MAD

PROJECT ID: 3060-00-74

WITH: NA

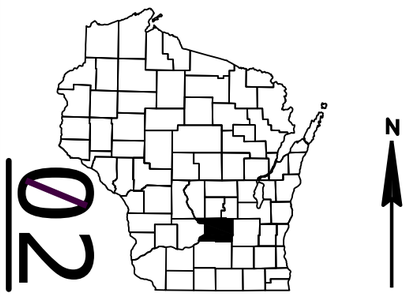
COUNTY: COLUMBIA

FEBRUARY 2025

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 = 216



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N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C COLUMBUS, LUDINGTON STREET

FAITH DRIVE TO MIDDLETON STREET

STH 73

COLUMBIA COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3060-00-74		

STATE PROJECT NUMBER
3060-00-74

DESIGN DESIGNATION

A.A.D.T.	2025	=	6,700
A.A.D.T.	2045	=	6,700
D.H.V.		=	817
D.D.		=	59/41
T.		=	8.4%
DESIGN SPEED		=	30 MPH
ESALS		=	960,000

CONVENTIONAL SYMBOLS

PLAN

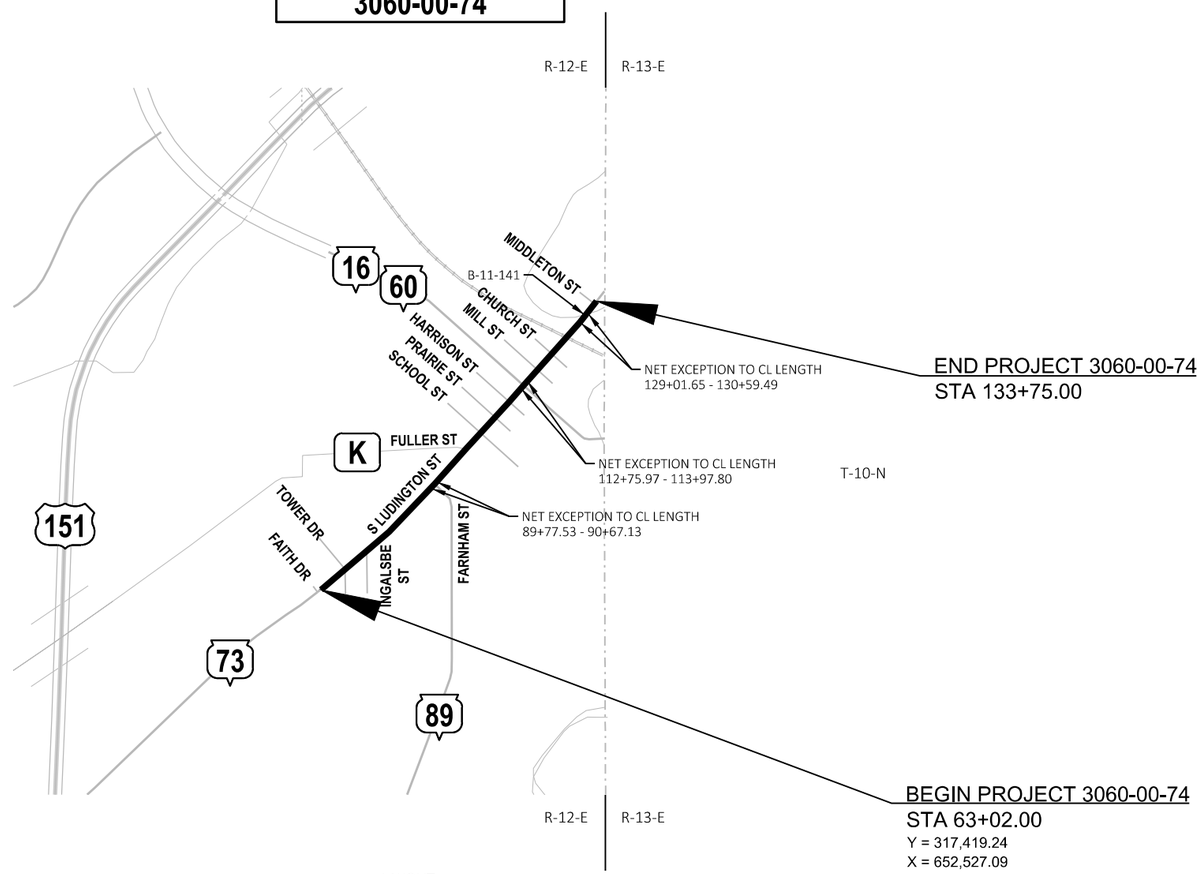
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED HIGHWAY EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
SLOPE INTERCEPT
REFERENCE LINE (300'EB')
EXISTING CULVERT
PROPOSED CULVERT (Box or Pipe)
COMBUSTIBLE FLUIDS (CAUTION)
MARSH AREA
WOODED OR SHRUB AREA

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



LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 1.270 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), COLUMBIA COUNTY NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

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

10/23/2024 (Date) Rachel DeSombre (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

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Designer	raSmith
Project Manager	AMY COUGHLIN
Regional Examiner	SW REGION
Regional Supervisor	ALEX HAGEN

APPROVED FOR THE DEPARTMENT

DATE: 10/23/2024 Amy Coughlin (Signature)

E

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DVOSBERG@ATCLLC.COM

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(920) 630-0037 (MOBILE)
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COLUMBUS UTILITIES - WATER
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(920) 344-4317 (MOBILE)
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SPECTRUM - COMMUNICATION
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MADISON, WI 53718
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JOHNATHAN.HALL@CHARTER.COM

UNITE PRIVATE NETWORKS - COMMUNICATION
JEREMY JENSEN
120 W 12TH ST (FLOOR 11)
KANSAS CITY, MO 64105
(816) 534-0303
JEREMY.JENSEN@UPNFIBER.COM

WE ENERGIES - GAS/PETROLEUM
JASON DODGE
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WEST ALLIS, WI 53214
(414) 944-5507 (OFFICE)
(262) 894-2495 (MOBILE)
JASON.DODGE@WE-ENERGIES.COM

GENERAL NOTES

1. EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY HE CONTRACTORS EROSION CONTROL IMPLEMENTATION PLAN AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL DISTURBED/GRADED/SOIL STOCKPILE AREAS SHALL BE PERMANENTLY RESTORED WITHIN FOURTEEN (14) CALENDAR DAYS OF ANY CONTRACTOR DISTURBANCE. IF ANY DISTURBED/GRADED/SOIL STOCKPILE AREAS (INCLUDING PARTIAL/FULL CUTS AND FILLS, ADJUSTED/REPLACEMENT STORM SEWER, CURBS, ETC...) WILL NOT BE PERMANENTLY RESTORED WITHIN FOURTEEN (14) CALENDAR DAYS THEY SHALL BE RESTORED WITH TEMPORARY SEED AND EROSION MAT OR MULCH WITHIN FIVE (5) CALENDAR DAYS OF THE INITIAL AND REPEATED DISTURBANCE.
4. STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS, AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF THE STOCKPILE WILL NOT BE PERMANENTLY RESTORED WITHIN FOURTEEN (14) CALENDAR DAYS RESTORE THE STOCKPILE WITH TEMPORARY SEED AND EROSION MAT OR MULCH WITHIN FIVE (5) CALENDAR DAYS OF THE INITIAL AND REPEATED DISTURBANCE.
5. RESHAPE, RESTORE, AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED OUTSIDE THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT.
6. PLACE TOPSOIL TO 1 INCH BELOW TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS IN SOD AREAS.
7. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN.
8. STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
9. ALL CURB AND GUTTER STATIONS, OFFSETS, AND RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
10. VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT, EXISTING CURB AND GUTTER, AND EXISTING SIDEWALK PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PLACEMENT ELEVATIONS.
11. ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED IN ACCORDANCE WITH SECTION 204 OF THE STANDARD SPECS. ALL BACKFILL MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.
12. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR AS COVERING SIGNS TYPE I OR TYPE II. IN LIEU OF COVERING WOOD POST MOUNTED SIGNS, THE CONTRACTOR MAY CHOOSE TO REMOVE AND REINSTALL THEM.
13. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN THE DRIVING, TURNING, PASSING OR PARKING LANE.
14. CONSTRUCT THE INSIDE EDGE OF SIDEWALK 1/2-INCH HIGHER THAN THE TOP OF CURB WHEN THEY ARE DIRECTLY ADJACENT TO EACH OTHER.
15. HMA PAVEMENT QUANTITIES WERE CALCULATED USING A UNIT WEIGHT OF 112 LB/SY-INCH.

HMA PAVEMENT LAYERS SUMMARY TABLE		
LAYER	4" OVERLAY THICKNESS	HMA TYPE
UPPER LAYER LOWER LAYER	2" 2"	4 MT 58-28 H 4 MT 58-28 H
LAYER	2" OVERLAY THICKNESS	HMA TYPE
UPPER LAYER	2"	4 MT 58-28 H

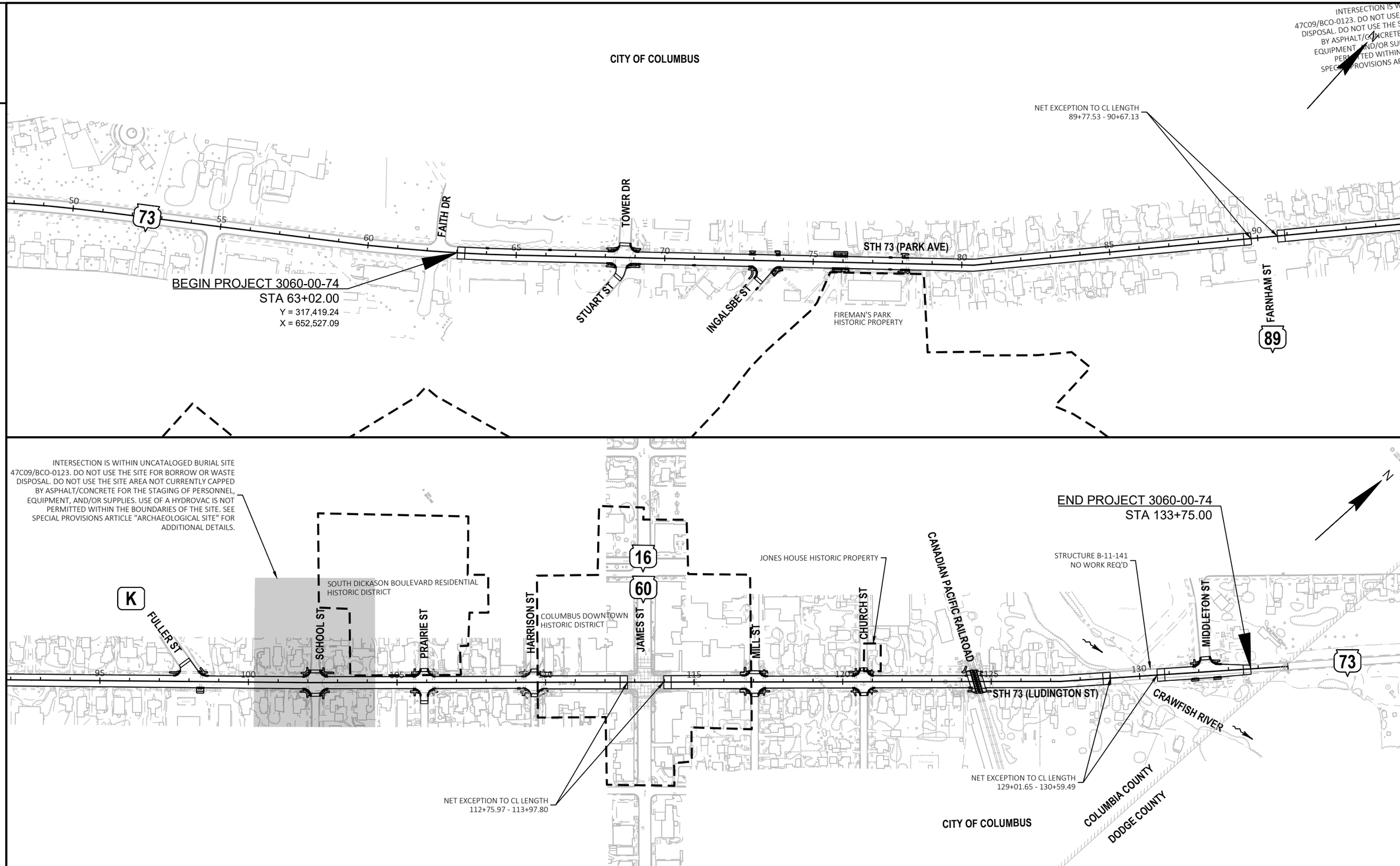
ORDER OF SECTION 2 SHEETS

GENERAL NOTES & PROJECT CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
PAVEMENT MARKING AND SIGNING
TRAFFIC CONTROL
ALIGNMENT

STANDARD ABBREVIATIONS

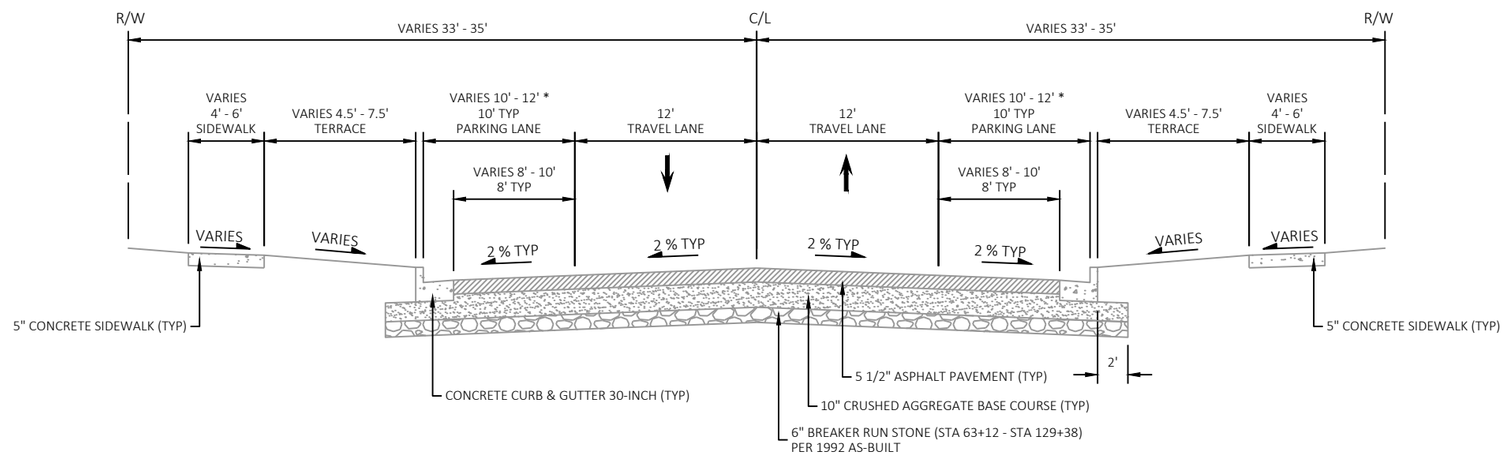
BAD BASE AGGREGATE DENSE
HP HIGH POINT
LP LOW POINT
M MODIFIED
MAX MAXIMUM

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



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - PO
PLOT DATE : 12/11/2024 11:31 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:300 FT
WISDOT/CADDS SHEET 42



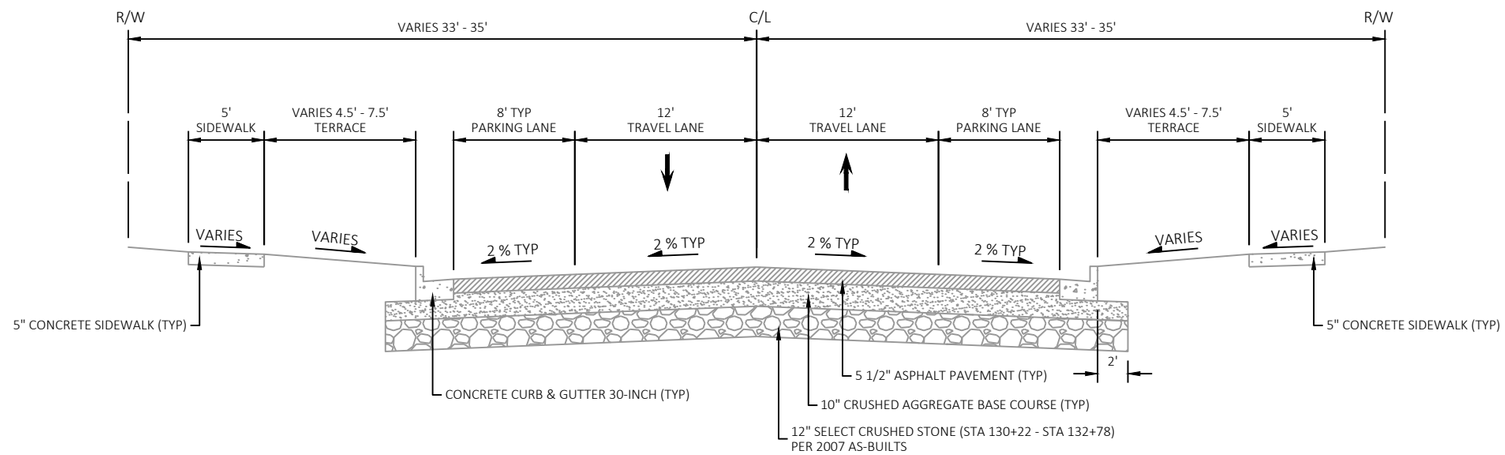
* 12' PARKING LANE HARRISON ST TO MILL ST

EXISTING TYPICAL SECTION
STH 73

STA 63+02 - STA 89+78
STA 90+67 - STA 112+76
STA 113+98 - STA 124+38
STA 124+62 - STA 129+02

BORING LOGS (FOR REFERENCE ONLY)

	LAYER 1	LAYER 2	LAYER 3
BORING 1	7.25" HMA	24" SAND	28" CLAY
BORING 2	6" HMA	26" SAND	28" CLAY
BORING 3	7.5" HMA	14" SAND	9" CONCRETE
BORING 4	6.5" HMA	26" SAND	26" CLAY
BORING 5	6" HMA	26" SAND	28" CLAY
BORING 6	5" HMA	24" SAND	28" CLAY
BORING 7	6.25" HMA	16" SAND	12" CLAY OVER 26" SAND



EXISTING TYPICAL SECTION
STH 73

STA 130+59 - STA 133+75

BORING LOGS (FOR REFERENCE ONLY)

	LAYER 1	LAYER 2	LAYER 3
BORING 1	7.25" HMA	24" SAND	28" CLAY
BORING 2	6" HMA	26" SAND	28" CLAY
BORING 3	7.5" HMA	14" SAND	9" CONCRETE
BORING 4	6.5" HMA	26" SAND	26" CLAY
BORING 5	6" HMA	26" SAND	28" CLAY
BORING 6	5" HMA	24" SAND	28" CLAY
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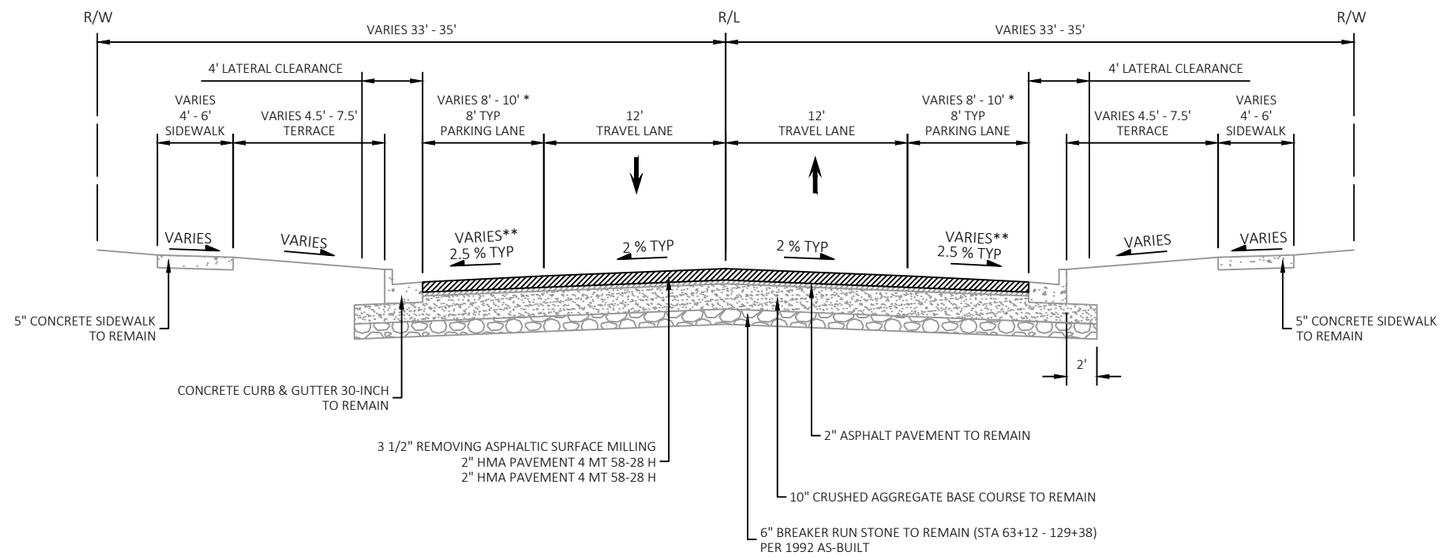
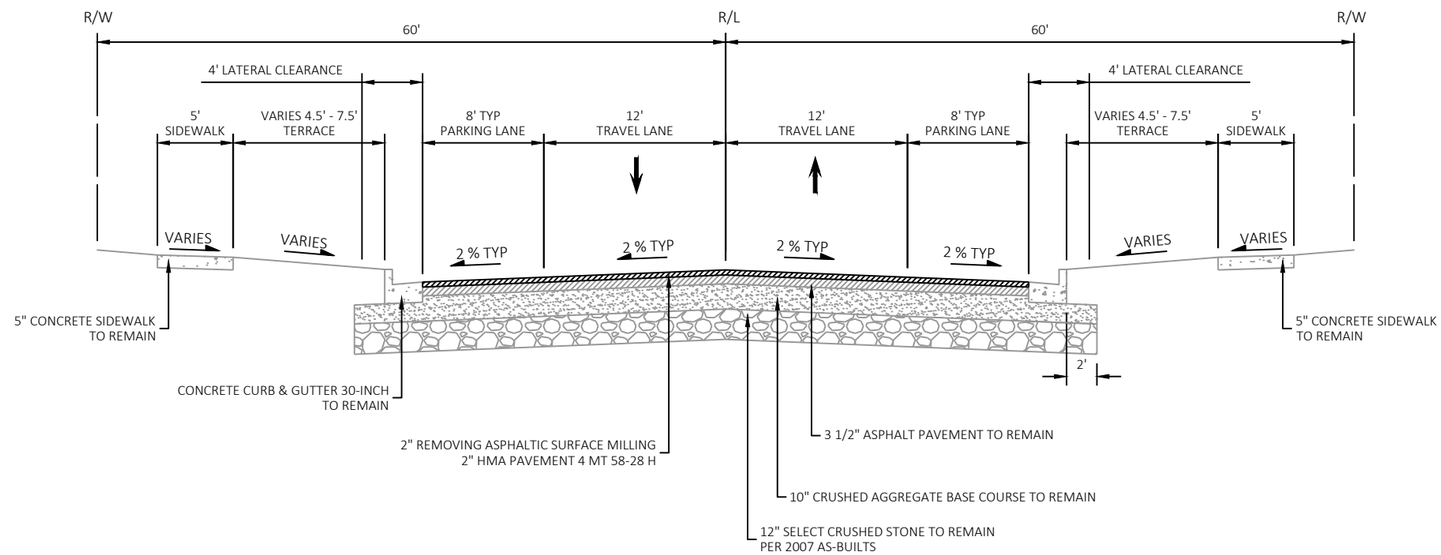


* 10' PARKING LANE HARRISON ST TO MILL ST

** VARY PARKING LANE PAVEMENT DEPTH TO MATCH CURB AND GUTTER FLANGE LINE (4" AT EDGE OF TRAVEL LANE TO 3 1/2" AT FLANGE). SEE HMA PAVING WEDGE DETAIL

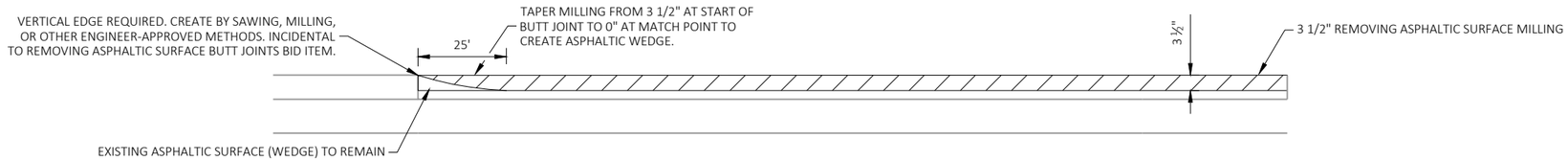
FINISHED TYPICAL SECTION

STA 63+02 - STA 89+78
STA 90+67 - STA 112+76
STA 113+98 - STA 124+38
STA 124+62 - STA 129+02

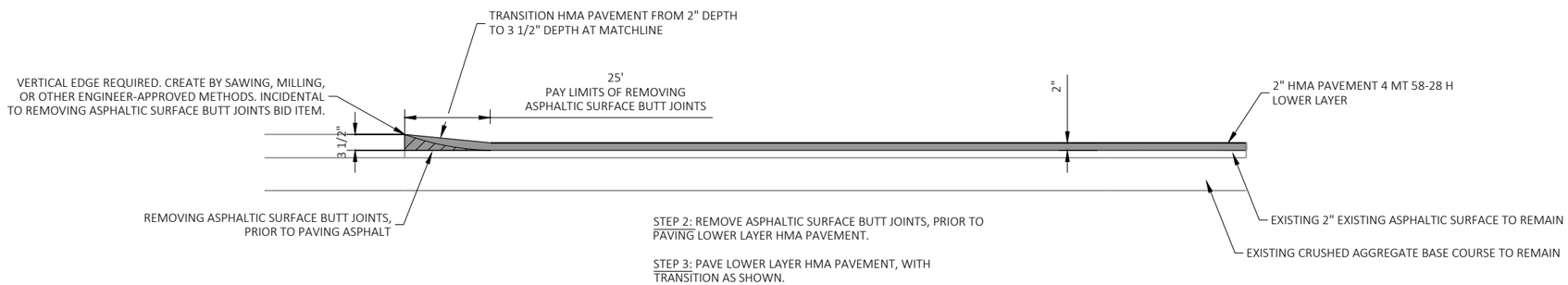


FINISHED TYPICAL SECTION

STA 130+59 - STA 133+75

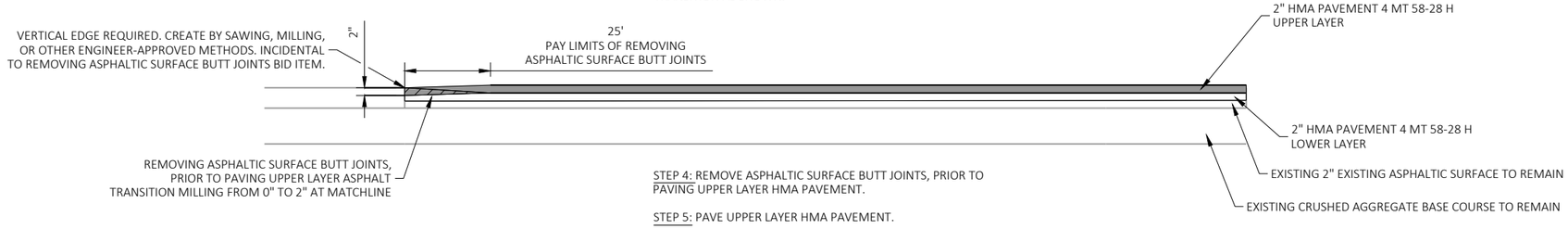


STEP 1: REMOVE ASPHALTIC SURFACE MILLING, WITH TAPER POINT AS SHOWN.



STEP 2: REMOVE ASPHALTIC SURFACE BUTT JOINTS, PRIOR TO PAVING LOWER LAYER HMA PAVEMENT.

STEP 3: PAVE LOWER LAYER HMA PAVEMENT, WITH TRANSITION AS SHOWN.



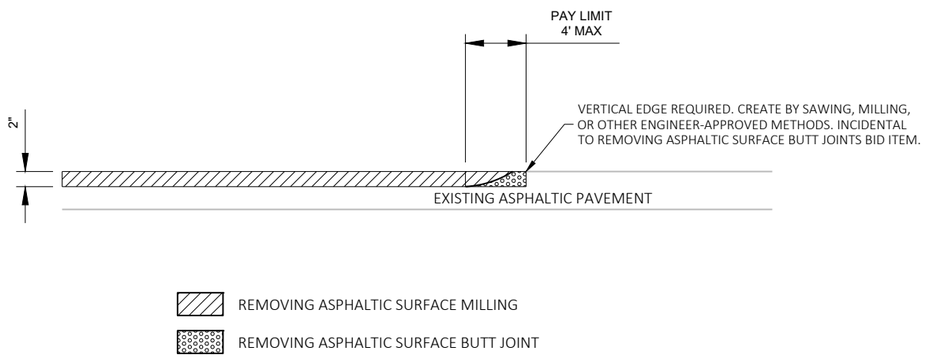
STEP 4: REMOVE ASPHALTIC SURFACE BUTT JOINTS, PRIOR TO PAVING UPPER LAYER HMA PAVEMENT.

STEP 5: PAVE UPPER LAYER HMA PAVEMENT.

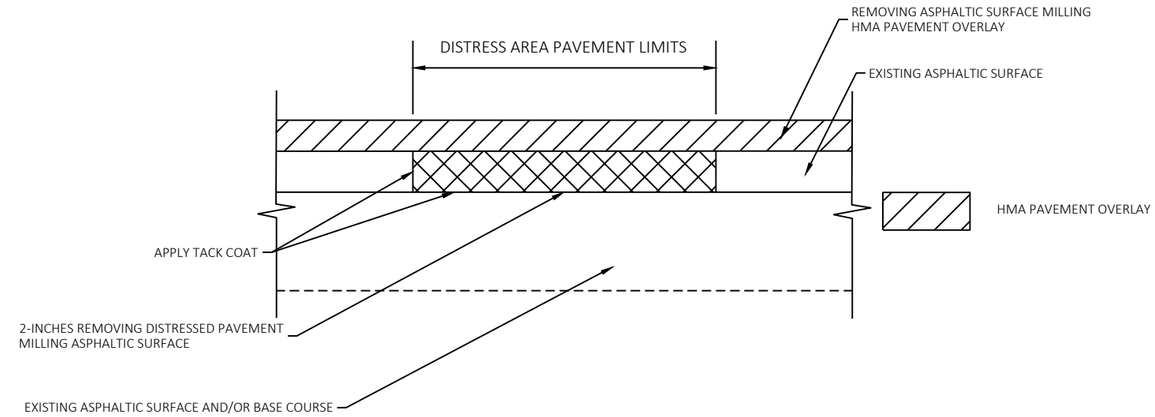
BUTT JOINT DETAIL - 4-INCH OVERLAY

BEGIN PROJECT - STA 63+02
STA 89+78
STA 90+67
STA 112+76
STA 113+98
STA 124+23
STA 124+62
STA 128+92

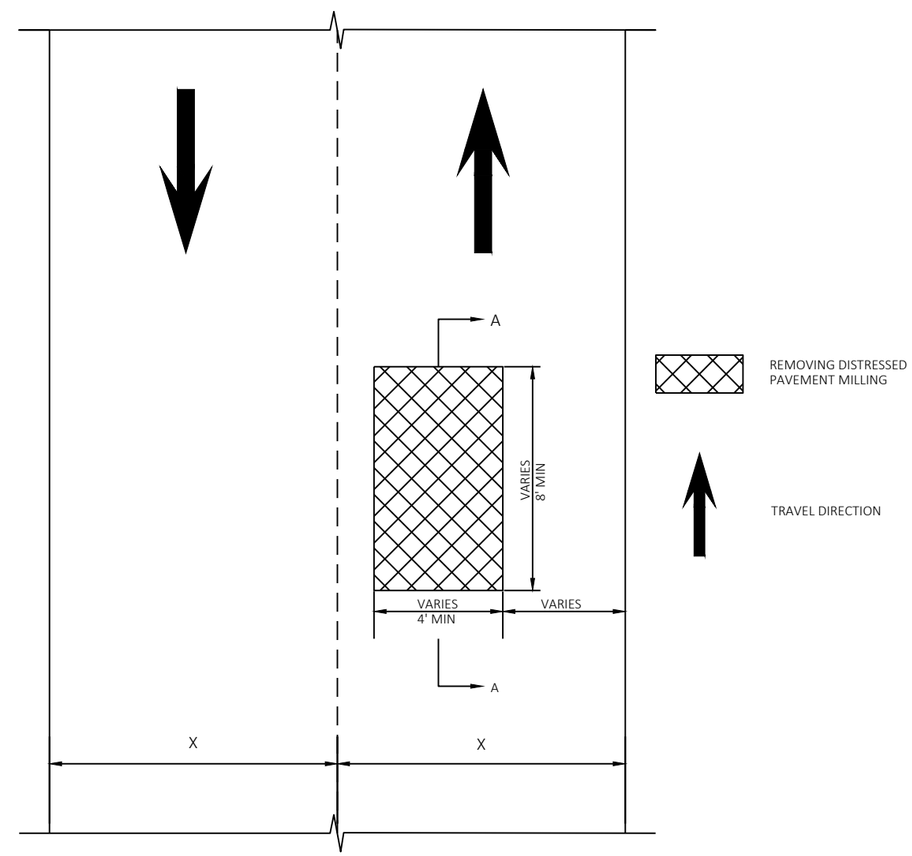
SIDEROADS (10' BUTT JOINT):
TOWER ST/STUART ST, INGALSBE ST, FULLER ST, SCHOOL ST, PRAIRIE ST, HARRISON ST, MILL ST, CHURCH ST.



BUTT JOINT DETAIL - 2-INCH OVERLAY

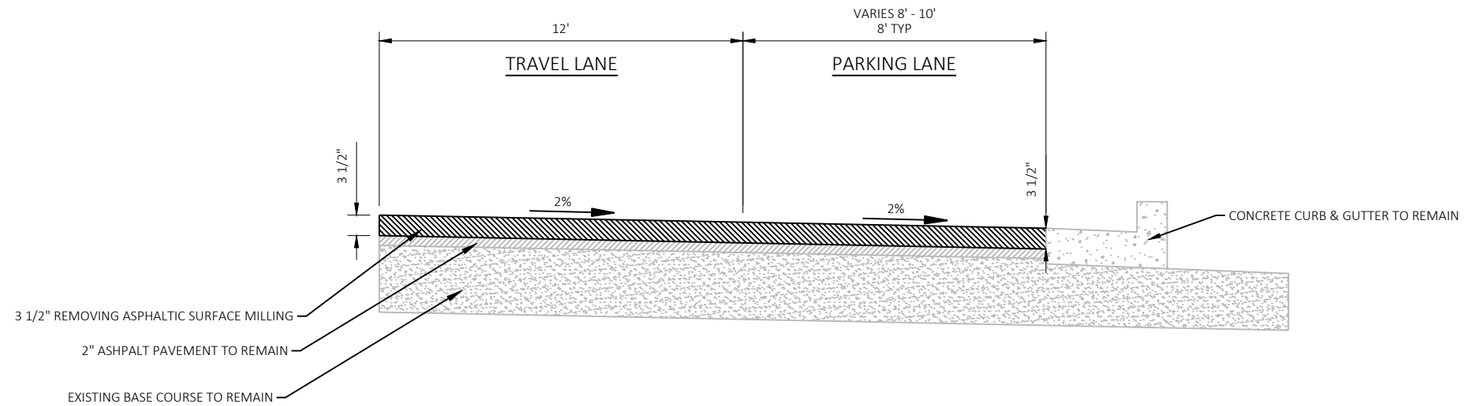


REMOVING DISTRESSED PAVEMENT MILLING
SECTION A-A

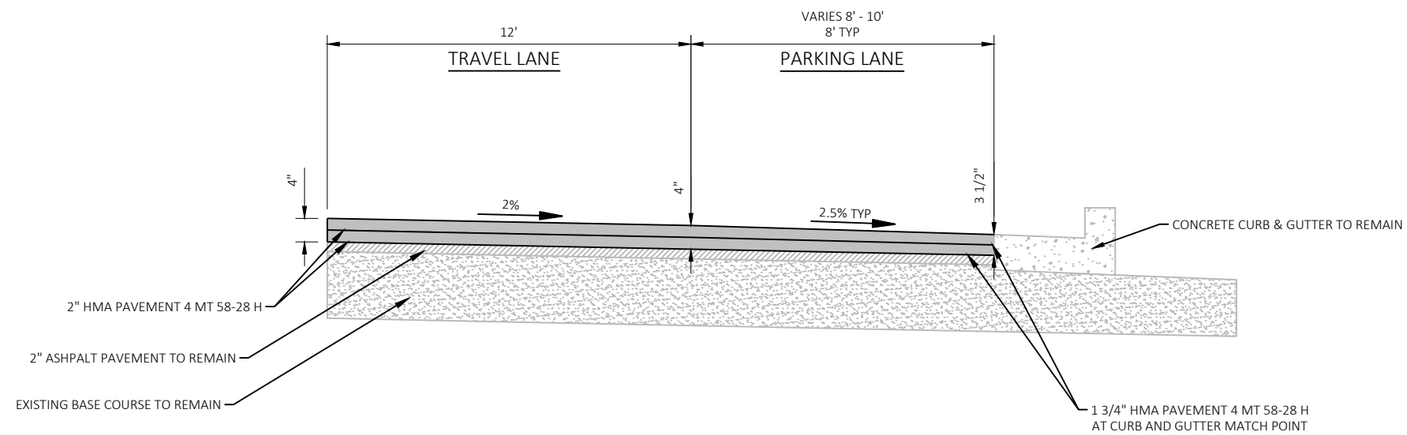


PLAN VIEW

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



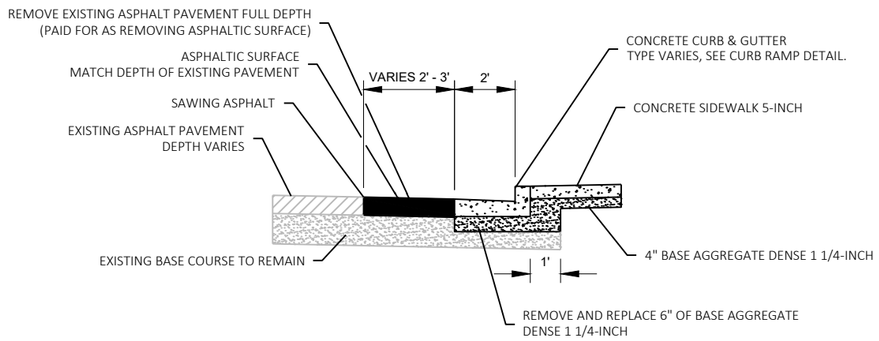
STEP 1: REMOVE 3 1/2" OF ASPHALTIC SURFACE FROM THE CENTERLINE TO THE CURB AND GUTTER MATCH POINT



STEP 2: PAVE LOWER AND UPPER HMA LAYER AT 2" THICK FROM THE CENTERLINE TO THE EDGE OF TRAVEL LANE.

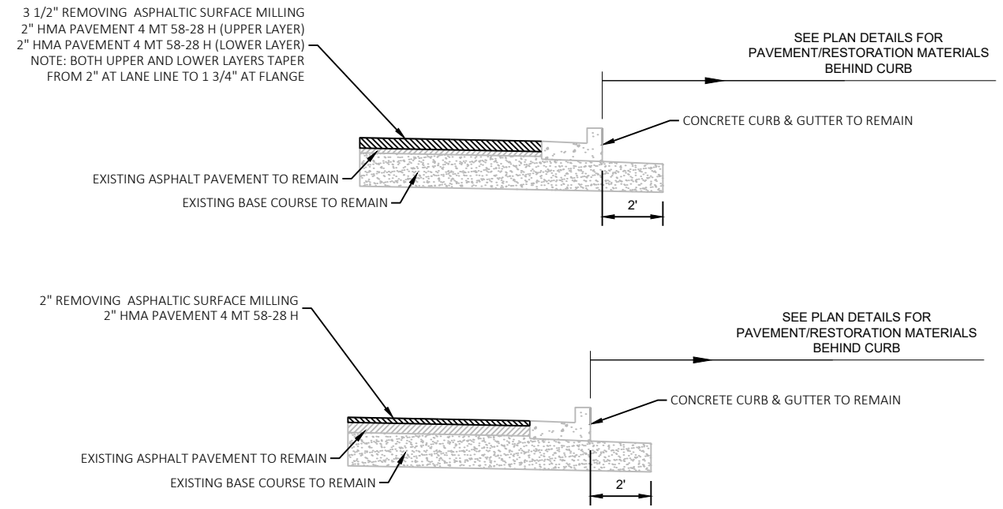
STEP 3: TRANSITION LOWER AND UPPER LAYER DEPTHS FROM 2" AT THE EDGE OF TRAVEL LANE TO 1 3/4"AT THE CURB AND GUTTER MATCH POINT. ENSURE A MINIMUM OF 1 3/4" PAVEMENT THICKNESS IS MAINTAINED FOR EACH LAYER

HMA PAVING WEDGE DETAIL

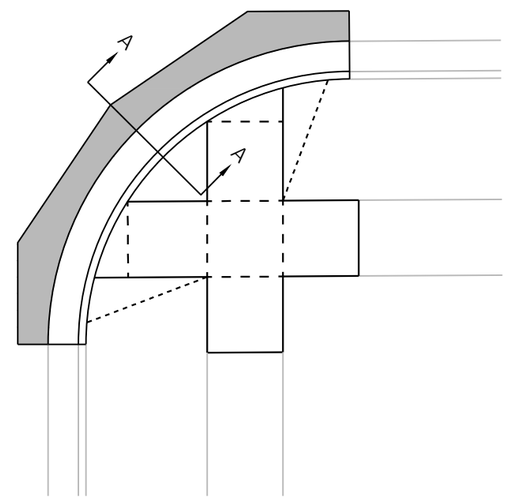


SECTION A-A

STEP 1: REMOVE AND REPLACE ASPHALTIC SURFACE AND CURB & GUTTER



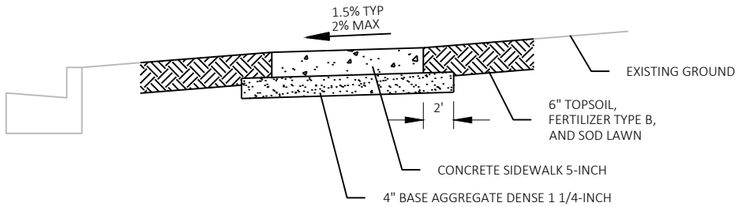
STEP 2: REMOVE AND REPLACE ASPHALTIC SURFACE.
SEE PLAN SHEETS FOR MILLING/HMA DEPTH LOCATIONS



CURB & GUTTER REPLACEMENT
ADJACENT TO ASPHALT PAVEMENT

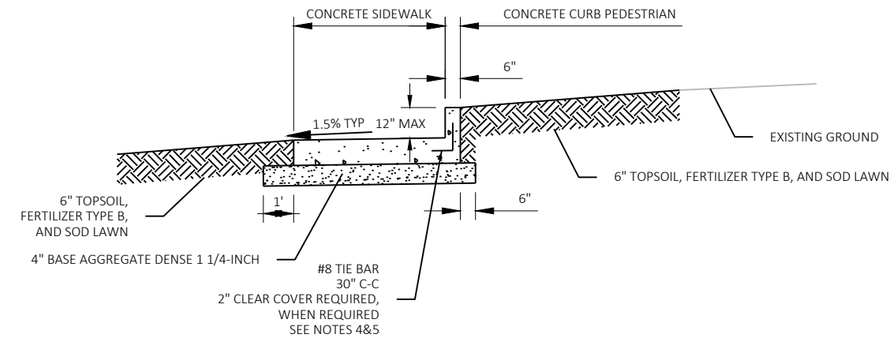
NOTES:
1. SEE CURB RAMP DETAILS FOR GUTTER PAN SLOPES.
2. INSTALL 2 DRILLED TIE BARS AT EACH CONNECTION TO EXISTING CURB & GUTTER
3. PAYMENT FOR CURB AND GUTTER AND BASE AGGREGATE DENSE SHALL BE PAID FOR USING STANDARD BID ITEMS. EXCAVATION IS INCIDENTAL TO THE CURB & GUTTER BID ITEM.

2



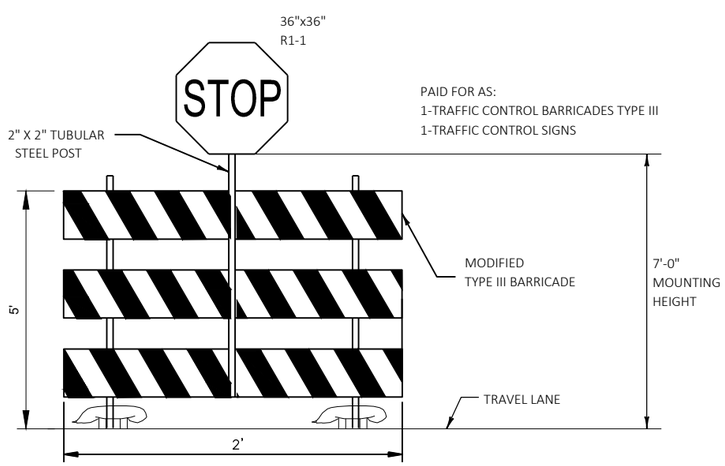
TYPICAL SIDEWALK SECTION

NOTES:
1. PAYMENT FOR CONCRETE SIDEWALK AND BASE AGGREGATE DENSE SHALL BE PAID FOR USING STANDARD BID ITEMS. EXCAVATION IS INCIDENTAL TO THE CURB & GUTTER BID ITEM.

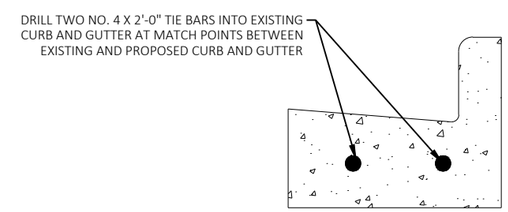


CONCRETE CURB PEDESTRIAN SECTION

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

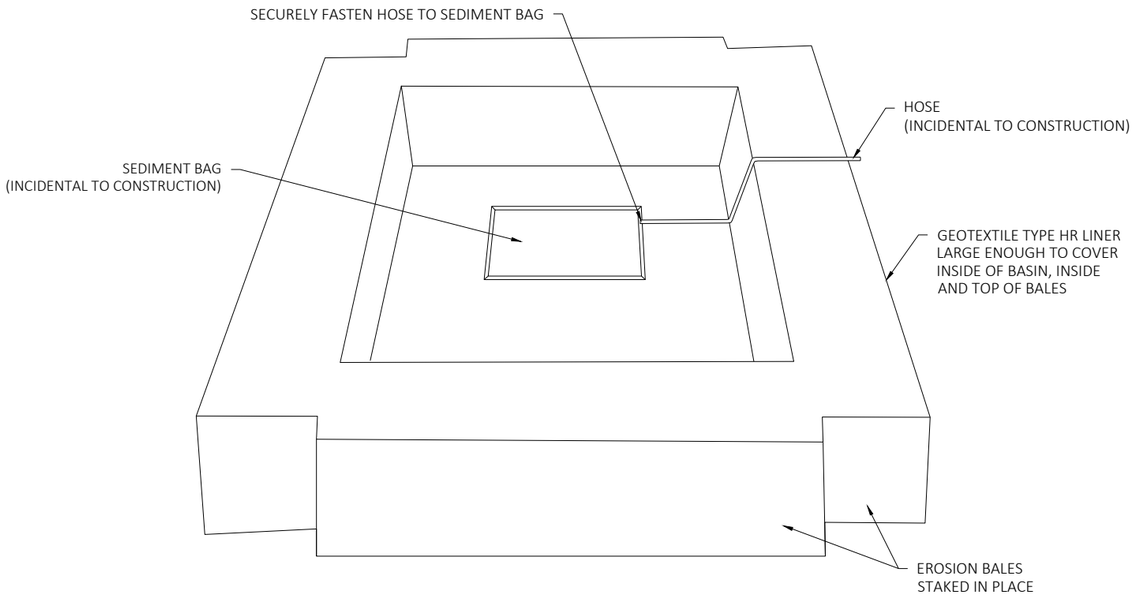


TEMPORARY STOP SIGN



DRILLED TIE BARS AND CURB & GUTTER MATCH POINTS

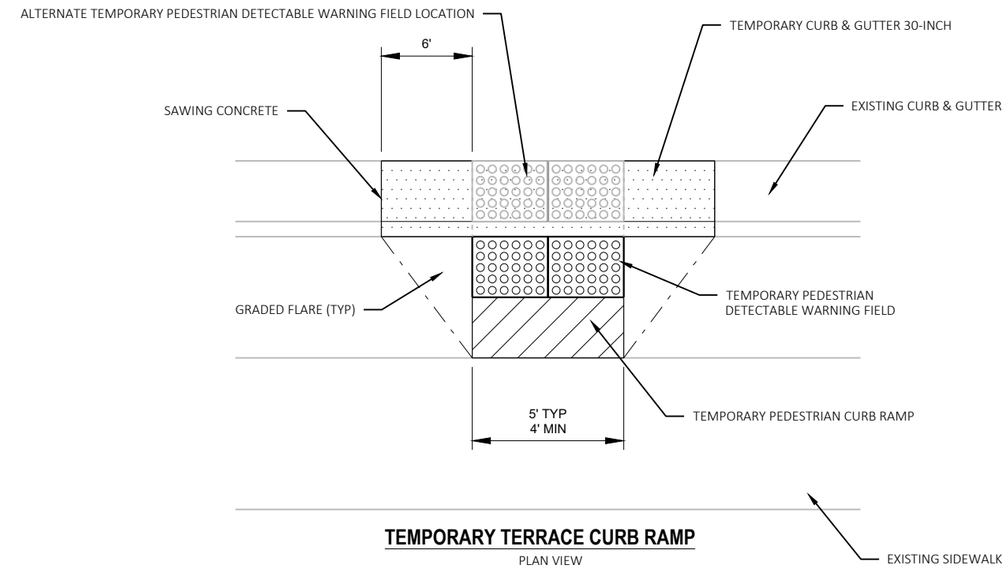
CONSTRUCT AT ALL LOCATIONS WHERE PROPOSED CURB & GUTTER MATCHES EXISTING CURB & GUTTER



TEMPORARY SETTLING BASIN DETAIL

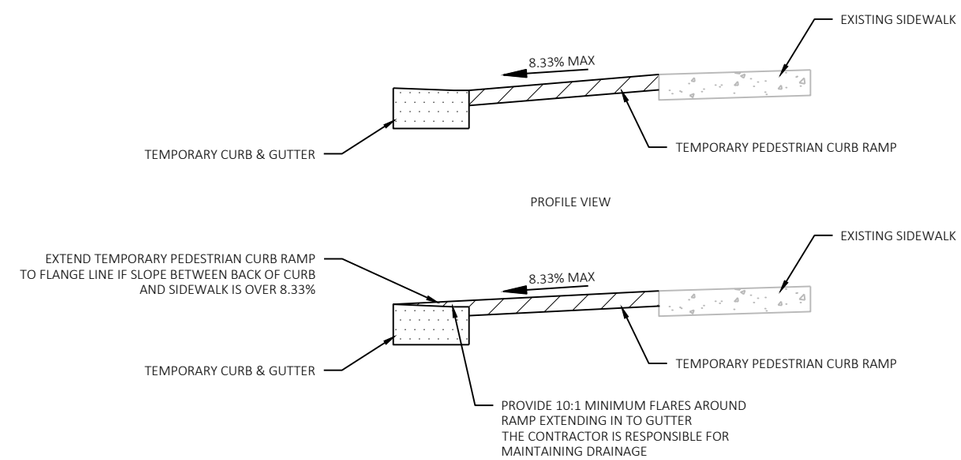
NOTES

1. CONTRACTOR SHALL PUMP TURBID WATER FROM EXCAVATION TO SEDIMENT BAG PLACED INSIDE FABRIC LINED STAKED BALE ENCLOSURE PRIOR TO DISCHARGING TO DITCHES/INLETS/WETLANDS OR WATERWAYS.
2. SEDIMENT BAG TO BE PLACED IN AN UPLAND VEGETATED AREA OR EQUIVALENT LOCATION APPROVED BY THE ENGINEER.
3. BASIN TO BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS TO BE DISPOSED BY THE CONTRACTOR OFF OF THE PROJECT SITE.
4. TEMPORARY SETTLING BASIN AND SEDIMENT BAG TO BE INCIDENTAL TO CONTRACT.
5. SEDIMENT BAG, BALES AND FABRIC TO BE REPLACED AS NECESSARY AND ARE INCIDENTAL TO CONTRACT.
6. SIZE TO BE DETERMINED BY THE CONTRACTOR AS PART OF THE ECIP SUBMITTAL.



TEMPORARY TERRACE CURB RAMP

PLAN VIEW
STH 73 / INGALSBE ST - E QUADRANT



NOTES:

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

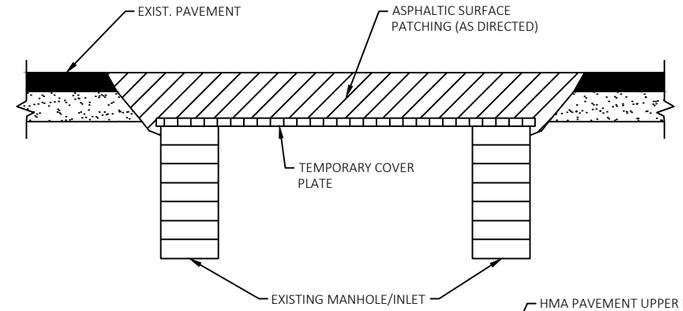
2

STEP 1

PRIOR TO REMOVING ASPHALTIC SURFACE

A. REMOVE AND STORE MANHOLE COVER
B. FURNISH AND INSTALL TEMPORARY COVER PLATE *
C. BACKFILL USING ASPHALT SURFACE, PATCHING. *

* TO BE PAID FOR UNDER CONTRACTOR ITEMS

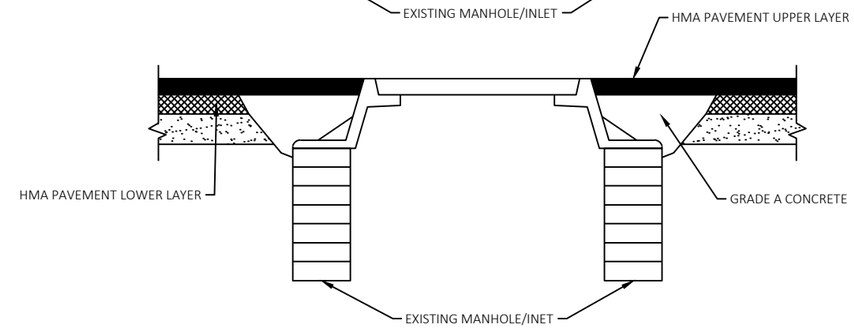


STEP 2

AFTER PAVING LOWER LAYER

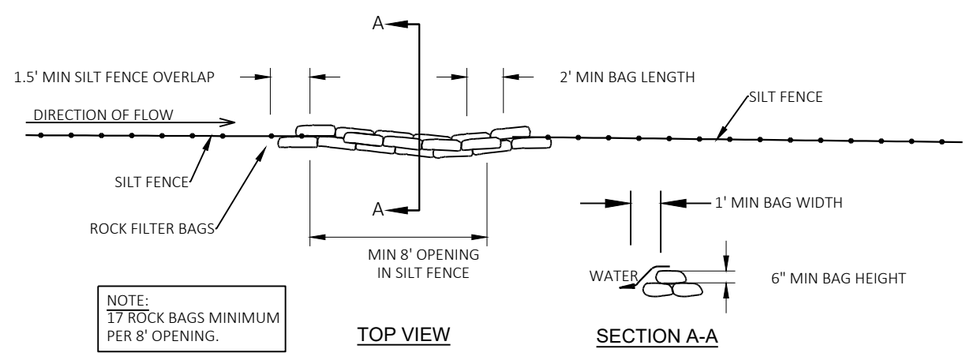
A. EXCAVATE AND REMOVE TEMPORARY COVER PLATE
B. ADJUST MANHOLE AND REINSTALL MANHOLE FRAME AND COVER TO FINISHED GRADE

(BACKFILL AND OTHER WORK TO BE DONE IN
ACCORDANCE WITH ITEM - ADJUSTING
MANHOLE COVERS)

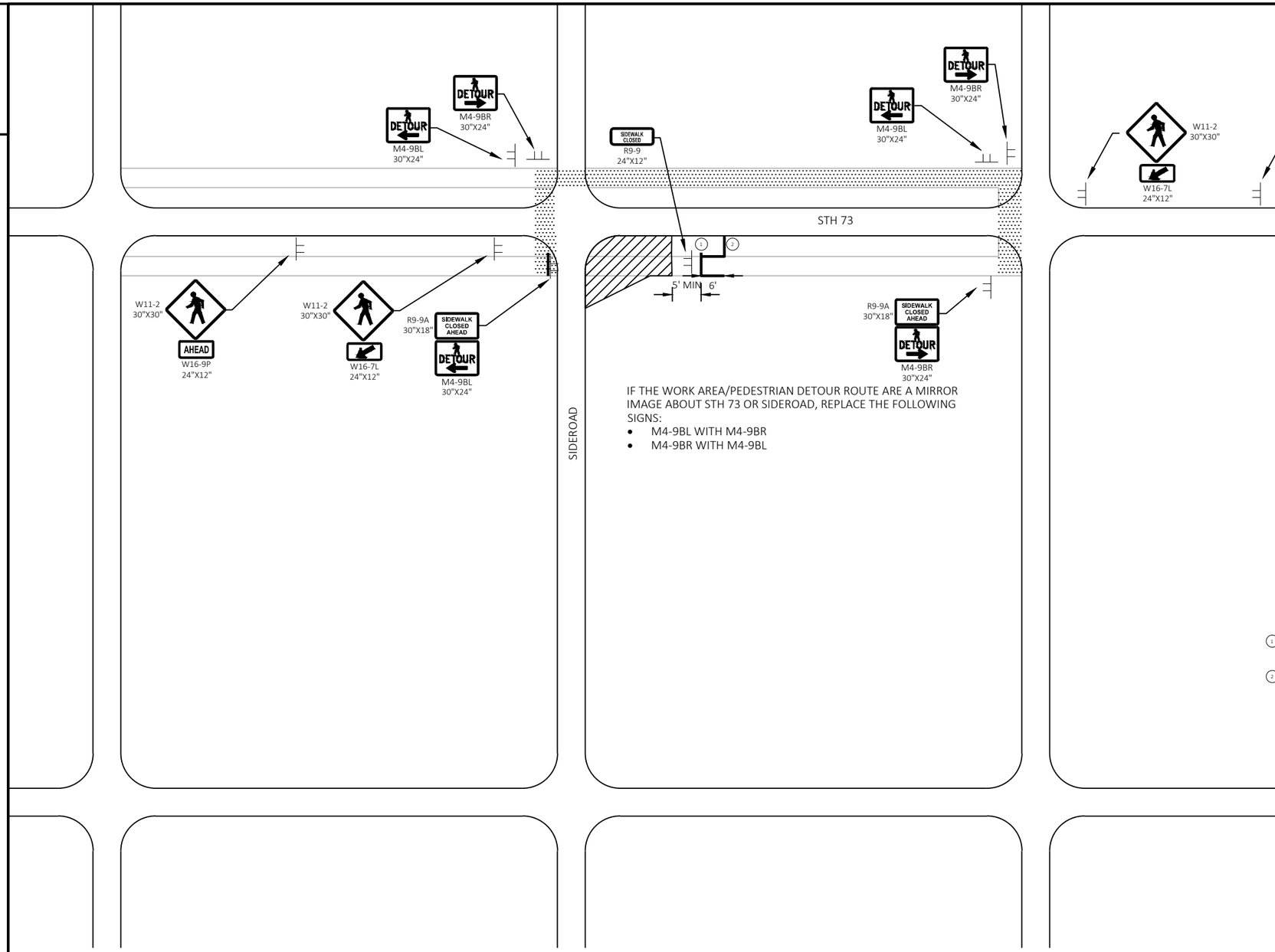


ADJUSTING MAHOLE/INLET COVERS

USE COVER PLATES IN DAYTIME LIVE TRAFFIC LANES



ROCK BAGS USED FOR SILT FENCE RELIEF



IF THE WORK AREA/PEDESTRIAN DETOUR ROUTE ARE A MIRROR IMAGE ABOUT STH 73 OR SIDEROAD, REPLACE THE FOLLOWING SIGNS:

- M4-9BL WITH M4-9BR
- M4-9BR WITH M4-9BL

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY/PERMANENT SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- WORK AREA

NOTES

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

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS FOR ADDITIONAL DETAILS ON WHEN TO USE TEMPORARY OR PERMANENT TRAFFIC CONTROL SIGNS. NOTE THE CONSTRUCTION ONLY SHOWS TEMPORARY SUPPORTS. SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

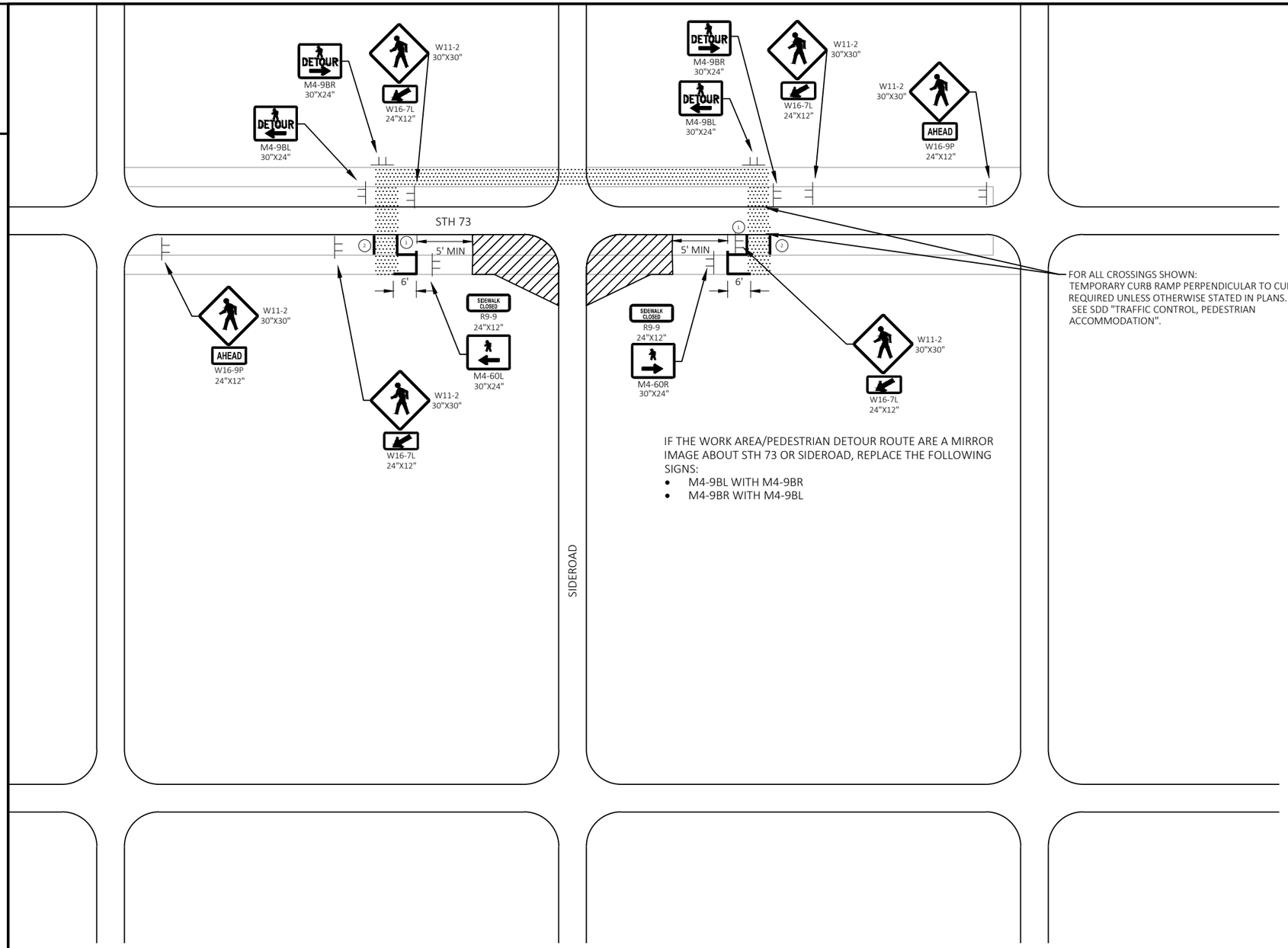
THE EXACT LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL ROAD CROSSINGS WITHIN THE PEDESTRIAN DETOUR ROUTE USE PERMANENT EXISTING OR PROPOSED CURB RAMPS, UNLESS NOTED OTHERWISE IN THE PLANS. IF THE PROPOSED PEDESTRIAN DETOUR ROUTE TRAVELS OVER AN UNPAVED SURFACE, PLACE TEMPORARY PEDESTRIAN SURFACE MATTING TO PROVIDE A WALKABLE SURFACE.

1. TEMPORARY PEDESTRIAN BARRICADE IS ASSEMBLED IN 6' SEGMENTS. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
2. IF THE TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.

PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A

SEE TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATIONS FOR LOCATIONS



IF THE WORK AREA/PEDESTRIAN DETOUR ROUTE ARE A MIRROR IMAGE ABOUT STH 73 OR SIDEROAD, REPLACE THE FOLLOWING SIGNS:

- M4-9BL WITH M4-9BR
- M4-9BR WITH M4-9BL

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY/PERMANENT SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- WORK AREA

NOTES

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

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

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

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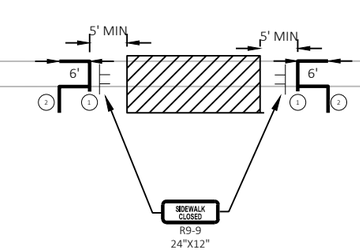
(1) TEMPORARY PEDESTRIAN BARRICADE IS ASSEMBLED IN 6' SEGMENTS. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

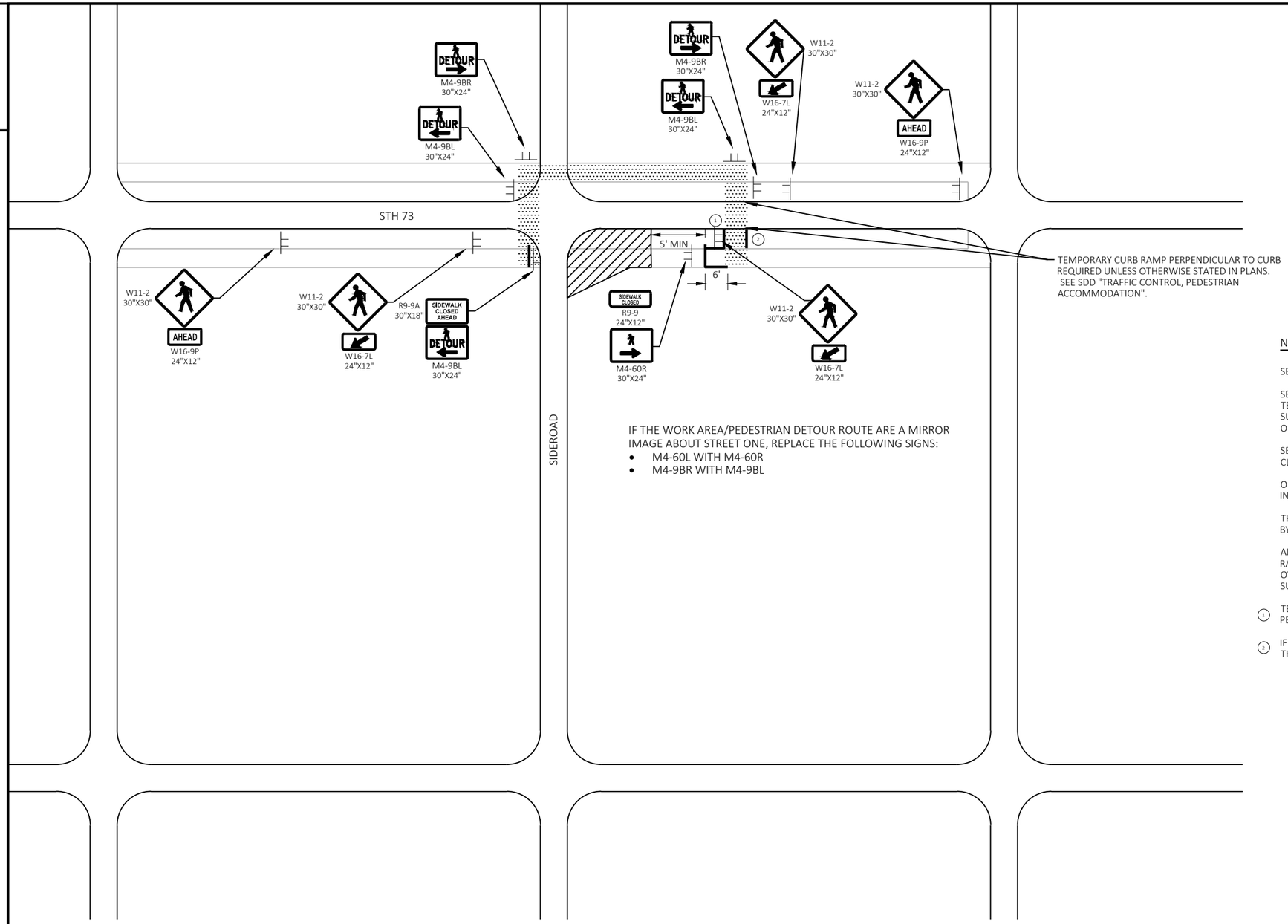
(2) IF THE TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.

NOTE: IF THERE ARE ADDITIONAL WORK AREAS WITHIN THE DETOUR ROUTE, PLACE TEMPORARY PEDESTRIAN BARRICADE AND SIGNS AS SHOWN.



PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B

SEE TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATIONS FOR LOCATIONS



IF THE WORK AREA/PEDESTRIAN DETOUR ROUTE ARE A MIRROR IMAGE ABOUT STREET ONE, REPLACE THE FOLLOWING SIGNS:

- M4-60L WITH M4-60R
- M4-9BR WITH M4-9BL

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY/PERMANENT SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- WORK AREA

NOTES

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

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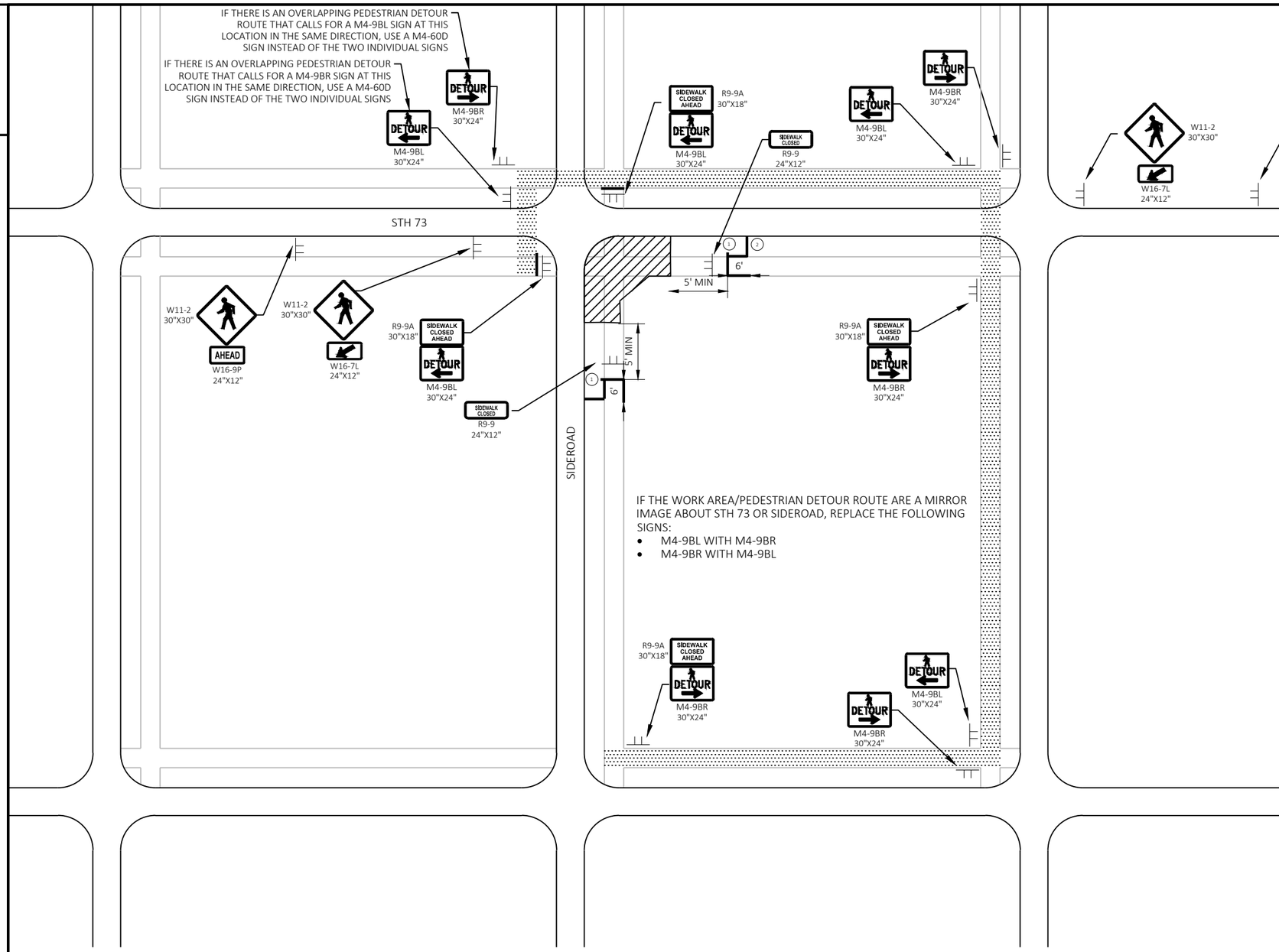
2. IF THE TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.

PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C

SEE TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATIONS FOR LOCATIONS



LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY/PERMANENT SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- WORK AREA

NOTES

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

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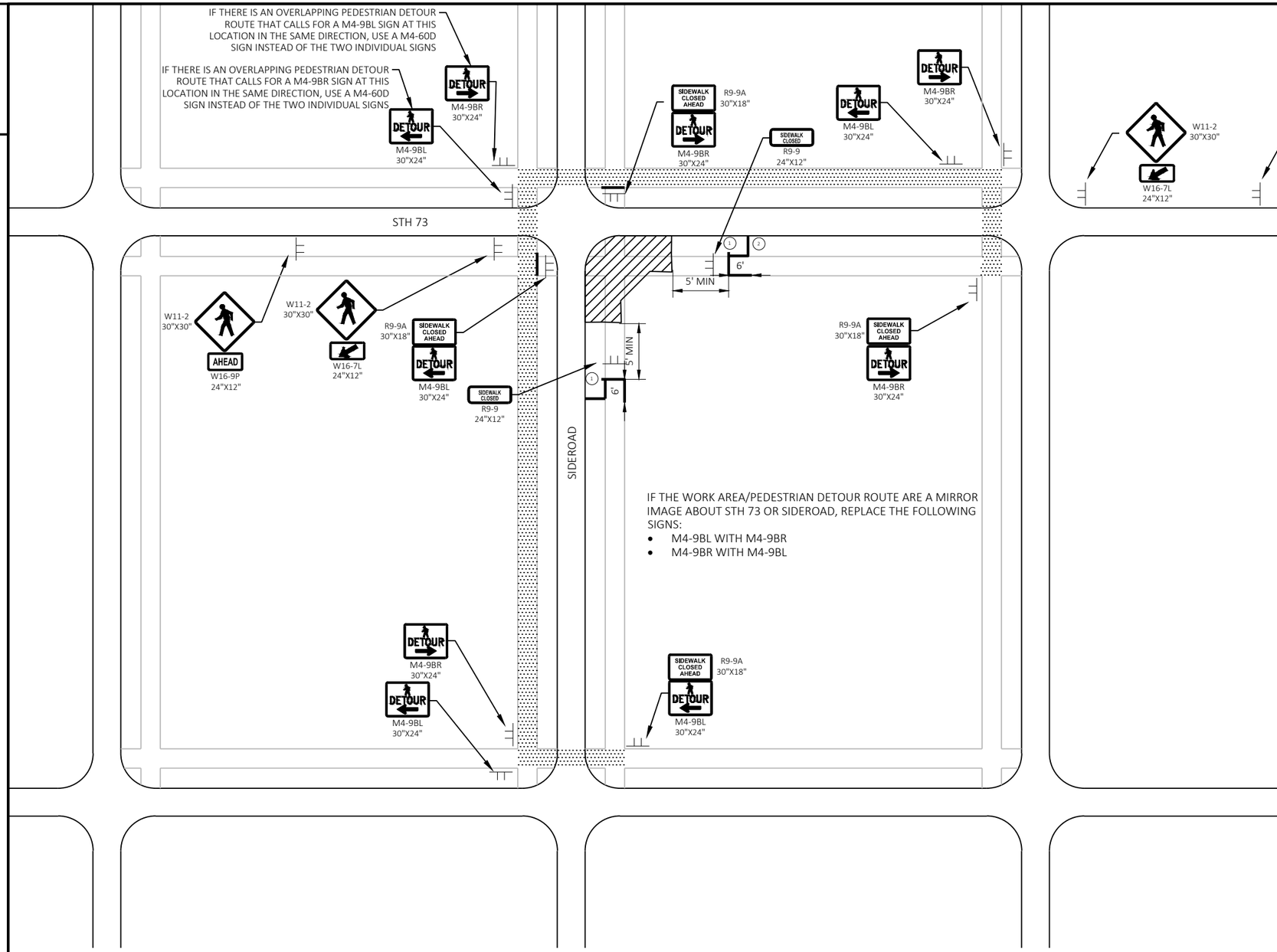
PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D

SEE TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATIONS FOR LOCATIONS



LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY/PERMANENT SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- WORK AREA

NOTES

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

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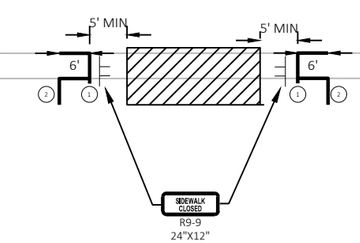
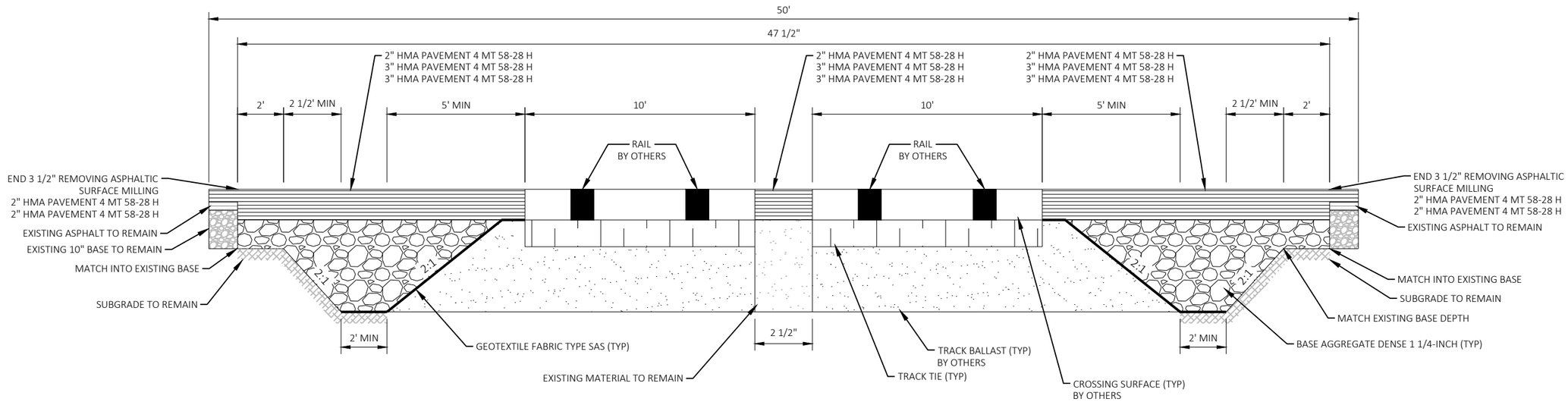


PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E

SEE TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATIONS FOR LOCATIONS



RAILROAD APPROACH DETAIL

NOTES

SEE SDD "TYPICAL SECTIONS FOR RAILWAY APPROACH" FOR ADDITIONAL DETAILS.

2

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

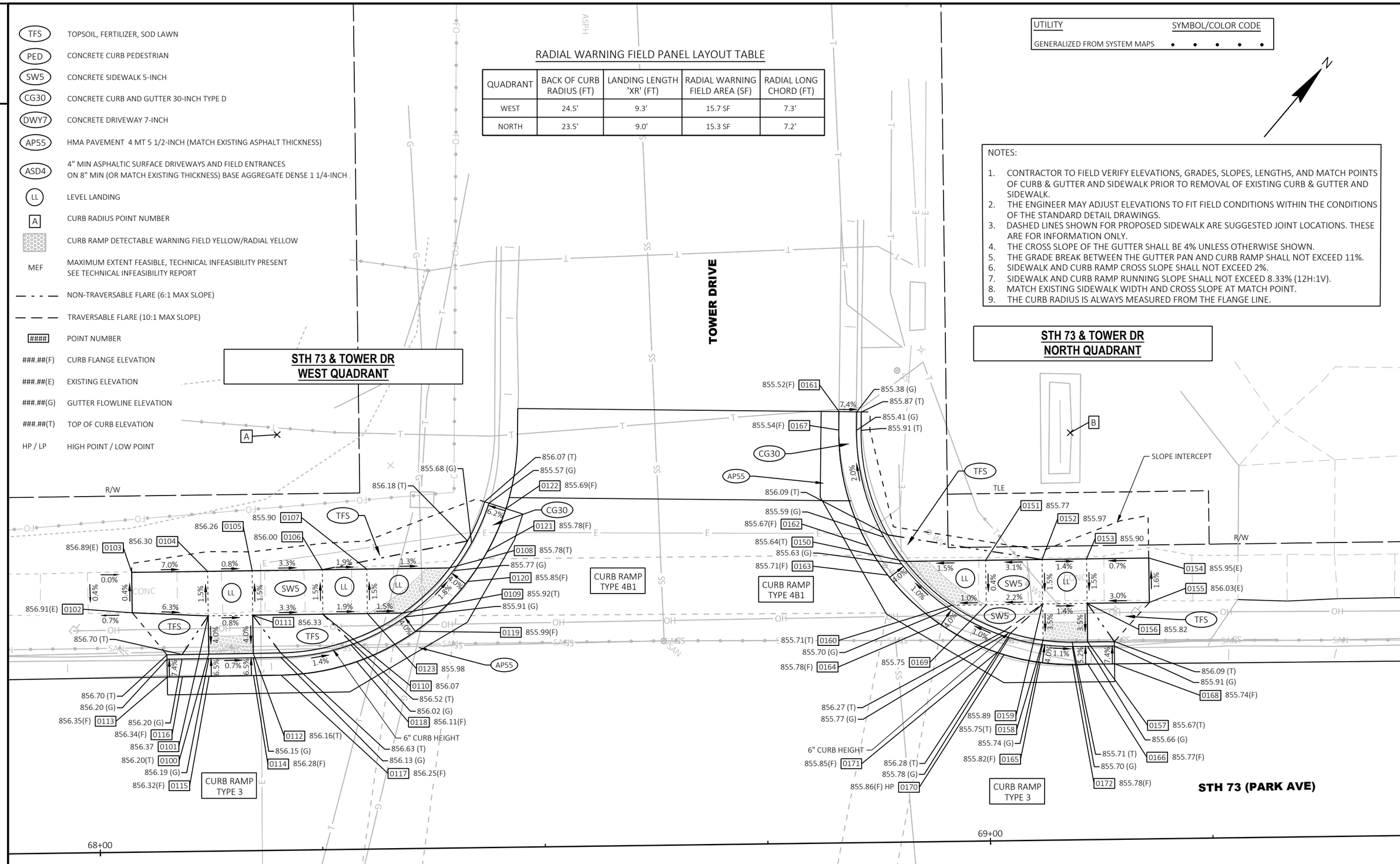
RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
WEST	24.5'	9.3'	15.7 SF	7.3'
NORTH	23.5'	9.0'	15.3 SF	7.2'

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.



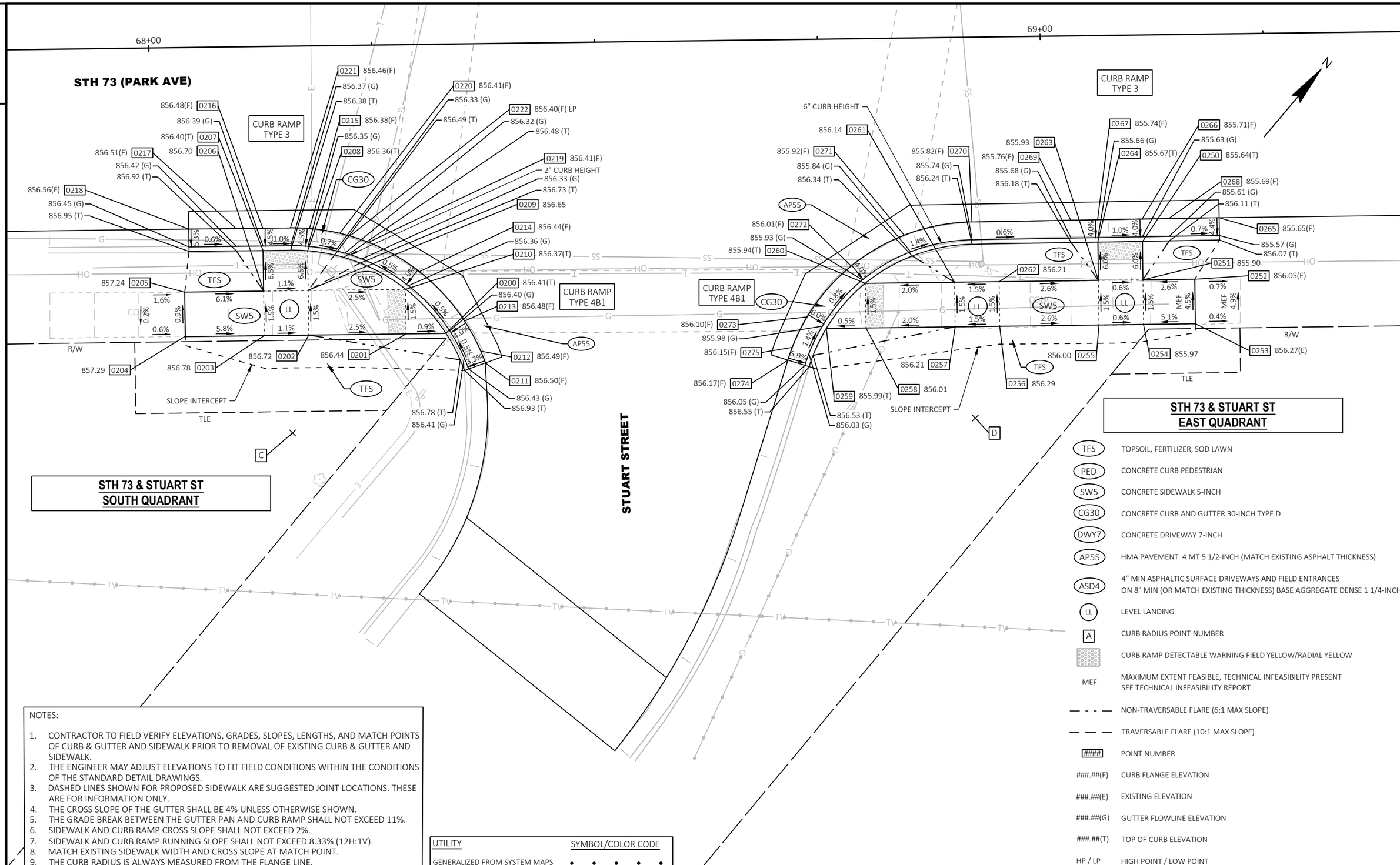
PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 21	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 01 Tower-W
PLOT DATE : 10/18/2024 4:29 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STH 73 & Tower Dr - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0100	68+12.47	22.13' LT	856.20	317766.43	652901.71
0101	68+12.47	26.42' LT	856.37	317769.68	652898.91
0102	68+03.94	26.89' LT	856.91	317764.47	652892.14
0103	68+03.94	31.42' LT	856.89	317767.89	652889.19
0104	68+12.46	31.42' LT	856.30	317773.46	652895.64
0105	68+17.46	31.43' LT	856.26	317776.73	652899.42
0106	68+25.34	31.44' LT	856.00	317781.88	652905.39
0107	68+30.34	31.44' LT	855.90	317785.15	652909.17
0108	68+39.68	31.45' LT	855.78	317791.25	652916.24
0109	68+34.32	26.45' LT	855.92	317783.96	652915.44
0110	68+25.35	26.44' LT	856.07	317778.10	652908.66
0111	68+17.47	26.43' LT	856.33	317772.95	652902.69
0112	68+17.47	22.15' LT	856.16	317769.71	652905.49
0113	68+07.78	19.62' LT	856.35	317761.47	652899.80
0114	68+17.48	19.65' LT	856.28	317767.82	652907.12
0115	68+12.48	19.63' LT	856.32	317764.54	652903.35
0116	68+09.48	19.62' LT	856.34	317762.58	652901.08
0117	68+20.56	19.66' LT	856.25	317769.84	652909.45
0118	68+29.09	21.07' LT	856.11	317776.48	652914.99
0119	68+35.73	24.39' LT	855.99	317783.32	652917.86
0120	68+41.64	29.90' LT	855.85	317791.36	652918.74
0121	68+43.88	33.21' LT	855.78	317795.33	652918.27
0122	68+46.05	38.02' LT	855.69	317800.39	652916.78
0123	68+30.35	26.44' LT	855.98	317781.37	652912.44

STH 73 & Tower Dr - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0150	68+90.84	31.51' LT	855.64	317824.69	652954.95
0151	68+99.87	31.52' LT	855.77	317830.59	652961.79
0152	69+06.21	31.52' LT	855.97	317834.73	652966.59
0153	69+11.21	31.53' LT	855.90	317838.00	652970.37
0154	69+18.19	31.54' LT	855.95	317842.57	652975.65
0155	69+18.19	26.54' LT	856.03	317838.78	652978.92
0156	69+11.21	26.53' LT	855.82	317834.22	652973.63
0157	69+11.20	22.21' LT	855.67	317830.94	652976.45
0158	69+06.20	22.46' LT	855.75	317827.86	652972.51
0159	69+06.20	26.53' LT	855.89	317830.94	652969.84
0160	68+96.01	26.52' LT	855.71	317824.28	652962.13
0161	68+83.62	48.42' LT	855.52	317832.78	652938.45
0162	68+86.71	33.32' LT	855.67	317823.36	652950.65
0163	68+88.85	30.00' LT	855.71	317822.25	652954.43
0164	68+94.57	24.48' LT	855.78	317821.79	652962.37
0165	69+05.85	19.98' LT	855.82	317825.76	652973.85
0166	69+11.20	19.71' LT	855.77	317829.04	652978.08
0167	68+83.57	46.35' LT	855.54	317831.18	652939.76
0168	69+14.20	19.71' LT	855.74	317831.00	652980.36
0169	68+99.87	26.52' LT	855.75	317826.81	652965.06
0170	69+01.80	20.90' LT	855.86	317823.81	652970.18
0171	69+01.01	21.16' LT	855.85	317823.49	652969.41
0172	69+09.47	19.72' LT	855.78	317827.92	652976.77

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
A	68+20.47	STH 73 R/L	46.66' LT	27'R	317,790.23	652,891.76
B	69+09.56	STH 73 R/L	45.72' LT	26'R	317,847.67	652,959.86



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 23	E

STH 73 & Stuart St - South Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0200	68+32.90	32.44' RT	856.41	317738.42	652952.81
0201	68+28.45	32.44' RT	856.44	317735.51	652949.44
0202	68+17.53	32.42' RT	856.72	317728.41	652941.16
0203	68+12.53	32.44' RT	856.78	317725.13	652937.38
0204	68+03.67	32.38' RT	857.29	317719.39	652930.63
0205	68+03.67	27.45' RT	857.24	317723.12	652927.41
0206	68+12.53	27.45' RT	856.70	317728.91	652934.12
0207	68+12.52	22.89' RT	856.40	317732.36	652931.14
0208	68+17.52	22.99' RT	856.36	317735.55	652934.99
0209	68+17.53	27.41' RT	856.65	317732.20	652937.88
0210	68+28.45	27.44' RT	856.37	317739.30	652946.17
0211	68+37.29	35.82' RT	856.50	317738.73	652958.34
0212	68+36.77	34.47' RT	856.49	317739.41	652957.07
0213	68+35.02	31.11' RT	856.48	317740.81	652953.54
0214	68+30.02	25.50' RT	856.44	317741.80	652946.09
0215	68+17.76	20.50' RT	856.38	317737.59	652933.55
0216	68+12.53	20.39' RT	856.48	317734.25	652929.51
0217	68+09.54	20.38' RT	856.51	317732.31	652927.24
0218	68+04.22	20.37' RT	856.56	317728.85	652923.21
0219	68+24.33	22.13' RT	856.41	317740.64	652939.59
0220	68+21.13	21.08' RT	856.41	317739.35	652936.47
0221	68+15.63	20.40' RT	856.46	317736.27	652931.87
0222	68+22.28	21.40' RT	856.40	317739.86	652937.56

STH 74 & Stuart St - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0250	69+11.19	23.17' RT	855.64	317796.55	653006.07
0251	69+11.19	27.47' RT	855.90	317793.30	653008.87
0252	69+17.00	27.47' RT	856.05	317797.09	653013.28
0253	69+17.00	32.47' RT	856.27	317793.30	653016.54
0254	69+11.19	32.47' RT	855.97	317789.51	653012.13
0255	69+06.19	32.46' RT	856.00	317786.25	653008.35
0256	68+95.05	32.46' RT	856.29	317778.98	652999.90
0257	68+90.05	32.46' RT	856.21	317775.71	652996.12
0258	68+80.05	32.46' RT	856.01	317769.19	652988.54
0259	68+75.60	32.46' RT	855.99	317766.29	652985.17
0260	68+80.05	27.46' RT	855.94	317772.98	652985.28
0261	68+90.05	27.46' RT	856.14	317779.50	652992.85
0262	68+95.05	27.46' RT	856.21	317782.77	652996.64
0263	69+06.19	27.46' RT	855.93	317790.04	653005.08
0264	69+06.17	23.17' RT	855.67	317793.28	653002.27
0265	69+19.83	20.62' RT	855.65	317804.13	653010.95
0266	69+11.18	20.65' RT	855.71	317798.45	653004.42
0267	69+06.18	20.67' RT	855.74	317795.18	653000.64
0268	69+14.18	20.64' RT	855.69	317800.42	653006.68
0269	69+03.18	20.68' RT	855.76	317793.21	652998.38
0270	68+92.08	20.73' RT	855.82	317785.93	652990.00
0271	68+84.49	22.12' RT	855.92	317779.92	652985.15
0272	68+78.49	25.50' RT	856.01	317773.45	652982.82
0273	68+73.47	31.14' RT	856.10	317765.90	652982.70
0274	68+71.24	35.95' RT	856.17	317760.79	652984.15
0275	68+71.76	34.52' RT	856.15	317762.21	652983.61

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
C	68+15.58	STH 73 R/L	43.40' RT	23'R	317,718.81	652,946.84
D	68+92.17	STH 73 R/L	42.73' RT	22'R	317,769.32	653,004.43

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
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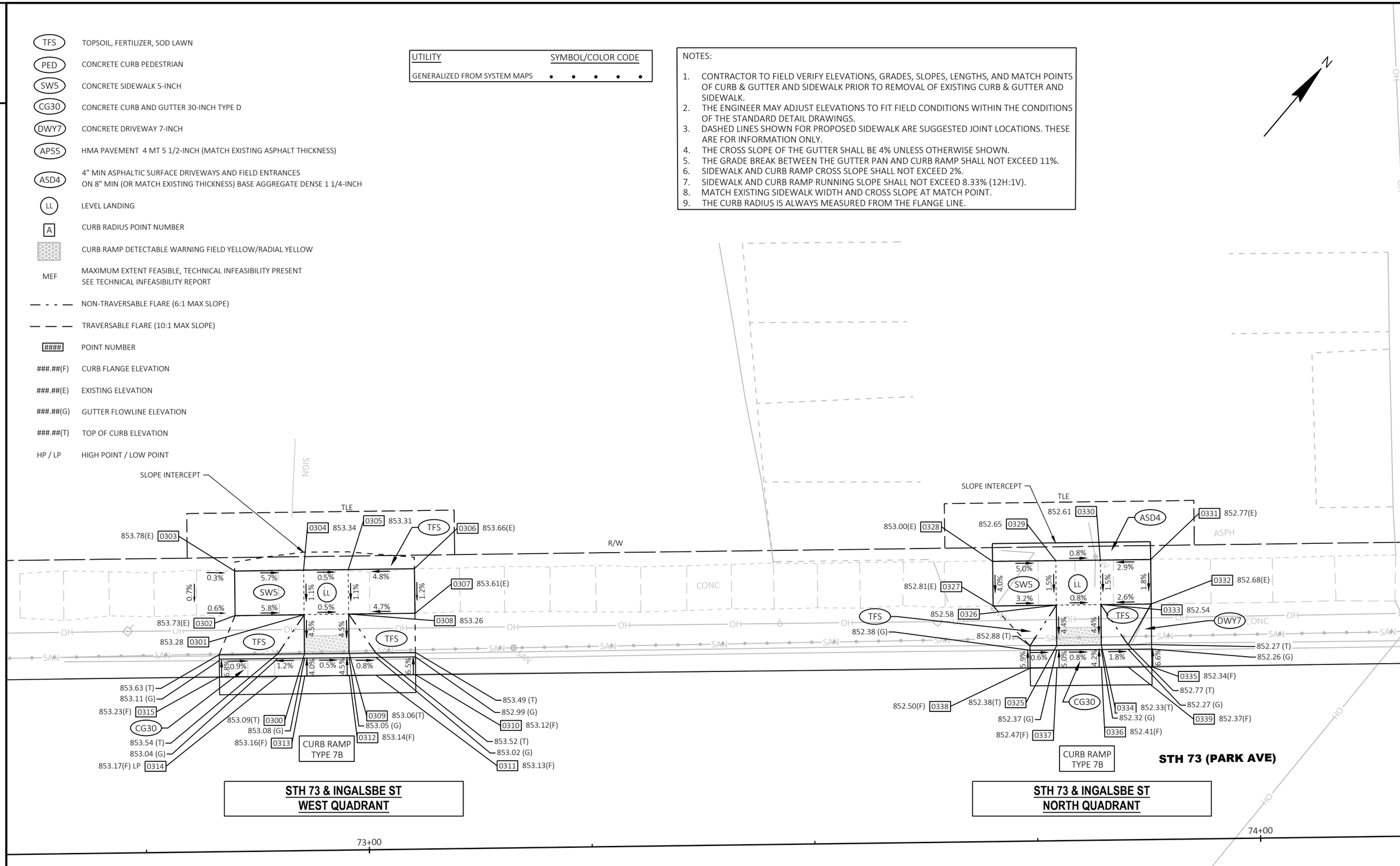
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.



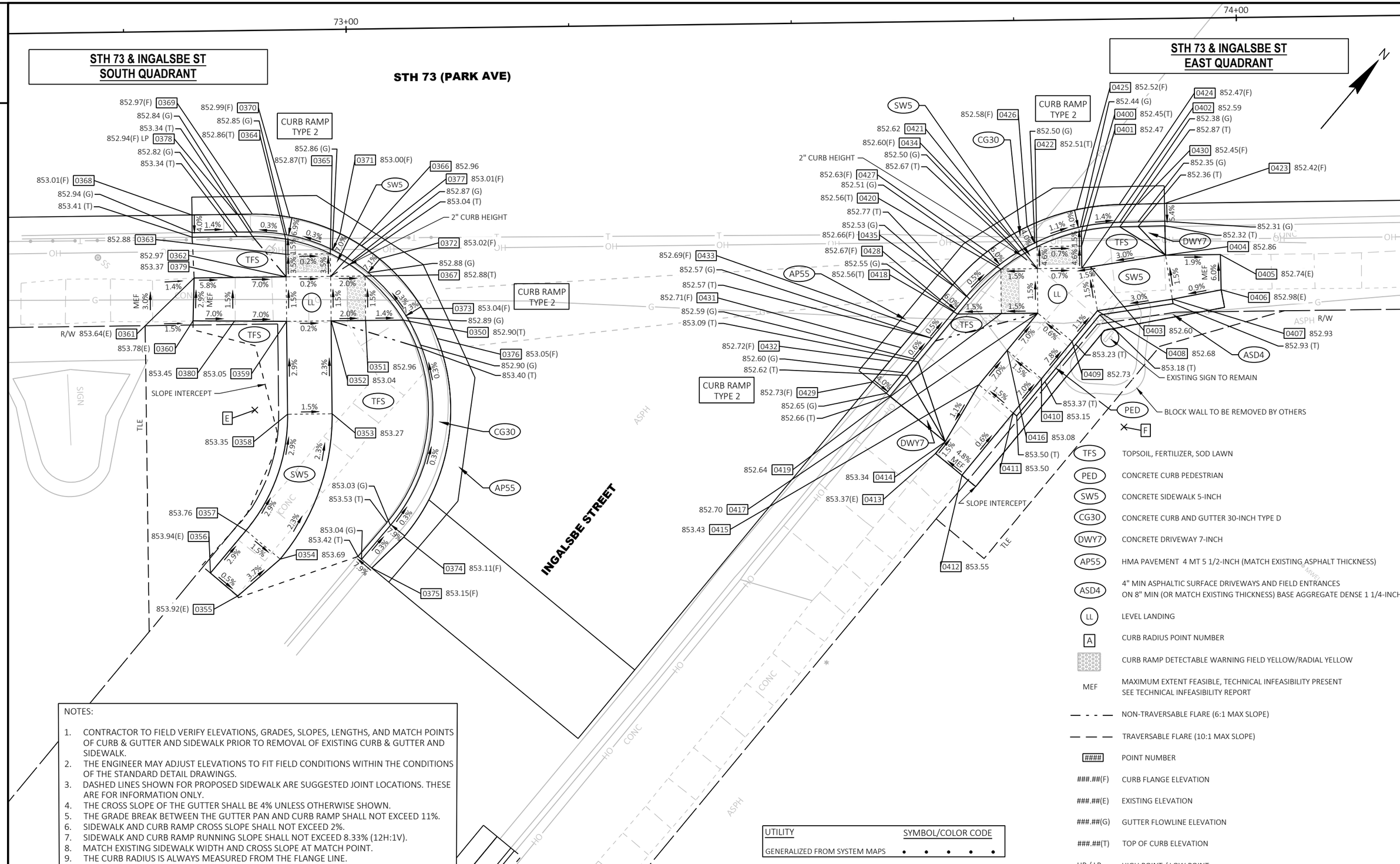
PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 25	E

STH 73 & Ingalsbe St - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0300	72+93.01	22.10' LT	853.09	318080.09	653265.77
0301	72+93.02	26.48' LT	853.28	318083.41	653262.92
0302	72+85.29	26.48' LT	853.73	318078.37	653257.05
0303	72+85.29	31.48' LT	853.78	318082.16	653253.79
0304	72+93.04	31.47' LT	853.34	318087.20	653259.67
0305	72+98.04	31.45' LT	853.31	318090.45	653263.47
0306	73+05.46	31.48' LT	853.66	318095.32	653269.08
0307	73+05.46	26.47' LT	853.61	318091.53	653272.34
0308	72+98.02	26.49' LT	853.26	318086.69	653266.70
0309	72+98.01	22.09' LT	853.06	318083.35	653269.56
0310	73+05.45	19.57' LT	853.12	318086.29	653276.84
0311	73+01.01	19.58' LT	853.13	318083.40	653273.47
0312	72+98.01	19.60' LT	853.14	318081.45	653271.19
0313	72+93.01	19.60' LT	853.16	318078.19	653267.40
0314	72+90.01	19.61' LT	853.17	318076.24	653265.12
0315	72+83.43	19.62' LT	853.23	318071.96	653260.13

STH 73 & Ingalsbe St - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0325	73+77.40	21.91' LT	852.38	318135.04	653329.82
0326	73+77.42	26.44' LT	852.58	318138.47	653326.87
0327	73+70.33	26.44' LT	852.81	318133.85	653321.51
0328	73+70.33	31.44' LT	853.00	318137.64	653318.24
0329	73+77.43	31.44' LT	852.65	318142.27	653323.62
0330	73+82.43	31.43' LT	852.61	318145.52	653327.41
0331	73+88.07	31.43' LT	852.77	318149.20	653331.69
0332	73+88.06	26.44' LT	852.68	318145.42	653334.94
0333	73+82.42	26.45' LT	852.54	318141.74	653330.66
0334	73+82.40	21.90' LT	852.33	318138.29	653333.62
0335	73+88.05	19.39' LT	852.34	318140.07	653339.53
0336	73+82.40	19.40' LT	852.41	318136.39	653335.25
0337	73+77.40	19.41' LT	852.47	318133.14	653331.45
0338	73+74.40	19.42' LT	852.50	318131.19	653329.17
0339	73+85.40	19.39' LT	852.37	318138.35	653337.52

STH 73 & INGALSBE ST SOUTH QUADRANT

STH 73 & INGALSBE ST EAST QUADRANT



NOTES:

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5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
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7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 27	E

STH 73 & Ingalsbe St - South Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0350	73+06.00	32.75' RT	852.90	318047.01	653311.41
0351	73+01.76	32.74' RT	852.96	318044.26	653308.20
0352	72+97.89	32.73' RT	853.04	318041.73	653305.26
0353	72+97.87	43.17' RT	853.27	318033.81	653312.05
0354	72+91.82	59.42' RT	853.69	318017.56	653318.08
0355	72+86.99	63.49' RT	853.92	318011.32	653317.08
0356	72+83.96	60.89' RT	853.94	318011.31	653313.08
0357	72+88.03	56.16' RT	853.76	318017.55	653313.08
0358	72+92.87	43.16' RT	853.35	318030.56	653308.26
0359	72+92.89	32.72' RT	853.05	318038.48	653301.46
0360	72+82.39	32.53' RT	853.78	318031.77	653293.38
0361	72+82.57	27.72' RT	853.64	318035.53	653290.38
0362	72+92.90	27.72' RT	852.97	318042.27	653298.21
0363	72+92.91	25.18' RT	852.88	318044.20	653296.55
0364	72+92.91	23.49' RT	852.86	318045.48	653295.45
0365	72+97.91	25.19' RT	852.87	318047.46	653300.35
0366	72+97.90	27.73' RT	852.96	318045.53	653302.00
0367	73+01.77	27.74' RT	852.88	318048.05	653304.94
0368	72+82.42	20.63' RT	853.01	318040.80	653285.64
0369	72+89.20	20.63' RT	852.97	318045.23	653290.77
0370	72+93.39	21.04' RT	852.99	318047.66	653294.21
0371	72+99.03	22.96' RT	853.00	318049.88	653299.73
0372	73+03.39	25.83' RT	853.02	318050.55	653304.92
0373	73+08.15	31.48' RT	853.04	318049.38	653312.21
0374	73+05.75	57.11' RT	853.11	318028.40	653327.12
0375	73+02.08	60.55' RT	853.15	318023.40	653326.59
0376	73+09.77	34.87' RT	853.05	318047.87	653315.65
0377	73+01.42	24.34' RT	853.01	318050.39	653302.45
0378	72+87.46	20.63' RT	852.94	318044.09	653289.46
0379	72+87.13	27.71' RT	853.37	318038.51	653293.82
0380	72+87.04	32.62' RT	853.45	318034.74	653296.96

STH 73 & Ingalsbe St - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0400	73+82.30	23.77' RT	852.45	318103.62	653363.36
0401	73+82.30	25.43' RT	852.47	318102.36	653364.44
0402	73+82.29	27.92' RT	852.59	318100.48	653366.05
0403	73+83.28	27.78' RT	852.60	318101.23	653366.71
0404	73+91.71	26.58' RT	852.86	318107.64	653372.32
0405	73+97.88	26.59' RT	852.74	318111.65	653377.00
0406	73+97.91	30.56' RT	852.98	318108.68	653379.61
0407	73+92.41	31.53' RT	852.93	318104.34	653376.08
0408	73+83.98	32.73' RT	852.68	318097.94	653370.47
0409	73+81.10	36.13' RT	852.73	318093.47	653370.51
0410	73+77.60	40.27' RT	853.15	318088.05	653370.56
0411	73+74.37	44.09' RT	853.50	318083.05	653370.61
0412	73+68.52	51.00' RT	853.55	318074.00	653370.69
0413	73+65.59	48.52' RT	853.37	318073.97	653366.84
0414	73+66.68	47.22' RT	853.34	318075.67	653366.83
0415	73+70.55	40.86' RT	853.43	318083.01	653365.61
0416	73+73.78	37.04' RT	853.08	318088.01	653365.56
0417	73+77.28	32.90' RT	852.70	318093.43	653365.51
0418	73+68.26	32.89' RT	852.56	318087.55	653358.67
0419	73+73.18	32.90' RT	852.64	318090.76	653362.40
0420	73+73.19	27.90' RT	852.56	318094.55	653359.15
0421	73+77.29	27.90' RT	852.62	318097.22	653362.26
0422	73+77.26	25.44' RT	852.51	318099.06	653360.62
0423	73+91.67	20.78' RT	852.42	318112.00	653368.50
0424	73+86.59	20.82' RT	852.47	318108.66	653364.68
0425	73+81.80	21.32' RT	852.52	318105.15	653361.38
0426	73+76.20	23.18' RT	852.58	318100.09	653358.34
0427	73+71.68	25.90' RT	852.63	318095.08	653356.70
0428	73+66.35	31.27' RT	852.67	318087.54	653356.17
0429	73+58.62	40.38' RT	852.73	318075.58	653356.26
0430	73+88.67	20.81' RT	852.45	318110.03	653366.24
0431	73+61.86	36.57' RT	852.71	318080.58	653356.22
0432	73+60.56	38.10' RT	852.72	318078.58	653356.24
0433	73+63.81	34.26' RT	852.69	318083.61	653356.20
0434	73+74.21	24.22' RT	852.60	318098.00	653357.52
0435	73+67.73	29.65' RT	852.66	318089.66	653356.15

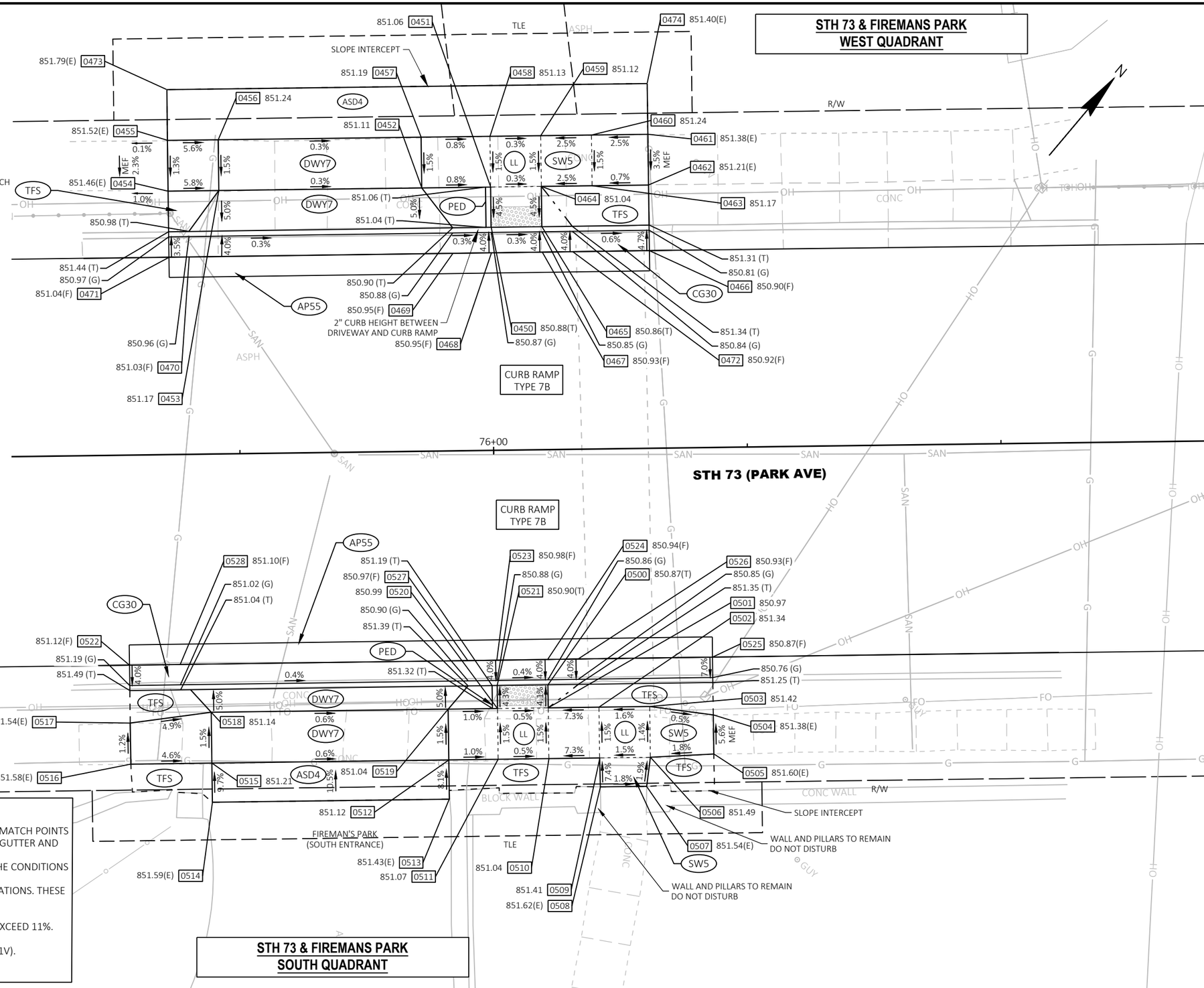
RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
E	72+89.19	STH 73 R/L	42.63' RT	22'R	318,028.55	653,305.13
F	73+86.79	STH 73 R/L	45.82' RT	25'R	318,089.85	653,381.15

2

2

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •



NOTES:

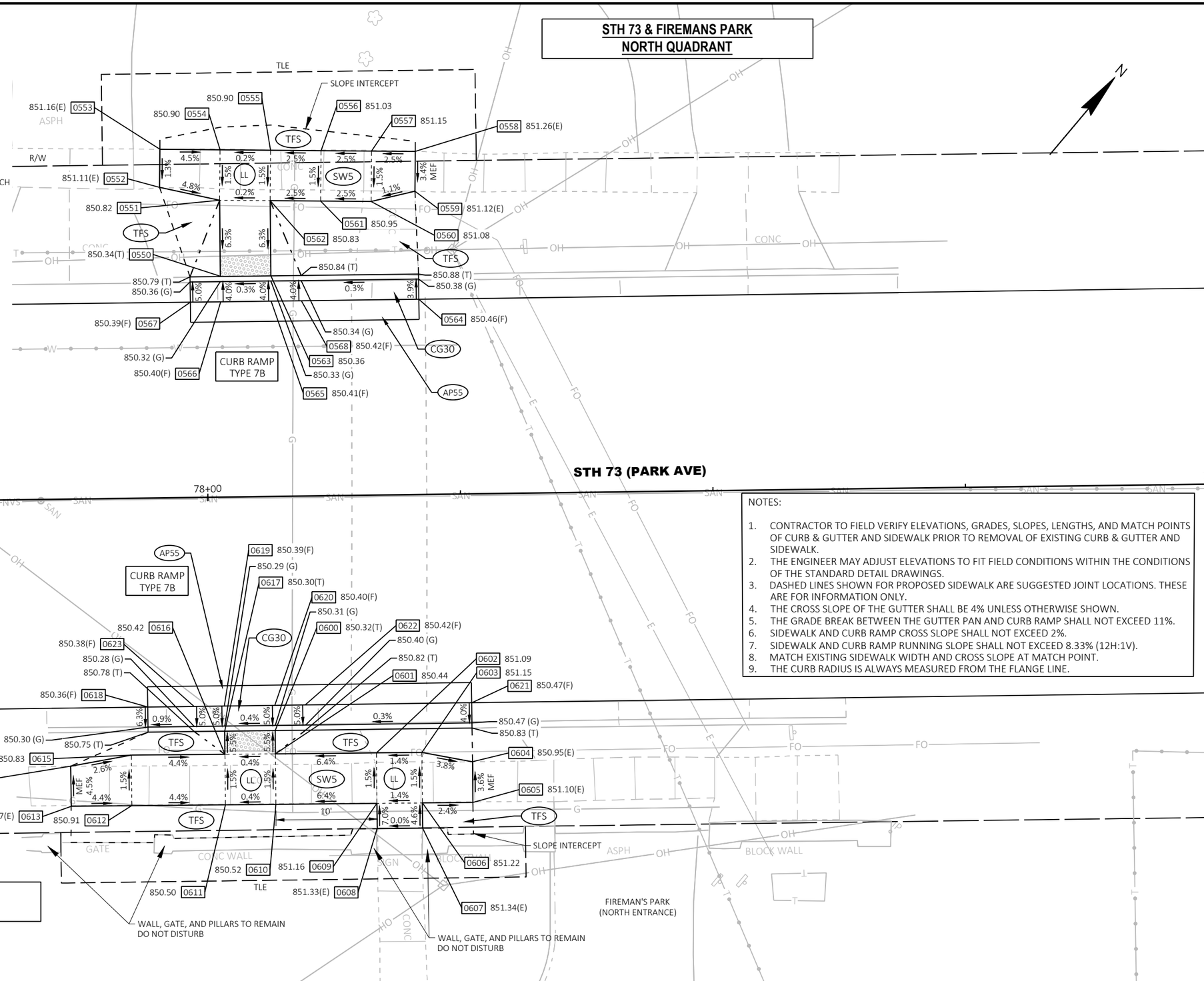
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

STH 73 & Firemans Park - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0450	76+00.04	21.96' LT	850.88	318280.40	653498.46
0451	76+00.05	25.93' LT	851.06	318283.42	653495.86
0452	75+93.26	25.94' LT	851.11	318278.99	653490.71
0453	75+73.26	25.94' LT	851.17	318265.94	653475.56
0454	75+68.26	25.94' LT	851.46	318262.67	653471.77
0455	75+68.26	30.95' LT	851.52	318266.46	653468.51
0456	75+73.26	30.94' LT	851.24	318269.73	653472.30
0457	75+93.26	30.94' LT	851.19	318282.77	653487.45
0458	76+00.04	30.93' LT	851.13	318287.20	653492.60
0459	76+05.05	30.93' LT	851.12	318290.47	653496.39
0460	76+10.05	30.93' LT	851.24	318293.73	653500.17
0461	76+15.61	30.93' LT	851.38	318297.36	653504.39
0462	76+15.60	25.93' LT	851.21	318293.57	653507.65
0463	76+10.04	25.93' LT	851.17	318289.94	653503.44
0464	76+05.04	25.93' LT	851.04	318286.68	653499.65
0465	76+05.05	21.96' LT	850.86	318283.67	653502.24
0466	76+15.61	19.47' LT	850.90	318288.68	653511.87
0467	76+05.04	19.46' LT	850.93	318281.77	653503.87
0468	76+00.04	19.46' LT	850.95	318278.51	653500.09
0469	75+96.26	19.46' LT	850.95	318276.03	653497.22
0470	75+70.26	19.45' LT	851.03	318259.06	653477.53
0471	75+68.26	19.43' LT	851.04	318257.74	653476.03
0472	76+08.05	19.46' LT	850.92	318283.73	653506.15
0473	75+68.26	35.95' LT	851.79	318270.25	653465.24
0474	76+15.61	35.93' LT	851.40	318301.15	653501.13

STH 73 & Firemans Park - South Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0500	76+05.05	23.17' RT	850.87	318249.48	653531.70
0501	76+05.05	25.44' RT	850.97	318247.77	653533.18
0502	76+10.05	25.43' RT	851.34	318251.03	653536.97
0503	76+15.05	25.43' RT	851.42	318254.29	653540.76
0504	76+21.30	26.35' RT	851.38	318257.69	653546.09
0505	76+21.30	30.19' RT	851.60	318254.78	653548.60
0506	76+15.05	30.43' RT	851.49	318250.51	653544.02
0507	76+14.64	33.29' RT	851.54	318248.08	653545.58
0508	76+10.08	33.29' RT	851.62	318245.10	653542.12
0509	76+10.08	30.43' RT	851.41	318247.26	653540.26
0510	76+05.05	30.44' RT	851.04	318243.98	653536.45
0511	76+00.05	30.44' RT	851.07	318240.71	653532.66
0512	75+95.18	30.44' RT	851.12	318237.54	653528.97
0513	75+95.18	34.30' RT	851.43	318234.61	653531.49
0514	75+71.83	34.30' RT	851.59	318219.36	653513.80
0515	75+71.83	30.44' RT	851.21	318222.29	653511.28
0516	75+63.84	30.44' RT	851.58	318217.08	653505.23
0517	75+63.84	26.39' RT	851.54	318220.14	653502.59
0518	75+71.83	25.44' RT	851.14	318226.08	653508.02
0519	75+95.18	25.44' RT	851.04	318241.32	653525.71
0520	76+00.05	25.44' RT	850.99	318244.50	653529.39
0521	76+00.05	23.17' RT	850.90	318246.22	653527.92
0522	75+63.84	20.70' RT	851.12	318224.45	653498.87
0523	76+00.05	20.67' RT	850.98	318248.11	653526.28
0524	76+05.05	20.67' RT	850.94	318251.38	653530.07
0525	76+21.30	20.66' RT	850.87	318261.99	653542.37
0526	76+08.05	20.66' RT	850.93	318253.34	653532.34
0527	75+97.18	20.67' RT	850.97	318246.24	653524.11
0528	75+68.84	20.69' RT	851.10	318227.72	653502.65

2

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT



UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
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7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

STH 73 & Firemans Park - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0550	78+01.52	21.85' LT	850.34	318411.84	653651.15
0551	78+01.54	29.38' LT	850.82	318417.56	653646.25
0552	77+95.62	30.73' LT	851.11	318414.72	653640.88
0553	77+95.70	34.51' LT	851.16	318417.63	653638.48
0554	78+01.65	34.38' LT	850.90	318421.42	653643.07
0555	78+06.65	34.28' LT	850.90	318424.60	653646.93
0556	78+11.65	34.17' LT	851.03	318427.78	653650.79
0557	78+16.65	34.06' LT	851.15	318430.96	653654.65
0558	78+20.98	33.96' LT	851.26	318433.72	653657.99
0559	78+20.89	30.02' LT	851.12	318430.67	653660.49
0560	78+16.54	29.06' LT	851.08	318427.11	653657.83
0561	78+11.54	29.17' LT	850.95	318423.93	653653.97
0562	78+06.54	29.28' LT	850.83	318420.74	653650.11
0563	78+06.52	21.83' LT	850.36	318415.09	653654.95
0564	78+21.14	19.33' LT	850.46	318422.73	653667.67
0565	78+06.52	19.33' LT	850.41	318413.20	653656.58
0566	78+01.52	19.34' LT	850.40	318409.93	653652.79
0567	77+98.52	19.34' LT	850.39	318407.98	653650.52
0568	78+09.52	19.33' LT	850.42	318415.15	653658.86

STH 73 & Firemans Park - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0600	78+06.36	23.21' RT	850.32	318380.87	653684.23
0601	78+06.35	25.49' RT	850.44	318379.13	653685.72
0602	78+16.35	25.52' RT	851.09	318385.63	653693.32
0603	78+20.85	25.54' RT	851.15	318388.56	653696.73
0604	78+25.85	26.53' RT	850.95	318391.07	653701.16
0605	78+25.84	30.56' RT	851.10	318388.01	653703.78
0606	78+20.84	30.54' RT	851.22	318384.76	653699.99
0607	78+20.83	33.04' RT	851.34	318382.86	653701.61
0608	78+16.33	33.00' RT	851.33	318379.95	653698.18
0609	78+16.34	30.52' RT	851.16	318381.83	653696.57
0610	78+06.34	30.49' RT	850.52	318375.33	653688.97
0611	78+01.34	30.47' RT	850.50	318372.08	653685.17
0612	77+92.07	30.42' RT	850.91	318366.08	653678.12
0613	77+86.07	30.42' RT	851.17	318362.16	653673.57
0614	77+86.07	26.45' RT	850.99	318365.17	653670.98
0615	77+92.09	25.42' RT	850.83	318369.88	653674.87
0616	78+01.35	25.47' RT	850.42	318375.88	653681.92
0617	78+01.36	23.19' RT	850.30	318377.62	653680.43
0618	77+93.77	20.69' RT	850.36	318374.55	653673.06
0619	78+01.36	20.69' RT	850.39	318379.51	653678.80
0620	78+06.36	20.69' RT	850.40	318382.77	653682.59
0621	78+25.85	20.69' RT	850.47	318395.49	653697.35
0622	78+09.36	20.69' RT	850.42	318384.73	653684.86
0623	77+98.36	20.69' RT	850.38	318377.55	653676.53

2

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

NOTES:

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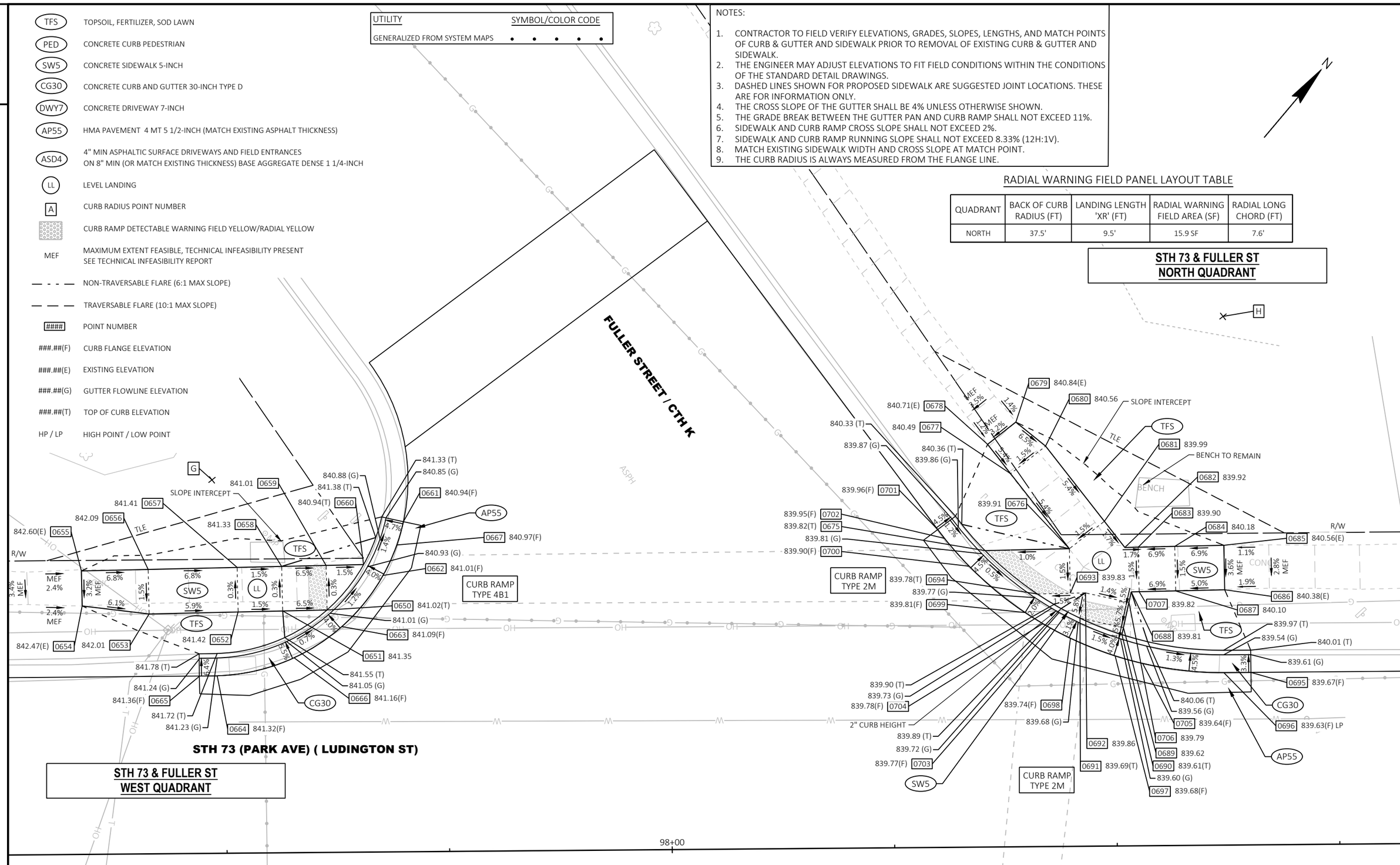
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
NORTH	37.5'	9.5'	15.9 SF	7.6'

STH 73 & FULLER ST NORTH QUADRANT



STH 73 & FULLER ST WEST QUADRANT

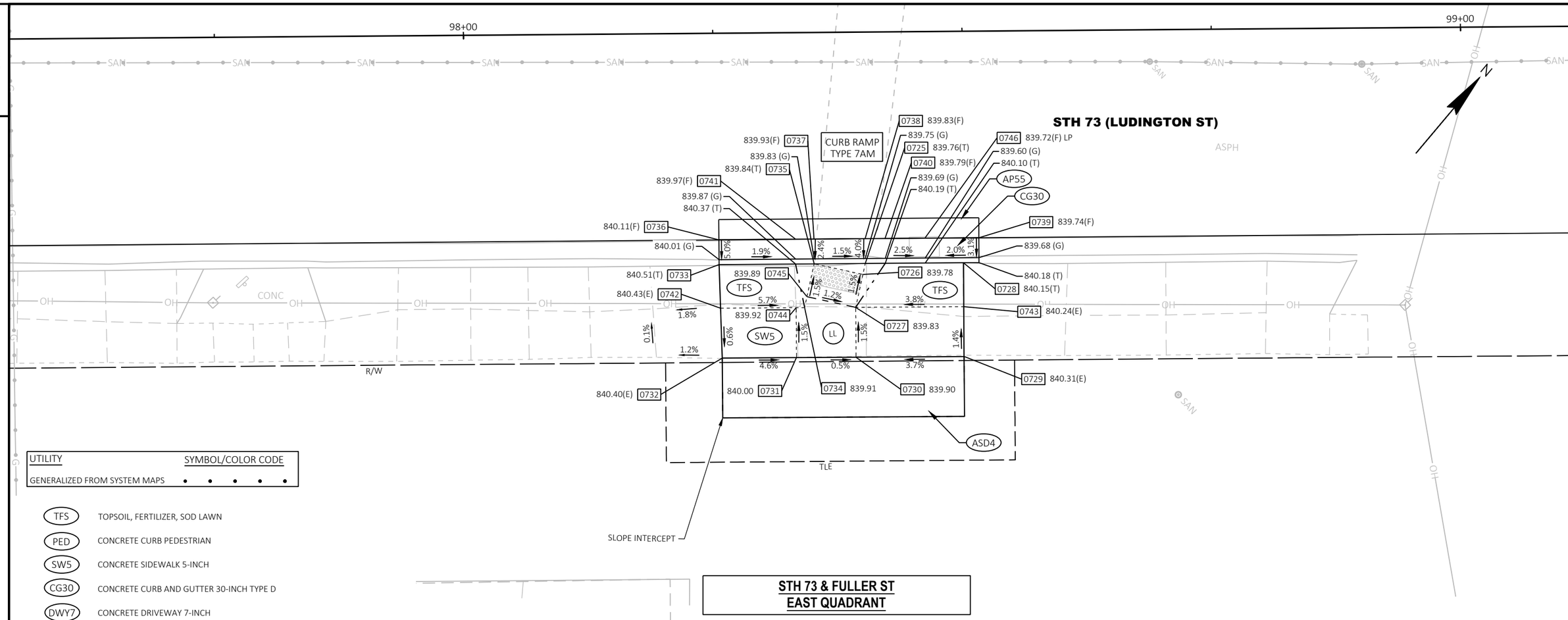
PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 33	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 04 Fuller-W
PLOT DATE : 10/18/2024 4:31 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STH 73 & Fuller St - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0650	97+61.45	27.22' LT	841.02	319837.87	654989.76
0651	97+56.45	27.15' LT	841.35	319834.13	654986.44
0652	97+51.46	27.08' LT	841.42	319830.40	654983.11
0653	97+41.46	26.94' LT	842.01	319822.94	654976.46
0654	97+33.94	27.88' LT	842.47	319818.04	654970.68
0655	97+33.89	31.83' LT	842.60	319820.66	654967.73
0656	97+41.38	31.94' LT	842.09	319826.26	654972.72
0657	97+51.38	32.08' LT	841.41	319833.73	654979.38
0658	97+56.38	32.15' LT	841.33	319837.46	654982.70
0659	97+61.38	32.22' LT	841.01	319841.19	654986.03
0660	97+65.59	32.28' LT	840.94	319844.34	654988.83
0661	97+70.10	37.07' LT	840.94	319850.89	654988.35
0662	97+67.77	31.05' LT	841.01	319845.10	654991.21
0663	97+63.10	25.34' LT	841.09	319837.80	654992.26
0664	97+49.06	19.93' LT	841.32	319823.80	654986.76
0665	97+47.04	19.89' LT	841.36	319822.28	654985.42
0666	97+57.70	21.87' LT	841.16	319831.49	654991.17
0667	97+69.34	34.45' LT	840.97	319848.56	654989.76

STH 73 & Fuller St - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0675	98+35.41	33.28' LT	839.82	319896.46	655035.29
0676	98+44.88	33.42' LT	839.91	319903.53	655041.60
0677	98+38.35	41.89' LT	840.49	319904.45	655030.94
0678	98+35.80	45.21' LT	840.71	319904.81	655026.77
0679	98+38.99	47.68' LT	840.84	319908.82	655027.10
0680	98+42.30	44.95' LT	840.56	319909.43	655031.36
0681	98+48.84	36.47' LT	839.99	319908.51	655042.03
0682	98+51.12	33.51' LT	839.92	319908.19	655045.75
0683	98+52.61	33.53' LT	839.90	319909.30	655046.74
0684	98+56.72	33.59' LT	840.18	319912.37	655049.48
0685	98+62.23	33.66' LT	840.56	319916.48	655053.14
0686	98+62.30	28.67' LT	840.38	319913.15	655056.88
0687	98+56.79	28.59' LT	840.10	319909.04	655053.21
0688	98+51.80	28.51' LT	839.81	319905.31	655049.88
0689	98+50.89	24.50' LT	839.62	319901.93	655052.23
0690	98+50.71	23.71' LT	839.61	319901.26	655052.69
0691	98+46.01	25.61' LT	839.69	319899.08	655048.12
0692	98+46.65	28.44' LT	839.86	319901.47	655046.46
0693	98+44.95	28.42' LT	839.83	319900.20	655045.33
0694	98+41.25	28.36' LT	839.78	319897.43	655042.86
0695	98+65.16	19.36' LT	839.67	319908.97	655065.67
0696	98+62.11	19.36' LT	839.63	319906.72	655063.61
0697	98+49.93	21.34' LT	839.68	319899.08	655053.92
0698	98+44.92	23.36' LT	839.74	319896.76	655049.04
0699	98+39.84	26.30' LT	839.81	319895.00	655043.44
0700	98+33.61	31.54' LT	839.90	319893.96	655035.36
0701	98+30.11	35.69' LT	839.96	319894.18	655029.94
0702	98+30.86	34.70' LT	839.95	319894.07	655031.17
0703	98+42.69	24.53' LT	839.77	319895.90	655046.66
0704	98+41.82	25.03' LT	839.78	319895.61	655045.71
0705	98+53.02	20.46' LT	839.64	319900.77	655056.64
0706	98+51.53	27.34' LT	839.79	319904.32	655050.57
0707	98+52.68	28.53' LT	839.82	319905.97	655050.48

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
G	97+48.64	STH 73 R/L	41.92' LT	22'R	319,838.36	654,970.27
H	98+62.36	STH 73 R/L	59.36' LT	40'R	319,933.94	655,034.30



STH 73 & FULLER ST
EAST QUADRANT

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

STH 73 & Fuller St - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0725	98+40.11	23.20' RT	839.76	319861.74	655080.09
0726	98+39.86	24.29' RT	839.78	319860.82	655080.73
0727	98+39.12	27.59' RT	839.83	319858.04	655082.65
0728	98+49.97	23.21' RT	840.15	319869.00	655086.76
0729	98+49.95	32.61' RT	840.31	319862.63	655093.68
0730	98+39.11	32.59' RT	839.90	319854.66	655086.33
0731	98+33.14	32.57' RT	840.00	319850.26	655082.29
0732	98+25.70	32.56' RT	840.40	319844.79	655077.25
0733	98+25.46	23.18' RT	840.51	319850.95	655070.18
0734	98+34.00	27.58' RT	839.91	319854.28	655079.18
0735	98+34.99	23.19' RT	839.84	319857.97	655076.62
0736	98+25.46	20.71' RT	840.11	319852.63	655068.35
0737	98+34.99	20.71' RT	839.93	319859.65	655074.80
0738	98+40.11	20.71' RT	839.83	319863.42	655078.26
0739	98+51.53	20.71' RT	839.74	319871.84	655085.98
0740	98+42.12	20.70' RT	839.79	319864.91	655079.61
0741	98+33.12	20.69' RT	839.97	319858.28	655073.52
0742	98+25.57	27.56' RT	840.43	319848.08	655073.48
0743	98+49.96	27.61' RT	840.24	319866.02	655090.00
0744	98+33.15	27.57' RT	839.92	319853.65	655078.61
0745	98+34.24	26.48' RT	839.89	319855.20	655078.54
0746	98+46.12	20.70' RT	839.72	319867.85	655082.31

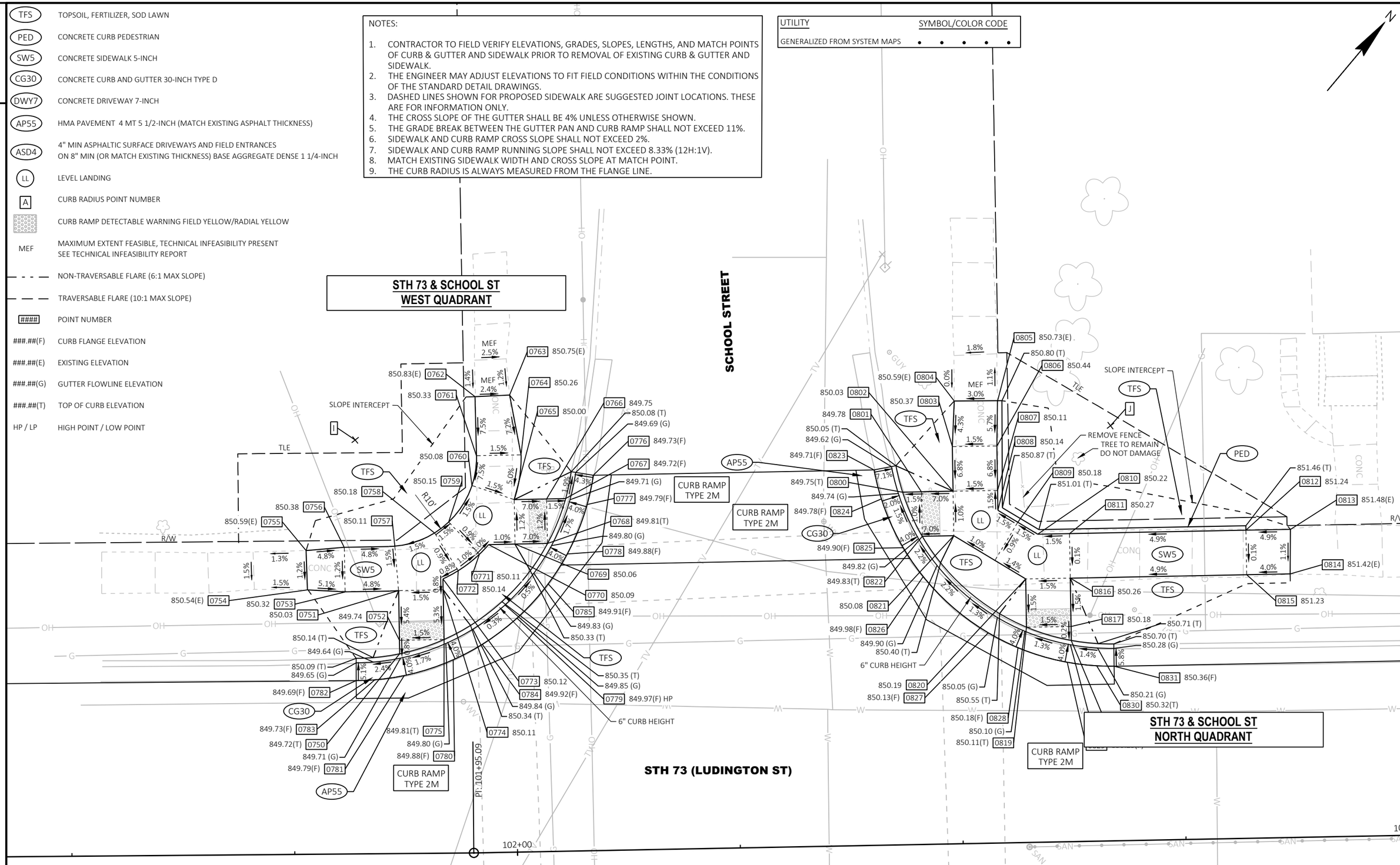
2

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • • •



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PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 37	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 05 School-W
PLOT DATE : 10/18/2024 4:32 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STH 73 & School St - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0750	101+86.96	22.42' LT	849.72	320148.16	655280.95
0751	101+86.89	29.50' LT	850.03	320152.90	655275.69
0752	101+86.94	23.93' LT	849.74	320149.18	655279.83
0753	101+80.89	29.41' LT	850.32	320148.42	655271.70
0754	101+76.67	29.67' LT	850.54	320145.48	655268.65
0755	101+76.54	34.09' LT	850.59	320148.38	655265.31
0756	101+80.83	34.41' LT	850.38	320151.76	655267.98
0757	101+86.51	34.49' LT	850.11	320155.99	655271.75
0758	101+90.98	35.94' LT	850.18	320160.27	655273.71
0759	101+92.57	37.15' LT	850.15	320162.26	655273.89
0760	101+95.65	41.23' LT	850.08	320166.96	655272.67
0761	101+96.22	44.56' LT	850.33	320169.61	655270.57
0762	101+96.19	51.19' LT	850.83	320174.02	655265.62
0763	102+00.07	51.30' LT	850.75	320176.98	655268.13
0764	102+01.22	44.55' LT	850.26	320173.33	655273.91
0765	102+00.36	39.56' LT	850.00	320169.36	655277.06
0766	102+04.00	39.56' LT	849.75	320172.07	655279.49
0767	102+06.13	39.56' LT	849.72	320173.65	655280.91
0768	102+04.01	34.56' LT	849.81	320168.73	655283.21
0769	102+00.36	34.56' LT	850.06	320166.02	655280.78
0770	101+97.40	34.56' LT	850.09	320163.81	655278.80
0771	101+96.34	33.49' LT	850.11	320162.31	655278.89
0772	101+93.60	31.68' LT	850.14	320159.33	655278.62
0773	101+91.88	30.77' LT	850.12	320157.43	655278.12
0774	101+91.89	29.55' LT	850.11	320156.62	655279.03
0775	101+91.94	23.98' LT	849.81	320152.89	655283.17
0776	102+09.28	42.11' LT	849.73	320177.70	655281.12
0777	102+08.52	38.85' LT	849.79	320174.95	655283.04
0778	102+06.18	33.34' LT	849.88	320169.53	655285.58
0779	102+00.42	26.25' LT	849.97	320160.50	655287.00
0780	101+92.94	21.69' LT	849.88	320152.08	655285.54
0781	101+87.45	19.96' LT	849.79	320146.86	655283.09
0782	101+82.05	19.44' LT	849.69	320142.54	655279.83
0783	101+84.14	19.51' LT	849.73	320144.13	655281.19
0784	101+96.48	23.39' LT	849.92	320155.66	655286.50
0785	102+03.99	30.03' LT	849.91	320165.69	655286.57

STH 73 & School St - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0800	102+43.94	39.57' LT	849.75	320201.78	655306.16
0801	102+46.06	39.57' LT	849.78	320203.36	655307.58
0802	102+49.61	39.56' LT	850.03	320206.00	655309.96
0803	102+49.62	44.57' LT	850.37	320209.36	655306.24
0804	102+49.93	49.69' LT	850.59	320213.01	655302.64
0805	102+54.77	49.55' LT	850.73	320216.51	655305.98
0806	102+54.62	44.56' LT	850.44	320213.07	655309.59
0807	102+54.61	39.56' LT	850.11	320209.71	655313.30
0808	102+54.60	37.33' LT	850.14	320208.23	655314.95
0809	102+56.81	35.95' LT	850.18	320208.94	655317.45
0810	102+59.01	34.57' LT	850.22	320209.66	655319.95
0811	102+62.58	34.57' LT	850.27	320212.31	655322.33
0812	102+82.37	34.58' LT	851.24	320227.05	655335.56
0813	102+87.37	34.58' LT	851.48	320230.77	655338.90
0814	102+87.25	29.58' LT	851.42	320227.33	655342.53
0815	102+82.38	29.58' LT	851.23	320223.71	655339.28
0816	102+62.58	29.57' LT	850.26	320208.97	655326.06
0817	102+62.56	24.14' LT	850.18	320205.33	655330.09
0818	102+62.56	22.58' LT	850.18	320204.28	655331.25
0819	102+57.56	24.16' LT	850.11	320201.62	655326.73
0820	102+57.58	29.57' LT	850.19	320205.25	655322.72
0821	102+49.59	34.57' LT	850.08	320202.65	655313.66
0822	102+46.06	34.57' LT	849.83	320200.02	655311.30
0823	102+40.78	42.13' LT	849.71	320201.14	655302.15
0824	102+41.54	38.85' LT	849.78	320199.52	655305.10
0825	102+43.89	33.34' LT	849.90	320197.58	655310.77
0826	102+46.08	30.04' LT	849.98	320197.01	655314.69
0827	102+53.25	23.60' LT	850.13	320198.05	655324.27
0828	102+56.56	21.87' LT	850.18	320199.35	655327.77
0829	102+62.06	20.13' LT	850.25	320202.28	655332.74
0830	102+65.36	19.67' LT	850.32	320204.43	655335.29
0831	102+67.30	19.59' LT	850.36	320205.82	655336.64

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
I	101+82.16	STH 73 R/L	46.44' LT	27'R	320,160.87	655,260.01
J	102+67.41	STH 73 R/L	46.59' LT	27'R	320,223.94	655,316.62

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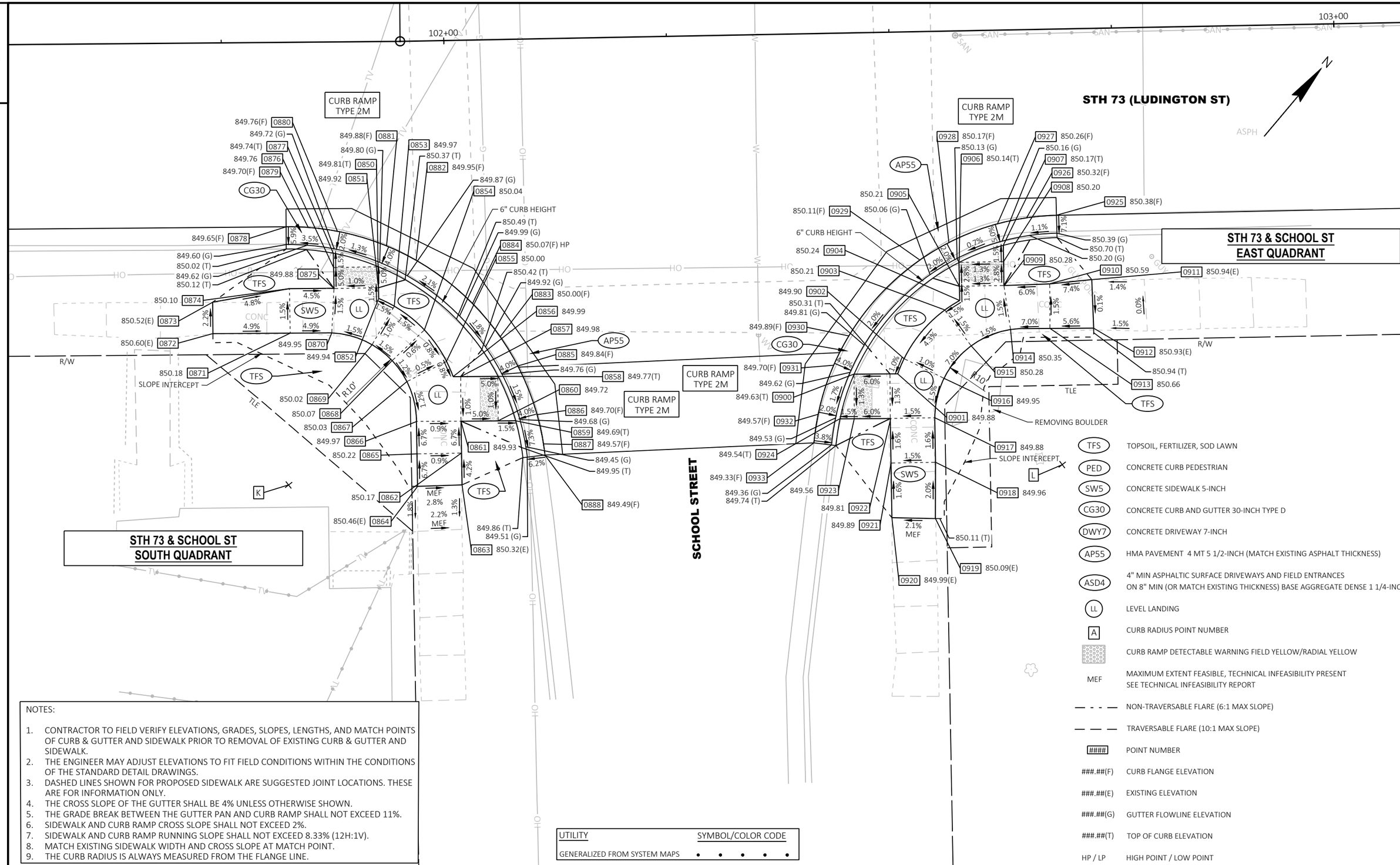

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 39	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 05 School-E
PLOT DATE : 10/24/2024 2:47 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

STH 73 & School St - South Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0850	101+92.42	25.27' RT	849.81	320119.95	655319.78
0851	101+92.44	27.63' RT	849.92	320118.37	655321.54
0852	101+92.45	28.85' RT	849.94	320117.55	655322.45
0853	101+94.20	29.73' RT	849.97	320118.24	655324.27
0854	101+97.21	32.45' RT	850.04	320118.90	655328.54
0855	101+99.63	36.02' RT	850.00	320118.31	655332.81
0856	102+00.33	37.74' RT	849.99	320117.69	655334.55
0857	102+01.19	37.75' RT	849.98	320118.32	655335.14
0858	102+05.37	37.80' RT	849.77	320121.39	655337.97
0859	102+07.25	42.83' RT	849.69	320119.43	655342.96
0860	102+05.30	42.80' RT	849.72	320118.00	655341.64
0861	102+01.13	42.75' RT	849.93	320114.93	655338.81
0862	102+01.12	46.34' RT	850.17	320112.53	655341.48
0863	102+01.12	49.91' RT	850.32	320110.14	655344.14
0864	101+96.12	49.98' RT	850.46	320106.38	655340.85
0865	101+96.12	46.33' RT	850.22	320108.82	655338.14
0866	101+96.17	42.69' RT	849.97	320111.29	655335.45
0867	101+95.13	38.20' RT	850.03	320113.51	655331.42
0868	101+93.90	35.84' RT	850.07	320113.90	655328.57
0869	101+91.66	34.04' RT	850.02	320113.46	655325.73
0870	101+87.15	32.67' RT	849.95	320111.07	655321.68
0871	101+82.49	32.65' RT	850.18	320107.64	655318.51
0872	101+73.80	32.63' RT	850.60	320101.25	655312.62
0873	101+73.80	29.11' RT	850.52	320103.64	655310.03
0874	101+82.44	27.65' RT	850.10	320110.99	655314.79
0875	101+87.42	27.66' RT	849.88	320114.66	655318.17
0876	101+87.40	25.32' RT	849.76	320116.22	655316.43
0877	101+87.40	23.73' RT	849.74	320117.30	655315.26
0878	101+82.11	20.71' RT	849.65	320115.44	655309.46
0879	101+84.61	20.80' RT	849.70	320117.21	655311.22
0880	101+87.90	21.28' RT	849.76	320119.31	655313.79
0881	101+93.38	22.97' RT	849.88	320122.22	655318.74
0882	101+96.42	24.62' RT	849.95	320123.54	655322.18
0883	102+05.69	33.39' RT	850.00	320124.58	655334.89
0884	102+02.66	29.60' RT	850.07	320124.86	655330.05
0885	102+07.61	36.69' RT	849.84	320123.80	655338.64
0886	102+09.67	42.19' RT	849.70	320121.66	655344.10
0887	102+10.33	45.48' RT	849.57	320119.95	655347.00
0888	102+10.48	46.74' RT	849.49	320119.23	655348.03

STH 73 & School St - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0900	102+45.37	38.31' RT	849.63	320150.82	655365.07
0901	102+50.27	38.37' RT	849.88	320154.42	655368.39
0902	102+51.02	36.67' RT	849.90	320156.11	655367.62
0903	102+55.71	31.29' RT	850.21	320163.20	655366.75
0904	102+57.39	30.26' RT	850.24	320165.14	655367.11
0905	102+57.39	28.66' RT	850.21	320166.21	655365.92
0906	102+57.40	25.98' RT	850.14	320168.01	655363.93
0907	102+62.41	24.16' RT	850.17	320172.95	655365.92
0908	102+62.40	25.99' RT	850.20	320171.72	655367.28
0909	102+62.45	28.67' RT	850.28	320169.96	655369.31
0910	102+67.54	28.59' RT	850.59	320173.81	655372.64
0911	102+72.28	28.20' RT	850.94	320177.59	655375.52
0912	102+72.38	33.65' RT	850.93	320174.03	655379.64
0913	102+67.47	33.59' RT	850.66	320170.42	655376.32
0914	102+63.05	33.63' RT	850.35	320167.09	655373.40
0915	102+58.59	35.37' RT	850.28	320162.61	655371.71
0916	102+55.48	38.97' RT	849.95	320157.90	655372.32
0917	102+54.35	43.37' RT	849.88	320154.12	655374.84
0918	102+54.33	48.37' RT	849.96	320150.76	655378.55
0919	102+54.21	54.69' RT	850.09	320146.45	655383.16
0920	102+49.32	54.50' RT	849.99	320142.94	655379.75
0921	102+49.34	48.36' RT	849.89	320147.06	655375.19
0922	102+49.40	43.36' RT	849.81	320150.44	655371.52
0923	102+45.31	43.31' RT	849.56	320147.43	655368.75
0924	102+43.69	43.29' RT	849.54	320146.24	655367.65
0925	102+68.44	20.90' RT	850.38	320179.62	655367.53
0926	102+65.10	21.12' RT	850.32	320176.98	655365.46
0927	102+61.81	21.73' RT	850.26	320174.12	655363.72
0928	102+56.31	23.73' RT	850.17	320168.70	655361.53
0929	102+53.01	25.62' RT	850.11	320164.98	655360.73
0930	102+44.86	34.00' RT	849.89	320153.32	655361.52
0931	102+43.10	37.27' RT	849.70	320149.82	655362.77
0932	102+41.25	42.74' RT	849.57	320144.80	655365.61
0933	102+40.71	45.94' RT	849.33	320142.25	655367.63

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
K	101+82.17	STH 73 R/L	49.69' RT	29'R	320,095.89	655,330.85
L	102+68.57	STH 73 R/L	48.90' RT	28'R	320,161.00	655,388.45

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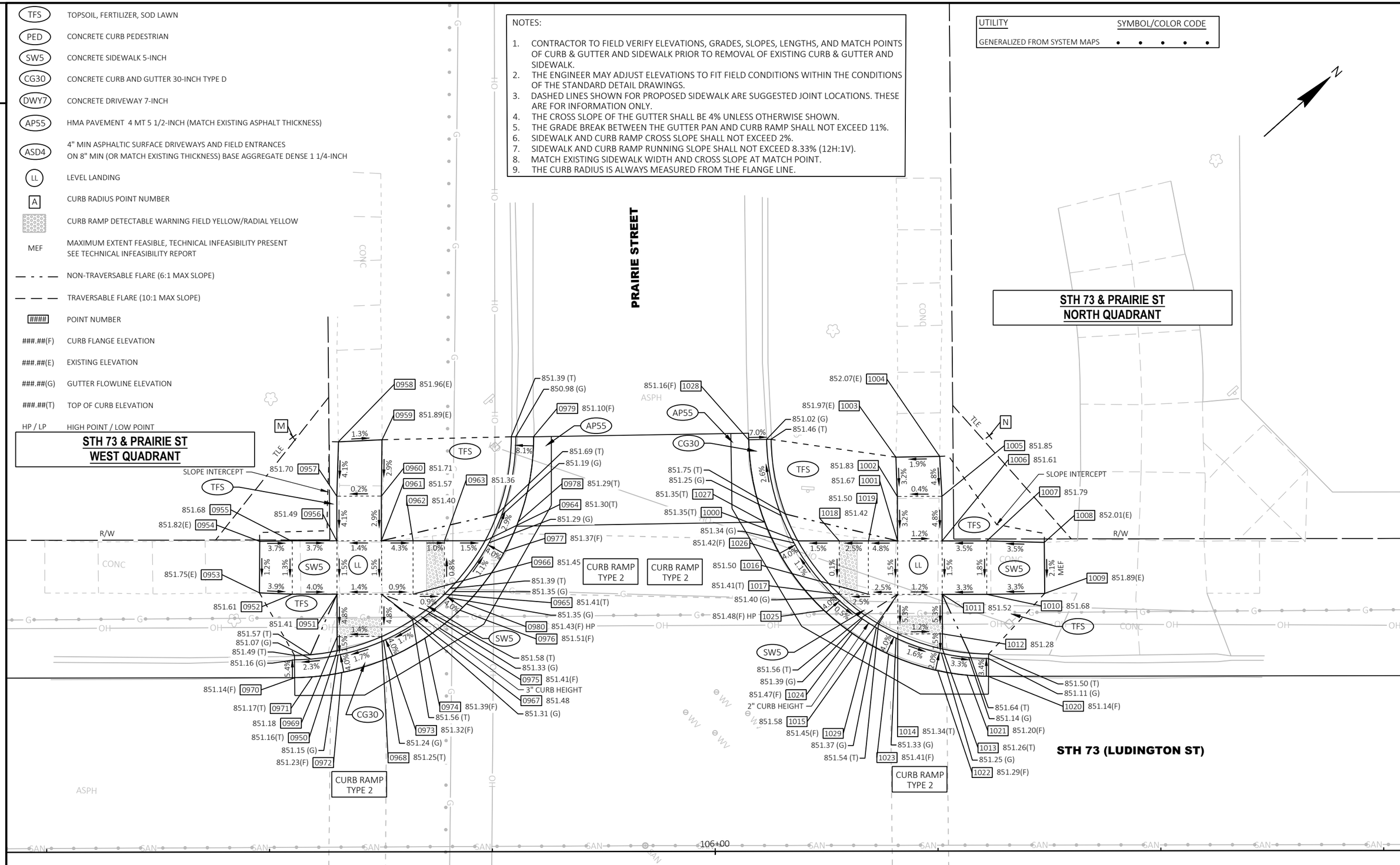
TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •



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PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 41	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 06 Prairie-W
PLOT DATE : 10/18/2024 4:32 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STH 73 & Prairie St - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0950	105+57.62	22.55' LT	851.16	320423.81	655528.41
0951	105+57.63	28.91' LT	851.41	320428.07	655523.68
0952	105+52.60	28.91' LT	851.61	320424.33	655520.31
0953	105+48.91	29.07' LT	851.75	320421.69	655517.73
0954	105+48.96	34.85' LT	851.82	320425.59	655513.47
0955	105+52.61	34.84' LT	851.68	320428.30	655515.91
0956	105+57.61	34.85' LT	851.49	320432.02	655519.25
0957	105+57.61	39.91' LT	851.70	320435.40	655515.48
0958	105+57.80	46.00' LT	851.96	320439.61	655511.07
0959	105+62.69	46.23' LT	851.89	320443.41	655514.16
0960	105+62.61	39.91' LT	851.71	320439.12	655518.82
0961	105+62.60	34.90' LT	851.57	320435.77	655522.54
0962	105+66.15	34.89' LT	851.40	320438.41	655524.92
0963	105+69.68	34.89' LT	851.36	320441.03	655527.28
0964	105+74.23	34.88' LT	851.30	320444.41	655530.32
0965	105+69.67	28.89' LT	851.41	320437.01	655531.73
0966	105+66.14	28.89' LT	851.45	320434.39	655529.37
0967	105+62.62	28.90' LT	851.48	320431.77	655527.02
0968	105+62.62	24.15' LT	851.25	320428.60	655530.55
0969	105+57.62	24.14' LT	851.18	320424.88	655527.22
0970	105+52.85	19.54' LT	851.14	320418.26	655527.45
0971	105+54.82	19.63' LT	851.17	320419.78	655528.71
0972	105+58.13	20.10' LT	851.23	320422.55	655530.57
0973	105+63.64	21.86' LT	851.32	320427.83	655532.93
0974	105+67.47	23.95' LT	851.39	320432.08	655533.94
0975	105+69.10	25.11' LT	851.41	320434.06	655534.17
0976	105+71.40	27.09' LT	851.51	320437.10	655534.23
0977	105+76.43	33.69' LT	851.37	320445.25	655532.68
0978	105+77.94	36.99' LT	851.29	320448.58	655531.23
0979	105+79.68	46.54' LT	851.10	320456.25	655525.29
0980	105+72.12	27.80' LT	851.43	320438.11	655534.18

STH 73 & Prairie St - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1000	106+09.33	34.82' LT	851.35	320470.49	655553.82
1001	106+20.51	34.81' LT	851.67	320478.79	655561.30
1002	106+20.50	39.79' LT	851.83	320482.11	655557.58
1003	106+20.33	44.20' LT	851.97	320484.94	655554.19
1004	106+25.25	44.27' LT	852.07	320488.65	655557.42
1005	106+25.50	39.80' LT	851.85	320485.84	655560.92
1006	106+25.51	34.80' LT	851.61	320482.51	655564.64
1007	106+30.53	34.79' LT	851.79	320486.24	655568.00
1008	106+36.97	34.61' LT	852.01	320490.92	655572.44
1009	106+37.01	28.89' LT	851.89	320487.12	655576.73
1010	106+30.52	28.79' LT	851.68	320482.22	655572.46
1011	106+25.52	28.80' LT	851.52	320478.51	655569.12
1012	106+25.53	24.36' LT	851.28	320475.55	655572.42
1013	106+25.53	22.67' LT	851.26	320474.42	655573.69
1014	106+20.53	24.35' LT	851.34	320471.83	655569.09
1015	106+20.52	28.81' LT	851.58	320474.79	655565.77
1016	106+17.24	28.81' LT	851.50	320472.36	655563.57
1017	106+13.96	28.82' LT	851.41	320469.92	655561.38
1018	106+13.96	34.82' LT	851.42	320473.93	655556.92
1019	106+17.25	34.81' LT	851.50	320476.37	655559.11
1020	106+30.70	19.59' LT	851.14	320476.21	655579.43
1021	106+28.30	19.71' LT	851.20	320474.50	655577.74
1022	106+24.99	20.23' LT	851.29	320472.39	655575.14
1023	106+19.48	22.09' LT	851.41	320469.54	655570.07
1024	106+15.40	24.42' LT	851.47	320468.06	655565.61
1025	106+12.24	27.01' LT	851.48	320467.44	655561.57
1026	106+07.15	33.63' LT	851.42	320468.06	655553.25
1027	106+05.61	36.93' LT	851.35	320469.13	655549.76
1028	106+03.82	46.18' LT	851.16	320473.98	655541.69
1029	106+17.09	23.34' LT	851.45	320468.59	655567.54

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
M	105+52.68	STH 73 R/L	46.54' LT	27'R	320,436.17	655,507.25
N	106+30.82	STH 73 R/L	46.59' LT	27'R	320,494.34	655,559.42

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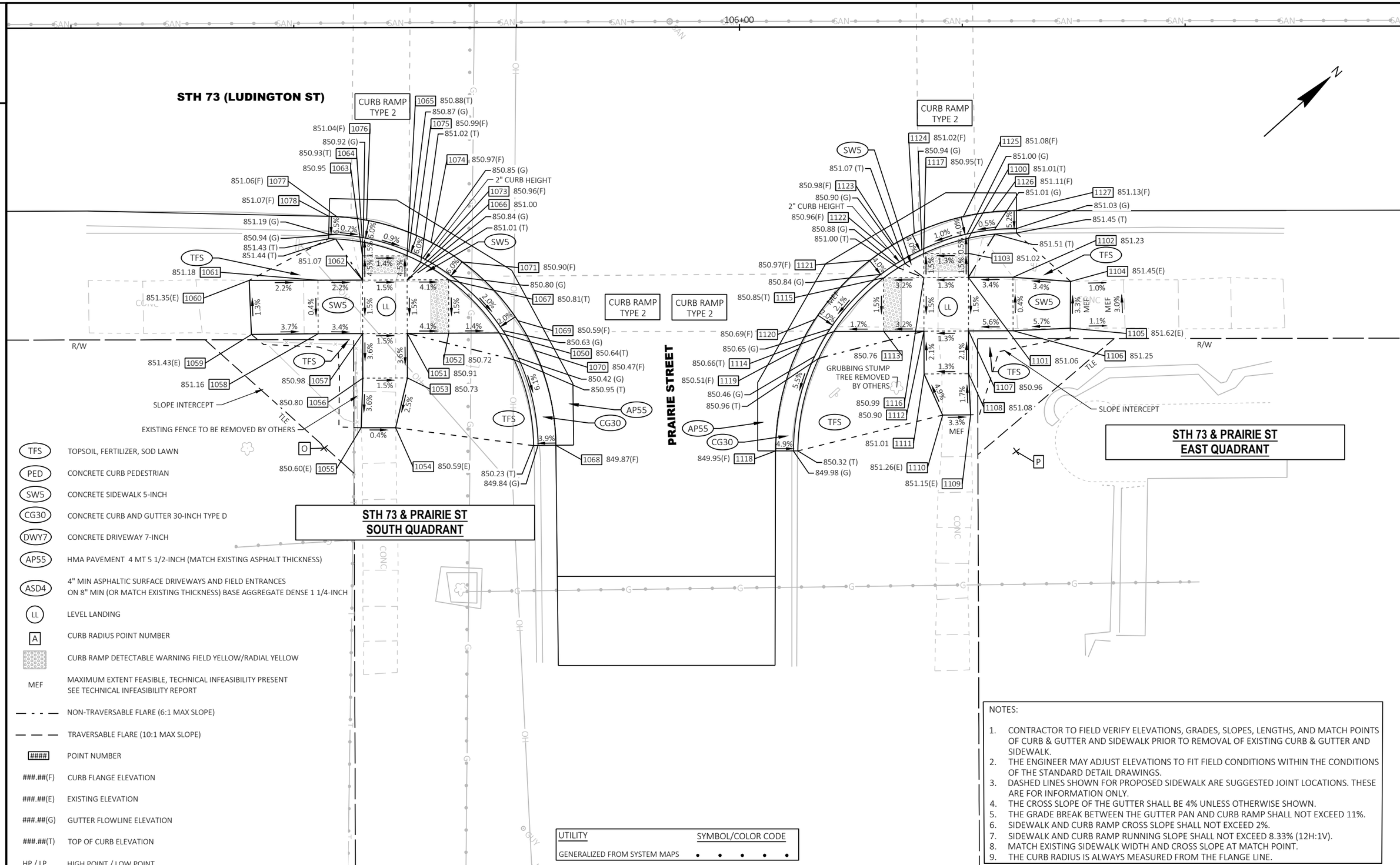

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

STH 73 & Prairie St - South Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1050	105+72.98	34.28' RT	850.64	320397.27	655580.95
1051	105+62.68	34.31' RT	850.91	320389.59	655574.09
1052	105+67.35	34.30' RT	850.72	320393.07	655577.20
1053	105+62.70	39.31' RT	850.73	320386.26	655577.82
1054	105+61.36	44.89' RT	850.59	320381.54	655581.08
1055	105+57.50	44.90' RT	850.60	320378.66	655578.50
1056	105+57.70	39.33' RT	850.80	320382.53	655574.49
1057	105+57.68	34.33' RT	850.98	320385.86	655570.76
1058	105+52.69	34.34' RT	851.16	320382.14	655567.44
1059	105+45.20	34.41' RT	851.43	320376.52	655562.49
1060	105+44.96	28.34' RT	851.35	320380.40	655557.81
1061	105+52.67	28.34' RT	851.18	320386.13	655562.96
1062	105+57.67	28.33' RT	851.07	320389.86	655566.29
1063	105+57.67	25.61' RT	850.95	320391.67	655564.27
1064	105+57.67	24.08' RT	850.93	320392.70	655563.13
1065	105+62.67	25.61' RT	850.88	320395.40	655567.61
1066	105+62.67	28.31' RT	851.00	320393.59	655569.62
1067	105+67.33	28.30' RT	850.81	320397.07	655572.72
1068	105+79.33	46.89' RT	849.87	320393.57	655594.57
1069	105+75.06	32.90' RT	850.59	320399.74	655581.31
1070	105+76.91	36.23' RT	850.47	320398.90	655585.02
1071	105+68.83	26.30' RT	850.90	320399.52	655572.24
1072	105+67.33	28.30' RT	850.81	320397.07	655572.72
1073	105+66.24	24.60' RT	850.96	320398.72	655569.24
1074	105+65.36	24.12' RT	850.97	320398.39	655568.30
1075	105+63.67	23.32' RT	850.99	320397.67	655566.57
1076	105+58.13	21.62' RT	851.04	320394.68	655561.61
1077	105+54.81	21.21' RT	851.06	320392.49	655559.09
1078	105+53.94	21.18' RT	851.07	320391.86	655558.48

STH 73 & Prairie St - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1100	106+25.63	23.73' RT	851.01	320443.50	655608.28
1101	106+25.64	28.12' RT	851.06	320440.57	655611.55
1102	106+30.64	28.11' RT	851.23	320444.30	655614.88
1103	106+25.64	25.42' RT	851.02	320442.37	655609.53
1104	106+37.11	28.59' RT	851.45	320448.80	655619.56
1105	106+37.06	33.83' RT	851.62	320445.25	655623.43
1106	106+30.65	34.11' RT	851.25	320440.30	655619.35
1107	106+25.65	34.12' RT	850.96	320436.57	655616.02
1108	106+25.66	38.93' RT	851.08	320433.37	655619.61
1109	106+25.87	43.53' RT	851.15	320430.45	655623.16
1110	106+22.74	43.56' RT	851.26	320428.10	655621.10
1111	106+20.66	38.94' RT	851.01	320429.64	655616.27
1112	106+20.65	34.14' RT	850.90	320432.84	655612.69
1113	106+16.14	34.15' RT	850.76	320429.48	655609.69
1114	106+10.51	34.17' RT	850.66	320425.27	655605.94
1115	106+16.13	28.15' RT	850.85	320433.47	655605.22
1116	106+20.64	28.14' RT	850.99	320436.84	655608.22
1117	106+20.64	25.43' RT	850.95	320438.65	655606.20
1118	106+03.98	47.55' RT	849.95	320411.47	655611.53
1119	106+06.57	36.11' RT	850.51	320421.04	655604.75
1120	106+08.42	32.79' RT	850.69	320424.64	655603.52
1121	106+14.61	26.16' RT	850.97	320433.67	655602.72
1122	106+16.41	24.91' RT	850.96	320435.85	655602.99
1123	106+17.26	24.38' RT	850.98	320436.83	655603.17
1124	106+19.58	23.16' RT	851.02	320439.37	655603.81
1125	106+25.09	21.29' RT	851.08	320444.72	655606.10
1126	106+28.39	20.76' RT	851.11	320447.53	655607.91
1127	106+31.03	20.64' RT	851.13	320449.58	655609.58

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
O	105+53.33	STH 73 R/L	47.17' RT	26'R	320,374.04	655,577.41
P	106+30.98	STH 73 R/L	47.64' RT	27'R	320,431.50	655,629.64

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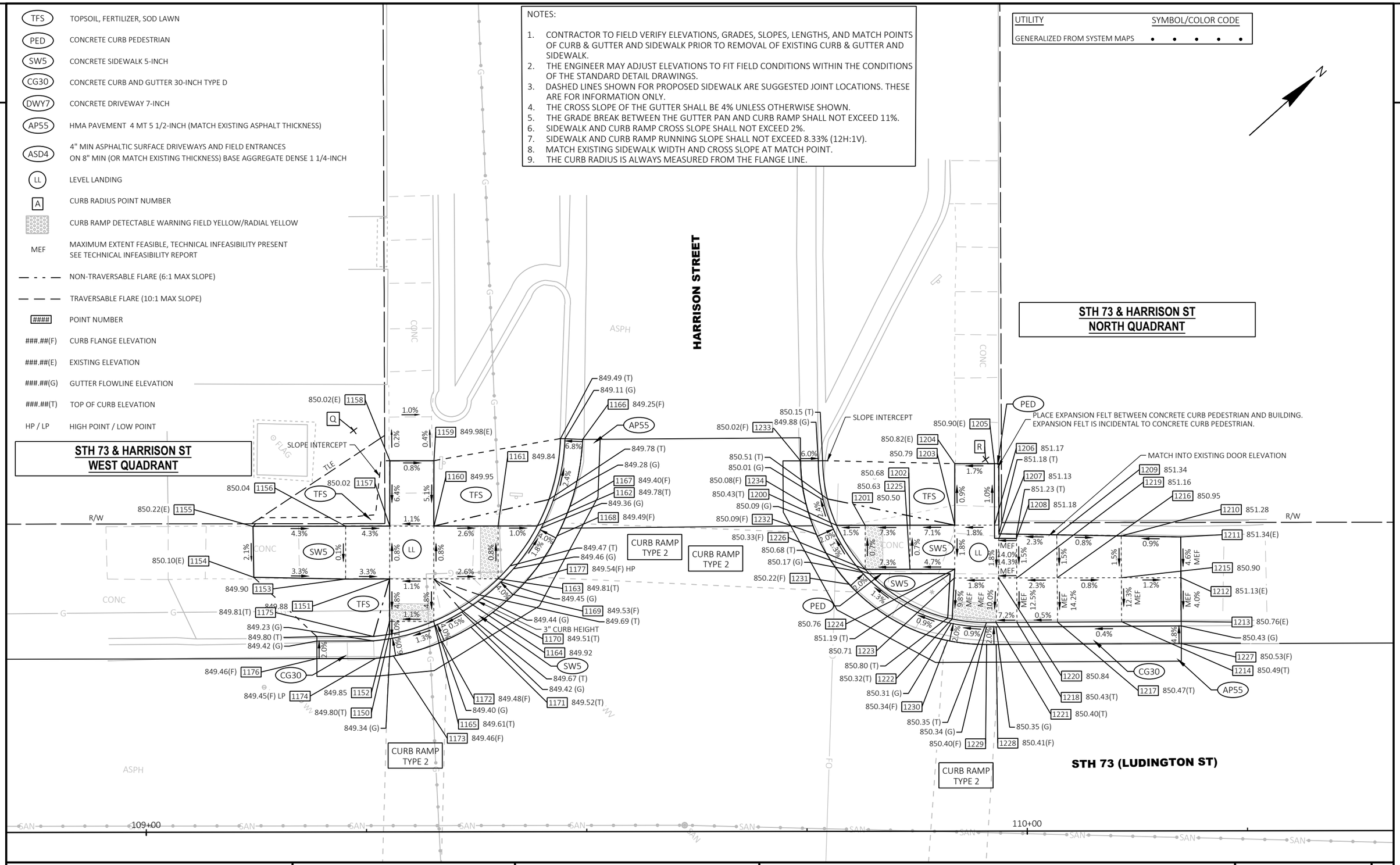
TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •



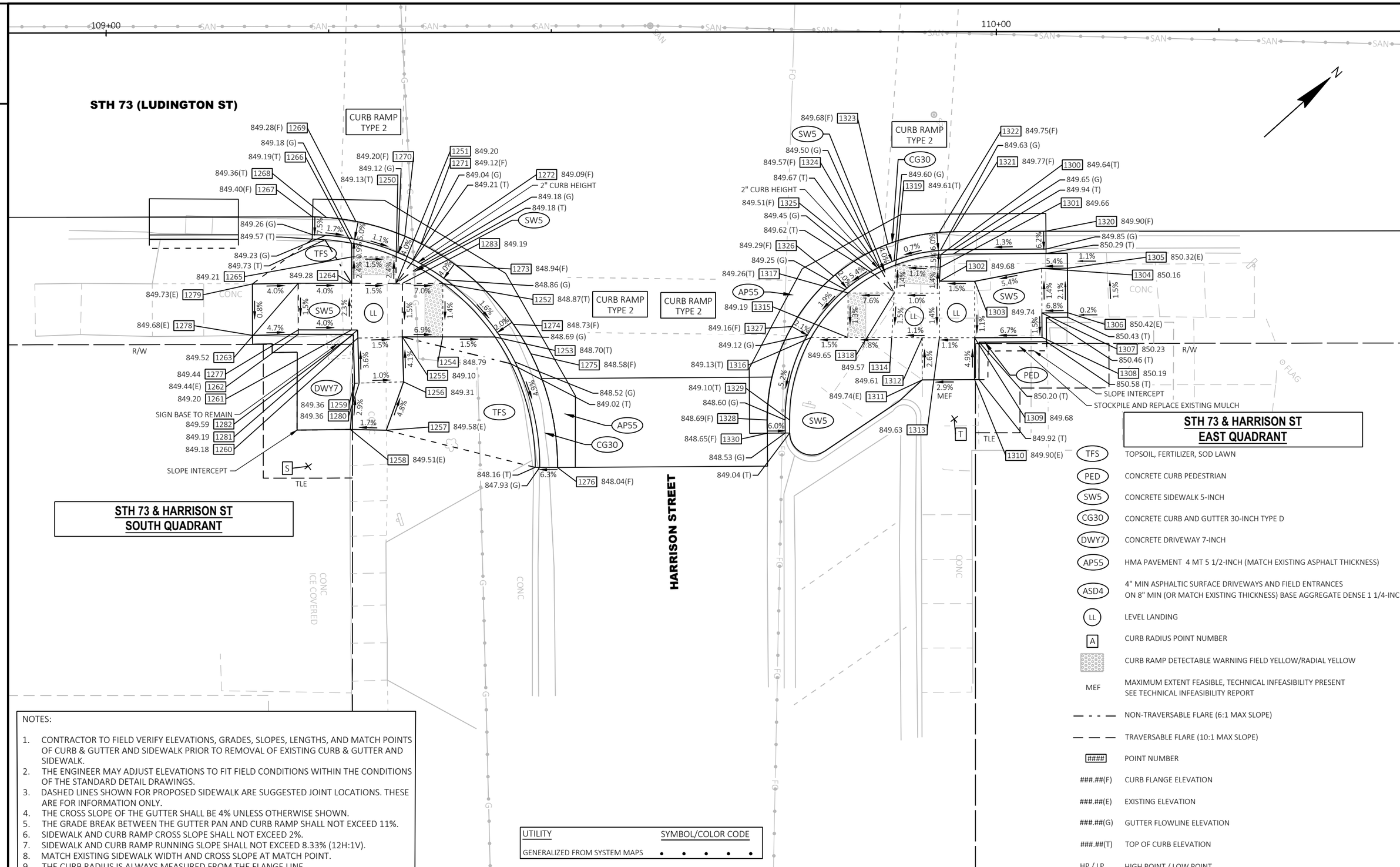
PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 45	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 07 Harrison-W
PLOT DATE : 10/18/2024 4:33 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

STH 73 & Harrison St - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1150	109+27.66	22.42' LT	849.80	320699.06	655775.72
1151	109+27.65	28.71' LT	849.88	320703.26	655771.04
1152	109+27.66	23.90' LT	849.85	320700.05	655774.62
1153	109+22.65	28.71' LT	849.90	320699.54	655767.70
1154	109+12.24	28.92' LT	850.10	320691.93	655760.59
1155	109+12.17	34.68' LT	850.22	320695.73	655756.25
1156	109+22.69	34.70' LT	850.04	320703.56	655763.27
1157	109+27.69	34.71' LT	850.02	320707.29	655766.59
1158	109+27.70	42.14' LT	850.02	320712.27	655761.08
1159	109+32.70	42.13' LT	849.98	320715.98	655764.43
1160	109+32.71	34.71' LT	849.95	320711.03	655769.95
1161	109+39.98	34.72' LT	849.84	320716.44	655774.80
1162	109+44.44	34.72' LT	849.78	320719.76	655777.79
1163	109+39.98	28.72' LT	849.81	320712.43	655779.27
1164	109+32.67	28.71' LT	849.92	320706.99	655774.39
1165	109+32.66	23.89' LT	849.61	320703.76	655777.97
1166	109+49.58	44.52' LT	849.25	320730.14	655773.92
1167	109+48.11	36.88' LT	849.40	320723.94	655778.62
1168	109+46.66	33.56' LT	849.49	320720.64	655780.13
1169	109+41.72	26.92' LT	849.53	320712.53	655781.77
1170	109+39.36	24.89' LT	849.51	320709.42	655781.70
1171	109+36.88	23.22' LT	849.52	320706.45	655781.29
1172	109+33.62	21.58' LT	849.48	320702.94	655780.33
1173	109+28.09	19.96' LT	849.46	320697.73	655777.84
1174	109+26.05	19.69' LT	849.45	320696.03	655776.68
1175	109+25.80	22.19' LT	849.81	320697.52	655774.65
1176	109+19.39	19.68' LT	849.46	320691.08	655772.23
1177	109+43.25	28.54' LT	849.54	320714.75	655781.58

STH 73 & Harrison St - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	109+78.39	34.73' LT	850.43	320745.03	655800.46
1201	109+81.64	34.73' LT	850.50	320747.45	655802.63
1202	109+86.73	34.73' LT	850.68	320751.24	655806.03
1203	109+91.82	34.72' LT	850.79	320755.02	655809.44
1204	109+91.82	41.71' LT	850.82	320759.69	655804.24
1205	109+96.32	41.71' LT	850.90	320763.04	655807.25
1206	109+96.33	34.73' LT	851.17	320758.38	655812.44
1207	109+96.82	33.23' LT	851.13	320757.74	655813.88
1208	109+98.82	33.24' LT	851.18	320759.24	655815.22
1209	110+03.39	33.61' LT	851.34	320762.88	655817.99
1210	110+10.71	33.48' LT	851.28	320768.24	655822.98
1211	110+17.46	33.36' LT	851.34	320773.19	655827.58
1212	110+17.48	28.74' LT	851.13	320770.11	655831.03
1213	110+17.50	23.77' LT	850.76	320766.81	655834.74
1214	110+10.74	23.74' LT	850.49	320761.76	655830.25
1215	110+10.72	28.74' LT	850.90	320765.09	655826.52
1216	110+03.43	28.73' LT	850.95	320759.66	655821.65
1217	110+03.47	23.71' LT	850.47	320756.33	655825.41
1218	109+98.86	23.69' LT	850.43	320752.89	655822.35
1219	109+98.84	28.73' LT	851.16	320756.24	655818.58
1220	109+96.77	28.76' LT	850.84	320754.71	655817.18
1221	109+96.48	23.69' LT	850.40	320751.11	655820.76
1222	109+91.49	24.08' LT	850.32	320747.67	655817.14
1223	109+91.76	28.73' LT	850.71	320750.97	655813.85
1224	109+91.81	29.73' LT	850.76	320751.68	655813.15
1225	109+86.73	29.73' LT	850.63	320747.89	655809.75
1226	109+81.64	29.73' LT	850.33	320744.11	655806.35
1227	110+17.51	21.27' LT	850.53	320765.14	655836.61
1228	109+96.49	21.19' LT	850.41	320749.45	655822.63
1229	109+95.41	21.18' LT	850.40	320748.64	655821.91
1230	109+90.98	21.64' LT	850.34	320745.65	655818.61
1231	109+79.79	28.04' LT	850.22	320741.61	655806.37
1232	109+76.10	33.72' LT	850.09	320742.66	655799.68
1233	109+74.32	42.06' LT	850.02	320746.90	655792.29
1234	109+74.94	37.12' LT	850.08	320744.07	655796.37

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
Q	109+23.60	STH 73 R/L	45.57' LT	26'R	320,711.51	655,755.79
R	109+95.32	STH 73 R/L	42.18' LT	21'R	320,762.61	655,806.23



TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 47	E

STH 73 & Harrison St - South Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1250	109+32.54	25.18' RT	849.13	320670.88	655814.40
1251	109+32.53	28.15' RT	849.20	320668.90	655816.60
1252	109+37.77	28.17' RT	848.87	320672.79	655820.12
1253	109+43.60	34.18' RT	848.70	320673.11	655828.49
1254	109+37.75	34.16' RT	848.79	320668.77	655824.56
1255	109+33.22	34.15' RT	849.10	320665.40	655821.53
1256	109+33.35	39.21' RT	849.31	320662.12	655825.38
1257	109+31.41	44.64' RT	849.58	320657.05	655828.12
1258	109+27.37	44.55' RT	849.51	320654.10	655825.36
1259	109+27.84	39.35' RT	849.36	320657.93	655821.81
1260	109+28.22	34.29' RT	849.18	320661.59	655818.29
1261	109+27.52	33.37' RT	849.20	320661.68	655817.14
1262	109+21.52	33.86' RT	849.44	320656.90	655813.50
1263	109+21.54	28.12' RT	849.52	320660.74	655809.24
1264	109+27.53	28.14' RT	849.28	320665.19	655813.26
1265	109+27.54	25.17' RT	849.21	320667.17	655811.05
1266	109+27.54	23.66' RT	849.19	320668.19	655809.93
1267	109+23.16	20.68' RT	849.40	320666.92	655804.79
1268	109+24.73	20.76' RT	849.36	320668.03	655805.89
1269	109+28.02	21.20' RT	849.28	320670.18	655808.42
1270	109+33.51	22.88' RT	849.20	320673.15	655813.34
1271	109+35.33	23.73' RT	849.12	320673.94	655815.19
1272	109+36.21	24.20' RT	849.09	320674.28	655816.13
1273	109+39.26	26.16' RT	848.94	320675.24	655819.62
1274	109+45.66	32.76' RT	848.73	320675.58	655828.81
1275	109+47.62	36.06' RT	848.58	320674.84	655832.57
1276	109+50.62	48.84' RT	848.04	320668.53	655844.09
1277	109+21.53	33.36' RT	849.44	320657.23	655813.13
1278	109+16.39	33.97' RT	849.68	320653.00	655810.16
1279	109+16.39	28.20' RT	849.73	320656.85	655805.86
1280	109+28.36	39.34' RT	849.36	320658.32	655822.14
1281	109+28.19	33.38' RT	849.19	320662.18	655817.60
1282	109+27.71	33.87' RT	849.59	320661.49	655817.64
1283	109+33.23	28.15' RT	849.19	320669.42	655817.08

STH 73 & Harrison St - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1300	109+93.73	25.01' RT	849.64	320716.54	655855.16
1301	109+93.65	26.43' RT	849.66	320715.53	655856.16
1302	109+93.56	27.99' RT	849.68	320714.41	655857.27
1303	109+97.53	28.01' RT	849.74	320717.36	655859.93
1304	110+05.05	26.57' RT	850.16	320723.91	655863.88
1305	110+07.94	26.56' RT	850.32	320726.07	655865.80
1306	110+07.96	31.56' RT	850.42	320722.75	655869.54
1307	110+05.07	31.57' RT	850.23	320720.59	655867.62
1308	110+05.09	34.31' RT	850.19	320718.77	655869.67
1309	109+97.51	34.35' RT	849.68	320713.11	655864.63
1310	109+97.50	39.04' RT	849.90	320709.96	655868.11
1311	109+91.61	39.07' RT	849.74	320705.56	655864.20
1312	109+91.63	34.33' RT	849.61	320708.74	655860.69
1313	109+93.55	34.33' RT	849.63	320710.17	655861.97
1314	109+88.20	34.32' RT	849.57	320706.20	655858.39
1315	109+83.27	34.30' RT	849.19	320702.54	655855.08
1316	109+79.13	34.29' RT	849.13	320699.47	655852.31
1317	109+83.28	29.30' RT	849.26	320705.89	655851.37
1318	109+88.48	29.32' RT	849.65	320709.75	655854.86
1319	109+88.66	26.15' RT	849.61	320712.00	655852.61
1320	110+05.53	22.40' RT	849.90	320727.06	655861.10
1321	109+95.11	22.45' RT	849.77	320719.27	655854.17
1322	109+93.53	22.52' RT	849.75	320718.05	655853.17
1323	109+87.78	23.81' RT	849.68	320712.91	655850.28
1324	109+85.97	24.59' RT	849.57	320711.04	655849.66
1325	109+85.08	25.05' RT	849.51	320710.07	655849.41
1326	109+81.69	27.41' RT	849.29	320705.97	655848.90
1327	109+76.98	33.06' RT	849.16	320698.69	655849.95
1328	109+74.17	43.54' RT	848.69	320689.60	655855.88
1329	109+76.71	43.54' RT	849.10	320691.48	655857.57
1330	109+74.22	45.03' RT	848.65	320688.64	655857.01

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
S	109+22.62	STH 73 R/L	48.68' RT	28'R	320,647.81	655,825.26
T	109+95.21	STH 73 R/L	43.45' RT	21'R	320,705.31	655,869.86

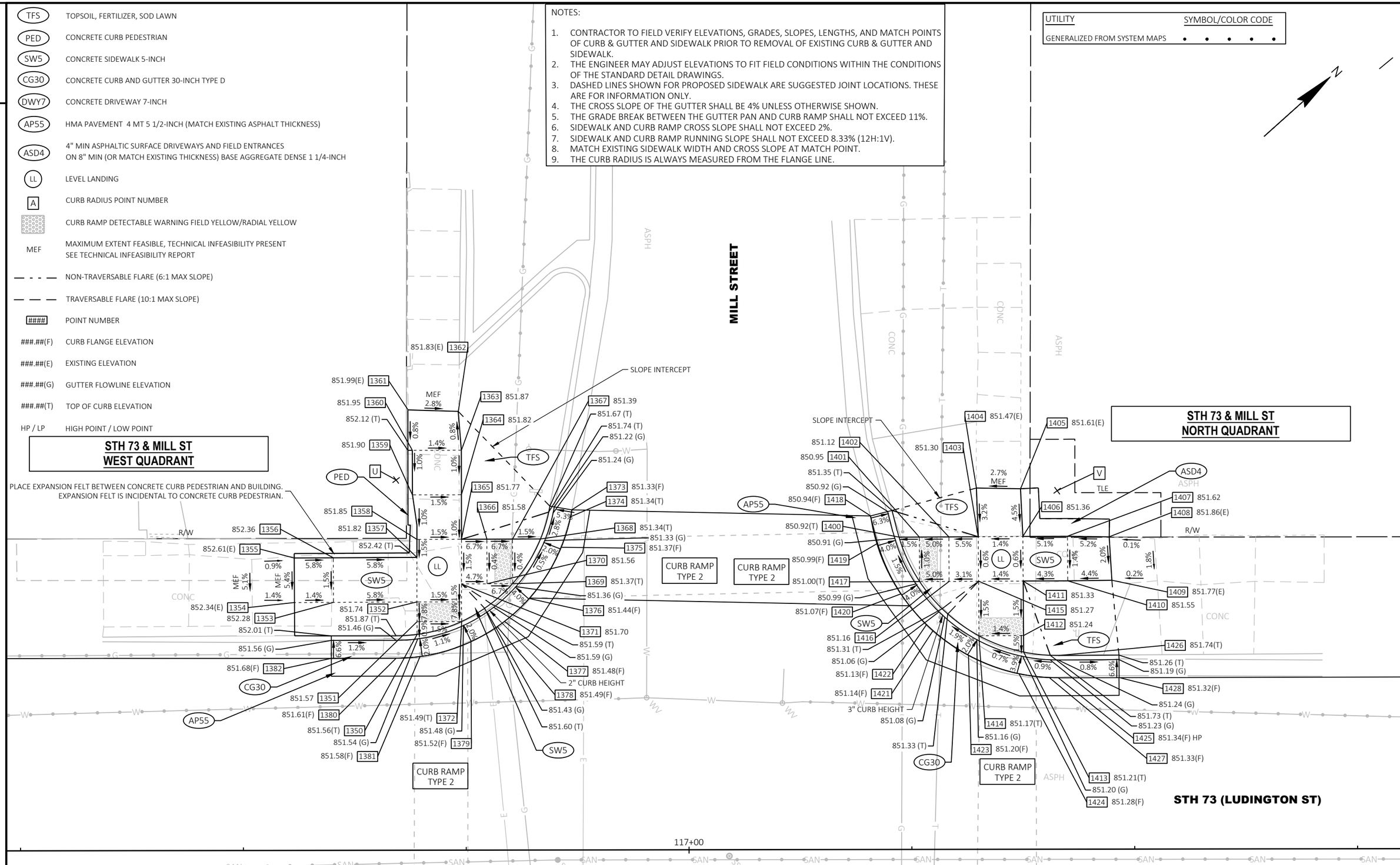
2

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 49	E

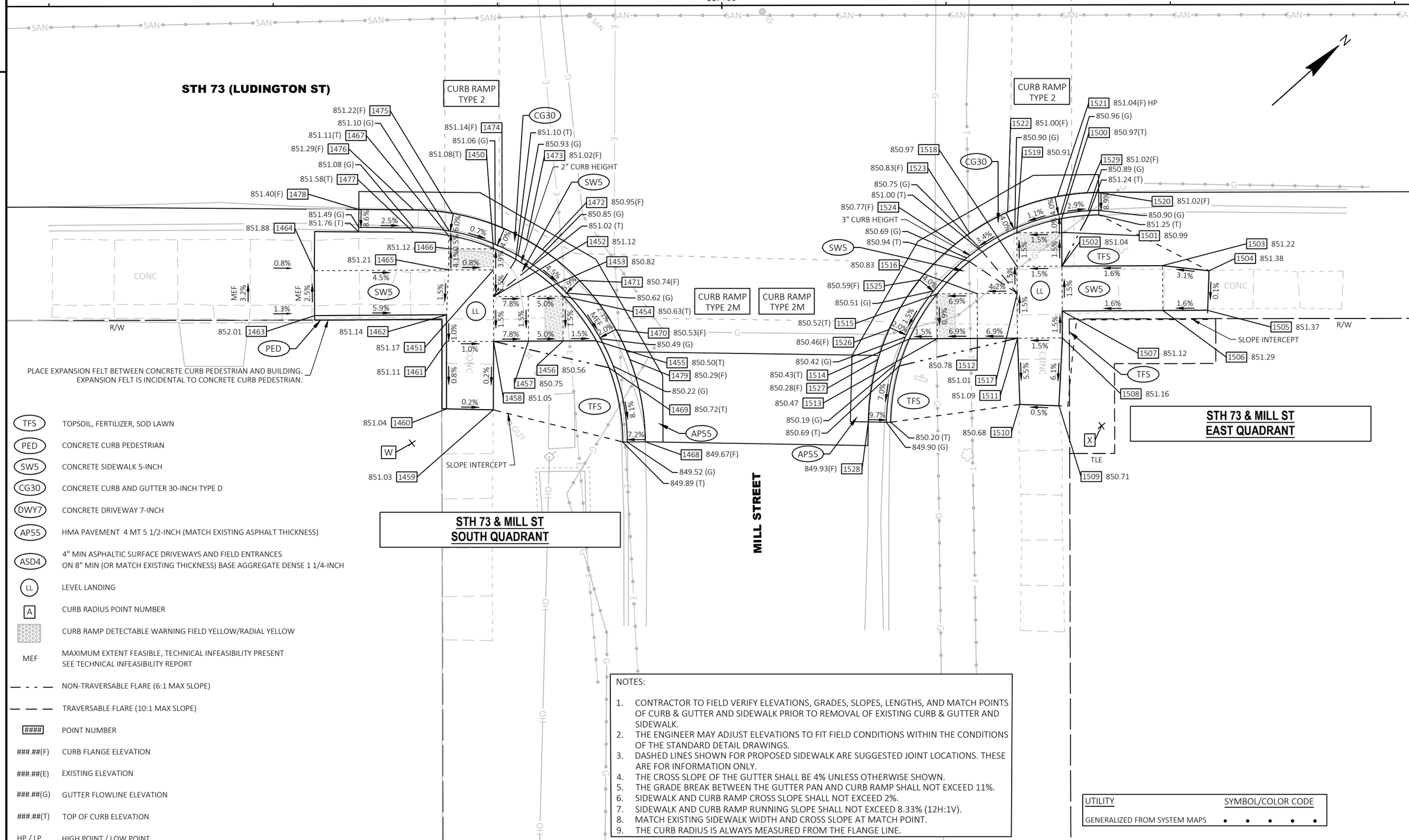
FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 09 Mill-W
PLOT DATE : 10/18/2024 4:34 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STH 73 & Mill St - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1350	116+69.52	24.20' LT	851.56	321252.29	656269.98
1351	116+69.52	25.65' LT	851.57	321253.26	656268.90
1352	116+69.52	27.86' LT	851.74	321254.74	656267.25
1353	116+60.16	27.83' LT	852.28	321247.75	656261.02
1354	116+55.77	27.81' LT	852.34	321244.48	656258.11
1355	116+55.76	32.81' LT	852.61	321247.80	656254.37
1356	116+60.14	32.83' LT	852.36	321251.08	656257.29
1357	116+69.53	32.86' LT	851.82	321258.08	656263.54
1358	116+69.53	34.88' LT	851.85	321259.43	656262.03
1359	116+69.03	39.88' LT	851.90	321262.40	656257.98
1360	116+69.03	44.88' LT	851.95	321265.74	656254.26
1361	116+68.57	49.41' LT	851.99	321268.42	656250.58
1362	116+74.19	49.24' LT	851.83	321272.49	656254.46
1363	116+74.53	44.88' LT	851.87	321269.83	656257.93
1364	116+74.53	39.88' LT	851.82	321266.49	656261.66
1365	116+74.53	34.88' LT	851.77	321263.15	656265.37
1366	116+77.38	34.89' LT	851.58	321265.28	656267.27
1367	116+80.25	34.90' LT	851.39	321267.42	656269.18
1368	116+83.40	34.91' LT	851.34	321269.77	656271.28
1369	116+80.27	29.90' LT	851.37	321264.09	656272.91
1370	116+77.40	29.89' LT	851.56	321261.95	656271.00
1371	116+74.52	29.88' LT	851.70	321259.81	656269.09
1372	116+74.52	25.65' LT	851.49	321256.98	656272.24
1373	116+86.92	38.17' LT	851.33	321274.57	656271.20
1374	116+86.77	37.39' LT	851.34	321273.94	656271.68
1375	116+85.71	33.96' LT	851.37	321270.86	656273.53
1376	116+82.13	28.24' LT	851.44	321264.37	656275.40
1377	116+79.35	25.65' LT	851.48	321260.58	656275.46
1378	116+78.54	25.07' LT	851.49	321259.58	656275.36
1379	116+75.57	23.38' LT	851.52	321256.24	656274.63
1380	116+67.17	21.54' LT	851.61	321248.77	656270.39
1381	116+69.85	21.72' LT	851.58	321250.88	656272.05
1382	116+59.91	21.55' LT	851.68	321243.37	656265.53

STH 73 & Mill St - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1400	117+23.60	35.05' LT	850.92	321299.79	656298.03
1401	117+25.90	35.06' LT	850.95	321301.50	656299.55
1402	117+29.21	35.07' LT	851.12	321303.97	656301.76
1403	117+32.50	35.08' LT	851.30	321306.43	656303.95
1404	117+32.30	40.53' LT	851.47	321309.93	656299.76
1405	117+37.26	40.45' LT	851.61	321313.56	656303.13
1406	117+37.50	35.10' LT	851.36	321310.16	656307.28
1407	117+42.52	35.11' LT	851.62	321313.91	656310.61
1408	117+47.19	35.04' LT	851.86	321317.34	656313.79
1409	117+47.48	30.17' LT	851.77	321314.30	656317.61
1410	117+42.53	30.11' LT	851.55	321310.58	656314.34
1411	117+37.53	30.10' LT	851.33	321306.85	656311.02
1412	117+37.57	23.98' LT	851.24	321302.79	656315.59
1413	117+37.58	22.12' LT	851.21	321301.55	656316.98
1414	117+32.57	23.96' LT	851.17	321299.05	656312.27
1415	117+32.55	30.08' LT	851.27	321303.12	656307.70
1416	117+29.22	30.07' LT	851.16	321300.64	656305.49
1417	117+25.91	30.06' LT	851.00	321298.17	656303.29
1418	117+20.43	37.44' LT	850.94	321299.02	656294.13
1419	117+21.20	34.35' LT	850.99	321297.53	656296.95
1420	117+23.82	28.68' LT	851.07	321295.70	656302.91
1421	117+27.41	24.54' LT	851.14	321295.60	656308.39
1422	117+26.68	25.22' LT	851.13	321295.51	656307.40
1423	117+31.39	21.77' LT	851.20	321296.71	656313.11
1424	117+37.06	19.69' LT	851.28	321299.55	656318.45
1425	117+41.46	19.23' LT	851.34	321302.52	656321.73
1426	117+41.45	21.73' LT	851.74	321304.18	656319.86
1427	117+40.47	19.25' LT	851.33	321301.79	656321.05
1428	117+48.27	19.26' LT	851.32	321307.61	656326.25

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
U	116+67.20	STH 73 R/L	41.54' LT	20'R	321,262.15	656,255.52
V	117+41.36	STH 73 R/L	40.23' LT	21'R	321,316.47	656,306.03

2



TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 51	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 09 Mill-E
PLOT DATE : 10/18/2024 4:34 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STH 73 & Mill St - South Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1450	116+74.50	27.08' RT	851.08	321221.75	656311.47
1451	116+74.50	29.43' RT	851.17	321220.18	656313.22
1452	116+74.52	32.41' RT	851.12	321218.20	656315.44
1453	116+78.37	32.39' RT	850.82	321221.08	656318.00
1454	116+82.24	32.37' RT	850.63	321223.97	656320.58
1455	116+85.94	37.35' RT	850.50	321223.40	656326.75
1456	116+82.26	37.37' RT	850.56	321220.65	656324.31
1457	116+78.39	37.39' RT	850.75	321217.76	656321.74
1458	116+74.50	37.41' RT	851.05	321214.85	656319.15
1459	116+74.47	45.04' RT	851.03	321209.73	656324.81
1460	116+69.24	44.91' RT	851.04	321205.92	656321.22
1461	116+69.25	37.40' RT	851.11	321210.95	656315.64
1462	116+69.26	34.43' RT	851.14	321212.93	656313.43
1463	116+54.56	34.50' RT	852.01	321201.96	656303.67
1464	116+54.54	29.50' RT	851.88	321205.28	656299.93
1465	116+69.50	29.43' RT	851.21	321216.46	656309.88
1466	116+69.50	27.08' RT	851.12	321218.03	656308.13
1467	116+69.50	25.60' RT	851.11	321219.01	656307.03
1468	116+91.38	48.62' RT	849.67	321219.92	656338.78
1469	116+87.33	40.35' RT	850.72	321222.43	656329.91
1470	116+88.12	36.14' RT	850.53	321225.83	656327.31
1471	116+84.03	30.63' RT	850.74	321226.47	656320.48
1472	116+79.92	27.19' RT	850.95	321225.71	656315.17
1473	116+78.22	26.13' RT	851.02	321225.15	656313.25
1474	116+75.47	24.78' RT	851.14	321224.01	656310.41
1475	116+69.94	23.14' RT	851.22	321220.98	656305.49
1476	116+65.62	22.74' RT	851.29	321218.04	656302.31
1477	116+65.60	25.24' RT	851.58	321216.35	656304.15
1478	116+59.51	22.68' RT	851.40	321213.52	656298.18
1479	116+89.66	39.46' RT	850.29	321224.77	656330.81

STH 73 & Mill St - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1500	117+37.84	23.83' RT	850.97	321271.05	656351.36
1501	117+37.85	25.35' RT	850.99	321270.04	656352.49
1502	117+37.87	29.12' RT	851.04	321267.54	656355.31
1503	117+49.09	29.08' RT	851.22	321275.92	656362.78
1504	117+54.28	29.66' RT	851.38	321279.40	656366.67
1505	117+54.10	34.07' RT	851.37	321276.32	656369.84
1506	117+49.11	34.08' RT	851.29	321272.60	656366.52
1507	117+37.90	34.13' RT	851.12	321264.22	656359.06
1508	117+37.91	37.11' RT	851.16	321262.24	656361.29
1509	117+37.51	44.69' RT	850.71	321256.88	656366.66
1510	117+33.16	44.53' RT	850.68	321253.74	656363.63
1511	117+32.91	37.14' RT	851.09	321258.50	656357.97
1512	117+28.44	37.16' RT	850.78	321255.15	656355.00
1513	117+23.96	37.18' RT	850.47	321251.81	656352.03
1514	117+20.85	37.20' RT	850.43	321249.49	656349.96
1515	117+23.94	32.18' RT	850.52	321255.13	656348.29
1516	117+28.41	32.16' RT	850.83	321258.47	656351.26
1517	117+32.88	32.14' RT	851.01	321261.82	656354.23
1518	117+32.87	29.14' RT	850.97	321263.81	656351.99
1519	117+32.85	25.41' RT	850.91	321266.28	656349.20
1520	117+41.98	20.92' RT	851.02	321276.08	656351.95
1521	117+37.37	21.38' RT	851.04	321272.34	656349.22
1522	117+31.83	23.09' RT	851.00	321267.08	656346.80
1523	117+27.59	25.44' RT	850.83	321262.35	656345.71
1524	117+25.98	26.63' RT	850.77	321260.36	656345.52
1525	117+21.99	30.62' RT	850.59	321254.73	656345.82
1526	117+18.58	36.16' RT	850.46	321248.48	656347.67
1527	117+17.33	39.49' RT	850.28	321245.34	656349.31
1528	117+16.26	46.44' RT	849.93	321239.89	656353.77
1529	117+40.69	20.96' RT	851.02	321275.09	656351.12

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
W	116+65.38	STH 73 R/L	48.74' RT	26'R	321,200.49	656,321.50
X	117+42.25	STH 73 R/L	46.92' RT	26'R	321,258.92	656,371.48

2

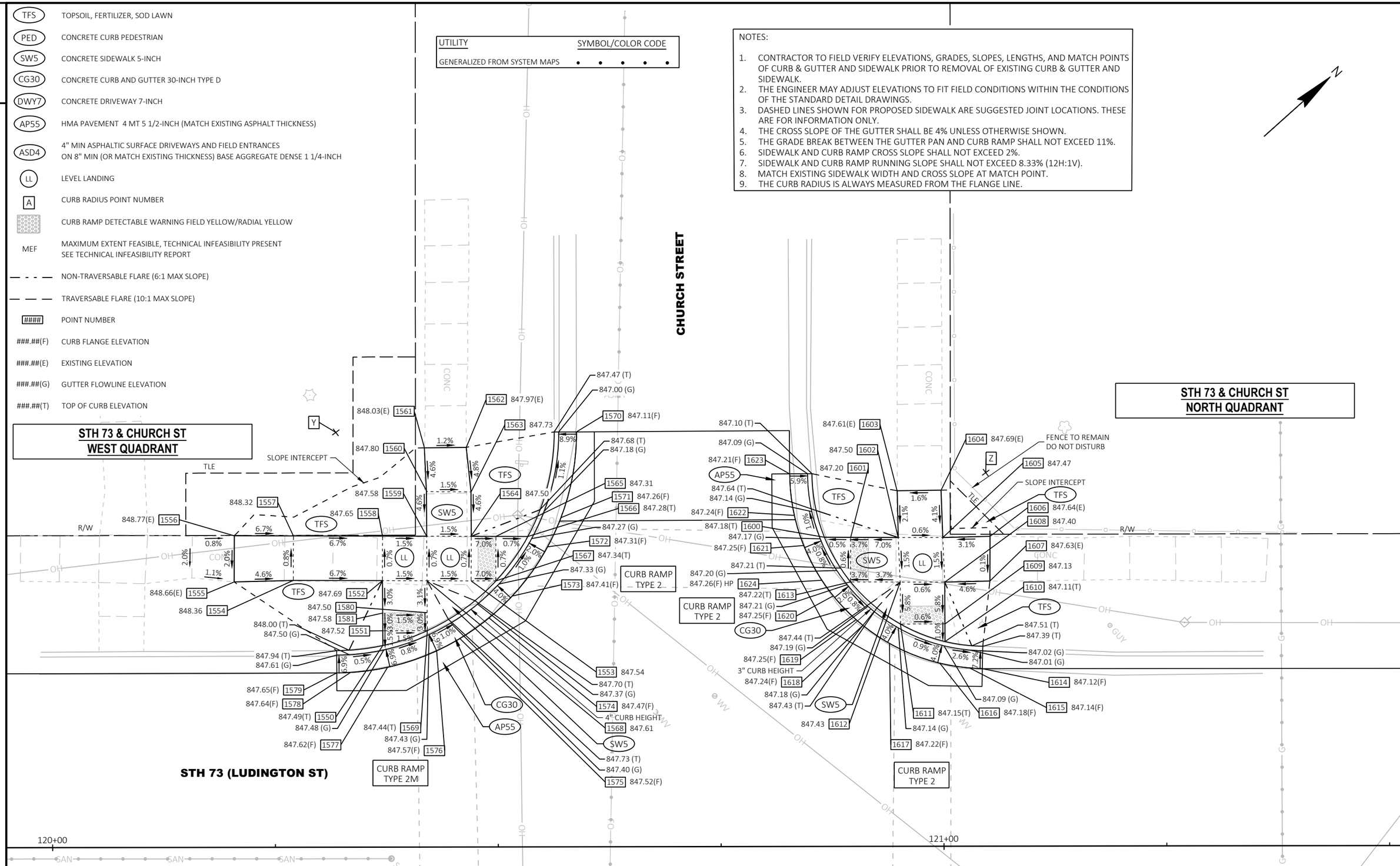
2

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.



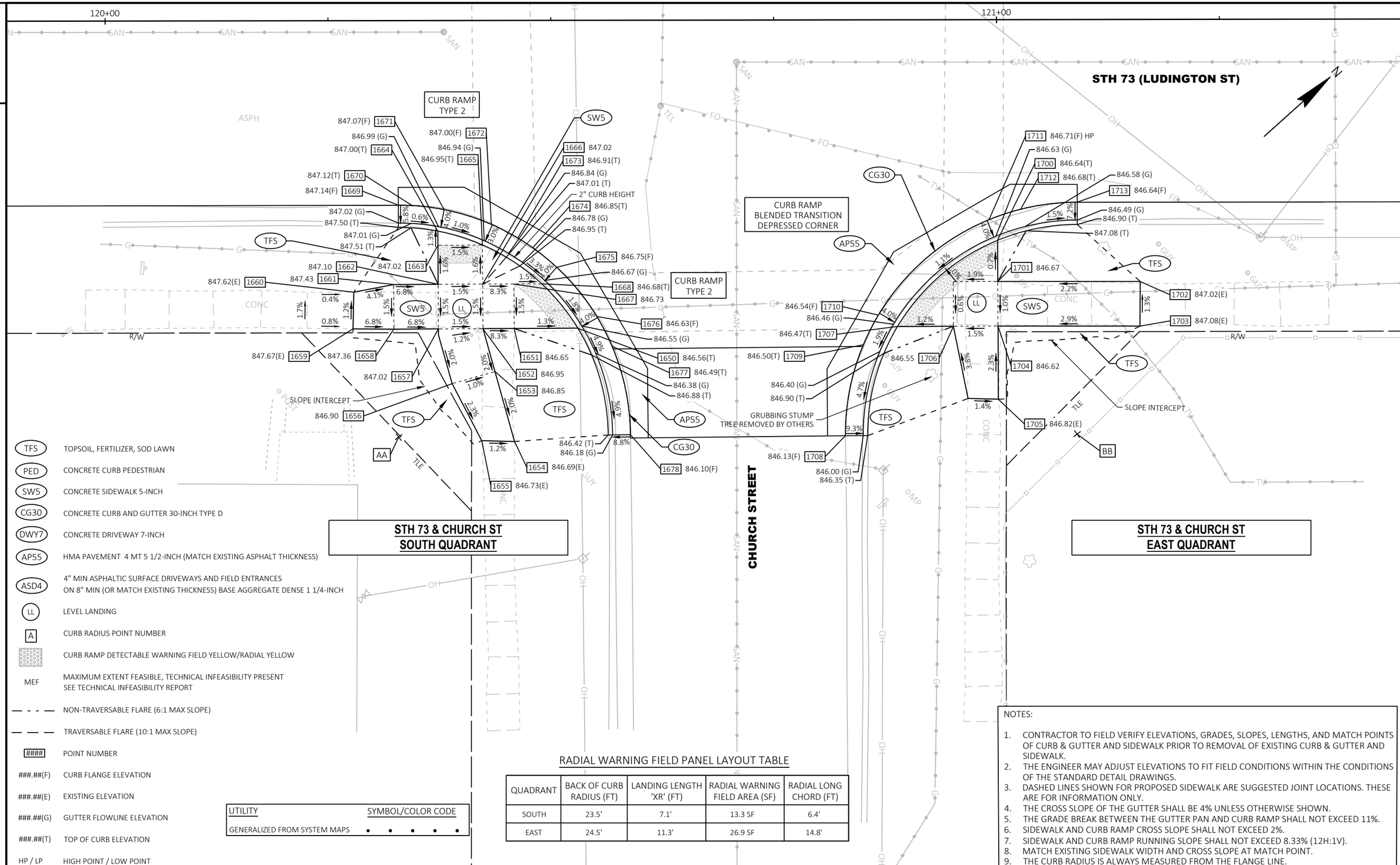
PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 53	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 10 Church-W
PLOT DATE : 10/18/2024 4:34 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STH 73 & Church St - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1550	120+37.08	22.62' LT	847.49	321524.78	656516.66
1551	120+37.07	24.27' LT	847.52	321525.88	656515.42
1552	120+37.05	29.90' LT	847.69	321529.62	656511.21
1553	120+47.00	29.86' LT	847.54	321537.00	656517.90
1554	120+27.05	29.95' LT	848.36	321522.21	656504.50
1555	120+20.41	29.78' LT	848.66	321517.16	656500.19
1556	120+20.42	34.97' LT	848.77	321520.63	656496.34
1557	120+27.07	34.94' LT	848.32	321525.56	656500.80
1558	120+37.07	34.90' LT	847.65	321532.97	656507.51
1559	120+42.02	34.88' LT	847.58	321536.65	656510.83
1560	120+42.06	39.88' LT	847.80	321540.02	656507.14
1561	120+41.78	44.81' LT	848.03	321543.10	656503.28
1562	120+46.48	44.85' LT	847.97	321546.62	656506.39
1563	120+47.00	39.85' LT	847.73	321543.67	656510.46
1564	120+46.98	34.86' LT	847.50	321540.33	656514.16
1565	120+49.78	34.85' LT	847.31	321542.41	656516.04
1566	120+53.35	34.83' LT	847.28	321545.05	656518.44
1567	120+49.76	29.85' LT	847.34	321539.05	656519.75
1568	120+42.05	29.88' LT	847.61	321533.33	656514.57
1569	120+42.07	24.29' LT	847.44	321529.62	656518.75
1570	120+58.84	46.56' LT	847.11	321556.97	656513.37
1571	120+57.07	36.94' LT	847.26	321549.22	656519.35
1572	120+55.52	33.66' LT	847.31	321545.88	656520.76
1573	120+51.59	28.15' LT	847.41	321539.27	656522.24
1574	120+49.00	25.71' LT	847.47	321535.71	656522.32
1575	120+45.73	23.40' LT	847.52	321531.74	656521.85
1576	120+43.12	22.02' LT	847.57	321528.88	656521.13
1577	120+37.61	20.18' LT	847.62	321523.55	656518.83
1578	120+33.43	19.60' LT	847.64	321520.05	656516.47
1579	120+31.91	19.55' LT	847.65	321518.89	656515.49
1580	120+42.06	26.29' LT	847.50	321530.94	656517.25
1581	120+37.06	26.27' LT	847.58	321527.21	656513.93

STH 73 & Church St - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1600	120+86.63	34.69' LT	847.18	321569.72	656540.77
1601	120+89.58	34.68' LT	847.20	321571.91	656542.75
1602	120+94.92	34.66' LT	847.50	321575.86	656546.33
1603	120+94.81	39.89' LT	847.61	321579.28	656542.36
1604	120+99.74	39.95' LT	847.69	321582.99	656545.61
1605	120+99.92	34.63' LT	847.47	321579.57	656549.69
1606	121+05.22	34.77' LT	847.64	321583.61	656553.13
1607	121+05.20	29.75' LT	847.63	321580.24	656556.85
1608	121+00.14	29.63' LT	847.40	321576.40	656553.56
1609	121+00.15	24.95' LT	847.13	321573.28	656557.05
1610	121+00.16	22.96' LT	847.11	321571.95	656558.54
1611	120+95.15	24.94' LT	847.15	321569.55	656553.72
1612	120+95.14	29.65' LT	847.43	321572.69	656550.20
1613	120+89.56	29.68' LT	847.22	321568.56	656546.46
1614	121+04.34	19.92' LT	847.12	321573.03	656563.59
1615	121+02.96	19.98' LT	847.14	321572.05	656562.62
1616	120+99.57	20.53' LT	847.18	321569.89	656559.95
1617	120+93.92	22.76' LT	847.22	321567.18	656554.52
1618	120+90.94	24.79' LT	847.24	321566.31	656551.02
1619	120+90.17	25.43' LT	847.25	321566.17	656550.03
1620	120+87.61	28.11' LT	847.25	321566.06	656546.32
1621	120+84.31	33.77' LT	847.25	321567.38	656539.91
1622	120+83.27	37.15' LT	847.24	321568.86	656536.69
1623	120+82.75	41.82' LT	847.21	321571.59	656532.87
1624	120+86.34	29.86' LT	847.26	321566.28	656544.17

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
Y	120+31.84	STH 73 R/L	46.55' LT	27'R	321,536.87	656,495.34
Z	121+04.75	STH 73 R/L	41.91' LT	22'R	321,588.03	656,547.50



TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTH	23.5'	7.1'	13.3 SF	6.4'
EAST	24.5'	11.3'	26.9 SF	14.8'

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

STH 73 & Church St - South Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1650	120+52.96	34.52' RT	846.56	321498.43	656569.79
1651	120+45.84	34.55' RT	846.65	321493.12	656565.06
1652	120+42.34	34.57' RT	846.95	321490.50	656562.73
1653	120+43.68	39.37' RT	846.85	321488.29	656567.21
1654	120+45.87	47.21' RT	846.69	321484.68	656574.50
1655	120+42.18	47.12' RT	846.73	321482.00	656571.97
1656	120+38.87	40.72' RT	846.90	321483.81	656564.99
1657	120+37.34	34.58' RT	847.02	321486.78	656559.40
1658	120+32.34	34.59' RT	847.36	321483.04	656556.07
1659	120+27.76	34.55' RT	847.67	321479.66	656552.99
1660	120+27.85	30.44' RT	847.62	321482.47	656549.98
1661	120+32.32	29.59' RT	847.43	321486.37	656552.34
1662	120+37.32	29.58' RT	847.10	321490.10	656555.67
1663	120+37.30	25.20' RT	847.02	321493.01	656552.40
1664	120+37.29	23.62' RT	847.00	321494.05	656551.21
1665	120+42.30	25.18' RT	846.95	321496.74	656555.72
1666	120+42.31	29.56' RT	847.02	321493.83	656558.99
1667	120+45.82	29.55' RT	846.73	321496.45	656561.32
1668	120+48.91	29.53' RT	846.68	321498.75	656563.38
1669	120+32.86	20.70' RT	847.14	321492.71	656546.08
1670	120+34.44	20.75' RT	847.12	321493.85	656547.17
1671	120+38.01	21.22' RT	847.07	321496.19	656549.90
1672	120+43.30	22.89' RT	847.00	321499.02	656554.68
1673	120+46.25	24.41' RT	846.91	321500.19	656557.79
1674	120+47.93	25.51' RT	846.85	321500.71	656559.72
1675	120+50.62	27.71' RT	846.75	321501.24	656563.16
1676	120+55.10	33.22' RT	846.63	321500.89	656570.25
1677	120+56.79	36.54' RT	846.49	321499.94	656573.85
1678	120+58.86	46.47' RT	846.10	321494.84	656582.63

STH 73 & Church ST - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1700	121+00.09	24.73' RT	846.64	321540.05	656593.98
1701	121+00.11	29.35' RT	846.67	321536.97	656597.44
1702	121+16.08	29.39' RT	847.02	321548.84	656608.14
1703	121+16.05	34.39' RT	847.08	321545.48	656611.83
1704	121+00.12	34.35' RT	846.62	321533.64	656601.17
1705	121+00.14	42.55' RT	846.82	321528.18	656607.28
1706	120+95.12	34.38' RT	846.55	321529.91	656597.84
1707	120+88.83	34.39' RT	846.47	321525.21	656593.65
1708	120+82.98	46.63' RT	846.13	321512.68	656598.85
1709	120+85.00	36.43' RT	846.50	321521.00	656592.61
1710	120+86.68	33.11' RT	846.54	321524.48	656591.26
1711	120+99.15	22.42' RT	846.71	321540.89	656591.63
1712	121+02.69	21.26' RT	846.68	321544.31	656593.14
1713	121+09.03	20.49' RT	846.64	321549.54	656596.80

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
AA	120+32.86	STH 73 R/L	46.70' RT	26'R	321,475.34	656,565.43
BB	121+08.98	STH 73 R/L	46.49' RT	26'R	321,532.13	656,616.11

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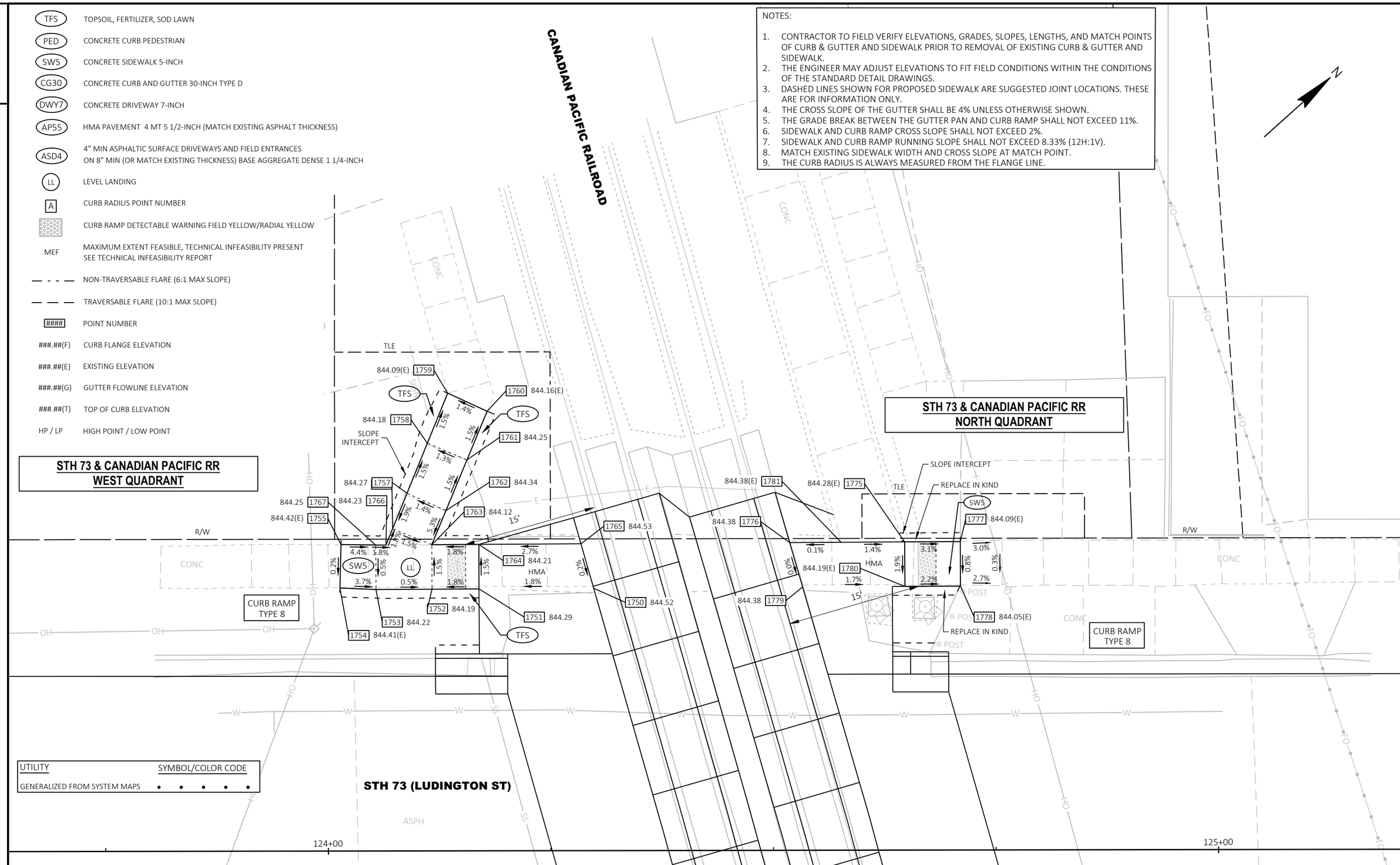
TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.



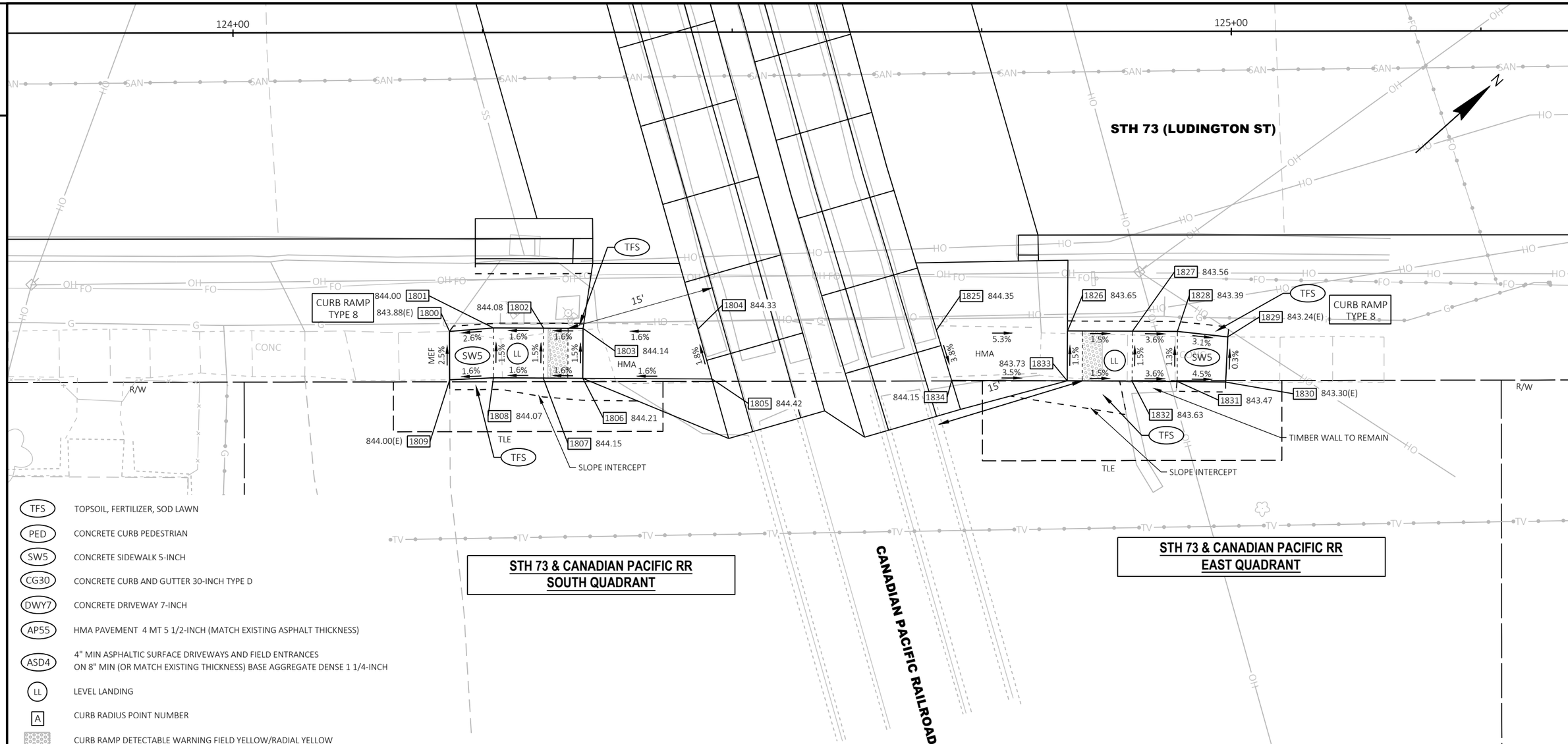
UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 57	E

STH 73 & Canadian Pacific RR - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1750	124+29.86	29.45' LT	844.52	321821.66	656773.92
1751	124+16.98	29.40' LT	844.29	321812.04	656765.36
1752	124+11.70	29.37' LT	844.19	321808.09	656761.85
1753	124+05.40	29.35' LT	844.22	321803.39	656757.67
1754	124+01.36	29.52' LT	844.41	321800.50	656754.83
1755	124+01.48	34.41' LT	844.42	321803.85	656751.27
1756	124+07.28	36.17' LT	844.19	321809.34	656753.84
1757	124+08.90	40.15' LT	844.27	321813.21	656751.97
1758	124+11.20	45.78' LT	844.18	321818.68	656749.31
1759	124+13.48	51.39' LT	844.09	321824.13	656746.66
1760	124+17.92	49.34' LT	844.16	321826.06	656751.14
1761	124+15.64	43.88' LT	844.25	321820.72	656753.68
1762	124+13.28	38.21' LT	844.34	321815.17	656756.33
1763	124+11.68	34.37' LT	844.12	321811.42	656758.11
1764	124+16.96	34.40' LT	844.21	321815.36	656761.62
1765	124+28.44	34.45' LT	844.53	321823.94	656769.25
1766	124+06.53	34.33' LT	844.23	321807.56	656754.71
1767	124+05.38	34.35' LT	844.25	321806.71	656753.93

STH 73 & Canadian Pacific RR - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1775	124+64.80	34.61' LT	844.28	321851.11	656793.42
1776	124+51.88	34.55' LT	844.38	321841.45	656784.84
1777	124+71.04	34.63' LT	844.09	321855.77	656797.58
1778	124+71.06	29.63' LT	844.05	321852.44	656801.31
1779	124+53.32	29.56' LT	844.38	321839.19	656789.52
1780	124+64.82	29.61' LT	844.19	321847.78	656797.16
1781	124+57.67	34.57' LT	844.38	321845.78	656788.68



TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 59	E

STH 73 & Canadian Pacific RR - South Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1800	124+21.64	29.94' RT	843.88	321775.87	656812.63
1801	124+26.06	29.61' RT	844.00	321779.38	656815.34
1802	124+31.06	29.65' RT	844.08	321783.08	656818.70
1803	124+35.01	29.67' RT	844.14	321786.01	656821.37
1804	124+46.52	29.75' RT	844.33	321794.52	656829.11
1805	124+47.92	34.76' RT	844.42	321792.21	656833.77
1806	124+34.98	34.67' RT	844.21	321782.64	656825.06
1807	124+31.02	34.65' RT	844.15	321779.72	656822.40
1808	124+26.02	34.61' RT	844.07	321776.02	656819.04
1809	124+21.64	34.80' RT	844.00	321772.63	656816.25

STH 73 & Canadian Pacific RR - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1825	124+70.41	29.91' RT	844.35	321812.19	656845.19
1826	124+83.54	30.00' RT	843.65	321821.90	656854.02
1827	124+90.04	30.05' RT	843.56	321826.71	656858.40
1828	124+94.55	30.08' RT	843.39	321830.04	656861.43
1829	124+99.60	30.63' RT	843.24	321833.44	656865.22
1830	124+99.37	35.15' RT	843.30	321830.25	656868.43
1831	124+94.51	35.08' RT	843.47	321826.68	656865.13
1832	124+90.01	35.04' RT	843.63	321823.34	656862.10
1833	124+83.51	35.00' RT	843.73	321818.54	656857.72
1834	124+71.92	34.92' RT	844.15	321809.97	656849.93

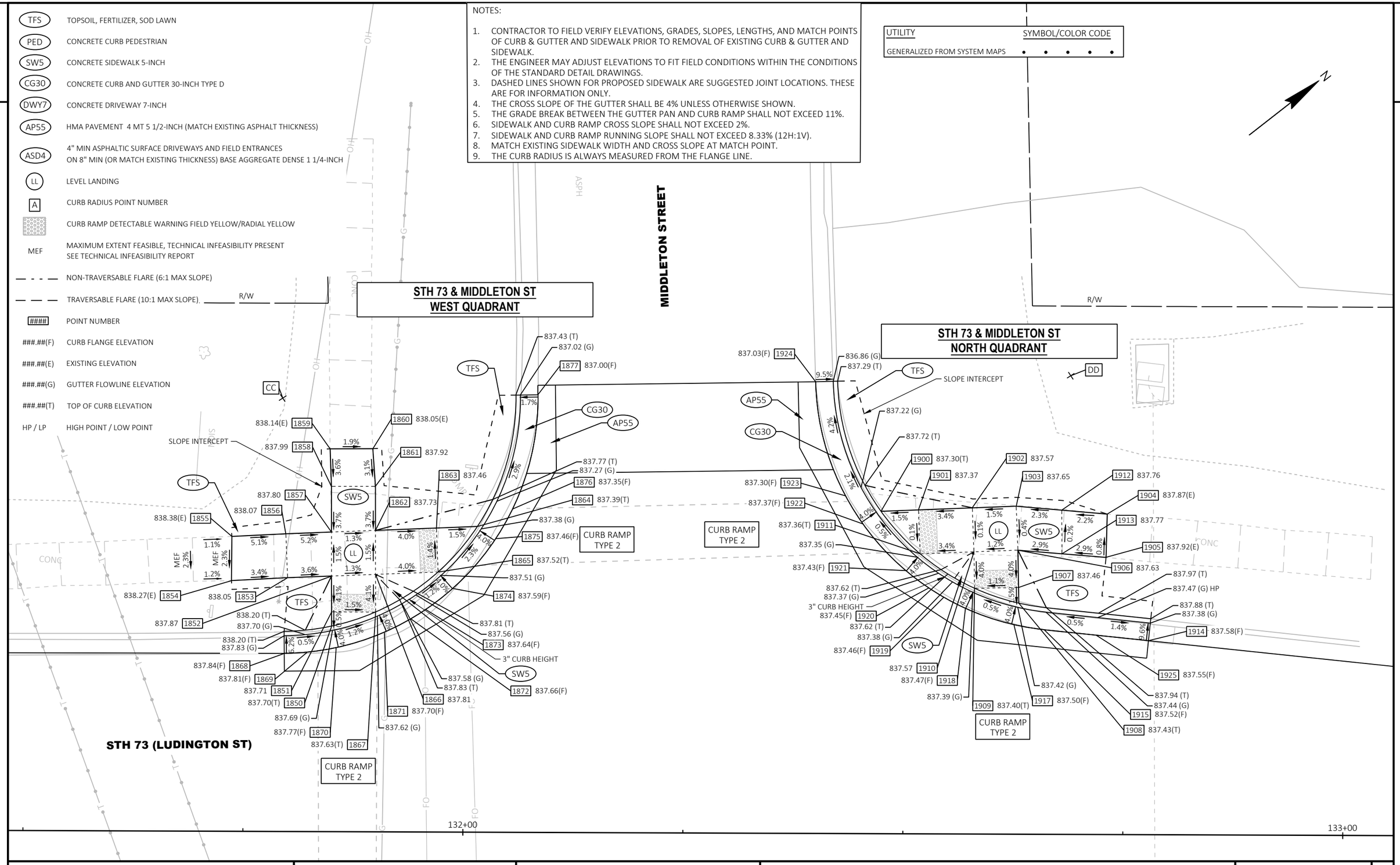
2

TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	TRAVERSABLE FLARE (10:1 MAX SLOPE).
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	CURB RAMPS	SHEET 61	E

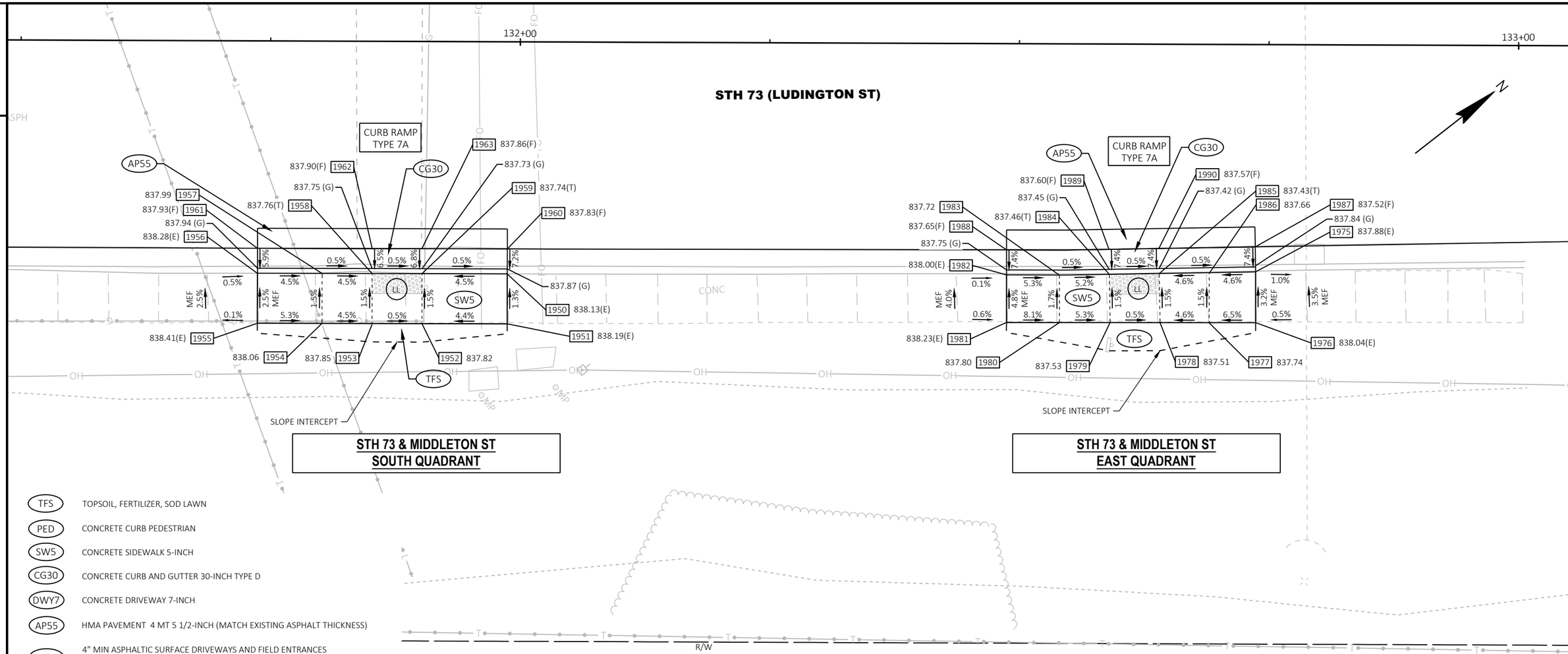
FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 12 Middleton-W
PLOT DATE : 10/18/2024 4:36 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STH 73 & Middleton St - West Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1850	131+84.99	23.33' LT	837.70	322397.08	657259.68
1851	131+85.00	24.97' LT	837.71	322398.10	657258.40
1852	131+84.96	29.03' LT	837.87	322400.58	657255.19
1853	131+79.97	28.82' LT	838.05	322396.53	657252.26
1854	131+73.59	28.47' LT	838.27	322391.30	657248.60
1855	131+73.61	33.49' LT	838.38	322394.42	657244.66
1856	131+79.76	33.74' LT	838.07	322399.41	657248.27
1857	131+84.94	34.03' LT	837.80	322403.66	657251.24
1858	131+84.91	39.21' LT	837.99	322406.84	657247.15
1859	131+84.75	43.47' LT	838.14	322409.35	657243.70
1860	131+89.60	43.50' LT	838.05	322413.18	657246.69
1861	131+89.91	39.24' LT	837.92	322410.78	657250.23
1862	131+89.94	34.24' LT	837.73	322407.71	657254.17
1863	131+96.87	34.53' LT	837.46	322413.34	657258.23
1864	132+01.52	34.72' LT	837.39	322417.11	657260.96
1865	131+97.07	29.53' LT	837.52	322410.41	657262.29
1866	131+89.96	29.23' LT	837.81	322404.64	657258.12
1867	131+89.98	24.95' LT	837.63	322402.00	657261.50
1868	131+79.62	20.22' LT	837.84	322390.94	657258.81
1869	131+82.24	20.36' LT	837.81	322393.09	657260.31
1870	131+85.52	20.89' LT	837.77	322395.99	657261.93
1871	131+90.99	22.66' LT	837.70	322401.38	657263.92
1872	131+94.00	24.20' LT	837.66	322404.70	657264.57
1873	131+95.69	25.27' LT	837.64	322406.68	657264.78
1874	131+98.75	27.67' LT	837.59	322410.57	657264.78
1875	132+03.61	33.35' LT	837.46	322417.91	657263.33
1876	132+05.50	36.71' LT	837.35	322421.47	657261.86
1877	132+08.33	49.69' LT	837.00	322431.73	657253.41

STH 73 & Middleton St - North Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1900	132+47.38	36.62' LT	837.30	322454.32	657287.83
1901	132+51.64	36.80' LT	837.37	322457.77	657290.33
1902	132+57.75	37.05' LT	837.57	322462.73	657293.91
1903	132+62.75	37.26' LT	837.65	322466.79	657296.84
1904	132+73.10	36.39' LT	837.87	322474.39	657303.92
1905	132+72.97	31.48' LT	837.92	322471.25	657307.71
1906	132+62.96	32.26' LT	837.63	322463.86	657300.90
1907	132+63.04	28.01' LT	837.46	322461.30	657304.28
1908	132+63.08	26.24' LT	837.43	322460.23	657305.70
1909	132+58.04	27.91' LT	837.40	322457.31	657301.27
1910	132+57.96	32.05' LT	837.57	322459.81	657297.97
1911	132+51.85	31.80' LT	837.36	322454.85	657294.38
1912	132+67.92	36.82' LT	837.76	322470.59	657300.38
1913	132+67.96	31.87' LT	837.77	322467.55	657304.30
1914	132+77.84	22.04' LT	837.58	322469.23	657318.13
1915	132+65.97	23.24' LT	837.52	322460.65	657309.85
1917	132+62.53	23.80' LT	837.50	322458.29	657307.28
1918	132+57.02	25.63' LT	837.47	322455.10	657302.43
1919	132+54.55	26.88' LT	837.46	322453.93	657299.92
1920	132+52.85	27.93' LT	837.45	322453.24	657298.05
1921	132+50.24	29.89' LT	837.43	322452.40	657294.89
1922	132+45.35	35.16' LT	837.37	322451.82	657287.72
1923	132+43.35	38.36' LT	837.30	322452.23	657283.97
1924	132+39.90	51.30' LT	837.03	322457.52	657271.68
1925	132+71.87	22.64' LT	837.55	322464.91	657313.97

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	OFFSET	RADIUS	Y	X
CC	131+79.34	STH 73 R/L	49.22' LT	29'R	322,408.65	657,235.85
DD	132+68.89	STH 73 R/L	52.09' LT	29'R	322,480.79	657,288.99

2



TFS	TOPSOIL, FERTILIZER, SOD LAWN
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DWY7	CONCRETE DRIVEWAY 7-INCH
AP55	HMA PAVEMENT 4 MT 5 1/2-INCH (MATCH EXISTING ASPHALT THICKNESS)
ASD4	4" MIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 8" MIN (OR MATCH EXISTING THICKNESS) BASE AGGREGATE DENSE 1 1/4-INCH
LL	LEVEL LANDING
A	CURB RADIUS POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
— — —	TRAVERSABLE FLARE (10:1 MAX SLOPE)
####	POINT NUMBER
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT

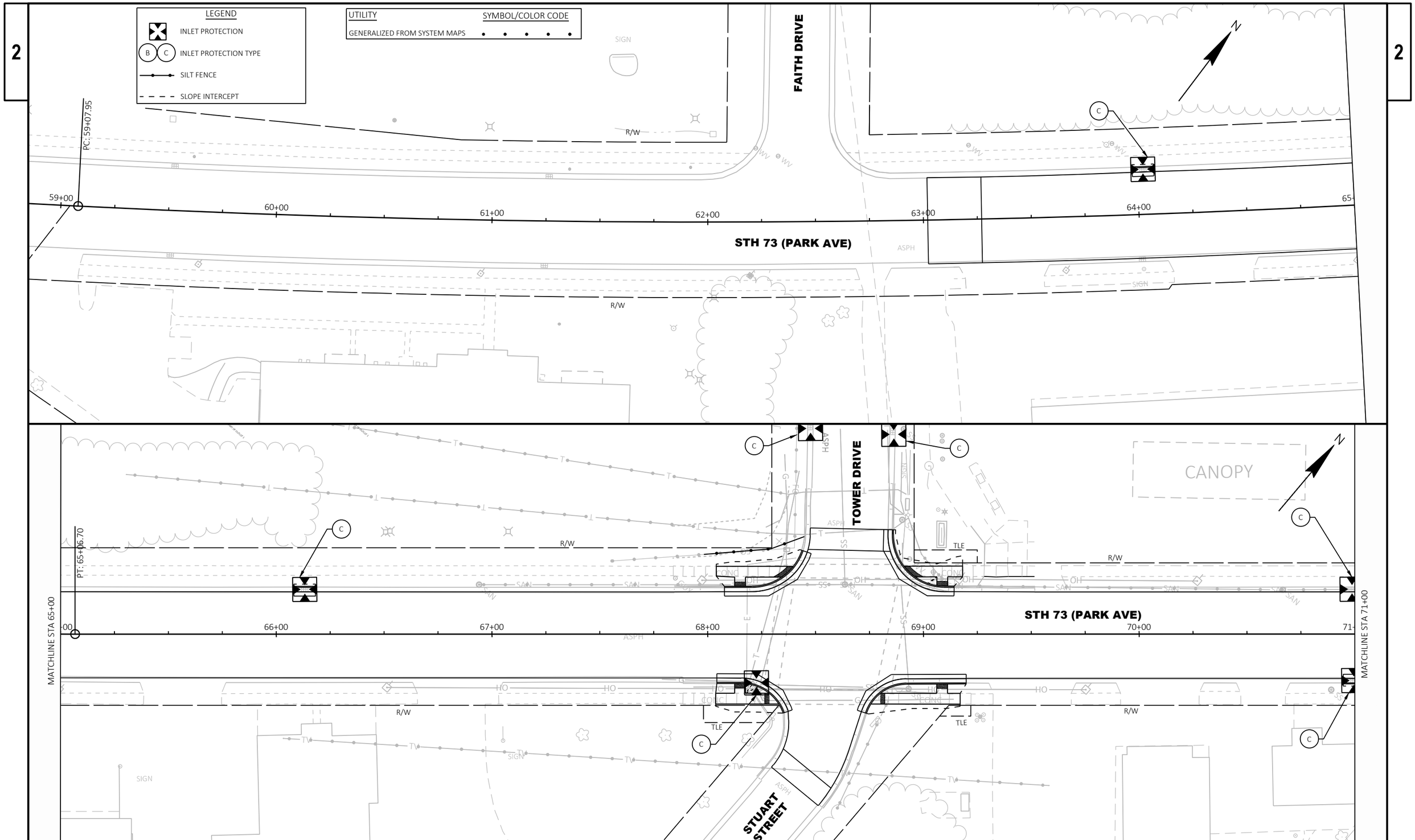
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS OF CURB & GUTTER AND SIDEWALK PRIOR TO REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALK.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
9. THE CURB RADIUS IS ALWAYS MEASURED FROM THE FLANGE LINE.

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

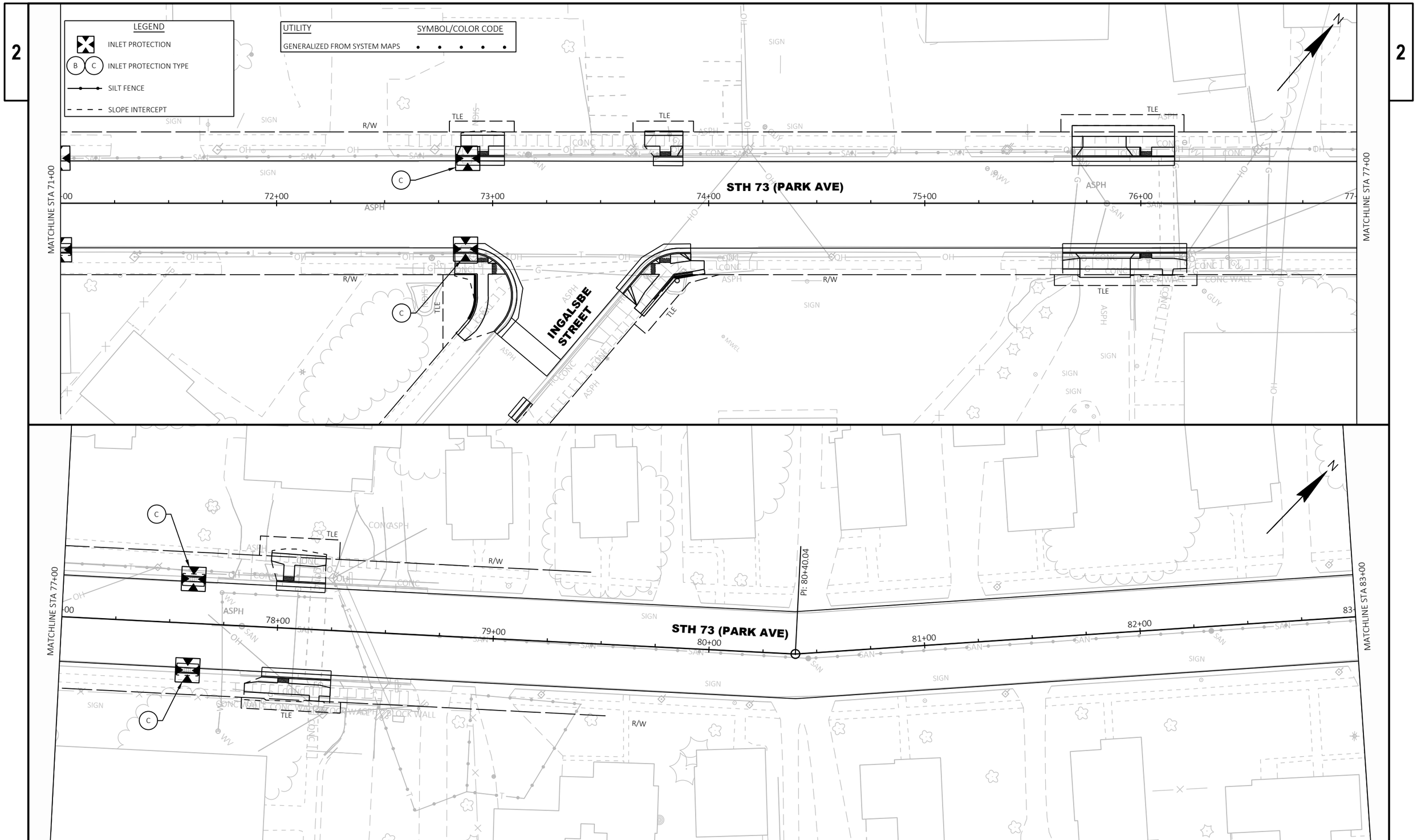
STH 73 & Middleton St - South Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1950	131+98.77	23.22' RT	838.13	322379.11	657304.79
1951	131+98.78	28.22' RT	838.19	322376.02	657308.72
1952	131+90.25	28.27' RT	837.82	322369.30	657303.48
1953	131+85.25	28.29' RT	837.85	322365.35	657300.41
1954	131+80.24	28.25' RT	838.06	322361.43	657297.27
1955	131+73.75	28.26' RT	838.41	322356.34	657293.27
1956	131+73.75	23.26' RT	838.28	322359.42	657289.34
1957	131+80.23	23.25' RT	837.99	322364.52	657293.34
1958	131+85.23	23.25' RT	837.76	322368.45	657296.43
1959	131+90.23	23.24' RT	837.74	322372.39	657299.51
1960	131+98.77	20.72' RT	837.83	322380.65	657302.82
1961	131+73.74	20.76' RT	837.93	322360.97	657287.37
1962	131+85.22	20.74' RT	837.90	322370.00	657294.46
1963	131+90.22	20.74' RT	837.86	322373.93	657297.55

STH 73 & Middleton St - East Quadrant					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1975	132+73.74	22.75' RT	837.88	322438.31	657350.79
1976	132+73.76	27.83' RT	838.04	322435.18	657354.79
1977	132+69.10	27.84' RT	837.74	322431.50	657351.92
1978	132+64.18	27.86' RT	837.51	322427.63	657348.89
1979	132+59.18	27.88' RT	837.53	322423.69	657345.81
1980	132+54.10	27.89' RT	837.80	322419.69	657342.68
1981	132+48.80	27.91' RT	838.23	322415.51	657339.41
1982	132+48.79	23.15' RT	838.00	322418.45	657335.67
1983	132+54.08	23.15' RT	837.72	322422.61	657338.94
1984	132+59.08	23.05' RT	837.46	322426.60	657341.96
1985	132+64.08	22.95' RT	837.43	322430.60	657344.97
1986	132+69.08	22.93' RT	837.66	322434.53	657348.05
1987	132+73.69	20.25' RT	837.52	322439.81	657348.79
1988	132+48.78	20.65' RT	837.65	322419.99	657333.69
1989	132+59.03	20.55' RT	837.60	322428.11	657339.96
1990	132+64.03	20.45' RT	837.57	322432.10	657342.97



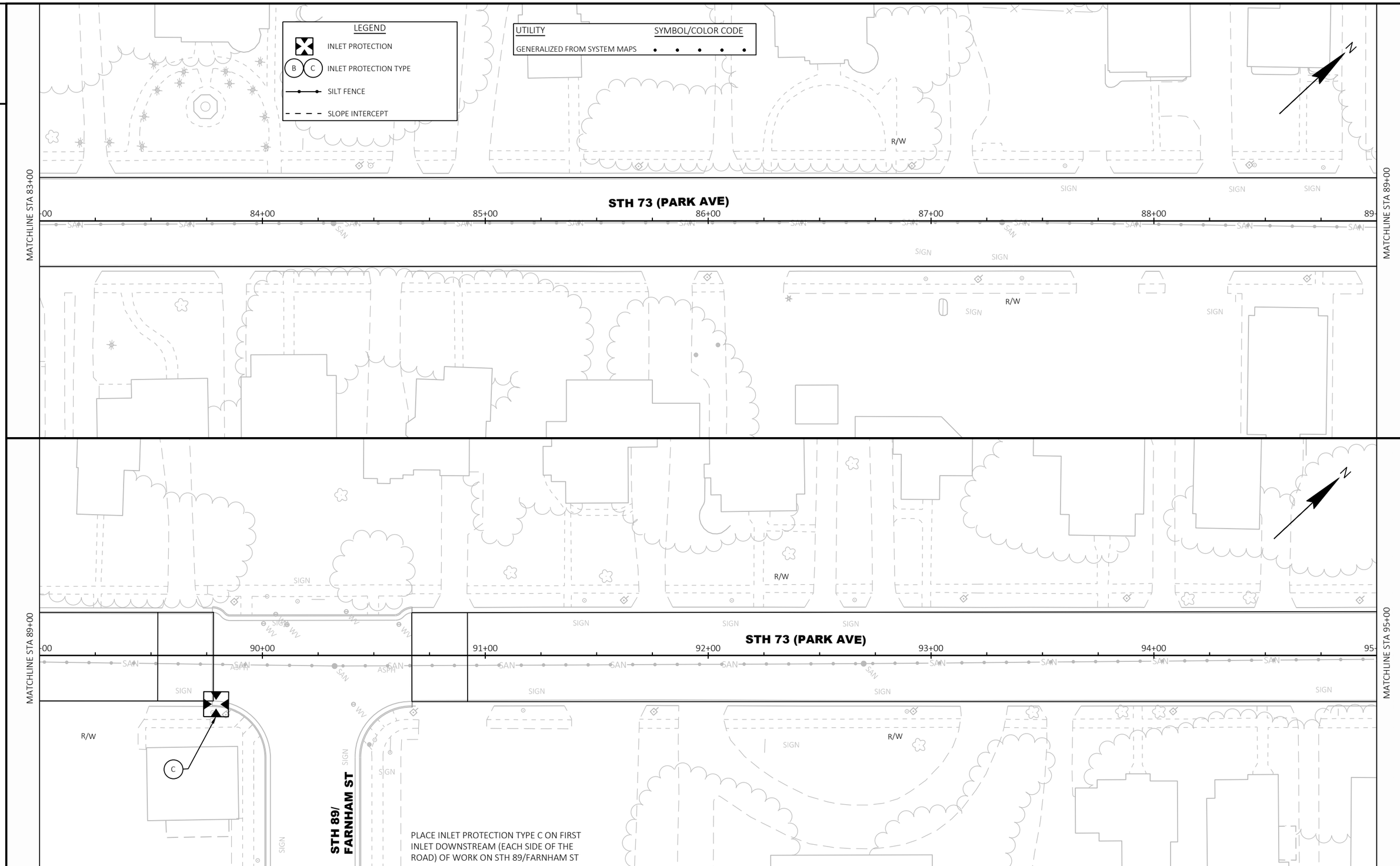
PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 65	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 10/24/2024 2:52 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 66	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02
PLOT DATE : 10/24/2024 2:53 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 67	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03
PLOT DATE : 10/24/2024 2:53 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

LEGEND

- INLET PROTECTION
- (B) (C) INLET PROTECTION TYPE
- SILT FENCE
- SLOPE INTERCEPT

PLACE INLET PROTECTION TYPE C ON FIRST INLET DOWNSTREAM (EACH SIDE OF THE ROAD) OF WORK ON FULLER ST

WASHINGTON PARK

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

FULLER STREET

STH 73 (LUDINGTON ST)

MATCHLINE STA 95+00

MATCHLINE STA 101+00

96+00 97+00 98+00 99+00 100+00

CANOPY

PLACE INLET PROTECTION TYPE C ON FIRST INLET DOWNSTREAM (EACH SIDE OF THE ROAD) OF WORK ON SCHOOL ST

SCHOOL STREET

PLACE INLET PROTECTION TYPE C ON FIRST INLET DOWNSTREAM (EACH SIDE OF THE ROAD) OF WORK ON PRAIRIE ST

PRAIRIE STREET

STH 73 (LUDINGTON ST)

MATCHLINE STA 101+00

MATCHLINE STA 107+00

102+00 103+00 104+00 105+00 106+00

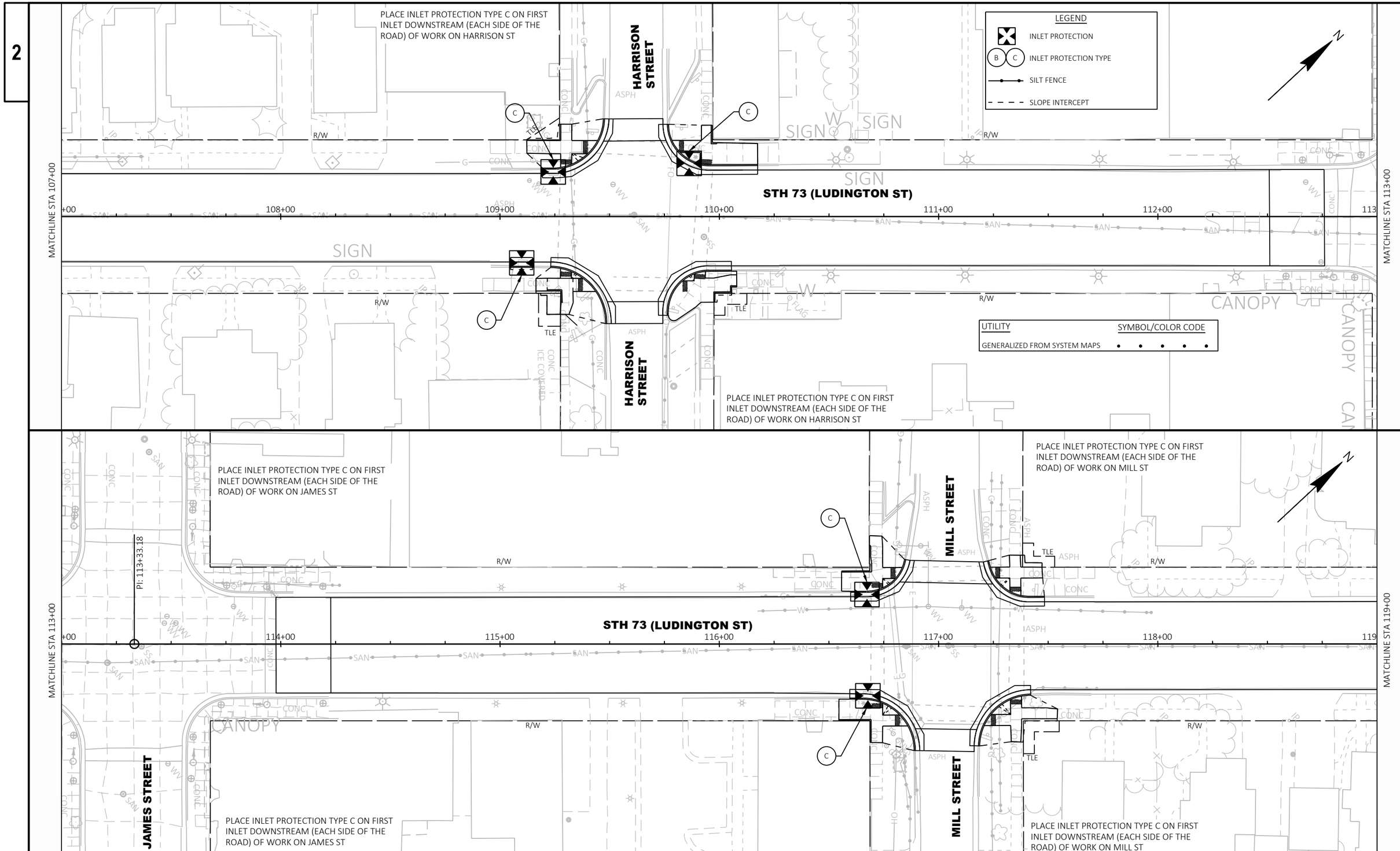
PLACE INLET PROTECTION TYPE C ON FIRST INLET DOWNSTREAM (EACH SIDE OF THE ROAD) OF WORK ON SCHOOL ST

SCHOOL STREET

PLACE INLET PROTECTION TYPE C ON FIRST INLET DOWNSTREAM (EACH SIDE OF THE ROAD) OF WORK ON PRAIRIE ST

PRAIRIE STREET

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 68	E



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 69	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05
PLOT DATE : 10/24/2024 2:53 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

PLACE INLET PROTECTION TYPE C ON FIRST INLET DOWNSTREAM (EACH SIDE OF THE ROAD) OF WORK ON CHURCH ST

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

LEGEND

- INLET PROTECTION
- (B) (C) INLET PROTECTION TYPE
- SILT FENCE
- SLOPE INTERCEPT

CHURCH ST

CANADIAN PACIFIC RAILROAD

STH 73 (LUDINGTON ST)

MATCHLINE STA 119+00

MATCHLINE STA 125+00

+00 120+00 121+00 122+00 123+00 +00

R/W

TLE

ASPH

CONC

SAN

OH

ASPHALT PAVEMENT MATCH LINE

METAL FENCE

PORCH & CANOPY

PLACE INLET PROTECTION TYPE C ON FIRST INLET DOWNSTREAM (EACH SIDE OF THE ROAD) OF WORK ON CHURCH ST

CRAWFISH RIVER

CANOPY

PI: 127+35.02

STH 73 (LUDINGTON ST)

MATCHLINE STA 125+00

MATCHLINE STA 131+00

+00 126+00 127+00 128+00 129+00 130+00 131

R/W

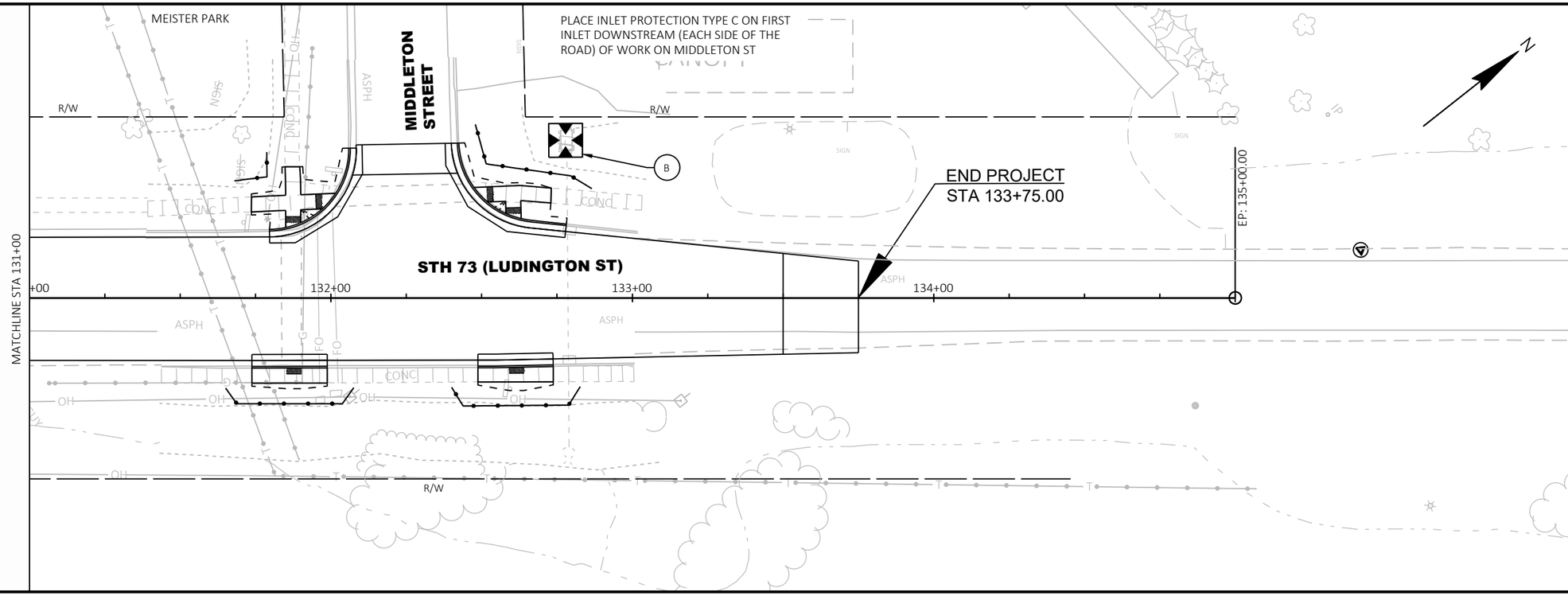
PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 70	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 10/24/2024 2:54 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2



2

LEGEND

- INLET PROTECTION
- B C INLET PROTECTION TYPE
- SILT FENCE
- SLOPE INTERCEPT

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 71	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 07
PLOT DATE : 10/24/2024 2:54 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

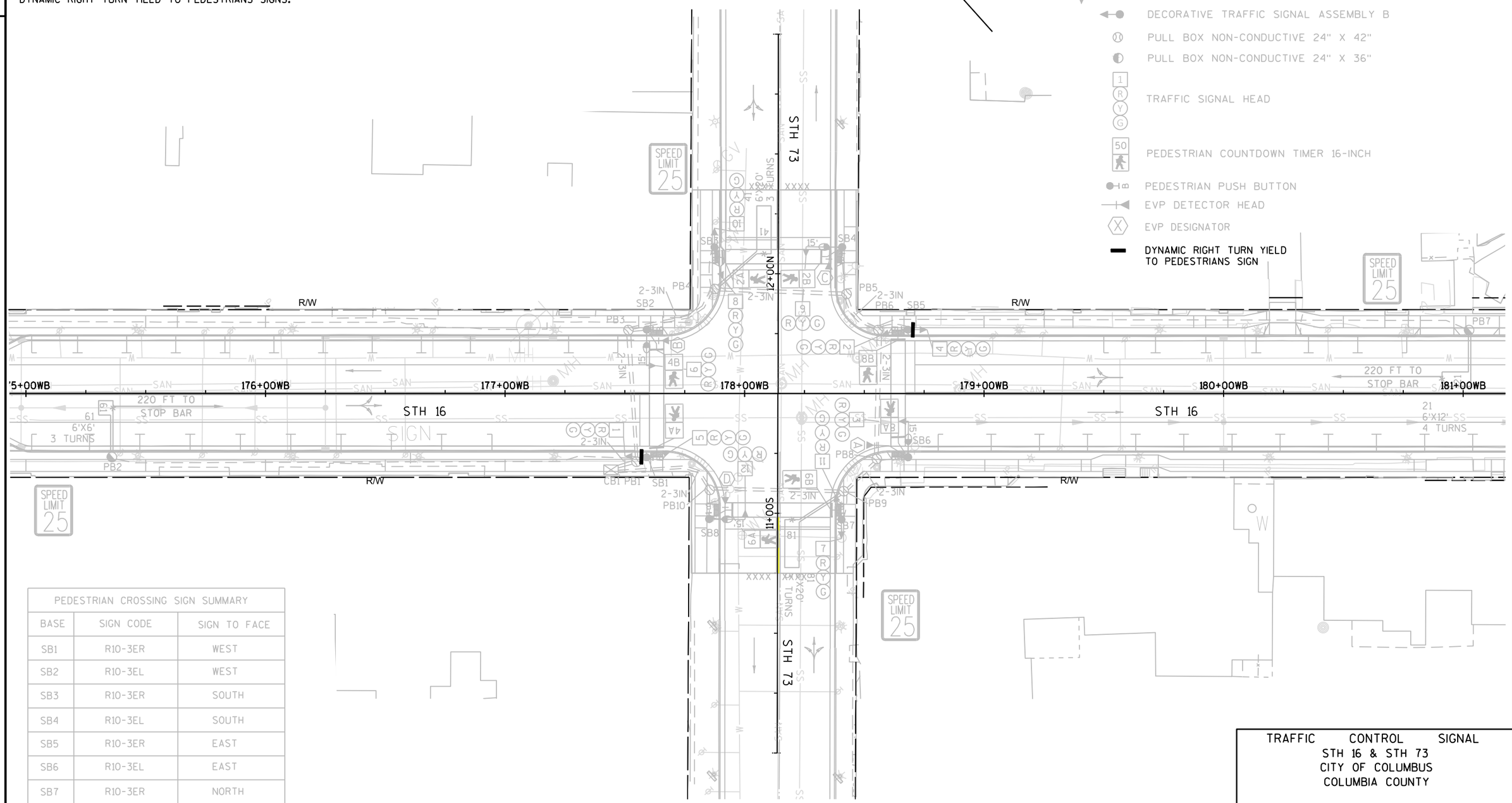
CONSTRUCTION NOTES:

1) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

2) SEE SIGNING PLANS FOR MORE INFORMATION ON INSTALLATION OF DYNAMIC RIGHT TURN YIELD TO PEDESTRIANS SIGNS.

LEGEND

- CONTROL CABINET
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- DECORATIVE TRAFFIC SIGNAL ASSEMBLY A
- DECORATIVE TRAFFIC SIGNAL ASSEMBLY B
- PULL BOX NON-CONDUCTIVE 24" X 42"
- PULL BOX NON-CONDUCTIVE 24" X 36"
- TRAFFIC SIGNAL HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- PEDESTRIAN PUSH BUTTON
- EVP DETECTOR HEAD
- EVP DESIGNATOR
- DYNAMIC RIGHT TURN YIELD TO PEDESTRIANS SIGN



PEDESTRIAN CROSSING SIGN SUMMARY		
BASE	SIGN CODE	SIGN TO FACE
SB1	R10-3ER	WEST
SB2	R10-3EL	WEST
SB3	R10-3ER	SOUTH
SB4	R10-3EL	SOUTH
SB5	R10-3ER	EAST
SB6	R10-3EL	EAST
SB7	R10-3ER	NORTH
SB8	R10-3EL	NORTH

TRAFFIC CONTROL SIGNAL
STH 16 & STH 73
CITY OF COLUMBUS
COLUMBIA COUNTY

REGION CONTACT: JASON LIETHA
DESIGNED BY: raSmith
REVISED BY: --------

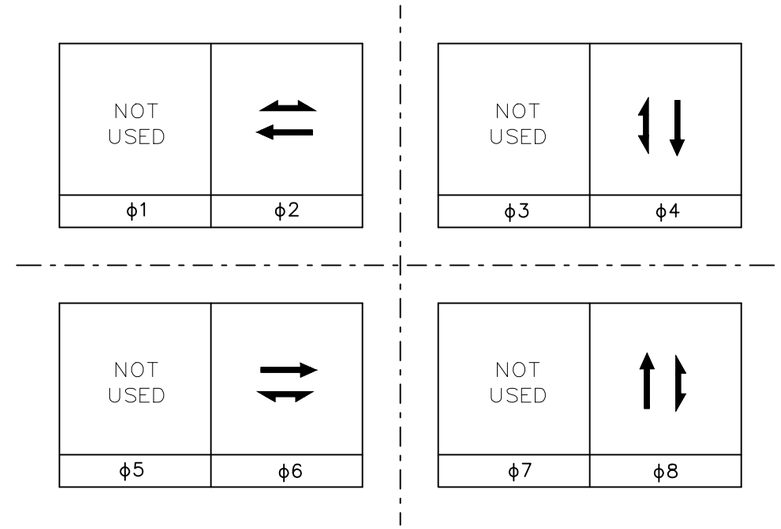
PAGE 1 OF 2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC SIGNAL PLAN	SHEET 72	E

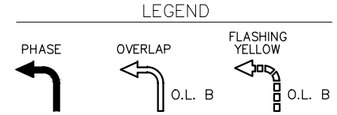
FILE NAME : T:\1212709\TRAFFIC\SIGNAL DESIGN\024201-SP_3060-00-74.DWG
LAYOUT NAME - STH 16 & USH 73
PLOT DATE : 10/31/2024 7:58 AM PLOT BY : VANDE LEEST, CINDY PLOT NAME : PLOT SCALE : ##########

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4–6	R
Ø3		
Ø4	10–12	R
Ø5		
Ø6	1–3	R
Ø7		
Ø8	7–9	R
Ø2 PED	2A,2B	
Ø4 PED	4A,4B	
Ø6 PED	6A,6B	
Ø8 PED	8A,8B	
OLA		
OLB		
OLC		
OLD		
OLE		
OLF		
OLG		
OLH		

O.L. ASSIGNMENTS



LEGEND



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/ϕ	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN.	X
3				
4		8		X
5				
6	X	2	MIN.	X
7				
8		4		X

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

TYPE OF LIGHTING	
BY OTHER AGENCY	X
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

CENTRAL SYSTEM
LOCATION OF MASTER CONTROLLER NO:
SIGNAL SYSTEM #:

PREEMPTION ASSIGNMENTS

PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED	PREEMPTED APPROACH
1	RESERVED			
2	RESERVED			
3	EVP	A	6	EB
4	EVP	B	2	WB
5	EVP	C	8	NB
6	EVP	D	4	SB
7	NOT USED			
8	NOT USED			

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
DETECTOR #(S)	21	41	61	81												
PHASE CALLED	2	4	6	8												
PHASE EXTENDED	2	4	6	8												
DISCONNECT TIME																
CALLING DELAY																
EXTENSION STRETCH																
LOOP FUNCTION																

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30
DETECTOR #(S)																
PHASE CALLED																
PHASE EXTENDED																
DISCONNECT TIME																
CALLING DELAY																
EXTENSION STRETCH																
LOOP FUNCTION																

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

GENERAL NOTES:

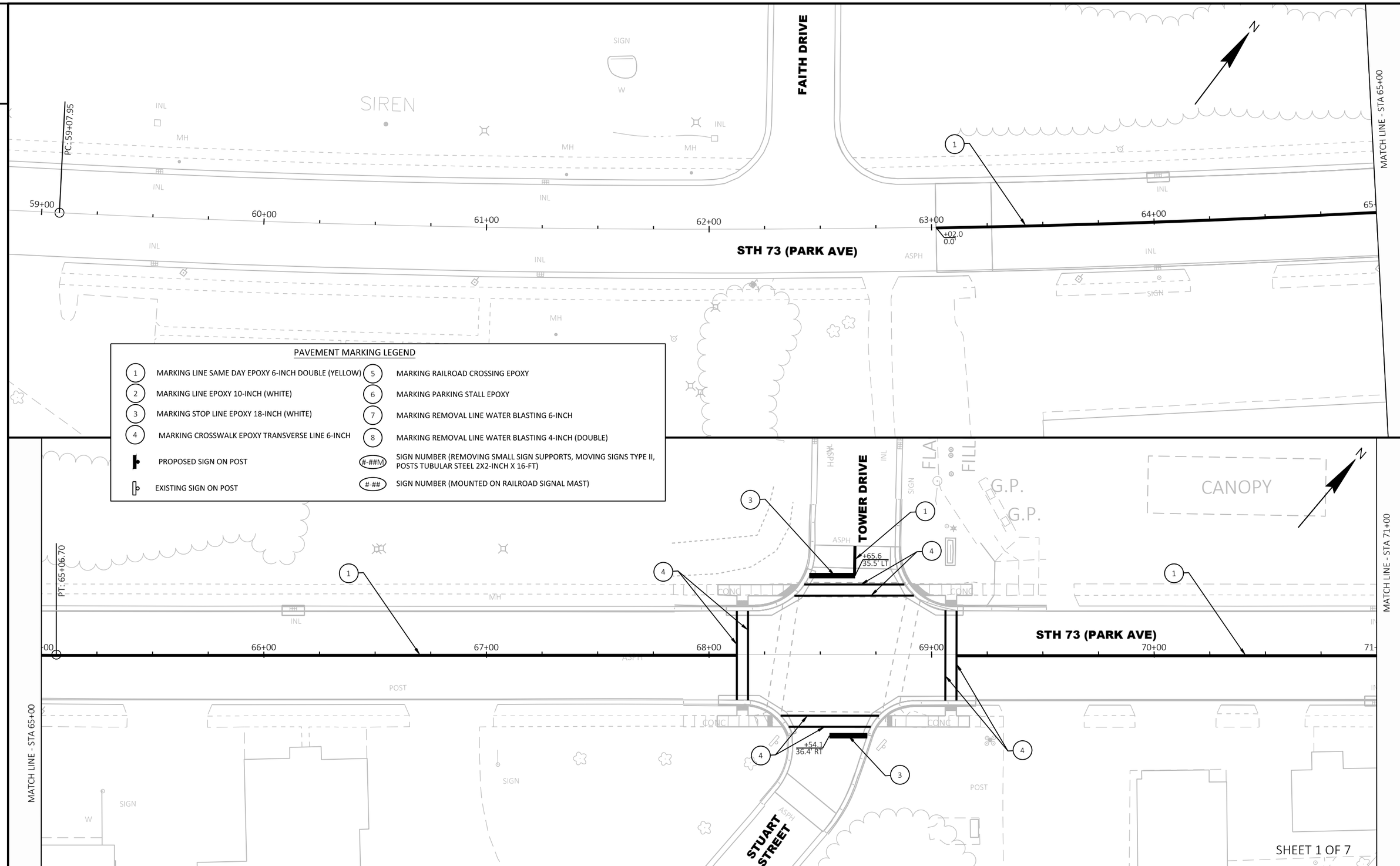
1. **DYNAMIC RIGHT TURN YIELD TO PEDESTRIANS SIGN ACTIVATED WITH PHASE 2 OR PHASE 6 PED CALL.**

TRAFFIC CONTROL SIGNAL
STH 16 & STH 73
CITY OF COLUMBUS
COLUMBIA COUNTY

MUNICIPAL CONTACT: JASON LIETHA
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 2

PROJECT NO:3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	SEQUENCE OF OPERATIONS	SHEET 73	E



PAVEMENT MARKING LEGEND

1	MARKING LINE SAME DAY EPOXY 6-INCH DOUBLE (YELLOW)	5	MARKING RAILROAD CROSSING EPOXY
2	MARKING LINE EPOXY 10-INCH (WHITE)	6	MARKING PARKING STALL EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	7	MARKING REMOVAL LINE WATER BLASTING 6-INCH
4	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	8	MARKING REMOVAL LINE WATER BLASTING 4-INCH (DOUBLE)
	PROPOSED SIGN ON POST	#-##M	SIGN NUMBER (REMOVING SMALL SIGN SUPPORTS, MOVING SIGNS TYPE II, POSTS TUBULAR STEEL 2X2-INCH X 16-FT)
	EXISTING SIGN ON POST	#-##	SIGN NUMBER (MOUNTED ON RAILROAD SIGNAL MAST)

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 74	E

2

MATCH LINE - STA 71+00

MATCH LINE - STA 77+00

EXISTING STREET NAME SIGN TO BE RELOCATED BY CITY OF COLUMBUS

STH 73 (PARK AVE)

INGALSBE STREET

+37.5
36.8' RT

2-01M STOP R1-1

2-02M S1-1

REMOVE PRIOR TO STAGE 1
INSTALL PRIOR TO STAGE 3

72+00 73+00 74+00 75+00 76+00

PAVEMENT MARKING LEGEND

1	MARKING LINE SAME DAY EPOXY 6-INCH DOUBLE (YELLOW)	5	MARKING RAILROAD CROSSING EPOXY
2	MARKING LINE EPOXY 10-INCH (WHITE)	6	MARKING PARKING STALL EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	7	MARKING REMOVAL LINE WATER BLASTING 6-INCH
4	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	8	MARKING REMOVAL LINE WATER BLASTING 4-INCH (DOUBLE)
	PROPOSED SIGN ON POST	#-##M	SIGN NUMBER (REMOVING SMALL SIGN SUPPORTS, MOVING SIGNS TYPE II, POSTS TUBULAR STEEL 2X2-INCH X 16-FT)
	EXISTING SIGN ON POST	#-##	SIGN NUMBER (MOUNTED ON RAILROAD SIGNAL MAST)

MATCH LINE - STA 77+00

MATCH LINE - STA 83+00

EXISTING IN-STREET YIELD TO PEDESTRIANS SIGN TO BE MOVED BY CITY OF COLUMBUS

PI: 80+40.04

STH 73 (PARK AVE)

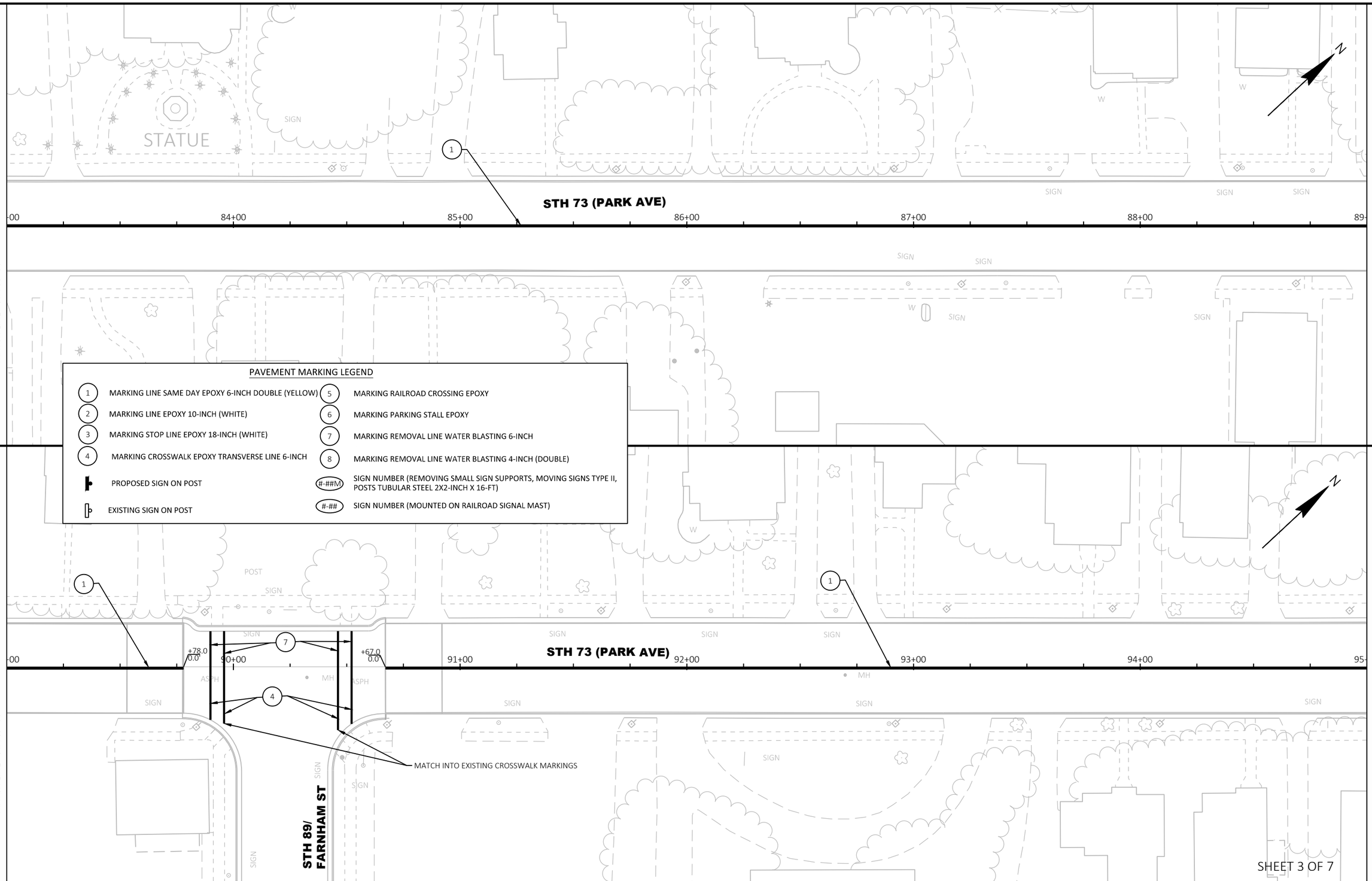
78+00 79+00 80+00 81+00 82+00

SHEET 2 OF 7

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 75	E

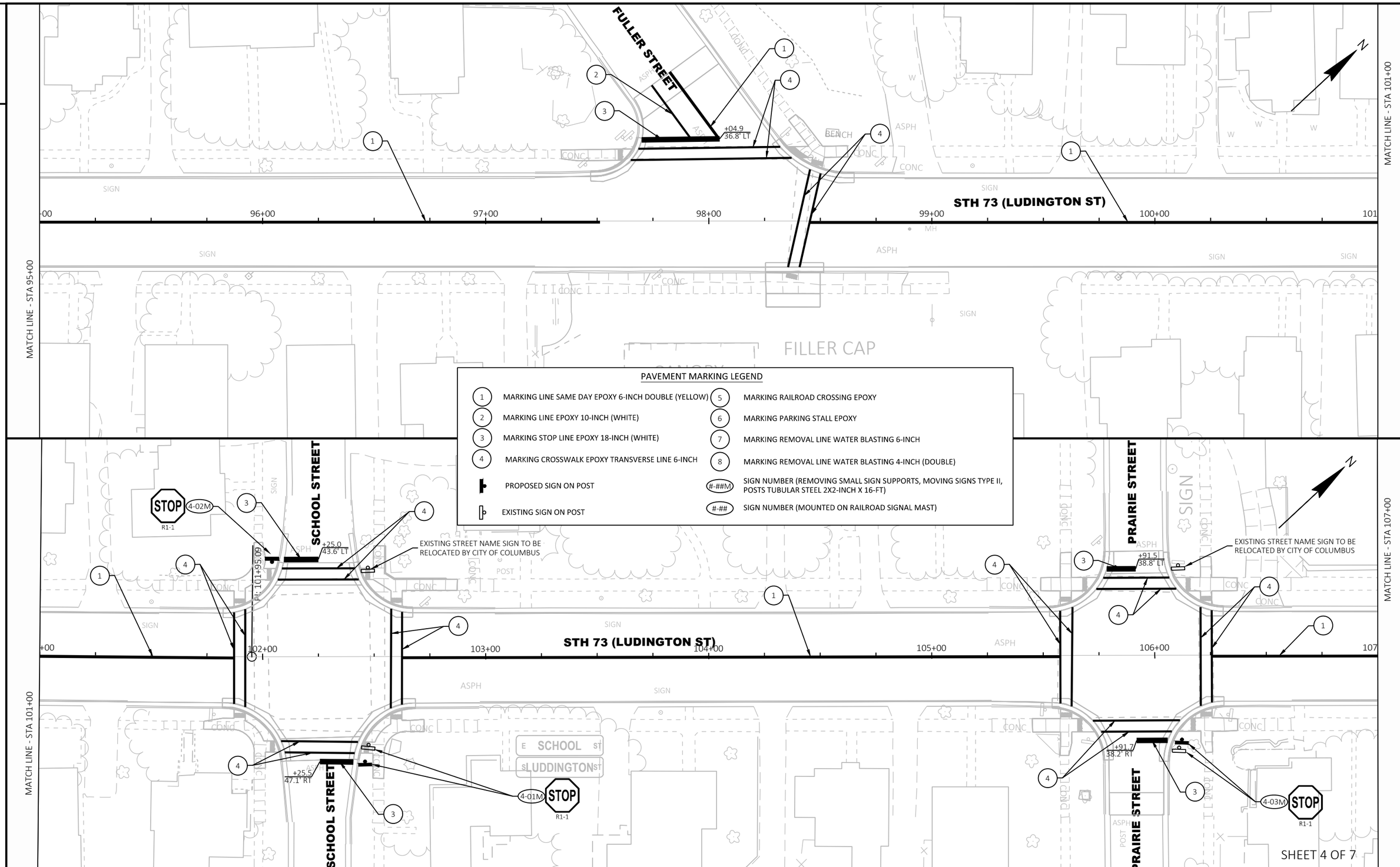
FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02
PLOT DATE : 10/31/2024 2:12 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 76	E

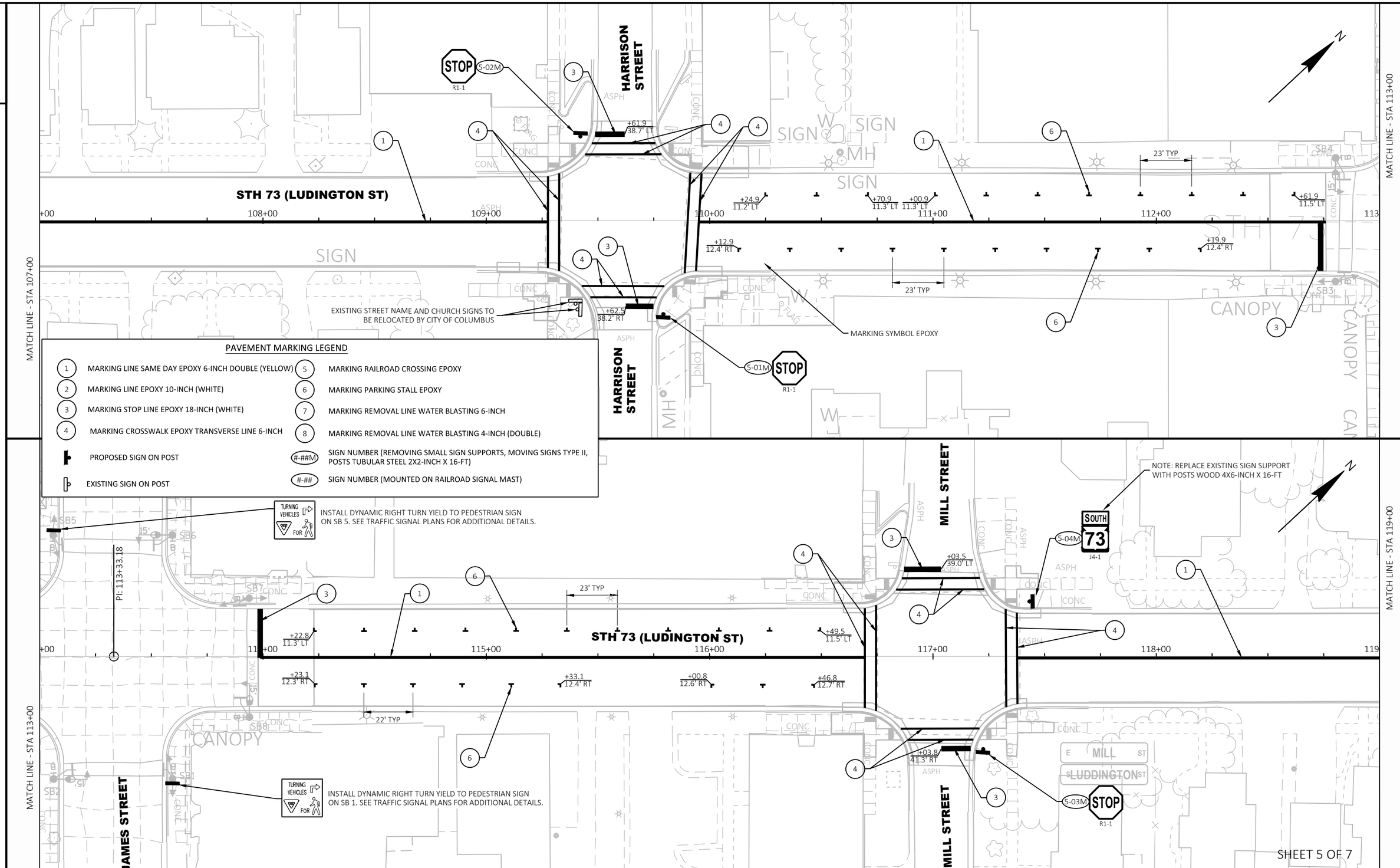
FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 03
PLOT DATE : 10/31/2024 2:12 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PAVEMENT MARKING LEGEND

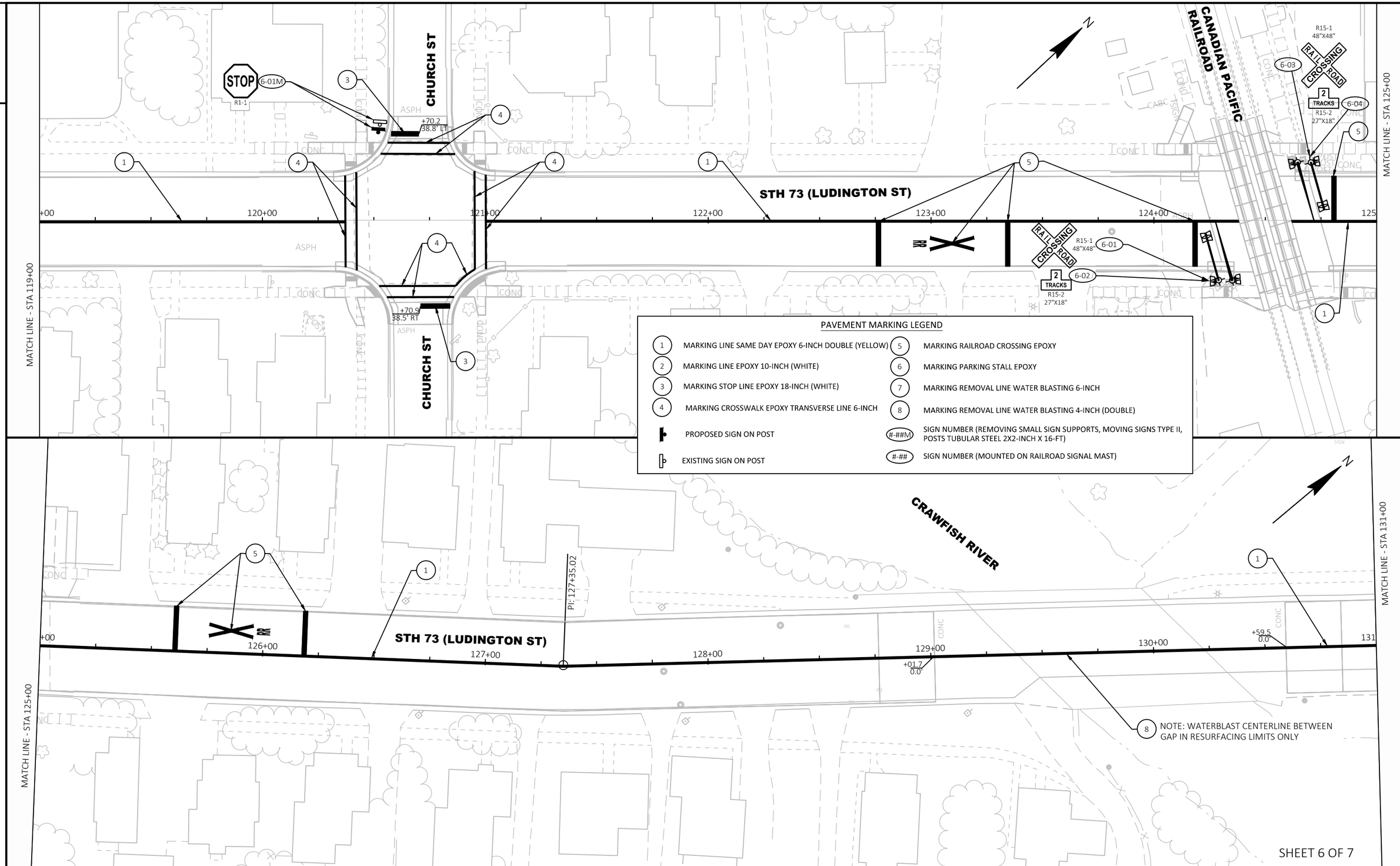
1	MARKING LINE SAME DAY EPOXY 6-INCH DOUBLE (YELLOW)	5	MARKING RAILROAD CROSSING EPOXY
2	MARKING LINE EPOXY 10-INCH (WHITE)	6	MARKING PARKING STALL EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	7	MARKING REMOVAL LINE WATER BLASTING 6-INCH
4	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	8	MARKING REMOVAL LINE WATER BLASTING 4-INCH (DOUBLE)
	PROPOSED SIGN ON POST	#-##M	SIGN NUMBER (REMOVING SMALL SIGN SUPPORTS, MOVING SIGNS TYPE II, POSTS TUBULAR STEEL 2X2-INCH X 16-FT)
	EXISTING SIGN ON POST	#-##	SIGN NUMBER (MOUNTED ON RAILROAD SIGNAL MAST)

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 77	E



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 78	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 05
PLOT DATE : 10/31/2024 2:13 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

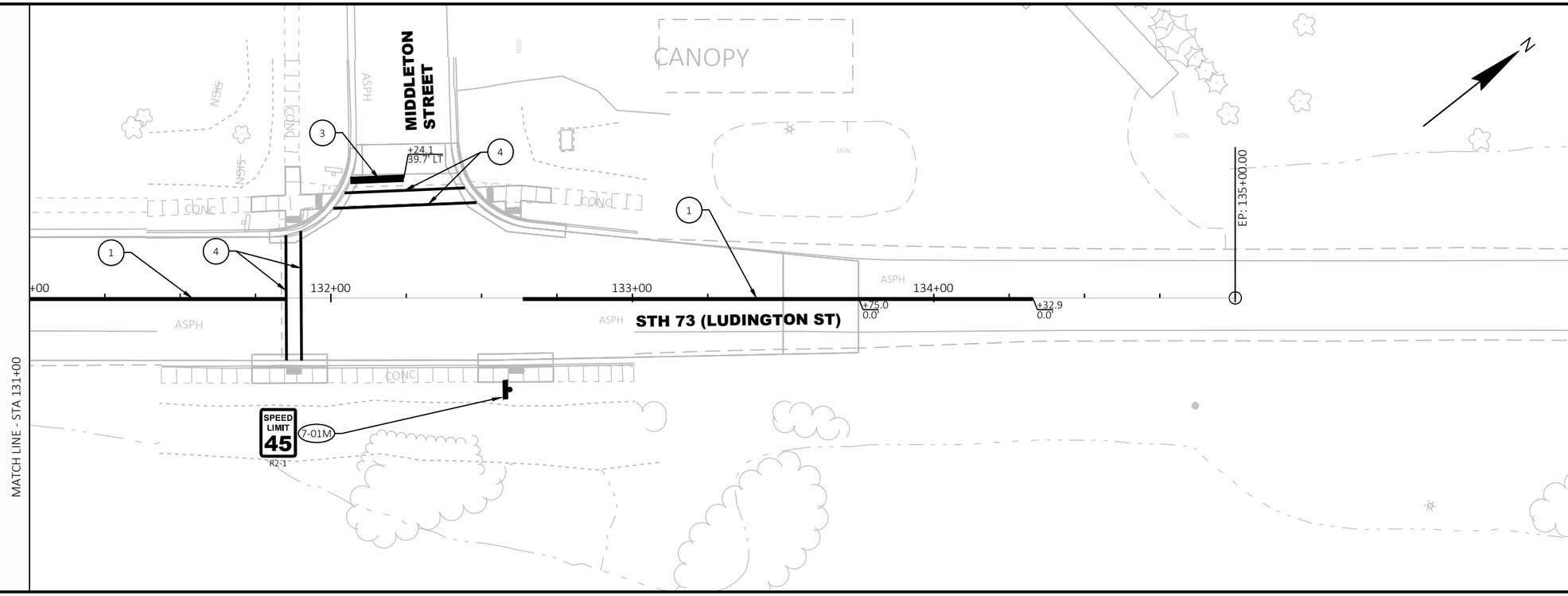


PAVEMENT MARKING LEGEND

1	MARKING LINE SAME DAY EPOXY 6-INCH DOUBLE (YELLOW)	5	MARKING RAILROAD CROSSING EPOXY
2	MARKING LINE EPOXY 10-INCH (WHITE)	6	MARKING PARKING STALL EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	7	MARKING REMOVAL LINE WATER BLASTING 6-INCH
4	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	8	MARKING REMOVAL LINE WATER BLASTING 4-INCH (DOUBLE)
	PROPOSED SIGN ON POST	#-##M	SIGN NUMBER (REMOVING SMALL SIGN SUPPORTS, MOVING SIGNS TYPE II, POSTS TUBULAR STEEL 2X2-INCH X 16-FT)
	EXISTING SIGN ON POST	#-##	SIGN NUMBER (MOUNTED ON RAILROAD SIGNAL MAST)

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 79	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 06
PLOT DATE : 10/31/2024 2:13 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



2

PAVEMENT MARKING LEGEND

1	MARKING LINE SAME DAY EPOXY 6-INCH DOUBLE (YELLOW)	5	MARKING RAILROAD CROSSING EPOXY
2	MARKING LINE EPOXY 10-INCH (WHITE)	6	MARKING PARKING STALL EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	7	MARKING REMOVAL LINE WATER BLASTING 6-INCH
4	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	8	MARKING REMOVAL LINE WATER BLASTING 4-INCH (DOUBLE)
	PROPOSED SIGN ON POST	#-##M	SIGN NUMBER (REMOVING SMALL SIGN SUPPORTS, MOVING SIGNS TYPE II, POSTS TUBULAR STEEL 2X2-INCH X 16-FT)
	EXISTING SIGN ON POST	#-##	SIGN NUMBER (MOUNTED ON RAILROAD SIGNAL MAST)

SHEET 7 OF 7

2

NOTES:

1. SEE TEMPORARY PEDESTRIAN ACCOMMODATION DETAILS FOR ADDITIONAL INFORMATION
2. SEE SDD TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED HIGHWAY FOR TRAFFIC CONTROL DURING INLET ADJUSTMENT OPERATIONS.

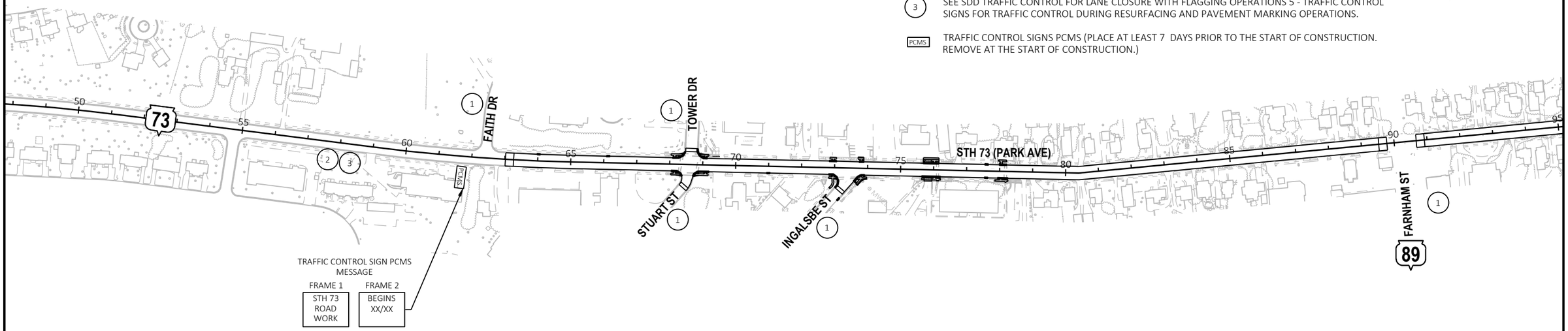
LEGEND:

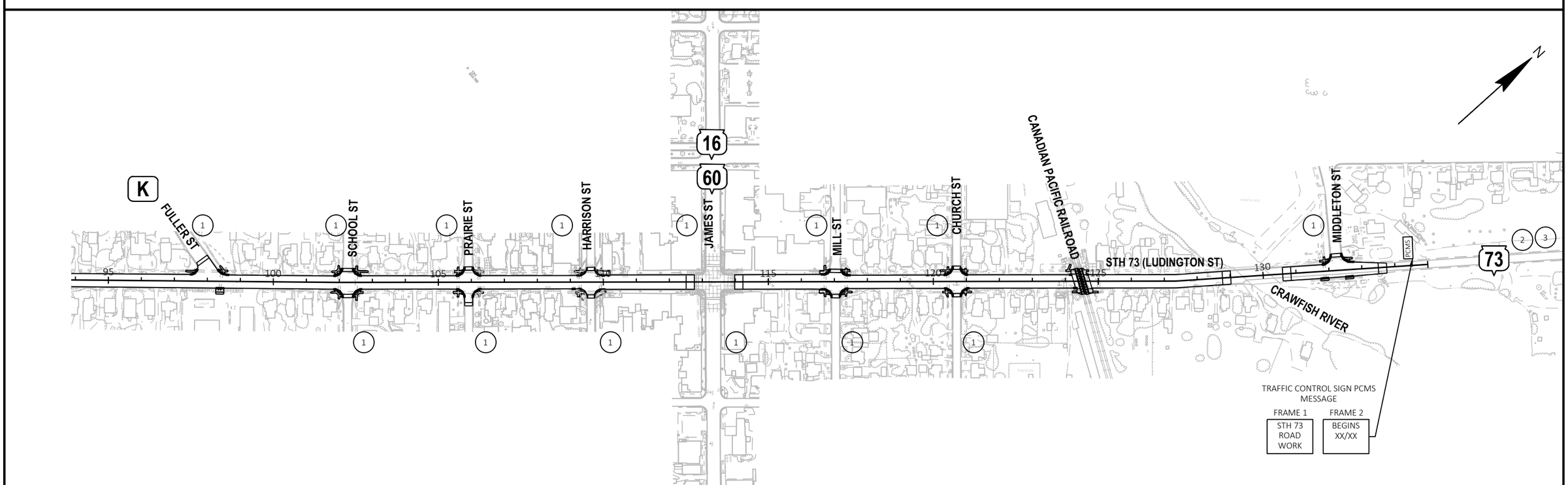
(1) SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 FOR ADVANCED SIGNING (1 - W20-1A PER SIDEROAD LEG)

(2) SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY/UNDIVIDED ROAD OPEN TO TRAFFIC FOR TRAFFIC CONTROL DURING CURB RAMP RECONSTRUCTION AND INLET ADJUSTMENT OPERATIONS.

(3) SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS 5 - TRAFFIC CONTROL SIGNS FOR TRAFFIC CONTROL DURING RESURFACING AND PAVEMENT MARKING OPERATIONS.

PCMS TRAFFIC CONTROL SIGNS PCMS (PLACE AT LEAST 7 DAYS PRIOR TO THE START OF CONSTRUCTION. REMOVE AT THE START OF CONSTRUCTION.)





PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL OVERVIEW	SHEET 81	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - PO
PLOT DATE : 10/24/2024 4:49 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:300 FT
WISDOT/CADDS SHEET 42

2

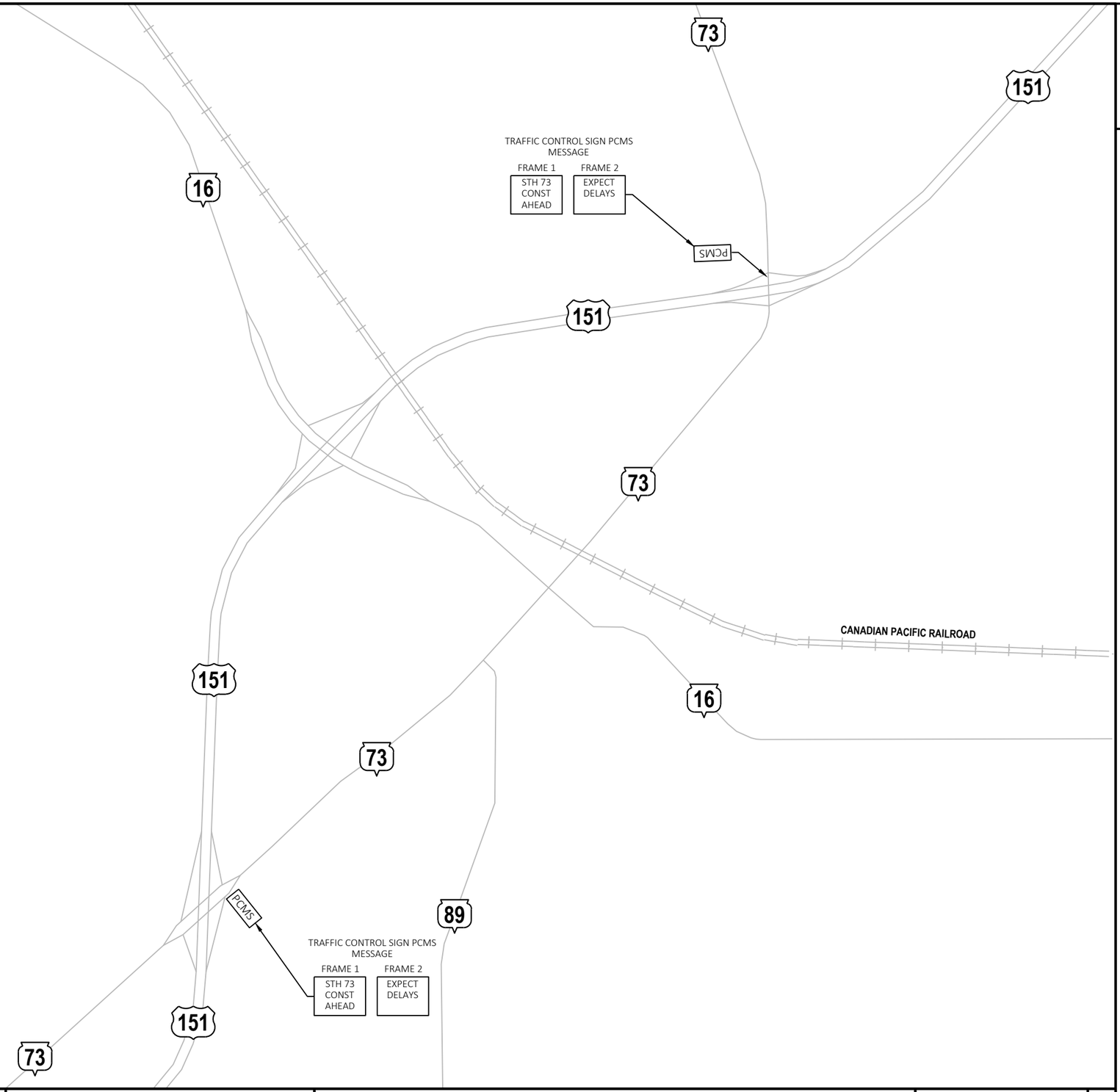
N

NOTES:

1. SEE TEMPORARY PEDESTRIAN ACCOMMODATION DETAILS FOR ADDITIONAL INFORMATION
2. SEE SDD TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED HIGHWAY FOR TRAFFIC CONTROL DURING INLET ADJUSTMENT OPERATIONS.
3. PLACE TRAFFIC CONTROL SIGNS PCMS AT LEAST 7 DAYS IN ADVANCE OF CONSTRUCTION ON STH 73.

LEGEND:

PCMS TRAFFIC CONTROL SIGNS PCMS



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL	SHEET 82	E

2

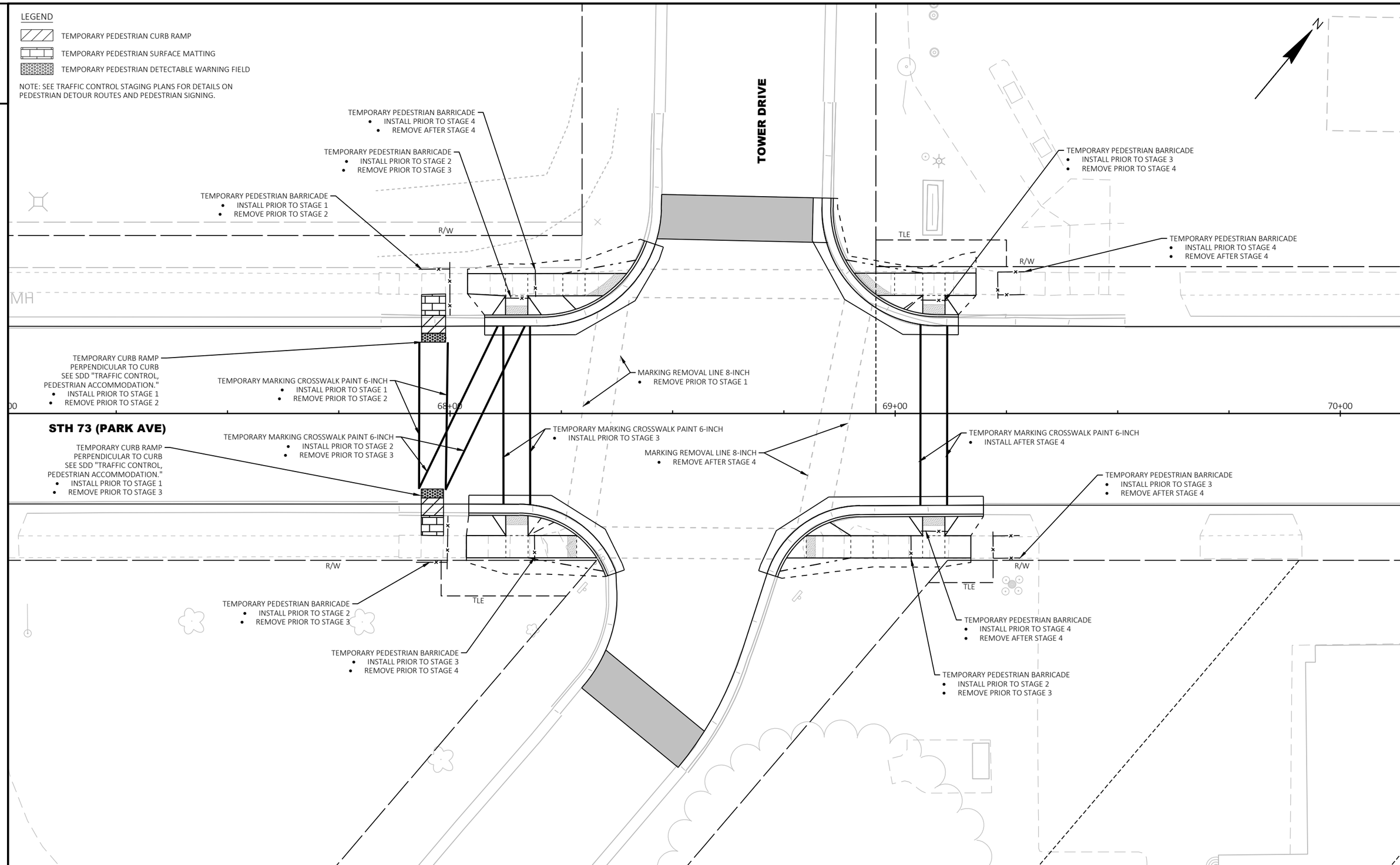
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 83	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED.DWG
LAYOUT NAME - 01
PLOT DATE : 10/31/2024 8:19 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

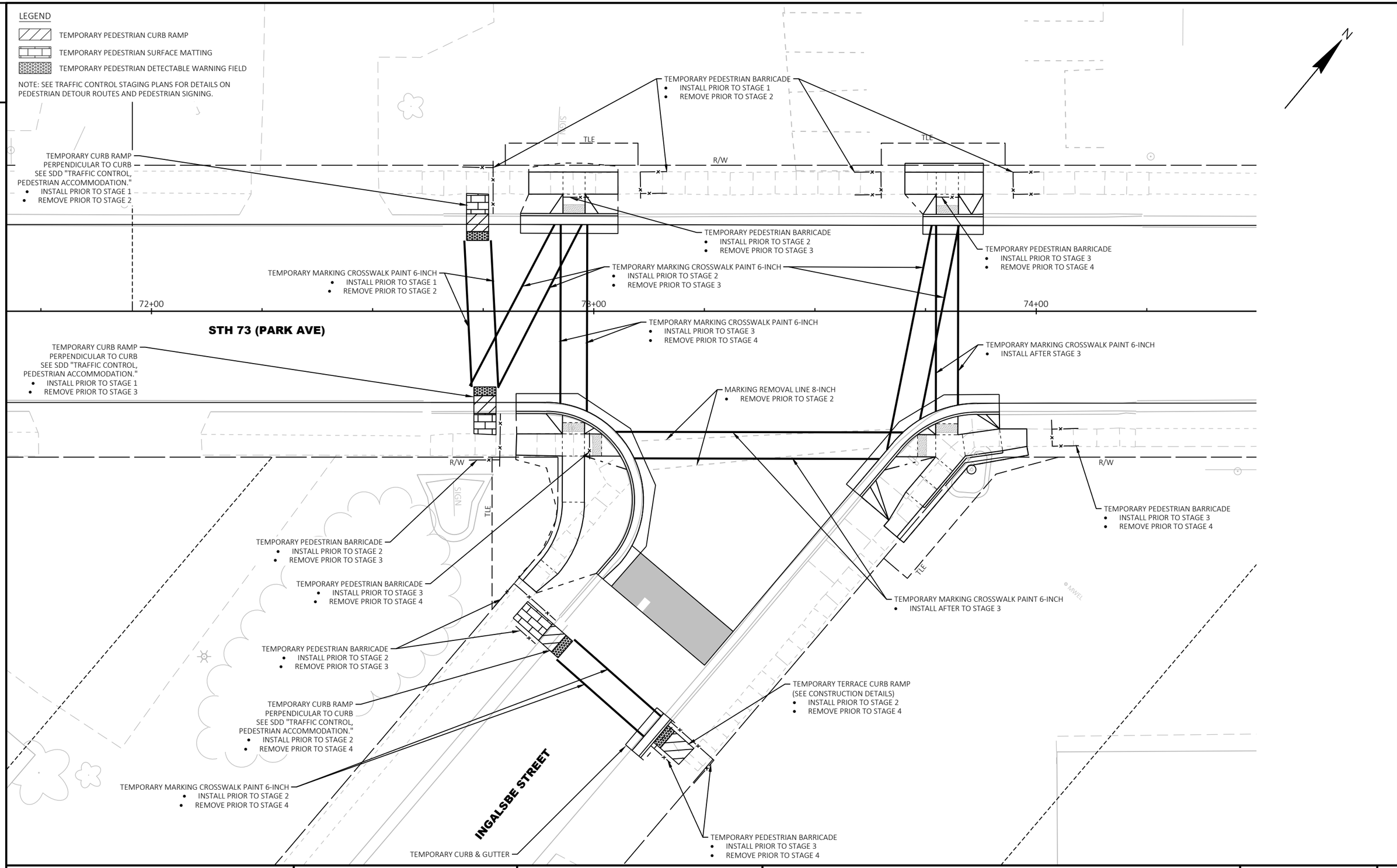
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 84	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED.DWG
LAYOUT NAME - 02
PLOT DATE : 10/31/2024 8:19 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

2

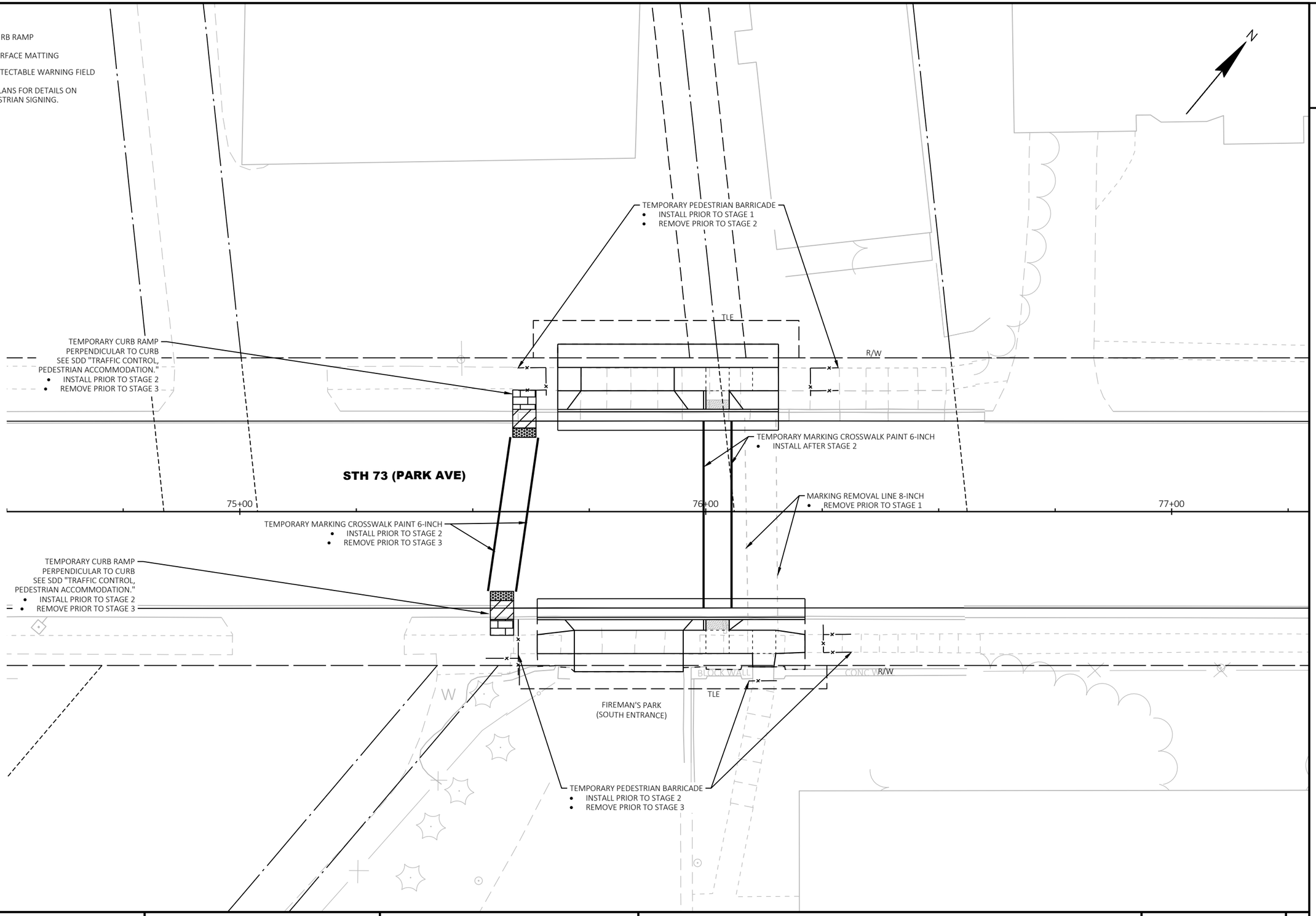
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 85	E

2

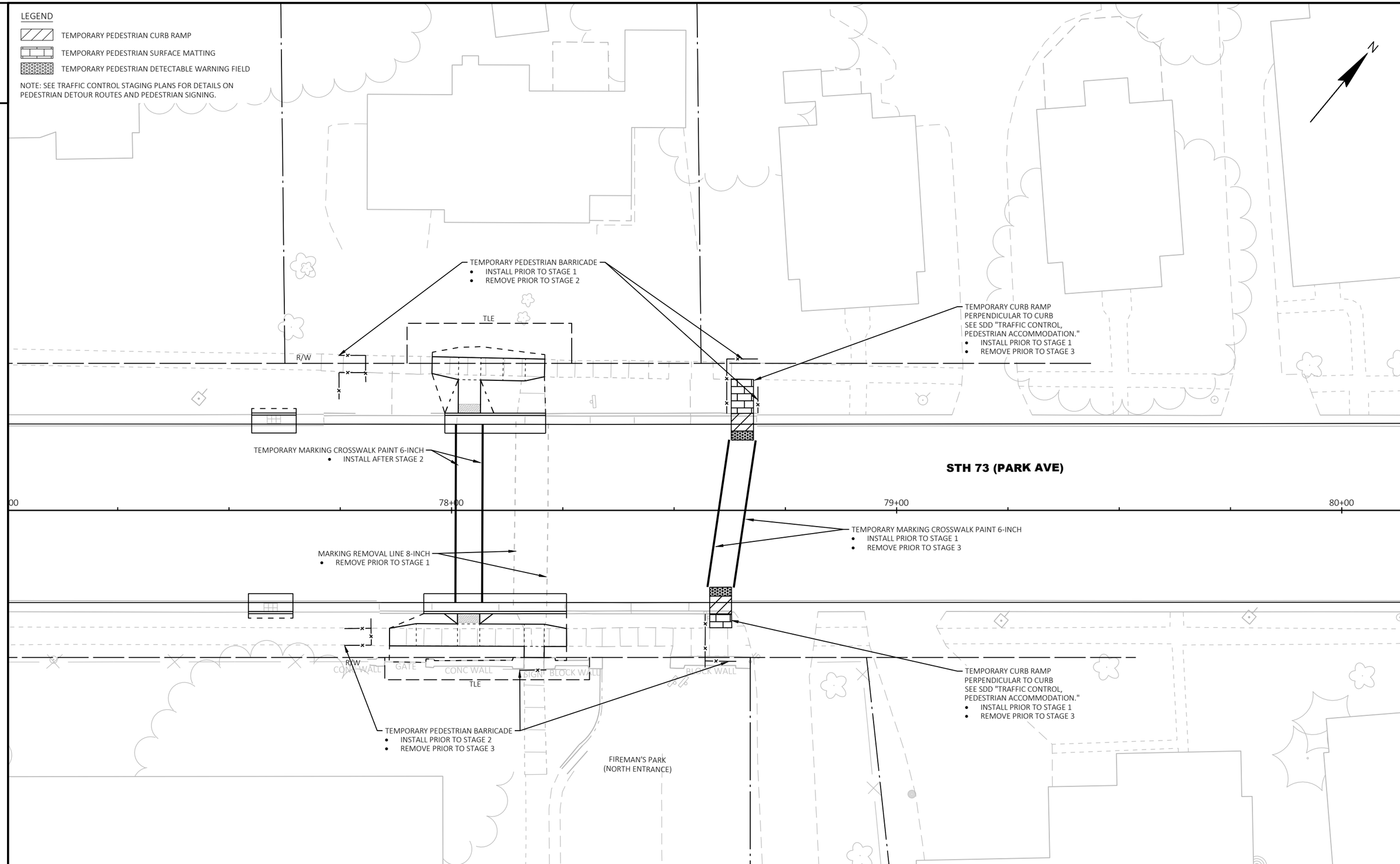
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 86	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED.DWG
LAYOUT NAME - 04
PLOT DATE : 10/31/2024 11:52 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

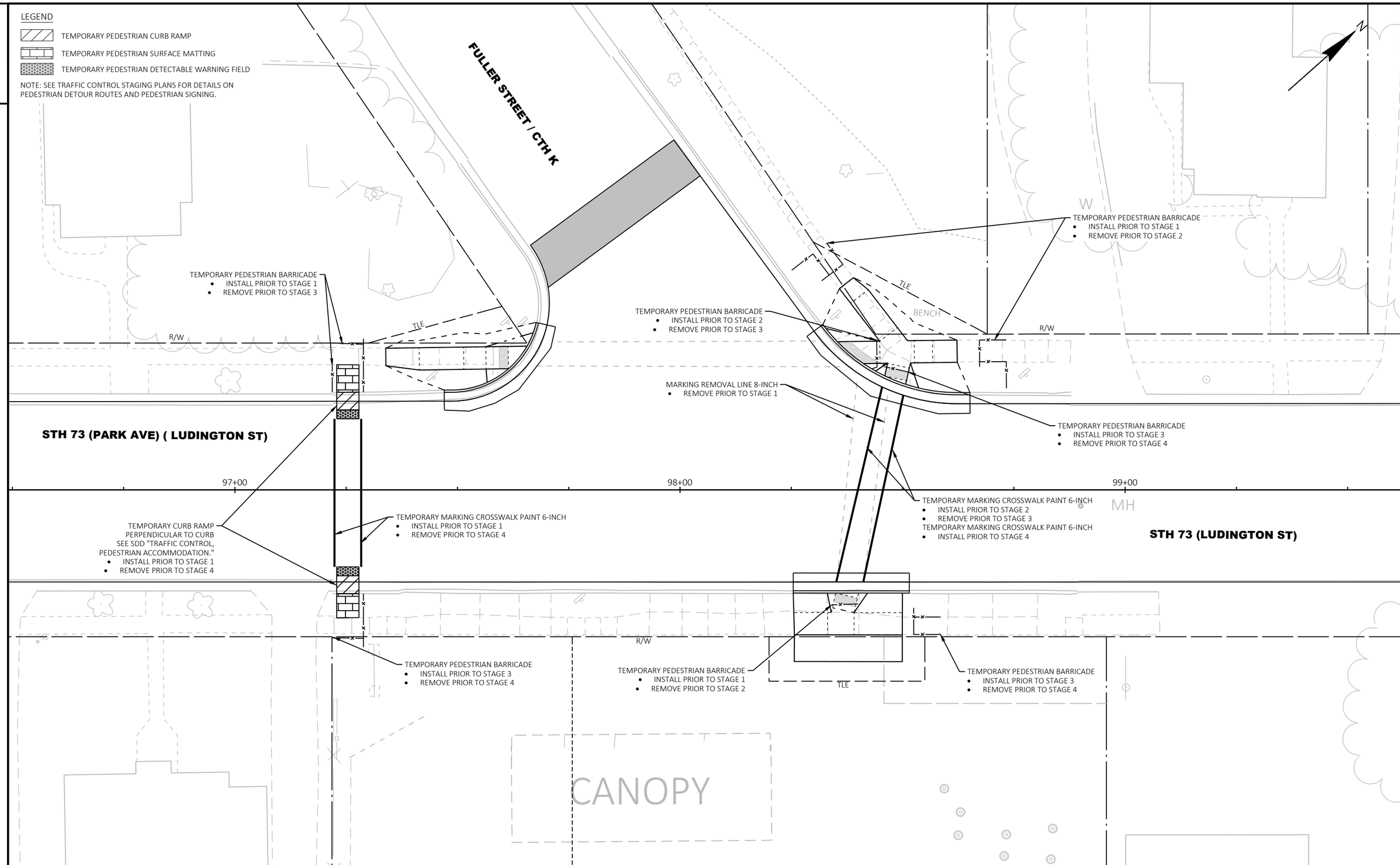
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 87	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED.DWG
LAYOUT NAME - 05
PLOT DATE : 10/31/2024 8:20 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

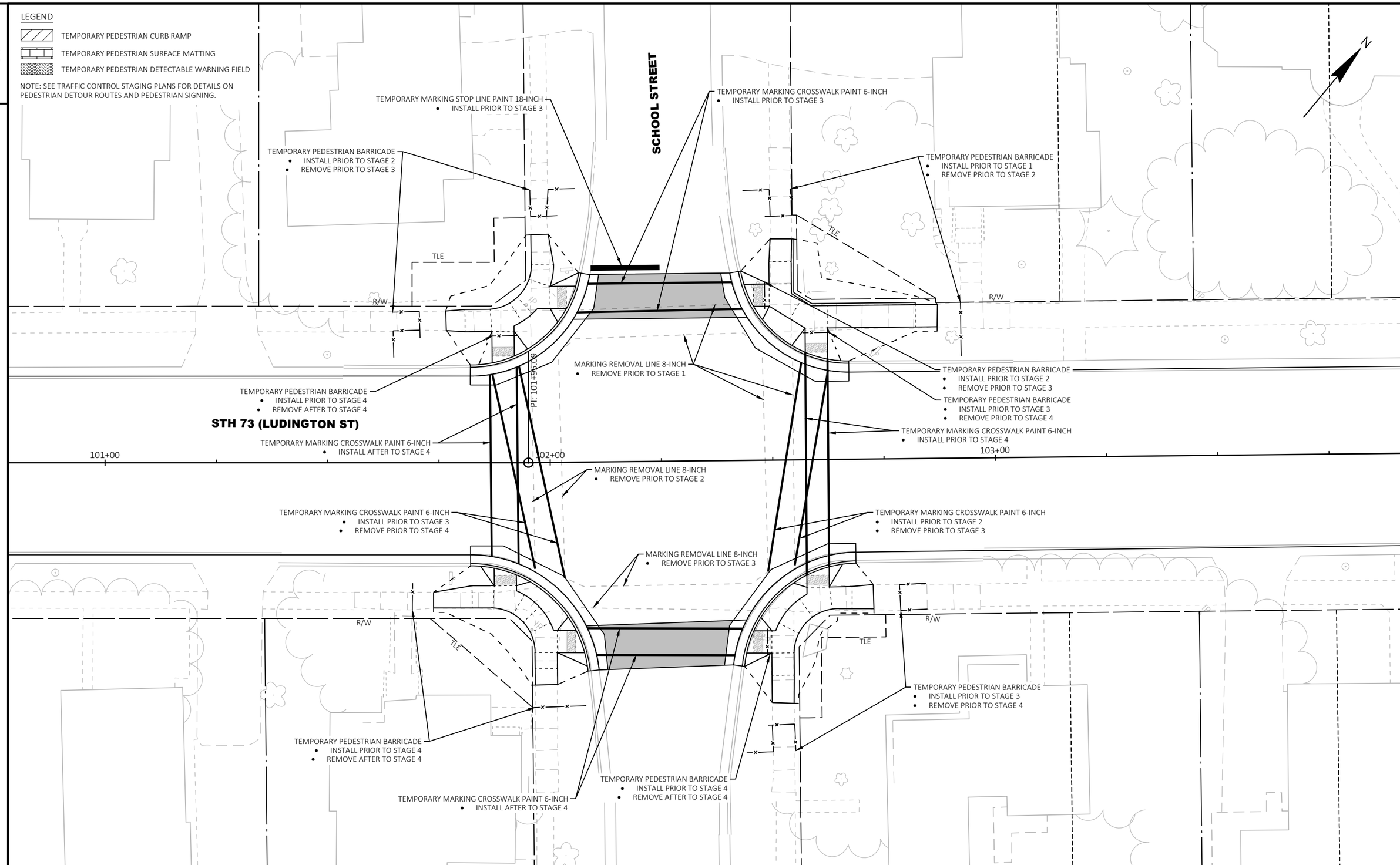
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 88	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED.DWG
LAYOUT NAME - 06

PLOT DATE : 10/31/2024 8:20 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

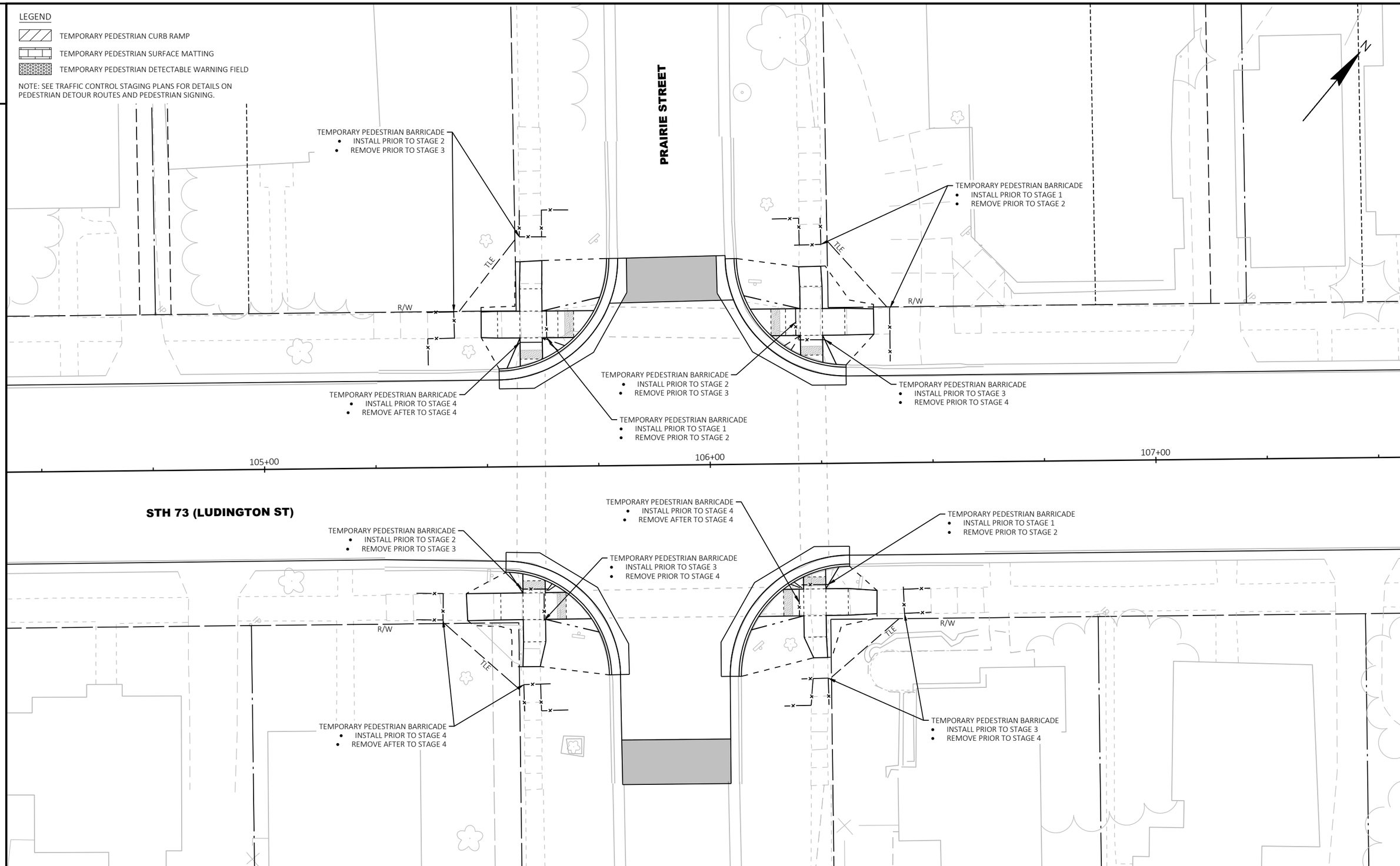
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 89	E

2

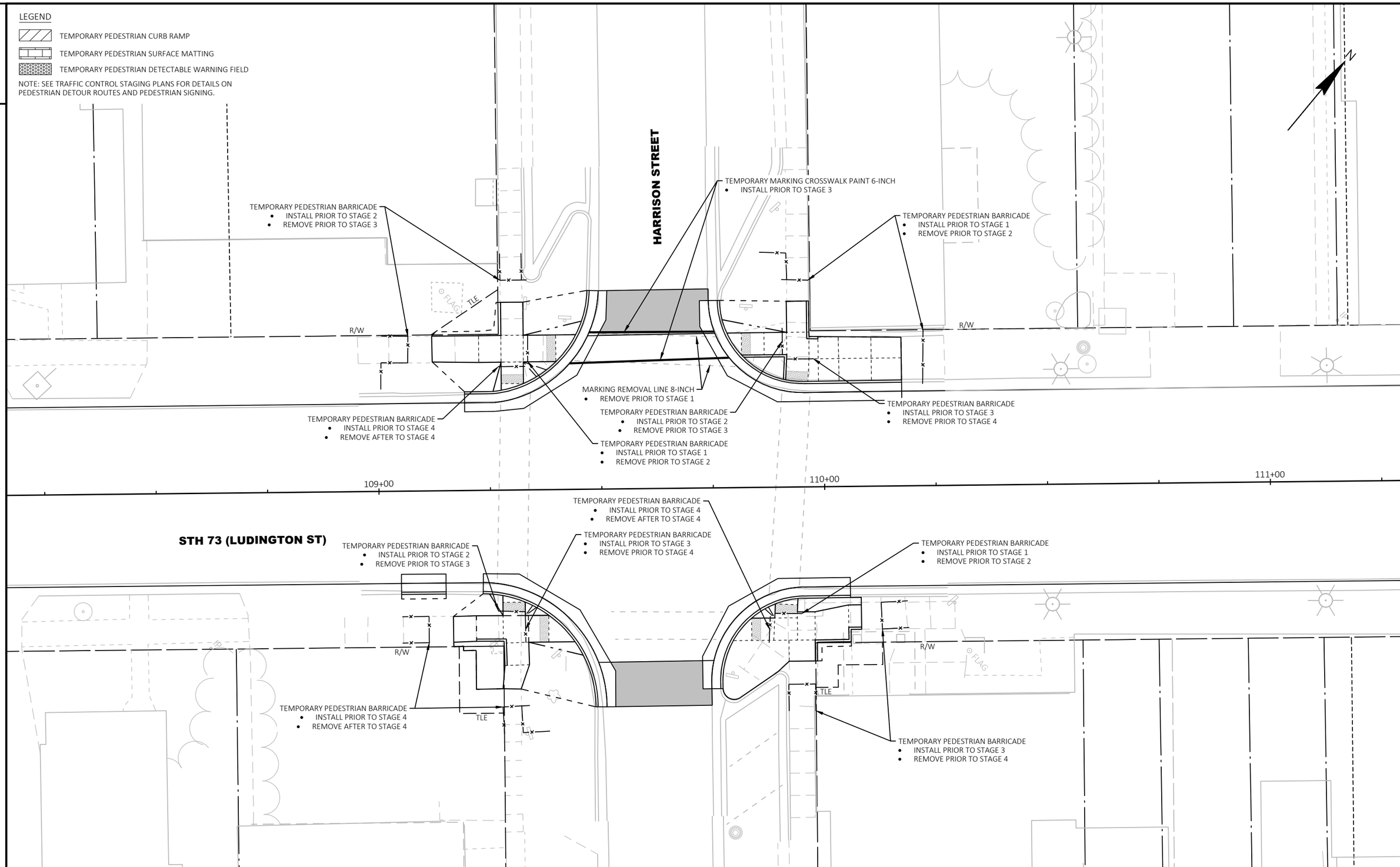
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 90	E

2

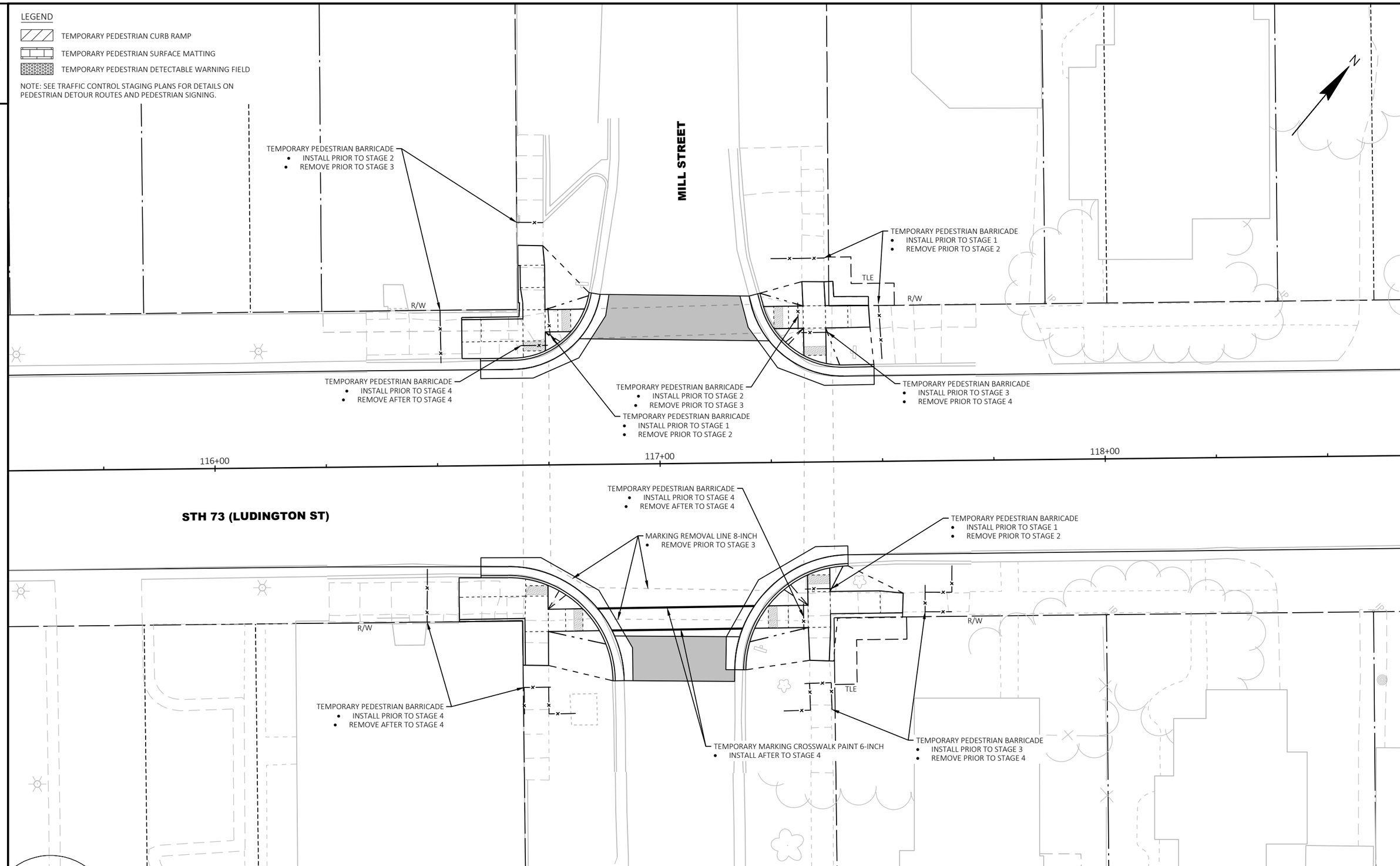
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 91	E

2

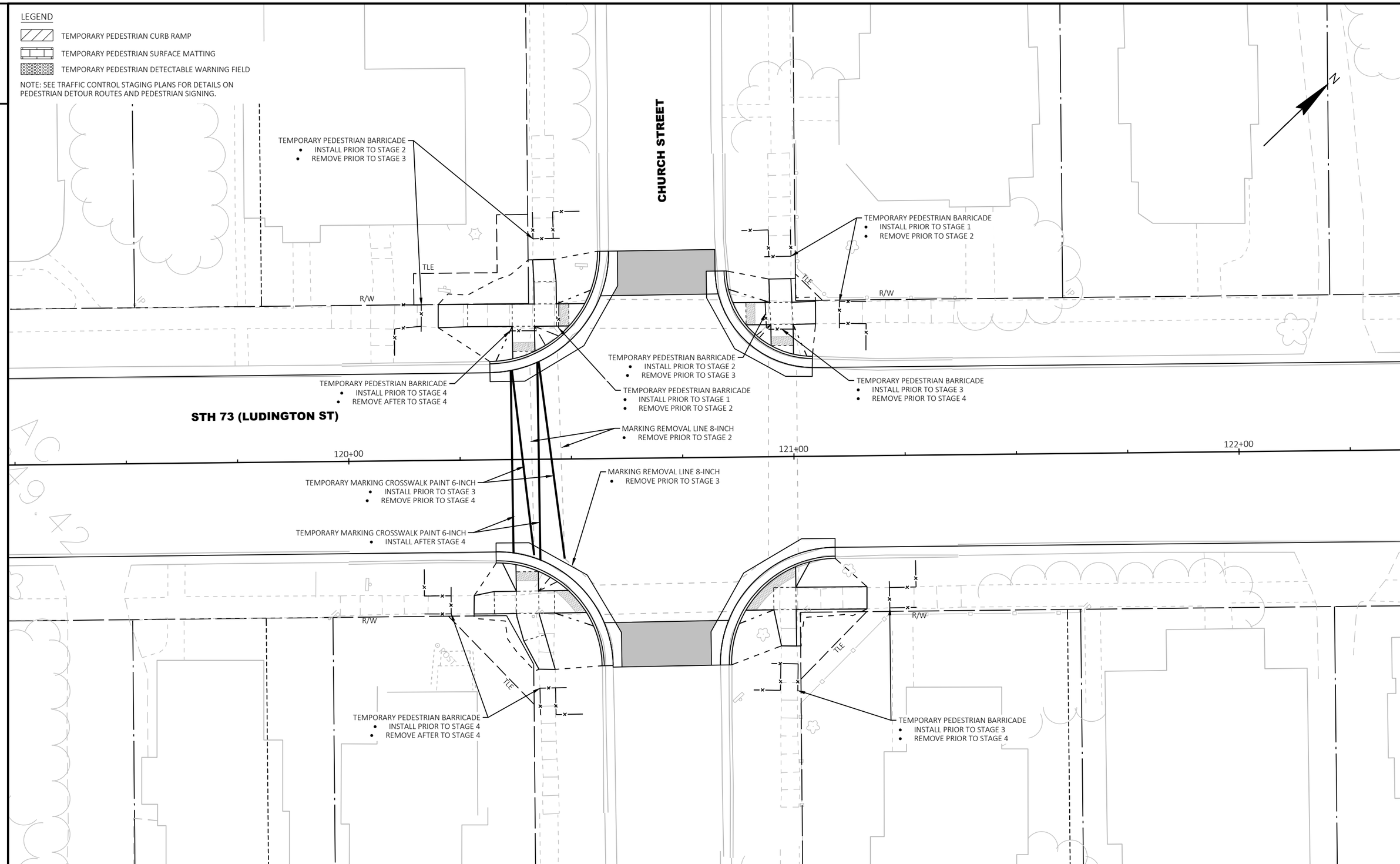
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 92	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED.DWG
LAYOUT NAME - 10

PLOT DATE : 10/31/2024 8:20 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

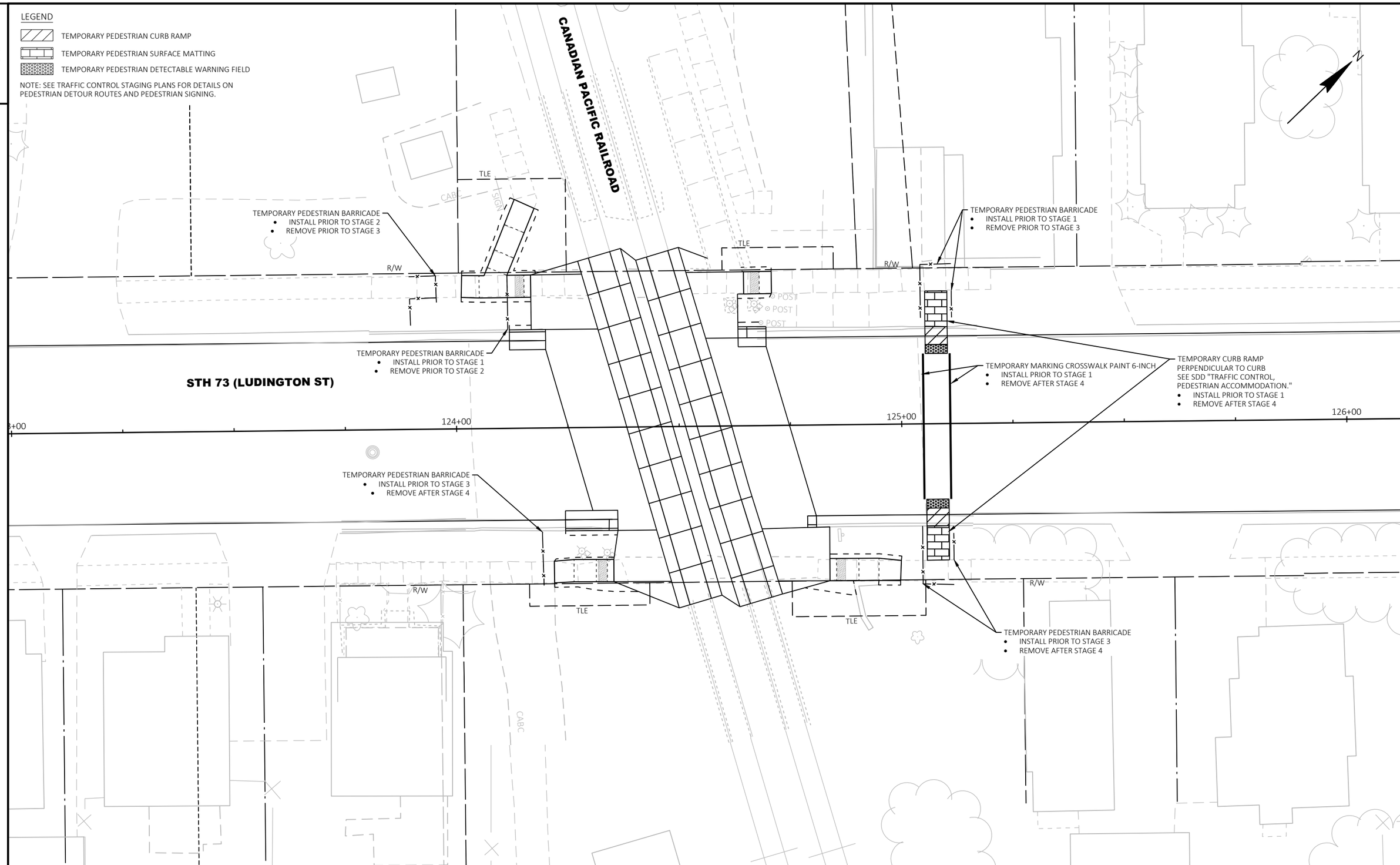
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 93	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED.DWG
LAYOUT NAME - 11

PLOT DATE : 10/31/2024 8:20 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

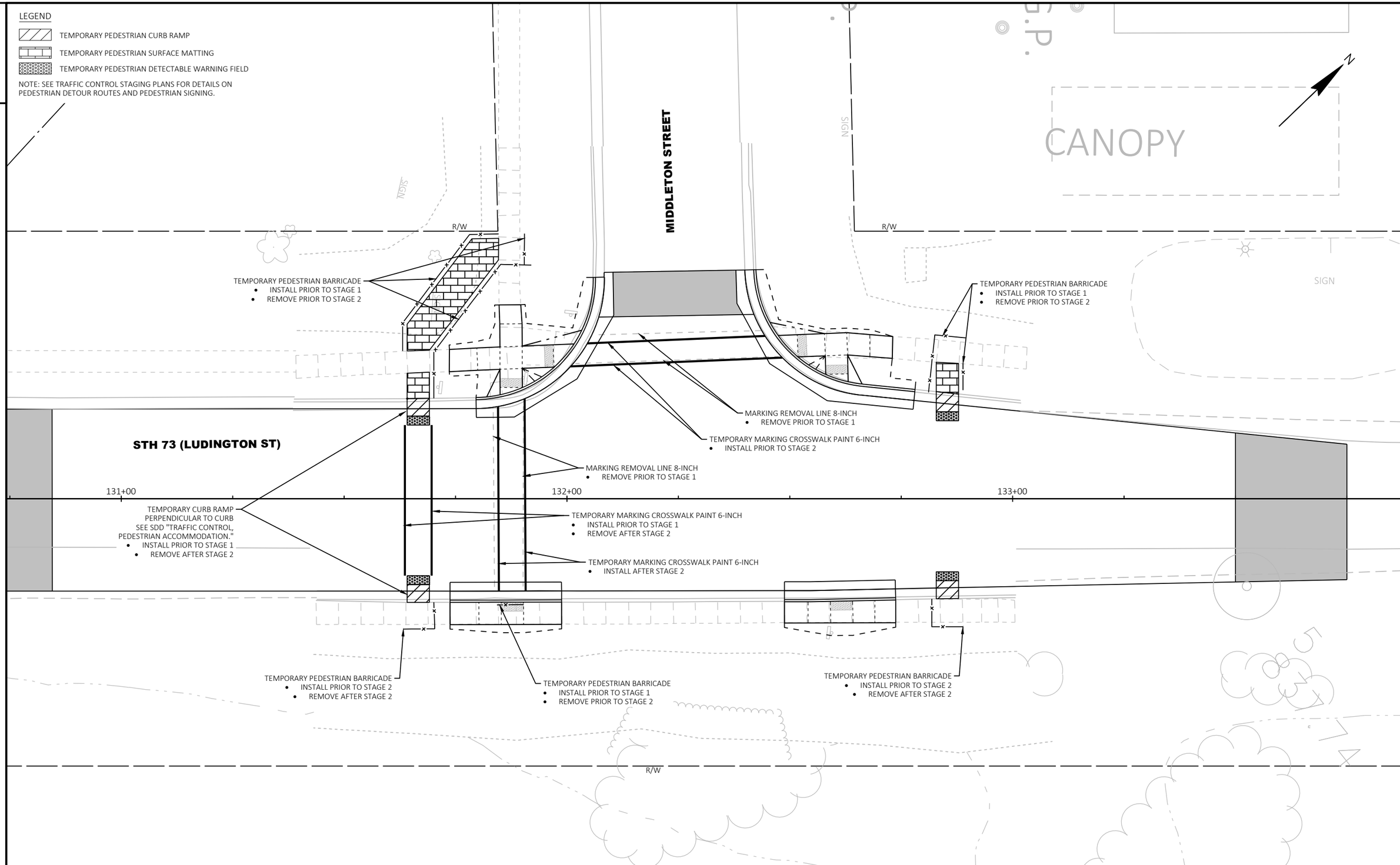
LEGEND

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTE: SEE TRAFFIC CONTROL STAGING PLANS FOR DETAILS ON PEDESTRIAN DETOUR ROUTES AND PEDESTRIAN SIGNING.



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY PEDESTRIAN ACCOMMODATION PLAN	SHEET 94	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED.DWG
LAYOUT NAME - 12

PLOT DATE : 10/31/2024 8:20 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- A — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- B — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- C — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- D — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- E — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — TEMPORARY STOP SIGN (R1-1 36"x36")

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

TRAFFIC CONTROL NOTES:

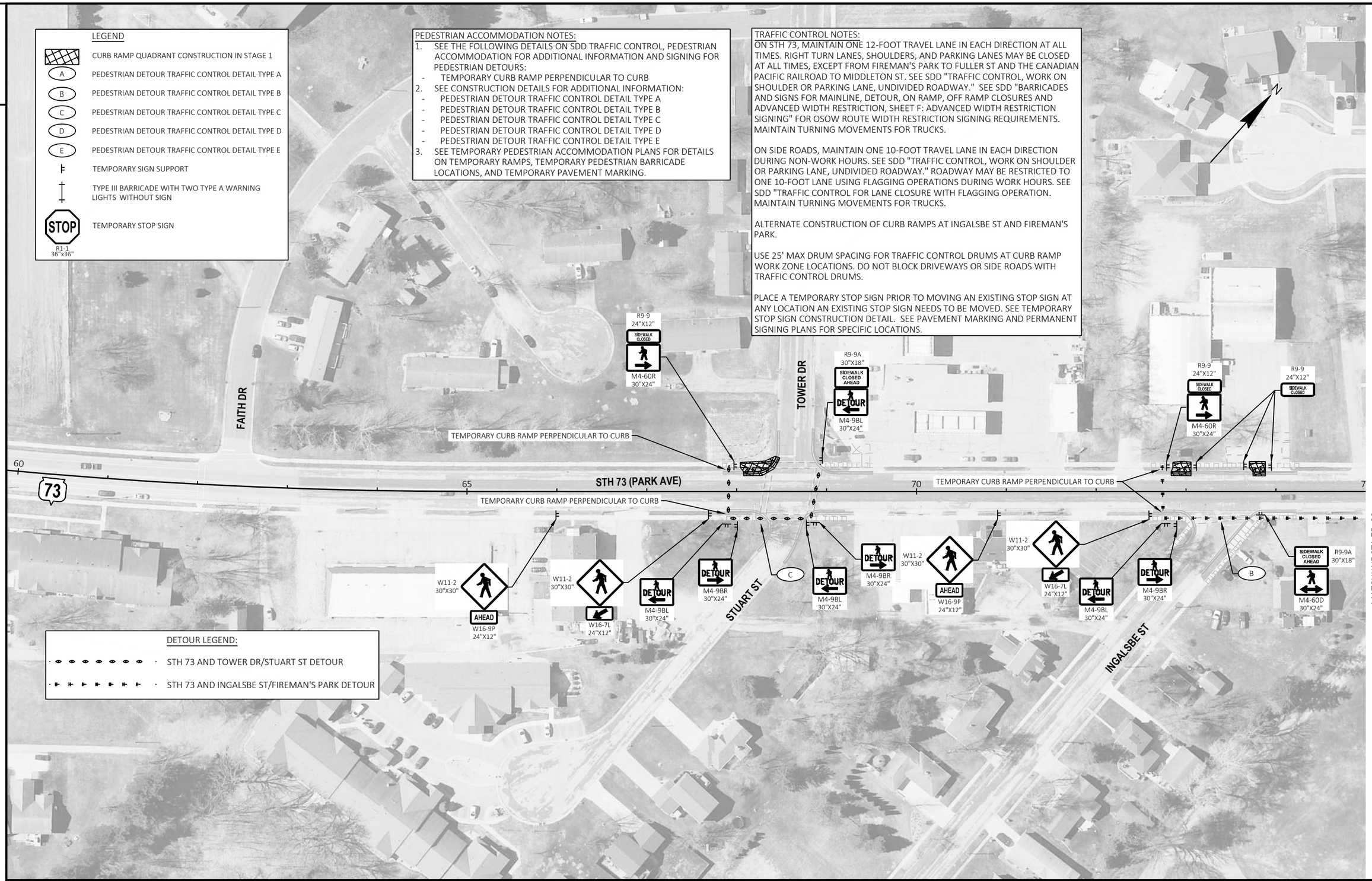
ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ALTERNATE CONSTRUCTION OF CURB RAMPS AT INGALSBE ST AND FIREMAN'S PARK.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.



2

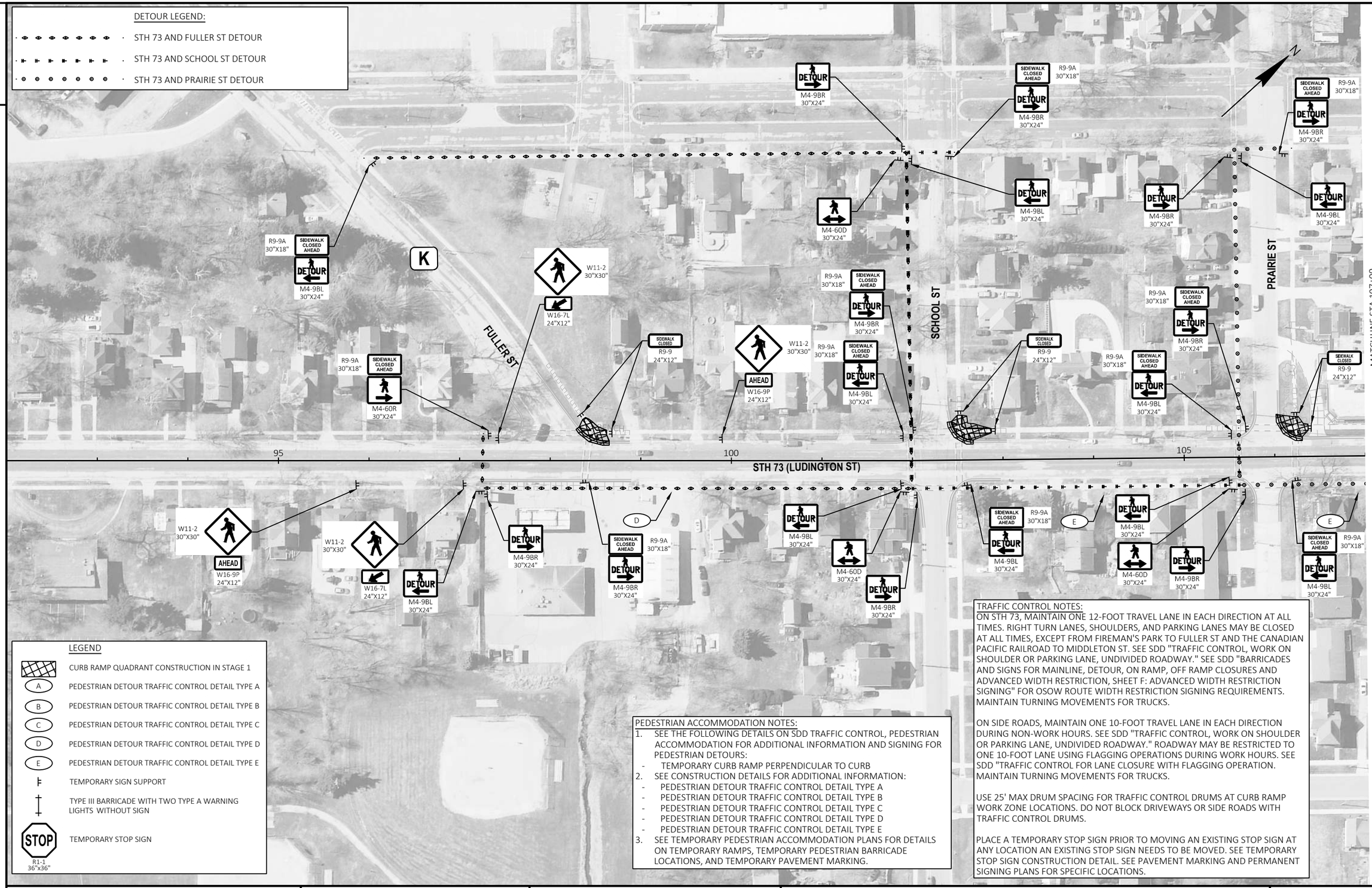
PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 1	SHEET 95	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED1.DWG
LAYOUT NAME - 01
PLOT DATE : 10/31/2024 12:51 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

DETOUR LEGEND:
STH 73 AND INGALSBE ST/FIREMAN'S PARK DETOUR
N
R9-9
24"X12"
SIDEWALK CLOSED
R9-9
24"X12"
SIDEWALK CLOSED
R9-9
24"X12"
SIDEWALK CLOSED
M4-60L
30"X24"
W11-2
30"X30"
W16-7L
24"X12"
W11-2
30"X30"
AHEAD
W16-9P
24"X12"
90
85
80
STH 73 (PARK AVE)
TEMPORARY CURB RAMP PERPENDICULAR TO CURB
TEMPORARY CURB RAMP PERPENDICULAR TO CURB
B
W11-2
30"X30"
AHEAD
W16-9P
24"X12"
W11-2
30"X30"
W16-7L
24"X12"
DETOUR
M4-9BR
30"X24"
DETOUR
M4-9BL
30"X24"
MATCHLINE STA 75+00
LEGEND
CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
A PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
B PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
C PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
D PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
E PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
TEMPORARY SIGN SUPPORT
TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
STOP
R1-1
36"x36"
TEMPORARY STOP SIGN
PEDESTRIAN ACCOMMODATION NOTES:
1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
- TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.
TRAFFIC CONTROL NOTES:
ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.
ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.
ALTERNATE CONSTRUCTION OF CURB RAMPS AT INGALSBE ST AND FIREMAN'S PARK.
USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.
PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

DETOUR LEGEND:

- STH 73 AND FULLER ST DETOUR
- STH 73 AND SCHOOL ST DETOUR
- STH 73 AND PRAIRIE ST DETOUR



LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- A — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- B — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- C — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- D — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- E — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — R1-1 36"x36" — TEMPORARY STOP SIGN

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

TRAFFIC CONTROL NOTES:

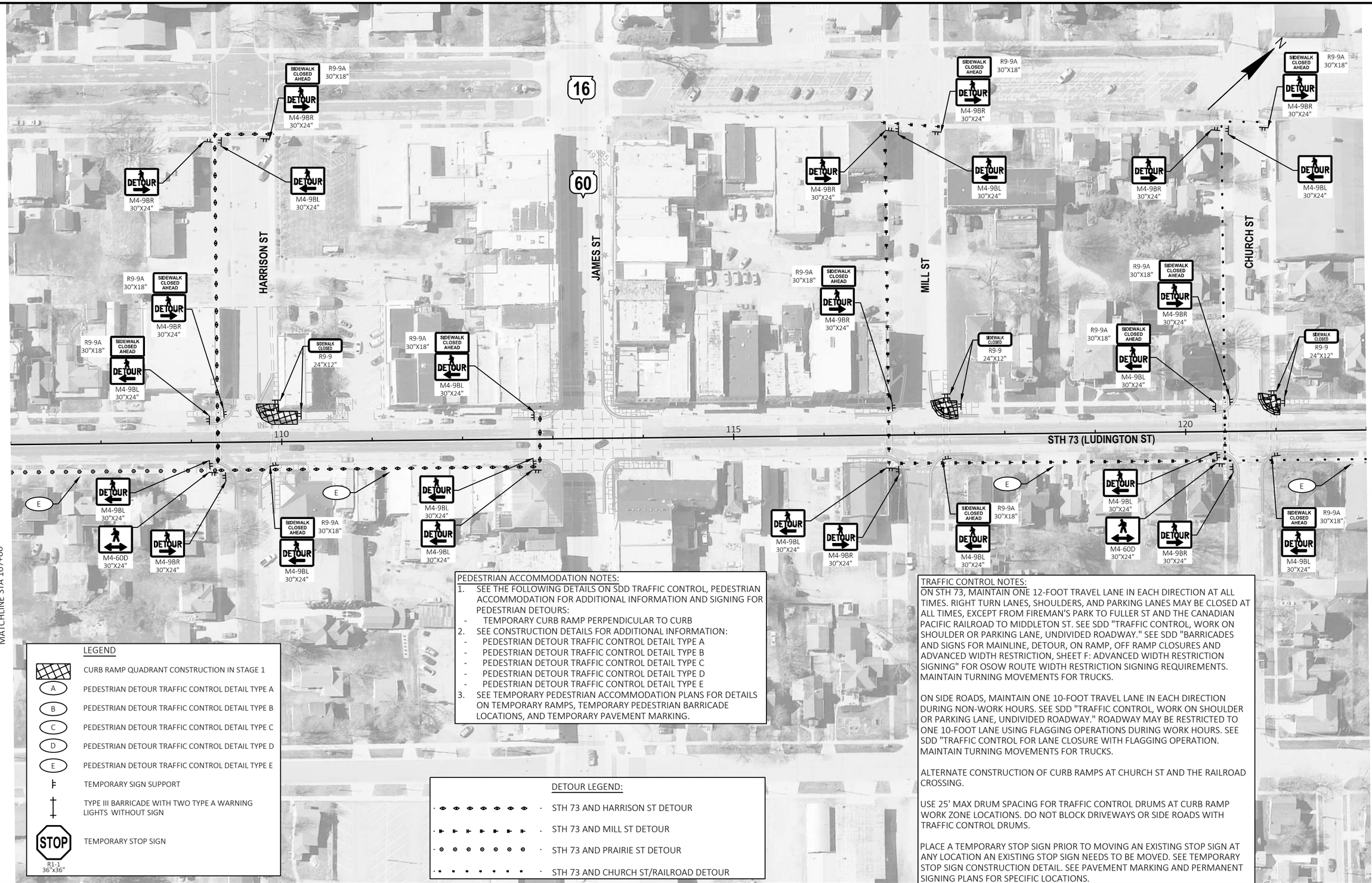
ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 1	SHEET 97	E



PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ALTERNATE CONSTRUCTION OF CURB RAMPS AT CHURCH ST AND THE RAILROAD CROSSING.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

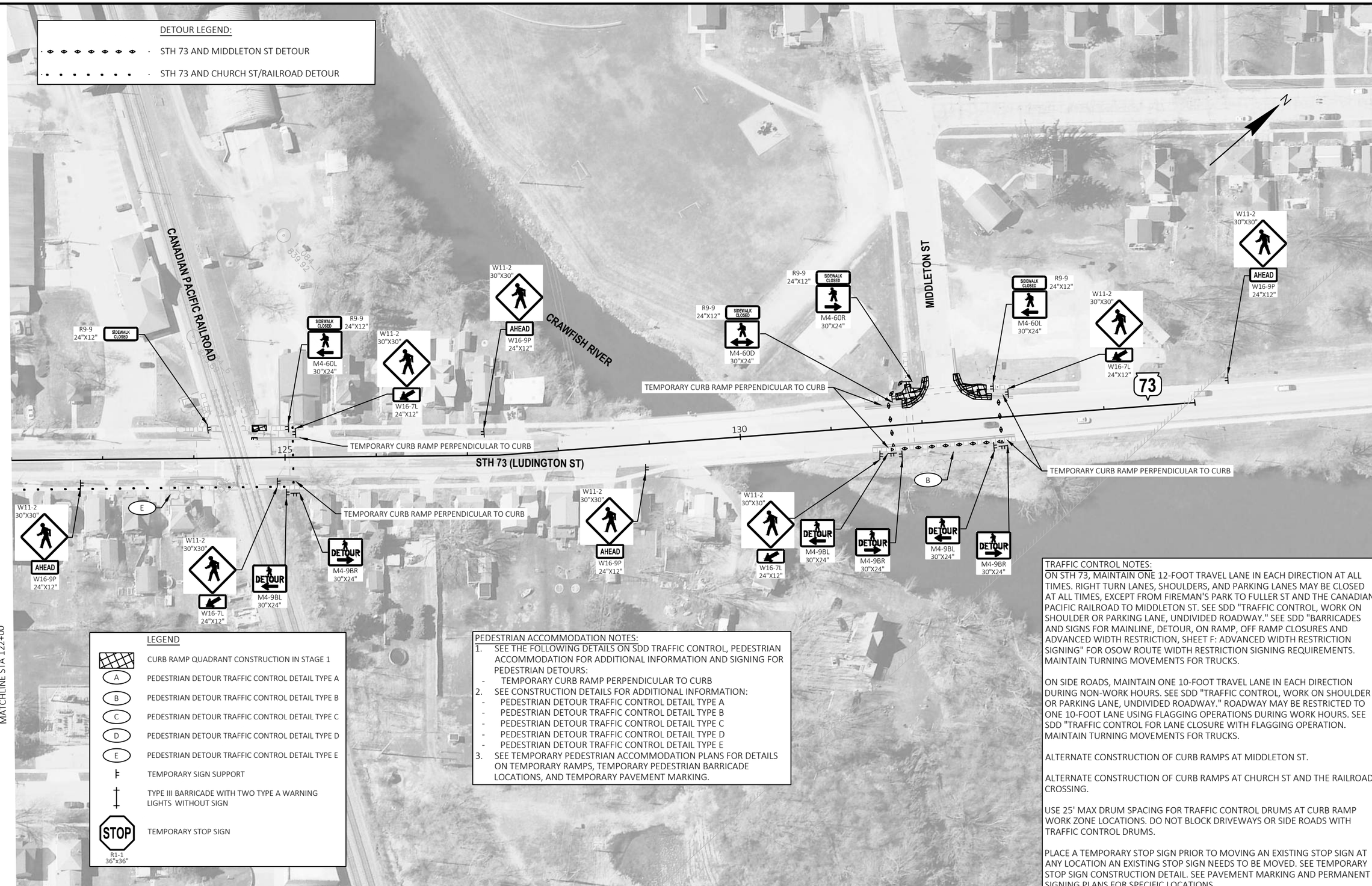
LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- (A) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- (B) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- (C) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- (D) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- (E) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — R1-1 36"x36" — TEMPORARY STOP SIGN

DETOUR LEGEND:

- STH 73 AND HARRISON ST DETOUR
- STH 73 AND MILL ST DETOUR
- STH 73 AND PRAIRIE ST DETOUR
- STH 73 AND CHURCH ST/RAILROAD DETOUR

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 1	SHEET 98	E



LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- A — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- B — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- C — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- D — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- E — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — R1-1 36"x36" — TEMPORARY STOP SIGN

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ALTERNATE CONSTRUCTION OF CURB RAMPS AT MIDDLETON ST.

ALTERNATE CONSTRUCTION OF CURB RAMPS AT CHURCH ST AND THE RAILROAD CROSSING.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

2

LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- (A) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- (B) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- (C) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- (D) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- (E) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — R1-1 36"x36" — TEMPORARY STOP SIGN

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
   - TEMPORARY TERRACE CURB RAMP
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

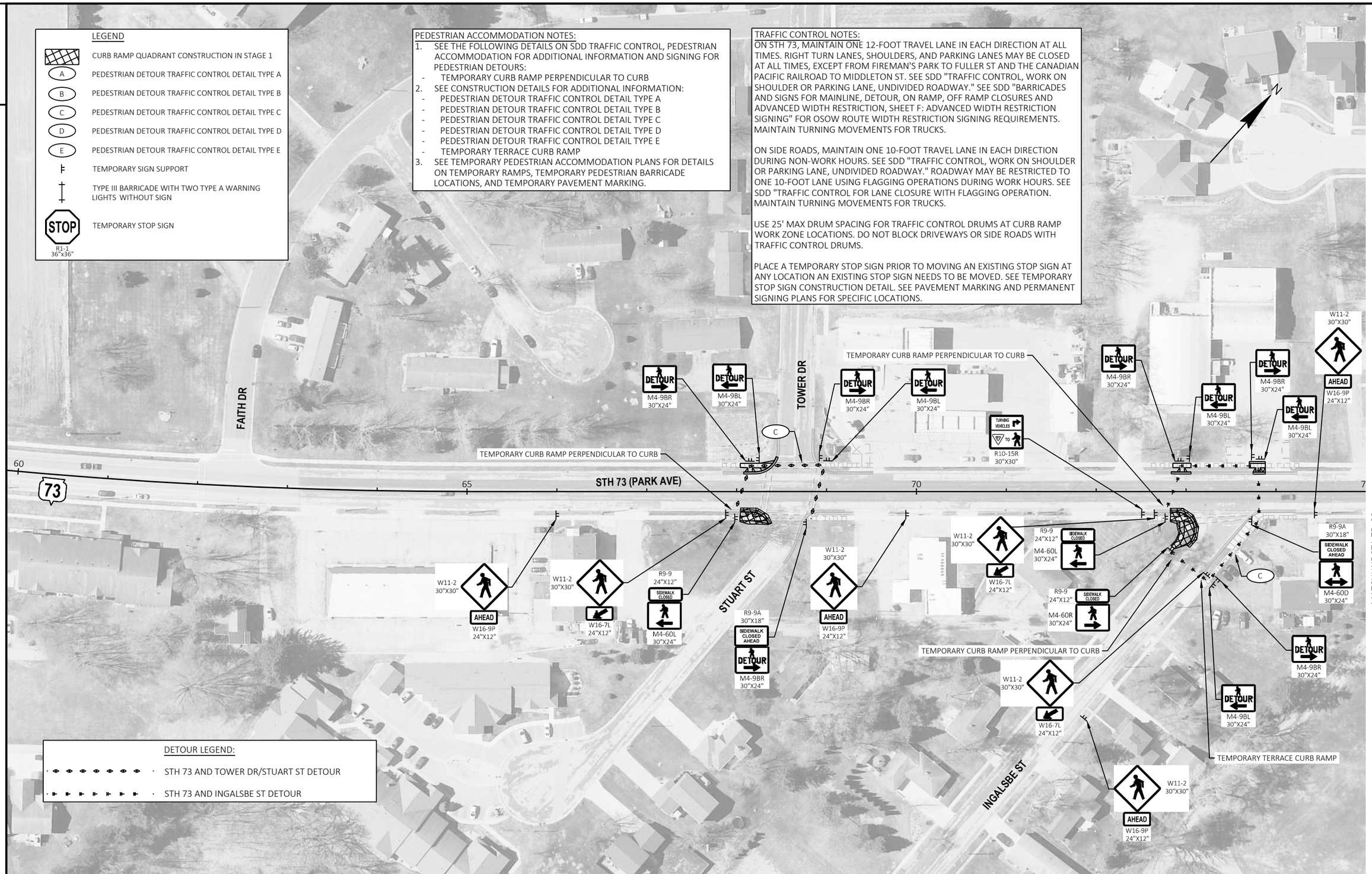
TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 2	SHEET 100	E

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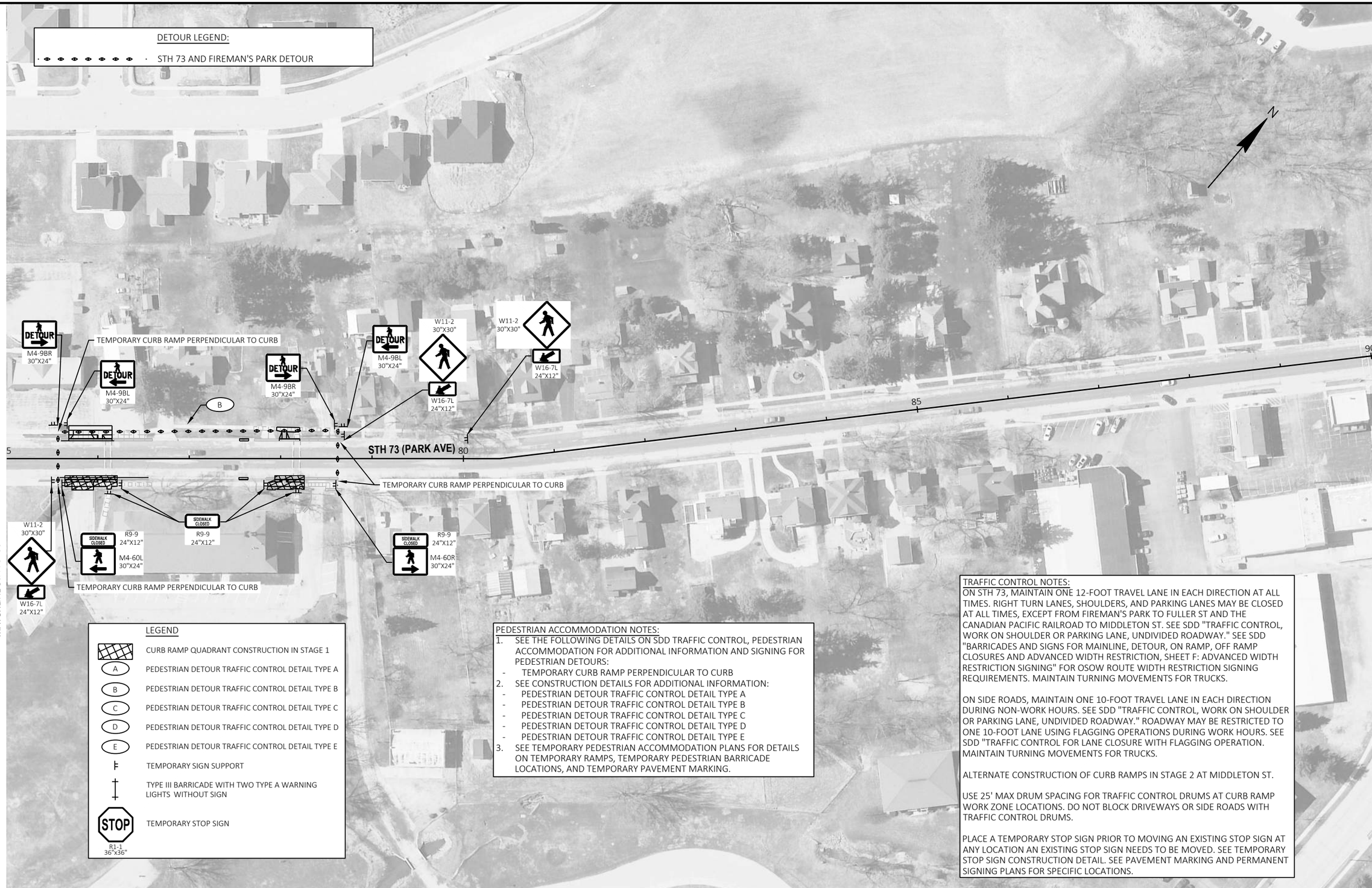
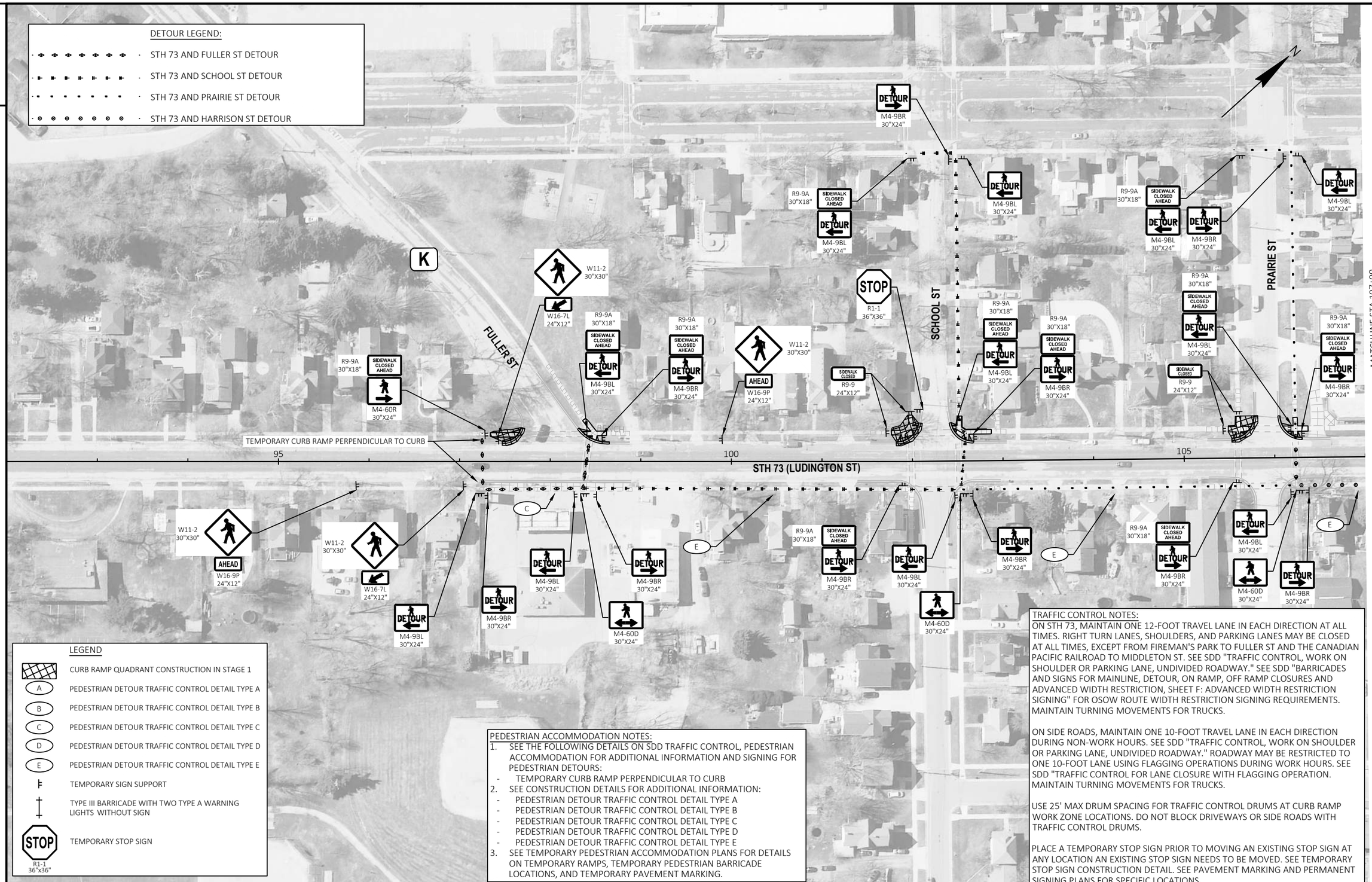
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42


DETOUR LEGEND:
STH 73 AND FIREMAN'S PARK DETOUR
N
M4-9BR 30"X24"
M4-9BL 30"X24"
TEMPORARY CURB RAMP PERPENDICULAR TO CURB
M4-9BR 30"X24"
M4-9BL 30"X24"
W11-2 30"X30"
W16-7L 24"X12"
W11-2 30"X30"
W16-7L 24"X12"
B
STH 73 (PARK AVE)
75
80
85
90
TEMPORARY CURB RAMP PERPENDICULAR TO CURB
SIDEWALK CLOSED
R9-9 24"X12"
M4-60L 30"X24"
R9-9 24"X12"
M4-60R 30"X24"
W11-2 30"X30"
W16-7L 24"X12"
TEMPORARY CURB RAMP PERPENDICULAR TO CURB
MATCHLINE STA 75+00
LEGEND
CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
A PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
B PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
C PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
D PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
E PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
TEMPORARY SIGN SUPPORT
TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
STOP
R1-1 36"X36"
TEMPORARY STOP SIGN
PEDESTRIAN ACCOMMODATION NOTES:
1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
- TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.
TRAFFIC CONTROL NOTES:
ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.
ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.
ALTERNATE CONSTRUCTION OF CURB RAMPS IN STAGE 2 AT MIDDLETON ST.
USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.
PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.



PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

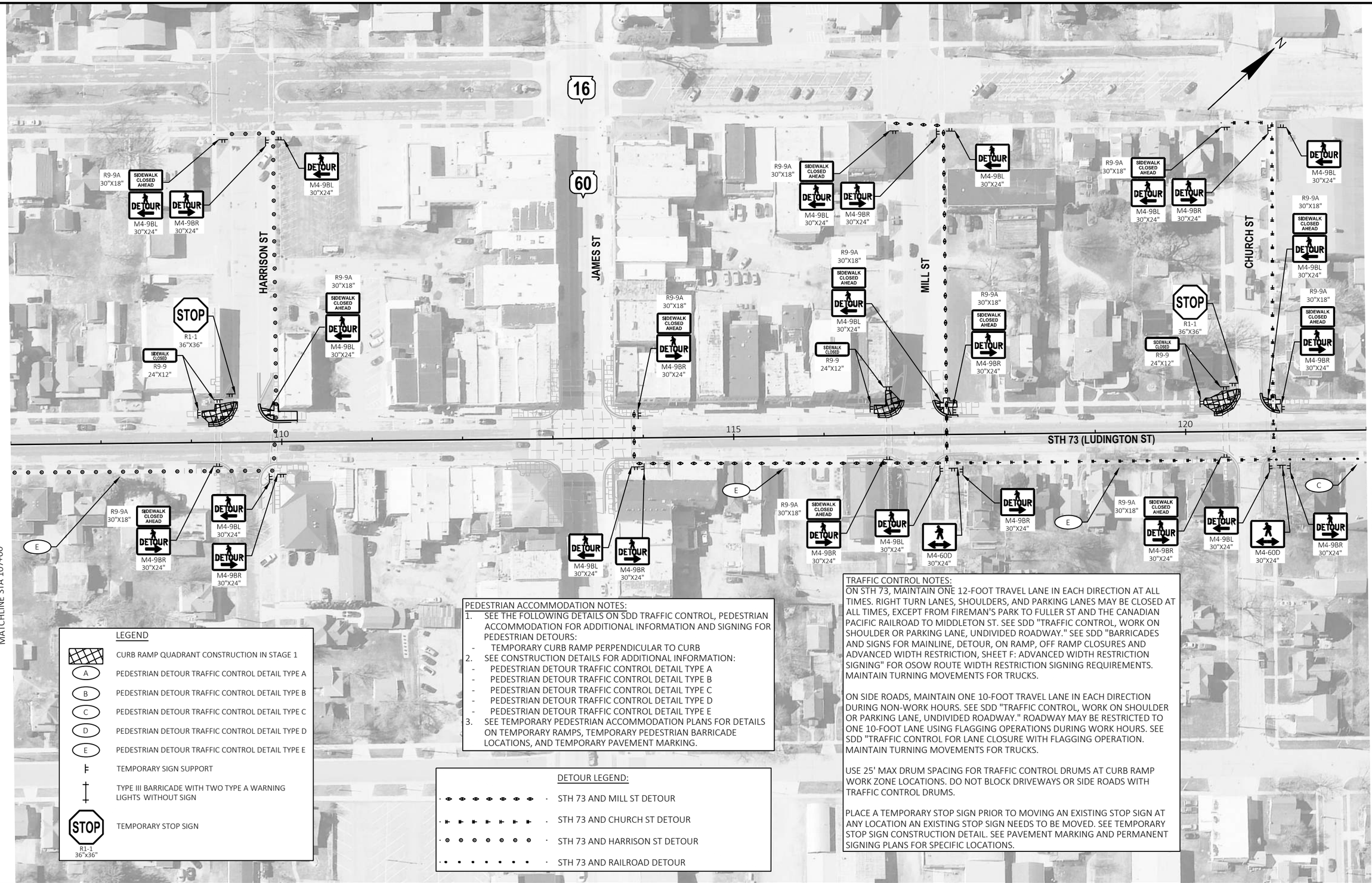
TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.



PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

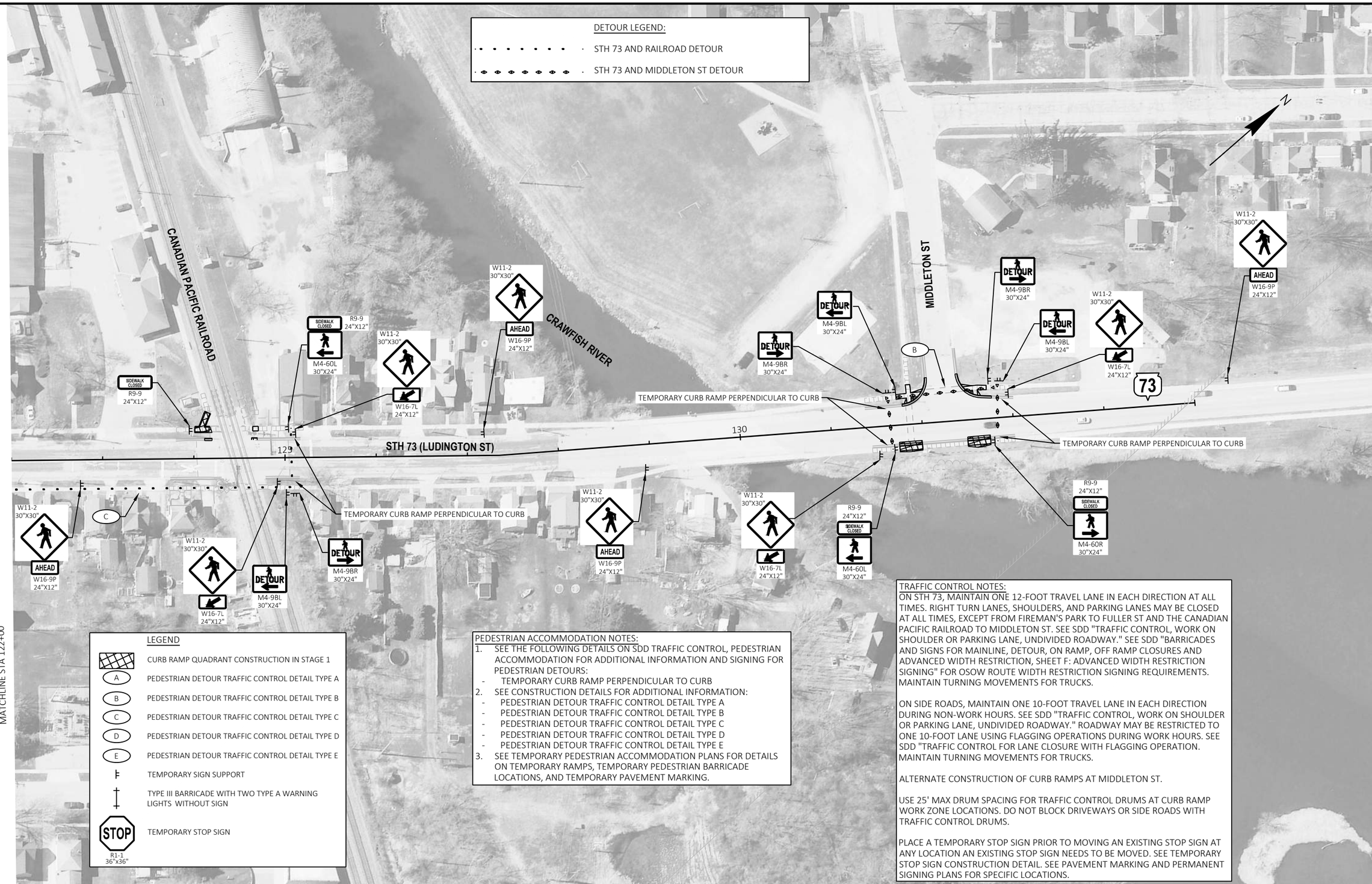
LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- (A) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- (B) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- (C) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- (D) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- (E) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — TEMPORARY STOP SIGN (R1-1 36"x36")

DETOUR LEGEND:

- STH 73 AND MILL ST DETOUR
- STH 73 AND CHURCH ST DETOUR
- STH 73 AND HARRISON ST DETOUR
- STH 73 AND RAILROAD DETOUR

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 2	SHEET 103	E



LEGEND

	CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
A	PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
B	PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
C	PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
D	PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
E	PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
	TEMPORARY SIGN SUPPORT
	TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
STOP R1-1 36"x36"	TEMPORARY STOP SIGN

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ALTERNATE CONSTRUCTION OF CURB RAMPS AT MIDDLETON ST.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

2

LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- (A) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- (B) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- (C) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- (D) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- (E) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — R1-1 36"x36" — TEMPORARY STOP SIGN

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
   - TEMPORARY TERRACE CURB RAMP
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

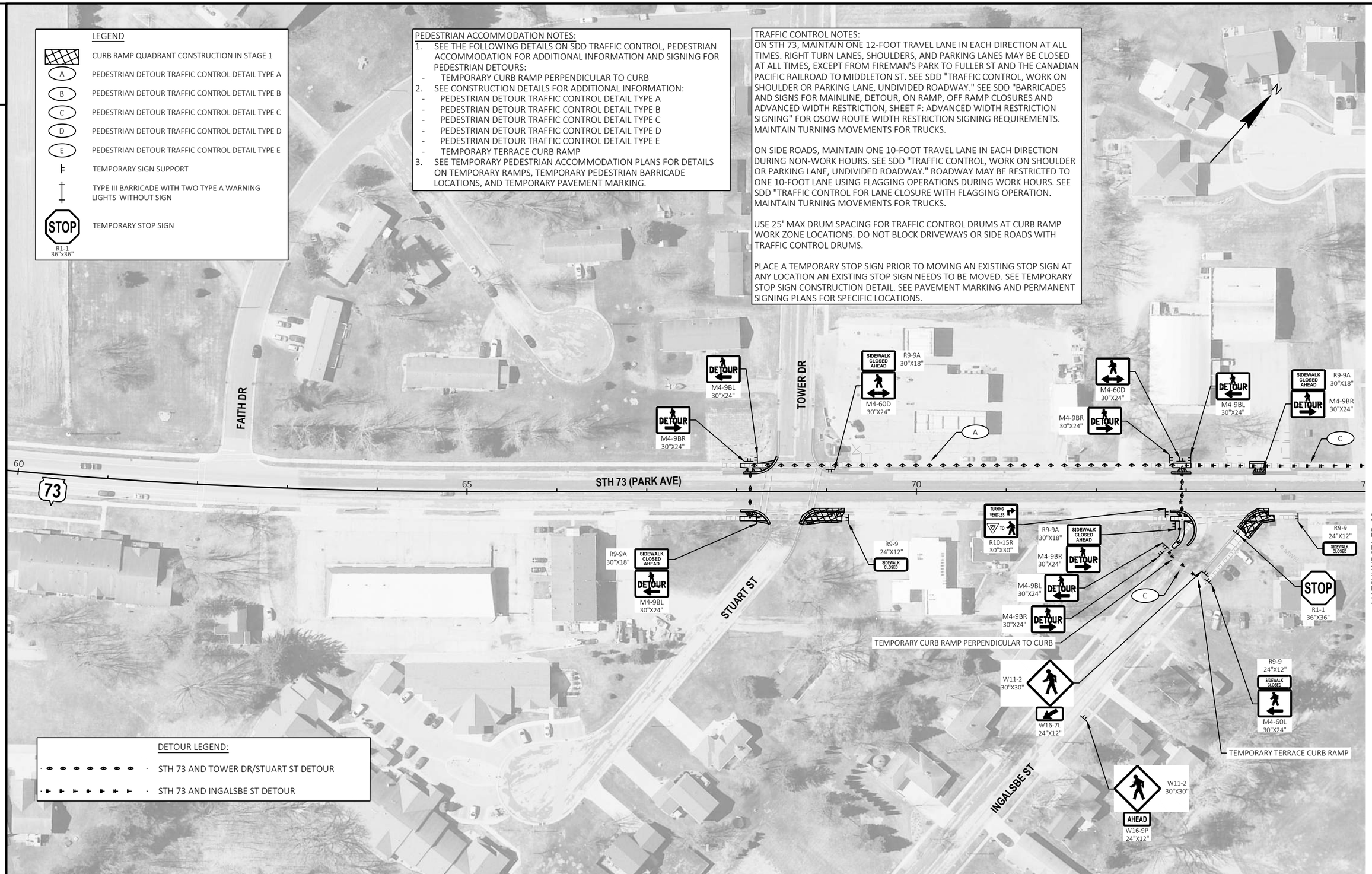
TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.



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PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 3	SHEET 105	E

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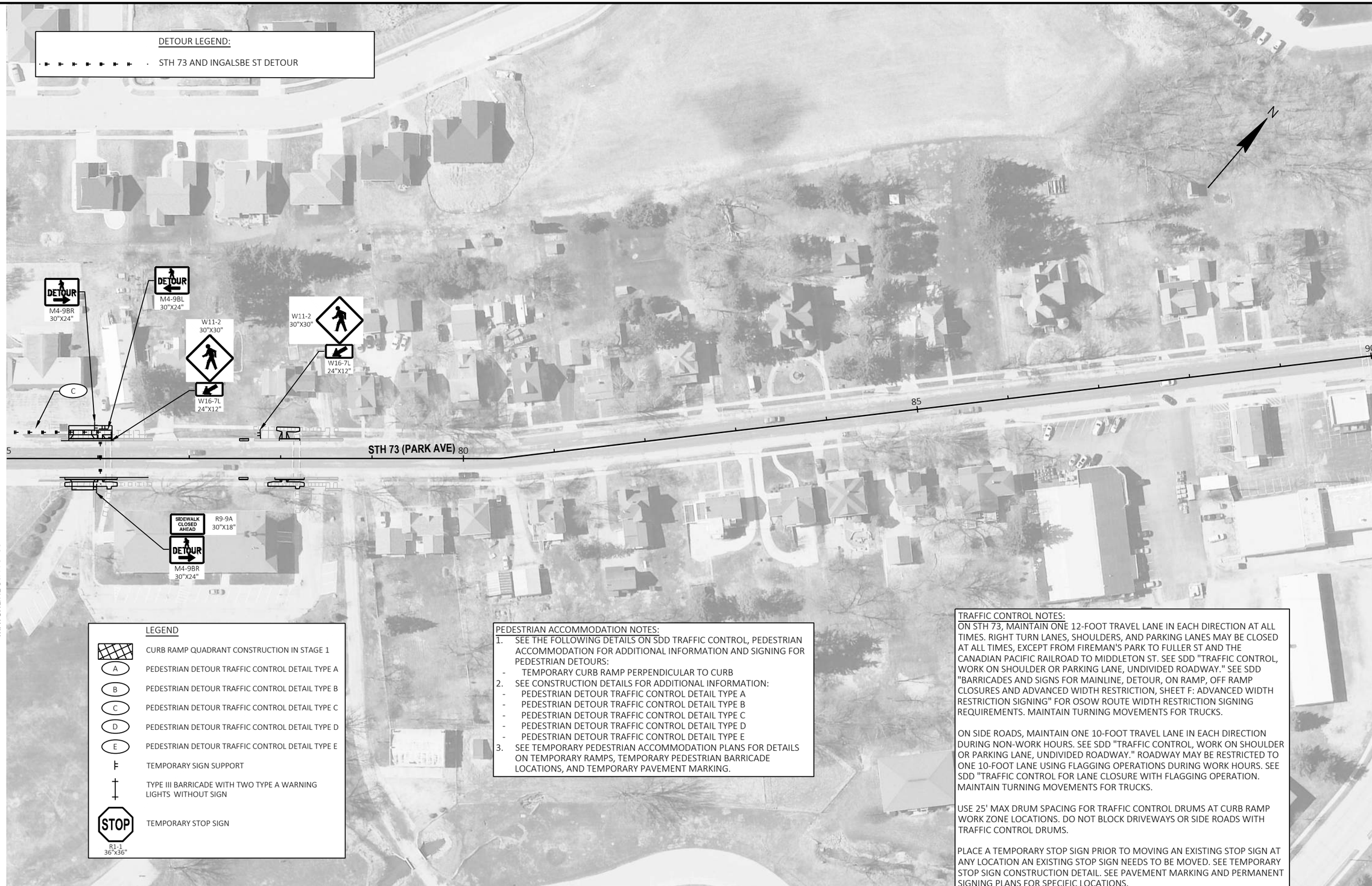
PLOT DATE : 10/31/2024 12:53 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT


DETOUR LEGEND:
STH 73 AND INGALSBE ST DETOUR
N
DETOUR
M4-9BR
30"X24"
DETOUR
M4-9BL
30"X24"
W11-2
30"X30"
W16-7L
24"X12"
W11-2
30"X30"
W16-7L
24"X12"
C
STH 73 (PARK AVE)
80
85
90
SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
DETOUR
M4-9BR
30"X24"
MATCHLINE STA 75+00
LEGEND
CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
A
PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
B
PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
C
PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
D
PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
E
PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
TEMPORARY SIGN SUPPORT
TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
STOP
R1-1
36"X36"
TEMPORARY STOP SIGN
PEDESTRIAN ACCOMMODATION NOTES:
1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
- TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.
TRAFFIC CONTROL NOTES:
ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.
ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.
USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.
PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

2

LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- A — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- B — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- C — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- D — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- E — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — R1-1 36"x36" — TEMPORARY STOP SIGN

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

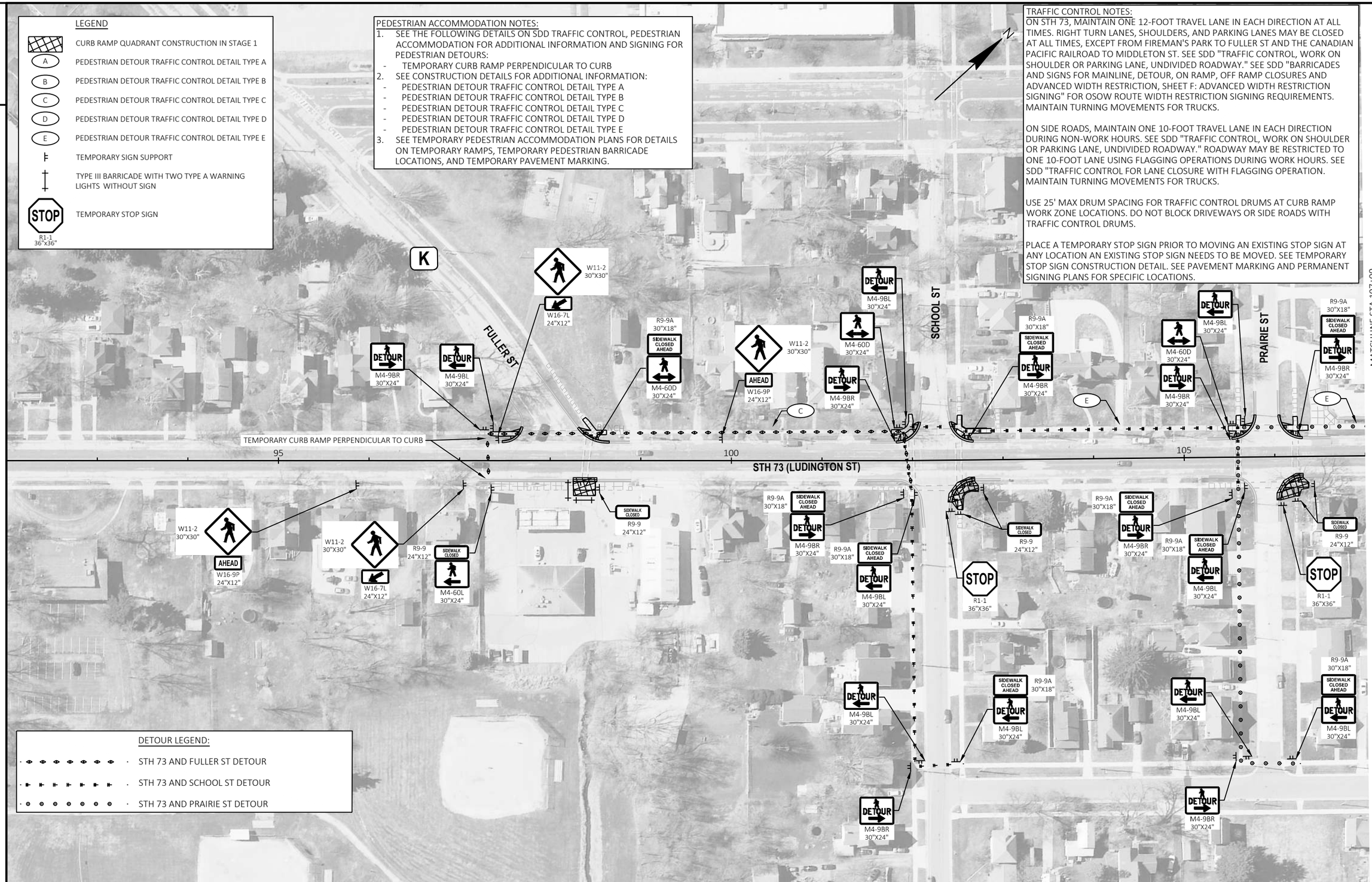
TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 3	SHEET 107	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED3.DWG
LAYOUT NAME - 03
PLOT DATE : 10/31/2024 12:53 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- A — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- B — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- C — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- D — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- E — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — TEMPORARY STOP SIGN (R1-1 36"x36")

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

TRAFFIC CONTROL NOTES:

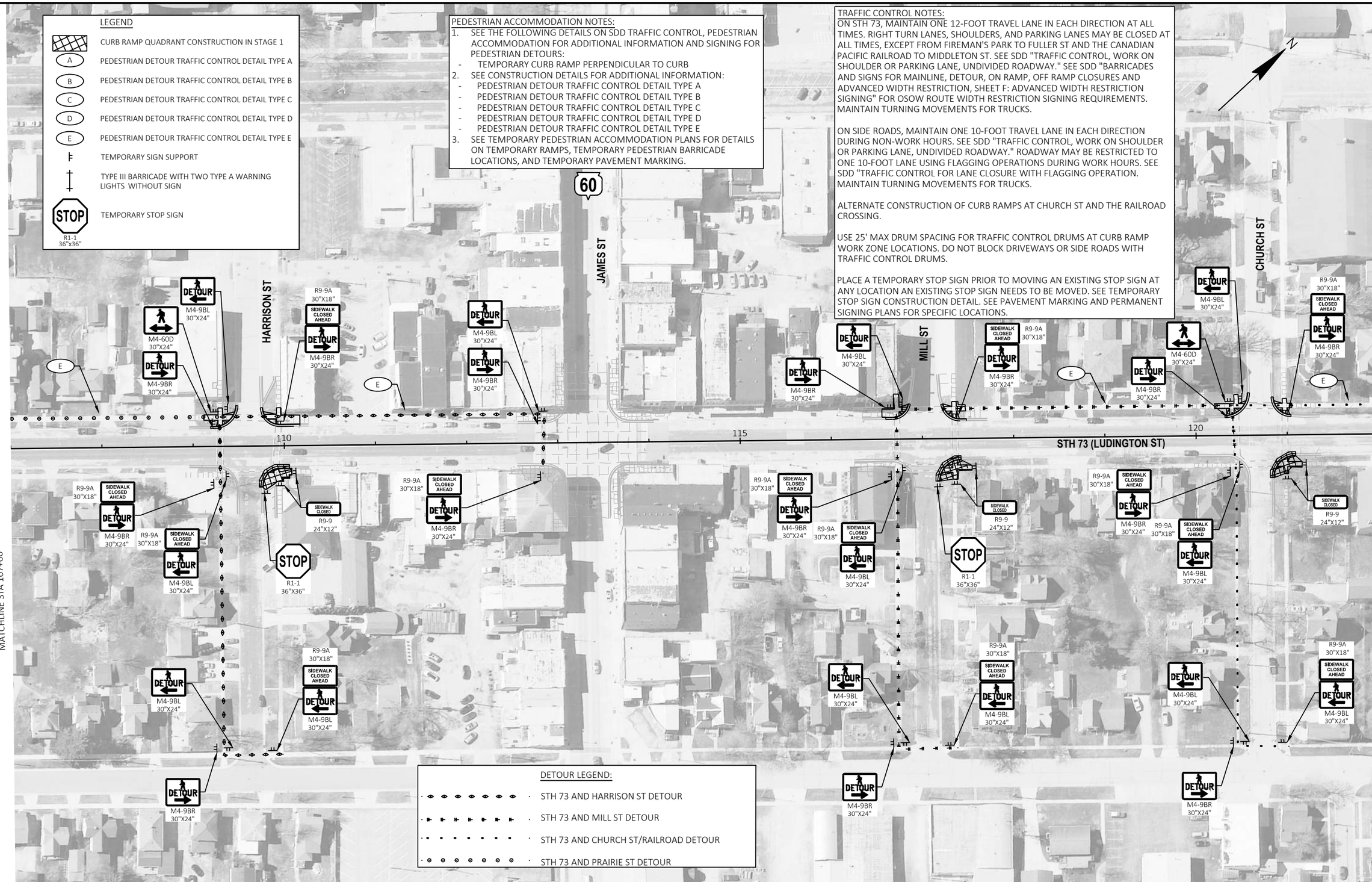
ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ALTERNATE CONSTRUCTION OF CURB RAMPS AT CHURCH ST AND THE RAILROAD CROSSING.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

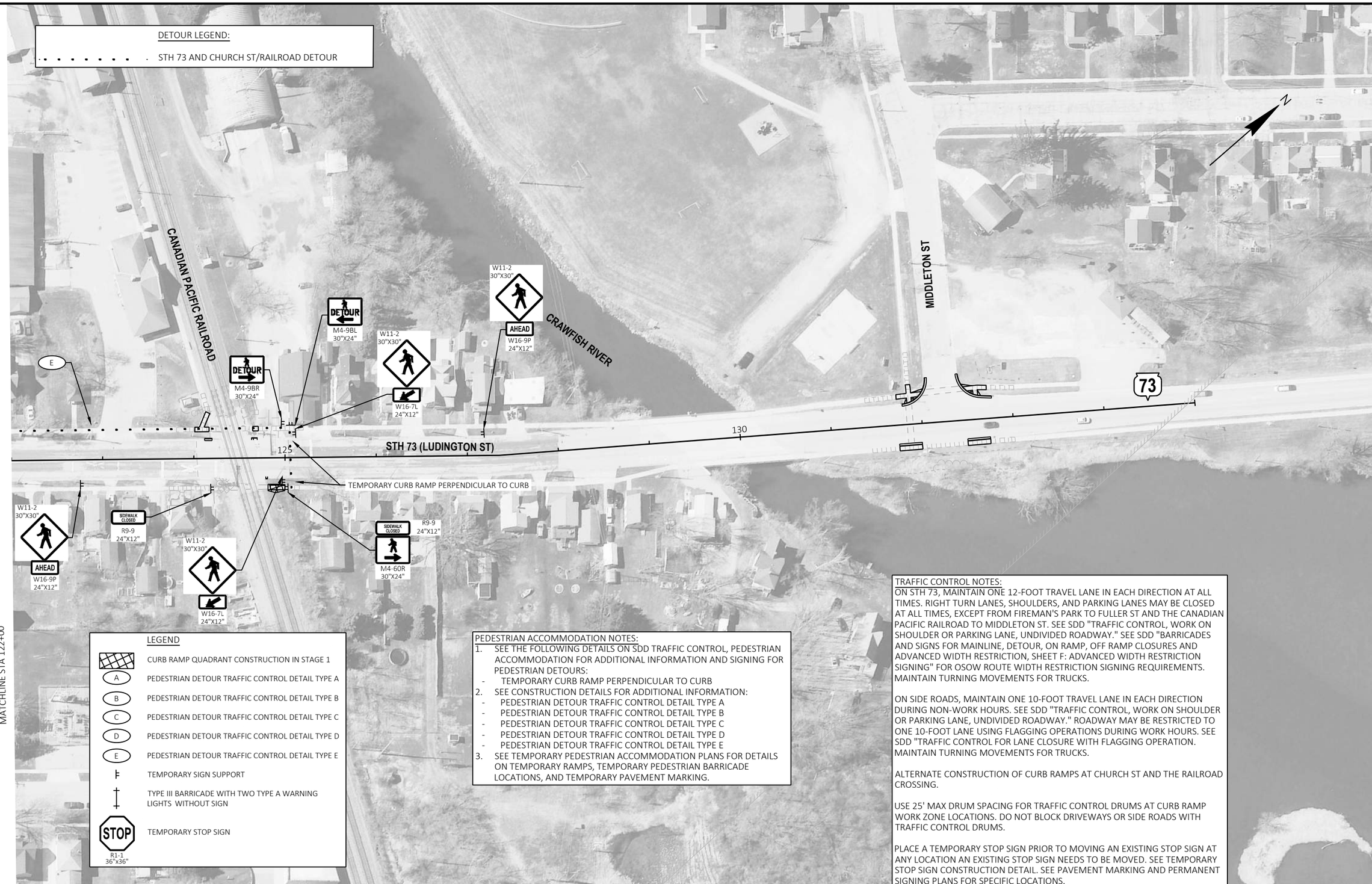
PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 3	SHEET 108	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED3.DWG
LAYOUT NAME - 04
PLOT DATE : 10/31/2024 12:53 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42


DETOUR LEGEND:
STH 73 AND CHURCH ST/RAILROAD DETOUR
CANADIAN PACIFIC RAILROAD
CRAWFISH RIVER
MIDDLETON ST
STH 73 (LUDINGTON ST)
73
N
E
125
130
TEMPORARY CURB RAMP PERPENDICULAR TO CURB
DETOUR
M4-9BL
30"X24"
DETOUR
M4-9BR
30"X24"
W11-2
30"X30"
W16-7L
24"X12"
W11-2
30"X30"
AHEAD
W16-9P
24"X12"
W11-2
30"X30"
AHEAD
W16-9P
24"X12"
SIDEWALK CLOSED
R9-9
24"X12"
W11-2
30"X30"
W16-7L
24"X12"
SIDEWALK CLOSED
R9-9
24"X12"
M4-60R
30"X24"
MATCHLINE STA 122+00
LEGEND
CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
A PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
B PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
C PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
D PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
E PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
TEMPORARY SIGN SUPPORT
TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
STOP
R1-1
36"x36"
TEMPORARY STOP SIGN
PEDESTRIAN ACCOMMODATION NOTES:
1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
- TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.
TRAFFIC CONTROL NOTES:
ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.
ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.
ALTERNATE CONSTRUCTION OF CURB RAMPS AT CHURCH ST AND THE RAILROAD CROSSING.
USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.
PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

2

LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- (A) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- (B) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- (C) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- (D) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- (E) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — R1-1 36"x36" — TEMPORARY STOP SIGN

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

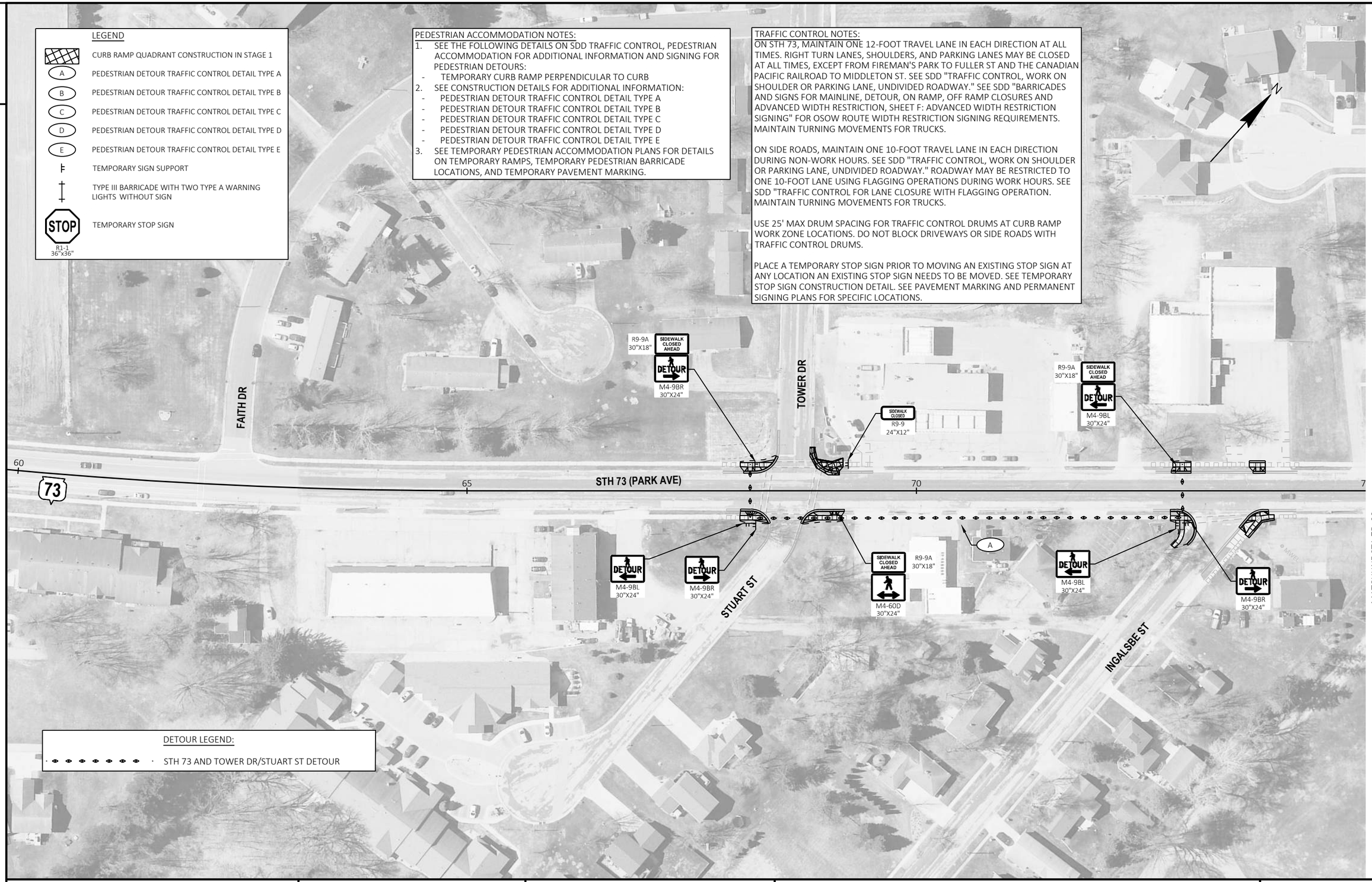
TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

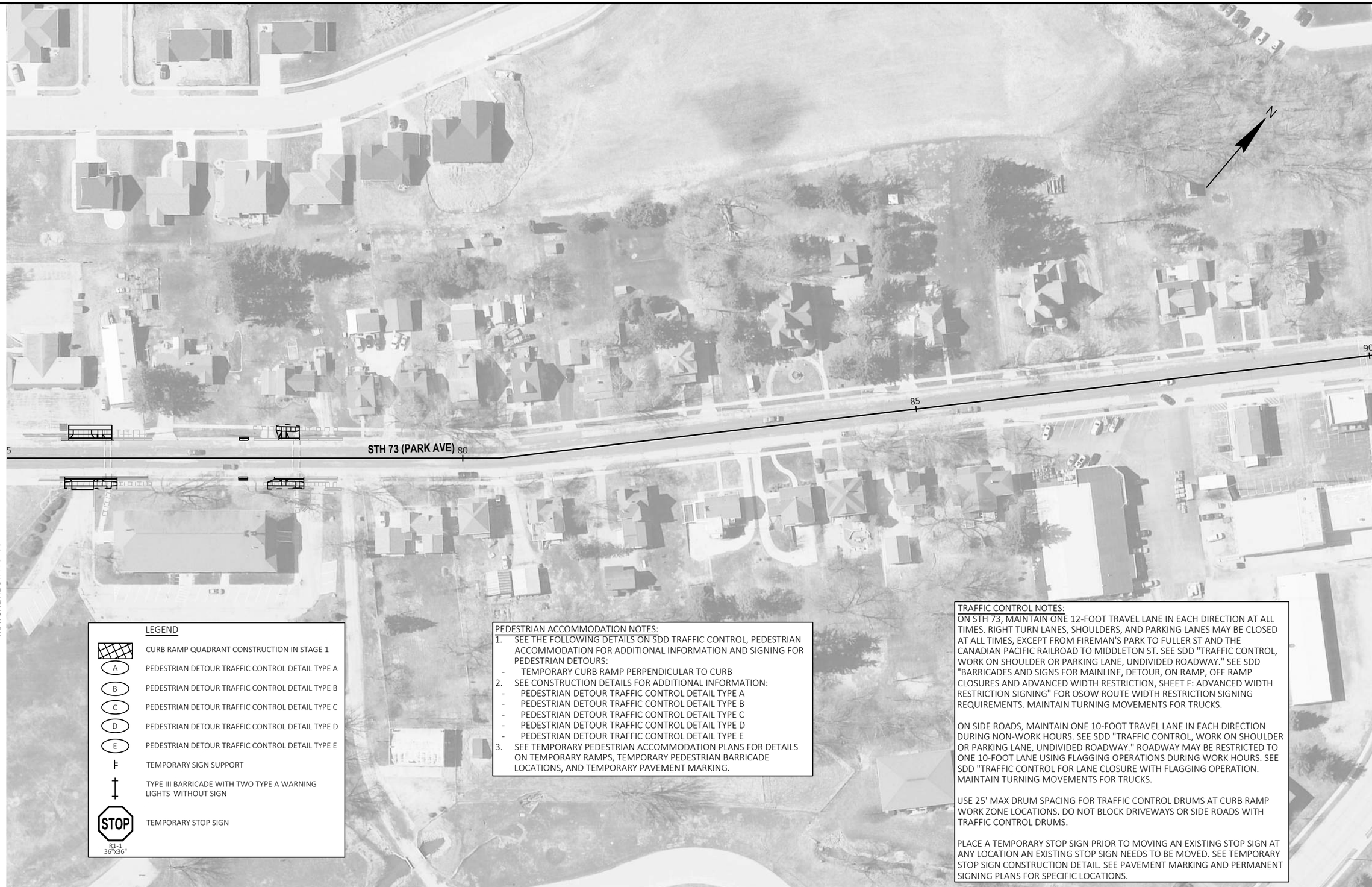
PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 4	SHEET 110	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED4.DWG
LAYOUT NAME - 01
PLOT DATE : 10/31/2024 12:53 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- A — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- B — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- C — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- D — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- E — PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — TEMPORARY STOP SIGN (R1-1 36"x36")

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 4	SHEET 111	E

2

LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- (A) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- (B) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- (C) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- (D) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- (E) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — R1-1 36"x36" — TEMPORARY STOP SIGN

TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

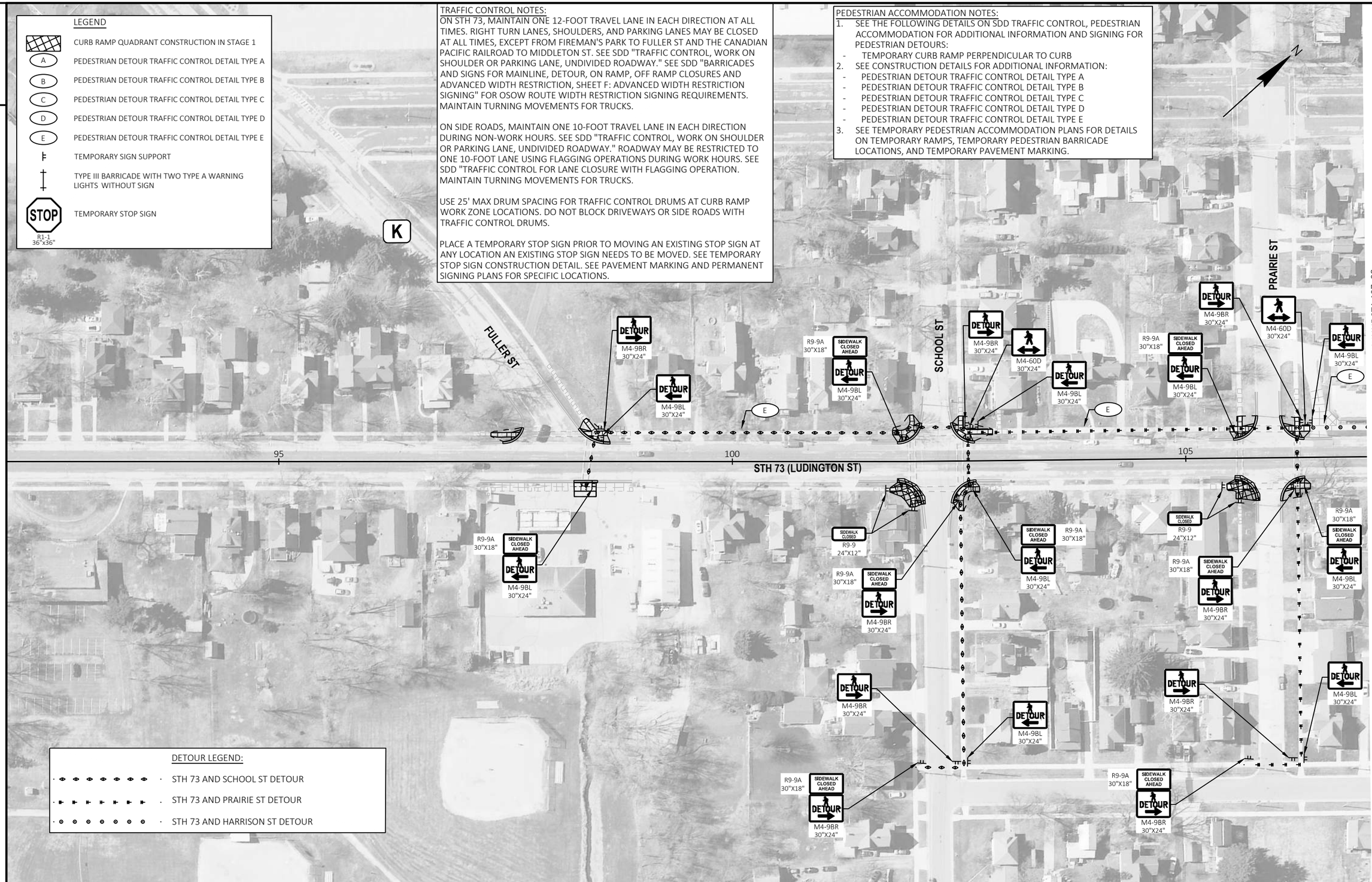
ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 4	SHEET 112	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED4.DWG
LAYOUT NAME - 03
PLOT DATE : 10/31/2024 12:53 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- (A) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- (B) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- (C) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- (D) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- (E) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — R1-1 36"X36" — TEMPORARY STOP SIGN

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

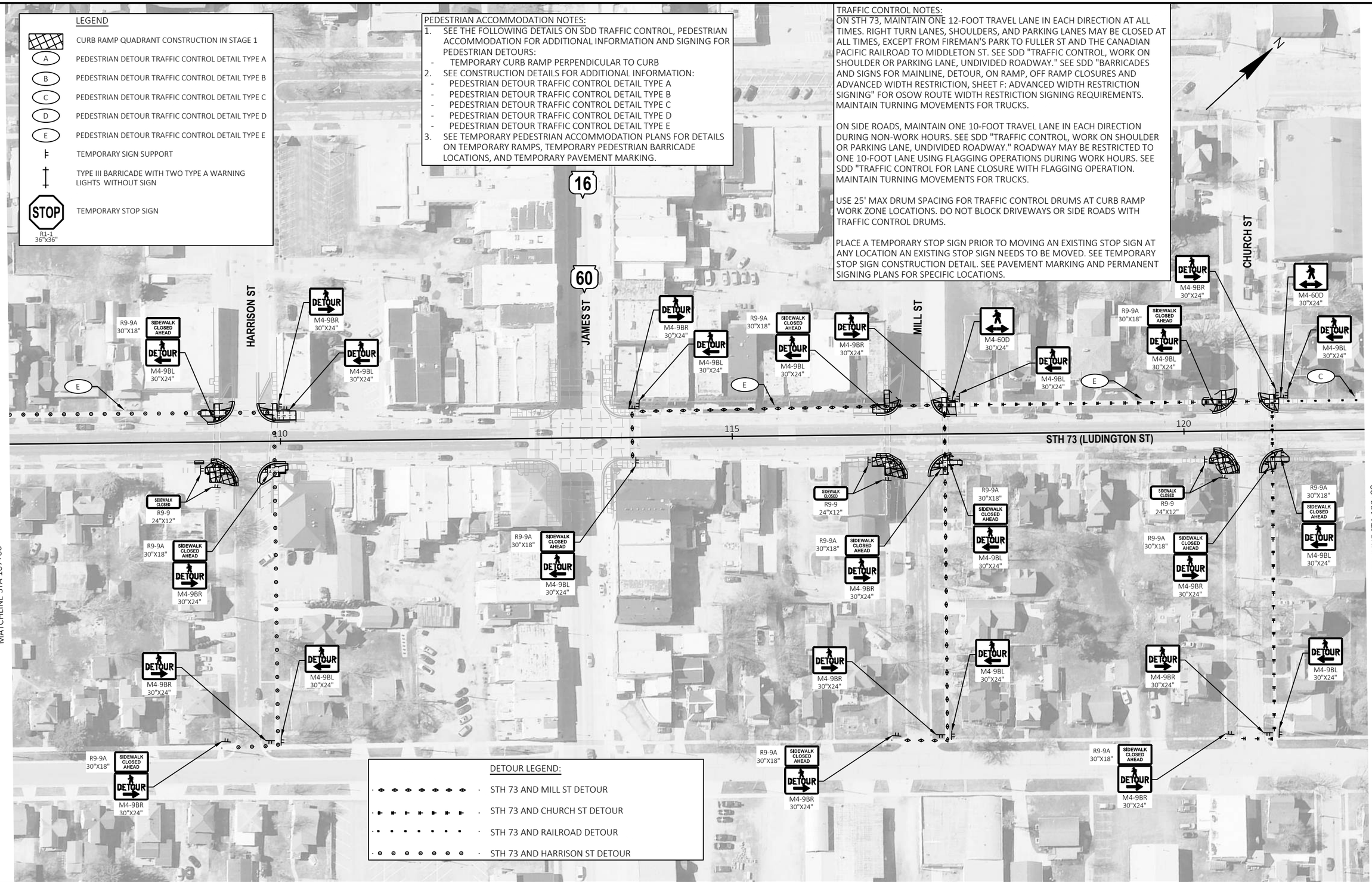
TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

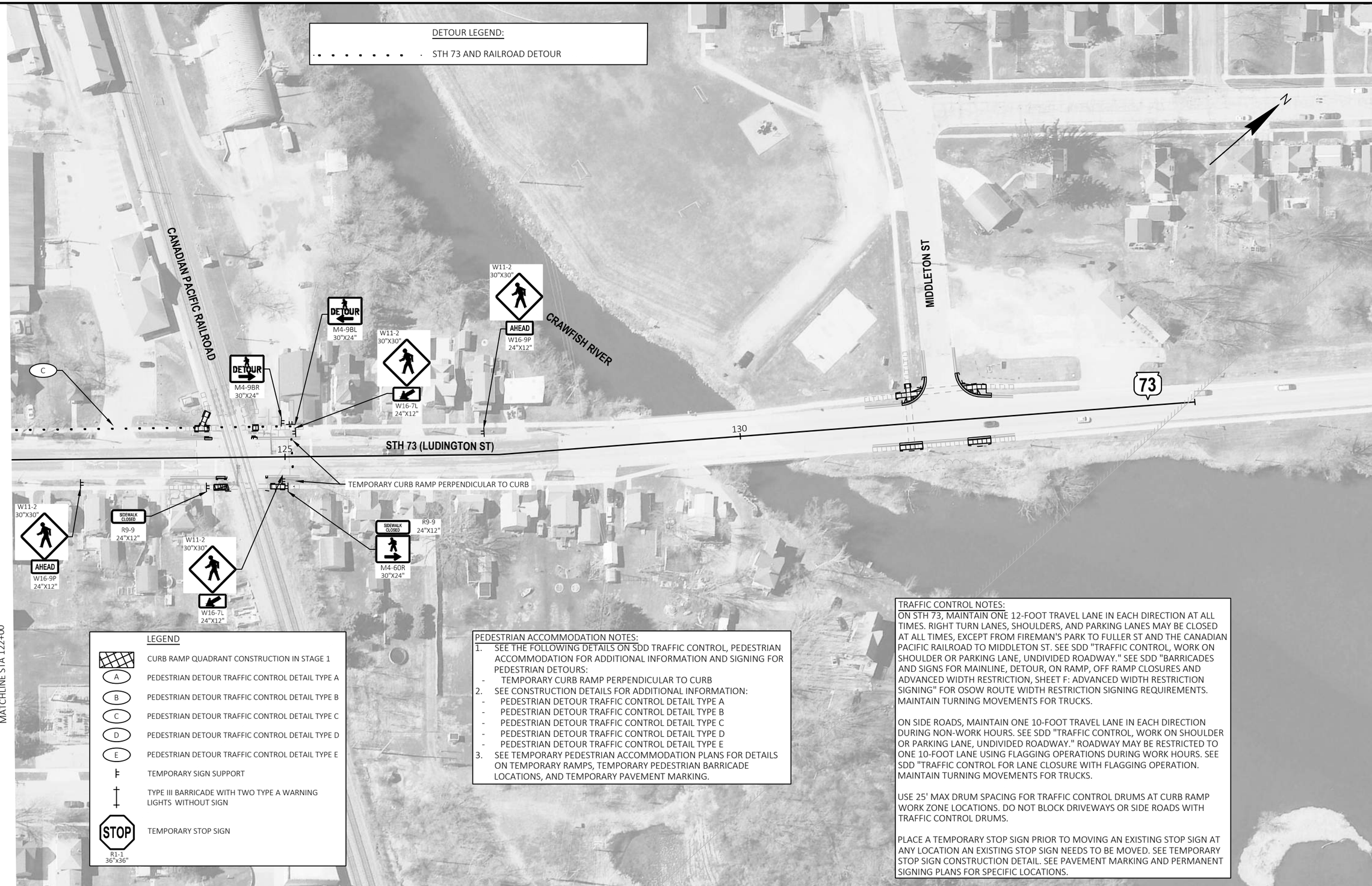
PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.



2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 4	SHEET 113	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\025101-TC-PED4.DWG
LAYOUT NAME - 04
PLOT DATE : 10/31/2024 12:54 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



LEGEND

- CURB RAMP QUADRANT CONSTRUCTION IN STAGE 1
- (A) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
- (B) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
- (C) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
- (D) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
- (E) PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITHOUT SIGN
- STOP — R1-1 36"x36" — TEMPORARY STOP SIGN

PEDESTRIAN ACCOMMODATION NOTES:

1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - TEMPORARY CURB RAMP PERPENDICULAR TO CURB
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE A
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE B
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE C
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE D
   - PEDESTRIAN DETOUR TRAFFIC CONTROL DETAIL TYPE E
3. SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS FOR DETAILS ON TEMPORARY RAMPS, TEMPORARY PEDESTRIAN BARRICADE LOCATIONS, AND TEMPORARY PAVEMENT MARKING.

TRAFFIC CONTROL NOTES:

ON STH 73, MAINTAIN ONE 12-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES. RIGHT TURN LANES, SHOULDERS, AND PARKING LANES MAY BE CLOSED AT ALL TIMES, EXCEPT FROM FIREMAN'S PARK TO FULLER ST AND THE CANADIAN PACIFIC RAILROAD TO MIDDLETON ST. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION, SHEET F: ADVANCED WIDTH RESTRICTION SIGNING" FOR OSOW ROUTE WIDTH RESTRICTION SIGNING REQUIREMENTS. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

ON SIDE ROADS, MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION DURING NON-WORK HOURS. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ROADWAY MAY BE RESTRICTED TO ONE 10-FOOT LANE USING FLAGGING OPERATIONS DURING WORK HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION. MAINTAIN TURNING MOVEMENTS FOR TRUCKS.

USE 25' MAX DRUM SPACING FOR TRAFFIC CONTROL DRUMS AT CURB RAMP WORK ZONE LOCATIONS. DO NOT BLOCK DRIVEWAYS OR SIDE ROADS WITH TRAFFIC CONTROL DRUMS.

PLACE A TEMPORARY STOP SIGN PRIOR TO MOVING AN EXISTING STOP SIGN AT ANY LOCATION AN EXISTING STOP SIGN NEEDS TO BE MOVED. SEE TEMPORARY STOP SIGN CONSTRUCTION DETAIL. SEE PAVEMENT MARKING AND PERMANENT SIGNING PLANS FOR SPECIFIC LOCATIONS.

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 4	SHEET 114	E

2

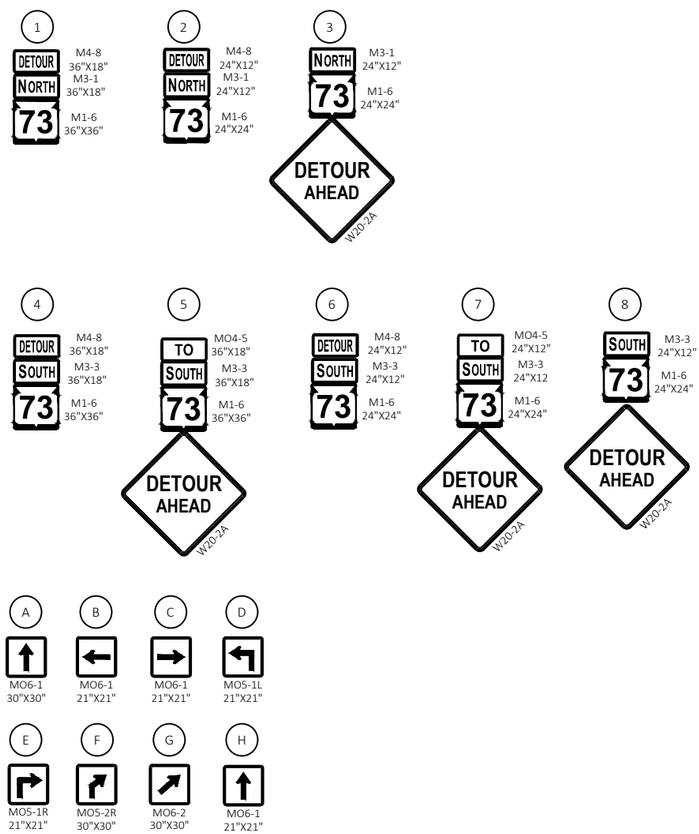
NOTES:

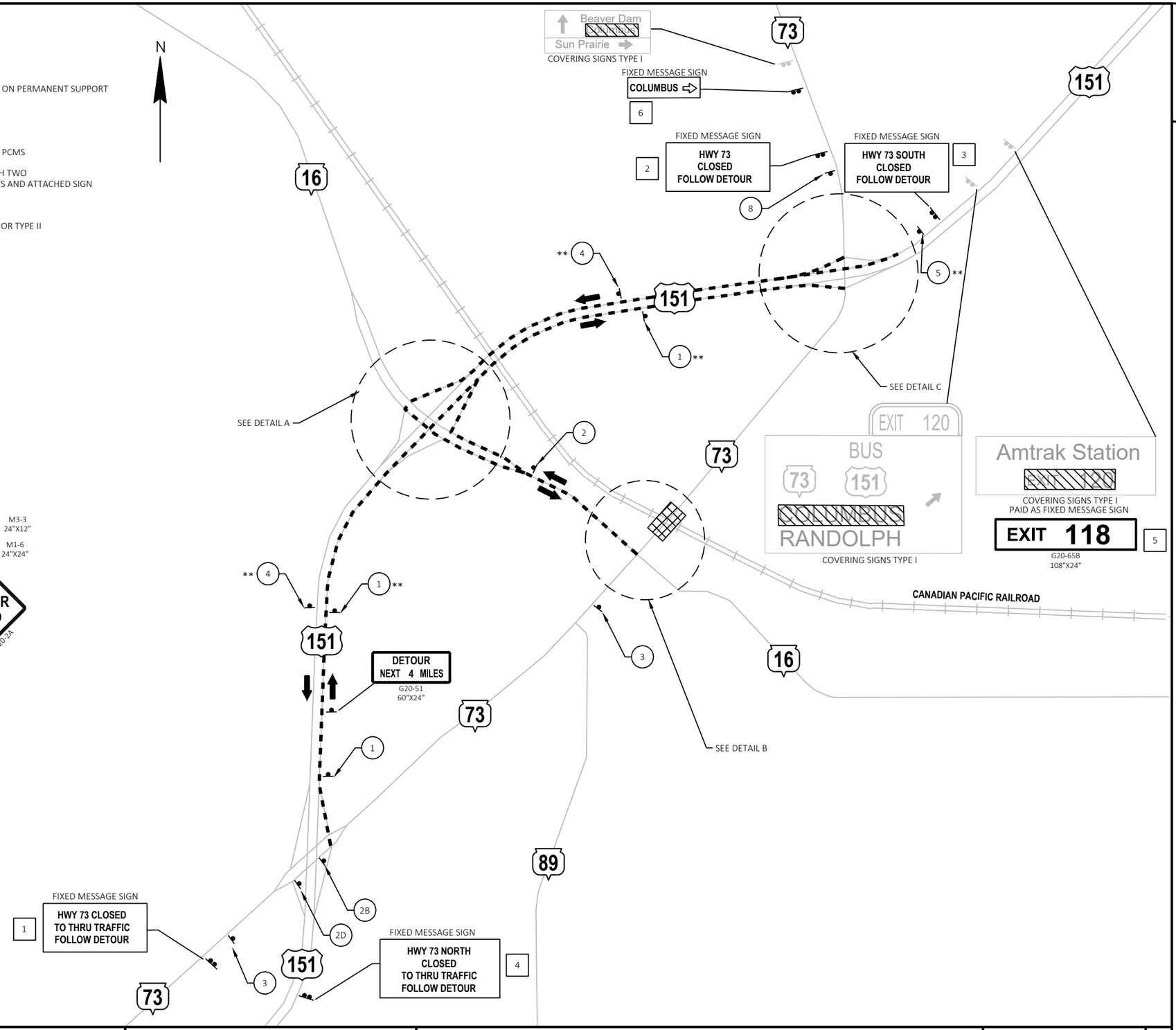
1. CLOSE STH 73 AT THE CANADIAN PACIFIC RAILROAD CROSSING TO TRAFFIC DURING RAILROAD PANEL AND RAILROAD SIGNAL REPLACEMENTS. IMPLEMENT THE DETOUR ROUTE PRIOR TO CLOSING STH 73.
2. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES
   - BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES
   - DETOUR SIGNING FOR MAINLINE CLOSURES
3. PLACE TRAFFIC CONTROL SIGNS PCMS AT LEAST 7 DAYS IN ADVANCE OF CLOSURE OF STH 73.
   MESSAGE: ROAD TO CLOSE / BEGIN XX/XX
4. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

** PLACE SIGNS ON MEDIAN AND OUTSIDE OF DIVIDED ROADWAY

LEGEND

- TRAFFIC CONTROL SIGN
- FIXED MESSAGE SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL SIGN PCMS (PCMS)
- BARRICADE TYPE III WITH TWO TYPE A WARNING LIGHTS AND ATTACHED SIGN
- DETOUR ROUTE
- COVERING SIGNS TYPE I OR TYPE II





2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	DETOUR PLAN	SHEET 115	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 01
PLOT DATE : 11/14/2024 8:16 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI

2

NOTES:

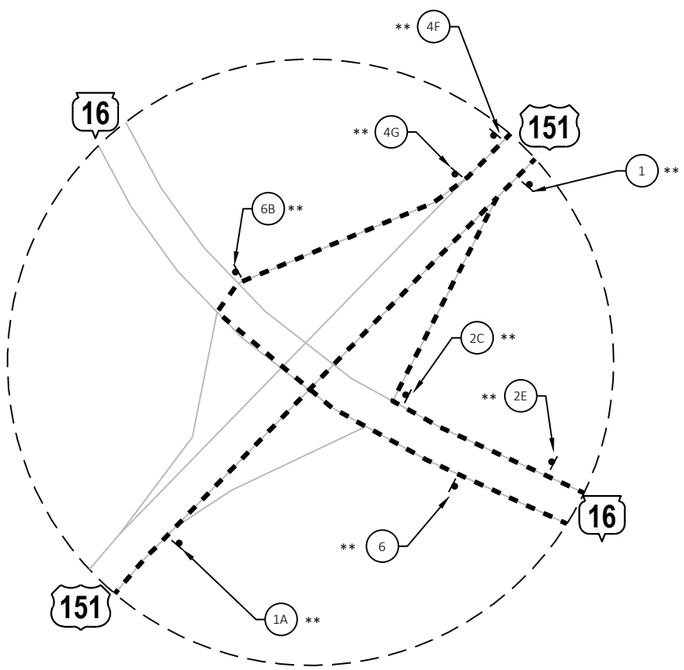
1. CLOSE STH 73 AT THE CANADIAN PACIFIC RAILROAD CROSSING TO TRAFFIC DURING RAILROAD PANEL AND RAILROAD SIGNAL REPLACEMENTS. IMPLEMENT THE DETOUR ROUTE PRIOR TO CLOSING STH 73.
2. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES
   - BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES
   - DETOUR SIGNING FOR MAINLINE CLOSURES
3. PLACE TRAFFIC CONTROL SIGNS PCMS AT LEAST 7 DAYS IN ADVANCE OF CLOSURE OF STH 73.
   MESSAGE: ROAD TO CLOSE / BEGIN XX/XX
4. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

** PLACE SIGNS ON MEDIAN AND OUTSIDE OF DIVIDED ROADWAY

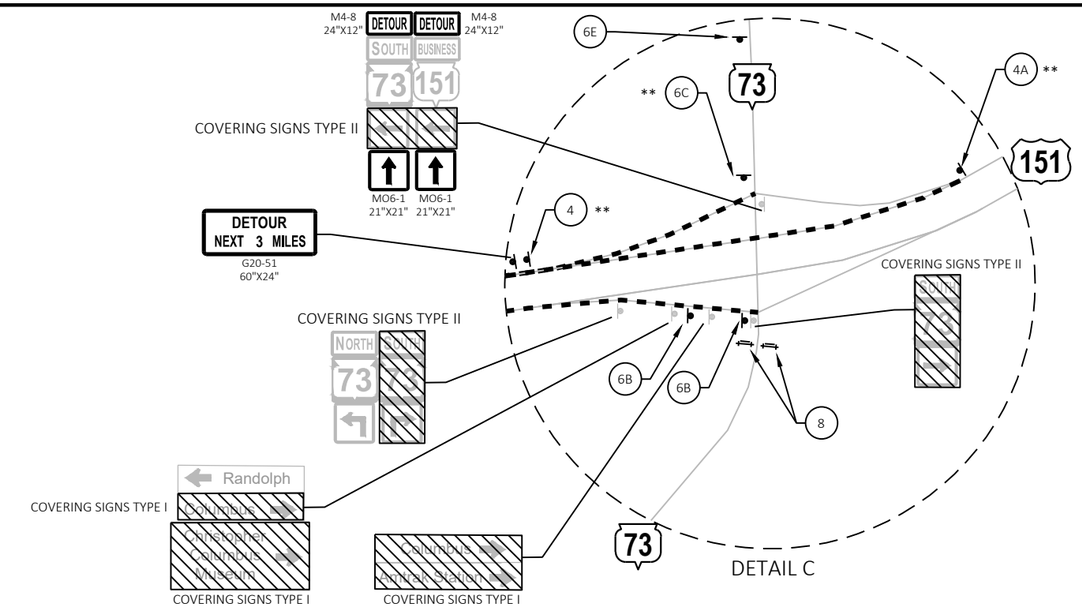
LEGEND

- TRAFFIC CONTROL SIGN
- FIXED MESSAGE SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL SIGN PCMS
- BARRICADE TYPE III WITH TWO TYPE A WARNING LIGHTS AND ATTACHED SIGN
- DETOUR ROUTE
- COVERING SIGNS TYPE I OR TYPE II

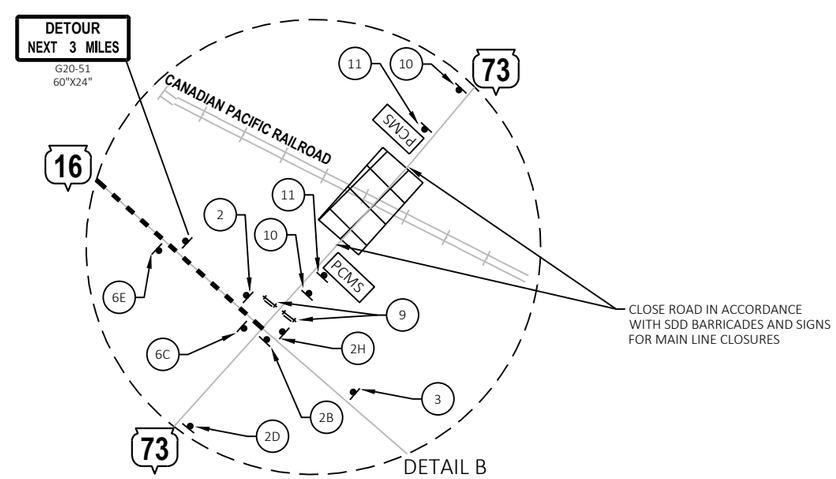
N



DETAIL A



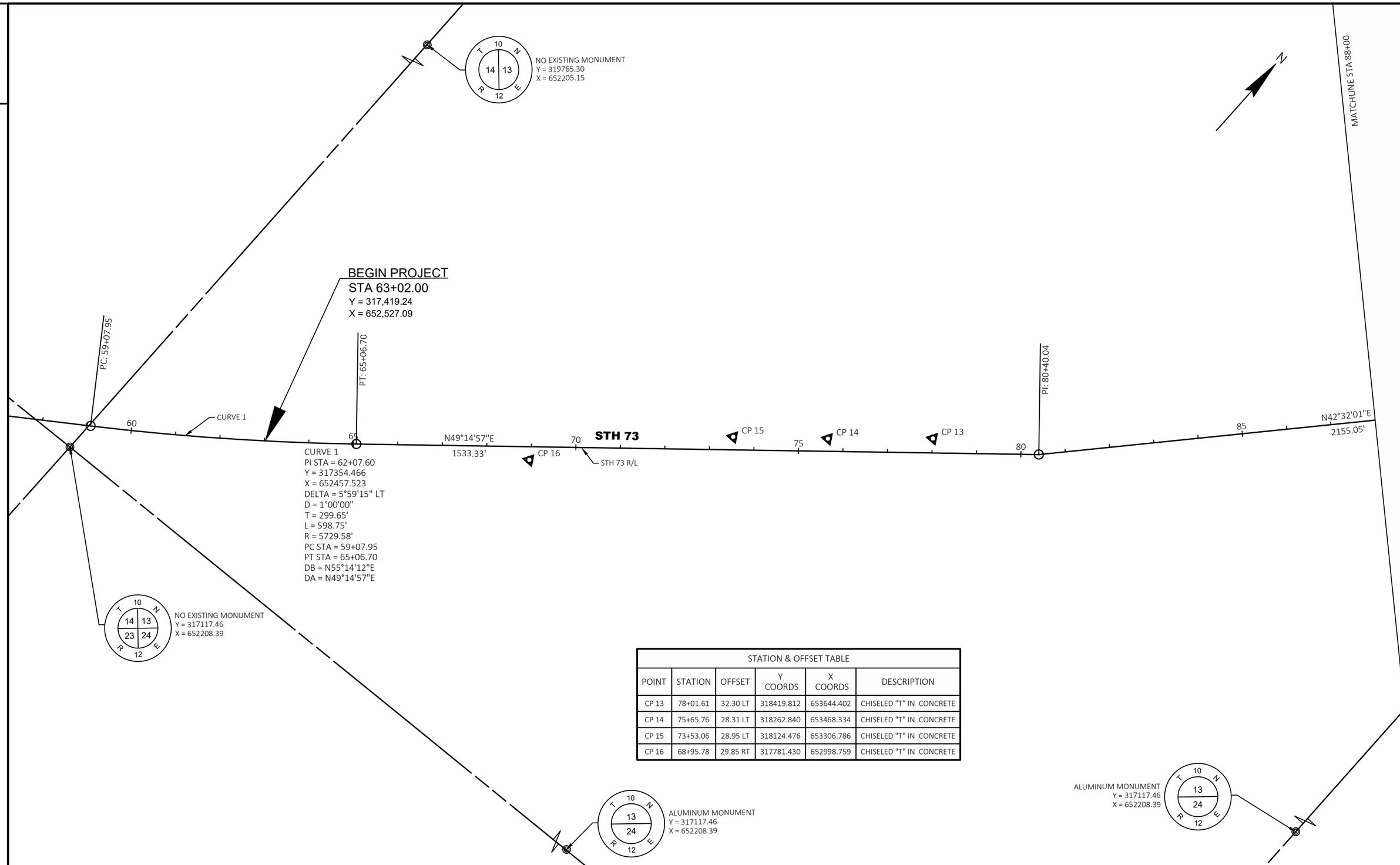
DETAIL C



DETAIL B

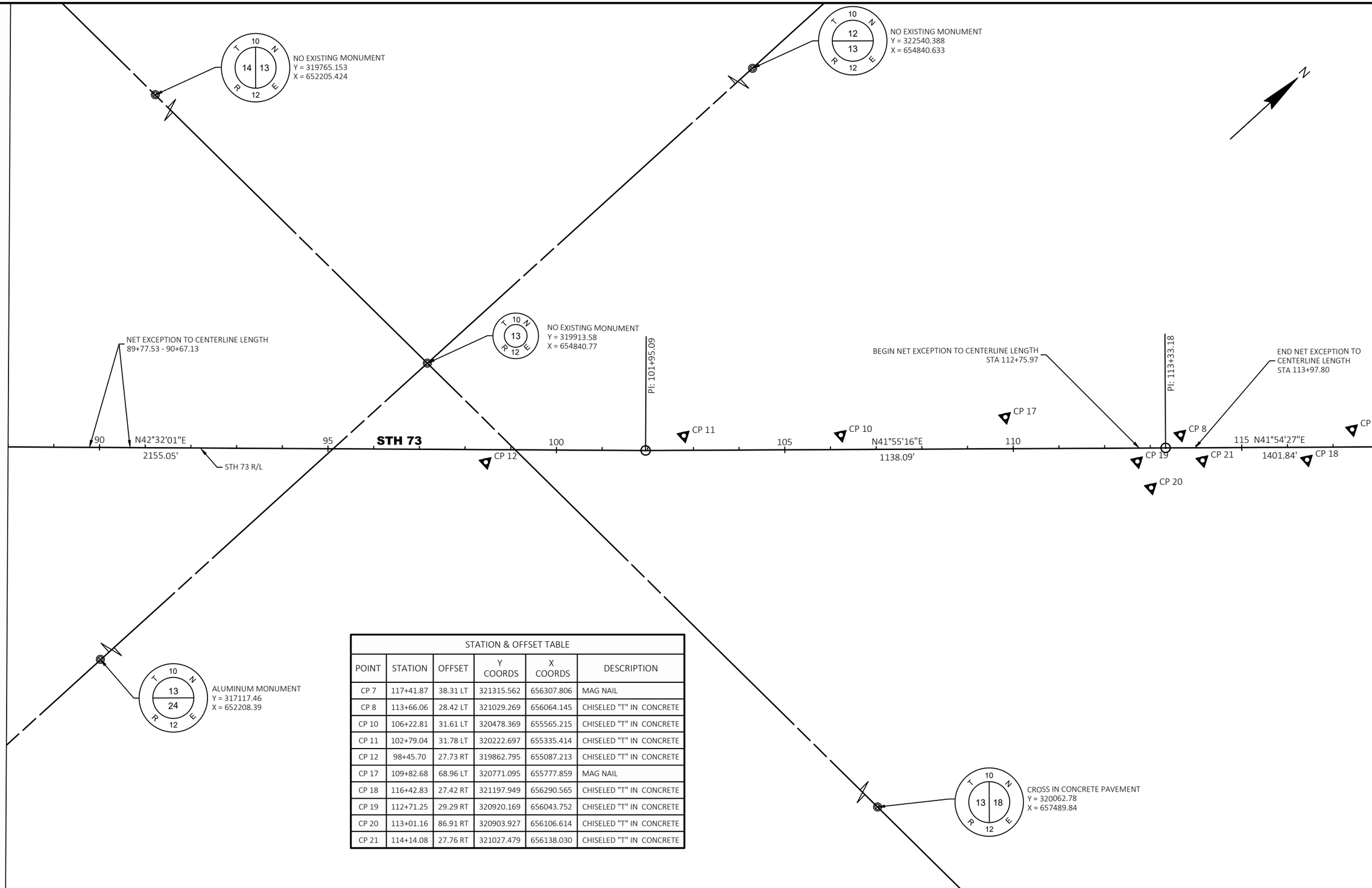
2

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	DETOUR PLAN	SHEET 116	E



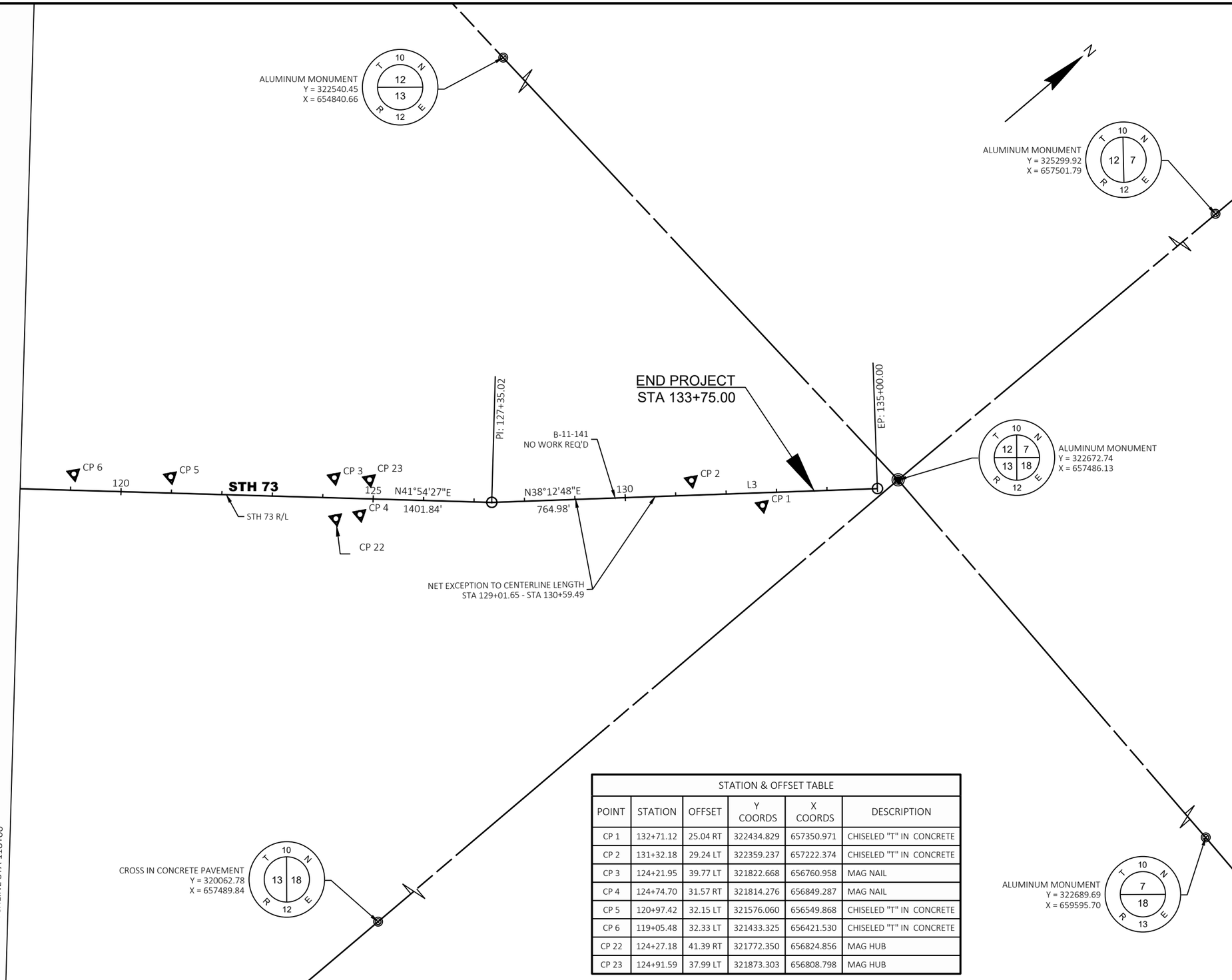
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
CP 13	78+01.61	32.30 LT	318419.812	653644.402	CHISELED "T" IN CONCRETE
CP 14	75+65.76	28.31 LT	318262.840	653468.334	CHISELED "T" IN CONCRETE
CP 15	73+53.06	28.95 LT	318124.476	653306.786	CHISELED "T" IN CONCRETE
CP 16	68+95.78	29.85 RT	317781.430	652998.759	CHISELED "T" IN CONCRETE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
CP 7	117+41.87	38.31 LT	321315.562	656307.806	MAG NAIL
CP 8	113+66.06	28.42 LT	321029.269	656064.145	CHISELED "T" IN CONCRETE
CP 10	106+22.81	31.61 LT	320478.369	655565.215	CHISELED "T" IN CONCRETE
CP 11	102+79.04	31.78 LT	320222.697	655335.414	CHISELED "T" IN CONCRETE
CP 12	98+45.70	27.73 RT	319862.795	655087.213	CHISELED "T" IN CONCRETE
CP 17	109+82.68	68.96 LT	320771.095	655777.859	MAG NAIL
CP 18	116+42.83	27.42 RT	321197.949	656290.565	CHISELED "T" IN CONCRETE
CP 19	112+71.25	29.29 RT	320920.169	656043.752	CHISELED "T" IN CONCRETE
CP 20	113+01.16	86.91 RT	320903.927	656106.614	CHISELED "T" IN CONCRETE
CP 21	114+14.08	27.76 RT	321027.479	656138.030	CHISELED "T" IN CONCRETE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
CP 1	132+71.12	25.04 RT	322434.829	657350.971	CHISELED "T" IN CONCRETE
CP 2	131+32.18	29.24 LT	322359.237	657222.374	CHISELED "T" IN CONCRETE
CP 3	124+21.95	39.77 LT	321822.668	656760.958	MAG NAIL
CP 4	124+74.70	31.57 RT	321814.276	656849.287	MAG NAIL
CP 5	120+97.42	32.15 LT	321576.060	656549.868	CHISELED "T" IN CONCRETE
CP 6	119+05.48	32.33 LT	321433.325	656421.530	CHISELED "T" IN CONCRETE
CP 22	124+27.18	41.39 RT	321772.350	656824.856	MAG HUB
CP 23	124+91.59	37.99 LT	321873.303	656808.798	MAG HUB

Estimate Of Quantities

3060-00-74

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	2.000	2.000
0004	204.0110	Removing Asphaltic Surface	SY	417.000	417.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,276.000	1,276.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	32,175.000	32,175.000
0010	204.0150	Removing Curb & Gutter	LF	1,566.000	1,566.000
0012	204.0155	Removing Concrete Sidewalk	SY	997.000	997.000
0014	204.0170	Removing Fence	LF	11.000	11.000
0016	204.9060.S	Removing (item description) 01. Boulder	EACH	1.000	1.000
0018	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 3060-00-74	EACH	1.000	1.000
0020	213.0100	Finishing Roadway (project) 01. 3060-00-74	EACH	1.000	1.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	644.000	644.000
0024	416.0610	Drilled Tie Bars	EACH	192.000	192.000
0026	455.0605	Tack Coat	GAL	4,329.000	4,329.000
0028	460.2000	Incentive Density HMA Pavement	DOL	4,490.000	4,490.000
0030	460.6424	HMA Pavement 4 MT 58-28 H	TON	7,009.000	7,009.000
0032	465.0105	Asphaltic Surface	TON	330.000	330.000
0034	465.0110	Asphaltic Surface Patching	TON	101.000	101.000
0036	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	16.000	16.000
0038	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,556.000	1,556.000
0040	601.0600	Concrete Curb Pedestrian	LF	172.000	172.000
0042	602.0410	Concrete Sidewalk 5-Inch	SF	9,111.000	9,111.000
0044	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	660.000	660.000
0046	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	88.000	88.000
0048	602.0815	Concrete Driveway 7-Inch	SY	56.000	56.000
0050	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0052	611.8115	Adjusting Inlet Covers	EACH	18.000	18.000
0054	611.8120.S	Cover Plates Temporary	EACH	41.000	41.000
0056	619.1000	Mobilization	EACH	1.000	1.000
0058	624.0100	Water	MGAL	33.000	33.000
0060	625.0100	Topsoil	SY	954.000	954.000
0062	627.0200	Mulching	SY	1,047.000	1,047.000
0064	628.1104	Erosion Bales	EACH	100.000	100.000
0066	628.1504	Silt Fence	LF	269.000	269.000
0068	628.1520	Silt Fence Maintenance	LF	135.000	135.000
0070	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0072	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0074	628.7010	Inlet Protection Type B	EACH	1.000	1.000
0076	628.7015	Inlet Protection Type C	EACH	65.000	65.000
0078	628.7570	Rock Bags	EACH	25.000	25.000
0080	629.0210	Fertilizer Type B	CWT	3.000	3.000
0082	630.0200	Seeding Temporary	LB	32.000	32.000
0084	631.0300	Sod Water	MGAL	33.000	33.000
0086	631.1000	Sod Lawn	SY	1,047.000	1,047.000
0088	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	1.000	1.000
0090	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	10.000	10.000
0092	637.2210	Signs Type II Reflective H	SF	16.500	16.500
0094	638.2102	Moving Signs Type II	EACH	11.000	11.000
0096	638.3000	Removing Small Sign Supports	EACH	11.000	11.000
0098	642.5001	Field Office Type B	EACH	1.000	1.000

Estimate Of Quantities

3060-00-74

Line	Item	Item Description	Unit	Total	Qty
0100	643.0300	Traffic Control Drums	DAY	18,000.000	18,000.000
0102	643.0420	Traffic Control Barricades Type III	DAY	317.000	317.000
0104	643.0705	Traffic Control Warning Lights Type A	DAY	640.000	640.000
0106	643.0900	Traffic Control Signs	DAY	25,030.000	25,030.000
0108	643.0910	Traffic Control Covering Signs Type I	EACH	6.000	6.000
0110	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000
0112	643.1000	Traffic Control Signs Fixed Message	SF	182.250	182.250
0114	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0116	643.3165	Temporary Marking Line Paint 6-Inch	LF	12,149.000	12,149.000
0118	643.3265	Temporary Marking Line Paint 10-Inch	LF	30.000	30.000
0120	643.3305	Temporary Marking Crosswalk Paint 6-inch	LF	2,528.000	2,528.000
0122	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	16.000	16.000
0124	643.5000	Traffic Control	EACH	1.000	1.000
0126	644.1440	Temporary Pedestrian Surface Matting	SF	671.000	671.000
0128	644.1601	Temporary Pedestrian Curb Ramp	DAY	840.000	840.000
0130	644.1605	Temporary Pedestrian Detectable Warning Field	SF	220.000	220.000
0132	644.1810	Temporary Pedestrian Barricade	LF	1,254.000	1,254.000
0134	645.0140	Geotextile Type SAS	SY	123.000	123.000
0136	646.4020	Marking Line Epoxy 10-Inch	LF	30.000	30.000
0138	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	12,466.000	12,466.000
0140	646.5320	Marking Railroad Crossing Epoxy	EACH	2.000	2.000
0142	646.6120	Marking Stop Line Epoxy 18-Inch	LF	280.000	280.000
0144	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,888.000	2,888.000
0146	646.8320	Marking Parking Stall Epoxy	LF	150.000	150.000
0148	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	316.000	316.000
0150	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	165.000	165.000
0152	646.9100	Marking Removal Line 8-Inch	LF	1,226.000	1,226.000
0154	646.9200	Marking Removal Line Wide	LF	16.000	16.000
0156	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,556.000	1,556.000
0158	650.8000	Construction Staking Resurfacing Reference	LF	6,680.000	6,680.000
0160	650.9000	Construction Staking Curb Ramps	EACH	68.000	68.000
0162	650.9500	Construction Staking Sidewalk (project) 01. 3060-00-74	EACH	1.000	1.000
0164	650.9911	Construction Staking Supplemental Control (project) 01. 3060-00-74	EACH	1.000	1.000
0166	690.0150	Sawing Asphalt	LF	2,975.000	2,975.000
0168	690.0250	Sawing Concrete	LF	768.000	768.000
0170	740.0440	Incentive IRI Ride	DOL	5,290.000	5,290.000
0172	SPV.0060	Special 01. Adjusting Water Valves	EACH	26.000	26.000
0174	SPV.0060	Special 02. Adjusting Sanitary Manhole Covers	EACH	21.000	21.000
0176	SPV.0060	Special 03. Dynamic Right Turn Yield to Pedestrians Sign	EACH	2.000	2.000
0178	SPV.0090	Special 01. Temporary Curb & Gutter 30-Inch	LF	8.000	8.000
0180	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	1,616.000	1,616.000

3

GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0205 GRUBBING STA
0010	106+00		107+00	STH 73	1
	120+00		121+00		1
				TOTAL 0010	2
				PROJECT TOTAL	2

REMOVING ASPHALTIC PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
0010	63+02	-	65+00	STH 73	3	111	694
	65+00	-	71+00		53	72	2592
	71+00	-	77+00		60	33	2600
	77+00	-	83+00		17	-	2168
	83+00	-	89+00		-	-	2200
	89+00	-	95+00		-	221	1905
	95+00	-	101+00		24	45	2627
	101+00	-	107+00		88	130	2860
	107+00	-	113+00		45	178	2460
	113+00	-	119+00		41	191	2169
	119+00	-	125+00		47	56	2269
	125+00	-	131+00		-	113	1609
	131+00	-	133+75		38	126	1124
				TOTAL 0010	417	1,276	27,277
0020	63+02	-	65+00	STH 73	-	-	184
	65+00	-	71+00		-	-	436
	71+00	-	77+00		-	-	351
	77+00	-	83+00		-	-	511
	83+00	-	89+00		-	-	490
	89+00	-	95+00		-	-	377
	95+00	-	101+00		-	-	374
	101+00	-	107+00		-	-	342
	107+00	-	113+00		-	-	433
	113+00	-	119+00		-	-	394
	119+00	-	125+00		-	-	399
	125+00	-	131+00		-	-	371
	131+00	-	133+75		-	-	236
				TOTAL 0020	0	0	4,898
				PROJECT TOTAL	417	1,276	32,175

REMOVING CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	63+02	-	65+00	STH 73	10	-
	65+00	-	71+00		200	73
	71+00	-	77+00		248	166
	77+00	-	83+00		75	36
	95+00	-	101+00		86	66
	101+00	-	107+00		304	203
	107+00	-	113+00		185	138
	113+00	-	119+00		149	116
	119+00	-	125+00		165	128
	131+00	-	133+75		144	71
				TOTAL 0010	1,566	997
				PROJECT TOTAL	1,566	997

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REMOVING BOULDER

CATEGORY	STATION	SIDE	LOCATION	204.9060.S.01 REMOVING BOULDER EACH
0010	102+60	RT	STH 73	1
			TOTAL 0010	1
			PROJECT TOTAL	1

REMOVING FENCE

CATEGORY	STATION TO	STATION	SIDE	LOCATION	204.0170 REMOVING FENCE LF
0010	102+57 -	102+62	LT	STH 73	11
				TOTAL 0010	11
				PROJECT TOTAL	11

BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
0010	63+02	-	65+00	STH 73	1
	65+00	-	71+00		51
	71+00	-	77+00		78
	77+00		83+00		22
	95+00	-	101+00		24
	101+00		107+00		103
	107+00		113+00		54
	113+00		119+00		50
	119+00		125+00		223
	131+00		133+75		38
				TOTAL 0010	644
				PROJECT TOTAL	644

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ASPHALT PATCHING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	* 455.0605 TACK COAT GAL	* 465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING SY
0010	63+02	-	65+00	STH 73	4	4	3	35
	65+00	-	71+00		15	15	9	130
	71+00	-	77+00		15	15	5	130
	77+00	-	83+00		10	13	5	108
	83+00	-	89+00		8	13	-	110
	89+00	-	95+00		7	11	-	95
	95+00	-	101+00		13	15	7	131
	101+00	-	107+00		17	17	-	143
	107+00	-	113+00		14	14	9	123
	113+00	-	119+00		12	13	5	108
	119+00	-	125+00		13	14	5	119
	125+00	-	131+00		6	10	-	80
	131+00	-	133+75		7	7	-	56
				TOTAL 0010	141	161	48	1,368
0020	63+02	-	65+00	STH 73	1	2	-	9
	65+00	-	71+00		2	3	-	22
	71+00	-	77+00		2	2	-	18
	77+00	-	83+00		2	3	-	26
	83+00	-	89+00		2	3	-	25
	89+00	-	95+00		2	3	-	19
	95+00	-	101+00		2	3	-	19
	101+00	-	107+00		2	2	-	17
	107+00	-	113+00		2	3	-	22
	113+00	-	119+00		2	3	-	20
	119+00	-	125+00		2	3	-	20
	125+00	-	131+00		2	3	-	19
	131+00	-	133+75		1	2	-	12
				TOTAL 0020	24	35	0	248
0030	65+00	-	71+00	STH 73	1	-	3	-
	71+00	-	77+00		1	-	3	-
	77+00	-	83+00		2	-	7	-
	83+00	-	89+00		2	-	5	-
	89+00	-	95+00		1	-	3	-
	95+00	-	101+00		2	-	7	-
	101+00	-	107+00		2	-	5	-
	107+00	-	113+00		1	-	3	-
	113+00	-	119+00		1	-	3	-
	119+00	-	125+00		2	-	7	-
	125+00	-	131+00		2	-	7	-
				TOTAL 0030	17	0	53	0
				PROJECT TOTAL	182	196	101	1,616

* ADDITIONAL ITEMS FOUND ELSEWHERE - ASPHALT ITEMS

ASPHALT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING 3060-00-74 EACH	* 455.0605 TACK COAT GAL	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	* 465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	63+02	-	65+00	STH 73	-	86	155	1	-
	65+00	-	71+00		-	368	580	17	-
	71+00	-	77+00		-	377	582	19	11
	77+00	-	83+00		-	278	486	6	-
	83+00	-	89+00		-	264	493	0	-
	89+00	-	95+00		-	229	427	0	-
	95+00	-	101+00		-	341	588	8	4
	101+00	-	107+00		-	438	641	28	-
	107+00	-	113+00		-	347	551	15	-
	113+00	-	119+00		-	305	486	13	1
	119+00	-	125+00		-	324	610	15	-
	125+00	-	131+00		-	177	331	0	-
	131+00	-	133+75		-	41	15	12	-
				TOTAL 0010	1	3,574	5,945	134	16
0020	63+02	-	65+00	STH 73	-	22	41	-	-
	65+00	-	71+00		-	52	97	-	-
	71+00	-	77+00		-	42	78	-	-
	77+00	-	83+00		-	61	114	-	-
	83+00	-	89+00		-	59	110	-	-
	89+00	-	95+00		-	45	84	-	-
	95+00	-	101+00		-	45	84	-	-
	101+00	-	107+00		-	41	76	-	-
	107+00	-	113+00		-	52	97	-	-
	113+00	-	119+00		-	47	88	-	-
	119+00	-	125+00		-	48	89	-	-
	125+00	-	131+00		-	42	77	-	-
	131+00	-	133+75		-	16	26	-	-
				TOTAL 0020	0	573	1,064	0	0
				PROJECT TOTAL	1	4,147	7,009	134	16

* ADDITIONAL ITEMS FOUND ELSEWHERE - ASPHALT PATCHING ITEMS

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CONCRETE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	602.0815 CONCRETE DRIVEWAY 7-INCH SY	SPV.0090.01 TEMPORARY CURB & GUTTER 30-INCH LF
0010	63+02	-	65+00	STH 73	4	10	-	-	-	-	-	-
	65+00	-	71+00		24	198	-	767	60	32	-	-
	71+00	-	77+00		28	248	30	1344	80	-	47	8
	77+00	-	83+00		16	55	-	374	20	-	-	-
	95+00	-	101+00		12	92	-	605	30	16	-	-
	101+00	-	107+00		32	302	40	1944	160	-	-	-
	107+00	-	113+00		20	185	53	1222	80	-	8	-
	113+00	-	119+00		16	148	49	1,074	80	-	-	-
	119+00	-	125+00		24	174	-	1,157	90	40	-	-
	131+00	-	133+75		16	144	-	624	60	-	-	-
				TOTAL 0010	192	1,556	172	9,111	660	88	56	8
				PROJECT TOTAL	192	1,556	172	9,111	660	88	56	8

ADJUSTING UTILITY COVERS

CATEGORY	STATION	TO	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	SPV.0060.01 ADJUSTING WATER VALVES EACH	SPV.0060.02 ADJUSTING SANITARY MANHOLE COVERS EACH
0010	63+02	-	65+00	STH 73	-	1	1	-	-
	65+00	-	71+00		1	3	4	-	-
	71+00	-	77+00		-	2	2	-	-
	77+00	-	83+00		-	2	2	-	-
	95+00	-	101+00		-	3	3	-	-
	107+00	-	113+00		1	3	4	-	-
	113+00	-	119+00		-	2	2	-	-
	119+00	-	125+00		-	2	2	-	-
				TOTAL 0010	2	18	20	0	0
0030	65+00	-	71+00	STH 73	-	-	1	2	1
	71+00	-	77+00		-	-	1	2	1
	77+00	-	83+00		-	-	3	1	3
	83+00	-	89+00		-	-	2	-	2
	89+00	-	95+00		-	-	1	-	1
	95+00	-	101+00		-	-	3	2	3
	101+00	-	107+00		-	-	2	8	2
	107+00	-	113+00		-	-	1	5	1
	113+00	-	119+00		-	-	1	2	1
	119+00	-	125+00		-	-	3	3	3
	125+00	-	131+00		-	-	3	1	3
				TOTAL 0030	0	0	21	26	21
				PROJECT TOTAL	2	18	41	26	21

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WATER

CATEGORY	USE	624.0100 WATER MGAL
0010	BASE AGGREGATE COMPACTION	13
	UNDISTRIBUTED	20
	TOTAL 0010	33
	PROJECT TOTAL	33

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7570 ROCK BAGS EACH
0010	63+02	-	65+00	STH 73	-	48	24	-	-	-	1	-
	65+00	-	71+00		-	-	-	-	-	-	6	-
	71+00	-	77+00		-	-	-	-	-	-	2	-
	77+00	-	83+00		-	-	-	-	-	-	2	-
	89+00	-	95+00		-	-	-	-	-	-	3	-
	95+00	-	101+00		-	-	-	-	-	-	5	-
	101+00	-	107+00		-	-	-	-	-	-	8	-
	107+00	-	113+00		-	-	-	-	-	-	7	-
	113+00	-	119+00		-	-	-	-	-	-	10	-
	119+00	-	125+00		-	-	-	-	-	-	6	-
	125+00	-	133+75		-	167	84	-	-	1	2	-
				UNDISTRIBUTED	100	54	27	-	-	-	13	25
				TOTAL 0010	100	269	135	5	5	1	65	25
				PROJECT TOTAL	100	269	135	5	5	1	65	25

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RESTORATION

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0200 SEEDING TEMPORARY LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	63+02	-	65+00	STH 73	2	2	0.1	1	1	2
	65+00	-	71+00		73	73	0.1	2	2	73
	71+00	-	77+00		101	118	0.1	4	3	118
	77+00	-	83+00		44	50	0.1	2	2	50
	95+00	-	101+00		43	54	0.1	2	2	54
	101+00	-	107+00		223	223	0.2	7	6	223
	107+00	-	113+00		64	64	0.1	2	2	64
	113+00	-	119+00		60	60	0.1	2	2	60
	119+00	-	125+00		109	109	0.1	3	3	109
	125+00	-	131+00		-	9	0.1	1	1	9
	131+00	-	133+75		44	75	0.1	3	2	75
				UNDISTRIBUTED	191	210	1	3	7	210
				TOTAL 0010	954	1,047	3	32	33	1,047
				PROJECT TOTAL	954	1,047	3	32	33	1,047

PERMANENT SIGNING

CATEGORY	** SHEET #	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	SIGN #	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION
0010	2 OF 7	-	1	-	2-01M	1	1	-	STOP
	2 OF 7	-	1	-	2-02M	1	1	-	SCHOOL ZONE
	4 OF 7	-	1	-	4-01M	1	1	-	STOP/STREET NAME
	4 OF 7	-	1	-	4-02M	1	1	-	STOP
	4 OF 7	-	1	-	4-03M	1	1	-	STOP
	5 OF 7	-	1	-	5-01M	1	1	-	STOP
	5 OF 7	-	1	-	5-02M	1	1	-	STOP
	5 OF 7	-	1	-	5-03M	1	1	-	STOP/STREET NAME
	5 OF 7	1	-	-	5-03M	1	1	-	DIRECTION/STATE HIGHWAY
	6 OF 7	-	1	-	6-01M	1	1	-	STOP
	6 OF 7	-	-	6	6-01	-	-	RR SIGNAL	RAILROAD CROSSING BUCKS
	6 OF 7	-	-	2.25	6-02	-	-	RR SIGNAL	NUMBER OF TRACKS
	6 OF 7	-	-	6	6-03	-	-	RR SIGNAL	RAILROAD CROSSING BUCKS
	6 OF 7	-	-	2.25	6-04	-	-	RR SIGNAL	NUMBER OF TRACKS
	7 OF 7	-	1		7-01M	1	1	-	SPEED LIMIT
	TOTAL 0010	1	10	16.50		11	11		
	PROJECT TOTAL	1	10	16.50		11	11		

** REFERS TO PAVEMENT MARKING AND PERMANENT SIGNING SHEETS

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TRAFFIC CONTROL

CATEGORY	LOCATION	DAYS	643.0300 TRAFFIC CONTROL DRUMS DRUMS	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III BARRICADES	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A LIGHTS	DAY	643.0900 TRAFFIC CONTROL SIGNS SIGNS	DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I CYCLES	EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II CYCLES	EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS SIGNS	DAY	643.5000 TRAFFIC CONTROL EACH
0010	STAGE 1	24	165	3,960	-	-	-	-	220	5,280	-	-	-	-	2	14	-
	STAGE 2	24	185	4,440	3	72	6	144	226	5,424	-	-	-	-	-	-	-
	STAGE 3	21	185	3,885	7	147	14	294	195	4,095	-	-	-	-	-	-	-
	STAGE 4	21	160	3,360	-	-	-	-	158	3,318	-	-	-	-	-	-	-
	RESURFACING	54	-	-	-	-	-	-	18	972	-	-	-	-	-	-	-
	DETOUR ROUTE	14	-	-	4	56	8	112	191	2674	1	6	1	3	2	14	-
		UNDISTRIBUTED	-	2,347	-	41	-	83	-	3,264	-	-	-	-	-	-	-
		TOTAL 0010	-	18,000	-	317	-	640	-	25,030	-	6	-	3	-	28	1
		PROJECT TOTAL	-	18,000	-	317	-	640	-	25,030	-	6	-	3	-	28	1

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TRAFFIC CONTROL FIXED MESSAGE SIGNS

CATEGORY	SIGN NUMBER	SIGN SIZE	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
0010	1	- 84" X 36"	21
0010	2	- 78" X 36"	19.5
0010	3	- 126" X 54"	47.25
0010	4	- 144" X 72"	72
0010	5	- 90" X 24"	15
0010	6	- 72" X 15"	7.5
		TOTAL 0010	182.25
		PROJECT TOTAL	182.25

TEMPORARY PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF	643.3265 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) LF	643.3305 TEMPORARY MARKING CROSSWALK PAINT 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF
0010	63+02	-	65+00	STH 73	396	-	-	-
	65+00	-	71+00		1,029	-	309	-
	71+00	-	77+00		1,011	-	731	-
	77+00	-	83+00		1,190	-	147	-
	83+00	-	89+00		1,200	-	-	-
	89+00	-	95+00		1,022	-	-	-
	95+00	-	101+00		1,086	30	243	-
	101+00	-	107+00		914	-	503	16
	107+00	-	113+00		1,016	-	54	-
	113+00	-	119+00		866	-	64	-
	119+00	-	125+00		1,026	-	172	-
	125+00	-	131+00		884	-	65	-
	131+00	-	135+00		509	-	240	-
				TOTAL 0010	12,149	30	2,528	16
				PROJECT TOTAL	12,149	30	2,528	16

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TEMPORARY PEDESTRIAN ACCOMMODATIONS

CATEGORY	LOCATION	DAYS	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP RAMPS	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
0010	STAGE 1	24	481	14	336	140	702
	STAGE 2	24	419	14	336	140	492
	STAGE 3	21	174	6	126	60	438
	STAGE 4	21	78	2	42	20	324
		TOTAL 0010	671	-	840	220	1,254
		PROJECT TOTAL	671	-	840	220	1,254

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GEOTEXTILE

CATEGORY	STATION	TO	STATION	LOCATION	645.0140 GEOTEXTILE TYPE SAS SY
0010	119+00	-	125+00	STH 73	123
				TOTAL 0010	123
				PROJECT TOTAL	123

PAVEMENT MARKING REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9012 MARKING REMOVAL LINE WATER BLASTING 6-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF
0010	65+00	-	71+00	STH 73	-	-	200	-
	71+00	-	77+00		-	-	94	-
	77+00	-	83+00		-	-	82	-
	89+00	-	95+00		-	165	-	-
	95+00	-	101+00		-	-	87	-
	101+00	-	107+00		-	-	362	16
	107+00	-	113+00		-	-	64	-
	113+00	-	119+00		-	-	77	-
	119+00	-	125+00		-	-	98	-
	125+00	-	131+00		316	-	-	-
	131+00	-	135+00		-	-	162	-
				TOTAL 0010	316	165	1,226	16
				PROJECT TOTAL	316	165	1,226	16

3

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF	646.4720 MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW) LF	646.5320 MARKING RAILROAD CROSSING EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8320 MARKING PARKING STALL EPOXY LF
0010	63+02	-	65+00	STH 73	-	396	-	-	-	-
	65+00	-	71+00		-	1,029	-	38	341	-
	71+00	-	77+00		-	1,011	-	24	365	-
	77+00	-	83+00		-	1,190	-	-	80	-
	83+00	-	89+00		-	1,200	-	-	-	-
	89+00	-	95+00		-	1,022	-	-	165	-
	95+00	-	101+00		30	1,086	-	35	224	-
	101+00	-	107+00		-	914	-	58	614	-
	107+00	-	113+00		-	1,017	-	48	303	-
	113+00	-	119+00		-	866	-	52	316	-
	119+00	-	125+00		-	1,026	1	26	308	-
	125+00	-	131+00		-	1,200	1	-	-	-
	131+00	-	135+00		-	509	-	-	172	-
				TOTAL 0010	30	12,466	2	280	2,888	0
0020	63+02	-	65+00	STH 73	-	-	-	-	-	-
	65+00	-	71+00		-	-	-	-	-	-
	71+00	-	77+00		-	-	-	-	-	-
	77+00	-	83+00		-	-	-	-	-	-
	83+00	-	89+00		-	-	-	-	-	-
	89+00	-	95+00		-	-	-	-	-	-
	95+00	-	101+00		-	-	-	-	-	-
	101+00	-	107+00		-	-	-	-	-	-
	107+00	-	113+00		-	-	-	-	-	77
	113+00	-	119+00		-	-	-	-	-	73
	119+00	-	125+00		-	-	-	-	-	-
	125+00	-	131+00		-	-	-	-	-	-
	131+00	-	135+00		-	-	-	-	-	-
				TOTAL 0020	0	0	0	0	0	150
				PROJECT TOTAL	30	12,466	2	280	2,888	150

3

3

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK 3060-00-74 EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 3060-00-74 EACH
0010	63+02	-	65+00	STH 73	10	198	-	-	-
	65+00	-	71+00		198	600	8	-	-
	71+00	-	77+00		248	600	8	-	-
	77+00	-	83+00		55	600	2	-	-
	83+00	-	89+00		-	600	-	-	-
	89+00	-	95+00		-	511	-	-	-
	95+00	-	101+00		92	600	4	-	-
	101+00	-	107+00		302	600	16	-	-
	107+00	-	113+00		185	576	8	-	-
	113+00	-	119+00		148	502	8	-	-
	119+00	-	125+00		174	576	8	-	-
	125+00	-	131+00		-	442	-	-	-
	131+00	-	133+75		144	275	6	-	-
				TOTAL 0010	1,556	6,680	68	1	1
				PROJECT TOTAL	1,556	6,680	68	1	1

3

SAWING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	63+02	-	65+00	STH 73	54	5
	65+00	-	71+00		310	51
	71+00	-	77+00		463	118
	77+00	-	83+00		91	47
	89+00	-	95+00		80	-
	95+00	-	101+00		192	48
	101+00	-	107+00		489	117
	107+00	-	113+00		329	98
	113+00	-	119+00		302	119
	119+00	-	125+00		351	110
	125+00	-	131+00		41	-
	131+00	-	133+75		273	54
				TOTAL 0010	2,975	768
				PROJECT TOTAL	2,975	768

DYNAMIC RIGHT TURN YIELD TO PEDESTRIANS SIGN

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.03 DYNAMIC RIGHT TURN YIELD TO PEDESTRIANS SIGN EACH
0010	107+00	-	113+00	STH 73	1
	113+00	-	119+00		1
				TOTAL 0010	2
				PROJECT TOTAL	2

STATE OF WISCONSIN
CITY OF COLUMBUS
TRANSPORTATION PROJECT PLAT TITLE SHEET
3060-00-24
LUDINGTON STREET
FAITH DRIVE TO MIDDLETON STREET
STH 73
COLUMBIA COUNTY

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL (18, 23, 24, 26, 25, 9)
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) — IP
OFF PREMISE SIGN (#1-25)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

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

CONVENTIONAL ABBREVIATIONS

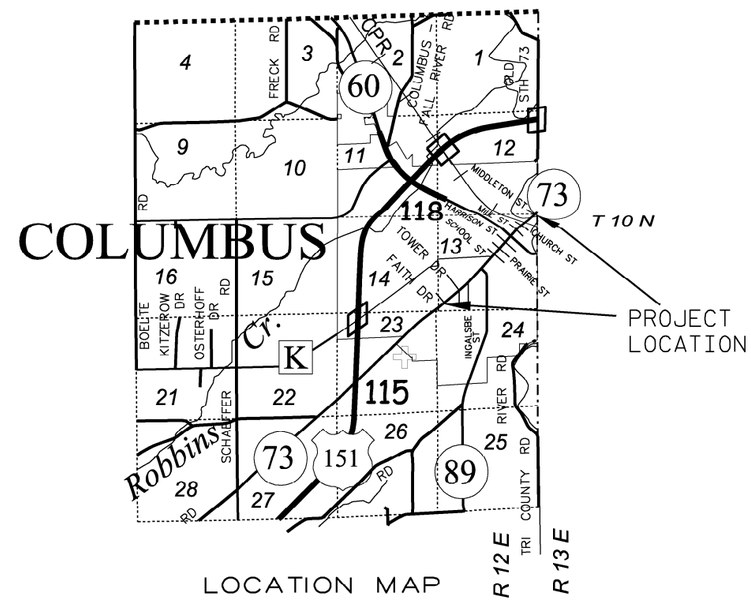
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	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		

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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



LOCATION MAP

LAYOUT
SCALE 0 — 2 MI.

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 3060-00-24

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA COUNTY, NAD83 (2011) IN US 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 3/4" 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.

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 CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

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

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

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

PROJECT NUMBER 3060-00-24 - 4.01
SHEET 2 OF 2
AMENDMENT NO: 130

TRANSPORTATION PROJECT PLAT NO: 3060-00-24 - 4.01

THAT PART OF LOT 2 OF CERTIFIED SURVEY MAP 4120, AND LOT 5, BLOCK 2 OF MAXWELL'S 1ST ADDITION TO THE CITY OF COLUMBUS, WIS. IN AND INCLUDING THE SW 1/4 OF THE SW 1/4, SECTION 13, TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER STH 73, FAITH DRIVE TO MIDDLETON STREET, COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF COLUMBUS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF COLUMBUS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF COLUMBUS, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

HWY	BASIS OF EXISTING R/W	YEAR
STH 73	FAITH LUTHERAN PLAT	1973
STH 73	PROJECT 3061-01-21	1990
STH 73	MAXWELL'S FIRST ADDITION TO THE CITY OF COLUMBUS	1914
TOWER DRIVE	FAITH LUTHERAN PLAT	1973
TOWER DRIVE	PROJECT 3061-01-21	1990
STUART STREET	PROJECT 3061-01-21	1990
STUART STREET	MAXWELL'S FIRST ADDITION TO THE CITY OF COLUMBUS	1914

DOC # 966258
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
05/30/2023 01:25:10 PM
PAGES: 2
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: 25.00
VOLUME: TPP-E PAGE: 62
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3060-00-24 - 4.01
AMENDMENT NO:
SHEET 1 OF 2

NOTES:

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

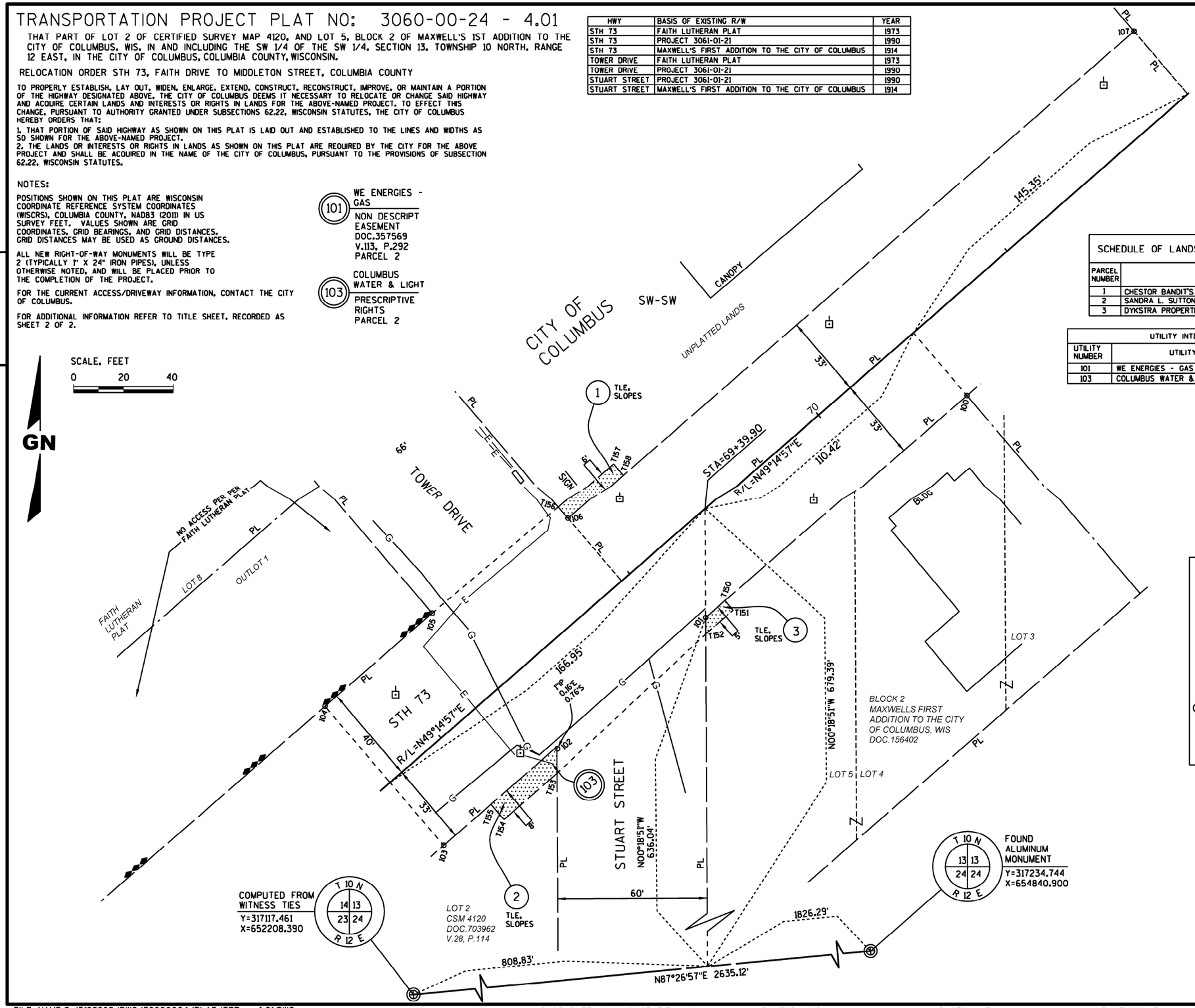
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

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

(101) WE ENERGIES - GAS
NON DESCRIPT EASEMENT
DOC.357569
V.113, P.292
PARCEL 2

(103) COLUMBUS WATER & LIGHT
PRESCRIPTIVE RIGHTS
PARCEL 2



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND AND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	R/W REQUIRED S.F.			TLE S.F.
			NEW	EXISTING	TOTAL	
1	CHESTOR BANDIT'S STORE, INC.	FEE & TLE	-	9,899	9,899	176
2	SANDRA L. SUTTON	TLE	-	-	-	252
3	DYKSTRA PROPERTIES, LLC.	TLE	-	-	-	62

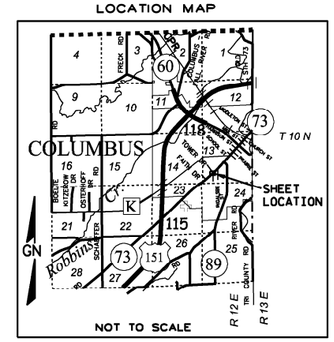
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
101	WE ENERGIES - GAS	RELEASE OF RIGHTS
103	COLUMBUS WATER & LIGHT -ELECTRIC	RELEASE OF RIGHTS

POT	Y	X
69+39.90	317,832.843	653,012.690

R/W COURSE TABLE

100-101	S49°14'57"W	138.49'
101-T152	S00°18'51"E	6.57'
T152-T153	S47°08'17"W	81.44'
T153-102	N00°18'51"W	10.51'
102-103	S49°14'57"W	60.00'
103-R/L	N40°45'03"W	33.00'
R/L-104	N40°45'03"W	40.00'
104-105	N49°14'57"E	56.72'
105-T156	N50°07'02"E	66.01'
T156-106	S40°45'03"E	6.00'
106-107	N49°14'57"E	300.00'
107-R/L	S40°45'03"E	33.00'
R/L-R/L	S49°14'57"W	145.35'
R/L-100	S40°40'25"E	33.00'

LOCATION MAP



TLE STATION & OFFSET TABLE

T150	69+22.00	33.00' RT
T151	69+22.00	38.00' RT
T152	69+07.51	38.00' RT
T153	68+26.13	41.00' RT
T154	67+98.00	41.00' RT
T155	67+98.00	33.00' RT
T156	68+95.67	39.00' LT
T157	69+25.00	39.00' LT
T158	69+25.00	33.00' LT

RW STATION & OFFSET TABLE

100	70+50.27	33.00' RT
101	69+11.77	33.00' RT
102	68+32.94	33.00' RT
103	67+72.94	33.00' RT
104	67+72.94	40.00' LT
105	68+29.67	40.00' LT
106	68+95.67	33.00' LT
107	71+95.67	33.00' LT

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield WI 53005
262-781-1000
www.rasmith.com

I, MICHAEL J. RATZBURG, 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 CITY OF COLUMBUS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

SIGNATURE: Michael J. Ratzburg DATE: 5/24/2023
PRINT NAME: MICHAEL J. RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF COLUMBUS.

SIGNATURE: Patricia Goebel DATE: 5/24/2023
PRINT NAME: PAT GOEBEL, CITY CLERK

TRANSPORTATION PROJECT PLAT NO: 3060-00-24 - 4.02

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 4294, LOT 2, BLOCK 1 AND LOT 1, BLOCK 2 OF MAXWELL'S 1ST ADDITION TO THE CITY OF COLUMBUS, WIS. LOCATED IN THE SW 1/4 OF THE SW 1/4, SECTION 13, TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER STH 73, FAITH DRIVE TO MIDDLETON STREET, COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF COLUMBUS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF COLUMBUS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF COLUMBUS, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA COUNTY, NAD83 (2011) IN US 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 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

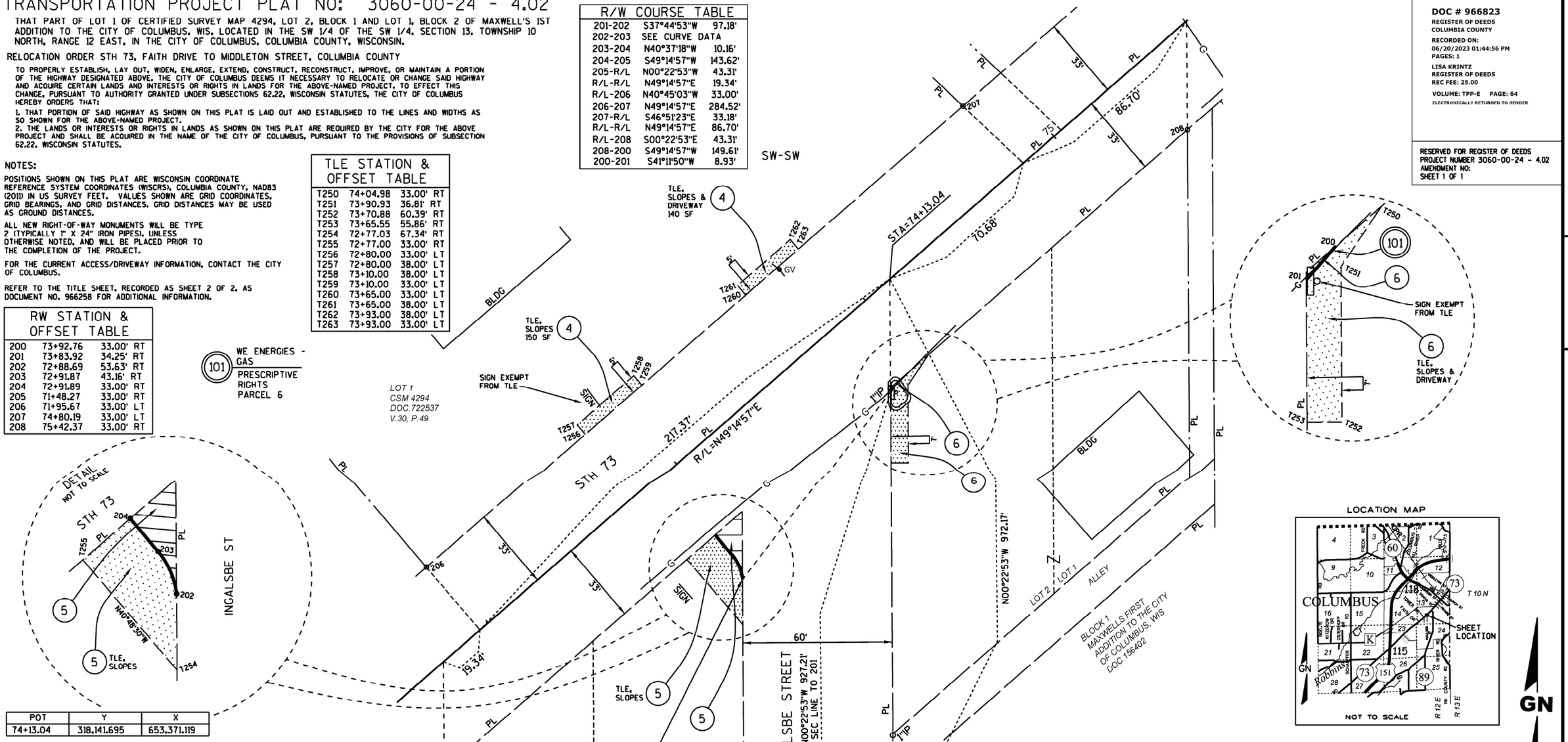
REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 966258 FOR ADDITIONAL INFORMATION.

4

RW STATION & OFFSET TABLE		
200	73+92.76	33.00' RT
201	73+83.92	34.25' RT
202	72+88.69	53.63' RT
203	72+91.87	43.16' RT
204	72+91.89	33.00' RT
205	71+48.27	33.00' RT
206	71+95.67	33.00' LT
207	74+80.19	33.00' LT
208	75+42.37	33.00' RT

TLE STATION & OFFSET TABLE		
T250	74+04.98	33.00' RT
T251	73+90.93	36.81' RT
T252	73+70.88	60.39' RT
T253	73+65.55	55.86' RT
T254	72+77.03	67.34' RT
T255	72+77.00	33.00' RT
T256	72+80.00	33.00' LT
T257	72+80.00	38.00' LT
T258	73+10.00	38.00' LT
T259	73+10.00	33.00' LT
T260	73+65.00	33.00' LT
T261	73+65.00	38.00' LT
T262	73+93.00	38.00' LT
T263	73+93.00	33.00' LT

R/W COURSE TABLE		
201-202	S37°44'53"W	97.18'
202-203	SEE CURVE DATA	
203-204	N40°37'18"W	10.16'
204-205	S49°14'57"W	143.62'
205-R/L	N00°22'53"W	43.31'
R/L-R/L	N49°14'57"E	19.34'
R/L-206	N40°45'03"W	33.00'
206-207	N49°14'57"E	284.52'
207-R/L	S46°51'23"E	33.18'
R/L-R/L	N49°14'57"E	86.70'
R/L-208	S00°22'53"E	43.31'
208-200	S49°14'57"W	149.61'
200-201	S41°11'50"W	8.93'



POT	Y	X
74+13.04	318,141.695	653,371.119

R/W CURVE TABLE				
COURSE	LENGTH	RADIUS	CHORD BEARING	CHORD
202-203	11.10'	19.00'	N23°53'20"W	10.94'

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 73	PROJECT 3061-01-21	66'	1990
STH 73	MAXWELL'S FIRST ADDITION TO THE CITY OF COLUMBUS	33'	1914
INGALSBE STREET	PROJECT 3061-01-21	60'	1990
INGALSBE STREET	MAXWELL'S FIRST ADDITION TO THE CITY OF COLUMBUS	60'	1914

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
101	WE ENERGIES - GAS	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND AND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	R/W REQUIRED S.F.			TLE S.F.
			NEW	EXISTING	TOTAL	
4	TMI DEVELOPMENT, LLC. AS VENDEE	FEE & TLE	-	9,446	9,446	290
5	KO PROPERTIES, LLC.	FEE & TLE	126	-	126	376
6	SHERWOOD PROPERTY, LLC.	FEE & TLE	5	-	5	247

DOC # 966823
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
06/20/2023 01:44:56 PM
PAGES: 1
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: 25.00
VOLUME: TPP-E PAGE: 64
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3060-00-24 - 4.02
AMENDMENT NO:
SHEET 1 OF 1

4

LOCATION MAP

raSmith
CREATIVITY BEYOND ENGINEERING
10745 W. Bluemound Road
Brookfield, WI 53226
262-781-1000
www.rasmith.com

I, MICHAEL J. RATZBURG, 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 CITY OF COLUMBUS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

SIGNATURE: Michael J. Ratzburg DATE: 6/08/2023
PRINT NAME: MICHAEL J. RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF COLUMBUS.

SIGNATURE: Patricia Goebel DATE 6/20/2023
PRINT NAME: PAT GOEBEL, CITY CLERK

TRANSPORTATION PROJECT PLAT NO: 3060-00-24 - 4.03

THAT PART OF THE SE 1/4 AND SW 1/4 OF THE SW 1/4, SECTION 13, TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER STH 73, FAITH DRIVE TO MIDDLETON STREET, COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF COLUMBUS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF COLUMBUS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF COLUMBUS, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

DOC # 966824
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
06/20/2023 02:07:31 PM
PAGES: 1
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: 25.00
VOLUME: TPP-E PAGE: 65
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3060-00-24 - 4.03
AMENDMENT NO:
SHEET 1 OF 1

4

NOTES:

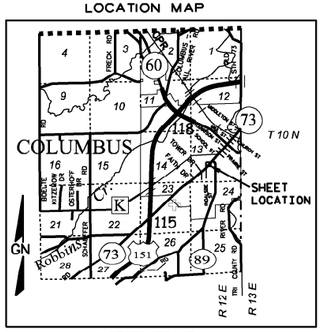
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

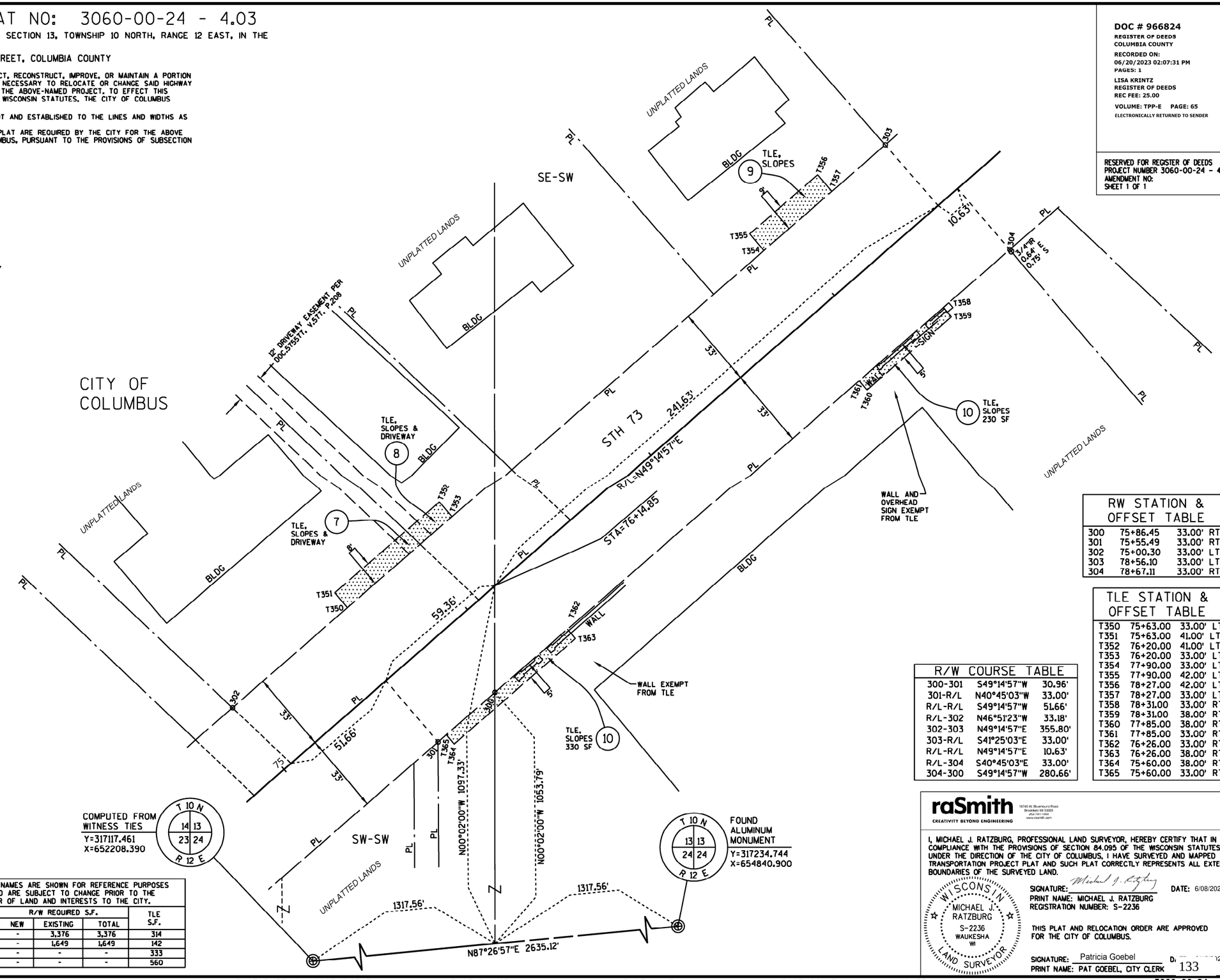
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 966258 FOR ADDITIONAL INFORMATION.

LOCATION MAP



NOT TO SCALE



RW STATION & OFFSET TABLE		
300	75+86.45	33.00' RT
301	75+55.49	33.00' RT
302	75+00.30	33.00' LT
303	78+56.10	33.00' LT
304	78+67.11	33.00' RT

TLE STATION & OFFSET TABLE		
T350	75+63.00	33.00' LT
T351	75+63.00	41.00' LT
T352	76+20.00	41.00' LT
T353	76+20.00	33.00' LT
T354	77+90.00	33.00' LT
T355	77+90.00	42.00' LT
T356	78+27.00	42.00' LT
T357	78+27.00	33.00' LT
T358	78+31.00	33.00' RT
T359	78+31.00	38.00' RT
T360	77+85.00	38.00' RT
T361	77+85.00	33.00' RT
T362	76+26.00	33.00' RT
T363	76+26.00	38.00' RT
T364	75+60.00	38.00' RT
T365	75+60.00	33.00' RT

R/W COURSE TABLE		
300-301	S49°14'57"W	30.96'
301-R/L	N40°45'03"W	33.00'
R/L-R/L	S49°14'57"W	51.66'
R/L-302	N46°51'23"W	33.18'
302-303	N49°14'57"E	355.80'
303-R/L	S41°25'03"E	33.00'
R/L-R/L	N49°14'57"E	10.63'
R/L-304	S40°45'03"E	33.00'
304-300	S49°14'57"W	280.66'

POT	Y	X
76+14.85	318,273.435	653,524.006

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 73	PROJECT 3061-01-21	66'	1990
STH 73	PROJECT 3061-00-71	66'	1991

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND AND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	R/W REQUIRED S.F.			TLE S.F.
			NEW	EXISTING	TOTAL	
7	H.G. & ARLENE D. OELKE	FEE & TLE	-	3,376	3,376	314
8	LEE R. & LOYCE JOY HARDESTY FAMILY TRUST	FEE & TLE	-	1,649	1,649	142
9	CARALYNN M. HILLMER	TLE	-	-	-	333
10	CITY OF COLUMBUS, A MUNICIPAL CORPORATION	TLE	-	-	-	560

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005
262-781-1000
www.rasmith.com

I, MICHAEL J. RATZBURG, 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 CITY OF COLUMBUS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

SIGNATURE: Michael J. Ratzburg DATE: 6/08/2023
PRINT NAME: MICHAEL J. RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF COLUMBUS.

SIGNATURE: Patricia Goebel D[illegible]023
PRINT NAME: PAT GOEBEL, CITY CLERK

TRANSPORTATION PROJECT PLAT NO: 3060-00-24 - 4.04

THAT PART OF OUTLOTS 97, 159 AND 160 OF COLUMBUS OUTLOTS, LOCATED IN THE NW 1/4 OF THE SE 1/4, SECTION 13, TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER STH 73, FAITH DRIVE TO MIDDLETON STREET, COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF COLUMBUS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF COLUMBUS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF COLUMBUS, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

NOTES:

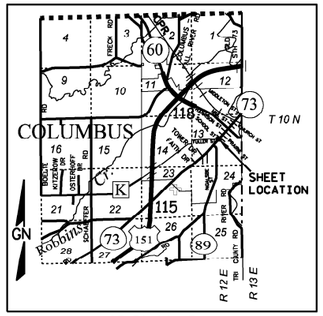
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 966258 FOR ADDITIONAL INFORMATION.

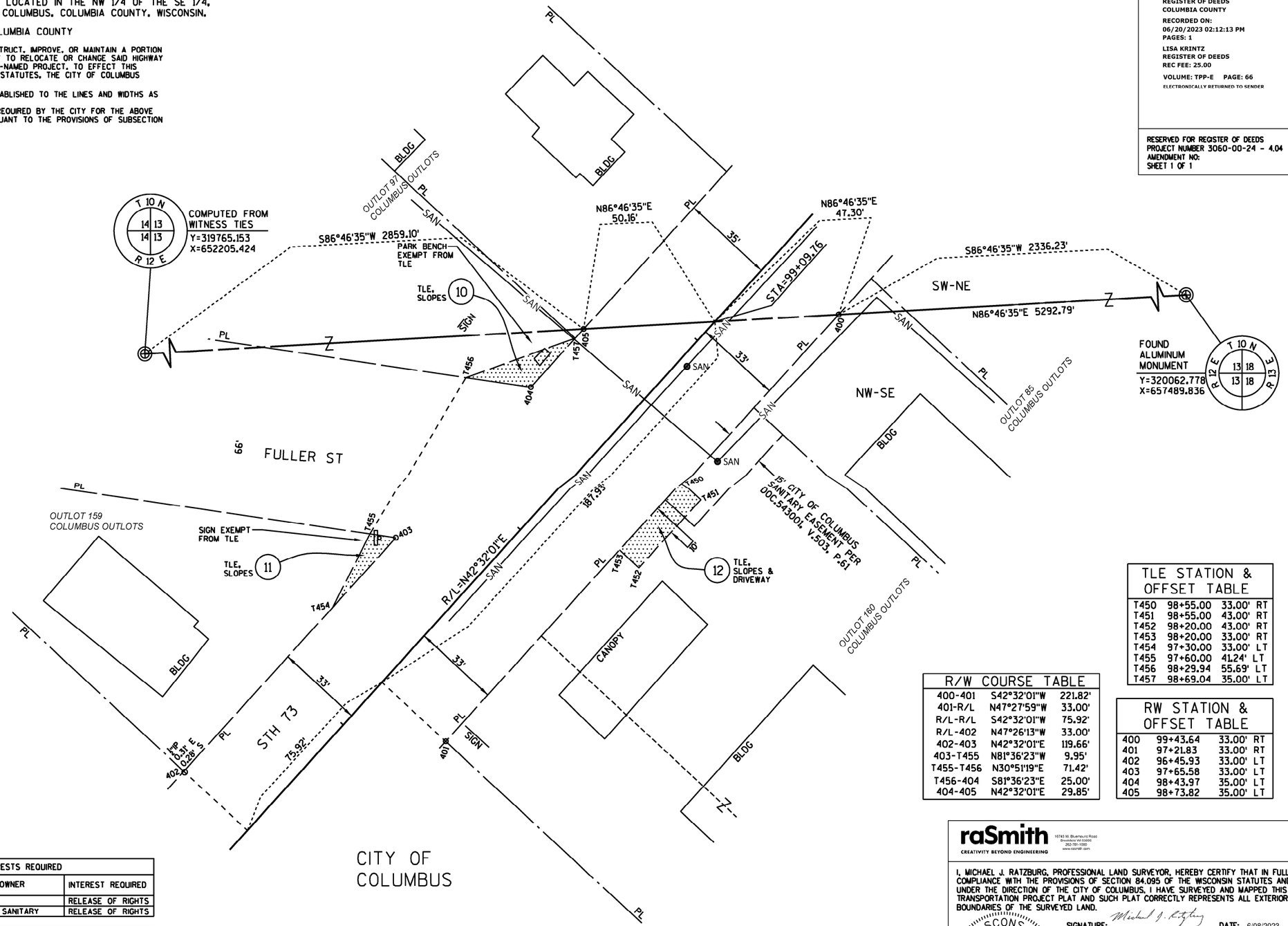
LOCATION MAP



NOT TO SCALE

(102) AT&T WISCONSIN
NON DESCRIPT EASEMENT
DOC.510616
V.432, P.89
PARCEL 12

(104) CITY OF COLUMBUS - SANITARY
15' EASEMENT
DOC.543001
V.503, P.61
PARCEL 12



GN

SCALE, FEET
0 20 40

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
102	AT&T WISCONSIN	RELEASE OF RIGHTS
104	CITY OF COLUMBUS - SANITARY	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED — OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND AND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	R/W REQUIRED S.F.			TLE S.F.
			NEW	EXISTING	TOTAL	
10	CITY OF COLUMBUS, A MUNICIPAL CORPORATION	TLE	-	-	-	259
11	DENNIS W. & CLAIRE R. SAMPOLINSKI	TLE	-	-	-	147
12	LANDMARK SERVICES COOPERATIVE	TLE	-	-	-	350

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 73	PROJECT 3061-00-71	33' & 35'	1991
FULLER ST	BY STATUTE	66'	

POT	Y	X
99+09.76	319,928.747	655,110.082

R/W COURSE TABLE		
400-401	S42°32'01"W	221.82'
401-R/L	N47°27'59"W	33.00'
R/L-R/L	S42°32'01"W	75.92'
R/L-402	N47°26'13"W	33.00'
402-403	N42°32'01"E	119.66'
403-T455	N81°36'23"W	9.95'
T455-T456	N30°51'19"E	71.42'
T456-404	S81°36'23"E	25.00'
404-405	N42°32'01"E	29.85'

TLE STATION & OFFSET TABLE		
T450	98+55.00	33.00' RT
T451	98+55.00	43.00' RT
T452	98+20.00	43.00' RT
T453	98+20.00	33.00' RT
T454	97+30.00	33.00' LT
T455	97+60.00	41.24' LT
T456	98+29.94	55.69' LT
T457	98+69.04	35.00' LT

RW STATION & OFFSET TABLE		
400	99+43.64	33.00' RT
401	97+21.83	33.00' RT
402	96+45.93	33.00' LT
403	97+65.58	33.00' LT
404	98+43.97	35.00' LT
405	98+73.82	35.00' LT

DOC # 966825
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
06/20/2023 02:12:13 PM
PAGES: 1
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: 25.00
VOLUME: TPP-E PAGE: 66
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3060-00-24 - 4.04
AMENDMENT NO:
SHEET 1 OF 1

raSmith
CREATIVITY BEYOND ENGINEERING
10745 W. Bluemound Road
Brookfield, WI 53226
262-781-1000
www.rasmith.com

I, MICHAEL J. RATZBURG, 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 CITY OF COLUMBUS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

SIGNATURE: Michael J. Ratzburg DATE: 6/08/2023
PRINT NAME: MICHAEL J. RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF COLUMBUS.

SIGNATURE: Patricia Goebel DATE
PRINT NAME: PAT GOEBEL, CITY CLERK

TRANSPORTATION PROJECT PLAT NO: 3060-00-24 - 4.05

THAT PART OF LOT 5, BLOCK 11, LOT 6, BLOCK 12 AND LOT 1 BLOCK 13, OF LUDINGTON'S ADDITION TO COLUMBUS, AND OUTLOT 82 OF COLUMBUS OUTLOTS. LOCATED IN THE SW 1/4 OF THE NE 1/4. SECTION 13. TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER STH 73, FAITH DRIVE TO MIDDLETON STREET, COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF COLUMBUS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF COLUMBUS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF COLUMBUS, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

NOTES:

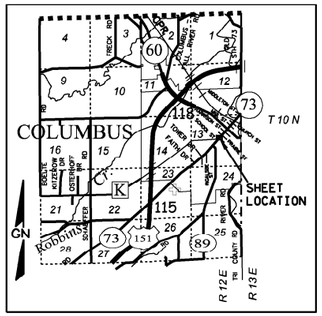
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 966258 FOR ADDITIONAL INFORMATION.

LOCATION MAP



NOT TO SCALE

R/W COURSE TABLE		
R/L-500	N48°32'29"W	35.01'
500-501	N42°32'01"E	52.00'
501-502	N05°28'01"E	9.95'
502-T554	N48°00'51"W	14.00'
T554-503	N41°55'29"E	60.00'
503-504	N41°55'16"E	1.00'
504-505	S48°00'51"E	17.01'
505-506	N73°58'07"E	3.74'
506-507	N41°55'16"E	27.91'
507-508	S48°04'44"E	1.00'
508-509	N41°55'16"E	57.91'
509-R/L	S48°32'38"E	35.00'
R/L-510	S48°32'38"E	35.00'
510-511	S41°55'16"W	83.00'
511-512	S03°03'47"E	9.90'
512-T559	S48°02'50"E	16.00'
T559-T560	S44°46'39"W	60.07'
T560-513	N48°02'50"W	15.00'
513-514	S87°14'35"W	7.11'
514-515	S42°32'01"W	55.00'
515-R/L	N48°32'29"W	35.01'

RW STATION & OFFSET TABLE		
500	101+34.54	35.00' LT
501	101+86.54	35.00' LT
502	101+94.48	41.00' LT
503	102+54.94	55.00' LT
504	102+55.94	55.00' LT
505	102+55.92	37.99' LT
506	102+59.09	36.00' LT
507	102+87.00	36.00' LT
508	102+87.00	35.00' LT
509	103+44.91	35.00' LT
510	103+45.48	35.00' RT
511	102+62.48	35.00' RT
512	102+55.48	42.00' RT
513	101+95.48	40.01' RT
514	101+90.86	35.00' RT
515	101+35.85	35.00' RT

TLE STATION & OFFSET TABLE		
T550	101+69.00	35.00' LT
T551	101+69.00	45.00' LT
T552	101+87.44	45.00' LT
T553	101+87.35	54.93' LT
T554	101+94.35	55.00' LT
T555	102+75.00	35.00' RT
T556	102+75.00	40.00' RT
T557	102+60.48	40.00' RT
T558	102+60.47	58.00' RT
T559	102+55.47	58.00' RT
T560	101+95.47	55.01' RT
T561	101+73.20	35.00' RT

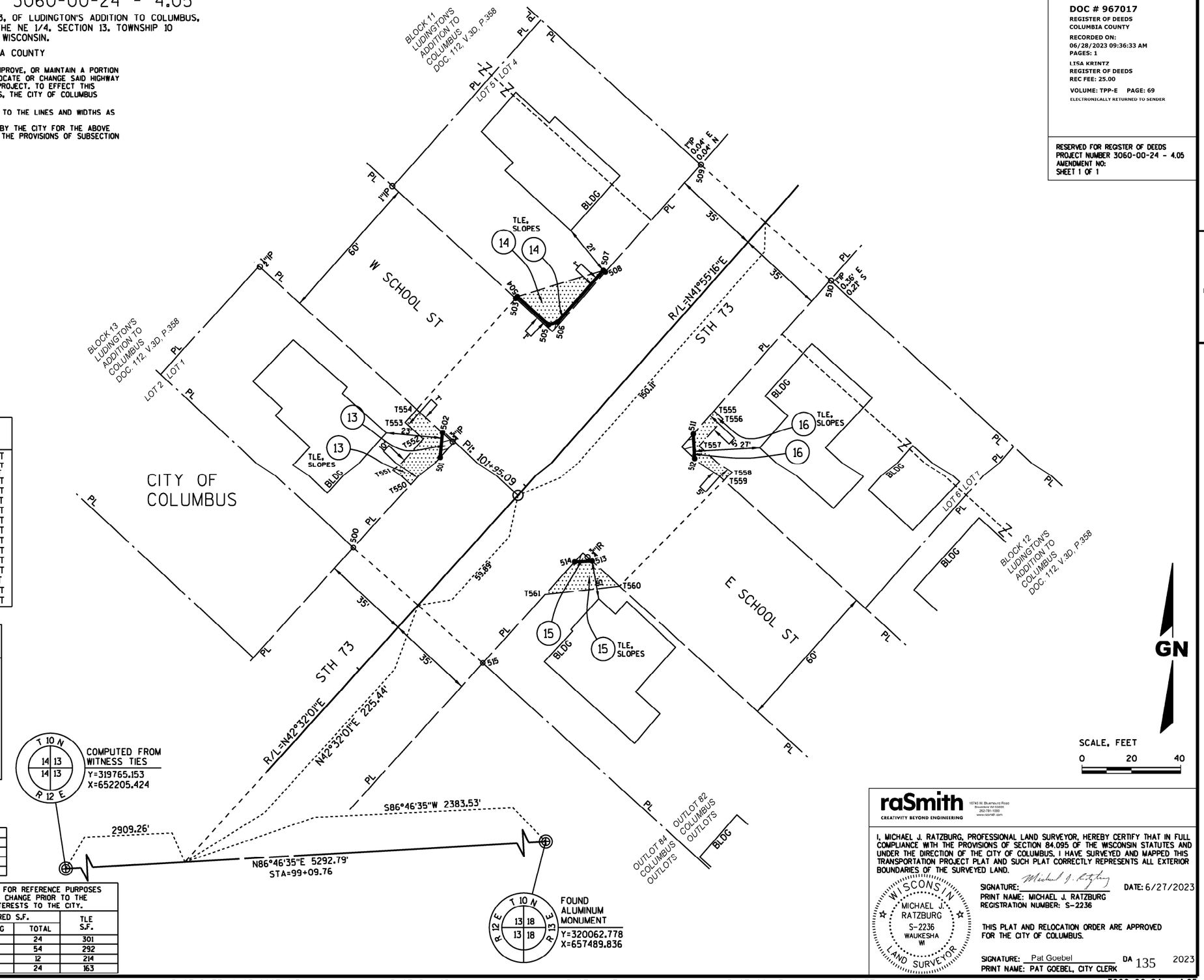
PI	Y	X
101+95.09	320,138.998	655,302.969

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 73	LUDINGTON'S ADDITION TO COLUMBUS	70'	1849
STH 73	PROJECT 3061-00-71	70'	1991
SCHOOL ST	LUDINGTON'S ADDITION TO COLUMBUS	60'	1849
SCHOOL ST	PROJECT 3061-00-71	60'	1991

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND AND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	R/W REQUIRED S.F.			TLE S.F.
			NEW	EXISTING	TOTAL	
13	DOUGLAS R. HICKEY	FEE & TLE	24	-	24	301
14	PHILIP & JUDITH M. MANTEUFEL	FEE & TLE	54	-	54	292
15	BRENDA R. MAIER	FEE & TLE	12	-	12	214
16	CHAD P. HEIM	FEE & TLE	24	-	24	163



DOC # 967017
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
06/28/2023 09:36:33 AM
PAGES: 1
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: 25.00
VOLUME: TPP-E PAGE: 69
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3060-00-24 - 4.05
AMENDMENT NO:
SHEET 1 OF 1

raSmith
CREATIVITY BEYOND ENGINEERING
10745 W. Bluemound Road
Brookfield WI 53005
262-781-1000
www.rasmith.com

I, MICHAEL J. RATZBURG, 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 CITY OF COLUMBUS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

SIGNATURE: Michael J. Ratzburg DATE: 6/27/2023
PRINT NAME: MICHAEL J. RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF COLUMBUS.

SIGNATURE: Pat Goebel DA 135 2023
PRINT NAME: PAT GOEBEL, CITY CLERK

TRANSPORTATION PROJECT PLAT NO: 3060-00-24 - 4.06

THAT PART OF LOT 1, BLOCK 11 AND LOT 10, BLOCK 12 OF LUDINGTON'S ADDITION TO COLUMBUS, LOT 6, BLOCK 7, AND LOT 5, BLOCK 8, ORIGINAL PLAT OF COLUMBUS, LOCATED IN THE SW 1/4 OF THE NE 1/4, SECTION 13, TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER STH 73, FAITH DRIVE TO MIDDLETON STREET, COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF COLUMBUS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF COLUMBUS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF COLUMBUS, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

NOTES:

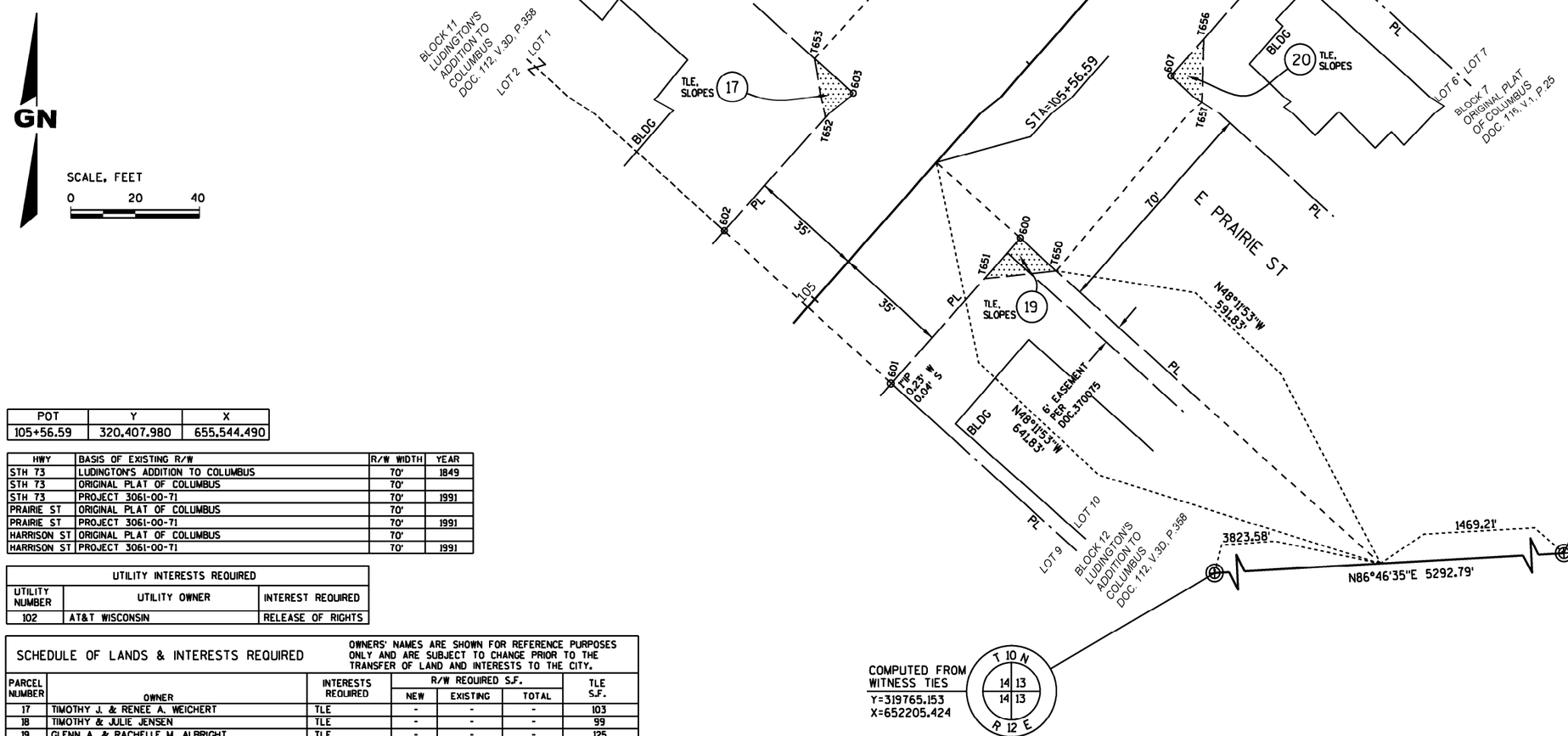
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 966258 FOR ADDITIONAL INFORMATION.

102 AT&T WISCONSIN
6' EASEMENT
DOC.370075
PARCEL 19



POT	Y	X
105+56.59	320,407.980	655,544.490

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 73	LUDINGTON'S ADDITION TO COLUMBUS	70'	1849
STH 73	ORIGINAL PLAT OF COLUMBUS	70'	
STH 73	PROJECT 3061-00-71	70'	1991
PRAIRIE ST	ORIGINAL PLAT OF COLUMBUS	70'	
PRAIRIE ST	PROJECT 3061-00-71	70'	1991
HARRISON ST	ORIGINAL PLAT OF COLUMBUS	70'	
HARRISON ST	PROJECT 3061-00-71	70'	1991

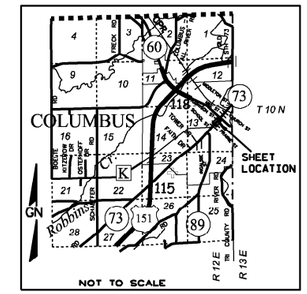
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
102	AT&T WISCONSIN	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND AND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	R/W REQUIRED S.F.			TLE S.F.
			NEW	EXISTING	TOTAL	
17	TIMOTHY J. & RENEE A. WEICHERT	TLE	-	-	-	103
18	TIMOTHY & JULIE JENSEN	TLE	-	-	-	99
19	GLENN A. & RACHELLE M. ALBRIGHT	TLE	-	-	-	125
20	ROBERT TURNER AND DARRELL & MARTHA SALMON	TLE	-	-	-	100

LOCATION MAP



DOC # 967018
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
06/28/2023 09:38:41 AM
PAGES: 1
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: 25.00
VOLUME: TPP-E PAGE: 70
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3060-00-24 - 4.06
AMENDMENT NO:
SHEET 1 OF 1

TLE STATION & OFFSET TABLE		
T650	105+56.69	50.00' RT
T651	105+40.00	35.00' RT
T652	105+44.00	35.00' LT
T653	105+56.71	51.00' LT
T654	106+26.72	50.00' LT
T655	106+40.00	35.00' LT
T656	106+42.00	35.00' RT
T657	106+26.69	48.00' RT

R/W COURSE TABLE		
T650-600	N48°11'53"W	15.00'
600-601	S41°55'16"W	60.00'
601-R/L	N47°56'40"W	35.00'
R/L-602	N47°56'40"W	35.00'
602-603	N41°55'16"E	60.00'
603-T653	N48°29'02"W	16.00'
T653-T654	N42°44'22"E	70.02'
T654-604	S48°29'02"E	15.00'
604-605	N41°55'16"E	60.00'
605-R/L	S47°56'35"E	35.00'
R/L-606	S47°56'35"E	35.00'
606-607	S41°55'16"W	60.00'
607-T657	S48°11'53"E	13.00'
T657-T650	S40°17'04"W	70.02'

RW STATION & OFFSET TABLE		
600	105+56.66	35.00' RT
601	104+96.66	35.00' RT
602	104+96.83	35.00' LT
603	105+56.83	35.00' LT
604	106+26.83	35.00' LT
605	106+86.83	35.00' LT
606	106+86.66	35.00' RT
607	106+26.66	35.00' RT

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Brookfield WI 53005
262-781-1000
www.raSmith.com

I, MICHAEL J. RATZBURG, 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 CITY OF COLUMBUS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

SIGNATURE: Michael J. Ratzburg DATE: 6/27/2023
PRINT NAME: MICHAEL J. RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF COLUMBUS.

SIGNATURE: Pat Goebel DA 136 2023
PRINT NAME: PAT GOEBEL, CITY CLERK

TRANSPORTATION PROJECT PLAT NO: 3060-00-24 - 4.07

THAT PART OF LOT 6, BLOCK 6, LOT 10, BLOCK 7, AND LOT 1, BLOCK 8, ORIGINAL PLAT OF COLUMBUS, LOCATED IN THE SW 1/4 OF THE NE 1/4, SECTION 13, TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER STH 73, FAITH DRIVE TO MIDDLETON STREET, COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF COLUMBUS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT, TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF COLUMBUS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF COLUMBUS, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

RW STATION & OFFSET TABLE			
700	109+27.59	35.00'	RT
701	108+67.59	35.00'	RT
702	108+67.14	35.00'	LT
703	109+27.14	35.00'	LT
704	109+97.14	35.00'	LT
705	110+57.14	35.00'	LT
706	110+57.59	35.00'	RT
707	109+97.59	35.00'	RT

TLE STATION & OFFSET TABLE			
T750	109+27.57	50.00'	RT
T751	109+17.57	50.00'	RT
T752	109+17.59	35.00'	RT
T753	109+12.00	35.00'	LT
T754	109+27.11	45.00'	LT
T755	110+12.59	35.00'	RT
T756	110+12.59	40.00'	RT
T757	110+02.59	40.00'	RT
T758	110+02.58	45.01'	RT
T759	109+97.58	45.00'	RT

R/W COURSE TABLE		
T750-700	N48°00'04"W	15.00'
700-701	S41°55'16"W	60.00'
701-R/L	N48°27'10"W	35.00'
R/L-702	N48°27'10"W	35.00'
702-703	N41°55'16"E	60.00'
703-T754	N48°12'27"W	10.00'
T754-704	N50°02'55"E	70.73'
704-705	N41°55'16"E	60.00'
705-R/L	S48°27'10"E	35.00'
R/L-706	S48°27'10"E	35.00'
706-707	S41°55'16"W	60.00'
707-T759	S48°00'04"E	10.00'
T759-T750	S37°50'09"W	70.19'

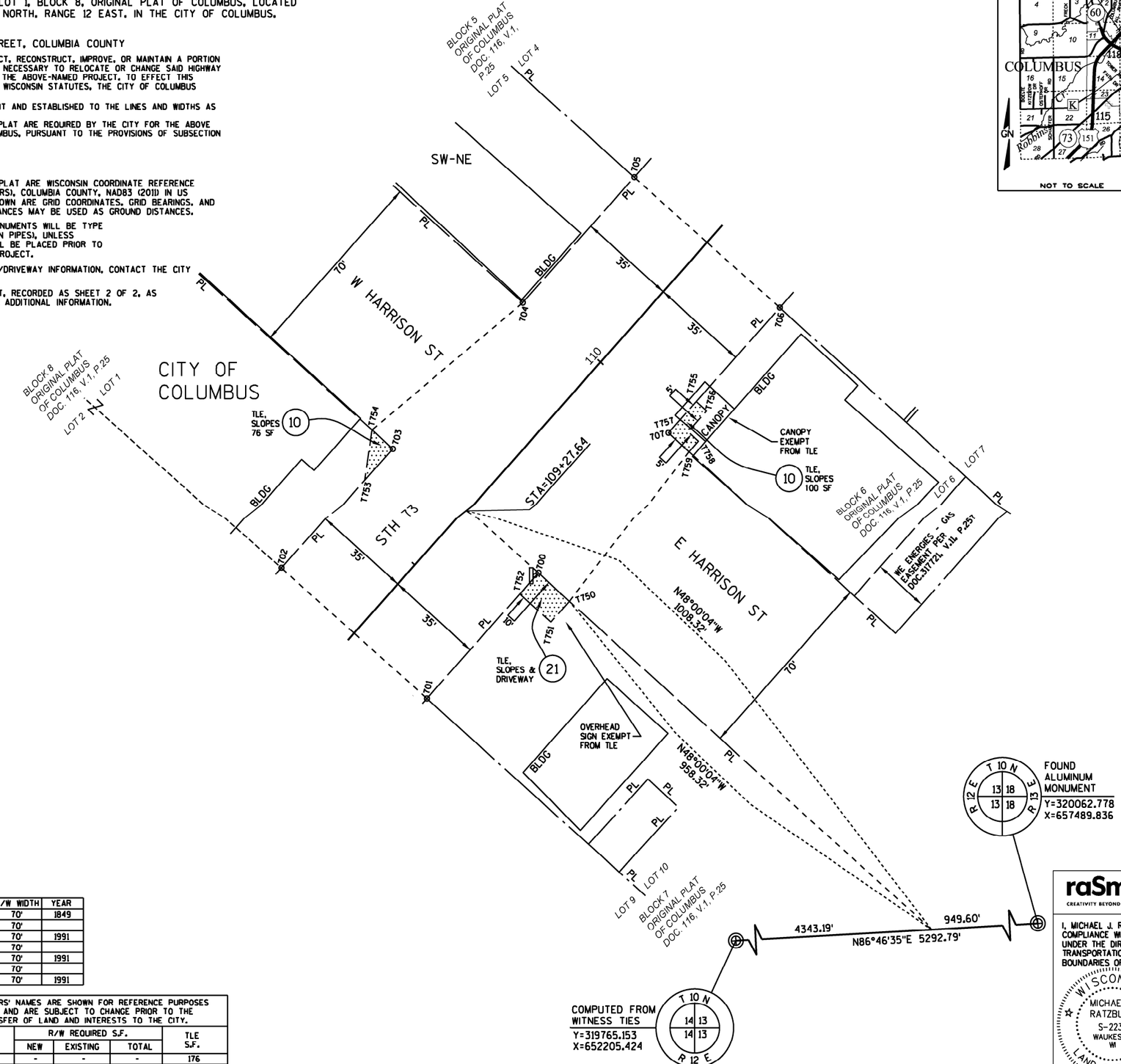
NOTES:

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

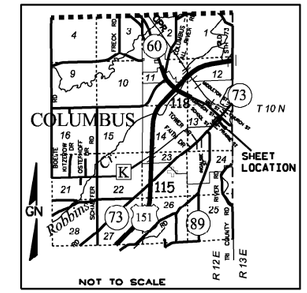
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 966258 FOR ADDITIONAL INFORMATION.



LOCATION MAP



DOC # 966828
REGISTER OF DEEDS
COLUMBIA COUNTY
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06/20/2023 02:39:30 PM
PAGES: 1
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: 25.00
VOLUME: TPP-E PAGE: 67
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3060-00-24 - 4.07
AMENDMENT NO:
SHEET 1 OF 1

POT	Y	X
109+27.64	320,684.067	655,792.393

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 73	LUDINGTON'S FIRST EXTENSION OF THE CITY OF COLUMBUS	70'	1849
STH 73	ORIGINAL PLAT OF COLUMBUS	70'	
STH 73	PROJECT 3061-00-71	70'	1991
PRAIRIE ST	ORIGINAL PLAT OF COLUMBUS	70'	
PRAIRIE ST	PROJECT 3061-00-71	70'	1991
HARRISON ST	ORIGINAL PLAT OF COLUMBUS	70'	
HARRISON ST	PROJECT 3061-00-71	70'	1991

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND AND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	R/W REQUIRED S.F.			TLE S.F.
			NEW	EXISTING	TOTAL	
10	CITY OF COLUMBUS	TLE	-	-	-	176
21	THEODORE J. & BETTY L. LONG	TLE	-	-	-	150

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10745 W. Bluemound Road
Brookfield, WI 53226
262-781-1080
www.rasmith.com

I, MICHAEL J. RATZBURG, 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 CITY OF COLUMBUS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

SIGNATURE: Michael J. Ratzburg DATE: 6/08/2023
PRINT NAME: MICHAEL J. RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF COLUMBUS.

SIGNATURE: Patricia Goebel DA 137
PRINT NAME: PAT GOEBEL, CITY CLERK

TRANSPORTATION PROJECT PLAT NO: 3060-00-24 - 4.08

THAT PART OF LOT 6, BLOCK 14, LUDINGTON'S ADDITION TO COLUMBUS, LOCATED IN THE SE 1/4 OF THE NE 1/4, SECTION 13 AND THAT PART OF LOT 5, BLOCK 15, LUDINGTON'S ADDITION TO COLUMBUS, LOCATED IN THE NE 1/4 OF THE NE 1/4, SECTION 13, ALL IN TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER STH 73, FAITH DRIVE TO MIDDLETON STREET, COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF COLUMBUS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF COLUMBUS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF COLUMBUS, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

NOTES:

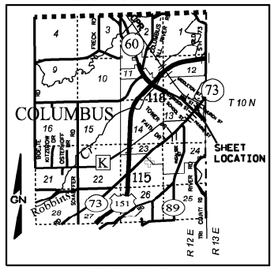
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

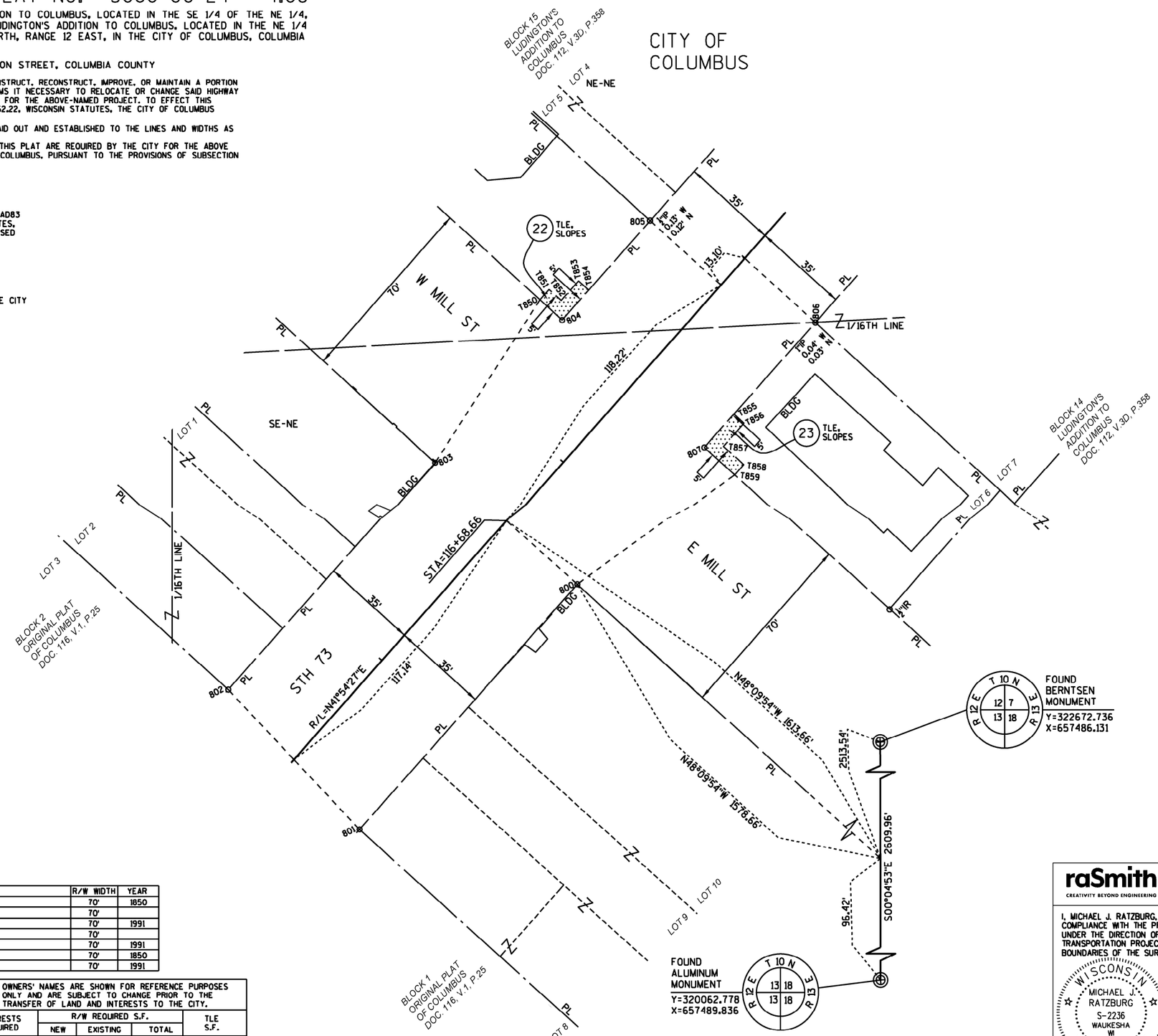
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 966258 FOR ADDITIONAL INFORMATION.

LOCATION MAP



NOT TO SCALE



SCALE, FEET
0 20 40

POT	Y	X
116+68.66	321,235.485	656,287.412

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 73	LUDINGTON'S ADDITION TO COLUMBUS	70'	1850
STH 73	ORIGINAL PLAT OF COLUMBUS	70'	
STH 73	PROJECT 3061-00-71	70'	1991
JAMES ST	ORIGINAL PLAT OF COLUMBUS	70'	
JAMES ST	PROJECT 3061-00-71	70'	1991
MILL ST	LUDINGTON'S ADDITION TO COLUMBUS	70'	1850
MILL ST	PROJECT 3061-00-71	70'	1991

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND AND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	R/W REQUIRED S.F.			TLE S.F.
			NEW	EXISTING	TOTAL	
22	MIDWEST AG. COMMODITIES, INC.	TLE	-	-	-	103
23	MATTHEW REYNOLDS	TLE	-	-	-	131

DOC # 967019
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
06/28/2023 09:40:31 AM
PAGES: 1
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: 25.00
VOLUME: TPP-E PAGE: 71
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3060-00-24 - 4.08
AMENDMENT NO:
SHEET 1 OF 1

R/W COURSE TABLE		
800-801	S41°54'27"W	120.00'
801-R/L	N43°29'22"W	35.11'
R/L-802	N43°29'22"W	35.11'
802-803	N41°54'27"E	114.00'
803-T850	N32°58'51"E	70.89'
T850-804	S47°56'00"E	11.00'
804-805	N41°54'27"E	48.54'
805-R/L	S48°05'33"E	35.00'
R/L-R/L	N41°54'27"E	13.10'
R/L-806	S47°59'09"E	35.00'
806-807	S41°54'27"W	61.21'
807-T859	S48°09'54"E	15.00'
T859-800	S53°59'57"W	71.61'

TLE STATION & OFFSET TABLE			
T850	117+38.37	46.00'	LT
T851	117+43.37	46.00'	LT
T852	117+43.35	40.00'	LT
T853	117+53.00	40.00'	LT
T854	117+53.00	35.00'	LT
T855	117+55.00	35.00'	RT
T856	117+55.00	40.00'	RT
T857	117+43.71	40.00'	RT
T858	117+43.72	50.00'	RT
T859	117+38.72	50.00'	RT

RW STATION & OFFSET TABLE			
800	116+68.70	35.00'	RT
801	115+48.70	35.00'	RT
802	115+54.34	35.00'	LT
803	116+68.34	35.00'	LT
804	117+38.34	35.00'	LT
805	117+86.88	35.00'	LT
806	117+99.91	35.00'	RT
807	117+38.70	35.00'	RT

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I, MICHAEL J. RATZBURG, 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 CITY OF COLUMBUS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

SIGNATURE: Michael J. Ratzburg DATE: 6/27/2023
PRINT NAME: MICHAEL J. RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF COLUMBUS.

SIGNATURE: Pat Goebel DA 138 2023
PRINT NAME: PAT GOEBEL, CITY CLERK

TRANSPORTATION PROJECT PLAT NO: 3060-00-24 - 4.09

THAT PART OF LOT 10, BLOCK 14, LOT 1, BLOCK 15, LOT 5, BLOCK 18, LOT 6, BLOCK 19, LUDINGTON'S ADDITION TO COLUMBUS, LOCATED IN THE NE 1/4 OF THE NE 1/4, SECTION 13, TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER STH 73, FAITH DRIVE TO MIDDLETON STREET, COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF COLUMBUS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF COLUMBUS HEREBY ORDERS THAT:

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NOTES:

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

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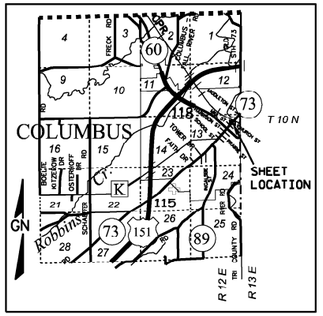
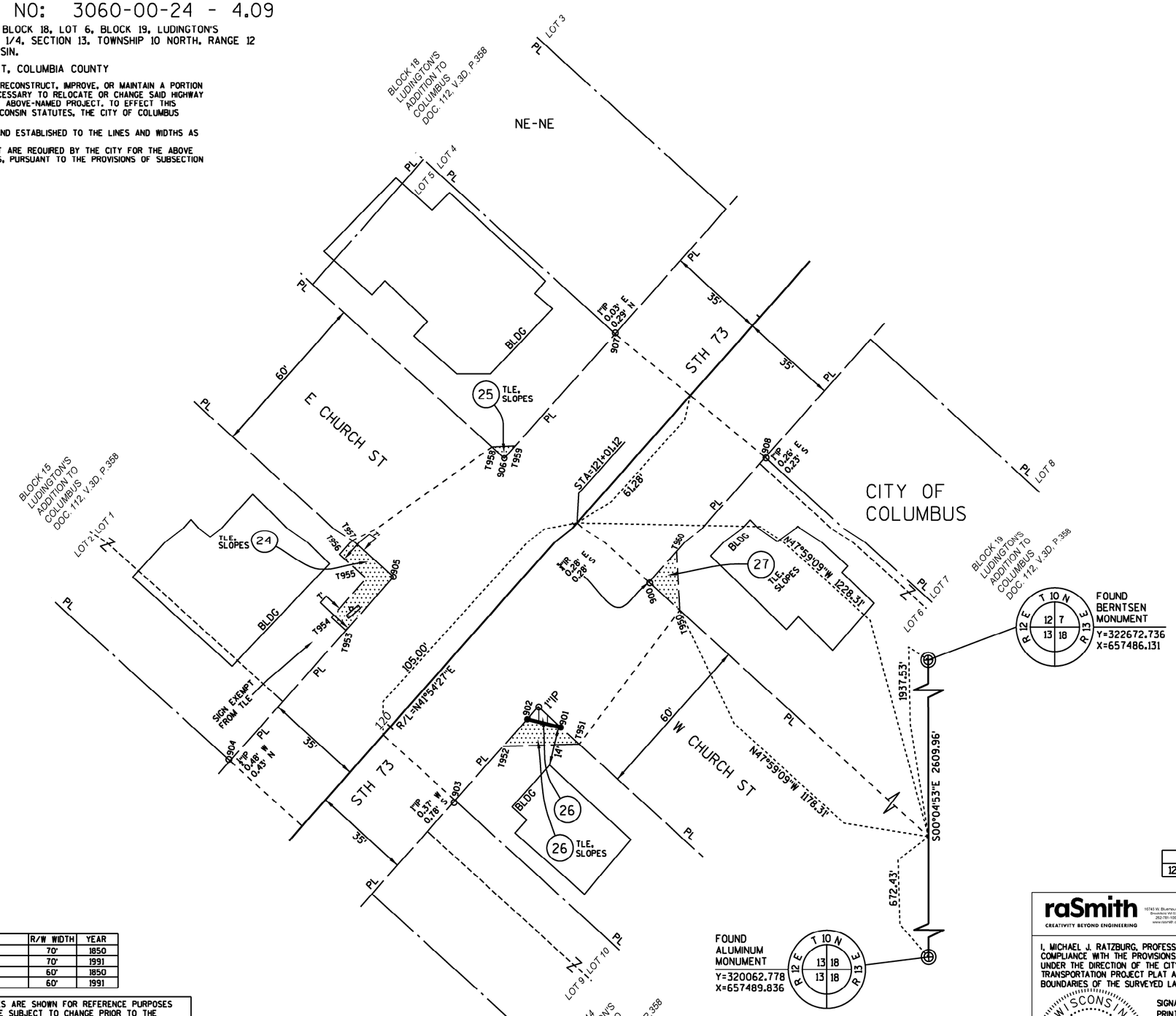
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 966258 FOR ADDITIONAL INFORMATION.

LOCATION MAP



NOT TO SCALE



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SCALE, FEET
0 20 40

DOC # 967020
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
06/28/2023 09:42:20 AM
PAGES: 1
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: 25.00
VOLUME: TPP-E PAGE: 72
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3060-00-24 - 4.09
AMENDMENT NO:
SHEET 1 OF 1

4

TLE STATION & OFFSET TABLE			
T950	121+01.03	50.00'	RT
T951	120+41.02	55.00'	RT
T952	120+22.00	35.00'	RT
T953	120+15.00	35.00'	LT
T954	120+15.00	42.00'	LT
T955	120+33.77	42.00'	LT
T956	120+33.78	55.00'	LT
T957	120+40.78	55.00'	LT
T958	121+00.77	41.00'	LT
T959	121+06.76	35.00'	LT
T960	121+16.00	35.00'	RT

R/W COURSE TABLE		
T950-T951	S37°08'41"W	60.22'
T951-901	N47°59'09"W	9.00'
901-902	N76°37'15"W	12.52'
902-903	S41°54'27"W	39.00'
903-R/L	N47°59'09"W	35.00'
R/L-R/L	S41°54'27"W	43.88'
R/L-904	N48°05'33"W	35.00'
904-905	N41°54'27"E	88.52'
905-T957	N48°01'40"W	20.00'
T957-T958	N55°02'41"E	61.60'
T958-906	S48°01'40"E	6.00'
906-907	N41°54'27"E	60.00'
907-R/L	S50°46'19"E	35.04'
R/L-908	S50°46'19"E	35.04'
908-900	S41°54'27"W	62.98'
900-T950	S47°59'09"E	15.00'

RW STATION & OFFSET TABLE			
900	121+01.06	35.00'	RT
901	120+41.04	46.00'	RT
902	120+35.06	35.00'	RT
903	119+96.06	35.00'	RT
904	119+52.24	35.00'	LT
905	120+40.76	35.00'	LT
906	121+00.76	35.00'	LT
907	121+60.76	35.00'	LT
908	121+64.04	35.00'	RT

POT	Y	X
121+01.12	321,557.337	656,576.269

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 73	LUDINGTON'S ADDITION TO COLUMBUS	70'	1850
STH 73	PROJECT 3061-00-71	70'	1991
CHURCH ST	LUDINGTON'S ADDITION TO COLUMBUS	60'	1850
CHURCH ST	PROJECT 3061-00-71	60'	1991

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND AND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	EXISTING	TOTAL	TLE S.F.
24	CYNTHIA F. KASCHUB	TLE	-	-	-	271
25	JULIE A. MONROE	TLE	-	-	-	18
26	DOUGLAS H. WILKEN	FEE & TLE	33	-	33	158
27	AMANDA J. FRIEDERICK	TLE	-	-	-	112

raSmith
CREATIVITY BEYOND ENGINEERING
10745 W. Bluemound Road
Brookfield, WI 53226
262-781-1080
www.raSmith.com

I, MICHAEL J. RATZBURG, 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 CITY OF COLUMBUS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

SIGNATURE: Michael J. Ratzburg DATE: 6/27/2023
PRINT NAME: MICHAEL J. RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF COLUMBUS.

SIGNATURE: Pat Goebel DA 139 2023
PRINT NAME: PAT GOEBEL, CITY CLERK

TRANSPORTATION PROJECT PLAT NO: 3060-00-24 - 4.10

THAT PART OF THE NE 1/4 OF THE NE 1/4, SECTION 13, TOWNSHIP 10 NORTH, RANGE 12 EAST, IN THE CITY OF COLUMBUS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER STH 73, FAITH DRIVE TO MIDDLETON STREET, COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF COLUMBUS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT, TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF COLUMBUS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF COLUMBUS, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

NOTES:

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

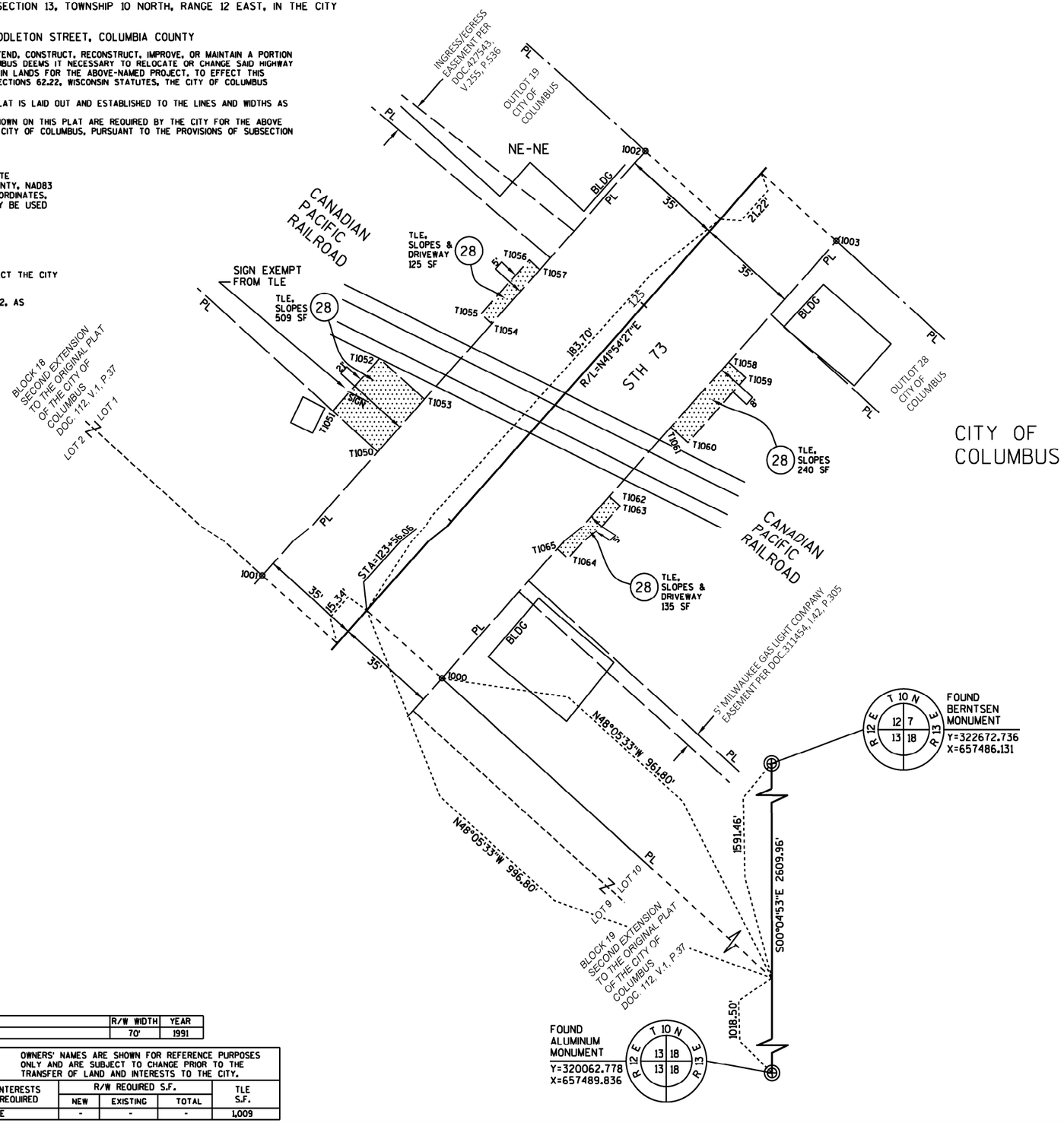
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF COLUMBUS.

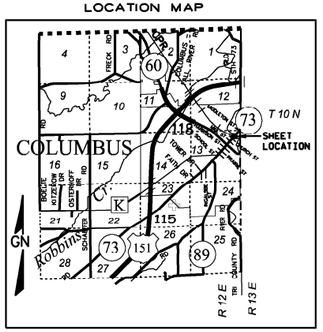
REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 966258 FOR ADDITIONAL INFORMATION.

DOC # 966829
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
06/20/2023 02:47:30 PM
PAGES: 1
LISA KRINTZ
REGISTER OF DEEDS
REC FEE: 25.00
VOLUME: TPP-E PAGE: 68
ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3060-00-24 - 4.10
AMENDMENT NO:
SHEET 1 OF 1



LOCATION MAP



NOT TO SCALE

TLE STATION & OFFSET TABLE			
T1050	124+00.76	35.00'	LT
T1051	124+00.78	56.00'	LT
T1052	124+25.00	56.00'	LT
T1053	124+25.00	35.00'	LT
T1054	124+60.00	35.00'	LT
T1055	124+60.00	40.00'	LT
T1056	124+85.00	40.00'	LT
T1057	124+85.00	35.00'	LT
T1058	125+05.00	35.00'	RT
T1059	125+05.00	43.00'	RT
T1060	124+75.00	43.00'	RT
T1061	124+75.00	35.00'	RT
T1062	124+43.00	35.00'	RT
T1063	124+43.00	40.00'	RT
T1064	124+16.00	40.00'	RT
T1065	124+16.00	35.00'	RT

R/W COURSE TABLE		
1000-R/L	N48°05'33"W	35.00'
R/L-R/L	S41°54'27"W	15.34'
R/L-1001	N48°01'40"W	35.00'
1001-1002	N41°54'27"E	198.99'
1002-R/L	S48°05'33"E	35.00'
R/L-R/L	N41°54'27"E	21.22'
R/L-1003	S48°05'33"E	35.00'
1003-1000	S41°54'27"W	204.92'

RW STATION & OFFSET TABLE			
1000	123+56.06	35.00'	RT
1001	123+40.76	35.00'	LT
1002	125+39.75	35.00'	LT
1003	125+60.97	35.00'	RT

POT	Y	X
123+56.06	321,747.066	656,746.547

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 73	PROJECT 3061-00-71	70'	1991

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND AND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	R/W REQUIRED S.F.			TLE S.F.
			NEW	EXISTING	TOTAL	
28	CANADIAN PACIFIC RAILROAD	TLE	-	-	-	1,009

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield WI 53005
262-781-1000
www.rasmith.com

I, MICHAEL J. RATZBURG, 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 CITY OF COLUMBUS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

SIGNATURE: Michael J. Ratzburg DATE: 6/08/2023
PRINT NAME: MICHAEL J. RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF COLUMBUS.

SIGNATURE: Patricia Goebel DATE
PRINT NAME: PAT GOEBEL, CITY CLERK

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

NOTE: SEE CURB RAMP DETAILS FOR PROPOSED PAVEMENT INFORMATION AT CURB RAMP LOCATIONS.

LEGEND

- AIC ADJUSTING INLET COVERS
- ASM ADJUSTING SANITARY MANHOLES
- RCG REMOVING CURB & GUTTER
- RAS REMOVING ASPHALTIC SURFACE
- RCS REMOVING CONCRETE SIDEWALK
- AMC ADJUSTING MANHOLE COVERS
- AWV ADJUSTING WATER VALVES
- CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D
- HMA HMA PAVEMENT 4 MT 58-28 H (5 1/2-INCH)

FAITH DRIVE

120 FAITH LUTHERAN CHURCH

VOELKER FAMILY TRUST

PC: 59+07.95

59+00 60+00 61+00 62+00 63+00 64+00 65+

+02 0.30' RT

+27 0.30' RT

20' 20'

STH 73 (PARK AVE)

STH 73 R/L

MATCHLINE STA 65+00

BEGIN PROJECT
STA 63+02.00
Y = 317,419.24
X = 652,527.09

BUTT JOINT 4-INCH OVERLAY

CE ASPHALT

CE ASPHALT

1355 THE OAKS APTS LLC

1351 JOHNSTON

1339, 1343 NCENTERPRISES LLC

5

5

VOELKER FAMILY TRUST

AT&T

HEMLING LIVING TRUST

PT: 65+06.70

MATCHLINE STA 65+00

66+00 67+00 68+00 69+00 70+00 71+

20' 20'

TOWER DRIVE

AT&T

COLUMBUS WATER & LIGHT

BUTT JOINT 4-INCH OVERLAY

SLOPE INTERCEPT

+65.58 48.83' LT

+65.65 38.82' LT

SLOPE INTERCEPT

SPECTRUM

HMA

TLE

AT&T

BM 1016

CE CONCRETE

AT&T

CANOPY

1250 CHESTOR BANDIT'S STORE, INC

CITY OF COLUMBUS

COLUMBUS WATER & LIGHT

SPECTRUM

CITY OF COLUMBUS

STH 73 (PARK AVE)

STH 73 R/L

WE ENERGIES

SLOPE INTERCEPT

TLE

SLOPE INTERCEPT

COLUMBUS WATER & LIGHT

SPECTRUM

CE ASPHALT

CE GRAVEL

CE ASPHALT

CE ASPHALT

CE ASPHALT

1339, 1343 NCENTERPRISES LLC

1337 SUTTON

SPECTRUM

BUTT JOINT 4-INCH OVERLAY

+46.05 62.27' RT

+40.41 70.58' RT

STUART STREET

WE ENERGIES

CAUTION

1249 DYKSTRA

1247 DIAZ

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
BM 1016	69+04.06	25.51 LT	858.55	WEST FLANGE BOLT HYDRANT

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 141	E

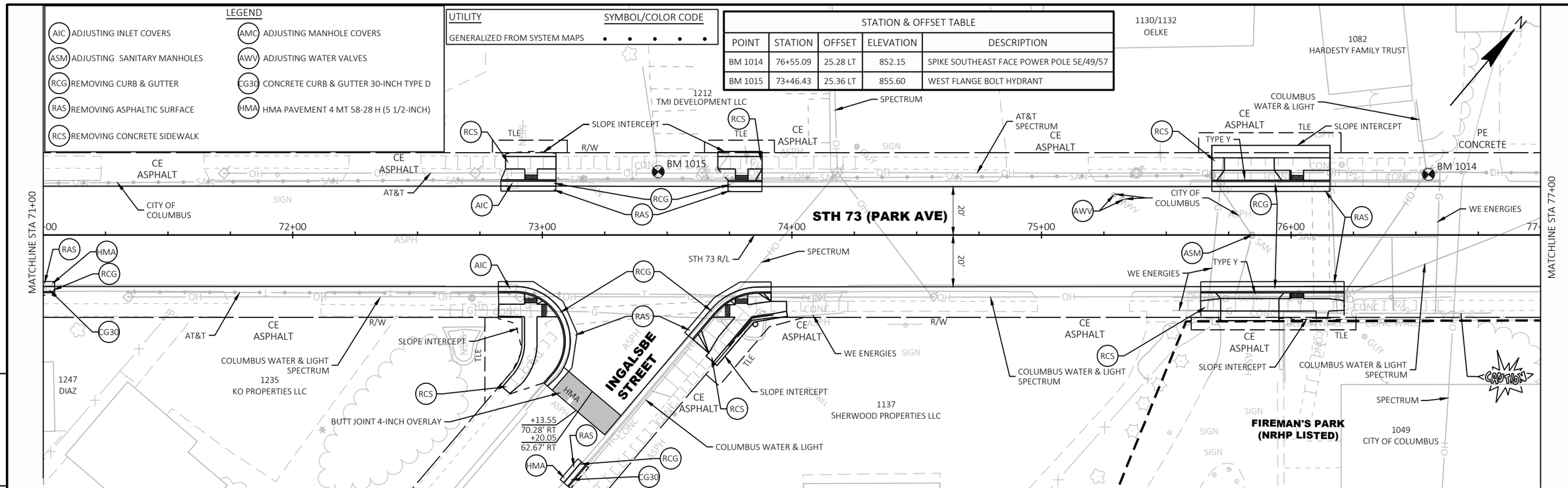
LEGEND

AIC ADJUSTING INLET COVERS	AMC ADJUSTING MANHOLE COVERS
ASM ADJUSTING SANITARY MANHOLES	AWV ADJUSTING WATER VALVES
RCG REMOVING CURB & GUTTER	CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D
RAS REMOVING ASPHALTIC SURFACE	HMA HMA PAVEMENT 4 MT 58-28 H (5 1/2-INCH)
RCS REMOVING CONCRETE SIDEWALK	

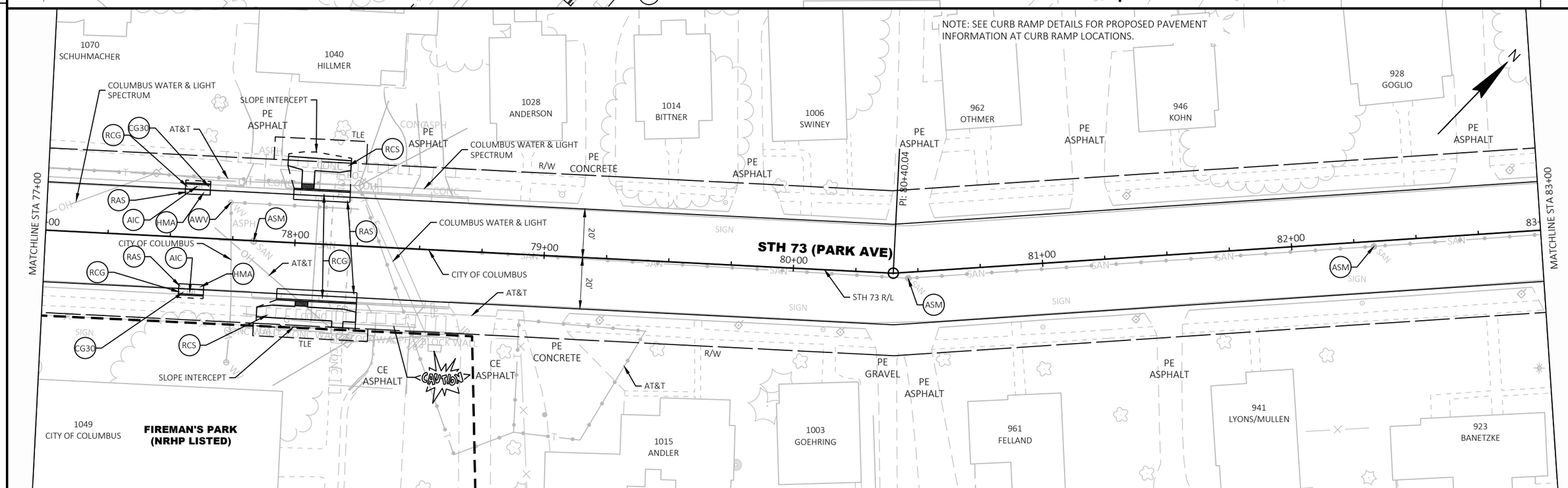
UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
BM 1014	76+55.09	25.28 LT	852.15	SPIKE SOUTHEAST FACE POWER POLE 5E/49/57
BM 1015	73+46.43	25.36 LT	855.60	WEST FLANGE BOLT HYDRANT

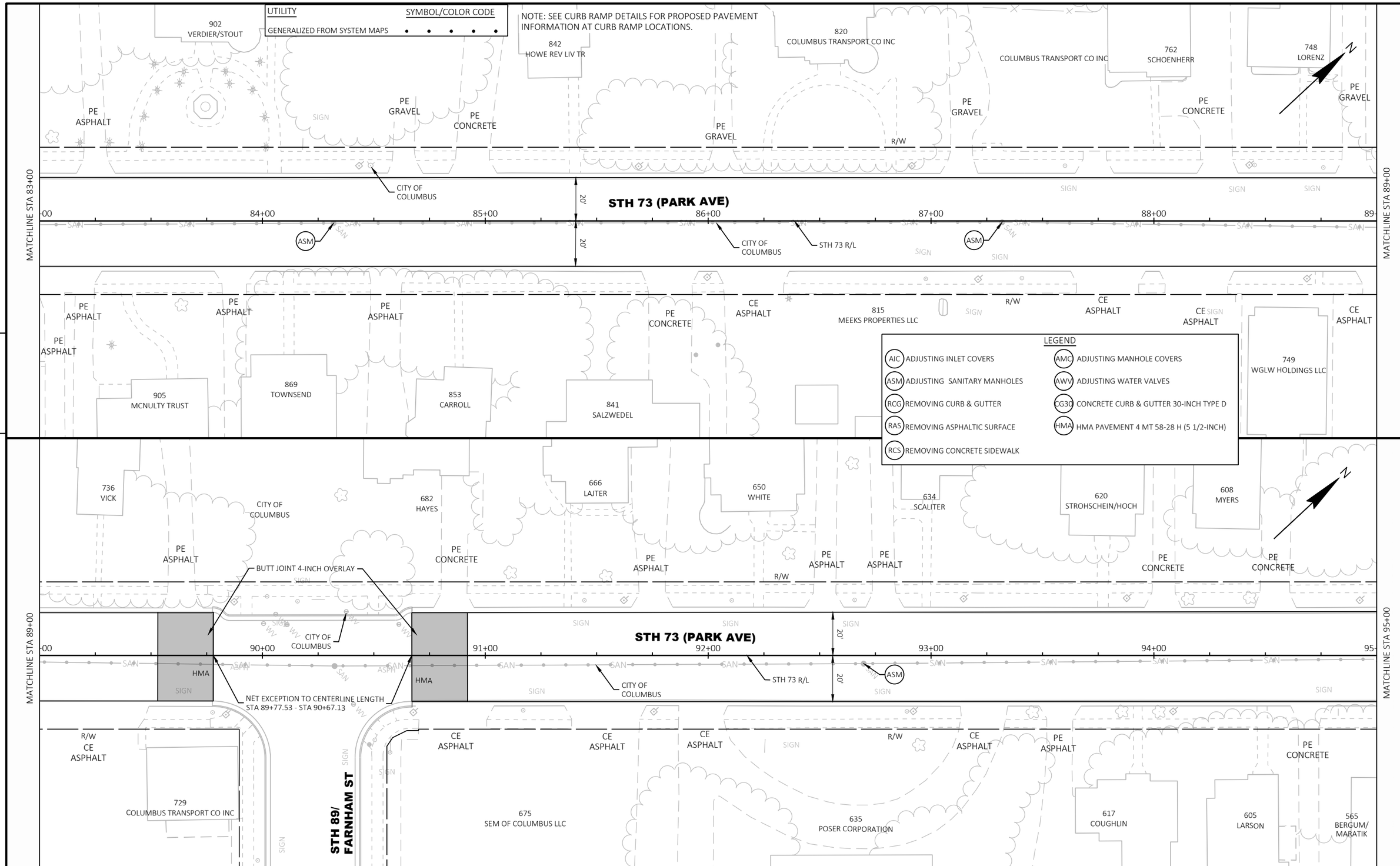


NOTE: SEE CURB RAMP DETAILS FOR PROPOSED PAVEMENT INFORMATION AT CURB RAMP LOCATIONS.



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 142	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 02
PLOT DATE : 10/18/2024 4:26 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

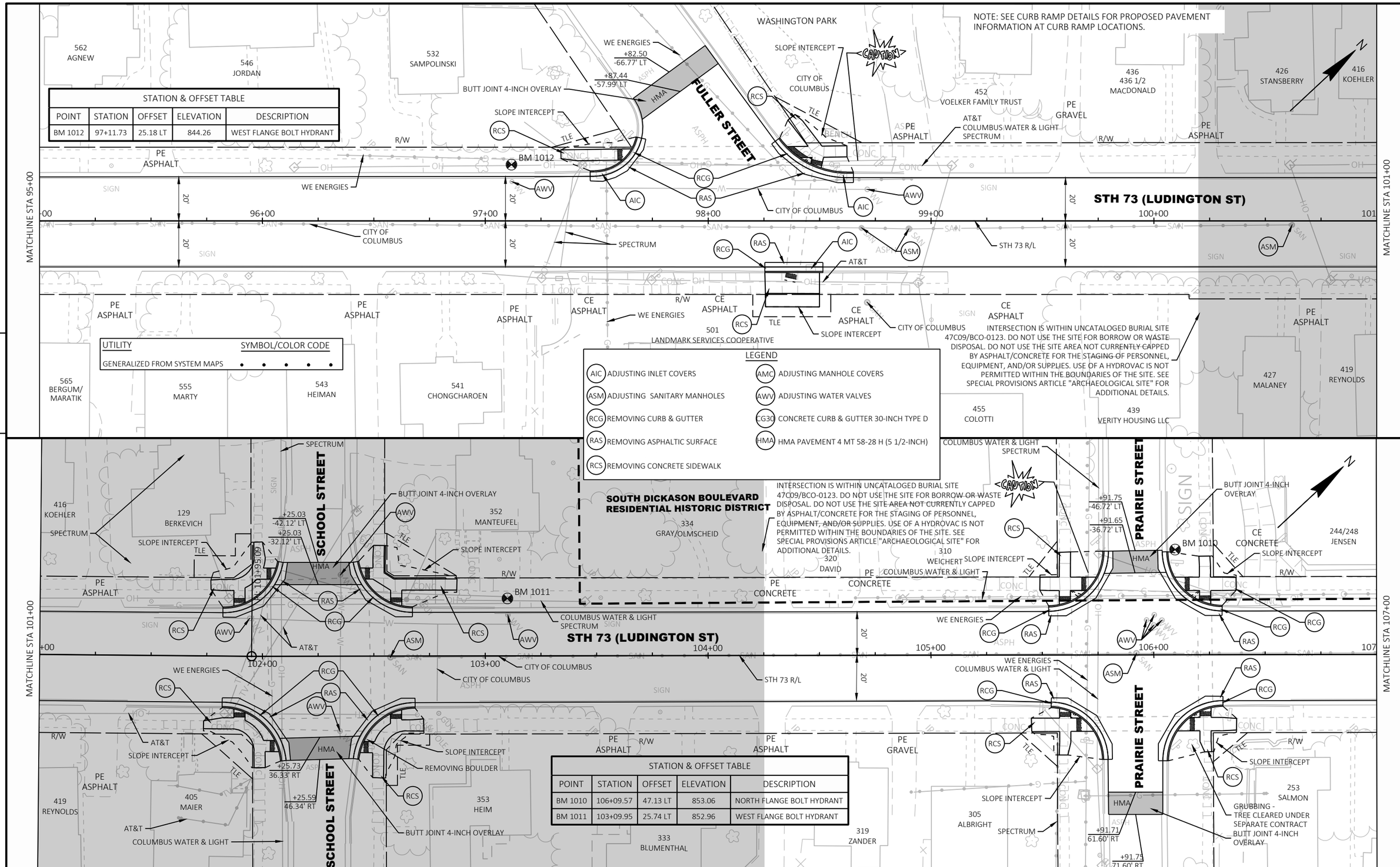


5

5

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 143	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 03
PLOT DATE : 10/18/2024 4:26 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
BM 1012	97+11.73	25.18 LT	844.26	WEST FLANGE BOLT HYDRANT

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

LEGEND

- AIC ADJUSTING INLET COVERS
- ASM ADJUSTING SANITARY MANHOLES
- RCG REMOVING CURB & GUTTER
- RAS REMOVING ASPHALTIC SURFACE
- RCS REMOVING CONCRETE SIDEWALK
- AMC ADJUSTING MANHOLE COVERS
- AWV ADJUSTING WATER VALVES
- CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D
- HMA HMA PAVEMENT 4 MT 58-28 H (5 1/2-INCH)

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
BM 1010	106+09.57	47.13 LT	853.06	NORTH FLANGE BOLT HYDRANT
BM 1011	103+09.95	25.74 LT	852.96	WEST FLANGE BOLT HYDRANT

5

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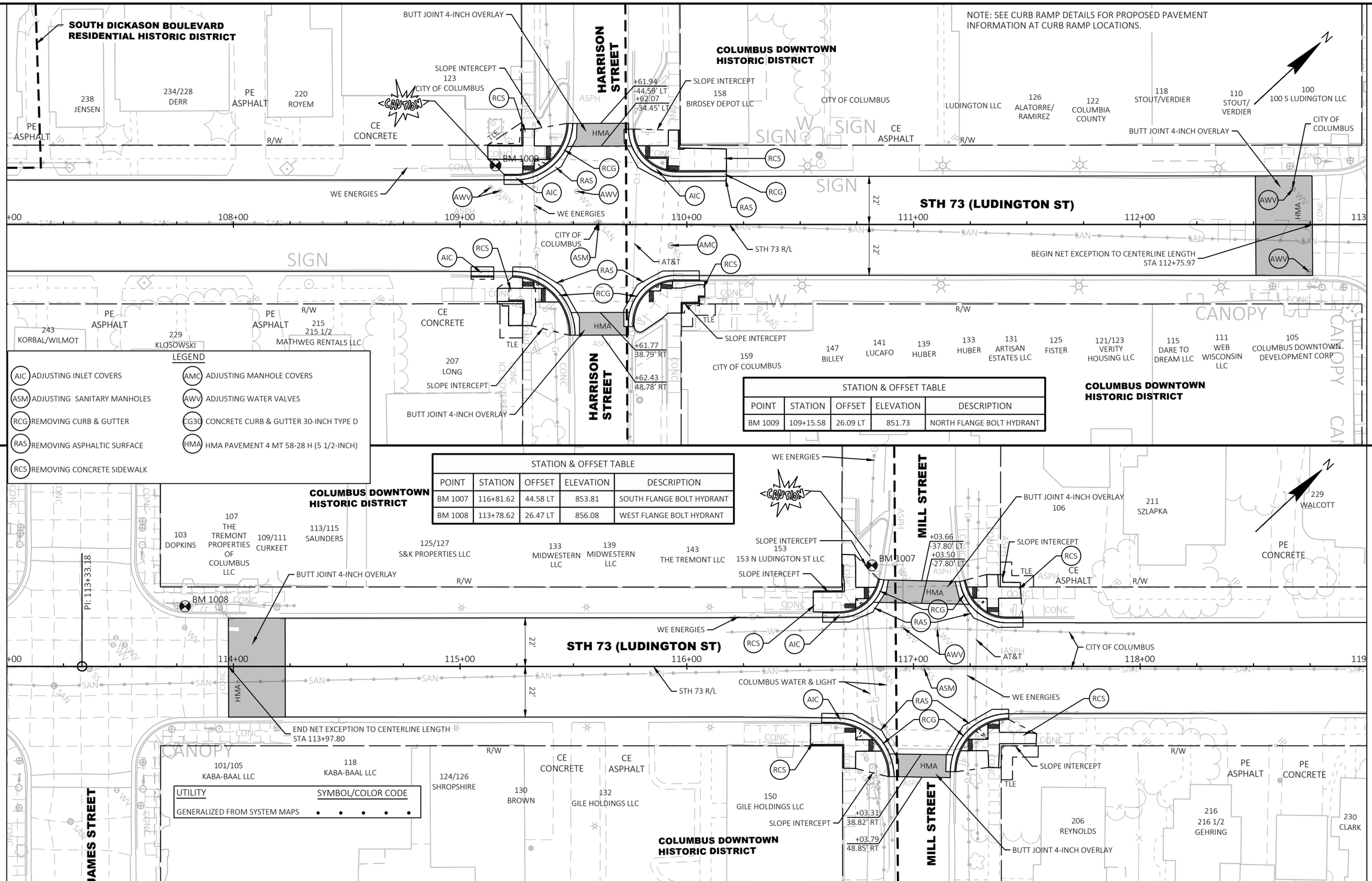
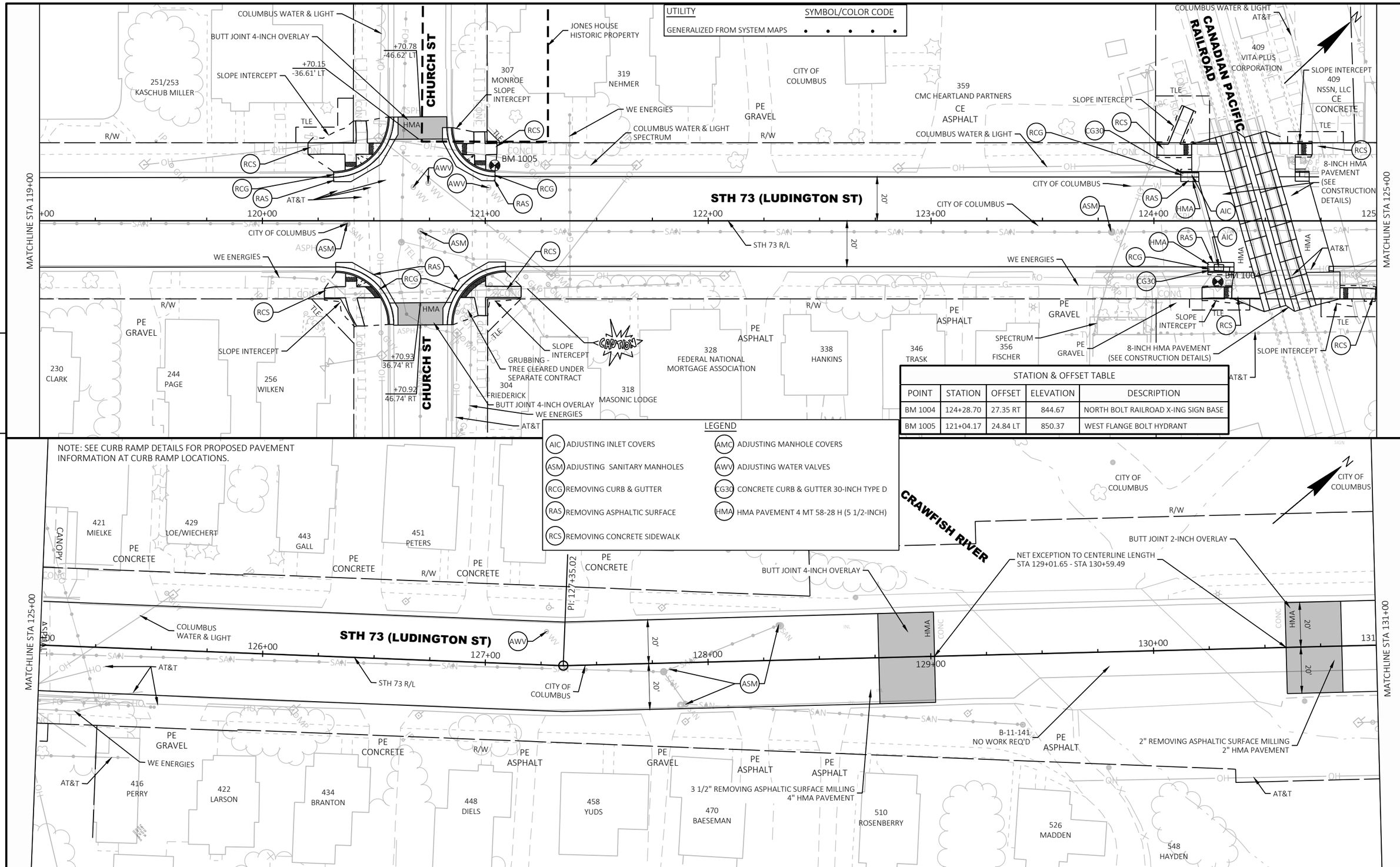
PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 144	E



PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 145	E

FILE NAME : T:\1212709\CIVIL3D\30600004\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 05
PLOT DATE : 10/18/2024 4:27 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



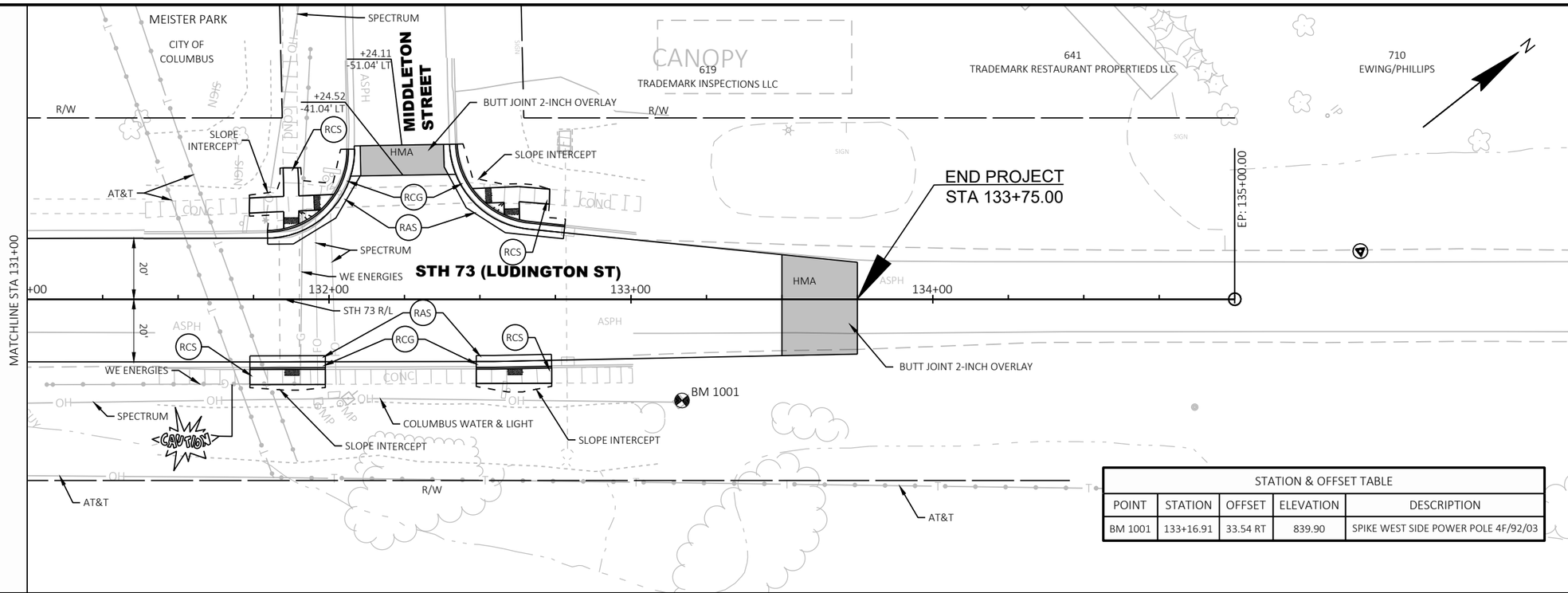
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
BM 1004	124+28.70	27.35 RT	844.67	NORTH BOLT RAILROAD X-ING SIGN BASE
BM 1005	121+04.17	24.84 LT	850.37	WEST FLANGE BOLT HYDRANT

NOTE: SEE CURB RAMP DETAILS FOR PROPOSED PAVEMENT INFORMATION AT CURB RAMP LOCATIONS.

LEGEND

- AIC ADJUSTING INLET COVERS
- ASM ADJUSTING SANITARY MANHOLES
- RCG REMOVING CURB & GUTTER
- RAS REMOVING ASPHALTIC SURFACE
- RCS REMOVING CONCRETE SIDEWALK
- AMC ADJUSTING MANHOLE COVERS
- AWV ADJUSTING WATER VALVES
- CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D
- HMA HMA PAVEMENT 4 MT 58-28 H (5 1/2-INCH)

PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	PLAN DETAILS	SHEET 146	E



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
BM 1001	133+16.91	33.54 RT	839.90	SPIKE WEST SIDE POWER POLE 4F/92/03

5

5

UTILITY	SYMBOL/COLOR CODE
GENERALIZED FROM SYSTEM MAPS	• • • • •

NOTE: SEE CURB RAMP DETAILS FOR PROPOSED PAVEMENT INFORMATION AT CURB RAMP LOCATIONS.

LEGEND

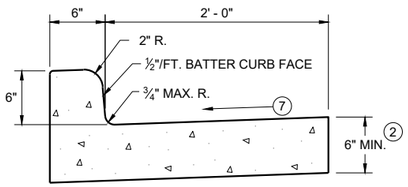
- AIC ADJUSTING INLET COVERS
- ASM ADJUSTING SANITARY MANHOLES
- RCG REMOVING CURB & GUTTER
- RAS REMOVING ASPHALTIC SURFACE
- RCS REMOVING CONCRETE SIDEWALK
- AMC ADJUSTING MANHOLE COVERS
- AWV ADJUSTING WATER VALVES
- CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D
- HMA HMA PAVEMENT 4 MT 58-28 H (5 1/2-INCH)

Standard Detail Drawing List

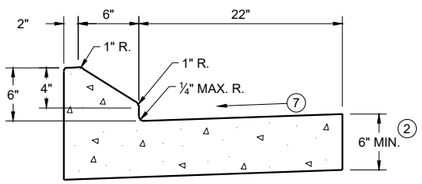
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB 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
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13B01-11A	PAVEMENT DETAILS FOR RAILROAD APPROACH
13B01-11B	TYPICAL SECTIONS FOR RAILWAY APPROACH
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
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
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-09B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
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
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

6

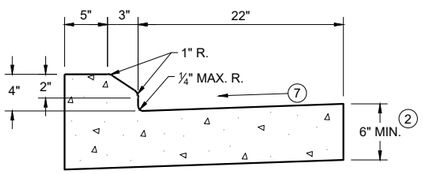
6



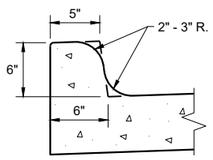
TYPES A (1) & D



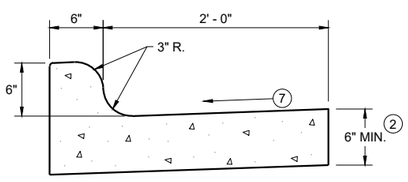
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

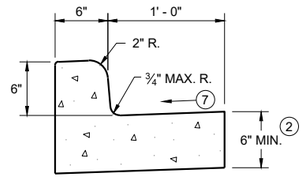


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



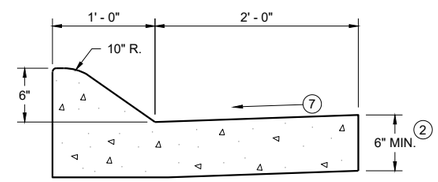
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

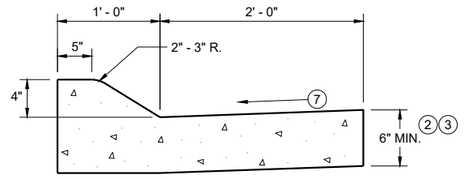


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

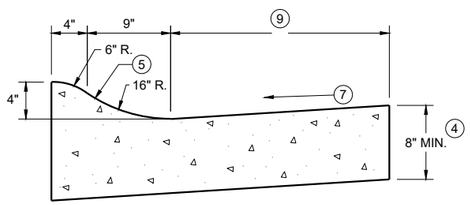


6" SLOPED CURB TYPES A (1) & D



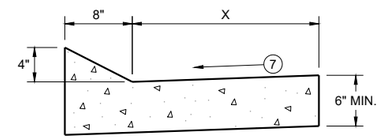
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

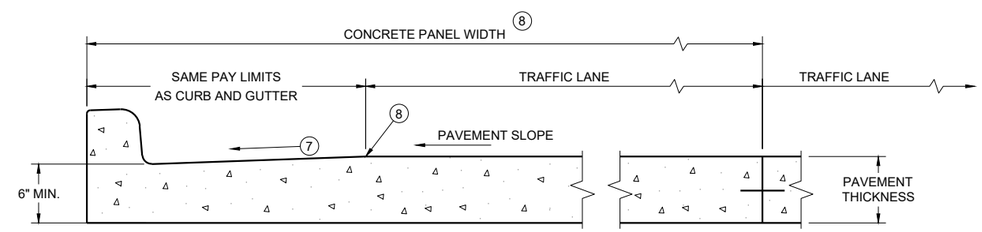


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

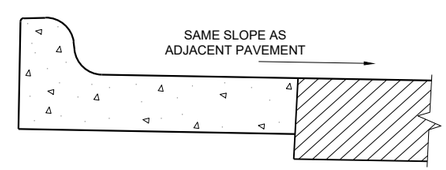
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

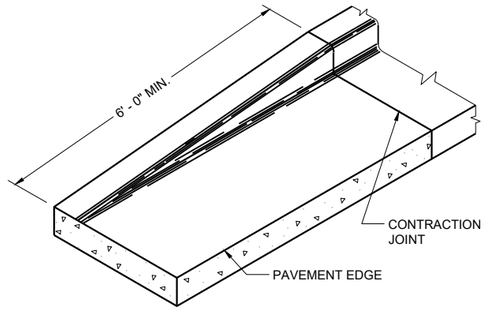
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

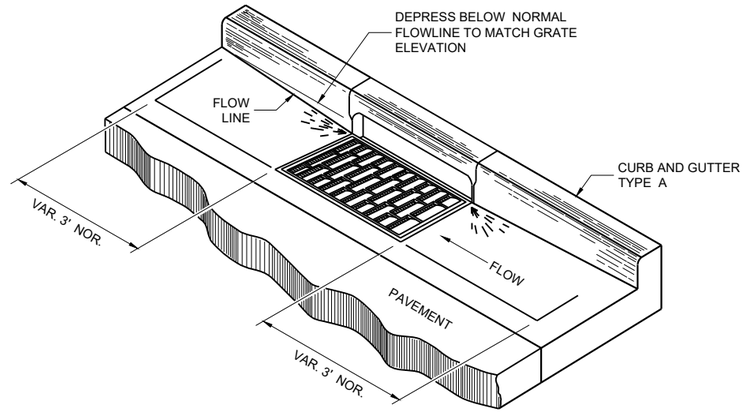
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

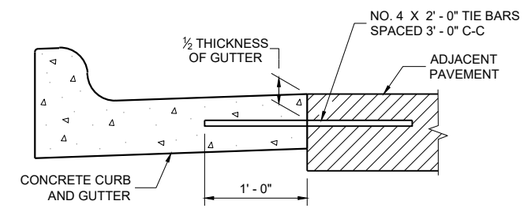
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

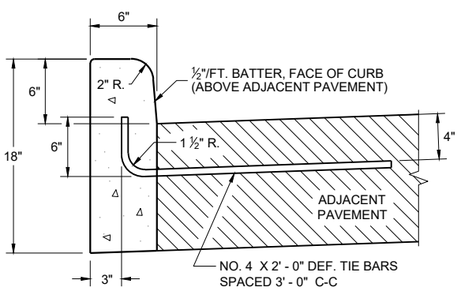
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

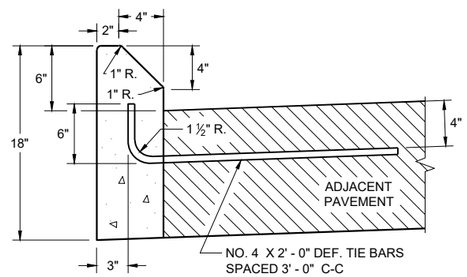
(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.



TYPICAL TIE BAR LOCATION (1)

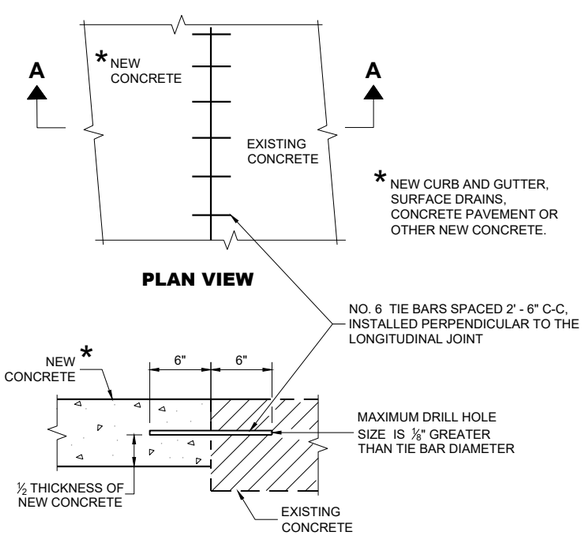


TYPES A (1) & D



TYPES G (1) & J

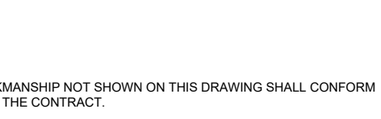
CONCRETE CURB



PLAN VIEW

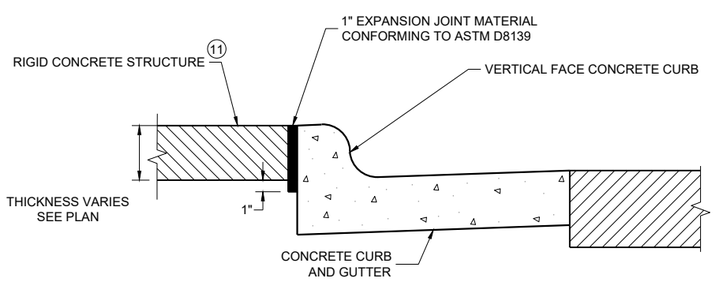
SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)



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

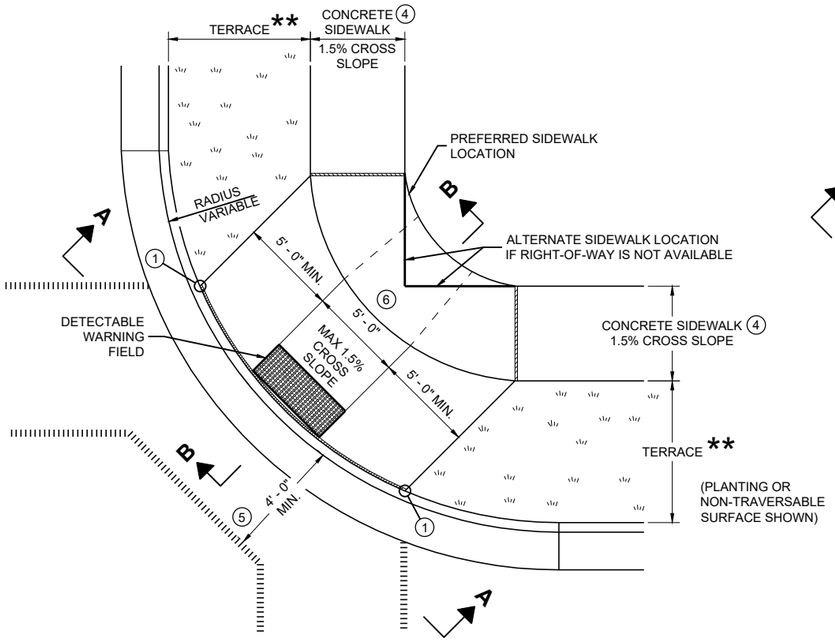
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

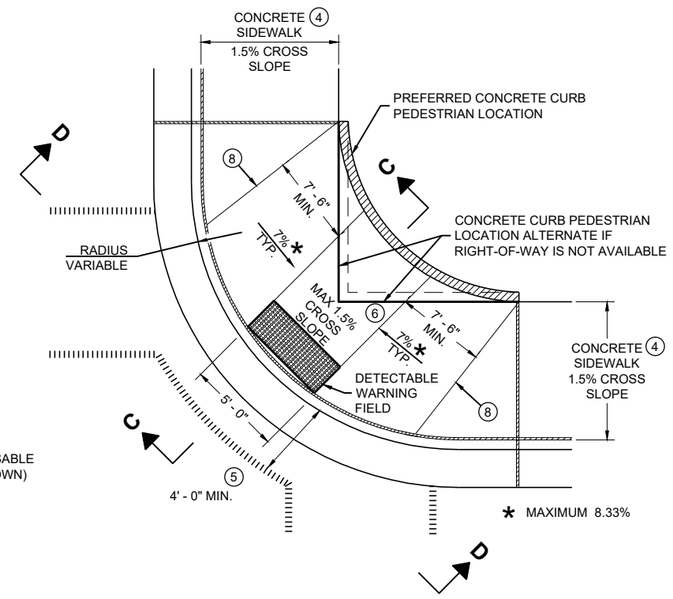
6
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

GENERAL NOTES

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

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

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

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

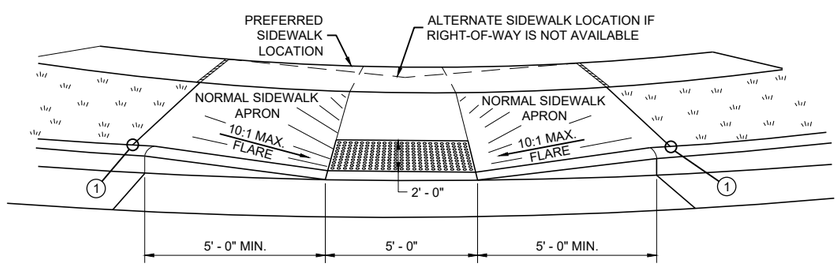
DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE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

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

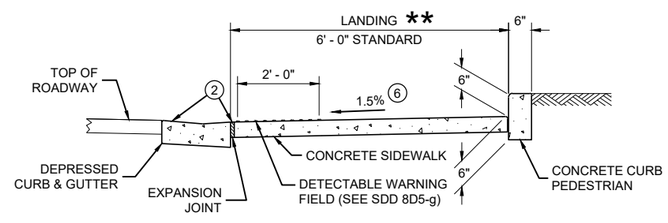
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

1. THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
2. GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
3. MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
4. ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
5. PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 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.



VIEW A - A FOR TYPE 1

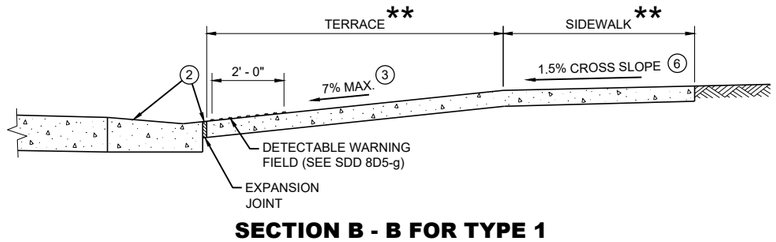


SECTION C - C FOR TYPE 1 - A

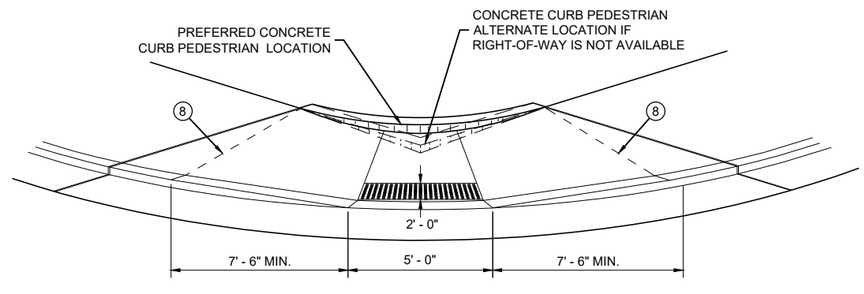
LEGEND

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS



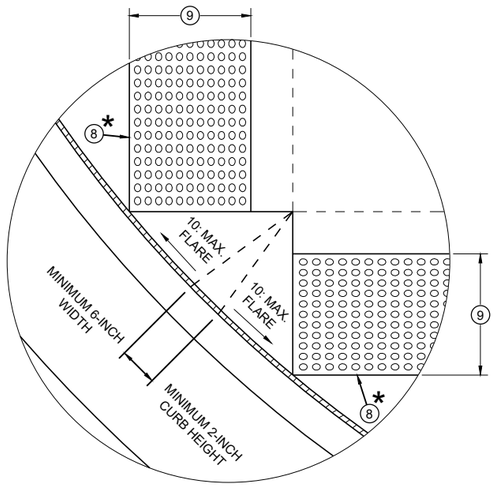
SECTION B - B FOR TYPE 1



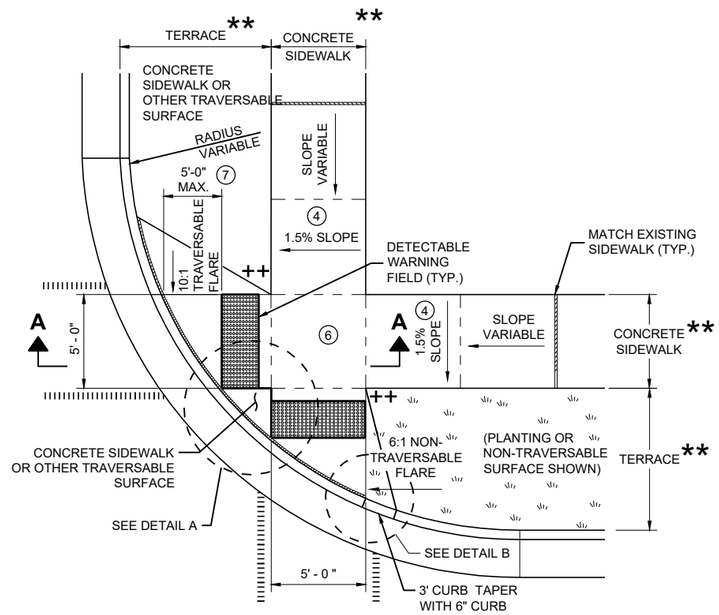
VIEW D - D FOR TYPE 1 - A

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



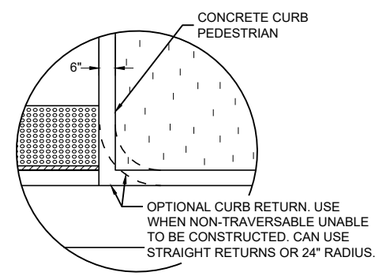
DETAIL A



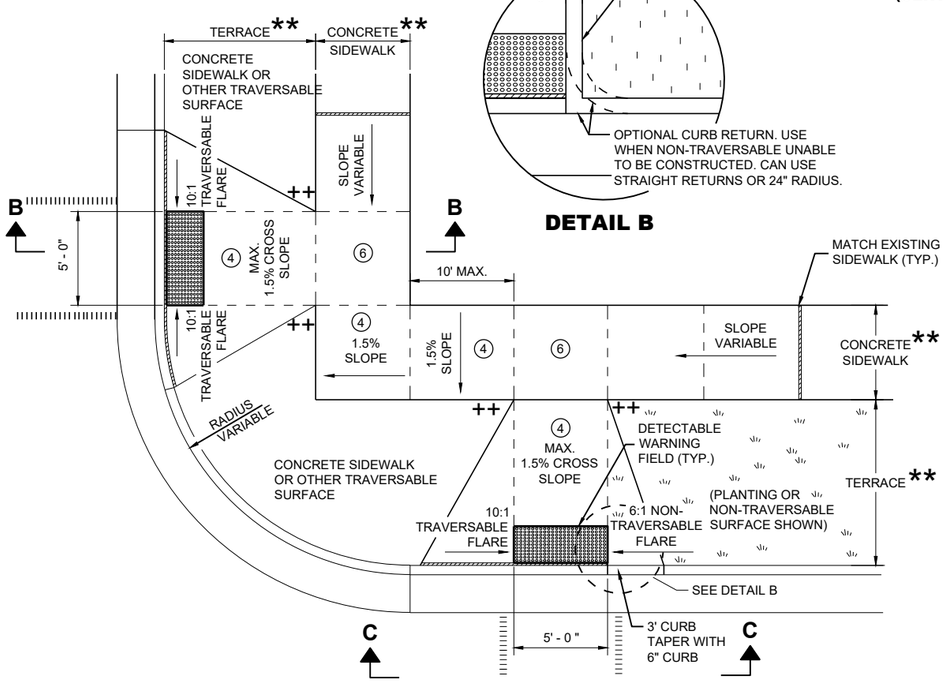
PLAN VIEW

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.

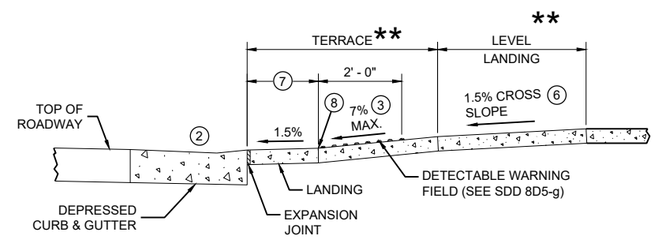
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

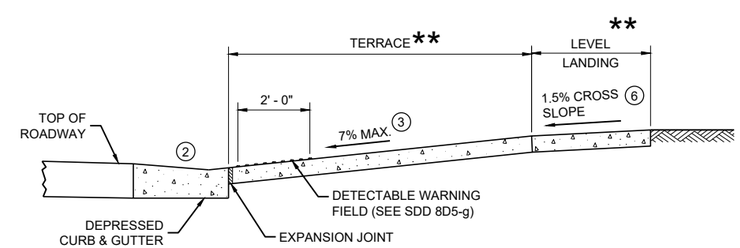


SECTION A - A FOR TYPE 2

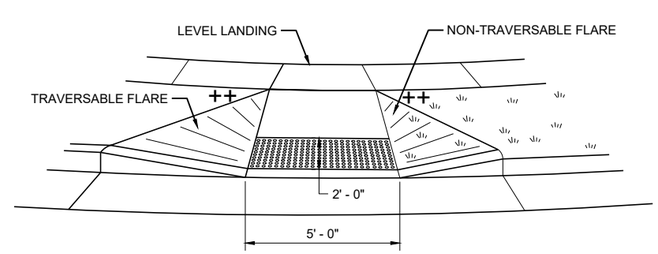
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** 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

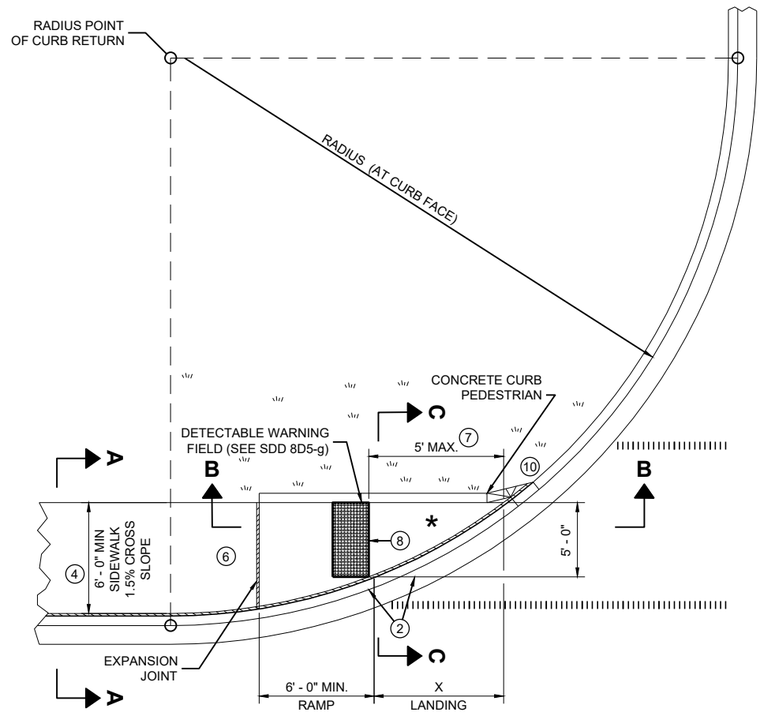
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

SDD 08D05-21b

SDD 08D05-21b

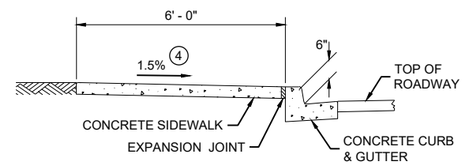


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

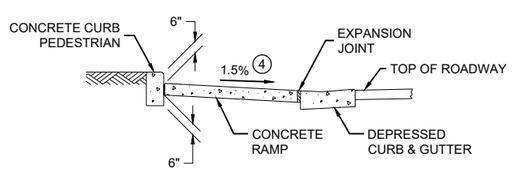
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

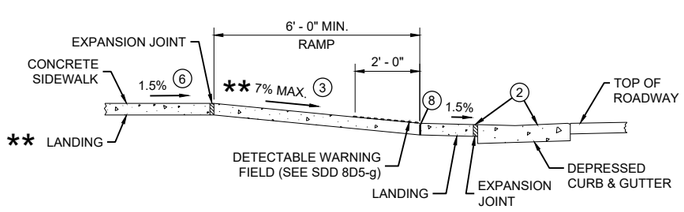
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



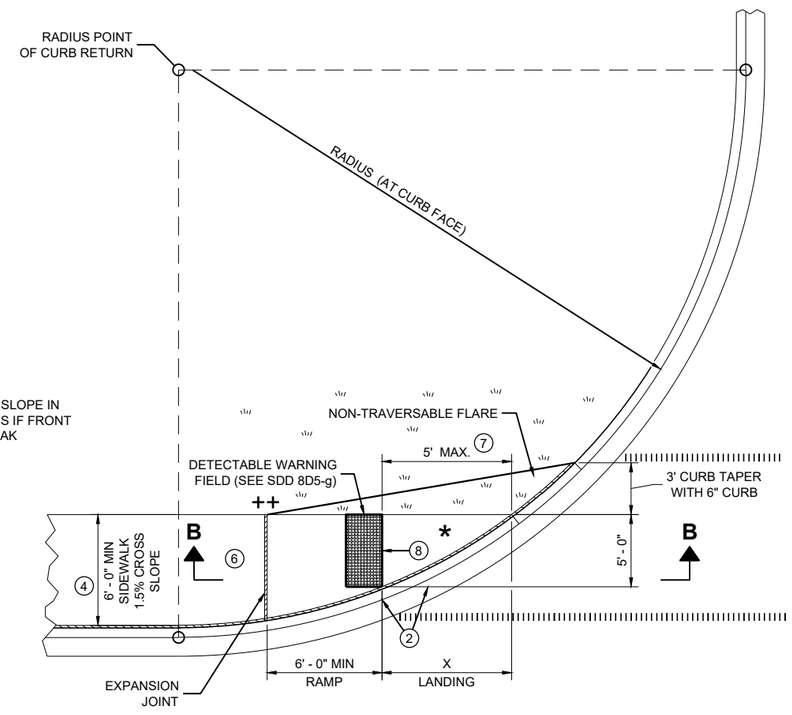
SECTION C - C FOR TYPE 4A



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

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

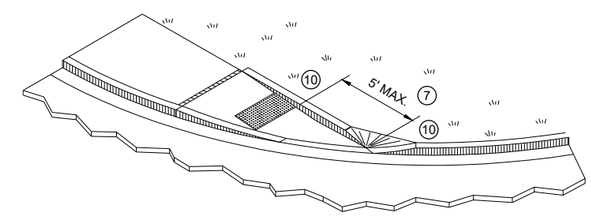
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



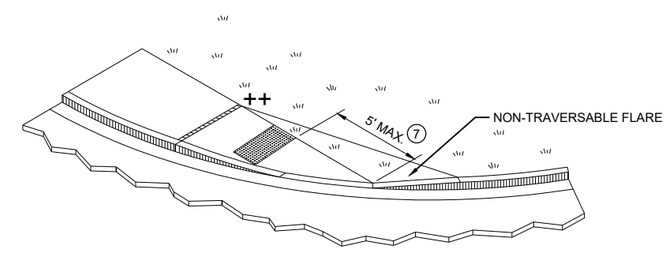
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

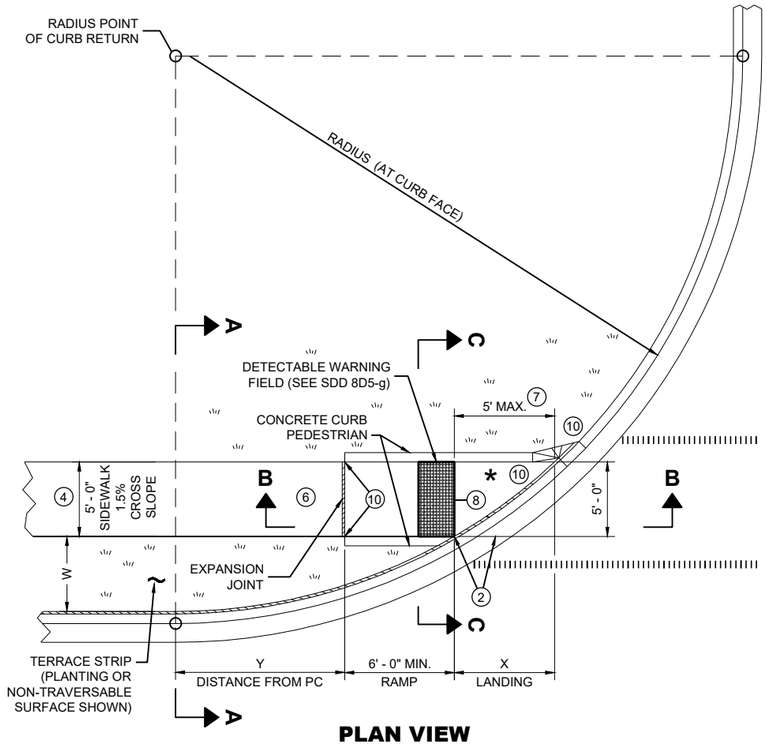
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

SDD 08D05-21c

SDD 08D05-21c



PLAN VIEW
CURB RAMP TYPE 4B

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

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

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.

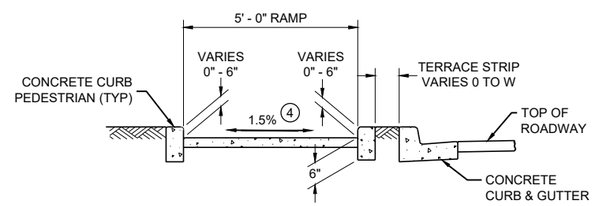
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

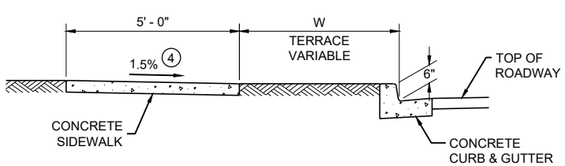
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

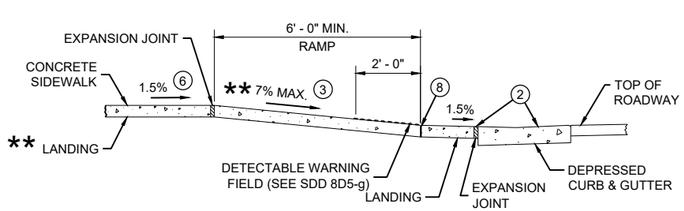
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



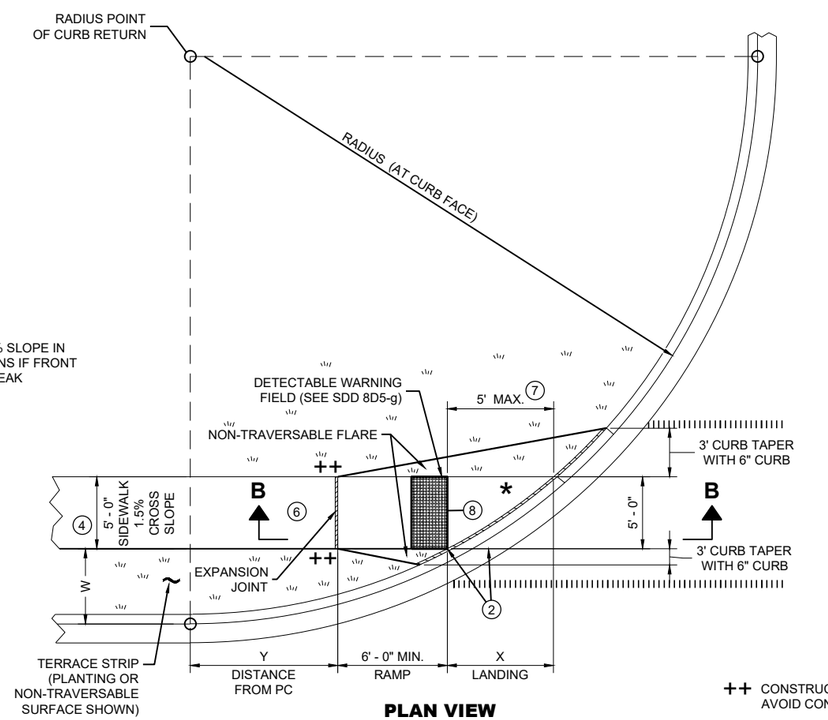
SECTION A - A FOR TYPE 4B



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

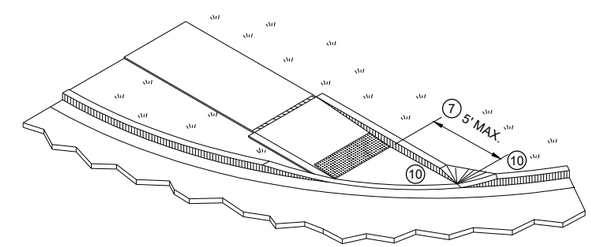
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

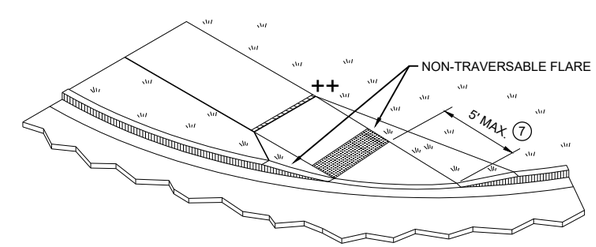


PLAN VIEW
CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B



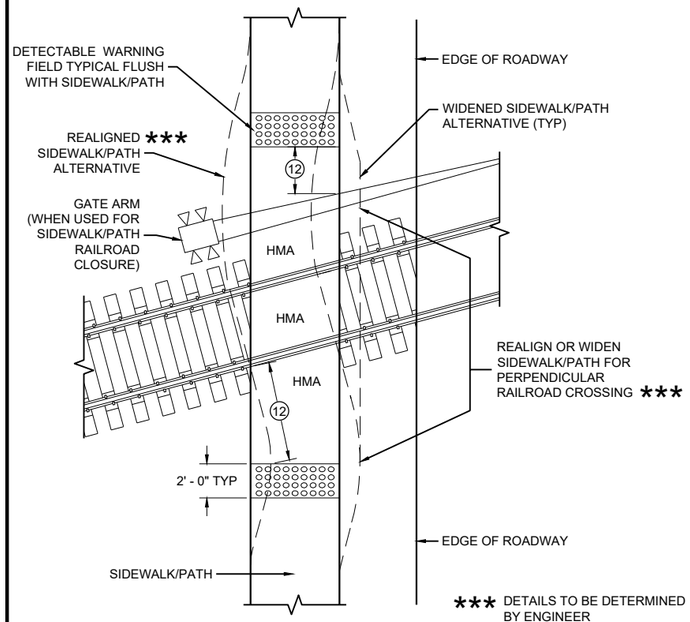
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

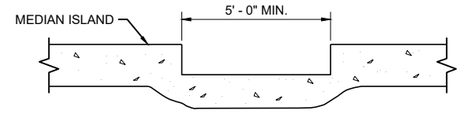
6

SDD 08D05-21d

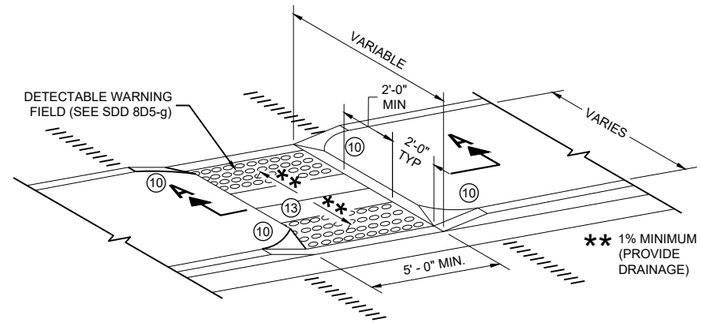


CURB RAMP TYPE 8

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.

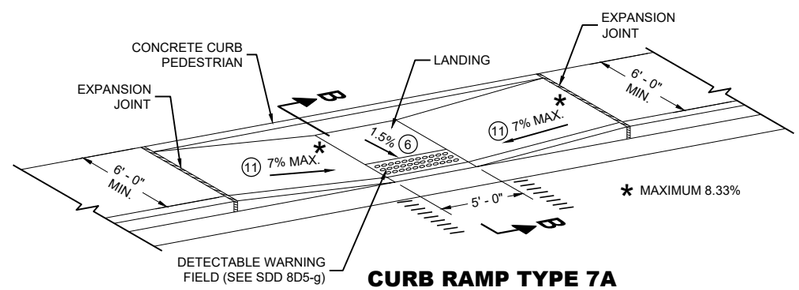
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

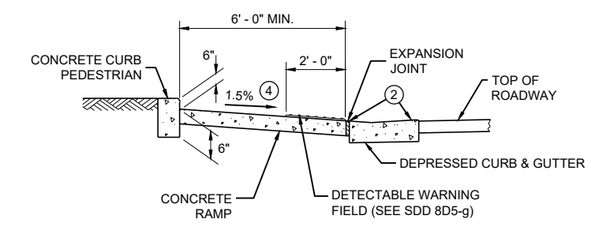
LEGEND

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

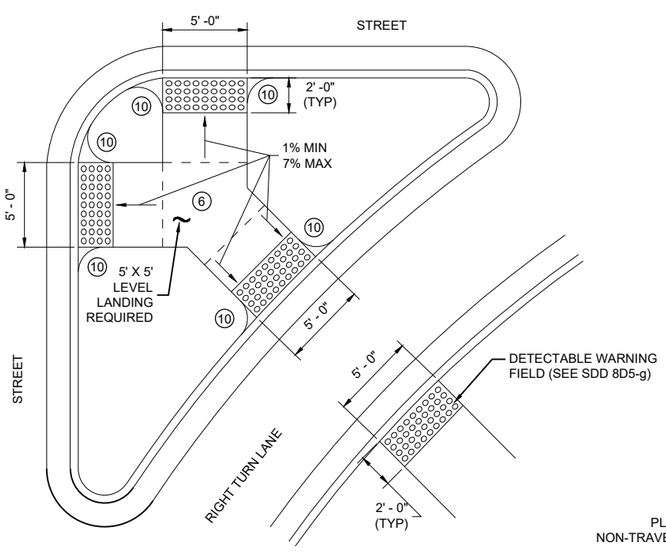


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



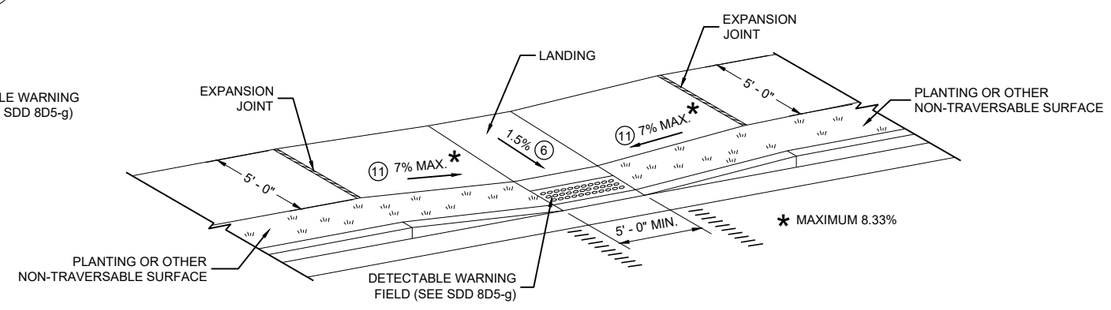
SECTION B - B FOR TYPE 7A



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

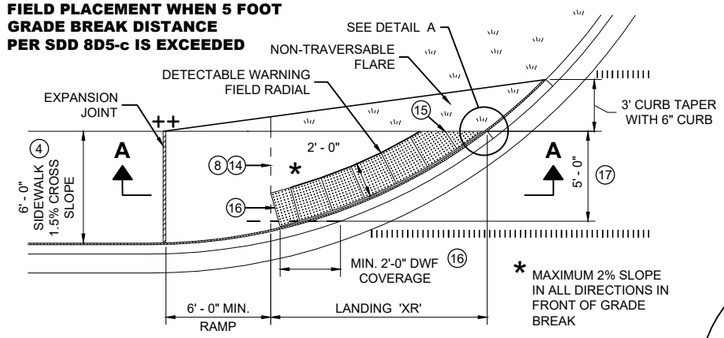
6

6

SDD 08D05-21e

SDD 08D05-21e

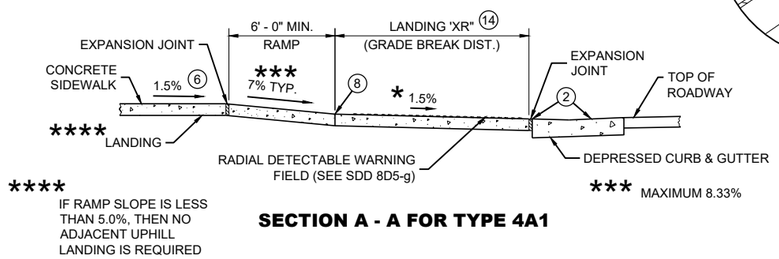
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



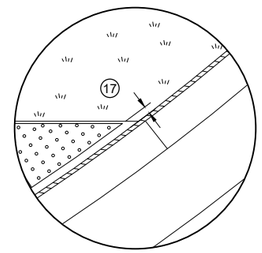
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1



DETAIL A

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.

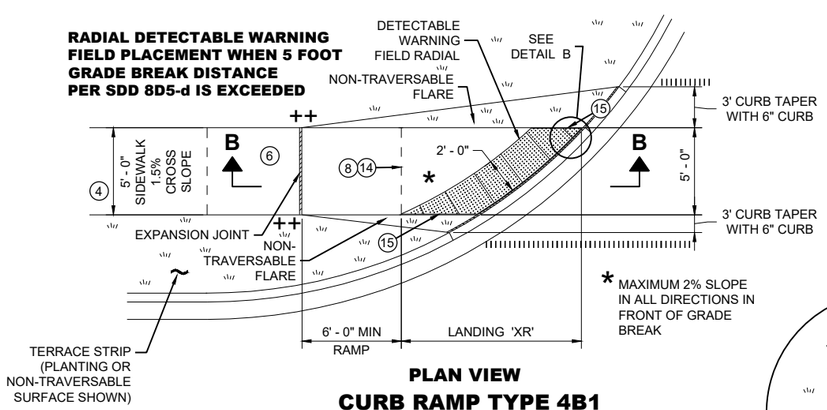
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

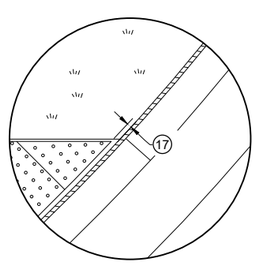
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



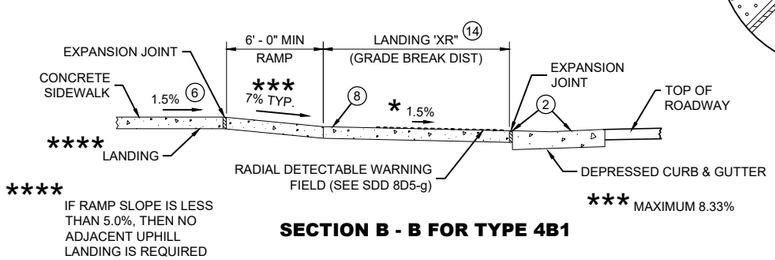
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

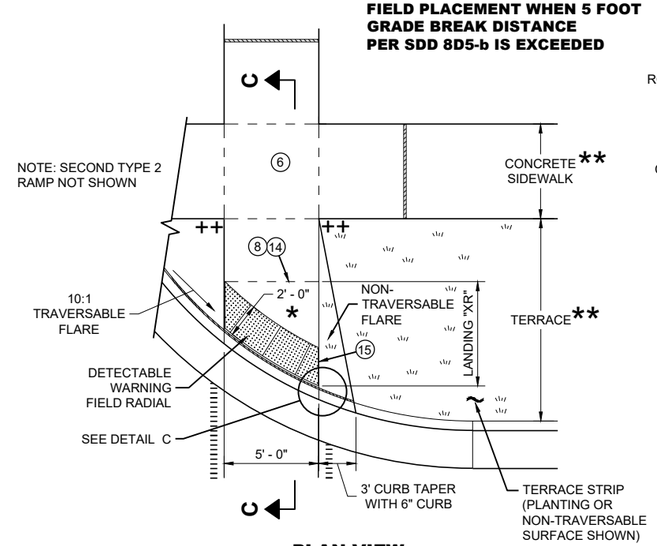


DETAIL B



SECTION B - B FOR TYPE 4B1

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

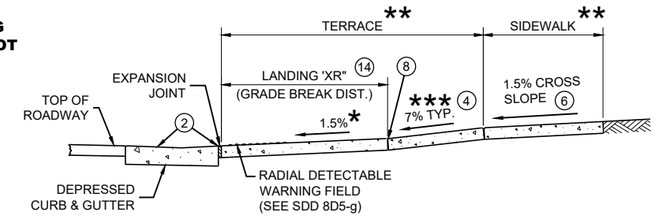


PLAN VIEW

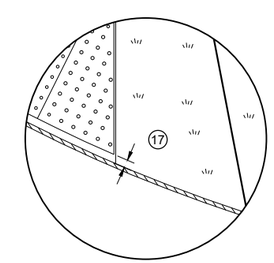
CURB RAMP TYPE 2

(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

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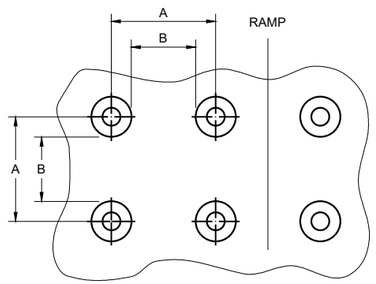
SDD 08D05-21f

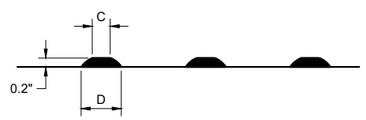
SDD 08D05-21f

	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.

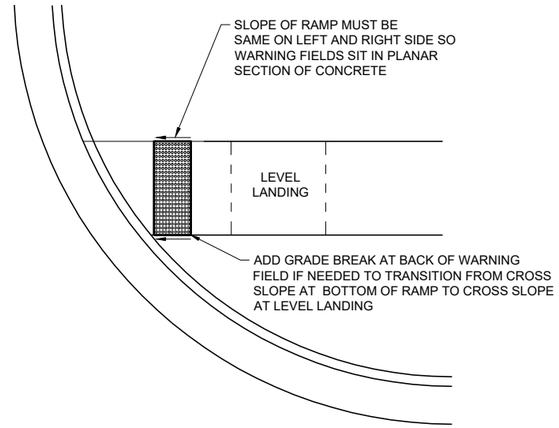


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



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.

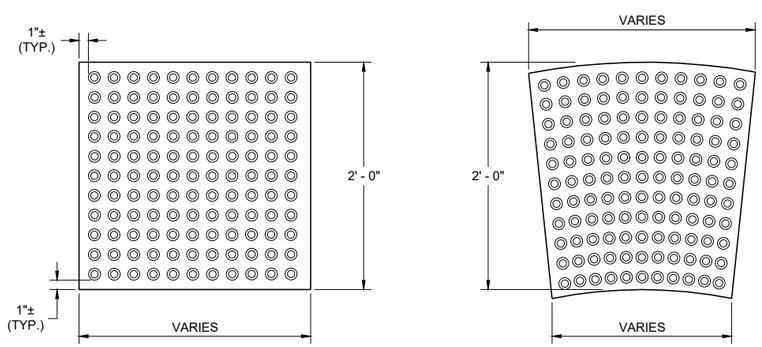
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

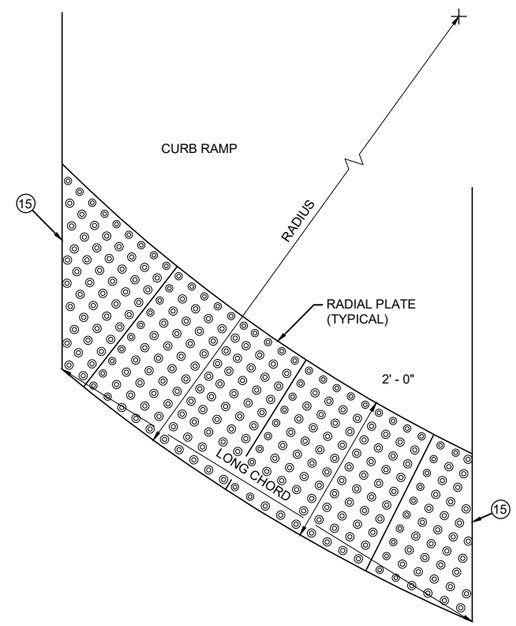
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(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.

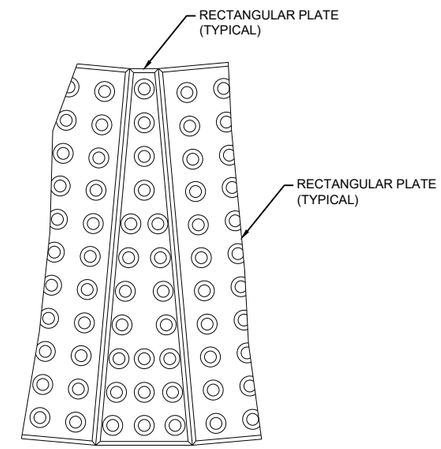


RECTANGULAR PLATES **RADIAL PLATES**

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

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SDD 08D05-21g

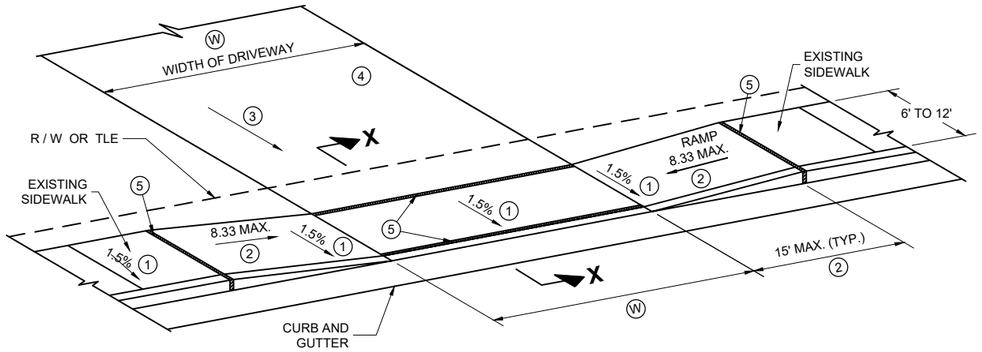
SDD 08D05-21g

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

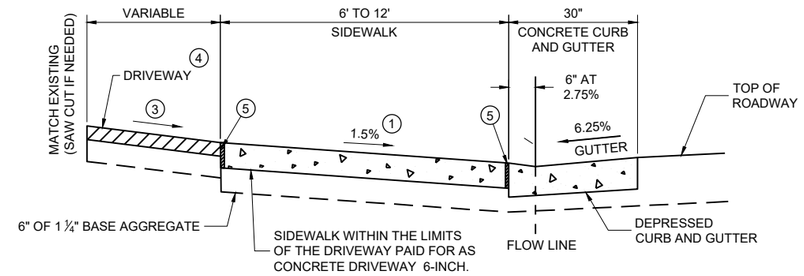
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

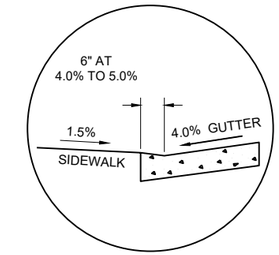
FHWA



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



SECTION X - X



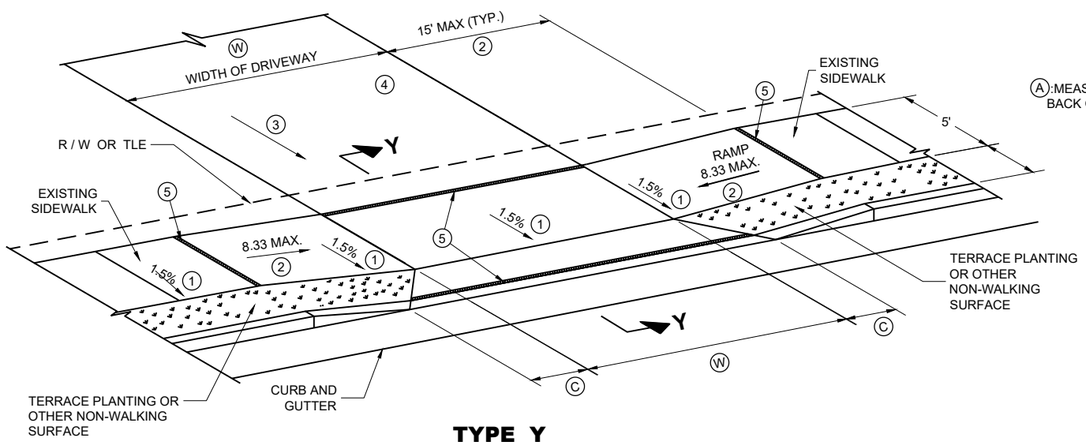
SECTION X - X
4% GUTTER SLOPE

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

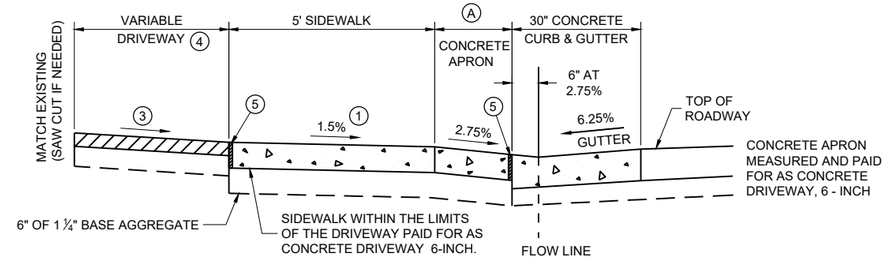
16' MIN. - 35' MAX. COMMERCIAL (CE)

TABLE Y

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

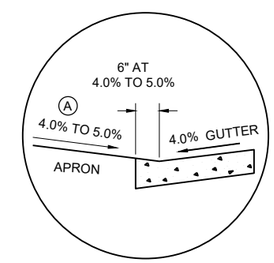


TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET



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

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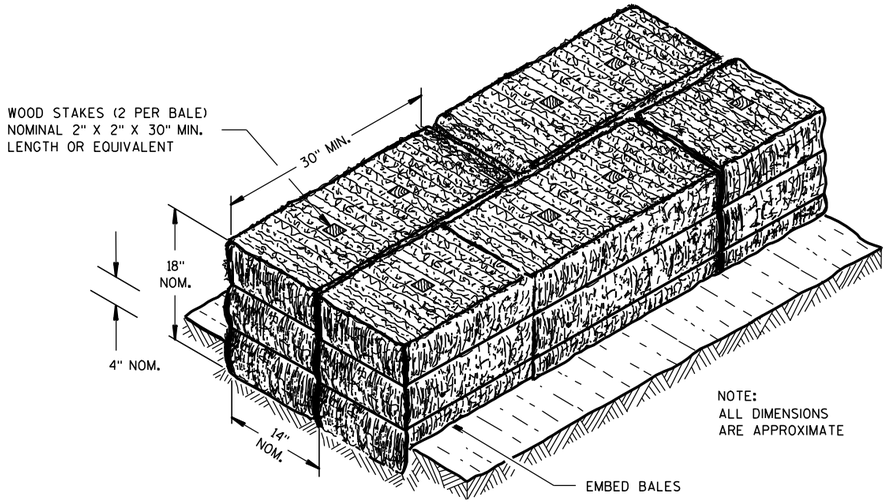
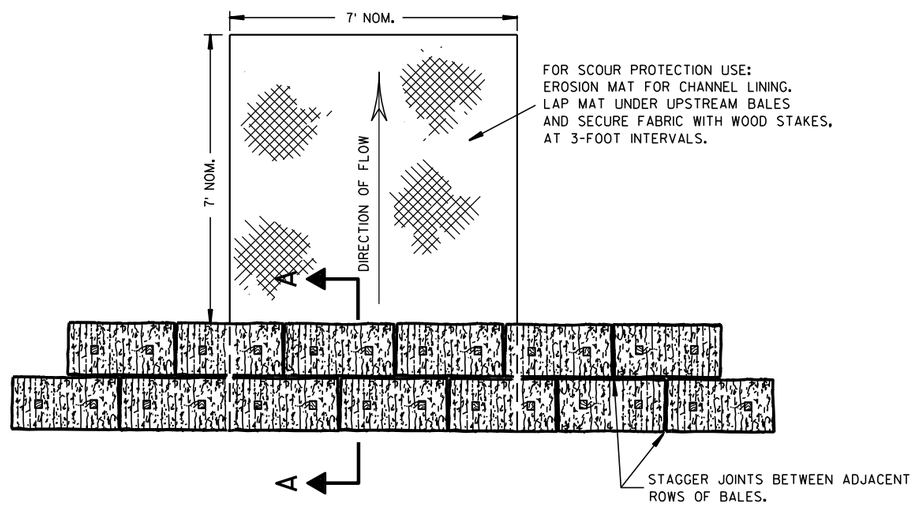
SDD 08D18-04

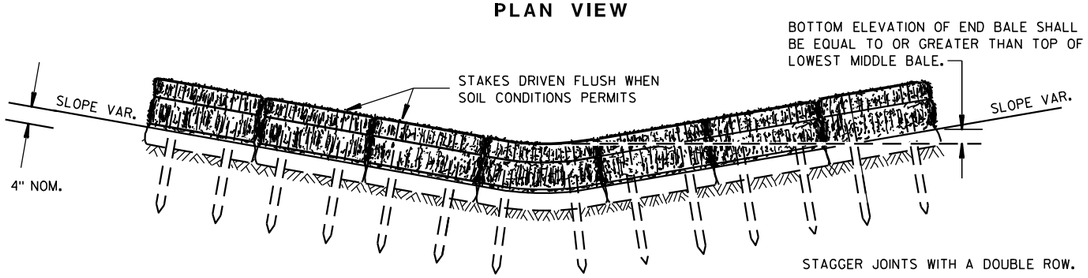
SDD 08D18-04



SECTION A-A



PLAN VIEW



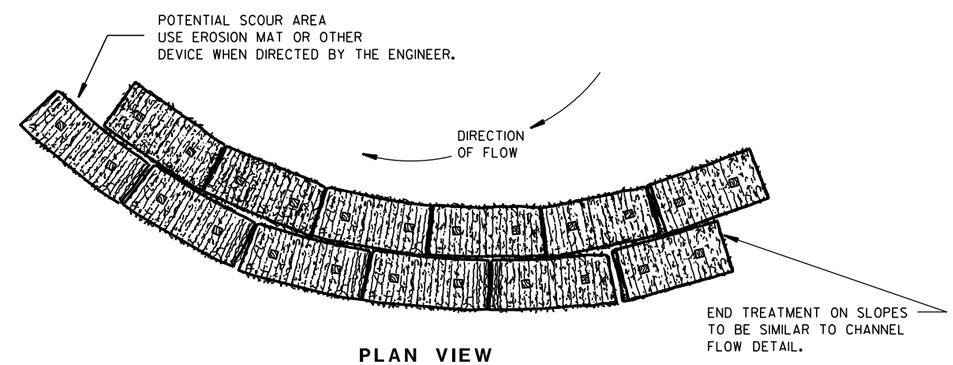
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

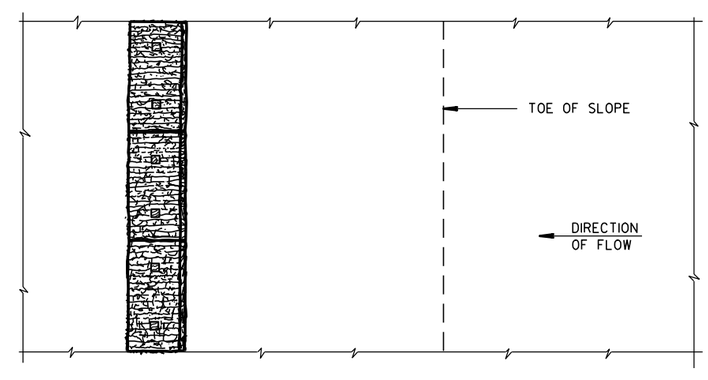
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

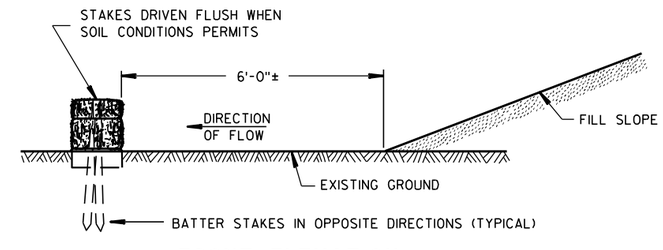


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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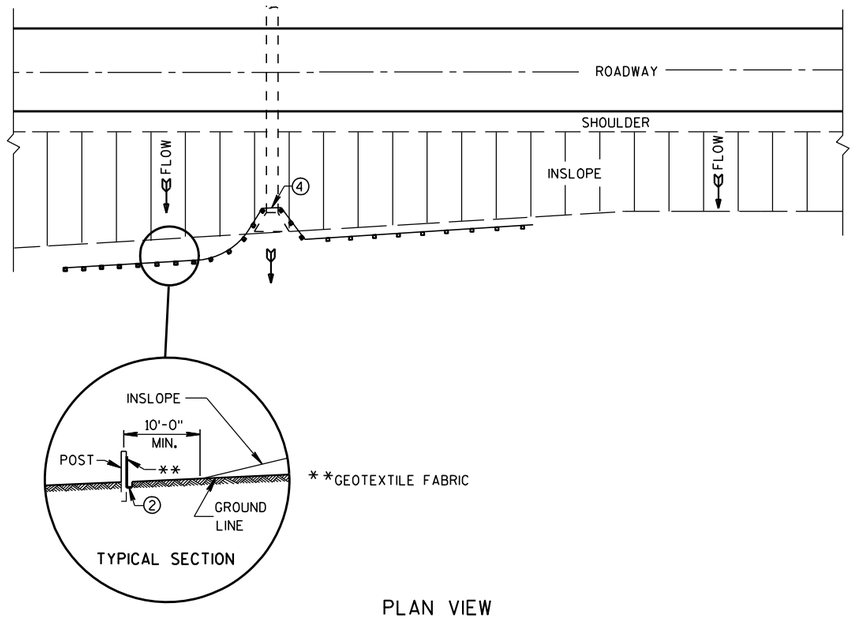
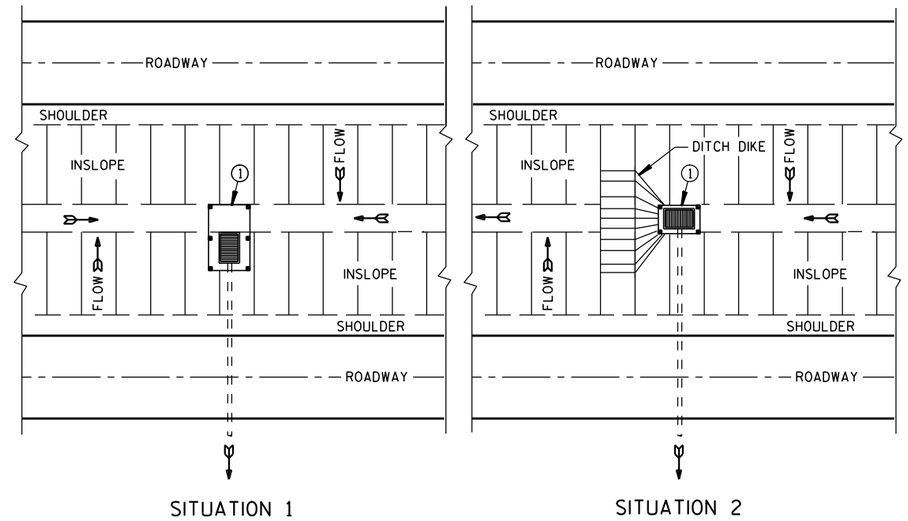
S.D.D. 8 E 8-3

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

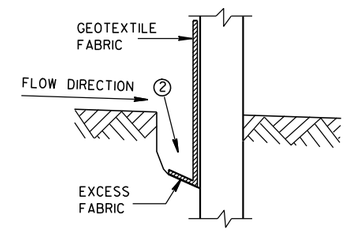
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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

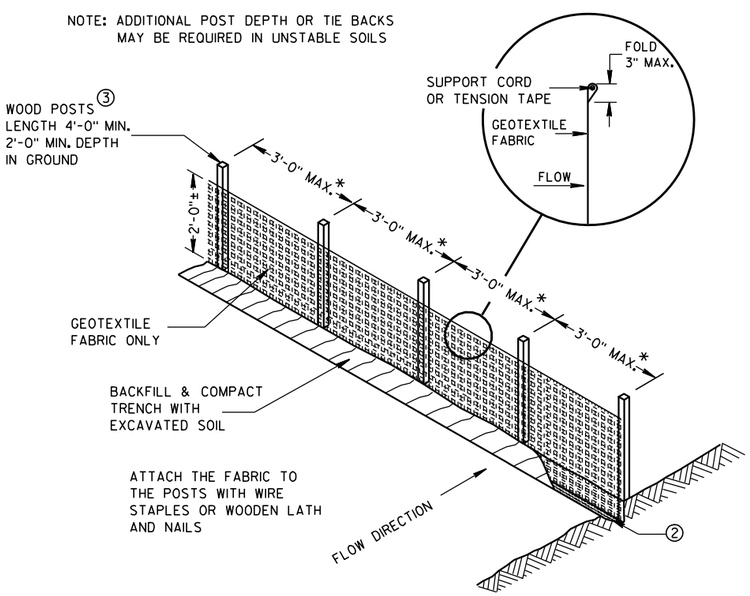
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

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

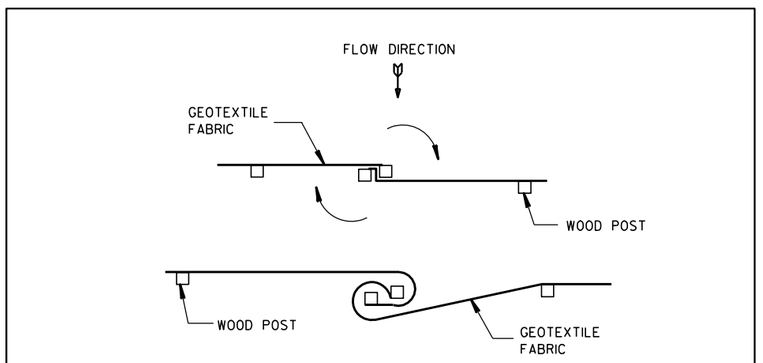


TRENCH DETAIL

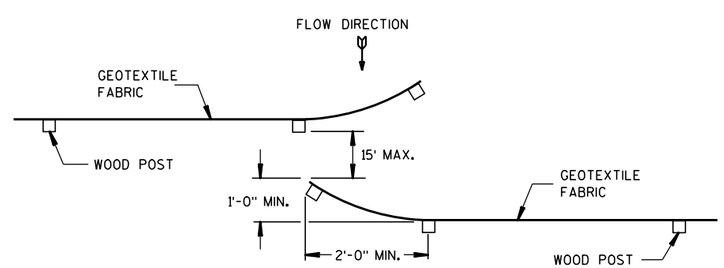


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

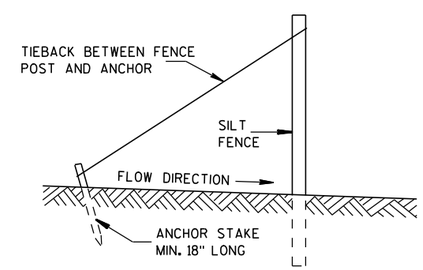


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 4-29-05 DATE — /S/ Beth Cann-- CHIEF ROADWAY DEVELOP ENGINEER FHWA

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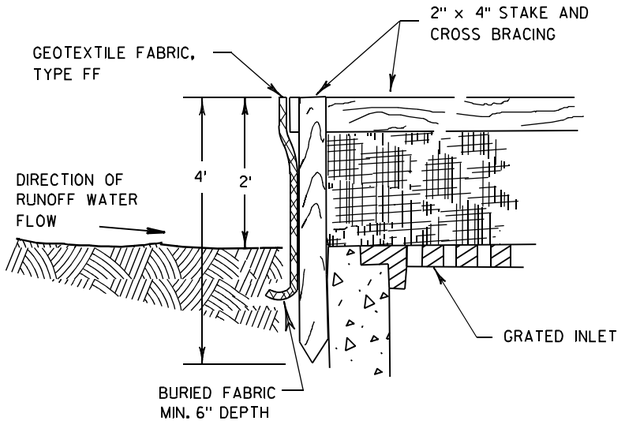
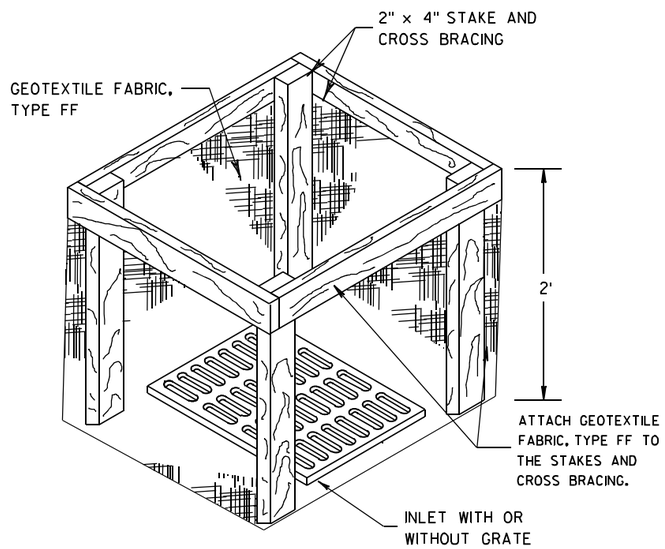
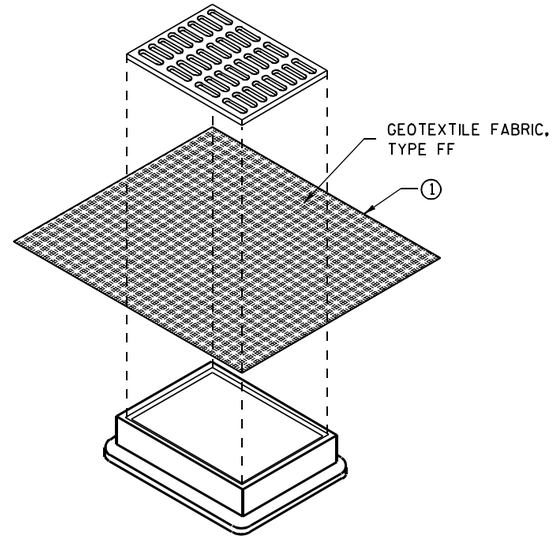
S.D.D. 8 E 9-6

S.D.D. 8 E 9-6



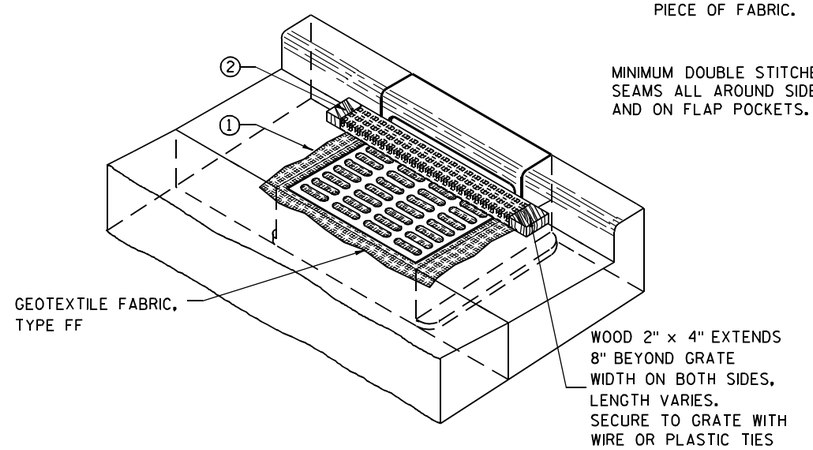


INLET PROTECTION, TYPE A

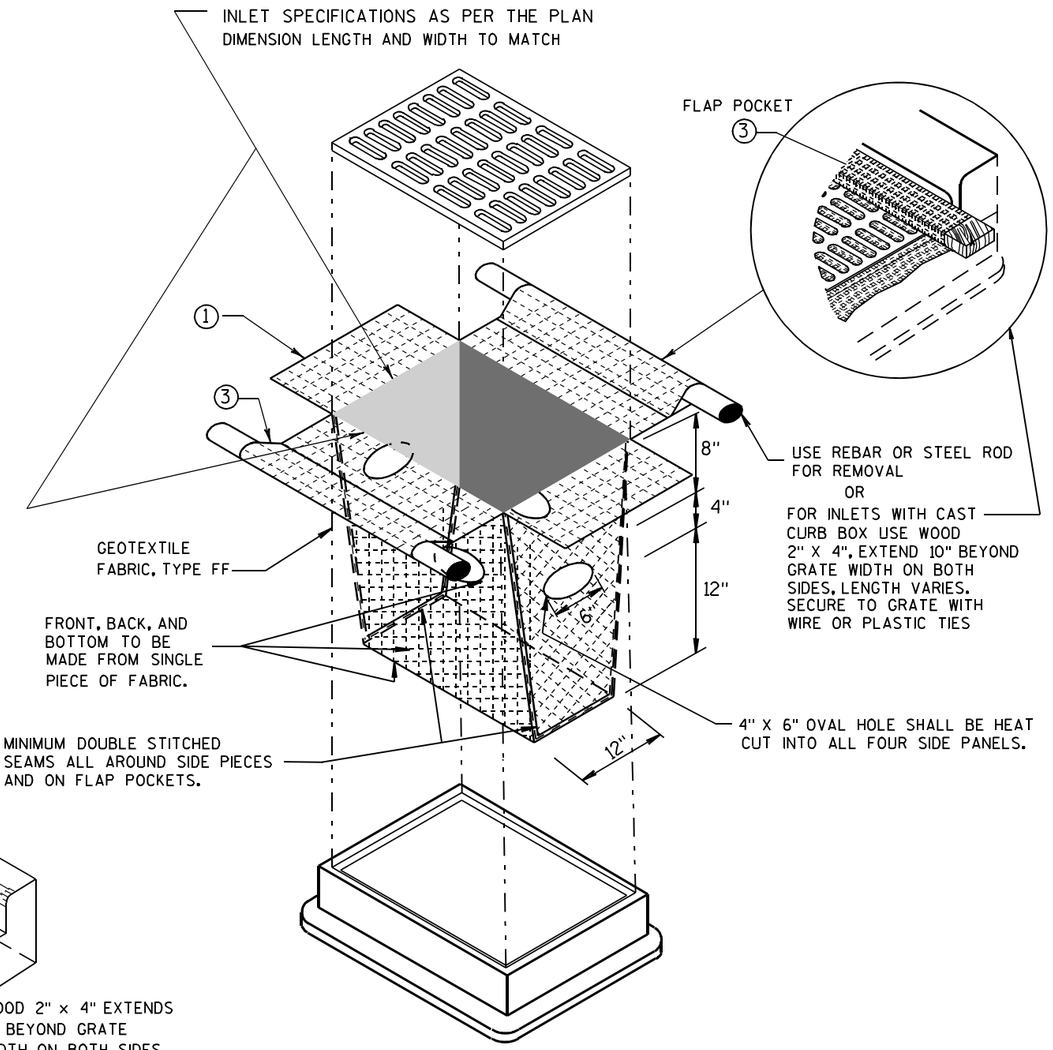


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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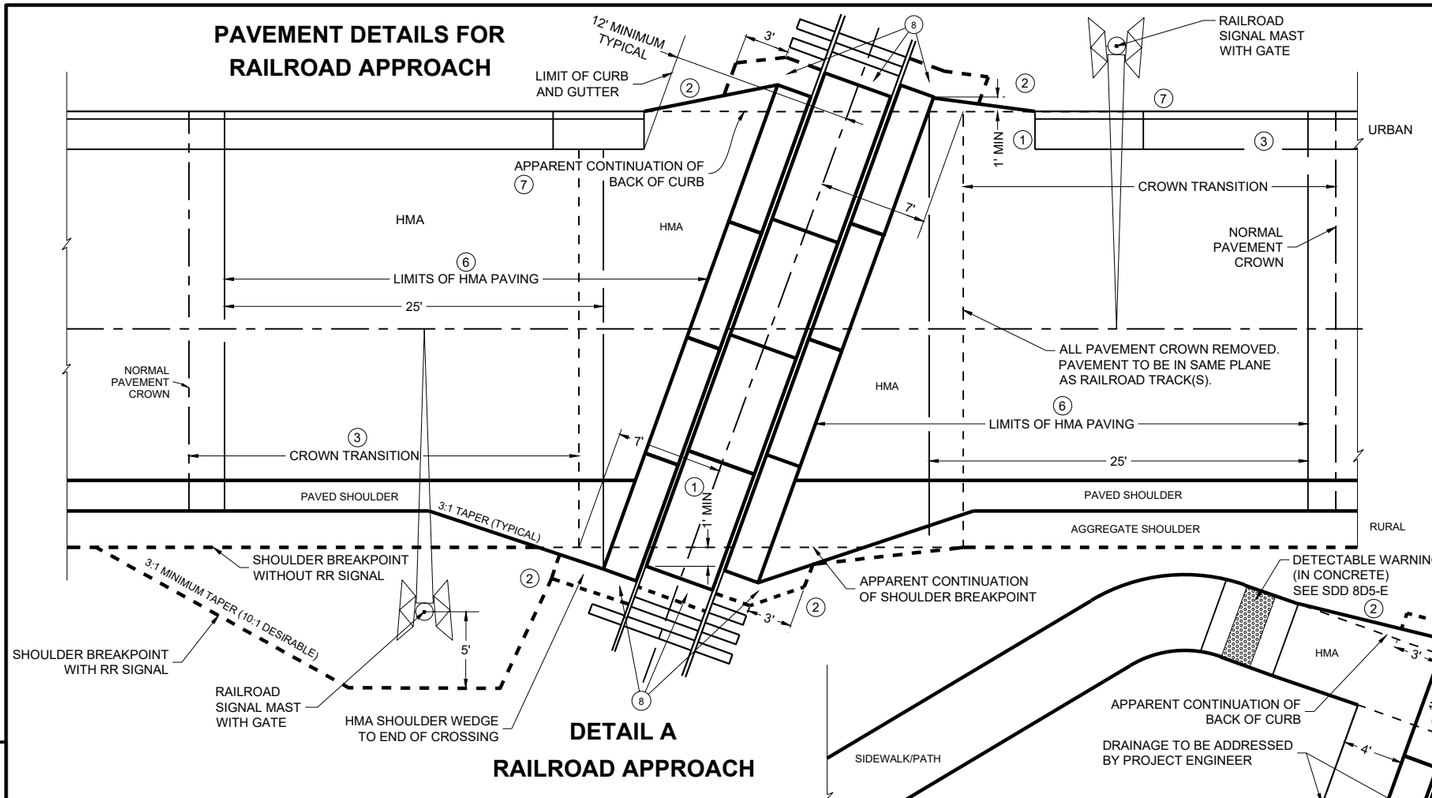
S.D.D. 8 E 10-2

PAVEMENT DETAILS FOR RAILROAD APPROACH



DETAIL A
RAILROAD APPROACH

GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGEWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

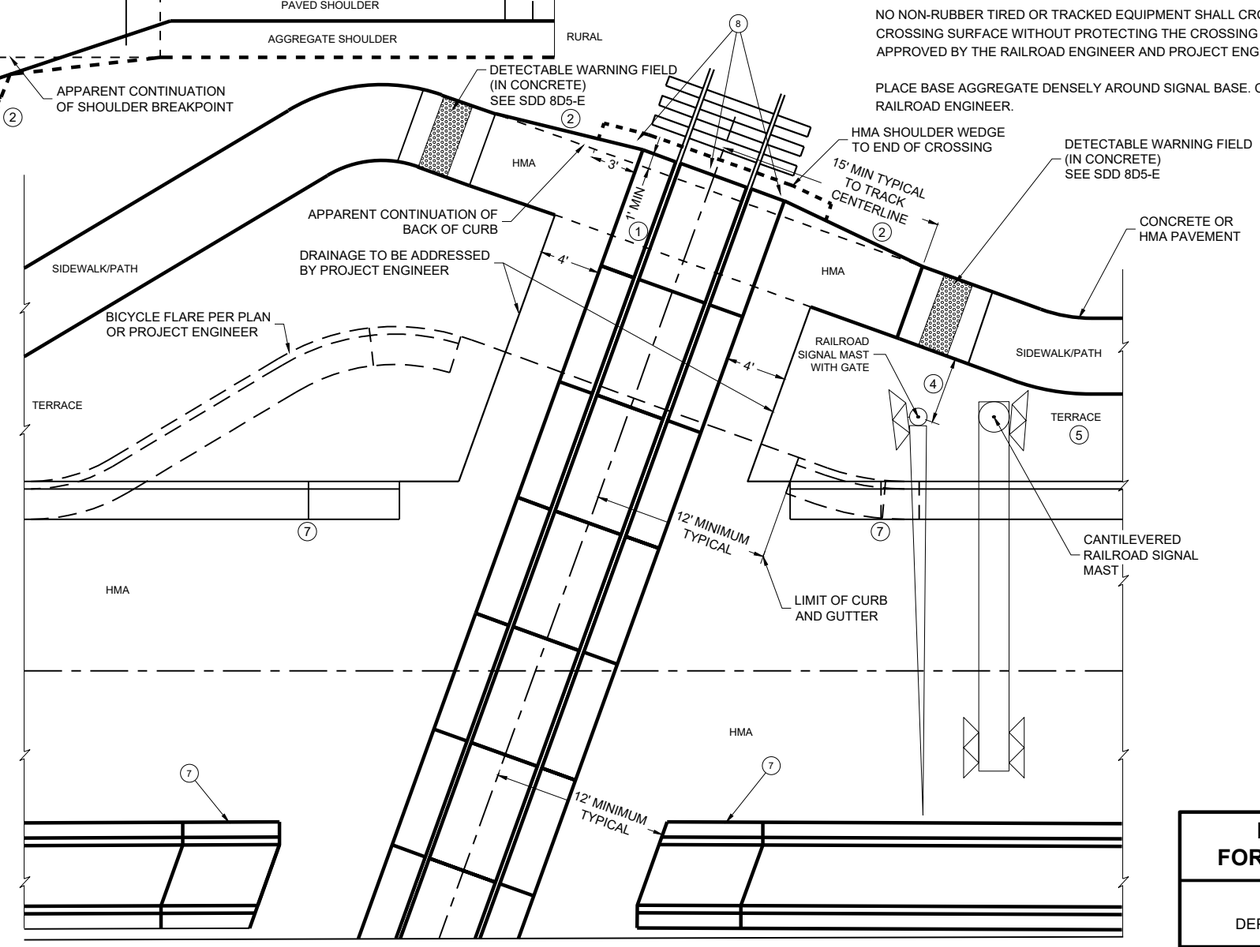
THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.

GENERAL NOTES CONTINUED

1. 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.
2. HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.
3. CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.
4. NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.
5. TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.
6. 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.
7. REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.
8. IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.



DETAIL B
MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Kristen Sommers — STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR
FHWA

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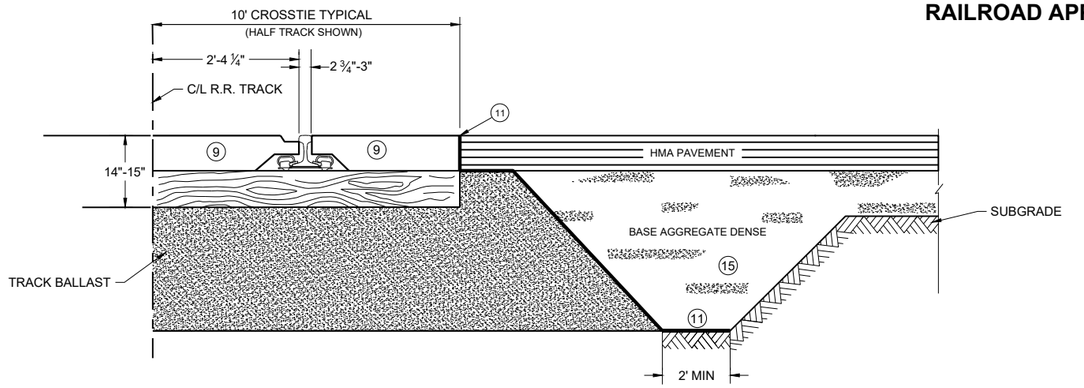
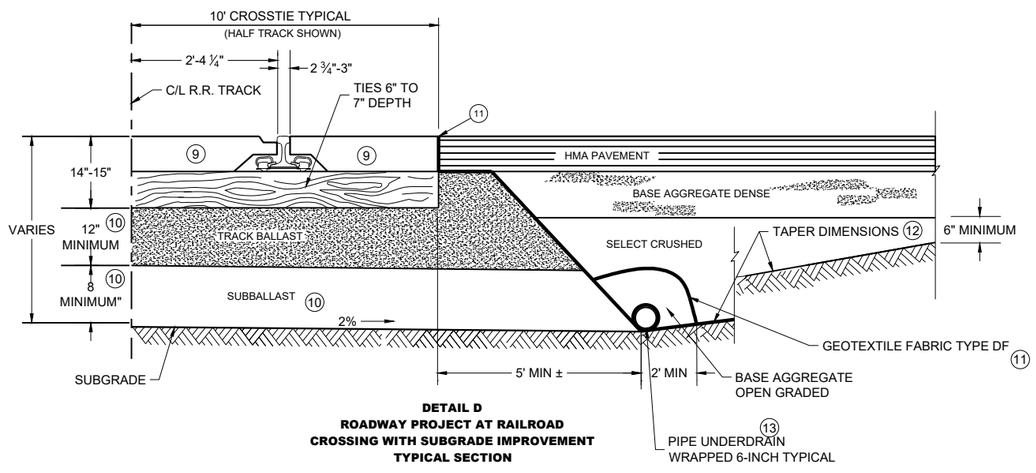
SDD 13B01-11a

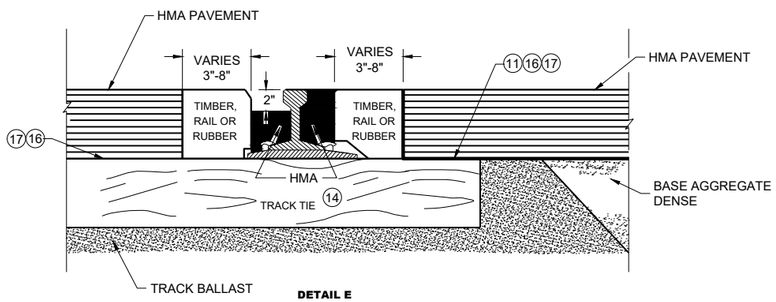
TYPICAL SECTIONS FOR RAILROAD APPROACH



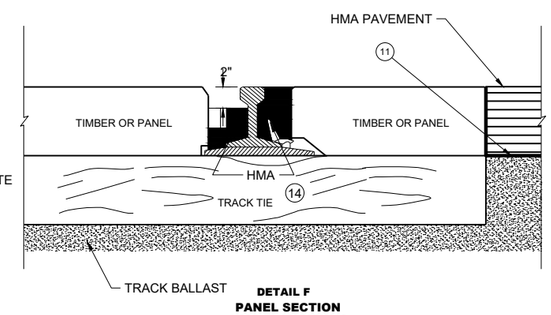
DETAIL C
ROADWAY PROJECT AT RAILROAD
CROSSING WITHOUT SUBGRADE IMPROVEMENT
TYPICAL SECTION



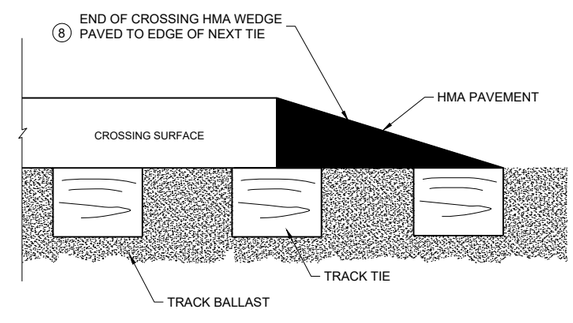
DETAIL D
ROADWAY PROJECT AT RAILROAD
CROSSING WITH SUBGRADE IMPROVEMENT
TYPICAL SECTION



DETAIL E
TIMBER, RAIL OR
RUBBER SECTION
HMA FLANGEWAY
AND FIELD FILLERS



DETAIL F
PANEL SECTION
HMA FLANGEWAY
AND FIELD FILLERS



DETAIL G
END OF CROSSING HMA WEDGE

GENERAL NOTES

8. IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL A AND B.

9. MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.

10. TRACK BALLAST AND SUBBALLAST REQUIRED 12" AND 8" MINIMUM DEPTHS RESPECTIVELY. DIMENSION FROM BOTTOM OF TRACK TIE TO HIGH SIDE OF 2% SLOPE. THE 2% SLOPE IS REQUIRED ON RAILROAD SUBBALLAST. SEE PLAN FOR CROWN, MATERIAL THICKNESS, AND SLOPE DIRECTION. SUBBALLAST CAN BE HMA, 1 1/2" BASE AGGREGATE DENSE, SELECT CRUSHED, OR A COMBINATION OF THEM.

11. GEOTEXTILE FABRIC TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER HMA PAVEMENT, BASE AGGREGATE DENSE OR SELECT CRUSHED MATERIAL AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE FABRIC TYPE DF PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION UNDER AND AROUND THE PIPE UNDERDRAIN. PLACING GEOTEXTILE FABRIC OR GEOGRID UNDER THE SUBBALLAST IS OPTIONAL.

12. TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.

13. IF SHOWN ON THE PLAN, TYPICAL 6-INCH PERFORATED PVC SCHEDULE 80 PIPE UNDERDRAIN TO BE PLACED ALONG THE TOE OF SLOPE, GRADED TO DRAIN AND DAYLIGHT OR INTO STORM SEWER. BASE AGGREGATE OPEN GRADED OVER PIPE UNDERDRAIN AND THEN WRAPPED IN GEOTEXTILE FABRIC TYPE DF SCHEDULE A IN ORDER TO STABILIZE AND SEPARATE FROM SELECT CRUSHED.

14. HMA FLANGEWAY AND FIELD FILLERS ARE TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR, WHEN NOT PROVIDED BY OTHERS AS PART OF THE CROSSING SURFACE MATERIAL. IF THE CROSSING SURFACE IS NOT BEING REPLACED, THEN REMOVE AND REPLACE THE HMA FLANGEWAY AND FIELD FILLERS AS DIRECTED BY THE RAILROAD OR PROJECT ENGINEER.

15. GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.

16. IF THE CROSSING IS NOT BEING REPLACED, REMOVE AND REPLACE HMA AS DIRECTED BY RAILROAD AND PROJECT ENGINEER. CARE MUST BE TAKEN TO NOT DAMAGE CROSSING PANELS, TIES, RAIL, PLATES AND SPIKES.

17. PLACE HMA FULL DEPTH. AGGREGATE IS NOT TO BE PLACED BETWEEN THE RAILROAD TIES AND THE HMA PAVEMENT.

TYPICAL SECTIONS FOR RAILWAY APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Kristen Sommers — STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR
FHWA

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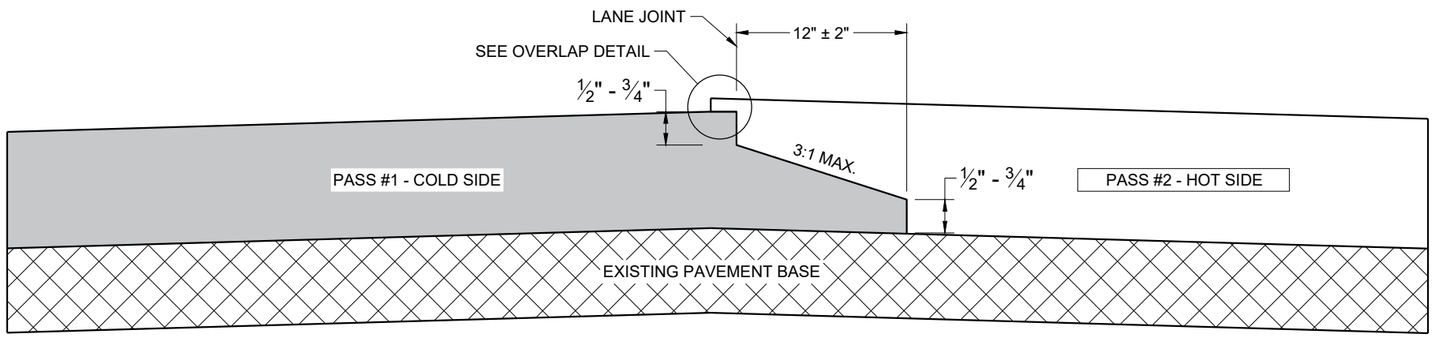
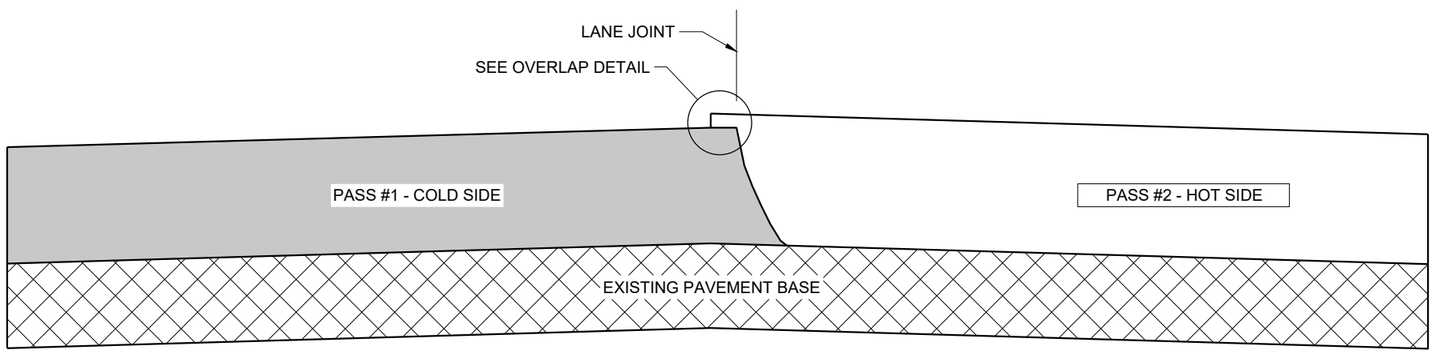
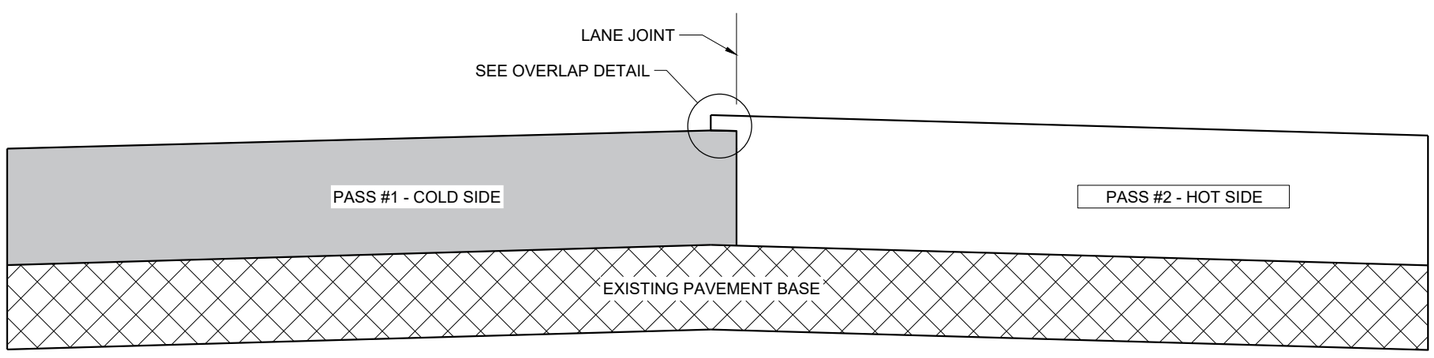
SDD 13B01-11b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

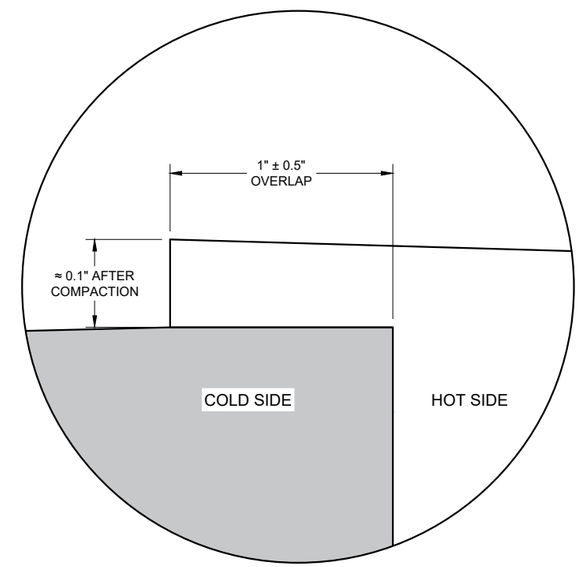
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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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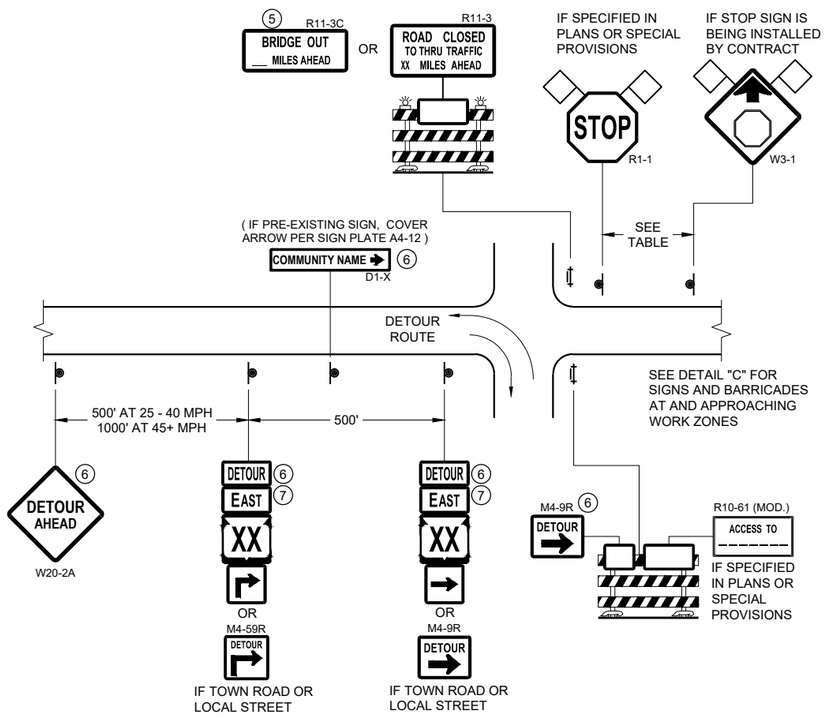
SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

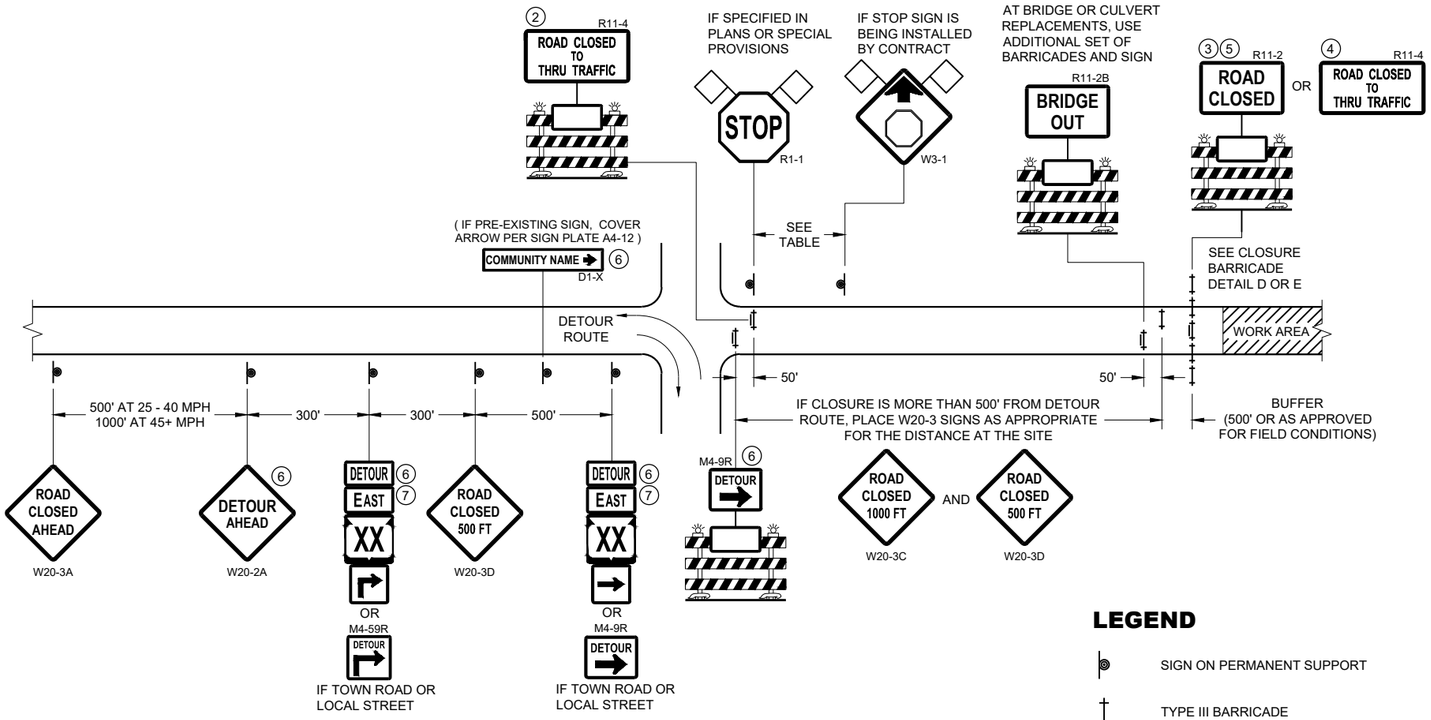
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN
FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

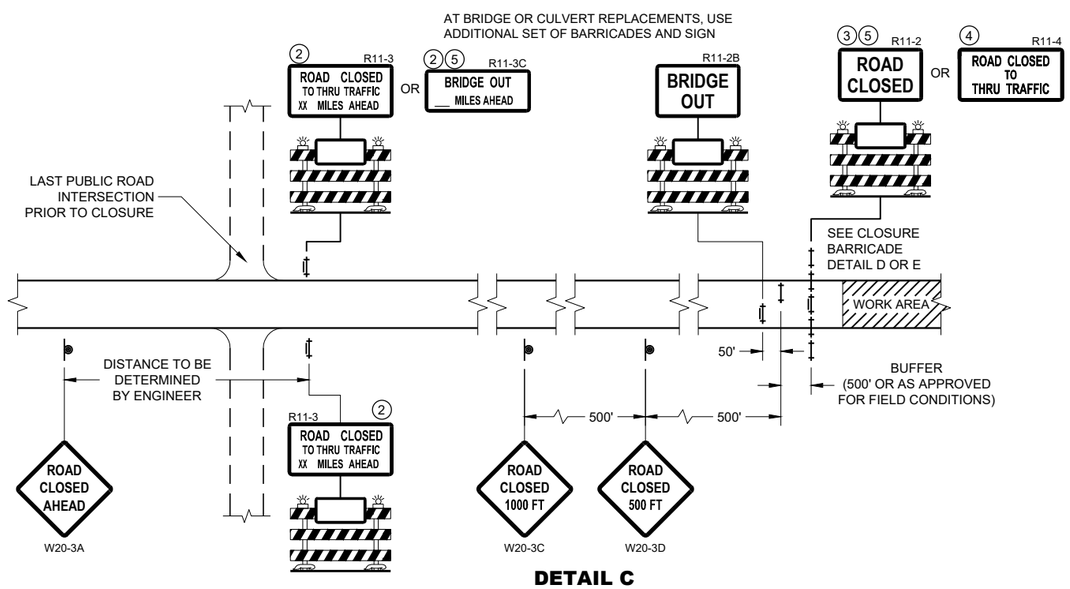


DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

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)



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

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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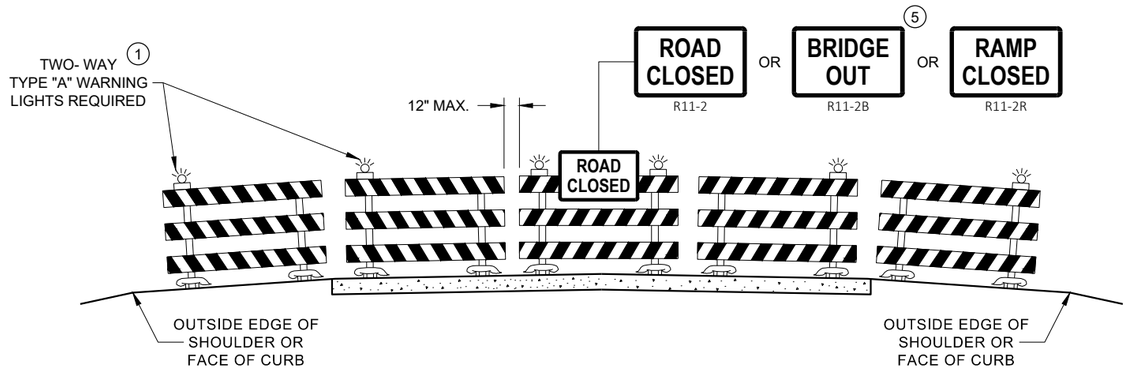
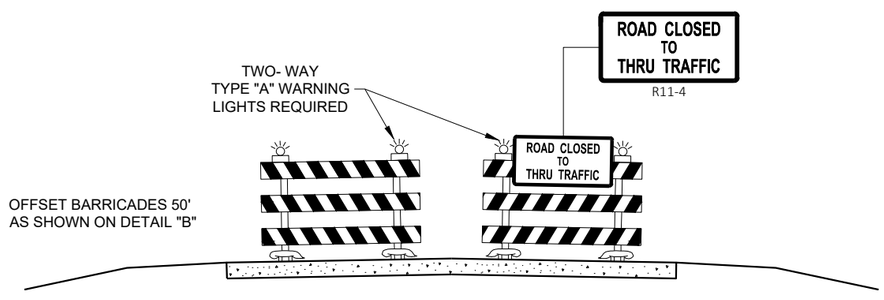
SDD 15C02 - 09a



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

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

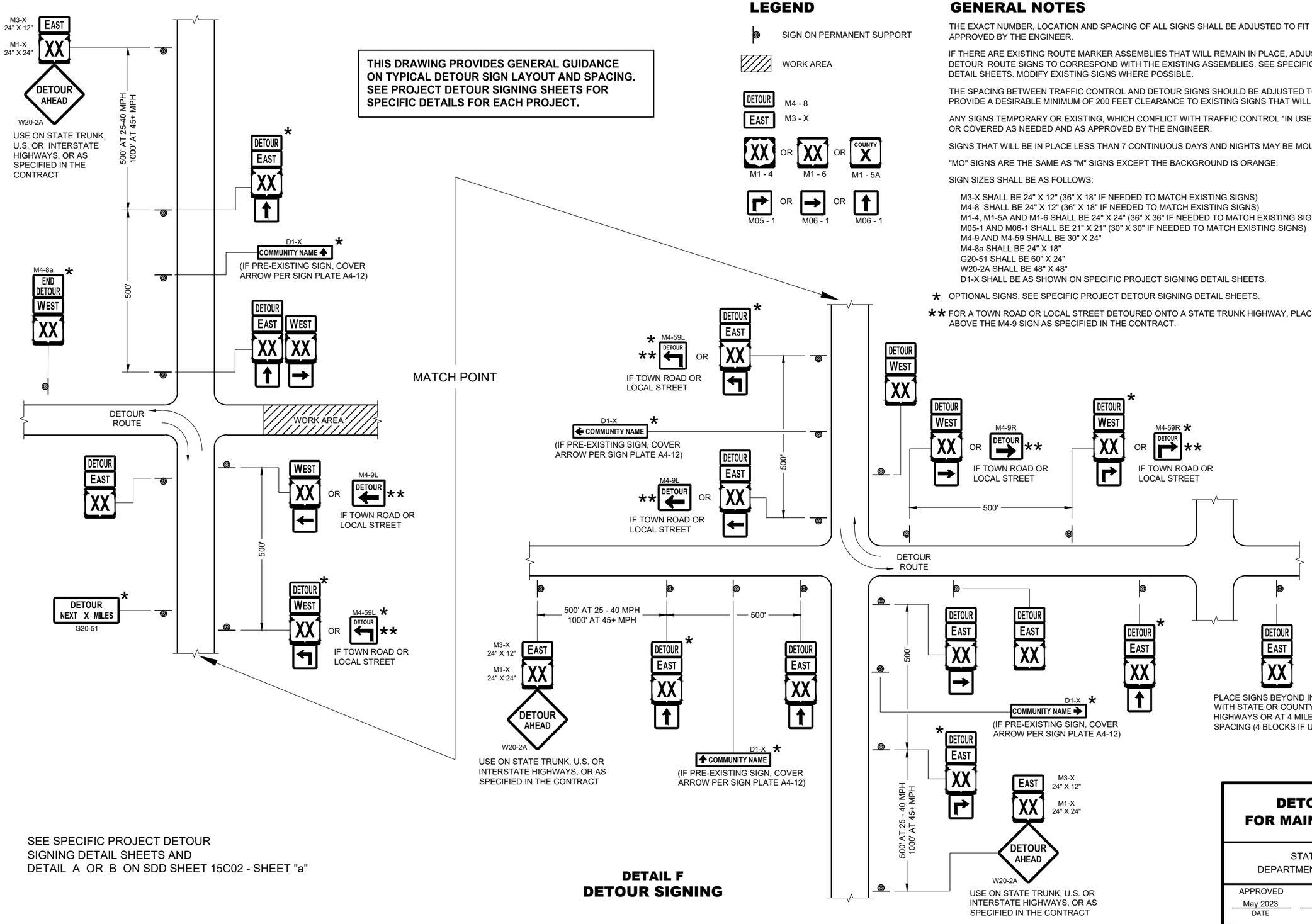
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M4-9 AND M4-59 SHALL BE 30" X 24"
M4-8a SHALL BE 24" X 18"
G20-51 SHALL BE 60" X 24"
W20-2A SHALL BE 48" X 48"
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



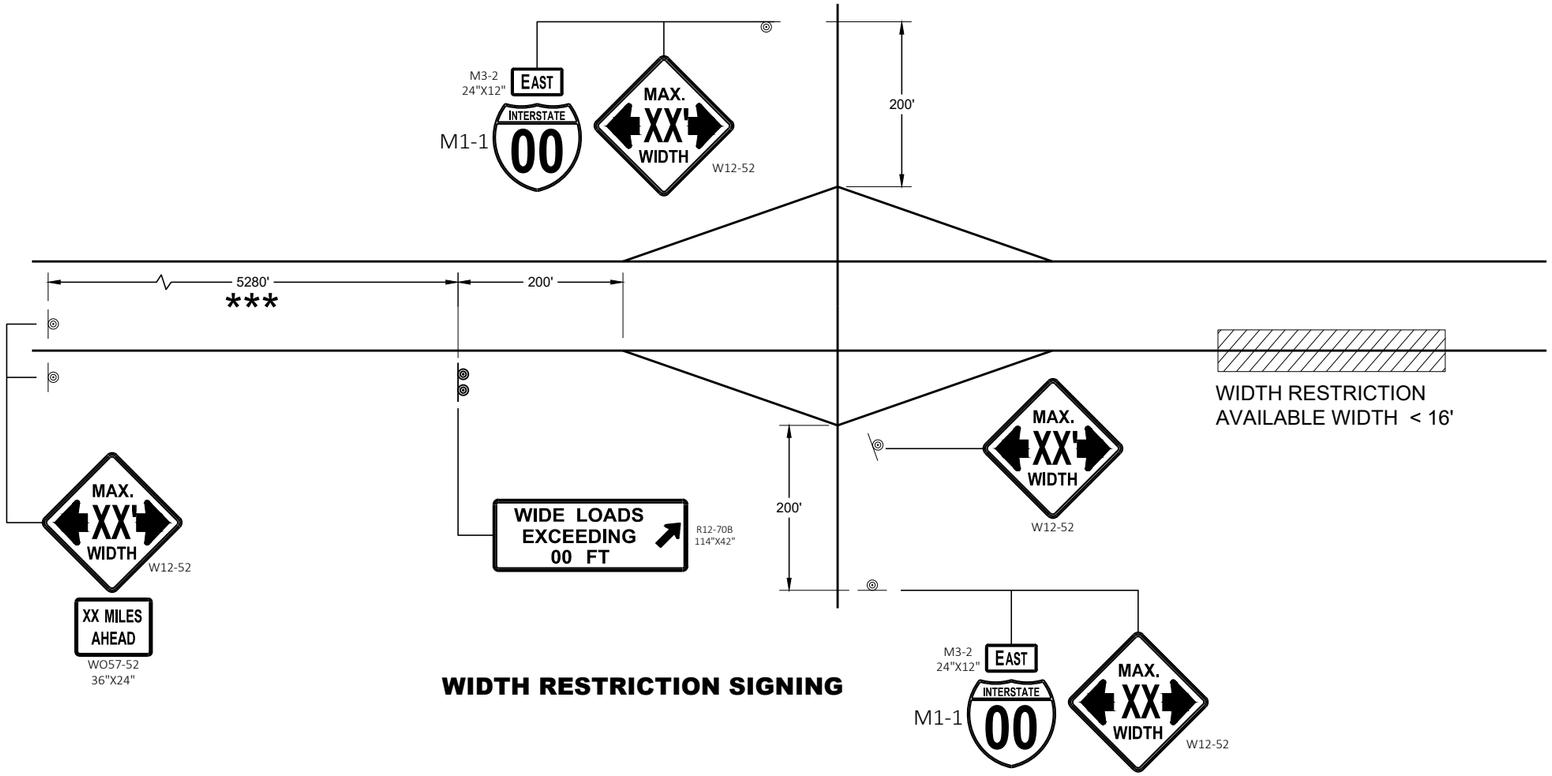
SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA



WIDTH RESTRICTION SIGNING

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.

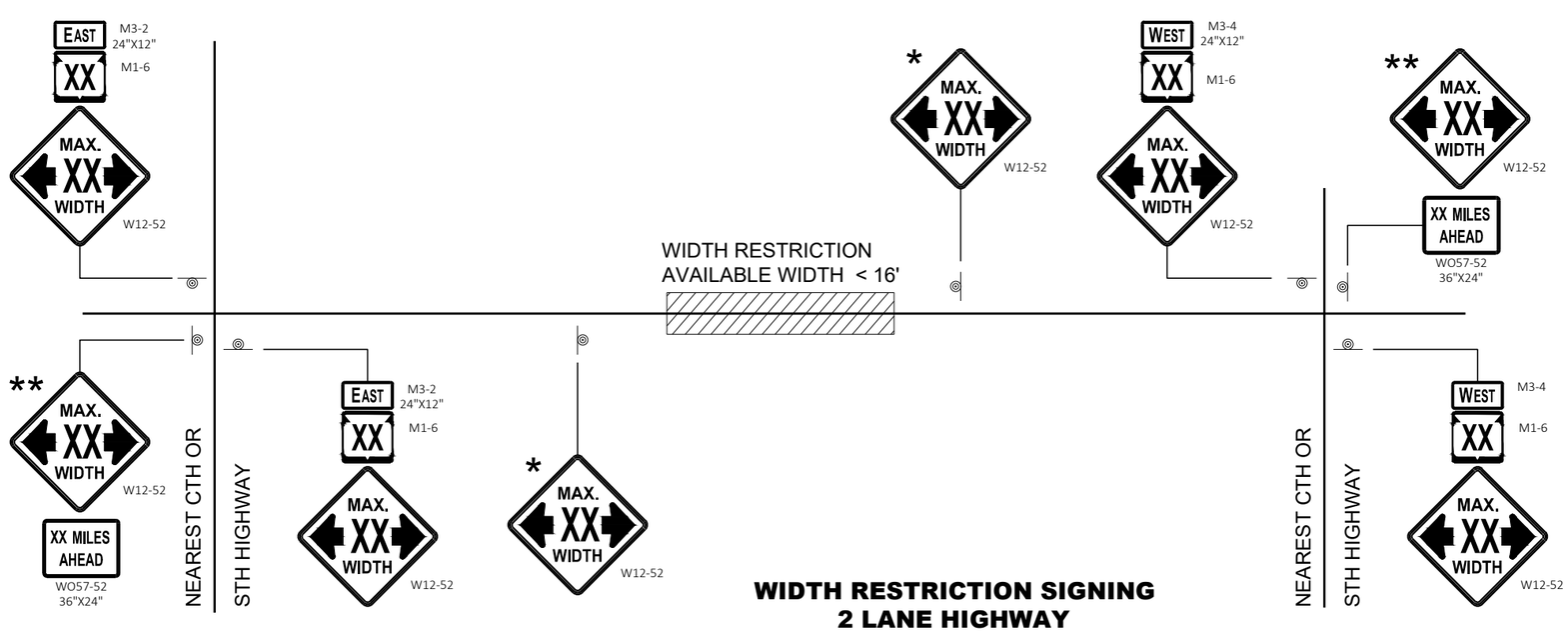
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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 RESTRICTION SIGNING
2 LANE HIGHWAY

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6
SDD 15C02 - 09f

GENERAL NOTES

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

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

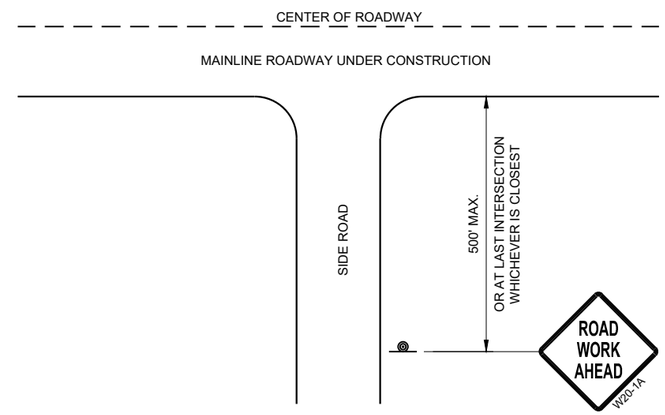
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

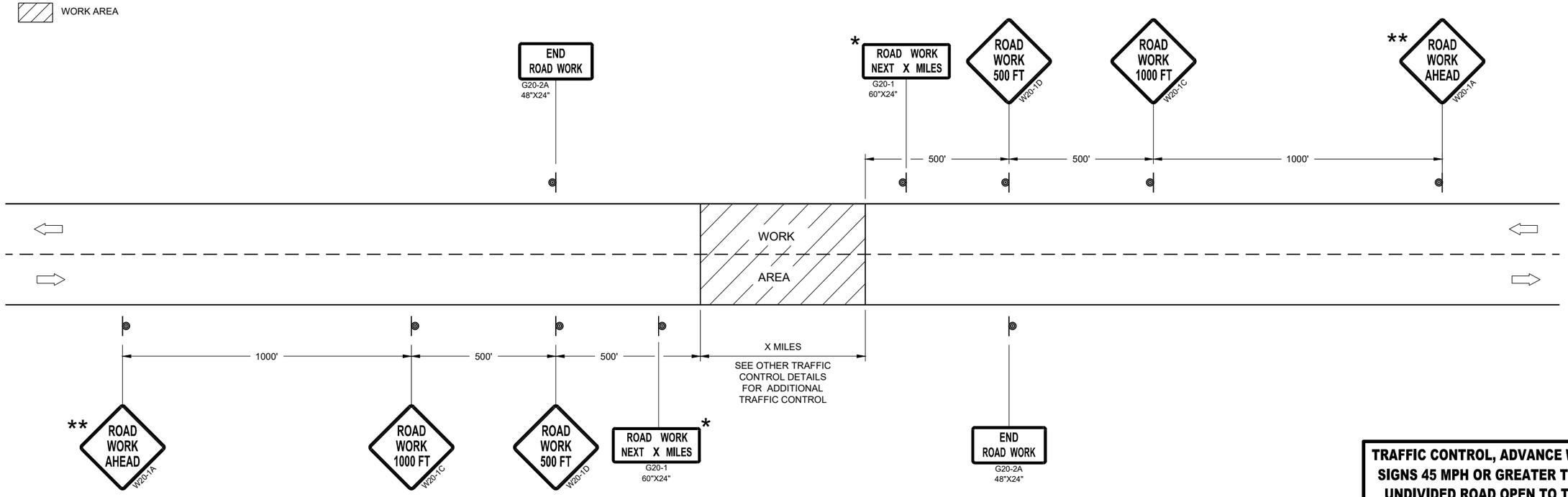
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6
SDD 15C04 - 05

GENERAL NOTES

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

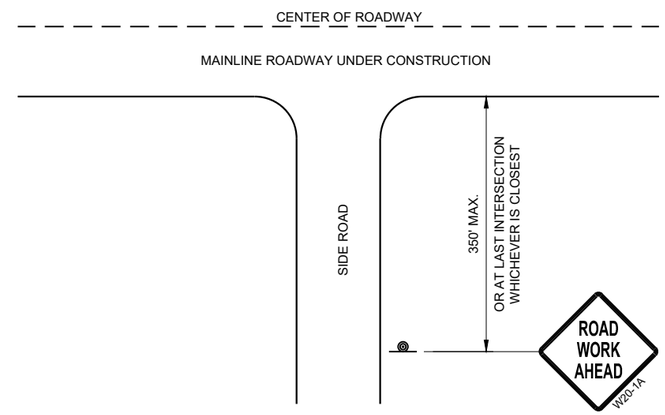
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

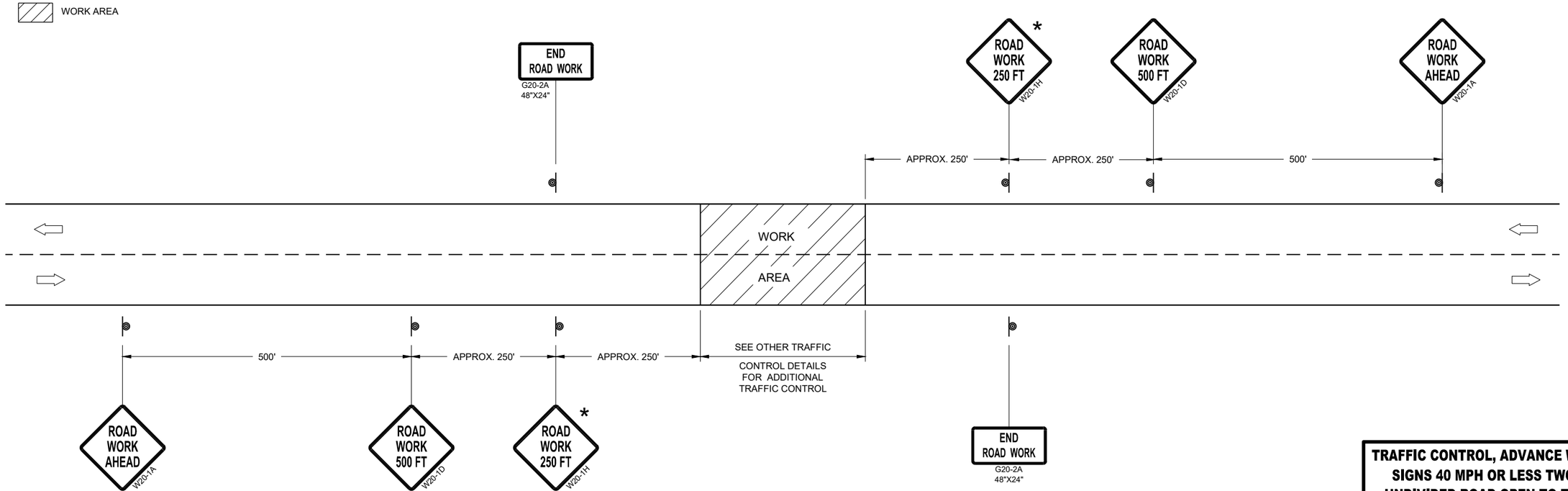
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



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

6

SDD 15C05 - 05

*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.

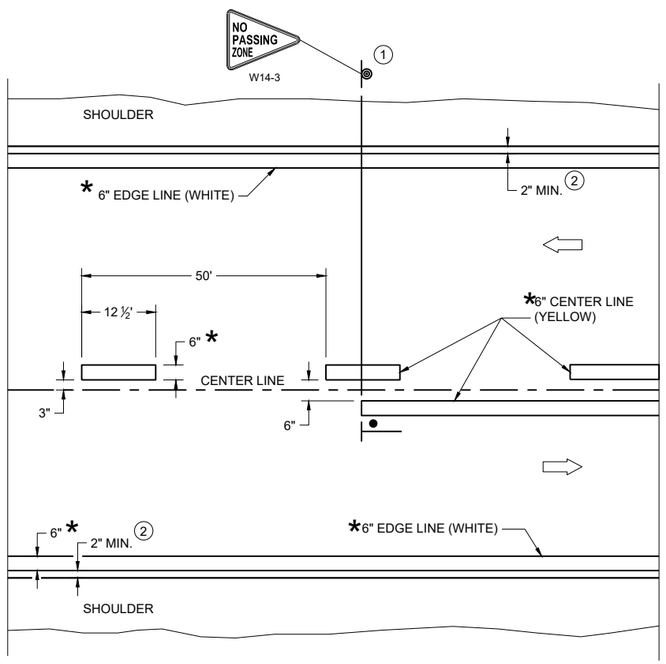
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

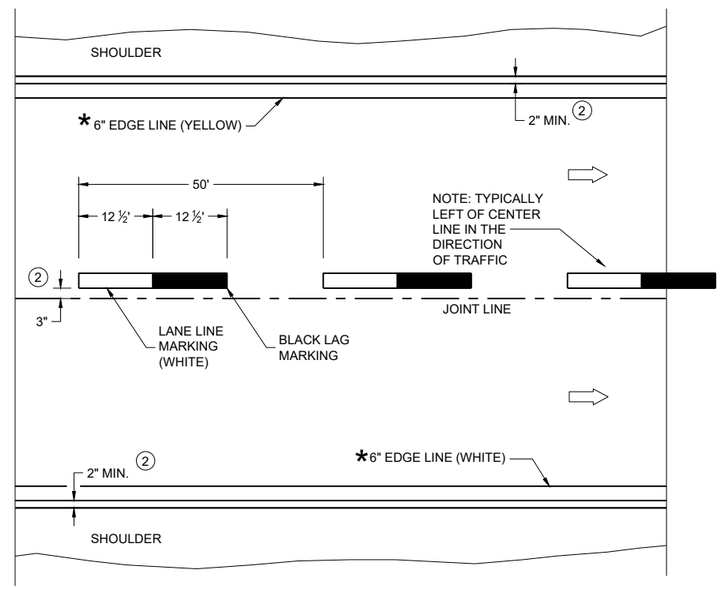
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

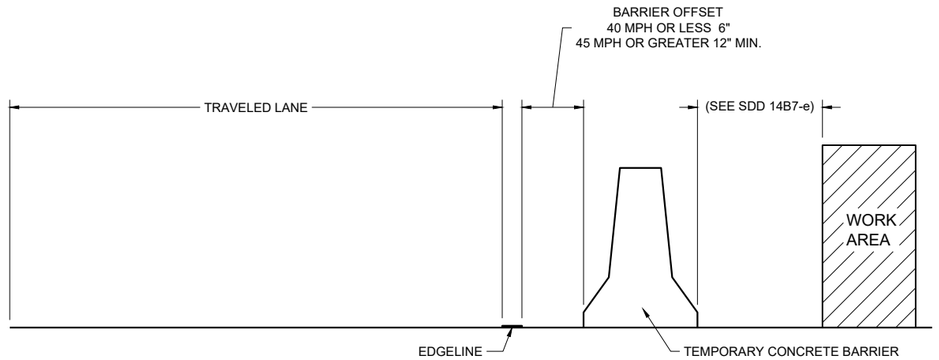
6

SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



TEMPORARY BARRIER OFFSET FROM EDGELINE

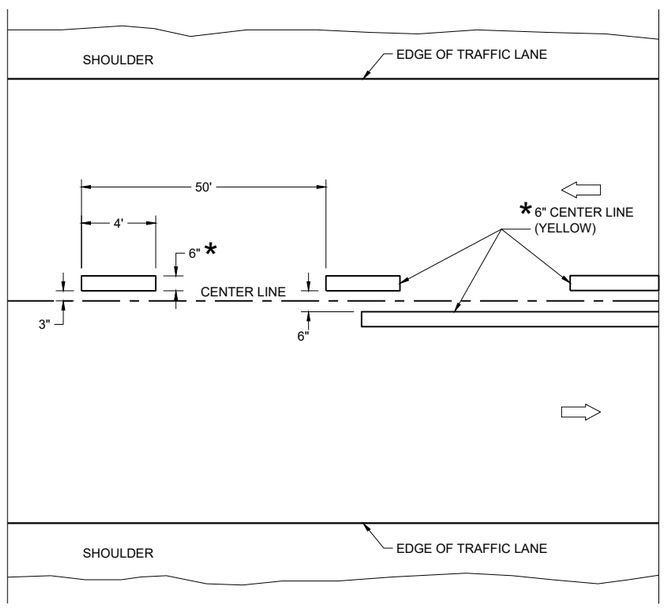
GENERAL NOTES

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

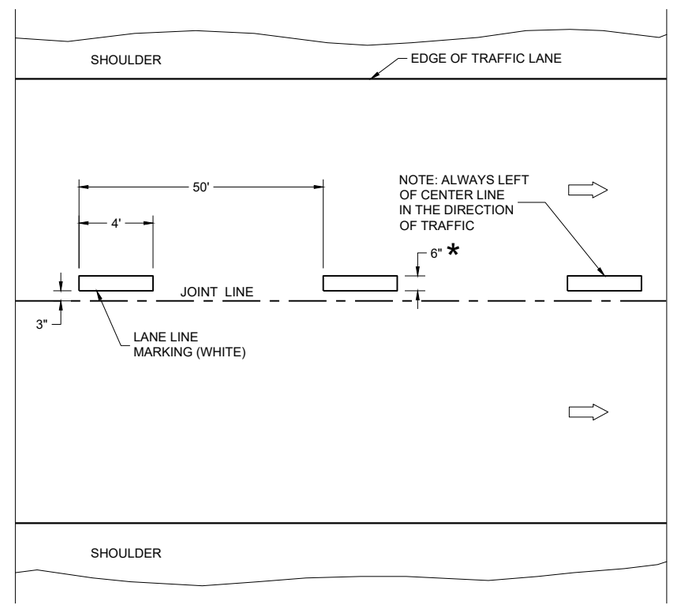
LEGEND

DIRECTION OF TRAFFIC

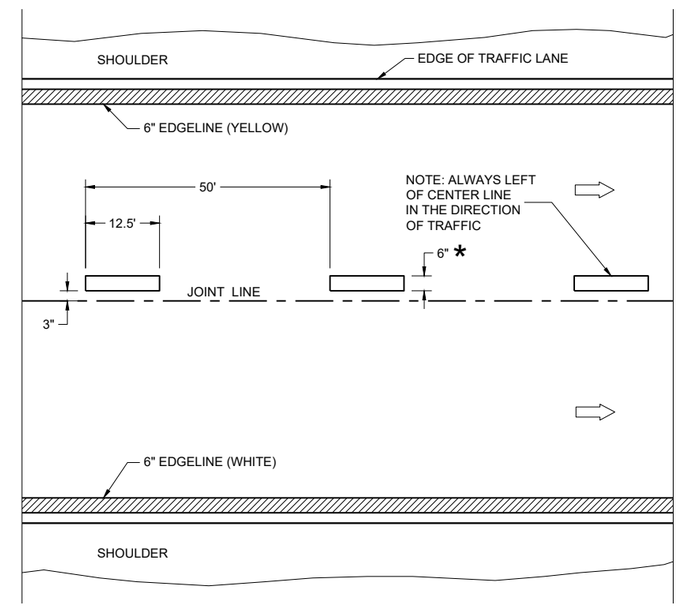
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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 Pavement Marking Engineer
FHWA	

6

SDD 15C08-23b

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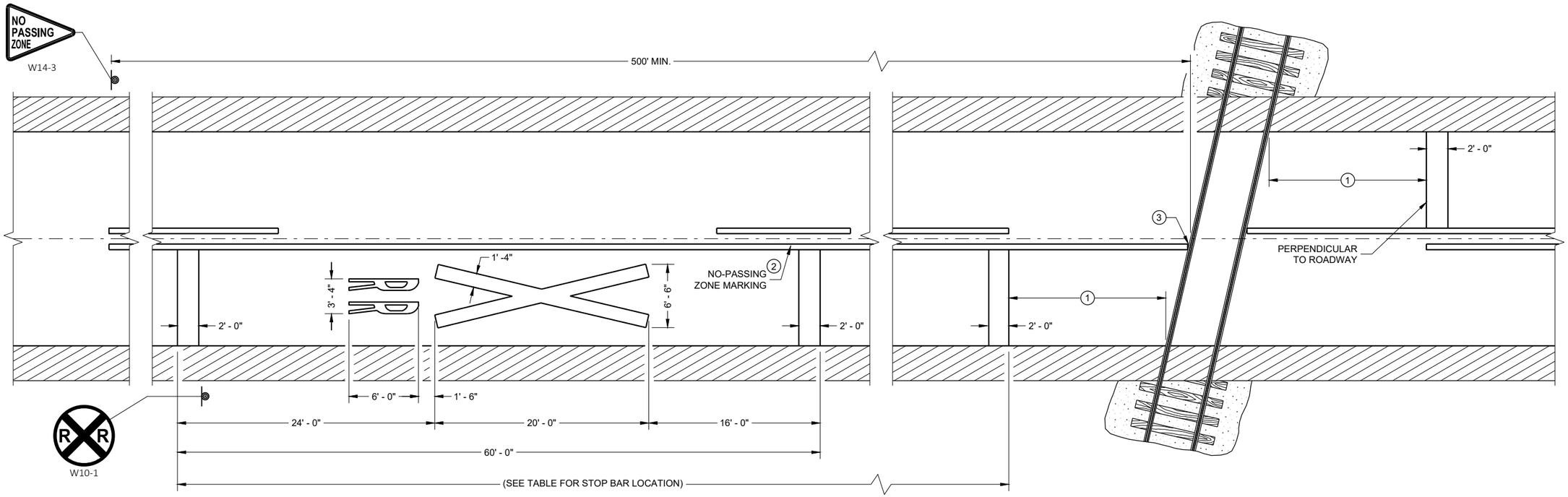
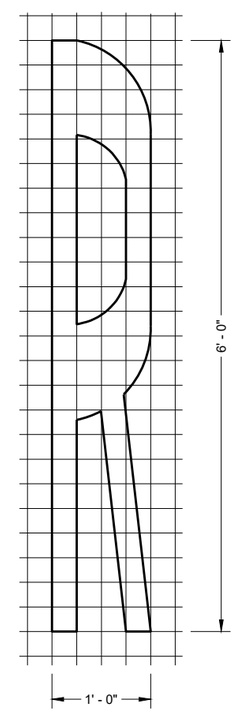
SDD 15C08-23b



PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

1. PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.
2. 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
3. FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

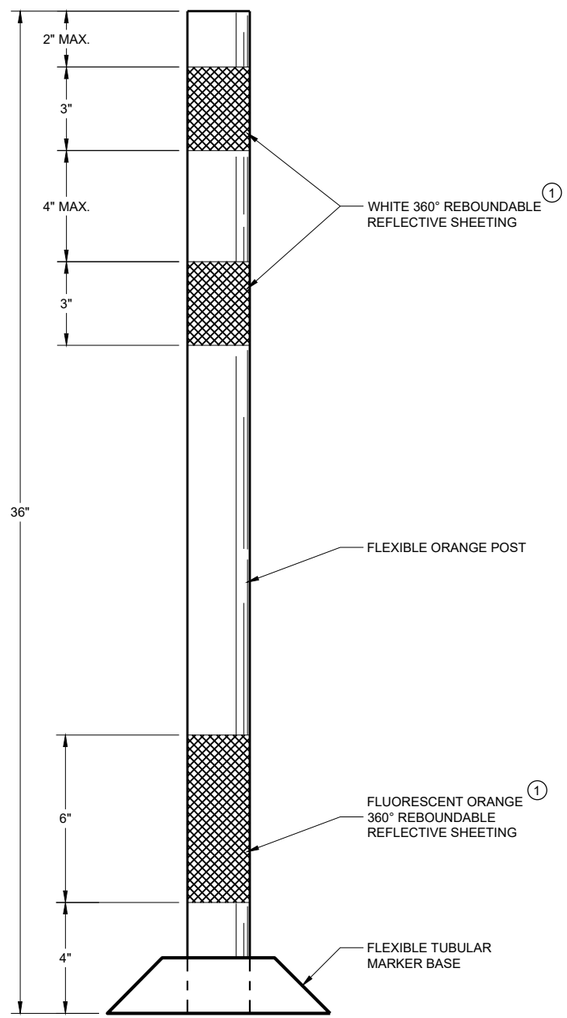
SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR ENGINEER
FHWA

6

SDD 15C09-13a



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

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

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

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

6

6

SDD 15C11 - 10a

SDD 15C11 - 10a

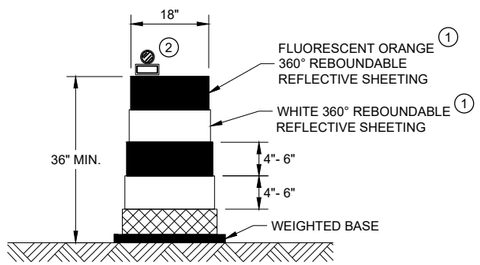
CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

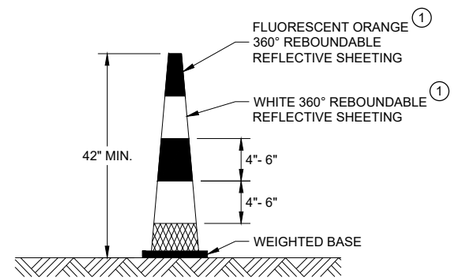
GENERAL NOTES

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

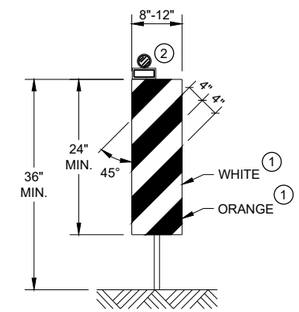
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

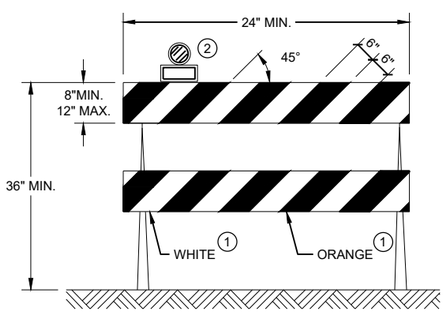
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



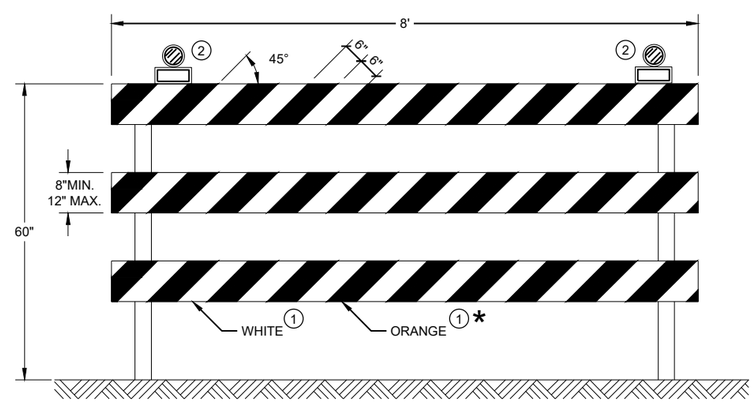
VERTICAL PANEL

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 — /S/ Andrew Heidtke
DATE — WORK ZONE ENGINEE
FHWA

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SDD 15C11 - 10b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

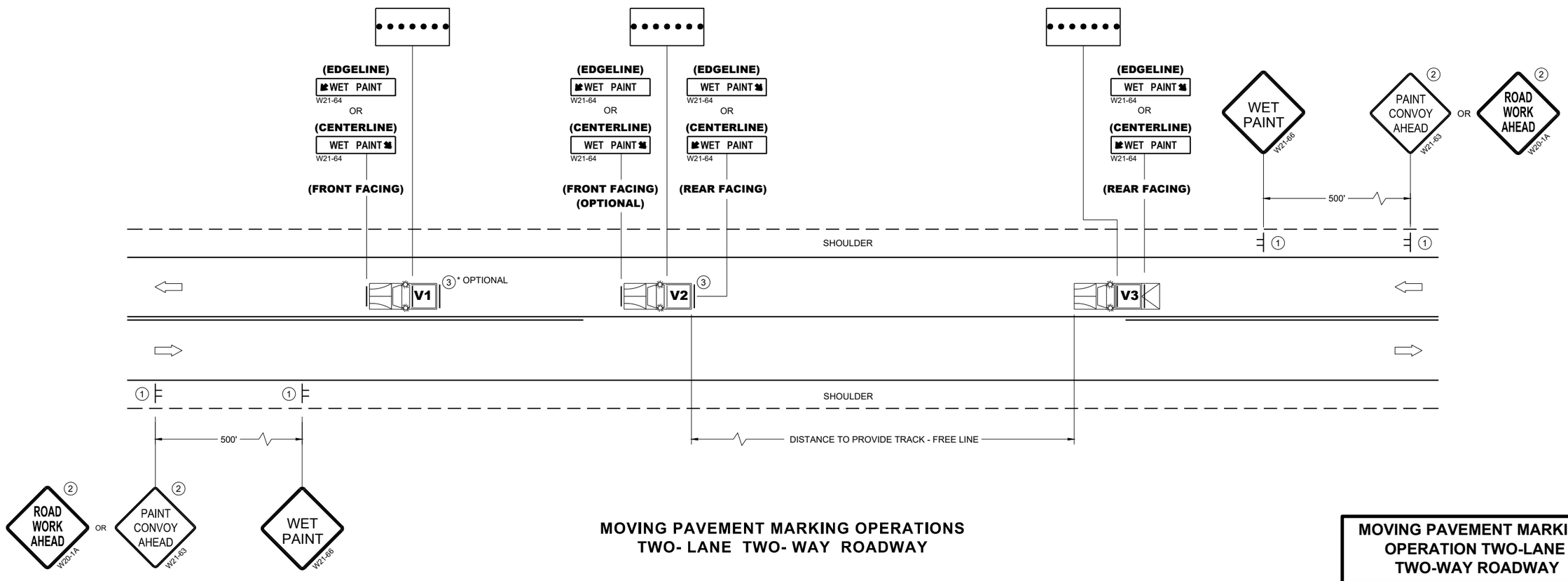
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

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

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

1. SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.
2. IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
3. V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15C19-9a

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)

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.

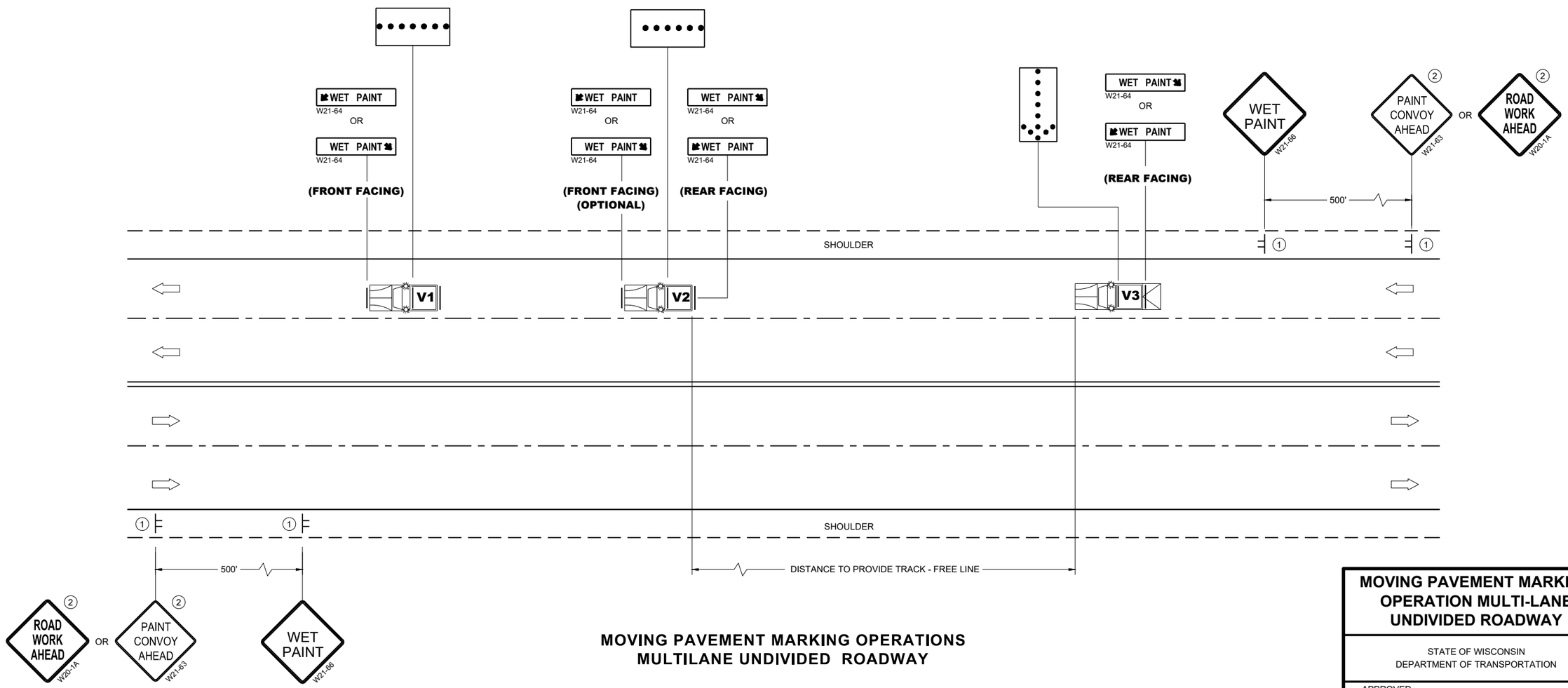
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

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 AND AFTER EVERY MAJOR INTERSECTION.

(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
March 2024 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

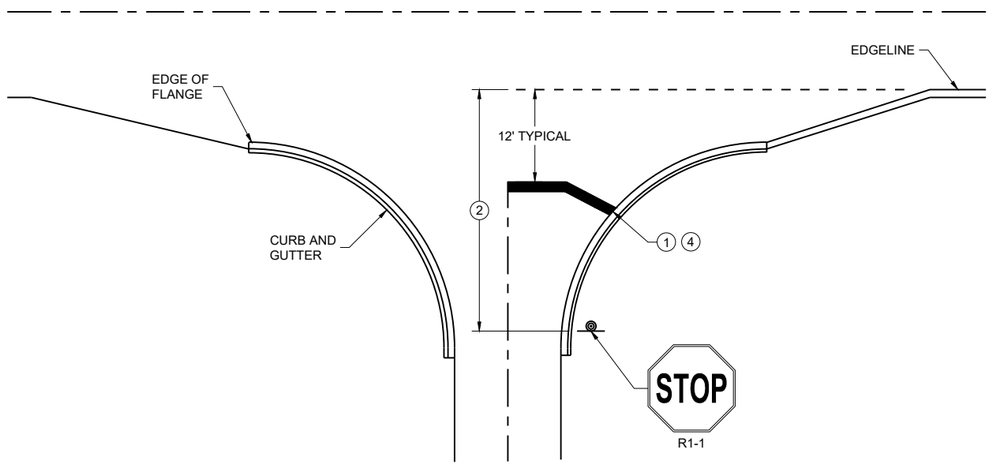
6

SDD 15C19-9b

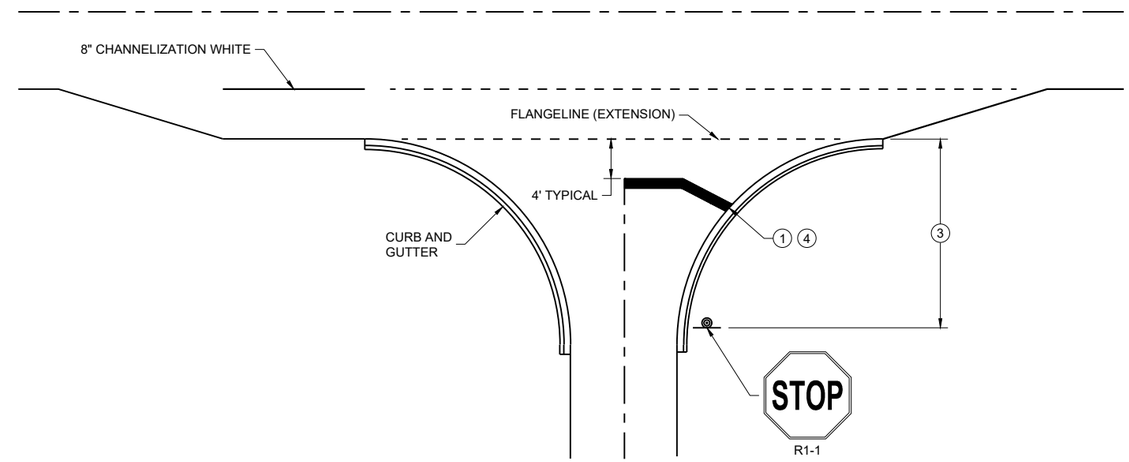
GENERAL NOTES

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

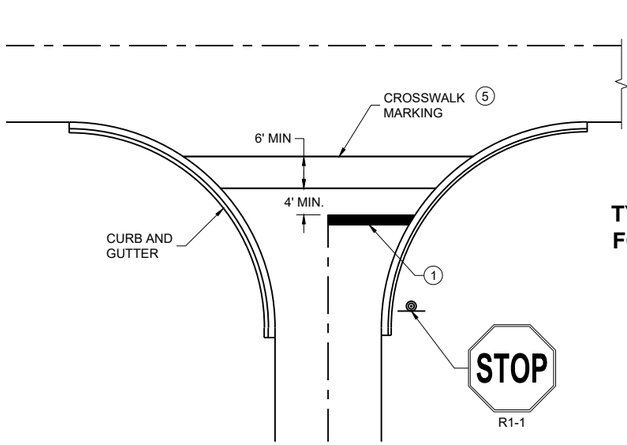
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



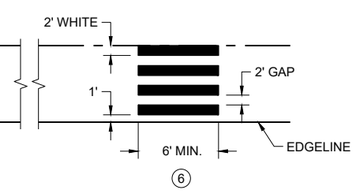
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



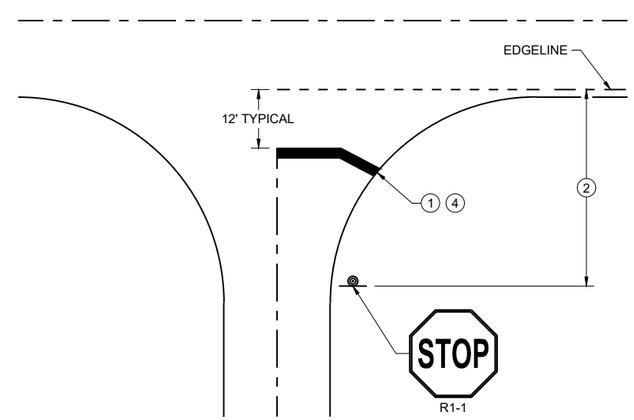
TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



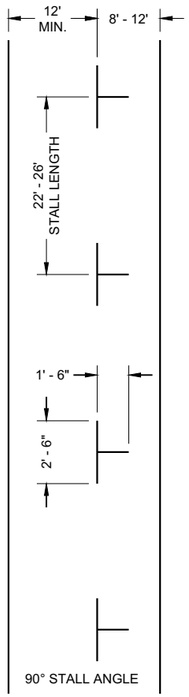
TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

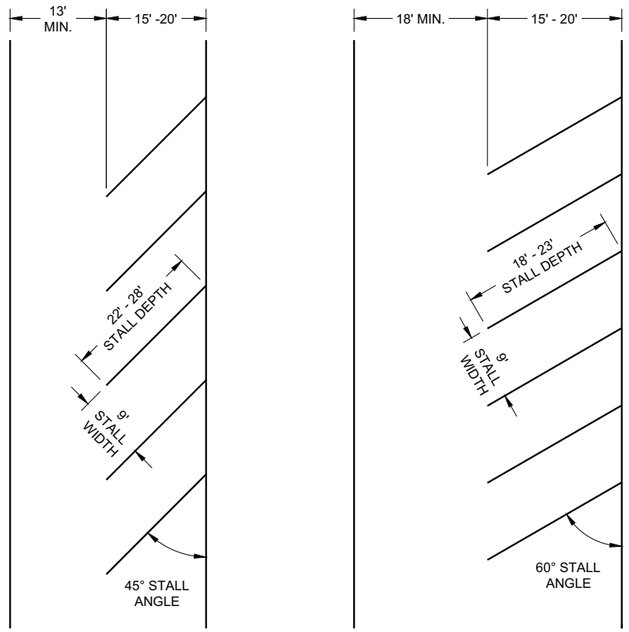
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6
SDD 15C33-05

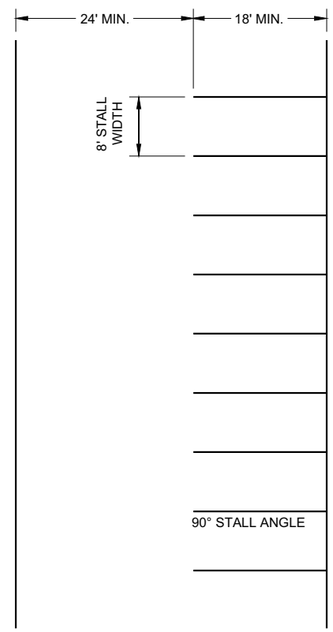


PARALLEL PARKING



ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

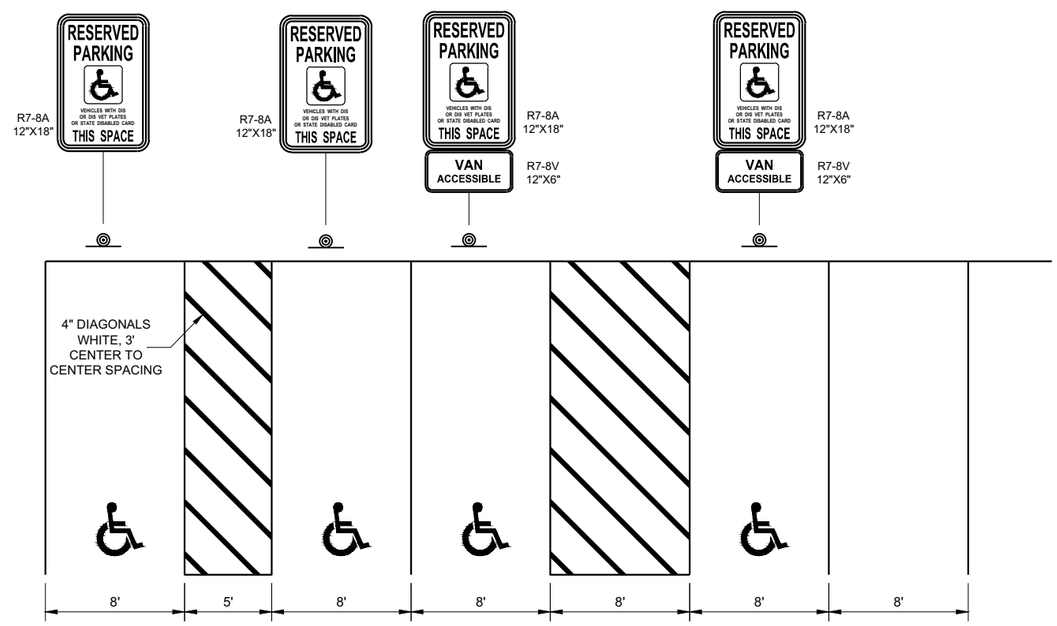
GENERAL NOTES

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

6

SDD 15C36 - 01

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.

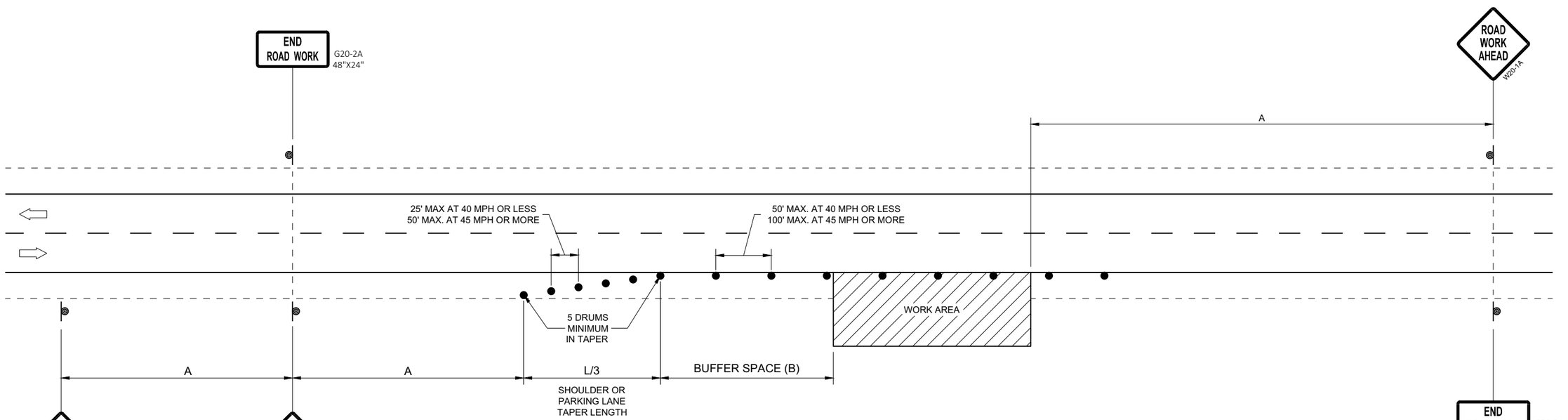
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.



OR
IF TRAFFIC CONTROL DEVICES
ENCROACH ONTO TRAVELED WAY, USE

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

6

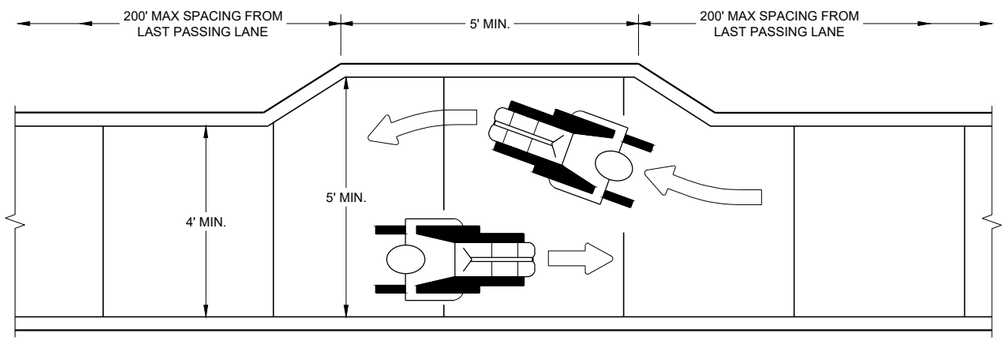
SDD 15D28 - 04

GENERAL NOTES

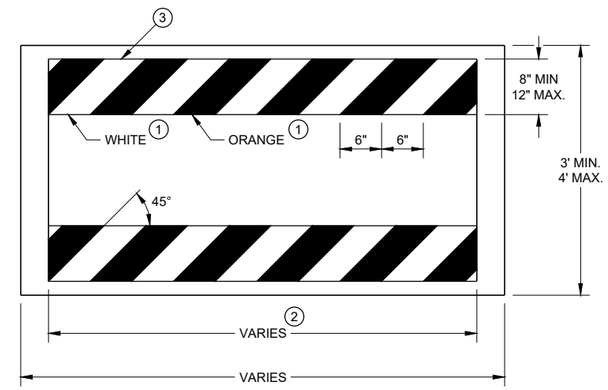
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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.

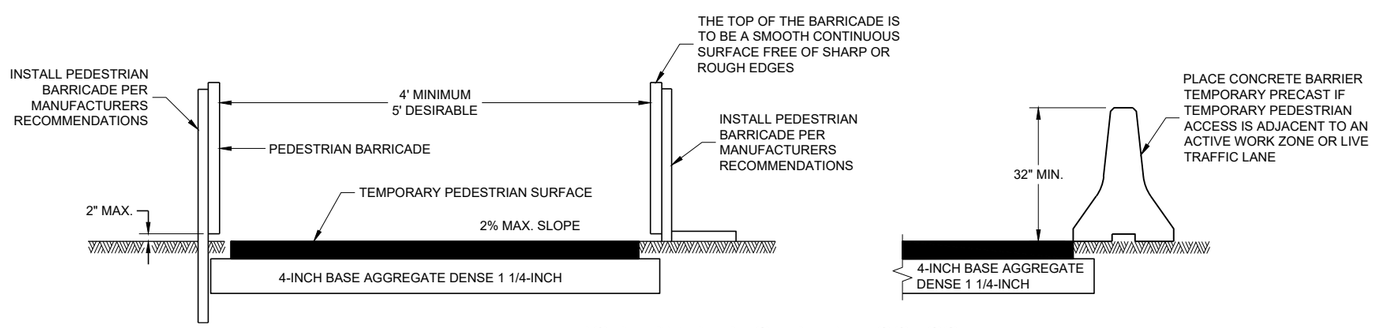
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

6

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 15D30 - 09a

GENERAL NOTES

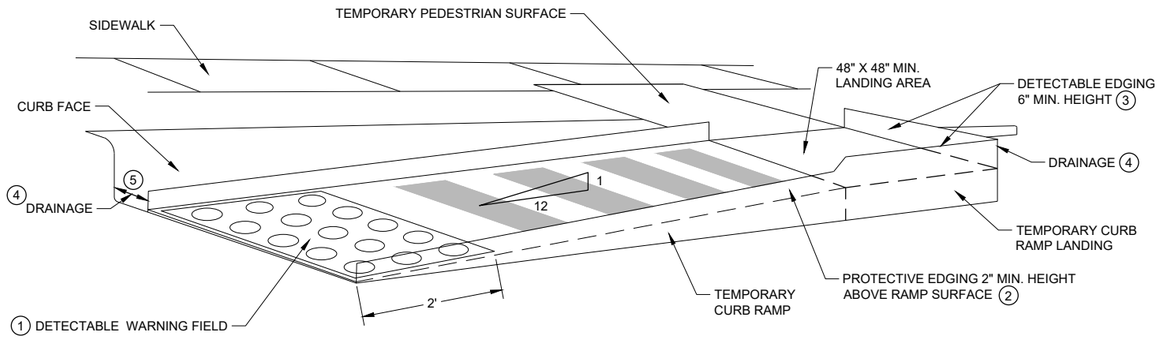
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

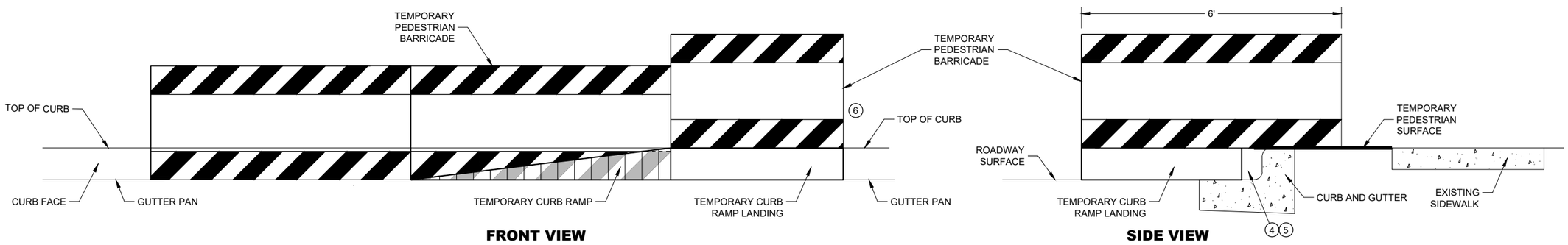
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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.



PERSPECTIVE VIEW



FRONT VIEW **SIDE VIEW**

TEMPORARY CURB RAMP PARALLEL TO CURB

6

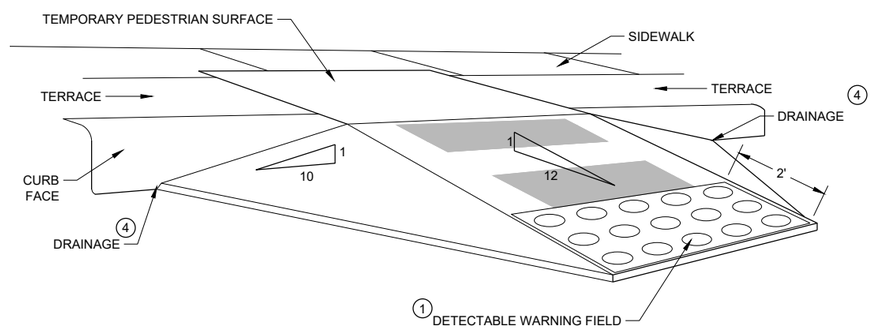
6

SDD 15D30 - 09b

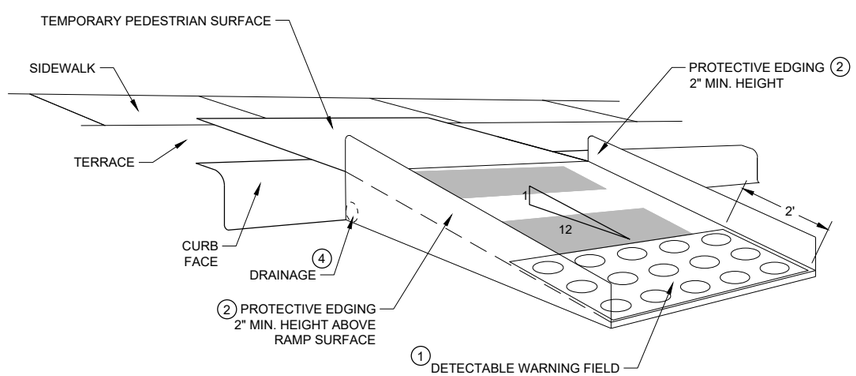
SDD 15D30 - 09b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT



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.

6

SDD 15D30 - 09c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

GENERAL NOTES

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

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

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

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

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

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

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

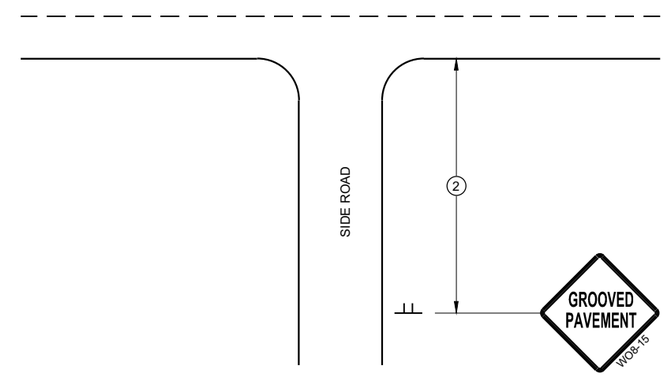
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

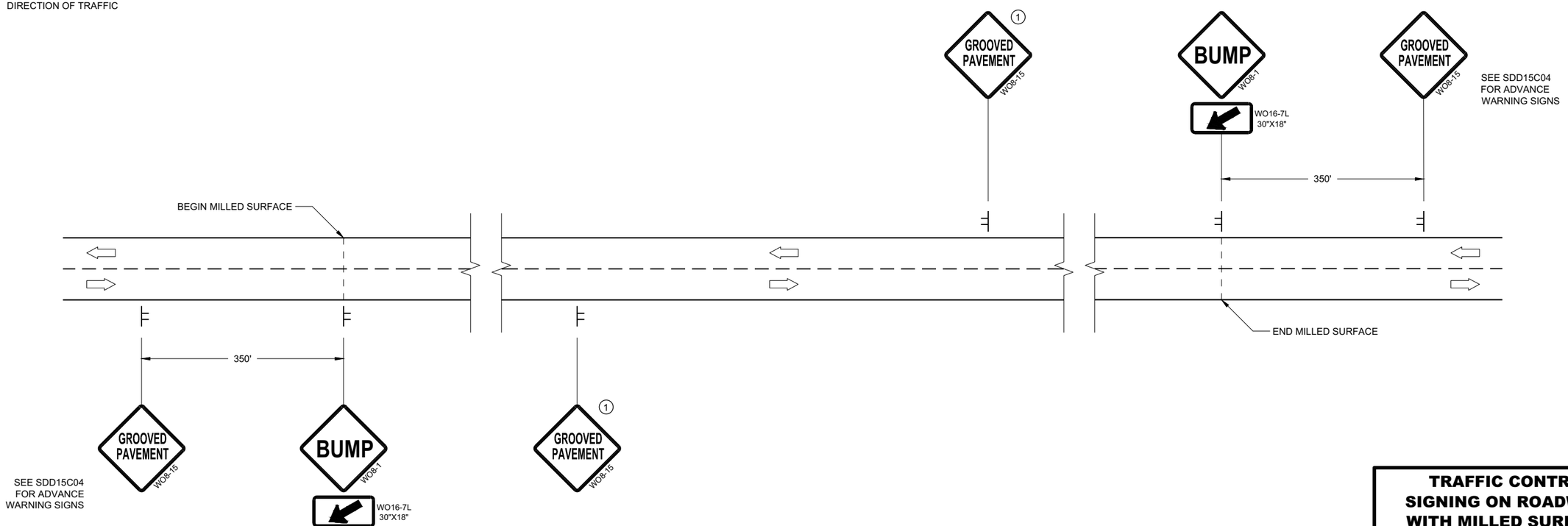
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

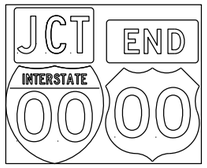
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

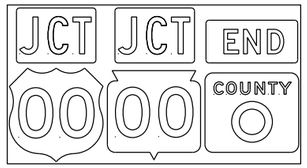
6
SDD 15D44 - 02

TYPICAL ASSEMBLIES

J1-1



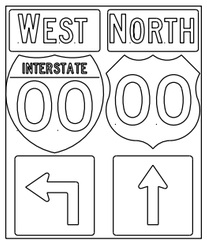
J1-2



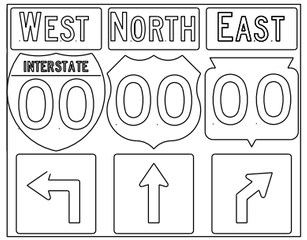
J1-3

JR1-1

J2-1



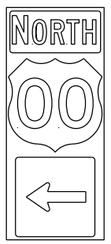
J2-2



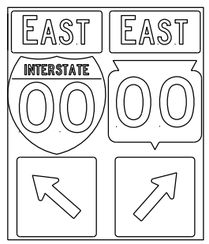
J2-3

JV

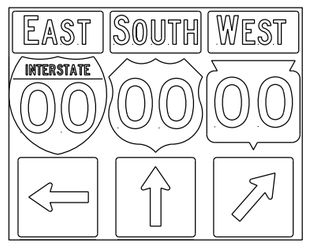
(Typical Vertical J-Assembly
See Note 10 and 11)



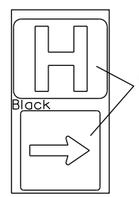
J3-1



J3-2



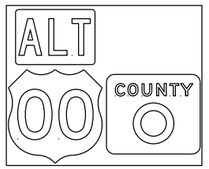
J3-3



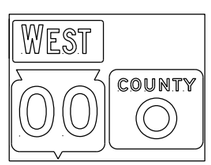
JH-1

Blue Background

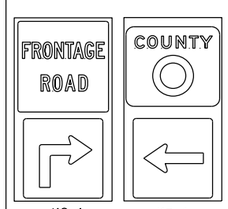
J4-1



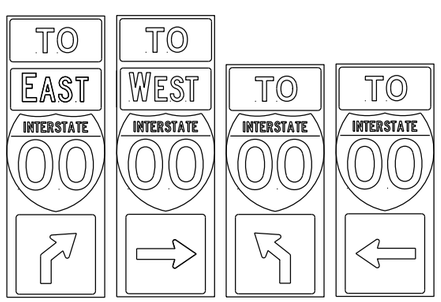
J4-2



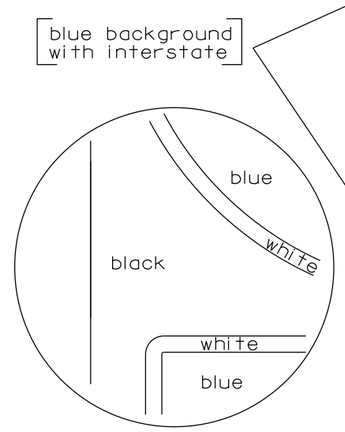
J4-2



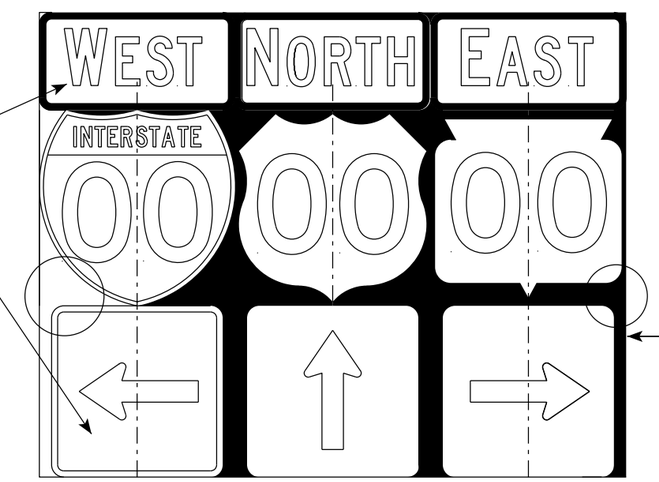
J12-1 J13-1

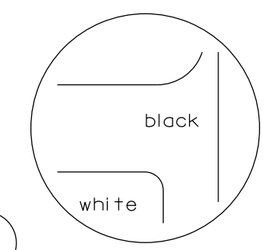


J32-1 J33-1 J22-1 J23-1 JR13-1 JR23-1 JR99-1



blue background
with interstate





black background

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

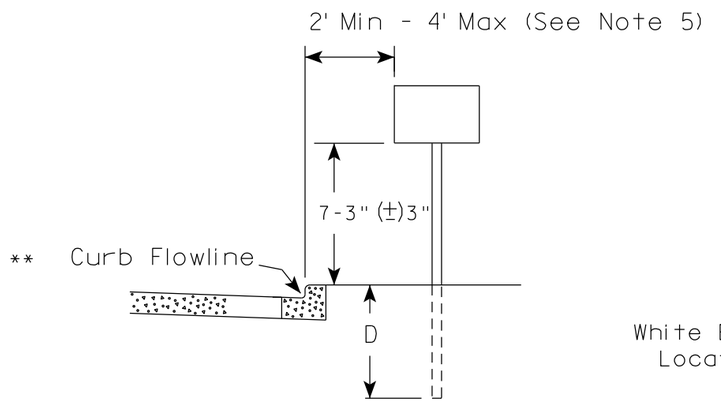
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

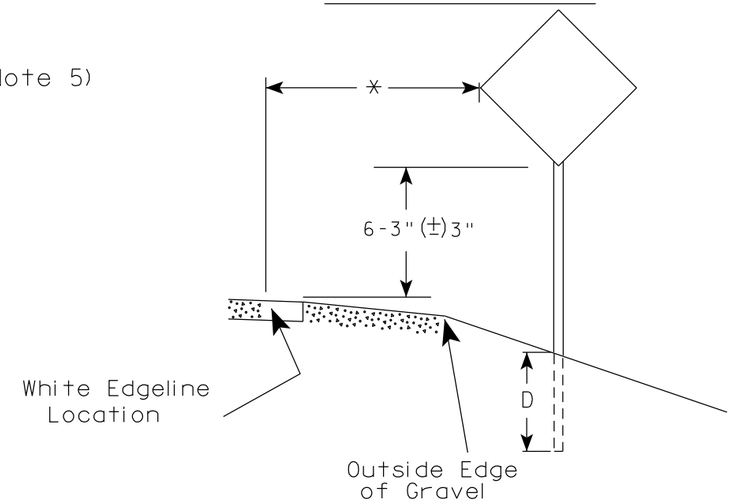
PROJECT NO:

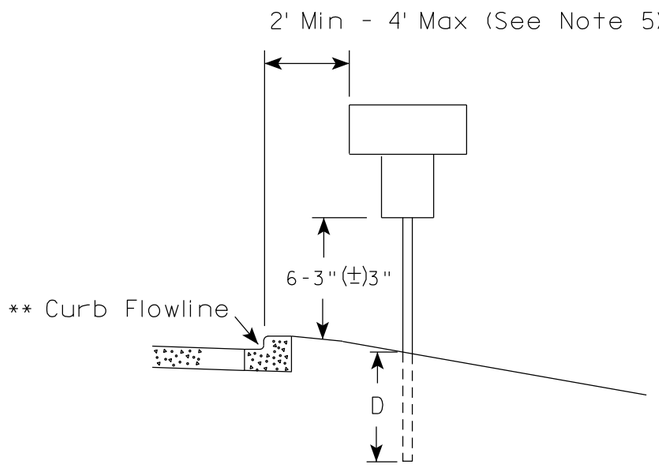
SHEET NO: 185 E

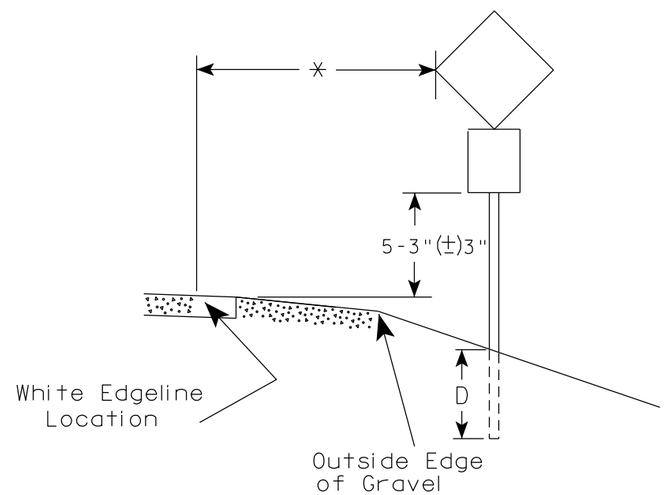
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

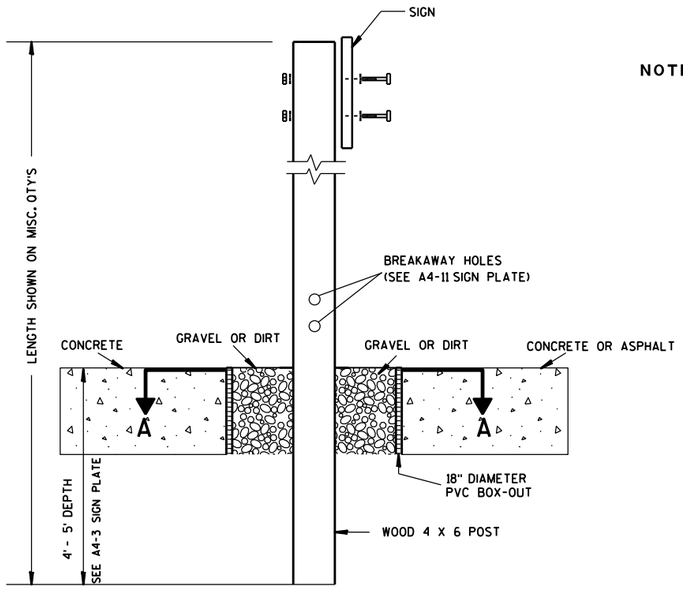
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

7 7

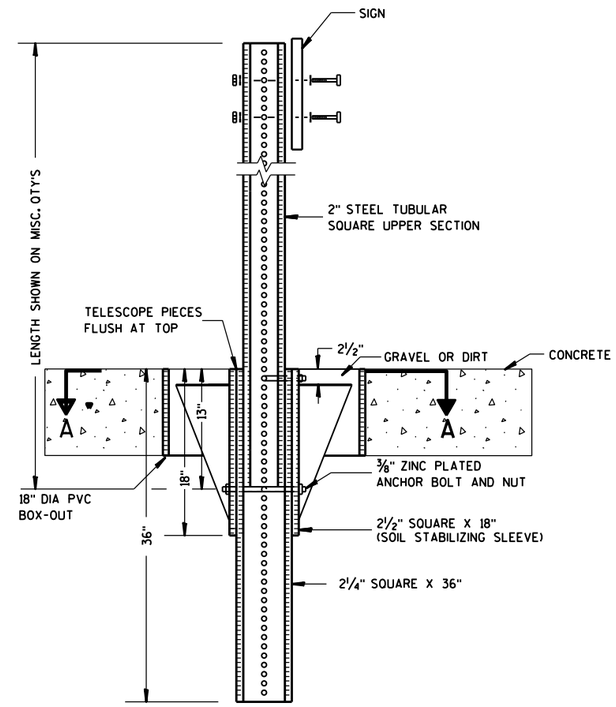
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 186	E



ELEVATION VIEW

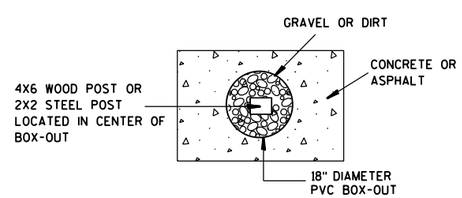
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

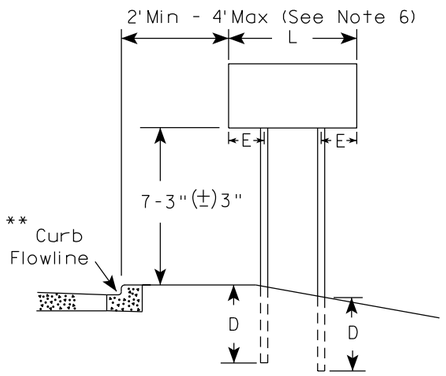
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

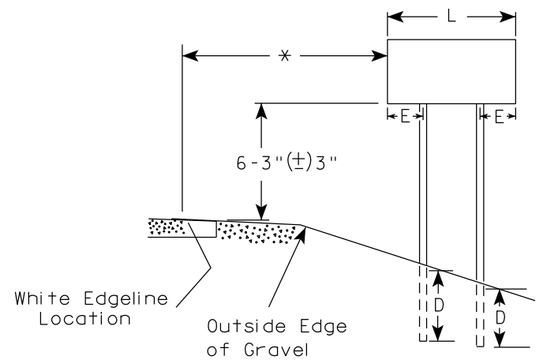
DATE 1/27/14 PLATE NO. A4-3B.1

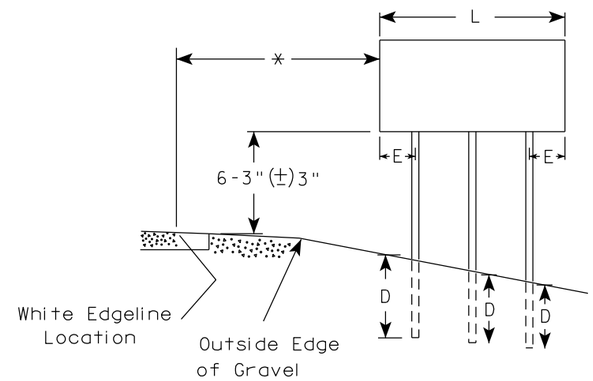
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

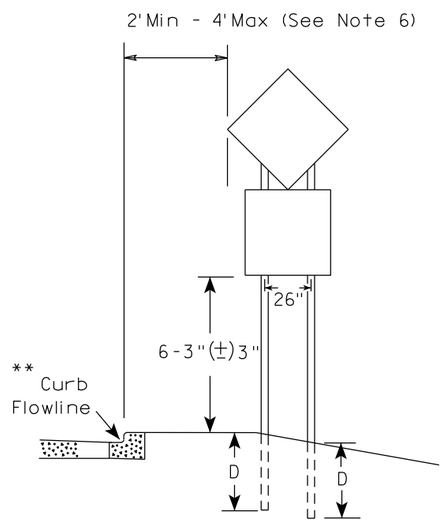
URBAN AREA



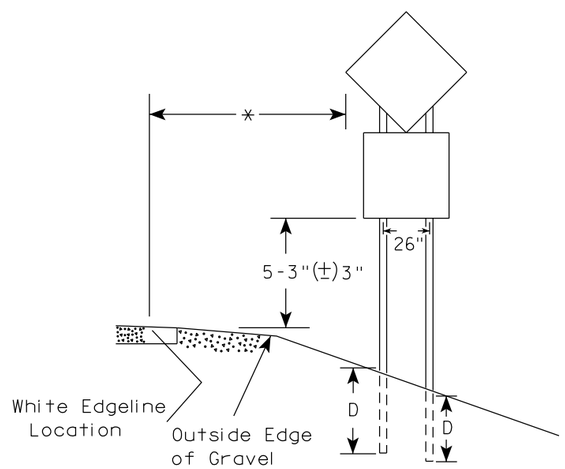
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

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

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

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

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

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"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

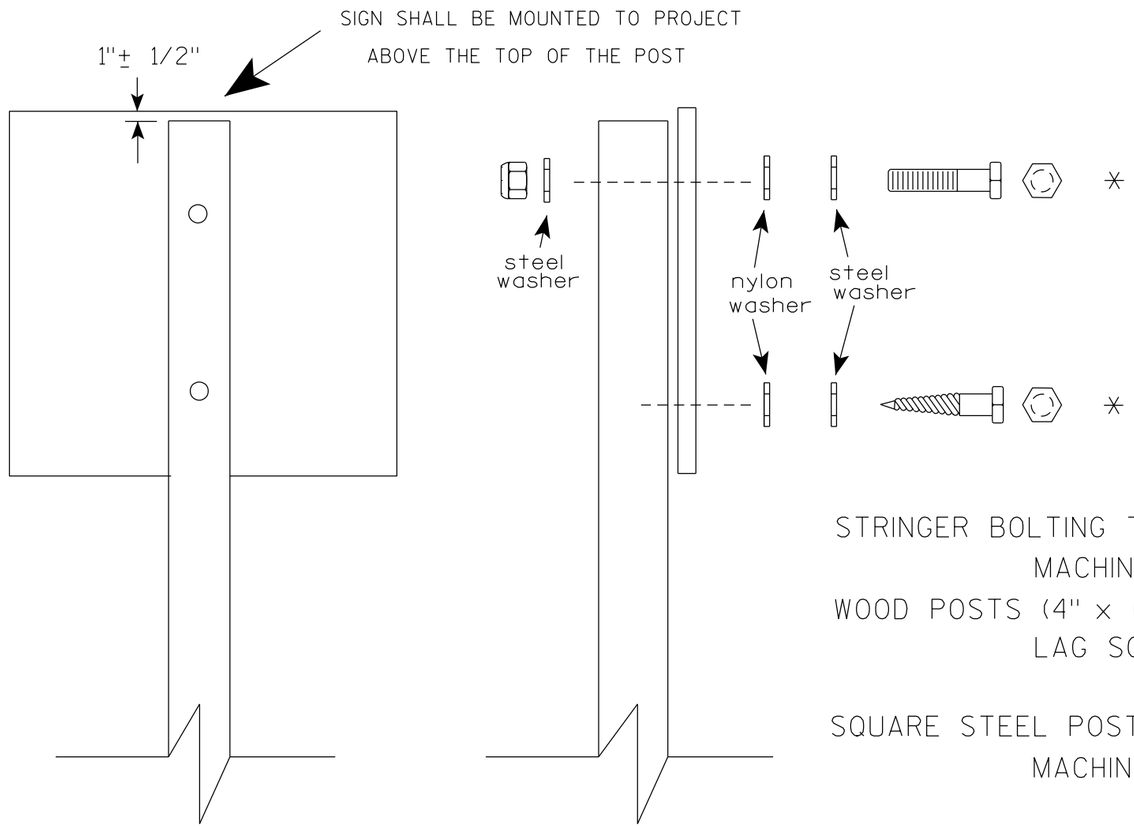
APPROVED Matthew R Rauch
for State Traffic Engineer

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

7

7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 188	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

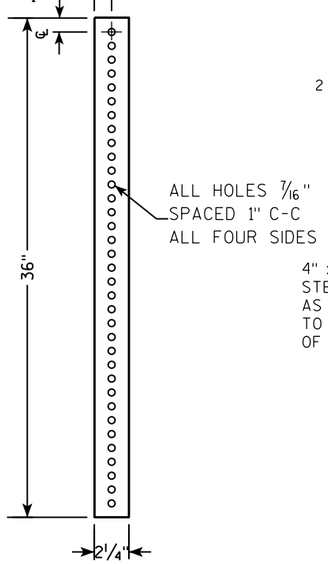
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

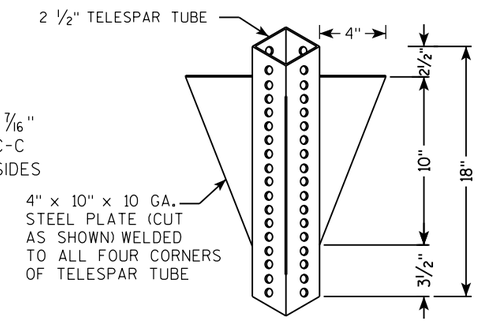
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

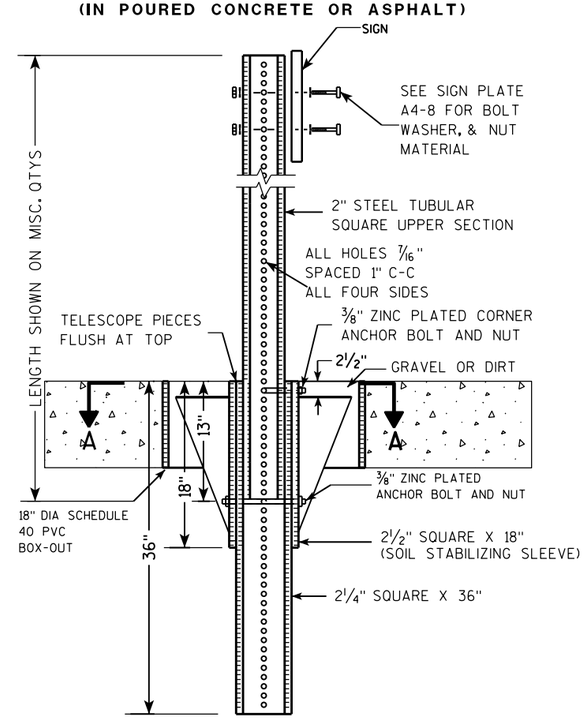
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



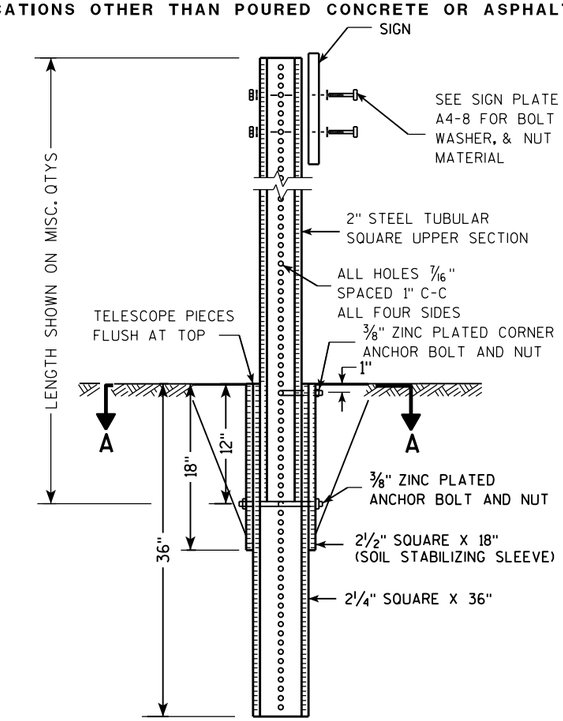
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

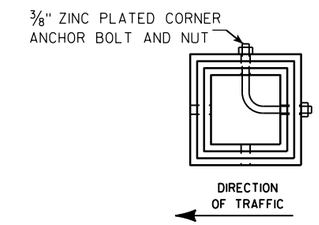


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

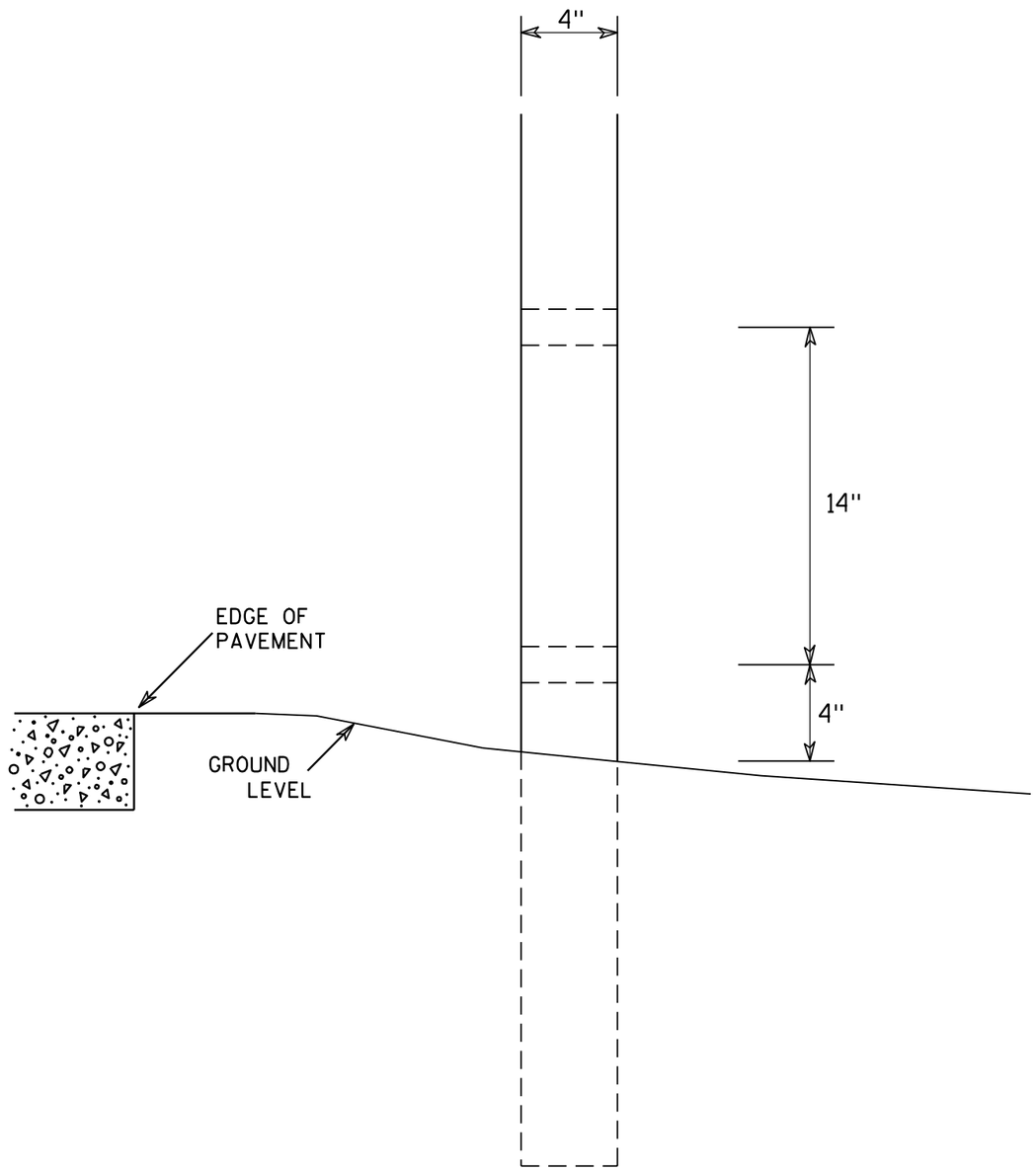
WISCONSIN DEPT OF TRANSPORTATION

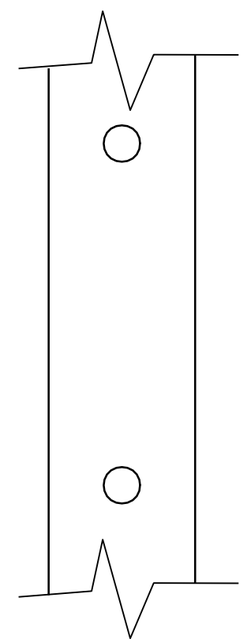
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

7 7

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.

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4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

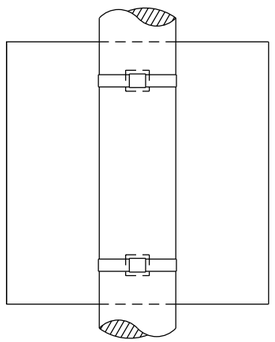
APPROVED Chester J Spang for State Traffic Engineer

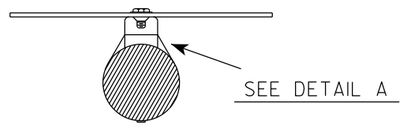
DATE 3/27/97 PLATE NO. A4-11.2

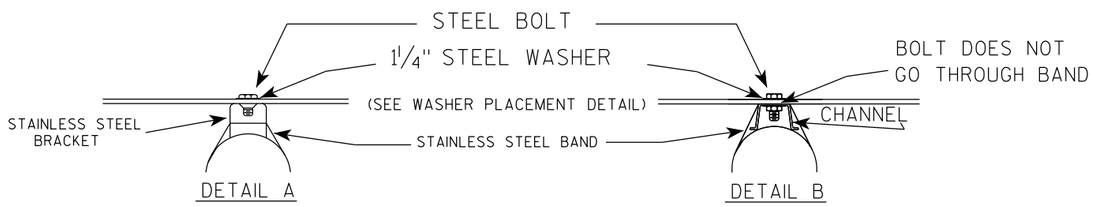
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E

BANDING

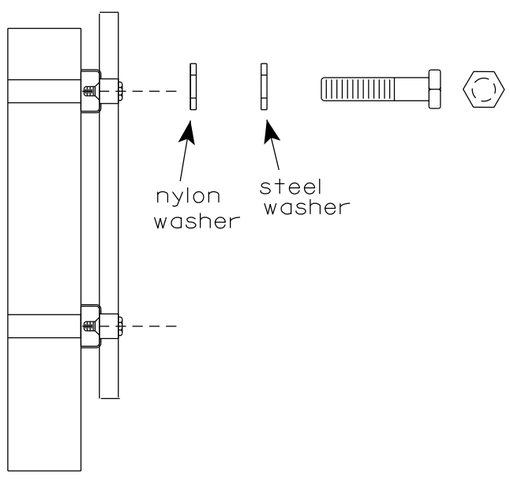
SINGLE SIGN







WASHER PLACEMENT

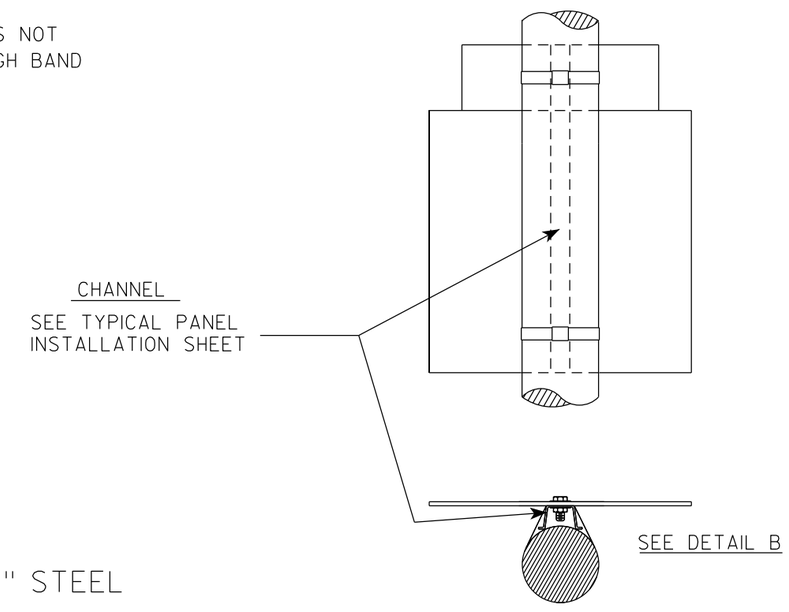


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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



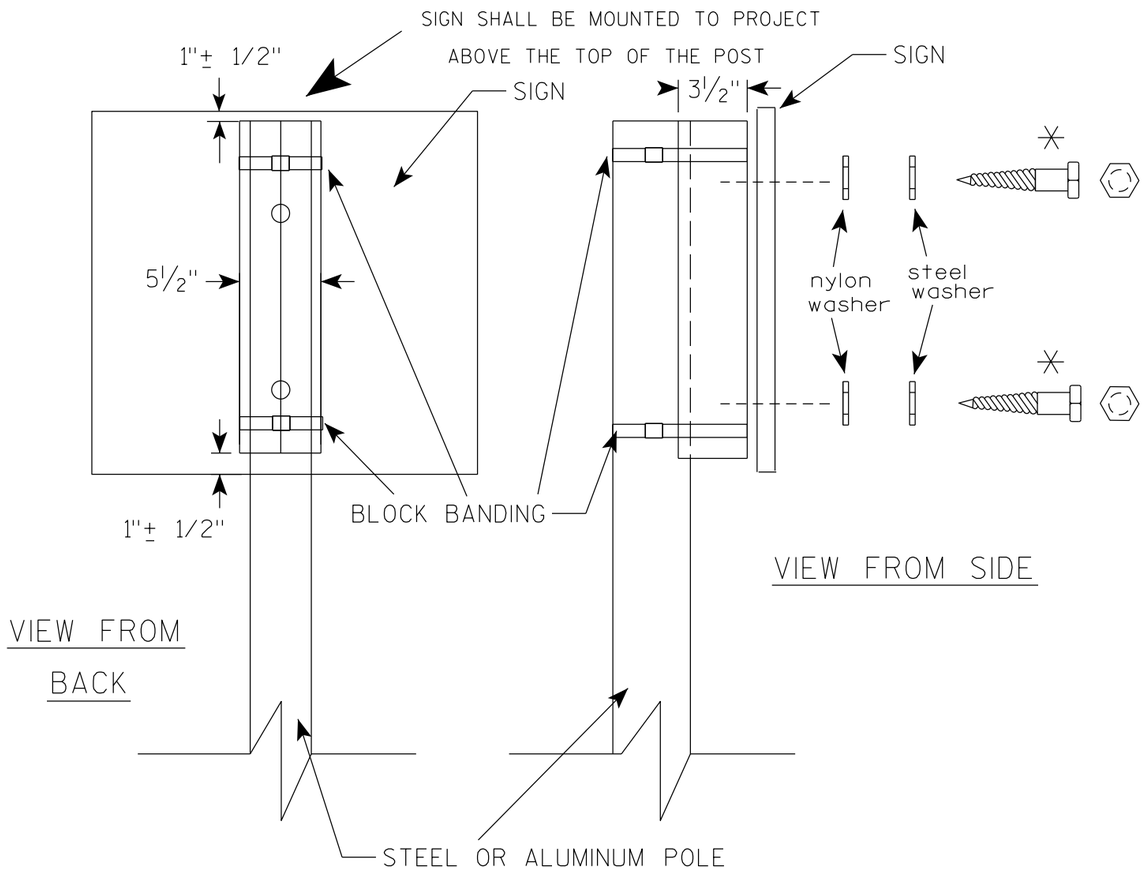
STANDARD SIGN
SIGN BANDING DETAILS

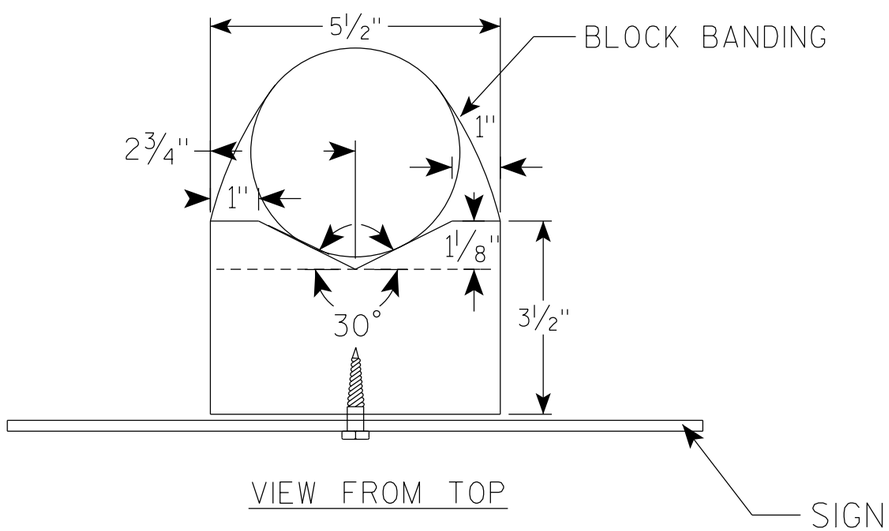
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 192	E





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, 3/4" 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 1 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE 3/8" X 2 1/2"

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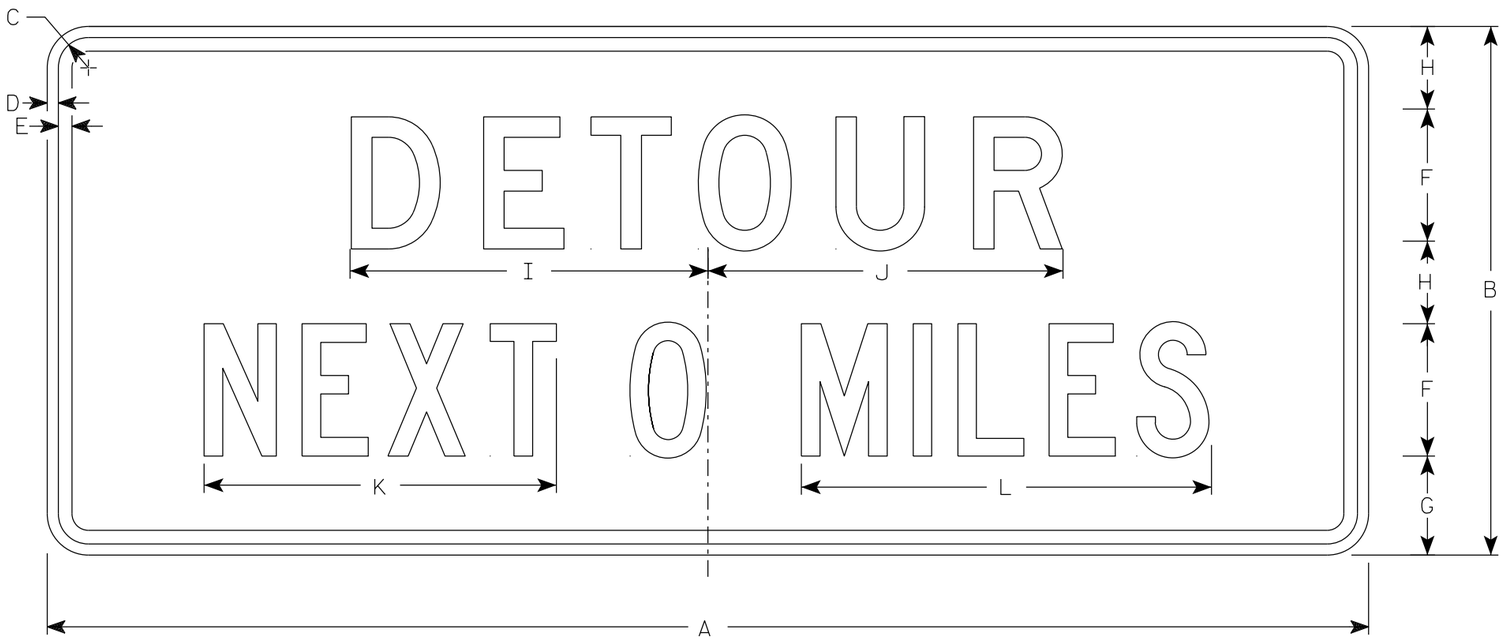
BLOCK BANDING DETAIL
(V-BLOCK OPTION)

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: 193	E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0

STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

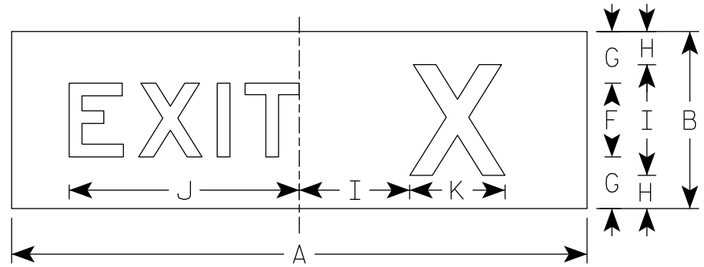
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-51.3

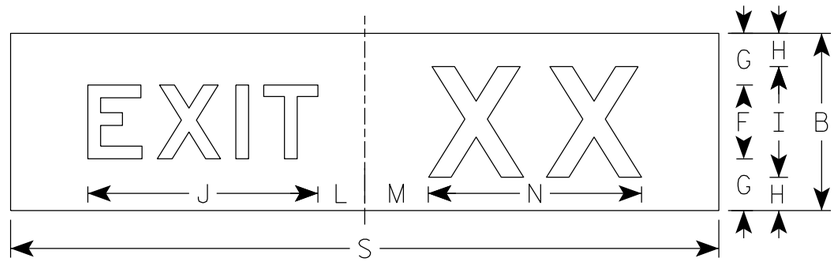
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 | E

NOTES

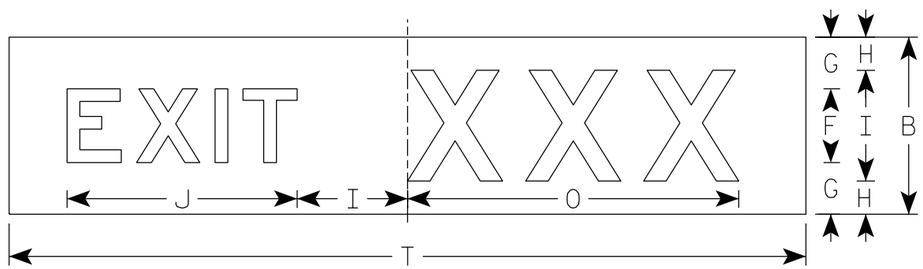
1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Material shall be .040" aluminum
5. Substitute appropriate numeral or letter and optically center message



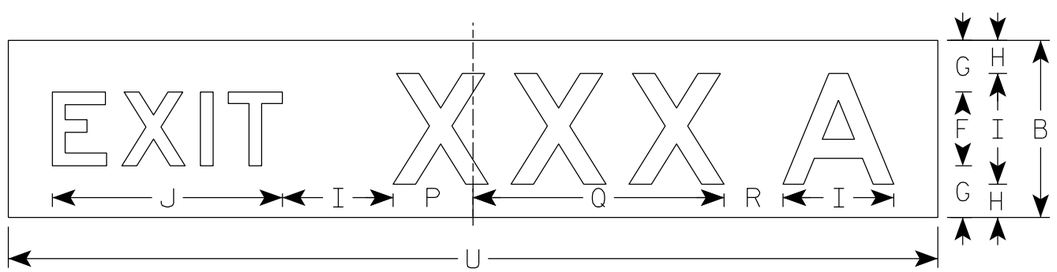
G20-65



G20-65A



G20-65B



G20-65C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	G20-65 Area sq. ft.	G20-65A Area sq. ft.	G20-65B Area sq. ft.	G20-65C Area sq. ft.
1																											
2																											
3																											
4	78	24				10	7	4 1/2	15	31 1/8	12 7/8	6 3/8	8 5/8	28 7/8	44 7/8	10 7/8	34	8	96	108	126			13.0	16.0	18.0	21.0
5	78	24				10	7	4 1/2	15	31 1/8	12 7/8	6 3/8	8 5/8	28 7/8	44 7/8	10 7/8	34	8	96	108	126			13.0	16.0	18.0	21.0

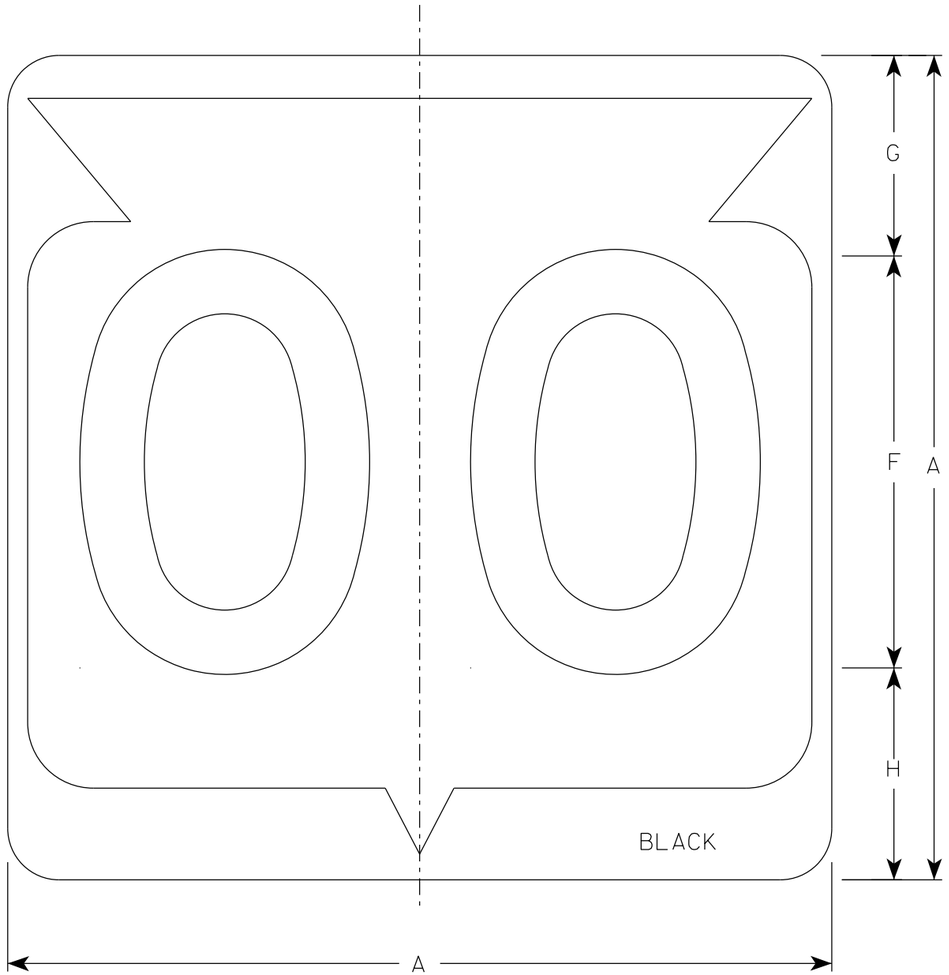
STANDARD SIGN
G20-65

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 10/30/18 PLATE NO. G20-65.1

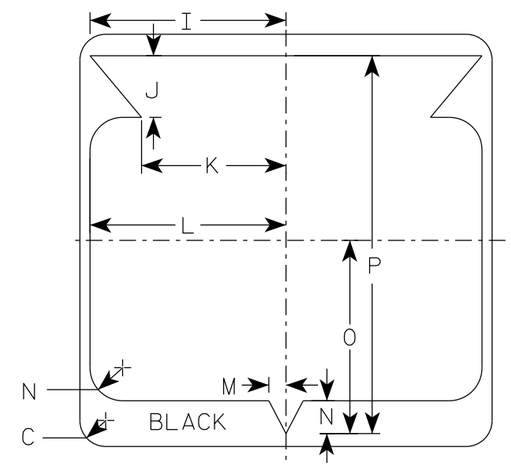
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 | E



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



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
2M	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

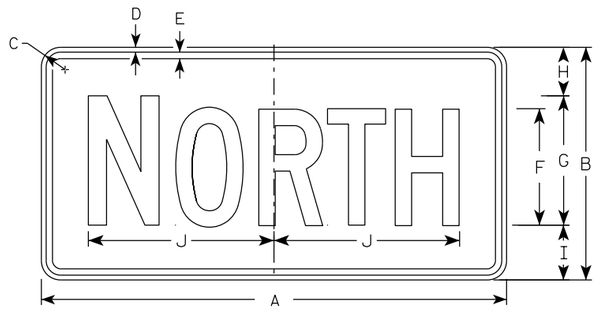
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

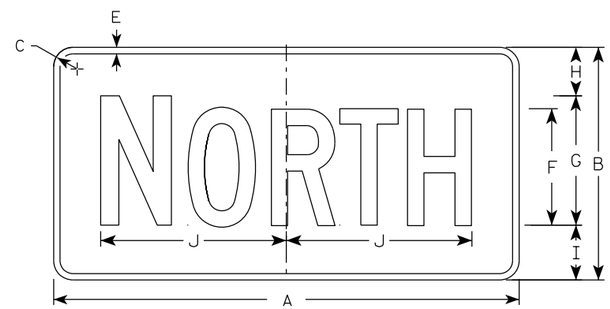
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

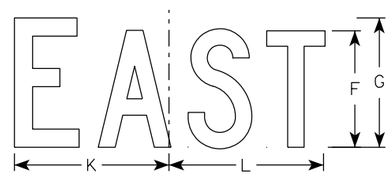
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 196	E



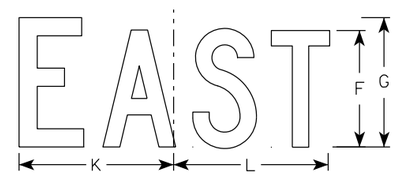
M3-1
MM3-1
MP3-1



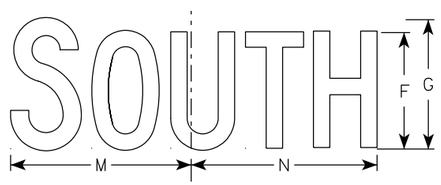
MB3-1
MK3-1
MN3-1



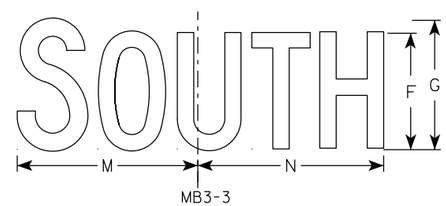
M3-2
MM3-2
MP3-2



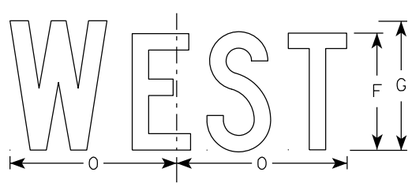
MB3-2
MK3-2
MN3-2



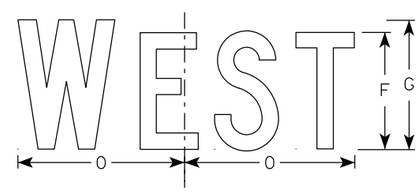
M3-3
MM3-3
MP3-3



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 Reflective
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																											
2S	24	12	1 1/2	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												2.00
2M	24	12	1 1/2	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												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

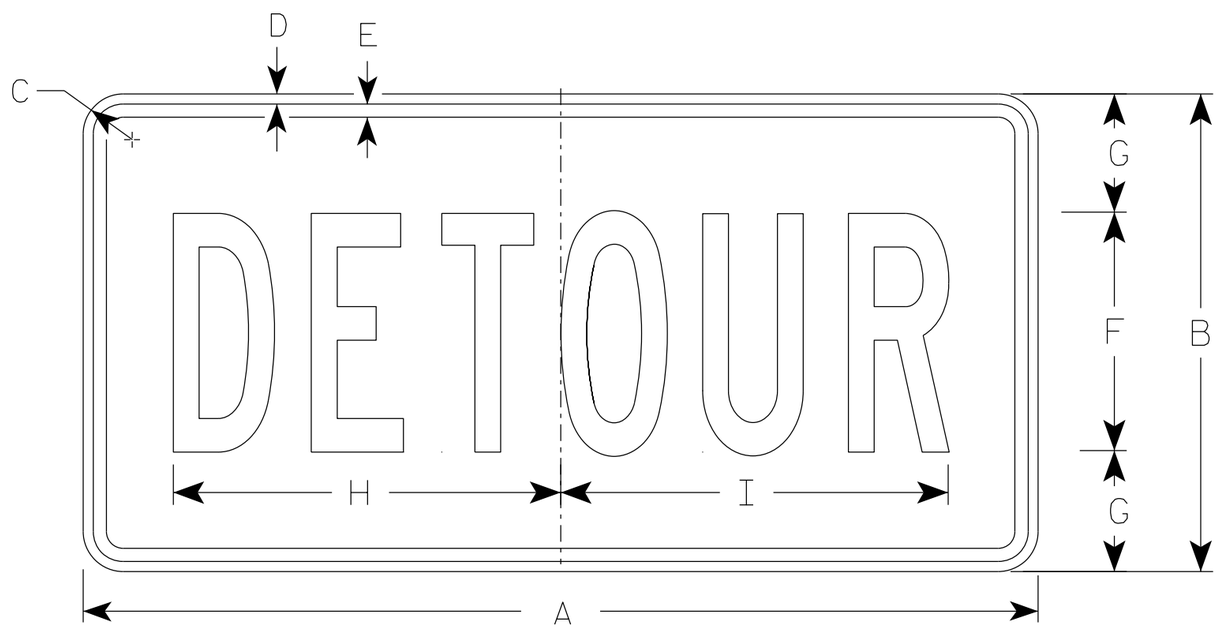
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | E

NOTES

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



M4-8

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 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

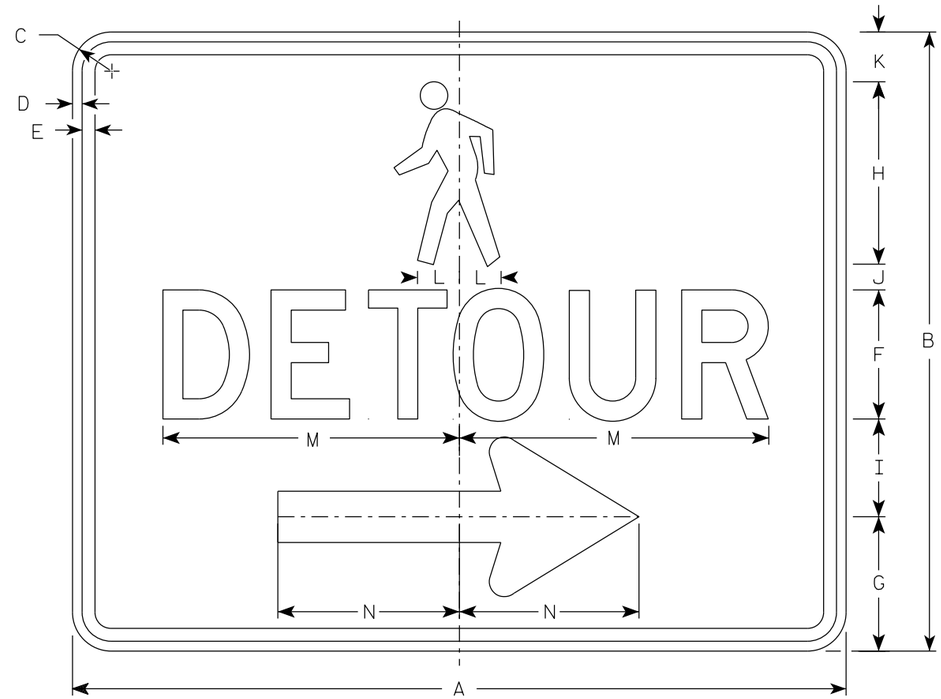
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

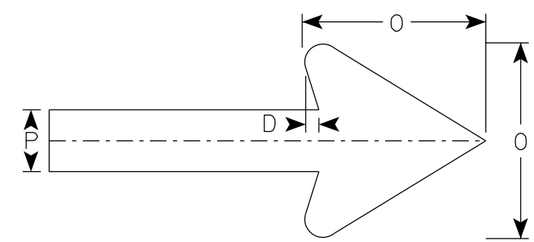
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	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											5.0
2M	30	24	1 1/2	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											5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

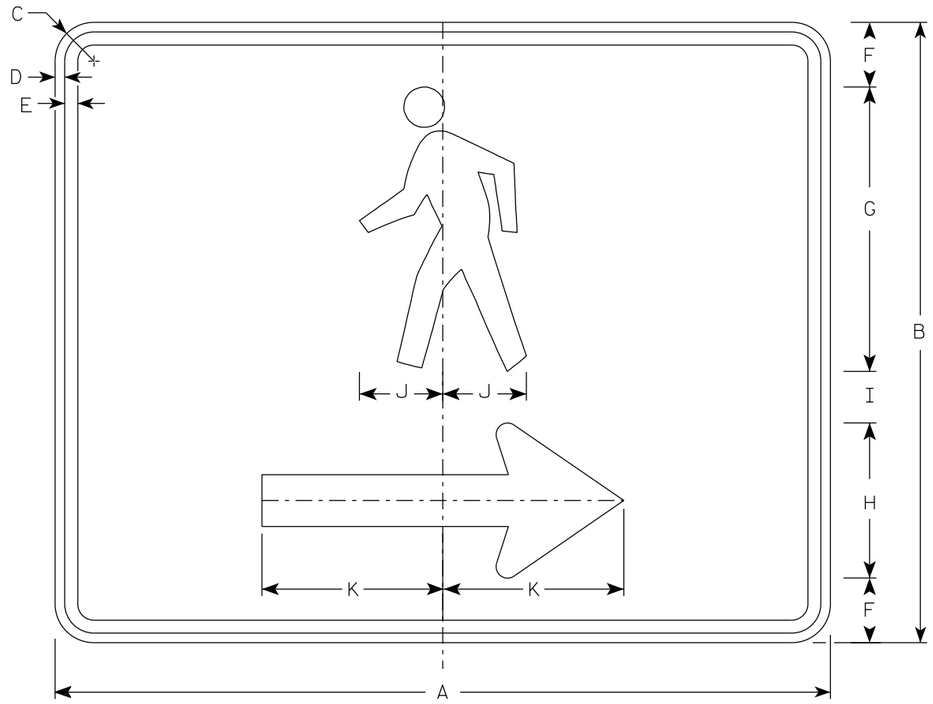
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

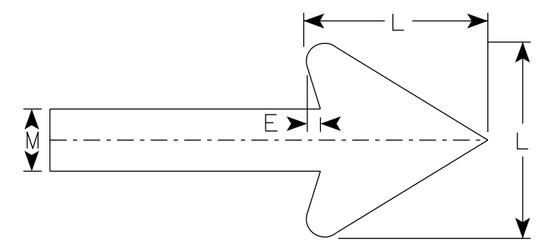
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 199 | E

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.



M4-60R



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	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
2M	30	24	1 1/2	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

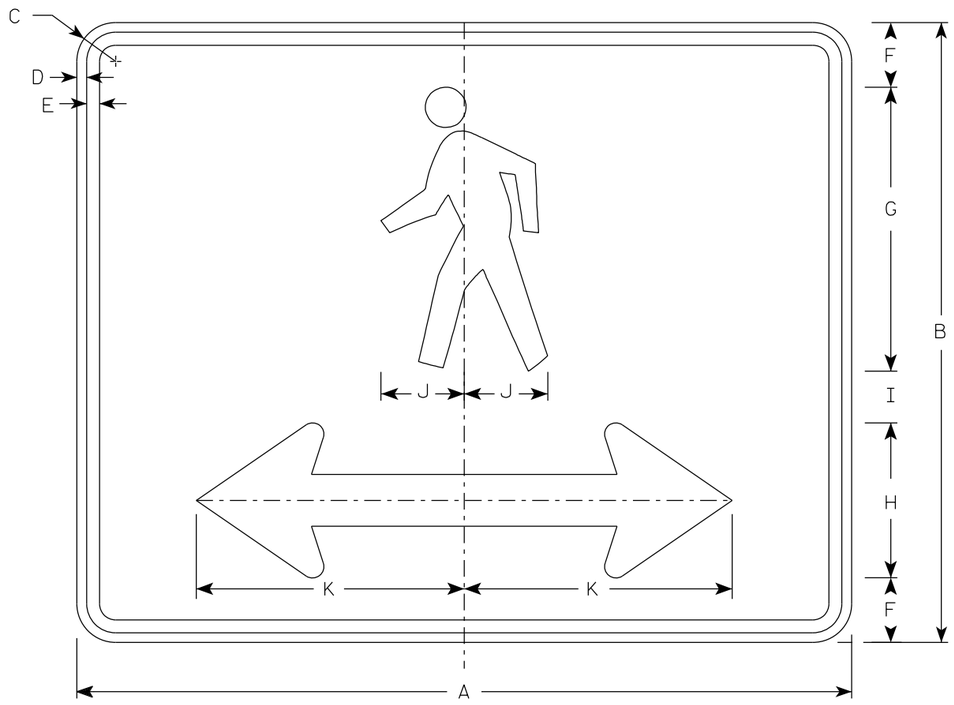
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

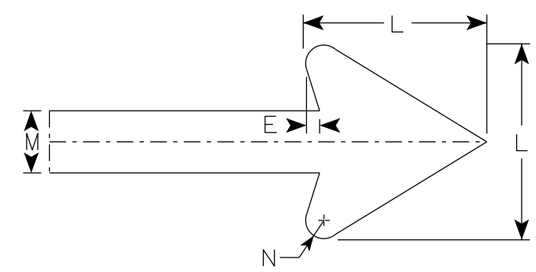
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 | E

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.



M4-60D



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	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	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																											

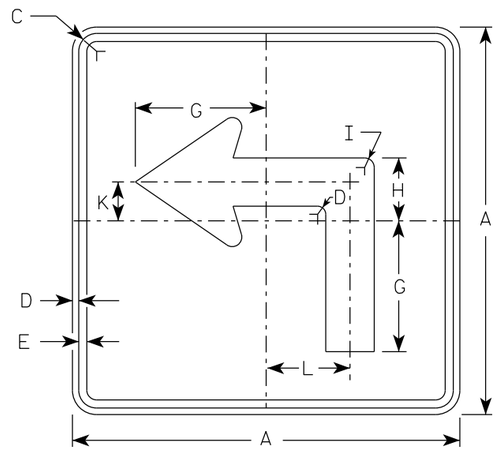
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

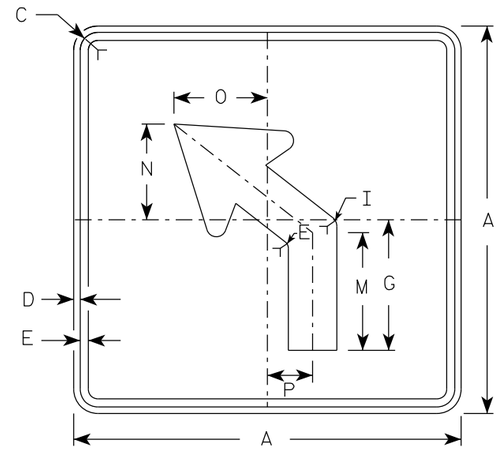
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

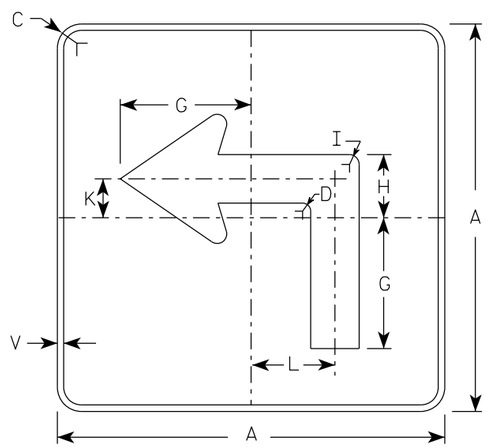
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 201 | E



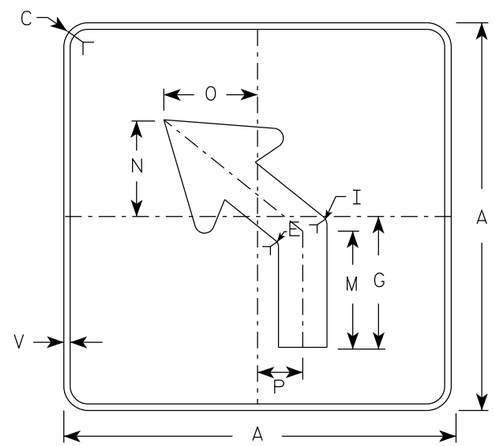
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

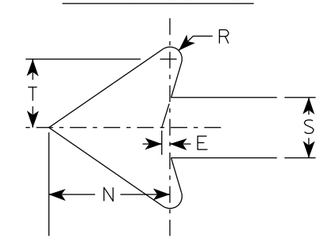


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

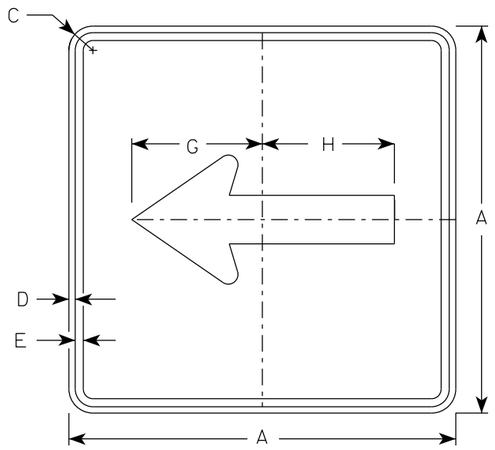
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

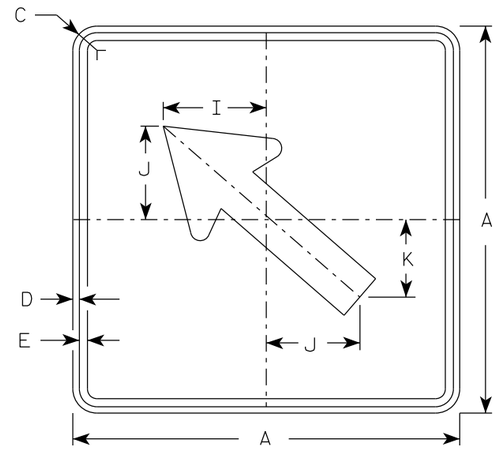
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

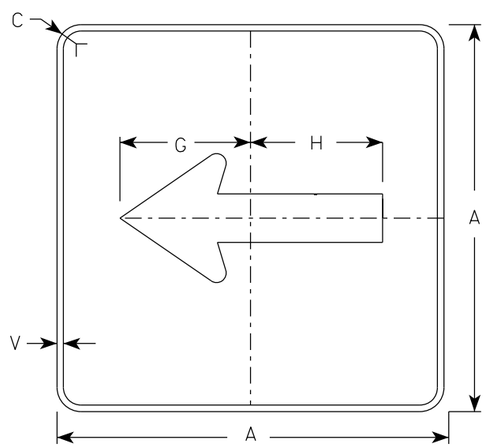
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 | E



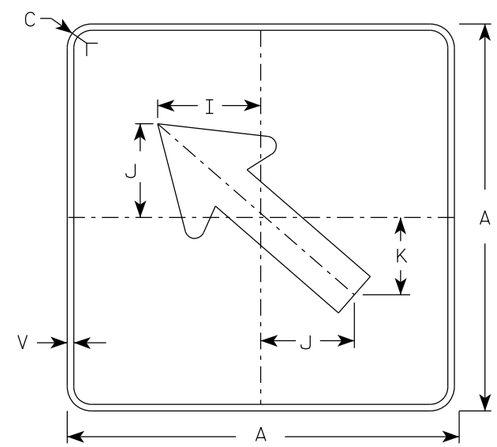
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

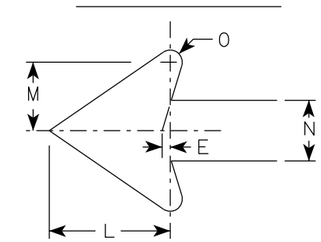


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

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	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

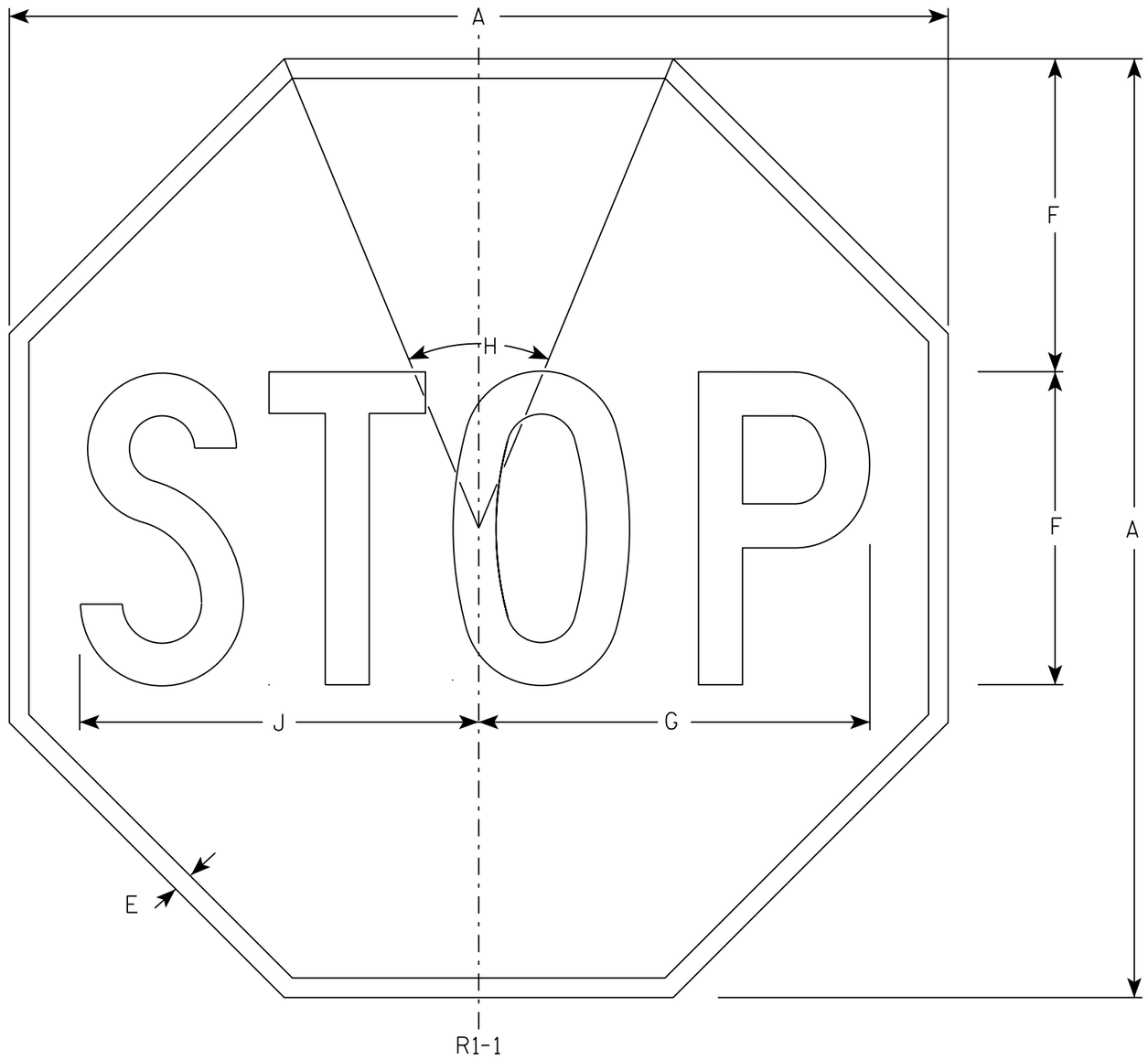
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | 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

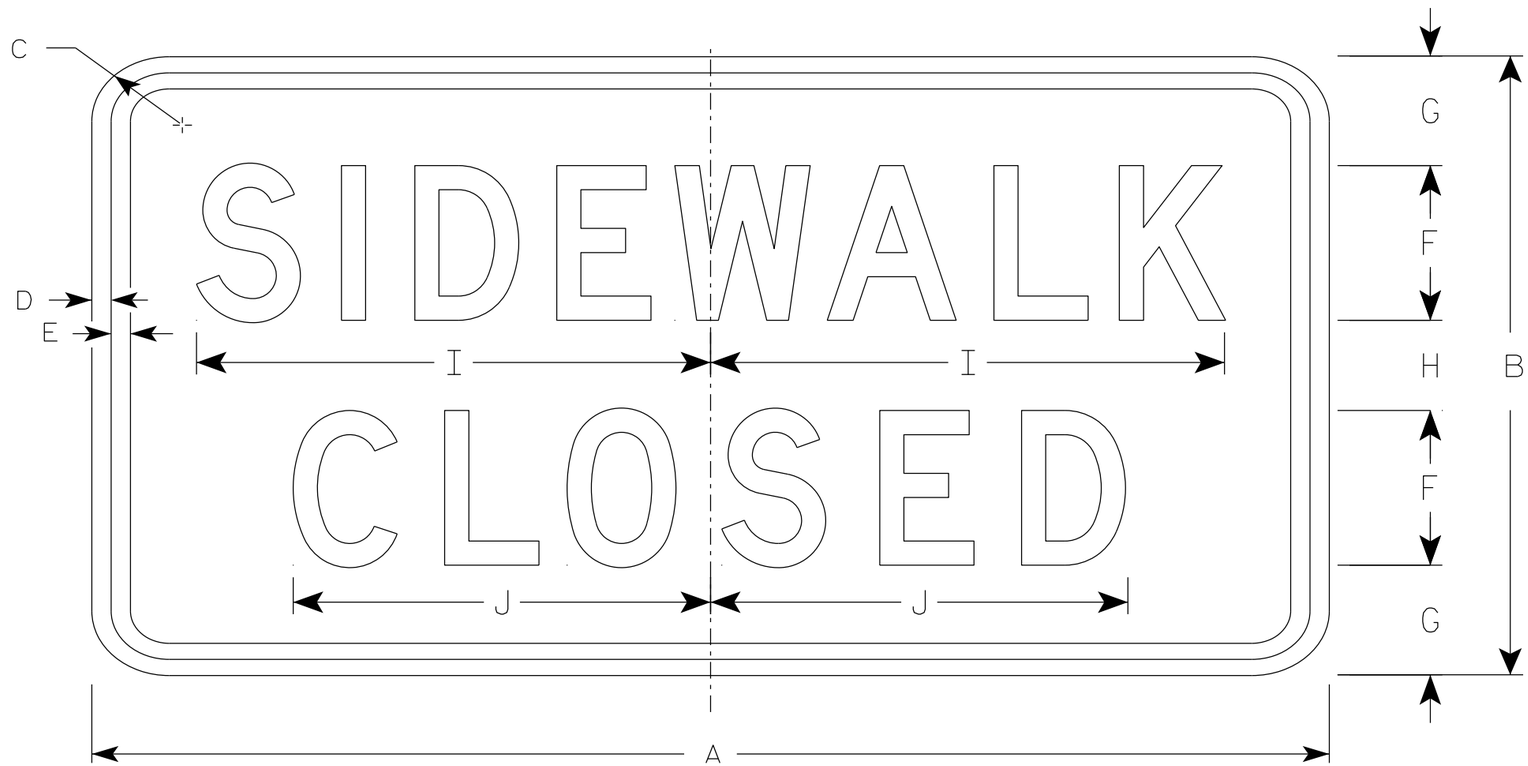
STANDARD SIGN
R1-1

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: 204 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 1/2	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

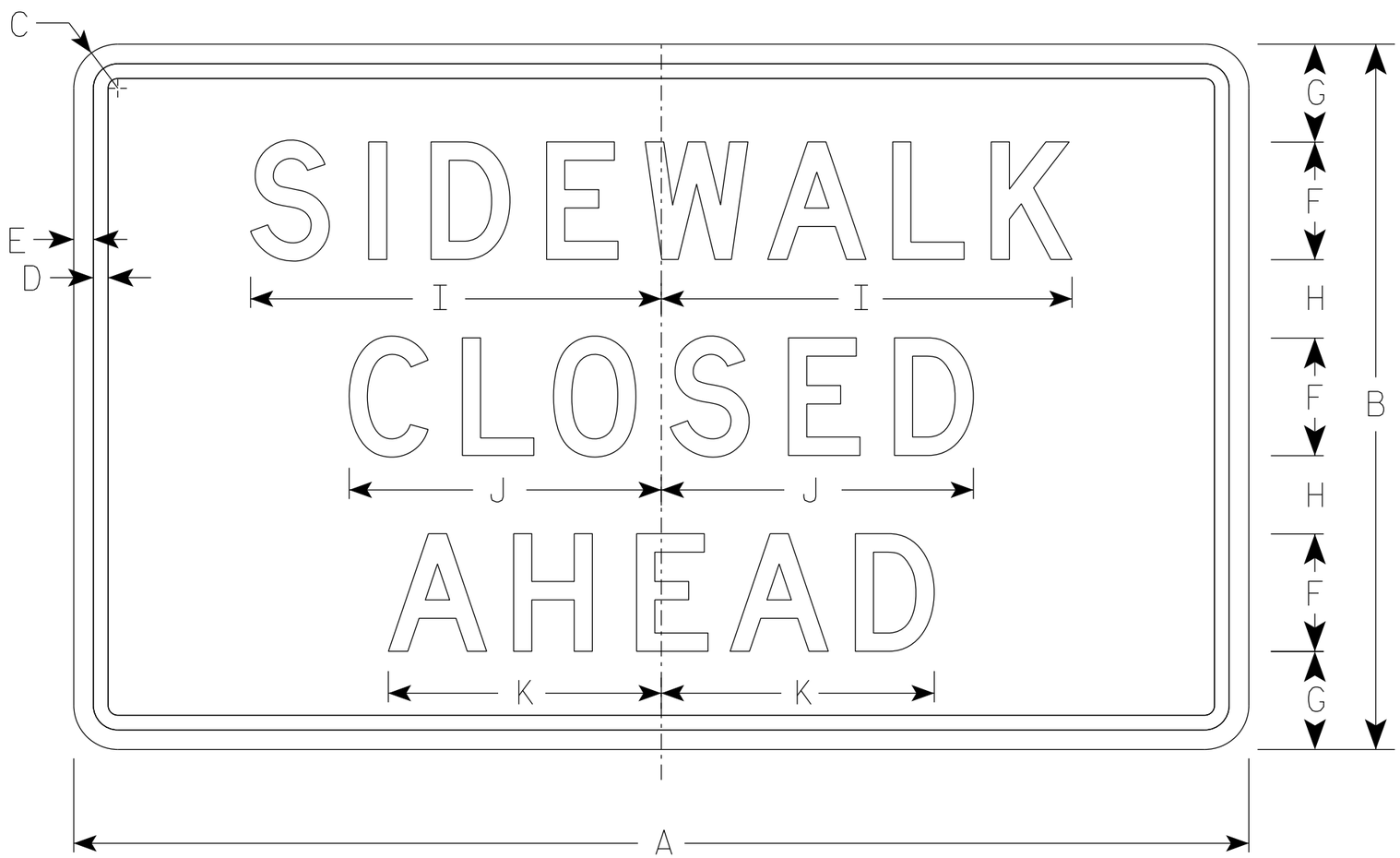
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E

NOTES

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



R9-9A

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 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

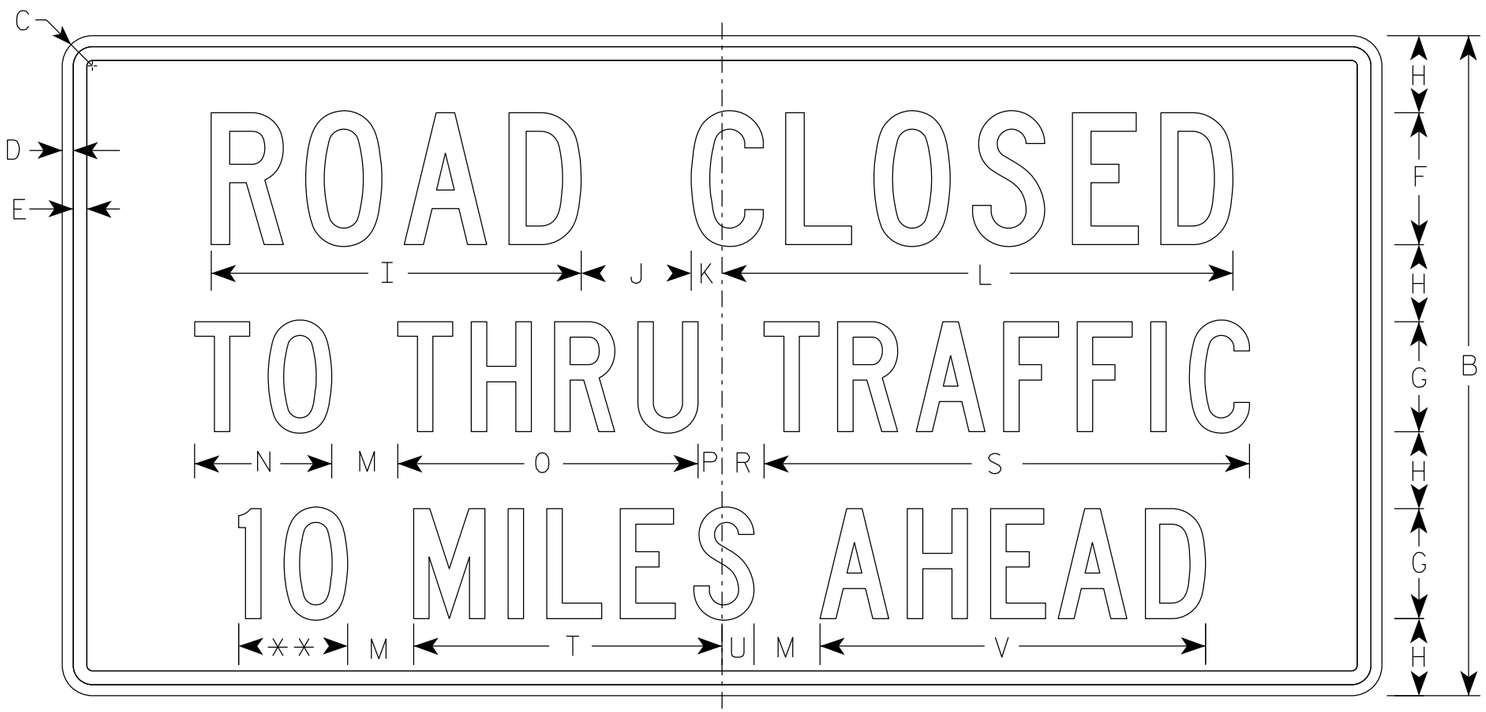
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E

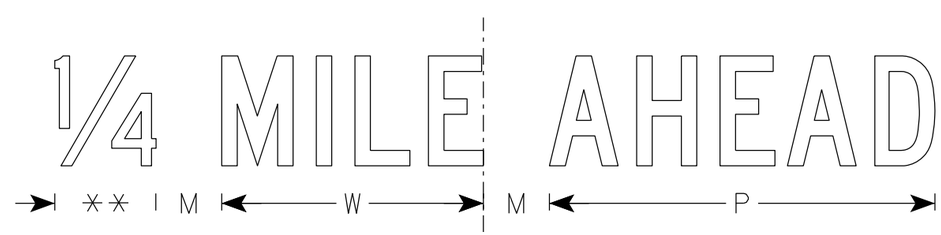
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

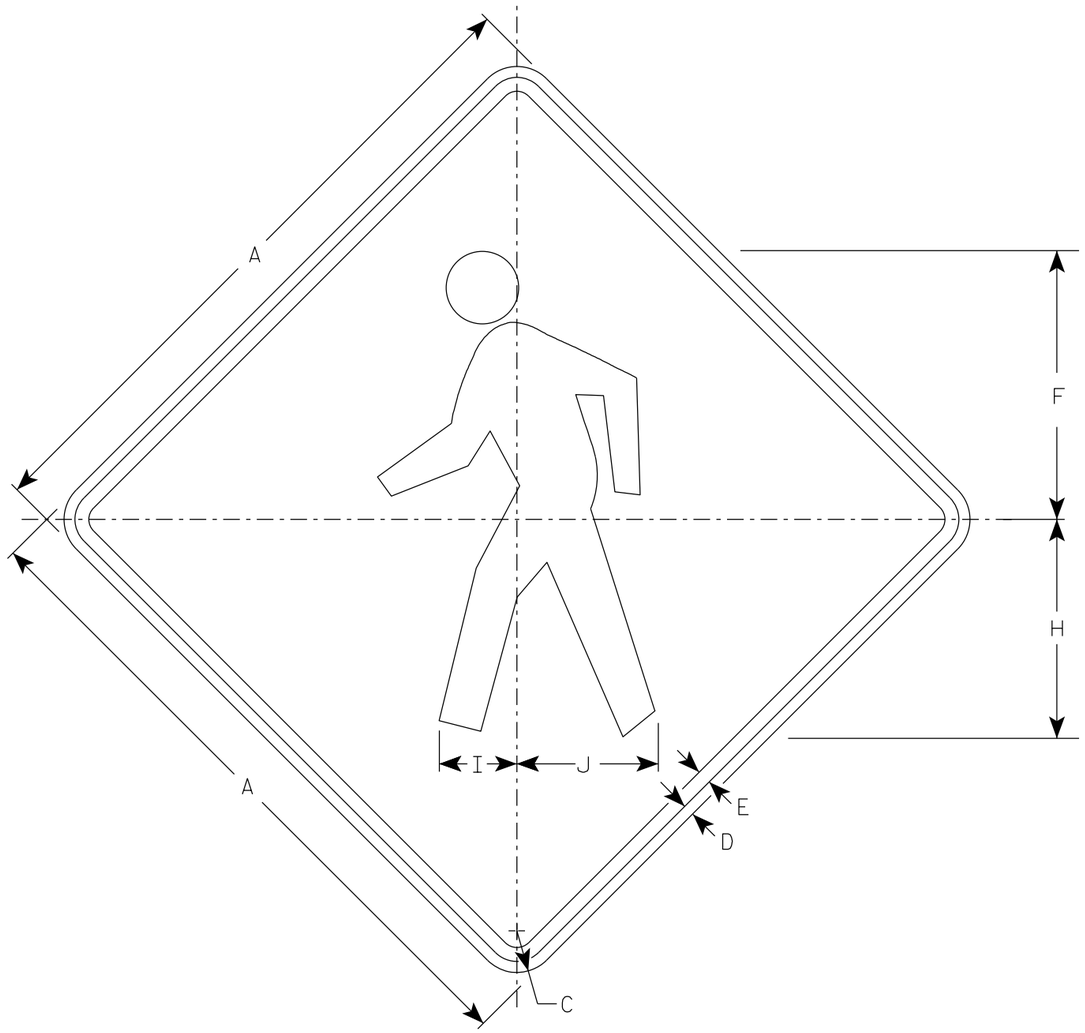
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

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 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		3	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

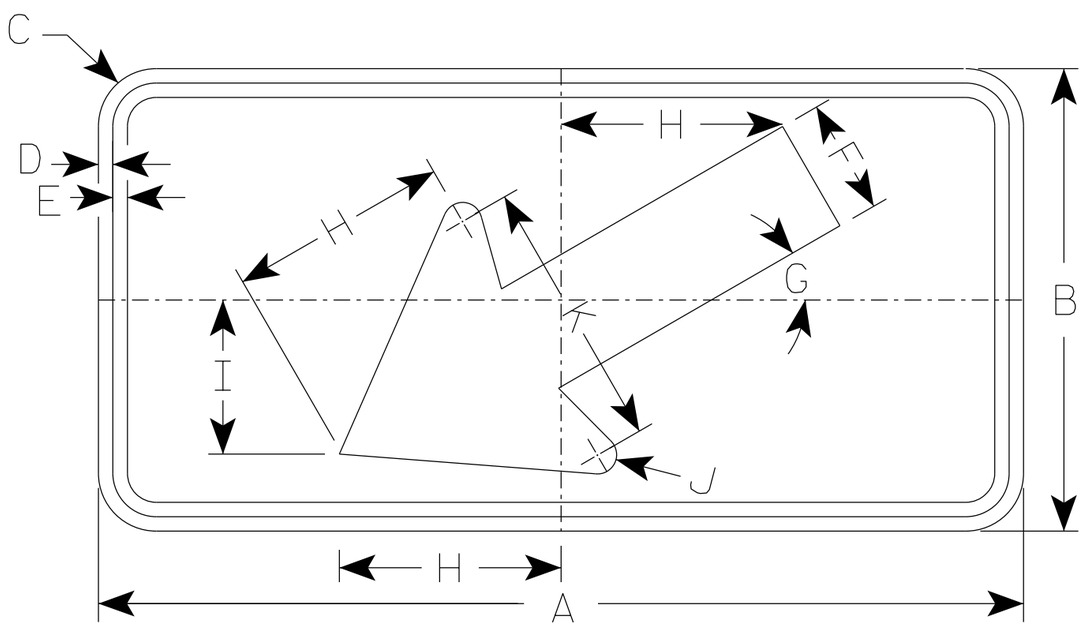
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E

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.



W16-7L

7

* 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.

7

	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 1/2	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
*	2M	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
*	3	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
*	4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
	5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

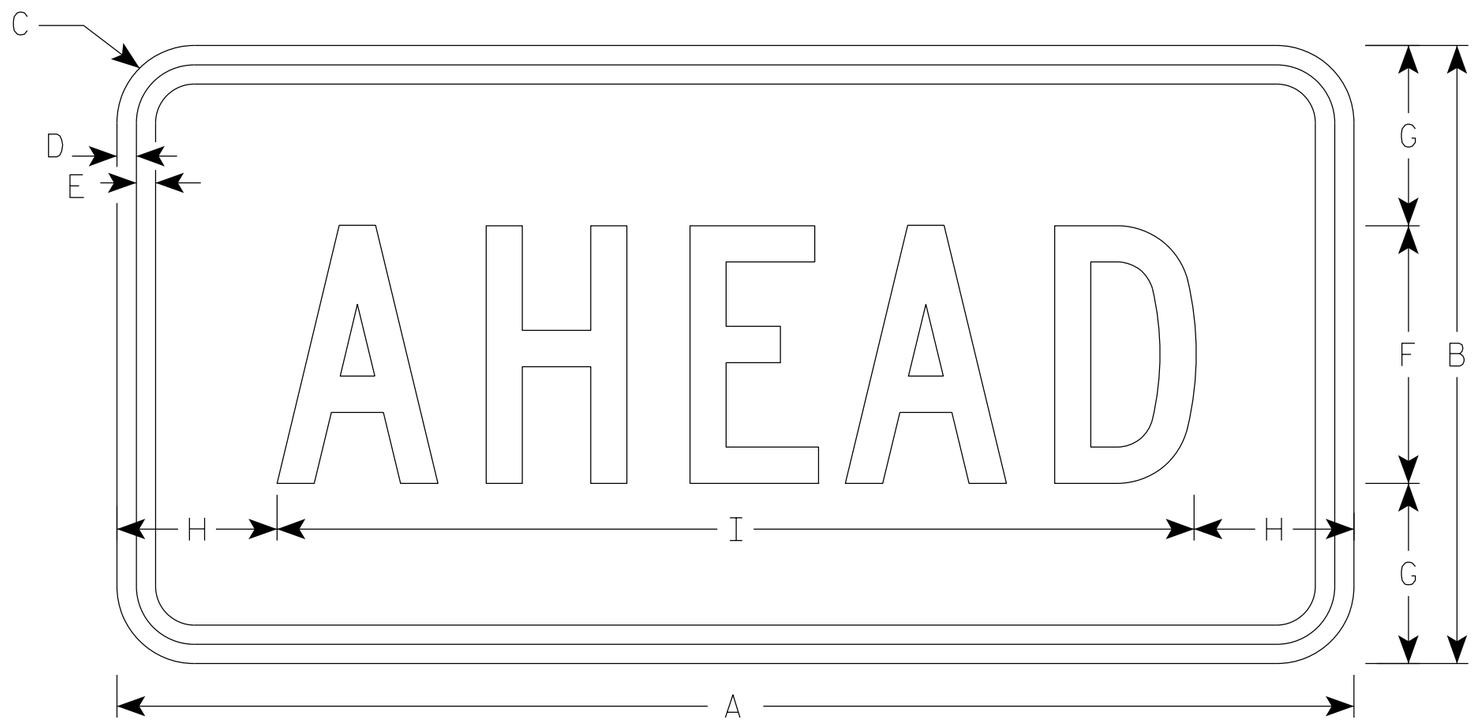
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 209	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

* For 36" x 36" Warning Signs, use 30" x 18" W16-9P signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-9P 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 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
*	2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
*	3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
*	4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
	5																											

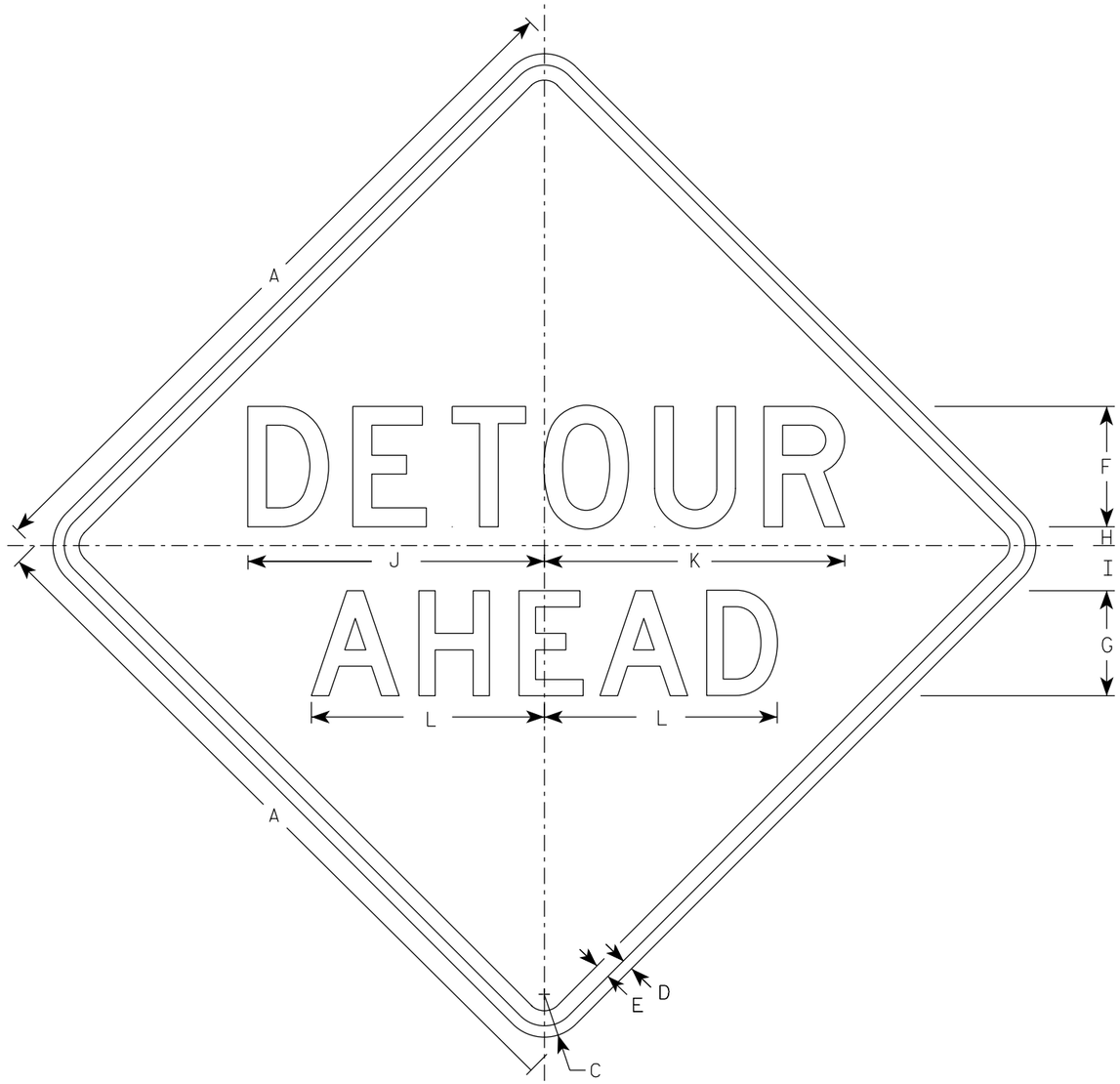
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

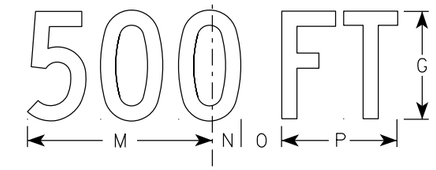
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-9P.9

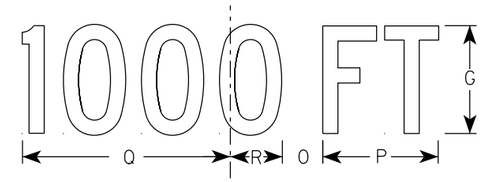
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E



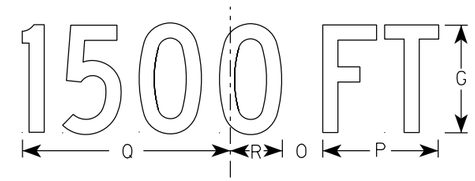
W20-2A



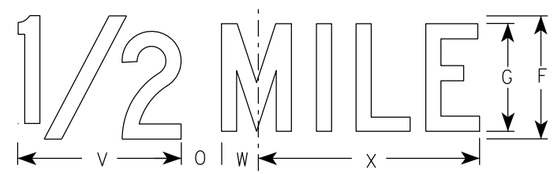
W20-2D



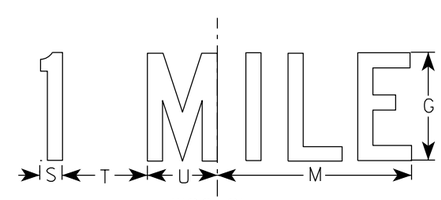
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

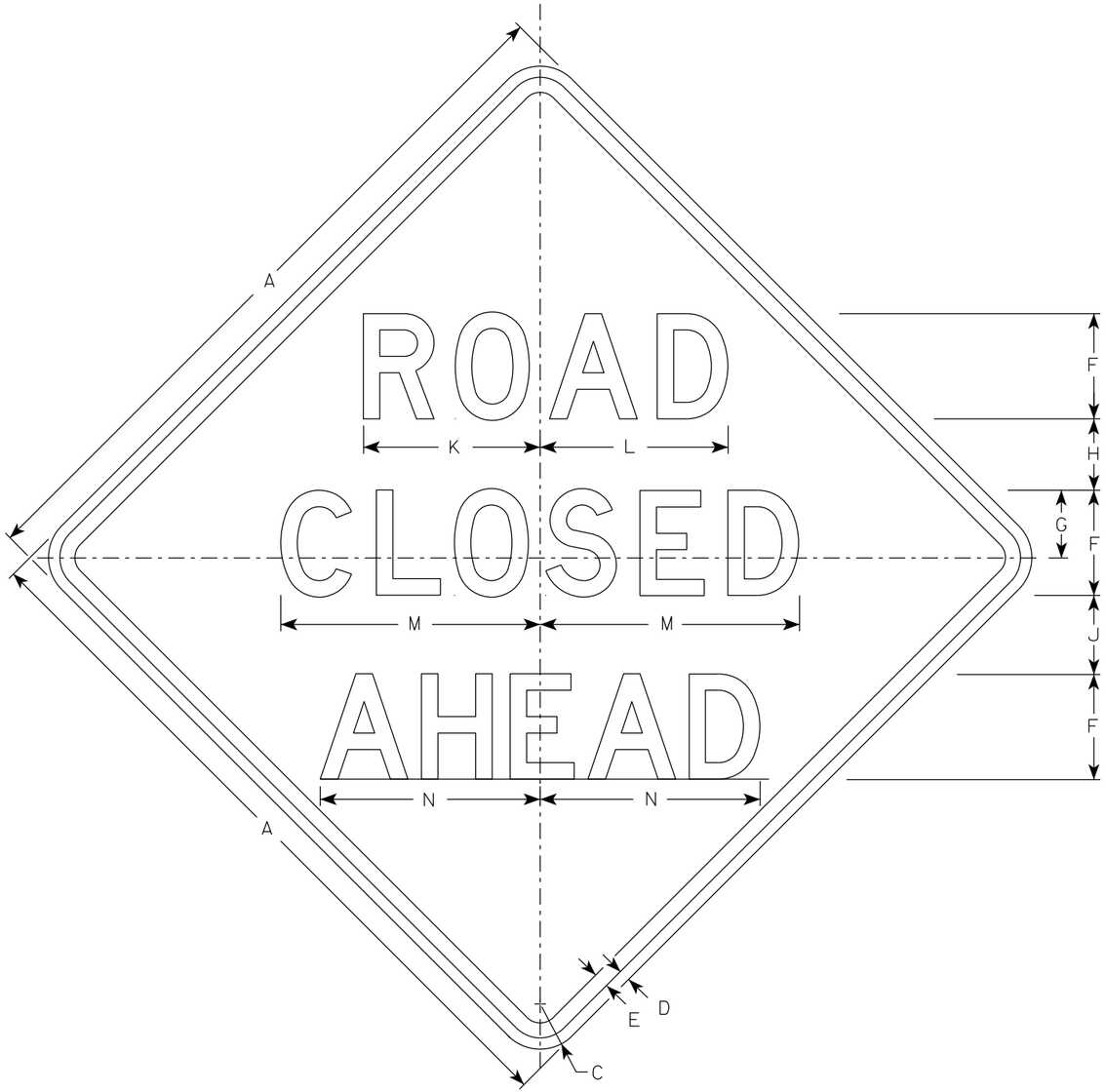
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

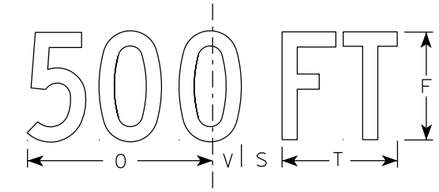
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-2.7

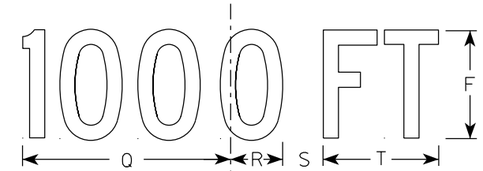
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



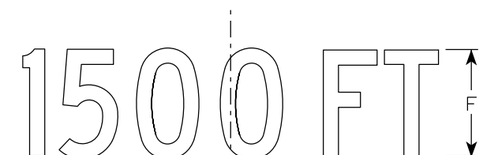
W20-3A



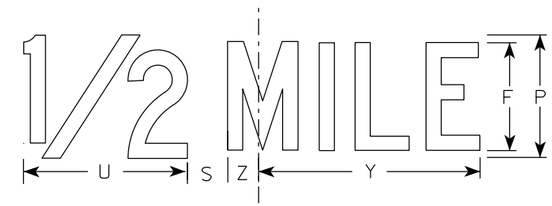
W20-3D



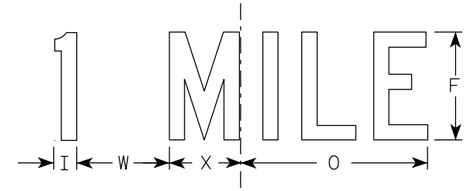
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	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		3	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		3	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		3	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		3	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		3	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

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

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

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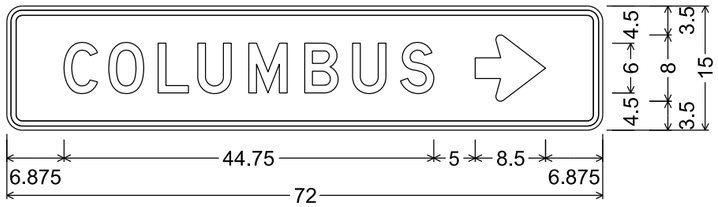
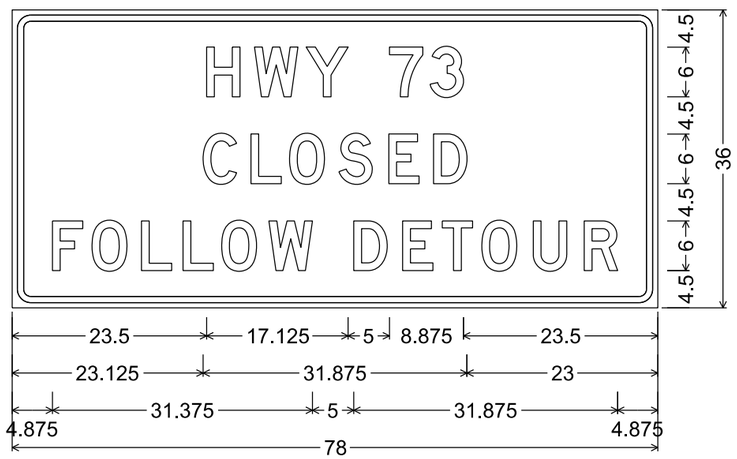
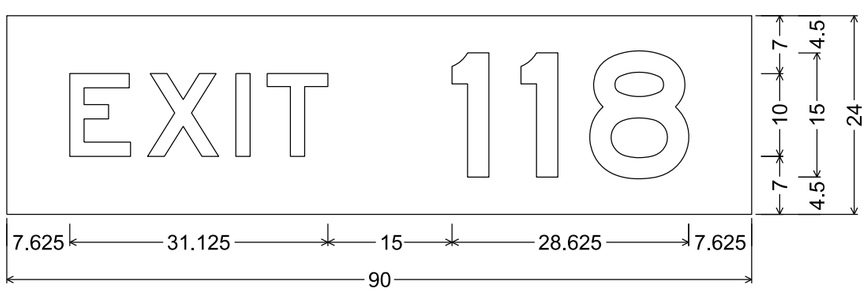


1.875" Radius, 0.625" Border, 0.500" Indent



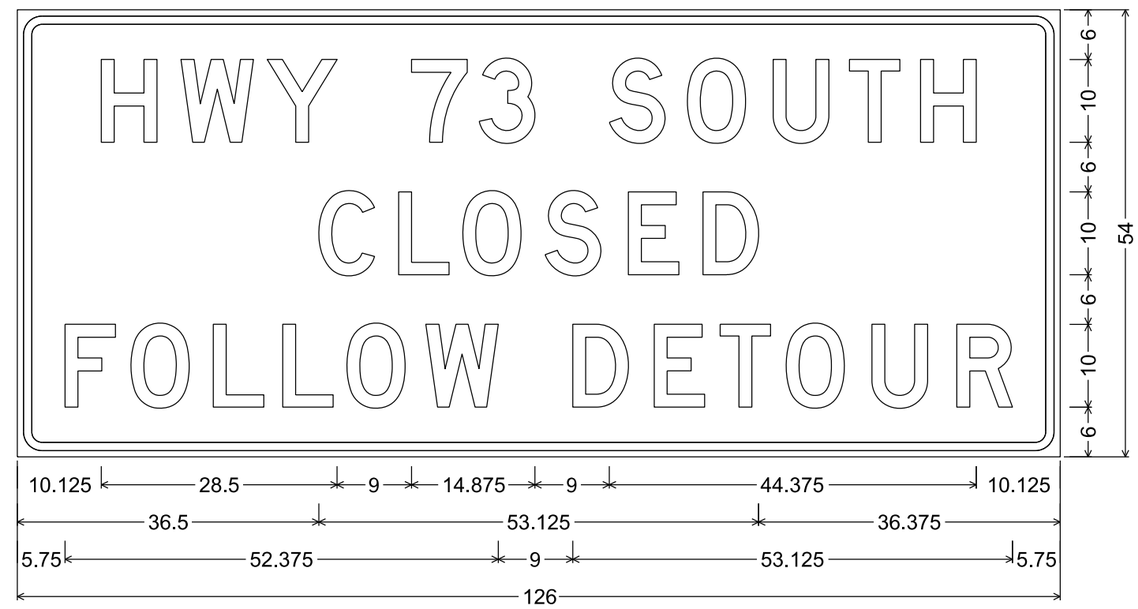
2.250" Radius, 0.750" Border, 0.625" Indent



No border, Black on Fluorescent orange;
"EXIT", E; "118", E

NOTES

1. Fixed Message Signs Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D or as noted



3.000" Radius, 1.000" Border, 0.750" Indent

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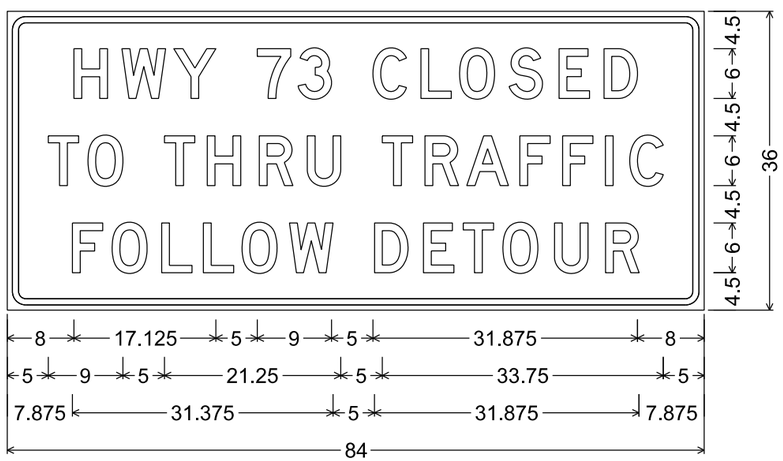
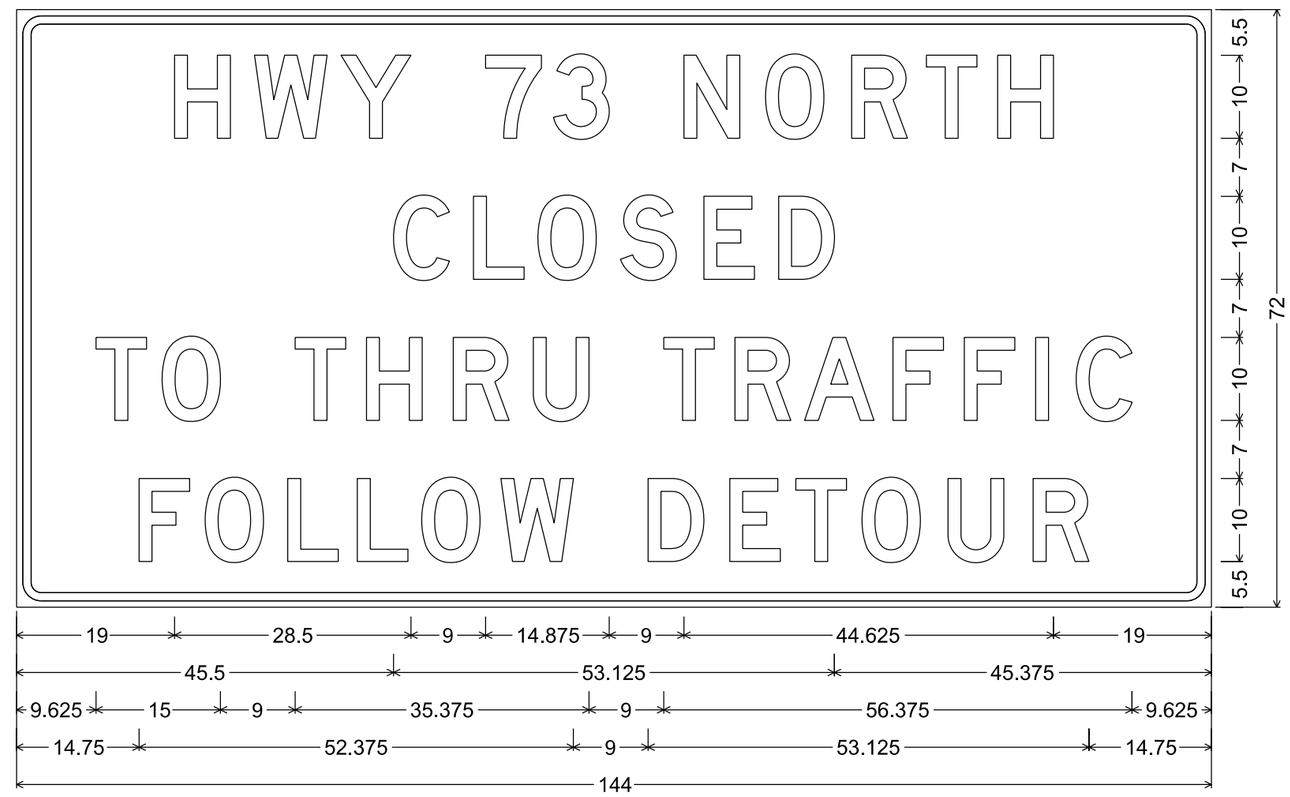
PROJECT NO: 3060-00-74	HWY: STH 73	COUNTY: COLUMBIA	TEMPORARY SIGNING	SHEET NO: 213	E

NOTES

1. Fixed Message Signs Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



2.250" Radius, 0.750" Border, 0.625" Indent



3.000" Radius, 1.000" Border, 0.750" Indent

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Notes

Wisconsin Department of Transportation

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