WIS

MARCH 2024

PROJECT ID: 6140-01-66

WITH: N/A

COUNTY: ADAMS

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 = 300

23

N

DESIGN DESIGNATION 6140-01-36

A.A.D.T.	2023	=	6700
A.A.D.T.	2043	=	7300
D.H.V.		=	625
D.D.		=	60/40
T.		=	13.2%
DESIGN SPEED		=	25 MPH
ESALS		=	1,600,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

V OF FRIENDSHIP

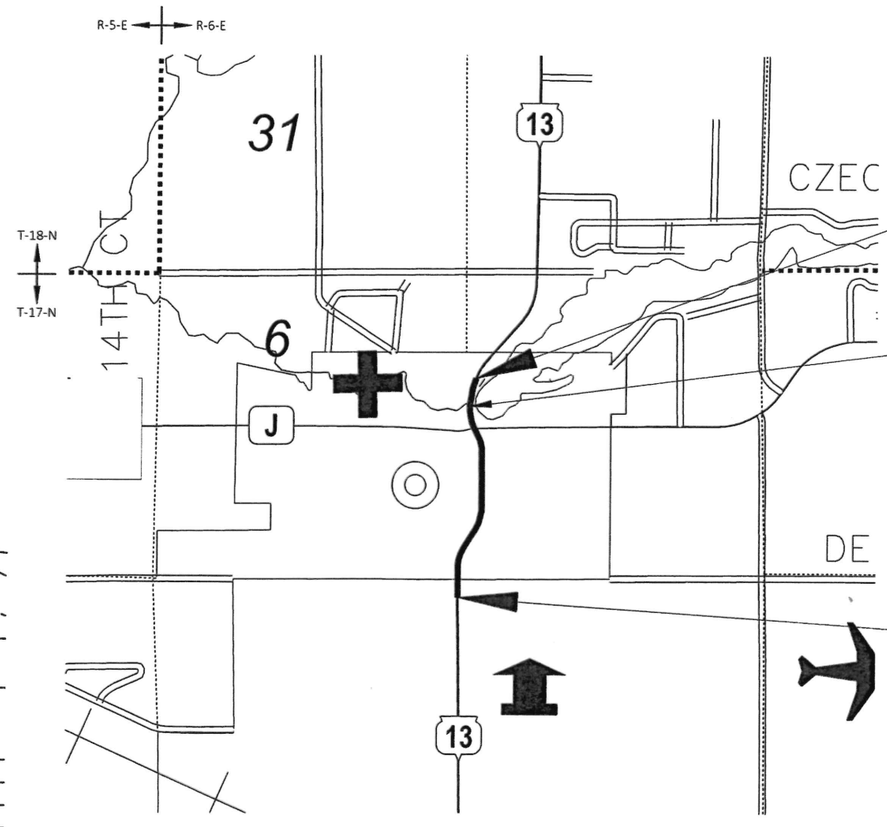
NORTH ST TO MOUND VIEW DR

STH 13

ADAMS COUNTY

STATE PROJECT NUMBER
6140-01-66

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6140-01-66	WISC 2024293	1



END PROJECT
STA 119+76

NET EXCEPTION TO CL LENGTH
STA 115+84 - STA 116+31
B-01-17

BEGIN PROJECT
STA 83+50
Y=218752.755
X=530959.538

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.678 MI

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

ORIGINAL PLANS PREPARED BY

QUEST

Civil Engineers, LLC

WISCONSIN

ADAM J. OSYPOWSKI
E-38889
STEVENS POINT
WIS.

PROFESSIONAL ENGINEER

10-10-23

(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	QUEST CIVIL ENGINEERS
Designer	QUEST CIVIL ENGINEERS
Project Manager	ELIZABETH NEMEC
Regional Examiner	FRED SCHUNKE
Regional Supervisor	ELIZABETH NEMEC

APPROVED FOR THE DEPARTMENT

DATE: 10/19/23

Elizabeth Nemec
Date: 2023.10.19

(Signature)

E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\010101_TI_13.DWG

PLOT DATE : 8/21/2023 11:38 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME :

GENERAL NOTES

THE ALIGNMENT IN THIS PLAN IS BASED ON FIELD SURVEY SHOTS TAKEN ON THE CENTERLINE. ACTUAL ROADWAY CENTERLINE MAY DEVIATE FROM THE PLAN. NEW HMA PAVEMENT SHALL FOLLOW EXISTING ROADWAY CENTERLINE. ANY ADJUSTMENTS SHALL BE INCIDENTAL TO OTHER ITEMS IN THE CONTRACT.

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

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.

PRESERVE ALL EXISTING DRIVEWAY ACCESS CURB CUTS AS IDENTIFIED IN THE FIELD, EXCEPT FOR THOSE LOCATIONS TO BE MODIFIED AS SHOWN IN THE PLAN.

RUNOFF COEFFICENT 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-.85											
GRAVEL ROADS, SHOULDERS	.40-.60											

TOTAL PROJECT AREA = 5.5 ac
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES= 0.15 ac

UTILITY CONTACTS

ALLIANT ENERGY – ELECTRICITY
MATTHEW HOSLER
338 E STATE ST
MAUSTON, WI 53948
608-963-3655
matthewhosler@alliantenergy.com

ATC MANAGEMENT– ELECTRICITY TRANSMISSION
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
608-877-7650
dvosberg@atcllc.com

CITY OF ADAMS - WATER
JASON KIRSENLOR
CITY OF ADAMS
PO BOX 1009
ADAMS, WI 53910
adamspw@maqs.net

CITY OF ADAMS - SEWER
JASON KIRSENLOR
CITY OF ADAMS
PO BOX 1009
ADAMS, WI 53910
adamspw@maqs.net

FRONTIER COMMUNICATIONS- COMMUNICATION LINE
CHRIS BLUMER
451 BRADWAY DR
SUN PRARIE, WI 53590
608-622-3807
Christopher.blumer@ftr.com

MARQUETTE-ADAMS TELEPHONE COOP -COMMUNICATION LINE
JOSH MACHKOVICH
113 N OXFORD ST
OXFORD, WI 53952
608-450-1199
jmachkovich@maadtelco.com

SPECTRUM – COMMUNICATION LINE
PAUL GROVE
5024 HEFFRON ST
STEVENS POINT, WI 54481
854-683-0146
Paul.Grove@Charter.com

VILLAGE OF FRIENDSHIP - WATER
BRENT FRANK, DIRECTOR OF PUBLIC WORKS
507 WEST LAKE STREET
FRIIENDSHIP, WI 53934
608-339-3243 EXT. 3
vofpublicworks@maqs.net

VILLAGE OF FRIENDSHIP– SANITARY SEWER
BRENT FRANK, DIRECTOR OF PUBLIC WORKS
507 WEST LAKE STREET
FRIIENDSHIP, WI 53934
608-339-3243 EXT. 3
vofpublicworks@maqs.net

WE ENERGIES – GAS/PETROLEUM
LARRY KOCH
1921 8TH ST SOUTH
WISCONSIN RAPIDS, WI 54494
715-421-9293
larry.koch@we-energies.com

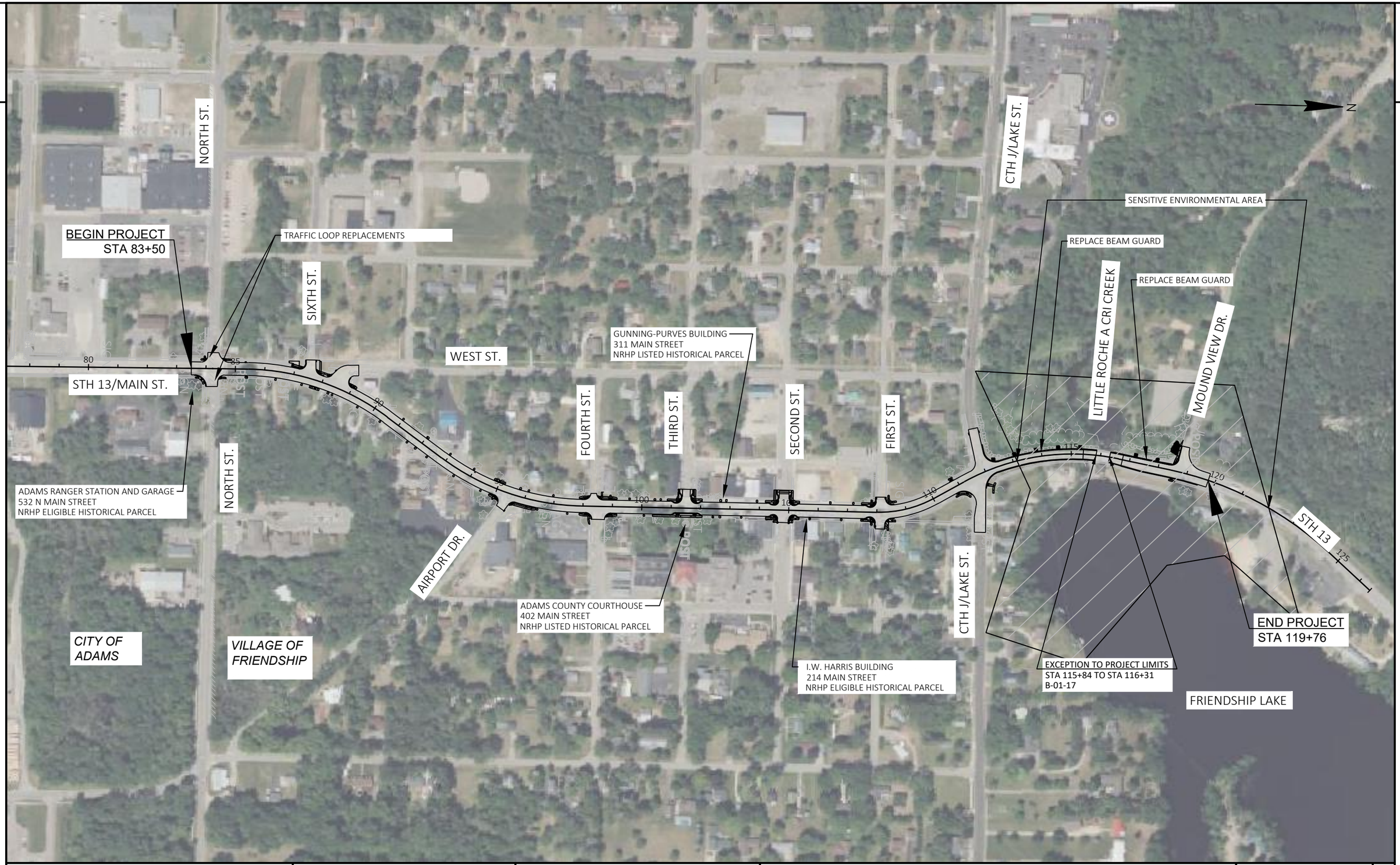
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

DNR CONTACT

WISCONSIN DEPT OF NATURAL RESOURCES
ENVIRONMENTAL ANALYSIS AND REVIEW SPECIALISTS
ADAMS COUNTY
BRAD BETTHAUSER
WEST CENTRAL REGION
910 HWY54 E
BLACK RIVER FALLS, WI 54615
715-213-9064 (MOBILE)
Bradley.betthauser@Wisconsin.gov

2

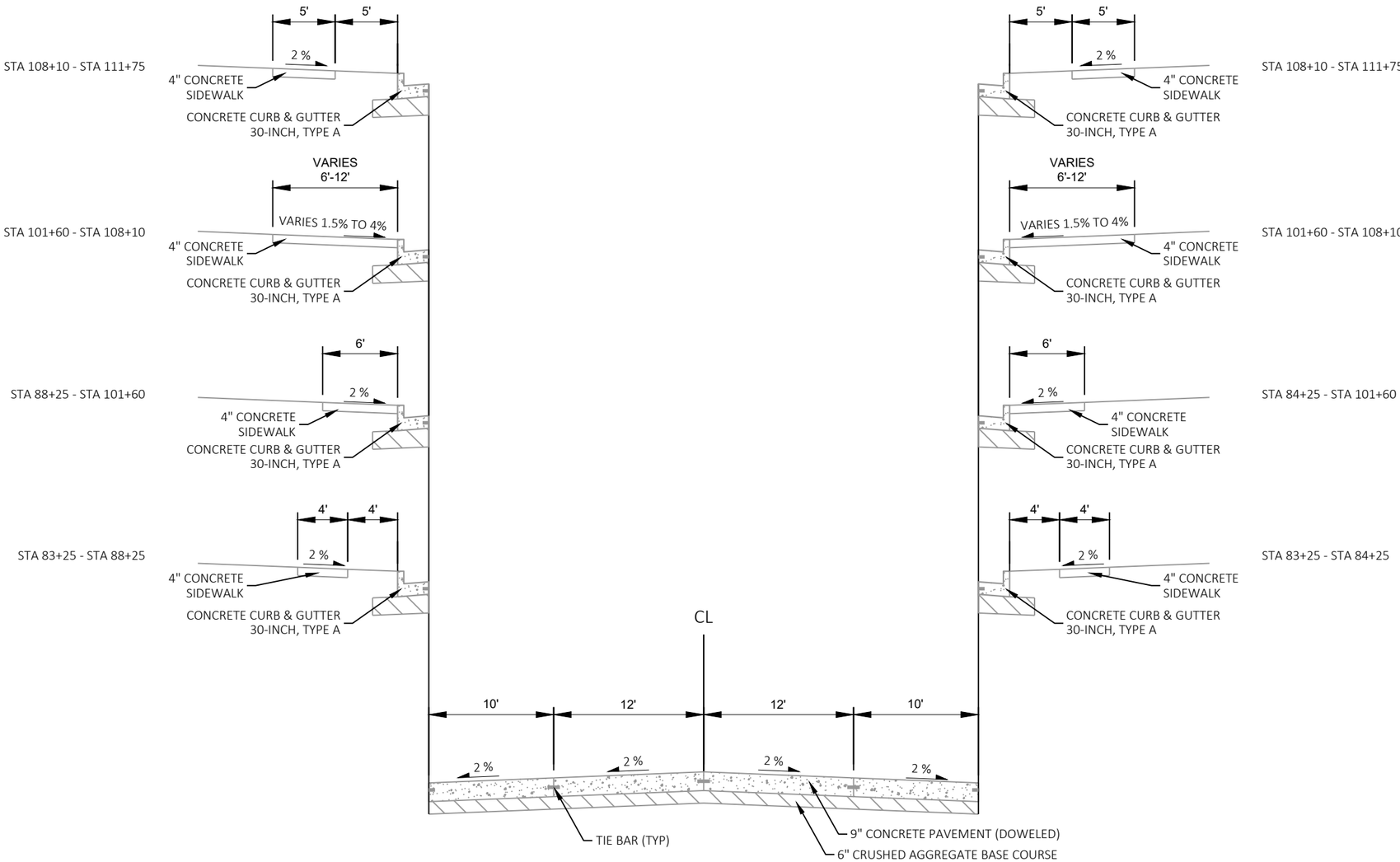
2



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\020201_PO_13.DWG
LAYOUT NAME - OVERVIEW
PLOT DATE : 8/23/2023 7:59 AM
PLOT BY : ADAM OSYPOWSKI
PLOT NAME :
PLOT SCALE : 1 IN:300 FT
WISDOT/CADDS SHEET 44

2



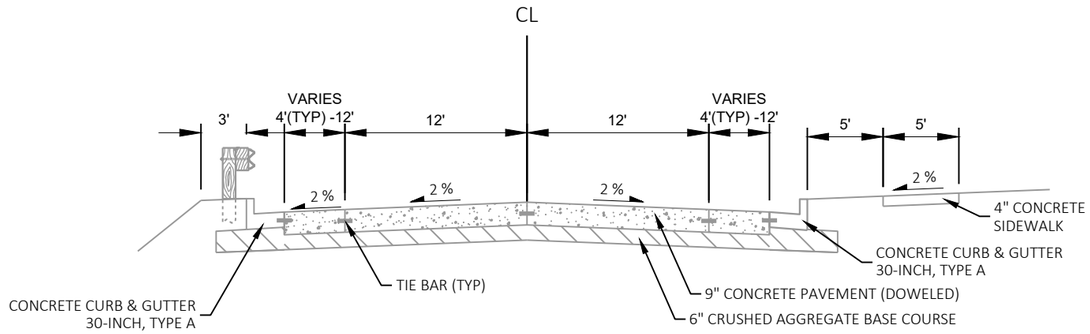
EXISTING TYPICAL SECTION

STA 83+50 - STA 111+75

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TYPICAL SECTIONS	SHEET 4 E

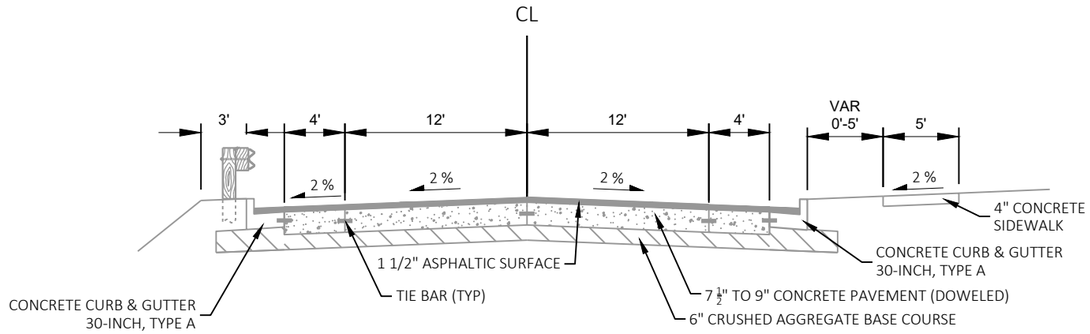
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\020301_TS_13.DWG
LAYOUT NAME - 01

PLOT DATE : 8/21/2023 11:54 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT



EXISTING TYPICAL SECTION

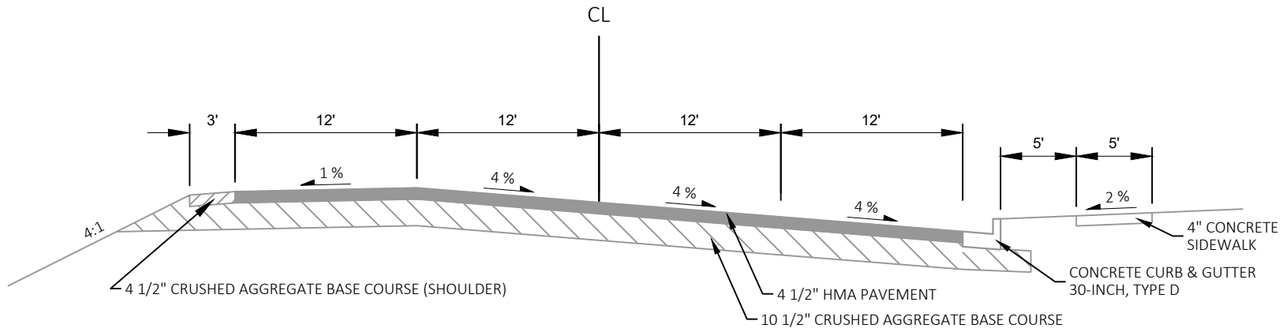
STA 111+75 - STA 115+40
STA 116+76 - STA 119+46



EXISTING TYPICAL SECTION

STA 115+40 - STA 115+84
STA 116+31 TO STA 116+76

2



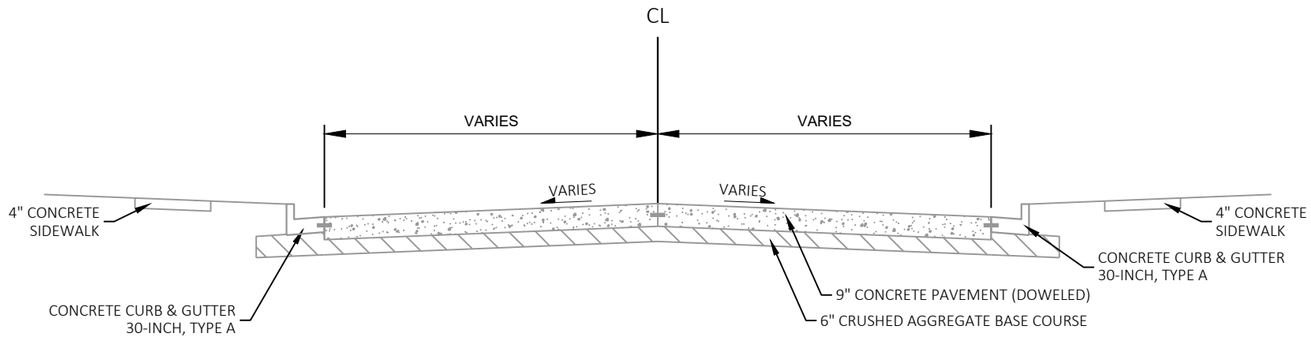
EXISTING TYPICAL SECTION

STA 119+46 - STA 119+76

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TYPICAL SECTIONS	SHEET 6	E

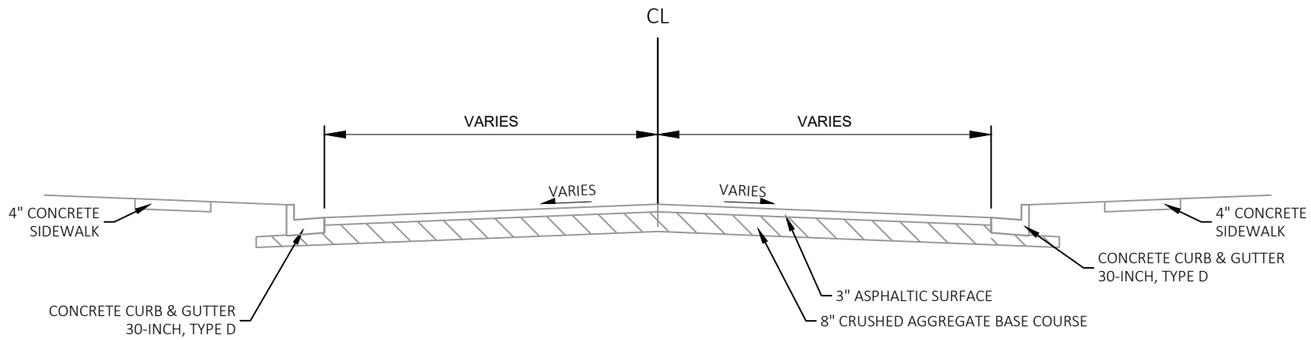
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\020301_TS_13.DWG
LAYOUT NAME - 03
PLOT DATE : 8/21/2023 11:54 AM
PLOT BY : ADAM OSYPOWSKI
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION - SIDE ROADS (CONCRETE)

NORTH STREET WEST STREET
SIXTH STREET AIRPORT DRIVE
FOURTH STREET THIRD STREET
SECOND STREET FIRST STREET
CTH J MOUND VIEW DRIVE



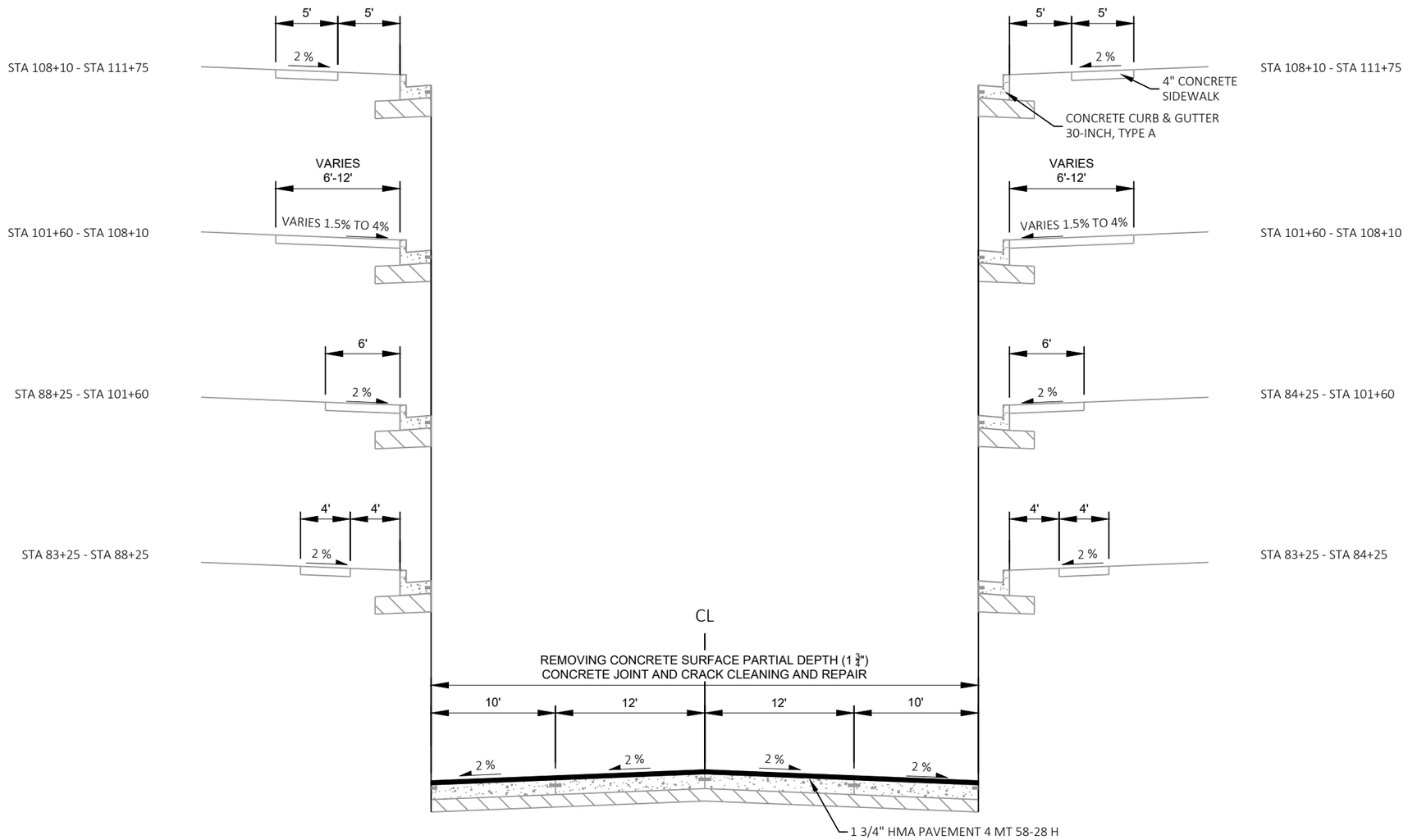
EXISTING TYPICAL SECTION - SIDE ROADS (ASPHALT)

.THIRD STREET
SECOND STREET
FIRST STREET

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\020301_TS_13.DWG
LAYOUT NAME - ex-l
PLOT DATE : 8/21/2023 11:54 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



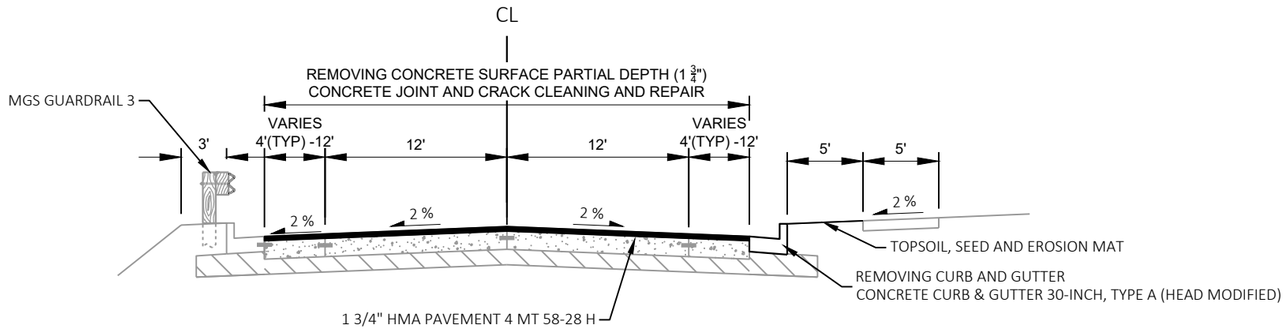
FINISHED TYPICAL SECTION

STA 83+50 - STA 111+75

NOTE: SEE CONSTRUCTION DETAILS FOR INTERSECTION MODIFICATIONS AT THIRD STREET, SECOND STREET, AND FIRST STREET

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TYPICAL SECTIONS	SHEET 8	E

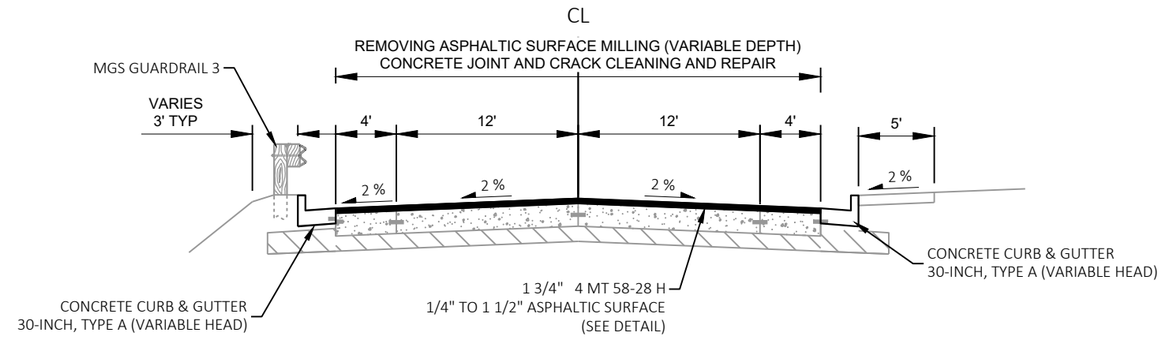
2



NOTE: EXISTING CURVE SUPER ELEVATION AND TRANSITIONS SHALL BE RESTORED IN KIND.

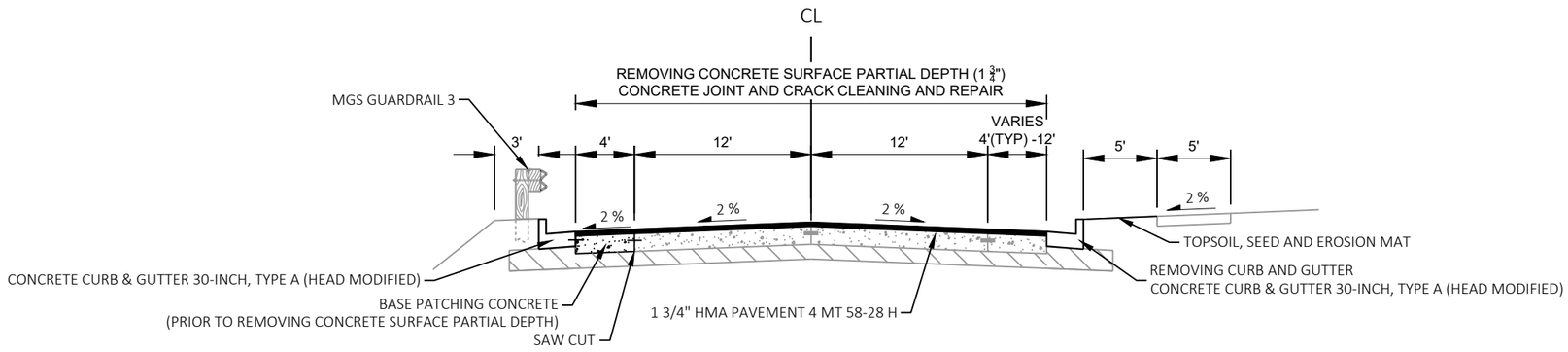
FINISHED TYPICAL SECTION

STA 111+75 - STA 115+40
STA 116+76 - STA 117+21
STA 118+63- STA 119+46



FINISHED TYPICAL SECTION

STA 115+40 - STA 115+84
STA 116+31 - STA 116+76

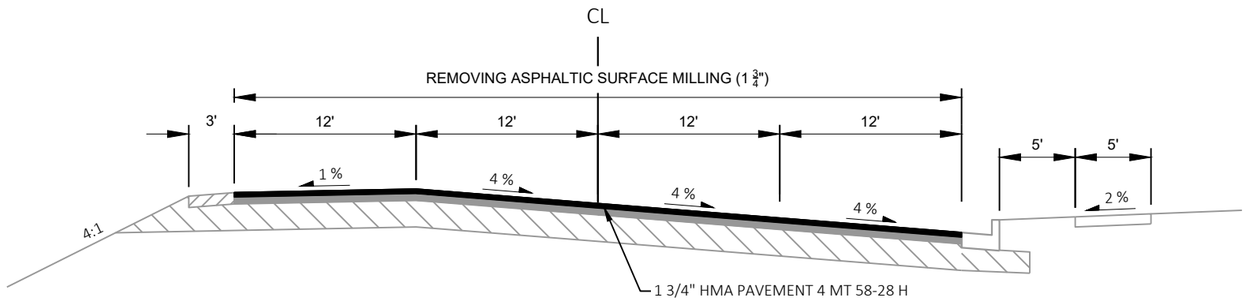


FINISHED TYPICAL SECTION

STA 117+21 - STA 118+63

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TYPICAL SECTIONS	SHEET 9	E

2



FINISHED TYPICAL SECTION

STA 119+46 - STA 119+76

NOTE: EXISTING CURVE SUPER ELEVATION AND TRANSITIONS SHALL BE RESTORED IN KIND.

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TYPICAL SECTIONS	SHEET 10	E

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WISDOT/CADDS SHEET 42

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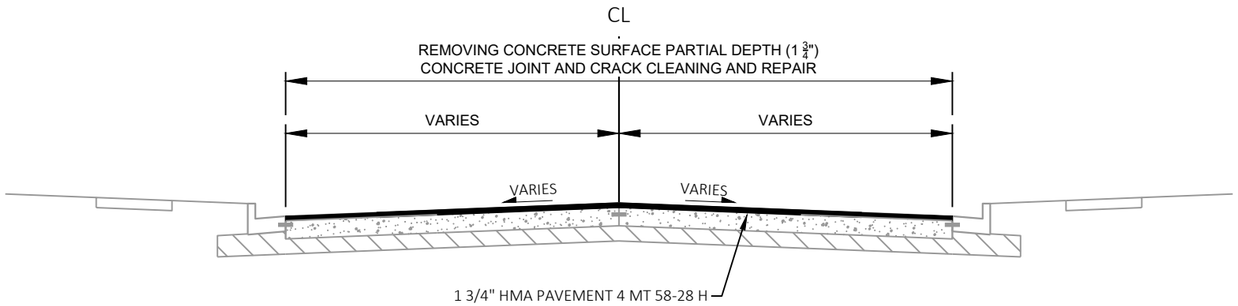
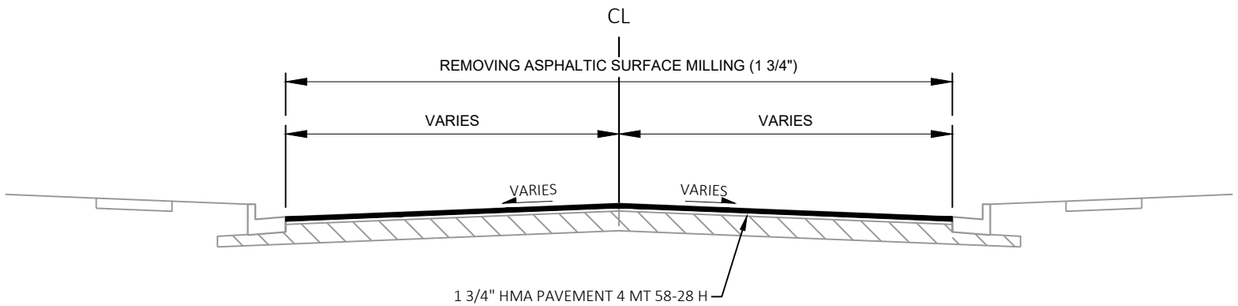


FINISHED TYPICAL SECTION - SIDE ROADS (CONCRETE)

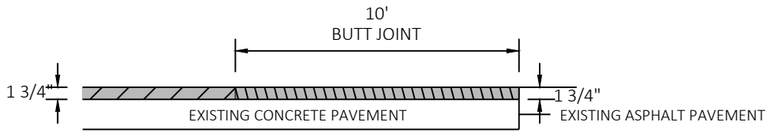
NORTH STREET WEST STREET
SIXTH STREET AIRPORT DRIVE
FOURTH STREET THIRD STREET
SECOND STREET FIRST STREET
CTH J MOUND VIEW DRIVE



FINISHED TYPICAL SECTION - SIDE ROADS (ASPHALT)

.THIRD STREET
SECOND STREET
FIRST STREET

NOTE: SEE CONSTRUCTION DETAILS FOR INTERSECTION MODIFICATIONS
AT THIRD STREET, SECOND STREET, AND FIRST STREET



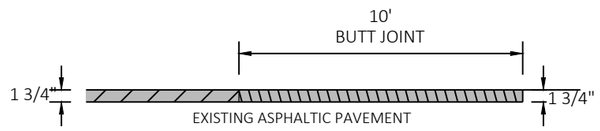
HMA PAVEMENT

REMOVING CONCRETE PAVEMENT PARTIAL DEPTH

REMOVING CONCRETE PAVEMENT BUTT JOINTS

CONCRETE PAVEMENT BUTT JOINT

STH 13 STA 83+50
NORTH ST (E)
NORTH ST (W)
SIXTH ST (W)
WEST ST (W)
AIRPORT DR (E)
FOURTH ST (W)
FOURTH ST (E)
LAKE ST (W)
LAKE ST (E)
MOUND VIEW DR (W)



HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

ASPHALTIC SURFACE BUTT JOINT

THIRD STREET (W)
SECOND ST (E)
SECOND ST (W)
FIRST ST (W)
FIRST ST (E)
STH 13 STA 119+76

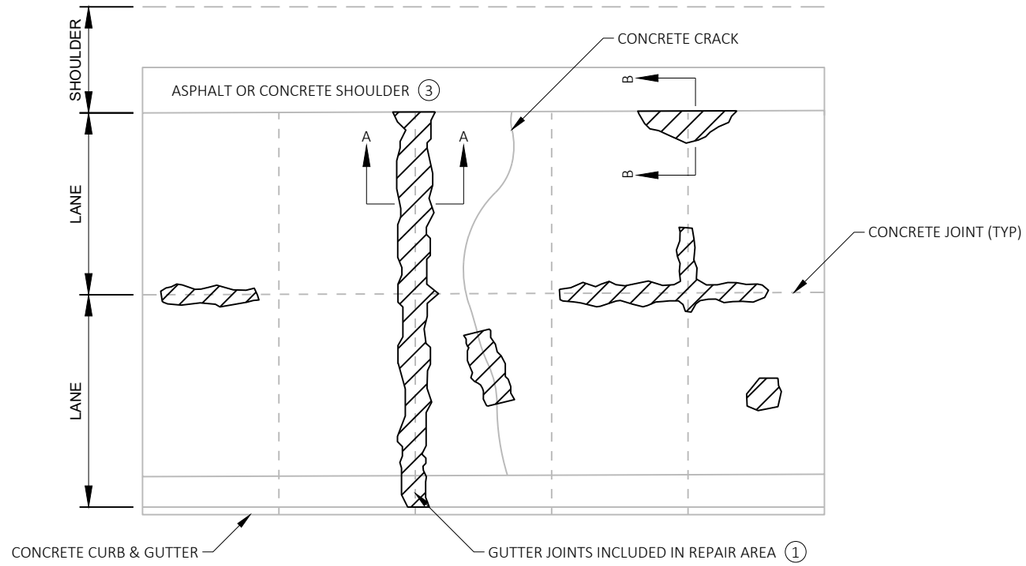
NOTES:

1. PERFORM CONCRETE JOINT AND CRACK CLEANING AND REPAIR IF ASPHALT OVERLAY WILL BE PLACED ON CONCRETE GUTTER
2. REMOVE UNSOUND AND DETERIORATED MATERIAL INCLUDING EXISTING ASPHALTIC PATCHING
3. EXISTING CONCRETE SHOULDER 5-FOOT OR LESS INCLUDED IN REPAIR AREA OF ADJACENT LANE

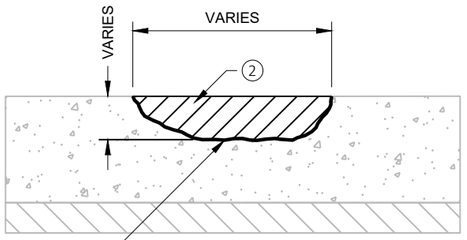
ASPHALTIC SURFACE

EXISTING CONCRETE PAVEMENT

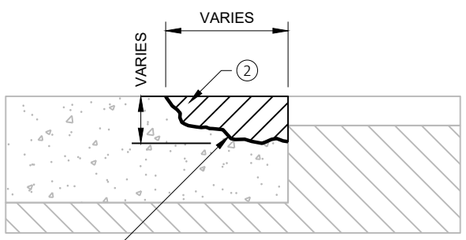
EXISTING BASE COURSE



PLAN VIEW



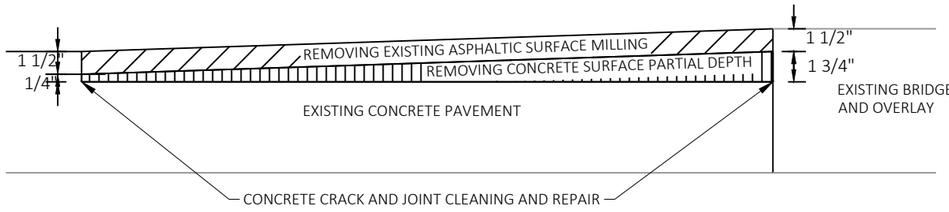
SECTION A-A



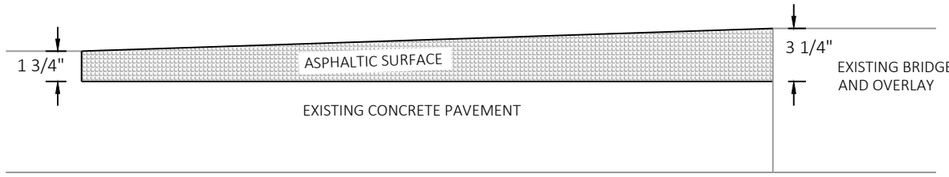
SECTION B-B

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

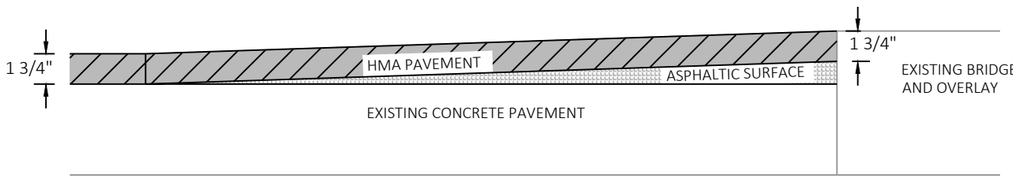
SEE MISCELLANEOUS QUANTITIES FOR LOCATION



REMOVAL AND REPAIR



INTERIM SURFACE -END OF STAGE 3



FINISHED SURFACE

HMA PAVEMENT

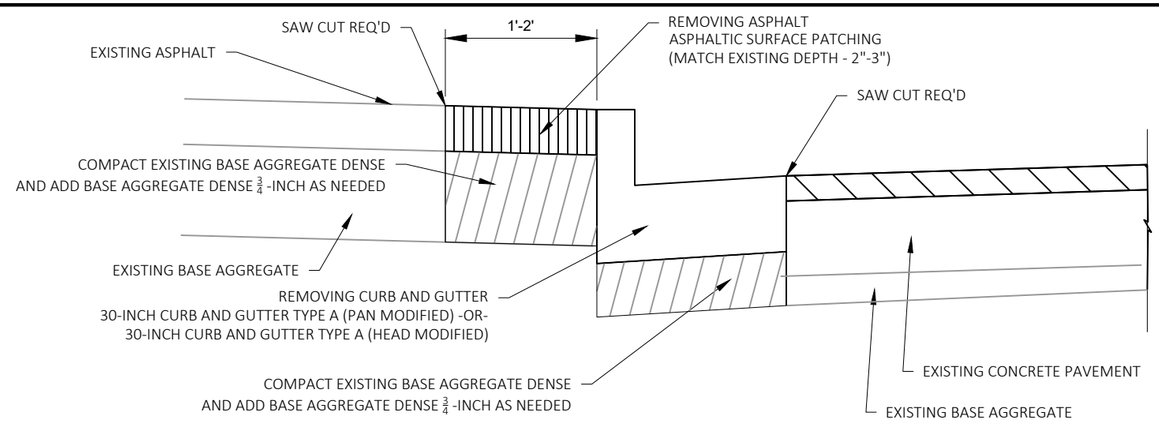
ASPHALTIC SURFACE

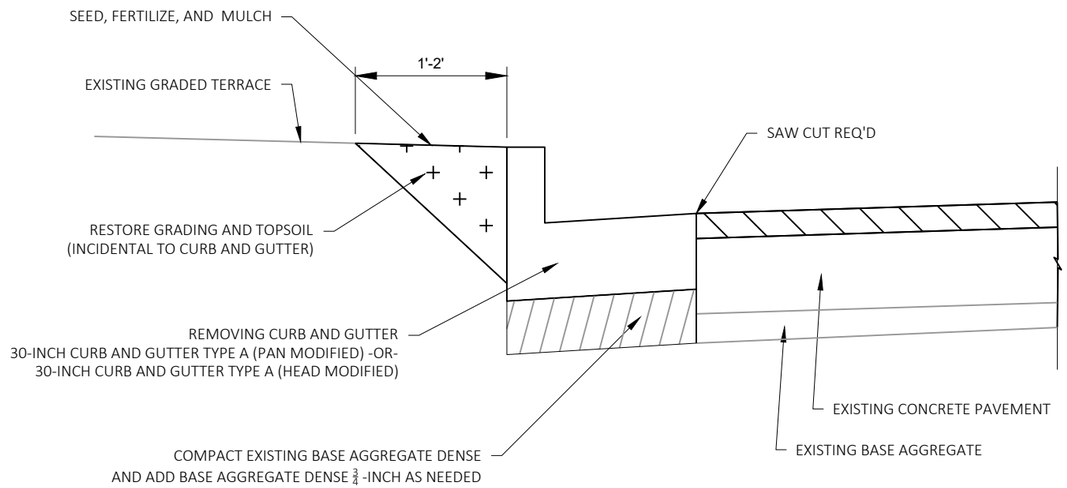
REMOVING ASPHALTIC SURFACE MILLING

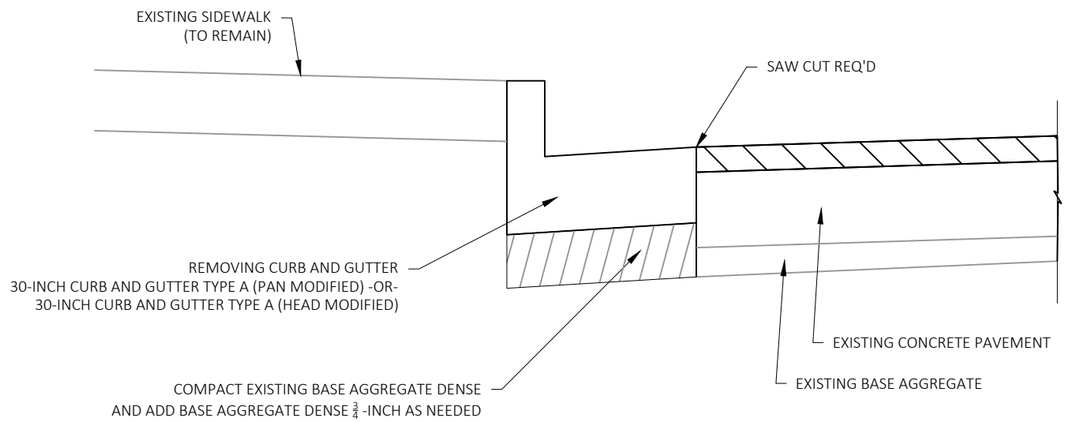
REMOVING CONCRETE SURFACE PARTIAL DEPTH

BRIDGE B-01-17 TRANSITIONS

STA 115+40 - STA 115+84
STA 116+31 - 116+76 (REVERSED)



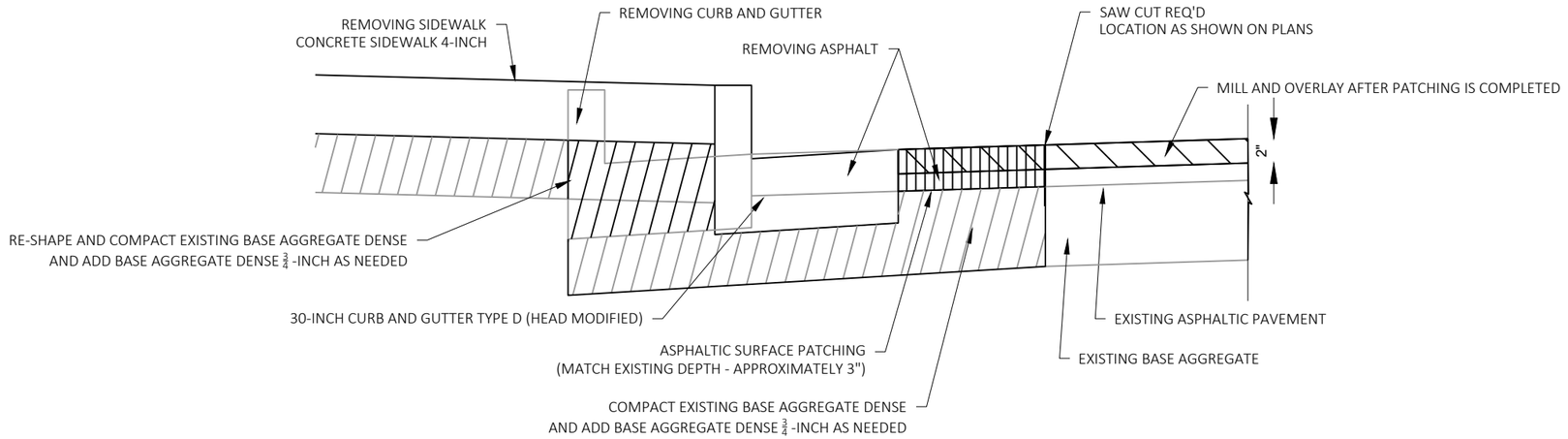




CURB AND GUTTER REPLACEMENT BEYOND CURB RAMPS

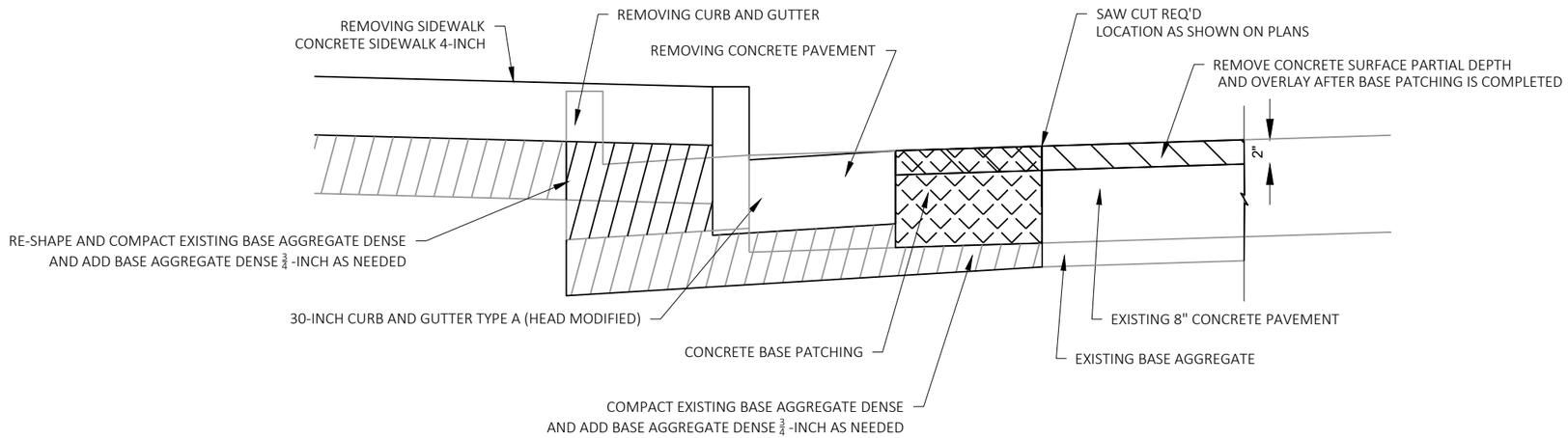
LOCATIONS AS SHOWN ON PLAN DETAILS

2



INTERSECTION MODIFICATIONS IN ASPHALT

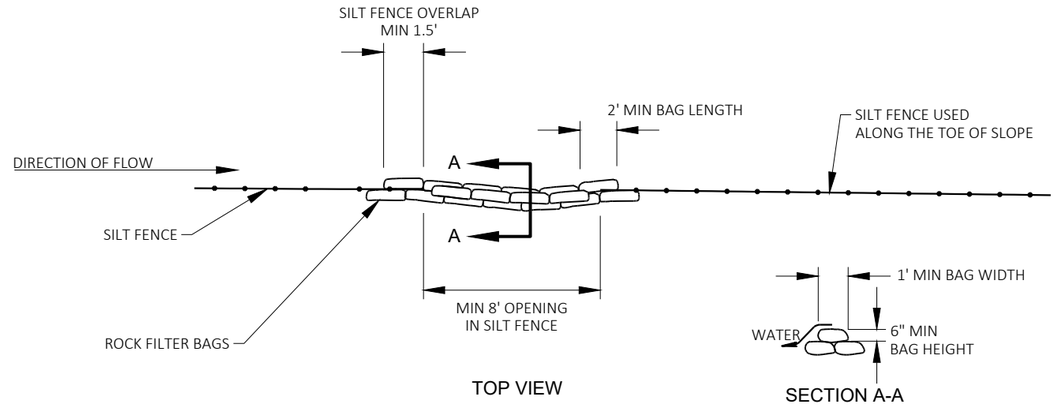
LOCATIONS AS SHOWN ON PLAN DETAILS



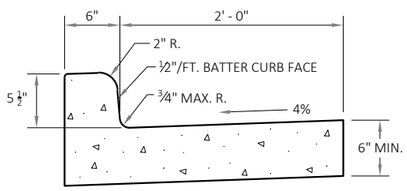
INTERSECTION MODIFICATIONS IN CONCRETE

LOCATIONS AS SHOWN ON PLAN DETAILS

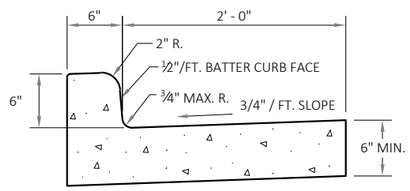
2



ROCK BAGS USED FOR SILT FENCE RELIEF



CONCRETE CURB AND GUTTER
30-INCH TYPE A and 30-INCH TYPE D (HEAD MODIFIED)



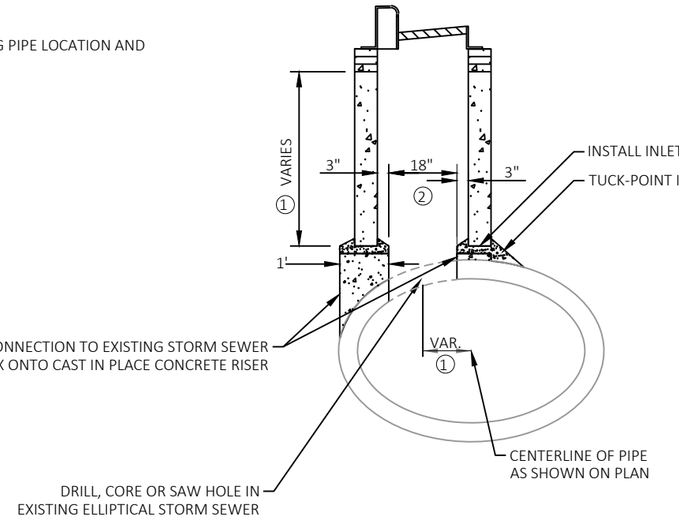
CONCRETE CURB AND GUTTER
30-INCH TYPE A (PAN MODIFIED)

2

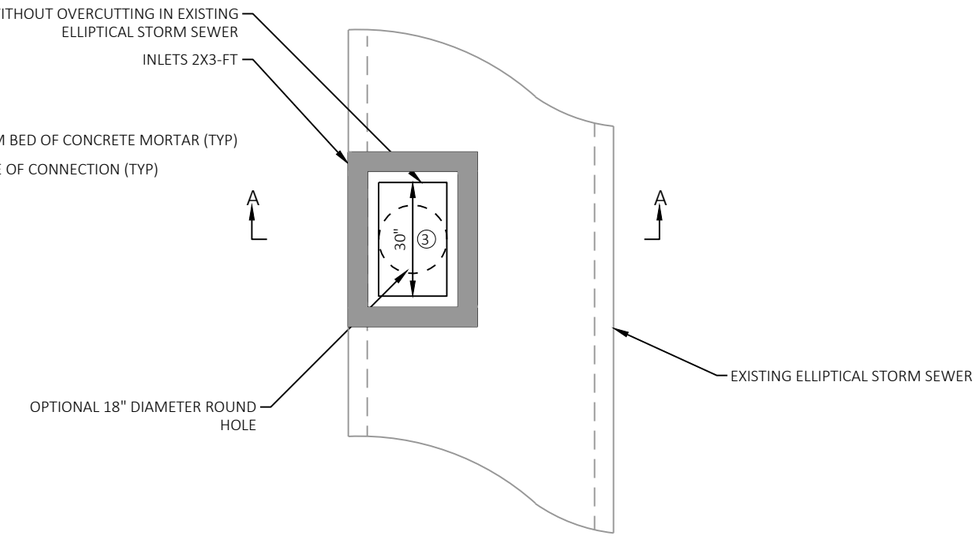
①FIELD VERIFY EXISTING PIPE LOCATION AND ELEVATION

② 12" MINIMUM

③ 18" MINIMUM



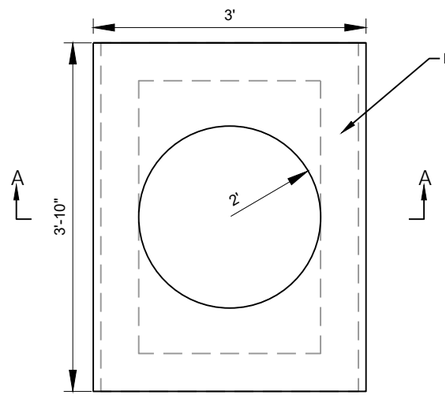
A - A



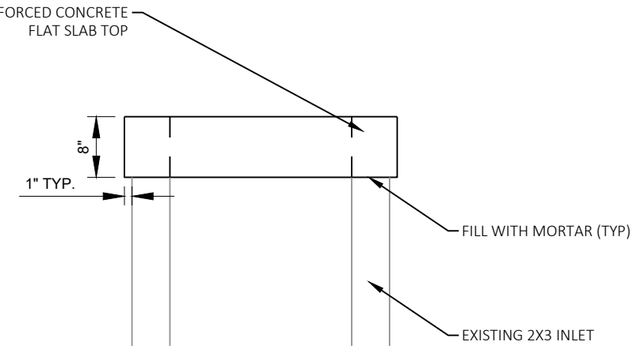
PLAN VIEW

INLET CONNECTION TO EXISTING STORM SEWER

SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS



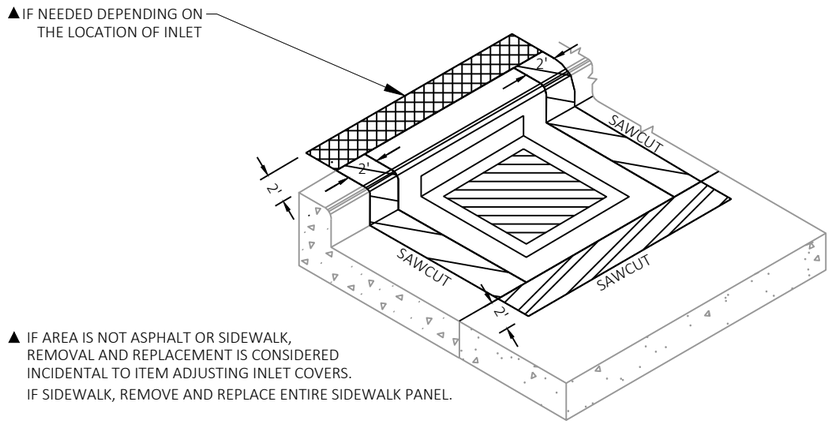
PLAN VIEW



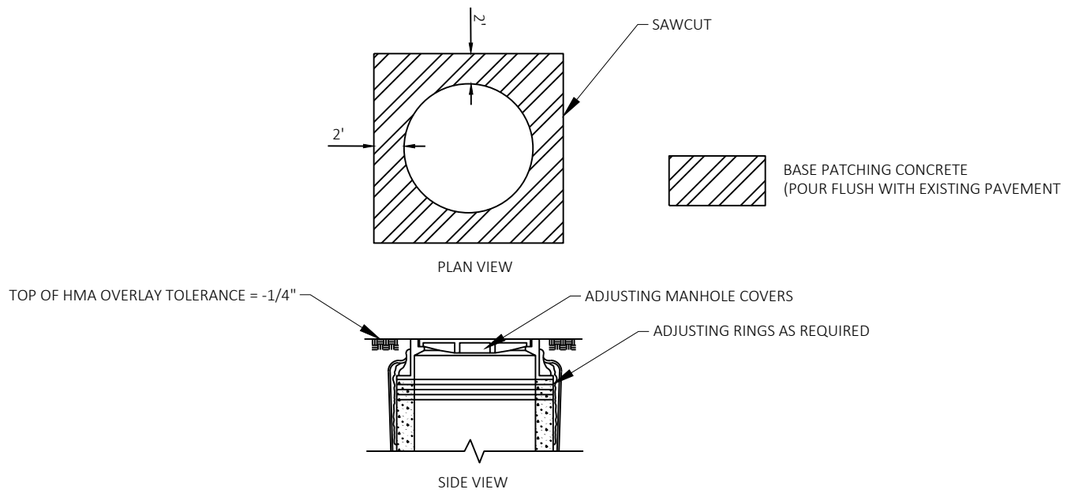
A-A

CONVERT EXISTING INLET TO MANHOLE

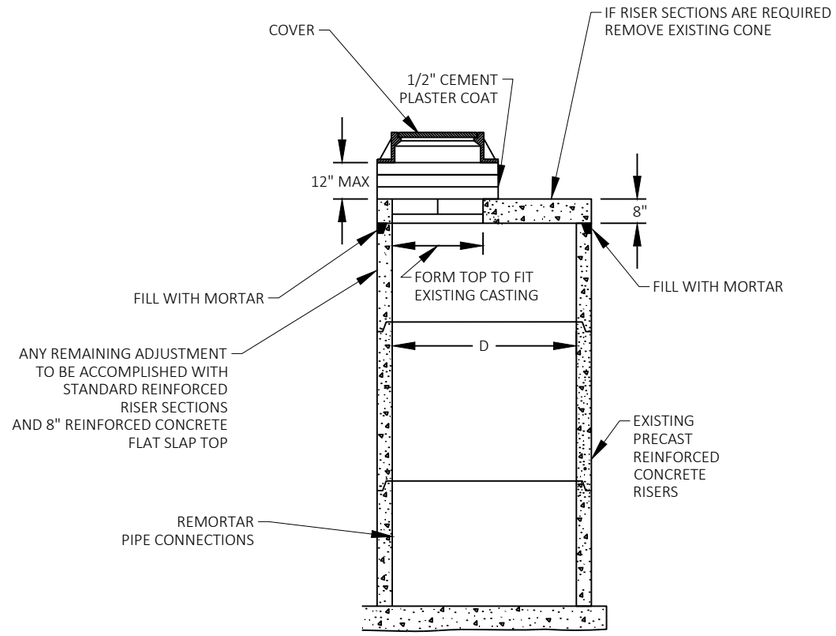
SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS



INLET ADJUSTMENT / RECONSTRUCTION DETAIL

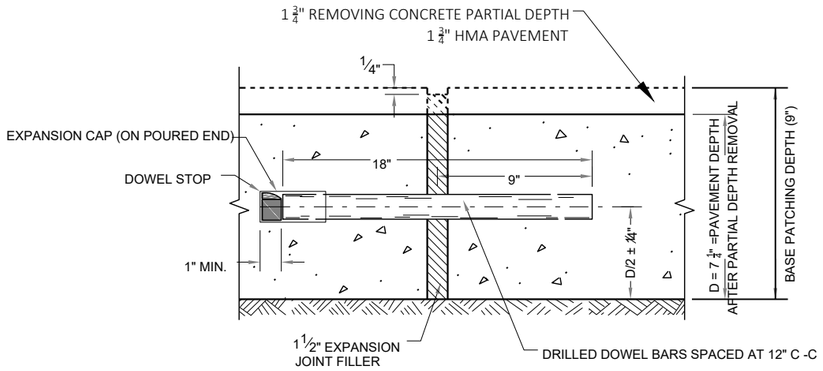


MANHOLE ADJUSTMENT DETAIL



RECONSTRUCTING MANHOLES AND INLETS

NOTE: DETAILS NOT SHOWN SHALL CONFORM TO STANDARD DETAIL DRAWING FOR INLET D-FT DIAMETER

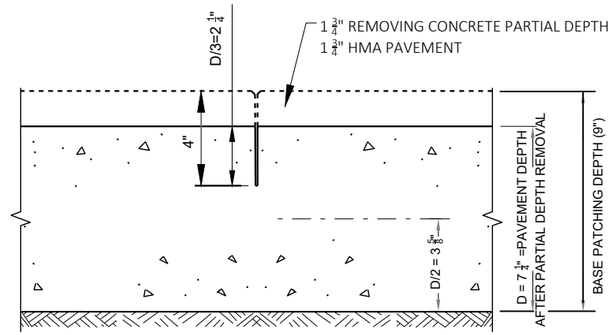


EXPANSION JOINT DETAIL

STA 115+21
STA 115+55

NOTES:

1) INSTALL EXPANSION JOINT FILLER AT FULL HEIGHT OF BASE PATCHING PRIOR TO REMOVING CONCRETE PARTIAL DEPTH (9") AND HMA OVERLAY
2) HOT POURED JOINT SEALANT NOT REQUIRED
3) EXPANSION JOINT IS INCIDENTAL TO BASE PATCHING ITEM



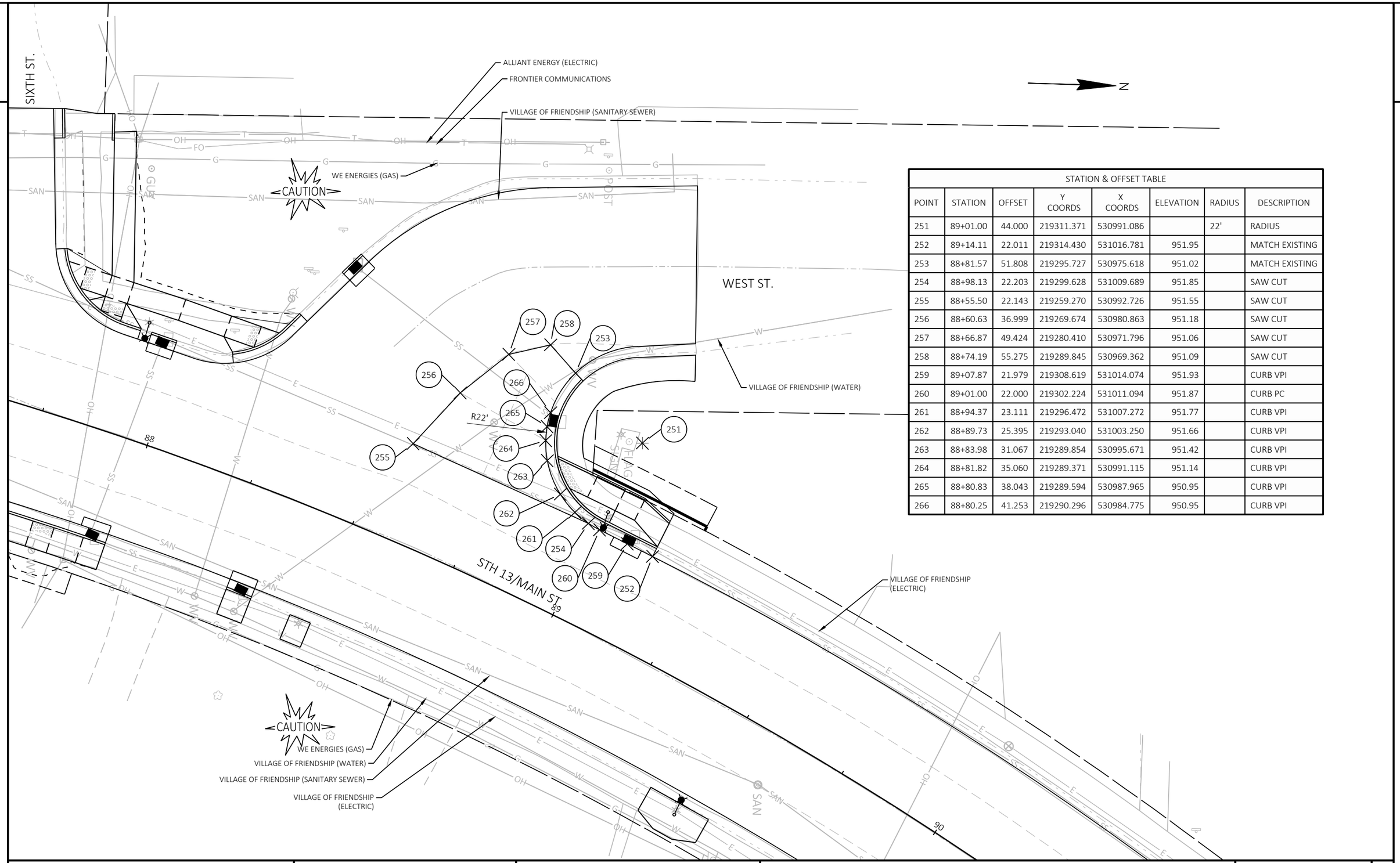
BASE PATCHING CONCRETE

MEASUREMENT OF DEPTH "D"
AND SAWED JOINTS
SEE SDD "BASE PATCHING CONCRETE"

2

THIS WINDOW INTENTIONALLY LEFT BLANK

2

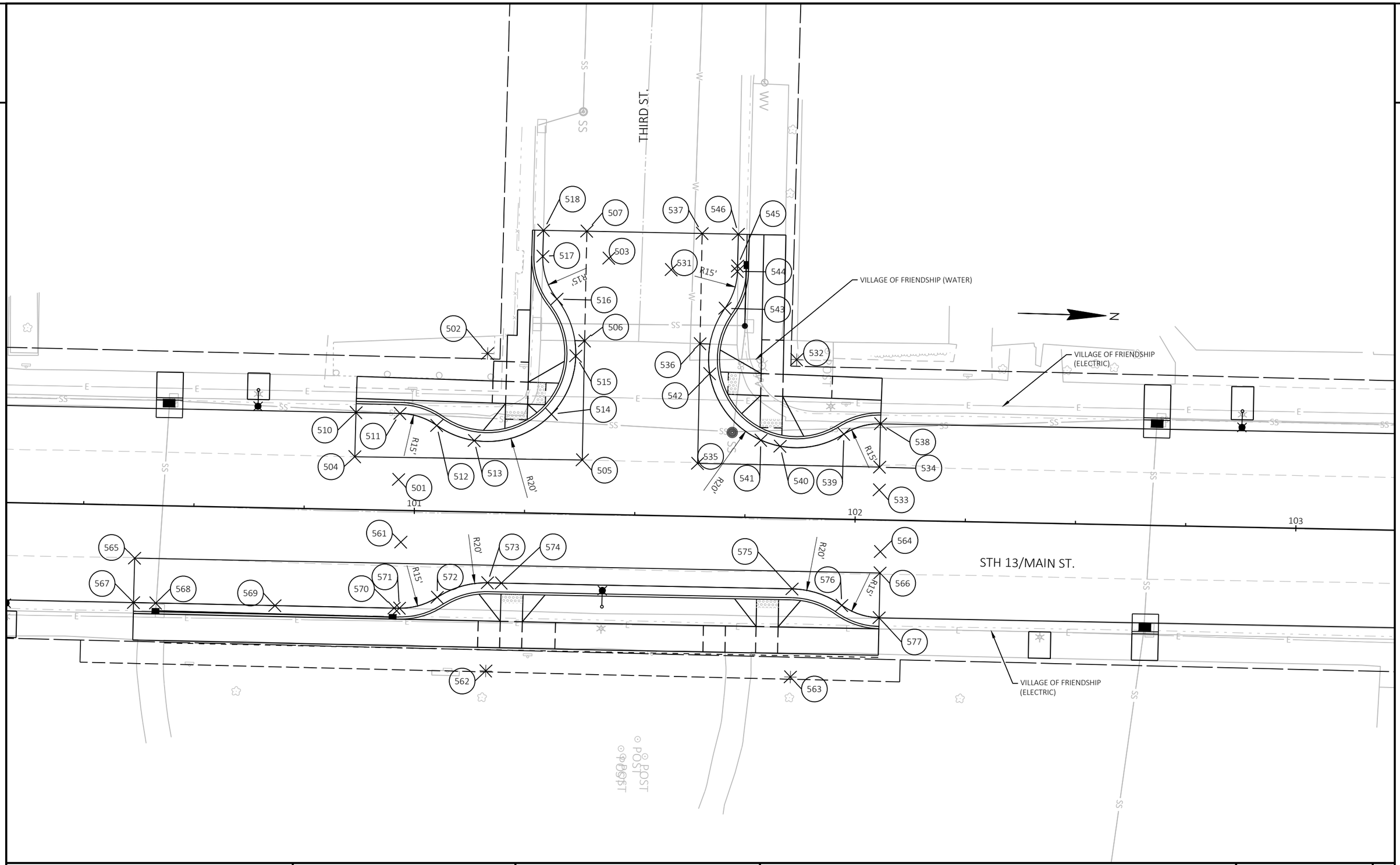


STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
251	89+01.00	44.000	219311.371	530991.086		22'	RADIUS
252	89+14.11	22.011	219314.430	531016.781	951.95		MATCH EXISTING
253	88+81.57	51.808	219295.727	530975.618	951.02		MATCH EXISTING
254	88+98.13	22.203	219299.628	531009.689	951.85		SAW CUT
255	88+55.50	22.143	219259.270	530992.726	951.55		SAW CUT
256	88+60.63	36.999	219269.674	530980.863	951.18		SAW CUT
257	88+66.87	49.424	219280.410	530971.796	951.06		SAW CUT
258	88+74.19	55.275	219289.845	530969.362	951.09		SAW CUT
259	89+07.87	21.979	219308.619	531014.074	951.93		CURB VPI
260	89+01.00	22.000	219302.224	531011.094	951.87		CURB PC
261	88+94.37	23.111	219296.472	531007.272	951.77		CURB VPI
262	88+89.73	25.395	219293.040	531003.250	951.66		CURB VPI
263	88+83.98	31.067	219289.854	530995.671	951.42		CURB VPI
264	88+81.82	35.060	219289.371	530991.115	951.14		CURB VPI
265	88+80.83	38.043	219289.594	530987.965	950.95		CURB VPI
266	88+80.25	41.253	219290.296	530984.775	950.95		CURB VPI

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	INTERSECTION MODIFICATION DETAIL - WEST STREET	SHEET 19	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021101_ID_13.DWG
LAYOUT NAME - West
PLOT DATE : 10/18/2023 2:42 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	INTERSECTION MODIFICATION DETAIL - THIRD STREET	SHEET 20	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021101_ID_13.DWG
LAYOUT NAME - 3rd

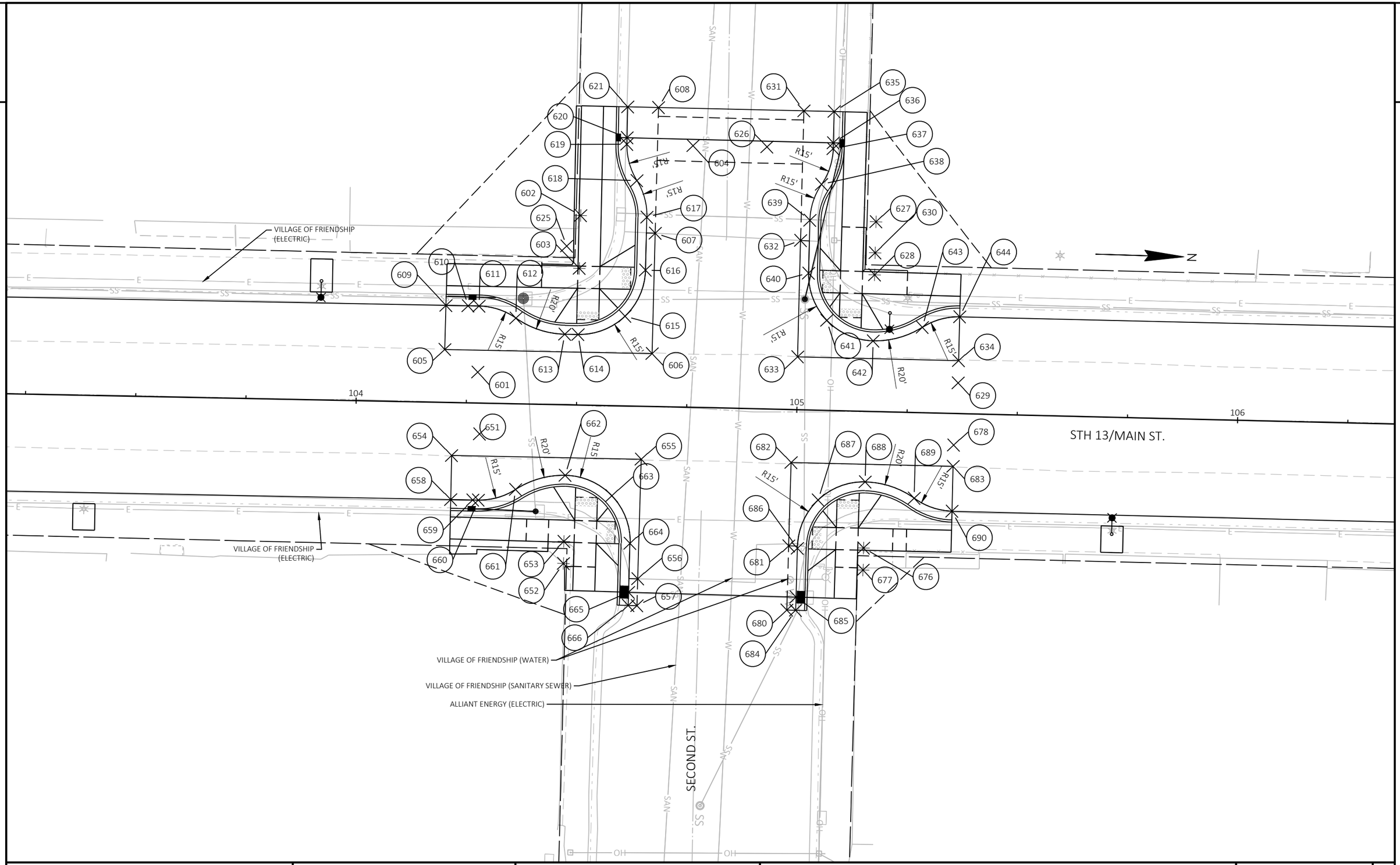
PLOT DATE : 10/18/2023 2:42 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:20 FT

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
501	100+96.29	7.011	220394.742	531379.417		15'	RADIUS
502	101+15.90	36.000	220414.085	531350.247		20'	RADIUS
503	101+42.99	58.161	220440.969	531327.837		15'	RADIUS
504	100+86.25	11.991	220384.652	531374.530	951.27		SAW CUT
505	101+37.87	12.290	220436.266	531373.753	951.11		SAW CUT
506	101+37.87	39.306	220436.016	531346.738	951.08		SAW CUT
507	101+37.87	64.191	220435.786	531321.855	950.99		SAW CUT
510	100+86.34	22.013	220384.652	531364.507	951.09		MATCH EXISTING
511	100+96.31	22.011	220394.619	531364.417	951.12		CURB PC
512	101+04.70	19.435	220403.032	531366.915	951.15		CURB PCC
513	101+13.28	16.173	220411.643	531370.097	951.12		CURB VPI
514	101+30.67	22.515	220428.978	531363.595	951.03		CURB VPI
515	101+35.90	35.831	220434.085	531350.231	950.96		CURB VPI
516	101+31.38	48.663	220429.447	531337.441	950.91		CURB PCC
517	101+27.99	58.282	220425.969	531327.854	950.86		CURB PT
518	101+28.04	64.190	220425.963	531321.946	950.77		MATCH EXISTING

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
531	101+57.18	55.821	220455.180	531330.045		15'	RADIUS
532	101+86.03	36.000	220484.209	531349.598		20'	RADIUS
533	102+05.35	6.815	220503.797	531378.604		15'	RADIUS
534	102+05.33	12.000	220503.729	531373.419	950.85		SAW CUT
535	101+64.03	12.019	220462.432	531373.782	950.96		SAW CUT
536	101+64.03	39.181	220462.180	531346.621	950.71		SAW CUT
537	101+64.03	64.191	220461.949	531321.612	950.72		SAW CUT
538	102+05.34	21.815	220503.645	531363.604	950.59		MATCH EXISTING
539	101+97.07	19.323	220495.402	531366.173	950.66		CURB PCC
540	101+82.66	16.286	220481.019	531369.343	950.83		CURB VPI
541	101+78.27	17.565	220476.624	531368.104	950.80		CURB VPI
542	101+66.35	32.413	220464.568	531353.368	950.67		CURB VPI
543	101+69.55	47.326	220467.621	531338.425	950.59		CURB PCC
544	101+72.18	55.737	220470.180	531329.990	950.52		CURB PT
545	101+72.19	56.984	220470.175	531328.743	950.52		CURB VPI
546	101+72.23	64.192	220470.149	531321.535	950.53		MATCH EXISTING

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
561	100+97.09	7.161	220395.668	531393.580		15'	RADIUS
562	101+16.92	36.000	220415.766	531422.235		20'	RADIUS
563	101+86.03	36.000	220484.873	531421.595		20'	RADIUS
564	102+05.87	7.170	220504.451	531392.583		15'	RADIUS
565	100+36.78	12.000	220335.412	531398.977	951.37		SAW CUT
566	102+05.88	12.000	220504.506	531397.413	950.89		SAW CUT
567	100+36.75	22.089	220335.469	531409.066	951.20		MATCH EXISTING
568	100+41.77	22.095	220340.490	531409.026	950.99		CURB VPI
569	100+68.82	22.127	220367.539	531408.808	951.09		CURB VPI
570	100+95.87	22.160	220394.588	531408.590	951.01		CURB VPI
571	100+97.07	22.161	220395.789	531408.580	951.02		CURB PC
572	101+05.58	19.521	220404.281	531405.861	951.06		CURB PCC
573	101+16.92	16.000	220415.581	531402.235	951.12		CURB PT
574	101+20.06	16.000	220418.727	531402.206	951.14		CURB VPI
575	101+86.03	16.000	220484.688	531401.596	950.91		CURB PC
576	101+97.37	19.526	220496.060	531405.017	950.77		CURB PCC
577	102+05.88	22.170	220504.600	531407.582	950.69		MATCH EXISTING

2



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	INTERSECTION MODIFICATION DETAIL - SECOND STREET (E)	SHEET 22	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021101_ID_13.DWG
LAYOUT NAME - 2nd
PLOT DATE : 10/18/2023 2:42 PM
PLOT BY : ADAM OSYPOWSKI
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
601	104+27.46	7.002	220725.898	531376.362		15'	RADIUS
602	104+50.09	43.000	220748.188	531340.156		15'	RADIUS
603	104+50.03	31.000	220748.243	531352.156		15'	RADIUS
604	104+75.25	59.326	220773.205	531323.598		15'	RADIUS
605	104+19.86	12.000	220718.254	531371.434	950.25		SAW CUT
606	104+66.91	12.000	220765.304	531370.999	950.28		SAW CUT
607	104+67.08	39.320	220765.216	531343.678	949.67		SAW CUT
608	104+67.25	67.834	220765.125	531315.164	949.63		SAW CUT
609	104+19.95	21.995	220718.247	531361.439	950.00		MATCH EXISTING
610	104+24.97	21.999	220723.268	531361.388	949.99		CURB VPI
611	104+27.45	22.002	220725.747	531361.363	950.00		CURB PC
612	104+35.86	19.429	220734.182	531363.857	950.04		CURB PCC
613	104+47.03	16.000	220745.382	531367.183	950.21		CURB PT
614	104+50.03	16.000	220748.382	531367.155	950.17		CURB PC
615	104+60.60	20.361	220758.916	531362.696	950.03		CURB VPI
616	104+65.03	30.909	220763.243	531352.108	949.84		CURB PT
617	104+65.10	42.909	220763.205	531340.108	949.64		CURB PC
618	104+62.67	51.163	220760.697	531331.877	949.50		CURB PCC
619	104+60.25	59.368	220758.206	531323.694	949.45		CURB PT
620	104+60.26	60.863	220758.196	531322.199	949.44		CURB VPI
621	104+60.28	67.853	220758.151	531315.210	949.45		MATCH EXISTING
625	104+47.06	36.000	220745.227	531347.184		20'	RADIUS

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
626	104+91.81	59.437	220789.987	531323.374		15'	RADIUS
627	105+16.94	43.048	220815.203	531339.627		15'	RADIUS
628	105+16.91	31.000	220815.242	531351.675		15'	RADIUS
629	105+36.42	6.944	220834.885	531375.625		15'	RADIUS
630	105+16.91	36.000	220815.215	531346.675		20'	RADIUS
631	104+99.99	67.819	220798.124	531314.948	949.60		SAW CUT
632	104+99.93	38.397	220798.218	531344.370	949.63		SAW CUT
633	104+99.87	12.000	220798.303	531370.767	950.32		SAW CUT
634	105+36.42	12.000	220834.854	531370.569	950.33		SAW CUT
635	105+06.85	67.827	220804.980	531314.904	949.45		MATCH EXISTING
636	105+06.81	60.713	220804.986	531322.017	949.43		CURB VPI
637	105+06.81	59.369	220804.987	531323.361	949.44		CURB PC
638	105+04.37	51.243	220802.595	531331.501	949.54		CURB PCC
639	105+01.94	43.033	220800.203	531339.723	949.63		CURB PT
640	105+01.91	31.033	220800.242	531351.723	949.89		CURB PC
641	105+06.29	20.405	220804.681	531362.327	950.09		CURB VPI
642	105+16.91	16.000	220815.323	531366.675	950.28		CURB VPI
643	105+28.01	19.366	220826.409	531363.249	950.13		CURB PCC
644	105+36.42	21.944	220834.800	531360.626	950.02		MATCH EXISTING

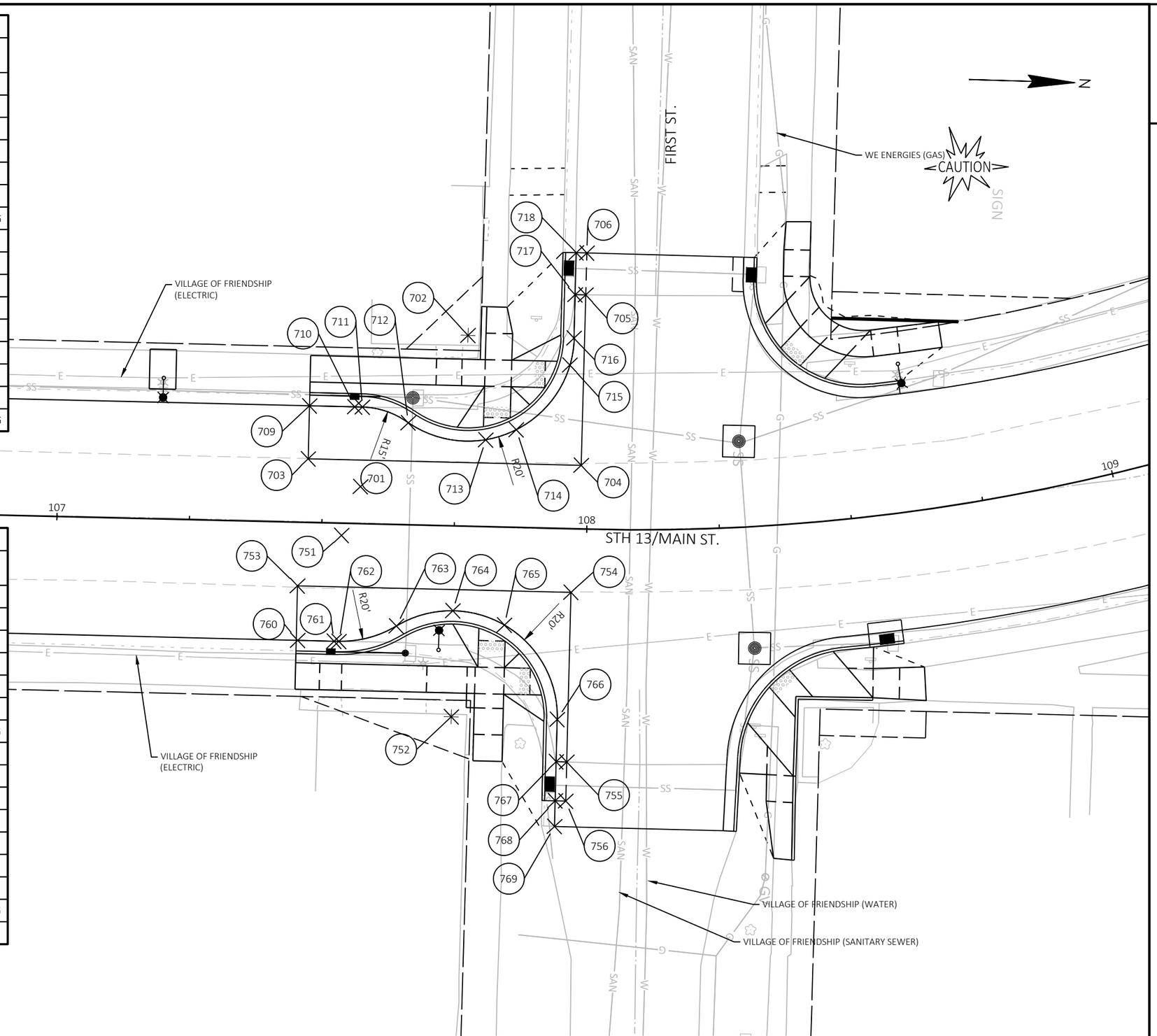
STATION & OFFSET TABLE							
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
651	104+28.14	7.008	220726.707	531390.365		15'	RADIUS
652	104+47.75	36.000	220746.582	531419.174		20'	RADIUS
653	104+47.75	31.000	220746.535	531414.174		15'	RADIUS
654	104+21.90	12.014	220720.515	531395.428	950.32		SAW CUT
655	104+64.92	12.000	220763.535	531395.016	950.36		SAW CUT
656	104+64.67	39.143	220763.535	531422.160	950.39		SAW CUT
657	104+64.62	45.238	220763.535	531428.256	950.43		SAW CUT
658	104+21.90	22.012	220720.607	531405.426	950.10		MATCH EXISTING
659	104+26.90	22.009	220725.603	531405.376	950.09		CURB VPI
660	104+28.15	22.000	220726.857	531405.356	950.09		CURB PC
661	104+36.54	19.433	220735.225	531402.712	950.11		CURB PCC
662	104+47.75	16.000	220746.397	531399.175	950.11		CURB PCC
663	104+58.40	20.443	220757.093	531403.519	950.17		CURB VPI
664	104+62.75	31.139	220761.535	531414.174	950.28		CURB PCC
665	104+62.64	42.220	220761.535	531425.256	950.35		CURB VPI
666	104+62.62	45.220	220761.535	531428.256	950.38		MATCH EXISTING

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
676	105+15.87	31.000	220814.535	531413.680		15'	RADIUS
677	105+15.87	36.000	220814.562	531418.680		20'	RADIUS
678	105+35.73	7.180	220834.266	531389.753		15'	RADIUS
680	104+98.79	45.484	220797.535	531428.256	950.39		SAW CUT
681	104+98.87	30.919	220797.535	531413.690	950.26		SAW CUT
682	104+98.97	12.000	220797.535	531394.771	950.41		SAW CUT
683	105+35.72	12.000	220834.286	531394.573	950.40		SAW CUT
684	105+00.79	45.495	220799.535	531428.256	950.36		MATCH EXISTING
685	105+00.81	42.495	220799.535	531425.256	950.32		CURB VPI
686	105+00.87	31.414	220799.535	531414.174	950.29		CURB PC
687	105+05.29	20.365	220803.900	531403.102	950.25		CURB VPI
688	105+15.87	16.000	220814.454	531398.680	950.22		CURB PCC
689	105+27.07	19.429	220825.670	531402.048	950.18		CURB PCC
690	105+35.72	22.180	220834.340	531404.753	950.15		MATCH EXISTING

2

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
701	107+57.14	7.000	221055.595	531374.379		15'	RADIUS
702	107+76.73	36.000	221075.034	531345.274		20'	RADIUS
703	107+47.14	12.000	221045.568	531369.433	949.86		SAW CUT
704	107+98.66	12.000	221097.092	531369.155	949.91		SAW CUT
705	107+98.76	44.170	221097.014	531336.985	948.93		SAW CUT
706	107+98.78	52.066	221096.995	531329.089	948.93		SAW CUT
709	107+47.14	22.000	221045.514	531359.433	949.59		MATCH EXISTING
710	107+55.70	22.000	221054.073	531359.387	949.57		CURB VPI
711	107+57.14	22.000	221055.514	531359.379	949.58		CURB PC
712	107+65.84	19.224	221064.236	531362.108	949.65		CURB PCC
713	107+80.53	16.365	221078.941	531364.888	949.72		CURB PCC
714	107+86.26	18.413	221084.653	531362.809	949.64		CURB VPI
715	107+96.06	30.857	221094.389	531350.312	949.42		CURB VPI
716	107+96.73	35.951	221095.034	531345.215	949.21		CURB PC
717	107+96.76	44.145	221095.014	531337.021	948.89		CURB PT
718	107+96.78	52.077	221094.995	531329.089	948.88		MATCH EXISTING

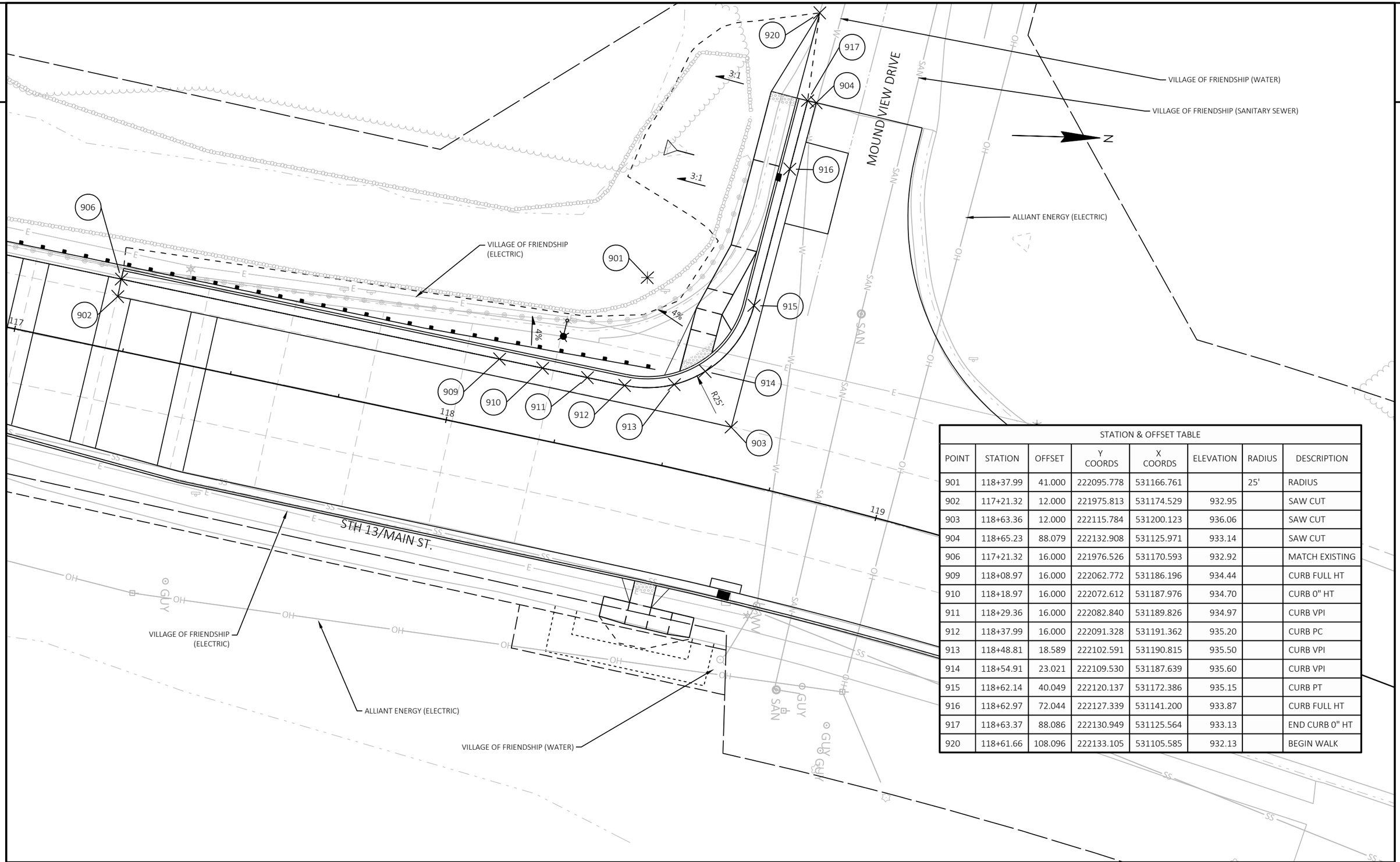
STATION & OFFSET TABLE							
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
751	107+53.76	2.280	221052.266	531383.677		20'	RADIUS
752	107+75.27	36.000	221073.964	531417.280		15'	RADIUS
753	107+45.68	12.000	221044.240	531393.440	949.94		SAW CUT
754	107+97.30	12.000	221095.865	531393.162	949.96		SAW CUT
755	107+97.26	44.001	221095.997	531425.163	949.74		SAW CUT
756	107+97.26	51.379	221096.028	531432.541	949.93		SAW CUT
760	107+45.97	22.278	221044.585	531403.717	949.76		MATCH EXISTING
761	107+52.84	22.280	221051.452	531403.682	949.76		CURB VPI
762	107+53.75	22.280	221052.364	531403.677	949.76		CURB PC
763	107+64.52	19.140	221063.115	531400.479	949.81		CURB PCC
764	107+75.10	16.001	221073.686	531397.282	949.86		CURB PCC
765	107+84.90	18.468	221083.494	531399.697	949.84		CURB VPI
766	107+95.27	36.025	221093.964	531417.197	949.80		CURB PT
767	107+95.26	43.989	221093.997	531425.162	949.79		CURB VPI
768	107+95.26	51.377	221094.036	531432.549	949.80		MATCH EXISTING
769	107+95.25	56.216	221094.048	531437.388	949.86		SAW CUT



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	INTERSECTION MODIFICATION DETAIL - FIRST STREET	SHEET 24	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021101_ID_13.DWG
LAYOUT NAME - 1st
PLOT DATE : 10/18/2023 2:42 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44

2



STATION & OFFSET TABLE

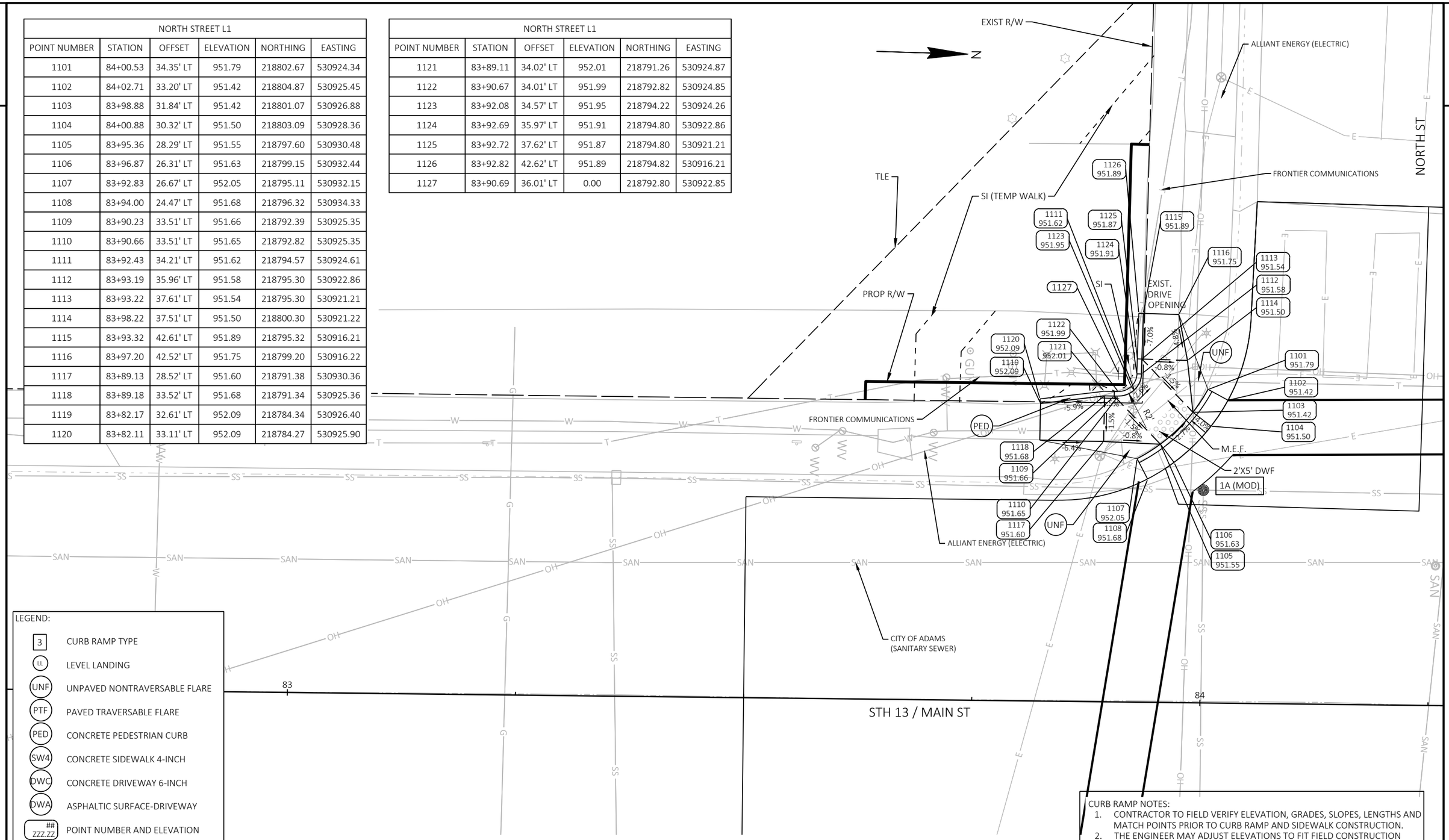
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	RADIUS	DESCRIPTION
901	118+37.99	41.000	222095.778	531166.761		25'	RADIUS
902	117+21.32	12.000	221975.813	531174.529	932.95		SAW CUT
903	118+63.36	12.000	222115.784	531200.123	936.06		SAW CUT
904	118+65.23	88.079	222132.908	531125.971	933.14		SAW CUT
906	117+21.32	16.000	221976.526	531170.593	932.92		MATCH EXISTING
909	118+08.97	16.000	222062.772	531186.196	934.44		CURB FULL HT
910	118+18.97	16.000	222072.612	531187.976	934.70		CURB 0" HT
911	118+29.36	16.000	222082.840	531189.826	934.97		CURB VPI
912	118+37.99	16.000	222091.328	531191.362	935.20		CURB PC
913	118+48.81	18.589	222102.591	531190.815	935.50		CURB VPI
914	118+54.91	23.021	222109.530	531187.639	935.60		CURB VPI
915	118+62.14	40.049	222120.137	531172.386	935.15		CURB PT
916	118+62.97	72.044	222127.339	531141.200	933.87		CURB FULL HT
917	118+63.37	88.086	222130.949	531125.564	933.13		END CURB 0" HT
920	118+61.66	108.096	222133.105	531105.585	932.13		BEGIN WALK

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	INTERSECTION DETAILS - MOUND VIEW DRIVE	SHEET 25	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021101_ID_13.DWG
LAYOUT NAME - Mound View
PLOT DATE : 10/18/2023 2:42 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44

NORTH STREET L1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1101	84+00.53	34.35' LT	951.79	218802.67	530924.34
1102	84+02.71	33.20' LT	951.42	218804.87	530925.45
1103	83+98.88	31.84' LT	951.42	218801.07	530926.88
1104	84+00.88	30.32' LT	951.50	218803.09	530928.36
1105	83+95.36	28.29' LT	951.55	218797.60	530930.48
1106	83+96.87	26.31' LT	951.63	218799.15	530932.44
1107	83+92.83	26.67' LT	952.05	218795.11	530932.15
1108	83+94.00	24.47' LT	951.68	218796.32	530934.33
1109	83+90.23	33.51' LT	951.66	218792.39	530925.35
1110	83+90.66	33.51' LT	951.65	218792.82	530925.35
1111	83+92.43	34.21' LT	951.62	218794.57	530924.61
1112	83+93.19	35.96' LT	951.58	218795.30	530922.86
1113	83+93.22	37.61' LT	951.54	218795.30	530921.21
1114	83+98.22	37.51' LT	951.50	218800.30	530921.22
1115	83+93.32	42.61' LT	951.89	218795.32	530916.21
1116	83+97.20	42.52' LT	951.75	218799.20	530916.22
1117	83+89.13	28.52' LT	951.60	218791.38	530930.36
1118	83+89.18	33.52' LT	951.68	218791.34	530925.36
1119	83+82.17	32.61' LT	952.09	218784.34	530926.40
1120	83+82.11	33.11' LT	952.09	218784.27	530925.90

NORTH STREET L1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1121	83+89.11	34.02' LT	952.01	218791.26	530924.87
1122	83+90.67	34.01' LT	951.99	218792.82	530924.85
1123	83+92.08	34.57' LT	951.95	218794.22	530924.26
1124	83+92.69	35.97' LT	951.91	218794.80	530922.86
1125	83+92.72	37.62' LT	951.87	218794.80	530921.21
1126	83+92.82	42.62' LT	951.89	218794.82	530916.21
1127	83+90.69	36.01' LT	0.00	218792.80	530922.85



LEGEND:

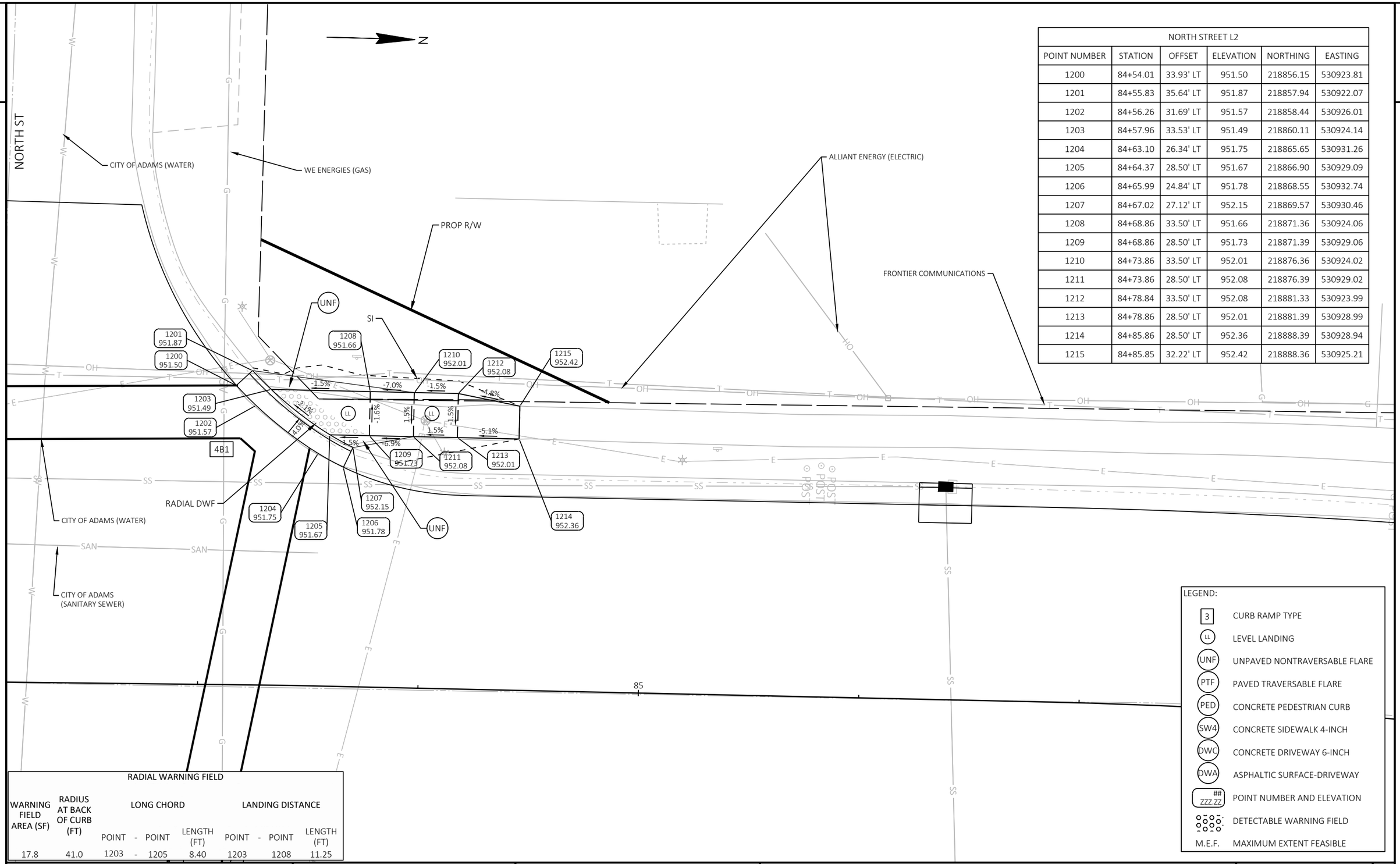
3	CURB RAMP TYPE
LL	LEVEL LANDING
UNF	UNPAVED NONTRAVERSABLE FLARE
PTF	PAVED TRAVERSABLE FLARE
PED	CONCRETE PEDESTRIAN CURB
SW4	CONCRETE SIDEWALK 4-INCH
DWC	CONCRETE DRIVEWAY 6-INCH
DWA	ASPHALTIC SURFACE-DRIVEWAY
## ZZZ.ZZ	POINT NUMBER AND ELEVATION
	DETECTABLE WARNING FIELD
M.E.F.	MAXIMUM EXTENT FEASIBLE

CURB RAMP NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - NORTH ST L1	SHEET 26	E

2



NORTH STREET L2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	84+54.01	33.93' LT	951.50	218856.15	530923.81
1201	84+55.83	35.64' LT	951.87	218857.94	530922.07
1202	84+56.26	31.69' LT	951.57	218858.44	530926.01
1203	84+57.96	33.53' LT	951.49	218860.11	530924.14
1204	84+63.10	26.34' LT	951.75	218865.65	530931.26
1205	84+64.37	28.50' LT	951.67	218866.90	530929.09
1206	84+65.99	24.84' LT	951.78	218868.55	530932.74
1207	84+67.02	27.12' LT	952.15	218869.57	530930.46
1208	84+68.86	33.50' LT	951.66	218871.36	530924.06
1209	84+68.86	28.50' LT	951.73	218871.39	530929.06
1210	84+73.86	33.50' LT	952.01	218876.36	530924.02
1211	84+73.86	28.50' LT	952.08	218876.39	530929.02
1212	84+78.84	33.50' LT	952.08	218881.33	530923.99
1213	84+78.86	28.50' LT	952.01	218881.39	530928.99
1214	84+85.86	28.50' LT	952.36	218888.39	530928.94
1215	84+85.85	32.22' LT	952.42	218888.36	530925.21

LEGEND:

- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

RADIAL WARNING FIELD

WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD				LANDING DISTANCE			
		POINT	-	POINT	LENGTH (FT)	POINT	-	POINT	LENGTH (FT)
17.8	41.0	1203	-	1205	8.40	1203		1208	11.25

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - NORTH ST L2	SHEET 27	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - North-L2
PLOT DATE : 10/18/2023 2:23 PM
PLOT BY : ADAM OSYPOWSKI
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 44

LEGEND:

3	CURB RAMP TYPE
LL	LEVEL LANDING
UNF	UNPAVED NONTRAVERSABLE FLARE
PTF	PAVED TRAVERSABLE FLARE
PED	CONCRETE PEDESTRIAN CURB
SW4	CONCRETE SIDEWALK 4-INCH
DWC	CONCRETE DRIVEWAY 6-INCH
DWA	ASPHALTIC SURFACE-DRIVEWAY
## ZZZ.ZZ	POINT NUMBER AND ELEVATION
	DETECTABLE WARNING FIELD
M.E.F.	MAXIMUM EXTENT FEASIBLE

NORTH STREET R1

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1300	83+74.35	24.69' RT	951.37	218777.53	530983.83
1301	83+73.51	27.05' RT	951.74	218776.74	530986.20
1302	83+78.74	26.54' RT	951.31	218781.96	530985.60
1303	83+77.64	28.78' RT	951.68	218780.90	530987.86
1304	83+86.79	31.74' RT	951.20	218790.10	530990.66
1305	83+85.20	33.66' RT	951.12	218788.54	530992.61
1306	83+90.67	35.39' RT	951.17	218794.04	530994.24
1307	83+88.84	37.09' RT	951.09	218792.24	530995.97
1308	83+95.56	41.82' RT	951.13	218799.05	531000.58
1309	83+93.44	43.13' RT	951.50	218796.96	531001.93
1310	83+98.01	46.45' RT	951.13	218801.58	531005.16
1311	83+95.75	47.47' RT	951.50	218799.34	531006.22
1312	83+93.83	52.97' RT	951.55	218797.51	531011.76
1313	83+88.18	52.97' RT	951.69	218791.87	531011.86
1314	83+89.30	47.47' RT	951.56	218792.89	531006.34
1315	83+84.70	41.43' RT	951.18	218788.18	531000.38
1316	83+81.06	38.00' RT	951.21	218784.48	530997.02
1317	83+73.50	33.12' RT	951.77	218776.83	530992.27
1318	83+68.50	32.94' RT	952.02	218771.83	530992.18
1319	83+63.50	32.93' RT	952.26	218766.83	530992.26
1320	83+63.51	29.43' RT	952.19	218766.78	530988.76
1321	83+68.51	29.44' RT	951.97	218771.78	530988.68

STH 13 / MAIN ST

NORTH ST

ALLIANT ENERGY (ELECTRIC)

2'X5' DWF

1A (MOD)

WISDOT (TRAFFIC SIGNAL)

FRONTIER COMMUNICATIONS

WE ENERGIES (GAS)

CAUTION

SI (TEMP WALK)

TLE

EXIST R/W

SIGN

1300 951.37
1301 951.74
1302 951.31
1303 951.68
1304 951.20
1305 951.12
1306 951.17
1307 951.09
1308 951.13
1309 951.50
1310 951.13
1311 951.50
1312 951.55
1313 951.69
1314 951.56
1315 951.18
1316 951.21
1317 951.77
1318 952.02
1319 952.26
1320 952.19
1321 951.97

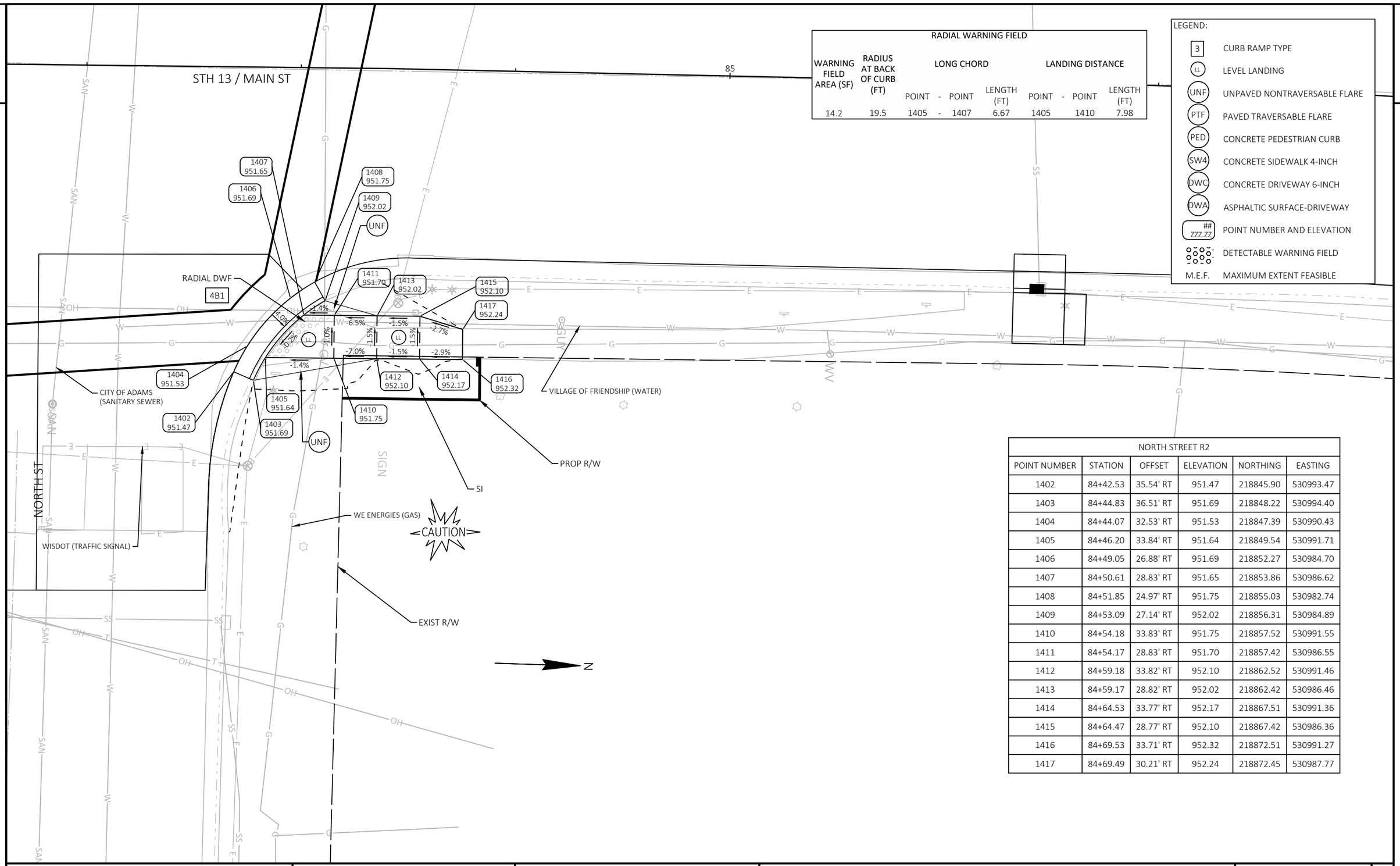
-4.6% -1.5% -4.8% -5.0% -4.1% -0.5% -1.3% -1.5% -6.2% -6.2% -1.5% -0.5% -1.0% -0.5% -1.5% -5.4% -1.1% -1.1% -5.8% -2.3% -0.9%

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - NORTH ST R1	SHEET 28 E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - North-R1

PLOT DATE : 10/18/2023 2:23 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 44



RADIAL WARNING FIELD

WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD				LANDING DISTANCE			
		POINT	-	POINT	LENGTH (FT)	POINT	-	POINT	LENGTH (FT)
14.2	19.5	1405	-	1407	6.67	1405	-	1410	7.98

LEGEND:

3	CURB RAMP TYPE
LL	LEVEL LANDING
UNF	UNPAVED NONTRAVERSABLE FLARE
PTF	PAVED TRAVERSABLE FLARE
PED	CONCRETE PEDESTRIAN CURB
SW4	CONCRETE SIDEWALK 4-INCH
DWC	CONCRETE DRIVEWAY 6-INCH
DWA	ASPHALTIC SURFACE-DRIVEWAY
## ZZZ.ZZ	POINT NUMBER AND ELEVATION
	DETECTABLE WARNING FIELD
M.E.F.	MAXIMUM EXTENT FEASIBLE

NORTH STREET R2

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1402	84+42.53	35.54' RT	951.47	218845.90	530993.47
1403	84+44.83	36.51' RT	951.69	218848.22	530994.40
1404	84+44.07	32.53' RT	951.53	218847.39	530990.43
1405	84+46.20	33.84' RT	951.64	218849.54	530991.71
1406	84+49.05	26.88' RT	951.69	218852.27	530984.70
1407	84+50.61	28.83' RT	951.65	218853.86	530986.62
1408	84+51.85	24.97' RT	951.75	218855.03	530982.74
1409	84+53.09	27.14' RT	952.02	218856.31	530984.89
1410	84+54.18	33.83' RT	951.75	218857.52	530991.55
1411	84+54.17	28.83' RT	951.70	218857.42	530986.55
1412	84+59.18	33.82' RT	952.10	218862.52	530991.46
1413	84+59.17	28.82' RT	952.02	218862.42	530986.46
1414	84+64.53	33.77' RT	952.17	218867.51	530991.36
1415	84+64.47	28.77' RT	952.10	218867.42	530986.36
1416	84+69.53	33.71' RT	952.32	218872.51	530991.27
1417	84+69.49	30.21' RT	952.24	218872.45	530987.77

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - NORTH ST R2	SHEET 29	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - North-R2
PLOT DATE : 10/18/2023 2:24 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : Custom

LEGEND:

- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## / ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

RADIAL WARNING FIELD

WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD			LANDING DISTANCE		
		POINT	- POINT	LENGTH (FT)	POINT	- POINT	LENGTH (FT)
15.76	19.0	2100	- 2103	7.25	2100	2108	9.75

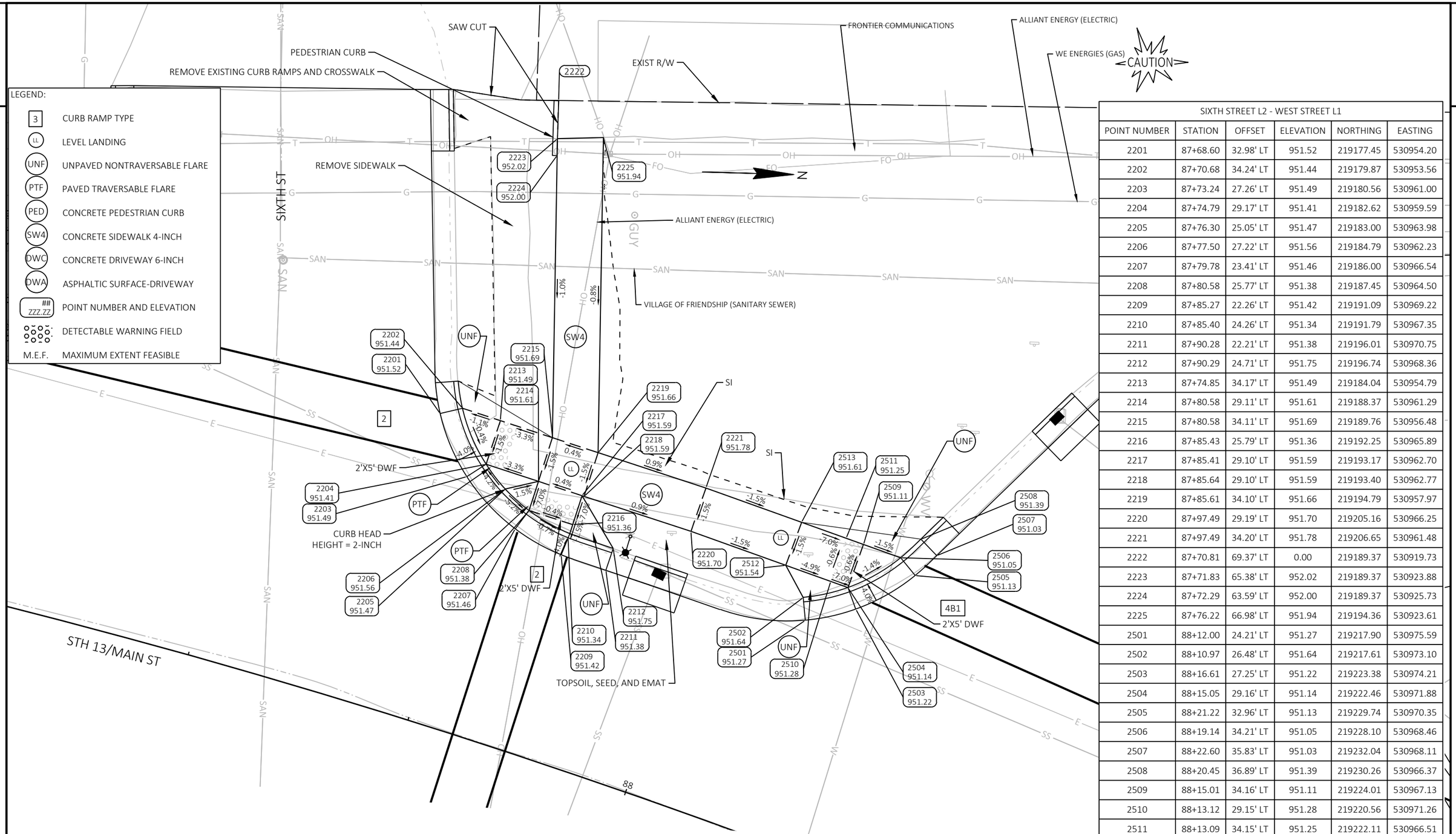
SIXTH STREET L1

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2101	87+25.84	31.98' LT	951.16	219134.05	530944.56
2102	87+27.74	30.45' LT	951.24	219135.64	530946.48
2103	87+20.55	27.25' LT	951.30	219127.69	530948.04
2104	87+21.75	25.08' LT	951.38	219128.45	530950.42
2105	87+16.05	25.39' LT	951.81	219122.77	530948.91
2106	87+16.65	22.96' LT	951.44	219122.88	530951.41
2107	87+16.20	27.49' LT	951.36	219123.34	530946.88
2108	87+16.48	32.48' LT	951.31	219124.63	530942.05
2109	87+11.37	27.79' LT	951.58	219118.51	530945.59
2110	87+11.68	32.78' LT	951.65	219119.80	530940.76
2111	86+91.30	29.37' LT	951.73	219098.38	530940.23
2112	86+91.72	34.35' LT	951.80	219099.67	530935.39
2113	86+86.47	29.36' LT	951.83	219093.45	530939.39
2114	86+86.74	32.53' LT	951.85	219094.25	530936.31
2115	87+11.71	33.28' LT	951.65	219119.93	530940.28
2116	87+26.19	32.47' LT	951.61	219134.51	530944.16
2117	87+08.49	48.62' LT	952.00	219119.59	530924.58
2118	86+76.00	42.02' LT	952.11	219084.68	530925.15

EXIST R/W
ALLIANT ENERGY (ELECTRIC)
WE ENERGIES (GAS)
CAUTION
FRONTIER COMMUNICATIONS
REMOVE SIDEWALK
REMOVE EXISTING CURB RAMPS AND CROSSWALK
SIXTH ST
SI
EXISTING INLET TO REMAIN
DRIVE APPROACH TYPE Y
RADIAL DWF
4B
VILLAGE OF FRIENDSHIP (WATER)
STH 13/MAIN ST
87

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - SIXTH ST L1	SHEET 30	E

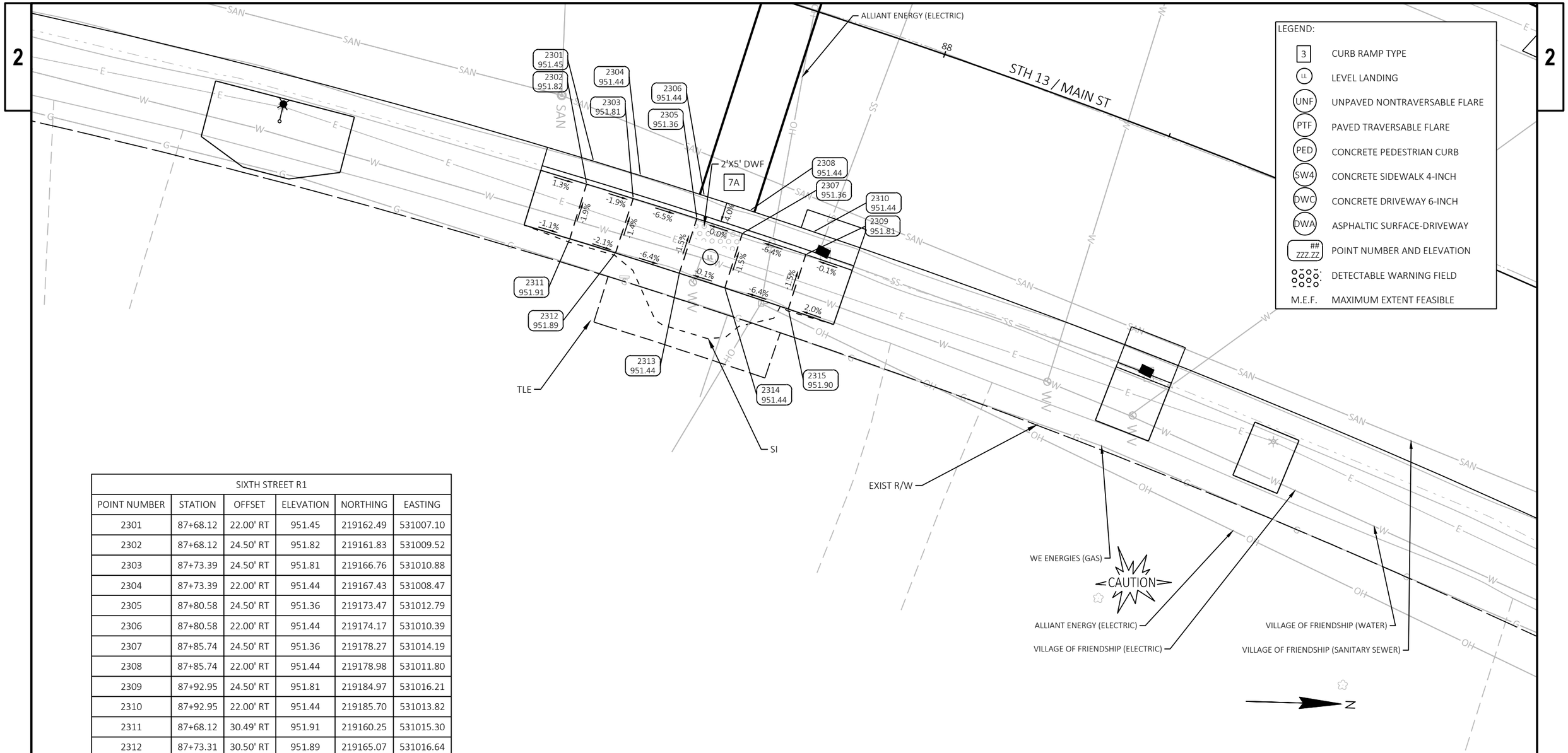
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - 6th L1
PLOT DATE : 10/18/2023 2:24 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT



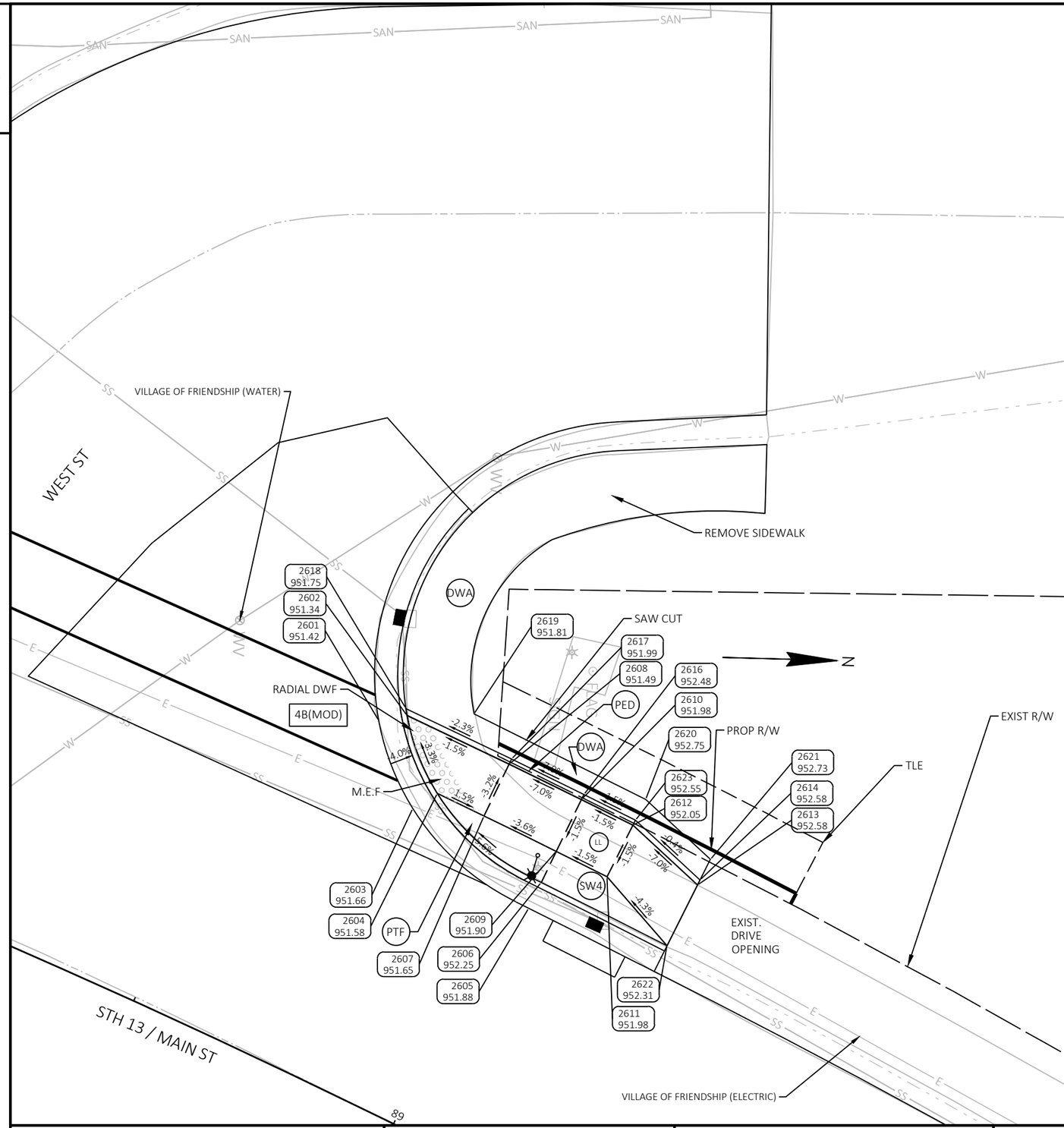
SIXTH STREET L2 - WEST STREET L1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2201	87+68.60	32.98' LT	951.52	219177.45	530954.20
2202	87+70.68	34.24' LT	951.44	219179.87	530953.56
2203	87+73.24	27.26' LT	951.49	219180.56	530961.00
2204	87+74.79	29.17' LT	951.41	219182.62	530959.59
2205	87+76.30	25.05' LT	951.47	219183.00	530963.98
2206	87+77.50	27.22' LT	951.56	219184.79	530962.23
2207	87+79.78	23.41' LT	951.46	219186.00	530966.54
2208	87+80.58	25.77' LT	951.38	219187.45	530964.50
2209	87+85.27	22.26' LT	951.42	219191.09	530969.22
2210	87+85.40	24.26' LT	951.34	219191.79	530967.35
2211	87+90.28	22.21' LT	951.38	219196.01	530970.75
2212	87+90.29	24.71' LT	951.75	219196.74	530968.36
2213	87+74.85	34.17' LT	951.49	219184.04	530954.79
2214	87+80.58	29.11' LT	951.61	219188.37	530961.29
2215	87+80.58	34.11' LT	951.69	219189.76	530956.48
2216	87+85.43	25.79' LT	951.36	219192.25	530965.89
2217	87+85.41	29.10' LT	951.59	219193.17	530962.70
2218	87+85.64	29.10' LT	951.59	219193.40	530962.77
2219	87+85.61	34.10' LT	951.66	219194.79	530957.97
2220	87+97.49	29.19' LT	951.70	219205.16	530966.25
2221	87+97.49	34.20' LT	951.78	219206.65	530961.48
2222	87+70.81	69.37' LT	0.00	219189.37	530919.73
2223	87+71.83	65.38' LT	952.02	219189.37	530923.88
2224	87+72.29	63.59' LT	952.00	219189.37	530925.73
2225	87+76.22	66.98' LT	951.94	219194.36	530923.61
2501	88+12.00	24.21' LT	951.27	219217.90	530975.59
2502	88+10.97	26.48' LT	951.64	219217.61	530973.10
2503	88+16.61	27.25' LT	951.22	219223.38	530974.21
2504	88+15.05	29.16' LT	951.14	219222.46	530971.88
2505	88+21.22	32.96' LT	951.13	219229.74	530970.35
2506	88+19.14	34.21' LT	951.05	219228.10	530968.46
2507	88+22.60	35.83' LT	951.03	219232.04	530968.11
2508	88+20.45	36.89' LT	951.39	219230.26	530966.37
2509	88+15.01	34.16' LT	951.11	219224.01	530967.13
2510	88+13.12	29.15' LT	951.28	219220.56	530971.26
2511	88+13.09	34.15' LT	951.25	219222.11	530966.51
2512	88+08.09	29.13' LT	951.54	219215.60	530969.65
2513	88+08.14	34.13' LT	951.61	219217.20	530964.91

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - SIXTH ST L2 & WEST ST L1	SHEET 31	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - 6th-L2
PLOT DATE : 10/18/2023 2:24 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT



SIXTH STREET R1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2301	87+68.12	22.00' RT	951.45	219162.49	531007.10
2302	87+68.12	24.50' RT	951.82	219161.83	531009.52
2303	87+73.39	24.50' RT	951.81	219166.76	531010.88
2304	87+73.39	22.00' RT	951.44	219167.43	531008.47
2305	87+80.58	24.50' RT	951.36	219173.47	531012.79
2306	87+80.58	22.00' RT	951.44	219174.17	531010.39
2307	87+85.74	24.50' RT	951.36	219178.27	531014.19
2308	87+85.74	22.00' RT	951.44	219178.98	531011.80
2309	87+92.95	24.50' RT	951.81	219184.97	531016.21
2310	87+92.95	22.00' RT	951.44	219185.70	531013.82
2311	87+68.12	30.49' RT	951.91	219160.25	531015.30
2312	87+73.31	30.50' RT	951.89	219165.07	531016.64
2313	87+80.58	30.50' RT	951.44	219171.80	531018.55
2314	87+85.78	30.50' RT	951.44	219176.60	531019.96
2315	87+93.05	30.50' RT	951.90	219183.31	531021.98



WEST STREET L2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2601	88+83.99	31.05' LT	951.42	219289.86	530995.70
2602	88+85.95	32.50' LT	951.34	219292.30	530995.17
2603	88+89.74	25.39' LT	951.66	219293.04	531003.25
2604	88+91.04	27.50' LT	951.58	219295.12	531001.87
2605	89+02.21	22.00' LT	951.88	219303.35	531011.61
2606	89+02.21	24.50' LT	952.25	219304.40	531009.34
2607	88+95.41	27.50' LT	951.65	219299.25	531003.71
2608	88+95.41	32.50' LT	951.49	219301.30	530999.15
2609	89+02.18	27.50' LT	951.90	219305.62	531006.60
2610	89+02.14	32.50' LT	951.98	219307.67	531002.04
2611	89+06.95	27.50' LT	951.98	219310.10	531008.67
2612	89+06.95	32.50' LT	952.05	219312.21	531004.14
2613	89+14.04	30.41' LT	952.58	219317.98	531009.17
2614	89+14.04	30.91' LT	952.58	219318.19	531008.72
2616	89+02.14	33.00' LT	952.48	219307.88	531001.58
2617	88+95.41	33.00' LT	951.99	219301.50	530998.69
2618	88+85.62	33.00' LT	951.75	219292.19	530994.57
2619	88+90.94	35.11' LT	951.81	219298.11	530994.87
2620	89+06.95	35.00' LT	952.75	219313.26	531001.87
2621	89+14.02	32.91' LT	952.73	219319.03	531006.91
2622	89+14.09	24.50' LT	952.31	219315.48	531014.52
2623	89+06.95	33.00' LT	952.55	219312.42	531003.69

LEGEND:

3	CURB RAMP TYPE
LL	LEVEL LANDING
UNF	UNPAVED NONTRAVERSABLE FLARE
PTF	PAVED TRAVERSABLE FLARE
PED	CONCRETE PEDESTRIAN CURB
SW4	CONCRETE SIDEWALK 4-INCH
DWC	CONCRETE DRIVEWAY 6-INCH
DWA	ASPHALTIC SURFACE-DRIVEWAY
## ZZZ.ZZ	POINT NUMBER AND ELEVATION
	DETECTABLE WARNING FIELD
M.E.F.	MAXIMUM EXTENT FEASIBLE

RADIAL WARNING FIELD

WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD			LANDING DISTANCE		
		POINT	- POINT	LENGTH (FT)	POINT	- POINT	LENGTH (FT)
12.9	19.5	2602	- 2604	7.27	2602	2608	9.84

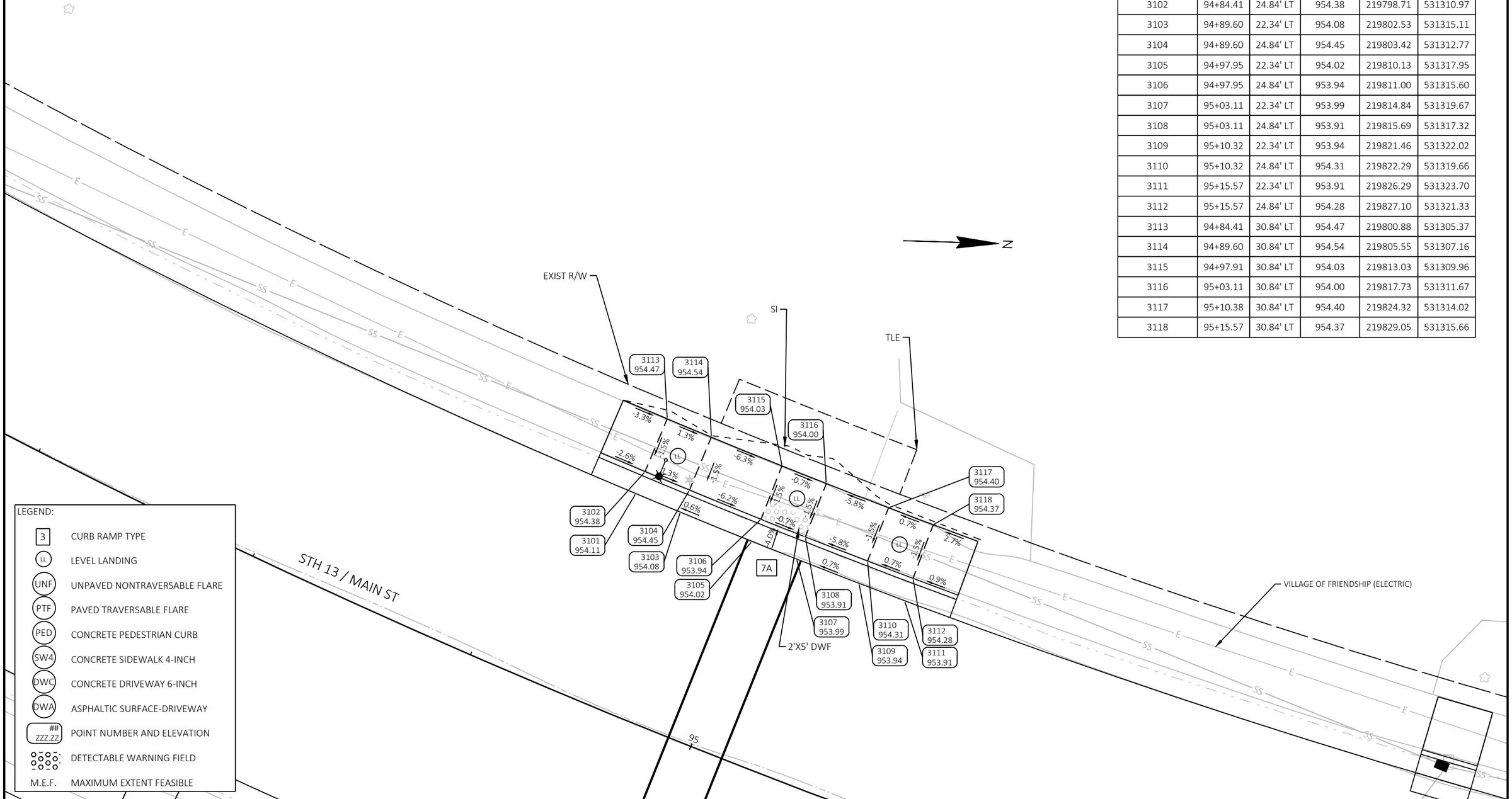
PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - WEST ST L2	SHEET 33	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - West-L2

PLOT DATE : 10/18/2023 2:24 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

AIRPORT DRIVE L1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3101	94+84.41	22.36' LT	954.11	219797.82	531313.28
3102	94+84.41	24.84' LT	954.38	219798.71	531310.97
3103	94+89.60	22.34' LT	954.08	219802.53	531315.11
3104	94+89.60	24.84' LT	954.45	219803.42	531312.77
3105	94+97.95	22.34' LT	954.02	219810.13	531317.95
3106	94+97.95	24.84' LT	953.94	219811.00	531315.60
3107	95+03.11	22.34' LT	953.99	219814.84	531319.67
3108	95+03.11	24.84' LT	953.91	219815.69	531317.32
3109	95+10.32	22.34' LT	953.94	219821.46	531322.02
3110	95+10.32	24.84' LT	954.31	219822.29	531319.66
3111	95+15.57	22.34' LT	953.91	219826.29	531323.70
3112	95+15.57	24.84' LT	954.28	219827.10	531321.33
3113	94+84.41	30.84' LT	954.47	219800.88	531305.37
3114	94+89.60	30.84' LT	954.54	219805.55	531307.16
3115	94+97.91	30.84' LT	954.03	219813.03	531309.96
3116	95+03.11	30.84' LT	954.00	219817.73	531311.67
3117	95+10.38	30.84' LT	954.40	219824.32	531314.02
3118	95+15.57	30.84' LT	954.37	219829.05	531315.66



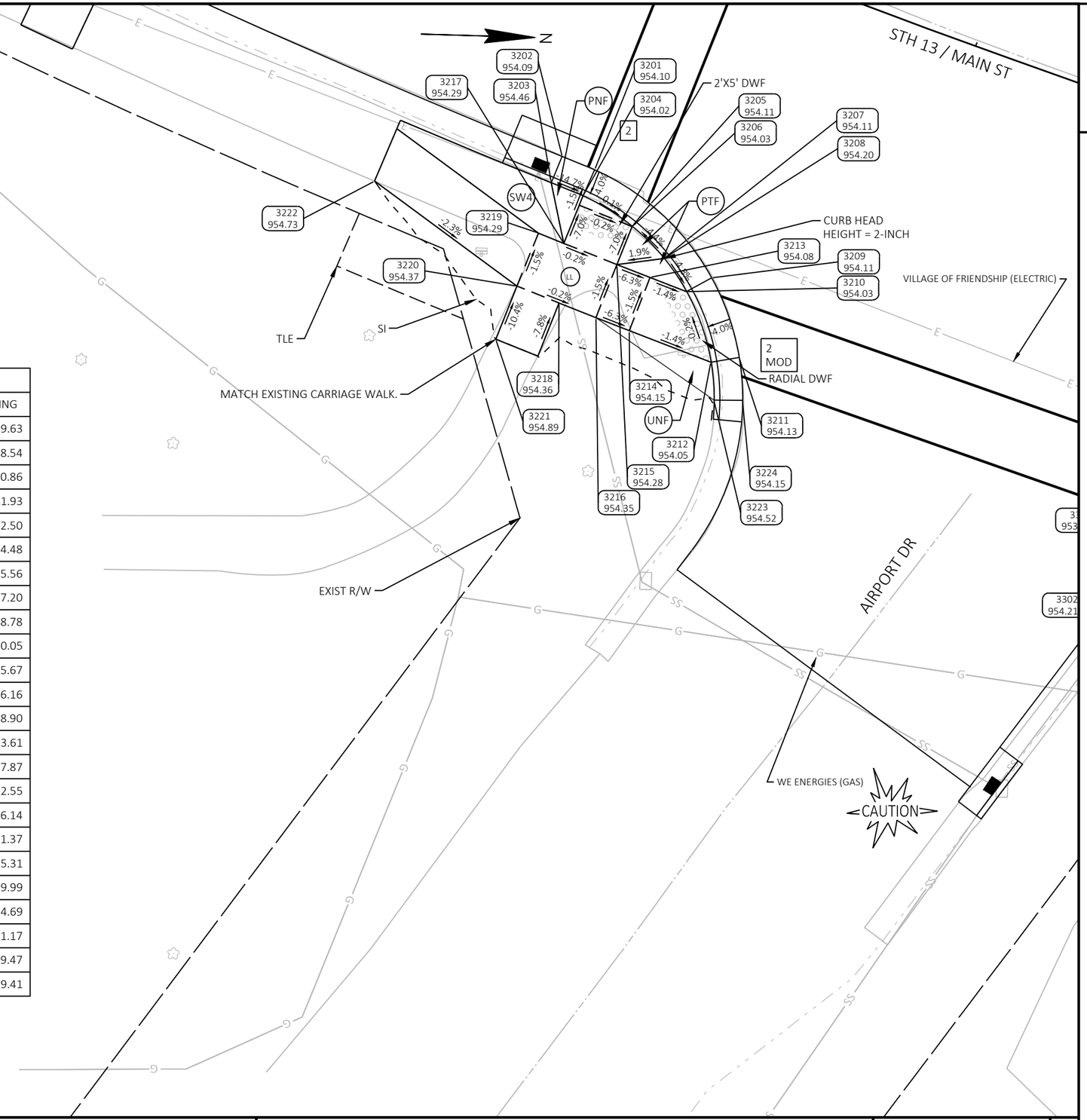
PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - AIRPORT DR L1	SHEET 34	E

RADIAL WARNING FIELD							
WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD			LANDING DISTANCE		
		POINT	- POINT	LENGTH (FT)	POINT	- POINT	LENGTH (FT)
13.8	19.5	3210	- 3212	6.54	3212	3214	7.66

LEGEND:

- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

AIRPORT DRIVE R1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3201	94+98.07	22.02' RT	954.10	219794.93	531359.63
3202	94+95.07	22.00' RT	954.09	219792.05	531358.54
3203	94+95.05	24.48' RT	954.46	219791.17	531360.86
3204	94+97.97	24.52' RT	954.02	219793.97	531361.93
3205	95+03.56	23.03' RT	954.11	219799.89	531362.50
3206	95+02.82	25.41' RT	954.03	219798.36	531364.48
3207	95+07.52	24.82' RT	954.11	219803.12	531365.56
3208	95+06.32	26.99' RT	954.20	219801.23	531367.20
3209	95+10.66	27.09' RT	954.11	219805.43	531368.78
3210	95+09.10	29.00' RT	954.03	219803.27	531370.05
3211	95+15.23	32.74' RT	954.13	219808.05	531375.67
3212	95+13.16	34.00' RT	954.05	219805.59	531376.16
3213	95+05.81	29.00' RT	954.08	219800.05	531368.90
3214	95+05.81	34.00' RT	954.15	219798.37	531373.61
3215	95+02.80	29.01' RT	954.28	219797.12	531367.87
3216	95+02.80	34.00' RT	954.35	219795.42	531372.55
3217	94+97.97	29.00' RT	954.29	219792.42	531366.14
3218	94+99.46	34.00' RT	954.36	219792.16	531371.37
3219	94+95.65	29.00' RT	954.29	219790.17	531365.31
3220	94+95.65	34.00' RT	954.37	219788.43	531369.99
3221	94+95.67	39.00' RT	954.89	219786.71	531374.69
3222	94+81.18	30.29' RT	954.73	219775.70	531361.17
3223	95+14.52	37.01' RT	954.52	219805.96	531379.47
3224	95+16.77	36.14' RT	954.15	219808.46	531379.41



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - AIRPORT DR R1	SHEET 35	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - Airport-R1
PLOT DATE : 10/18/2023 2:24 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT

AIRPORT DRIVE R2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3301	95+52.92	37.41' RT	953.84	219844.08	531392.05
3302	95+55.18	38.24' RT	954.21	219846.11	531393.50
3303	95+55.08	32.38' RT	953.77	219847.64	531387.85
3304	95+57.13	33.67' RT	953.69	219849.34	531389.69
3305	95+59.80	26.76' RT	953.65	219853.90	531383.80
3306	95+61.32	28.70' RT	953.57	219854.88	531386.10
3307	95+64.46	23.81' RT	953.59	219859.32	531382.26
3308	95+65.45	26.09' RT	953.96	219859.69	531384.73
3309	95+61.29	33.70' RT	953.65	219853.49	531390.90
3310	95+66.12	33.73' RT	953.79	219858.33	531392.28
3311	95+66.15	28.73' RT	953.72	219859.69	531387.47
3312	95+70.87	33.76' RT	953.76	219863.09	531393.61
3313	95+70.93	28.75' RT	953.68	219864.45	531388.79
3314	96+08.54	33.85' RT	953.50	219901.16	531403.04
3315	96+14.54	33.85' RT	953.46	219907.27	531404.36
3316	96+28.27	33.82' RT	953.36	219921.29	531407.20
3317	96+42.72	30.37' RT	953.50	219936.68	531406.57
3318	96+27.57	40.83' RT	953.71	219919.22	531413.93
3319	96+15.87	40.84' RT	953.94	219907.18	531411.50
3320	96+09.88	40.85' RT	953.97	219901.03	531410.17
3321	95+54.55	40.65' RT	954.24	219844.81	531395.63

VILLAGE OF FRIENDSHIP (ELECTRIC)

STH 13 / MAIN ST

96

AIRPORT DR

2'X5' DWF

EXIST R/W

WE ENERGIES (GAS)

CAUTION

SI

N

LEGEND:

- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

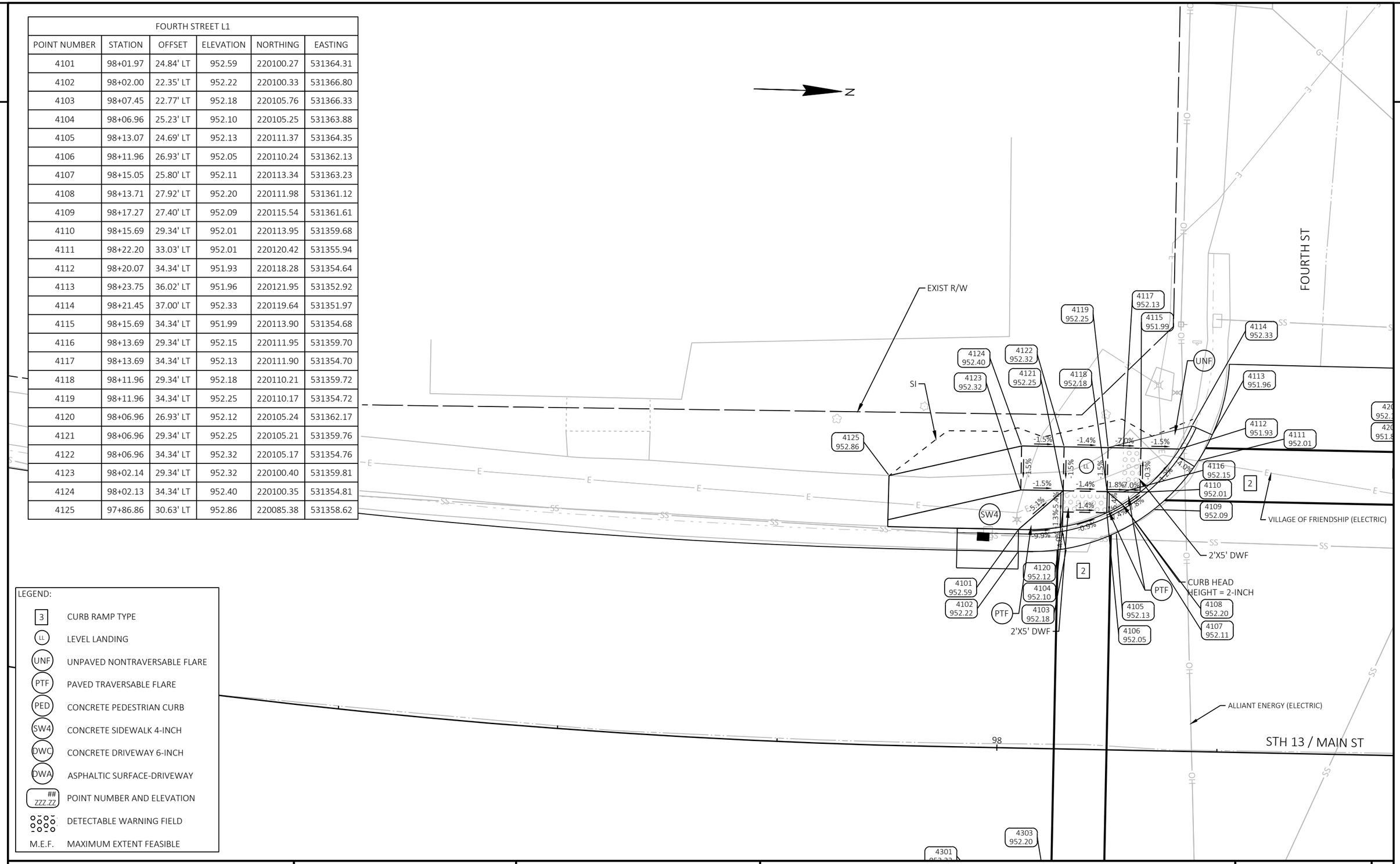
PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - AIRPORT DR R2	SHEET 36	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - Airport-R2

PLOT DATE : 10/18/2023 2:24 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

FOURTH STREET L1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4101	98+01.97	24.84' LT	952.59	220100.27	531364.31
4102	98+02.00	22.35' LT	952.22	220100.33	531366.80
4103	98+07.45	22.77' LT	952.18	220105.76	531366.33
4104	98+06.96	25.23' LT	952.10	220105.25	531363.88
4105	98+13.07	24.69' LT	952.13	220111.37	531364.35
4106	98+11.96	26.93' LT	952.05	220110.24	531362.13
4107	98+15.05	25.80' LT	952.11	220113.34	531363.23
4108	98+13.71	27.92' LT	952.20	220111.98	531361.12
4109	98+17.27	27.40' LT	952.09	220115.54	531361.61
4110	98+15.69	29.34' LT	952.01	220113.95	531359.68
4111	98+22.20	33.03' LT	952.01	220120.42	531355.94
4112	98+20.07	34.34' LT	951.93	220118.28	531354.64
4113	98+23.75	36.02' LT	951.96	220121.95	531352.92
4114	98+21.45	37.00' LT	952.33	220119.64	531351.97
4115	98+15.69	34.34' LT	951.99	220113.90	531354.68
4116	98+13.69	29.34' LT	952.15	220111.95	531359.70
4117	98+13.69	34.34' LT	952.13	220111.90	531354.70
4118	98+11.96	29.34' LT	952.18	220110.21	531359.72
4119	98+11.96	34.34' LT	952.25	220110.17	531354.72
4120	98+06.96	26.93' LT	952.12	220105.24	531362.17
4121	98+06.96	29.34' LT	952.25	220105.21	531359.76
4122	98+06.96	34.34' LT	952.32	220105.17	531354.76
4123	98+02.14	29.34' LT	952.32	220100.40	531359.81
4124	98+02.13	34.34' LT	952.40	220100.35	531354.81
4125	97+86.86	30.63' LT	952.86	220085.38	531358.62



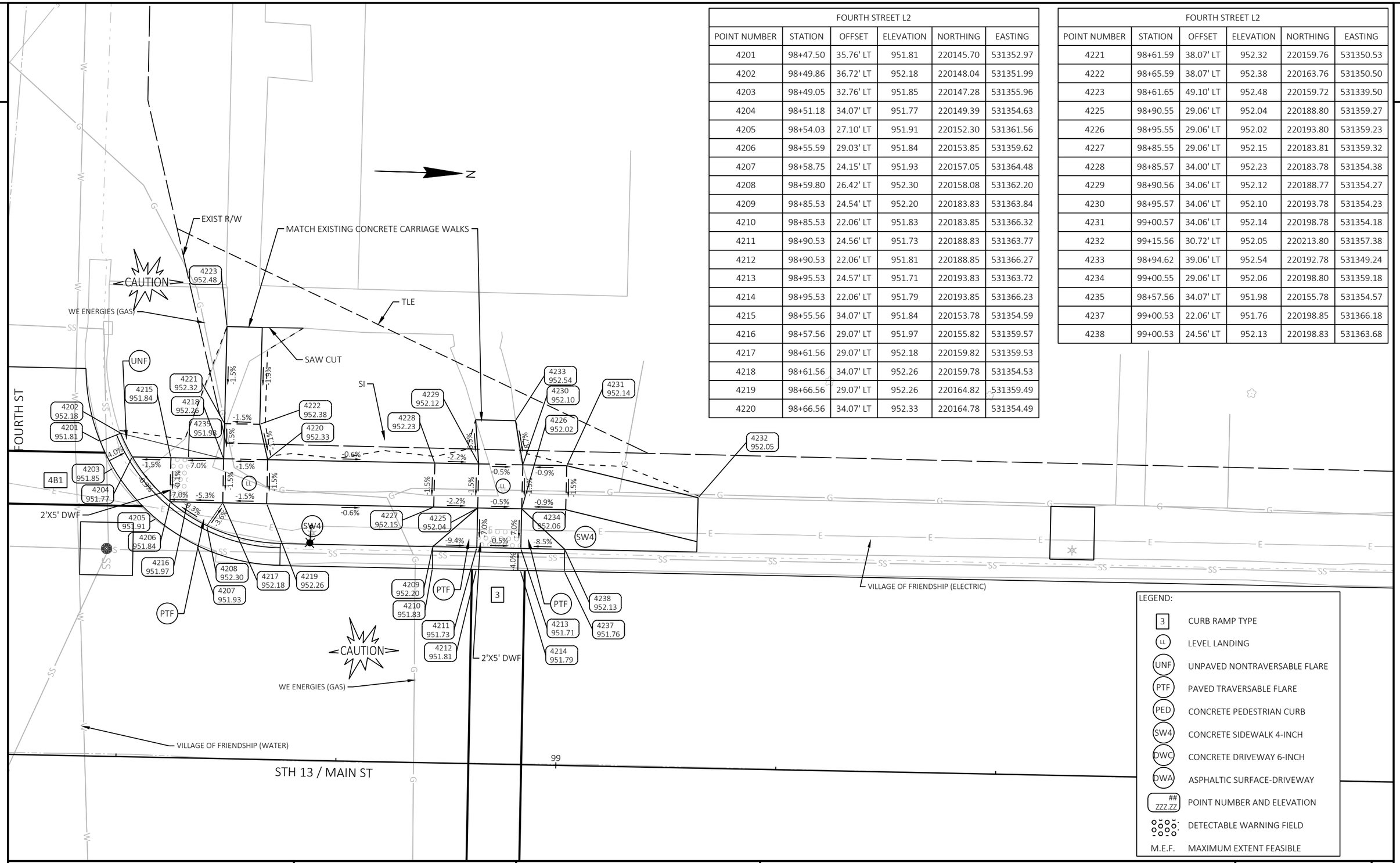
LEGEND:

- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - FOURTH ST L1	SHEET 37	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - 4th-L1

PLOT DATE : 10/18/2023 2:24 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT



FOURTH STREET L2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4201	98+47.50	35.76' LT	951.81	220145.70	531352.97
4202	98+49.86	36.72' LT	952.18	220148.04	531351.99
4203	98+49.05	32.76' LT	951.85	220147.28	531355.96
4204	98+51.18	34.07' LT	951.77	220149.39	531354.63
4205	98+54.03	27.10' LT	951.91	220152.30	531361.56
4206	98+55.59	29.03' LT	951.84	220153.85	531359.62
4207	98+58.75	24.15' LT	951.93	220157.05	531364.48
4208	98+59.80	26.42' LT	952.30	220158.08	531362.20
4209	98+85.53	24.54' LT	952.20	220183.83	531363.84
4210	98+85.53	22.06' LT	951.83	220183.85	531366.32
4211	98+90.53	24.56' LT	951.73	220188.83	531363.77
4212	98+90.53	22.06' LT	951.81	220188.85	531366.27
4213	98+95.53	24.57' LT	951.71	220193.83	531363.72
4214	98+95.53	22.06' LT	951.79	220193.85	531366.23
4215	98+55.56	34.07' LT	951.84	220153.78	531354.59
4216	98+57.56	29.07' LT	951.97	220155.82	531359.57
4217	98+61.56	29.07' LT	952.18	220159.82	531359.53
4218	98+61.56	34.07' LT	952.26	220159.78	531354.53
4219	98+66.56	29.07' LT	952.26	220164.82	531359.49
4220	98+66.56	34.07' LT	952.33	220164.78	531354.49

FOURTH STREET L2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4221	98+61.59	38.07' LT	952.32	220159.76	531350.53
4222	98+65.59	38.07' LT	952.38	220163.76	531350.50
4223	98+61.65	49.10' LT	952.48	220159.72	531339.50
4225	98+90.55	29.06' LT	952.04	220188.80	531359.27
4226	98+95.55	29.06' LT	952.02	220193.80	531359.23
4227	98+85.55	29.06' LT	952.15	220183.81	531359.32
4228	98+85.57	34.00' LT	952.23	220183.78	531354.38
4229	98+90.56	34.06' LT	952.12	220188.77	531354.27
4230	98+95.57	34.06' LT	952.10	220193.78	531354.23
4231	99+00.57	34.06' LT	952.14	220198.78	531354.18
4232	99+15.56	30.72' LT	952.05	220213.80	531357.38
4233	98+94.62	39.06' LT	952.54	220192.78	531349.24
4234	99+00.55	29.06' LT	952.06	220198.80	531359.18
4235	98+57.56	34.07' LT	951.98	220155.78	531354.57
4237	99+00.53	22.06' LT	951.76	220198.85	531366.18
4238	99+00.53	24.56' LT	952.13	220198.83	531363.68

LEGEND:

- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - FOURTH ST L2	SHEET 38	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - 4th-L2

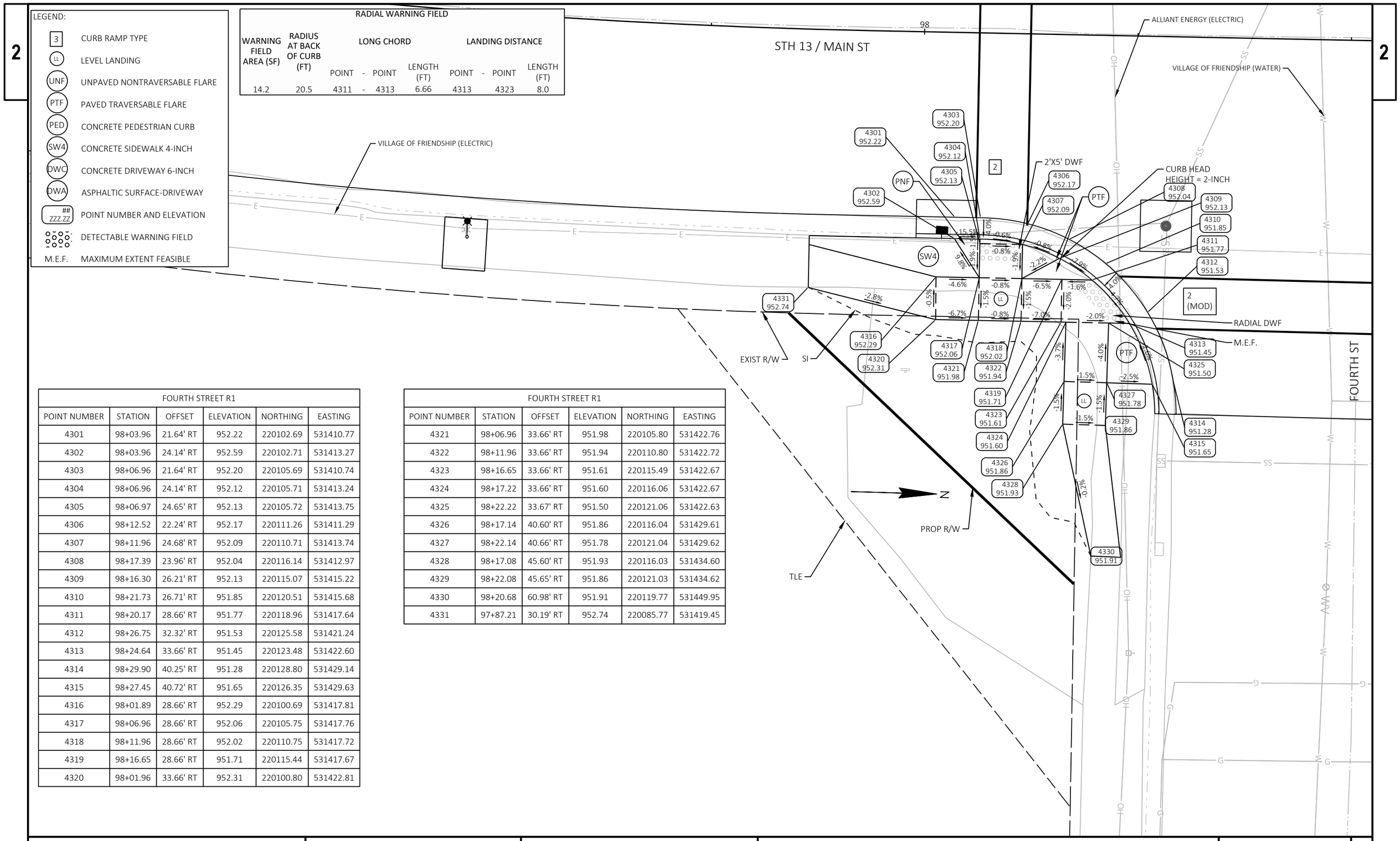
PLOT DATE : 10/18/2023 2:24 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND:

- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

RADIAL WARNING FIELD

WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD			LANDING DISTANCE		
		POINT	- POINT	LENGTH (FT)	POINT	- POINT	LENGTH (FT)
14.2	20.5	4311	- 4313	6.66	4313	4323	8.0



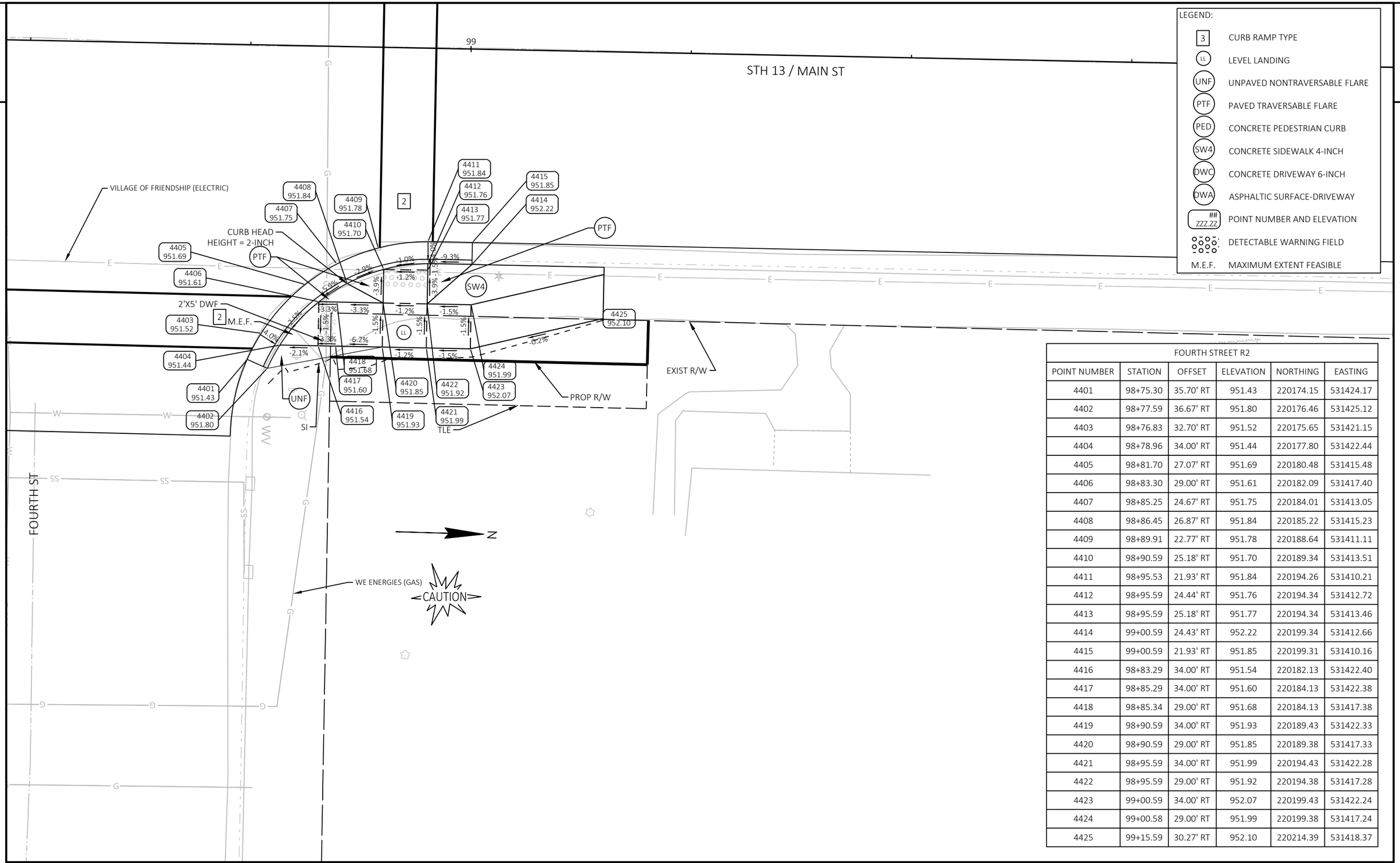
FOURTH STREET R1

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4301	98+03.96	21.64' RT	952.22	220102.69	531410.77
4302	98+03.96	24.14' RT	952.59	220102.71	531413.27
4303	98+06.96	21.64' RT	952.20	220105.69	531410.74
4304	98+06.96	24.14' RT	952.12	220105.71	531413.24
4305	98+06.97	24.65' RT	952.13	220105.72	531413.75
4306	98+12.52	22.24' RT	952.17	220111.26	531411.29
4307	98+11.96	24.68' RT	952.09	220110.71	531413.74
4308	98+17.39	23.96' RT	952.04	220116.14	531412.97
4309	98+16.30	26.21' RT	952.13	220115.07	531415.22
4310	98+21.73	26.71' RT	951.85	220120.51	531415.68
4311	98+20.17	28.66' RT	951.77	220118.96	531417.64
4312	98+26.75	32.32' RT	951.53	220125.58	531421.24
4313	98+24.64	33.66' RT	951.45	220123.48	531422.60
4314	98+29.90	40.25' RT	951.28	220128.80	531429.14
4315	98+27.45	40.72' RT	951.65	220126.35	531429.63
4316	98+01.89	28.66' RT	952.29	220100.69	531417.81
4317	98+06.96	28.66' RT	952.06	220105.75	531417.76
4318	98+11.96	28.66' RT	952.02	220110.75	531417.72
4319	98+16.65	28.66' RT	951.71	220115.44	531417.67
4320	98+01.96	33.66' RT	952.31	220100.80	531422.81

FOURTH STREET R1

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4321	98+06.96	33.66' RT	951.98	220105.80	531422.76
4322	98+11.96	33.66' RT	951.94	220110.80	531422.72
4323	98+16.65	33.66' RT	951.61	220115.49	531422.67
4324	98+17.22	33.66' RT	951.60	220116.06	531422.67
4325	98+22.22	33.67' RT	951.50	220121.06	531422.63
4326	98+17.14	40.60' RT	951.86	220116.04	531429.61
4327	98+22.14	40.66' RT	951.78	220121.04	531429.62
4328	98+17.08	45.60' RT	951.93	220116.03	531434.60
4329	98+22.08	45.65' RT	951.86	220121.03	531434.62
4330	98+20.68	60.98' RT	951.91	220119.77	531449.95
4331	97+87.21	30.19' RT	952.74	220085.77	531419.45

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - FOURTH ST R1	SHEET 39	E



LEGEND:

3	CURB RAMP TYPE
LL	LEVEL LANDING
UNF	UNPAVED NONTRAVERSABLE FLARE
PTF	PAVED TRAVERSABLE FLARE
PED	CONCRETE PEDESTRIAN CURB
SW4	CONCRETE SIDEWALK 4-INCH
DWC	CONCRETE DRIVEWAY 6-INCH
DWA	ASPHALTIC SURFACE-DRIVEWAY
## ZZZ.ZZ	POINT NUMBER AND ELEVATION
	DETECTABLE WARNING FIELD
M.E.F.	MAXIMUM EXTENT FEASIBLE

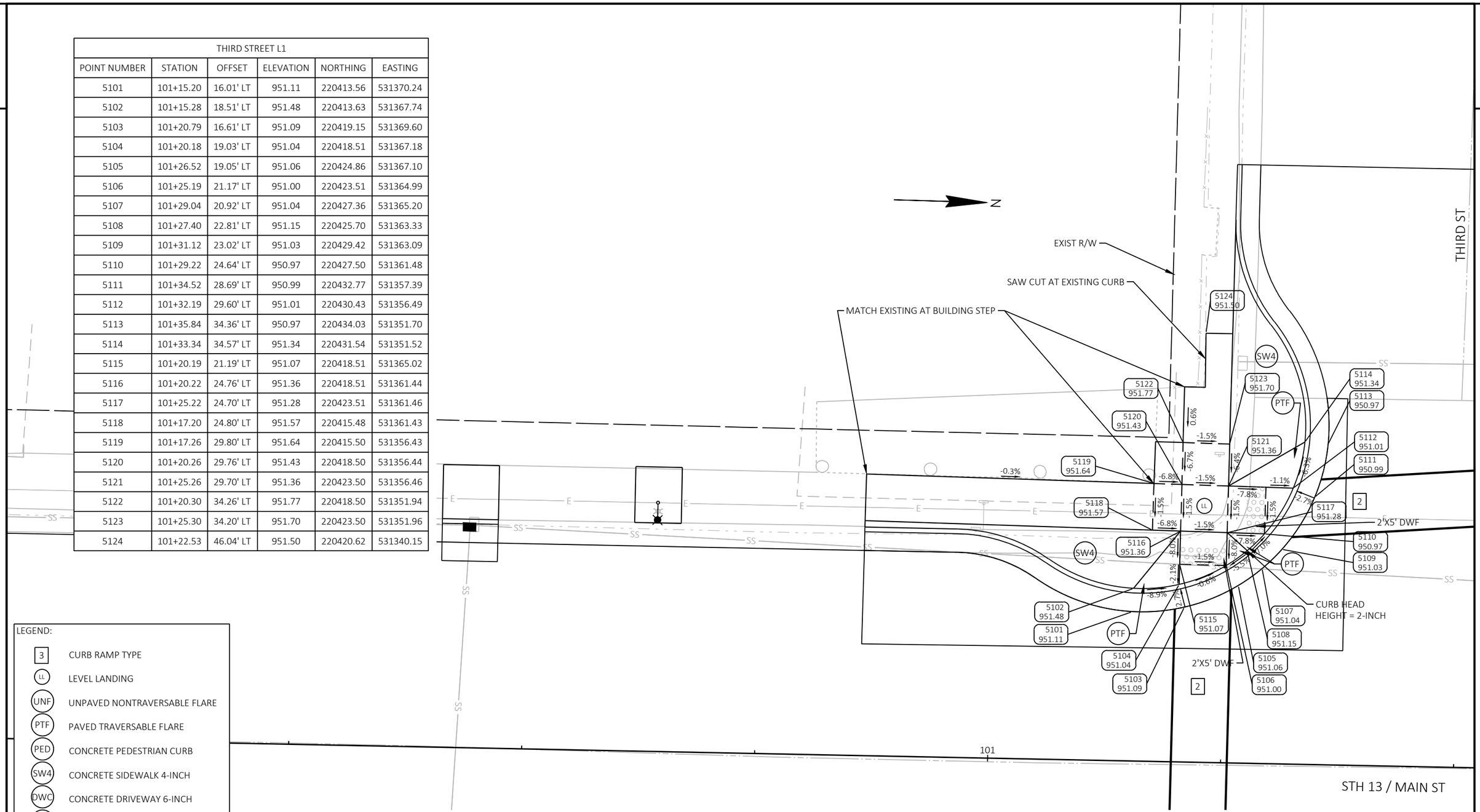
FOURTH STREET R2

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4401	98+75.30	35.70' RT	951.43	220174.15	531424.17
4402	98+77.59	36.67' RT	951.80	220176.46	531425.12
4403	98+76.83	32.70' RT	951.52	220175.65	531421.15
4404	98+78.96	34.00' RT	951.44	220177.80	531422.44
4405	98+81.70	27.07' RT	951.69	220180.48	531415.48
4406	98+83.30	29.00' RT	951.61	220182.09	531417.40
4407	98+85.25	24.67' RT	951.75	220184.01	531413.05
4408	98+86.45	26.87' RT	951.84	220185.22	531415.23
4409	98+89.91	22.77' RT	951.78	220188.64	531411.11
4410	98+90.59	25.18' RT	951.70	220189.34	531413.51
4411	98+95.53	21.93' RT	951.84	220194.26	531410.21
4412	98+95.59	24.44' RT	951.76	220194.34	531412.72
4413	98+95.59	25.18' RT	951.77	220194.34	531413.46
4414	99+00.59	24.43' RT	952.22	220199.34	531412.66
4415	99+00.59	21.93' RT	951.85	220199.31	531410.16
4416	98+83.29	34.00' RT	951.54	220182.13	531422.40
4417	98+85.29	34.00' RT	951.60	220184.13	531422.38
4418	98+85.34	29.00' RT	951.68	220184.13	531417.38
4419	98+90.59	34.00' RT	951.93	220189.43	531422.33
4420	98+90.59	29.00' RT	951.85	220189.38	531417.33
4421	98+95.59	34.00' RT	951.99	220194.43	531422.28
4422	98+95.59	29.00' RT	951.92	220194.38	531417.28
4423	99+00.59	34.00' RT	952.07	220199.43	531422.24
4424	99+00.58	29.00' RT	951.99	220199.38	531417.24
4425	99+15.59	30.27' RT	952.10	220214.39	531418.37

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - FOURTH ST R2	SHEET 40	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - 4th-R2
PLOT DATE : 10/18/2023 2:24 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT

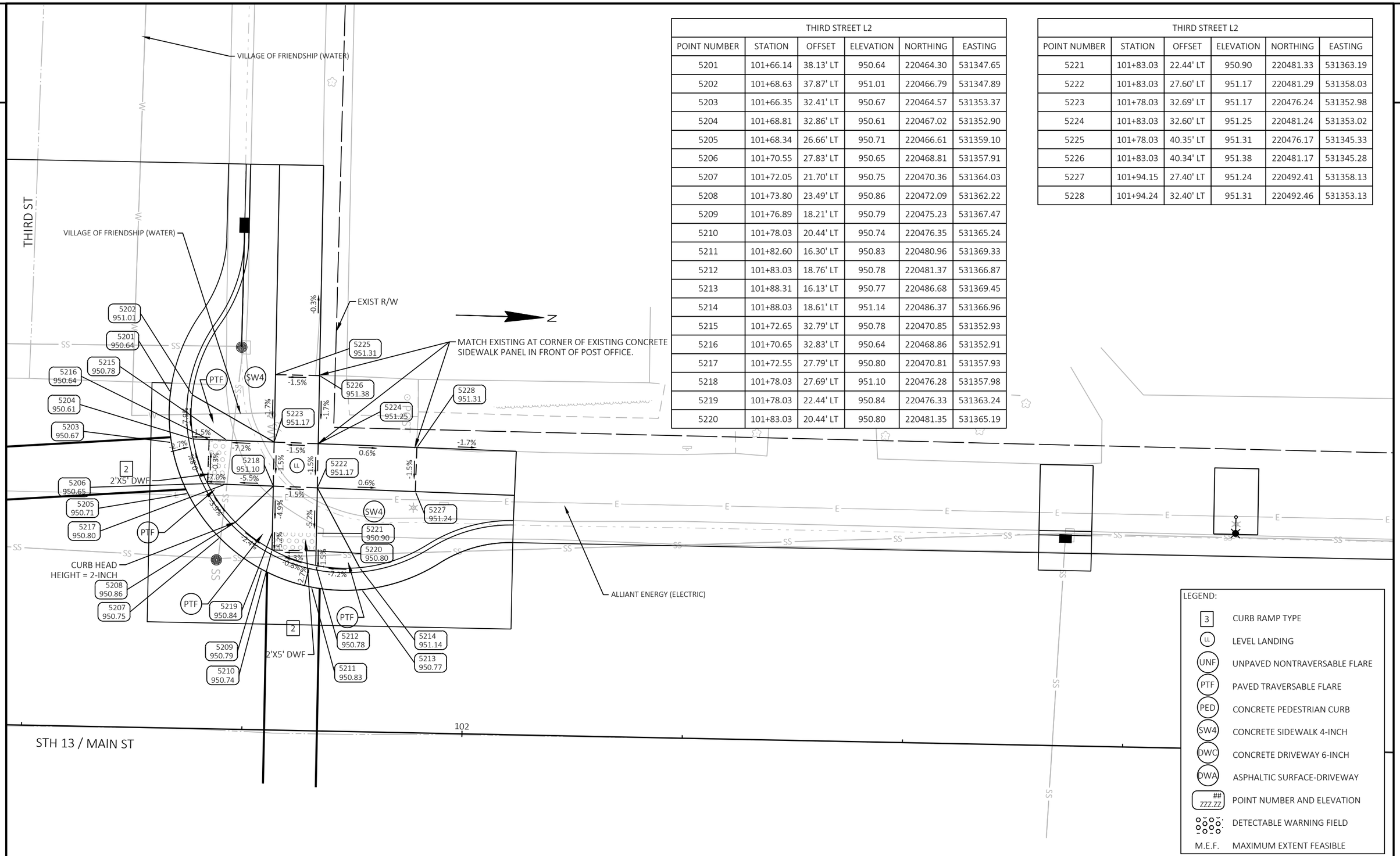
THIRD STREET L1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5101	101+15.20	16.01' LT	951.11	220413.56	531370.24
5102	101+15.28	18.51' LT	951.48	220413.63	531367.74
5103	101+20.79	16.61' LT	951.09	220419.15	531369.60
5104	101+20.18	19.03' LT	951.04	220418.51	531367.18
5105	101+26.52	19.05' LT	951.06	220424.86	531367.10
5106	101+25.19	21.17' LT	951.00	220423.51	531364.99
5107	101+29.04	20.92' LT	951.04	220427.36	531365.20
5108	101+27.40	22.81' LT	951.15	220425.70	531363.33
5109	101+31.12	23.02' LT	951.03	220429.42	531363.09
5110	101+29.22	24.64' LT	950.97	220427.50	531361.48
5111	101+34.52	28.69' LT	950.99	220432.77	531357.39
5112	101+32.19	29.60' LT	951.01	220430.43	531356.49
5113	101+35.84	34.36' LT	950.97	220434.03	531351.70
5114	101+33.34	34.57' LT	951.34	220431.54	531351.52
5115	101+20.19	21.19' LT	951.07	220418.51	531365.02
5116	101+20.22	24.76' LT	951.36	220418.51	531361.44
5117	101+25.22	24.70' LT	951.28	220423.51	531361.46
5118	101+17.20	24.80' LT	951.57	220415.48	531361.43
5119	101+17.26	29.80' LT	951.64	220415.50	531356.43
5120	101+20.26	29.76' LT	951.43	220418.50	531356.44
5121	101+25.26	29.70' LT	951.36	220423.50	531356.46
5122	101+20.30	34.26' LT	951.77	220418.50	531351.94
5123	101+25.30	34.20' LT	951.70	220423.50	531351.96
5124	101+22.53	46.04' LT	951.50	220420.62	531340.15



LEGEND:

3	CURB RAMP TYPE
LL	LEVEL LANDING
UNF	UNPAVED NONTRAVERSABLE FLARE
PTF	PAVED TRAVERSABLE FLARE
PED	CONCRETE PEDESTRIAN CURB
SW4	CONCRETE SIDEWALK 4-INCH
DWC	CONCRETE DRIVEWAY 6-INCH
DWA	ASPHALTIC SURFACE-DRIVEWAY
## ZZZ.ZZ	POINT NUMBER AND ELEVATION
	DETECTABLE WARNING FIELD
M.E.F.	MAXIMUM EXTENT FEASIBLE

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - THIRD ST L1	SHEET 41	E



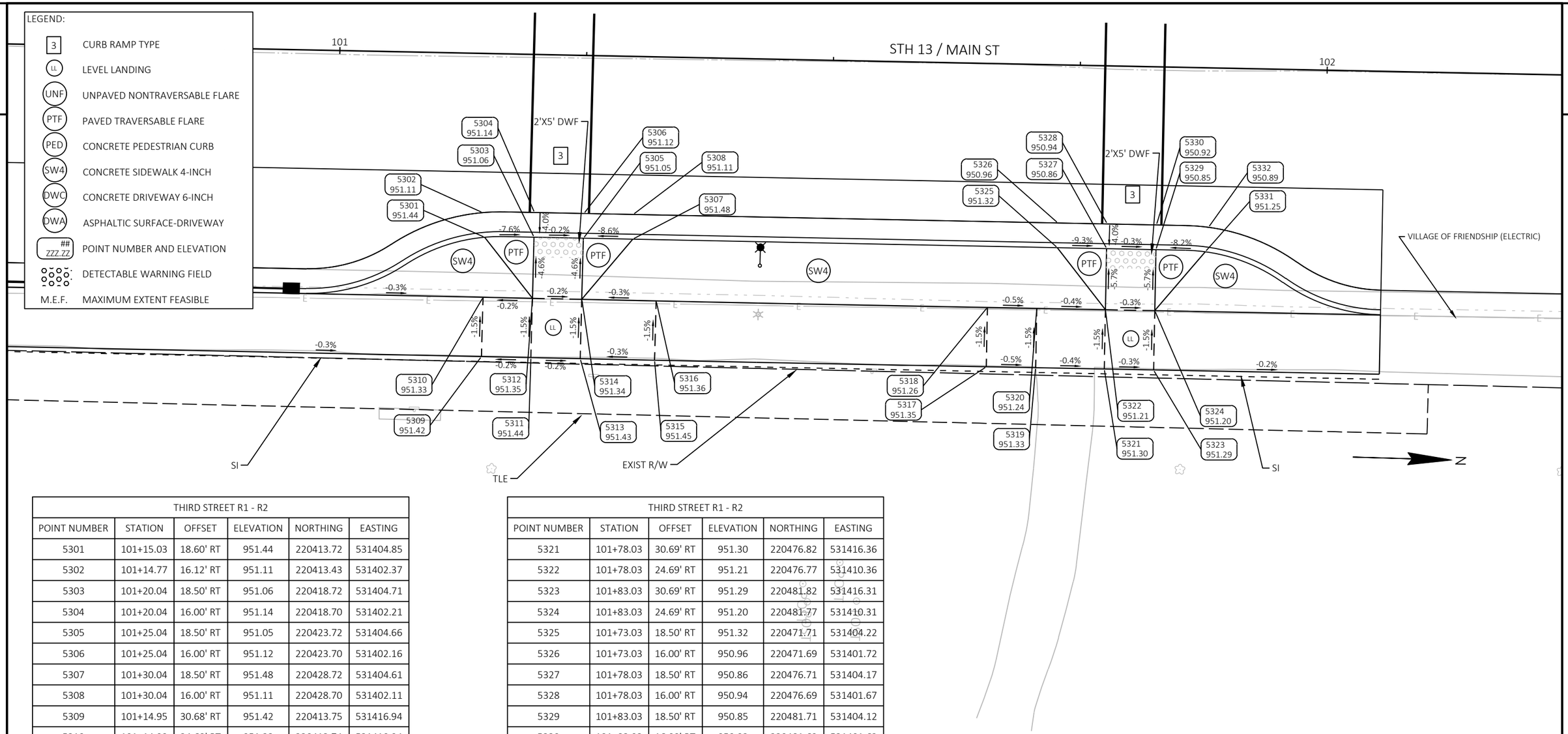
THIRD STREET L2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5201	101+66.14	38.13' LT	950.64	220464.30	531347.65
5202	101+68.63	37.87' LT	951.01	220466.79	531347.89
5203	101+66.35	32.41' LT	950.67	220464.57	531353.37
5204	101+68.81	32.86' LT	950.61	220467.02	531352.90
5205	101+68.34	26.66' LT	950.71	220466.61	531359.10
5206	101+70.55	27.83' LT	950.65	220468.81	531357.91
5207	101+72.05	21.70' LT	950.75	220470.36	531364.03
5208	101+73.80	23.49' LT	950.86	220472.09	531362.22
5209	101+76.89	18.21' LT	950.79	220475.23	531367.47
5210	101+78.03	20.44' LT	950.74	220476.35	531365.24
5211	101+82.60	16.30' LT	950.83	220480.96	531369.33
5212	101+83.03	18.76' LT	950.78	220481.37	531366.87
5213	101+88.31	16.13' LT	950.77	220486.68	531369.45
5214	101+88.03	18.61' LT	951.14	220486.37	531366.96
5215	101+72.65	32.79' LT	950.78	220470.85	531352.93
5216	101+70.65	32.83' LT	950.64	220468.86	531352.91
5217	101+72.55	27.79' LT	950.80	220470.81	531357.93
5218	101+78.03	27.69' LT	951.10	220476.28	531357.98
5219	101+78.03	22.44' LT	950.84	220476.33	531363.24
5220	101+83.03	20.44' LT	950.80	220481.35	531365.19

THIRD STREET L2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5221	101+83.03	22.44' LT	950.90	220481.33	531363.19
5222	101+83.03	27.60' LT	951.17	220481.29	531358.03
5223	101+78.03	32.69' LT	951.17	220476.24	531352.98
5224	101+83.03	32.60' LT	951.25	220481.24	531353.02
5225	101+78.03	40.35' LT	951.31	220476.17	531345.33
5226	101+83.03	40.34' LT	951.38	220481.17	531345.28
5227	101+94.15	27.40' LT	951.24	220492.41	531358.13
5228	101+94.24	32.40' LT	951.31	220492.46	531353.13

LEGEND:

- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - THIRD ST L2	SHEET 42	E

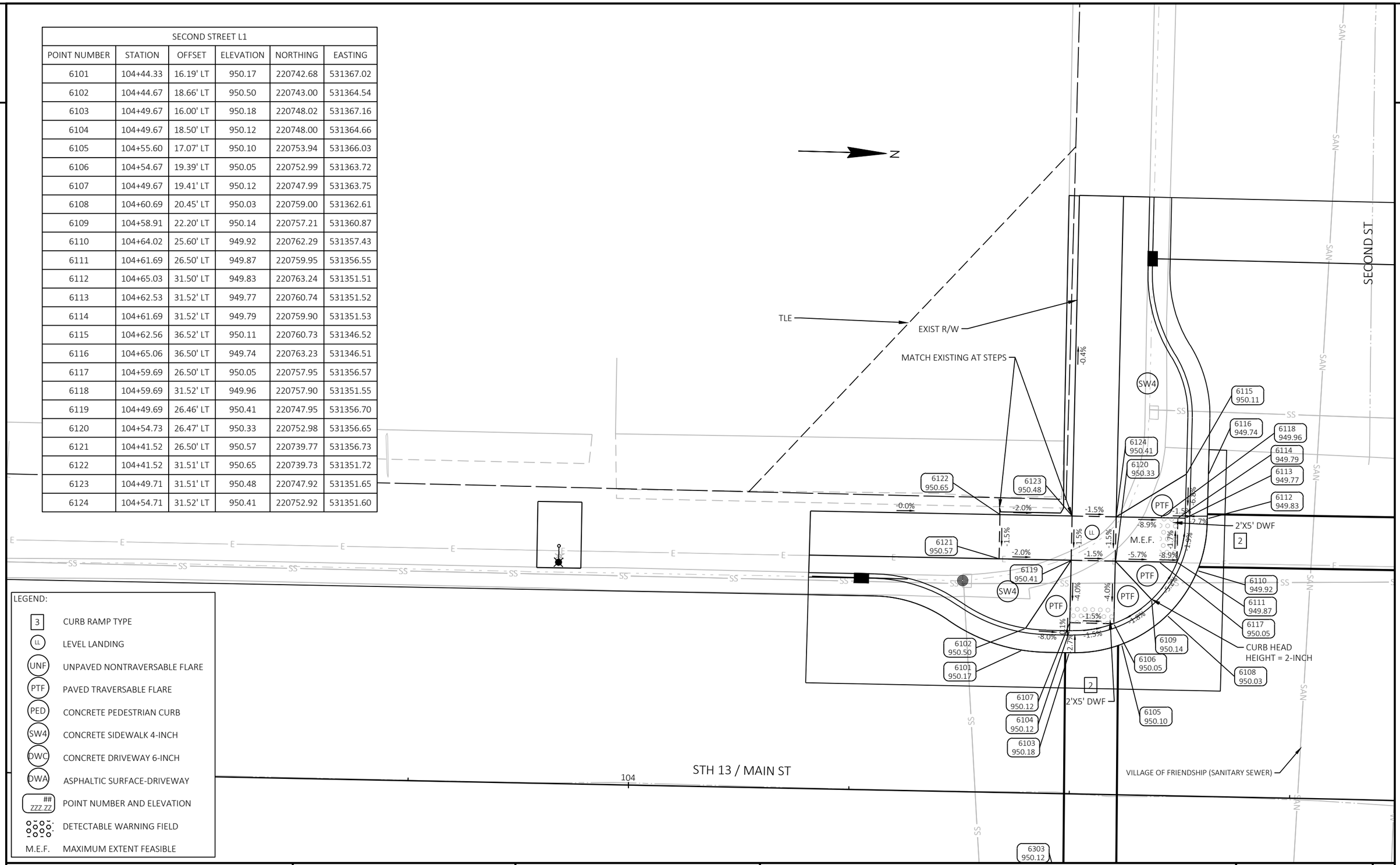


THIRD STREET R1 - R2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5301	101+15.03	18.60' RT	951.44	220413.72	531404.85
5302	101+14.77	16.12' RT	951.11	220413.43	531402.37
5303	101+20.04	18.50' RT	951.06	220418.72	531404.71
5304	101+20.04	16.00' RT	951.14	220418.70	531402.21
5305	101+25.04	18.50' RT	951.05	220423.72	531404.66
5306	101+25.04	16.00' RT	951.12	220423.70	531402.16
5307	101+30.04	18.50' RT	951.48	220428.72	531404.61
5308	101+30.04	16.00' RT	951.11	220428.70	531402.11
5309	101+14.95	30.68' RT	951.42	220413.75	531416.94
5310	101+14.99	24.68' RT	951.33	220413.74	531410.94
5311	101+19.95	30.69' RT	951.44	220418.75	531416.90
5312	101+19.99	24.69' RT	951.35	220418.74	531410.89
5313	101+24.95	30.69' RT	951.43	220423.75	531416.85
5314	101+24.99	24.69' RT	951.34	220423.74	531410.85
5315	101+32.48	30.70' RT	951.45	220431.28	531416.79
5316	101+32.52	24.70' RT	951.36	220431.27	531410.79
5317	101+66.08	30.70' RT	951.35	220464.88	531416.48
5318	101+66.08	24.70' RT	951.26	220464.82	531410.48
5319	101+71.08	30.70' RT	951.33	220469.88	531416.43
5320	101+71.08	24.70' RT	951.24	220469.82	531410.43

THIRD STREET R1 - R2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5321	101+78.03	30.69' RT	951.30	220476.82	531416.36
5322	101+78.03	24.69' RT	951.21	220476.77	531410.36
5323	101+83.03	30.69' RT	951.29	220481.82	531416.31
5324	101+83.03	24.69' RT	951.20	220481.77	531410.31
5325	101+73.03	18.50' RT	951.32	220471.71	531404.22
5326	101+73.03	16.00' RT	950.96	220471.69	531401.72
5327	101+78.03	18.50' RT	950.86	220476.71	531404.17
5328	101+78.03	16.00' RT	950.94	220476.69	531401.67
5329	101+83.03	18.50' RT	950.85	220481.71	531404.12
5330	101+83.03	16.00' RT	950.92	220481.69	531401.62
5331	101+88.03	18.61' RT	951.25	220486.71	531404.19
5332	101+88.31	16.13' RT	950.89	220486.98	531401.71

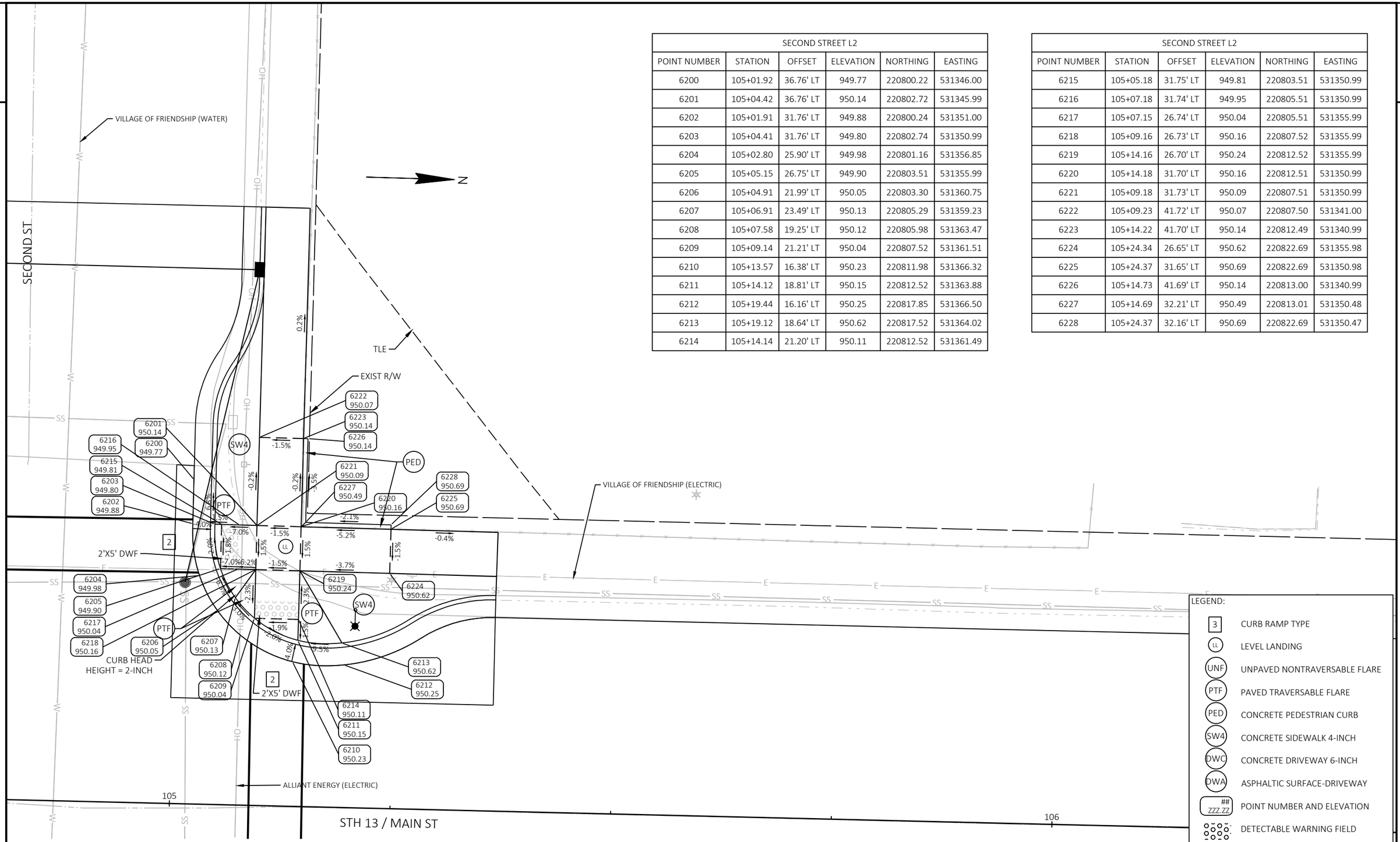
PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - THIRD ST R1 & R2	SHEET 43	E

SECOND STREET L1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6101	104+44.33	16.19' LT	950.17	220742.68	531367.02
6102	104+44.67	18.66' LT	950.50	220743.00	531364.54
6103	104+49.67	16.00' LT	950.18	220748.02	531367.16
6104	104+49.67	18.50' LT	950.12	220748.00	531364.66
6105	104+55.60	17.07' LT	950.10	220753.94	531366.03
6106	104+54.67	19.39' LT	950.05	220752.99	531363.72
6107	104+49.67	19.41' LT	950.12	220747.99	531363.75
6108	104+60.69	20.45' LT	950.03	220759.00	531362.61
6109	104+58.91	22.20' LT	950.14	220757.21	531360.87
6110	104+64.02	25.60' LT	949.92	220762.29	531357.43
6111	104+61.69	26.50' LT	949.87	220759.95	531356.55
6112	104+65.03	31.50' LT	949.83	220763.24	531351.51
6113	104+62.53	31.52' LT	949.77	220760.74	531351.52
6114	104+61.69	31.52' LT	949.79	220759.90	531351.53
6115	104+62.56	36.52' LT	950.11	220760.73	531346.52
6116	104+65.06	36.50' LT	949.74	220763.23	531346.51
6117	104+59.69	26.50' LT	950.05	220757.95	531356.57
6118	104+59.69	31.52' LT	949.96	220757.90	531351.55
6119	104+49.69	26.46' LT	950.41	220747.95	531356.70
6120	104+54.73	26.47' LT	950.33	220752.98	531356.65
6121	104+41.52	26.50' LT	950.57	220739.77	531356.73
6122	104+41.52	31.51' LT	950.65	220739.73	531351.72
6123	104+49.71	31.51' LT	950.48	220747.92	531351.65
6124	104+54.71	31.52' LT	950.41	220752.92	531351.60



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - SECOND ST L1	SHEET 44	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - 2nd-L1
PLOT DATE : 10/18/2023 2:25 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT



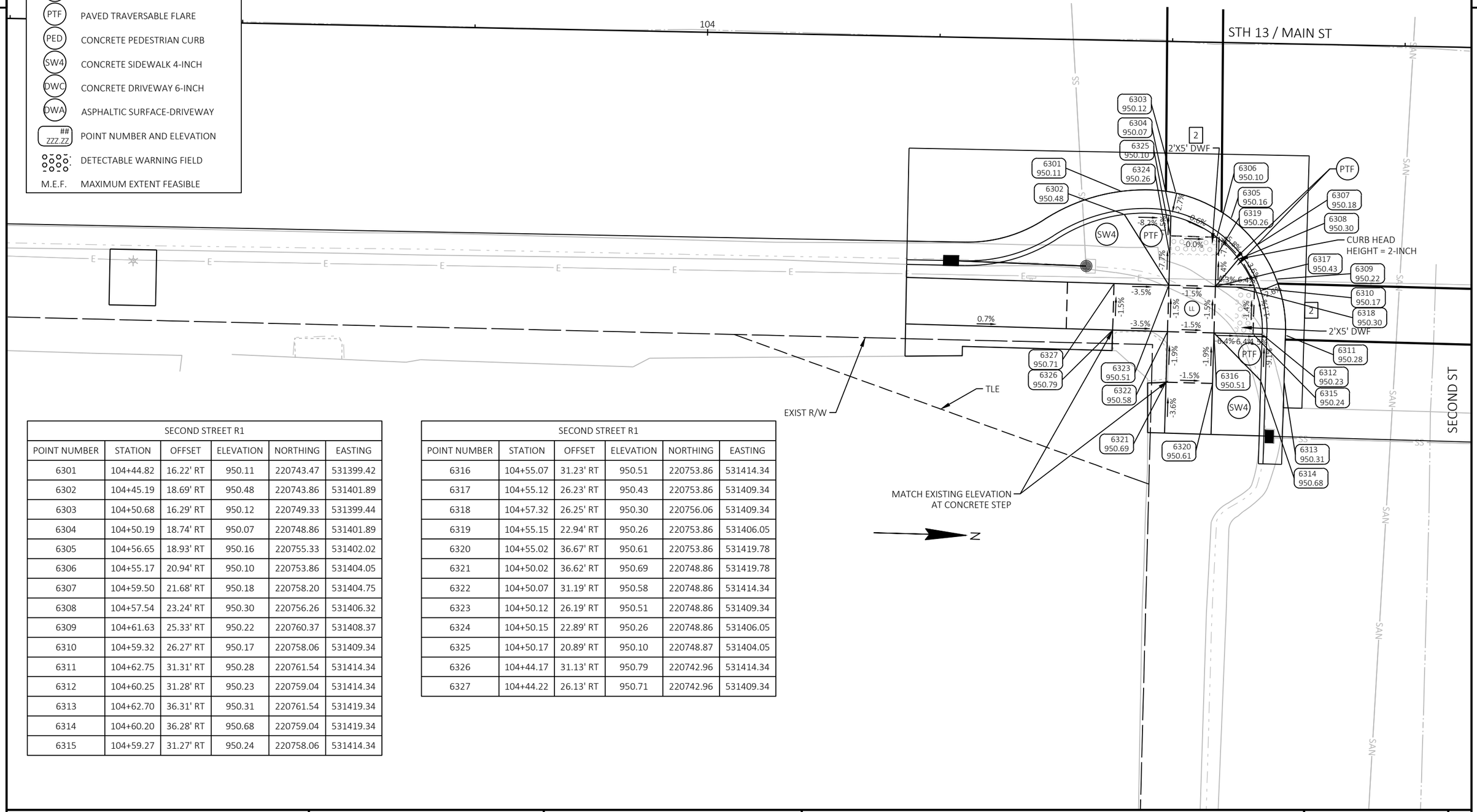
SECOND STREET L2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6200	105+01.92	36.76' LT	949.77	220800.22	531346.00
6201	105+04.42	36.76' LT	950.14	220802.72	531345.99
6202	105+01.91	31.76' LT	949.88	220800.24	531351.00
6203	105+04.41	31.76' LT	949.80	220802.74	531350.99
6204	105+02.80	25.90' LT	949.98	220801.16	531356.85
6205	105+05.15	26.75' LT	949.90	220803.51	531355.99
6206	105+04.91	21.99' LT	950.05	220803.30	531360.75
6207	105+06.91	23.49' LT	950.13	220805.29	531359.23
6208	105+07.58	19.25' LT	950.12	220805.98	531363.47
6209	105+09.14	21.21' LT	950.04	220807.52	531361.51
6210	105+13.57	16.38' LT	950.23	220811.98	531366.32
6211	105+14.12	18.81' LT	950.15	220812.52	531363.88
6212	105+19.44	16.16' LT	950.25	220817.85	531366.50
6213	105+19.12	18.64' LT	950.62	220817.52	531364.02
6214	105+14.14	21.20' LT	950.11	220812.52	531361.49

SECOND STREET L2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6215	105+05.18	31.75' LT	949.81	220803.51	531350.99
6216	105+07.18	31.74' LT	949.95	220805.51	531350.99
6217	105+07.15	26.74' LT	950.04	220805.51	531355.99
6218	105+09.16	26.73' LT	950.16	220807.52	531355.99
6219	105+14.16	26.70' LT	950.24	220812.52	531355.99
6220	105+14.18	31.70' LT	950.16	220812.51	531350.99
6221	105+09.18	31.73' LT	950.09	220807.51	531350.99
6222	105+09.23	41.72' LT	950.07	220807.50	531341.00
6223	105+14.22	41.70' LT	950.14	220812.49	531340.99
6224	105+24.34	26.65' LT	950.62	220822.69	531355.98
6225	105+24.37	31.65' LT	950.69	220822.69	531350.98
6226	105+14.73	41.69' LT	950.14	220813.00	531340.99
6227	105+14.69	32.21' LT	950.49	220813.01	531350.48
6228	105+24.37	32.16' LT	950.69	220822.69	531350.47

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - SECOND ST L2	SHEET 45	E

LEGEND:

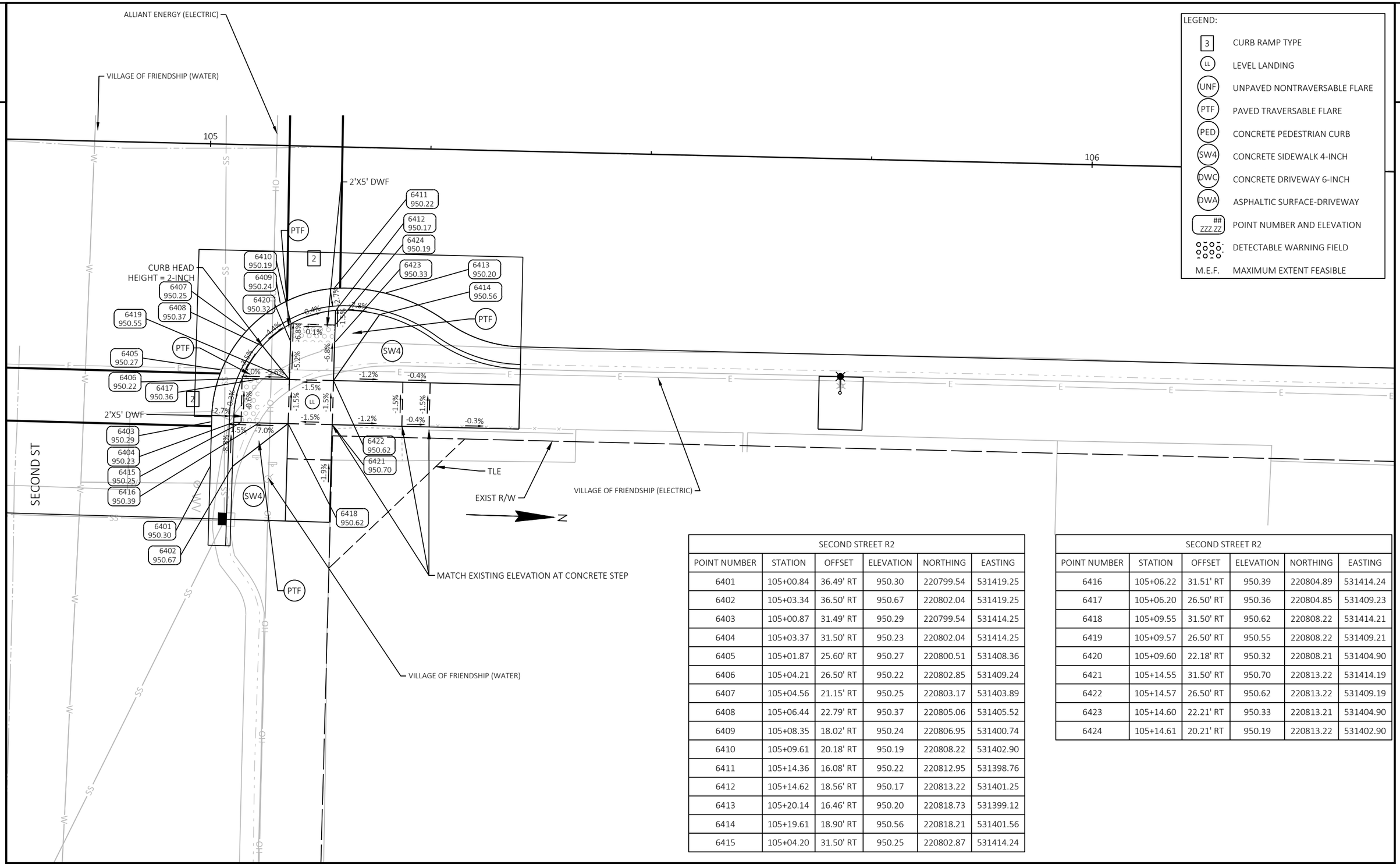
- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## / ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE



SECOND STREET R1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6301	104+44.82	16.22' RT	950.11	220743.47	531399.42
6302	104+45.19	18.69' RT	950.48	220743.86	531401.89
6303	104+50.68	16.29' RT	950.12	220749.33	531399.44
6304	104+50.19	18.74' RT	950.07	220748.86	531401.89
6305	104+56.65	18.93' RT	950.16	220755.33	531402.02
6306	104+55.17	20.94' RT	950.10	220753.86	531404.05
6307	104+59.50	21.68' RT	950.18	220758.20	531404.75
6308	104+57.54	23.24' RT	950.30	220756.26	531406.32
6309	104+61.63	25.33' RT	950.22	220760.37	531408.37
6310	104+59.32	26.27' RT	950.17	220758.06	531409.34
6311	104+62.75	31.31' RT	950.28	220761.54	531414.34
6312	104+60.25	31.28' RT	950.23	220759.04	531414.34
6313	104+62.70	36.31' RT	950.31	220761.54	531419.34
6314	104+60.20	36.28' RT	950.68	220759.04	531419.34
6315	104+59.27	31.27' RT	950.24	220758.06	531414.34

SECOND STREET R1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6316	104+55.07	31.23' RT	950.51	220753.86	531414.34
6317	104+55.12	26.23' RT	950.43	220753.86	531409.34
6318	104+57.32	26.25' RT	950.30	220756.06	531409.34
6319	104+55.15	22.94' RT	950.26	220753.86	531406.05
6320	104+55.02	36.67' RT	950.61	220753.86	531419.78
6321	104+50.02	36.62' RT	950.69	220748.86	531419.78
6322	104+50.07	31.19' RT	950.58	220748.86	531414.34
6323	104+50.12	26.19' RT	950.51	220748.86	531409.34
6324	104+50.15	22.89' RT	950.26	220748.86	531406.05
6325	104+50.17	20.89' RT	950.10	220748.87	531404.05
6326	104+44.17	31.13' RT	950.79	220742.96	531414.34
6327	104+44.22	26.13' RT	950.71	220742.96	531409.34

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - SECOND ST R1	SHEET 46	E



SECOND STREET R2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6401	105+00.84	36.49' RT	950.30	220799.54	531419.25
6402	105+03.34	36.50' RT	950.67	220802.04	531419.25
6403	105+00.87	31.49' RT	950.29	220799.54	531414.25
6404	105+03.37	31.50' RT	950.23	220802.04	531414.25
6405	105+01.87	25.60' RT	950.27	220800.51	531408.36
6406	105+04.21	26.50' RT	950.22	220802.85	531409.24
6407	105+04.56	21.15' RT	950.25	220803.17	531403.89
6408	105+06.44	22.79' RT	950.37	220805.06	531405.52
6409	105+08.35	18.02' RT	950.24	220806.95	531400.74
6410	105+09.61	20.18' RT	950.19	220808.22	531402.90
6411	105+14.36	16.08' RT	950.22	220812.95	531398.76
6412	105+14.62	18.56' RT	950.17	220813.22	531401.25
6413	105+20.14	16.46' RT	950.20	220818.73	531399.12
6414	105+19.61	18.90' RT	950.56	220818.21	531401.56
6415	105+04.20	31.50' RT	950.25	220802.87	531414.24

SECOND STREET R2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6416	105+06.22	31.51' RT	950.39	220804.89	531414.24
6417	105+06.20	26.50' RT	950.36	220804.85	531409.23
6418	105+09.55	31.50' RT	950.62	220808.22	531414.21
6419	105+09.57	26.50' RT	950.55	220808.22	531409.21
6420	105+09.60	22.18' RT	950.32	220808.21	531404.90
6421	105+14.55	31.50' RT	950.70	220813.22	531414.19
6422	105+14.57	26.50' RT	950.62	220813.22	531409.19
6423	105+14.60	22.21' RT	950.33	220813.21	531404.90
6424	105+14.61	20.21' RT	950.19	220813.22	531402.90

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - SECOND ST R2	SHEET 47	E

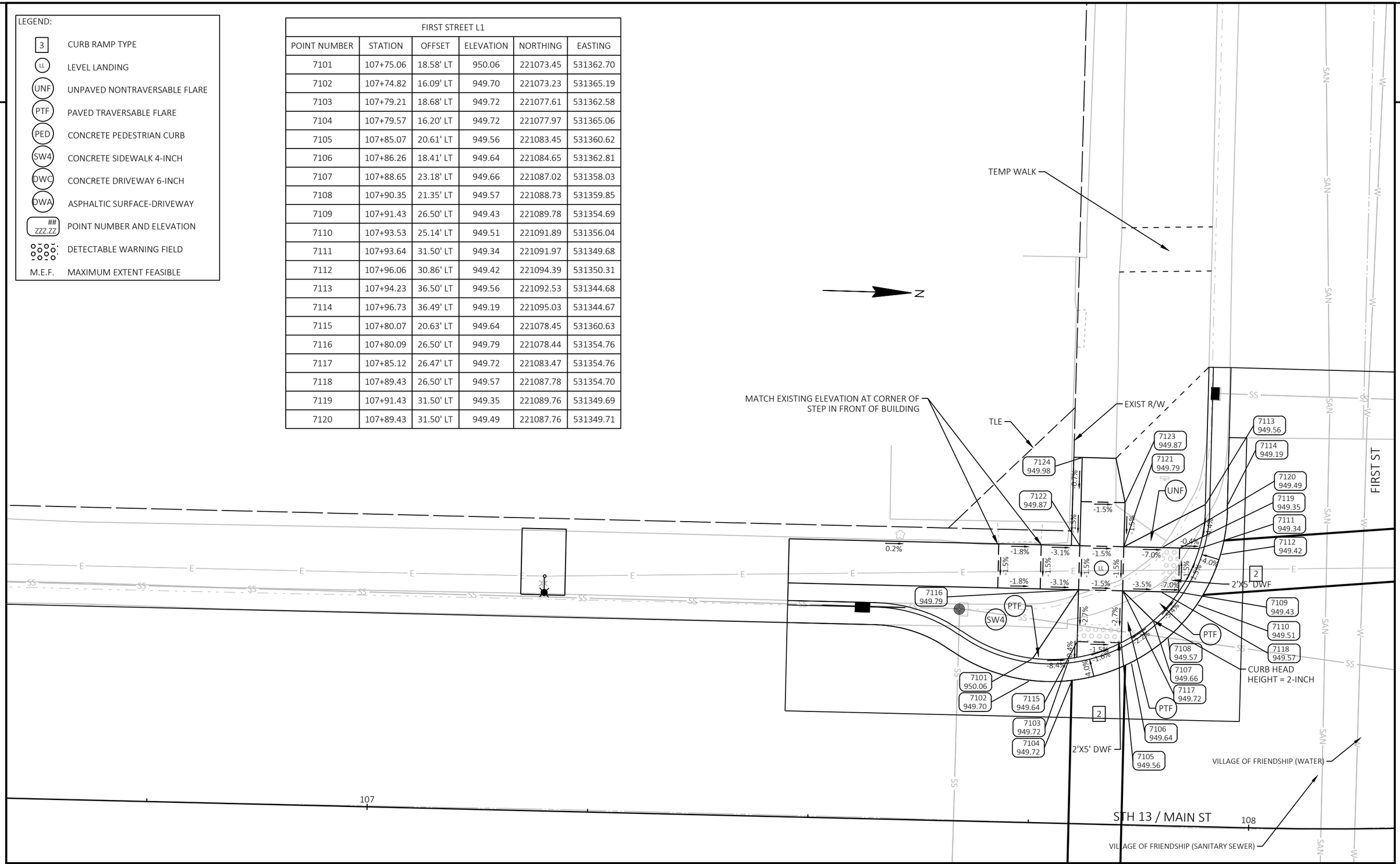
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - 2nd-R2
PLOT DATE : 10/18/2023 2:25 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND:

- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

FIRST STREET L1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7101	107+75.06	18.58' LT	950.06	221073.45	531362.70
7102	107+74.82	16.09' LT	949.70	221073.23	531365.19
7103	107+79.21	18.68' LT	949.72	221077.61	531362.58
7104	107+79.57	16.20' LT	949.72	221077.97	531365.06
7105	107+85.07	20.61' LT	949.56	221083.45	531360.62
7106	107+86.26	18.41' LT	949.64	221084.65	531362.81
7107	107+88.65	23.18' LT	949.66	221087.02	531358.03
7108	107+90.35	21.35' LT	949.57	221088.73	531359.85
7109	107+91.43	26.50' LT	949.43	221089.78	531354.69
7110	107+93.53	25.14' LT	949.51	221091.89	531356.04
7111	107+93.64	31.50' LT	949.34	221091.97	531349.68
7112	107+96.06	30.86' LT	949.42	221094.39	531350.31
7113	107+94.23	36.50' LT	949.56	221092.53	531344.68
7114	107+96.73	36.49' LT	949.19	221095.03	531344.67
7115	107+80.07	20.63' LT	949.64	221078.45	531360.63
7116	107+80.09	26.50' LT	949.79	221078.44	531354.76
7117	107+85.12	26.47' LT	949.72	221083.47	531354.76
7118	107+89.43	26.50' LT	949.57	221087.78	531354.70
7119	107+91.43	31.50' LT	949.35	221089.76	531349.69
7120	107+89.43	31.50' LT	949.49	221087.76	531349.71



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - FIRST ST L1	SHEET 48	E

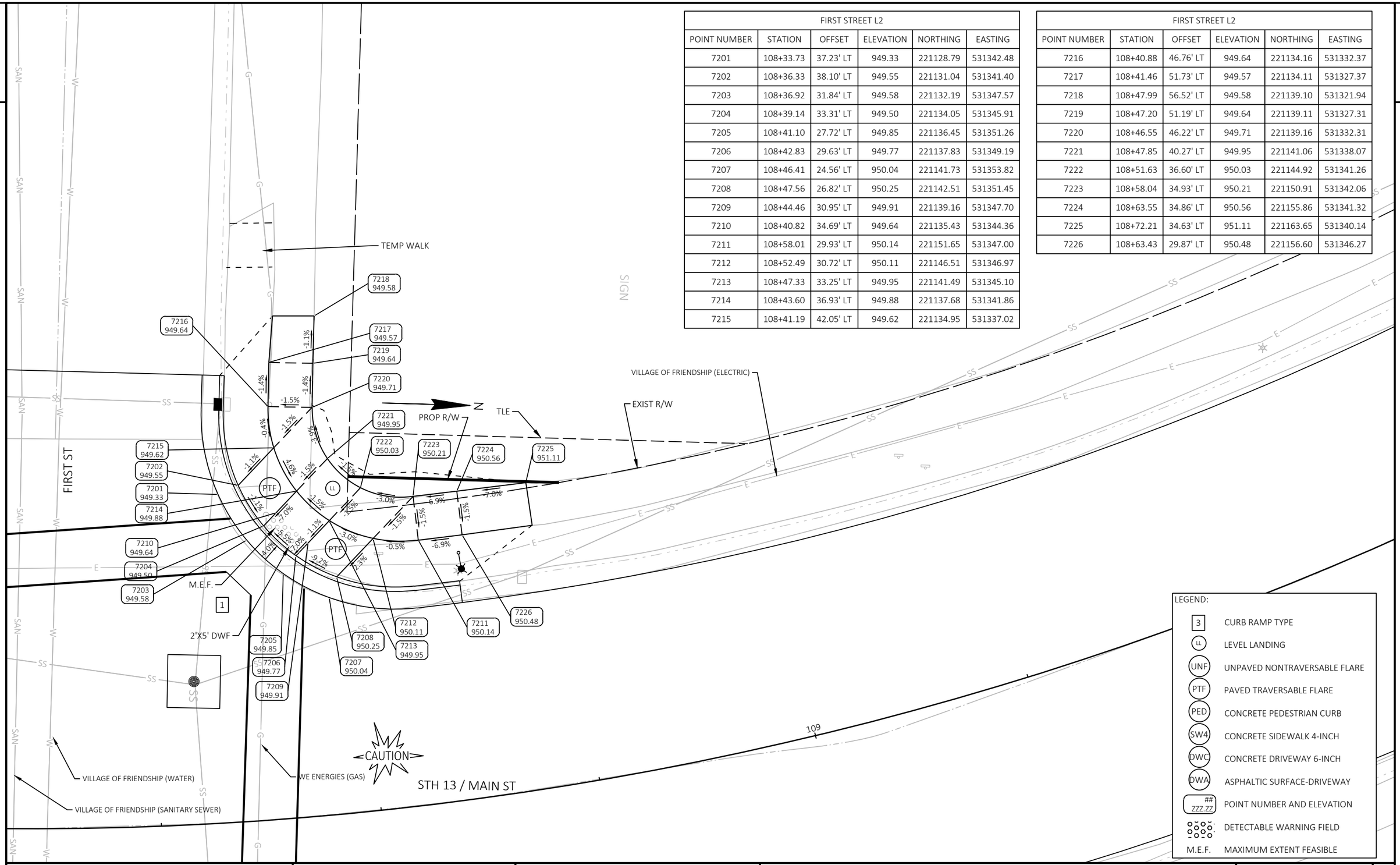
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - 1st-L1

PLOT DATE : 10/18/2023 2:25 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

FIRST STREET L2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7201	108+33.73	37.23' LT	949.33	221128.79	531342.48
7202	108+36.33	38.10' LT	949.55	221131.04	531341.40
7203	108+36.92	31.84' LT	949.58	221132.19	531347.57
7204	108+39.14	33.31' LT	949.50	221134.05	531345.91
7205	108+41.10	27.72' LT	949.85	221136.45	531351.26
7206	108+42.83	29.63' LT	949.77	221137.83	531349.19
7207	108+46.41	24.56' LT	950.04	221141.73	531353.82
7208	108+47.56	26.82' LT	950.25	221142.51	531351.45
7209	108+44.46	30.95' LT	949.91	221139.16	531347.70
7210	108+40.82	34.69' LT	949.64	221135.43	531344.36
7211	108+58.01	29.93' LT	950.14	221151.65	531347.00
7212	108+52.49	30.72' LT	950.11	221146.51	531346.97
7213	108+47.33	33.25' LT	949.95	221141.49	531345.10
7214	108+43.60	36.93' LT	949.88	221137.68	531341.86
7215	108+41.19	42.05' LT	949.62	221134.95	531337.02

FIRST STREET L2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7216	108+40.88	46.76' LT	949.64	221134.16	531332.37
7217	108+41.46	51.73' LT	949.57	221134.11	531327.37
7218	108+47.99	56.52' LT	949.58	221139.10	531321.94
7219	108+47.20	51.19' LT	949.64	221139.11	531327.31
7220	108+46.55	46.22' LT	949.71	221139.16	531332.31
7221	108+47.85	40.27' LT	949.95	221141.06	531338.07
7222	108+51.63	36.60' LT	950.03	221144.92	531341.26
7223	108+58.04	34.93' LT	950.21	221150.91	531342.06
7224	108+63.55	34.86' LT	950.56	221155.86	531341.32
7225	108+72.21	34.63' LT	951.11	221163.65	531340.14
7226	108+63.43	29.87' LT	950.48	221156.60	531346.27

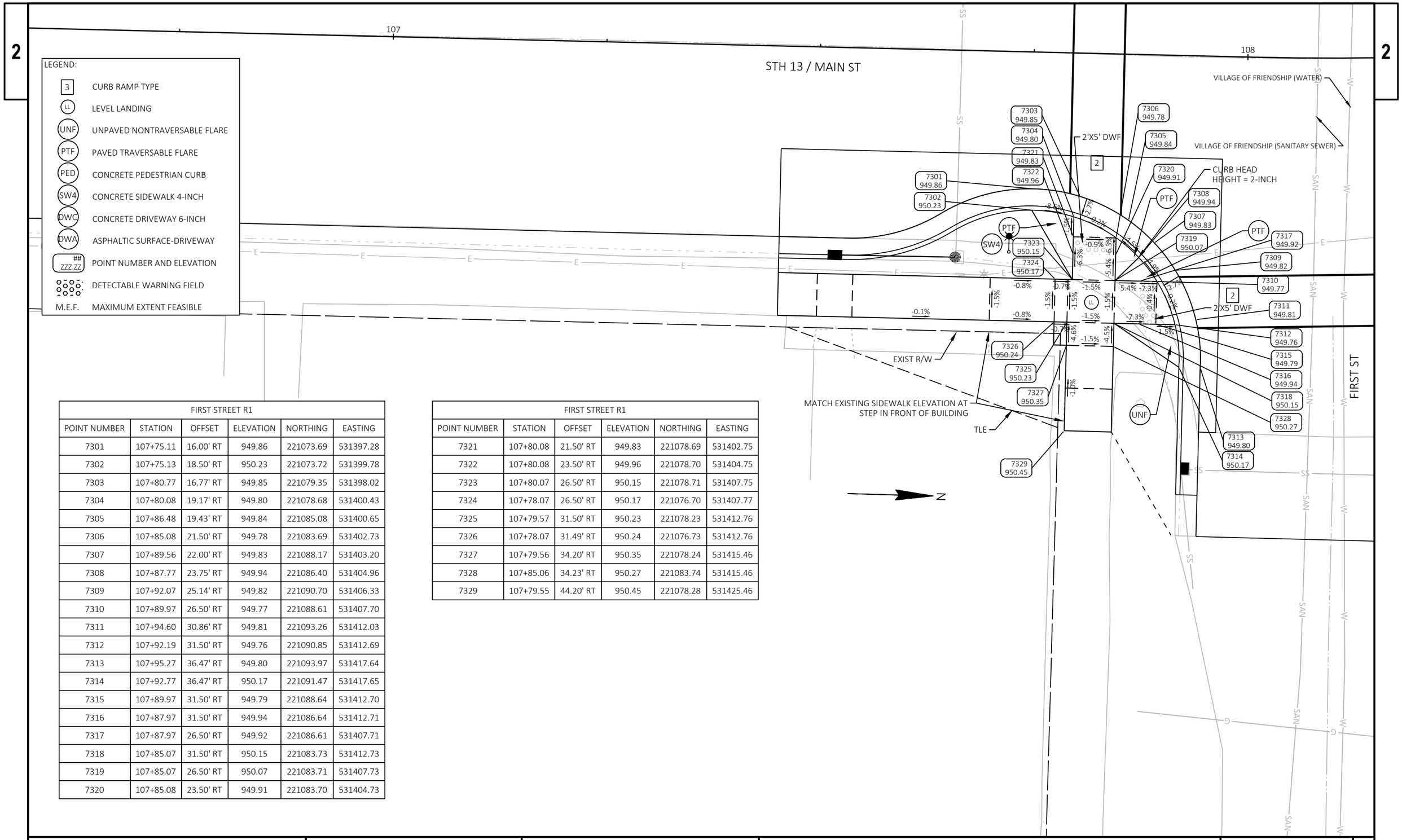


PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - FIRST ST L2	SHEET 49	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - 1st-L2
PLOT DATE : 10/18/2023 2:25 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 44

LEGEND:

- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

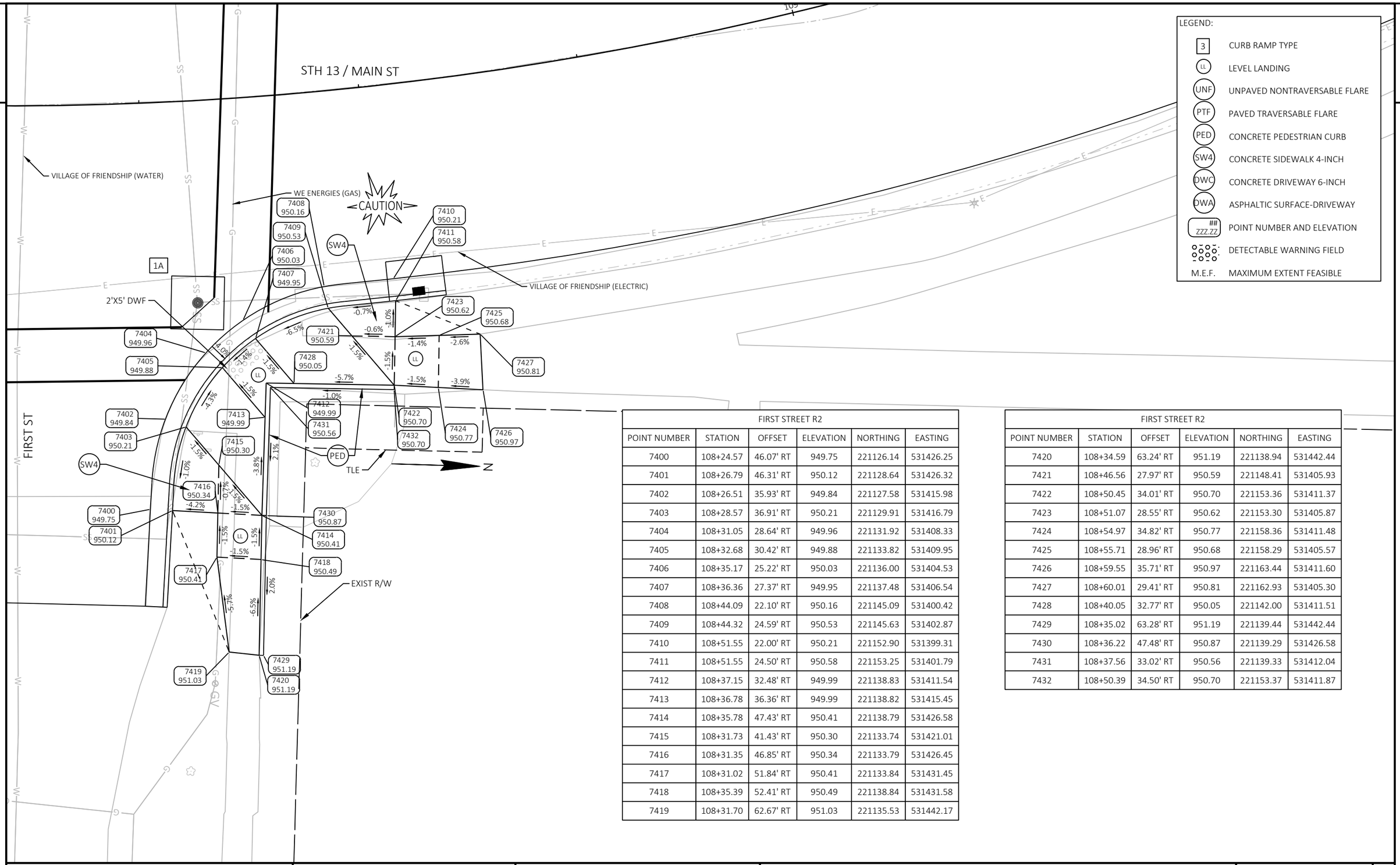


FIRST STREET R1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7301	107+75.11	16.00' RT	949.86	221073.69	531397.28
7302	107+75.13	18.50' RT	950.23	221073.72	531399.78
7303	107+80.77	16.77' RT	949.85	221079.35	531398.02
7304	107+80.08	19.17' RT	949.80	221078.68	531400.43
7305	107+86.48	19.43' RT	949.84	221085.08	531400.65
7306	107+85.08	21.50' RT	949.78	221083.69	531402.73
7307	107+89.56	22.00' RT	949.83	221088.17	531403.20
7308	107+87.77	23.75' RT	949.94	221086.40	531404.96
7309	107+92.07	25.14' RT	949.82	221090.70	531406.33
7310	107+89.97	26.50' RT	949.77	221088.61	531407.70
7311	107+94.60	30.86' RT	949.81	221093.26	531412.03
7312	107+92.19	31.50' RT	949.76	221090.85	531412.69
7313	107+95.27	36.47' RT	949.80	221093.97	531417.64
7314	107+92.77	36.47' RT	950.17	221091.47	531417.65
7315	107+89.97	31.50' RT	949.79	221088.64	531412.70
7316	107+87.97	31.50' RT	949.94	221086.64	531412.71
7317	107+87.97	26.50' RT	949.92	221086.61	531407.71
7318	107+85.07	31.50' RT	950.15	221083.73	531412.73
7319	107+85.07	26.50' RT	950.07	221083.71	531407.73
7320	107+85.08	23.50' RT	949.91	221083.70	531404.73

FIRST STREET R1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7321	107+80.08	21.50' RT	949.83	221078.69	531402.75
7322	107+80.08	23.50' RT	949.96	221078.70	531404.75
7323	107+80.07	26.50' RT	950.15	221078.71	531407.75
7324	107+78.07	26.50' RT	950.17	221076.70	531407.77
7325	107+79.57	31.50' RT	950.23	221078.23	531412.76
7326	107+78.07	31.49' RT	950.24	221076.73	531412.76
7327	107+79.56	34.20' RT	950.35	221078.24	531415.46
7328	107+85.06	34.23' RT	950.27	221083.74	531415.46
7329	107+79.55	44.20' RT	950.45	221078.28	531425.46

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - FIRST ST R1	SHEET 50	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - 1st-R1
PLOT DATE : 10/18/2023 2:25 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT



LEGEND:

3	CURB RAMP TYPE
LL	LEVEL LANDING
UNF	UNPAVED NONTRAVERSABLE FLARE
PTF	PAVED TRAVERSABLE FLARE
PED	CONCRETE PEDESTRIAN CURB
SW4	CONCRETE SIDEWALK 4-INCH
DWC	CONCRETE DRIVEWAY 6-INCH
DWA	ASPHALTIC SURFACE-DRIVEWAY
## ZZZ.ZZ	POINT NUMBER AND ELEVATION
	DETECTABLE WARNING FIELD
M.E.F.	MAXIMUM EXTENT FEASIBLE

FIRST STREET R2

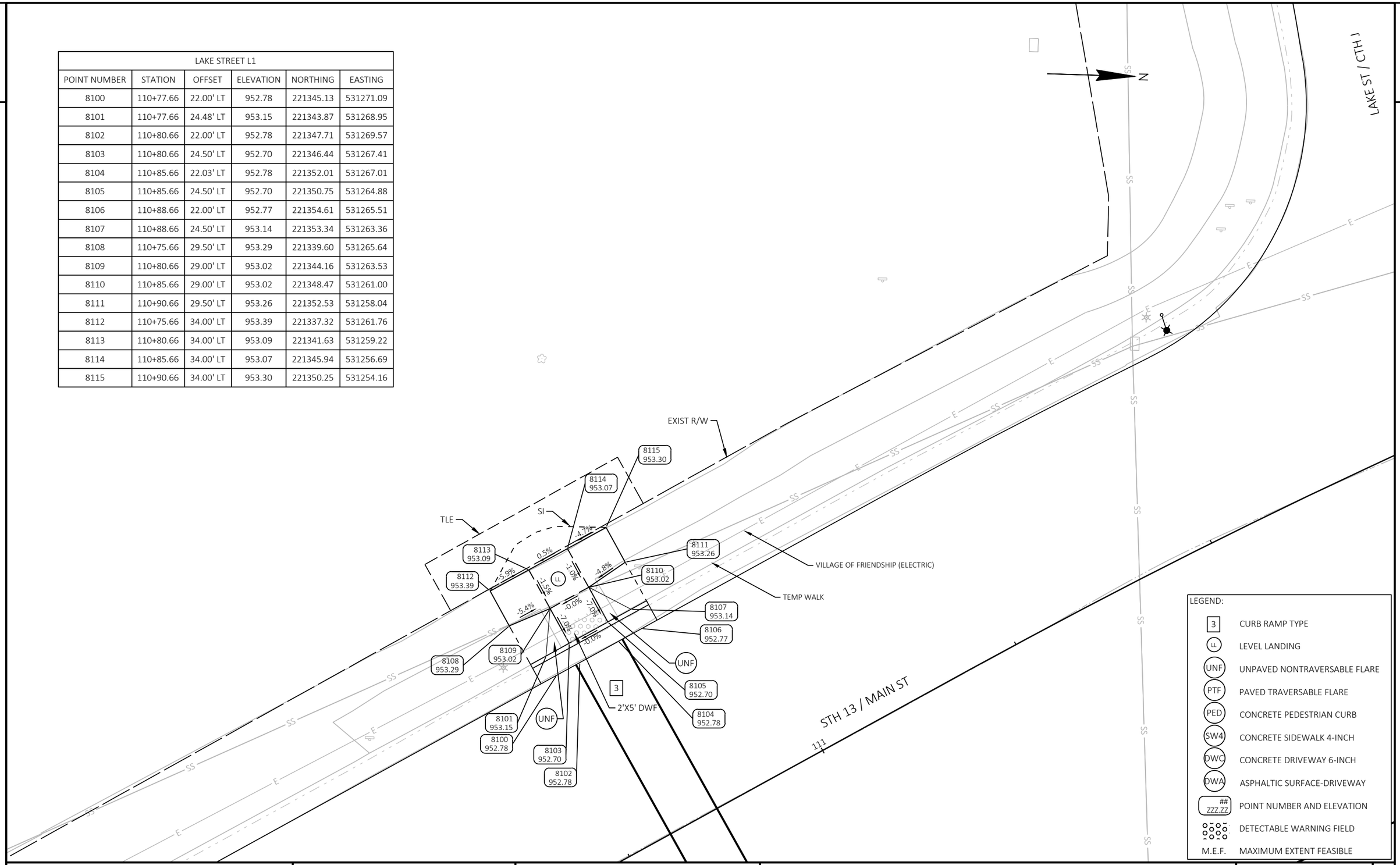
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7400	108+24.57	46.07' RT	949.75	221126.14	531426.25
7401	108+26.79	46.31' RT	950.12	221128.64	531426.32
7402	108+26.51	35.93' RT	949.84	221127.58	531415.98
7403	108+28.57	36.91' RT	950.21	221129.91	531416.79
7404	108+31.05	28.64' RT	949.96	221131.92	531408.33
7405	108+32.68	30.42' RT	949.88	221133.82	531409.95
7406	108+35.17	25.22' RT	950.03	221136.00	531404.53
7407	108+36.36	27.37' RT	949.95	221137.48	531406.54
7408	108+44.09	22.10' RT	950.16	221145.09	531400.42
7409	108+44.32	24.59' RT	950.53	221145.63	531402.87
7410	108+51.55	22.00' RT	950.21	221152.90	531399.31
7411	108+51.55	24.50' RT	950.58	221153.25	531401.79
7412	108+37.15	32.48' RT	949.99	221138.83	531411.54
7413	108+36.78	36.36' RT	949.99	221138.82	531415.45
7414	108+35.78	47.43' RT	950.41	221138.79	531426.58
7415	108+31.73	41.43' RT	950.30	221133.74	531421.01
7416	108+31.35	46.85' RT	950.34	221133.79	531426.45
7417	108+31.02	51.84' RT	950.41	221133.84	531431.45
7418	108+35.39	52.41' RT	950.49	221138.84	531431.58
7419	108+31.70	62.67' RT	951.03	221135.53	531442.17

FIRST STREET R2

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7420	108+34.59	63.24' RT	951.19	221138.94	531442.44
7421	108+46.56	27.97' RT	950.59	221148.41	531405.93
7422	108+50.45	34.01' RT	950.70	221153.36	531411.37
7423	108+51.07	28.55' RT	950.62	221153.30	531405.87
7424	108+54.97	34.82' RT	950.77	221158.36	531411.48
7425	108+55.71	28.96' RT	950.68	221158.29	531405.57
7426	108+59.55	35.71' RT	950.97	221163.44	531411.60
7427	108+60.01	29.41' RT	950.81	221162.93	531405.30
7428	108+40.05	32.77' RT	950.05	221142.00	531411.51
7429	108+35.02	63.28' RT	951.19	221139.44	531442.44
7430	108+36.22	47.48' RT	950.87	221139.29	531426.58
7431	108+37.56	33.02' RT	950.56	221139.33	531412.04
7432	108+50.39	34.50' RT	950.70	221153.37	531411.87

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - FIRST ST R2	SHEET 51	E

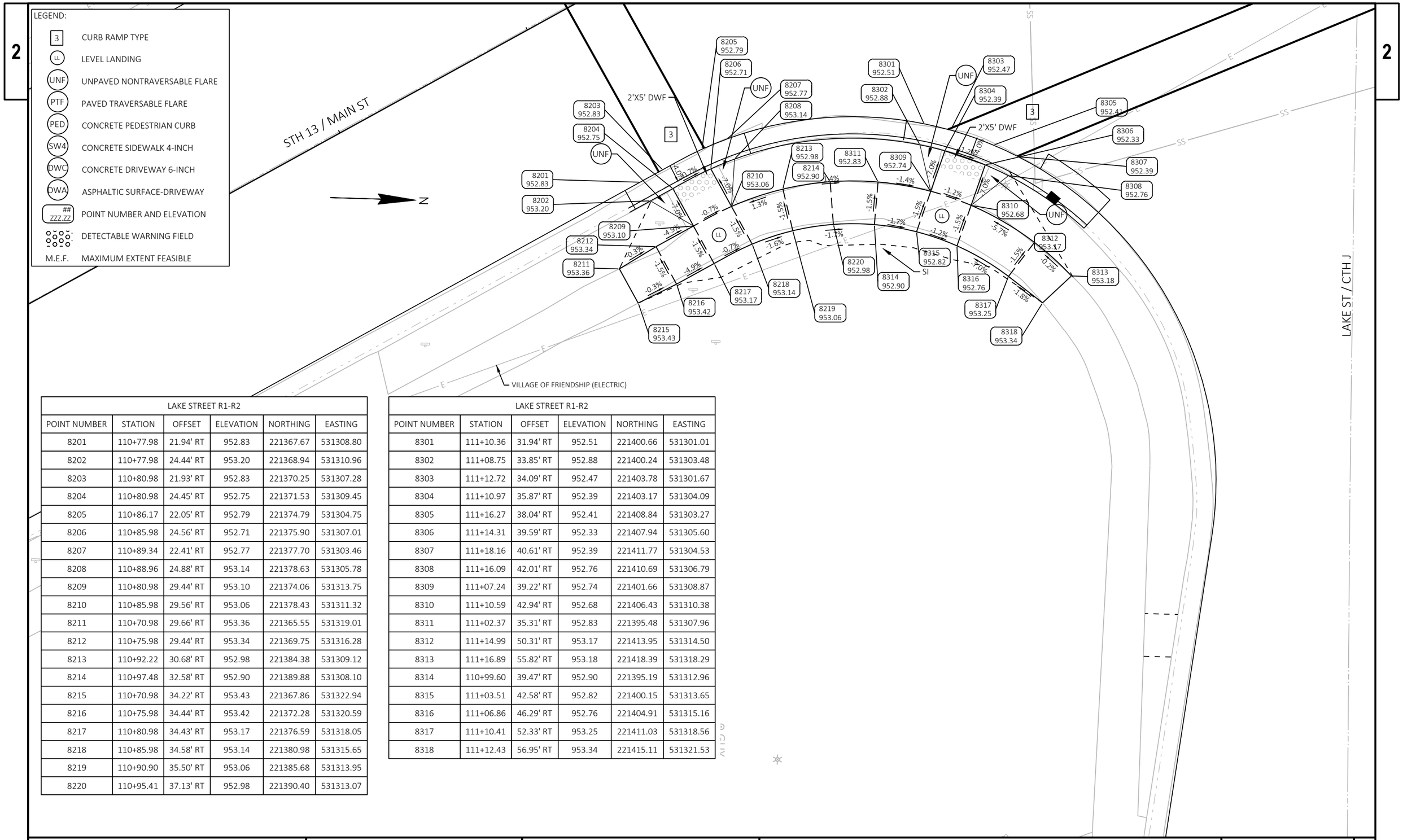
LAKE STREET L1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8100	110+77.66	22.00' LT	952.78	221345.13	531271.09
8101	110+77.66	24.48' LT	953.15	221343.87	531268.95
8102	110+80.66	22.00' LT	952.78	221347.71	531269.57
8103	110+80.66	24.50' LT	952.70	221346.44	531267.41
8104	110+85.66	22.03' LT	952.78	221352.01	531267.01
8105	110+85.66	24.50' LT	952.70	221350.75	531264.88
8106	110+88.66	22.00' LT	952.77	221354.61	531265.51
8107	110+88.66	24.50' LT	953.14	221353.34	531263.36
8108	110+75.66	29.50' LT	953.29	221339.60	531265.64
8109	110+80.66	29.00' LT	953.02	221344.16	531263.53
8110	110+85.66	29.00' LT	953.02	221348.47	531261.00
8111	110+90.66	29.50' LT	953.26	221352.53	531258.04
8112	110+75.66	34.00' LT	953.39	221337.32	531261.76
8113	110+80.66	34.00' LT	953.09	221341.63	531259.22
8114	110+85.66	34.00' LT	953.07	221345.94	531256.69
8115	110+90.66	34.00' LT	953.30	221350.25	531254.16



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - LAKE ST. L1	SHEET 52	E

LEGEND:

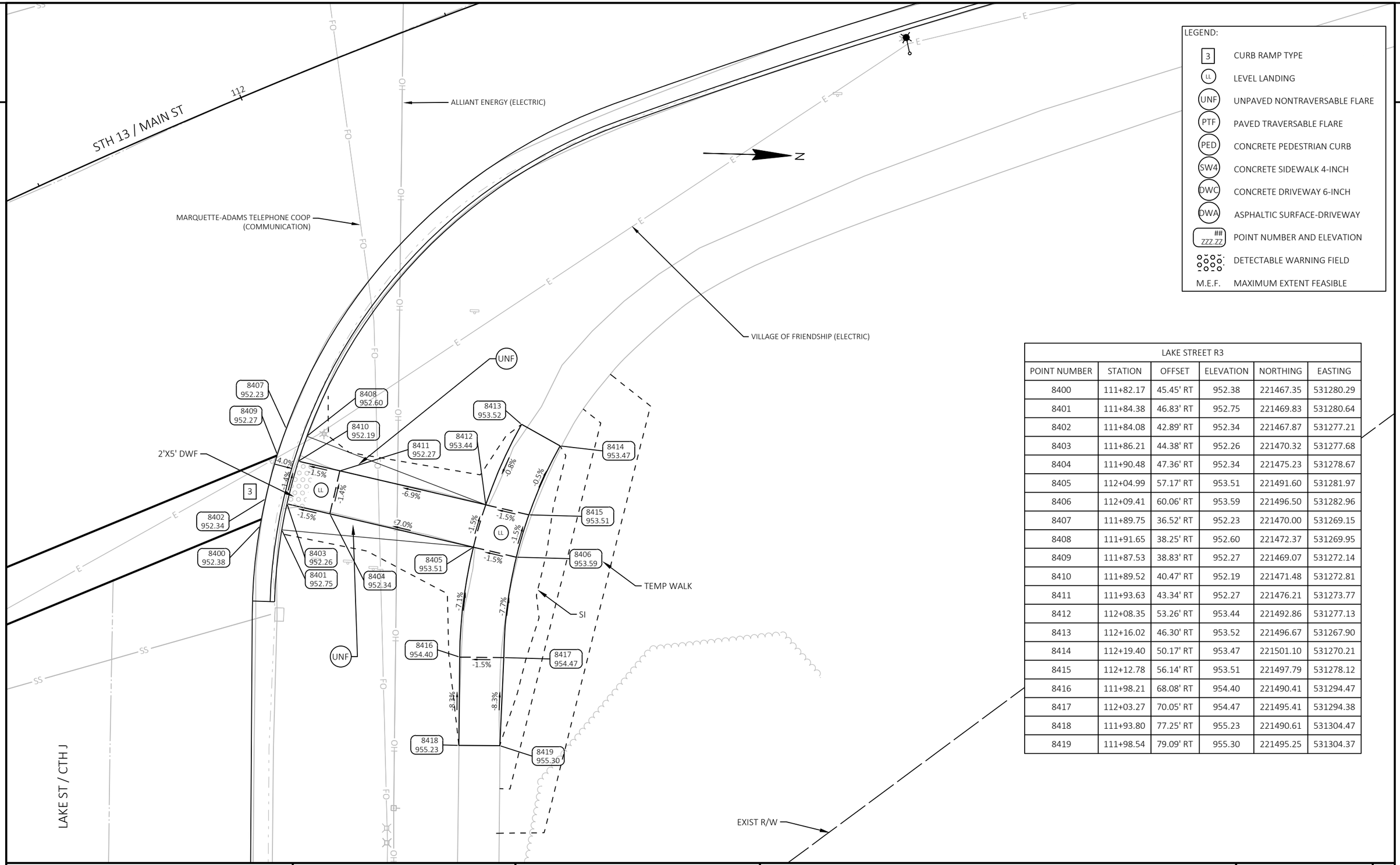
- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE



LAKE STREET R1-R2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8201	110+77.98	21.94' RT	952.83	221367.67	531308.80
8202	110+77.98	24.44' RT	953.20	221368.94	531310.96
8203	110+80.98	21.93' RT	952.83	221370.25	531307.28
8204	110+80.98	24.45' RT	952.75	221371.53	531309.45
8205	110+86.17	22.05' RT	952.79	221374.79	531304.75
8206	110+85.98	24.56' RT	952.71	221375.90	531307.01
8207	110+89.34	22.41' RT	952.77	221377.70	531303.46
8208	110+88.96	24.88' RT	953.14	221378.63	531305.78
8209	110+80.98	29.44' RT	953.10	221374.06	531313.75
8210	110+85.98	29.56' RT	953.06	221378.43	531311.32
8211	110+70.98	29.66' RT	953.36	221365.55	531319.01
8212	110+75.98	29.44' RT	953.34	221369.75	531316.28
8213	110+92.22	30.68' RT	952.98	221384.38	531309.12
8214	110+97.48	32.58' RT	952.90	221389.88	531308.10
8215	110+70.98	34.22' RT	953.43	221367.86	531322.94
8216	110+75.98	34.44' RT	953.42	221372.28	531320.59
8217	110+80.98	34.43' RT	953.17	221376.59	531318.05
8218	110+85.98	34.58' RT	953.14	221380.98	531315.65
8219	110+90.90	35.50' RT	953.06	221385.68	531313.95
8220	110+95.41	37.13' RT	952.98	221390.40	531313.07

LAKE STREET R1-R2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8301	111+10.36	31.94' RT	952.51	221400.66	531301.01
8302	111+08.75	33.85' RT	952.88	221400.24	531303.48
8303	111+12.72	34.09' RT	952.47	221403.78	531301.67
8304	111+10.97	35.87' RT	952.39	221403.17	531304.09
8305	111+16.27	38.04' RT	952.41	221408.84	531303.27
8306	111+14.31	39.59' RT	952.33	221407.94	531305.60
8307	111+18.16	40.61' RT	952.39	221411.77	531304.53
8308	111+16.09	42.01' RT	952.76	221410.69	531306.79
8309	111+07.24	39.22' RT	952.74	221401.66	531308.87
8310	111+10.59	42.94' RT	952.68	221406.43	531310.38
8311	111+02.37	35.31' RT	952.83	221395.48	531307.96
8312	111+14.99	50.31' RT	953.17	221413.95	531314.50
8313	111+16.89	55.82' RT	953.18	221418.39	531318.29
8314	110+99.60	39.47' RT	952.90	221395.19	531312.96
8315	111+03.51	42.58' RT	952.82	221400.15	531313.65
8316	111+06.86	46.29' RT	952.76	221404.91	531315.16
8317	111+10.41	52.33' RT	953.25	221411.03	531318.56
8318	111+12.43	56.95' RT	953.34	221415.11	531321.53

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - LAKE ST R1 & R2	SHEET 53	E

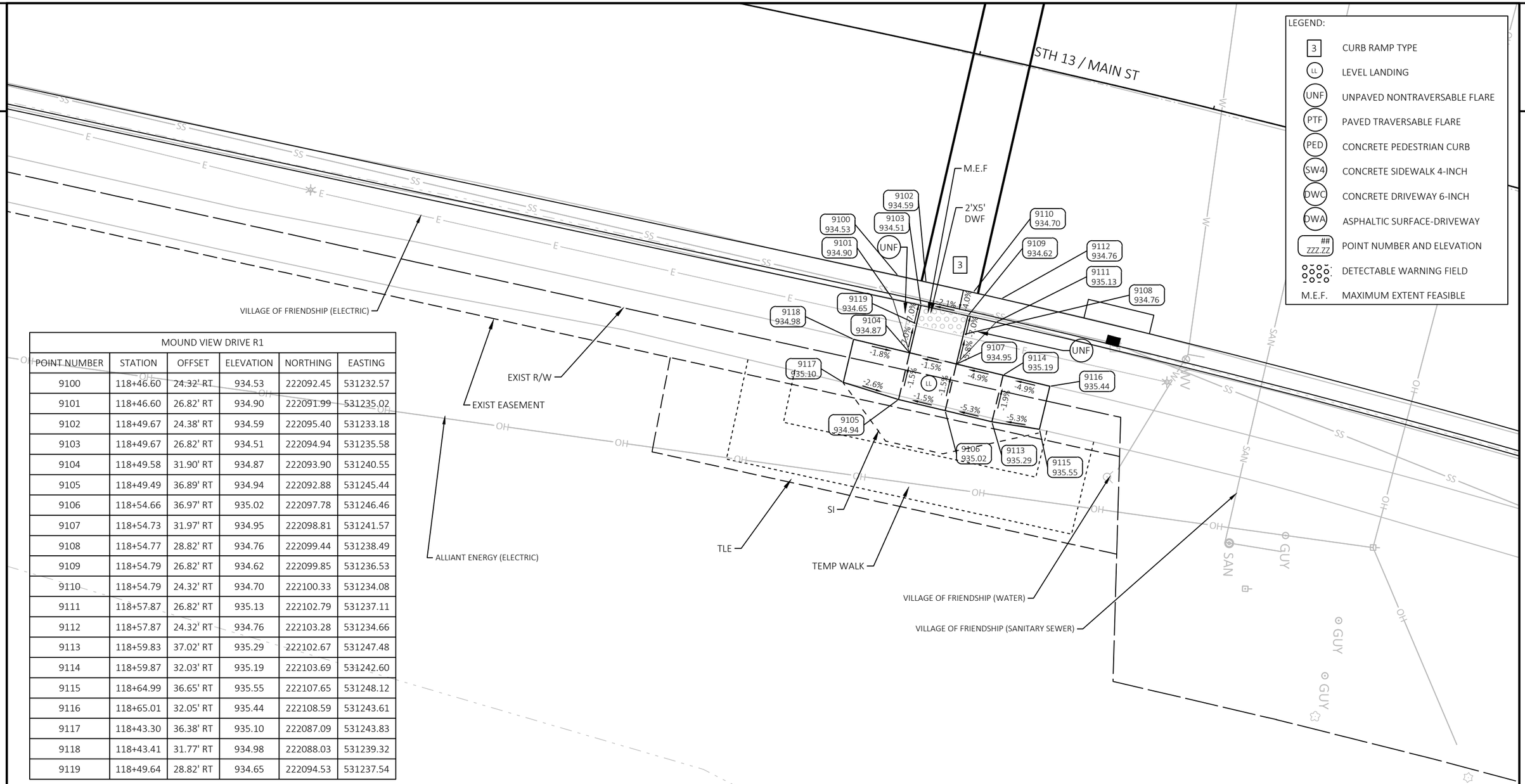


LEGEND:

3	CURB RAMP TYPE
LL	LEVEL LANDING
UNF	UNPAVED NONTRAVERSABLE FLARE
PTF	PAVED TRAVERSABLE FLARE
PED	CONCRETE PEDESTRIAN CURB
SW4	CONCRETE SIDEWALK 4-INCH
DWC	CONCRETE DRIVEWAY 6-INCH
DWA	ASPHALTIC SURFACE-DRIVEWAY
## ZZZ.ZZ	POINT NUMBER AND ELEVATION
	DETECTABLE WARNING FIELD
M.E.F.	MAXIMUM EXTENT FEASIBLE

LAKE STREET R3

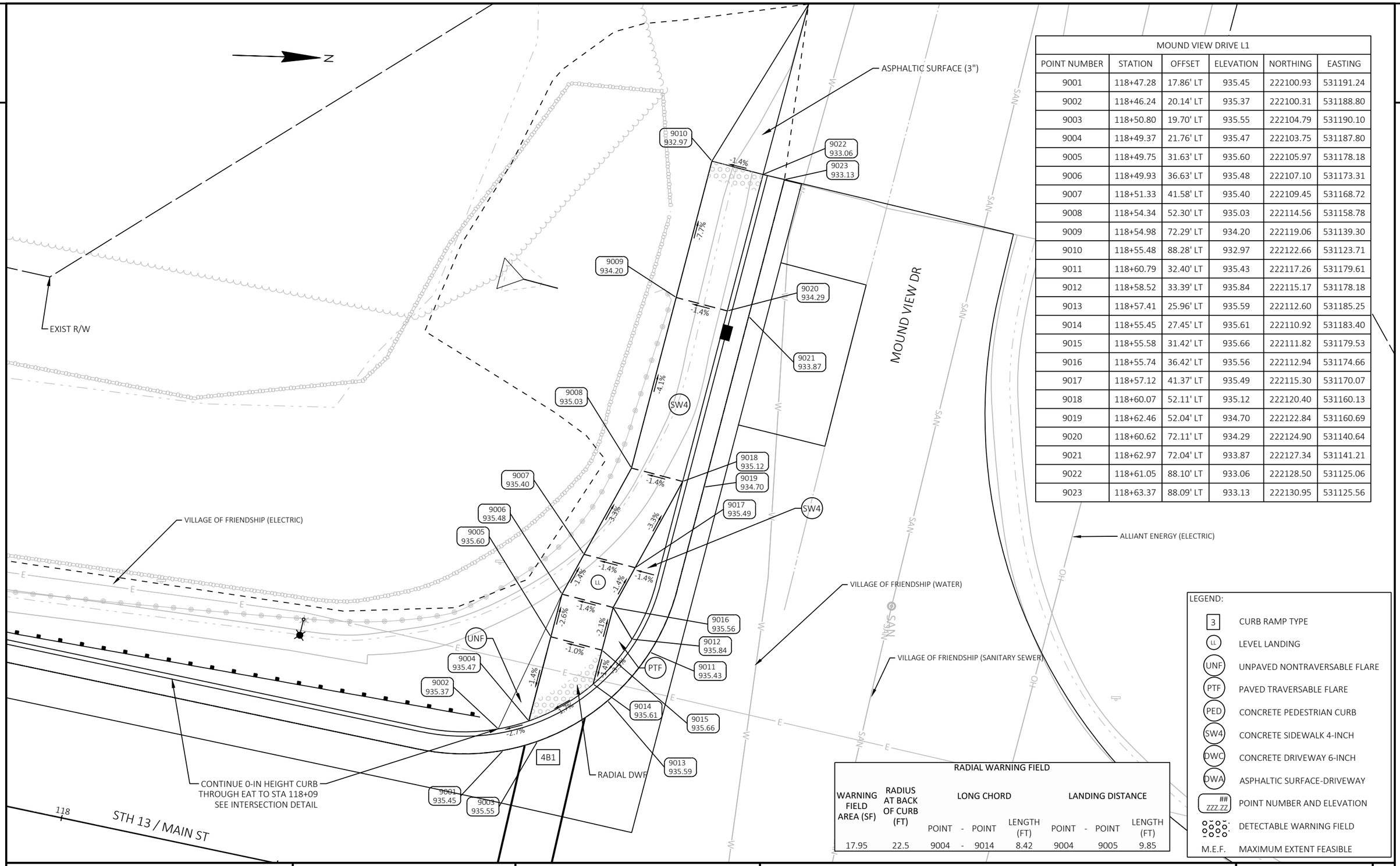
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8400	111+82.17	45.45' RT	952.38	221467.35	531280.29
8401	111+84.38	46.83' RT	952.75	221469.83	531280.64
8402	111+84.08	42.89' RT	952.34	221467.87	531277.21
8403	111+86.21	44.38' RT	952.26	221470.32	531277.68
8404	111+90.48	47.36' RT	952.34	221475.23	531278.67
8405	112+04.99	57.17' RT	953.51	221491.60	531281.97
8406	112+09.41	60.06' RT	953.59	221496.50	531282.96
8407	111+89.75	36.52' RT	952.23	221470.00	531269.15
8408	111+91.65	38.25' RT	952.60	221472.37	531269.95
8409	111+87.53	38.83' RT	952.27	221469.07	531272.14
8410	111+89.52	40.47' RT	952.19	221471.48	531272.81
8411	111+93.63	43.34' RT	952.27	221476.21	531273.77
8412	112+08.35	53.26' RT	953.44	221492.86	531277.13
8413	112+16.02	46.30' RT	953.52	221496.67	531267.90
8414	112+19.40	50.17' RT	953.47	221501.10	531270.21
8415	112+12.78	56.14' RT	953.51	221497.79	531278.12
8416	111+98.21	68.08' RT	954.40	221490.41	531294.47
8417	112+03.27	70.05' RT	954.47	221495.41	531294.38
8418	111+93.80	77.25' RT	955.23	221490.61	531304.47
8419	111+98.54	79.09' RT	955.30	221495.25	531304.37



MOUND VIEW DRIVE R1

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
9100	118+46.60	24.32' RT	934.53	222092.45	531232.57
9101	118+46.60	26.82' RT	934.90	222091.99	531235.02
9102	118+49.67	24.38' RT	934.59	222095.40	531233.18
9103	118+49.67	26.82' RT	934.51	222094.94	531235.58
9104	118+49.58	31.90' RT	934.87	222093.90	531240.55
9105	118+49.49	36.89' RT	934.94	222092.88	531245.44
9106	118+54.66	36.97' RT	935.02	222097.78	531246.46
9107	118+54.73	31.97' RT	934.95	222098.81	531241.57
9108	118+54.77	28.82' RT	934.76	222099.44	531238.49
9109	118+54.79	26.82' RT	934.62	222099.85	531236.53
9110	118+54.79	24.32' RT	934.70	222100.33	531234.08
9111	118+57.87	26.82' RT	935.13	222102.79	531237.11
9112	118+57.87	24.32' RT	934.76	222103.28	531234.66
9113	118+59.83	37.02' RT	935.29	222102.67	531247.48
9114	118+59.87	32.03' RT	935.19	222103.69	531242.60
9115	118+64.99	36.65' RT	935.55	222107.65	531248.12
9116	118+65.01	32.05' RT	935.44	222108.59	531243.61
9117	118+43.30	36.38' RT	935.10	222087.09	531243.83
9118	118+43.41	31.77' RT	934.98	222088.03	531239.32
9119	118+49.64	28.82' RT	934.65	222094.53	531237.54

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - MOUND VIEW DR R1	SHEET 55	E



MOUND VIEW DRIVE L1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
9001	118+47.28	17.86' LT	935.45	222100.93	531191.24
9002	118+46.24	20.14' LT	935.37	222100.31	531188.80
9003	118+50.80	19.70' LT	935.55	222104.79	531190.10
9004	118+49.37	21.76' LT	935.47	222103.75	531187.80
9005	118+49.75	31.63' LT	935.60	222105.97	531178.18
9006	118+49.93	36.63' LT	935.48	222107.10	531173.31
9007	118+51.33	41.58' LT	935.40	222109.45	531168.72
9008	118+54.34	52.30' LT	935.03	222114.56	531158.78
9009	118+54.98	72.29' LT	934.20	222119.06	531139.30
9010	118+55.48	88.28' LT	932.97	222122.66	531123.71
9011	118+60.79	32.40' LT	935.43	222117.26	531179.61
9012	118+58.52	33.39' LT	935.84	222115.17	531178.18
9013	118+57.41	25.96' LT	935.59	222112.60	531185.25
9014	118+55.45	27.45' LT	935.61	222110.92	531183.40
9015	118+55.58	31.42' LT	935.66	222111.82	531179.53
9016	118+55.74	36.42' LT	935.56	222112.94	531174.66
9017	118+57.12	41.37' LT	935.49	222115.30	531170.07
9018	118+60.07	52.11' LT	935.12	222120.40	531160.13
9019	118+62.46	52.04' LT	934.70	222122.84	531160.69
9020	118+60.62	72.11' LT	934.29	222124.90	531140.64
9021	118+62.97	72.04' LT	933.87	222127.34	531141.21
9022	118+61.05	88.10' LT	933.06	222128.50	531125.06
9023	118+63.37	88.09' LT	933.13	222130.95	531125.56

RADIAL WARNING FIELD

WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD			LANDING DISTANCE		
		POINT	- POINT	LENGTH (FT)	POINT	- POINT	LENGTH (FT)
17.95	22.5	9004	- 9014	8.42	9004	9005	9.85

LEGEND:

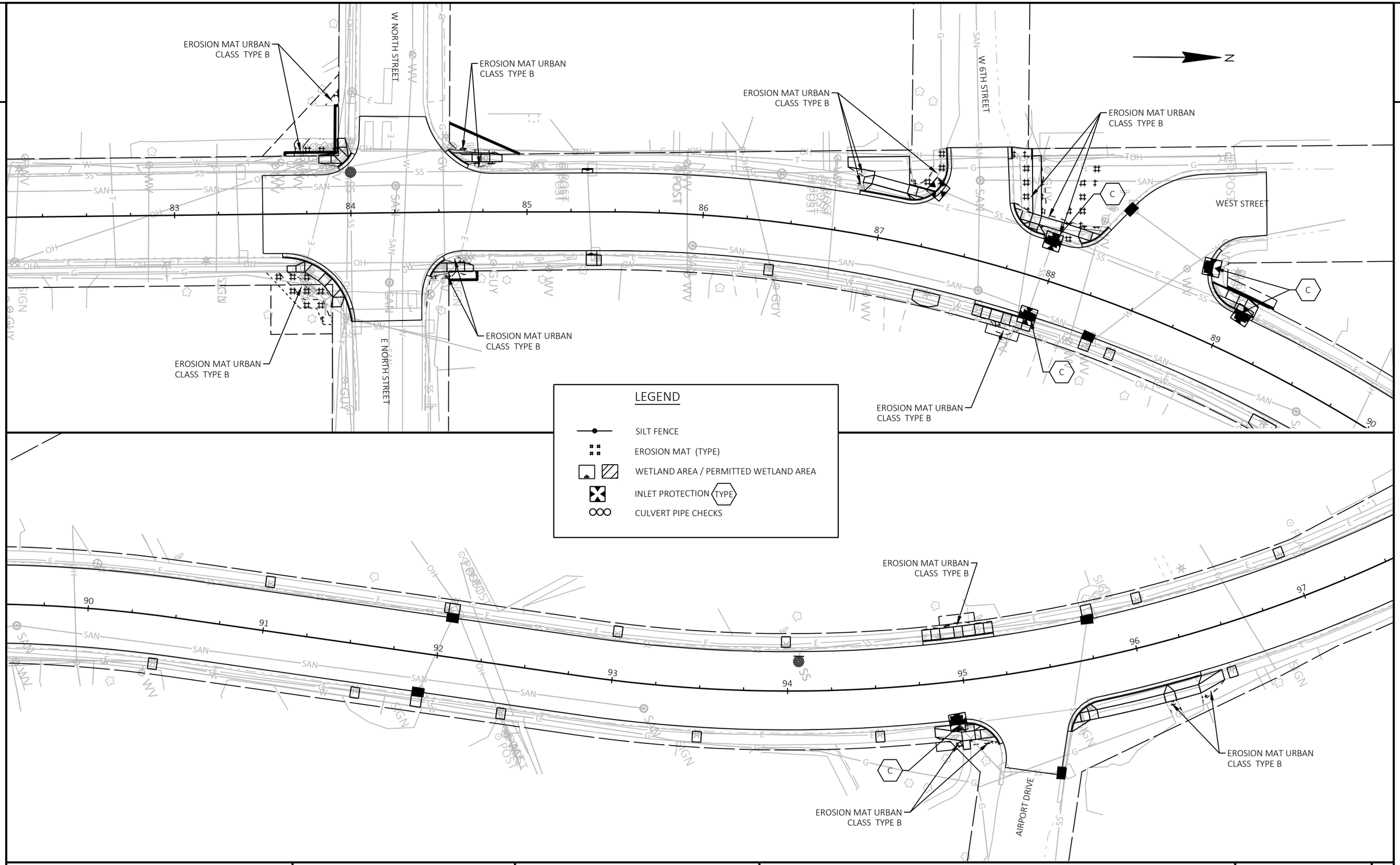
- 3 — CURB RAMP TYPE
- LL — LEVEL LANDING
- UNF — UNPAVED NONTRAVERSABLE FLARE
- PTF — PAVED TRAVERSABLE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- DWC — CONCRETE DRIVEWAY 6-INCH
- DWA — ASPHALTIC SURFACE-DRIVEWAY
- ## ZZZ.ZZ — POINT NUMBER AND ELEVATION
- DETECTABLE WARNING FIELD
- M.E.F. — MAXIMUM EXTENT FEASIBLE

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CURB RAMP DETAILS - MOUND VIEW DR L1	SHEET 56	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\021301_CR_13.DWG
LAYOUT NAME - MV-L

PLOT DATE : 10/18/2023 2:26 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	EROSION CONTROL	SHEET 57	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\022001_EC-13.DWG
LAYOUT NAME - 1

PLOT DATE : 1/4/2024 9:28 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : ##########

2

EROSION MAT URBAN CLASS TYPE B

EROSION MAT URBAN CLASS TYPE B

EROSION MAT URBAN CLASS TYPE B

EROSION MAT URBAN CLASS TYPE B

W 4TH STREET

W 3RD STREET

E 4TH STREET

96 97 98 99 100 101 102 103

LEGEND

- SILT FENCE
- EROSION MAT (TYPE)
- WETLAND AREA / PERMITTED WETLAND AREA
- INLET PROTECTION (TYPE)
- CULVERT PIPE CHECKS

W 2ND STREET

E 2ND STREET

W 1ST STREET

E 1ST STREET

EROSION MAT URBAN CLASS TYPE B

EROSION MAT URBAN CLASS TYPE B

EROSION MAT URBAN CLASS TYPE B

EROSION MAT URBAN CLASS TYPE B

103 104 105 106 107 108 109 110

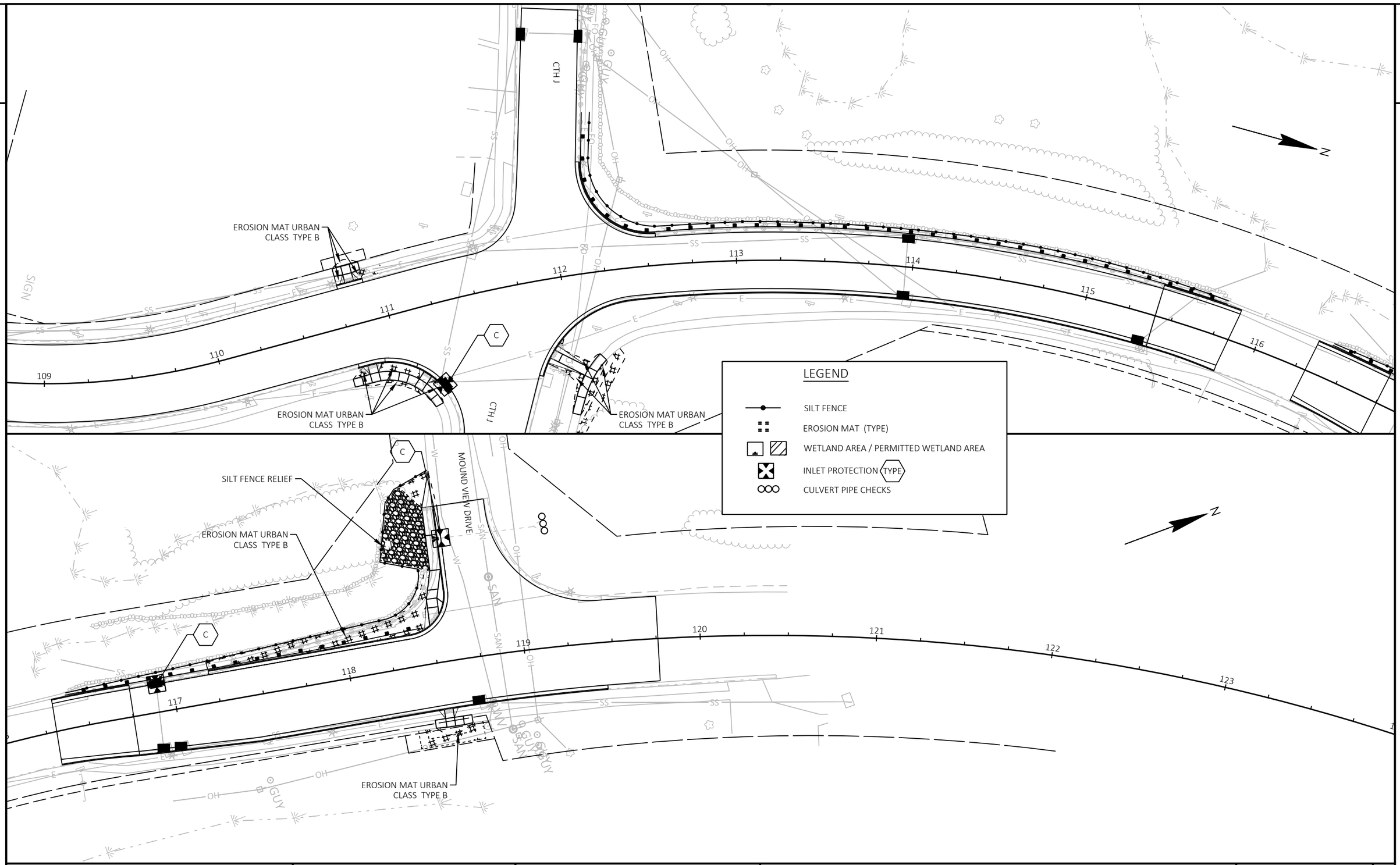
PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	EROSION CONTROL	SHEET 58	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\022001_EC-13.DWG
LAYOUT NAME - 2

PLOT DATE : 1/4/2024 9:28 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

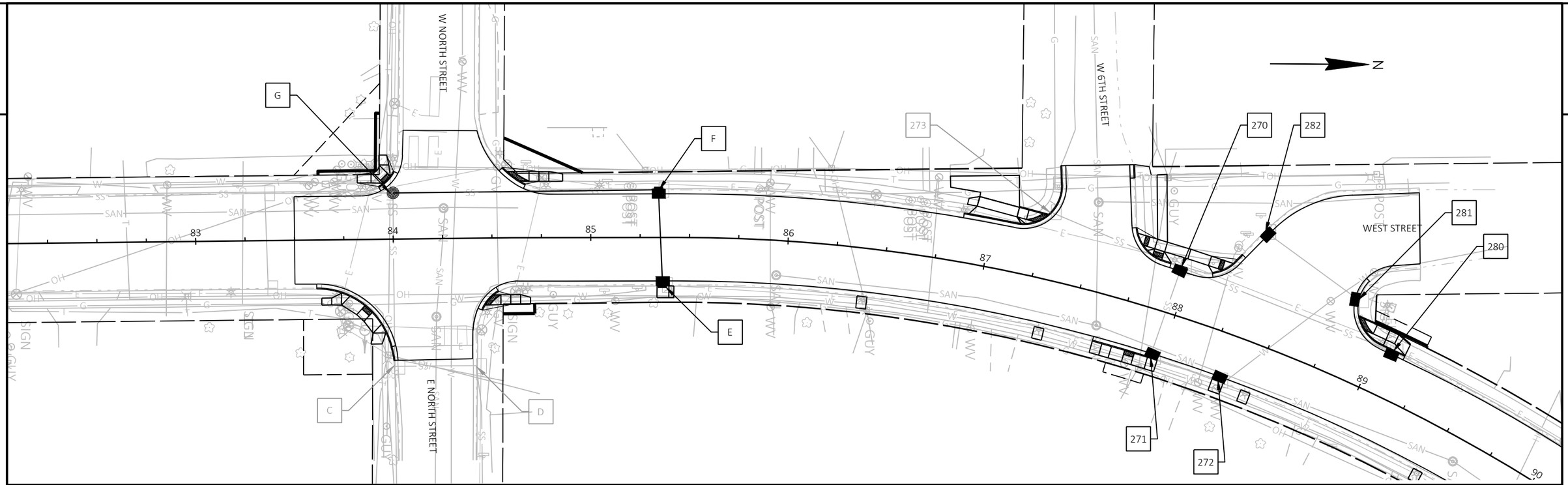
2



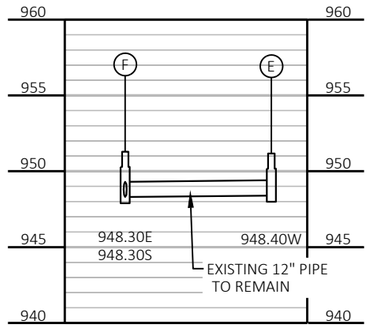
PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	EROSION CONTROL	SHEET 59	E

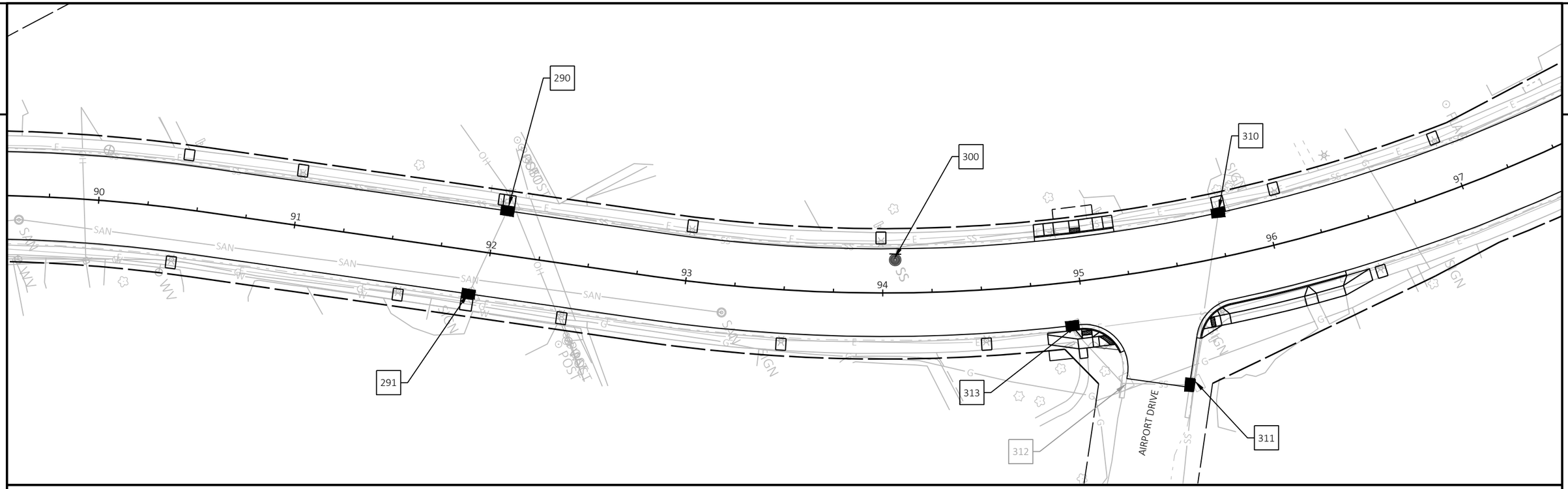
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\022001_EC-13.DWG
LAYOUT NAME - 3

PLOT DATE : 1/4/2024 9:28 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : ##########

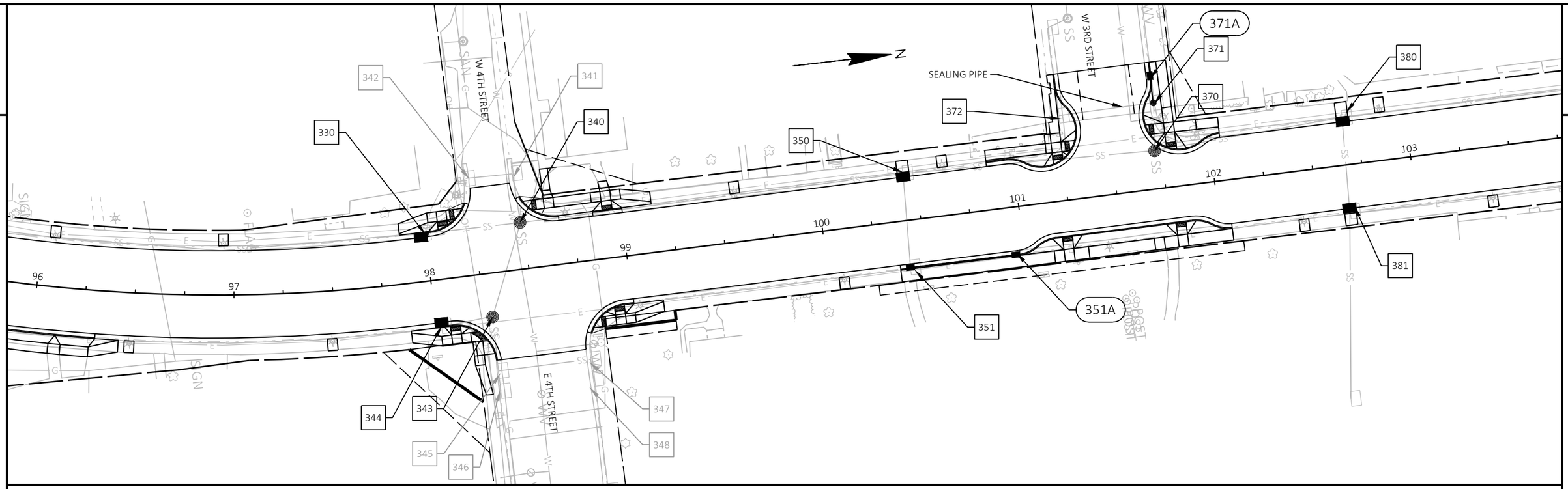


STRUCT NO.	STATION	OFFSET		STRUCTURE TYPE			COVER		DISCHARGE PIPE TO STRUCT	DISCHARGE PIPE SIZE (IN)	REPAIR	REMARKS
C	084+00.1	64.6	RT	EXIST	INLET	TYPE 3 (RECT)	EX H-S		G	EX 12"	NONE - TO REMAIN	OUTSIDE PROJECT LIMITS
D	084+41.5	64.8	RT	EXIST	INLET	TYPE 3 (RECT)	EX H-S		C	EX 12"	NONE - TO REMAIN	OUTSIDE PROJECT LIMITS
E	085+36.3	24.0	RT	REPLACE	INLET	2X3-FT	H		F	EX 12"	REPLACE INLET	SEE DETAIL BELOW
F	085+34.6	24.0	LT	REPLACE	INLET	2X3-FT	H		G	EX 12"	REPLACE INLET	SEE DETAIL BELOW
G	84+00.0	23.4	LT	AJDUST	MH	TYPE 1	EX J		OFF PROJ	EX 12"	ADJUST MANHOLE - ELEVATION IN PAVEMENT	
270	087+95.8	24.0	LT	RECST	INLET	TYPE 1	EX H		280	EX 18"	RECONSTRUCT INLET - RISER/RING REPAIR	
271	087+94.5	24.0	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		270	EX 12"	ADJUST INLET - RISER / RING REPAIR	
272	088+31.6	24.0	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		271	EX 12"	ADJUST INLET - RISER / RING REPAIR	
273	087+27.3	33.8	LT	EXIST	INLET	TYPE 3 (RECT)	EX H		270	EX 12"	NONE - TO REMAIN	
280	089+07.9	24.0	LT	RECST	INLET	TYPE 1	EX J		290	EX 24"	RECONSTRUCT INLET -STRUCTURE REPAIR	
281	088+82.4	40.0	LT	RECST	INLET	TYPE 3 (RECT)	EX H		280	EX 12"	RECONSTRUCT INLET - NEW CURB AND GUTTER ELEVATION	
282	088+29.0	54.7	LT	ADJUST	INLET	TYPE 3 (RECT)	EX H		281	EX 12"	ADJUST INLET - RISER / RING REPAIR	

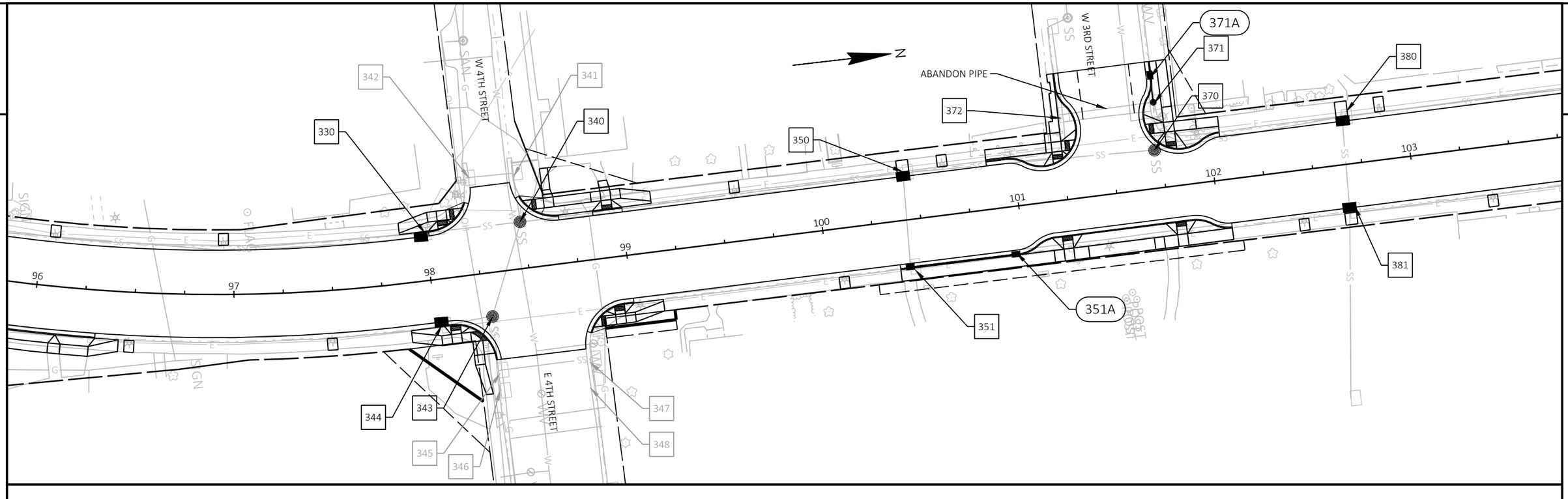


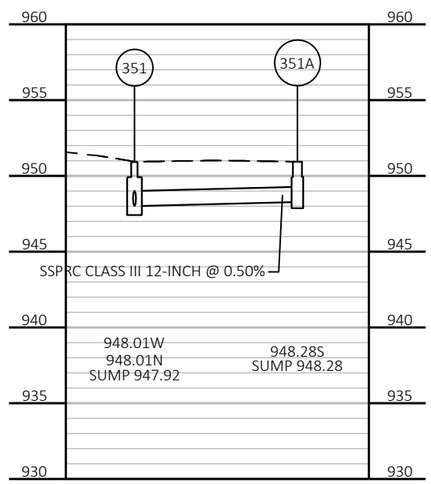


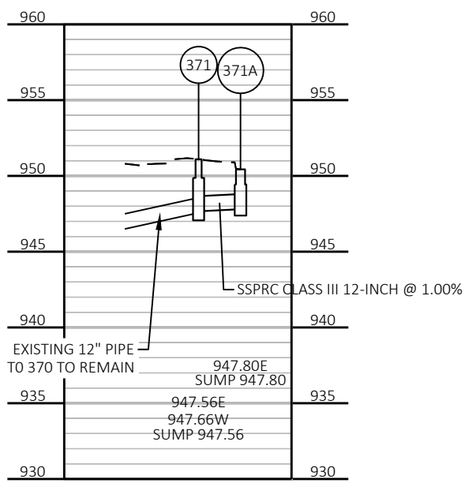
STRUCT NO.	STATION	OFFSET		STRUCTURE					DISCHARGE PIPE		REPAIR	REMAPKS
				TYPE			COVER		TO STRUCT	SIZE (IN)		
290	092+05.8	24.2	LT	ADJUST	INLET	TYPE 1	EX H		300	EX 24"	ADJUST INLET - RISER / RING REPAIR	
291	091+91.8	23.9	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		290	EX 12"	ADJUST INLET - RISER / RING REPAIR	
300	094+06.4	16.7	LT	ADJUST	MH	TYPE 1	EX J		310	EX 24"	ADJUST MANHOLE- RISER / RING REPAIR	
310	095+76.2	24.0	LT	ADJUST	INLET	TYPE 3 (RECT)	EX H		330	EX 30"	ADJUST INLET - RISER / RING REPAIR	
311	095+47.2	60.8	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		310	EX 12"	ADJUST INLET - RISER / RING REPAIR	
312	095+14.1	54.1	RT	EXIST	INLET	TYPE 3 (RECT)	EX H		311	EX 12"	NONE - TO REMAIN	OUTSIDE PROJECT LIMITS
313	094+93.6	24.0	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		312	EX 12"	ADJUST INLET - RISER / RING REPAIR	



STRUCT NO.	STATION	OFFSET		STRUCTURE TYPE			COVER		DISCHARGE PIPE TO STRUCT	DISCHARGE PIPE SIZE (IN)	REPAIR	REMARKS
330	097+98.0	24.0	LT	ADJUST	INLET	TYPE 3 (RECT)	EX H		340	EX 30"	ADJUST INLET - RISER / RING REPAIR	
340	098+48.5	24.0	LT	ADJUST	MH	TYPE 3 (RECT)	EX J		350	EX 34" X 53"	ADJUST MANHOLE - ELEVATION IN PAVEMENT	
341	098+47.6	48.7	LT	EXIST	INLET	TYPE 3 (RECT)	EX H		340	EX 12"	NONE - TO REMAIN	OUTSIDE PROJECT LIMITS
342	098+23.6	49.0	LT	EXIST	INLET	TYPE 3 (RECT)	EX H		341	EX 12"	NONE - TO REMAIN	OUTSIDE PROJECT LIMITS
343	098+28.7	22.2	RT	ADJUST	MH	TYPE 1	EX J		340	EX 24"	ADJUST MANHOLE - RISER / RING REPAIR	
344	098+02.5	24.0	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		343	EX 12"	ADJUST INLET - RISER / RING REPAIR	
345	098+28.2	49.7	RT	EXIST	INLET	TYPE 3 (RECT)	EX H		343	EX 18"	NONE - TO REMAIN	OUTSIDE PROJECT LIMITS
346	098+28.2	60.0	RT	EXIST	INLET	TYPE 3 (RECT)	EX H		345	EX 12"	NONE - TO REMAIN	OUTSIDE PROJECT LIMITS
347	098+75.4	49.8	RT	EXIST	INLET	TYPE 3 (RECT)	EX H		345	EX 15"	NONE - TO REMAIN	OUTSIDE PROJECT LIMITS
348	098+78.4	59.8	RT	EXIST	INLET	TYPE 3 (RECT)	EX H		347	EX 12"	NONE - TO REMAIN	OUTSIDE PROJECT LIMITS
350	100+43.9	24.0	LT	ADJUST	INLET	TYPE SPECIAL "B"	EX H		370	EX 34" X 53"	ADJUST INLET - RISER / RING REPAIR	
351	100+41.8	24.0	RT	RECST	INLET	TYPE 3 (RECT)	EX H		350	EX 12"	RECONSTRUCT INLET- CONNECT NEW PIPE FROM 351A	SEE DETAIL NEXT PAGE
351 A	100+95.6	24.1	RT	NEW	INLET	2X3-FT	H-S		351	12"	NEW INLET	SEE DETAIL NEXT PAGE
370	101+71.7	19.2	LT	ADJUST	MH	TYPE 3 (RECT)	EX J		380	EX 34" X 53"	ADJUST MANHOLE- RISER / RING REPAIR - NEW ELEVATION	
371	101+74.1	43.4	LT	RECST	MH	TYPE 3 (RECT)	J		370	EX 12"	CONVERT EXISTING INLET TO MANHOLE -NEW PIPE CONNECTION	SEE DETAIL NEXT PAGE
371A	101+74.2	57.2	LT	NEW	INLET	2X3-FT	H		371	12"	NEW INLET	SEE DETAIL NEXT PAGE
372	101+26.0	42.9	LT	REMOVE	INLET	TYPE 3 (RECT)	EX H		371	SEALING 12"	REMOVE INLET AND SEALING PIPE TO 371	
380	102+68.0	24.0	LT	ADJUST	INLET	TYPE SPECIAL "B"	EX H		390	EX 34" X 53"	ADJUST INLET - RISER / RING REPAIR	
381	102+66.3	24.0	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		380	EX 12"	ADJUST INLET - RISER / RING REPAIR	



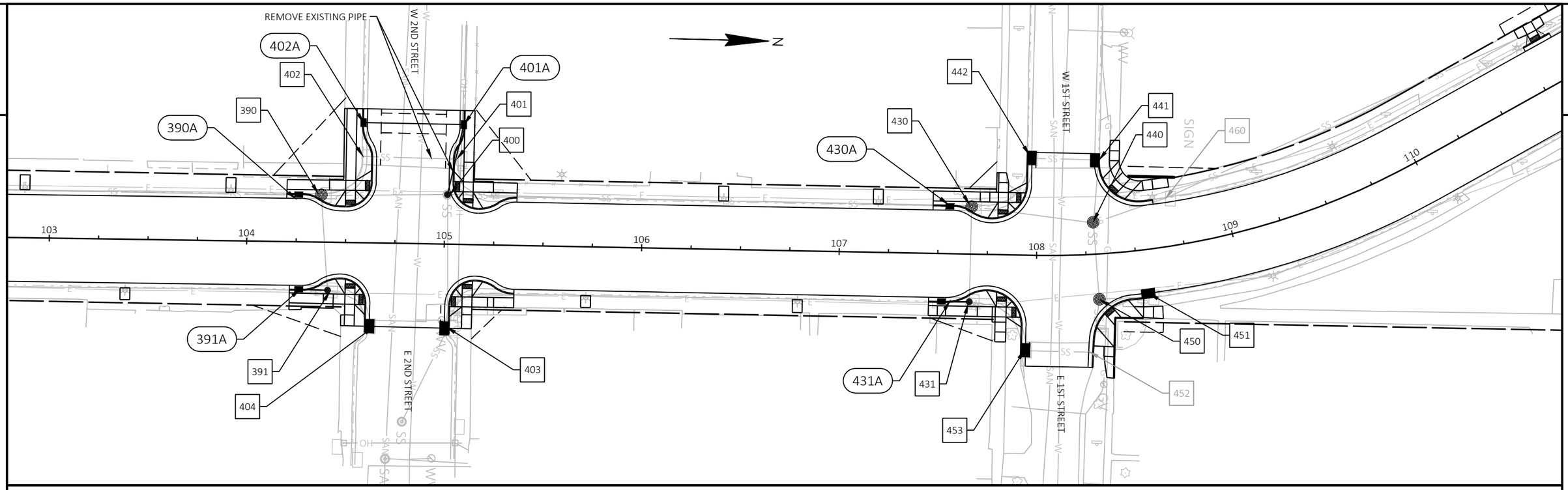




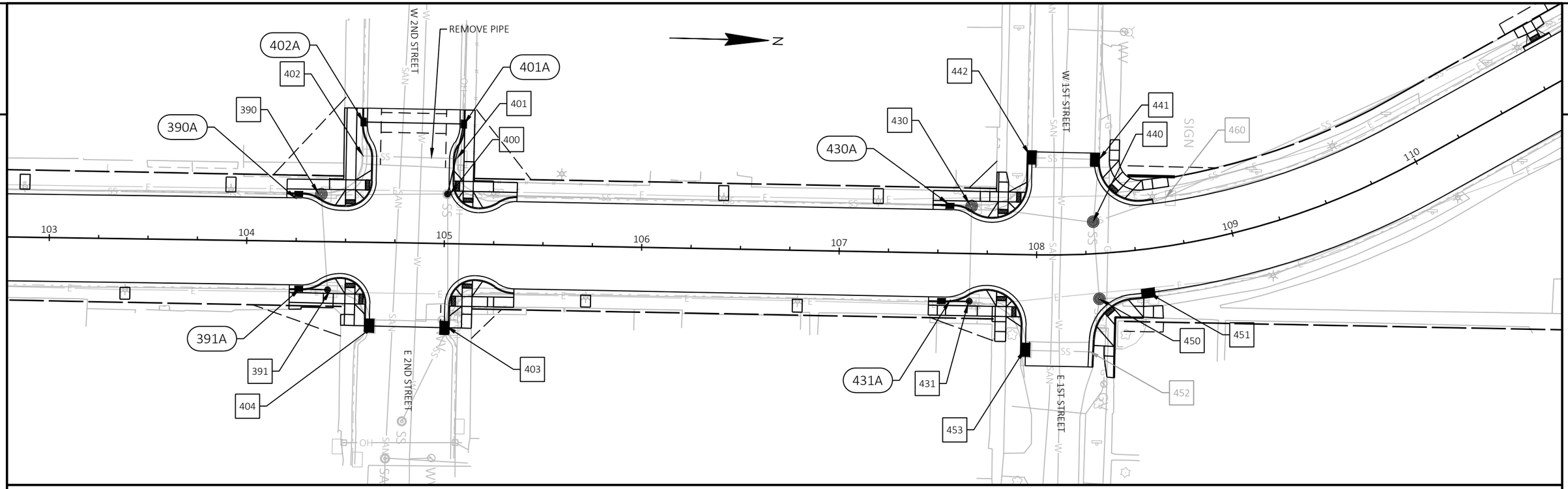
PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	STORM SEWER	SHEET 63	E

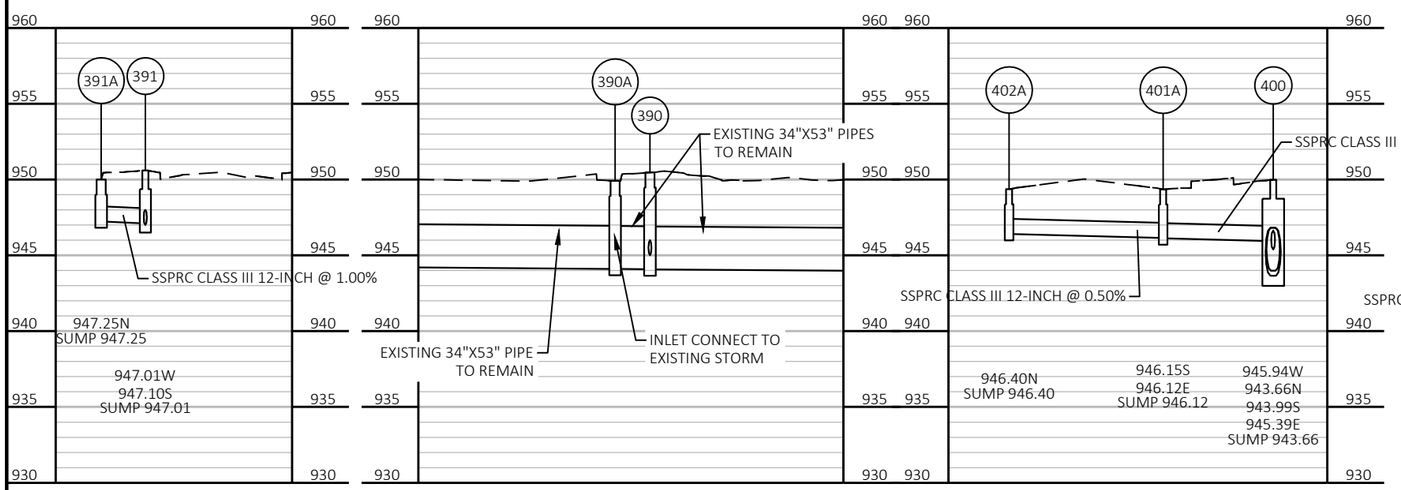
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\022501_SS-13.DWG
LAYOUT NAME - 3 (2)

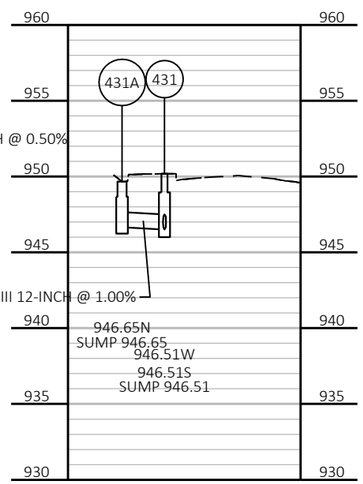
PLOT DATE : 7/10/2023 11:07 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : ##########

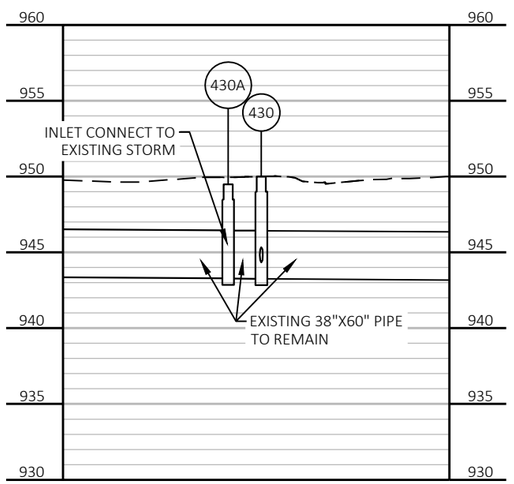


STRUCT NO.	STATION	OFFSET		STRUCTURE TYPE			COVER		DISCHARGE PIPE TO STRUCT	DISCHARGE PIPE SIZE (IN)	REPAIR	REMARKS
390	104+37.4	24.0	LT	RECST	INLET	TYPE SPECIAL "B"	J		400	EX 34" X 53"	CONVERT EXISTING INLET TO MANHOLE	
390A	104+26.0	24.0	LT	NEW	INLET	2X3-FT	H-S		390	EX 34" X 53"	NEW INLET - INLET CONNECTION TO EXISTING STORM SEWER	SEE DETAIL NEXT PAGE
391	104+41.2	24.0	RT	RECST	INLET	TYPE 3 (RECT)	J		390	EX 12"	CONVERT EXISTING INLET TO MANHOLE -NEW PIPE CONNECTION	SEE DETAIL NEXT PAGE
391A	104+26.6	24.0	RT	NEW	INLET	2X3-FT	H-S		391	12"	NEW INLET	SEE DETAIL NEXT PAGE
400	105+01.2	25.1	LT	ADJUST	MH	TYPE 3 (RECT)	EX J		430	EX 38"X60"	ADJUST MANHOLE - RISER / RING REPAIR, NEW ELEVATION	
401	105+05.7	43.4	LT	REMOVE	INLET	TYPE 3 (RECT)	EX H		400	REMOVE EX 12"	REMOVE INLET AND PIPE TO STRUCTURE 400	
401A	105+08.8	60.7	LT	NEW	INLET	2X3-FT	H-S		400	12"	NEW INLET AND PIPE CONNECT TO 400	SEE DETAIL NEXT PAGE
402	104+58.3	43.4	LT	REMOVE	INLET	TYPE 3 (RECT)	EX H		401	REMOVE EX 12"	REMOVE INLET AND PIPE TO STRUCTURE 401	
402A	104+58.3	60.9	LT	NEW	INLET	2X3-FT	H-S		401A	12"	NEW INLET AND PIPE TO 401A	SEE DETAIL NEXT PAGE
403	105+02.8	42.5	RT	RECST	INLET	TYPE 3 (RECT)	EX H		400	EX 15"	RECONSTRUCT INLET -STRUCTURE REPAIR	
404	104+60.8	42.2	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		403	EX 12"	ADJUST INLET - RISER / RING REPAIR	
430	107+66.6	24.0	LT	RECST	INLET	TYPE SPECIAL "B"	J		440	EX 38"X60"	CONVERT EXISTING INLET TO MANHOLE	
430 A	107+55.6	24.0	LT	NEW	INLET	2X3-FT	H-S		430	EX 38"X60"	NEW INLET - INLET CONNECTION TO EXISTING STORM SEWER	SEE DETAIL NEXT PAGE
431	107+66.3	24.0	RT	RECST	MH	TYPE 3 (RECT)	J		430	EX 12"	CONVERT EXISTING INLET TO MANHOLE -NEW PIPE CONNECTION	SEE DETAIL NEXT PAGE
431A	107+52.3	24.3	RT	NEW	INLET	2X3-FT	H-S		431	12"	NEW INLET	SEE DETAIL NEXT PAGE
440	108+29.5	16.2	LT	ADJUST	MH	TYPE 3 (RECT) MOD	EX J		460	EX 38"X60"	ADJUST MANHOLE - RISER / RING REPAIR	
441	108+34.9	47.4	LT	ADJUST	INLET	TYPE 3 (RECT)	EX H		440	EX 12"	ADJUST INLET - RISER / RING REPAIR	
442	107+94.7	49.1	LT	ADJUST	INLET	TYPE 3 (RECT)	EX H		441	EX 12"	ADJUST INLET - RISER / RING REPAIR	
450	108+30.5	22.9	RT	ADJUST	MH	TYPE 1	EX J		440	EX 15"	ADJUST MANHOLE - RISER / RING REPAIR	
451	108+54.2	24.0	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		450	EX 12"	ADJUST INLET - RISER / RING REPAIR	
452	108+24.3	49.4	RT	EXIST	INLET	TYPE 3 (RECT)	EX H		450	EX 12"	NONE - TO REMAIN	
453	107+93.3	48.3	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		452	EX 12"	ADJUST INLET - RISER / RING REPAIR	
460	108+69.4	24.0	LT	EXIST	INLET	TYPE SPECIAL "B"	EX H		12	EX 38"X60"	NONE - TO REMAIN	

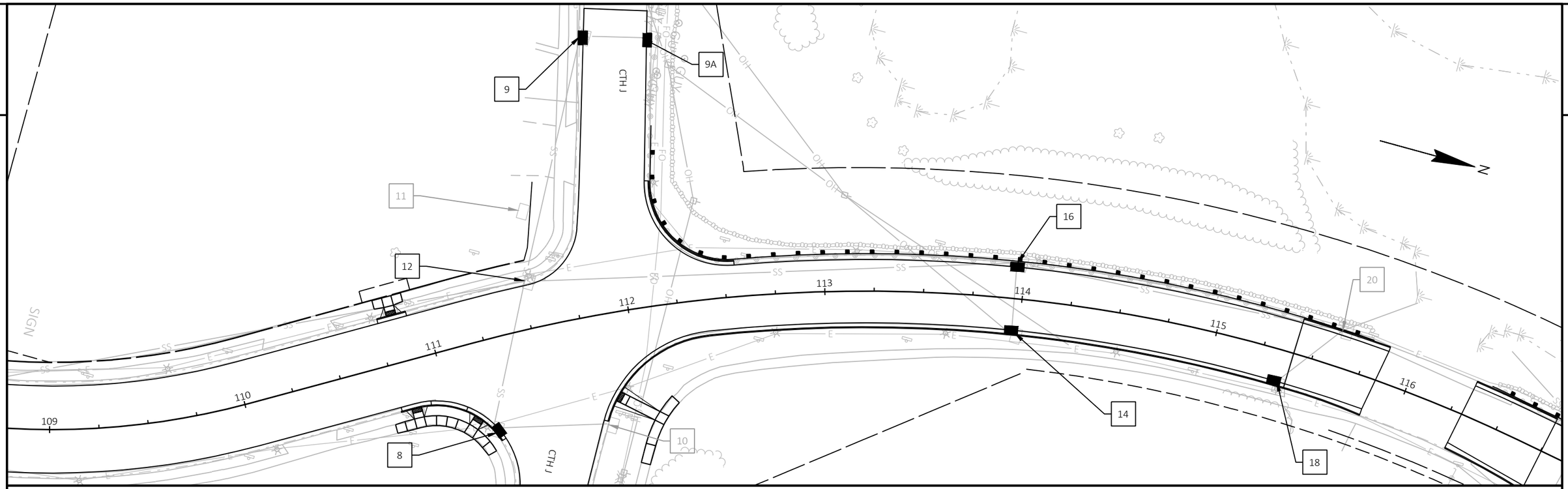






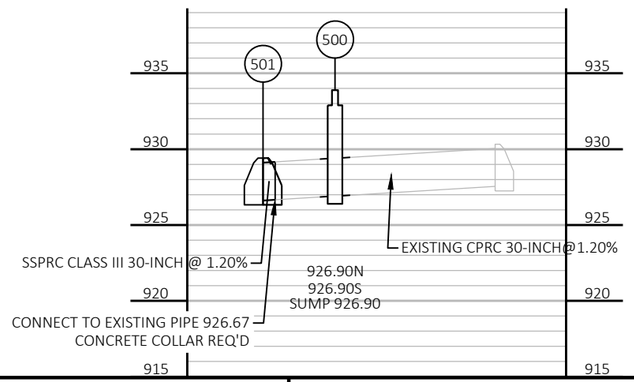


PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	STORM SEWER	SHEET 65	E



STRUCT NO.	STATION	OFFSET		STRUCTURE TYPE			COVER		DISCHARGE PIPE TO STRUCT	DISCHARGE PIPE SIZE (IN)	REPAIR	REMARKS
8	111+18.2	44.3	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		10	EX 12"	ADJUST INLET - RISER / RING REPAIR	-
9	111+97.8	140.8	LT	ADJUST	INLET	TYPE 3 (RECT)	EX H		12	EX 12"	ADJUST INLET - RISER / RING REPAIR	-
9A	112+27.4	134.6	LT	RECST	INLET	TYPE 3 (RECT)	EX H		9	EX 12"	RECONSTRUCT INLET (RISERS / RINGS AND STRUCTURE)	-
10	111+79.4	55.3	RT	EXIST	INLET	TYPE 3 (RECT)	EX H		12	EX 12"	NONE - TO REMAIN	-
11	111+56.2	59.8	LT	EXIST	INLET	TYPE MS	MS-1		12	EX 12"	NONE - TO REMAIN	
12	111+51.8	24.4	LT	ADJUST	MH	TYPE 3 (RECT) MOD	EX H-S		16	EX 36"	ADJUST INLET - RISER / RING REPAIR	
14	113+96.3	18.0	RT	ADJUST	INLET	TYPE 3 (RECT)	EX H		16	EX 12"	ADJUST INLET - RISER / RING REPAIR	-
16	113+95.9	18.0	LT	ADJUST	MH	TYPE 3 (RECT)	EX H		20	EX 30"	ADJUST INLET - RISER / RING REPAIR	-
18	115+34.7	18.0	LT	ADJUST	INLET	TYPE 3 (RECT)	EX H		20	EX 12"	ADJUST INLET - RISER / RING REPAIR	-
20	115+60.5	18.0	RT	EXIST	MH	TYPE 1	EX H-S		OUT	EX 30"	NONE - TO REMAIN	-

STRUCT NO.	STATION	OFFSET		STRUCTURE TYPE			COVER		DISCHARGE PIPE TO STRUCT	DISCHARGE PIPE SIZE (IN)	REPAIR	REMARKS
22	116+88.8	22.5	RT	ADJUST	INLET	TYPE 3 (RECT) (RECT)	EX H		24	EX 18"	ADJUST INLET - RISER / RING REPAIR	-
23	116+98.7	23.1	RT	ADJUST	INLET	TYPE 3 (RECT) (RECT)	EX H		22	EX 18"	ADJUST INLET - RISER / RING REPAIR	-
24	116+90.7	18.3	LT	ADJUST	INLET	TYPE 3 (RECT) (RECT)	EX H-S		OUT	EX 18"	ADJUST INLET - RISER / RING REPAIR	-
26	118+70.3	26.4	RT	RECST	INLET	TYPE 3 (RECT) (RECT)	EX H		23	EX 18"	RECONSTRUCT INLET (RISERS /RINGS AND PIPE CONNECTIONS)	-
500	118+61.0	69.7	LT	NEW	INLET	5 FT	H		501	30"	NEW INLET- CONNECT TO EXISTING 30" CULVERT PIPE	SEE DETAIL BELOW
501	118+38.7	70.6	LT	NEW	CONC AEW	30-INCH	--		OUT	--	REMOVE EXISTING AEW, EXTEND CULVERT PIPE AND INSTALL NEW AEW	SEE DETAIL BELOW



2

2

W NORTH STREET

E NORTH STREET

MATCH LINE 86+50

MATCH LINE 94+00

79 80 81 82 83 84 85 86

STREET NAME SIGN - MOVED BY OTHERS

01-01
01-02
MOVE
01-03

MOVE
01-13

WEST STREET

W 6TH STREET

R9-3A 24"X24"
R9-3BL 18"X12"
01-14
01-15

SPEED LIMIT 25
MOVE
01-10
01-11
"NO SNOWMOBILES"

STOP
MOVE
01-05

STREET NAME SIGN - MOVED BY OTHERS

87 88 89 90 91 92 93

MOVE
01-04

MOVE
01-06
01-07

MOVE
01-08
01-09

MOVE
01-12

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	SIGNING	SHEET 68	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\023201_PS_13.DWG
LAYOUT NAME - 01
PLOT DATE : 8/21/2023 1:04 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

2

02-01
02-02
MOVE

W 4TH STREET

W 3RD STREET

MATCH LINE 101+50

N

STOP
02-08
MOVE
BOX OUT REQUIRED

95
96
97
98
99
100
101

02-03
02-04
MOVE
BOX OUT REQUIRED

STREET NAME SIGN -
MOVED BY OTHERS

AIRPORT DRIVE

STOP
02-05
MOVE
BOX OUT REQUIRED

E 4TH STREET

STREET NAME SIGN -
MOVED BY OTHERS

02-06
02-07
MOVE
BOX OUT REQUIRED

STREET NAME SIGN -
MOVED BY OTHERS

02-09
02-10
MOVE
BOX OUT REQUIRED

W 3RD STREET

STOP
02-11
MOVE
BOX OUT REQUIRED

W 2ND STREET

02-14
02-15
"2 HR PARKING"
"NO PARKING"
MOVE
BOX OUT REQUIRED

N

"2 HR PARKING"
"NO PARKING"
02-18
02-19
MOVE
BOX OUT REQUIRED

STOP
MOVE
02-17

W 1ST STREET

MATCH LINE 101+50

102
103
104
105
106
107
108

"2 HR PARKING"
"NO PARKING"
02-12
02-13
MOVE
BOX OUT REQUIRED

E 2ND STREET

STREET NAME SIGN -
MOVED BY OTHERS
BOX OUT REQUIRED

STOP
02-16
MOVE
BOX OUT REQUIRED

"2 HR PARKING"
"NO PARKING"
02-20
02-21
MOVE
BOX OUT REQUIRED

STOP
02-22
MOVE
BOX OUT REQUIRED

JCT
COUNTY
J
02-23
MOVE

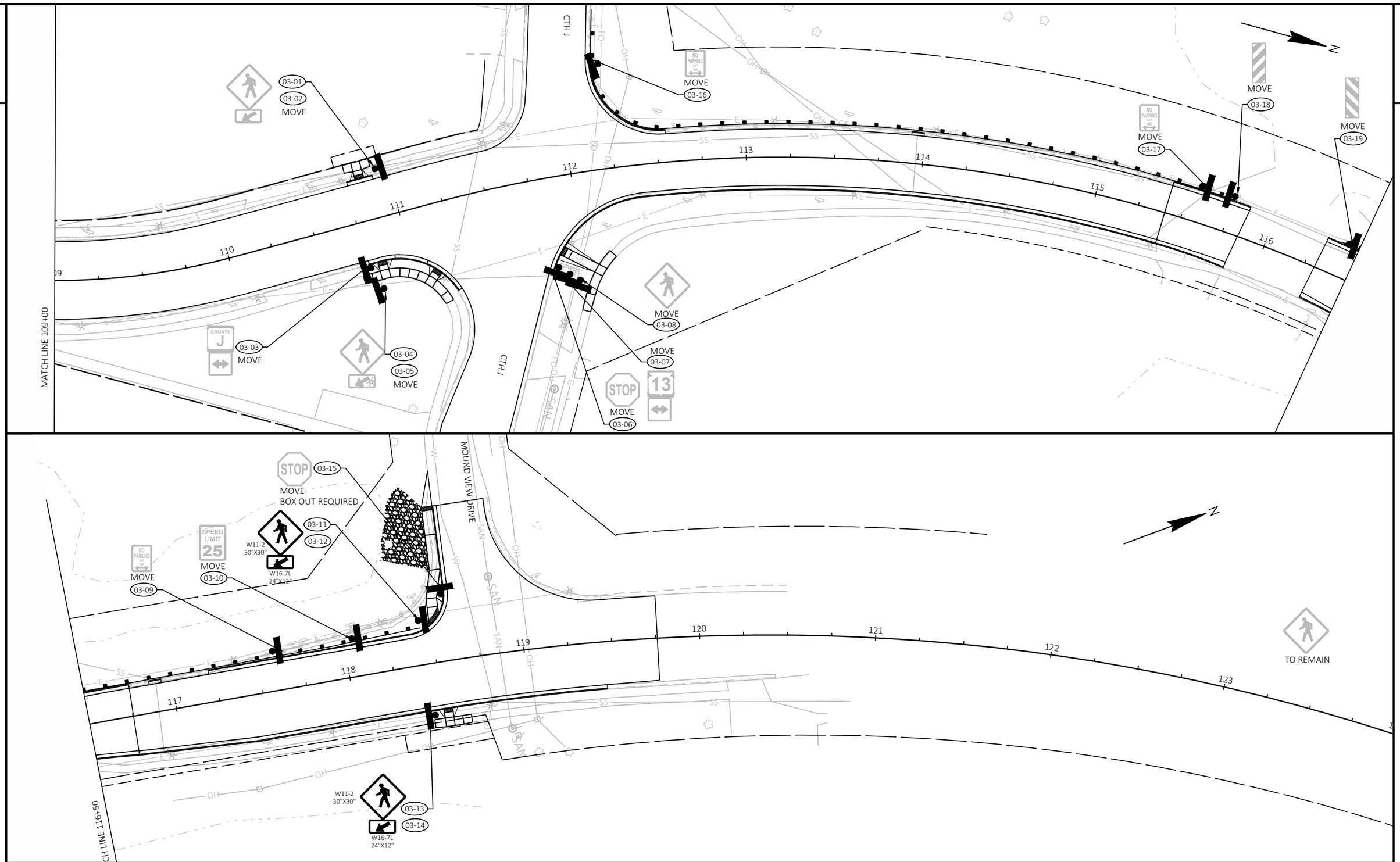
E 1ST STREET W

STREET NAME SIGN -
MOVED BY OTHERS

MATCH LINE 101+50

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	SIGNING	SHEET 69	E

2



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	SIGNING	SHEET 70	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\023201_PS_13.DWG
LAYOUT NAME - 03

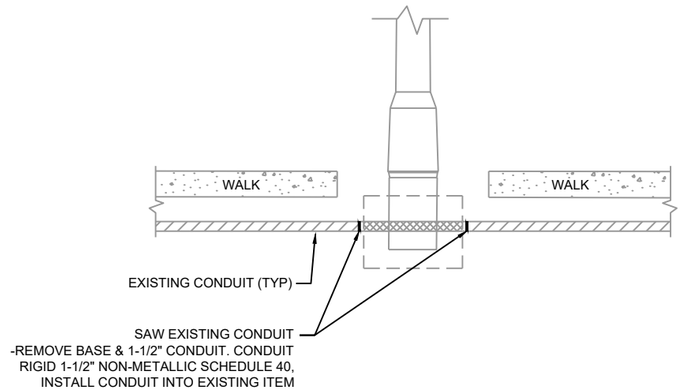
PLOT DATE : 8/21/2023 1:05 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

POLE LEGEND

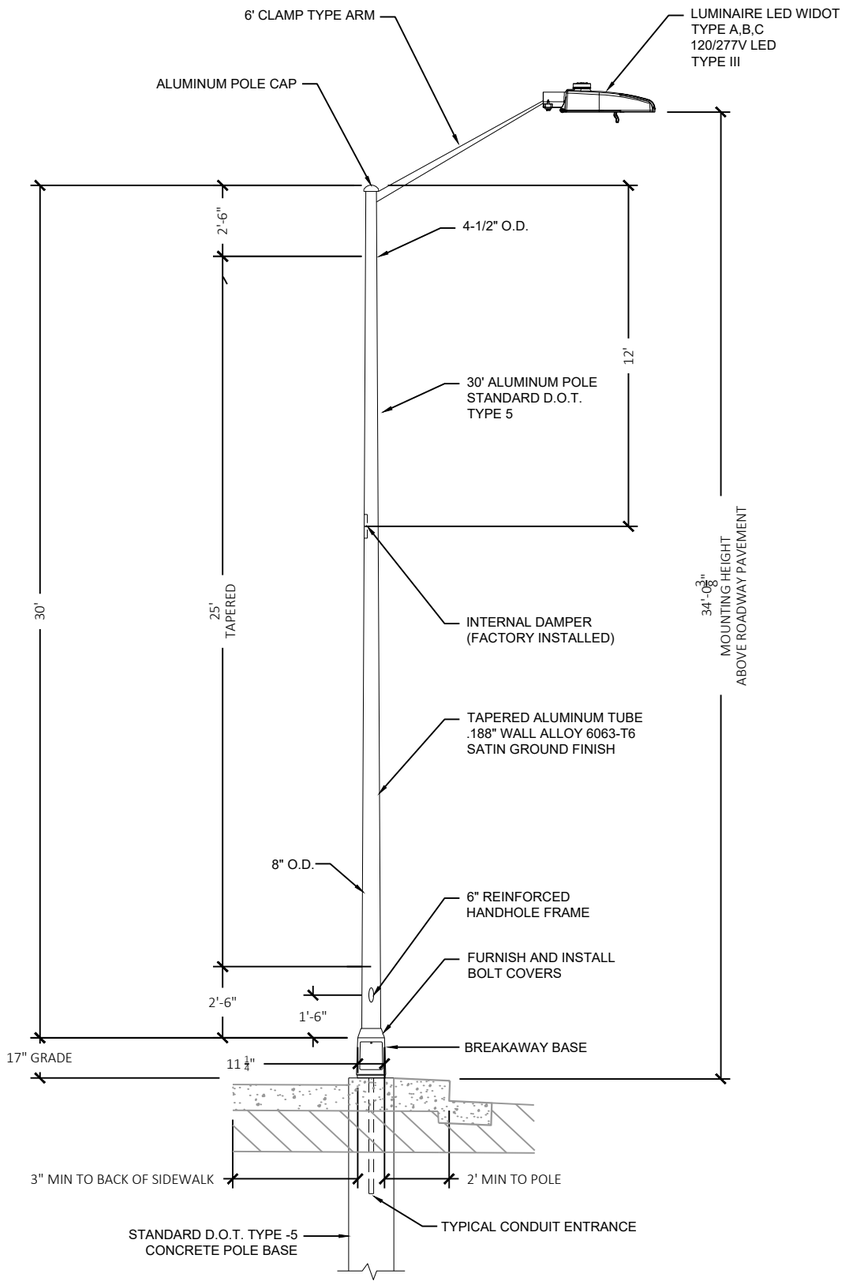
- CONTROL CABINET DESIGNATION
- POLE NUMBER
- LIGHTING CIRCUITS

A-35-(1,3)
A-5(T)-6

- LIGHTING ARM LENGTH
- POLE TYPE
- LUMINAIRE DESIGNATION



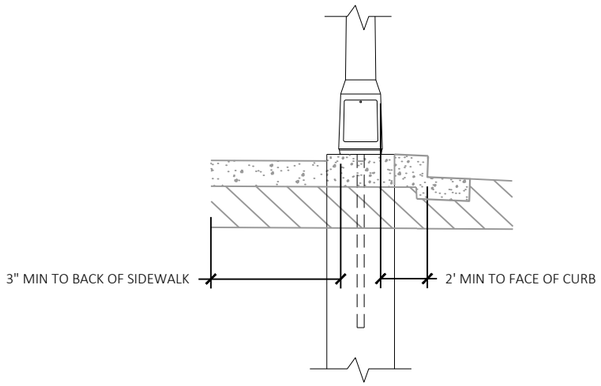
POLE BASE/CONDUIT REMOVAL
SCALE: NO SCALE



POLE DETAIL
SCALE: NO SCALE

LIGHTING SHEET LIST

COVER SHEET
LIGHTING PLAN SHEET A
LIGHTING PLAN SHEET B
LIGHTING PLAN SHEET C



POLE BASE OFFSET DETAIL
SCALE: NO SCALE

THE LIGHTING PLAN DETAILS AND SHEETS A-C FOR THE VILLAGE OF FRIENDSHIP HAVE BEEN DESIGNED BY LIGHTING DESIGN SOLUTIONS, INC. (ASHLEY THOMER, 888-357-7070 EXT 4).

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	LIGHTING COVER SHEET	SHEET 71	E

2

LEGEND

NEW STREET LIGHT & BASE

EXISTING LIGHT POLE TO BE REMOVED
(REMOVE & SALVAGE LIGHTING ASSEMBLY, REMOVING CONCRETE BASES, INSTALL CONDUIT INTO EXISTING ITEM)

1-1/2" NON-METALLIC CONDUIT TO REMAIN

1-1/2" NON-METALLIC CONDUIT - NEW

3" NON-METALLIC CONDUIT TO REMAIN

EXISTING LIGHTING CONTROL CABINET & ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CABINET BASE

N

W NORTH STREET

E NORTH STREET

WEST STREET

W 6TH STREET

REMOVE AND REPLACE EXISTING WIRING

REMOVE AND REPLACE EXISTING WIRING

A-1-(1,3) / A-5(T)-6

A-2-(2,4) / B-5(T)-6

A-3-(1,3) / A-5(T)-6

A-4-(2,4) / B-5(T)-6

A-5-(1,3) / A-5(T)-6

A-6-(2,4) / B-5(T)-6

A-7-(1,3) / A-5(T)-6

A-8-(2,4) / B-5(T)-6

A-9-(1,3) / A-5(T)-6

79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94

2

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	LIGHTING PLAN SHEET A	SHEET 72	E

FILE NAME : LDS-WIDOT.dwg
LAYOUT NAME - 023502_lp

PLOT DATE : 10/31/2023 9:25 AM PLOT BY : BRAD BARANOWSKI PLOT NAME : PLOT SCALE : 1:50

2

N

W 4TH STREET

W 3RD STREET

A-11-(1,3)
A-5(T)-6

A-13-(1,3)
A-5(T)-6

A-15-(1,3)
A-5(T)-6

A-17-(1,3)
A-5(T)-6

94 95 96 97 98 99 100 101

A-14-(2,4)
B-5(T)-6

A-14-(2,4)
B-5(T)-6

AIRPORT DRIVE

A-10-(2,4)
B-5(T)-6

A-12-(2,4)
B-5(T)-6

E 4TH STREET

SIGN

LEGEND

- NEW STREET LIGHT & BASE
- EXISTING LIGHT POLE TO BE REMOVED
  (REMOVE & SALVAGE LIGHTING ASSEMBLY, REMOVING CONCRETE BASES, INSTALL CONDUIT INTO EXISTING ITEM)
- 1-1/2" NON-METALLIC CONDUIT TO REMAIN
- 1-1/2" NON-METALLIC CONDUIT - NEW
- 3" NON-METALLIC CONDUIT TO REMAIN
- EXISTING LIGHTING CONTROL CABINET & ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CABINET BASE

W 3RD STREET

W 2ND STREET

W 1ST STREET

A-19-(1,3)
A-5(T)-6

A-21-(1,3)
A-5(T)-6

A-23-(1,3)
A-5(T)-6

A-25-(1,3)
A-5(T)-6

SIGN

102 103 104 105 106 107 108 109

A-18-(2,4)
B-5(T)-6

A-20-(2,4)
B-5(T)-6

E 2ND STREET

E 1ST STREET

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	LIGHTING PLAN SHEET B	SHEET 73	E

FILE NAME : LDS-WIDOT.dwg
LAYOUT NAME - 023503_lp

PLOT DATE : 10/31/2023 9:25 AM PLOT BY : BRAD BARANOWSKI PLOT NAME : PLOT SCALE : 1:50

2

LEGEND

NEW STREET LIGHT & BASE

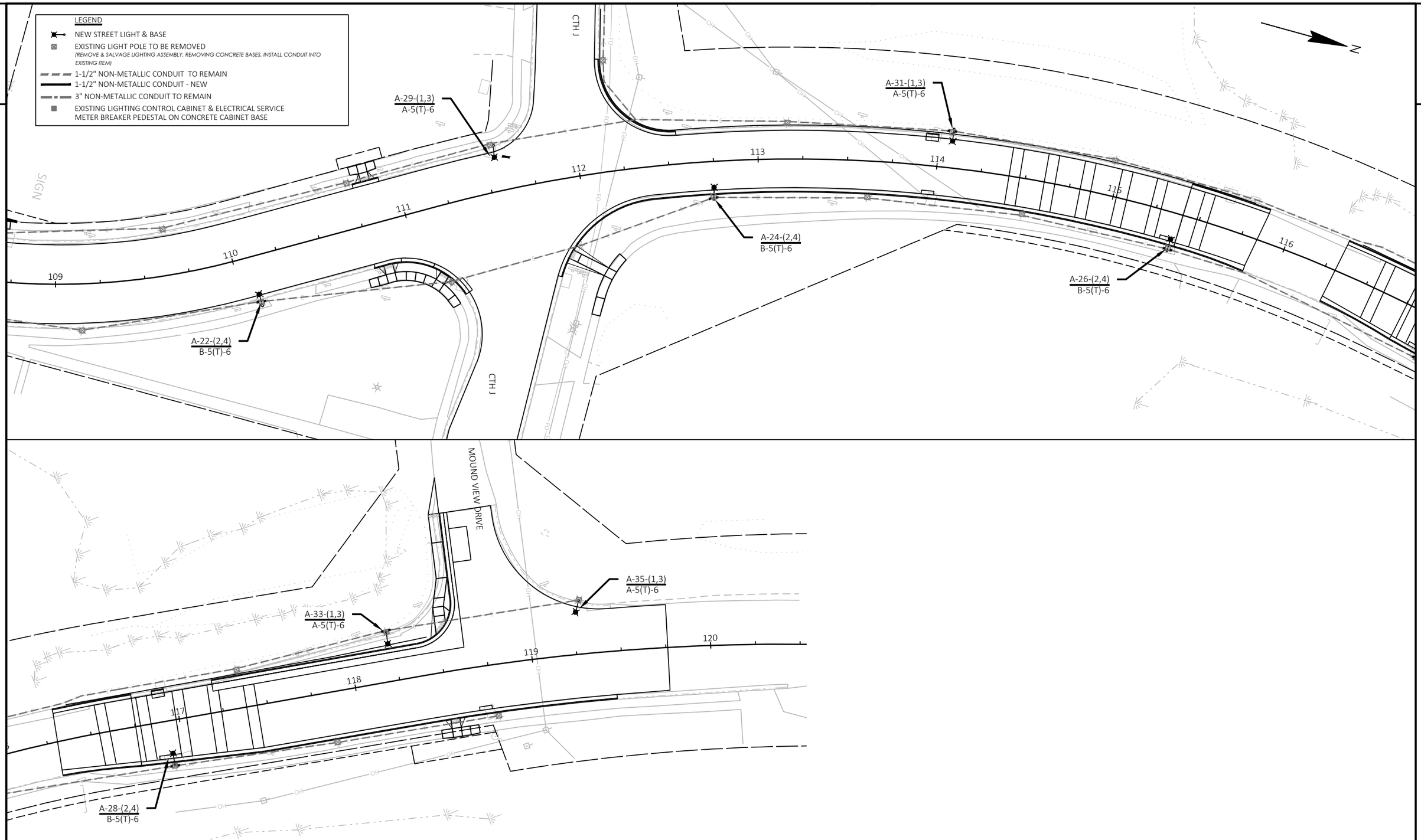
EXISTING LIGHT POLE TO BE REMOVED
(REMOVE & SALVAGE LIGHTING ASSEMBLY, REMOVING CONCRETE BASES, INSTALL CONDUIT INTO EXISTING ITEM)

1-1/2" NON-METALLIC CONDUIT TO REMAIN

1-1/2" NON-METALLIC CONDUIT - NEW

3" NON-METALLIC CONDUIT TO REMAIN

EXISTING LIGHTING CONTROL CABINET & ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CABINET BASE



2

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	LIGHTING PLAN SHEET C	SHEET 74	E

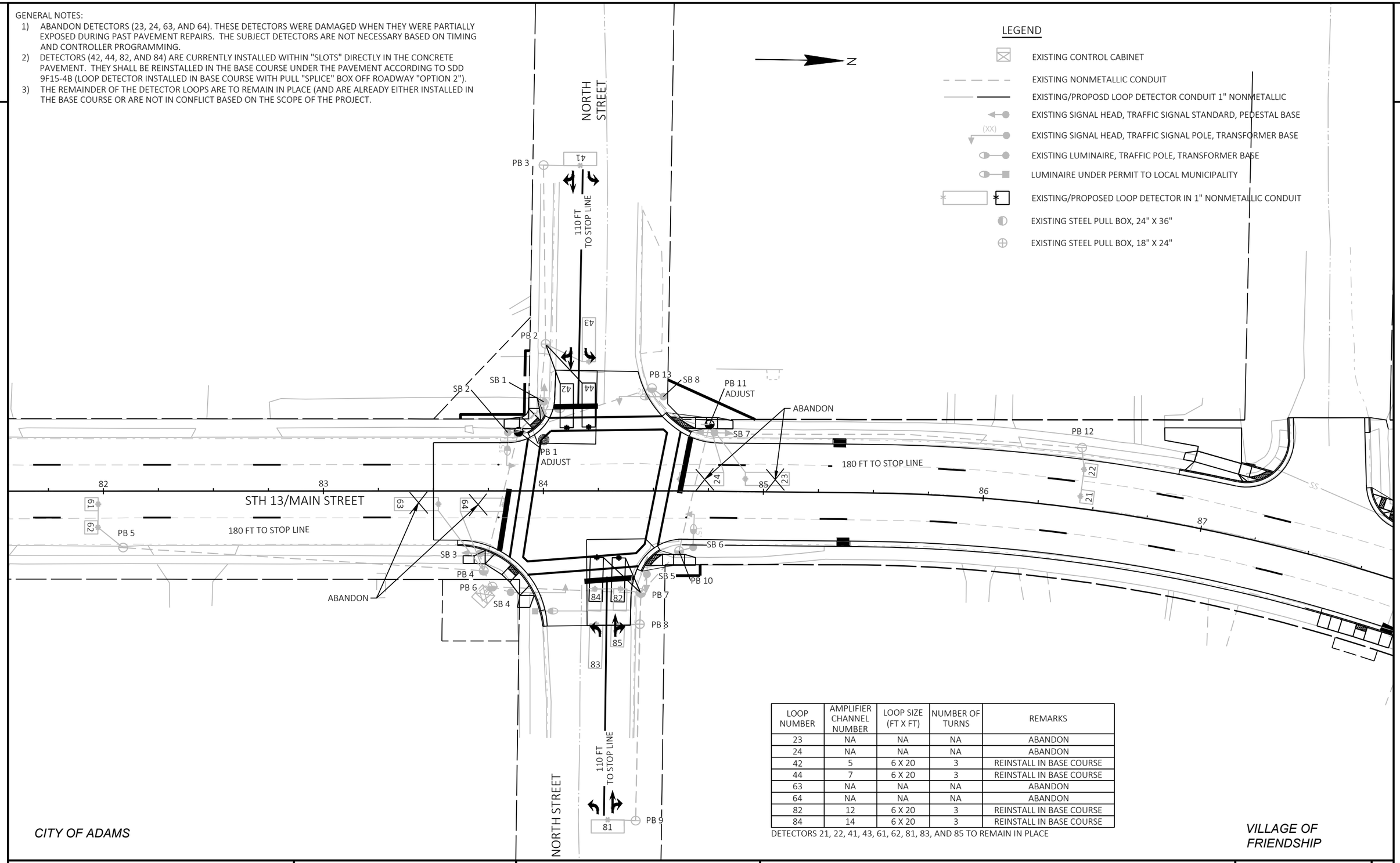
FILE NAME : LDS-WIDOT.dwg
LAYOUT NAME - 023504_lp

PLOT DATE : 10/31/2023 9:26 AM PLOT BY : BRAD BARANOWSKI PLOT NAME : PLOT SCALE : 1:50

WISDOT/CADDS SHEET 44

GENERAL NOTES:

1) ABANDON DETECTORS (23, 24, 63, AND 64). THESE DETECTORS WERE DAMAGED WHEN THEY WERE PARTIALLY EXPOSED DURING PAST PAVEMENT REPAIRS. THE SUBJECT DETECTORS ARE NOT NECESSARY BASED ON TIMING AND CONTROLLER PROGRAMMING.
2) DETECTORS (42, 44, 82, AND 84) ARE CURRENTLY INSTALLED WITHIN "SLOTS" DIRECTLY IN THE CONCRETE PAVEMENT. THEY SHALL BE REINSTALLED IN THE BASE COURSE UNDER THE PAVEMENT ACCORDING TO SDD 9F15-4B (LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL "SPLICE" BOX OFF ROADWAY "OPTION 2").
3) THE REMAINDER OF THE DETECTOR LOOPS ARE TO REMAIN IN PLACE (AND ARE ALREADY EITHER INSTALLED IN THE BASE COURSE OR ARE NOT IN CONFLICT BASED ON THE SCOPE OF THE PROJECT.



LOOP NUMBER	AMPLIFIER CHANNEL NUMBER	LOOP SIZE (FT X FT)	NUMBER OF TURNS	REMARKS
23	NA	NA	NA	ABANDON
24	NA	NA	NA	ABANDON
42	5	6 X 20	3	REINSTALL IN BASE COURSE
44	7	6 X 20	3	REINSTALL IN BASE COURSE
63	NA	NA	NA	ABANDON
64	NA	NA	NA	ABANDON
82	12	6 X 20	3	REINSTALL IN BASE COURSE
84	14	6 X 20	3	REINSTALL IN BASE COURSE

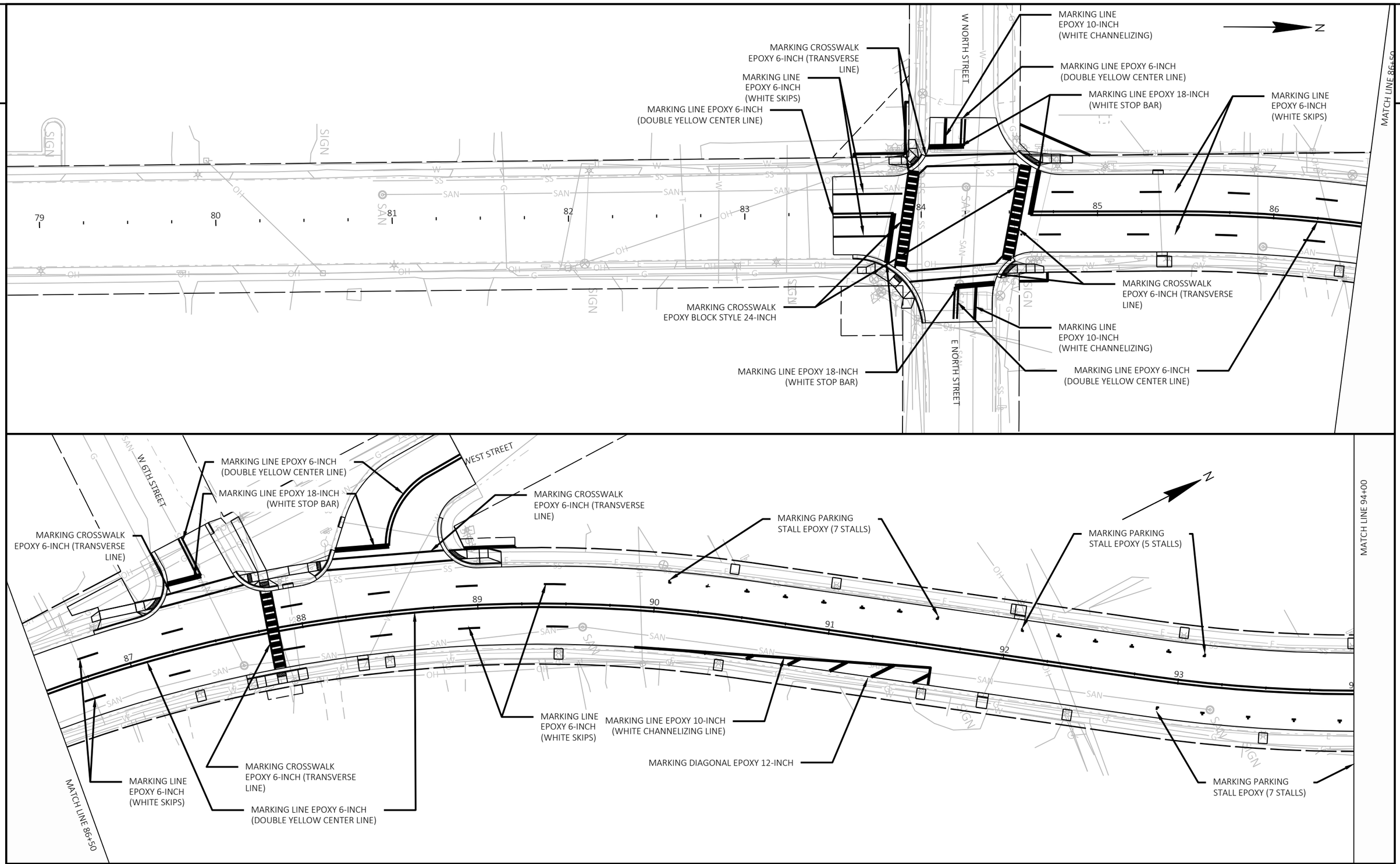
DETECTORS 21, 22, 41, 43, 61, 62, 81, 83, AND 85 TO REMAIN IN PLACE

CITY OF ADAMS

VILLAGE OF FRIENDSHIP

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC SIGNAL S01-0762 - STH 13 AND NORTH STREET- LOOP DETECTOR REPLACEMENT	SHEET 75	E

2



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	PAVEMENT MARKING	SHEET 76	E

2

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

MARKING PARKING STALL EPOXY (1 STALL)

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING CROSSWALK EPOXY 6-INCH (TRANSVERSE LINE)

MARKING PARKING STALL EPOXY (5 STALLS)

MARKING PARKING STALL EPOXY (2 STALLS)

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING CROSSWALK EPOXY 6-INCH (TRANSVERSE LINE)

MARKING PARKING STALL EPOXY (3 STALLS)

MARKING PARKING STALL EPOXY (2 STALLS)

MATCH LINE 101+50

W 3RD STREET

W 4TH STREET

E 4TH STREET

AIRPORT DRIVE

94

95

96

97

98

99

100

101

MARKING PARKING STALL EPOXY (7 STALLS)

MARKING CROSSWALK EPOXY 6-INCH (TRANSVERSE LINE)

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

MARKING PARKING STALL EPOXY (2 STALLS)

MARKING PARKING STALL EPOXY 6-INCH (1 STALL)

MARKING CROSSWALK EPOXY 6-INCH (TRANSVERSE LINE)

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING PARKING STALL EPOXY (6 STALLS)

MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH

MARKING CROSSWALK EPOXY 6-INCH (TRANSVERSE LINE)

MARKING PARKING STALL EPOXY (7 STALLS)

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING CROSSWALK EPOXY 6-INCH (TRANSVERSE LINE)

MARKING PARKING STALL EPOXY (1 STALL)

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING PARKING STALL EPOXY (4 STALLS)

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

MARKING LINE EPOXY 6-INCH (WHITE - 3' DASH, 9' SPACING)

MATCH LINE 101+50

W 3RD STREET

W 2ND STREET

W 1ST STREET

E 2ND STREET

E 1ST STREET

102

103

104

105

106

107

108

MARKING PARKING STALL EPOXY (8 STALLS)

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

MARKING CROSSWALK EPOXY 6-INCH (TRANSVERSE LINE)

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING PARKING STALL EPOXY (8 STALLS)

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING CROSSWALK EPOXY 6-INCH (TRANSVERSE LINE)

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	PAVEMENT MARKING	SHEET 77	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\024501_PM_13.DWG
LAYOUT NAME - 02
PLOT DATE : 7/6/2023 12:40 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH

MARKING LINE EPOXY 6-INCH (WHITE EDGE LINE)

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

CTH J

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

MARKING LINE EPOXY 6-INCH (WHITE - 3' DASH, 9' SPACING)

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

N

109

110

111

112

113

114

115

116

MATCH LINE 109+00

MARKING LINE EPOXY 8-INCH (WHITE CHANNELIZING LINE)

MARKING ARROW EPOXY

MARKING CROSSWALK EPOXY 6-INCH (TRANSVERSE LINE)

CTH J

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

MARKING LINE EPOXY 6-INCH (WHITE EDGE LINE)

MOUND VIEW DRIVE

MARKING LINE EPOXY 18-INCH (WHITE STOP BAR)

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

MARKING LINE EPOXY 6-INCH (WHITE EDGE LINE)

MARKING LINE EPOXY 8-INCH (WHITE CHANNELIZING LINE)

N

MARKING LINE EPOXY 6-INCH (WHITE EDGE LINE)

MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH

117

118

119

120

121

122

123

MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW CENTER LINE)

MARKING CROSSWALK EPOXY 6-INCH (TRANSVERSE LINE)

MARKING LINE EPOXY 6-INCH (WHITE SKIPS)

CH LINE 116+50

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	PAVEMENT MARKING	SHEET 78	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\024501_PM_13.DWG
LAYOUT NAME - 03

PLOT DATE : 7/6/2023 12:40 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS OR AS DETERMINED BY THE ENGINEER. ADJUST SIGN SPACING TO AVOID CONFLICT WITH AND TO PROVIDE A MINIMUM SPACING OF 200 FEET (500 FEET DESIRABLE) TO EXISTING SIGNS.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- ALL SIDE STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES DURING CONSTRUCTION.
- ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.
- REFER TO STANDARD DETAIL DRAWING "TRAFFIC CONTROL ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC", AND "TRAFFIC CONTROL FOR LANE CLOSURE (WITH FLAGGING OPERATIONS)"
-DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A. WARNING LIGHTS SHALL NOT BE WORKING ON "COVERED" OR "DOWNED" SIGN OR BARRICADES.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.

N

BEGIN PROJECT
STA 83+50

LINCOLN ST.

STH 13/MAIN ST.

80 85 90 95 100 105 110 115 120 125

SIXTH ST.

FOURTH ST.

THIRD ST.

SECOND ST.

FIRST ST.

WEST ST.

NORTH ST.

AIRPORT DR.

ADAMS ST.

STH 13/
MAIN ST.

CTH J/
LAKE ST.

LITTLE ROCHE A CRI CREEK

MOUND VIEW DR.

END PROJECT
STA 119+76

EXCEPTION TO PROJECT LIMITS
STA 115+84 TO STA 116+31
B-01-17

STH 13

FRIENDSHIP LAKE

CITY OF ADAMS

VILLAGE OF
FRIENDSHIP

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PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL OVERVIEW	SHEET 79	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025000_TC-OVERVIEW.DWG
LAYOUT NAME - OVERVIEW (2)

PLOT DATE : 1/4/2024 9:30 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:400 FT

2

2

N

Rome
Plainfield
Meadow Valley
MEADOW VALLEY
NECEDAH
NATIONAL
WILDLIFE
WILDLIFE
AREA
REFUGE
Finley
New Miner
Sprague
Hancock
Monroe Center
Big Flats
13
Cottonville
Necedah
Cutler
21
Arkdale
21
Coloma
21
Richford
ADAMS COUNTY
WAUSHARA COUNTY
Dellwood
Friendship
Adams
Dakota
VOLK FIELD AIR NATIONAL GUARD BASE
Orange Mill
Hustler
New Lisbon
39
51
Grand Marsh
Westfield
Lawrence
Harrisville
13
White Creek
Easton
Brooks
Mauston
82
Lemonweir
82
23
Oxford
Pack-waukee
Glen Oak
Elroy
JUNEAU COUNTY
ADAMS COUNTY
MARQUETTE COUNTY
Glen
Endeavor
Plainville
13
23
Union Center
Lyndon Station
Indian Heights
Big

NORTH M3-1 24"X12"
13 M1-6 24"X24"
A
MAX. 13' WIDTH W12-52 48"X48"
13 MILES AHEAD WO57-52 48"X36"

TRAFFIC CONTROL SIGN AND SUPPORT

SOUTH M3-3 24"X12"
13 M1-6 24"X24"
B
MAX. 13' WIDTH W12-52 48"X48"
3 MILES AHEAD WO57-52 48"X36"

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL - OSOW SIGNING	SHEET 80	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025050-TC-OSOW.DWG
LAYOUT NAME - Plan 1 IN 2000 FT
PLOT DATE : 8/21/2023 1:45 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1:4 mi
WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD W20-1A

ROAD CLOSED AHEAD W20-3A

STAGE 1A

STAGE 1B

LINCOLN ST.

BEGIN PROJECT
STA 83+50

SIXTH ST.

WEST ST.

FOURTH ST.

THIRD ST.

SECOND ST.

FIRST ST.

LITTLE ROCHE A CRI CREEK

MOUND VIEW DR.

END PROJECT
STA 119+76

END ROAD WORK
G20-2A
48"X24"

STH 13/MAIN ST.

80 85 90 95 100 105 110 115 120 125

MAX. 13' WIDTH
WO12-52

RIGHT LANE CLOSED AHEAD W20-5A

NORTH ST.

AIRPORT DR.

ADAMS ST.

STH 13/
MAIN ST.

CTH J/
LAKE ST.

FRIENDSHIP LAKE

STH 13

CITY OF ADAMS

VILLAGE OF
FRIENDSHIP

N

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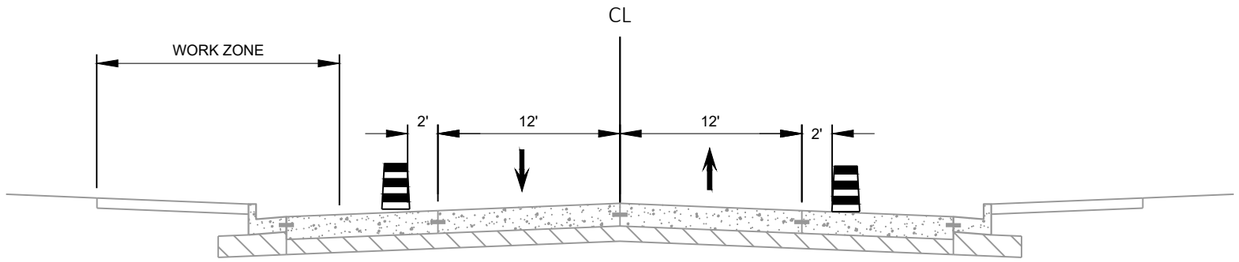
PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL STAGE 1 ADVANCED WARNING	SHEET 81	E

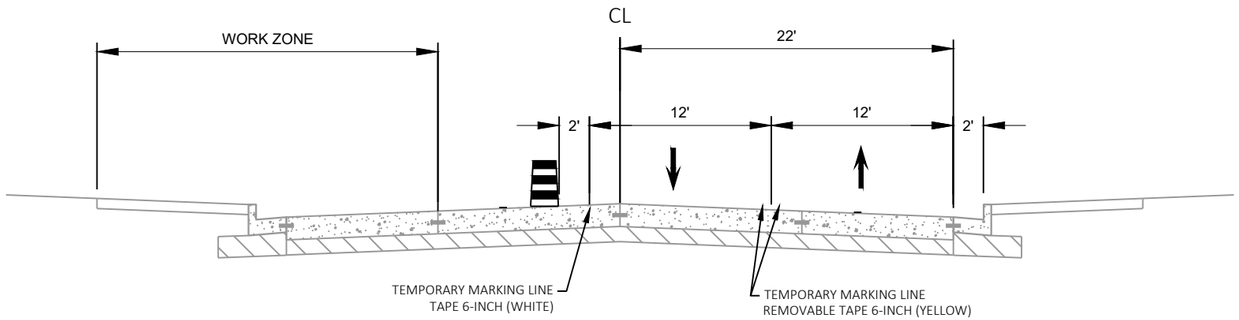
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025100_TC-S1-OVERVIEW.DWG
LAYOUT NAME - OVERVIEW (2)

PLOT DATE : 8/21/2023 1:48 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:400 FT

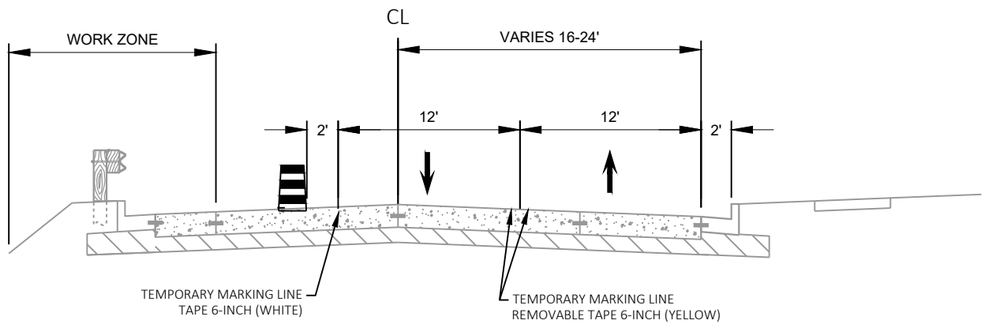
WISDOT/CADDS SHEET 44



STA 83+50 - STA 99+25



STA 99+25 - STA 111+75



STA 111+75 - STA 119+76

2

2

LINCOLN STREET

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIGN

77

78

SEE BELOW

DETOUR
M4-9BL
30"X24"

SIGN

SIGN

SEE INSET

79

80

81

82

83

84

85

86

W NORTH STREET

N

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60R
30"X24"

MATCHLINE

STA 81+25-STA 82+50
REMOVING CENTERLINE
PAVEMENT MARKINGS

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

125' LANE CLOSURE TAPER

W04-2R

WO1-6
48" X 24"

TYPE III BARRICADE

SIGN

SIGN

HWY XX
ROAD WORK
BEGINS XXX-XX

G20-57
72"X36"

INSTALL 7 DAYS PRIOR TO
CONSTRUCTION. REMOVE WHEN
CONSTRUCTION BEGINS

E NORTH STREET

SIGN

R11-2L
48" X 30"

LANE
CLOSED

TYPE III BARRICADE

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1A	SHEET 83	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025110_TC-S1A.DWG
LAYOUT NAME - 10

PLOT DATE : 10/6/2023 10:30 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MATCH LINE 94+00

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

W 6TH STREET

SIDEWALK CLOSED
R9-9
24"X12"
M4-60L
30"X24"

STOP
R1-1
30"X30"

WEST STREET

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

87 88 89 90 91 92 93

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1A (WEST STREET PHASE 1)	SHEET 84	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025110_TC-S1A.DWG
LAYOUT NAME - 11

PLOT DATE : 10/6/2023 10:30 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 101+50

N

W 3RD STREET

W 4TH STREET

E 4TH STREET

AIRPORT DRIVE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD

M4-60L
30"X24"

100' LANE SHIFT TAPER

95
96
97
98
99
100
101

STOP
R1-1
30"X30"

W01-4R

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)

STA 99+25 - STA 111+00
REMOVE CENTERLINE AND
NORTHBOUND PARKING
PAVING MARKINGS

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

W01-4R

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1A	SHEET 85	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025110_TC-S1A.DWG
LAYOUT NAME - 12

PLOT DATE : 10/6/2023 10:30 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
AT WEST ST

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
AT WEST ST

N

MATCH LINE 105+00

SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

W 2ND STREET

W 3RD STREET

W 1ST STREET

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60R
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

R3-1
24"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60L
30"X24"

SIGN

102 103 104 105 106 107 108

E 2ND STREET

E 1ST STREET

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

R3-2
24"X24"

STA 99+25 - STA 121+25
REMOVE CENTERLINE AND
NORTHBOUND PARKING
PAVING MARKINGS

W01-4L

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

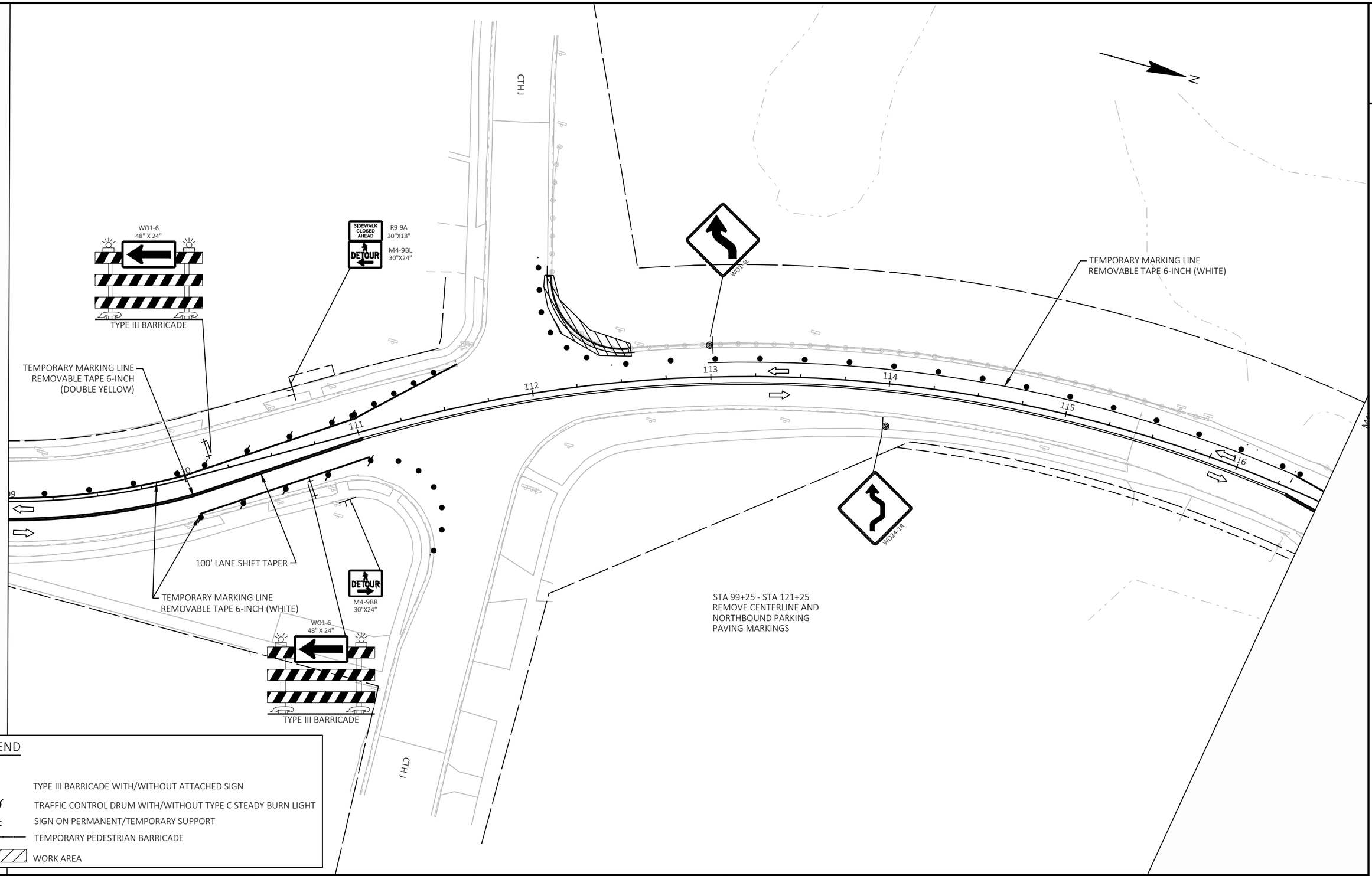
PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1A	SHEET 86	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025110_TC-S1A.DWG
LAYOUT NAME - 13

PLOT DATE : 10/6/2023 10:30 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1A	SHEET 87	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025110_TC-S1A.DWG
LAYOUT NAME - 14
PLOT DATE : 10/6/2023 10:31 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

MOUND VIEW DRIVE

INSTALL 7 DAYS PRIOR TO CONSTRUCTION. REMOVE WHEN CONSTRUCTION BEGINS

HWY XX
ROAD WORK
BEGINS XXX-XX

G20-57
72"X36"

WO1-6
48" X 24"

TYPE III BARRICADE

CONSTRUCT STORM SEWER PATCH UTILIZING FLAGGING OPERATIONS

STOP

R1-1
30"X30"

WO24-1L

117 118 119 120 121 122 123 124

150' LANE SHIFT TAPER

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)

STA 99+25 - STA 121+25
REMOVE CENTERLINE AND
NORTHBOUND PARKING
PAVING MARKINGS

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1A	SHEET 88	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025110_TC-S1A.DWG
LAYOUT NAME - 15

PLOT DATE : 10/6/2023 10:31 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MATCH LINE 94+00

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

TEMPORARY PEDESTRIAN SURFACE

SIDEWALK CLOSED
R9-9
24"X12"
M4-60L
30"X24"

STOP
R1-1
30"X30"

STOP
R1-1
30"X30"

W 6TH STREET

WEST STREET

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

87 88 89 90 91 92 93

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

TEMPORARY CURB RAMP
TEMPORARY DETECTABLE WARNING FIELD

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1A (WEST STREET PHASE 2)	SHEET 89	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025115_TC-S1A(2).DWG
LAYOUT NAME - 11
PLOT DATE : 8/23/2023 7:08 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A
30"X18"
M4-9BR
30"X24"

LINCOLN STREET

SIGN

77

78

SEE BELOW

DETOUR
M4-9BL
30"X24"

SIGN

SIGN

SEE INSET

79

80

81

82

83

84

85

86

MATCHLINE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

ON EAST SIDE OF RAYMOND ST INTERSECTION
SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

N

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY PEDESTRIAN SURFACE

M4-60L
30"X24"

M4-60R
30"X24"

M4-60R
30"X24"

M4-60L
30"X24"

W NORTH STREET

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

R3-1
24"X24"

WO4-2R

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

125' LANE CLOSURE TAPER

WO1-6
48" X 24"
TYPE III BARRICADE

SIGN

R3-2
24"X24"

M4-60D
30"X24"

E NORTH STREET

SIGN

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

M4-60D
30"X24"

COVERING TRAFFIC SIGNAL HEAD
(EASTBOUND FACING)

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1B	SHEET 90	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025120_TC-S1B.DWG
LAYOUT NAME - 10

PLOT DATE : 10/6/2023 10:25 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MATCH LINE 94+00

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

W 6TH STREET

STOP
R1-1
30"X30"

WEST STREET

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

87 88 89 90 91 92 93

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1B	SHEET 91	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025120_TC-S1B.DWG
LAYOUT NAME - 11

PLOT DATE : 10/6/2023 10:25 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 101+50

N

W 3RD STREET

W 4TH STREET

E 4TH STREET

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60L
30"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

100' LANE SHIFT TAPER

R9-9
24"X12"
SIDEWALK CLOSED
M4-60D
30"X24"

STOP
R1-1
30"X30"

W01-4R

M4-60D
30"X24"

AIRPORT DRIVE

STOP
R1-1
30"X30"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

W01-4R

STOP
R1-1
30"X30"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

95 96 97 98 99 100 101

SIGN

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1B (3RD ST PHASE 1)	SHEET 92	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025120_TC-S1B.DWG
LAYOUT NAME - 12

PLOT DATE : 10/6/2023 10:25 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
AT WEST ST

N

MATCH LINE 105

W 3RD STREET

SIDEWALK CLOSED
R9-9
24"X12"

MAINTAIN ACCESS
TO POST OFFICE

STOP
R1-1
30"X30"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60L
30"X24"

W 2ND STREET

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60R
30"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

STOP
R1-1
30"X30"

W 1ST STREET

SIGN

104 105 106 107 108

M4-60D
30"X24"

E 2ND STREET

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

W01-4L

M4-60D
30"X24"

E 1ST STREET

M4-60D
30"X24"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1B (3RD ST PHASE 1)	SHEET 93	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025120_TC-S1B.DWG
LAYOUT NAME - 13

PLOT DATE : 10/6/2023 10:25 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

CTH J

TEMPORARY PEDESTRIAN SURFACE
TEMPORARY CURB RAMP
TEMPORARY DETECTABLE WARNING FIELD

WO1-6
48" X 24"

TYPE III BARRICADE

SIDEWALK CLOSED
DETOUR

R9-9
24"X12"

M4-9BL
30"X24"

WO1-4L

N

112
113
114
115
111
110
09
16

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

WO24-1R

WO1-6
48" X 24"

TYPE III BARRICADE

M4-60D
30"X24"

DETOUR
M4-9BR
30"X24"

CTH J

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1B	SHEET 94	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025120_TC-S1B.DWG
LAYOUT NAME - 14

PLOT DATE : 10/6/2023 10:25 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

MOUND VIEW DRIVE

N

WO1-6
48" X 24"

TYPE III BARRICADE

STOP
R1-1
30"X30"

WO24-1L

117 118 119 120 121 122 123 124

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1B	SHEET 95	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025120_TC-S1B.DWG
LAYOUT NAME - 15

PLOT DATE : 10/6/2023 10:25 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

TEMPORARY CURB RAMP
TEMPORARY DETECTABLE WARNING FIELD

MATCH LINE 101+50

N

W 3RD STREET

W 4TH STREET

E 4TH STREET

AIRPORT DRIVE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60R
30"X24"

STOP
R1-1
30"X30"

100' LANE SHIFT TAPER

WO1-4R

M4-60D
30"X24"

95
96
97
98
99
100
101

SIGN

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1B (3RD ST PHASE 2)	SHEET 96	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025125_TC-S1B(2).DWG
LAYOUT NAME - 12

PLOT DATE : 8/23/2023 7:17 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

TEMPORARY CURB RAMP
TEMPORARY DETECTABLE WARNING FIELD

W 3RD STREET

SIDEWALK CLOSED R9-9 24"X12"

MAINTAIN ACCESS
TO POST OFFICE

STOP R1-1 30"X30"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

M4-60L 30"X24"

W 2ND STREET

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

M4-60R 30"X24"

R11-2L 48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED AHEAD R9-9A 30"X18"
AT WEST ST

N

MATCH LINE 105

SIGN

R9-9 24"X12" SIDEWALK CLOSED

STOP R1-1 30"X30"

W 1ST STREET

M4-60D 30"X24"

E 2ND STREET

R11-2L 48" X 30"
LANE CLOSED
TYPE III BARRICADE

W01-4L

E 1ST STREET

M4-60D 30"X24"

M4-60D 30"X24"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 1B (3RD ST PHASE 2)	SHEET 97	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025125_TC-S1B(2).DWG
LAYOUT NAME - 13

PLOT DATE : 8/23/2023 7:18 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD W20-1A

LINCOLN ST.

BEGIN PROJECT
STA 83+50

END ROAD WORK

STH 13/MAIN ST.

80 85 90 95 100 105 110 115 120

SIXTH ST.

WEST ST.

FOURTH ST.

THIRD ST.

SECOND ST.

FIRST ST.

STH 13/
MAIN ST.

LITTLE ROCHE A CRI CREEK

MOUND VIEW DR.

END PROJECT
STA 119+76

N

ROAD WORK AHEAD

MAX. 13' WIDTH

RIGHT LANE CLOSED AHEAD

NORTH ST.

ROAD WORK AHEAD W20-1A

STAGE 2B

STAGE 2A R11-4 60" X 30"

ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

TYPE III BARRICADE

AIRPORT DR.

ADAMS ST.

CITY OF ADAMS

VILLAGE OF FRIENDSHIP

ROAD CLOSED AHEAD W20-3A

STAGE 2A

CTH J/
LAKE ST.

FRIENDSHIP LAKE

END ROAD WORK

STH 13

NOTE: SHADED SIGNS INSTALLED IN PREVIOUS STAGE TO REMAIN IN SAME LOCATION

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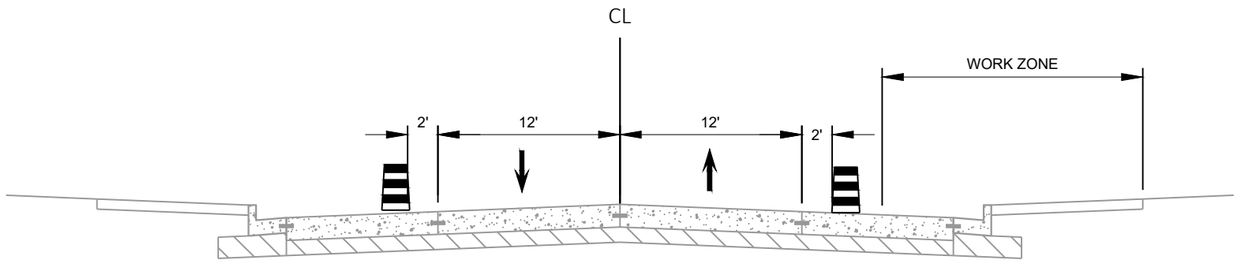
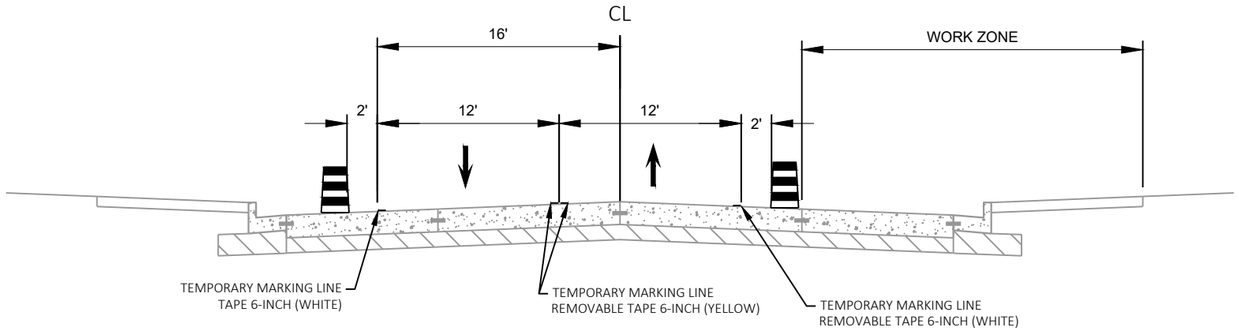
PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL STAGE 2 ADVANCED WARNING	SHEET 98	E

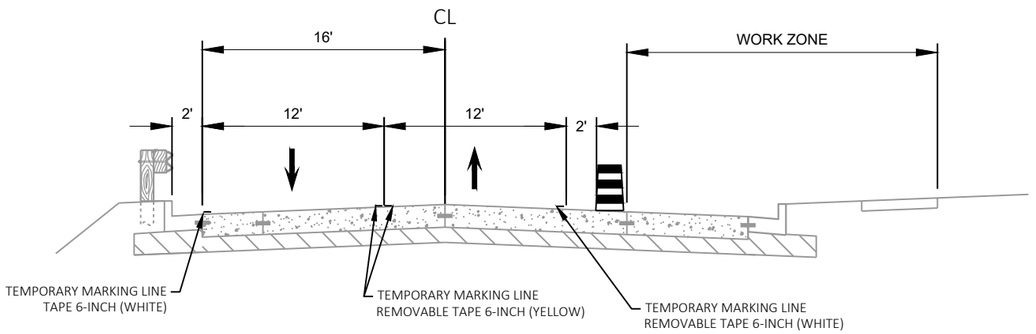
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025200_TC-S2-OVERVIEW.DWG
LAYOUT NAME - OVERVIEW (2)
PLOT DATE : 10/6/2023 10:34 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 44



STA 83+50 - STA 99+25



STA 99+25 - STA 111+75



STA 111+75 - STA 119+76

2

2

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A
30"X18"
M4-9BR
30"X24"

LINCOLN STREET

SIGN

77

78

SEE BELOW

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A
30"X18"
M4-9BL
30"X24"

SIGN

SIGN

N

M4-60D
30"X24"

W NORTH STREET

COVERING TRAFFIC SIGNAL HEAD
(WESTBOUND FACING)

M4-60D
30"X24"

R3-2
24"X24"

MATCHLINE

SEE INSET

79

80

81

82

83

84

85

86

SIGN

SIGN

R3-1
24"X24"

M4-60L
30"X24"

M4-60R
30"X24"

TEMPORARY PEDESTRIAN SURFACE

WO1-2R
48" X 24"

M4-60L
30"X24"

M4-60R
30"X24"

E NORTH STREET

SIDEWALK CLOSED
R9-9
24"X12"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

WO4-2R

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

125' LANE CLOSURE TAPER

TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

TO WEST OF NEAREST DRIVEWAY
SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2A	SHEET 100	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025210_TC-S2A.DWG
LAYOUT NAME - 10

PLOT DATE : 10/6/2023 10:27 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MATCH LINE 94+00

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

W 6TH STREET

STOP
R1-1
30"X30"

WEST STREET

87 88 89 90 91 92 93

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60R
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60L
30"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2A	SHEET 101	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025210_TC-S2A.DWG
LAYOUT NAME - 11

PLOT DATE : 10/6/2023 10:27 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MATCH LINE 101+50

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

M4-60D
30"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

W 4TH STREET

WO1-6
48" X 24"
TYPE III BARRICADE

WO1-4R

M4-60D
30"X24"

W 3RD STREET

100' LANE SHIFT TAPER

95
96
97
98
99
100
101

SIGN

SIDEWALK CLOSED
R9-9
24"X12"

AIRPORT DRIVE

STOP
R1-1
30"X30"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

WO1-4R

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60R
30"X24"

E 4TH STREET

STOP
R1-1
30"X30"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60L
30"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)

STA 99+25 - STA 121+25
REMOVE SOUTHBOUND
EDGELINE AND PARKING
PAVING MARKINGS

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2A	SHEET 102	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025210_TC-S2A.DWG
LAYOUT NAME - 12

PLOT DATE : 10/6/2023 10:27 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MATCH LINE 103

N

W 3RD STREET

W 2ND STREET

W 1ST STREET

E 2ND STREET

E 1ST STREET

M4-60D
30"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60R
30"X24"

STOP
R3-1
24"X24"

R1-1
30"X30"

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)

TEMPORARY PEDESTRIAN SURFACE
TEMPORARY CURB RAMP
TEMPORARY DETECTABLE WARNING FIELD

M4-60L
30"X24"

STA 99+25 - STA 121+25
REMOVE SOUTHBOUND
EDGELINE AND PARKING
PAVING MARKINGS

AT ADAMS STREET

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2A	SHEET 103	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025210_TC-S2A.DWG
LAYOUT NAME - 13

PLOT DATE : 10/6/2023 10:27 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

CTH I

M4-9BL
30"X24"

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)

R9-9A
30"X18"

M4-9BR
30"X24"

R9-9A
30"X18"

M4-60D
30"X24"

STOP
R1-1
30"X30"

STA 99+25 - STA 121+25
REMOVE SOUTHBOUND
EDGELINE AND PARKING
PAVING MARKINGS

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

CTH I

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2A	SHEET 104	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025210_TC-S2A.DWG
LAYOUT NAME - 14

PLOT DATE : 10/6/2023 10:27 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MOUND VIEW DRIVE

N

R9-9
24"X12"
SIDEWALK CLOSED

R9-9
24"X12"
SIDEWALK CLOSED

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

W01-4R

117
118
119
120
121
122
123
124

100' LANE SHIFT TAPER

STA 99+25 - STA 121+25
REMOVE SOUTHBOUND
EDGELINE AND PARKING
PAVING MARKINGS

R11-2L
48" X 30"
LANE CLOSED

W01-4R

TYPE III BARRICADE

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2A	SHEET 105	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025210_TC-S2A.DWG
LAYOUT NAME - 15

PLOT DATE : 10/6/2023 10:27 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

LINCOLN STREET

DETOUR
M4-9BR
30"X24"

SIGN

77

78

SEE BELOW

DETOUR
M4-9BL
30"X24"

SIGN

SIGN

SEE INSET

79

80

81

82

83

84

85

86

W NORTH STREET

MATCHLINE

N

SIGN

SIGN

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60L
30"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

WO4-2R

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

125' LANE CLOSURE TAPER

WO1-6
48" X 24"
TYPE III BARRICADE

E NORTH STREET

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2B	SHEET 106	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025220_TC-S2B.DWG
LAYOUT NAME - 10

PLOT DATE : 8/23/2023 7:38 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 94+00

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

W 6TH STREET

M4-60D
30"X24"

STOP
R1-1
30"X30"

WEST STREET

87 88 89 90 91 92 93

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2B	SHEET 107	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025220_TC-S2B.DWG
LAYOUT NAME - 11

PLOT DATE : 8/23/2023 7:38 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 101+50

N

W 3RD STREET

W 4TH STREET

E 4TH STREET

AIRPORT DRIVE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

M4-60D
30"X24"

STOP
R1-1
30"X30"

M4-60D
30"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

WO1-4R

100' LANE SHIFT TAPER

95
96
97
98
99
100
101

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60R
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

M4-60L
30"X24"

M4-60R
30"X24"

WO1-4R

TEMPORARY PEDESTRIAN SURFACE

M4-60L
30"X24"

M4-60R
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

WO1-6
48" X 24"
TYPE III BARRICADE

STOP
R1-1
30"X30"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60R
30"X24"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2B	SHEET 108	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025220_TC-S2B.DWG
LAYOUT NAME - 12

PLOT DATE : 8/23/2023 7:38 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 105

W 3RD STREET

W 2ND STREET

W 1ST STREET

E 2ND STREET

E 1ST STREET

M4-60D
30"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

M4-60D
30"X24"

M4-9BL
30"X24"

DETOUR

M4-9BR
30"X24"

DETOUR

102 103 104 105 106 107 108

R3-1
24"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60L
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

STOP
R1-1
30"X30"

M4-60D
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

R3-1
24"X24"

SIDEWALK CLOSED
R9-9
24"X12"
M4-60R
30"X24"

TEMPORARY PEDESTRIAN SURFACE
TEMPORARY CURB RAMP
TEMPORARY DETECTABLE WARNING FIELD
FROM STAGE 2A

STOP
R1-1
30"X30"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

M4-60D
30"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60R
30"X24"
AT ADAMS STREET

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2B	SHEET 109	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025220_TC-S2B.DWG
LAYOUT NAME - 13

PLOT DATE : 8/23/2023 7:38 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

CTH I

M4-60D
30"X24"

R1-1
30"X30"

STOP

M4-60R
30"X24"

M4-60L
30"X24"

R9-9
24"X12"

SIDEWALK CLOSED

M4-9BR
30"X24"

DETOUR

M4-9BL
30"X24"

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY PEDESTRIAN SURFACE
TEMPORARY CURB RAMP
TEMPORARY DETECTABLE WARNING FIELD

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

CTH J

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2B	SHEET 110	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025220_TC-S2B.DWG
LAYOUT NAME - 14

PLOT DATE : 8/23/2023 7:38 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

MOUND VIEW DRIVE

N

R9-9
24"X12"
SIDEWALK CLOSED

R9-9
24"X12"
SIDEWALK CLOSED

W01-4R

116
117
118
119
120
121
122
123
124

100' LANE SHIFT TAPER

M4-60R
30"X24"

M4-60L
30"X24"

M4-60L
30"X24"

M4-60R
30"X24"

NARROW OFFSET TO TEMP
WALK DUE TO HYDRANT

TEMPORARY PEDESTRIAN SURFACE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

W01-4R

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 2B	SHEET 111	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025220_TC-S2B.DWG
LAYOUT NAME - 15

PLOT DATE : 8/23/2023 7:38 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

BEGIN PROJECT
STA 83+50

END PROJECT
STA 119+76

ROAD WORK AHEAD

END ROAD WORK

MAX. 13' WIDTH

RIGHT LANE CLOSED AHEAD

STAGE 2B

LINCOLN ST.

SIXTH ST.

WEST ST.

FOURTH ST.

THIRD ST.

SECOND ST.

FIRST ST.

NORTH ST.

AIRPORT DR.

ADAMS ST.

STH 13/MAIN ST.

CTH J/LAKE ST.

STH 13

LITTLE ROCHE A CRI CREEK

MOUND VIEW DR.

FRIENDSHIP LAKE

VILLAGE OF FRIENDSHIP

80 85 90 95 100 105 110 115 120 125

N

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ROAD WORK AHEAD

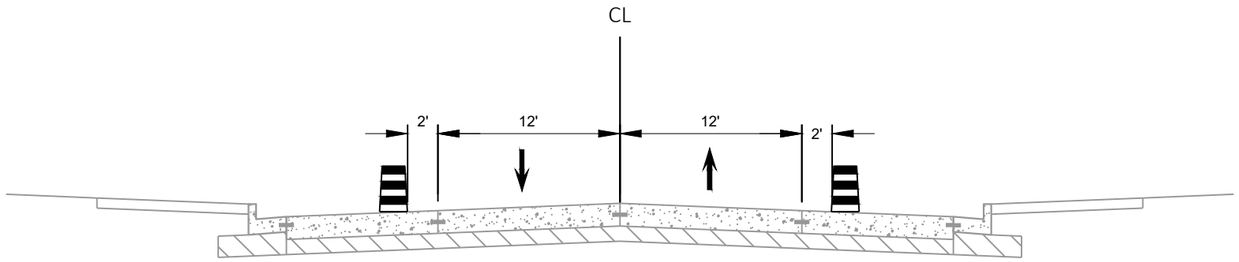
NOTE: SHADED SIGNS INSTALLED IN PREVIOUS STAGE TO REMAIN IN SAME LOCATION

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL STAGES 3 AND 4 ADVANCED WARNING	SHEET 112	E

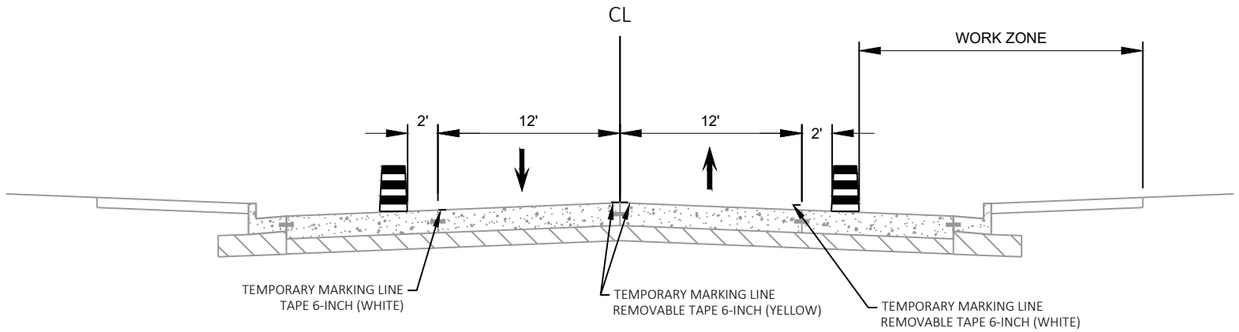
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025300_TC-S3-OVERVIEW.DWG
LAYOUT NAME - OVERVIEW (2)

PLOT DATE : 10/6/2023 10:35 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:400 FT

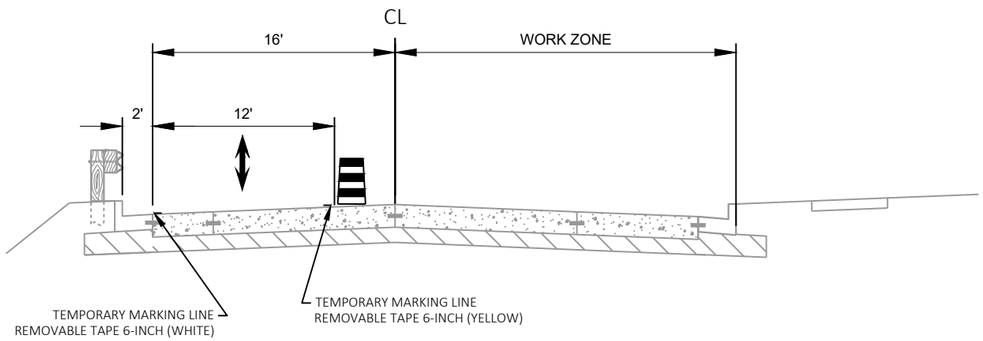
WISDOT/CADDS SHEET 44



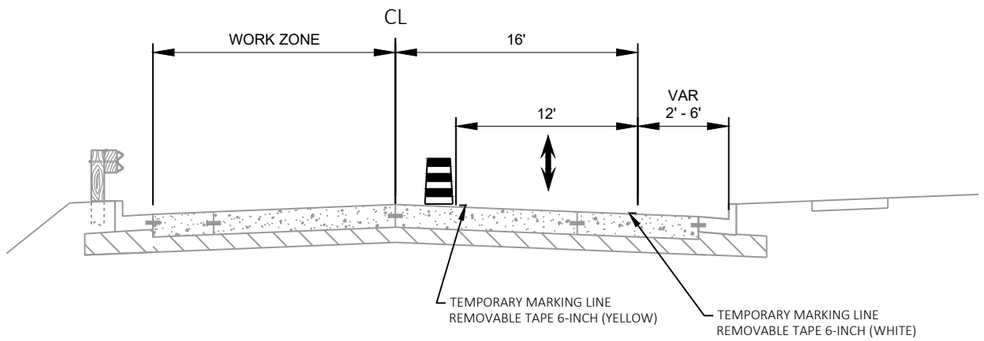
STA 83+50 - STA 99+00



STA 99+00 - STA 111+75



STA 111+75 - STA 119+76
STAGE 3A



STA 111+75 - STA 119+76
STAGE 3B

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL - STAGE 3 - TYPICAL SECTIONS	SHEET 113	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\TCTYPS.DWG
LAYOUT NAME - 03
PLOT DATE : 8/21/2023 1:47 PM
PLOT BY : ADAM OSYPOWSKI
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

N

W NORTH STREET

E NORTH STREET

MATCHLINE

SIGN

SIGN

SIGN

SIGN

79 80 81 82 83 84 85 86

WO4-2R

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

125' LANE CLOSURE TAPER

WO1-6
48" X 24"

TYPE III BARRICADE

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 3	SHEET 114	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025310_TC-S3A.DWG
LAYOUT NAME - 10

PLOT DATE : 10/6/2023 10:40 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

W 6TH STREET

STOP
R1-1
30"X30"

WEST STREET

MATCH LINE 94+00

87 88 89 90 91 92 93

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 3	SHEET 115	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025310_TC-S3A.DWG
LAYOUT NAME - 11

PLOT DATE : 10/6/2023 10:40 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 101+50

W 3RD STREET

W 4TH STREET

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

95
96
97
98
99
100
101

AIRPORT DRIVE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

E 4TH STREET

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

LEGEND

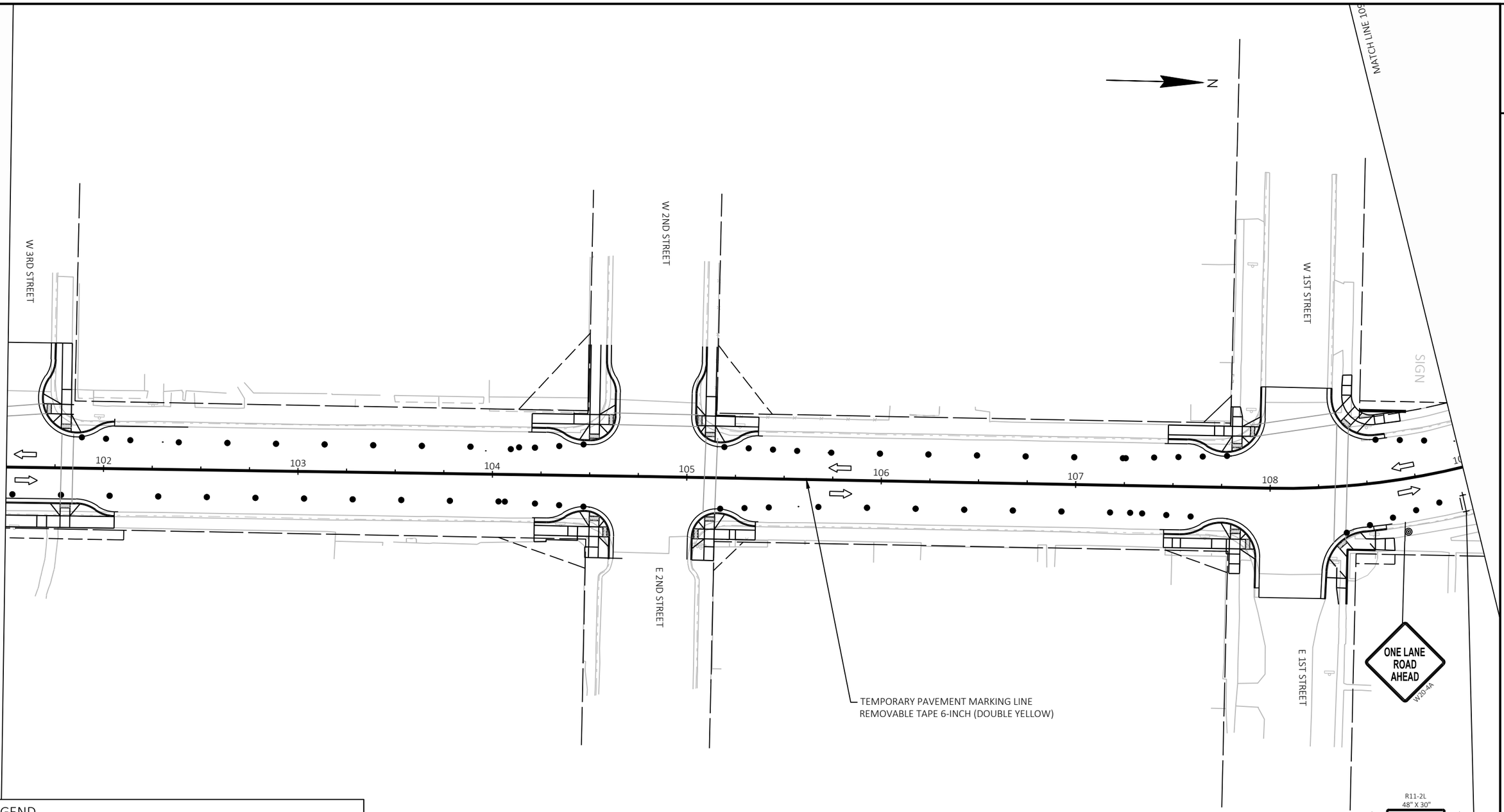
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 3	SHEET 116	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025310_TC-S3A.DWG
LAYOUT NAME - 12

PLOT DATE : 10/6/2023 10:40 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 3	SHEET 117	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025310_TC-S3A.DWG
LAYOUT NAME - 13

PLOT DATE : 10/6/2023 10:40 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

CTH I

TEMPORARY PAVEMENT MARKING LINE
REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

50'

50'

109

110

111

112

113

114

115

116

STOP
HERE ON
RED
R10-6
24"X36"

W03-3

W01-4R

TEMPORARY PAVEMENT MARKING LINE
REMOVABLE TAPE 6-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING, STOP LINE
18-INCH, REMOVABLE TAPE
STA 112+65

CTH J

LEGEND

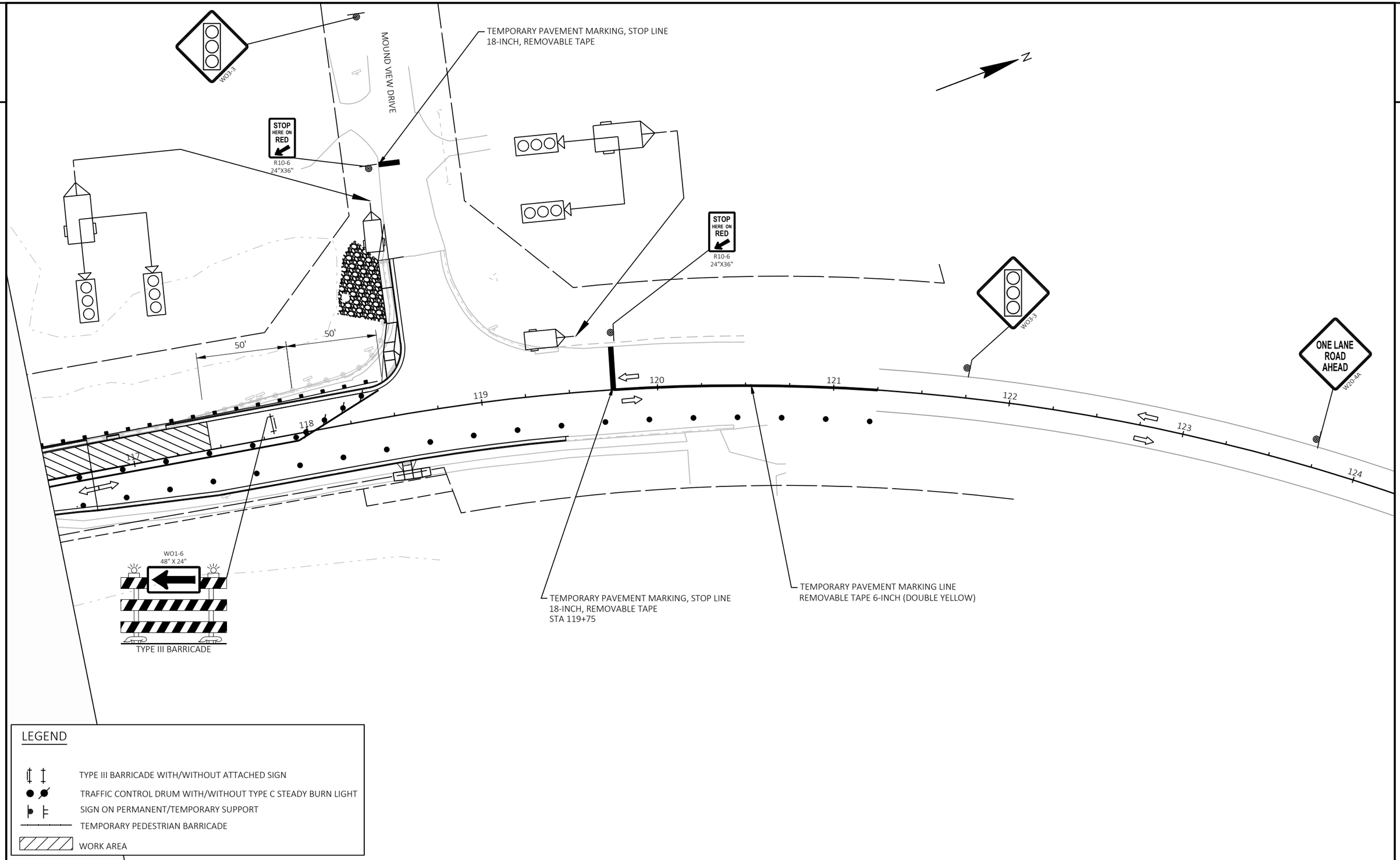
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 3A	SHEET 118	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025310_TC-S3A.DWG
LAYOUT NAME - 14

PLOT DATE : 10/6/2023 10:40 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



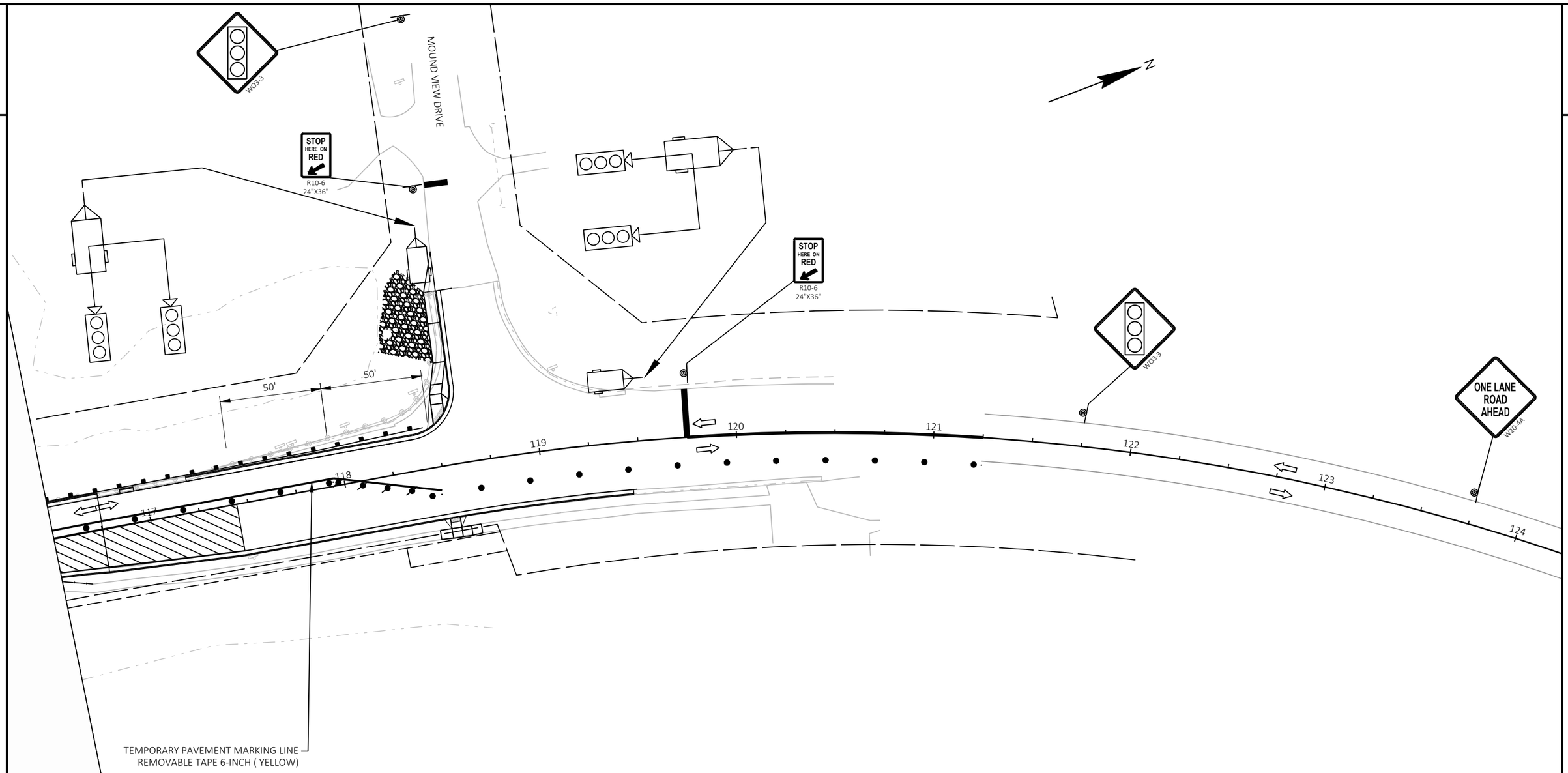
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 3A	SHEET 119	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025310_TC-S3A.DWG
LAYOUT NAME - 15
PLOT DATE : 10/6/2023 10:40 AM
PLOT BY : ADAM OSYPOWSKI
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	TRAFFIC CONTROL -STAGE 3B	SHEET 120	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\025320_TC-S3B.DWG
LAYOUT NAME - 15

PLOT DATE : 10/6/2023 10:38 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

TEMPORARY SIGNAL TIMING

SIGNAL TIMING PROVIDED BY NC REGION TRAFFIC SECTION

	Ø1	Ø2	Ø3
	NB STH 13	SB STH 13	EB Moundview Dr
MINIMUM GREEN TIME	9 sec	9 sec	5 sec
MAXIMUM PASSAGE TIME DURING GREEN PHASE	5 sec	5 sec	5 sec
MINIMUM PASSAGE TIME DURING GREEN PHASE	3 sec	3 sec	-
START OF REDUCTION OF PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	15 sec	15 sec	-
TIME TO REDUCE PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	0 sec	0 sec	-
MAXIMUM GREEN TIME	37 sec	37 sec	7 sec
YELLOW	3 sec	3 sec	3 sec
ALL-RED	23 sec	5 sec	24 sec
RECALL MODE	MIN	MIN	MIN

PHASE 2 SHALL COME AFTER PHASE 1, PHASE 3 SHALL COME AFTER PHASE 2.

CONTRACTOR SHALL REVIEW SIGNALS AFTER PROGRAMMING TO ASSURE THERE ARE NOT CONFLICTING MOVEMENTS.

IF THERE ARE QUESTIONS REGARDING THE TIMINGS PLEASE CONTACT TRAFFIC ENGINEER

Estimate Of Quantities

6140-01-66

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	654.000	654.000
0004	204.0105	Removing Concrete Pavement Butt Joints	SY	424.000	424.000
0006	204.0109.S	Removing Concrete Surface Partial Depth	SF	180,150.000	180,150.000
0008	204.0110	Removing Asphaltic Surface	SY	215.000	215.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	213.000	213.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	562.000	562.000
0014	204.0150	Removing Curb & Gutter	LF	2,077.000	2,077.000
0016	204.0155	Removing Concrete Sidewalk	SY	1,256.000	1,256.000
0018	204.0165	Removing Guardrail	LF	725.000	725.000
0020	204.0195	Removing Concrete Bases	EACH	66.000	66.000
0022	204.0220	Removing Inlets	EACH	5.000	5.000
0024	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	77.000	77.000
0026	204.0245	Removing Storm Sewer (size) 02. 30-Inch	LF	4.000	4.000
0028	204.0280	Sealing Pipes	EACH	1.000	1.000
0030	204.9035.S	Removing (item description) 01. Riprap	CY	67.000	67.000
0032	204.9060.S	Removing (item description) 01. Apron Endwalls	EACH	1.000	1.000
0034	205.9011.S	Grading and Shaping Intersection (location) 01. Mound View Drive	EACH	1.000	1.000
0036	213.0100	Finishing Roadway (project) 01. 6140-01-66	EACH	1.000	1.000
0038	305.0110	Base Aggregate Dense 3/4-Inch	TON	446.000	446.000
0040	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	100.000	100.000
0042	390.0100	Removing Pavement for Base Patching	CY	310.000	310.000
0044	390.0305	Base Patching Concrete HES	CY	299.000	299.000
0046	390.0405	Base Patching Concrete SHES	CY	11.000	11.000
0048	416.0610	Drilled Tie Bars	EACH	1,179.000	1,179.000
0050	416.0620	Drilled Dowel Bars	EACH	736.000	736.000
0052	455.0605	Tack Coat	GAL	1,331.000	1,331.000
0054	460.2000	Incentive Density HMA Pavement	DOL	1,316.000	1,316.000
0056	460.6424	HMA Pavement 4 MT 58-28 H	TON	2,061.000	2,061.000
0058	465.0105	Asphaltic Surface	TON	8.000	8.000
0060	465.0110	Asphaltic Surface Patching	TON	37.000	37.000
0062	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	17.000	17.000
0064	520.8000	Concrete Collars for Pipe	EACH	6.000	6.000
0066	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0068	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	2,896.000	2,896.000
0070	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	169.000	169.000
0072	601.0600	Concrete Curb Pedestrian	LF	129.000	129.000
0074	602.0405	Concrete Sidewalk 4-Inch	SF	13,988.000	13,988.000
0076	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	410.000	410.000
0078	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	117.000	117.000
0080	602.0810	Concrete Driveway 6-Inch	SY	125.000	125.000
0082	606.0300	Riprap Heavy	CY	67.000	67.000
0084	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	194.000	194.000
0086	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	8.000	8.000
0088	611.0420	Reconstructing Manholes	EACH	3.000	3.000
0090	611.0430	Reconstructing Inlets	EACH	7.000	7.000
0092	611.0530	Manhole Covers Type J	EACH	4.000	4.000
0094	611.0624	Inlet Covers Type H	EACH	3.000	3.000
0096	611.0639	Inlet Covers Type H-S	EACH	8.000	8.000
0098	611.3230	Inlets 2x3-FT	EACH	10.000	10.000
0100	611.8110	Adjusting Manhole Covers	EACH	8.000	8.000

Estimate Of Quantities

6140-01-66

Line	Item	Item Description	Unit	Total	Qty
0102	611.8115	Adjusting Inlet Covers	EACH	27.000	27.000
0104	614.2300	MGS Guardrail 3	LF	395.000	395.000
0106	614.2350	MGS Guardrail Short Radius	LF	65.000	65.000
0108	614.2500	MGS Thrie Beam Transition	LF	75.000	75.000
0110	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000
0112	614.2630	MGS Guardrail Short Radius Terminal	EACH	1.000	1.000
0114	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6140-01-66	EACH	1.000	1.000
0116	619.1000	Mobilization	EACH	1.000	1.000
0118	621.0100	Landmark Reference Monuments	EACH	4.000	4.000
0120	624.0100	Water	MGAL	10.000	10.000
0122	625.0100	Topsoil	SY	1,005.000	1,005.000
0124	627.0200	Mulching	SY	90.000	90.000
0126	628.1504	Silt Fence	LF	835.000	835.000
0128	628.1520	Silt Fence Maintenance	LF	835.000	835.000
0130	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0132	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0134	628.2008	Erosion Mat Urban Class I Type B	SY	915.000	915.000
0136	628.7015	Inlet Protection Type C	EACH	30.000	30.000
0138	628.7555	Culvert Pipe Checks	EACH	5.000	5.000
0140	628.7570	Rock Bags	EACH	20.000	20.000
0142	630.0140	Seeding Mixture No. 40	LB	26.900	26.900
0144	630.0500	Seed Water	MGAL	21.000	21.000
0146	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	22.000	22.000
0148	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	17.000	17.000
0150	634.0818	Posts Tubular Steel 2x2-Inch X 18-FT	EACH	2.000	2.000
0152	637.2210	Signs Type II Reflective H	SF	5.500	5.500
0154	637.2230	Signs Type II Reflective F	SF	16.500	16.500
0156	638.2102	Moving Signs Type II	EACH	51.000	51.000
0158	638.3000	Removing Small Sign Supports	EACH	35.000	35.000
0160	642.5201	Field Office Type C	EACH	1.000	1.000
0162	643.0300	Traffic Control Drums	DAY	47,275.000	47,275.000
0164	643.0420	Traffic Control Barricades Type III	DAY	2,675.000	2,675.000
0166	643.0705	Traffic Control Warning Lights Type A	DAY	5,350.000	5,350.000
0168	643.0715	Traffic Control Warning Lights Type C	DAY	2,762.000	2,762.000
0170	643.0900	Traffic Control Signs	DAY	12,277.000	12,277.000
0172	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0174	643.3165	Temporary Marking Line Paint 6-Inch	LF	7,049.000	7,049.000
0176	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	19,140.000	19,140.000
0178	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	52.000	52.000
0180	643.5000	Traffic Control	EACH	1.000	1.000
0182	644.1440	Temporary Pedestrian Surface Matting	SF	1,635.000	1,635.000
0184	644.1601	Temporary Pedestrian Curb Ramp	DAY	147.000	147.000
0186	644.1605	Temporary Pedestrian Detectable Warning Field	SF	60.000	60.000
0188	644.1810	Temporary Pedestrian Barricade	LF	1,940.000	1,940.000
0190	645.0120	Geotextile Type HR	SY	100.000	100.000
0192	646.2020	Marking Line Epoxy 6-Inch	LF	1,338.000	1,338.000
0194	646.4020	Marking Line Epoxy 10-Inch	LF	327.000	327.000
0196	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	7,617.000	7,617.000
0198	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0200	646.6120	Marking Stop Line Epoxy 18-Inch	LF	345.000	345.000

Estimate Of Quantities

6140-01-66

Line	Item	Item Description	Unit	Total	Qty
0202	646.7120	Marking Diagonal Epoxy 12-Inch	LF	51.000	51.000
0204	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,385.000	2,385.000
0206	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	456.000	456.000
0208	646.8320	Marking Parking Stall Epoxy	LF	300.000	300.000
0210	646.9000	Marking Removal Line 4-Inch	LF	7,300.000	7,300.000
0212	650.4000	Construction Staking Storm Sewer	EACH	56.000	56.000
0214	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,032.000	1,032.000
0216	650.8000	Construction Staking Resurfacing Reference	LF	3,626.000	3,626.000
0218	650.8501	Construction Staking Electrical Installations (project) 01. 6140-01-66	EACH	1.000	1.000
0220	650.9000	Construction Staking Curb Ramps	EACH	48.000	48.000
0222	650.9500	Construction Staking Sidewalk (project) 01. 6140-01-66	EACH	1.000	1.000
0224	650.9911	Construction Staking Supplemental Control (project) 01. 6140-01-66	EACH	1.000	1.000
0226	652.0220	Conduit Rigid Nonmetallic Schedule 40 1 1/2-Inch	LF	350.000	350.000
0228	652.0700.S	Install Conduit into Existing Item	EACH	68.000	68.000
0230	652.0800	Conduit Loop Detector	LF	380.000	380.000
0232	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000
0234	654.0105	Concrete Bases Type 5	EACH	32.000	32.000
0236	655.0610	Electrical Wire Lighting 12 AWG	LF	1,280.000	1,280.000
0238	655.0615	Electrical Wire Lighting 10 AWG	LF	20,511.000	20,511.000
0240	655.0700	Loop Detector Lead In Cable	LF	452.000	452.000
0242	655.0800	Loop Detector Wire	LF	1,140.000	1,140.000
0244	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	32.000	32.000
0246	657.0322	Poles Type 5-Aluminum	EACH	32.000	32.000
0248	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	32.000	32.000
0250	659.1115	Luminaires Utility LED A	EACH	16.000	16.000
0252	659.1120	Luminaires Utility LED B	EACH	16.000	16.000
0254	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	66.000	66.000
0256	661.0101	Temporary Traffic Signals for Bridges (structure) 01. B-01-17	EACH	1.000	1.000
0258	690.0150	Sawing Asphalt	LF	355.000	355.000
0260	690.0250	Sawing Concrete	LF	4,346.000	4,346.000
0262	740.0440	Incentive IRI Ride	DOL	3,420.000	3,420.000
0264	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0266	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0268	SPV.0030	Special 01. Fertilizer for Lawn Type Turf	CWT	0.600	0.600
0270	SPV.0060	Special 01. Research and Locate Existing Land Parcel Monuments	EACH	29.000	29.000
0272	SPV.0060	Special 02. Verify and Replace Existing Land Parcel Monuments	EACH	29.000	29.000
0274	SPV.0060	Special 03. Inlet 5-Ft Diameter	EACH	1.000	1.000
0276	SPV.0060	Special 04. Reestablish Section Corner Monuments	EACH	1.000	1.000
0278	SPV.0060	Special 05. Inlet Connection to Existing Storm Sewer	EACH	2.000	2.000
0280	SPV.0060	Special 06. Convert Existing Inlet to Manhole	EACH	5.000	5.000
0282	SPV.0060	Special 07. Grading and Shaping Curb Ramps	EACH	30.000	30.000
0284	SPV.0060	Special 08. Covering Traffic Signal Head	EACH	4.000	4.000
0286	SPV.0060	Special 10. Remove and Salvage Lighting Assembly	EACH	66.000	66.000
0288	SPV.0060	Special 20. Adjusting Water Main Valve Box	EACH	6.000	6.000
0290	SPV.0060	Special 21. Adjusting Sanitary Manhole Covers	EACH	9.000	9.000
0292	SPV.0090	Special 01. Remove Electrical Wires from Existing Conduit	LF	6,837.000	6,837.000
0294	SPV.0170	Special 01. Concrete Joint and Crack Cleaning and Repair	STA	146.000	146.000
0296	SPV.0180	Special 01. Preparing Topsoil for Lawn Type Turf	SY	915.000	915.000

3

REMOVING CONCRETE PAVEMENT

LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	** 690.0250 SAWING CONCRETE LF
PROJECT 6140-01-66 CATEGORY 0010		
DRIVEWAY 87+00 LT	66	35
3RD ST E	107	---
3RD ST NW	41	---
3RD ST SW	42	---
2ND ST NE	33	---
2ND ST SE	33	---
2ND ST NW	33	---
2ND ST SW	45	---
1ST ST SE	40	---
1ST ST SW	38	---
MOUND VIEW SW	176	---
	---	---
PROJECT 6140-01-66 CAT 0010 TOTALS	**654**	35 **

** SEE SAWING FOR PROJECT TOTALS

REMOVING CONCRETE SURFACE PARTIAL DEPTH

STA	-	STA				204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF
PROJECT 6140-01-66 CATEGORY 0010						
83+25	-	119+45	ML	LANES	STH 13	128,880
93+00	-	94+97	RT	PARKING	STH 13	1,211
91+00	-	98+04	LT	PARKING	STH 13	4,151
95+73	-	98+08	RT	PARKING	STH 13	1,443
99+01	-	101+09	RT	PARKING	STH 13	1,237
98+68	-	101+09	LT	PARKING	STH 13	1,428
101+96	-	104+38	RT	PARKING	STH 13	1,435
101+96	-	104+38	LT	PARKING	STH 13	1,443
105+29	-	107+65	RT	PARKING	STH 13	1,421
105+31	-	107+66	LT	PARKING	STH 13	1,418
E NORTH STREET			RT	SIDE ROAD	STH 13	1,657
W NORTH STREET			LT	SIDE ROAD	STH 13	1,730
W 6TH STREET			LT	SIDE ROAD	STH 13	1,603
WEST STREET			LT	SIDE ROAD	STH 13	4,234
AIRPORT DRIVE			RT	SIDE ROAD	STH 13	1,864
W 4TH STREET			LT	SIDE ROAD	STH 13	1,028
E 4TH STREET			RT	SIDE ROAD	STH 13	1,734
W 3RD STREET			LT	SIDE ROAD	STH 13	869
W 2ND STREET			LT	SIDE ROAD	STH 13	942
E 2ND STREET			RT	SIDE ROAD	STH 13	978
W 1ST STREET			LT	SIDE ROAD	STH 13	1,266
E 1ST STREET			RT	SIDE ROAD	STH 13	1,192
CTH J			LT	SIDE ROAD	STH 13	5,511
CTH J			RT	SIDE ROAD	STH 13	8,226
MOUND VIEW DRIVE			LT	SIDE ROAD	STH 13	3,251
PROJECT 6140-01-66 CAT 0010 TOTAL						**180,150**

REMOVING ASPHALTIC SURFACE

LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	** 690.0150 SAWING ASPHALT LF
PROJECT 6140-01-66 CATEGORY 0010		
PARKING- WEST ST N	17	30
DRIVEWAYS AIRPORT NE	72	70
3RD ST SW	28	35
3RD ST NW	24	35
2ND ST SW	23	35
2ND ST NW	18	36
2ND ST SE	2	10
2ND ST NE	6	18
1ST ST SW	2	10
1ST ST NW	3	10
1ST ST SE	2	10
MOUND VIEW DR	8	21
UNDISTRIBUTED	10	---
PROJECT 6140-01-66 CAT 0010 TOTALS	**215**	320 **

** SEE SAWING FOR PROJECT TOTALS

BUTT JOINTS

LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0105 REMOVING PAVEMENT BUTT JOINTS SY
PROJECT 6140-01-66 CATEGORY 0010		
STH 13 STA 83+50	---	49
NORTH ST W	---	42
NORTH ST E	---	44
SIXTH ST W	---	36
WEST ST W	---	39
AIRPORT DR E	---	36
FOURTH ST W	---	22
FOURTH ST E	---	49
THIRD ST W	49	---
SECOND ST W	51	---
SECOND ST E	42	---
FIRST ST W	36	---
FIRST ST E	36	---
CTH J W	---	36
CTH J E	---	42
MOUND VIEW DR W	---	30
PROJECT 6140-01-66 CAT 0010 TOTALS	**213**	**424**

REMOVING ASPHALTIC SURFACE MILLING

STA	-	STA				204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
PROJECT 6140-01-66 CATEGORY 0010						
W 3RD STREET			LT	SIDE ROAD		111
W 2ND STREET			LT	SIDE ROAD		137
E 2ND STREET			RT	SIDE ROAD		13
W 1ST STREET			LT	SIDE ROAD		27
E 1ST STREET			RT	SIDE ROAD		44
115+40	-	115+84		BRIDGE APPROACH-INITIAL	STH 13	17
116+31	-	116+76		BRIDGE APPROACH-INITIAL	STH 13	17
115+40	-	115+84		BRIDGE APPROACH-FINAL	STH 13	17
116+31	-	116+76		BRIDGE APPROACH-FINAL	STH 13	17
119+46	-	119+76			STH 13	161
PROJECT 6140-01-66 CAT 0010 TOTAL						**562**

REMOVING CURB AND GUTTER AND SIDEWALK

	LOC	204.0150 REMOVING CURB AND GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	** SAWING CONCRETE (CURB) LF	** SAWING CONCRETE (SIDEWALK) LF
PROJECT 6140-01-66 CATEGORY 0010					
NORTH ST	L1	13	12	5.0	10
NORTH ST	L2	20	15	5.0	5
NORTH ST	R1	59	25	5.0	10
NORTH ST	R2	7	13	5.0	5
SIXTH ST	L1	72	21	5.0	5
SIXTH ST	L2	33	46	10.0	15
SIXTH ST	R1	35	23	5.0	16
SOUTHWEST ST	L1	19	---	5.0	0
SOUTHWEST ST	L2	51	46	5.0	5
AIRPORT DR	L1	40	26	5.0	5
AIRPORT DR	R1	28	26	5.0	10
AIRPORT DR	R2	85	59	5.0	5
FOURTH ST	L1	29	21	5.0	5
FOURTH ST	L2	56	53	5.0	20
FOURTH ST	R1	40	36	5.0	10
FOURTH ST	R2	28	23	2.5	2.5
THIRD ST	L1	25	39	2.5	75
THIRD ST	L2	25	51	2.5	35
THIRD ST	R1-R2	---	117		15
SECOND ST	L1	28	56	2.5	85
SECOND ST	L2	31	45	2.5	12
SECOND ST	R1	6	33	2.5	55
SECOND ST	R2	15	35	2.5	50
FIRST ST	L1	8	39	2.5	10
FIRST ST	L2	43	28	5.0	10
FIRST ST	R1	8	38	2.5	60
FIRST ST	R2	56	34	5.0	10
CTH J	L1	15	6	5.0	10
CTH J	L2	66	---	5.0	---
CTH J	R1	15	21	5.0	5
CTH J	R2	28	16	5.0	5
CTH J	R3	IN REM AREA	32		
CTH J- BRIDGE RT		405	---	2.5	---
BRIDGE APPROACH LT		45	---	2.5	---
BRIDGE-MOUND VIEW LT		90	---	2.5	0
BRIDGE-MOUND VIEW RT		312	11	10.0	
CURB PATCH - INLET REPAIRS OUTSIDE OF INT MODS (13)		91	---	65.0	---
SIDEWALK PATCH - INLET REPAIRS OUTSIDE OF INT MODS (8)			27	---	96
UNDISTRIBUTED	CURB REPAIR	150	---	50	
PROJECT 6140-01-66 CAT 0010 TOTAL		**2,077**	**1,073**	265.0	662
PROJECT 6140-01-66 CATEGORY 0020					
SIDEWALK PATCH - LIGHT BASE REMOVAL/REPLACEMENT (30)			183	---	660
PROJECT 6140-01-66 CAT 0020 TOTAL		**0**	**183**	0.0	660
					660

** SEE SAWING FOR PROJECT TOTALS

REMOVING RIPRAP

LOCATION	RIP RAP TYPE	204.9035.S REMOVING RIPRAP CY
PROJECT 6140-01-66 CATEGORY 0010		
SW CORNER MOUND VIEW INT	H	67
PROJECT 6140-01-66 CAT 0010 TOTALS		**67**

REMOVING GUARDRAIL

		LOC	204.0165 REMOVING GUARDRAIL LF	COMMENT
PROJECT 6140-01-66 CATEGORY 0010				
CTH J - B-01-17	LT	STH 13	475	SW B-01-17
B-01-17 - Mound View	LT	STH 13	250	NW B-01-17
PROJECT 6140-01-66 CAT 0010 TOTAL			**725**	

GRADING AND SHAPING INTERSECTION

	205.9011.S GRADING AND SHAPING INTERSECTION 01. MOUND VIEW DR EACH	CUT CY	EXPANDED FILL CY
PROJECT 1620-02-76 CATEGORY 0010			
MOUND VIEW DRIVE SW		105	475
PROJECT 1620-02-76 CATEGORY 0010 TOTAL	**1**	**THE ABOVE ITEMS ARE INCIDENTAL TO THE ITEM GRADING AND SHAPING INTERSECTION**	

GRADING AND SHAPING CURB RAMPS

	SPV.0060.07 GRADING AND SHAPING CURB RAMPS EACH
PROJECT 1620-02-76 CATEGORY 0010	
NORTH ST	4
SIXTH ST	3
AIRPORT DR	3
FOURTH ST	4
THIRD ST	4
SECOND ST	4
FIRST ST	4
CTH J	3
MOUND VIEW DRIVE	1
PROJECT 1620-02-76 CATEGORY 0010 TOTAL	**30**

BASE AGGREGATE

	305.0110 BASE AGG DENSE 3/4-INCH TON	305.0120 BASE AGG DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
PROJECT 6140-01-66 CATEGORY 0010			
UNDER SIDEWALK	377	---	---
INTERSECTION MODS/ CURB	---	72	---
PIPE PATCHES	---	14	---
UNDISTRIBUTED	23	10	10
PROJECT 6140-01-66 CAT 0010 TOTALS	**400**	**96**	**10**
PROJECT 6140-01-66 CATEGORY 0020			
UNDER SIDEWALK (LIGHTING)	46	---	---
PROJECT 6140-01-66 CAT 0020 TOTALS	**46**	**0**	**0**

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BASE PATCHING CONCRETE

STATION	390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY	390.0305 BASE PATCHING CONCRETE HES CY	390.0305 BASE PATCHING CONCRETE SHES CY	** 690.0250 SAWING CONCRETE LF	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
PROJECT 6140-01-66 CATEGORY 0010						
NORTH ST WEST	19	19	---	109	30	19
NORTH ST EAST	21	21	---	116	32	19
WEST ST NW	20	20	---	95	27	13
3RD ST SW	12	12	---	91	23	16
3RD ST NW	10	10	---	81	10	16
3RD ST E	32	32	---	192	57	16
2ND ST SW	11	11	---	86	21	16
2ND ST NW	8	8	---	75	17	16
2ND ST SE	10	10	---	82	20	16
2ND ST NE	8	8	---	68	12	16
1ST ST SW	13	13	---	98	24	16
1ST ST SE	13	13	---	95	24	16
MOUND VIEW SW	23	23	---	222	47	13
MOUND VIEW PIPE REPLACEMENT	6	---	6	40	---	16
JOINT REPAIRS (10)	73	73	---	880	20	512
INLET REPAIRS OUTSIDE OF INT MODS	9	9	---	234	---	---
MANHOLE REPAIRS OUTSIDE OF INT MODS (3)	2	2	---	60	10	---
UNDISTRIBUTED	20	15	5		34	---
FROM CURB AND GUTTER					765	
PROJECT 6140-01-66 CAT 0010 TOTALS	**310**	**299**	**11**	2,624 **	**1,173**	**736**

** SEE SAWING FOR PROJECT TOTALS

CONCRETE JOINT CLEANING AND REPAIR

STA	-	STA	LOCATION	SPV.0170.01 CONCRETE JOINT AND CRACK CLEANIN AND REPAIR STA
PROJECT 6140-01-66 CATEGORY 0010				
83+50	-	119+46	NB INSIDE LANE	36
83+25	-	93+00	NB OUTSIDE LANE	10
93+00	-	111+75	NB PARKING LANE	19
111+75	-	119+46	NB OUTSIDE SHOULDER	8
83+25	-	119+46	SB INSIDE LANE	36
83+25	-	90+00	SB OUTSIDE LANE	7
90+00	-	111+75	SB PARKING LANE	22
111+75	-	119+46	SB OUTSIDE SHOULDER	8
PROJECT 6140-01-66 CAT 0010 TOTAL				146

HMA PAVEMENT

STA	-	STA		UNDERLYING MATERIAL		455.0605 TACK COAT GAL	460.6424 HMA PAVEMENT 4 MT 58-28 H TON
PROJECT 6140-01-66 CATEGORY 0010							
83+50	-	119+45	ML	CONCRETE	TRAVEL LANES	931	1,441
93+00	-	94+97	RT	CONCRETE	PARKING	9	14
91+00	-	98+04	LT	CONCRETE	PARKING	30	46
95+73	-	98+08	RT	CONCRETE	PARKING	10	16
99+01	-	101+09	RT	CONCRETE	PARKING	9	14
98+68	-	101+09	LT	CONCRETE	PARKING	10	16
101+96	-	104+38	RT	CONCRETE	PARKING	10	16
101+96	-	104+38	LT	CONCRETE	PARKING	10	16
105+29	-	107+65	RT	CONCRETE	PARKING	10	16
105+31	-	107+66	LT	CONCRETE	PARKING	10	16
E NORTH STREET			RT	CONCRETE	INTERSECTION	12	19
W NORTH STREET			LT	CONCRETE	INTERSECTION	12	19
W 6TH STREET			LT	CONCRETE	INTERSECTION	12	18
WEST STREET			LT	CONCRETE	INTERSECTION	31	47
AIRPORT DRIVE			RT	CONCRETE	INTERSECTION	13	21
W 4TH STREET			LT	CONCRETE	INTERSECTION	7	11
E 4TH STREET			RT	CONCRETE	INTERSECTION	13	19
W 3RD STREET			LT	CONCRETE	INTERSECTION	6	10
W 2ND STREET			LT	CONCRETE	INTERSECTION	7	10
E 2ND STREET			RT	CONCRETE	INTERSECTION	7	10
W 1ST STREET			LT	CONCRETE	INTERSECTION	9	14
E 1ST STREET			RT	CONCRETE	INTERSECTION	9	13
CTH J			LT	CONCRETE	INTERSECTION	40	62
CTH J			RT	CONCRETE	INTERSECTION	59	92
MOUND VIEW DRIVE			LT	CONCRETE	INTERSECTION	23	36
W 3RD STREET			LT	ASPHALT	INTERSECTION	7	11
W 2ND STREET			LT	ASPHALT	INTERSECTION	9	14
E 2ND STREET			RT	ASPHALT	INTERSECTION	1	1
W 1ST STREET			LT	ASPHALT	INTERSECTION	2	3
E 1ST STREET			RT	ASPHALT	INTERSECTION	3	4
119+46	-	119+76	ML	ASPHALT	TRAVEL LANES	10	16
PROJECT 6140-01-66 CAT 0010 TOTALS						**1,331**	**2,061**

ASPHALTIC SURFACE

STA	-	STA	LOCATION	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANC TON	465.0110 ASPHALTIC SURFACE PATCHING TON
PROJECT 6140-01-66 CATEGORY 0010						
			PARKING- WEST ST N	---	7	---
			DRIVEWAYS AIRPORT NE	---	10	---
			3RD ST SW	---	---	4
			3RD ST NW	---	---	4
			2ND ST SW	---	---	3
			2ND ST PIPE	---	---	7
			2ND ST NW	---	---	3
			2ND ST SE	---	---	1
			2ND ST NE	---	---	1
			1ST ST SW	---	---	1
			1ST ST NW	---	---	1
			1ST ST SW	---	---	1
			1ST ST NW	---	---	1
			1ST ST SE	---	---	1
			1ST ST NW	---	---	1
			MOUND VIEW DR	2	---	---
115+40	-	115+84	BRIDGE APPROACH	3		---
116+31	-	116+76	BRIDGE APPROACH	3		---

			UNDISTRIBUTED		---	10
PROJECT 6140-01-66 CAT 0010 TOTALS				**8**	**17**	**37**

CONCRETE CURB AND GUTTER SIDEWALK AND DRIVEWAY

	LOC	601.0409 CONCRETE CURB AND GUTTER 30-INCH TYPE A HEAD MODIFIED LF	601.0409 CONCRETE CURB AND GUTTER 30-INCH TYPE A PAN MODIFIED LF	601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D HEAD MODIFIED LF	601.0600 CONCRETE CURB PEDESTRIAN LF	** 416.0610 DRILLED TIE BARS EACH	* 305.0110 BASE AGGREGATE DENSE 3/4" TON	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0810 CONCRETE DRIVEWAY 6-INCH SY	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
PROJECT 6140-01-66 CATEGORY 0010											
NORTH ST	L1	13	---	---	19	9	3	121	---	10	---
NORTH ST	L2	15	---	---	---	9	3	120	---	---	18
NORTH ST	R1	60	---	---	---	24	7	244	---	10	---
NORTH ST	R2	14	---	---	---	9	3	101	---	---	14
SIXTH ST	L1	72	---	---	15	28	18	82	63	---	17
SIXTH ST	L2	27	11	---	---	19	15	552	---	20	---
SIXTH ST	R1	35	---	---	---	16	6	202	---	10	---
WEST ST	L1	19	---	---	---	11	---	---	---	10	---
WEST ST	L2	52	---	---	30	10	5	188	---	---	16
AIRPORT DR	L1	40	---	---	---	18	7	238	---	10	---
AIRPORT DR	R1	42	---	---	---	18	7	260	---	10	14
AIRPORT DR	R2	85	---	---	---	33	22	220	62	10	---
FOURTH ST	L1	32	---	---	---	15	7	238	---	20	---
FOURTH ST	L2	40	---	---	---	22	17	618	---	20	---
FOURTH ST	R1	39	---	---	---	17	12	432	---	10	20
FOURTH ST	R2	28	---	---	---	14	8	275	---	20	---
THIRD ST	L1	64	---	26	---	4	17	625	---	20	---
THIRD ST	L2	53	---	26	---	4	21	739	---	20	---
THIRD ST	R1-R2	171	---	---	---	4	44	1,566	---	20	---
SECOND ST	L1	60	---	30	---	4	22	799	---	20	---
SECOND ST	L2	49	---	30	20	4	17	603	---	20	---
SECOND ST	R1	56	---	6	---	4	13	464	---	20	---
SECOND ST	R2	41	---	15	---	4	12	449	---	20	---
FIRST ST	L1	67	---	8	---	4	14	488	---	20	---
FIRST ST	L2	37	---	7	---	17	9	309	---	10	---
FIRST ST	R1	67	---	8	---	4	14	499	---	20	---
FIRST ST	R2	43	---	13	45	19	11	403	---	10	---
CTH J L1	L1	15	---	---	---	9	3	96	---	10	---
GR RADIUS CTH J NW		67	---	---	---	27	---	---	---	---	---
CTH J R1	R1	15	---	---	---	9	5	180	---	10	---
CTH J R2	R2	24	---	---	---	12	4	142	---	10	---
CTH J R3	R3	---	---	---	---	---	8	282	---	10	---
CTH J- BRIDGE RT		405	---	---	---	137	---	---	---	---	---
BRIDGE APPROACH LT		45	---	---	---	15	---	---	---	---	---
BRIDGE-MOUND VIEW LT		290	---	---	---	30	12	435	---	---	18
BRIDGE-MOUND VIEW RT		312	---	---	---	106	4	128	---	10	---
CURB PATCH - INLET REPAIRS OUTSIDE OF INT MODS (13)		---	91	---	---	52	---	---	---	---	---
SIDEWALK PATCH - INLET REPAIRS OUTSIDE OF INT MODS (8)		---	---	---		---	7	240	---	---	---
UNDIST CURB REPAIR-UNDISTRIBUTED		---	300	---	---	24	---	---	---	---	---
PROJECT 6140-01-66 CAT 0010 TOTALS		2,494	402	**169**	**129**	765	377	**12,338**	**125**	**410**	**117**
		2,896				**	*				
PROJECT 6140-01-66 CATEGORY 0020											
SIDEWALK PATCH - LIGHT BASE REMOVAL/REPLACEMENT (30)		---	---	---	---	---	46	1650	---	---	---
PROJECT 6140-01-66 CAT 0020 TOTALS		0	0	**0**	**0**	0	46	**1,650**	**0**	**0**	**0**
		0				**	*				

* SEE BASE AGGREGATE FOR TOTALS

** SEE BASE PATCHING FOR TOTALS

3

STORM SEWER

STRUCTURE #	204.0220 REMOVING INLETS EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	611.0420 RECONST MANHOLES EACH	611.0430 RECONST INLET EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	SPV.0060.03 INLET 5-FT DIAMETER EACH	611.3230 INLET 2X3-FT EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.05 INLET CONNECTION TO EXISTING STORM SEWER EACH	SPV.0060.06 CONVERT EXISTING INLET TO MANHOLE EACH	Rim Elev	Str Bottom	REMARKS
PROJECT 6140-01-66 CATEGORY 0010																
E	1	---	---	---	---	1	---	---	1	---	---	---	---	951.17	948.40	
F	1	---	---	---	---	1	---	---	1	---	---	---	---	951.29	948.30	
G	---	---	---	---	---	---	---	---	---	1	---	---	---	951.84	EXISTING	
270	---	---	---	1	---	---	---	---	---	---	---	---	---	951.17	EXISTING	
271	---	---	---	---	---	---	---	---	---	---	1	---	---	951.16	EXISTING	
272	---	---	---	---	---	---	---	---	---	---	1	---	---	951.20	EXISTING	
280	---	---	---	1	---	---	---	---	---	---	---	---	---	951.76	EXISTING	
281	---	---	---	1	---	---	---	---	---	---	---	---	---	950.89	EXISTING	
282	---	---	---	---	---	---	---	---	---	---	1	---	---	950.52	EXISTING	
290	---	---	---	---	---	---	---	---	---	---	1	---	---	953.66	EXISTING	
291	---	---	---	---	---	---	---	---	---	---	1	---	---	953.54	EXISTING	
300	---	---	---	---	---	---	---	---	---	1	---	---	---	954.73	EXISTING	
310	---	---	---	---	---	---	---	---	---	---	1	---	---	953.30	EXISTING	
311	---	---	---	---	---	---	---	---	---	---	1	---	---	954.07	EXISTING	
313	---	---	---	---	---	---	---	---	---	---	1	---	---	953.87	EXISTING	
330	---	---	---	---	---	---	---	---	---	---	1	---	---	952.18	EXISTING	
340	---	---	---	---	---	---	---	---	---	1	---	---	---	951.97	EXISTING	
343	---	---	---	---	---	---	---	---	---	1	---	---	---	952.02	EXISTING	
344	---	---	---	---	---	---	---	---	---	---	1	---	---	951.94	EXISTING	
350	---	---	---	---	---	---	---	---	---	---	1	---	---	950.73	EXISTING	
351	---	---	---	1	---	---	---	---	---	---	---	---	---	950.82	948.28	
351A	---	---	---	---	---	---	1	---	1	---	---	---	---	951.03	EXISTING	
370	---	---	---	---	---	---	---	---	---	1	---	---	---	950.81	EXISTING	
371	---	---	1	---	1	---	---	---	---	---	---	---	1	951.10	EXISTING	
371A	---	---	---	---	---	1	---	---	1	---	---	---	---	950.45	947.80	
372	1	---	---	---	---	---	---	---	---	---	---	---	---	REMOVE		
380	---	---	---	---	---	---	---	---	---	---	1	---	---	950.18	EXISTING	
381	---	---	---	---	---	---	---	---	---	---	1	---	---	950.26	EXISTING	
SUBTOTAL	3	0	1	4	1	3	1	0	4	5	13	0	1			

CONTINUED ON NEXT PAGE

Rim elevations are to flowline of gutter

STORM SEWER (CONTINUED)

STRUCTURE #	204.0220 REMOVING INLETS EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	611.0420 RECONST MANHOLES EACH	611.0430 RECONST INLET EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	SPV.0060.03 INLET 5-FT DIAMETER EACH	611.3230 INLET 2X3-FT EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.05 INLET CONNECTION TO EXISTING STORM SEWER EACH	SPV.0060.06 CONVERT EXISTING INLET TO MANHOLE EACH	Rim Elev	Str Bottom	REMARKS
390	---		---	---	1	---	---	---	---	---	---		1	950.46	HE PIPE	
390A	---		---	---	---	---	1	---	1	---	---	1	---	949.92	EXISTING	
391	---		1	---	1	---	---	---	---	---	---	---	1	650.61	EXISTING	
391A	---	---	---	---	---	---	1	---	1	---	---	---	---	950.01	947.25	
400	---	---	---	---	---	---	---	---	---	1	---	---	---	949.97	EXISTING	
401	1	---	---	---	---	---	---	---	---	---	---	---	---	REMOVE		
401A	---	---	---	---	---	---	1	---	1	---	---	---	---	949.35	946.12	
402	1	---	---	---	---	---	---	---	---	---	---	---	---	REMOVE		
402A	---	---	---	---	---	---	1	---	1	---	---	---	---	949.36	946.40	
403	---	---	---	1	---	---	---	---	---	---	---	---	---	950.15	EXISTING	
404	---	---	---	---	---	---	---	---	---	---	1	---	---	950.17	EXISTING	
430	---	---	---	---	---	---	1	---	1	---	---	---	1	950.01	EXISTING	
430A	---	---	---	---	---	---	---	---	---	---	---	1	---	949.49	HE PIPE	
431	---	---	1	---	1	---	---	---	---	---	---	---	1	950.19	EXISTING	
431A	---	---	---	---	---	---	1	---	1	---	---	---	---	949.68	946.65	
440	---	---	---	---	---	---	---	---	---	1	---	---	---	949.98	EXISTING	
441	---	---	---	---	---	---	---	---	---	---	1	---	---	948.65	EXISTING	
442	---	---	---	---	---	---	---	---	---	---	1	---	---	948.69	EXISTING	
450	---	---	---	---	---	---	---	---	---	1	---	---	---	949.98	EXISTING	
451	---	---	---	---	---	---	---	---	---	---	1	---	---	949.96	EXISTING	
453	---	---	---	---	---	---	---	---	---	---	1	---	---	949.62	EXISTING	
8	---	---	---	---	---	---	---	---	---	---	1	---	---	952.12	EXISTING	
9	---	---	---	---	---	---	---	---	---	---	1	---	---	948.93	EXISTING	
9A	---	---	---	1	---	---	---	---	---	---	---	---	---	948.75	EXISTING	
12	---	---	---	---	---	---	---	---	---	---	1	---	---	952.21	EXISTING	
14	---	---	---	---	---	---	---	---	---	---	1	---	---	943.17	EXISTING	
16	---	---	---	---	---	---	---	---	---	---	1	---	---	943.15	EXISTING	
18	---	---	---	---	---	---	---	---	---	---	1	---	---	936.04	EXISTING	
22	---	---	---	---	---	---	---	---	---	---	1	---	---	932.44	EXISTING	
23	---	---	---	---	---	---	---	---	---	---	1	---	---	932.35	EXISTING	
24	---	---	---	---	---	---	---	---	---	---	1	---	---	932.54	EXISTING	
26	---	---	---	1	---	---	---	---	---	---	---	---	---	934.83	EXISTING	
500	---	---	---	---	---	---	1	1	---	---	---	---	---	933.89	EXISTING	Inlet has wall thickness of 6"
501	---	1	---	---	---	---	---	---	---	---	---	---	---	FLOWLINE	926.62	
SUBTOTAL	2	1	2	3	3	0	7	1	6	3	14	2	4			
PROJECT 6140-01-66 CAT 0010 TOTALS	**5**	**1**	**3**	**7**	**4**	**3**	**8**	**1**	**10**	**8**	**27**	**2**	**5**			

Rim elevations are to flowline of gutter

3

STORM SEWER PIPES

FROM	-	TO		204.0425.01 REMOVING STORM SEWER 12-INCH LF	204.0425.02 REMOVING STORM SEWER 30-INCH LF	204.0280 SEALING PIPES EACH	204.9060.S REMOVING APRON ENDWALLS EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
PROJECT 6140-01-66 CATEGORY 0010													
E	-	F	AT STR "E"	4	---	---	---	1	4	---		MATCH EXISTING	
F	-	G	AT STR"F"	4	---	---	---	1	4	---		MATCH EXISTING	
F	-	G	AT STR"F"	2	---	---	---	1	2	---		MATCH EXISTING	
351A	-	351		---	---	---	---	---	54	---	948.28	948.01	0.005
372	-	371		---	---	1	---	---	---	---	---	---	---
371A	-	371		---	---	---	---	---	14	---	947.80	947.66	0.010
391A	-	391		---	---	---	---	---	15	---	947.25	947.10	0.010
402	-	401		48	---	---	---	---	---	---	---	---	---
401	-	400		19	---	---	---	---	---	---	---	---	---
402A	-	401A		---	---	---	---	---	51	---	946.40	946.15	0.005
401A	-	400		---	---	---	---	---	36	---	946.12	945.94	0.005
431A		431		---	---	---	---	---	14	---	946.65	946.51	0.010
EX N AEW		500	AT STR "500"	---	2	---		1	---	2		MATCH EXISTING	
500		501	AT STR "500"	---	2	---		1	---	2		MATCH EXISTING	
500		501	AT STR "501"	---	---	---	1	1	---	4		MATCH EXISTING	
PROJECT 6140-01-66 CAT 0010 TOTALS				**77**	**4**	**1**	**1**	**6**	**194**	**8**			

RIPRAP

LOCATION	RIP RAP TYPE	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
PROJECT 6140-01-66 CATEGORY 0010			
SW CORNER MOUND VIEW INT	H	67	100
PROJECT 6140-01-66 CAT 0010 TOTALS		**67**	**100**

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BEAM GUARD

STA	-	STA	LOC	614.2300 MGS GUARDRAIL 3 LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	CONTROLLED RELEASE TERMINAL POSTS EA	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH
PROJECT 6140-01-66 CATEGORY 0010									
112+55		115+75	LT	282.5	65	10	37.5	---	1
116+40		118+43	RT	112.5	---	---	37.5	1	---
PROJECT 6140-01-66 CAT 0010 TOTALS				**395**	**65**	**10**	**75**	**1**	**1**

TOPSOIL, EROSION MAT, FERTILIZER, AND SEEDING

LOCATION	625.0100 TOPSOIL SY	SPV.0030.01 FERTILIZER FOR LAWN TYPE TURF CWT	SPV.0180.01 PREPARING TOPSOIL FOR LAWN TYPE TURF SY	630.0140 SEEDING MIXTURE NO. 40 LB	627.0200 MULCHING SY	630.0500 SEED WATER MGAL	628.2008 E MAT URBAN CLASS I TYPE B SY
PROJECT 9050-03-71 CATEGORY 0010							
CURB RAMPS -NORTH ST	105	0.07	105	2.8	---	2	105
CURB RAMPS -SIXTH ST/WEST ST	120	0.08	120	3.2	---	3	120
CURB RAMPS - AIRPORT DR	20	0.01	20	0.5	---	---	20
CURB RAMPS -FOURTH ST	115	0.07	115	3.1	---	3	115
CURB RAMPS - THIRD STREET	20	0.01	20	0.5	---	---	20
CURB RAMPS - FIRST STREET	100	0.06	100	2.7	---	2	100
CURB RAMPS - CTH J	90	0.06	90	2.4	---	2	90
CURB RAMP - MOUND VIEW R1	45	0.03	45	1.2	---	1	45
INTERSECTION - MOUND VIEW L1	190	0.12	190	5.1	---	4	190
CURB AND GUTTER REPLACEMENTS	110	0.07	110	3.0	---	2	110
UNDISTRIBUTED	90	0.06	0	2.4	90	2	---
PROJECT 9050-03-71 TOTALS	**1,005**	**0.6**	**915**	**26.9**	**90**	**21**	**915**

MOBILIZATION EROSION CONTROL

LOCATION	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH
PROJECT 6140-01-66 CATEGORY 0010		
PROJECT	3	2
PROJECT 6140-01-66 CAT 0010 TOTALS	**3**	**2**

MONUMENTS

TYPE	TOWN/RANGE	CORNER	621.0100 LANDMARK REFERENCE MONUMENTS EACH	SPV.0060.04 REESTABLISH SECTION CORNER MONUMENTS EACH
PROJECT 6140-01-66 CATEGORY 0010				
SECTION CORNER	T17N R6E	6-5-7-8	4	1
PROJECT 6140-01-66 CAT 0010 TOTALS			**4**	**1**

SILT FENCE

			628.1504 SILT FENCE FT	628.1520 SILT FENCE MAINT FT
PROJECT 6140-01-66 CATEGORY 0010				
CTH J	-	B-01-17	425	425
B-01-17	-	MOUND VIEW	310	310
UNDISTRUBUTED			100	100
PROJECT 6140-01-66 CAT 0010 TOTALS			**835**	**835**

CULVERT PIPE CHECKS

LOCATION	628.7555 CULVERT PIPE CHECKS EACH
PROJECT 6140-01-66 CATEGORY 0010	
MOUND VIEW DRIVE	3
UNDISTRIBUTED	2
PROJECT 6140-01-66 CAT 0010 TOTALS	**5**

INLET PROTECTION

	628.7570 ROCK BAGS EACH	628.7015 INLET PROTECTION TYPE C EACH
PROJECT 6140-01-66 CATEGORY 0010		
UNDISTRIBUTED	20	30
PROJECT 6140-01-66 CAT 0010 TOTALS	**20**	**30**

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LOOP DETECTOR INSTALLATION

LOOP NUMBER	*STATION	*OFFSET	SIZE (FT - FT)	NUMBER OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 **LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
PROJECT 6140-01-66 CATEGORY 0010								
S01-0762 (STH 13 & NORTH STREET)								
42	84+11	29' LT	6X20	3	92	136	276	1
44	84+21	29' LT	6X20	3	100	136	300	-
82	84+34	31' RT	6X20	3	88	90	264	1
84	84+24	31' RT	6X20	3	100	90	300	-
PROJECT 6140-01-66 CAT 0010 TOTALS					**380**	**452**	**1140**	**2**

* STATION / OFFSET LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

ADJUSTING PULL BOXES

	LOCATION	653.0900 ADJUSTING PULL BOXES EACH
PROJECT 6140-01-66 CATEGORY 0010		
PB 1	STA 83.89 LT	1
PB 11	STA 84+75 LT	1
PROJECT 6140-01-66 CAT 0010 TOTALS		**2**

LIGHTING REMOVALS

ITEM	204.0195 REMOVING CONCRETE BASES EA	SPV.0060.10 REMOVE AND SALVAGE LIGHTING ASSEMBLY EA	SPV.0090.01 REMOVING ELECTRICAL WIRES FROM EXISTING CONDUIT EA	659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EA	NOTES
PROJECT 6140-01-66 CATEGORY 0020					
EXISTING SYSTEM	66	66	6,837	66	EXISTING CONDUIT TO REMAIN EXCEPT FOR BASE REMOVAL AREAS
PROJECT 6140-01-66 CAT 0020 TOTALS	**66**	**66**	**6,837**	**66**	

3

			POLES AND BASES						
			654.0105	657.0255	659.1115	659.1120	657.0322	657.0610	655.0610
			CONCRETE BASES TYPE 5	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	LUMINAIRES UTILITY LED A	LUMINAIRES UTILITY LED B	POLES TYPE 5 - ALUMINUM 30-FT	LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 6-FT	ELECTRICAL WIRE LIGHTING 12 AWG
ITEM	STATION	OFFSET	EA	EA	EA	EA	EA	EA	LF
PROJECT 6140-01-66 CATEGORY 0020									
LP1	85+87.6	26.7 LT	1	1	1	---	1	1	40
LP2	87+84.4	26.2 RT	1	1	1	---	1	1	40
LP3	87+91.6	26.6 LT	1	1	1	---	1	1	40
LP4	89+46.3	26.8 RT	1	1	1	---	1	1	40
LP5	89+00.9	25.8 LT	1	1	1	---	1	1	40
LP6	91+56.7	26.4 RT	1	1	1	---	1	1	40
LP7	91+00.6	26.6 LT	1	1	1	---	1	1	40
LP8	93+50.6	26.8 RT	1	1	---	1	1	1	40
LP9	93+00.3	26.7 LT	1	1	---	1	1	1	40
LP10	95+67.7	27.3 RT	1	1	---	1	1	1	40
LP11	94+86.0	26.8 LT	1	1	---	1	1	1	40
LP12	97+48.3	26.2 RT	1	1	---	1	1	1	40
LP13	96+95.1	26.8 LT	1	1	---	1	1	1	40
LP14	100+07.8	26.5 RT	1	1	---	1	1	1	40
LP15	98+71.7	26.6 LT	1	1	---	1	1	1	40
LP16	101+43.0	20.6 RT	1	1	---	1	1	1	40
LP17	100+64.1	26.5 LT	1	1	---	1	1	1	40
LP18	105+72.0	26.7 RT	1	1	---	1	1	1	40
LP19	102+87.4	26.3 LT	1	1	---	1	1	1	40
LP20	107+72.6	23.5 RT	1	1	---	1	1	1	40
LP21	103+91.6	26.6 LT	1	1	---	1	1	1	40
LP22	110+09.6	26.5 RT	1	1	1	---	1	1	40
LP23	105+20.6	21.6 LT	1	1	---	1	1	1	40
LP24	112+74.0	20.6 RT	1	1	1	---	1	1	40
LP25	107+19.5	26.6 LT	1	1	---	1	1	1	40
LP26	115+37.4	20.5 RT	1	1	1	---	1	1	40
LP27	108+62.9	26.2 LT	1	1	1	---	1	1	40
LP28	116+93.3	25.3 RT	1	1	1	---	1	1	40
LP29	111+56.4	27.4 LT	1	1	1	---	1	1	40
LP31	114+07.2	21.7 LT	1	1	1	---	1	1	40
LP33	118+22.2	27.7 LT	1	1	1	---	1	1	40
LP35	119+29.5	21.1 LT	1	1	1	---	1	1	40
PROJECT 6140-01-66 CAT 0020 TOTALS			**32**	**32**	**16**	**16**	**32**	**32**	**1,280**

	CONDUIT	
	652.0220 CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/2-INCH	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM
ITEM	LF	EA
PROJECT 6140-01-66 CATEGORY 0020		
LP1	5	1
LP2	5	1
LP3	5	1
LP4	5	1
LP5	5	1
LP6	5	1
LP7	5	1
LP8	5	1
LP9	5	1
LP10	5	1
LP11	5	1
LP12	5	1
LP13	5	1
LP14	5	1
LP15	5	1
LP16	11	1
LP17	5	1
LP18	5	1
LP19	5	1
LP20	12	1
LP21	5	1
LP22	5	1
LP23	13	1
LP24	5	1
LP25	5	1
LP26	5	1
LP27	5	1
LP28	5	1
LP29	5	1
LP31	5	1
LP33	5	1
LP35	5	1
OTHER REMOVED POLES AND BASES (34)	169	34
PROJECT 6140-01-66 CAT 0020 TOTALS	**350**	**66**

ELECTRICAL WIRE LIGHTING CONTINUED

FROM		TO	NO. OF CONDUCTORS	655.06050 10 AWG CONDUCTOR LENGTH LF	TOTAL LENGTH LF	WATTS
PROJECT 6140-01-66 CATEGORY 0020						
NORTH STREET TO MOUND VIEW DRIVE - CIRCUIT #1						
Z1	-	Z2	3	30	90	
Z2	-	Z3	3	35	105	
Z3	-	Z4 / LP1	3	86	258	65
Z4 / LP1	-	Z5	3	100	300	
Z5	-	Z6 / LP3	3	112	336	65
Z6 / LP3	-	Z7 / LP5	3	114	342	65
Z7 / LP5	-	Z8 / LP7	3	217	651	65
Z8 / LP7	-	Z9	3	104	312	
Z9	-	Z10 /LP9	3	98	294	88
Z10 / LP9	-	Z11	3	96	288	
Z11	-	Z12 / LP11	3	86	258	88
Z12 / LP11	-	Z13	3	11	33	
Z13	-	Z14 / LP13	3	86	258	88
Z14 / LP13	-	Z15	3	104	312	
					3837	524
			VOLTAGE DROP	0.96%		
4TH STREET - ELECTRICAL BOX LOCATION						
Z15	-	Z16 / LP15	3	72	216	88
Z16 / LP15	-	Z17	3	86	258	
Z17	-	Z18 / LP17	3	106	318	88
Z18 / LP17	-	Z19	3	130	390	
Z19	-	Z20 / LP19	3	94	282	88
Z20 / LP19	-	Z21 / LP21	3	104	312	88
Z21 / LP21	-	Z22 / LP23	3	134	402	88
Z22 / LP23	-	Z23	3	116	348	
Z23	-	Z24 / LP25	3	78	234	88
Z24 / LP25	-	Z25 / LP27	3	138	414	65
Z25 / LP27	-	Z26	3	95	285	
Z26	-	Z27	3	106	318	
Z27	-	Z28 / LP29	3	83	249	65
Z28 / LP29	-	Z29	3	168	504	
Z29	-	Z30 / LP31	3	92	276	65
Z30 / LP31	-	Z31	3	93	279	
Z31	-	Z32	3	245	735	0
Z32	-	Z33 / LP33	3	86	258	65
Z33 / LP33	-	Z34 / LP35	3	110	330	65
					6408	853
			VOLTAGE DROP	2.61%		
			CIRCUIT #1 SUBTOTAL		10,245	

ELECTRICAL WIRE LIGHTING

FROM		TO	NO. OF CONDUCTORS	655.06050 10 AWG CONDUCTOR LENGTH LF	TOTAL LENGTH LF	WATTS
PROJECT 6140-01-66 CATEGORY 0020						
NORTH STREET TO MOUND VIEW DRIVE - CIRCUIT #2						
Z35	-	Z36	3	92	276	
Z36	-	Z37 / LP28	3	92	276	65
Z37 / LP28	-	Z38 / LP26	3	152	456	65
Z38 / LP26	-	Z39	3	84	252	
Z39	-	Z40	3	87	261	
Z40	-	Z41 / LP24	3	86	258	65
Z41 / LP24	-	Z42	3	80	240	
Z42	-	Z43	3	76	228	
Z43	-	Z44 / LP22	3	108	324	65
Z44 / LP22	-	Z45	3	102	306	
Z45	-	Z46 / LP20	3	152	456	88
Z46 / LP20	-	Z47	3	92	276	
Z47	-	Z48 / LP18	3	108	324	88
Z48 / LP18	-	Z49	3	235	705	
Z49	-	Z50	3	96	288	
Z50	-	Z51 / LP16	3	100	300	88
Z51 / LP16	-	Z52 / LP14	3	136	408	88
Z52 / LP14	-	Z53	3	105	315	
		SUBTOTAL			5949	612
			VOLTAGE DROP	1.74%		
4TH STREET - ELECTRICAL BOX LOCATION						
Z53	-	Z54 / LP12	3	156	468	88
Z54 / LP12	-	Z55	3	103	309	
Z55	-	Z56 / LP10	3	83	249	88
Z56 / LP10	-	Z57	3	121	363	
Z57	-	Z58 / LP8	3	105	315	88
Z58 / LP8	-	Z59	3	112	336	
Z59	-	Z60 / LP6	3	84	252	65
Z60 / LP6	-	Z61	3	116	348	
Z61	-	Z62 / LP4	3	91	273	65
Z62 / LP4	-	Z63	3	96	288	
Z63	-	Z64 / LP2	3	110	330	65
Z64 / LP2	-	Z65	3	90	270	
Z65	-	Z66	3	98	294	
Z66	-	Z67	3	74	222	
		SUBTOTAL			4317	459
			VOLTAGE DROP	0.95%		
			CIRCUIT #2 SUBTOTAL		10266	1071
PROJECT 6140-01-66 CAT 0020 TOTALS					**20,511**	

3

TYPE II SIGNING

SIGN #	SIGN CODE	MESSAGE	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH 16 FT EACH	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18 FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
PROJECT 6140-01-66	CATEGORY 0010								
01-01	EXISTING	CROSSWALK	---	---	---	---	---	1	---
01-02	EXISTING	ARROW	---	---	---	---	---	1	---
01-03	EXISTING	TOWN/POPULATION	---	---	2	---	---	1	2
01-04	EXISTING	SIGNAL	1	---	---	---	---	1	1
01-05	EXISTING	STOP	1	---	---	---	---	1	1
01-06	EXISTING	CROSSWALK	---	1	---	---	---	1	1
01-07	EXISTING	ARROW	---	---	---	---	---	1	---
01-08	EXISTING	CROSSWALK	---	1	---	---	---	1	1
01-09	EXISTING	ARROW	---	---	---	---	---	1	---
01-10	EXISTING	SPEED LIMIT	---	1	---	---	---	1	1
01-11	EXISTING	SNOWMOBILING PROHIBITED	---	---	---	---	---	1	---
01-12	EXISTING	NO PARKING (MOVE FROM LIGHT POLE)	1	---	---	---	---	1	---
01-13	EXISTING	NO PARKING (MOVE FROM LIGHT POLE)	1	---	---	---	---	1	---
01-14	R9-3A	NO PEDESTRIANS	1	1	---	4.00	---	---	---
01-15	R9-3BL	USE CROSSWALK (LT)	---	---	---	1.50	---	---	---
02-01	EXISTING	CROSSWALK	---	1	---	---	---	1	1
02-02	EXISTING	ARROW	---	---	---	---	---	1	---
02-03	EXISTING	CROSSWALK	---	1	---	---	---	1	1
02-04	EXISTING	ARROW	---	---	---	---	---	1	---
02-05	EXISTING	STOP	1	---	---	---	---	1	1
02-06	EXISTING	STOP	1	---	---	---	---	1	1
02-07	EXISTING	CROSSWALK	---	1	---	---	---	1	1
02-08	EXISTING	ARROW	---	---	---	---	---	1	---
02-09	EXISTING	CROSSWALK	---	1	---	---	---	1	1
02-10	EXISTING	ARROW	---	---	---	---	---	1	---
02-11	EXISTING	STOP	1	---	---	---	---	1	1
02-12	EXISTING	2 HOUR PARKING	---	1	---	---	---	1	1
02-13	EXISTING	NO PARKING	---	---	---	---	---	1	---
02-14	EXISTING	2 HOUR PARKING	---	1	---	---	---	1	1
02-15	EXISTING	NO PARKING	---	---	---	---	---	1	---
02-16	EXISTING	STOP	1	---	---	---	---	1	1
02-17	EXISTING	STOP	1	---	---	---	---	1	1
02-18	EXISTING	2 HOUR PARKING	---	1	---	---	---	1	1
02-19	EXISTING	NO PARKING	---	---	---	---	---	1	---
02-20	EXISTING	2 HOUR PARKING	---	1	---	---	---	1	1
02-21	EXISTING	NO PARKING	---	---	---	---	---	1	---
02-17	EXISTING	STOP	1	---	---	---	---	1	1
02-18	EXISTING	JCT J	---	1	---	---	---	1	1
	SUBTOTAL		11	13	2	5.50	---	36	22

3

TYPE II SIGNING CONTINUED

SIGN #	SIGN CODE	MESSAGE	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH 16 FT EACH	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18 FT EACH	637.2230 SIGNS TYPE II REFLECTIVE F SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
PROJECT 6140-01-66	CATEGORY 0010 CONTINUED								
03-01	EXISTING	CROSSWALK	---	1	---	---	---	1	1
03-02	EXISTING	ARROW	---	---	---	---	---	1	---
03-03	EXISTING	CTH J W/ ARROWS	---	1	---	---	---	1	1
03-04	EXISTING	CROSSWALK	---	1	---	---	---	1	1
03-05	EXISTING	ARROW	---	---	---	---	---	1	---
03-06	EXISTING	STOP	1	---	---	---	---	1	1
03-07	EXISTING	STH 13 W/ ARROWS	---	1	---	---	---	1	1
03-08	EXISTING	CROSSWALK	1	---	---	---	---	1	1
03-09	EXISTING	NO PARKING	1	---	---	---	---	1	1
03-10	EXISTING	SPEED LIMIT	1	---	---	---	---	1	1
03-11	W11-2	CROSSWALK	1	---	---	---	6.25	---	---
03-12	W16-7L	ARROW	---	---	---	---	2.00	---	---
03-13	W11-2	CROSSWALK	1	---	---	---	6.25	---	---
03-14	W16-7L	ARROW	---	---	---	---	2.00	---	---
03-15	EXISTING	STOP	1	---	---	---	---	1	1
03-16	EXISTING	NO PARKING	1	---	---	---	---	1	1
03-17	EXISTING	NO PARKING	1	---	---	---	---	1	1
03-18	EXISTING	OBJECT MARKER	1	---	---	---	---	1	1
03-19	EXISTING	OBJECT MARKER	1	---	---	---	---	1	1
	SUBTOTAL		11	4	---	---	16.50	15	13
PROJECT 6140-01-66 CAT 0010 TOTALS		**TOTALS**	**22**	**17**	**2**	**5.50**	**16.50**	**51**	**35**

PAVEMENT MARKING (TRANSVERSE)

STATION - STATION	LOCATION	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE) LF	646.8320 MARKING PARKING STALL EPOXY (WHITE) LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY (WHITE) EACH
PROJECT 6140-01-66 CATEGORY 0010							
North Street	ML/LT/RT	97	433	168	---	---	---
West Sixth Street	LT/ML	20	178	66	---	---	---
West Street	LT	31	136	---	---	---	---
89+90 - 91+60	TAPER	---	---	---	---	51	---
West Street - Airport Drive	LT/RT	---	---	---	86	---	---
Airport Drive	RT/ML	18	176	---	---	---	---
Airport Drive - 4th St	LT/RT	---	---	---	46	---	---
4th Street	ML/LT/RT	35	340	---	---	---	---
4th St - 3rd St	LT/RT	---	---	---	49	---	---
3rd Street	ML/LT	15	200	96	---	---	---
3rd St - 2nd St	LT/RT	---	---	---	63	---	---
2nd Street	ML/LT/RT	40	289	---	---	---	---
2nd St - 1st St	LT/RT	---	---	---	57	---	---
1st Street	LT/RT	33	324	---	---	---	---
1st St - CTH J	RT	---	---	---	---	---	2
CTH J	ML/LT/RT	41	219	60	---	---	---
Mound View Drive	LT/RT	15	90	66	---	---	---
PROJECT 6140-01-66 CAT 0010 TOTALS		**345**	**2,385**	**456**	**300**	**51**	**2**

PAVEMENT MARKING (TRAFFIC CONTROL)

STAGE	646.9000 MARKING REMOVAL LINE 4-INCH LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) LF	(YELLOW)	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
PROJECT 6140-01-66 CATEGORY 0010				
1A	5,975	2,675	4,400	---
1B	---	220	---	---
2A	1,325	3,625	4,400	---
2B	---	120	---	---
3A	---	---	3,190	52
3B	---	---	510	---
PROJECT 6140-01-66 CAT 0010 TOTALS	**7,300**	6,640	12,500	**52**
		19,140		

See Pavement Marking (Longitudinal) for Temporary Marking Paint used on Milled Surface in Stage 4

PAVEMENT MARKING (LONGITUDINAL)

LOCATION STATION - STATION	646.2020 MARKING LINE EPOXY 6-INCH (WHITE) LF	646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF	646.4720 MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW) CEN LINE LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) CEN LINE LF
PROJECT 6140-01-66 CATEGORY 0010				
83+50 - 98+06	281	178	2750	2750
98+06 - 101+20	---		450	450
101+20 - 104+49	---	---	530	530
104+49 - 107+80	---		530	530
107+80 - 119+76	1,057	109	2,250	2,250
West North Street	---	20	40	---
East North Street	---	20	40	---
West Sixth Street	---	---	49	---
West Street	---	---	140	---
Airport Drive	---	---	37	---
West 4th Street	---	---	9	---
East 4th Street	---	---	9	---
West 3rd Street	---	---	55	---
West 2nd Street	---	---	61	---
East 2nd Street	---	---	11	---
CTH J East	---	---	290	290
CTH J West	---	---	249	249
Mound View Drive	---	---	117	---
PROJECT 6140-01-66 CAT 0010 TOTALS	**1,338**	**327**	**7,617**	**7,049**

TRAFFIC CONTROL

STAGE	DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS # REQ'D	643.0300 DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III # REQ'D	643.0420 DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A # REQ'D	643.0705 DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C # REQ'D	643.0715 DAYS	643.0900 TRAFFIC CONTROL SIGNS # REQ'D	643.0900 DAYS	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP # REQ'D	644.1601 DAYS	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	SPV.0060.08 COVERING TRAFFIC SIGNAL HEAD EACH
PROJECT 6140-01-66 CATEGORY 0010																	
Exterior OSOW Signing	136	---	---	---	---	---	---	---	---	6	816	---	---	---	---	---	---
Stage 1A	22	350	7700	25	550	50	1100	19	418	83	1826	230	1	22	10	360	---
Stage 1B	27	350	9450	25	675	50	1350	19	513	92	2484	130	1	27	10	328	2
Stage 2A	22	325	7150	26	572	52	1144	13	286	101	2222	350	2	44	20	387	2
Stage 2B	27	345	9315	14	378	28	756	13	351	107	2889	925	2	54	20	865	---
Stage 3A	10	368	3680	11	110	22	220	23	230	47	470	---	---	---	---	---	---
Stage 3B	10	368	3680	11	110	22	220	23	230	47	470	---	---	---	---	---	---
Stage 4	18	350	6300	10	180	20	360	13	234	50	900	---	---	---	---	---	---
Undistributed	20	---	---	5	100	10	200	25	500	10	200	---	---	---	---	---	
PROJECT 6140-01-66 CATEGORY 0010 TOTALS			**47,275**		**2,675**		**5,350**		**2,762**		**12,277**	**1,635**		**147**	**60**	**1,940**	**4**

TEMPORARY TRAFFIC SIGNAL

STAGE	661.0101 TEMP TRAFFIC SIGNAL FOR BRIDGES 01. B-01-17 EACH
PROJECT 6140-01-66 CATEGORY 0010	
STAGES 3AB	1
PROJECT 6140-01-66 CAT 0010 TOTAL	**1**

TRAFFIC CONTROL SIGNS FIXED MESSAGE

Station/Location	Sign Message	Size IN	X	IN	643.1000 Traffic Control Signs Fixed Message SF	Notes
PROJECT 6140-01-66 CATEGORY 0010						
NB STH 13 S. of North St	HWY 13 ROAD WORK BEGINS XXX-XX	72	X	36	18.00	Install 7 Days prior to Stage 1 Remove when Stage 1 Begins
NB STH 13 N. of Mound View Dr.	HWY 13 ROAD WORK BEGINS XXX-XX	72	X	36	18.00	Install 7 Days prior to Stage 1 Remove when Stage 1 Begins
PROJECT 6140-01-66 TOTAL					**36.00**	

3

CONSTRUCTION STAKING

STA	-	STA	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	** 650.5500 CONSTRUCTION STAKING CURB AND GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.8501 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK EACH	650.9911 CONSTRUCTION STAKING SUPPLIMENTAL CONTROL EACH
PROJECT 6140-01-66 CATEGORY 0010										
PROJECT			STH 13	---	---	---		---	1	1
83+50	-	119+76	STH 13	56	1,032	3,626	1	48	---	---
PROJECT 6140-01-66 CAT 0010 TOTALS				**56**	**1,032**	**3,626**	**1**	**48**	**1**	**1**

NOTE: CONSTRUCTION STAKING CURB AND GUTTER INCLUDES STAKING CURB AND GUTTER ADJACENT TO ASPHALTIC SURFACE AND BASE PATCHING CONCRETE AT INTERSECTIONS

SAWING

LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
PROJECT 6140-01-66 CATEGORY 0010		
FROM REMOVING ASPHALT SURFACE	320	---
FROM REMOVING CONCRETE PAVEMENT	---	35
FROM REMOVING C&G	---	265
FROM REMOVING SIDEWALK	---	662
FROM BASE PATCHING	---	2,624
UNDISTRIBUTED	35	100
PROJECT 6140-01-66 CAT 0010 TOTALS	**355**	**3686**
PROJECT 6140-01-66 CATEGORY 0020		
FROM REMOVING SIDEWALK	---	660
PROJECT 6140-01-66 CAT 0020 TOTALS	**0**	**660**

LAND PARCEL MONUMENTS

LOCATION	SPV.0060.01 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS EA	SPV.0060.02 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EA
PROJECT 6140-01-66 CATEGORY 0010		
PROJECT	29	29
PROJECT 6140-01-66 CAT 0010 TOTALS	**29**	**29**

ADJUSTING LOCAL UTILITY

STATION	SPV.0060.21 ADJUSTING WATER MAIN VALVE BOX EACH	SPV.0060.22 ADJUSTING SANITARY MANHOLE COVERS EACH
PROJECT 6140-01-66 CATEGORY 0030		
84+25 LT	---	1
84+21 RT	---	1
85+95 RT	---	1
87+48 LT	---	1
87+63 RT	---	1
87+80 RT	---	1
88+32 RT	1	---
88+70 LT	1	---
88+83 LT	1	---
89+60 RT	---	1
93+19 RT	---	1
101+77 LT	1	---
104+99 RT	1	---
118+78 RT	1	---
118+85 LT	---	1
PROJECT 6140-01-66 CAT 0030 TOTALS	**6**	**9**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 6140-01-26
V OF FRIENDSHIP
NORTH ST. TO MOUND VIEW DR.
S.T.H. "13"
ADAMS COUNTY

CONVENTIONAL SYMBOLS

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

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

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		
LIGHT POLE		
ELECTRICAL PULLBOX		
FIRE HYDRANT		
WATER VALVE		

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
EXISTING MONUMENT NUMBER
R/W BOUNDARY POINT NUMBER

CONVENTIONAL ABBREVIATIONS

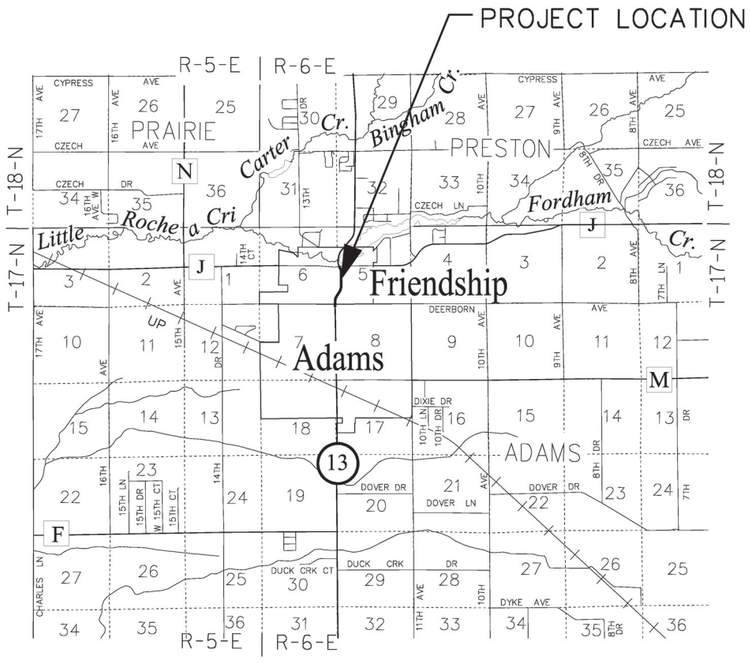
ACCESS RIGHTS	AR
ACRES	AC
AHEAD	AH
ALUMINUM	ALUM
AND OTHERS	ET AL
BACK	BK
BLOCK	BLK
CENTERLINE	C/L
CERTIFIED SURVEY MAP	CSM
CONCRETE	CONC
COUNTY	CO
COUNTY TRUNK HIGHWAY	CTH
DISTANCE	DIST
CORNER	COR
DOCUMENT NUMBER	DOC
EASEMENT	EASE
EXISTING	EX
GAS VALVE	GV
GRID NORTH	GN
HIGHWAY EASEMENT	HE
IDENTIFICATION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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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



LAYOUT
SCALE 0 1 MI.

GN

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6140-01-26.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TRANSPORTATION PROJECT PLAT DETAIL SHEETS.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TRANSPORTATION PROJECT PLAT DETAIL SHEETS.

PROJECT NUMBER 6140-01-26 -4. 01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\SURVEY\C3D\TPP_STH13_6140-01-26.DWG
LAYOUT NAME: TPP Title Sheet
PLOT DATE : December 7, 2022 PLOT BY : K.F.S. PLOT NAME : S.T.H "13" APPRAISAL PLAT DATE : 12/7/2022
6140-01-26 - 4.01

576244
RECORDED-ADAMS COUNTY WI
REGISTER OF DEEDS OFFICE
JODI M. HELGESON-REGISTER
12/09/2022 08:41 AM
RECORDING FEE: 25.00
OF PAGES: 2
**The above recording information verifies that this doc as been electronically n and returned to the sub *
144

TRANSPORTATION PROJECT PLAT NO: 6140-01-26 - 4.01

THAT PART OF LOT 1 CSM NO. 4155 LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 7 AND PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 8, IN THE CITY OF ADAMS AND THAT PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 6, AND PART OF LOTS 5, 14 AND 17 OF FRIENDSHIP ASSESSOR'S PLAT NO. 1 LOCATED IN THE SW 1/4 OF THE SW 1/4 OF SECTION 5, IN THE VILLAGE OF FRIENDSHIP; ALL LOCATED IN TOWNSHIP 17 NORTH, RANGE 6 EAST, ADAMS COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "13", V OF FRIENDSHIP (NORTH ST. TO MOUND VIEW DR.) ADAMS 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.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6140-01-26 - 4.01
SHEET 1 OF 2

SURVEY: POS05170631012
BY: GREGORY P. RHINEHART S-1478

FRIENDSHIP ASSESSOR'S PLAT NO. 1

LOT 5

CURVE 115 - PROP20
L = 135.03'
LC = 134.89'
LCB = N30° 38' 02"E
R = 851.51'

CURVE 113 - 114
L = 28.97'
LC = 28.97'
LCB = N25° 07' 02"E
R = 852.51'

CURVE 117 - 118
L = 495.05'
LC = 486.90'
LCB = S17° 07' 18"W
R = 785.51'

S.T.H. "13" R/L CURVE DATA
CURVE 1
PI STA = 88+06.72
Y = 219209.449
X = 530955.103
Δ = 35°35'02" LT
D = 7°00'00"
T = 262.67'
L = 508.34'
R = 818.51'
LC = 500.21'
LCB = N17°22'31"E
PC STA = 85+44.05
Y = 218946.789
X = 530957.013
PT STA = 90+52.39
Y = 219424.173
X = 531106.390
DB = N00°25'00"W
DA= N35°10'02"E

FND HARRISON MONUMENT
County Coordinates
Y = 221468.134
X = 530916.264

VILLAGE

EXISTING MONUMENTS			
Point #	Y COORDS	X COORDS	DESCRIPTION
PROP10	218793.878	531308.896	3/4" IRON ROD
PROP11	218794.820	531613.057	3/4" IRON ROD
PROP12	219099.078	531003.788	3/4" IRON ROD
PROP13	219187.815	530762.752	1" IRON PIPE
PROP14	219246.052	530918.816	3/4" IRON ROD
PROP15	219300.863	530983.948	3/4" IRON ROD
PROP16	219300.301	530998.427	1 1/4" IRON ROD
PROP17	219211.831	531034.205	3/4" IRON ROD
PROP18	219342.206	531093.752	3/4" IRON ROD
PROP19	219435.917	531075.112	1 1/2" IRON ROD
PROP20	219442.197	531079.277	1 1/2" IRON ROD

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
TIE101-102	S82°26'33"W	33.02'
102-103	S89°03'20"W	2.00'
103-104	N0°56'40"W	29.03'
104-105	S89°57'28"W	29.03'
105-106	N0°02'32"W	2.00'
106-TIE107	N10°54'15"E	30.56'
TIE107-108	N10°54'15"E	33.61'
108-109	N23°26'35"E	43.61'
109-110	N0°55'59"W	222.51'
110-111	N0°59'28"W	66.02'
111-PROP14	N0°55'00"W	59.10'
PROP14-TIE112	N49°55'04"E	42.56'
TIE112-PROP15	N49°55'04"E	42.56'
PROP15-113	S87°46'43"E	13.41'
114-115	S63°54'33"E	1.00'
PROP20-116	S56°23'05"E	32.56'
116-117	S53°18'16"E	33.47'
118-119	S0°55'59"E	64.31'
119-120	N89°04'01"E	5.00'
120-121	S0°55'59"E	16.00'
121-TIE122	S14°47'19"E	34.10'
TIE122-123	S14°47'19"E	34.10'
123-124	S0°56'40"E	18.50'
124-125	S89°48'05"W	14.50'
125-TIE100	S82°26'33"W	40.27'
TIE100-TIE101	S82°26'33"W	0.20'

STATION & OFFSET TABLE TO S.T.H. "13" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
102	83+62.31	32.81' LT	218764.481	530926.551
103	83+62.31	34.81' LT	218764.448	530924.552
104	83+91.34	34.77' LT	218793.476	530924.073
105	83+91.83	63.80' LT	218793.454	530895.042
106	83+93.83	63.77' LT	218795.454	530895.040
108	84+56.62	50.52' LT	218858.463	530907.179
109	84+95.97	32.84' LT	218898.471	530924.527
110	87+09.08	52.48' LT	219120.951	530920.904
111	87+68.68	68.70' LT	219186.958	530919.762
113	88+93.87	33.75' LT	219300.343	530997.350
114	89+21.69	33.71' LT	219326.575	531009.648
115	89+21.69	32.71' LT	219326.136	531010.546
117	90+51.46	33.45' RT	219404.175	531133.224
118	85+35.88	32.81' RT	218938.851	530989.878
119	84+71.57	33.39' RT	218874.548	530990.926
120	84+71.61	38.39' RT	218874.630	530995.925
121	84+55.21	38.48' RT	218858.632	530996.186
123	83+88.97	54.72' RT	218792.692	531013.594
124	83+70.48	54.70' RT	218774.197	531013.899
125	83+70.68	40.20' RT	218774.147	530999.402
PROP14	88+20.01	87.00' LT	219246.052	530918.816
PROP15	88+89.14	46.21' LT	219300.863	530983.948
PROP20	90+51.54	32.55' LT	219442.197	531079.277
TIE127	84+22.76	0.00'	218825.501	530958.286
TIE150	83+50.10	32.82' LT	218752.274	530926.753
TIE151	83+94.09	78.94' LT	218795.443	530879.869
TIE152	88+91.95	38.75' LT	219300.551	530991.966
TIE153	89+21.70	38.71' LT	219328.774	531005.157
TIE154	87+93.67	33.12' RT	219183.107	531024.651
TIE155	87+93.66	38.12' RT	219181.633	531029.429
TIE156	87+72.68	38.09' RT	219162.448	531023.781
TIE157	87+72.69	33.09' RT	219163.798	531018.967
TIE158	83+88.78	68.22' RT	218792.738	531027.099
TIE159	83+53.78	68.18' RT	218757.740	531027.676
TIE160	83+54.18	40.18' RT	218757.643	530999.674

SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
1-2	S 0°55'00" E	2642.97'
1-TIE112	S 0°55'00" E	2194.96'
TIE112-TIE126	S 0°55'00" E	372.96'
TIE126-2	S 0°55'00" E	75.05'
TIE112-2	S 0°55'00" E	448.01'
2-3	S 0°56'40" E	2645.98'
2-TIE100	S 0°56'40" E	56.66'
TIE100-3	S 0°56'40" E	2589.32'
2-4	S 89°57'28" W	2654.60'
2-TIE107	S 89°57'28" W	57.73'
TIE107-4	S 89°57'28" W	2596.87'
2-5	N 89°48'05" E	2644.48'
2-TIE122	N 89°48'05" E	46.34'
TIE122-5	N 89°48'05" E	2598.14'

UTILITY EASEMENT TABLE			
UTILITY NO.	PARCEL NO.	INTEREST DESCRIPTION	RECORDING DATA
101	1	NO EASEMENT OF RECORD	-
102	1	UTILITY EASEMENT	DOC. #387608
	3	NO EASEMENT OF RECORD	-

UTILITY INTERESTS REQUIRED		
UTILITY NO.	OWNER(S)	INTEREST REQUIRED
101	CITY OF ADAMS WATER UTILITY	RELEASE OF RIGHTS
102	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

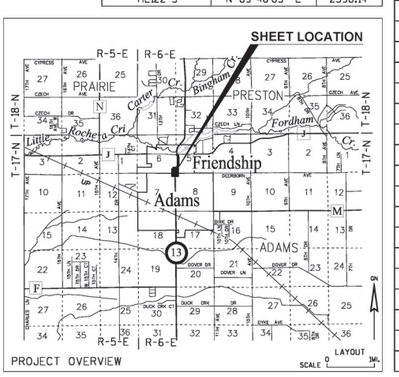
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF THIS DOCUMENT.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

BASIS OF EXISTING RIGHT-OF-WAY:
- R/W PROJECT NUMBER 4521, (STH 13)
  -- DATED 5-16-1929
- R/W PROJECT NUMBER 6143-02-22, (STH 13 & WEST ST)
  -- DATED 2-14-1991
- R/W PROJECT NUMBER 6143-02-21 (STH 13)
  -- DATED 5-02-1990
- WARRANTY DEED - DOCUMENT NO. 386189, (STH 13)
- HIGHWAY EASEMENT - DOCUMENT NO. 387252, (STH 13 & E. NORTH ST)
- C.S.M. NUMBERS 4155 & 3155, (W. NORTH ST & W. 6TH ST)
- FRIENDSHIP ASSESSOR'S PLAT NO. 1, (STH 13, WEST ST, E. NORTH ST)
- PLAT OF SURVEY POS05170631012, (STH 13)

SHEET LOCATION



PROJECT OVERVIEW

SCHEDULE OF LANDS AND 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)	INTEREST(S) REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
1	PROPERTY PRESERVATION, INC	FEE, TLE	120	-	120	877
2	STATE OF WISCONSIN (DNR) & WISCONSIN CONSERVATION COMMISION	TLE	-	-	-	712
3	ROBERTA E. SINDELAR SURVIVORS TRUST	FEE	335	-	335	-
4	JEAN M. WENTLAND	FEE	80	-	80	-
5	ROSEBUD PROPERTIES, LLC	TLE	-	-	-	100
6	MARCARIO C. & ZACARIAS C. EUSEBIO	FEE, TLE	29		29	150

FND HARRISON MONUMENT WITH TOP BROKEN OFF
County Coordinates
Y = 218823.550
X = 528303.952

FND HARRISON MONUMENT WITH TOP BROKEN OFF
County Coordinates
Y = 218834.667
X = 533603.014

FND CHISELED "X"
STA. 84+22.75, 0.26' RT.
County Coordinates
Y = 218825.501
X = 530958.550

FND 1/2" DRILL HOLE
County Coordinates
Y = 216179.885
X = 531002.165

TIE112 Y=219273.457 X=530951.382
TIE122 Y=218825.662 X=531004.890
TIE107 Y=218825.459 X=530900.821
TIE126 84+97.81 Y=218900.545 X=530957.349
PI:84+60.25* Y=218862.991 X=530957.622 Δ=0°35'49"LT
PC: 85+44.05
PT: 90+52.39 Y=219424.173 X=531106.390
TIE101 83+66.07 Y=218768.825 X=530959.288
TIE100 83+66.09 0.20'RT Y=218768.851 X=530959.484

HIGHWAY EASEMENT (DRAINAGE) TO CITY OF ADAMS DOC. NO. 387253 - NOTE: 51 SQ. FT. OF TLE IS IN EXISTING EASEMENT AREA

HIGHWAY EASEMENT TO CITY OF ADAMS DOC. NO. 387252

DNR RANGER STATION

LOT 1 CSM#3165 V.13 PG.22 DOC. NO. 351518

LOT 1 CSM#4155 V.19 PG.221 DOC. NO. 401382

LOT 12 LOT 13 LOT 14 LOT 15 LOT 16 LOT 17

W. 6TH STREET
W. NORTH ST.
E. NORTH ST.
WEST STREET
S.T.H. 13 (MAIN STREET)
FRIENDSHIP
CITY OF ADAMS
SECTION LINE
CURVE 1
P.L
R/L= N35°10'02"E
R/L= N0°25'00"W
R/L= N1°00'49"W
66.00'
33.00'
30.00'
40.00'
13.6'
90+00
89+00
88+00
87+00
86+00
85+00
84+00

SE-SE SEC-6
SW-SW SEC-5
NE-NE SEC-7
NW-NW SEC-8

SCALE, FEET
0 25 50

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ 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: Kolby F Schertz DATE: 12/07/2022
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

KOLBY F. SCHERTZ S-2862 SEYMOUR WI — WISCONSIN LAND SURVEYOR

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

SIGNATURE: Brent L Stella DATE: 12/07/2022
PRINT NAME: BRENT L. STELLA

PLOT SCALE : 1" = 25'
PLOT NAME : S.T.H. "13"
PLOT BY : K.F.S.
PLOT DATE : December 7, 2022
FILE NAME : S:\DESIGN\DESIGN PROJECTS\VNC REGION PROJECTS\6140-01-36 (STH 13)\SURVEY\C3D\TPP_STH13_6140-01-26.DWG
APPRAISAL PLAT DATE : 12/07/2022

576786
RECORDED-ADAMS COUNTY WI
REGISTER OF DEEDS OFFICE
JULIE A. SCHNOLIS-REGISTER
01/17/2023 02:12 PM
RECORDING FEE: 25.00
OF PAGES: 1
**The above recording information verifies that this doc as been electronically n and returned to the sub *
145

TRANSPORTATION PROJECT PLAT NO: 6140-01-26 - 4.02

THAT PART OF LOTS 2 AND 9 OF FRIENDSHIP ASSESSOR'S PLAT NO. 1 LOCATED IN THE SW 1/4 OF THE SW 1/4 OF SECTION 5; ALL LOCATED IN TOWNSHIP 17 NORTH, RANGE 6 EAST, VILLAGE OF FRIENDSHIP, ADAMS COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "13", V OF FRIENDSHIP (NORTH ST. TO MOUND VIEW DR.) ADAMS 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.

SCHEDULE OF LANDS AND 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)	INTEREST(S) REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
7	ADAMS COUNTY HISTORICAL SOCIETY	TLE	-	-	-	100
8	JON A. & DOLORES J. ROSEBERRY	TLE	-	-	-	50

EXISTING MONUMENTS			
Point #	Y COORDS	X COORDS	DESCRIPTION
PROP19	219435.917	531075.112	1 1/2" IRON ROD
PROP20	219442.197	531079.277	1 1/2" IRON ROD
PROP21	219434.991	531154.897	3/4" IRON ROD
PROP22	219556.080	531240.256	3/4" IRON ROD
PROP23	219577.392	531255.212	3/4" IRON ROD
PROP24	219594.011	531267.022	1 1/2" IRON ROD
PROP25	219563.625	531165.046	3/4" IRON ROD
PROP26	219632.033	531213.075	1 1/2" IRON ROD
PROP27	219722.537	531268.167	3/4" IRON ROD
PROP28	219781.904	531366.921	3/4" IRON ROD
PROP29	219789.282	531390.270	3/4" IRON ROD
PROP30	219840.750	531416.264	1 1/2" IRON ROD
PROP31	219901.026	531417.233	3/4" IRON ROD
PROP32	219965.941	531419.131	3/4" IRON ROD
PROP33	220002.533	531418.564	1 1/2" IRON ROD
PROP34	220006.165	531352.603	1 1/2" IRON ROD

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 576244 IN THE OFFICE OF THE ADAMS COUNTY REGISTER OF DEED'S.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING

NO UTILITY INTEREST REQUIRED

BASIS OF EXISTING RIGHT-OF-WAY:
- R/W PROJECT NUMBER 4521, (STH 13) DATED 5-16-1929
- R/W PROJECT NUMBER 6143-02-22, (STH 13) DATED 2-14-1991
- FRIENDSHIP ASSESSOR'S PLAT NO. 1, (STH 13 & AIRPORT DRIVE)
- PLAT OF SURVEY POS05170631012, (STH 13)

BASIS OF EXISTING ACCESS CONTROL:
- DOCUMENT NO. 340753

STATION & OFFSET TABLE TO S.T.H. "13" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
117	90+51.46	33.45' RT	219404.175	531133.224
PROP20	90+51.54	32.55' LT	219442.197	531079.277
PROP24	92+83.75	33.49' RT	219594.011	531267.022
PROP26	92+83.76	32.51' LT	219632.033	531213.075
PROP28	94+88.74	33.42' RT	219781.904	531366.921
PROP29	95+03.02	52.75' RT	219789.282	531390.270
PROP30	95+56.29	61.59' RT	219840.750	531416.264
PROP32	96+72.35	38.19' RT	219965.941	531419.131
PROP33	97+07.11	33.31' RT	220002.533	531418.564
PROP34	97+04.22	32.69' LT	220006.165	531352.603
TLE250	94+90.02	32.58' LT	219806.540	531305.677
TLE251	94+90.02	37.58' LT	219808.310	531301.001
TLE252	95+10.98	37.59' LT	219827.104	531307.839
TLE253	95+10.99	32.59' LT	219825.454	531312.559
TLE254	94+92.52	38.42' RT	219783.822	531372.989
TLE255	94+81.06	38.42' RT	219772.619	531368.699
TLE256	94+81.06	33.42' RT	219774.440	531364.042

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
116-PROP20	N56°23'05"W	32.56'
PROP20-PROP26	N35°10'36"E (N35°22'06"E)	232.25' (232.25')
PROP34-200	S86°50'54"E	32.72'
200-PROP33	S86°50'54"E	33.34'
PROP33-PROP32	S0°53'15"E (N00°40'31"W)	36.60' (36.65')
PROP32-PROP30	S1°18'43"W (N01°30'13"E)	125.22' (125.22')
PROP30-PROP29	S26°47'47"W	57.66'
PROP29-PROP28	S72°27'56"W (N72°39'26"E)	24.49' (24.49')
PROP24-117	S35°10'36"W	232.25'
117-116	N53°18'16"W	33.47'

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6140-01-26 - 4.02
SHEET 1 OF 1

6140-01-26 - 4.02
PLOT SCALE : 1" = 25'
PLOT NAME : S.T.H. "13"
PLOT BY : K.F.S.
PLOT DATE : January 16, 2023
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\SURVEY\C3D\TPP_STH13_6140-01-26.DWG
APPRAISAL PLAT DATE : 1/16/2023

VILLAGE OF FRIENDSHIP

LOT 1 CSM#2387 V.9 PG.13 DOC. NO. 320864

LOT 1

SEE SHEET 4.03

97-05.71
Y=220004.367
X=531385.272

PROP34 PROP33 PROP32 PROP31 PROP30 PROP29 PROP28 PROP27 PROP26 PROP25 PROP24 PROP23 PROP22 PROP21 PROP20 PROP19

200

LOT 2 LOT 3 LOT 4 LOT 5 LOT 6 LOT 7 LOT 8 LOT 9 LOT 10 LOT 11 LOT 12

FRIENDSHIP ASSESSOR'S PLAT NO. 1

P.L

33.00'

57.02'

5.00'

S.T.H. "13" R/L CURVE DATA
CURVE 2
PI STA = 95+47.69
Y = 219829.063
X = 531391.661
Δ = 35°41'50" LT
D = 7°00'00"
T = 263.56'
L = 509.96'
R = 818.51'
LC = 501.75'
LCB = N17°19'07"E
PC STA = 92+84.12
Y = 219613.608
X = 531239.859
PT STA = 97+94.08
Y = 220092.613
X = 531389.223
DB = N35°10'02"E
DA= N00°31'48"W

PC:92+84.12 - 200
L = 421.58'
LC = 416.94'
LCB = N20° 24' 42"E
R = 818.51'

200 - PT: 97+94.08
L = 88.38'
LC = 88.33'
LCB = N2° 33' 48"E
R = 818.51'

CURVE PROP26-PROP34
L = 403.73' (403.79')
LC = 399.30' (399.36')
LCB = N20° 27' 08"E (N20° 36' 30.5"E)
R = 785.51' (785.51')

CURVE PROP28-PROP24
L = 213.36' (213.34')
LC = 212.80' (212.79')
LCB = S27° 59' 55"W (N28° 11' 26.5"E)
R = 851.51' (851.51')

TLE250 TLE251 TLE252 TLE253 TLE254 TLE255 TLE256

7 8

ACCESS RESTRICTION PER DOC. #340753

AIRPORT DRIVE

S.T.H. 13 (MAIN STREET)

SW-SW SEC-5

CURVE 2

96+00 95+00 94+00 93+00 92+00 91+00

PC: 92+84.12

R/L= N35°10'02"E

S.T.H. "13" R/L CURVE DATA
CURVE 1
PI STA = 88+06.72
Y = 219209.449
X = 530955.103
Δ = 35°35'02" RT
D = 7°00'00"
T = 262.67'
L = 508.34'
R = 818.51'
LC = 500.21'
LCB = N17°22'31"E
PC STA = 85+44.05
Y = 218946.789
X = 530957.013
PT STA = 90+52.39
Y = 219424.173
X = 531106.390
DB = N00°25'00"W
DA= N35°10'02"E

SURVEY: POS05170631012 BY: GREGORY P. RHINEHART S-1478

PT:90+52.39
Y=219424.173
X=531106.390

116

FND CHISELED "X" SEC 2
County Coordinates
Y = 218825.501
X = 530958.550

CURVE 1
N0°00'00"E
598.16'

117

SEE SHEET 4.01

147.84'
N89°48'05"E
TIE80
Y=218826.013
X=531106.390
2496.64'
SECTION LINE
2644.48'

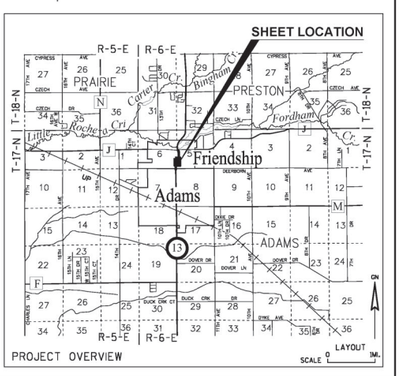
FND HARRISON MONUMENT WITH TOP BROKEN OFF SEC 5
County Coordinates
Y = 218834.667
X = 533603.014

T 17 N R 6 E sections 5 6 7 8

GRID NORTH

SCALE, FEET
0 25 50

SHEET LOCATION



QUEST
Civil Engineers, LLC

320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ 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.

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F Schertz DATE: 1/16/2023
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L Stella DATE: 1/16/2023
PRINT NAME: BRENT L. STELLA

576787
RECORDED-ADAMS COUNTY WI
REGISTER OF DEEDS OFFICE
JULIE A. SCHNOLIS-REGISTER
01/17/2023 02:13 PM
RECORDING FEE: 25.00
OF PAGES: 1
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146

TRANSPORTATION PROJECT PLAT NO: 6140-01-26 - 4.03

THAT PART OF LOT 6 OF FRIENDSHIP ASSESSOR'S PLAT NO. 1 LOCATED IN THE SW 1/4 OF THE SW 1/4, LOT 3 OF CSM NO. 4902, LOT 1 OF CSM NO. 2184, LOT 1 AND 2 OF CSM NO. 3683 AND LOT 1 AND LOT 12, BLOCK 5 AND LOT 5, BLOCK 8 OF THE ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP, LOCATED IN THE NW 1/4 OF THE SW 1/4; ALL LOCATED IN SECTION 5, TOWNSHIP 17 NORTH, RANGE 6 EAST, VILLAGE OF FRIENDSHIP, ADAMS COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "13", V OF FRIENDSHIP (NORTH ST. TO MOUND VIEW DR.) ADAMS 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.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6140-01-26 - 4.03
SHEET 1 OF 1

SEE SHEET 4.04

104+48.74
Y=220747.238
X=531383.167

W. 2ND ST.

VILLAGE

LOT 1 CSM#3683 V.16 PG.176 DOC. NO. 374374

LOT 2 CSM#3683 V.16 PG.176 DOC. NO. 374374

LOT 1 CSM#1482 V.6 PG.110 DOC. NO. 283697

ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP

BLOCK 5

LOT 1 CSM#5977 V.30 PG.254 DOC. NO. 530541

LOT 12

W. 3RD ST.

66.00'

LOT 1 CSM#4902 V.24 PG.194 DOC. NO. 450648

LOT 3 CSM#4902 V.24 PG.194 DOC. NO. 450648

FRIENDSHIP ASSESSOR'S PLAT NO. 1

LOT 1

S.T.H. 13 (MAIN STREET)

R/L= N0°31'48"W

NW-SW SEC-5

SW-SW SEC-5

ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP

BLOCK 6

LOT 3 LOT 4 LOT 5 LOT 6 LOT 7

SURVEY: POS05170631024 BY: JAMEY L. REID S-2559

VACATED THIRD STREET

LOT 1 CSM#2184 V.8 PG.182 DOC. NO. 313023

OF

ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP

BLOCK 8

LOT 2 LOT 3 LOT 4 LOT 5 LOT 6 LOT 7 LOT 8

FRIENDSHIP

E. 4TH STREET

W. 4TH STREET

SIXTEENTH LINE

CURVE 2

CURVE 309-PROP33
L = 81.14'
LC = 81.11'
LCB = S2° 47' 54"W
R = 851.51'

PC:92+84.12 - 200
L = 421.58'
LC = 416.94'
LCB = N20° 24' 42"E
R = 818.51'

200 - PT: 97+94.08
L = 88.38'
LC = 88.33'
LCB = N2° 33' 48"E
R = 818.51'

S.T.H. "13" R/L CURVE DATA
CURVE 2
PI STA = 95+47.69
Y = 219829.063
X = 531391.661
Δ = 35°41'50" LT
D = 7°00'00"
T = 263.56'
L = 509.96'
R = 818.51'
LC = 501.75'
LCB = N17°19'07"E
PC STA = 92+84.12
Y = 219613.608
X = 531239.859
PT STA = 97+94.08
Y = 220092.613
X = 531389.223
DB = N35°10'02"E
DA= N00°31'48"W

GRID NORTH

SCALE, FEET
0 25 50

PT: 97+94.08

97+05.71
Y=220004.367
X=531385.272

FND CHISELED "X" SEC 2
County Coordinates
Y = 218825.501
X = 530958.550

TIE81
Y=218826.980
X=531385.272
426.72'
N89°48'05"E

SEE SHEET 4.02

2217.76'
2644.48'
SECTION LINE

FND HARRISON MONUMENT WITH TOP BROKEN OFF SEC 5
County Coordinates
Y = 218834.667
X = 533603.014

SCHEDULE OF LANDS AND 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)	INTEREST(S) REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
9	JESSE C. & ROSEMARY R. PITTSLEY	FEE, TLE	526	-	526	809
10	MARK J. GIERINGER	TLE	-	-	-	582
11	GLADYS MCKINLEY	FEE, TLE	180	-	180	180
12	ADAMS COUNTY	TLE	-	-	-	930
13	KENNETH D. HEITMAN	TLE	-	-	-	113
14	DANIEL M. BARTZ	TLE	-	-	-	232
15	JJR 300 MAIN LLC	TLE	-	-	-	68

STATION & OFFSET TABLE TO S.T.H. "13" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
300	98+19.12	48.26' LT	220117.199	531340.734
301	98+52.14	74.64' LT	220149.977	531314.048
302	101+18.75	34.77' LT	220416.945	531351.447
303	104+48.99	33.39' LT	220747.180	531349.779
305	99+20.74	30.40' RT	220219.540	531418.445
306	99+20.71	35.40' RT	220219.565	531423.445
307	98+84.71	35.24' RT	220183.566	531423.627
308	98+18.74	64.27' RT	220117.863	531453.267
309	97+85.08	33.27' RT	220083.550	531422.524
PROP33	97+07.11	33.31' RT	220002.533	531418.564
PROP34	97+04.22	32.69' LT	220006.165	531352.603
PROP35	98+08.91	38.00' LT	220107.085	531351.089
PROP38	98+61.81	35.85' LT	220160.002	531352.745
PROP48	101+84.75	34.50' LT	220482.943	531351.114
PROP53	104+48.49	32.61' RT	220747.294	531415.779
TLE350	98+55.76	60.11' LT	220153.733	531328.544
TLE351	99+09.81	35.65' LT	220208.002	531352.503
TLE352	101+85.02	69.50' LT	220482.885	531316.114
TLE353	101+99.75	34.43' LT	220497.942	531351.038
TLE354	104+12.99	33.54' LT	220711.181	531349.961
TLE355	104+49.29	73.39' LT	220747.111	531309.779
TLE356	104+48.38	47.61' RT	220747.320	531430.779
TLE357	104+03.49	32.42' RT	220702.295	531416.007
TLE358	102+10.87	31.61' RT	220509.671	531416.980
TLE359	102+10.85	36.61' RT	220509.696	531421.979
TLE360	100+24.87	35.83' RT	220323.716	531422.919
TLE361	100+24.89	30.83' RT	220323.691	531417.919
TLE362	99+20.69	40.40' RT	220219.591	531428.445
TLE363	98+84.72	40.24' RT	220183.616	531428.627
TLE364	98+18.76	90.27' RT	220118.126	531479.265
TLE365	97+72.59	33.28' RT	220070.549	531422.409

EXISTING MONUMENTS			
Point *	Y COORDS	X COORDS	DESCRIPTION
PROP33	220002.533	531418.564	1 1/2" IRON ROD
PROP34	220006.165	531352.603	1 1/2" IRON ROD
PROP35	220107.085	531351.089	1 1/2" IRON ROD
PROP36	220115.524	531143.365	3/4" IRON ROD
PROP37	220148.203	531098.816	3/4" IRON ROD
PROP38	220160.002	531352.745	3/4" IRON ROD
PROP39	220216.971	531352.726	3/4" IRON ROD
PROP40	220117.549	531422.268	PK NAIL
PROP41	220119.314	531593.565	1" IRON PIPE
PROP42	220188.539	531915.244	1" IRON PIPE
PROP43	220285.118	531418.058	1" IRON PIPE
PROP44	220356.920	531351.778	3/4" IRON ROD
PROP45	220482.311	530964.463	3/4" IRON ROD
PROP46	220482.354	531029.476	3/4" IRON ROD
PROP47	220482.635	531157.613	3/4" IRON ROD
PROP48	220482.943	531351.114	CHISELED "X"
PROP49	220562.893	531350.431	3/4" IRON ROD
PROP50	220614.973	531350.447	PK NAIL
PROP51	220615.306	531416.446	1" IRON PIPE
PROP52	220692.134	531416.123	CUT "X"
PROP53	220747.294	531415.779	CUT "X"

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
200-PROP34	N86°50'54"W	32.72'
PROP34-PROP35	N0°51'33"W (S00°40'31"E)	100.93' (100.86')
PROP35-300	N45°40'33"W	14.48'
300-301	N39°09'01"W	42.27'
301-PROP38	N75°28'36"E	39.97'
PROP38-302	N0°17'22"W	256.95'
302-PROP48	N0°17'22"W	66.00'
PROP48-303	N0°17'22"W	264.24'
303-304	N89°54'04"E	33.39'
304-PROP53	N89°54'04"E	32.61'
PROP53-305	S0°17'22"E	527.76'
305-306	N89°42'38"E	5.00'
306-307	S0°17'22"E	36.00'
307-308	S24°16'51"E	72.08'
308-309	S41°51'30"W	46.07'
PROP33-200	N86°50'54"W	33.34'

UTILITY EASEMENT TABLE			
UTILITY NO.	PARCEL NO.	INTEREST DESCRIPTION	RECORDING DATA
104	10	NO EASEMENT OF RECORD	-

UTILITY INTERESTS REQUIRED		
UTILITY NO.	OWNER(S)	INTEREST REQUIRED
104	WE ENERGIES (GAS)	RELEASE OF RIGHTS

NOTES:
BASIS OF EXISTING RIGHT-OF-WAY:
- R/W PROJECT NUMBER 4521, (STH 13) DATED 5-16-1929
- R/W PROJECT NUMBER 6143-02-22, (STH 13, W. 4TH STREET, & E. 4TH STREET, DATED 2-14-1991
- FRIENDSHIP ASSESSOR'S PLAT NO. 1, (STH 13, W. 4TH STREET & E. 4TH STREET)
ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP, (STH 13, W. 3RD STREET, & 2ND STREET)
- C.S.M. NUMBERS 1482, 2184, 3683, 4902, & 5977
- PLAT OF SURVEY POS05170631024

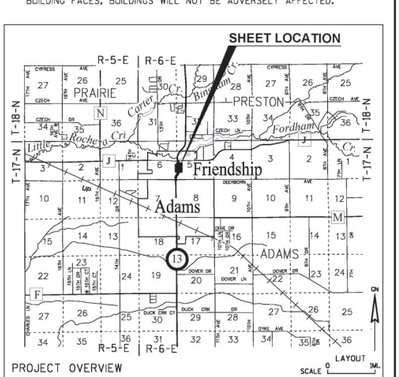
NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), ADAMS COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 576244 IN THE OFFICE OF THE ADAMS COUNTY REGISTER OF DEEDS.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES. BUILDINGS WILL NOT BE ADVERSELY AFFECTED.



QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ 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.

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F Schertz DATE: 1/16/2023
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L Stella DATE: 1/16/2023
PRINT NAME: BRENT L. STELLA

6140-01-26 - 4.03
PLOT SCALE : 1" = 25'
PLOT NAME : S.T.H. "13"
PLOT BY : K.F.S.
PLOT DATE : January 16, 2023
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\SURVEY\C3D\TPP_STH13_6140-01-26.DWG
APPRAISAL PLAT DATE : 1/16/2023

576788
RECORDED-ADAMS COUNTY WI
REGISTER OF DEEDS OFFICE
JULIE A. SCHNOLIS-REGISTER
01/17/2023 02:13 PM
RECORDING FEE: 25.00
OF PAGES: 1
**The above recording information verifies that this doc as been electronically n and returned to the sub *

147

TRANSPORTATION PROJECT PLAT NO: 6140-01-26 - 4.04

THAT PART OF LOT 1 OF CSM NO. 5422, LOT 1 OF CSM NO. 1105 AND LOT 12 OF BLOCK 1, LOT 5 OF BLOCK 2, LOT 1 OF BLOCK 3 AND LOTS 4 AND 5 OF BLOCK 4 OF THE ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP; ALL LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 5, TOWNSHIP 17 NORTH, RANGE 6 EAST, VILLAGE OF FRIENDSHIP, ADAMS COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "13", V OF FRIENDSHIP (NORTH ST. TO MOUND VIEW DR.) ADAMS 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.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6140-01-26 - 4.04
SHEET 1 OF 1

6140-01-26 - 4.04
PLOT SCALE : 1" = 25'
PLOT NAME : S.T.H. "13"
PLOT BY : K.F.S.
PLOT DATE : January 16, 2023

FND HARRISON MONUMENT SEC 1
County Coordinates
Y = 221468.134
X = 530916.264
112°06.05
Y=221469.293
X=531229.320
N89°47'16"E
313.06'
QUARTER LINE 5011.87'
FND SURVEY SPIKE SEC 6
County Coordinates
Y = 221487.853
X = 536241.155
5324.93'

SURVEY:
POS05170631007
BY: GREGORY P.
RHINEHART S-1478

C.T.H."J"
(E. LAKE ST.)

W. LAKE STREET

VILLAGE

ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP

BLOCK 1

LOT 1 CSM#1105 V.5 PG.26 DOC. NO. 272393

LOT 2

LOT 3

LOT 4

ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP

BLOCK 2

LOT 5

LOT 10

LOT 11

LOT 12

W. 1ST STREET

E. 1ST STREET

S.T.H. 13 (MAIN STREET)

NW-SW SEC-5

LOT 1 CSM#4798 V.23 PG.303 DOC. NO. 442787

LOT 1 CSM#5422 V.27 PG.225 DOC. NO. 488528

ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP

BLOCK 3

ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP

BLOCK 4

LOT 1 CSM#3684 V.16 PG.178 DOC. NO. 374375

LOT 6

FRIENDSHIP

W. 2ND STREET

E. 2ND STREET

ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP

BLOCK 5

LOT 1 CSM#3683 V.16 PG.176 DOC. NO. 374374

SEE SHEET 4.03

CURVE 4
PC: 111+19.27
111+00
R/L= N30°27'08"W

CURVE 404-405
L = 40.86'
LC = 40.86'
LCB = N29° 18' 18"W
R = 796.94'

S.T.H. "13" R/L CURVE DATA
CURVE 4
PI STA = 114+02.67
Y = 221636.454
X = 531125.332
Δ = 40°42'23" RT
D = 7°30'00"
T = 283.40'
L = 542.75'
R = 763.94'
LC = 531.41'
LCB = N10°05'56"W
PC STA = 111+19.27
Y = 221392.151
X = 531268.962
PT STA = 116+62.02
Y = 221915.324
X = 531175.781
DB = N30°27'08"W
DA= N10°15'15"E

PC: 111+19.27 - 406
L = 86.78'
LC = 86.73'
LCB = S27° 11' 52"E
R = 763.94'

406 - PT:116+62.02
L = 455.97'
LC = 449.23'
LCB = S6° 50' 41"E
R = 763.94'

S.T.H. "13" R/L CURVE DATA
CURVE 3
PI STA = 109+03.79
Y = 221202.286
X = 531380.588
Δ = 30°08'35" LT
D = 15°00'00"
T = 102.86'
L = 200.95'
R = 381.97'
LC = 198.64'
LCB = N15°22'50"W
PC STA = 108+00.93
Y = 221099.428
X = 531381.143
PT STA = 110+01.89
Y = 221290.957
X = 531328.456
DB = N00°18'33"W
DA= N30°27'08"W

CURVE 403-PROP68
L = 116.70'
LC = 116.15'
LCB = N21° 09' 02"W
R = 347.47'

CURVE 3
109+00
34.5'
PT: 110+01.89

PC: 108+00.93

PI: 104+80.89
Y=220779.394
X=531382.869
Δ=0°13'15"RT
R/L= N0°31'48"W

104+48.74
Y=220747.238
X=531383.167

R/L= N0°18'33"W

107+00
106+00
105+00

66.00'

33.00'

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 576244 IN THE OFFICE OF THE ADAMS COUNTY REGISTER OF DEEDS.

NO UTILITY INTEREST REQUIRED

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES. BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

BASIS OF EXISTING RIGHT-OF-WAY:
- R/W PROJECT NUMBER 4521, (STH 13) DATED 5-16-1929
- R/W PROJECT NUMBER 6143-02-22, (STH 13) DATED 2-14-1991
- ORIGINAL PLAT OF THE VILLAGE OF FRIENDSHIP, (STH 13, W. 2ND STREET, E. 2ND STREET, W. 1ST STREET, AND E. 1ST STREET)
- C.S.M. NUMBERS 1105, 4798, & 5422
- PLAT OF SURVEY POS05170631007

SCHEDULE OF LANDS AND 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)	INTEREST(S) REQUIRED	R/W S.F. REQUIRED NEW	R/W S.F. REQUIRED EXISTING	R/W S.F. REQUIRED TOTAL	TLE S.F. REQUIRED
16	AMERICAN LEGION RED CLOUD POST 250	TLE	-	-	-	499
17	JJR 214 MAIN LLC	TLE	-	-	-	36
18	KARI L. & RONALD C. OSBORN	TLE	-	-	-	16
19	ERNEST W. KLICKO	TLE	-	-	-	80
20	MICHAEL D. WENTLAND	FEE, TLE	52	-	52	176
21	EDWARD P. HEIDEMAN	TLE	-	-	-	100
22	SARAH P. COOK	TLE	-	-	-	150

EXISTING MONUMENTS

Point #	Y COORDS	X COORDS	DESCRIPTION
PROP53	220747.294	531415.779	CUT "X"
PROP54	220746.917	531065.262	3/4" IRON ROD
PROP55	220812.682	531023.206	3/4" IRON ROD
PROP56	220812.648	531186.156	3/4" IRON ROD
PROP57	220747.592	531563.666	3/4" IRON ROD
PROP58	220747.905	531678.579	3/4" IRON ROD
PROP59	221042.540	531414.375	1 1/2" IRON ROD
PROP60	221077.519	531414.111	CUT "X"
PROP61	221077.544	531495.978	1 1/2" IRON ROD
PROP62	221143.696	531611.912	1" IRON PIPE
PROP63	221143.605	531545.873	1" IRON PIPE
PROP64	221077.339	531150.204	3/4" IRON ROD
PROP65	221077.263	531018.073	3/4" IRON ROD
PROP66	221077.125	530952.024	1" IRON PIPE
PROP67	221275.832	531298.092	CUT "X"
PROP68	221275.361	531413.112	1" IRON PIPE
PROP69	221348.443	531412.817	3/4" IRON ROD
PROP70	221407.318	531412.505	CUT "X"
PROP71	221406.132	531214.972	1" IRON PIPE
PROP72	221399.560	531182.225	1" IRON PIPE

STATION & OFFSET TABLE TO S.T.H. "13" ALIGNMENT

POINT	STATION	OFFSET	Y COORDS	X COORDS
303	104+48.99	33.39' LT	220747.180	531349.779
400	105+14.86	33.24' LT	220813.180	531349.446
401	107+79.15	33.15' LT	221077.469	531348.111
402	108+50.22	38.03' LT	221143.463	531340.019
403	108+76.40	34.00' LT	221167.509	531340.000
404	111+14.46	34.46' LT	221370.538	531241.695
405	111+53.77	34.46' LT	221406.166	531221.697
407	110+74.07	139.77' RT	221424.022	531412.361
408	108+41.22	35.19' RT	221143.518	531413.778
409	105+14.62	32.76' RT	220813.294	531415.446
PROP53	104+48.49	32.61' RT	220747.294	531415.779
PROP60	107+78.85	32.85' RT	221077.519	531414.111
PROP67	110+04.24	33.84' LT	221275.832	531298.092
TLE450	105+14.99	68.24' LT	220813.120	531314.446
TLE451	105+43.36	33.23' LT	220841.680	531349.302
TLE452	107+65.15	33.15' LT	221063.469	531348.181
TLE453	107+79.22	47.15' LT	221077.458	531334.111
TLE454	108+50.97	42.98' LT	221143.459	531335.019
TLE455	109+00.29	33.97' LT	221188.688	531334.984
TLE456	110+70.66	34.21' LT	221332.900	531264.108
TLE457	110+70.62	40.21' LT	221329.830	531258.952
TLE458	110+95.62	40.35' LT	221351.311	531246.161
TLE459	110+95.66	34.35' LT	221354.380	531251.316
TLE460	108+59.32	37.77' RT	221163.518	531413.677
TLE461	108+58.64	42.72' RT	221163.543	531418.677
TLE462	108+40.74	40.16' RT	221143.544	531418.778
TLE463	107+78.79	43.85' RT	221077.527	531425.111
TLE464	107+46.85	32.84' RT	221045.519	531414.273
TLE465	105+29.62	32.76' RT	220828.294	531415.370
TLE466	105+14.56	47.76' RT	220813.320	531430.446

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
304-303	S89°54'04"W	33.39'
303-400	N0°17'22"W	66.00'
400-401	N0°17'22"W	264.29'
401-402	N6°59'26"W	66.49'
402-403	N0°02'36"W	24.05'
PROP58-404	N30°46'26"W	110.23'
405-406	N6°53'08"E	63.59'
406-407	S76°06'28"E	188.56'
407-408	S0°17'22"E	280.51'
408-PROP60	S0°17'22"E	66.00'
PROP60-409	S0°17'22"E	264.23'
409-PROP53	S0°17'22"E	66.00'
PROP53-304	S89°54'04"W	32.61'

GRID NORTH

SCALE, FEET
0 25 50

SHEET LOCATION

PROJECT OVERVIEW

QUEST
Civil Engineers, LLC

320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ 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: Kolby F Schertz DATE: 1/16/2023
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

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

SIGNATURE: Brent L Stella DATE: 1/16/2023
PRINT NAME: BRENT L. STELLA

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\SURVEY\C3D\TPP_STH13_6140-01-26.DWG
APPRAISAL PLAT DATE : 1/16/2023

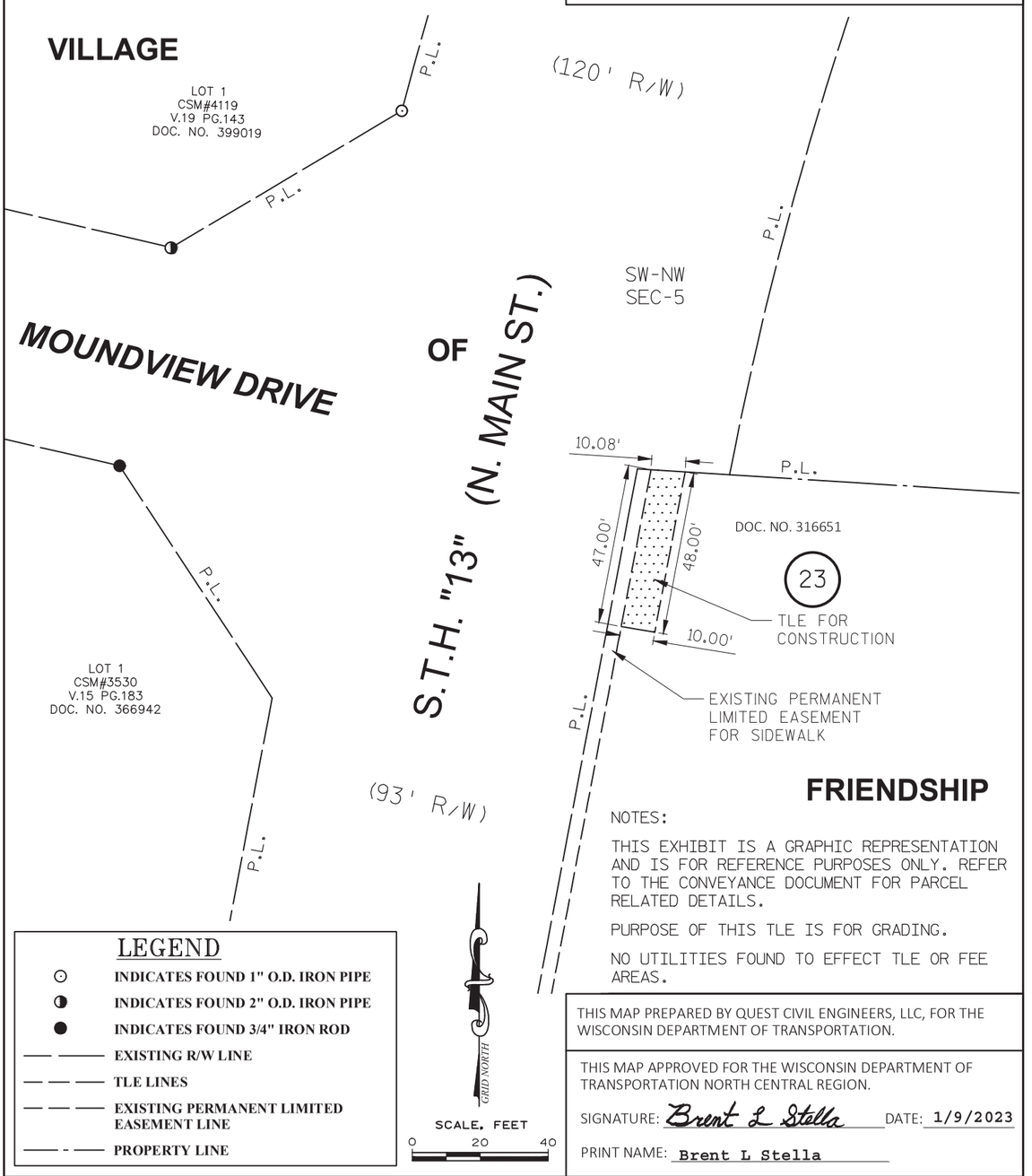
SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	TLE S.F. REQUIRED
23	FRIENDSHIP LAKE DISTRICT	TLE	115

R/W PROJECT NUMBER 6140-01-26 | SHEET NUMBER: 1

TLE ACQUISITION MAP
NORTH ST. TO MOUND VIEW DR.
VILLAGE OF FRIENDSHIP

S.T.H. "13" ADAMS COUNTY

PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 17 NORTH, RANGE 6 EAST, VILLAGE OF FRIENDSHIP, ADAMS COUNTY, WISCONSIN



LEGEND

- INDICATES FOUND 1" O.D. IRON PIPE
- INDICATES FOUND 2" O.D. IRON PIPE
- INDICATES FOUND 3/4" IRON ROD
- EXISTING R/W LINE
- TLE LINES
- EXISTING PERMANENT LIMITED EASEMENT LINE
- PROPERTY LINE

NOTES:

THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF THIS TLE IS FOR GRADING.

NO UTILITIES FOUND TO EFFECT TLE OR FEE AREAS.

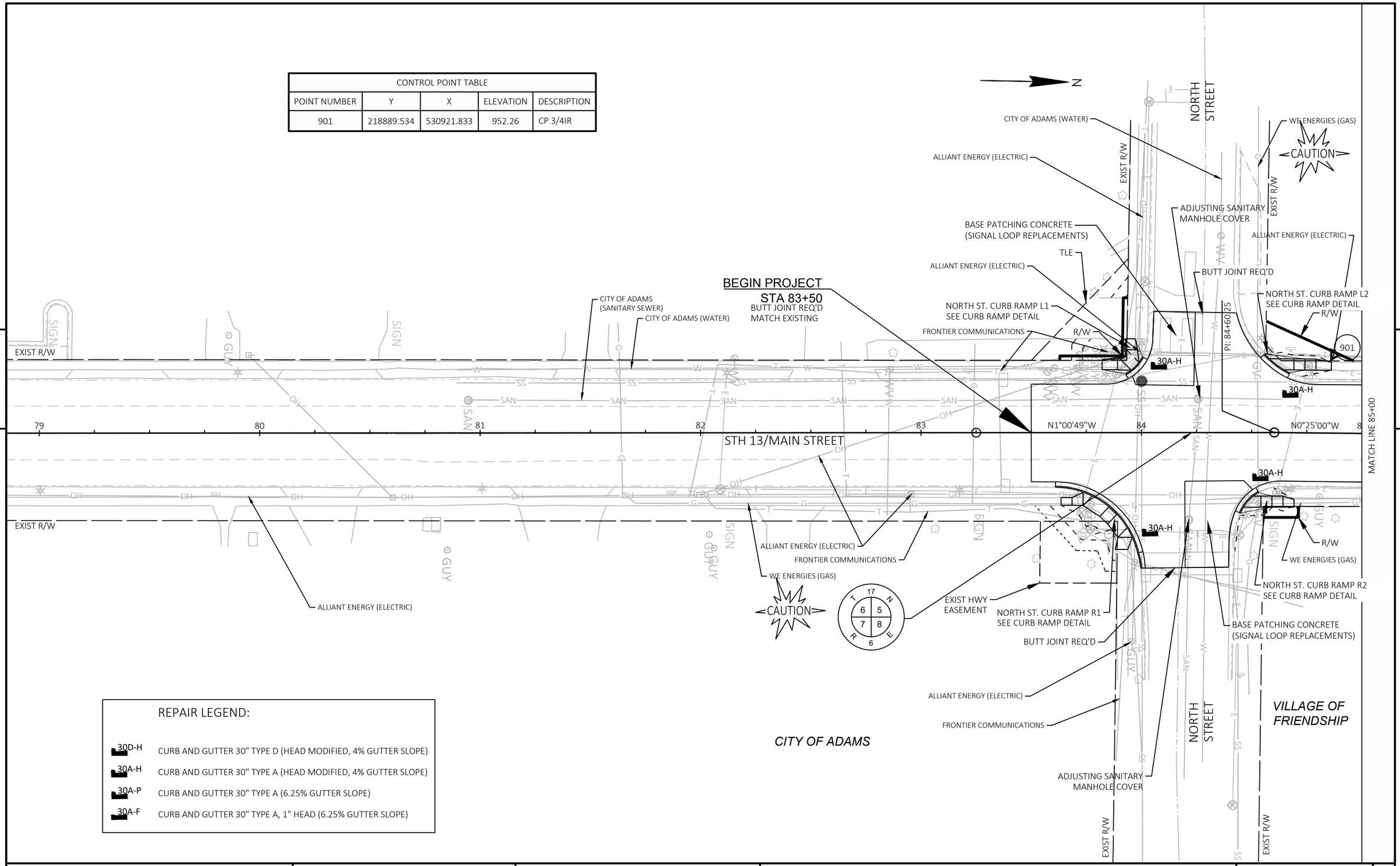
THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 1/9/2023

PRINT NAME: Brent L Stella

CONTROL POINT TABLE				
POINT NUMBER	Y	X	ELEVATION	DESCRIPTION
901	218889.534	530921.833	952.26	CP 3/4IR



REPAIR LEGEND:

30D-H	CURB AND GUTTER 30" TYPE D (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-H	CURB AND GUTTER 30" TYPE A (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-P	CURB AND GUTTER 30" TYPE A (6.25% GUTTER SLOPE)
30A-F	CURB AND GUTTER 30" TYPE A, 1" HEAD (6.25% GUTTER SLOPE)

SIXTH STREET

EXIST R/W

VILLAGE OF FRIENDSHIP (SANITARY SEWER)

ALLIANT ENERGY (ELECTRIC)

ADJUSTING SANITARY MANHOLE COVER

REMOVING SIDEWALK
(AND 2 CURB RAMPS)

BUTT JOINT REQ'D

SIXTH ST. CURB RAMP L2
SEE CURB RAMP DETAIL

WEST ST. CURB RAMP L1
SEE CURB RAMP DETAIL

WEST ST.

WE ENERGIES (GAS)

CAUTION

SIXTH ST. CURB RAMP L1
SEE CURB RAMP DETAIL

P.E.
+76
-42.02' LT

+08.49
-48.62' LT

30A-P

30A-H

902

REMOVING SIDEWALK
(AND CURB RAMP)

VILLAGE OF FRIENDSHIP (WATER)

ADJUSTING WATER MAIN VALVE BOX

REMOVING SIDEWALK
ASPHALTIC SURFACE DRIVEWAYS AND
FIELD ENTRANCES

WEST ST CURB RAMP L2
SEE CURB RAMP DETAIL

TLE
R/W

VILLAGE OF FRIENDSHIP (ELECTRIC)

STH 13/MAIN STREET

87 88 89 86 90

P.C. STA 85+44.05

P.T. STA 90+52.39

N0°25'00"W

N35°10'02"E

MATCH LINE 85+00

MATCH LINE 91+00

TLE

BASE PATCHING CONCRETE
(INTERSECTION MODIFICATION)

ALLIANT ENERGY (ELECTRIC)

VILLAGE OF FRIENDSHIP (WATER)

VILLAGE OF FRIENDSHIP (SANITARY SEWER)

PI STA = 88+06.72
Y = 219209.449
X = 530955.103
DELTA = 35°35'02" RT
D = 7°00'00"
T = 262.67'
L = 508.34'
R = 818.51'
PC STA = 85+44.05
PT STA = 90+52.39
SE=NC

ADJUSTING SANITARY MANHOLE COVER

ADJUSTING WATER MAIN VALVE BOX

SIXTH ST. CURB RAMP R2
SEE CURB RAMP DETAIL

ADJUSTING SANITARY MANHOLE COVER

VILLAGE OF FRIENDSHIP (ELECTRIC)

ADJUSTING SANITARY MANHOLE COVER

VILLAGE OF FRIENDSHIP (SANITARY SEWER)

CONTROL POINT TABLE				
POINT NUMBER	Y	X	ELEVATION	DESCRIPTION
902	219211.072	530959.756	951.86	CP 3/4IR

VILLAGE OF FRIENDSHIP

REPAIR LEGEND:

30D-H	CURB AND GUTTER 30" TYPE D (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-H	CURB AND GUTTER 30" TYPE A (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-P	CURB AND GUTTER 30" TYPE A (6.25% GUTTER SLOPE)
30A-F	CURB AND GUTTER 30" TYPE A, 1" HEAD (6.25% GUTTER SLOPE)

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	PLAN	SHEET 150	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\050101_PP_13.DWG
LAYOUT NAME - 85-91

PLOT DATE : 1/4/2024 9:46 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

CONTROL POINT TABLE				
POINT NUMBER	Y	X	ELEVATION	DESCRIPTION
903	219794.679	531375.040	954.90	CP 3/4IR

N

FRONTIER COMMUNICATIONS

PI STA = 95+47.69
Y = 219829.063
X = 531391.661
DELTA = 35°41'50" LT
D = 7°00'00"
T = 263.56'
L = 509.96'
R = 818.51'
PC STA = 92+84.12
PT STA = 97+94.08
SE=NC

AIRPORT DR. CURB RAMP L1
SEE CURB RAMP DETAIL

VILLAGE OF FRIENDSHIP (ELECTRIC)

TLE

EXIST R/W

MATCH LINE 91+00

MATCH LINE 97+00.06

30A-P

30A-H

N35°10'02"E

PC 92+84.12

92 93 94 95 96

STH 13/MAIN STREET

AIRPORT DR. CURB RAMP R2
SEE CURB RAMP DETAIL

VILLAGE OF FRIENDSHIP (SANITARY SEWER)

VILLAGE OF FRIENDSHIP (WATER)

ADJUSTING SANITARY MANHOLE COVER
VILLAGE OF FRIENDSHIP (ELECTRIC)

WE ENERGIES (GAS)

CAUTION

+54.48
40.66' RT

+09.91
40.85' RT

+15.90
40.84' RT

+27.57
40.83' RT

C.E.

P.E.

903

AIRPORT DR. CURB RAMP R1
SEE CURB RAMP DETAIL

BUTT JOINT REQ'D

AIRPORT DRIVE

VILLAGE OF FRIENDSHIP

REPAIR LEGEND:

30D-H	CURB AND GUTTER 30" TYPE D (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-H	CURB AND GUTTER 30" TYPE A (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-P	CURB AND GUTTER 30" TYPE A (6.25% GUTTER SLOPE)
30A-F	CURB AND GUTTER 30" TYPE A, 1" HEAD (6.25% GUTTER SLOPE)

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	PLAN	SHEET 151 E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\050101_PP_13.DWG
LAYOUT NAME - 91-97

PLOT DATE : 1/4/2024 9:46 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

CONTROL POINT TABLE				
POINT NUMBER	Y	X	ELEVATION	DESCRIPTION
904	220188.989	531426.323	952.06	CP 3/4IR
905	220449.133	531420.284	951.94	CP 3/4IR

5

5

MATCH LINE 97+00.06

MATCH LINE 103+00.09

FOURTH STREET

THIRD STREET

EXIST R/W

ALLIANT ENERGY (ELECTRIC)

FOURTH ST. CURB RAMP L1
SEE CURB RAMP DETAIL

BUTT JOINT REQ'D

PT: 97+94.08

FOURTH ST. CURB RAMP L2
SEE CURB RAMP DETAIL

TLE

WE ENERGIES (GAS)

VILLAGE OF FRIENDSHIP (ELECTRIC)

BASE PATCHING CONCRETE
(INTERSECTION MODIFICATION)

THIRD ST. CURB RAMP L1
SEE CURB RAMP DETAIL

VILLAGE OF FRIENDSHIP (WATER)

ADJUSTING WATER MAIN VALVE BOX

THIRD ST. CURB RAMP L2
SEE CURB RAMP DETAIL

30A-H

30A-P

30D-H

98

99

100

101

102

STH 13/MAIN STREET

904

905

FOURTH ST. CURB RAMP R1
SEE CURB RAMP DETAIL

R/W

TLE

FOURTH ST. CURB RAMP R2
SEE CURB RAMP DETAIL

VILLAGE OF FRIENDSHIP (ELECTRIC)

BUTT JOINT REQ'D

VILLAGE OF FRIENDSHIP (WATER)

WE ENERGIES (GAS)

CAUTION

BASE PATCHING CONCRETE
(INTERSECTION MODIFICATION)

REMOVE
DRIVE OPENING

THIRD ST. CURB RAMP R1
SEE CURB RAMP DETAIL

THIRD ST. CURB RAMP R2
SEE CURB RAMP DETAIL

VILLAGE OF FRIENDSHIP

REPAIR LEGEND:

30D-H	CURB AND GUTTER 30" TYPE D (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-H	CURB AND GUTTER 30" TYPE A (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-P	CURB AND GUTTER 30" TYPE A (6.25% GUTTER SLOPE)
30A-F	CURB AND GUTTER 30" TYPE A, 1" HEAD (6.25% GUTTER SLOPE)

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	PLAN	SHEET 152	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\050101_PP_13.DWG
LAYOUT NAME - 97-103

PLOT DATE : 1/4/2024 9:46 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

CONTROL POINT TABLE				
POINT NUMBER	Y	X	ELEVATION	DESCRIPTION
906	220802.977	531361.658	950.20	CP PK
907	221151.111	531349.877	950.55	CP 3/4IR

N

MATCH LINE 103+00.09

MATCH LINE 109+00.17

EXIST R/W

SECOND STREET

FIRST STREET

WE ENERGIES (GAS)

CAUTION

VILLAGE OF FRIENDSHIP (WATER)

VILLAGE OF FRIENDSHIP (ELECTRIC)

VILLAGE OF FRIENDSHIP (SANITARY SEWER)

ALLIANT ENERGY (ELECTRIC)

BUTT JOINT REQ'D

ASPHALTIC SURFACE PATCHING (STORM SANITARY SEWER PATCH)

SECOND ST. CURB RAMP L1
SEE CURB RAMP DETAIL

SECOND ST. CURB RAMP L2
SEE CURB RAMP DETAIL

SECOND ST. CURB RAMP R1
SEE CURB RAMP DETAIL

SECOND ST. CURB RAMP R2
SEE CURB RAMP DETAIL

FIRST ST. CURB RAMP L1
SEE CURB RAMP DETAIL

FIRST ST. CURB RAMP L2
SEE CURB RAMP DETAIL

FIRST ST. CURB RAMP R1
SEE CURB RAMP DETAIL

FIRST ST. CURB RAMP R2
SEE CURB RAMP DETAIL

BASE PATCHING CONCRETE (INTERSECTION MODIFICATION)

TLE

ADJUSTING WATER MAIN VALVE BOX

30D-H

30A-H

PI: 104+80.89

PC: 108+00.93

906

907

STH 13/MAIN STREET

103 104 105 106 107 108 109

VILLAGE OF FRIENDSHIP

REPAIR LEGEND:	
30D-H	CURB AND GUTTER 30" TYPE D (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-H	CURB AND GUTTER 30" TYPE A (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-P	CURB AND GUTTER 30" TYPE A (6.25% GUTTER SLOPE)
30A-F	CURB AND GUTTER 30" TYPE A, 1" HEAD (6.25% GUTTER SLOPE)

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	PLAN	SHEET 153	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\050101_PP_13.DWG
LAYOUT NAME - 103-109

PLOT DATE : 1/4/2024 9:46 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

REPAIR LEGEND:

30D-H	CURB AND GUTTER 30" TYPE D (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-H	CURB AND GUTTER 30" TYPE A (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-P	CURB AND GUTTER 30" TYPE A (6.25% GUTTER SLOPE)
30A-F	CURB AND GUTTER 30" TYPE A, 1" HEAD (6.25% GUTTER SLOPE)

CONTROL POINT TABLE				
POINT NUMBER	Y	X	ELEVATION	DESCRIPTION
908	221486.646	531258.759	952.68	CP 3/4IR
909	221488.005	531183.774	950.96	CP 3/4IR

PI STA = 109+03.79
Y = 221202.286
X = 531380.588
DELTA = 30°08'35" LT
D = 15°00'00"
T = 102.86'
L = 200.95'
R = 381.97'
PC STA = 108+00.93
PT STA = 110+01.89
SE=NC

PI STA = 114+02.67
Y = 221636.454
X = 531125.332
DELTA = 40°42'23" RT
D = 7°30'00"
T = 283.40'
L = 542.75'
R = 763.94'
PC STA = 111+19.27
PT STA = 116+62.02
SE=NC

BUTT JOINT REQ'D
WE ENERGIES (GAS)
CAUTION
30A-P
CTH J/ LAKE STREET
EXIST R/W
ALLIANT ENERGY (ELECTRIC)
ATC TRANSMISSION (ELECTRIC)
REMOVING GUARDRAIL
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS RAIL WITH SHORT RADIUS (35')
SENSITIVE AREA
N
BASE PATCHING CONCRETE (JOINT REPAIR)
MARQUETTE-ADAMS TELEPHONE COOP (COMMUNICATION)
BEGIN SENSITIVE AREA
CURB AND GUTTER REPLACEMENT AROUND RADIUS
909
30A-F
114
113
112
111
110
VILLAGE OF FRIENDSHIP (ELECTRIC)
TLE
PC: 111+19.27
LAKE ST. CURB RAMP L1
SEE CURB RAMP DETAIL
STH 13/MAIN STREET
30A-H
908
LAKE ST. CURB RAMP R3
SEE CURB RAMP DETAIL
CURB AND GUTTER REPLACEMENT
ALLIANT ENERGY (ELECTRIC)
EXIST HWY EASEMENT
ATC TRANSMISSION (ELECTRIC)
BEGIN SENSITIVE AREA
PT: 110+01.89
N30°27'08"W
LAKE ST. CURB RAMPS R1-R2
SEE CURB RAMP DETAIL
VILLAGE OF FRIENDSHIP (ELECTRIC)
MATCH LINE 109+00.17
MATCH LINE 115+00.08
ALLIANT ENERGY (ELECTRIC)
WE ENERGIES (GAS)
CAUTION
VILLAGE OF FRIENDSHIP
BUTT JOINT REQ'D
CTH J/ LAKE STREET
VILLAGE OF FRIENDSHIP (WATER)
SENSITIVE AREA

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	PLAN	SHEET 154 E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\050101_PP_13.DWG
LAYOUT NAME - 109-115
PLOT DATE : 1/4/2024 9:46 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:40 FT

CONTROL POINT TABLE				
POINT NUMBER	Y	X	ELEVATION	DESCRIPTION
911	221829.594	531192.073	935.31	CP PK
912	222096.212	531173.071	935.02	CP 3/4IR

LITTLE ROCHE A CRI CREEK

SENSITIVE AREA

EXCEPTION TO PROJECT LIMITS
STA 115+84 TO STA 116+31
B-01-17

MOUND VIEW DRIVE

CAUTION

VILLAGE OF FRIENDSHIP (WATER)

WE ENERGIES (GAS)

ALLIANT ENERGY (ELECTRIC)

VILLAGE OF FRIENDSHIP (SANITARY SEWER)

END SENSITIVE AREA

N

MOUND VIEW DR. CURB RAMP L1
SEE CURB RAMP DETAIL

REMOVING RIPRAP
RIPRAP HEAVY (ON WIDENED SLOPE)

REMOVING GUARDRAIL
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT

BUTT JOINT REQ'D

BASE PATCHING CONCRETE SHES
(STORM SANITARY SEWER PATCH)

PI STA = 121+55.62
Y = 222401.034
X = 531263.649
DELTA = 30°55'11" RT
D = 5°00'00"
T = 316.93'
L = 618.40'
R = 1145.92'
PC STA = 118+38.69
PT STA = 124+57.09
SE=4% (TURN LANE -1%)

VILLAGE OF FRIENDSHIP (ELECTRIC)

BASE PATCHING CONCRETE
(JOINT REPAIR)

BASE PATCHING CONCRETE
(JOINT REPAIR)

BASE PATCHING CONCRETE
(INTERSECTION MODIFICATION)

ADJUSTING SANITARY MANHOLE COVER

EXIST R/W

PT 116+62.02

PC 118+38.69

912

911

30A-H

30A-F

N10°15'15"E

STH 13

END PROJECT
STA 119+76
BUTT JOINT REQ'D
MATCH EXISTING

MATCH LINE 115+00.08

116 117 118 119 120 121

EXPANSION JOINT REQ'D
(BASE PATCHING AND
CURB AND GUTTER)

CURB & GUTTER
REPLACEMENT

STA 115+40 - STA 115+84
STA 116+31 - STA 116+76
SEE B-01-17 TRANSITION DETAIL FOR APPROACHES
CURB & GUTTER REPLACEMENT RT & LT
TRANSITION HEAD FROM 5 ½" TO 4" AT STRUCTURE

EXIST HWY
EASEMENT

ALLIANT ENERGY (ELECTRIC)

VILLAGE OF FRIENDSHIP (ELECTRIC)

CURB & GUTTER
REPLACEMENT

MOUND VIEW DR. CURB RAMP R1
SEE CURB RAMP DETAIL

TLE

ADJUSTING WATER MAIN VALVE BOX

EXIST R/W

FRIENDSHIP LAKE

SENSITIVE AREA

VILLAGE OF FRIENDSHIP

REPAIR LEGEND:

30D-H	CURB AND GUTTER 30" TYPE D (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-H	CURB AND GUTTER 30" TYPE A (HEAD MODIFIED, 4% GUTTER SLOPE)
30A-P	CURB AND GUTTER 30" TYPE A (6.25% GUTTER SLOPE)
30A-F	CURB AND GUTTER 30" TYPE A, 1" HEAD (6.25% GUTTER SLOPE)

Standard Detail Drawing List

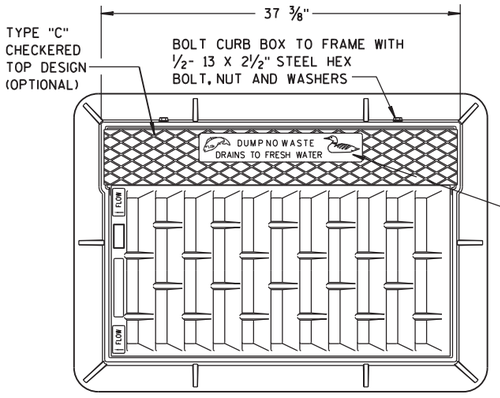
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A05-20B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-12	PULL BOX
09B16-02	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09F09-05	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)
09G02-05A	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05B	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C19-03	HMA LONGITUDINAL JOINTS
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
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)
14B53-02A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
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
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS

6

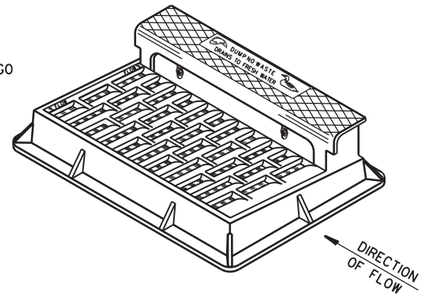
Standard Detail Drawing List

15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-08B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C35-06B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-06C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C36-01	PARKING STALL MARKING
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D33-09	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-05C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

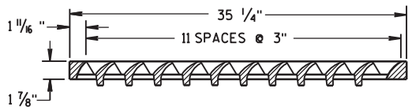
6

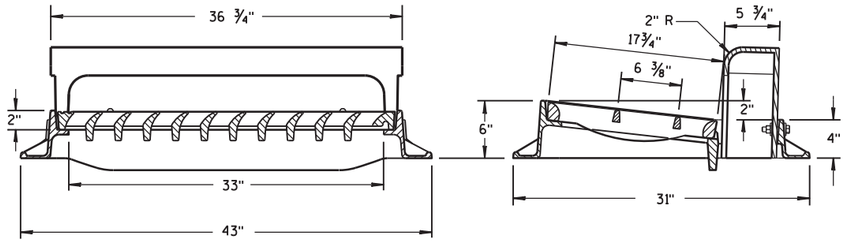


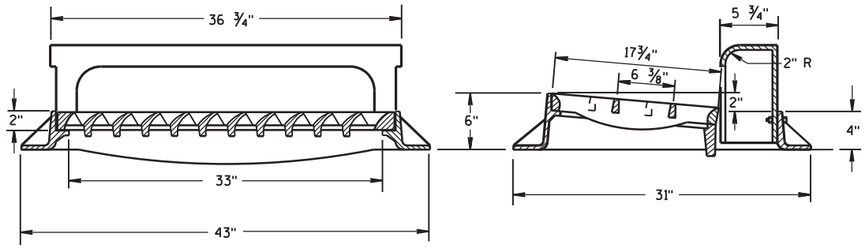
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

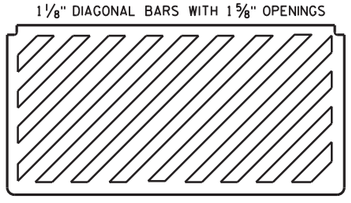






TYPE "H"

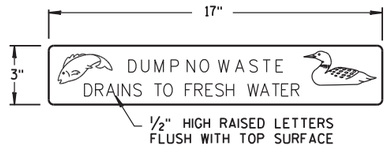
NOTE: EITHER CASTING IS ACCEPTABLE



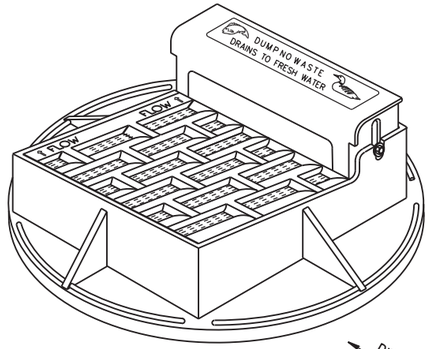
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

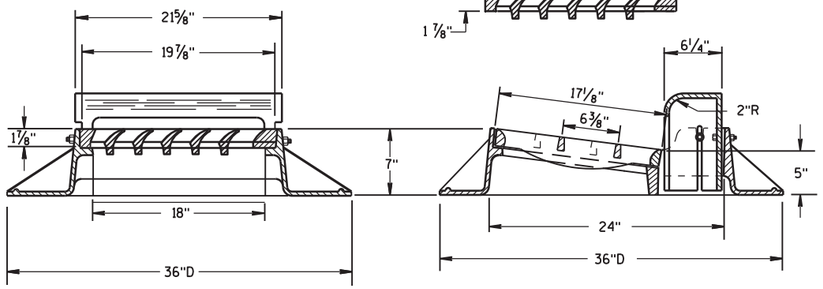


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



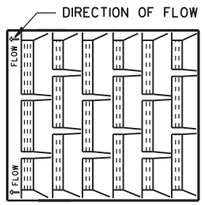
TYPE "A"

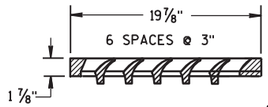
GENERAL NOTES

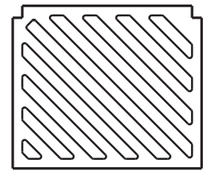
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



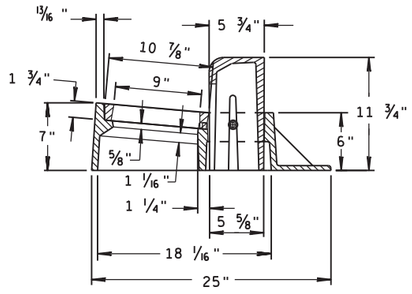


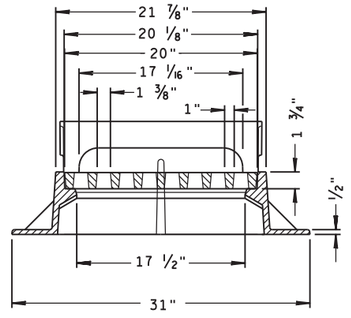


SPECIAL GRATE FOR TYPE "A" COVER

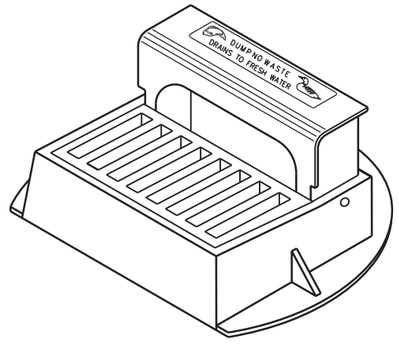
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



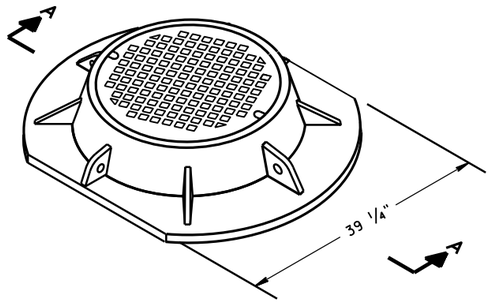
INLET COVERS TYPE A, H, A-S, H-S & Z

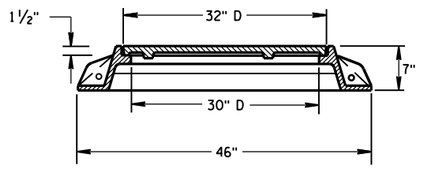
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

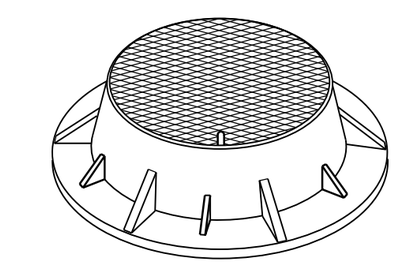
6

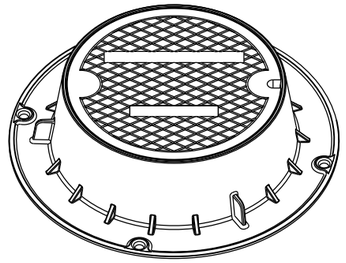
S.D.D. 8 A 5-19a

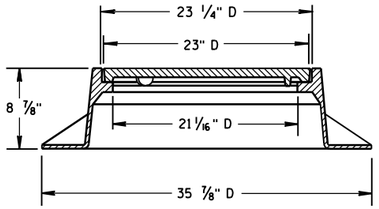


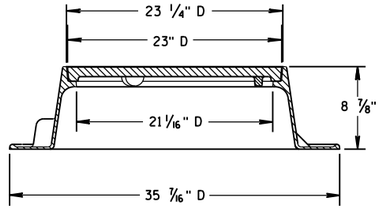


SECTION A-A
TYPE "K"









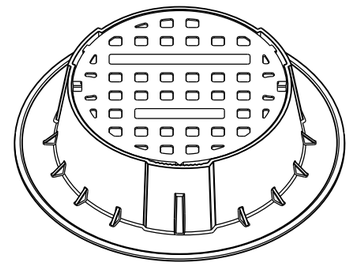
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

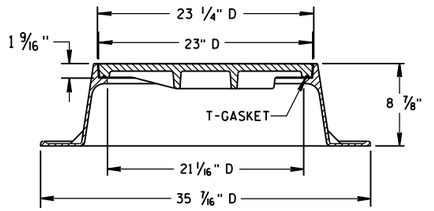
GENERAL NOTES

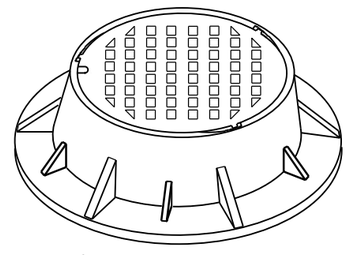
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

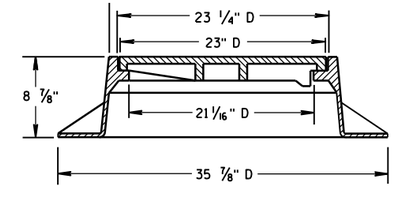
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

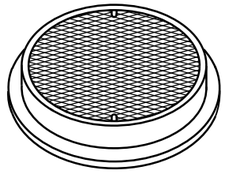


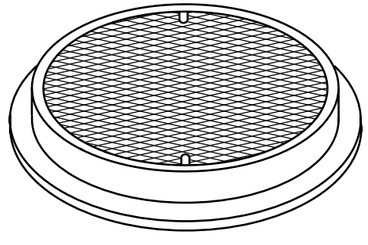


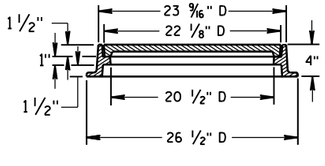




TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE







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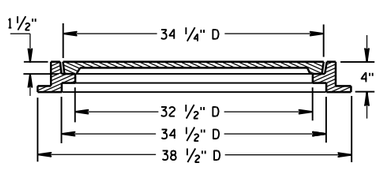
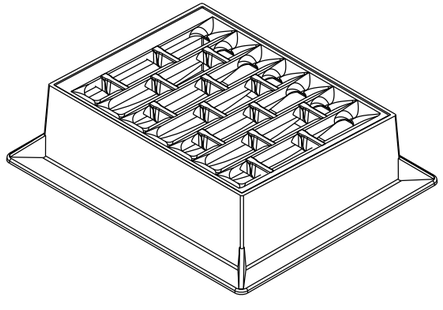
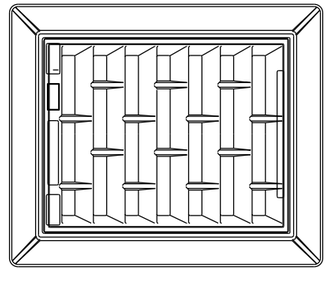
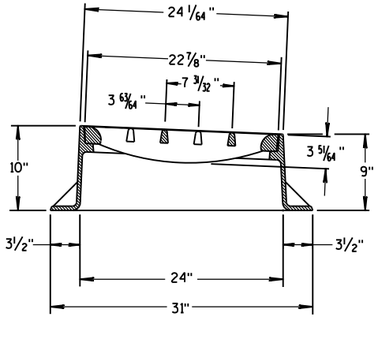
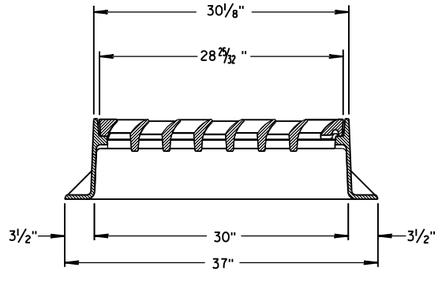


TYPE "M"









INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

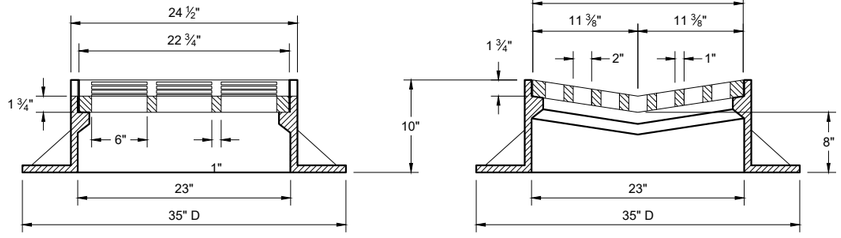
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

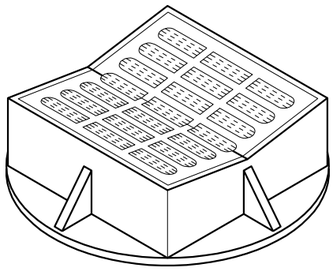
APPROVED
11/27/2013
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

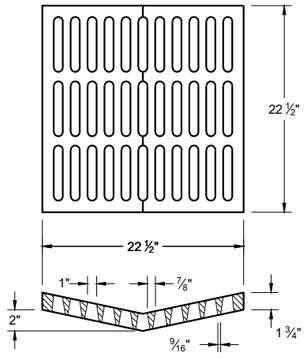
6

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





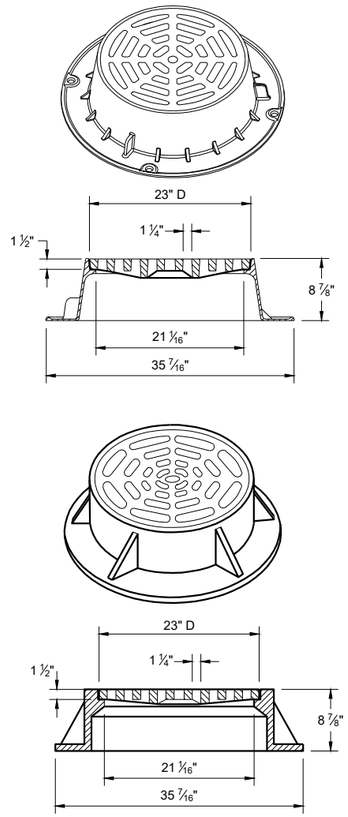
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

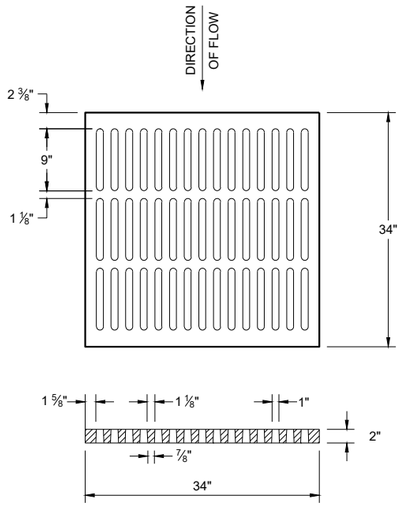
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

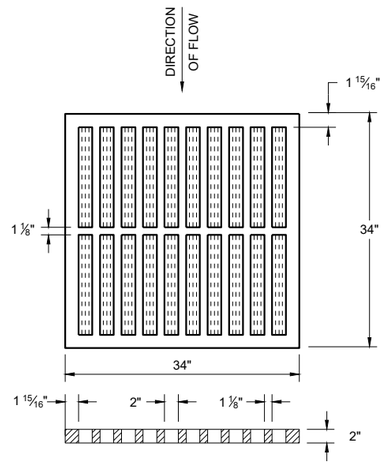
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

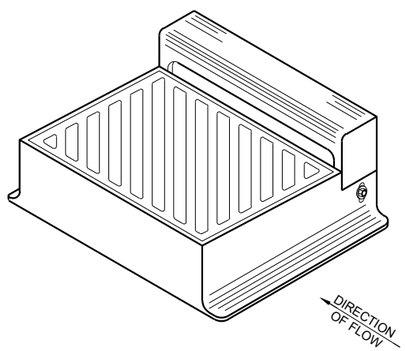
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



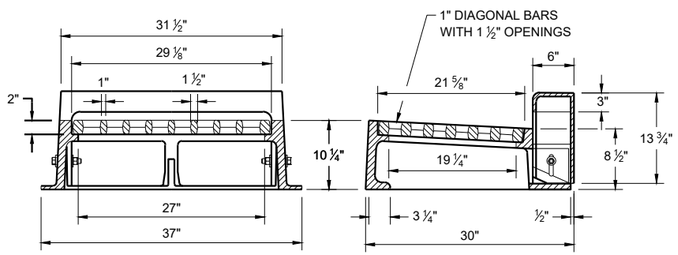
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS TYPES B, B-A, C, MS, MS-A AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

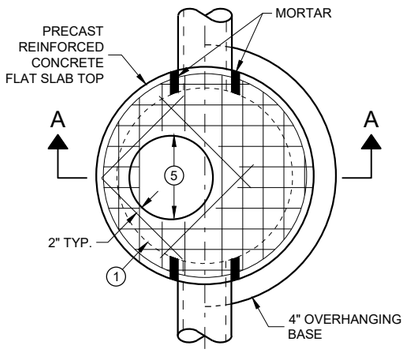
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

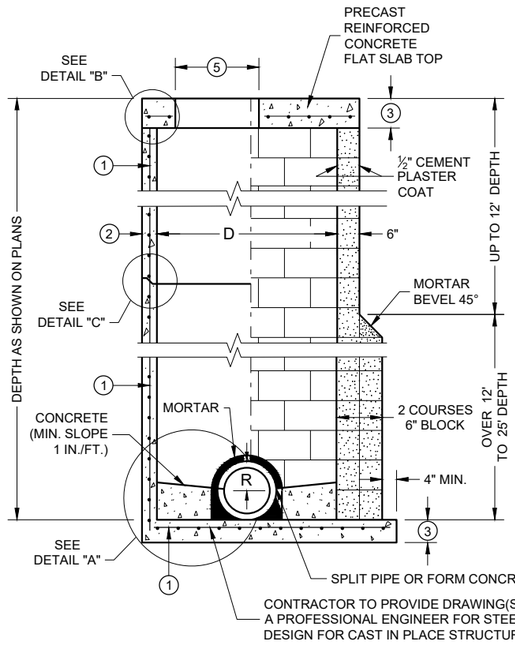
6

SDD 08A05-20b

SDD 08A05-20b



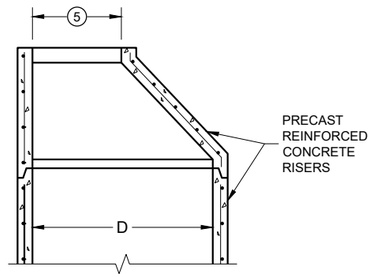
PLAN VIEW
CIRCULAR OPENING



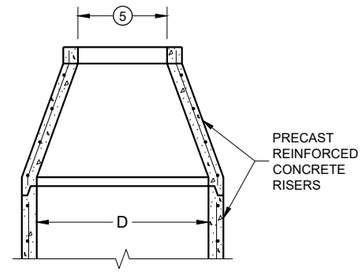
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

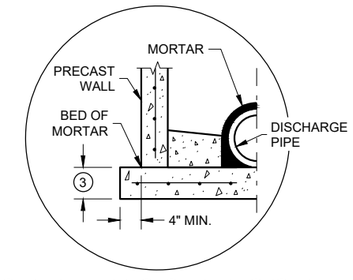
MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

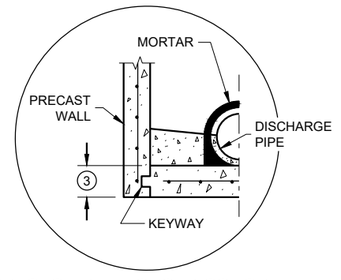
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42*	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES.
SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

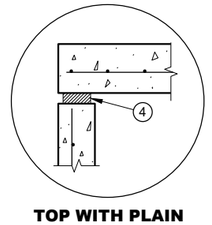


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

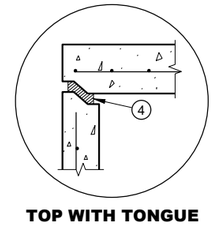


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

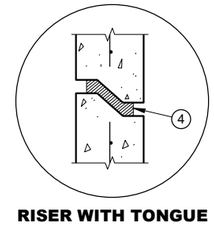
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

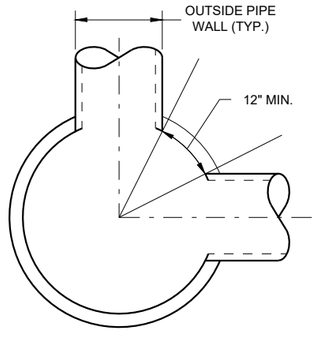
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.).

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

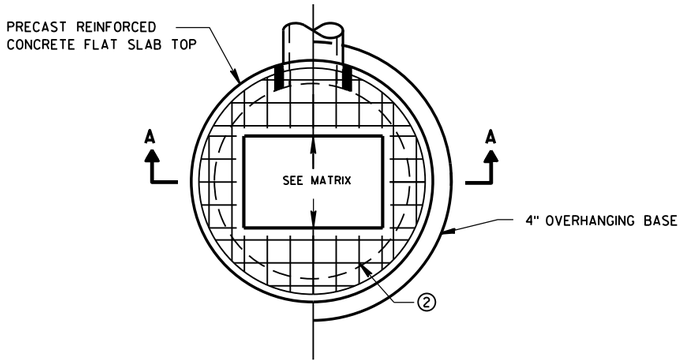
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

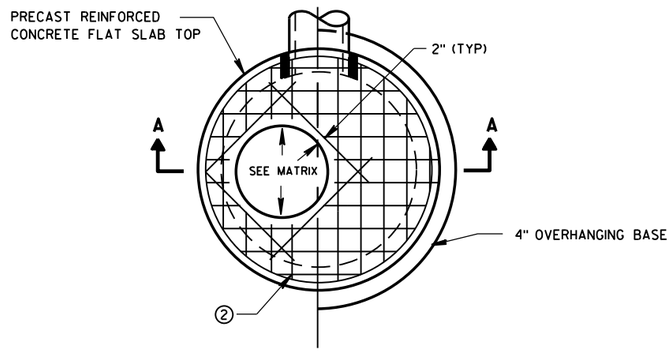
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

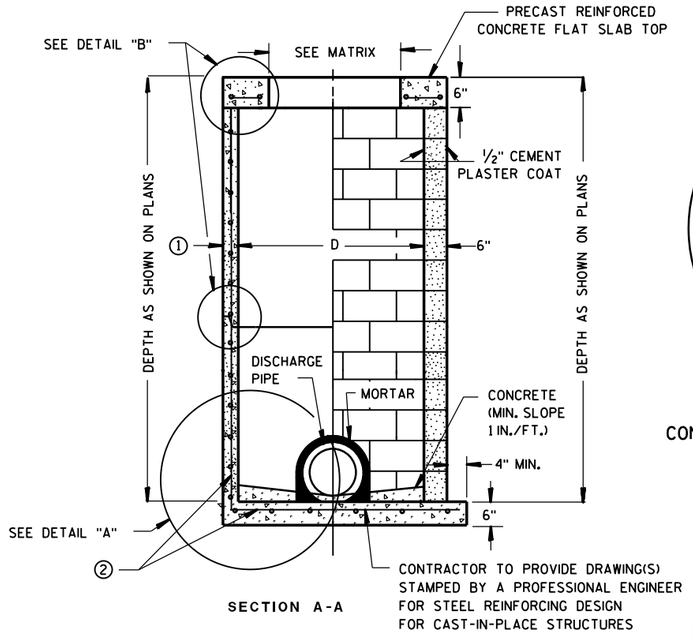
SDD 08B09 - 03



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

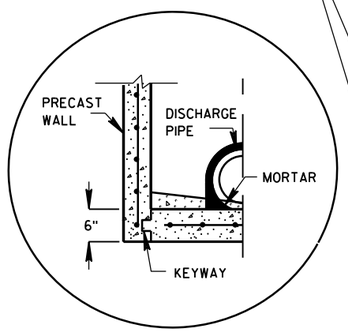


SECTION A-A

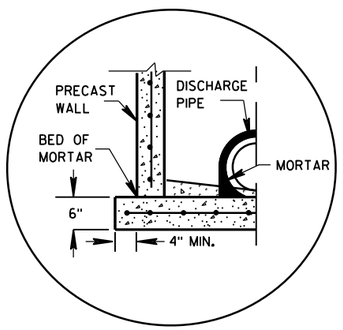
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

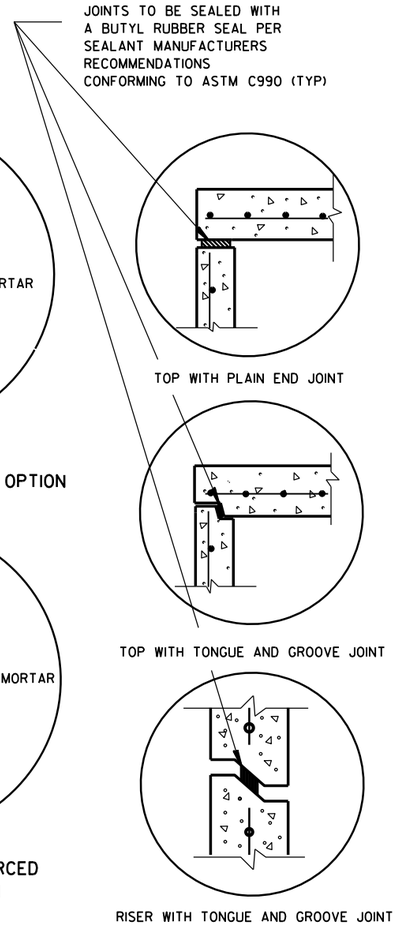


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

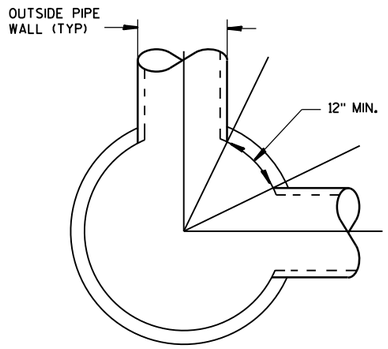
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

INLETS 3-FT
AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS | UNIT SUPERVI — ENT
FHWA

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S.D.D. 8 C 6-2

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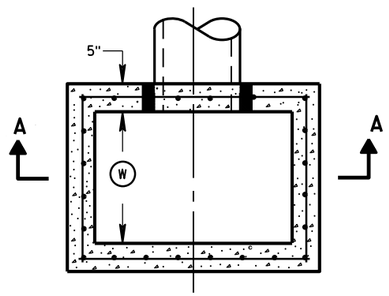
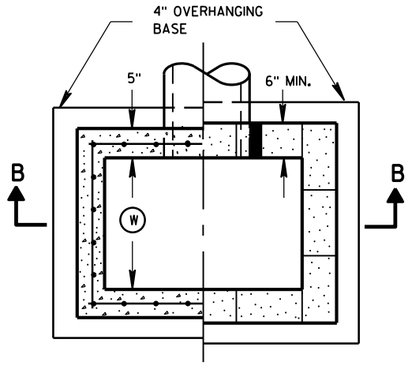
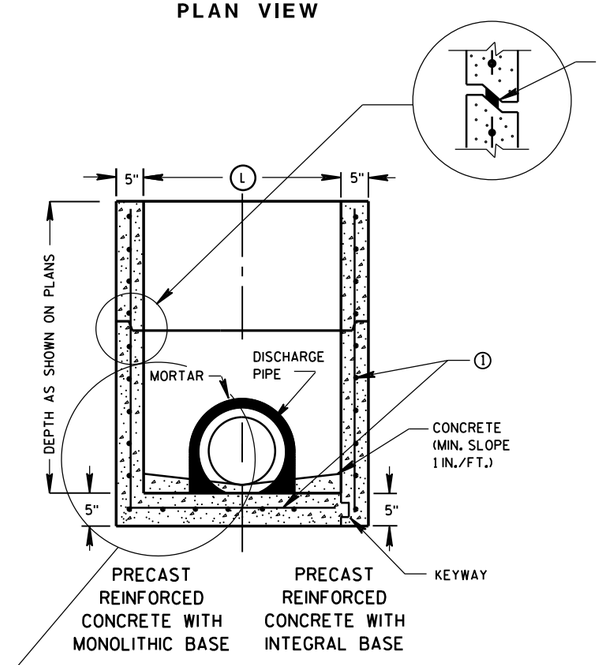
S.D.D. 8 C 6-2



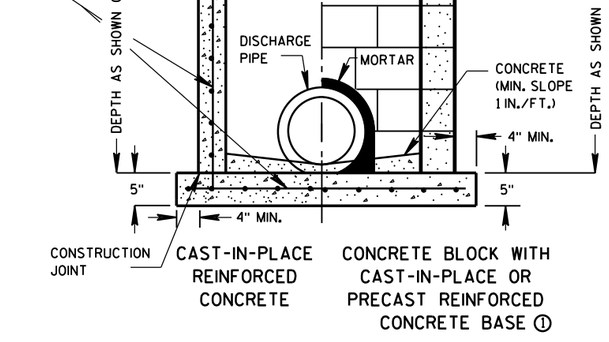
PLAN VIEW



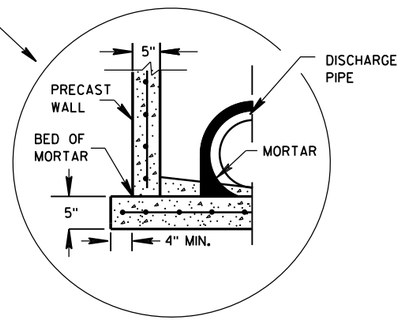
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

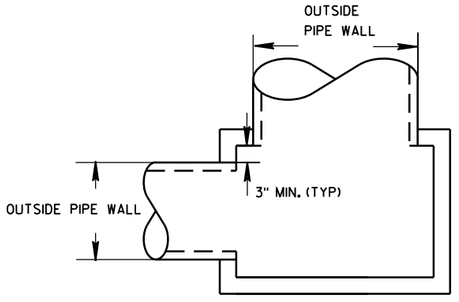
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
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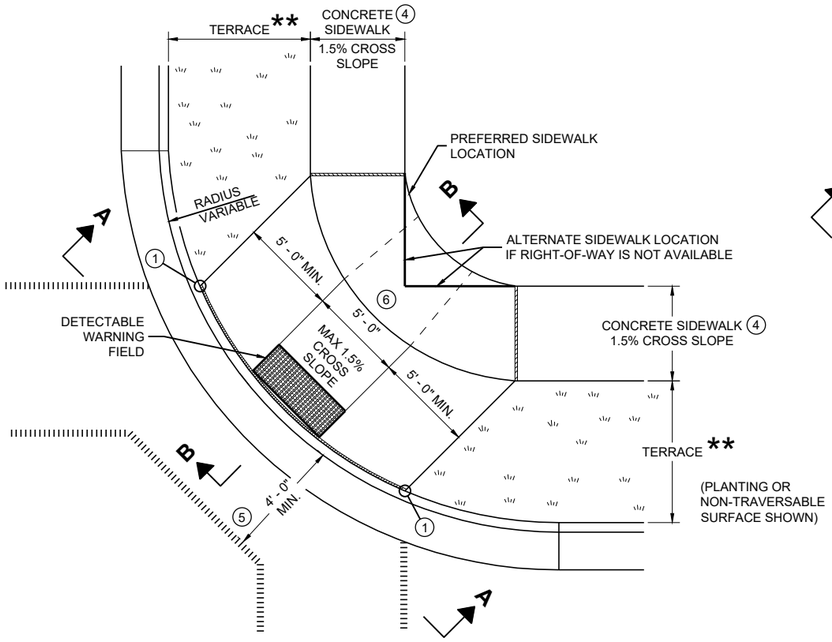
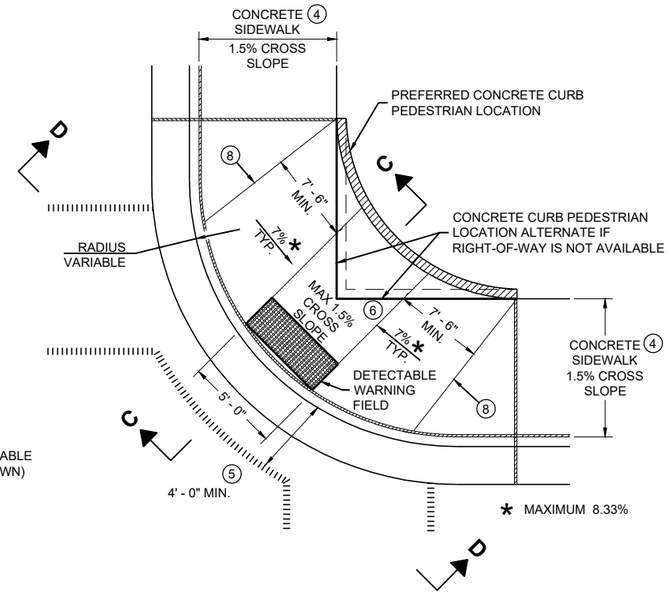
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



PLAN VIEW

CURB RAMP TYPE 1

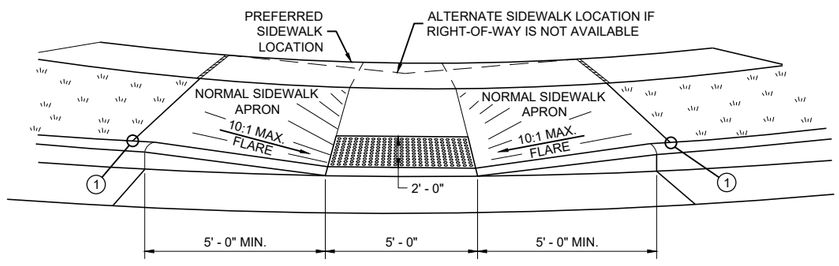
(CENTER OF CORNER RADIUS)



PLAN VIEW

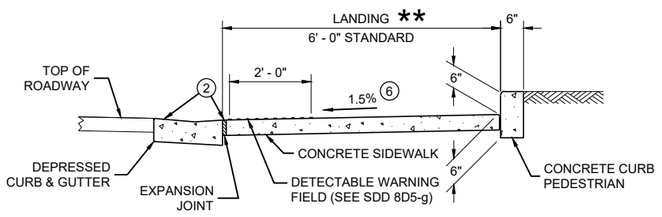
CURB RAMP TYPE 1 - A

(NO TERRACE)

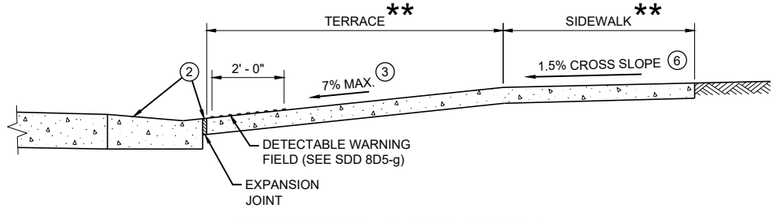


VIEW A - A FOR TYPE 1

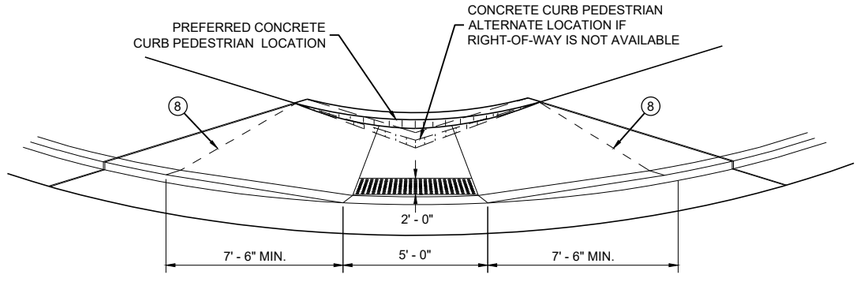
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

LEGEND

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

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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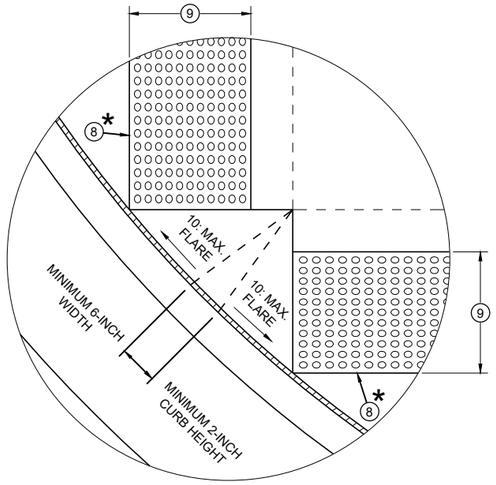
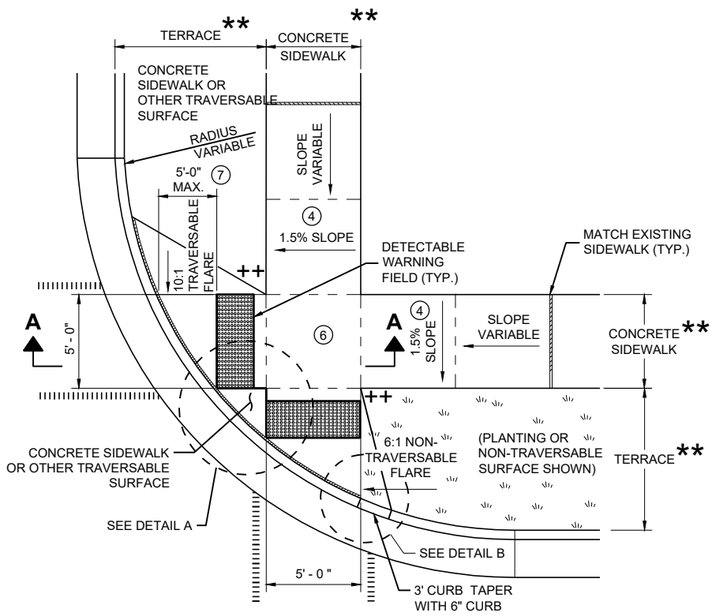
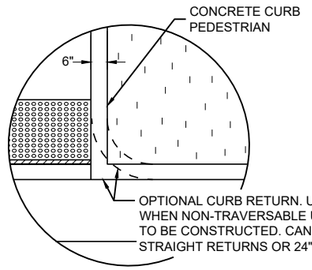


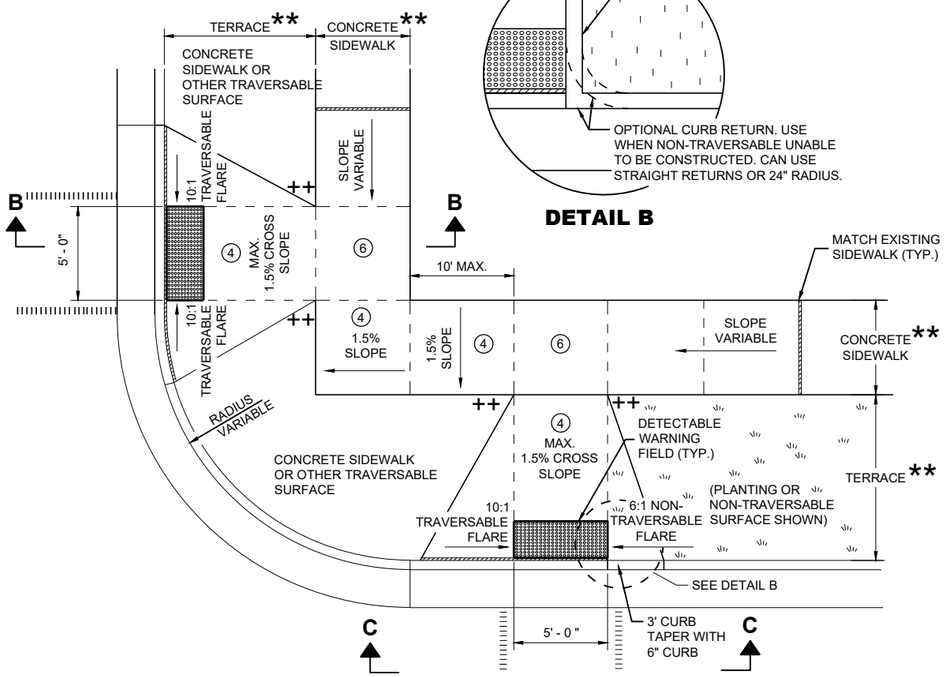
DETAIL A



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



DETAIL B



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

GENERAL NOTES

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

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

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

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

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

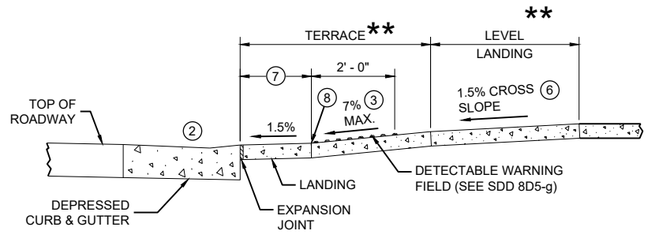
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

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

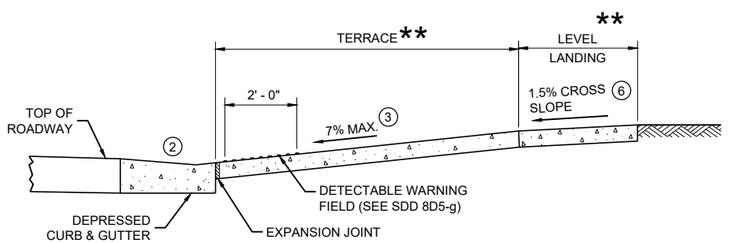


SECTION A - A FOR TYPE 2

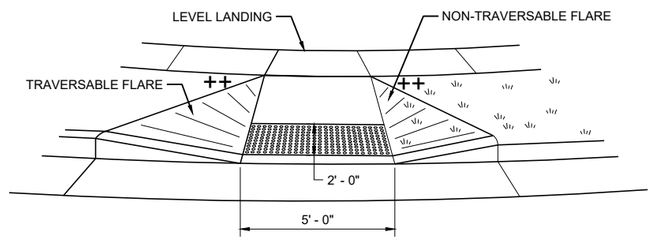
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



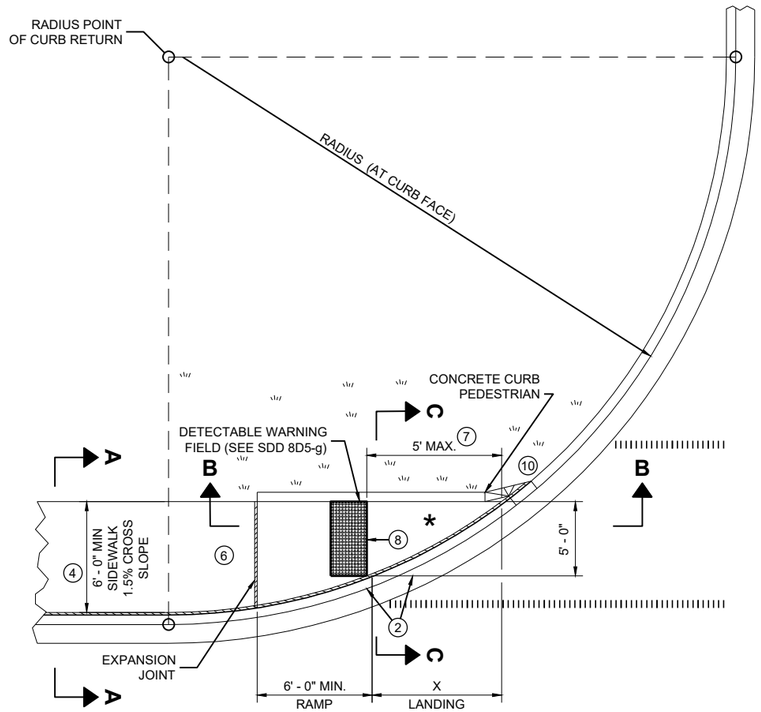
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

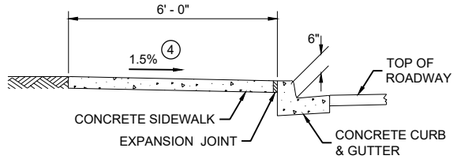


PLAN VIEW

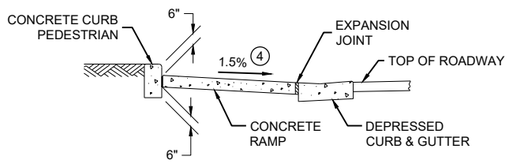
CURB RAMP TYPE 4A

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

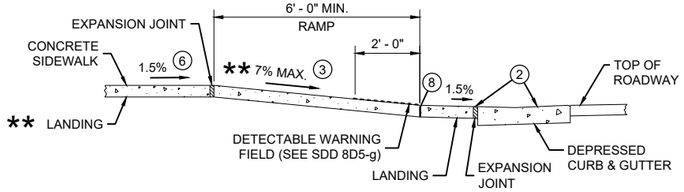
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



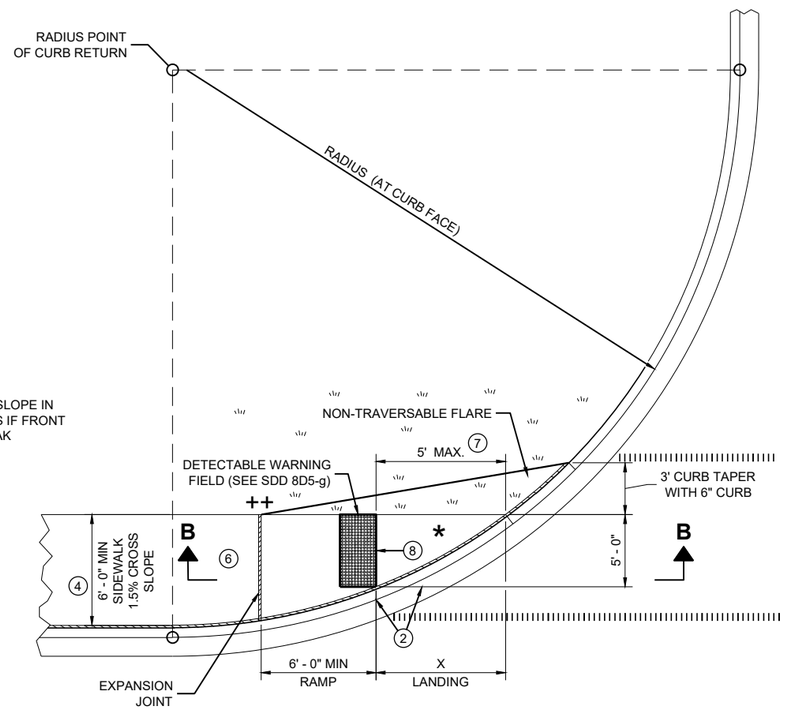
SECTION C - C FOR TYPE 4A



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

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

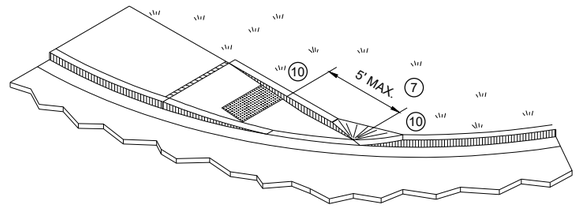
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



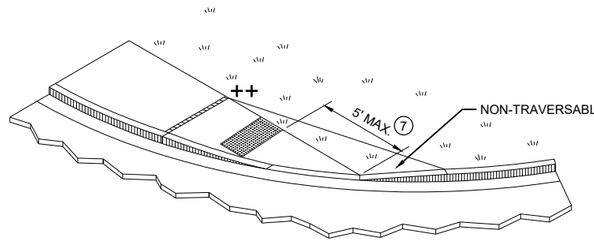
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

LEGEND

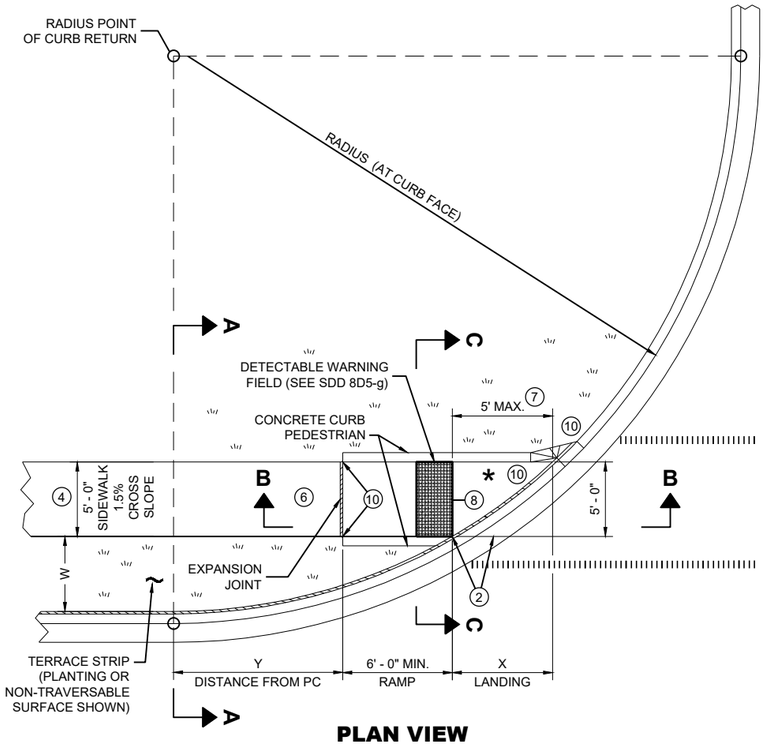
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A AND 4A1

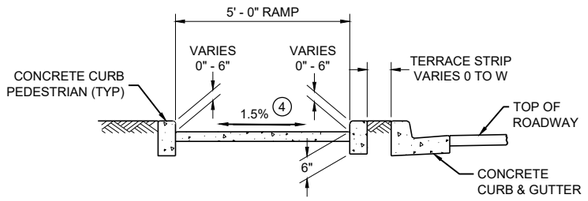
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

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.

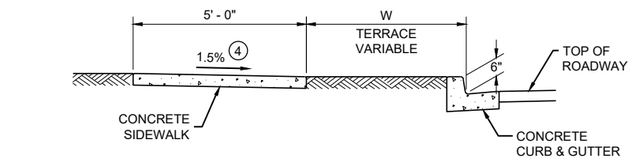
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

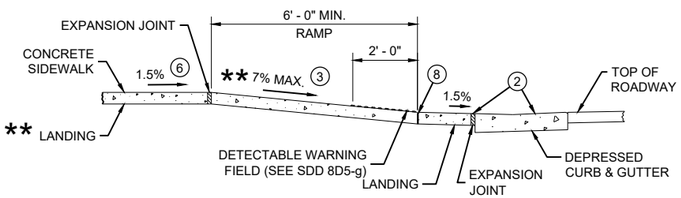
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



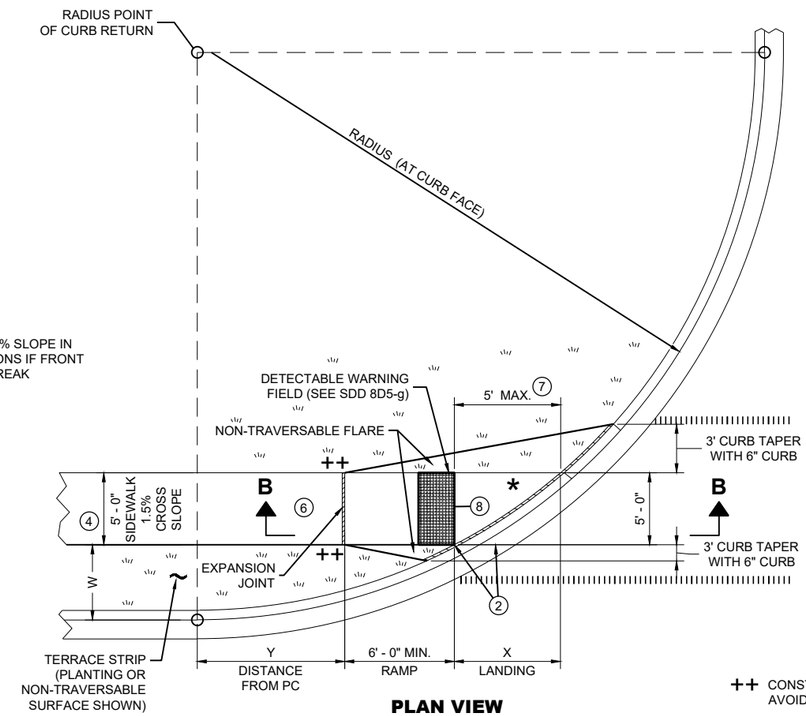
SECTION A - A FOR TYPE 4B



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

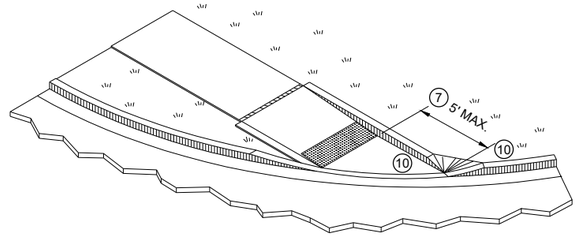
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

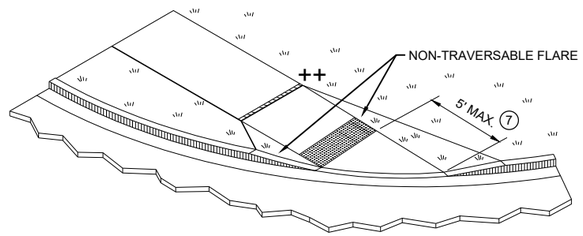


PLAN VIEW
CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B

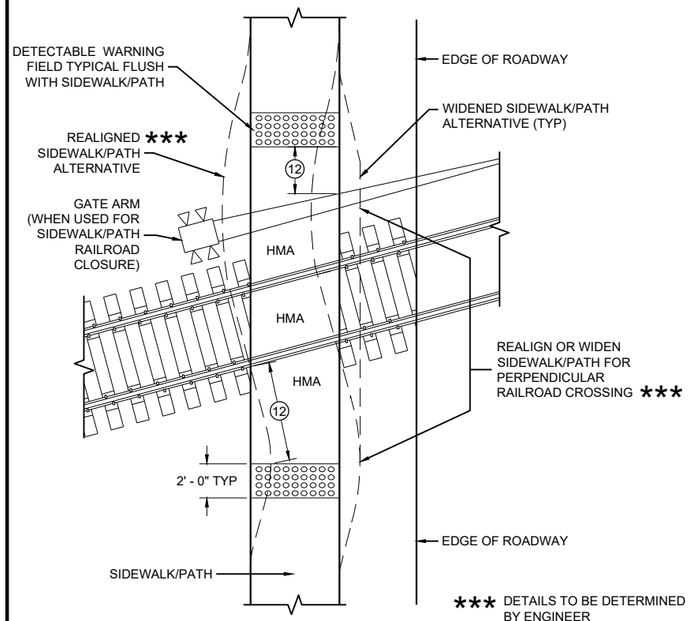


ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

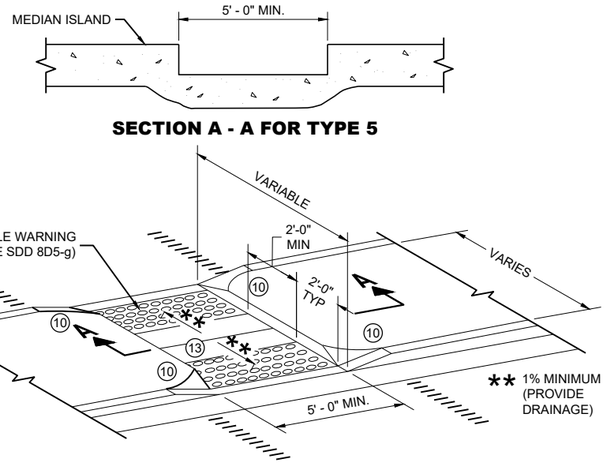
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

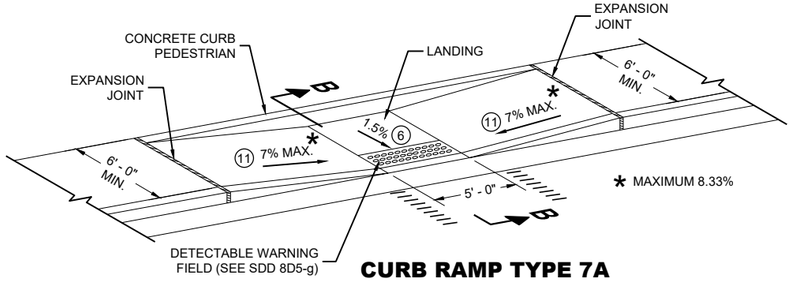
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

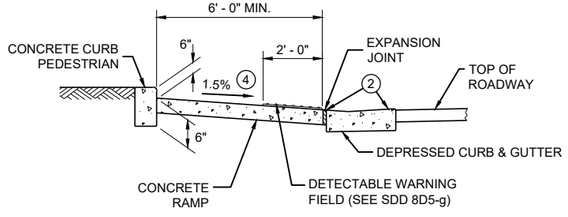
LEGEND

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

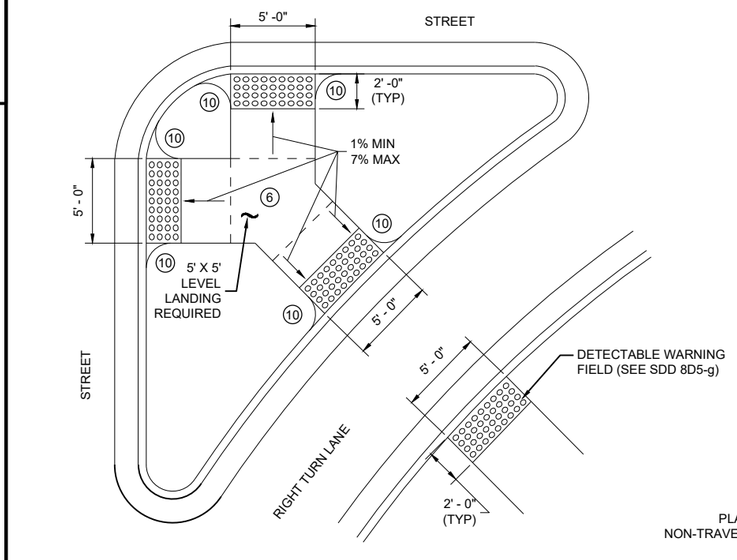


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



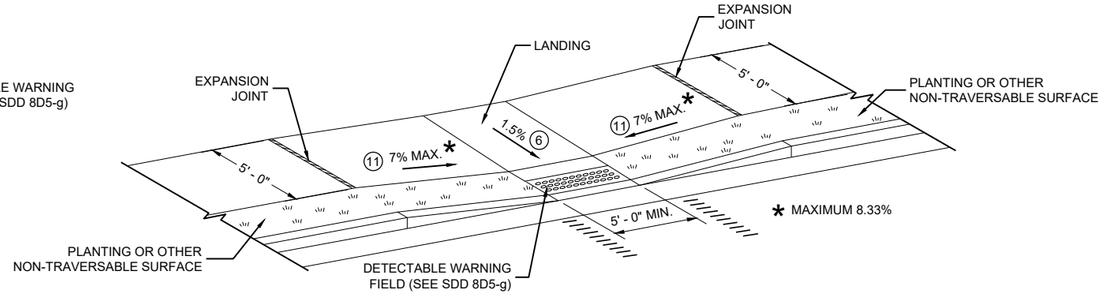
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



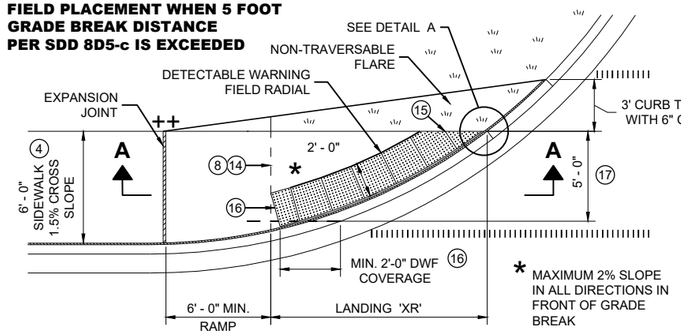
CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

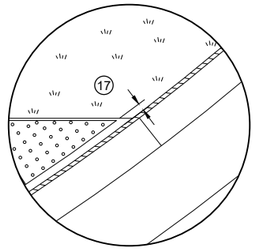
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

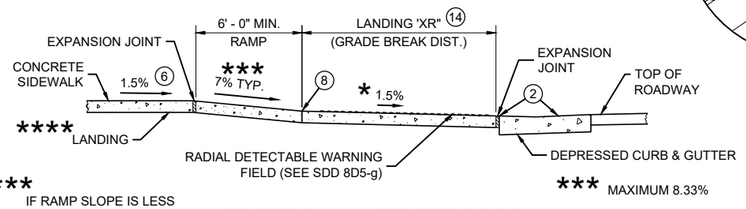


PLAN VIEW

CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

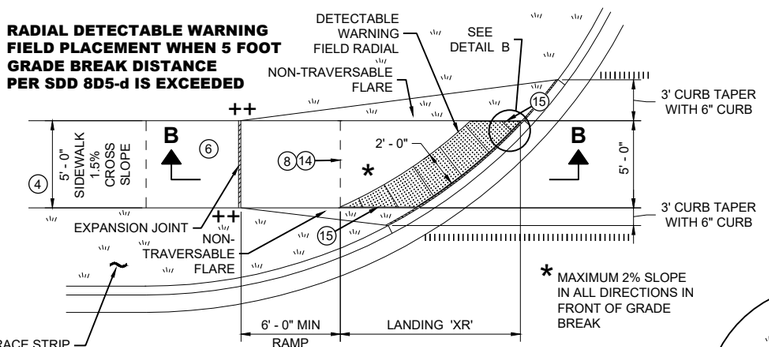
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

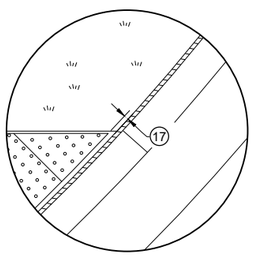
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

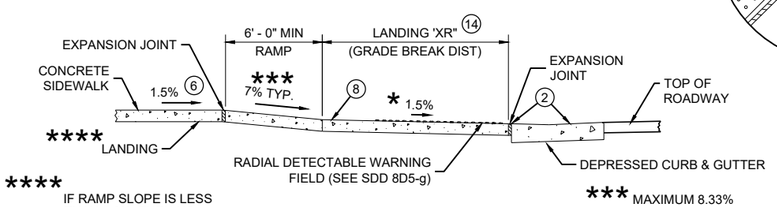


PLAN VIEW

CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

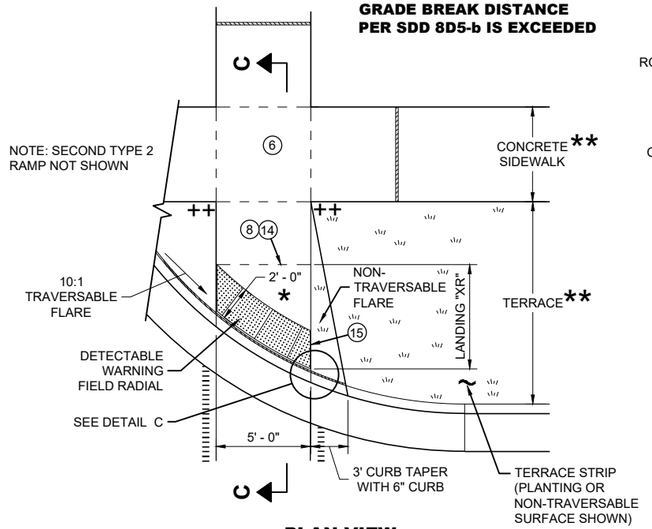


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

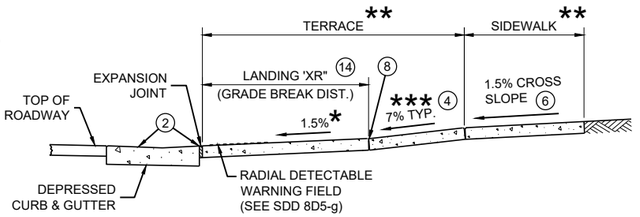
SECTION B - B FOR TYPE 4B1

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

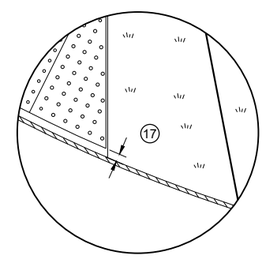


PLAN VIEW

CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

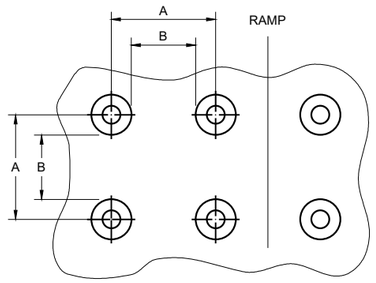
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

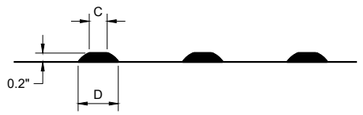
SDD 08D05-21f

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

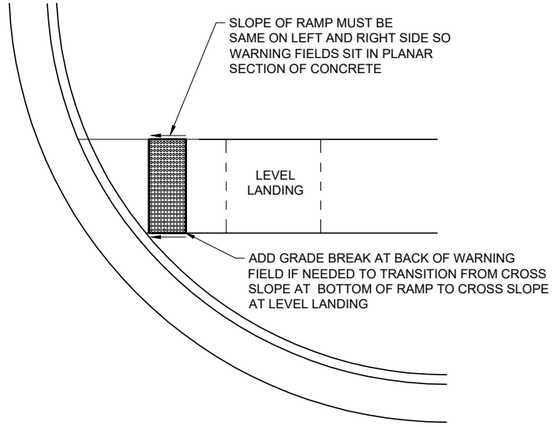
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

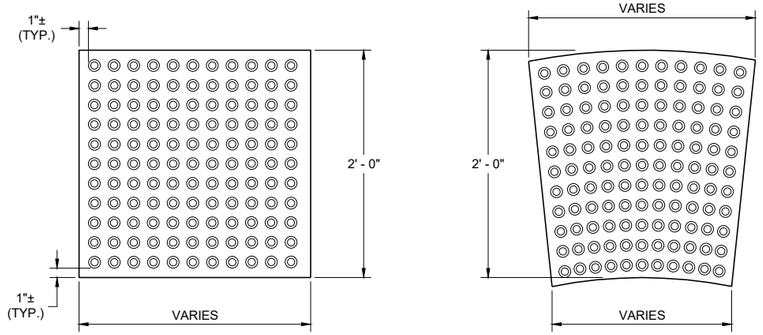
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

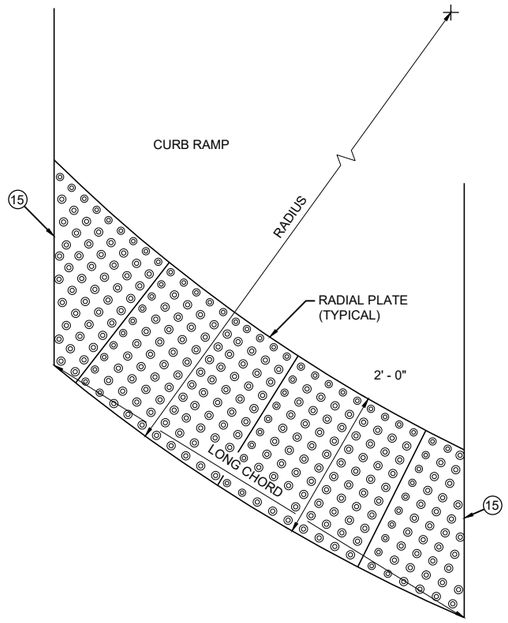
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



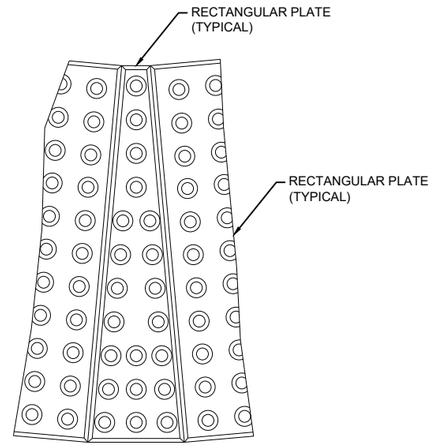
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 2023 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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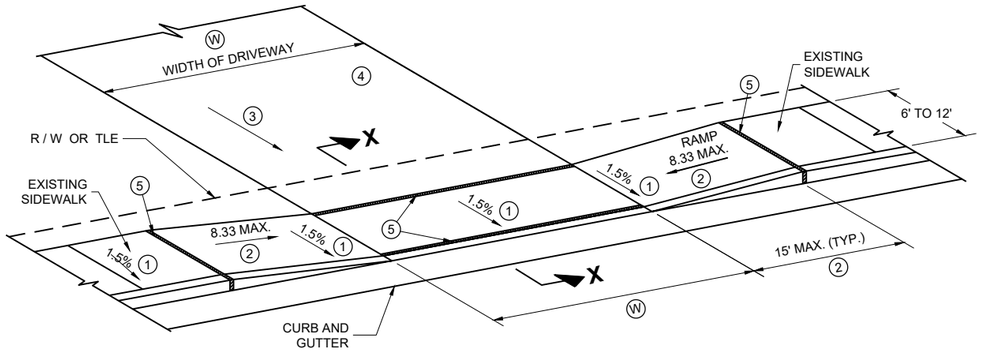
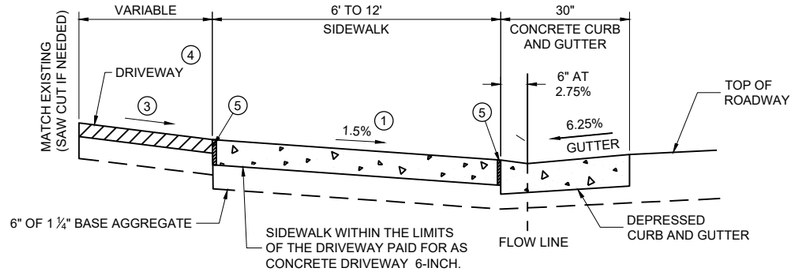
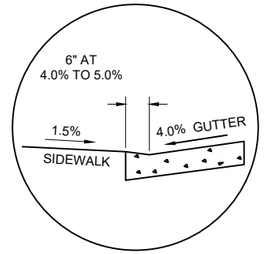
SDD 08D05-21g



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



SECTION X - X



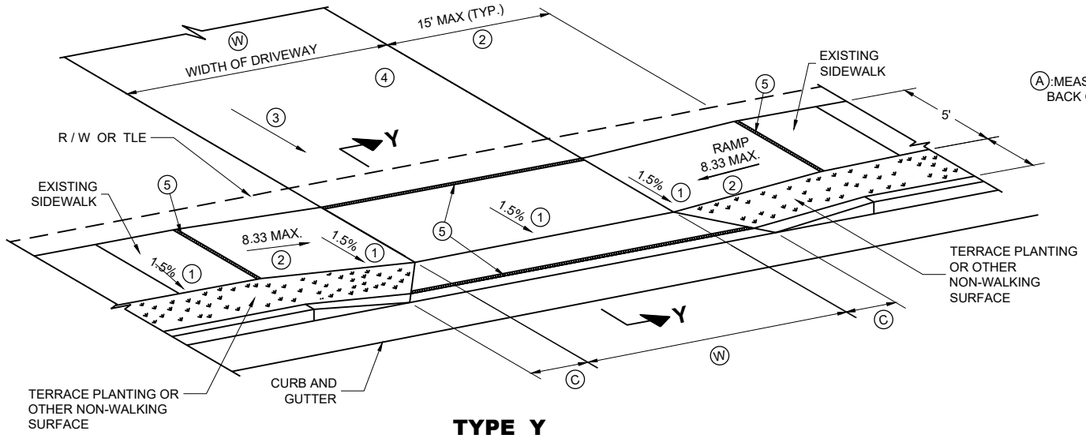
SECTION X - X
4% GUTTER SLOPE

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

16' MIN. - 35' MAX. COMMERCIAL (CE)

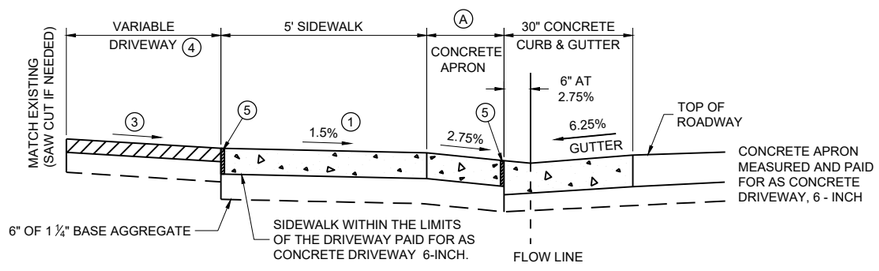
TABLE Y

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



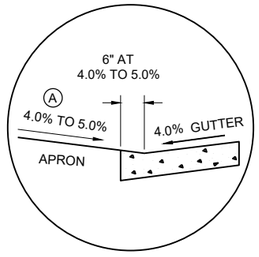
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y



SECTION Y - Y
4% GUTTER SLOPE

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

GENERAL NOTES

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

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

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

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

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

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

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

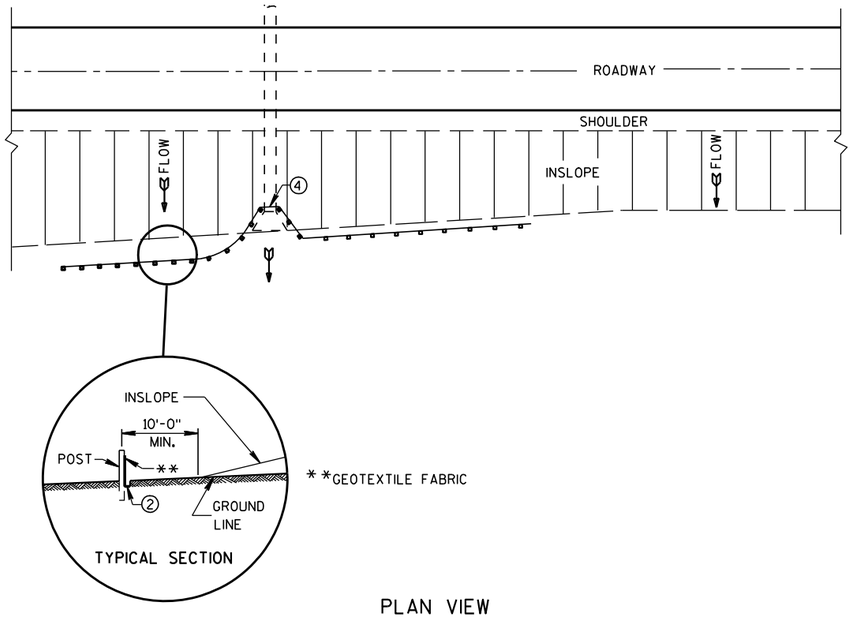
⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

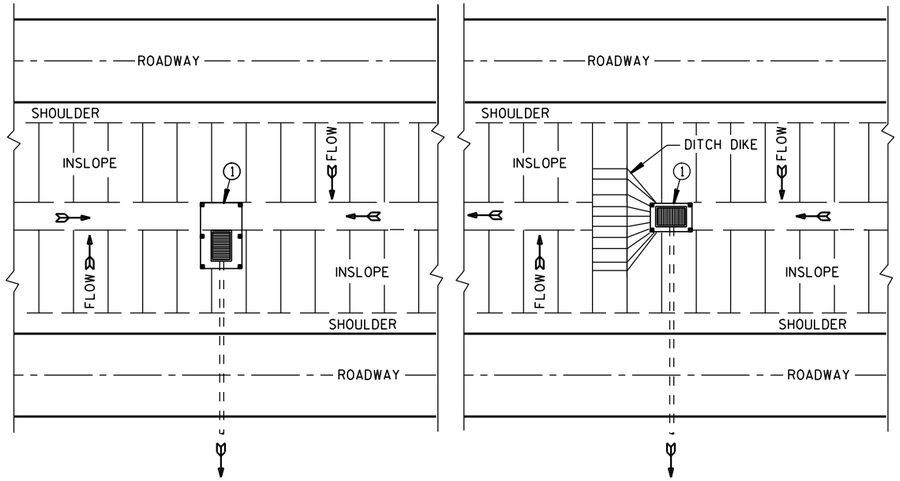
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



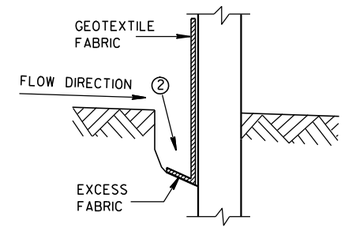
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

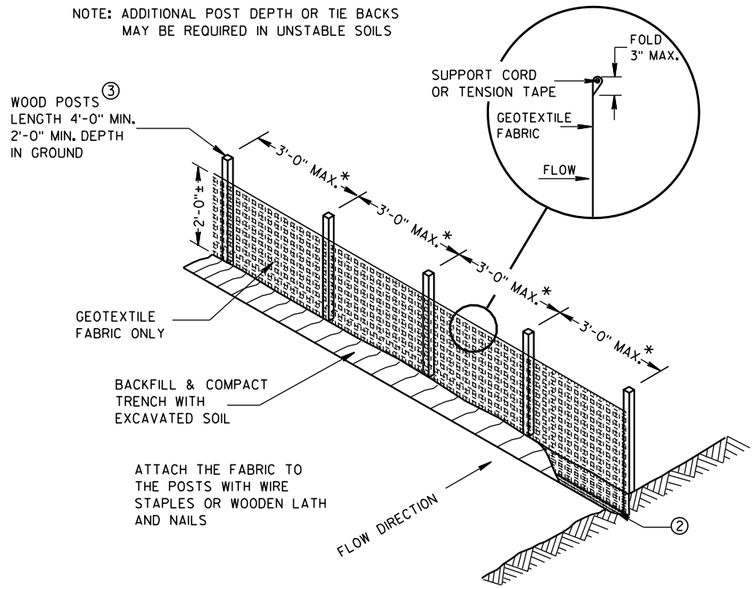
GENERAL NOTES

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

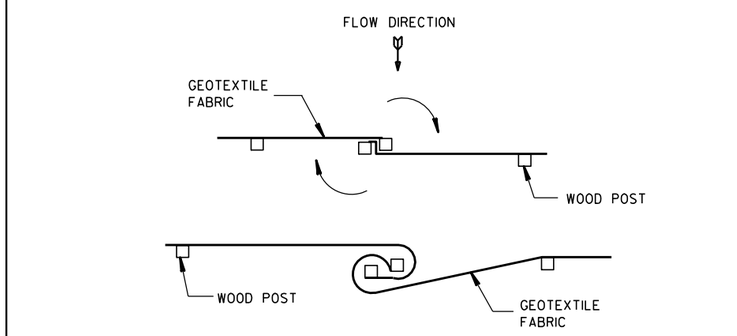
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



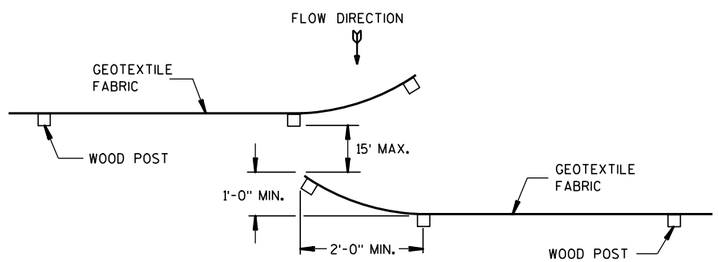
TRENCH DETAIL



SILT FENCE

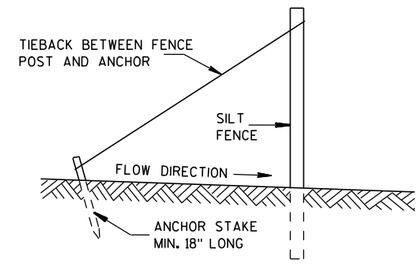


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 9-6

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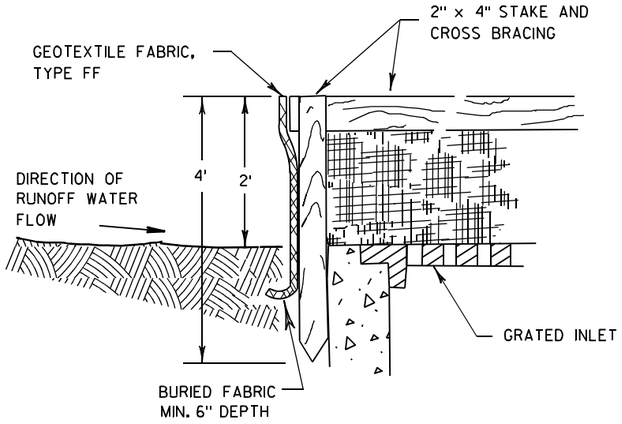
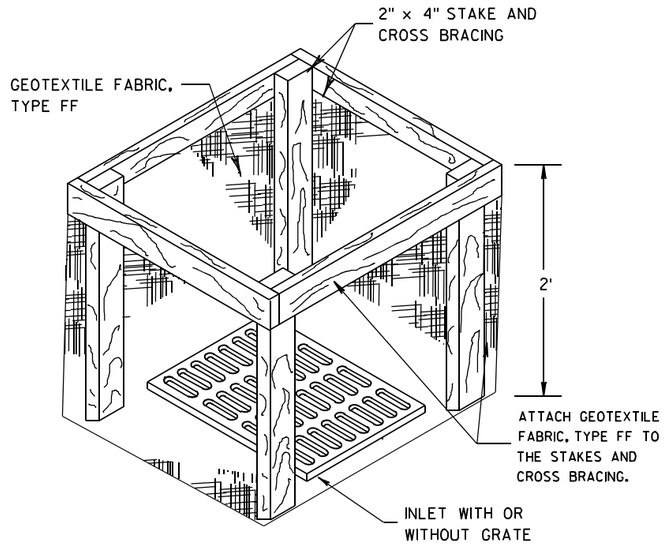
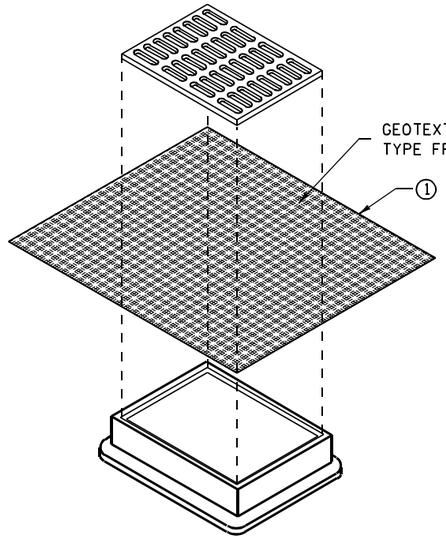
S.D.D. 8 E 9-6



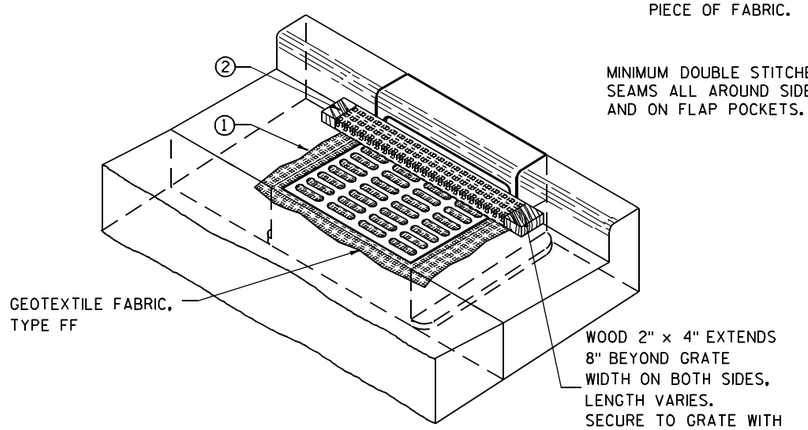


INLET PROTECTION, TYPE A

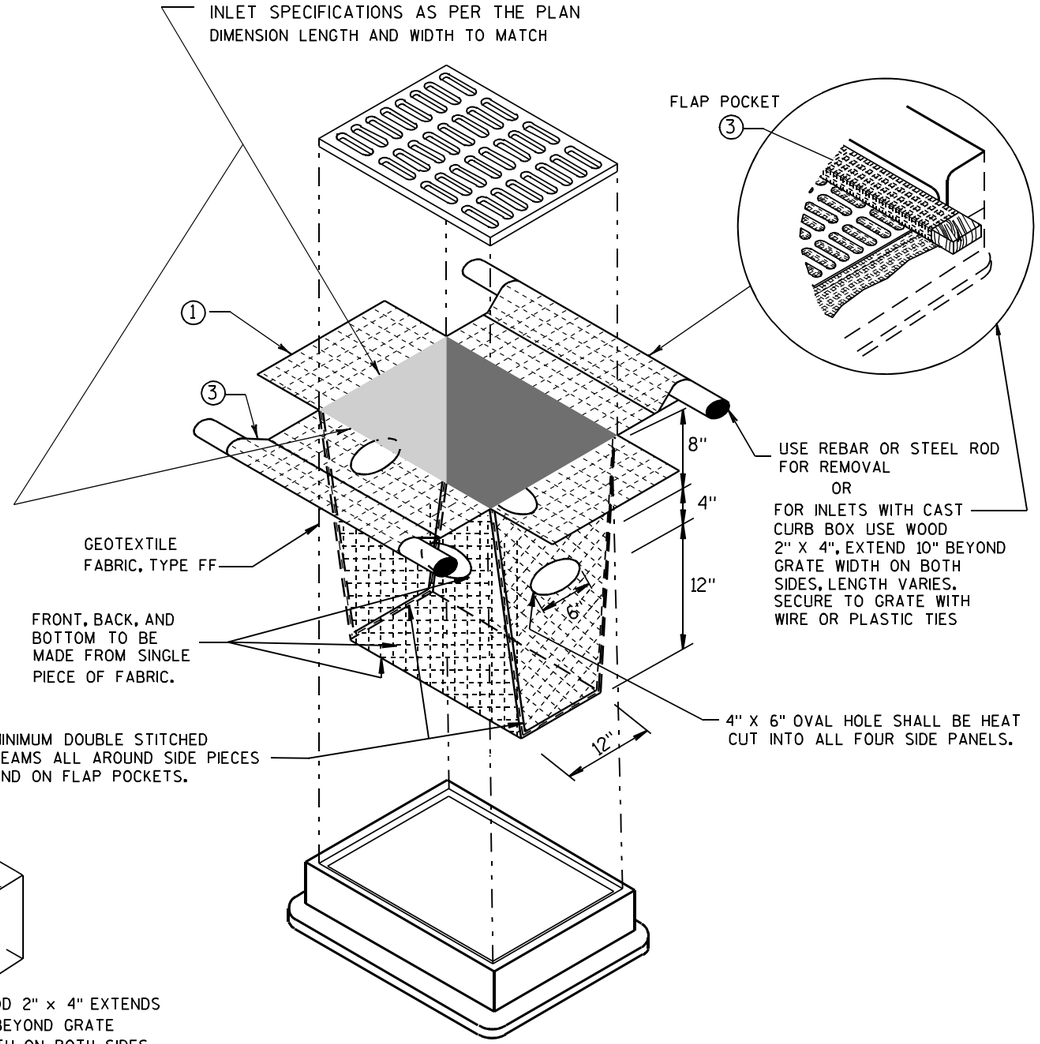


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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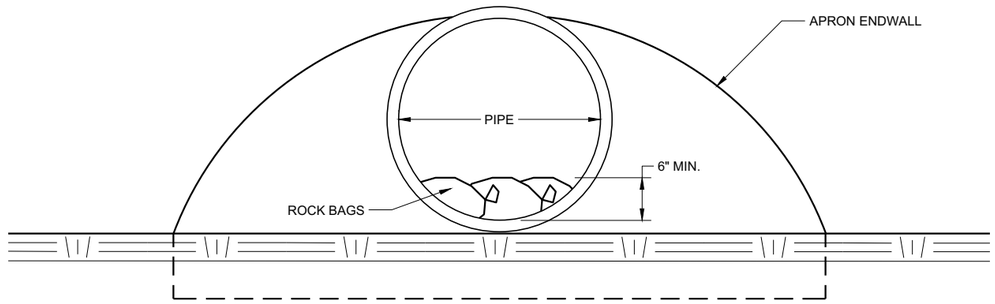
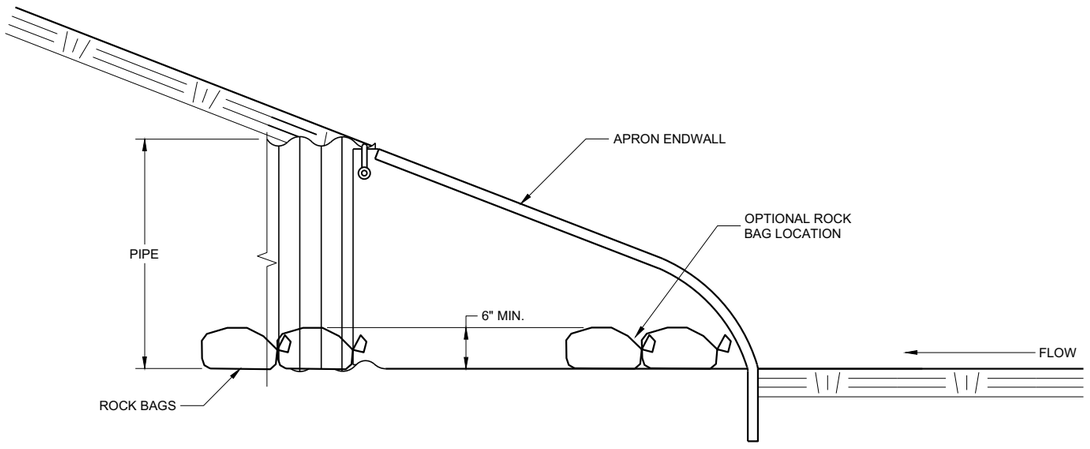
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

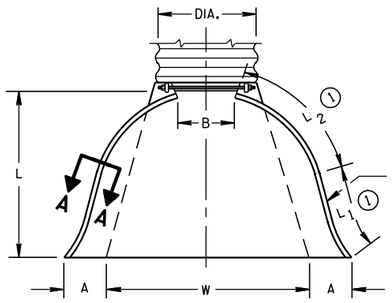
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

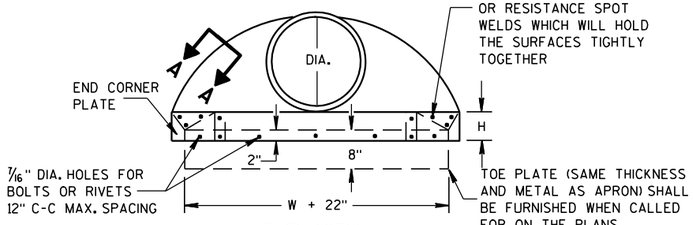
REINFORCED CONCRETE APRON ENDWALLS

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

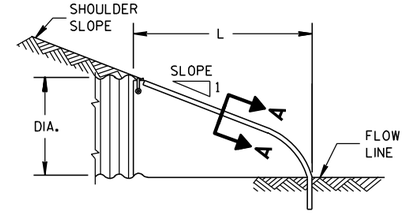
*MINIMUM
**MAXIMUM



PLAN VIEW

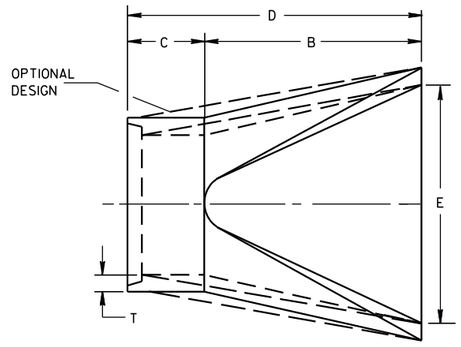


END VIEW

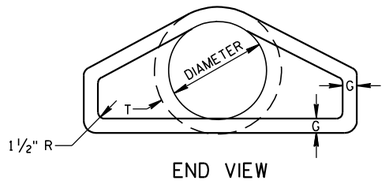


SIDE ELEVATION

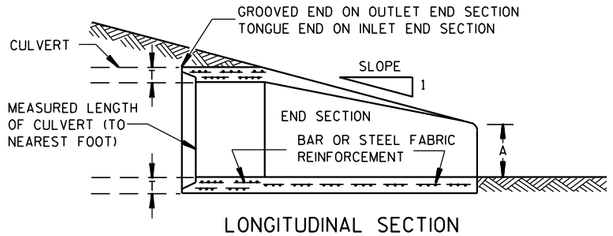
METAL ENDWALLS



PLAN

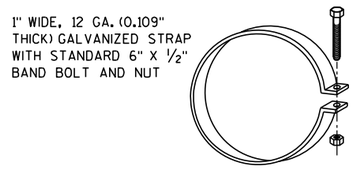


END VIEW



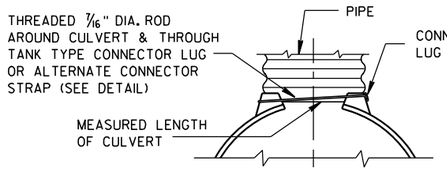
LONGITUDINAL SECTION

CONCRETE ENDWALLS

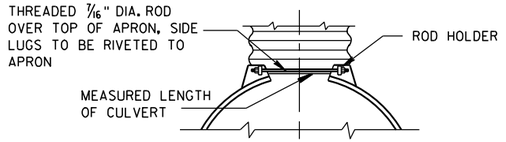


ALTERNATE FOR TYPE 1 CONNECTION

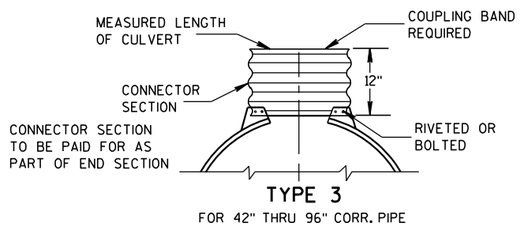
END SECTION CONNECTOR STRAP



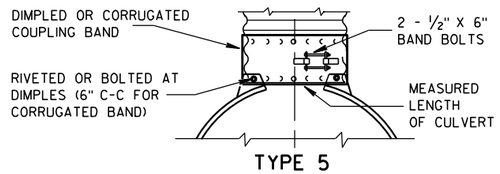
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

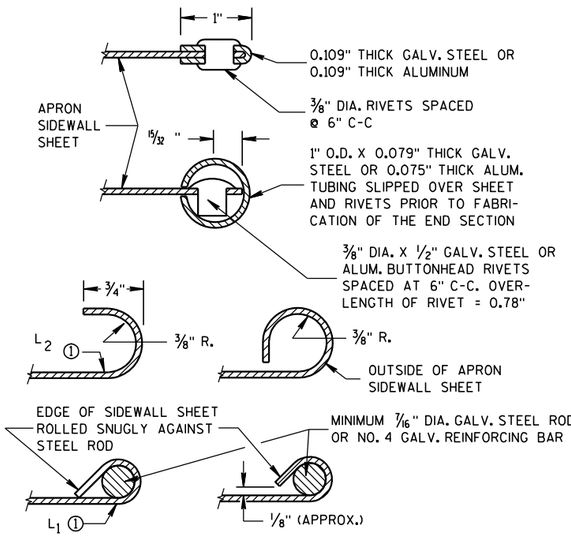
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

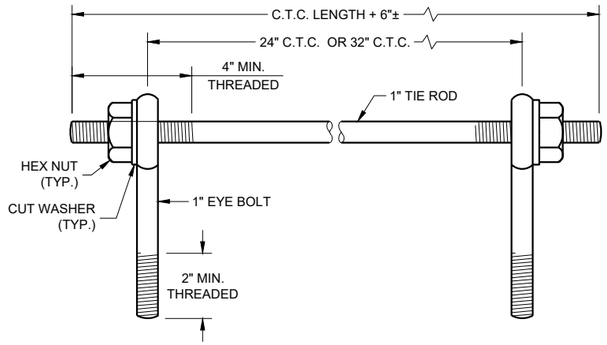
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

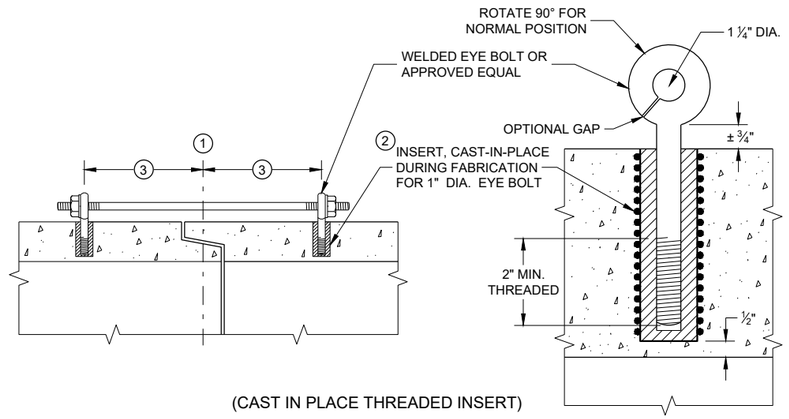
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



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.

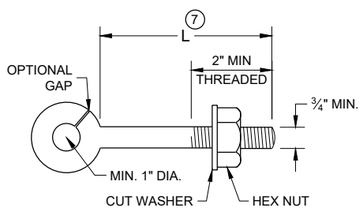
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

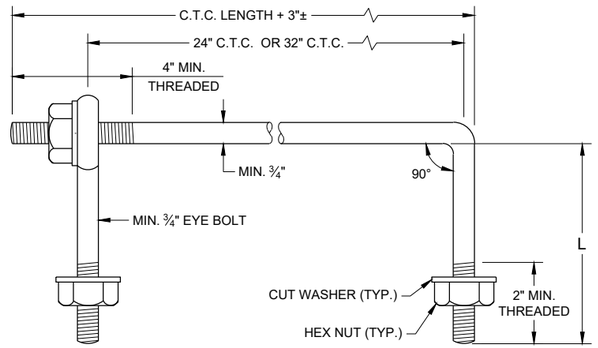
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

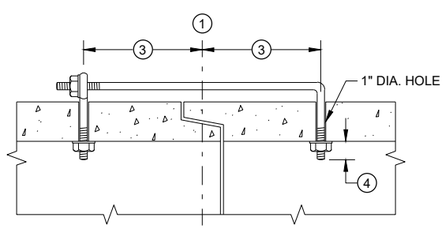


EYE BOLT (7)

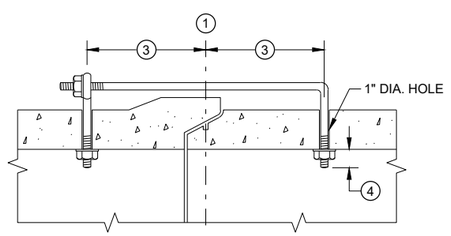
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

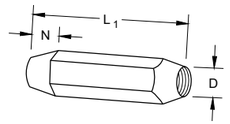
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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



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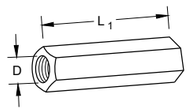
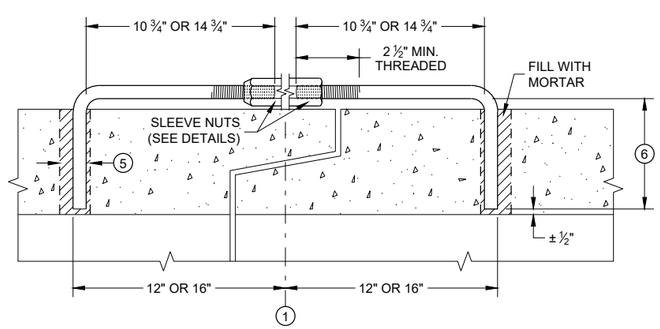


PLAIN

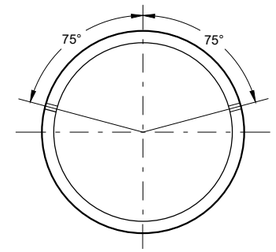
RIGHT AND LEFT THREADS

SLEEVE NUTS



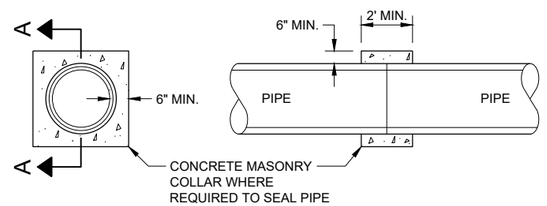
LONGITUDINAL SECTION

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

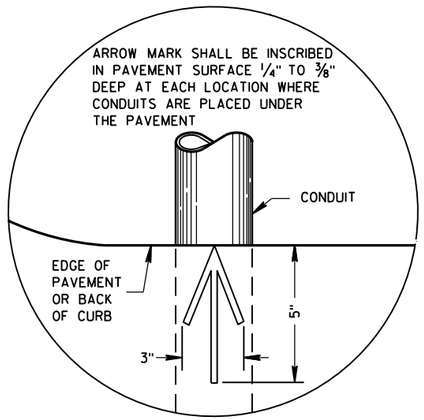
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

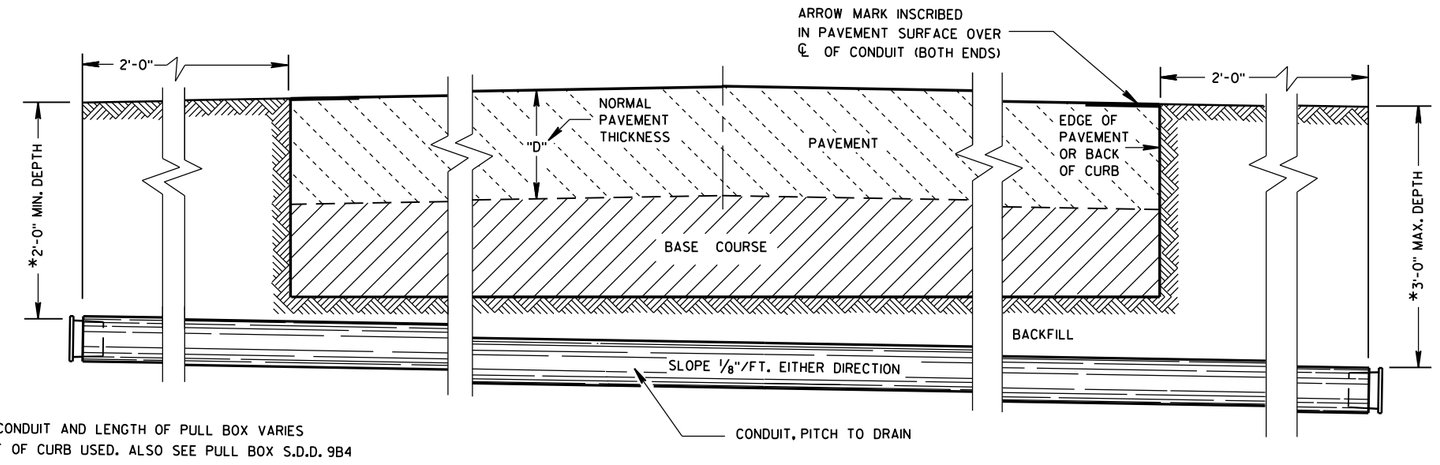
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

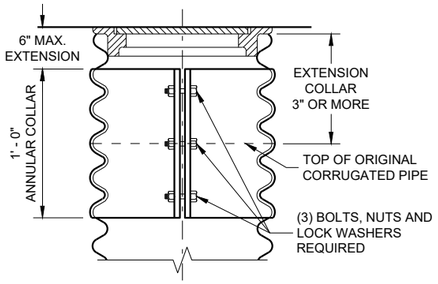
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

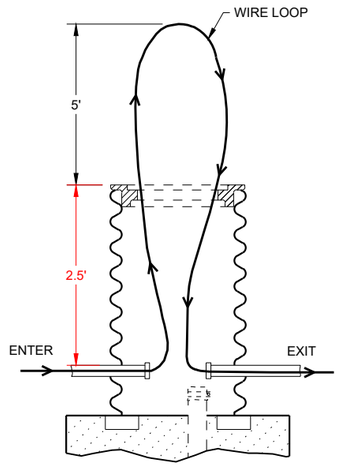
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

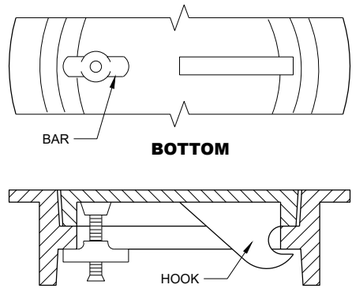
S.D.D. 9 B 2-10



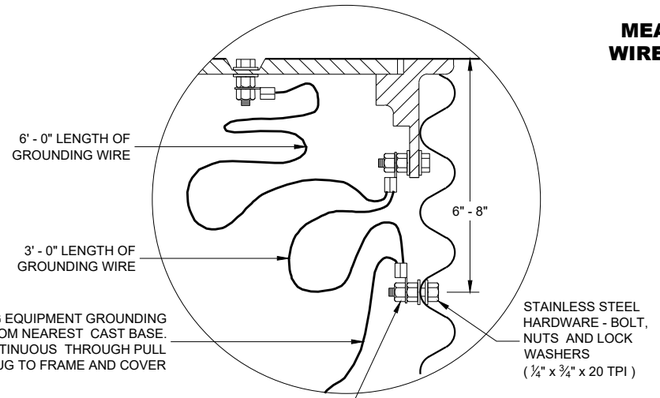
CORRUGATED PIPE EXTENDER



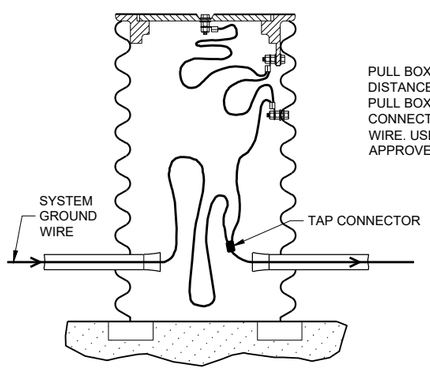
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

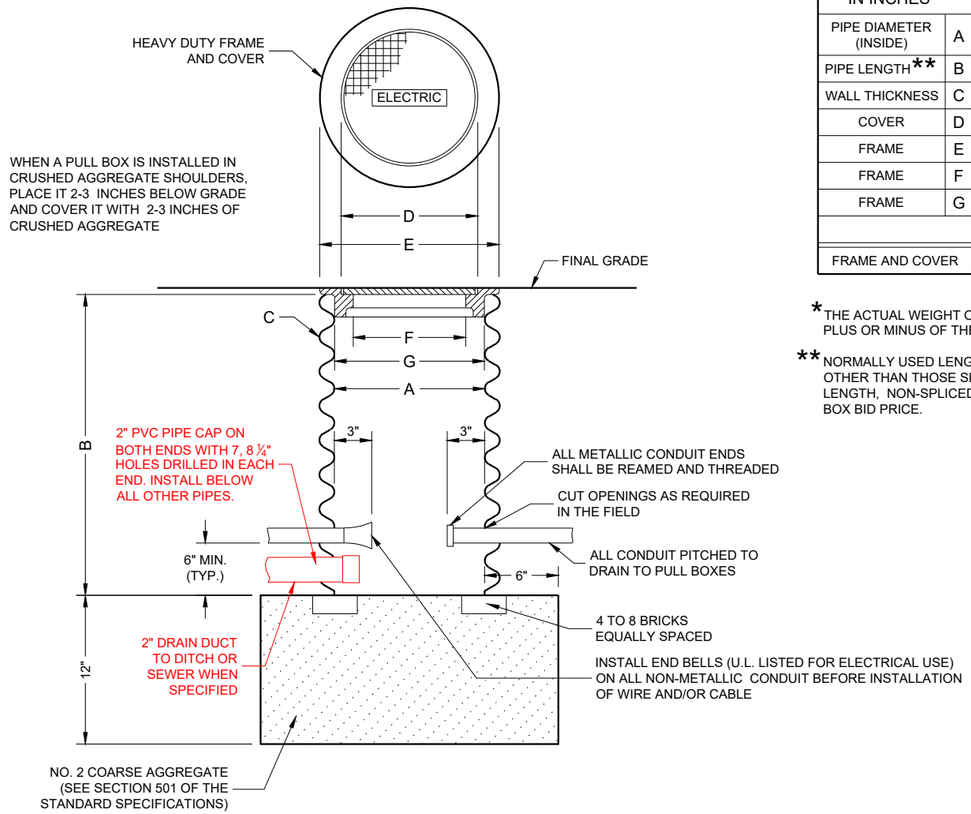


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

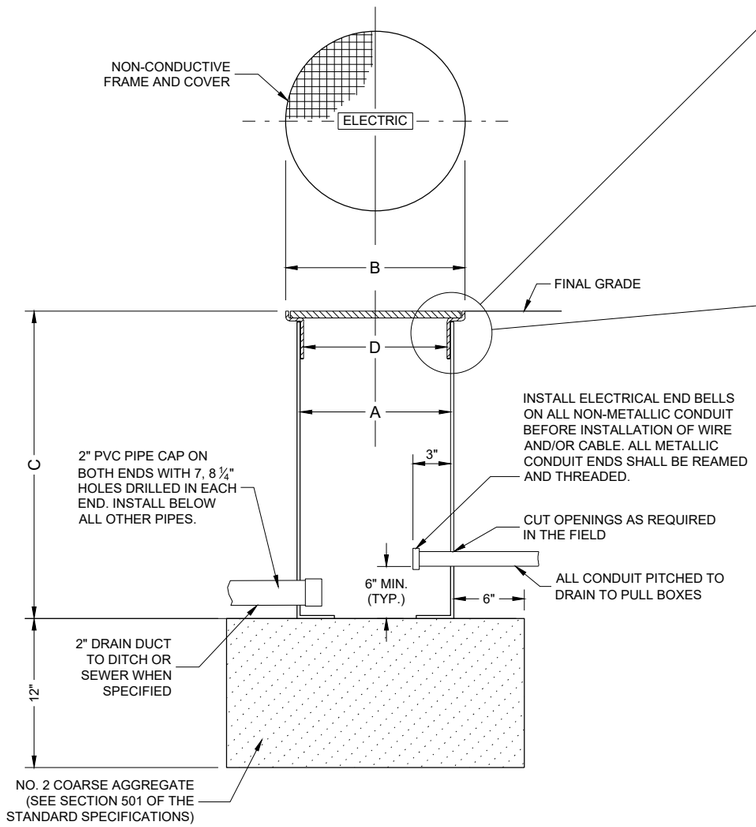
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

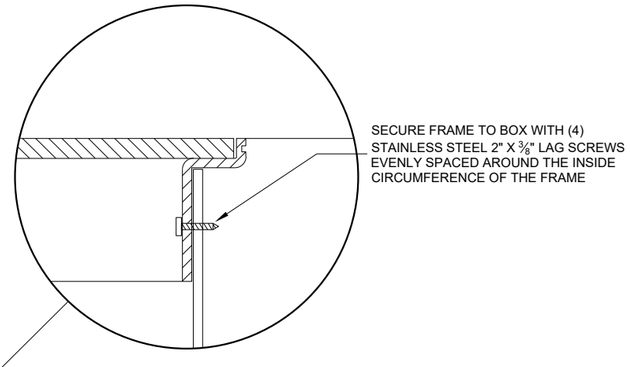
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

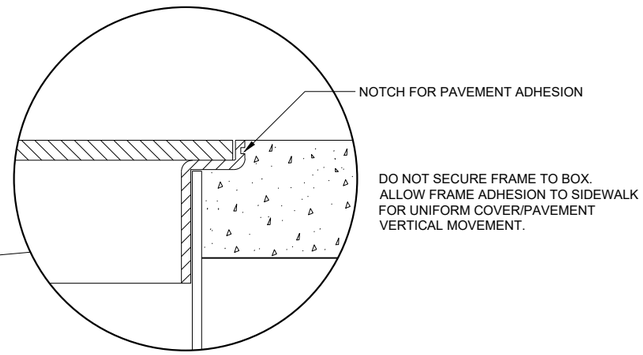
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



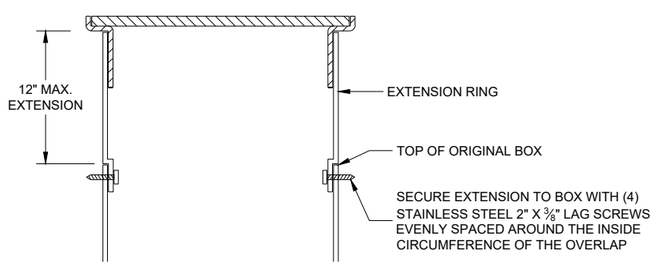
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

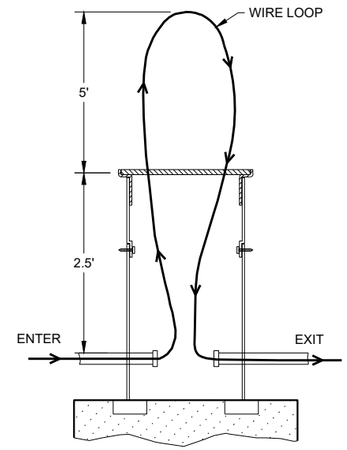
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

6

SDD 09B16 - 02

PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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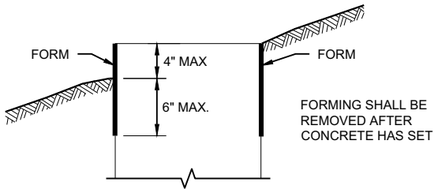
SDD 09B16 - 02

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



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

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

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

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

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

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

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

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

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

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

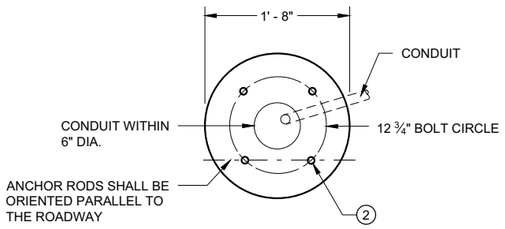
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

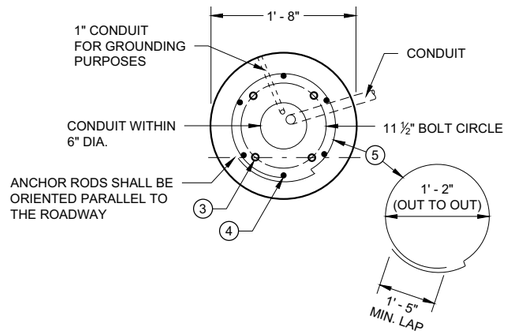
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

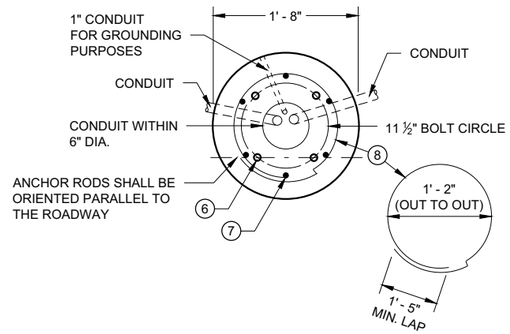
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







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

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

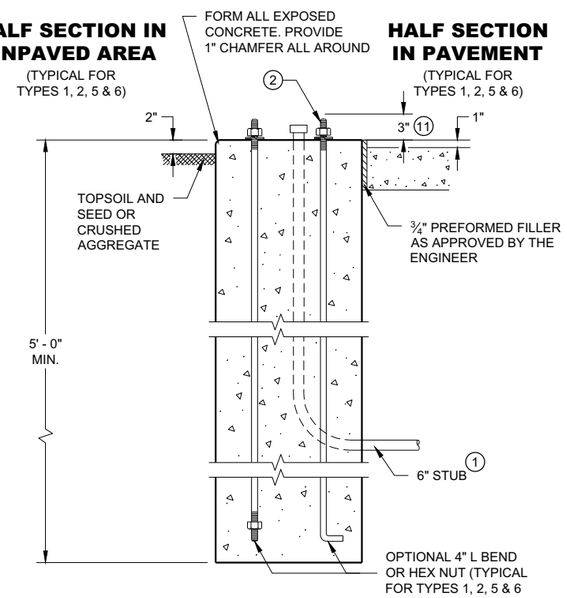
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

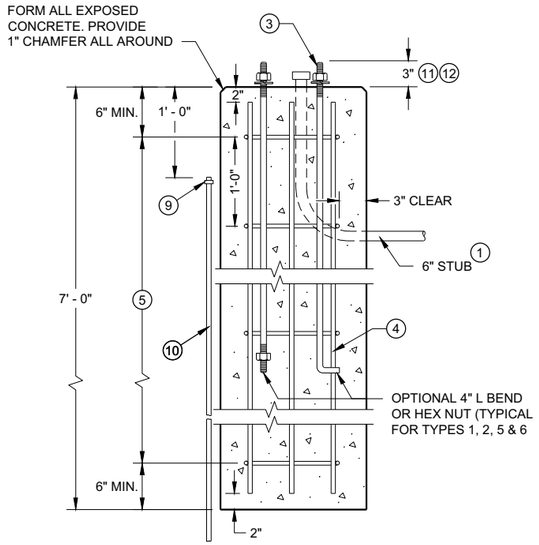
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

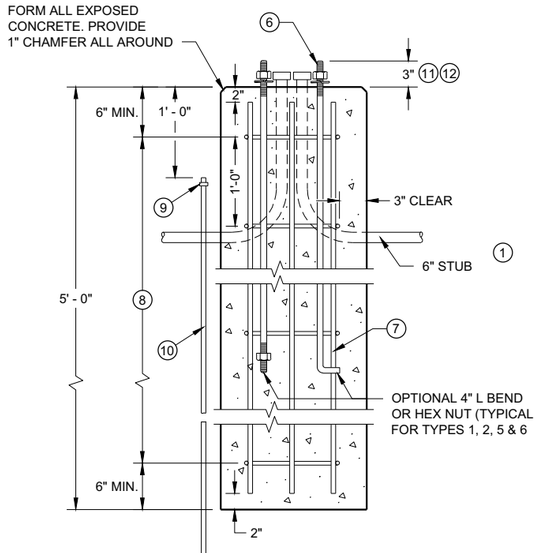
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

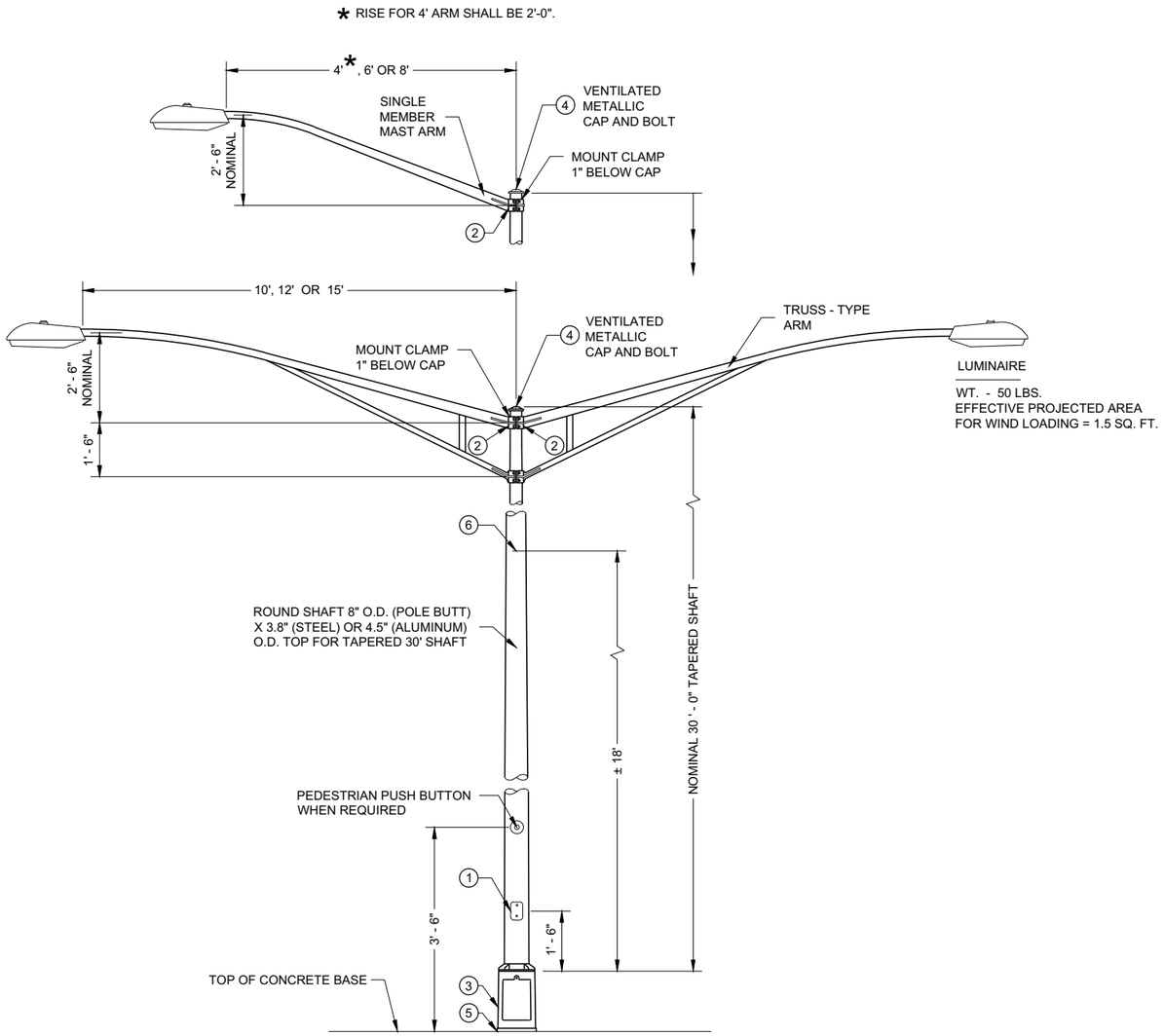
CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 180

FHWA



TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

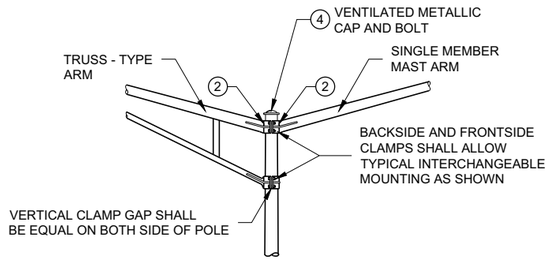
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

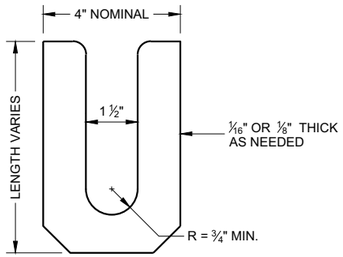
(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.

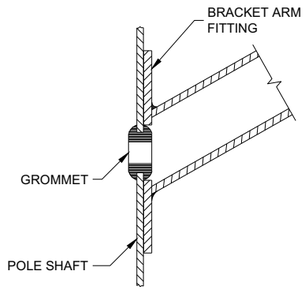


INTERCHANGEABLE MOUNTING DETAIL

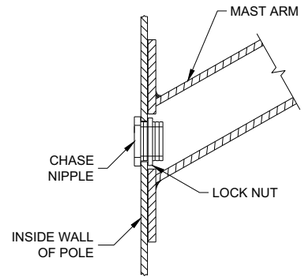
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

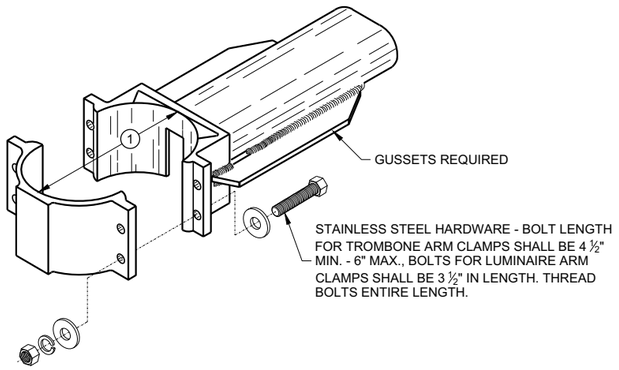
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

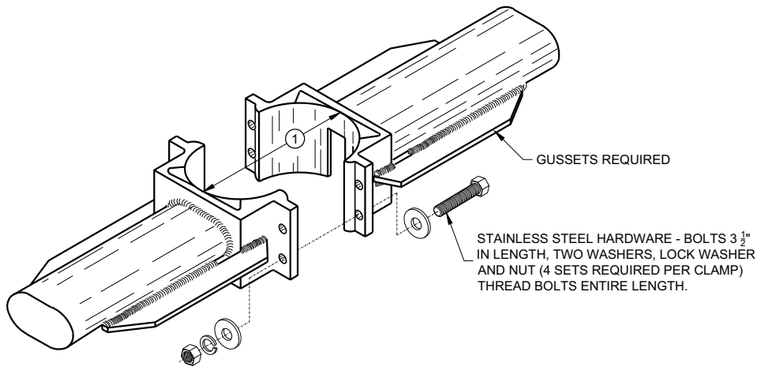
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

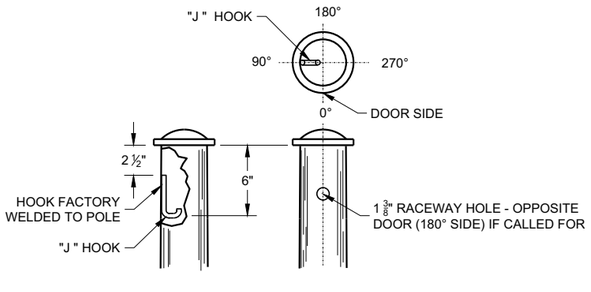
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



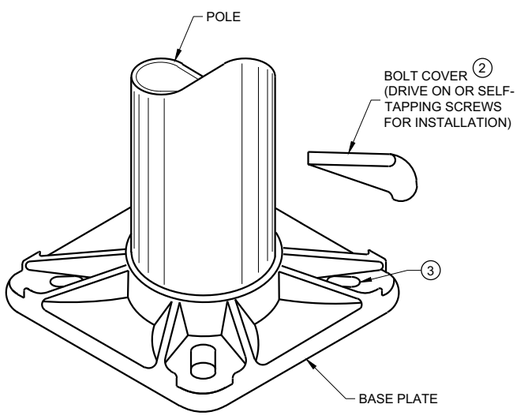
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



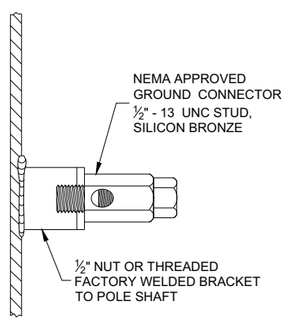
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

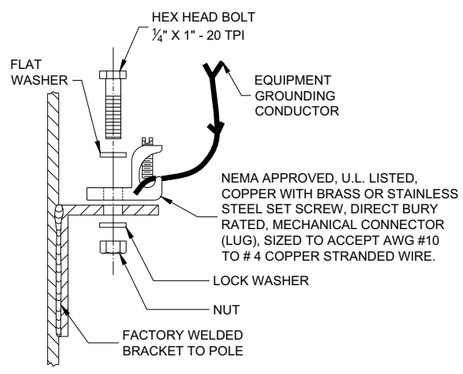


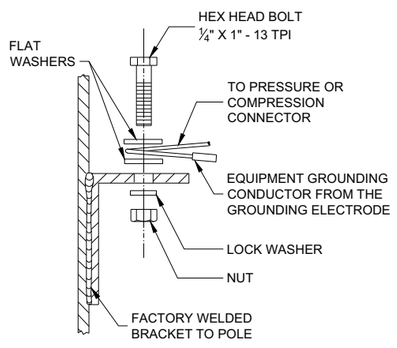
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

182

FHWA

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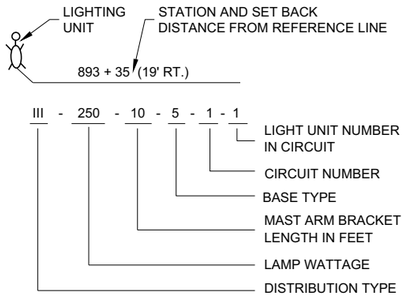
SDD 09E01 - 15g

GENERAL NOTES

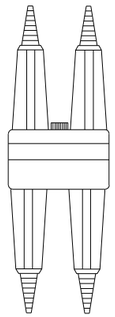
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

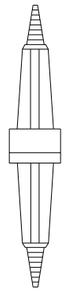
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



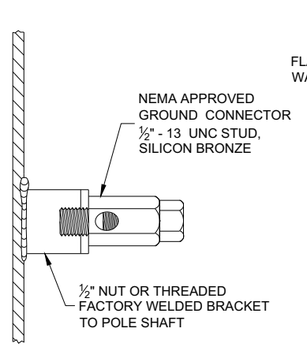
LIGHTING UNIT CODE
(TYPICAL)



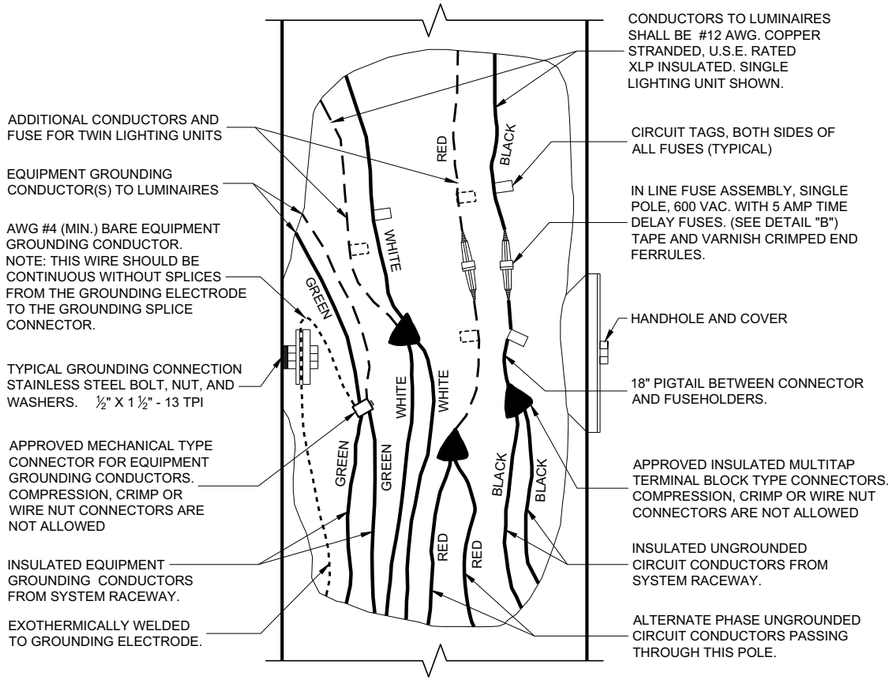
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



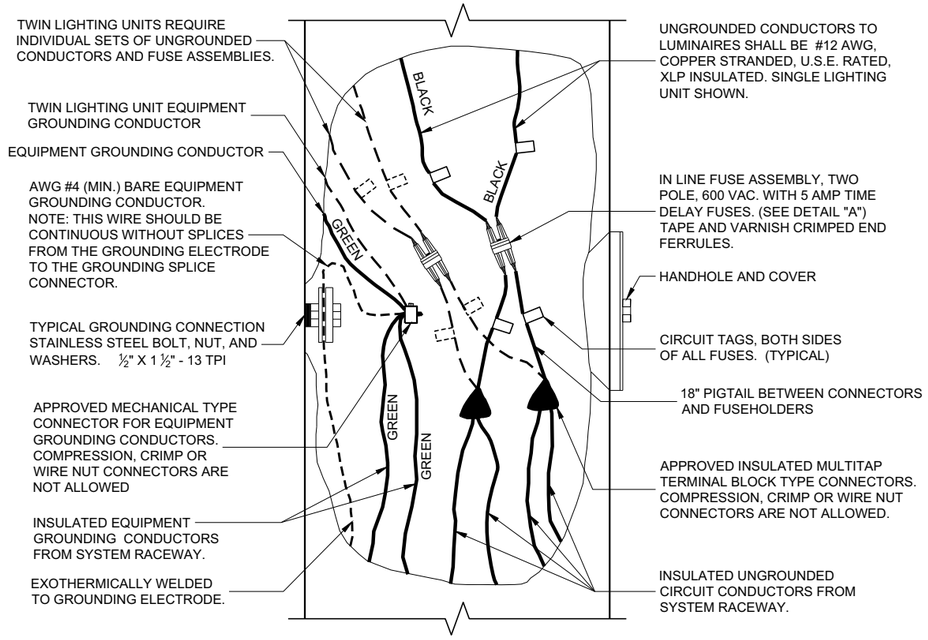
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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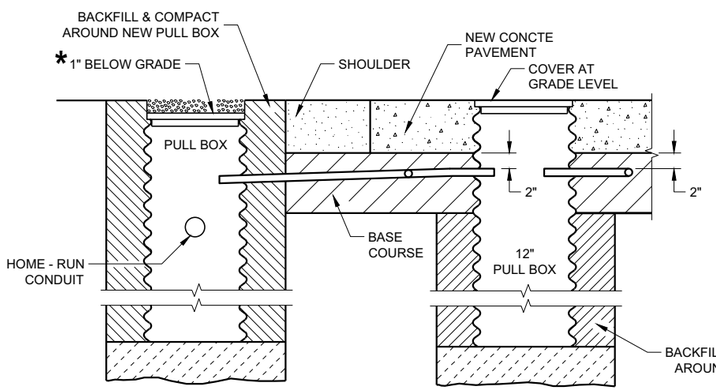
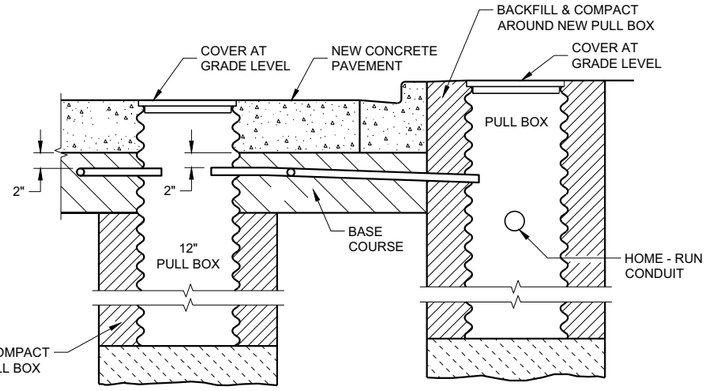


SECTION A - A
NO CURB AND GUTTER

LOOP DETECTOR INSTALLATION DETAIL

* RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



SECTION B - B
CURB AND GUTTER

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

ANY PVC LEADOUT CONDUIT CONTAINING MORE THAN ONE TWISTED PAIR OF LOOP LEAD WIRE SHALL BE 2".

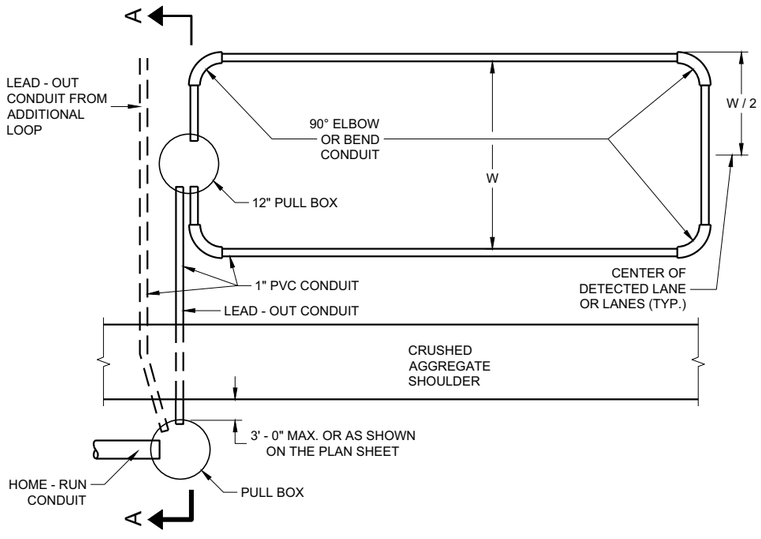
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

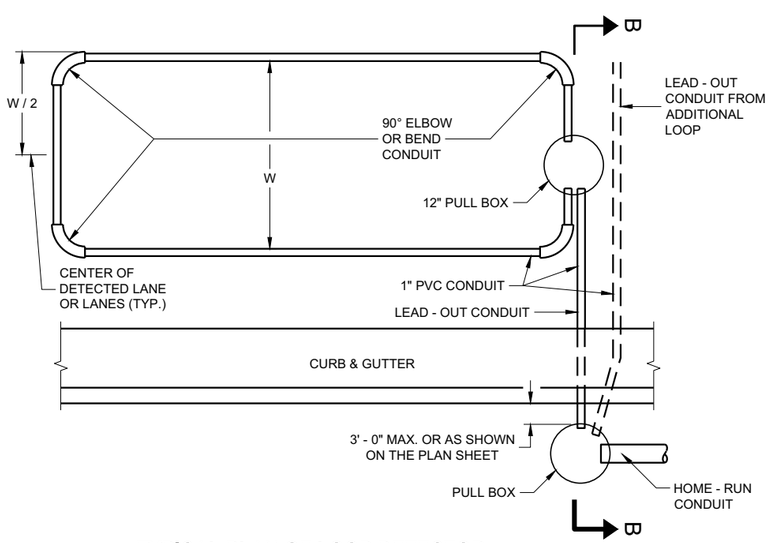
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, INTO THE PULL BOX IN THE PAVEMENT, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT, CONDULET, PULL BOX SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW CONCRETE PAVEMENT IS POURED.

12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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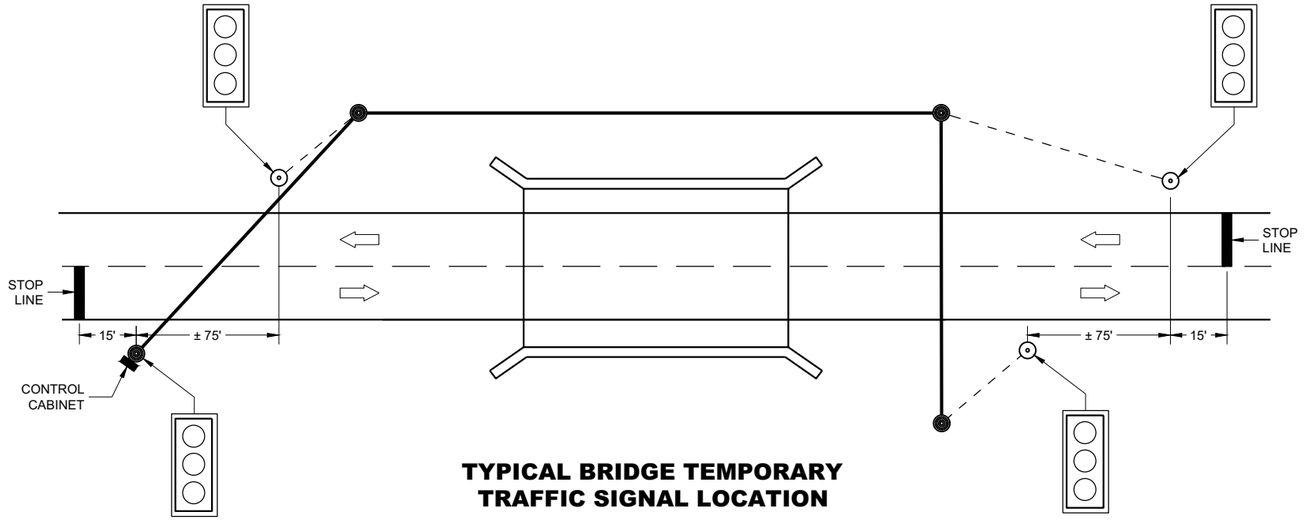


TYPICAL BRIDGE TEMPORARY TRAFFIC SIGNAL LOCATION

LEGEND

- WOOD POLE (NON-BREAKAWAY)
- WOOD POST (BREADAWAY)
- SIGNAL CABLE
- SIGNAL CABLE W/MESSENGER
- DIRECTION OF TRAFFIC
- LED TRAFFIC SIGNAL WITH BACKPLATE (3-12")

GENERAL NOTES

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

POLE MOUNTED TRAFFIC SIGNAL CONTROL CABINET MAY BE MOUNTED ON THE SERVICE POLE IF THE ELECTRICAL UTILITY ALLOWS THE INSTALLATION.

WHEN UTILITY POLES ARE USED TO SPAN THE TEMPORARY OVERHEAD CABLE, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER OF THE POLES AND GIVEN TO THE PROJECT MANAGER. ALL PERTINENT UTILITY AND CODE CLEARANCES SHALL BE MAINTAINED.

WOOD POLES (NON-BREAKAWAY) SHALL BE NO CLOSER TO EDGE OF PAVEMENT THAN OFFSET DISTANCE CHART ALLOWS OR 4 FEET BEHIND PROTECTIVE BARRIER (BEAM GUARD, ETC.).

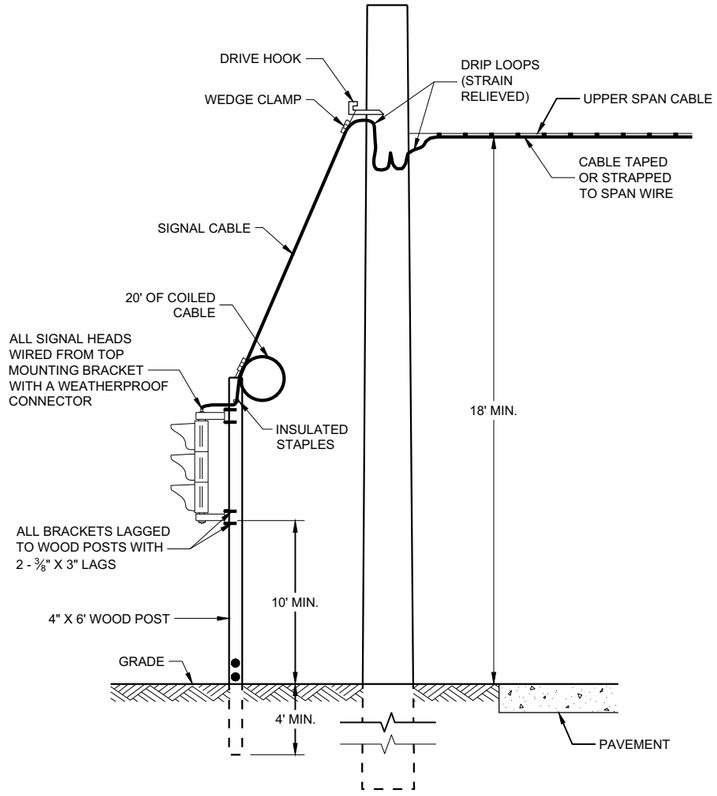
WOOD POSTS (BREAKAWAY) SHALL BE NO CLOSER THAN 2 FEET OUTSIDE OF SHOULDER.

VERTICAL CLEARANCE ETC. PER NEC.

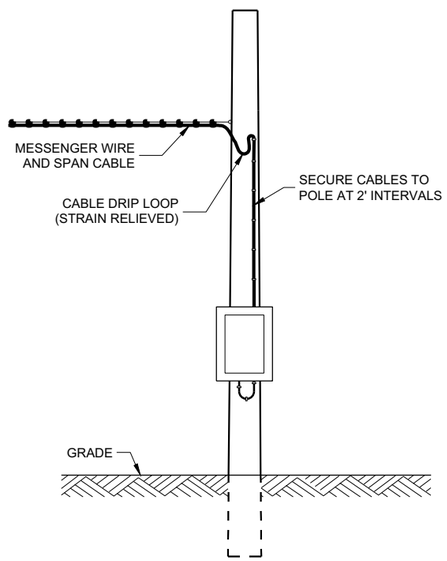
TRAFFIC SIGNAL FACES SHALL BE TYPICALLY PLACED 12 FEET FROM EDGE OF PAVEMENT.

EACH TRAFFIC SIGNAL SHALL HAVE A BACKPLATE.

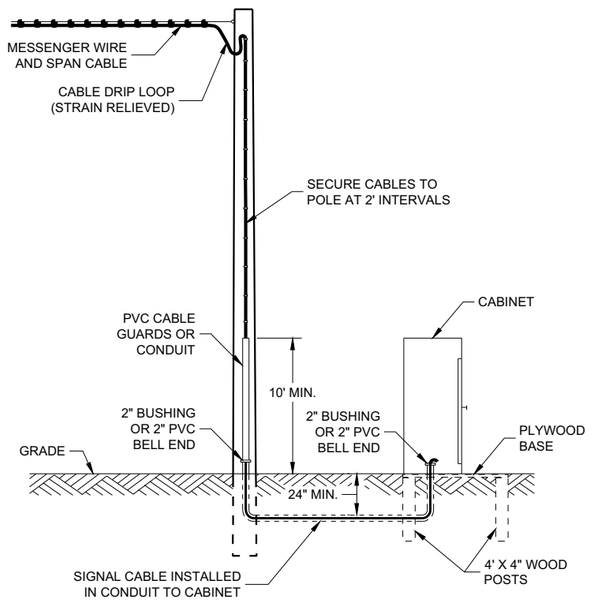
SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL DROP TO TRAFFIC SIGNAL FACE



POLE MOUNT CABINET INSTALLATION



GROUND MOUNT CABINET INSTALLATION

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

OFFSET DISTANCES FOR TEMPORARY NON-BREAKAWAY POLES	
SPEED LIMIT	OFFSET DISTANCE*
GREATER THAN 45 MPH	18 FT
45 MPH OR LESS	12 FT
45 MPH OR LESS W/CURBS	2 FT

* NOTE: OFFSET MEASURED FROM OUTER EDGE OF OUTSIDE THRU LANE.

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Ahmet Demirbilek — ROADWAY STANDARDS DEVE ENGINEER
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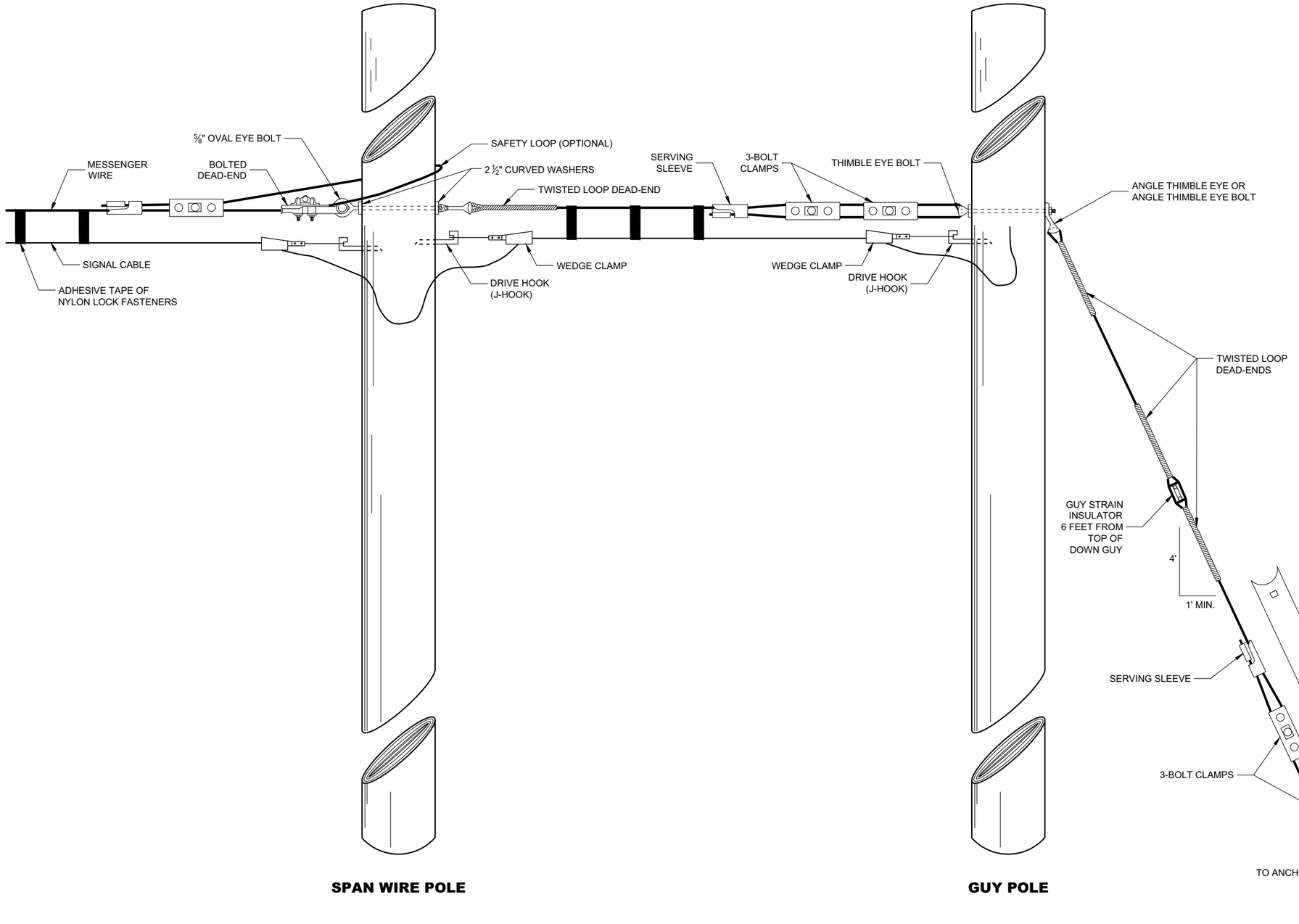
GENERAL NOTES

USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

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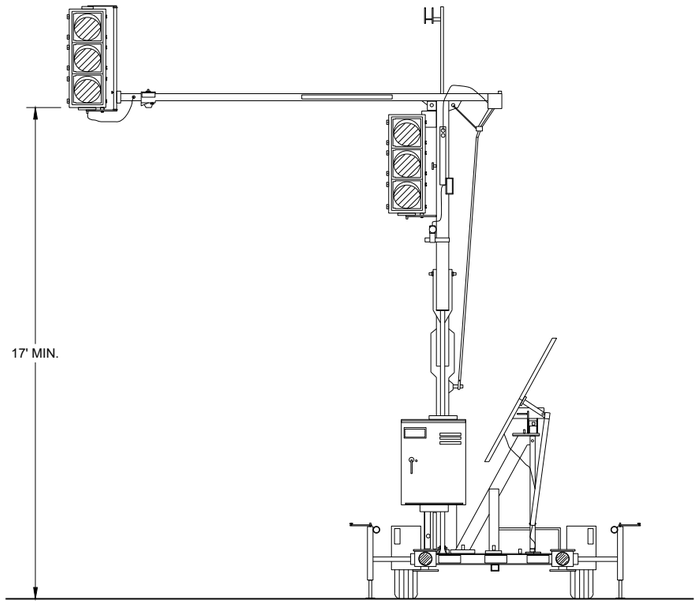
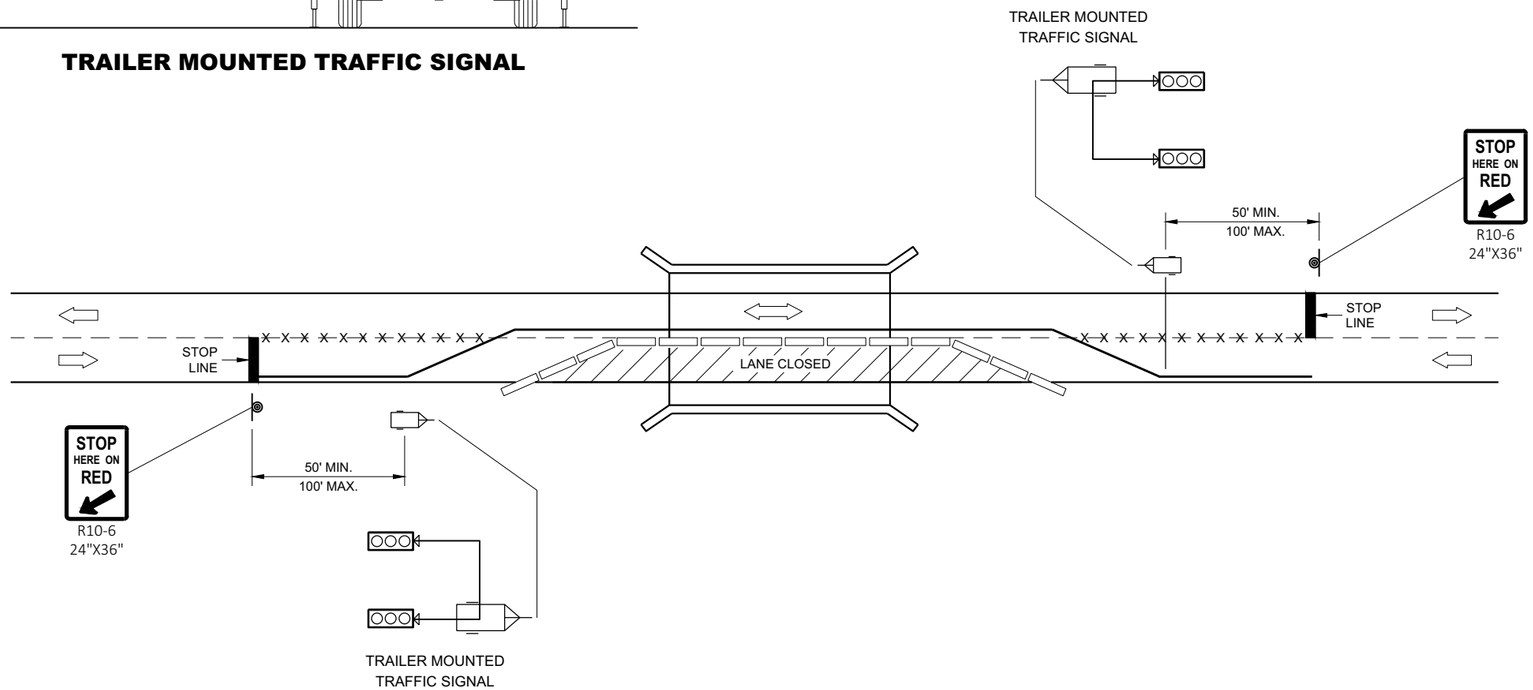


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

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

SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

- POST MOUNTED SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

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BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

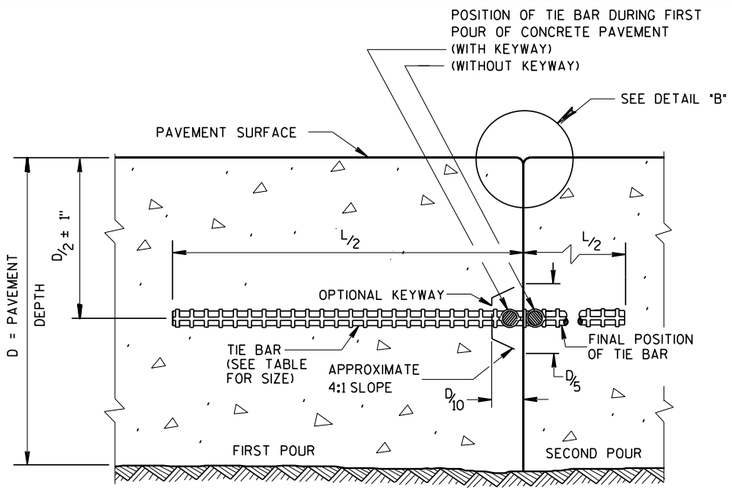
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

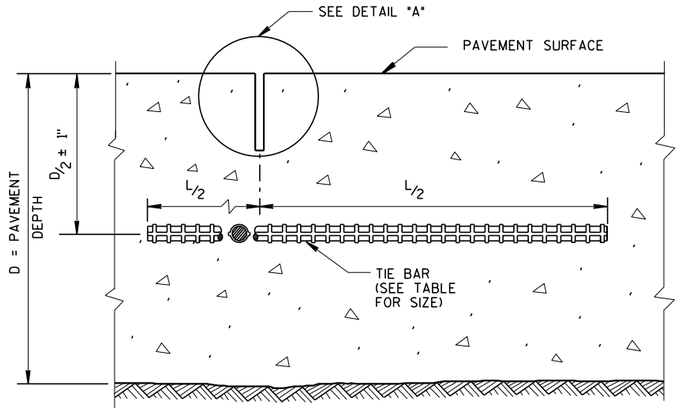
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA



CONSTRUCTION JOINT



SAWED JOINT

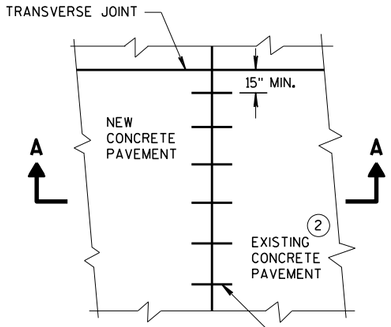
GENERAL NOTES

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

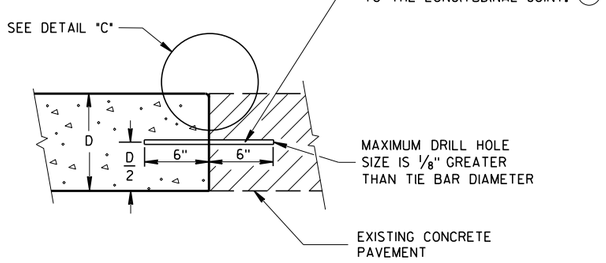
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

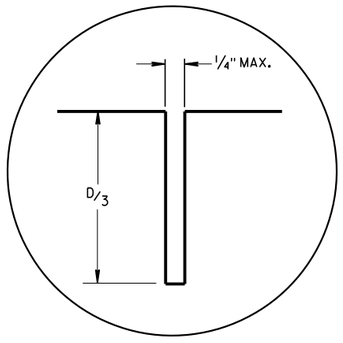


PLAN VIEW

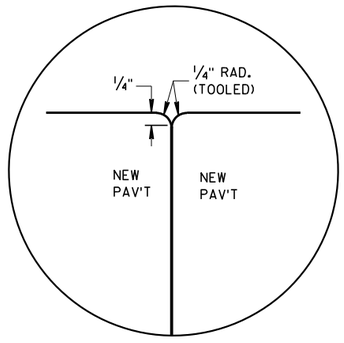


SECTION A-A

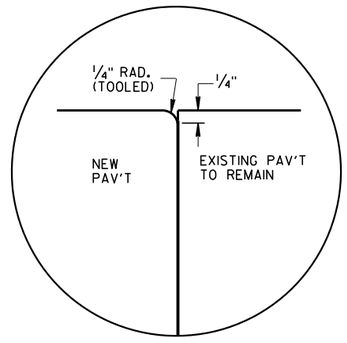
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



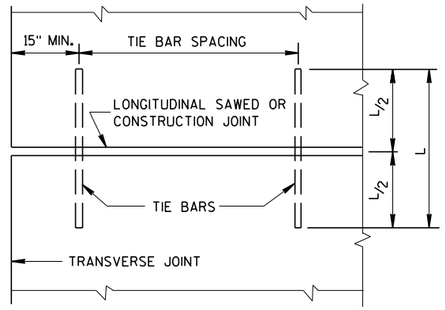
DETAIL "C"

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

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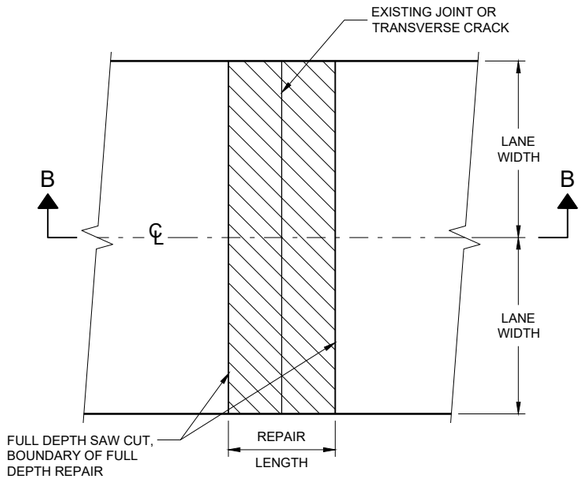
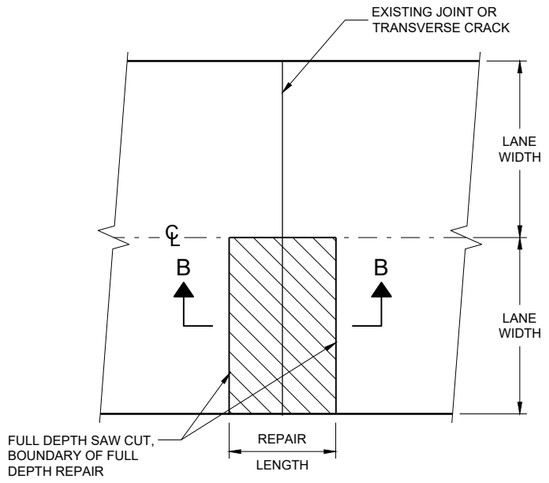
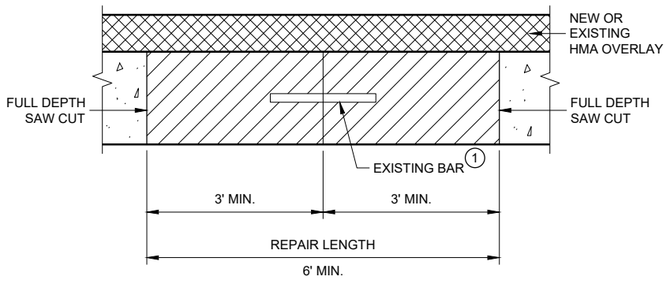


PLAN VIEW
DOUBLE LANE REPAIR



PLAN VIEW
SINGLE LANE REPAIR

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL

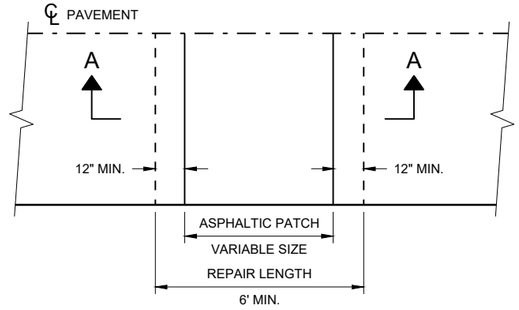
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

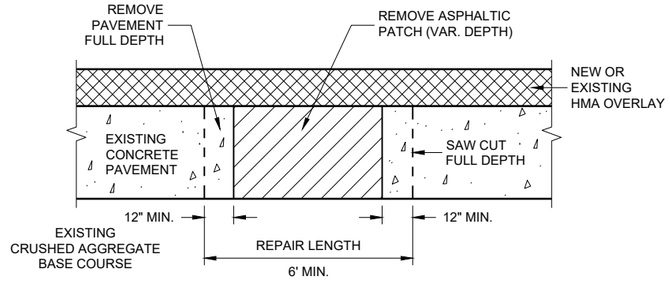
PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.



PLAN VIEW



SECTION A - A

HMA PATCH REMOVAL

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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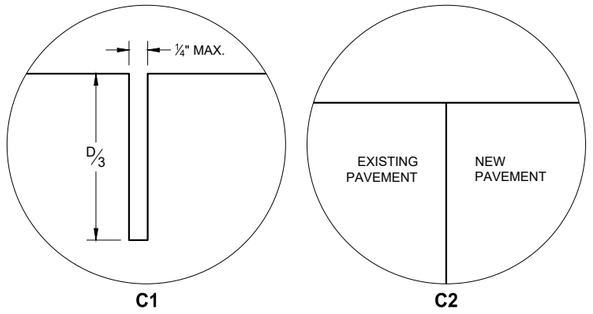
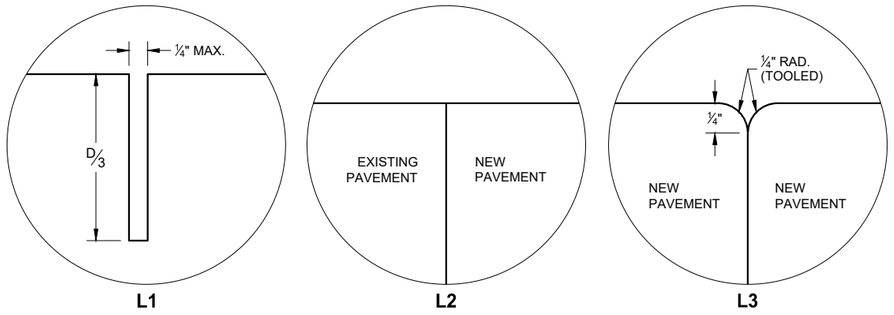
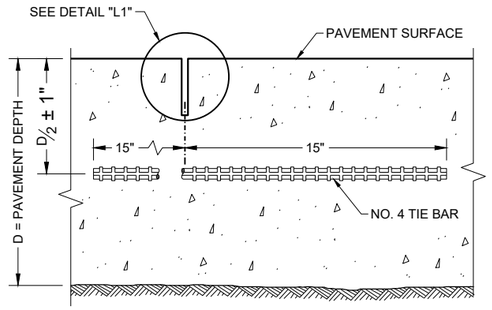


TRANSVERSE JOINTS

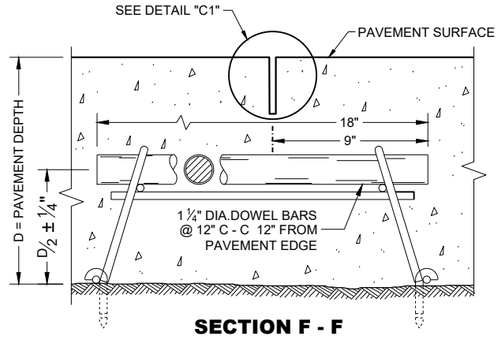


LONGITUDINAL JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

CONTRACTION JOINT

GENERAL NOTES

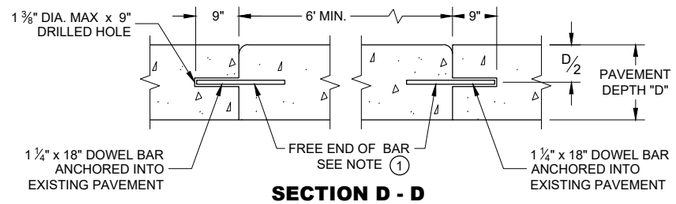
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

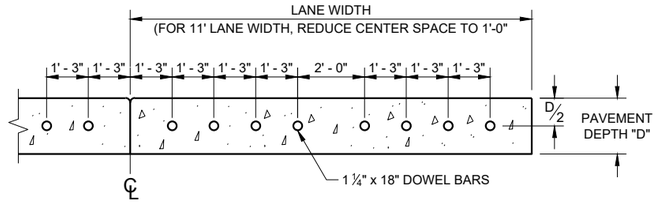
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT O EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

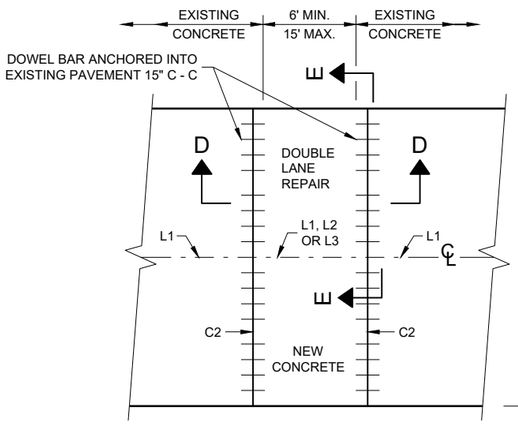


SECTION D - D



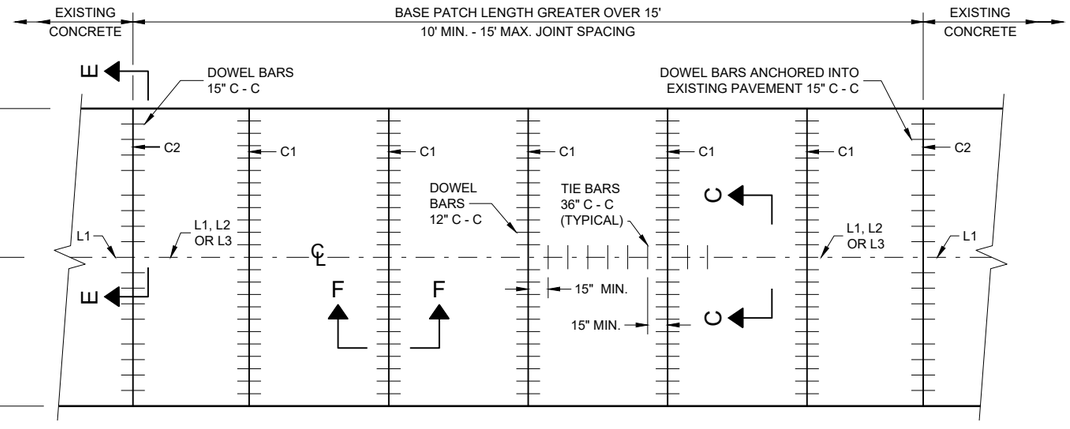
SECTION E - E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

MULTILANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTILANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT 190

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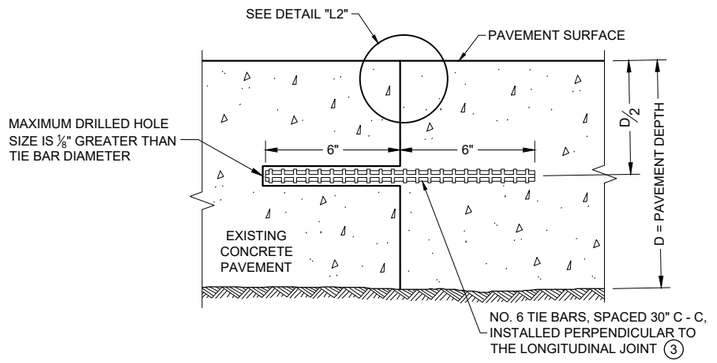
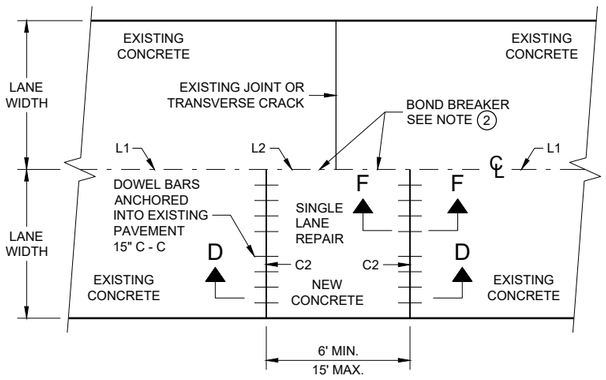


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

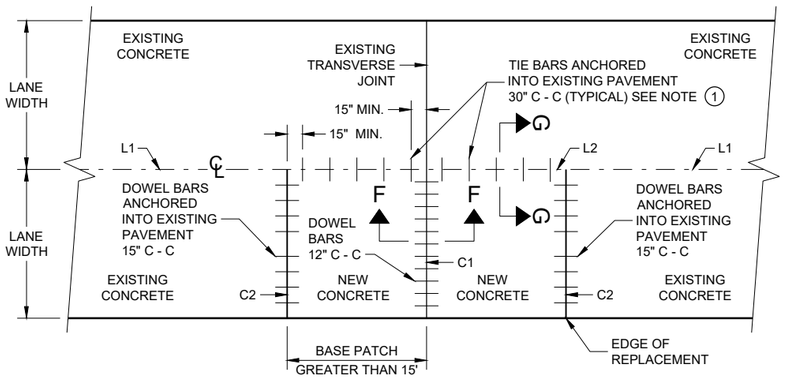
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH
GREATER THAN 15' LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPERVIS
FHWA

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SDD 13C14 - 07c

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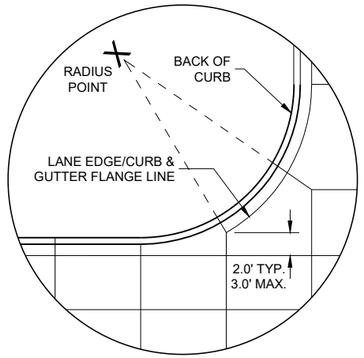
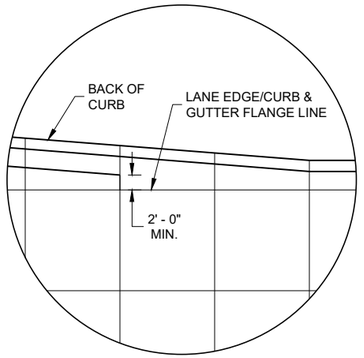
SDD 13C14 - 07c



DETAIL "A"



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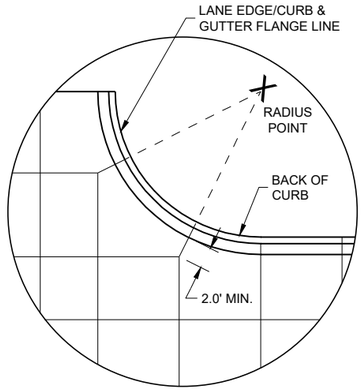

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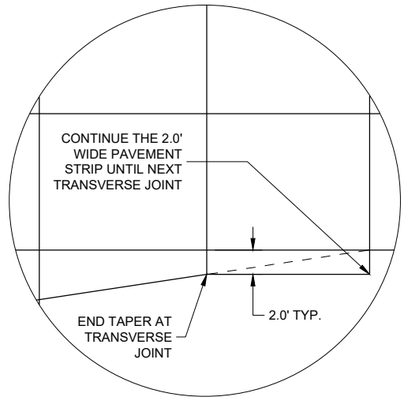


DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

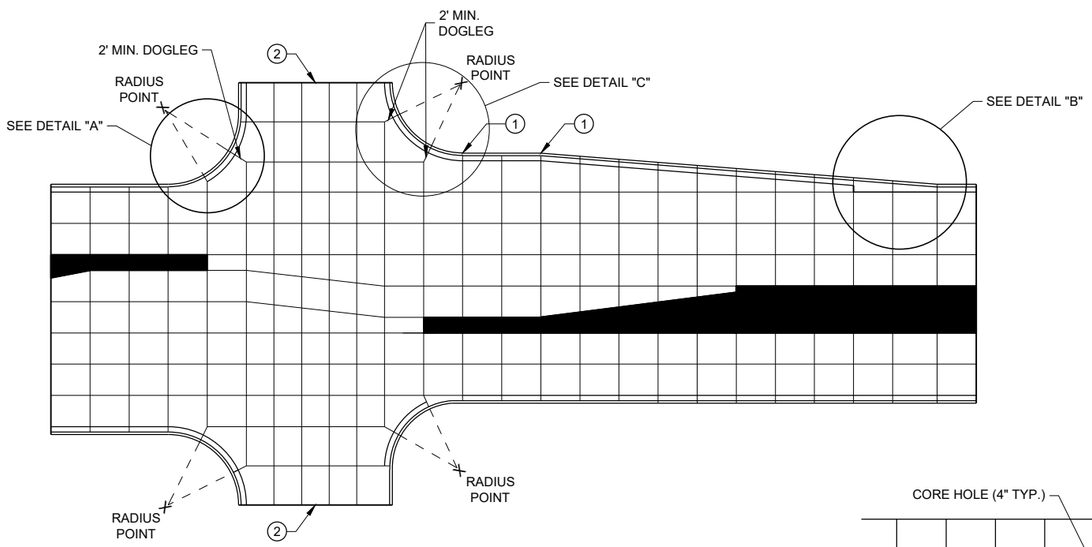
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

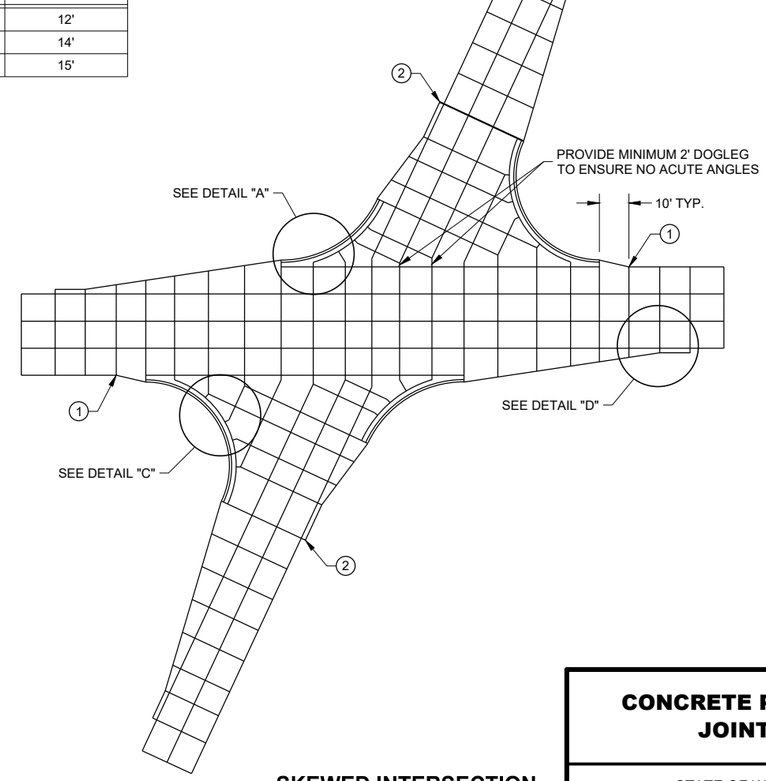
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



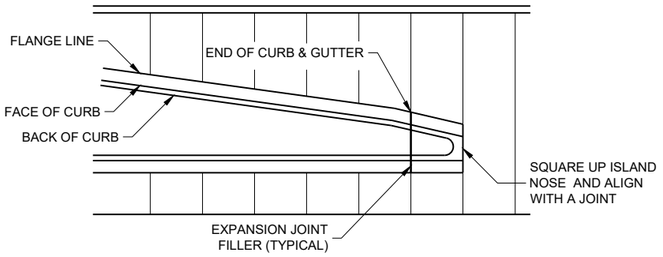
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

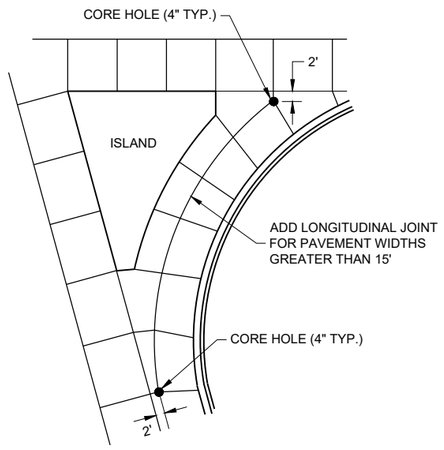
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

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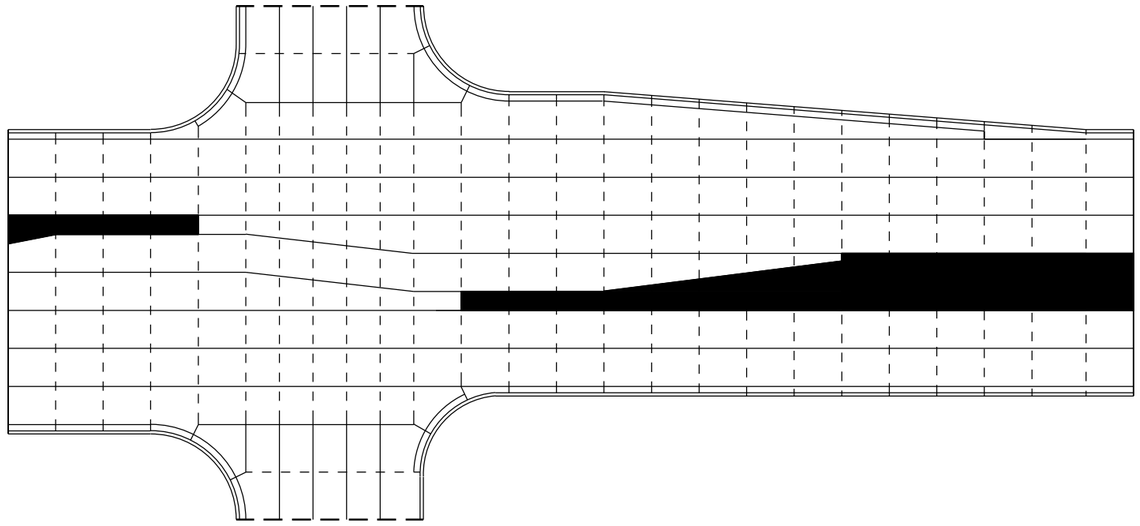
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

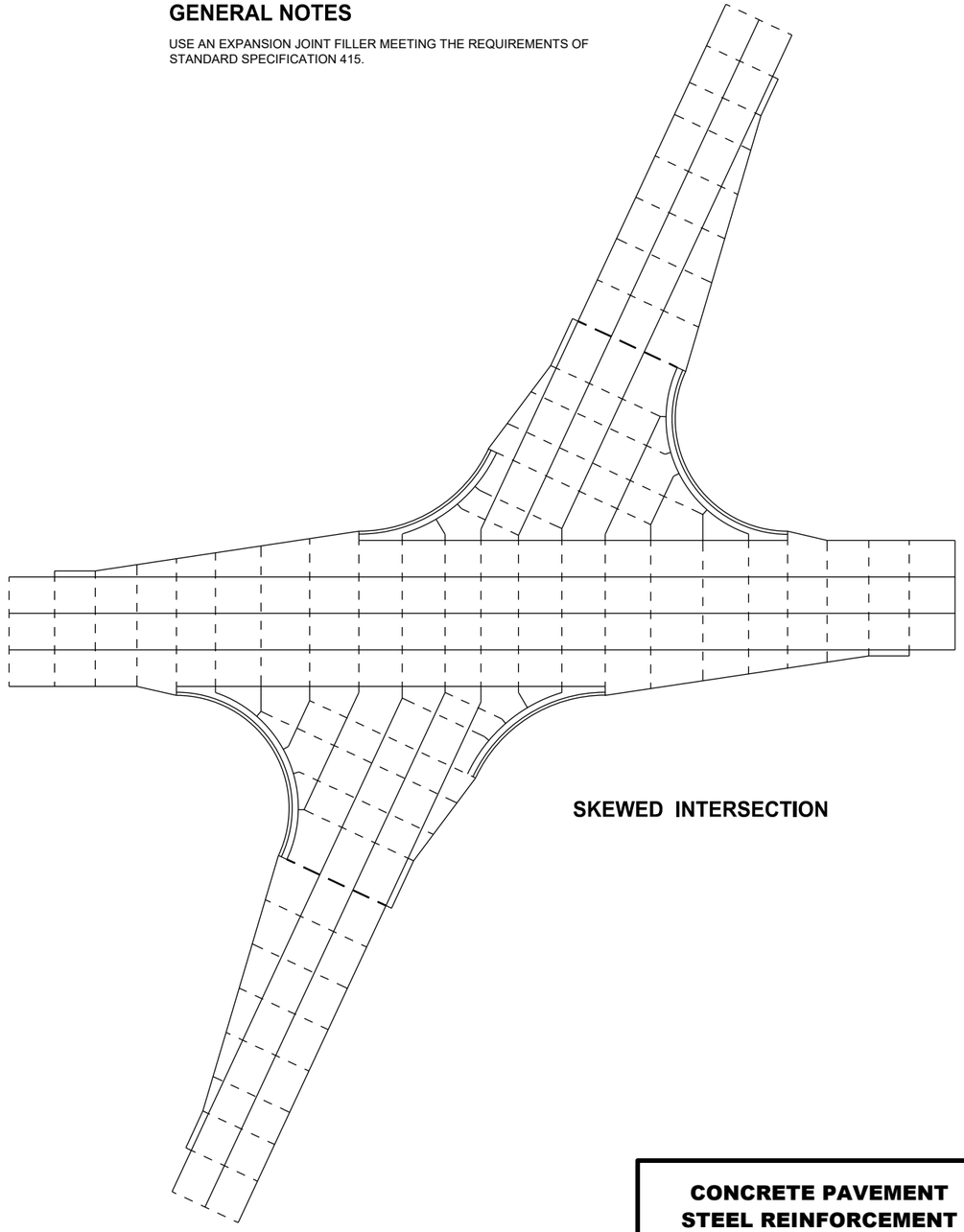
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

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SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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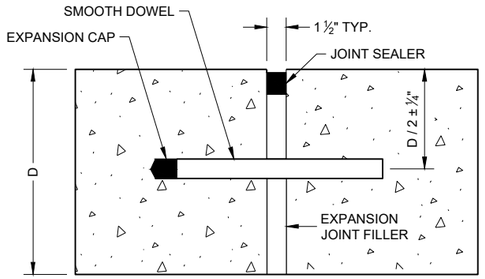
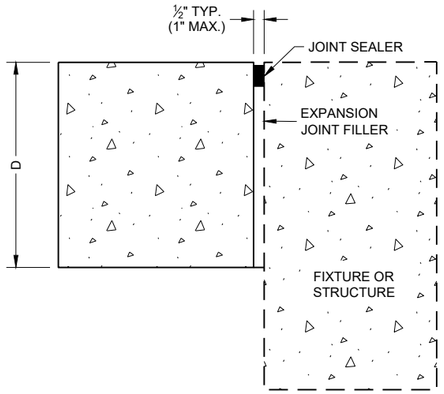
SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

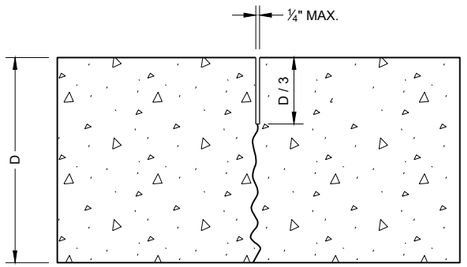
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

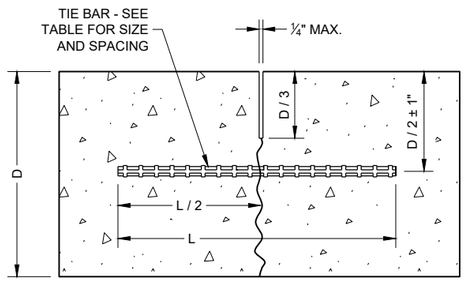
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

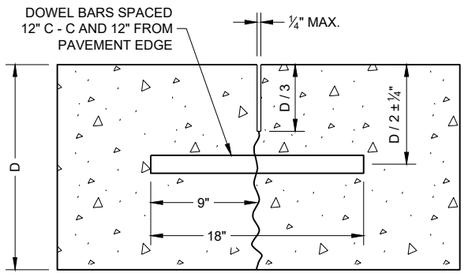
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

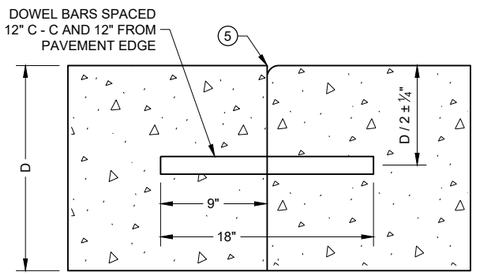


TIED LONGITUDINAL

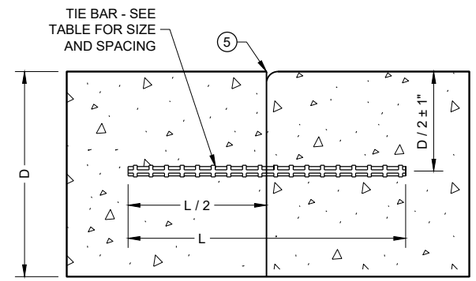


DOWELED TRANSVERSE

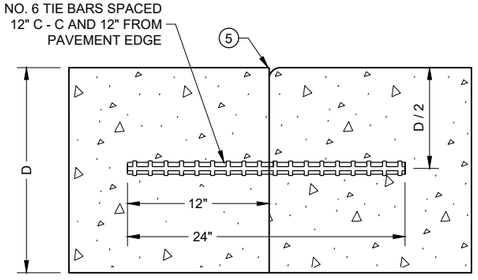
CONTRACTION JOINTS (2)



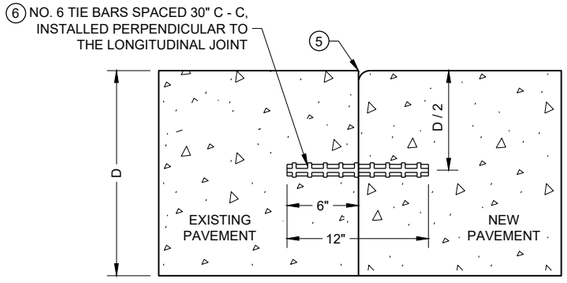
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



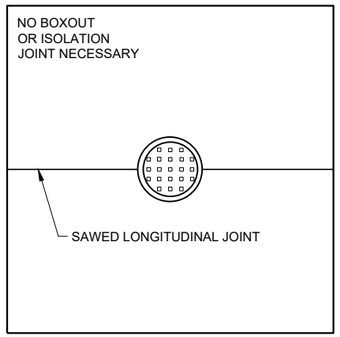
TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



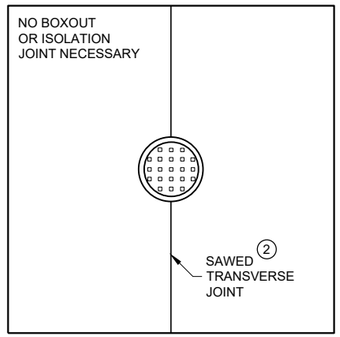
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

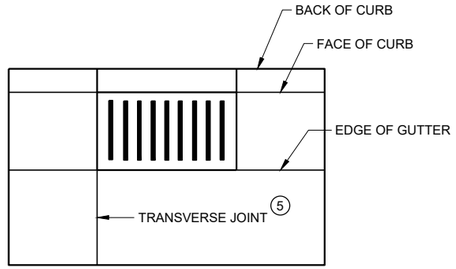
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



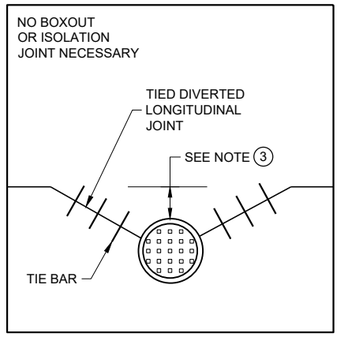
MANHOLE WITH TRANSVERSE JOINT



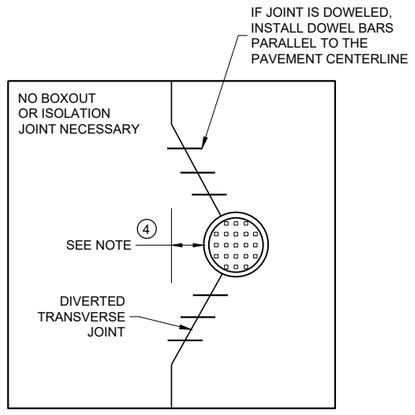
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

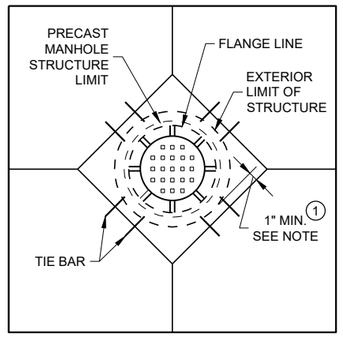
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

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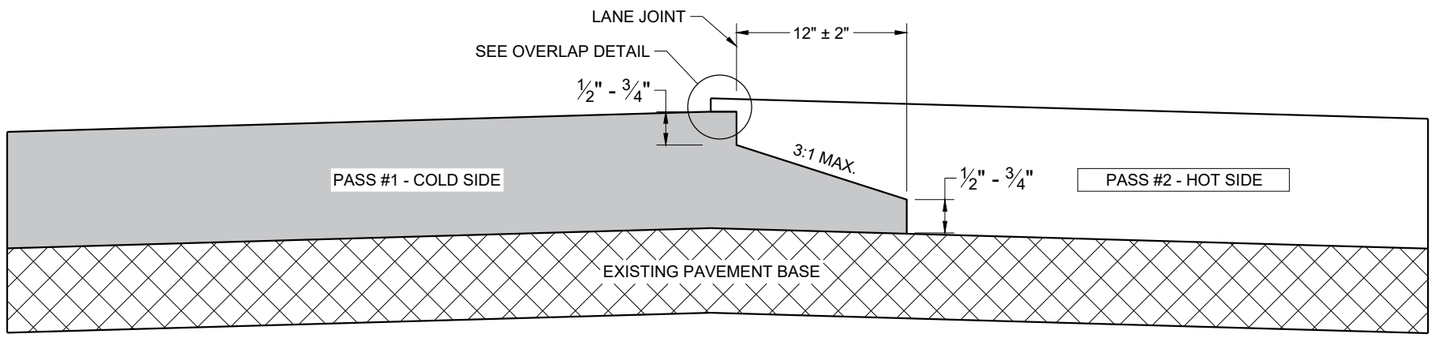
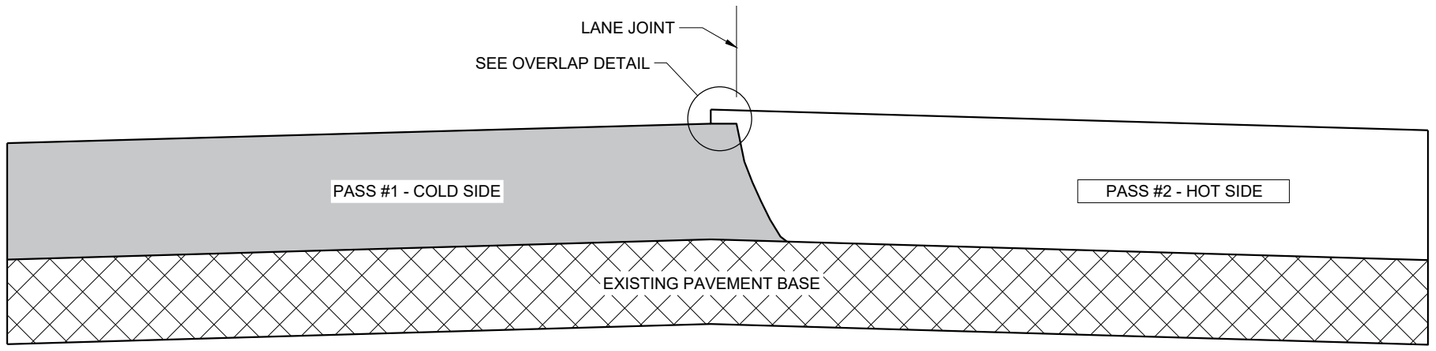
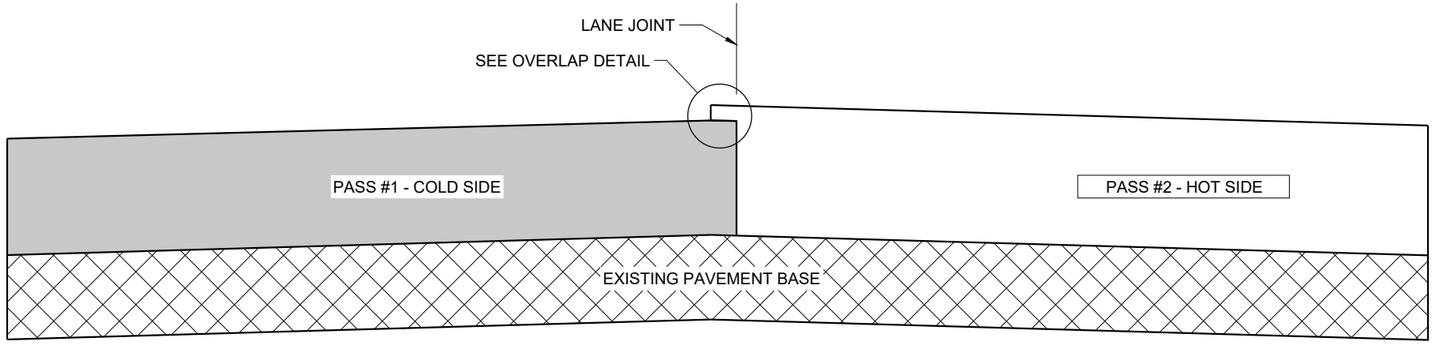
SDD 13C18 - 08d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

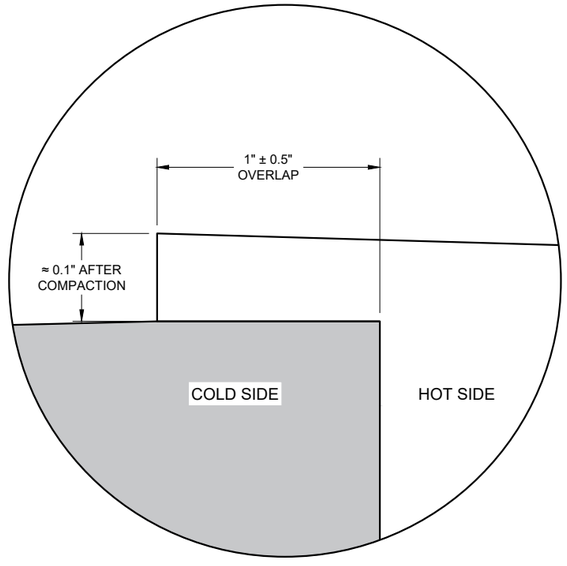
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

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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

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

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

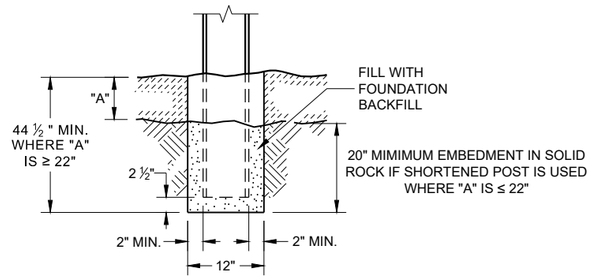
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

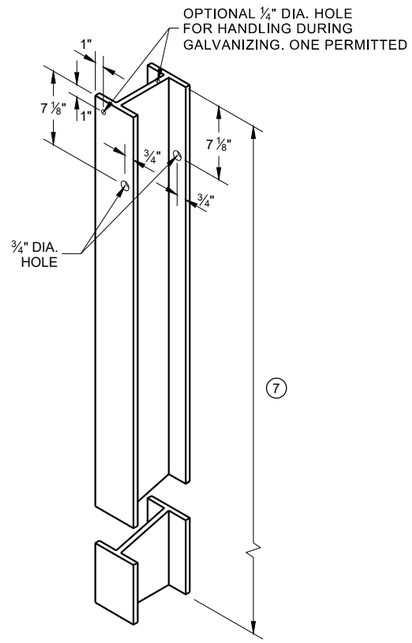
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

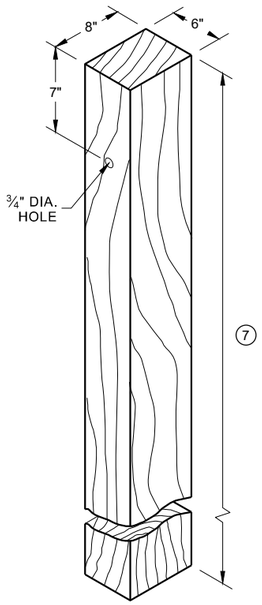
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



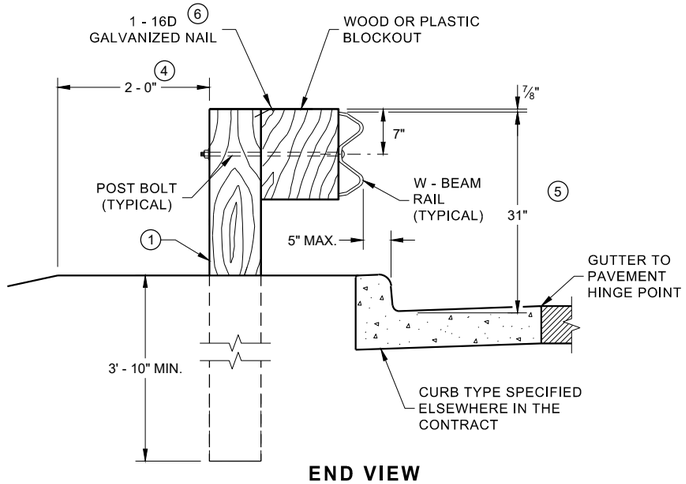
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



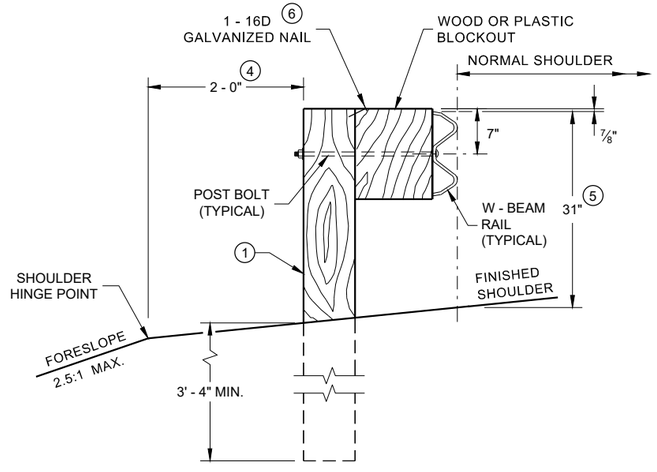
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



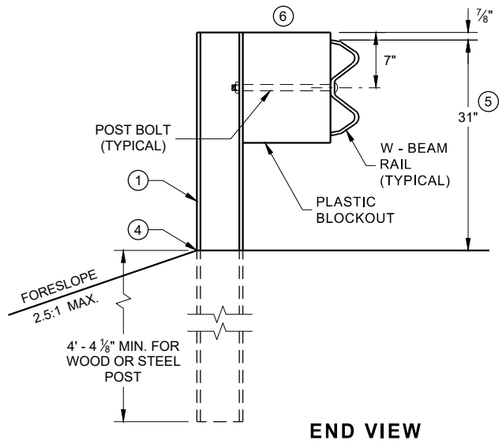
WOOD POST (6" X 8") NOMINAL (1)



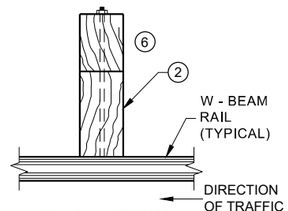
END VIEW
LOCATED ALONG A CURBED ROADWAY



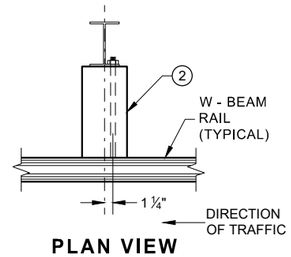
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



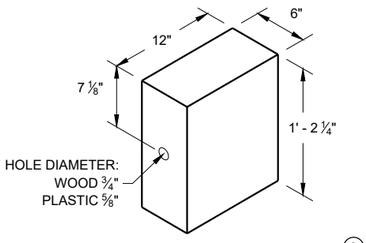
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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6

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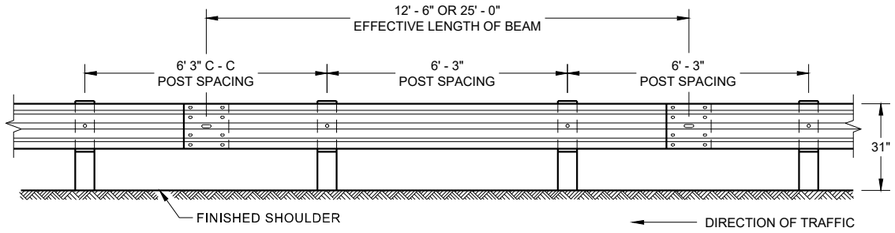
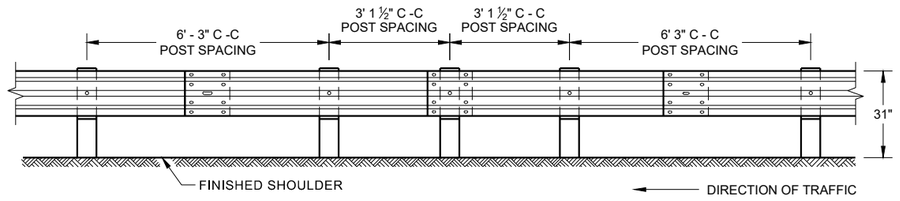
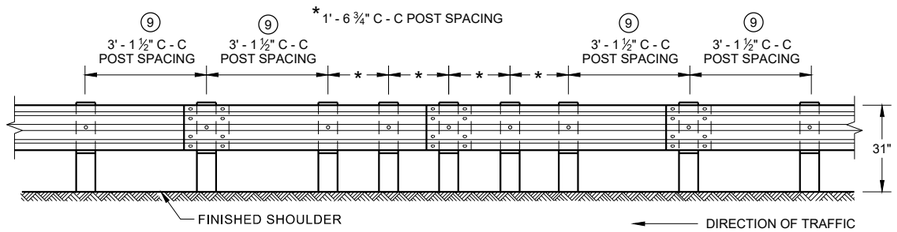


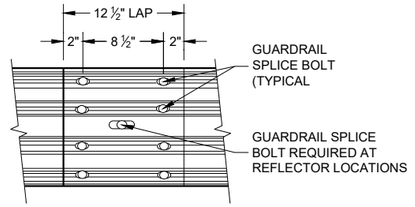
FRONT VIEW
POST SPACING STANDARD INSTALLATION



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

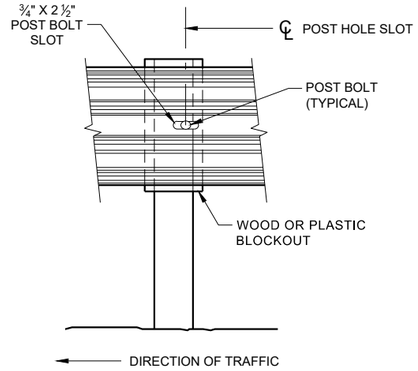
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

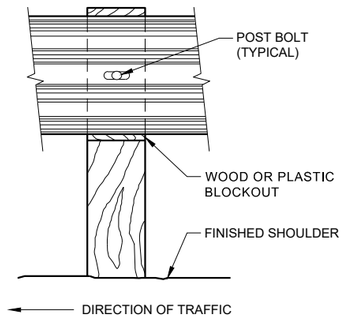
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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.

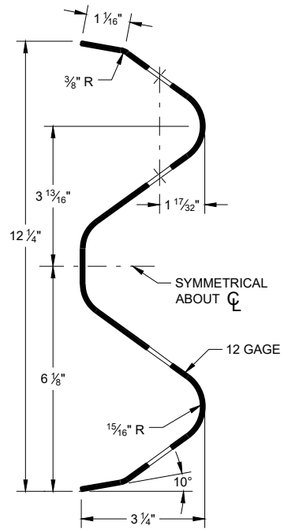
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



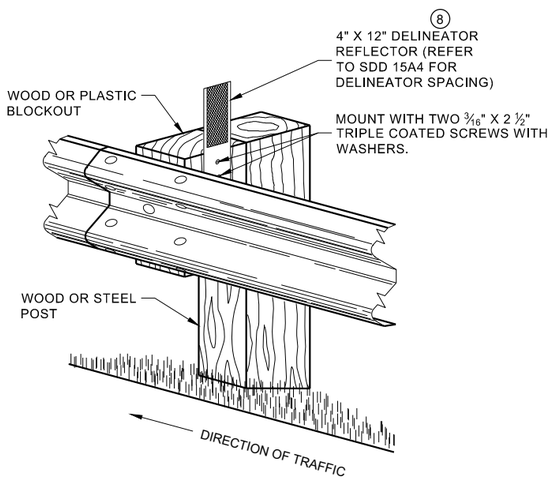
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



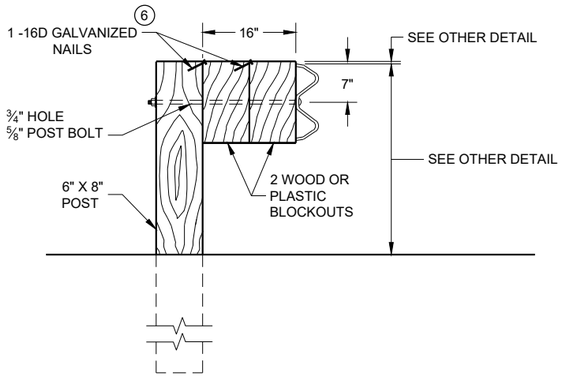
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

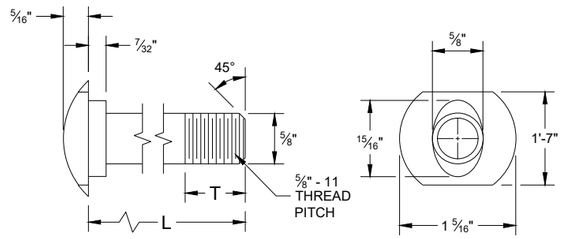


DETAIL FOR 16" BLOCKOUT DEPTH

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.

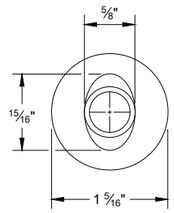
NOTE:

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.

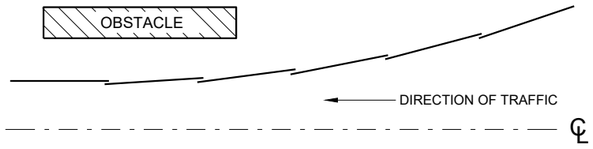


POST BOLT TABLE

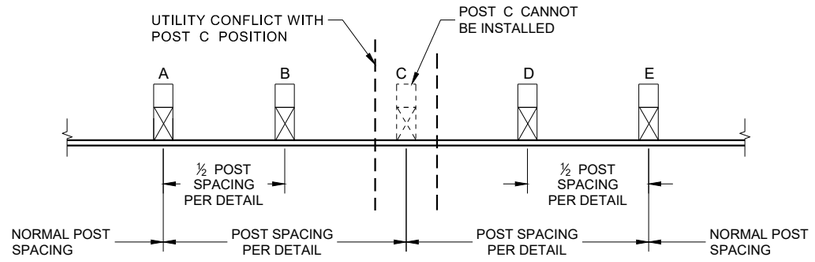
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



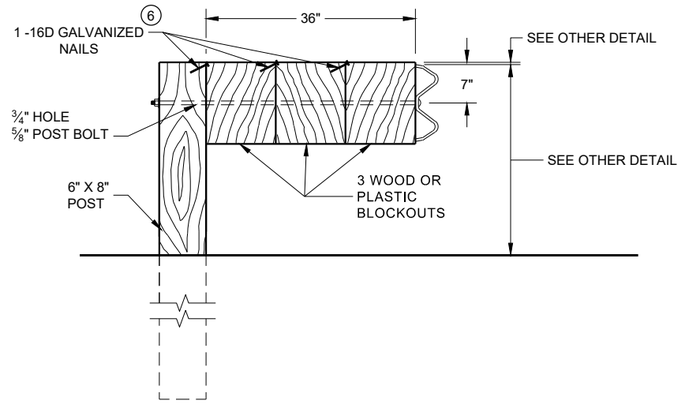
ALTERNATE BOLT HEAD



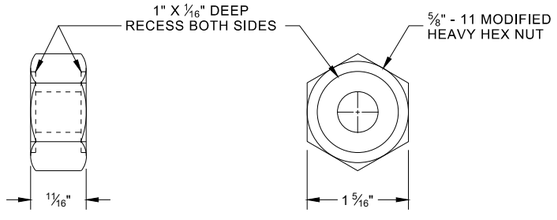
PLAN VIEW
BEAM LAPPING DETAIL



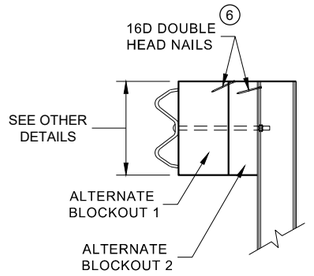
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



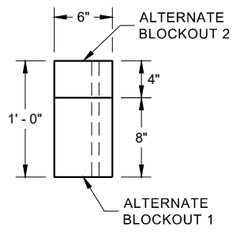
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

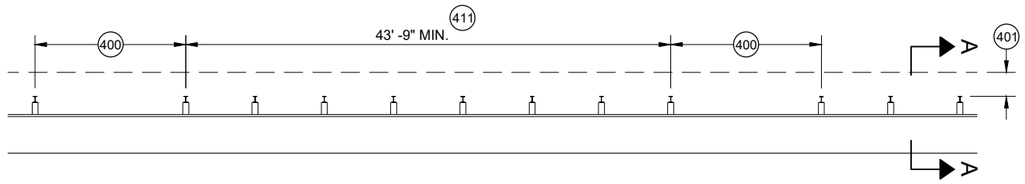
ALTERNATE WOOD BLOCKOUT DETAIL

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.

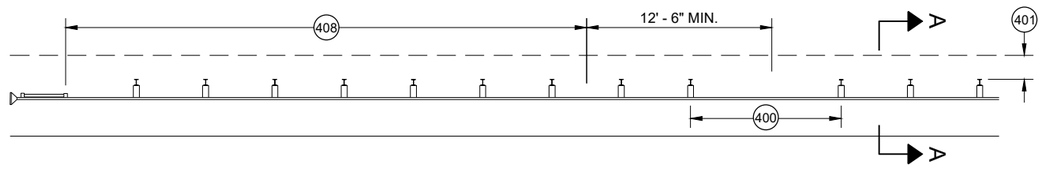
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

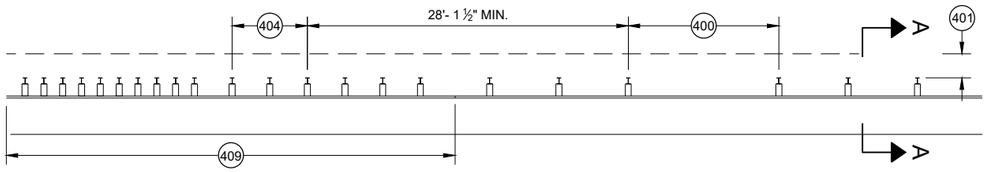
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



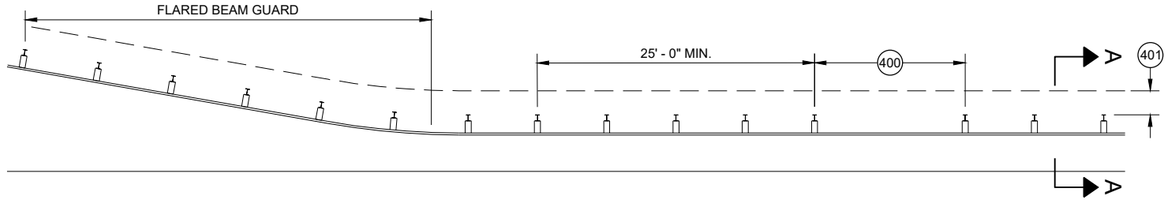
MISSING POST IN MGS GUARDRAIL



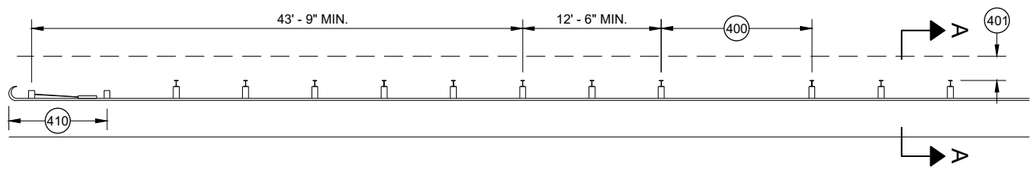
MISSING POST IN MGS GUARDRAIL NEAR EAT



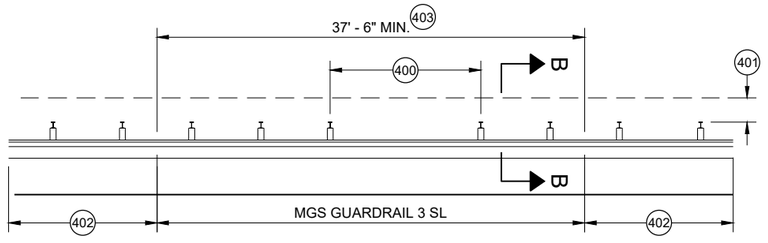
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

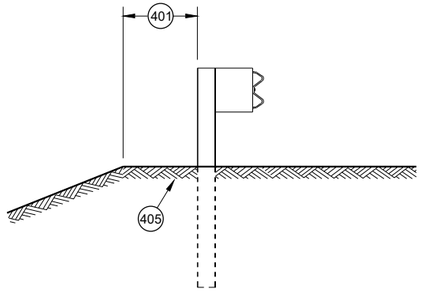


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

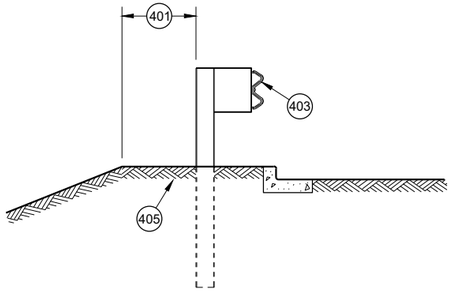


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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.

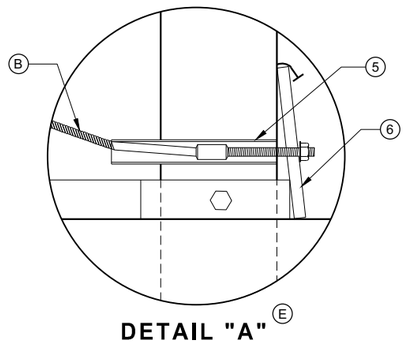
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

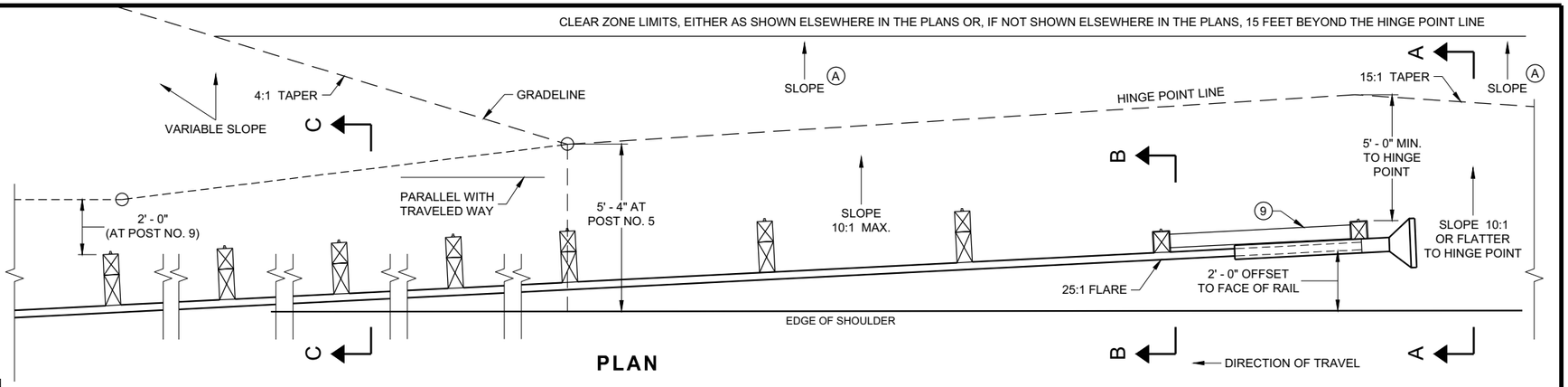
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

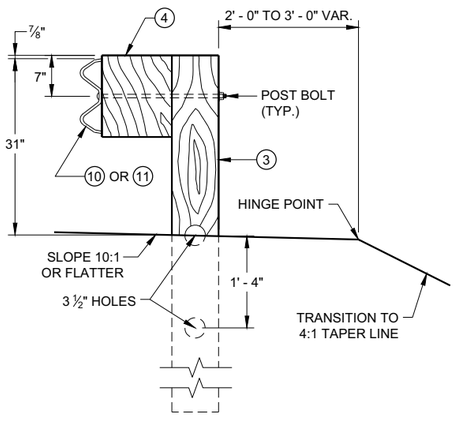
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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.

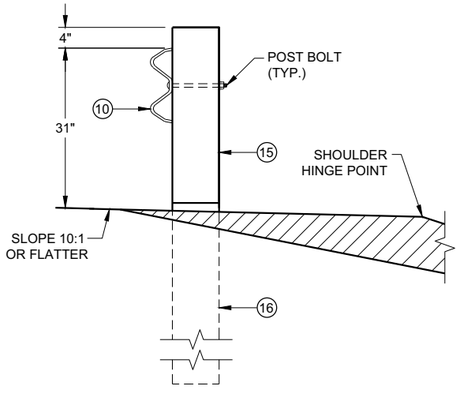


DETAIL "A" (E)

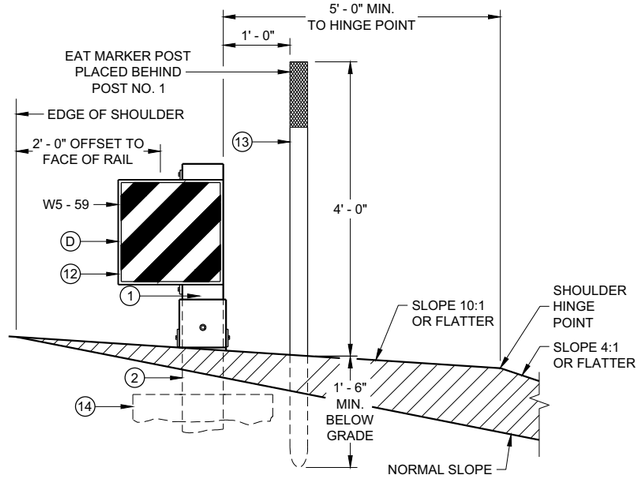




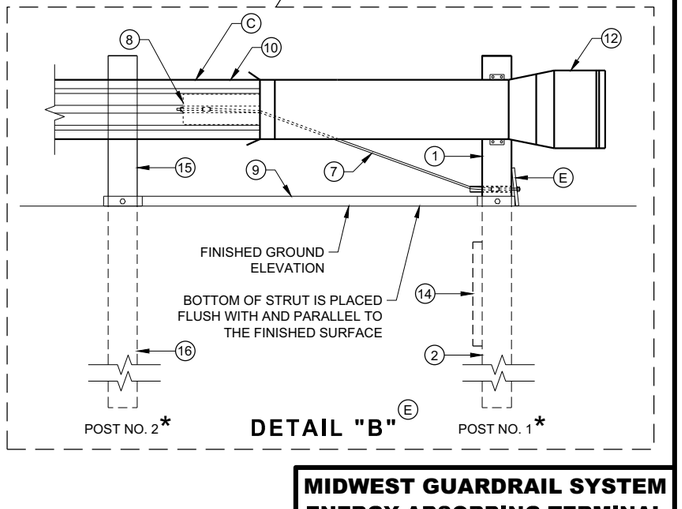
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*

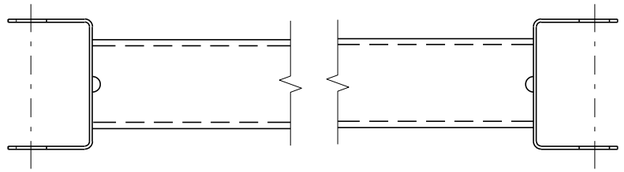


MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

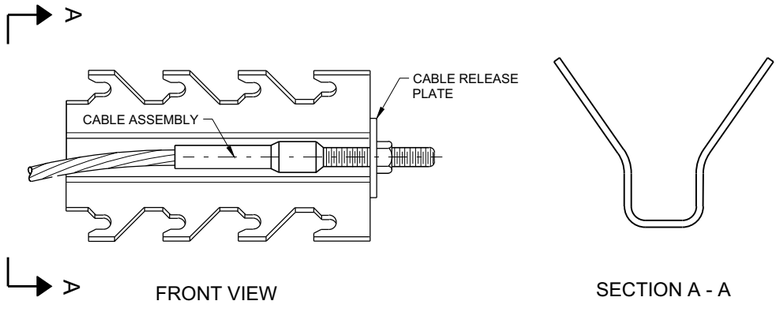
SDD 14B44 - 04a



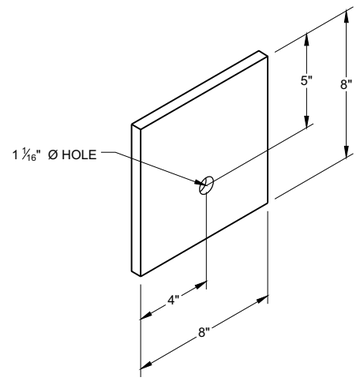
GENERIC GROUND STRUT ⑨ Ⓔ

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

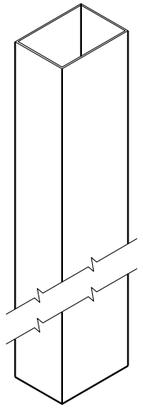
6

SDD 14B44 - 04b

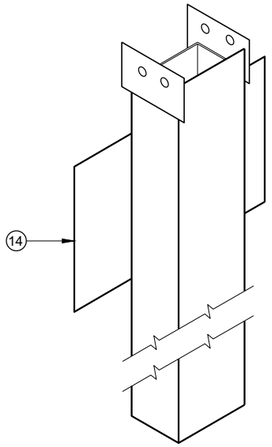
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

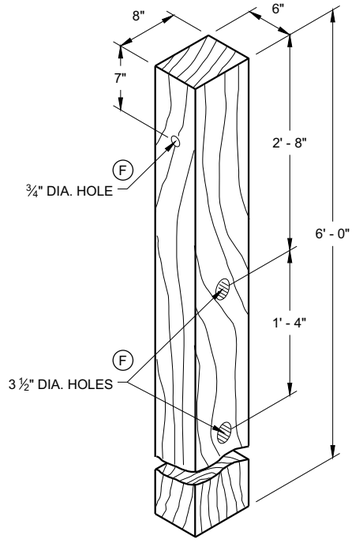
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



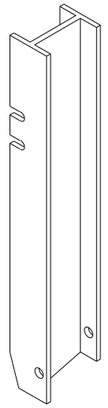
UPPER POST NO. 1 (1) (E)



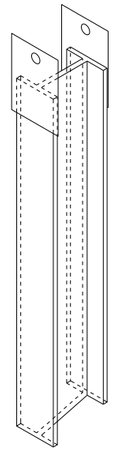
LOWER POST NO. 1 (2) (E)



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



UPPER POST NO. 2 (15) (E)



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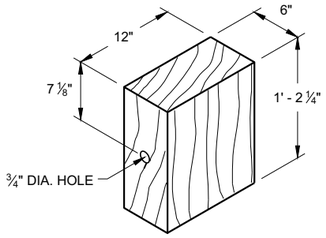
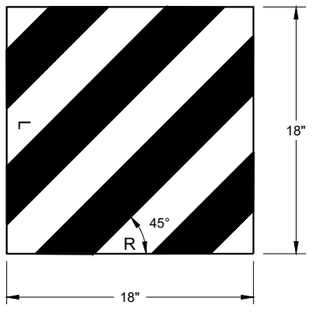
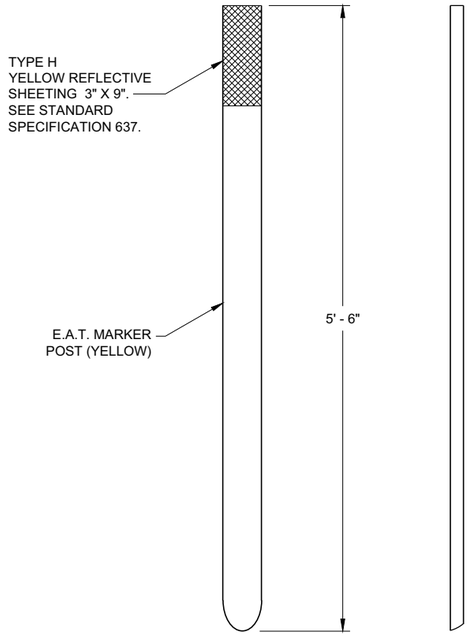


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



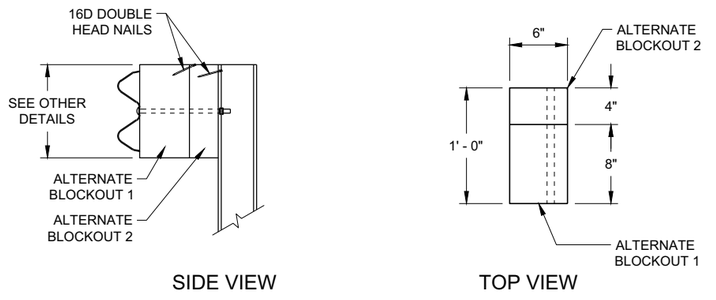
W5 - 59

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)

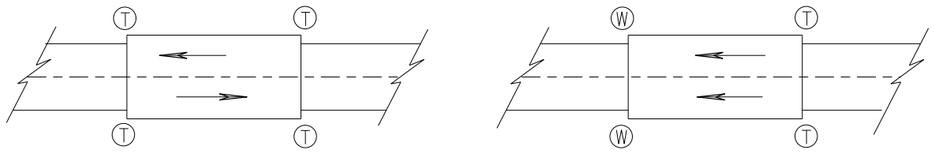
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

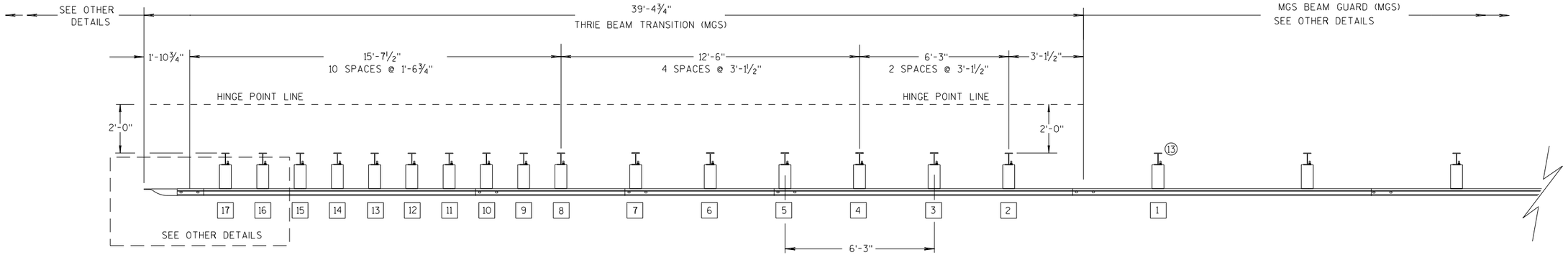
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

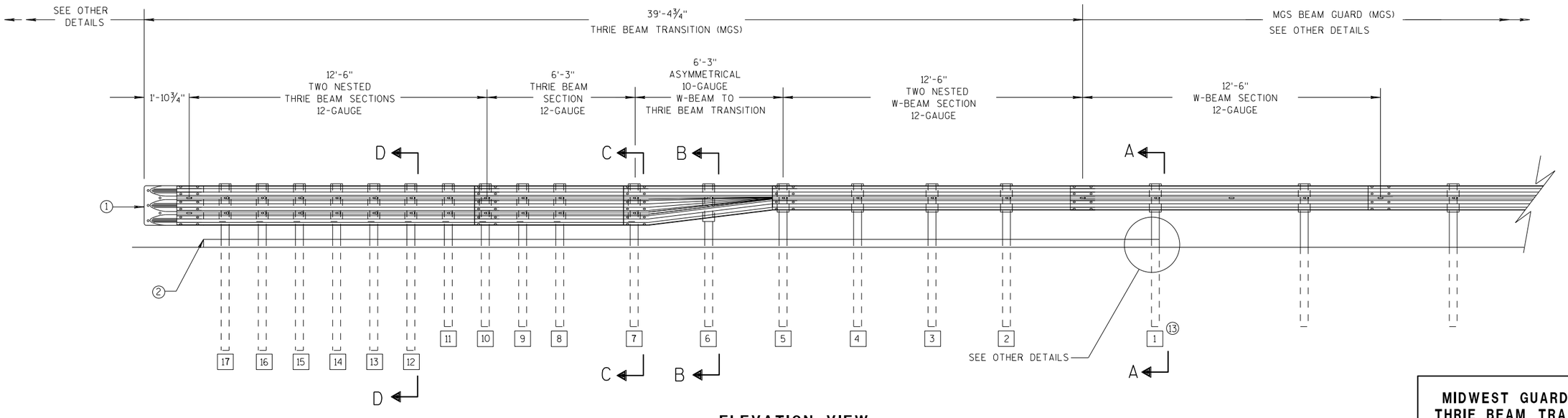
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

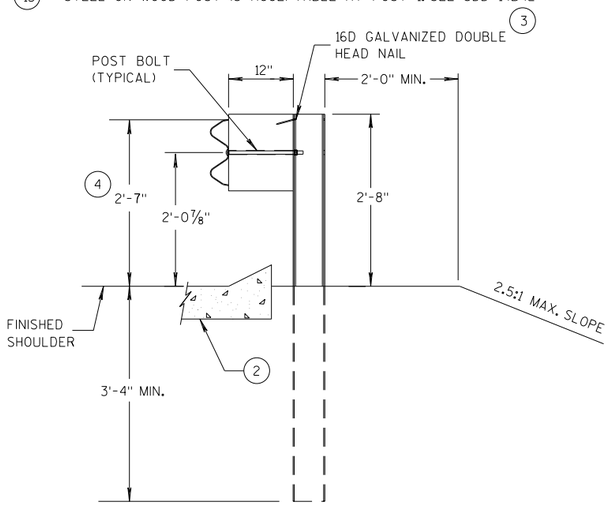
GENERAL NOTES

(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.

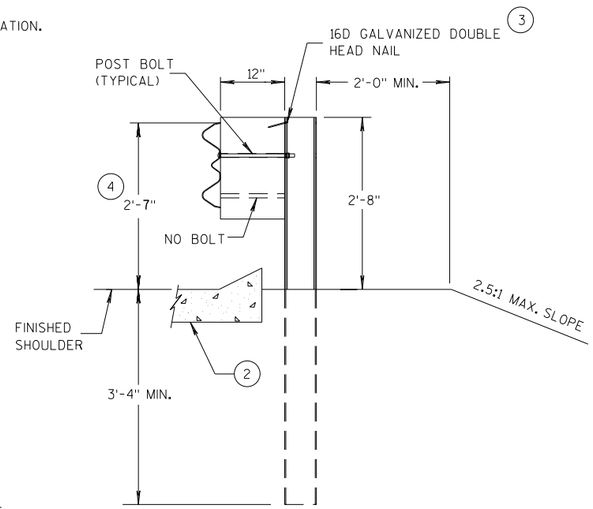
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



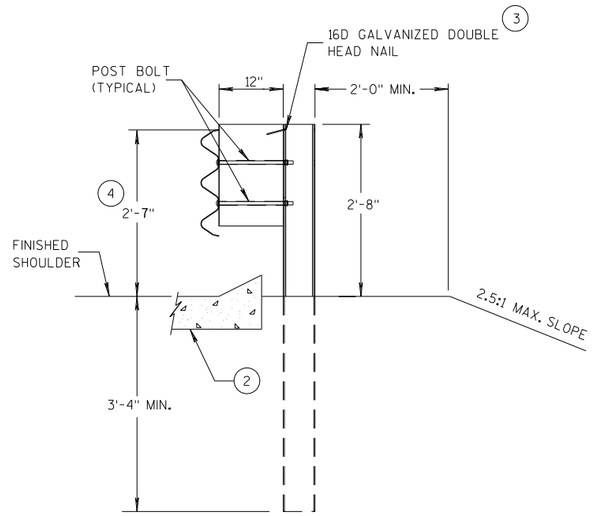
SECTION A-A (13)

POSTS 1-5



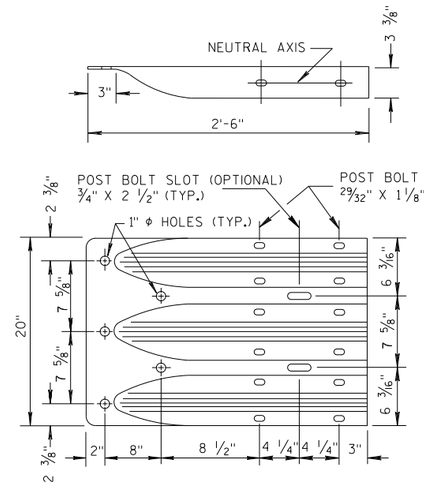
SECTION B-B

POST 6

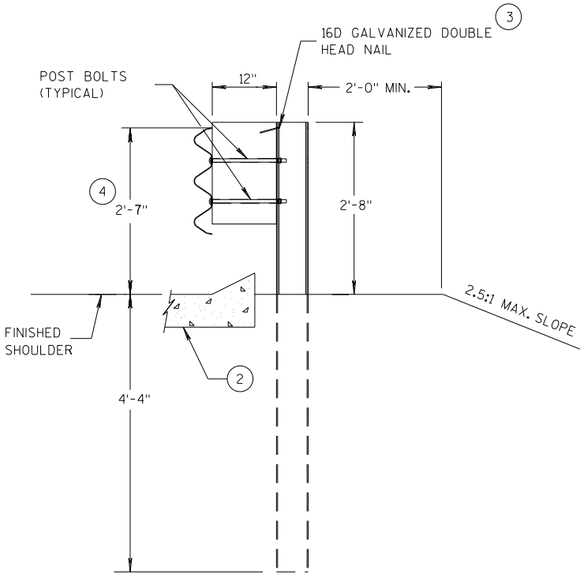


SECTION C-C

POSTS 7-11

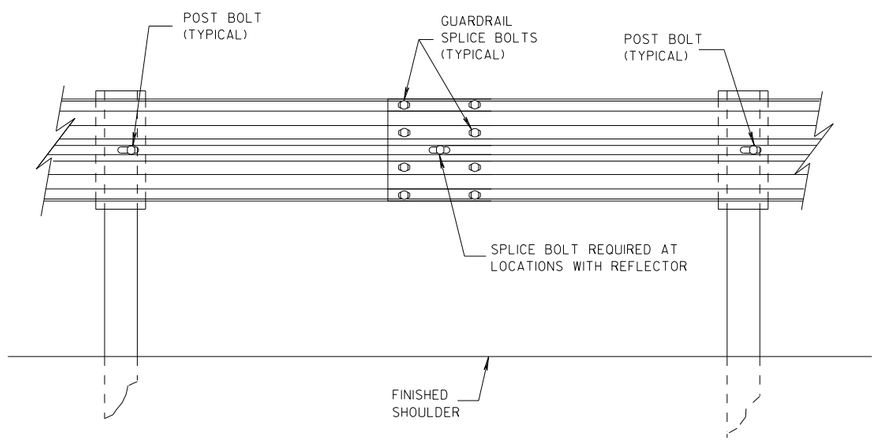


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

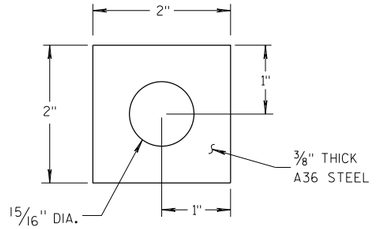
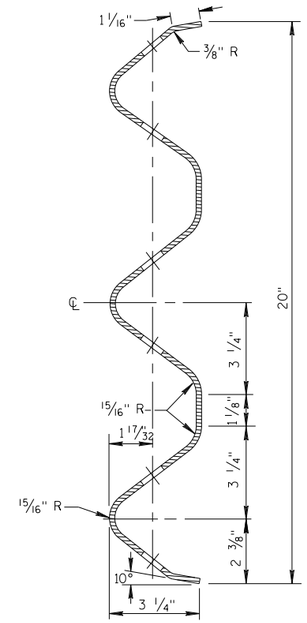


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

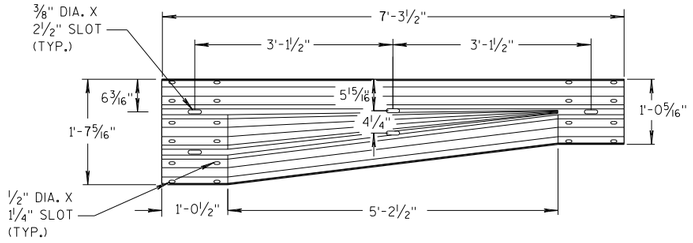
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 205

6

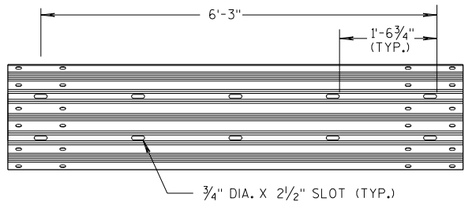
S.D.D. 14 B 45-5b

6

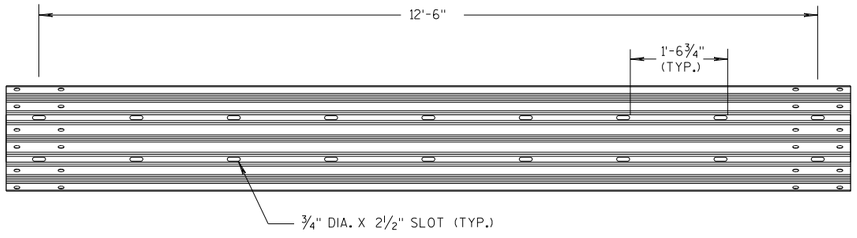
S.D.D. 14 B 45-5b



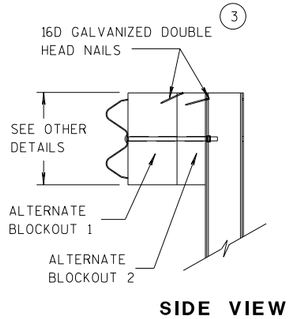
W-BEAM TO THRIE BEAM TRANSITION SECTION



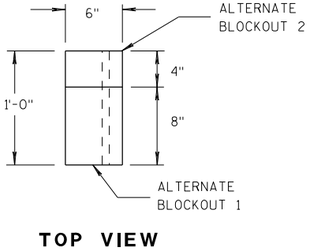
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

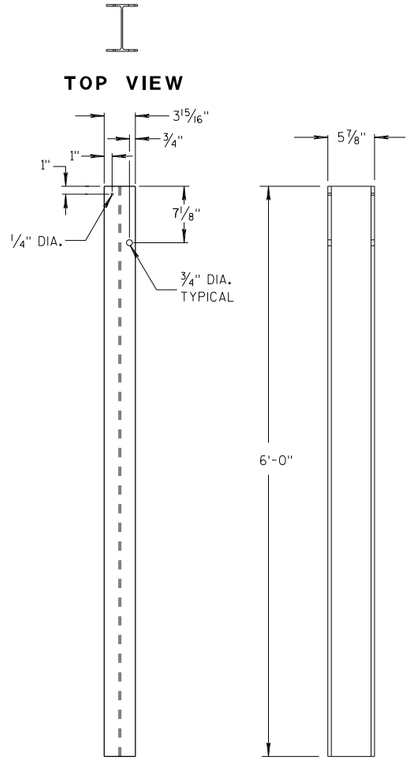


SIDE VIEW



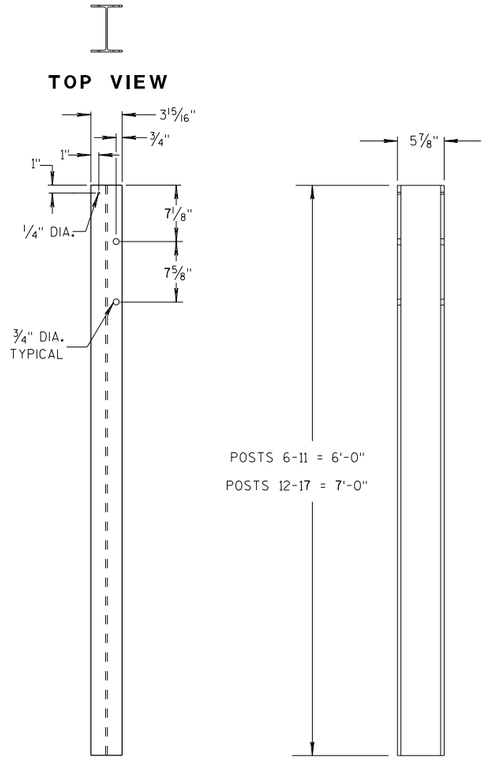
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



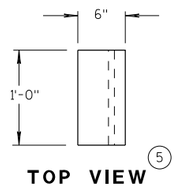
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

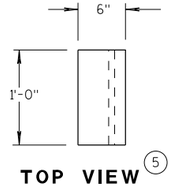


FRONT VIEW SIDE VIEW

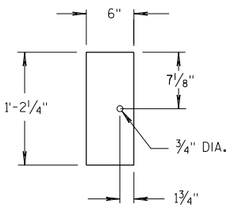
STEEL POSTS 6-17



TOP VIEW (5)

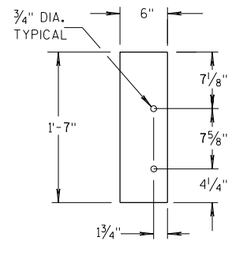


TOP VIEW (5)



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.

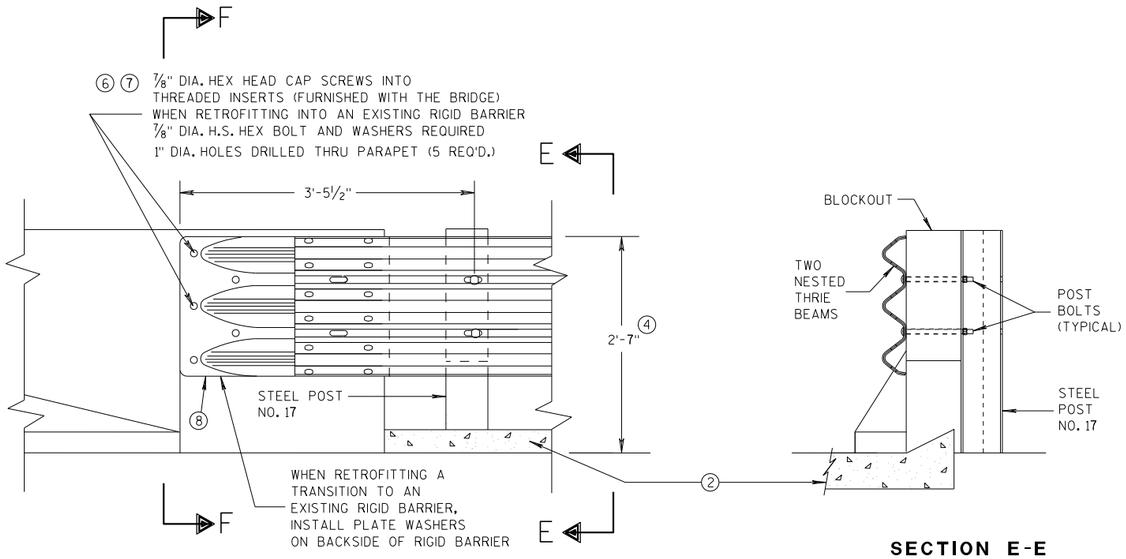
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

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.

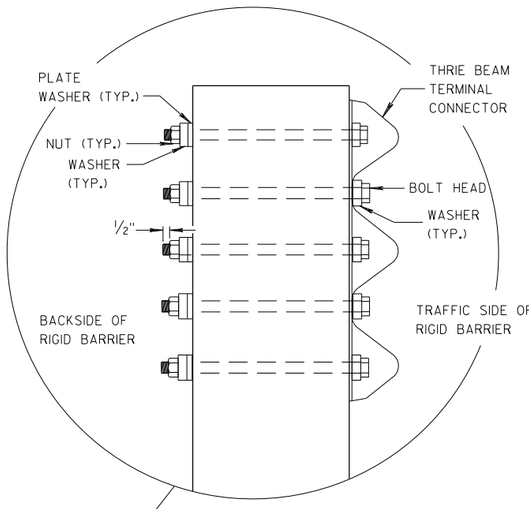
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

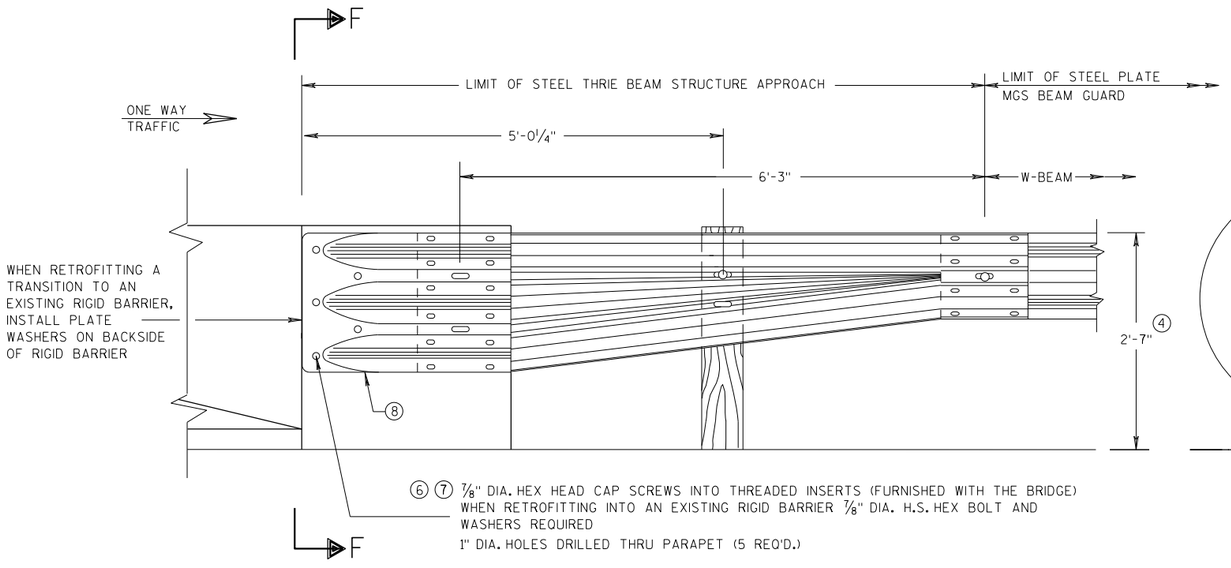
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

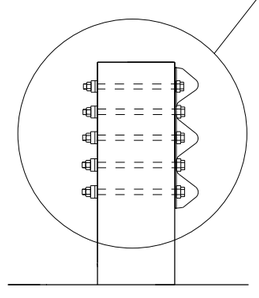
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

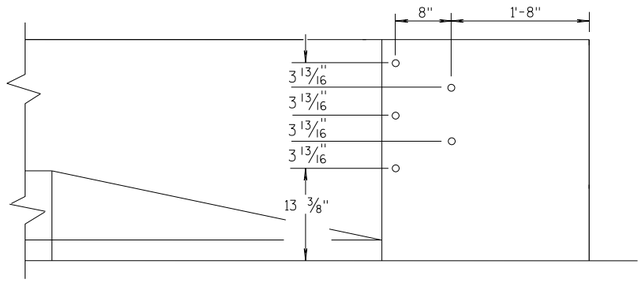




FRONT VIEW



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

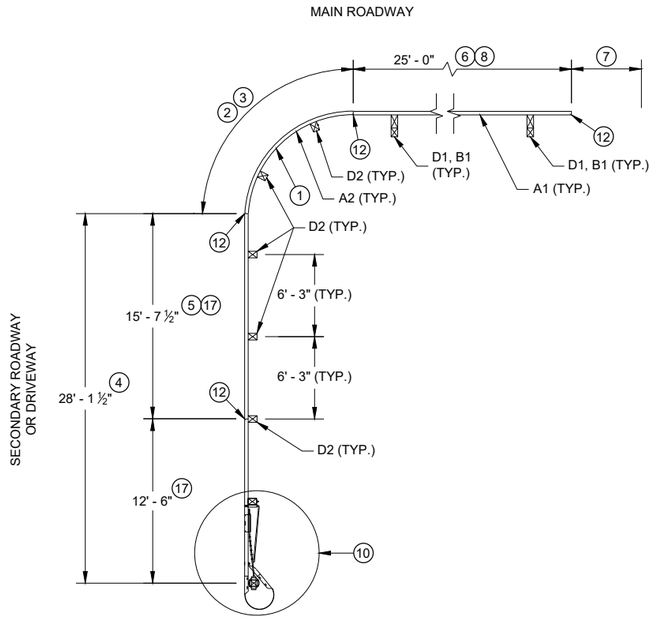
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVI
NT
FHWA

6

S.D.D. 14 B 45-5d

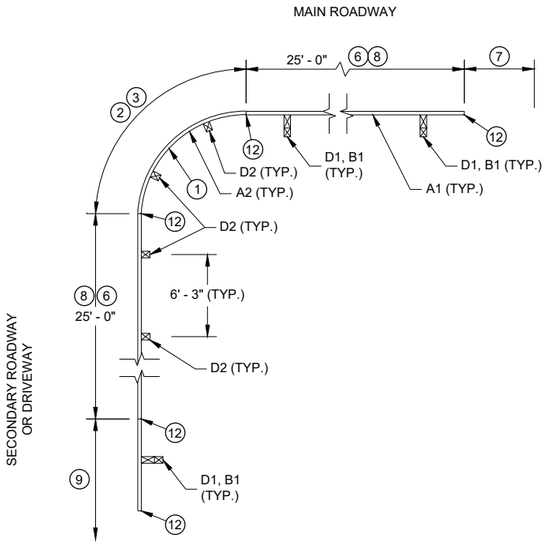
6

S.D.D. 14 B 45-5d



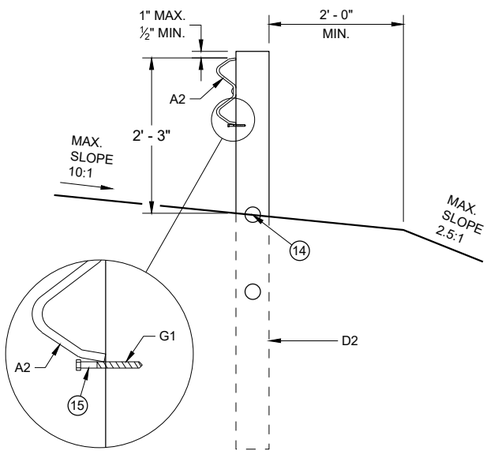
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

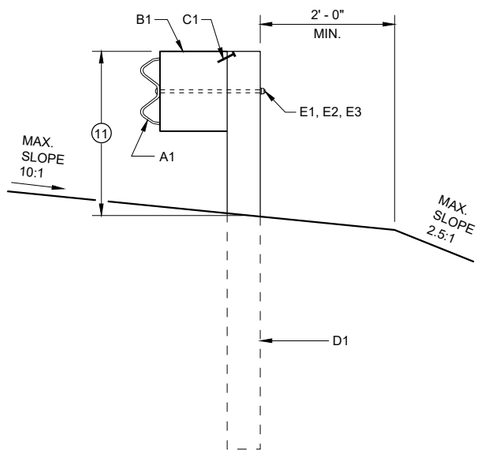


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



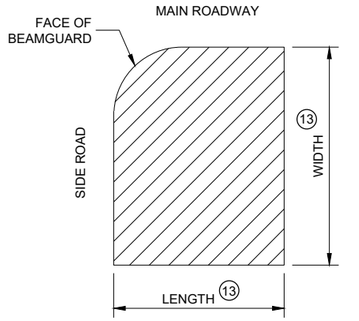
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



BEAM GUARD POSTS IN HEIGHT TRANSITION

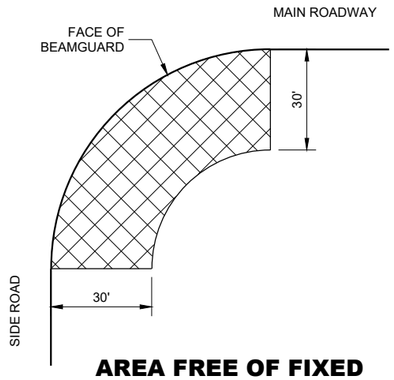
TABLE FOR RADIUS OF 32' AND LESS

RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30

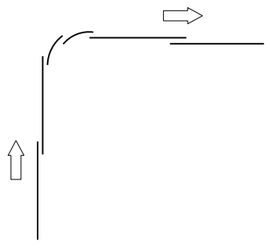


AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS

16



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

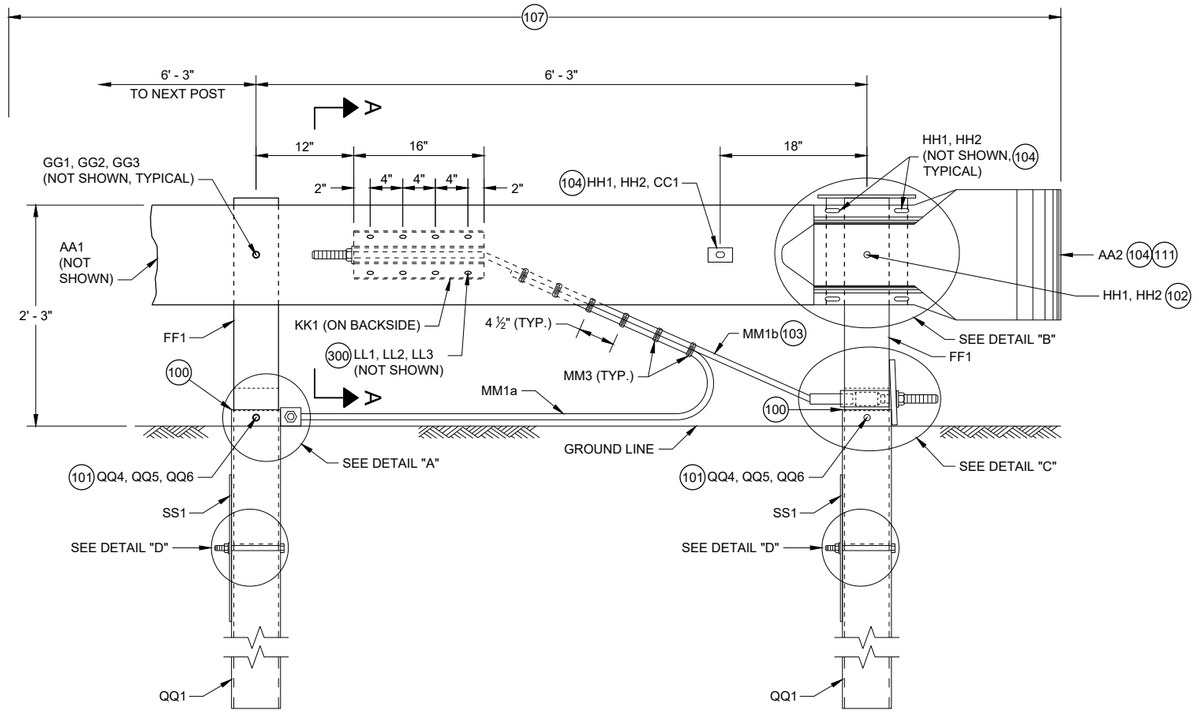
ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

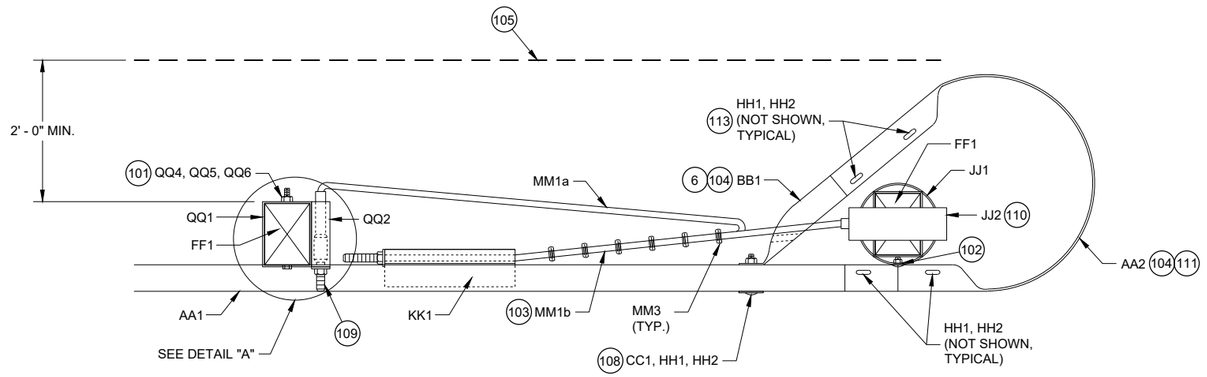
1. RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.
2. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.
3. WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.
4. MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.
5. ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.
6. MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.
7. BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.
8. TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.
9. ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.
10. SHORT RADIUS TERMINAL (SEE OTHER DETAILS).
11. HEIGHT VARIES. SEE NOTE 8 AND 8 .
12. BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.
13. SEE TABLE FOR VALUES.
14. MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".
15. DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.
16. SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.
17. TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

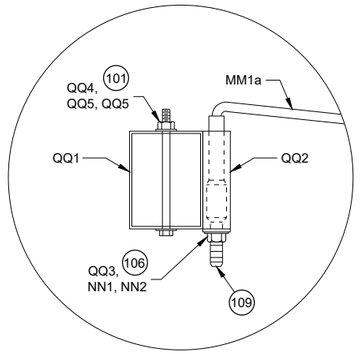
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

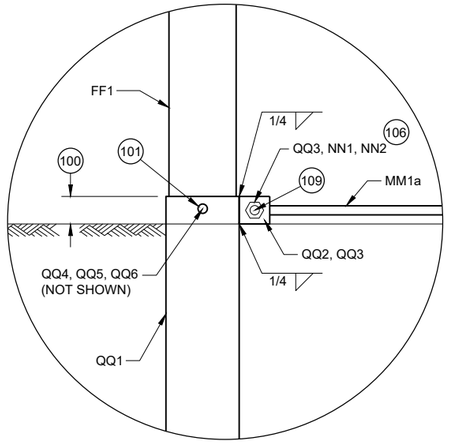
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

6

SDD 14B53 - 02b

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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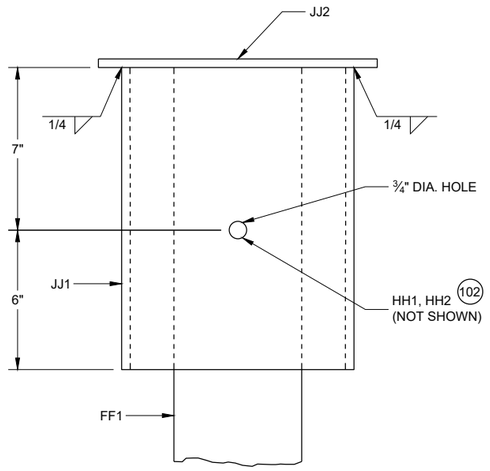
SDD 14B53 - 02b

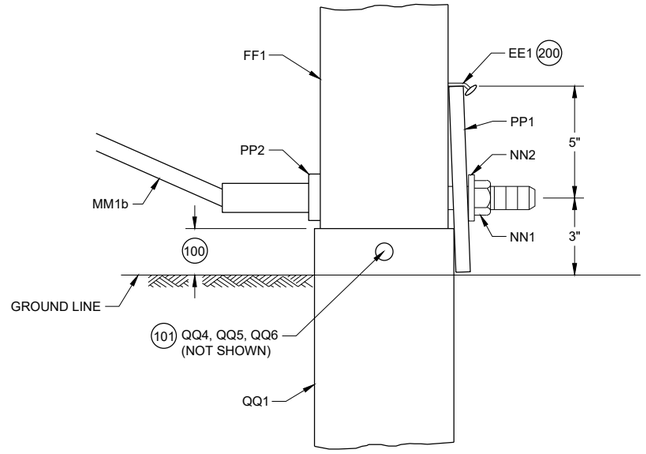
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



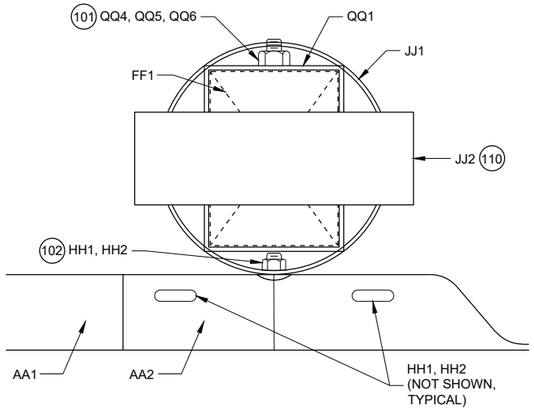
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



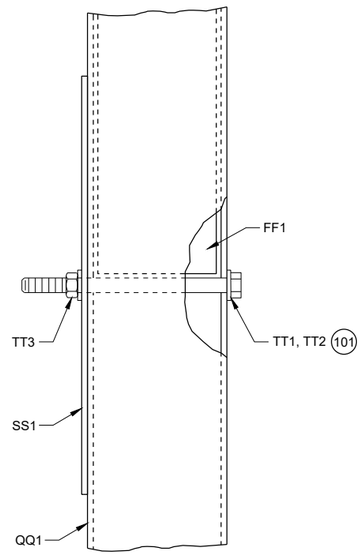
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

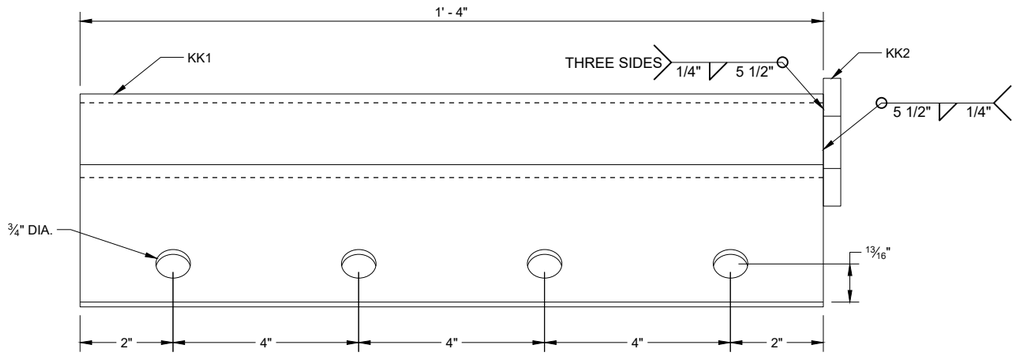
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

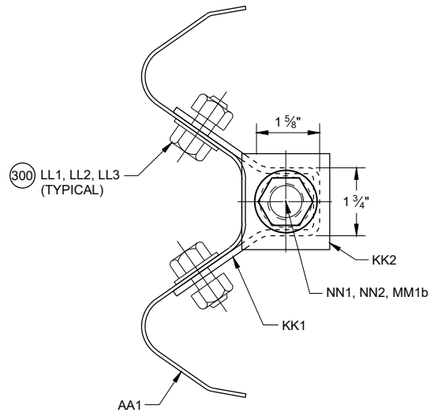
6

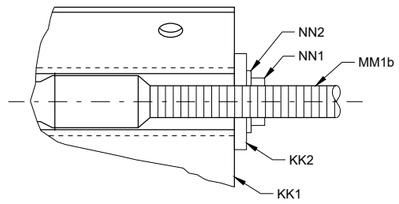
SDD 14B53 - 02c

GENERAL NOTES

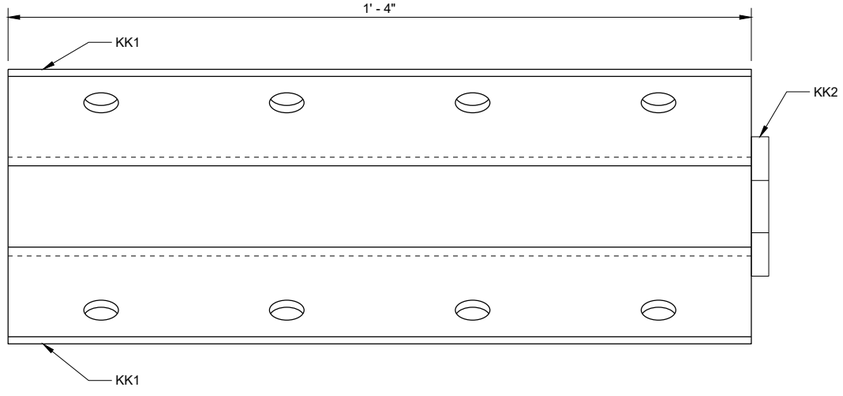
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

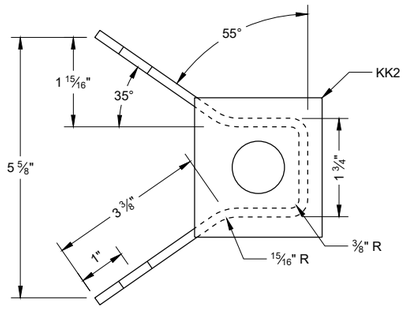




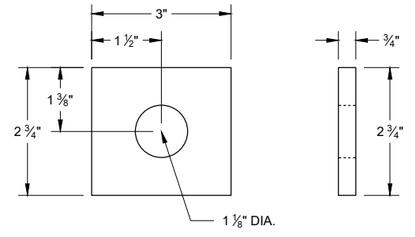


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
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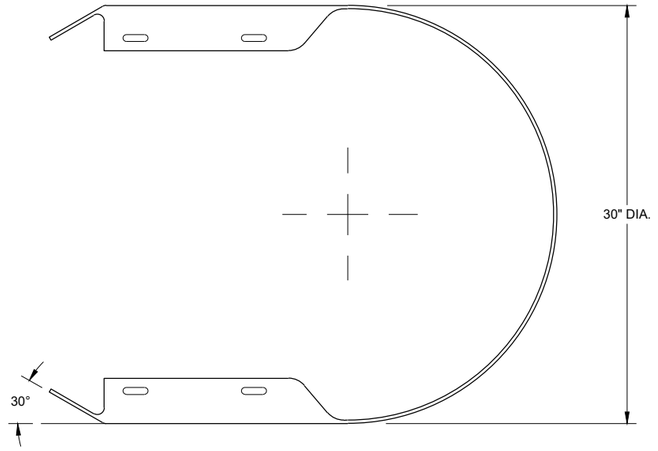
SDD 14B53 - 02d

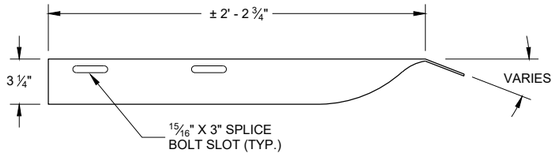
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

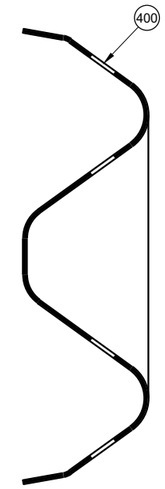
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



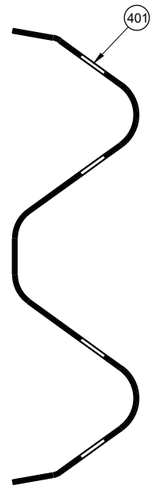
TOP VIEW



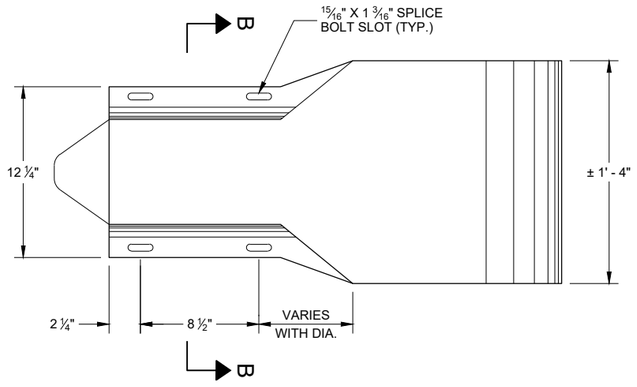
TOP VIEW



SECTION B -B

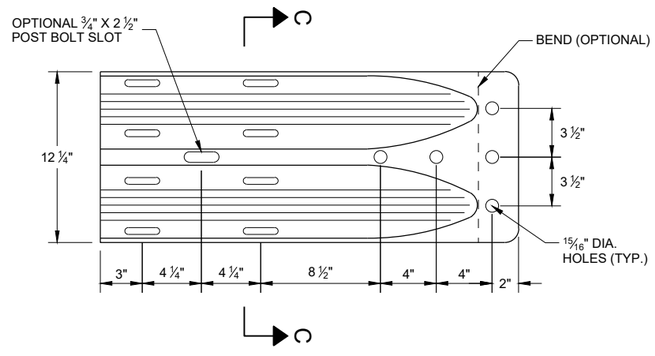


SECTION C -C



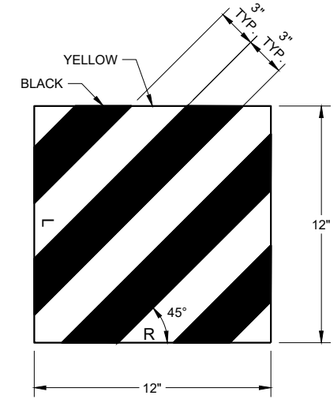
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)



REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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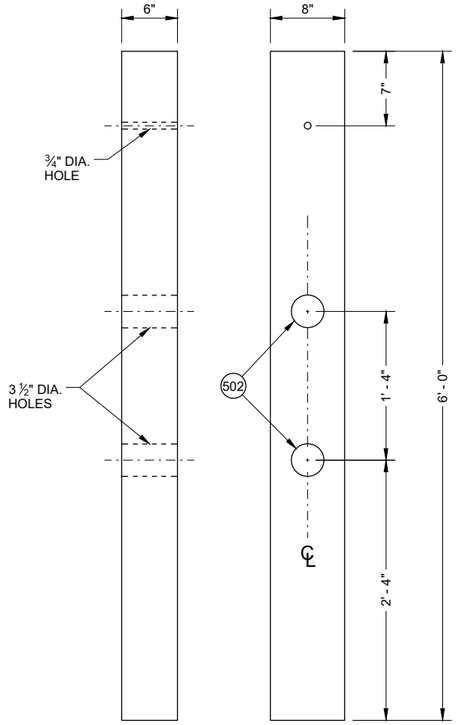
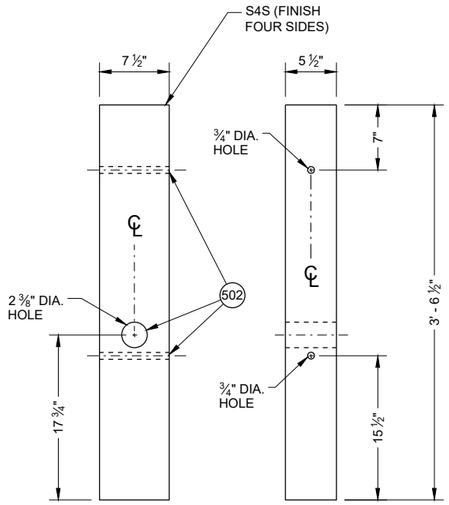
SDD 14B53 - 02e



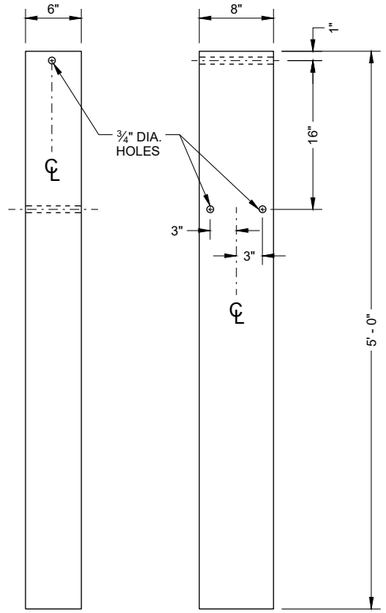
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

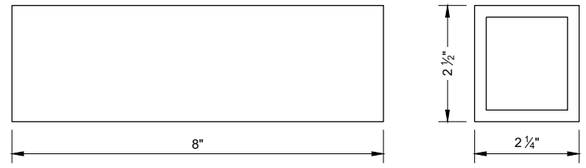
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

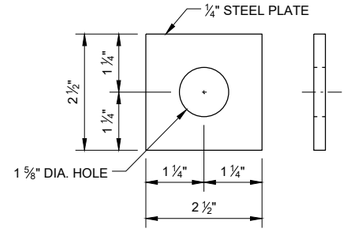
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

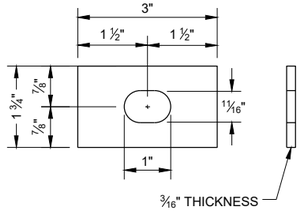
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



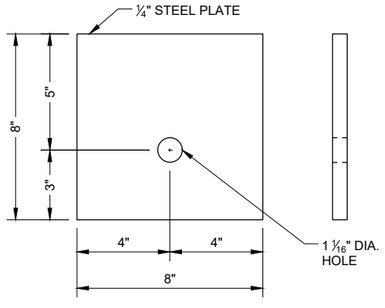
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



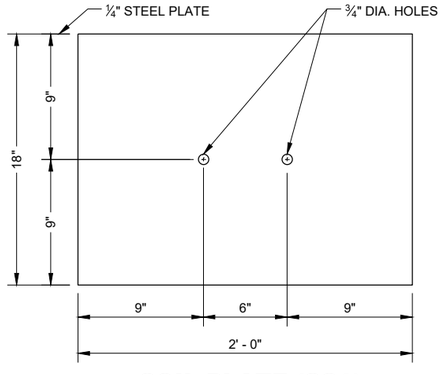
ANCHOR CABLE TUBE END PLATE (QQ3)



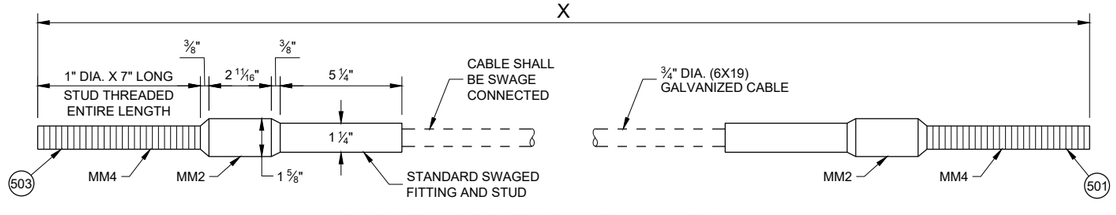
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
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SDD 14B53 - 02f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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DEPARTMENT OF TRANSPORTATION

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SDD 14B53 - 02g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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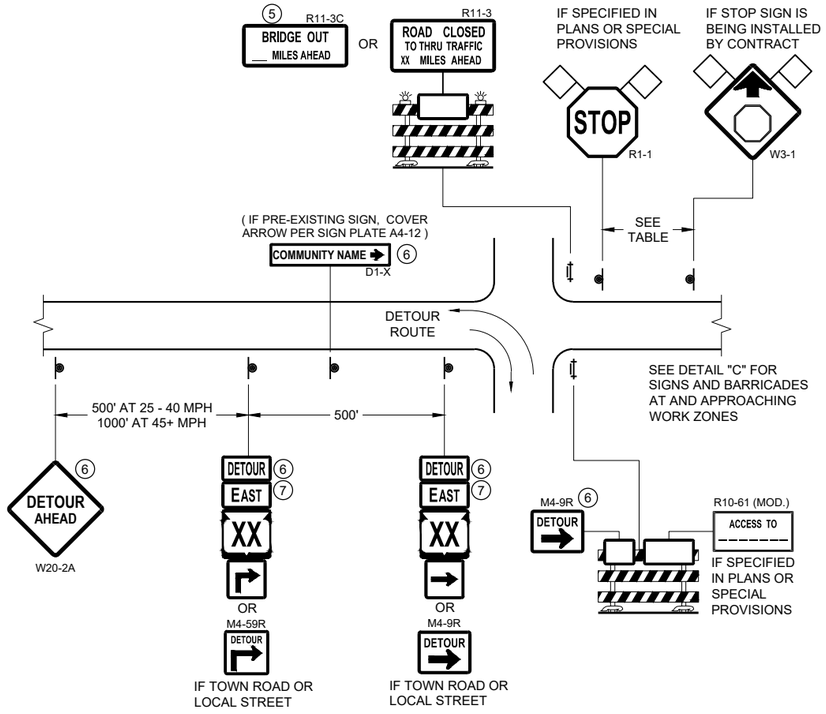
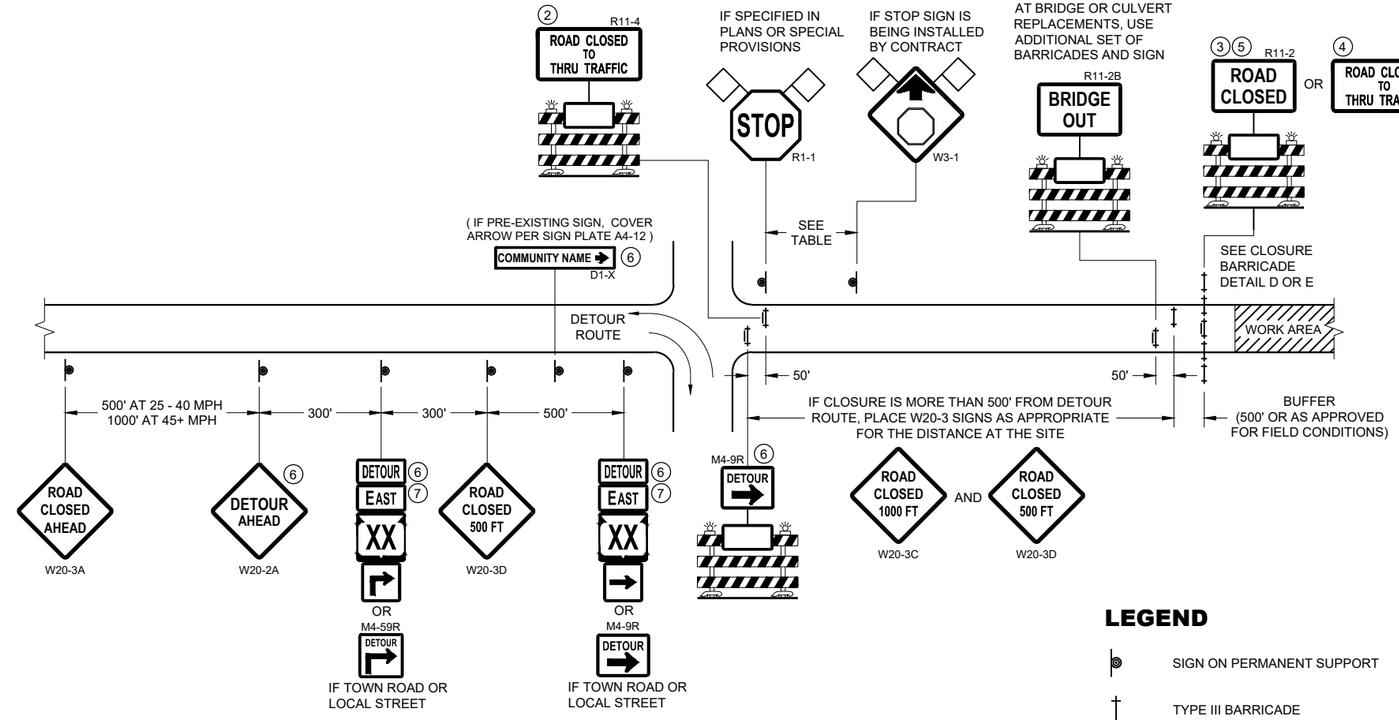
SDD 14B53 - 02i



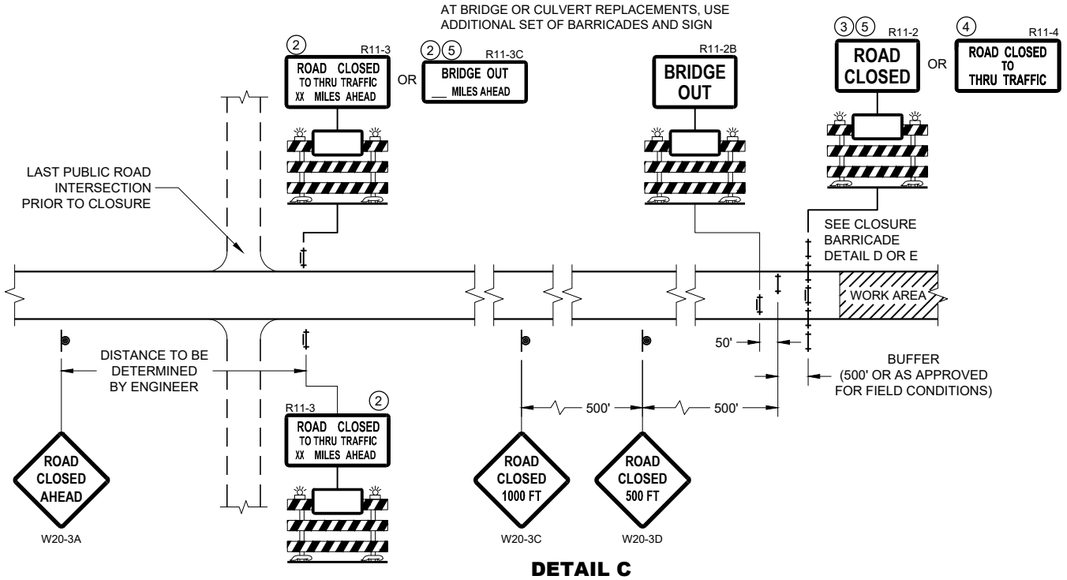
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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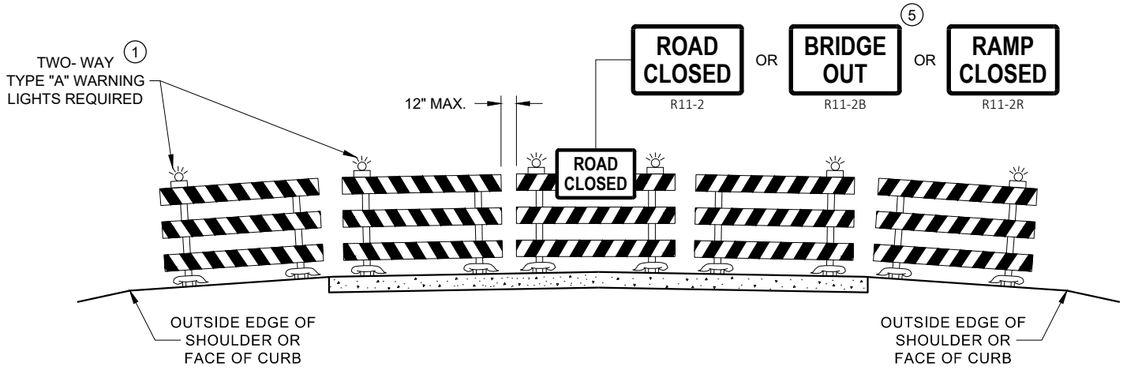
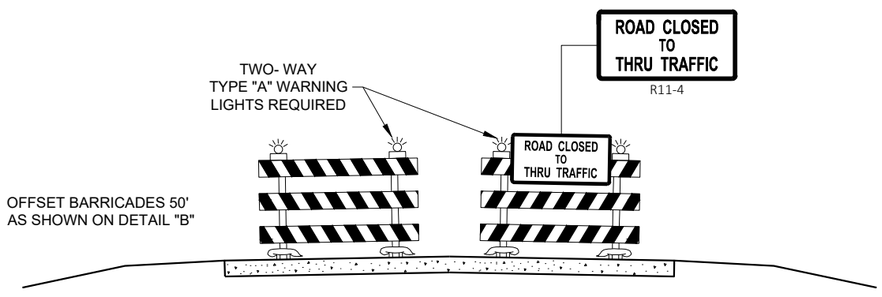
SDD 15C02 - 09a

SDD 15C02 - 09a



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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

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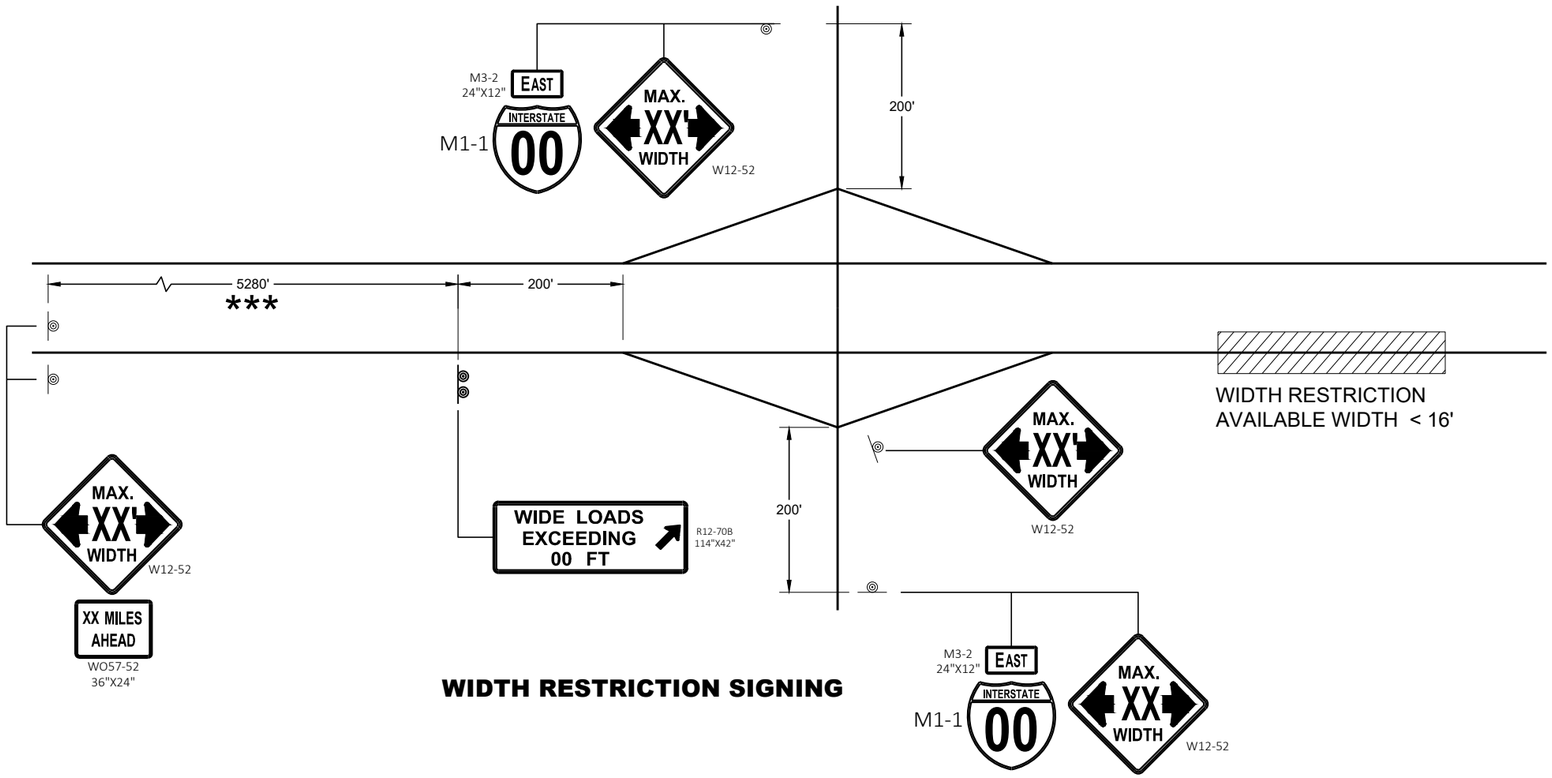
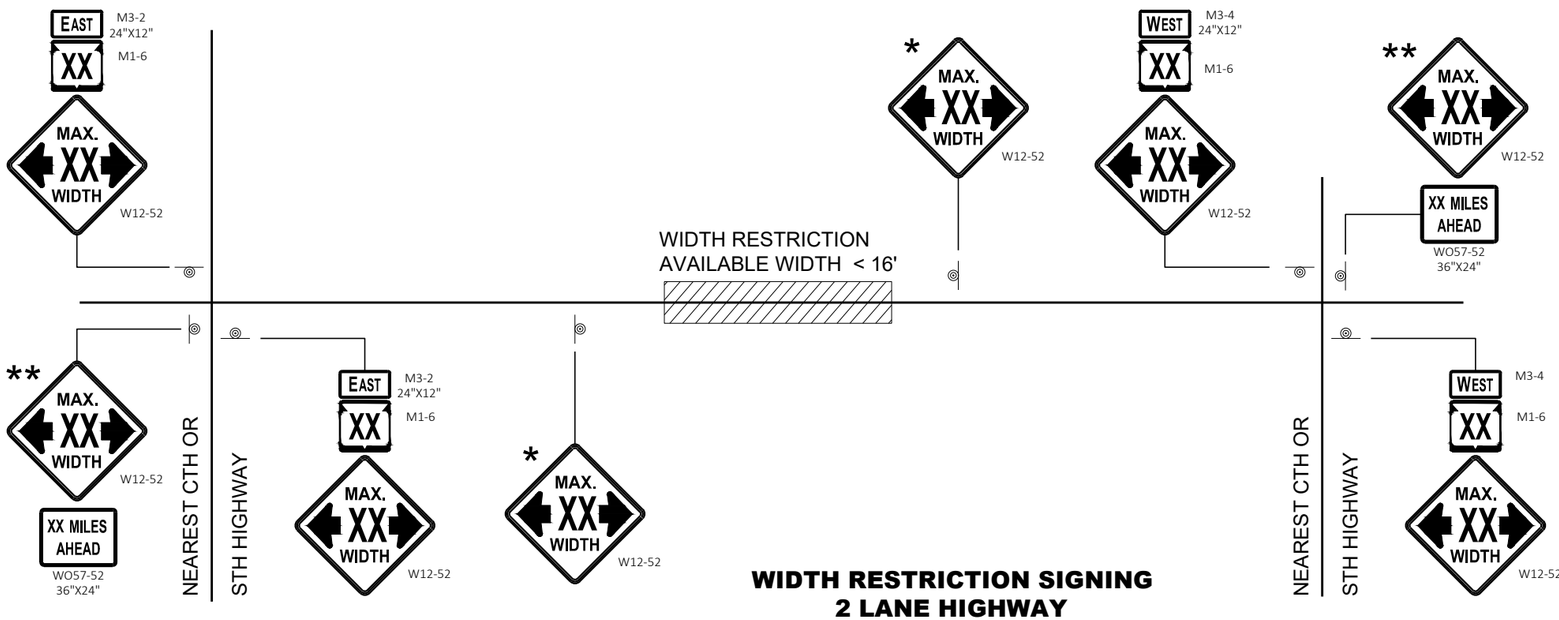
SDD 15C02 - 09b



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

THE SPACING BETWEEN 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.

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

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SDD 15C02 - 09f

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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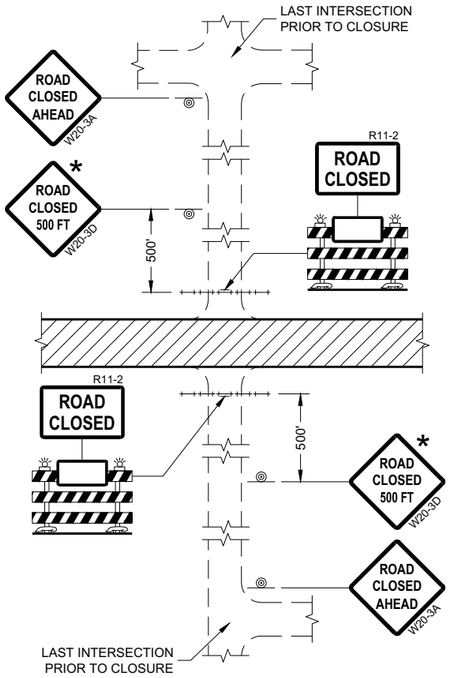
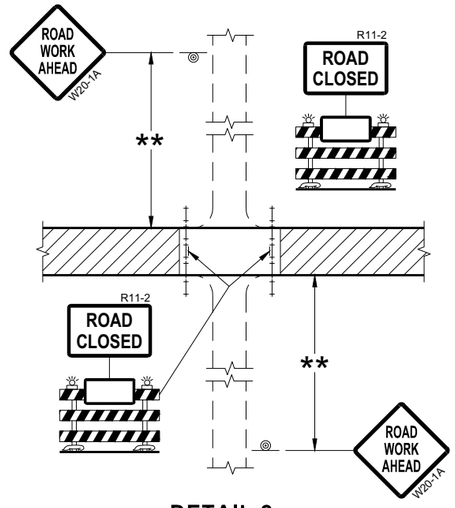
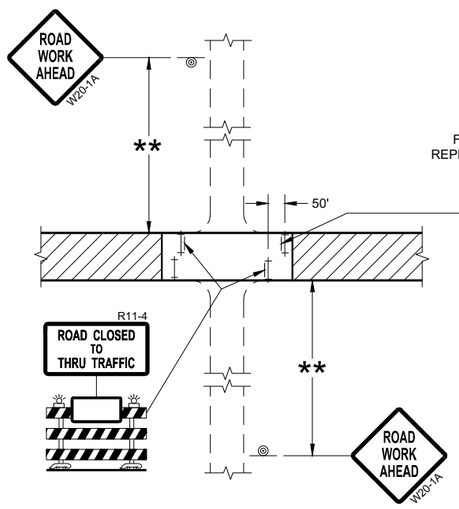


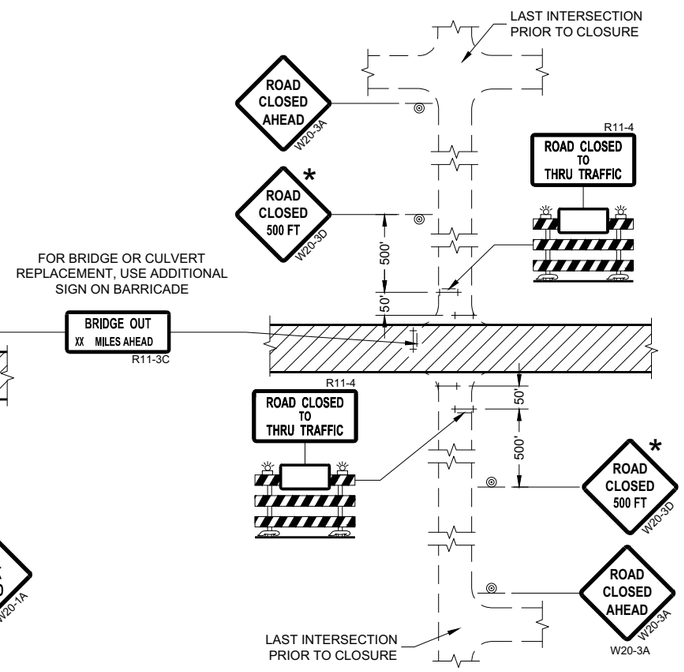
DETAIL 1
(NO ACCESS TO PROJECT)



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

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SDD 15C03 - 05

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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.

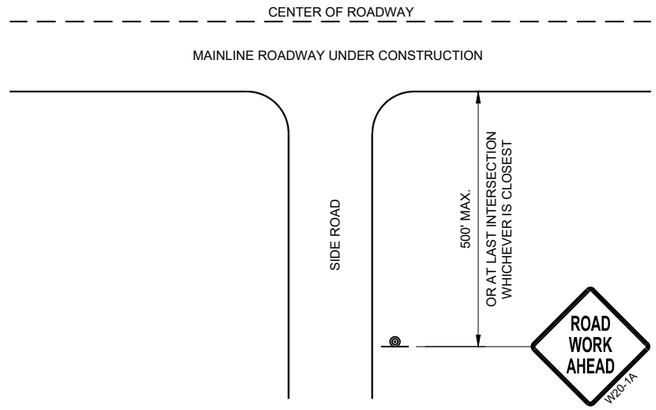
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



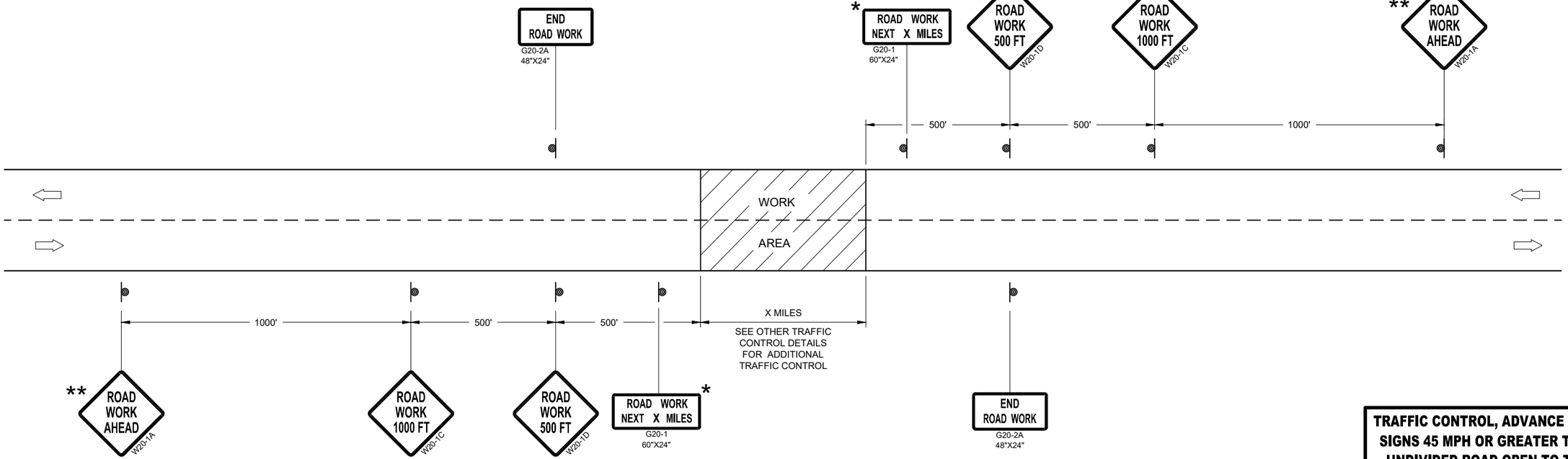
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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.

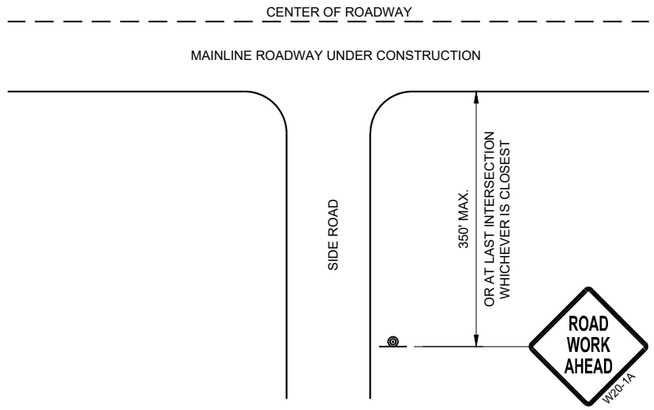
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

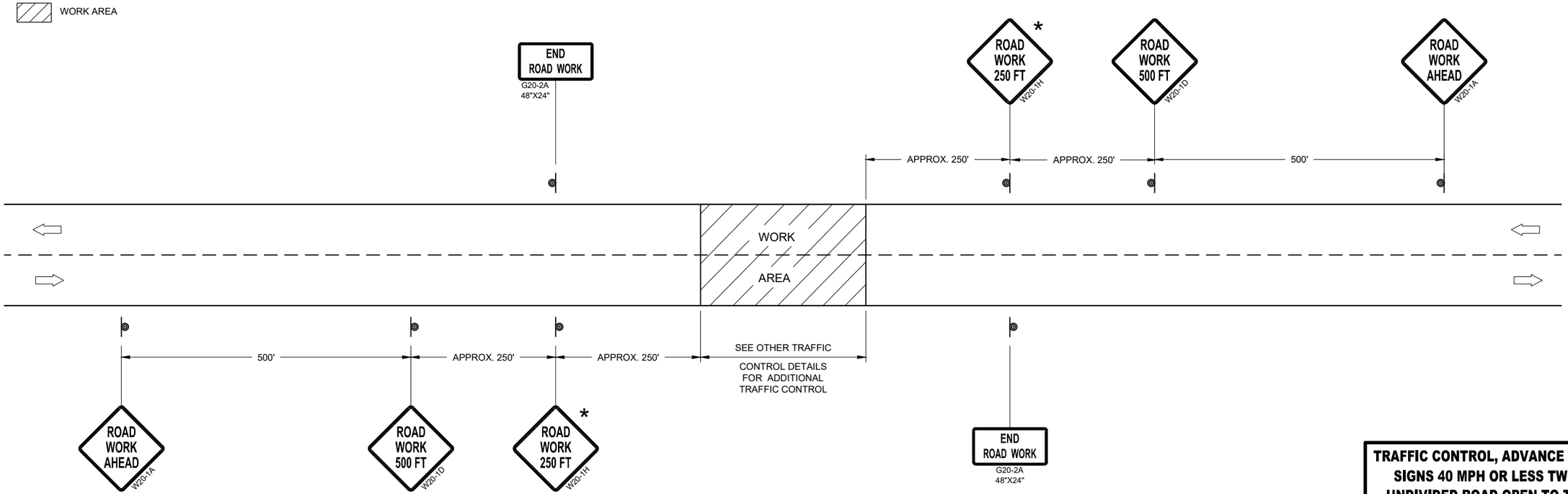
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



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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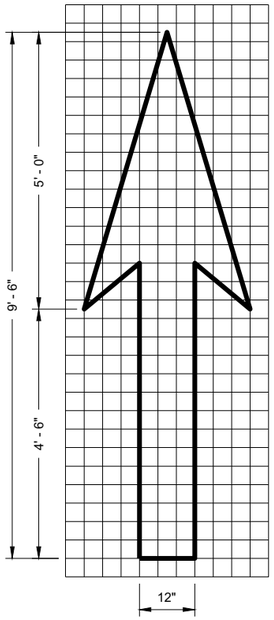
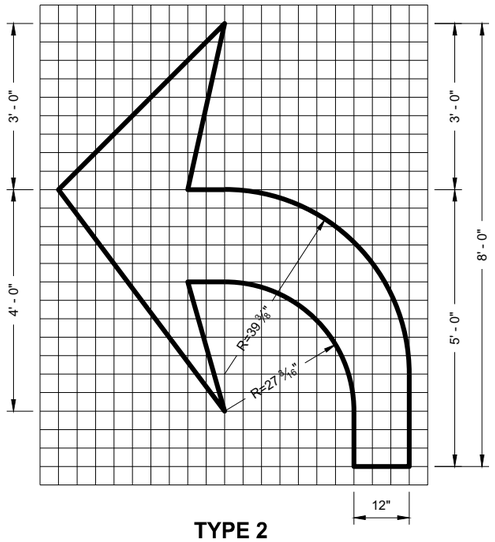
SDD 15C05 - 05

GENERAL NOTES

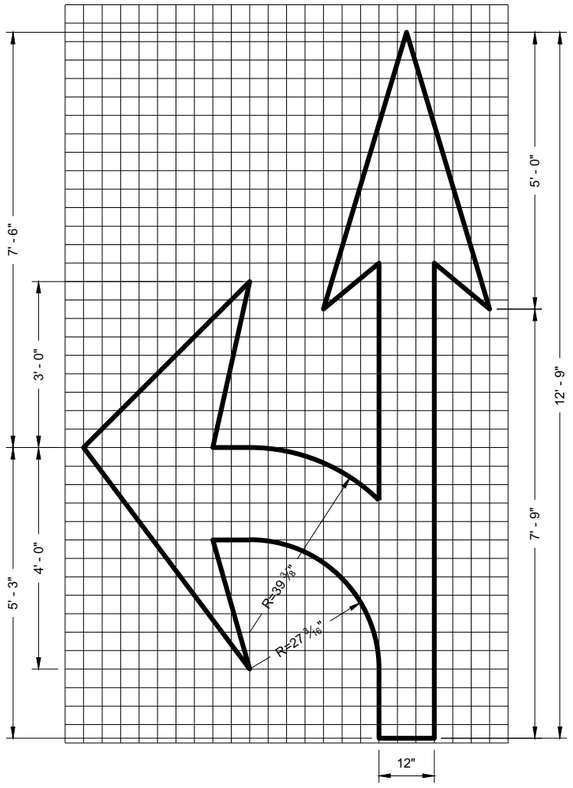
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



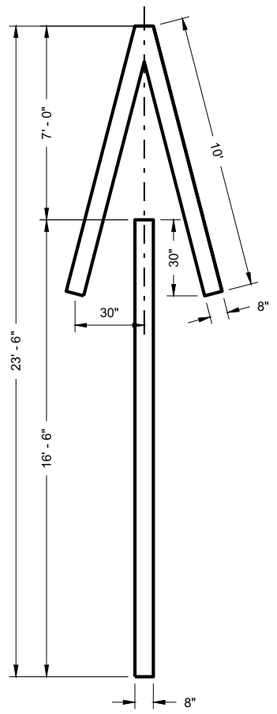
TYPE 1



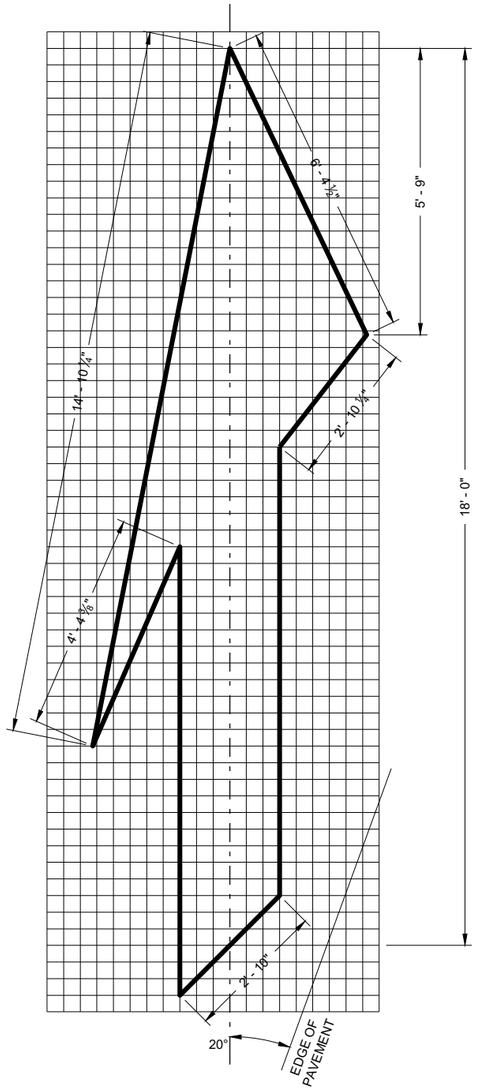
TYPE 2



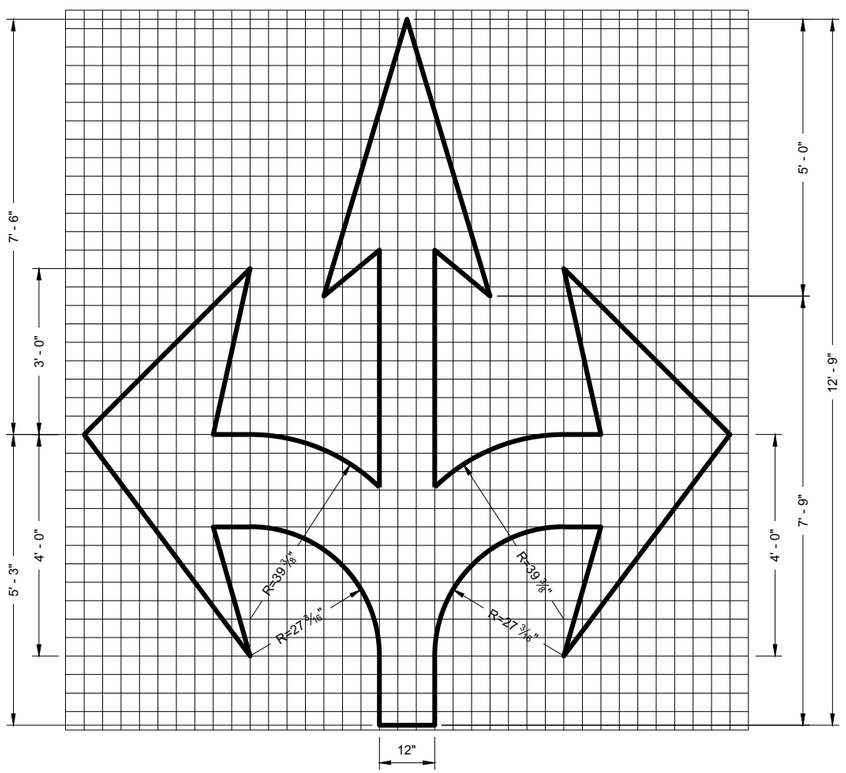
TYPE 3



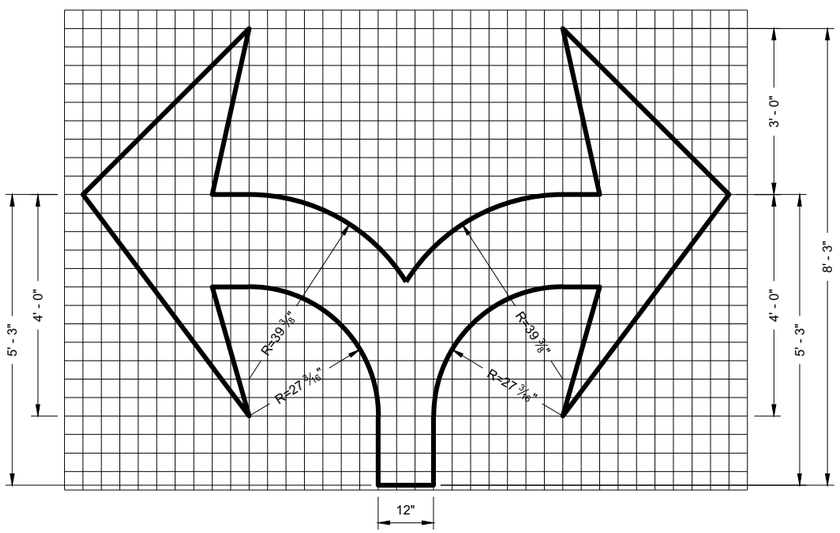
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C07 - 15c

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SDD 15C07 - 15c

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

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

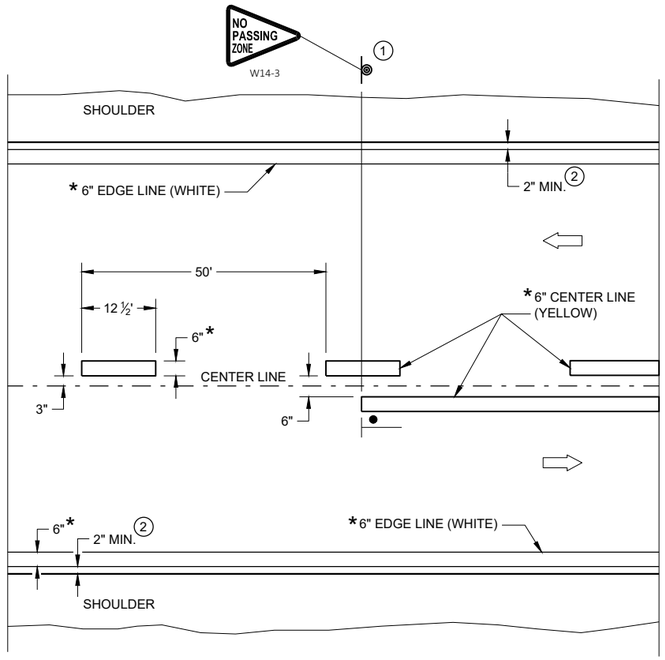
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

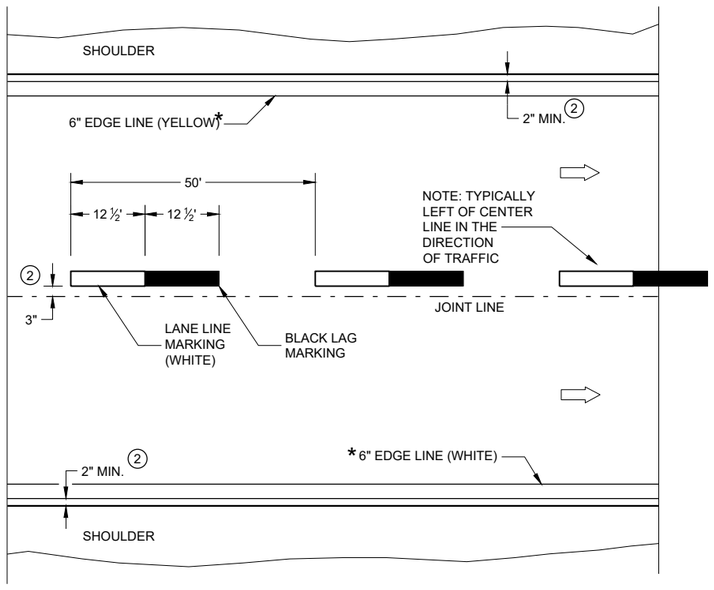
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

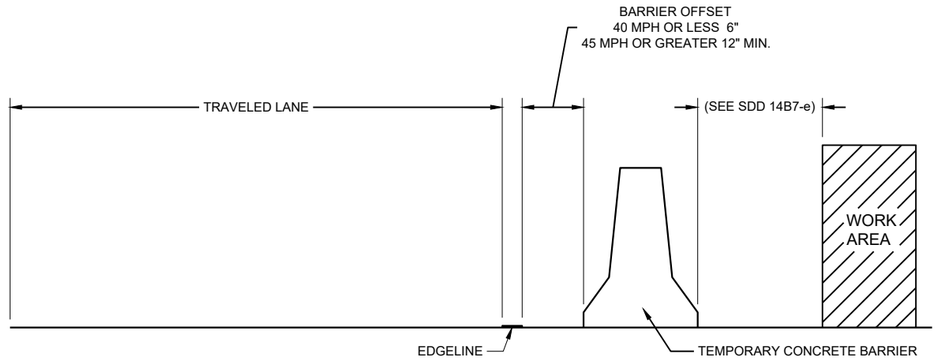
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

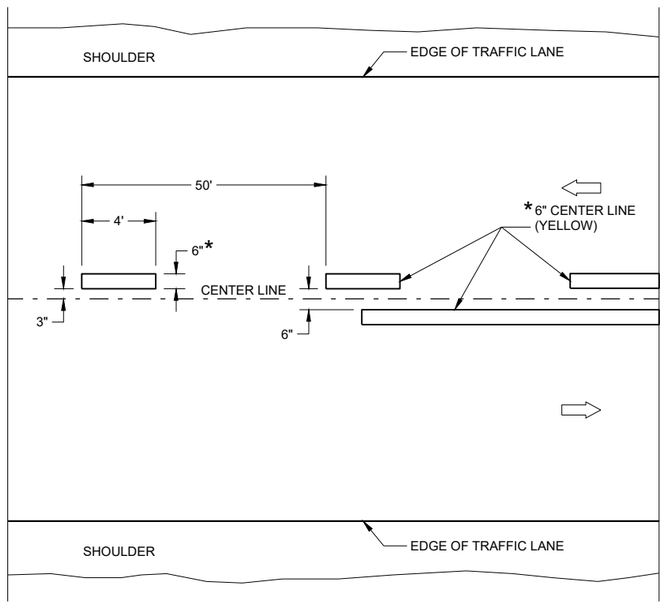
GENERAL NOTES

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

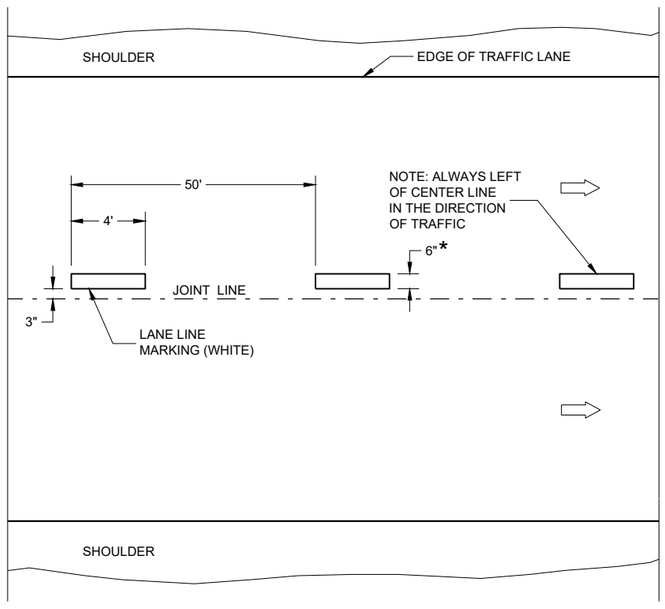
LEGEND

⇨ DIRECTION OF TRAFFIC

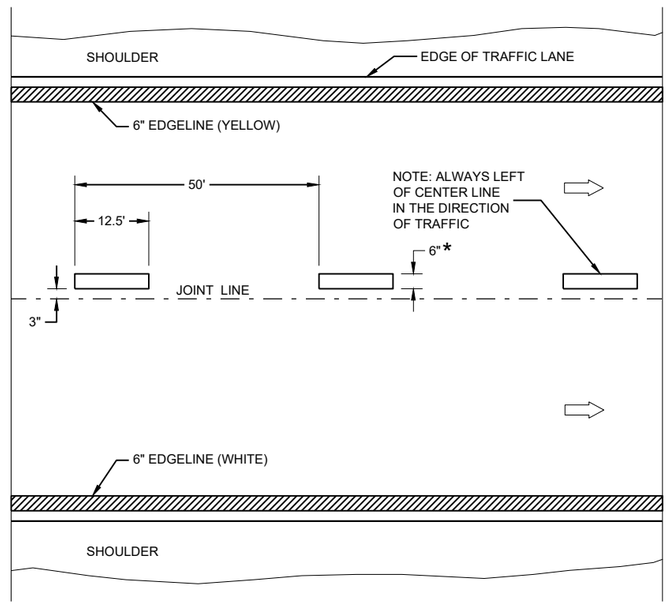
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

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SDD 15C08-23b

6

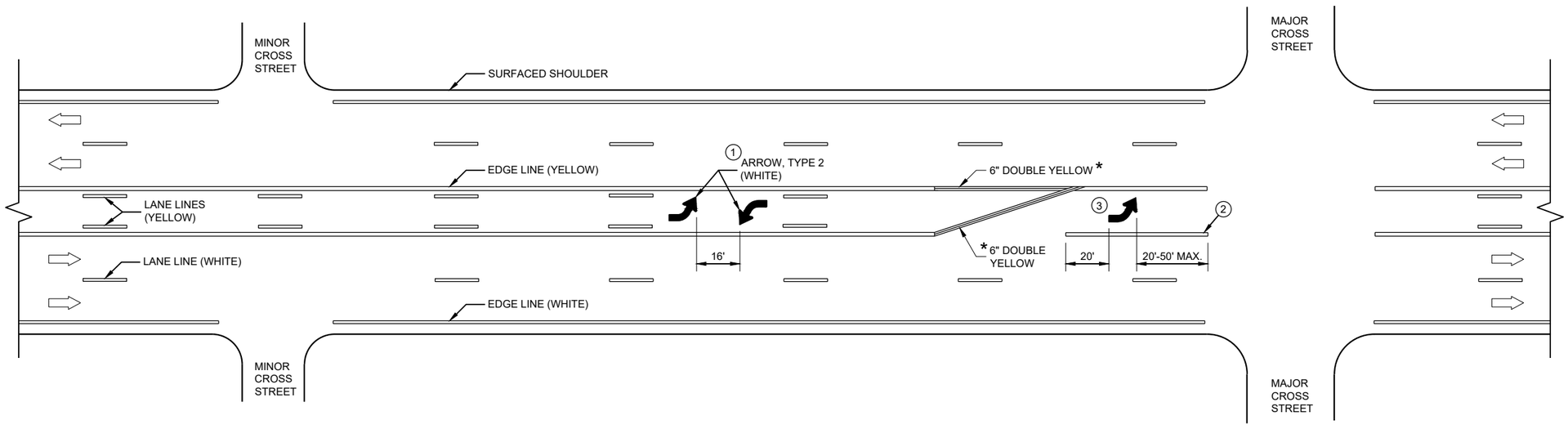
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

6

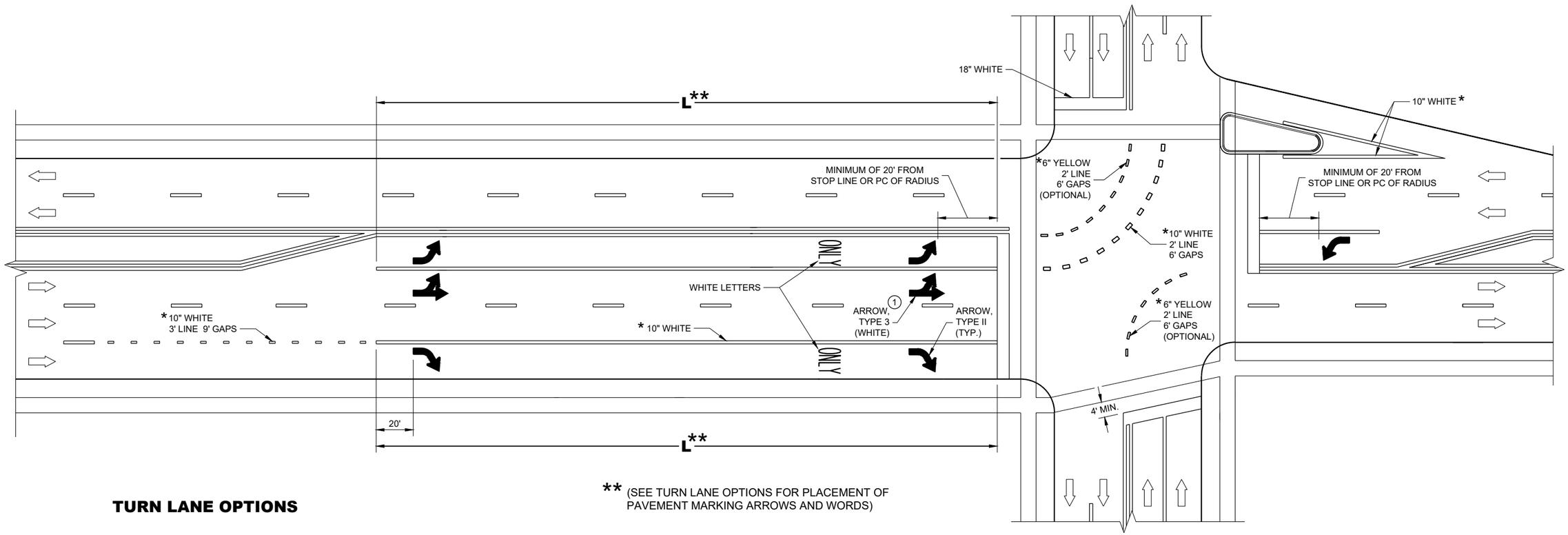
SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 226

6

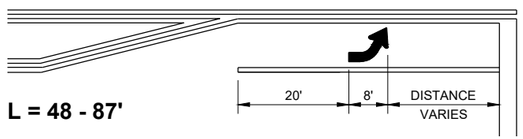
SDD 15C08-23c



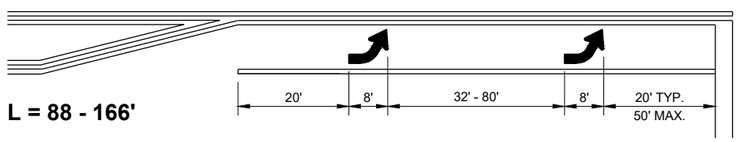
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

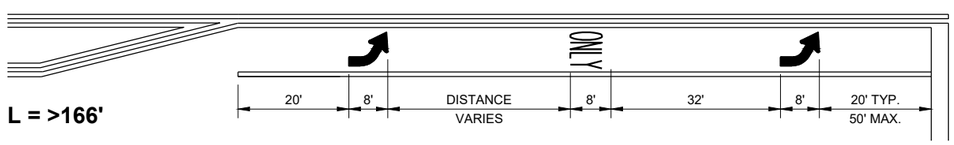
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

(1) QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

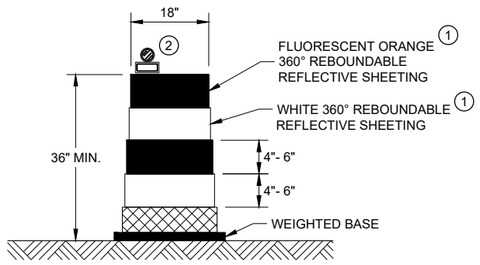
6

SDD 15C08-23d

SDD 15C08-23d

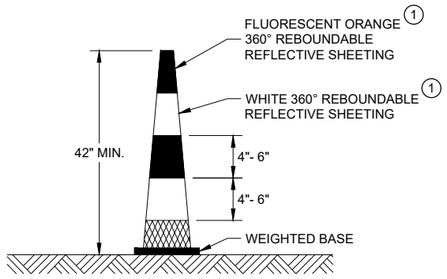
GENERAL NOTES

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



DRUM

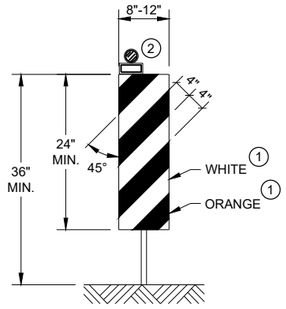
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

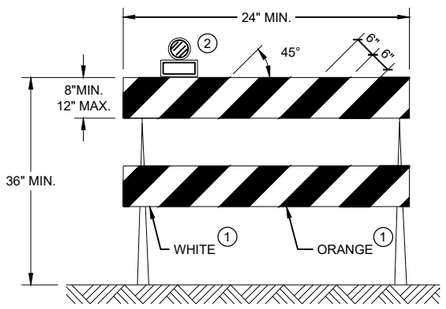
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



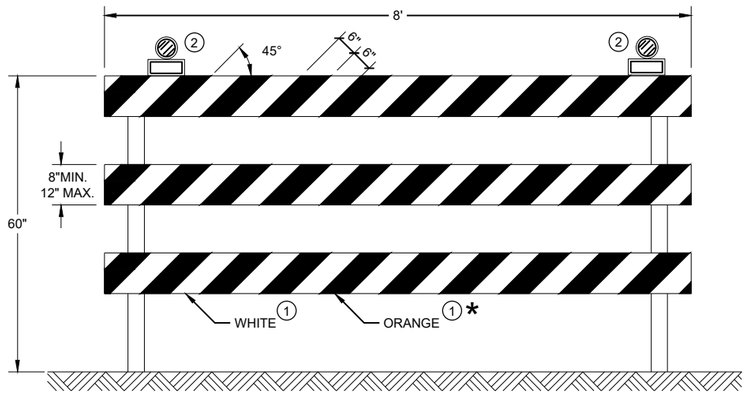
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b

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SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

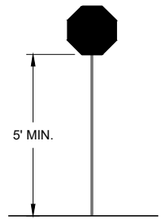
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



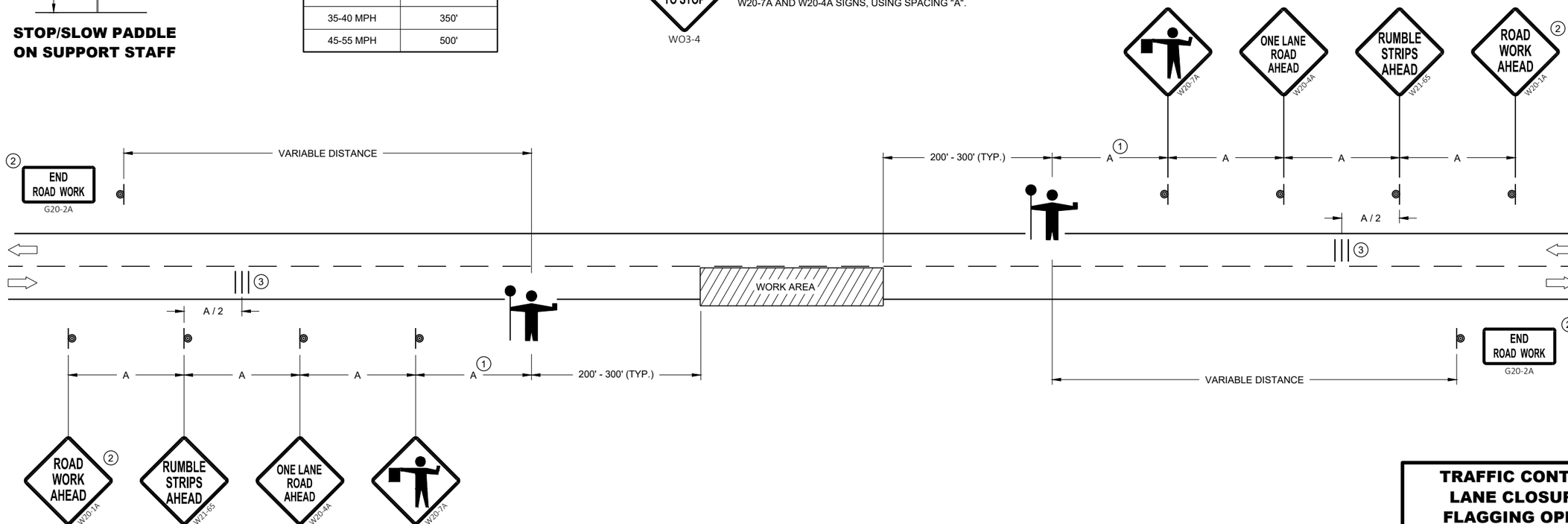
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 09a

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SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

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

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, 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.

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.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

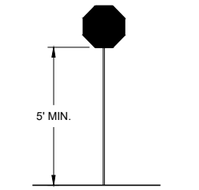
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

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.

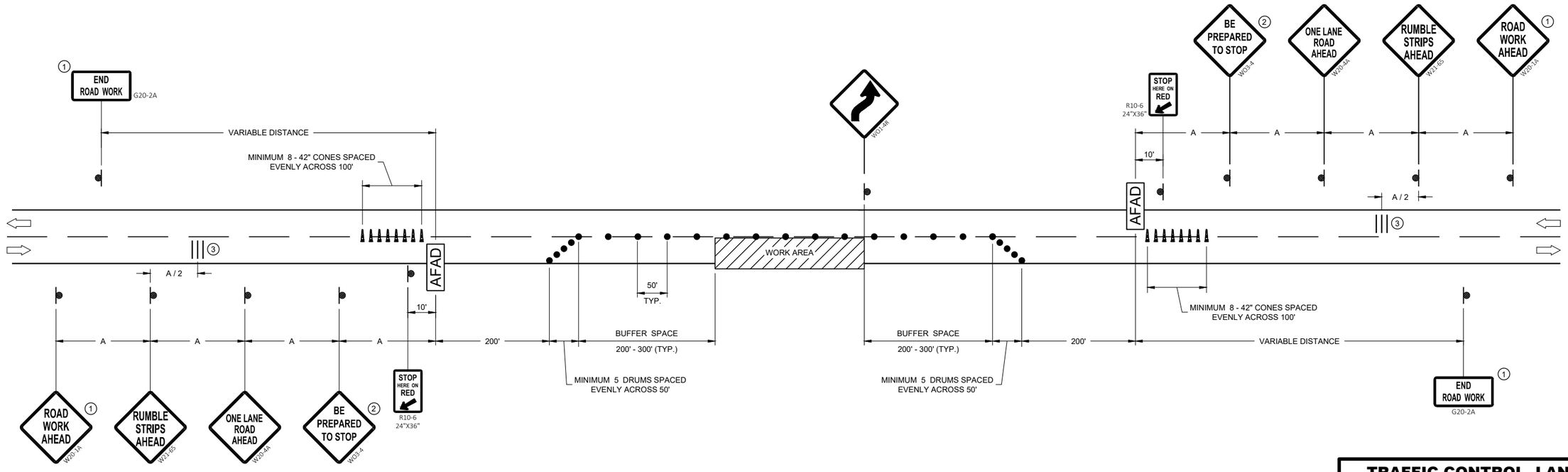
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



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'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C12 - 09b

SDD 15C12 - 09b

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.

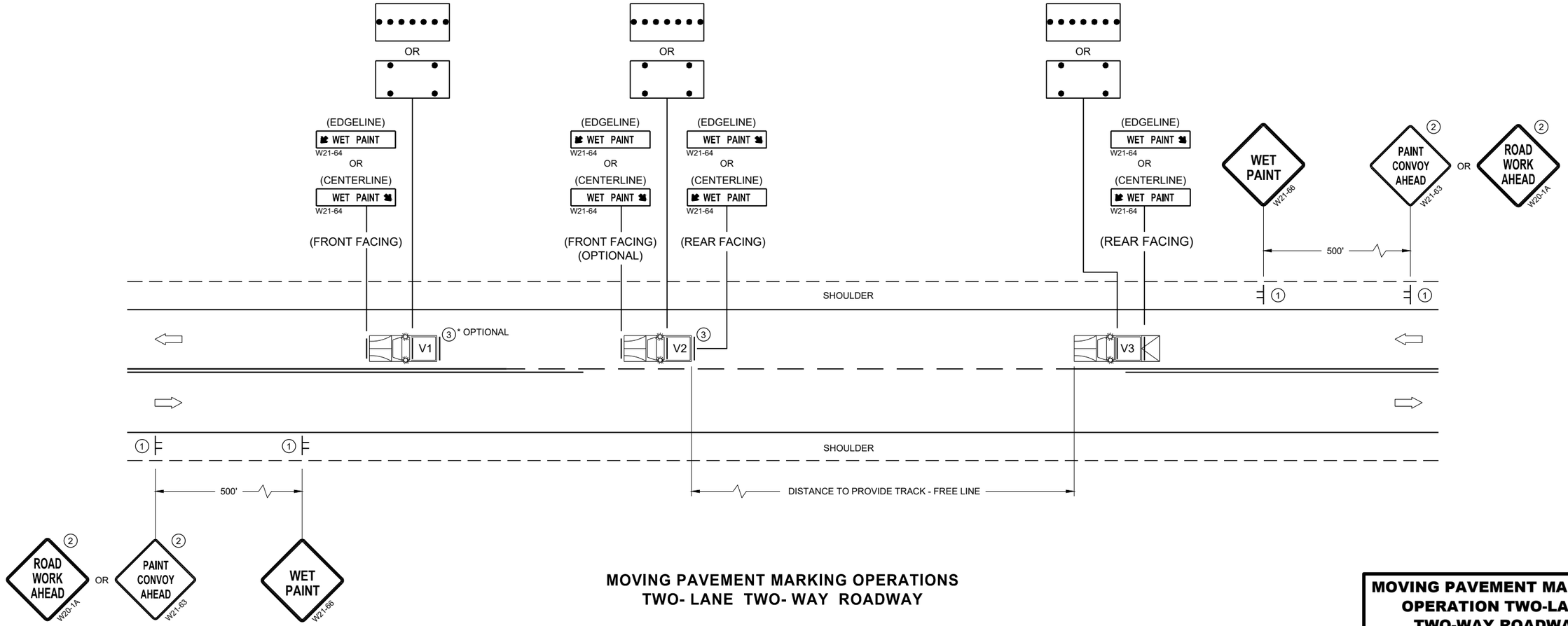
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

6

SDD 15C19-08a

6

SDD 15C19-08a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

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. 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.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

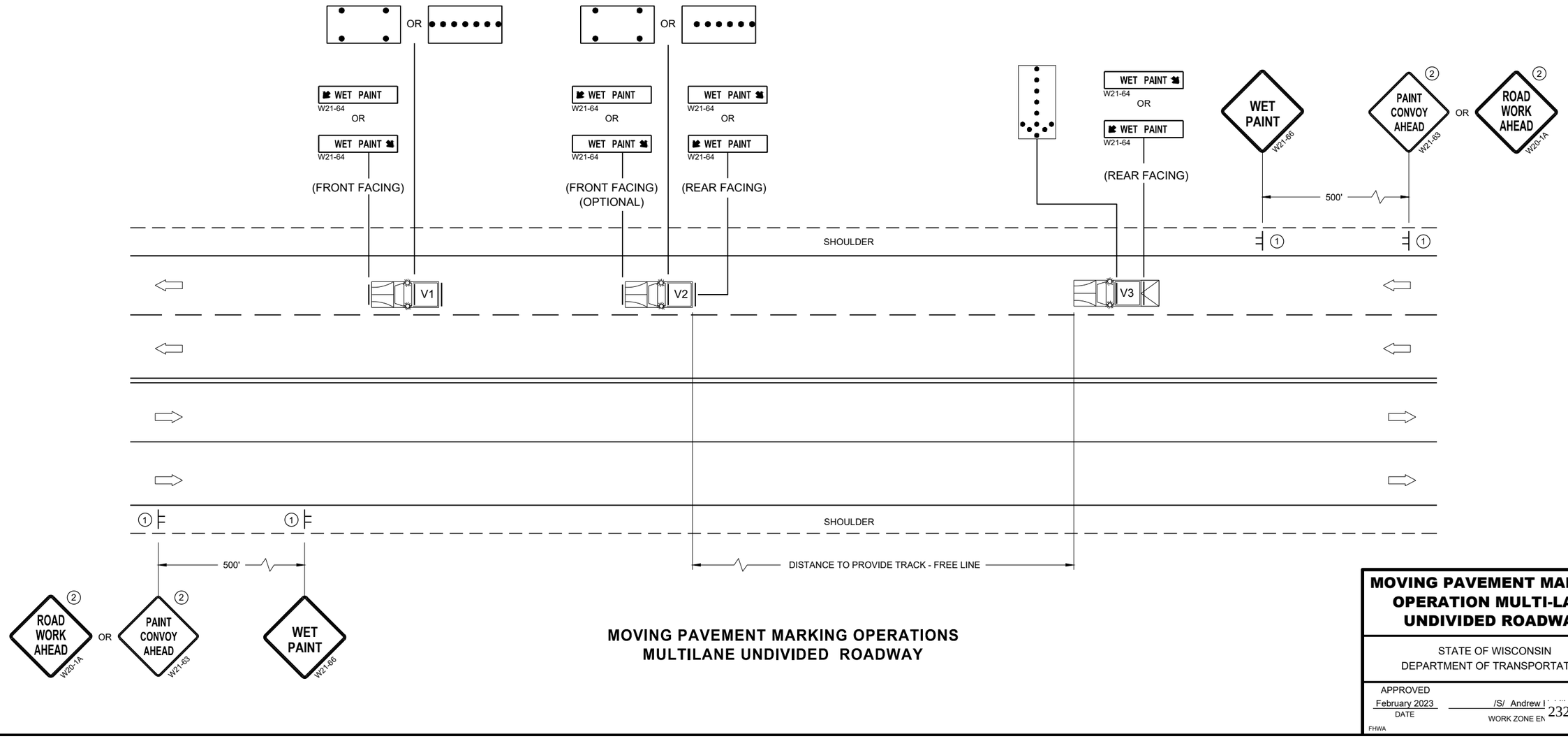
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES 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 HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(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.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I...
WORK ZONE EN

FHWA

6

SDD 15C19-08b

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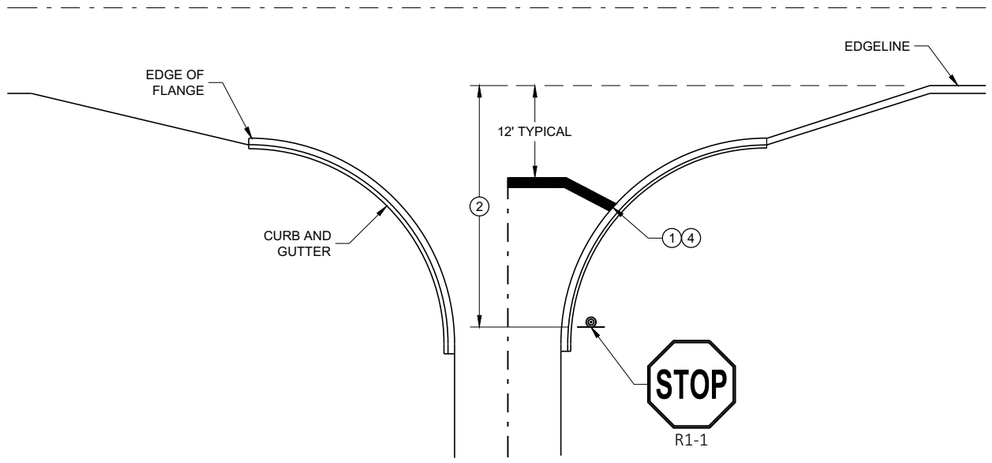
SDD 15C19-08b

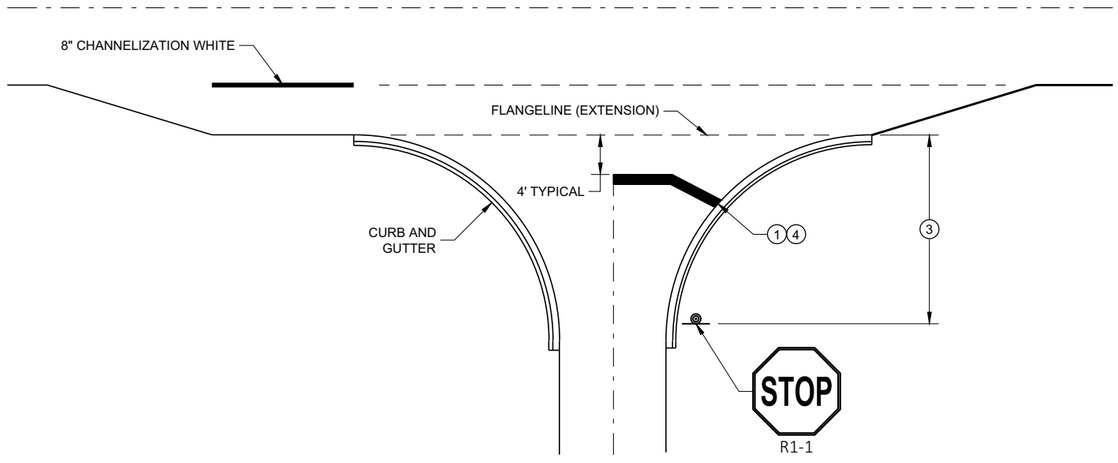
GENERAL NOTES

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

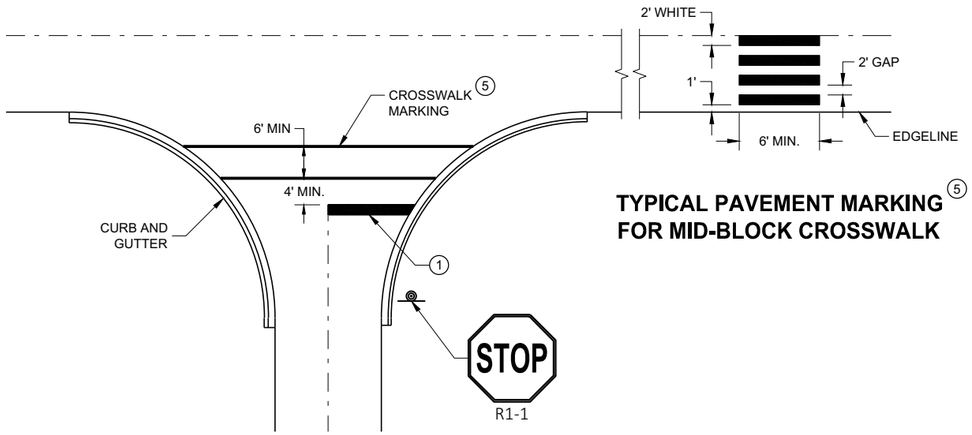
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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

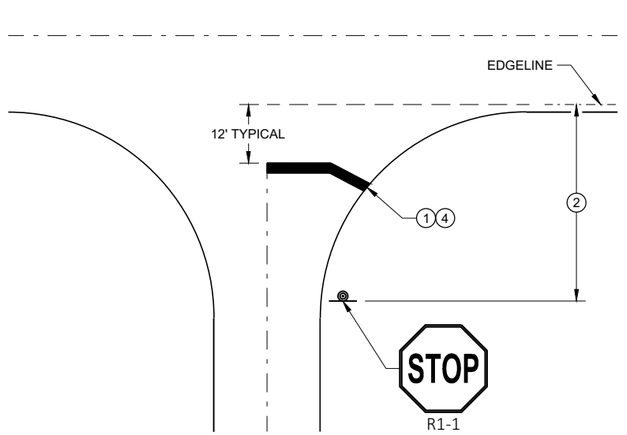


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING 5 FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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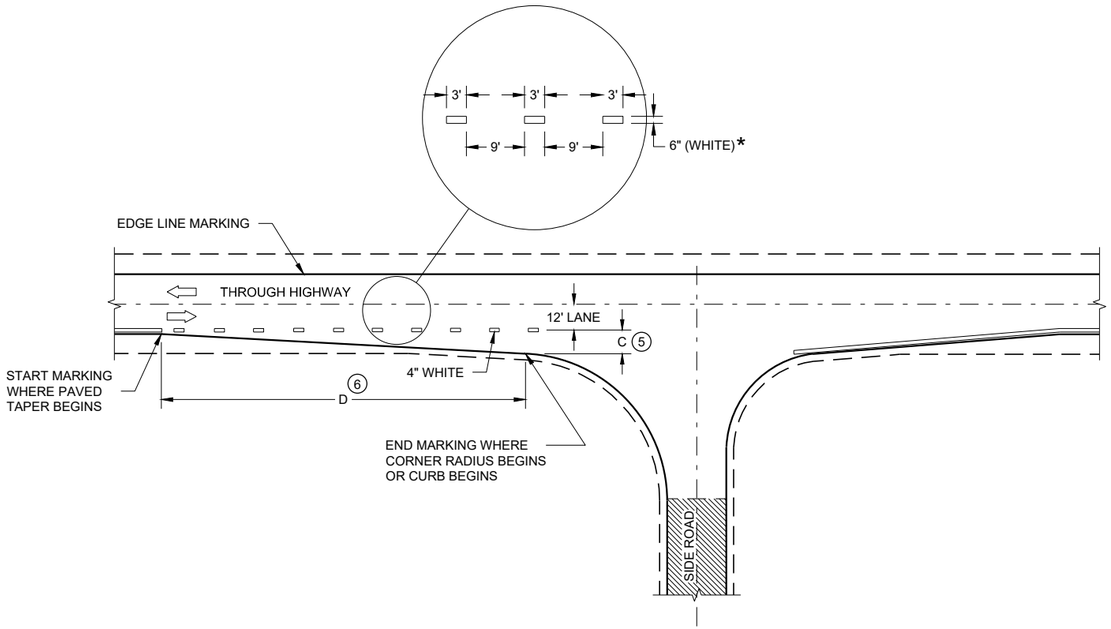
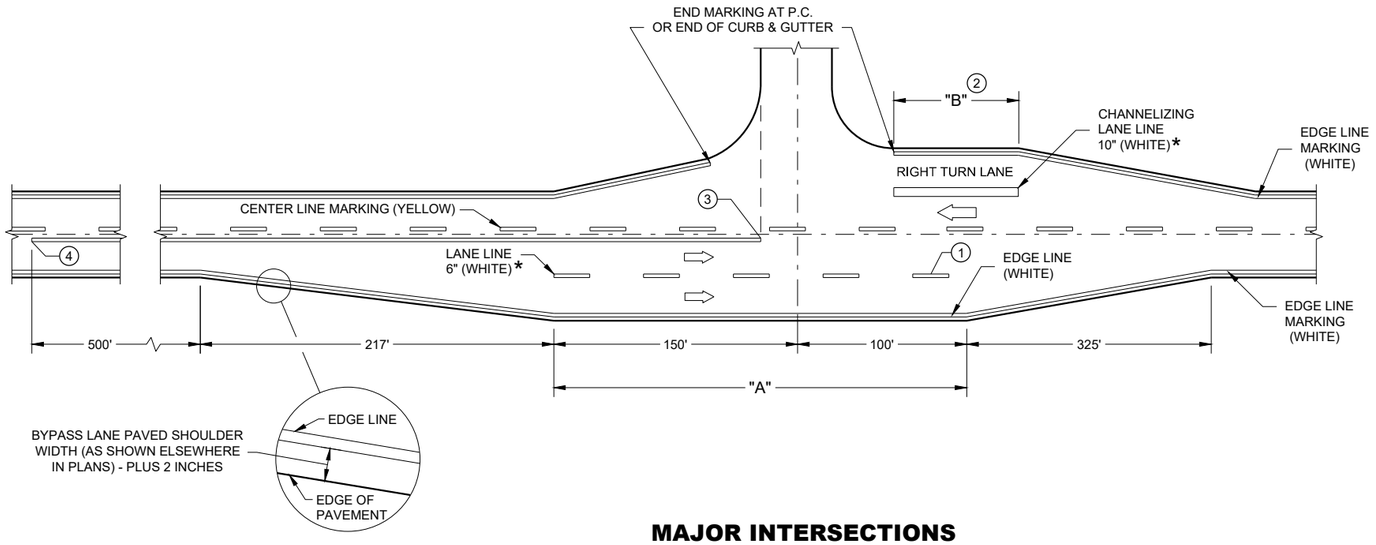
SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

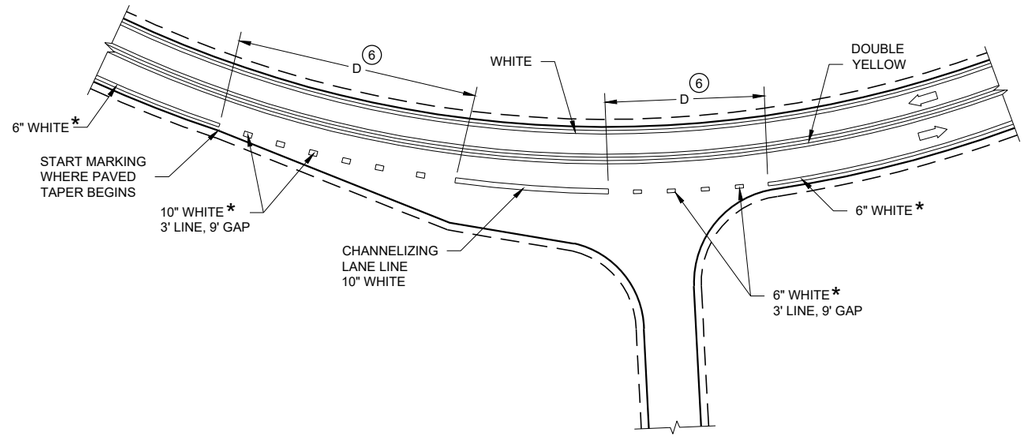
GENERAL NOTES

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

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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

SDD 15C35-06a

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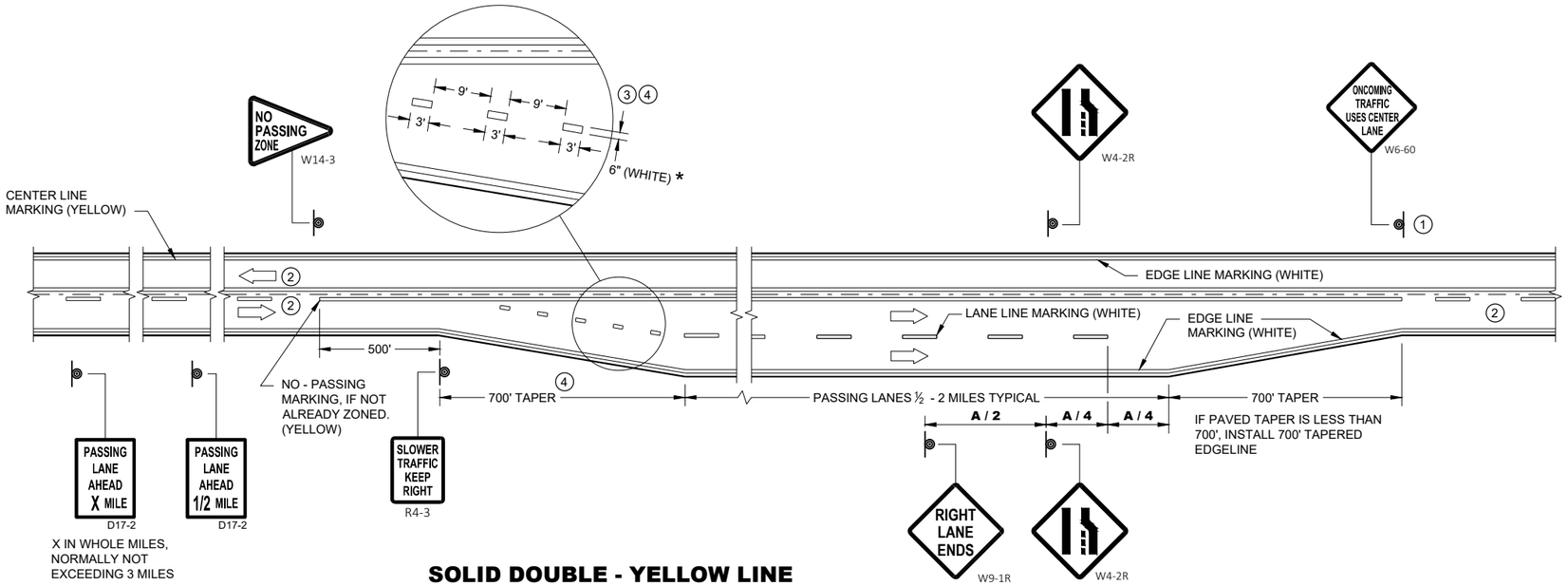


X IN WHOLE MILES, NORMALLY NOT EXCEEDING 3 MILES

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

GENERAL NOTES

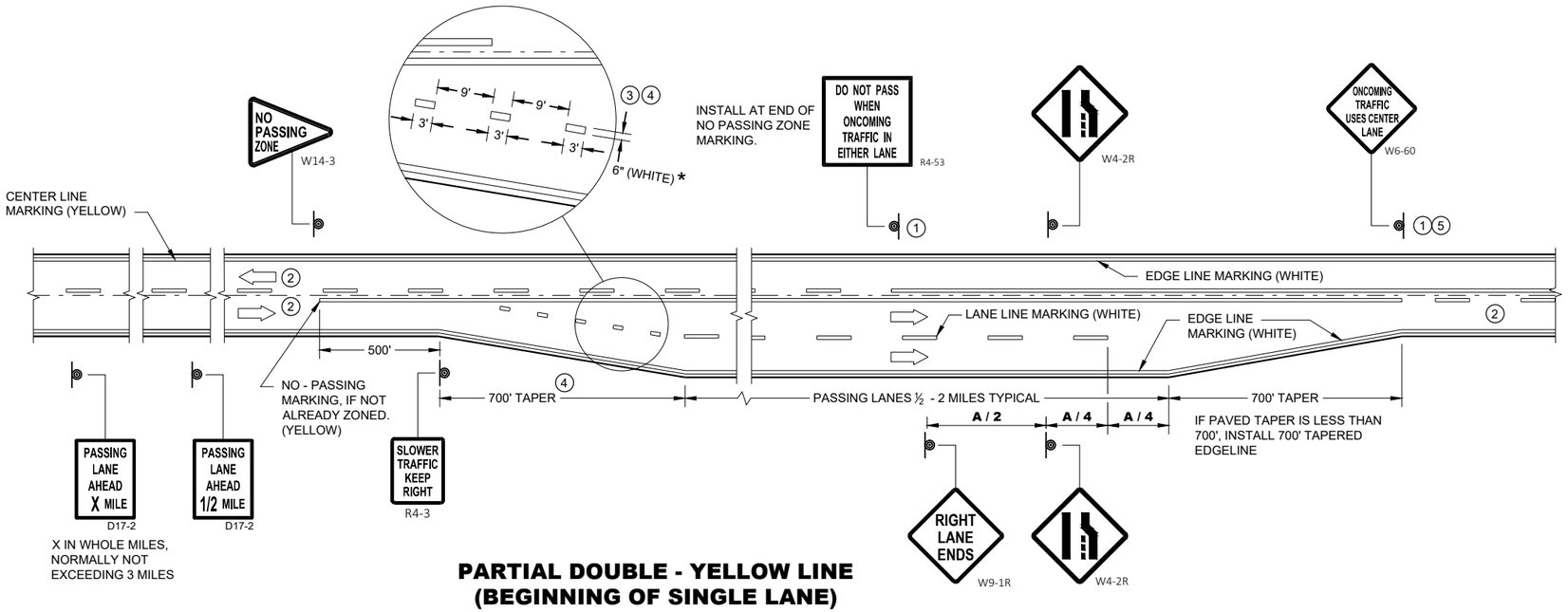
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE -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

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

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

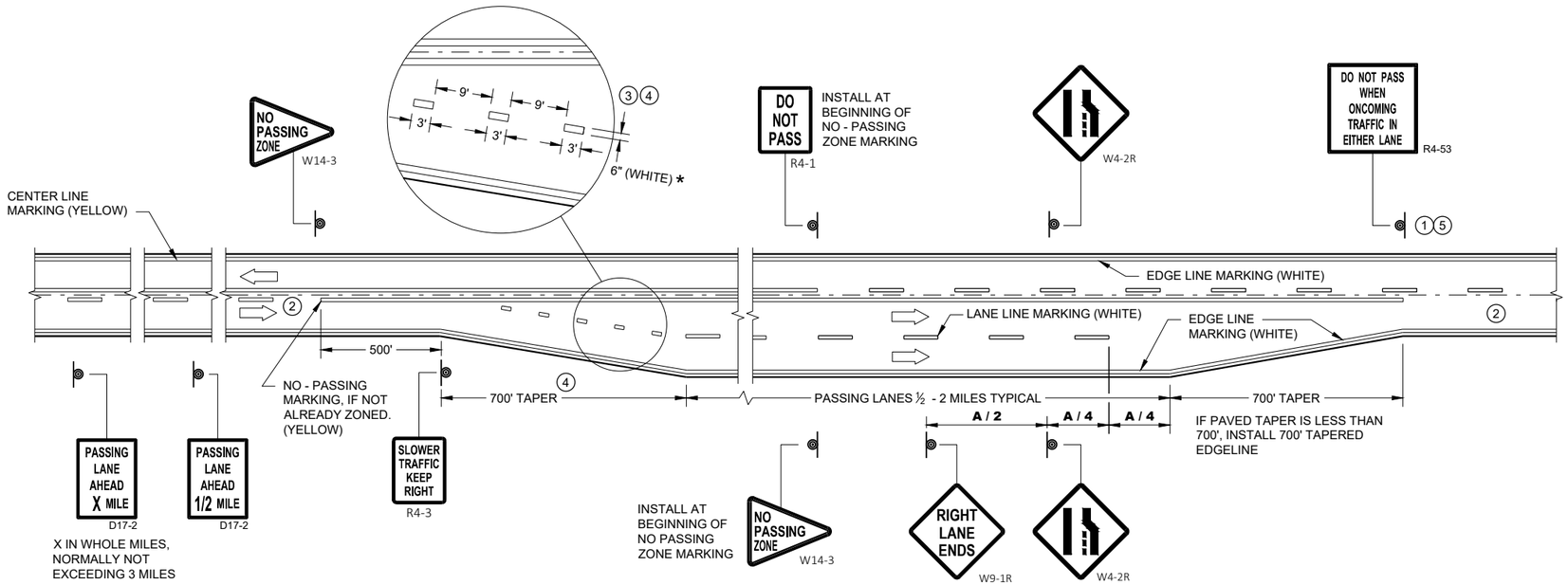
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



X IN WHOLE MILES, NORMALLY NOT EXCEEDING 3 MILES

PARTIAL DOUBLE - YELLOW LINE
(BEGINNING OF SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)



SOLID DOUBLE - YELLOW LINE
(END OF SINGLE LANE)

GENERAL NOTES

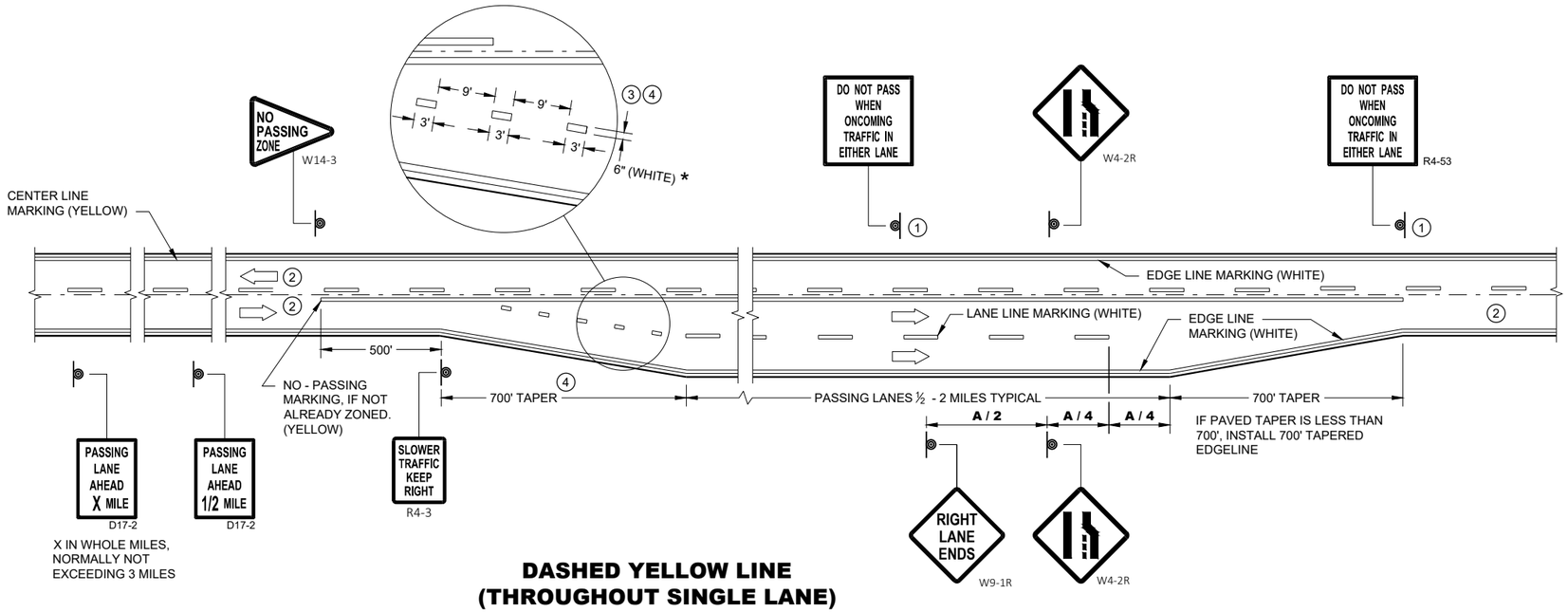
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE -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

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

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

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



DASHED YELLOW LINE
(THROUGHOUT SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

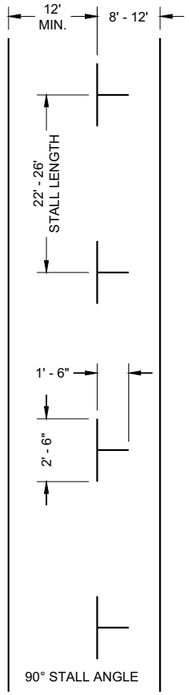
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAI ENGINEER

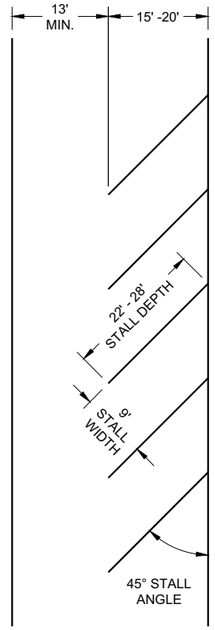
FHWA

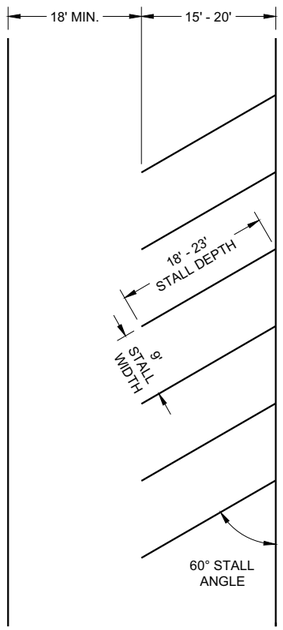
SDD 15C35-06c

SDD 15C35-06c



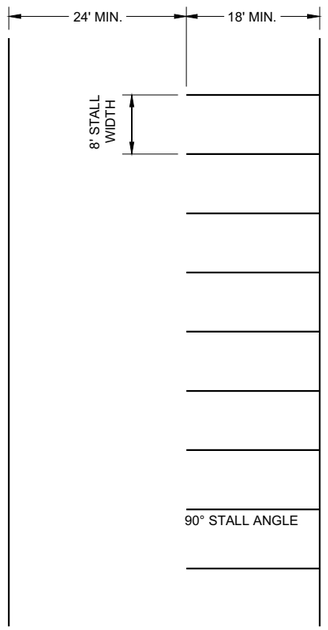
PARALLEL PARKING





ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

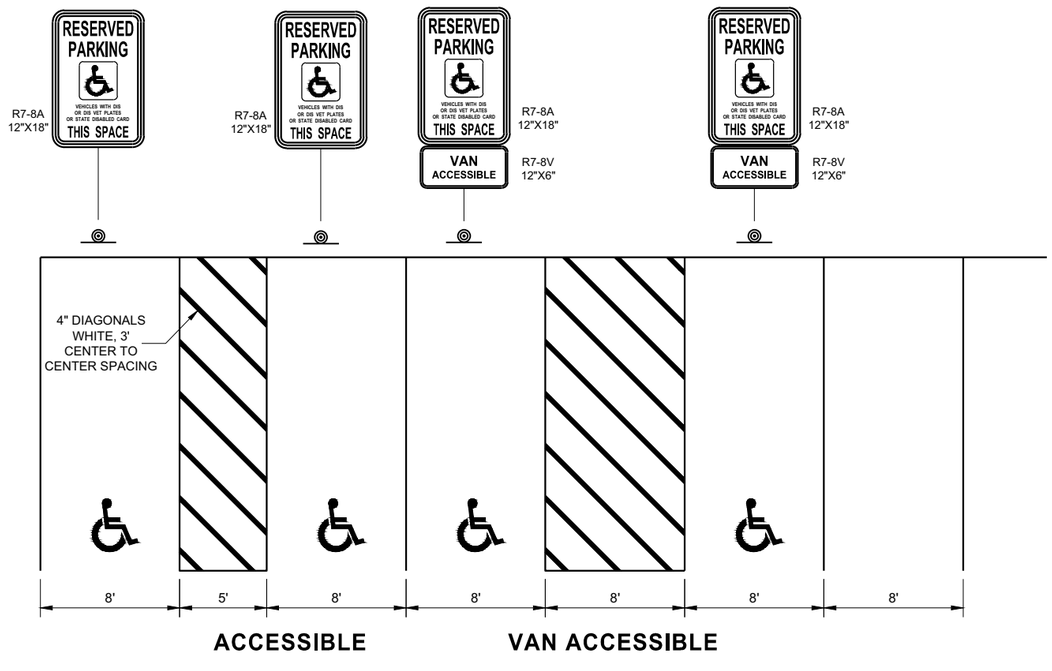
GENERAL NOTES

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 MAR ENGINEER

FHWA

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SDD 15C36 - 01

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

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

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

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

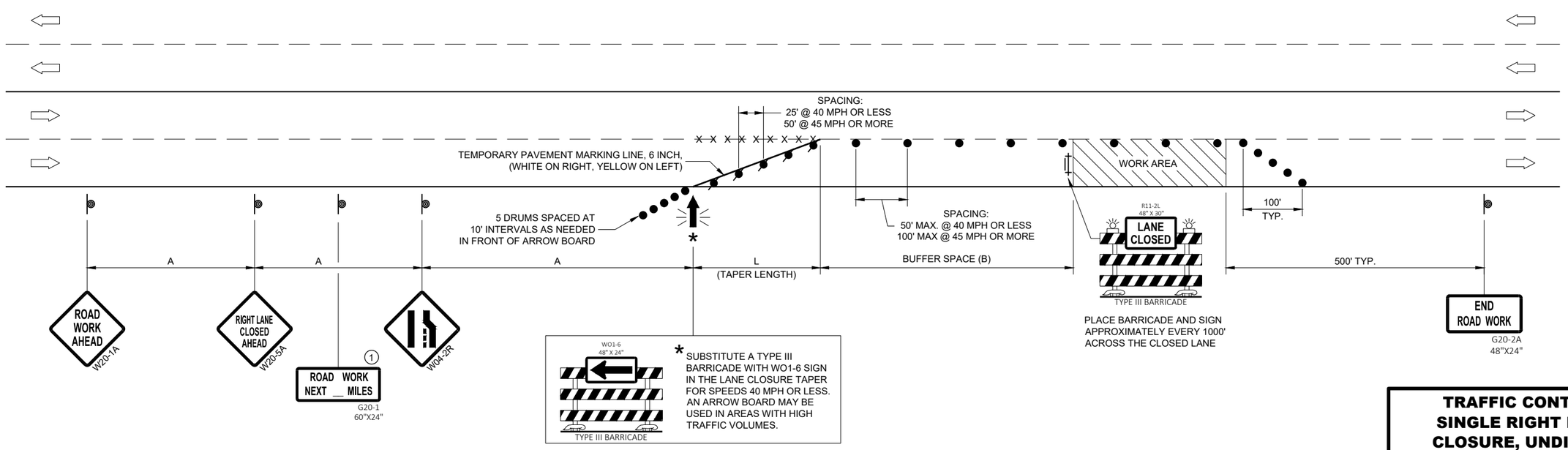
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-07b

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SDD 15D20-07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

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

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

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

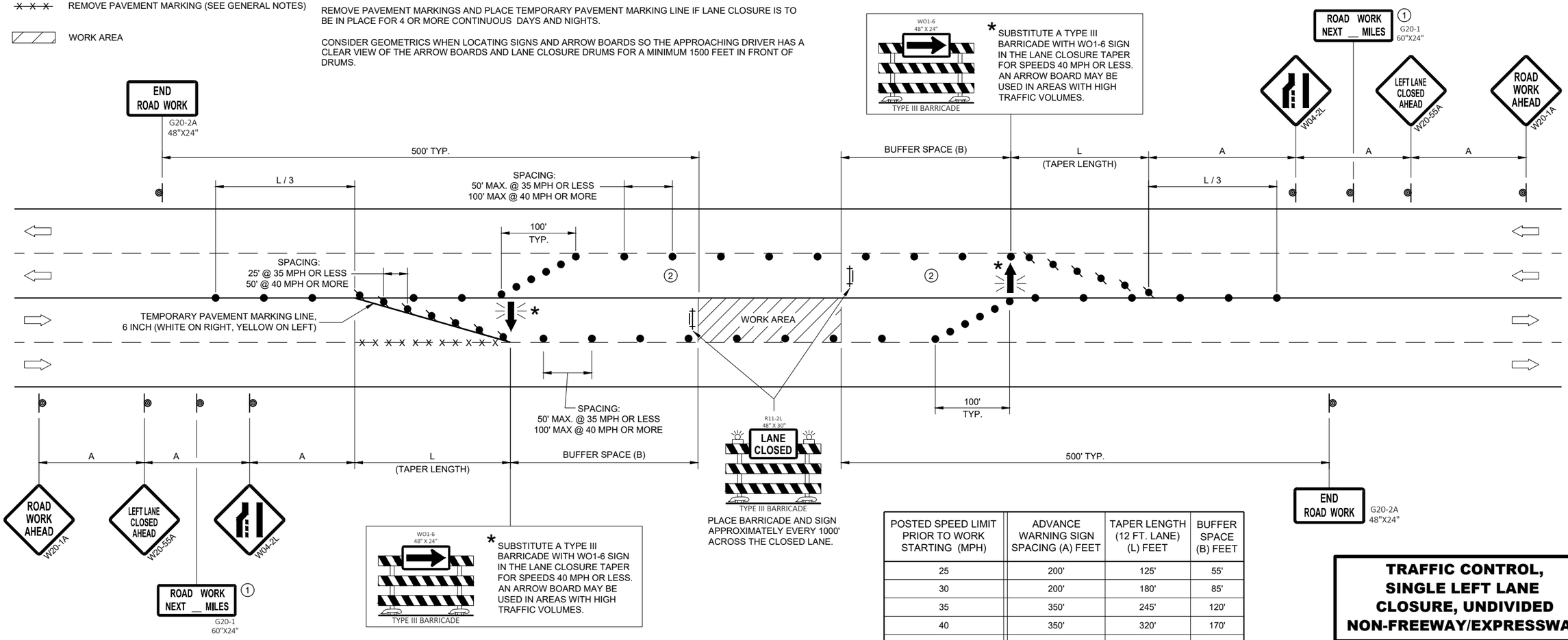
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

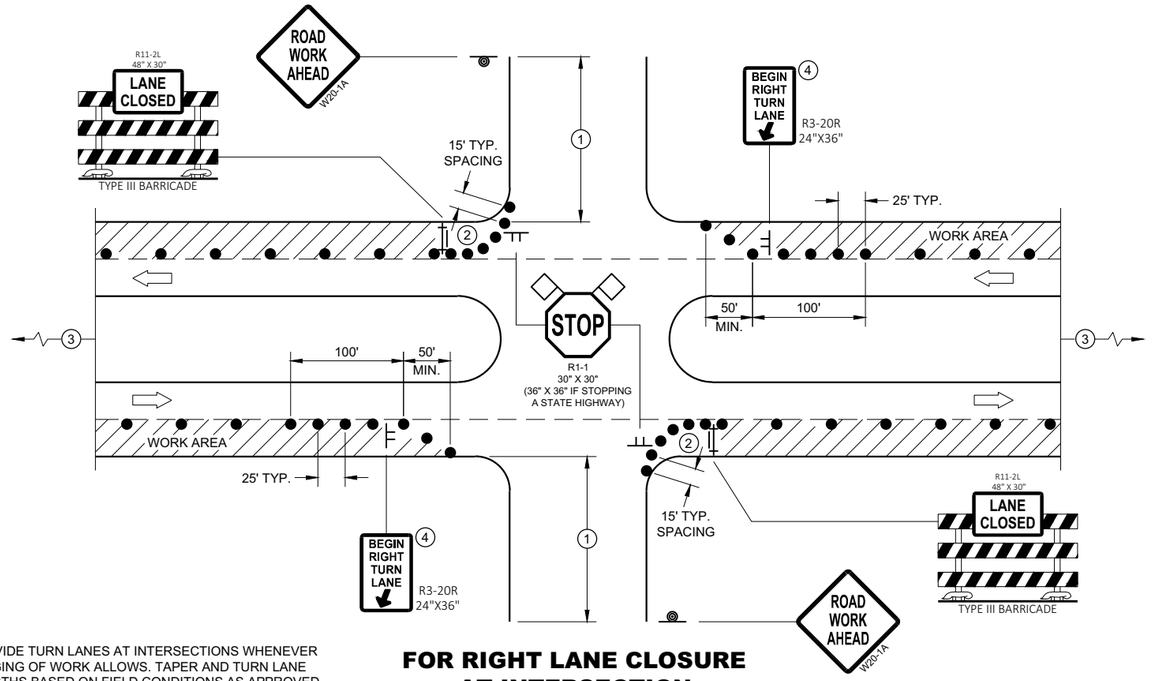
FHWA

6

SDD 15D20-07c

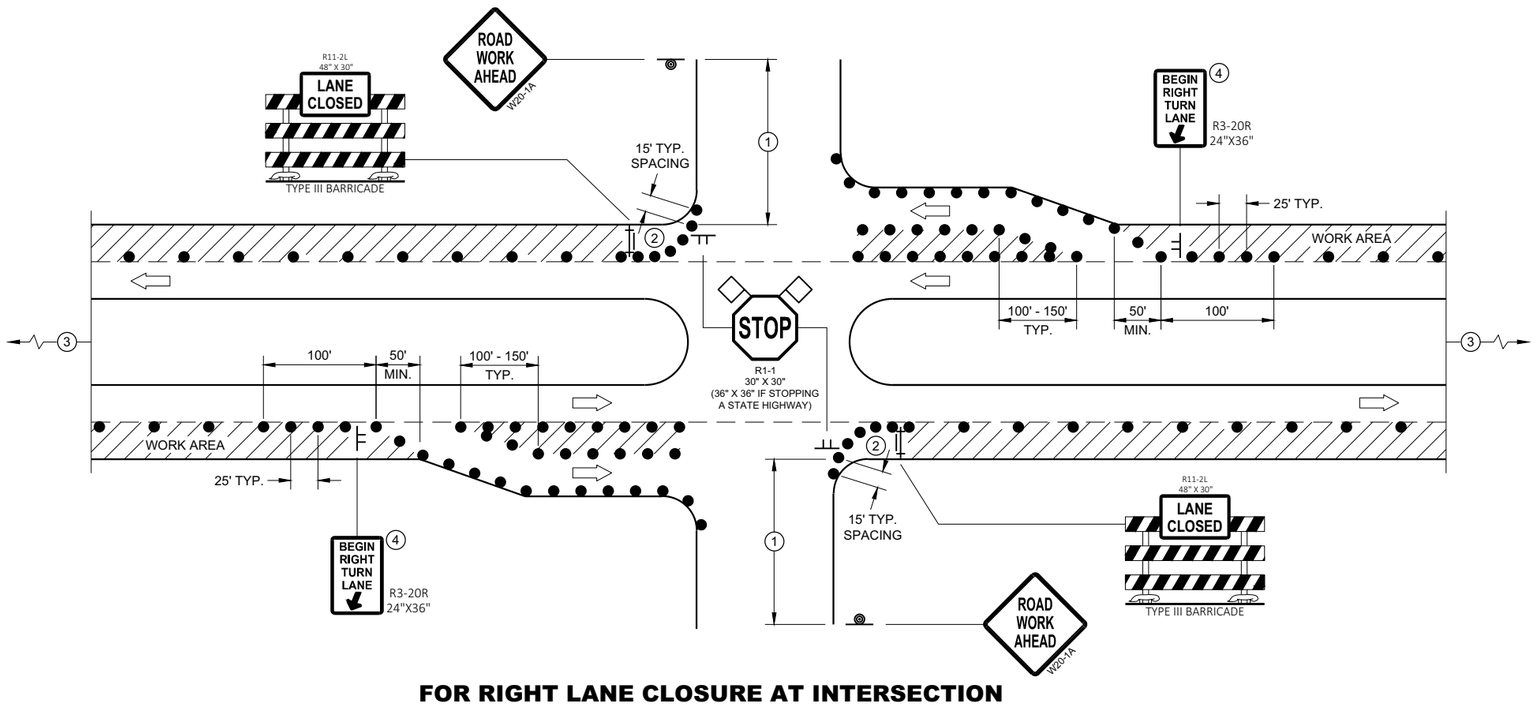
6

SDD 15D20-07c



FOR RIGHT LANE CLOSURE AT INTERSECTION

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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

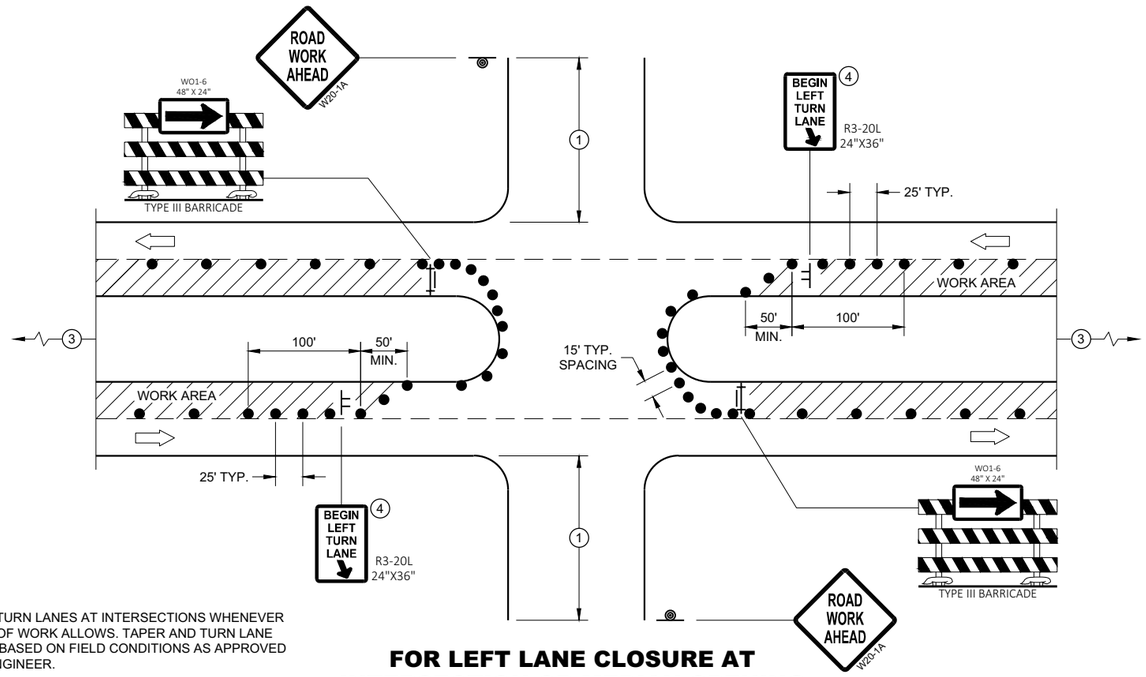
LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

6

SDD 15D21 - 07a



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

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

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

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

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

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

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

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

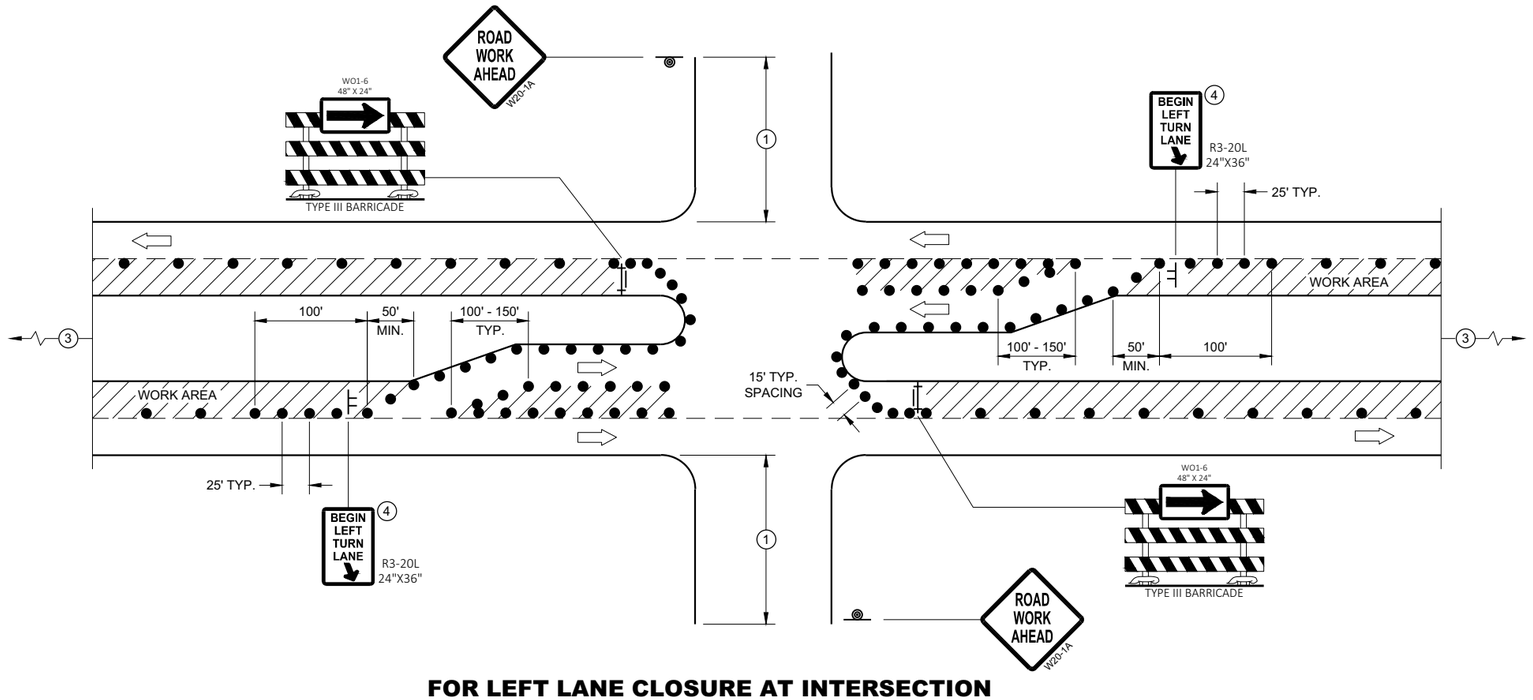
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

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

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



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

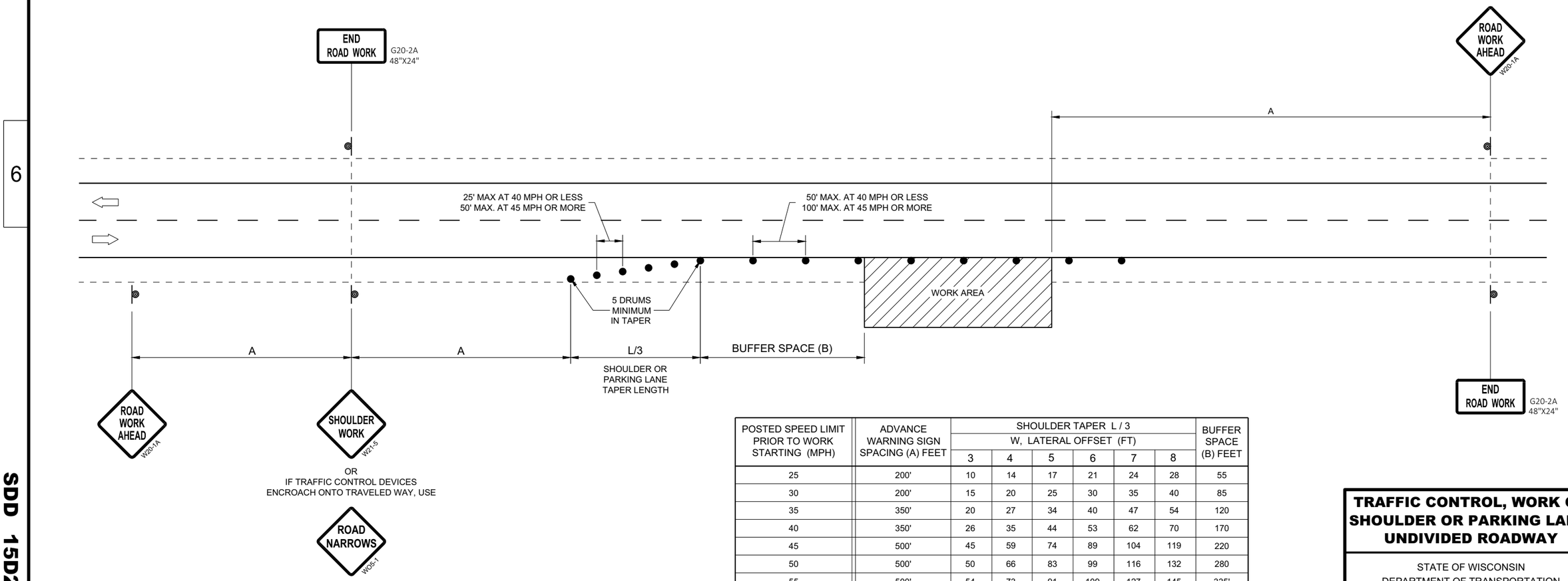
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

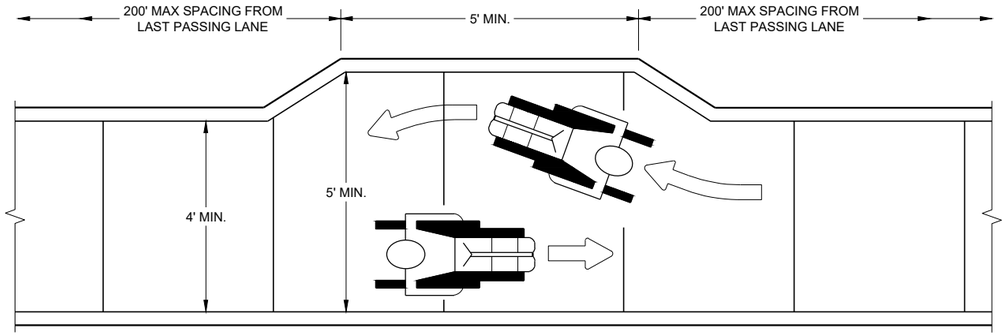
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

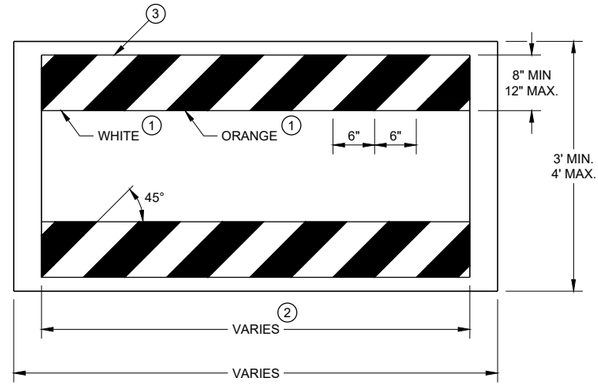
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

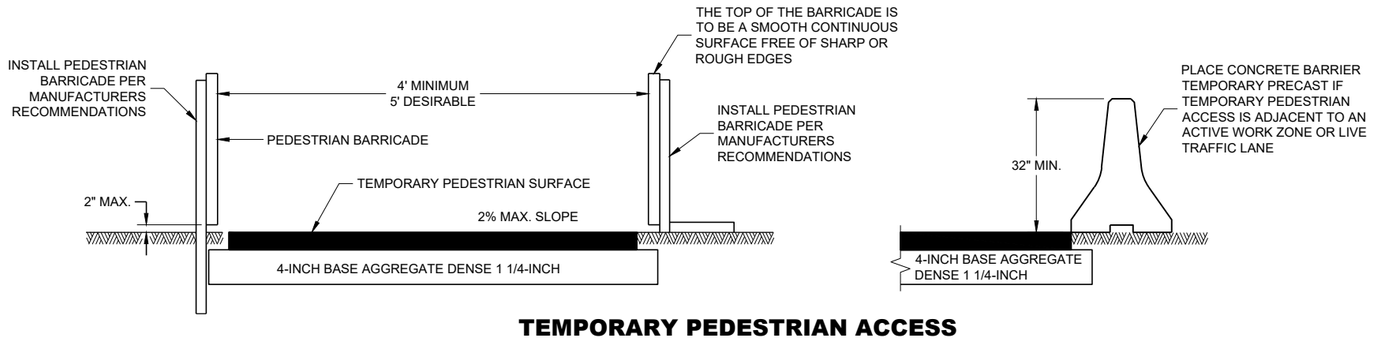
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

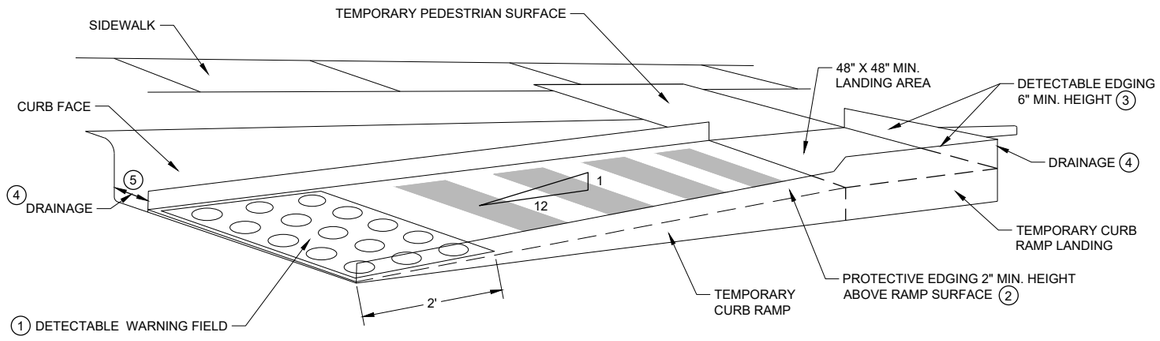


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

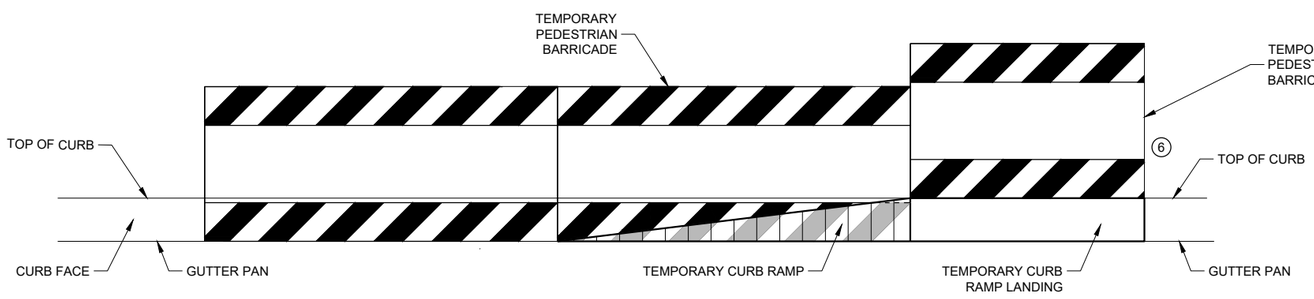
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

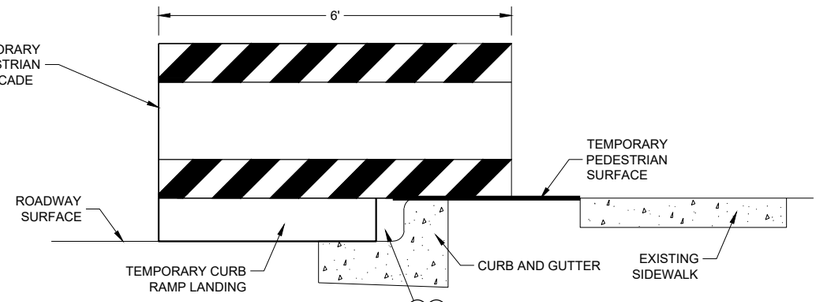
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

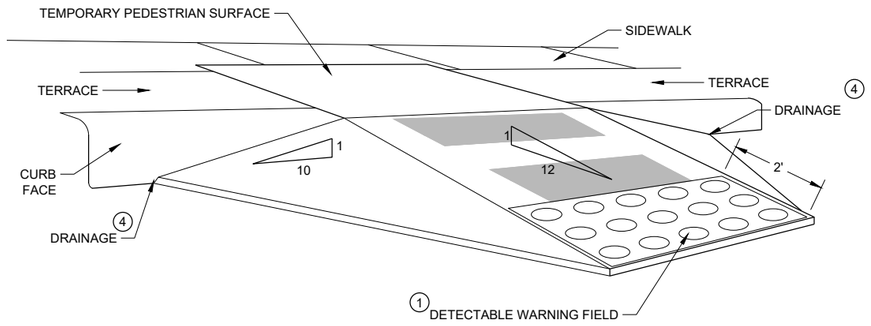
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

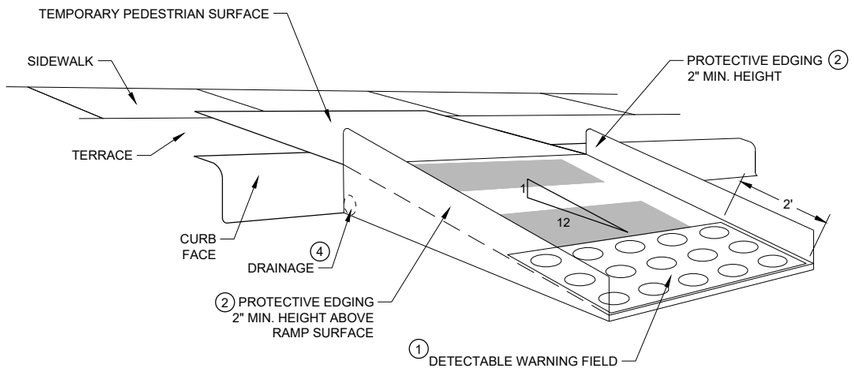
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

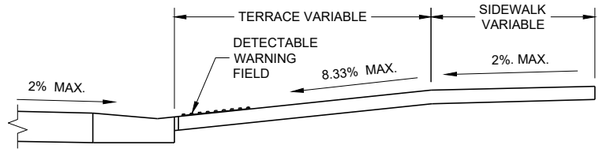
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

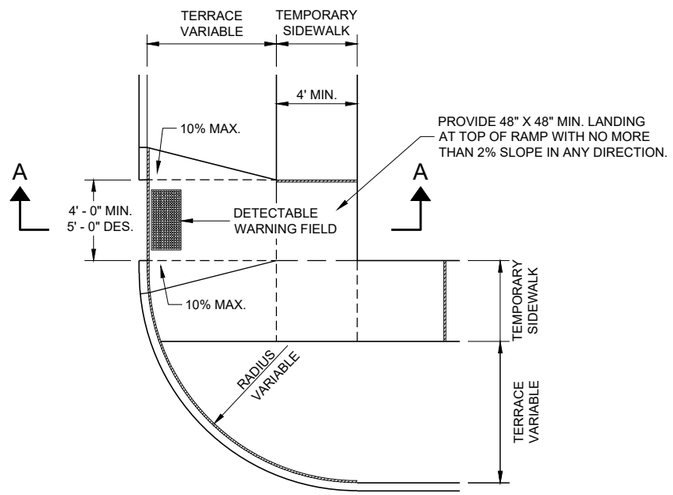
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

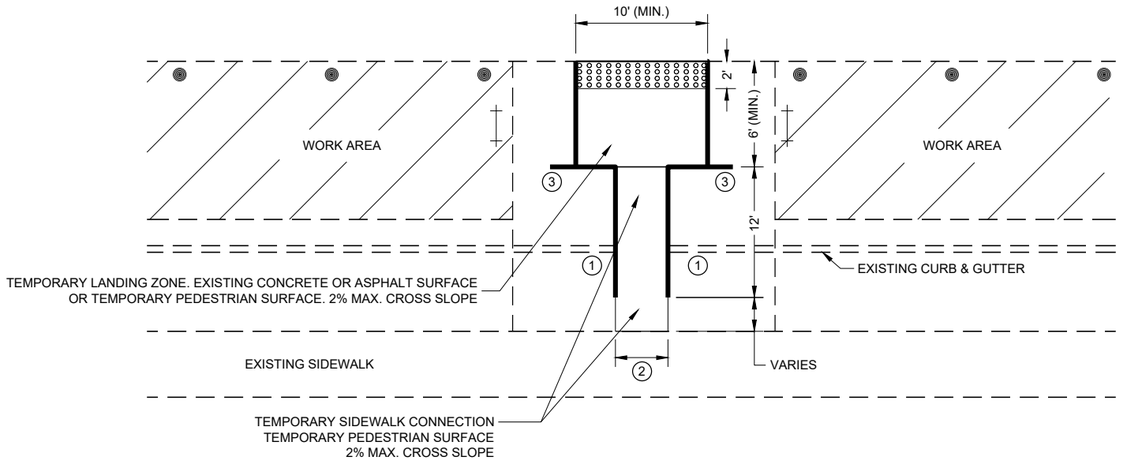
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

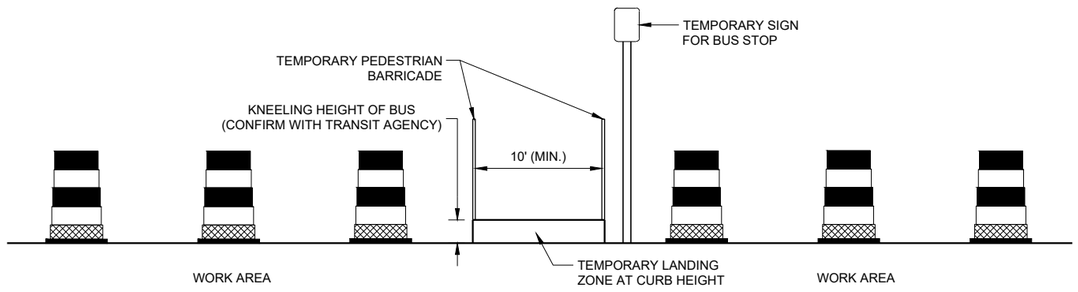
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

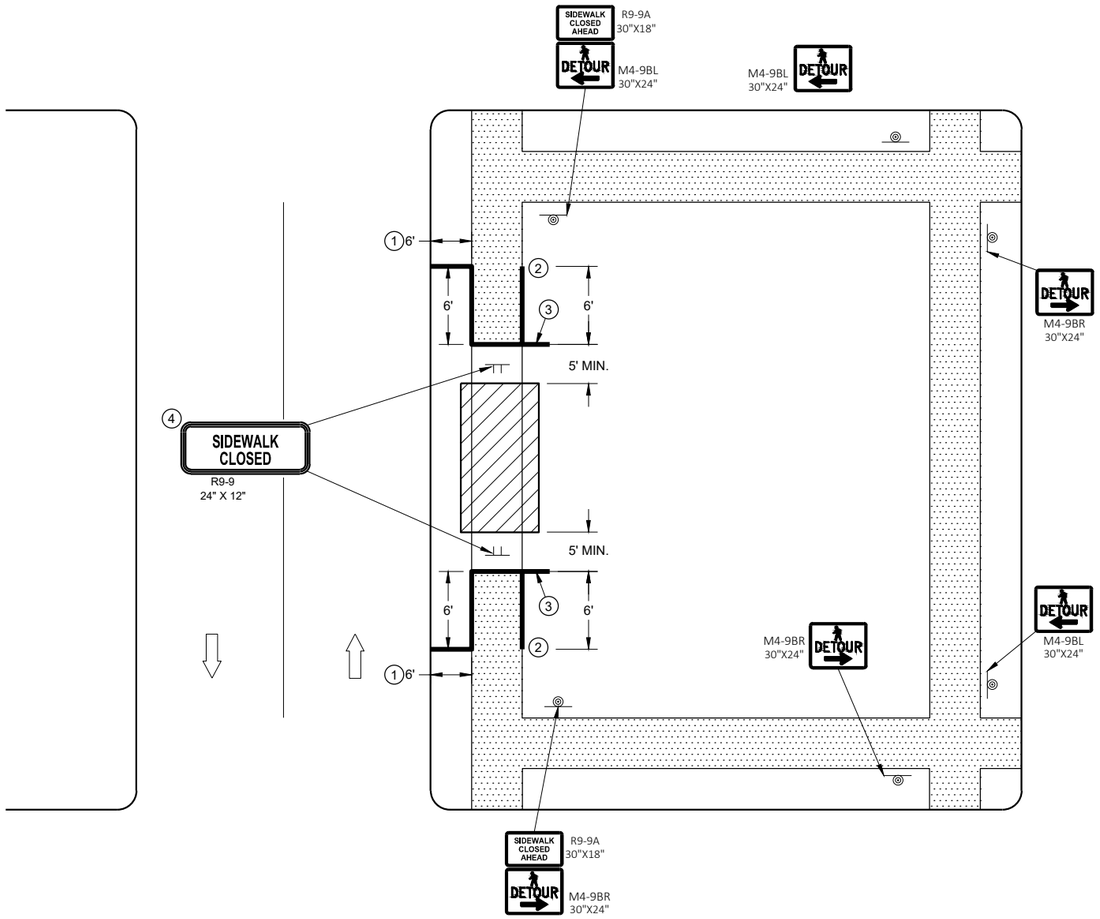
6

SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

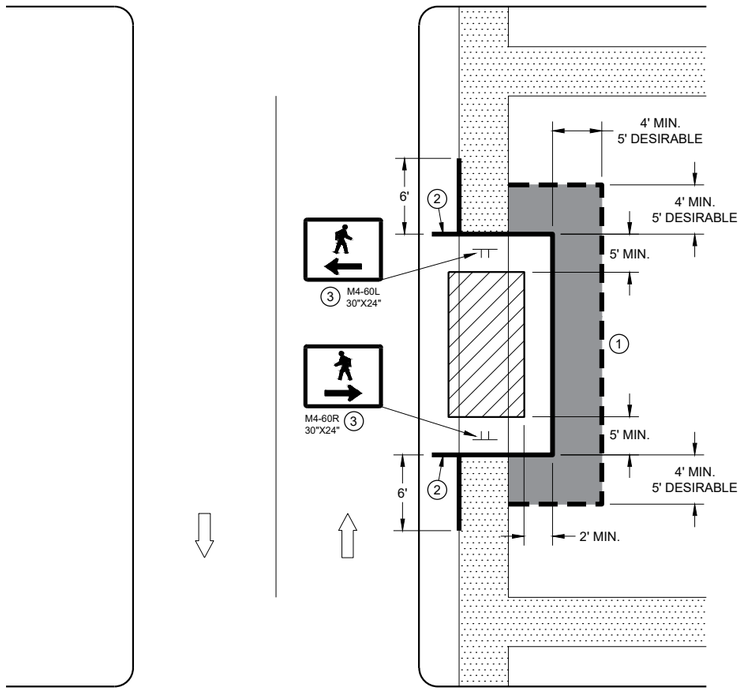
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 09g

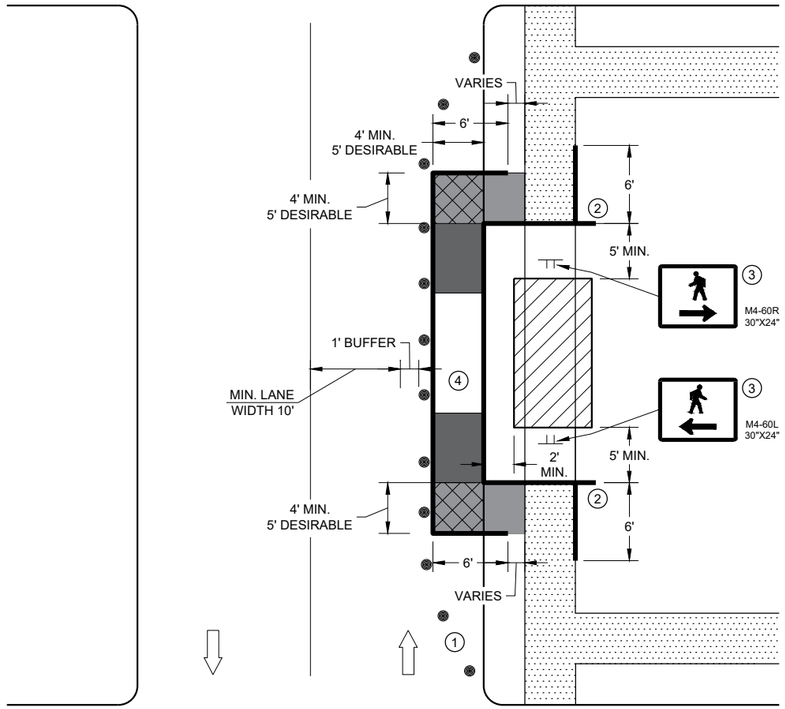
6

SDD15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DIVERSION, SINGLE SIDE

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

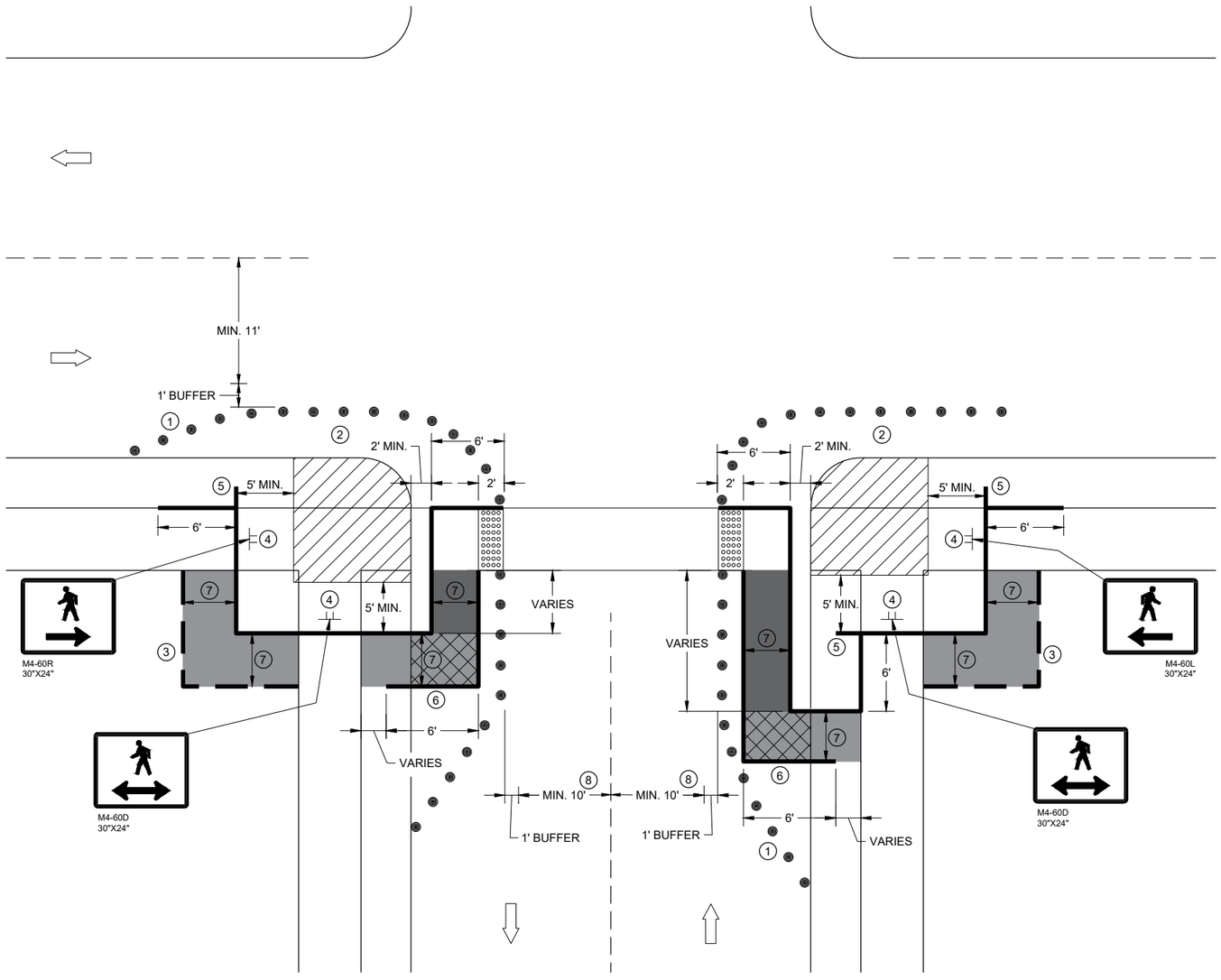
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.

6

SDD 15D30 - 09h

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.

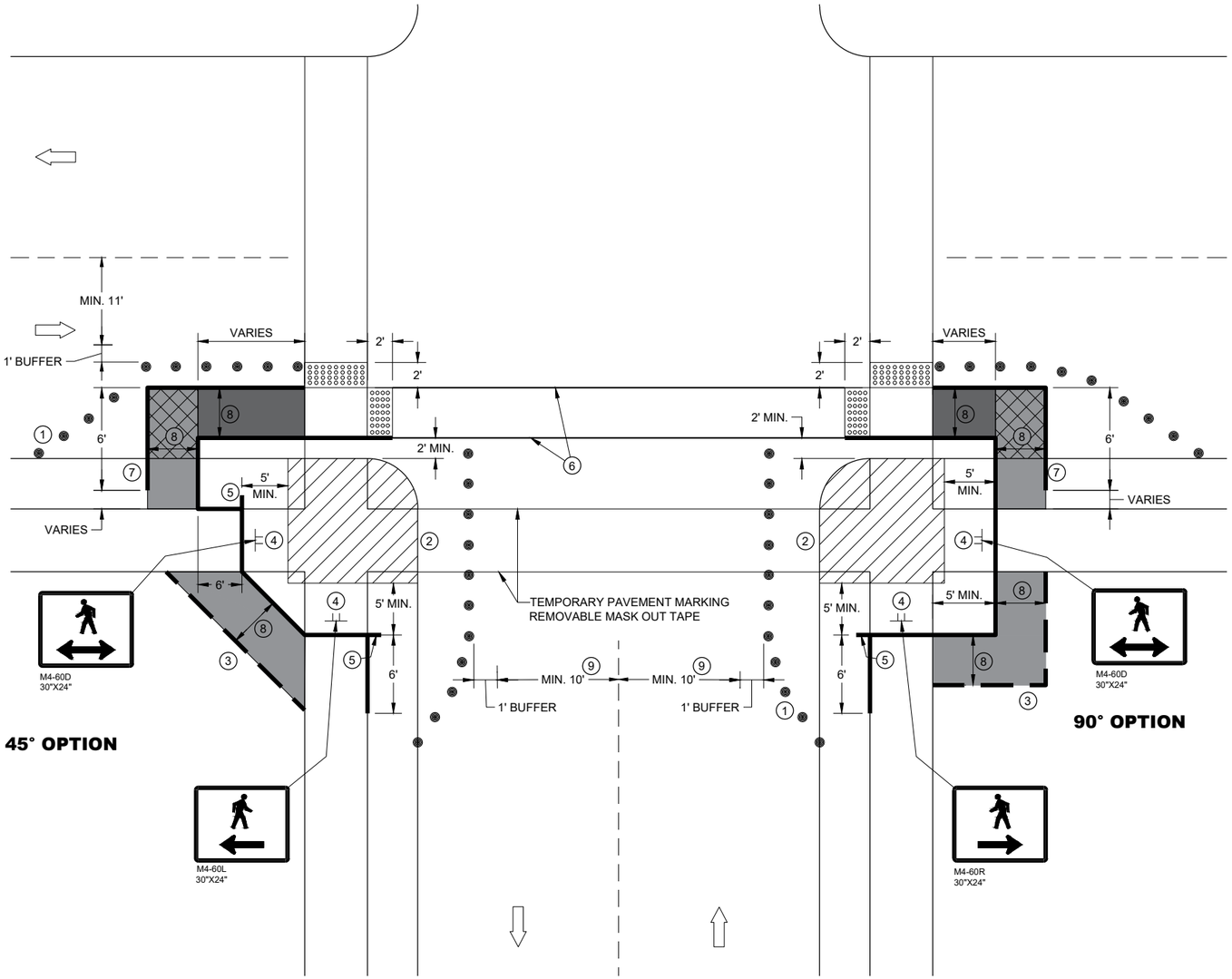
LEGEND

- 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

SDD 15D30 - 09i

6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6
SDD 15D30 - 09j

LEGEND

SIGN ON PERMANENT SUPPORT

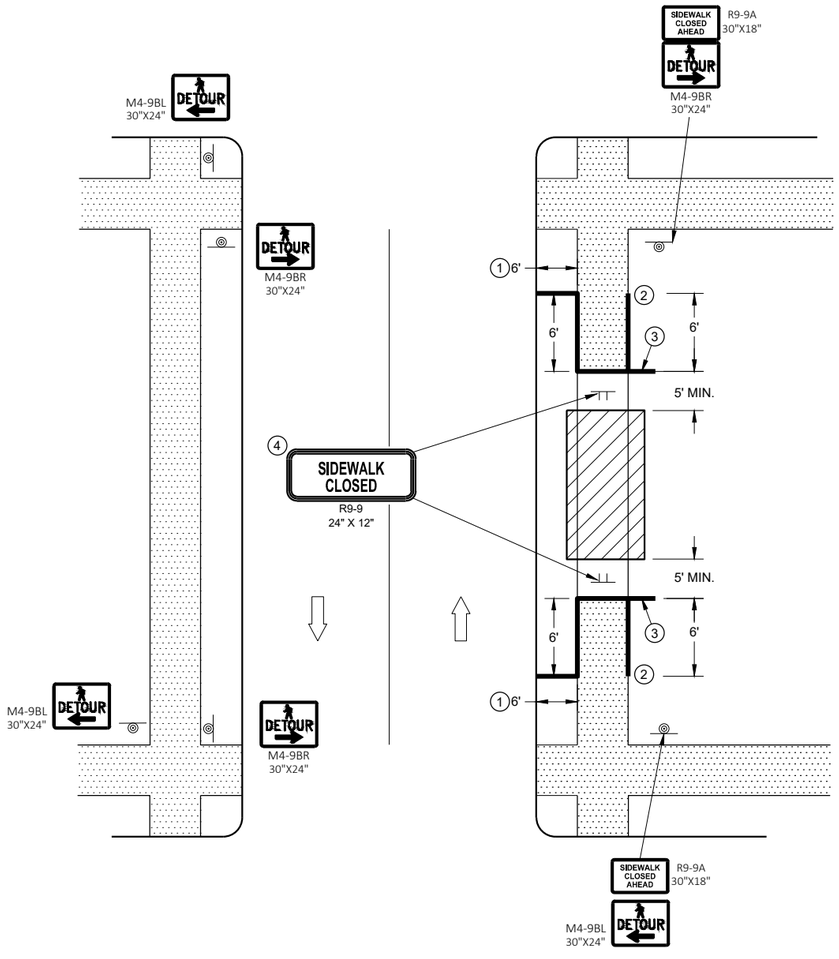
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

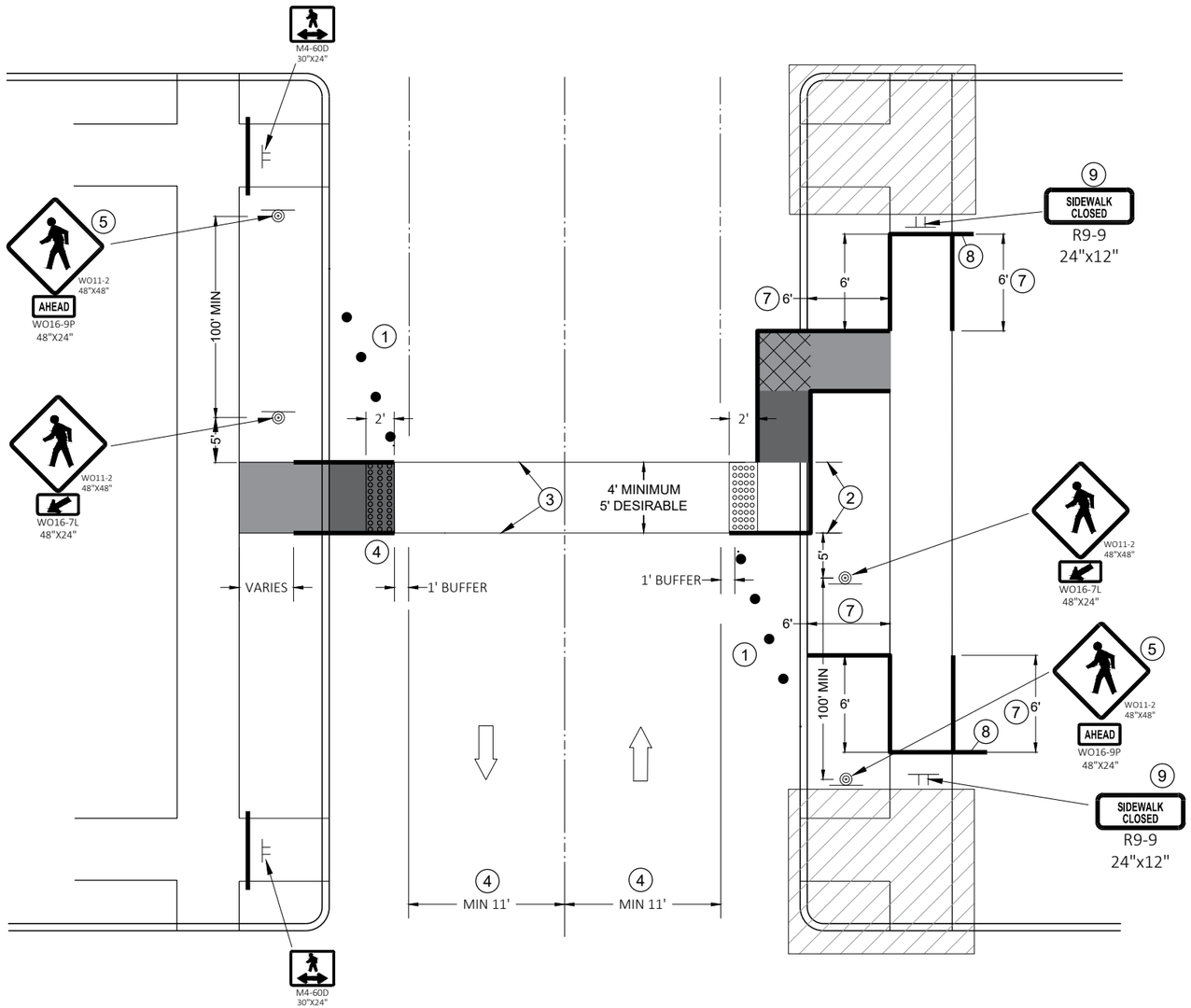
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

(1) SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) 4 FEET MINIMUM, 5 FEET DESIRABLE.

(3) WHITE 6" TEMPORARY PAVEMENT MARKING.

(4) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.

(5) IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.

(6) IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.

(7) PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.

(8) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(9) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

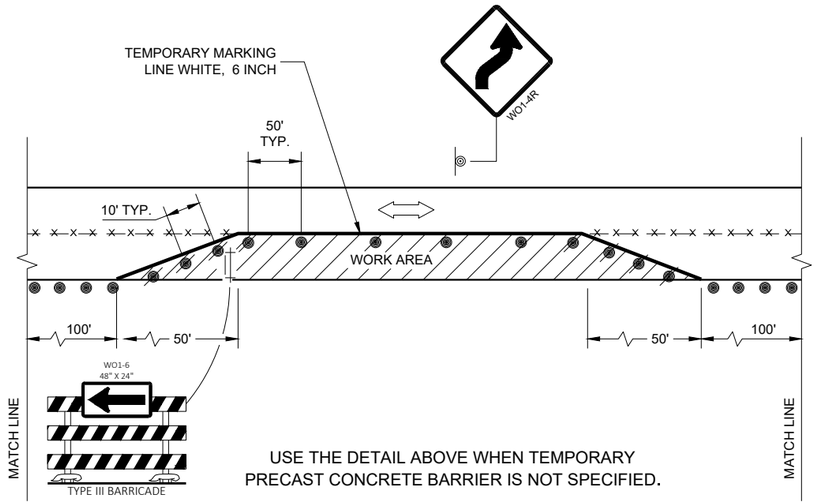
6

SDD 15D30 - 09L

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

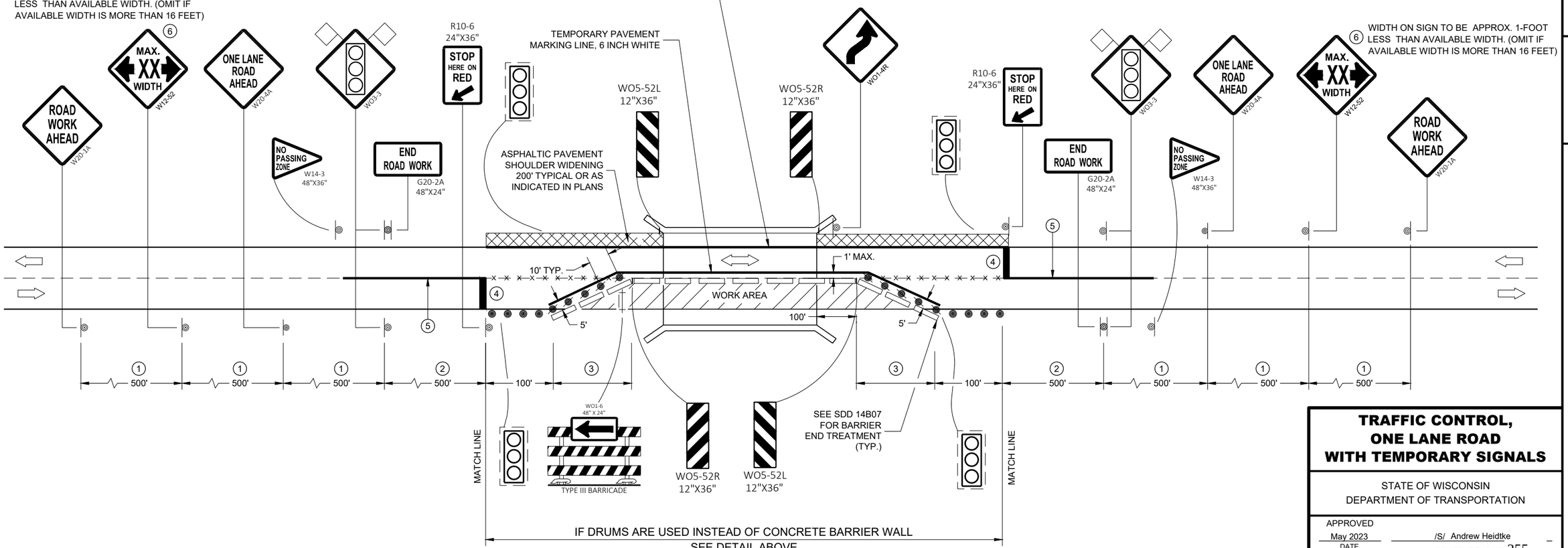
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

INSTALL OVERHEAD TEMPORARY SIGNAL HEADS ABOVE THE MIDDLE OF THE TRAVEL LANE THEY ARE CONTROLLING.

1. 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.
2. USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
3. DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
4. TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
5. 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
6. SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D33-09

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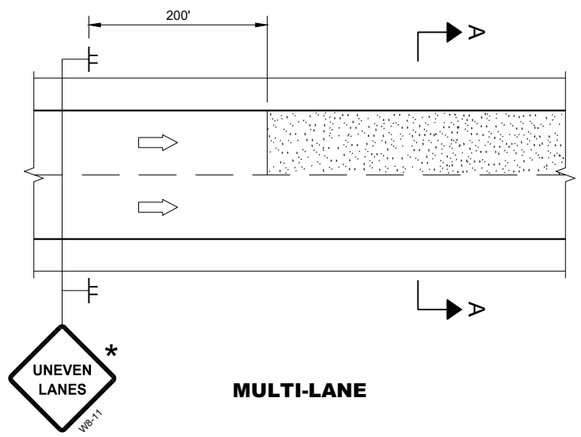
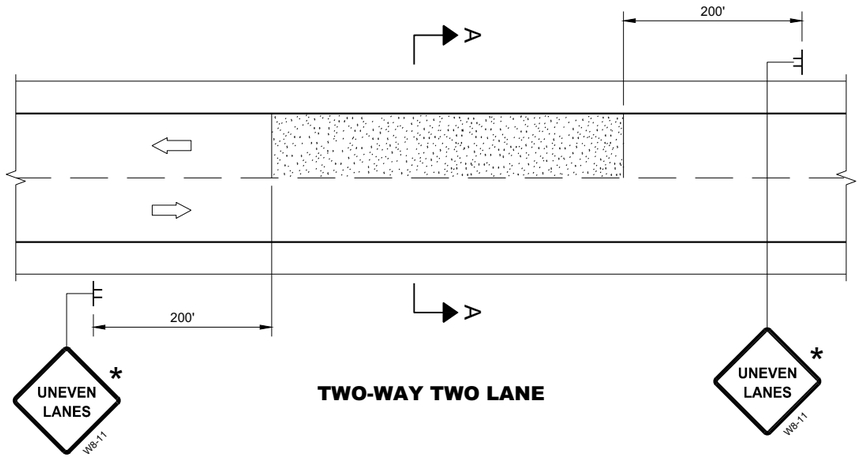
SDD 15D33-09



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.

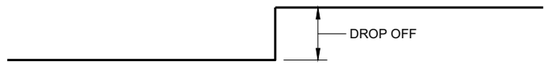
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* 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.

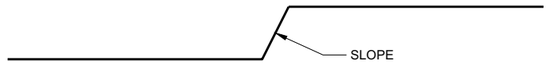
LEGEND

- 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

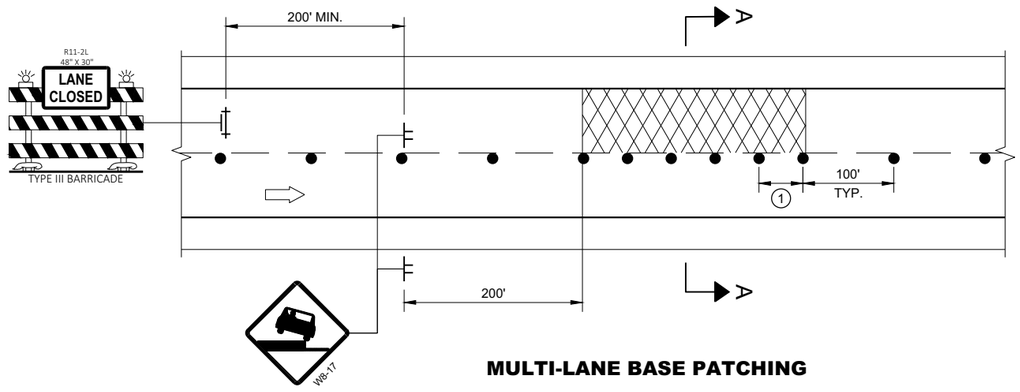


SECTION A - A

OR

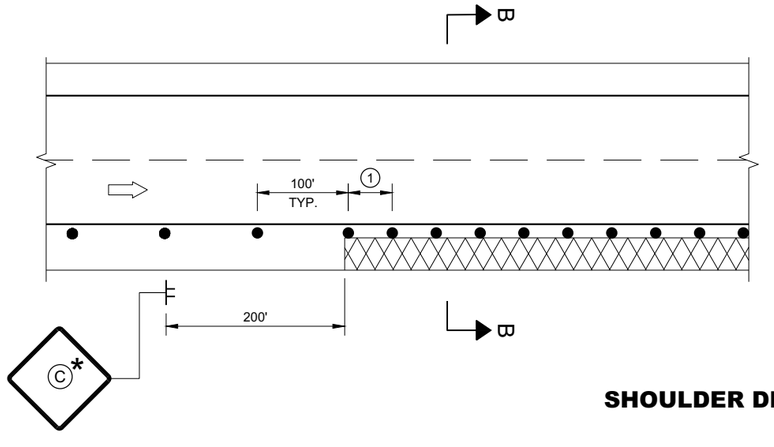


SECTION A - A

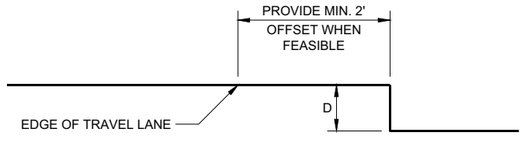


MULTI-LANE BASE PATCHING

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

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

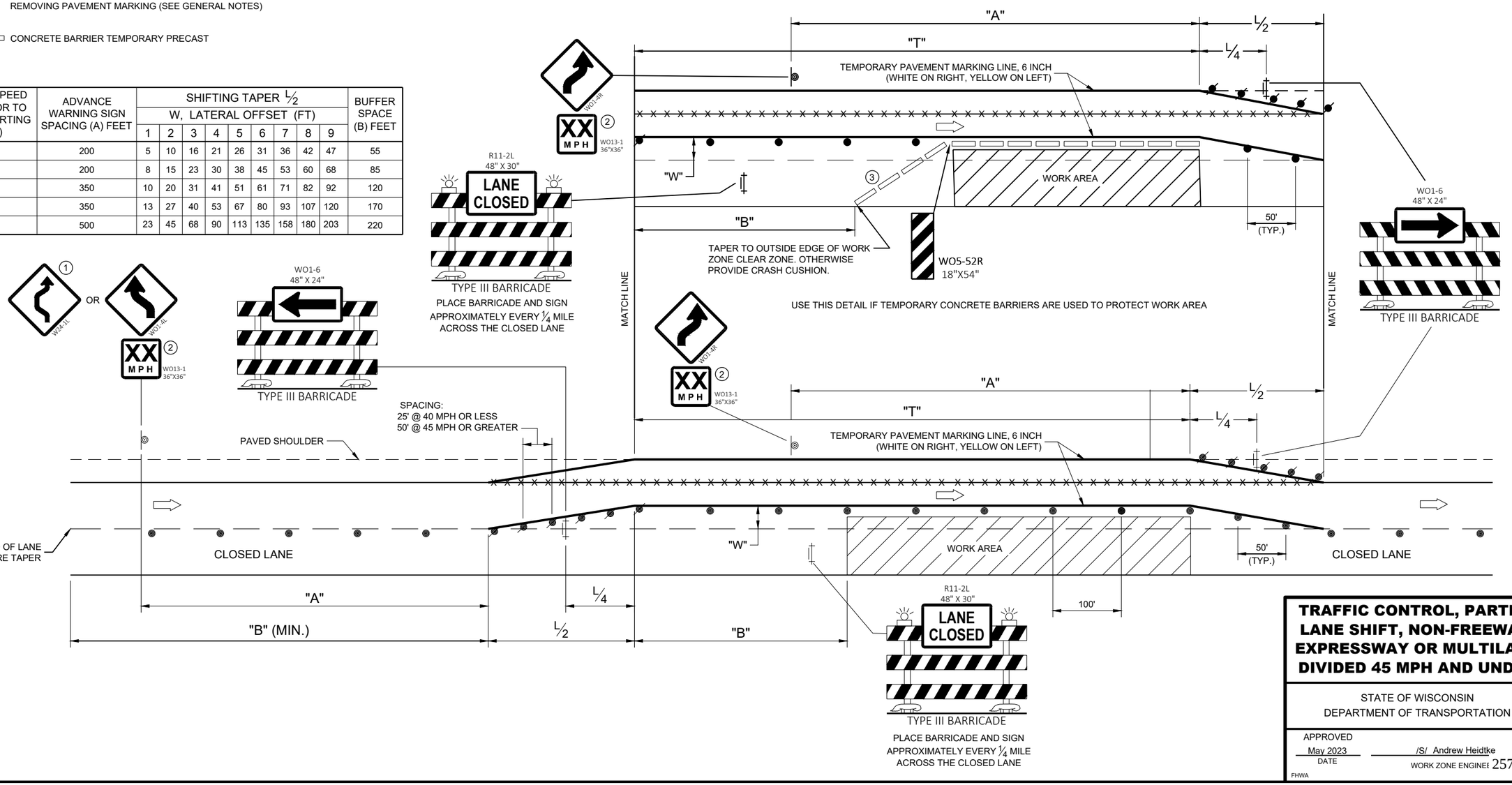
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40-05c

6

GENERAL NOTES

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

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

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

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

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

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

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

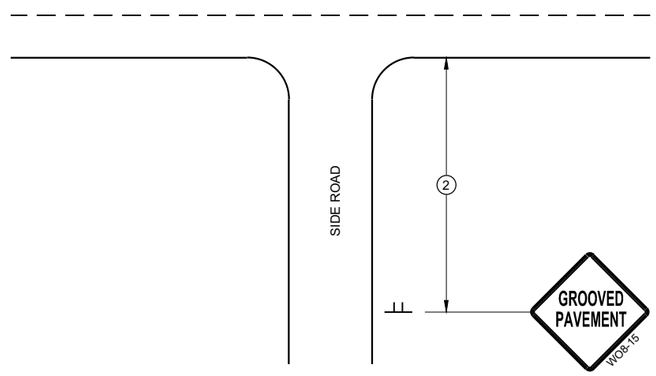
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

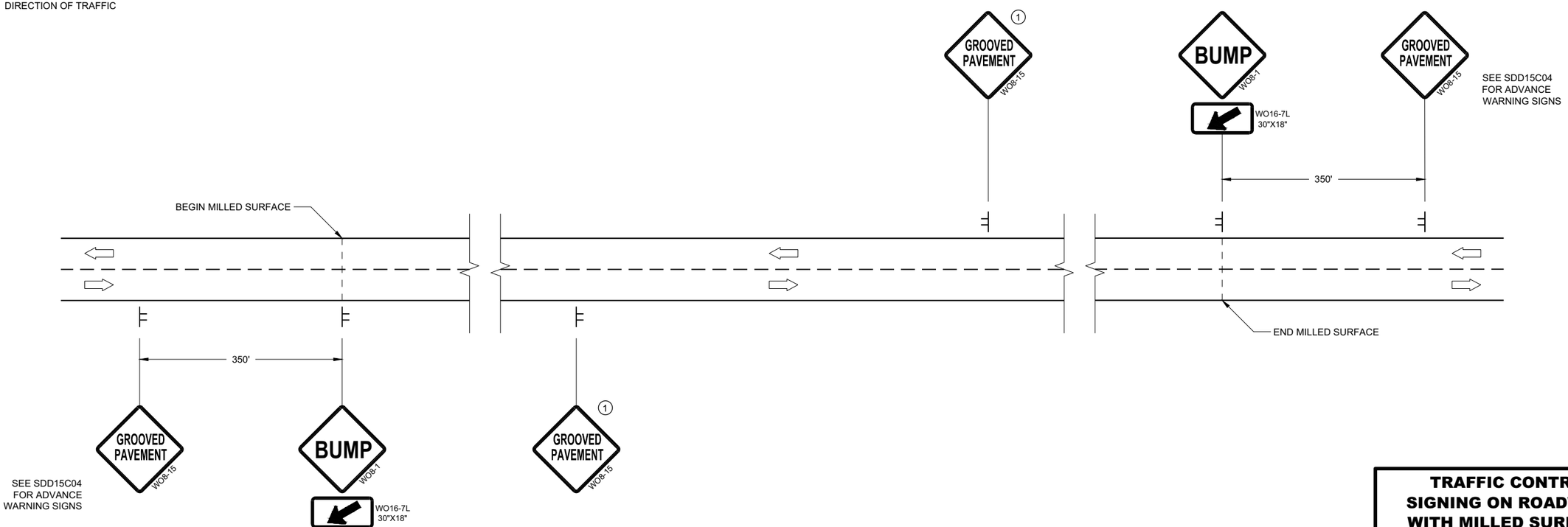
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D44 - 02

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

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

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

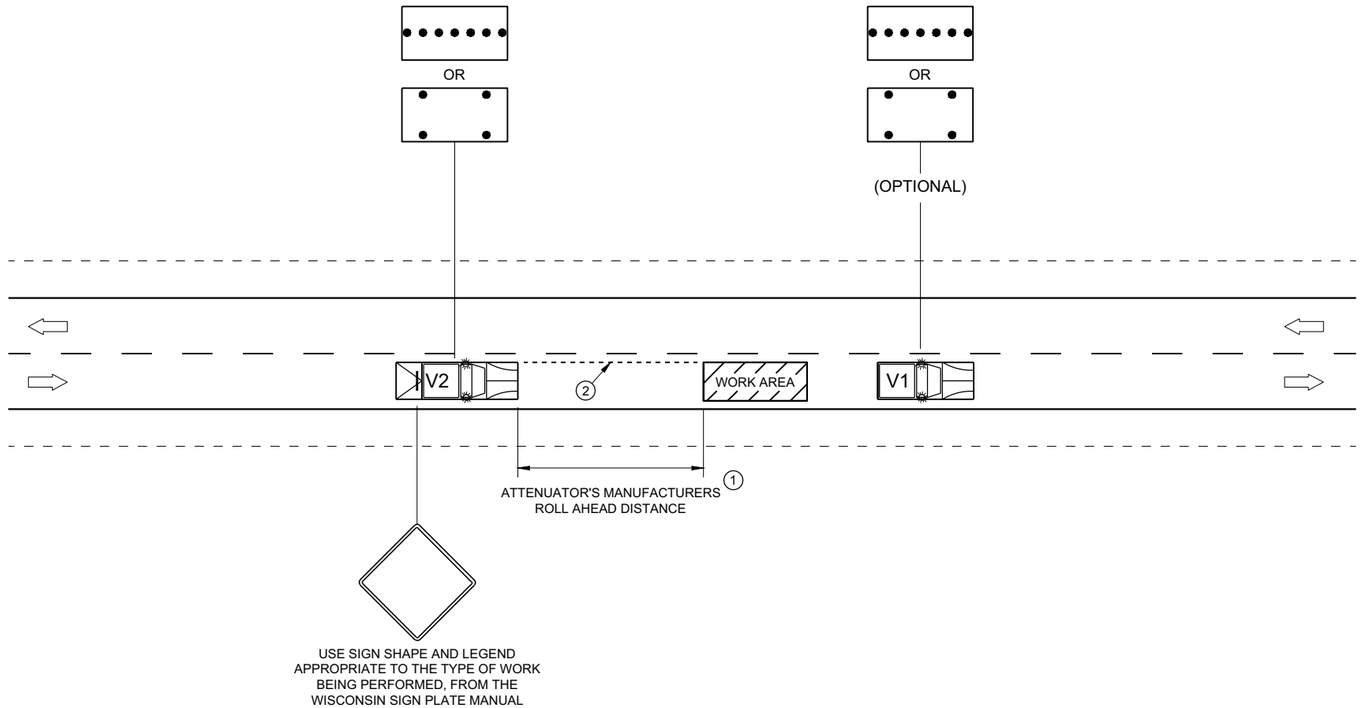
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

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

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

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

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

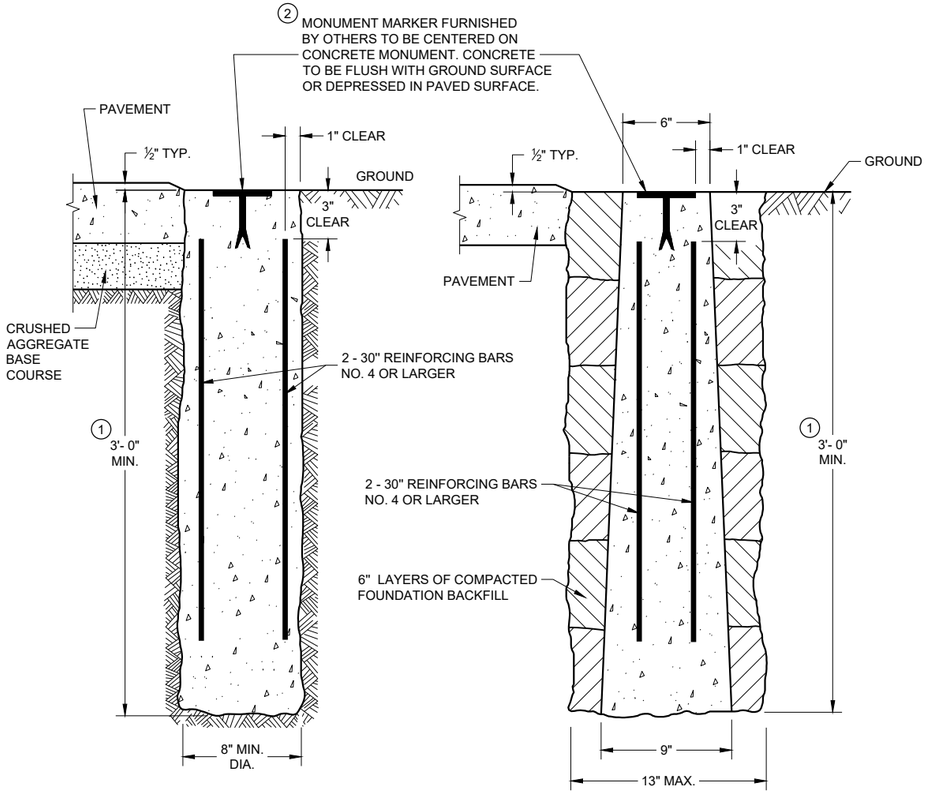


TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

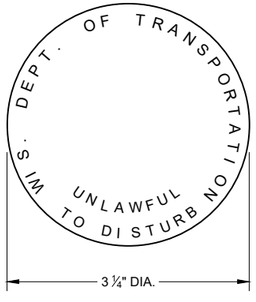
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

6
SDD 15D51 - 01



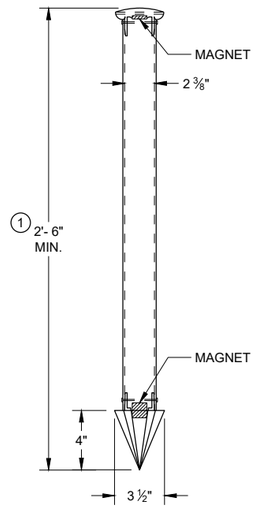
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

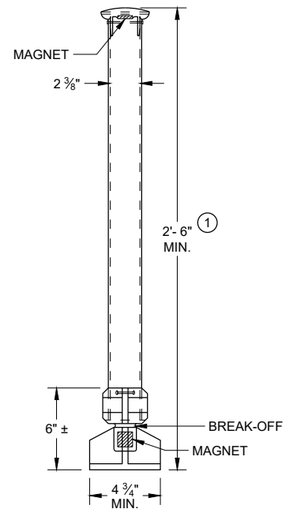


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

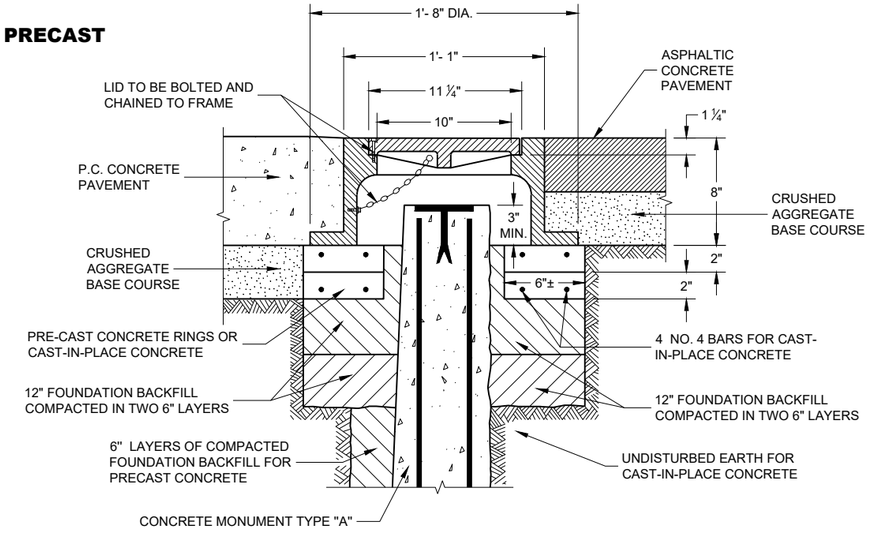


TYPE C DRIVEN MONUMENT



TYPE D NON-DRIVEN BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

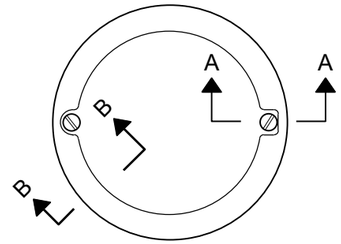
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

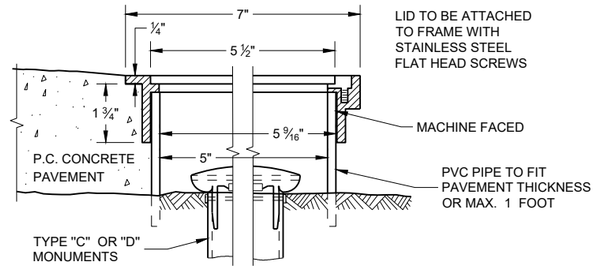
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MA
ENGINEER

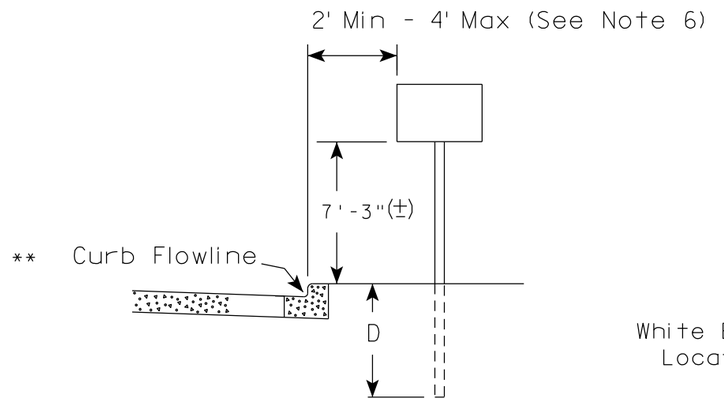
FHWA

6

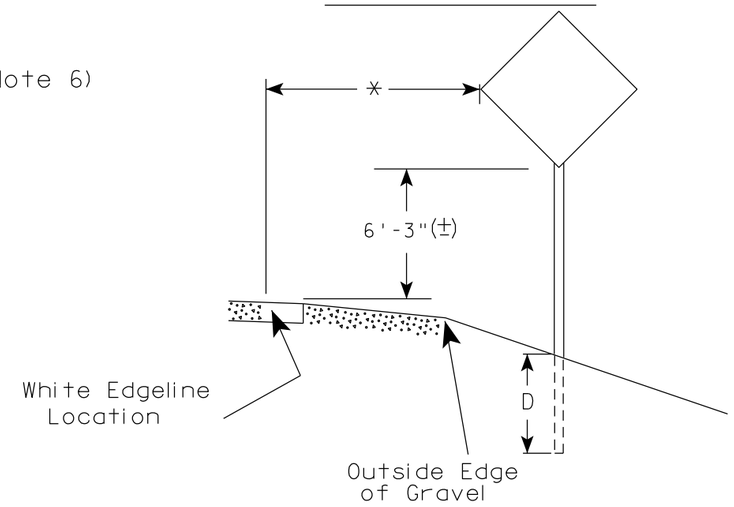
SDD 16A01 - 07

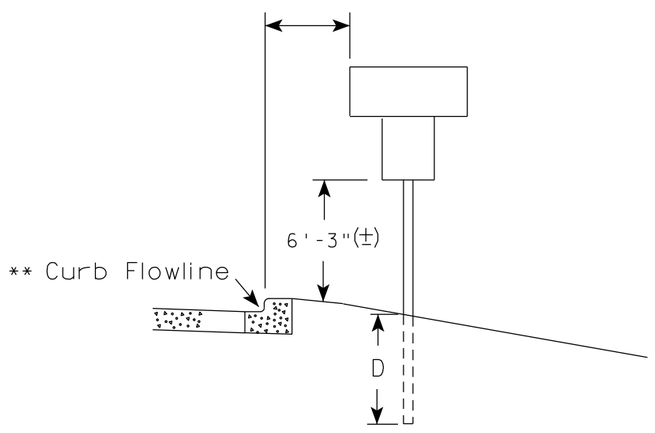
SDD 16A01 - 07

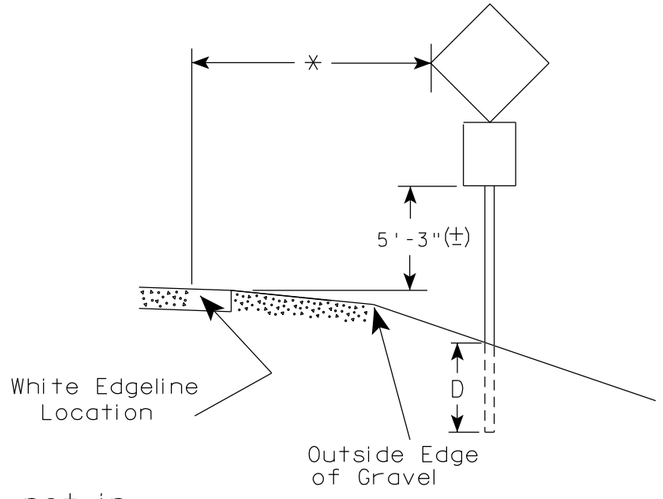
URBAN AREA



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.

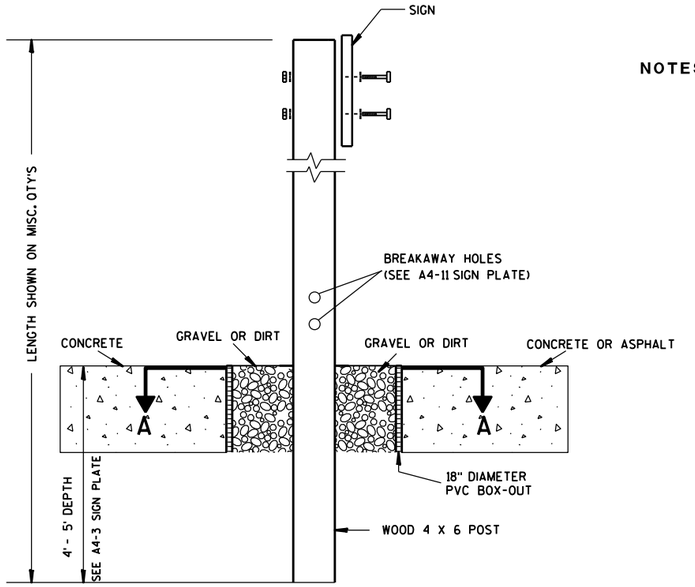
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

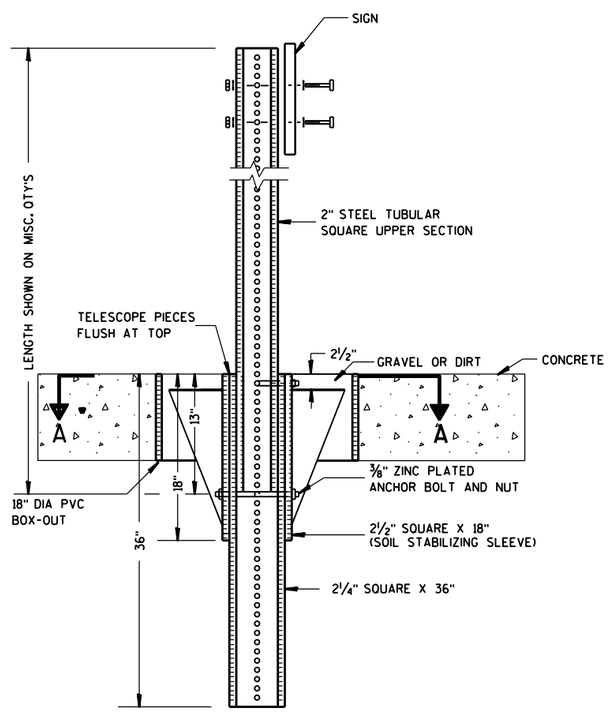
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 261	E



ELEVATION VIEW

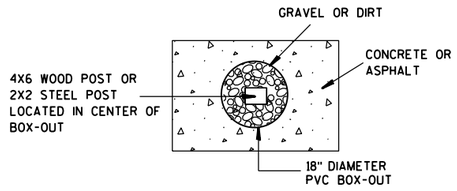
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

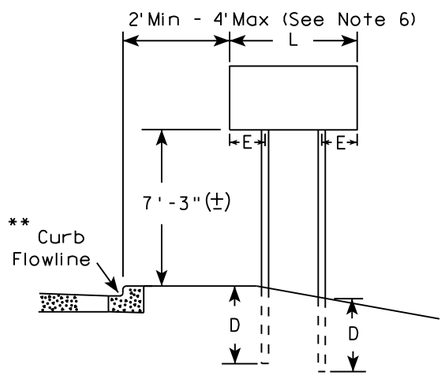
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

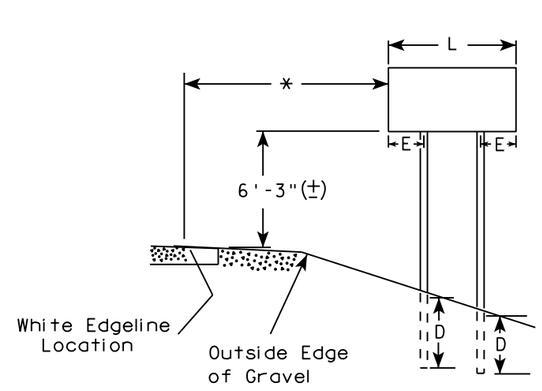
DATE 1/27/14 PLATE NO. A4-3B.1

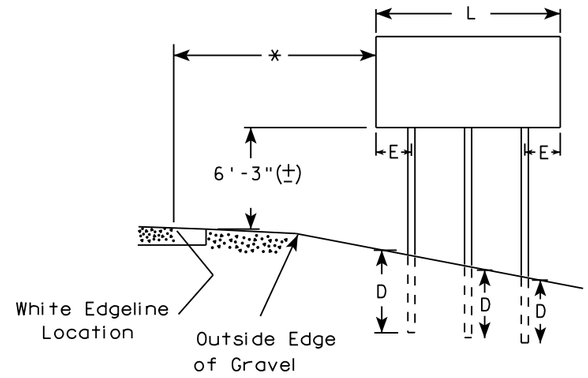
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

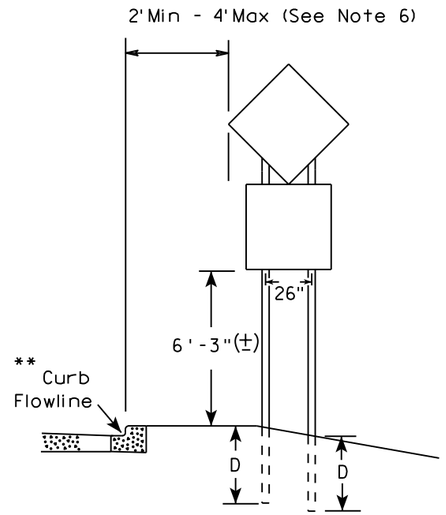
URBAN AREA



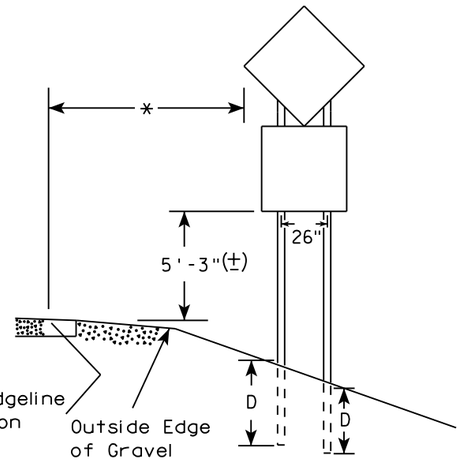
RURAL AREA (See Note 3)







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'

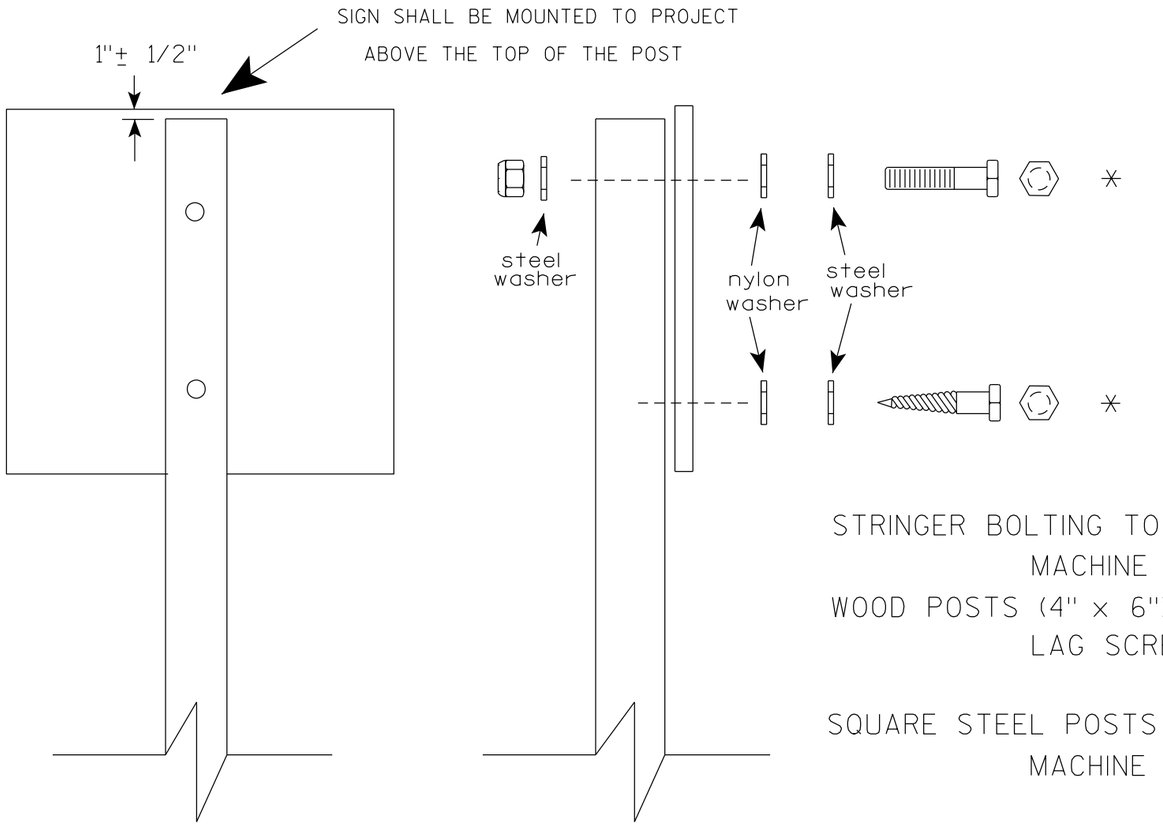
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 263	E



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

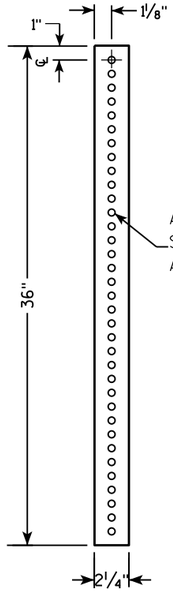
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

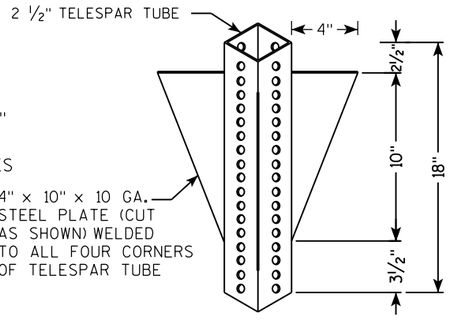
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

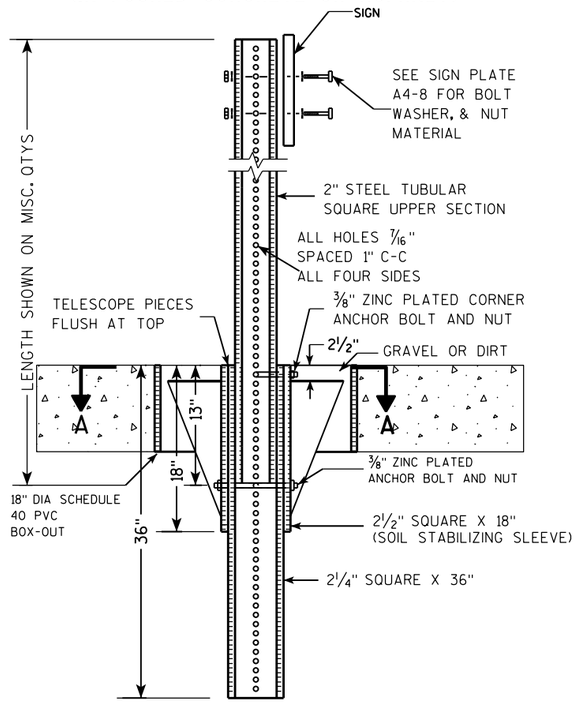
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



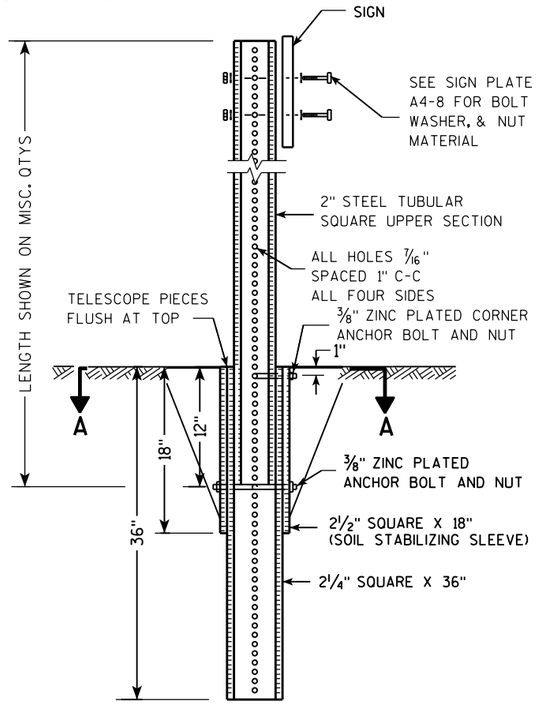
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

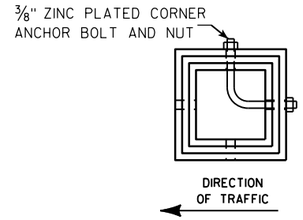


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

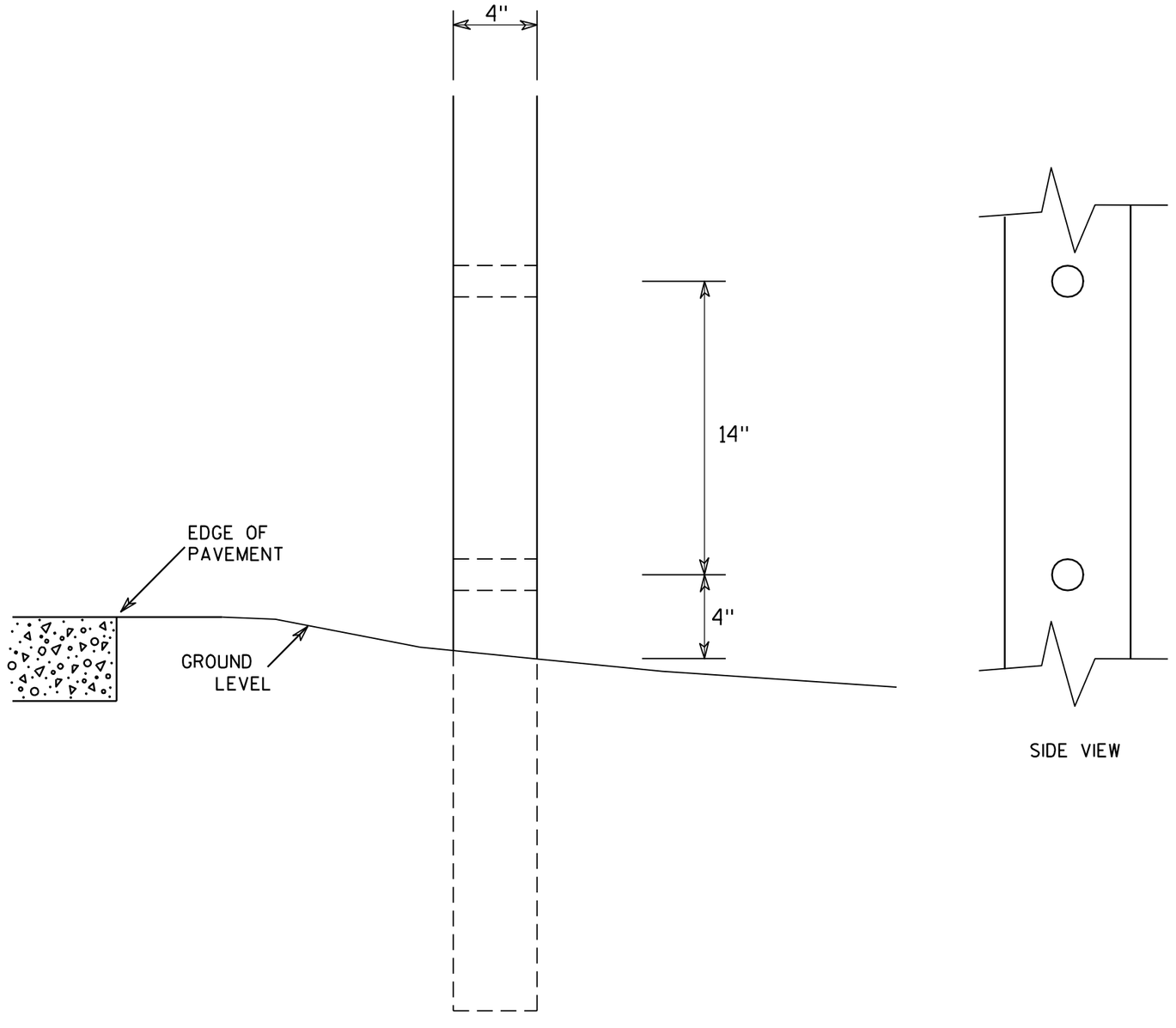
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 265 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

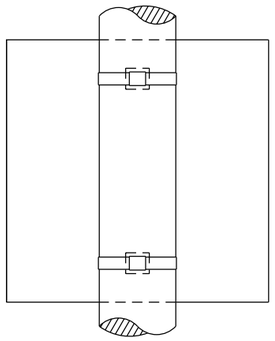
APPROVED Chester J Spang for State Traffic Engineer

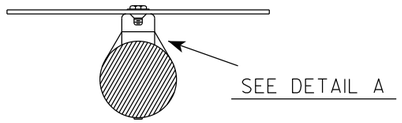
DATE 3/27/97 PLATE NO. A4-11.2

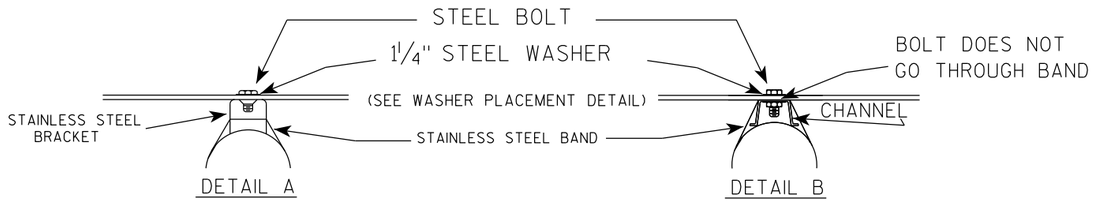
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 266	E

BANDING

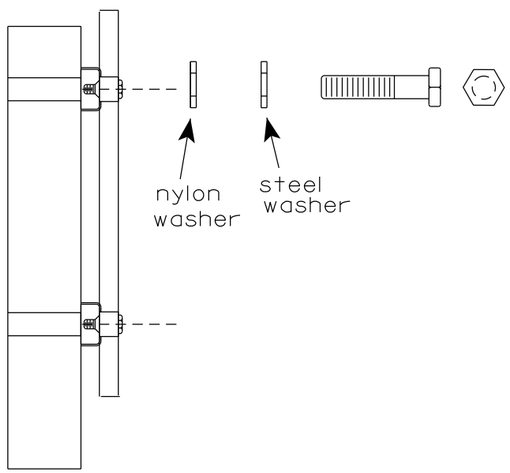
SINGLE SIGN







WASHER PLACEMENT

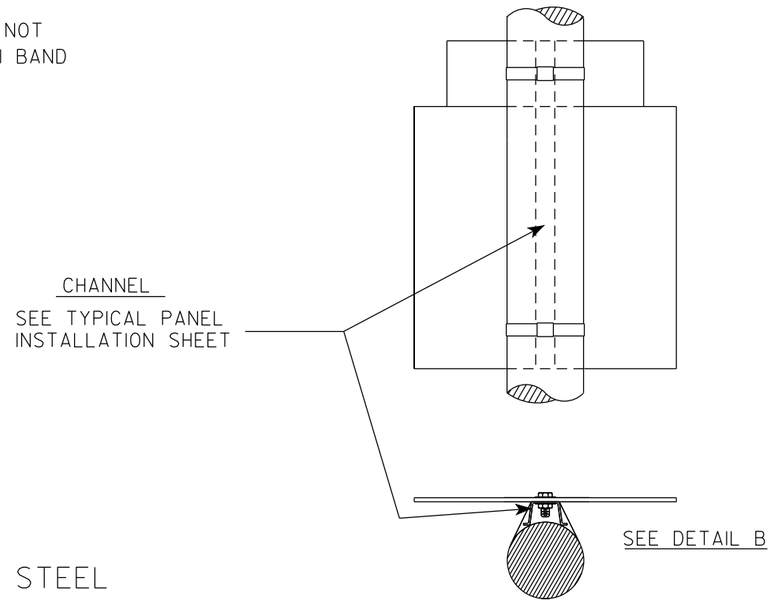


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

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

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

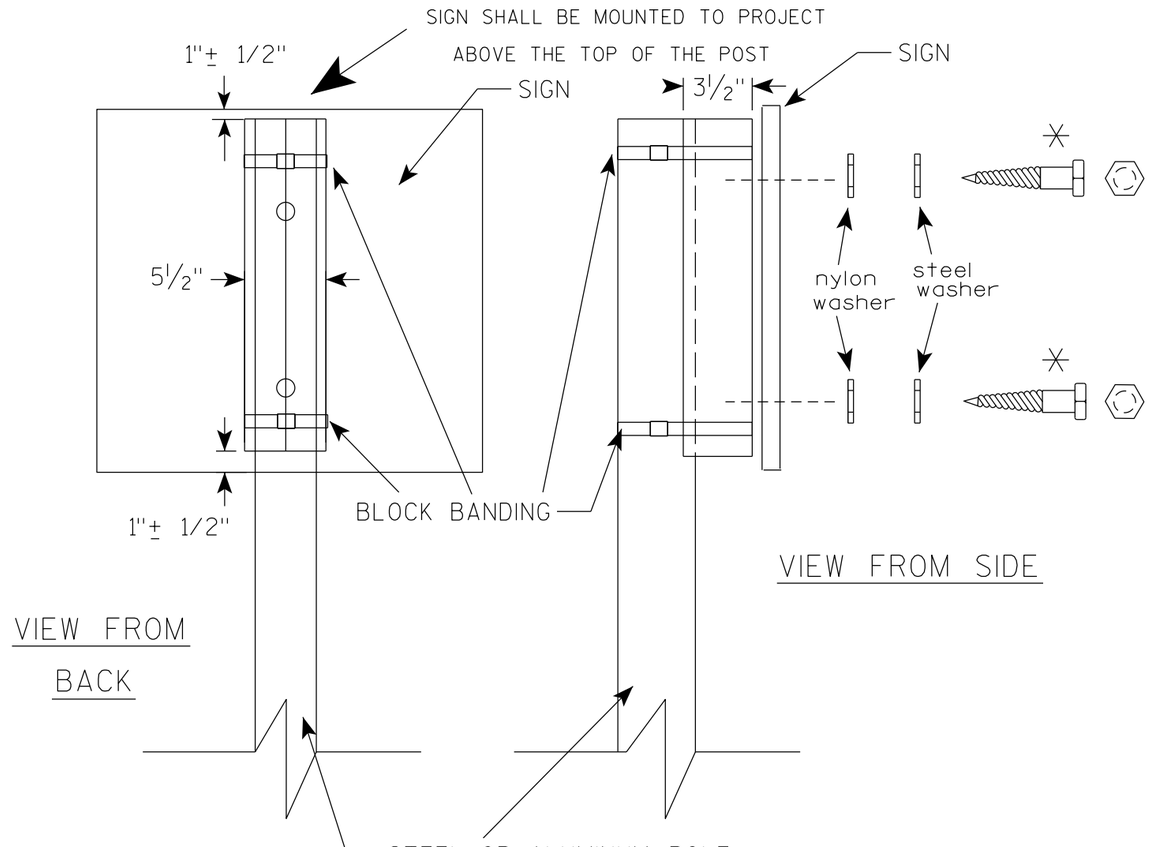
DATE 6/10/19 PLATE NO. A5-9.4

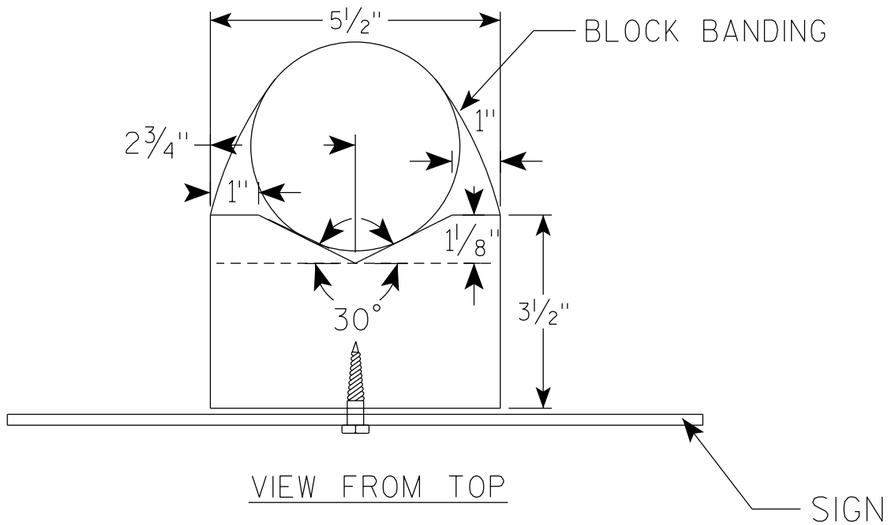
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 267	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

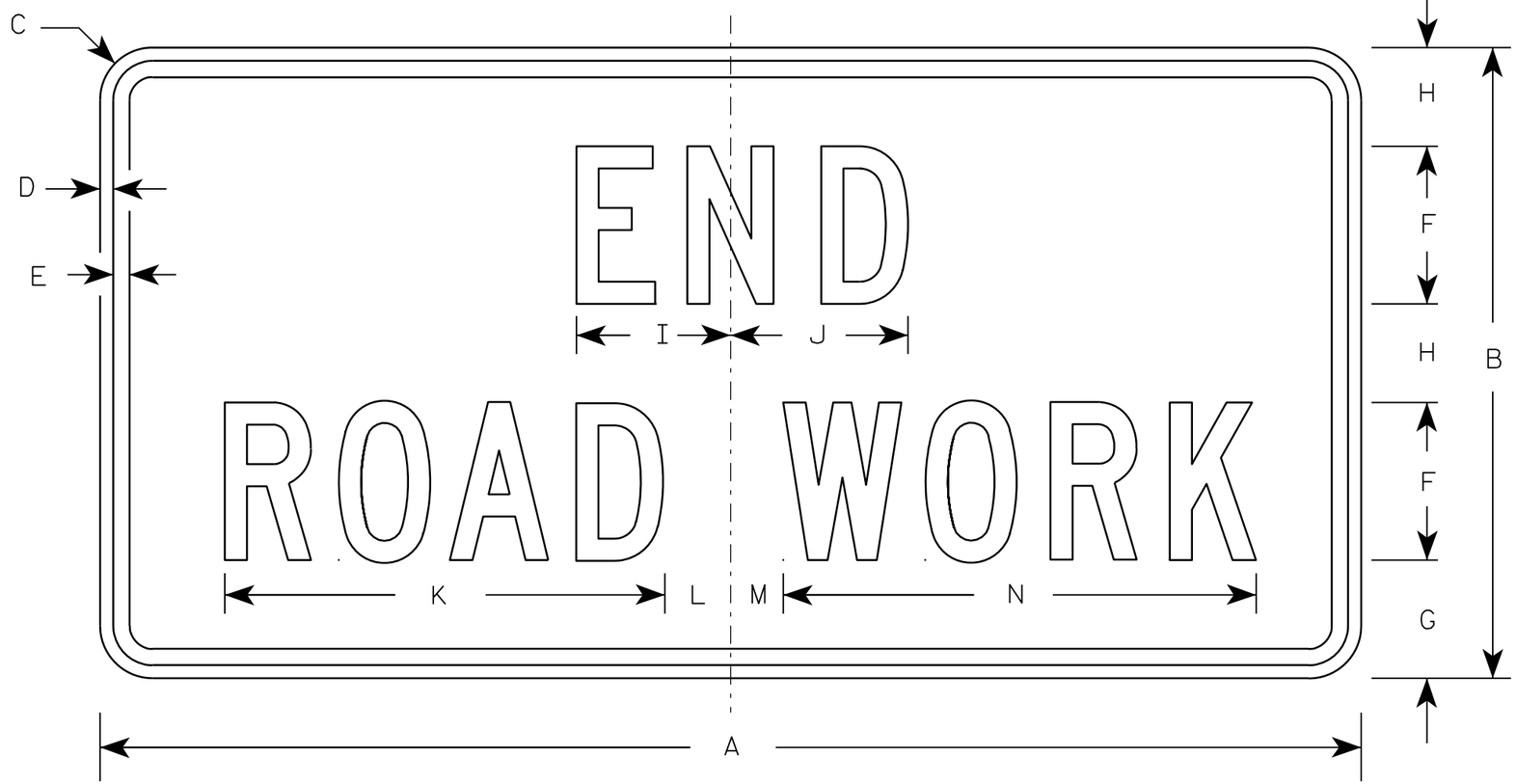
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 268 E



G20-2A

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 - 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.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

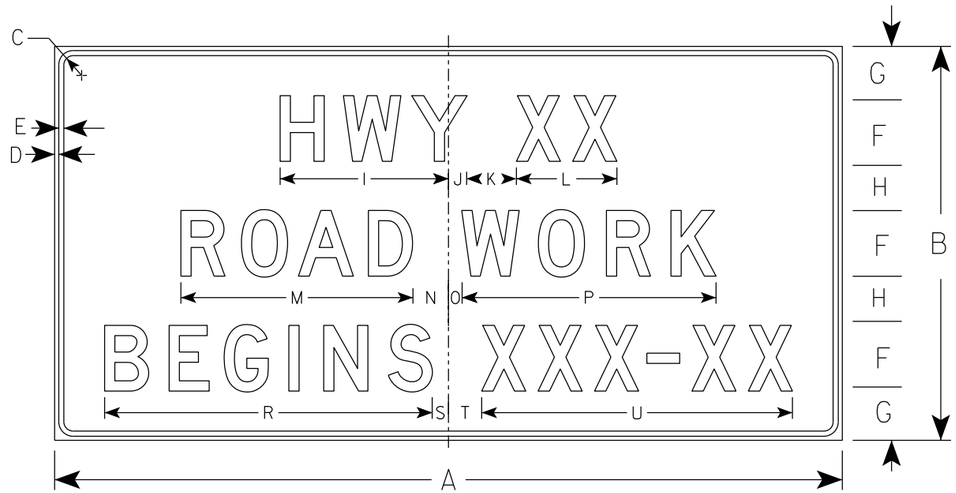
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 269	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

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																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

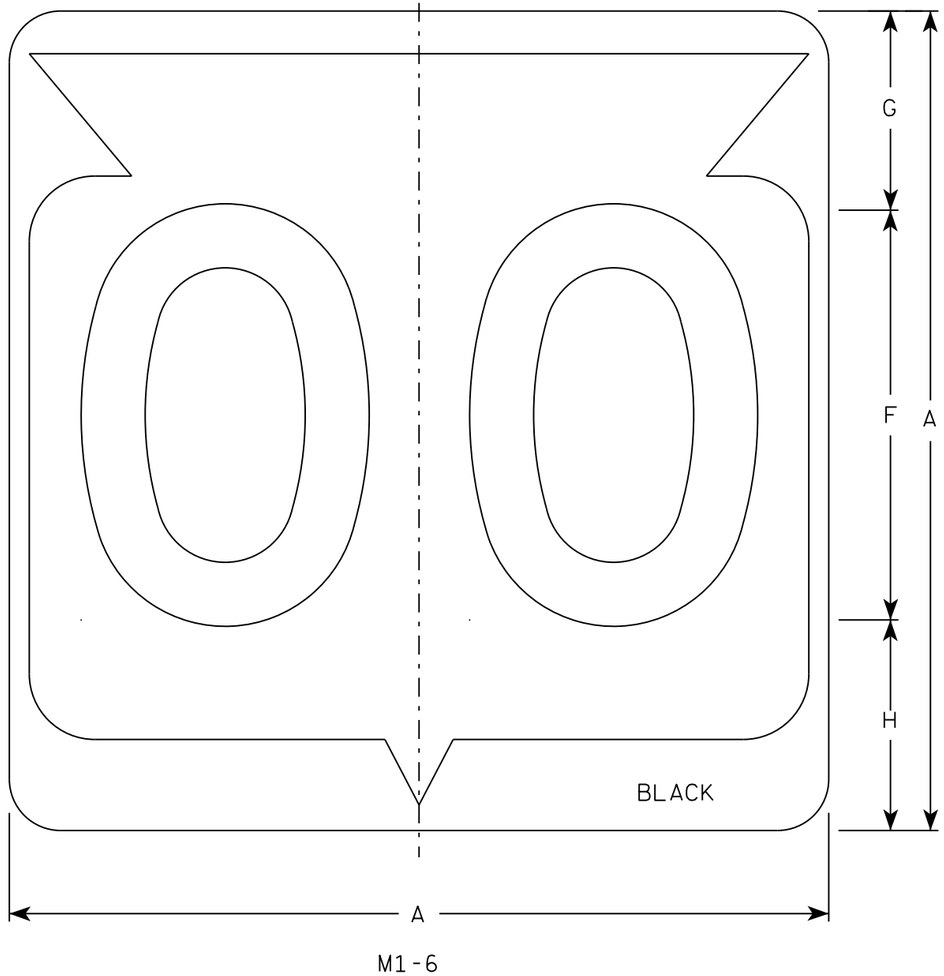
STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

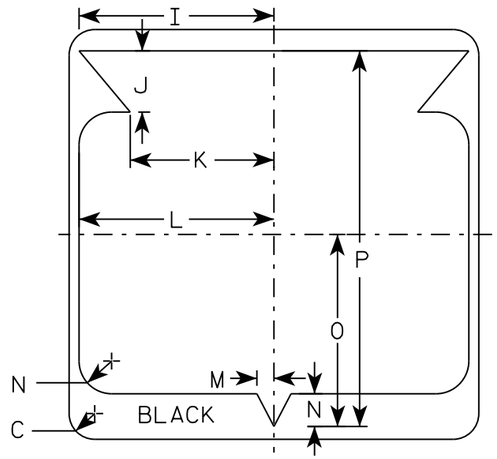
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 270	E



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

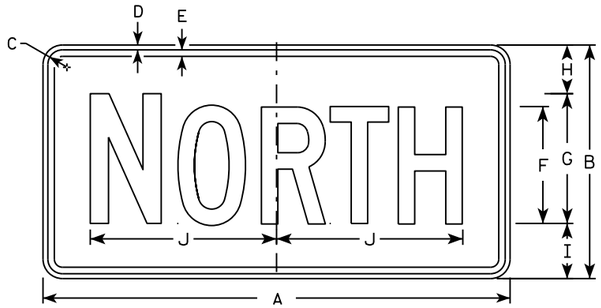
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

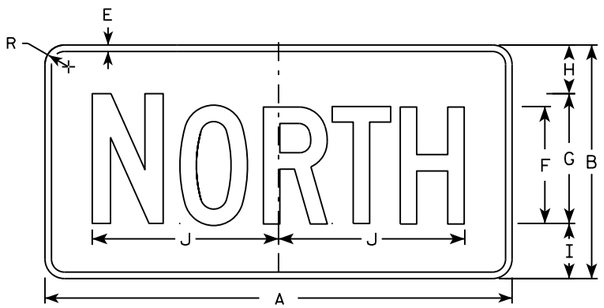
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 271 E



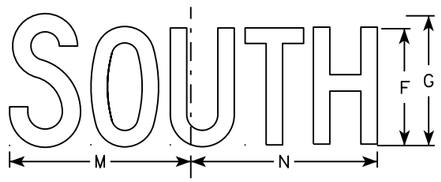
M3-1
MM3-1
MP3-1



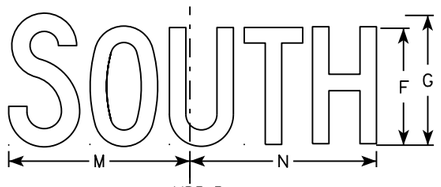
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

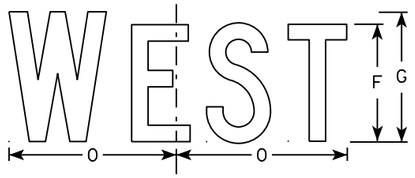
MB3-2
MK3-2
MN3-2



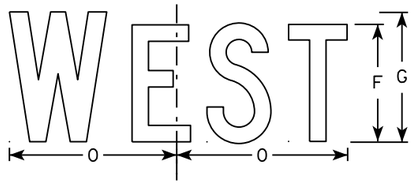
M3-3
MM3-3
MP3-3



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

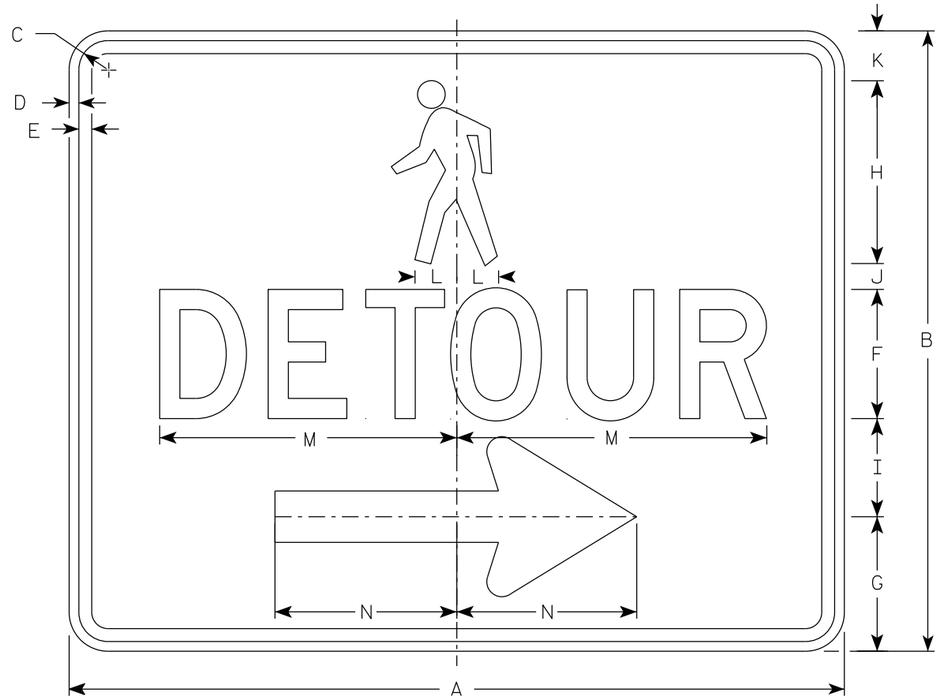
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

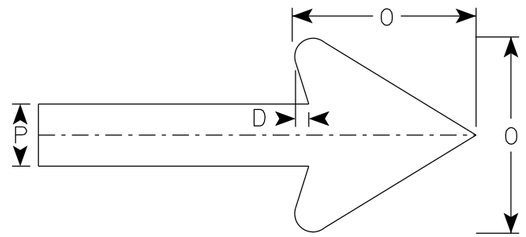
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-9BR

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																											

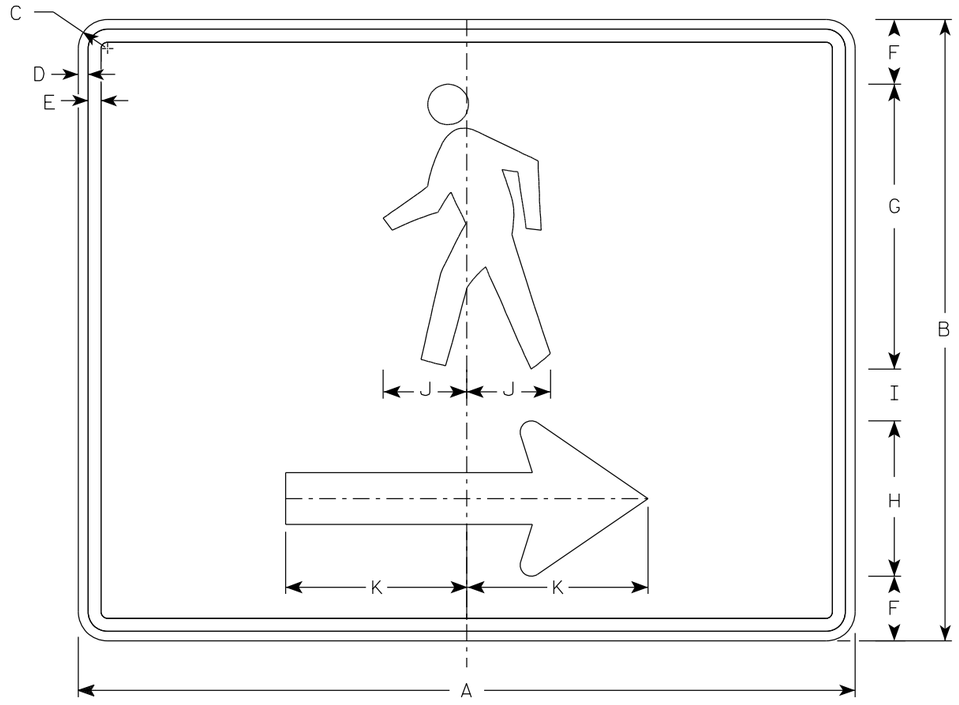
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

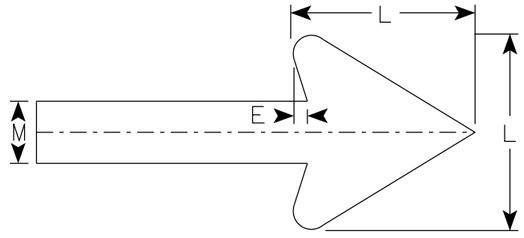
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 273 | E



M4-60R

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



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	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

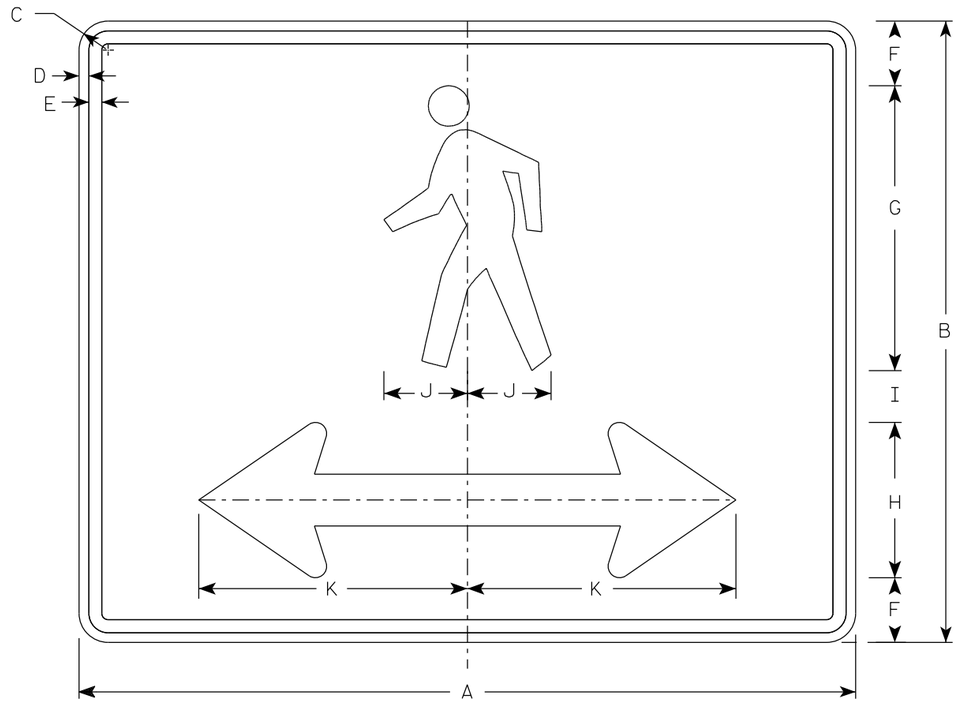
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

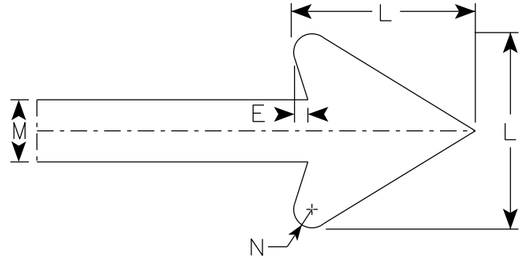
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 274 | E



M4-60D

NOTES

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



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	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

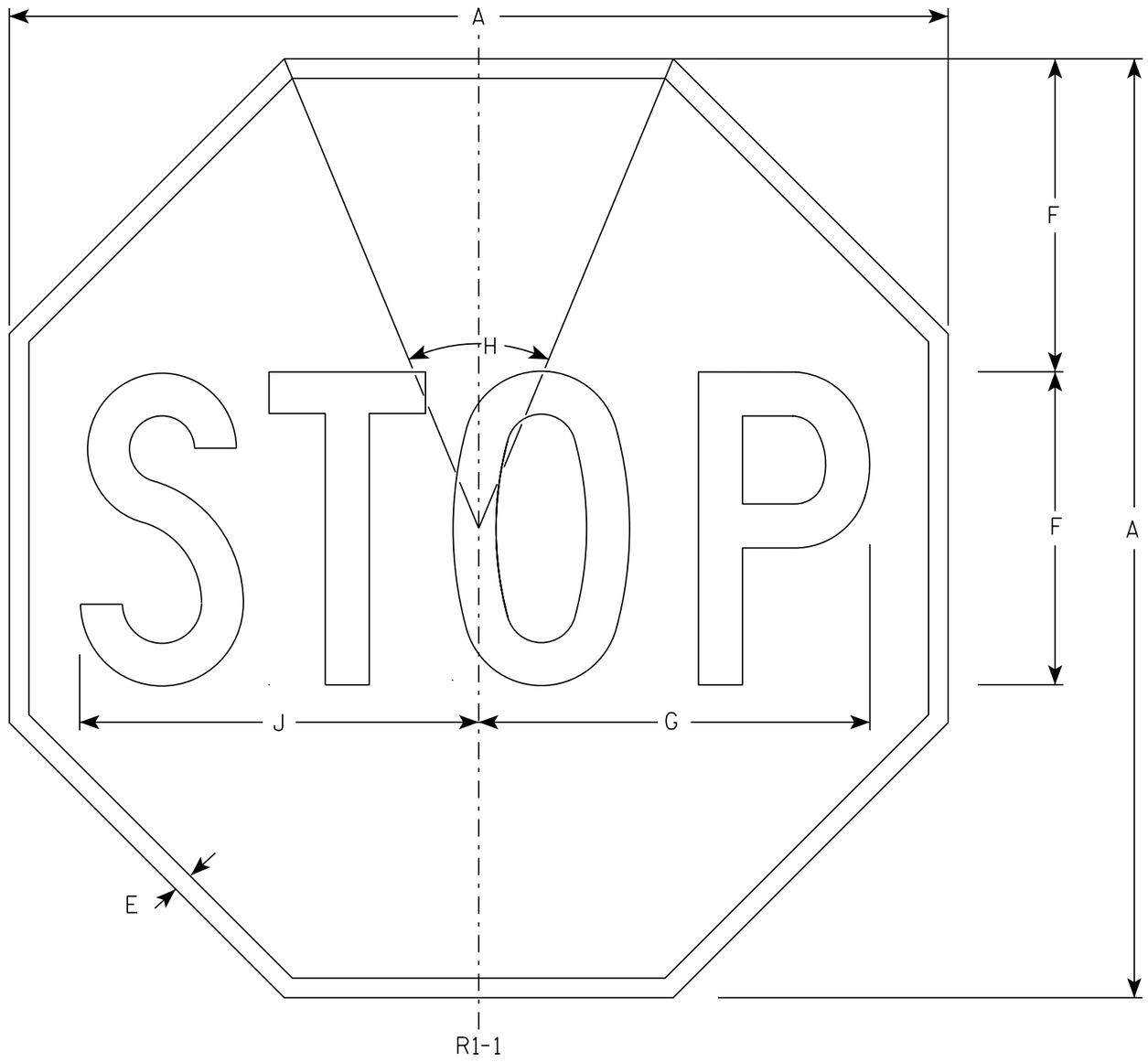
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/2021 PLATE NO. M4-60D.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 275	E



NOTES

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

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

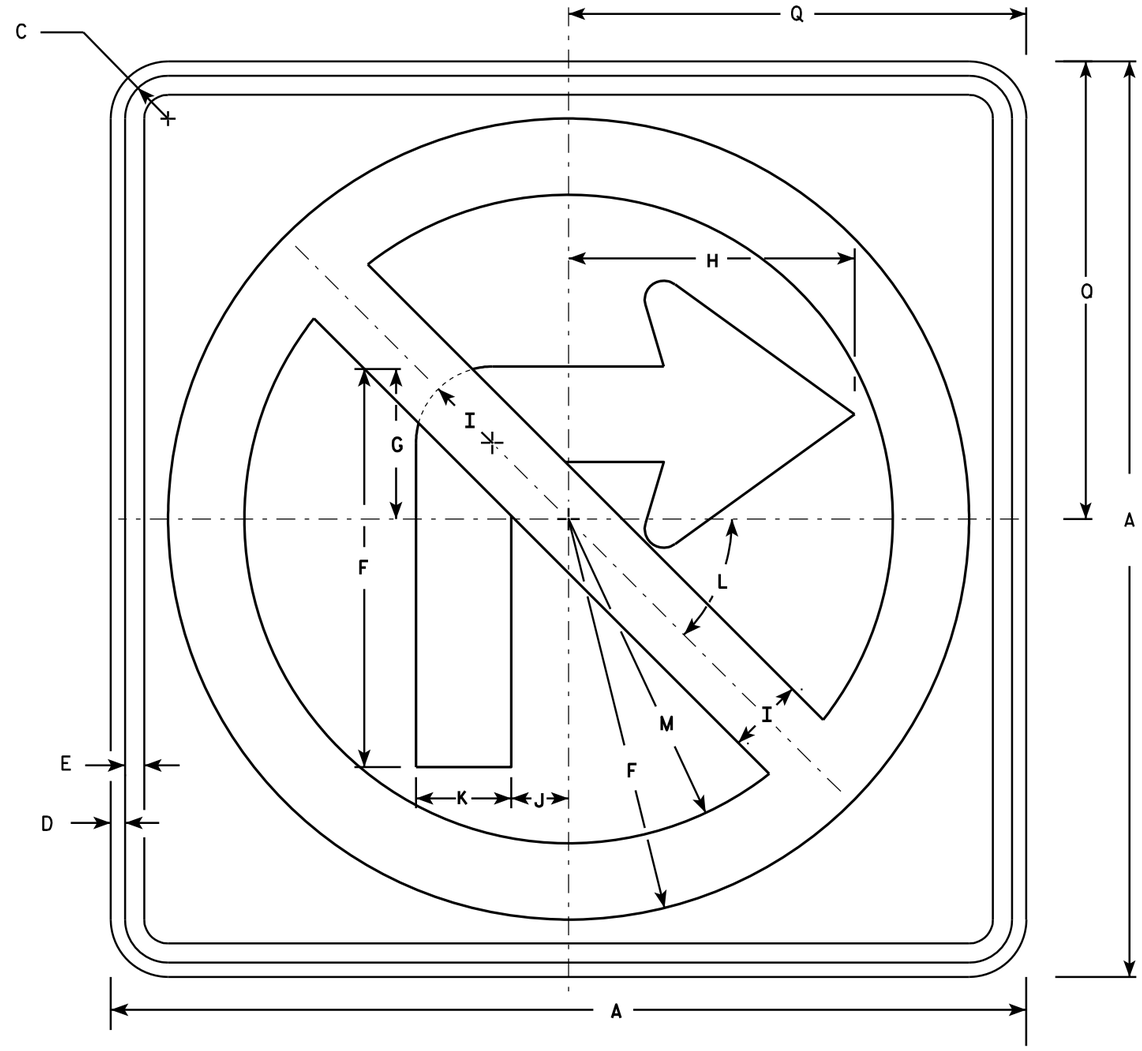
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

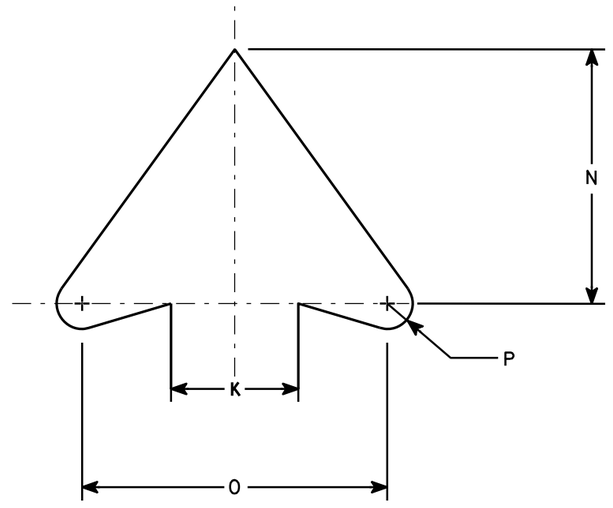
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 276	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

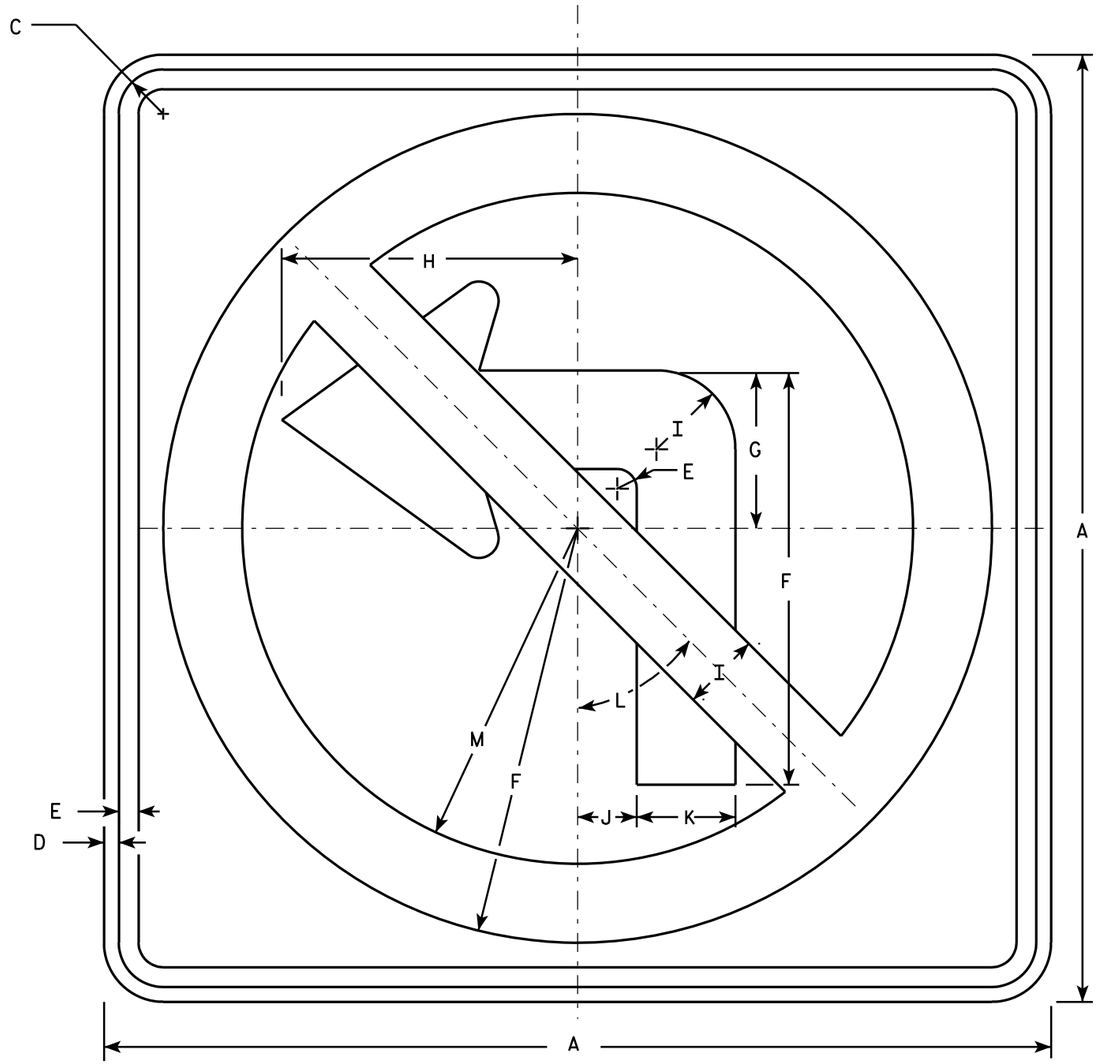
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

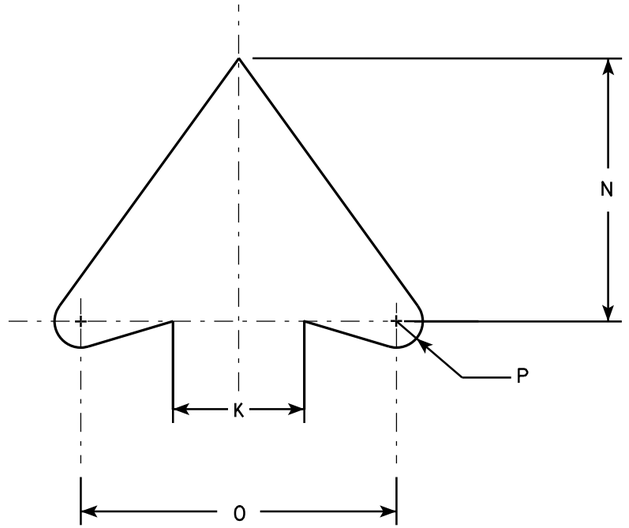
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 277	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

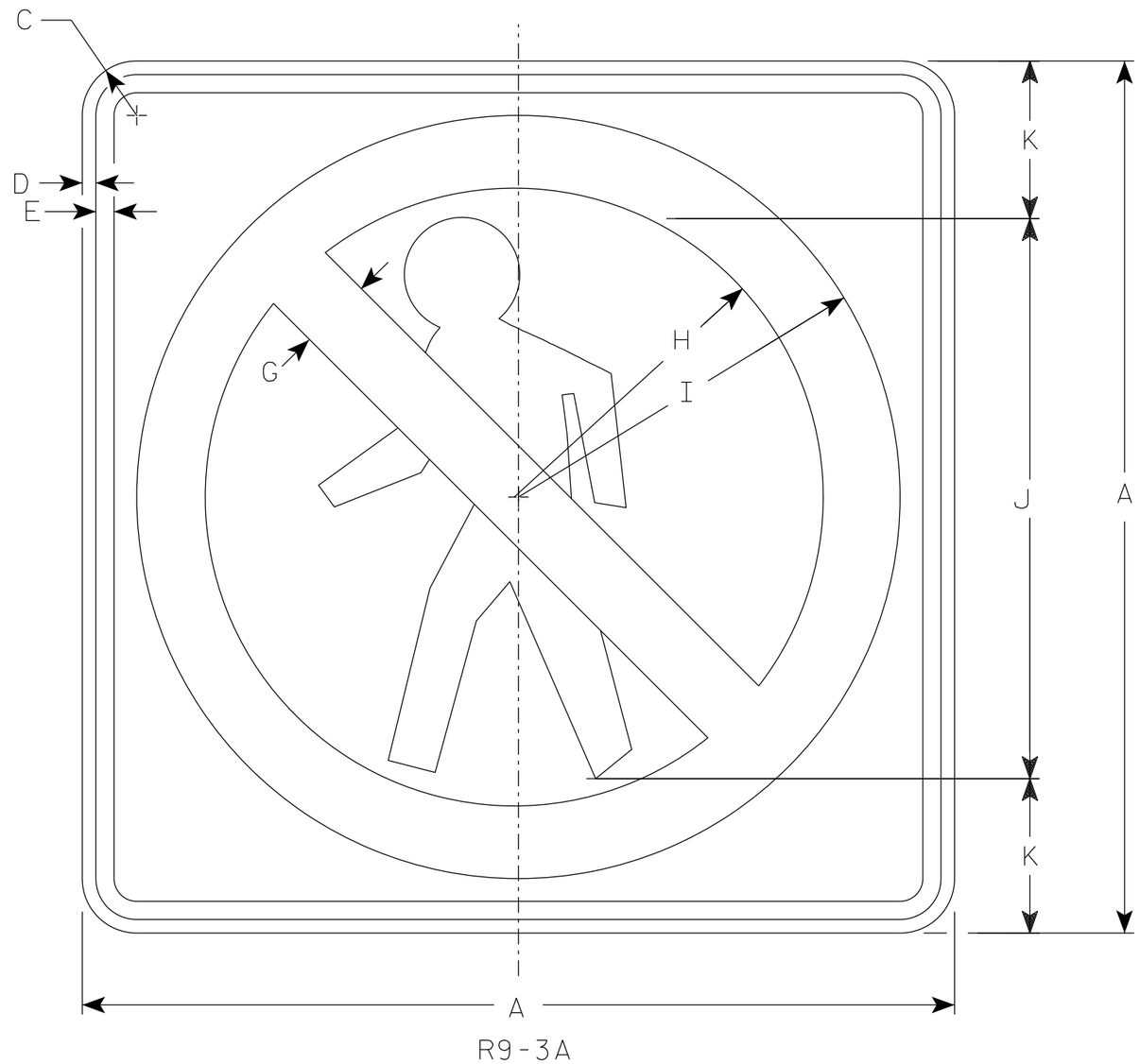
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 278	E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Pedestrian are non-reflective black.
   Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2S	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
2M	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
3																											
4																											
5																											

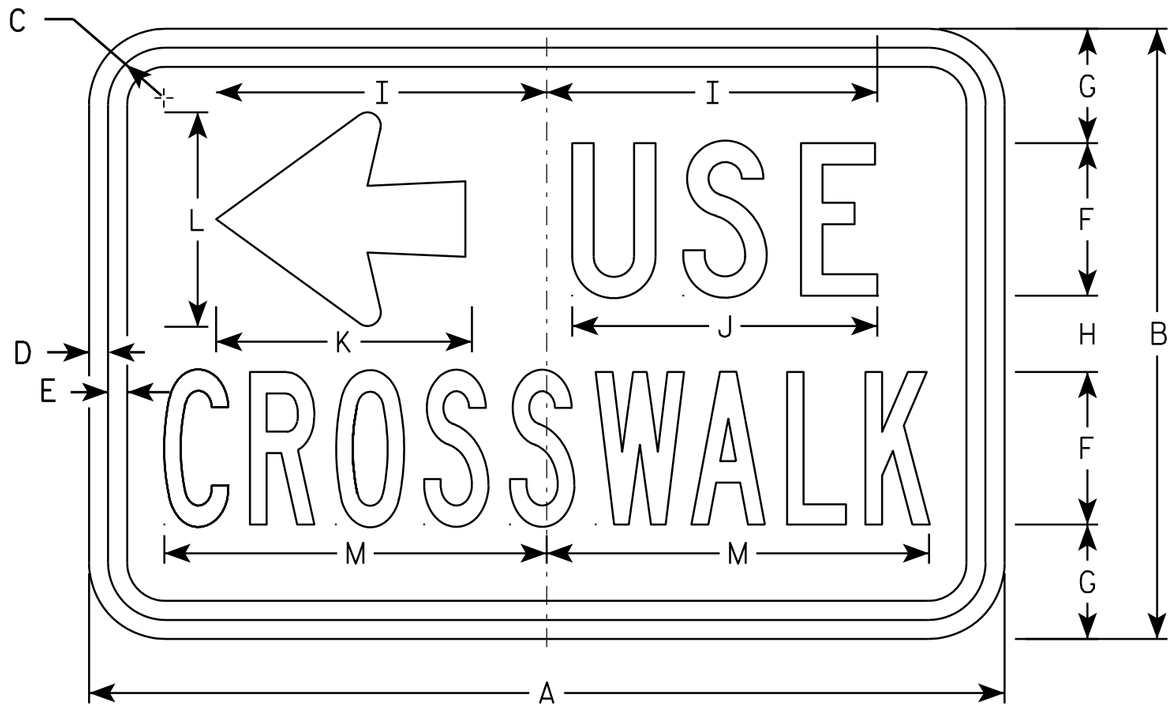
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/22/21 PLATE NO. R9-3A.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 279	E



R9-3BL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	450 mm X 300 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5	0.14
3																												
4																												
5																												

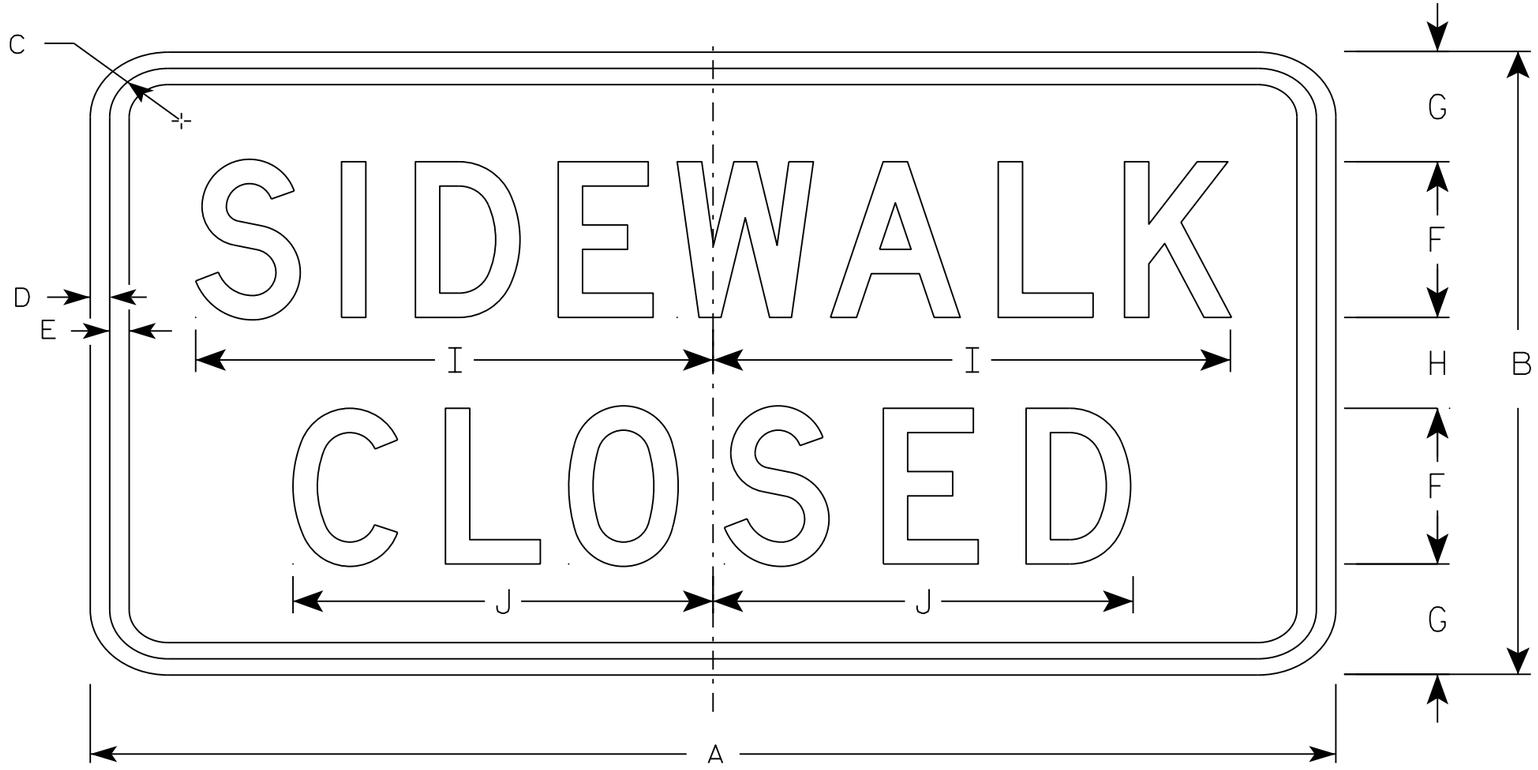
STANDARD SIGN
R9-3BL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/05/09 PLATE NO. R9-3BL.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 280 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

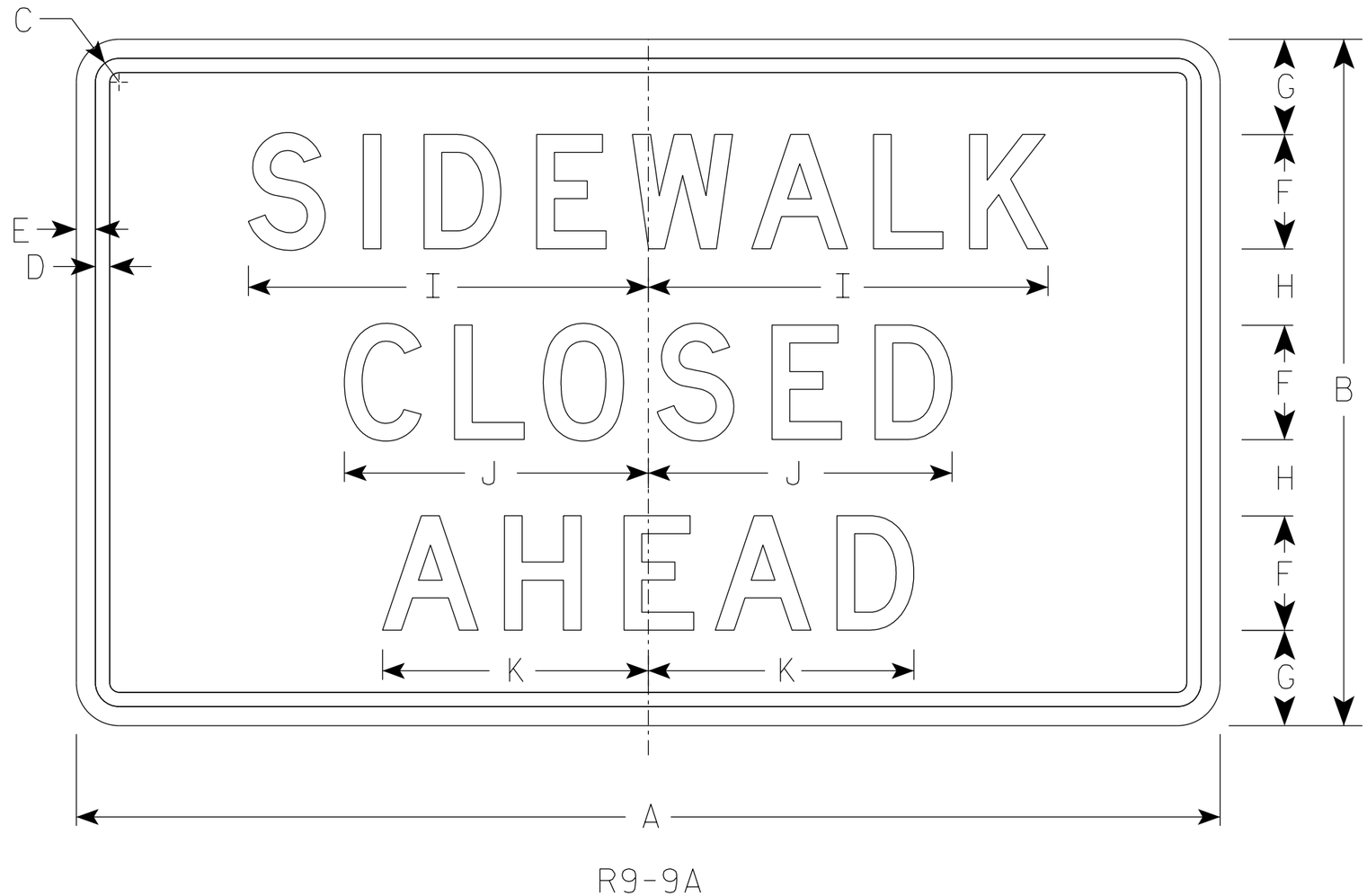
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 281 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																											

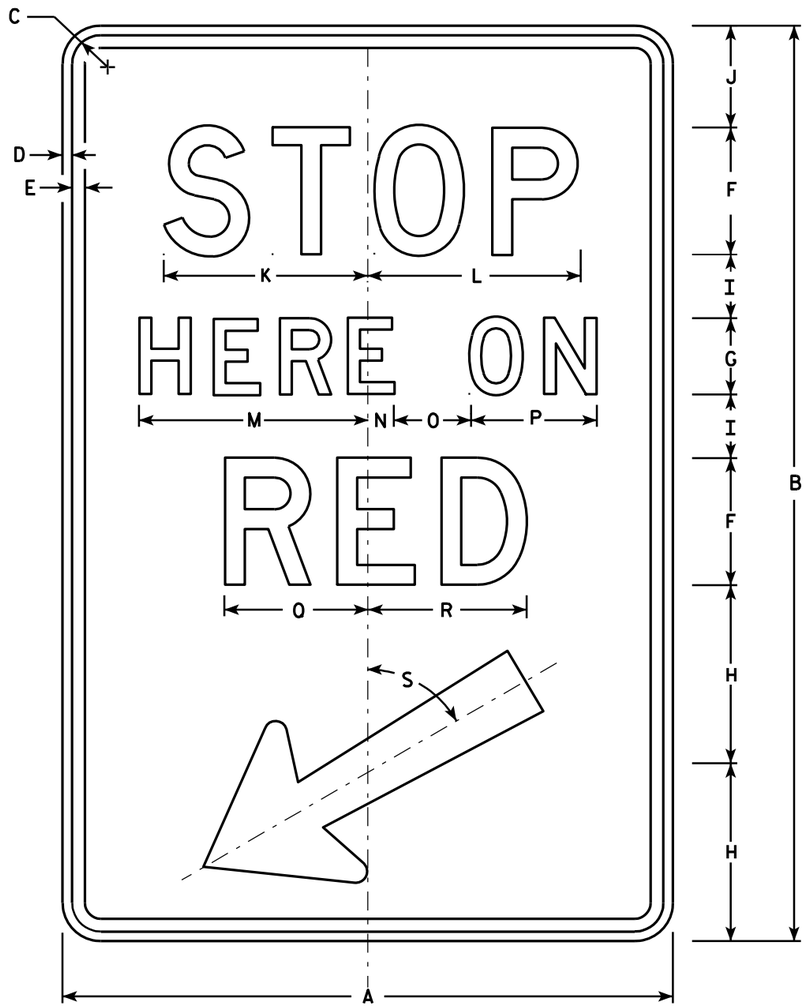
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

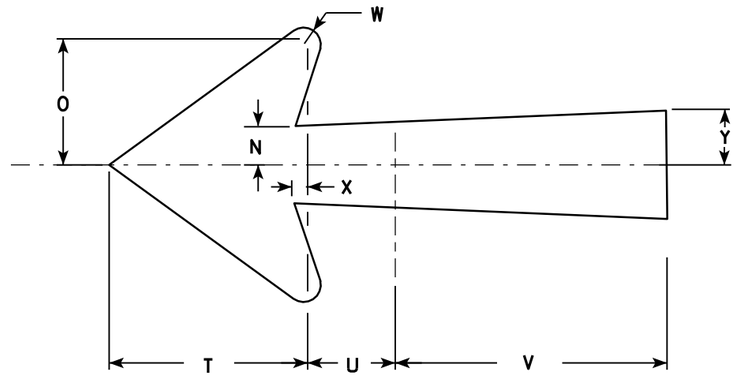
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 282 | E



R10-6

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 - 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.



Arrow Detail

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																											
2S	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

STANDARD SIGN
R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-6.6

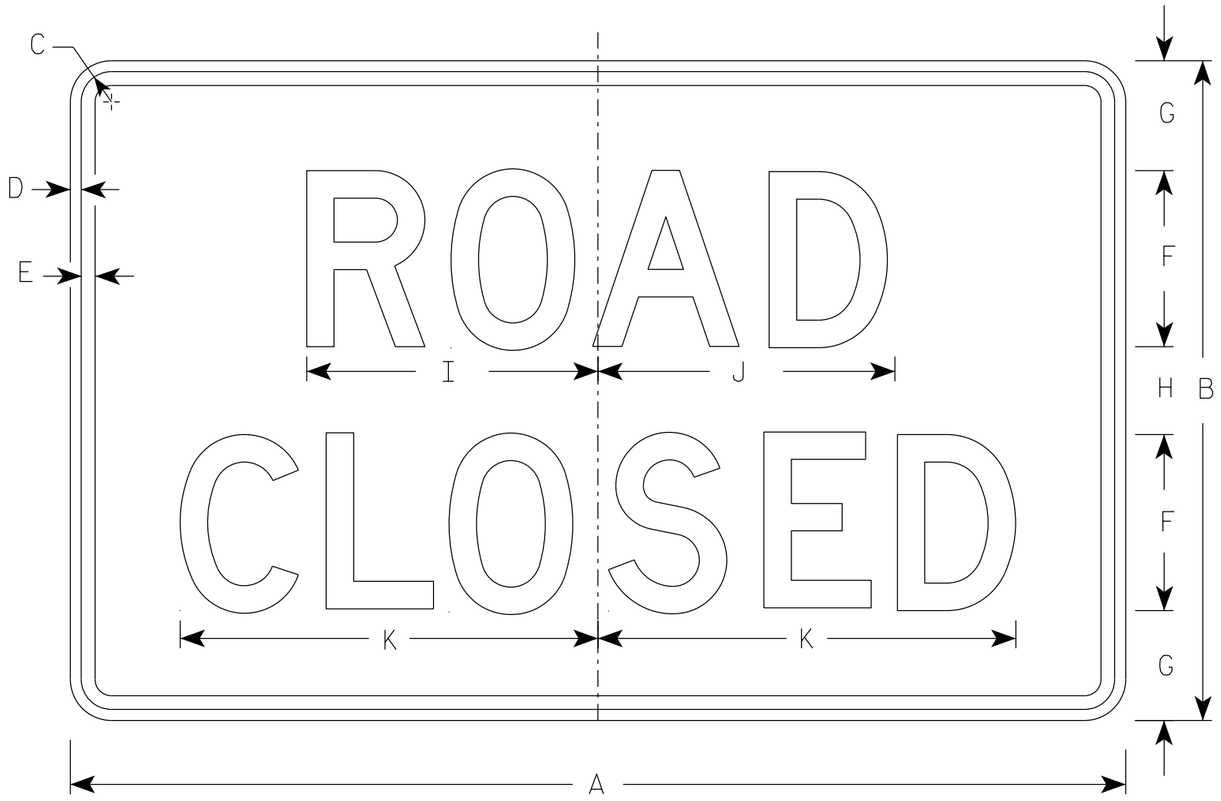
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 283	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R106.DGN PLOT DATE : 05-APR-2011 09:50 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

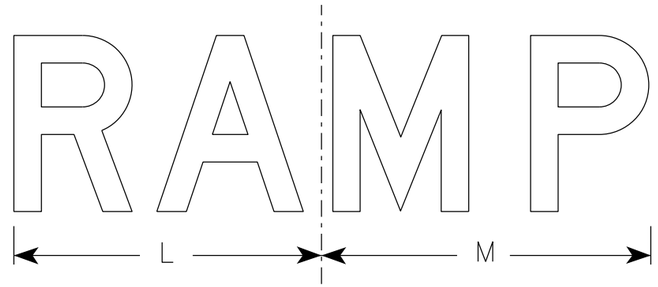
7



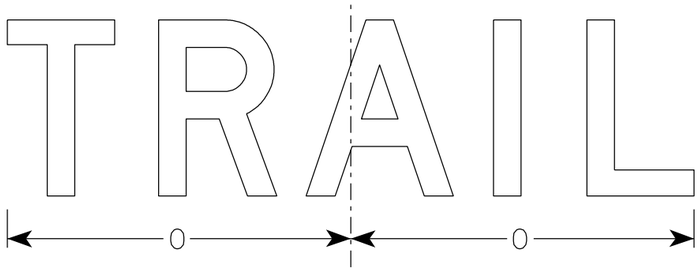
R11-2

NOTES

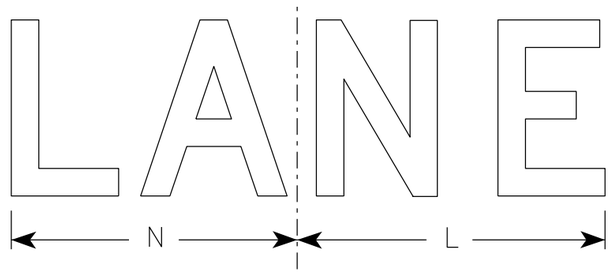
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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

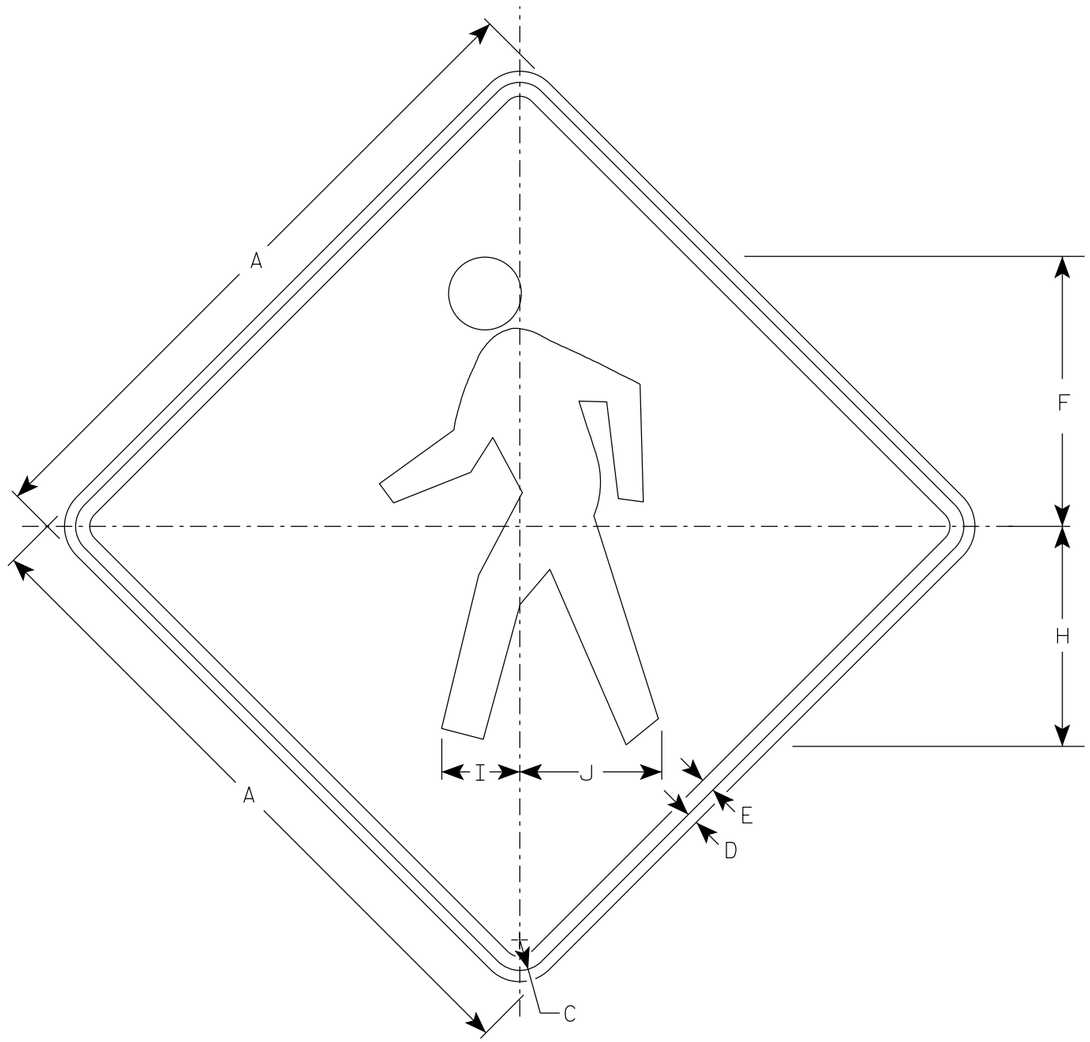
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 29-MAR 2021 8:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W11-2

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	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

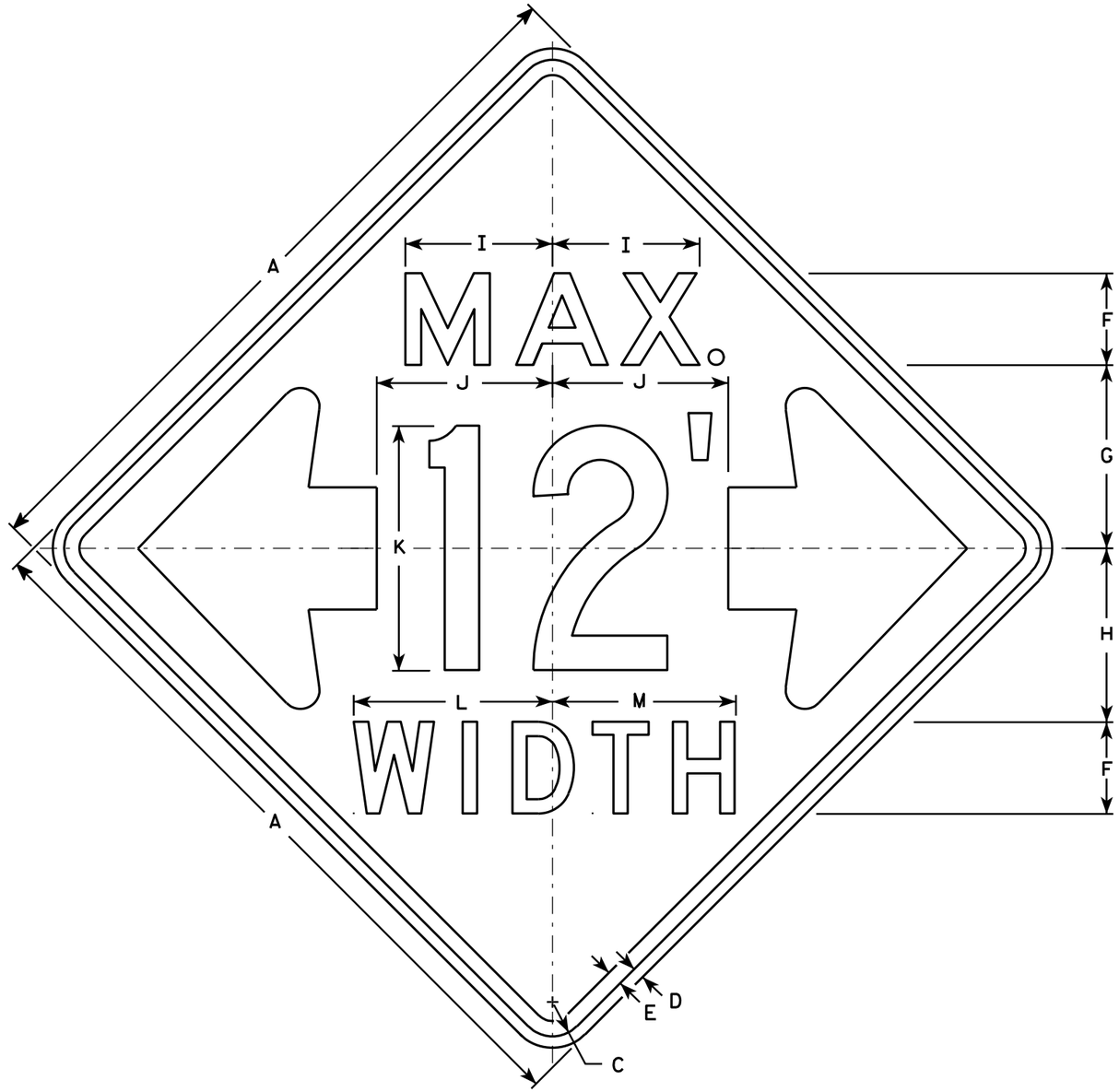
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

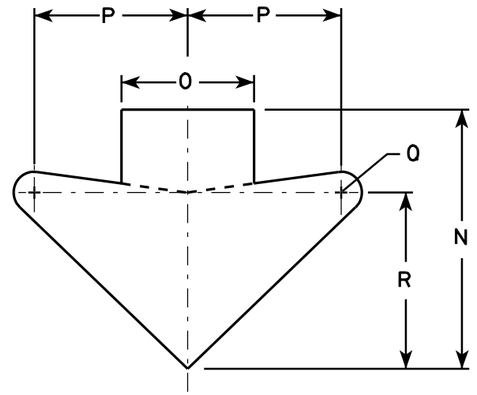
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 285	E



W12-52

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. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

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

STANDARD SIGN
W12-52

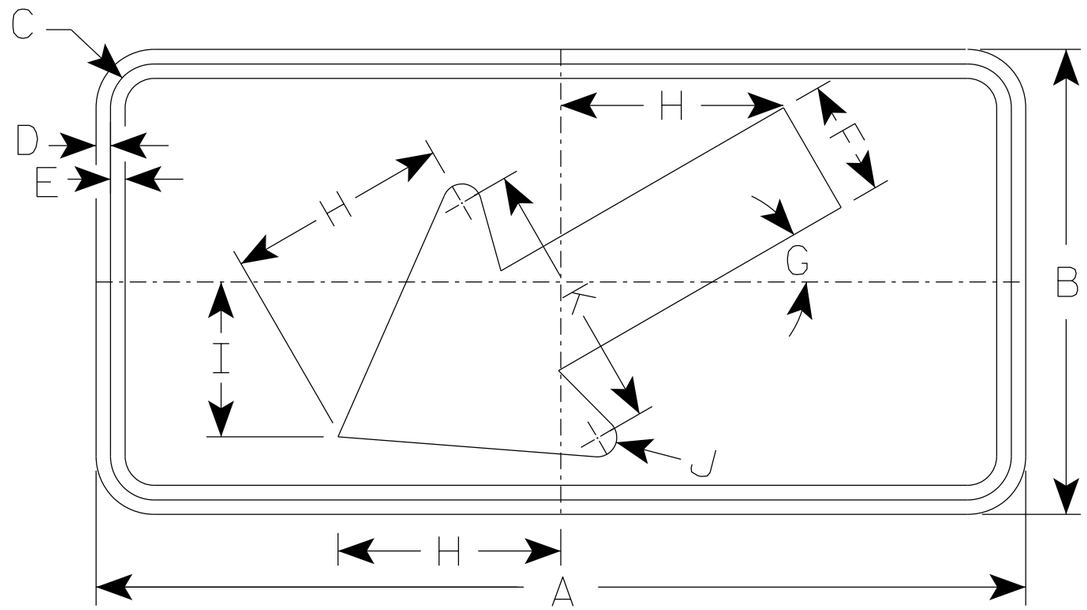
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 286 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
* 2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
W16-7

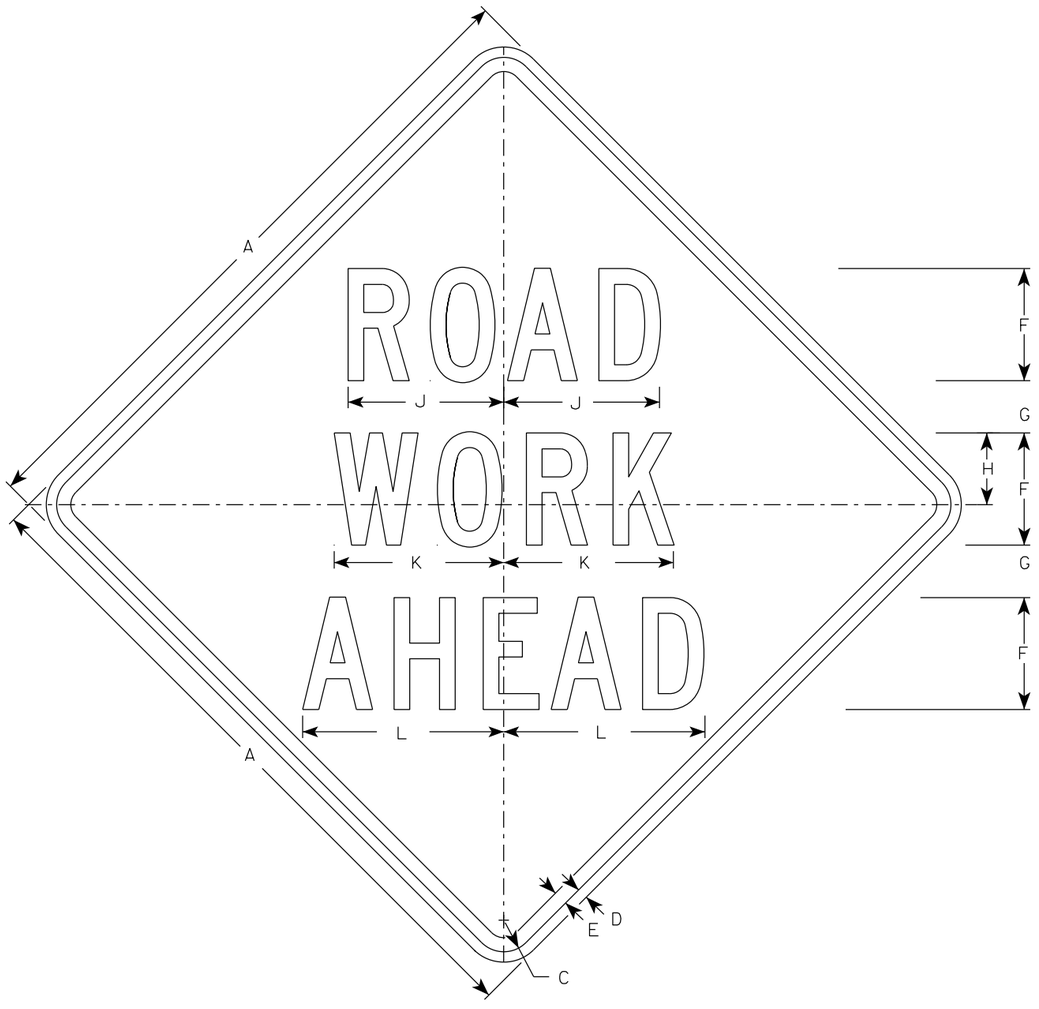
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

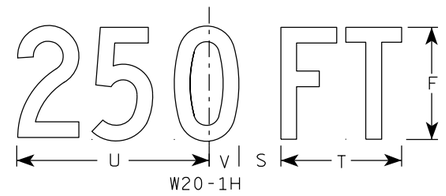
DATE 3/16/2021 PLATE NO. W16-7.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 287 E

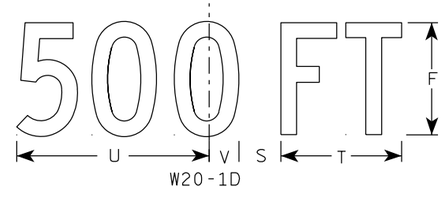
7



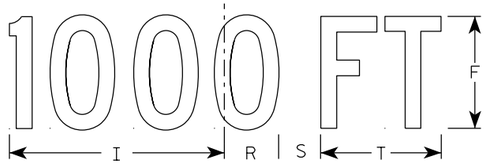
W20-1A



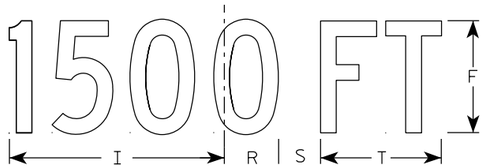
W20-1H



W20-1D



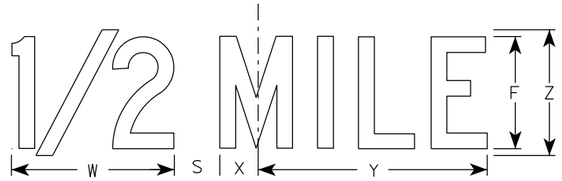
W20-1C



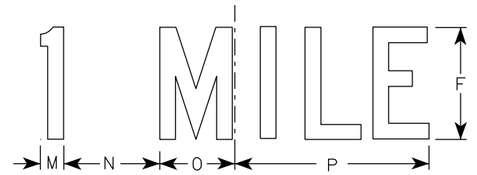
W20-1B

NOTES

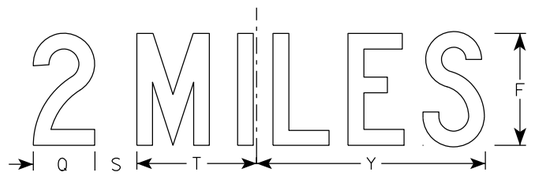
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

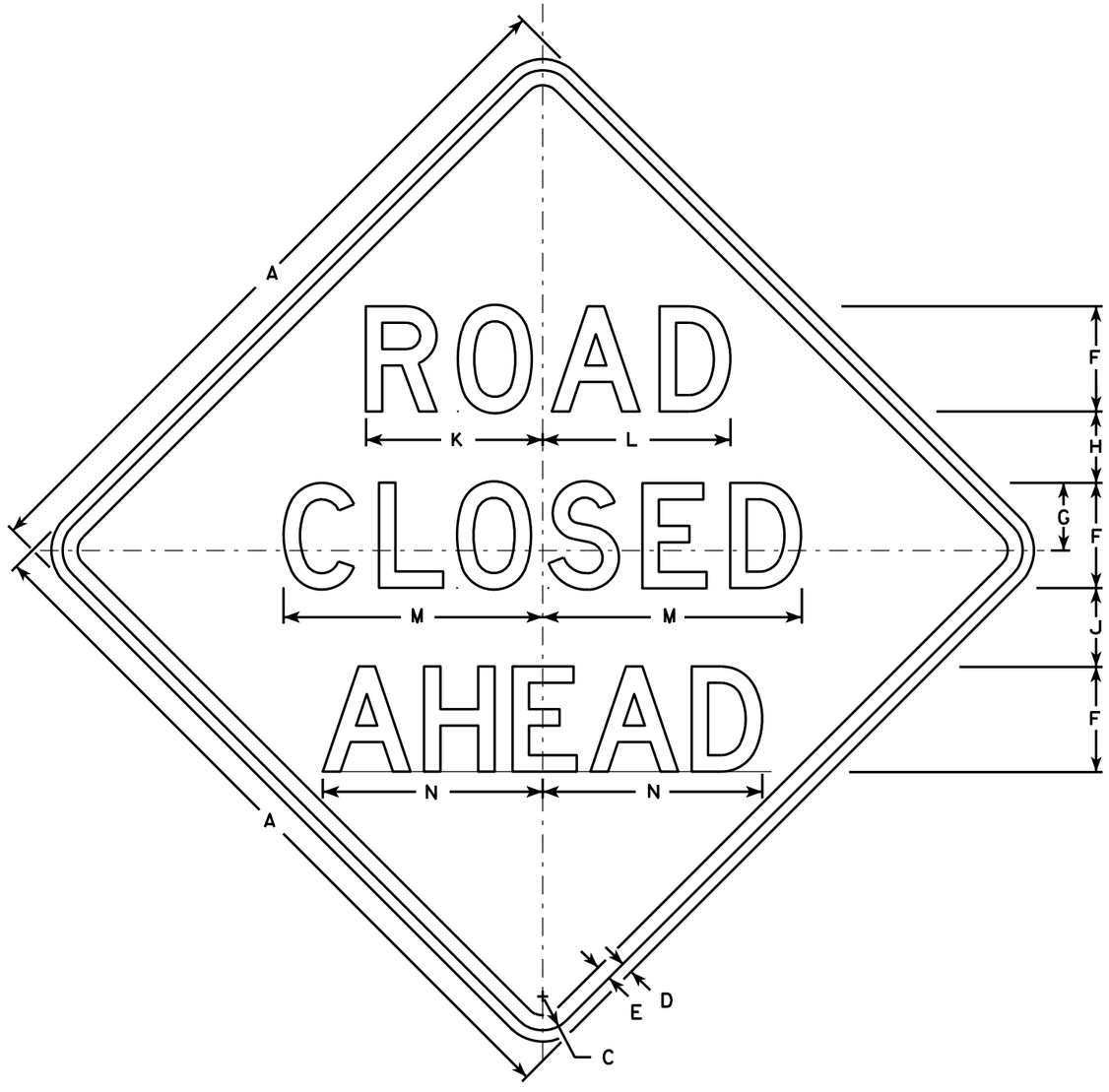
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

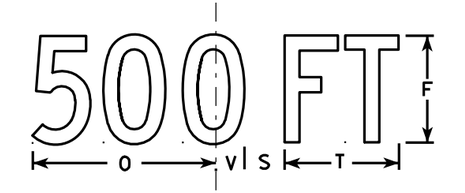
WISDOT/CADDS SHEET 42

7

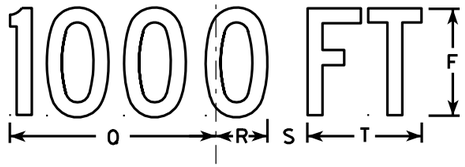
7



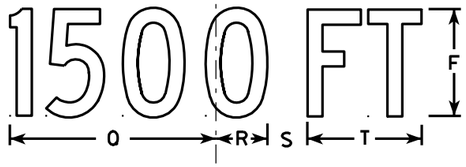
W20-3A



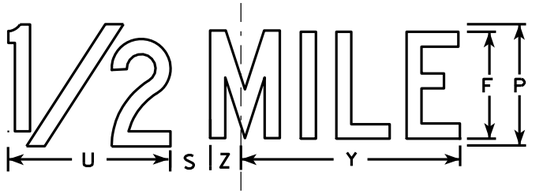
W20-3D



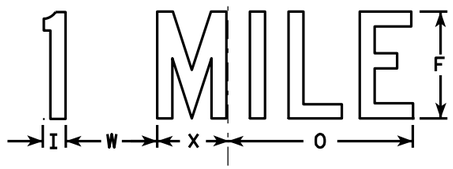
W20-3C



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

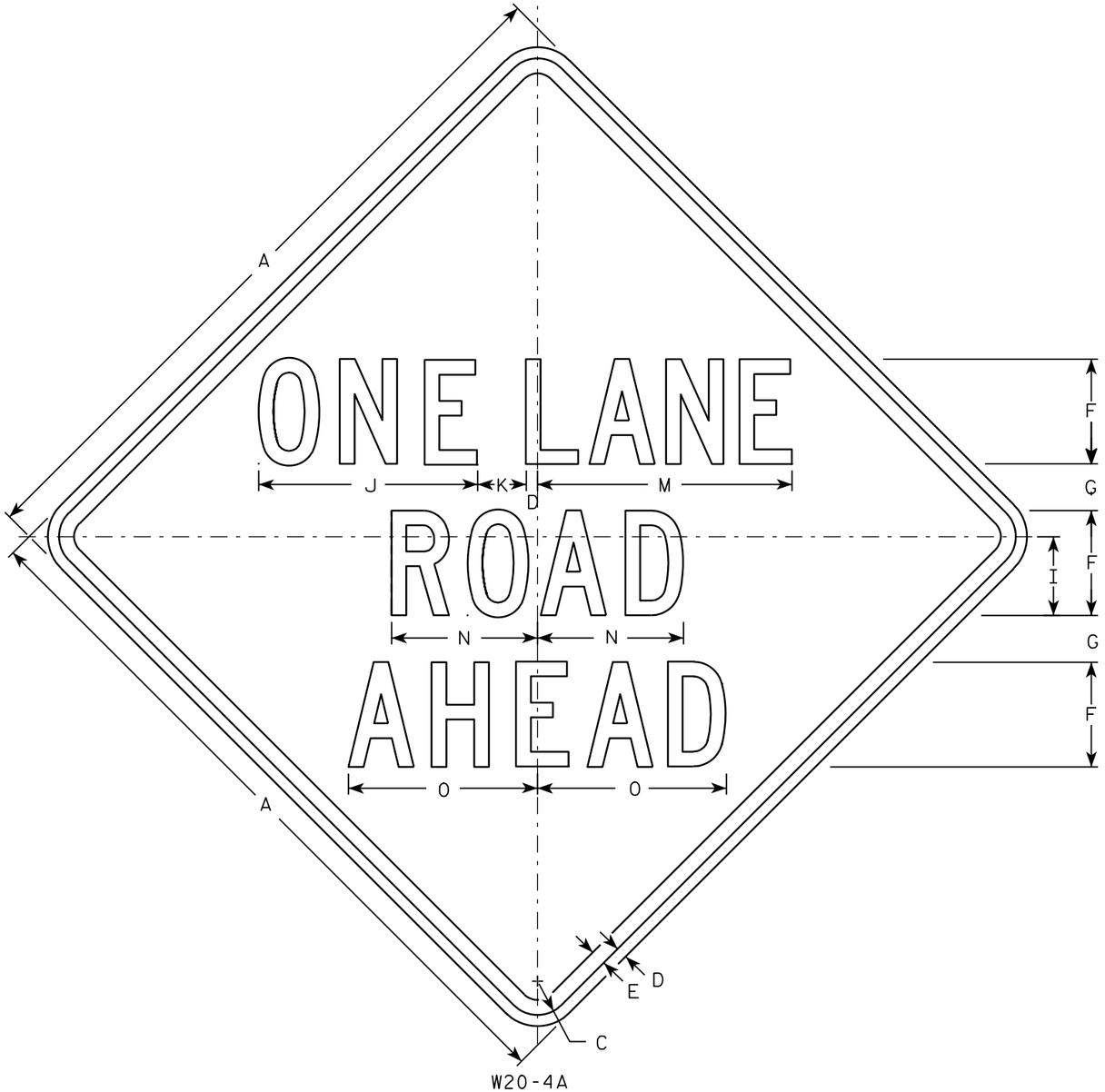
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

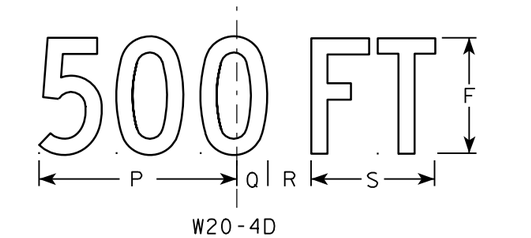
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 289 | E

7

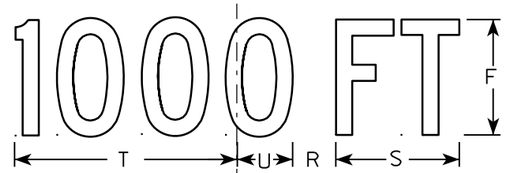
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



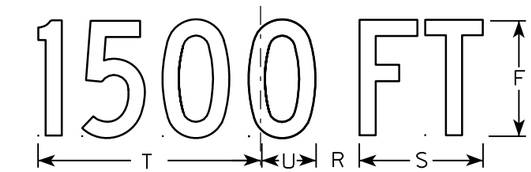
W20-4A



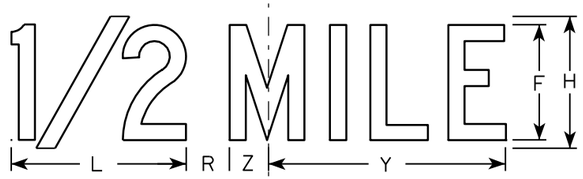
W20-4D



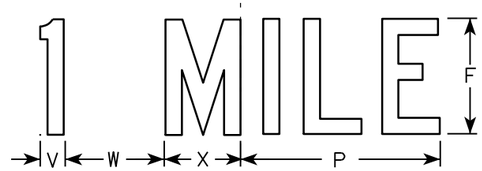
W20-4C



W20-4B



W20-4G



W20-4F

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 - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	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	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

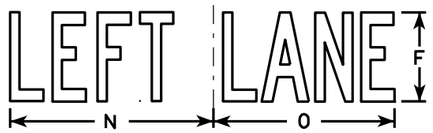
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-4.9

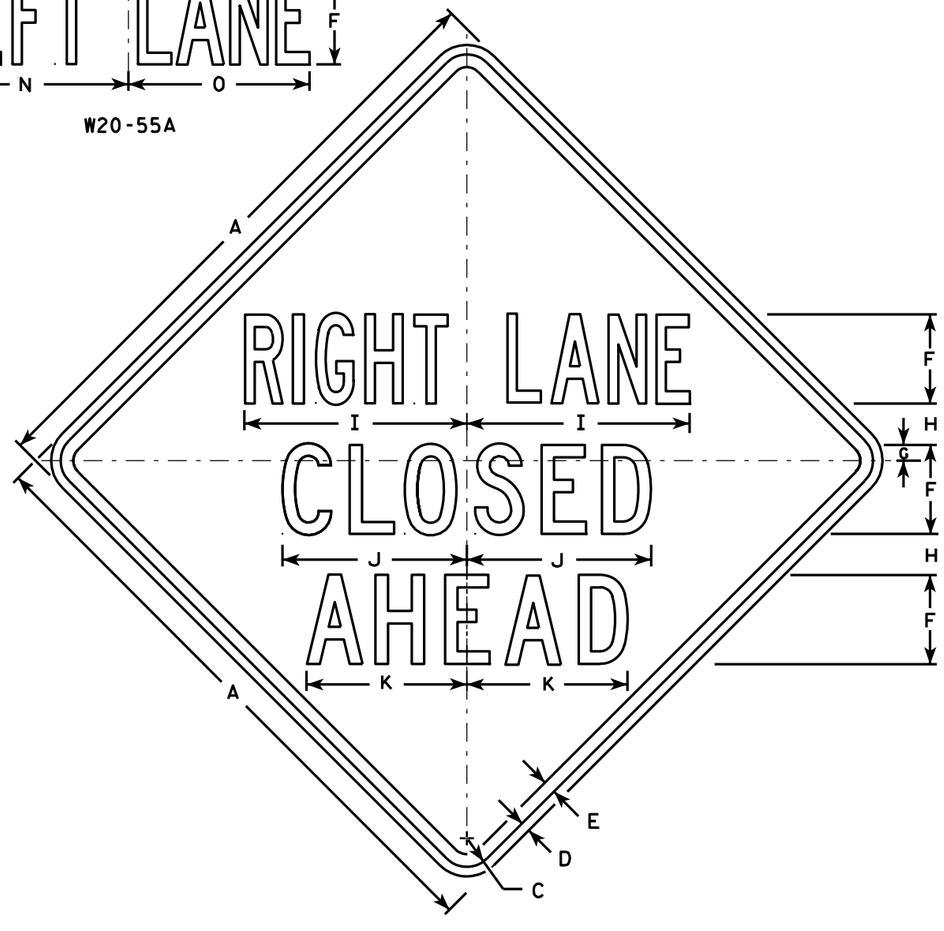
PROJECT NO:

SHEET NO: 290 E

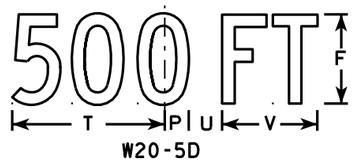
W20-56A



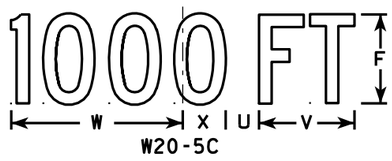
W20-55A



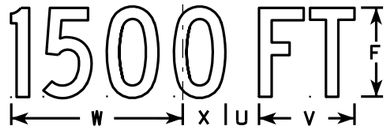
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

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. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

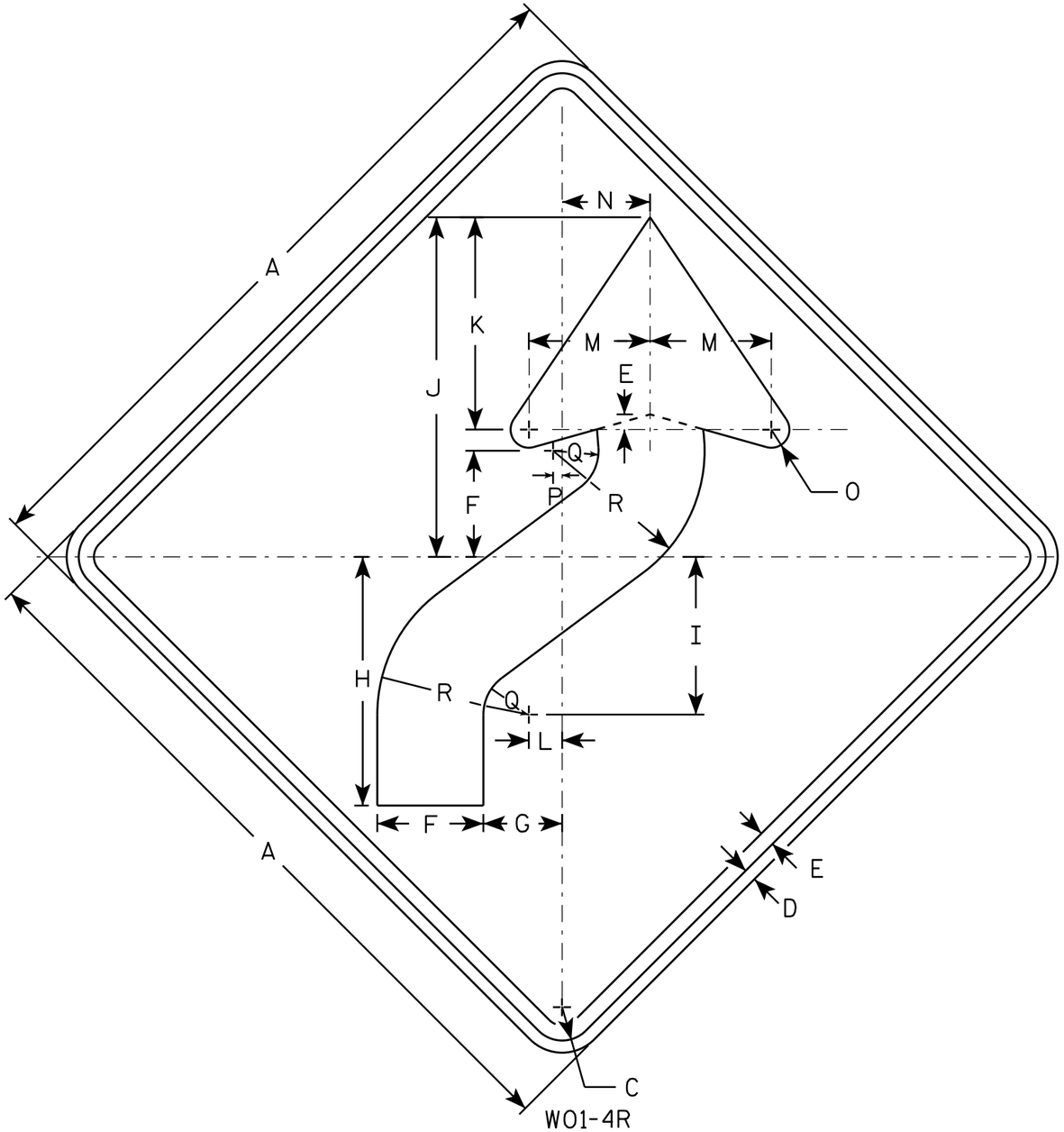
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 291 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



WO1-4R

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. 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. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
WO1-4

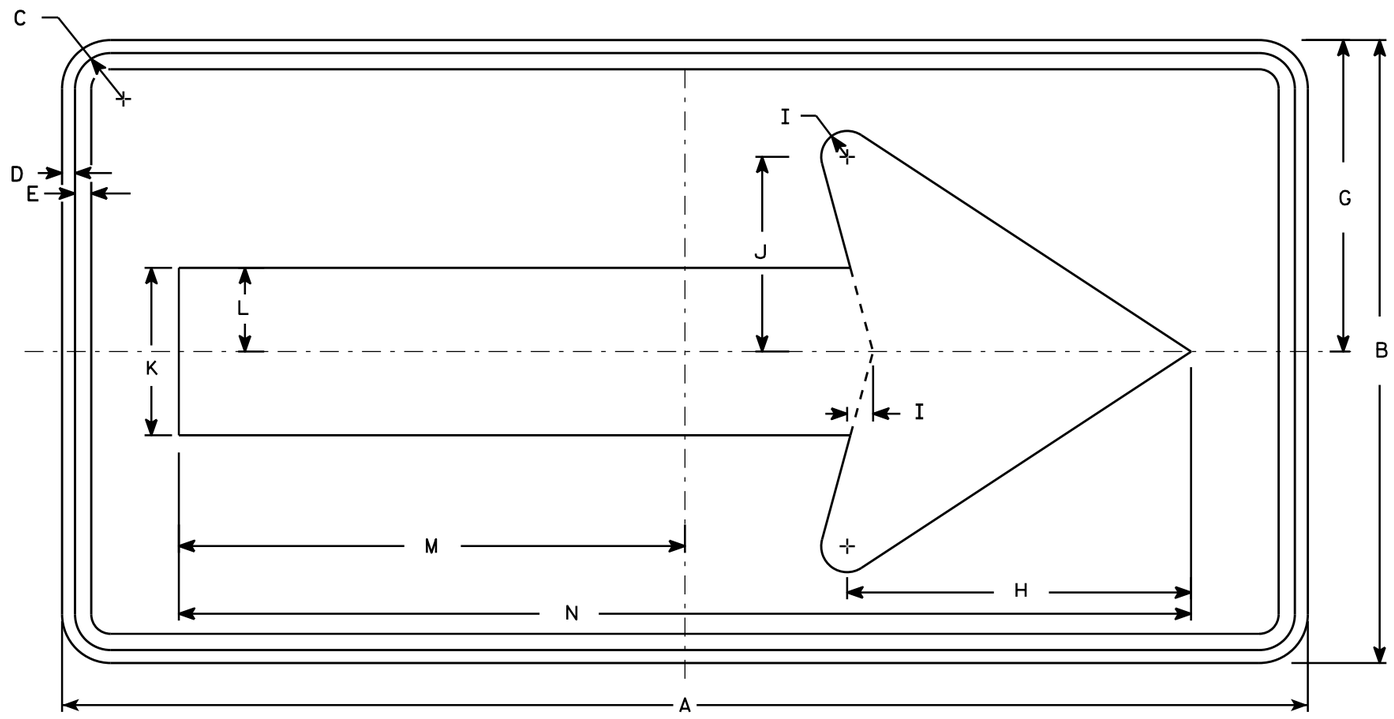
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO WO1-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO14.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

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. 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	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

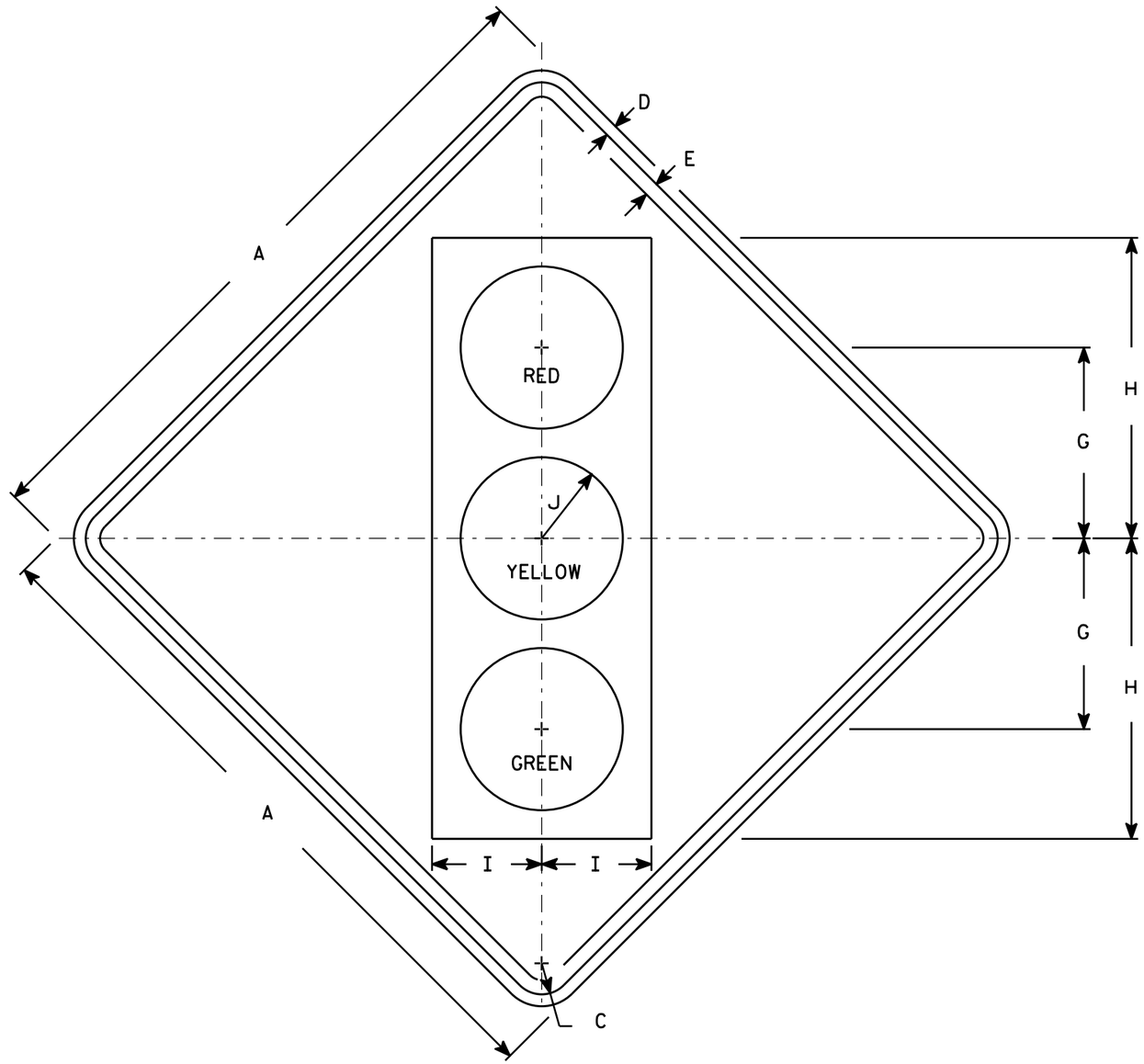
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE W01-6.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



W03-3

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 - 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. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

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		10	15 3/4	5 3/4	4 1/4																	9.0
2S	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
2M	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
3	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

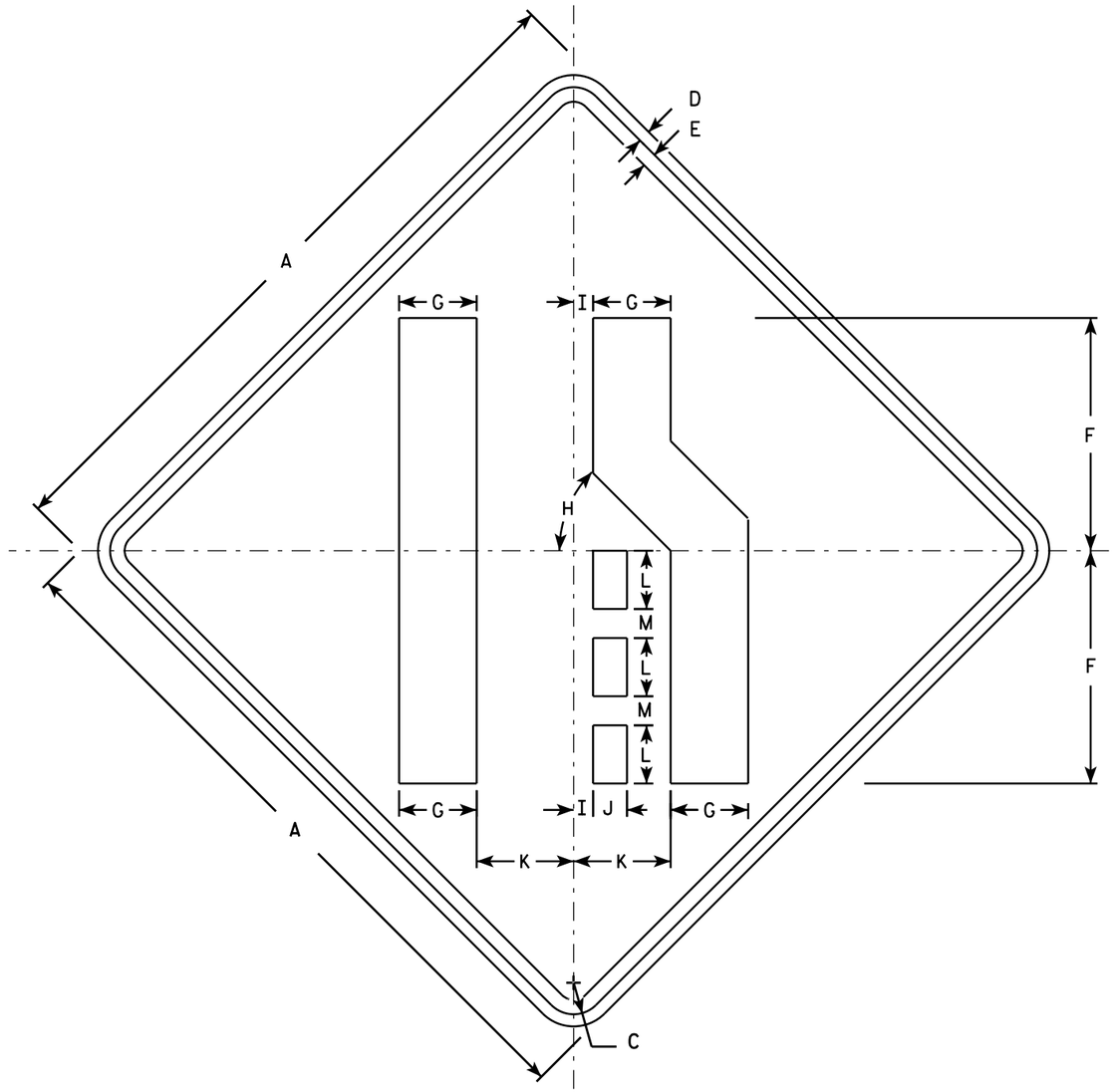
STANDARD SIGN
W03-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 294 W03-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W04-2R

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. 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. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

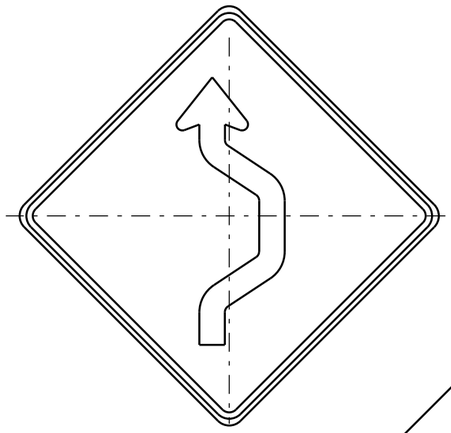
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

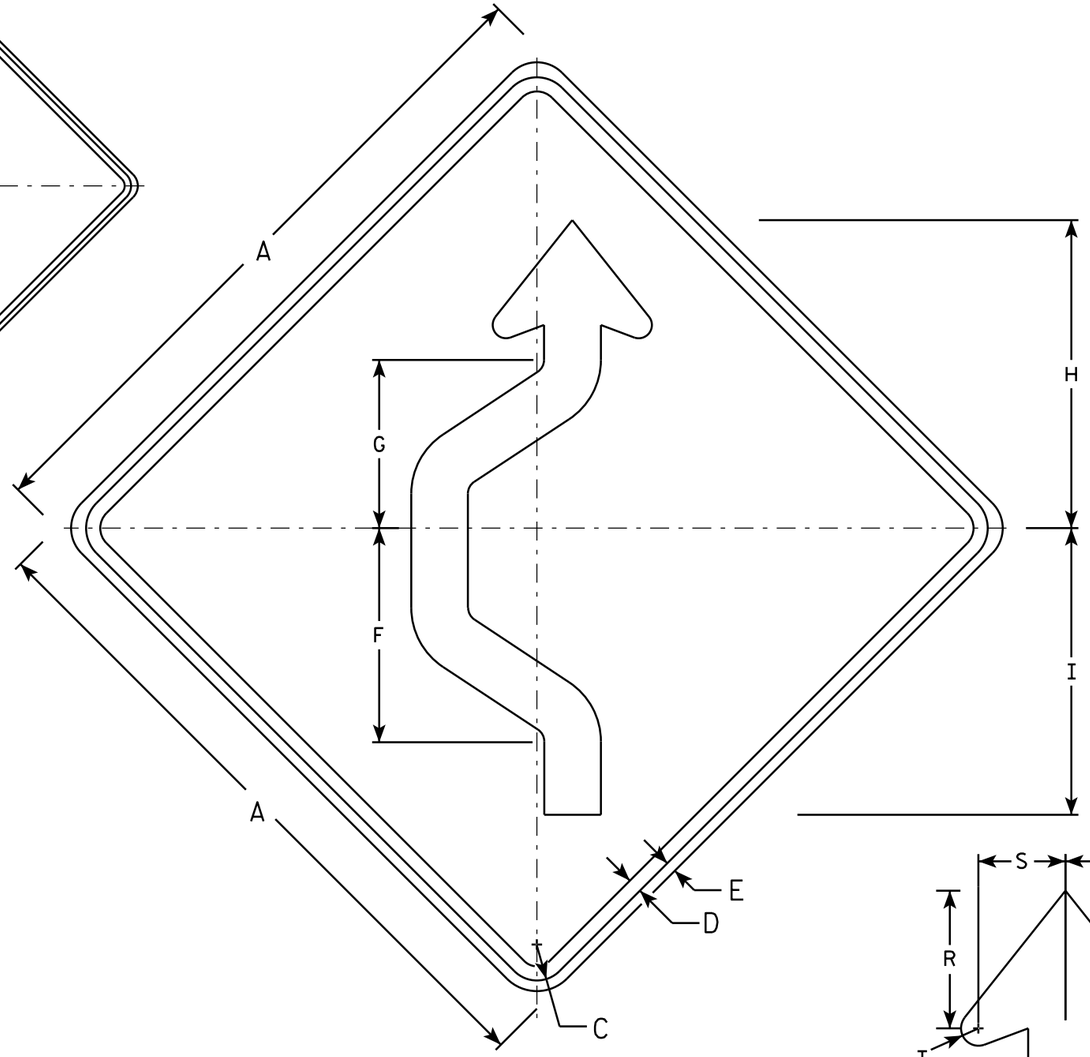
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 295 W04-2.1

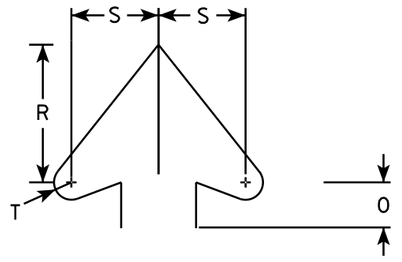
PROJECT NO: | SHEET NO: E



W024-1R



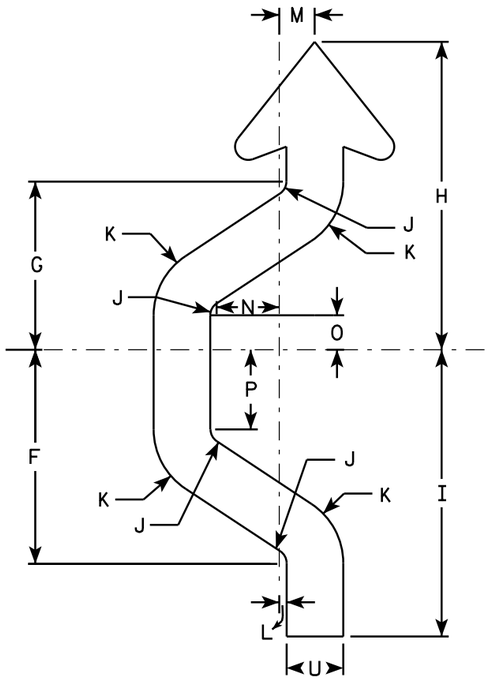
W024-1L



Arrowhead Detail

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. 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. W024-1R is the same as W024-1L except reversed along the vertical centerline.



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	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2S	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
2M	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
3	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
4	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
5	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16

STANDARD SIGN
W024-1 L & R

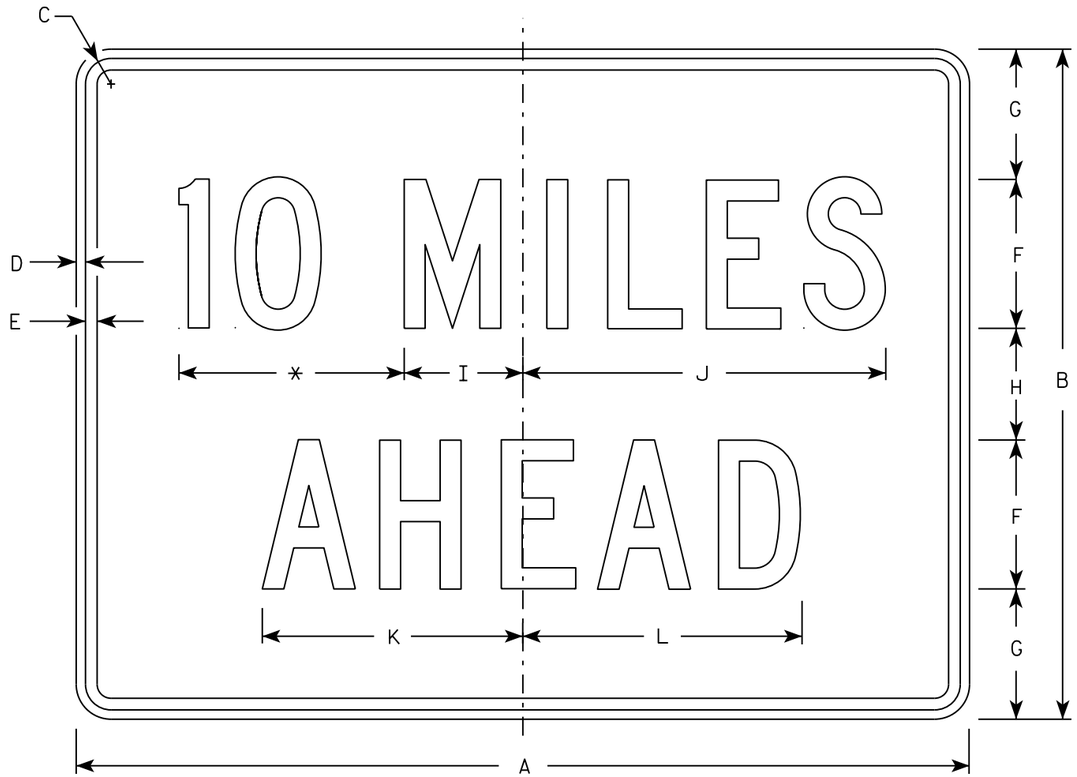
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

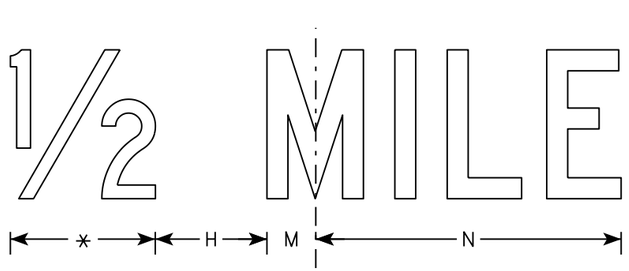
DATE 9/25/2013 PLATE NO. W024-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0241.DGN PLOT DATE : 25-SEP-2013 13:08 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000 WISDOT/CADDS SHEET 42



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* 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	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

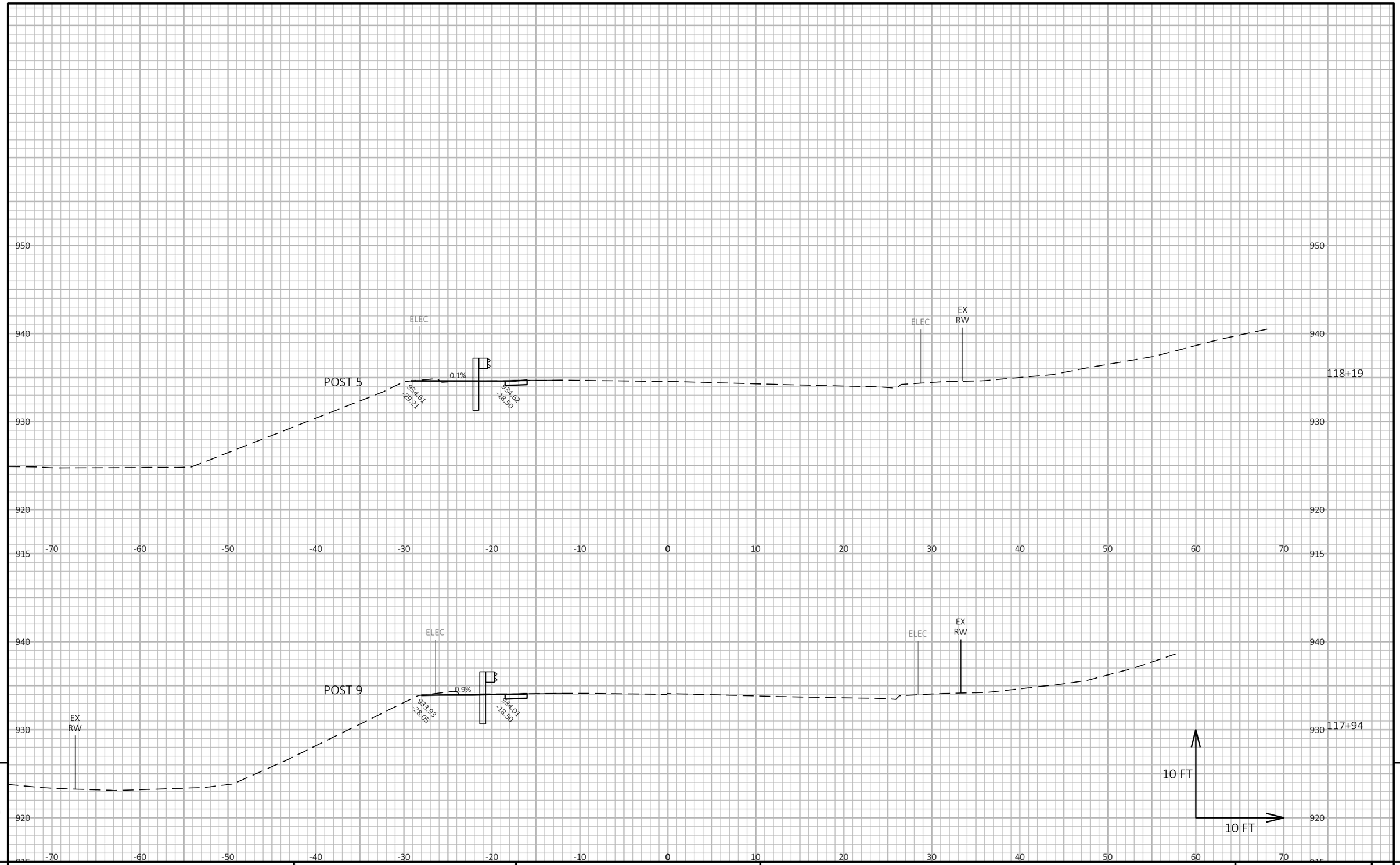
STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 297	E



9

9

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CROSS SECTIONS: GUARDRAIL EAT	SHEET 298	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\090101_XS_13RAIL.DWG
LAYOUT NAME - 01

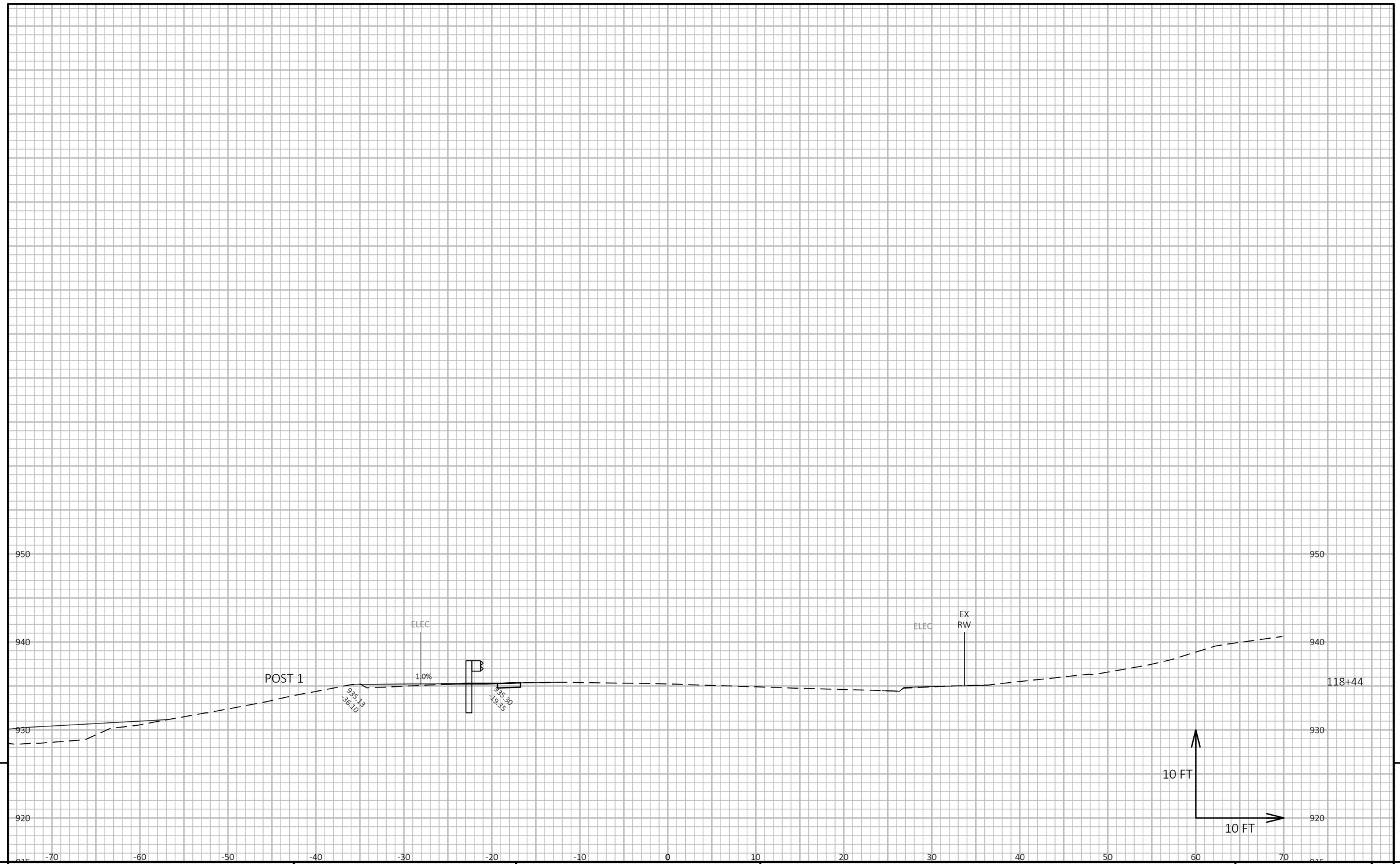
PLOT DATE : 1/4/2024 7:46 AM

PLOT BY : ADAM OSYPOWSKI

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6140-01-66	HWY: STH 13	COUNTY: ADAMS	CROSS SECTIONS: GUARDRAIL EAT	SHEET 299	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6140-01-36 (STH 13)\C3D\SHEETSPLAN\090101_XS_13RAIL.DWG
LAYOUT NAME - 02

PLOT DATE : 1/4/2024 7:46 AM

PLOT BY : ADAM OSYPOWSKI

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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