND & GR BASE, FIRM	14.0	SAND, F, TR SILT	44.0		
21	3, 5	5.26	9L	4.0	--	SAND & GR BASE, FIRM	15.0	SAND, F-M, SOME SILT, TR GR	36.0	SILT, TR SAND	6.0
22		5.55	9R	3.5	--	SAND & GR BASE, FIRM	16.0	SAND, F-M, SOME SILT	40.0		
23		5.92	11R	3.0	--	SAND & GR BASE, FIRM	6.0	SAND, F-M, LITTLE GR	40.0	FEW COBBLES	12.0
24	13, 8	6.16	12R	4.0	--	SAND & GR BASE, FIRM	11.0	SAND, F-M, FORM TO LOOSE	44.0		

NOTES:

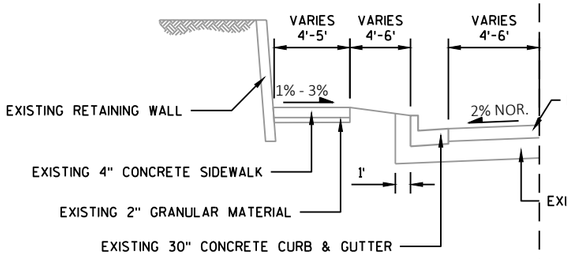
1. SIX SPT ARE B-6, 9, 13, 18, 21, 24
2. AT B-9 AND 15, GROUNDWATER WAS ENCOUNTERED AT D=3.5'
3. LANE MILE MEASUREMENT REFERENCED FROM STATION 0+00
F-M = FINE TO MEDIUM GRAIN SIZE
GR = GRAVEL



EXISTING TYPICAL SECTION STH 113
STA 1+84 TO STA 10+29

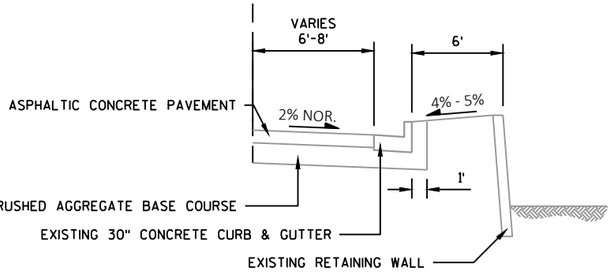


STA 10+29 TO STA 12+63



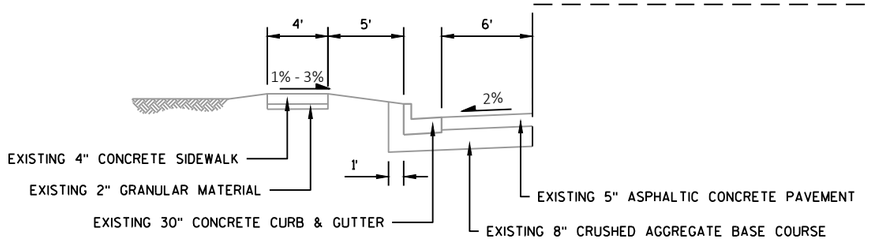
STA 12+63 TO STA 17+61

STA 10+29 TO STA 11+32
STA 18+11 TO STA 21+89



STA 11+32 TO STA 18+11

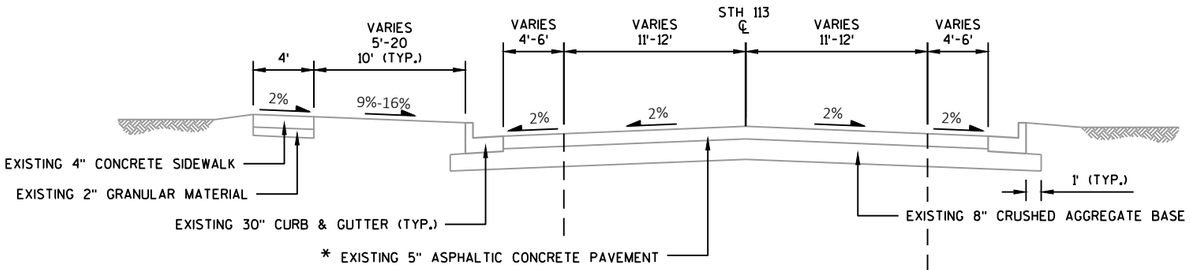
EXISTING TYPICAL SECTION STH 113
STA 10+29 TO STA 21+89



STA 17+61 TO STA 21+89

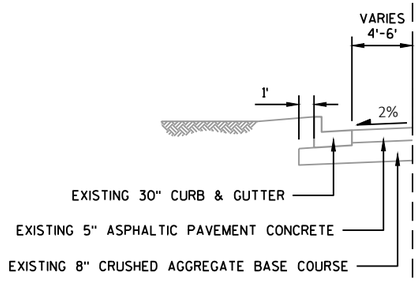
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	EXISTING TYPICAL SECTIONS	SHEET 6	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 02
PLOT DATE : 6/16/2023 9:14 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

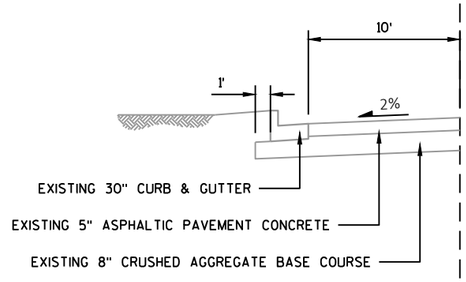


STA 21+89 TO STA 42+28

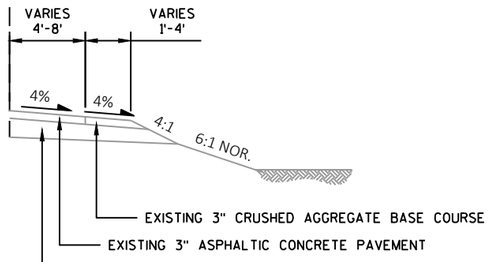
STA 21+89 TO STA 42+76
STA 47+13 TO STA 49+42



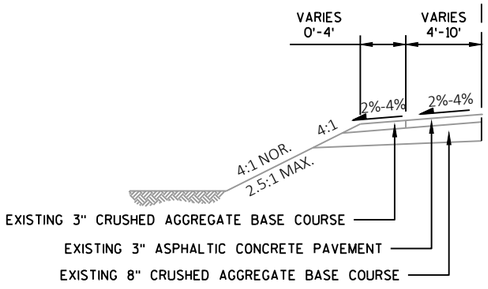
STA 42+28 TO STA 48+48



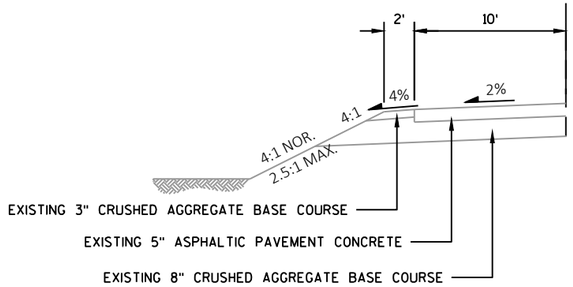
STA 57+13 TO STA 60+28



STA 42+76 TO STA 47+13
STA 49+42 TO STA 64+89

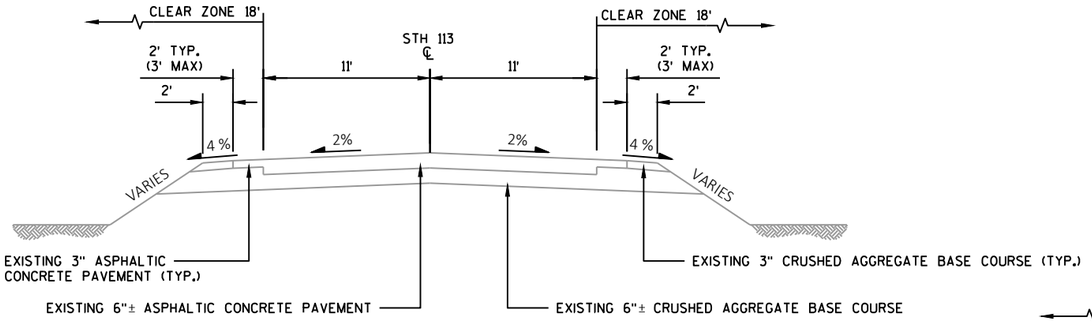


STA 48+48 TO STA 57+13
STA 62+14 TO STA 64+89



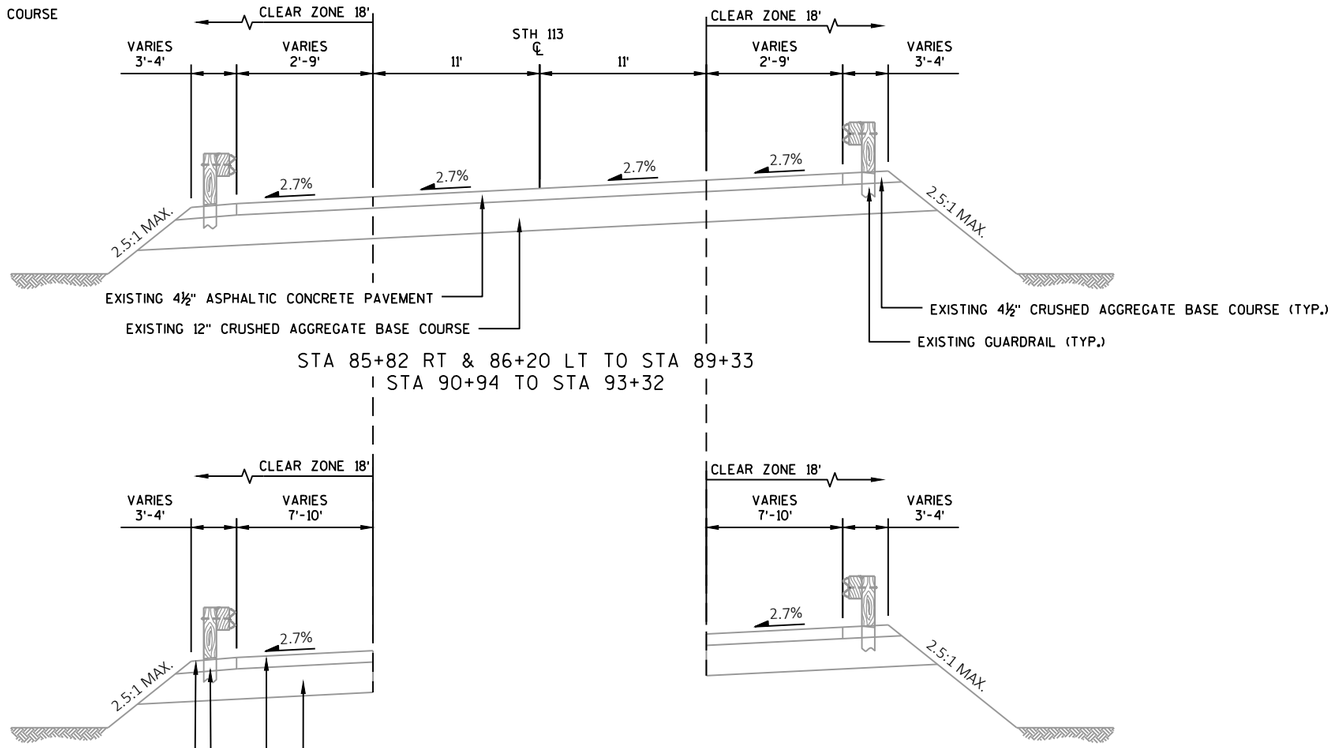
STA 60+28 TO STA 62+14

EXISTING TYPICAL SECTION STH 113
STA 21+89 TO STA 64+89

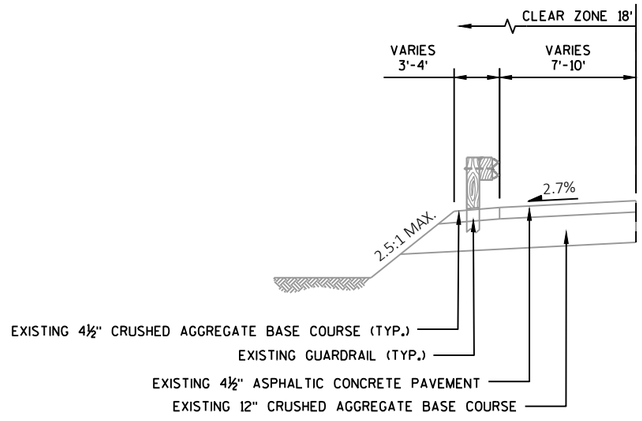


EXISTING TYPICAL SECTION STH 113

STA 64+89 TO STA 85+82 RT & 86+20 LT
STA 119+03 TO STA 122+26



STA 85+82 RT & 86+20 LT TO STA 89+33
STA 90+94 TO STA 93+32



STA 89+33 TO STA 89+79
STA 90+78 TO STA 90+94

STA 89+33 TO STA 89+49
STA 90+47 TO STA 90+94

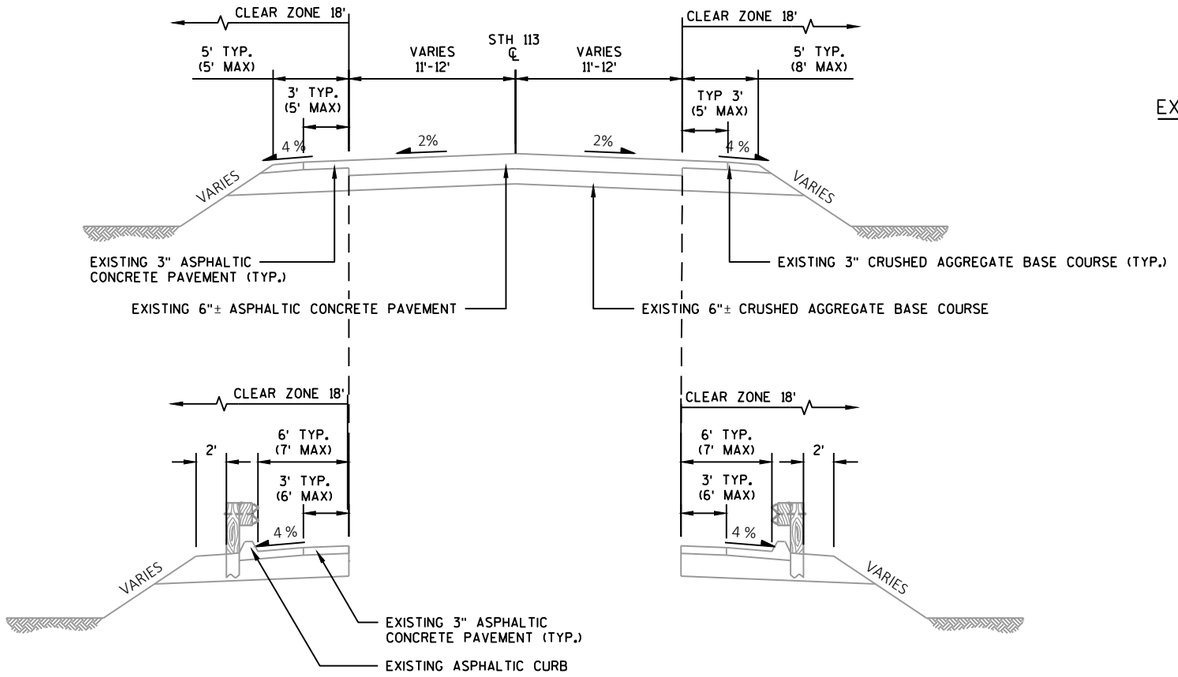
EXISTING TYPICAL SECTION STH 113

STA 85+82 TO STA 89+79
STA 90+47 TO STA 90+94

B-11-131

STA 89+33 TO STA 90+94
(40' CLEAR WIDTH)

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	EXISTING TYPICAL SECTIONS	SHEET 8	E



EXISTING TYPICAL SECTION STH 113
STA 93+32 TO STA 106+68
STA 109+74 TO STA 119+03

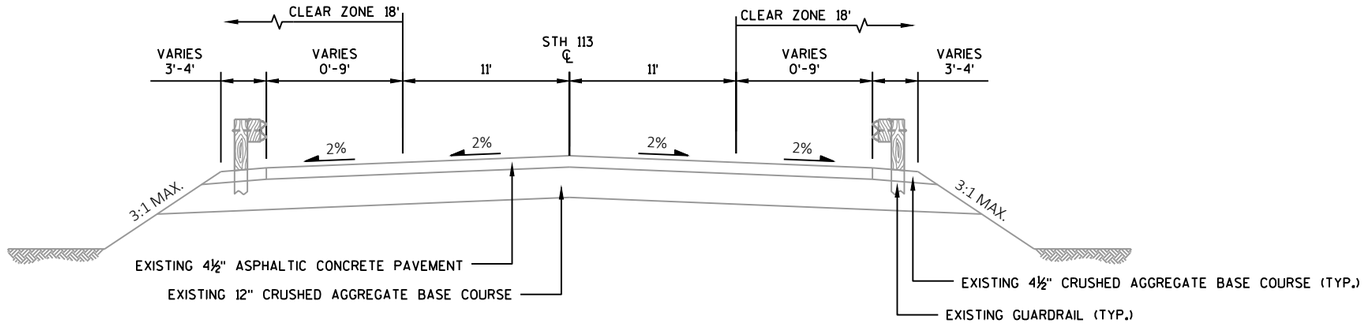
B-11-109
STA 106+68 TO STA 109+74
(32' CLEAR WIDTH)

WITH CURB
STA 109+55 TO STA 110+30

WITHOUT CURB
STA 103+70 TO STA 106+13
STA 110+30 TO STA 119+03

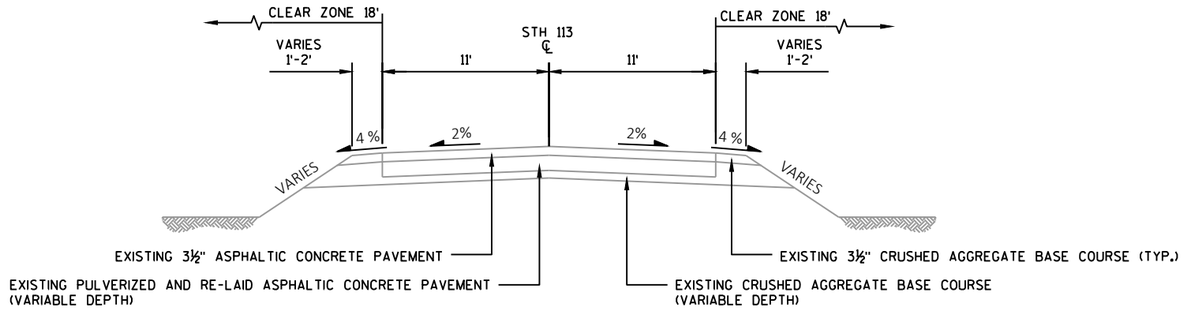
WITH CURB
STA 110+25 TO STA 112+10

WITHOUT CURB
STA 103+67 TO STA 106+81
STA 112+10 TO STA 112+59

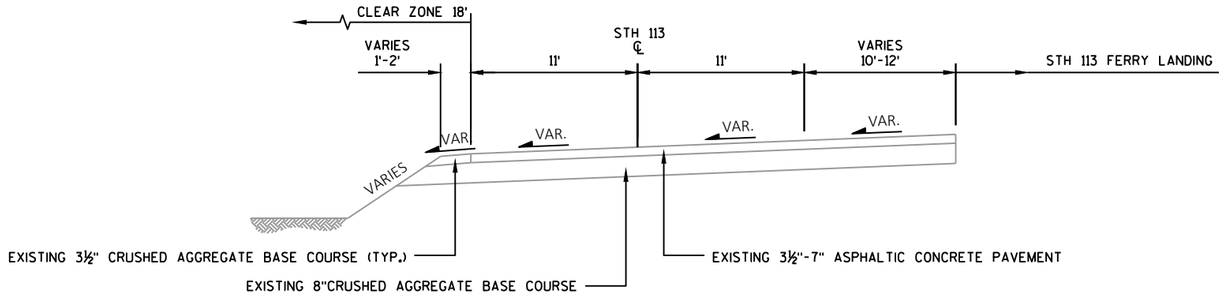


EXISTING TYPICAL SECTION STH 113
STA 122+26 TO STA 123+80
STA 124+70 TO STA 126+23

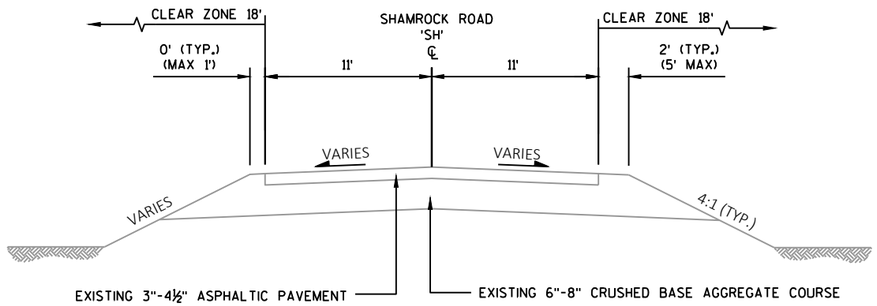
B-11-130
STA 123+80 TO STA 124+70
(40' CLEAR WIDTH)



EXISTING TYPICAL SECTION STH 113
STA 126+23 TO STA 328+99.37
(12' RIGHT TURN LANE AT STA 325+70 TO STA 328+99.37 RT)

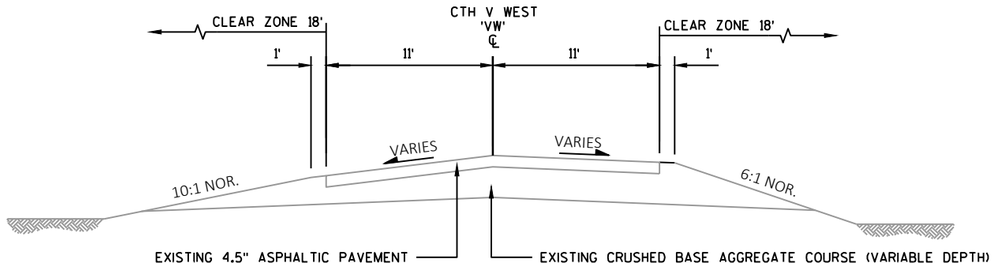


EXISTING TYPICAL SECTION STH 113
STA 328+99.37 TO STA 330+80

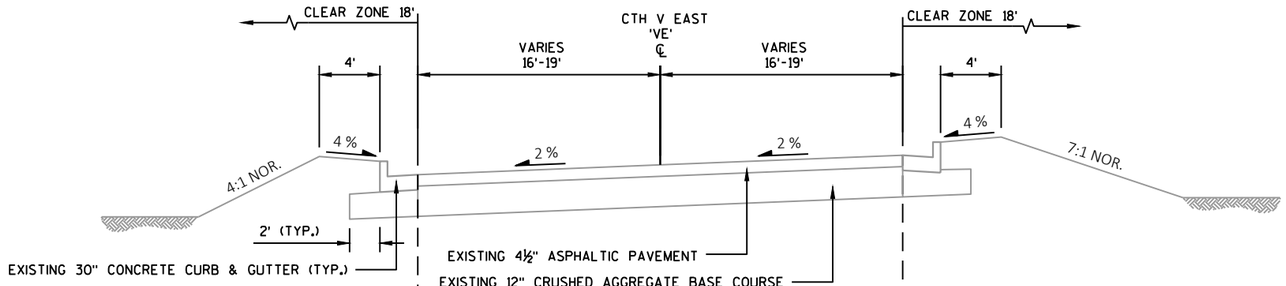


EXISTING TYPICAL SECTION SHAMROCK RD
STA 0+20.83'SH' TO STA 1+60.76'SH'

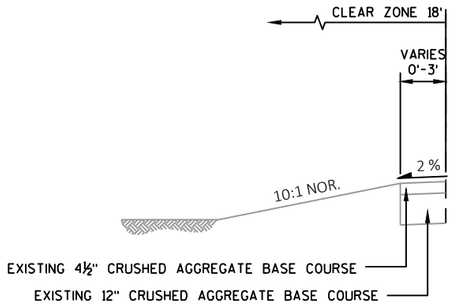
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	EXISTING TYPICAL SECTIONS	SHEET 10	E



EXISTING TYPICAL SECTION CTH V WEST
STA 1+00'VW' TO STA 2+22.58'VW'

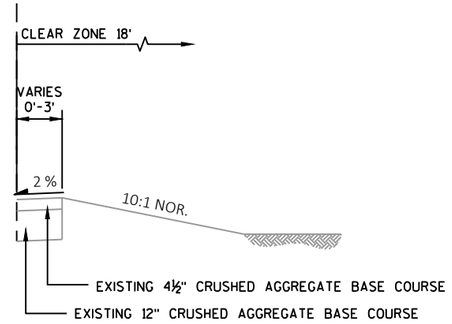


STA 10+12.42'VE' TO STA 10+45.26'VE'



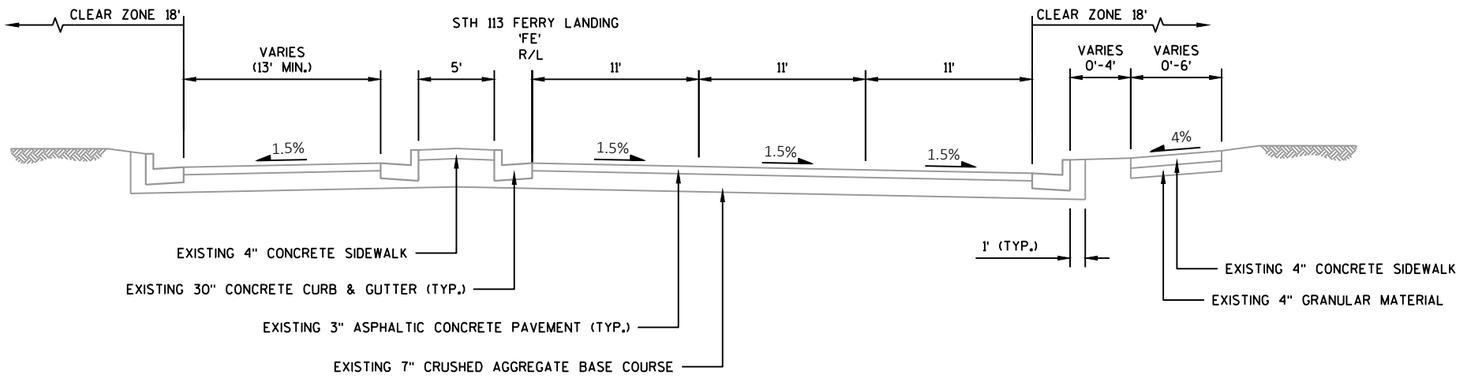
STA 10+45.26'VE' TO STA 10+97.54'VE'

STA 10+12.42'VE' TO STA 10+74.87'VE'

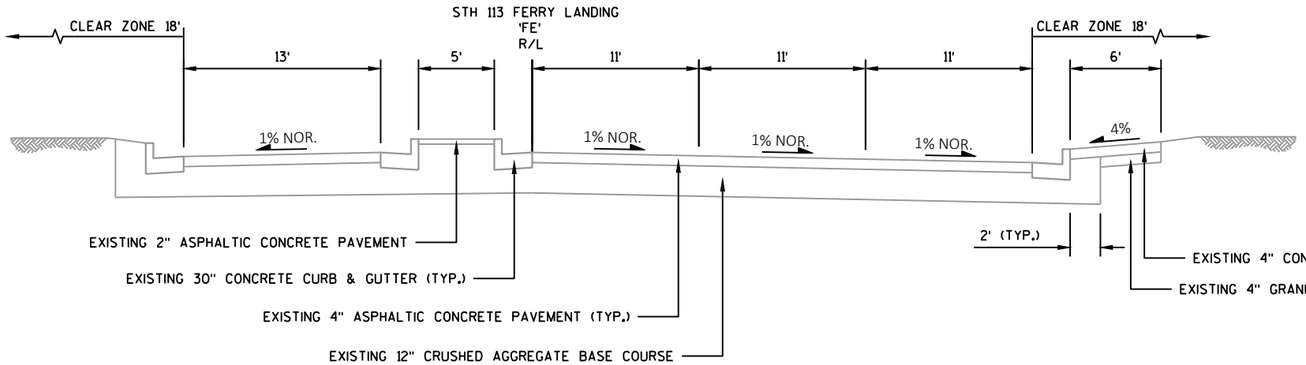


STA 10+74.87'VE' TO STA 10+97.54'VE'

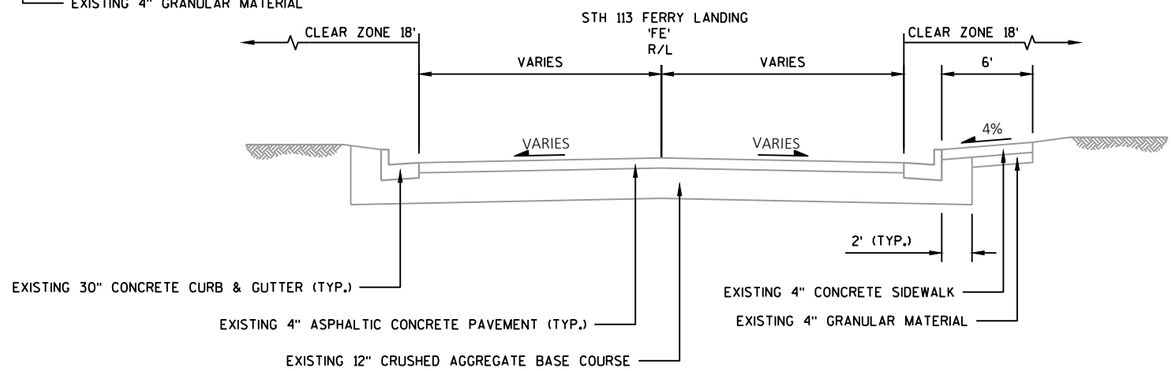
EXISTING TYPICAL SECTION CTH V EAST
STA 10+17.60'VE' TO STA 10+97.54'VE'



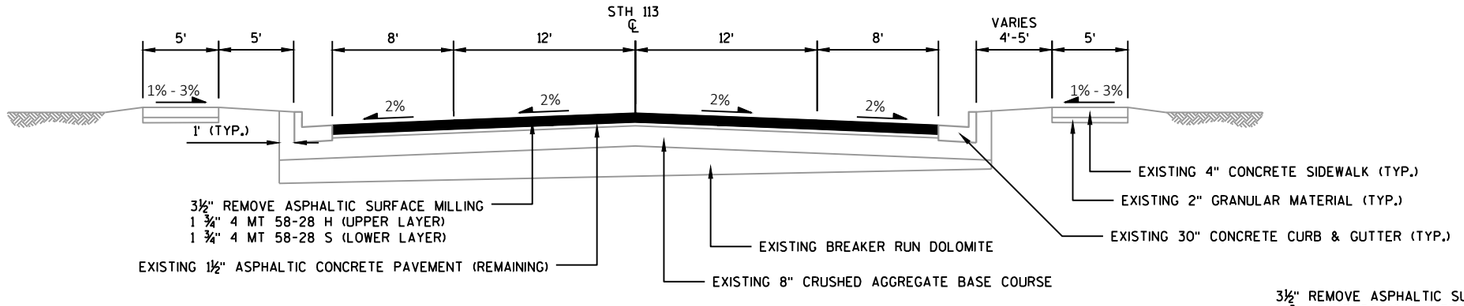
EXISTING TYPICAL SECTION STH 113 FERRY LANDING
STA 10+24.41'FE' TO STA 13+50'FE'



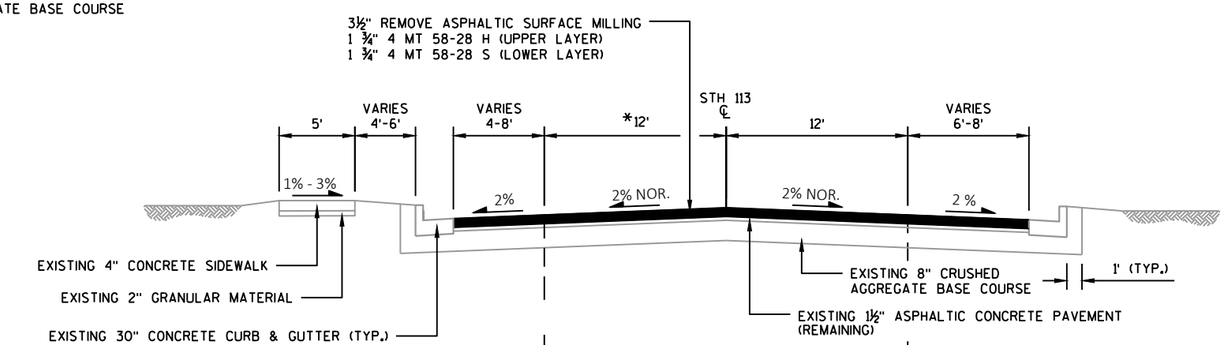
EXISTING TYPICAL SECTION STH 113 FERRY LANDING
STA 13+50'FE' TO STA 14+00'FE'



EXISTING TYPICAL SECTION STH 113 FERRY LANDING
STA 14+00'FE' TO STA 14+94.66'FE'
(CONCRETE VAULT LT & RT FROM STA 14+73.66'FE' TO STA 14+94.66'FE')



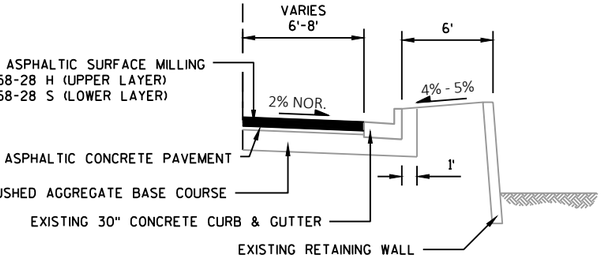
FINISHED TYPICAL SECTION STH 113
STA 1+84 TO STA 10+29



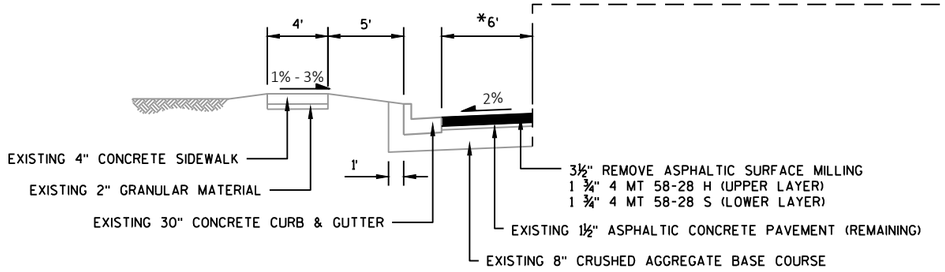
STA 10+29 TO STA 12+63

STA 12+63 TO STA 17+61

STA 10+29 TO STA 11+32
STA 18+11 TO STA 21+89



STA 11+32 TO STA 18+11



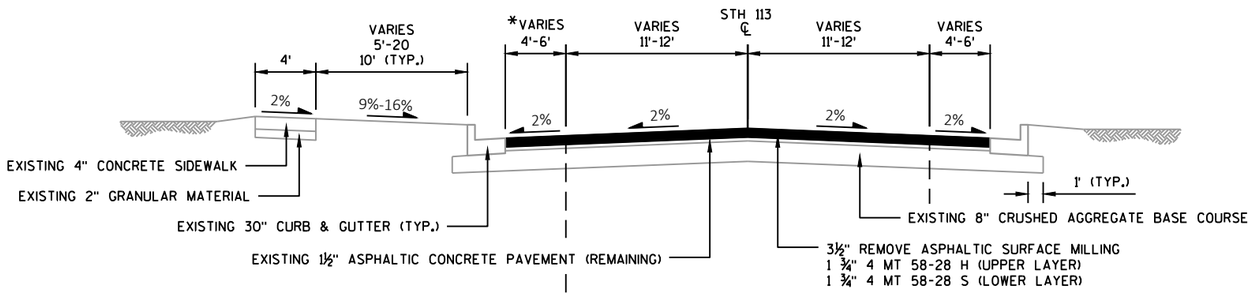
STA 17+61 TO STA 21+89

FINISHED TYPICAL SECTION STH 113
STA 10+29 TO STA 21+89

*NOTE: NO MILLING AND PAVING REQUIRED BETWEEN STA 21+10 AND STA 21+89 LT AT GAY STREET INTERSECTION

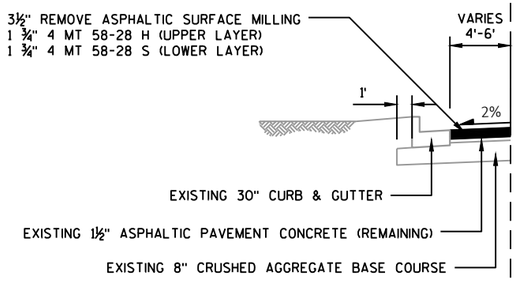
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	FINISHED TYPICAL SECTIONS	SHEET 13	E

2

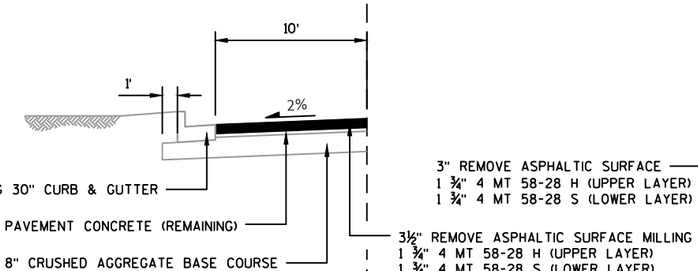


STA 21+89 TO STA 42+28

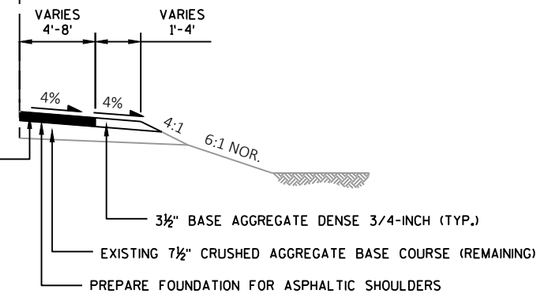
STA 21+89 TO STA 42+76
STA 47+13 TO STA 49+42



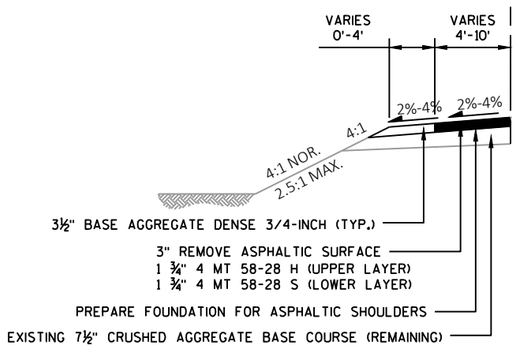
STA 42+28 TO STA 48+48



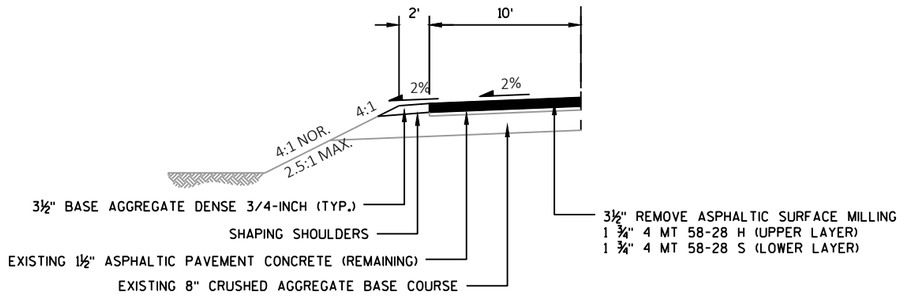
STA 57+13 TO STA 60+28



STA 42+76 TO STA 47+13
STA 49+42 TO STA 64+89



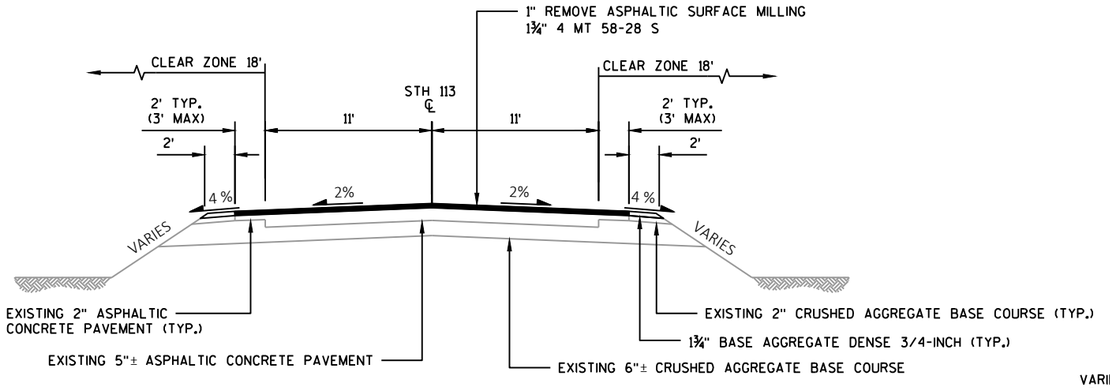
STA 48+48 TO STA 57+13
STA 62+14 TO STA 64+89



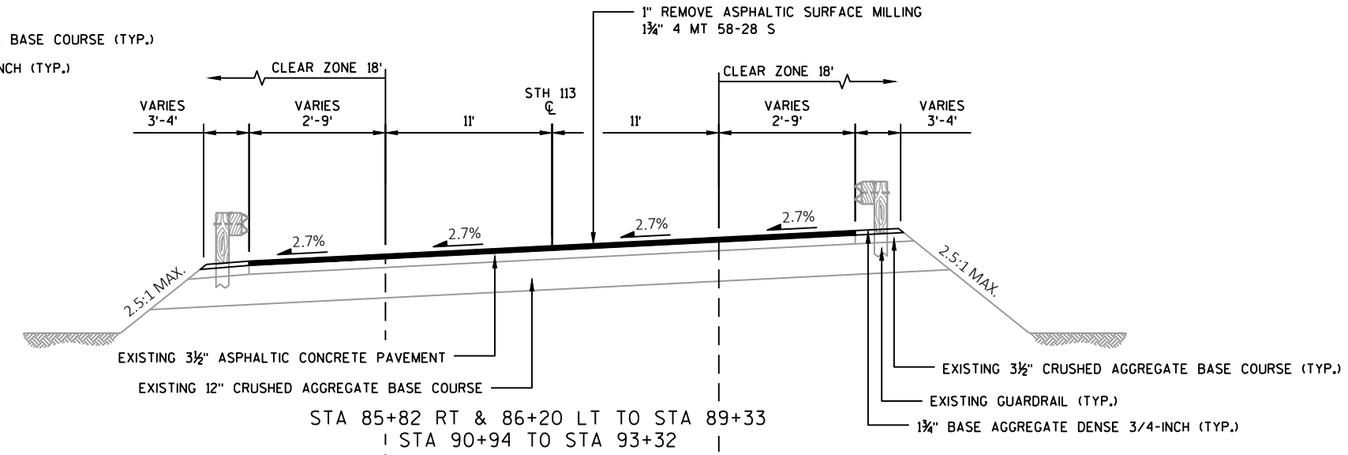
STA 60+28 TO STA 62+14

FINISHED TYPICAL SECTION STH 113
STA 21+89 TO STA 64+89

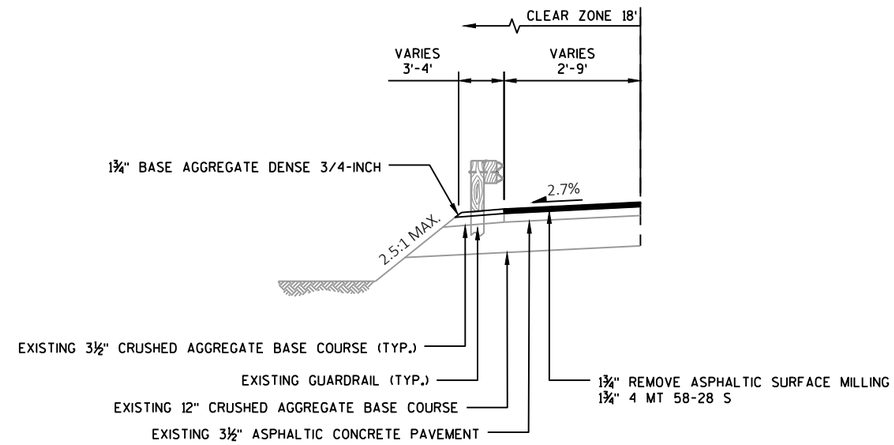
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	FINISHED TYPICAL SECTIONS	SHEET 14	E



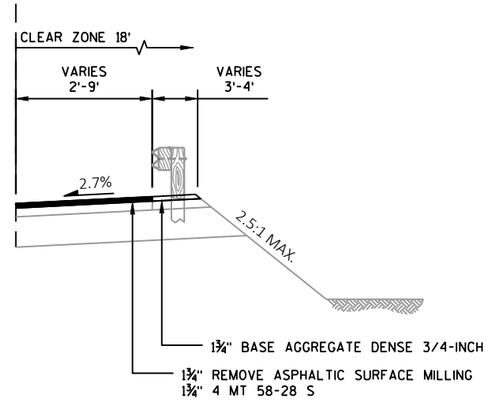
FINISHED TYPICAL SECTION STH 113
STA 64+89 TO STA 85+82 RT & 86+20 LT
STA 119+06 TO STA 122+26



STA 85+82 RT & 86+20 LT TO STA 89+33
STA 90+94 TO STA 93+32



STA 89+33 TO STA 89+79
STA 90+78 TO STA 90+94

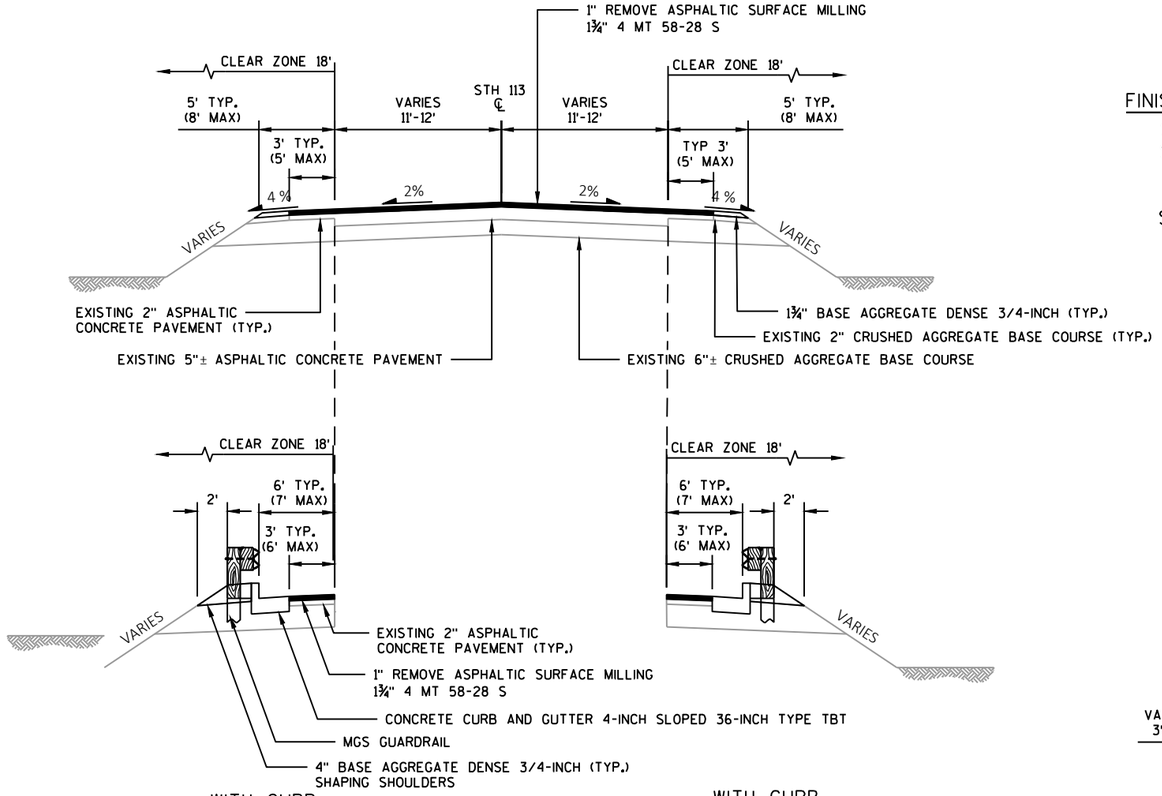


FINISHED TYPICAL SECTION STH 113
STA 85+82 TO STA 89+79
STA 90+47 TO STA 90+94

B-11-131
STA 89+33 TO STA 90+94
(40' CLEAR WIDTH)

STA 89+33 TO STA 89+49
STA 90+47 TO STA 90+94

NOTE: HMA COLD WEATHER PAVING MAY BE REQUIRED WHEN PAVING STA 64+89 TO STA 202+10 AND STA 220+50 TO STA 330+80.



FINISHED TYPICAL SECTION STH 113

STA 93+32 TO STA 106+68
STA 109+74 TO STA 119+06

B-11-109

STA 106+68 TO STA 109+74
(32' CLEAR WIDTH)

WITH CURB

STA 105+67 TO 106+13
STA 109+55 TO STA 110+30

WITHOUT CURB

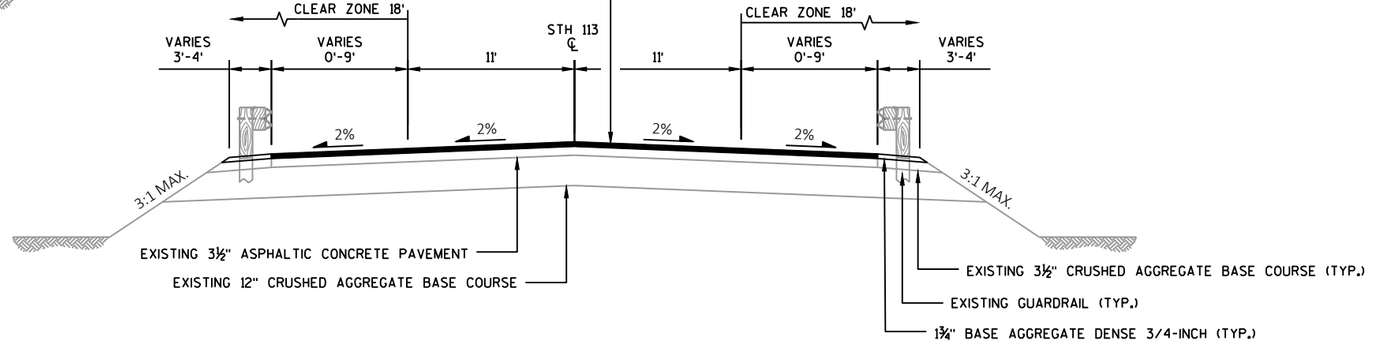
STA 103+23 TO STA 105+67
STA 110+30 TO STA 119+06

WITH CURB

STA 106+40 TO STA 106+85
STA 110+25 TO STA 112+06

WITHOUT CURB

STA 103+33 TO STA 106+40
STA 112+06 TO STA 112+61



FINISHED TYPICAL SECTION STH 113

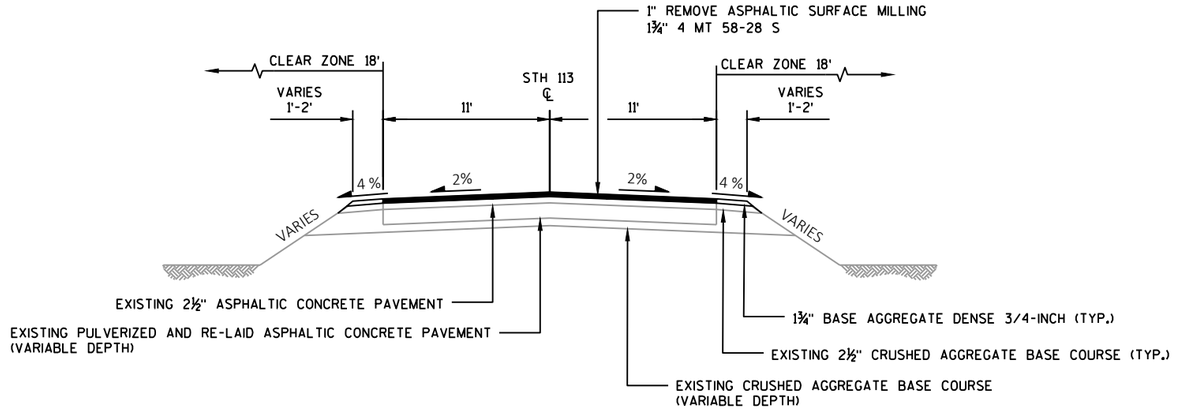
STA 122+26 TO STA 123+78
STA 124+68 TO STA 126+23

B-11-130

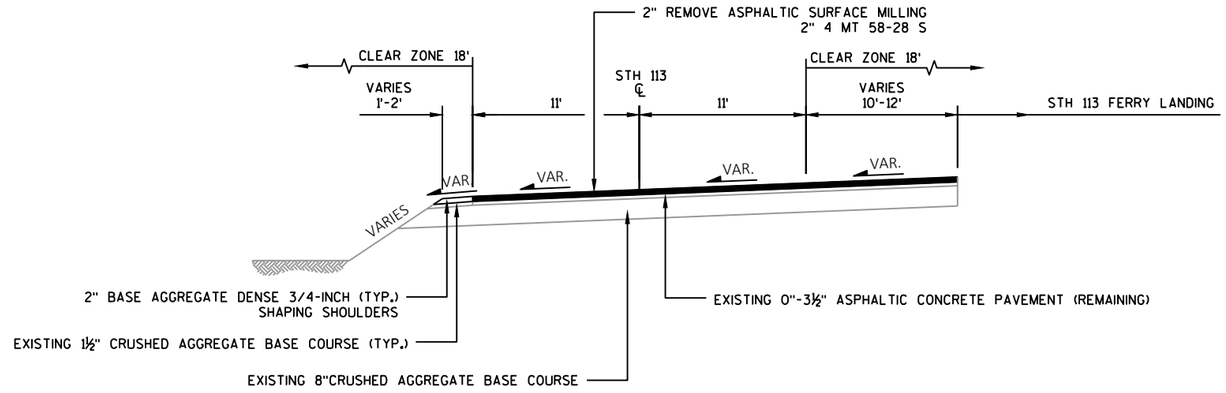
STA 123+78 TO STA 124+68
(40' CLEAR WIDTH)

NOTE: HMA COLD WEATHER PAVING MAY BE REQUIRED WHEN PAVING STA 64+89 TO STA 202+10 AND STA 220+50 TO STA 330+80.

2



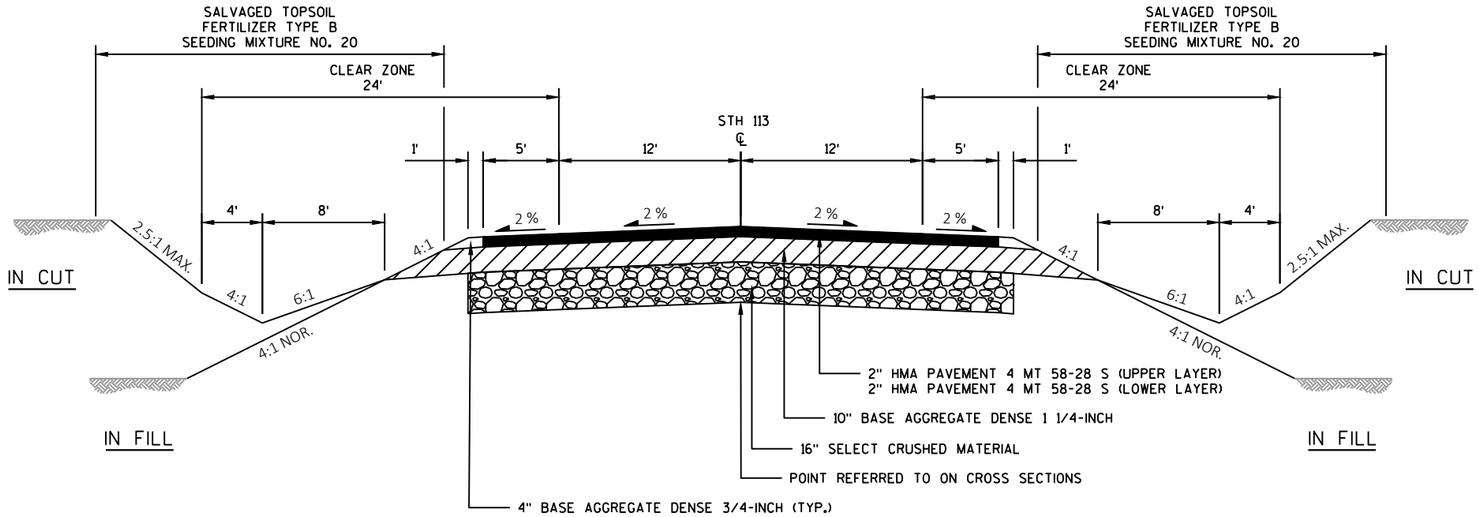
FINISHED TYPICAL SECTION STH 113
STA 126+23 TO STA 202+10
STA 220+50 TO 328+99.37
(12' RIGHT TURN LANE AT STA 325+70 TO STA 328+99.37 RT)



FINISHED TYPICAL SECTION STH 113
STA 328+99.37 TO STA 330+80

NOTE: HMA COLD WEATHER PAVING MAY BE REQUIRED WHEN PAVING
STA 64+89 TO STA 202+10 AND STA 220+50 TO STA 330+80.

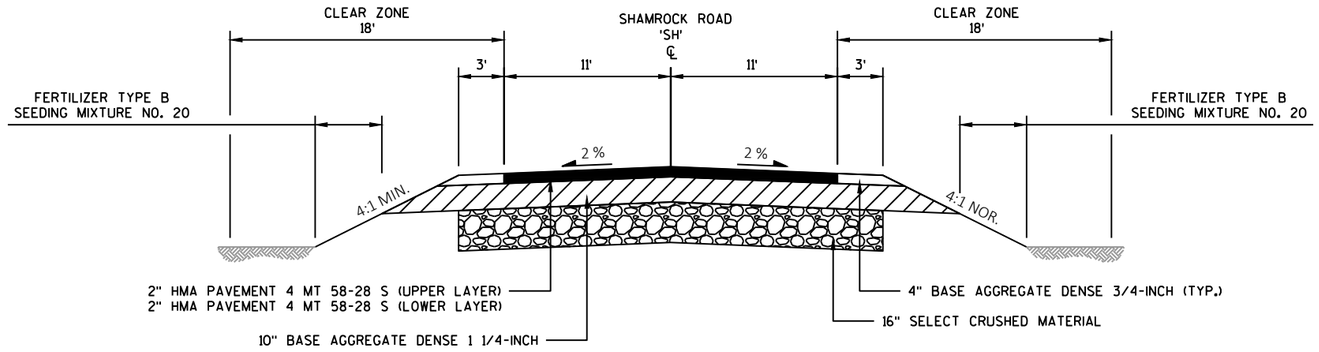
2



FINISHED TYPICAL SECTION STH 113
STA 202+10 TO STA 220+50

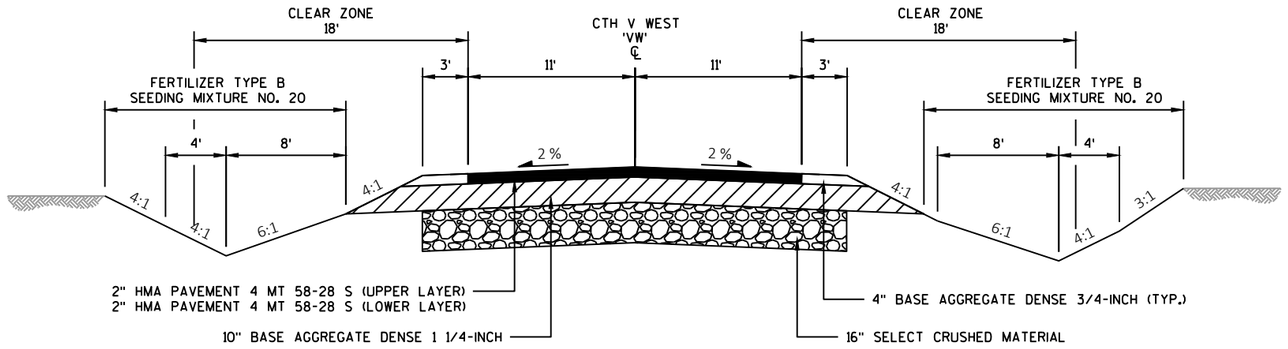
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	FINISHED TYPICAL SECTIONS	SHEET 18	E

2



FINISHED TYPICAL SECTION SHAMROCK RD

STA 0+20.83'SH' TO STA 1+60.76'SH'



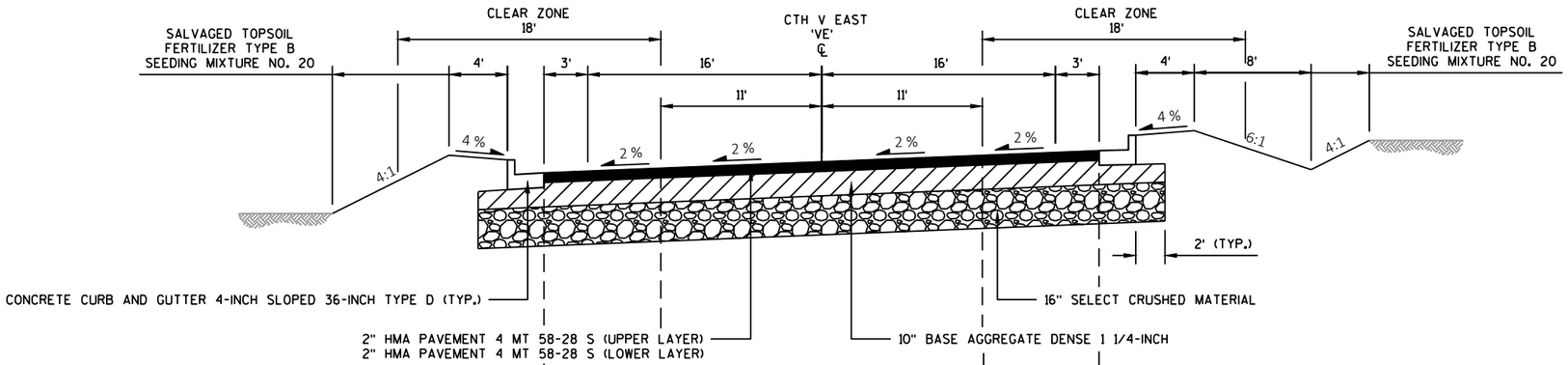
FINISHED TYPICAL SECTION CTH V WEST

STA 1+00'VW' TO STA 2+22.58'VW'

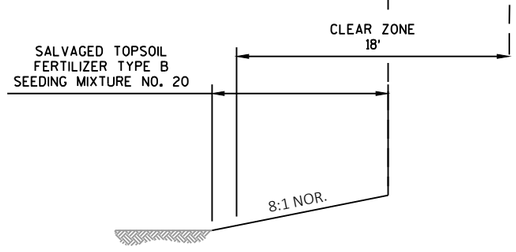
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	FINISHED TYPICAL SECTIONS	SHEET 19	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 15
PLOT DATE : 6/16/2023 9:14 AM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

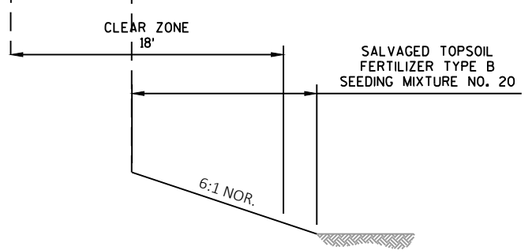


STA 10+18.63'VE' TO STA 10+59.60'VE'



STA 10+59.60'VE' TO STA 10+97.54'VE'

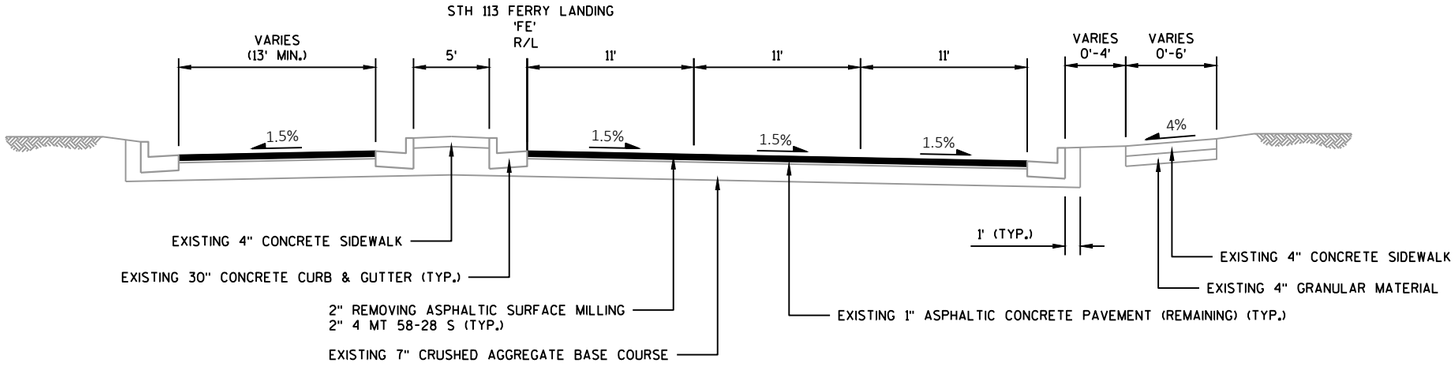
STA 10+18.63'VE' TO STA 10+81.55'VE'



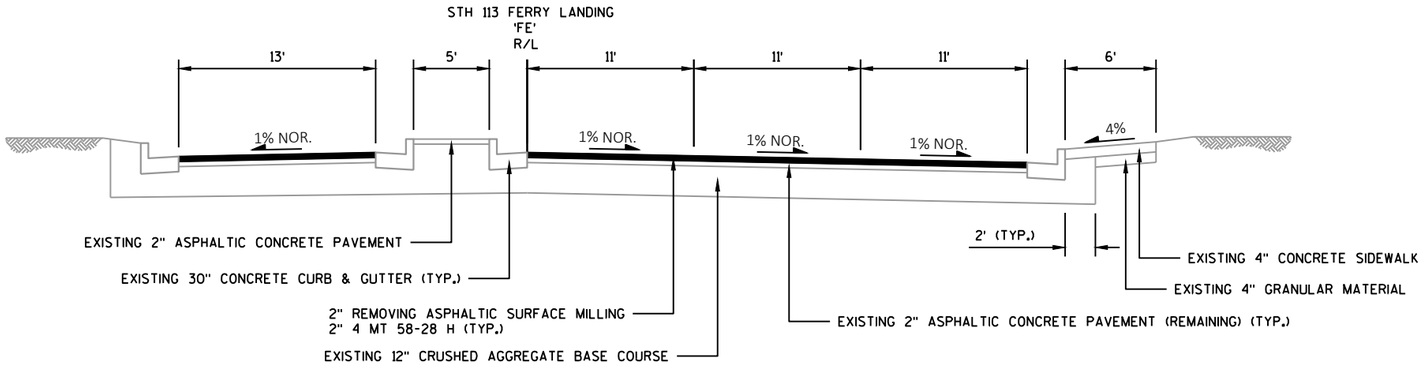
STA 10+81.55'VE' TO STA 10+97.54'VE'

FINISHED TYPICAL SECTION CTH V EAST
STA 10+18.63'VE' TO STA 10+97.54'VE'

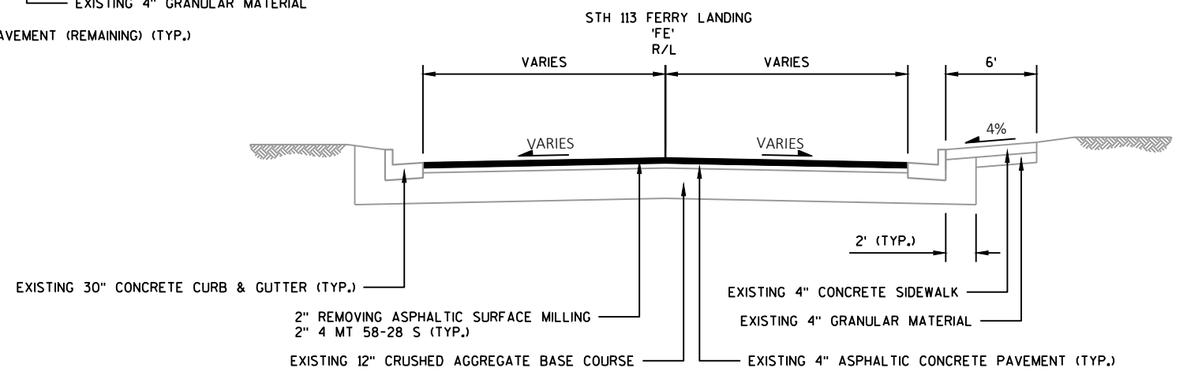
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	FINISHED TYPICAL SECTIONS	SHEET 20	E



FINISHED TYPICAL SECTION STH 113 FERRY LANDING
STA 10+24.41'FE' TO STA 13+50'FE'



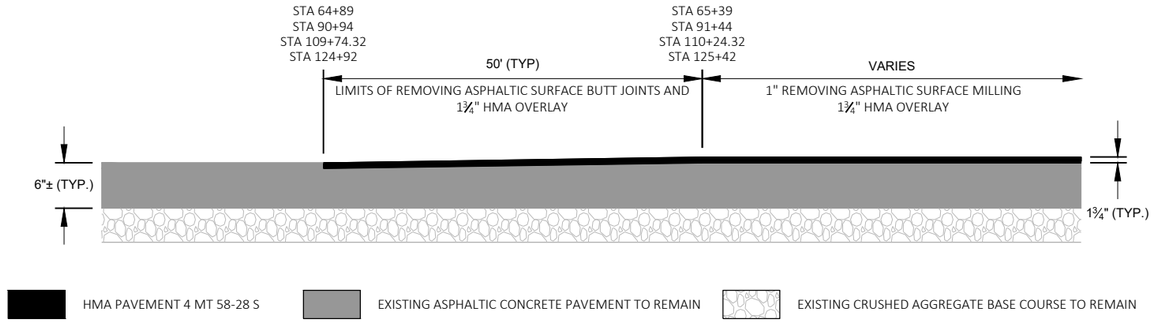
FINISHED TYPICAL SECTION STH 113 FERRY LANDING
STA 13+50'FE' TO STA 14+00'FE'



FINISHED TYPICAL SECTION STH 113 FERRY LANDING
STA 14+00'FE' TO STA 14+94.66'FE'
(CONCRETE VAULT LT & RT FROM STA 14+73.66'FE' TO STA 14+94.66'FE')

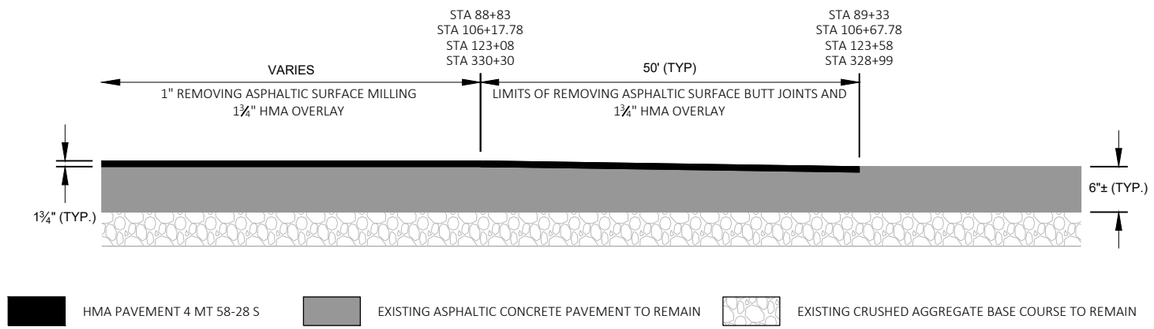
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	FINISHED TYPICAL SECTIONS	SHEET 21	E

2



REMOVING PAVEMENT BUTT JOINT DETAIL

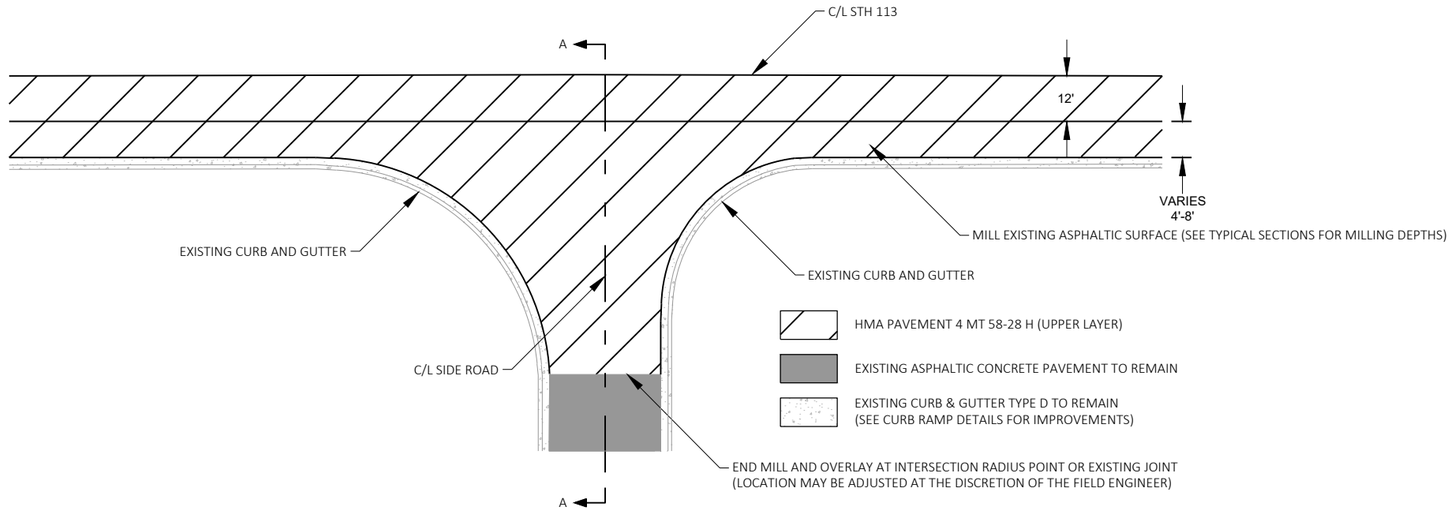
ELEVATION VIEW
STA 64+89 - STA 65+39
STA 90+94 - STA 91+44 (CONCRETE APPROACH SLAB AT STA 90+94)
STA 109+74.32 - STA 110+24.32 (BRIDGE DECK AT STA 109+74.32)
STA 124+92 - STA 125+42 (CONCRETE APPROACH SLAB AT STA 124+92)



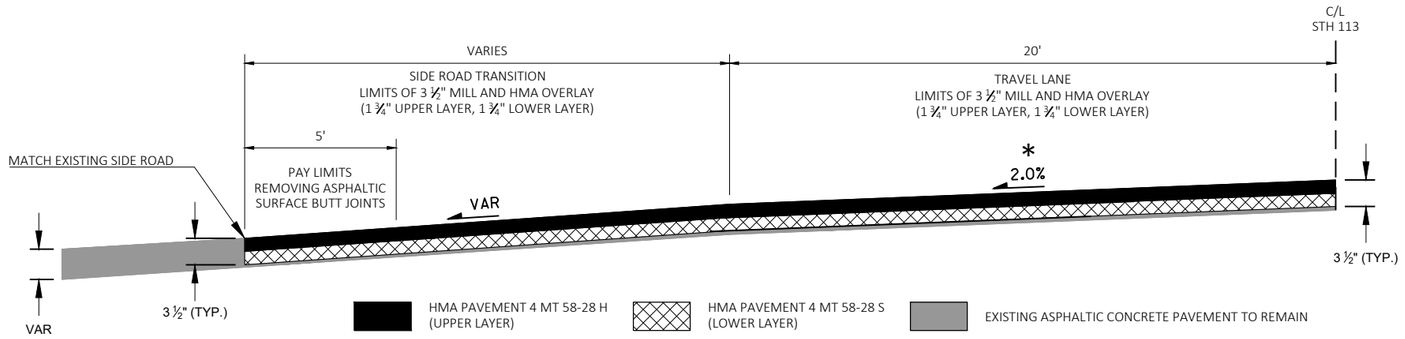
REMOVING PAVEMENT BUTT JOINT DETAIL

ELEVATION VIEW
STA 88+83 - STA 89+33 (CONCRETE APPROACH SLAB AT STA 89+33)
STA 106+17.78 - STA 106+67.78 (BRIDGE DECK SLAB AT STA 106+67.78)
STA 123+08 - STA 123+58 (CONCRETE APPROACH SLAB AT STA 123+58)
STA 330+30 - STA 330+80

2



PLAN VIEW



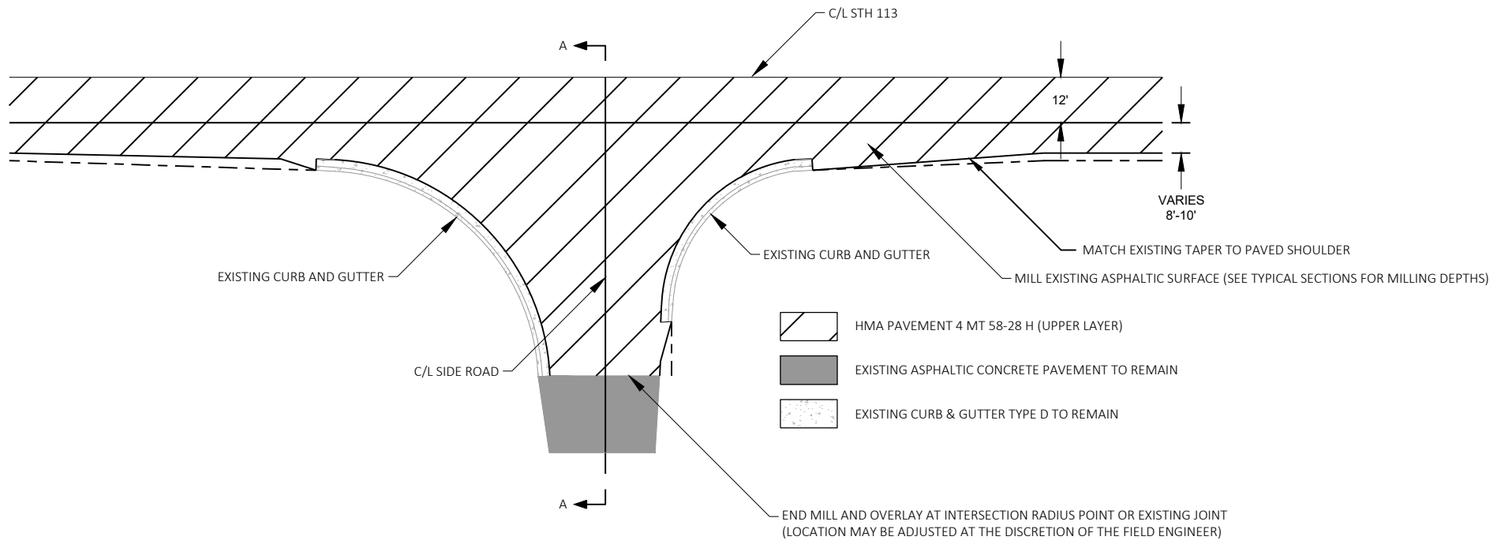
SECTION A-A

SIDE ROAD WITH CURB AND GUTTER TRANSITION DETAIL

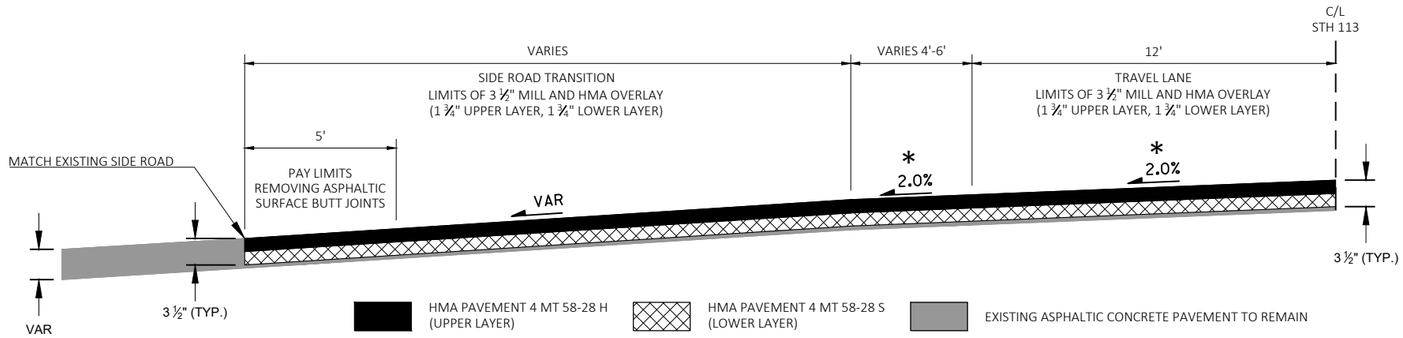
*2.0% TYPICAL; MATCH EXISTING PAVEMENT CROSS SLOPE ALONG SUPERELEVATED CURVES

FIRST STREET
SECOND STREET
LOCUST STREET
CHESTNUT STREET
GAY STREET

2



PLAN VIEW



SECTION A-A

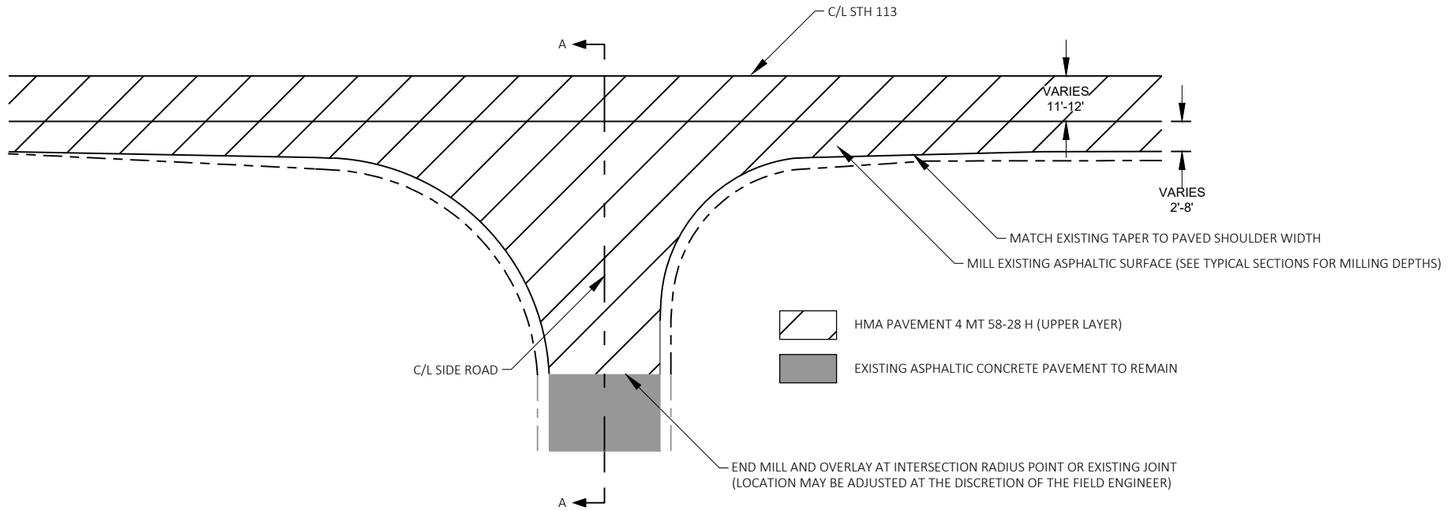
SIDE ROAD WITH CURB AND GUTTER TRANSITION DETAIL

*2.0% TYPICAL; MATCH EXISTING PAVEMENT CROSS SLOPE ALONG SUPERELEVATED CURVES

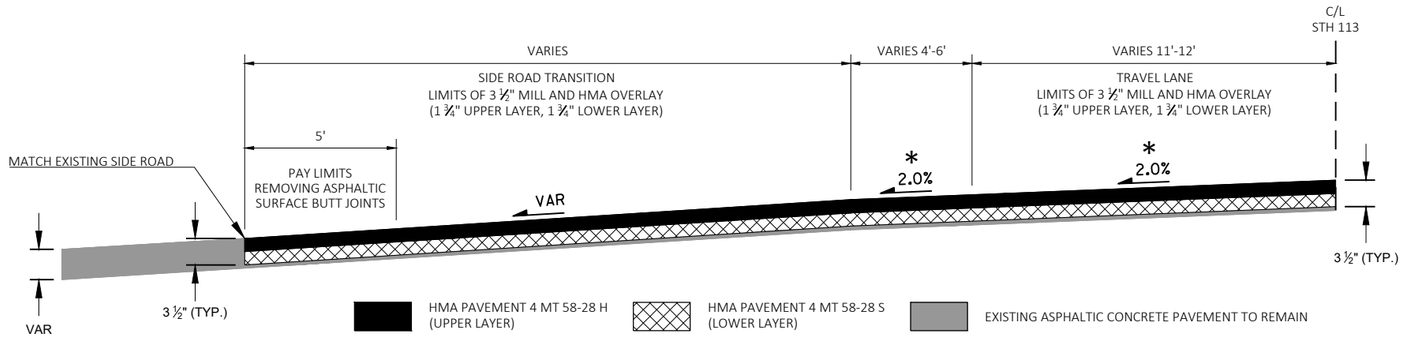
CTH J EAST

CTH J WEST

2



PLAN VIEW



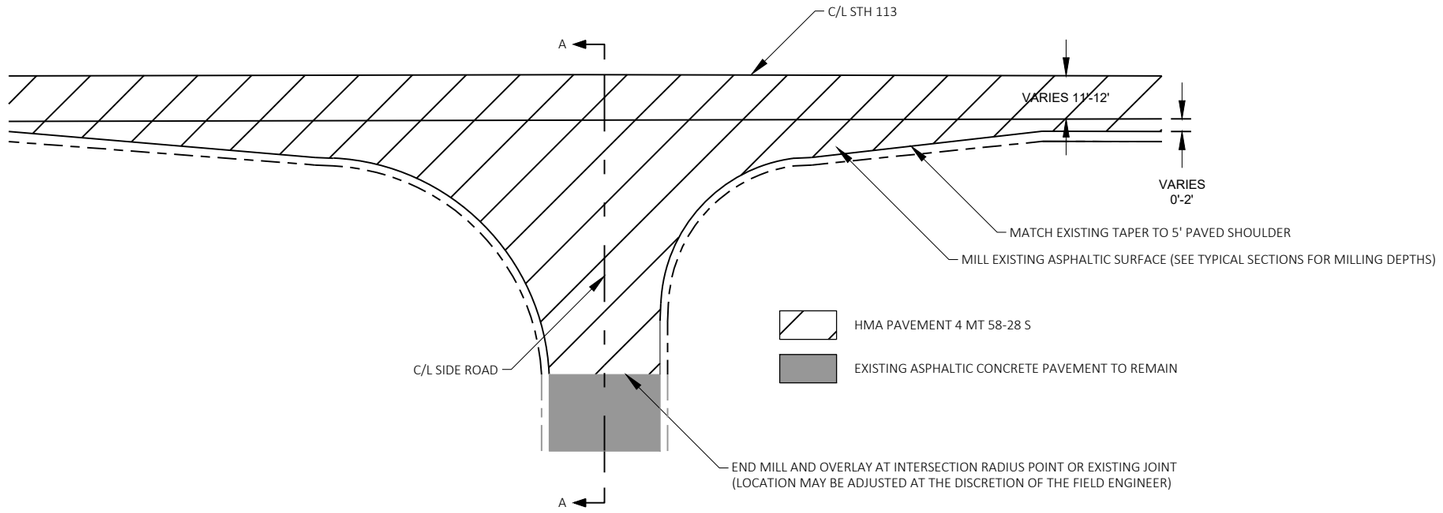
SECTION A-A

SIDE ROAD TRANSITION DETAIL

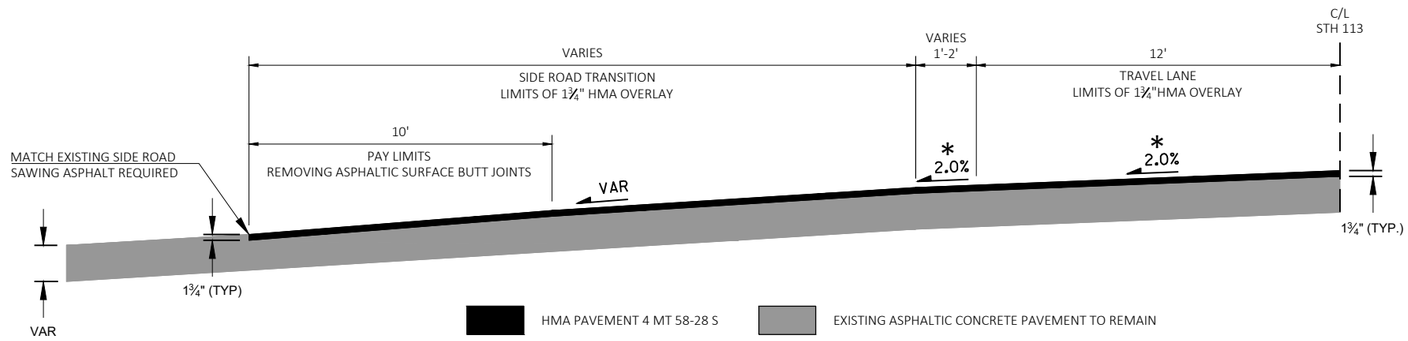
*2.0% TYPICAL; MATCH EXISTING PAVEMENT CROSS SLOPE ALONG SUPERELEVATED CURVES

SPRING CREEK ROAD

2



PLAN VIEW



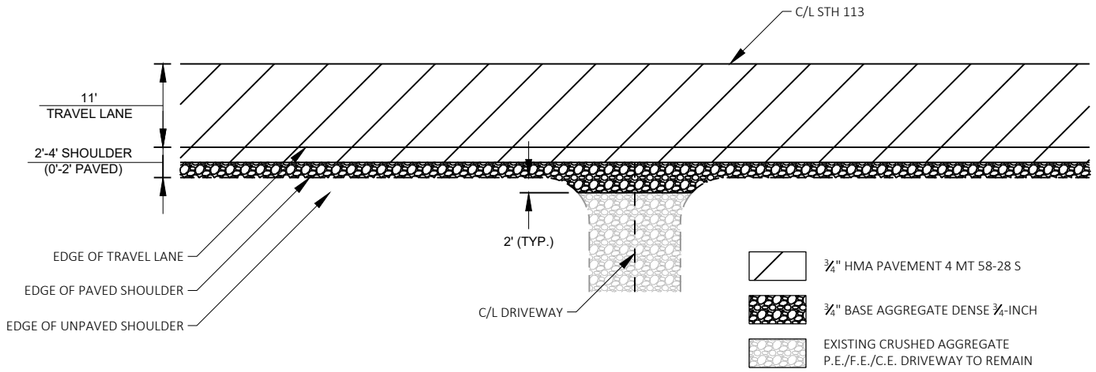
SECTION A-A

SIDE ROAD TRANSITION DETAIL

*2.0% TYPICAL; MATCH EXISTING PAVEMENT CROSS SLOPE ALONG SUPERELEVATED CURVES

RYAN ROAD
CHRISLAW ROAD
OLD SAUK ROAD
NORTHERN CROSS ARM ROAD (EAST INTERSECTION)
MCCUBBINS LANE
NORTHERN CROSS ARM ROAD (WEST INTERSECTION)

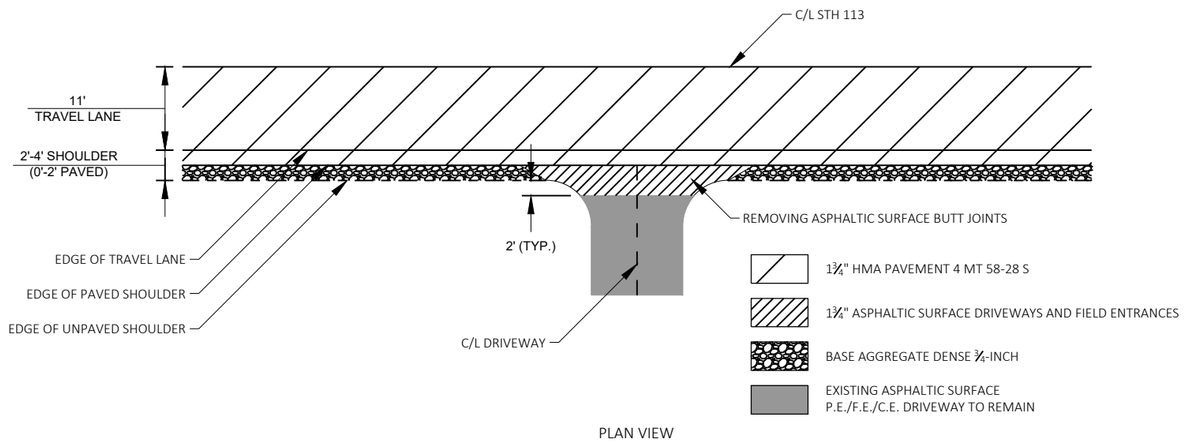
2



PLAN VIEW

P.E./F.E./C.E. DRIVEWAY DETAIL - EXISTING CRUSHED AGGREGATE (STA 64+89 - STA 238+99.50)

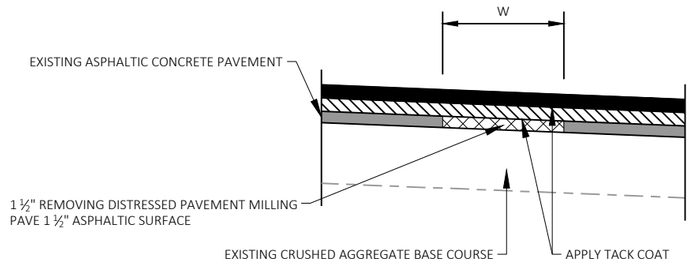
REPLACE TO 2 FOOT BEYOND THE EDGE OF AGGREGATE SHOULDER OR AS DIRECTED BY THE FIELD ENGINEER



PLAN VIEW

P.E./F.E./C.E. DRIVEWAY DETAIL - EXISTING ASPHALT (STA 64+89 - STA 328+99.50)

REPLACE TO 2 FOOT BEYOND THE EDGE OF AGGREGATE SHOULDER OR AS DIRECTED BY THE FIELD ENGINEER



SECTION A-A

LOCATION
STA 1+84 TO STA 64+89

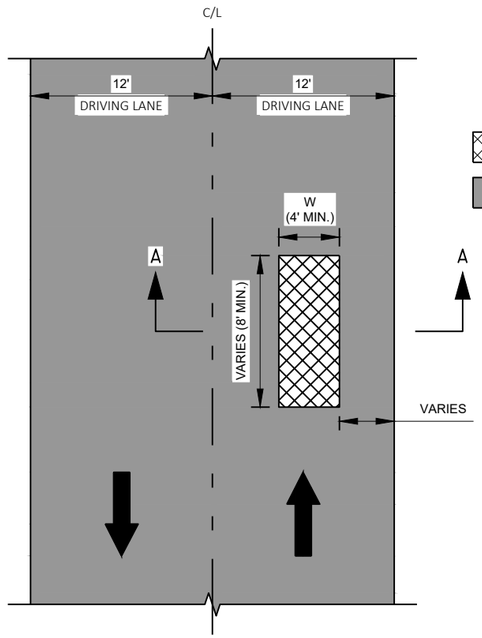
1 ¾" HMA PAVEMENT
4 MT 58-28 H (UPPER LAYER)

1 ¾" HMA PAVEMENT
4 MT 58-28 S (LOWER LAYER)

LOCATION
STA 64+89 TO STA 202+10
STA 220+50 TO 330+80

N/A (UPPER LAYER)

1 ¾" HMA PAVEMENT
4 MT 58-28 S (LOWER LAYER)



1 ½" REMOVING DISTRESSED PAVEMENT MILLING
PAVE 1 ½" ASPHALTIC SURFACE

EXISTING ASPHALTIC CONCRETE PAVEMENT TO REMAIN

PLAN VIEW - MILLED SURFACE

REMOVING DISTRESSED PAVEMENT MILLING DETAIL

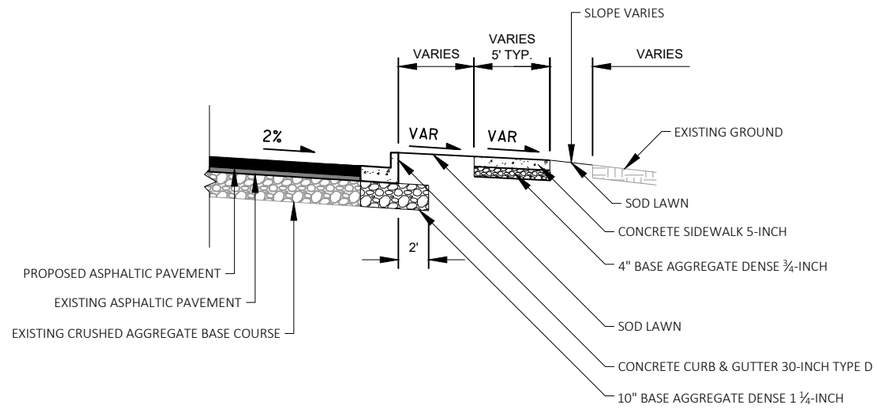
SEE TABLES (RIGHT) FOR APPROXIMATE LOCATIONS AND WIDTHS.
EXACT LOCATIONS AND WIDTHS TO BE DETERMINED/ADJUSTED BY THE FIELD ENGINEER.

EXACT LOCATIONS FOR REMOVING DISTRESSED PAVEMENT MILLING AT STA 64+89 TO STA 202+10 AND STA 220+50 TO 330+80 ARE UNKNOWN.

STATION	TO	STATION	OFFSET	W (FT)	LOCATION
1+84	-	2+63	RT	6	LANE EDGE
2+63	-	3+16	RT	6	LANE EDGE
3+95	-	4+69	RT	12	LANE
6+80	-	7+28	RT	4	LANE EDGE
7+28	-	8+33	RT	6	LANE EDGE
12+98	-	13+09	RT	8	MIDDLE OF LANE
14+56	-	14+67	RT	4	LANE EDGE
17+89	-	18+95	RT	4	LANE EDGE
18+89	-	19+00	RT	12	LANE
19+48	-	21+01	RT	4	LANE EDGE
22+33	-	22+80	RT	4	LANE EDGE
22+80	-	24+12	RT	8	MIDDLE OF LANE
24+65	-	25+12	RT	6	LANE EDGE
26+44	-	26+97	RT	10	MIDDLE OF LANE
27+50	-	28+50	RT	4	LANE EDGE
30+88	-	34+21	RT	4	LANE EDGE
44+34	-	45+35	RT	4	LANE EDGE
49+78	-	49+89	RT	4	LANE EDGE AT C/L
50+79	-	53+64	RT	4	LANE EDGE
54+43	-	54+54	RT	4	LANE EDGE AT C/L
55+43	-	55+70	RT	4	LANE EDGE AT C/L
57+54	-	58+60	RT	4	LANE EDGE
59+13	-	60+71	RT	4	LANE EDGE
60+71	-	61+50	RT	12	LANE
62+03	-	62+30	RT	4	LANE EDGE
63+14	-	63+40	RT	4	LANE EDGE

STATION	TO	STATION	OFFSET	W (FT)	LOCATION
7+87	-	8+13	LT	8	LANE EDGE
12+04	-	12+57	LT	6	LANE EDGE AT C/L
27+19	-	27+72	LT	10	LANE
27+98	-	28+51	LT	10	LANE
28+99	-	29+25	LT	6	LANE EDGE
30+04	-	30+36	LT	12	LANE
30+57	-	31+10	LT	12	LANE
49+10	-	49+63	LT	4	LANE EDGE AT C/L
50+42	-	50+95	LT	4	LANE EDGE AT C/L
53+27	-	53+54	LT	4	LANE EDGE AT C/L
53+85	-	54+33	LT	4	LANE EDGE AT C/L
58+82	-	59+35	LT	6	LANE EDGE
59+35	-	59+61	LT	12	LANE
59+61	-	60+14	LT	4	LANE EDGE
60+67	-	61+19	LT	6	LANE EDGE
61+19	-	61+72	LT	12	LANE
62+51	-	63+57	LT	12	LANE
63+57	-	64+10	LT	6	LANE EDGE AT C/L
64+10	-	64+89	LT	6	LANE EDGE

2



CURB & GUTTER AND SIDEWALK DETAIL

SEE CURB RAMP DETAILS FOR GRADES AND ADDITIONAL DETAILS

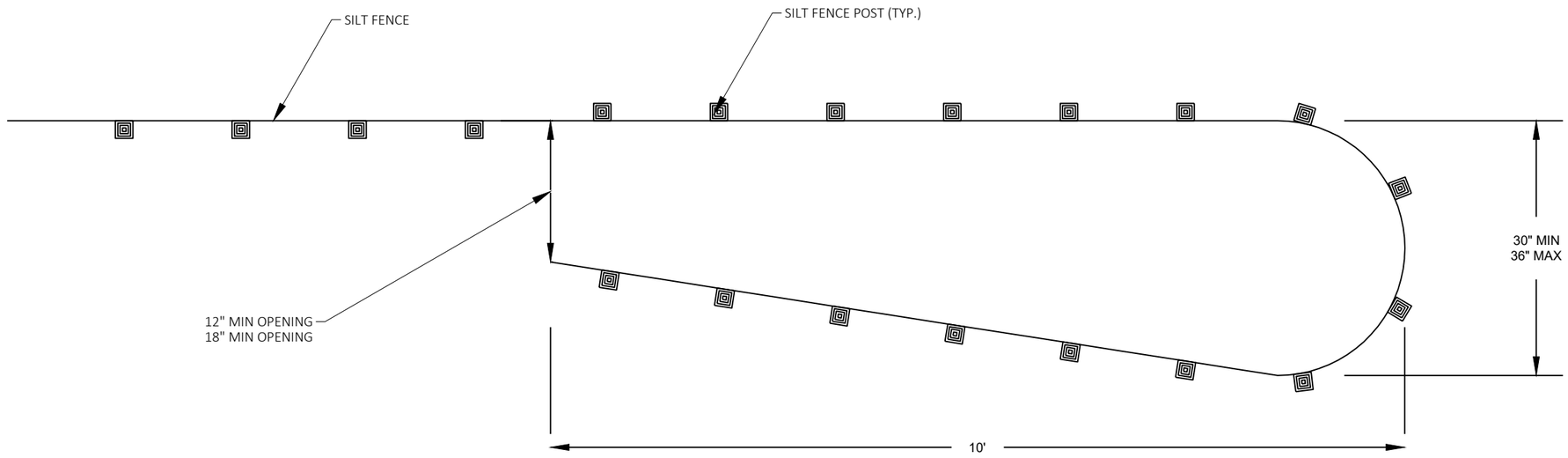
FIRST STREET

SECOND STREET

LOCUST STREET

CHESTNUT STREET

2



SILT FENCE TURN-AROUND DETAIL

TO BE PLACED AT END OF SILT FENCE AT THE BEAM GUARD AT B-11-109

NOTE:
SILT FENCE POSTS FOR THE TURN AROUND SHOULD BE PLACED ON THE OUTSIDE OF THE TURN-AROUND

2

EXISTING R/W

FIRST STREET

END CONSTRUCTION LIMITS
STA 2+90.24, 49.1' LT
SAWCUT REQ'D

EXISTING R/W

BEGIN CONSTRUCTION
STA 1+84 MATCH EXISTING
SAWCUT REQ'D

PROPOSED R/W

TLE

SLOPE INTERCEPT

CITY OF LODI - UNDERGROUND ELECTRIC

EXISTING R/W

EXISTING R/W

SLOPE INTERCEPT

SALVAGED INLET COVER
(RE-INSTALL AFTER CURB RAMP IMPROVEMENTS)

MG&E - UNDERGROUND GAS

2 3 4

STH 113

EXISTING LIGHT POLE
(TO REMAIN)

SLOPE INTERCEPT

CAUTION

CAUTION

EXISTING R/W

TLE

YY

TLE

EXISTING R/W

MG&E - UNDERGROUND GAS

CITY OF LODI - UNDERGROUND ELECTRIC

SEE CURB RAMP DETAILS FOR STA/OFFSET LOCATIONS OF CURB RAMP REPLACEMENT LIMITS

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE CURB & GUTTER
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- XXXXXXXXXXX SAWING ASPHALT
- AAAAAAAAAAA SAWING CONCRETE

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CONSTRUCTION DETAILS - REMOVALS	SHEET 31	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 01

PLOT DATE : 10/13/2022 7:41 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

SECOND STREET

LOCUST STREET

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

MG&E - UNDERGROUND GAS

END CONSTRUCTION LIMITS
STA 6+83.59, 63.2' LT
SAWCUT REQ'D

SLOPE INTERCEPT

END CONSTRUCTION LIMITS
STA 6+24.84, 44.6' LT
SAWCUT REQ'D

CITY OF LODI - WATER

SALVAGED INLET COVER
(RE-INSTALL AFTER CURB RAMP IMPROVEMENTS)

MG&E - UNDERGROUND GAS

SALVAGED INLET COVER
(RE-INSTALL AFTER CURB RAMP IMPROVEMENTS)

SLOPE INTERCEPT

PROPOSED R/W

CITY OF LODI - UNDERGROUND ELECTRIC

TLE

TLE

EXISTING R/W

SLOPE INTERCEPT

PI 6+22.38

CITY OF LODI - WATER

5

6

7

STH 113

CAUTION

EXISTING R/W

TLE

SLOPE INTERCEPT

CAUTION

TLE

SLOPE INTERCEPT

EXISTING R/W

MG&E - UNDERGROUND GAS

FRONTIER COMMUNICATIONS - UNDERGROUND FIBER OPTIC

CITY OF LODI - UNDERGROUND ELECTRIC

SEE CURB RAMP DETAILS FOR STA/OFFSET LOCATIONS OF CURB RAMP REPLACEMENT LIMITS

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE CURB & GUTTER
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- XXXXXXXXXXX SAWING ASPHALT
- SAWING CONCRETE

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CONSTRUCTION DETAILS - REMOVALS	SHEET 32	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 02

PLOT DATE : 10/13/2022 7:41 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

CHESTNUT STREET

EXISTING R/W

END CONSTRUCTION LIMITS
STA 10+66.13, 63.1' LT
SAWCUT REQ'D

SLOPE INTERCEPT

SLOPE INTERCEPT

SALVAGED INLET COVER
(RE-INSTALL AFTER CURB RAMP IMPROVEMENTS)

MG&E - UNDERGROUND GAS

EXISTING R/W

TLE

CAUTION

PI: 10+00.00

CHARTER COMMUNICATIONS - UNDERGROUND FIBER OPTIC

PROPOSED R/W

MG&E - UNDERGROUND GAS

EXISTING R/W

PI: 11+41.06

9 10 11 12

STH 113

EXISTING LIGHT POLE
(TO REMAIN)

EXISTING R/W

CITY OF LODI - UNDERGROUND ELECTRIC

SLOPE INTERCEPT

FAIR STREET

FRONTIER COMMUNICATIONS - UNDERGROUND FIBER OPTIC

SLOPE INTERCEPT

EXISTING R/W

PROPOSED R/W

EXISTING R/W

SEE CURB RAMP DETAILS FOR STA/OFFSET LOCATIONS OF CURB RAMP REPLACEMENT LIMITS

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE CURB & GUTTER
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- XXXXXXXXXXX SAWING ASPHALT
- SAWING CONCRETE

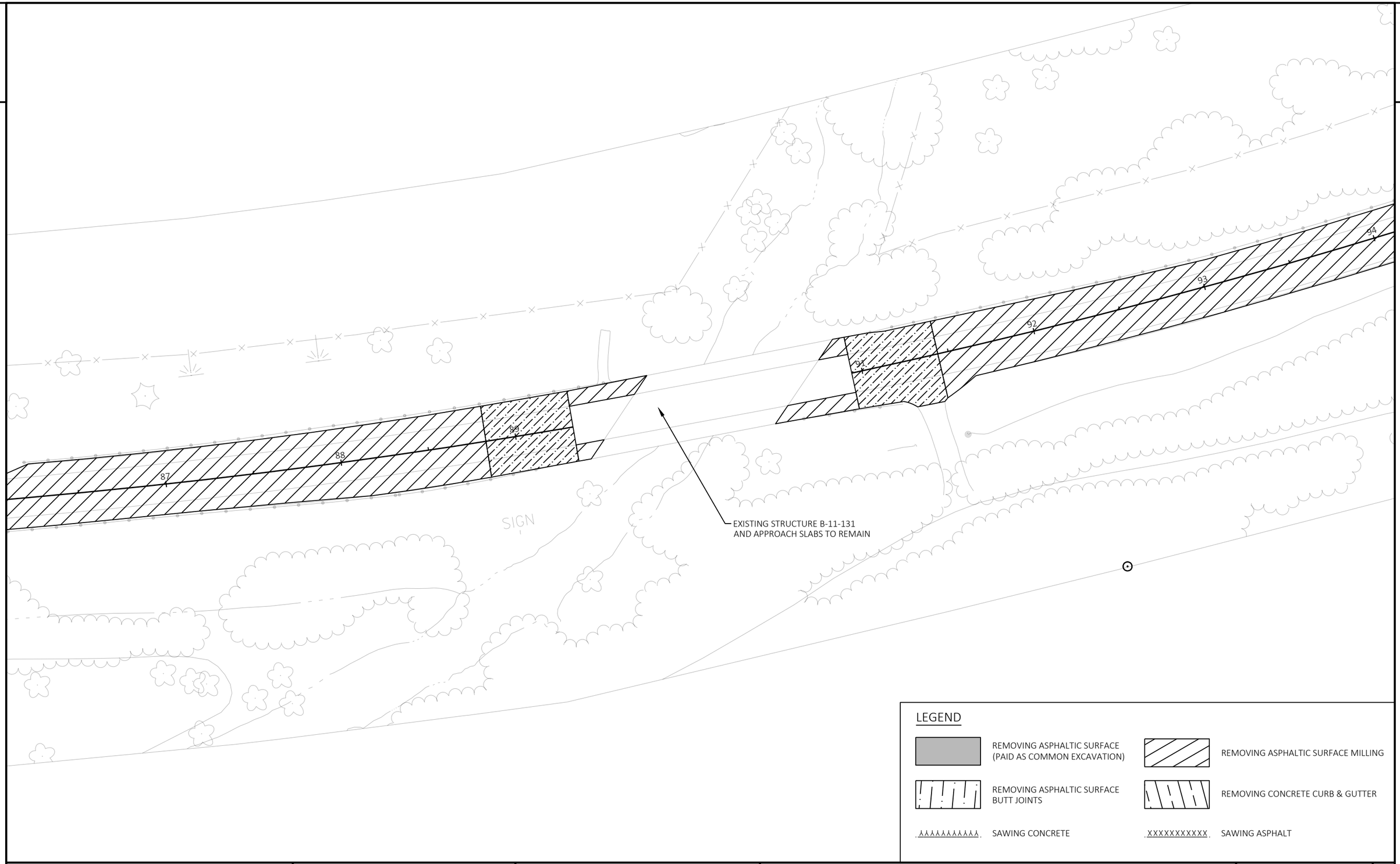
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CONSTRUCTION DETAILS - REMOVALS	SHEET 33	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 03

PLOT DATE : 10/13/2022 7:41 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CONCRETE CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CONSTRUCTION DETAILS - REMOVALS	SHEET 34	E

2

2

EXISTING STRUCTURE B-11-130
AND APPROACH SLABS TO REMAIN

PT: 120+72.39

PC: 126+84.44

121 122 123 125 126 127 128

SIGN

SEPC

LEGEND

- REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CONCRETE CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CONSTRUCTION DETAILS - REMOVALS	SHEET 35	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 02

PLOT DATE : 6/15/2023 12:07 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

END HMA OVERLAY STA 202+10
BEGIN RECONSTRUCTION
SAWCUT REQ'D

MG&E - UNDERGROUND GAS

FRONTIER COMMUNICATIONS - UNDERGROUND TELEPHONE

EXISTING R/W

SLOPE INTERCEPT (TYP.)

PT: 201+96.98

202 203 204 205 206 207 208 209

CAUTION

STH 113

SHAMROCK ROAD

1'SH'

PI: 0'SH'+43.17

CAUTION

SIGN

EXISTING R/W

SLOPE INTERCEPT (TYP.)

RUINS

WISCONSIN SOUTHERN RAILROAD

WISCONSIN SOUTHERN RAILROAD

ALLIANT ENERGY - OVERHEAD ELECTRIC

END RECONSTRUCTION LIMITS
SHAMROCK ROAD
STA 1'SH'+60.76, AT C/L

SPRINT COMMUNICATION - UNDERGROUND FIBER OPTIC

LEGEND

- REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CONCRETE CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CONSTRUCTION DETAILS - REMOVALS	SHEET 36	E

2

2

SLOPE INTERCEPT (TYP.)

PROPOSED R/W

FRONTIER COMMUNICATIONS - UNDERGROUND TELEPHONE

PROPOSED R/W

EXISTING R/W

SIGN

SIGN

SIGN

210 211 212 213 214 215 216 217

STH 113

SIGN

SIGN

SIGN

SIGN

SIGN

SIGN

EXISTING R/W

SLOPE INTERCEPT (TYP.)

WISCONSIN SOUTHERN RAILROAD

EXISTING R/W

LEGEND

REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING CONCRETE CURB & GUTTER

SAWING CONCRETE

SAWING ASPHALT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CONSTRUCTION DETAILS - REMOVALS	SHEET 37	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 04

PLOT DATE : 6/15/2023 12:07 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

ALLIANT ENERGY/CHARTER COMMUNICATIONS - OVERHEAD ELECTRIC/FIBER OPTIC

FRONTIER COMMUNICATIONS - UNDERGROUND TELEPHONE

EXISTING R/W

PROPOSED R/W

CTH V

MG&E - UNDERGROUND GAS

END RECONSTRUCTION LIMITS
CTH V WEST
STA 1'VW'+00, AT C/L
SAWCUT REQ'D

FRONTIER COMMUNICATIONS - UNDERGROUND TELEPHONE

PROPOSED R/W

EXISTING R/W

MG&E - UNDERGROUND GAS

SLOPE INTERCEPT (TYP.)

ALLIANT ENERGY/CHARTER COMMUNICATIONS - OVERHEAD ELECTRIC/FIBER OPTIC

END RECONSTRUCTION STA 220+50
BEGIN MILL AND HMA OVERLAY
SAWCUT REQ'D

EXISTING R/W

217 218 219 220 221 222 223 224

STH 113

SLOPE INTERCEPT (TYP.)

ALLIANT ENERGY/CHARTER COMMUNICATIONS - OVERHEAD ELECTRIC/FIBER OPTIC

EXISTING R/W

END RECONSTRUCTION LIMITS
CTH V EAST
STA 10'VE'+97.45, AT C/L

MG&E - UNDERGROUND GAS

WISCONSIN SOUTHERN RAILROAD

CTH V

PC: 11'VE'+59.34

PT: 11'VE'+84.37

SPRINT COMMUNICATIONS - UNDERGROUND FIBER OPTIC

LEGEND

- REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CONCRETE CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CONSTRUCTION DETAILS - REMOVALS	SHEET 38	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 05
PLOT DATE : 6/15/2023 12:08 PM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

END CONSTRUCTION
STA 330+80, AT C/L
SAWCUT REQ'D

331

XXXXXXXXXX

330

329

STH 113

327

11'FE'

12'FE'

13'FE'

14'FE'

PC: 13'FE'+86.59

PT: 14'FE'+77.29

STH 113 FERRY LANDING

END CONSTRUCTION
STH 113 FERRY LANDING
STA 14+94.66 'FE', AT R/L

POST
SIGN
SEPC
A/C
MH
W
ZM
WELL
RIPRAP

LEGEND

- REMOVING ASPHALTIC SURFACE (PAID AS COMMON EXCAVATION)
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CONCRETE CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CONSTRUCTION DETAILS - REMOVALS	SHEET 39	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 06

PLOT DATE : 6/15/2023 12:08 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

STA. 103+22.68 - 103+75.80, LT. MGS GUARDRAIL TERMINAL EAT
STA. 103+75.80 - 105+75.82, LT. MGS GUARDRAIL 3
STA. 105+75.82 - 106+15.22, LT. MGS THRIE BEAM TRANSITION

EDGE OF HMA PAVEMENT
SHOULDER (TYP.)

TAPER POINT
STA 101+93.66
17.0' LT

EXISTING RIGHT OF WAY (TYP.)

EDGE OF BASE AGGREGATE
SHOULDER (TYP.)

EAT POST #1
STA 103+22.68
20.0' LT*

MGS GUARDRAIL TERMINAL EAT

EAT POST #5
STA 103+49.24
19.0' LT*

EAT POST #9
STA 103+72.67
18.0' LT*

MGS GUARDRAIL 3 BEGIN
STA 103+75.80
18.0' LT

MG&E
UNDERGROUND GAS

PT: 102+42.24

SLOPE INTERCEPT

FRONTIER COMMUNICATIONS
TELEPHONE

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
STA 105+72.19 TO 106+13.29

MGS THRIE BEAM TRANSITION
STA 105+75.82
18.0' LT*

ASPHALTIC FLUME
STA 105+70

REMOVE EXISTING ASPHALTIC FLUME
STA 106+10

MGS THRIE BEAM TRANSITION
STA 106+15.22
17.6' LT*

EXISTING RIGHT OF WAY (TYP.)

WISCONSIN SOUTHERN RAILROAD

N

CAUTION

102 103 104 105 106

STH 113

B-11-109

RYAN ROAD

SIGN

SIGN

EDGE OF HMA PAVEMENT
SHOULDER (TYP.)

EAT POST #1
STA 103+32.55
20.0' RT*

EAT POST #5
STA 103+57.55
19.0' RT*

EAT POST #9
STA 103+82.56
18.0' RT*

EDGE OF BASE AGGREGATE
SHOULDER (TYP.)

MGS GUARDRAIL 3
STA 103+85.68
18.0' RT

GUY

HO

ALLIANT ENERGY
OVERHEAD ELECTRIC

SLOPE INTERCEPT

ASPHALTIC FLUME
STA 106+42

MGS THRIE BEAM TRANSITION
STA 106+48.13
17.0' RT

MGS THRIE BEAM TRANSITION
STA 106+87.58
15.4' RT

CONCRETE CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE TBT
STA 106+44.28 TO 106+85.38

RYAN RD

MGS GUARDRAIL TERMINAL EAT

EXISTING RIGHT OF WAY (TYP.)

SIGN

SIGN

SIGN

SIGN

SIGN

SIGN

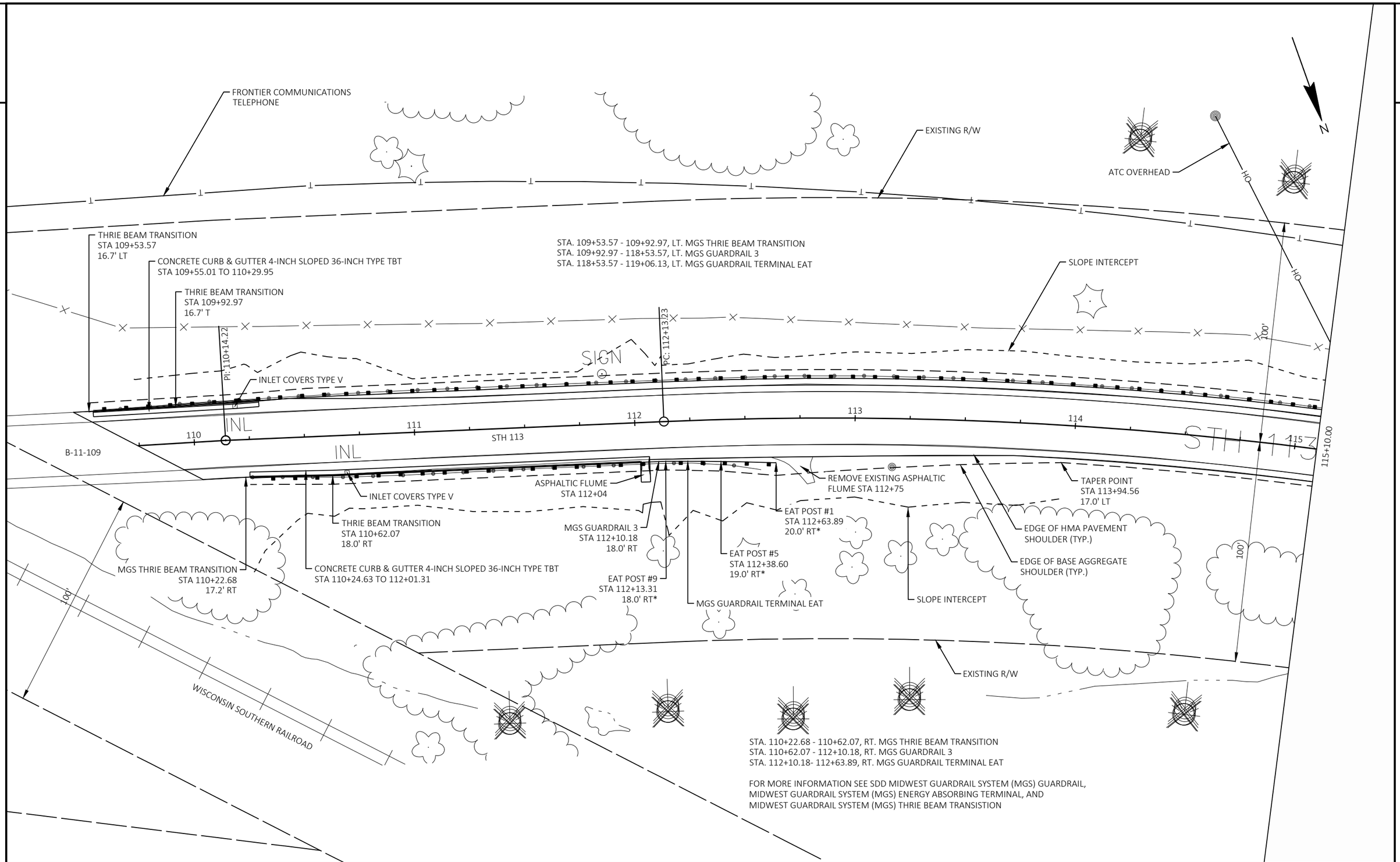
THISTLEDOWN DRIVE

STA. 103+32.55 - 103+85.68, RT. MGS GUARDRAIL TERMINAL EAT
STA. 103+85.68 - 106+48.13, RT. MGS GUARDRAIL 3
STA. 106+48.13 - 106+87.58, RT. MGS THRIE BEAM TRANSITION

FOR MORE INFORMATION SEE SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL,
MIDWEST GUARDRAIL SYSTEM (MGS) ENERGY ABSORBING TERMINAL, AND
MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSISTION

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	GUARDRAIL LAYOUT	SHEET 40	E

2



PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	GUARDRAIL LAYOUT	SHEET 41	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\021004-CD.DWG
LAYOUT NAME - 02

PLOT DATE : 10/13/2022 4:04 PM PLOT BY : CAROLAN, TANNER C PLOT NAME : PLOT SCALE : 1 IN:40 FT

STA. 109+53.57 - 109+92.97, LT. MGS THRIE BEAM TRANSITION
STA. 109+92.97 - 118+53.57, LT. MGS GUARDRAIL 3
STA. 118+53.57 - 119+06.13, LT. MGS GUARDRAIL TERMINAL EAT

FRONTIER COMMUNICATIONS TELEPHONE

MGS GUARDRAIL TERMINAL EAT

EAT POST #5
STA 118+81.41
19.0' LT

EAT POST #9
STA 118+56.54
18.0' LT

MGS GUARDRAIL 3
STA 118+53.57
18.0' LT

EAT POST #1
STA 119+06.13
20.0' LT

SLOPE INTERCEPT (TYP.)

EDGE OF BASE AGGREGATE SHOULDER

EDGE OF HMA PAVEMENT SHOULDER

TAPER POINT
STA 120+11.18
16.4' LT

PT: 120+72.36

115+10.00

100'

HO

HO

100'

ATC OVERHEAD

116 117 118 119 120

STH 113

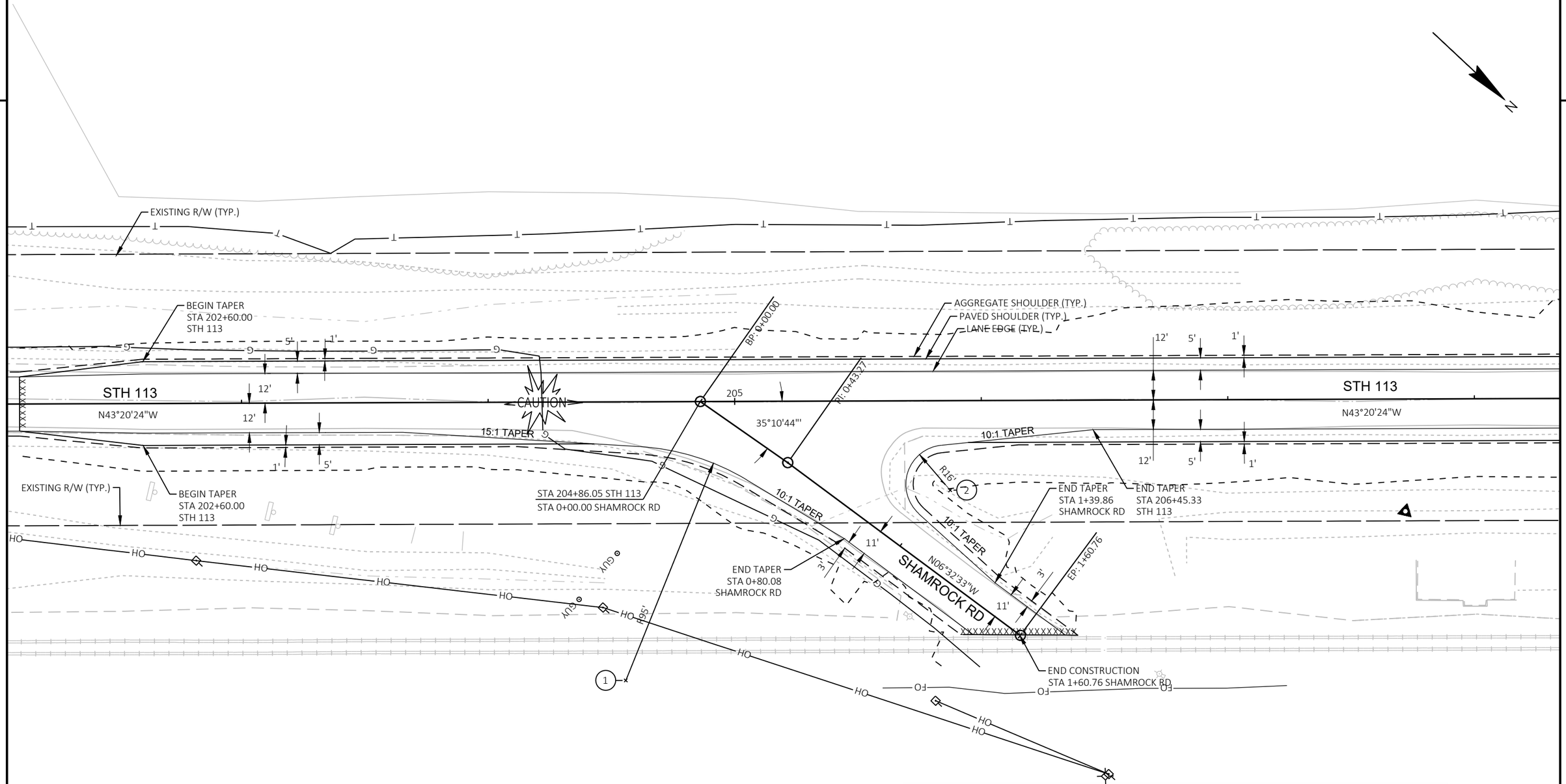
FOR MORE INFORMATION SEE SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL,
MIDWEST GUARDRAIL SYSTEM (MGS) ENERGY ABSORBING TERMINAL, AND
MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSISTION

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	GUARDRAIL LAYOUT	SHEET 42	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\021004-CD.DWG
LAYOUT NAME - 03

PLOT DATE : 10/13/2022 4:04 PM PLOT BY : CAROLAN, TANNER C PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



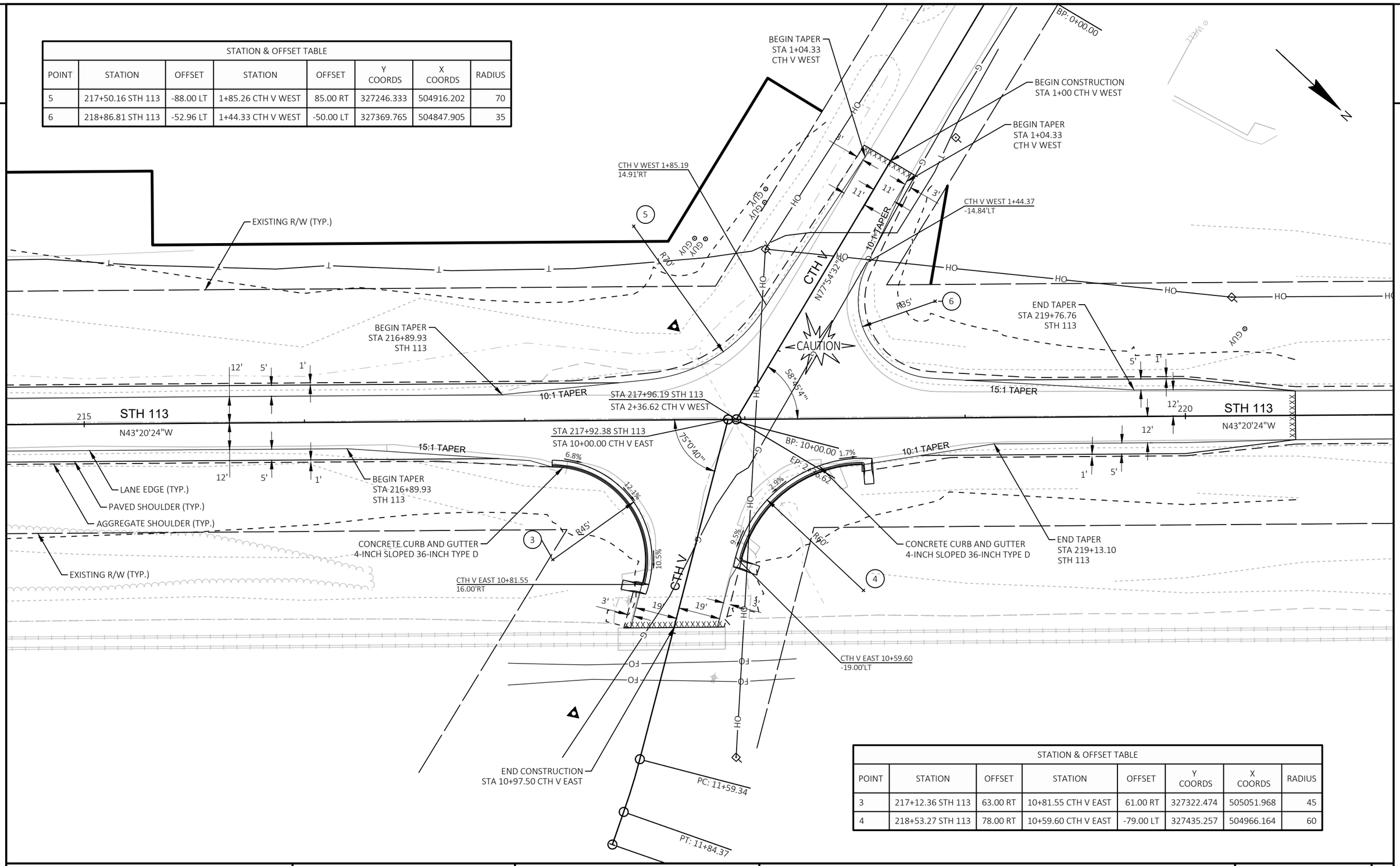
STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	204+55.44 STH 113	113.00 RT	0+40.08 SHAMROCK RD	110.00 RT	326442.638	505950.992	95
2	205+87.27 STH 113	36.31 RT	1+02.82 SHAMROCK RD	-30.33 LT	326485.884	505804.734	16

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	INTERSECTION DETAIL	SHEET 43	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - SHAMROCK RD

PLOT DATE : 10/13/2022 4:19 PM PLOT BY : CAROLAN, TANNER C PLOT NAME : PLOT SCALE : 1 IN:40 FT

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
5	217+50.16 STH 113	-88.00 LT	1+85.26 CTH V WEST	85.00 RT	327246.333	504916.202	70
6	218+86.81 STH 113	-52.96 LT	1+44.33 CTH V WEST	-50.00 LT	327369.765	504847.905	35



STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
3	217+12.36 STH 113	63.00 RT	10+81.55 CTH V EAST	61.00 RT	327322.474	505051.968	45
4	218+53.27 STH 113	78.00 RT	10+59.60 CTH V EAST	-79.00 LT	327435.257	504966.164	60

2

2

BP: 0+00.00

1ST STREET

2ND STREET

LOCUST STREET

CHESTNUT STREET

PI: 6+22.38

PI: 10+00.00

PI: 11+41.06

PC: 13+81.31

MATCH LINE 15+20

N

STH 60

N29°26'41"W
622.38'

N29°21'05"W
377.62'

N30°56'37"W
141.06'

N29°42'22"W
240.25'

5

10

15

BEGIN PROJECT
BEGIN MILL AND OVERLAY
STA 1+84
Y=312,082.03
X=519696.39
MATCH EXISTING
BUTT JOINT REQ'D

CONTROL POINT 911
Y= 312,465.9800'
X= 519,427.8030'

CONTROL POINT 900
Y= 312,244.9740'
X=519,634.6440'

GOERES PARK
STA 10+80 - STA 18+15 RT

BENCHMARK 2305
Y=312,886.8100'
X=519,388.0050'

FAIR STREET

SPRING CREEK

CONTROL POINT 901
Y= 312,897.9670'
X=519,271.2440'

PI STA = 14+70.59
Y = 313200.135
X = 519059.962
DELTA = 30°55'10"
D = 17°45'00"
T = 89.27'
L = 174.19'
R = 322.79'
PC STA = 13+81.31
Y = 313122.593
X = 519104.201
PT STA = 15+55.50
Y = 313243.925
X = 518982.166
BK = N29°42'21.6"W
AH = N60°37'31.4"W
SE = MATCH EXISTING

A SEE CONSTRUCTION DETAIL FOR CURB RAMP LAYOUT

NOTE: BACKGROUND MAPPING IS FROM 2015 AND GAY STREET WAS RECONSTRUCTED IN 2021

CNW RAILROAD

GAY STREET

PC: 21+63.00

CONTROL POINT 903
Y= 313,557.5300'
X=518,375.9570'

PT: 24+34.59

PT: 15+55.50

MATCH LINE 15+20

N60°37'31"W
607.49'

STH 113

20

25

30

MATCH LINE 30+40

CONTROL POINT 902
Y= 313,266.4890'
X=518,991.8050'

GOERES PARK
STA 10+80 - STA 18+15 RT.

SPRING CREEK

PI STA = 23+00.80
Y = 313609.504
X = 518332.696
DELTA = 23°52'46"
D = 8°47'32"
T = 137.80'
L = 271.60'
R = 651.66'
PC STA = 21+63.00
Y = 313541.911
X = 518452.779
PT STA = 24+34.59
Y = 313719.922
X = 518250.255
BK = N60°37'31.4"W
AH = N36°44'45.2"W
SE = MATCH EXISTING

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
900	3+59	813.54	FENO MONUMENT
911	6+50	814.14	CP NAIL
2305	10+33	815.45	BENCHMARK B-11-145
901	11+02	813.37	FENO MONUMENT
902	15+58	822.09	FENO MONUMENT
903	22+35	822.00	FENO MONUMENT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 45	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 6/15/2023 3:30 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 30+40

MATCH LINE 45+60

35

STH 113

N36°44'45"W

2425.42'

40

45

N

MATCH LINE 45+60

MATCH LINE 60+80

PI: 48+60.01

C.E. REQ'D (ASPH)
STA. 49+85, LT

P.E. REQ'D (BASE)
STA. 53+18, LT

C.E. REQ'D (ASPH)
STA. 55+74, LT

C.E. REQ'D (ASPH)
STA. 54+66, LT

C.E. REQ'D (BASE)
STA. 56+95, LT

50

55

N35°59'09"W

1412.06'

60

STH 113

C.E. REQ'D (BASE)
STA. 49+52, RT

C.E. REQ'D (ASPH)
STA. 52+18, RT

C.E. REQ'D (ASPH)
STA. 53+79, RT

C.E. REQ'D (ASPH)
STA. 55+43, RT

C.E. REQ'D (ASPH)
STA. 60+00, RT

CTH J

N

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 46	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 6/15/2023 3:30 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
904	74+86	800.74	FENO MONUMENT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 47	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 03
PLOT DATE : 6/15/2023 3:30 PM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

SPRING CREEK

MATCH LINE 91+20

MATCH LINE 106+40

REPLACE GUARDRAIL
REFER TO GUARDRAIL LAYOUT DETAIL

PT: 102+42.24

P.E. REQ'D (ASPH)
STA. 99+27, LT

95

100

105

N72°37'46"W
568.11'

STH 113

RYAN ROAD

RYAN ROAD

THISTLEDOWN DRIVE

PI STA = 92+44.60
Y = 319040.408
X = 514010.191
DELTA = 30°53'52"
D = 1°30'36"
T = 1048.72'
L = 2046.36'
R = 3794.71'
PC STA = 81+95.88
Y = 318257.780
X = 514708.262
PT STA = 102+42.24
Y = 319353.505
X = 513009.301
BK = N41°43'53.8"W
AH = N72°37'45.6"W
SE = MATCH EXISTING

N

CONTROL POINT 906
Y= 320,074.1780'
X=511,325.7080'

NET EXCEPTION TO CL LENGTH
STA 106+68 - STA 109+75

PI: 110+14.22

PC: 112+13.23

REPLACE GUARDRAIL
REFER TO GUARDRAIL LAYOUT DETAIL

PT: 120+72.39

110

115

120

N72°55'50"W
199.01'

STH 113

N73°54'46"W
203.88'

MATCH LINE 106+40

MATCH LINE 121+60

CNW RAILROAD

P.E. REQ'D (ASPH)
STA. 120+96, RT

EXISTING STRUCTURE B-11- 109
STA 106+68 - STA 109+74
TO REMAIN

PI STA = 116+51.63
Y = 319766.709
X = 511661.876
DELTA = 28°05'59"
D = 3°16'14"
T = 438.41
L = 859.17
R = 1751.85
PC STA = 112+13.23
Y = 319638.023
X = 512080.970
PT STA = 120+72.39
Y = 320077.623
X = 511352.792
BK = N72°55'50.0"W
AH = N44°49'50.8"W
SE = MATCH EXISTING

N

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
906	120+89	794.39	3/4"X24" IRON REBAR

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 48	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 04

PLOT DATE : 6/15/2023 3:30 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
905	12756	798.77	FENO MONUMENT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 49	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 05

PLOT DATE : 6/15/2023 3:31 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

P.E. REQ'D (ASPH)
STA. 153+72, LT

PC: 153+95.01

155

PT: 156+95.70

P.E. REQ'D (ASPH)
STA. 159+05, LT

PC: 158+89.26

N25°14'02"W
193.56'

PI STA = 155+46.95
Y = 322504.649
X = 508867.465
DELTA = 20°20'30"
D = 6°45'54"
T = 151.94
L = 300.69
R = 846.94
PC STA = 153+95.01
Y = 322398.294
X = 508975.979
PT STA = 156+95.70
Y = 322642.094
X = 508802.689
BK = N45°34'32.4"W
AH = N25°14'02.1"W
SE = MATCH EXISTING

PI STA = 159+87.95
Y = 322906.460
X = 508678.096
DELTA = 16°57'27"
D = 8°39'15"
T = 98.69
L = 195.95
R = 662.06
PC STA = 158+89.26
Y = 322817.184
X = 508720.171
PT STA = 160+85.20
Y = 322979.583
X = 508611.812
BK = N25°14'02.1"W
AH = N42°11'28.9"W
SE = MATCH EXISTING

PT: 160+85.20
PC: 160+98.18

P.E. REQ'D (BASE)
STA. 161+65, LT

160

N42°11'29"W
12.98'

P.E. REQ'D (ASPH)
STA. 160+45, RT

PI STA = 163+42.40
Y = 323170.145
X = 508439.074
DELTA = 2°16'13"
D = 0°27'53"
T = 244.22
L = 488.38
R = 12325.63
PC STA = 160+98.18
Y = 322989.198
X = 508603.097
PT STA = 165+86.56
Y = 323344.452
X = 508268.012
BK = N42°11'28.9"W
SE = MATCH EXISTING

P.E. REQ'D (ASPH)
STA. 164+96, LT

PT: 165+86.56

165

STH 113

F.E. REQ'D (BASE)
STA. 165+44, RT

MATCH LINE 152+00

MATCH LINE 167+20

N

P.E. REQ'D (ASPH)
STA. 172+00, LT

PC: 174+26.20

175

N44°20'42"W
839.64'

STH 113

PI STA = 176+13.43
Y = 324077.345
X = 507548.764
DELTA = 6°18'15"
D = 1°41'07"
T = 187.23
L = 374.08
R = 3399.80
PC STA = 174+26.20
Y = 323943.717
X = 507679.905
PT STA = 178+00.28
Y = 324224.566
X = 507433.090
BK = N44°27'41.9"W
AH = N38°09'26.6"W
SE = MATCH EXISTING

PT: 178+00.28
PC: 178+02.63

N38°09'27"W
2.35'

PT: 178+94.28

N36°16'25"W180
137.66'

PC: 180+31.94

PI STA = 178+48.46
Y = 324262.453
X = 507403.322
DELTA = 1°53'02"
D = 2°03'20"
T = 45.83
L = 91.65
R = 2787.46
PC STA = 178+02.63
Y = 324226.418
X = 507431.635
PT STA = 178+94.28
Y = 324299.399
X = 507376.208
BK = N38°09'26.6"W
AH = N36°16'25.0"W
SE = MATCH EXISTING

MATCH LINE 167+20

MATCH LINE 182+40

N

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 50	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 06

PLOT DATE : 6/15/2023 3:31 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

PI STA = 183+14.13
Y = 324637.880
X = 507127.809
DELTA = 2°19'11"
D = 0°24'40"
T = 282.18'
L = 564.29'
R = 13937.70'
PC STA = 180+31.94
Y = 324410.383
X = 507294.761
PT STA = 185+96.23
Y = 324871.947
X = 506970.203
BK = N36°16'25.0"W
AH = N33°57'14.1"W
SE = MATCH EXISTING

MATCH LINE 182+40

F.E. REQ'D (BASE)
STA. 185+63, LT

PT: 185+96.23

P.E. REQ'D (ASPH)
STA. 190+53, LT

F.E. REQ'D (BASE)
STA. 192+00, LT

CONTROL POINT 917
Y = 325,612.0640'
X = 506,432.2960'

F.E. REQ'D (BASE)
STA. 194+94, LT

P.E. REQ'D (BASE)
STA. 196+39, LT

P.E. REQ'D (BASE)
STA. 196+92, LT

PC: 197+38.29

185 190 195

N33°57'14"W
1142.05'

STH 113

P.E. REQ'D (BASE)
STA. 184+31, RT

P.E. REQ'D (BASE)
STA. 184+76, RT

F.E. REQ'D (BASE)
STA. 190+53, RT

CONTROL POINT 907
Y= 324,701.2920'
X= 507,111.2850'

CNW RAILROAD

MATCH LINE 197+60

MATCH LINE 197+60

PI STA = 199+68.14
Y = 326009.931
X = 506203.954
DELTA = 9°23'10"
D = 2°02'47"
T = 229.86'
L = 458.69'
R = 2800.00'
PC STA = 197+38.29
Y = 325819.265
X = 506332.336
PT STA = 201+96.98
Y = 326177.106
X = 506046.196
BK = N33°57'14.1"W
AH = N43°20'23.9"W
SE = MATCH EXISTING

P.E. REQ'D (BASE)
STA. 198+49, LT

PT: 201+96.98

END 1-INCH MILL AND
1 3/4-INCH OVERLAY

BEGIN RECONSTRUCT
STA 202+10.00

SLOPE INTERCEPTS (TYP.)

EXISTING RIGHT-OF-WAY

PROPOSED RIGHT-OF-WAY

BP: 0+00.00 SH

PI: 0+43.27 SH

60'

38'

32'

EP: 1+60.76 SH

200 205 210

STH 113

CHAMBRO ROAD

CONTROL POINT 914
Y = 326,977.1580'
X = 505,325.0940'

SLOPE INTERCEPTS (TYP.)

CONTROL POINT 915
Y = 326,626.4490'
X = 505,684.8050'

EXISTING RIGHT-OF-WAY

CONTROL POINT 916
Y = 326,142.1250'
X = 506,119.5590'

SLOPE INTERCEPTS (TYP.)

END CONSTRUCTION
STA 1+60.76 'SH'
MATCH EXISTING
SAW CUT REQ'D

CONTROL POINT 919
Y = 326,928.6310 '
X = 505,497.8210'

CULVERT REPLACEMENT
STA. 205+81.93 TO STA. 204+91.32

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
907	183+75.5	785.35	FENO MONUMENT
917	195+11	786.45	CONTROL POINT
916	201+22	787.55	CONTROL POINT
915	207+72	798.49	CONTROL POINT
919	211+20	794.97	CONTROL POINT
914	212+74	814.23	CONTROL POINT

2

MATCH LINE 212+80

PROPOSED RIGHT-OF-WAY

SLOPE INTERCEPTS (TYP.)

CONTROL POINT 912
Y = 327,290.7970'
X = 504,936.9670'

BEGIN CONSTRUCTION
STA 0+00.00 'VW'
MATCH EXISTING
SAW CUT REQ'D

CTH V

BP: 0+00.00'VW'

PROPOSED RIGHT-OF-WAY

CULVERT REPLACEMENT
STA. 217+75.20 TO STA. 218+41.19

EXISTING RIGHT-OF-WAY

CONTROL POINT 911
Y = 327,676.7090'
X = 504,578.3580'

N

56'

60'

60'

50'

215

N43°20'24"W

3291.07'

220

BEGIN 1-INCH MILL AND
1 3/4-INCH OVERLAY

60'

225

STH 113

50'

BP: 10+00.00'VE'

EP: 2+46.62'VW'

CTH V

END RECONSTRUCT
STA 220+50.00

CNW RAILROAD

CONTROL POINT 908
Y= 328,010.9730'
X= 504,339.9350'

SLOPE INTERCEPTS (TYP.)

END CONSTRUCTION
STA 10+97.54 'VE'
MATCH EXISTING
SAW CUT REQ'D

NEW CULVERT
STA. 217+26.29 TO STA. 218+28.08

EXISTING RIGHT-OF-WAY

OLD SAUK ROAD

CONTROL POINT 918
Y= 328,065.6500'
X= 504,326.6700'

CONTROL POINT 913
Y = 327,376.9670'
X = 505,096.6480'

PC: 11+59.34'VE'

PT: 11+84.37'VE'

EP: 12+00.00'VE'

SHAMROCK ROAD

NOTE: BACKGROUND MAPPING IS FROM 2015 AND CTH V EAST OF STH 113 WAS RECONSTRUCTED AND REALIGNED IN 2019

MATCH LINE 228+00

MATCH LINE 228+00

ENVIRONMENTALLY
SENSITIVE AREA
BOUNDARY

AN ENVIRONMENTALLY SENSITIVE AREA IS GENERALLY LOCATED BETWEEN STA. 228+00 AND STA. 267+00 WITHIN THE ENTIRE RIGHT-OF-WAY LIMITS, STATION LT AND RT. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

N

EXISTING STRUCTURE C-11-2014
STA 228+64 - STA 229+02
TO REMAIN

PC: 234+88.04

PT: 242+59.28

P.E. REQ'D (ASPH)
STA. 238+11, LT

230

235

STH 113

240

PT STA = 238+73.67
Y = 328851.144
X = 503522.785
DELTA = 0°45'37"
D = 0°05'55"
T = 385.63
L = 771.24
R = 58121.44
PC STA = 234+88.04
Y = 328570.680
X = 503787.450
PT STA = 242+59.28
Y = 329128.071
X = 503254.421
BK = N43°20'23.9"W
AH = N44°06'01.0"W
SE = MATCH EXISTING

OLD SAUK ROAD

OLD SAUK ROAD

LAKE WISCONSIN

MATCH LINE 243+20

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
913	217+21	795.85	CONTROL POINT
912	217+68	803.07	CONTROL POINT
911	222+95	794.79	CONTROL POINT
908	227+02	785.36	FENO MONUMENT
918	227+05	788.67	CONTROL POINT

2

MATCH LINE 243+20

PC: 244+83.02

PI STA = 247+29.20
Y = 329465.528
X = 502927.400
DELTA = 9°51'45"
D = 2°00'29"
T = 246.18'
L = 491.14'
R = 2853.29'
PC STA = 244+83.02
Y = 329288.741
X = 503098.720
PT STA = 249+74.16
Y = 329610.358
X = 502728.332
BK = N44°06'01.0"W
AH = N53°57'45.6"W
SE = MATCH EXISTING

PT: 249+74.16

PC: 250+54.70

PI STA = 251+53.36
Y = 329715.780
X = 502583.428
DELTA = 1°21'17"
D = 0°41'12"
T = 98.65'
L = 197.30'
R = 8343.68'
PC STA = 250+54.70
Y = 329657.742
X = 502663.202
PT STA = 252+52.00
Y = 329771.917
X = 502502.304
BK = N53°57'45.6"W
AH = N55°19'03.0"W
SE = MATCH EXISTING

PT: 252+52.00

N44°06'01"W
223.74'
245
250
N53°57'46"W
80.54'
255
N55°19'03"W
810.50'
STH 113

P.E. REQ'D (BASE)
STA. 248+14, RT

CNW RAILROAD

LAKE WISCONSIN

ENVIRONMENTALLY SENSITIVE AREA BOUNDARY

AN ENVIRONMENTALLY SENSITIVE AREA IS GENERALLY LOCATED BETWEEN STA. 228+00 AND STA. 267+00 WITHIN THE ENTIRE RIGHT-OF-WAY LIMITS, STATION LT AND RT. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

N

MATCH LINE 258+40

MATCH LINE 258+40

P.E. REQ'D (ASPH)
STA. 260+24, LT

PC: 260+62.50

P.E. REQ'D (ASPH)
STA. 263+01, LT

P.E. REQ'D (ASPH)
STA. 263+37, LT

PT: 264+88.95

PC: 267+73.42

PI STA = 268+84.39
Y = 330616.632
X = 501110.158
DELTA = 9°36'52"
D = 4°20'31"
T = 110.98
L = 221.43
R = 1319.56
PC STA = 267+73.42
Y = 330568.913
X = 501210.350
PT STA = 269+94.85
Y = 330646.946
X = 501003.404
BK = N64°31'57.2"W
AH = N74°08'49.5"W
SE = MATCH EXISTING

C.E. REQ'D (BASE)
STA. 268+43, LT

PT: 269+94.85

P.E. REQ'D (BASE)
STA. 270+80, LT

PC: 271+18.80

PI STA = 272+20.92
Y = 330708.704
X = 500785.926
DELTA = 10°32'05"
D = 5°10'20"
T = 102.13
L = 203.68
R = 1107.76
PC STA = 271+18.80
Y = 330680.805
X = 500884.170
PT STA = 273+22.48
Y = 330718.169
X = 500684.237
BK = N74°08'49.5"W
AH = N84°40'54.7"W
SE = MATCH EXISTING

PT: 273+22.48

260
STH 113
265
N64°31'57"W
284.47'
270
N74°08'50"W
123.95'

PI STA = 262+76.18
Y = 330354.707
X = 501660.099
DELTA = 9°12'54"
D = 2°09'39"
T = 213.69
L = 426.45
R = 2651.50
PC STA = 260+62.50
Y = 330233.114
X = 501835.816
PT STA = 264+88.95
Y = 330446.591
X = 501467.178
BK = N55°19'03.0"W
AH = N64°31'57.2"W
SE = MATCH EXISTING

CNW RAILROAD

ENVIRONMENTALLY SENSITIVE AREA BOUNDARY

LAKE WISCONSIN

AN ENVIRONMENTALLY SENSITIVE AREA IS GENERALLY LOCATED BETWEEN STA. 228+00 AND STA. 267+00 WITHIN THE ENTIRE RIGHT-OF-WAY LIMITS, STATION LT AND RT. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 53	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 09
PLOT DATE : 6/15/2023 3:32 PM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE 273+60

P.E. REQ'D (BASE)
STA. 276+15, LT

275

STH 113

N84°40'55"W
1113.03'

280

CNW RAILROAD

LAKE WISCONSIN

PC: 284+35.51

P.E. REQ'D (ASPH)
STA. 285+43, LT

285

PT STA = 286+37.60
Y = 330840.063
X = 499374.773
DELTA = 6°07'18"
D = 1°30'58"
T = 202.09'
L = 403.80'
R = 3779.39'
PC STA = 284+35.51
Y = 330821.332
X = 499575.997
PT STA = 288+39.31
Y = 330837.229
X = 499172.699
BK = N84°40'54.7"W
AH = S89°11'47.2"W
SE = MATCH EXISTING

N

PT: 288+39.31

S89°11'47"W
37.51'

MATCH LINE 288+80

2

CONTROL POINT 909
Y= 330,854.2660'
X= 499,538.9850'

ENVIRONMENTALLY
SENSITIVE AREA
BOUNDARY

P.E. REQ'D (ASPH)
STA. 288+90, LT

PC: 288+76.82

PT: 292+97.99

290

295

S87°37'47"W
541.37'

CNW RAILROAD

LAKE WISCONSIN

PC: 298+39.37

300

PT STA = 299+67.28
Y = 330797.359
X = 498045.477
DELTA = 8°38'58'
D = 3°23'14'
T = 127.92
L = 255.35
R = 1691.52
PC STA = 298+39.37
Y = 330802.649
X = 498173.286
PT STA = 300+94.72
Y = 330772.908
X = 497919.917
BK = S87°37'46.9"W
AH = S78°58'49.2"W
SE = MATCH EXISTING

PT: 300+94.72

S78°58'49"W
205.11'

PC: 302+99.82

N

MATCH LINE 304+00

MATCH LINE 288+80

PT STA = 290+87.42
Y = 330833.749
X = 498924.614
DELTA = 1°34'00'
D = 0°22'19'
T = 210.60
L = 421.17
R = 15402.03
PC STA = 288+76.82
Y = 330836.703
X = 499135.191
PT STA = 292+97.99
Y = 330825.039
X = 498714.197
BK = S89°11'47.2"W
AH = S87°37'46.9"W
SE = MATCH EXISTING

AN ENVIRONMENTALLY SENSITIVE AREA IS GENERALLY LOCATED BETWEEN STA. 289+00 AND STA. 293+00 WITHIN THE ENTIRE RIGHT-OF-WAY LIMITS, STATION LT AND RT. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
909	284+75	794.06	FENO MONUMENT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 54	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 10

PLOT DATE : 6/15/2023 3:32 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 304+00

PT: 306+05.21

ICE AGE NATIONAL SCENIC TRAIL

NORTHERN CROSS ARM

PC: 311+22.00

PT: 315+10.26

N

PI STA = 313+16.16
Y = 330705.849
X = 496704.119
DELTA = 2°20'56"
D = 0°36'18"
T = 194.16'
L = 388.26'
R = 9470.53'
PC STA = 311+22.00
Y = 330705.529
X = 496898.277
PT STA = 315+10.26
Y = 330698.212
X = 496510.111
BK = N89°54'19.6"W
AH = S87°44'44.1"W
SE = MATCH EXISTING

305

N89°54'20"W
516.79'

310

315

S87°44'44"W
790.58'

STH 113

MATCH LINE 319+20

PI STA = 304+53.00
Y = 330704.424
X = 497568.241
DELTA = 11°06'51"
D = 3°38'22"
T = 153.18'
L = 305.39'
R = 1574.35'
PC STA = 302+99.82
Y = 330733.703
X = 497718.592
PT STA = 306+05.21
Y = 330704.676
X = 497415.065
BK = S78°58'49.2"W
AH = N89°54'19.6"W
SE = MATCH EXISTING

EXISTING AT GRADE
TRAIL CROSSING

ICE AGE NATIONAL SCENIC TRAIL

CNW RAILROAD

PC: 323+00.84

NORTHERN CROSS ARM

STA 329+61.95 STH 113
STA 10+00.00'FE' STH 113

BP: 10+00.00'FE'

330

STH 188

END CONSTRUCTION
STA 330+80.00
MATCH EXISTING
SAWCUT REQ'D

BEGIN RESURFACING
STH 113
STA 10+24.41'FE'
SAWCUT REQ'D

N

320

325

MATCH LINE 319+20

ST H 113

ICE AGE NATIONAL SCENIC TRAIL

MCCUBBINS LANE

CNW RAILROAD

C.E. REQ'D (ASPH)
STA. 325+78, RT

PI STA = 327+21.70
Y = 330650.558
X = 495299.612
DELTA = 25°51'33"
D = 3°07'32"
T = 420.86'
L = 827.38'
R = 1833.21'
PC STA = 323+00.84
Y = 330667.113
X = 495720.145
PT STA = 331+28.22
Y = 330452.240
X = 494928.409
BK = S87°44'44.1"W
AH = S61°53'10.8"W
SE = MATCH EXISTING

CONTROL POINT 910
Y=330,616.0380'
X= 495,145.7660'

PI STA = 14+32.14'FE
Y = 330782.309
X = 494732.100
DELTA = 12°59'28"
D = 14°19'26"
T = 45.54
L = 90.70
R = 400.00
PC STA = 13+86.59'FE
Y = 330755.069
X = 494768.599
PT STA = 14+77.29'FE
Y = 330817.057
X = 494702.660
BK = N53°15'52.6"W
AH = N40°16'24.4"W
SE = MATCH EXISTING

STH 113

12

N53°15'53"W
386.59'

PC: 13+86.59'FE

14

END PROJECT
STH 113
STA 14+94.66'FE'

N40°16'14"W

PT: 14+77.29'FE'
EP: 14+94.66'FE'

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
910	328+67	788.16	FENO MONUMENT

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 55	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 11

PLOT DATE : 6/15/2023 3:32 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

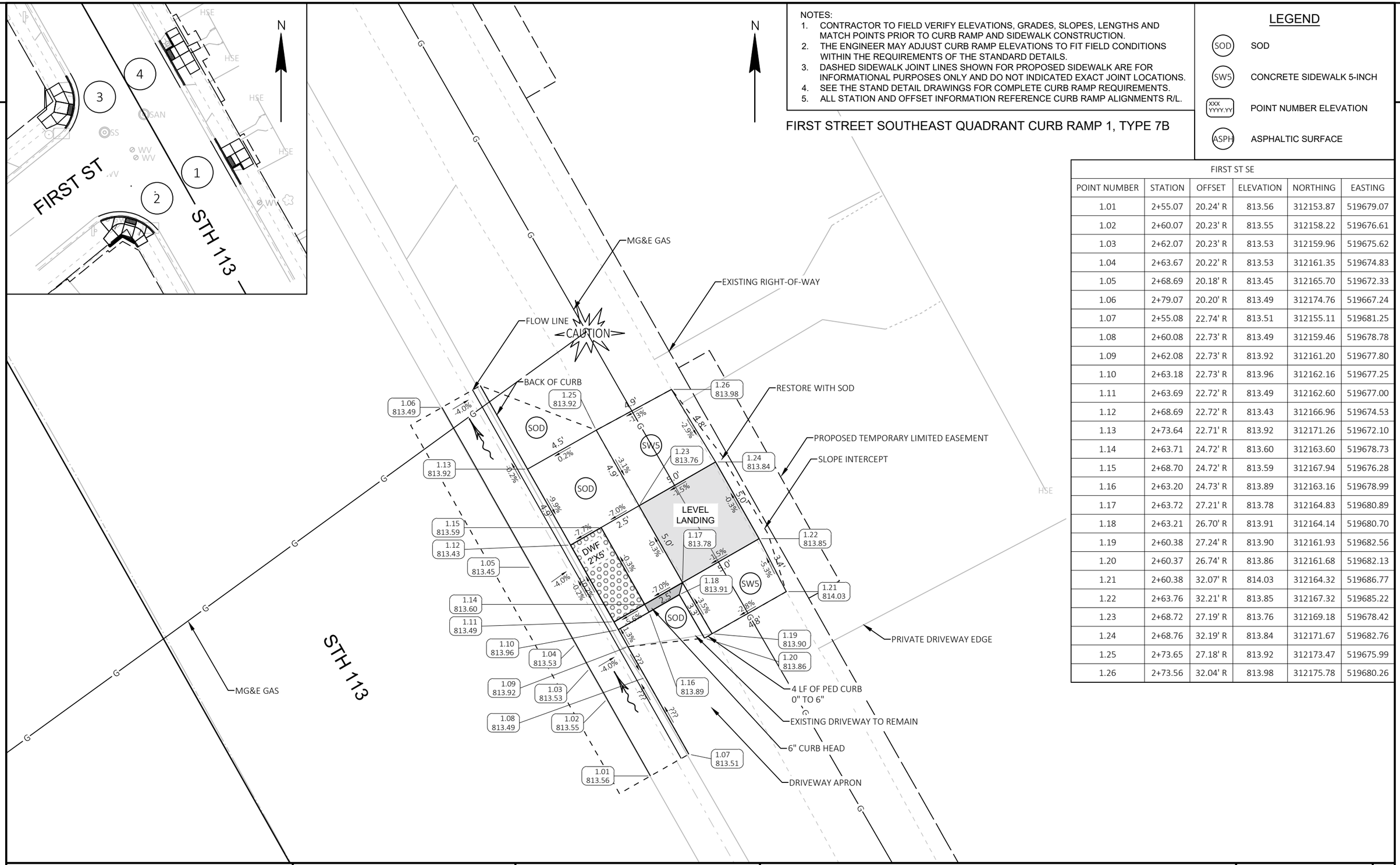
WISDOT/CADDS SHEET 42

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

FIRST STREET SOUTHEAST QUADRANT CURB RAMP 1, TYPE 7B

LEGEND

SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE



FIRST ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1.01	2+55.07	20.24' R	813.56	312153.87	519679.07
1.02	2+60.07	20.23' R	813.55	312158.22	519676.61
1.03	2+62.07	20.23' R	813.53	312159.96	519675.62
1.04	2+63.67	20.22' R	813.53	312161.35	519674.83
1.05	2+68.69	20.18' R	813.45	312165.70	519672.33
1.06	2+79.07	20.20' R	813.49	312174.76	519667.24
1.07	2+55.08	22.74' R	813.51	312155.11	519681.25
1.08	2+60.08	22.73' R	813.49	312159.46	519678.78
1.09	2+62.08	22.73' R	813.92	312161.20	519677.80
1.10	2+63.18	22.73' R	813.96	312162.16	519677.25
1.11	2+63.69	22.72' R	813.49	312162.60	519677.00
1.12	2+68.69	22.72' R	813.43	312166.96	519674.53
1.13	2+73.64	22.71' R	813.92	312171.26	519672.10
1.14	2+63.71	24.72' R	813.60	312163.60	519678.73
1.15	2+68.70	24.72' R	813.59	312167.94	519676.28
1.16	2+63.20	24.73' R	813.89	312163.16	519678.99
1.17	2+63.72	27.21' R	813.78	312164.83	519680.89
1.18	2+63.21	26.70' R	813.91	312164.14	519680.70
1.19	2+60.38	27.24' R	813.90	312161.93	519682.56
1.20	2+60.37	26.74' R	813.86	312161.68	519682.13
1.21	2+60.38	32.07' R	814.03	312164.32	519686.77
1.22	2+63.76	32.21' R	813.85	312167.32	519685.22
1.23	2+68.72	27.19' R	813.76	312169.18	519678.42
1.24	2+68.76	32.19' R	813.84	312171.67	519682.76
1.25	2+73.65	27.18' R	813.92	312173.47	519675.99
1.26	2+73.56	32.04' R	813.98	312175.78	519680.26

FIRST ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2.01	2+55.52	20.38' L	813.83	312134.29	519643.48
2.02	2+62.11	22.56' L	813.45	312138.96	519638.34
2.03	2+68.57	27.56' L	813.42	312142.13	519630.81
2.04	2+72.76	34.54' L	813.95	312142.35	519622.67
2.05	2+74.15	40.92' L	814.04	312140.42	519616.43
2.06	2+55.08	22.84' L	813.85	312132.70	519641.56
2.07	2+59.50	24.09' L	813.86	312135.94	519638.29
2.08	2+63.98	26.68' L	813.38	312138.56	519633.83
2.09	2+67.52	30.20' L	813.40	312139.92	519629.02
2.10	2+70.14	34.67' L	813.98	312140.00	519623.85
2.11	2+71.66	41.15' L	814.04	312138.14	519617.46
2.13	2+62.57	28.10' L	813.56	312136.64	519633.29
2.14	2+66.12	31.63' L	813.59	312138.00	519628.48
2.15	2+53.37	26.91' L	813.86	312129.21	519638.85
2.16	2+53.36	31.78' L	814.10	312126.81	519634.62
2.17	2+53.30	32.27' L	814.10	312126.52	519634.21
2.18	2+55.09	26.93' L	813.84	312130.70	519637.99
2.19	2+56.67	26.94' L	813.82	312132.07	519637.20
2.20	2+56.07	32.09' L	813.90	312129.02	519633.01
2.21	2+56.07	32.10' L	814.17	312129.01	519633.00
2.22	2+58.11	32.83' L	814.23	312130.43	519631.36
2.23	2+58.33	32.37' L	814.23	312130.86	519631.66
2.24	2+58.34	32.36' L	813.73	312130.86	519631.67
2.25	2+61.86	28.81' L	813.65	312135.68	519633.02
2.26	2+65.41	32.33' L	813.67	312137.03	519628.21
2.27	2+61.89	35.88' L	813.75	312132.22	519626.85
2.28	2+61.87	35.88' L	814.25	312132.21	519626.86
2.29	2+61.34	36.04' L	814.25	312131.66	519626.98

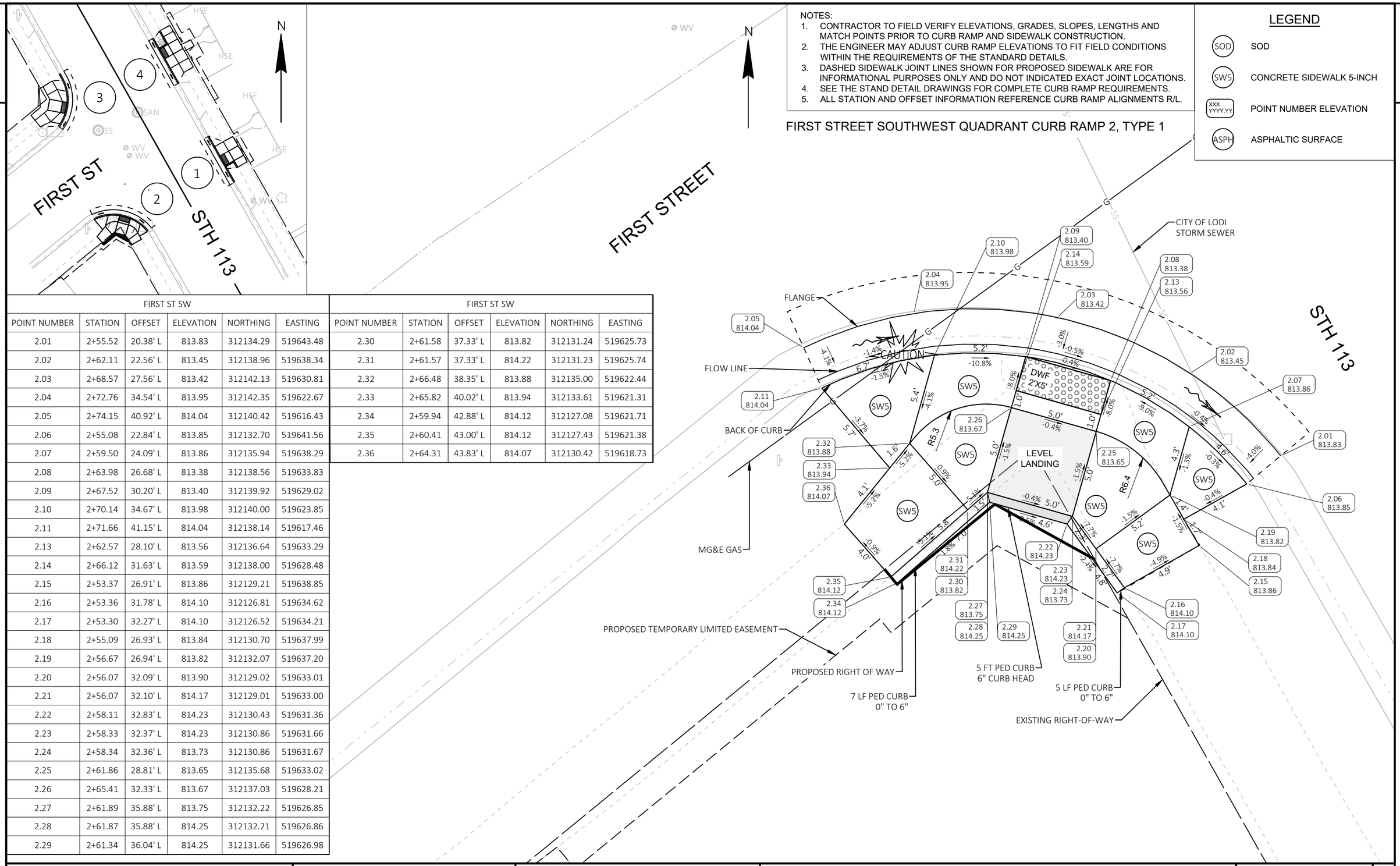
FIRST ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2.30	2+61.58	37.33' L	813.82	312131.24	519625.73
2.31	2+61.57	37.33' L	814.22	312131.23	519625.74
2.32	2+66.48	38.35' L	813.88	312135.00	519622.44
2.33	2+65.82	40.02' L	813.94	312133.61	519621.31
2.34	2+59.94	42.88' L	814.12	312127.08	519621.71
2.35	2+60.41	43.00' L	814.12	312127.43	519621.38
2.36	2+64.31	43.83' L	814.07	312130.42	519618.73

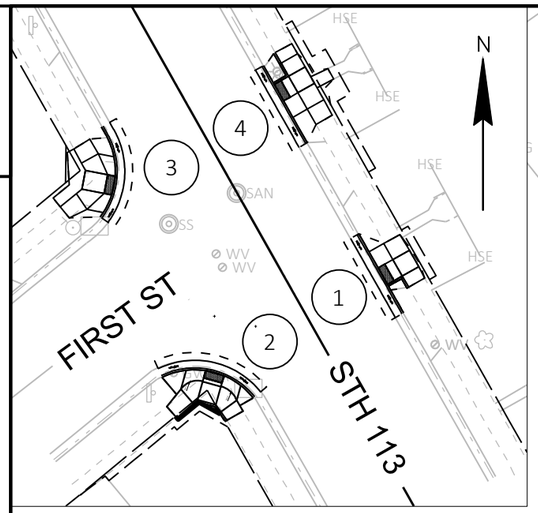
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

LEGEND

SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE

FIRST STREET SOUTHWEST QUADRANT CURB RAMP 2, TYPE 1





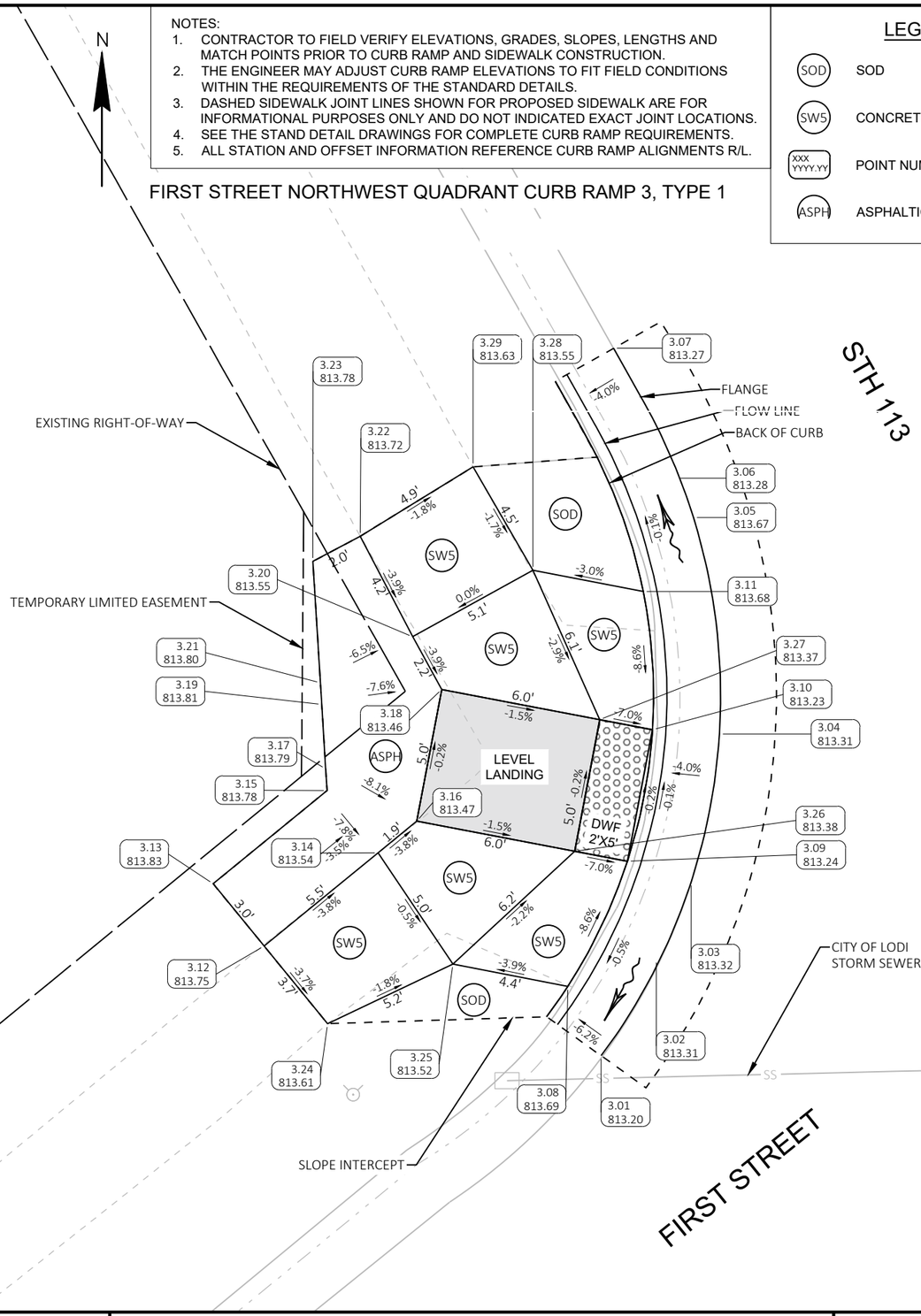
FIRST ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3.01	3+14.25	33.47' L	813.20	312179.01	519603.20
3.02	3+16.38	29.91' L	813.31	312182.61	519605.26
3.03	3+18.25	27.37' L	813.32	312185.48	519606.56
3.04	3+22.54	23.73' L	813.31	312191.01	519607.61
3.05	3+30.05	20.61' L	813.67	312199.08	519606.65
3.06	3+31.64	20.45' L	813.28	312200.55	519606.00
3.07	3+37.00	20.10' L	813.27	312205.39	519603.67
3.08	3+17.12	33.29' L	813.69	312181.59	519601.96
3.09	3+20.09	29.06' L	813.24	312186.26	519604.18
3.10	3+23.90	25.83' L	813.23	312191.17	519605.12
3.11	3+28.56	23.59' L	813.68	312196.33	519604.77
3.12	3+24.00	42.41' L	813.75	312183.10	519590.63
3.13	3+26.95	42.92' L	813.83	312185.42	519588.73
3.14	3+24.94	37.00' L	813.54	312186.58	519594.88
3.15	3+27.89	37.52' L	813.78	312188.90	519592.98
3.16	3+25.26	35.16' L	813.47	312187.76	519596.32
3.17	3+28.63	37.16' L	813.79	312189.71	519592.93
3.18	3+29.07	31.93' L	813.46	312192.67	519597.26
3.19	3+30.79	36.11' L	813.81	312192.11	519592.78
3.20	3+31.32	31.91' L	813.55	312194.64	519596.18
3.21	3+31.51	35.76' L	813.80	312192.92	519592.73
3.22	3+35.55	31.77' L	813.72	312198.38	519594.22
3.23	3+35.59	33.77' L	813.78	312197.44	519592.45
3.24	3+20.31	41.77' L	813.61	312180.20	519593.00
3.25	3+19.95	36.61' L	813.52	312182.43	519597.67
3.26	3+21.38	30.59' L	813.38	312186.63	519602.22
3.27	3+25.20	27.35' L	813.37	312191.54	519603.16
3.28	3+31.27	26.79' L	813.55	312197.11	519600.66
3.29	3+35.73	26.84' L	813.63	312200.97	519598.43

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

LEGEND

SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE

FIRST STREET NORTHWEST QUADRANT CURB RAMP 3, TYPE 1



PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CURB RAMP DETAILS - FIRST STREET NW	SHEET 58	E

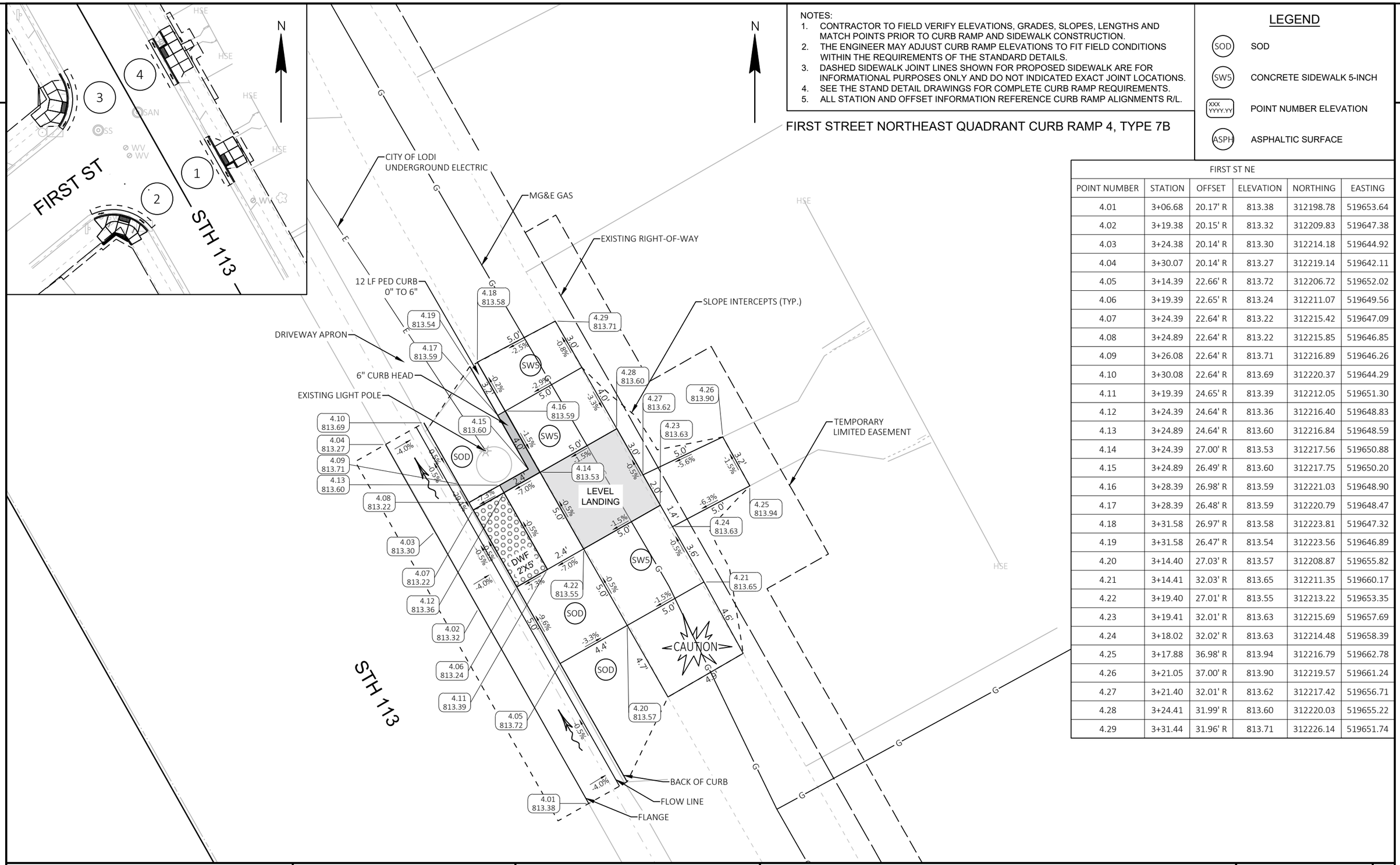
FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 03.FIRST NW
PLOT DATE : 10/25/2022 10:55 AM
PLOT BY : CAROLAN, TANNER C
PLOT NAME :
PLOT SCALE : 1 IN:5 FT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

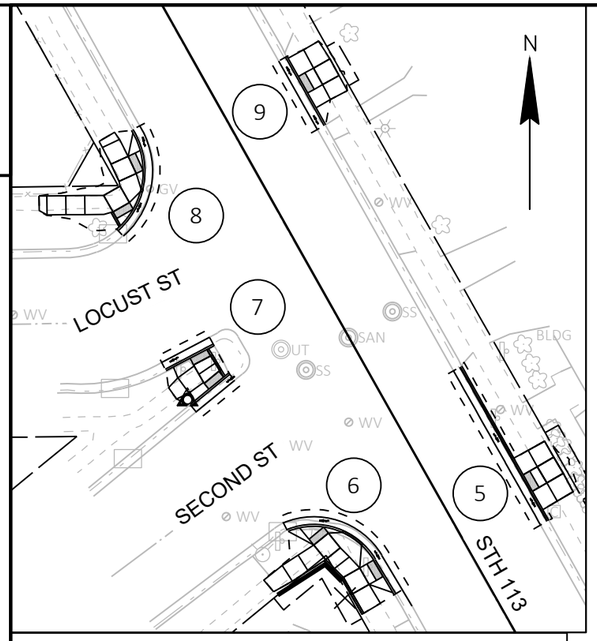
FIRST STREET NORTHEAST QUADRANT CURB RAMP 4, TYPE 7B

LEGEND

- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XXX YYYY.YY — POINT NUMBER ELEVATION
- ASPH — ASPHALTIC SURFACE



FIRST ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4.01	3+06.68	20.17' R	813.38	312198.78	519653.64
4.02	3+19.38	20.15' R	813.32	312209.83	519647.38
4.03	3+24.38	20.14' R	813.30	312214.18	519644.92
4.04	3+30.07	20.14' R	813.27	312219.14	519642.11
4.05	3+14.39	22.66' R	813.72	312206.72	519652.02
4.06	3+19.39	22.65' R	813.24	312211.07	519649.56
4.07	3+24.39	22.64' R	813.22	312215.42	519647.09
4.08	3+24.89	22.64' R	813.22	312215.85	519646.85
4.09	3+26.08	22.64' R	813.71	312216.89	519646.26
4.10	3+30.08	22.64' R	813.69	312220.37	519644.29
4.11	3+19.39	24.65' R	813.39	312212.05	519651.30
4.12	3+24.39	24.64' R	813.36	312216.40	519648.83
4.13	3+24.89	24.64' R	813.60	312216.84	519648.59
4.14	3+24.39	27.00' R	813.53	312217.56	519650.88
4.15	3+24.89	26.49' R	813.60	312217.75	519650.20
4.16	3+28.39	26.98' R	813.59	312221.03	519648.90
4.17	3+28.39	26.48' R	813.59	312220.79	519648.47
4.18	3+31.58	26.97' R	813.58	312223.81	519647.32
4.19	3+31.58	26.47' R	813.54	312223.56	519646.89
4.20	3+14.40	27.03' R	813.57	312208.87	519655.82
4.21	3+14.41	32.03' R	813.65	312211.35	519660.17
4.22	3+19.40	27.01' R	813.55	312213.22	519653.35
4.23	3+19.41	32.01' R	813.63	312215.69	519657.69
4.24	3+18.02	32.02' R	813.63	312214.48	519658.39
4.25	3+17.88	36.98' R	813.94	312216.79	519662.78
4.26	3+21.05	37.00' R	813.90	312219.57	519661.24
4.27	3+21.40	32.01' R	813.62	312217.42	519656.71
4.28	3+24.41	31.99' R	813.60	312220.03	519655.22
4.29	3+31.44	31.96' R	813.71	312226.14	519651.74

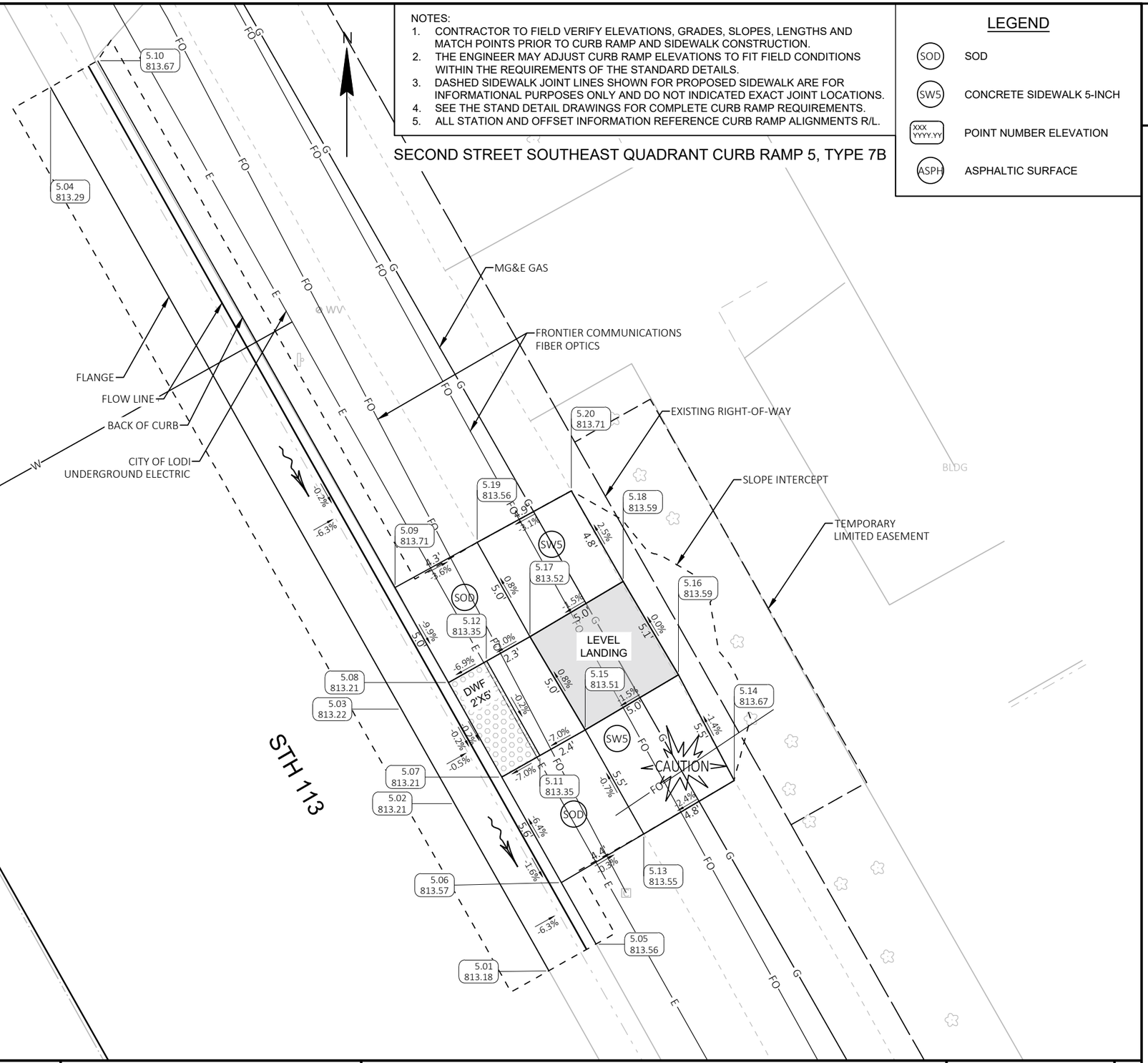


SECOND ST EAST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5.01	5+75.78	19.73' R	813.18	312432.90	519520.98
5.02	5+84.64	19.73' R	813.21	312440.62	519516.62
5.03	5+89.64	19.73' R	813.22	312444.97	519514.16
5.04	6+22.60	19.74' R	813.29	312473.65	519497.98
5.05	5+75.78	22.23' R	813.56	312434.13	519523.15
5.06	5+79.04	22.24' R	813.57	312436.98	519521.56
5.07	5+84.64	22.23' R	813.21	312441.85	519518.80
5.08	5+89.64	22.23' R	813.21	312446.20	519516.34
5.09	5+94.67	22.23' R	813.71	312450.58	519513.87
5.10	6+22.60	22.24' R	813.67	312474.88	519500.16
5.11	5+84.63	24.25' R	813.35	312442.84	519520.56
5.12	5+89.63	24.23' R	813.35	312447.18	519518.08
5.13	5+79.13	26.64' R	813.55	312439.22	519525.35
5.14	5+79.22	31.49' R	813.67	312441.69	519529.53
5.15	5+84.63	26.65' R	813.51	312444.02	519522.65
5.16	5+84.73	31.65' R	813.59	312446.56	519526.95
5.17	5+89.63	26.55' R	813.52	312448.32	519520.10
5.18	5+89.73	31.54' R	813.59	312450.86	519524.40
5.19	5+94.61	26.56' R	813.56	312452.66	519517.66
5.20	5+94.55	31.51' R	813.71	312455.05	519522.01

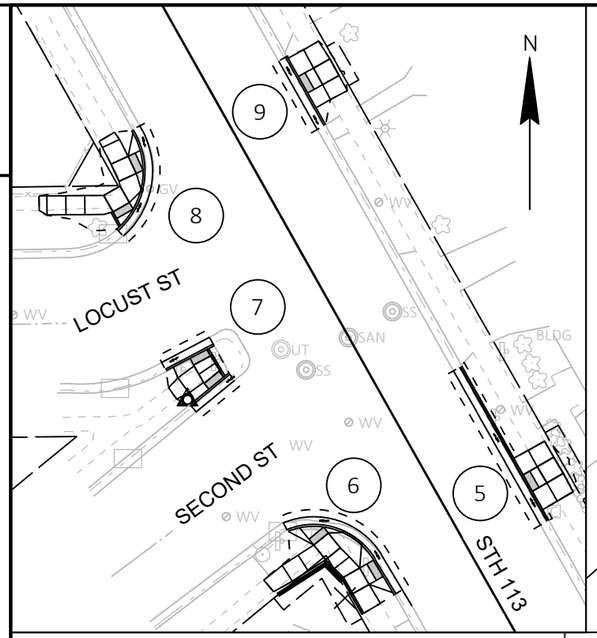
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

SECOND STREET SOUTHEAST QUADRANT CURB RAMP 5, TYPE 7B

LEGEND
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XXX YYYY.YY — POINT NUMBER ELEVATION
- ASPH — ASPHALTIC SURFACE



PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CURB RAMP DETAILS - SECOND STREET SE	SHEET 60	E

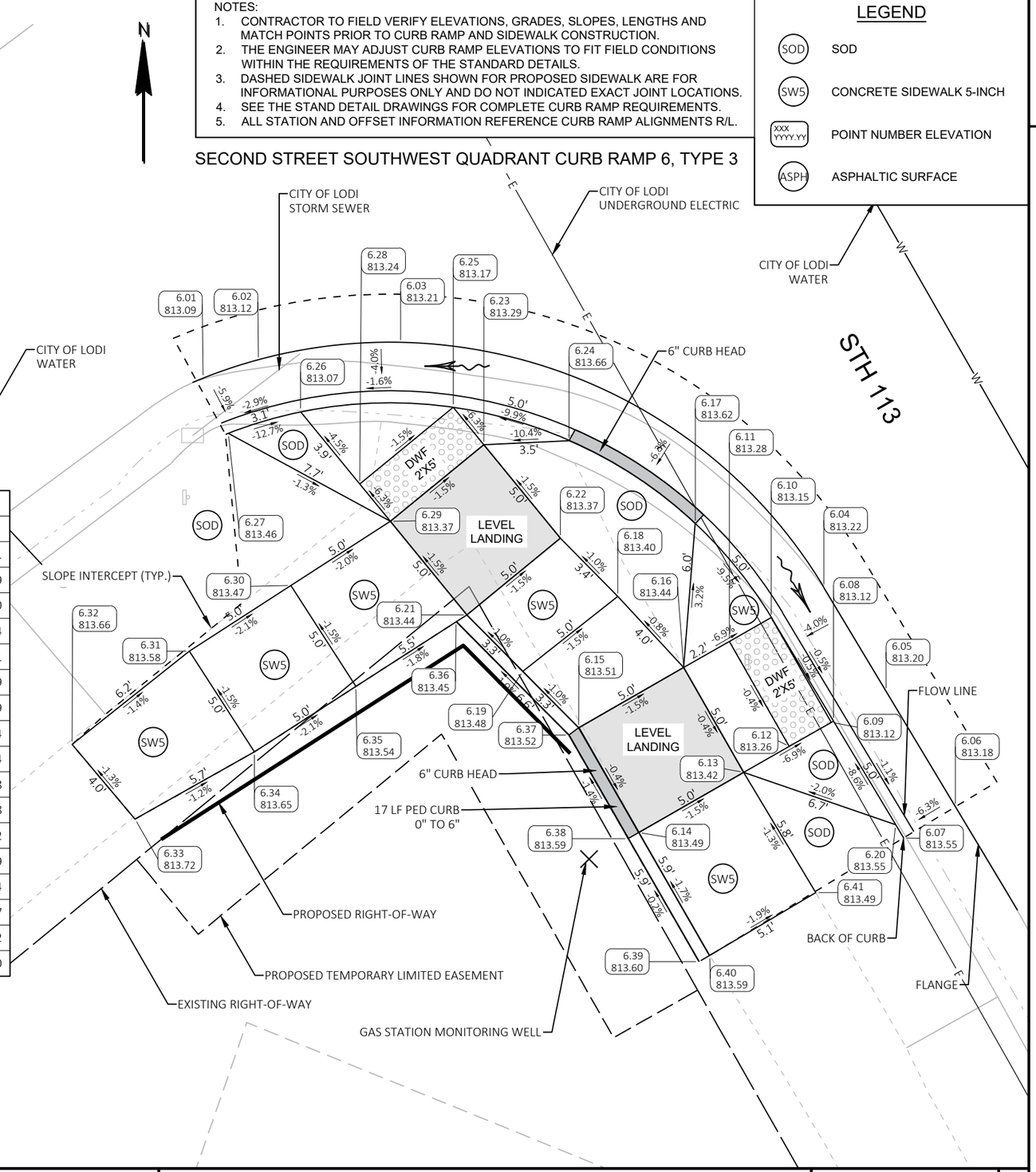


NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

LEGEND

SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE

SECOND STREET SOUTHWEST QUADRANT CURB RAMP 6, TYPE 3



SECOND ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6.01	6+09.58	38.83' L	813.09	312433.55	519453.36
6.02	6+09.10	36.47' L	813.12	312434.29	519455.65
6.03	6+06.83	31.00' L	813.21	312435.01	519461.53
6.04	5+89.42	20.73' L	813.22	312424.89	519479.04
6.05	5+84.42	20.60' L	813.20	312420.61	519481.61
6.06	5+78.84	20.45' L	813.18	312415.82	519484.48
6.07	5+78.77	22.95' L	813.55	312414.53	519482.34
6.08	5+84.41	23.10' L	813.12	312419.37	519479.44
6.09	5+84.41	23.20' L	813.12	312419.31	519479.35
6.10	5+89.41	23.23' L	813.15	312423.65	519476.87
6.11	5+89.40	25.23' L	813.28	312422.66	519475.13
6.12	5+84.40	25.20' L	813.26	312418.32	519477.61
6.13	5+84.39	27.37' L	813.42	312417.24	519475.72
6.14	5+84.35	32.37' L	813.49	312414.76	519471.39
6.15	5+89.35	32.41' L	813.51	312419.10	519468.90
6.16	5+89.39	27.41' L	813.44	312421.58	519473.24
6.17	5+94.33	24.06' L	813.62	312427.53	519473.72
6.18	5+93.29	28.33' L	813.40	312424.52	519470.51
6.19	5+92.52	33.27' L	813.48	312421.43	519466.59
6.20	5+79.41	22.96' L	813.55	312415.08	519482.01
6.21	5+95.69	34.14' L	813.44	312423.76	519464.27
6.22	5+96.55	29.22' L	813.37	312426.93	519468.14
6.23	6+01.47	30.07' L	813.29	312430.80	519464.97
6.24	5+99.89	26.92' L	813.66	312430.97	519468.50

SECOND ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6.25	6+03.45	30.42' L	813.17	312432.35	519463.71
6.26	6+06.40	36.00' L	813.07	312432.17	519457.39
6.27	6+07.08	39.05' L	813.46	312431.27	519454.40
6.28	6+02.59	35.34' L	813.24	312429.18	519459.84
6.29	6+00.62	35.00' L	813.37	312427.63	519461.11
6.30	6+00.33	39.89' L	813.47	312424.98	519456.99
6.31	6+00.03	44.88' L	813.58	312422.26	519452.79
6.32	5+99.05	51.00' L	813.66	312418.40	519447.94
6.33	5+95.08	50.26' L	813.72	312415.31	519450.54
6.34	5+95.08	44.59' L	813.65	312418.09	519455.48
6.35	5+95.37	39.60' L	813.54	312420.80	519459.68
6.36	5+95.68	34.67' L	813.45	312423.49	519463.82
6.37	5+89.28	32.92' L	813.52	312418.78	519468.49
6.38	5+84.35	32.88' L	813.59	312414.50	519470.94
6.39	5+78.48	32.83' L	813.60	312409.42	519473.87
6.40	5+78.48	32.32' L	813.59	312409.67	519474.32
6.41	5+78.59	27.23' L	813.49	312412.27	519478.70

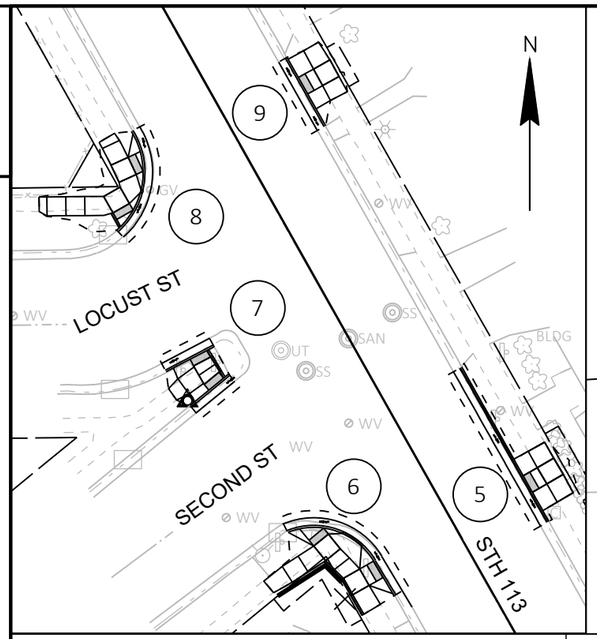
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CURB RAMP DETAILS - SECOND STREET SW	SHEET 61	E

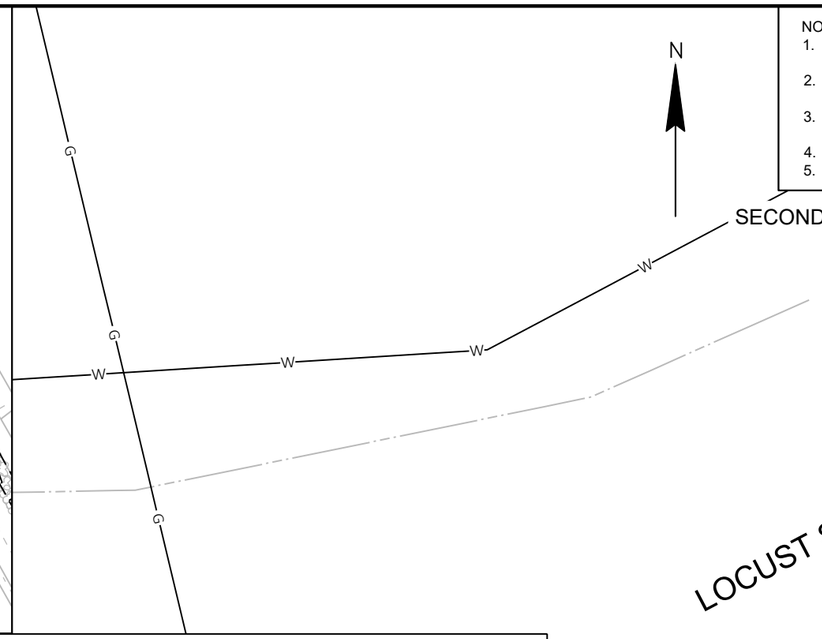
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

LEGEND

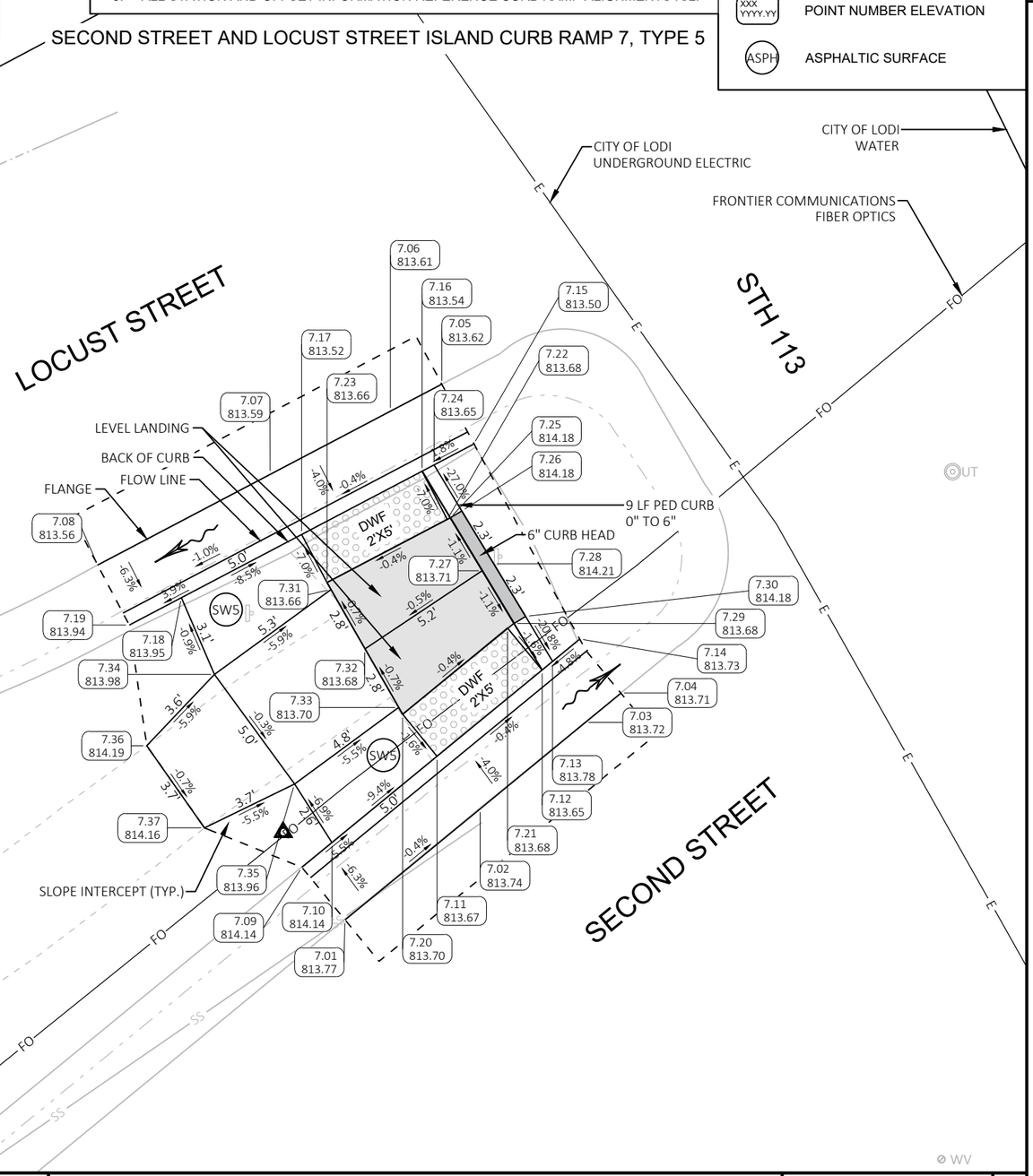
SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE

SECOND STREET AND LOCUST STREET ISLAND CURB RAMP 7, TYPE 5





SECOND AND LOCUST ST ISLAND						SECOND AND LOCUST ST ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7.01	6+46.39	44.79' L	813.77	312462.76	519430.08	7.25	6+57.38	34.16' L	814.18	312477.55	519433.96
7.02	6+47.51	38.45' L	813.74	312466.84	519435.05	7.26	6+57.39	33.67' L	814.18	312477.80	519434.38
7.03	6+48.38	33.53' L	813.72	312470.02	519438.91	7.27	6+55.11	34.10' L	813.71	312475.61	519435.12
7.04	6+48.69	31.86' L	813.71	312471.10	519440.22	7.28	6+55.13	33.60' L	814.21	312475.86	519435.55
7.05	6+61.82	32.02' L	813.62	312482.47	519433.64	7.29	6+52.84	34.03' L	813.68	312473.66	519436.29
7.06	6+61.88	34.16' L	813.61	312481.48	519431.75	7.30	6+52.86	33.53' L	814.18	312473.92	519436.72
7.07	6+62.02	39.16' L	813.59	312479.15	519427.32	7.31	6+57.23	39.28' L	813.66	312474.91	519429.56
7.08	6+62.23	46.32' L	813.56	312475.81	519420.98	7.32	6+54.72	39.26' L	813.68	312472.73	519430.81
7.09	6+48.85	45.23' L	814.14	312464.69	519428.49	7.33	6+52.23	39.24' L	813.70	312470.57	519432.05
7.10	6+49.10	43.81' L	814.14	312465.60	519429.60	7.34	6+56.62	44.55' L	813.98	312471.79	519425.27
7.11	6+49.97	38.89' L	813.67	312468.77	519433.46	7.35	6+51.65	43.96' L	813.96	312467.75	519428.22
7.12	6+50.84	33.97' L	813.65	312471.95	519437.33	7.36	6+55.54	48.01' L	814.19	312469.16	519422.78
7.13	6+50.93	33.47' L	813.78	312472.27	519437.72	7.37	6+51.87	47.64' L	814.16	312466.14	519424.91
7.14	6+51.16	32.20' L	813.73	312473.09	519438.72						
7.15	6+59.32	32.09' L	813.50	312480.26	519434.81						
7.16	6+59.38	34.23' L	813.54	312479.26	519432.91						
7.17	6+59.53	39.23' L	813.52	312476.94	519428.49						
7.18	6+59.67	44.23' L	813.95	312474.61	519424.06						
7.19	6+59.73	46.39' L	813.94	312473.60	519422.14						
7.20	6+51.94	39.24' L	813.70	312470.32	519432.19						
7.21	6+52.81	34.31' L	813.68	312473.49	519436.06						
7.22	6+57.39	34.29' L	813.68	312477.49	519433.84						
7.23	6+57.53	39.28' L	813.66	312475.17	519429.42						
7.24	6+59.37	33.73' L	813.65	312479.50	519433.35						

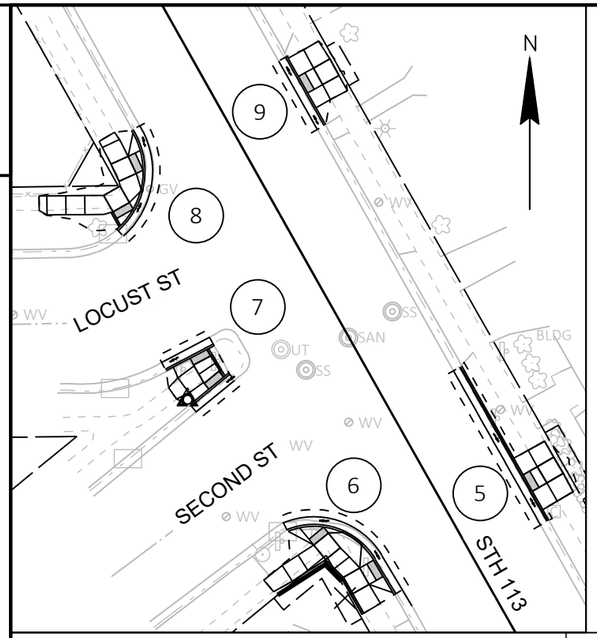


PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CURB RAMP DETAILS - SECOND STREET/LOCUST STREET ISLAND	SHEET 62	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 07.SECOND & LOCUST

PLOT DATE : 10/25/2022 10:55 AM PLOT BY : CAROLAN, TANNER C PLOT NAME : PLOT SCALE : #########

WISDOT/CADDS SHEET 42



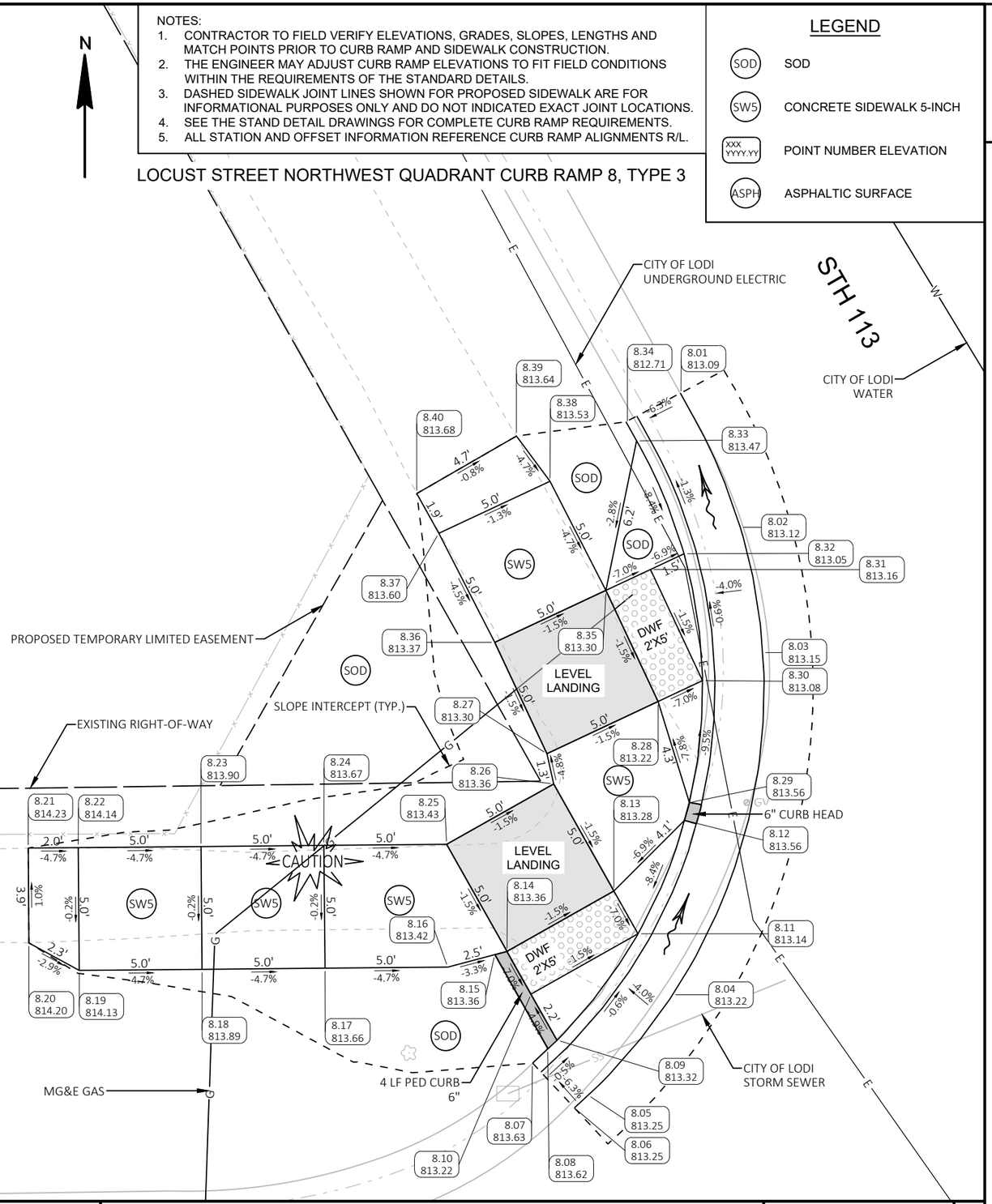
LOCUST ST NW						LOCUST ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8.01	7+19.44	20.76' L	813.09	312538.22	519415.21	8.25	7+08.15	38.06' L	813.43	312519.90	519405.67
8.02	7+13.54	21.31' L	813.12	312532.80	519417.62	8.26	7+08.16	33.06' L	813.36	312522.35	519410.03
8.03	7+08.66	23.02' L	813.15	312527.71	519418.53	8.27	7+09.37	32.69' L	813.30	312523.59	519409.75
8.04	6+98.30	33.04' L	813.22	312513.77	519414.87	8.28	7+09.00	27.70' L	813.22	312525.71	519414.28
8.05	6+96.43	38.04' L	813.25	312509.69	519411.43	8.29	7+04.79	28.61' L	813.56	312521.60	519415.56
8.06	6+96.25	38.78' L	813.25	312509.16	519410.87	8.30	7+08.85	25.71' L	813.08	312526.56	519416.09
8.07	6+98.68	39.37' L	813.63	312510.99	519409.17	8.31	7+13.84	25.34' L	813.16	312531.09	519413.97
8.08	6+98.88	38.55' L	813.62	312511.57	519409.79	8.32	7+13.73	23.83' L	813.05	312531.73	519415.34
8.09	6+99.00	38.05' L	813.32	312511.92	519410.17	8.33	7+18.68	23.26' L	813.47	312536.33	519413.40
8.10	7+01.15	38.05' L	813.22	312513.80	519409.11	8.34	7+19.46	23.26' L	812.71	312537.00	519413.03
8.11	7+01.16	33.05' L	813.14	312516.26	519413.46	8.35	7+13.99	27.33' L	813.30	312530.24	519412.16
8.12	7+04.26	29.14' L	813.56	312520.87	519415.35	8.36	7+14.36	32.32' L	813.37	312528.12	519407.63
8.13	7+03.16	33.05' L	813.28	312518.00	519412.48	8.37	7+19.34	32.13' L	813.60	312532.56	519405.35
8.14	7+03.15	38.05' L	813.36	312515.54	519408.13	8.38	7+18.98	27.14' L	813.53	312534.68	519409.88
8.15	7+03.28	38.55' L	813.36	312515.41	519407.63	8.39	7+21.25	27.43' L	813.64	312536.52	519408.51
8.16	7+03.77	40.47' L	813.42	312514.90	519405.72	8.40	7+21.20	32.11' L	813.68	312534.18	519404.46
8.17	7+06.18	44.85' L	813.66	312514.85	519400.72						
8.18	7+08.60	49.23' L	813.89	312514.81	519395.72						
8.19	7+11.01	53.61' L	814.13	312514.76	519390.72						
8.20	7+12.99	54.85' L	814.20	312515.88	519388.66						
8.21	7+16.37	52.98' L	814.23	312519.74	519388.64						
8.22	7+15.39	51.20' L	814.14	312519.76	519390.67						
8.23	7+12.98	46.82' L	813.90	312519.81	519395.67						
8.24	7+10.56	42.44' L	813.67	312519.85	519400.67						

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

LEGEND

SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE

LOCUST STREET NORTHWEST QUADRANT CURB RAMP 8, TYPE 3



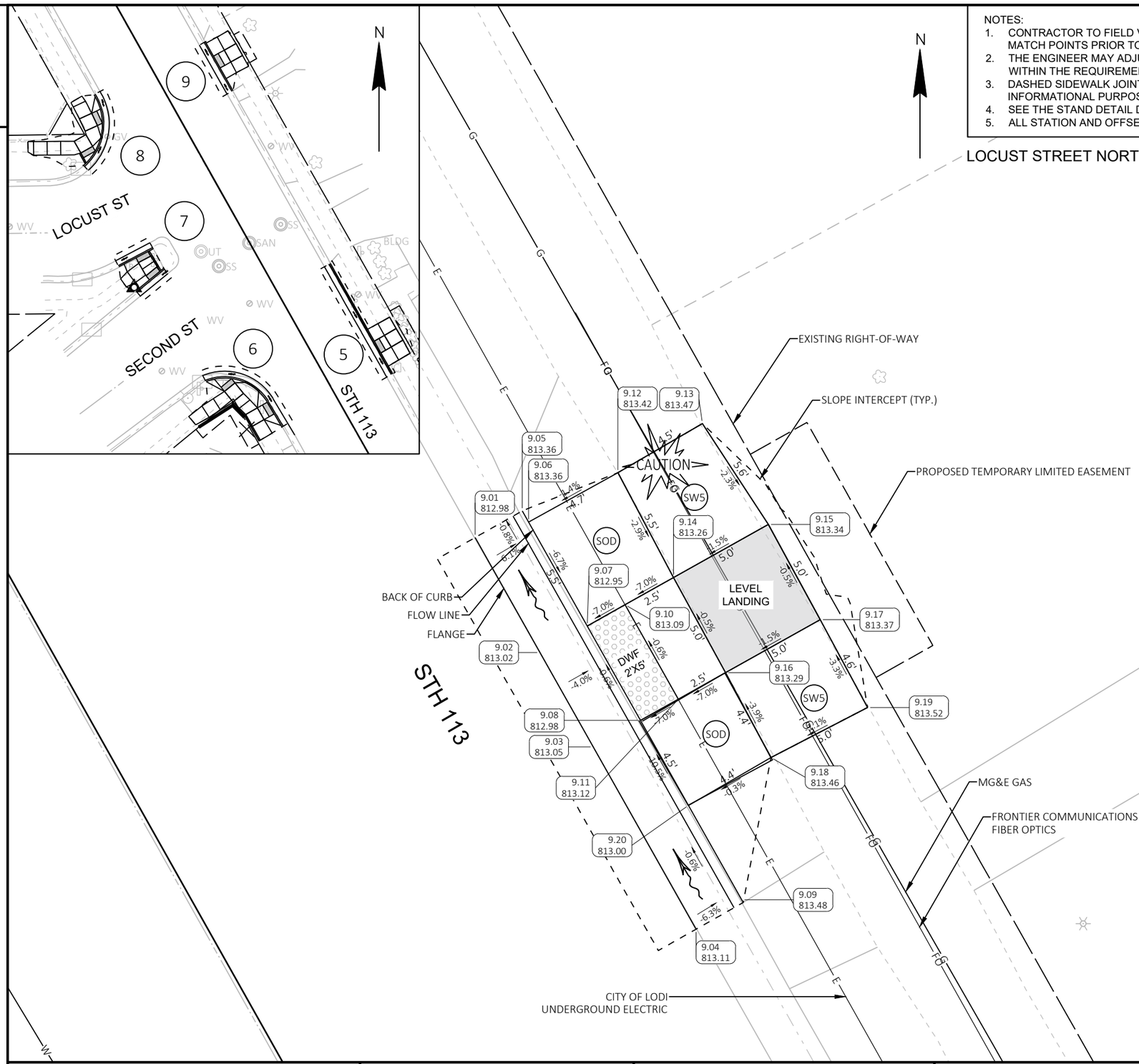
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CURB RAMP DETAILS - LOCUST STREET NW	SHEET 63	E

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

LEGEND

SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE

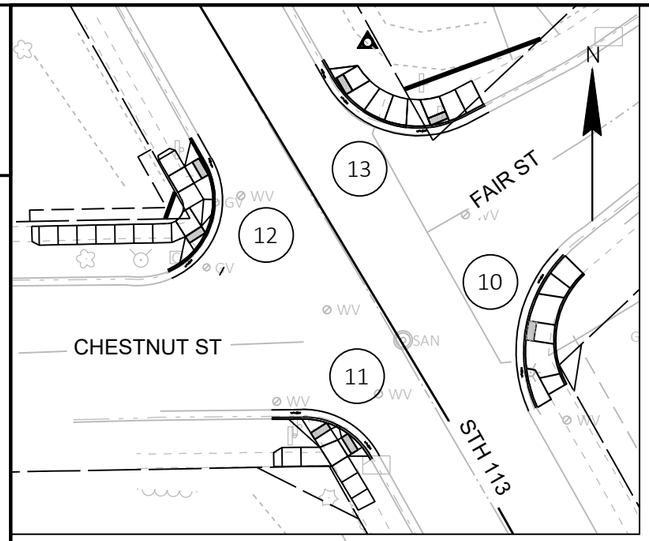
LOCUST STREET NORTHEAST QUADRANT CURB RAMP 9, TYPE 7B

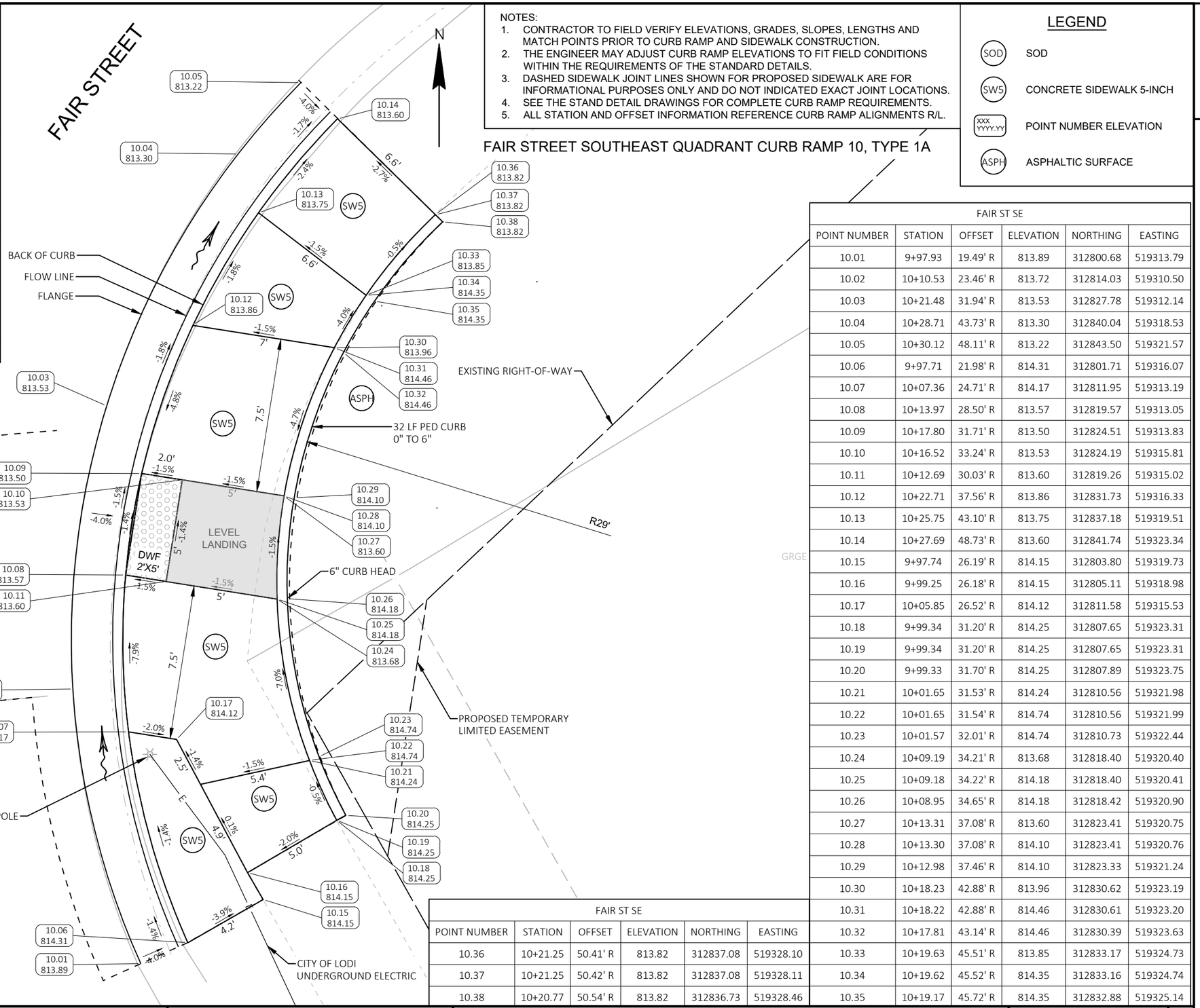


LOCUST ST EAST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
9.01	7+16.41	19.59' R	812.98	312555.35	519451.87
9.02	7+10.32	19.60' R	813.02	312550.05	519454.87
9.03	7+05.32	19.61' R	813.05	312545.69	519457.33
9.04	6+95.67	19.63' R	813.11	312537.29	519462.06
9.05	7+16.41	22.09' R	813.36	312556.58	519454.05
9.06	7+15.82	22.09' R	813.36	312556.06	519454.34
9.07	7+10.32	22.10' R	812.95	312551.27	519457.05
9.08	7+05.32	22.11' R	812.98	312546.92	519459.50
9.09	6+95.82	22.12' R	813.48	312538.64	519464.17
9.10	7+10.32	24.10' R	813.09	312552.25	519458.79
9.11	7+05.32	24.11' R	813.12	312547.89	519461.25
9.12	7+15.79	26.80' R	813.42	312558.34	519458.46
9.13	7+15.85	31.31' R	813.47	312560.60	519462.36
9.14	7+10.31	26.66' R	813.26	312553.50	519461.02
9.15	7+10.31	31.68' R	813.34	312555.95	519465.40
9.16	7+05.31	26.61' R	813.29	312549.12	519463.43
9.17	7+05.31	31.61' R	813.37	312551.56	519467.79
9.18	7+00.88	26.52' R	813.46	312545.21	519465.52
9.19	7+00.71	31.53' R	813.52	312547.51	519469.97
9.20	7+00.82	22.12' R	813.00	312543.00	519461.72

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CURB RAMP DETAILS - LOCUST STREET NE	SHEET 64	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 09.LOCUST NE
PLOT DATE : 10/25/2022 10:56 AM PLOT BY : CAROLAN, TANNER C PLOT NAME : PLOT SCALE : #########





NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

FAIR STREET SOUTHEAST QUADRANT CURB RAMP 10, TYPE 1A

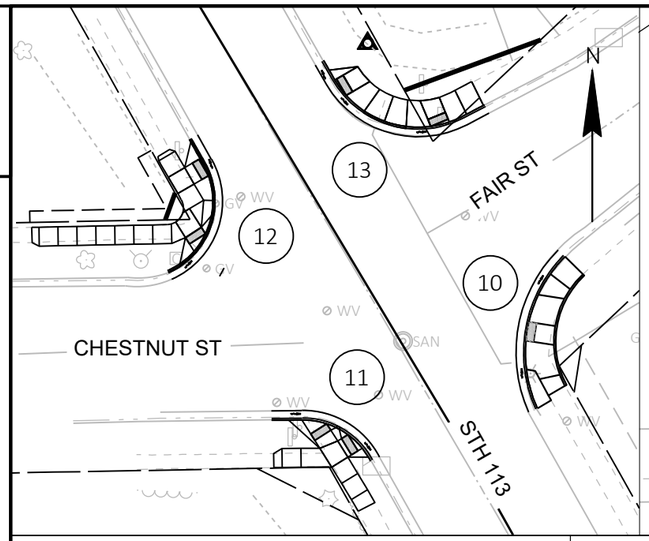
LEGEND

SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE

FAIR ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10.01	9+97.93	19.49' R	813.89	312800.68	519313.79
10.02	10+10.53	23.46' R	813.72	312814.03	519310.50
10.03	10+21.48	31.94' R	813.53	312827.78	519312.14
10.04	10+28.71	43.73' R	813.30	312840.04	519318.53
10.05	10+30.12	48.11' R	813.22	312843.50	519321.57
10.06	9+97.71	21.98' R	814.31	312801.71	519316.07
10.07	10+07.36	24.71' R	814.17	312811.95	519313.19
10.08	10+13.97	28.50' R	813.57	312819.57	519313.05
10.09	10+17.80	31.71' R	813.50	312824.51	519313.83
10.10	10+16.52	33.24' R	813.53	312824.19	519315.81
10.11	10+12.69	30.03' R	813.60	312819.26	519315.02
10.12	10+22.71	37.56' R	813.86	312831.73	519316.33
10.13	10+25.75	43.10' R	813.75	312837.18	519319.51
10.14	10+27.69	48.73' R	813.60	312841.74	519323.34
10.15	9+97.74	26.19' R	814.15	312803.80	519319.73
10.16	9+99.25	26.18' R	814.15	312805.11	519318.98
10.17	10+05.85	26.52' R	814.12	312811.58	519315.53
10.18	9+99.34	31.20' R	814.25	312807.65	519323.31
10.19	9+99.34	31.20' R	814.25	312807.65	519323.31
10.20	9+99.33	31.70' R	814.25	312807.89	519323.75
10.21	10+01.65	31.53' R	814.24	312810.56	519321.98
10.22	10+01.65	31.54' R	814.74	312810.56	519321.99
10.23	10+01.57	32.01' R	814.74	312810.73	519322.44
10.24	10+09.19	34.21' R	813.68	312818.40	519320.40
10.25	10+09.18	34.22' R	814.18	312818.40	519320.41
10.26	10+08.95	34.65' R	814.18	312818.42	519320.90
10.27	10+13.31	37.08' R	813.60	312823.41	519320.75
10.28	10+13.30	37.08' R	814.10	312823.41	519320.76
10.29	10+12.98	37.46' R	814.10	312823.33	519321.24
10.30	10+18.23	42.88' R	813.96	312830.62	519323.19
10.31	10+18.22	42.88' R	814.46	312830.61	519323.20
10.32	10+17.81	43.14' R	814.46	312830.39	519323.63
10.33	10+19.63	45.51' R	813.85	312833.17	519324.73
10.34	10+19.62	45.52' R	814.35	312833.16	519324.74
10.35	10+19.17	45.72' R	814.35	312832.88	519325.14

FAIR ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10.36	10+21.25	50.41' R	813.82	312837.08	519328.10
10.37	10+21.25	50.42' R	813.82	312837.08	519328.11
10.38	10+20.77	50.54' R	813.82	312836.73	519328.46

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CURB RAMP DETAILS - FAIR STREET SE	SHEET 65 E



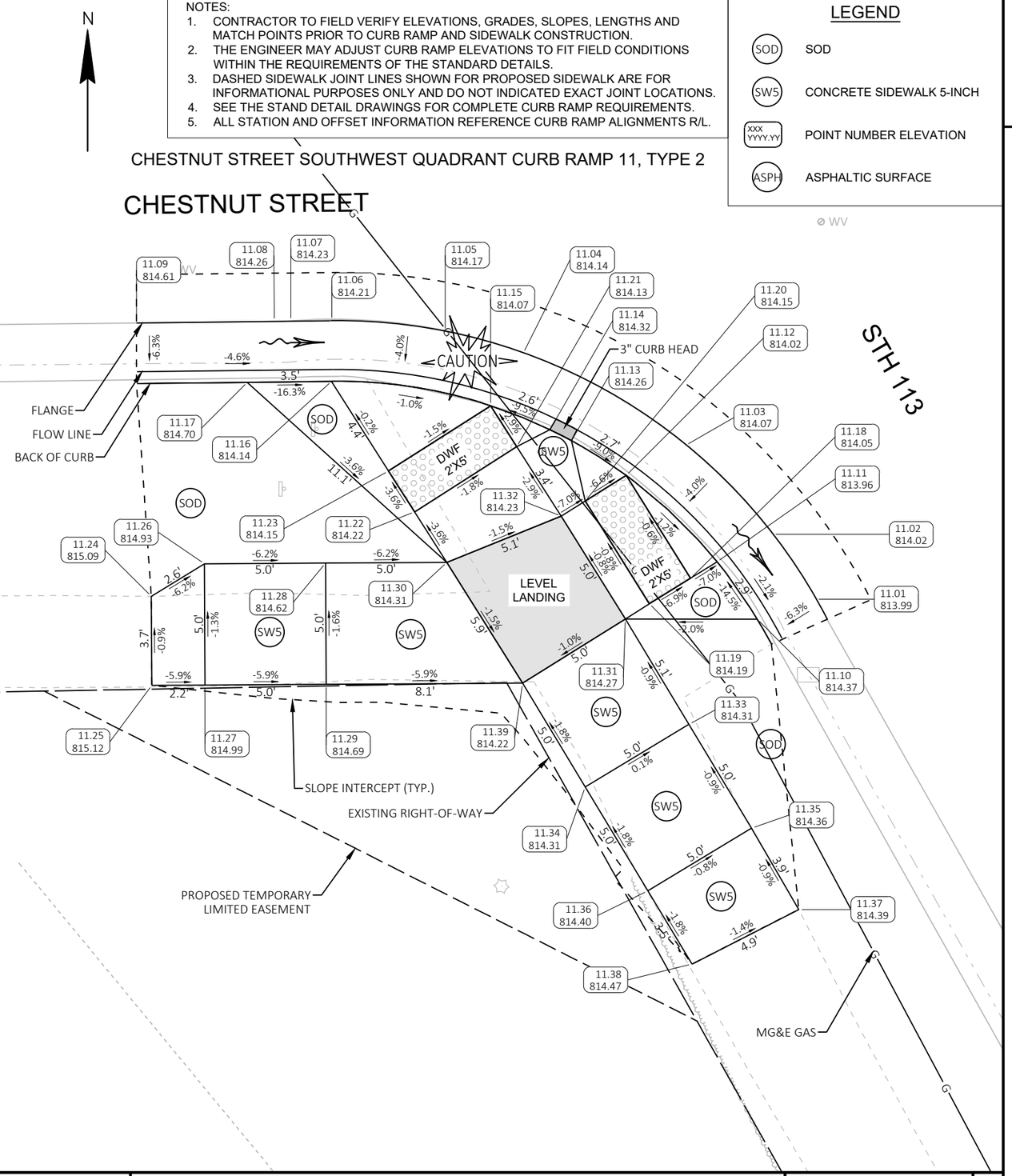
CHESTNUT ST SW						CHESTNUT ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11.01	10+08.44	20.48' L	813.99	312789.65	519273.89	11.28	10+20.11	37.05' L	814.62	312791.13	519253.67
11.02	10+11.65	20.62' L	814.02	312792.32	519272.11	11.29	10+15.81	39.59' L	814.69	312786.14	519253.70
11.03	10+16.64	21.81' L	814.07	312795.99	519268.53	11.30	10+17.57	32.74' L	814.31	312791.16	519258.67
11.04	10+23.35	25.61' L	814.14	312799.79	519261.82	11.31	10+11.78	27.63' L	814.27	312788.83	519266.04
11.05	10+25.77	27.91' L	814.17	312800.68	519258.61	11.32	10+16.78	27.72' L	814.23	312793.07	519263.39
11.06	10+28.55	31.69' L	814.21	312801.12	519253.93	11.33	10+06.70	27.61' L	814.31	312784.48	519268.66
11.07	10+29.41	33.15' L	814.23	312801.11	519252.24	11.34	10+06.69	32.61' L	814.31	312781.90	519264.38
11.08	10+29.75	33.74' L	814.26	312801.10	519251.55	11.35	10+01.70	27.60' L	814.36	312780.20	519271.24
11.09	10+32.62	38.64' L	814.61	312801.04	519245.88	11.36	10+01.69	32.60' L	814.40	312777.62	519266.96
11.10	10+08.98	22.97' L	814.37	312788.82	519271.47	11.37	9+97.06	27.58' L	814.39	312776.85	519273.19
11.11	10+11.85	23.17' L	813.96	312791.19	519269.82	11.38	9+97.26	32.52' L	814.47	312774.60	519268.79
11.12	10+16.84	24.55' L	814.02	312794.75	519266.07	11.39	10+11.69	32.63' L	814.22	312786.18	519261.80
11.13	10+19.23	25.75' L	814.26	312796.18	519263.82						
11.14	10+20.08	26.28' L	814.32	312796.64	519262.92						
11.15	10+22.18	27.87' L	814.07	312797.62	519260.48						
11.16	10+26.41	32.99' L	814.14	312798.62	519253.91						
11.17	10+28.17	35.99' L	814.70	312798.59	519250.44						
11.18	10+11.83	24.46' L	814.05	312790.50	519268.73						
11.19	10+11.82	26.46' L	814.19	312789.46	519267.02						
11.20	10+16.80	26.55' L	814.15	312793.69	519264.38						
11.21	10+20.18	27.81' L	814.13	312795.94	519261.56						
11.22	10+20.04	32.81' L	814.22	312793.25	519257.34						
11.23	10+22.04	32.87' L	814.15	312794.93	519256.27						
11.24	10+22.63	43.92' L	815.09	312789.76	519246.48						
11.25	10+19.48	45.79' L	815.12	312786.09	519246.50						
11.26	10+22.66	41.35' L	814.93	312791.11	519248.67						
11.27	10+18.36	43.90' L	814.99	312786.11	519248.70						

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

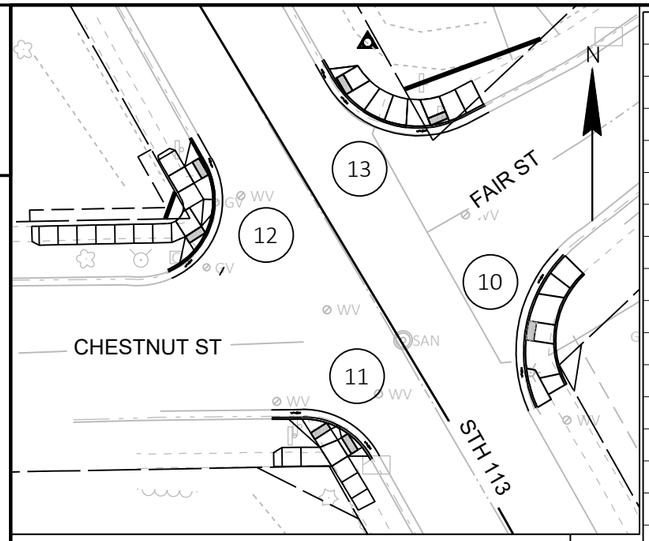
LEGEND

SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE

CHESTNUT STREET SOUTHWEST QUADRANT CURB RAMP 11, TYPE 2



PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CURB RAMP DETAILS - CHESTNUT STREET SW	SHEET 66	E



CHESTNUT ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12.01	10+94.29	20.51' L	813.53	312863.26	519229.72
12.02	10+75.93	43.42' L	814.86	312835.73	519219.51
12.03	10+76.63	34.46' L	814.28	312840.94	519226.83
12.04	10+77.33	32.62' L	814.16	312842.49	519228.05
12.05	10+78.78	29.39' L	814.08	312845.39	519230.07
12.06	10+89.44	25.40' L	814.23	312856.58	519228.01
12.07	10+93.90	18.56' L	813.59	312863.93	519231.59
12.08	10+99.31	18.08' L	813.52	312868.81	519229.22
12.09	11+05.12	17.92' L	813.52	312873.87	519226.37
12.10	10+78.32	39.36' L	814.96	312839.86	519221.76
12.11	10+79.24	34.46' L	814.16	312843.18	519225.49
12.12	10+81.63	29.53' L	814.07	312847.76	519228.49
12.13	10+84.91	25.77' L	814.27	312852.51	519230.03
12.14	10+88.20	23.37' L	814.16	312856.56	519230.40
12.15	10+94.39	21.00' L	813.54	312863.09	519229.25
12.16	10+99.38	20.60' L	813.45	312867.57	519227.02
12.17	11+04.37	20.44' L	813.90	312871.93	519224.59
12.18	10+81.49	34.52' L	814.14	312845.07	519224.28
12.19	10+83.49	34.58' L	814.28	312846.76	519223.20
12.20	10+83.63	29.58' L	814.21	312849.45	519227.41
12.21	10+94.41	23.00' L	813.67	312862.08	519227.52
12.22	10+99.41	22.94' L	813.59	312866.40	519225.00
12.23	10+99.38	20.94' L	813.45	312867.40	519226.73
12.24	11+03.15	69.96' L	817.40	312845.43	519182.75
12.25	11+06.67	67.97' L	817.52	312849.47	519182.64
12.26	11+01.40	68.83' L	817.29	312844.51	519184.62
12.27	11+05.74	66.34' L	817.37	312849.51	519184.52

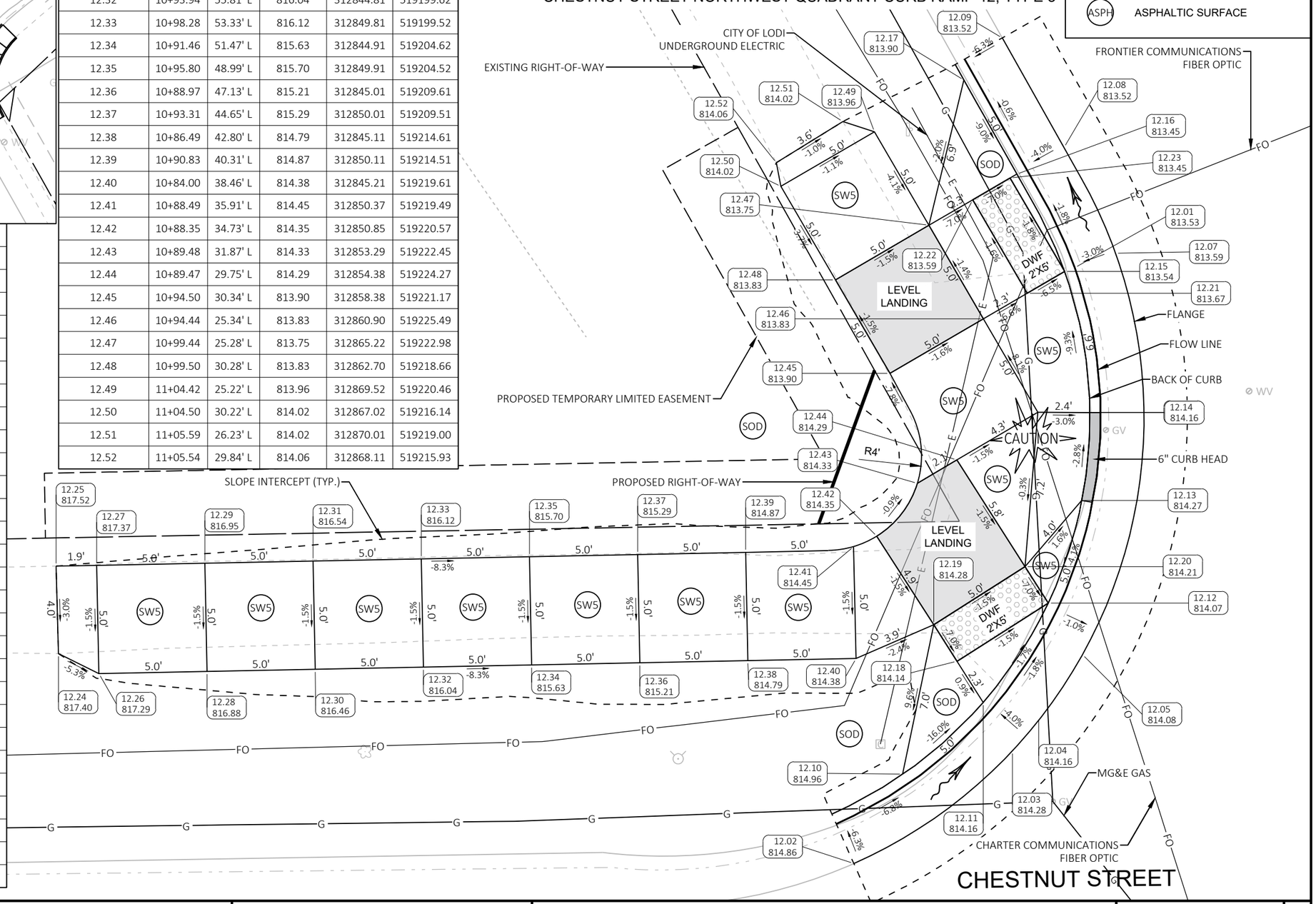
CHESTNUT ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12.28	10+98.91	64.49' L	816.88	312844.61	519189.62
12.29	11+03.25	62.00' L	816.95	312849.61	519189.52
12.30	10+96.43	60.15' L	816.46	312844.71	519194.62
12.31	11+00.77	57.67' L	816.54	312849.71	519194.52
12.32	10+93.94	55.81' L	816.04	312844.81	519199.62
12.33	10+98.28	53.33' L	816.12	312849.81	519199.52
12.34	10+91.46	51.47' L	815.63	312844.91	519204.62
12.35	10+95.80	48.99' L	815.70	312849.91	519204.52
12.36	10+88.97	47.13' L	815.21	312845.01	519209.61
12.37	10+93.31	44.65' L	815.29	312850.01	519209.51
12.38	10+86.49	42.80' L	814.79	312845.11	519214.61
12.39	10+90.83	40.31' L	814.87	312850.11	519214.51
12.40	10+84.00	38.46' L	814.38	312845.21	519219.61
12.41	10+88.49	35.91' L	814.45	312850.37	519219.49
12.42	10+88.35	34.73' L	814.35	312850.85	519220.57
12.43	10+89.48	31.87' L	814.33	312853.29	519222.45
12.44	10+89.47	29.75' L	814.29	312854.38	519224.27
12.45	10+94.50	30.34' L	813.90	312858.38	519221.17
12.46	10+94.44	25.34' L	813.83	312860.90	519225.49
12.47	10+99.44	25.28' L	813.75	312865.22	519222.98
12.48	10+99.50	30.28' L	813.83	312862.70	519218.66
12.49	11+04.42	25.22' L	813.96	312869.52	519220.46
12.50	11+04.50	30.22' L	814.02	312867.02	519216.14
12.51	11+05.59	26.23' L	814.02	312870.01	519219.00
12.52	11+05.54	29.84' L	814.06	312868.11	519215.93

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

LEGEND

SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE

CHESTNUT STREET NORTHWEST QUADRANT CURB RAMP 12, TYPE 3



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATED EXACT JOINT LOCATIONS.
4. SEE THE STAND DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE CURB RAMP ALIGNMENTS R/L.

LEGEND

SOD	SOD
SW5	CONCRETE SIDEWALK 5-INCH
XXX YYYY.YY	POINT NUMBER ELEVATION
ASPH	ASPHALTIC SURFACE

FAIR STREET NORTHEAST QUADRANT CURB RAMP 13, TYPE 3

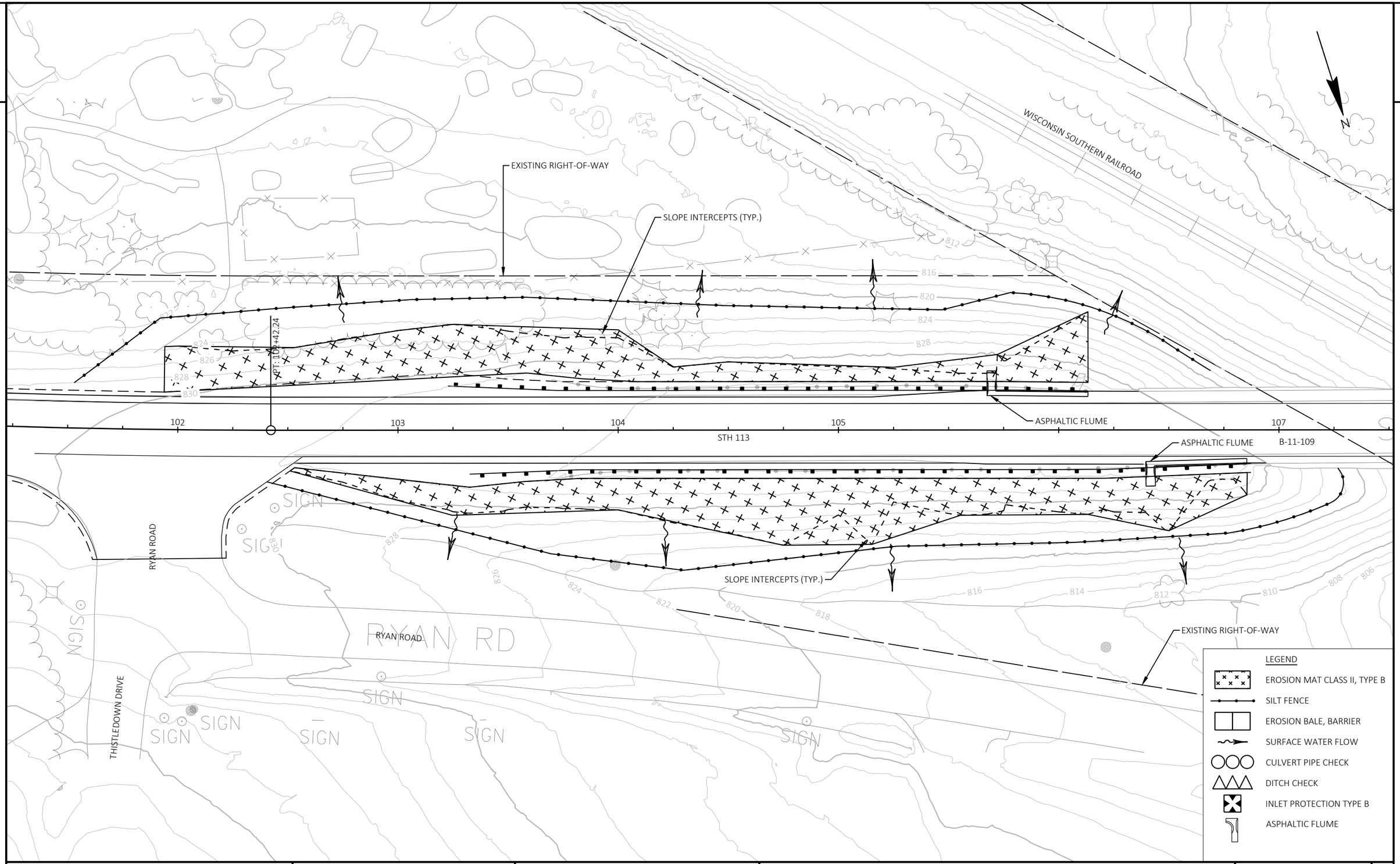
FAIR ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13.36	10+79.94	51.34' R	813.53	312887.90	519298.72

FAIR ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13.01	11+04.91	18.22' R	813.52	312892.28	519257.48
13.02	10+98.91	18.09' R	813.54	312887.07	519260.45
13.03	10+96.65	18.27' R	813.54	312885.22	519261.76
13.04	10+93.99	18.51' R	813.43	312883.07	519263.34
13.05	10+88.79	20.25' R	813.42	312879.50	519267.50
13.06	10+79.79	25.53' R	813.28	312874.50	519276.66
13.07	10+73.62	33.89' R	813.14	312873.50	519287.00
13.08	10+72.74	35.82' R	812.98	312873.74	519289.10
13.09	10+71.30	40.73' R	812.97	312875.03	519294.06
13.10	10+70.82	44.52' R	812.98	312876.57	519297.56
13.11	10+70.45	50.98' R	812.89	312879.57	519303.29
13.12	11+01.88	20.66' R	813.90	312890.94	519261.12
13.13	10+98.90	20.59' R	813.47	312888.35	519262.60
13.14	10+93.88	21.07' R	813.43	312884.28	519265.59
13.15	10+87.85	23.06' R	813.78	312880.14	519270.40
13.16	10+82.84	26.22' R	813.69	312877.47	519275.69
13.17	10+78.67	30.43' R	813.59	312876.05	519281.44
13.18	10+75.37	36.00' R	813.05	312876.09	519287.91
13.19	10+73.83	40.82' R	812.97	312877.25	519292.84
13.20	10+73.25	45.80' R	813.34	312879.31	519297.40
13.21	10+72.97	50.79' R	813.27	312881.63	519301.83
13.22	10+98.85	23.14' R	813.50	312889.61	519264.80
13.23	10+93.85	23.08' R	813.46	312885.29	519267.33
13.24	10+77.35	36.30' R	813.09	312877.94	519287.15
13.25	10+76.60	41.24' R	813.02	312879.83	519291.78
13.26	10+74.62	40.94' R	812.98	312877.98	519292.54
13.27	10+98.88	21.14' R	813.47	312888.60	519263.08
13.28	10+98.80	27.59' R	813.57	312891.86	519268.65
13.29	10+93.79	28.29' R	813.54	312887.92	519271.82
13.30	10+90.68	29.54' R	813.78	312885.89	519274.50
13.31	10+87.28	31.62' R	813.77	312884.05	519278.03
13.32	10+84.49	34.36' R	813.45	312883.07	519281.82
13.33	10+82.63	37.11' R	813.19	312882.88	519285.13
13.34	10+80.77	41.88' R	813.11	312883.74	519290.18
13.35	10+80.23	46.35' R	813.44	312885.58	519294.29

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CURB RAMP DETAILS - FAIR STREET NE	SHEET 68 E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 13.FAIR NE
PLOT DATE : 10/25/2022 10:57 AM PLOT BY : CAROLAN, TANNER C PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 69	E

2

N

EXISTING RIGHT-OF-WAY

SLOPE INTERCEPTS (TYP.)

PI: 108+10.35

PI: 110+14.22

PC: 112+13.23

109

110

111

112

113

113+75.00

B-11-109

INL

INL

ASPHALTIC FLUME

SLOPE INTERCEPTS (TYP.)

WSOR

WISCONSIN SOUTHERN RAILROAD

EXISTING RIGHT-OF-WAY

LEGEND

- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- SURFACE WATER FLOW
- CULVERT PIPE CHECK
- DITCH CHECK
- INLET PROTECTION TYPE B
- ASPHALTIC FLUME

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 70	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 1/25/2023 9:15 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

EXISTING RIGHT-OF-WAY

SLOPE INTERCEPTS (TYP.)

STH 113

113+75.00

119+95.37

EXISTING RIGHT-OF-WAY

LEGEND

- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- SURFACE WATER FLOW
- CULVERT PIPE CHECK
- DITCH CHECK
- INLET PROTECTION TYPE B
- ASPHALTIC FLUME

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 71	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 1/25/2023 9:16 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

SLOPE INTERCEPTS (TYP.)

EXISTING RIGHT-OF-WAY

P.I. 202+61.05

203 204 205 206 207 208

208+20.00

STH 113

STH 113

SLOPE INTERCEPTS (TYP.)

SLOPE INTERCEPTS (TYP.)

SHAMROCK ROAD

SHAMROCK RD

WSOR

WISCONSIN SOUTHERN RAILROAD

EXISTING RIGHT-OF-WAY

TEMPORARY LIMITED EASEMENT

RUINS

SIGN

790 792 794 796 798 800 802 804 786 788 784

LEGEND

- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- SURFACE WATER FLOW
- CULVERT PIPE CHECK
- DITCH CHECK
- INLET PROTECTION TYPE B
- ASPHALTIC FLUME

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 72	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 1/25/2023 9:16 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

208+20.00

214+35.00

209 210 211 212 213 214

STH 113

PROPOSED RIGHT-OF-WAY

SLOPE INTERCEPTS (TYP.)

EXISTING RIGHT-OF-WAY

EXISTING RIGHT-OF-WAY

SLOPE INTERCEPTS (TYP.)

WISCONSIN SOUTHERN RAILROAD

TEMPORARY LIMITED EASEMENT

LEGEND

- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- SURFACE WATER FLOW
- CULVERT PIPE CHECK
- DITCH CHECK
- INLET PROTECTION TYPE B
- ASPHALTIC FLUME

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 73	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 1/25/2023 9:16 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

214+35.00

215 216 217 218 219 220

STH 113

SLOPE INTERCEPTS (TYP.)

PROPOSED RIGHT-OF-WAY

EXISTING RIGHT-OF-WAY

CTH V WEST

CTH V EAST

ASPHALTIC FLUME

WISCONSIN SOUTHERN RAILROAD

WSOR

A/C

SEPV

SIGN

LEGEND

- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- SURFACE WATER FLOW
- CULVERT PIPE CHECK
- DITCH CHECK
- INLET PROTECTION TYPE B
- ASPHALTIC FLUME

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 74	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 1/25/2023 9:16 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

GRUBBING
STA 206+50 - 213+50 LT

PT: 201+96.98

202+00 203+00 204+00 205+00 206+00 207+00

MATCH LINE 207+25

LEGEND

A — SHRUB (PRUNUS AMERICANA, CONTAINER DIAM: 9-INCH, DEPTH: 6-INCH, SIZE: 24-INCH)

B — SHRUB (VIBURNUM TRILOBUM, CONTAINER DIAM: 9-INCH DEPTH: 6-INCH, SIZE: 24-INCH)

SEEDING NO.20 WITH FERTILIZER TYPE B

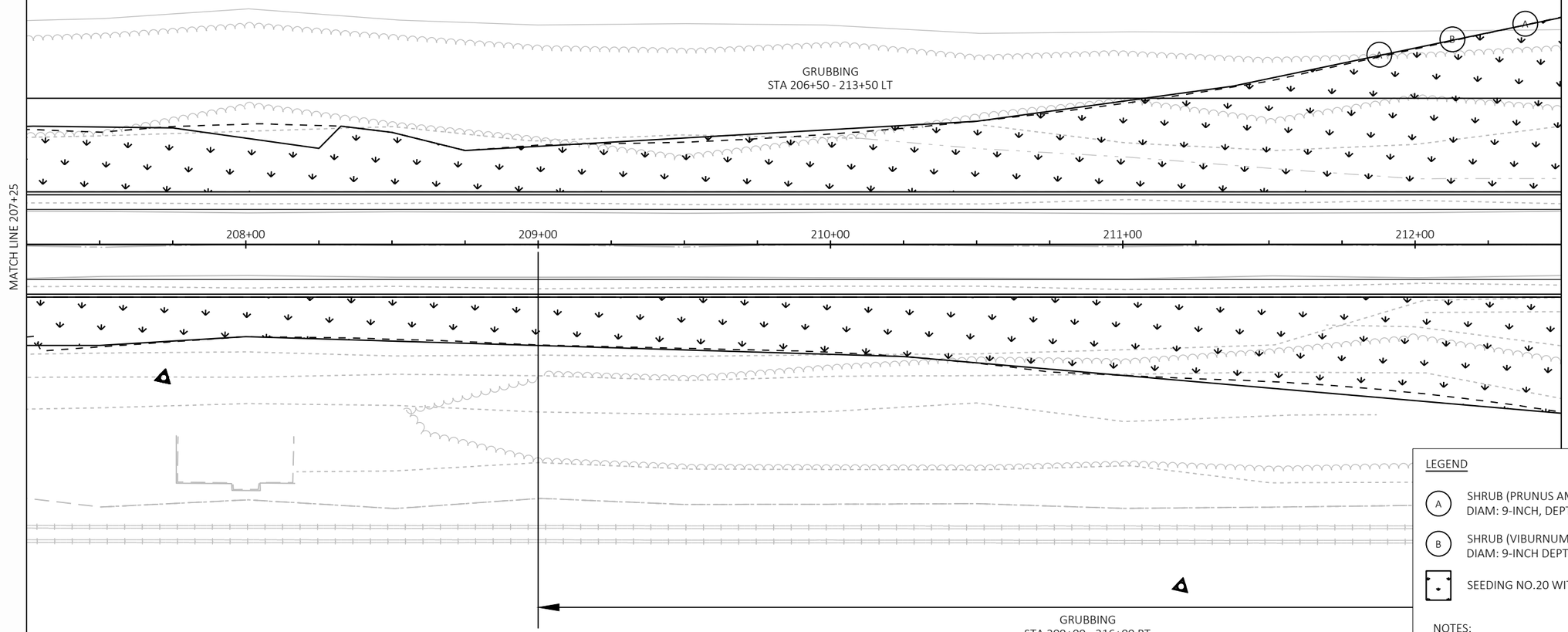
NOTES:
1) SEE SDD TREE PLANTING DETAIL FOR MORE INFORMATION.
2) CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.
3) SEEDING MIXTURE SHOULD BE APPLIED AT A RATE OF 3LB/1000 SQFT
4) FERTILIZER SHOULD BE APPLIED AT A RATE OF 7 LB/1000 SQFT
5) CONTRACTOR SHOULD MAINTAIN SEEDED SOIL MOISTURE FOR 30 DAYS AFTER THE SEED HAS GERMINATED.

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLANTING DETAIL	SHEET 75	E

PLANT DATA CHART

SYM.	COMMON NAME	SCIENTIFIC NAME	TYPE	AVERAGE MATURE HEIGHT (FOOT)	SIZE (CAL. OR HT.) WHEN PLANTED (INCH)	ROOT ZONE MODE	MINIMUM SIZE BALL/POT DIAM. (INCH)	MINIMUM SIZE BALL/POT DEPTH (INCH)	MINIMUM SIZE BALL/POT ROOT SPREAD	MINIMUM SIZE PLANT HOLE DIAM. (INCH)	MINIMUM SIZE PLANT HOLE DEPTH (INCH)	BRACE OR GUY	FERT. UNITS REQ'D	RODENT PROTECT REQ'D	MULCH RING DIAM.
APL	AMERICAN PLUM	PRUNUS AMERICANA	4T	15	24	CG.	9	6	N/A	18	6	NO	N/A	NO	NONE
ACV	AMERICAN CRANBERRYBUSH VIBURNUM	VIBURNUM TRILOBUM	4T	5	24	CG.	9	6	N/A	18	6	NO	N/A	NO	NONE

CG: CONTAINER GROWN

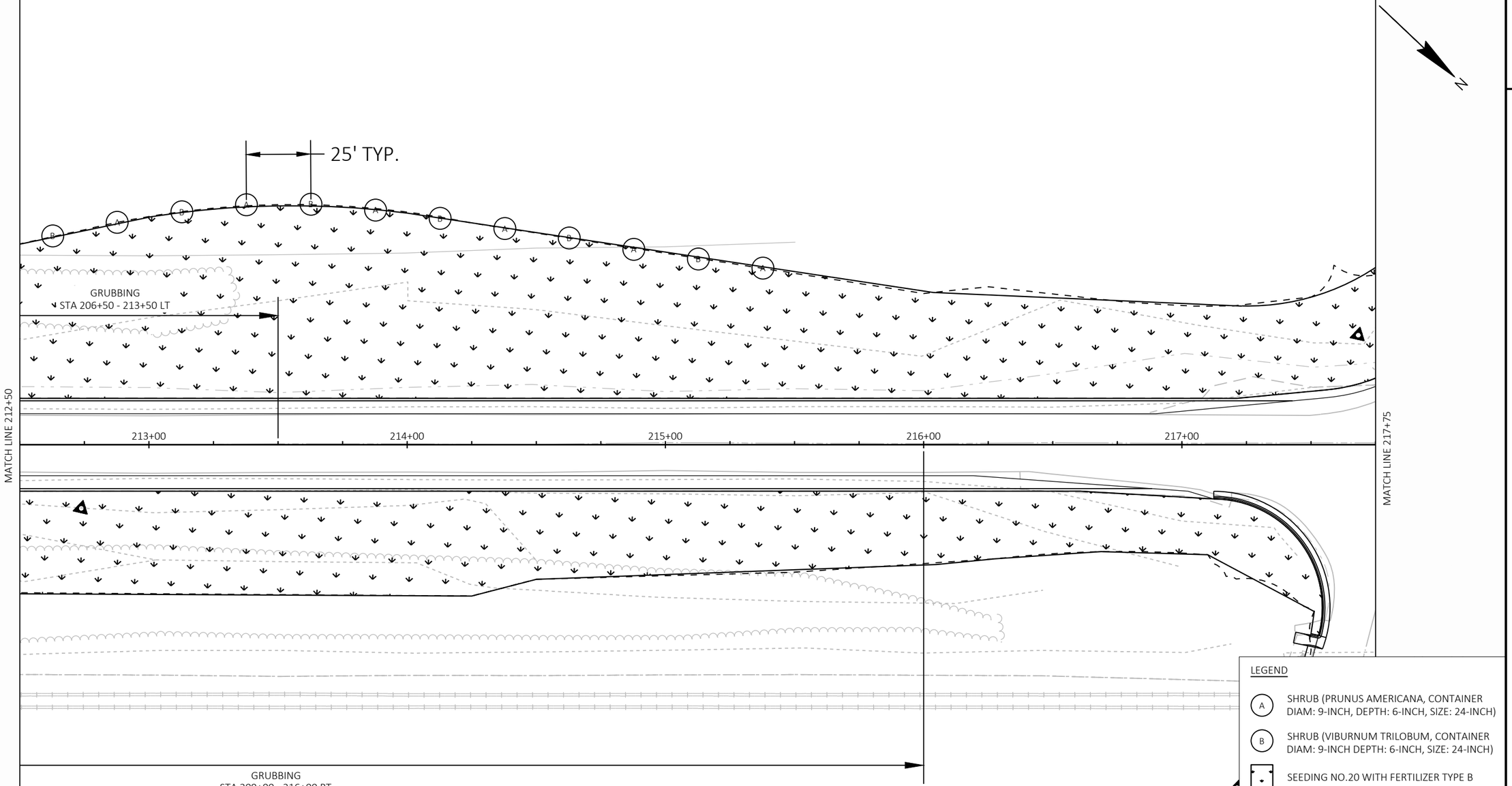


LEGEND

- (A) SHRUB (PRUNUS AMERICANA, CONTAINER DIAM: 9-INCH, DEPTH: 6-INCH, SIZE: 24-INCH)
- (B) SHRUB (VIBURNUM TRILOBUM, CONTAINER DIAM: 9-INCH DEPTH: 6-INCH, SIZE: 24-INCH)
- SEEDING NO.20 WITH FERTILIZER TYPE B

NOTES:
1) SEE SDD TREE PLANTING DETAIL FOR MORE INFORMATION.
2) CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.
3) SEEDING MIXTURE SHOULD BE APPLIED AT A RATE OF 3LB/1000 SQFT
4) FERTILIZER SHOULD BE APPLIED AT A RATE OF 7 LB/1000 SQFT
5) CONTRACTOR SHOULD MAINTAIN SEEDED SOIL MOISTURE FOR 30 DAYS AFTER THE SEED HAS GERMINATED.

2



LEGEND

- (A) SHRUB (PRUNUS AMERICANA, CONTAINER DIAM: 9-INCH, DEPTH: 6-INCH, SIZE: 24-INCH)
- (B) SHRUB (VIBURNUM TRILOBUM, CONTAINER DIAM: 9-INCH DEPTH: 6-INCH, SIZE: 24-INCH)
- SEEDING NO.20 WITH FERTILIZER TYPE B

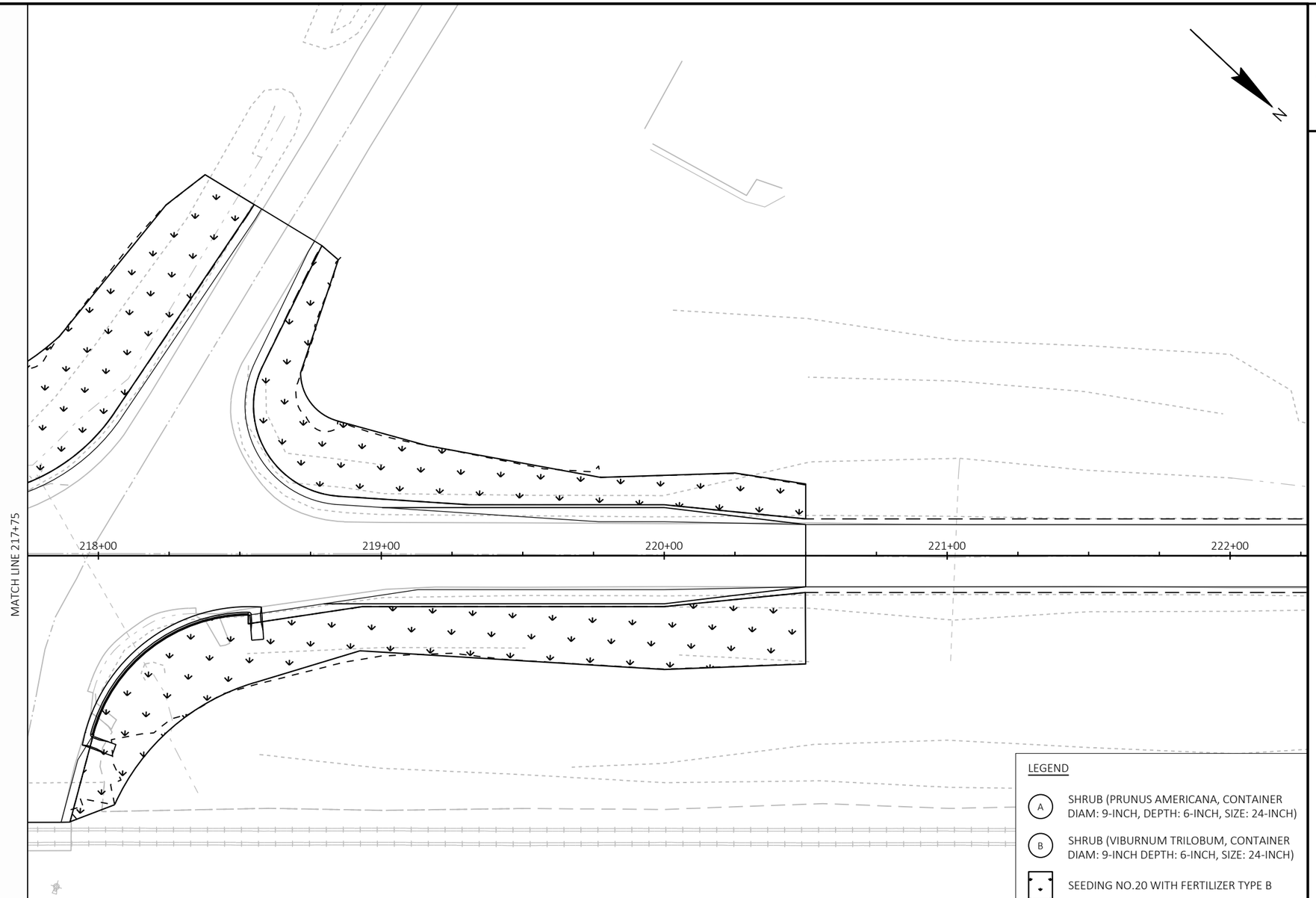
NOTES:

1) SEE SDD TREE PLANTING DETAIL FOR MORE INFORMATION.
2) CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.
3) SEEDING MIXTURE SHOULD BE APPLIED AT A RATE OF 3LB/1000 SQFT
4) FERTILIZER SHOULD BE APPLIED AT A RATE OF 7 LB/1000 SQFT
5) CONTRACTOR SHOULD MAINTAIN SEEDED SOIL MOISTURE FOR 30 DAYS AFTER THE SEED HAS GERMINATED.

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLANTING DETAIL	SHEET 77	E

2

2



LEGEND

(A) SHRUB (PRUNUS AMERICANA, CONTAINER DIAM: 9-INCH, DEPTH: 6-INCH, SIZE: 24-INCH)

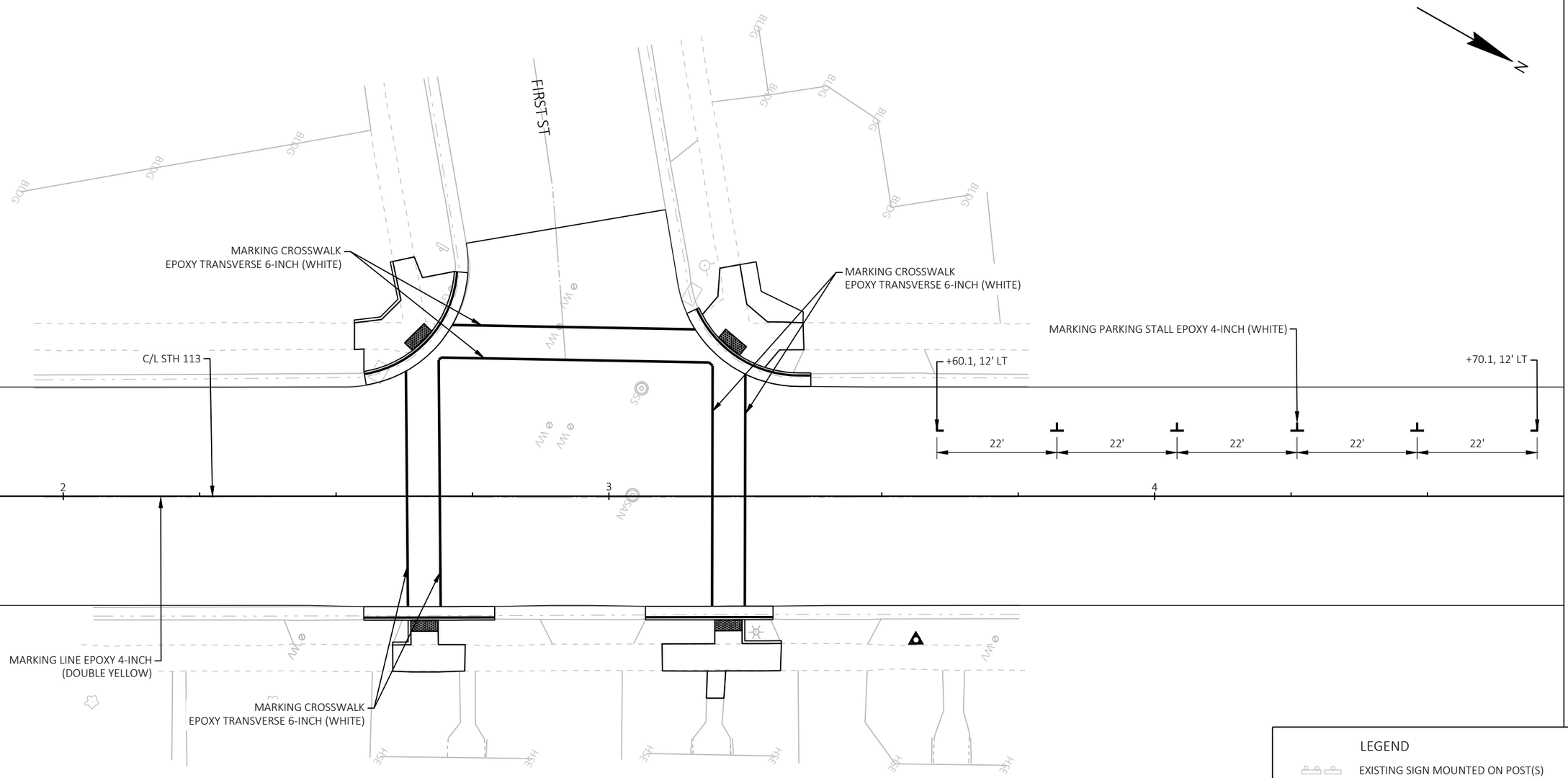
(B) SHRUB (VIBURNUM TRILOBUM, CONTAINER DIAM: 9-INCH DEPTH: 6-INCH, SIZE: 24-INCH)

SEEDING NO.20 WITH FERTILIZER TYPE B

NOTES:
1) SEE SDD TREE PLANTING DETAIL FOR MORE INFORMATION.
2) CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.
3) SEEDING MIXTURE SHOULD BE APPLIED AT A RATE OF 3LB/1000 SQFT
4) FERTILIZER SHOULD BE APPLIED AT A RATE OF 7 LB/1000 SQFT
5) CONTRACTOR SHOULD MAINTAIN SEEDED SOIL MOISTURE FOR 30 DAYS AFTER THE SEED HAS GERMINATED.

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLANTING DETAIL	SHEET 78	E

2



LEGEND

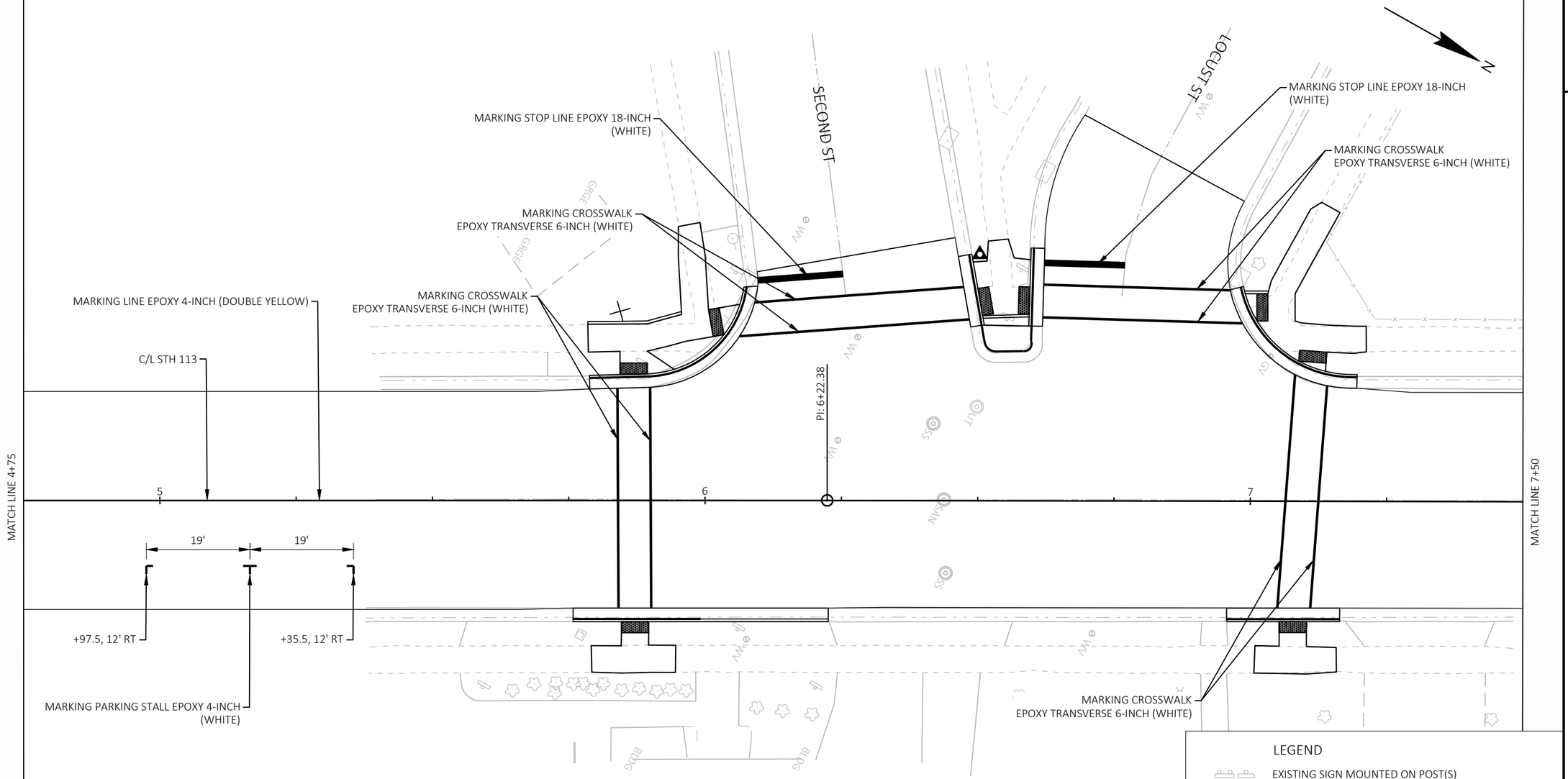
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- X-X MOVING SIGNS TYPE II
- X-X REMOVE SIGNS TYPE II
- X-X SIGNS TYPE II REFLECTIVE H

NOTES:
SEE SDD LONGITUDINAL MARKING (MAINLINE), SDD STOP LINE AND CROSSWALK PAVEMENT MARKING, SDD PARKING STALL MARKING, SDD PAVEMENT MARKING SYMBOLS FOR MORE INFORMATION. SEE SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 79	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01
PLOT DATE : 1/24/2023 3:53 PM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



LEGEND

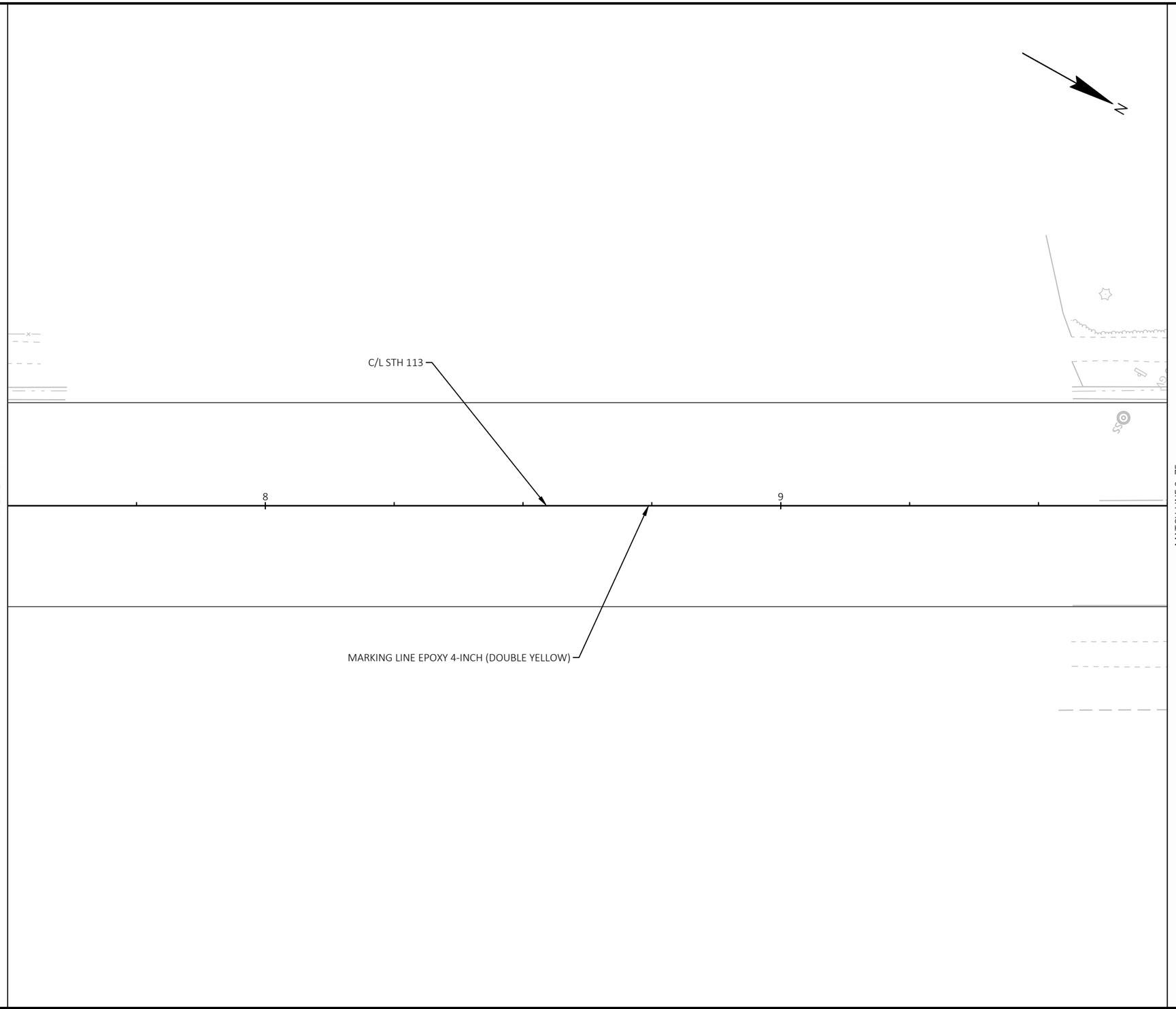
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- X-X — MOVING SIGNS TYPE II
- X-X — REMOVE SIGNS TYPE II
- x-x — SIGNS TYPE II REFLECTIVE H

NOTES:
SEE SDD LONGITUDINAL MARKING (MAINLINE), SDD STOP LINE AND CROSSWALK PAVEMENT MARKING, SDD PARKING STALL MARKING, SDD PAVEMENT MARKING SYMBOLS FOR MORE INFORMATION. SEE SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 80	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02
PLOT DATE : 1/24/2023 3:53 PM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (X-X) MOVING SIGNS TYPE II
- X-X REMOVE SIGNS TYPE II
- X-X SIGNS TYPE II REFLECTIVE H

NOTES:
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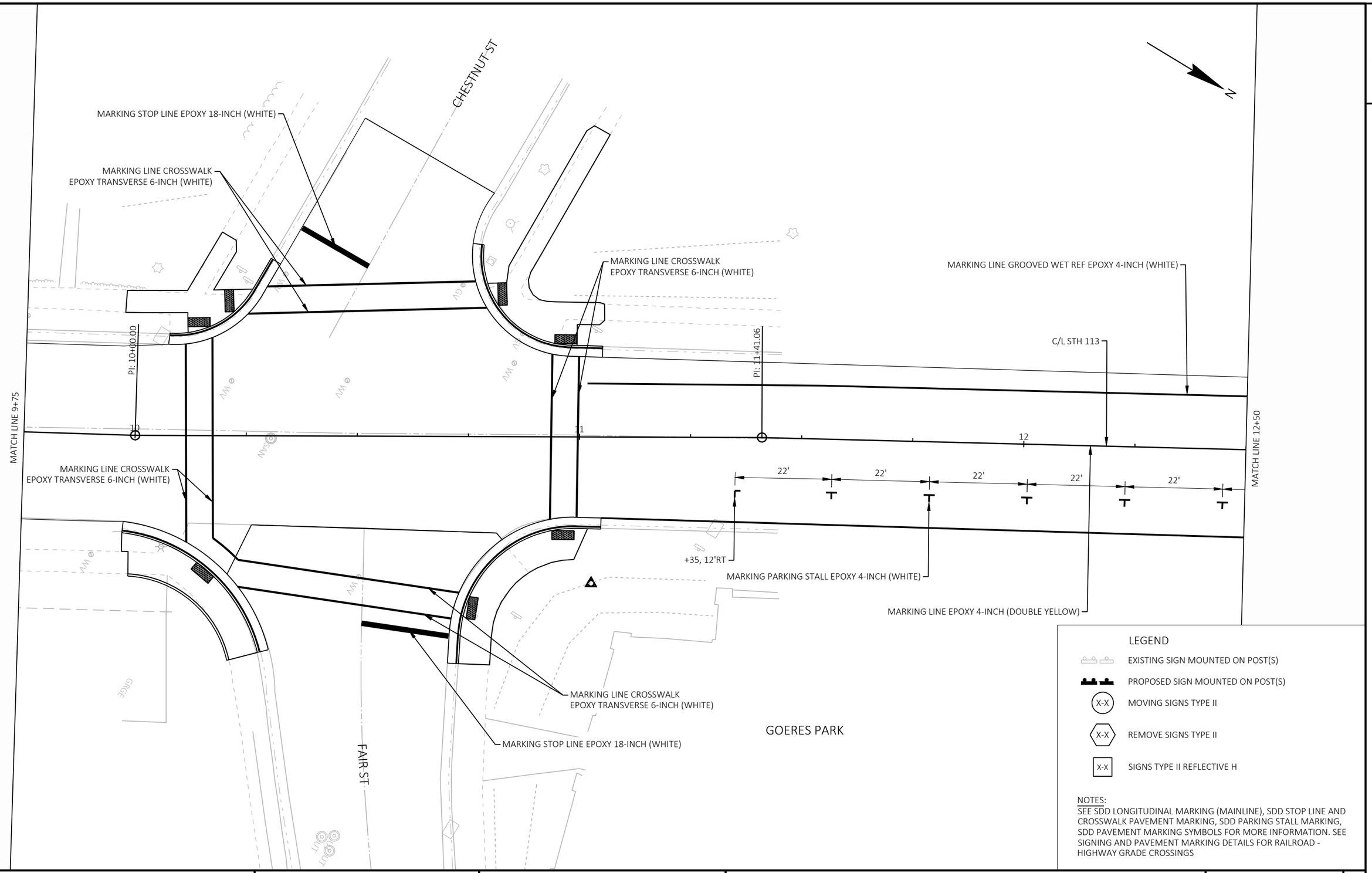
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 81	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 03
PLOT DATE : 1/24/2023 3:53 PM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- X-X MOVING SIGNS TYPE II
- X-X REMOVE SIGNS TYPE II
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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 82	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 04
PLOT DATE : 1/24/2023 3:53 PM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

C/L STH 113

PC: 13+81.31

MATCH LINE 12+50

13

14

15

22' 22' 22' 22' 22' 22'

+77, 12' RT

MARKING PARKING STALL EPOXY 4-INCH (WHITE)

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

GOERES PARK

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- X-X MOVING SIGNS TYPE II
- X-X REMOVE SIGNS TYPE II
- X-X SIGNS TYPE II REFLECTIVE H

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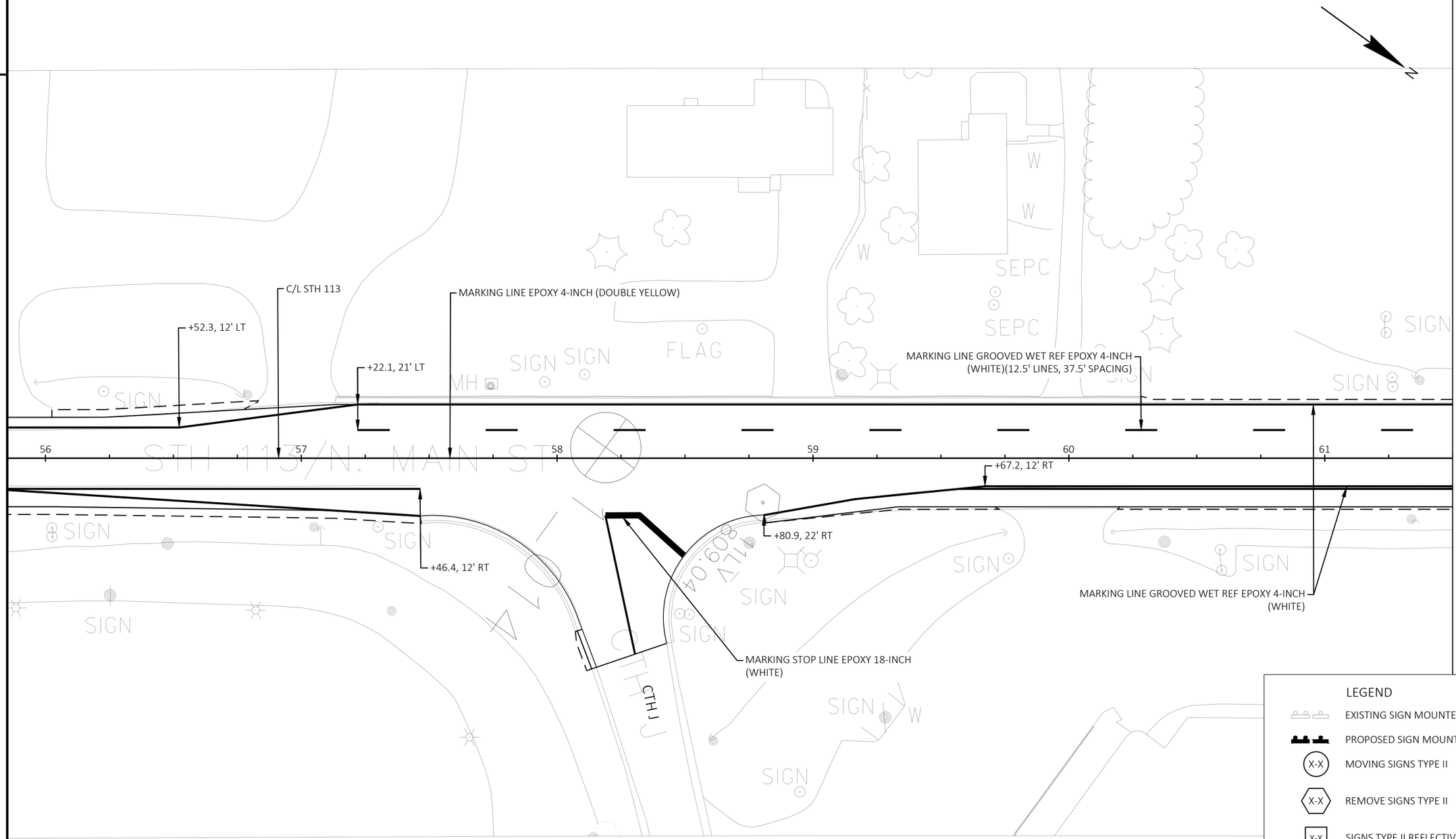
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 83	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 05

PLOT DATE : 1/24/2023 3:54 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- X-X MOVING SIGNS TYPE II
- X-X REMOVE SIGNS TYPE II
- X-X SIGNS TYPE II REFLECTIVE H

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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 84	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 06
PLOT DATE : 1/24/2023 3:54 PM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

C/L STH 113

+14.4, 21' LT

+84.6, 12' LT

CTH J

PC: 62+72.07

+29.3, 12' LT

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

MATCH LINE 61+50

62

63

64

65

66

STH 113

+38.2, 12' RT

+24.5, 12' RT

SPRING CREEK RD

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)(12.5' LINES, 37.5' SPACING)

SIGN

FLAG

SEPV

SEPC

LEGEND

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- X-X — MOVING SIGNS TYPE II
- X-X — REMOVE SIGNS TYPE II
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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 85	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 07

PLOT DATE : 1/24/2023 3:54 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

BP: 0'SH'+00.00

C/L STH 113

+60, 12' LT

203 204 STH 113 205 206 207 208

MATCH LINE 208+30

+83.7, 18' RT

+45.3, 12' RT

+60, 12' RT

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

+65.4, 12' RT

+68.4, 12' RT

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE) (3' LINE, 9' SKIP)

+55.4, 12' RT

PI: 0'SH'+43.27

1'SH'

SHAMROCK RD

EP: 1'SH'+60.76

STOP R1-1 30"X30"

1-1

JCT COUNTY V

J1-1 24"X39"

1-2

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

MARKING STOP LINE EPOXY 18-INCH (WHITE)

RUINS

SIGN

WSOR

RD

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- X-X MOVING SIGNS TYPE II
- X-X REMOVE SIGNS TYPE II
- X-X SIGNS TYPE II REFLECTIVE H

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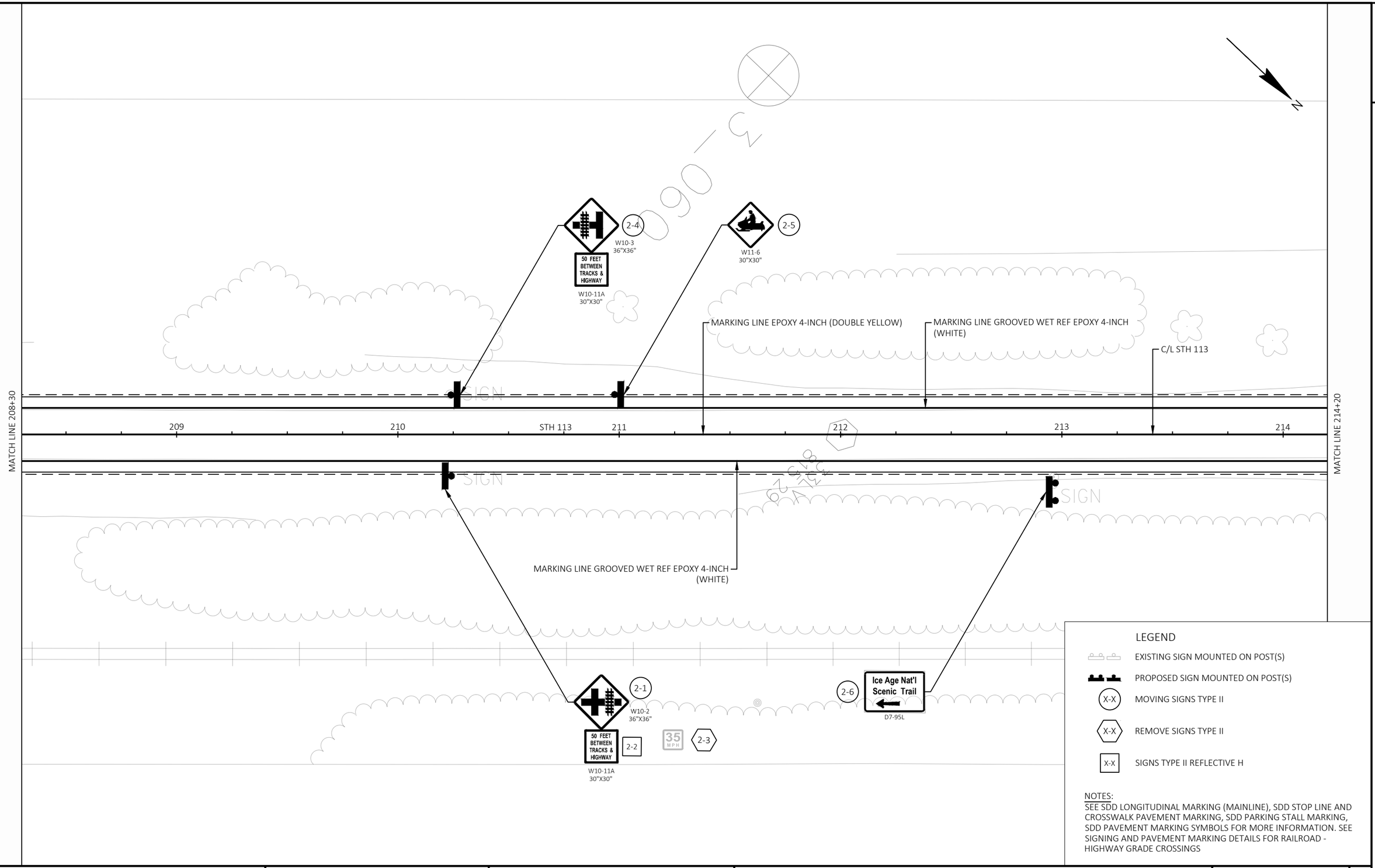
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 86	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 08

PLOT DATE : 1/24/2023 3:54 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
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- X-X MOVING SIGNS TYPE II
- X-X REMOVE SIGNS TYPE II
- X-X SIGNS TYPE II REFLECTIVE H

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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 87	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 09
PLOT DATE : 1/24/2023 3:55 PM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE 214+20

BP: 0'VW'+00.00

N

MARKING STOP LINE EPOXY 18-INCH

+88.7, 15.1' RT

+00, 11' RT

+04.3, 11' RT

+00, AT C/L

+00, 11' LT

+04.3, 11' LT

1'VW'

CTH V WEST

MARKING LINE EPOXY 4-INCH (WHITE)

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

+47.7, 15.2' LT

R1-1
30"X30"

3-4

STOP

3-3

113

J13-1
24"X45"

3-1

SOUTH
113

J4-1
24"X36"

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

C/L STH 113

+89.9, 12' LT

+56.7, 18.3' LT

+93.1, AT C/L

2'VW'

COUNTY
V

3-8

J13-1
24"X45"

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

+76.8, 12' LT

+00, 12' LT

BP: 10'VE'+00.00

215

216

STH 113

217

218

219

220

+86.8, 12' LT

+73.8, 12' LT

+09.3, 12' RT

MARKING LINE EPOXY 4-INCH (WHITE)
(3' LINE, 9' SKIP)

EP: 2'VW'+36.6

MARKING STOP LINE EPOXY 18-INCH

+32.2, 12' LT

+32.2, AT C/L

3-2

COUNTY
V

J13-1
24"X45"

+53, 18' RT

+13, 12' RT

+00, 12' RT

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

NORTH
113

3-9

J4-1
24"X36"

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

+19.3, 12' RT

+22.3, 12' RT

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE) (3' LINE, 9' SKIP)

CTH V EAST

+75.2, AT C/L

+75.2, 16.4' RT

+88.9, 19' LT

MARKING RAILROAD CROSSING EPOXY (24-INCH WHITE)

25'

+99, 19' RT

DYNAMIC ENVELOPE MARKING
4-INCH WHITE (6' FROM RAIL)
12-INCH WHITE AT 45° W/5' C-C SPACING
(PAID AS MARKING LINE EPOXY 4-INCH & MARKING DIAGONAL EPOXY 12-INCH)

WSOR

+16.6, 19' RT

+97.5, AT C/L

3-5

R1-1
30"X30"

STOP

70 FEET
BETWEEN
HIGHWAY &
TRACKS
BEHIND YOU

W10-11B
30"X36"

+06.4, 19' LT

113

3-7

J13-1
24"X45"

3-6

PC: 11'VE'+59.34

PT: 11'VE'+84.37

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
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- X-X MOVING SIGNS TYPE II
- X-X REMOVE SIGNS TYPE II
- x-x SIGNS TYPE II REFLECTIVE H

NOTES:
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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 88	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 10

PLOT DATE : 1/24/2023 3:55 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

WHITE TAIL RUN

SIGN

+10.4, 12' LT

+22.1, 22' LT

PC: 311+22.00

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)(3' LINE, 9' SKIP)

+44.8, 12' LT

+70.8, 12' LT

+67.8, 12' LT

308 309 310 311 312 313 314

STH 113

C/L STH 113

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)

SIGN

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 89	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 11

PLOT DATE : 1/24/2023 3:55 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MARKING LINE GROOVED WET REF
EPOXY 4-INCH (WHITE)

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

C/L STH 113

PC: 323+00.84

MATCH LINE 323+25

318

319

320

321

322

323

+87.4, 12' RT

+90.4, 12' RT

+53.4, 12' RT

+32.1, 18' RT

+98.3, 12' RT

MARKING LINE GROOVED WET REF EPOXY 4-INCH
(WHITE)(3' LINE, 9' SKIP)

MARKING STOP LINE 18-INCH (WHITE)

MCCUBBINS LN

SIGN

STH 113

POST

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

X-X MOVING SIGNS TYPE II

X-X REMOVE SIGNS TYPE II

X-X SIGNS TYPE II REFLECTIVE H

NOTES:
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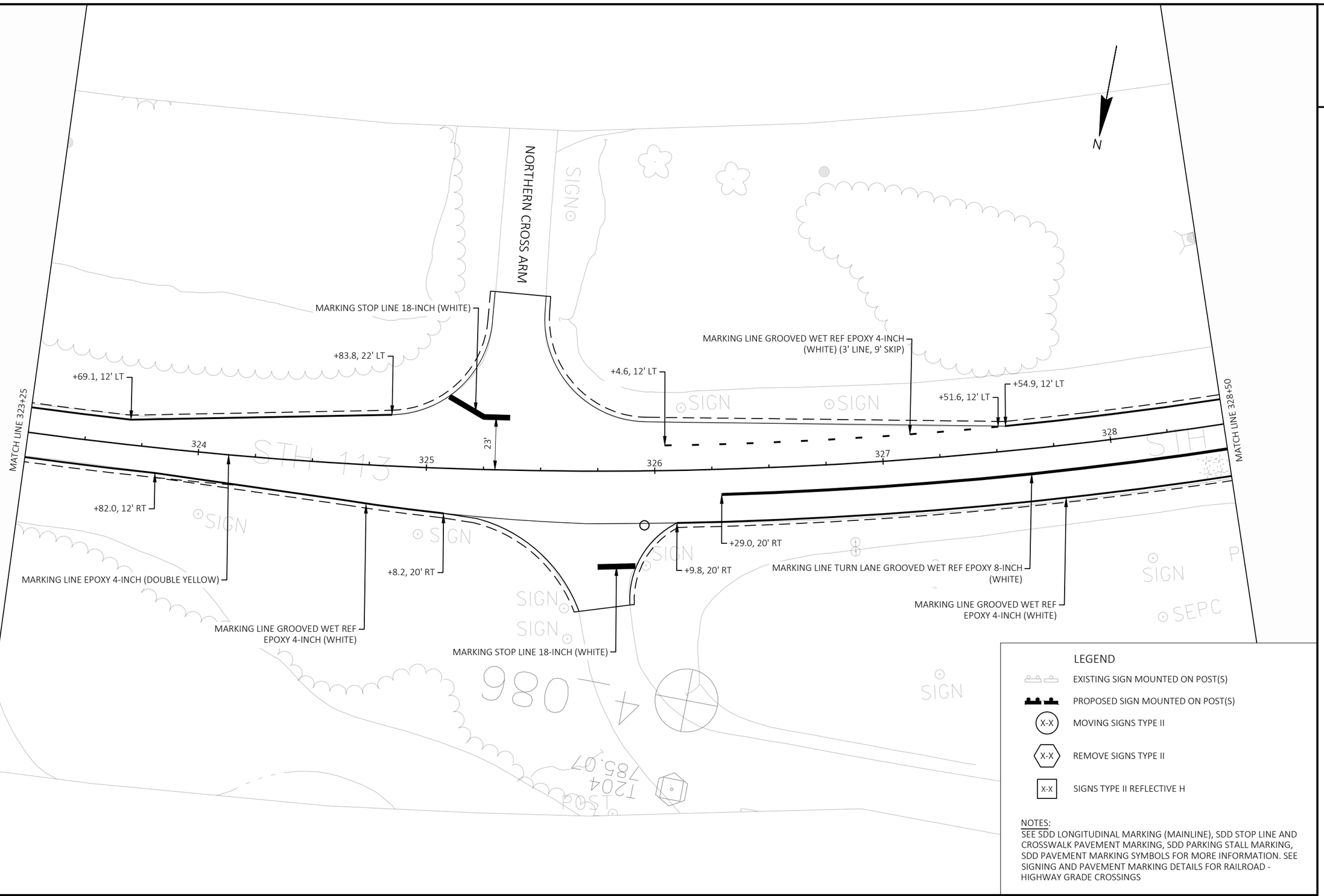
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 90	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 12

PLOT DATE : 1/24/2023 3:55 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 91	E

2

N

EP: 331+28.22

STH 188
331

MARKING STOP LINE EPOXY 18-INCH (WHITE)

MARKING STOP LINE EPOXY 18-INCH (WHITE)

BP: 10+00.00

330

329

STH 113

11+00

12+00

13+00

14+00

PC: 13+86.59

PT: 14+77.29

EP: 14+94.66

+20.5'F', 11' RT

+16.0'F', 22' RT

+99.4, 22' RT

+99.4, 12' RT

MATCH LINE 328+50

MARKING LINE EPOXY
8-INCH (WHITE)

MARKING STOP LINE
EPOXY 18-INCH (WHITE)

MARKING STOP LINE
EPOXY 18-INCH (WHITE)

MARKING ARROW EPOXY
(WHITE)

POST
SIGN
SEPC
A/C
MH
W
WELL
RIPRAP
16WE 774.70
17WE 774.70
15WE 774.70

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- X-X — MOVING SIGNS TYPE II
- X-X — REMOVE SIGNS TYPE II
- X-X — SIGNS TYPE II REFLECTIVE H

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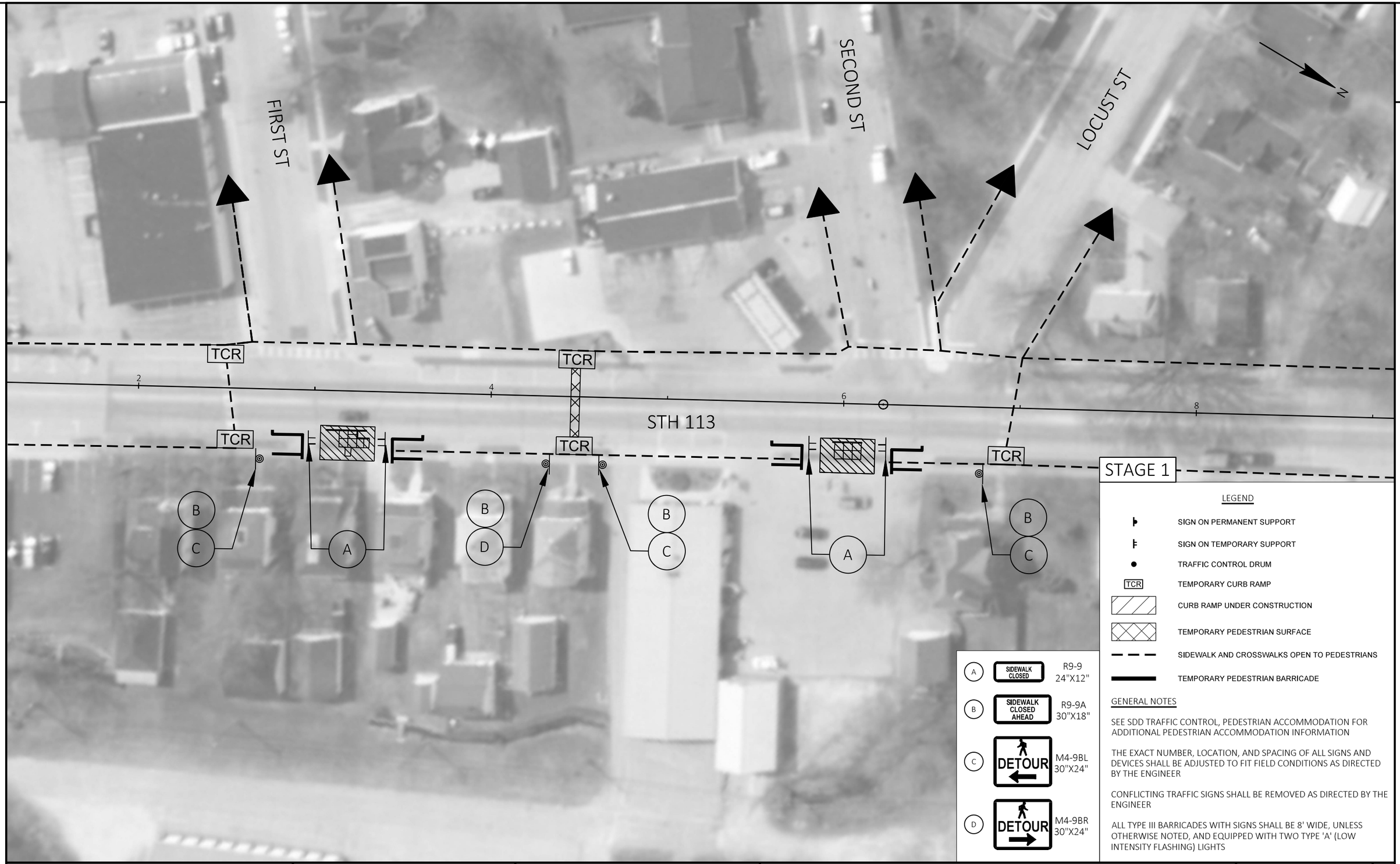
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PAVEMENT MARKING AND SIGNING DETAILS	SHEET 92	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 14
PLOT DATE : 1/24/2023 3:56 PM
PLOT BY : KENDALL, EMILY ANN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



2

STAGE 1

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TCR — TEMPORARY CURB RAMP
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN BARRICADE

A	SIDEWALK CLOSED	R9-9 24"X12"
B	SIDEWALK CLOSED AHEAD	R9-9A 30"X18"
C	DETOUR	M4-9BL 30"X24"
D	DETOUR	M4-9BR 30"X24"

GENERAL NOTES

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL PEDESTRIAN ACCOMMODATION INFORMATION

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

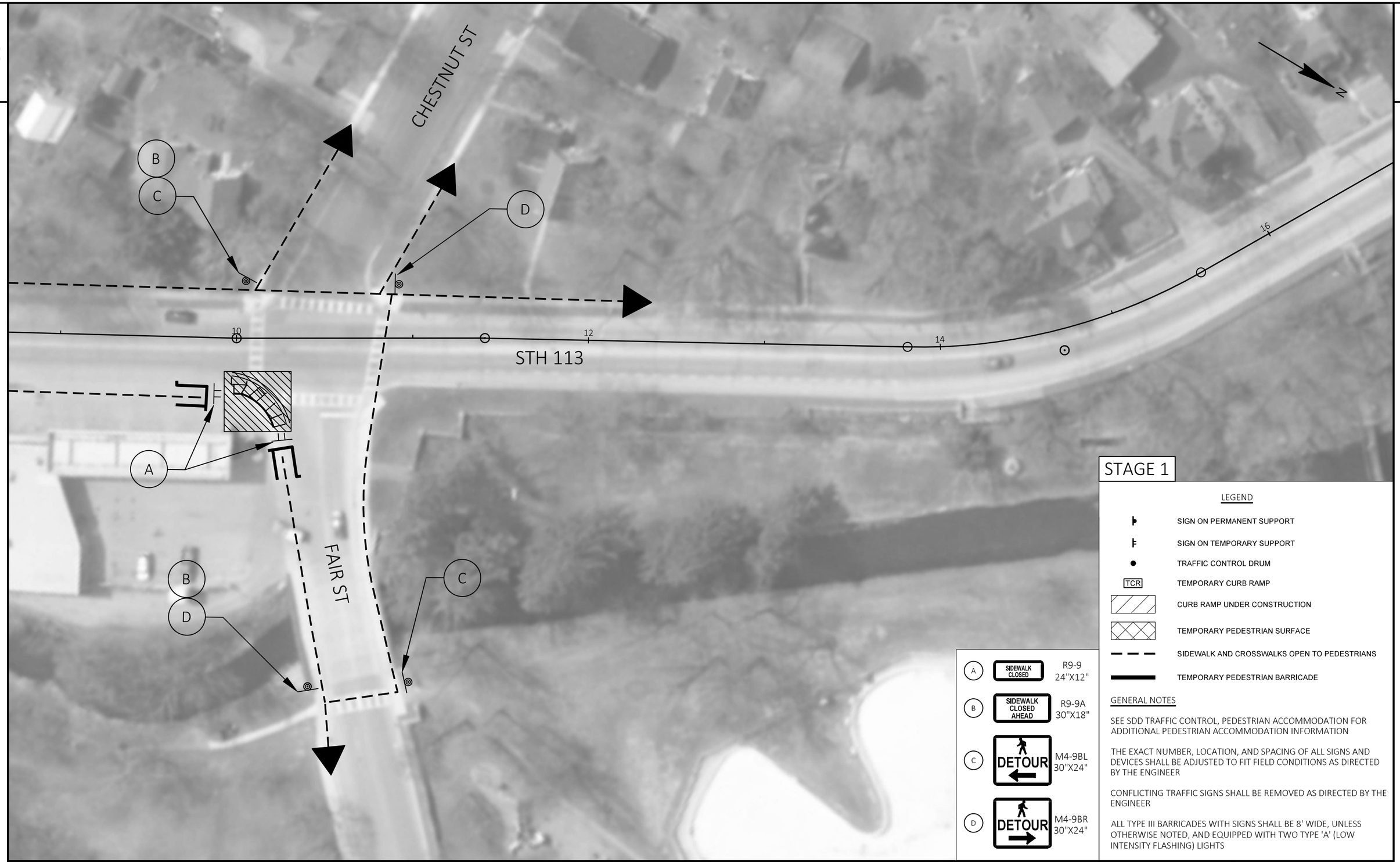
CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 1	SHEET 93	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - Stage 1 - First-Second-Locust
PLOT DATE : 10/25/2022 3:40 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



STAGE 1

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TCR — TEMPORARY CURB RAMP
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN BARRICADE

A	SIDEWALK CLOSED	R9-9 24"X12"
B	SIDEWALK CLOSED AHEAD	R9-9A 30"X18"
C	DETOUR	M4-9BL 30"X24"
D	DETOUR	M4-9BR 30"X24"

GENERAL NOTES

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL PEDESTRIAN ACCOMMODATION INFORMATION

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

CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 1	SHEET 94	E

2

FIRST ST

SECOND ST

LOCUST ST

N

STH 113

TCR

STAGE 2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TCR — TEMPORARY CURB RAMP
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN BARRICADE

A	SIDEWALK CLOSED	R9-9 24"X12"
B	SIDEWALK CLOSED AHEAD	R9-9A 30"X18"
C	DETOUR	M4-9BL 30"X24"
D	DETOUR	M4-9BR 30"X24"

GENERAL NOTES

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL PEDESTRIAN ACCOMMODATION INFORMATION

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

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ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 2	SHEET 95	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - Stage 2 - First-Second-Locust
PLOT DATE : 10/25/2022 3:40 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

B
C
A
TCR
TCR
CHESTNUT ST
D
B
C
10
12
14
16
STH 113
D
FAIR ST
N

STAGE 2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TCR — TEMPORARY CURB RAMP
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN BARRICADE

A	SIDEWALK CLOSED	R9-9 24"X12"
B	SIDEWALK CLOSED AHEAD	R9-9A 30"X18"
C	DETOUR	M4-9BL 30"X24"
D	DETOUR	M4-9BR 30"X24"

GENERAL NOTES

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL PEDESTRIAN ACCOMMODATION INFORMATION

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

CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 2	SHEET 96	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - Stage 2 - Fair-Chestnut

PLOT DATE : 10/25/2022 3:40 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

FIRST ST

SECOND ST

LOCUST ST

N

STH 113

STAGE 3

A

B

C

D

A	SIDEWALK CLOSED	R9-9 24"X12"
B	SIDEWALK CLOSED AHEAD	R9-9A 30"X18"
C	DETOUR	M4-9BL 30"X24"
D	DETOUR	M4-9BR 30"X24"

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TCR — TEMPORARY CURB RAMP
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN BARRICADE

GENERAL NOTES

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL PEDESTRIAN ACCOMMODATION INFORMATION

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

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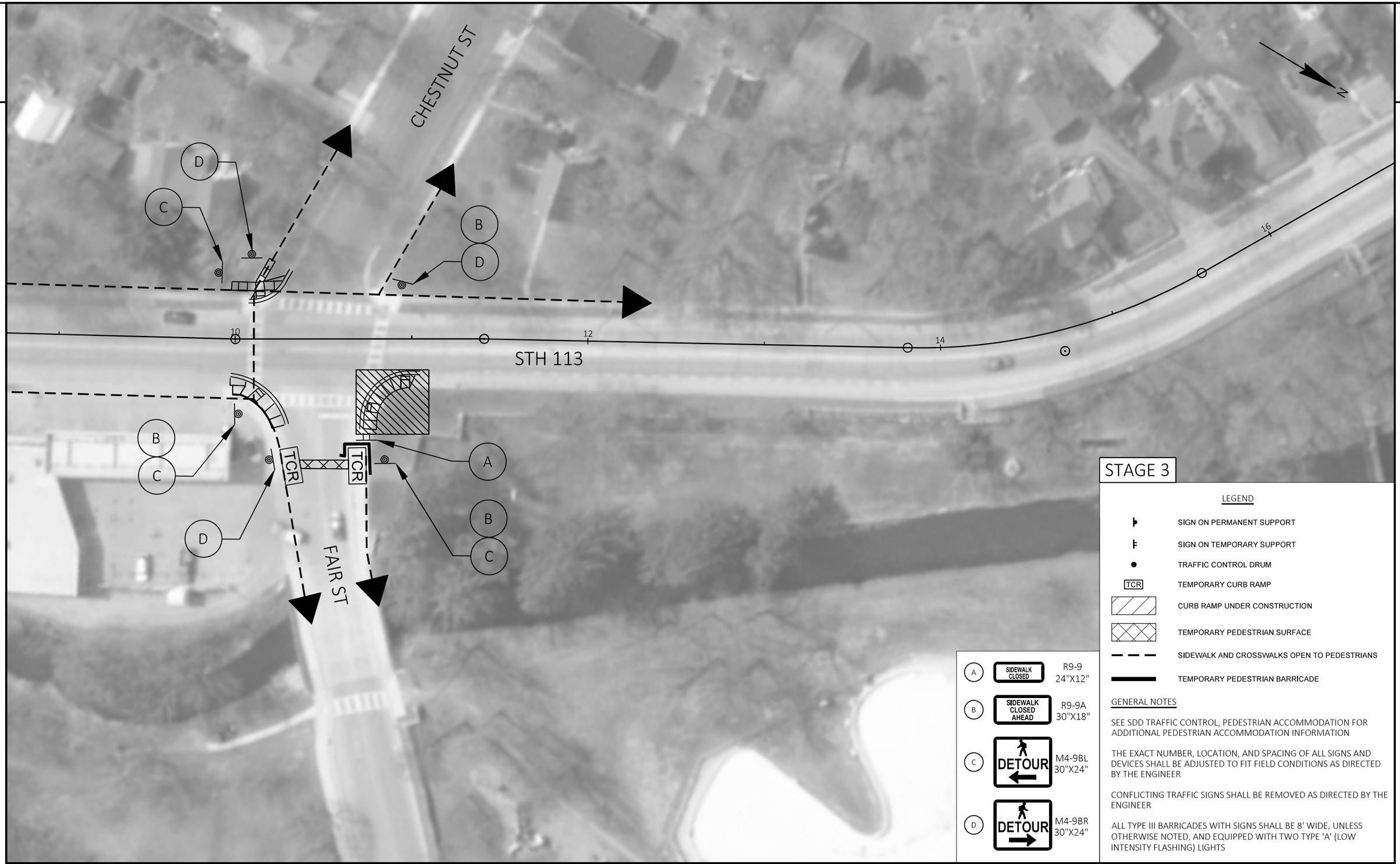
ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 3	SHEET 97	E

2



STAGE 3

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TCR — TEMPORARY CURB RAMP
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN BARRICADE

A	SIDEWALK CLOSED	R9-9 24"X12"
B	SIDEWALK CLOSED AHEAD	R9-9A 30"X18"
C	DETOUR	M4-9BL 30"X24"
D	DETOUR	M4-9BR 30"X24"

GENERAL NOTES

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL PEDESTRIAN ACCOMMODATION INFORMATION

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

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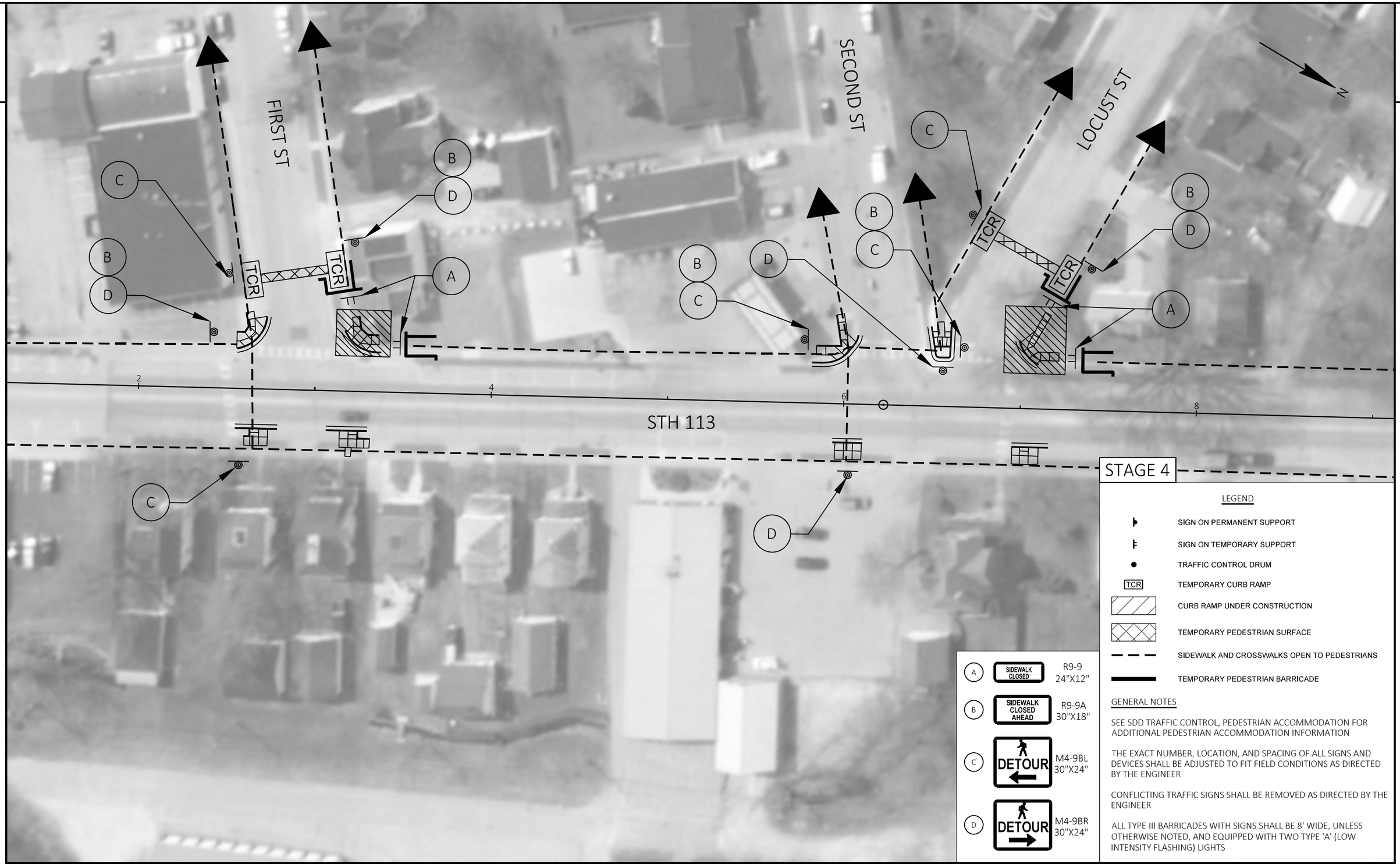
ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 3	SHEET 98	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - Stage 3 - Fair-Chestnut
PLOT DATE : 10/25/2022 3:41 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42



STAGE 4

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TCR — TEMPORARY CURB RAMP
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN BARRICADE

A	SIDEWALK CLOSED	R9-9 24"X12"
B	SIDEWALK CLOSED AHEAD	R9-9A 30"X18"
C	DETOUR	M4-9BL 30"X24"
D	DETOUR	M4-9BR 30"X24"

GENERAL NOTES

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL PEDESTRIAN ACCOMMODATION INFORMATION

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CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 4	SHEET 99	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - Stage 4 - First-Second-Locust

PLOT DATE : 10/25/2022 3:41 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

C

CHESTNUT ST

TCR

B

D

TCR

B

D

A

B

C

TCR

10

12

14

16

STH 113

N

D

C

C

D

FAIR ST

STAGE 4

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TCR — TEMPORARY CURB RAMP
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN BARRICADE

A	SIDEWALK CLOSED	R9-9 24"X12"
B	SIDEWALK CLOSED AHEAD	R9-9A 30"X18"
C	DETOUR	M4-9BL 30"X24"
D	DETOUR	M4-9BR 30"X24"

GENERAL NOTES

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL PEDESTRIAN ACCOMMODATION INFORMATION

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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 4	SHEET 100	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - Stage 4 - Fair-Chestnut

PLOT DATE : 10/25/2022 3:41 PM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

LEGEND

WORK ZONE

DETOUR ROUTE

N

DETAIL E

DETAIL D

DETAIL F

DETAIL G

DETAIL H

DETAIL C

DETAIL B

DETAIL I

DETAIL A

Town of Merrimac

Harmony Grove

LODI

Lodi

WEST POINT

Crystal L

Wisconsin R.

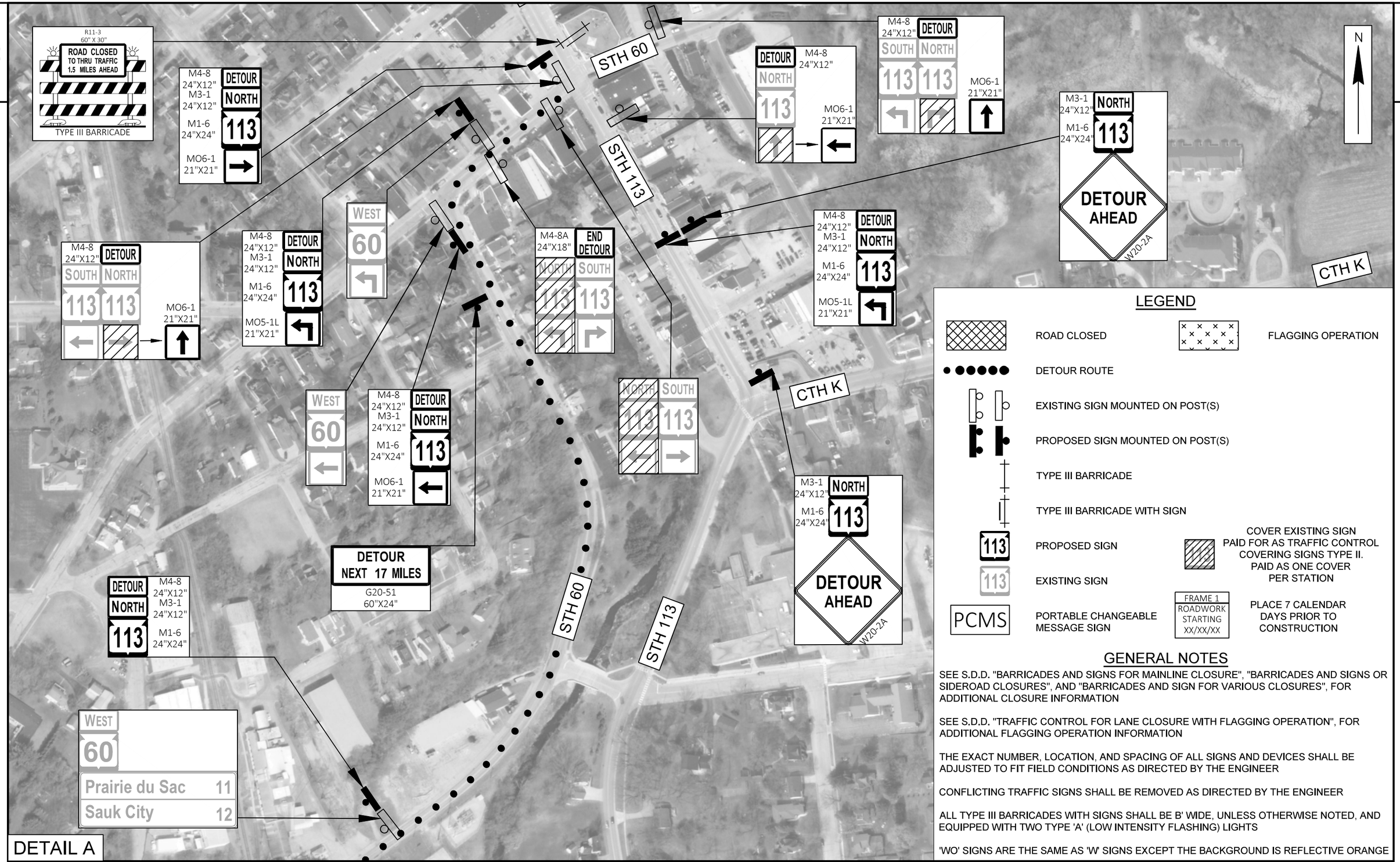
Town of Prairie du Sac

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	DETOUR PLAN	SHEET 101	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETOUR PLAN

PLOT DATE : 10/17/2022 9:07 AM PLOT BY : CAROLAN, TANNER C PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42



LEGEND

- ROAD CLOSED
- FLAGGING OPERATION
- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- 113 PROPOSED SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION
- 113 EXISTING SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- FRAME 1 / ROADWORK STARTING XX/XX/XX — PLACE 7 CALENDAR DAYS PRIOR TO CONSTRUCTION

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", "BARRICADES AND SIGNS OR SIDEROAD CLOSURES", AND "BARRICADES AND SIGN FOR VARIOUS CLOSURES", FOR ADDITIONAL CLOSURE INFORMATION

SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION", FOR ADDITIONAL FLAGGING OPERATION INFORMATION

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

CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

ALL TYPE III BARRICADES WITH SIGNS SHALL BE B' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

'WO' SIGNS ARE THE SAME AS 'W' SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE

DETAIL A

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	DETOUR DETAILS	SHEET 102	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - DETAIL A

PLOT DATE : 10/17/2022 8:55 AM PLOT BY : CAROLAN, TANNER C PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

A

A

A

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

SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURE

GAY ST

CHESTNUT ST

FAIR ST

STH 113

LOCUST ST

2ND ST

1ST ST

STH 60

PCMS

M3-1
24"X12"
NORTH
M1-6
24"X24"
113
DETOUR
AHEAD
W20-2A

M4-8
24"X12"
DETOUR
M3-1
24"X12"
NORTH
M1-6
24"X24"
113
MO5-1R
21"X21"

N

LEGEND

- ROAD CLOSED
- FLAGGING OPERATION
- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- 113 PROPOSED SIGN
- 113 EXISTING SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION
- FRAME 1 / ROADWORK STARTING XX/XX/XX — PLACE 7 CALENDAR DAYS PRIOR TO CONSTRUCTION

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", "BARRICADES AND SIGNS OR SIDEROAD CLOSURES", AND "BARRICADES AND SIGN FOR VARIOUS CLOSURES", FOR ADDITIONAL CLOSURE INFORMATION

SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION", FOR ADDITIONAL FLAGGING OPERATION INFORMATION

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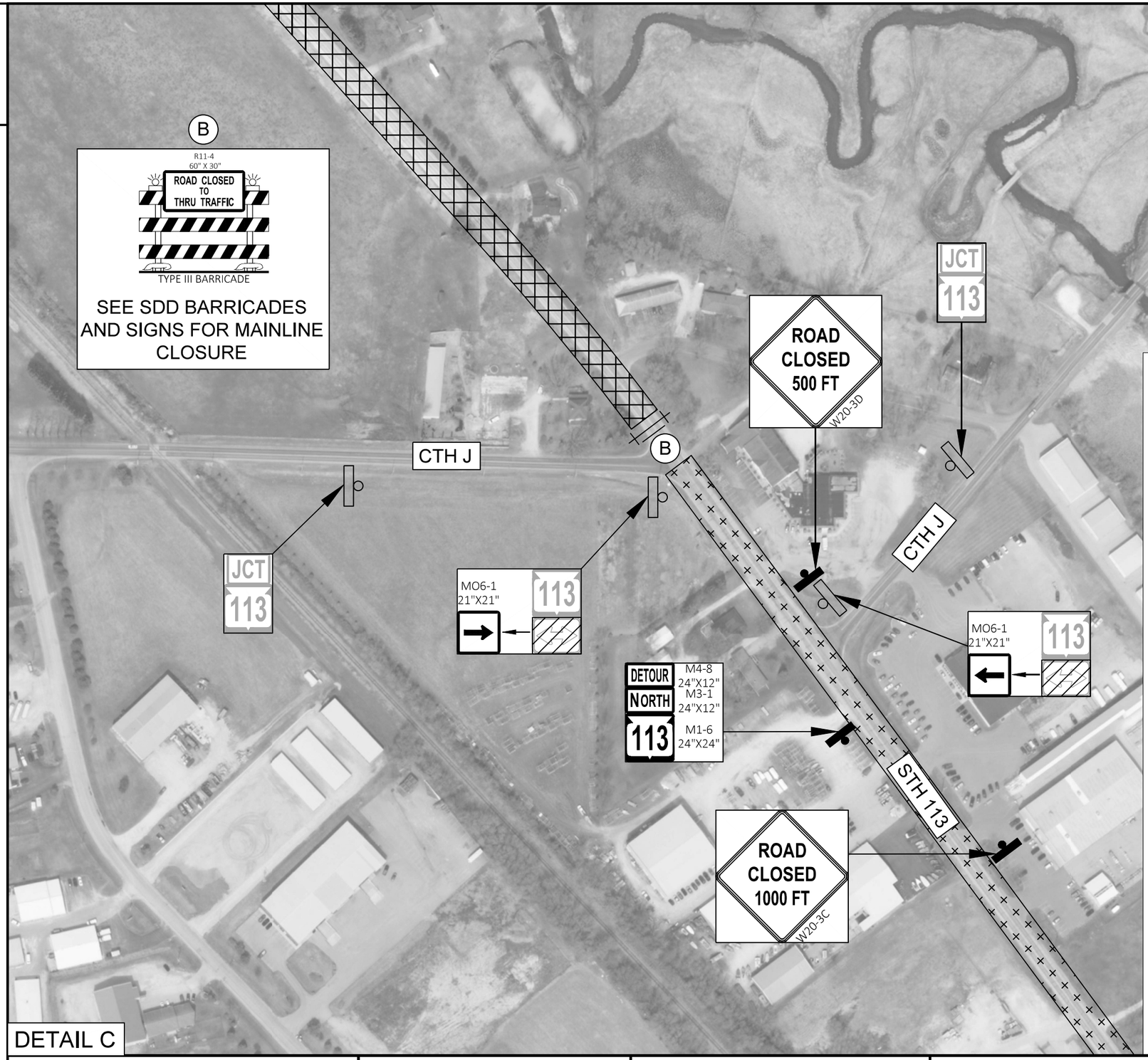
'WO' SIGNS ARE THE SAME AS 'W' SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE

DETAIL B

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	DETOUR DETAILS	SHEET 103	E

2



LEGEND

- ROAD CLOSED
- FLAGGING OPERATION
- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- 113 PROPOSED SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION
- 113 EXISTING SIGN
- FRAME 1 / ROADWORK STARTING XX/XX/XX — PLACE 7 CALENDAR DAYS PRIOR TO CONSTRUCTION
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", "BARRICADES AND SIGNS OR SIDEROAD CLOSURES", AND "BARRICADES AND SIGN FOR VARIOUS CLOSURES", FOR ADDITIONAL CLOSURE INFORMATION

SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION", FOR ADDITIONAL FLAGGING OPERATION INFORMATION

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

CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

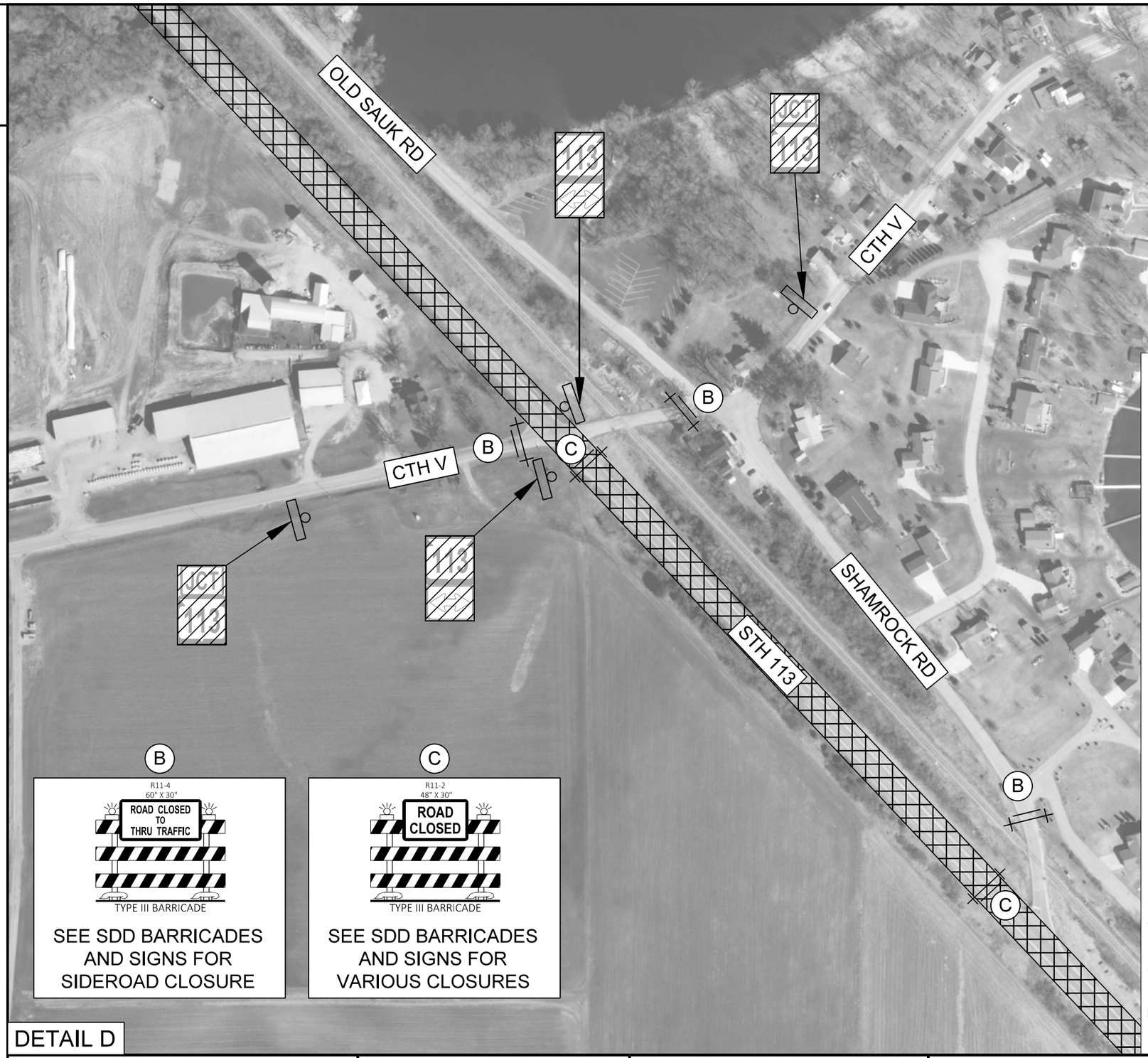
ALL TYPE III BARRICADES WITH SIGNS SHALL BE B' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

'WO' SIGNS ARE THE SAME AS 'W' SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE

DETAIL C

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	DETOUR DETAILS	SHEET 104	E

2



2

N

LEGEND

- ROAD CLOSED
- FLAGGING OPERATION
- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- PROPOSED SIGN (113)
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION
- EXISTING SIGN (113)
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- FRAME 1: ROADWORK STARTING XX/XX/XX — PLACE 7 CALENDAR DAYS PRIOR TO CONSTRUCTION

B

R11-4
60" X 30"

TYPE III BARRICADE

SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURE

C

R11-2
48" X 30"

TYPE III BARRICADE

SEE SDD BARRICADES AND SIGNS FOR VARIOUS CLOSURES

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", "BARRICADES AND SIGNS OR SIDEROAD CLOSURES", AND "BARRICADES AND SIGN FOR VARIOUS CLOSURES", FOR ADDITIONAL CLOSURE INFORMATION

SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION", FOR ADDITIONAL FLAGGING OPERATION INFORMATION

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

CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

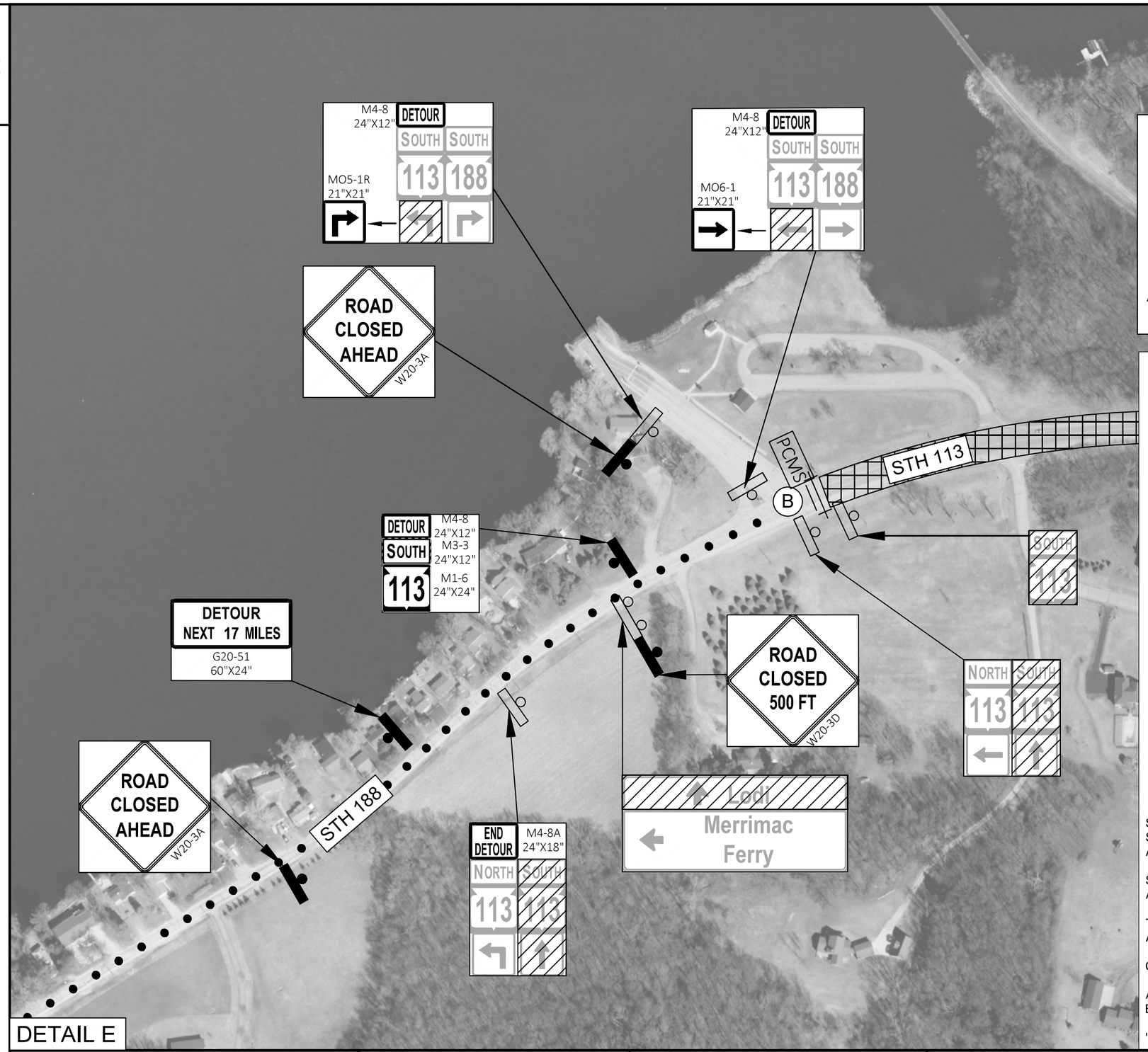
ALL TYPE III BARRICADES WITH SIGNS SHALL BE B' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

'WO' SIGNS ARE THE SAME AS 'W' SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE

DETAIL D

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	DETOUR DETAILS	SHEET 105	E

2



DETAIL E

B

R11-4
60" X 30"

TYPE III BARRICADE

SEE SDD BARRICADES AND SIGN FOR MAINLINE CLOSURE

LEGEND

- ROAD CLOSED
- FLAGGING OPERATION
- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- 113 PROPOSED SIGN
- 113 EXISTING SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- 113 COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION
- FRAME 1: ROADWORK STARTING XX/XX/XX — PLACE 7 CALENDAR DAYS PRIOR TO CONSTRUCTION

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", "BARRICADES AND SIGNS OR SIDEROAD CLOSURES", AND "BARRICADES AND SIGN FOR VARIOUS CLOSURES", FOR ADDITIONAL CLOSURE INFORMATION

SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION", FOR ADDITIONAL FLAGGING OPERATION INFORMATION

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'WO' SIGNS ARE THE SAME AS 'W' SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	DETOUR DETAILS	SHEET 106	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - DETAIL E
PLOT DATE : 10/17/2022 8:56 AM
PLOT BY : CAROLAN, TANNER C
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

N

DETOUR
NORTH
113
M4-8
24"X12"
M3-1
24"X12"
M1-6
24"X24"

NORTH
188

DETOUR
SOUTH
113
M4-8
24"X12"
M3-3
24"X12"
M1-6
24"X24"

SOUTH
188

CTH V

STH 188

DETAIL F

LEGEND

ROAD CLOSED	FLAGGING OPERATION
DETOUR ROUTE	
EXISTING SIGN MOUNTED ON POST(S)	
PROPOSED SIGN MOUNTED ON POST(S)	
TYPE III BARRICADE	
TYPE III BARRICADE WITH SIGN	
113 PROPOSED SIGN	COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION
113 EXISTING SIGN	
PCMS PORTABLE CHANGEABLE MESSAGE SIGN	FRAME 1 ROADWORK STARTING XX/XX/XX — PLACE 7 CALENDAR DAYS PRIOR TO CONSTRUCTION

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", "BARRICADES AND SIGNS OR SIDEROAD CLOSURES", AND "BARRICADES AND SIGN FOR VARIOUS CLOSURES", FOR ADDITIONAL CLOSURE INFORMATION

SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION", FOR ADDITIONAL FLAGGING OPERATION INFORMATION

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

CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

ALL TYPE III BARRICADES WITH SIGNS SHALL BE B' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS

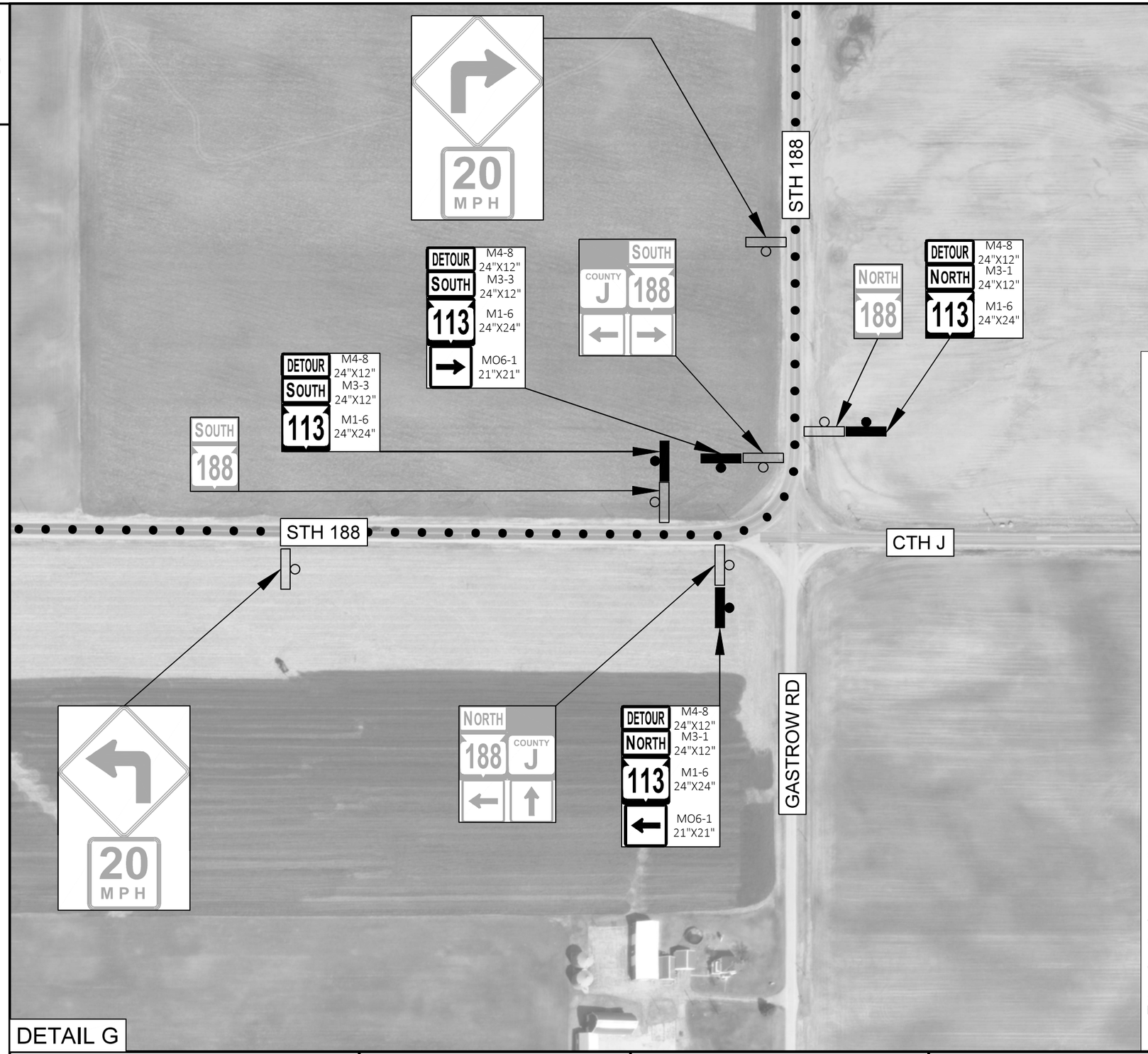
'WO' SIGNS ARE THE SAME AS 'W' SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	DETOUR DETAILS	SHEET 107	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - DETAIL F

PLOT DATE : 10/17/2022 8:56 AM PLOT BY : CAROLAN, TANNER C PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42



LEGEND

- ROAD CLOSED
- FLAGGING OPERATION
- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- 113 — PROPOSED SIGN
- 113 — EXISTING SIGN
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION
- FRAME 1 / ROADWORK STARTING XX/XX/XX — PLACE 7 CALENDAR DAYS PRIOR TO CONSTRUCTION

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", "BARRICADES AND SIGNS OR SIDEROAD CLOSURES", AND "BARRICADES AND SIGN FOR VARIOUS CLOSURES", FOR ADDITIONAL CLOSURE INFORMATION

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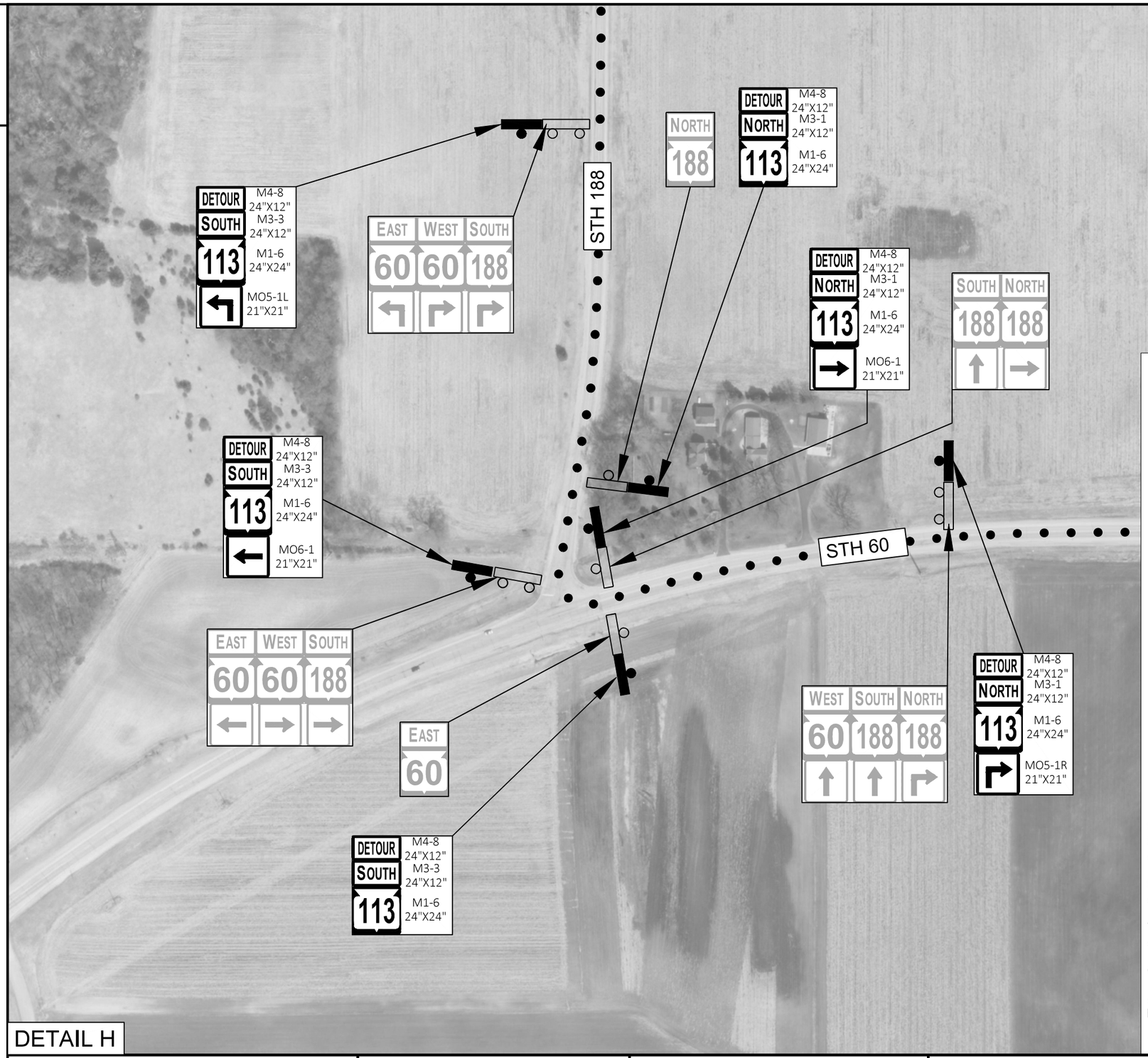
DETAIL G

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	DETOUR DETAILS	SHEET 108	E

2



LEGEND

- ROAD CLOSED
- FLAGGING OPERATION
- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- 113 — PROPOSED SIGN
- 113 — EXISTING SIGN
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION
- FRAME 1: ROADWORK STARTING XX/XX/XX — PLACE 7 CALENDAR DAYS PRIOR TO CONSTRUCTION

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", "BARRICADES AND SIGNS OR SIDEROAD CLOSURES", AND "BARRICADES AND SIGN FOR VARIOUS CLOSURES", FOR ADDITIONAL CLOSURE INFORMATION

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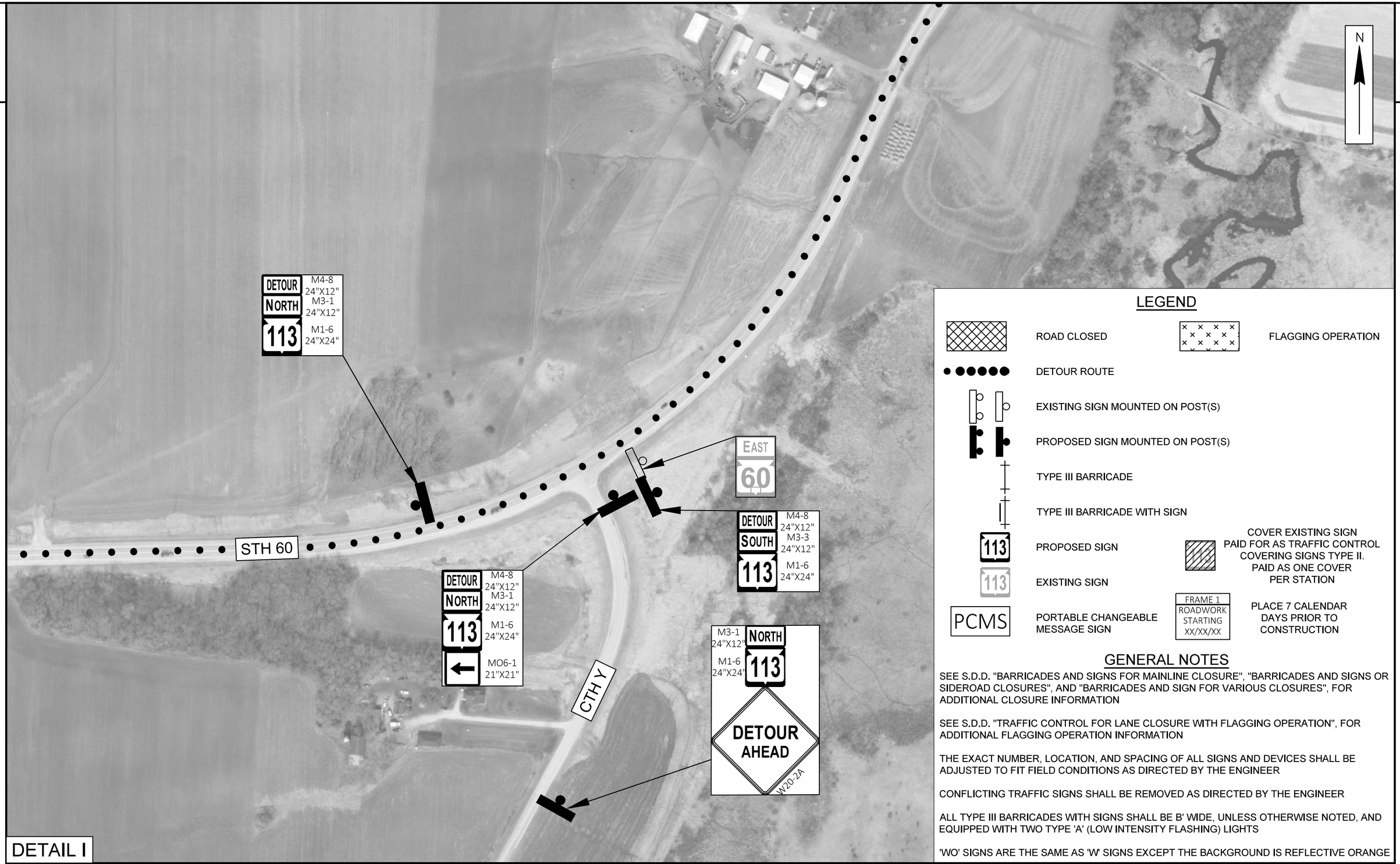
DETAIL H

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	DETOUR DETAILS	SHEET 109	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - DETAIL H
PLOT DATE : 10/17/2022 8:56 AM
PLOT BY : CAROLAN, TANNER C
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- ROAD CLOSED
- FLAGGING OPERATION
- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- 113 PROPOSED SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION
- 113 EXISTING SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- FRAME 1 ROADWORK STARTING XX/XX/XX — PLACE 7 CALENDAR DAYS PRIOR TO CONSTRUCTION

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", "BARRICADES AND SIGNS OR SIDEROAD CLOSURES", AND "BARRICADES AND SIGN FOR VARIOUS CLOSURES", FOR ADDITIONAL CLOSURE INFORMATION

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DETAIL I

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	DETOUR DETAILS	SHEET 110	E

5640-04-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	14.000	14.000
0004	203.0100	Removing Small Pipe Culverts	EACH	2.000	2.000
0006	204.0100	Removing Concrete Pavement	SY	21.000	21.000
0008	204.0110	Removing Asphaltic Surface	SY	100.000	100.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,520.000	1,520.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	96,100.000	96,100.000
0014	204.0150	Removing Curb & Gutter	LF	700.000	700.000
0016	204.0155	Removing Concrete Sidewalk	SY	310.000	310.000
0018	204.0165	Removing Guardrail	LF	1,730.000	1,730.000
0020	205.0100	Excavation Common	CY	34,670.000	34,670.000
0022	208.0100	Borrow	CY	376.000	376.000
0024	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5640-04-70	EACH	1.000	1.000
0026	213.0100	Finishing Roadway (project) 01. 5640-04-70	EACH	1.000	1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,410.000	3,410.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,570.000	6,570.000
0032	305.0500	Shaping Shoulders	STA	20.000	20.000
0034	312.0110	Select Crushed Material	TON	8,280.000	8,280.000
0036	415.0080	Concrete Pavement 8-Inch	SY	21.000	21.000
0038	416.0610	Drilled Tie Bars	EACH	22.000	22.000
0040	450.4000	HMA Cold Weather Paving	TON	6,835.000	6,835.000
0042	455.0605	Tack Coat	GAL	8,850.000	8,850.000
0044	460.2000	Incentive Density HMA Pavement	DOL	8,890.000	8,890.000
0046	460.6224	HMA Pavement 4 MT 58-28 S	TON	10,960.000	10,960.000
0048	460.6424	HMA Pavement 4 MT 58-28 H	TON	2,930.000	2,930.000
0050	465.0105	Asphaltic Surface	TON	390.000	390.000
0052	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	110.000	110.000
0054	465.0315	Asphaltic Flumes	SY	50.000	50.000
0056	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	295.000	295.000
0058	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	6.000	6.000
0060	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	480.000	480.000
0062	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	180.000	180.000
0064	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	350.000	350.000
0066	601.0600	Concrete Curb Pedestrian	LF	105.000	105.000
0068	602.0410	Concrete Sidewalk 5-Inch	SF	2,600.000	2,600.000
0070	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	190.000	190.000
0072	611.0654	Inlet Covers Type V	EACH	2.000	2.000
0074	611.8110	Adjusting Manhole Covers	EACH	20.000	20.000
0076	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0078	611.8120.S	Cover Plates Temporary	EACH	20.000	20.000
0080	611.9710	Salvaged Inlet Covers	EACH	4.000	4.000
0082	614.2300	MGS Guardrail 3	LF	1,480.000	1,480.000
0084	614.2500	MGS Thrie Beam Transition	LF	160.000	160.000
0086	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0088	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5640-04-70	EACH	1.000	1.000
0090	619.1000	Mobilization	EACH	1.000	1.000
0092	624.0100	Water	MGAL	410.000	410.000
0094	625.0500	Salvaged Topsoil	SY	15,900.000	15,900.000
0096	628.1104	Erosion Bales	EACH	25.000	25.000
0098	628.1504	Silt Fence	LF	5,000.000	5,000.000

5640-04-70

Line	Item	Item Description	Unit	Total	Qty
0100	628.1520	Silt Fence Maintenance	LF	5,000.000	5,000.000
0102	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0104	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0106	628.2023	Erosion Mat Class II Type B	SY	16,000.000	16,000.000
0108	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0110	628.7504	Temporary Ditch Checks	LF	330.000	330.000
0112	628.7555	Culvert Pipe Checks	EACH	4.000	4.000
0114	629.0210	Fertilizer Type B	CWT	10.000	10.000
0116	630.0120	Seeding Mixture No. 20	LB	440.000	440.000
0118	630.0500	Seed Water	MGAL	3,510.000	3,510.000
0120	631.0300	Sod Water	MGAL	1.800	1.800
0122	631.1000	Sod Lawn	SY	125.000	125.000
0124	631.1100	Sod Erosion Control	SY	125.000	125.000
0126	632.0201	Shrubs (species) (size) (root) 01. Prunus americana, Cont. 9x6-inch, 24-inch	EACH	8.000	8.000
0128	632.0201	Shrubs (species) (size) (root) 02. Viburnum trilobum, Cont. 9x6-inch, 24-inch	EACH	7.000	7.000
0130	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	15.000	15.000
0132	637.2210	Signs Type II Reflective H	SF	7.000	7.000
0134	638.2102	Moving Signs Type II	EACH	15.000	15.000
0136	638.2602	Removing Signs Type II	EACH	1.000	1.000
0138	642.5401	Field Office Type D	EACH	1.000	1.000
0140	643.0300	Traffic Control Drums	DAY	1,100.000	1,100.000
0142	643.0420	Traffic Control Barricades Type III	DAY	1,800.000	1,800.000
0144	643.0705	Traffic Control Warning Lights Type A	DAY	3,500.000	3,500.000
0146	643.0900	Traffic Control Signs	DAY	7,800.000	7,800.000
0148	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
0150	643.1050	Traffic Control Signs PCMS	DAY	40.000	40.000
0152	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	125,000.000	125,000.000
0154	643.5000	Traffic Control	EACH	1.000	1.000
0156	644.1440	Temporary Pedestrian Surface Matting	SF	1,010.000	1,010.000
0158	644.1601	Temporary Pedestrian Curb Ramp	DAY	120.000	120.000
0160	644.1605	Temporary Pedestrian Detectable Warning Field	SF	40.000	40.000
0162	644.1810	Temporary Pedestrian Barricade	LF	400.000	400.000
0164	646.1020	Marking Line Epoxy 4-Inch	LF	66,700.000	66,700.000
0166	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	62,200.000	62,200.000
0168	646.3020	Marking Line Epoxy 8-Inch	LF	600.000	600.000
0170	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	280.000	280.000
0172	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	49,800.000	49,800.000
0174	646.5020	Marking Arrow Epoxy	EACH	3.000	3.000
0176	646.5320	Marking Railroad Crossings Epoxy	EACH	1.000	1.000
0178	646.6120	Marking Stop Line Epoxy 18-Inch	LF	350.000	350.000
0180	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	48,700.000	48,700.000
0182	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	280.000	280.000
0184	646.7120	Marking Diagonal Epoxy 12-Inch	LF	30.000	30.000
0186	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	960.000	960.000
0188	646.8120	Marking Curb Epoxy	LF	440.000	440.000
0190	646.8320	Marking Parking Stall Epoxy	LF	90.000	90.000
0192	648.0100	Locating No-Passing Zones	MI	6.300	6.300
0194	650.4500	Construction Staking Subgrade	LF	1,840.000	1,840.000
0196	650.5000	Construction Staking Base	LF	1,840.000	1,840.000

5640-04-70

Line	Item	Item Description	Unit	Total	Qty
0198	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,010.000	1,010.000
0200	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0202	650.8000	Construction Staking Resurfacing Reference	LF	24,900.000	24,900.000
0204	650.9000	Construction Staking Curb Ramps	EACH	13.000	13.000
0206	650.9500	Construction Staking Sidewalk (project) 01. 5640-04-70	EACH	1.000	1.000
0208	650.9911	Construction Staking Supplemental Control (project) 01. 5640-04-70	EACH	1.000	1.000
0210	650.9920	Construction Staking Slope Stakes	LF	4,310.000	4,310.000
0212	690.0150	Sawing Asphalt	LF	150.000	150.000
0214	690.0250	Sawing Concrete	LF	400.000	400.000
0216	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	945.000	945.000
0218	740.0440	Incentive IRI Ride	DOL	25,000.000	25,000.000
0220	801.0117	Railroad Flagging Reimbursement	DOL	15,000.000	15,000.000
0222	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	400.000	400.000
0224	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	275.000	275.000
0226	SPV.0060	Special 01. Adjusting Valve Boxes	EACH	19.000	19.000
0228	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	4,400.000	4,400.000

3

REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	201.0205 GRUBBING STA	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0165 REMOVING GUARDRAIL LF	SPV.0180.01 SPECIAL (01. REMOVING DISTRESSED PAVEMENT MILLING) SY
0010	1+84	-	3+50	BEGIN TO FIRST ST	--	--	--	25	60	700	110	80	--	90
0010	3+50	-	7+50	FIRST ST TO LOCUST ST	--	--	--	45	50	1,500	195	90	--	140
0010	7+50	-	11+50	LOCUST ST TO FAIR ST	--	--	21	30	20	1,400	150	140	--	80
0010	11+50	-	23+00	FAIR ST TO GAY ST	--	--	--	--	20	4,600	--	--	--	230
0010	23+00	-	64+89	GAY ST TO CTH J	--	--	--	--	90	16,000	--	--	--	1,660
0010	88+83	-	91+44	CTH J TO B-11-131	--	--	--	--	480	7,800	--	--	--	380
0010	91+44	-	118+66	B-11-131 TO B-11-109	--	--	--	--	40	5,900	245	--	1,730	300
0010	118+66	-	125+42	B-11-109 TO B-11-130	--	--	--	--	460	4,900	--	--	--	250
0010	125+42	-	202+10	B-11-130 TO CTH V	--	--	--	--	20	19,500	--	--	--	980
0010	220+50	-	330+80	CTH V TO END	--	--	--	--	80	28,700	--	--	--	290
0010	10+24"F"	-	14+95"F"	FERRY LANDING	--	--	--	--	200	3,400	--	--	--	--
				TOTAL 0010		0	21	100	1,520	94,400	700	310	1,730	4,400
0020	1+84	-	3+50	BEGIN TO FIREST ST	--	--	--	--	--	300	--	--	--	--
0020	3+50	-	7+50	FIRST ST TO LOCUST ST	--	--	--	--	--	600	--	--	--	--
0020	7+50	-	11+50	LOCUST ST TO FAIR ST	--	--	--	--	--	600	--	--	--	--
0020	11+50	-	23+00	FAIR ST TO GAY ST	--	--	--	--	--	200	--	--	--	--
				TOTAL 0020		0	0	0	0	1,700	0	0	0	0
0040	202+10	-	220+50	CTH V	14	2	--	--	--	--	--	--	--	--
				TOTAL 0040	14	2	0	0	0	0	0	0	0	0
				PROJECT TOTAL	14	2	21	100	1520	96100	700	310	1730	4400

3

3

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION CUT (1) FACTOR 1.00	AVAILABLE MATERIAL (2)	UNEXPANDED FILL	EXPANDED FILL (3) FACTOR 1.00	MASS ORDINATE +/- (4)	WASTE (5)	208.0100 BORROW	COMMENT
DIVISION 1										
BG	101+93.66/120+00.00	LT/RT	237	237	613	613	-376	0	376	
STH 113	202+10.00/220+50.00	LT/RT	32,439	32,439	297	297	32,142	32,142	0	
SHAMROCK	0+05.00/1+60.76	LT/RT	449	449	31	31	418	418	0	
CTH V EAST	10+05.00/11+02.69	LT/RT	526	526	0	0	526	526	0	
CTH V WEST	1+00.00/2+35.00	LT/RT	1,019	1,019	0	0	1,019	1,019	0	
DIVISION 1 SUBTOTAL			34,670	34,670	941	941	33,729	33,729	376	
GRAND TOTAL			34,670	34,670	941	941	33,729	33,729	376	
TOTAL COMMON EXC			34,670					101,563		

NOTES:

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

(2) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(3) EXPANDED FILL FACTOR = 1.00

EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK) * FILL FACTOR

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

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

(6) THE EARTHWORK VALUES IN THIS TABLE HAVE NOT BEEN EXPANDED. THE CUT EXANSION FACTOR IS 1.25 FOR STA 100+00 TO 120+00 ON STH 113. THE CUT EXPANSION FACTOR IS 1.18 FOR FOR SHAMROCK, CTH V EAST, CTH V WEST, AND STA 202+00 TO 221+00 ON STH 113.

3

BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0500 SHAPING SHOULDERS STA	312.0110 SELECT CRUSHED MATERIAL TON	REMARKS
0010	1+84	-	3+50	BEGIN TO FIRST ST	20	40	--	--	
0010	3+50	-	7+50	FIRST ST TO LOCUST ST	25	55	--	--	
0010	7+50	-	11+50	LOCUST ST TO FAIR ST	35	55	--	--	
0010	11+50	-	23+00	FAIR ST TO GAY ST	--	--	--	--	
0010	23+00	-	64+89	GAY ST TO CTH J	--	--	--	--	
0010	42+76		64+89		450	--	--	--	
0010	64+89	-	105+65		320	--	--	--	
0010	105+65	-	112+05	B-11-109	180	110	20	--	
0010	112+05		202+10		870	--	--	--	
0010	202+10	-	220+50	CTH V	70	2,340	--	2,400	
0010	220+50	-	330+80		1,130	--	--	--	
0010	1+84		330+80	UNDISTRIBUTED	310	260	--	240	
				TOTAL 0010	3,410	2,860	20	2,640	
0040	202+10	-	220+50	CTH V	--	3,710	--	5,640	
				TOTAL 0040	0	3,710	0	5,640	
				PROJECT TOTAL	3410	6570	20	8280	

CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	416.0610 DRILLED TIE BARS EACH	REMARKS
0010	9+98	-	10+32	FAIR ST SE	21	11	
0010	10+68	-	10+82	FAIR ST NE	--	11	
				TOTAL 0010	21	22	

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ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0315 ASPHALTIC FLUMES SY	REMARKS
0010	1+84	-	3+50	BEGIN TO FIREST ST	--	90	70	70	10	--	--	
0010	3+50	-	7+50	FIRST ST TO LOCUST ST	--	190	150	150	10	--	--	
0010	7+50	-	11+50	LOCUST ST TO FAIR ST	--	170	140	140	10	--	--	
0010	11+50	-	23+00	FAIR ST TO GAY ST	--	570	450	450	20	--	--	
0010	23+00	-	64+89	GAY ST TO CTH J	--	2,060	1,570	1,570	135	50	--	
0010	64+89	-	89+33	CTH J TO B-11-131	790	565	750	--	35	5	--	
0010	89+33	-	106+68	B-11-131 TO B-11-109	650	455	600	--	30	5	--	
0010	106+68	-	123+58	B-11-109 TO B-11-130	500	365	470	--	25	5	20	
0010	123+58	-	202+10	B-11-130 TO CTH V	2,040	1,465	1,920	--	85	30	--	
0010	202+10	-	220+50	CTH V	--	120	500	--	--	--	30	
0010	220+50	-	330+80	CTH V TO END	2,855	2,040	2,810	--	30	15	--	
0010	10+24"F"	-	14+95"F"	FERRY LANDING	--	240	--	380	--	--	--	
				TOTAL 0010	6,835	8,330	9,430	2,760	390	110	50	
0020	1+84	-	3+50	BEGIN TO FIREST ST	--	30	30	30	--	--	--	
0020	3+50	-	7+50	FIRST ST TO LOCUST ST	--	70	60	60	--	--	--	
0020	7+50	-	11+50	LOCUST ST TO FAIR ST	--	80	60	60	--	--	--	
0020	11+50	-	13+80	FAIR ST TO GAY ST	--	30	20	20	--	--	--	
				TOTAL 0020	0	210	170	170	0	0	0	
0040	202+10	-	220+50		--	310	1,360	--	--	--	--	
				TOTAL 0040	0	310	1,360	0	0	0	0	
				PROJECT TOTAL	6835	8850	10960	2930	390	110	50	

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DRAINAGE

CATEGORY	STATION	TO	STATION	LOCATION	522.2419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	522.2619 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	611.0654 INLET COVERS TYPE V EACH	611.8115 ADJUSTING INLET COVERS EACH	611.9710 SALVAGED INLET COVERS EACH	REMARKS
0010	1+84	-	23+00	BEGIN TO GAY ST	--	--	--	--	4	
0010	110+19	-	110+69	B-11-109	--	--	2	2	--	
0010	204+90	-	205+80	SHAMROCK RD	91	2	--	--	--	
0010	217+25	-	218+25	CTH V EAST	102	2	--	--	--	
0010	217+75	-	218+40	CTH V	102	2	--	--	--	
				TOTAL 0010	295	6	2	2	4	

SIDEWALK AND CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	REMARKS
0010	1+84	-	3+50	BEGIN TO FIRST ST	110	--	--	40	590	40	
0010	3+50	-	7+50	FIRST ST TO LOCUST ST	190	--	--	30	810	80	
0010	7+50	-	11+50	LOCUST ST TO FAIR ST	180	--	--	35	1,200	70	
0010	105+65	-	110+30	B-11-109 RT	--	--	228	--	--	--	
0010	105+65	-	112+05	B-11-109 LT	--	--	122	--	--	--	
				TOTAL 0010	480	0	350	105	2,600	190	
0040	202+10		220+50	CTH V	--	180	--	--	--	--	
				TOTAL 0040	0	180	0	0	0	0	
				PROJECT TOTAL	480	180	350	105	2600	190	

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UTILITY ADJUSTMENTS

CATEGORY	STATION	TO	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	SPV.0060.01 SPECIAL (01. ADJUSTING VALVE BOXES) EACH	REMARKS
0010	1+84	-	3+50	BEGIN TO FIRST ST	2	2	--	
0010	3+50	-	7+50	FIRST ST TO LOCUST ST	5	5	--	
0010	7+50	-	11+50	LOCUST ST TO FAIR ST	2	2	--	
0010	11+50	-	23+00	FAIR ST TO GAY ST	6	6	--	
0010	23+00	-	64+89	GAY ST TO CTH J	5	5	--	
				TOTAL 0010	20	20	0	
0030	1+84	-	3+50	BEGIN TO FIRST ST	--	--	4	
0030	3+50	-	7+50	FIRST ST TO LOCUST ST	--	--	3	
0030	7+50	-	11+50	LOCUST ST TO FAIR ST	--	--	4	
0030	11+50	-	23+00	FAIR ST TO GAY ST	--	--	4	
0030	23+00	-	64+89	GAY ST TO CTH J	--	--	4	
				TOTAL 0030	0	0	19	
				PROJECT TOTAL	20	20	19	

GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	REMARKS
0010	103+36	-	106+88	RT	265	40	1	
0010	110+23	-	112+61	RT	150	40	1	
0010	103+23	-	106+15	LT	200	40	1	
0010	109+54	-	119+03	LT	865	40	1	
				TOTAL 0010	1,480	160	4	

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624.0100

CATEGORY	STATION	TO	STATION	LOCATION	624.0100 WATER MGAL	REMARKS
0010	1+84	-	330+80		410	
				TOTAL 0010	410	

LANDSCAPING

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY	631.1100 SOD EROSION CONTROL SY	632.0201.01 SHRUBS (SPECIES) (SIZE) (ROOT) (01. PRUNUS AMERICANA, CONT. 9X6-INXH, 24-INCH) EACH	632.0201.02 SHRUBS (SPECIES) (SIZE) (ROOT) (02. VIBURNUM TRIOBUM, CONT. 9X6-INCH, 24-INCH) EACH	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH
0010	1+84	-	3+50	BEGIN TO FIRST ST	--	--	--	--	0.3	21	21	--	--	--
0010	3+50	-	7+50	FIRST ST TO LOCUST ST	--	--	--	--	0.7	50	50	--	--	--
0010	7+50	-	11+50	LOCUST ST TO FAIR ST	--	--	--	--	0.6	42	42	--	--	--
0010	102+00	-	120+00	B-11-109	3,500	2.2	100	780	--	--	--	--	--	--
0010	1+84	-	330+80	UNDISTRIBUTED	1,500	0.9	40	320	0.2	12	12	--	--	--
				TOTAL 0010	5,000	3.1	140	1,100	1.8	125	125	0	0	0
0040	202+00	-	220+00	CTH V	10900	6.9	300	2,410	--	--	--	8	7	15
				TOTAL 0040	10,900	6.9	300	2,410	0.0	0	0	8	7	15
				PROJECT TOTAL	15900	10.0	440	3510	1.8	125	125	8	7	15

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EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2023 EROSION MAT CLASS II TYPE B SY	628.7010 INLET PROTECTION TYPE B EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	102+00	-	108+00	B-11-109 SOUTH	--	1,100	1,100	1,700	--	--	--	
0010	108+00	-	120+00	B-11-109 NORTH	20	1,700	1,700	1,900	2	--	--	
0010	202+00	-	220+00	CTH V	--	1,200	1,200	10,900	--	300	4	
0010	1+84	-	330+80	UNDISTRIBUTED	5	1,000	1,000	1,500	--	30	--	
				TOTAL 0010	25	5,000	5,000	16,000	2	330	4	

SIGNING

CATEGORY	STATION	TO	STATION	LOCATION	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	REMARKS
0010	202+10	-	220+50	CTH V	7	15	1	
				TOTAL 0010	7	15	1	

TRAFFIC CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
0010	1+84	-	330+80	PRIOR TO CONSTRUCTION (7 DAYS)	140	--	--	--	--	40	--	--	--	--
0010	1+84	-	330+80	VEHICLE DETOUR (50 DAYS)	--	1,800	3,500	7,300	10	--	--	--	--	--
0010	1+84	-	23+00	PEDESTRIAN DETOUR (16 DAYS)	960	--	--	500	--	--	1,010	120	40	400
				TOTAL 0010	1,100	1,800	3,500	7,800	10	40	1,010	120	40	400

NOTE: TRAFFIC CONTROL COVERING SIGNS TYPE II HAS 1 CYCLE

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648.01

CATEGORY	STATION	TO	STATION	LOCATION	648.0100 LOCATING NO-PASSING ZONES MI	REMARKS
0010	1+84	-	330+80		6.30	
				TOTAL 0010	6.30	

PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH WHITE LF	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH YELLOW LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH WHITE LF	646.6468 COLD WEATHER MARKING EPOXY 8-INCH WHITE LF
0010	1+84	-	64+89	URBAN	25,400	12,800	10,300	--	--	--	--	--
0010	64+89	-	202+10	RURAL	55,000	27,500	27,400	--	--	27,500	27,400	--
0010	202+10	-	220+50	CTH V	--	4,100	3,200	--	--	--	--	--
0010	220+50	-	330+80	RURAL	44,600	22,300	21,300	--	280	22,300	21,300	280
0010	10+24"F"	-	14+95"F"	FERRY LANDING	--	--	--	600	--	--	--	--
				TOTAL 0010	125,000	66,700	62,200	600	280	49,800	48,700	280

SPECIAL PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	646.5020 MARKING ARROW EPOXY WHITE EACH	646.5320 MARKING RAILROAD CROSSINGS EPOXY WHITE EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	646.8120 MARKING CURB EPOXY YELLOW LF	646.8320 MARKING PARKING STALL EPOXY WHITE LF	REMARKS
0010	1+84	-	64+89	URBAN	--	--	100	--	960	440	--	
0010	64+89	-	202+10	RURAL	--	--	--	--	--	--	--	
0010	202+10	-	220+50	CTH V	--	1	60	30	--	--	--	
0010	220+50	-	330+80	RURAL	--	--	120	--	--	--	--	
0010	10+24"F"	-	14+95"F"	FERRY LANDING	3	--	70	--	--	--	--	
				TOTAL 0010	3	1	350	30	960	440	0	
0020	3+60	-	4+70		--	--	--	--	--	--	30	
0020	5+00	-	5+35		--	--	--	--	--	--	10	
0020	11+35	-	13+80		--	--	--	--	--	--	50	
				TOTAL 0020	0	0	0	0	0	0	90	
				PROJECT TOTAL	3	1	350	30	960	440	90	

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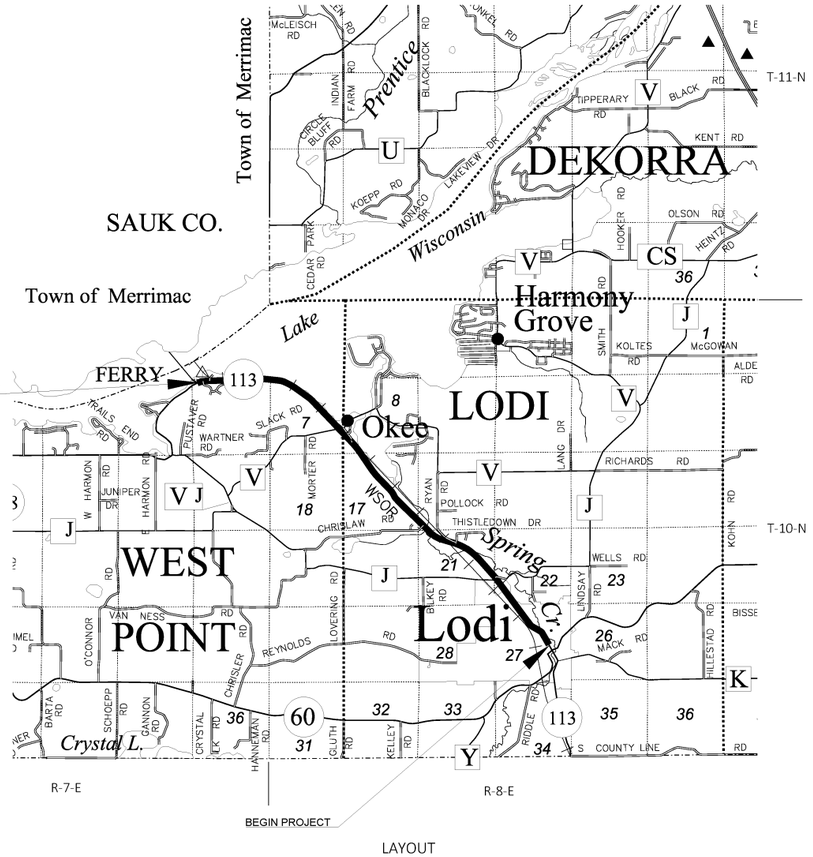
CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 5640-04-70) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 5640-04-70) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	1+84	-	3+50	BEGIN TO FIRST ST	--	--	110	--	--	4	1	1	--
0010	3+50	-	7+50	FIRST ST TO LOCUST ST	--	--	190	--	--	5	--	--	--
0010	7+50	-	11+50	LOCUST ST TO FAIR ST	--	--	180	--	--	4	--	--	--
0010	11+50	-	23+00	FAIR ST TO GAY ST	--	--	--	--	--	--	--	--	--
0010	23+00	-	64+89	GAY ST TO CTH J	--	--	--	--	--	--	--	--	--
0010	64+89	-	202+10		--	--	--	--	13,800	--	--	--	--
0010	103+25	-	118+50	B-11-109	--	--	350	--	--	--	--	--	2,470
0010	202+10	-	220+50	CTH V	--	--	180	3	--	--	--	--	--
0010	220+50	-	330+80		--	--	--	--	11,100	--	--	--	--
				TOTAL 0010	0	0	1,010	3	24,900	13	1	1	2,470
0040	202+10	-	220+50		1,840	1,840	--	--	--	--	--	--	1,840
				TOTAL 0040	1,840	1,840	0	0	0	0	0	0	1,840
				PROJECT TOTAL	1840	1840	1010	3	24900	13	1	1	4310

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	1+84	-	3+50	BEGIN TO FIRST ST	--	129	
0010	3+50	-	7+50	FIRST ST TO LOCUST ST	--	116	
0010	7+50	-	11+50	LOCUST ST TO FAIR ST	--	155	
0010	202+10	-	220+50	CTH V	115	--	
0010	10+24"F"	-	14+95"F"	FERRY LANDING	35	--	
				TOTAL 0010	150	400	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
5640-04-20
LODI - BARABOO
STH 60 TO STH 188
STH 113
COLUMBIA COUNTY



THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5640-04-20.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA 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. COORDINATES WERE DERIVED FROM WISCORS STATION DEKORRA GPS AND CHECKS WERE MADE ON STATION WEST POINT N GPS (DH5678).

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

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

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLES) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL (18 / 19 20 / 29 28 / 30)
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN (SIGN)
OFF-PREMISE SIGN (#1-25 SIGN)

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	◆	◇

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER (25)
UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

LAYOUT
SCALE, MILES 0 5 1

PROJECT NUMBER 5640-04-20 -4.01
SHEET 2 OF 2

FILE NAME : G:\00\00093\00093579\CADD\RW\PRW 5640-04-00_NO WISDOT.DWG
LAYOUT NAME: TPP
PLOT DATE : 9/16/2015 3:04 PM
PLOT BY : KEVIN LORD
PLOT NAME : _____
APPRAISAL PLAT DATE : JULY 25, 2021
5640-04-20 - 4.01

4

TRANSPORTATION PROJECT PLAT NO: 5640-04-20- 4.01

PART OF LOT 18 OF BLOCK 3 OF MCCLOUD'S ADDITION TO LODI AND PART OF LOTS 16 AND 19 OF BLOCK 2 OF MCCLOUD'S ADDITION TO LODI, LOT 1 AND 2 OF FOOTE'S ADDITION, OUTLOT 131, 134, 136, 137, AND 145 OF THE REVISED AND CONSOLIDATED PLAT OF LODI, AND LOTS 1 AND 2 OF CSM NO. 82 RECORDED IN VOLUME 1, PAGE 82 AS DOCUMENT NO. 345949 ALL LOCATED IN THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 10 NORTH, RANGE 8 EAST, CITY OF LODI, COLUMBIA COUNTY WI.

RELOCATION ORDER STH 113, LODI - BARABOO (STH 60 TO STH 188), COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA 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. COORDINATES WERE DERIVED FROM WISCORS STATION DEKORRA GPS AND CHECKS WERE MADE ON STATION WEST POINT N GPS (DH 5678).

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

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

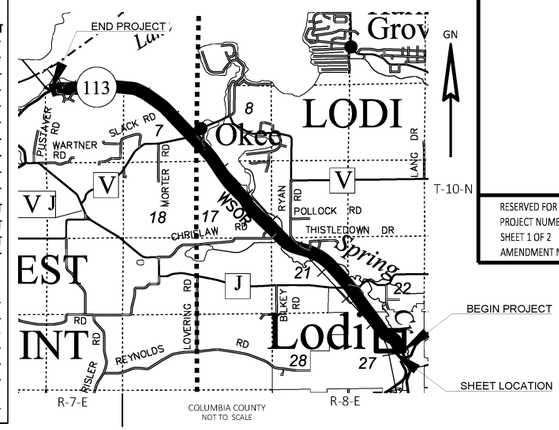
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
REVISED AND CONSOLIDATED PLAT OF LODI - ALL STREETS SHOWN
MCCLOUD'S ADDITION TO LODI - STH 113, LOCUST STREET, FIRST STREET, AND SECOD STREET
FOOTE'S ADDITION - STH 113, CHESTNUT STREET, LOCUST STREET
CSM #82, CSM #322, AN CSM #1011 - STH 113

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

TLE POINT	STATION	OFFSET
T85	3+28.83	38.08' LT
T86	3+37.38	33.16' LT
T87	5+77.48	33.46' LT
T88	5+77.47	37.46' LT
T89	5+91.91	37.48' LT
T90	5+89.65	50.32' LT
T91	5+93.59	51.01' LT
T92	7+13.53	32.54' RT

COURSE	BEARING	DISTANCE
101-102	S88°56'52"W	77.79'
102-103	N01°03'08"W	66.00'
103-104	N88°56'52"E	35.74'
104-105	N19°58'04"E	7.55'
105-106	N29°21'30"W	12.88'
106-REF LINE	N60°38'30"E	30.54'
REF LINE-107	N60°38'30"E	35.46'
107-108	S29°21'30"E	18.89'
108-109	N69°43'41"E	38.38'

R/W POINT	STATION	OFFSET
100	7+08.52	33.46' LT
101	10+12.05	33.18' LT
102	10+50.81	100.62' LT
103	11+08.03	67.73' LT
104	10+90.22	36.74' LT
105	10+94.98	30.88' LT
106	11+07.85	30.53' LT
107	11+06.03	35.45' RT
108	10+87.14	34.93' RT
109	10+80.03	72.64' RT
110	10+15.56	86.77' RT
111	10+03.70	32.62' RT
112	7+08.53	32.54' RT
113	2+52.70	33.00' RT
114	2+52.65	33.00' LT
115	2+56.48	33.00' LT
116	2+61.10	35.84' LT
117	2+59.87	42.91' LT
118	2+60.95	43.10' LT
119	3+25.97	54.43' LT
120	3+29.70	33.05' LT
121	5+88.60	33.24' LT
122	5+94.66	34.90' LT
123	5+93.82	49.73' LT
124	6+17.66	46.32' LT
125	5+92.06	0.00'
126	5+73.95	32.77' RT



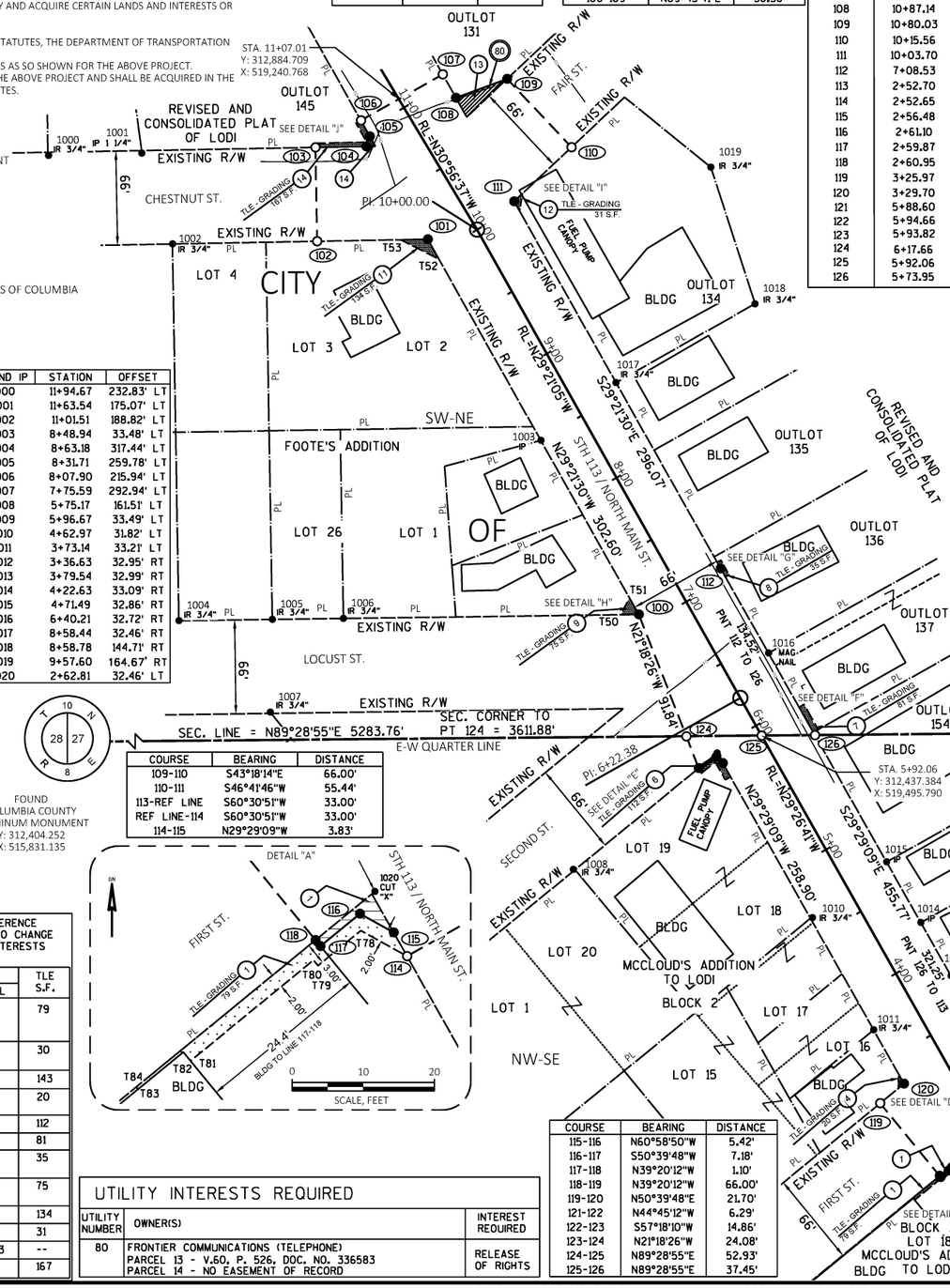
DOC # 945726
REGISTER OF DEEDS
COLUMBIA COUNTY

RECORDED ON:
07/26/2021 03:1933
PAGES: 2

LISA KRINTZ
REGISTER OF DEEDS
REC FEE: $25.00

Exempt #:
VOLUME: TPP-E PAGE: 45
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5640-04-20 -4.01
SHEET 1 OF 2
AMENDMENT NO:



ALIGNMENT INFORMATION

BP = STA 2+52.68
Y = 312,141.839
X = 519,662.625

PI = STA 6+22.38
Y = 312,463.789
X = 519,480.884
Δ = 00°05'36" RT

PI = STA 10+00.00
Y = 312,792.932
X = 519,295.790
Δ = 01°35'32" LT

FOUND IP	STATION	OFFSET
1000	11+94.67	232.83' LT
1001	11+63.54	175.07' LT
1002	11+01.51	188.82' LT
1003	8+48.94	33.48' LT
1004	8+63.18	317.44' LT
1005	8+31.71	259.78' LT
1006	8+07.90	215.94' LT
1007	7+75.59	292.94' LT
1008	5+75.17	161.51' LT
1009	5+96.67	33.49' LT
1010	4+62.97	31.82' LT
1011	3+73.14	33.21' LT
1012	3+36.63	32.95' RT
1013	3+79.54	32.99' RT
1014	4+22.63	33.09' RT
1015	4+71.49	32.86' RT
1016	6+40.21	32.72' RT
1017	8+58.44	32.46' RT
1018	8+58.78	144.71' RT
1019	9+57.60	164.67' RT
1020	2+62.81	32.46' LT

TLE POINT	STATION	OFFSET
T50	7+14.76	44.92' LT
T51	7+21.64	33.46' LT
T52	9+95.12	33.50' LT
T53	10+21.56	49.72' LT
T54	11+10.63	66.23' LT
T55	10+92.65	34.95' LT
T56	11+07.96	34.52' LT
T57	10+05.41	40.43' RT
T58	9+96.60	32.50' RT
T59	7+13.53	35.54' RT
T60	7+01.73	35.55' RT
T61	7+01.72	32.55' RT
T62	5+96.43	32.76' RT
T63	5+96.44	36.76' RT
T64	5+76.14	36.77' RT
T65	5+76.16	32.77' RT
T66	3+36.65	32.94' RT
T67	3+36.66	34.94' RT
T68	3+25.83	34.95' RT
T69	3+25.84	38.95' RT
T70	3+12.32	38.96' RT
T71	3+12.32	34.96' RT
T72	2+91.99	34.98' RT
T73	2+91.98	32.97' RT

TLE POINT	STATION	OFFSET
T74	2+74.43	32.99' RT
T75	2+74.43	34.99' RT
T76	2+59.43	35.00' RT
T77	2+59.43	33.00' RT
T78	2+58.99	36.89' LT
T79	2+57.66	44.55' LT
T80	2+58.64	44.72' LT
T81	2+54.80	66.74' LT
T82	2+56.38	67.02' LT
T83	2+54.96	75.13' LT
T84	2+55.36	75.20' LT

COURSE	BEARING	DISTANCE
109-110	S43°18'14"E	66.00'
110-111	S46°41'46"W	55.44'
113-REF LINE	S60°30'51"W	33.00'
REF LINE-114	S60°30'51"W	33.00'
114-115	N29°29'09"W	3.83'

COURSE	BEARING	DISTANCE
115-116	N60°58'50"W	5.42'
116-117	S50°39'48"W	7.18'
117-118	N39°20'12"W	1.10'
118-119	N39°20'12"W	66.00'
119-120	N50°39'48"E	21.70'
121-122	N44°45'12"W	6.29'
122-123	S57°18'10"W	14.86'
123-124	N21°18'26"W	24.08'
124-125	N89°28'55"E	52.93'
125-126	N89°28'55"E	37.45'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	R/W REQUIRED S.F. EXISTING	R/W REQUIRED S.F. TOTAL	TLE S.F.
1	CITY OF LODI, UNDIVIDED 2/5 INTEREST TO THE TOWN OF LODI & UNDIVIDED 1/5 INTEREST TO THE TOWN OF WEST POINT	FEE/TLE	18	--	18	79
2	BENJAMIN T. TRIER, A/K/A BENJAMIN TRIER, A MARRIED PERSON	TLE	--	--	--	30
3	JAMES W. NESS, A SINGLE PERSON	TLE	--	--	--	143
4	CITY OF LODI, TOWN OF LODI, TOWN OF WEST POINT	TLE	--	--	--	20
6	KT REAL ESTATE HOLDINGS LLC	FEE/TLE	21	--	21	112
7	WISCONSIN RIVER BANK	TLE	--	--	--	81
8	STEVEN G. DERRA AND SHARON A. DERRA, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	--	--	--	35
9	CARL MISKIMEN AND JAMIE MISKIMEN, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	TLE	--	--	--	75
11	STEVEN H. NAAB AND CAROL A. NAAB	TLE	--	--	--	134
12	LODI INVESTMENTS, LLC	TLE	--	--	--	31
13	CITY OF LODI	FEE	293	--	293	--
14	MARK WILSON AND BRIGITTE WILSON	FEE/TLE	23	--	23	167

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
80	FRONTIER COMMUNICATIONS (TELEPHONE) PARCEL 13 - V.60, P. 526, DOC. NO. 336583 PARCEL 14 - NO EASEMENT OF RECORD	RELEASE OF RIGHTS

MSA

I, KEVIN C. LORD, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 07/25/21
PRINT NAME: KEVIN C. LORD
REGISTRATION NUMBER: S-2645

WISCONSIN KEVIN C. LORD S-2645 MADISON, WIS. LAND SURVEYOR

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

SIGNATURE: _____ DATE: 07/26/21
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\00093579\CADD\RW\PRW 5640-04-00_NO WISDOT.DWG
PLOT DATE : 7/25/2021 5:12 PM
PLOT BY : KEVIN LORD
PLOT NAME :
PLOT SCALE : 1" = 50'
APPRAISAL PLAT DATE : JULY 25, 2021

5640-04-20 - 4.01

TRANSPORTATION PROJECT PLAT NO: 5640-04-20- 4.02

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 10 NORTH, RANGE 8 EAST IN THE TOWN OF WESTPOINT AND PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8 TOWNSHIP 10 NORTH, RANGE 8 EAST IN THE TOWN OF LODI ALL LOCATED IN COLUMBIA COUNTY, WI.

RELOCATION ORDER STH 113, LODI - BARABOO (STH 60 TO STH 188), COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

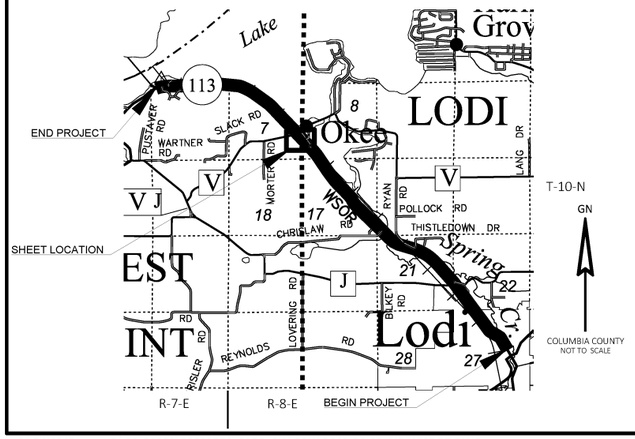
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

IP POINT	STATION	OFFSET
1028	217+79.85	262.41' RT
1104	218+04.20	149.40' RT

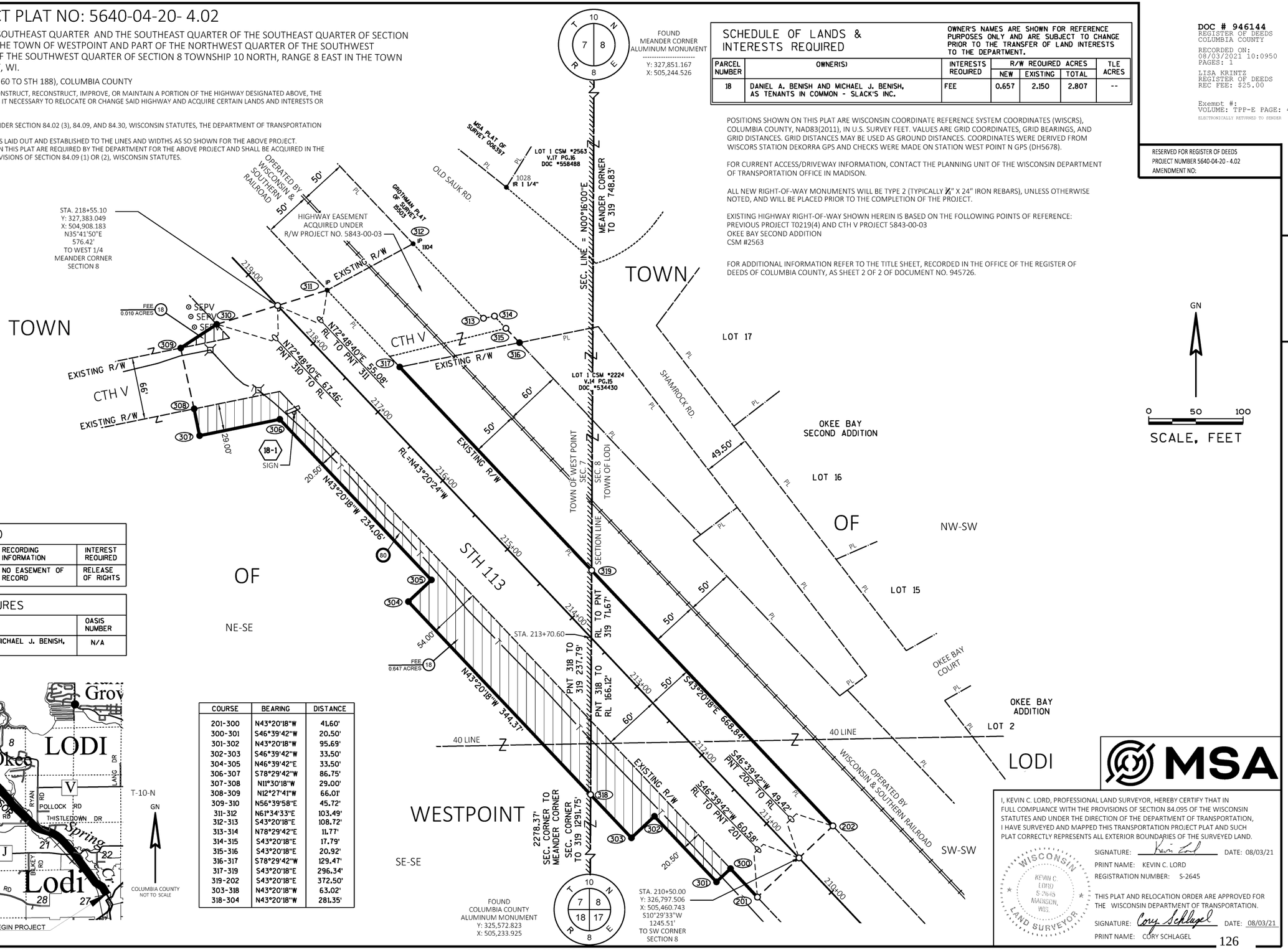
R/W POINT	STATION	OFFSET
201	210+50.00	60.58' LT
202	210+50.00	49.42' RT
300	210+91.61	60.58' LT
301	210+91.61	81.07' LT
302	211+87.29	81.07' LT
303	211+87.29	114.57' LT
304	215+31.66	114.56' LT
305	215+31.66	81.06' LT
306	217+65.72	81.05' LT
307	218+11.48	154.76' LT
308	218+36.12	139.46' LT
309	218+92.77	105.58' LT
310	218+84.83	60.55' LT
311	218+30.82	49.44' RT
312	218+04.18	149.44' RT
313	216+95.47	149.44' RT
314	216+89.26	159.44' RT
315	216+71.47	159.44' RT
316	216+50.55	159.43' RT
317	217+18.84	49.44' RT
318	212+50.31	114.57' LT
319	214+22.49	49.43' RT

UTILITY INTERESTS REQUIRED			
UTILITY NUMBER	OWNER(S)	RECORDING INFORMATION	INTEREST REQUIRED
80	FRONTIER COMMUNICATIONS PARCEL 18	NO EASEMENT OF RECORD	RELEASE OF RIGHTS

SCHEDULE OF SIGN STRUCTURES		
SIGN NUMBER	SIGN OWNER(S)	OASIS NUMBER
18-1	SLACK'S, INC - DANIEL A. BENISH AND MICHAEL J. BENISH, AS TENANTS IN COMMON	N/A



COURSE	BEARING	DISTANCE
201-300	N43°20'18"W	41.60'
300-301	S46°39'42"W	20.50'
301-302	N43°20'18"W	95.69'
302-303	S46°39'42"W	33.50'
303-305	N46°39'42"E	33.50'
304-305	N43°20'18"W	54.00'
306-307	S78°29'42"W	86.75'
307-308	N11°30'18"W	29.00'
308-309	N12°27'41"W	66.01'
309-310	N56°39'58"E	45.72'
311-312	N61°34'33"E	103.49'
312-313	S43°20'18"E	108.72'
313-314	N78°29'42"E	11.77'
314-315	S43°20'18"E	17.79'
315-316	S43°20'18"E	20.92'
316-317	S78°29'42"W	129.47'
317-319	S43°20'18"E	296.34'
319-202	S43°20'18"E	372.50'
303-318	N43°20'18"W	63.02'
318-304	N43°20'18"W	281.35'



SCHEDULE OF LANDS & INTERESTS REQUIRED						
						OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.
PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W REQUIRED ACRES			TLE ACRES
			NEW	EXISTING	TOTAL	
18	DANIEL A. BENISH AND MICHAEL J. BENISH, AS TENANTS IN COMMON - SLACK'S INC.	FEE	0.657	2.150	2.807	--

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA 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. COORDINATES WERE DERIVED FROM WISCORS STATION DEKORRA GPS AND CHECKS WERE MADE ON STATION WEST POINT N GPS (DH5678).

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
PREVIOUS PROJECT T0219(4) AND CTH V PROJECT 5843-00-03
OKEE BAY SECOND ADDITION
CSM #2563

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS OF COLUMBIA COUNTY, AS SHEET 2 OF 2 OF DOCUMENT NO. 945726.

DOC # 946144
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
08/03/2021 10:0950
PAGES: 1
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: $25.00

Exempt #:
VOLUME: TPP-E PAGE: 46
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5640-04-20 - 4.02
AMENDMENT NO:

GN
0 50 100
SCALE, FEET

MSA

I, KEVIN C. LORD, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

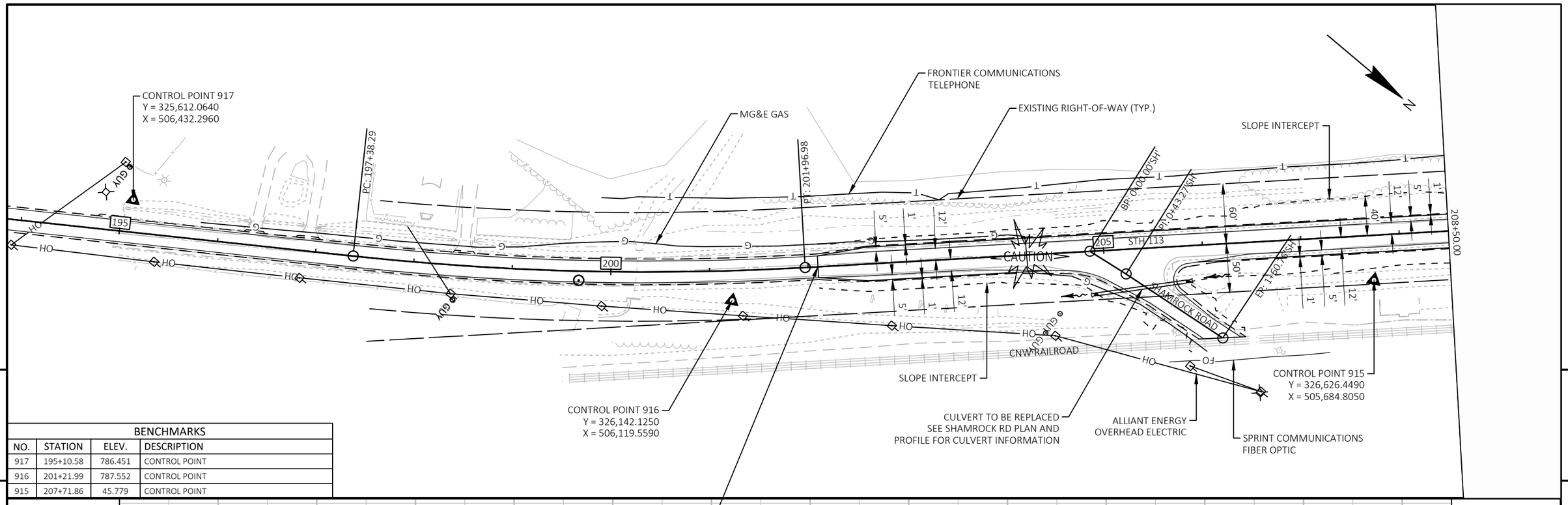
SIGNATURE: _____ DATE: 08/03/21
PRINT NAME: KEVIN C. LORD
REGISTRATION NUMBER: S-2645

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

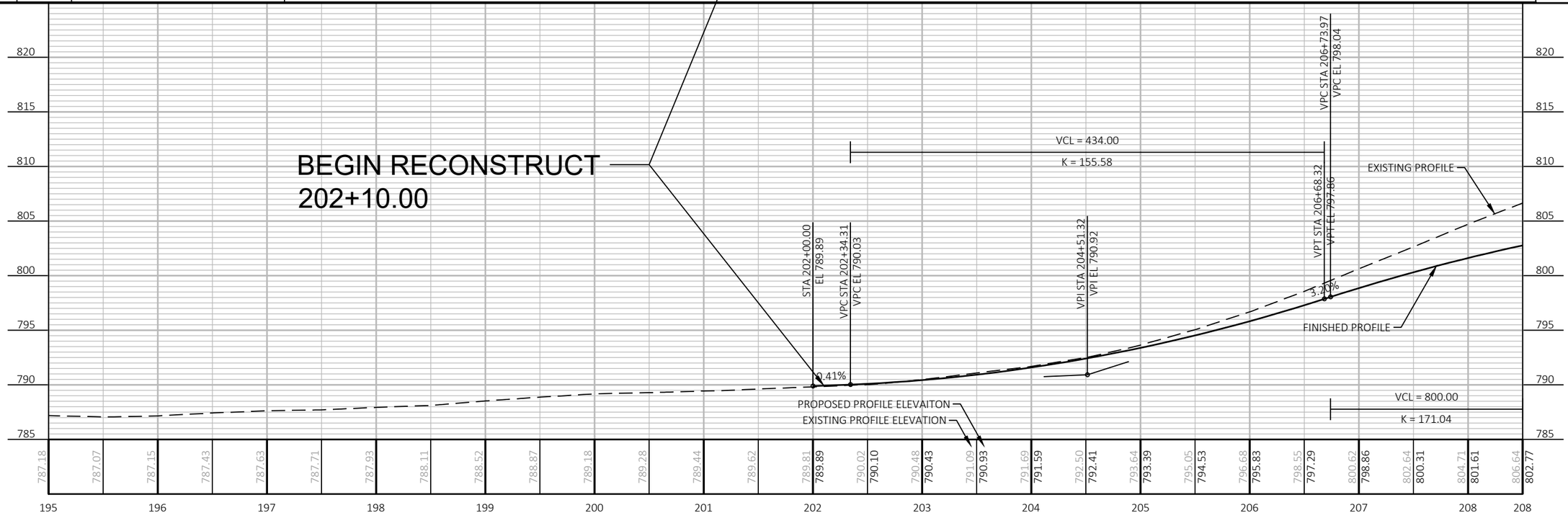
SIGNATURE: _____ DATE: 08/03/21
PRINT NAME: CORY SCHLAGEL

WISCONSIN KEVIN C. LORD S-2645 MADISON, WIS. LAND SURVEYOR

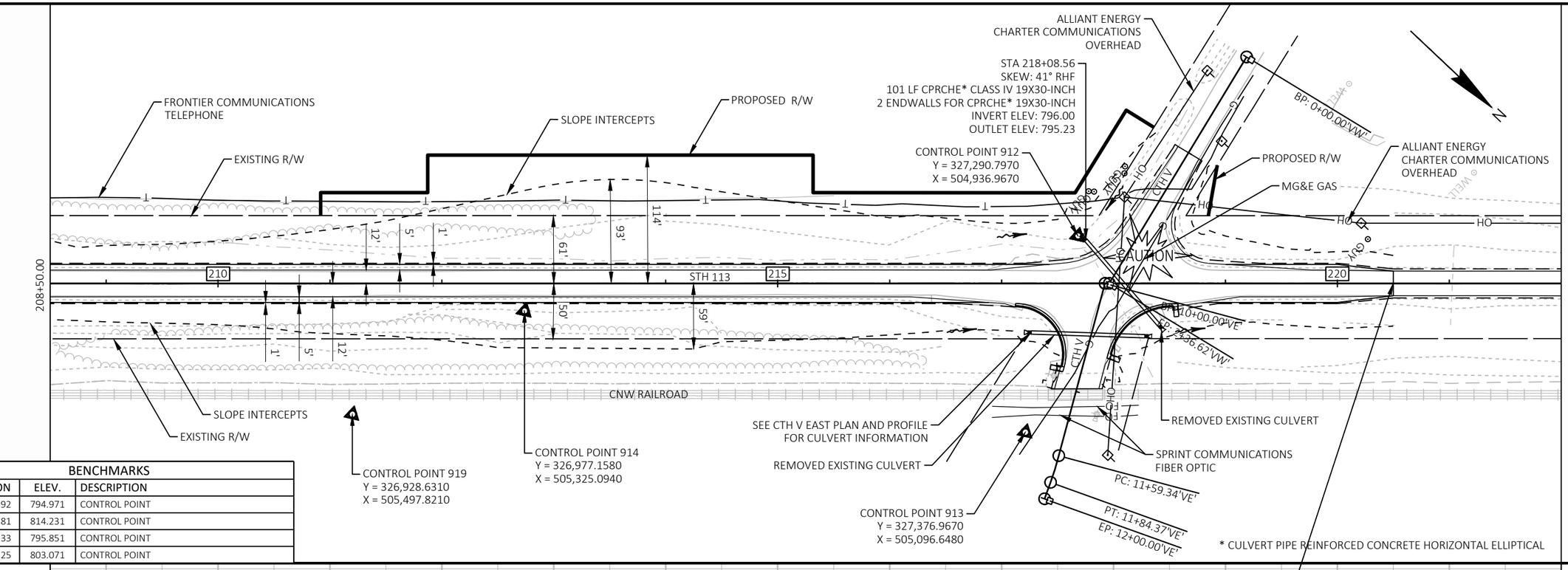
FILE NAME : G:\00\00093\00093579\CADD\RW\PRW 5640-04-00_NO WISDOT.DWG
APPRAISAL PLAT DATE : JULY 25, 2021
PLOT DATE : 8/3/2021 7:56 AM
PLOT BY : KEVIN LORD
PLOT NAME :
PLOT SCALE : 1" = 50'



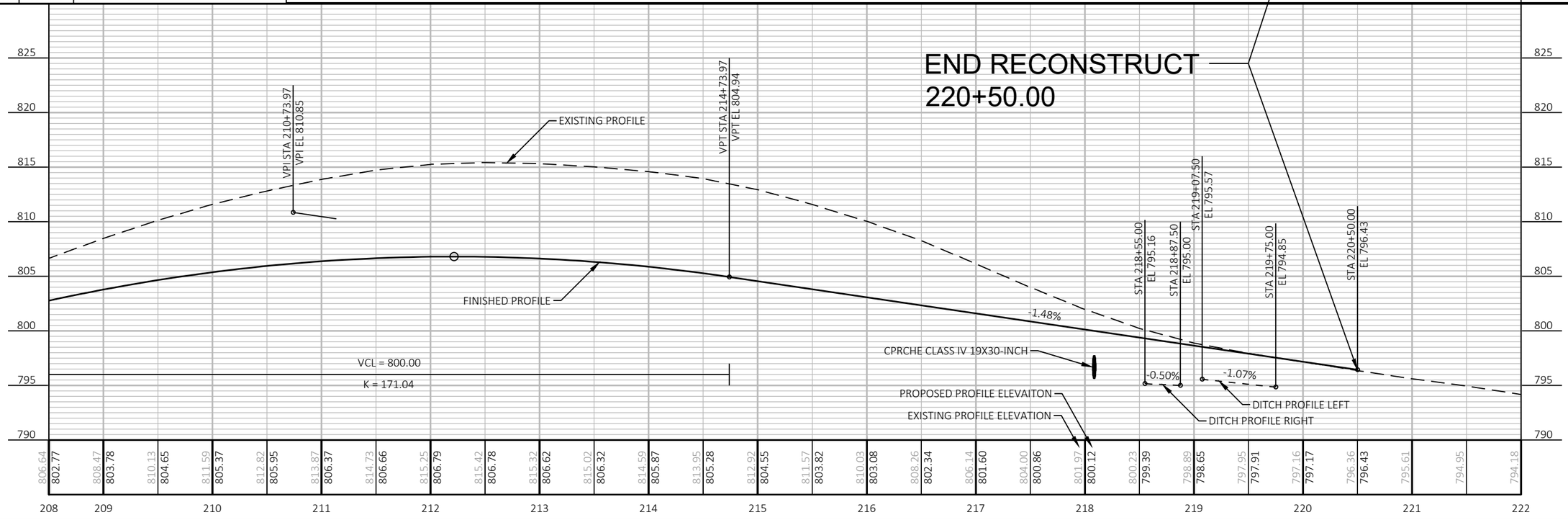
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
917	195+10.58	786.451	CONTROL POINT
916	201+21.99	787.552	CONTROL POINT
915	207+71.86	45.779	CONTROL POINT



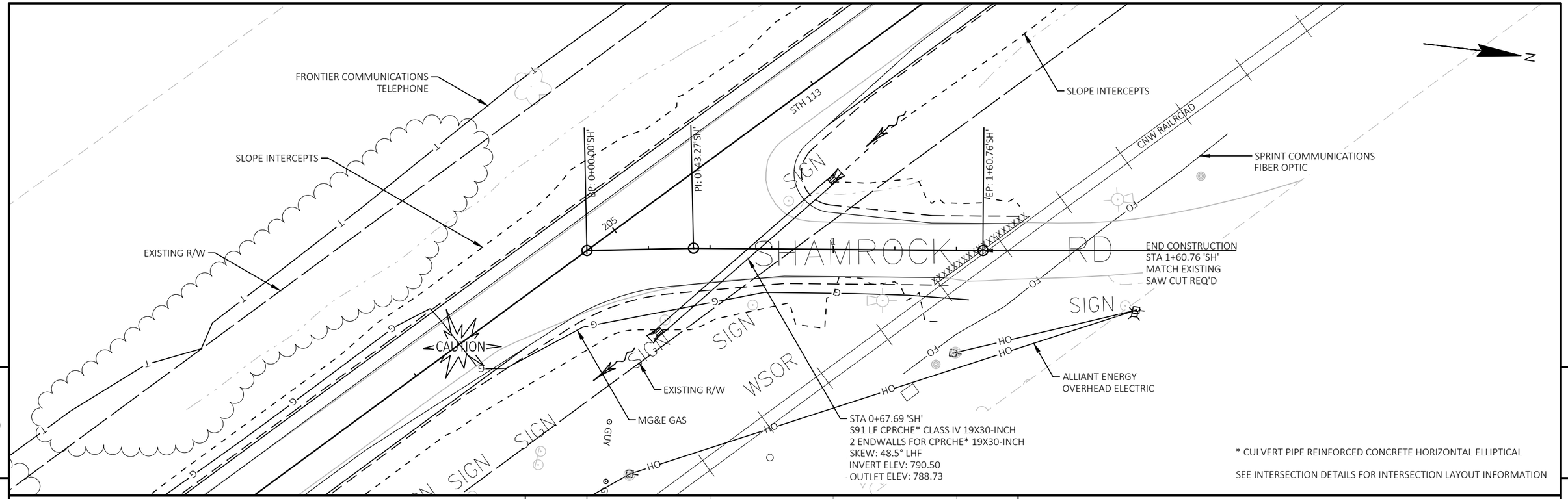
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN AND PROFILE: MAINLINE	SHEET 127	E



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
919	211+19.92	794.971	CONTROL POINT
914	212+73.81	814.231	CONTROL POINT
913	217+21.33	795.851	CONTROL POINT
912	217+68.25	803.071	CONTROL POINT

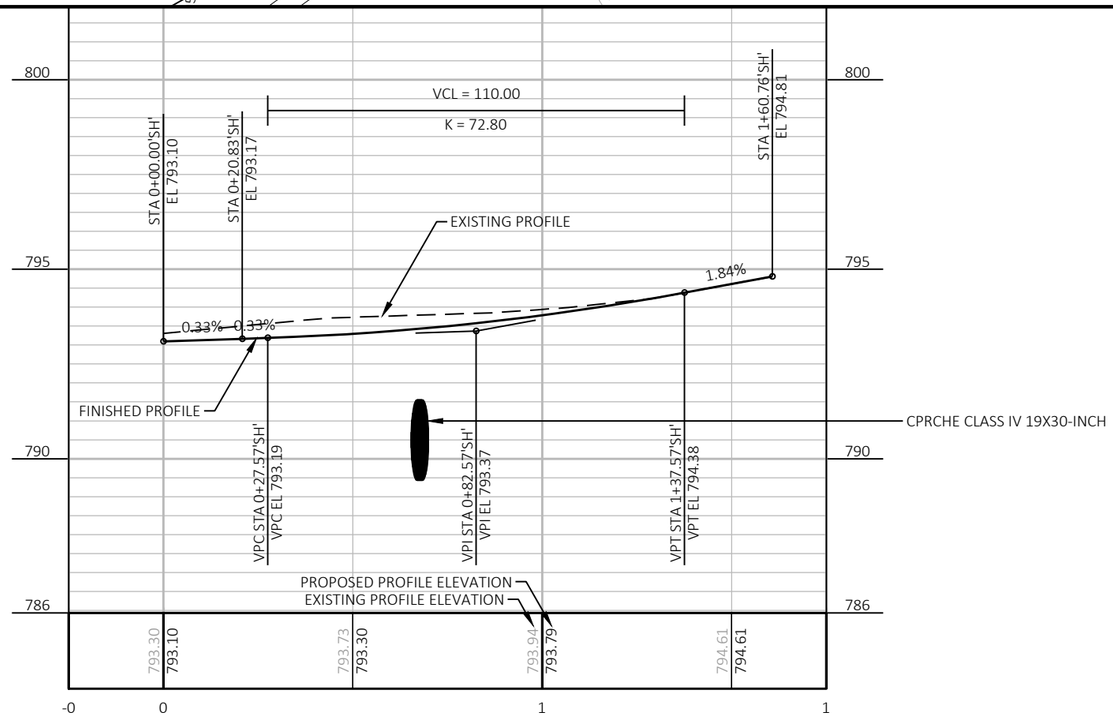


PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN AND PROFILE: MAINLINE	SHEET 128 E



* CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL

SEE INTERSECTION DETAILS FOR INTERSECTION LAYOUT INFORMATION



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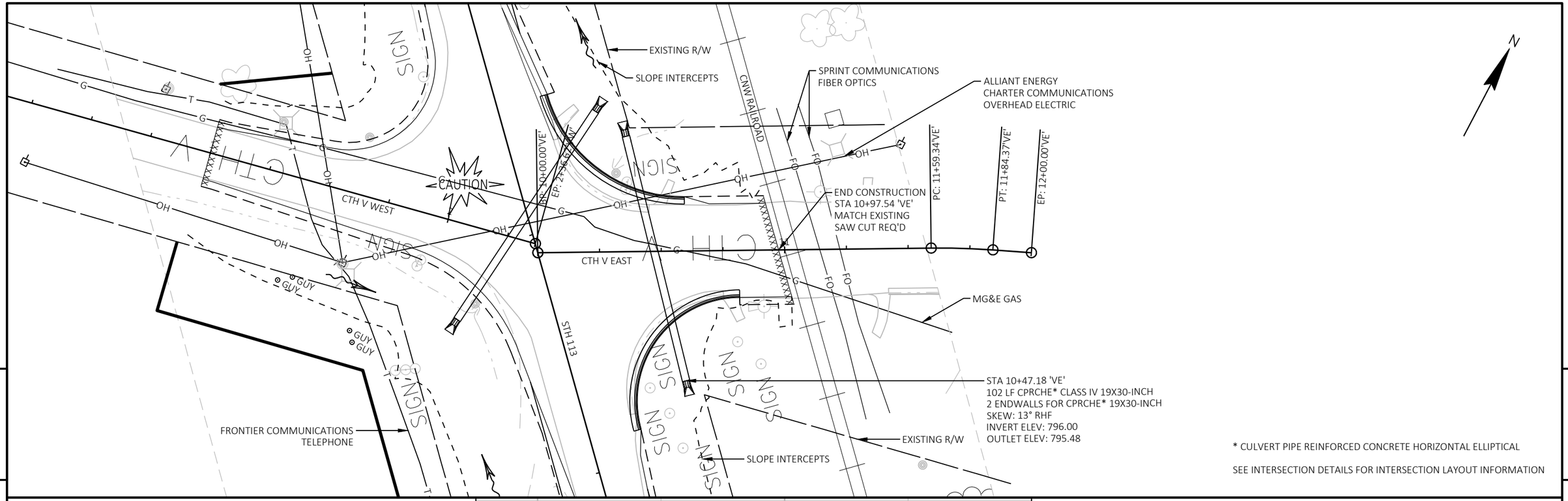
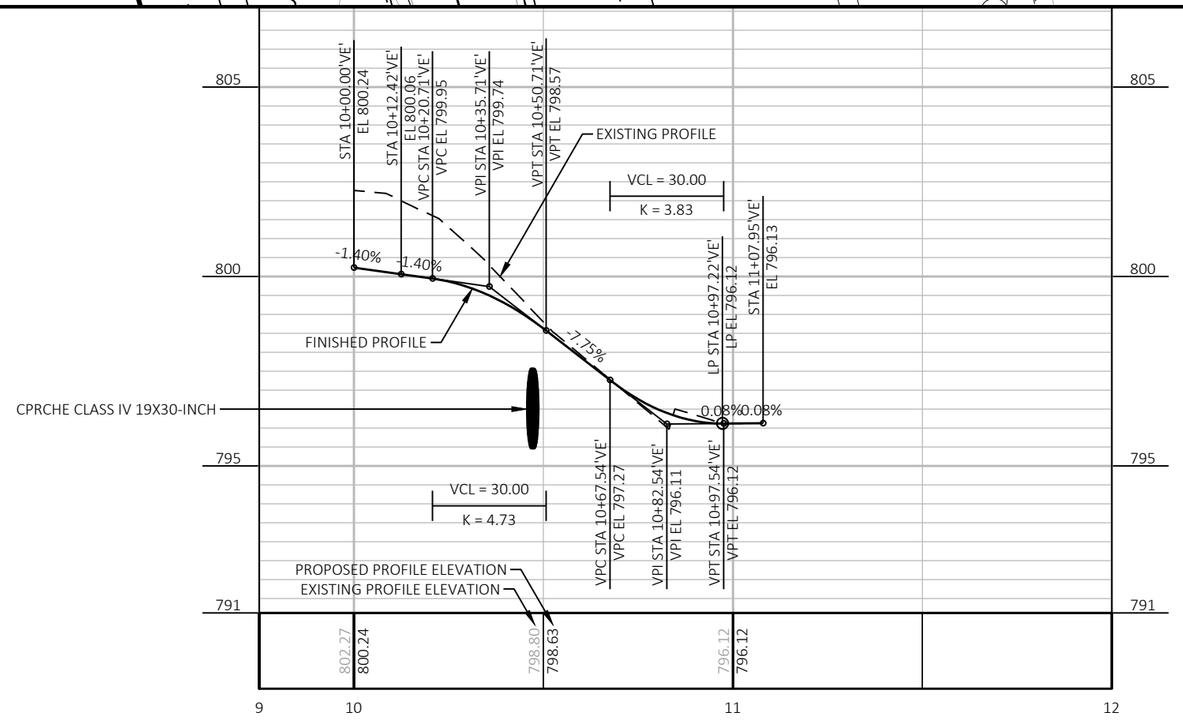
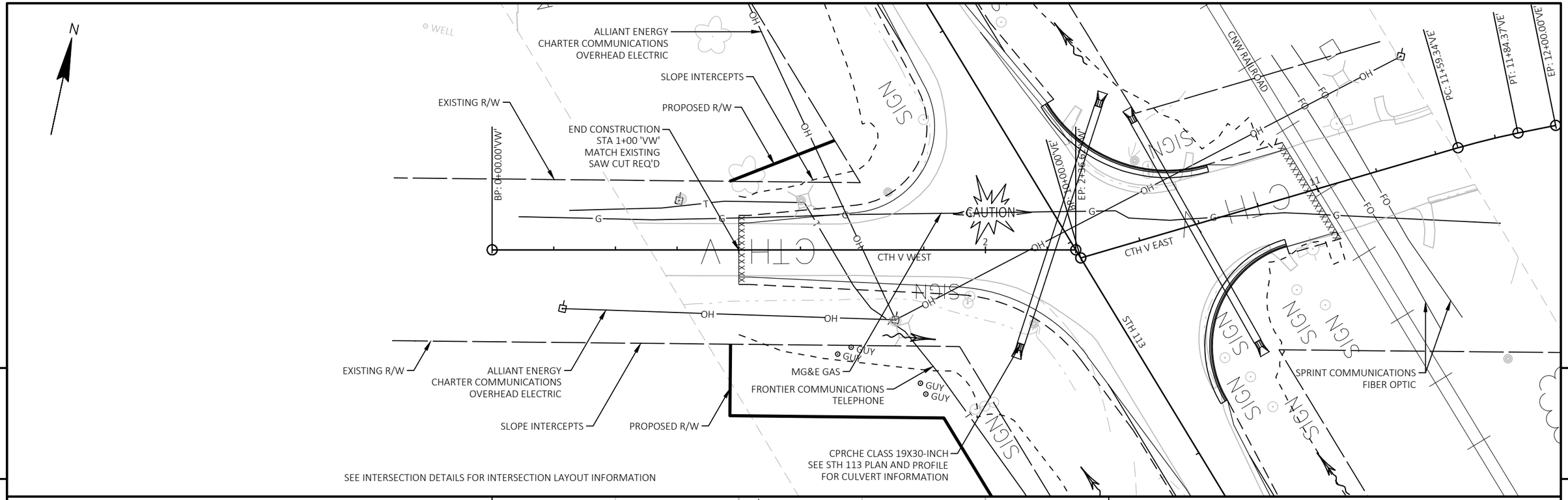


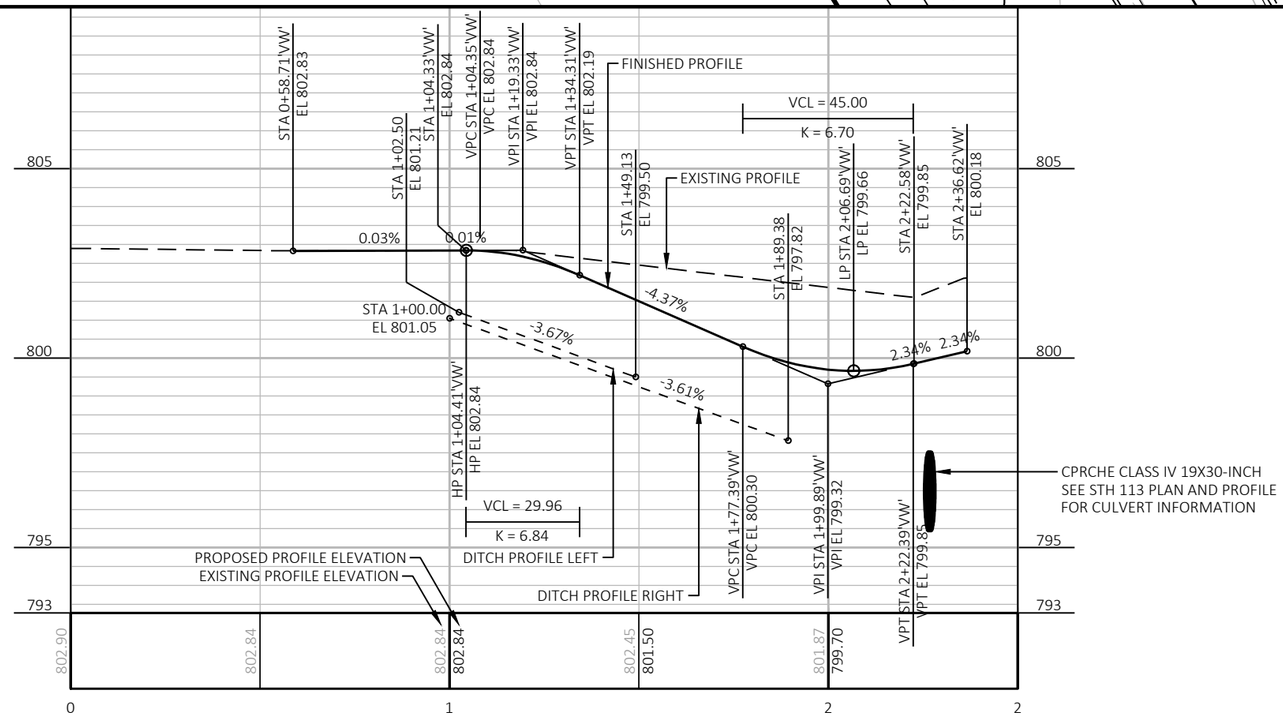


* CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL

SEE INTERSECTION DETAILS FOR INTERSECTION LAYOUT INFORMATION

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN AND PROFILE: CTH V EAST	SHEET 130	E



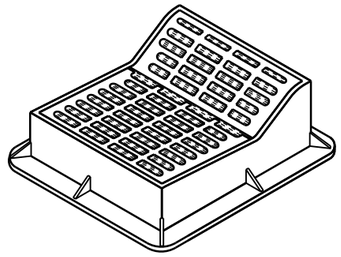


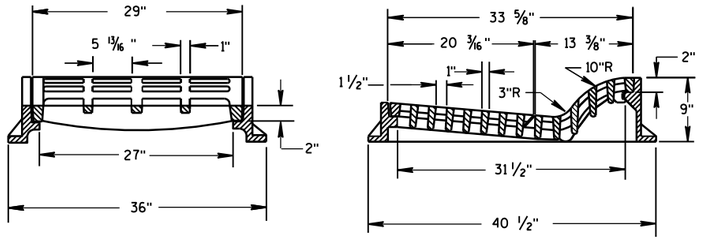
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	PLAN AND PROFILE: CTH V WEST	SHEET 131	E

Standard Detail Drawing List

08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D03-08A	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D03-08B	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-14B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C19-03	HMA LONGITUDINAL JOINTS
14A02-01	TREE PLANTING DETAIL
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C09-12A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-07B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D30-08A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-08C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

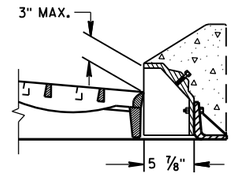
6





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

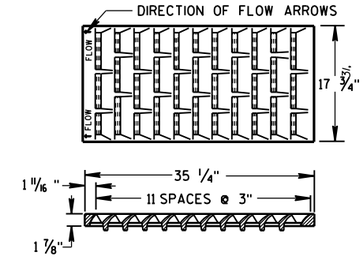
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

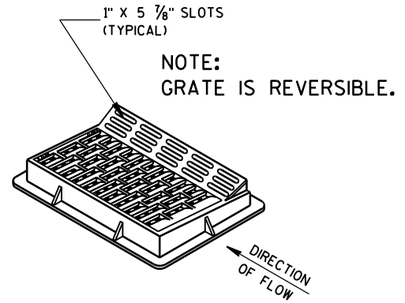
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

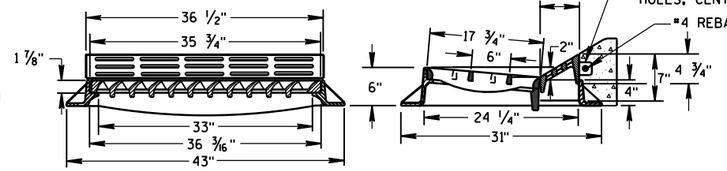
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



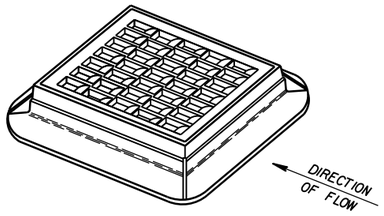


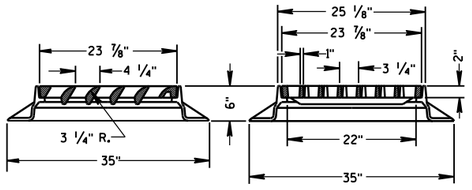


TYPE "HM"

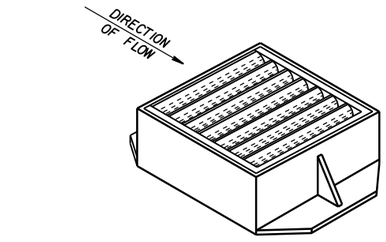
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

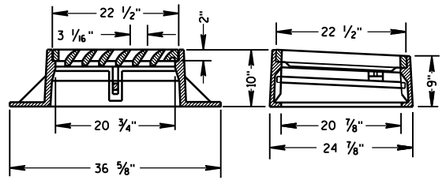
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



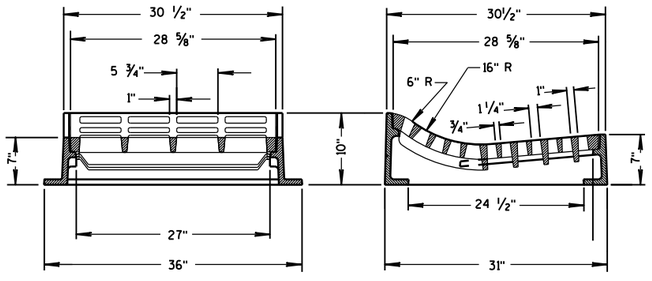


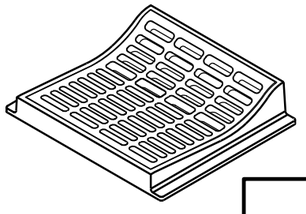
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

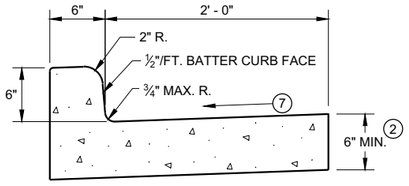
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

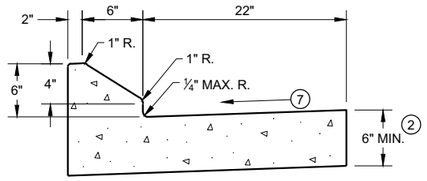
FHWA

6

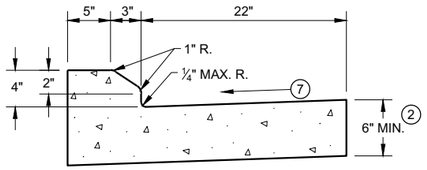
S.D.D. 8 A 5-19c



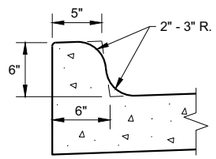
TYPES A (1) & D



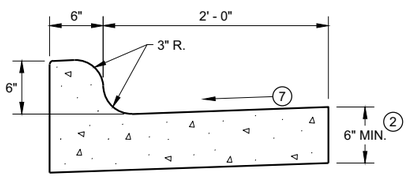
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

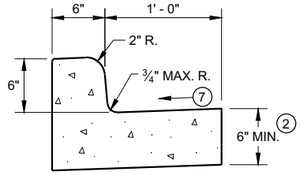


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



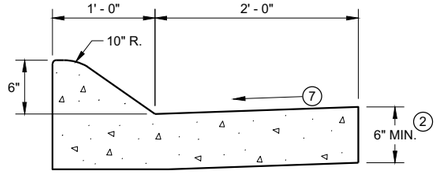
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

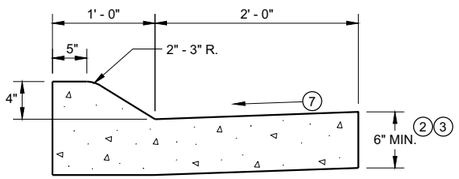


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

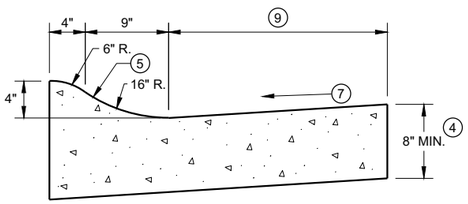


6" SLOPED CURB TYPES A (1) & D



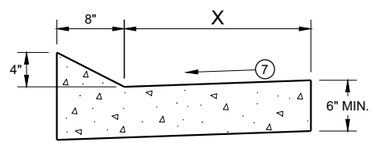
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

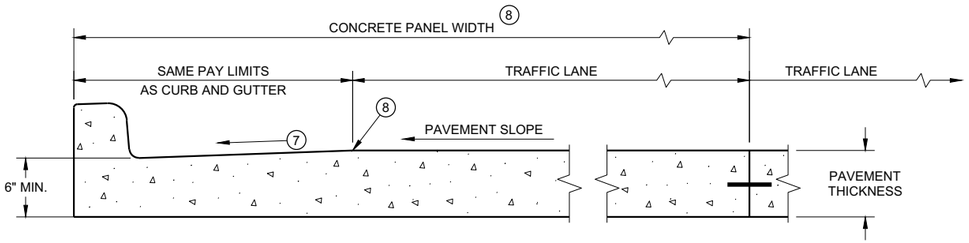


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

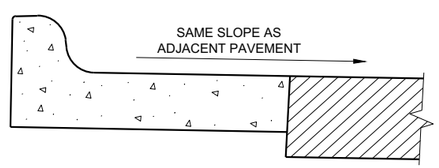
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

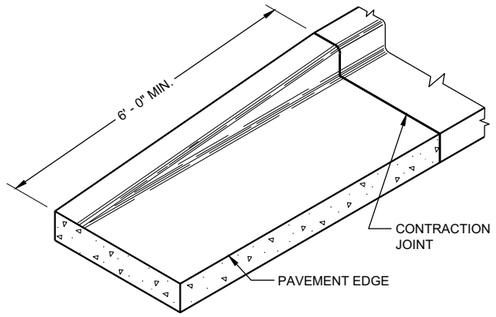
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

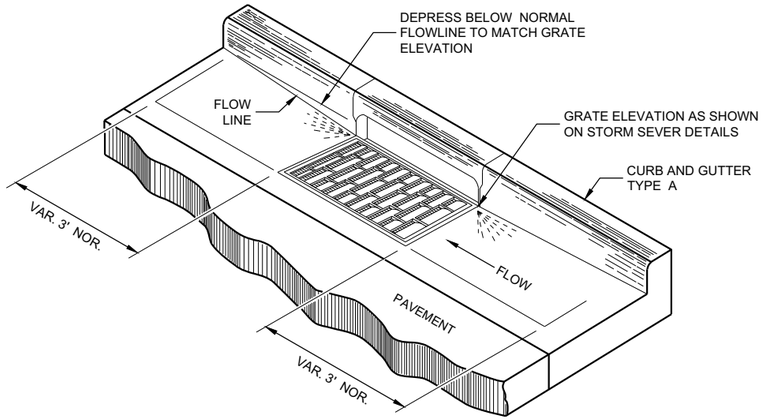
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a



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.

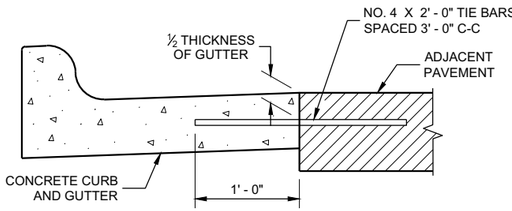
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

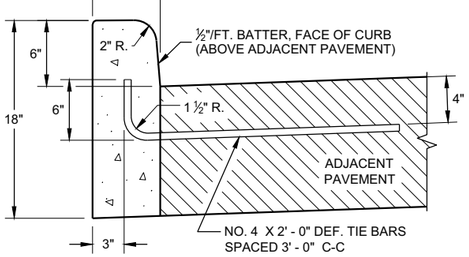
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

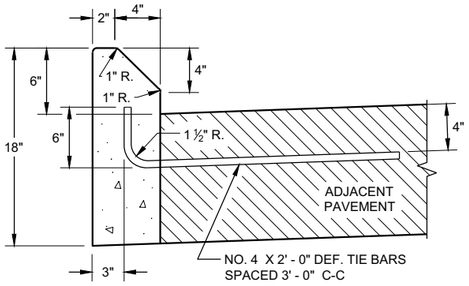
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

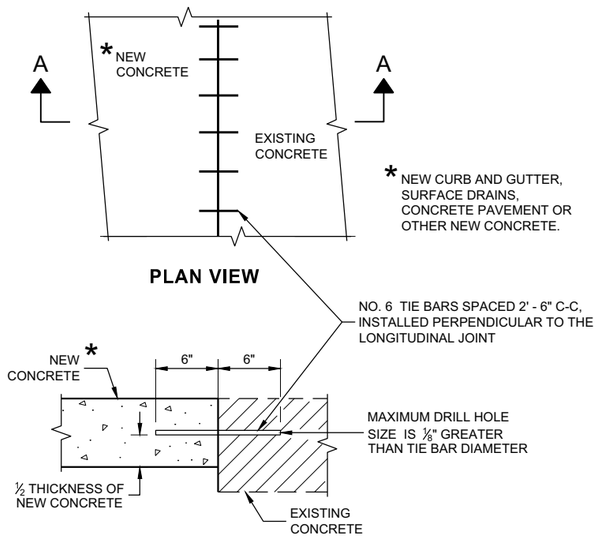


TYPES A (1) & D

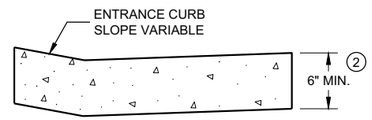


TYPES G (1) & J

CONCRETE CURB



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 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 08D01 - 22b

6

SDD 08D01 - 22b

GENERAL NOTES

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

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

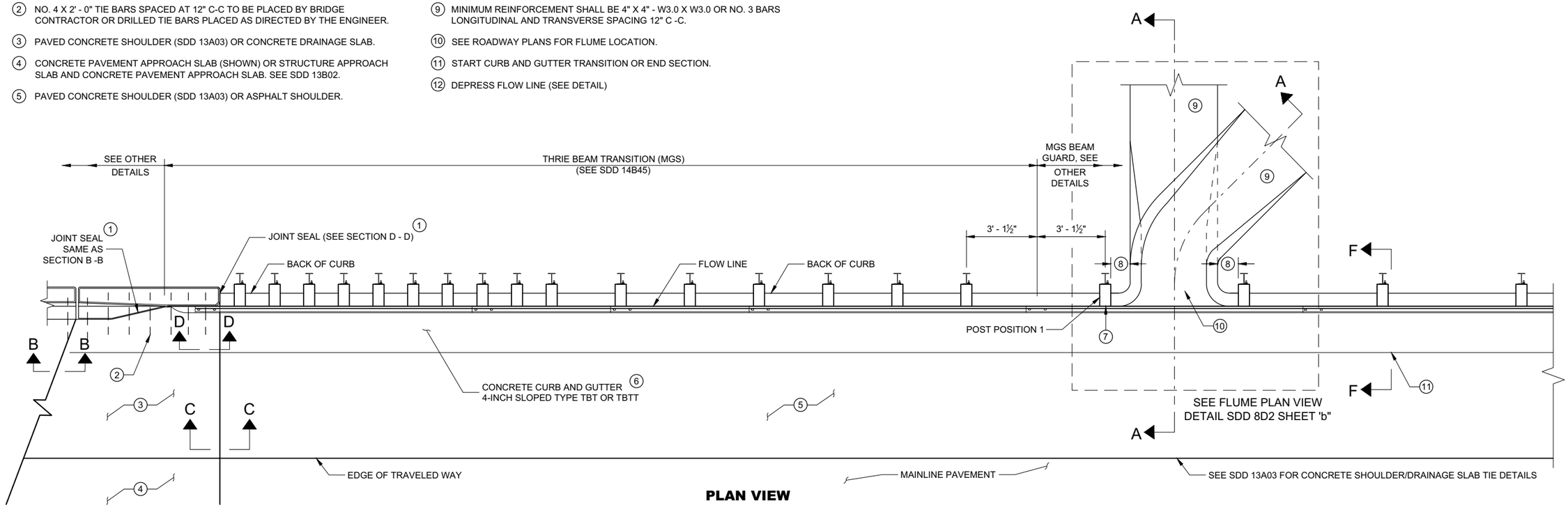
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

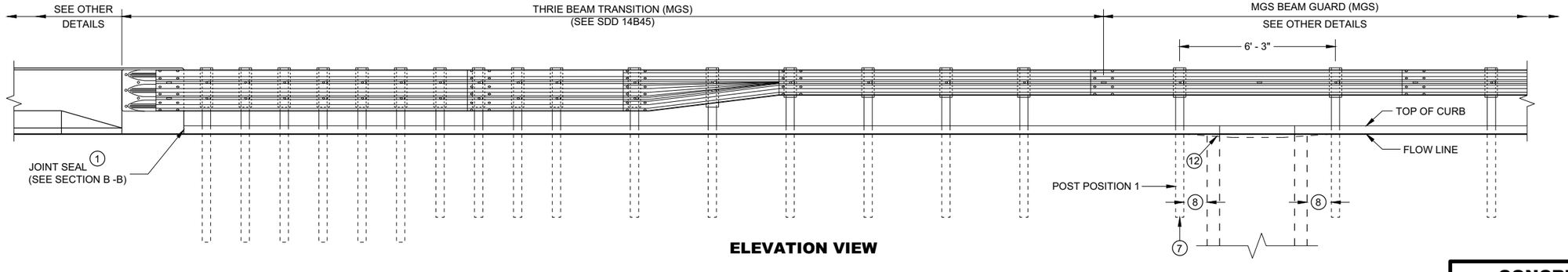
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



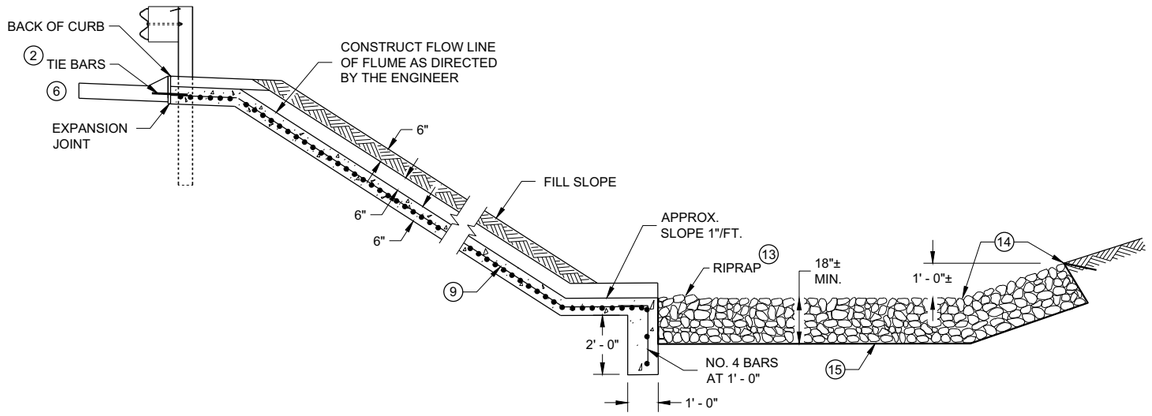
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

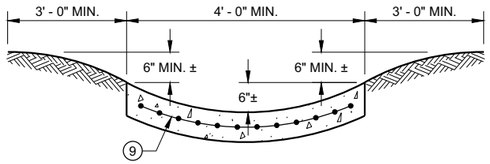
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

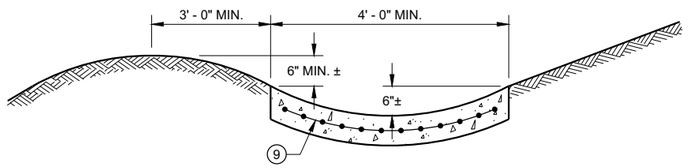
SDD 08D02 - 07a



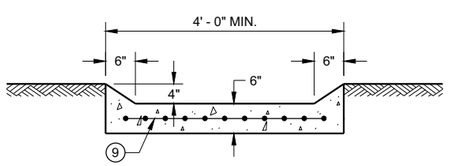
SECTION A - A



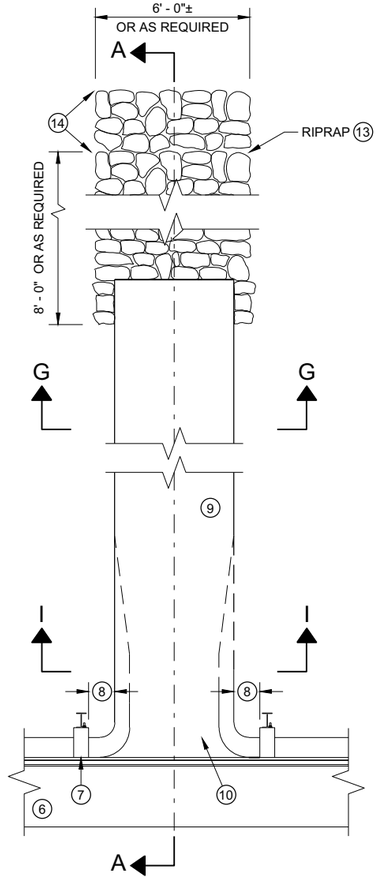
SECTION G - G



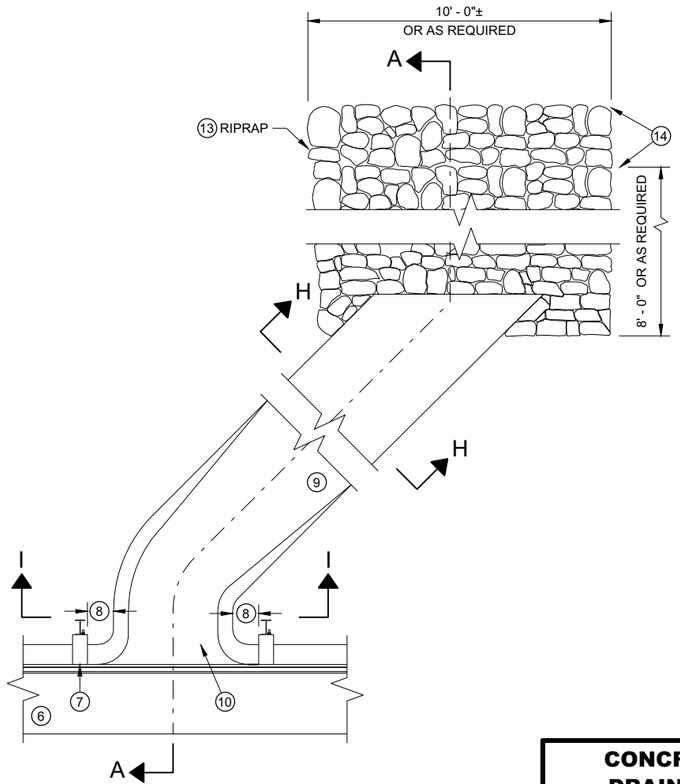
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE FABRIC TYPE HR.

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

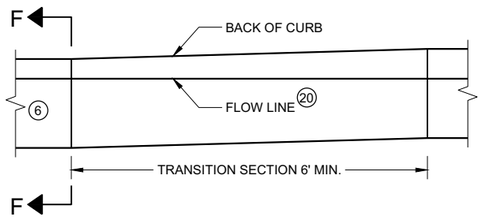
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

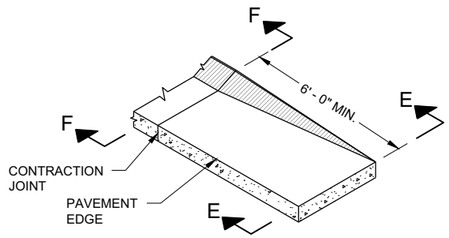
SDD 08D02 - 07b

6

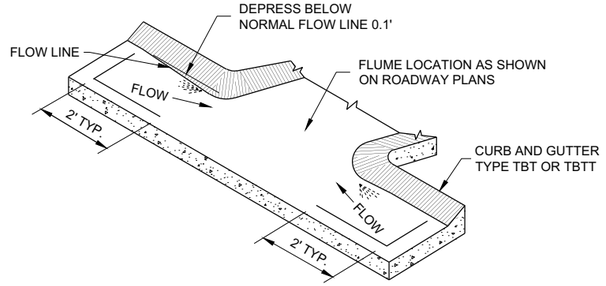
SDD 08D02 - 07b



CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION AT FLUMES CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

GENERAL NOTES

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

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

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(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE FABRIC TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

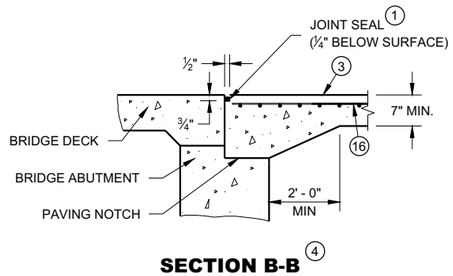
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

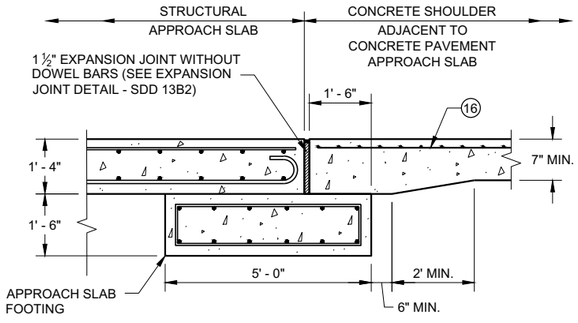
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

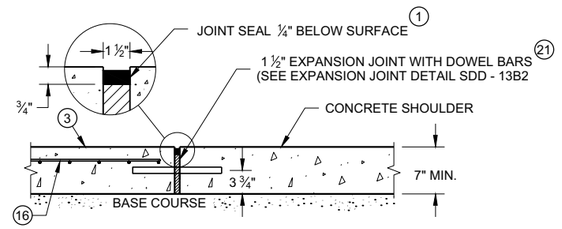
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



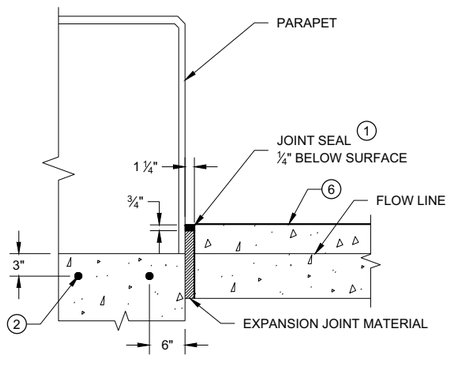
SECTION B-B (4)



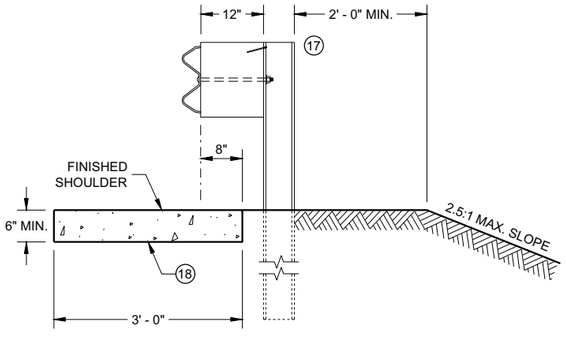
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



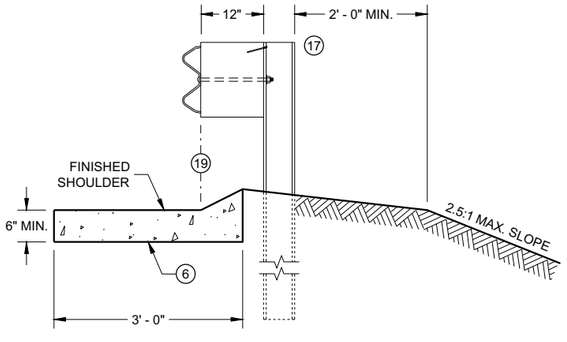
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

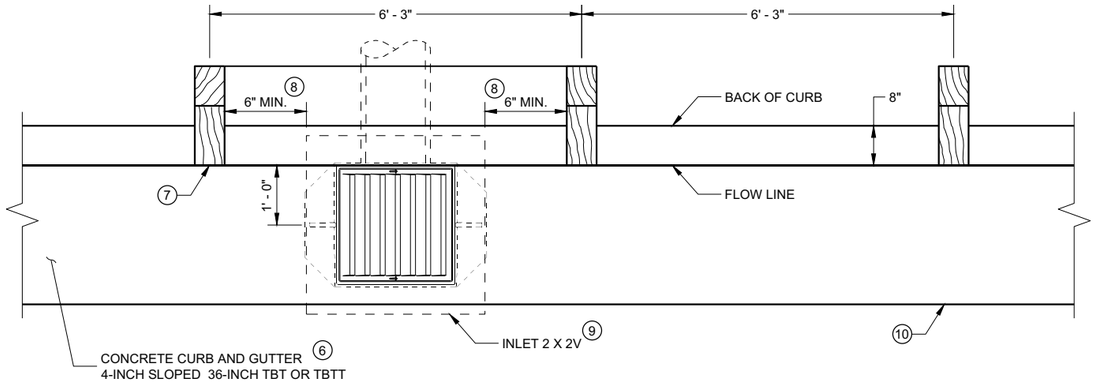
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

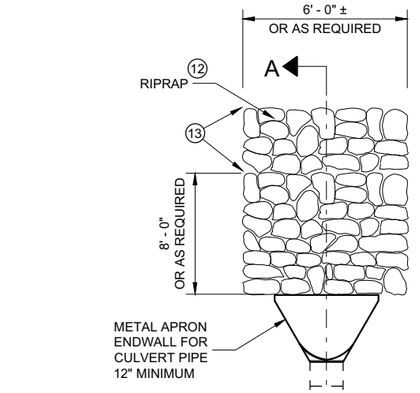
SDD 08D02 - 07c

SDD 08D02 - 07c



INLET PLAN VIEW

(NOTE: RAIL NOT SHOWN FOR CLARITY)



GENERAL NOTES

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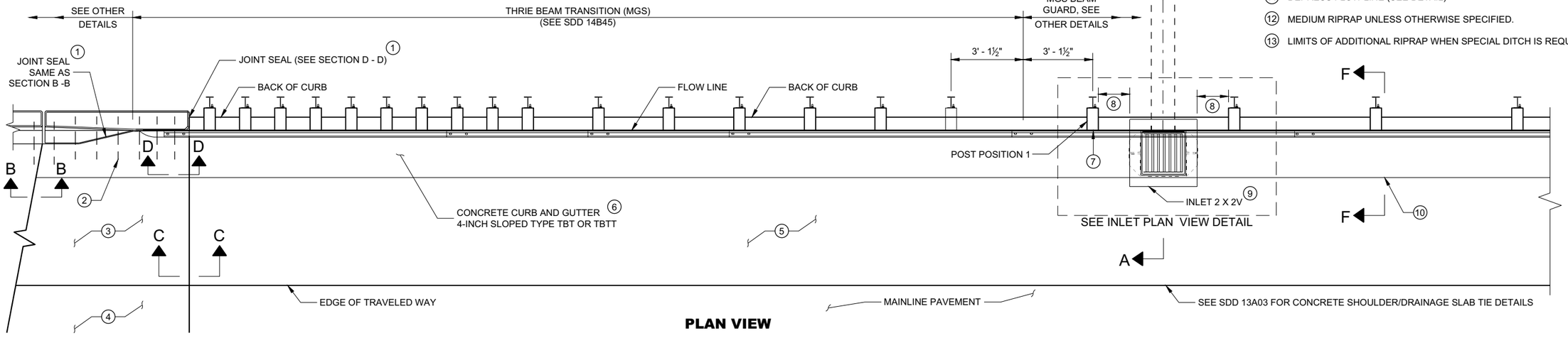
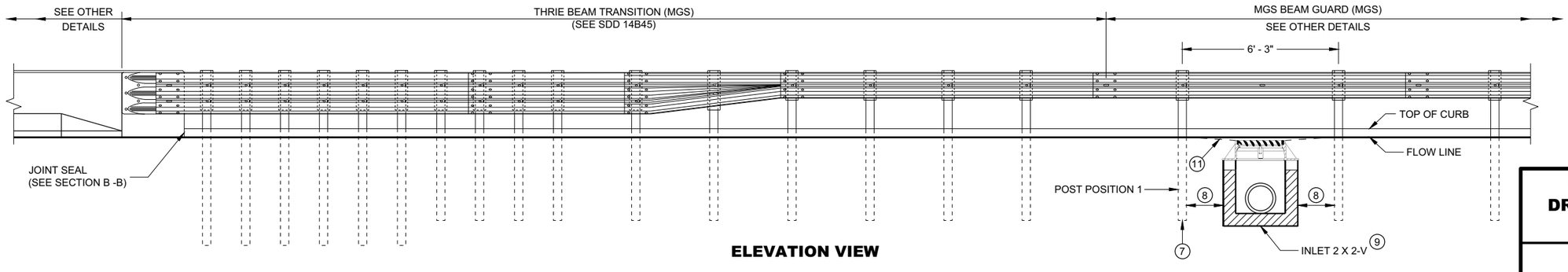
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.
9. SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.
10. START CURB AND GUTTER TRANSITION OR END SECTION.
11. DEPRESS FLOW LINE (SEE DETAIL)
12. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
13. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.



PLAN VIEW



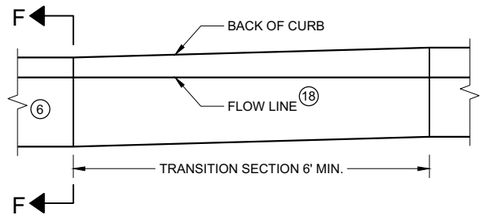
ELEVATION VIEW

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

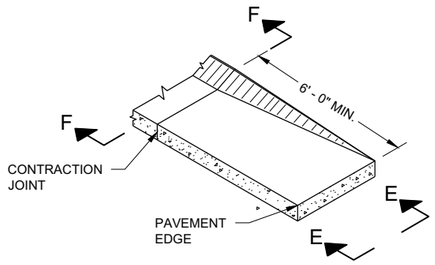
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D03 - 08a

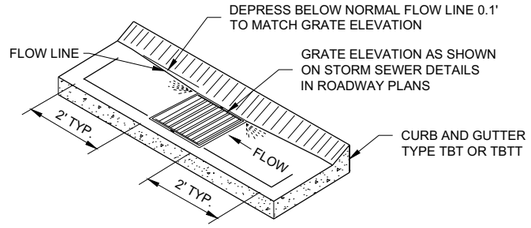
SDD 08D03 - 08a



CURB AND GUTTER TRANSITION SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION AT INLETS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

GENERAL NOTES

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(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

(10) START CURB AND GUTTER TRANSITION OR END SECTION.

(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(13) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(14) GEOTEXTILE FABRIC TYPE HR.

(15) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(16) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

(17) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

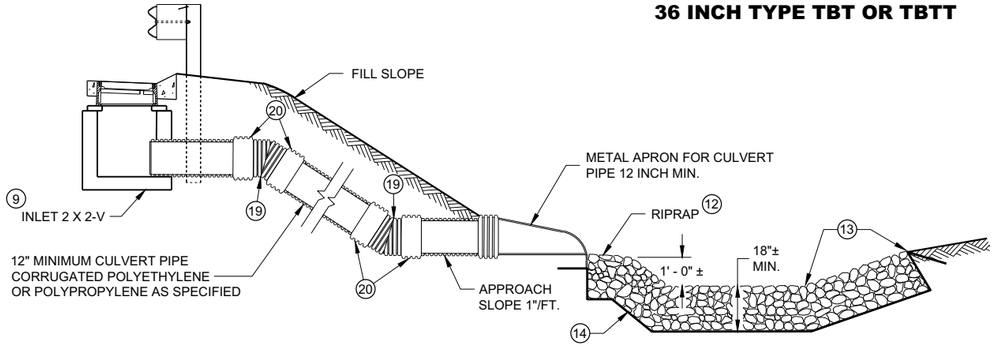
(18) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

(19) MANUFACTURER SUPPLIED BEND.

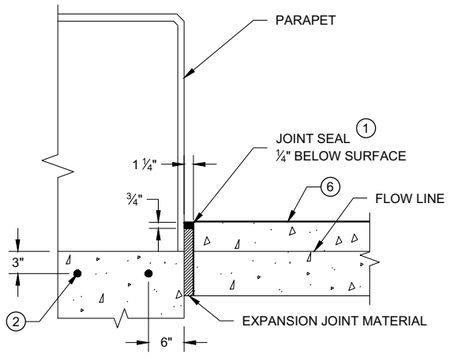
(20) MANUFACTURER SUPPLIED EXTERNAL MECHANICAL COUPLING OR A MANUFACTURER RECOMMENDED COUPLING WITH A MASTIC IMPREGNATED GEOTEXTILE WRAP AND MECHANICAL FASTENING BANDS.

(21) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

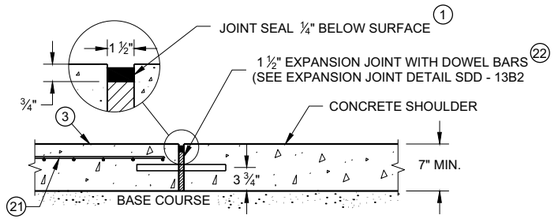
(22) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



SECTION A - A

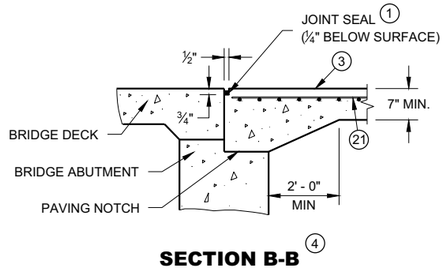


SECTION D - D

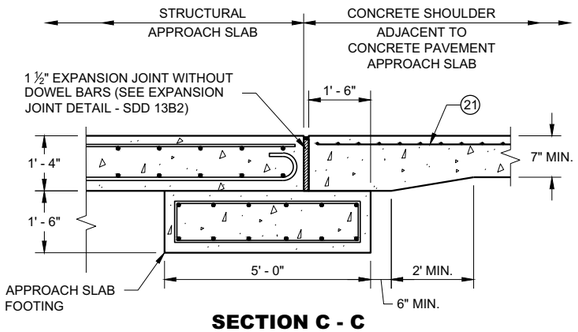


SECTION C - C

JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS

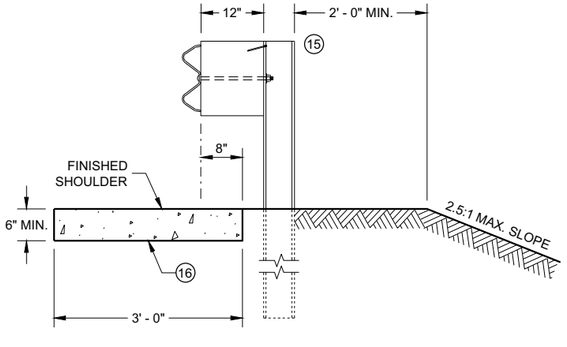


SECTION B-B (4)

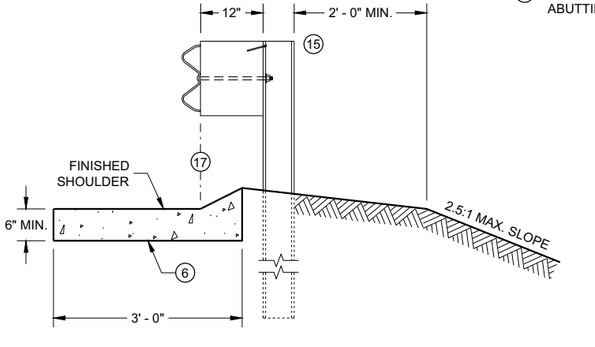


SECTION C - C

JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

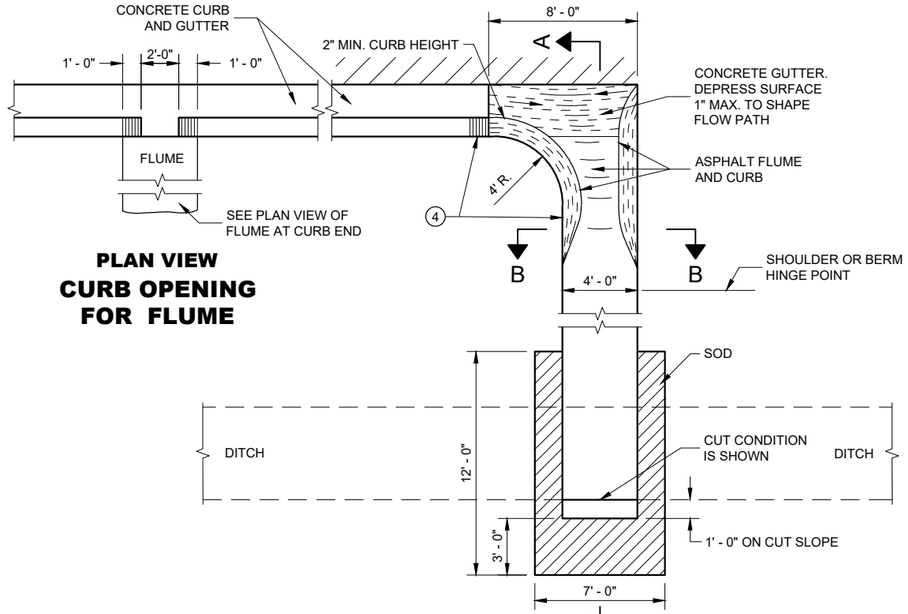
FHWA

6

SDD 08D03 - 08b
SDD 08D03 - 08b

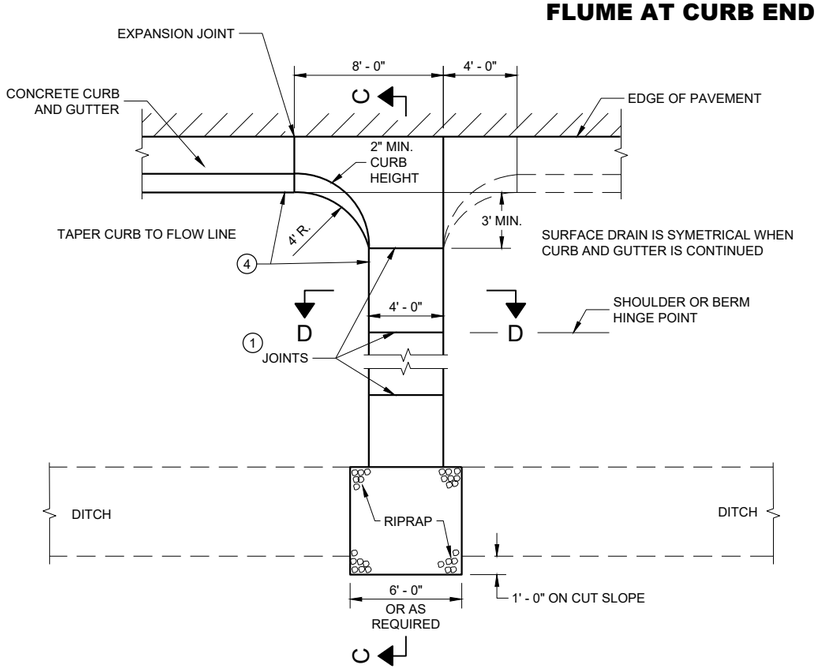
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



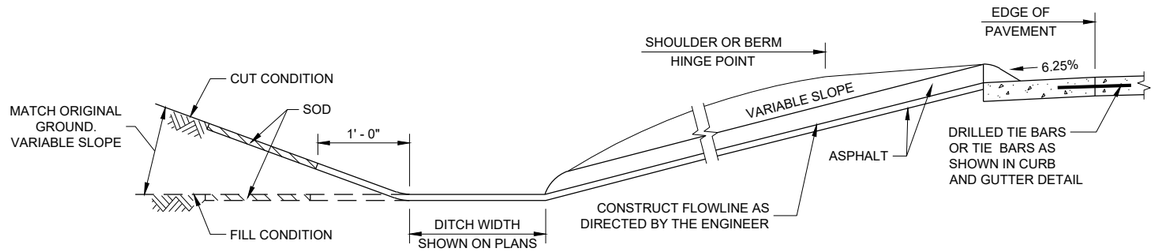
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

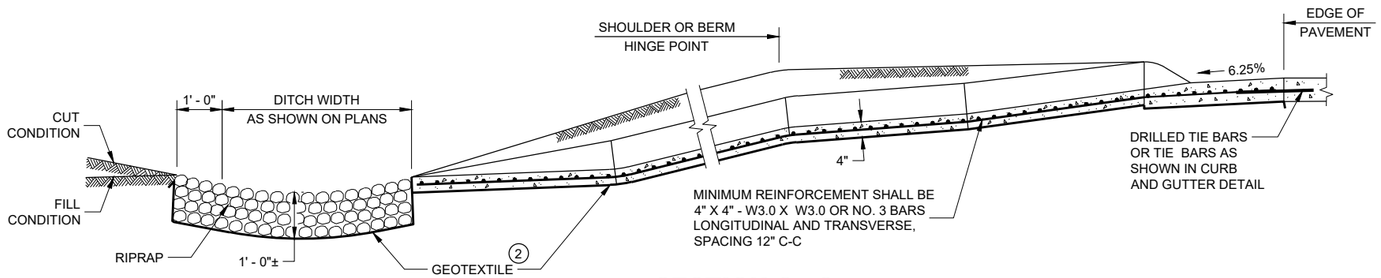
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

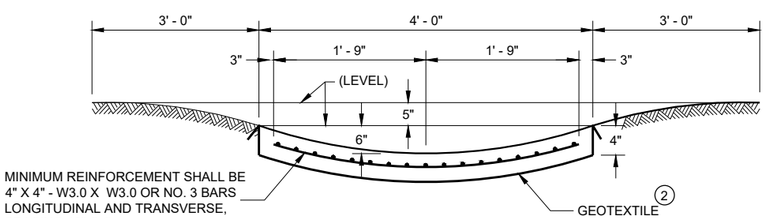


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

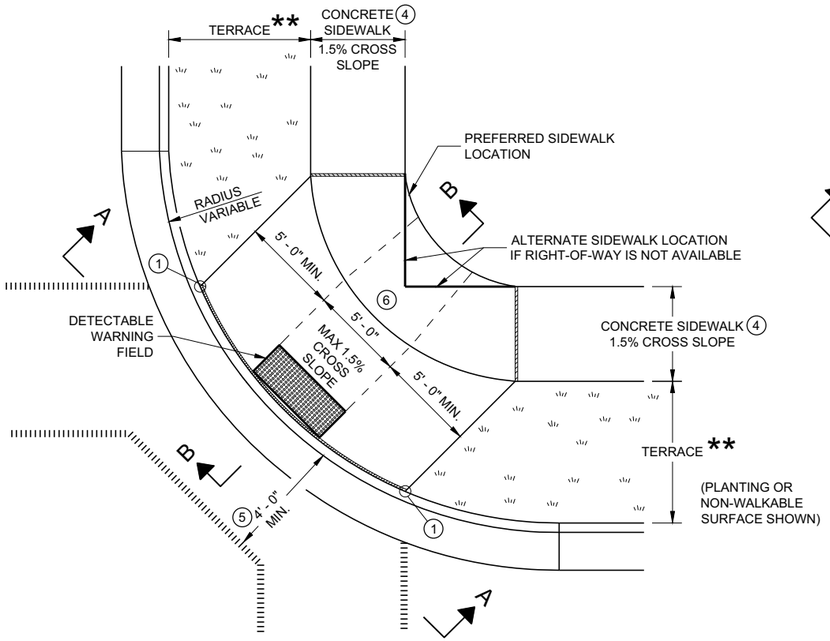
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

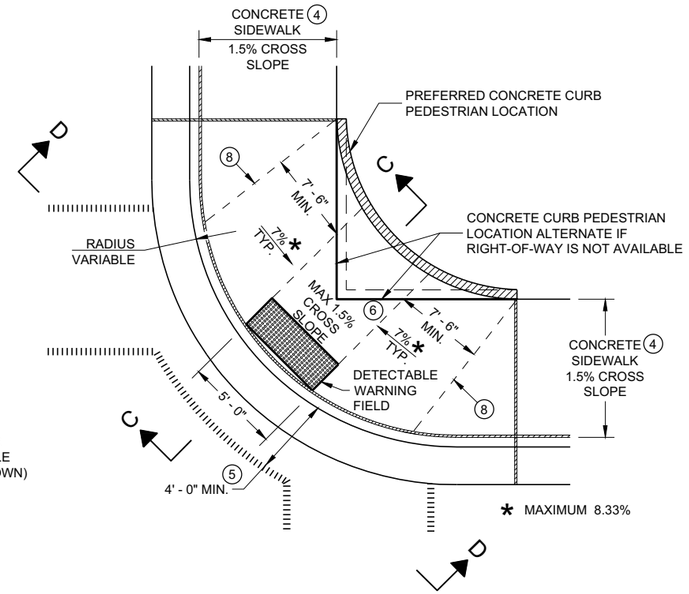
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

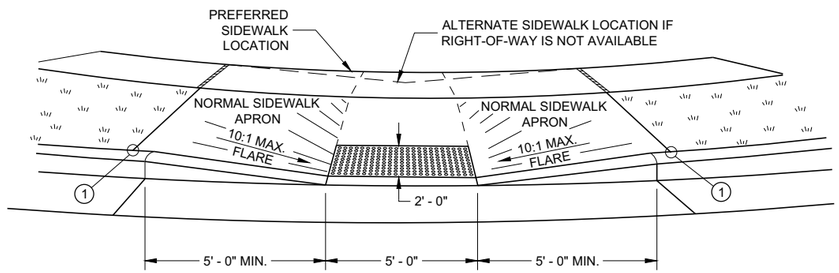
(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

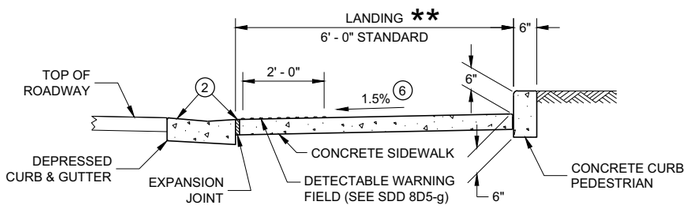
(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

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

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



VIEW A - A FOR TYPE 1

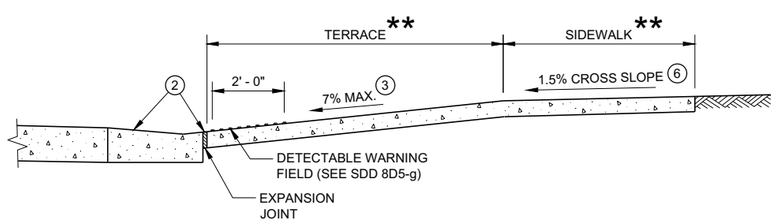


SECTION C - C FOR TYPE 1 - A

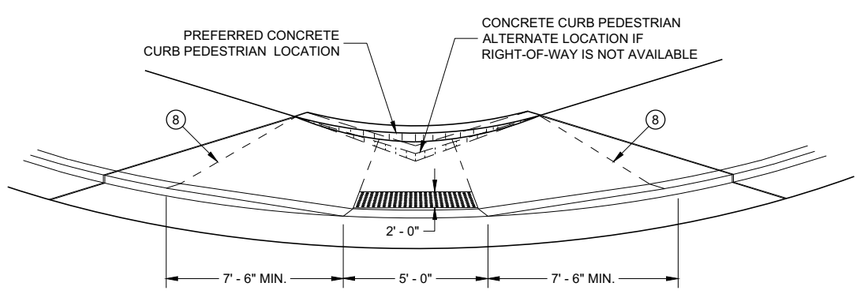
LEGEND

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



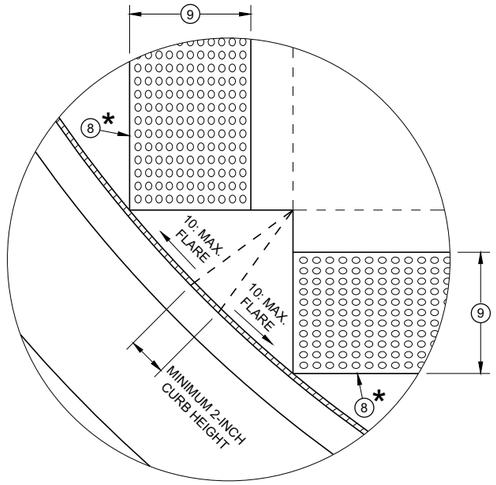
VIEW D - D FOR TYPE 1 - A

CURB RAMPS
TYPE 1 AND 1-A

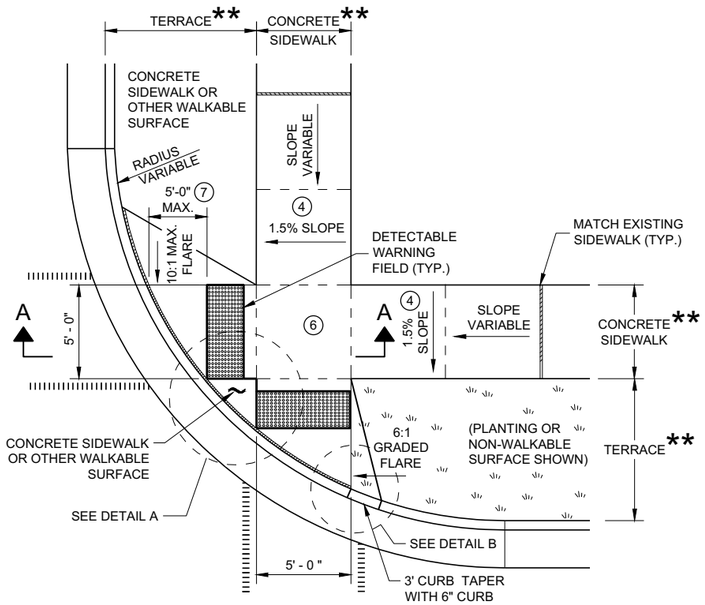
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

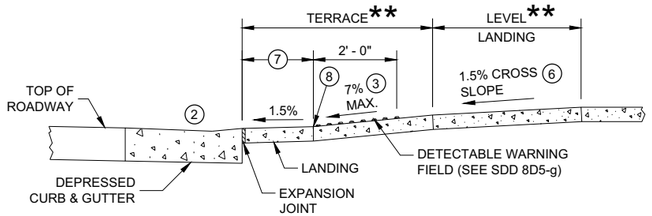
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

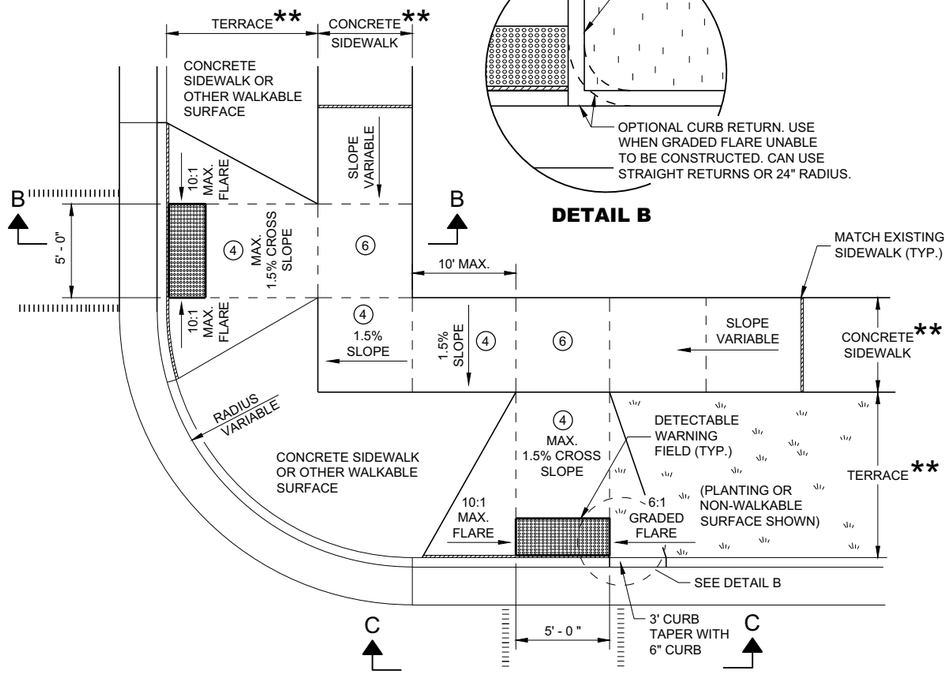
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



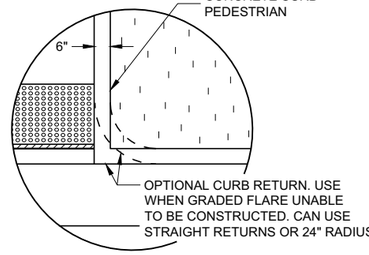
SECTION A - A FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS



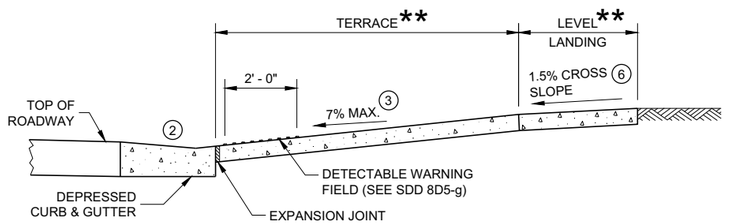
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



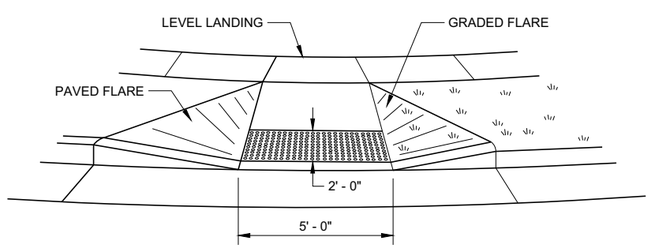
DETAIL B

LEGEND

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



SECTION B - B FOR TYPE 3



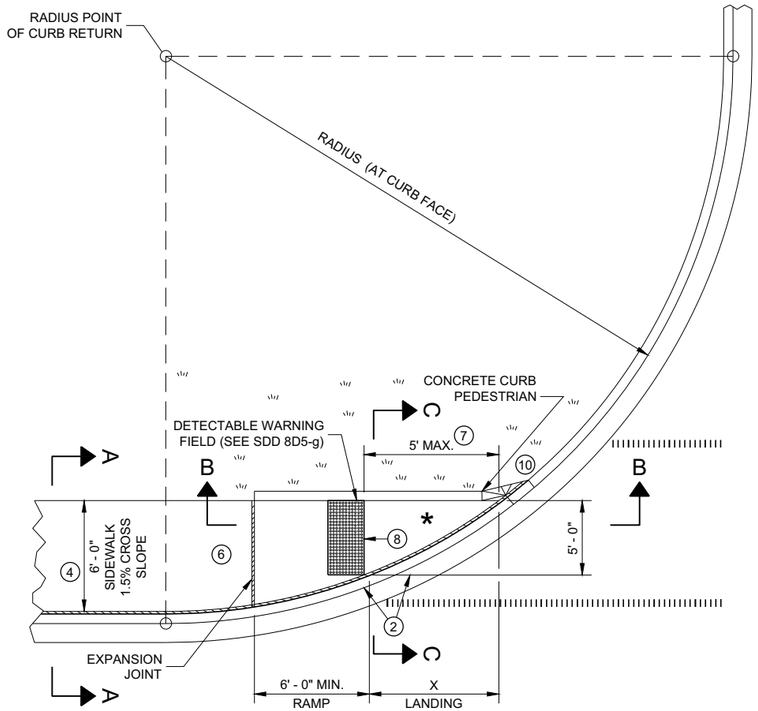
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

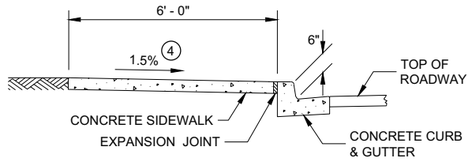


PLAN VIEW

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.

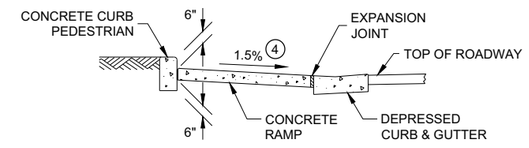
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

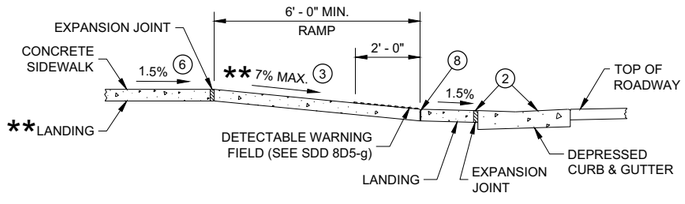
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



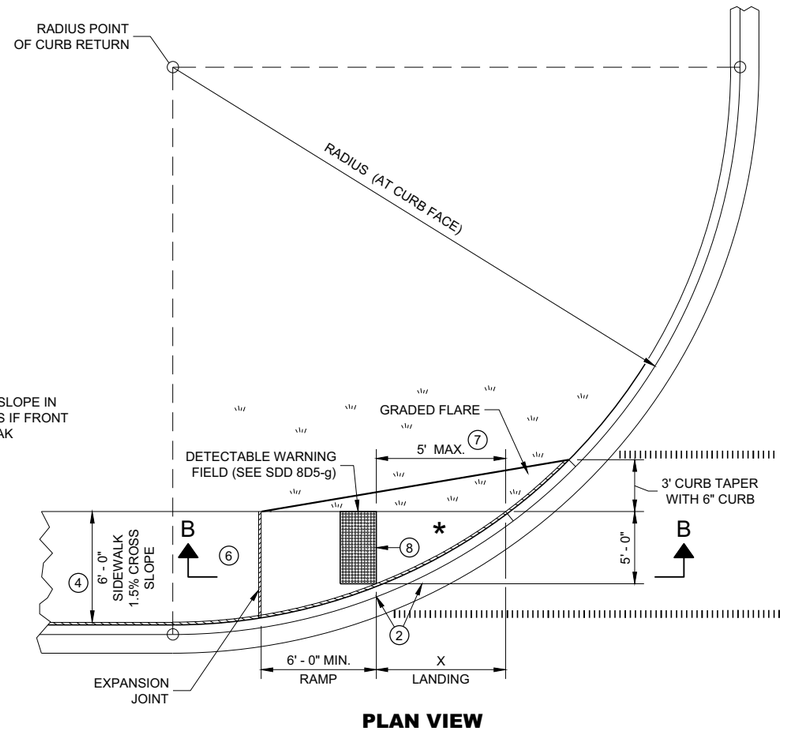
SECTION C - C FOR TYPE 4A



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

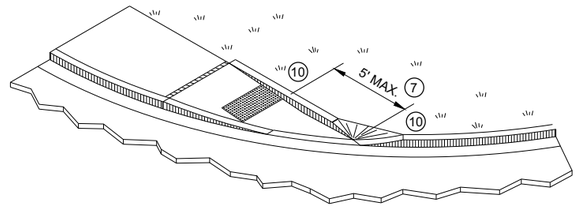
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

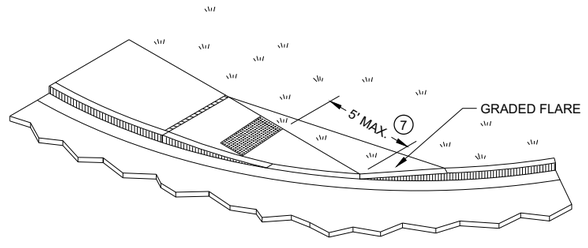


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



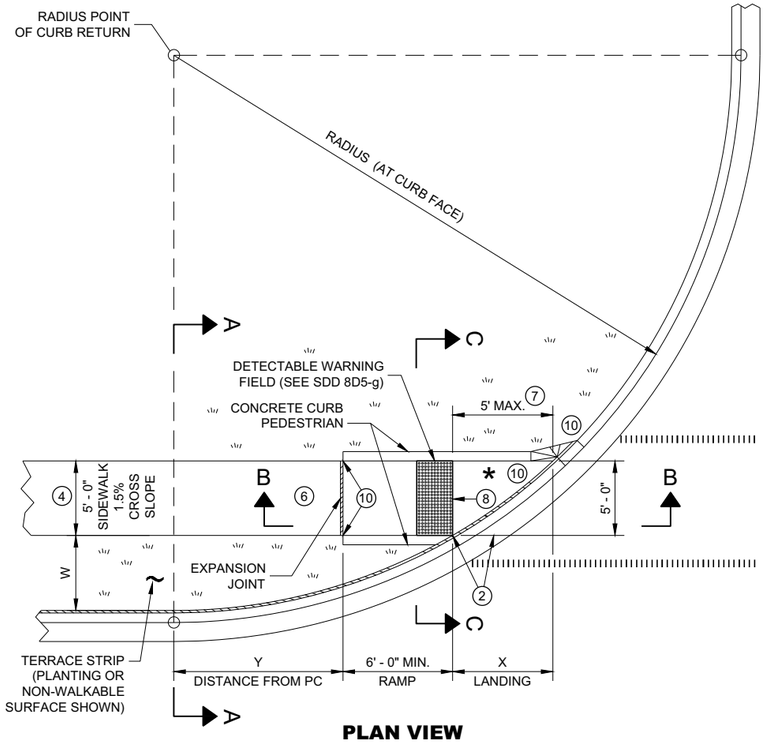
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

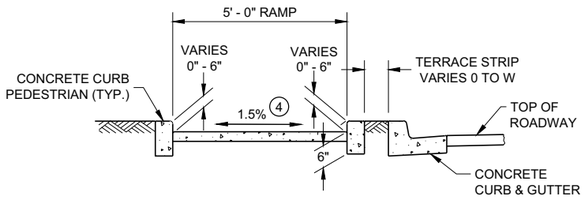


PLAN VIEW

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.

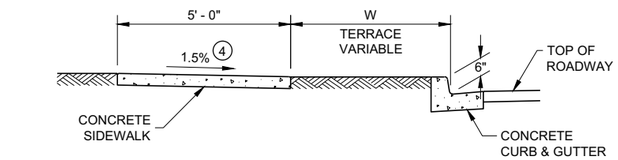
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

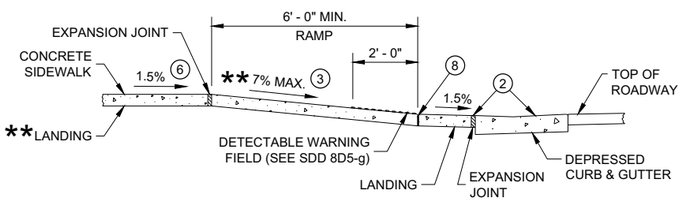
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



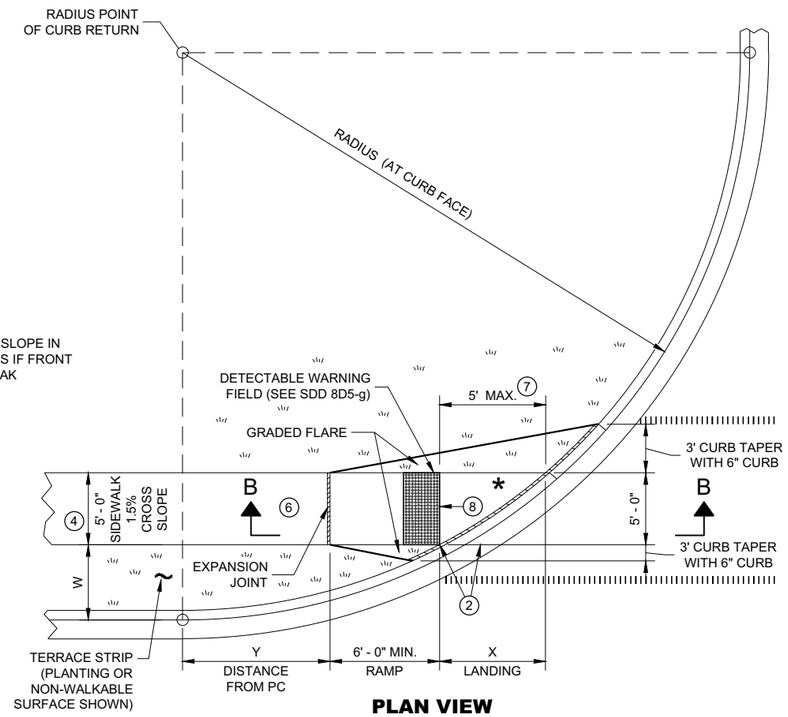
SECTION A - A FOR TYPE 4B



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

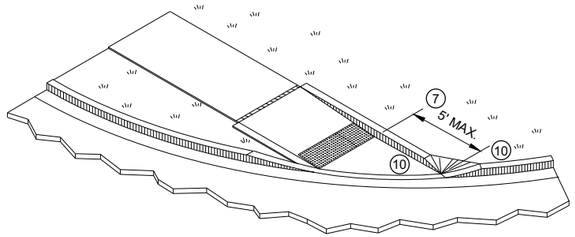
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

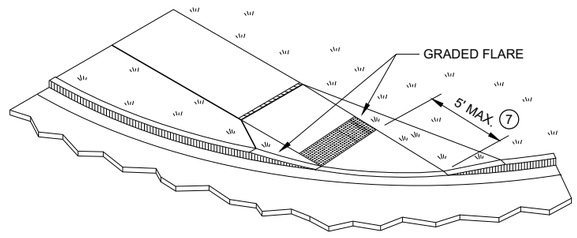


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



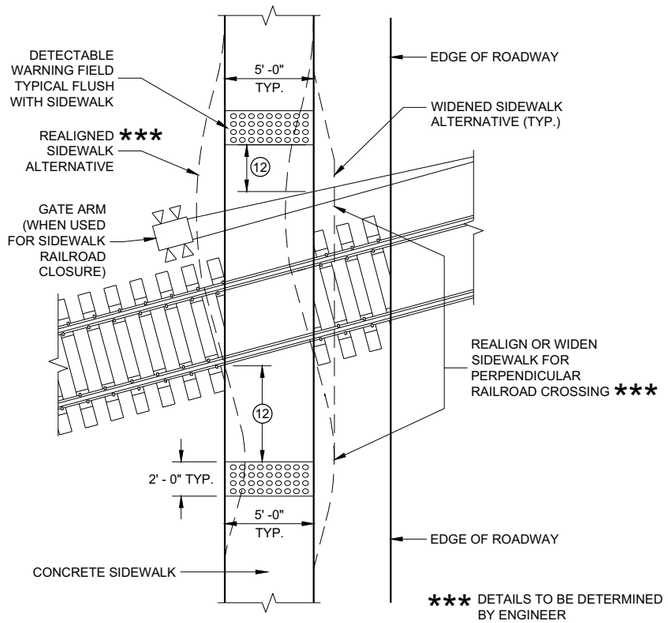
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

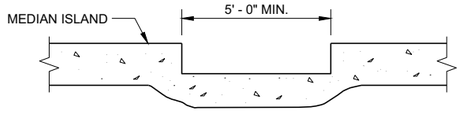
6

SDD 08D05 - 20d

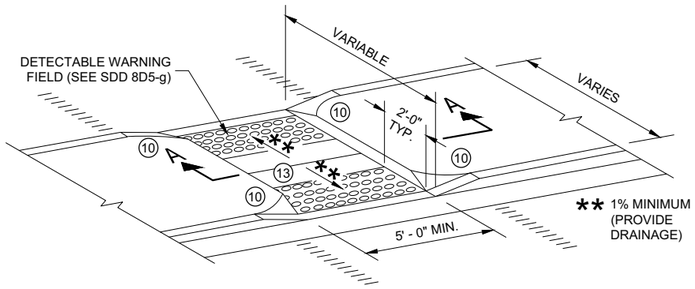


CURB RAMP TYPE 8

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.

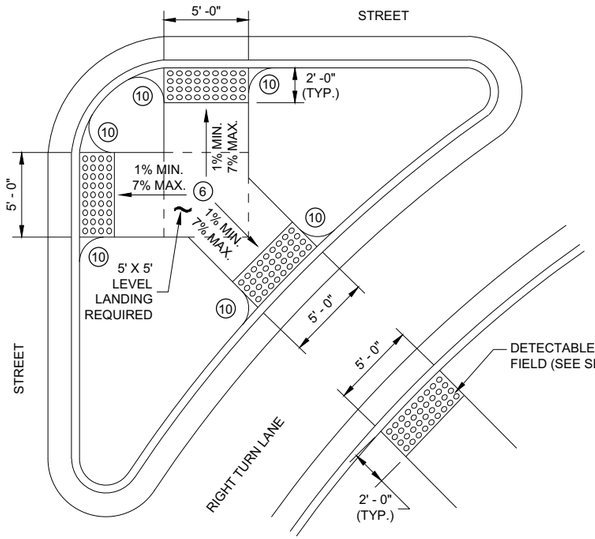
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

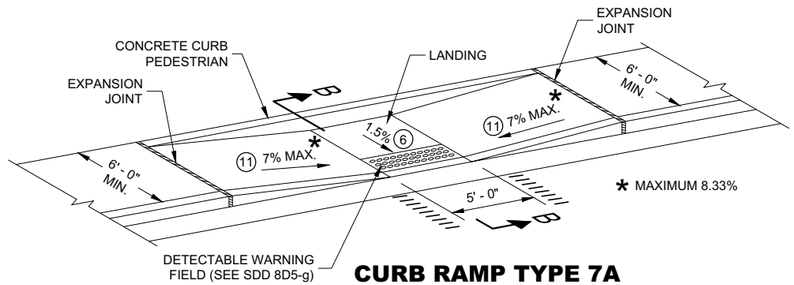
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

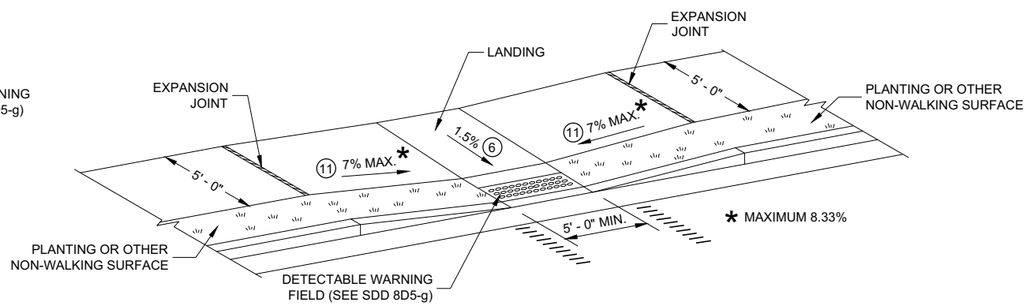
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

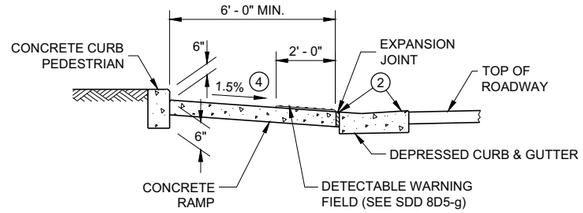
MID BLOCK CROSSING



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

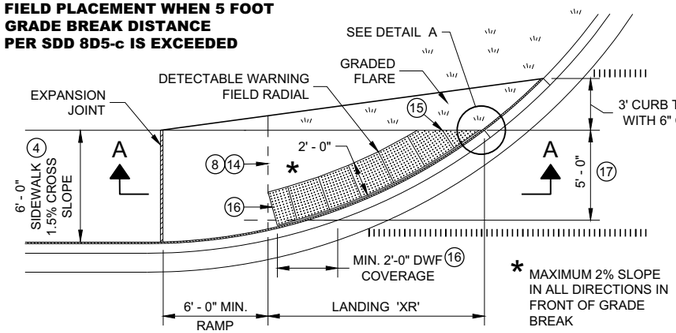
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

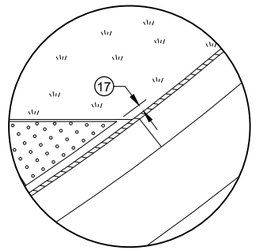
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



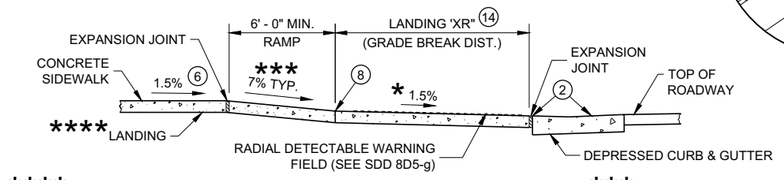
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

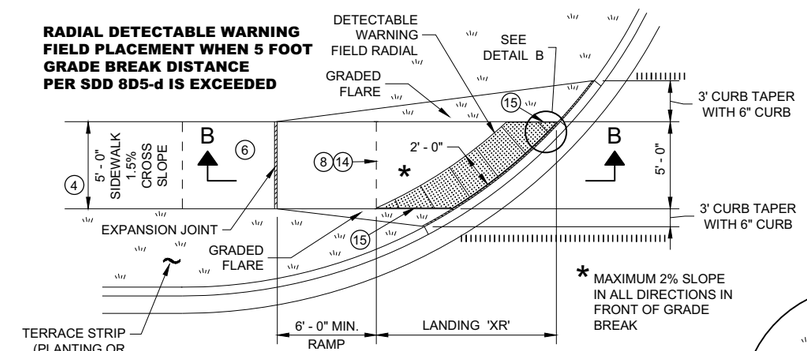


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

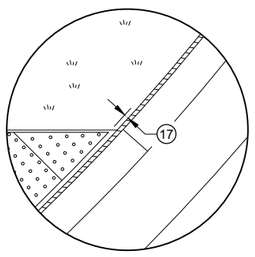
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



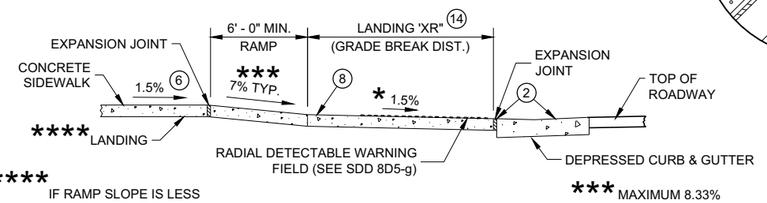
PLAN VIEW

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.

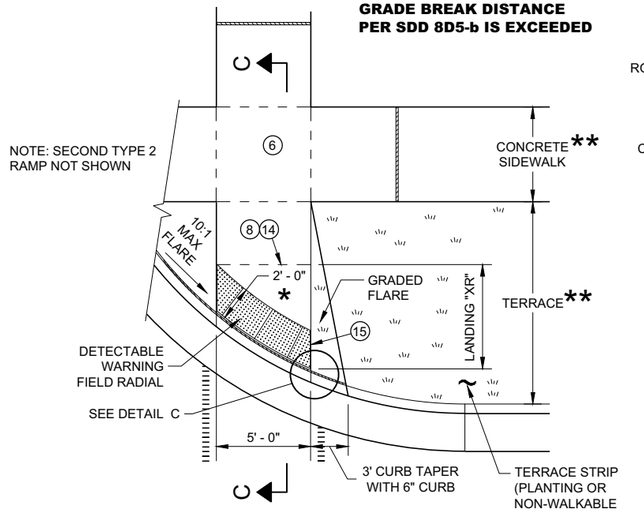
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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

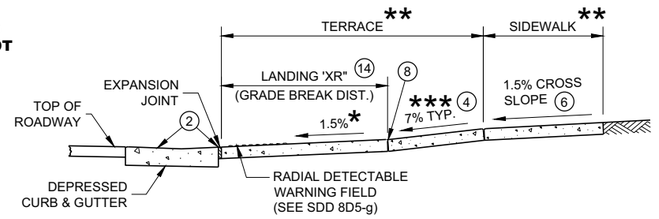


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

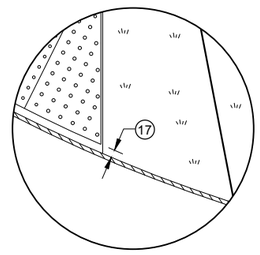


SECTION C - C FOR TYPE 2

* 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

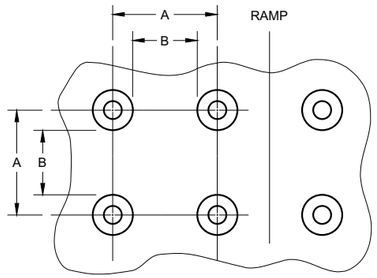
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

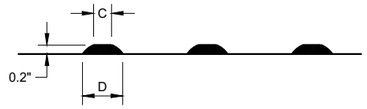
SDD 08D05 - 20f

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

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

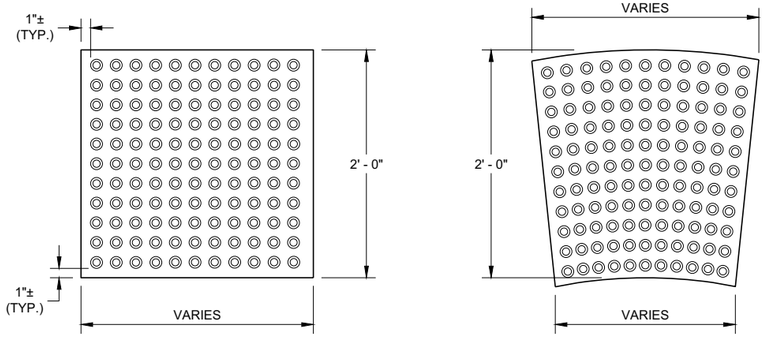


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

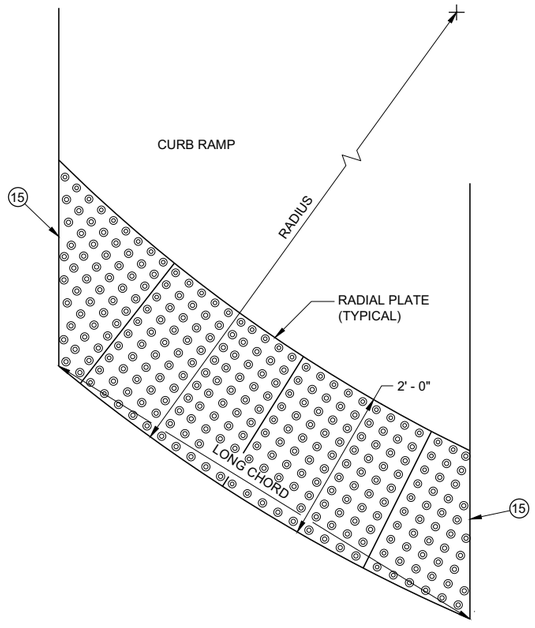
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

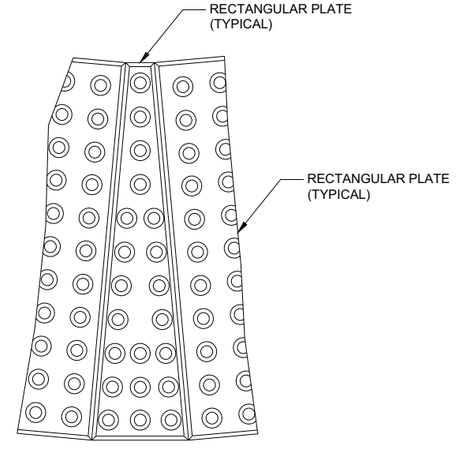
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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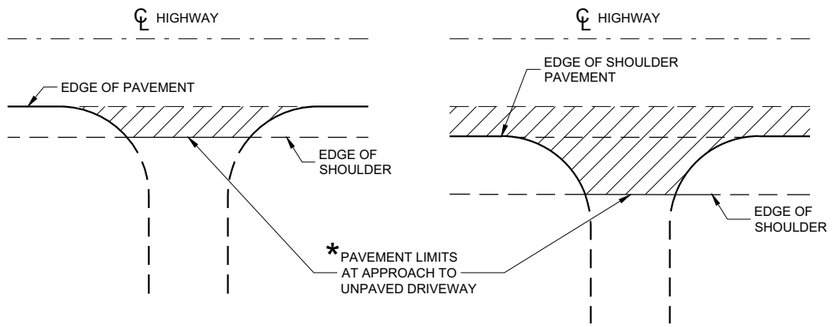
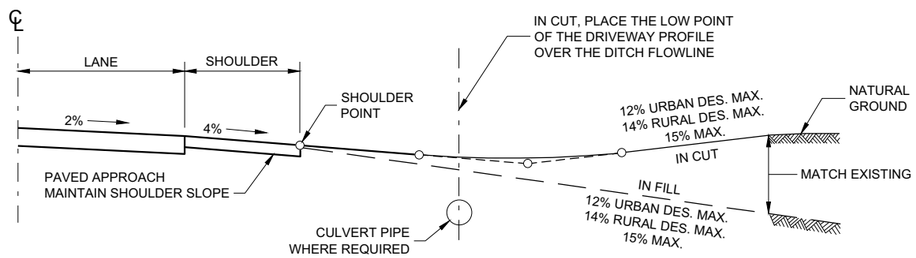


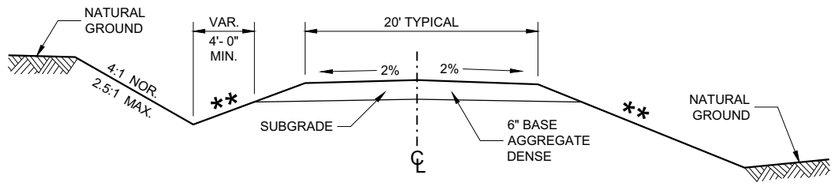
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

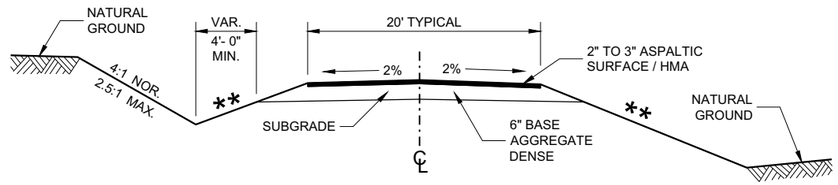


IN CUT IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

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SDD 08D21 - 01

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DRIVEWAYS WITHOUT CURB AND GUTTER

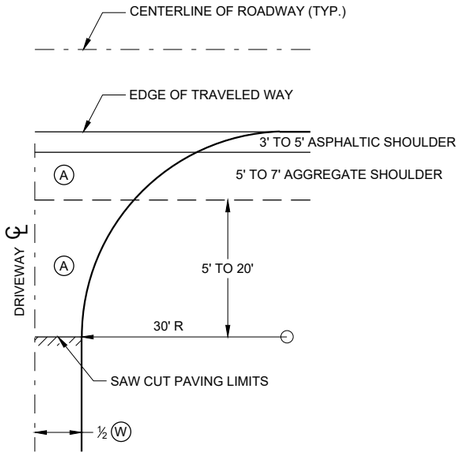
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

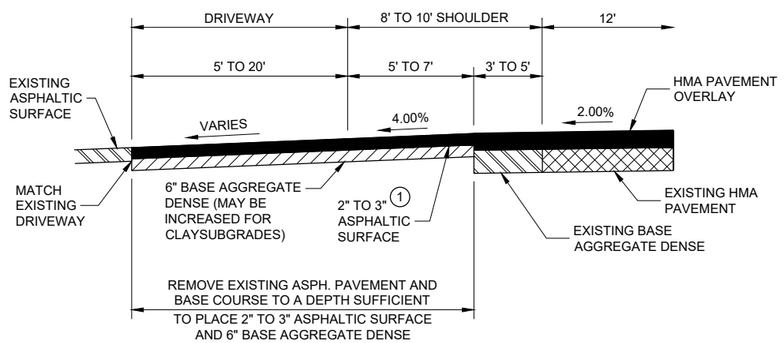
GENERAL NOTES

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



PLAN VIEW

HALF SECTION



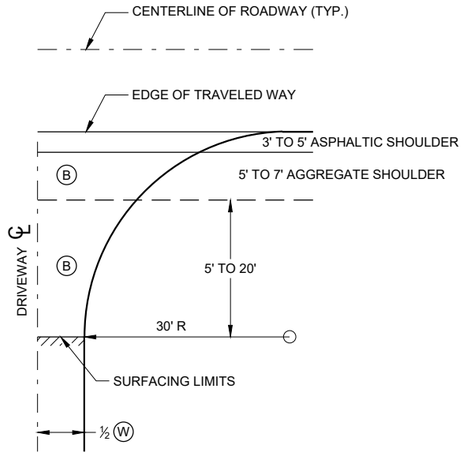
PROFILE VIEW

RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS

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

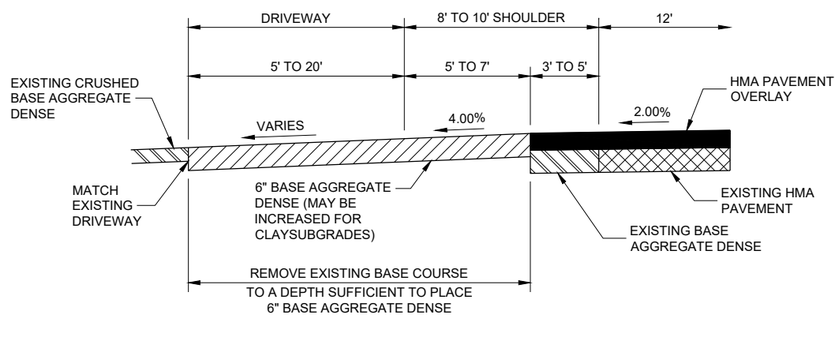
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

(W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



PLAN VIEW

HALF SECTION



PROFILE VIEW

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

DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

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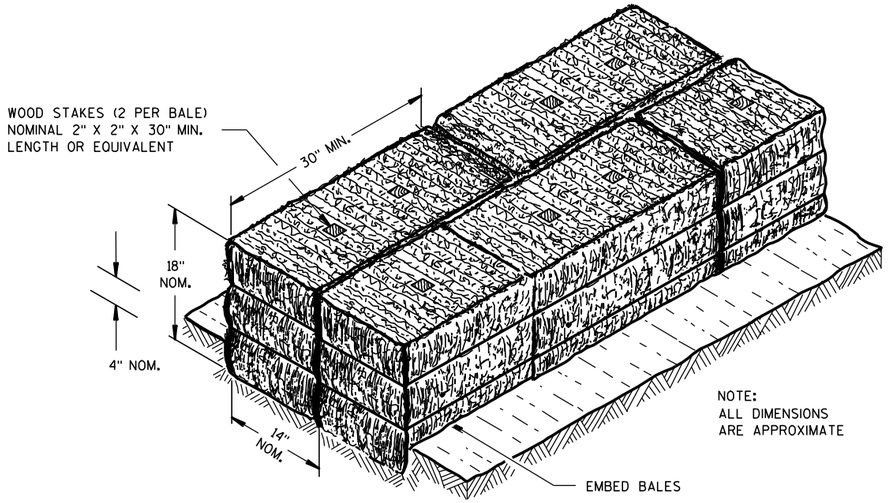
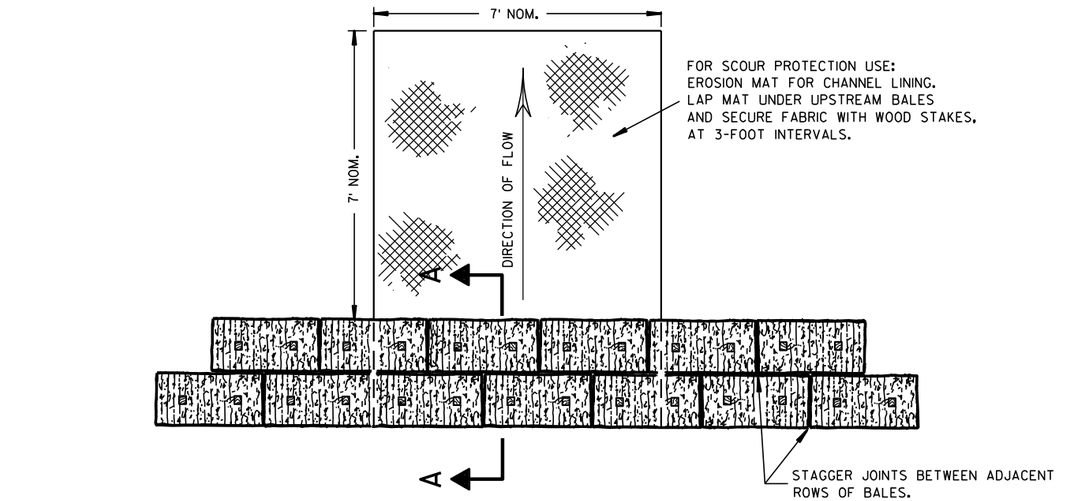
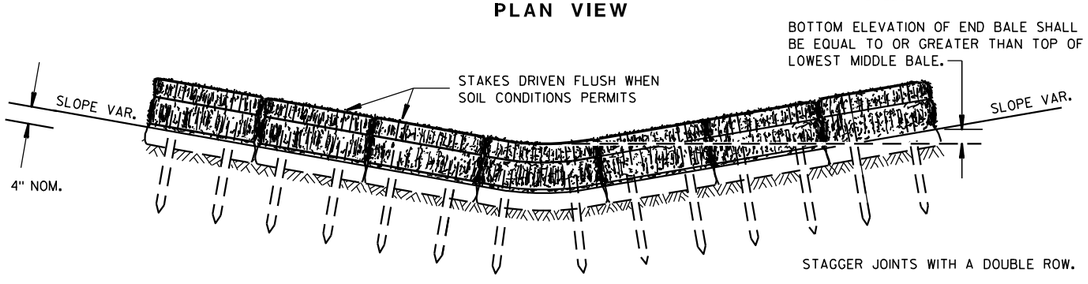


SECTION A-A



PLAN VIEW



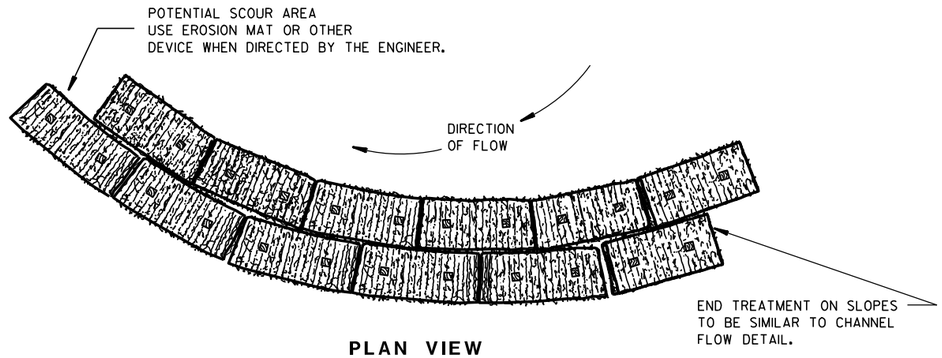
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

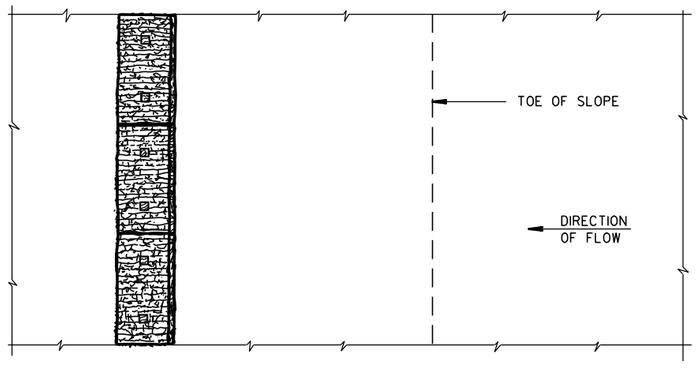
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

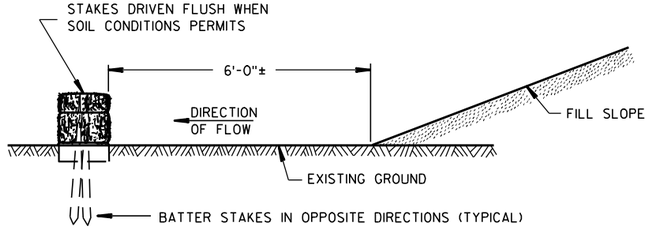


PLAN VIEW

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

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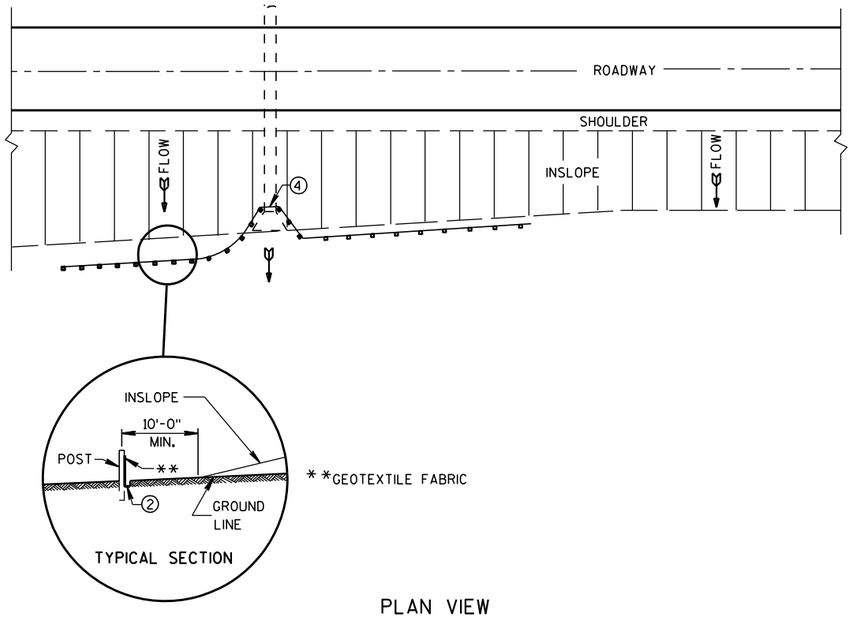
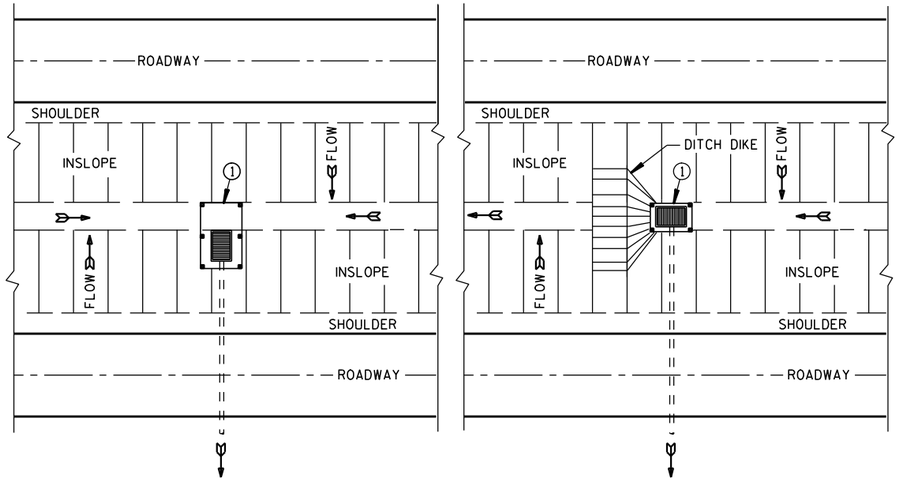
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



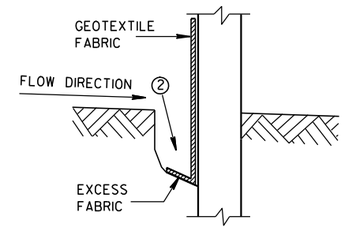
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

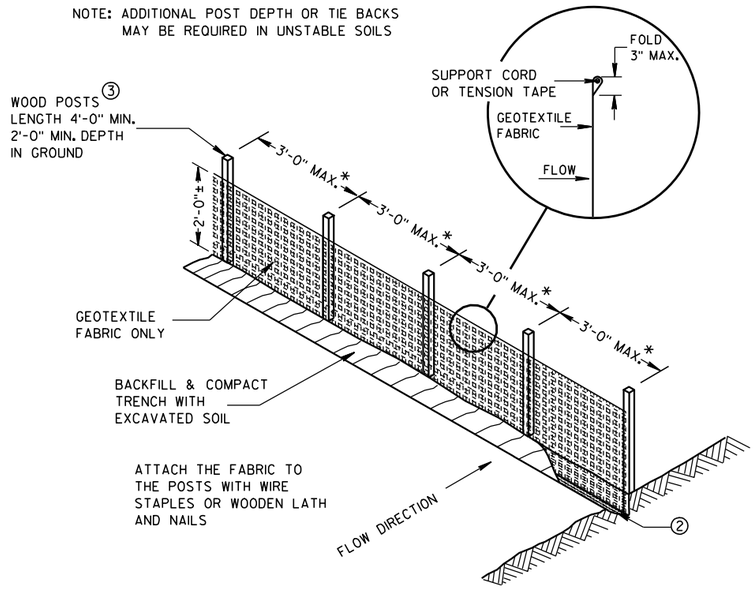
GENERAL NOTES

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.

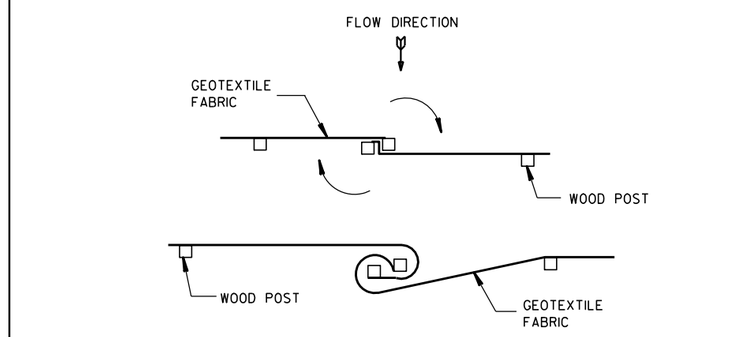


TRENCH DETAIL

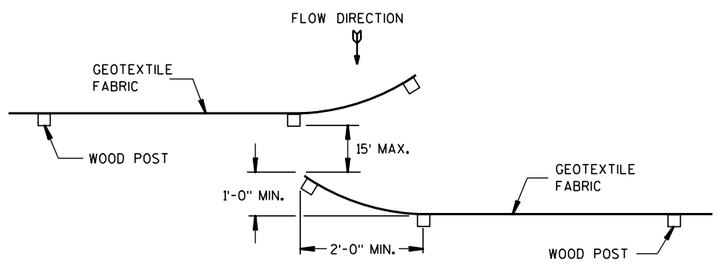


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

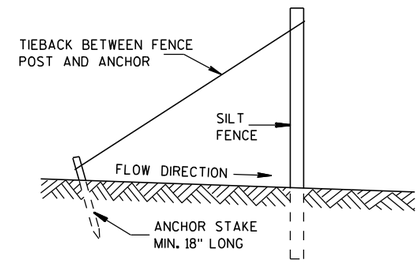


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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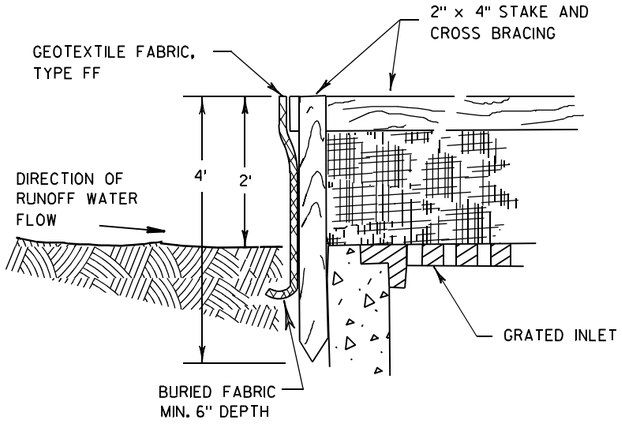
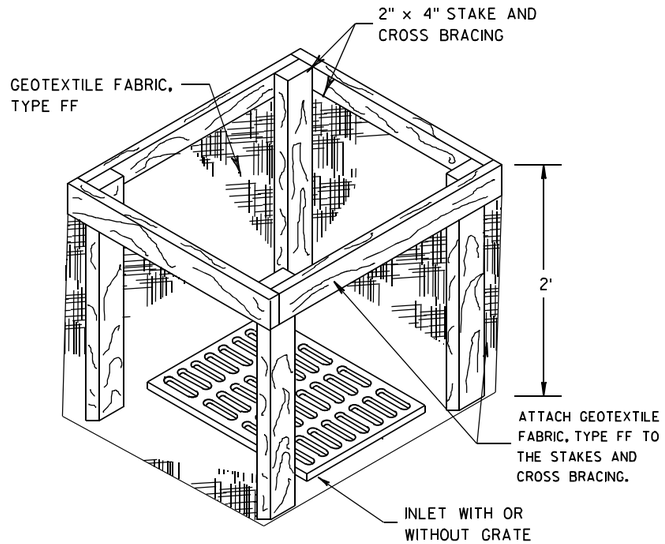
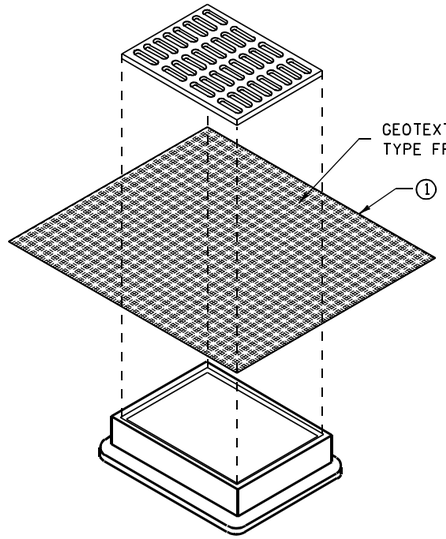


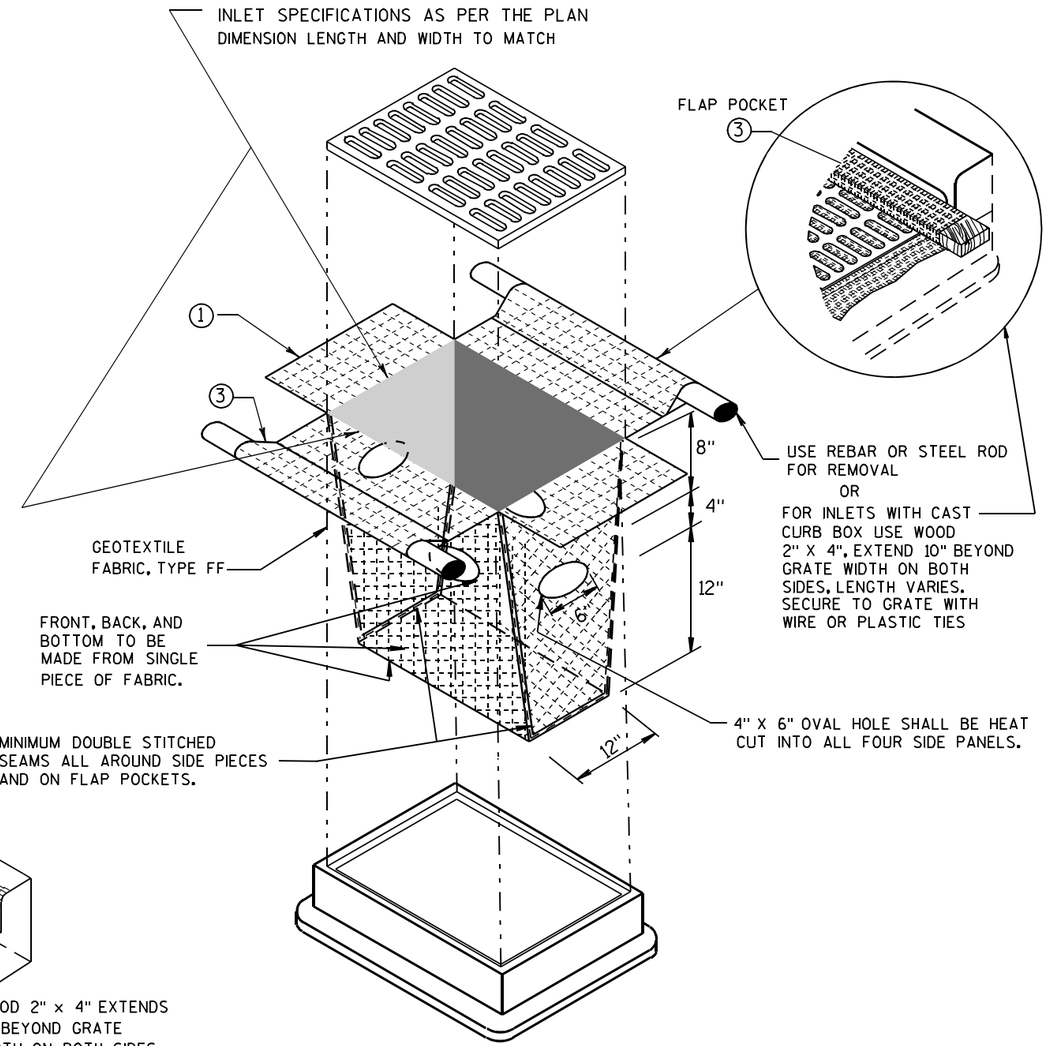


INLET PROTECTION, TYPE A



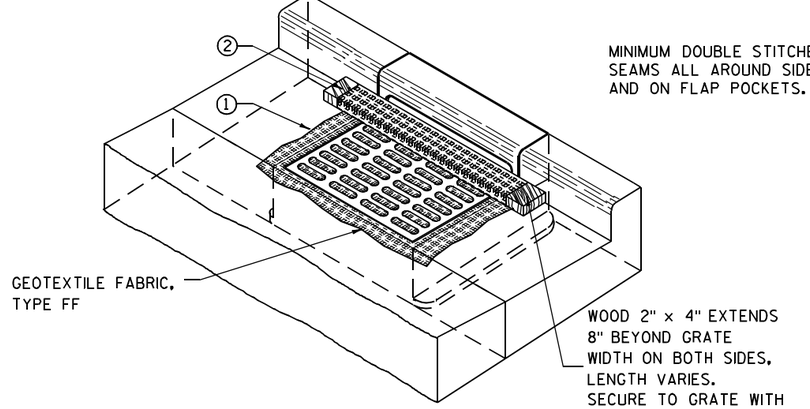
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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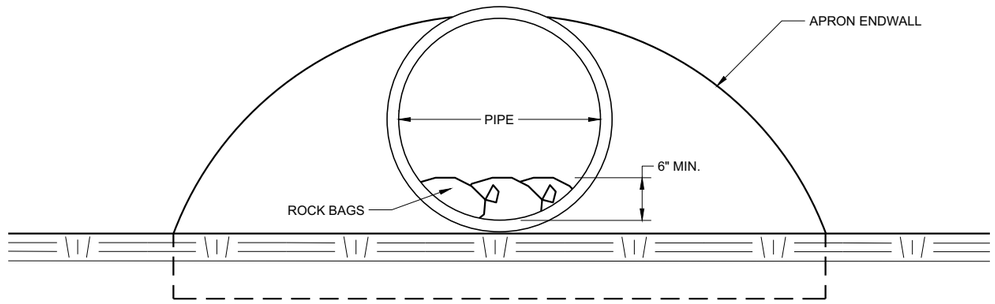
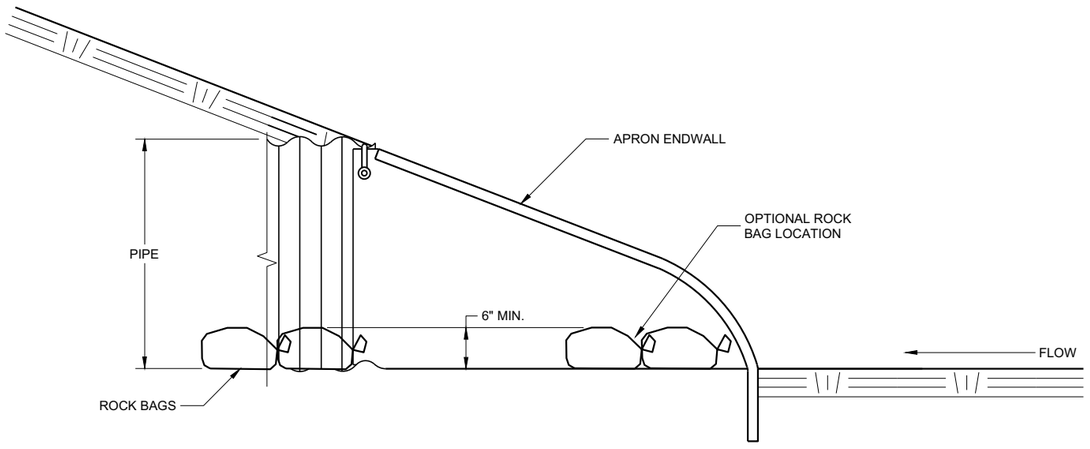


END VIEW



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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SDD 08E15 - 01

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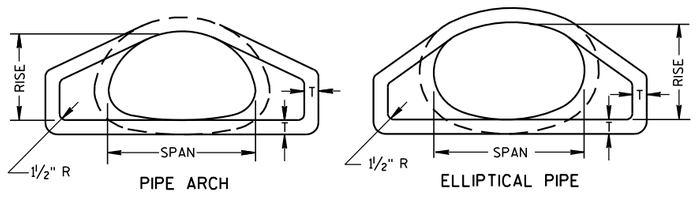
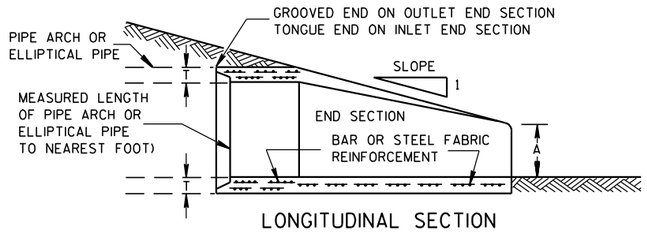
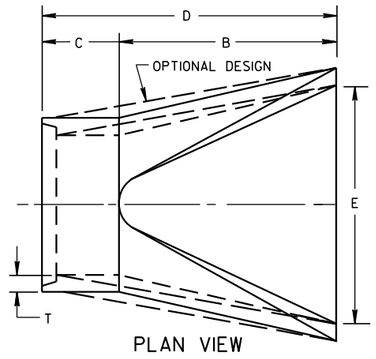
SDD 08E15 - 01



END VIEW

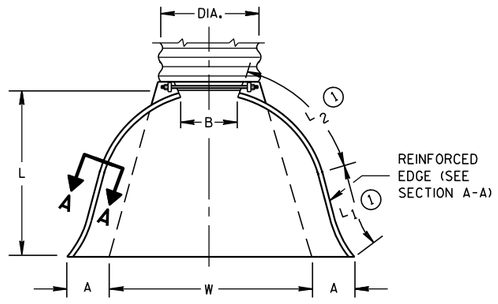


LONGITUDINAL SECTION

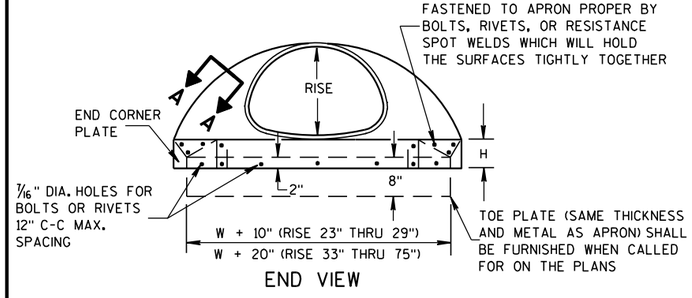


PLAN VIEW

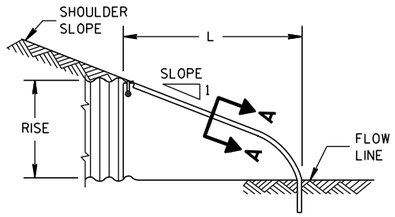
CONCRETE ENDWALLS



PLAN VIEW

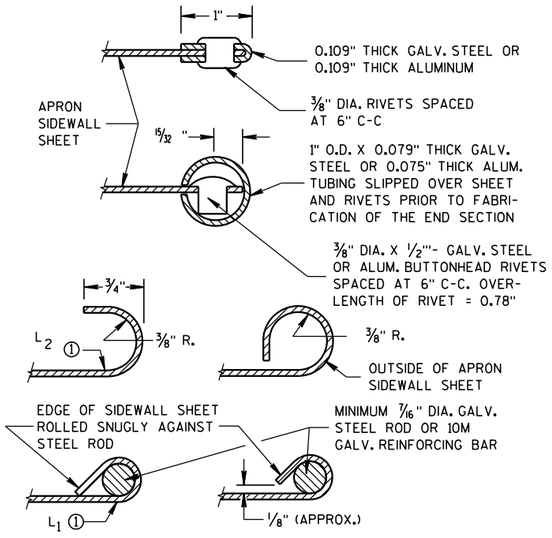


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

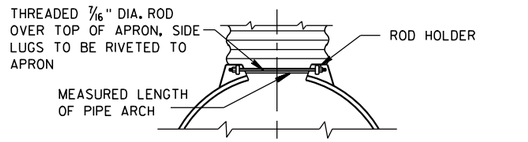
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

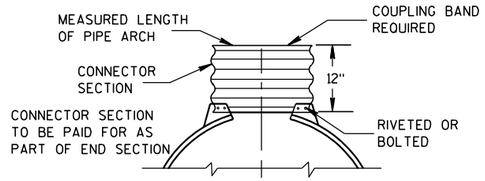
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



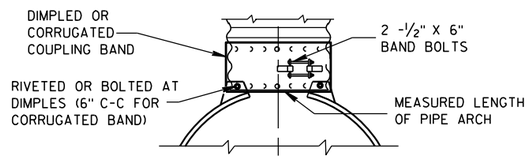
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

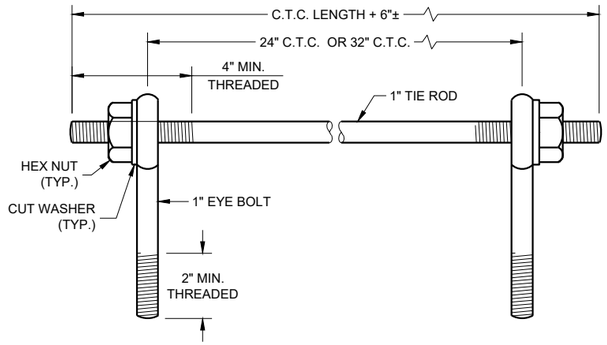
FHWA

6

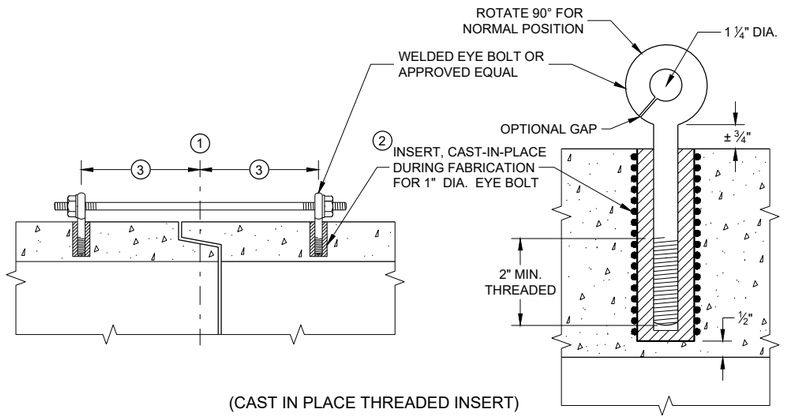
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

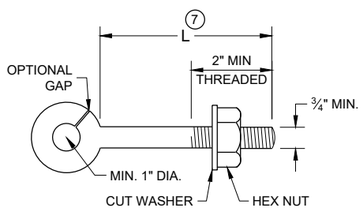
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

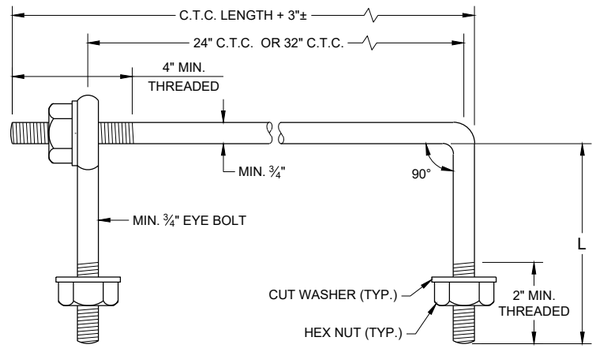
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

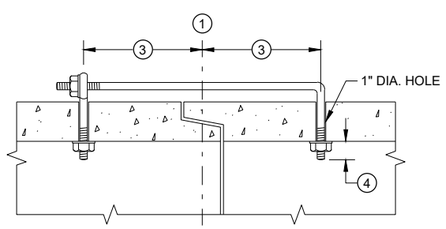


EYE BOLT (7)

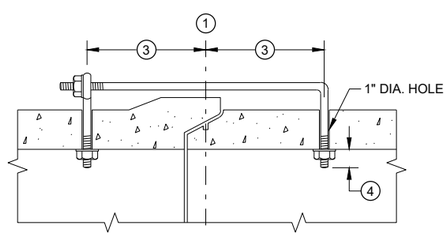
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

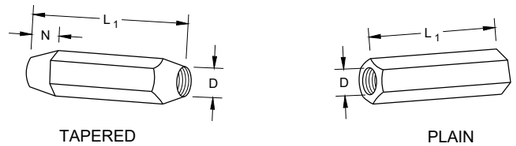
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

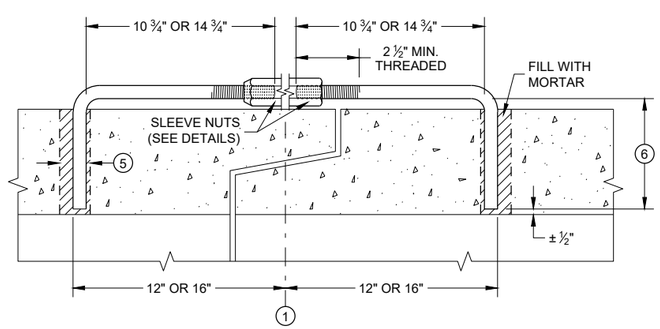
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



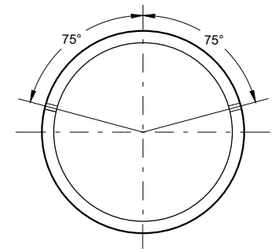
RIGHT AND LEFT THREADS

SLEEVE NUTS



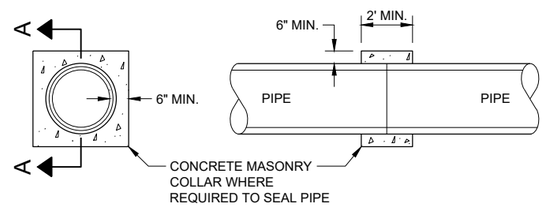
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

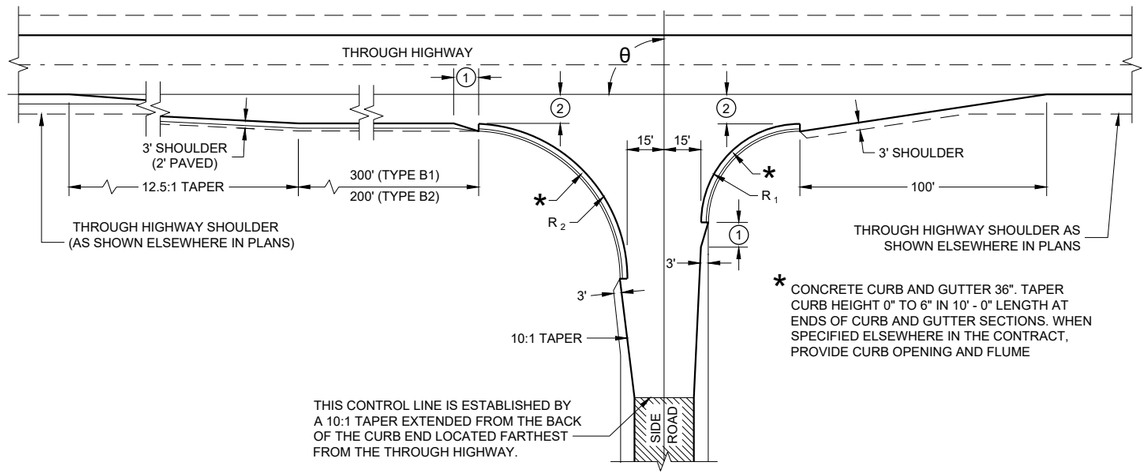
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08F04 - 08

SDD 08F04 - 08



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

TYPE "B1" AND "B2"

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

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

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

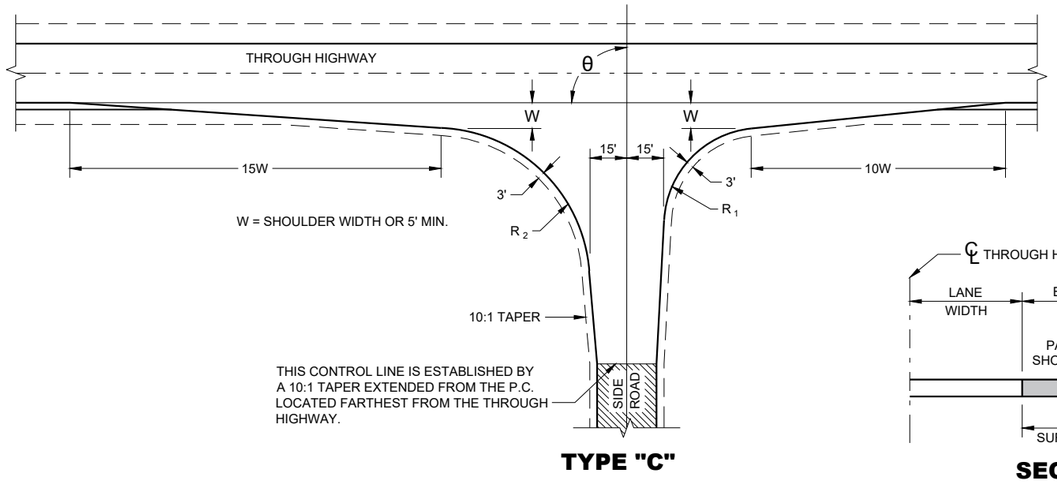
(1) 10-FT TYPICAL.

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

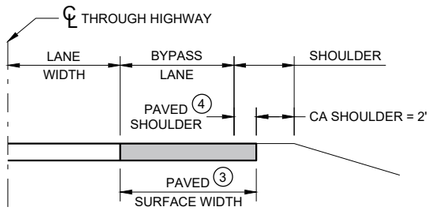
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

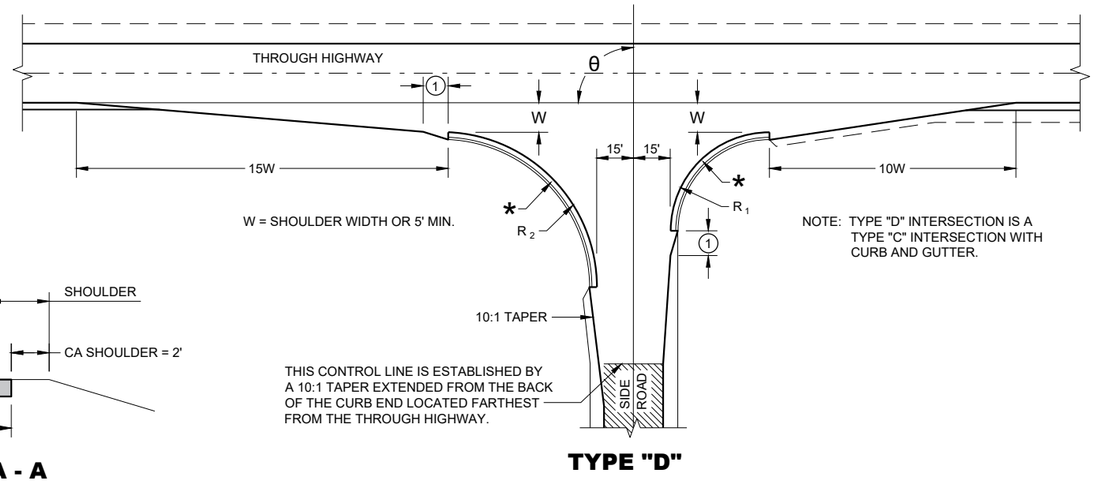
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



TYPE "C"

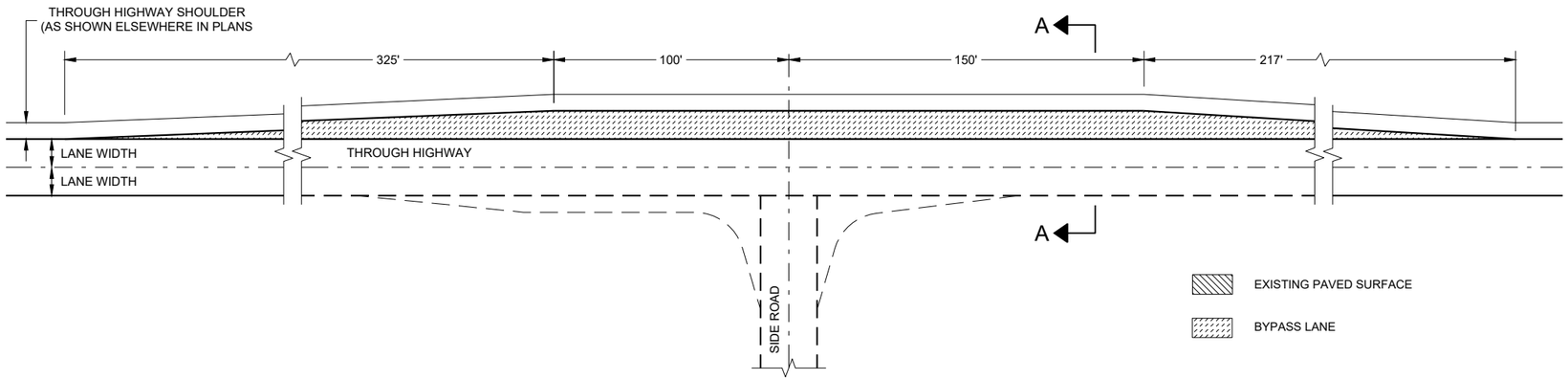


SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



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

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 09A01 - 14a

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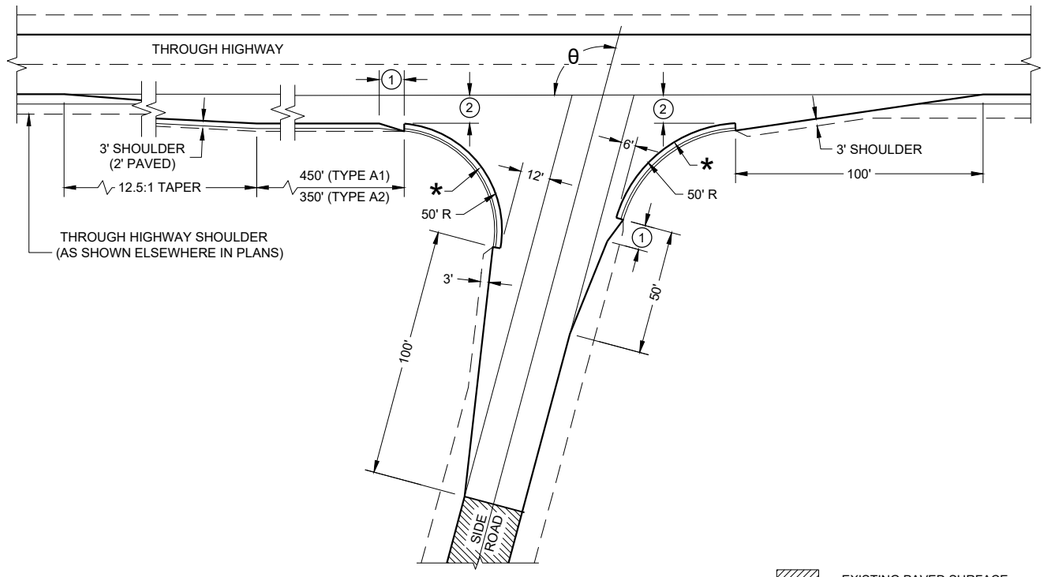
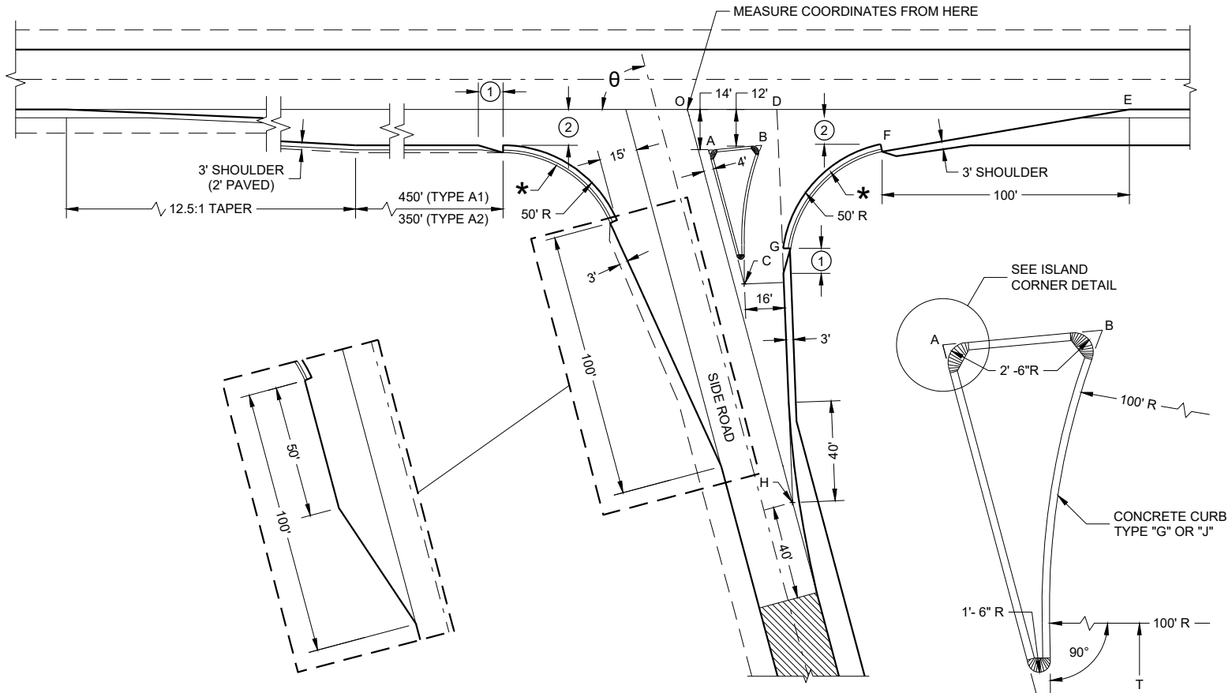
SDD 09A01 - 14a

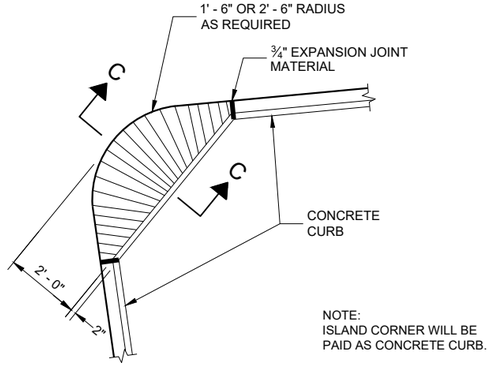


θ = MORE THAN 80°



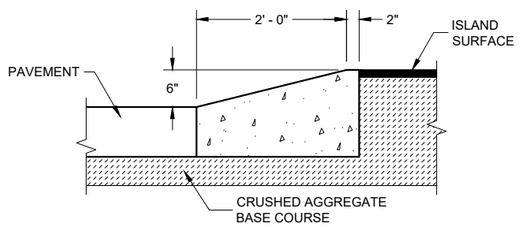
SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

θ = ACUTE ANGLES 80° OR LESS



PLAN VIEW

NOTE:
ISLAND CORNER WILL BE
PAID AS CONCRETE CURB.



SECTION C - C

ISLAND CORNER DETAIL

(TO BE CONSTUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT 'O') X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE 'A1" AND "A2" SIDE ROAD INTERSECTION DETAILS

AT GRADE SIDE ROAD INTERSECTIONS
TYPES "A1" AND "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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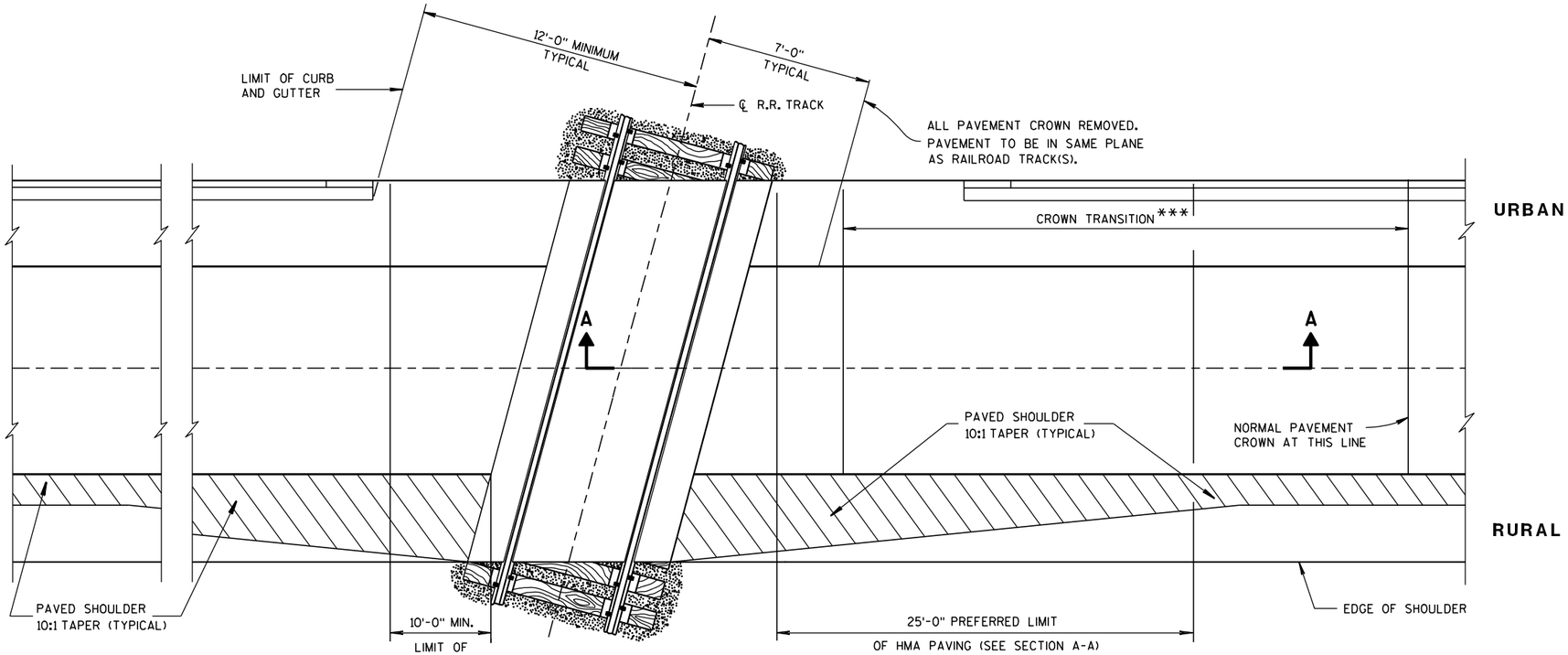
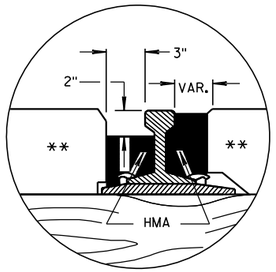
SDD 09A01 - 14b
SDD 09A01 - 14b





DETAIL B

HMA FLANGEWAY AND FIELD FILLERS

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

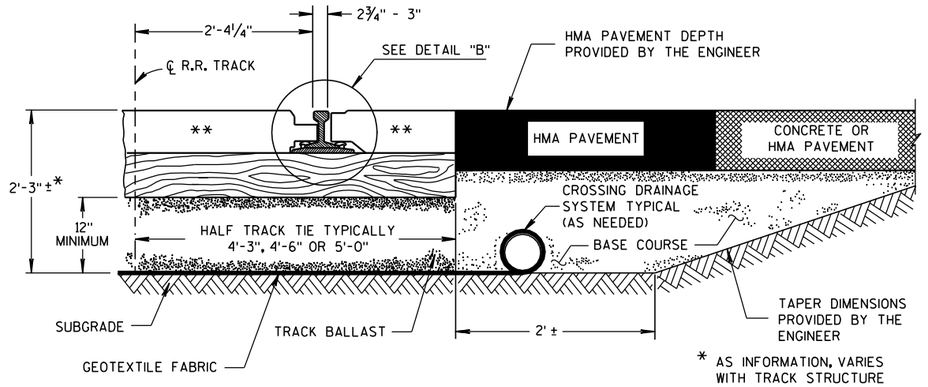
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

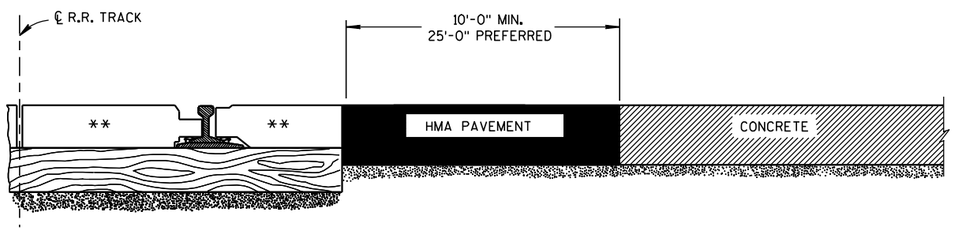
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.



TYPICAL HALF SECTION



SECTION A-A

CONCRETE PAVEMENT APPROACH

SECTION A-A

HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAI CTION
FHWA

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S.D.D. 13 B 1-10

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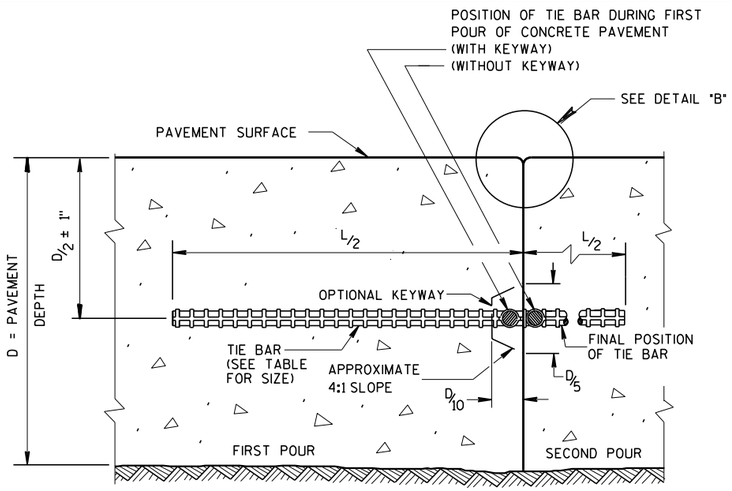
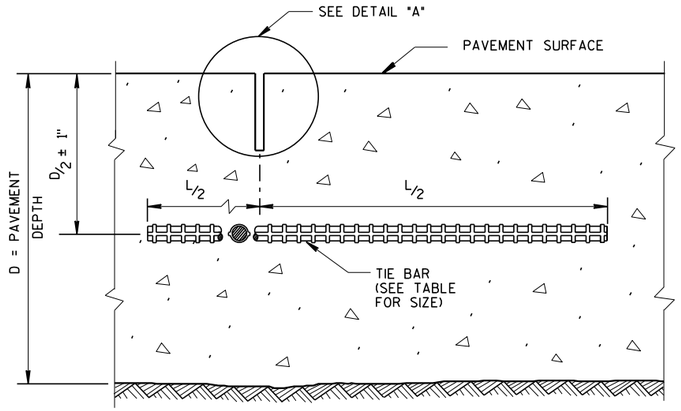
S.D.D. 13 B 1-10



CONSTRUCTION JOINT



SAWED JOINT

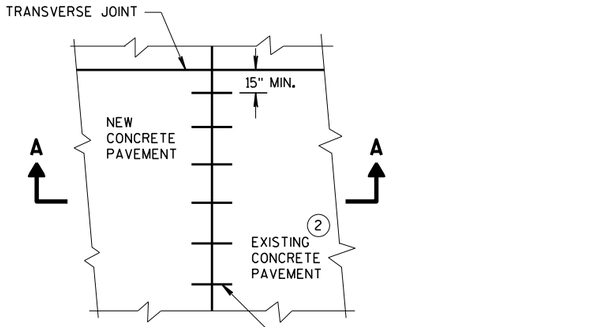
GENERAL NOTES

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

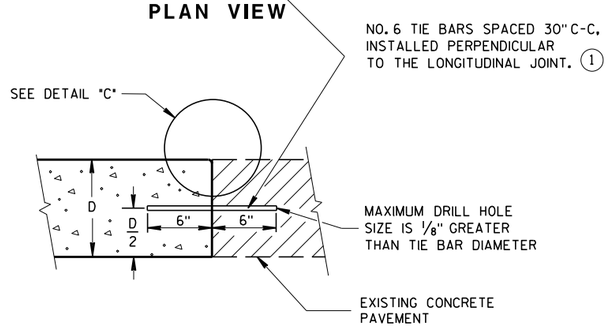
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

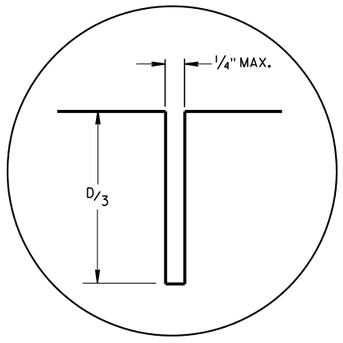


PLAN VIEW

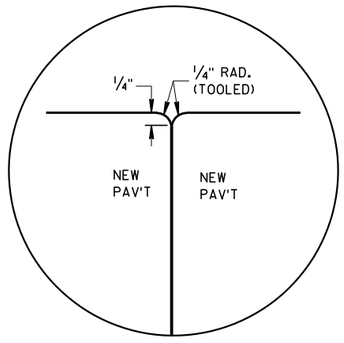


SECTION A-A

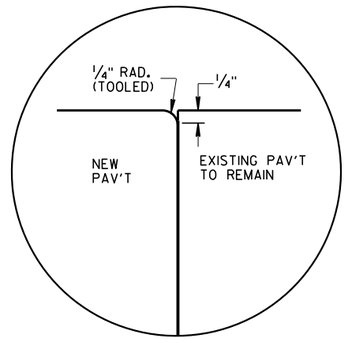
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



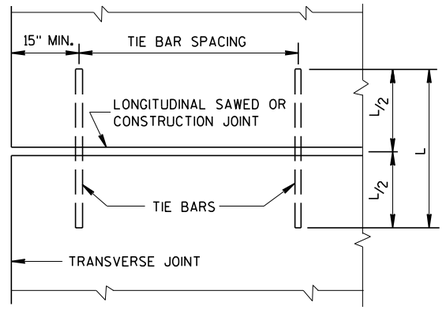
DETAIL "C"

TIE BAR TABLE

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

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 13 C 1-19

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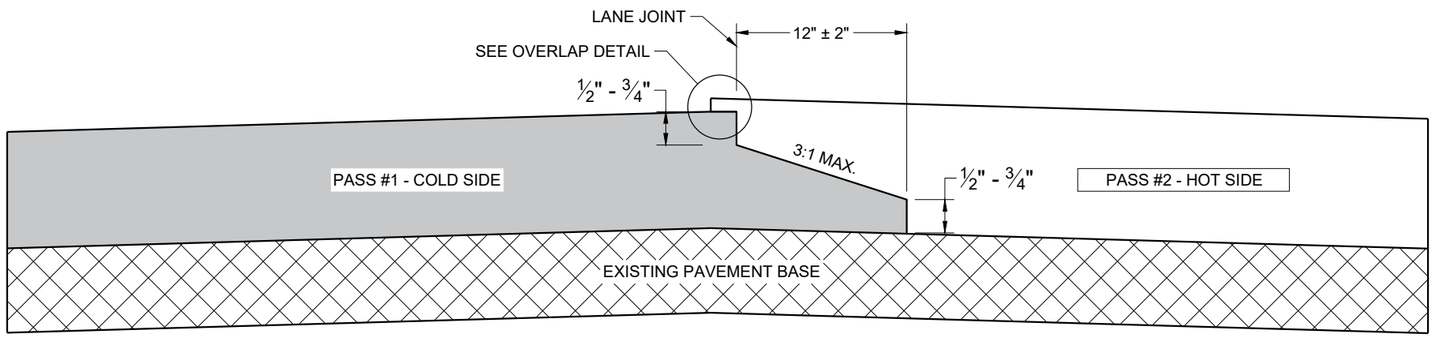
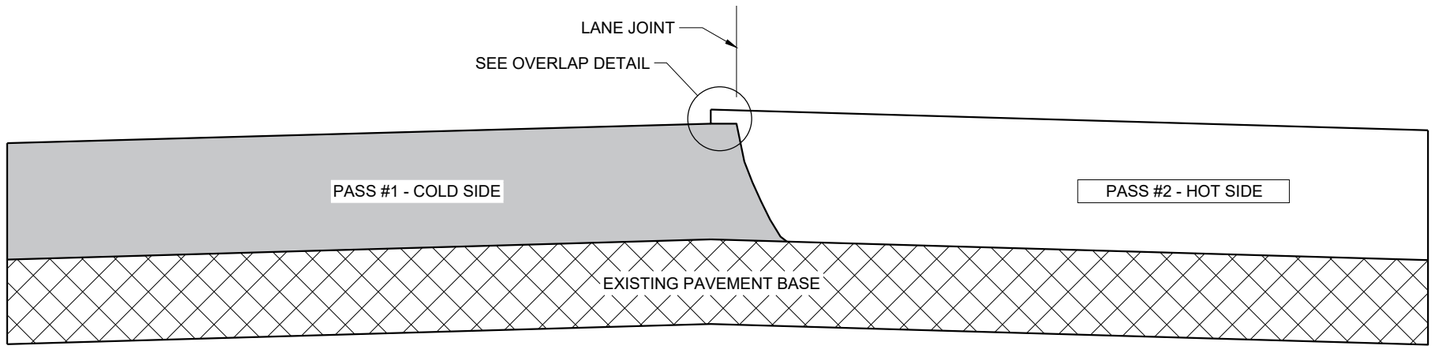
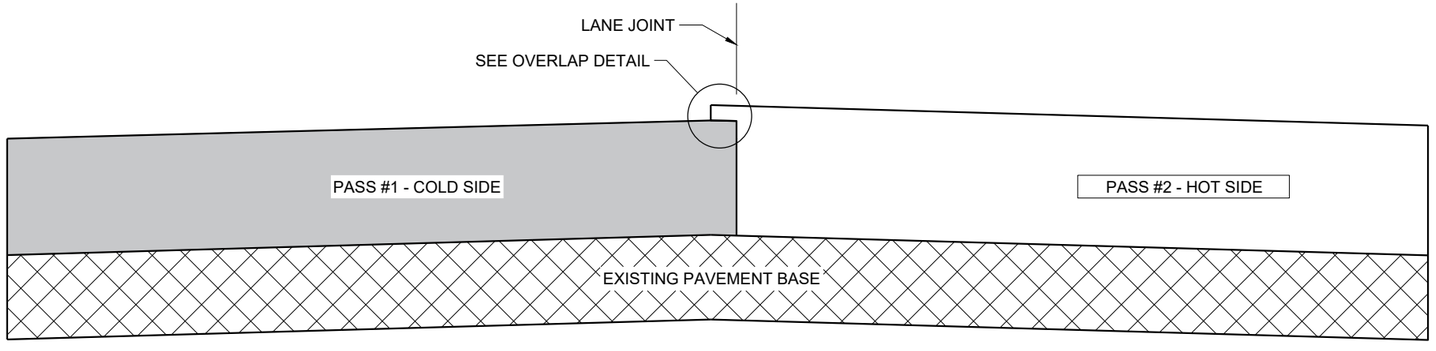
S.D.D. 13 C 1-19



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

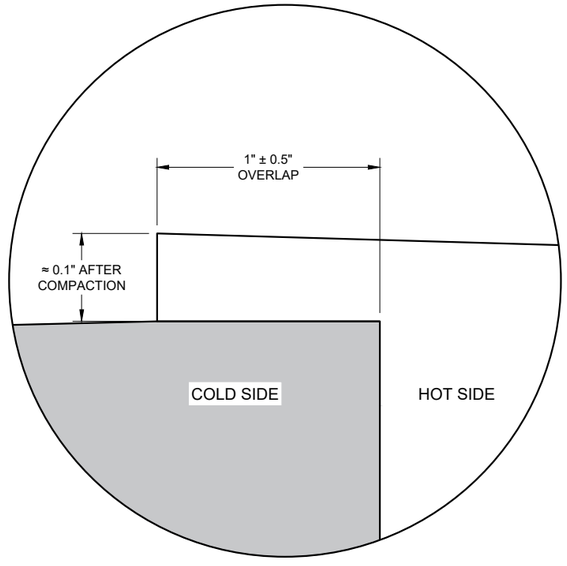
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

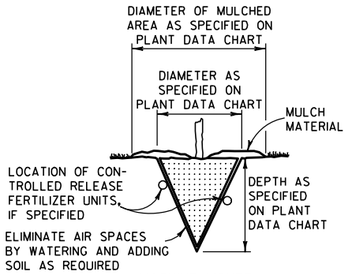
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

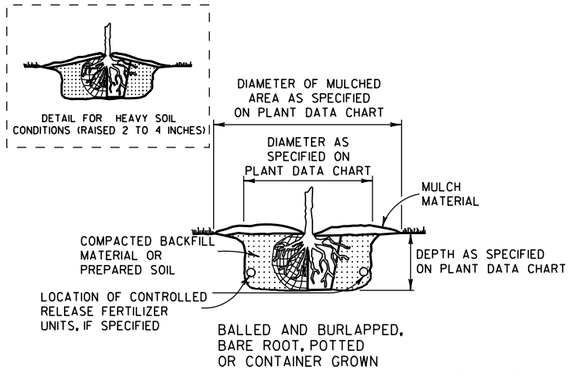
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

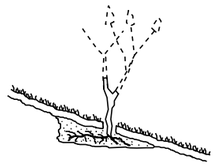
FHWA



MACHINE MOVED

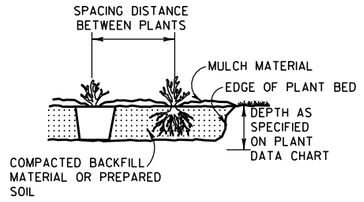


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



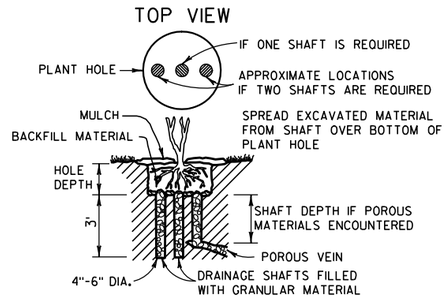
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

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



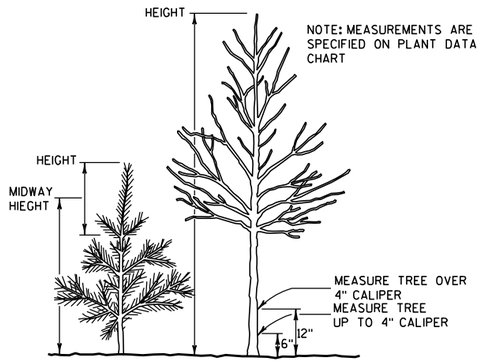
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

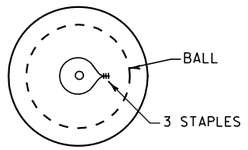


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

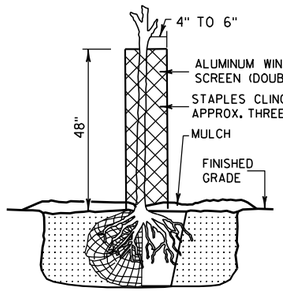
DRAINING



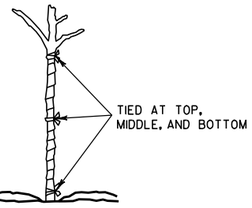
MEASURING



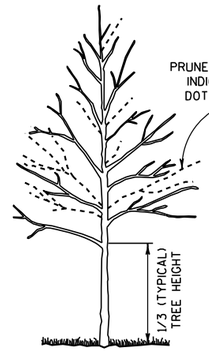
TOP VIEW



RODENT PROTECTION



WRAPPING

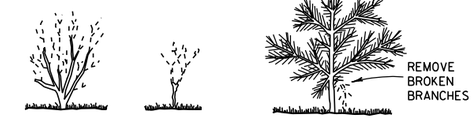


TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

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

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

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

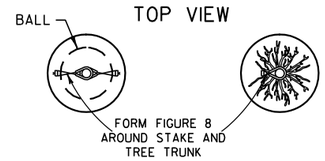


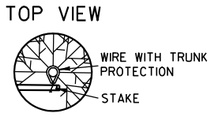
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

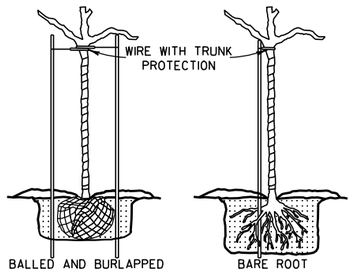
SUMAC

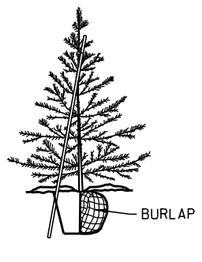
TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



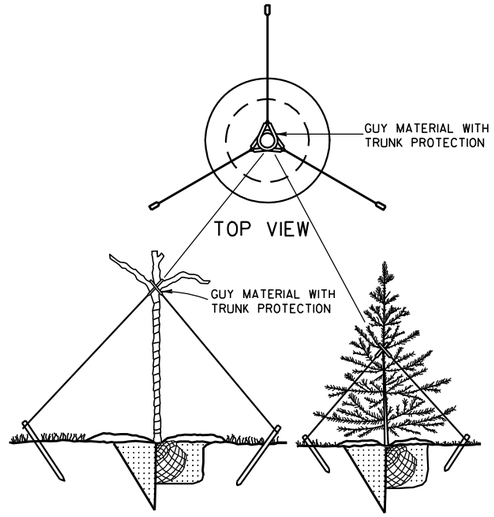




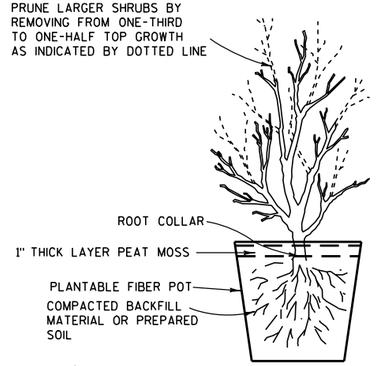


NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING



POTTING

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

S.D.D. 14 A 2-1

S.D.D. 14 A 2-1

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

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

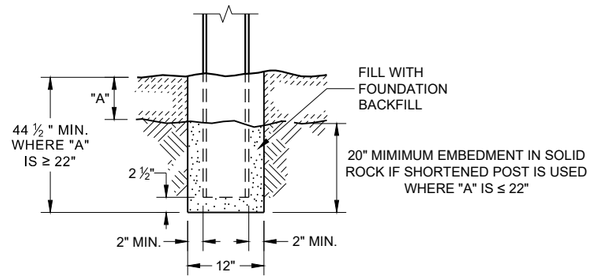
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

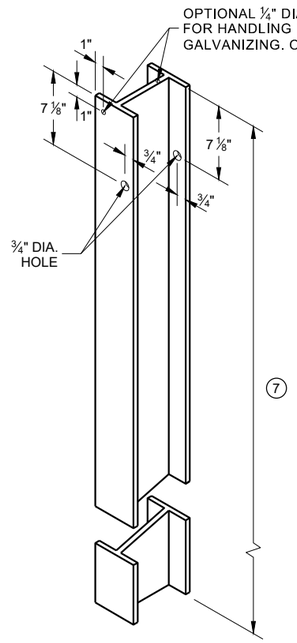
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

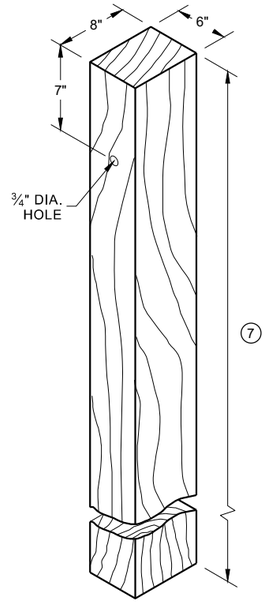
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



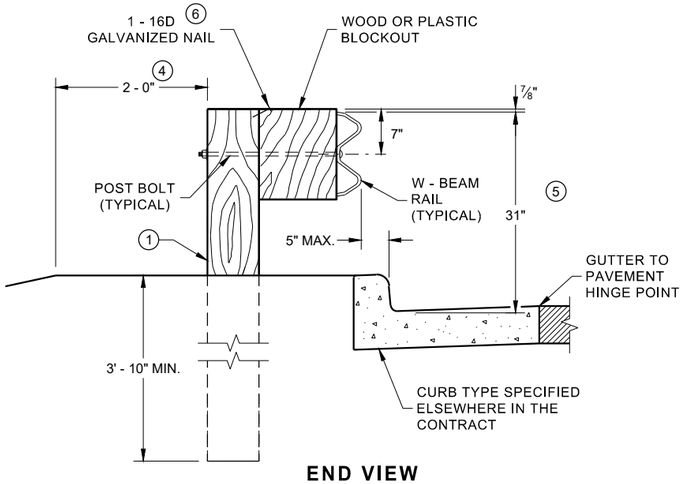
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



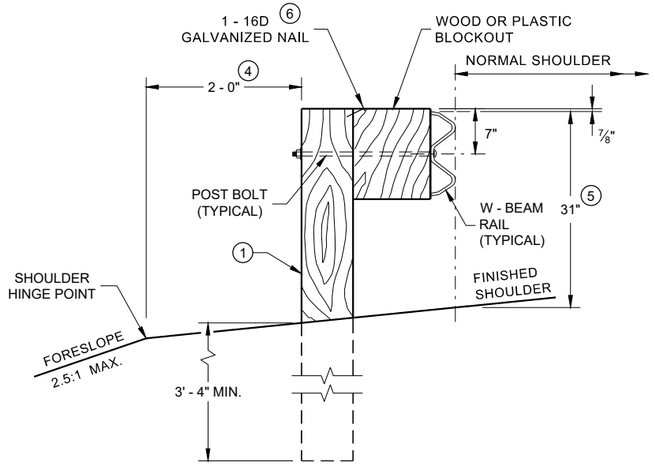
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



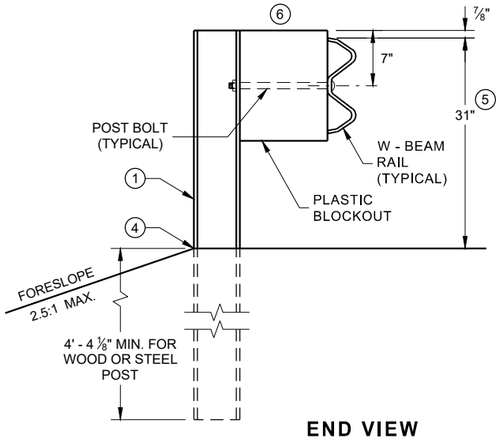
WOOD POST (6" X 8") NOMINAL (1)



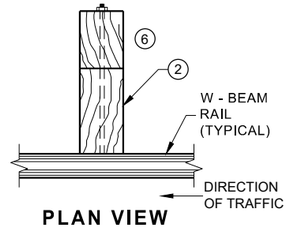
END VIEW
LOCATED ALONG A CURBED ROADWAY



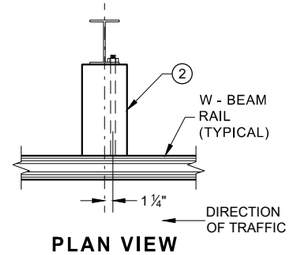
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



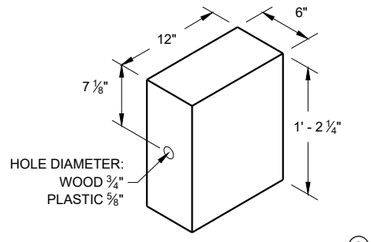
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

6
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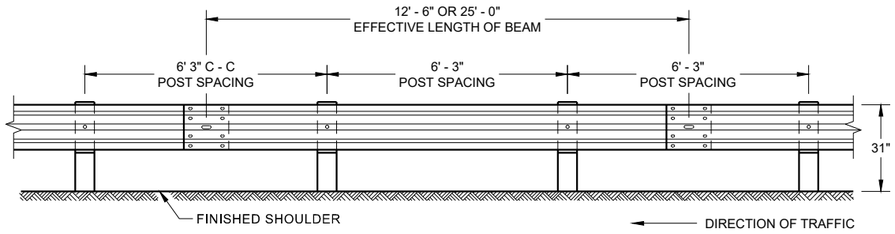
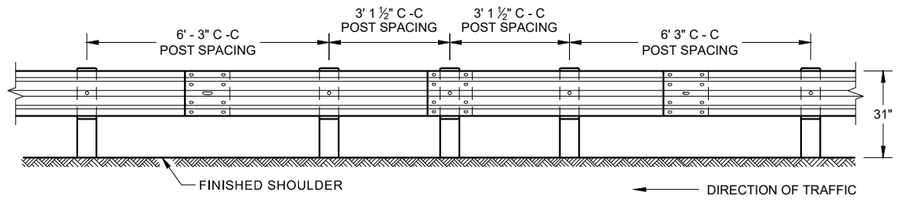
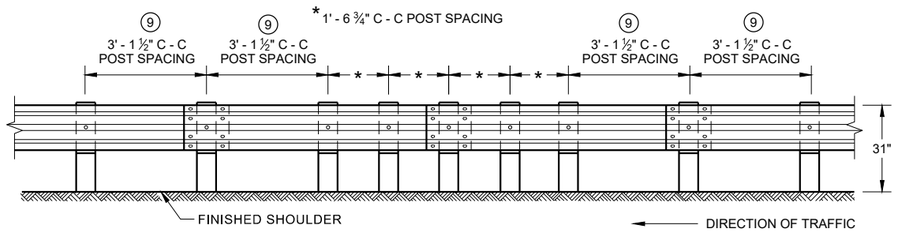


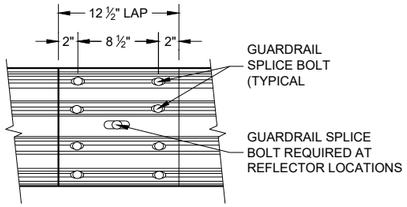
FRONT VIEW
POST SPACING STANDARD INSTALLATION



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



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

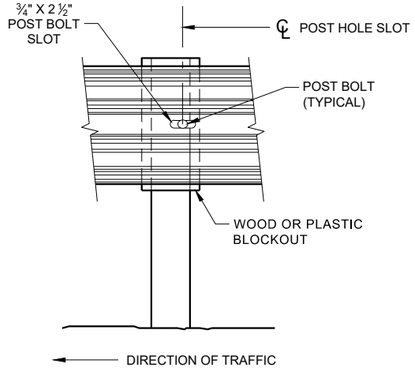
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

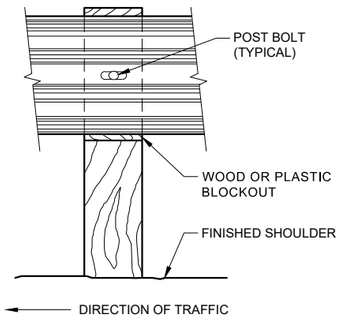
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

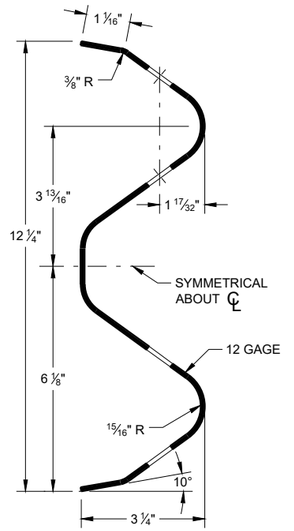
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



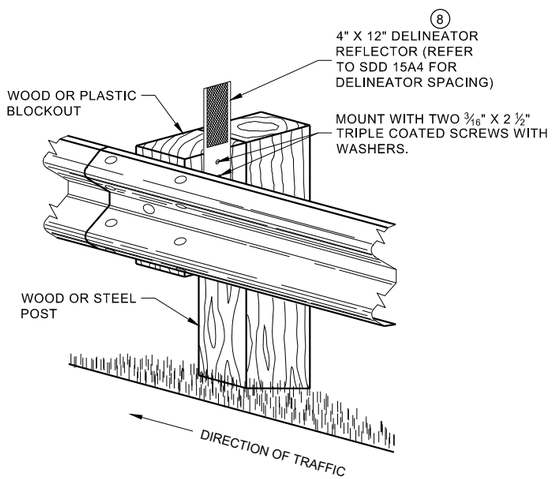
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



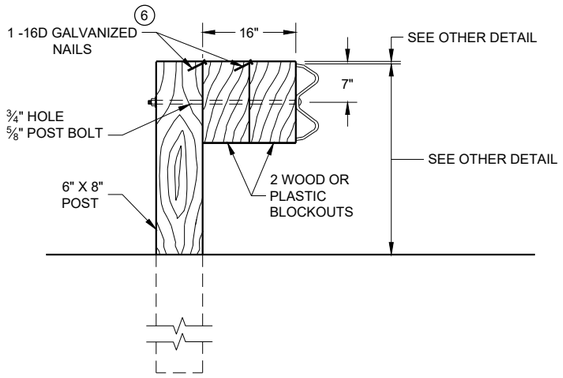
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

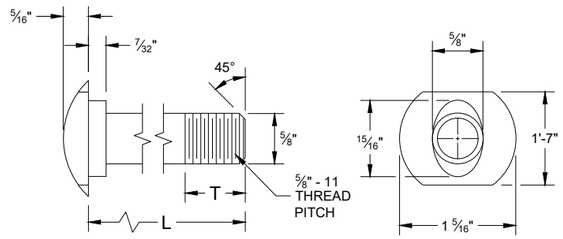


DETAIL FOR 16" BLOCKOUT DEPTH

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

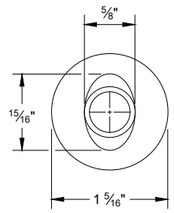
NOTE:

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

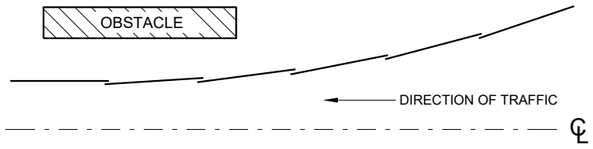


POST BOLT TABLE

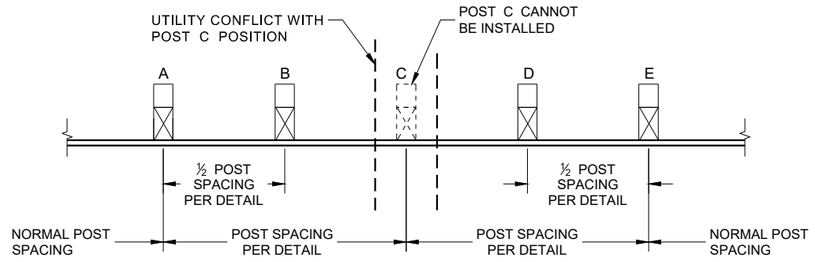
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



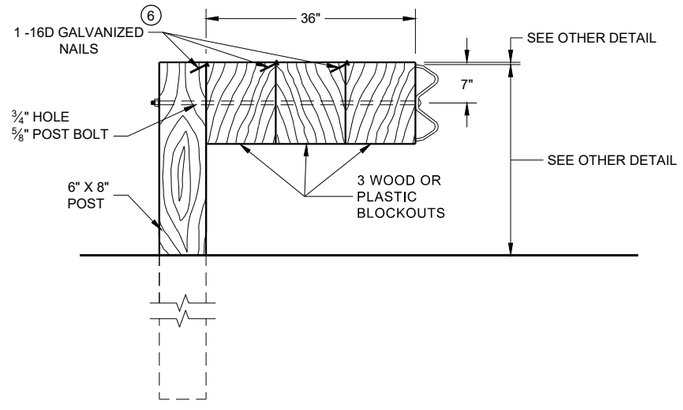
ALTERNATE BOLT HEAD



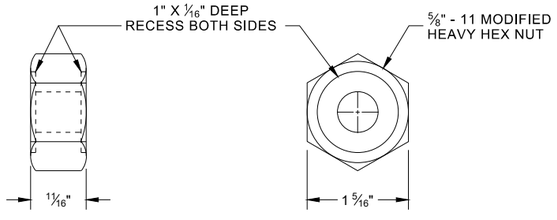
PLAN VIEW
BEAM LAPPING DETAIL



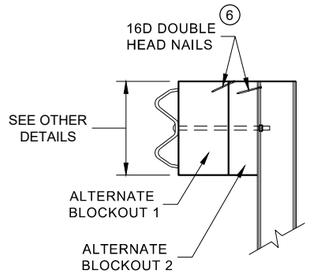
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



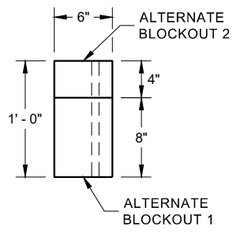
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

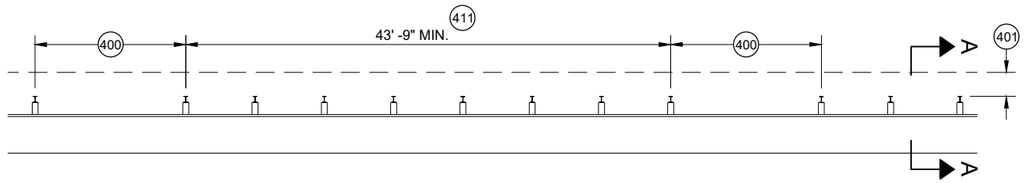
ALTERNATE WOOD BLOCKOUT DETAIL

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

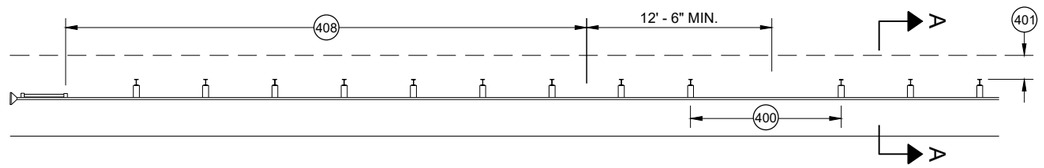
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

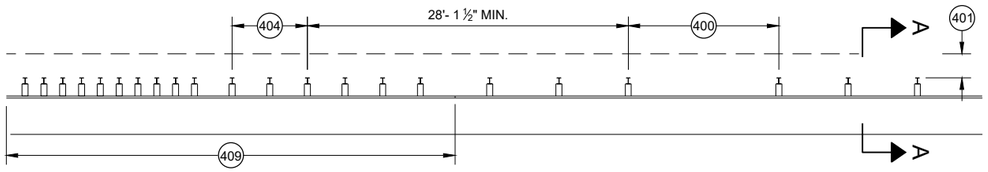
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



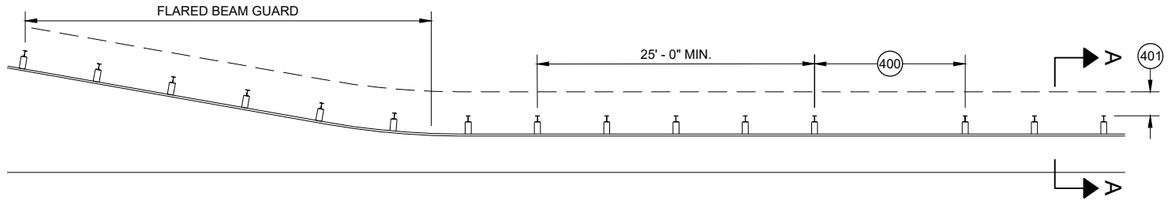
MISSING POST IN MGS GUARDRAIL



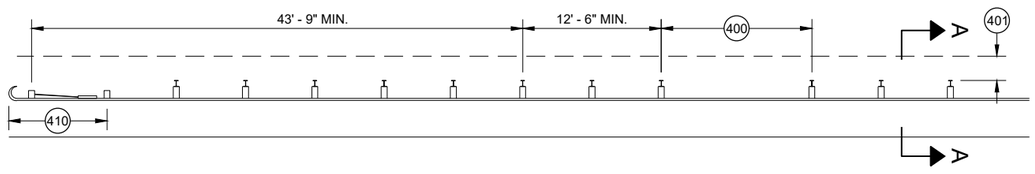
MISSING POST IN MGS GUARDRAIL NEAR EAT



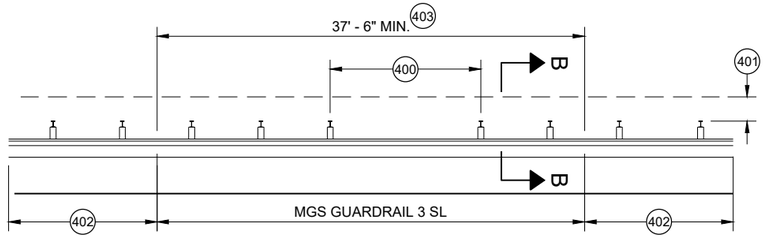
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

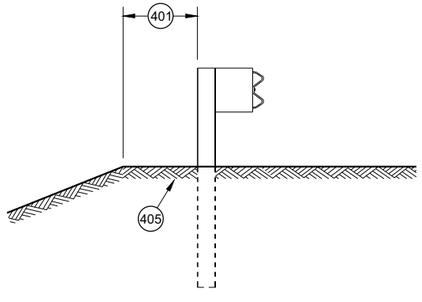


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

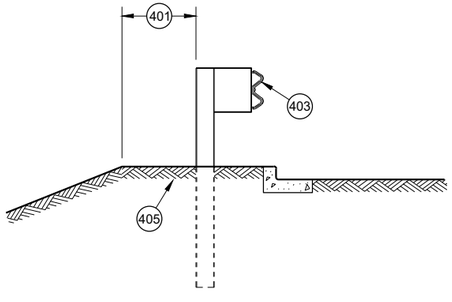


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

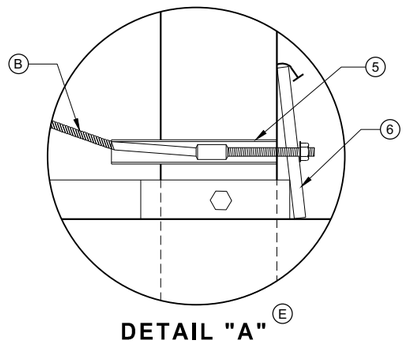
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

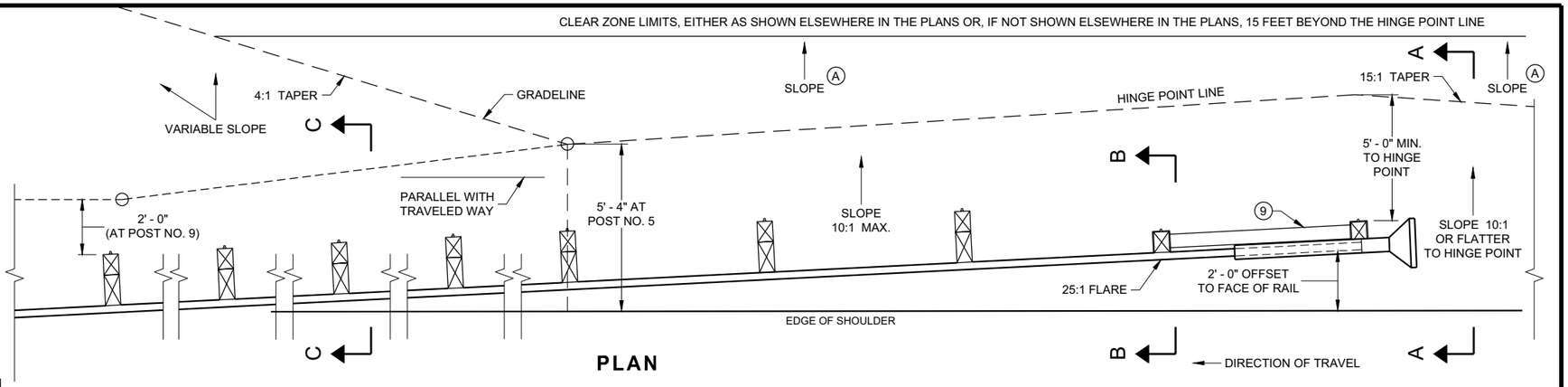
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

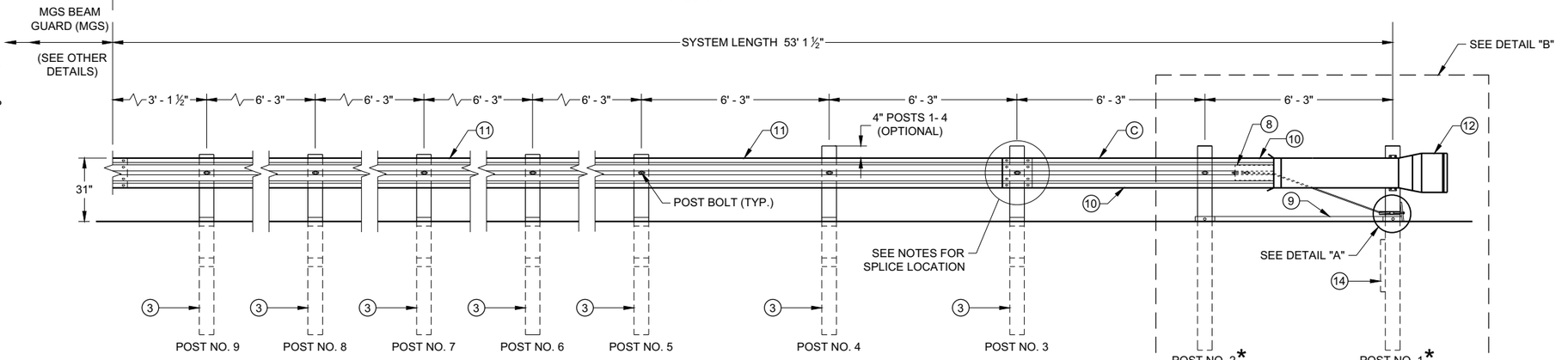
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



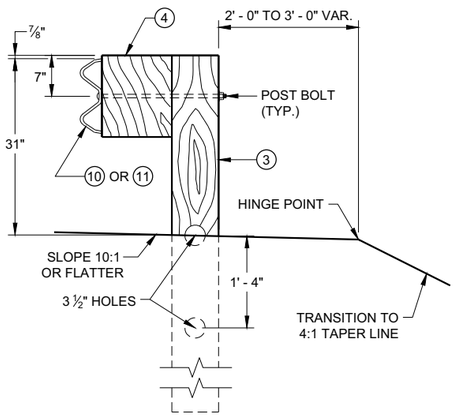
DETAIL "A" (E)



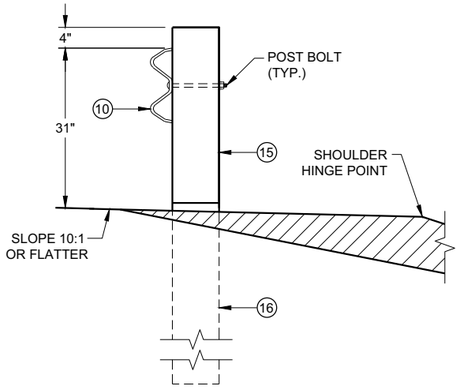
PLAN



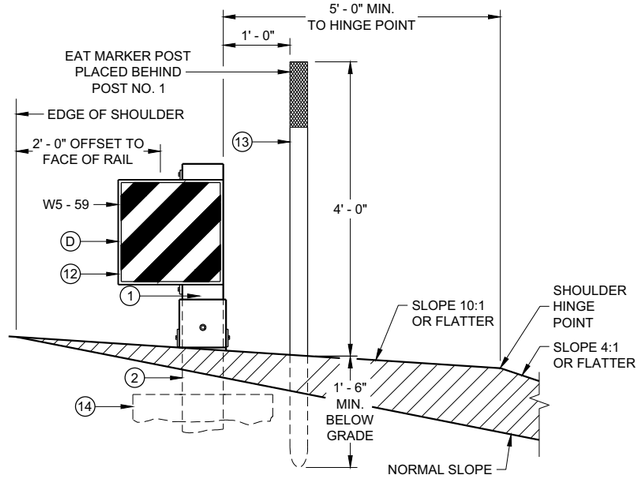
ELEVATION



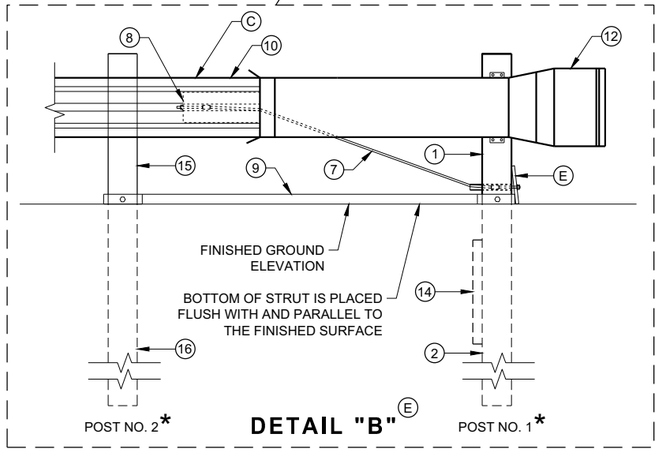
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



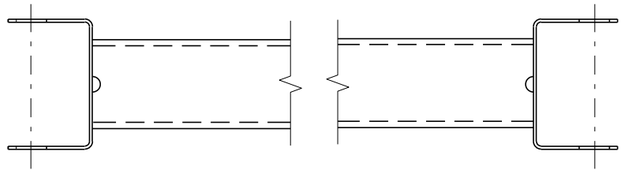
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

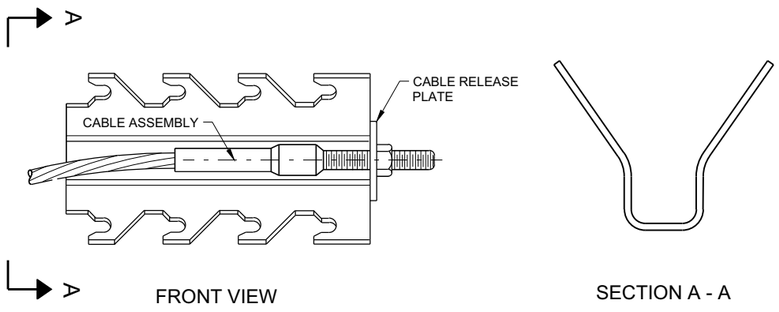
SDD 14B44 - 04a



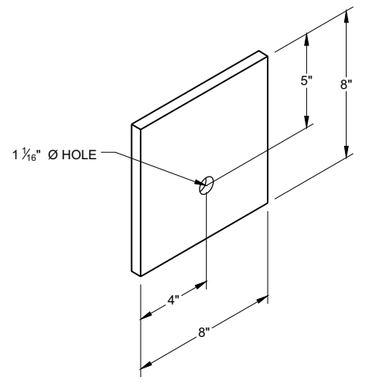
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

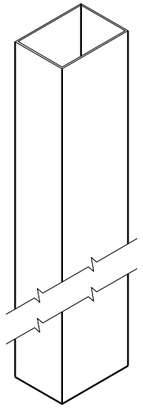
6

SDD 14B44 - 04b

SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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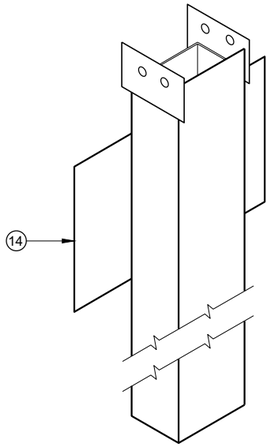

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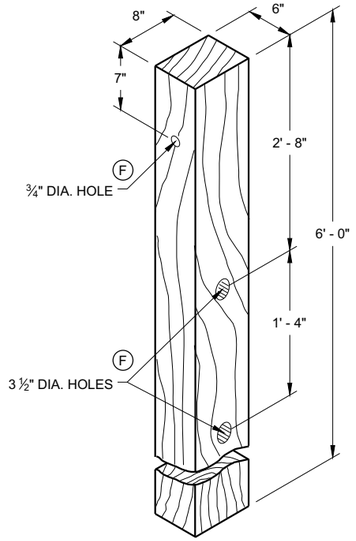
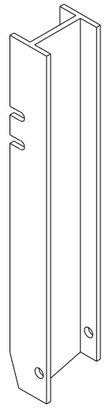


WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



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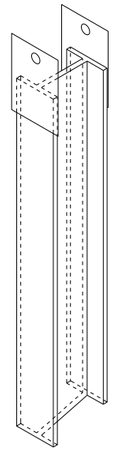

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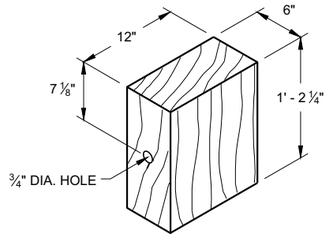
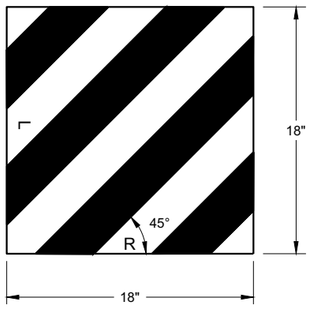
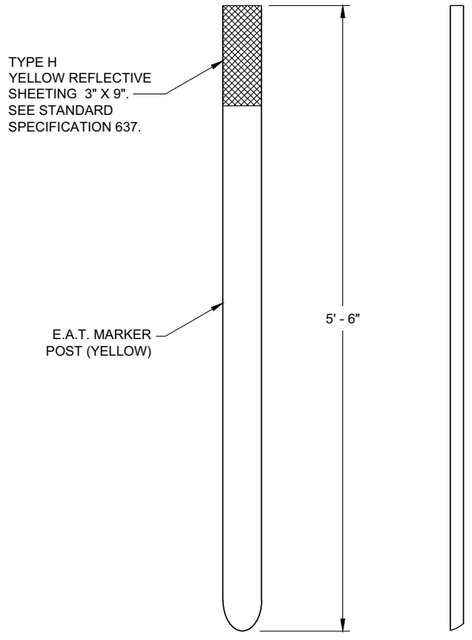


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



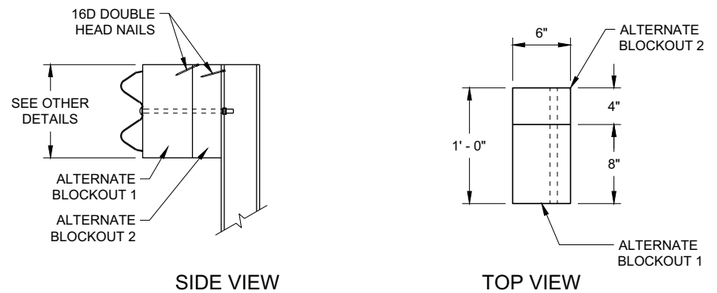
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

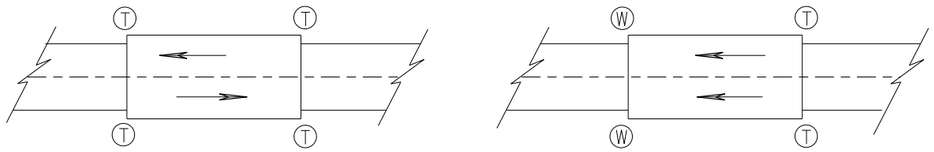
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

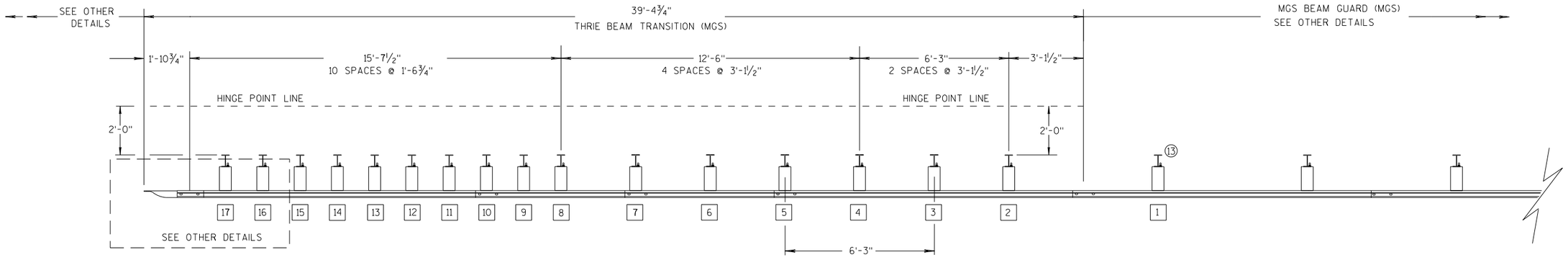
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

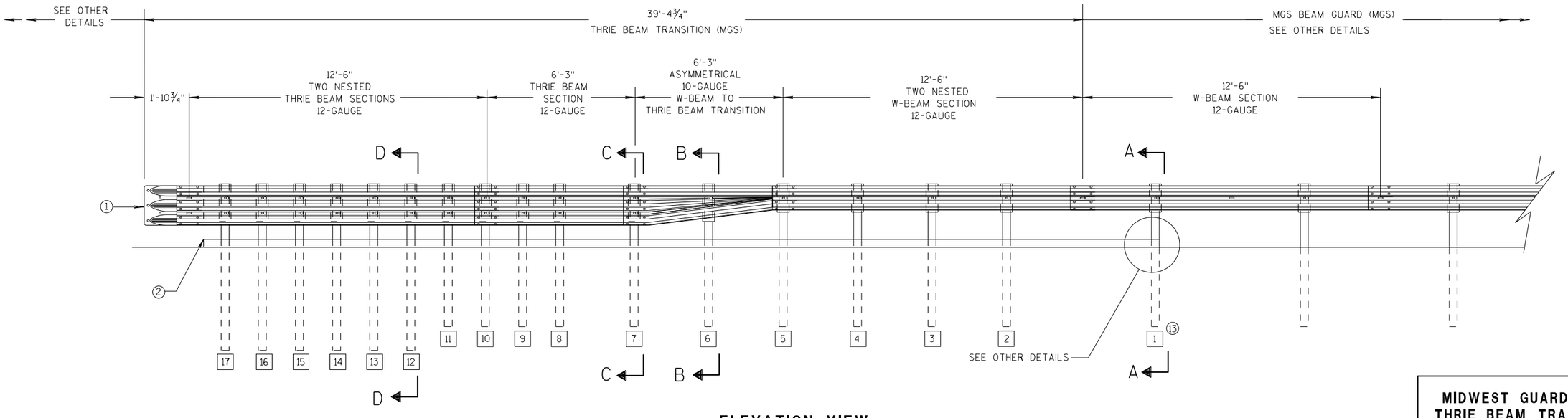
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

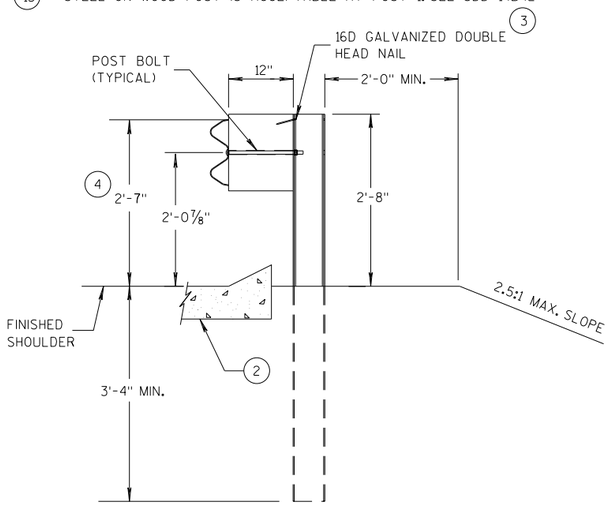
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

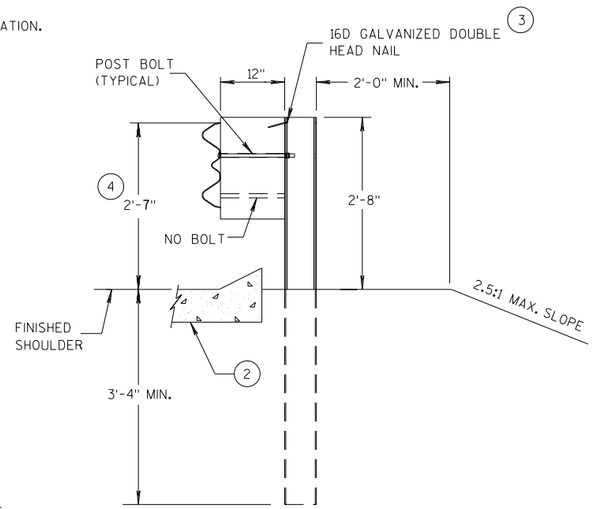
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



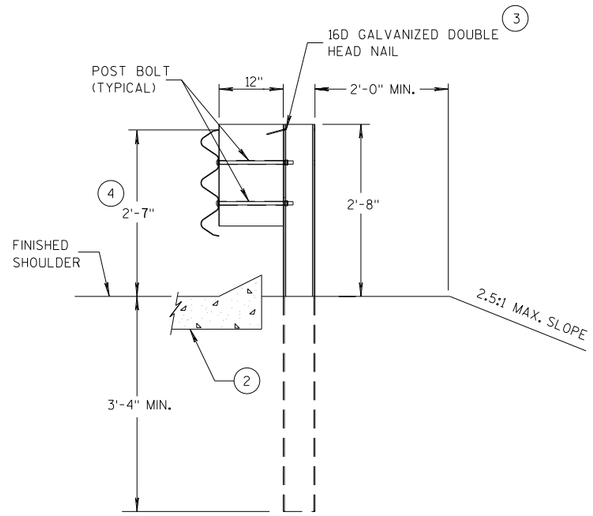
SECTION A-A (13)

POSTS 1-5



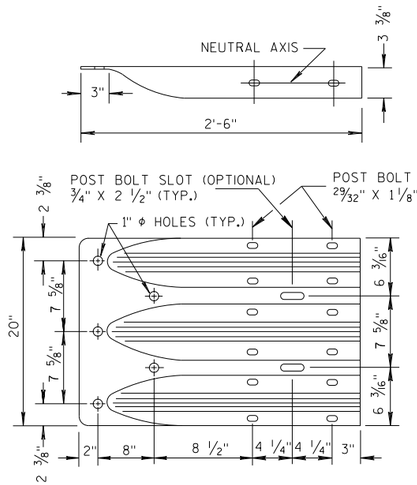
SECTION B-B

POST 6

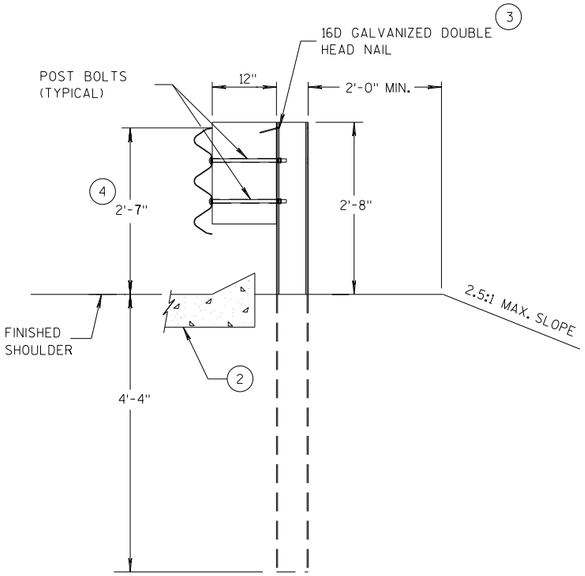


SECTION C-C

POSTS 7-11

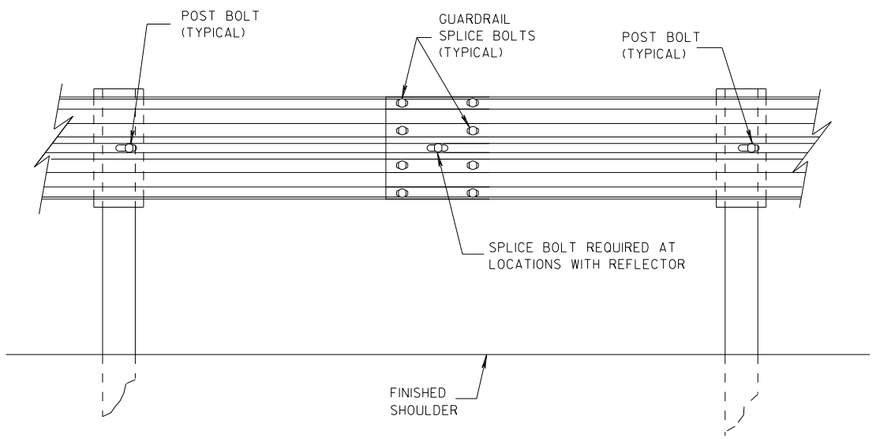


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

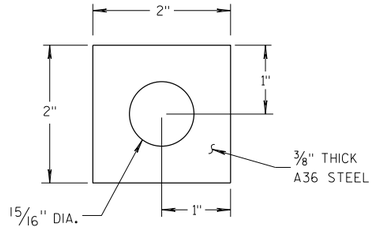
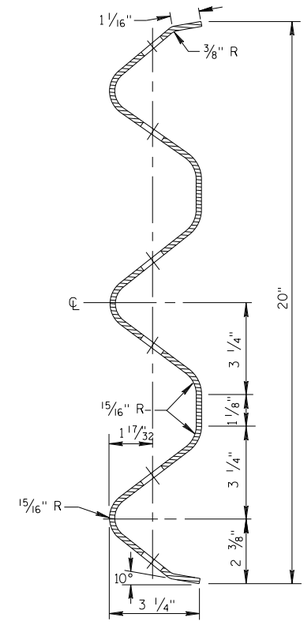


PLATE WASHER DETAIL



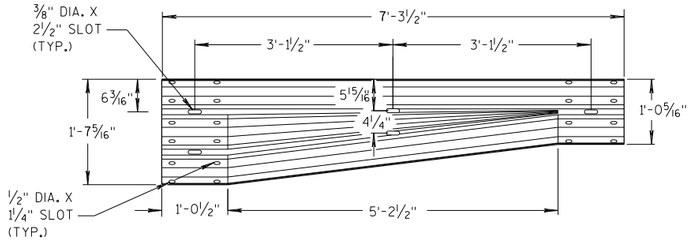
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

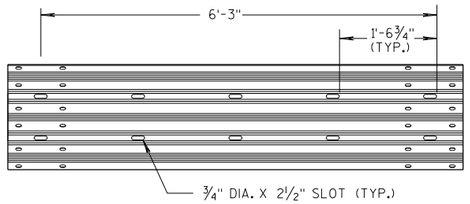
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

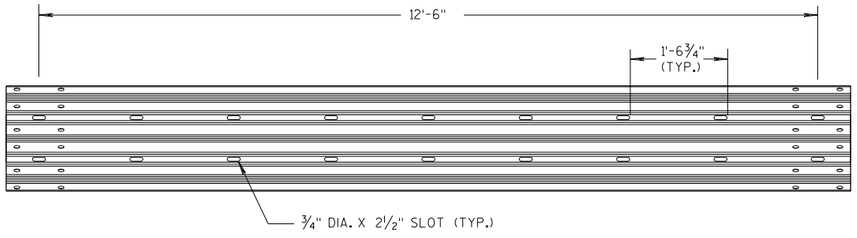
S.D.D. 14 B 45-5b



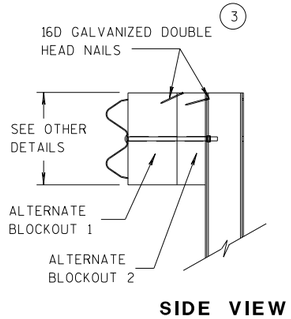
W-BEAM TO THRIE BEAM TRANSITION SECTION



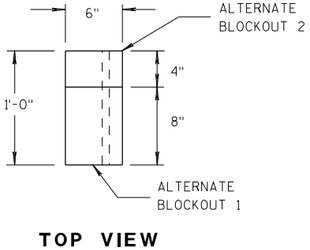
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

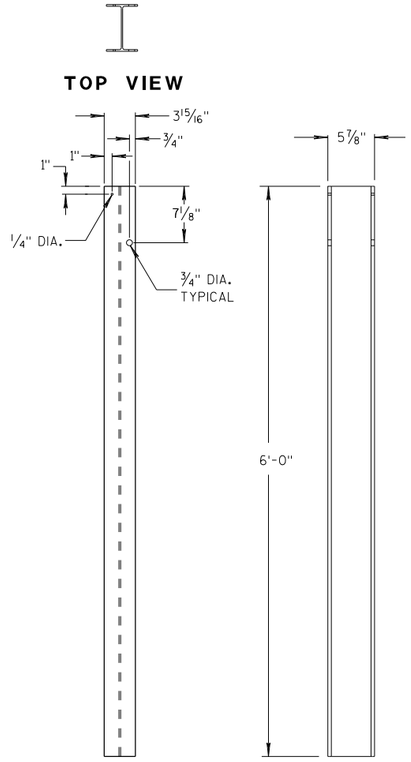


SIDE VIEW



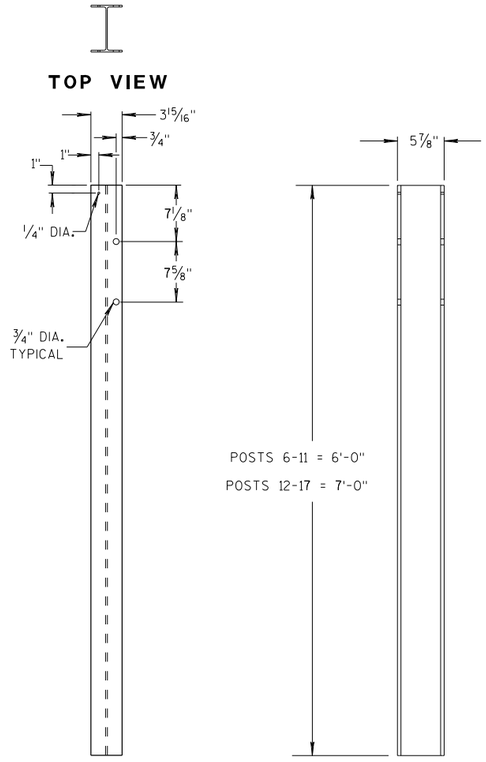
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



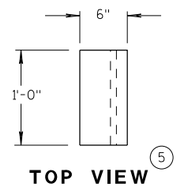
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

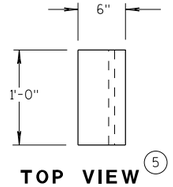


FRONT VIEW SIDE VIEW

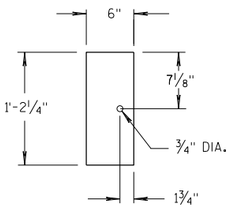
STEEL POSTS 6-17



TOP VIEW (5)

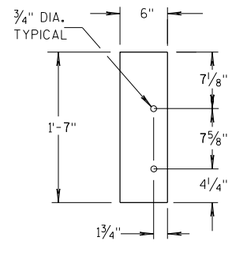


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

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

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

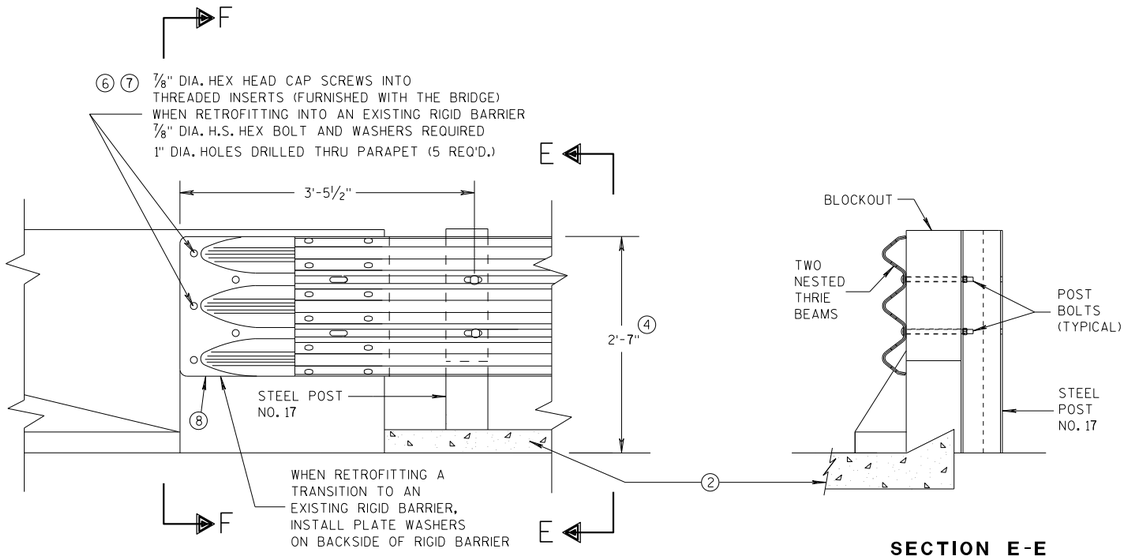
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

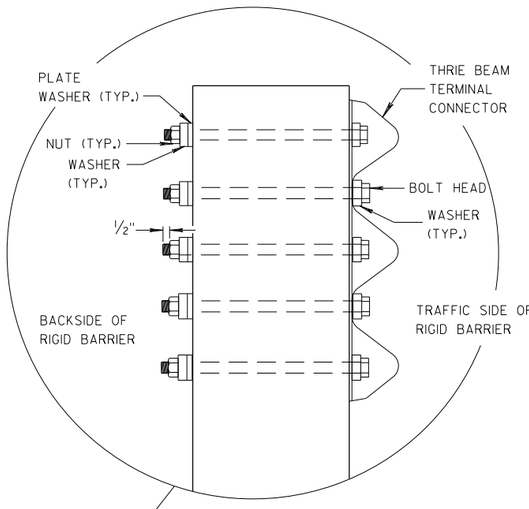
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

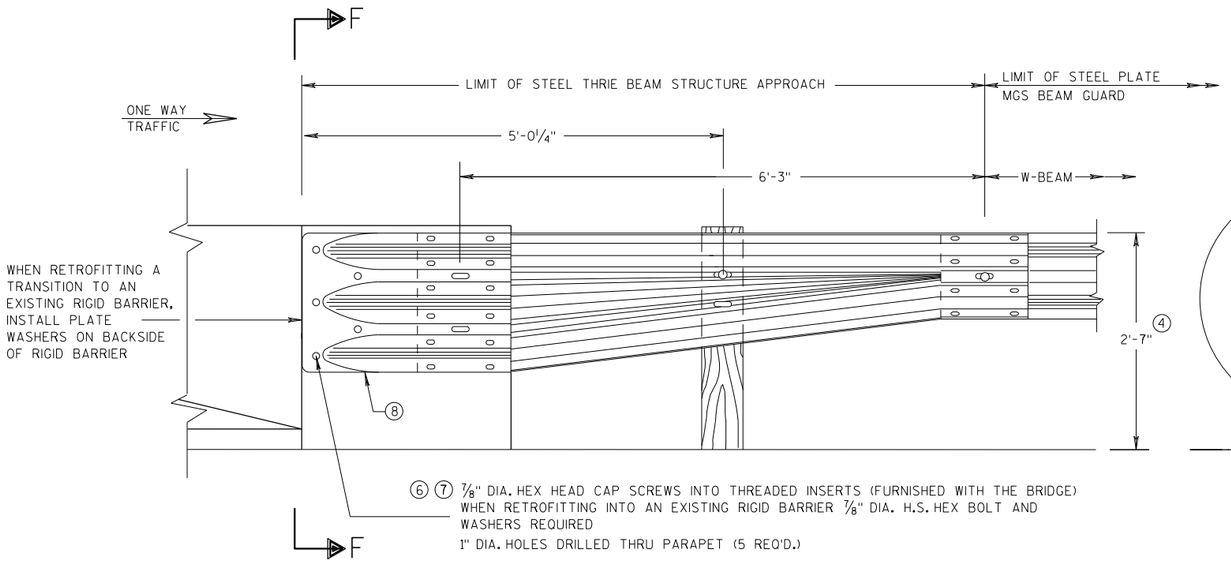
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

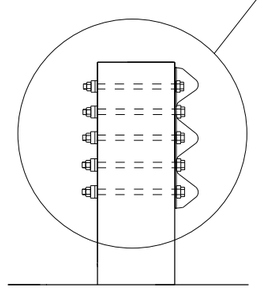
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

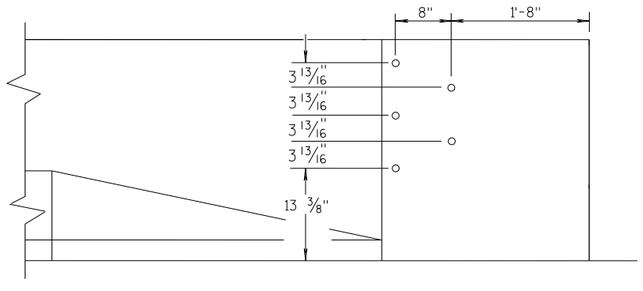




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

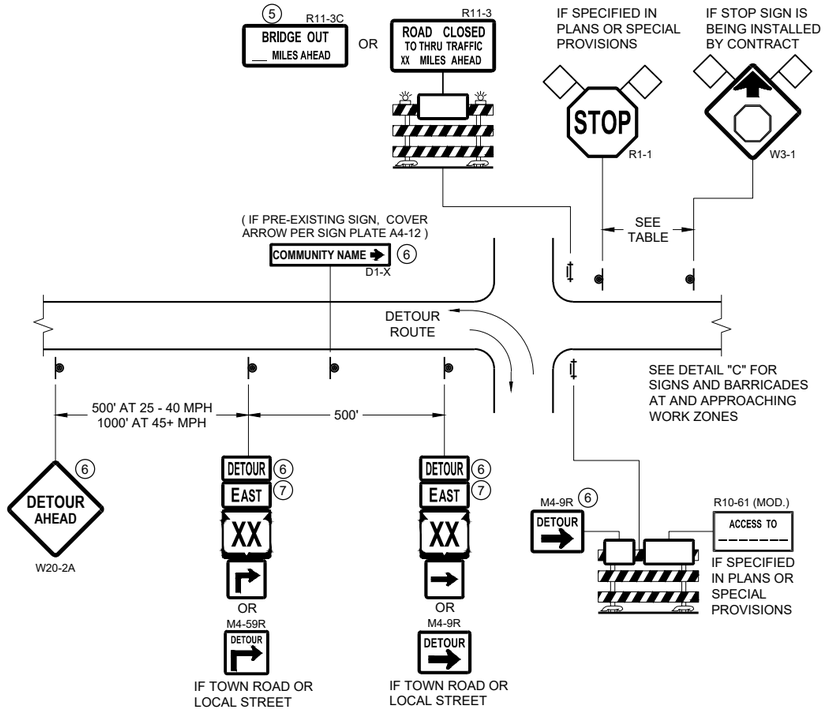
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

6

S.D.D. 14 B 45-5d

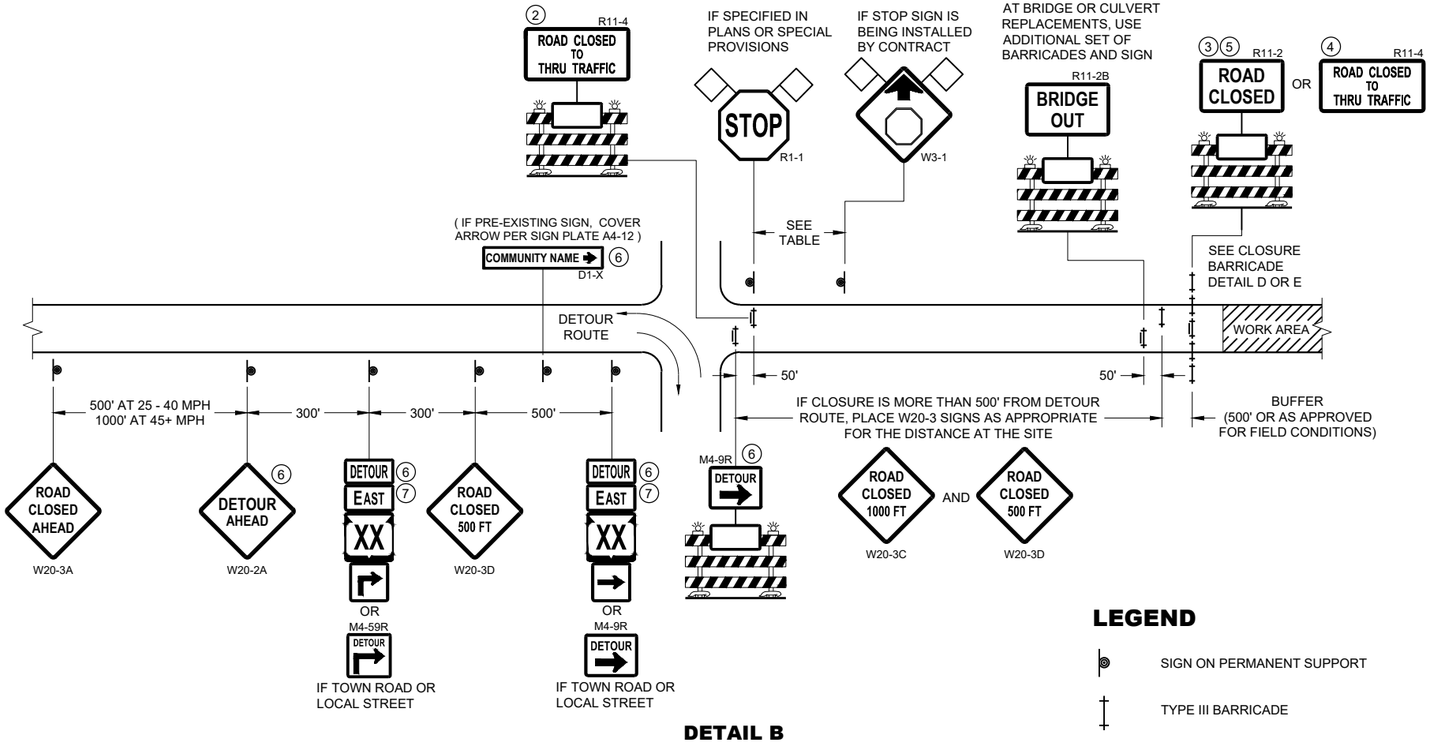
6

S.D.D. 14 B 45-5d



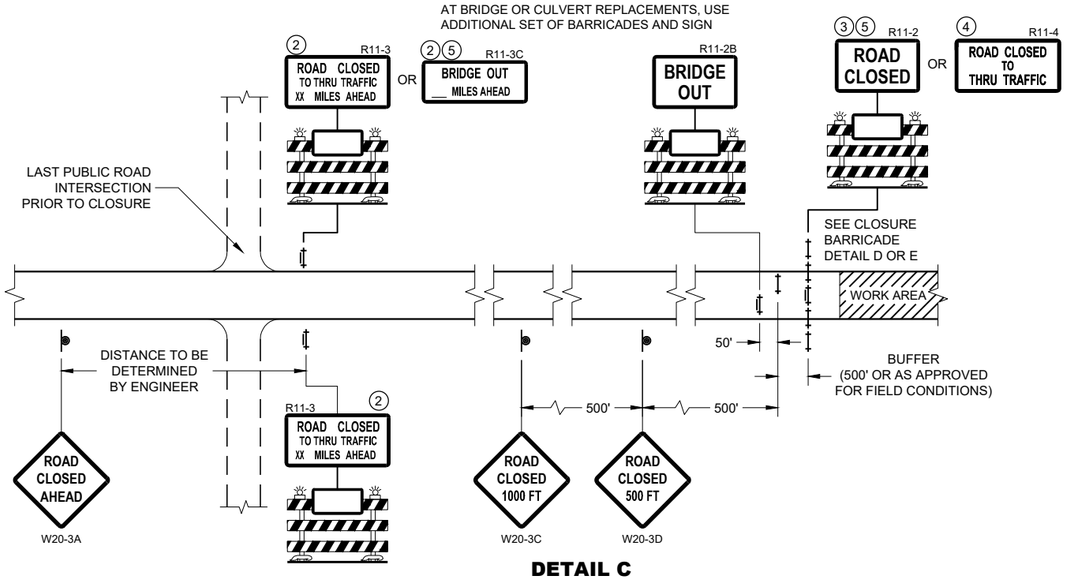
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

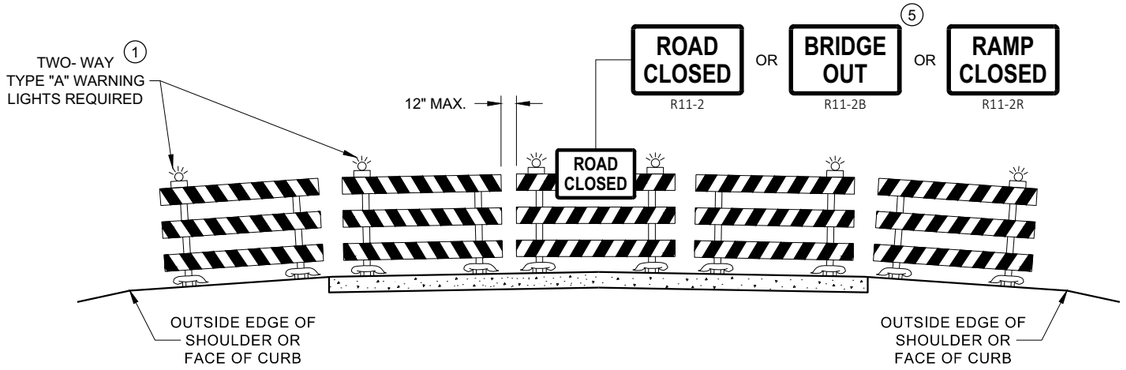
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

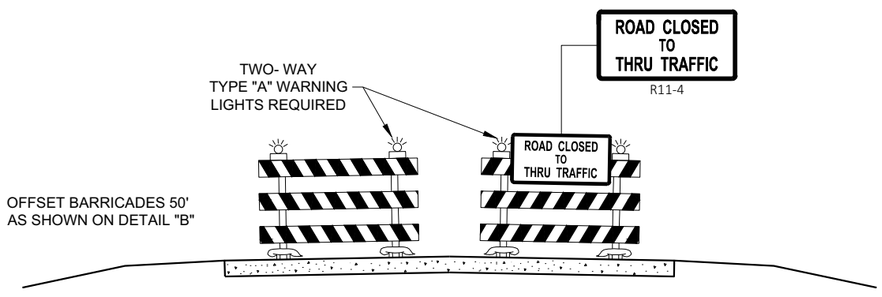
FHWA

SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 08b

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THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

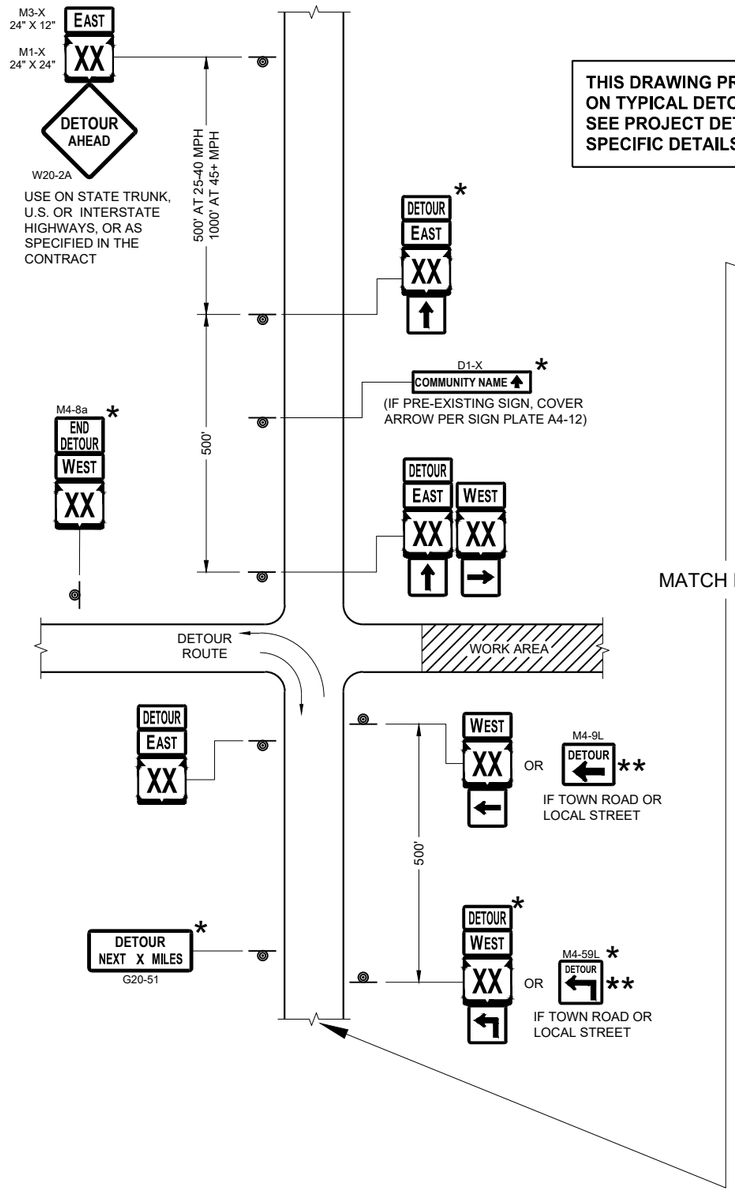
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

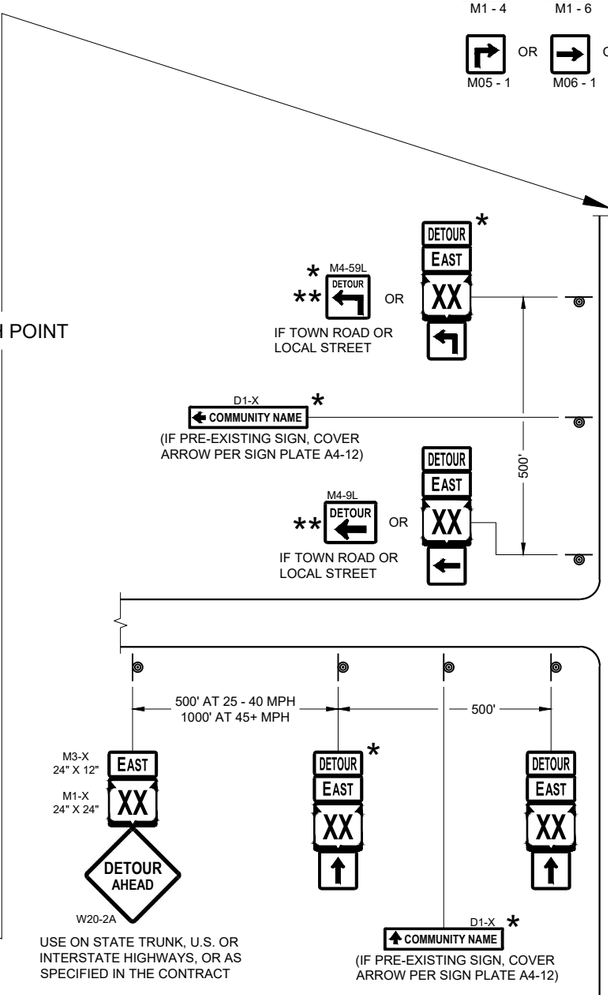
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

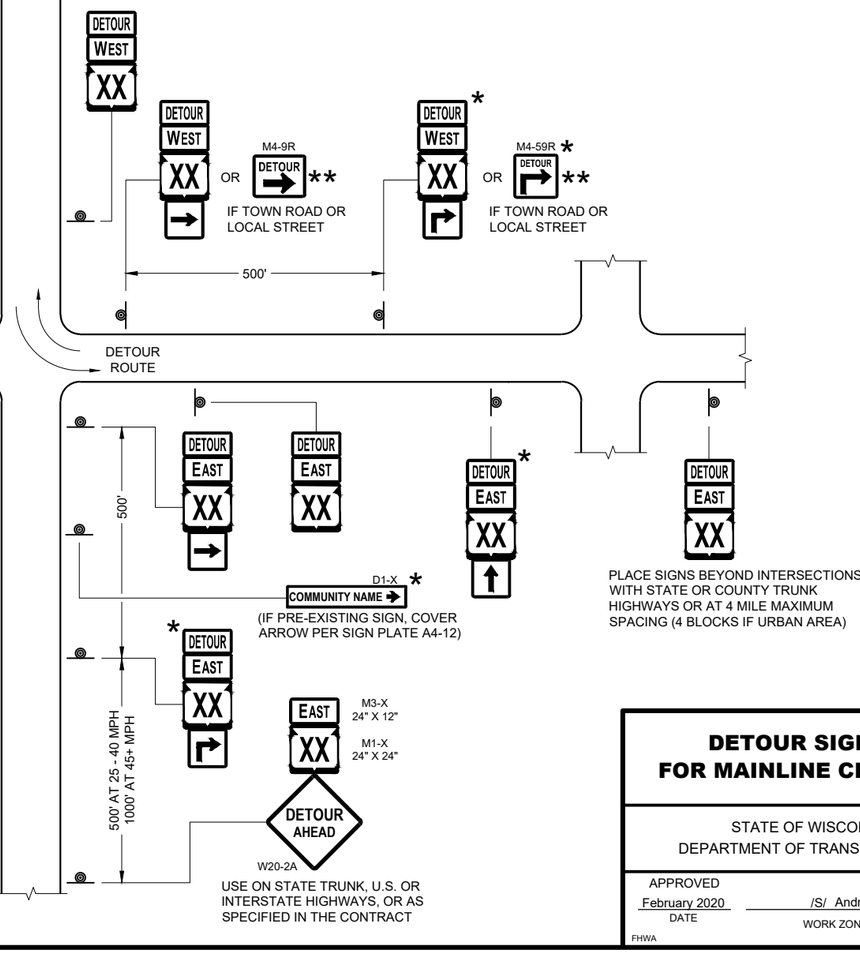
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



MATCH POINT





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

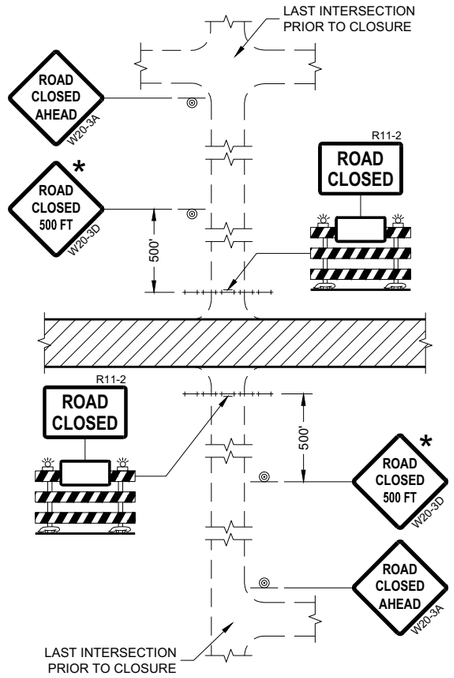
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

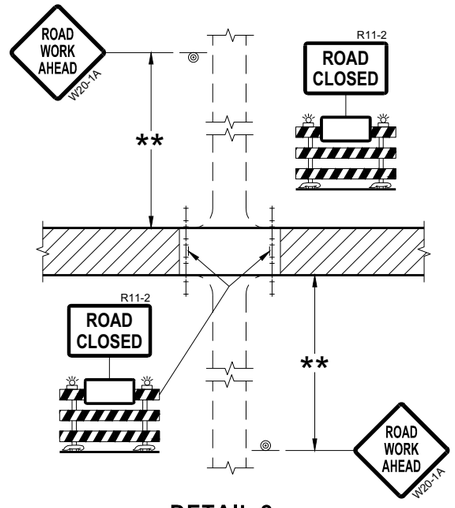
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

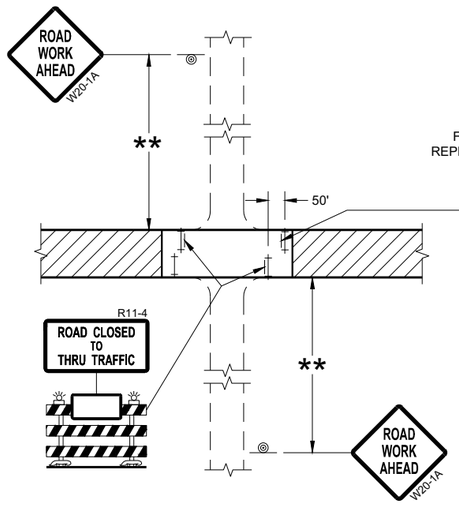
SDD 15C02 - 08c



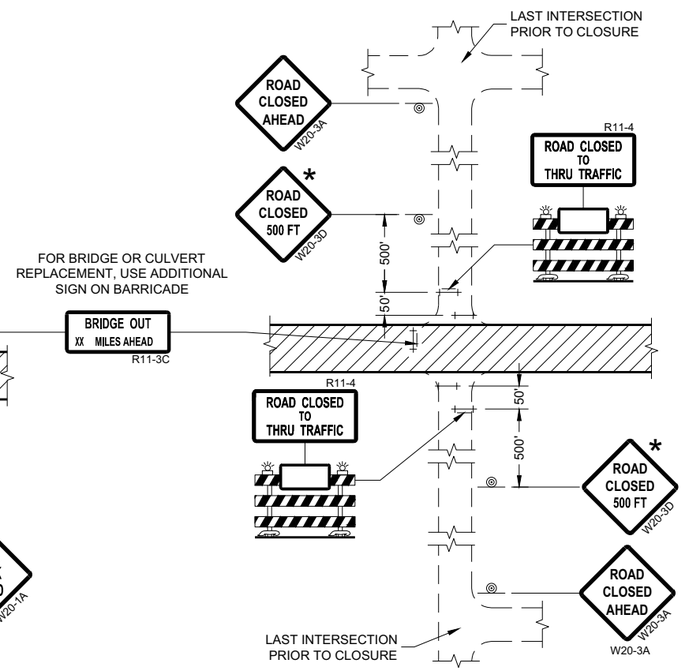
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT 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.

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 ENGINEER

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

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

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

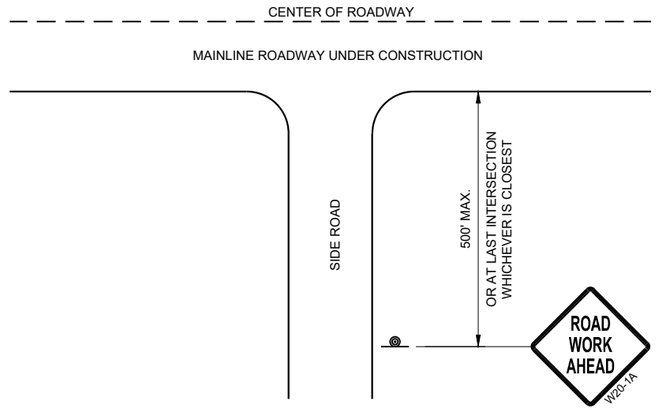
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

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



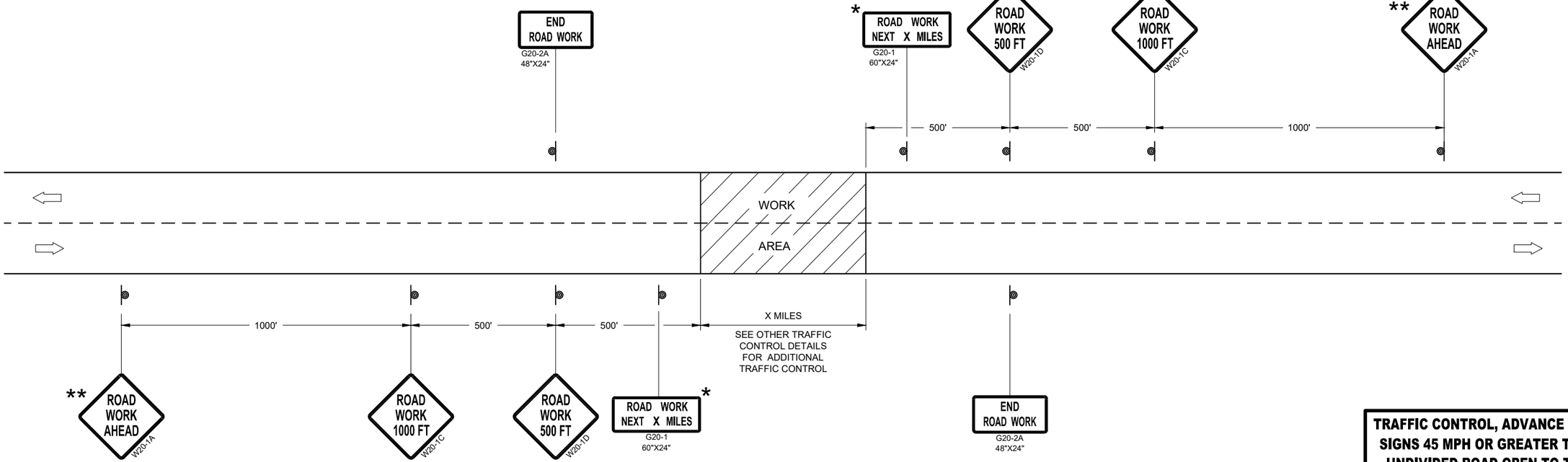
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C04 - 05

GENERAL NOTES

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

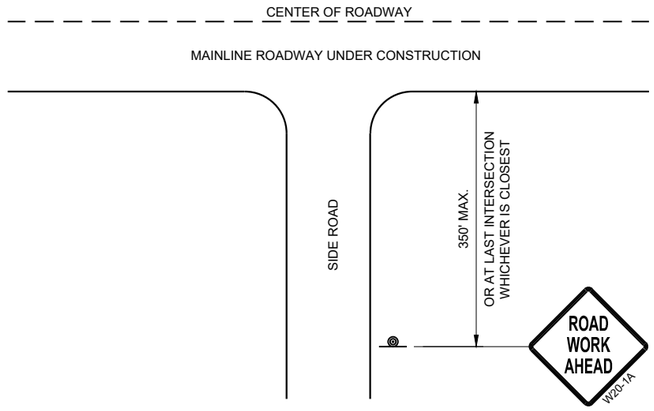
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



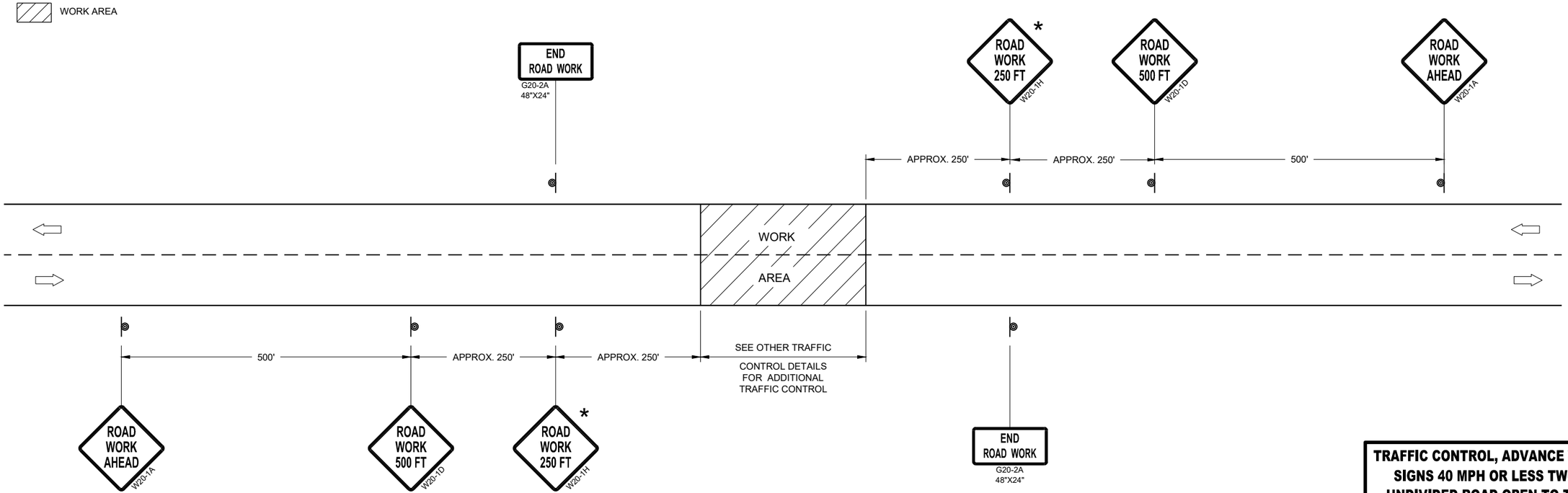
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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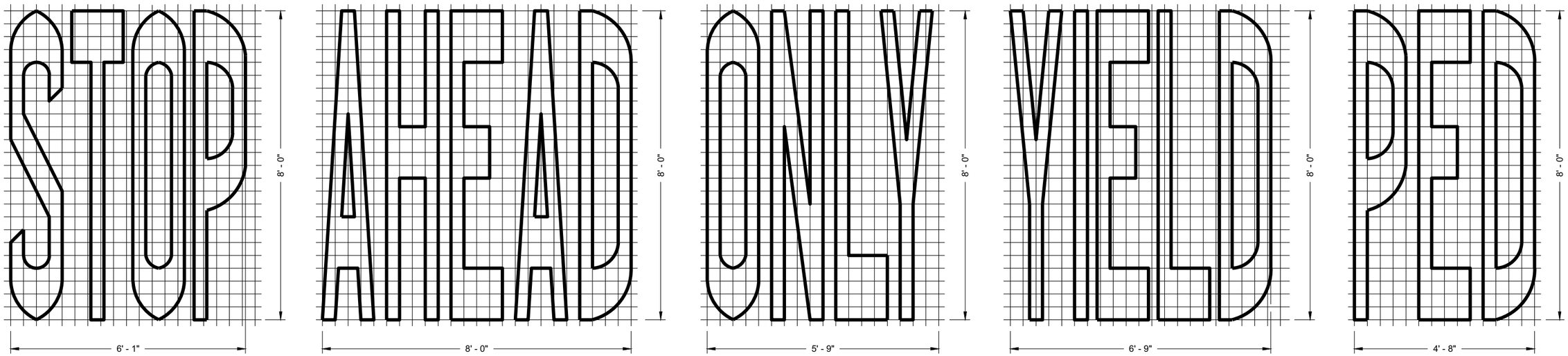
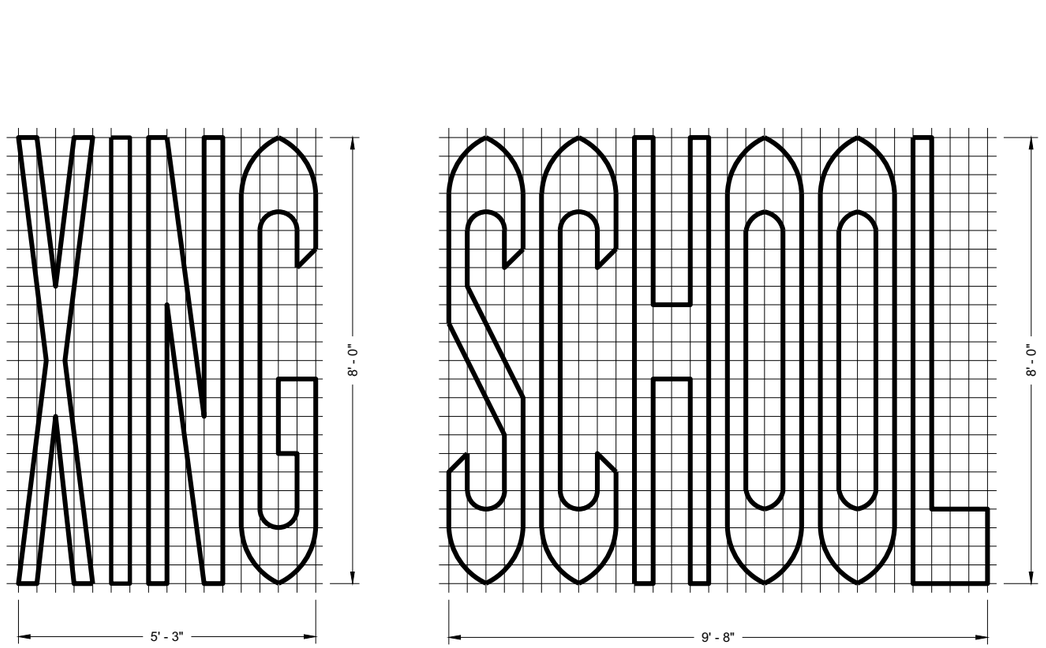
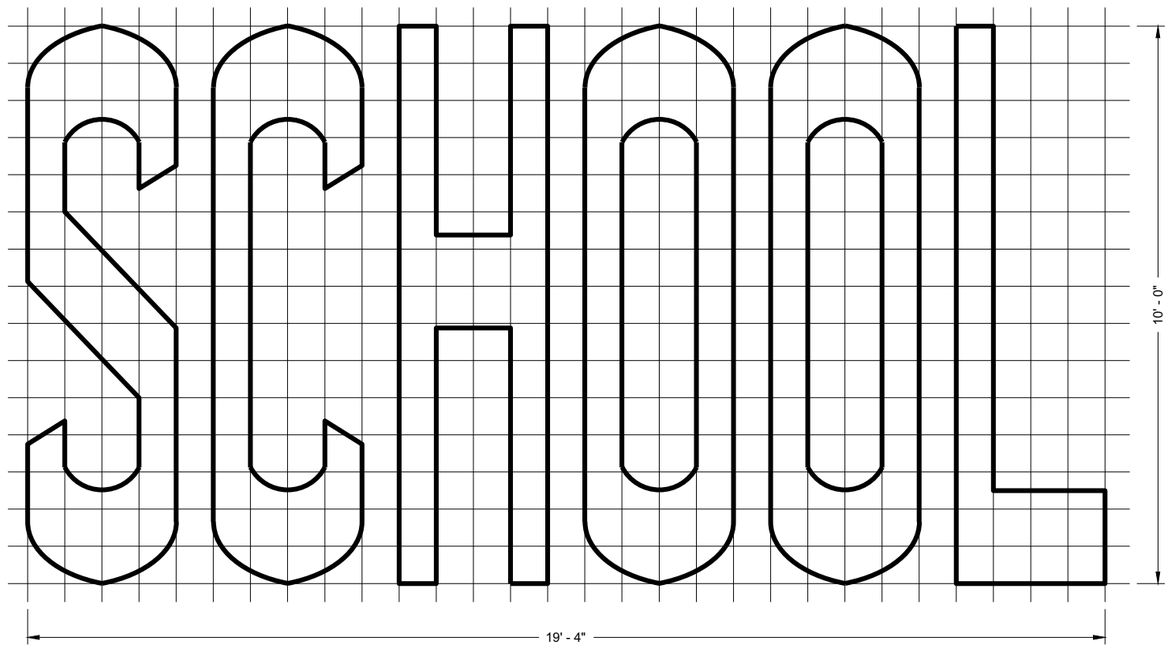
SDD 15C05 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

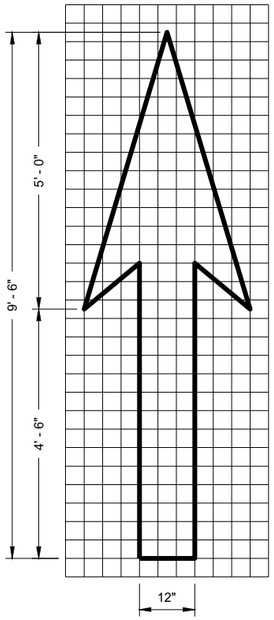
6

SDD 15C07 - 15b

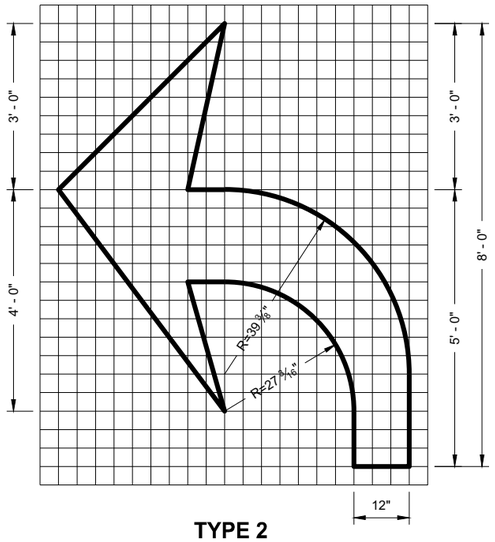
SDD 15C07 - 15b

GENERAL NOTES

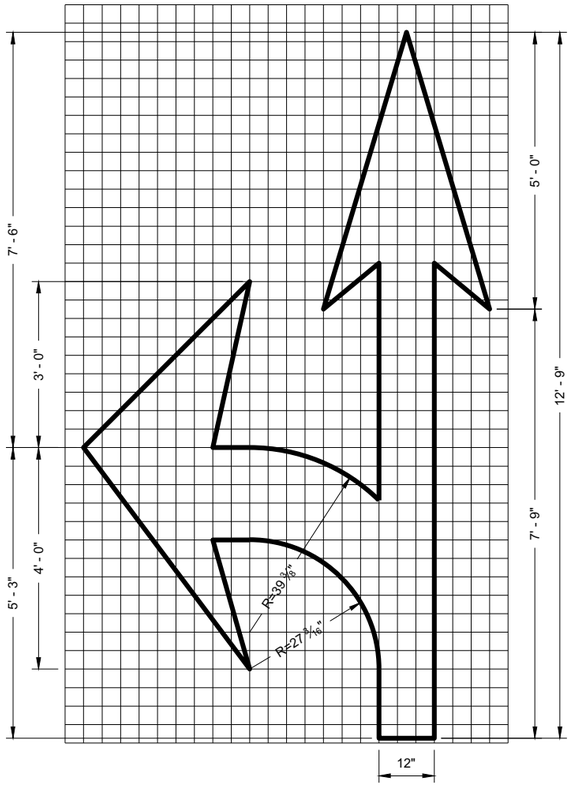
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 1



TYPE 2



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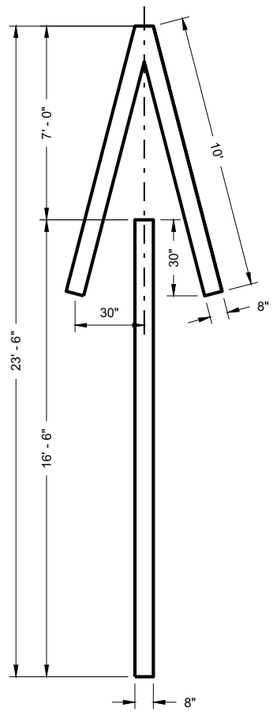
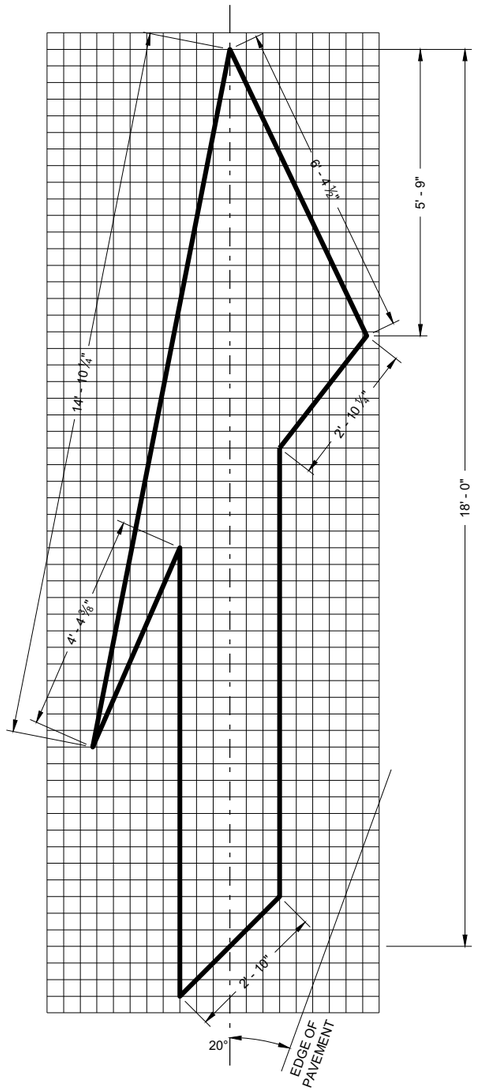
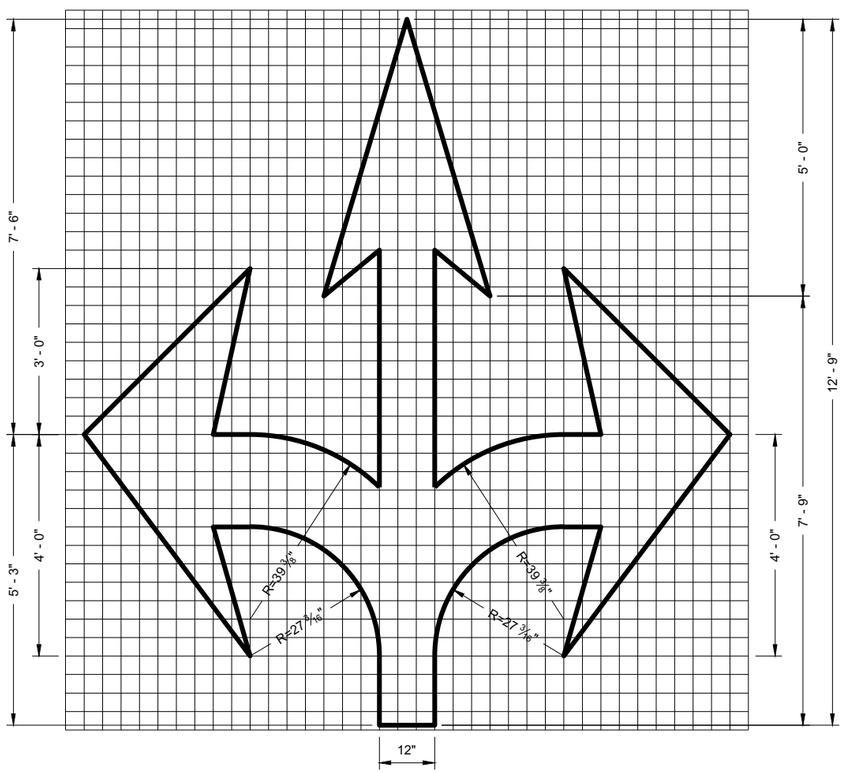


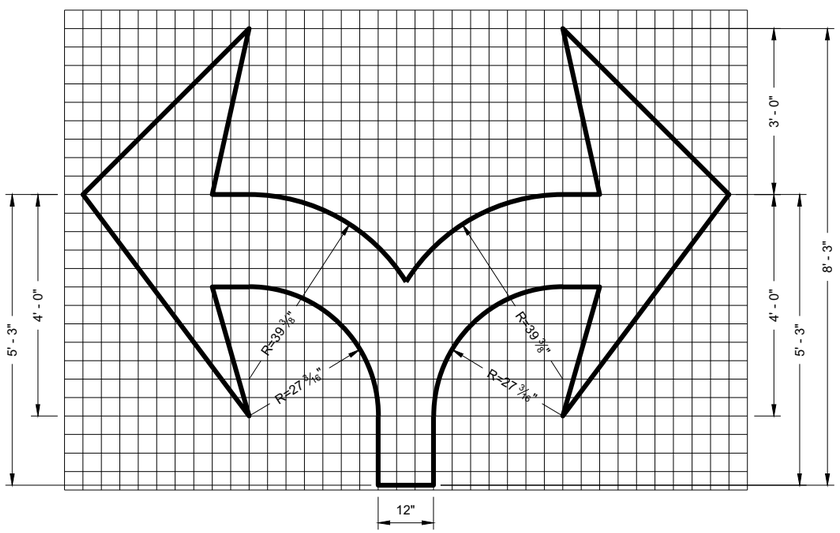
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07 - 15c

6

SDD 15C07 - 15c

GENERAL NOTES

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

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

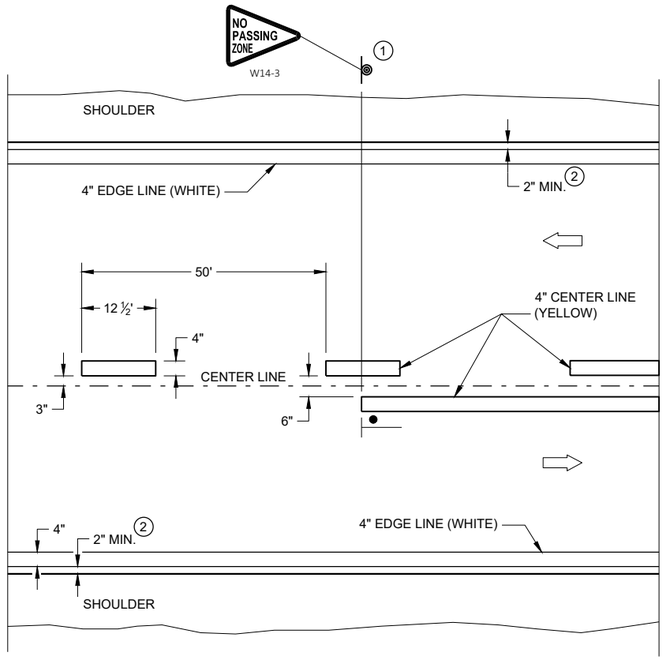
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

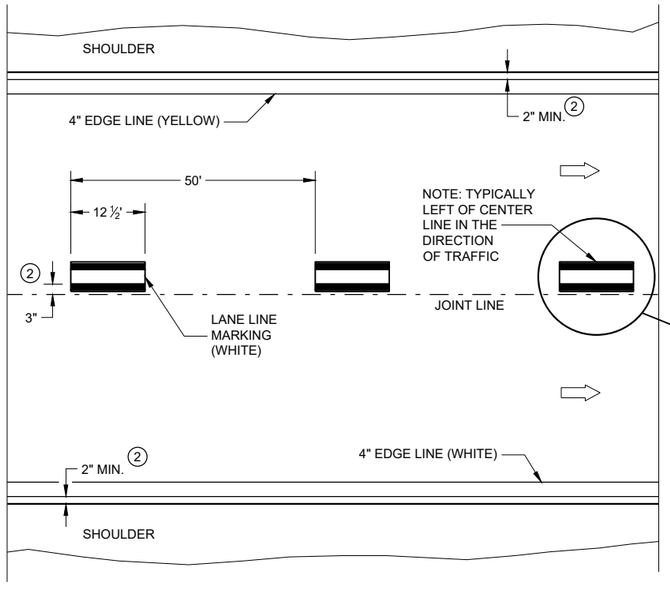
"T" MARKING

SIGN ON PERMANENT SUPPORT

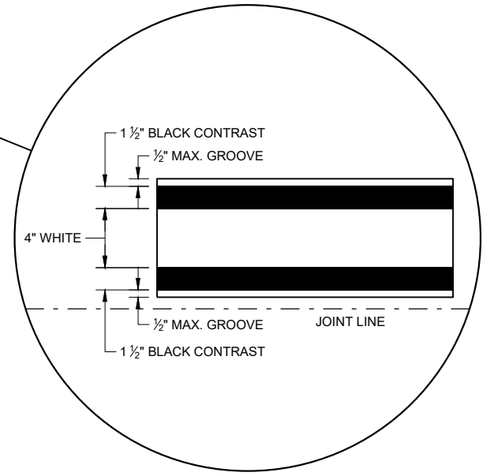
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

FHWA

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SDD 15C08 - 22a

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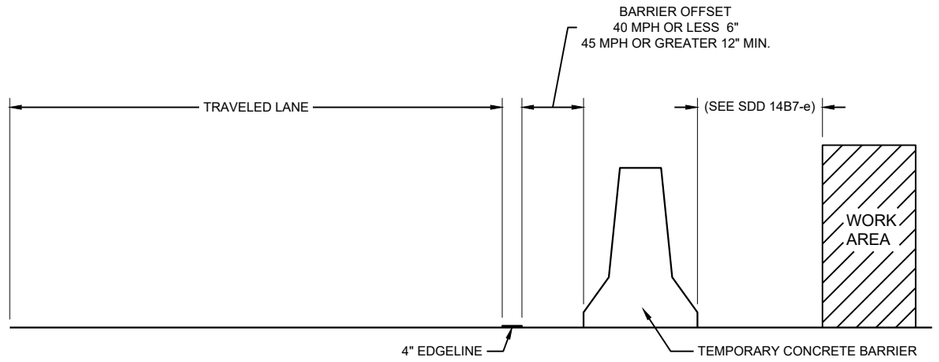


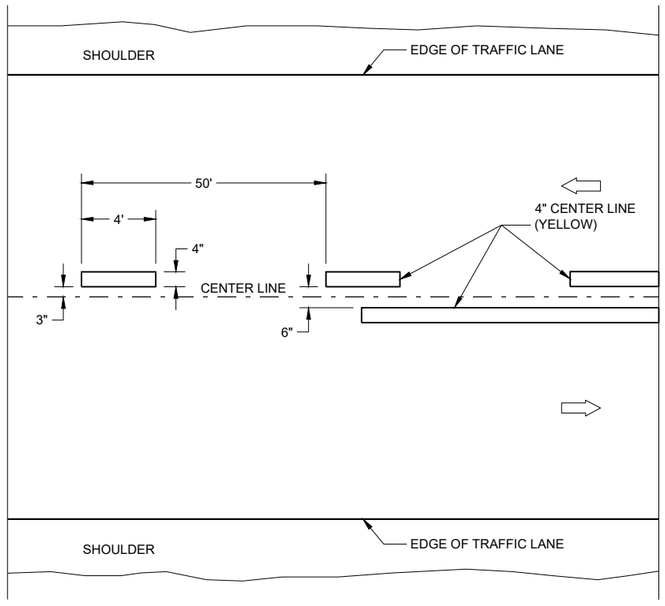
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

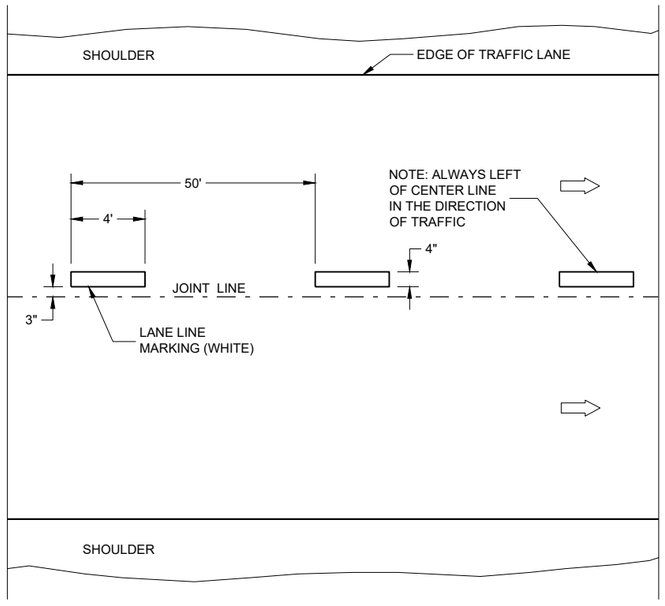
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

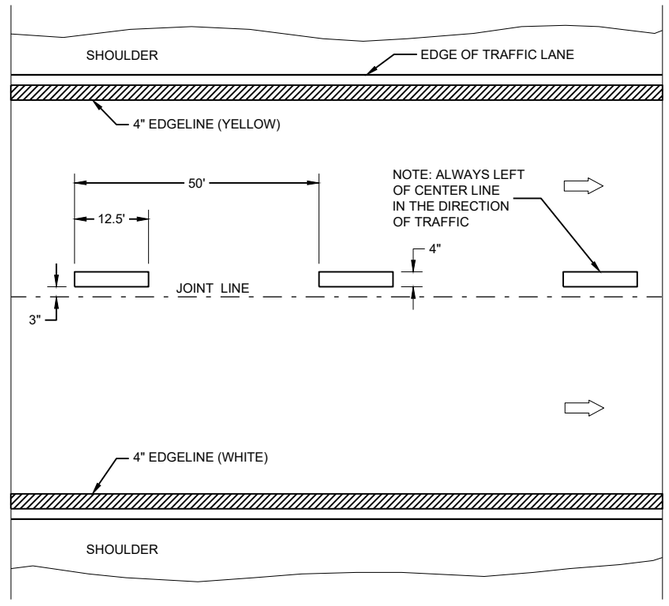
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

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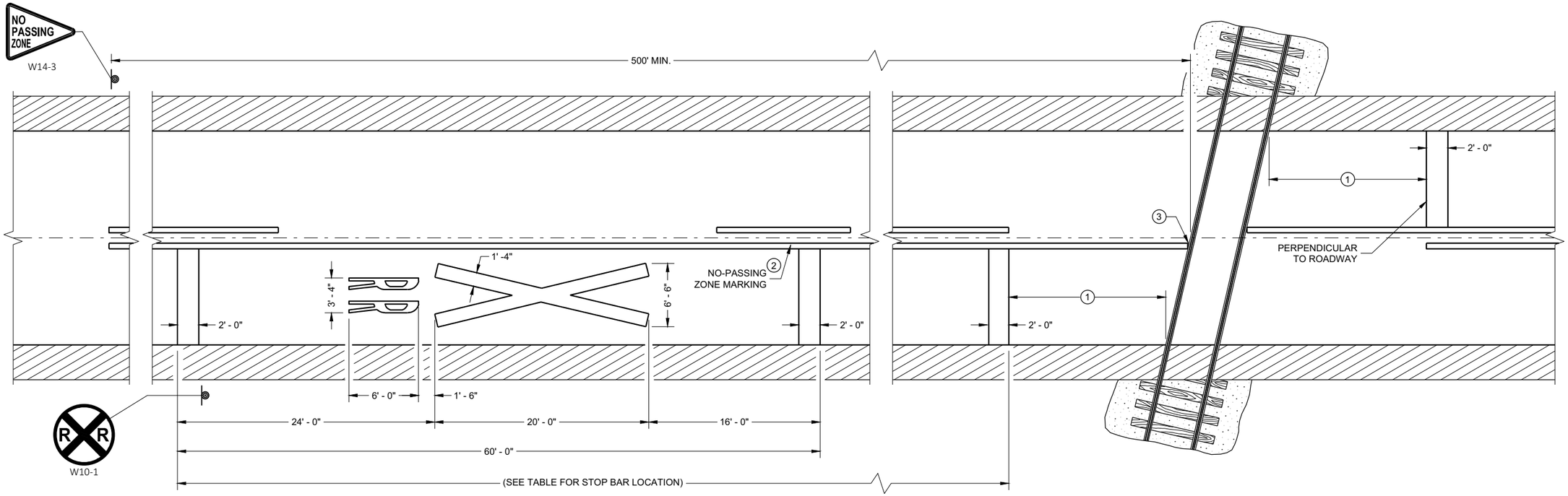
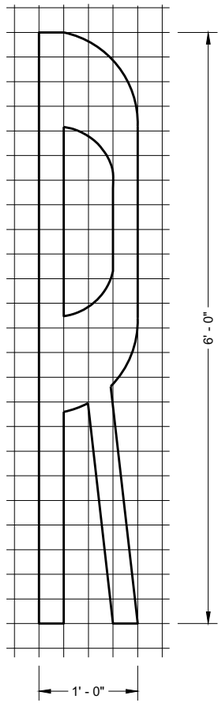
SDD 15C08 - 22b



PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNAL , GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

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SDD 15C09 - 12a

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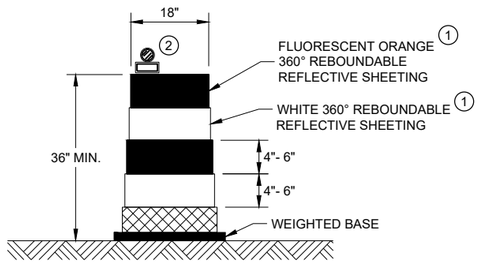
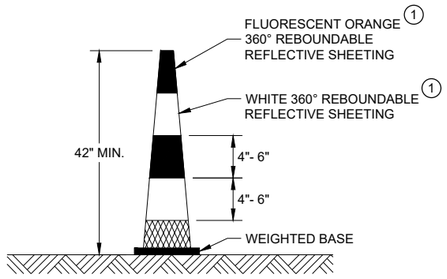
GENERAL NOTES

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



DRUM

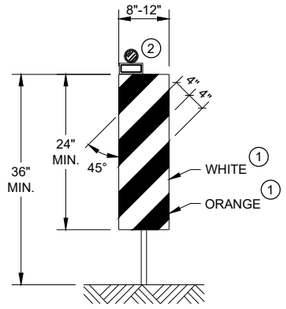
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

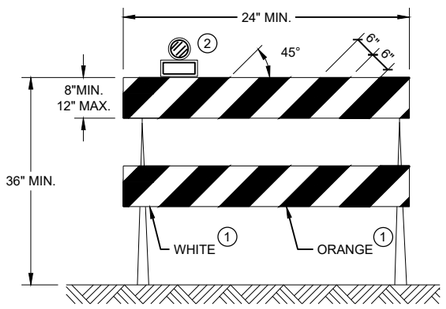
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



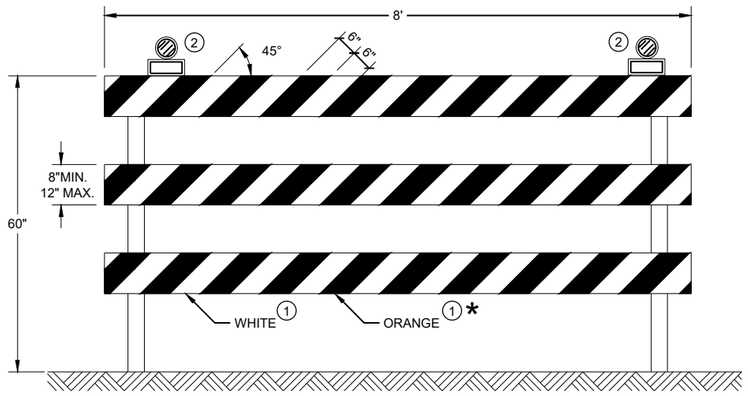
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b

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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.

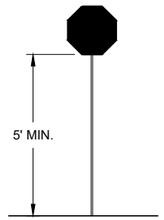
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



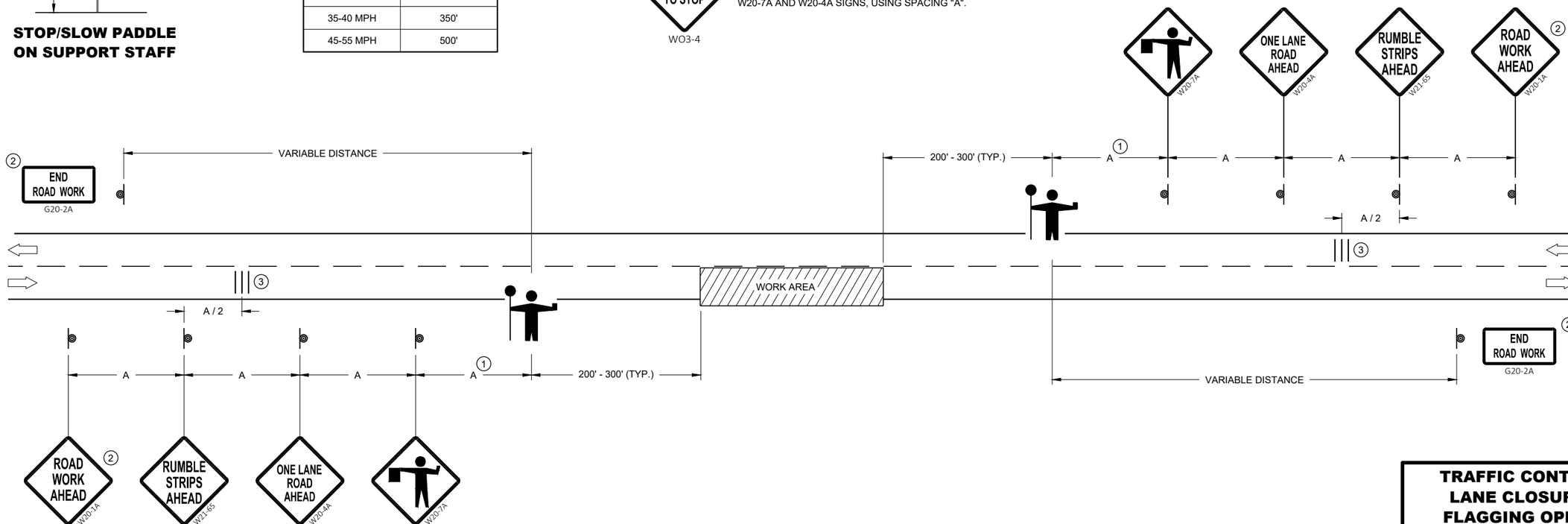
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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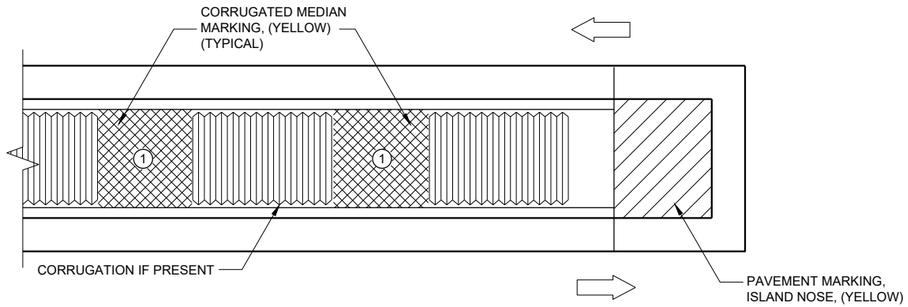
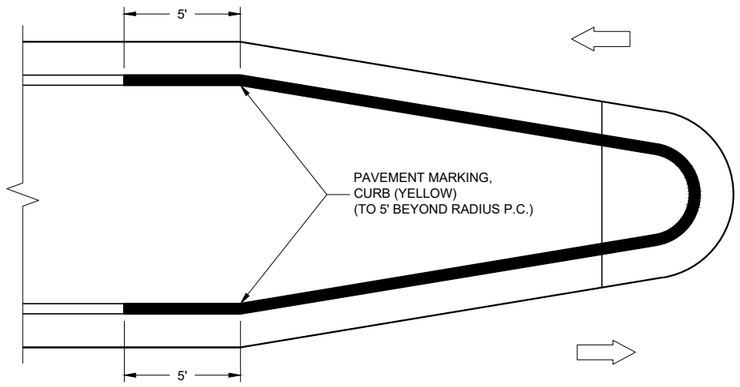
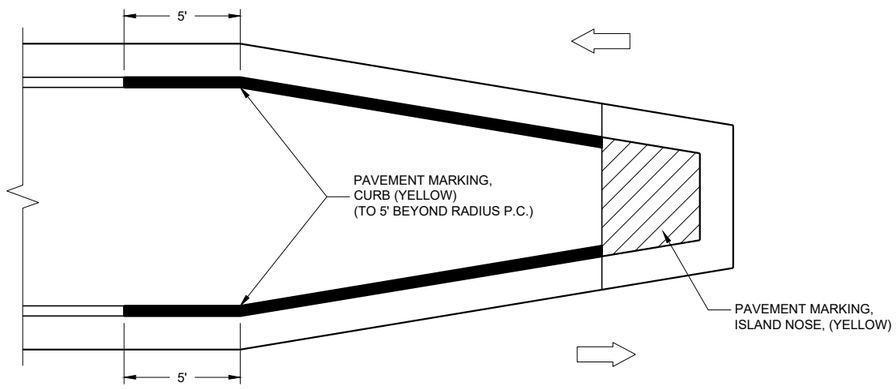


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2022
DATE
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LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

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

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

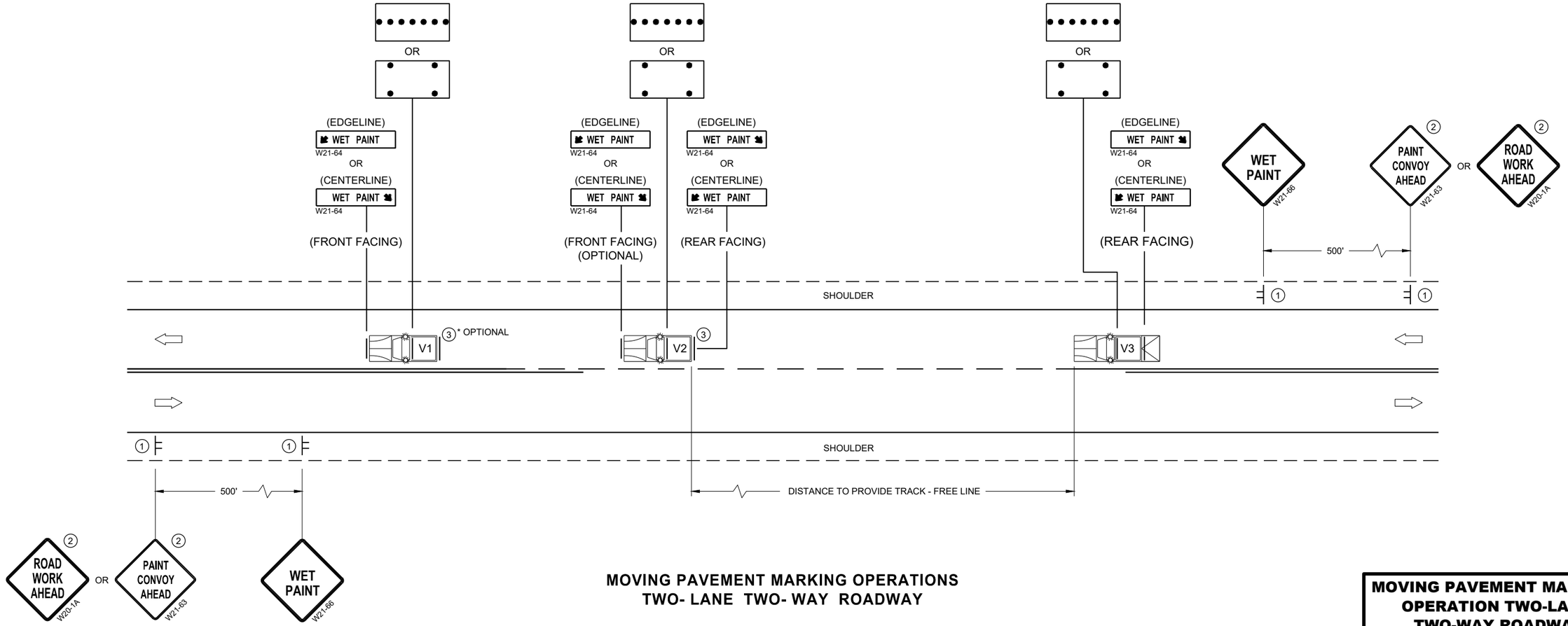
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

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



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I...
WORK ZONE EN

FHWA

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SDD 15C19-08a

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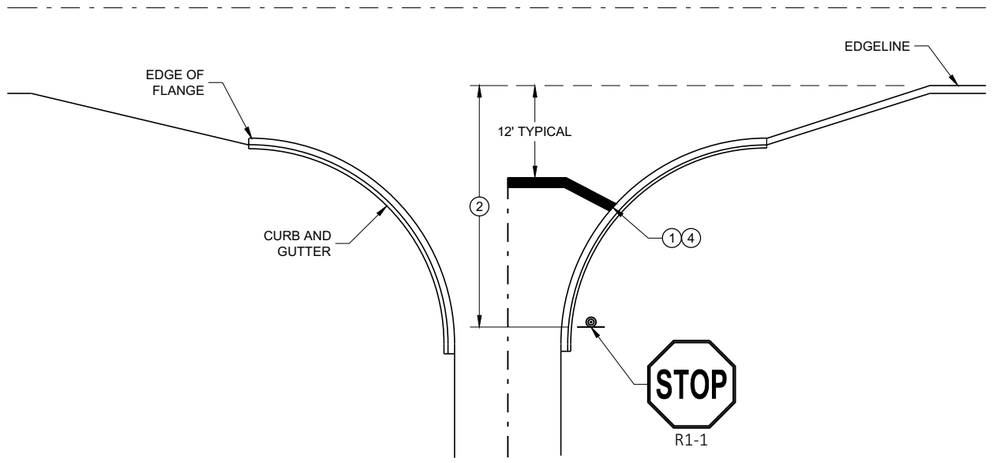
SDD 15C19-08a

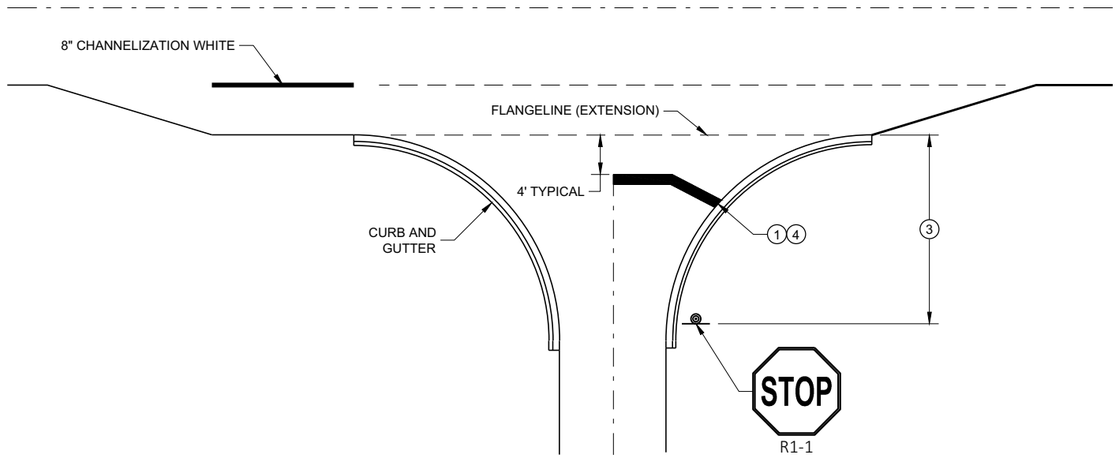
GENERAL NOTES

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

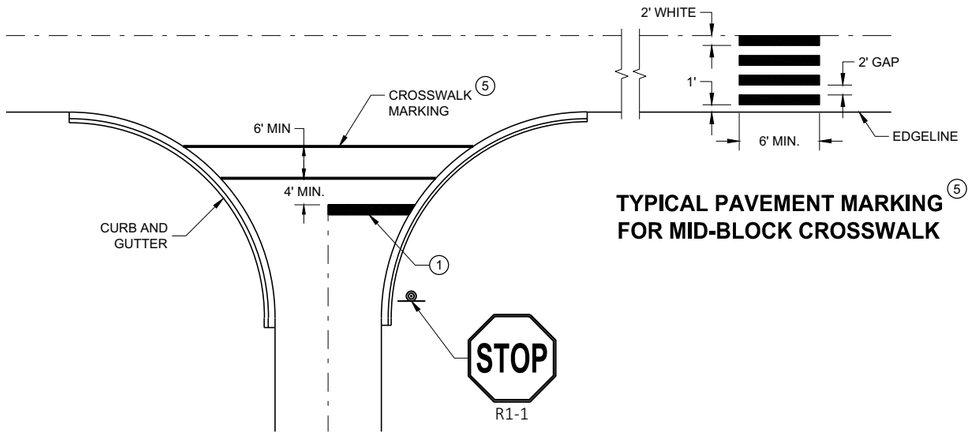
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

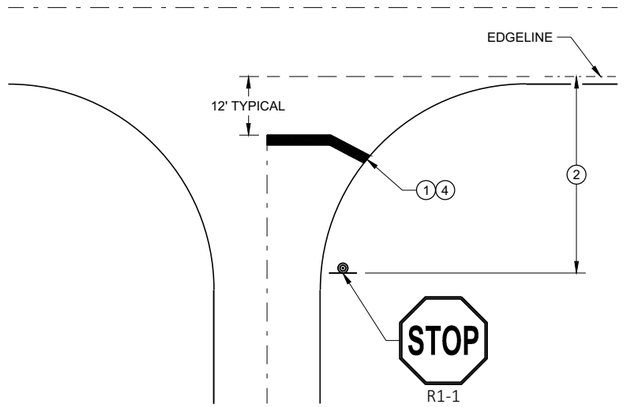


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

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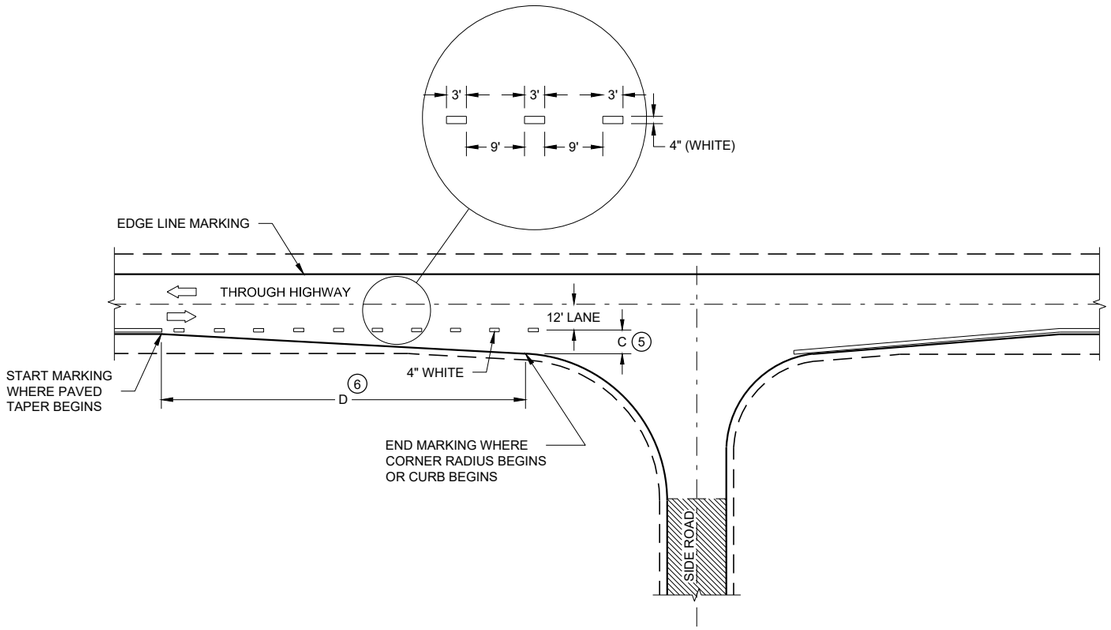


MINOR INTERSECTION

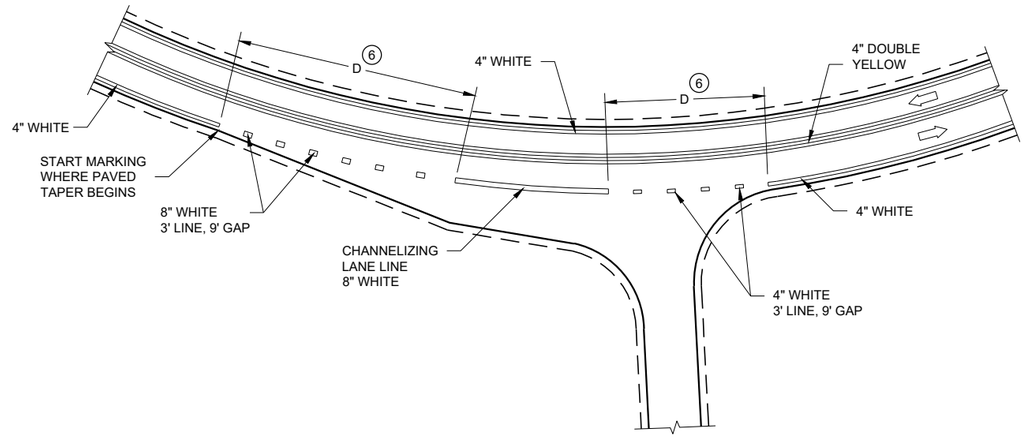
GENERAL NOTES

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

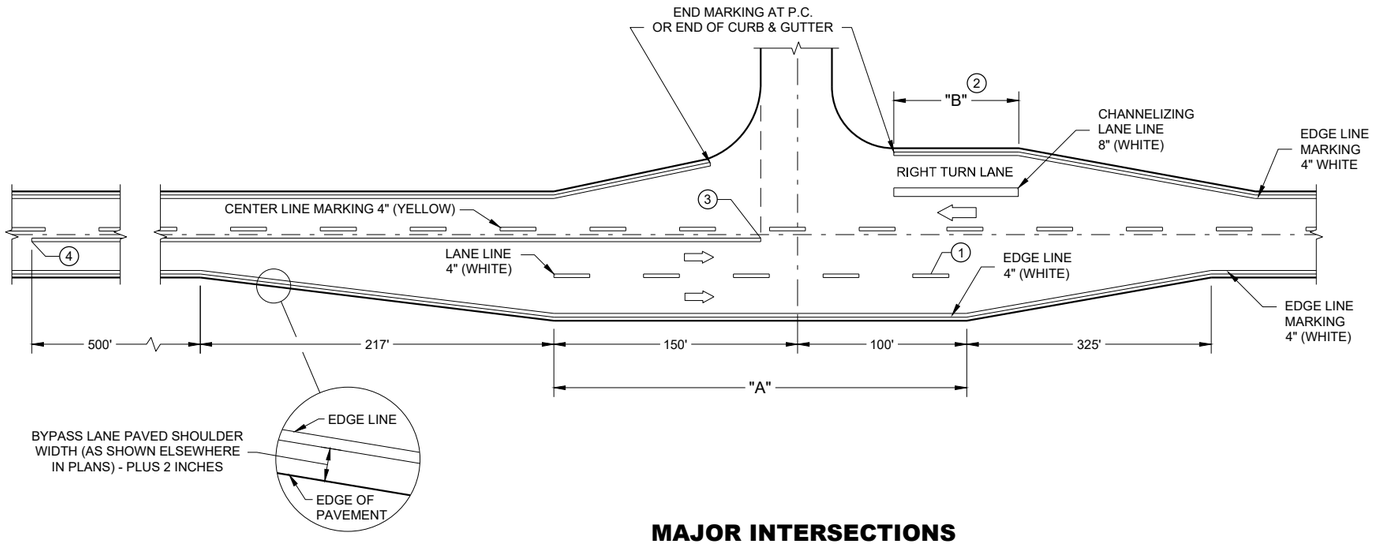
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

DIRECTION OF TRAVEL



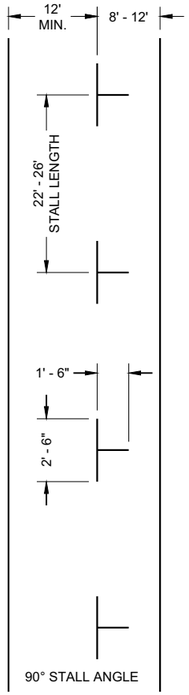
INTERSECTION ON OUTSIDE OF CURVE



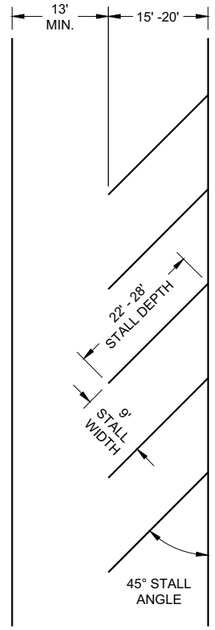
MAJOR INTERSECTIONS

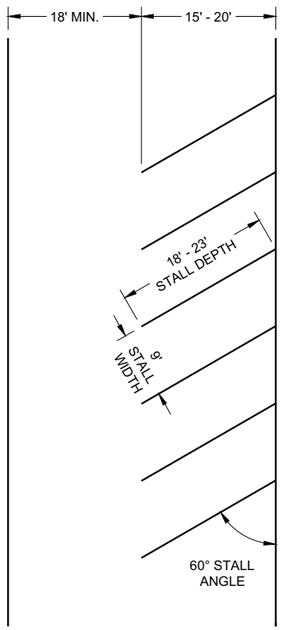
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)



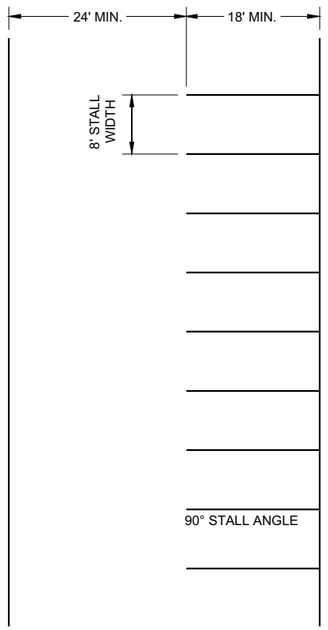
PARALLEL PARKING





ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

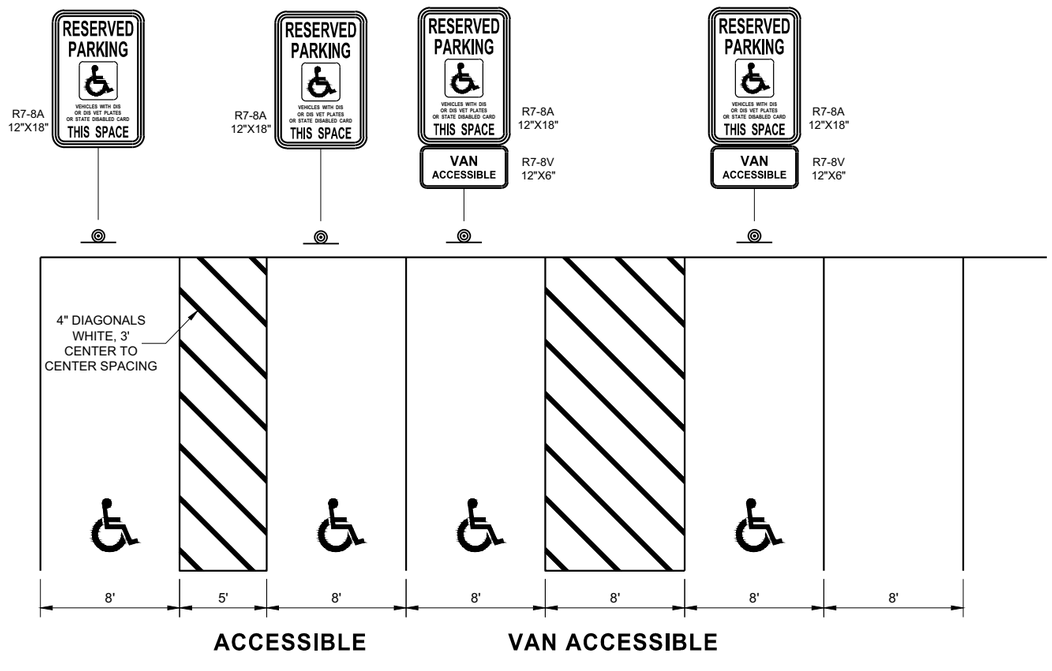
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE

VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

SDD 15C36 - 01

SDD 15C36 - 01

6

6

GENERAL NOTES

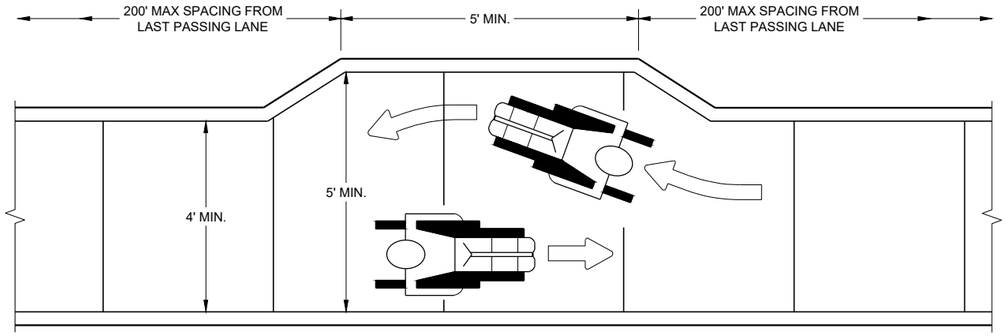
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

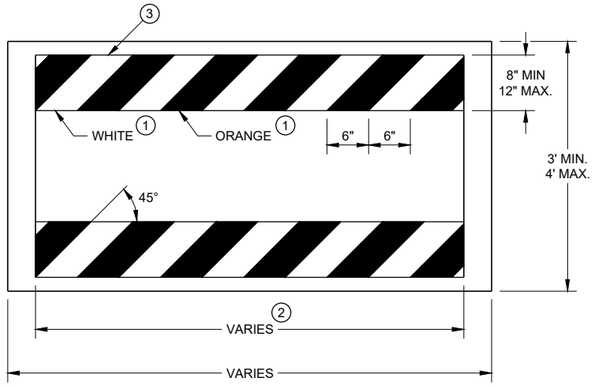
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

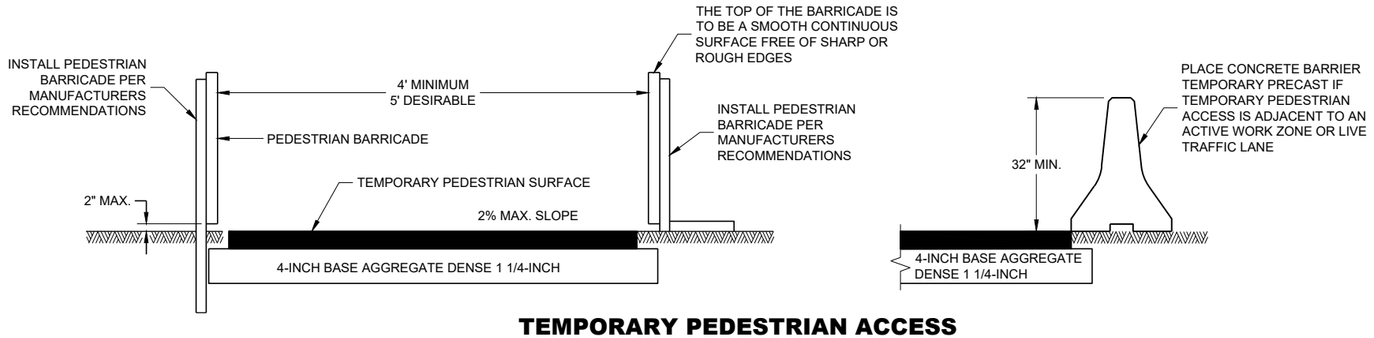
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

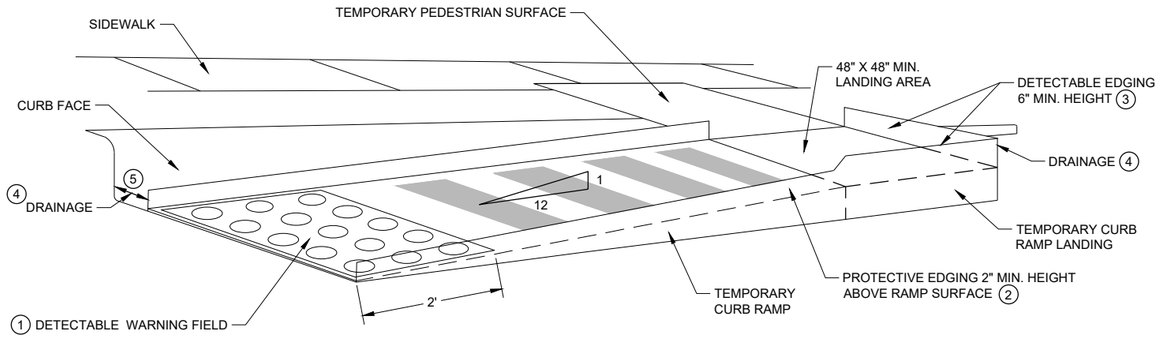


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 08a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

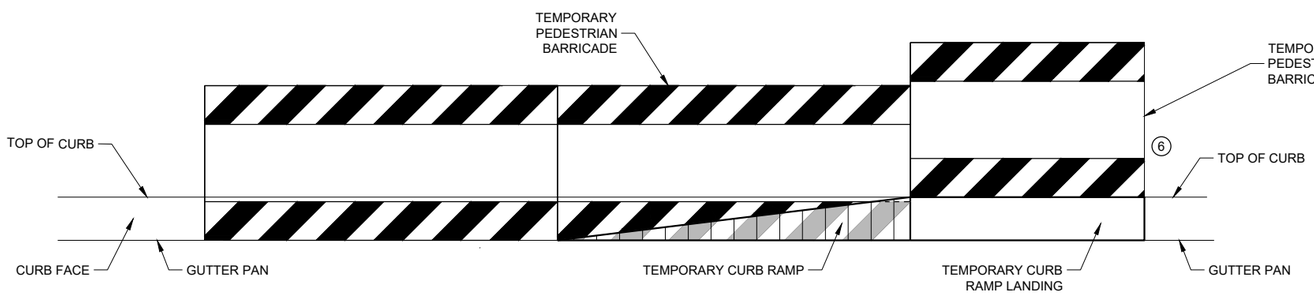
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

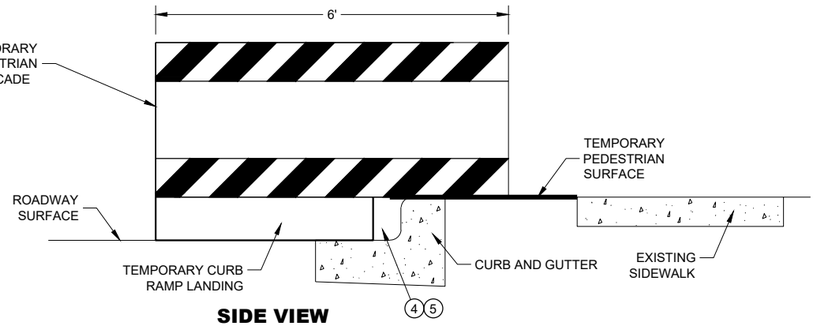
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 08b

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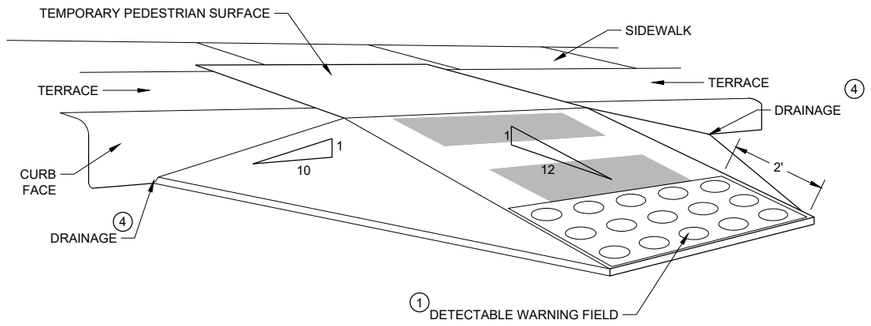
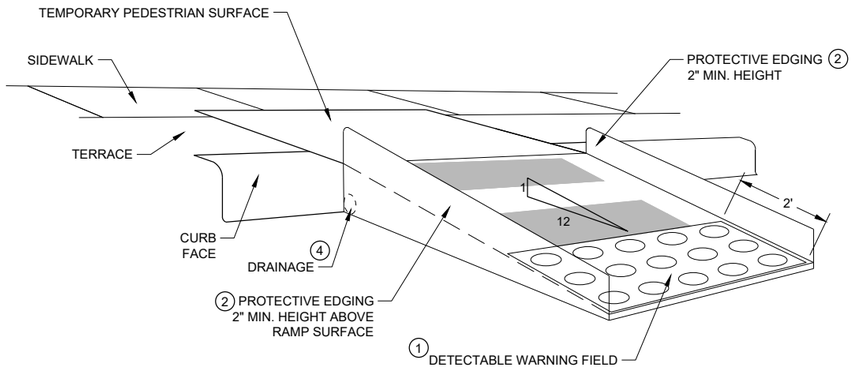
SDD 15D30 - 08b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

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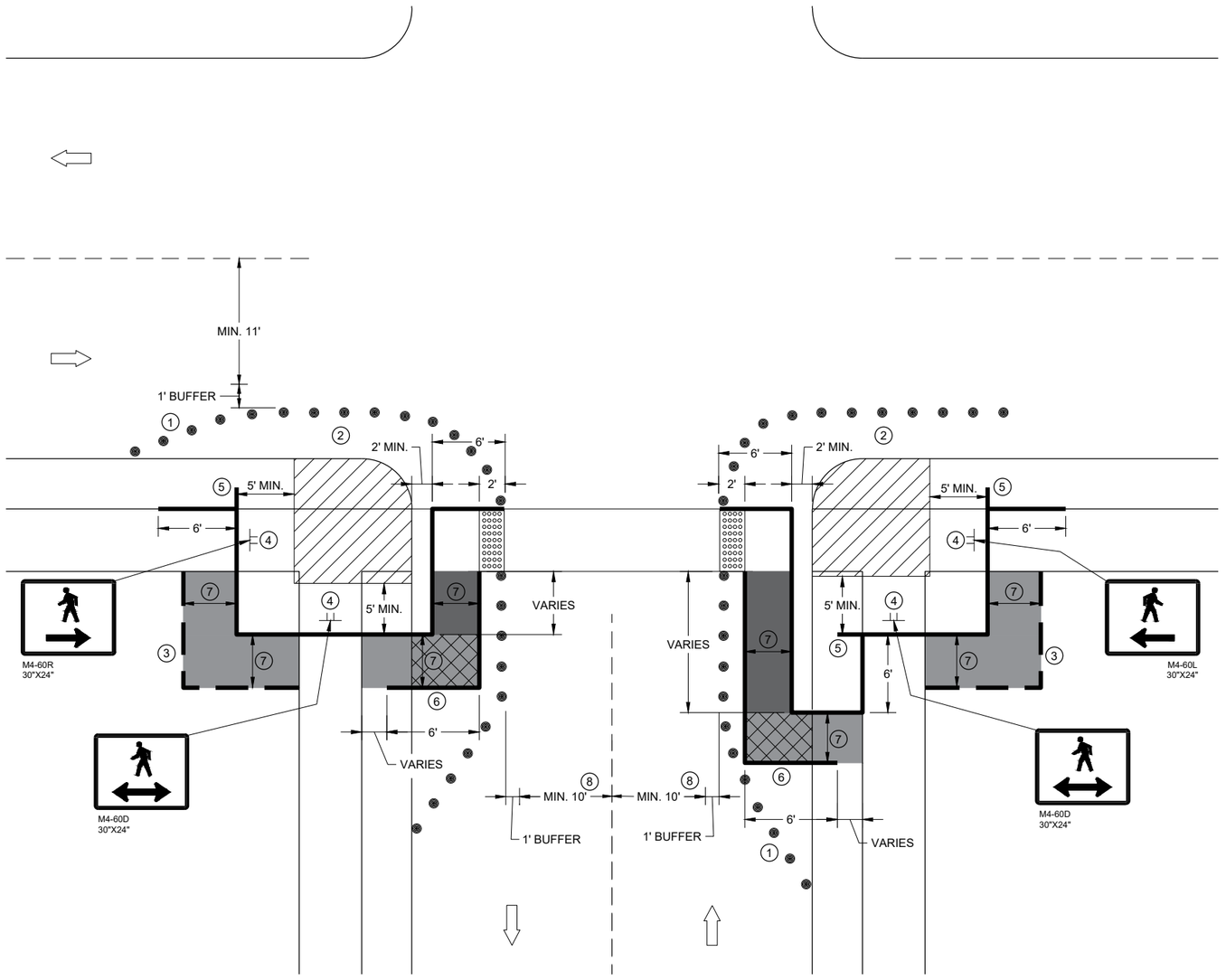
SDD 15D30 - 08c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

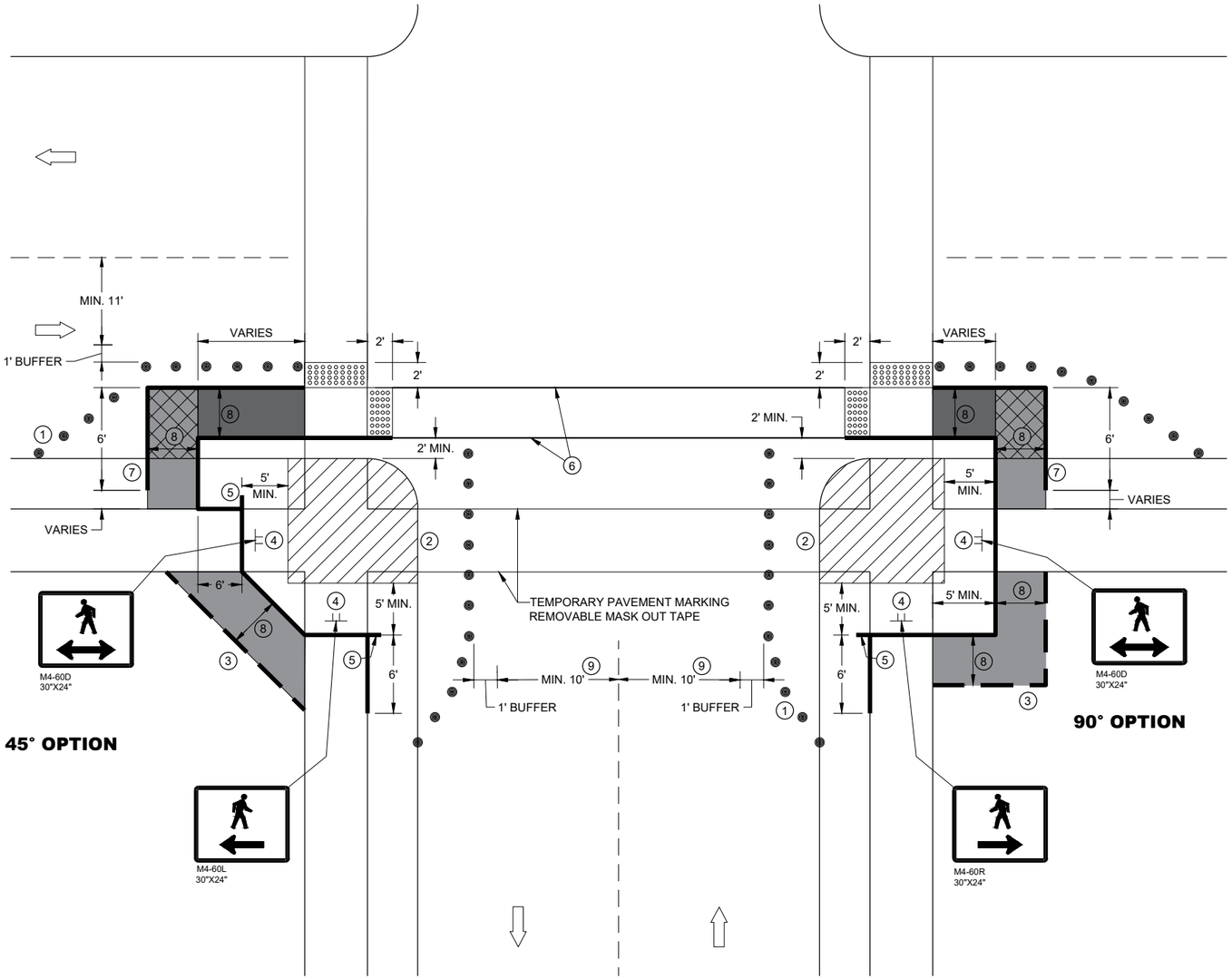
WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 08j

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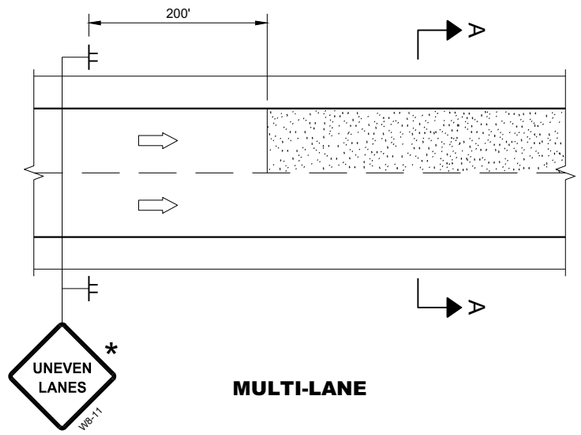
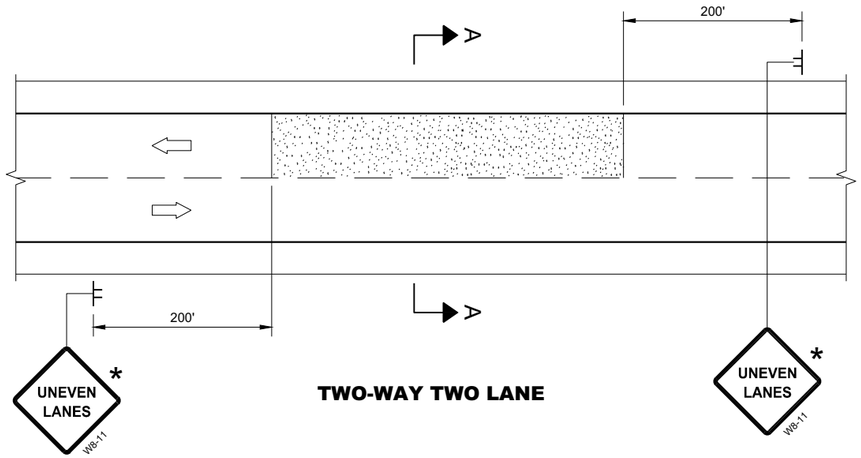


MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

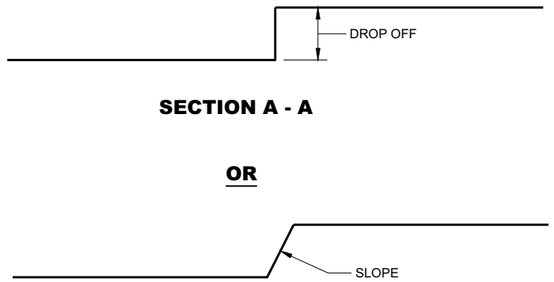
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

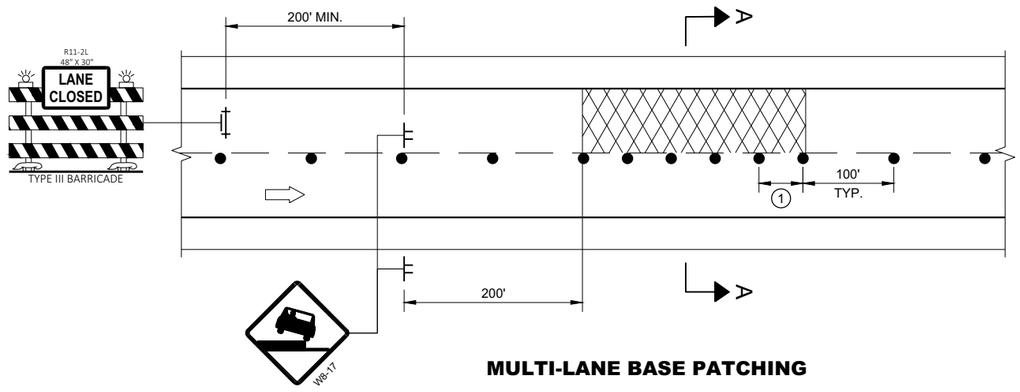
* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

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

LEGEND

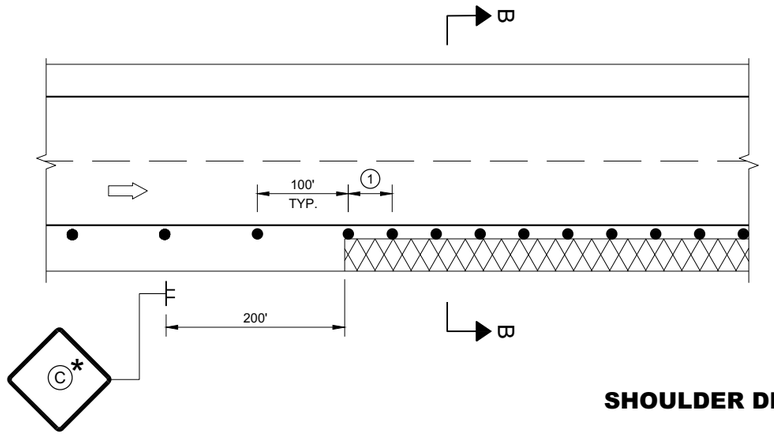
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



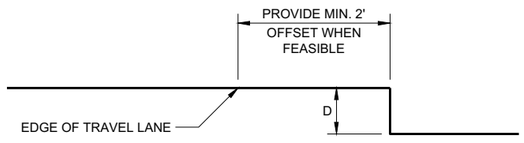


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D39 - 02

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SDD 15D39 - 02

GENERAL NOTES

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

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

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

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

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

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

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

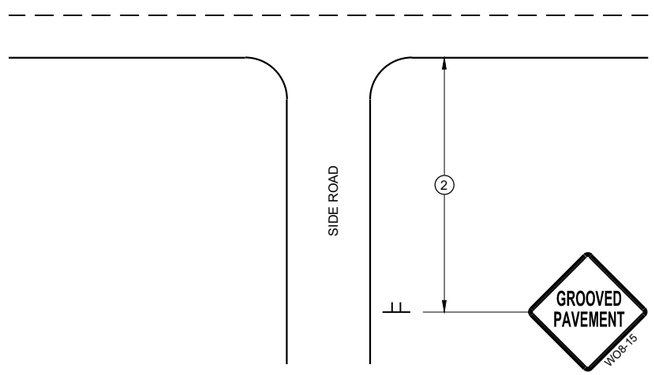
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

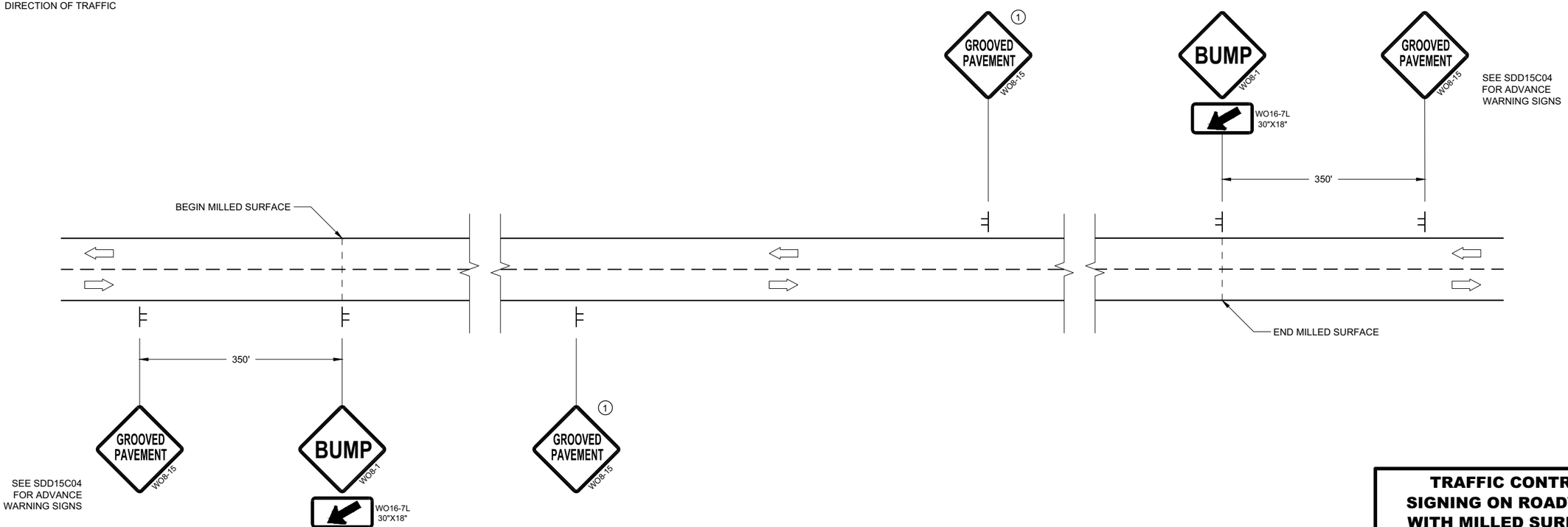
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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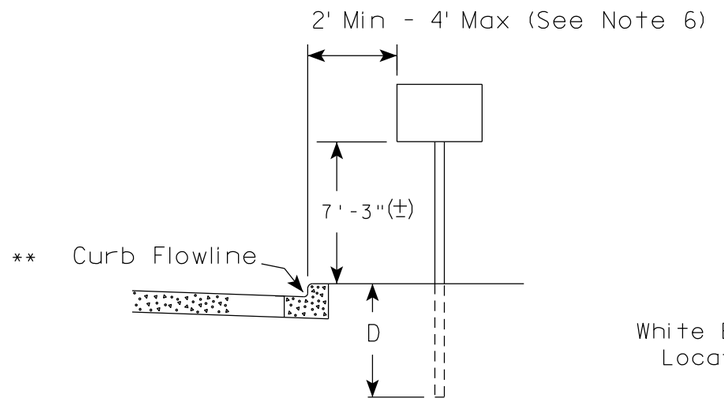
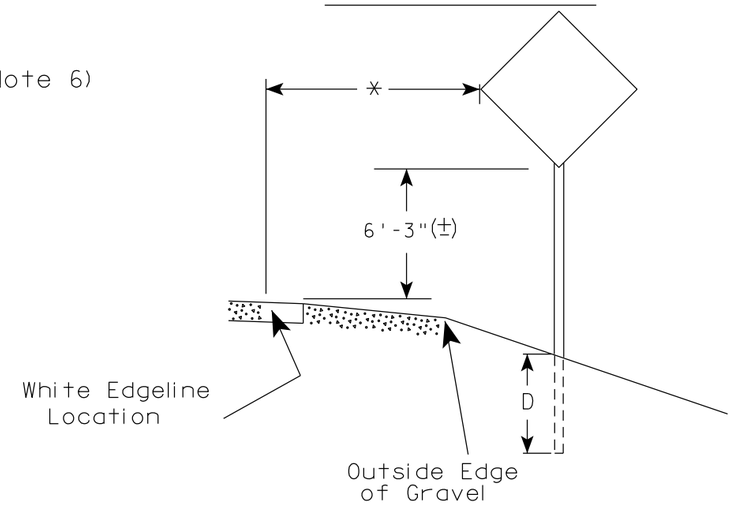
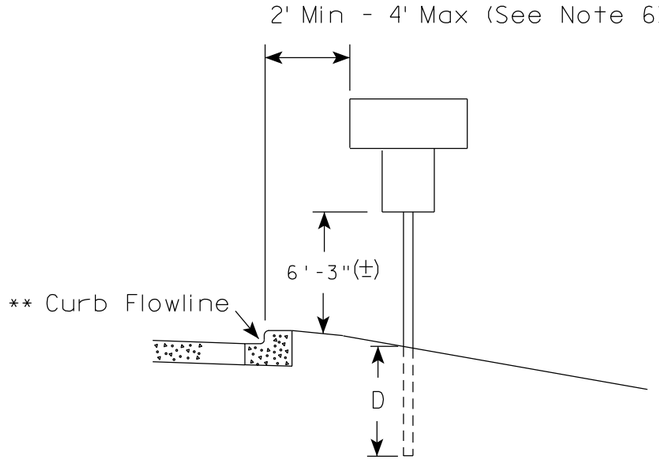
SDD 15D44 - 02

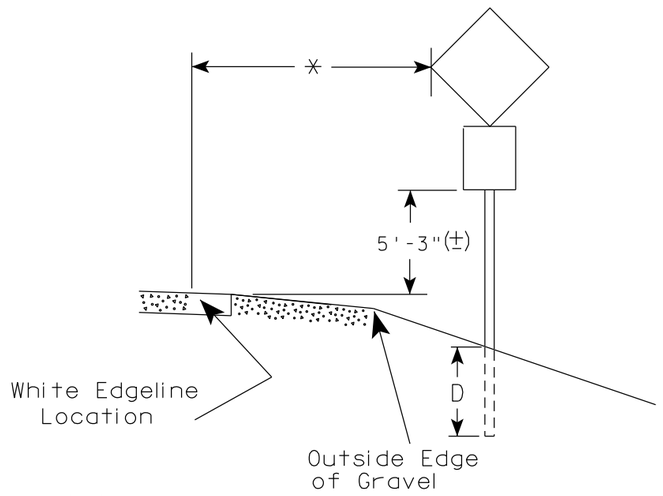
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

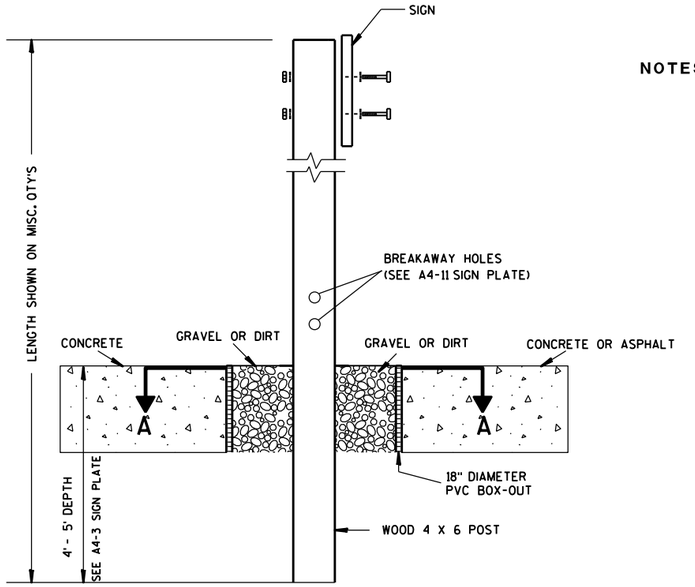
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

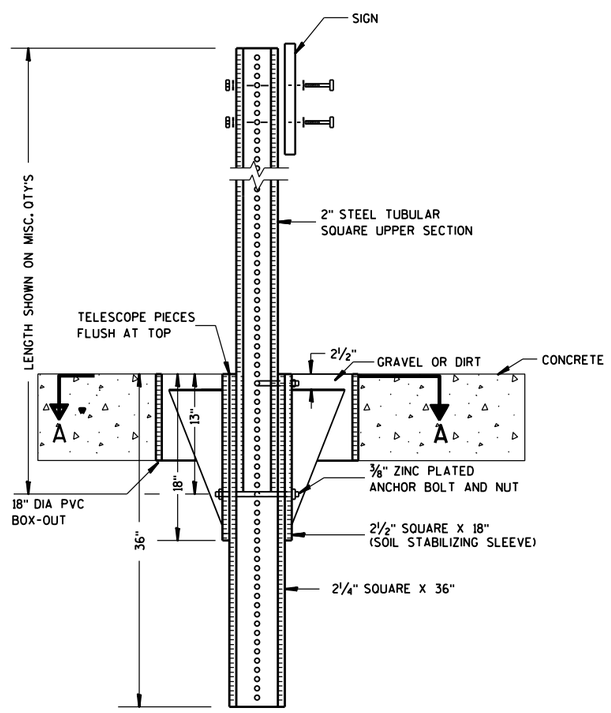
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 199	E



ELEVATION VIEW

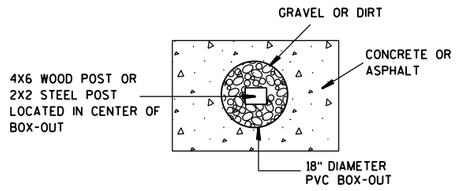
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

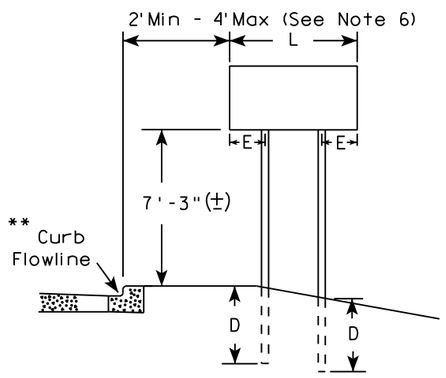
APPROVED Matthew R Rauch
for State Traffic Engineer

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

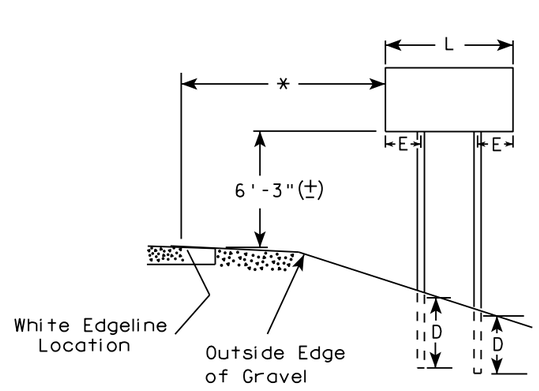
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

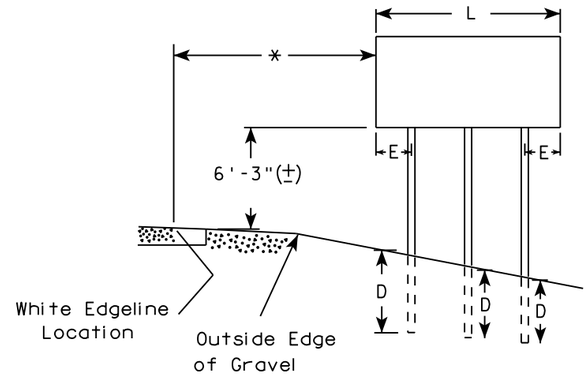
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

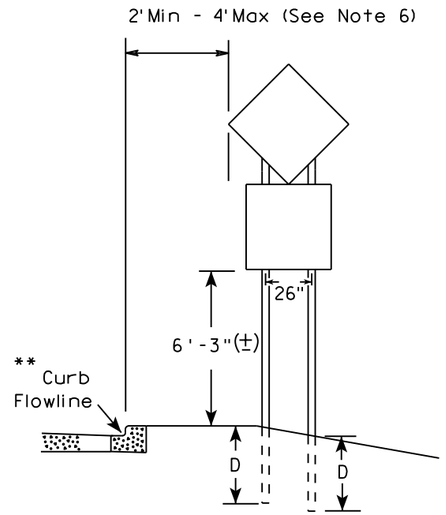
URBAN AREA



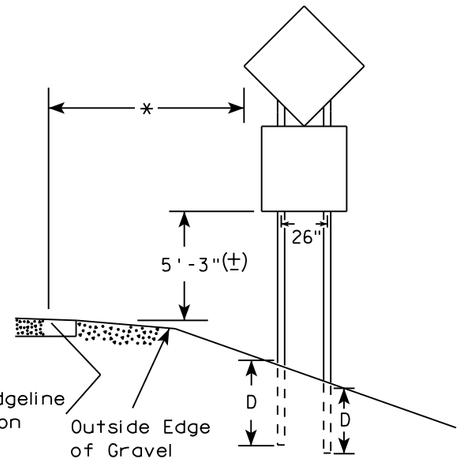
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

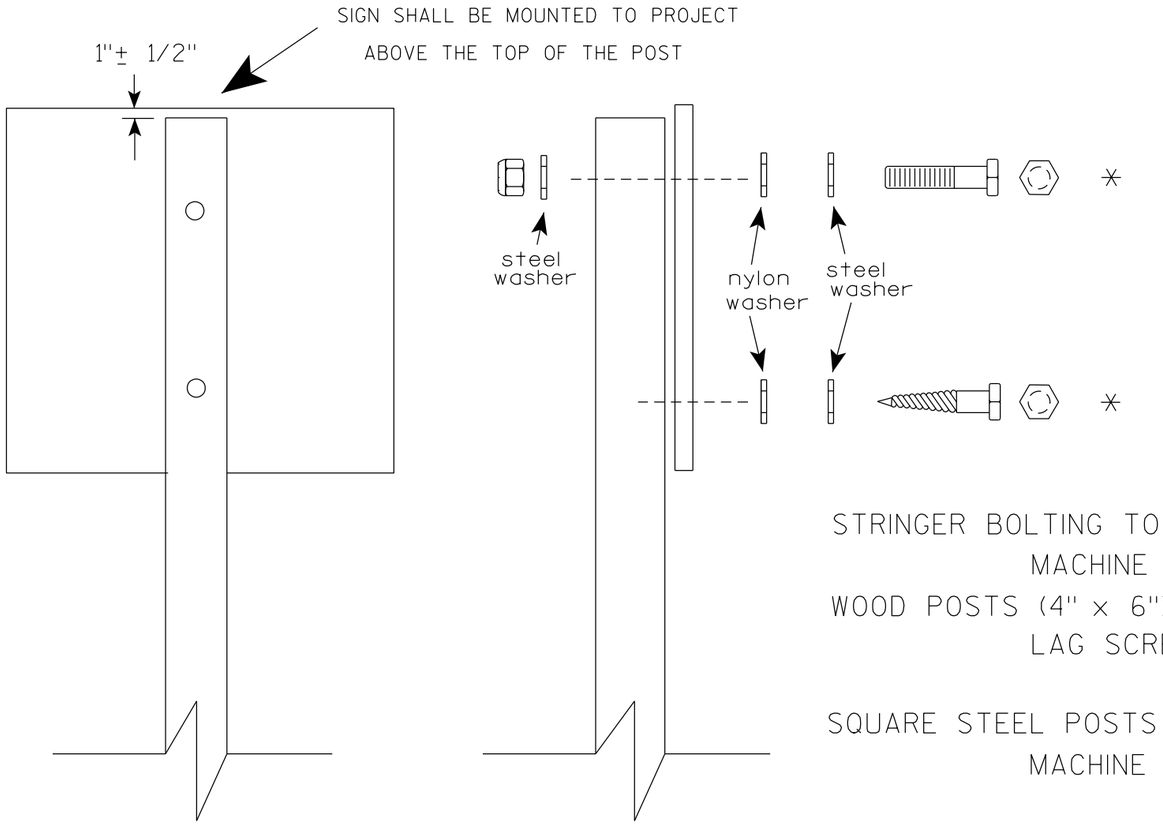
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:

SHEET NO: 202 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

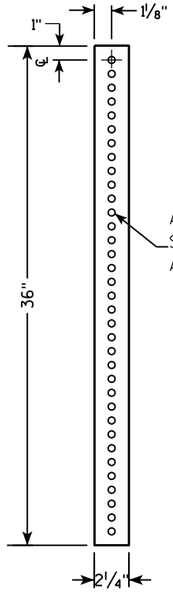
WISDOT/CADDS SHEET 42

7

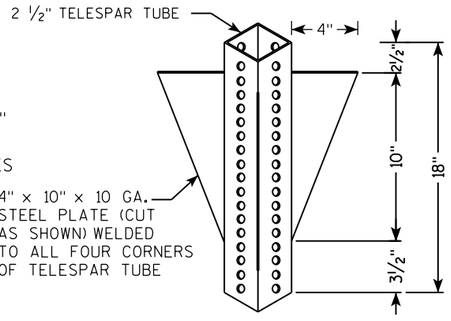
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

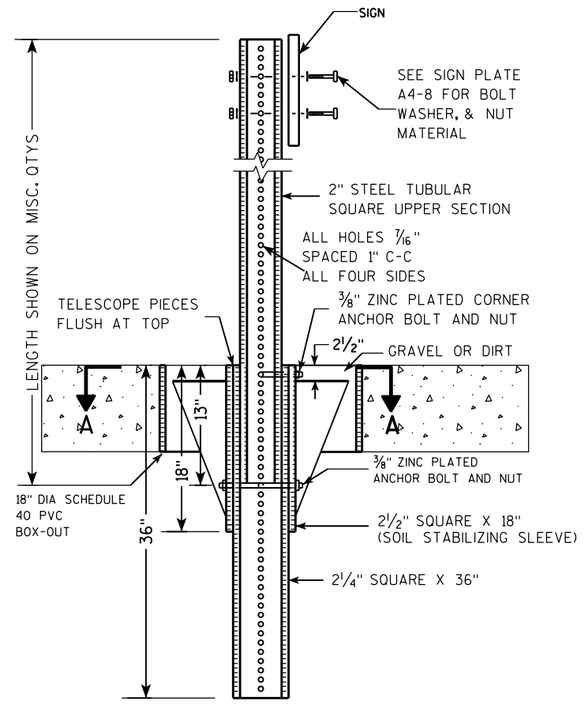
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



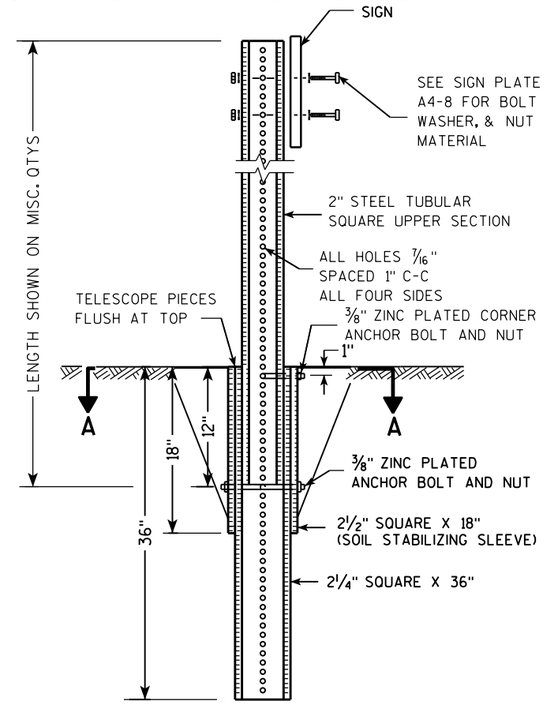
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

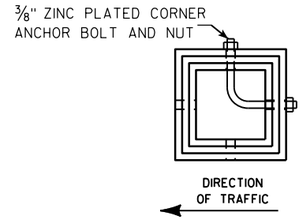


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

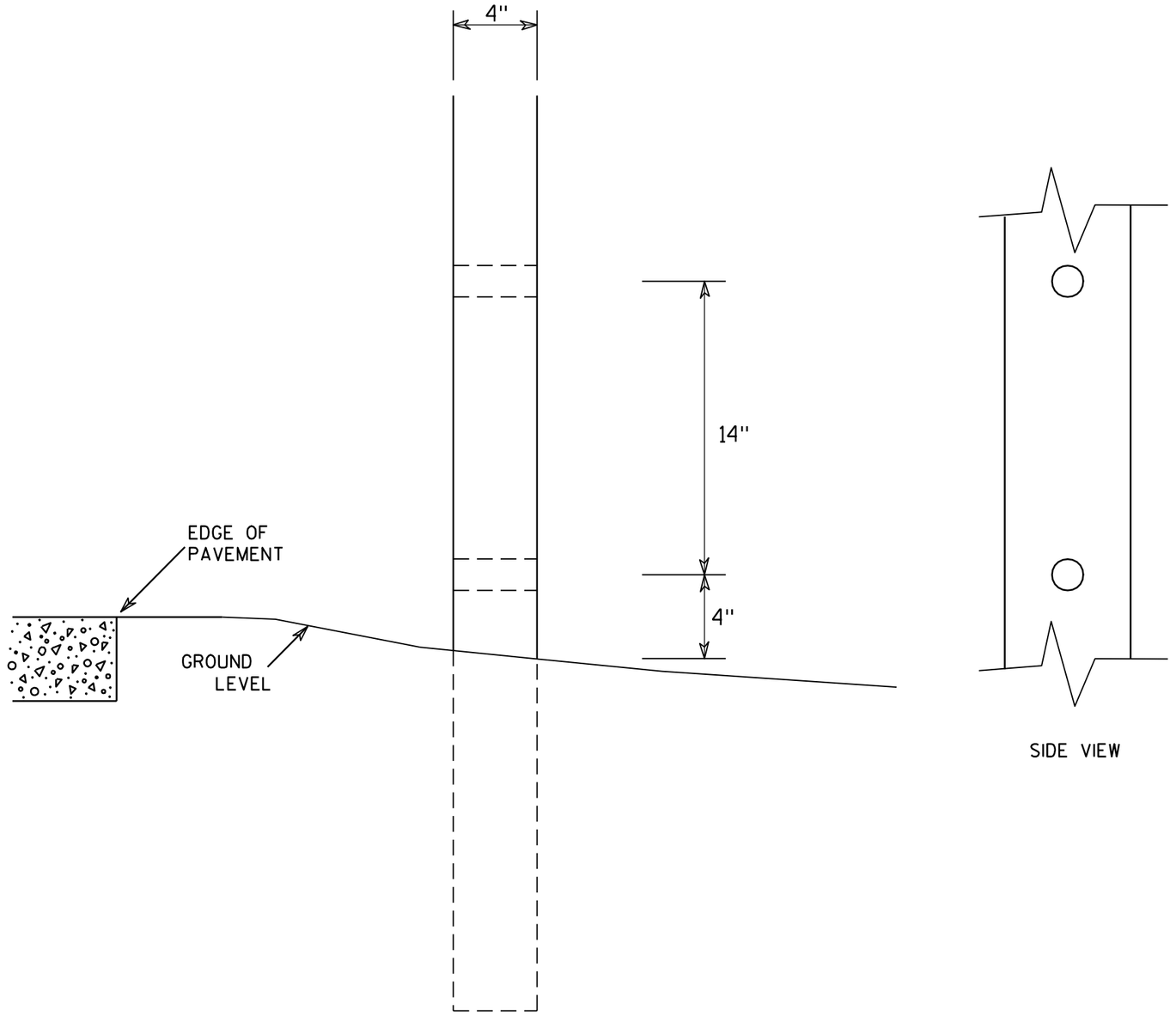
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 203 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

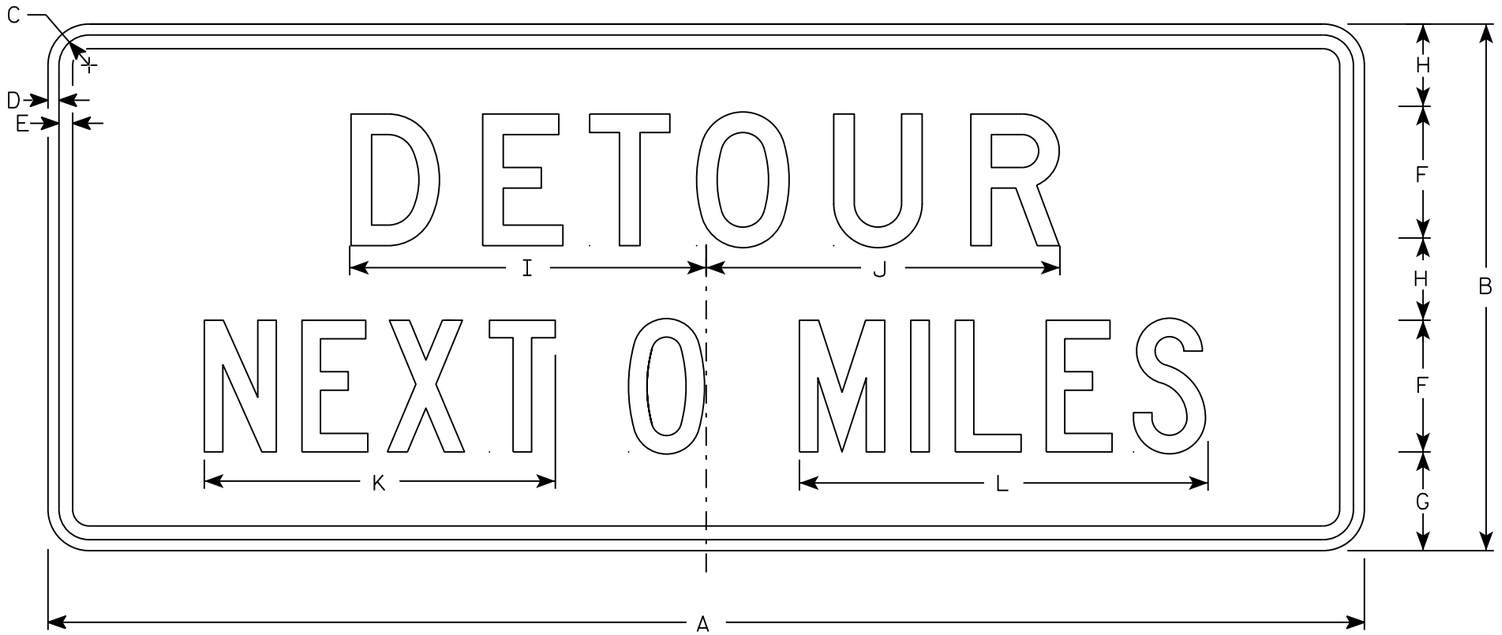
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 204	E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
5																											

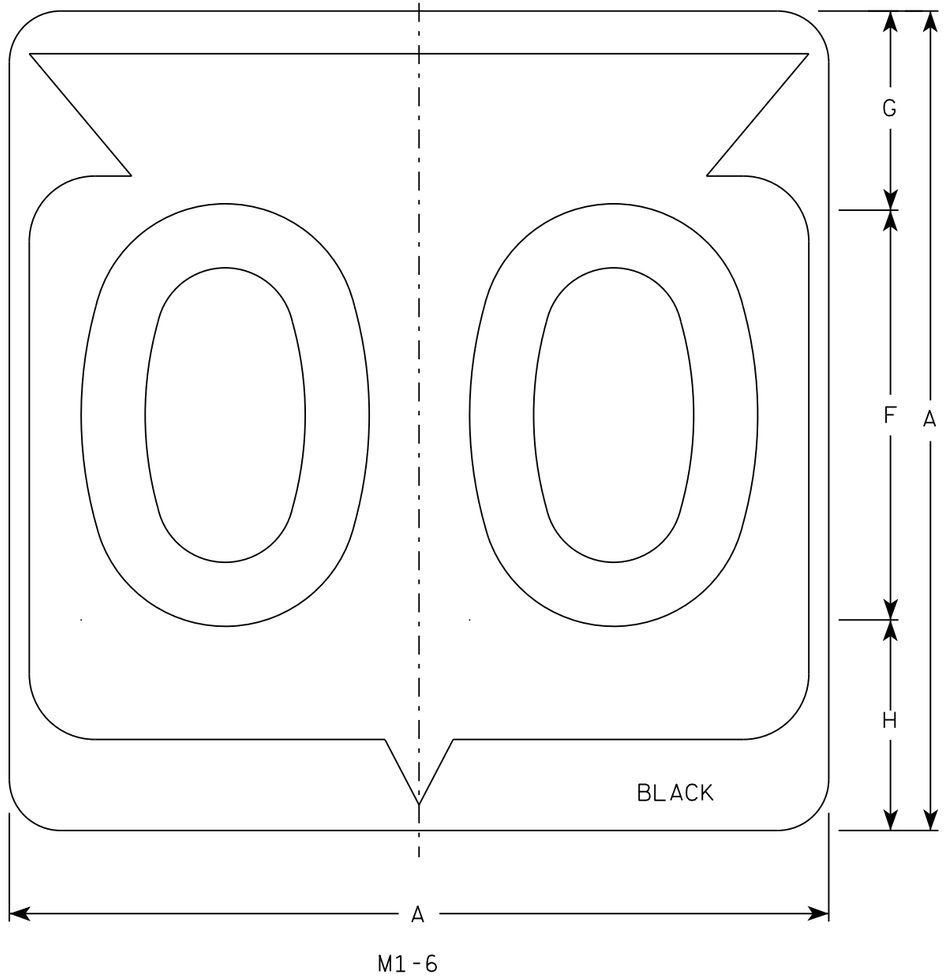
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-51.2

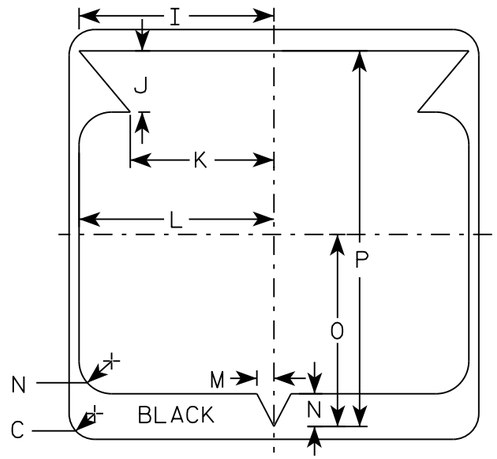
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 205	E



M1-6

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

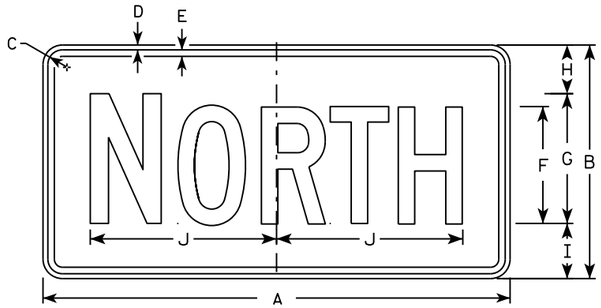
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

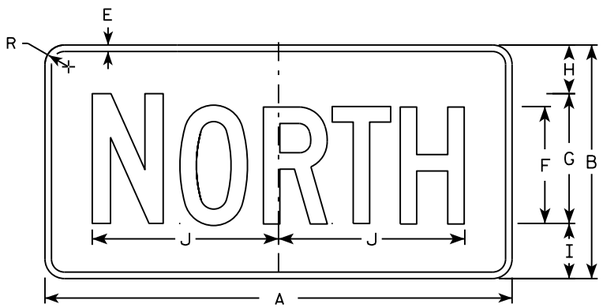
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E



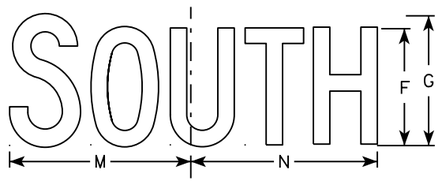
M3-1
MM3-1
MP3-1



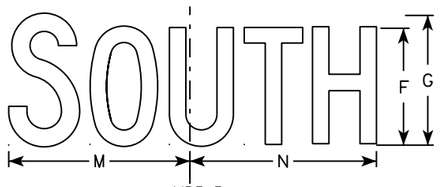
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

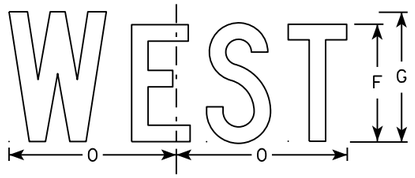
MB3-2
MK3-2
MN3-2



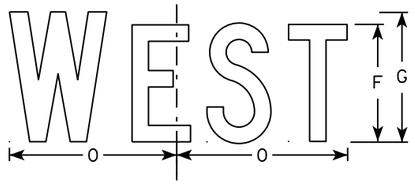
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

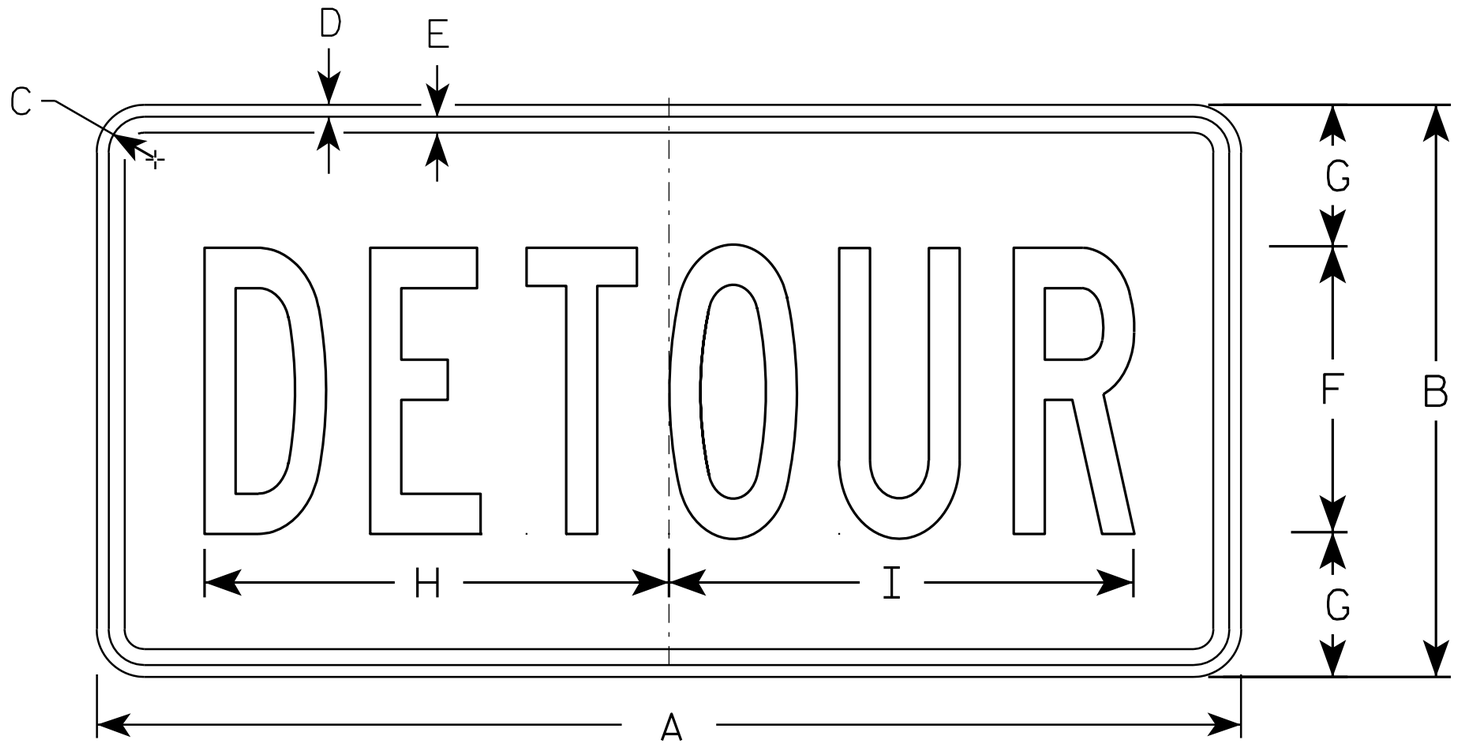
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

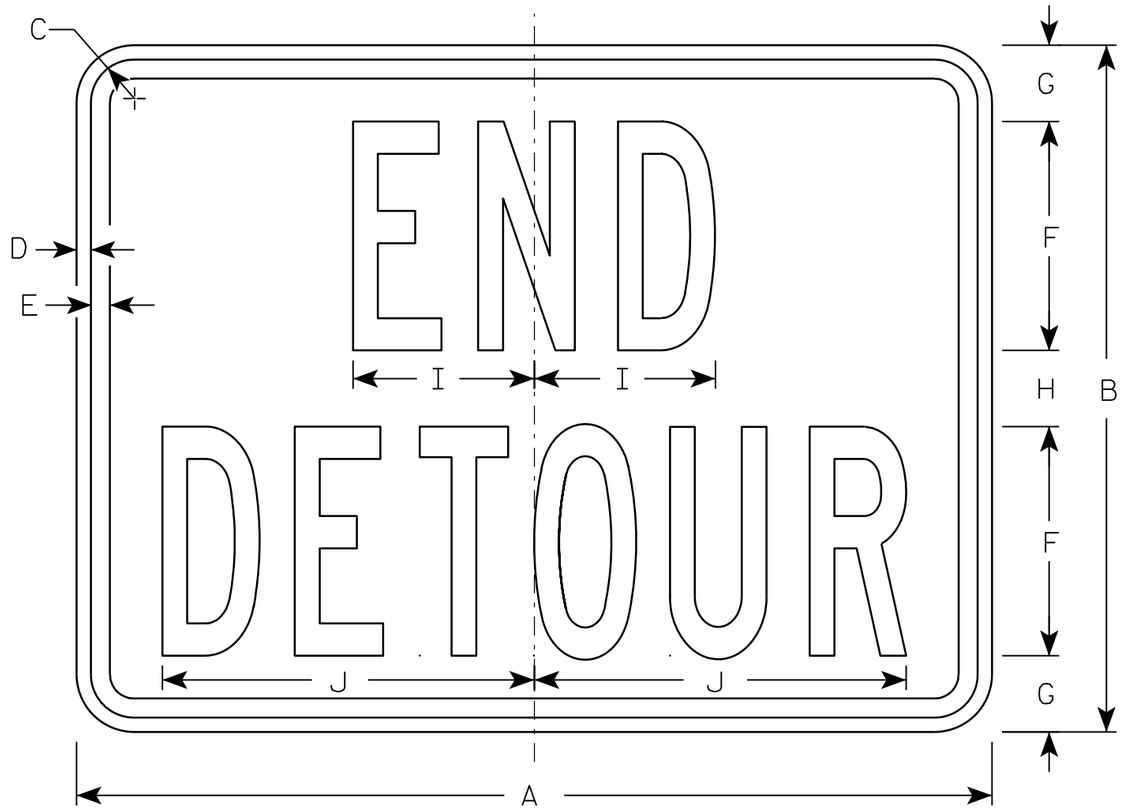
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 208	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

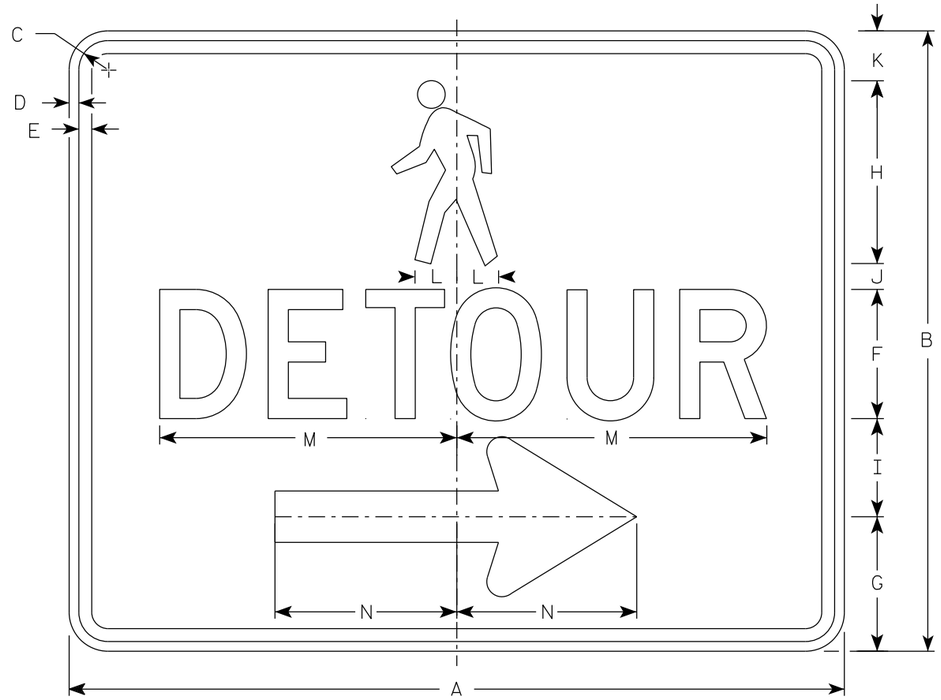
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

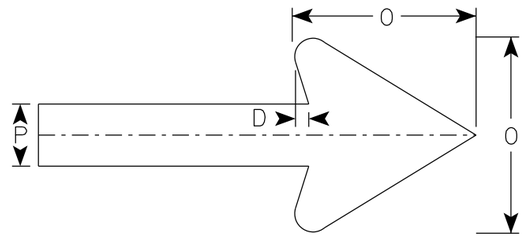
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 209	E



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																											

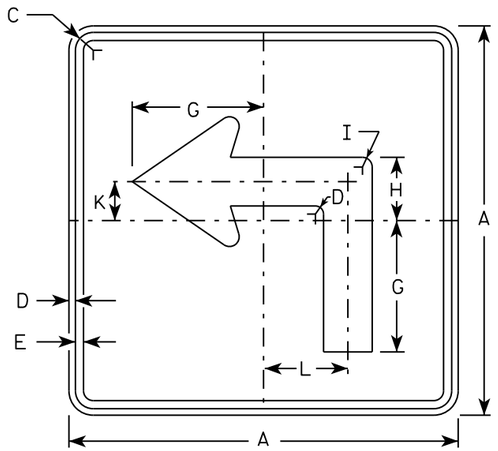
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

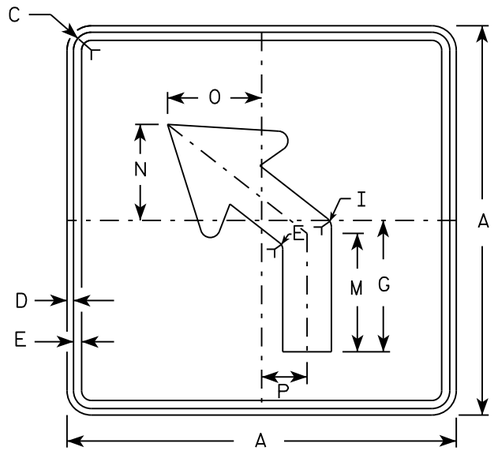
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

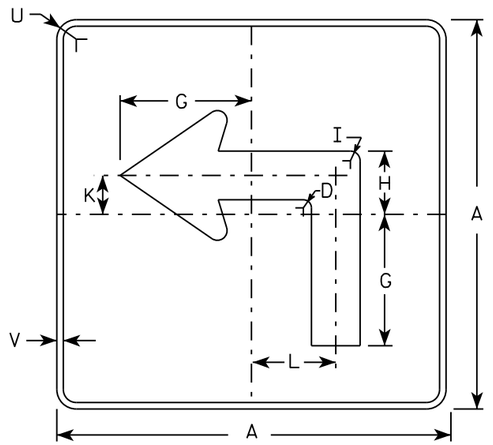
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E



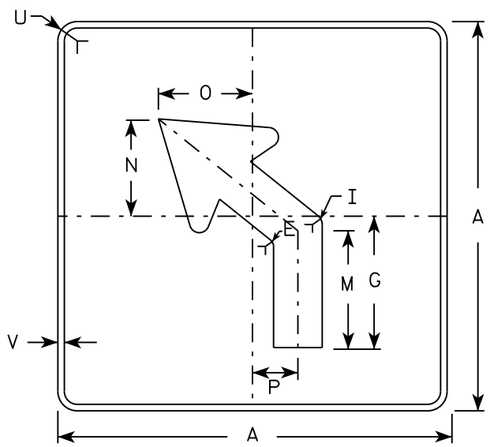
M5-1L
MM5-1L
MO5-1L
MP5-1L



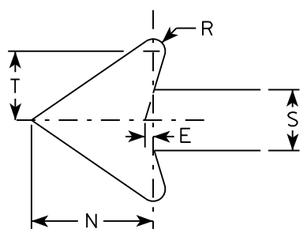
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

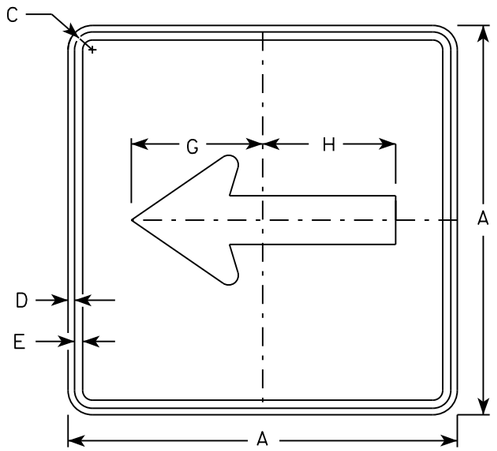
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

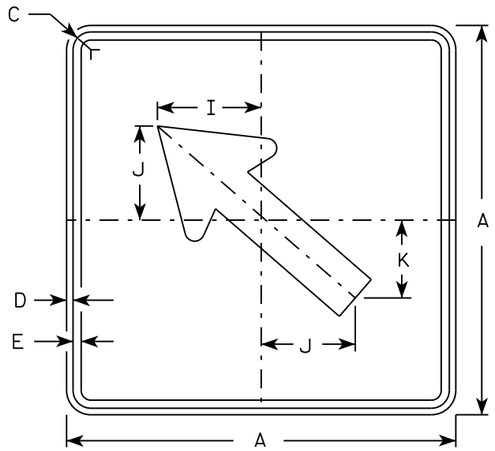
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



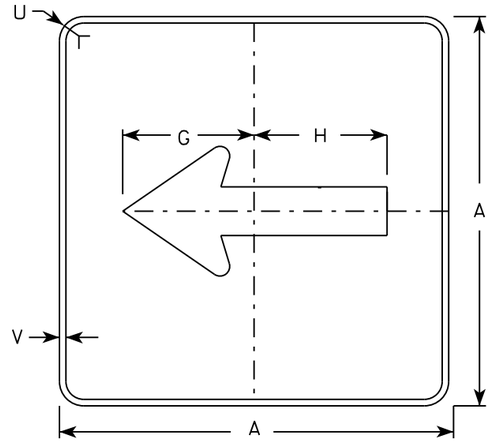
M6-1
MM6-1
MO6-1
MP6-1



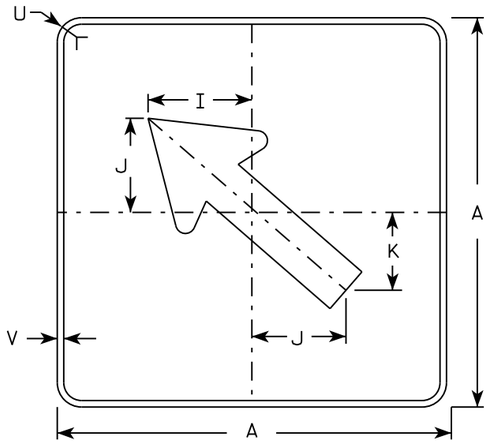
M6-2
MM6-2
MO6-2
MP6-2

NOTES

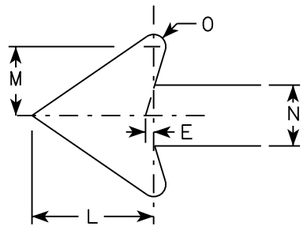
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

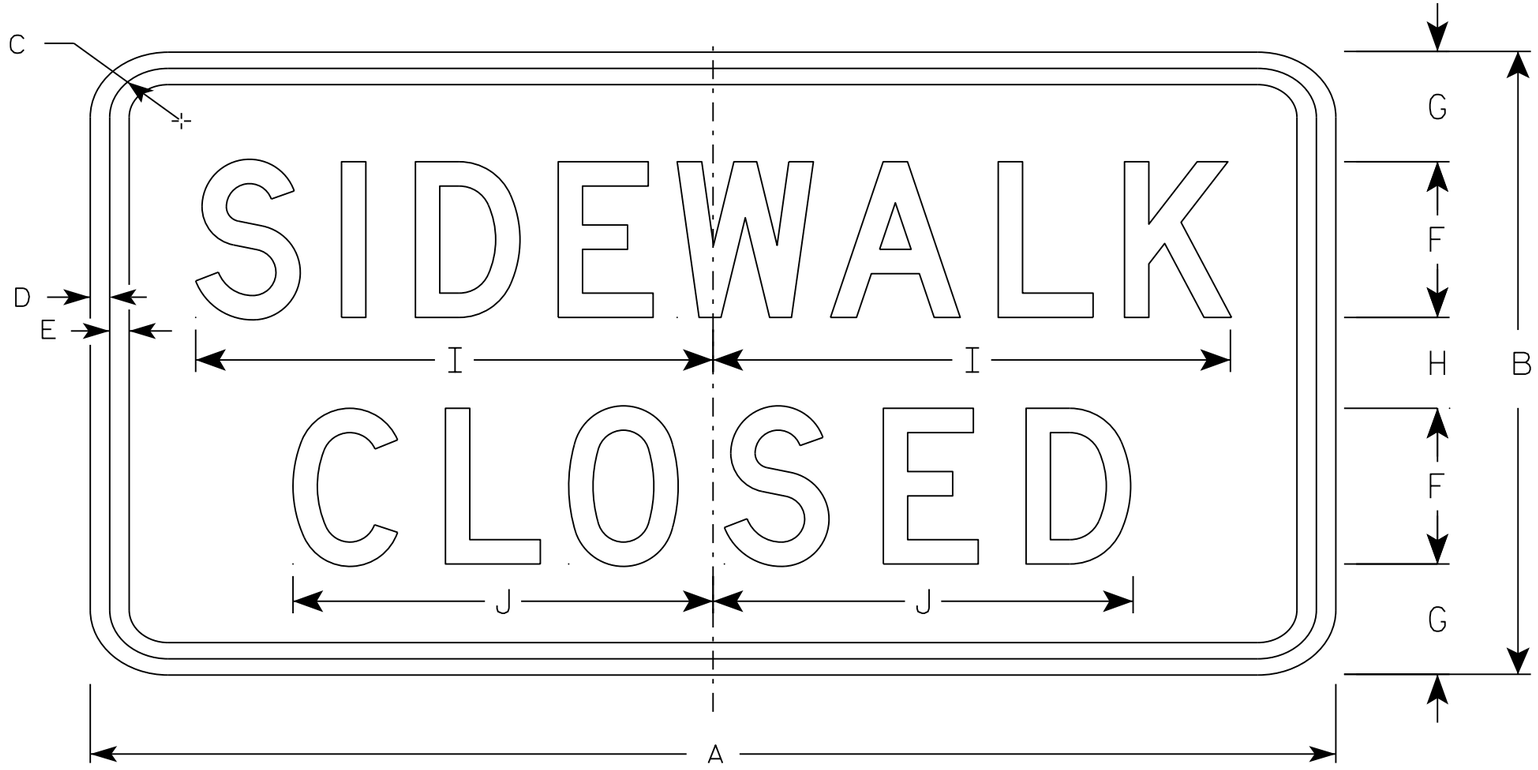
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATI 212 M6-1.15

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

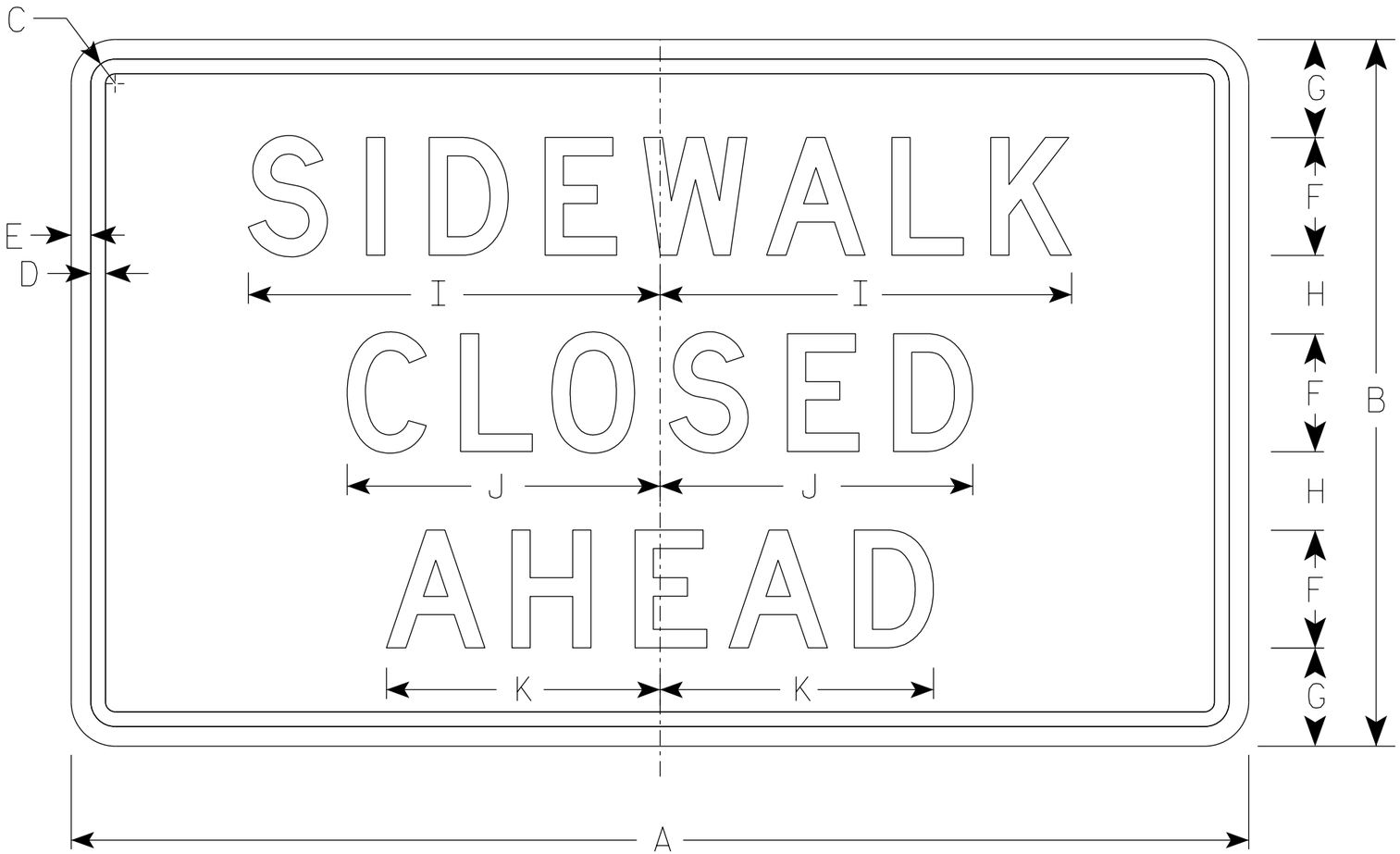
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 213 R9-9.6

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-9A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

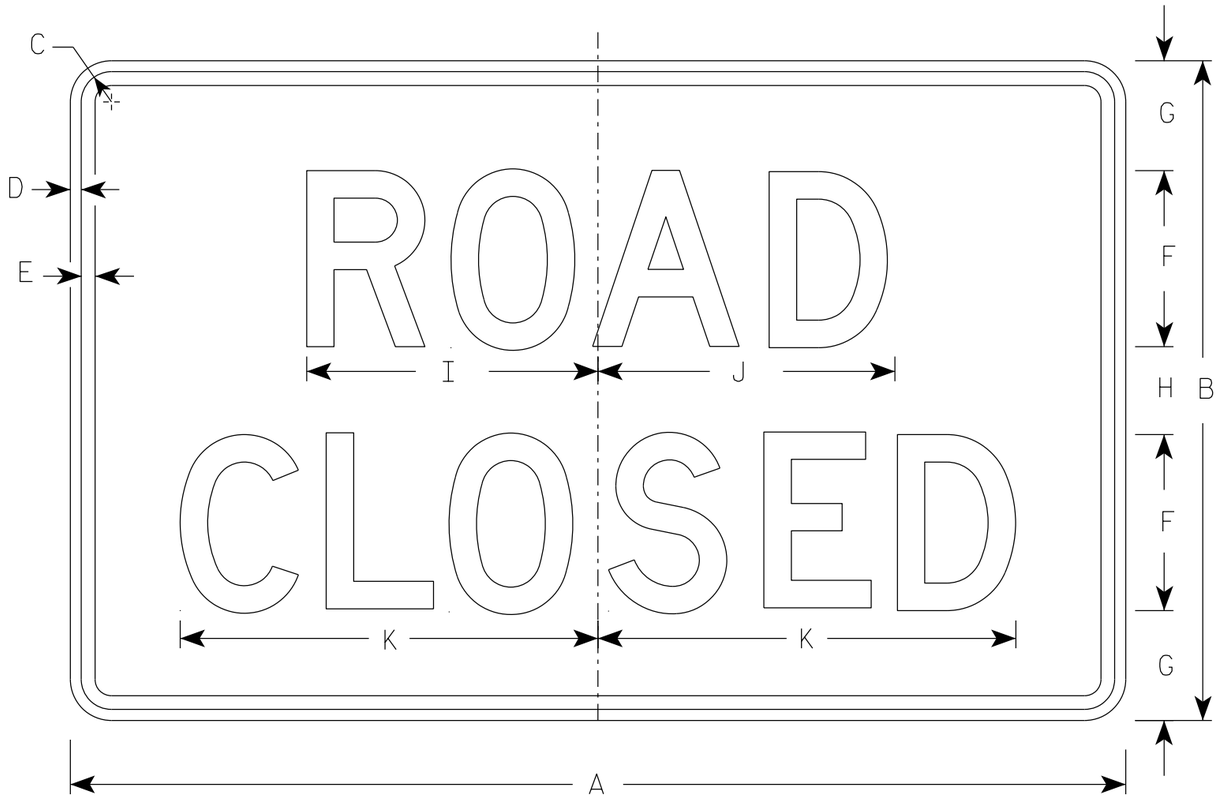
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

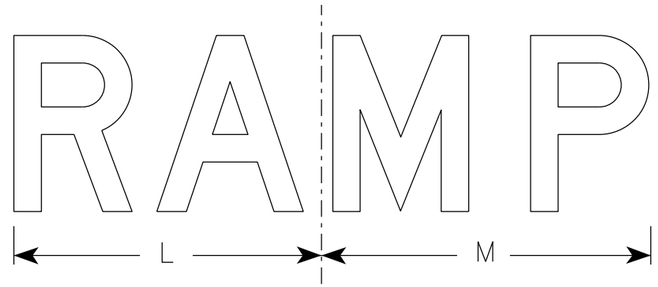
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E



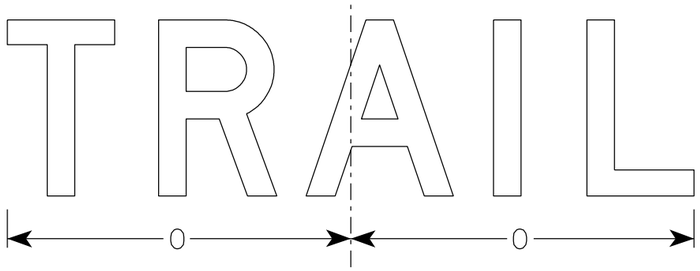
R11-2

NOTES

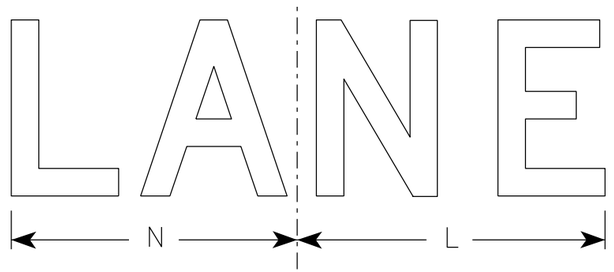
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

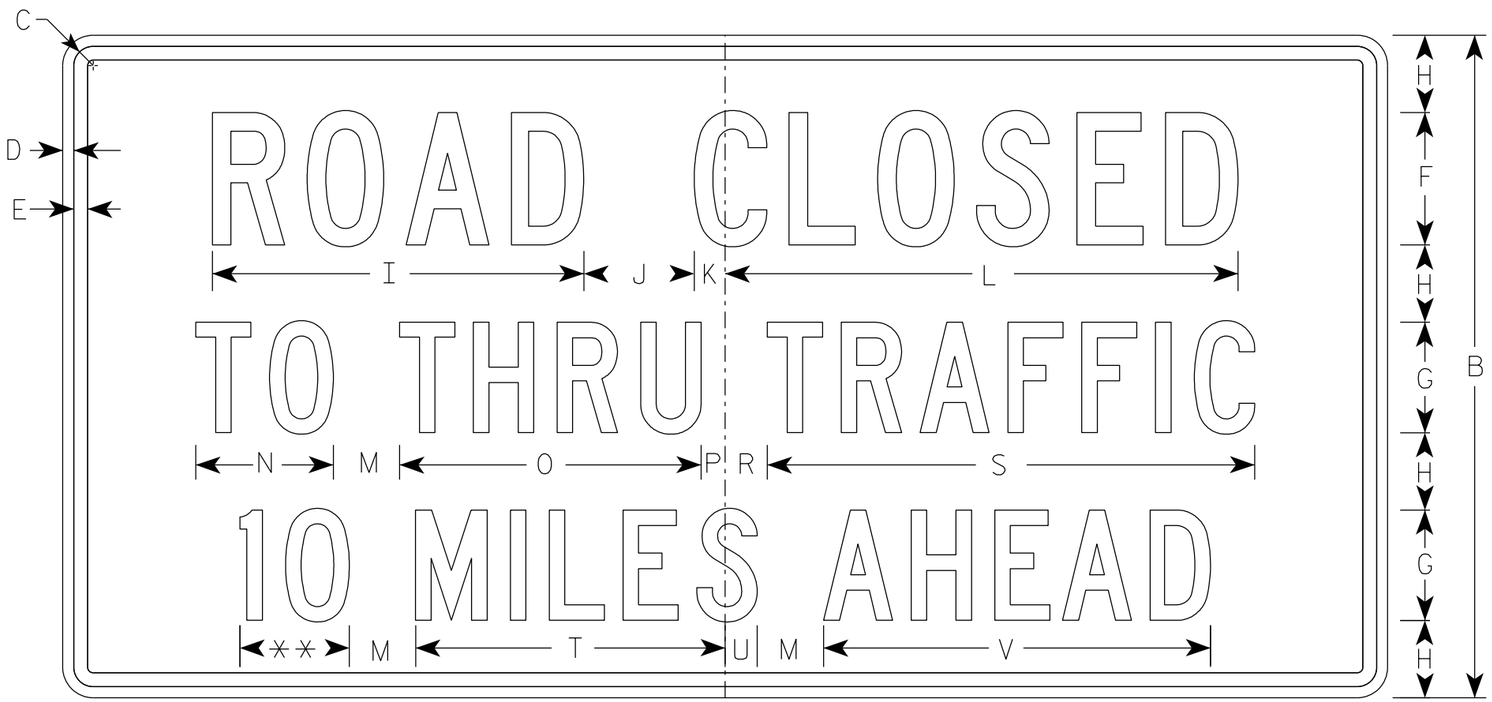
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 E

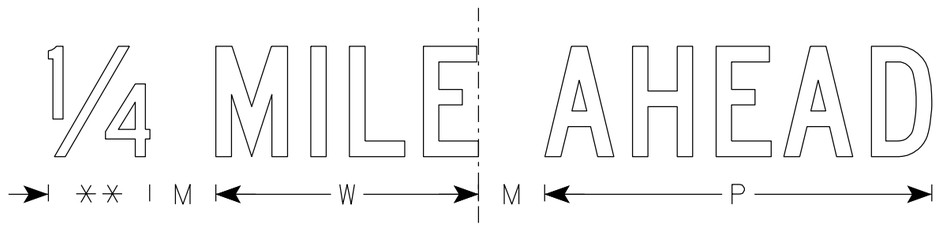
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



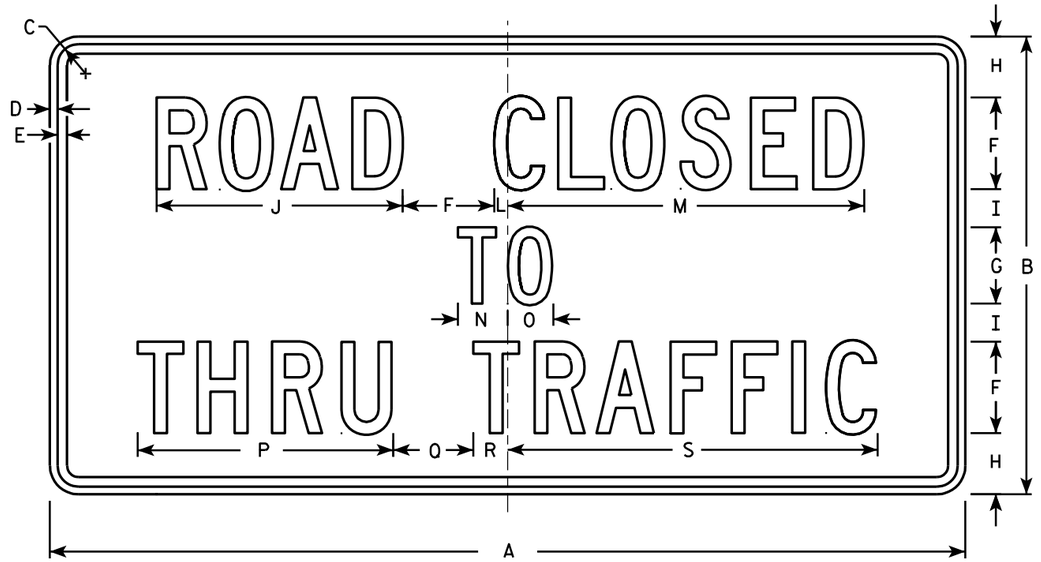
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 216 | E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

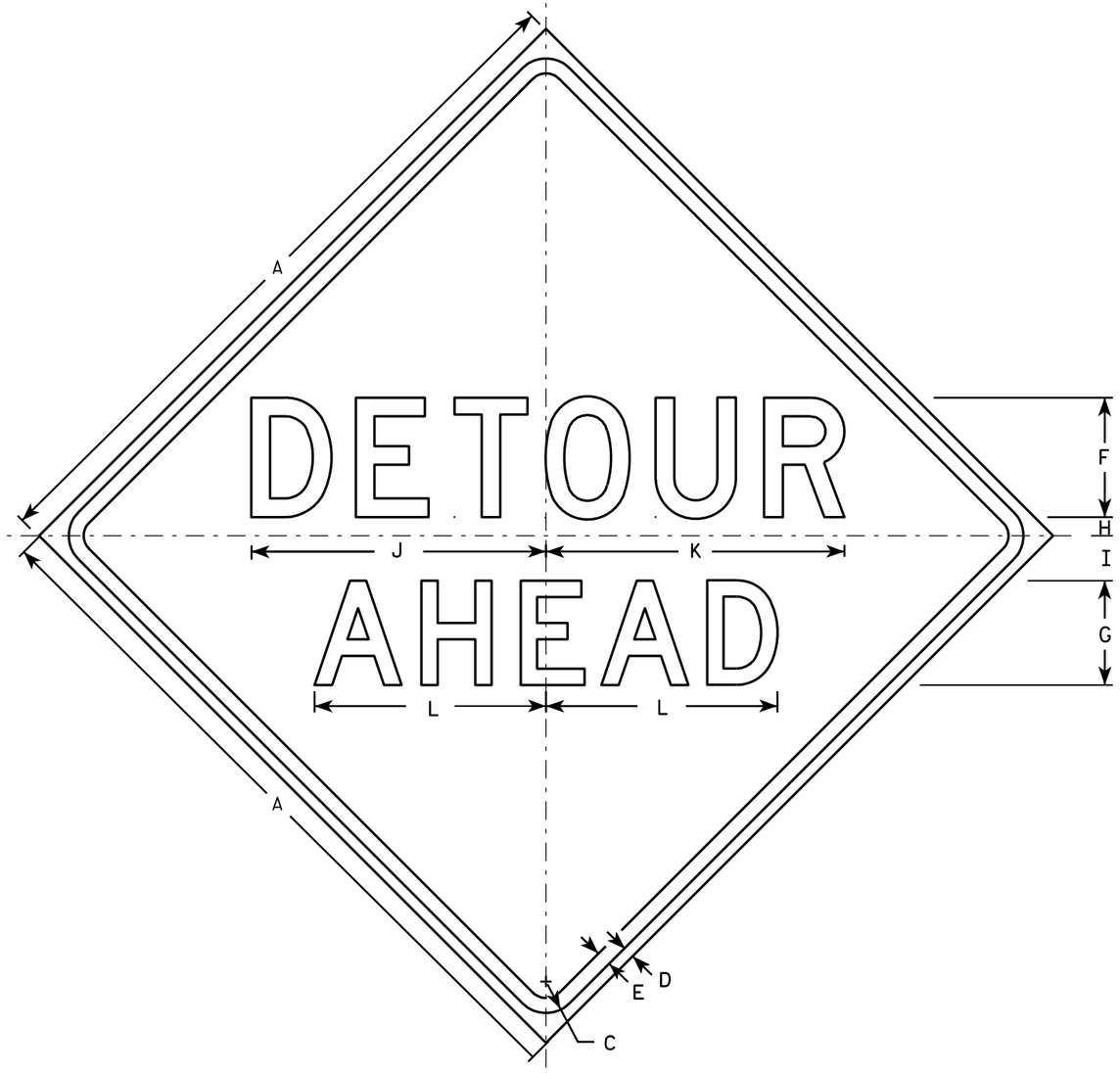
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

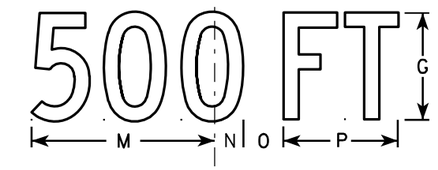
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

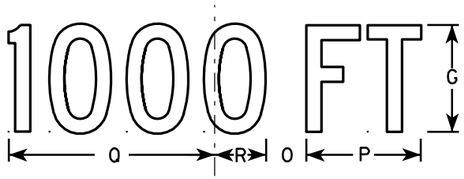
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 217 | E



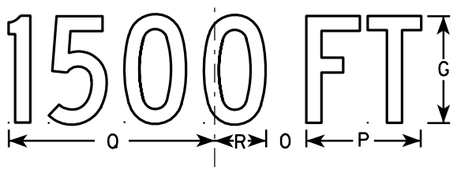
W20-2A



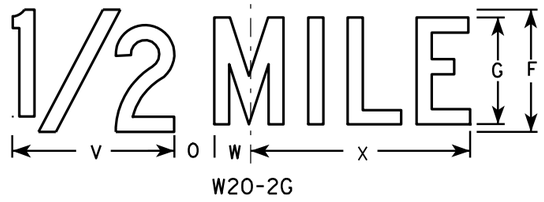
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

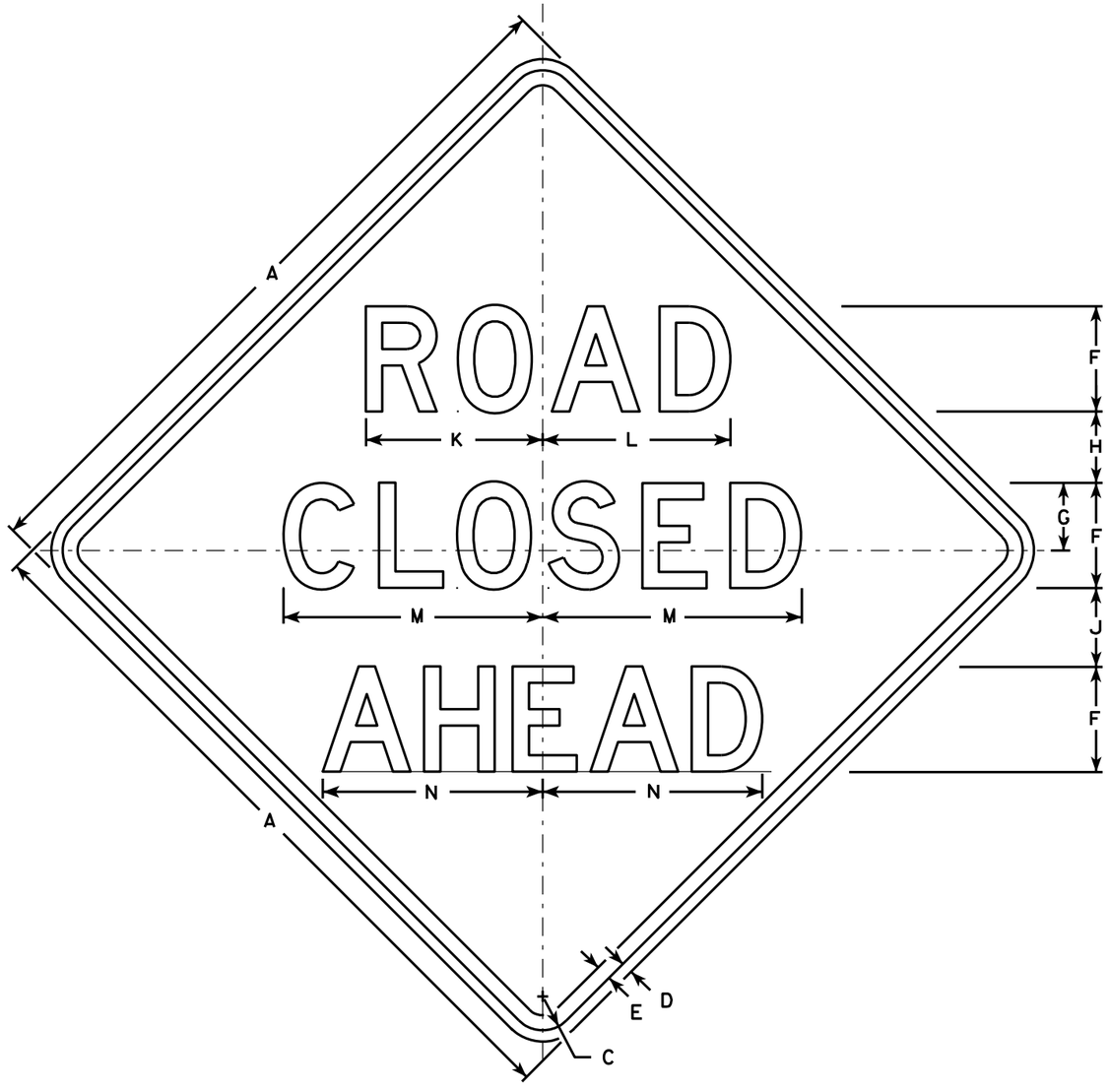
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

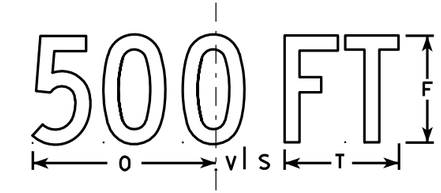
DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E

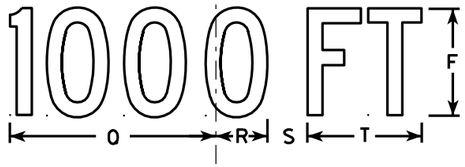
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



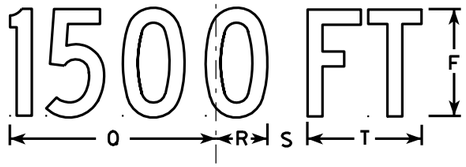
W20-3A



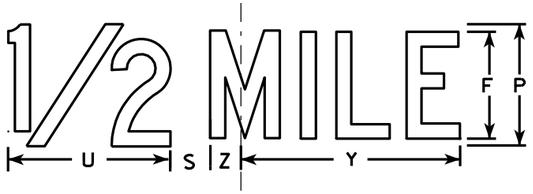
W20-3D



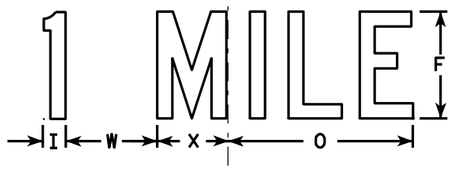
W20-3C



W20-3B



W20-3G



W20-3F

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

STANDARD SIGN
W20-3A, B, C, D, F & G

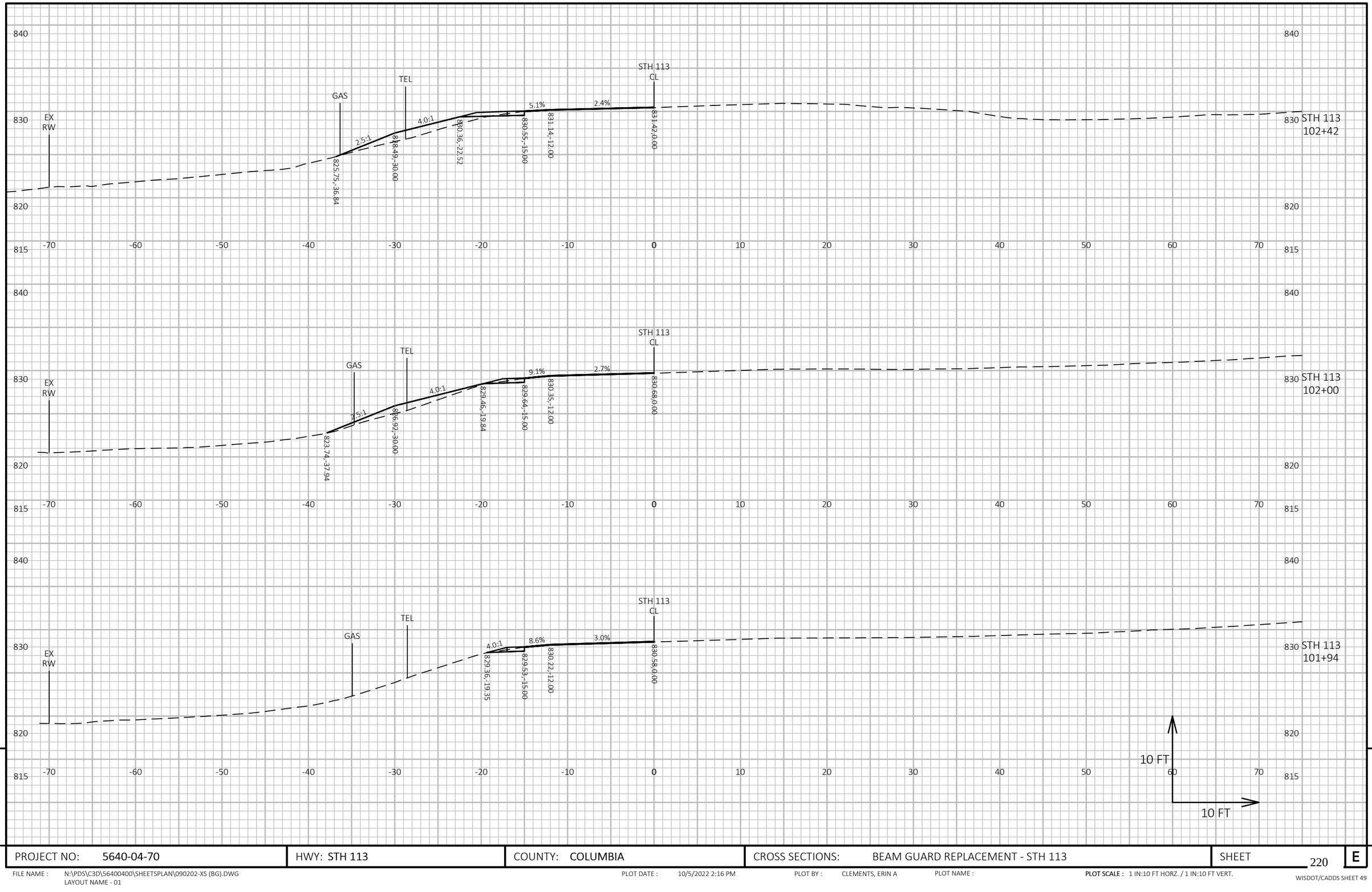
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 219 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



9

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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 220	E

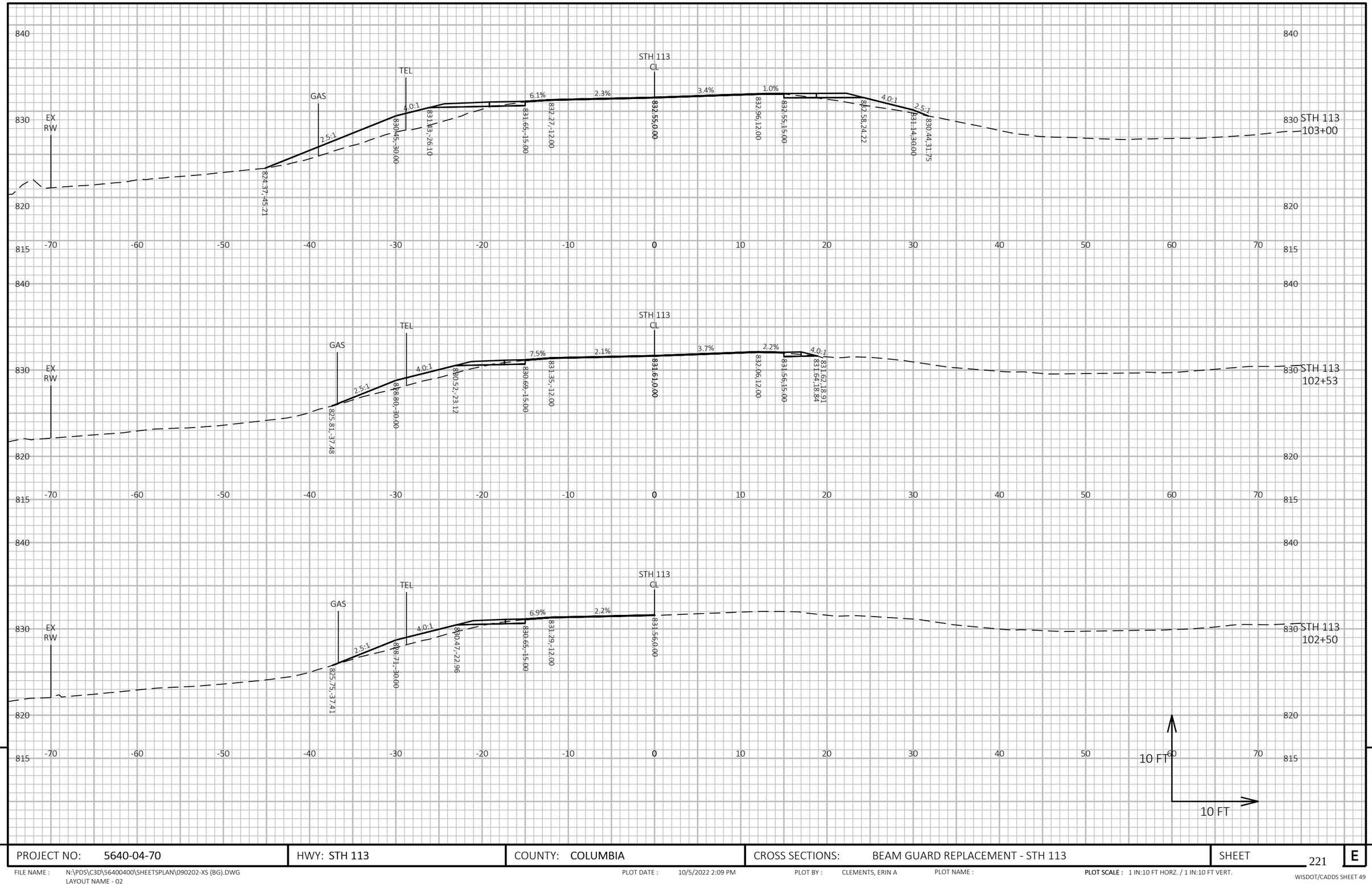
FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 01

PLOT DATE : 10/5/2022 2:16 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



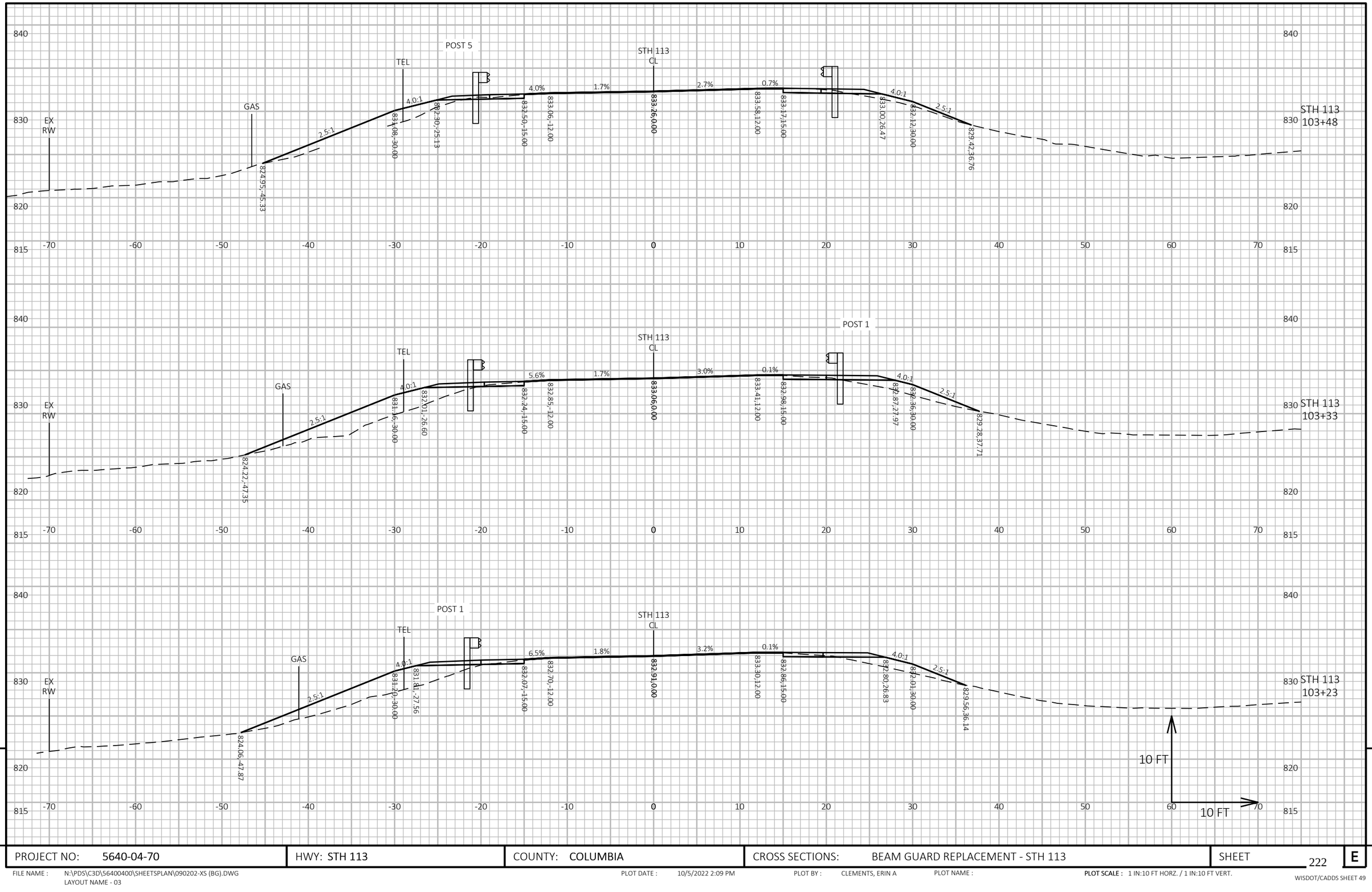
9 9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 221	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 02

PLOT DATE : 10/5/2022 2:09 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 222	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 03

PLOT DATE : 10/5/2022 2:09 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

POST 9

TEL

STH 113
CL

EX
RW

GAS

OH

STH 113
103+73

826.20,-42.33
2.5:1
831.13,-30.00
4.0:1
832.68,-23.83
832.85,-15.00
4.3%
833.42,12.00
1.4%
833.59,0.00
2.5%
833.89,12.00
1.5%
833.50,15.00
4.1:1
833.30,24.69
832.92,30.00
2.5:1
829.91,35.27

POST 5

TEL

STH 113
CL

EX
RW

GAS

STH 113
103+58

825.54,-43.91
2.5:1
831.11,-30.00
4.0:1
832.45,-24.61
832.65,-15.00
3.9%
833.20,12.00
1.6%
833.39,0.00
2.6%
833.70,12.00
1.2%
833.30,15.00
4.0:1
833.11,25.49
831.98,30.00
2.5:1
829.97,35.02

TEL

STH 113
CL

EX
RW

GAS

STH 113
103+50

825.12,-44.93
2.5:1
831.09,-30.00
4.0:1
832.34,-25.01
832.54,-15.00
4.0%
833.09,12.00
1.7%
833.29,0.00
2.7%
833.61,12.00
0.9%
833.20,15.00
4.0:1
833.03,26.24
832.09,30.00
2.5:1
829.67,36.05

10 FT
10 FT

9

9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 223	E

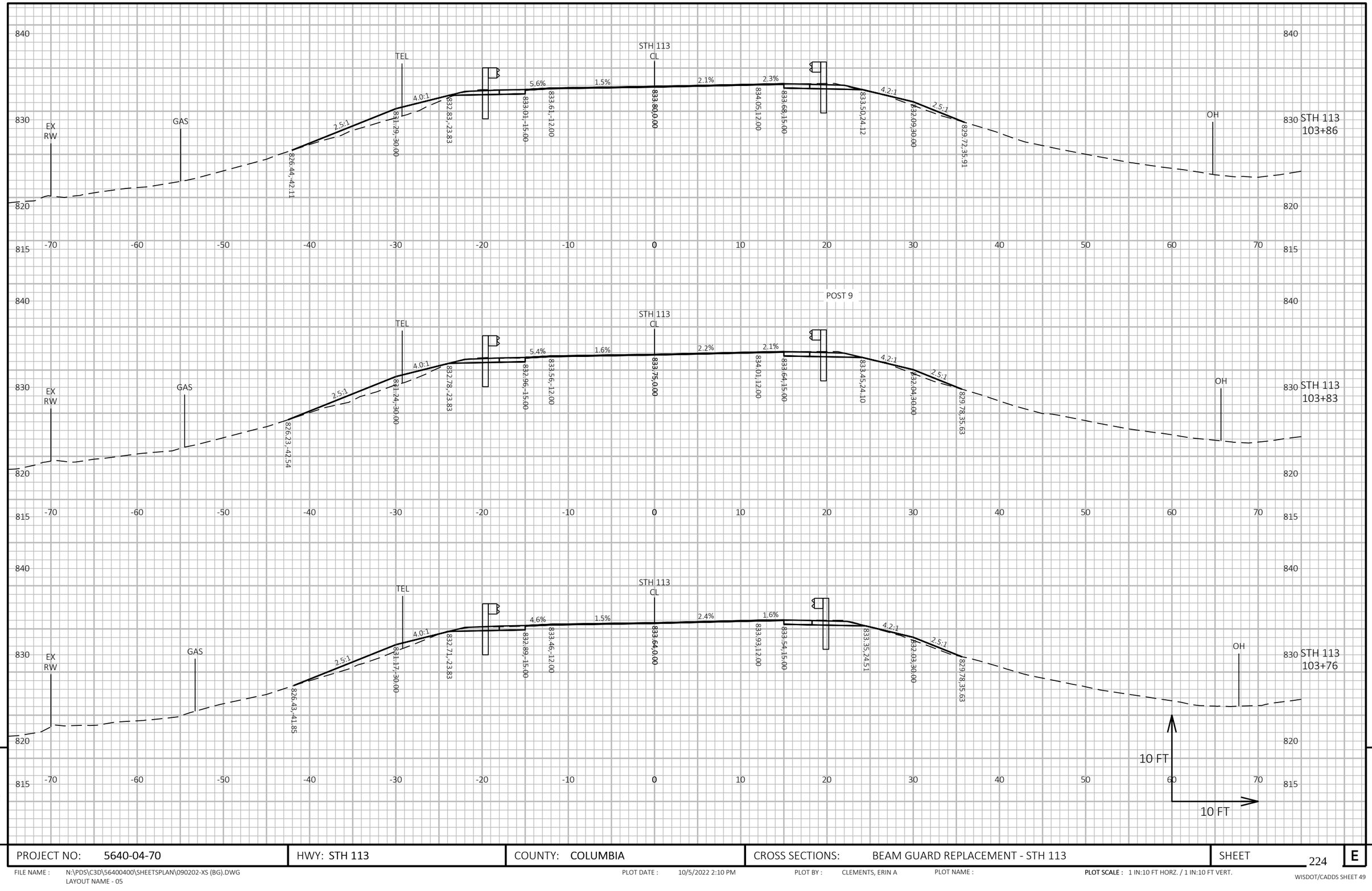
FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 04

PLOT DATE : 10/5/2022 2:09 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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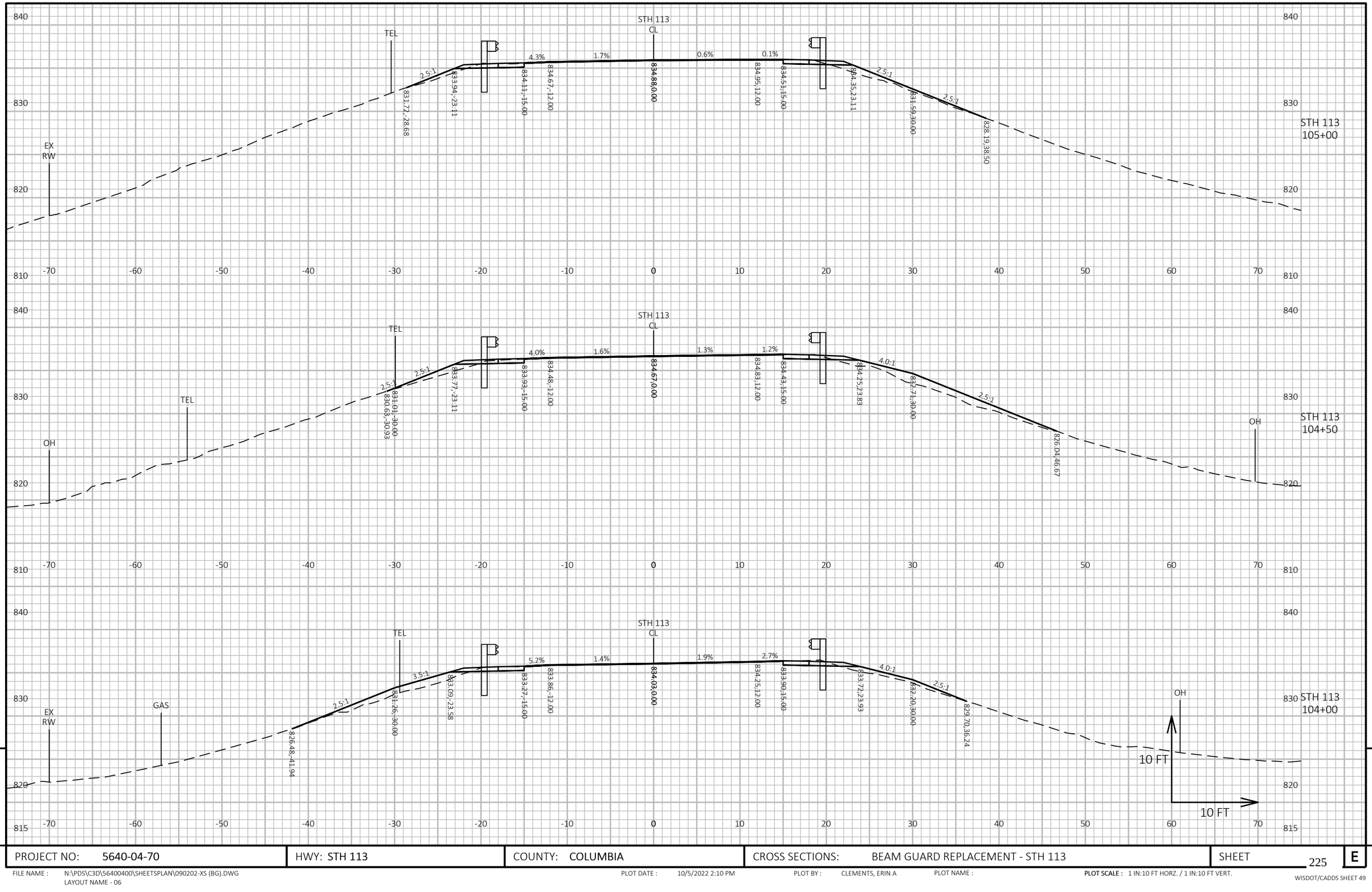
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 224	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 05

PLOT DATE : 10/5/2022 2:10 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

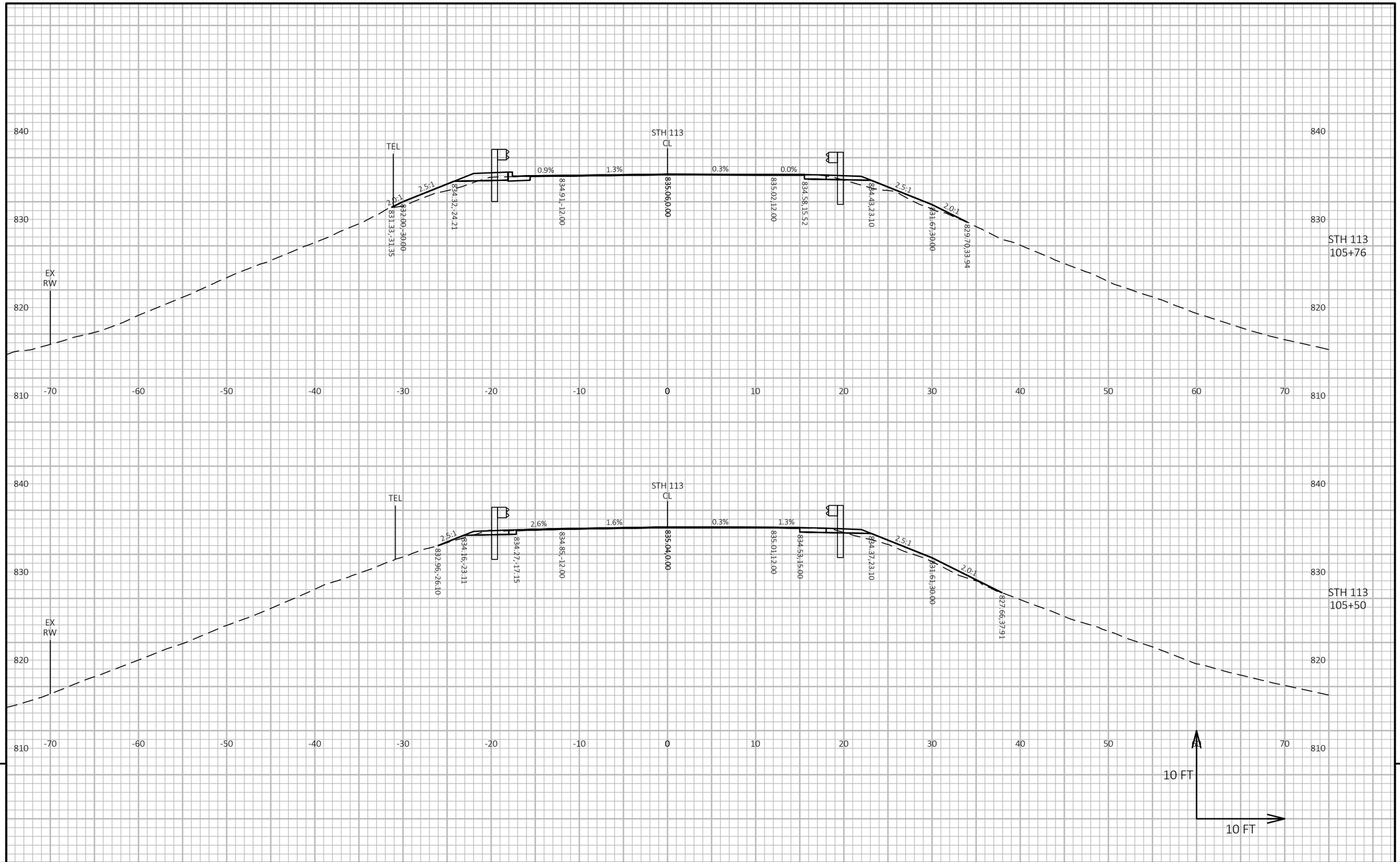


PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 225	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 06

PLOT DATE : 10/5/2022 2:10 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 226 E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 07

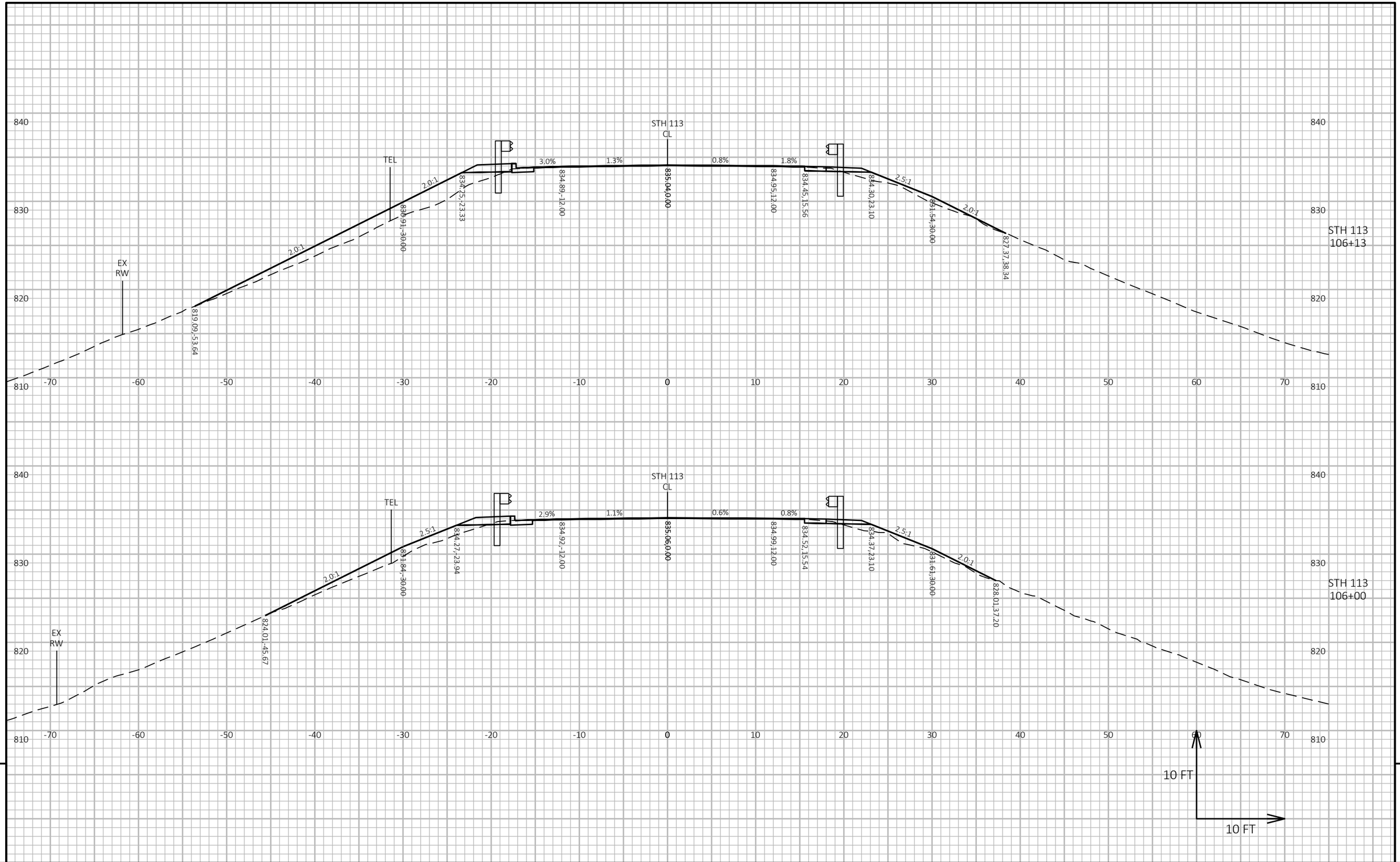
PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 227	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 08

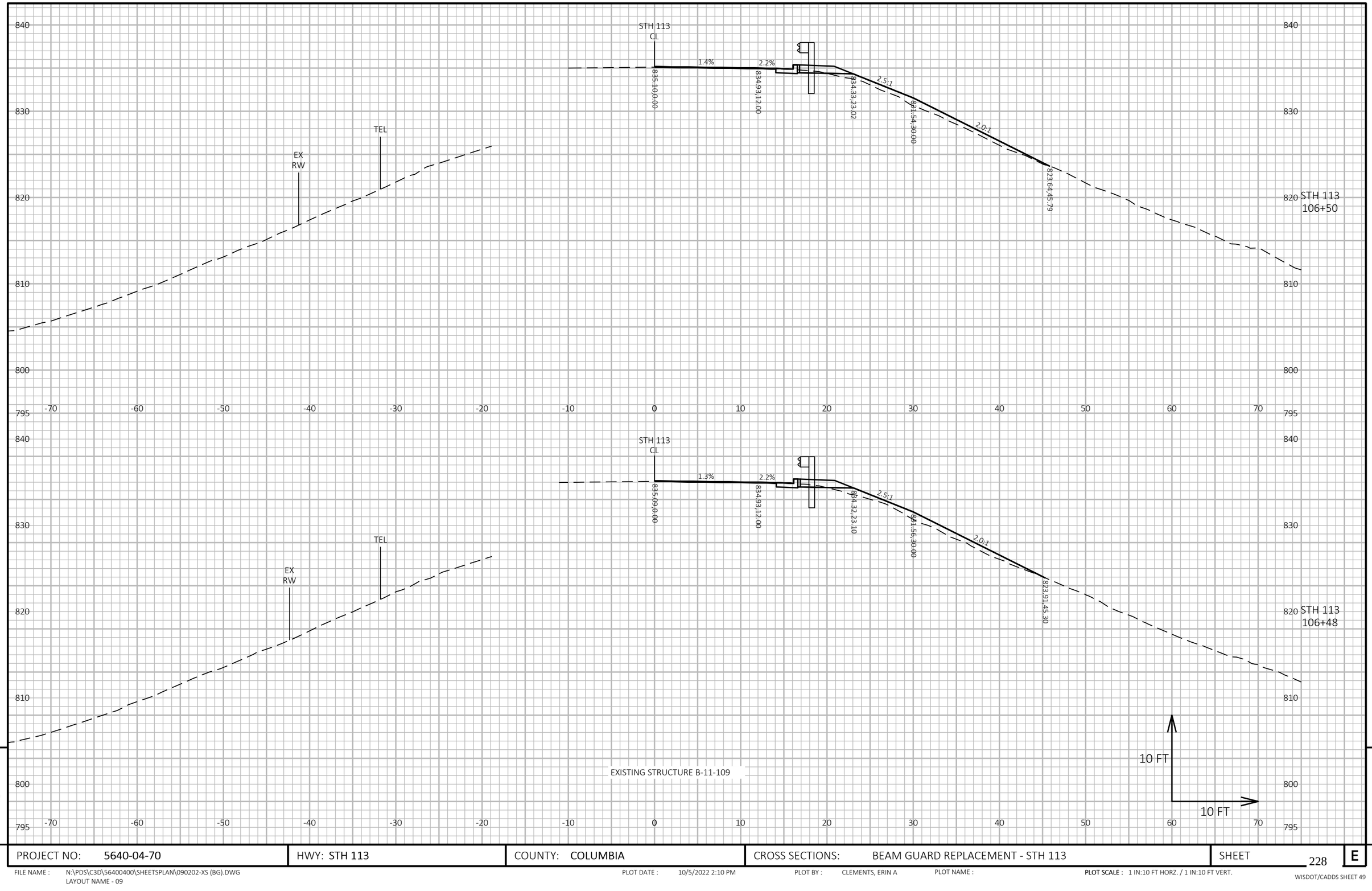
PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

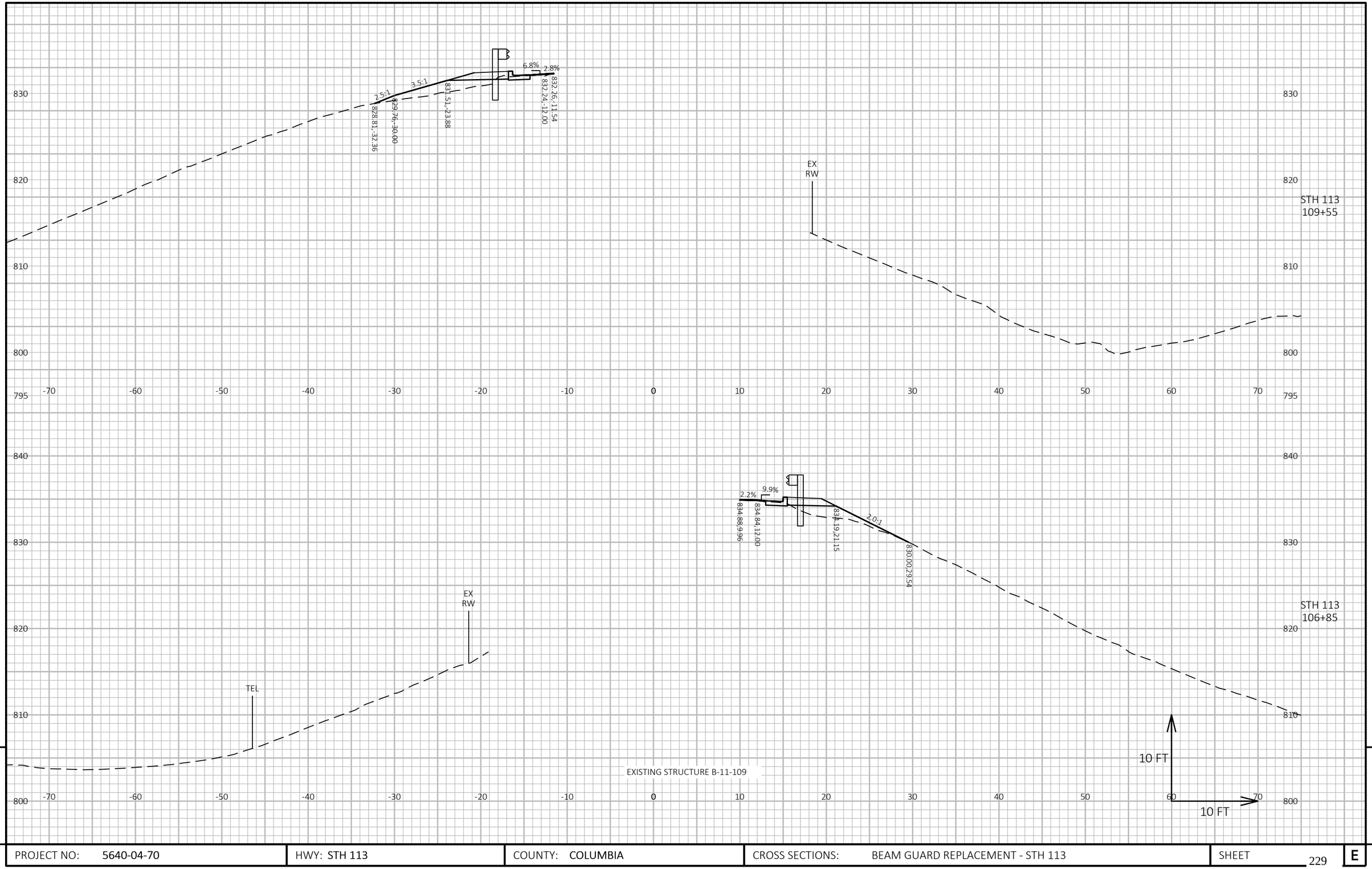
9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 228	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 09

PLOT DATE : 10/5/2022 2:10 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

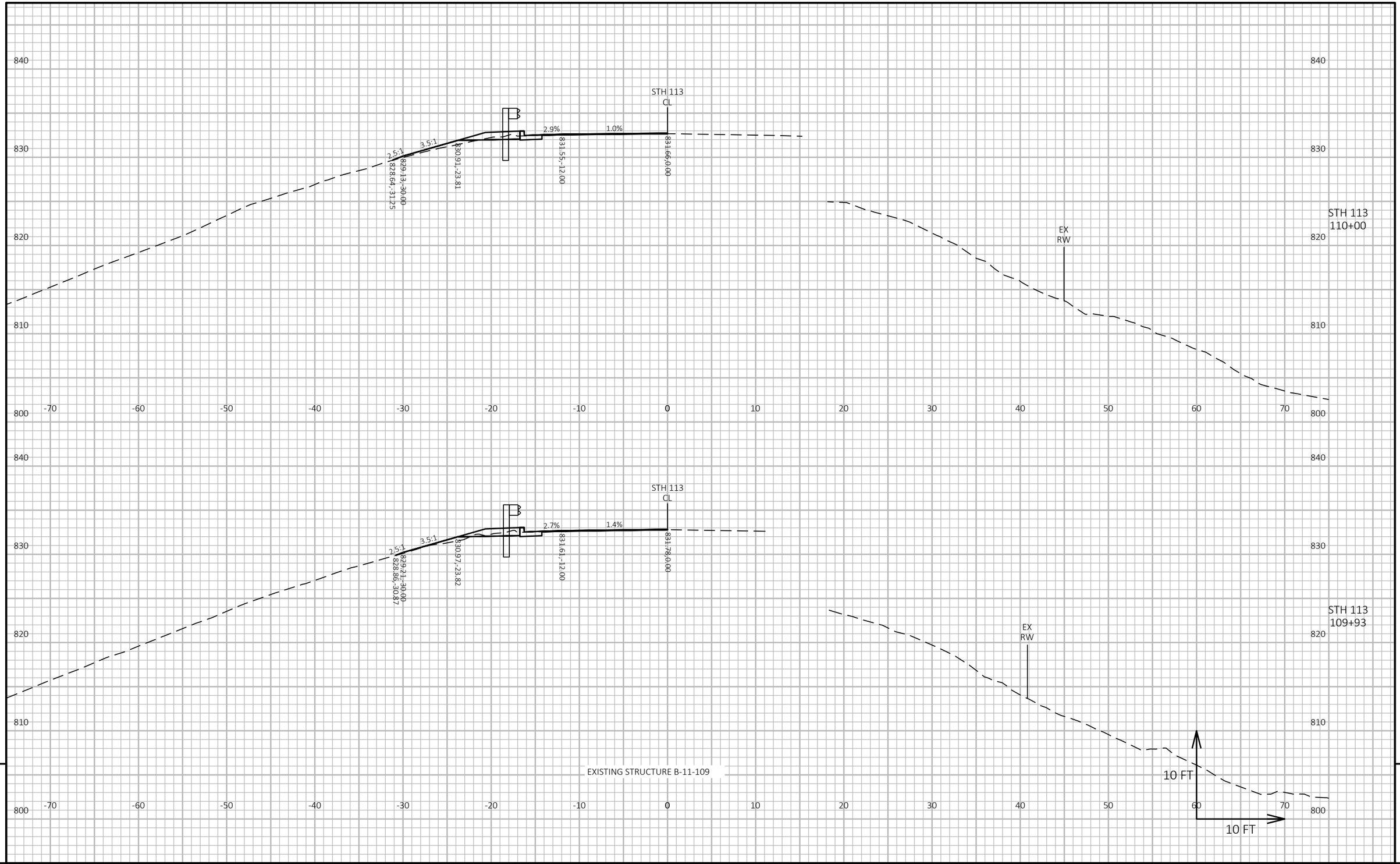
9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 229	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 10

PLOT DATE : 10/5/2022 2:12 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 230	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 11

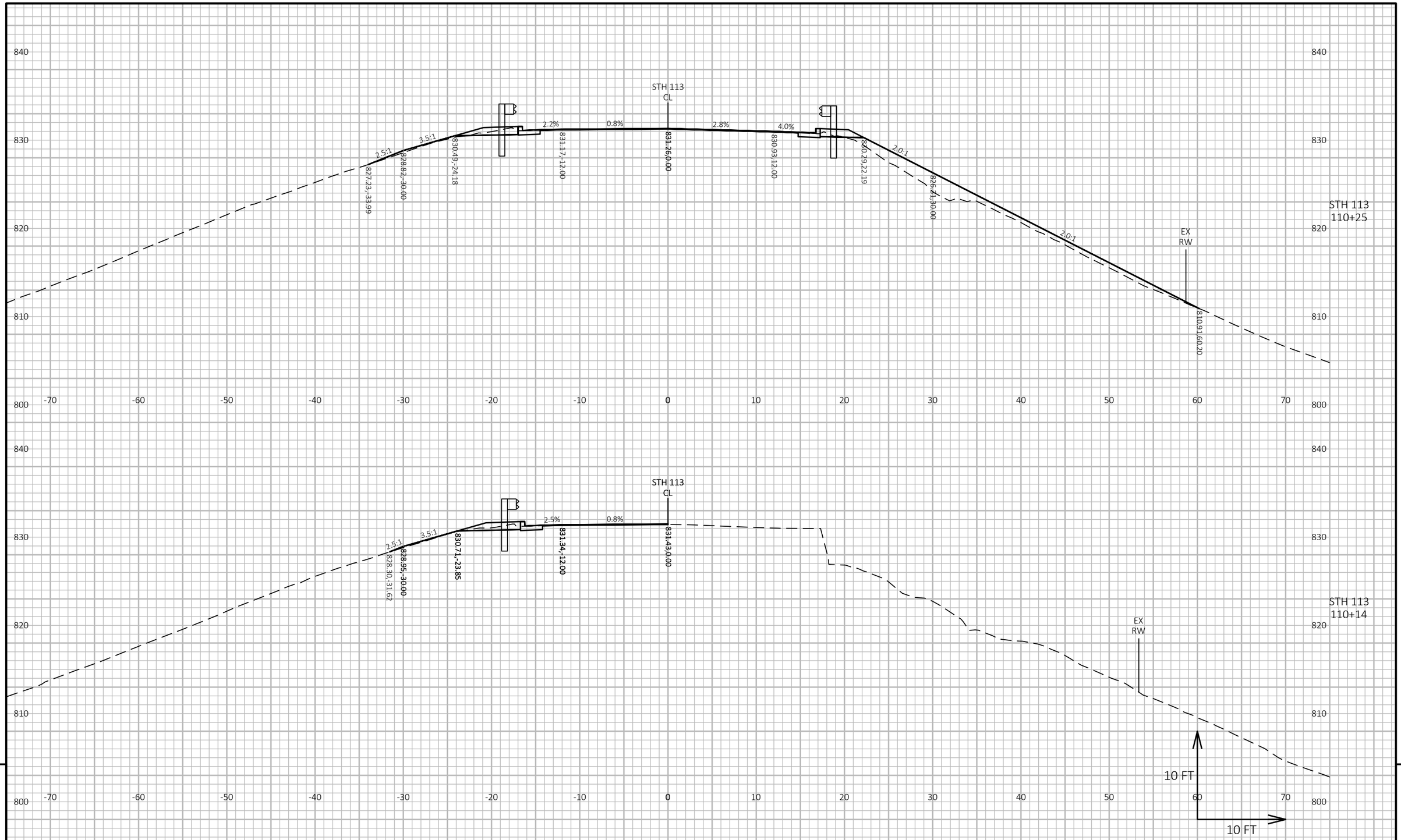
PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

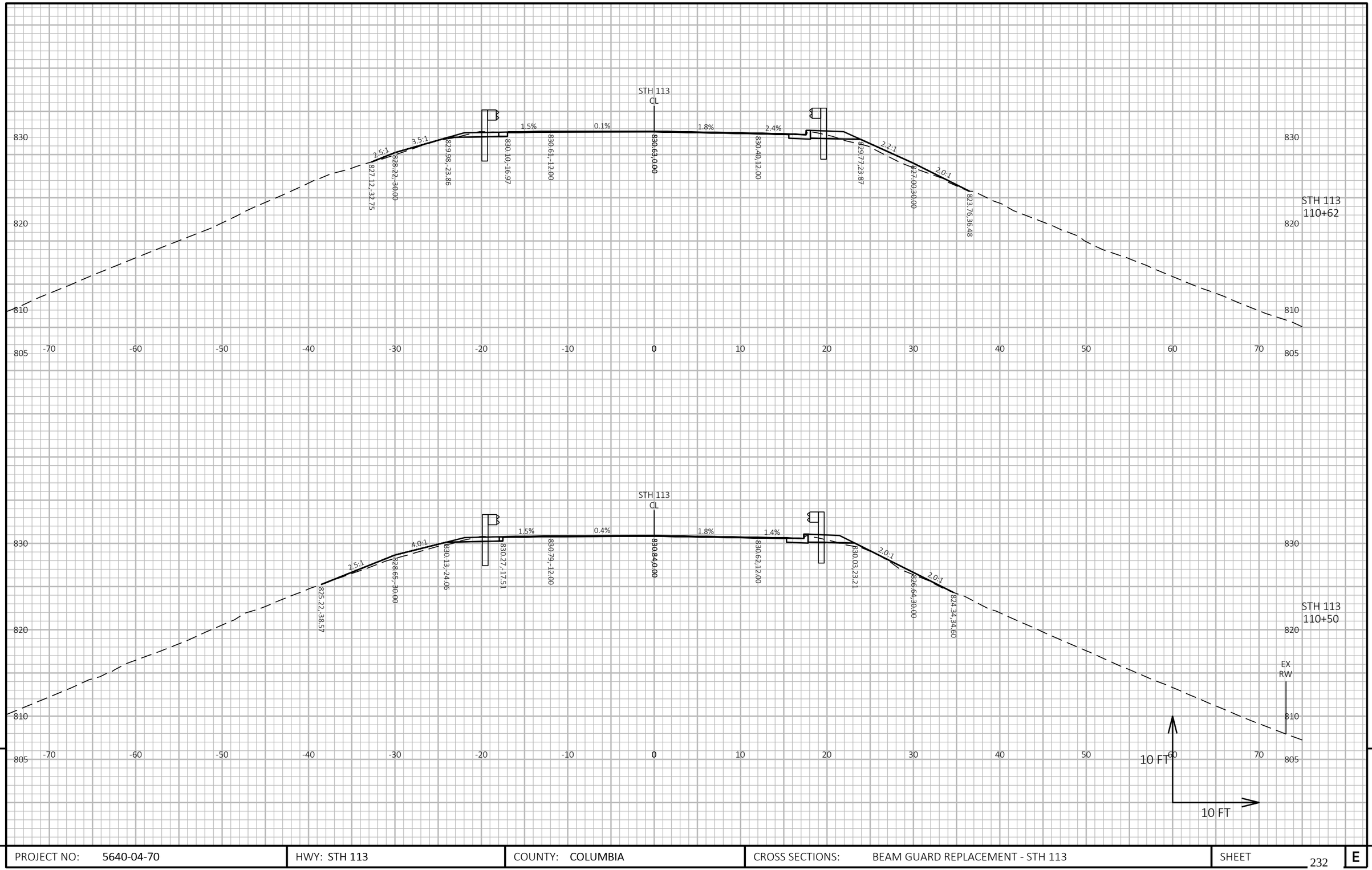


PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 231	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 12

PLOT DATE : 10/5/2022 2:10 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 232 E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 13

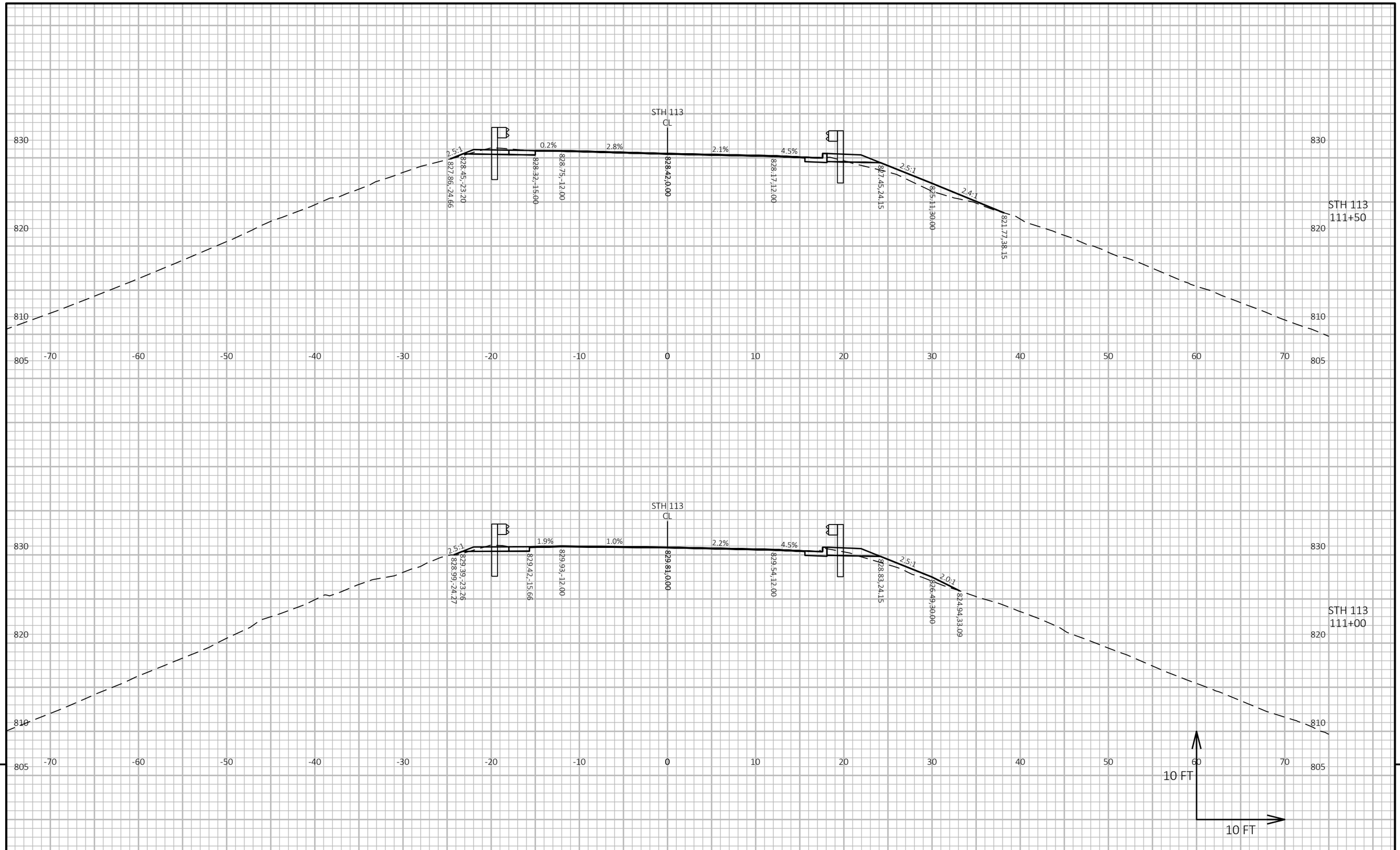
PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

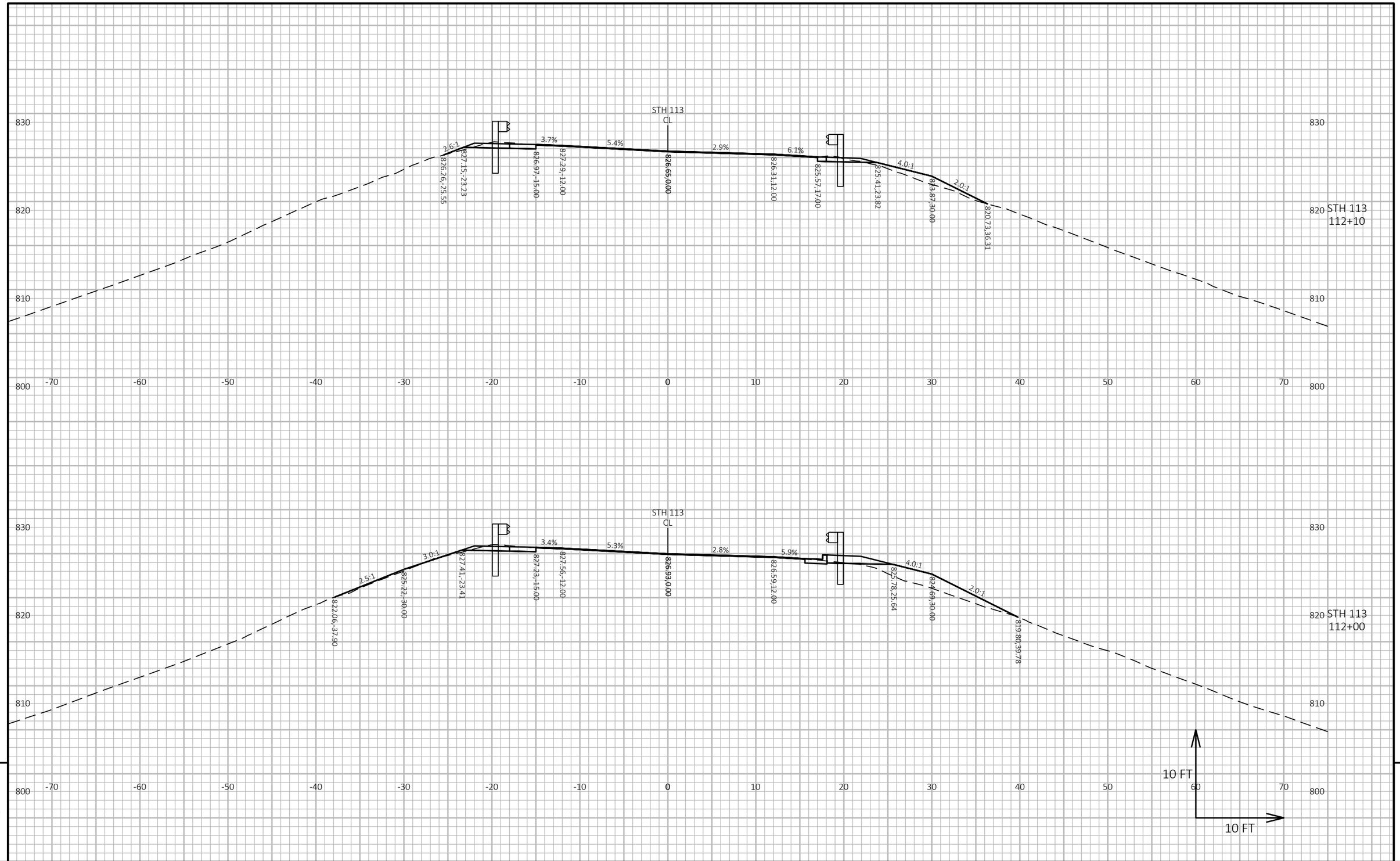


PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 233	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 14

PLOT DATE : 10/5/2022 2:10 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 234	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 15

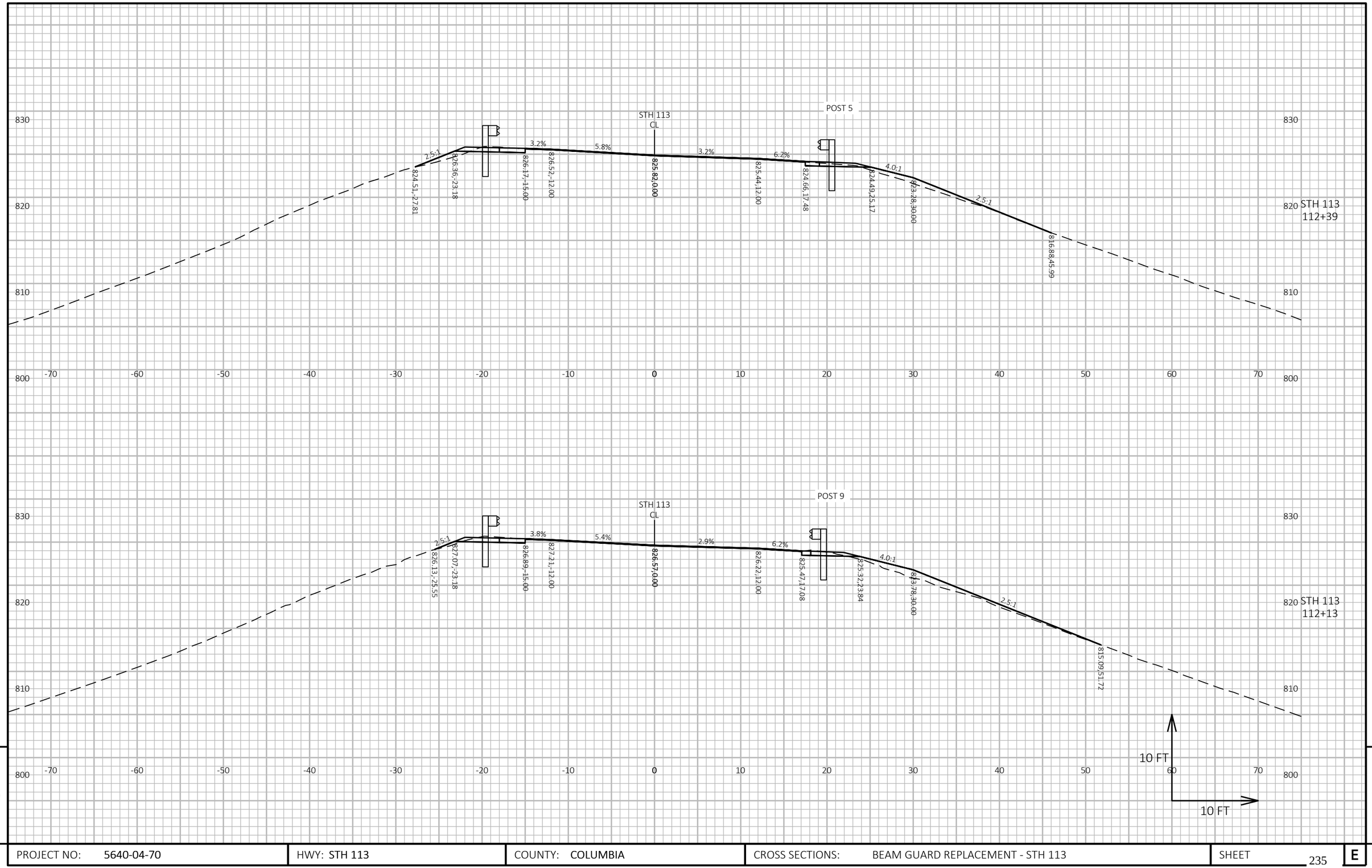
PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 235	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 16

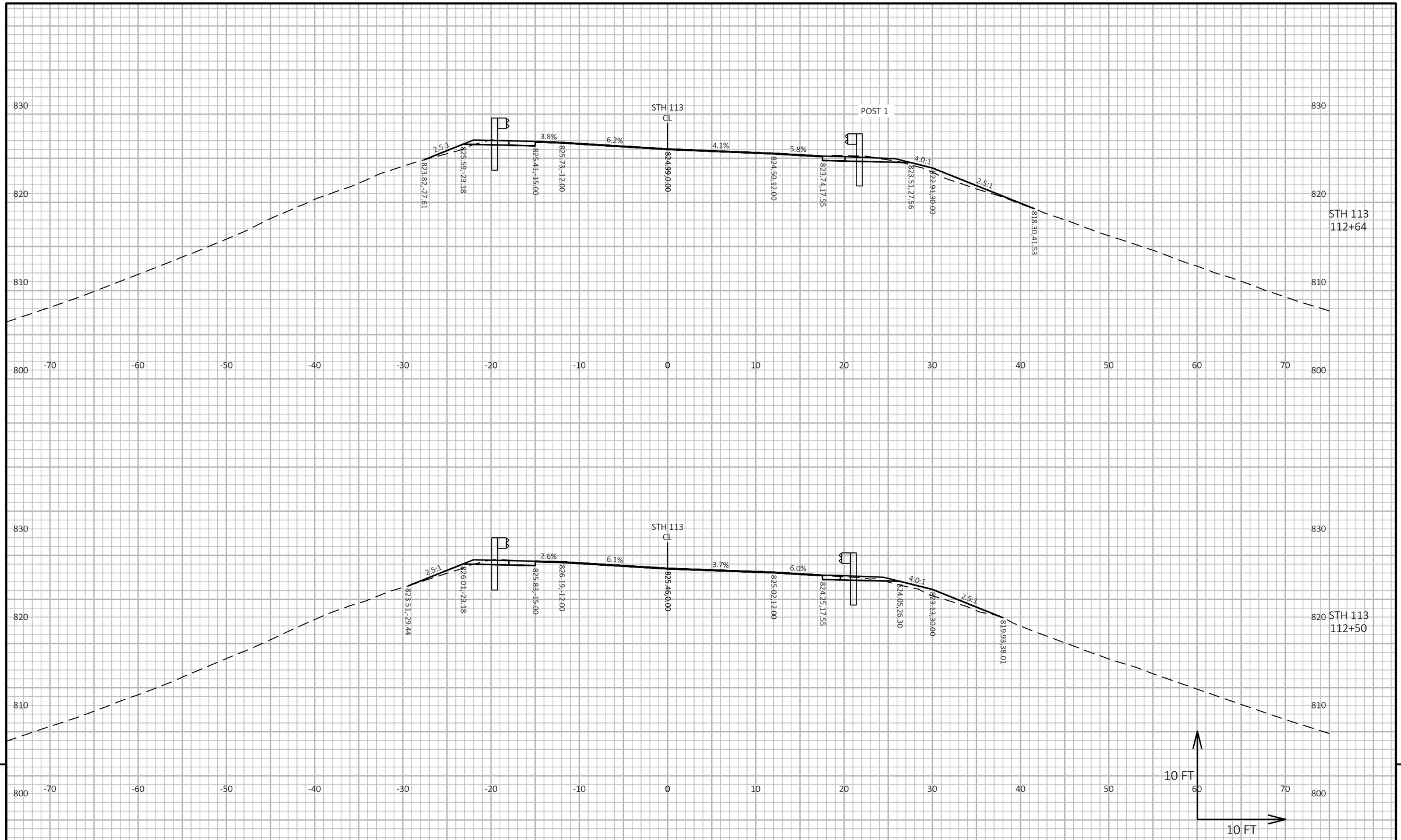
PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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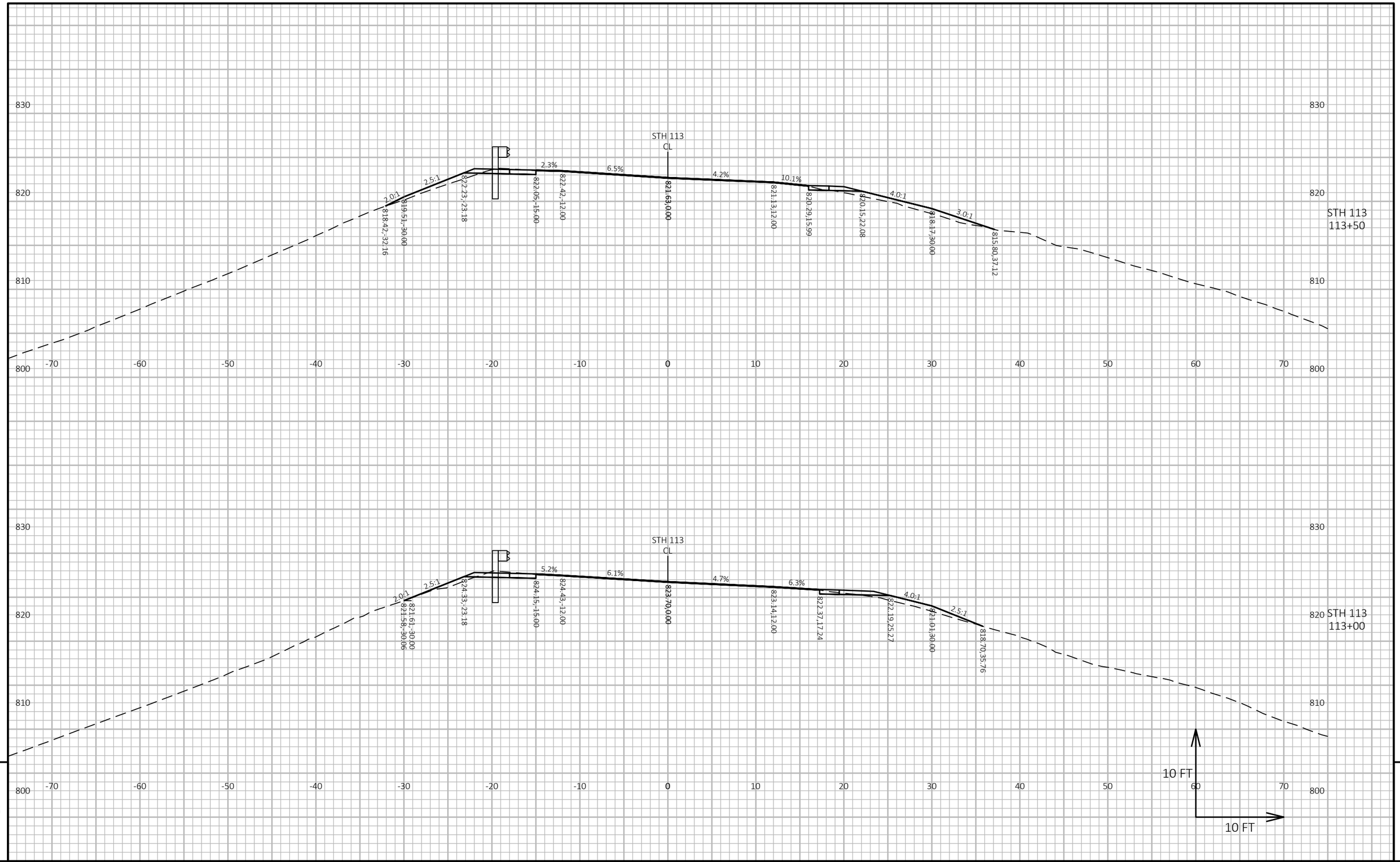
9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 236	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 17

PLOT DATE : 10/5/2022 2:10 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

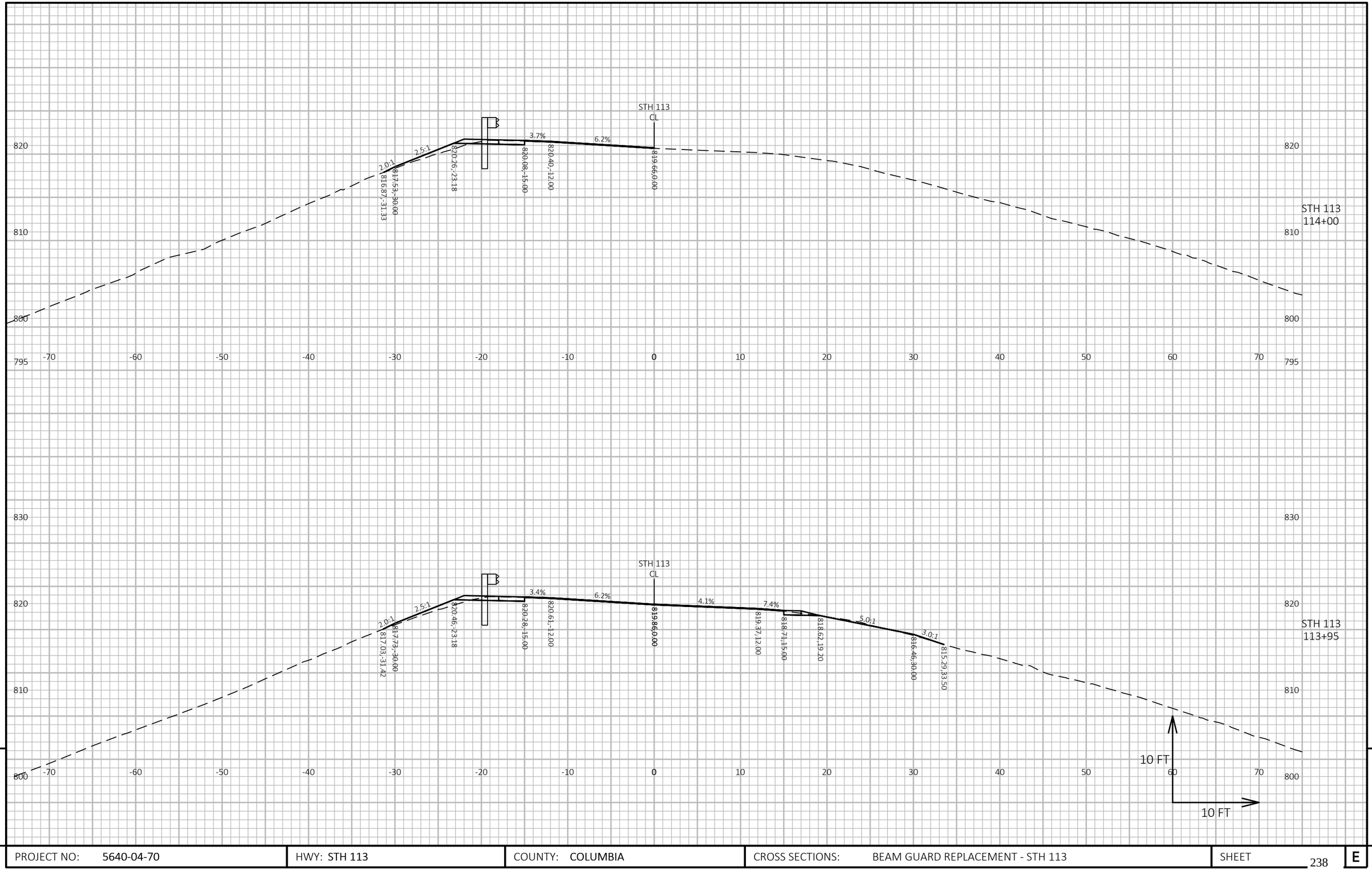


PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 237 E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 18

PLOT DATE : 10/5/2022 2:10 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

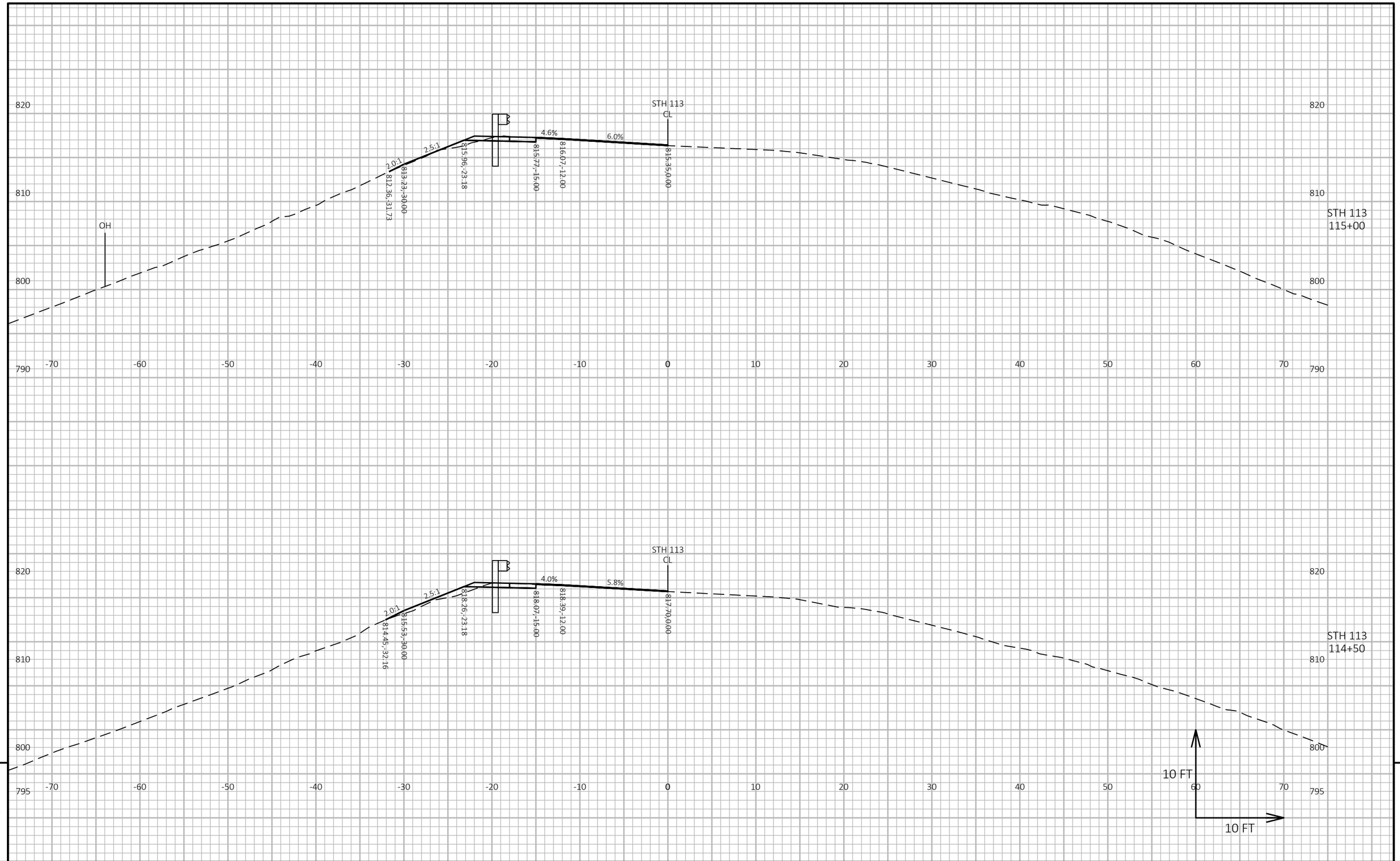


PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 238 E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 19

PLOT DATE : 10/5/2022 2:10 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 239	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 20

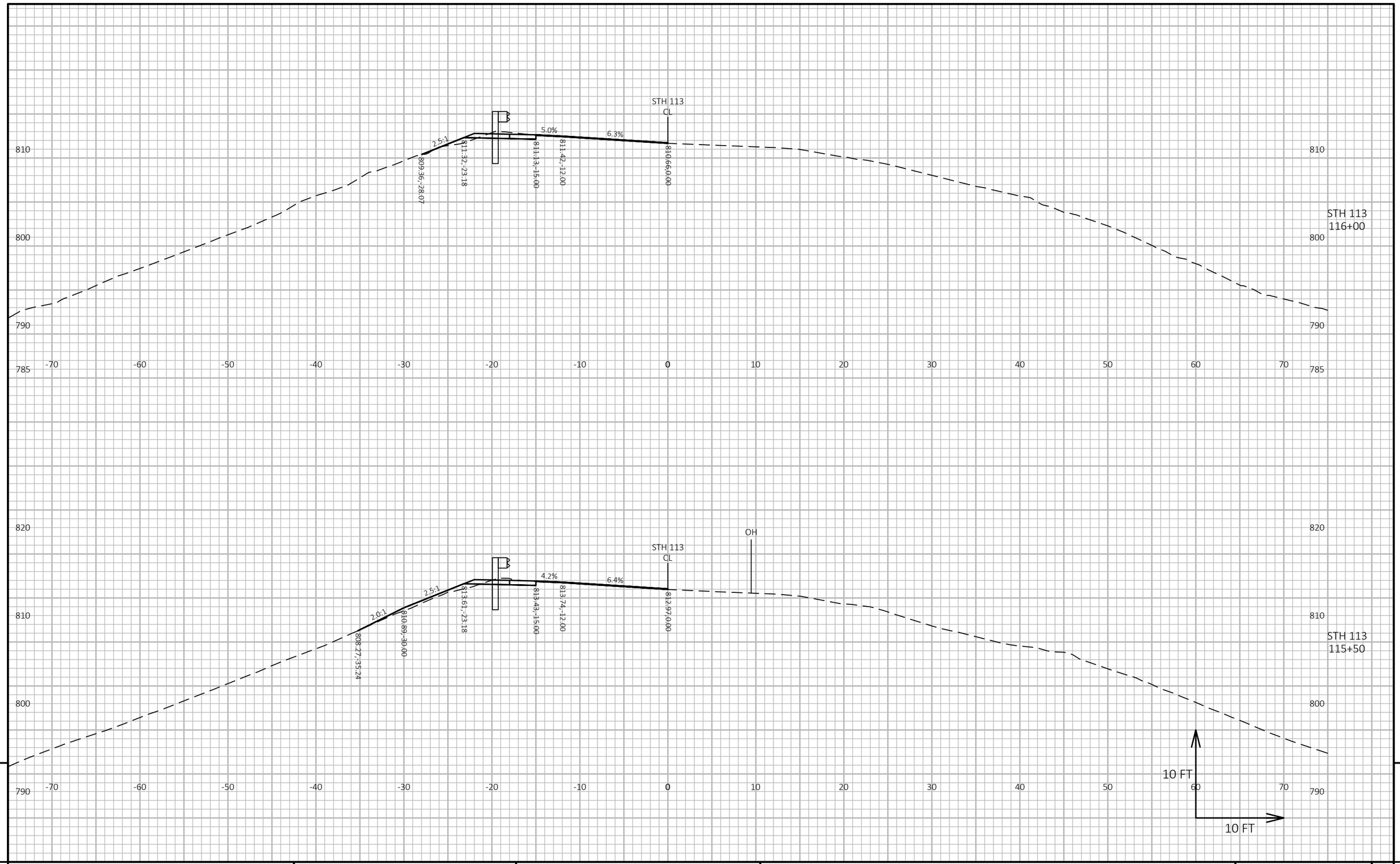
PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

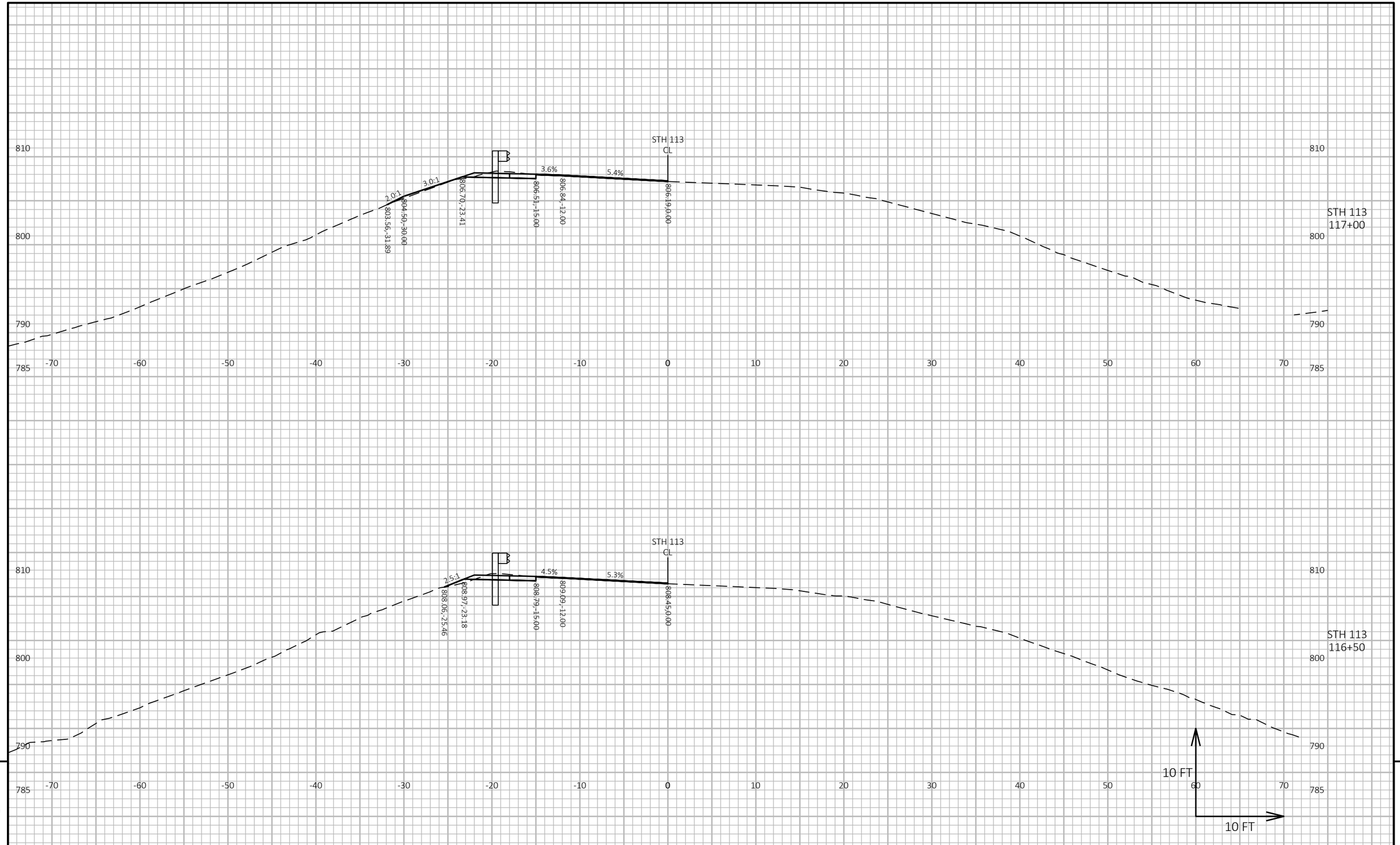


PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 240	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 21

PLOT DATE : 10/5/2022 2:10 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 241	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 22

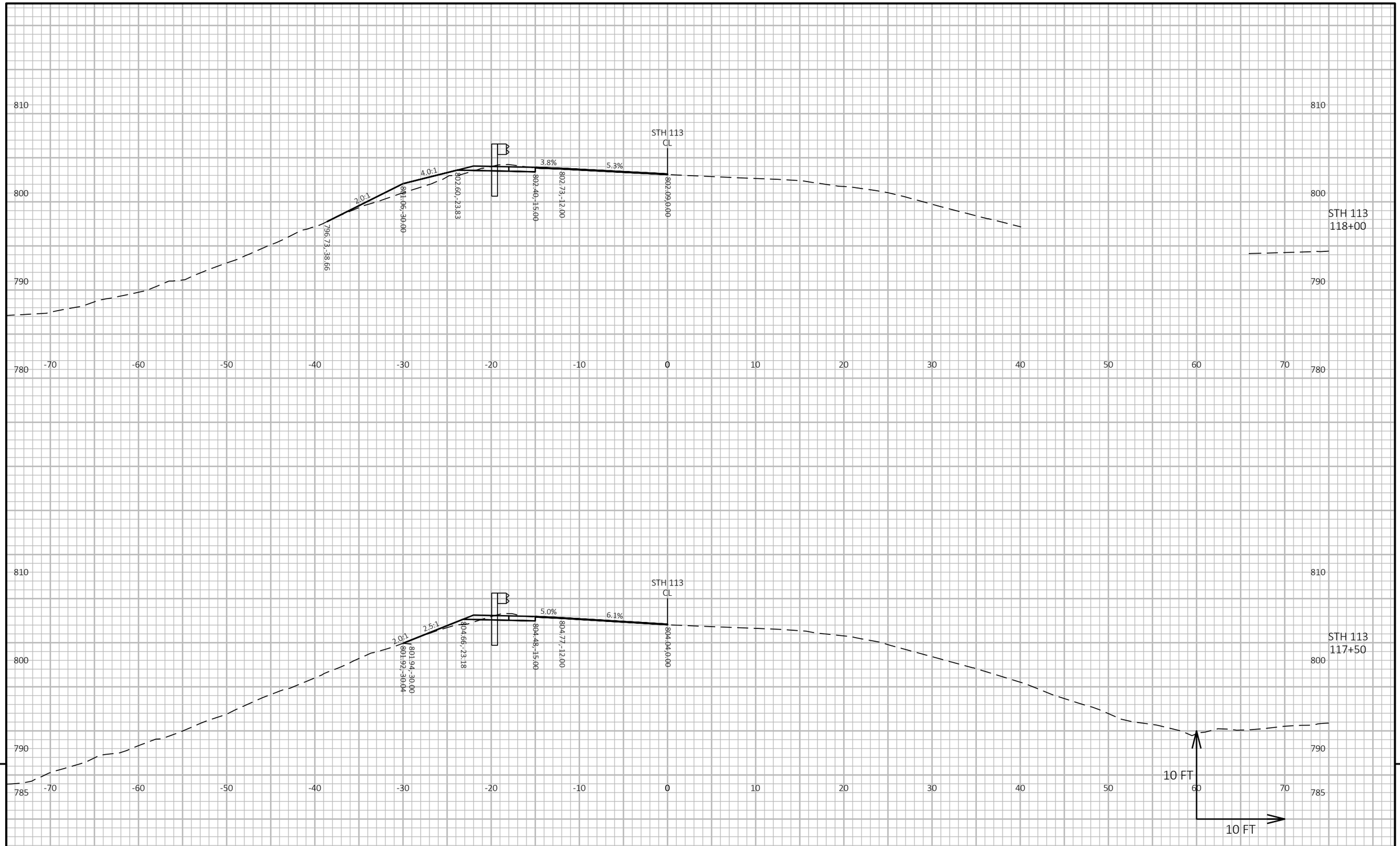
PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

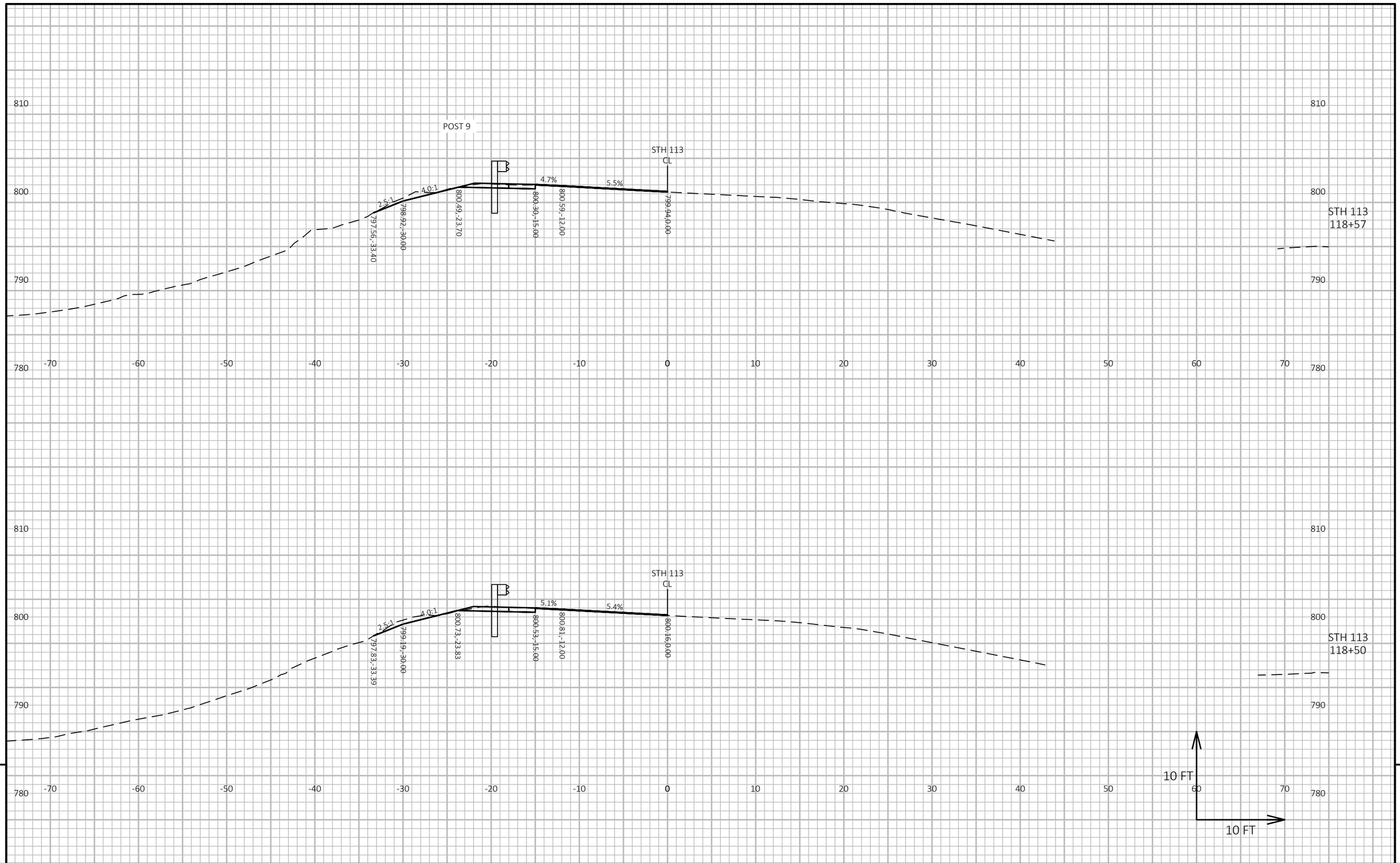
9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 242	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 23

PLOT DATE : 10/5/2022 2:10 PM PLOT BY : CLEMENTS, ERIN A PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 243	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 24

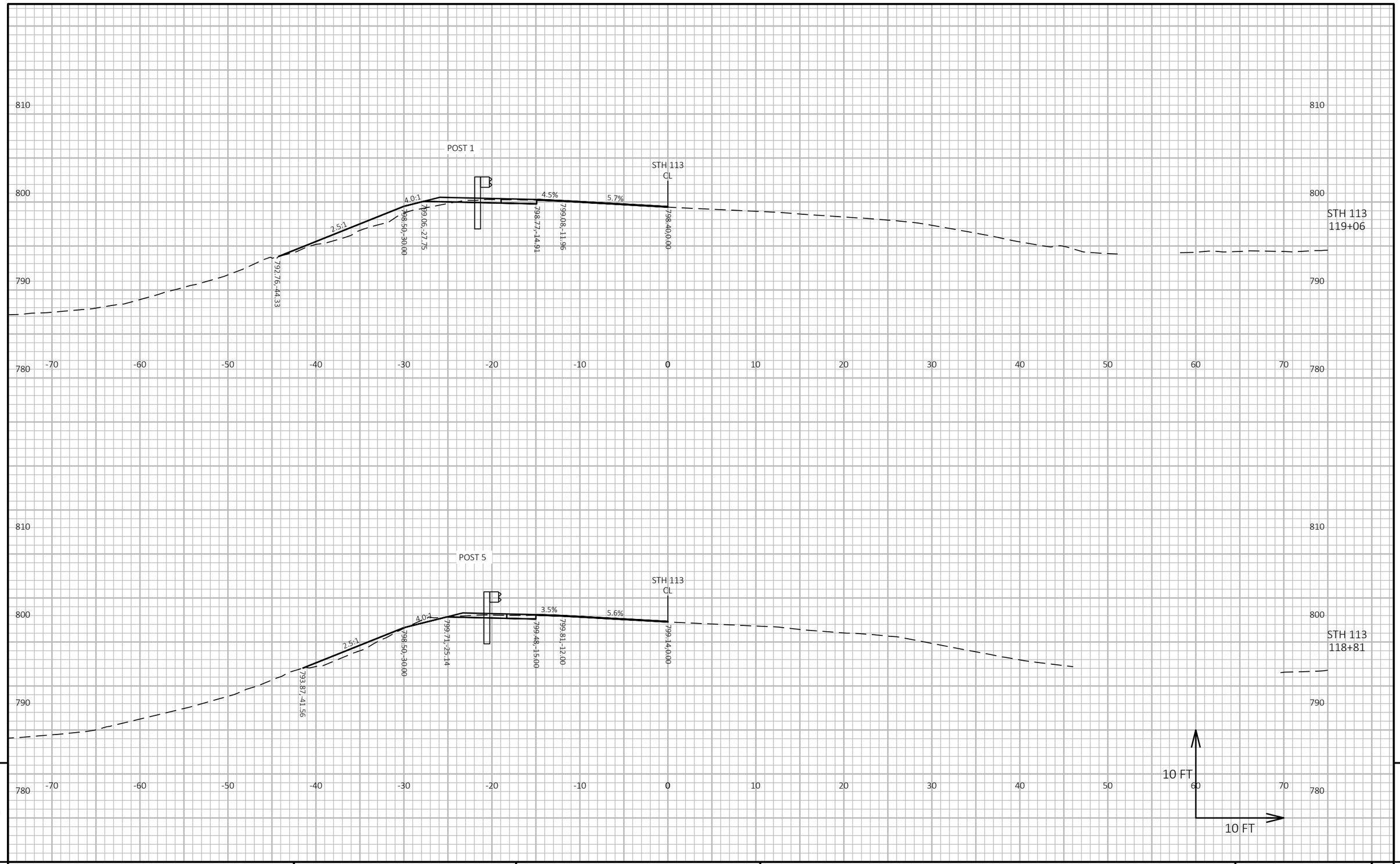
PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 244	E

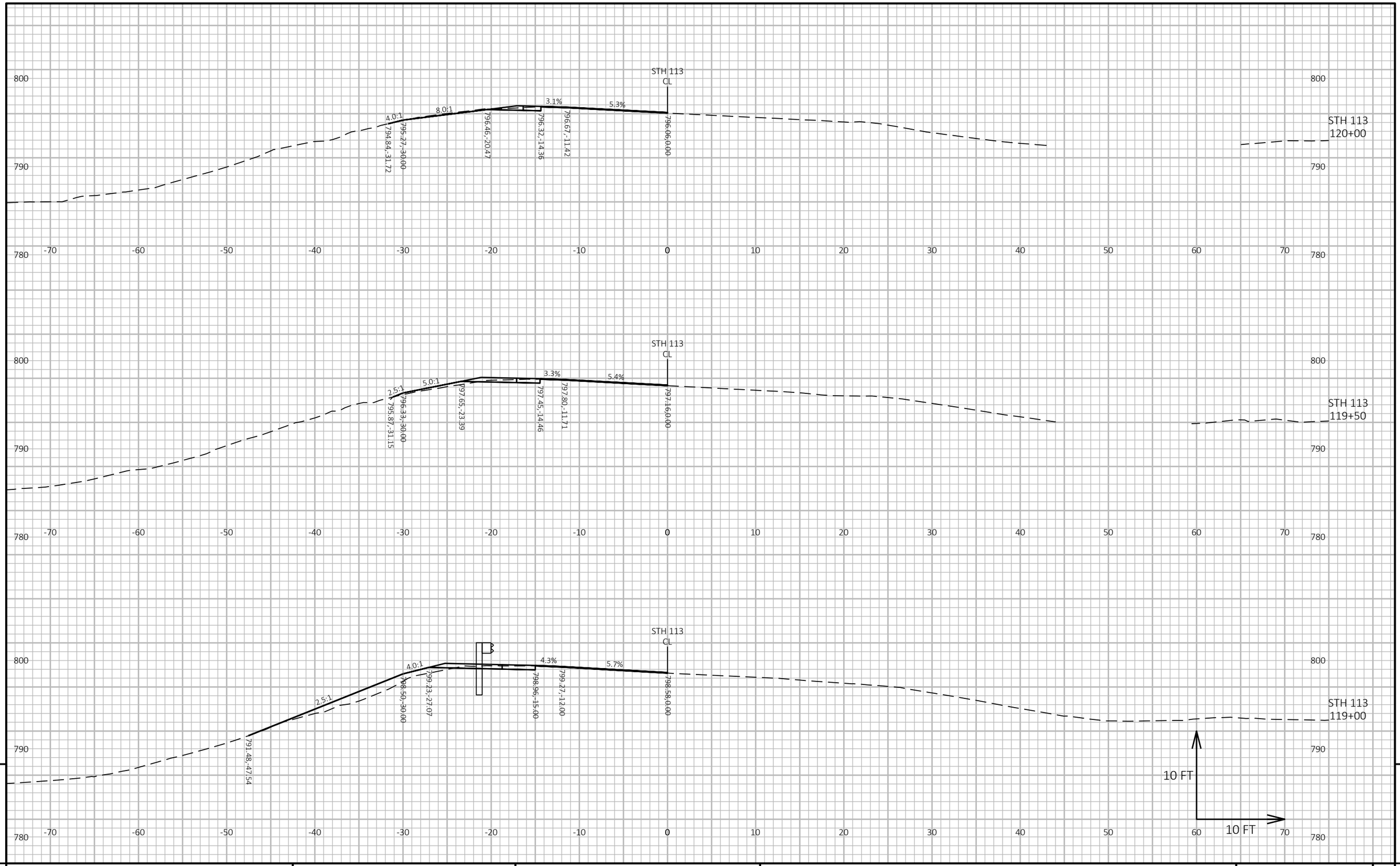
FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 25

PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: BEAM GUARD REPLACEMENT - STH 113	SHEET 245	E

FILE NAME : N:\PDS\C3D\56400400\SHEETSPLAN\090202-XS (BG).DWG
LAYOUT NAME - 26

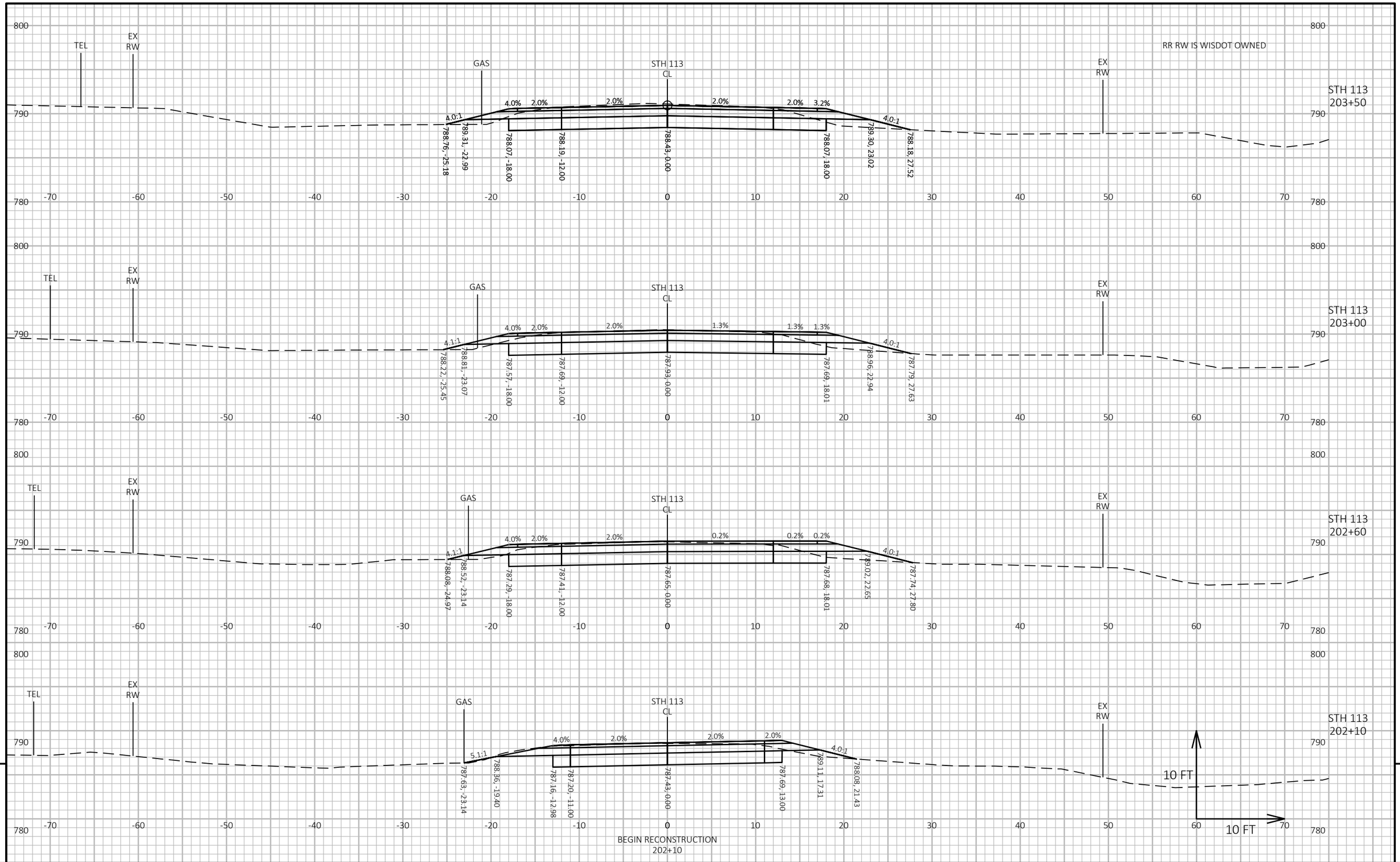
PLOT DATE : 10/5/2022 2:10 PM

PLOT BY : CLEMENTS, ERIN A

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

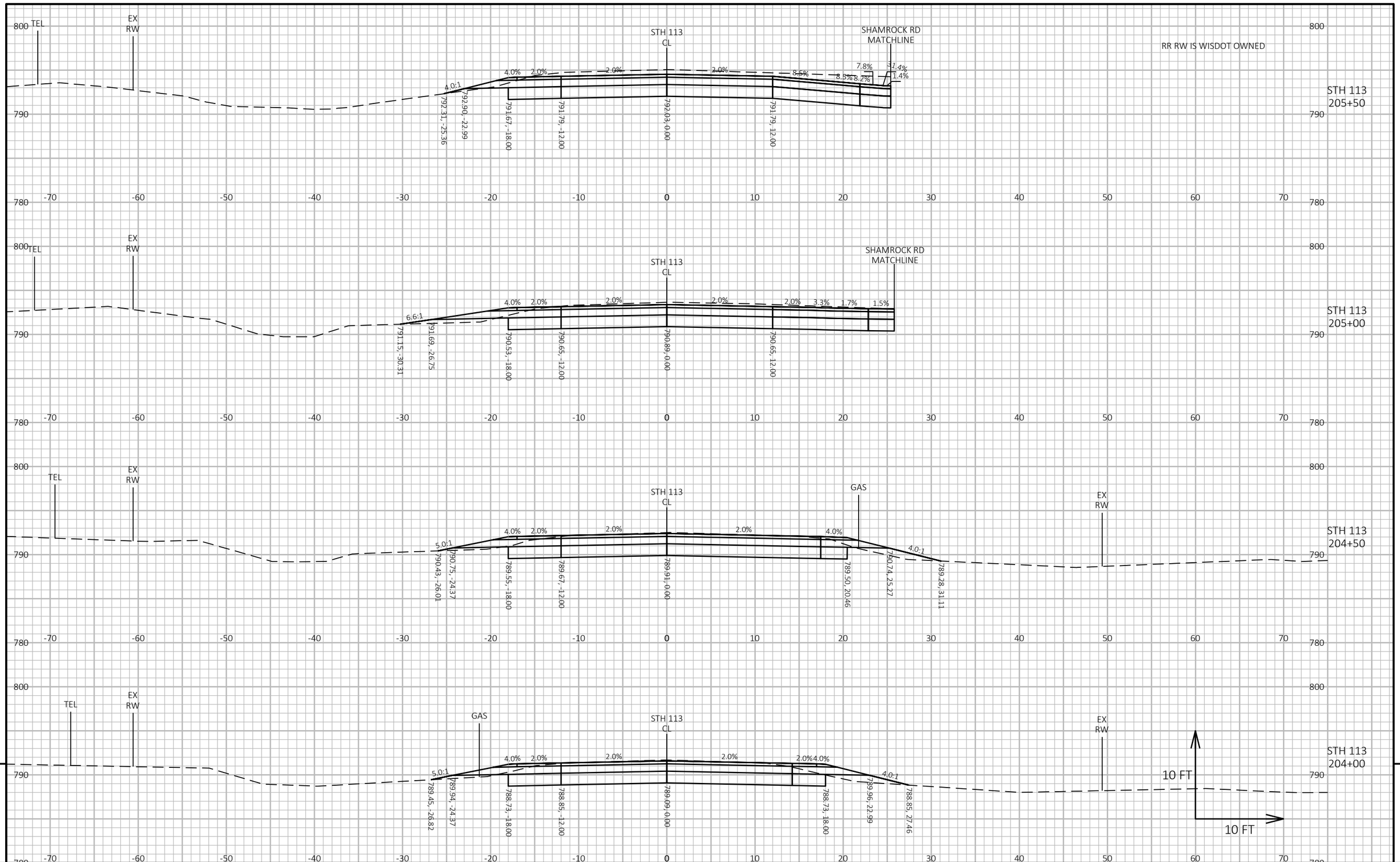


PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 246 E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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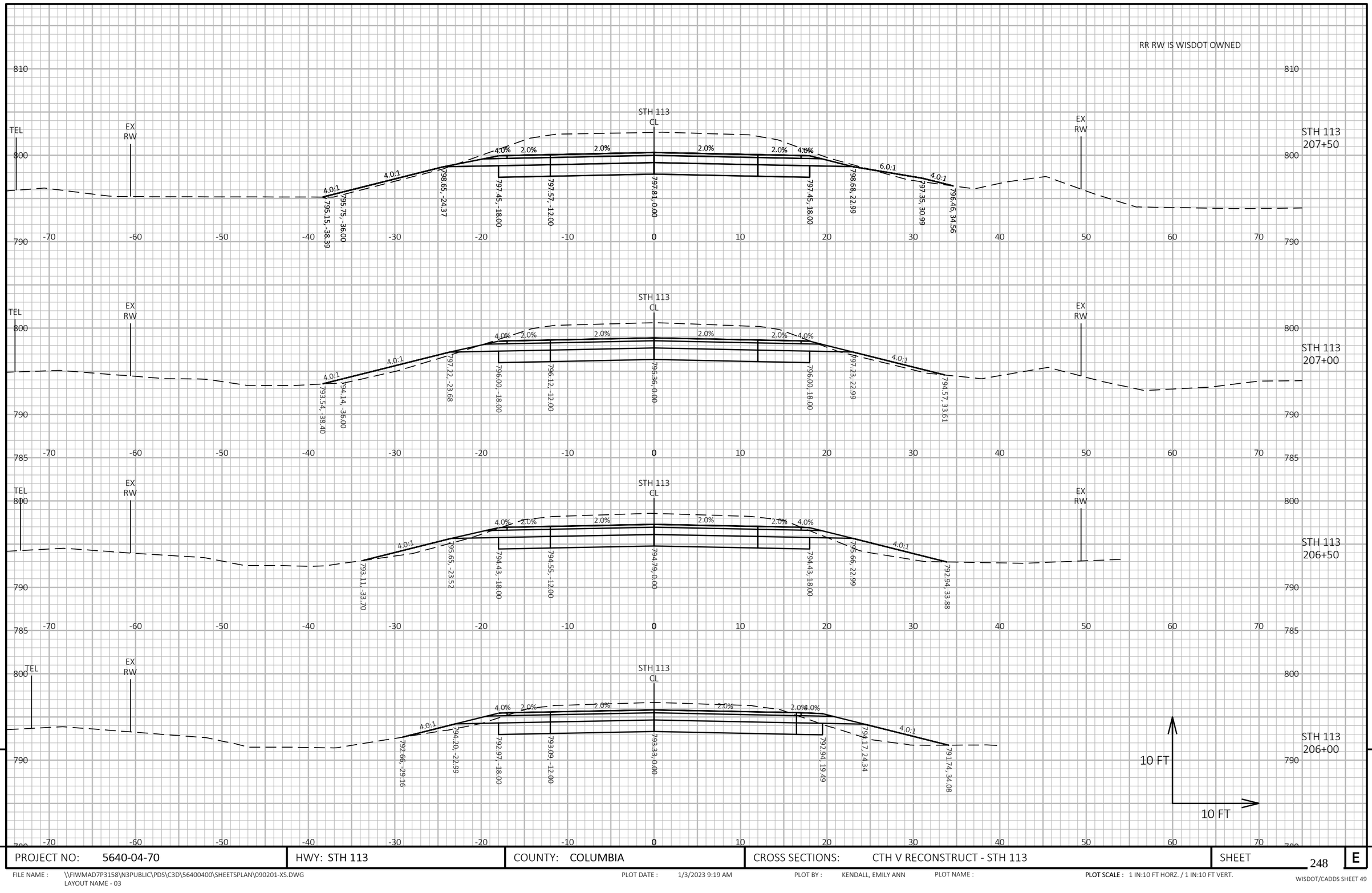
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 247	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RR RW IS WISDOT OWNED



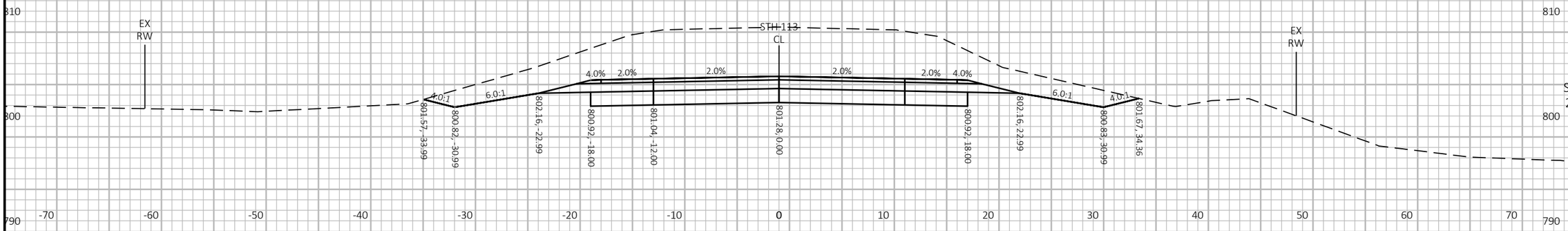
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 248 E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

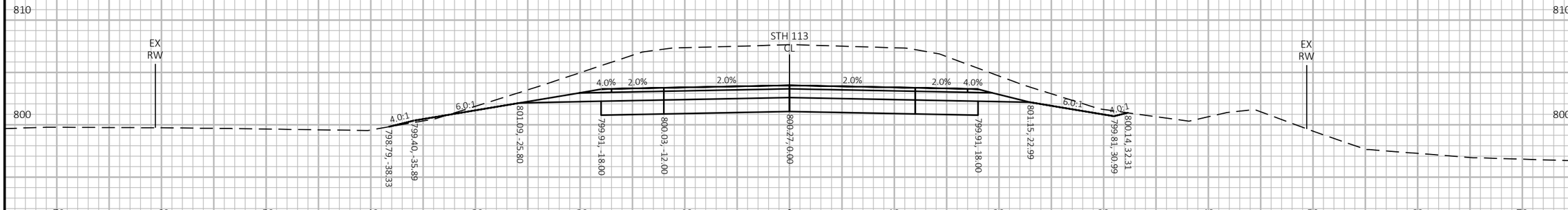
PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

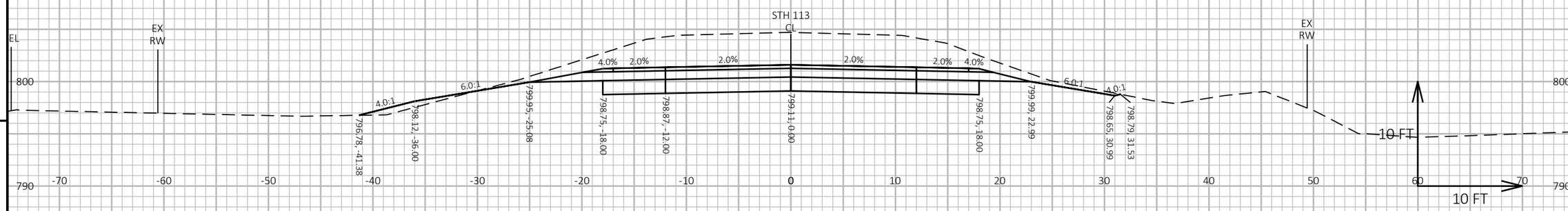
RR RW IS WISDOT OWNED



STH 113
209+00



STH 113
208+50



STH 113
208+00

9

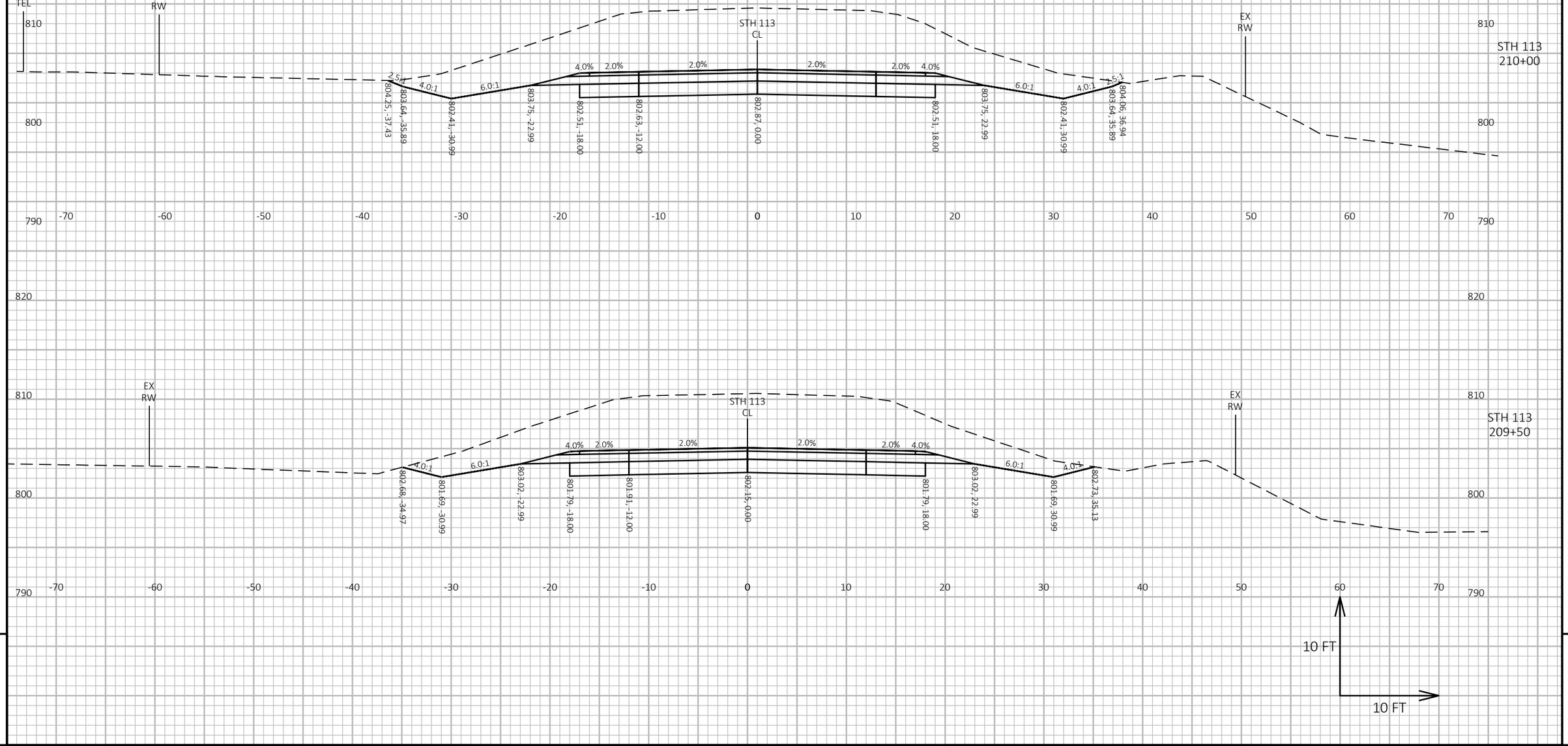
9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 249	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

RR RW IS WISDOT OWNED



9

9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 250	E

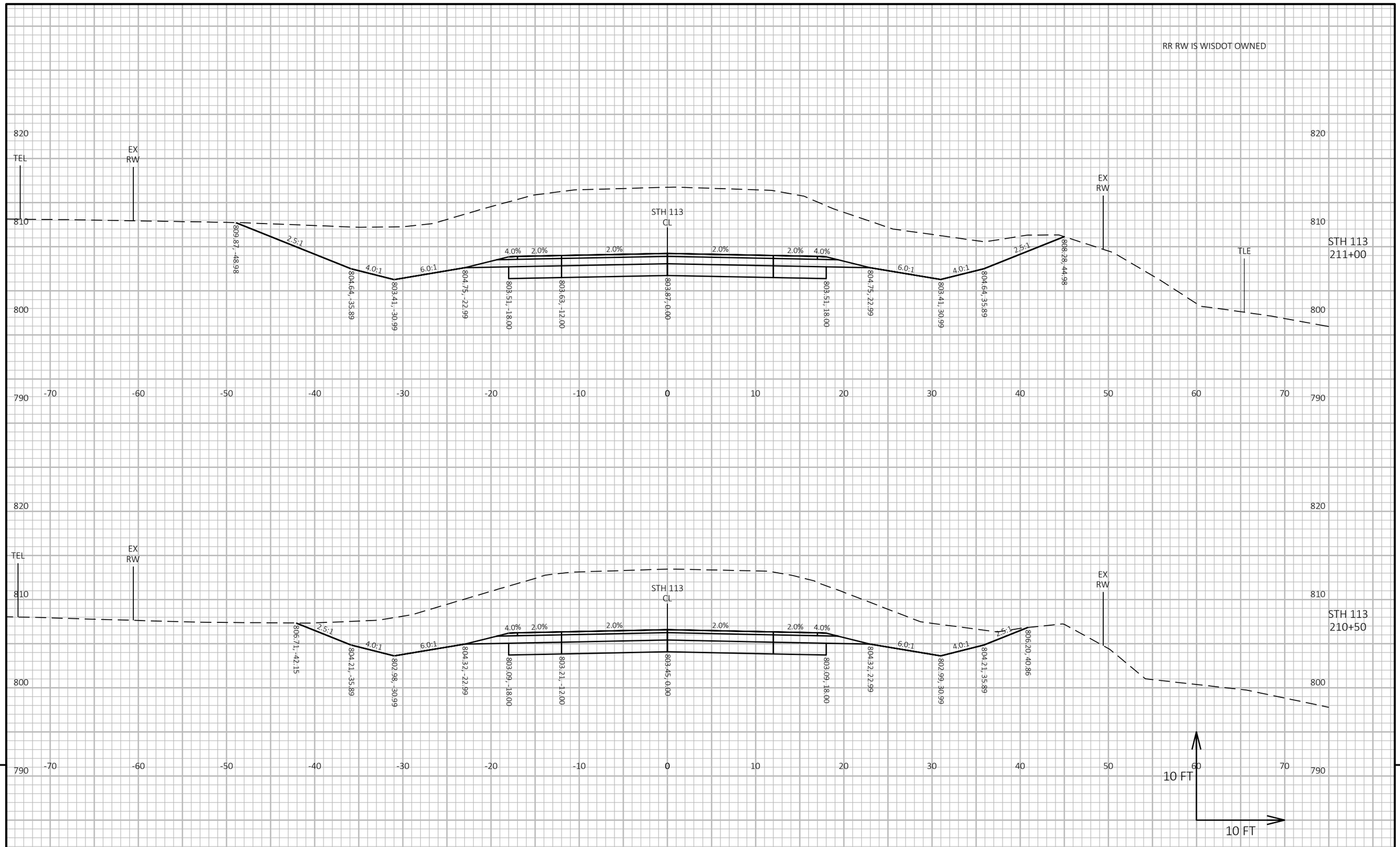
FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RR RW IS WISDOT OWNED



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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 251	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 1/3/2023 9:19 AM

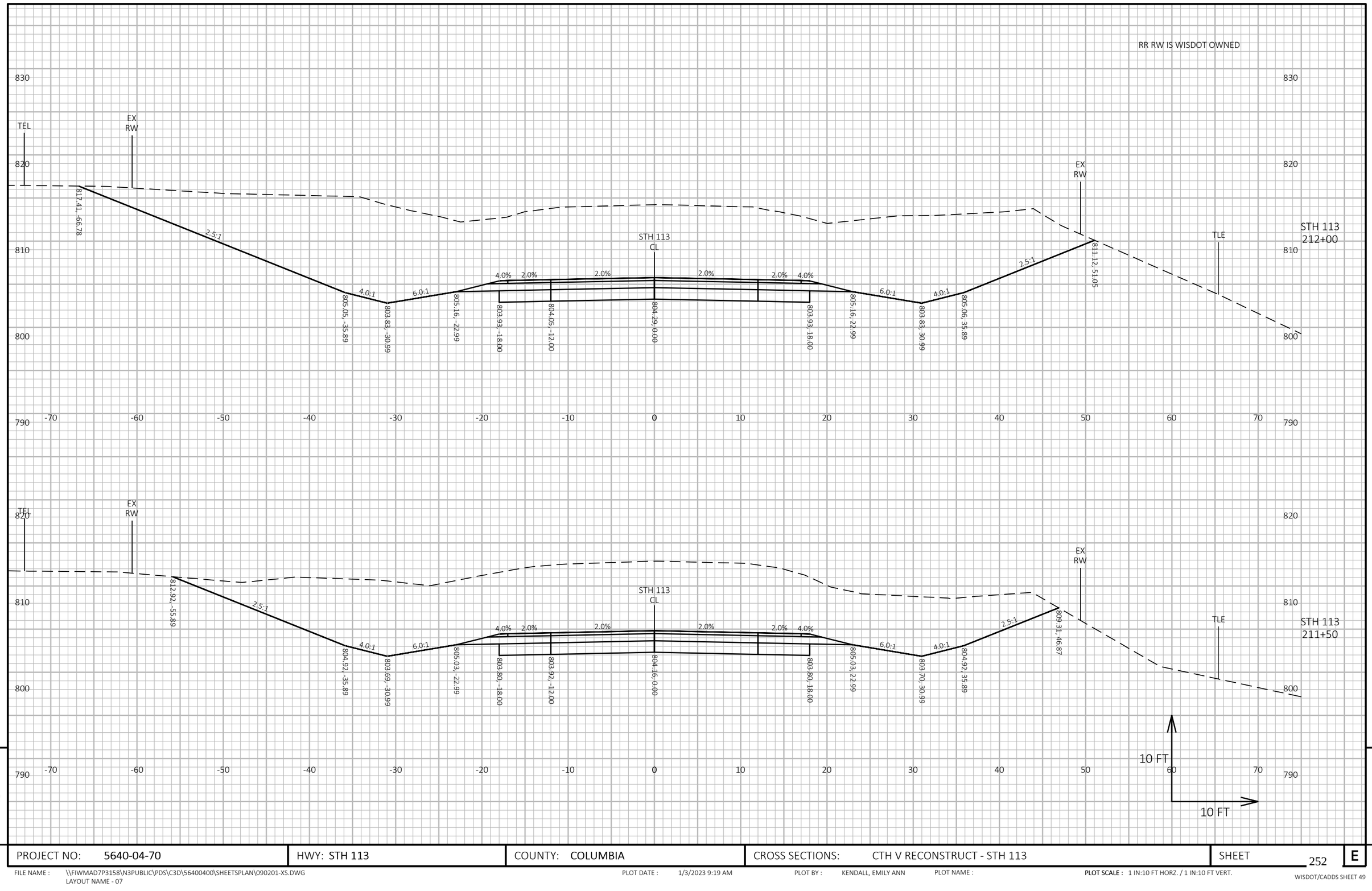
PLOT BY : KENDALL, EMILY ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RR RW IS WISDOT OWNED



PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 252 E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RR RW IS WISDOT OWNED

TEL

EX RW

826.02, -88.72

2.5:1

4.0:1

6.0:1

804.89, -35.89

803.66, -30.99

805.00, -22.99

803.76, -18.00

803.88, -12.00

STH 113 CL

804.12, 0.00

4.0%

2.0%

2.0%

2.0%

2.0%

4.0%

803.76, -18.00

805.00, 22.99

6.0:1

4.0:1

803.66, 30.99

804.89, 35.89

2.5:1

813.36, 57.08

STH 113
213+00

TEL

EX RW

821.85, -77.91

2.5:1

4.0:1

6.0:1

805.04, -35.89

803.82, -30.99

805.15, -22.99

803.92, -18.00

804.04, -12.00

STH 113 CL

804.28, 0.00

4.0%

2.0%

2.0%

2.0%

2.0%

4.0%

803.92, 18.00

805.15, 22.99

6.0:1

4.0:1

803.82, 30.99

805.05, 35.89

2.5:1

813.61, 57.30

EX RW

TLE

STH 113
212+50

10 FT

10 FT

9

9

PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 253	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

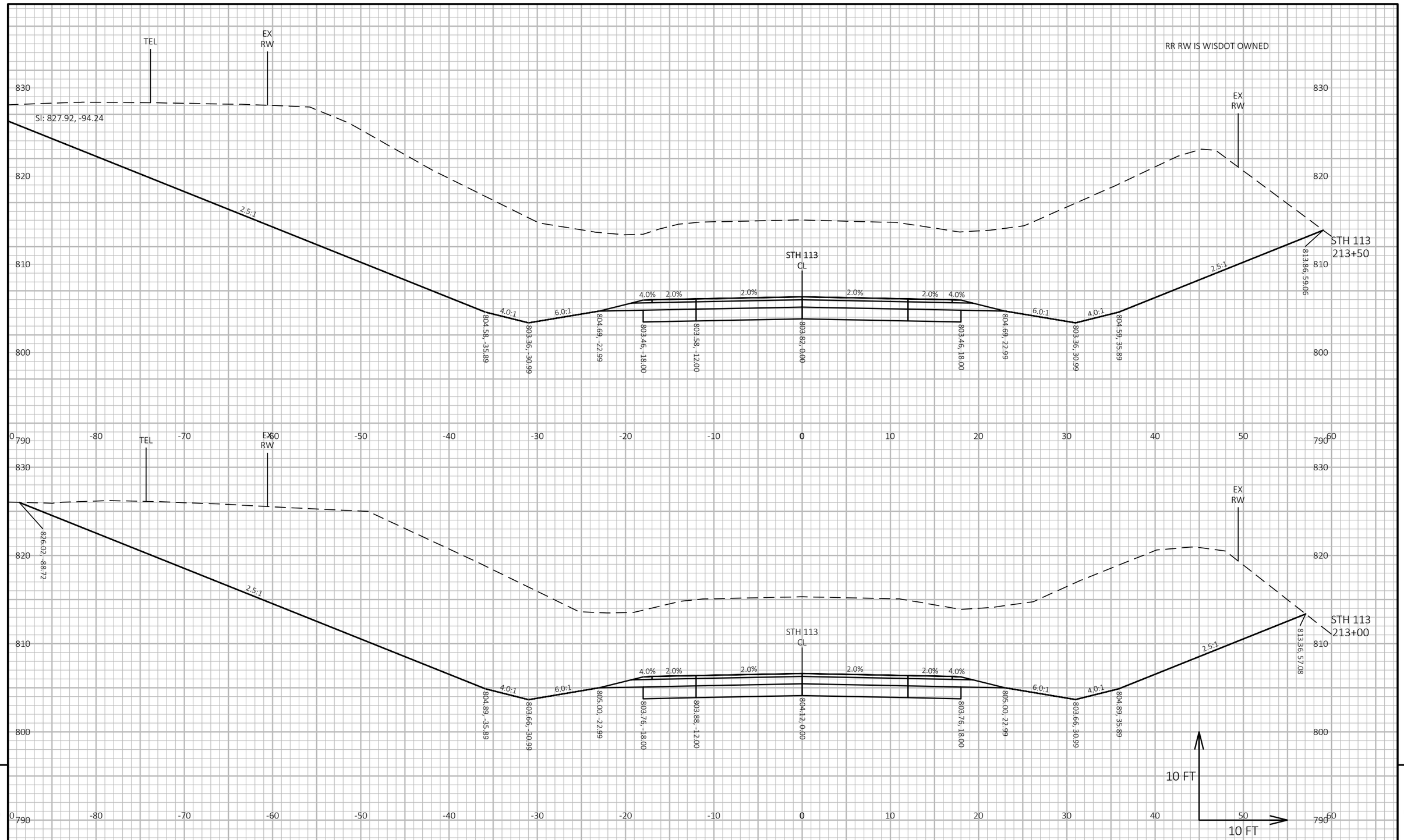
PLOT DATE : 1/3/2023 9:19 AM

PLOT BY : KENDALL, EMILY ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



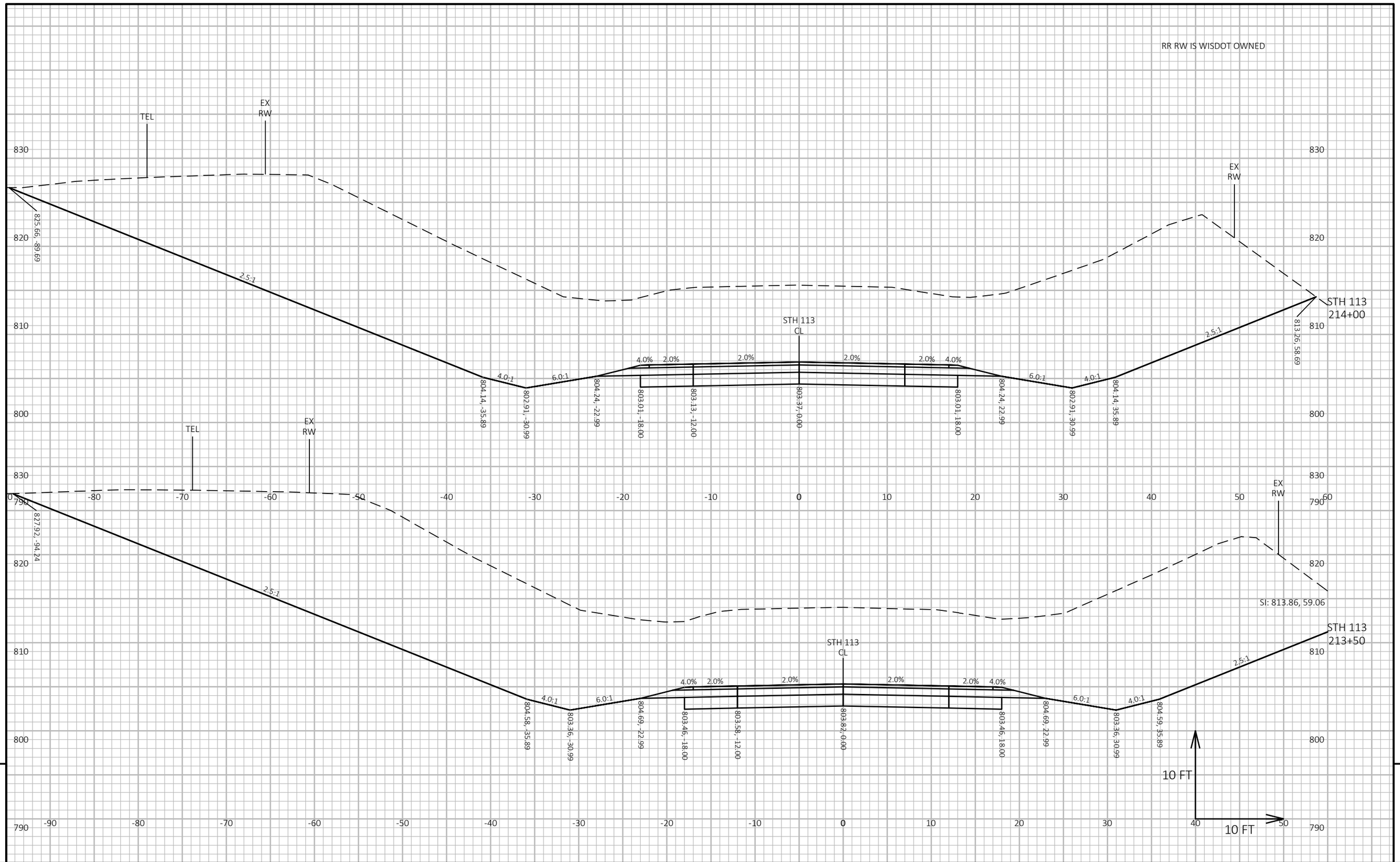
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 254	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\564004O0\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RR RW IS WISDOT OWNED



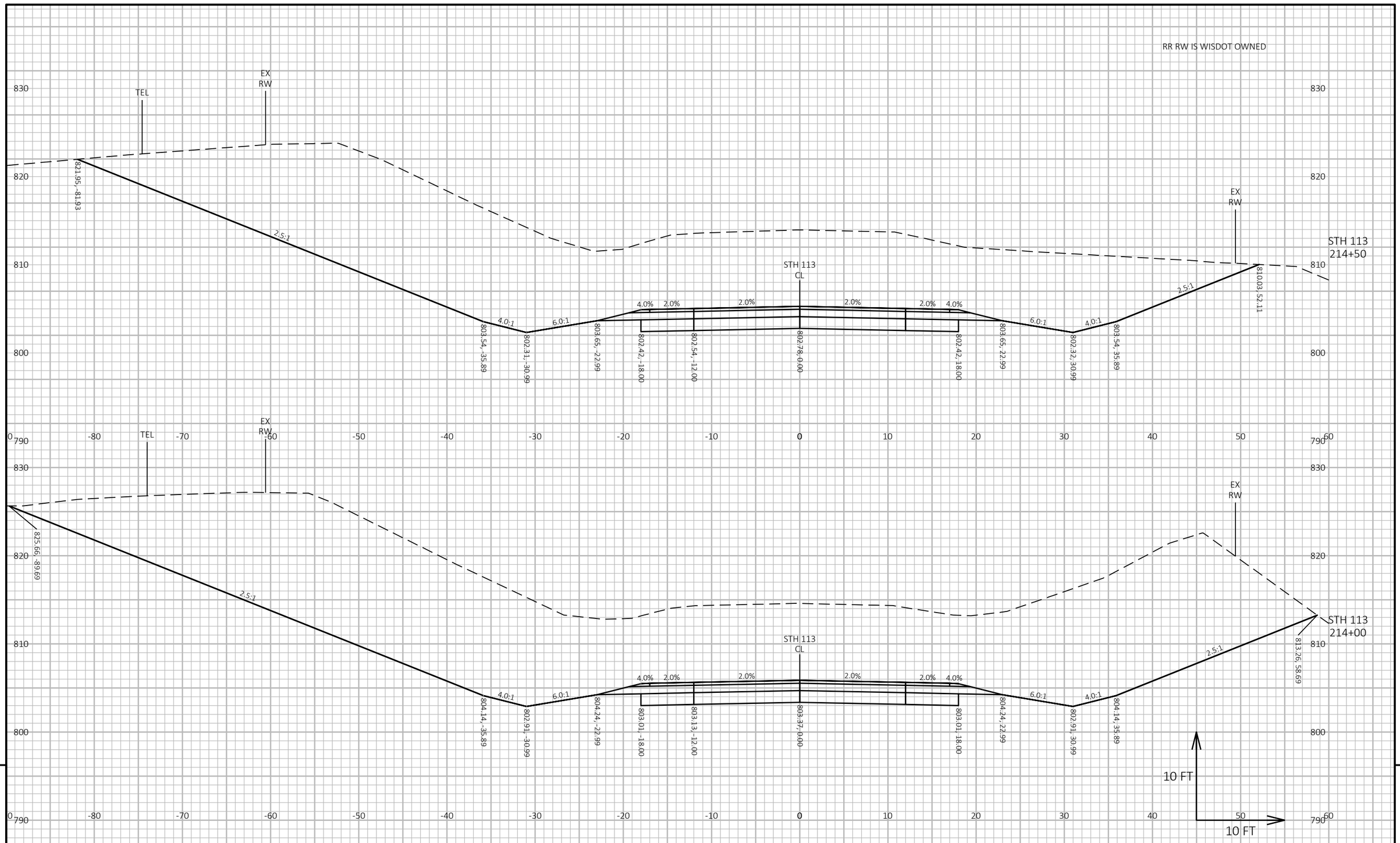
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 255	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RR RW IS WISDOT OWNED



PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 256	E

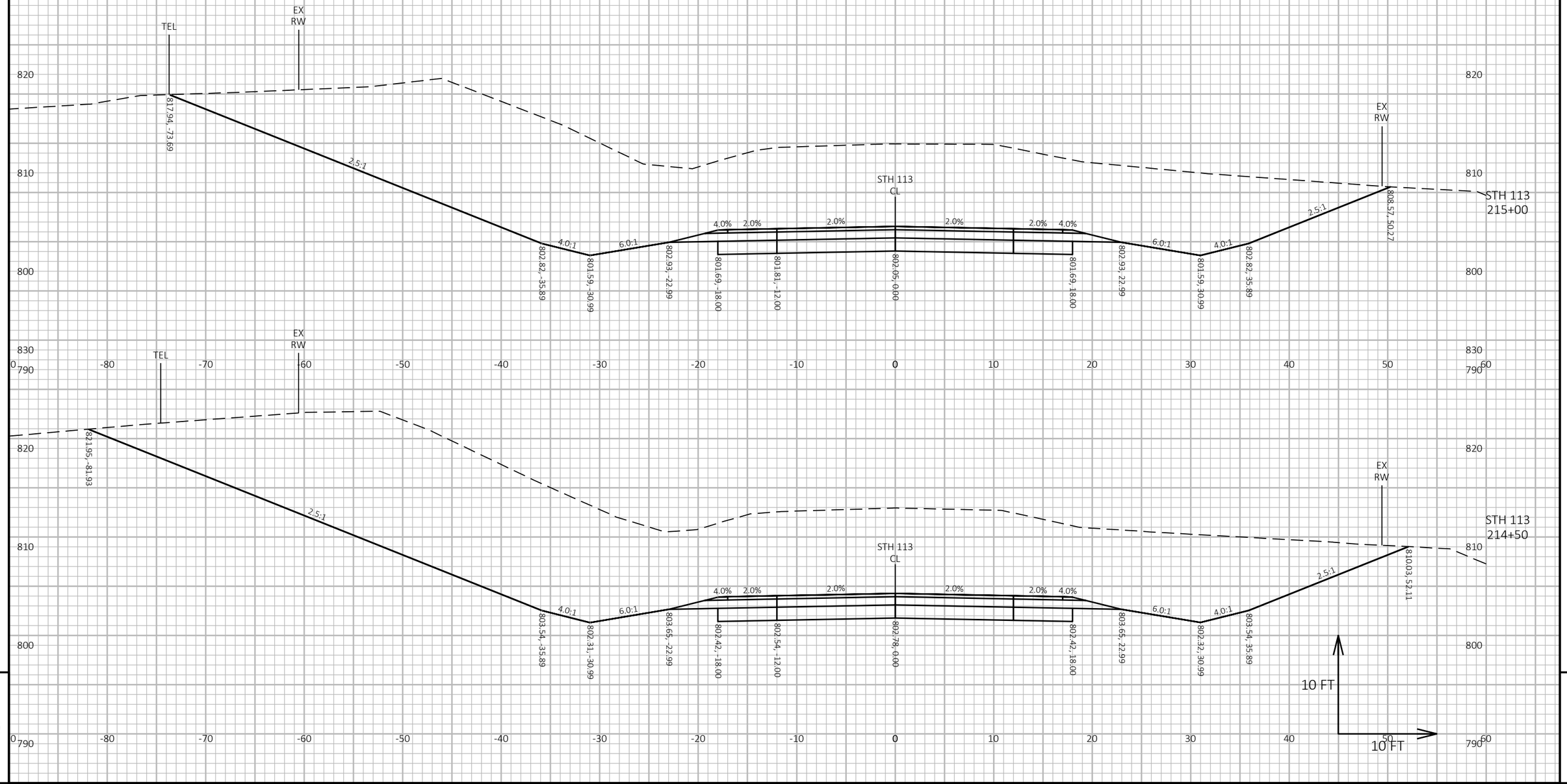
FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RR RW IS WISDOT OWNED



9

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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 257	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 1/3/2023 9:19 AM

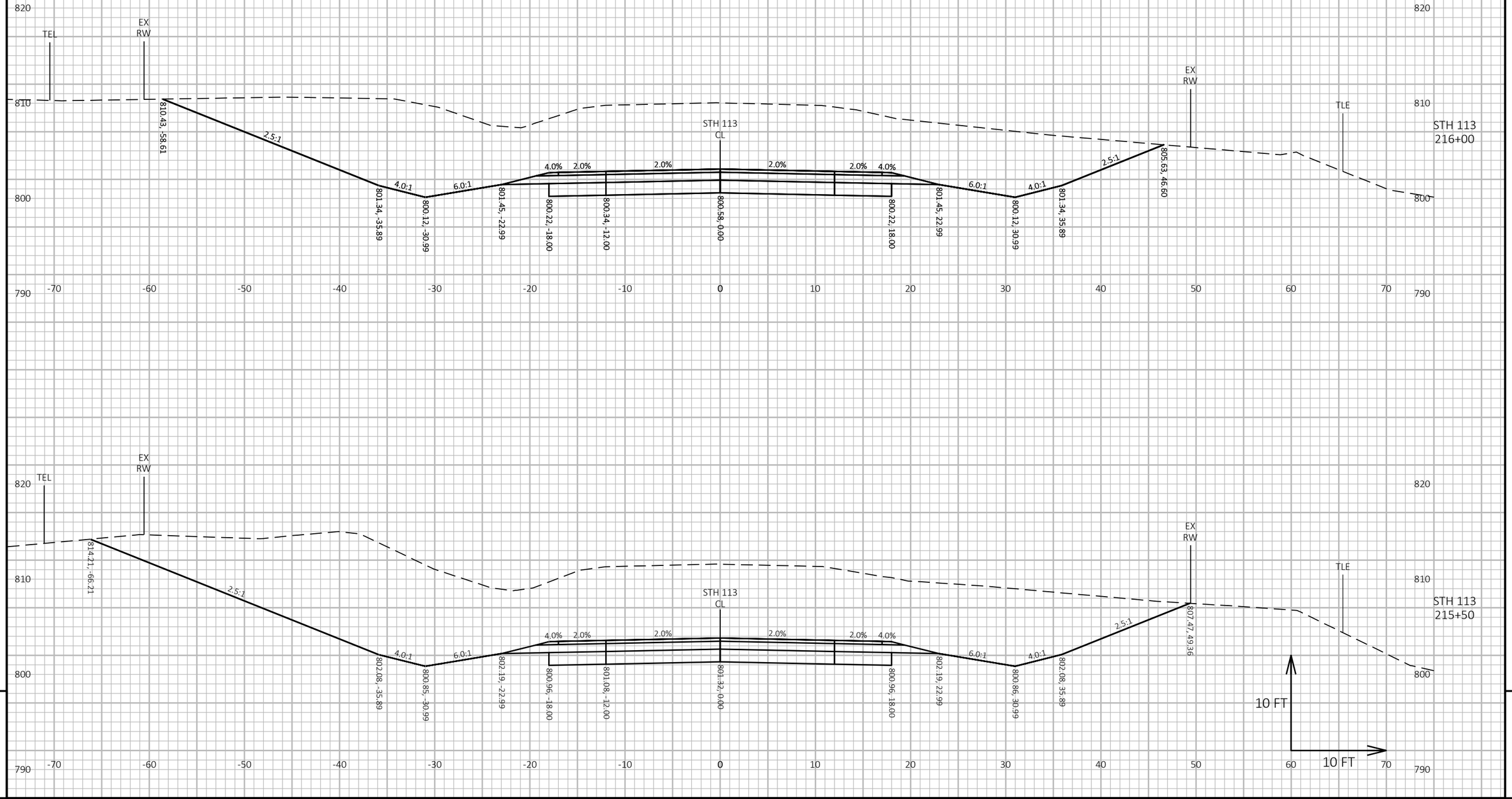
PLOT BY : KENDALL, EMILY ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RR RW IS WISDOT OWNED



9

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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 258	E

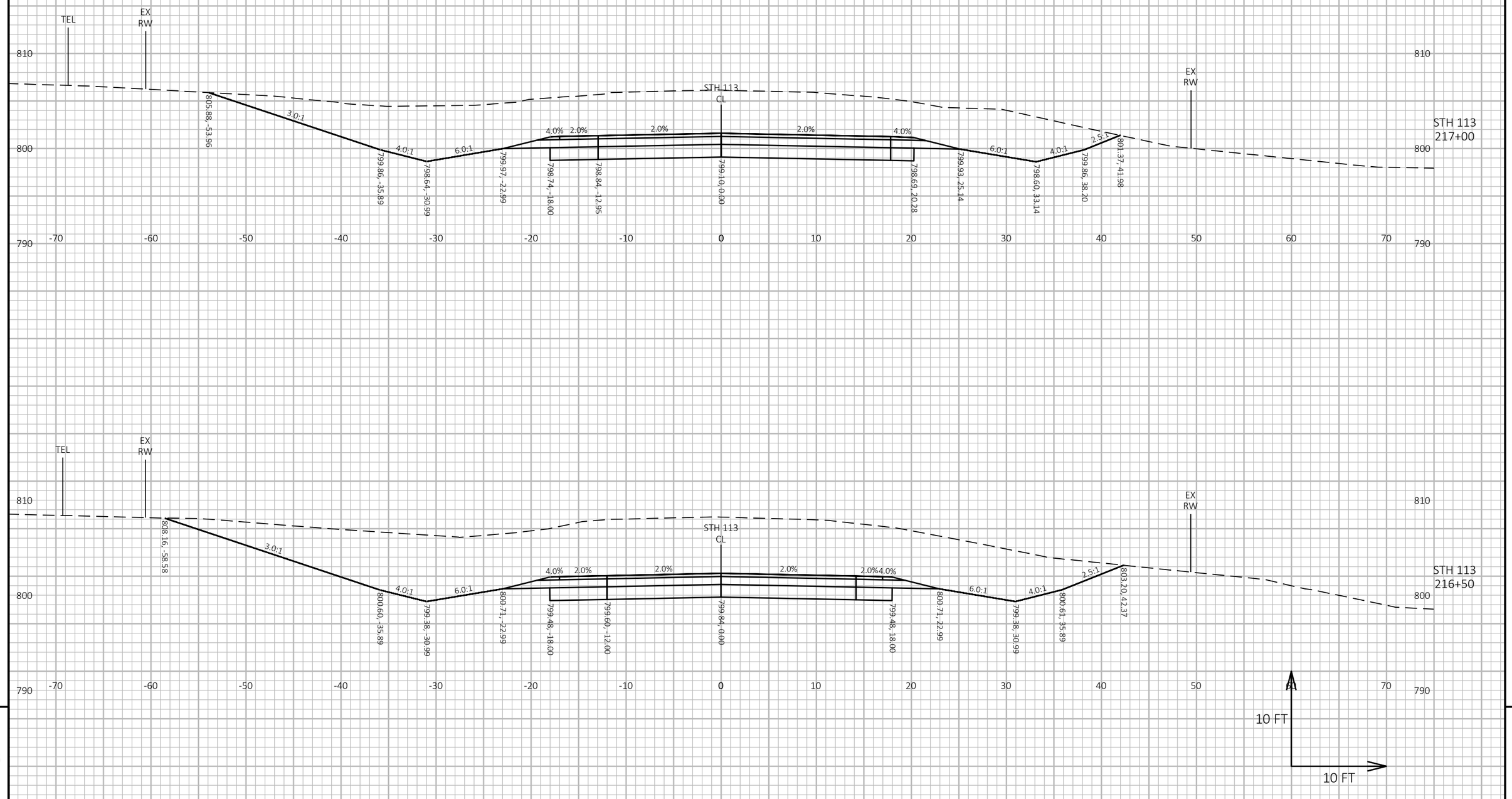
FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RR RW IS WISDOT OWNED



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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 259	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 1/3/2023 9:19 AM

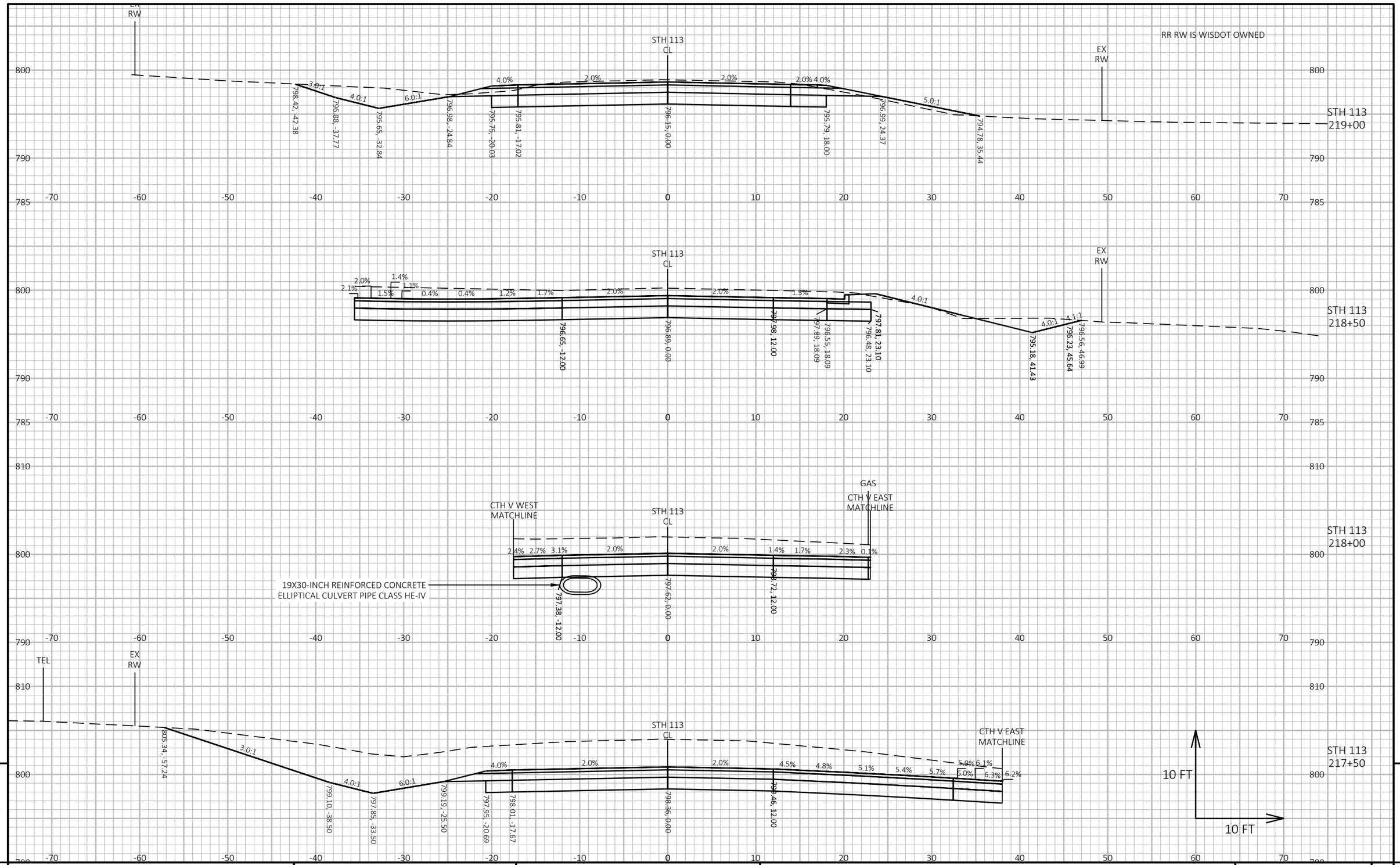
PLOT BY : KENDALL, EMILY ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RR RW IS WISDOT OWNED



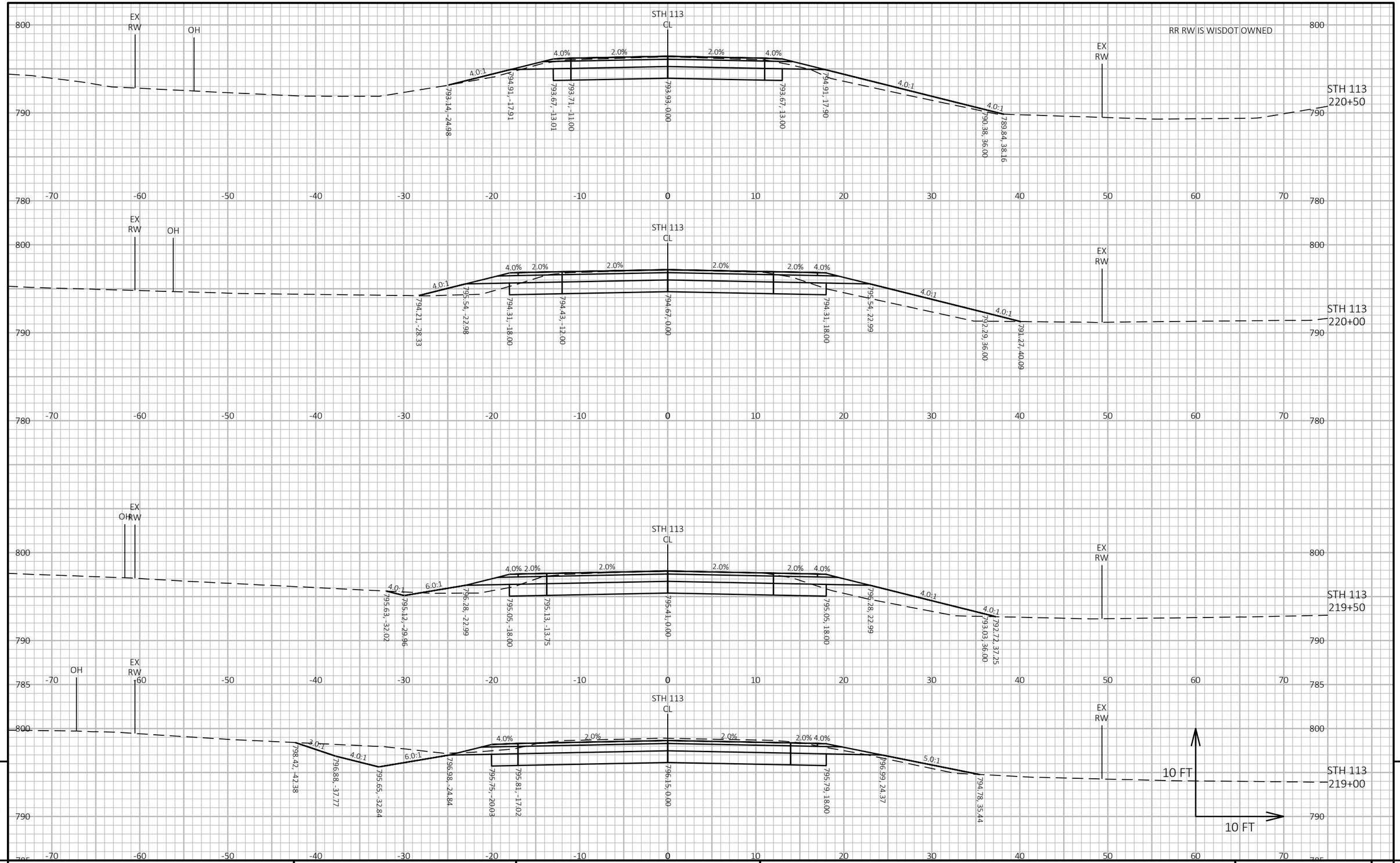
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 260	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

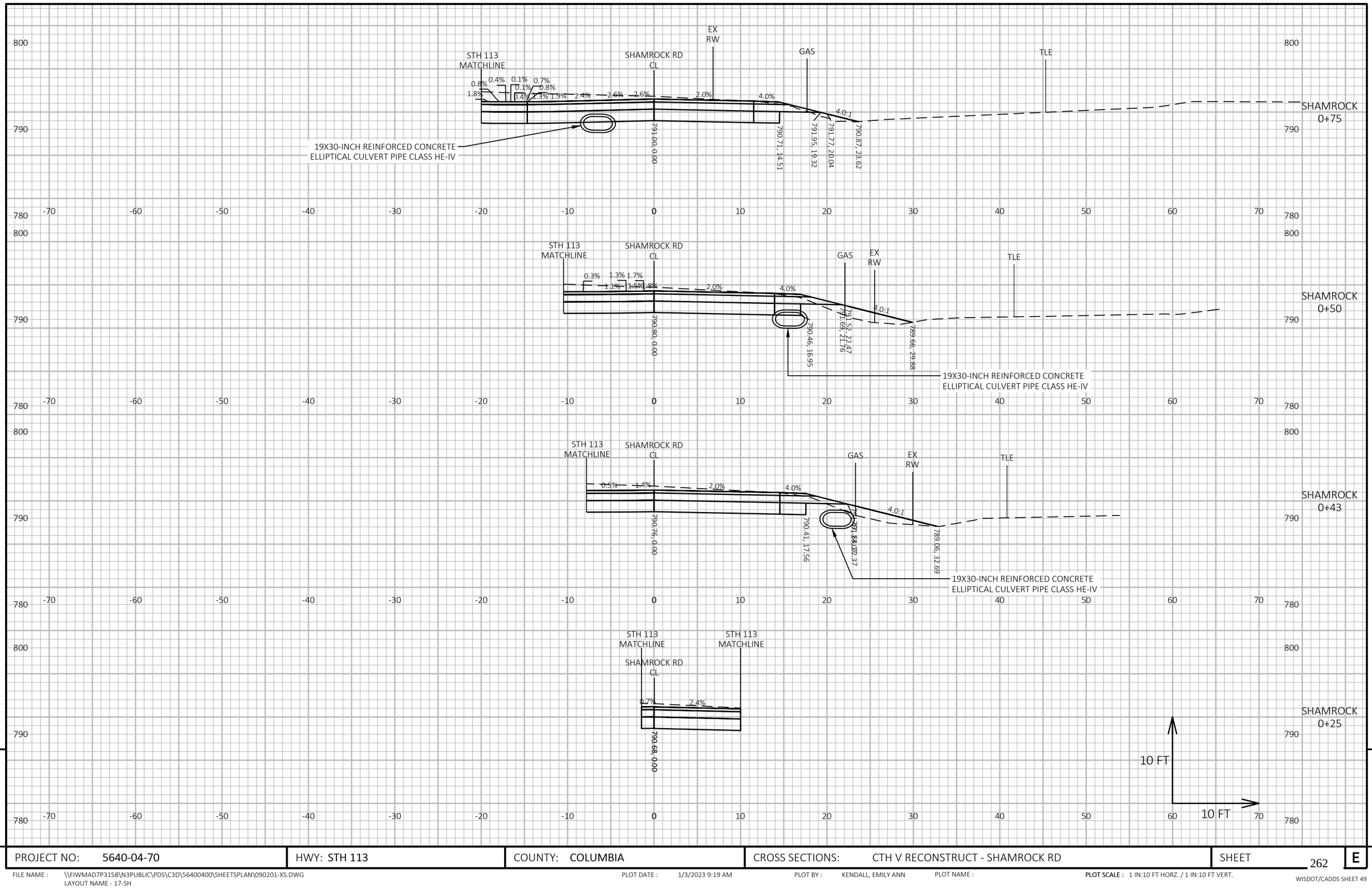


PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - STH 113	SHEET 261	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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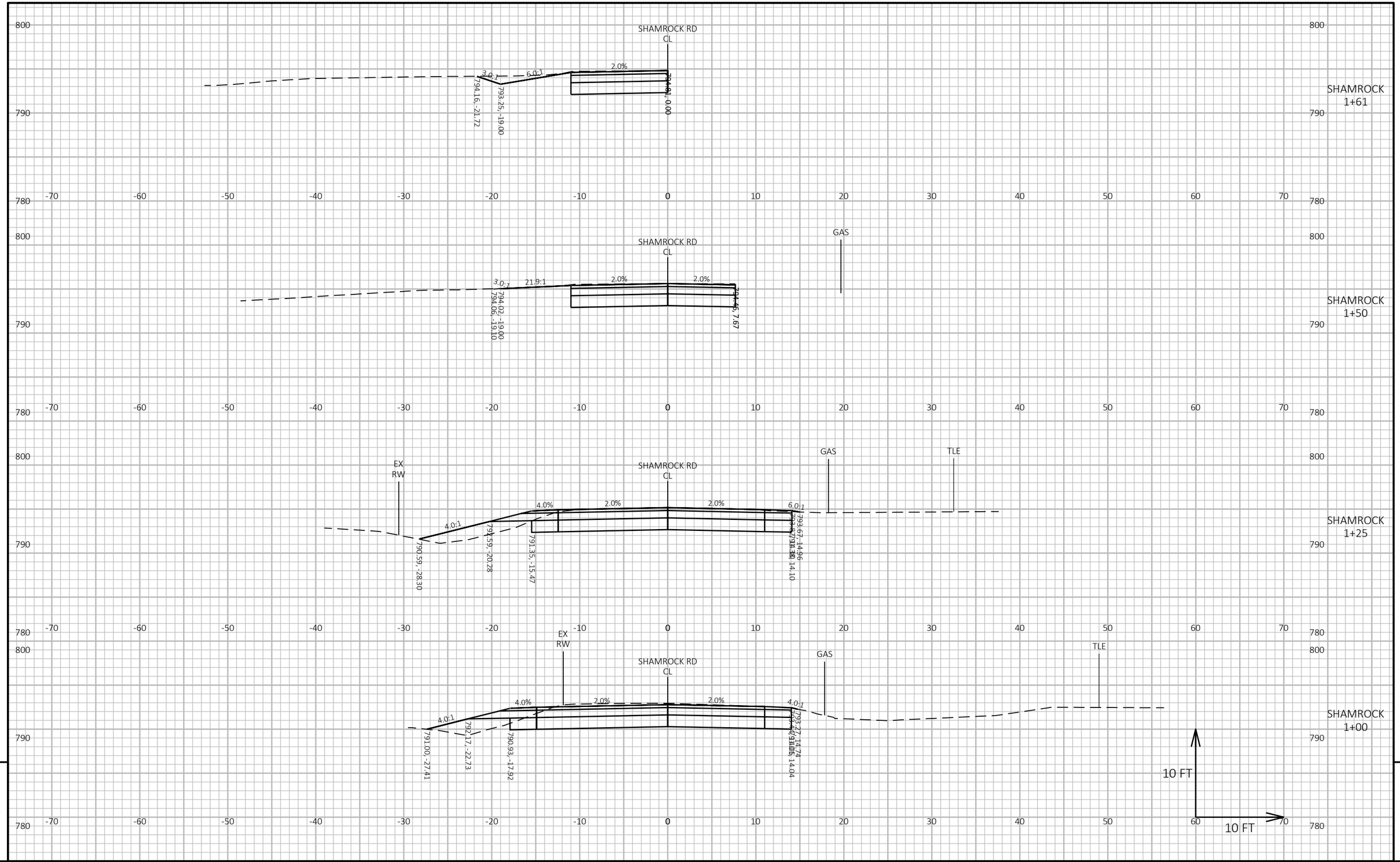
PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - SHAMROCK RD	SHEET 262	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17-SH

PLOT DATE : 1/3/2023 9:19 AM PLOT BY : KENDALL, EMILY ANN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - SHAMROCK RD	SHEET 263	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 18-SH

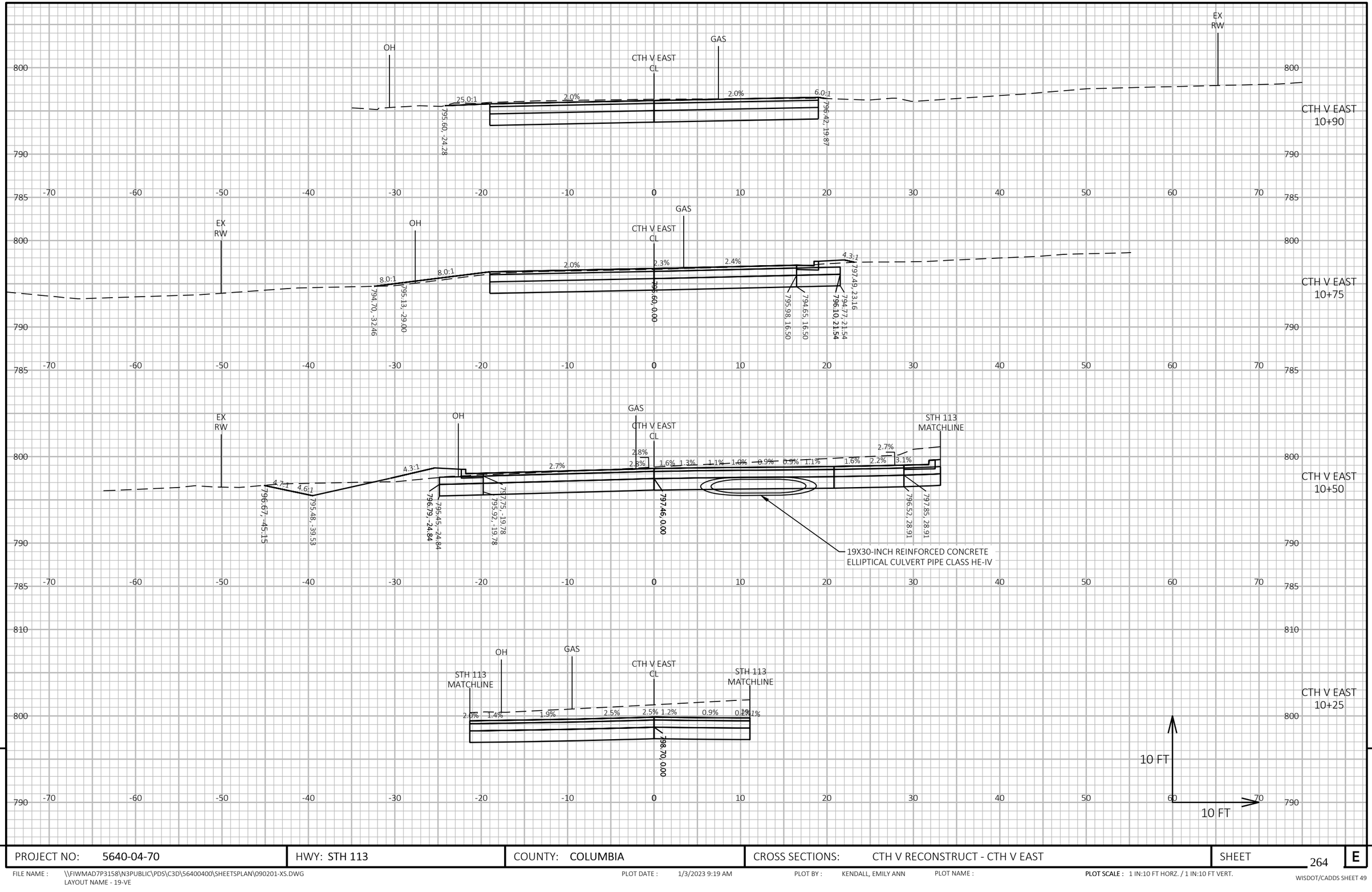
PLOT DATE : 1/3/2023 9:19 AM

PLOT BY : KENDALL, EMILY ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - CTH V EAST	SHEET 264	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19-VE

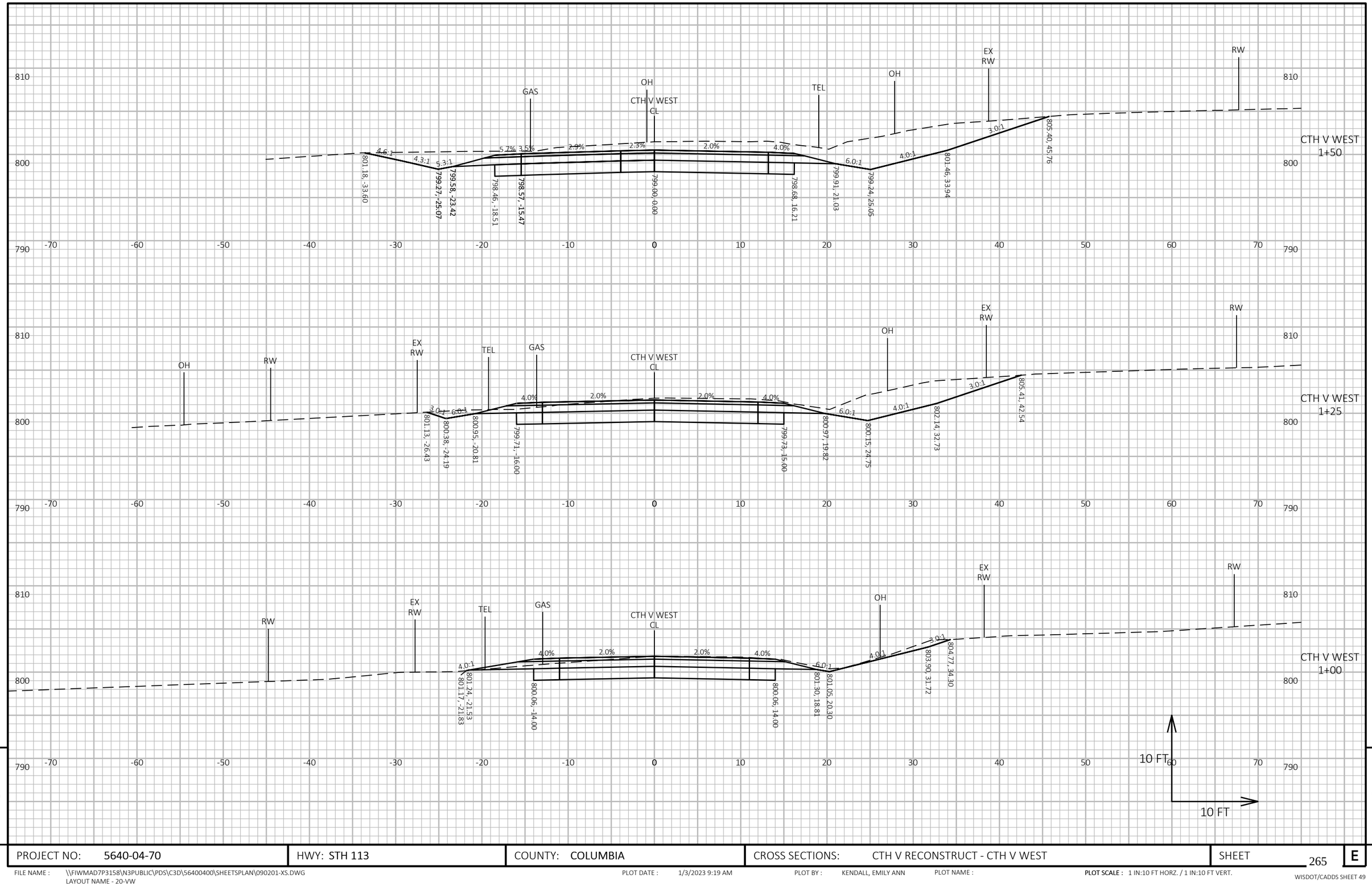
PLOT DATE : 1/3/2023 9:19 AM

PLOT BY : KENDALL, EMILY ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - CTH V WEST	SHEET 265	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 20-VW

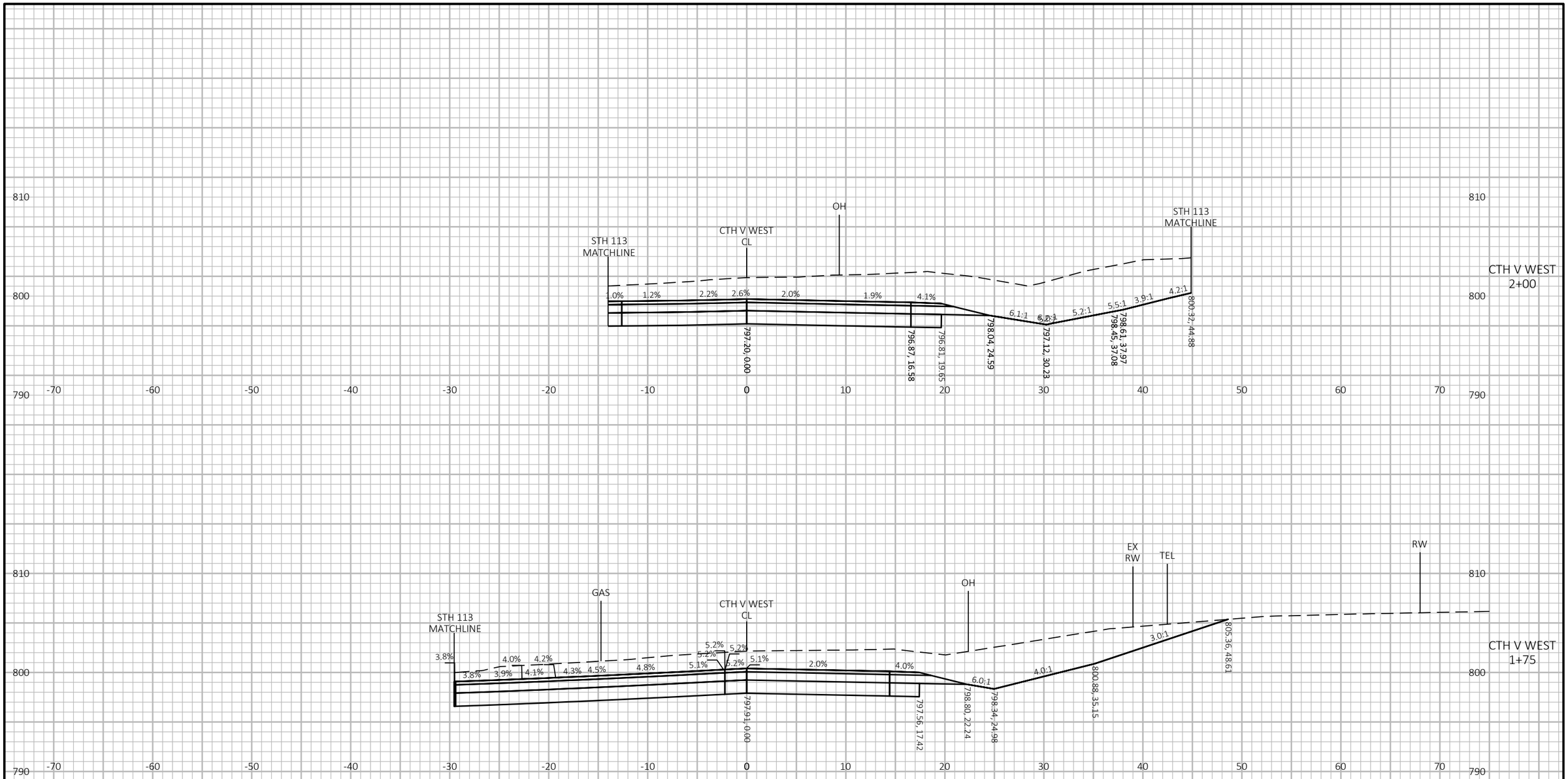
PLOT DATE : 1/3/2023 9:19 AM

PLOT BY : KENDALL, EMILY ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5640-04-70	HWY: STH 113	COUNTY: COLUMBIA	CROSS SECTIONS: CTH V RECONSTRUCT - CTH V WEST	SHEET 266	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\56400400\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 21-VW

PLOT DATE : 1/3/2023 9:19 AM

PLOT BY : KENDALL, EMILY ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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