MAD

PROJECT ID: 5625-00-75

WITH: 5695-00-74

COUNTY: LAFAYETTE

December 2024

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 = 48

N

DESIGN DESIGNATION 5625-00-05

A.A.D.T.	2025	=	90
A.A.D.T.	2045	=	100
D.H.V.		=	9
D.D.		=	60/40
T.		=	10% (ASSUMED)
DESIGN SPEED		=	40 M.P.H
ESALS		=	73,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

TOWN OF BENTON, CARR FACTORY ROAD

BR GALENA RIVER BRIDGE B-33-0148

LOC STR

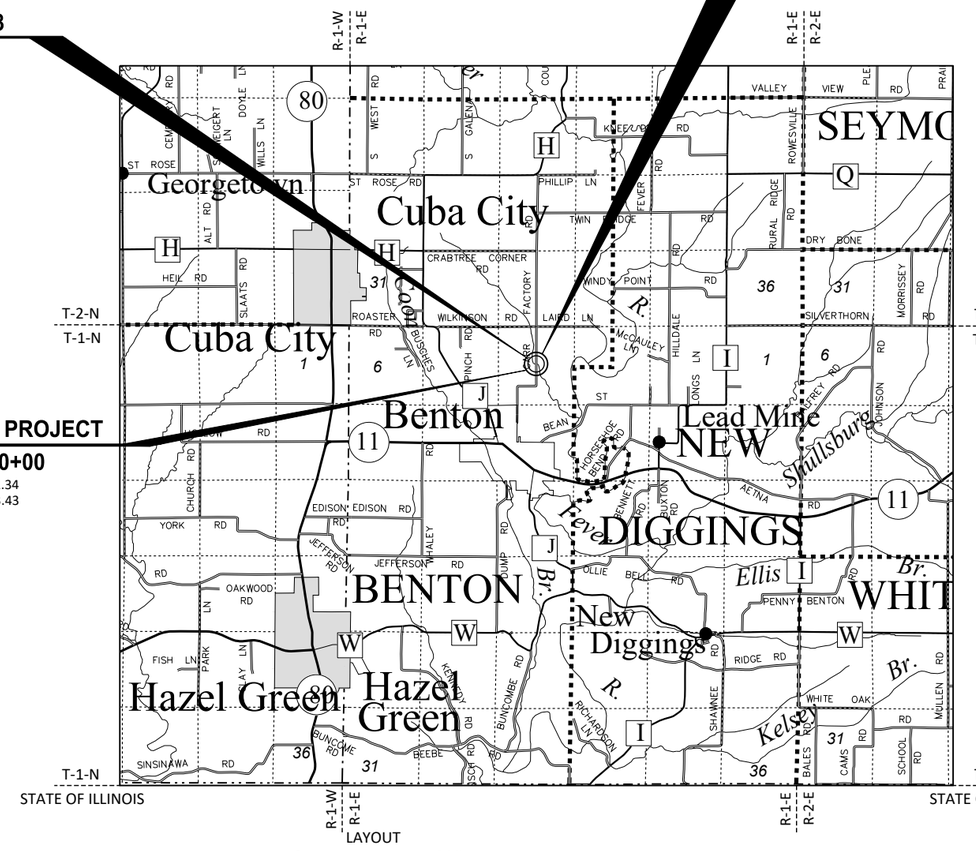
LAFAYETTE COUNTY

STATE PROJECT NUMBER
5625-00-75

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
PROJECT ID		
5625-00-75	WISC 2025096	1
5695-00-74	WISC 2025097	

STRUCTURE B-33-148

END PROJECT
STA. 11+40



STATE OF ILLINOIS — STATE OF ILLINOIS

BEGIN PROJECT
STA. 10+00
Y = 132,591.34
X = 413,023.43

LAYOUT

SCALE 0 — 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.027 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), LAFAYETTE 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 THE NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID (18).

ACCEPTED FOR

COUNTY of LAFAYETTE

7/23/24 (Date) Dan Reedy (Highway Commissioner)

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc
Engineers - Architects - Surveyors

WISCONSIN
ROBERT B. HANOLD
E-45655
PRAIRIE DU SAC WI
PROFESSIONAL ENGINEER
07/15/2024

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	ZACHARY PEARSON, P.E.
Regional Examiner	SW REGION
Regional Supervisor	KYLE HEMP, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 07/24/24 ZACHARY PEARSON (Signature)

E

2

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE, AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION. EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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

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

UNLESS SHOWN OTHERWISE, DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 75), AND MULCHED/EMAT AS DIRECTED BY THE ENGINEER.

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

SILT FENCE AND TURBIDITY BARRIER SHALL BE PLACED AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER IN THE FIELD. SILT FENCE SHALL AND TURBIDITY BARRIER BE PLACED PRIOR TO CONSTRUCTION AND SHALL BE IN PLACE PRIOR TO STRUCTURE REMOVAL.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A SAWCUT MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

WETLANDS ARE PRESENT IN THE PROJECT LIMITS. THE CONTRACTOR SHALL NOT OPERATE EQUIPMENT OR STOCKPILE MATERIALS BEYOND THE EXISTING SLOPE INTERCEPT FROM STA. 10+00 - STA. 10+59 RT., STA 10+69 - STA 11+40 RT., STA 10+92 - STA. 11+40 LT.

THE LOCATION OF ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD PRIOR TO PLACEMENT.

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

4-INCHES OF ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH A 2 ¼-INCH LOWER LAYER AND A 1 ¾-INCH UPPER LAYER.

ADJUST DITCH GRADING AS NECESSARY TO FIT FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

ASPHALTIC SURFACE QUANTITIES WERE CALCULATED USING 115 LB/SY/IN.

CONTACTS

WISDOT:
WISCONSIN DEPARTMENT OF TRANSPORTATION
2101 WRIGHT ST.
MADISON, WI 53704
ATTN: ZACHARY PEARSON, P.E.
PHONE: (608) 246-5319
EMAIL: zachary.pearson@dot.wi.gov

LAFAYETTE COUNTY HIGHWAY DEPARTMENT:
DAN RIELLY, HIGHWAY COMMISSIONER
12016 HILL STREET
P.O. BOX 100
DARLINGTON, WI 53530
PHONE: (608) 776-4917
EMAIL: dan.rielly@lafayettecountywi.gov

DESIGN CONSULTANT:
JEWELL ASSOCIATES ENGINEERS, INC.
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
ATTN: ROBERT HANOLD, P.E.
PHONE: (608) 588-7484
CELL: (608) 606-3568
EMAIL: robert.hanold@jewellassoc.com

DNR LIAISON:
STATE OF WISCONSIN
DNR SERVICE CENTER
3911 FISH HATCHERY RD
FITCHBURG WI 53711
ATTN: SHELLEY NELSON
PHONE: (608) 444-2835
EMAIL: shelley.nelson@wisconsin.gov

UTILITIES

FIBER OPTIC
BRIGHTSPEED
ATTN: DOUG MCGOWAN
135 N BONSON ST
PLATTEVILLE, WI 53818
PHONE: (608) 342-4316
EMAIL: doug.mcgowan1@brightspeed.com

MEDIACOM
ATTN: BENJAMIN O'MALLEY
2845 PLAZA WAY
DUBUQUE, IA 52002
PHONE: (563) 584-2589
EMAIL: bomalley@mediacomcc.com

ELECTRIC
SCENIC RIVERS ENERGY COOPERATIVE
ATTN: ANDREW LINDENBERG
206 CR-K
LANCASTER, WI 53813
PHONE: (608) 723-2121 EXT 587
EMAIL: alindenberg@srec.net

NATURAL GAS
NORTHERN NATURAL GAS CO,
ATTN: PHIL CURRY
5557 COUNTY D
PLATTEVILLE, WI 53818
PHONE: (402) 530-2801
EMAIL: phillip.curry@nngco.com

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

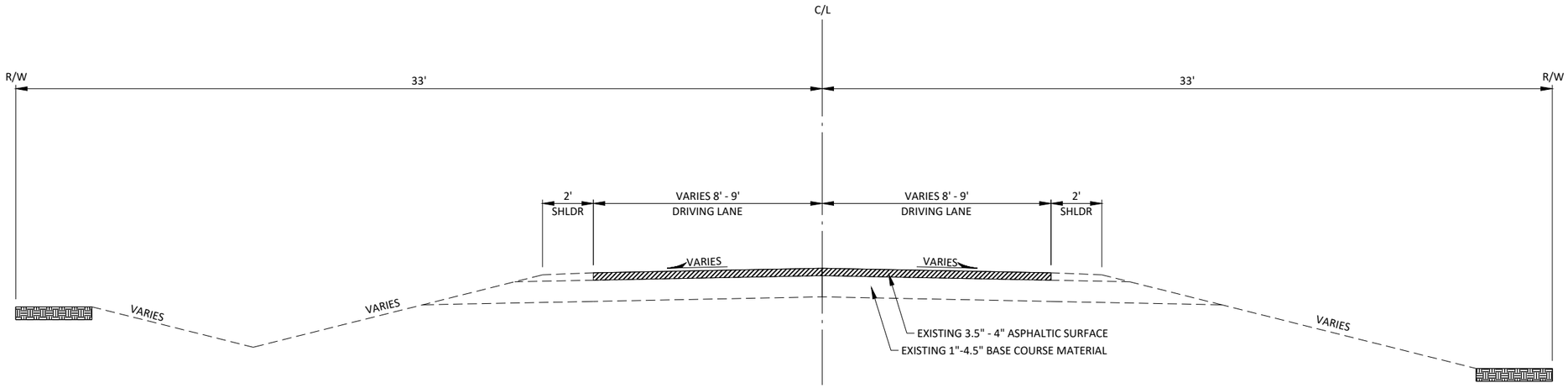
LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	SALV	Salvaged
AC	Acre	IP	Iron Pipe or Pin	SAN S	Sanitary Sewer
AGG	Aggregate	IRS	Iron Rod Set	SEC	Section
AH	Ahead	JT	Joint	SHLDR	Shoulder
<	Angle	JCT	Junction	SHR	Shrinkage
ASPH	Asphaltic	LHF	Left-Hand Forward	SW	Sidewalk
AVG	Average	L	Length of Curve	S	South
ADT	Average Daily Traffic	LIN FT or LF	Linear Foot	SQ	Square
BAD	Base Aggregate Dense	LC	Long Chord of Curve	SF or SQ FT	Square Feet
BK	Back	MH	Manhole	SY or SQ YD	Square Yard
BF	Back Face	MB	Mailbox	STD	Standard
BM	Bench Mark	ML or M/L	Match Line	SDD	Standard Detail Drawings
BR	Bridge	N	North	STH	State Trunk Highways
C or C/L	Center Line	Y	North Grid Coordinate	STA	Station
CC	Center to Center	O.A.L.	Overall Length	SS	Storm Sewer
CTH	County Trunk Highway	OD	Outside Diameter	SG	Subgrade
CR	Creek	PLE	Permanent Limited Easement	SE	Superelevation
CR	Crushed		Point	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PT	Point of Curvature	SV	Septic Vent
CP	Culvert Pipe	PC	Point of Intersection	T	Tangent
C & G	Curb and Gutter	PI	Point of Reverse Curvature	TEL	Telephone
D	Degree of Curve	PRC	Point of Tangency	TEMP	Temporary
DHV	Design Hour Volume	PT	Point On Curve	TI	Temporary Interest
DIA	Diameter	POC	Point on Tangent	TLE	Temporary Limited Easement
E	East	POT	Polyvinyl Chloride	t	Ton
X	East Grid Coordinate	PVC	Portland Cement Concrete	T or TN	Town
ELEC	Electric (al)	PCC	Pound	TRANS	Transition
EL or ELEV	Elevation	LB	Pounds Per Square Inch	TL or T/L	Transit Line
ESALS	Equivalent Single Axle Loads	PSI	Private Entrance	T	Trucks (percent of)
EBS	Excavation Below Subgrade	PE	Radius	TYP	Typical
ESTR	Existing Sign to Remain	R	Railroad	UNCL	Unclassified
FF	Face to Face	RR	Range	UG	Underground Cable
FE	Field Entrance	R	Reference Line	USH	United States Highway
F	Fill	RL or R/L	Reference Point	VAR	Variable
FG	Finished Grade	RP	Reinforced Concrete Culvert	V	Velocity or Design Speed
FL or F/L	Flow Line	RCCP	Pipe	VERT	Vertical
FT	Foot	REQ'D	Required	VC	Vertical Curve
FTG	Footing	RES	Residence or Residential	VOL	Volume
GN	Grid North	RW	Retaining Wall	WM	Water Main
HT	Height	RT	Right	WV	Water Valve
CWT	Hundredweight	RHF	Right-Hand Forward	W	West
HYD	Hydrant	R/W	Right-of-Way	WB	Westbound
INL	Inlet	R	River	YD	Yard
ID	Inside Diameter	RD	Road		
		RDWY	Roadway		

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

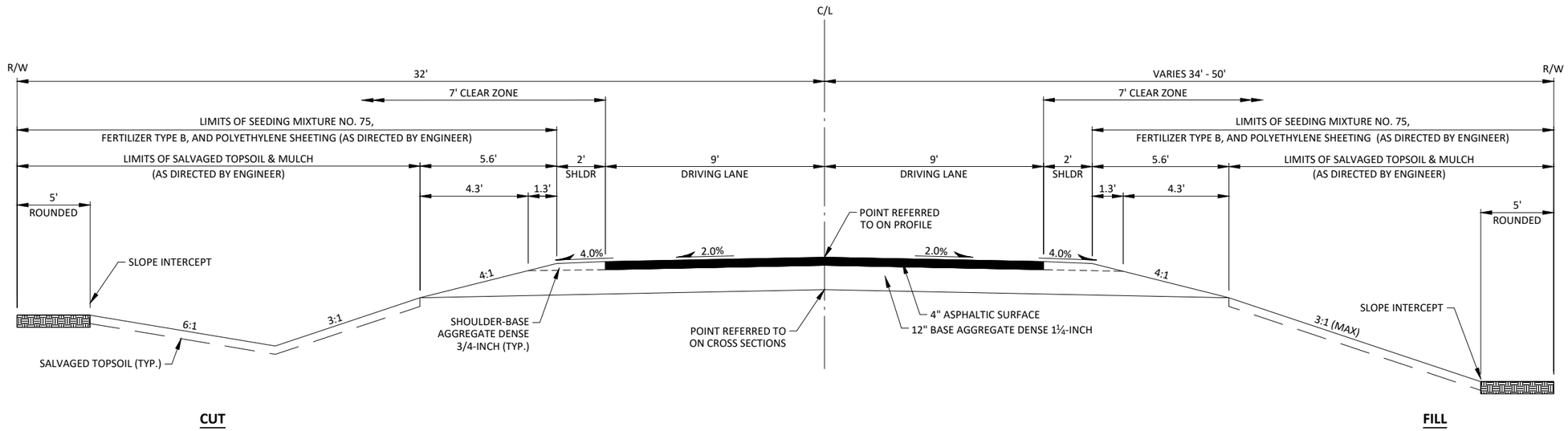
TOTAL PROJECT AREA= 0.25 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.19 ACRES

2



TYPICAL EXISTING SECTION

CARR FACTORY ROAD
STA. 10+00 - STA. 11+40



TYPICAL FINISHED SECTION

CARR FACTORY ROAD
STA. 10+00 - STA. 11+40

PROJECT NO: 5625-00-75	HWY: CARR FACTORY ROAD	COUNTY: LAFAYETTE	TYPICAL EXISTING SECTION AND TYPICAL FINISHED SECTION	SHEET 3	E

FILE NAME : S:\PROJECTS\W11678 WISDOT - CARR FACTORY ROAD BRIDGE, LAFAYETTE CO\SHEETSPLAN\TYPICALS\W11678_TYPICALS.DWG PLOT DATE : 7/15/2024 8:19:39 AM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1

2

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X
1	7+72	¾" IRON REBAR SET, 14.6' LT.	132,363.66	413,007.80
2	10+17	¾" IRON REBAR SET, 9.6' LT.	132,608.58	413,013.92
3	13+80	¾" IRON REBAR SET, 13.4' RT.	132,971.54	431,038.52
5	9+10	COTTON GIN SPIKE SET IN WOOD POST, 31.8' LT.	132,500.94	412,991.20

N

ANGELA KOPETKO AND
MICHAEL KOPETKO

GERALD J MAJERUS AND
ROSE MARIE MAJERUS

10 TON BRIDGE
1.5 MILES AHEAD
REMOVE
STH 11 INTERSECTION

10 TON BRIDGE
0.5 MILES AHEAD
REMOVE
WILKINSON ROAD INTERSECTION

SCENIC RIVERS ENERGY
COOPERATIVE (TYP.)

REMOVE
W5-52L
12"X36"

BR. GALENA RIVER

P.L.

REMOVE
WEIGHT LIMIT 10 TONS
REMOVE
W5-52R
12"X36"

C.P. 5

R/W

C.P. 1

32'-0"

EXISTING C/L
CARR FACTORY ROAD

FINISHED C/L
CARR FACTORY ROAD

C.P. 2

C.P. 4

MEDIACOM (TYP.)

10+00

N00°15'32"E

11+00

CARR FACTORY ROAD

34'-0"

BRIGHTSPEED (TYP.)

C.P. 3

R/W

BEGIN PROJECT
STA. 10+00
Y=132,591.34
X=413,023.43

WEIGHT LIMIT 10 TONS
REMOVE

REMOVE

W5-52R
12"X36"

REMOVE
W5-52L
12"X36"

R/W

END PROJECT
STA. 11+40
Y=132,731.34
X=413,024.06

STRUCTURE B-33-148 REQ'D

MAJERUS FARMS, LLC.

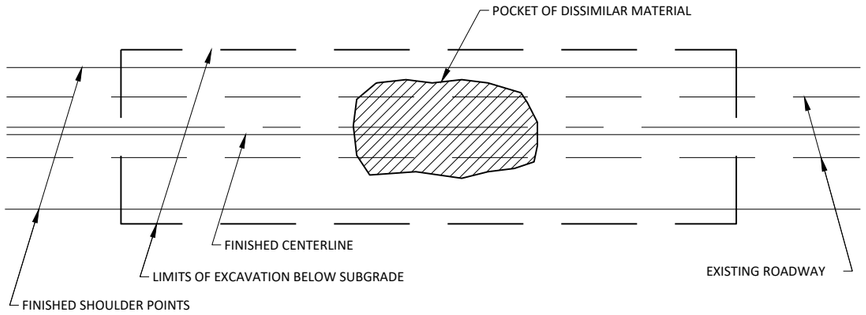
P.L.

BR. GALENA RIVER

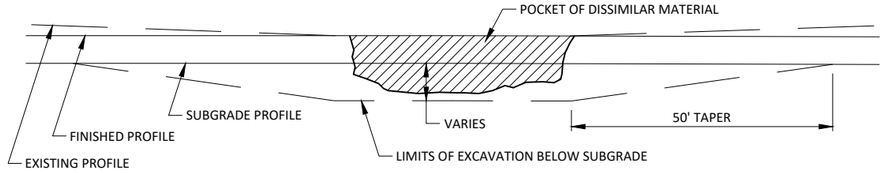
CHAD A. KORISH

PROJECT NO: 5625-00-75	HWY: CARR FACTORY ROAD	COUNTY: LAFAYETTE	ALIGNMENT DIAGRAM & PERMANENT SIGNING	SHEET 4	E

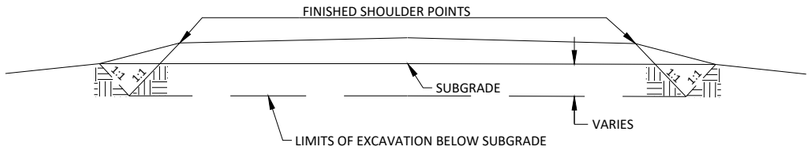
FILE NAME : S:\PROJECTS\W11678 WISDOT - CARR FACTORY ROAD BRIDGE, LAFAYETTE CO\SHEETSPLAN\DETAILS\W11678_ALIGNMENT.DWG
PLOT DATE : 7/15/2024 8:19:46 AM
PLOT BY : COLTON PEPER
PLOT SCALE : 1" = 1'
LAYOUT : 4 ALIGNMENT



PLAN VIEW



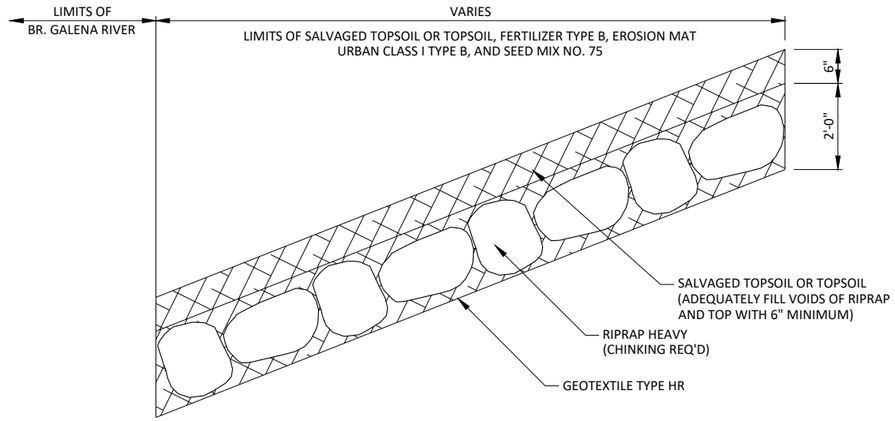
PROFILE VIEW



CROSS SECTION VIEW

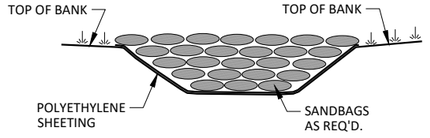
1. EXACT LOCATION OF E.B.S. (EXCAVATION BELOW SUBGRADE) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER. BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.
3. THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED. LATERAL LIMITS OF EXCAVATION SHALL BE THE SUBGRADE SHOULDER POINTS.

EXCAVATION BELOW SUBGRADE (E.B.S.) DETAIL



VEGETATED RIPRAP DETAIL

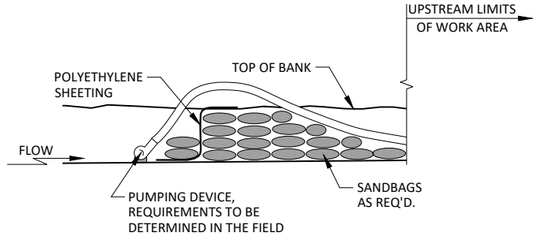
(SEE PLAN AND PROFILE FOR LOCATION)



TYPICAL SANDBAG INSTALLATION IN EXISTING CHANNEL

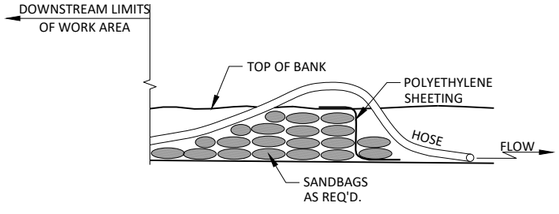
PUMPING/DEWATERING OPERATION NOTES:

1. PUMPING SYSTEM AND DEVICE, OR ENGINEER APPROVED EQUAL, WILL BE PAID FOR UNDER THE BID ITEM "PUMPING/DEWATERING".



SANDBAG LOCATION INLET DETAIL

(TO STOP FLOW INTO WORK AREA)



SANDBAG LOCATION OUTLET DETAIL

(TO STOP BACKWASH INTO WORK AREA)

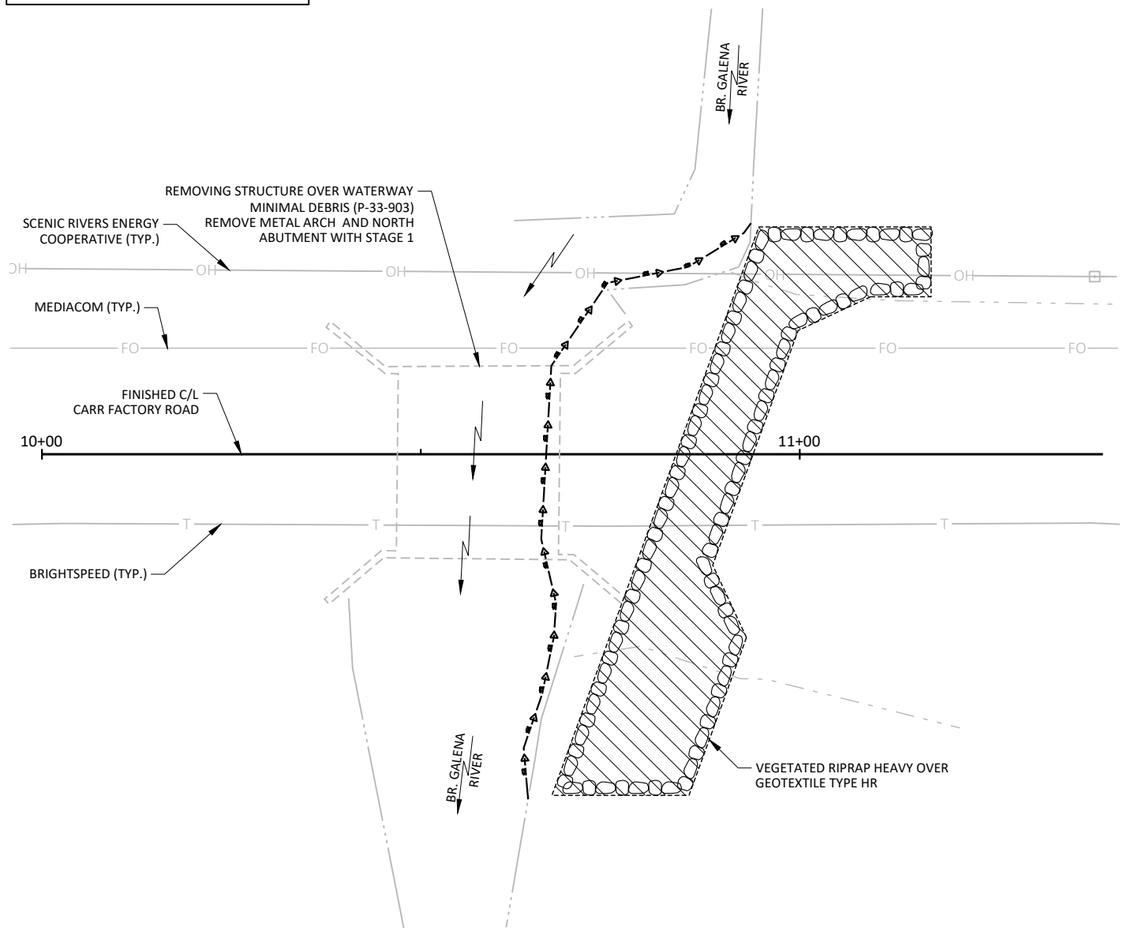
PUMPING / DEWATERING DETAILS

PROJECT NO: 5625-00-75	HWY: CARR FACTORY ROAD	COUNTY: LAFAYETTE	CONSTRUCTION DETAILS	SHEET 5	E

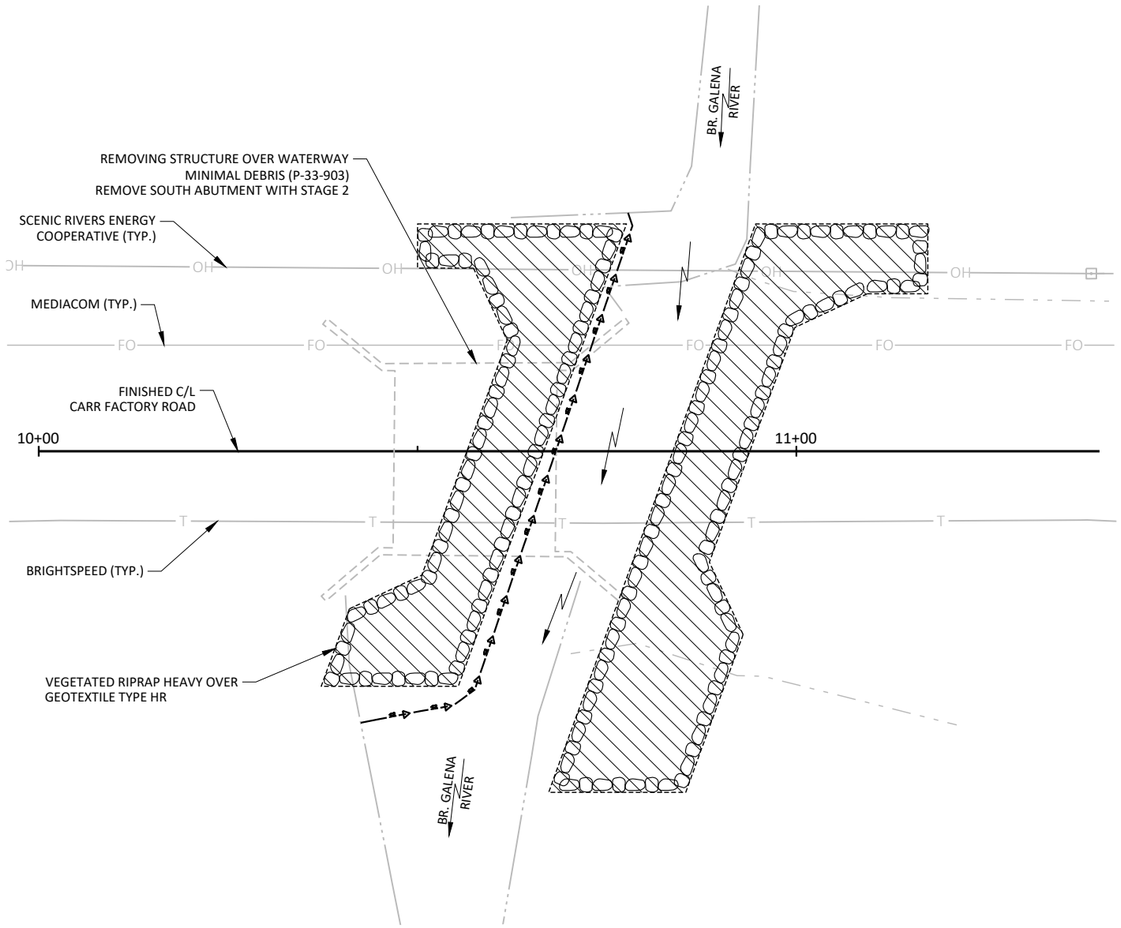
LEGEND

- DIRECTION OF FLOW
- SILT FENCE
- EDGE OF WATER
- TURBIDITY BARRIER
- HEAVY RIPRAP OVER GEOTEXTILE TYPE HR
- LIMITS OF VEGETATED RIP RAP

N



STAGE 1 CONSTRUCTION



STAGE 2 CONSTRUCTION

NOTE:
CONSTRUCTION DETAILS SHOWN ON THIS SHEET PRESENT ONE POSSIBLE CONSTRUCTION METHOD. ALTERNATIVE METHODS AND LOCATIONS MAY BE ACCEPTABLE PROVIDED THEY MEET THE APPROVAL OF THE FIELD ENGINEER.

ALL EARTHWORK FOR CHANNEL REALIGNMENT SHALL BE INCLUDED IN BID ITEM 206.1001 EXCAVATION FOR STRUCTURES BRIDGES (B-33-0148)

5625-00-75

Line	Item	Item Description	Unit	Total	Qty
0006	203.0250	Removing Structure Over Waterway Remove Debris (structure) 01. P-33-0903	EACH	1.000	1.000
0010	205.0100	Excavation Common	CY	110.000	110.000
0012	206.1001	Excavation for Structures Bridges (structure) 01. B-33-0148	EACH	1.000	1.000
0016	208.0100	Borrow	CY	45.000	45.000
0018	210.1500	Backfill Structure Type A	TON	300.000	300.000
0020	213.0100	Finishing Roadway (project) 01. 5625-00-75	EACH	1.000	1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	15.000	15.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	290.000	290.000
0030	455.0605	Tack Coat	GAL	12.000	12.000
0032	465.0105	Asphaltic Surface	TON	56.000	56.000
0034	502.0100	Concrete Masonry Bridges	CY	129.000	129.000
0036	502.3200	Protective Surface Treatment	SY	178.000	178.000
0040	505.0400	Bar Steel Reinforcement HS Structures	LB	4,200.000	4,200.000
0042	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	19,190.000	19,190.000
0048	513.4061	Railing Tubular Type M	LF	90.000	90.000
0050	516.0500	Rubberized Membrane Waterproofing	SY	12.000	12.000
0052	550.0020	Pre-Boring Rock or Consolidated Materials	LF	180.000	180.000
0056	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	210.000	210.000
0058	606.0300	Riprap Heavy	CY	195.000	195.000
0060	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	140.000	140.000
0062	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5625-00-75	EACH	1.000	1.000
0066	619.1000	Mobilization	EACH	0.350	0.350
0068	624.0100	Water	MGAL	5.000	5.000
0070	625.0105	Topsoil	CY	50.000	50.000
0072	625.0500	Salvaged Topsoil	SY	500.000	500.000
0074	627.0200	Mulching	SY	500.000	500.000
0076	628.1504	Silt Fence	LF	260.000	260.000
0078	628.1520	Silt Fence Maintenance	LF	520.000	520.000
0080	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0082	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0084	628.2008	Erosion Mat Urban Class I Type B	SY	270.000	270.000
0086	628.5505	Polyethylene Sheeting	SY	500.000	500.000
0088	628.6005	Turbidity Barriers	SY	240.000	240.000
0090	628.7504	Temporary Ditch Checks	LF	24.000	24.000
0092	629.0210	Fertilizer Type B	CWT	1.000	1.000
0096	630.0175	Seeding Mixture No. 75	LB	6.000	6.000
0098	630.0200	Seeding Temporary	LB	9.000	9.000
0100	630.0300	Seeding Borrow Pit	LB	1.000	1.000
0102	630.0500	Seed Water	MGAL	10.000	10.000
0104	633.5100	Markers ROW	EACH	5.000	5.000
0106	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0108	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0110	638.2602	Removing Signs Type II	EACH	8.000	8.000
0112	638.3000	Removing Small Sign Supports	EACH	8.000	8.000
0114	642.5001	Field Office Type B	EACH	0.500	0.500
0116	643.0420	Traffic Control Barricades Type III	DAY	1,080.000	1,080.000
0118	643.0705	Traffic Control Warning Lights Type A	DAY	1,680.000	1,680.000
0120	643.0900	Traffic Control Signs	DAY	840.000	840.000
0122	643.5000	Traffic Control	EACH	0.500	0.500

5625-00-75

Line	Item	Item Description	Unit	Total	Qty
0124	645.0111	Geotextile Type DF Schedule A	SY	88.000	88.000
0126	645.0120	Geotextile Type HR	SY	330.000	330.000
0130	650.4500	Construction Staking Subgrade	LF	96.000	96.000
0132	650.5000	Construction Staking Base	LF	96.000	96.000
0134	650.6501	Construction Staking Structure Layout (structure) 01. B-33-0148	EACH	1.000	1.000
0138	650.9911	Construction Staking Supplemental Control (project) 01. 5625-00-75	EACH	1.000	1.000
0142	650.9920	Construction Staking Slope Stakes	LF	96.000	96.000
0144	690.0150	Sawing Asphalt	LF	36.000	36.000
0146	715.0502	Incentive Strength Concrete Structures	DOL	1,290.000	1,290.000
0150	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0152	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000

EARTHWORK SUMMARY

FROM/TO STA	LOCATION	205.0100 COMMON EXCAVATION CUT (2) (CY)	AVAILABLE MATERIAL (CY) (1)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) FACTOR 1.25 (2)	MASS ORDINATE +/- (CY) (3)	208.0100 BORROW (CY)
10+00 - 11+40	MAINLINE	110	110	124	155	-45	45
TOTALS =		110	110	124	155	-45	45

NOTES:
1.) AVAILABLE MATERIAL=CUT
2.) EXPANDED FILL FACTOR 1.25: EXPANDED FILL = (UNEXPANDED FILL)*1.25
3.) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE CATEGORY. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE CATEGORY.

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)
10+00 - 11+40	MAINLINE	15	290
	TOTALS =	15	290

FINISHING ITEMS

STATION - STATION	LOCATION	625.0105 TOPSOIL (CY)	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	628.2008 EROSION MAT URBAN CLASS I TYPE B (SY)	628.5505 POLYETHYLENE SHEETING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0175 SEEDING MIXTURE NO. 75 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0300 SEEDING BORROW PIT (LB)	630.0500 SEED WATER (MGAL)
10+00 - 11+40	MAINLINE	-	400	400	-	400	0.3	3	7	-	6
10+37 - 11+17	VEGITATED RIPRAP	40	-	-	220	-	0.2	2	-	-	3
-	BORROW PIT	-	-	-	-	-	0.1	-	-	1	-
-	UNDISTRIBUTED	10	100	100	50	100	0.4	1	2	-	1
	TOTALS =	50	500	500	270	500	1.0	6	9	1	10

WATER

STATION - STATION	LOCATION	624.0100 (MGAL)
10+00 - 11+40	MAINLINE	5
	TOTAL =	5

TEMPORARY DITCH CHECKS

STATION - STATION	LOCATION	628.7504 (LF)
10+89	MAINLINE RT.	8
11+17	MAINLINE LT.	8
	UNDISTRIBUTED	8
TOTAL =		24

ASPHALTIC SURFACE

STATION - STATION	LOCATION	455.0605 TACK COAT (GAL)	465.0105 ASPHALTIC SURFACE (TON)
10+00 - 11+40	MAINLINE	12	56
	TOTALS =	12	56

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
10+00 - 10+87	MAINLINE, LT.	80	160
10+00 - 10+43	MAINLINE, RT.	45	90
10+67 - 11+40	MAINLINE, LT.	80	160
-	UNDISTRIBUTED	55	110
	TOTALS =	260	520

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATION EROSION CONTROL (EACH)	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
5625-00-75	4	2
TOTALS =	4	2

TURBIDITY BARRIER

LOCATION	628.6005 (SY)
SOUTH RIVER BANK	90
NORTH RIVER BANK	105
UNDISTRIBUTED	45
TOTALS =	240

MARKERS ROW

PT #	STATION	LOCATION	OFFSET FROM FINISHED C/L FT	633.5100 MARKERS ROW (EACH)
2	10+24	LEFT	31.48	1
4	11+40	RIGHT	34.28	1
5	11+40	RIGHT	50.00	1
6	10+65	RIGHT	50.00	1
7	10+24	RIGHT	34.52	1
			TOTAL=	5

SAWING ASPHALT

STATION	LOCATION	690.0150 (LF)
10+00	MAINLINE	18
11+40	MAINLINE	18
	TOTAL =	36

PERMANENT SIGNING

APPROX. STATION	POSITION	LOCATION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE	634.0612 POSTS WOOD 4X6-INCH X 12-FT (EACH)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
-	RIGHT	AT STH 11	R12-55	XX TON BRIDGE XX MILES AHEAD	10/1.5		—	---	1	1
10+21	RIGHT	MAINLINE	R12-1	WEIGHT LIMIT XX TONS	10	24X30	—	---	1	1
10+48	RIGHT	MAINLINE	W5-52R	BRIDGE HASH MARKS		12X36	1	3.00	—	---
10+57	LEFT	MAINLINE	W5-52L	BRIDGE HASH MARKS		12X36	1	3.00	—	---
10+43	RIGHT	MAINLINE	W5-52R	BRIDGE HASH MARKS		12X36	—	---	1	1
10+43	LEFT	MAINLINE	W5-52L	BRIDGE HASH MARKS		12X36	—	---	1	1
10+72	RIGHT	MAINLINE	W5-52L	BRIDGE HASH MARKS		12X36	—	---	1	1
10+73	LEFT	MAINLINE	W5-52R	BRIDGE HASH MARKS		12X36	—	---	1	1
10+93	RIGHT	MAINLINE	W5-52L	BRIDGE HASH MARKS		12X36	1	3.00	—	---
11+02	LEFT	MAINLINE	W5-52R	BRIDGE HASH MARKS		12X36	1	3.00	—	---
10+91	LEFT	MAINLINE	R12-1	WEIGHT LIMIT XX TONS	10	24X30	—	---	1	1
-	LEFT	AT WILKINSON RD	R12-55	XX TON BRIDGE XX MILES AHEAD	10/0.5		—	---	1	1
						TOTALS =	4	12.00	8	8

TRAFFIC CONTROL

LOCATION	643.0420 BARRICADES TYPE III (DAY)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0900 SIGNS (DAY)	643.5000 TRAFFIC CONTROL (EACH)
PROJECT	1,080	1,680	840	0.5
TOTALS =	1,080	1,680	840	0.5

CONSTRUCTION STAKING

STATION -STATION	LOCATION	650.4500 SUBGRADE (L.F.)	650.5000 BASE (L.F.)	*650.6501 STRUCTURE LAYOUT (B-33-0148) (EACH)	650.9911 SUPPLEMENTAL CONTROL (5625-00-75) (EACH)	650.9920 SLOPES STAKES (L.F.)
10+00 - 10+53	MAINLINE	53	53	-	-	53
10+97 - 11+40	MAINLINE	43	43	-	-	43
5625-00-75	PROJECT	-	-	1	1	-
	TOTAL =	96	96	1	1	96

*CATEGORY 020

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL (18, 17, 20, 21, 22, 23, 26, 25, 27, 28, 35, 36, 34, 33, 3, 2, 9, 10)
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN (SIGN)
OFF-PREMISE SIGN (I-90 I-25 SIGN)

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

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

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER (25) UTILITY NUMBER (40)

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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

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

NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, LAFAYETTE COUNTY, NAD 83 (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 MONUMENTS (TYPICALLY ¾ X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE LAFAYETTE COUNTY HIGHWAY DEPARTMENT.

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

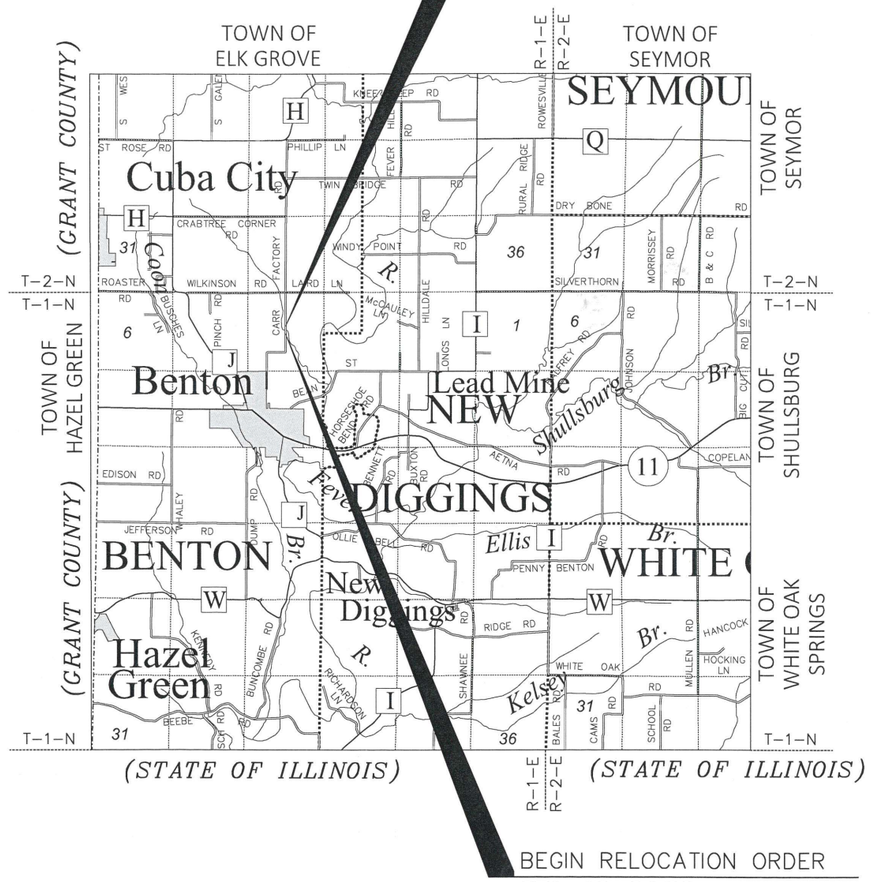
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

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.

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

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSE ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

END RELOCATION ORDER
STA. 11+40.00
2505.84' SOUTH AND 7.49' WEST OF THE N¼ CORNER OF SEC. 4, TOWN 1 NORTH, RANGE 1 EAST, TOWN OF BENTON, LAFAYETTE COUNTY, WI
Y = 132731.338
X = 413024.060



BEGIN RELOCATION ORDER
STA. 10+24.00
2832.84' NORTH AND 5.50' EAST OF THE S¼ CORNER OF SEC. 4, TOWN 1 NORTH, RANGE 1 EAST, TOWN OF BENTON, LAFAYETTE COUNTY, WI
Y = 132615.337
X = 413023.535

N

LAYOUT
SCALE 0 — 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.022 MI.

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
5625-00-05	4.01	2
FEDERAL PROJECT NUMBER		

PLAT OF RIGHT-OF-WAY REQUIRED FOR
TOWN OF BENTON, CARR FACTORY ROAD
BR. GALENA RIVER BRIDGE B-33-0148

CARR FACTORY ROAD — LAFAYETTE COUNTY

CONSTRUCTION PROJECT NUMBER
5625-00-75

RECEIVED
MAR 11 2024
LAFAYETTE CO. CLERK

Carla Jacobson
Lafayette Co. Clerk

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

560 SUNRISE DRIVE
SPRING GREEN, WI 53588
PHONE : 608.588.7484

I HEREBY CERTIFY THAT THIS PLAT WAS MADE FOR TOWN OF BENTON, WISCONSIN AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

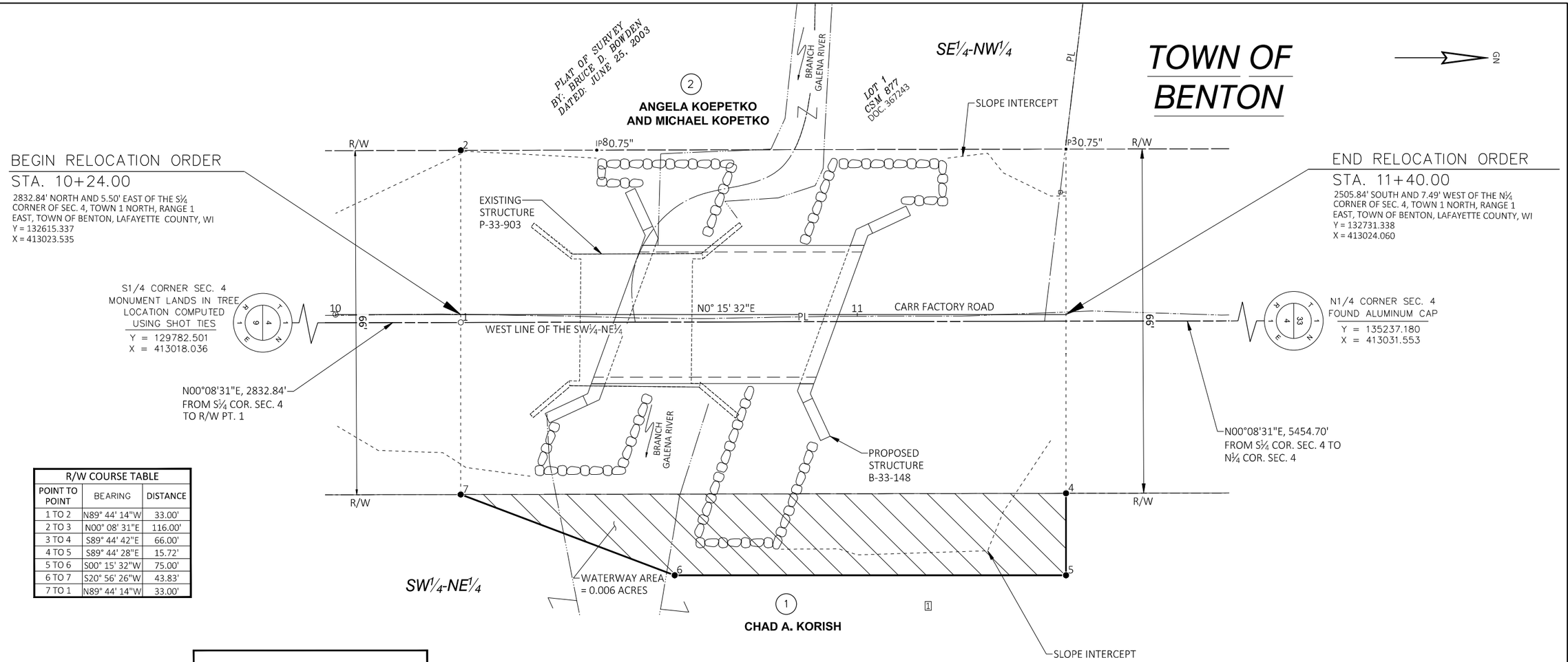
WISCONSIN
NOAH E. ANLIKER
S-3265
CAZENOVIA
WISCONSIN
LAND SURVEYOR

DATE: 2-13-2024

REVISION DATE

APPROVED FOR TOWN OF BENTON
DATE 3-8-24 Larry Ridgeway Chairman (NAME/TITLE)

11 E



R/W COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
1 TO 2	N89° 44' 14"W	33.00'
2 TO 3	N00° 08' 31"E	116.00'
3 TO 4	S89° 44' 42"E	66.00'
4 TO 5	S89° 44' 28"E	15.72'
5 TO 6	S00° 15' 32"W	75.00'
6 TO 7	S20° 56' 26"W	43.83'
7 TO 1	N89° 44' 14"W	33.00'

R/W POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
1	10+24.00	1.52'RT	132615.330	413025.056
2	10+24.00	31.48'LT	132615.482	412992.056
4	11+40.00	34.28'RT	132731.183	413058.343
5	11+40.00	50.00'RT	132731.112	413074.059
6	10+65.00	50.00'RT	132656.112	413073.720
7	10+24.00	34.52'RT	132615.179	413058.056

FOUND POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
3	11+40.00	31.72'LT	132731.476	412992.344
8	10+50.07	31.53'LT	132641.554	412992.121

SCHEDULE OF LANDS AND INTERESTS					
PARCEL NUMBERS	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED		
			NEW	EXISTING	TOTAL
1	CHAD A. KORISH	FEE	0.03	0.09	0.12
2	ANGELA KOEPETKO AND MICHAEL KOPETKO	FEE	-	0.09	0.09
200	NORTHERN NATURAL GAS COMPANY	RELEASE OF RIGHTS			

NOTE: AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO LAFAYETTE COUNTY.

EASEMENT TABLE				
EASEMENT NUMBERS	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL #	REMARKS
1	NORTHERN NATURAL GAS COMPANY	DOC. 181089, V.31, P.377	1	BLANKET EASEMENT, IN THE W1/2 - (NE1/4)

NOTE: EXISTING C/L OF CARR FACTORY ROAD BASED ON CENTERLINE OF EXISTING PAVEMENT.
EXISTING RIGHT-OF-WAY FOR CARR FACTORY ROAD BASED ON THE QUARTER LINE OF SECTION 4, AND WIS. STATUTE 82.31(2).

REVISION DATE

DATE 2/13/2024

SCALE, FEET 0 10 20

HWY: CARR FACTORY ROAD

COUNTY: LAFYETTE

STATE R/W PROJECT NUMBER 5626-00-05

CONSTRUCTION PROJECT NUMBER 5625-00-75

PLAT SHEET 4.02

PS&E SHEET 12

E

FILE NAME : W11678_ CARR FACTORY RD_PLAT.DWG
LAYOUT NAME - Layout1

PLOT DATE : 2/13/2024 8:33 AM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- EDGE OF WATER
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR (CATEGORY 020)
- LIMITS OF VEGETATED RIP RAP
- TEMPORARY DITCH CHECK
- WETLANDS

N

ANGELA KOPETKO AND MICHAEL KOPETKO

GERALD J MAJERUS AND ROSE MARIE MAJERUS

MAJERUS FARMS, LLC.

CHAD A. KORISH

STA. 10+77 - STA 11+32 RT.
REMOVING FENCE (BY OTHERS)

CHANNEL REALIGNMENT REQ'D
(SEE CONSTRUCTION DETAIL FOR
FURTHER INFORMATION)

BR. GALENA RIVER

REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS (P-33-903),
BOTTOMLESS CORRUGATED STEEL PIPE ARCH ON CONCRETE FOOTINGS
23.5' OVERALL DECK WIDTH
22.6' OVERALL LENGTH

SCENIC RIVERS ENERGY COOPERATIVE (TYP.)

MEDIACOM (TYP.)

SLOPE INTERCEPT (TYP.)

~AGRICULTURAL FIELD~

BM 5

FINISHED C/L CARR FACTORY ROAD

BM 2

EXISTING C/L CARR FACTORY ROAD

CARR FACTORY ROAD (ASPHALT)

10+00

N00°15'32"E

11+00

(ASPHALT)

BM 3

BRIGHTSPEED (TYP.)

R/W

32'

34'

P.L.

STRUCTURE B-33-148 REQ'D

FEE REQ'D
(0.04 ACRES)

WETLAND BOUNDARY (TYP.)

BEGIN PROJECT
STA. 10+00
Y=132,591.34
X=413,023.43

END PROJECT
STA. 11+40
Y=132,731.34
X=413,024.06

STA. 10+11 - STA 10+38 RT.
REMOVING FENCE (BY OTHERS)

NOTE: PROJECT IS LOCATED WITHIN AN ENVIRONMENTALLY SENSITIVE AREA FOR CRICKET FROGS.

5

5

EXISTING C/L PROFILE CARR FACTORY ROAD

FINISHED C/L PROFILE CARR FACTORY ROAD

PI STA 10+68.00
EL 835.80

L=120.00
K=62.34

HIGH WATER$_{100}$
EL = 835.50

0.65%

-1.28%

STA. 10+00
EL. 835.36
MATCH EXISTING

PC STA 10+08.00
EL 835.41

PT STA 11+28.00
EL 835.03

STA. 11+40
EL. 834.88
MATCH EXISTING

OBSERVED WATER
EL. 826.27
(05-18-23)

STREAMBED
EL. 825.61

EXISTING C/L ELEVATION

FINISHED C/L ELEVATION

838 836 834 832 830 828 826 824 822

835.30 835.28 835.36 835.36 835.49 835.48 835.58 835.54 835.67 835.53 835.51 835.46 835.36 835.33 835.15 835.13 834.88 834.88 834.65 834.49 834.38

7+80 8+00 8+20 8+40 8+60 8+80 9+00 9+20 9+40 9+60 9+80 10+00 10+20 10+40 10+60 10+80 11+00 11+20 11+40 11+60 11+80 12+00 12+20 12+40 12+60 12+80 13+00 13+20 13+40 13+60

STA. 10+75
STRUCTURE B-33-148 REQ'D
SINGLE SPAN REINFORCED
CONCRETE FLAT SLAB STRUCTURE
CLEAR ROADWAY WIDTH = 24.0'
O.A.L. = 42.7'
SKEW = 20° LHF

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
1	7+72	3/4" IRON REBAR SET, 14.6' LT.	838.94
2	10+17	3/4" IRON REBAR SET, 9.6' LT.	835.18
3	13+80	3/4" IRON REBAR SET, 13.4' RT.	834.74
5	9+10	COTTEN GIN SPIKE SET IN WOOD POST, 31.8' LT.	835.89

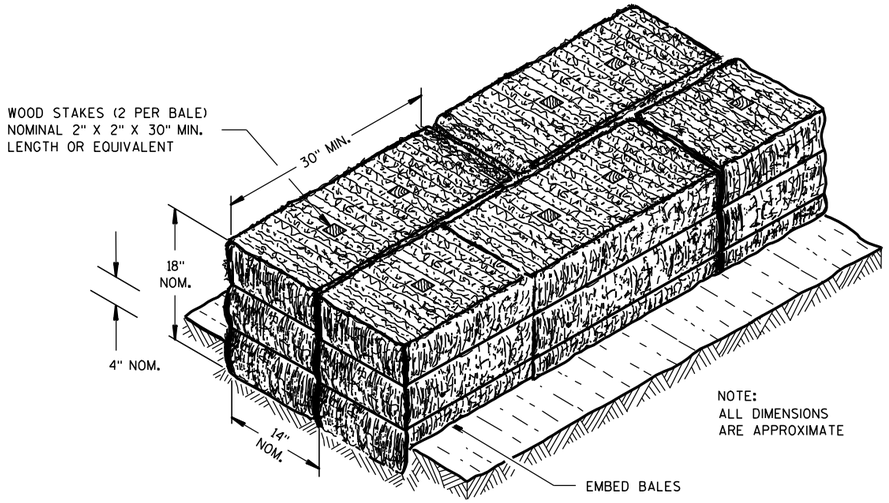
EARTHWORK SUMMARY

		MAINLINE
EXCAVATION COMMON	=	110 C.Y.
FILL	=	124 C.Y.
FILL EXPANSION (25%)	=	31 C.Y.
BORROW	=	45 C.Y.

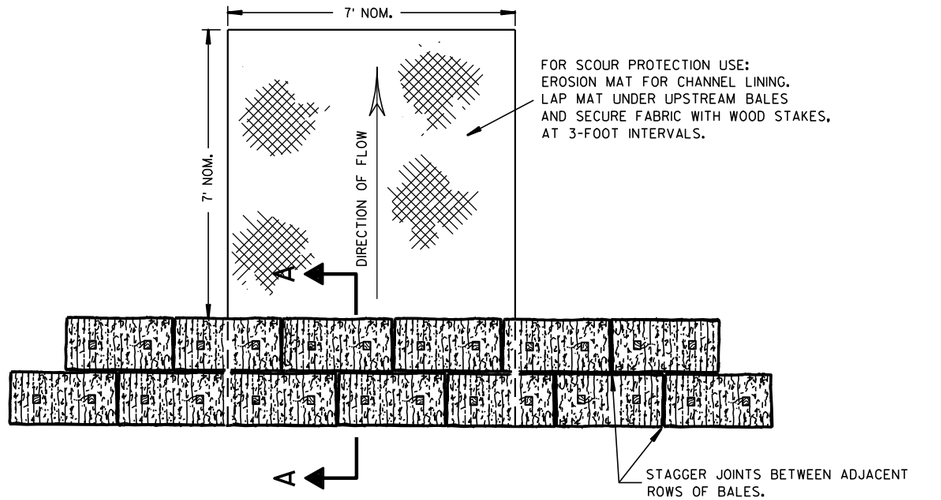
PROJECT NO: 5625-00-75	HWY: CARR FACTORY ROAD	COUNTY: LAFAYETTE	PLAN AND PROFILE: MAINLINE	SHEET 13	E

Standard Detail Drawing List

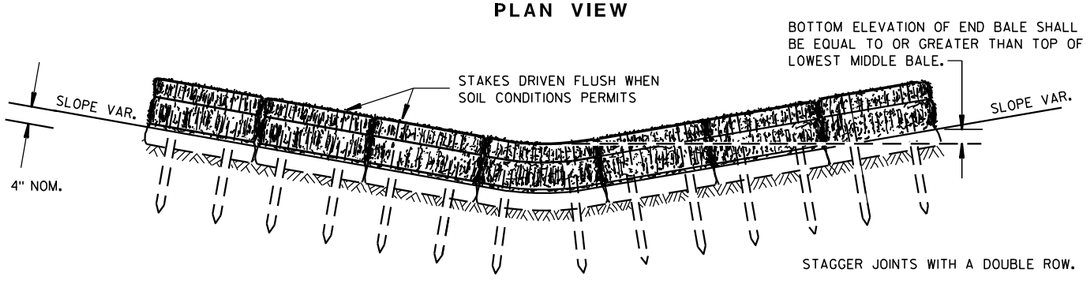
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS



SECTION A-A



PLAN VIEW



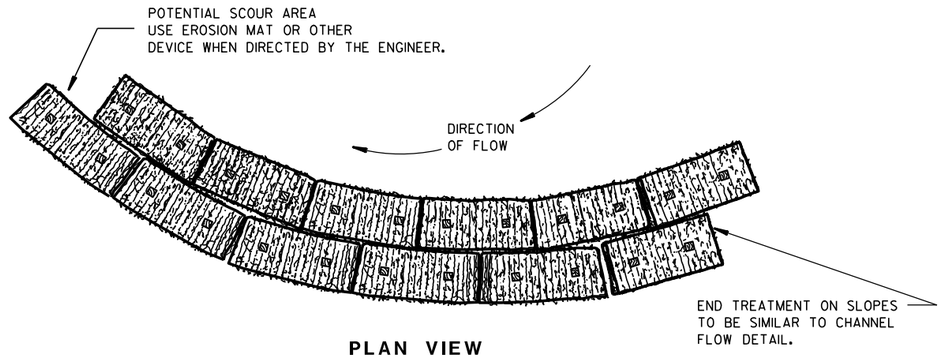
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

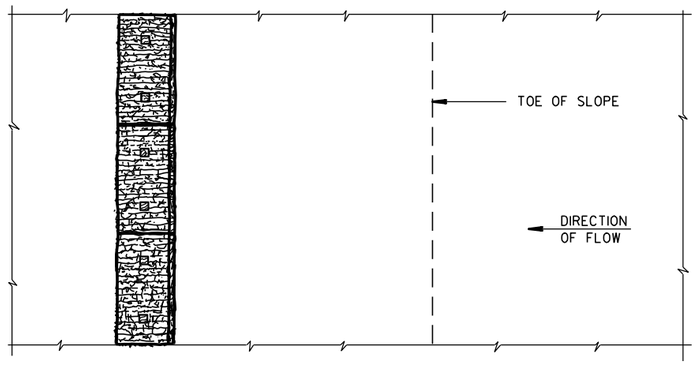
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

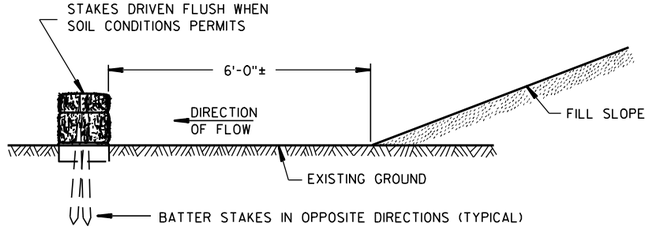


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

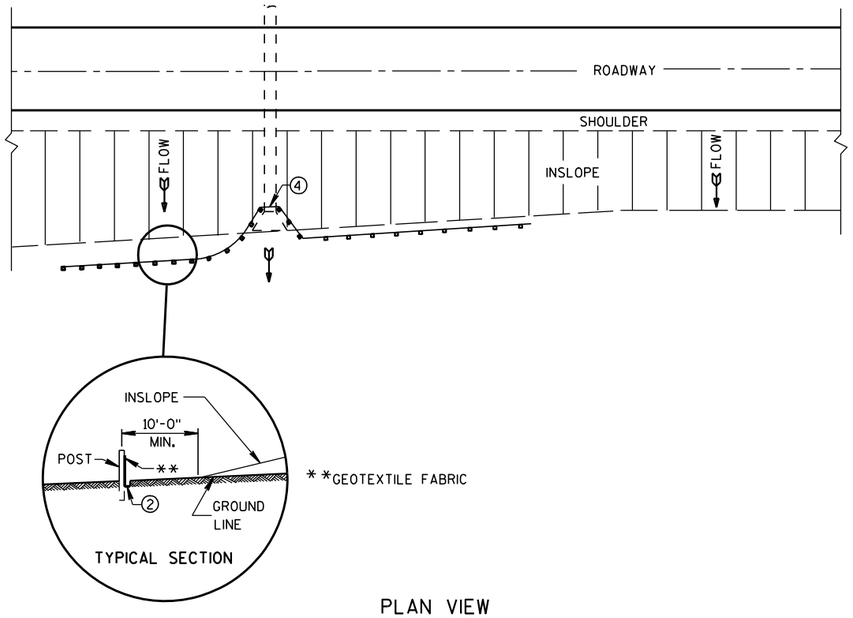
FHWA

6

S.D.D. 8 E 8-3

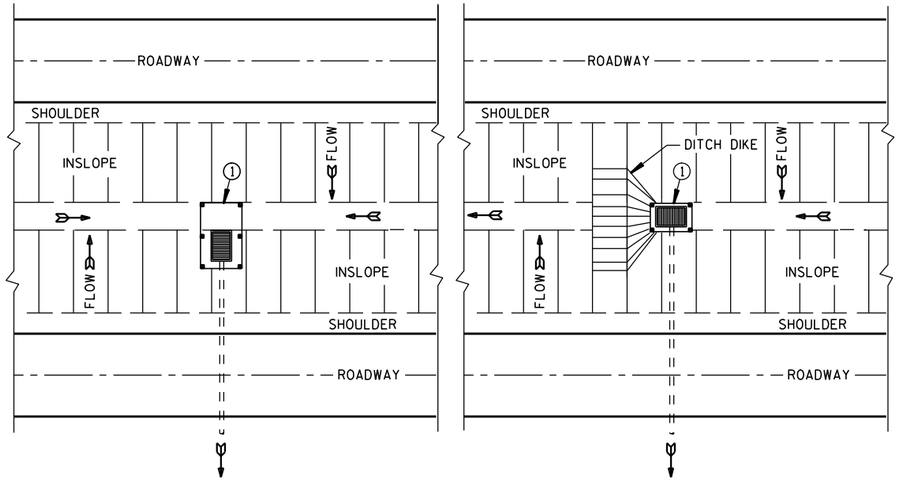
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

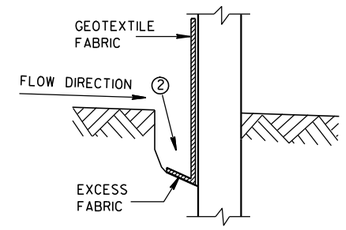
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

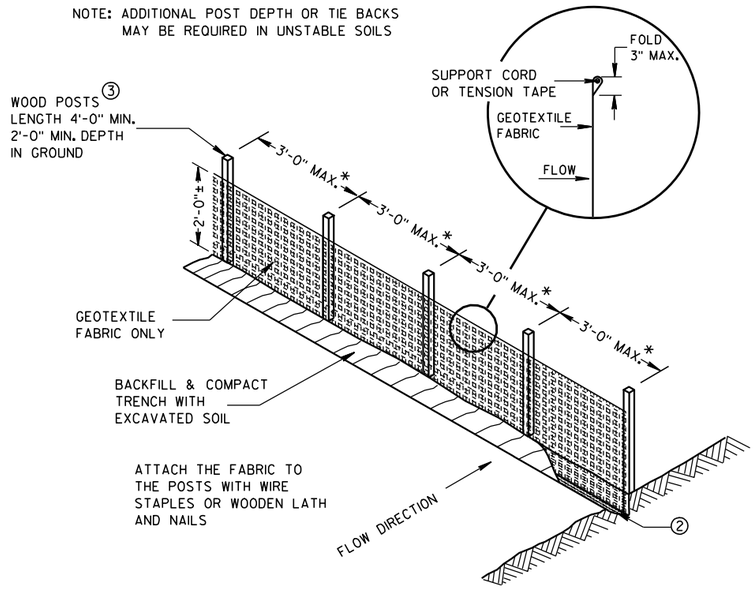
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

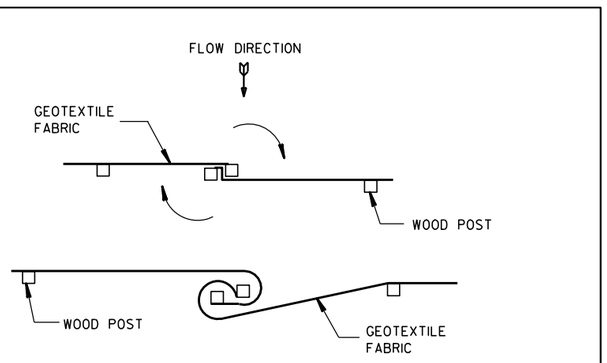
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



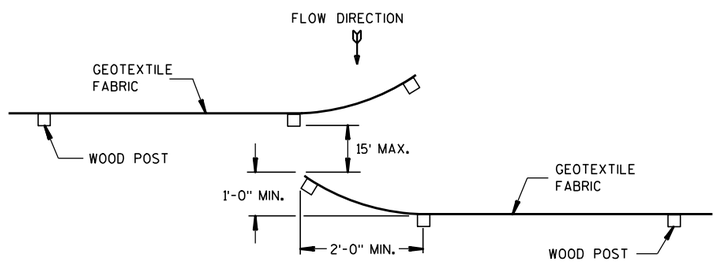
TRENCH DETAIL



SILT FENCE

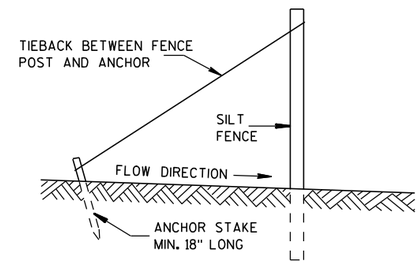


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 9-6

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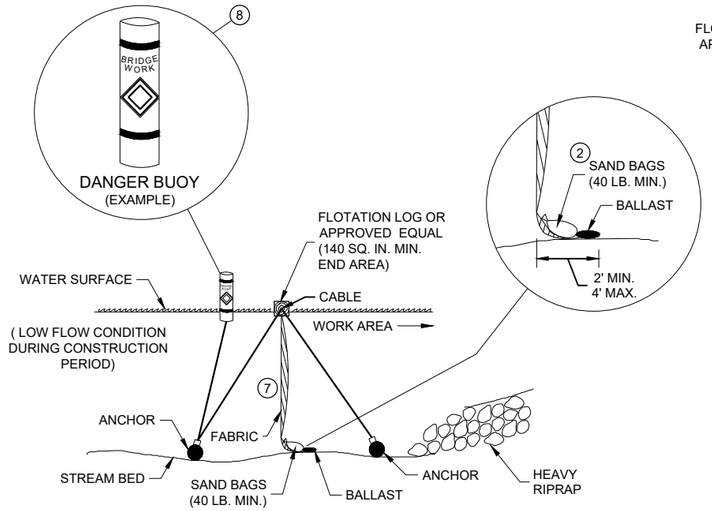
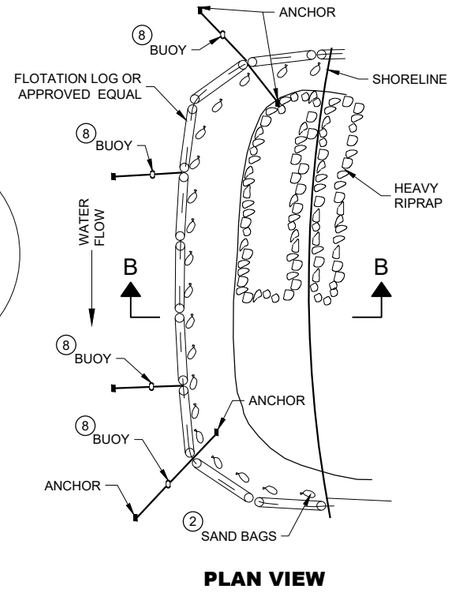
S.D.D. 8 E 9-6

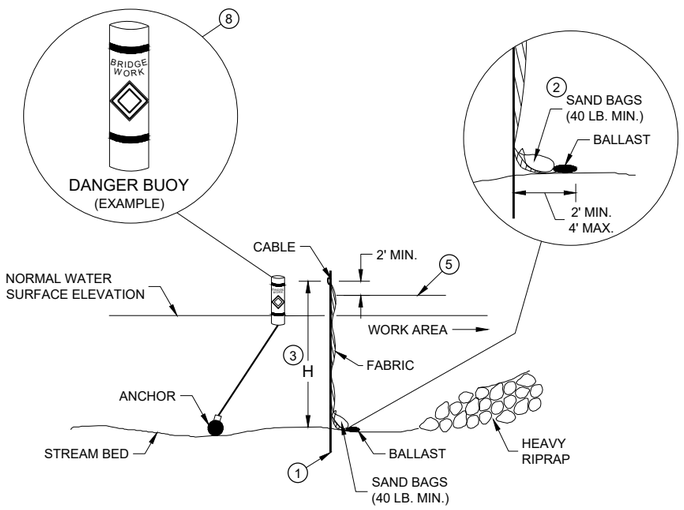


SECTION B - B

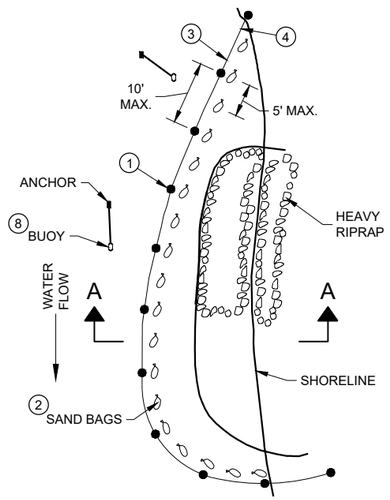


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.

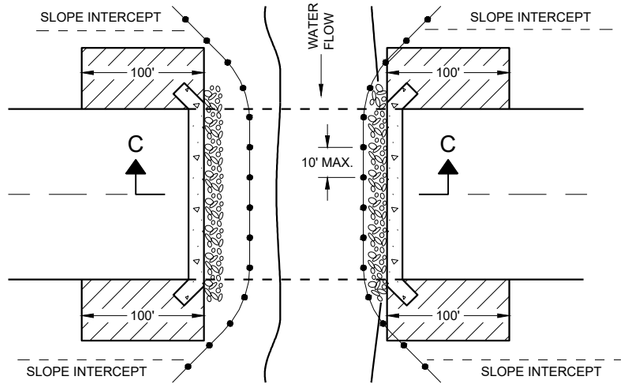
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

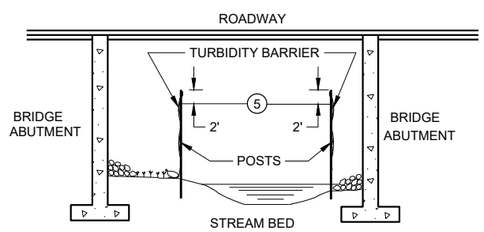
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOI
ENGINEER

FHWA

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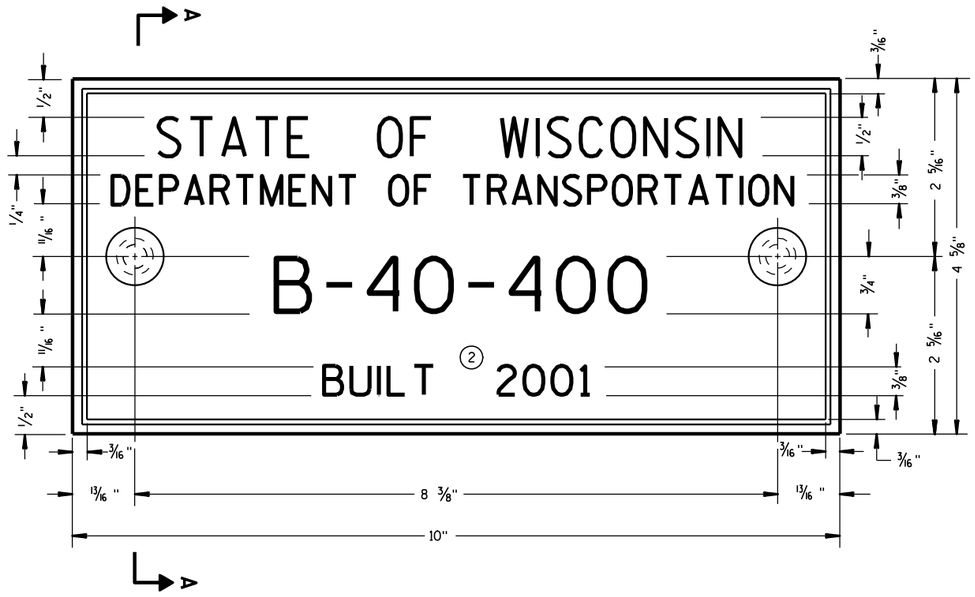
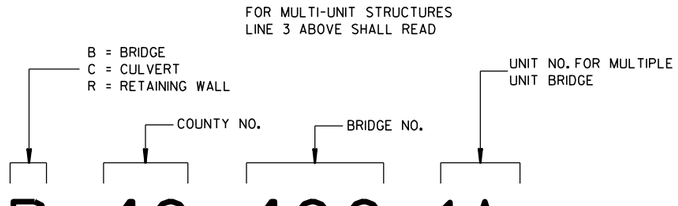
SDD 08E11 - 02



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

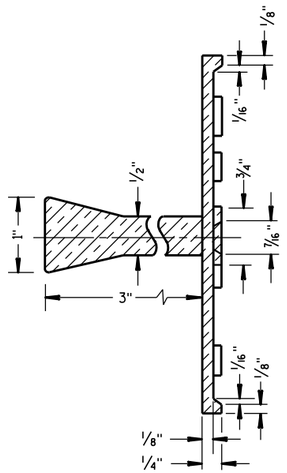
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

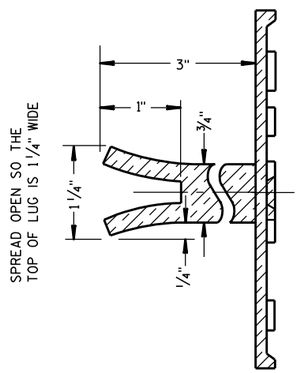
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

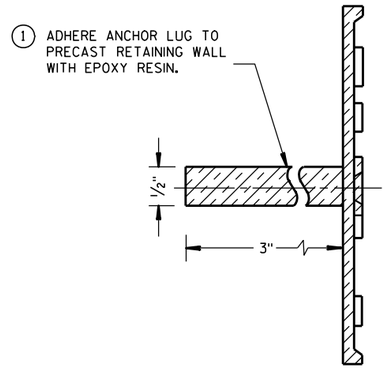
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE — /S/ Scot Beck-- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

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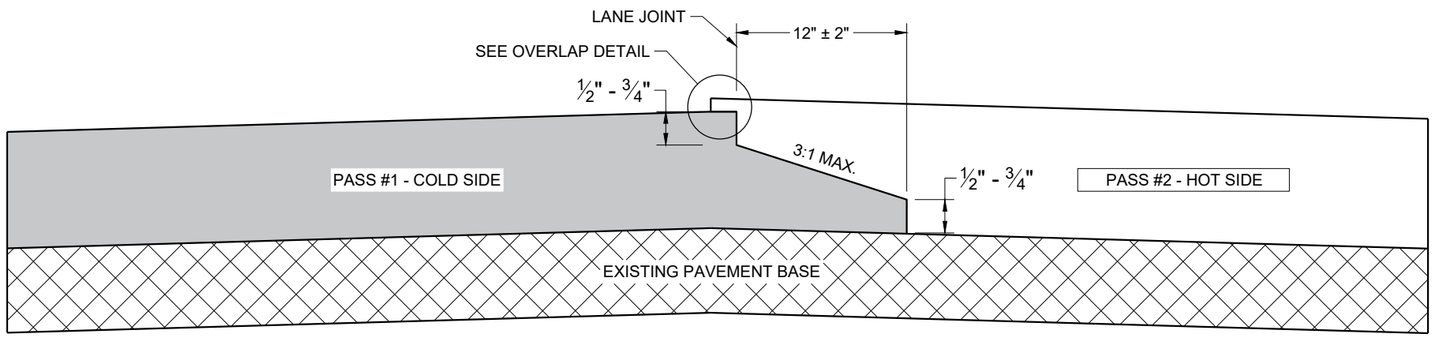
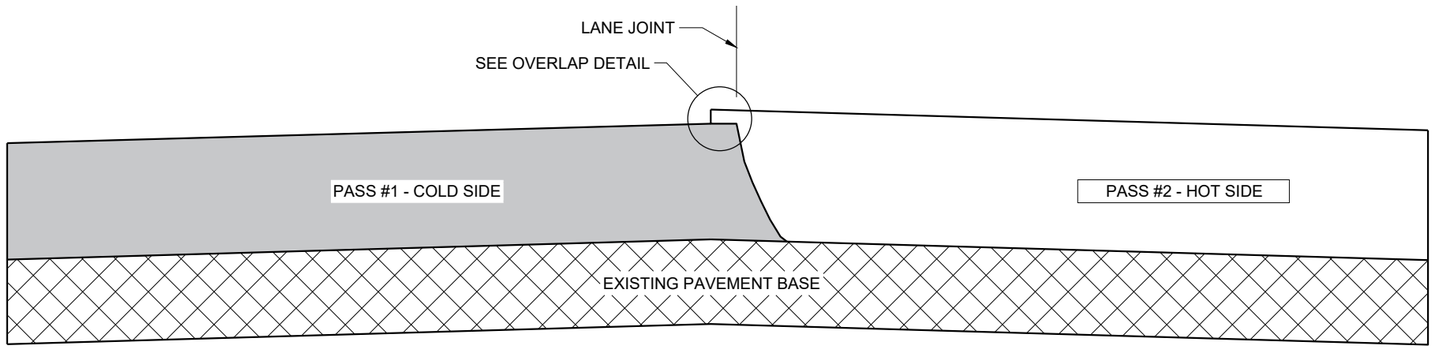
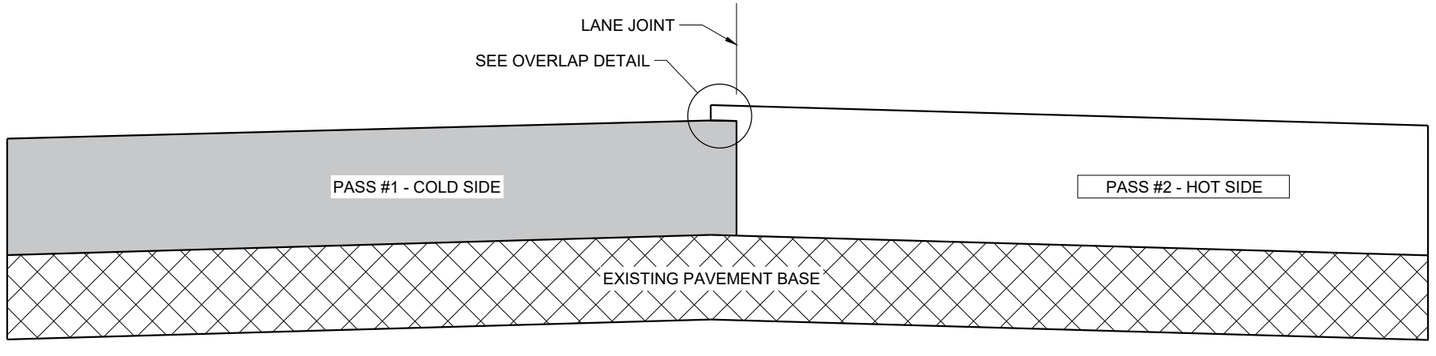
S.D.D. 12 A 3-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

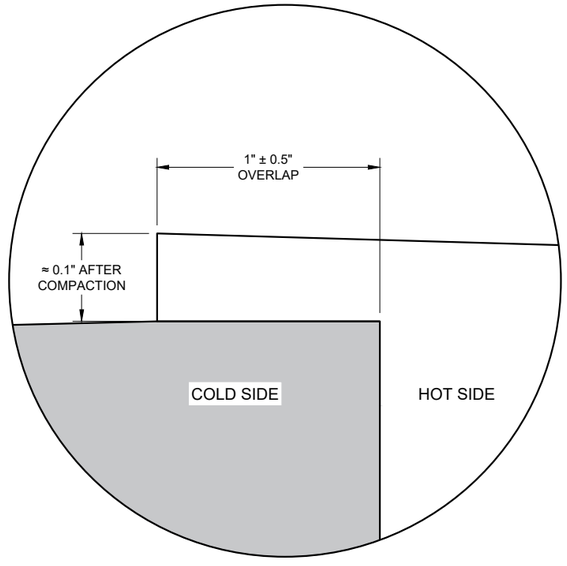
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

6

SDD 13C19 - 03

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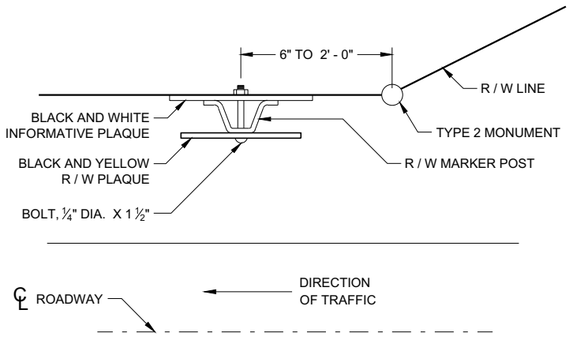
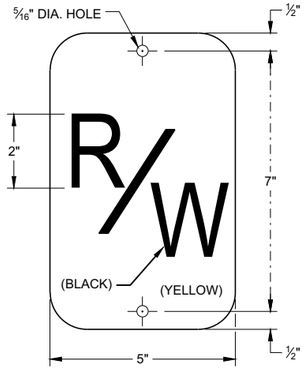
SDD 13C19 - 03



PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

INFORMATIVE PLAQUE

GENERAL NOTES

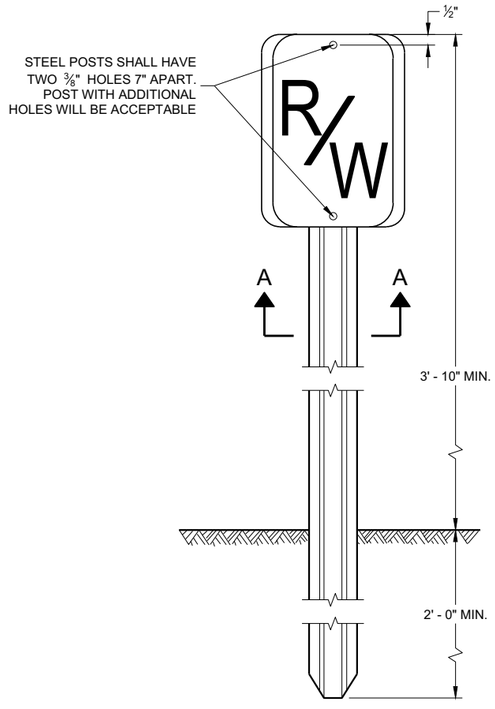
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

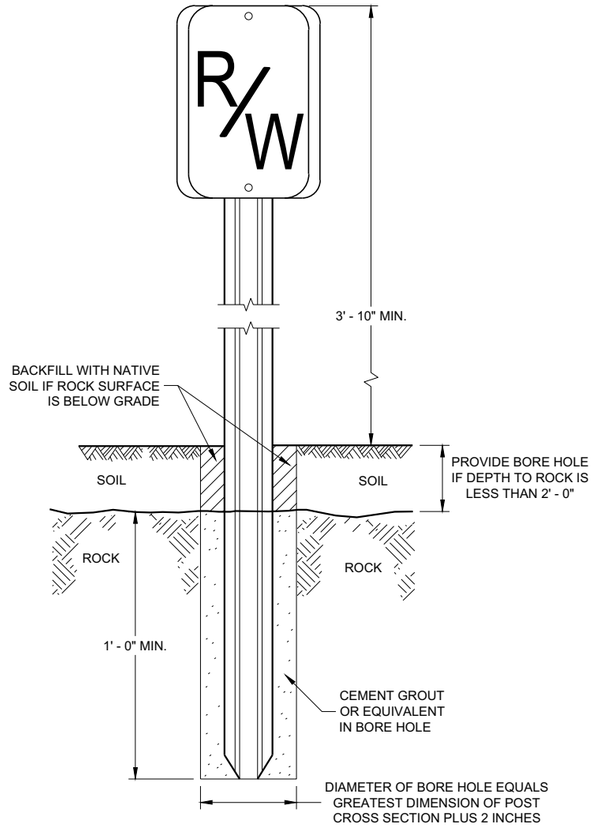
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

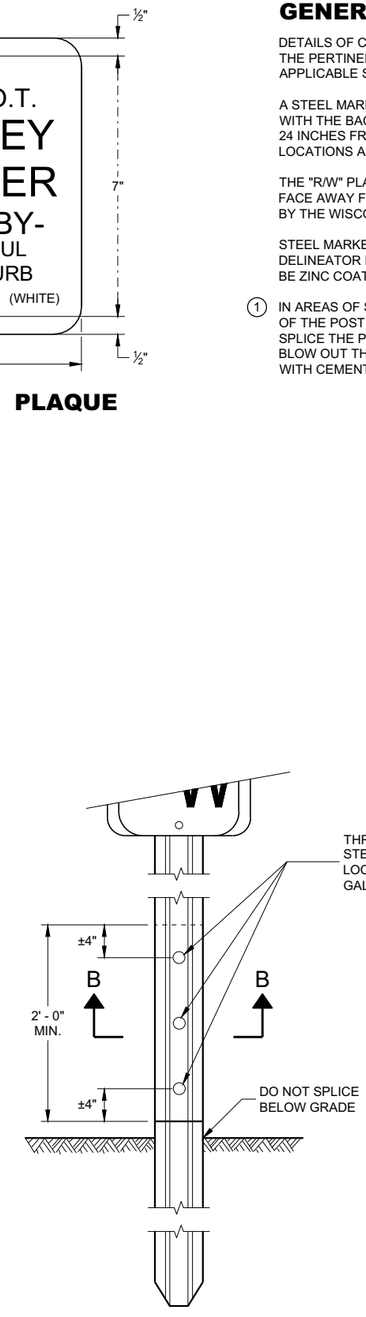
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



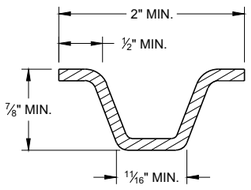
FRONT VIEW
STEEL MARKER POST



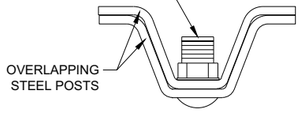
FRONT VIEW
ROCK INSTALLATION (1)



FRONT VIEW
SPLICE DETAIL



MIN. WEIGHT 1.12 LB./FT.
SECTION A - A



SECTION B - B

MARKER POST
FOR RIGHT - OF - WAY

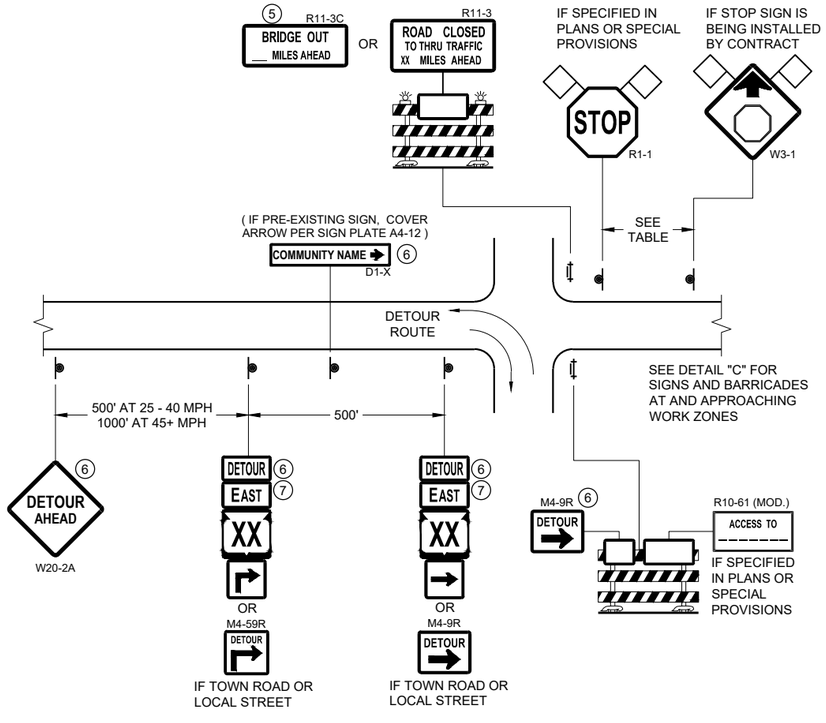
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/18/2016
DATE
/S/ Ray Kumapayi
CHIEF SURVEYING AND MA
ENGINEER

FHWA

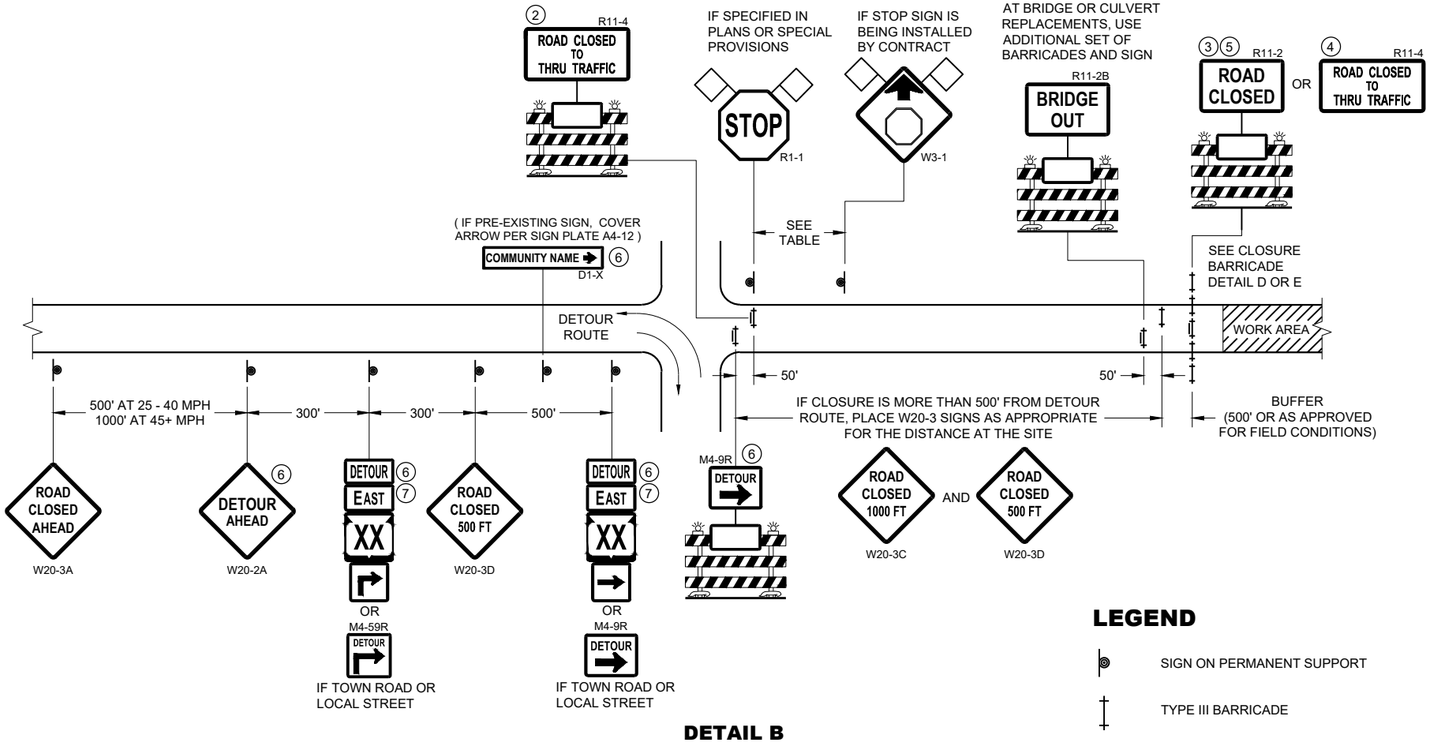
6

SDD15A01 - 13a



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

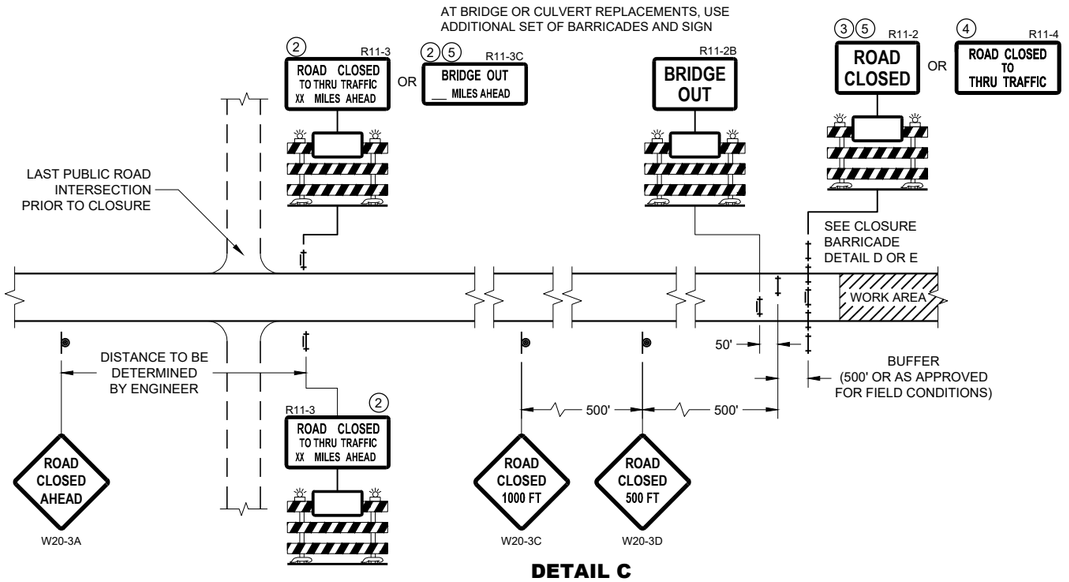


DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

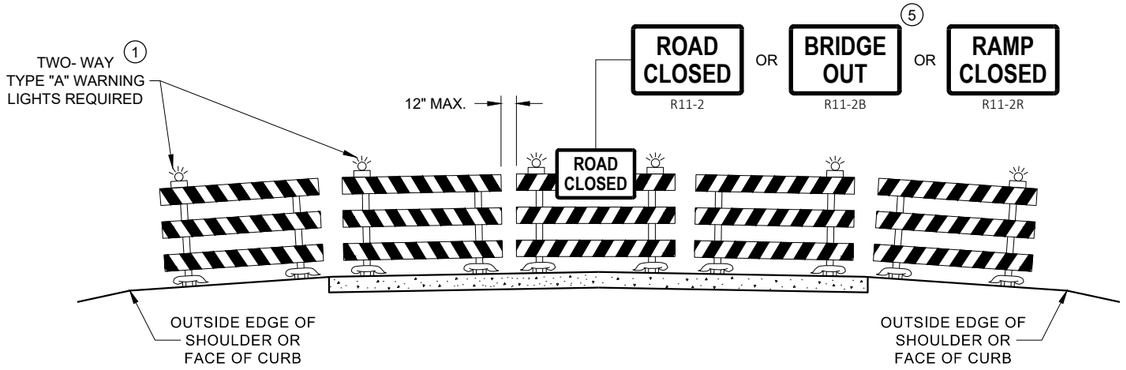
FHWA

6

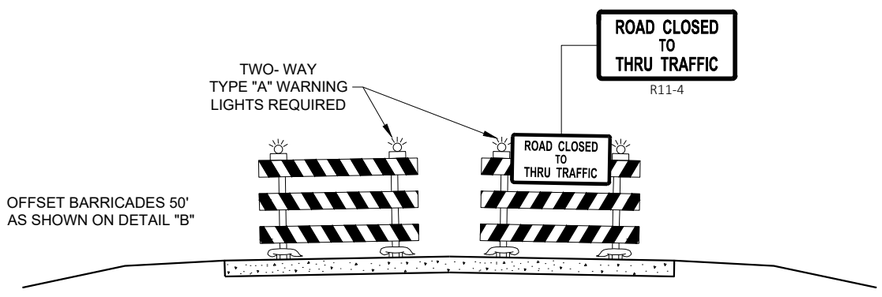
SDD 15C02 - 09a

6

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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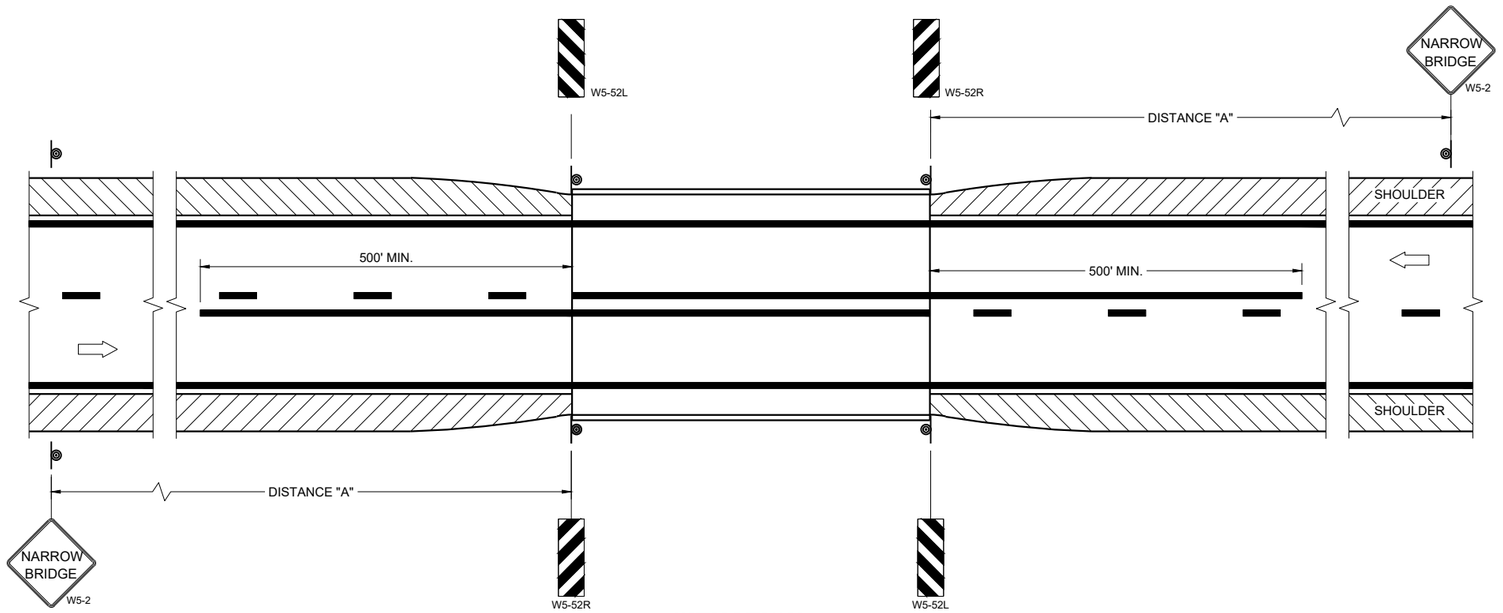
SDD 15C02 - 09b

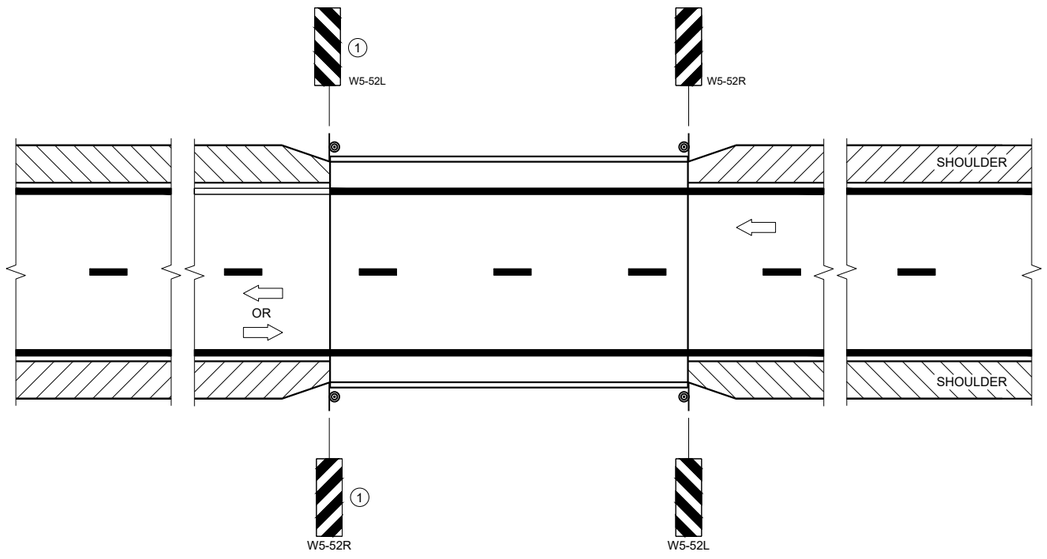
6

SDD 15C02 - 09b



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THE DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

SIGNING AND MARKING FOR TWO LANE BRIDGES

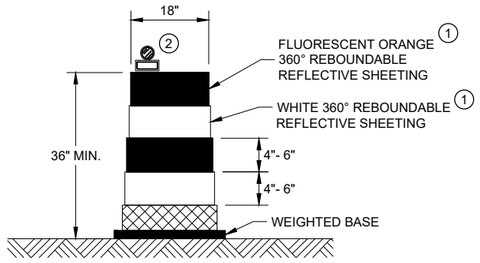
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6
SDD 15C06-12

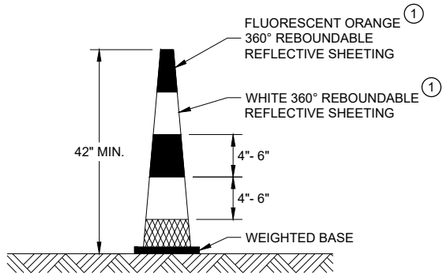
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

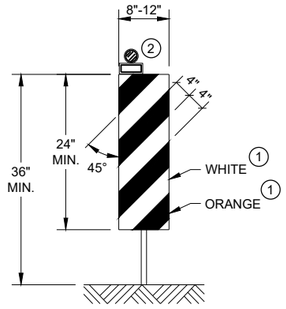
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

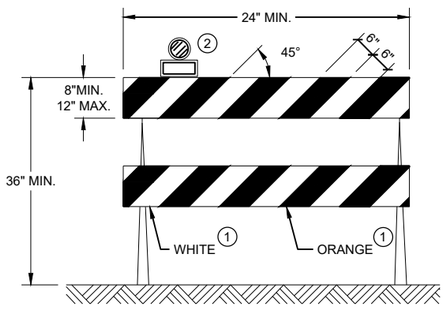
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



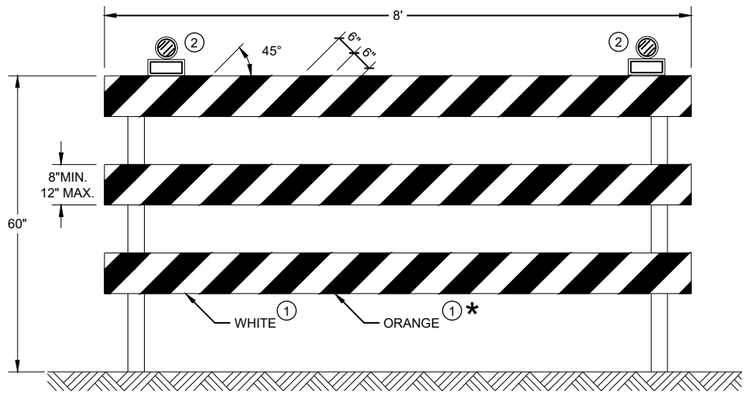
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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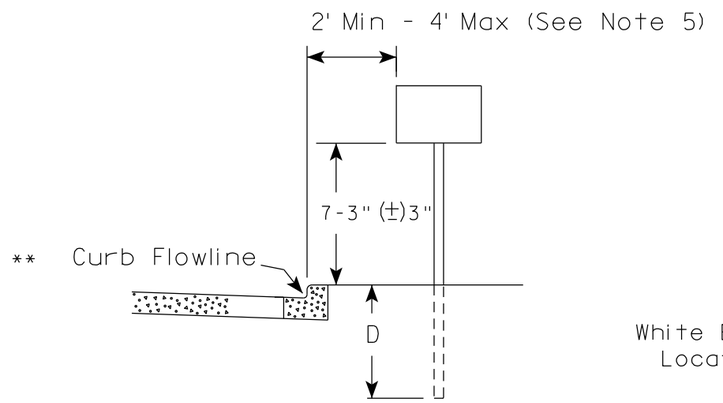
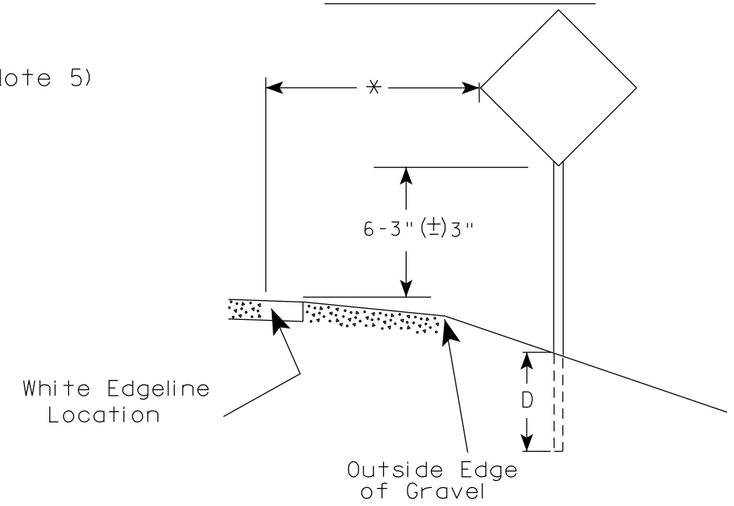
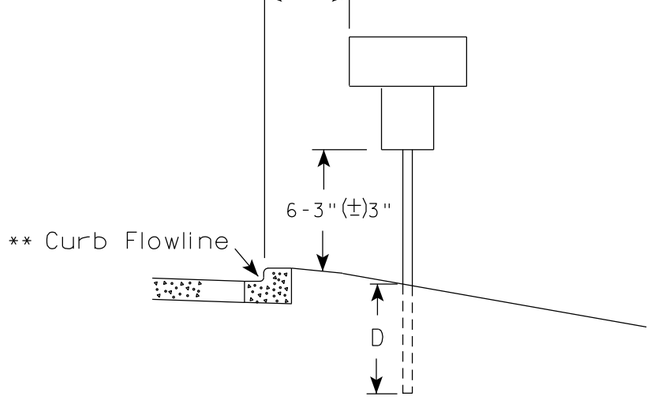
SDD 15C11 - 10b
SDD 15C11 - 10b

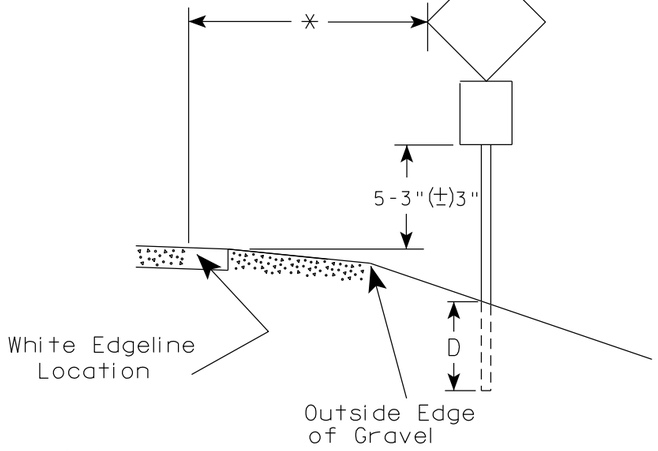
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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.

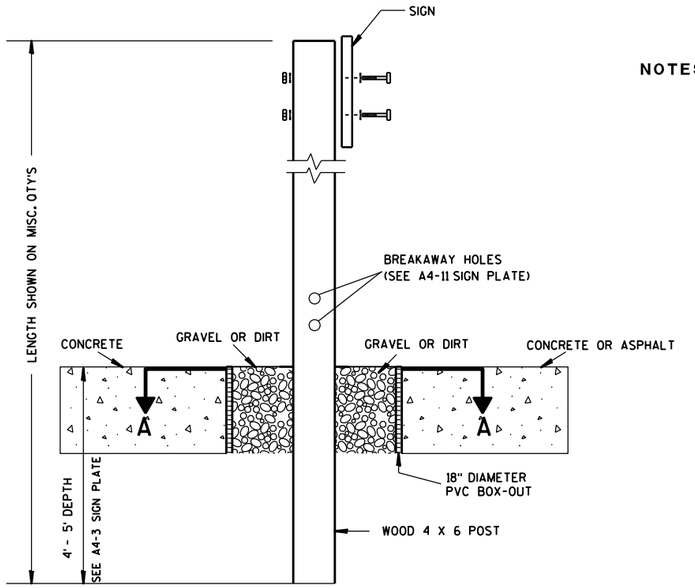
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

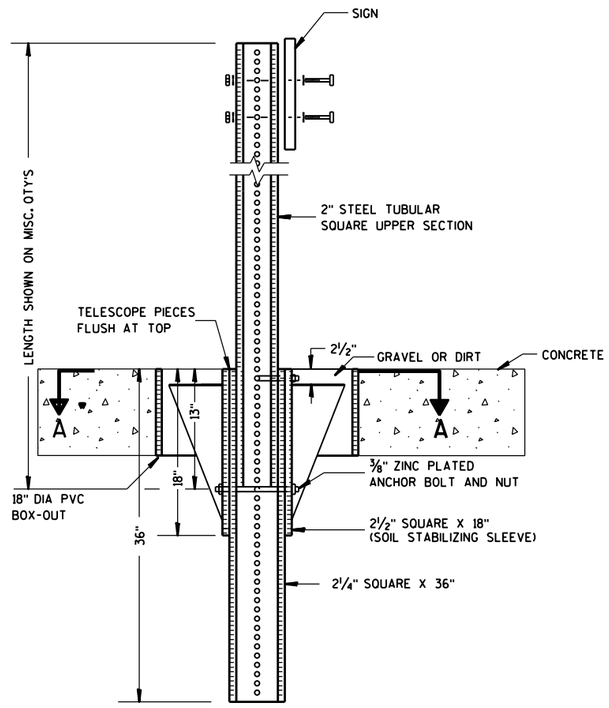
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 25	E



ELEVATION VIEW

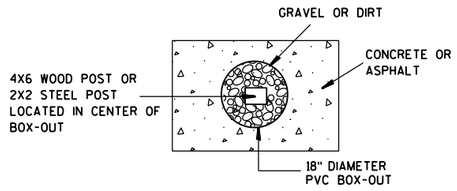
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

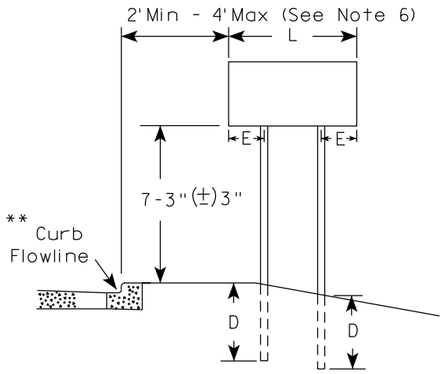
WISCONSIN DEPT OF TRANSPORTATION

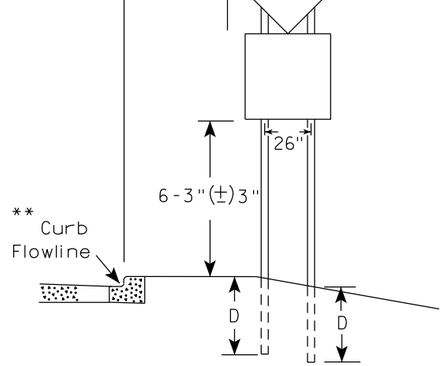
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

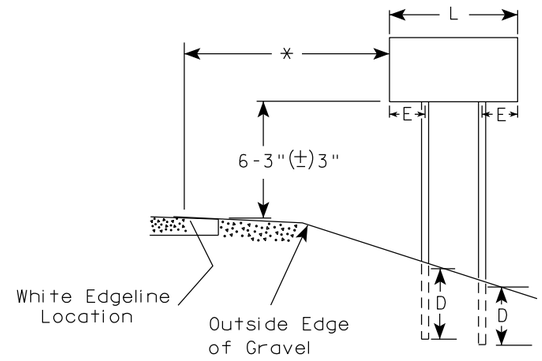
URBAN AREA

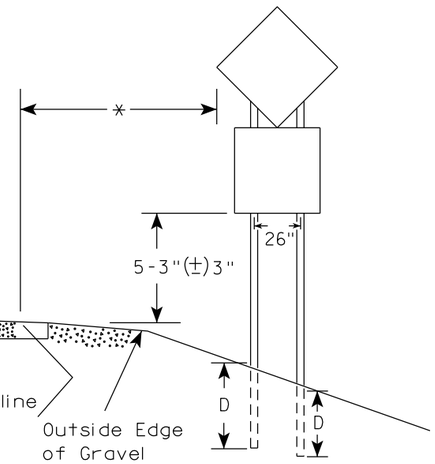




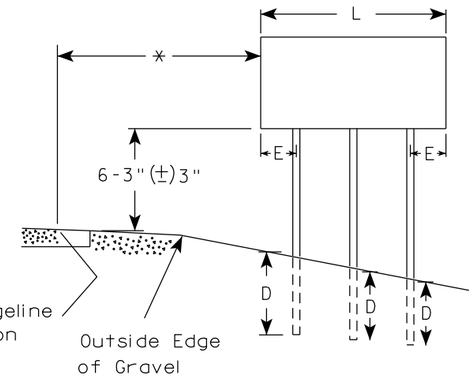
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





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'

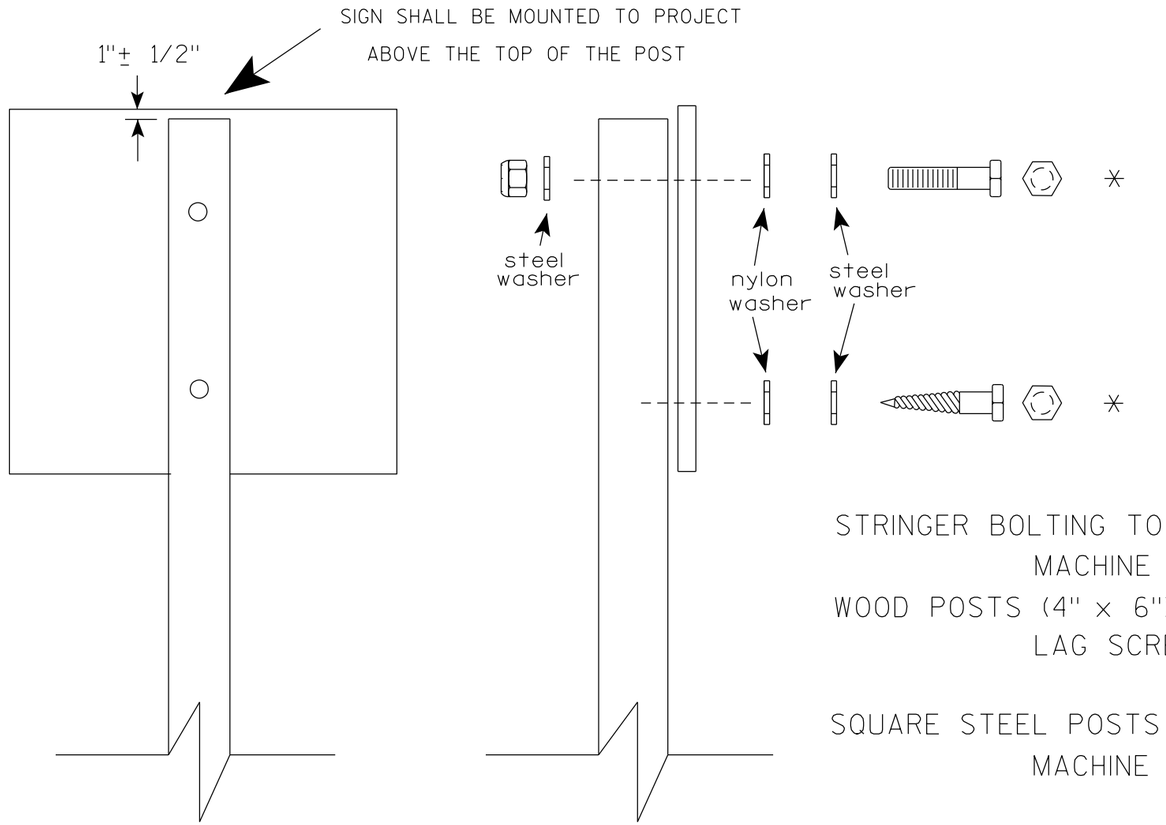
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 27	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

SHEET NO: 28 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

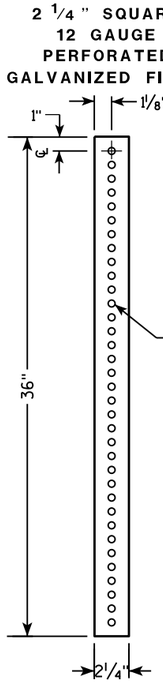
WISDOT/CADDS SHEET 42

7

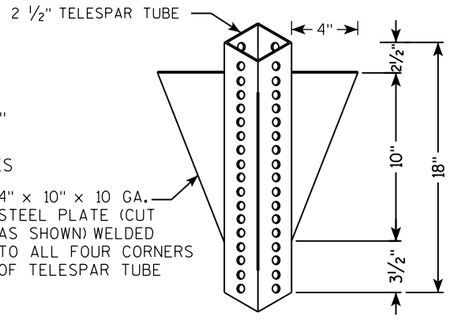
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

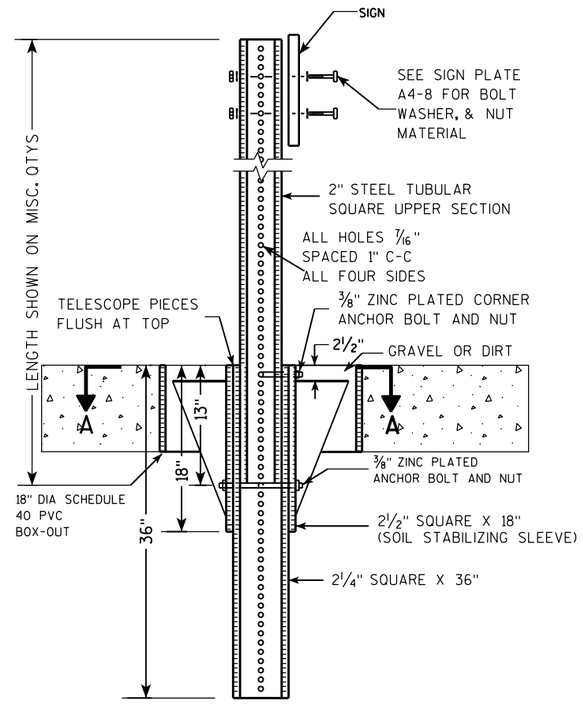
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



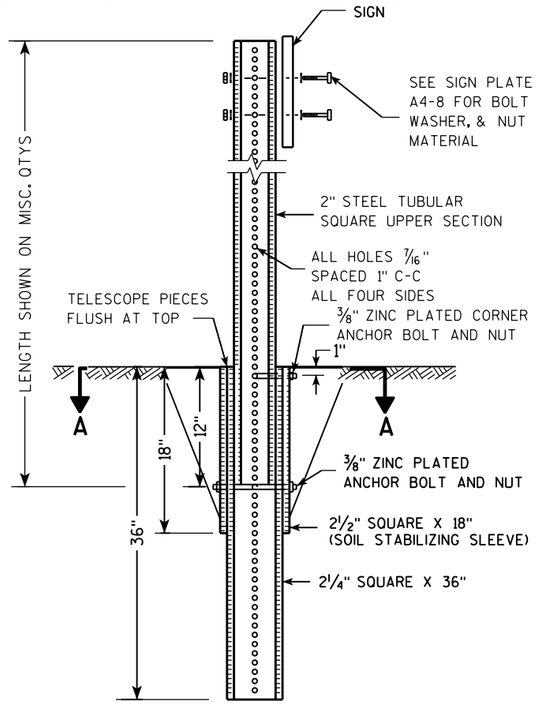
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

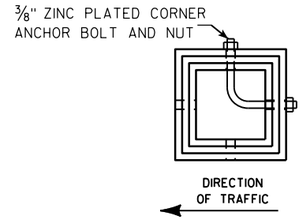


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

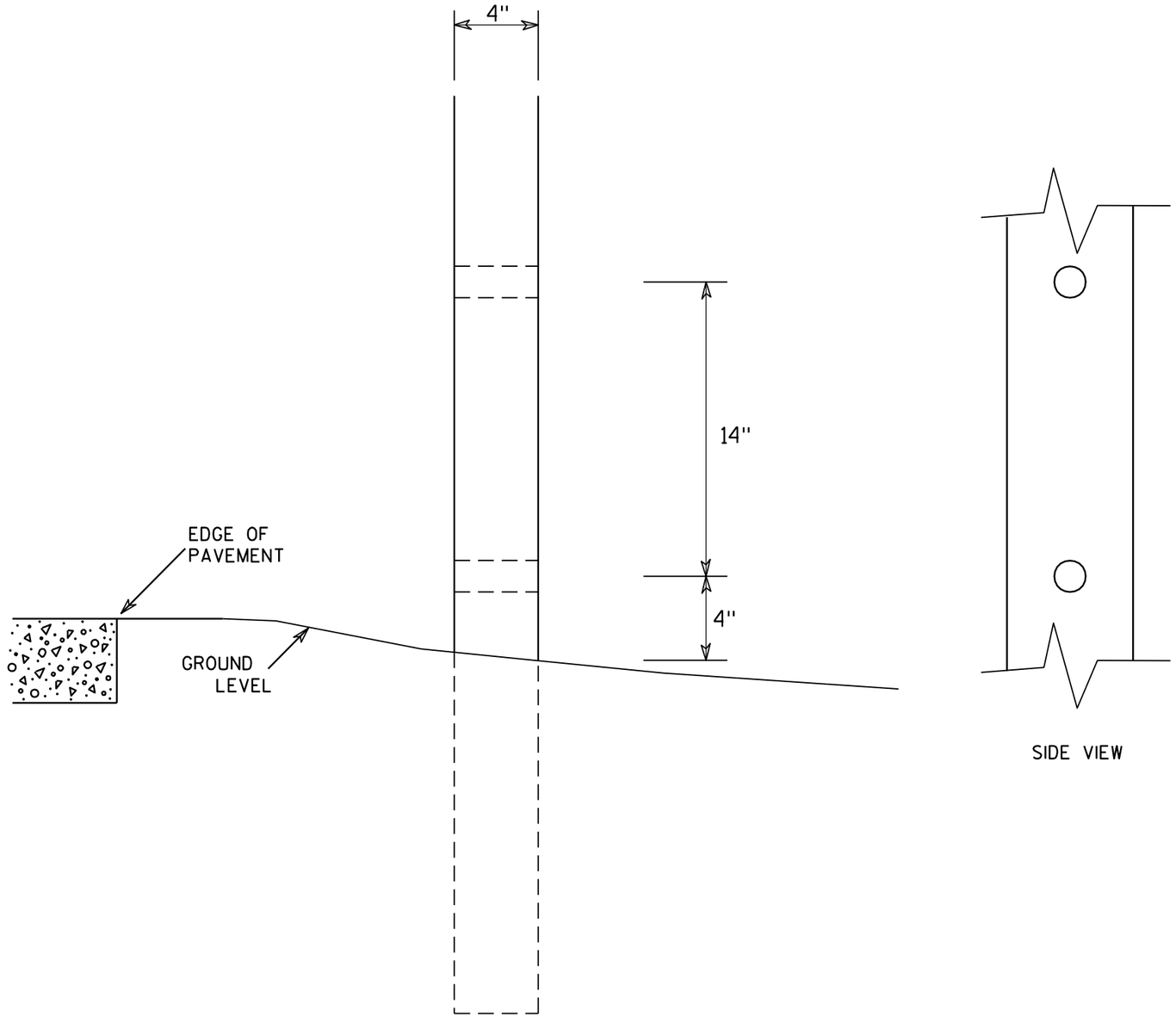
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

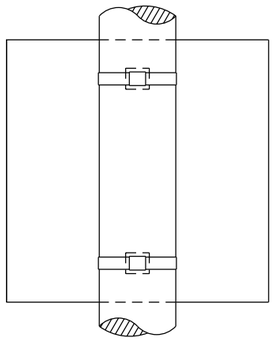
APPROVED Chester J Spang for State Traffic Engineer

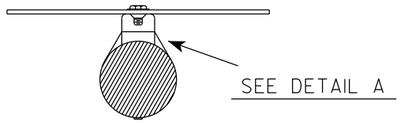
DATE 3/27/97 PLATE NO. A4-11.2

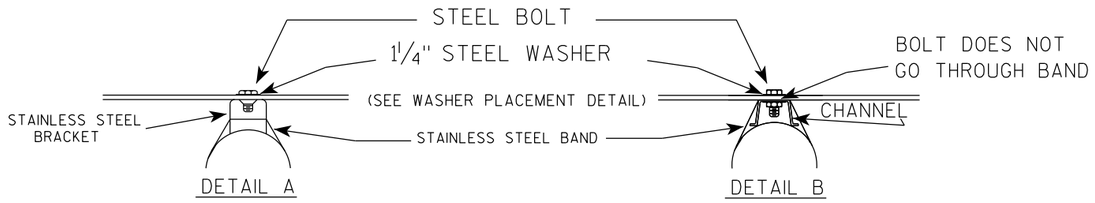
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 30	E

BANDING

SINGLE SIGN



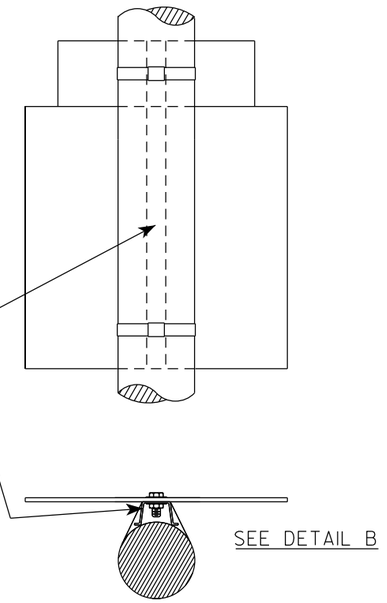




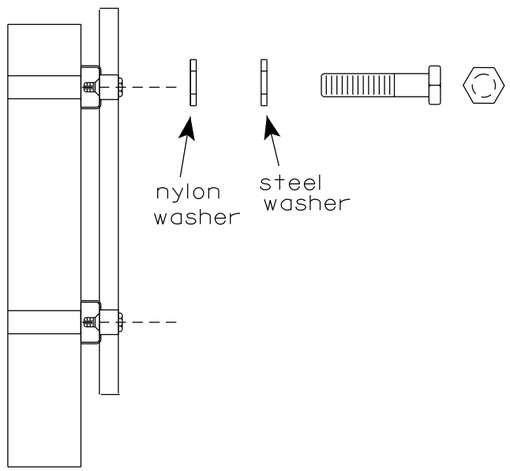
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

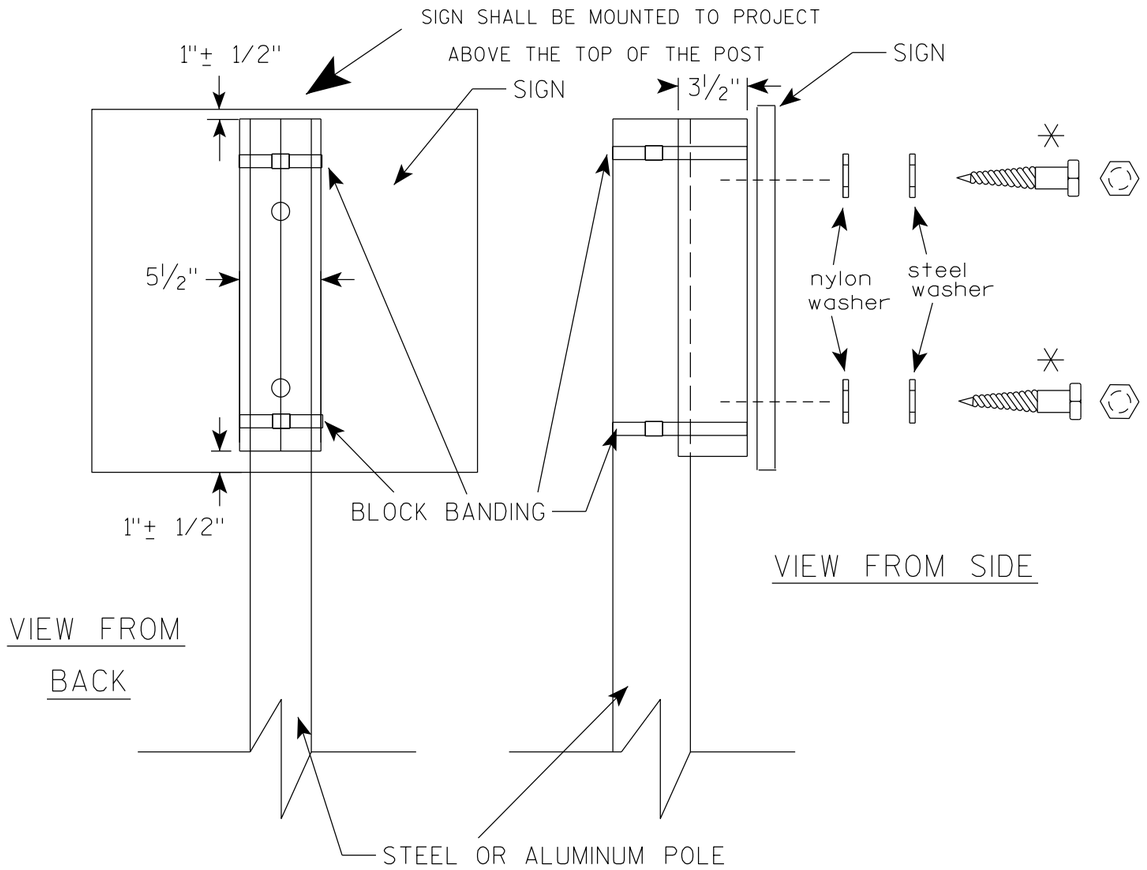
WISCONSIN DEPT OF TRANSPORTATION

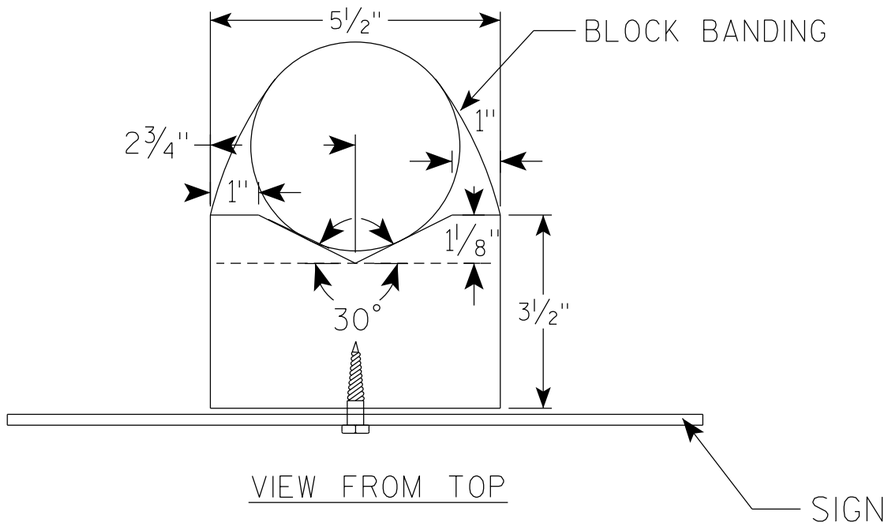
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 31	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

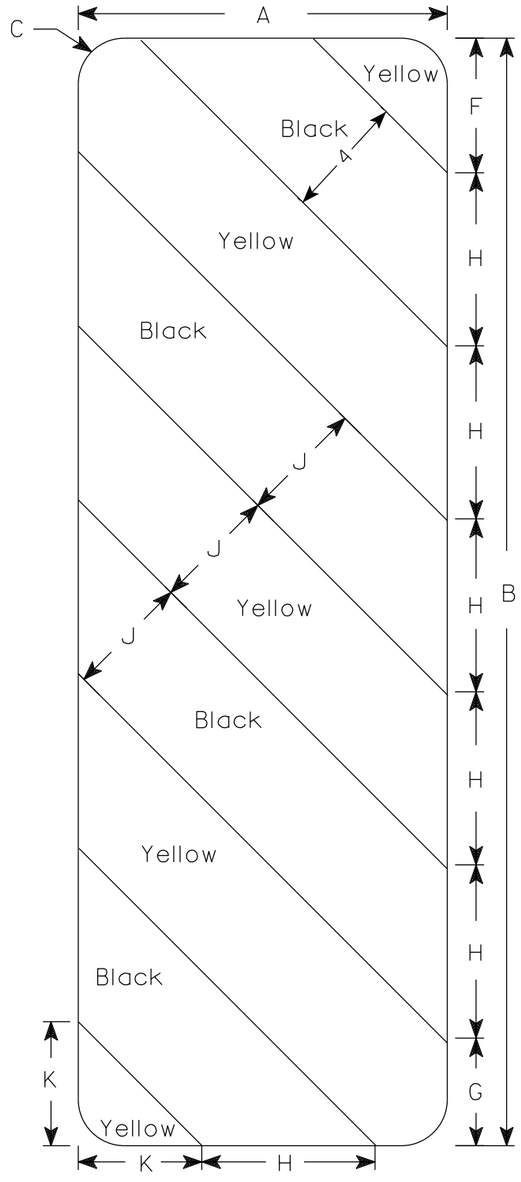
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

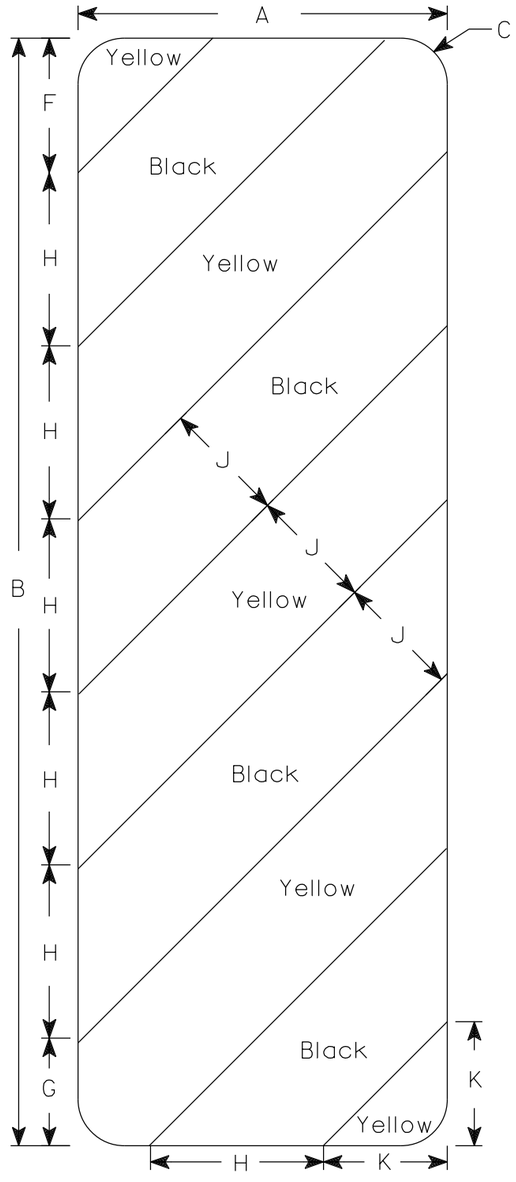
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 32 E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Alternate colors of stripes as shown.

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	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/4/2024 PLATE NO. W5-52.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 33 E

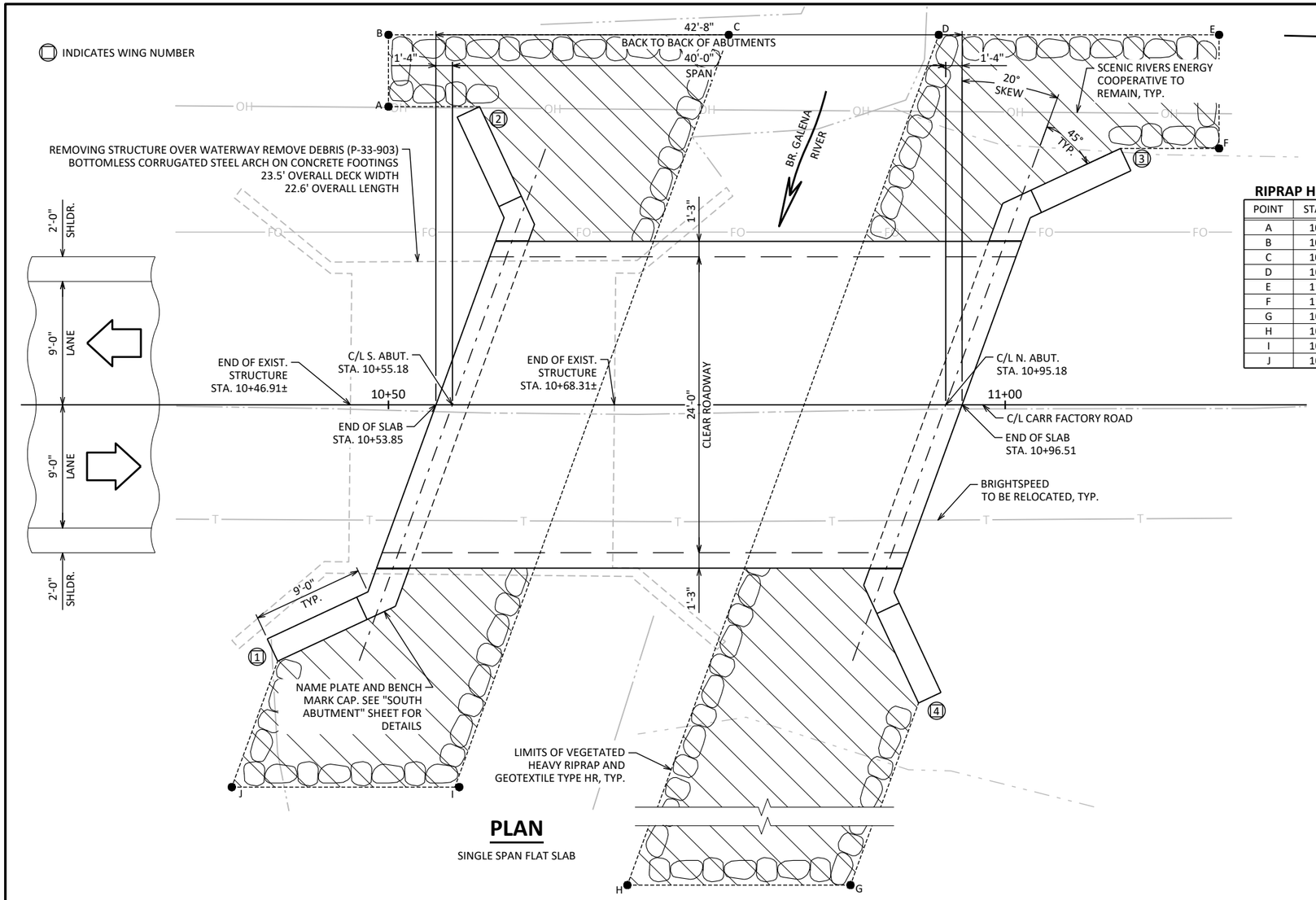
7

7

STATE PROJECT NUMBER

5625-00-75

INDICATES WING NUMBER



PLAN

SINGLE SPAN FLAT SLAB

RIPRAP HEAVY LAYOUT

POINT	STATION	OFFSET
A	10+50	24' LT.
B	10+50	30' LT.
C	10+78	30' LT.
D	10+95	30' LT.
E	11+17	30' LT.
F	11+17	21' LT.
G	10+85	45' RT.
H	10+67	45' RT.
I	10+55	31' RT.
J	10+37	31' RT.

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.06
OPERATING RATING FACTOR: RF = 1.37
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'c = 4,000 P.S.I.
ALL OTHER — f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT:
GRADE 60 — fy = 60,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 x 42 STEEL PILING SEATED IN PREBORED HOLES CORED TO EL. 815. PILE DRIVING IS NOT REQUIRED. THE FACTORED AXIAL REISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 180 TONS MULTIPLIED BY A RESISTANCE FACTOR OF 0.5. ESTIMATED 15'-0" LONG.

TRAFFIC VOLUME

CARR FACTORY ROAD
ADT = 100 (2045)
R.D.S. = 40 M.P.H.

NOTE: PLACE HEAVY RIPRAP AS SHOWN IN WING ELEVATION DETAIL.

TYPICAL FILL SECTION AT WING

HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100} = 2070 C.F.S.
VEL. = 8.5 F.P.S.
HW_{100} = EL. 835.50
WATERWAY AREA = 203.4 SQ. FT.
DRAINAGE AREA = 3.46 SQ. MI.
ROADWAY OVERTOPPING = 342 C.F.S.
SCOUR CRITICAL CODE = 5

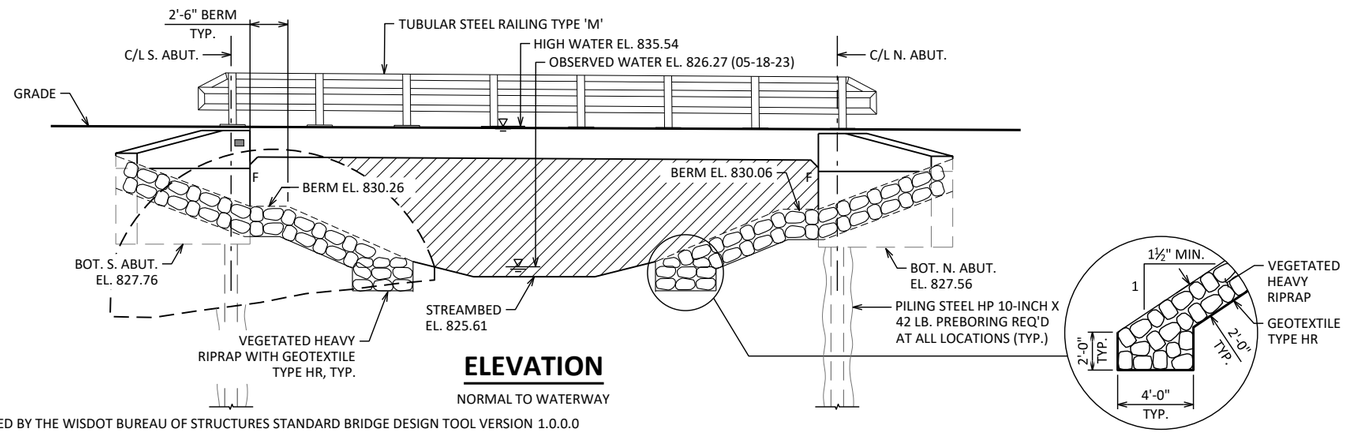
2 YEAR FREQUENCY

Q_2 = 200 C.F.S.
VEL. = 3.8 F.P.S.
HW_2 = EL. 829.15

ROAD OVERTOPPING FREQUENCY

FREQUENCY = 31 YEARS
Q_{31} = 1,288C.F.S
HW_{31} = EL. 834.76

LIST OF DRAWINGS



ELEVATION

NORMAL TO WATERWAY

STRUCTURE DESIGN CONTACTS:

PATRICK BOLAND 608-588-7484
AARON BONK 608-261-0261

THESE PLANS ARE BASED UPON STANDARD BRIDGE PLANS DEVELOPED AND MAINTAINED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION THROUGH THE USE OF THE WISDOT STANDARD BRIDGE DESIGN TOOL. THE UNDERSIGNED DESIGNER CERTIFIES THE ACCURACY OF THE BRIDGE TYPE, SIZE AND LOCATION, HYDRAULICS AND FOUNDATION SUPPORT, AND INFORMATION IN THE PLANS THAT IS NOT PART OF THE STANDARD PLANS SUPPLIED BY THE DEPARTMENT. THE DESIGNER FURTHER CERTIFIES THAT USE OF THE STANDARD BRIDGE DESIGN TOOL FOR DEVELOPMENT OF THIS PLAN IS CONSISTENT WITH THE GUIDANCE PROVIDED IN THE WISDOT BRIDGE MANUAL.

WISCONSIN PROFESSIONAL ENGINEER
PATRICK T. BOLAND
E-36303
HILLPOINT, WIS.
Patrick T. Boland 6-24-24

NO.	DATE	REVISION	BY

JEWELL associates engineers, inc.
Engineers · Architects · Surveyors
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
OFFICE: (608) 588-7484
www.JewellAssoc.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 07/30/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-33-148

CARR FACTORY ROAD OVER BR. GALENA RIVER

COUNTY	TOWN
LAFAYETTE	BENTON

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
MAN	PTB	CTMP	PTB

GENERAL PLAN

SHEET 1 OF10
34

SCALE = 10

I.D. 5625-00-05 DATE:

THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.0.0.0

8

8

STATE PROJECT NUMBER

5625-00-75

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES B-33-148 " SHALL BE THE EXISTING GROUNDLINE.

AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TYPE A.

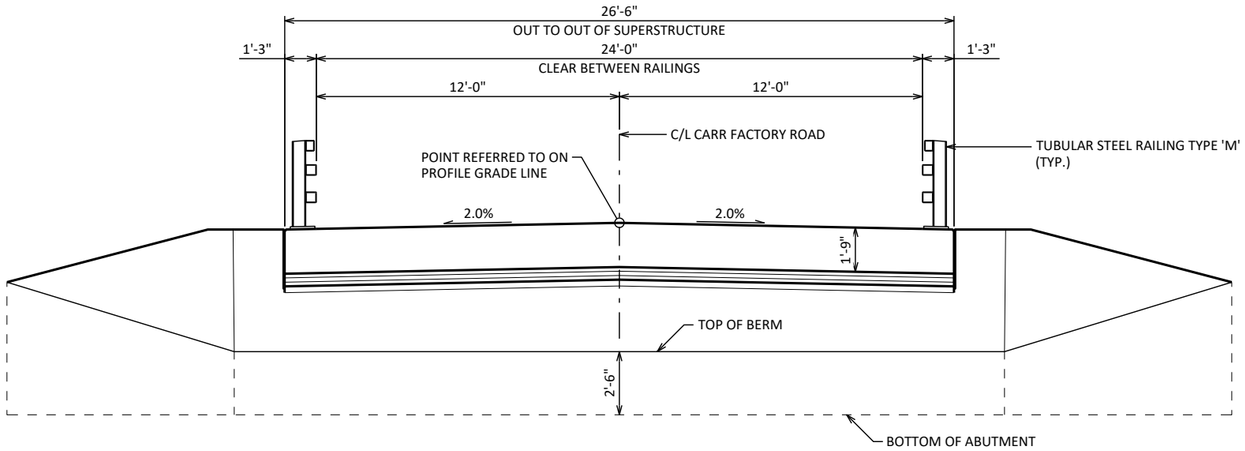
EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRE ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY VEGETATED RIPRAP AND GEOTEXTILE TYPE HR TO THE EXTENT SHOWN ON SHEET 1 AND THE ABUTMENT DETAILS. SEE ROADWAY PLANS FOR DETAIL.

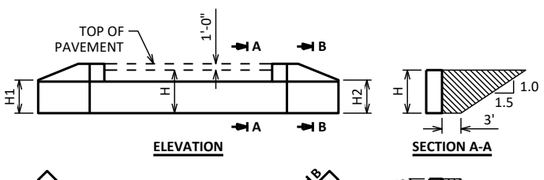
SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO ENTIRE EXPOSED TOP OF SLAB, INCLUDING THE SLAB EDGE AND 1'-0" UNDER THE SLAB, THE TOP AND EXTERIOR EXPOSED FACE OF WINGS AND FRONT FACE OF ABUTMENT TO 1'-0" PAST THE EDGE OF SLAB.



CROSS SECTION THRU ROADWAY

LOOKING UPSTATION
(PILING NOT SHOWN FOR CLARITY)



ABUTMENT BACKFILL DIAGRAM

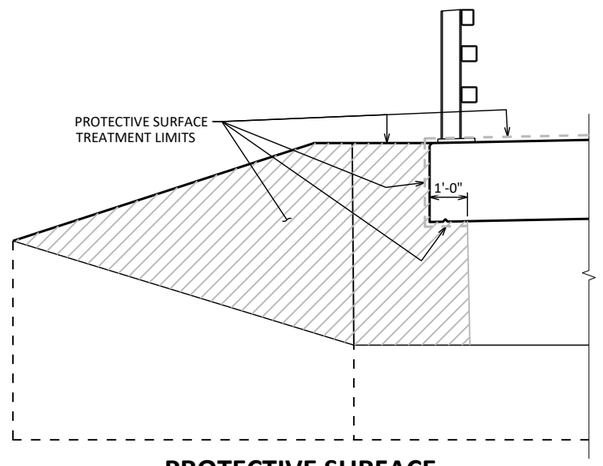
L = ABUTMENT BODY LENGTH AT BACKFACE (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
H1 = WING 1 HEIGHT AT TIP (FT)
H2 = WING 2 HEIGHT AT TIP (FT)
W = WING LENGTH (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H) + (3')(0.5)(H1+H2+H+H)(W)
V_{CY} = V_{CF}(EF)/27
V_{TON} = V_{CY}(2.0)

PROFILE GRADE LINE

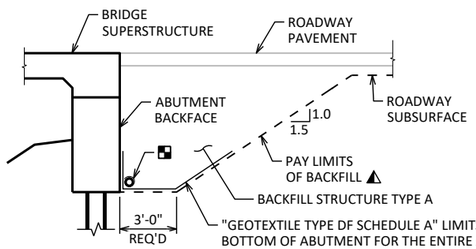
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	SOUTH ABUT.	NORTH ABUT.	TOTALS
203.0250	REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS P-33-903	EACH	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-33-148	EACH	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	150	150	300
502.0100	CONCRETE MASONRY BRIDGES	CY	77	26	26	129
502.3200	PROTECTIVE SURFACE TREATMENT	SY	148	15	15	178
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	---	2,100	2,100	4,200
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	16,170	1,510	1,510	19,190
513.4061	RAILING TUBULAR TYPE M	LF	90	---	---	90
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	6	6	12
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	---	90	90	180
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	---	105	105	210
606.0300	RIPRAP HEAVY	CY	---	85	110	195
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	---	70	70	140
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	--	44	44	88
645.0120	GEOTEXTILE TYPE HR	SY	---	145	185	330
	NON-BID ITEMS					
	FILLER	SIZE	---	---	---	½", ¾"

THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.0.0.0



PROTECTIVE SURFACE TREATMENT DETAILS



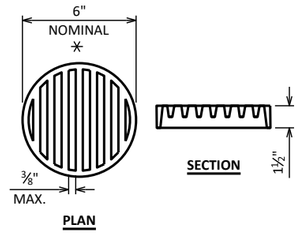
TYPICAL SECTION THRU ABUTMENT

▲ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

▪ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
1	7+72	3/4" IRON REBAR SET, 14.6' LT.	838.94
2	10+17	3/4" IRON REBAR SET, 9.6' LT.	835.18
3	13+80	3/4" IRON REBAR SET, 13.4' RT.	834.74
5	9+10	COTTEN GIN SPIKE SET IN WOOD POST, 31.8' LT.	835.89



RODENT SHIELD DETAIL

⁎ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-148

DRAWN BY CTMP | PLANS CK'D PTB

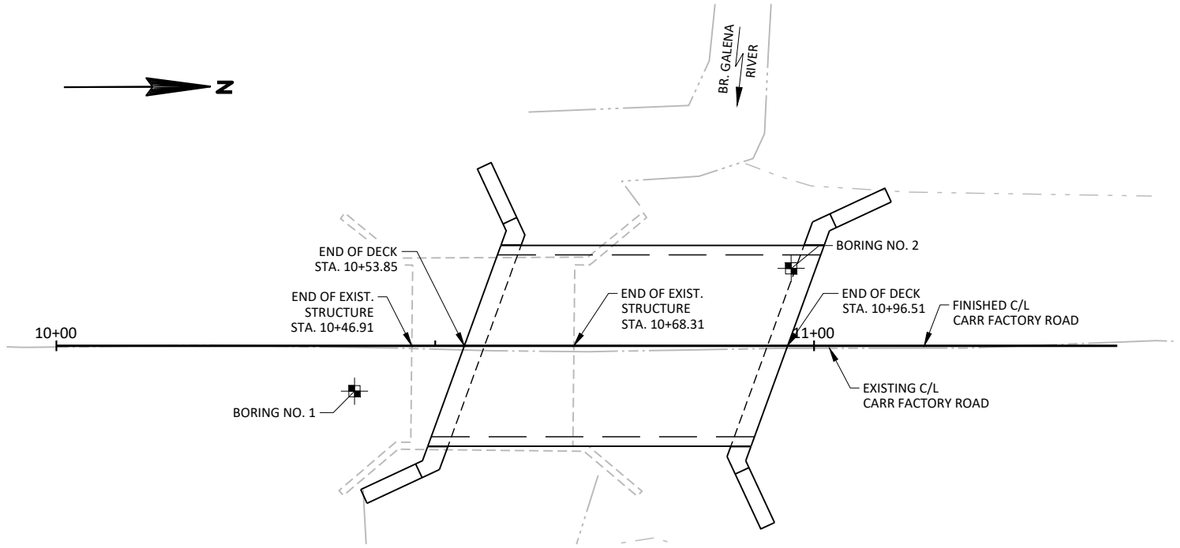
CROSS SECTION & QUANTITIES

SHEET 2 OF 10
35

SCALE = 6.0

8

8

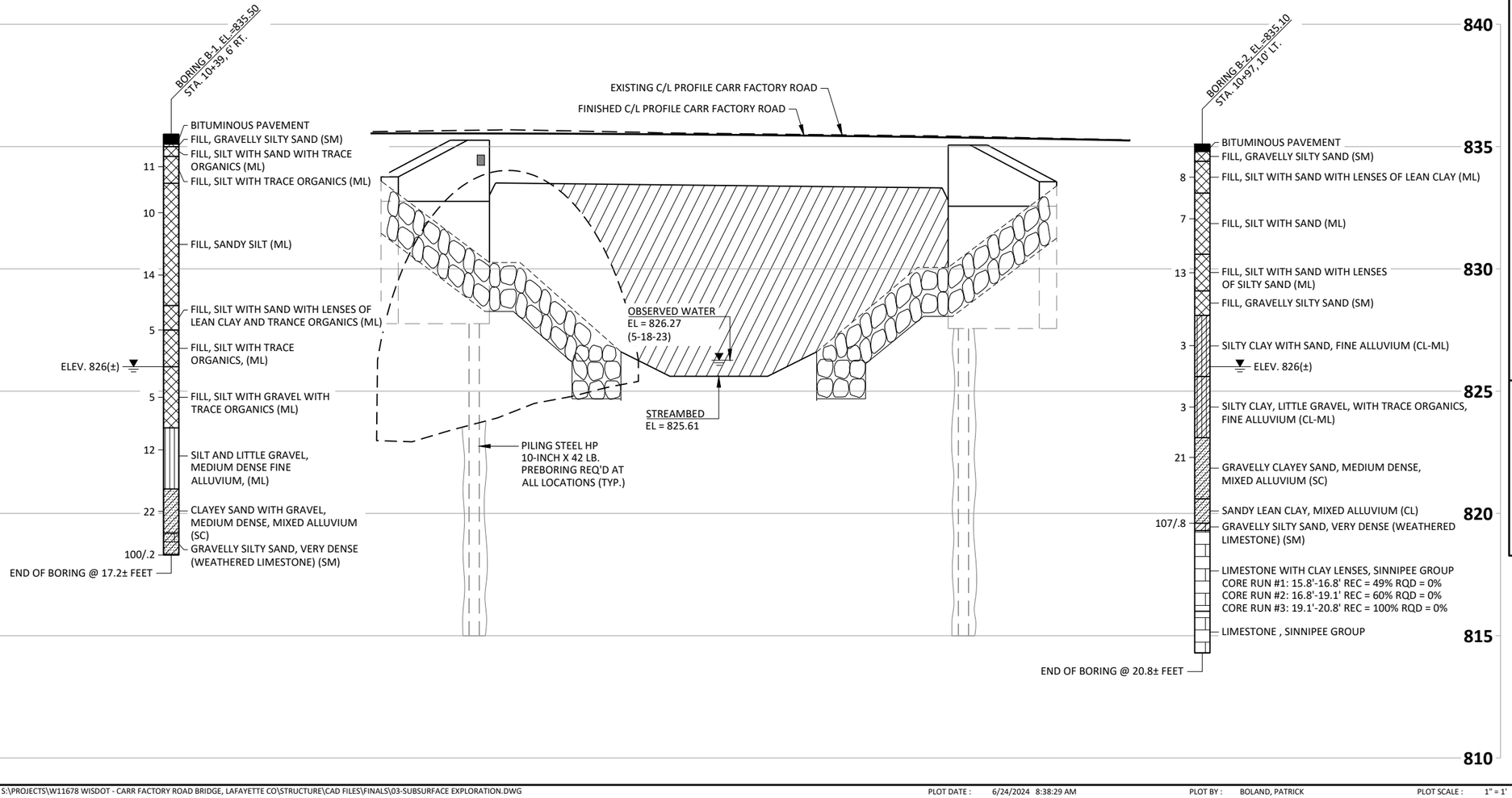


PLAN B-33-148

SOIL BORINGS

BORING NUMBER	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	06/27/23	132,630.7	413,029.6
2	06/26/23	132,688.4	413,013.7

BORINGS & REPORT COMPLETED BY: AMERICAN ENGINEERING TESTING, INC.
4203 SCHOFIELD AVENUE, SUITE 1
SCHOFIELD, WI 54476



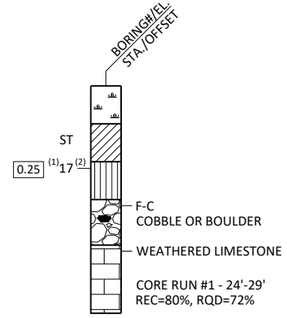
STATE PROJECT NUMBER

5625-00-75

MATERIAL SYMBOLS

Asphalt · Topsoil · Peat
Concrete · Fill · Gravel
Sand · Clay · Silt
Boulders or Cobbles · Limestone · Bedrock (unknown)
Shale · Sandstone · Igneous/ meta

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T-206 STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATIONS

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COURSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-148

DRAWN BY CTMP · PLANS CK'D. PTB

SUBSURFACE EXPLORATION

SHEET 3 OF 10

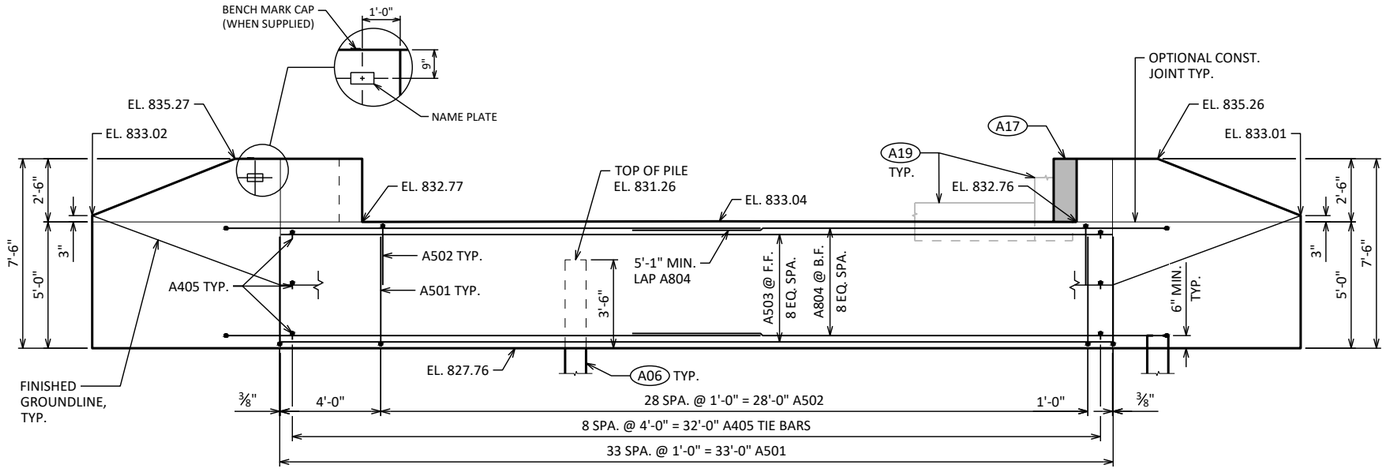
36

8

FILE NAME : S:\PROJECTS\W11678 WISDOT - CARR FACTORY ROAD BRIDGE, LAFAYETTE CO\STRUCTURE\CAD FILES\FINALS\03-SUBSURFACE EXPLORATION.DWG
PLOT DATE : 6/24/2024 8:38:29 AM
PLOT BY : BOLAND, PATRICK
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT1

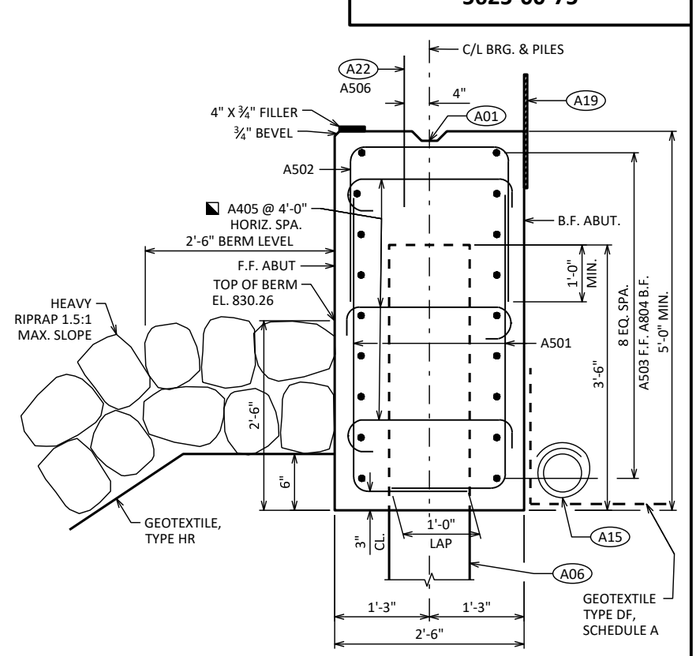
STATE PROJECT NUMBER

5625-00-75

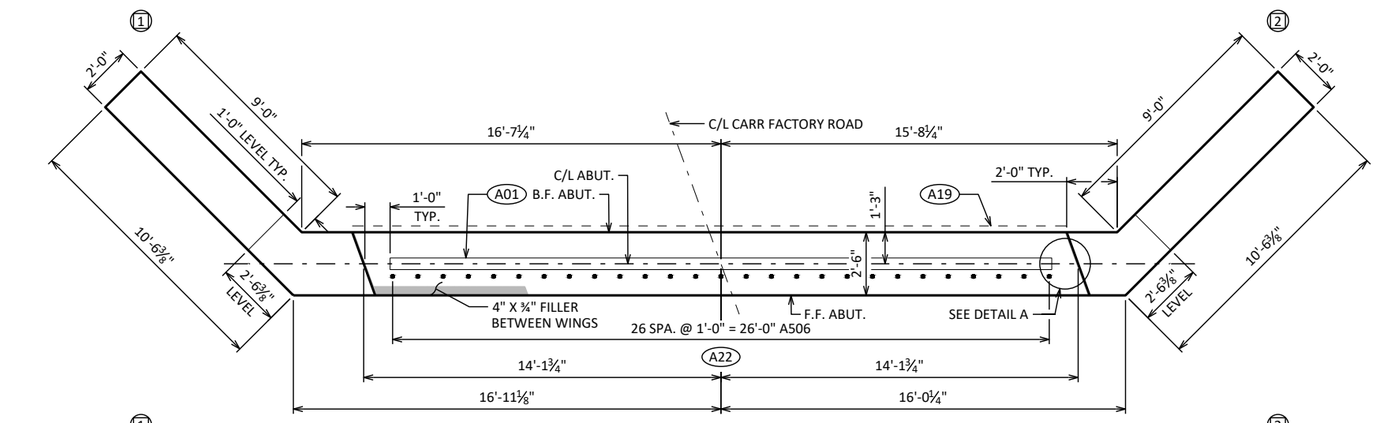


ELEVATION

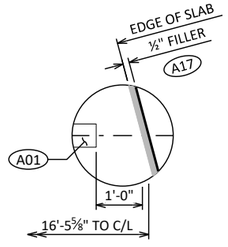
LOOKING DOWNSTATION



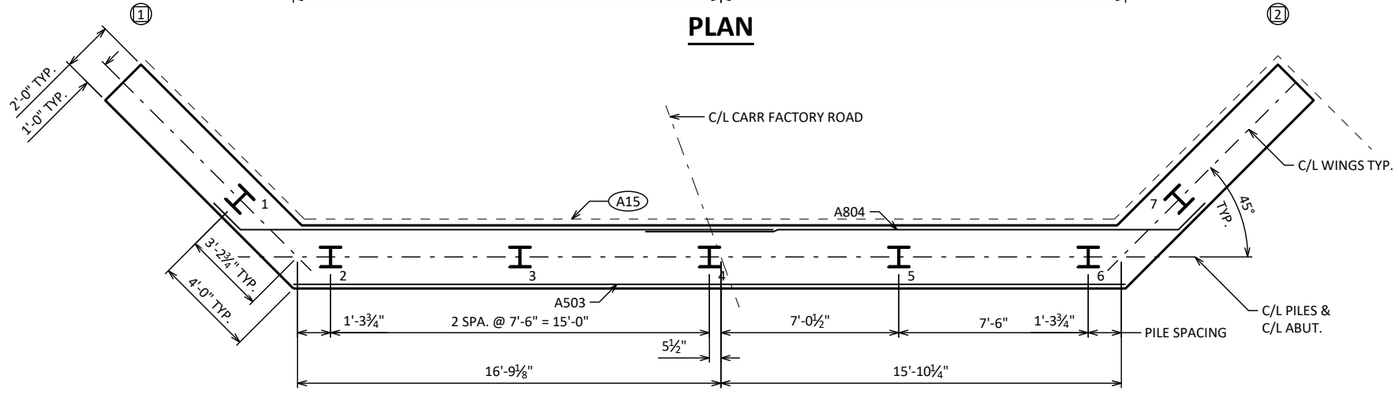
SECTION THRU BODY



PLAN



DETAIL A



PILE PLAN

(A01) CONST. JOINT: KEYWAY FORMED BY A BEVELED 2X6.

(A06) SUPPORT ABUTMENT ON 10 X 42 STEEL PILING SEATED IN PREBORED HOLES TO EL. 815. ESTIMATED 15'-0" LONG WITH A FACTORIAL AXIAL RESISTANCE OF 180 TONS PER PILE. PILE DRIVING IS NOT REQUIRED

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A22) A506 BARS SPACED @ 1'-0" CNTRS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

◪ ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF TIES.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-148

DRAWN BY MAN | PLANS CK'D PTB

SOUTH ABUTMENT

SHEET 4 OF 10

37

SCALE =

8

THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.0.0.0

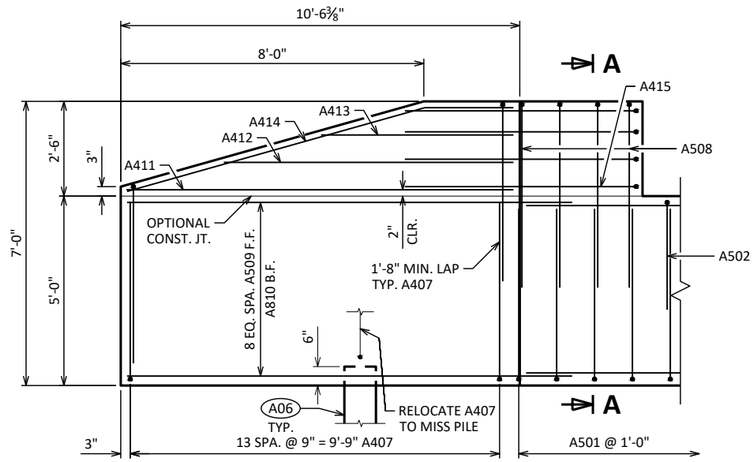
STATE PROJECT NUMBER

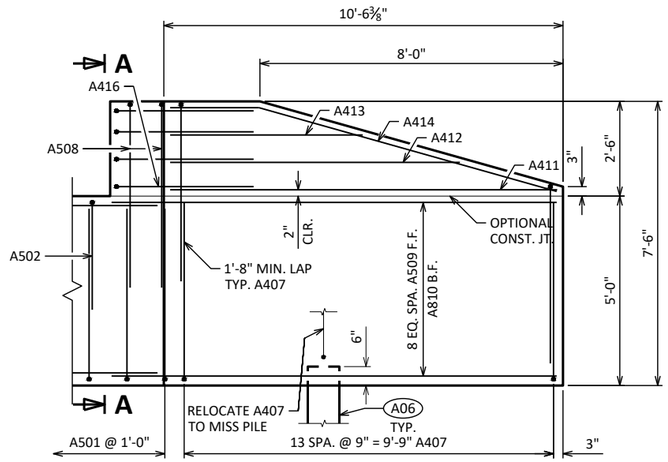
5625-00-75

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

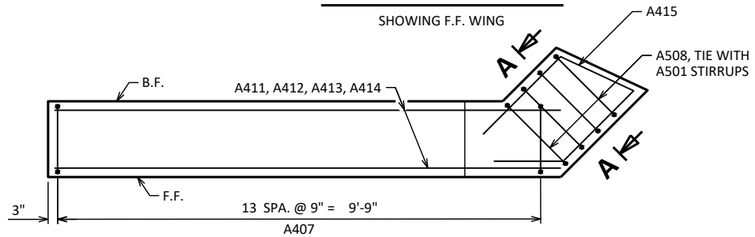
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		68	6'-0"	X		ABUT BODY STIRRUPS
A502		29	7'-7"	X		ABUT BODY STIRRUPS - TOP U-BAR
A503		9	32'-11"			ABUT BODY HORIZ. - F.F.
A804		18	22'-5"	X		ABUT BODY HORIZ. - B.F.
A405		27	3'-0"	X		ABUT BODY TIE BARS
A506	X	27	2'-0"			ABUT BODY DOWEL BARS
A407	X	56	10'-10"	X		WING STIRRUPS
A508	X	5	11'-7"	X		WING CORNER STIRRUPS
A509	X	18	11'-9"	X		WING LOWER HORIZ - F.F.
A810	X	18	13'-3"	X		WING LOWER HORIZ. - B.F.
A411	X	4	10'-1"			WING UPPER HORIZ.
A412	X	4	7'-7"			WING UPPER HORIZ.
A413	X	4	5'-0"			WING UPPER HORIZ.
A414	X	4	9'-8"	X		WING TOP HORIZ.
A415	X	4	9'-4"	X		WING 1 UPPER HORIZ. CORNER
A416	X	4	7'-6"	X		WING 2 UPPER HORIZ. CORNER





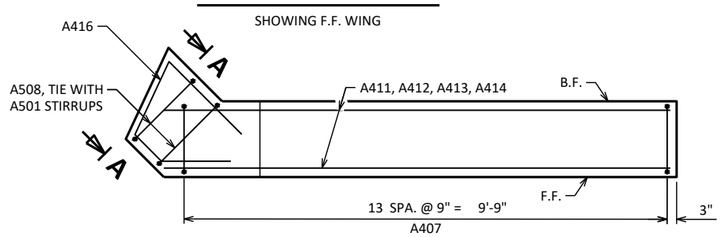
WING 1 ELEVATION

SHOWING F.F. WING



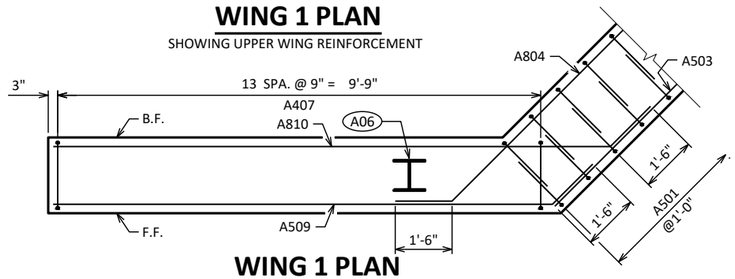
WING 2 ELEVATION

SHOWING F.F. WING



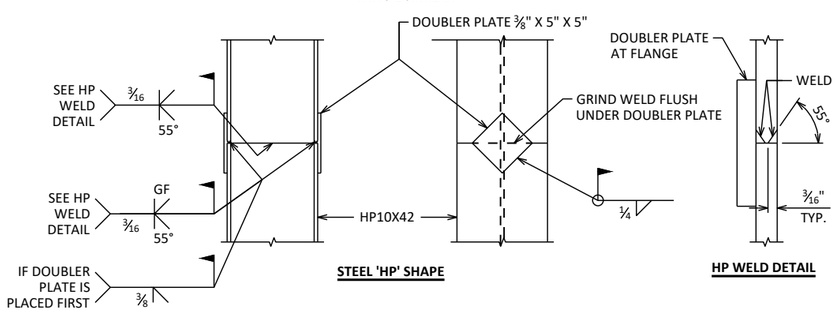
WING 1 PLAN

SHOWING UPPER WING REINFORCEMENT



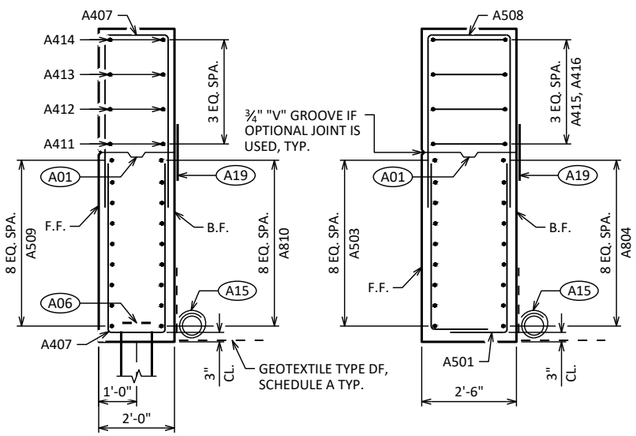
WING 1 PLAN

SHOWING LOWER WING REINFORCEMENT
WING 2 SIMILAR



'HP' PILE DETAILS

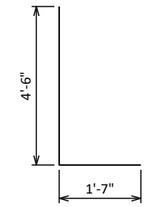
THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.0.0.0



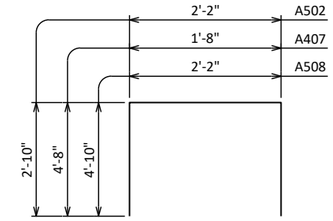
SECTION THRU WING 1

TYPICAL BOTH WINGS

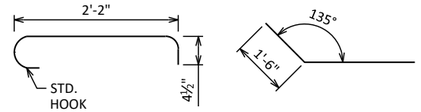
SECTION A-A



A501

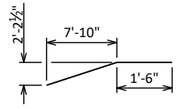


A502, A407, A508

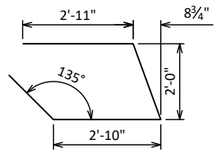


A405

A804, A509, A810



A414



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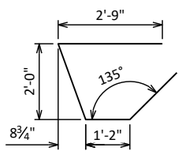


A416

(A01) OPTIONAL CONST. JOINT: KEYWAY FORMED BY A BEVELED 2X6. PROVIDE ¾" "V" GROOVE ON F.F. OF WINGWALL IF JOINT IS USED.

(A06) SUPPORT ABUTMENT ON 10 X 42 STEEL PILING SEATED IN PREBORED HOLES TO EL. 815. ESTIMATED 15'-0" LONG WITH A FACTORIAL AXIAL RESISTANCE OF 180 TONS PER PILE. PILE DRIVING IS NOT REQUIRED

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING, ONLY IF OPTIONAL CONSTRUCTION JOINT IS USED. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY STRUCTURES".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-148

DRAWN BY MAN | PLANS CK'D PTB

SOUTH ABUTMENT DETAILS

SHEET 5 OF 10

38

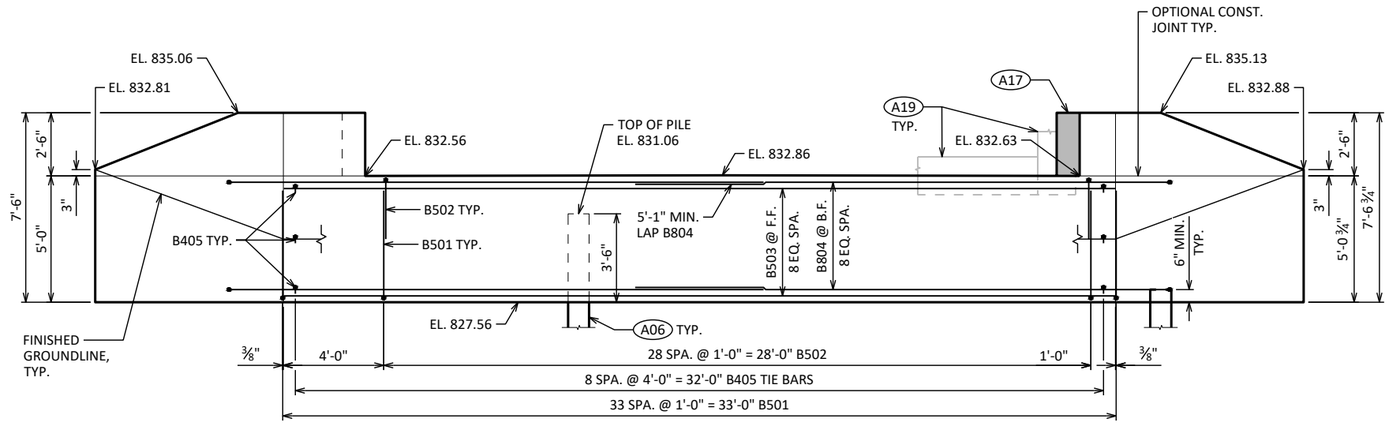
SCALE =

8

8

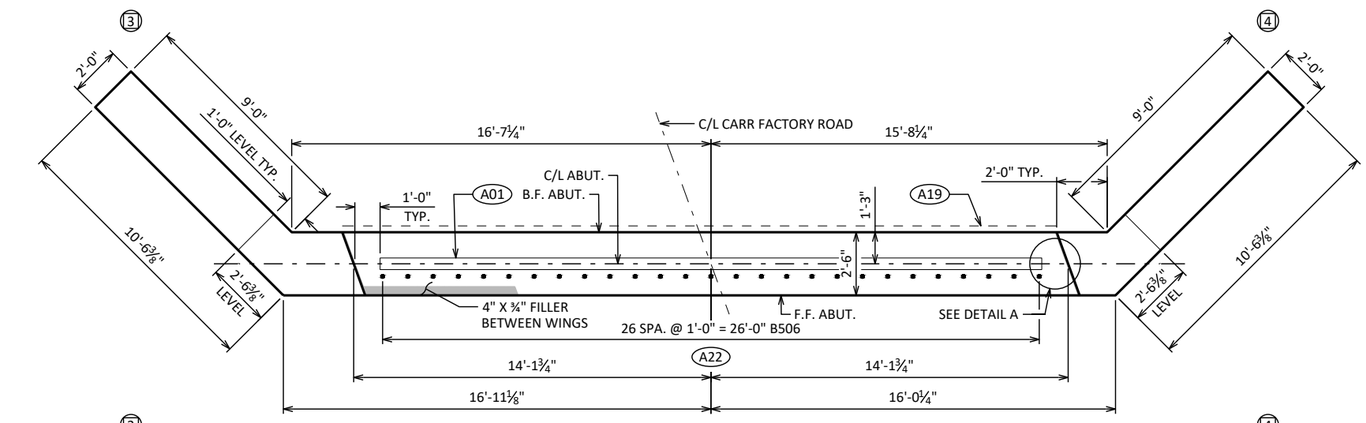
STATE PROJECT NUMBER

5625-00-75

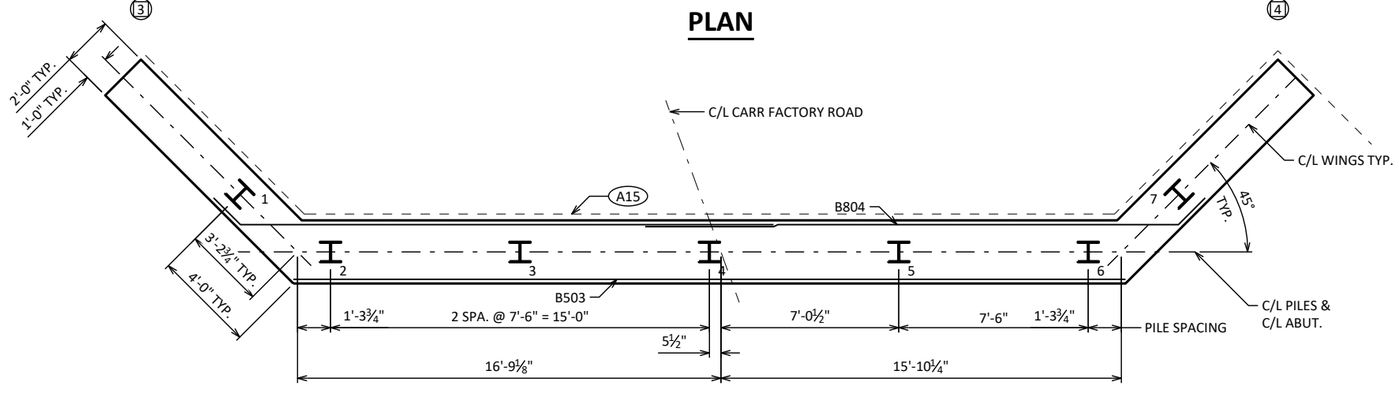


ELEVATION

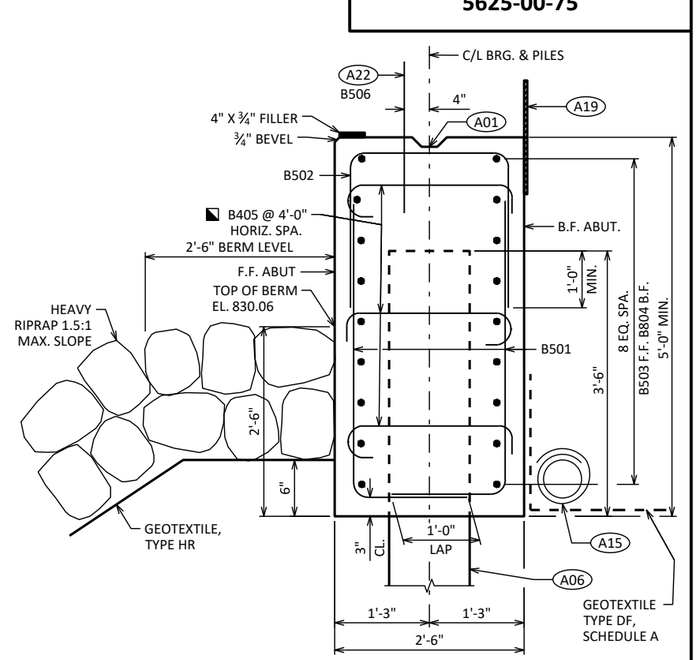
LOOKING UPSTATION



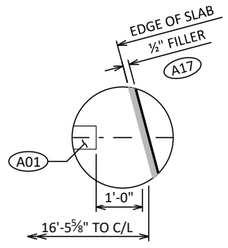
PLAN



PILE PLAN



SECTION THRU BODY



DETAIL A

A01 CONST. JOINT: KEYWAY FORMED BY A BEVELED 2X6.

A06 SUPPORT ABUTMENT ON 10 X 42 STEEL PILING SEATED IN PREBORED HOLES TO EL. 815. ESTIMATED 15'-0" LONG WITH A FACTORIAL AXIAL RESISTANCE OF 180 TONS PER PILE. PILE DRIVING IS NOT REQUIRED

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A17 ½" FILLER: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A22 B506 BARS SPACED @ 1'-0" CNTRS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

◪ ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF TIES.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-148

DRAWN BY MAN | PLANS CK'D PTB

NORTH ABUTMENT

SHEET 6 OF 10

39

SCALE =

8

8

THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.0.0.0

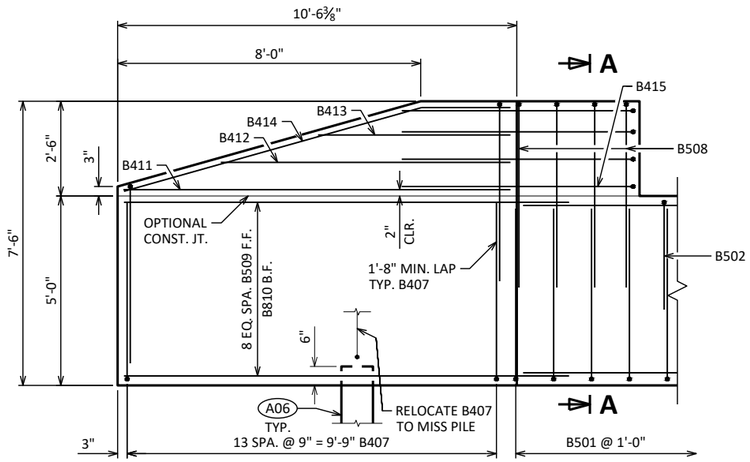
STATE PROJECT NUMBER

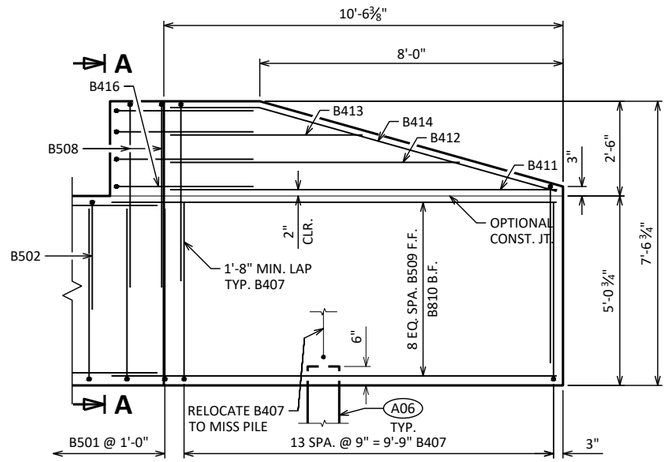
5625-00-75

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

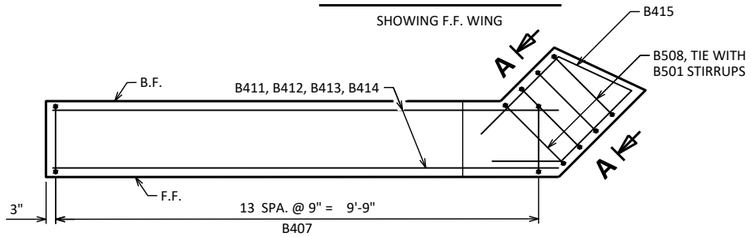
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		68	6'-0"	X		ABUT BODY STIRRUPS
B502		29	7'-7"	X		ABUT BODY STIRRUPS - TOP U-BAR
B503		9	32'-11"			ABUT BODY HORIZ. - F.F.
B804		18	22'-5"	X		ABUT BODY HORIZ. - B.F.
B405		27	3'-0"	X		ABUT BODY TIE BARS
B506	X	27	2'-0"			ABUT BODY DOWEL BARS
B407	X	56	10'-10"	X		WING STIRRUPS
B508	X	5	11'-7"	X		WING CORNER STIRRUPS
B509	X	18	11'-9"	X		WING LOWER HORIZ - F.F.
B810	X	18	13'-3"	X		WING LOWER HORIZ. - B.F.
B411	X	4	10'-1"			WING UPPER HORIZ.
B412	X	4	7'-7"			WING UPPER HORIZ.
B413	X	4	5'-0"			WING UPPER HORIZ.
B414	X	4	9'-8"	X		WING TOP HORIZ.
B415	X	4	9'-4"	X		WING 3 UPPER HORIZ. CORNER
B416	X	4	7'-6"	X		WING 4 UPPER HORIZ. CORNER





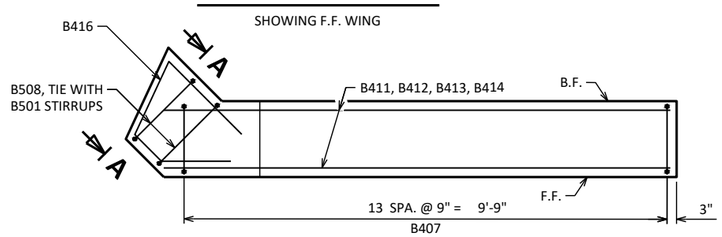
WING 3 ELEVATION

SHOWING F.F. WING



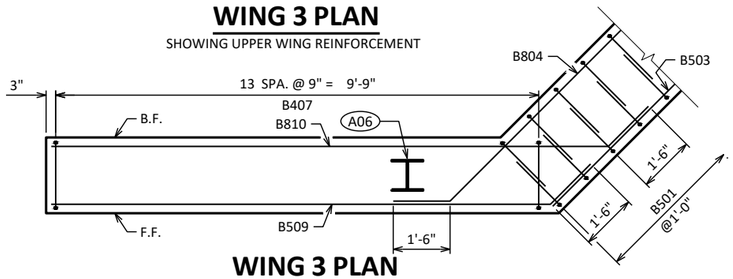
WING 4 ELEVATION

SHOWING F.F. WING



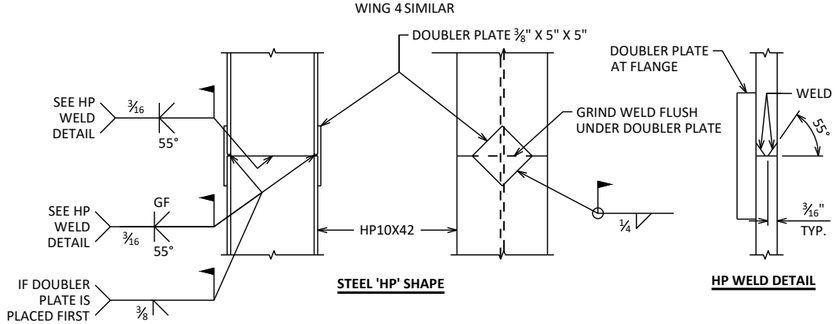
WING 3 PLAN

SHOWING UPPER WING REINFORCEMENT

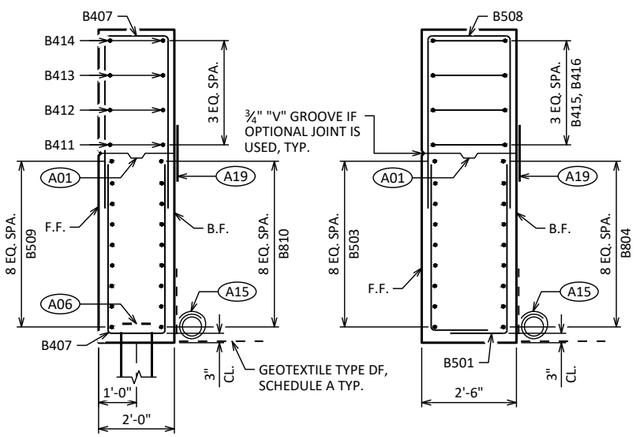


WING 3 PLAN

SHOWING LOWER WING REINFORCEMENT
WING 4 SIMILAR



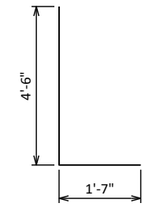
'HP' PILE DETAILS



SECTION THRU WING 3

TYPICAL BOTH WINGS

SECTION A-A



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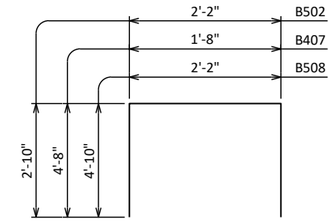
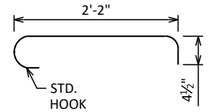
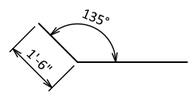


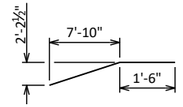
B502, B407, B508



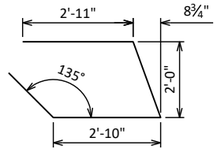
B405



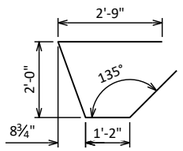
B804, B509, B810



B414



B415



B416

(A01) OPTIONAL CONST. JOINT: KEYWAY FORMED BY A BEVELED 2X6. PROVIDE ¾" "V" GROOVE ON F.F. OF WINGWALL IF JOINT IS USED.

(A06) SUPPORT ABUTMENT ON 10 X 42 STEEL PILING SEATED IN PREBORED HOLES TO EL. 815. ESTIMATED 15'-0" LONG WITH A FACTORIAL AXIAL RESISTANCE OF 180 TONS PER PILE. PILE DRIVING IS NOT REQUIRED

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING, ONLY IF OPTIONAL CONSTRUCTION JOINT IS USED. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY STRUCTURES".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-148

DRAWN BY MAN | PLANS CK'D PTB

NORTH ABUTMENT DETAILS

SHEET 7 OF 10
40

SCALE =

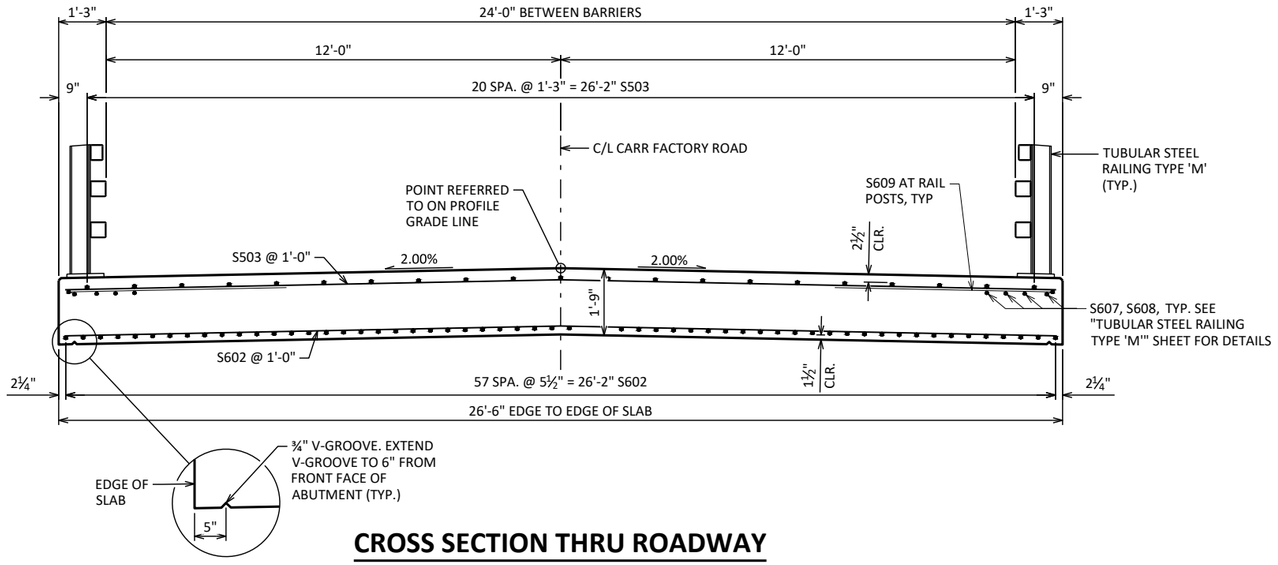
THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.0.0.0

8

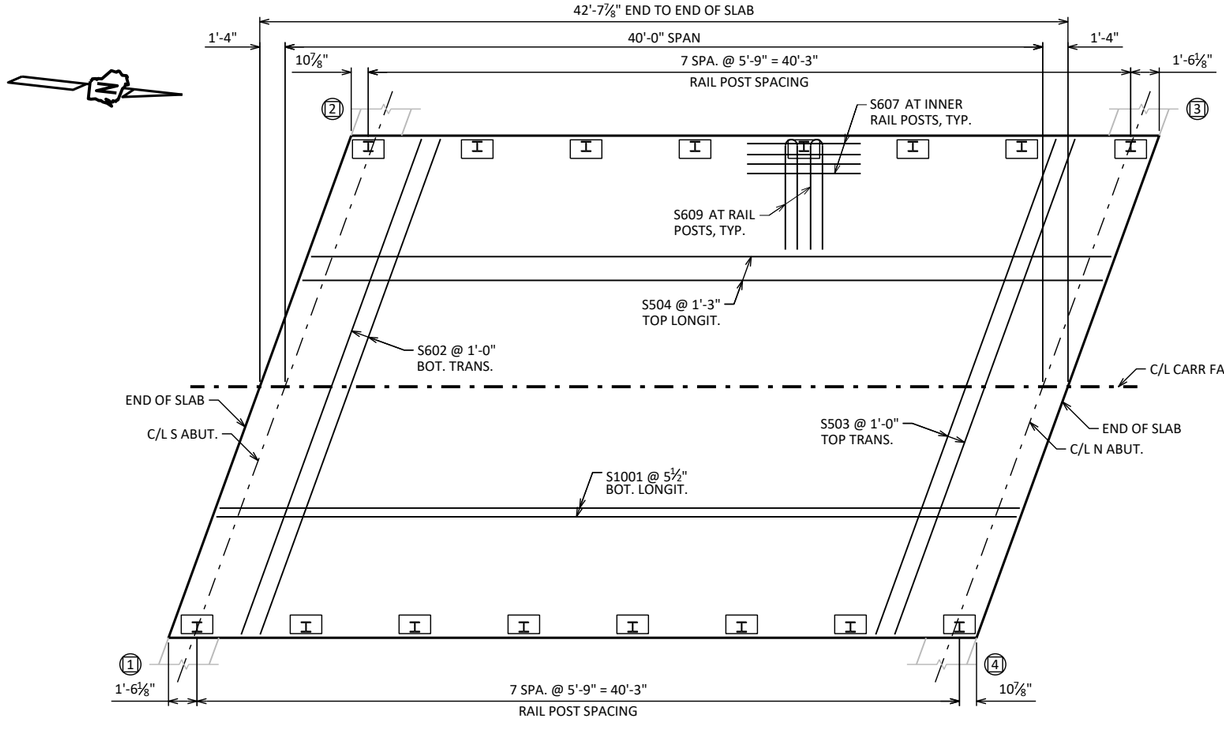
8

STATE PROJECT NUMBER

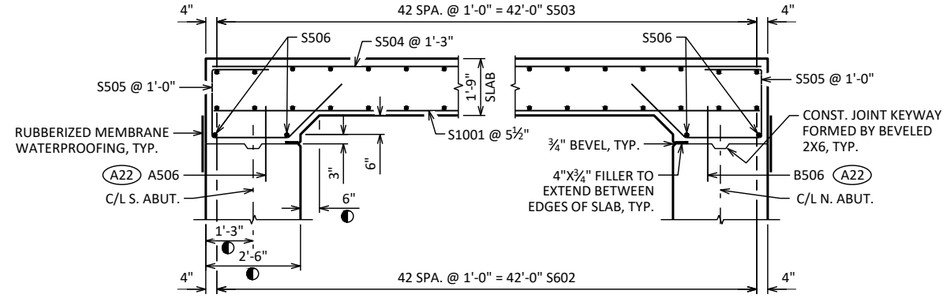
5625-00-75



CROSS SECTION THRU ROADWAY



PLAN

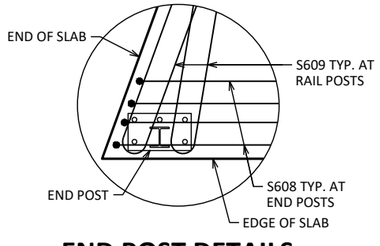


LONGITUDINAL SECTION

DIMENSIONS ARE GIVEN PARALLEL TO ℄ ROADWAY UNLESS OTHERWISE NOTED.

◐ MEASURED NORMAL TO THE ℄ OF ABUTMENT. DIMENSIONS ARE TYPICAL FOR BOTH ABUTMENTS.

(A22) A506, B506 BARS SPACED @ 1'-0" CNTRS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)



END POST DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-148

DRAWN BY MAN | PLANS CK'D PTB

SUPERSTRUCTURE

SHEET 8 OF 10

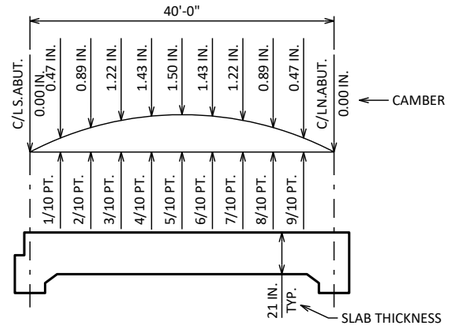
41

SCALE =

8

8

THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.0.0.0



CAMBER AND SLAB THICKNESS DIAGRAM

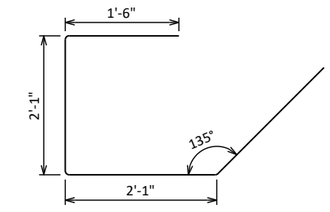
CAMBER SHOWN IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS. CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. PARAPETS PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED, EXCEPT FOR STAGED CONSTRUCTION.

TO DETERMINE FALSEWORK ELEVATION AT EDGE OF SLAB, CROWN OR REFERENCE LINE FOLLOW THIS PROCEDURE:

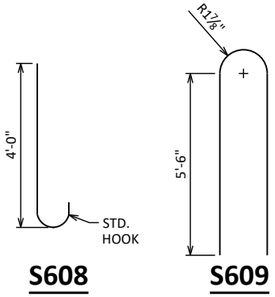
	TOP OF SLAB ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS	TOP OF SLAB FALSEWORK ELEVATION

TOP OF SLAB ELEVATIONS

LOCATION	C/L BRG. S. ABUT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	C/L BRG. N. ABUT.
L. EDGE OF DECK	835.26	835.25	835.24	835.23	835.21	835.19	835.17	835.14	835.12	835.09	835.06
CROWN OR R/L	835.54	835.53	835.52	835.51	835.50	835.48	835.46	835.44	835.42	835.39	835.36
R. EDGE OF DECK	835.27	835.27	835.26	835.25	835.24	835.23	835.22	835.20	835.18	835.15	835.13



S505



S608 **S609**

STATE PROJECT NUMBER

5625-00-75

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S1001	X	58	42'-3"			SLAB BOTTOM LONGITUDINAL
S602	X	43	27'-10"			SLAB BOTTOM TRANSVERSE
S503	X	43	27'-10"			SLAB TOP TRANSVERSE
S504	X	21	42'-3"			SLAB TOP LONGITUDINAL
S505	X	54	7'-5"	X		ABUTMENT DIAPHRAGM STIRRUPS
S506	X	4	27'-10"			ABUTMENT DIAPHRAGM LONGITUDINAL
S607	X	48	6'-0"			SLAB TOP LONGIT. UNDER RAIL POSTS
S608	X	16	4'-8"	X		SLAB TOP LONGIT. UNDER RAIL END POSTS
S609	X	32	12'-0"	X		SLAB TOP HOOKS UNDER RAIL POSTS

SURVEY TOP OF SLAB ELEVATIONS

LOCATION	ABUTMENT	5/10 PT.	ABUTMENT
L. GUTTER			
CROWN OR R/L			
R. GUTTER			

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE C/L OF ABUTMENTS, THE C/L OF PIERS AND AT 5/10 PTS. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG GUTTER LINES AND CROWN OR R/L. RECORD THE ELEVATIONS IN THE ABOVE TABLE FOR THE "AS BUILT" PLANS.

NOTES

FILL IN THE TABLE OF "SURVEY TOP OF SLAB ELEVATIONS" FOR EACH SPAN ON AS BUILT PLANS.

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-148

DRAWN BY MAN | PLANS CK'D PTB

SUPERSTRUCTURE DETAILS

SHEET 9 OF 10
42

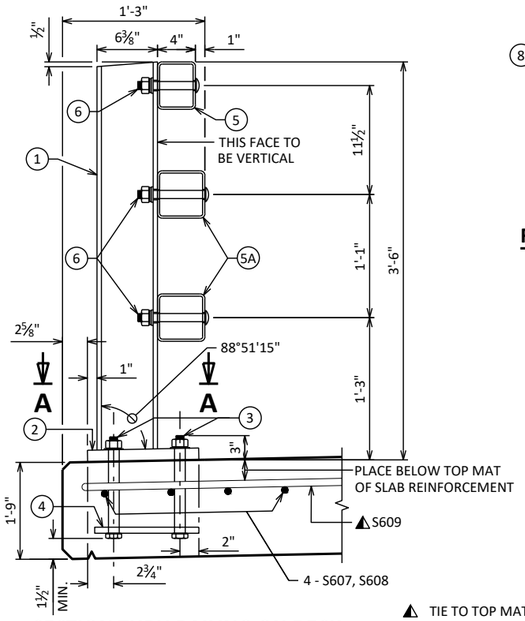
SCALE =

8

8

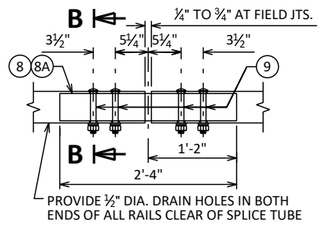
STATE PROJECT NUMBER

5625-00-75

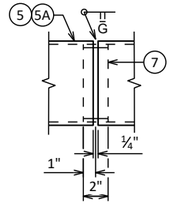


SECTION THRU RAILING ON DECK

⚠ TIE TO TOP MAT OF STEEL.

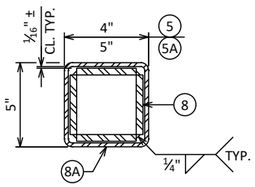


FIELD ERECTION JOINT DETAIL

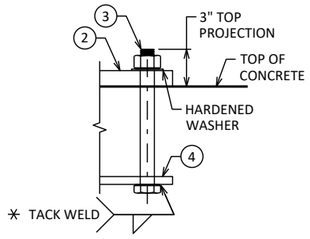


SHOP RAIL SPLICE DETAIL

LOCATION MUST BE SHOWN ON SHOP DRAWINGS

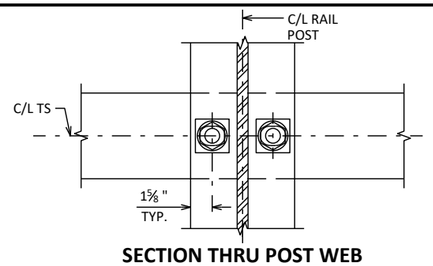


SECTION B-B

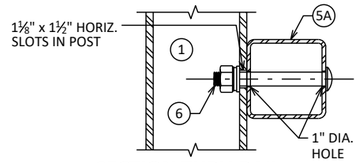


ANCHOR BOLTS

⚹ ANCHOR BOLT ASSEMBLY MAY BE TACK WELDED, EITHER IN THE SHOP, OR IN THE FIELD AFTER THE ANCHOR PLATE IS PLACED.



SECTION THRU POST WEB



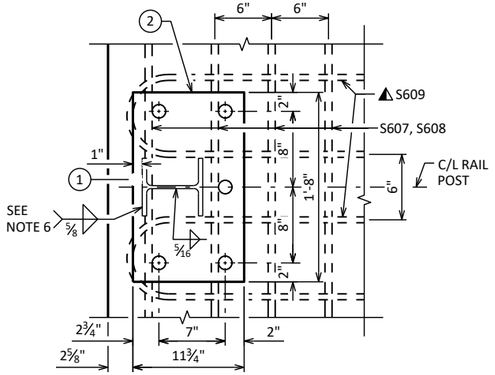
SECTION THRU RAIL

NOTE: CONNECTIONS AT LOWER RAILS SHOWN. CONNECTIONS AT TOP RAIL SIMILAR.

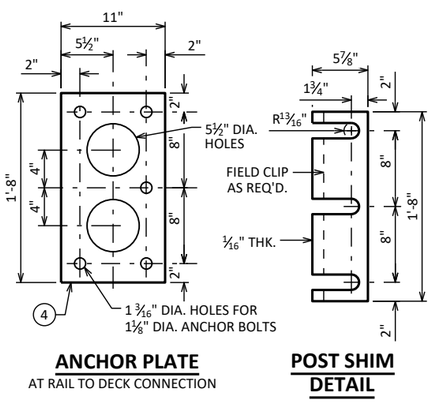
TYPICAL RAIL TO POST CONNECTIONS

LEGEND

1. W6 x 25 WITH 1⅛ " X 1½ " HORIZ. SLOTS ON EACH SIDE OF POST FOR BOLT NO. 6. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICAL. PLACE POSTS NORMAL TO GRADE LINE.
2. PLATE 1 ¼" x 11 ¾" x 1'-8" WITH 1 7⁄16" OVERSIZED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN.
3. ASTM A449 - 1 ⅛" DIA. ANCHOR BOLTS WITH NUT AND HARDENED WASHER (ALL GALVANIZED). 5 REQ'D. PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 2. CHAMFER TOP OF BOLTS BEFORE THREADING. AT POSTS ON CONCRETE SLAB SUPERSTRUCTURES WHERE THE SLAB THICKNESS IS > 16" USE 1'-3" LONG. USE 10 ¾" LONG AT ALL OTHER LOCATIONS.
4. ⅝" x 11" x 1'-8" ANCHOR PLATE (GALVANIZED) WITH 1 3⁄16" DIA. HOLES FOR ANCHOR BOLTS NO. 3.
5. TS 5 x 4 x 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
5A. TS 5 x 5 x 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
6. 7⁄8" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, ¾" X 1 ⅝" X 1 ⅝" MIN. WASHER, AND LOCK WASHER (2 REQ'D. AT EACH RAIL TO POST LOCATION).
7. SPLICE SLEEVE FABRICATED FROM ¼" PLATE. PROVIDE "SLIDING FIT".
8. ⅜" X 3 ⅝" X 2'-4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.
8A. ⅜" X 2 ⅝" X 2'-4" PLATE USED IN NO. 5, ⅜" X 3 ⅝" X 2'-4" PLATE USED IN NO. 5A. 2 PER RAIL.
9. ⅞" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER, AND LOCK WASHER. USE 15⁄16" x 1 ¼" LONGIT. SLOTTED HOLES IN PLATE NO. 10A AT FIELD JOINTS AND 15⁄16" X 2 ¼" MIN. LONGIT. SLOTTED HOLES AT EXP. JOINTS IN PLATE NO. 8A. PROVIDE 15⁄16" DIA. ROUND HOLES IN TUBES NO. 5 AND NO. 5A.



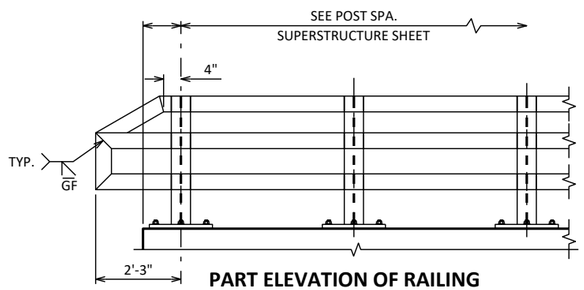
SECTION A-A



ANCHOR PLATE

AT RAIL TO DECK CONNECTION

POST SHIM DETAIL



PART ELEVATION OF RAILING

GENERAL NOTES

1. BID ITEM SHALL BE "RAILING TUBULAR TYPE M" WHICH INCLUDES ALL ITEMS SHOWN.
2. RAIL POST AND BASE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50. HOLLOW RAILING STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED FY = 50 KSI. ANCHOR PLATES, AND SPLICE TUBE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 36.
3. THE NUT SECURING THE POST BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL ⅛ TURN.
4. RAILS SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE.
5. ENDS OF TUBE SECTIONS SHALL BE SAWED. GRIND SMOOTH EXPOSED EDGES. ALL CUT ENDS SHALL BE TRUE AND SMOOTH.
6. WELD IS THE SAME ON BOTH FLANGES. FLANGE WELD DOES NOT REQUIRE MAGNETIC PARTICLE TESTING.
7. FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 2 AND CAULK AROUND PERIMETER OF PLATE NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.
8. POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.
9. ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS & STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING BY SSPC SPECIFICATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-148

DRAWN BY MAN | PLANS CK'D PTB

TUBULAR STEEL RAILING TYPE 'M'

SHEET 10 OF 10

43

SCALE =

8

8

THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.0.0.0

EARTHWORK-CARR FACTORY ROAD

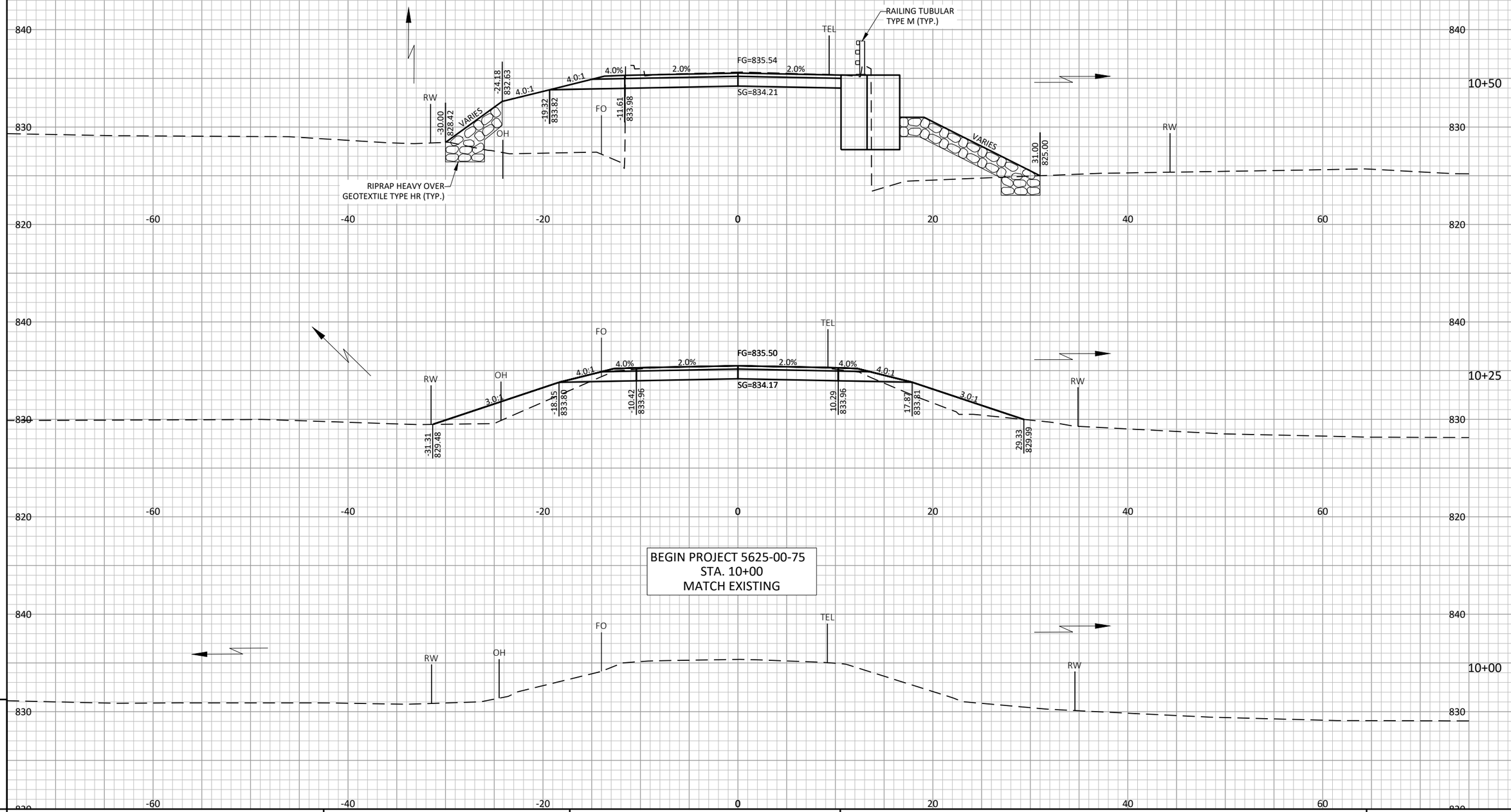
STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) CUT NOTE 1	INCREMENTAL VOL (CY) FILL	INCREMENTAL VOL (CY) FILL (25%) NOTE 2	CUMMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMMULATIVE VOLUME (CY) FILL	CUMMULATIVE VOLUME (CY) FILL (25%) NOTE 2	CUMMULATIVE VOLUME (CY) MASS ORDINATE NOTE 3
10+00	0	0	16	16	20	16	16	20	-4
10+25	34	35	31	60	75	47	76	95	-48
10+50	33	92	5	14	18	52	90	113	-61
10+54	33	92	0	0	0	52	90	113	-61
10+97	35	28	4	4	5	56	94	118	-62
11+00	35	28	40	23	29	96	117	146	-51
11+25	48	20	14	7	9	110	124	155	-45
11+40	0	0	0	0	0	110	124	155	-45
COLUMN TOTALS =			110	124	155				-45

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL 25%	(UNEXPANDED FILL)*1.25
3 - MASS ORDINATE	CUT + ROCK (10%) +REDUCED MARSH (60%) - FILL (25%)

9

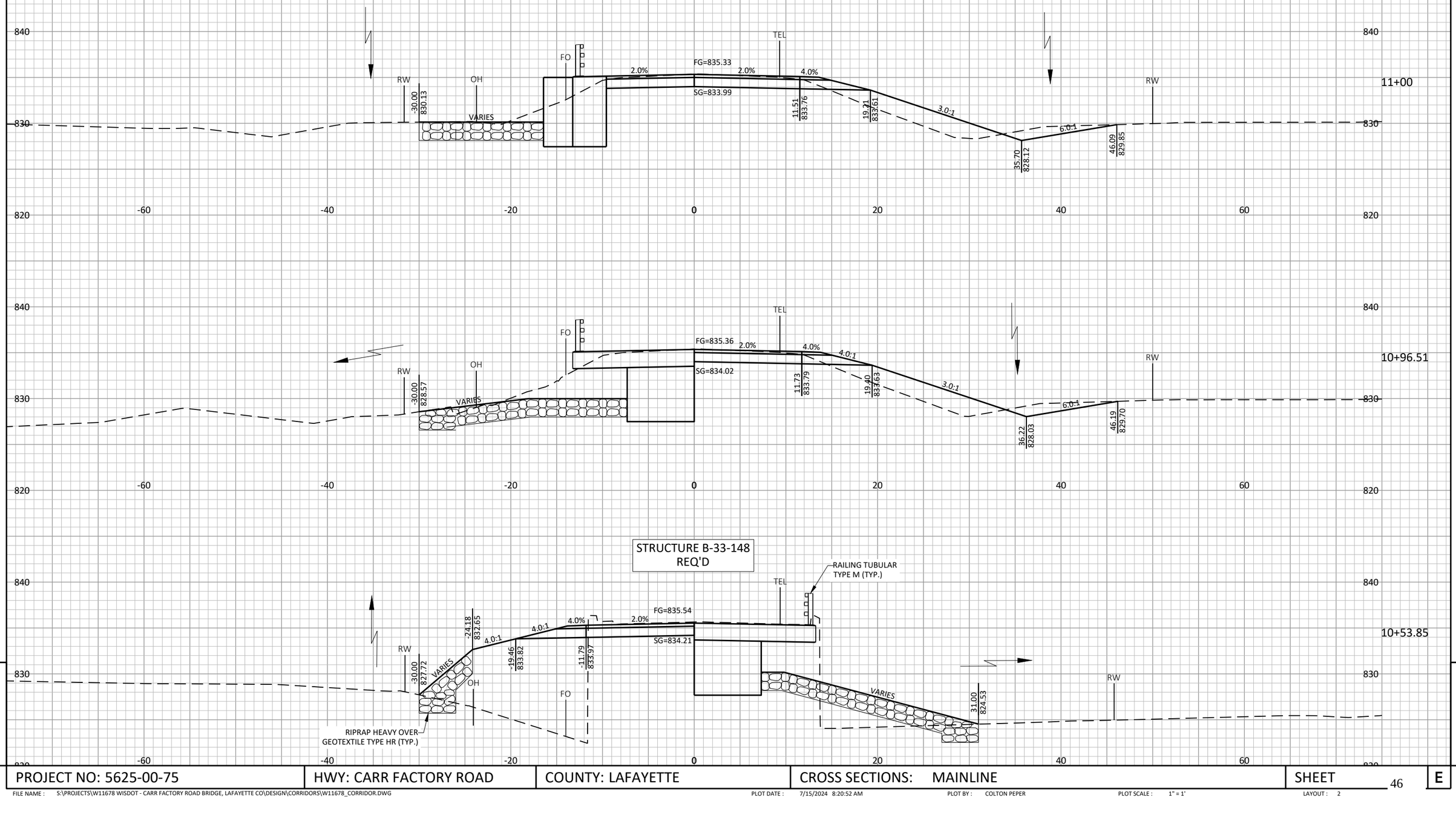
9

PROJECT NO: 5625-00-75	HWY: CARR FACTORY ROAD	COUNTY: LAFAYETTE	CROSS SECTIONS: EARTHWORK TABLE	SHEET 44	E



PROJECT NO: 5625-00-75	HWY: CARR FACTORY ROAD	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11678 WISDOT - CARR FACTORY ROAD BRIDGE, LAFAYETTE CO\DESIGN\CORRIDORS\W11678_CORRIDOR.DWG PLOT DATE : 7/15/2024 8:20:52 AM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : 1



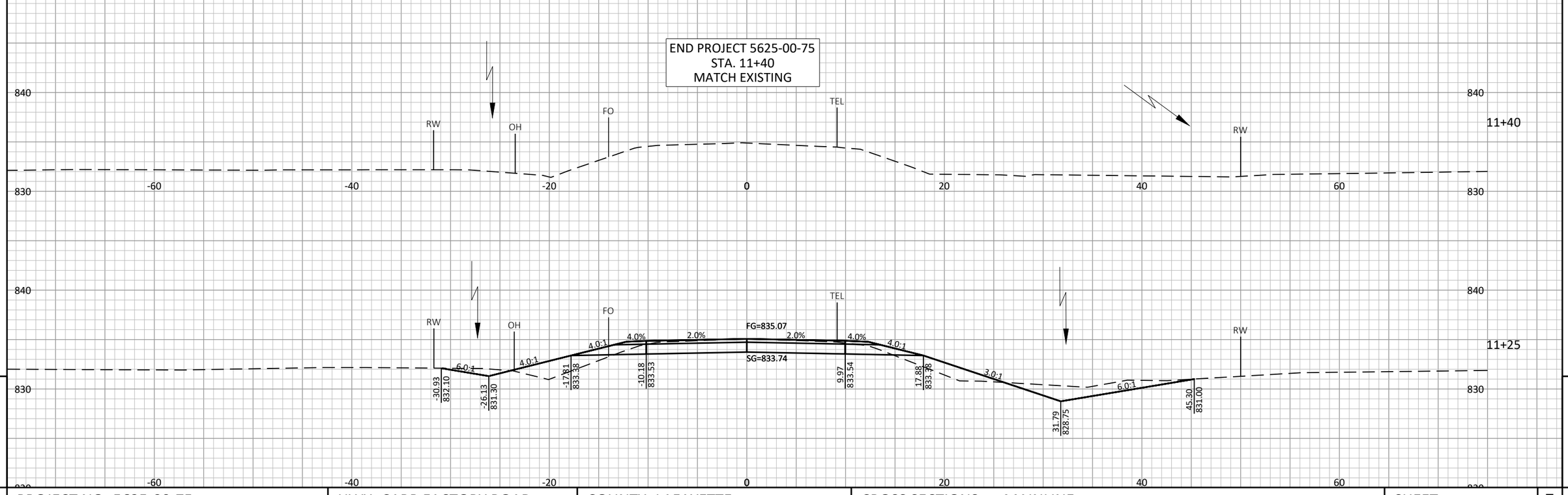
9

9

PROJECT NO: 5625-00-75	HWY: CARR FACTORY ROAD	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11678 WISDOT - CARR FACTORY ROAD BRIDGE, LAFAYETTE CO\DESIGN\CORRIDORS\W11678_CORRIDOR.DWG PLOT DATE : 7/15/2024 8:20:52 AM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : 2

END PROJECT 5625-00-75
STA. 11+40
MATCH EXISTING



PROJECT NO: 5625-00-75	HWY: CARR FACTORY ROAD	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 47	E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

MAD

PROJECT ID: 5695-00-74

WITH: 5625-00-75

COUNTY: LAFAYETTE

December 2024

ORDER OF SHEETS

TOTAL SHEETS = 50

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CTH W - STH 11 (CTH I)

ELLIS BRANCH BRIDGE B-33-0147

CTH I
LAFAYETTE COUNTY

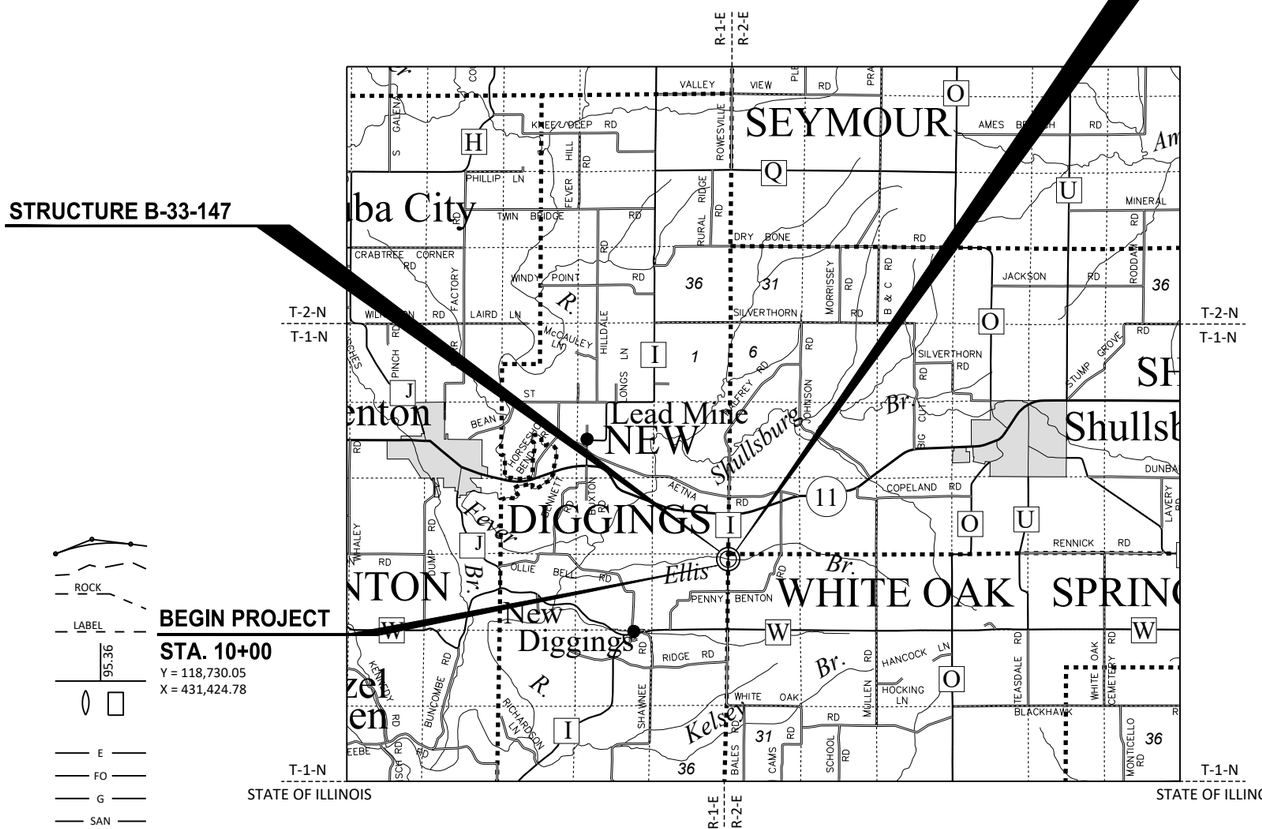
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5695-00-74	WISC 2025097	1
5625-00-75		

STATE PROJECT NUMBER

5695-00-74

END PROJECT
STA. 11+70

STRUCTURE B-33-147



BEGIN PROJECT
STA. 10+00
Y = 118,730.05
X = 431,424.78

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.032 MI

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

ELEVATION SHOWN OF THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (2012).

DESIGN DESIGNATION 5695-00-04

A.A.D.T.	2025	=	300
A.A.D.T.	2045	=	320
D.H.V.		=	29
D.D.		=	60/40
T.		=	10%
DESIGN SPEED		=	40 M.P.H.
ESALS		=	227,800

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

ACCEPTED FOR

COUNTY of LAFAYETTE

7/23/24 (Date) Dan Ruby (Highway Commissioner)

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc
Engineers - Architects - Surveyors

WISCONSIN ROBERT B. HANOLD E-45655 PRAIRIE DU SAC WI PROFESSIONAL ENGINEER 07/15/2024

Robert Hanold

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	ZACHARY PEARSON, P.E.
Regional Examiner	SW REGION
Regional Supervisor	KYLE KEMP, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 07/24/24 ZACHARY PEARSON (Signature)

E

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE, AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION. EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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

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

UNLESS SHOWN OTHERWISE, DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 20), AND MULCHED AS DIRECTED BY THE ENGINEER.

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

SILT FENCE AND TURBIDITY BARRIER SHALL BE PLACED AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER IN THE FIELD. SILT FENCE AND TURBIDITY BARRIER SHALL BE PLACED PRIOR TO CONSTRUCTION AND SHALL BE IN PLACE PRIOR TO STRUCTURE REMOVAL.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A SAWCUT MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

WETLANDS ARE PRESENT IN THE PROJECT LIMITS. THE CONTRACTOR SHALL NOT OPERATE EQUIPMENT OR STOCKPILE MATERIALS BEYOND THE EXISTING SLOPE INTERCEPT FROM STA. 10+00 - STA. 10+77, RT., STA. 10+96 - STA. 11+70, RT., STA. 10+98 - 11+70, LT., STA. 10+00 - 10+77, LT., AND STA. 10+96 - 11+70, LT.

THE LOCATION OF ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD PRIOR TO PLACEMENT.

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

4-INCHES OF ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH A 2 ¼-INCH LOWER LAYER AND A 1 ¾-INCH UPPER LAYER.

ADJUST DITCH GRADING AS NECESSARY TO FIT FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

ASPHALTIC SURFACE QUANTITIES WERE CALCULATED USING 115 LB/SY/IN.

CONTACTS

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EMAIL: dan.rielly@lafayettecountywi.gov

DESIGN CONSULTANT:
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EMAIL: shelley.nelson@wisconsin.gov

UTILITIES

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ATC
ATTN: TONY MARCINIAK
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: (608) 877-7650
EMAIL: amarciniak@atcllc.com

FIBER OPTIC
BRIGHTSPEED
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EMAIL: scott.heinzelman@brightspeed.com

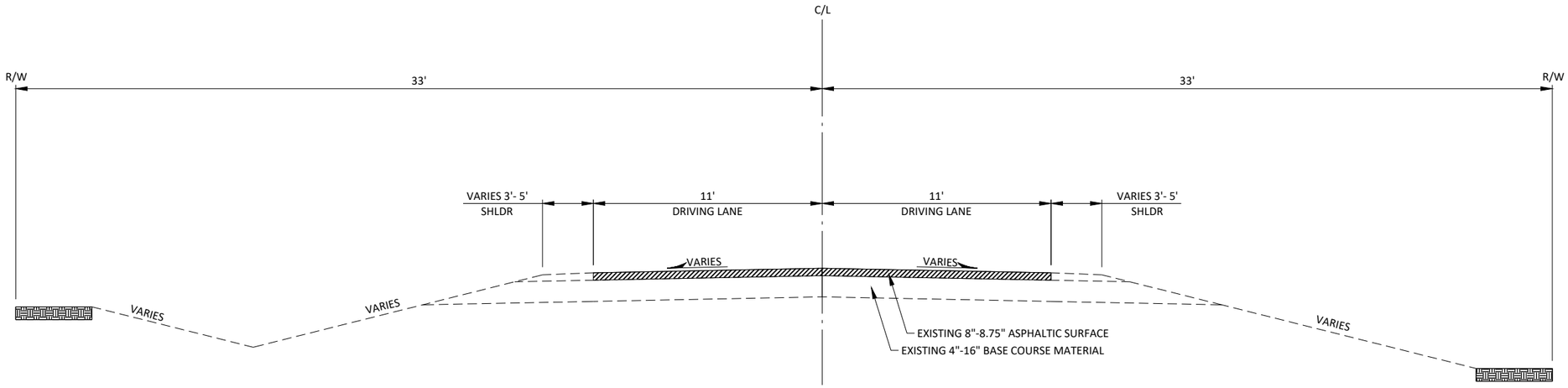
DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	SALV	Salvaged
AC	Acre	IP	Iron Pipe or Pin	SAN S	Sanitary Sewer
AGG	Aggregate	IRS	Iron Rod Set	SEC	Section
AH	Ahead	JT	Joint	SHLDR	Shoulder
<	Angle	JCT	Junction	SHR	Shrinkage
ASPH	Asphaltic	LHF	Left-Hand Forward	SW	Sidewalk
AVG	Average	L	Length of Curve	S	South
ADT	Average Daily Traffic	LIN FT or LF	Linear Foot	SQ	Square
BAD	Base Aggregate Dense	LC	Long Chord of Curve	SF or SQ FT	Square Feet
BK	Back	MH	Manhole	SY or SQ YD	Square Yard
BF	Back Face	MB	Mailbox	STD	Standard
BM	Bench Mark	ML or M/L	Match Line	SDD	Standard Detail Drawings
BR	Bridge	N	North	STH	State Trunk Highways
C or C/L	Center Line	Y	North Grid Coordinate	STA	Station
CC	Center to Center	O.A.L.	Overall Length	SS	Storm Sewer
CTH	County Trunk Highway	OD	Outside Diameter	SG	Subgrade
CR	Creek	PLE	Permanent Limited Easement	SE	Superelevation
CR	Crushed		Point	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PT	Point of Curvature	SV	Septic Vent
CP	Culvert Pipe	PC	Point of Intersection	T	Tangent
C & G	Curb and Gutter	PI	Point of Reverse Curvature	TEL	Telephone
D	Degree of Curve	PRC	Point of Tangency	TEMP	Temporary
DHV	Design Hour Volume	PT	Point On Curve	TI	Temporary Interest
DIA	Diameter	POC	Point on Tangent	TLE	Temporary Limited Easement
E	East	POT	Polyvinyl Chloride	t	Ton
X	East Grid Coordinate	PVC	Portland Cement Concrete	T or TN	Town
ELEC	Electric (al)	PCC	Pound	TRANS	Transition
EL or ELEV	Elevation	LB	Pounds Per Square Inch	TL or T/L	Transit Line
ESALS	Equivalent Single Axle Loads	PSI	Private Entrance	T	Trucks (percent of)
EBS	Excavation Below Subgrade	PE	Radius	TYP	Typical
ESTR	Existing Sign to Remain	R	Railroad	UNCL	Unclassified
FF	Face to Face	RR	Range	UG	Underground Cable
FE	Field Entrance	R	Reference Line	USH	United States Highway
F	Fill	RL or R/L	Reference Point	VAR	Variable
FG	Finished Grade	RP	Reinforced Concrete Culvert	V	Velocity or Design Speed
FL or F/L	Flow Line	RCCP	Pipe	VERT	Vertical
FT	Foot	REQ'D	Required	VC	Vertical Curve
FTG	Footing	RES	Residence or Residential	VOL	Volume
GN	Grid North	RW	Retaining Wall	WM	Water Main
HT	Height	RT	Right	WV	Water Valve
CWT	Hundredweight	RHF	Right-Hand Forward	W	West
HYD	Hydrant	R/W	Right-of-Way	WB	Westbound
INL	Inlet	R	River	YD	Yard
ID	Inside Diameter	RD	Road		
		RDWY	Roadway		

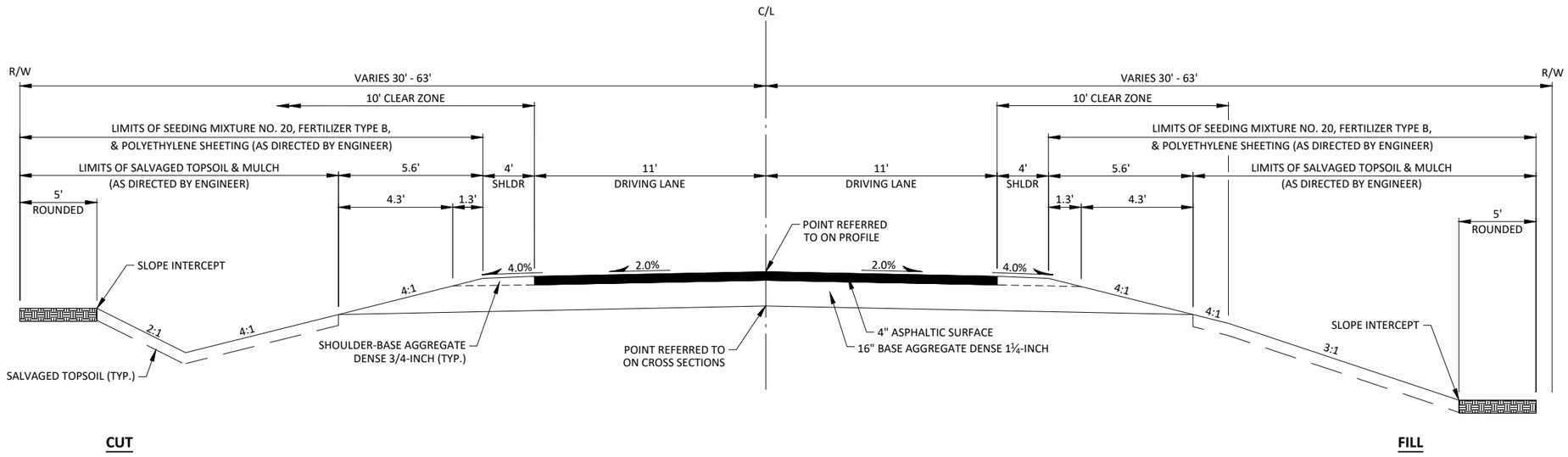
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA= 0.46 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.33 ACRES



TYPICAL EXISTING SECTION

CTH I
STA. 10+00 - STA. 11+70

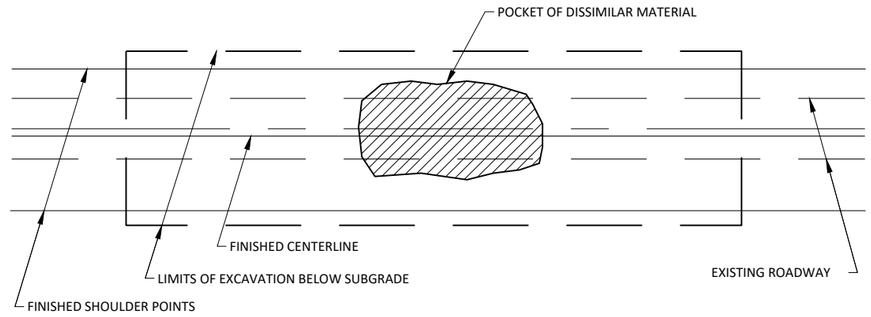


TYPICAL FINISHED SECTION

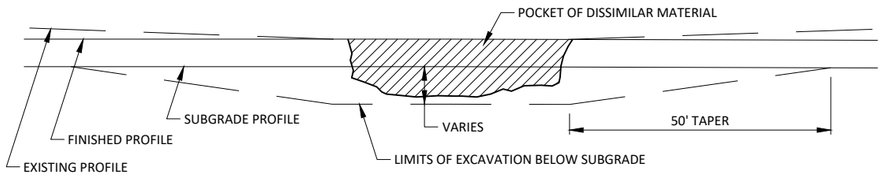
CTH I
STA. 10+00 - STA. 11+70

PROJECT NO: 5695-00-74	HWY: CTH I	COUNTY: LAFAYETTE	TYPICAL EXISTING SECTION AND TYPICAL FINISHED SECTION	SHEET 3	E

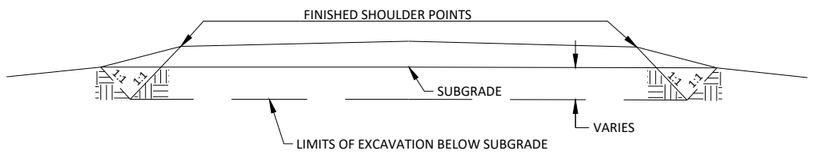
FILE NAME : S:\PROJECTS\W11682 WISDOT - CTH I BRIDGE, LAFAYETTE CO\SHEETSPLAN\TYPICALS\W11682_TYPICALS.DWG PLOT DATE : 7/15/2024 9:45:50 AM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1



PLAN VIEW



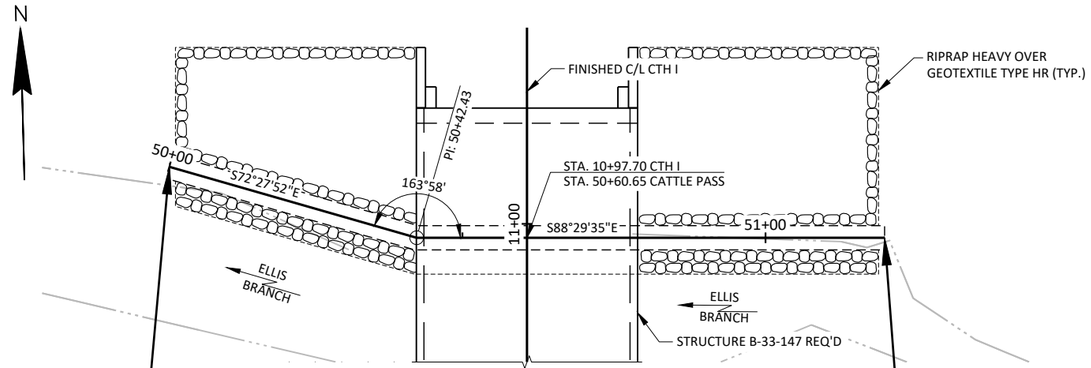
PROFILE VIEW



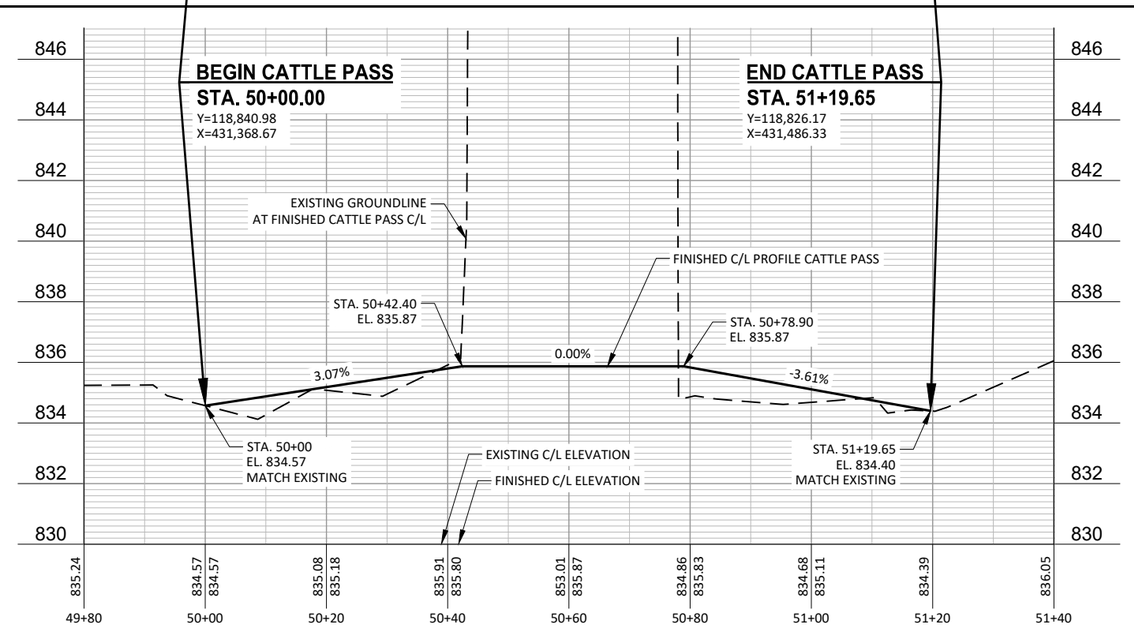
CROSS SECTION VIEW

1. EXACT LOCATION OF E.B.S. (EXCAVATION BELOW SUBGRADE) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER. BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.
3. THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED. LATERAL LIMITS OF EXCAVATION SHALL BE THE SUBGRADE SHOULDER POINTS.

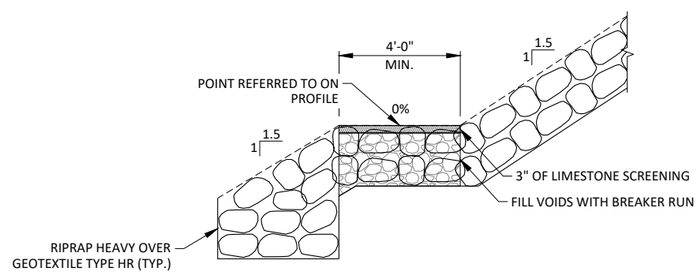
EXCAVATION BELOW SUBGRADE (E.B.S.) DETAIL



PLAN VIEW



PROFILE VIEW



TYPICAL SECTION

CATTLE PASS DETAIL

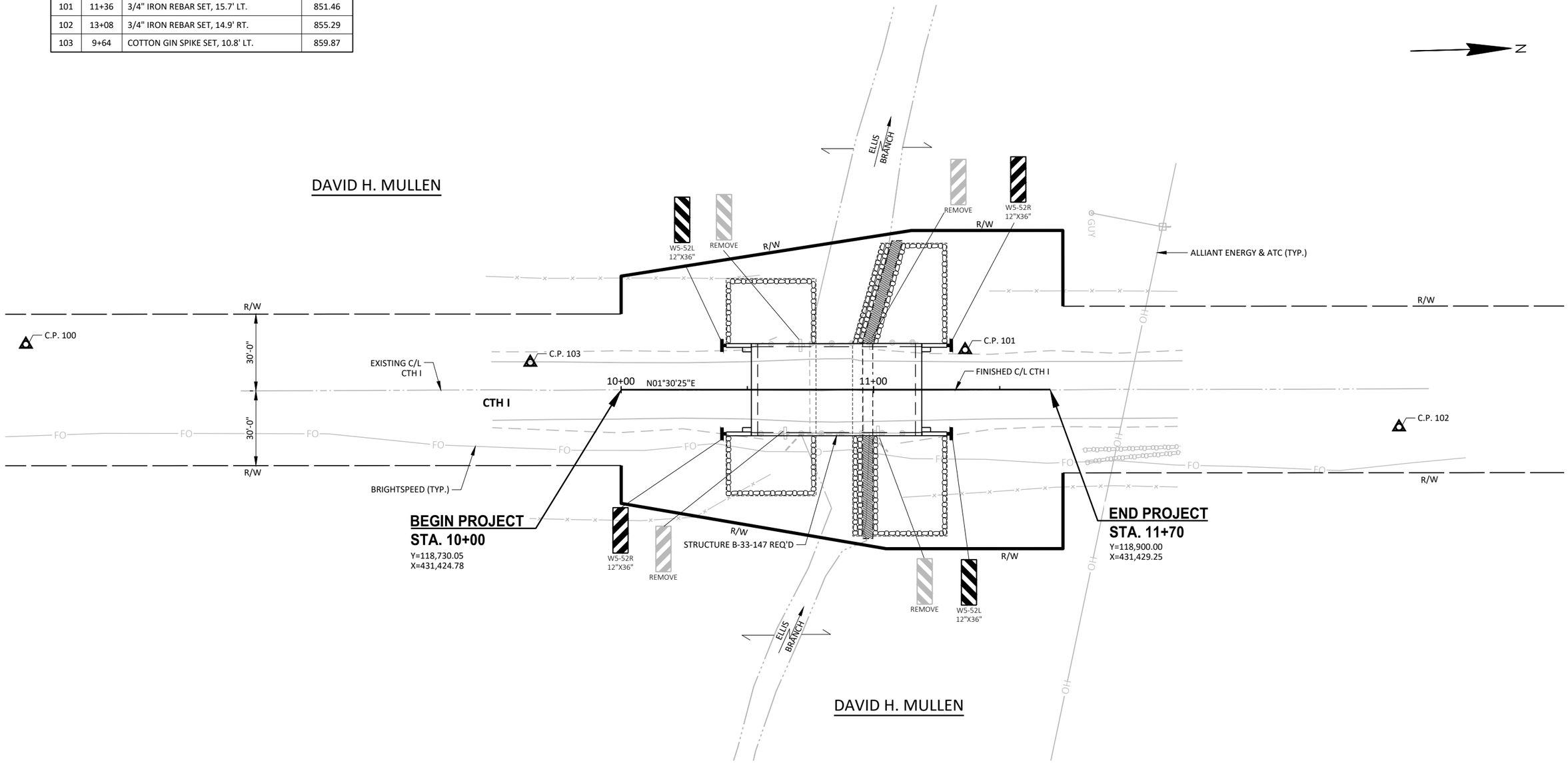
PROJECT NO: 5695-00-74	HWY: CTH I	COUNTY: LAFAYETTE	CONSTRUCTION DETAILS	SHEET 4	E

FILE NAME : S:\PROJECTS\W11682 WISDOT - CTH I BRIDGE, LAFAYETTE CO\SHEETSPLAN\DETAILS\W11682_CONST DETAILS.DWG
PLOT DATE : 7/15/2024 9:45:56 AM
PLOT BY : COLTON PEPER
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT1

2

CONTROL POINTS

NO.	STA.	DESCRIPTION	ELEV.
100	7+64	3/4" IRON REBAR SET, 18.1' LT.	875.30
101	11+36	3/4" IRON REBAR SET, 15.7' LT.	851.46
102	13+08	3/4" IRON REBAR SET, 14.9' RT.	855.29
103	9+64	COTTON GIN SPIKE SET, 10.8' LT.	859.87



PROJECT NO: 5695-00-74	HWY: CTH I	COUNTY: LAFAYETTE	ALIGNMENT DIAGRAM & PERMANENT SIGNING	SHEET 5	E

FILE NAME : S:\PROJECTS\W11682 WISDOT - CTH I BRIDGE, LAFAYETTE CO\SHEETSPLAN\DETAILS\W11682_ALIGNMENT.DWG PLOT DATE : 7/15/2024 9:46:02 AM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : ALIGNMENT

5695-00-74

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	2.000	2.000
0004	201.0205	Grubbing	STA	2.000	2.000
0008	203.0250	Removing Structure Over Waterway Remove Debris (structure) 02. P-33-0223	EACH	1.000	1.000
0010	205.0100	Excavation Common	CY	310.000	310.000
0014	206.1001	Excavation for Structures Bridges (structure) 02. B-33-0147	EACH	1.000	1.000
0018	210.1500	Backfill Structure Type A	TON	420.000	420.000
0022	213.0100	Finishing Roadway (project) 02. 5695-00-74	EACH	1.000	1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	22.000	22.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	450.000	450.000
0028	311.0110	Breaker Run	TON	13.000	13.000
0030	455.0605	Tack Coat	GAL	17.000	17.000
0032	465.0105	Asphaltic Surface	TON	83.000	83.000
0034	502.0100	Concrete Masonry Bridges	CY	158.000	158.000
0036	502.3200	Protective Surface Treatment	SY	315.000	315.000
0038	503.0137	Prestressed Girder Type I 36W-Inch	LF	264.000	264.000
0040	505.0400	Bar Steel Reinforcement HS Structures	LB	3,480.000	3,480.000
0042	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	18,960.000	18,960.000
0044	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	8.000	8.000
0046	506.4000	Steel Diaphragms (structure) 02. B-33-0147	EACH	3.000	3.000
0048	513.4061	Railing Tubular Type M	LF	180.000	180.000
0050	516.0500	Rubberized Membrane Waterproofing	SY	14.000	14.000
0052	550.0020	Pre-Boring Rock or Consolidated Materials	LF	95.000	95.000
0054	550.0500	Pile Points	EACH	7.000	7.000
0056	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	280.000	280.000
0058	606.0300	Riprap Heavy	CY	590.000	590.000
0060	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	200.000	200.000
0064	618.0100	Maintenance and Repair of Haul Roads (project) 02. 5695-00-74	EACH	1.000	1.000
0066	619.1000	Mobilization	EACH	0.650	0.650
0068	624.0100	Water	MGAL	8.000	8.000
0072	625.0500	Salvaged Topsoil	SY	610.000	610.000
0074	627.0200	Mulching	SY	610.000	610.000
0076	628.1504	Silt Fence	LF	250.000	250.000
0078	628.1520	Silt Fence Maintenance	LF	500.000	500.000
0080	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0082	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0086	628.5505	Polyethylene Sheeting	SY	740.000	740.000
0088	628.6005	Turbidity Barriers	SY	300.000	300.000
0090	628.7504	Temporary Ditch Checks	LF	60.000	60.000
0092	629.0210	Fertilizer Type B	CWT	1.000	1.000
0094	630.0120	Seeding Mixture No. 20	LB	20.000	20.000
0098	630.0200	Seeding Temporary	LB	20.000	20.000
0102	630.0500	Seed Water	MGAL	18.000	18.000
0104	633.5100	Markers ROW	EACH	10.000	10.000
0106	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0108	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0110	638.2602	Removing Signs Type II	EACH	4.000	4.000
0112	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0114	642.5001	Field Office Type B	EACH	0.500	0.500
0116	643.0420	Traffic Control Barricades Type III	DAY	1,280.000	1,280.000

5695-00-74

Line	Item	Item Description	Unit	Total	Qty
0118	643.0705	Traffic Control Warning Lights Type A	DAY	1,990.000	1,990.000
0120	643.0900	Traffic Control Signs	DAY	1,000.000	1,000.000
0122	643.5000	Traffic Control	EACH	0.500	0.500
0124	645.0111	Geotextile Type DF Schedule A	SY	65.000	65.000
0126	645.0120	Geotextile Type HR	SY	940.000	940.000
0128	646.1020	Marking Line Epoxy 4-Inch	LF	215.000	215.000
0130	650.4500	Construction Staking Subgrade	LF	103.000	103.000
0132	650.5000	Construction Staking Base	LF	103.000	103.000
0136	650.6501	Construction Staking Structure Layout (structure) 02. B-33-0147	EACH	1.000	1.000
0140	650.9911	Construction Staking Supplemental Control (project) 02. 5695-00-74	EACH	1.000	1.000
0142	650.9920	Construction Staking Slope Stakes	LF	103.000	103.000
0144	690.0150	Sawing Asphalt	LF	45.000	45.000
0146	715.0502	Incentive Strength Concrete Structures	DOL	1,350.000	1,350.000
0148	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 02. 5695-00-74, Station 10+87	EACH	1.000	1.000
0150	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0152	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0154	SPV.0035	Special 02. Limestone Screening 5695-00-74	CY	5.000	5.000

ALL ITEMS 010 UNLESS OTHERWISE NOTED

3

CLEARING & GRUBBING

STATION-STATION	LOCATION	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
10+00 - 11+70	MAINLINE	2	2
	TOTALS =	2	2

EARTHWORK SUMMARY

FROM/TO STA	LOCATION	205.0100 COMMON EXCAVATION CUT (CY)	AVAILABLE MATERIAL (CY) (1)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) FACTOR 1.25 (2)	MASS ORDINATE +/- (CY) (3)
10+00 - 11+70	MAINLINE	310	310	224	280	30
	TOTALS =	310	310	224	280	30

NOTES:
1.) AVAILABLE MATERIAL=CUT
2.) EXPANDED FILL FACTOR 1.25: EXPANDED FILL = (UNEXPANDED FILL)*1.25
3.) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE CATEGORY. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE CATEGORY.

WATER

STATION - STATION	LOCATION	624.0100 (MGAL)
10+00 - 11+70	MAINLINE	8
	TOTAL =	8

3

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)
10+00 - 11+70	MAINLINE	22	450
	TOTALS =	22	450

ASPHALTIC SURFACE

STATION - STATION	LOCATION	455.0605 TACK COAT (GAL)	465.0105 ASPHALTIC SURFACE (TON)
10+00 - 11+70	MAINLINE	17	83
	TOTALS =	17	83

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
10+40 - 10+77	MAINLINE, RT.	40	80
10+96 - 11+70	MAINLINE, RT.	80	160
11+07 - 11+70	MAINLINE, LT.	75	150
-	UNDISTRIBUTED	55	110
	TOTALS =	250	500

FINISHING ITEMS

STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	628.5505 POLYETHYLENE SHEETING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0500 SEED WATER (MGAL)
10+00 - 11+70	MAINLINE	488	488	740	0.4	16	16	14
-	UNDISTRIBUTED	122	122	-	0.6	4	4	4
	TOTALS =	610	610	740	1.0	20	20	18

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATION EROSION CONTROL (EACH)	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
5695-00-74	3	3
TOTALS =	3	3

TURBIDITY BARRIER

LOCATION	628.6005 (SY)
SOUTH BANK	97
NORTH BANK	143
UNDISTRIBUTED	60
TOTALS =	300

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
10+10	MAINLINE, RT.	8
10+10	MAINLINE, LT.	8
10+25	MAINLINE, RT.	8
10+25	MAINLINE, LT.	8
10+40	MAINLINE, RT.	8
10+40	MAINLINE, LT.	8
	UNDISTRIBUTED	12
TOTALS =		60

MARKERS ROW

PT #	STATION	LOCATION	OFFSET FROM FINISHED C/L FT	633.5100 MARKERS ROW (EACH)
2	11+75	RIGHT	33.00	1
3	11+75	RIGHT	63.00	1
4	11+05	RIGHT	63.00	1
5	10+00	RIGHT	45.00	1
6	10+00	RIGHT	30.00	1
7	10+00	LEFT	30.00	1
8	10+00	LEFT	45.00	1
9	11+15	LEFT	63.00	1
10	11+75	LEFT	63.00	1
11	11+75	LEFT	33.00	1
			TOTAL=	10

PERMANENT SIGNING

APPROX. STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN SIZE	634.0612 POSTS WOOD 4X6-INCH X 12-FT (EACH)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SMALL SIGN SUPPORTS (EACH)
10+42	MAINLINE, RT.	W5-52R	BRIDGE HASH MARKS	12X36	1	3.00	–	--
10+42	MAINLINE, LT.	W5-52L	BRIDGE HASH MARKS	12X36	1	3.00	–	--
10+66	MAINLINE, RT.	W5-52R	BRIDGE HASH MARKS	12X36	--	--	1	1
10+72	MAINLINE, LT.	W5-52L	BRIDGE HASH MARKS	12X36	--	--	1	1
10+98	MAINLINE, LT.	W5-52R	BRIDGE HASH MARKS	12X36	--	--	1	1
11+01	MAINLINE, RT.	W5-52L	BRIDGE HASH MARKS	12X36	--	--	1	1
11+29	MAINLINE, RT.	W5-52L	BRIDGE HASH MARKS	12X36	1	3.00	–	--
11+29	MAINLINE, LT.	W5-52R	BRIDGE HASH MARKS	12X36	1	3.00	–	--
				TOTALS =	4	12.00	4	4

ALL ITEMS 010 UNLESS OTHERWISE NOTED

3

TRAFFIC CONTROL

LOCATION	643.0420 BARRICADES TYPE III (DAY)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0900 SIGNS (DAY)	643.5000 TRAFFIC CONTROL (EACH)
PROJECT	1,280	1,990	1,000	0.5
TOTALS =	1,280	1,990	1,000	0.5

CONSTRUCTION STAKING

STATION -STATION	LOCATION	650.4500 SUBGRADE (L.F.)	650.5000 BASE (L.F.)	*650.6501 STRUCTURE LAYOUT (B-33-0147) (EACH)	650.9911 SUPPLEMENTAL CONTROL (5695-00-74) (EACH)	650.9920 SLOPES STAKES (L.F.)
10+00 - 10+52	MAINLINE	52	52	-	-	52
11+19 - 11+70	MAINLINE	51	51	-	-	51
5695-00-74	PROJECT	-	-	1	1	-
	TOTAL =	103	103	1	1	103

*CATEGORY 020

3

MARKING LINE EPOXY 4-INCH

STATION - STATION	LOCATION	DESCRIPTION	646.1020 (LF)
10+00 - 11+70	MAINLINE	C/L YELLOW, SOLID	170
10+00 - 11+70	MAINLINE	C/L YELLOW, DASHED	45
		TOTAL =	215

SAWING ASPHALT

STATION	LOCATION	690.0150 (LF)
10+00	MAINLINE	22
11+70	MAINLINE	23
	TOTAL =	45

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
5695-00-04	4.01	2
FEDERAL PROJECT NUMBER		

PLAT OF RIGHT-OF-WAY REQUIRED FOR

CTH W – STH 11 (CTH I)

ELLIS BRANCH BRIDGE B-33-0147

CTH I — LAFAYETTE COUNTY

CONSTRUCTION PROJECT NUMBER

5695-00-74

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)

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

CURVE DATA ABBREVIATIONS

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

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

NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, LAFAYETTE COUNTY, NAD 83 (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 MONUMENTS (TYPICALLY ¾ X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE LAFAYETTE COUNTY HIGHWAY DEPARTMENT.

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

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.

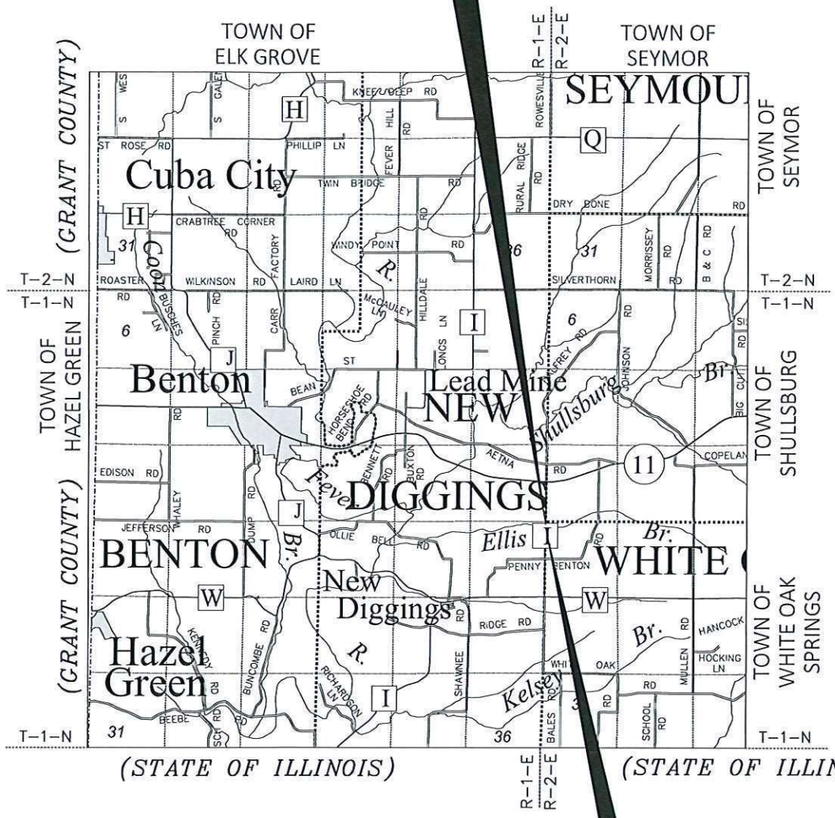
AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED. INCLUDING THE RIGHT-OF-WAY TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGITATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSE ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

END RELOCATION ORDER

STA. 11+75.00

332.10' SOUTH AND 8.50' WEST OF THE NE CORNER OF SEC. 24, TOWN 1 NORTH, RANGE 1 EAST, TOWN OF NEW DIGGINS, LAFAYETTE COUNTY, WI
Y = 118904.994
X = 431429.379



BEGIN RELOCATION ORDER

STA. 10+00.00

507.04' SOUTH AND 13.10' WEST OF THE NE CORNER OF SEC. 24, TOWN 1 NORTH, RANGE 1 EAST, TOWN OF NEW DIGGINS, LAFAYETTE COUNTY, WI
Y = 118730.055
X = 431424.777

N

LAYOUT

SCALE 0 — 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.033 MI.

REVISION DATE

RECEIVED
FEB 20 2024
LAFAYETTE CO. CLERK

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
PHONE : 608.588.7484
FAX : 608.588.9322

I HEREBY CERTIFY THAT THIS PLAT WAS MADE FOR LAFAYETTE COUNTY, WISCONSIN AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

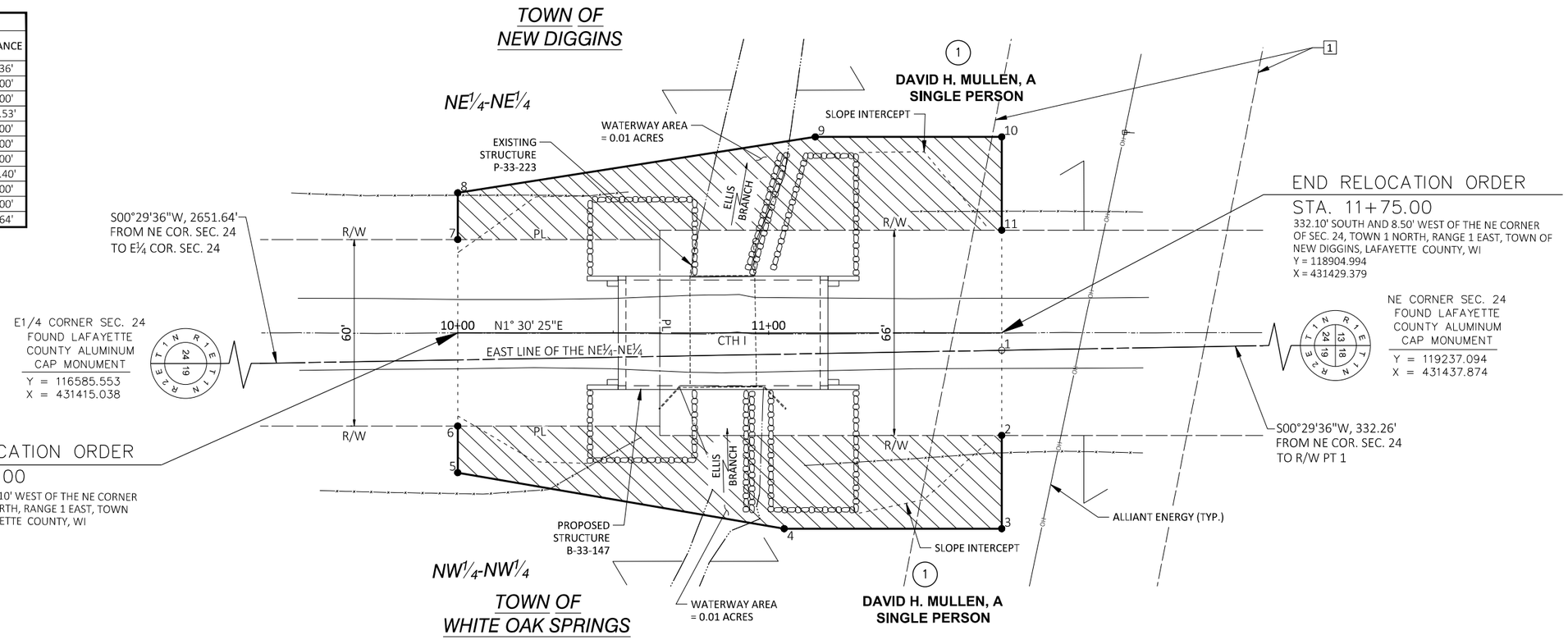
WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

DATE: 2-13-2024

APPROVED FOR LAFAYETTE COUNTY
DATE 2/20/2024 Don Kelly Commissioner (NAME/TITLE)

10

R/W COURSE TABLE		
POINT TO POINT	COURSE BEARING	DISTANCE
1 TO 2	S88° 29' 35"E	27.36'
2 TO 3	S88° 29' 35"E	30.00'
3 TO 4	S01° 30' 25"W	70.00'
4 TO 5	S11° 14' 04"W	106.53'
5 TO 6	N88° 29' 35"W	15.00'
6 TO 7	N88° 29' 35"W	60.00'
7 TO 8	N88° 29' 35"W	15.00'
8 TO 9	N07° 23' 20"W	116.40'
9 TO 10	N01° 30' 25"E	60.00'
10 TO 11	S88° 29' 35"E	30.00'
11 TO 1	S88° 29' 35"E	38.64'



R/W POINTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
1	11+75.00	5.64'RT	118904.846	431435.013
2	11+75.00	33.00'RT	118904.126	431462.368
3	11+75.00	63.00'RT	118903.337	431492.357
4	11+05.00	63.00'RT	118833.361	431490.516
5	10+00.00	45.00'RT	118728.871	431469.761
6	10+00.00	30.00'RT	118729.265	431454.766
7	10+00.00	30.00'LT	118730.843	431394.787
8	10+00.00	45.00'LT	118731.238	431379.792
9	11+15.00	63.00'LT	118846.672	431364.823
10	11+75.00	63.00'LT	118906.651	431366.401
11	11+75.00	33.00'LT	118905.862	431396.391

NOTE: EXISTING C/L OF CTH I BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CTH I BASED ON THE CENTERLINE OF EXISTING PAVEMENT, PREVIOUS PLAT SURVEYS AND FOUND MONUMENTATION SHOWN ON SHEETS AND WIS. STATUTE 82.31(2).

EASEMENT TABLE				
PARCEL NUMBERS	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL #	REMARKS
1	WISCONSIN POWER AND LIGHT COMPANY	DOC. 209305, V.48, P.445	1	80' WIDE ELECTRIC LINE EASEMENT

SCHEDULE OF LANDS AND INTERESTS					
PARCEL NUMBERS	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED		
			NEW	EXISTING	TOTAL
1	DAVID H. MULLEN, A SINGLE PERSON	FEE	0.20	0.17	0.37
200	ALLIANT ENERGY	RELEASE OF RIGHTS			

NOTE: AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO LAFAYETTE COUNTY.

REVISION DATE	DATE 2/13/2024	SCALE, FEET 0 20 40	HWY: CTH I	STATE R/W PROJECT NUMBER 5695-00-04	PLAT SHEET 4.02	
			COUNTY: LAFAYETTE	CONSTRUCTION PROJECT NUMBER 5695-00-74	PS&E SHEET 11	E

FILE NAME : W11682_CTH I_PLAT.DWG
LAYOUT NAME - Layout1
PLOT DATE : 2/13/2024 8:31 AM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 7S

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- EDGE OF WATER
- TURBIDITY BARRIER
- WETLANDS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- TEMPORARY DITCH CHECK

N

DAVID H. MULLEN

WETLAND BOUNDARY (TYP.)

ELLIS BRANCH

REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS (P-33-223), BOTTOMLESS CORRUGATED STEEL PIPE ARCH ON CONCRETE FOOTINGS WITH A STEEL DECK GIRDER EXTENSION
35.2' OVERALL DECK WIDTH
21.4' OVERALL LENGTH

SLOPE INTERCEPT (TYP.)

CAUTION

GUY

ALLIANT ENERGY & ATC (TYP.)

R/W

BM 101

BM 102

BM 103

EXISTING C/L CTH I

CTH I

(ASPHALT)

10+00

N01°30'25"E

FINISHED C/L CTH I

11+00

30'

30'

BRIGHTSPEED (TYP.)

FO

HO

STRUCTURE B-33-147 REQ'D

CATTLE PASS
SEE CONSTRUCTION DETAILS

DAVID H. MULLEN

BEGIN PROJECT
STA. 10+00.00
Y=118,730.05
X=431,424.78

END PROJECT
STA. 11+70.00
Y=118,900.00
X=431,429.25

5

5

860
858
856
854
852
850
848
846
844

-7.34%

STA. 10+00
EL. 856.99
MATCH EXISTING

PC STA 10+02.50
EL 856.81

L=165.00
K=17.21

PI STA 10+85.00
EL 850.75

PROPOSED C/L PROFILE CTH I

EXISTING C/L PROFILE CTH I

2.25%

STA. 11+70
EL. 852.66
MATCH EXISTING

PT STA 11+67.50
EL 852.60

HIGH WATER$_{100}$
EL = 842.02

OBSERVED WATER
EL. 833.43 (05-25-23)

STREAMBED
EL. 832.25

EXISTING C/L ELEVATION

FINISHED C/L ELEVATION

860.39 858.60 856.99 856.99 855.65 855.61 854.70 854.46 853.97 853.55 853.35 852.86 852.97 852.41 852.62 852.19 852.45 852.21 852.57 852.45 852.66 852.66 852.83 853.17 853.55

7+80 8+00 8+20 8+40 8+60 8+80 9+00 9+20 9+40 9+60 9+80 10+00 10+20 10+40 10+60 10+80 11+00 11+20 11+40 11+60 11+70 11+80 12+00 12+20 12+40 12+60 12+80 13+00 13+20 13+40 13+60 13+80

STA. 10+87
STRUCTURE B-33-147 REQ'D
SINGLE SPAN PRESTRESSED
CONCRETE GIRDER STRUCTURE
CLEAR ROADWAY WIDTH = 34.0'
O.A.L. = 67.5'
SKEW = 0°

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
100	7+64	3/4" IRON REBAR SET, 18.1' LT.	875.30
101	11+36	3/4" IRON REBAR SET, 15.7' LT.	851.46
102	13+08	3/4" IRON REBAR SET, 14.9' RT.	855.29
103	9+64	COTTON GIN SPIKE SET, 10.8' LT.	859.87

EARTHWORK SUMMARY

		MAINLINE
EXCAVATION COMMON	=	310 C.Y.
FILL	=	224 C.Y.
FILL EXPANSION (25%)	=	280 C.Y.
WASTE	=	30 C.Y.

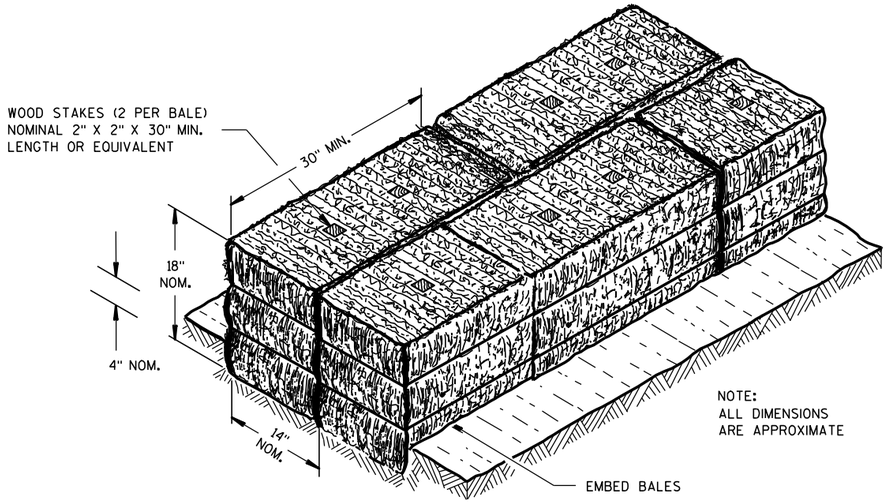
PROJECT NO: 5695-00-74	HWY: CTH I	COUNTY: LAFAYETTE	PLAN AND PROFILE: MAINLINE	SHEET 12	E

Standard Detail Drawing List

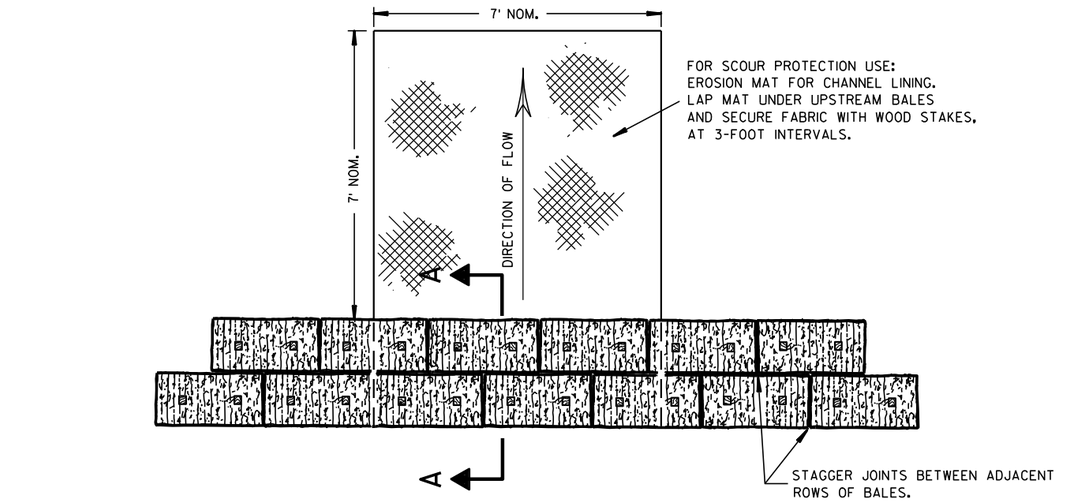
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

6

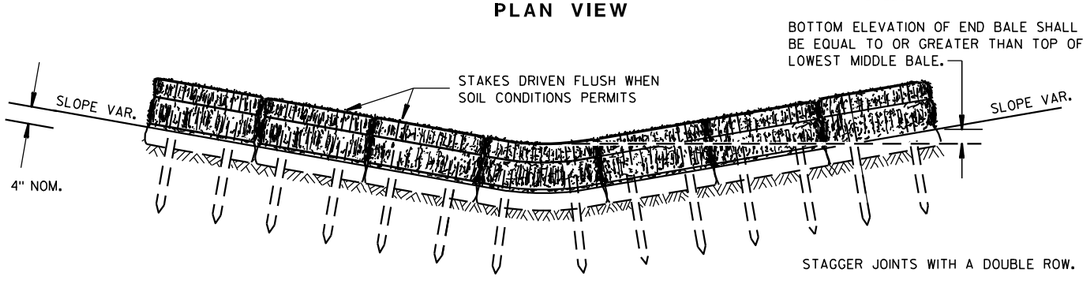
6



SECTION A-A



PLAN VIEW



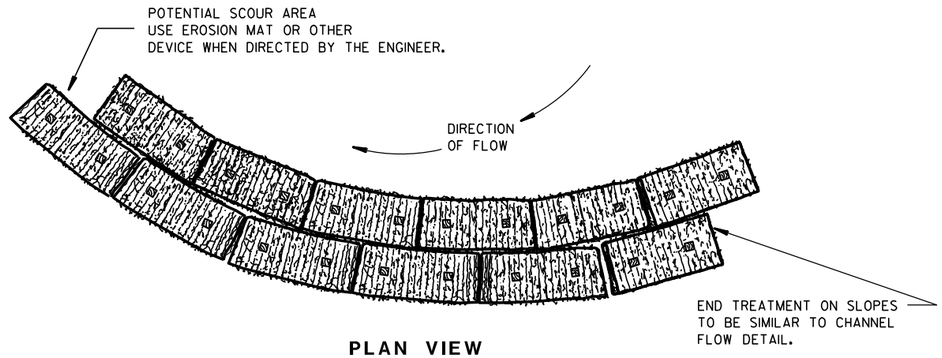
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

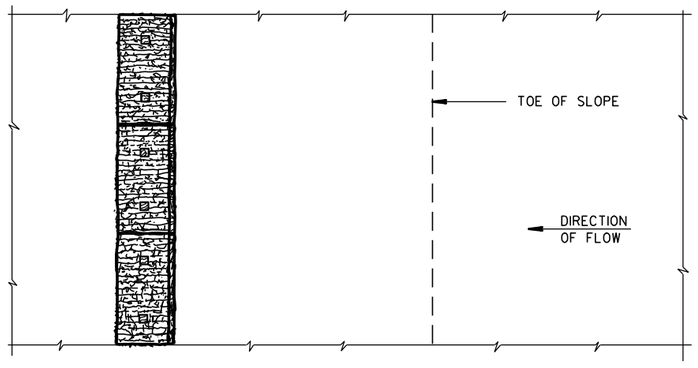
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

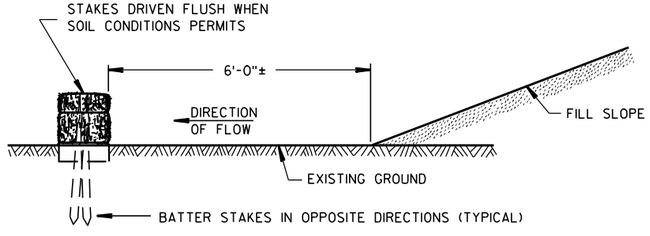


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

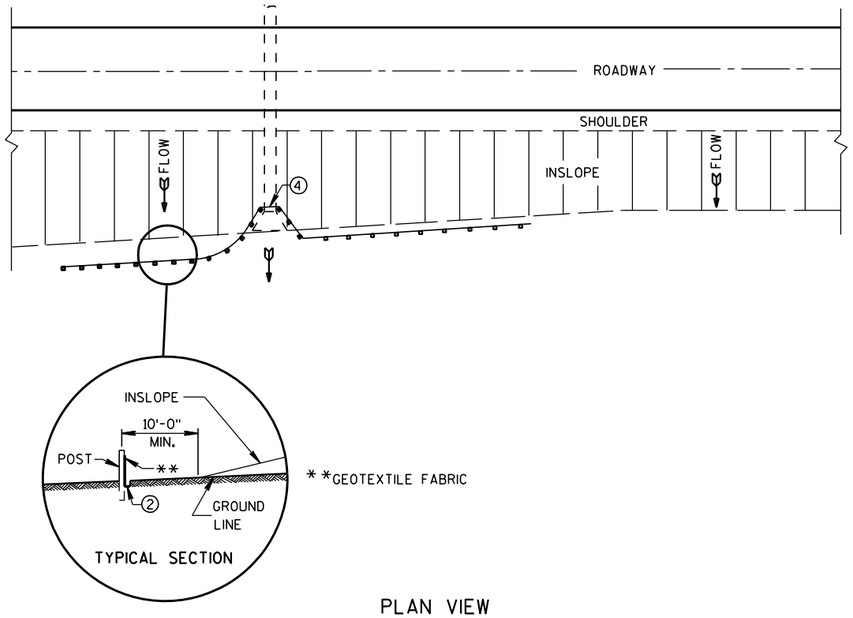
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

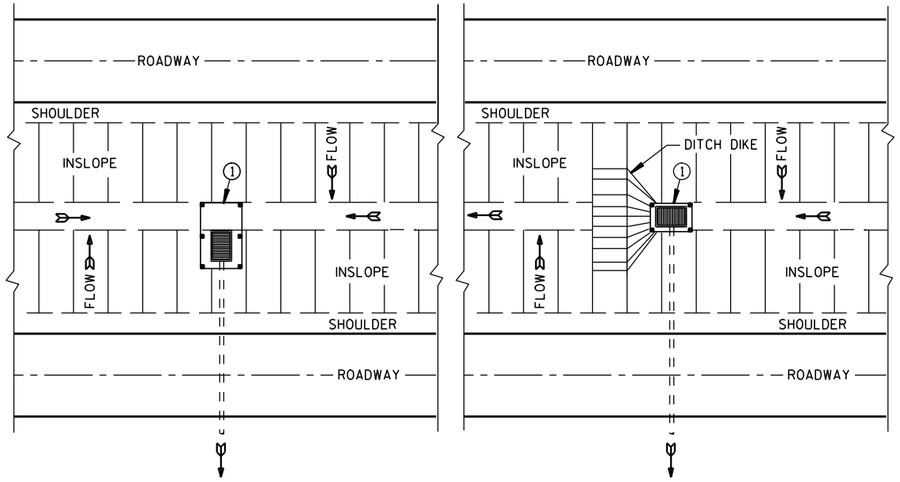
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



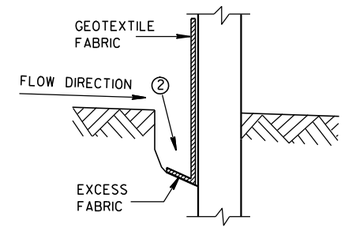
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

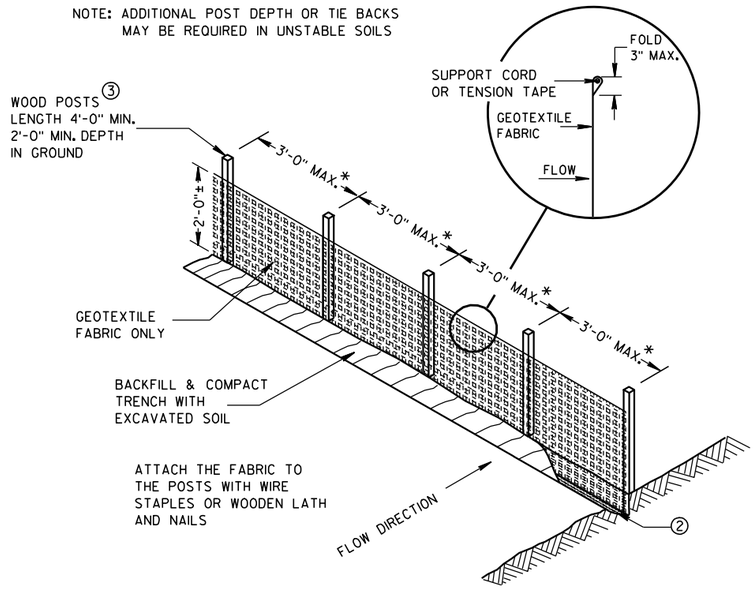
GENERAL NOTES

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

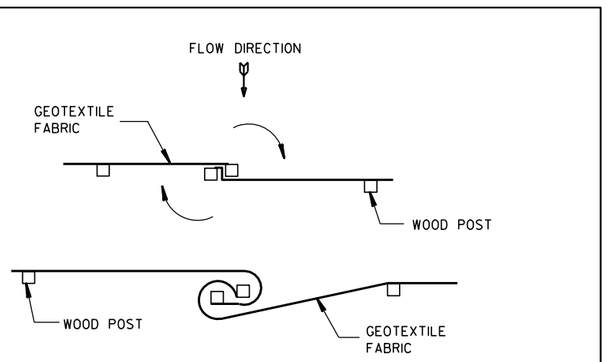
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



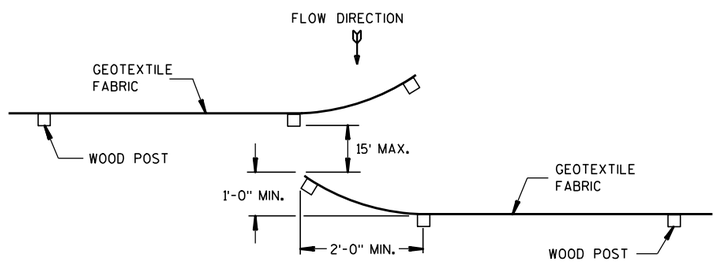
TRENCH DETAIL



SILT FENCE

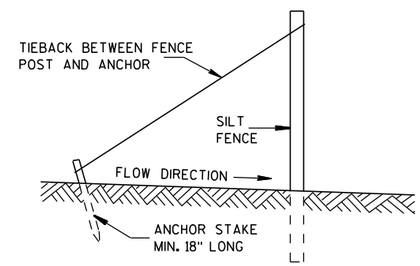


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

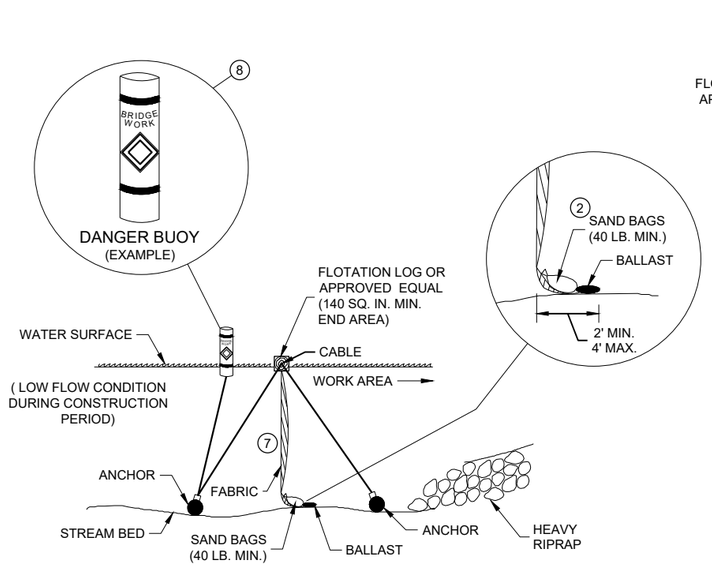
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

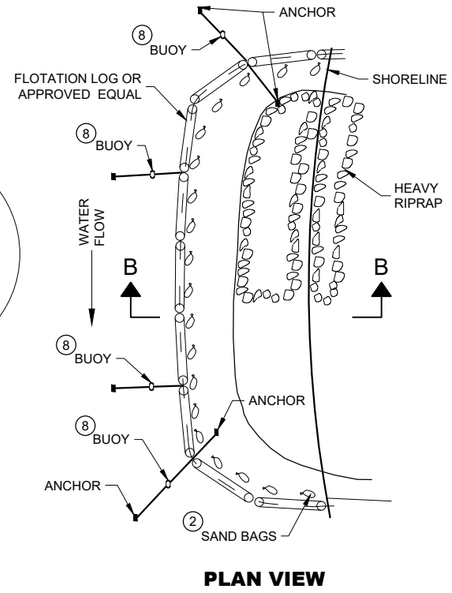
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6

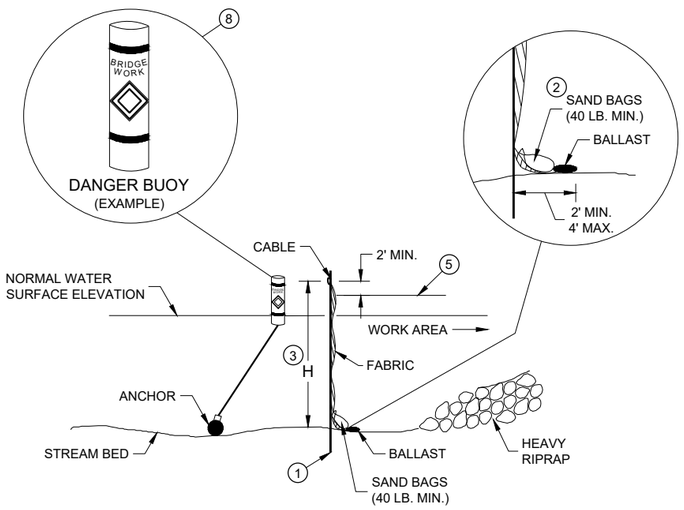


SECTION B - B

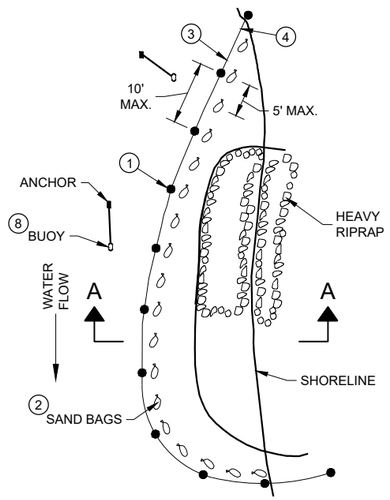


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.

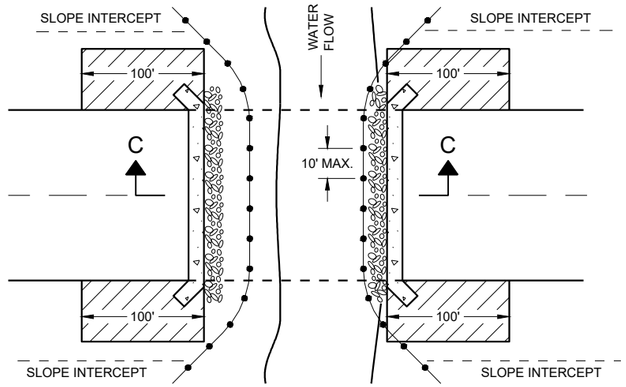
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

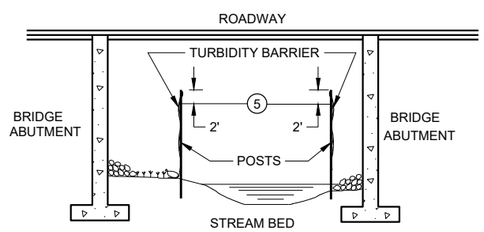
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

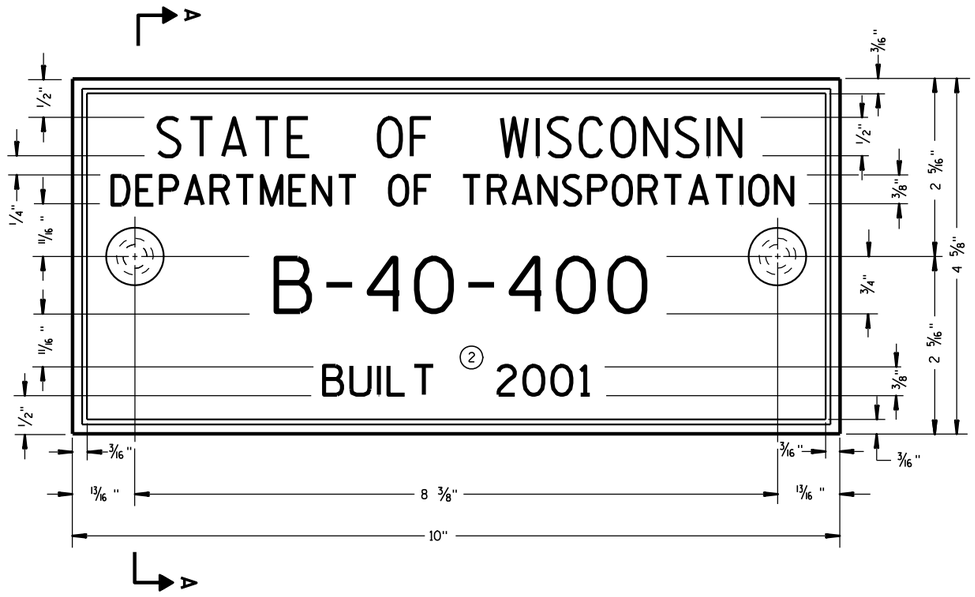
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

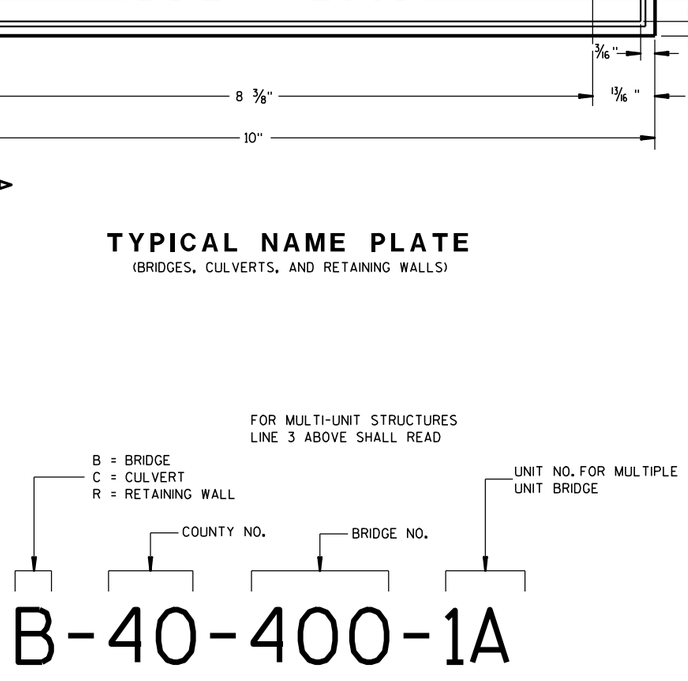
APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
SDD 08E11 - 02



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

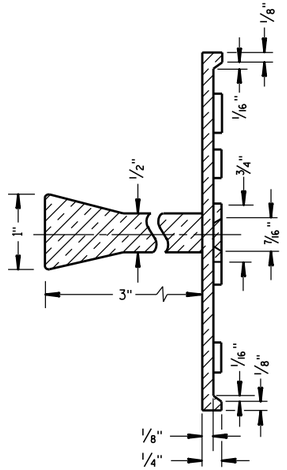
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

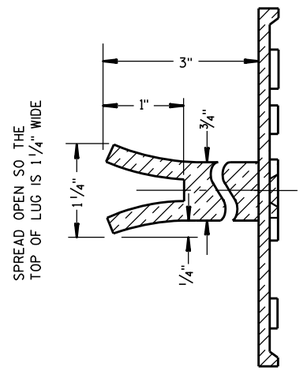
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

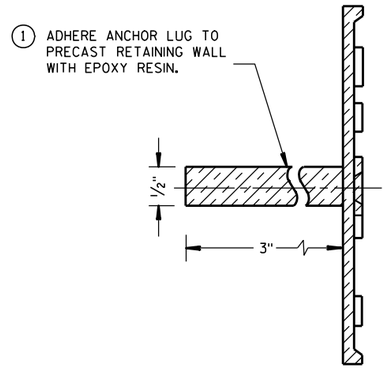
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

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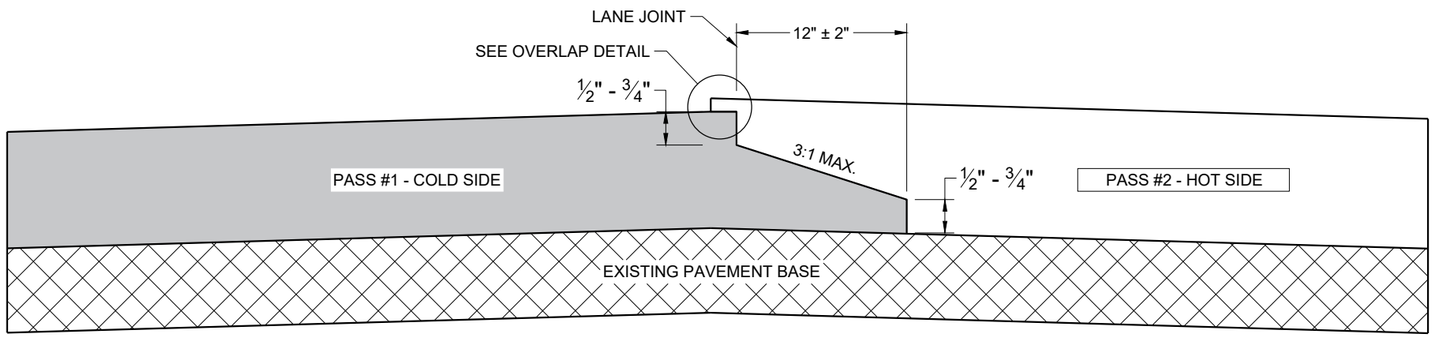
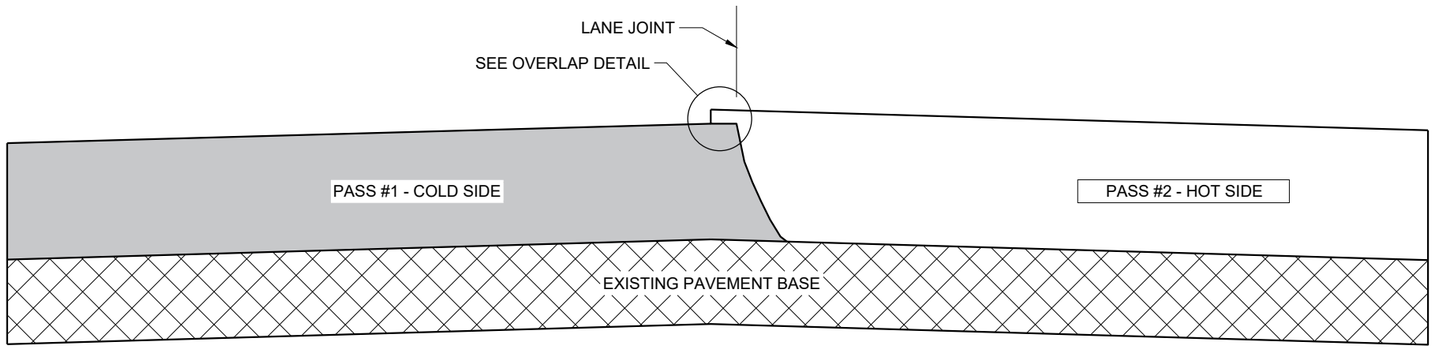
S.D.D. 12 A 3-10

6

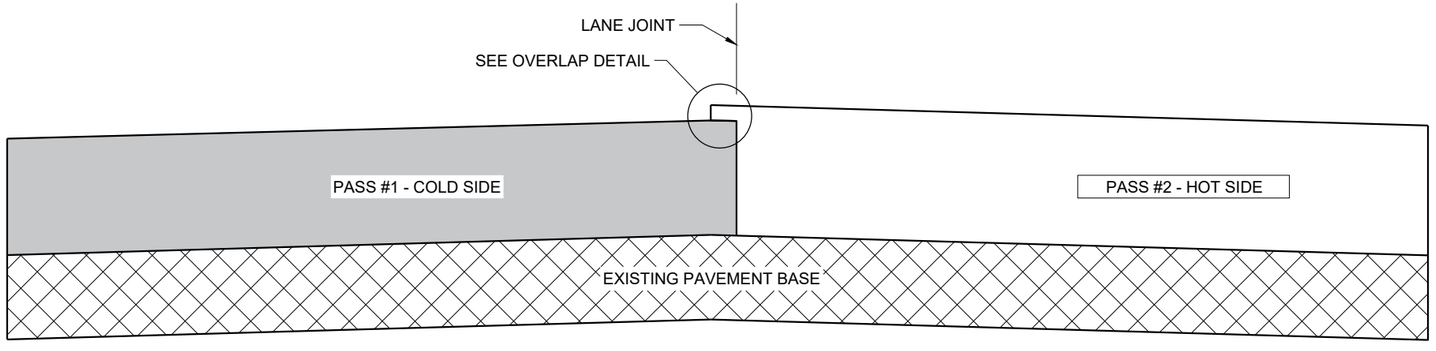
S.D.D. 12 A 3-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

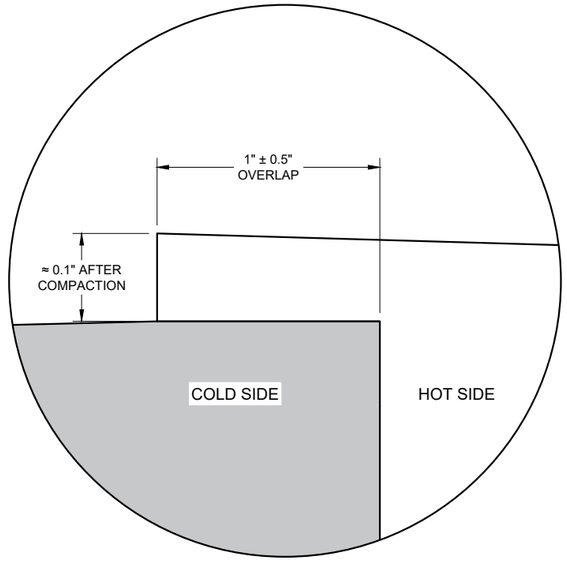
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

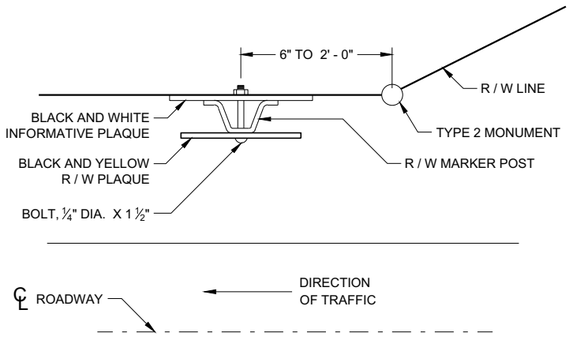
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

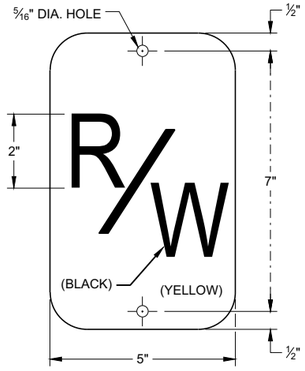
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

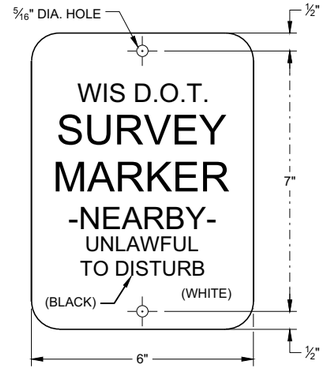


PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

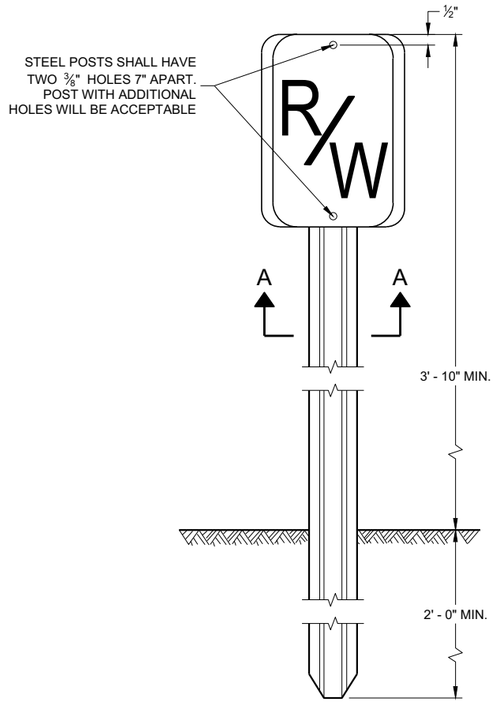
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

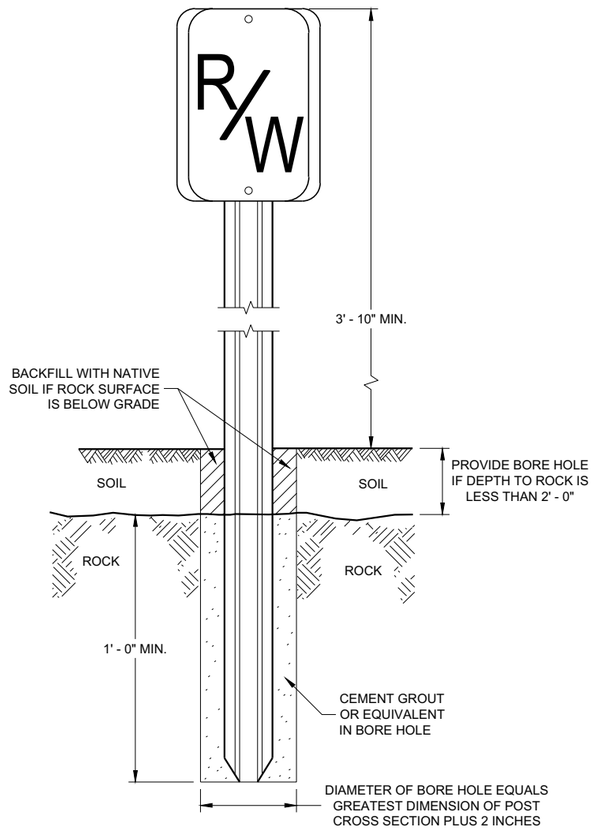
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

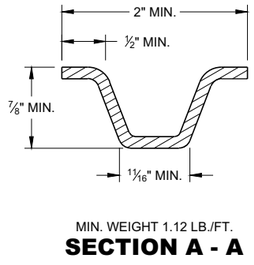
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



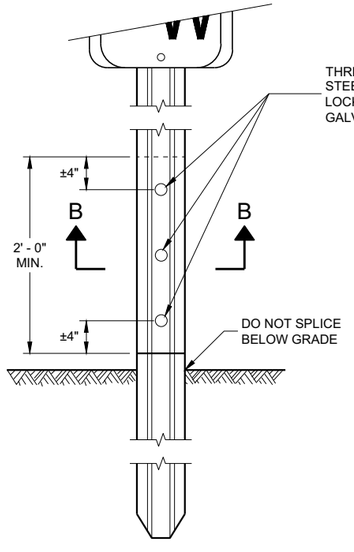
FRONT VIEW
STEEL MARKER POST



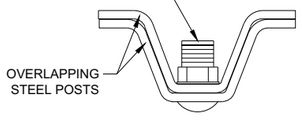
FRONT VIEW
ROCK INSTALLATION (1)



MIN. WEIGHT 1.12 LB./FT.
SECTION A - A



FRONT VIEW
SPLICE DETAIL



SECTION B - B

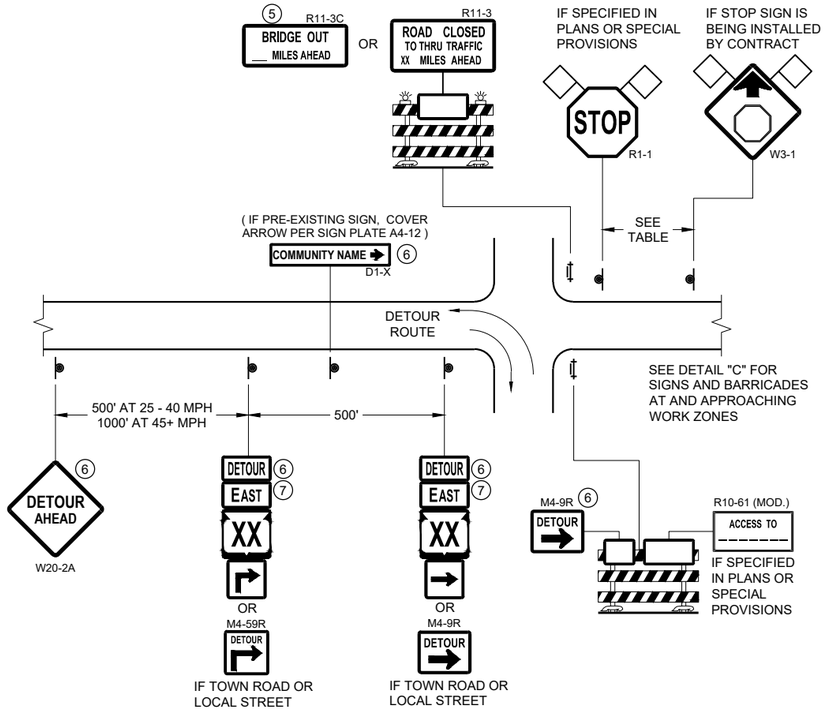
MARKER POST FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/18/2016
DATE
/S/ Ray Kumapayi
CHIEF SURVEYING AND MA
ENGINEER

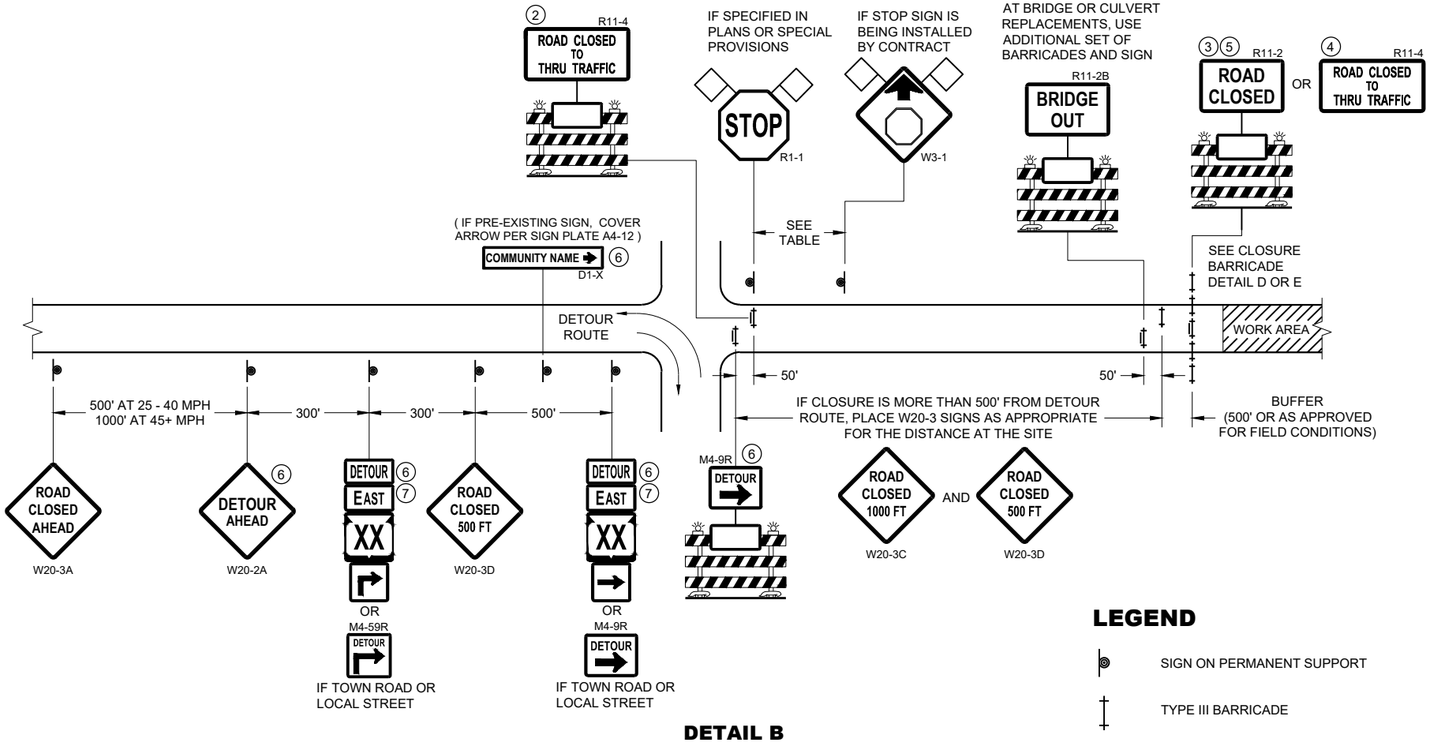
FHWA

6
SDD15A01 - 13a



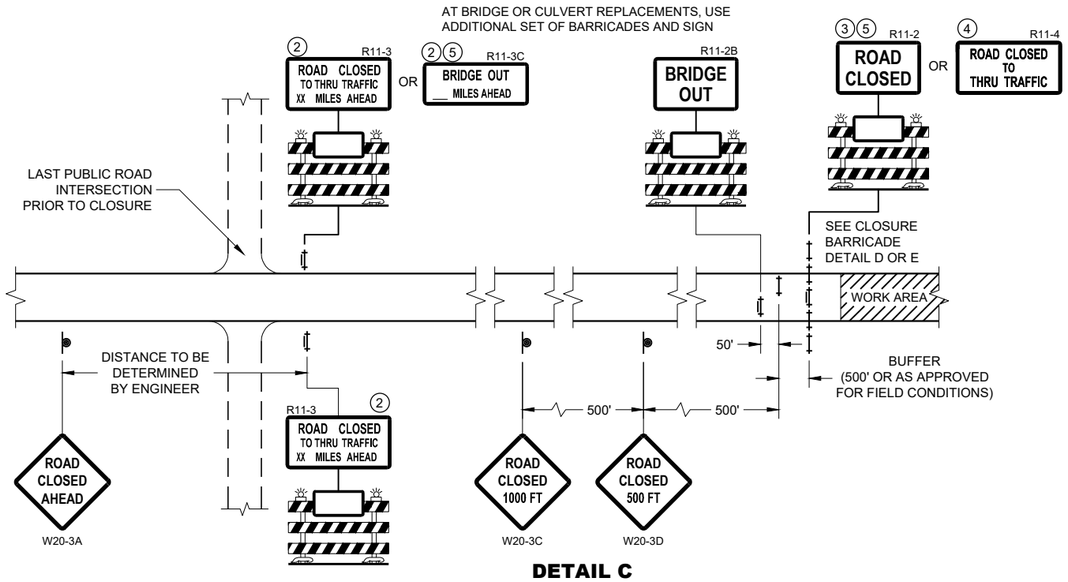
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

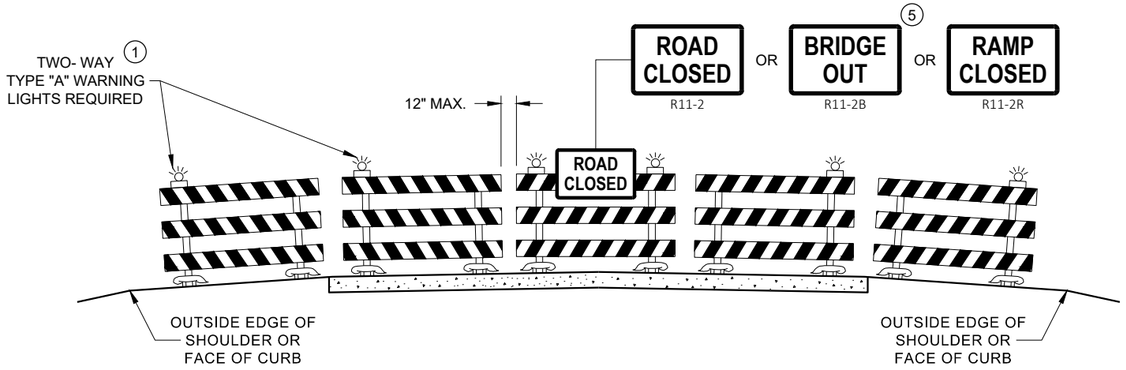
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

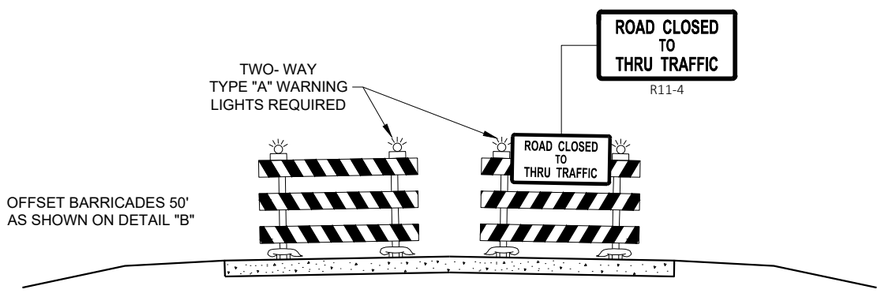
6

SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

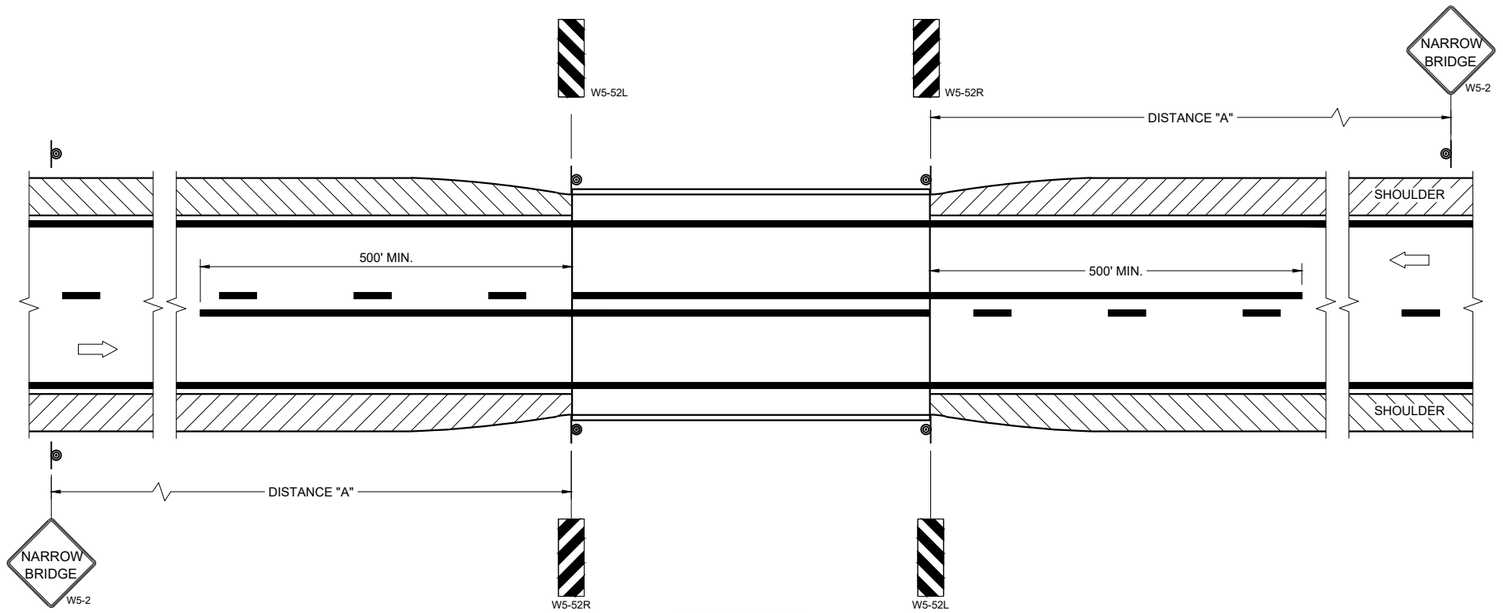
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6

SDD 15C02 - 09b

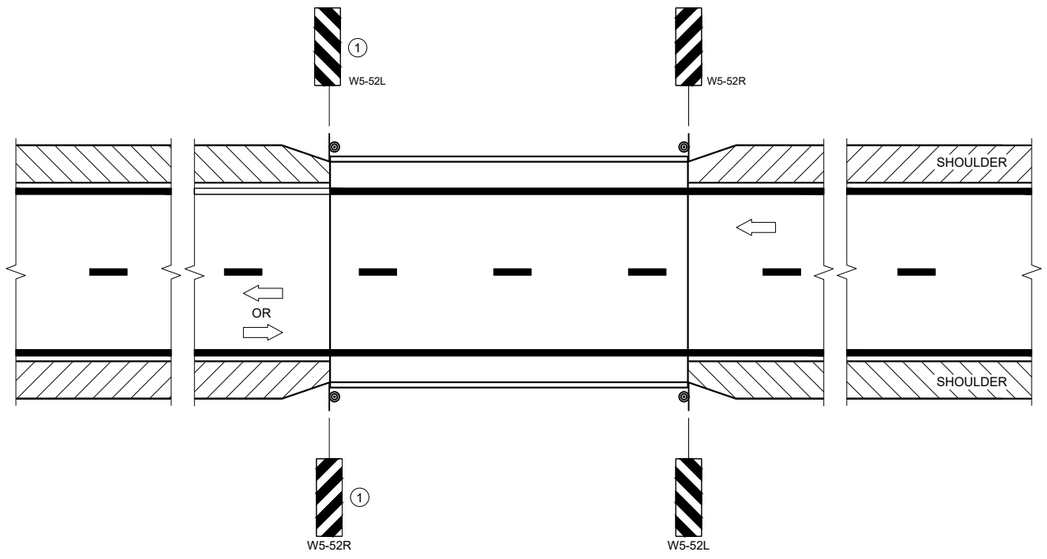
6

SDD 15C02 - 09b



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THE DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

SIGNING AND MARKING FOR TWO LANE BRIDGES

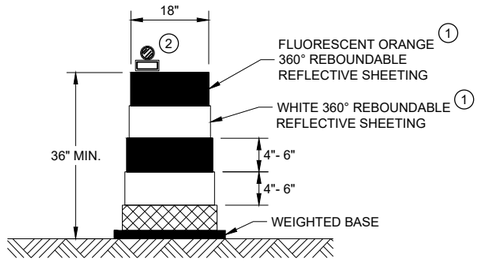
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6
SDD 15C06-12

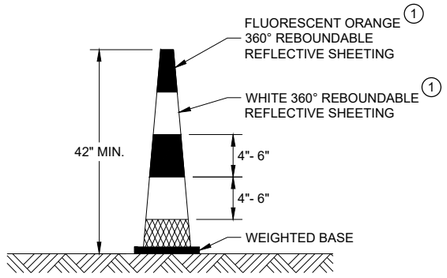
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

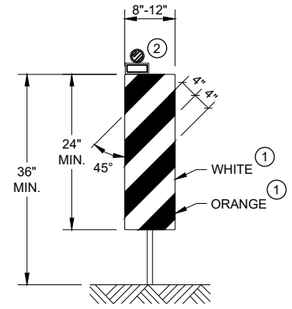
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

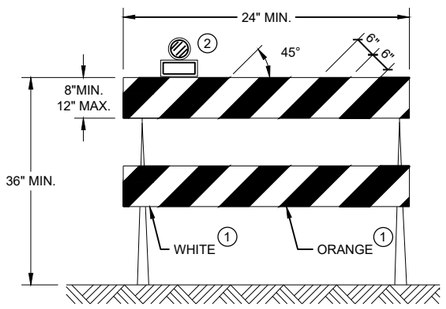
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



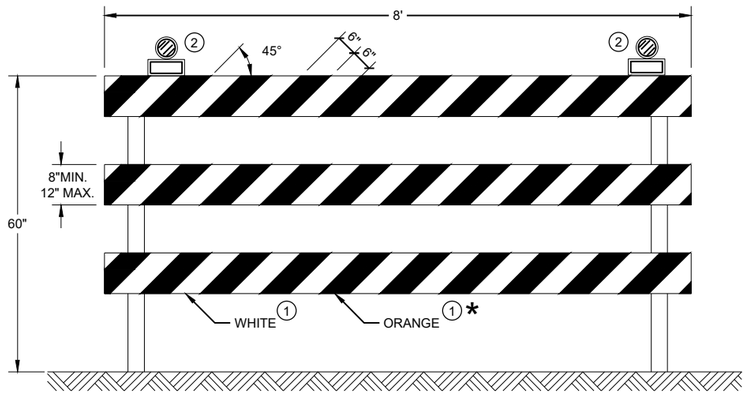
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

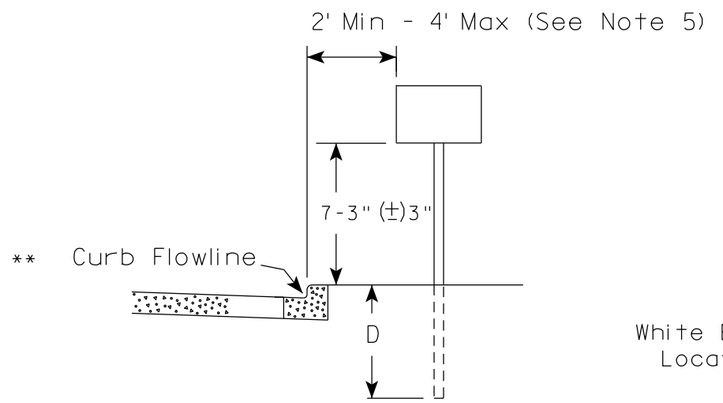
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

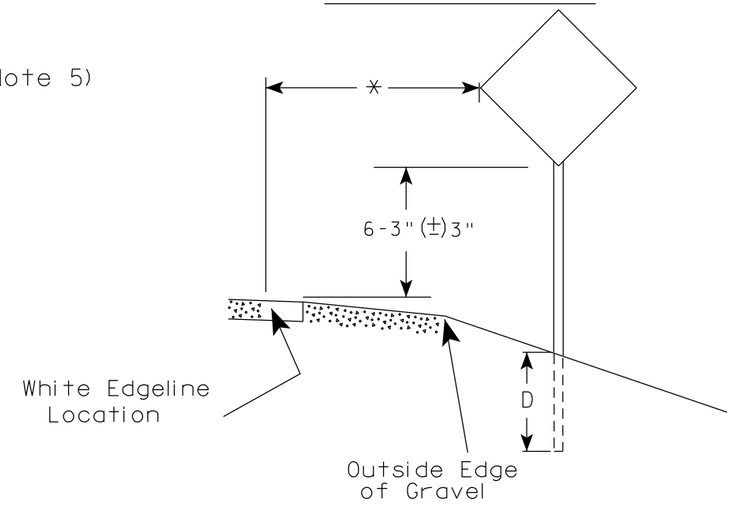
6

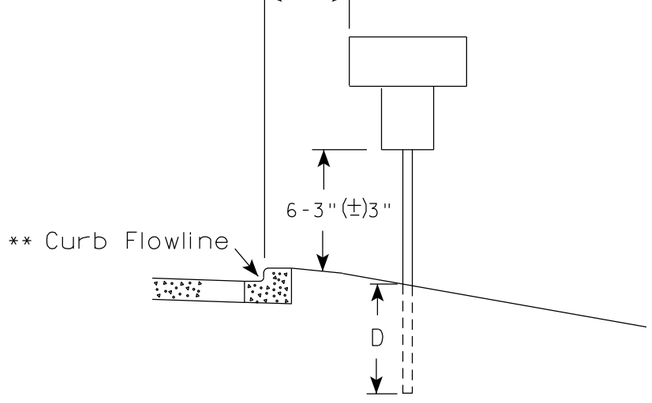
SDD 15C11 - 10b
SDD 15C11 - 10b

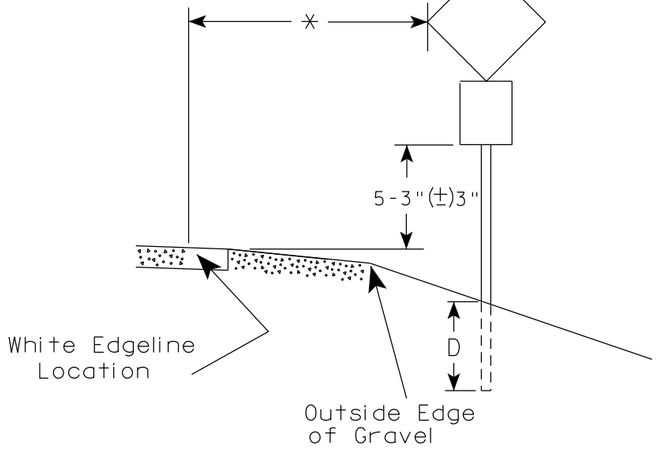
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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.

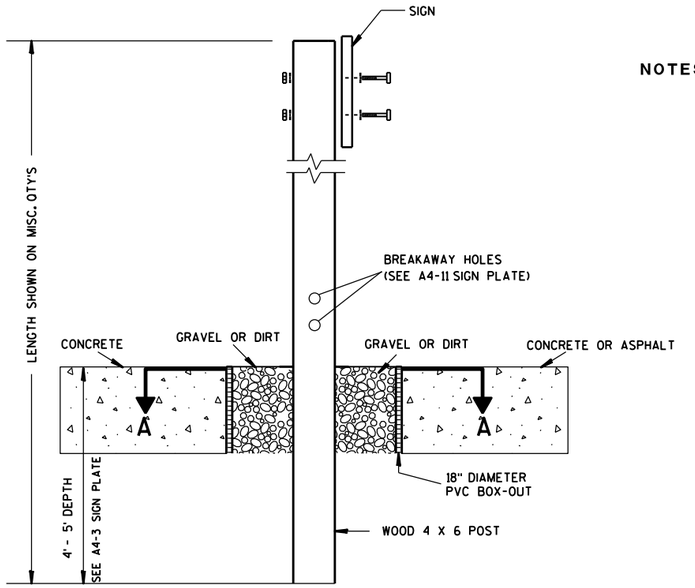
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

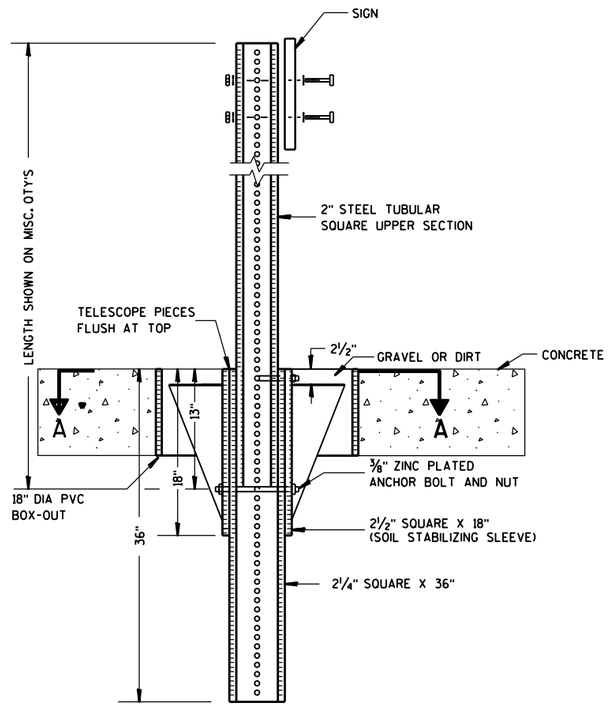
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 24	E



ELEVATION VIEW

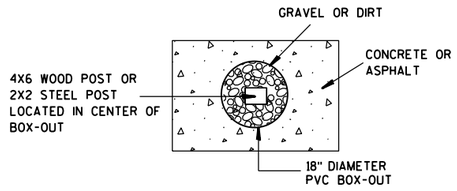
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

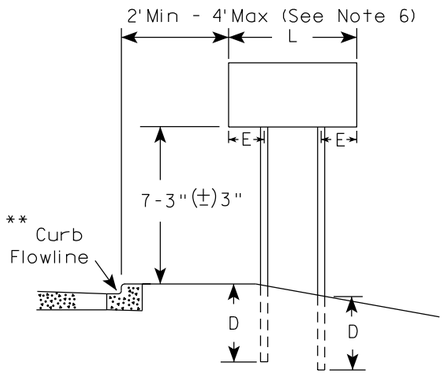
APPROVED Matthew R Rauch
for State Traffic Engineer

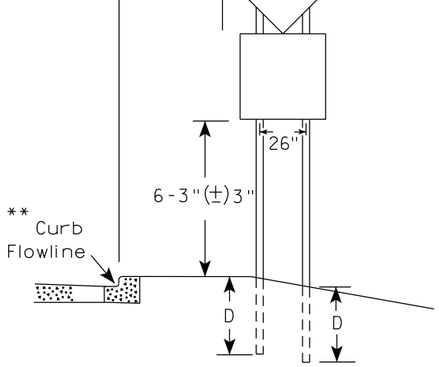
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

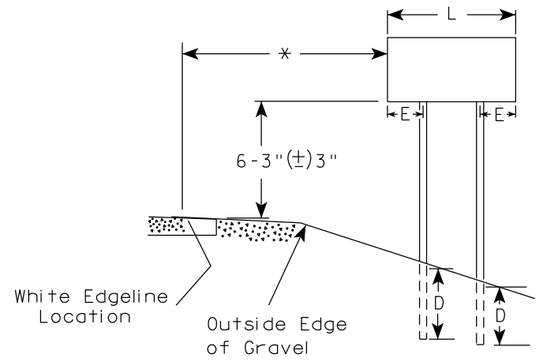
URBAN AREA

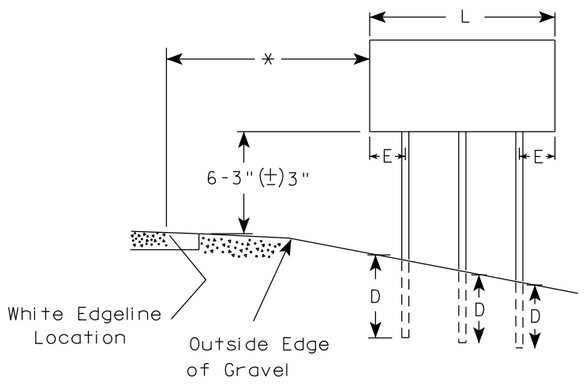


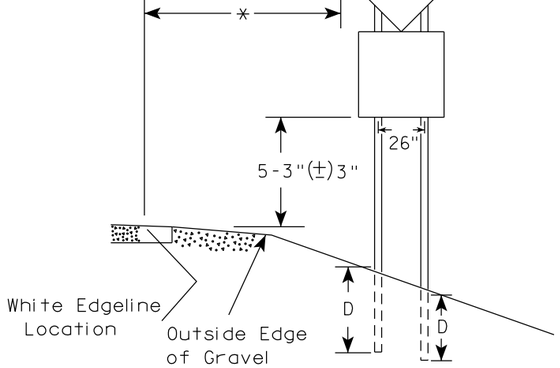


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 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.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

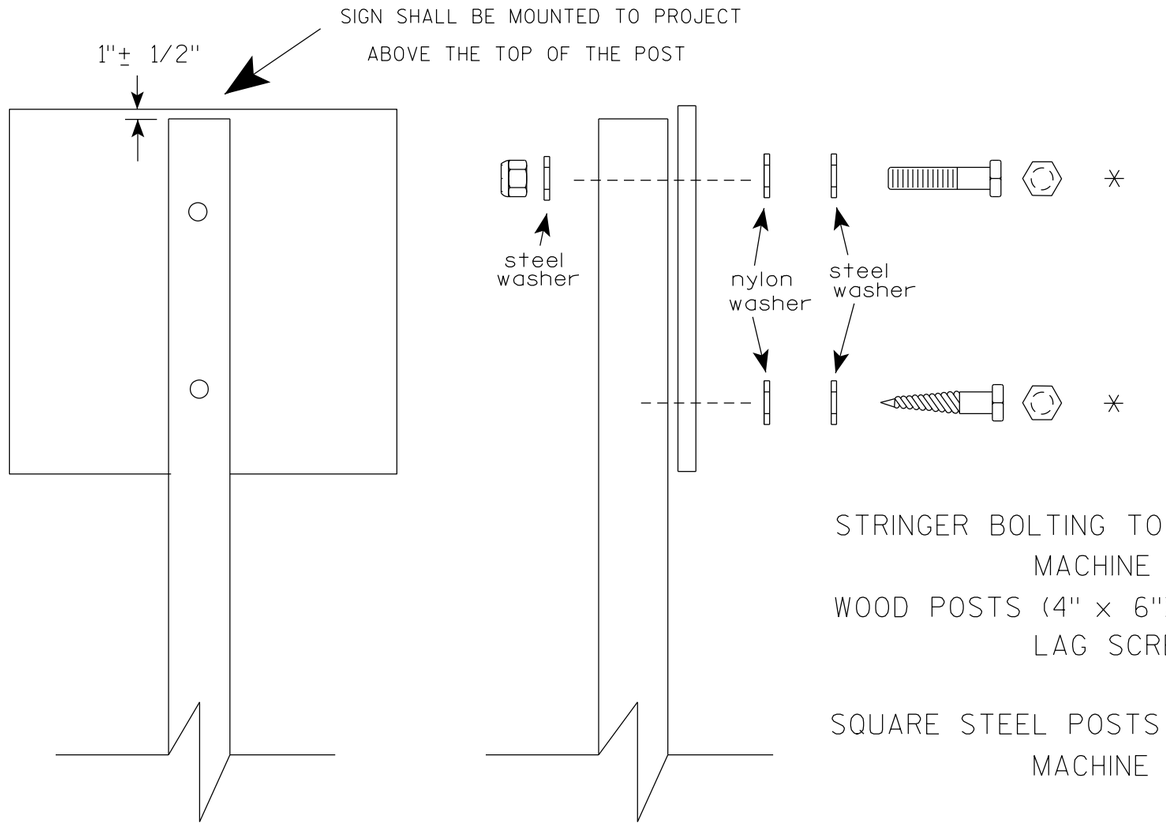
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 26	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

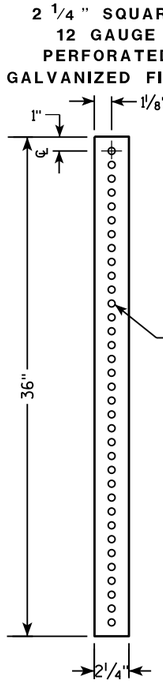
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

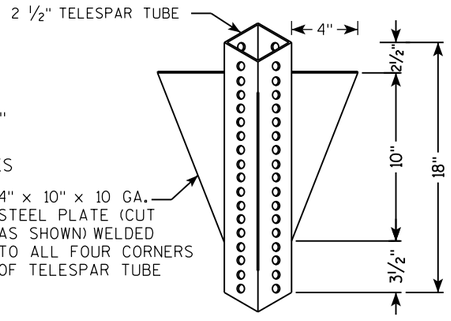
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

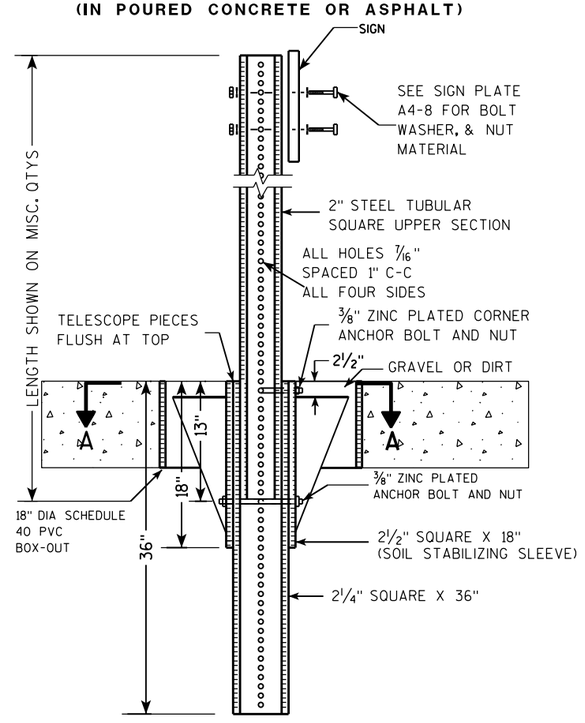
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



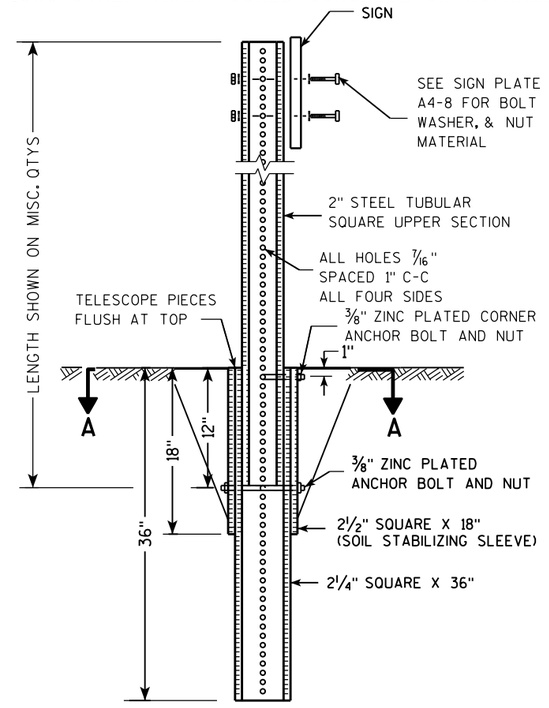
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

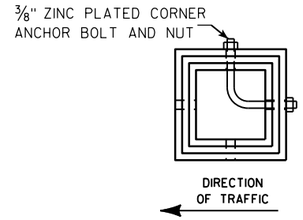


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

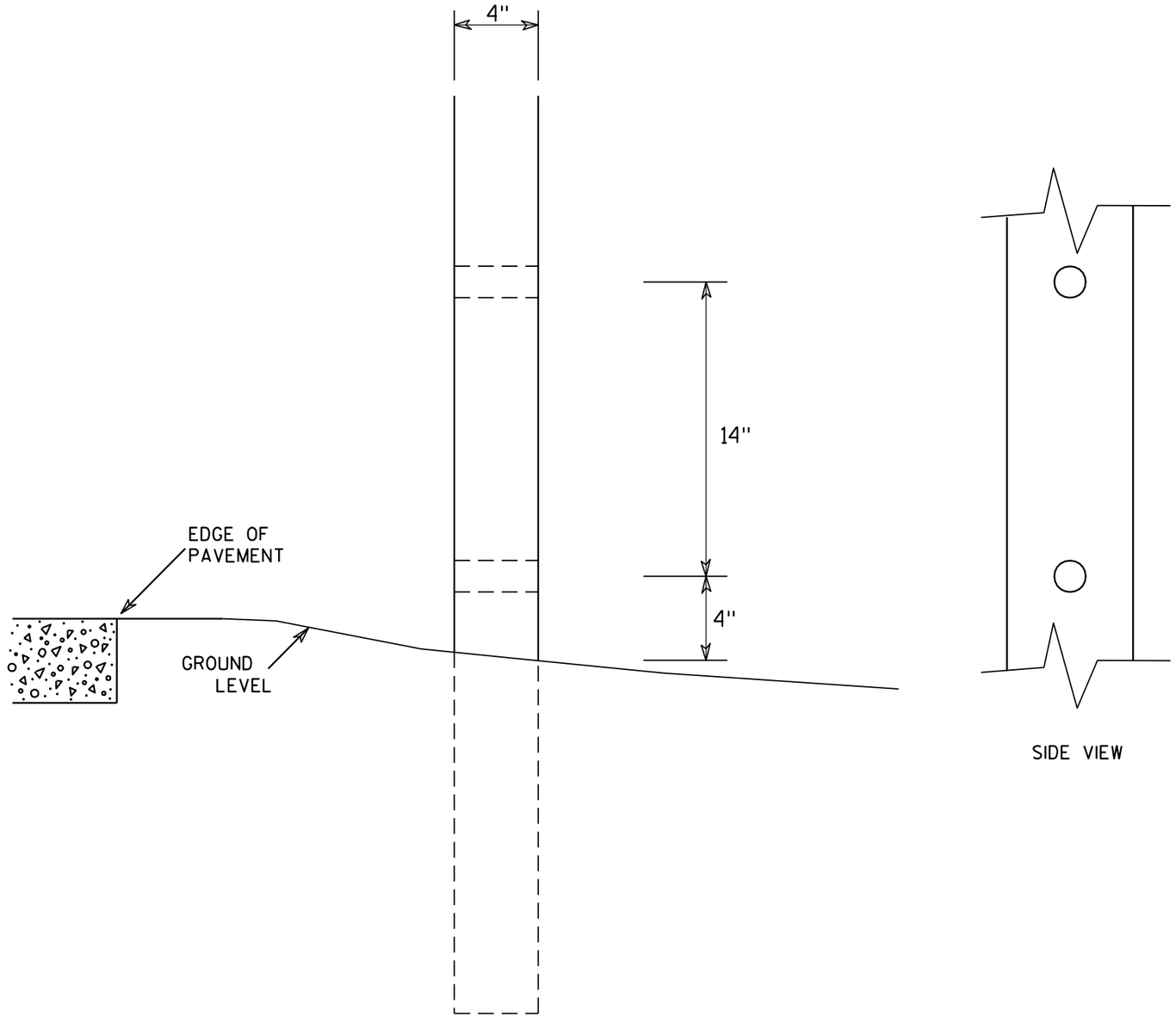
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

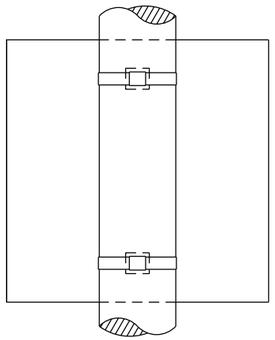
APPROVED Chester J Spang
for State Traffic Engineer

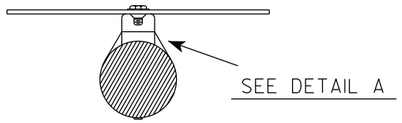
DATE 3/27/97 PLATE NO. A4-11.2

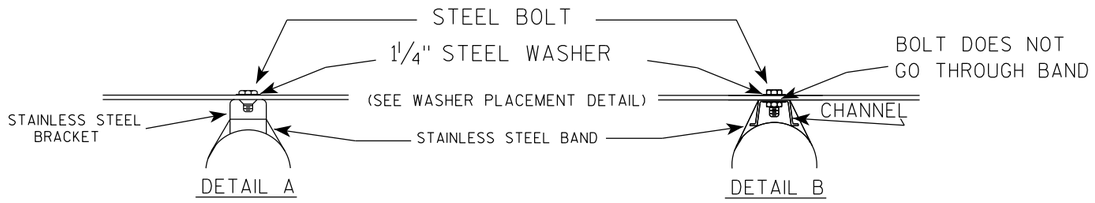
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 29	E

BANDING

SINGLE SIGN



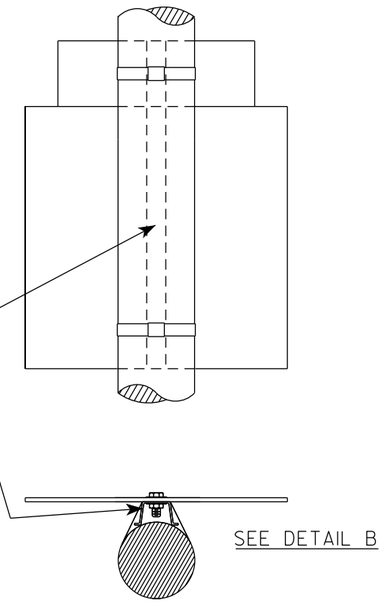




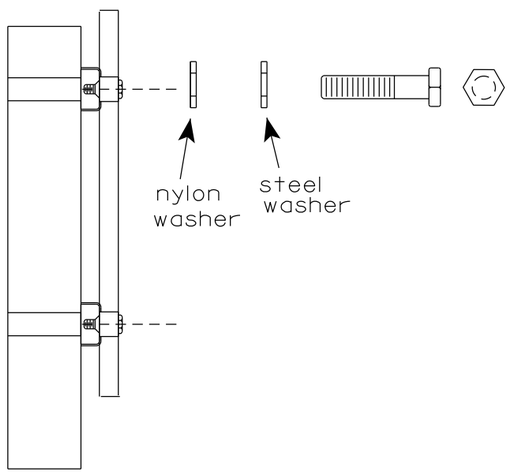
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

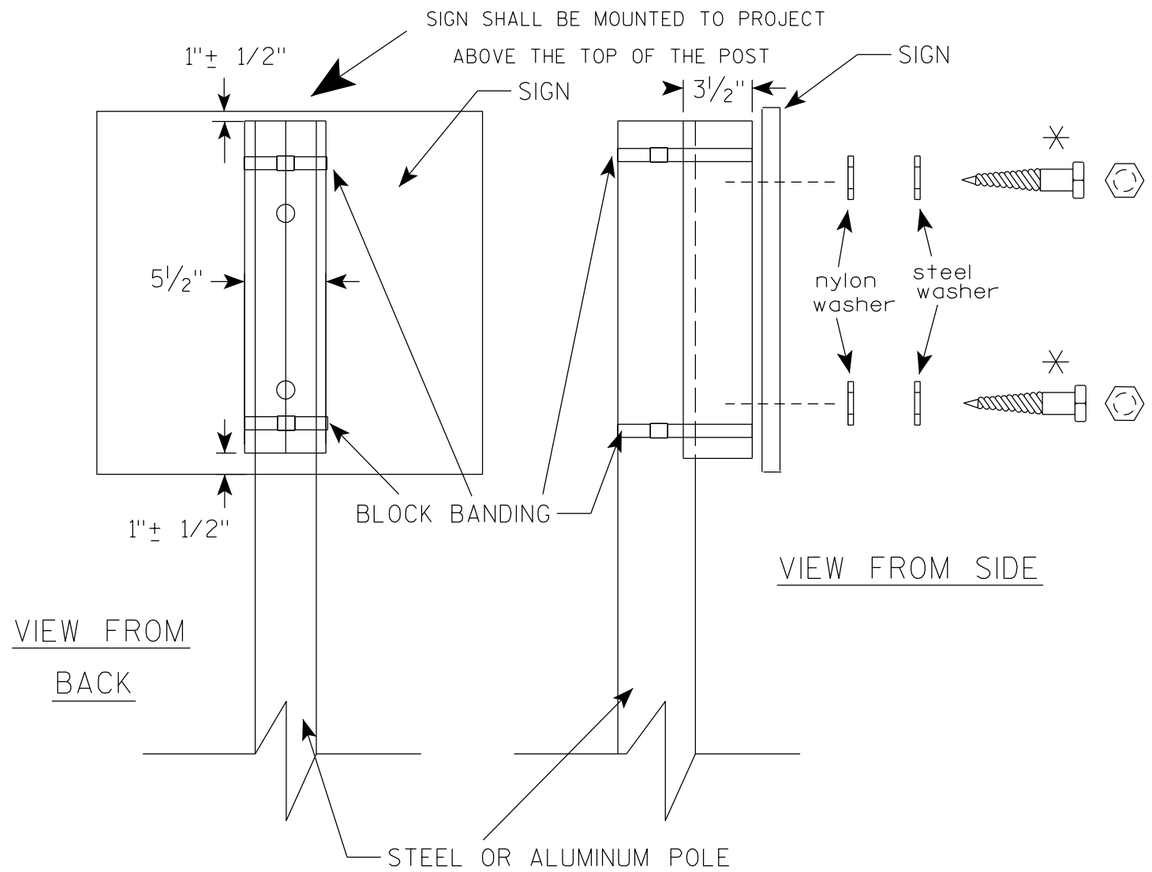
WISCONSIN DEPT OF TRANSPORTATION

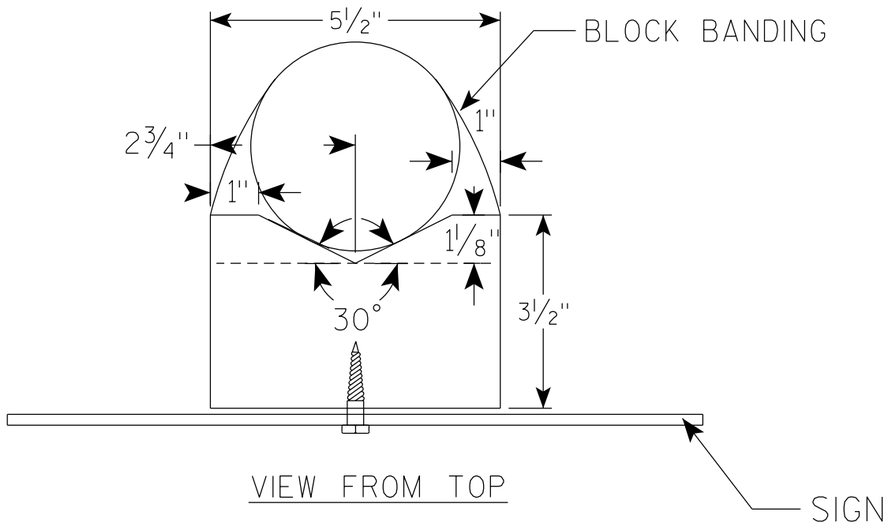
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 30	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

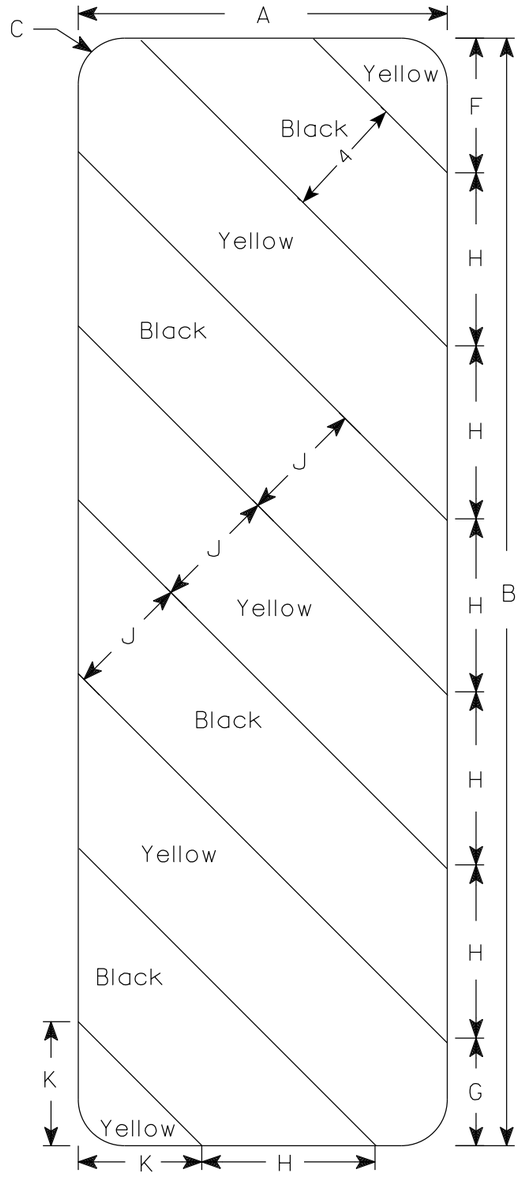
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

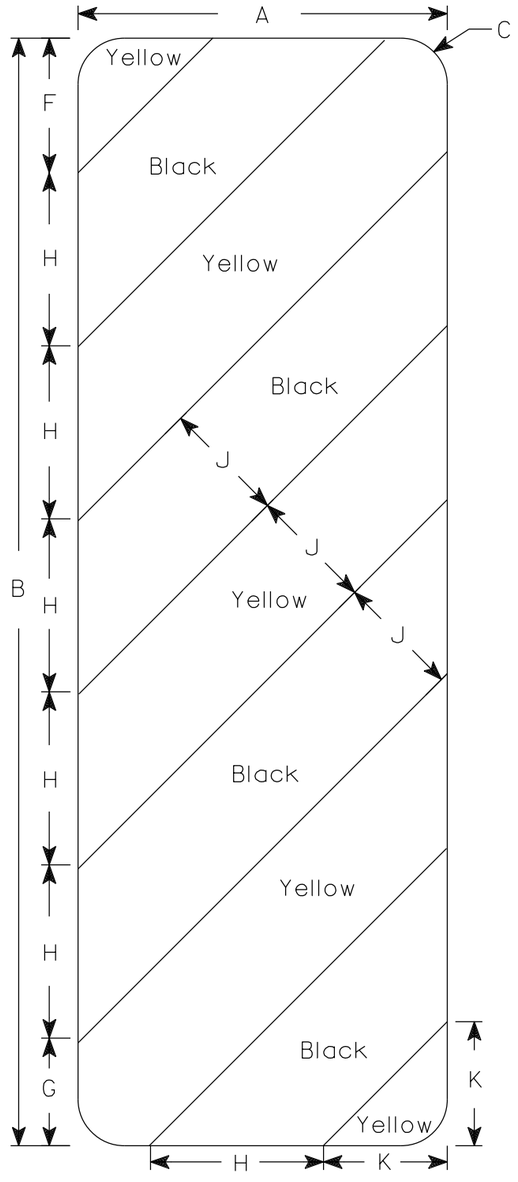
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 31 E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Alternate colors of stripes as shown.

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	12	36	1 ½			4 ⅜	3 ½	5 ⅝	45°	4	4																3.0
2M	12	36	1 ½			4 ⅜	3 ½	5 ⅝	45°	4	4																3.0
3	18	54	1 ½			6	5 ½	8 ½	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

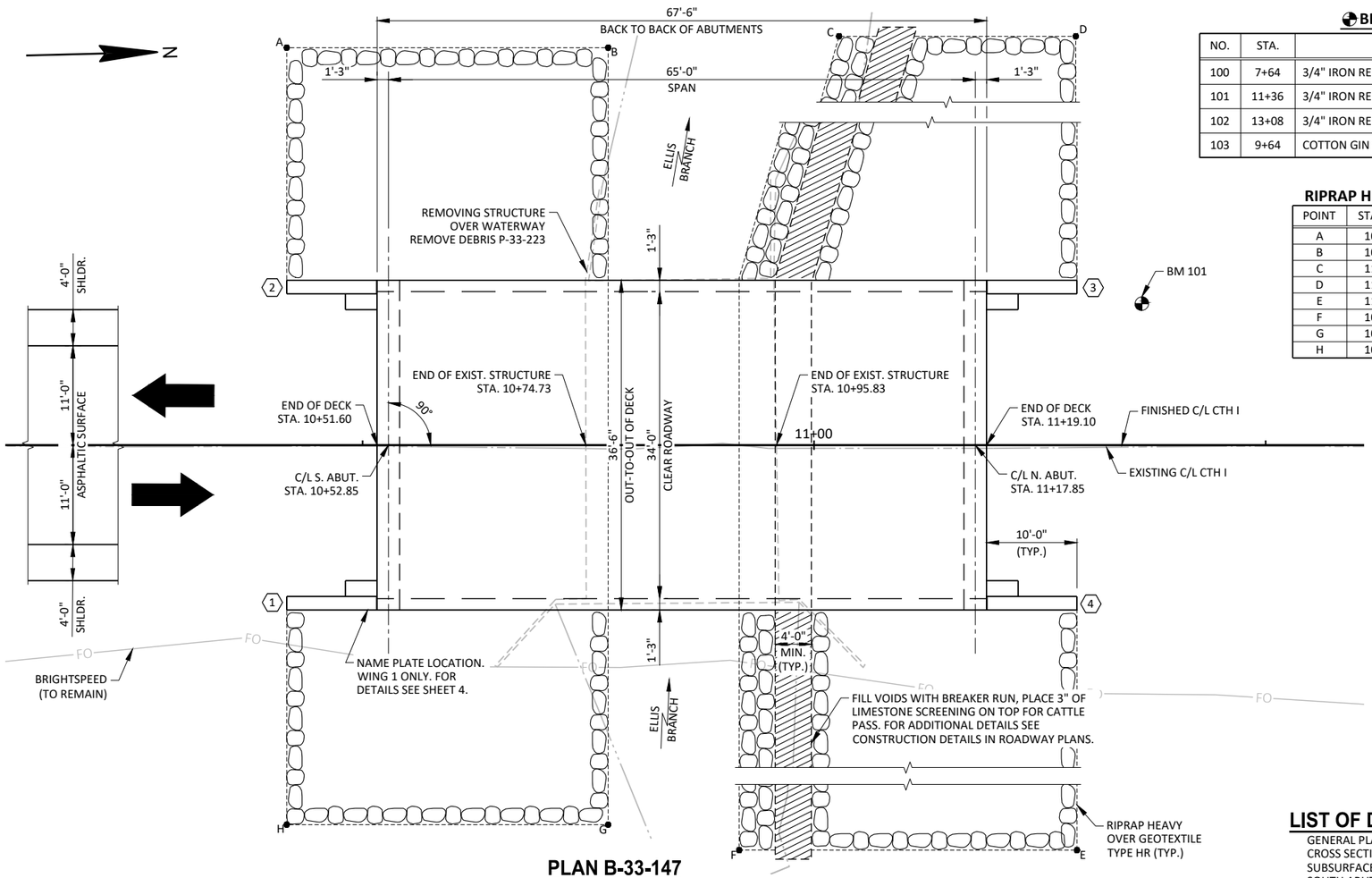
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/4/2024 PLATE NO. W5-52.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 32 E

7

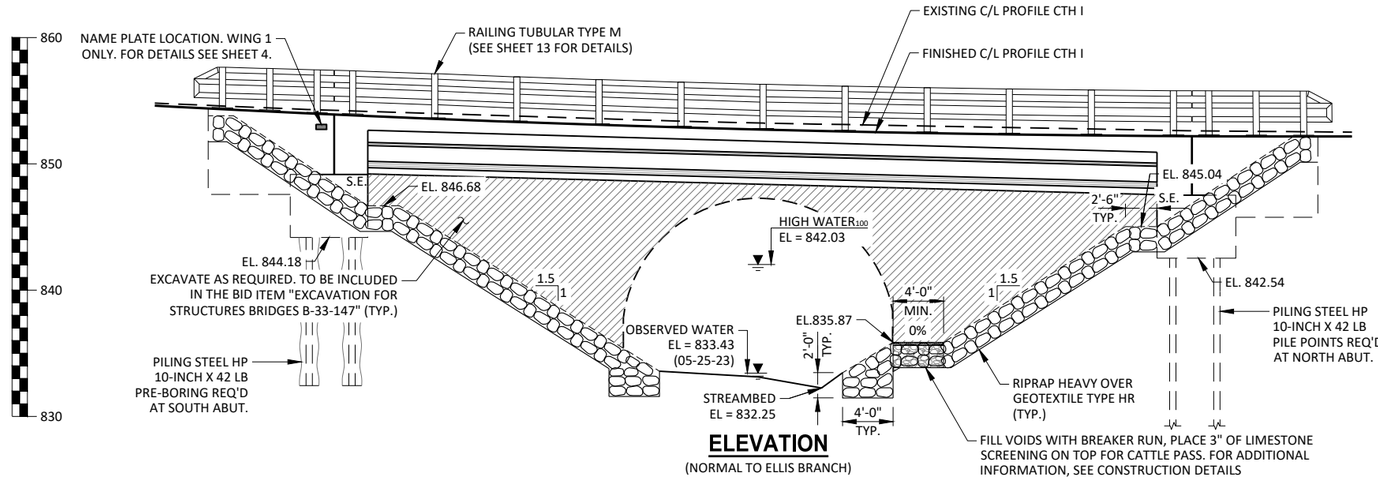
7



PLAN B-33-147

(SINGLE-SPAN 36W-INCH PRESTRESSED CONCRETE GIRDER STRUCTURE)

⬡ INDICATES WING NUMBER



ELEVATION

(NORMAL TO ELLIS BRANCH)

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
100	7+64	3/4" IRON REBAR SET, 18.1' LT.	875.30
101	11+36	3/4" IRON REBAR SET, 15.7' LT.	851.46
102	13+08	3/4" IRON REBAR SET, 14.9' RT.	855.29
103	9+64	COTTON GIN SPIKE SET, 10.8' LT.	859.87

RIPRAP HEAVY LAYOUT

POINT	STATION	OFFSET
A	10+42	44' LT.
B	10+77	44' LT.
C	11+03	58' LT.
D	11+29	58' LT.
E	11+29	58' RT.
F	10+92	58' RT.
G	10+77	42' RT.
H	10+42	42' RT.

STATE PROJECT NUMBER

5695-00-74

DESIGN DATA

LIVE LOAD:

DESIGN LOADING — HL-93
INVENTORY RATING FACTOR — RF=1.15
OPERATING RATING FACTOR — RF=1.82
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) — 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 P.S.F.

MATERIAL PROPERTIES:

CONCRETE MASONRY, SUPERSTRUCTURE — f'c = 4,000 P.S.I.
ALL OTHER — f'c = 3,500 P.S.I.
HIGH-STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
36W-INCH PRESTRESSED GIRDER CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS 0.6 INCH DIA. WITH ULTIMATE TENSILE STRENGTH — fy = 270,000 P.S.I.

FOUNDATION DATA

SOUTH ABUTMENT TO BE SUPPORTED ON HP 10-INCH X 42 PILING SEATED IN PRE-BORED HOLES CORED A MINIMUM OF 3 FT INTO THE ROCK. PILE DRIVING NOT REQUIRED. THE FACTORED AXIAL RESISTANCE OF THE PILES IN COMPRESSION USED FOR DESIGN IS 170 TONS MULTIPLED BY A RESISTANCE FACTOR OF 0.5. ESTIMATED 15 FT OF LENGTH.

NORTH ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 170 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 25 FT PILE LENGTHS. PILE POINTS REQ'D.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC DATA

A.D.T. (2025) — 300
A.D.T. (2045) — 320
DESIGN SPEED — 40 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY
DRAINAGE AREA — 2.12 SQ. MI.
Q_{100} TOTAL — 1,610 C.F.S.
THROUGH STRUCTURE — 1,610 C.F.S.
OVERTOPPING ROADWAY — N/A
VELOCITY - THROUGH STRUCTURE — 10.3 F.P.S.
WATERWAY AREA - THROUGH STRUCTURE — 156.2 SQ. FT.
HIGH WATER$_{100}$ ELEVATION — 842.02
SCOUR CRITICAL CODE — 5

EROSION CONTROL
Q_2 — 150 C.F.S.
VELOCITY$_2$ — 4.8 F.P.S.
HIGH WATER$_2$ ELEVATION — 836.26

LIST OF DRAWINGS

WISCONSIN PROFESSIONAL ENGINEER
PATRICK T. BOLAND
E-36303
HILLPOINT
WIS.
Patrick Boland 5-31-24

NO.	DATE	REVISION	BY

DESIGN CONSULTANT
PATRICK BOLAND, PE
(608) 588-7484

BRIDGE OFFICE CONTACT
AARON BONK, PE
(608) 261-0261

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
OFFICE: (608) 588-7484
www.JewellAssoc.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED — SDR — CHIEF STRUCTURES DESIGN ENGINEER — 08/21/24 DATE

STRUCTURE B-33-147

CTH I OVER ELLIS BRANCH

COUNTY: LAFAYETTE — TOWN/~~CITY/VILLAGE~~: NEW DIGGINGS

DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

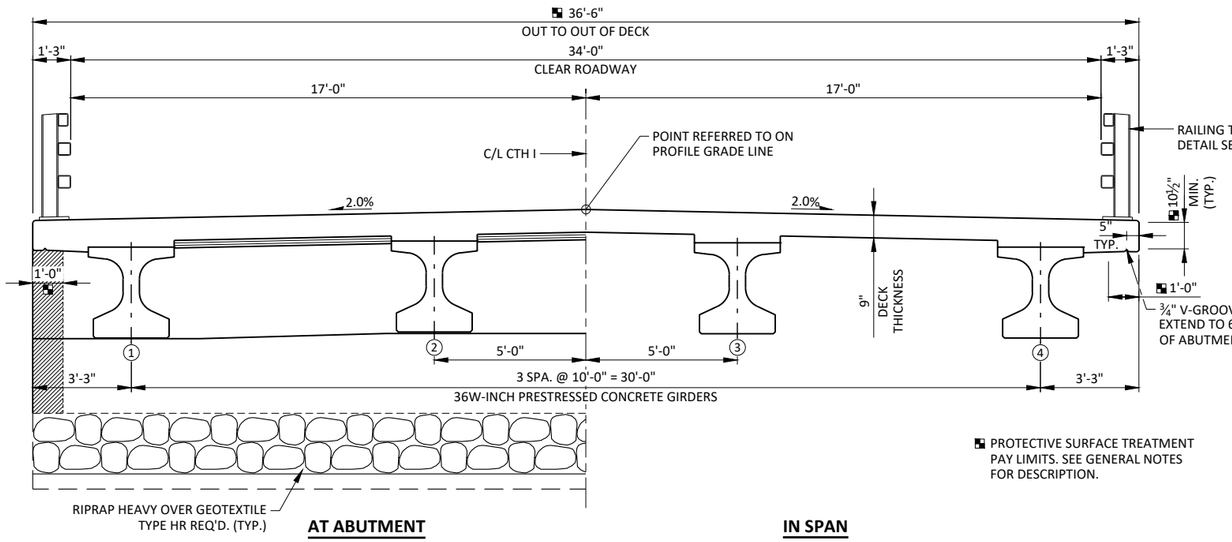
DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CTMP	PTB	CTMP	PTB

GENERAL PLAN

SHEET 1 OF 13
33

STATE PROJECT NUMBER

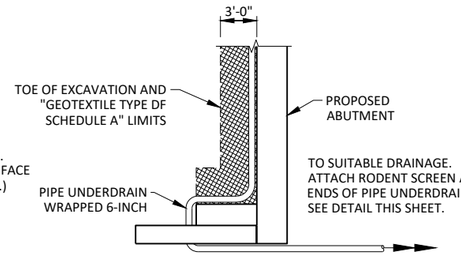
5695-00-74



PROPOSED CROSS-SECTION THROUGH ROADWAY

LOOKING NORTH

◆ PROTECTIVE SURFACE TREATMENT PAY LIMITS. SEE GENERAL NOTES FOR DESCRIPTION.



PIPE UNDERDRAIN DETAIL

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD 2012).

JOINT FILLER SHALL CONFORM TO A.A.S.H.T.O. DESIGNATION MI53, TYPE I, II OR III OR A.A.S.H.T.O. DESIGNATION M213.

THE SLOPE OF FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH RIPRAP HEAVY AND GEOTEXTILE TYPE HR TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS, OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

AT THE BACK FACE OF ABUTMENTS, ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TYPE A. SEE THIS SHEET FOR DETAIL.

◆ AT THE DECK, APPLY PROTECTIVE SURFACE TREATMENT TO THE TOP OF THE DECK (CONCRETE MATERIAL ONLY), THE SIDES OF THE DECK, AND THE EXTERIOR 12" OF THE UNDERSIDE OF THE DECK. AT THE ABUTMENTS, APPLY TO THE TOP AND EXTERIOR EXPOSED FACES OF WINGS AND THE FRONT FACE OF ABUTMENTS TO 12" PAST THE EDGE OF DECK. SEE THIS SHEET FOR DETAIL.

ALL STATIONS AND ELEVATIONS SHOWN ARE IN FEET.

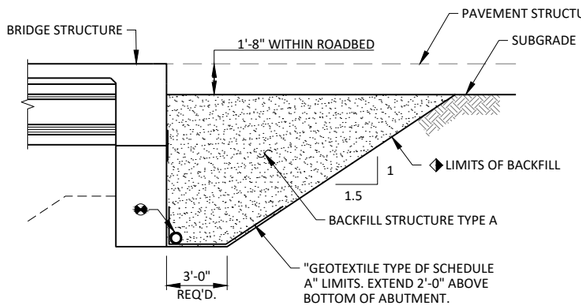
THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-33-147" SHALL BE THE EXISTING GROUNDLINE.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GIRDER DETAILS SHEET, WHICH IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

LAYOUT THE CATTLE PASS AS SHOWN IN THE CONSTRUCTION DETAILS.

THE EXISTING STRUCTURE IS A BOTTOMLESS CORRUGATED STEEL ARCH ON CONCRETE FOOTINGS WITH A STEEL DECK GIRDER EXTENSION. THE STRUCTURE HAS AN OVERALL LENGTH OF 21.4' AND A DECK WIDTH OF 35.2' AND SHALL BE REMOVED.

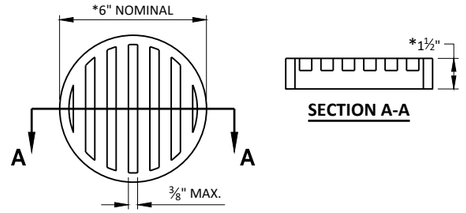


◆ BACKFILL STRUCTURE TYPE A PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO THE BID ITEM "EXCAVATION FOR STRUCTURES B-33-147". LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

PIPE UNDERDRAIN WRAPPED 6-INCH, SLOPED 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SCREEN TO BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."

BACKFILL STRUCTURE DETAIL

(TYPICAL AT BOTH ABUTMENTS. ABUTMENT BODY SHOWN, - WING WALLS SIMILAR)



RODENT SCREEN

SECTION A-A

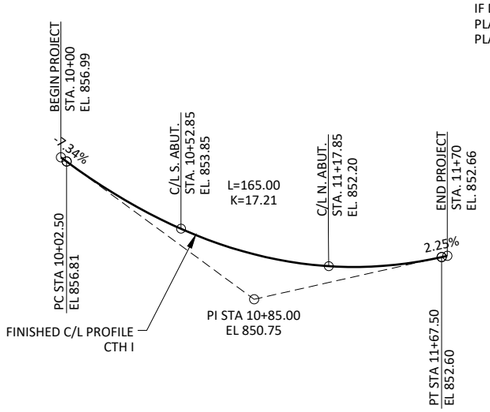
NOTES:

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

ORIENT SCREEN SO SLOTS ARE VERTICAL.

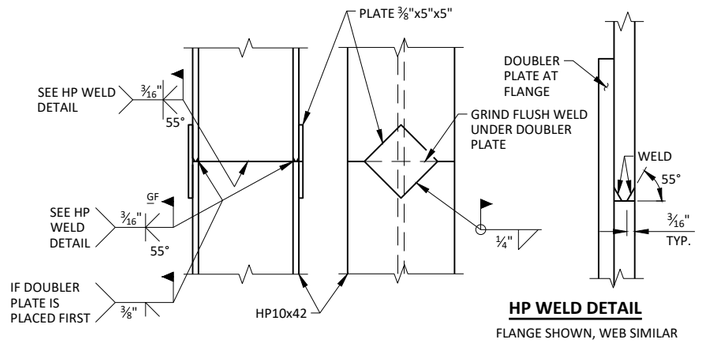
THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED ENDS OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



PROFILE GRADE LINE

CTH I



HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

PILE SPLICE DETAIL

STEEL "HP" PILE MATERIAL SHALL BE ASTM A 572 GRADE 50.

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	S. ABUT.	SUPER.	N. ABUT.	TOTALS
203.0250	REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS P-33-223	EACH	--	--	--	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-33-147	EACH	--	--	--	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	210	--	210	420
311.0110	BREAKER RUN	TON	--	--	13	13
502.0100	CONCRETE MASONRY BRIDGES	CY	28	102	28	158
502.3200	PROTECTIVE SURFACE TREATMENT	SY	--	315	--	315
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	--	264	--	264
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	1,740	--	1,740	3,480
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,120	16,730	1,110	18,960
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	4	--	4	8
506.4000	STEEL DIAPHRAGMS B-33-147	EACH	--	3	--	3
513.4061	RAILING TUBULAR TYPE M	LF	--	180	--	180
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	7	--	7	14
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	95	--	--	95
550.0500	PILE POINTS	EACH	--	--	7	7
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	105	--	175	280
606.0300	RIPRAP HEAVY	CY	245	--	345	590
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	100	--	100	200
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	32	--	33	65
645.0120	GEOTEXTILE TYPE HR	SY	395	--	545	940
SPV.0035.01	LIMESTONE SCREENING	CY	--	--	5	5
	NON-BID ITEMS					
	FILLER	SIZE	--	--	--	½" & ¾"
	NAME PLATE					

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

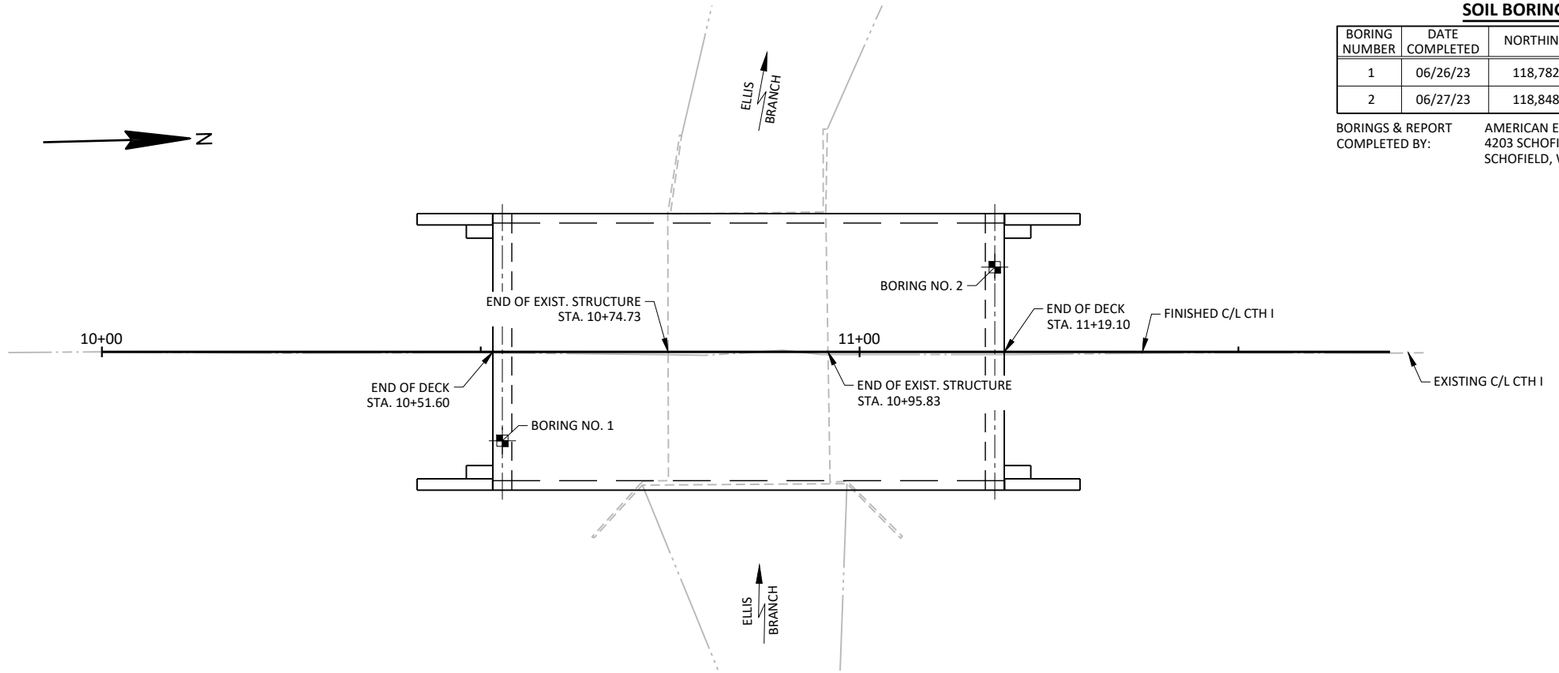
STRUCTURE B-33-147

DRAWN BY CTMP | PLANS CK'D. PTB

CROSS SECTION AND QUANTITIES

SHEET 2 OF 13

34

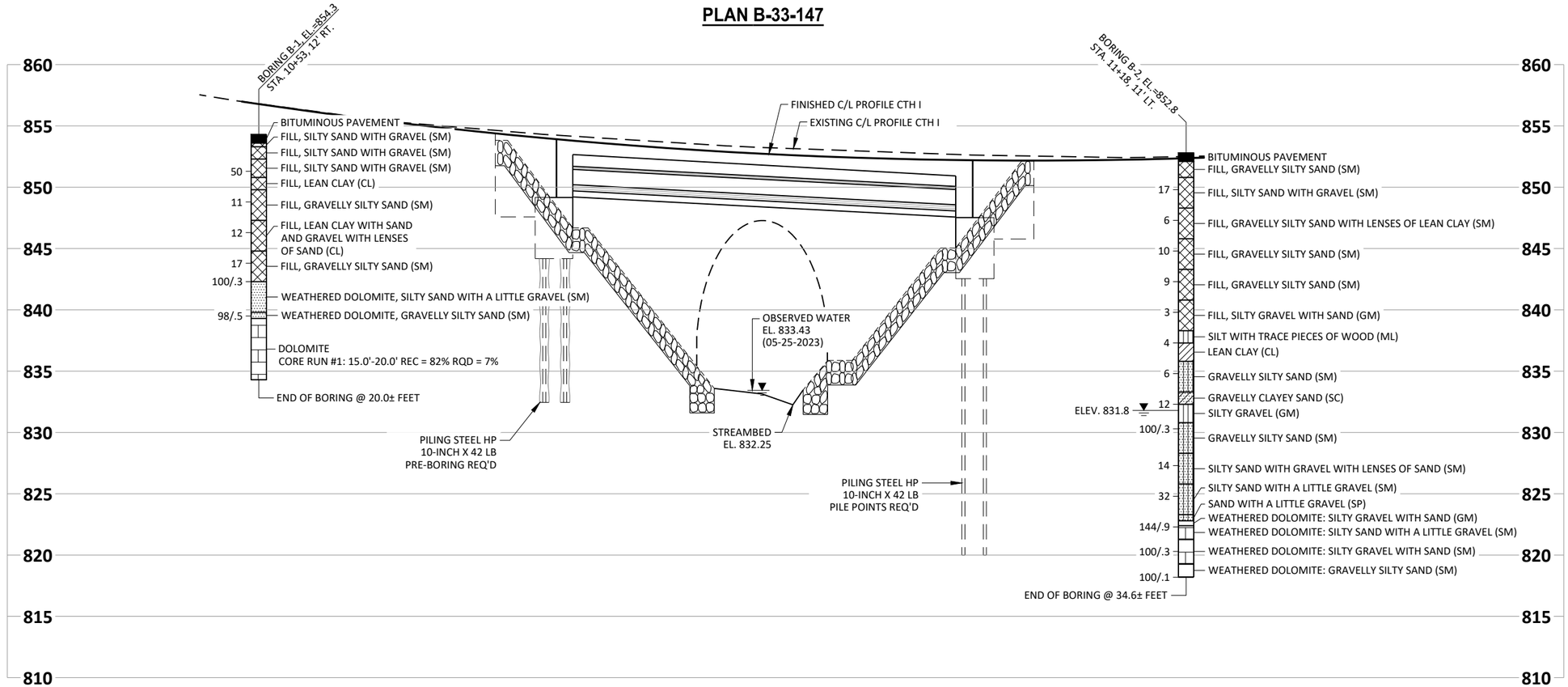


PLAN B-33-147

SOIL BORINGS

BORING NUMBER	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	06/26/23	118,782.58	431,437.90
2	06/27/23	118,848.16	431,416.71

BORINGS & REPORT COMPLETED BY: AMERICAN ENGINEERING TESTING, INC.
4203 SCHOFIELD AVENUE, SUITE 1
SCHOFIELD, WI 54476



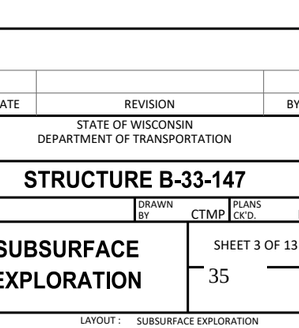
STATE PROJECT NUMBER

5695-00-74

MATERIAL SYMBOLS

Asphalt, Topsoil, Peat, Concrete, Fill, Gravel, Sand, Clay, Silt, Boulders or Cobbles, Limestone, Bedrock (unknown), Shale, Sandstone, Igneous/meta

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T-206 STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATIONS

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COURSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-147

DRAWN BY CTMP | PLANS CK'D. PTB

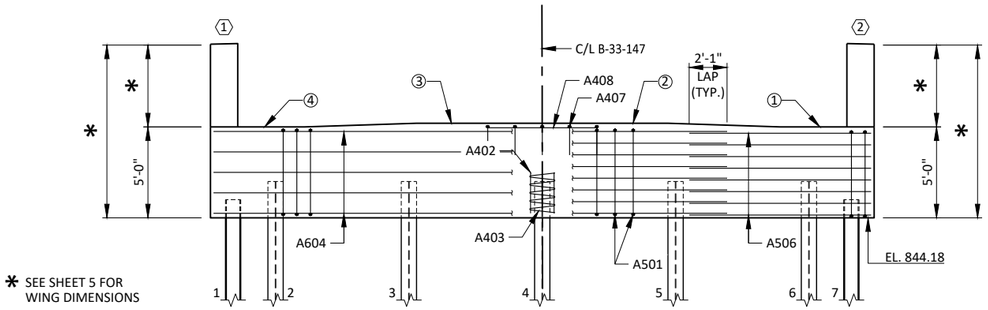
SUBSURFACE EXPLORATION

SHEET 3 OF 13

35

8

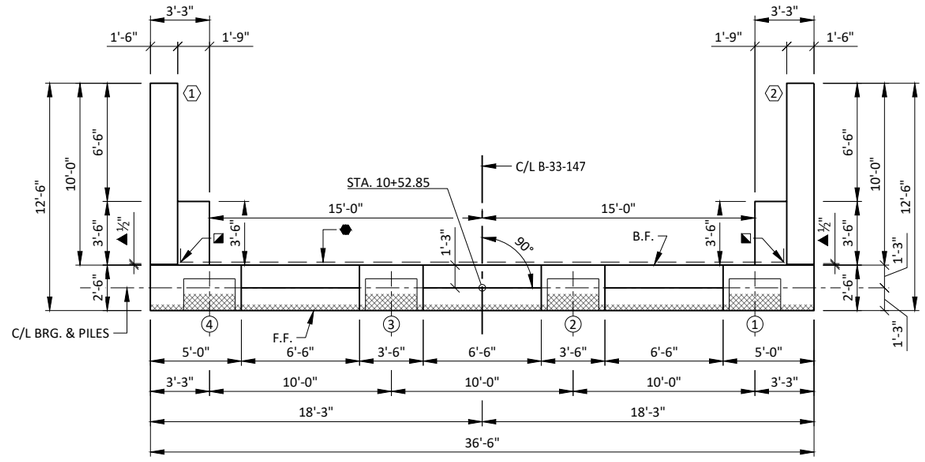
8



* SEE SHEET 5 FOR WING DIMENSIONS

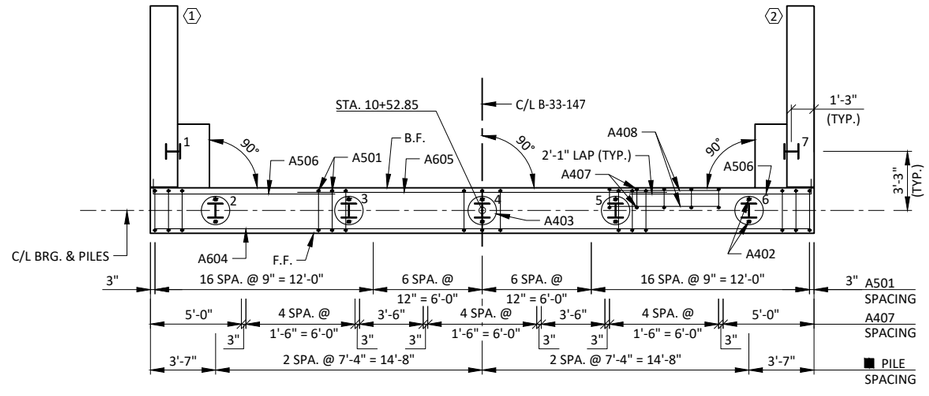
FRONT FACE BAR STEEL REINF. **BACK FACE BAR STEEL REINF.**

ELEVATION
(SOUTH ABUTMENT LOOKING SOUTH)

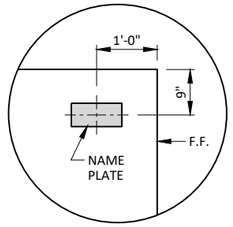


PLAN

N



LAYOUT



NAME PLATE DETAIL
(WING 1 ONLY)

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE SHEET 5 FOR BILL OF BARS.

DO NOT PLACE FILL HIGHER THAN 3 FEET FROM BOTTOM OF ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

SPACE REINFORCEMENT TO MISS PILING

F.F. - FRONT FACE

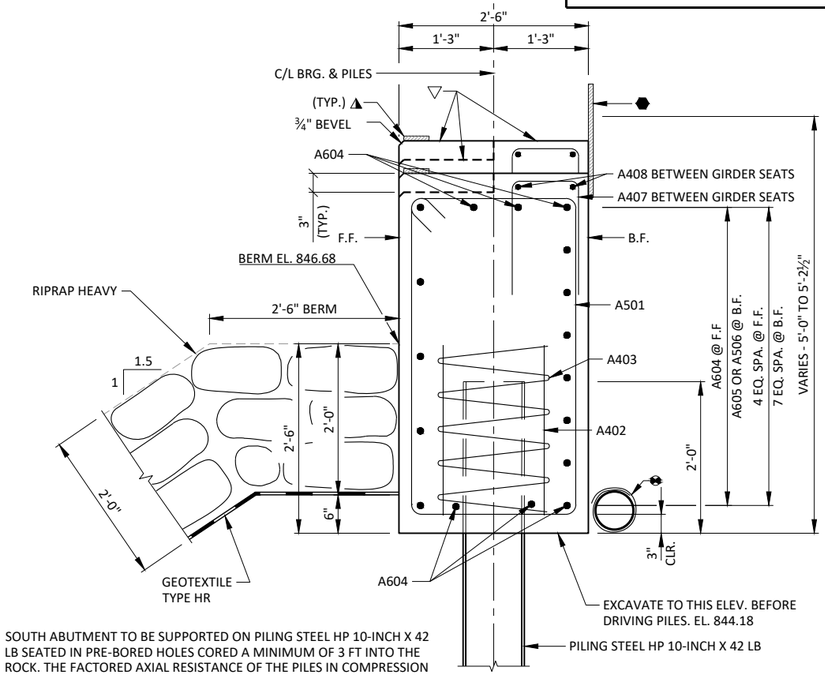
B.F. - BACK FACE

GIRDER SEAT ELEVATIONS

GIRDER NUMBER	ELEV. Ⓐ	ELEV. Ⓑ	ELEV. Ⓒ	ELEV. Ⓓ	ELEV. Ⓔ
①	849.18	849.21	849.21	849.15	849.15
②	849.38	849.41	849.41	849.35	849.35
③	849.38	849.41	849.41	849.35	849.35
④	849.18	849.21	849.21	849.15	849.15

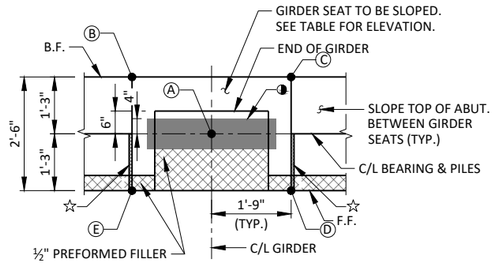
LEGEND

- ◪ VERTICAL 18" RUBBERIZED MEMBRANE WATERPROOFING EXTEND FROM 9" BELOW BRIDGE SEAT TO 1" BELOW TOP OF WINGS.
- ⬣ 18" RUBBERIZED MEMBRANE WATERPROOFING. (HORIZONTAL)
- ▲ ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINUOS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE)
- ◮ ½" x 4" PREFORMED FILLER, EXTEND FULL LENGTH OF ABUTMENTS BETWEEN EDGES OF DIAPHRAGM. USE ½" PREFORMED FILLER UNDER GIRDERS.
- ■ PILE SPACING MEASURED AT BASE OF ABUTMENT BODY.
- ⬌ PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPED 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 2. RODENT SCREEN TO BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."
- ☆ ¾" CORK FILLER ON VERTICAL GIRDER SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- ◑ ½"x8"x2'-10" NON-LAMINATED ELASTOMERIC BEARING PAD.
- ▽ STEEL TROWEL ENTIRE TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- ⬡ INDICATES WING NUMBER.



SOUTH ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB SEATED IN PRE-BORED HOLES CORED A MINIMUM OF 3 FT INTO THE ROCK. THE FACTORED AXIAL RESISTANCE OF THE PILES IN COMPRESSION USED OR DESIGN IS 170 TONS MULTIPLED BY A RESISTANCE FACTOR OF 0.5. ESTIMATED PILE DEPTH OF 15 FT.

TYPICAL SECTION THROUGH ABUTMENT BODY



GIRDER SEAT DETAIL
INTERIOR GIRDER SHOWN.
EXTERIOR GIRDERS SIMILAR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-147

DRAWN BY CTMP | PLANS CK'D. PTB

SOUTH ABUTMENT

SHEET 4 OF 13
36

FILE NAME : S:\PROJECTS\W11682 WISDOT - CTH I BRIDGE, LAFAYETTE CO\STRUCTURE\CAD FILES\FINALS\04_ABUTMENT AND ABUTMENT DETAILS.DWG
PLOT DATE : 5/31/2024 9:51:17 AM
PLOT BY : COLTON PEPER
PLOT SCALE : 1" = 1'
LAYOUT : SOUTH ABUTMENT

STATE PROJECT NUMBER

5695-00-74

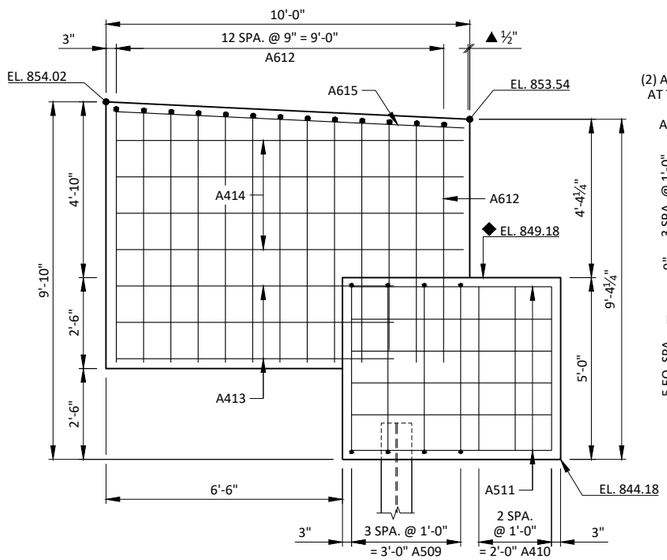
BILL OF BARS
SOUTH ABUTMENT

1,120 LB (COATED)
1,740 LB (UNCOATED)

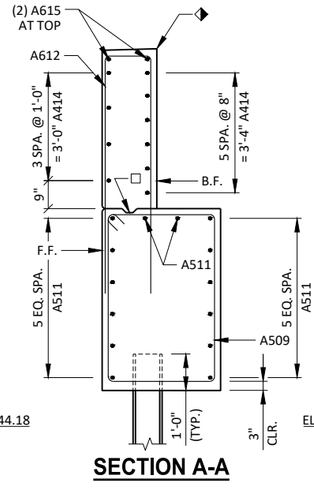
BAR MARK	NO. REQ'D.	LENGTH	BENT	COAT	LOCATION
A501	45	13-8	X		BODY - VERT. - STIRRUP
A402	10	2-3			BODY - VERT. - 2 PER PILE
A403	5	28-0	X		BODY - VERT. - SPIRAL - 1 PER PILE
A604	11	36-2			BODY - HORIZ.
A605	6	20-4			BODY - HORIZ. B.F. - CENTER
A506	12	10-9	X		BODY - HORIZ. B.F. - ENDS
A407	15	3-9	X		BODY - VERT. - TOP BETWEEN SEATS
A408	6	8-6			BODY - HORIZ. - TOP BETWEEN SEATS
A509	8	15-8	X	X	WING 1 & 2 - VERT. - STIRRUP
A410	6	4-8		X	WING 1 & 2 - VERT.
A511	28	5-10	X	X	WING 1 & 2 - HORIZ. - F.F. & B.F.
A612	26	14-0	X	X	WING 1 & 2 - VERT. - TOP
A413	14	7-9		X	WING 1 & 2 - HORIZ. - BOTTOM
A414	20	9-7		X	WING 1 & 2 - HORIZ. - F.F. & B.F.
A615	4	9-7		X	WING 1 & 2 - HORIZ. - TOP

NOTES: THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

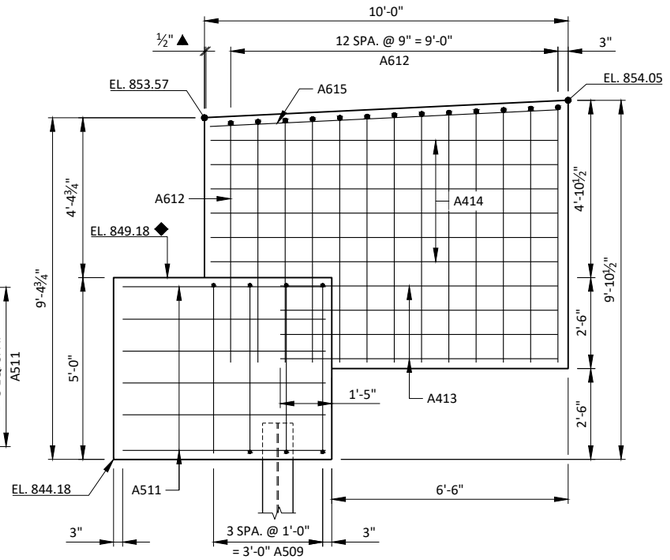
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.



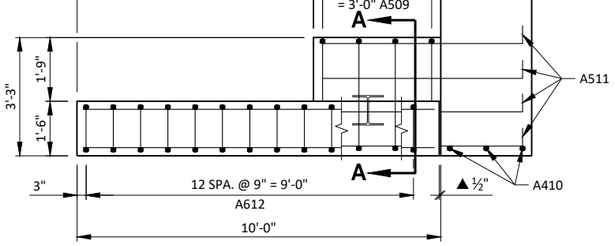
F.F. ELEVATION - WING 1



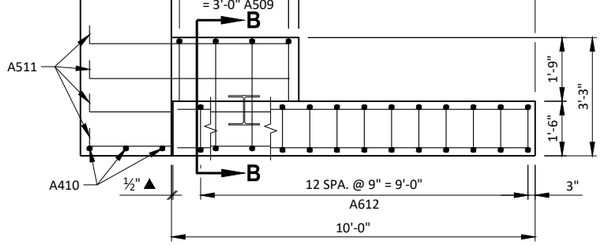
SECTION A-A



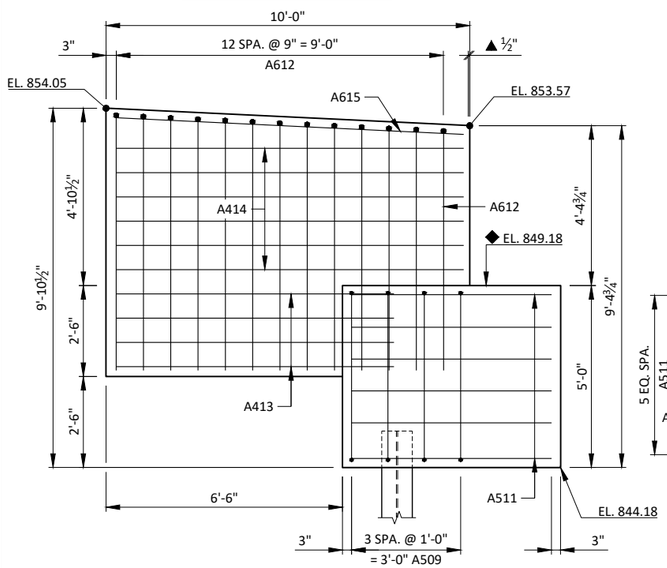
B.F. ELEVATION - WING 1



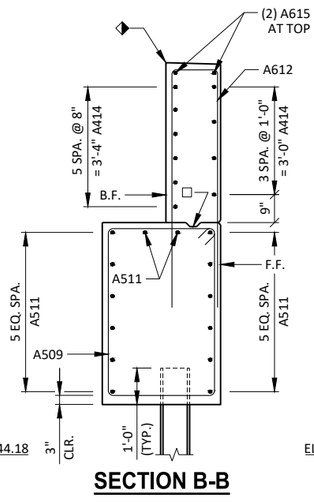
PLAN VIEW - WING 1



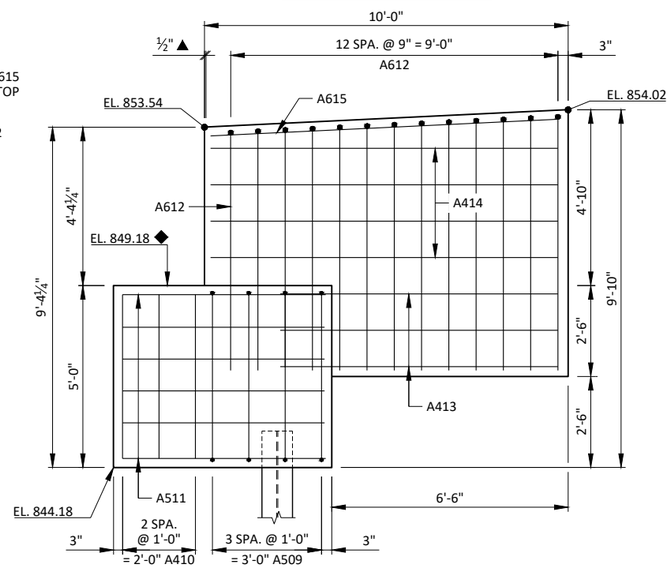
PLAN VIEW - WING 2



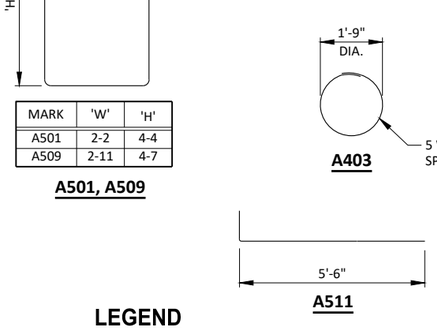
B.F. ELEVATION - WING 2



SECTION B-B



F.F. ELEVATION - WING 2



MARK	'W'	'H'
A501	2-2	4-4
A509	2-11	4-7

A501, A509

MARK	'W'	'H'
A407	0-11	1-6
A612	1-2	6-7

A407, A612

LEGEND

☐ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY SURFACED & BEVELED 2x6. ¾" "V" GROOVE AT FRONT FACE OF WING WALL AND HORIZONTAL 18" RUBBERIZED MEMBRANE WATERPROOFING AT BACK FACE IF CONSTRUCTION JOINT IS USED. COST IS INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY BRIDGES".

◆ GIRDER SEAT. SEE SHEET 4 FOR ELEVATIONS

▲ ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINUOS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE)

◆ FINISH TOP SURFACE. SLOPE SAME AS SUPERSTRUCTURE.

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE THIS SHEET FOR BILL OF BARS.

SPACE REINFORCEMENT TO MISS PILING

F.F. - FRONT FACE

B.F. - BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-147

DRAWN BY CTMP | PLANS CK'D. PTB

SOUTH ABUTMENT DETAILS

SHEET 5 OF 13

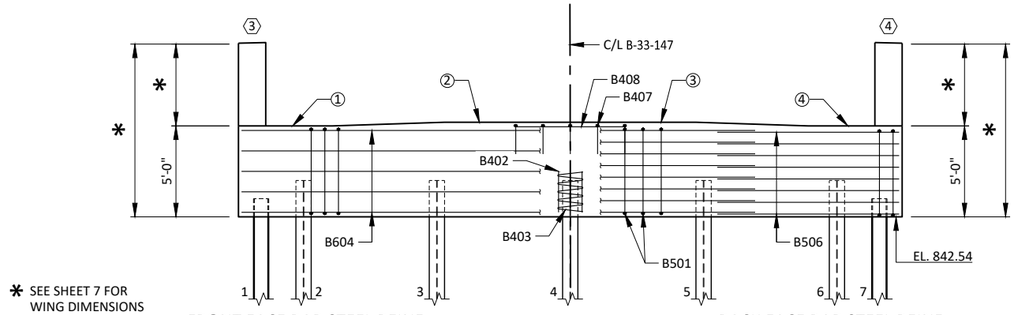
37

8

8

STATE PROJECT NUMBER

5695-00-74

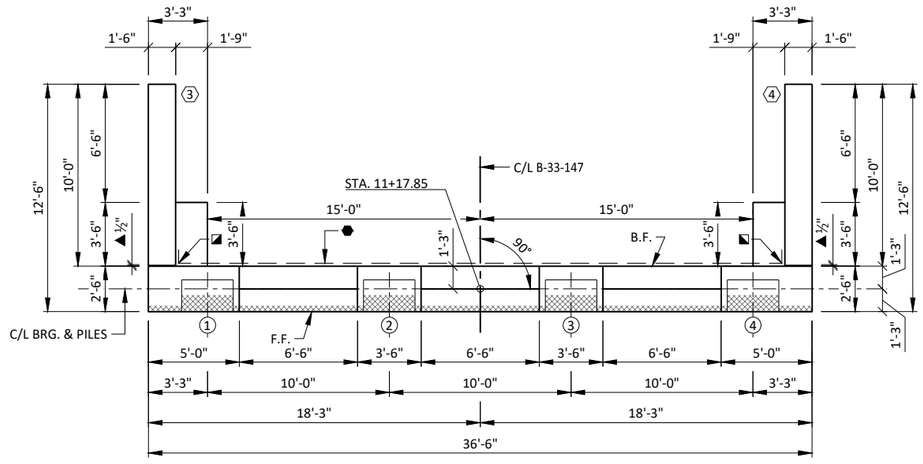


✱ SEE SHEET 7 FOR WING DIMENSIONS

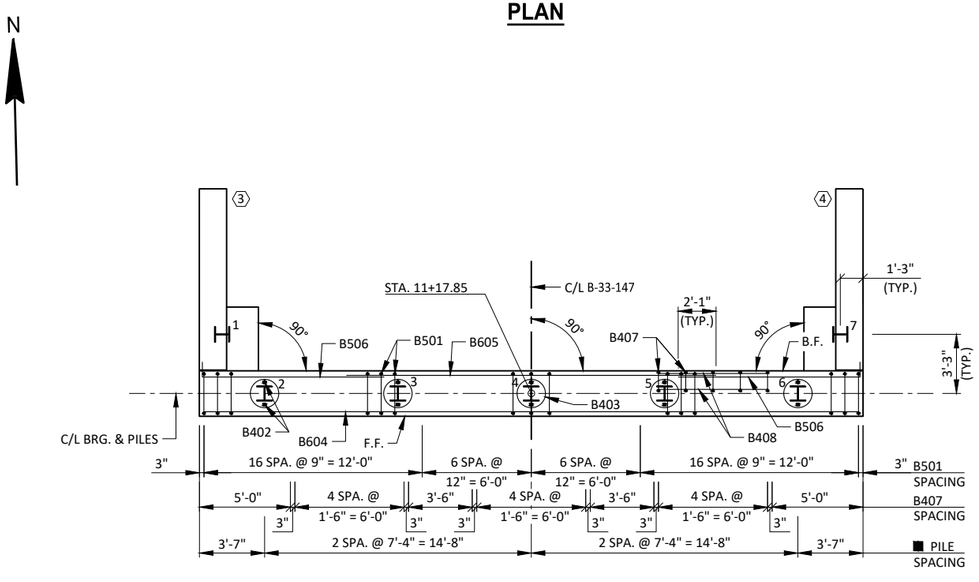
FRONT FACE BAR STEEL REINF. **BACK FACE BAR STEEL REINF.**

ELEVATION

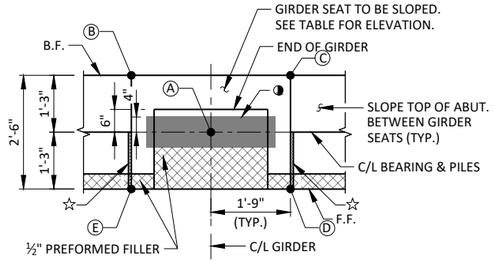
(NORTH ABUTMENT LOOKING NORTH)



PLAN



LAYOUT

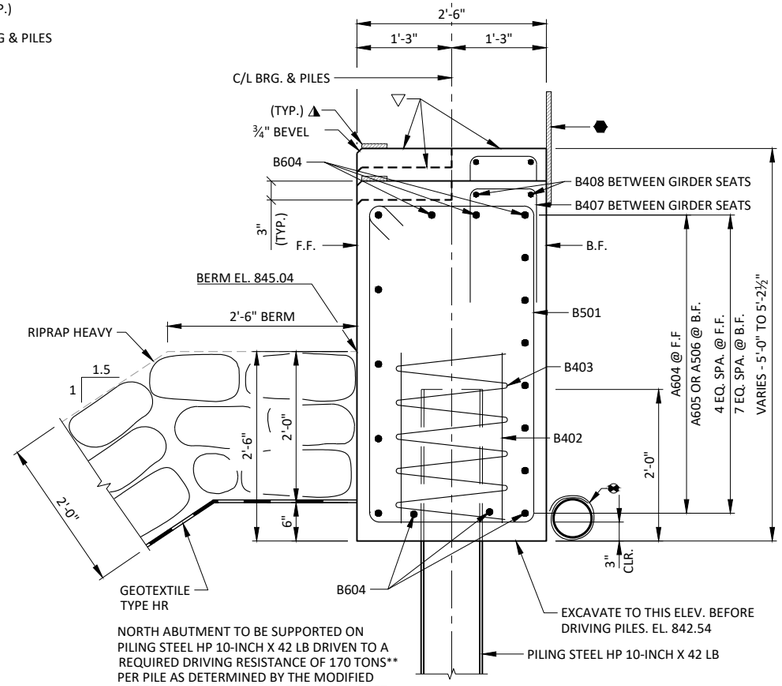


GIRDER SEAT DETAIL

INTERIOR GIRDER SHOWN.
EXTERIOR GIRDERS SIMILAR.

GIRDER SEAT ELEVATIONS

GIRDER NUMBER	ELEV. Ⓐ	ELEV. Ⓑ	ELEV. Ⓒ	ELEV. Ⓓ	ELEV. Ⓔ
①	847.54	847.51	847.51	847.57	847.57
②	847.74	847.71	847.71	847.77	847.77
③	847.74	847.71	847.71	847.77	847.77
④	847.54	847.51	847.51	847.57	847.57



NORTH ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 170 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 25 FT PILE LENGTHS. PILE POINTS REQ'D.

TYPICAL SECTION THROUGH ABUTMENT BODY

LEGEND

- ◪ VERTICAL 18" RUBBERIZED MEMBRANE WATERPROOFING EXTEND FROM 9" BELOW BRIDGE SEAT TO 1" BELOW TOP OF WINGS.
- ⬣ 18" RUBBERIZED MEMBRANE WATERPROOFING. (HORIZONTAL)
- ▲ ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINUOS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE)
- ◮ ½" x 4" PREFORMED FILLER, EXTEND FULL LENGTH OF ABUTMENTS BETWEEN EDGES OF DIAPHRAGM. USE ½" PREFORMED FILLER UNDER GIRDERS.
- ■ PILE SPACING MEASURED AT BASE OF ABUTMENT BODY.
- ⬬ PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPED 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 2. RODENT SCREEN TO BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."
- ☆ ¾" CORK FILLER ON VERTICAL GIRDER SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- ◑ ½"x8"x2'-10" NON-LAMINATED ELASTOMERIC BEARING PAD.
- ▽ STEEL TROWEL ENTIRE TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- ⬡ INDICATES WING NUMBER.

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE SHEET 7 FOR BILL OF BARS.

DO NOT PLACE FILL HIGHER THAN 3 FEET FROM BOTTOM OF ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

SPACE REINFORCEMENT TO MISS PILING

F.F. - FRONT FACE

B.F. - BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-147

DRAWN BY CTMP | PLANS CK'D. PTB

NORTH ABUTMENT

SHEET 6 OF 13

38

8

8

STATE PROJECT NUMBER

5695-00-74

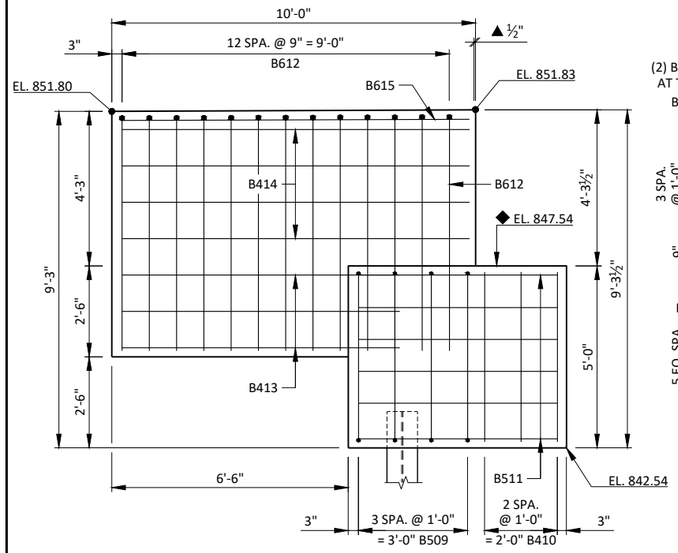
BILL OF BARS
NORTH ABUTMENT

1,110 LB (COATED)
1,740 LB (UNCOATED)

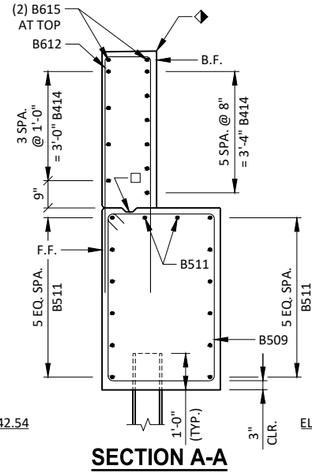
BAR MARK	NO. REQ'D.	LENGTH	BENT	COAT	LOCATION
B501	45	13-8	X		BODY - VERT. - STIRRUP
B402	10	2-3			BODY - VERT. - 2 PER PILE
B403	5	28-0	X		BODY - VERT. - SPIRAL - 1 PER PILE
B604	11	36-2			BODY - HORIZ.
B605	6	20-4			BODY - HORIZ. B.F.
B506	12	10-9	X		BODY - HORIZ. B.F.
B407	15	3-9	X		BODY - VERT. - TOP BETWEEN SEATS
B408	6	8-6			BODY - HORIZ. - TOP BETWEEN SEATS
B509	8	15-8	X	X	WING 3 & 4 - VERT. - STIRRUP
B410	6	4-8		X	WING 3 & 4 - VERT.
B511	28	5-10	X	X	WING 3 & 4 - HORIZ. - F.F. & B.F.
B612	26	13-6	X	X	WING 3 & 4 - VERT. - TOP
B413	14	7-9		X	WING 3 & 4 - HORIZ. - BOTTOM
B414	20	9-7		X	WING 3 & 4 - HORIZ. - F.F. & B.F.
B615	4	9-7		X	WING 3 & 4 - HORIZ. - TOP

NOTES: THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

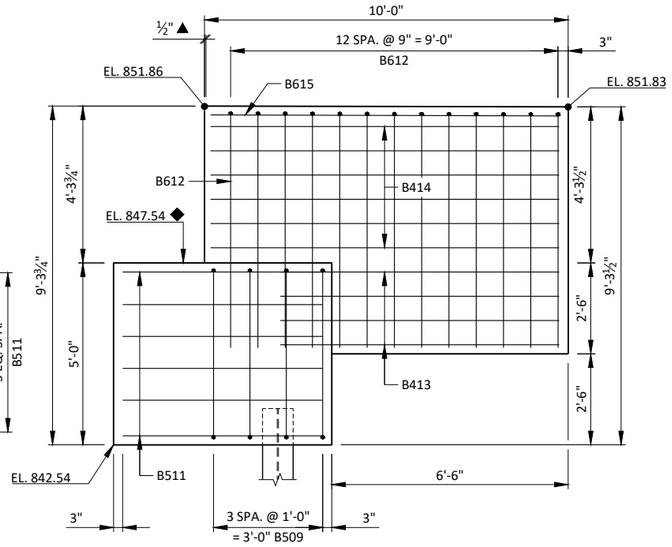
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.



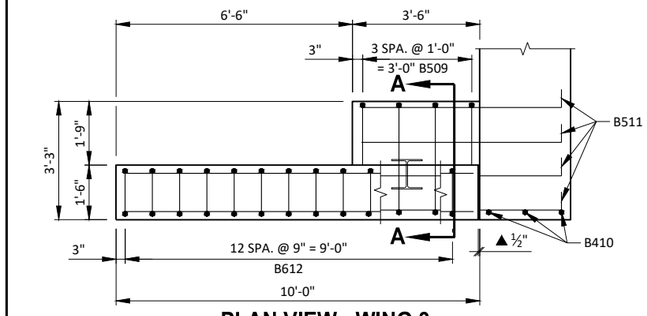
F.F. ELEVATION - WING 3



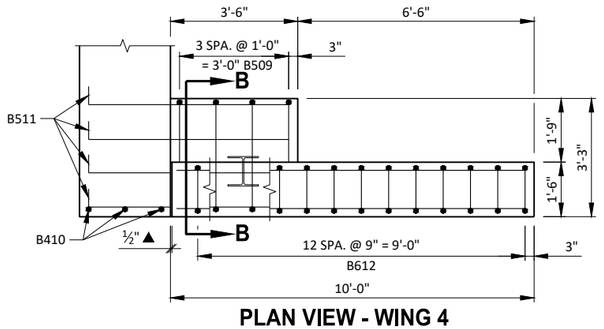
SECTION A-A



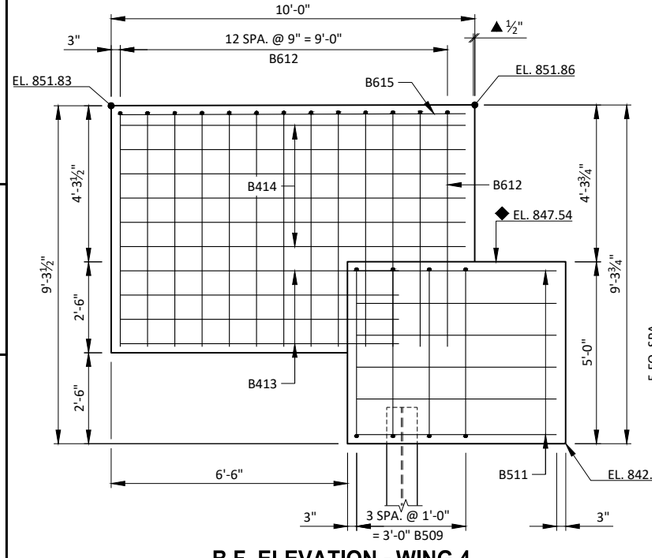
B.F. ELEVATION - WING 3



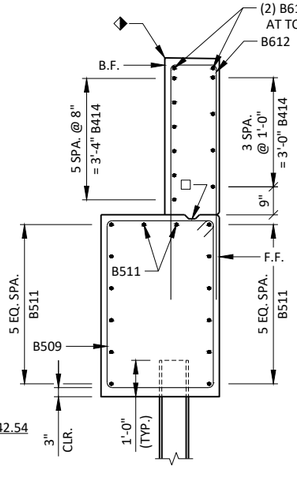
PLAN VIEW - WING 3



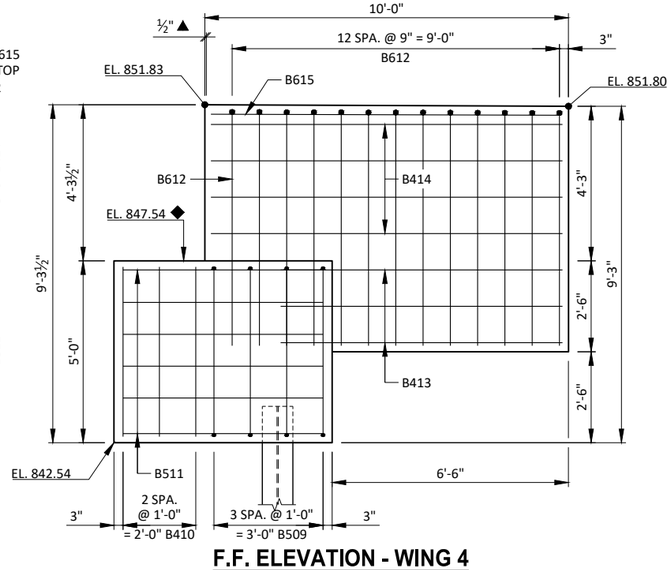
PLAN VIEW - WING 4



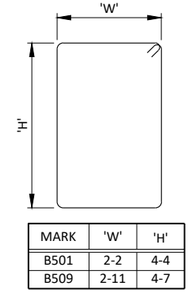
B.F. ELEVATION - WING 4



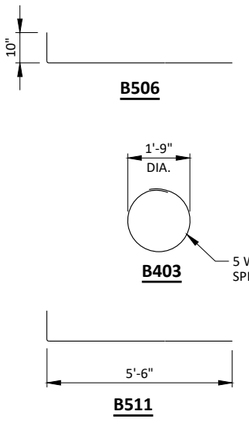
SECTION B-B

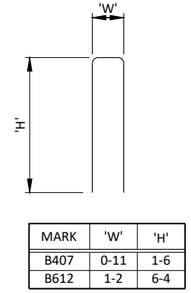


F.F. ELEVATION - WING 4



B501, B509





B407, B612

LEGEND

☐ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY SURFACED & BEVELED 2x6. ¾" "V" GROOVE AT FRONT FACE OF WING WALL AND HORIZONTAL 18" RUBBERIZED MEMBRANE WATERPROOFING AT BACK FACE IF CONSTRUCTION JOINT IS USED. COST IS INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY BRIDGES".

◆ GIRDER SEAT. SEE SHEET 6 FOR ELEVATIONS

▲ ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINUOS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE)

◇ FINISH TOP SURFACE. SLOPE SAME AS SUPERSTRUCTURE.

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE THIS SHEET FOR BILL OF BARS.

SPACE REINFORCEMENT TO MISS PILING

F.F. - FRONT FACE

B.F. - BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-33-147

DRAWN BY CTMP | PLANS CK'D. PTB

NORTH ABUTMENT DETAILS

SHEET 7 OF 13

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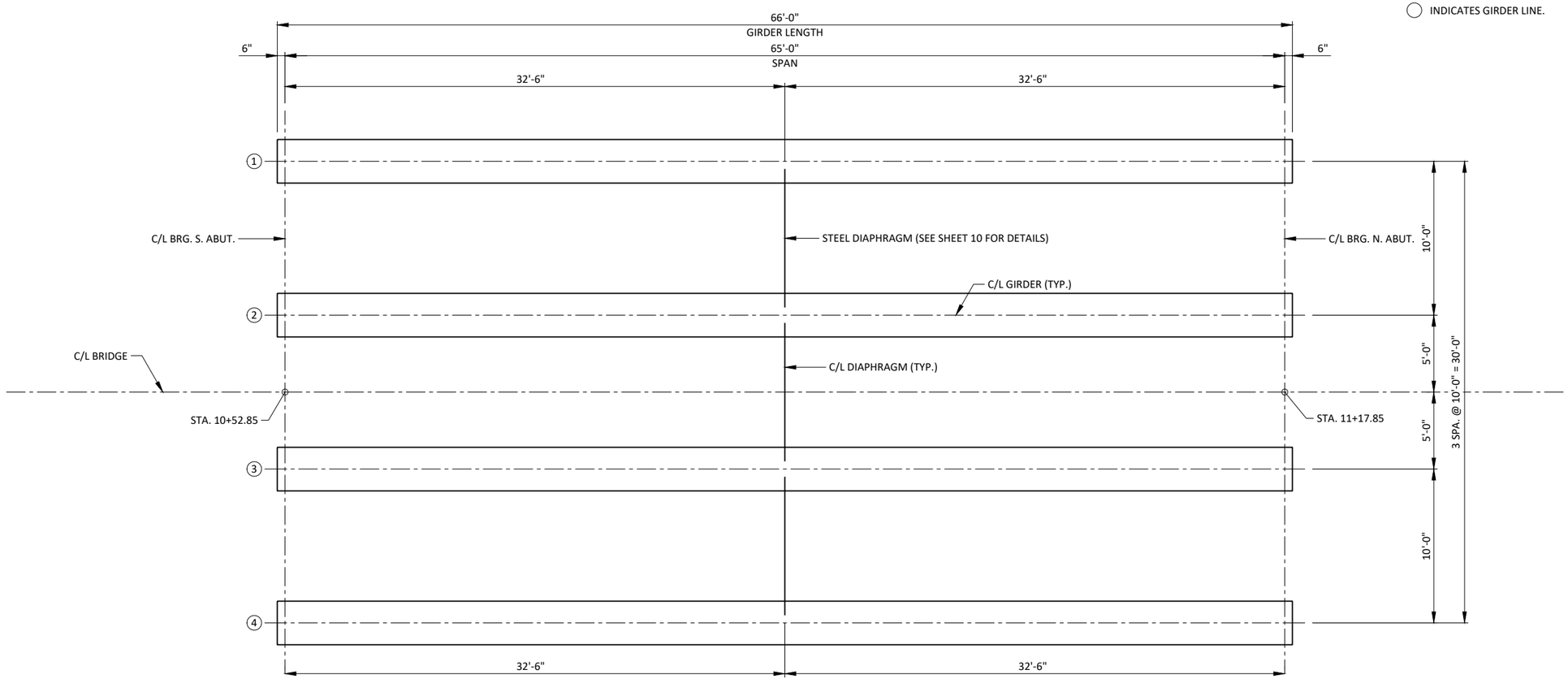
STATE PROJECT NUMBER

5695-00-74

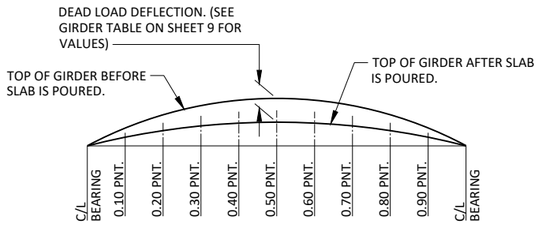
N

LEGEND

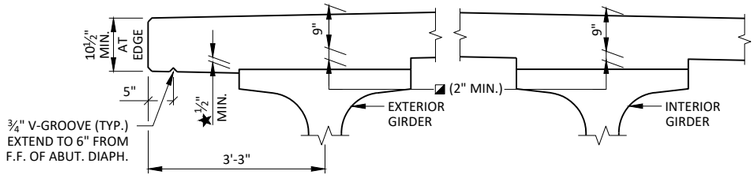
○ INDICATES GIRDER LINE.



GIRDER LAYOUT



DEAD LOAD DEFLECTION DIAGRAM



IF 2" MINIMUM HAUNCH HEIGHT "◪" CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. MAXIMUM HAUNCH HEIGHT EQUALS "STIRRUP PROJECTION" MINUS 3".

TO DETERMINE "◪" (AFTER GIRDERS ARE IN PLACE):
OBTAIN THE ELEVATIONS OF THE TOP OF GIRDER AT THE C/L OF SUBSTRUCTURE UNITS AND AT EACH $\frac{1}{10}$ POINT FOR EVERY GIRDER AND ALL SPANS, THEN PROCEED WITH THE PROCESS SHOWN BELOW.

TOP OF DECK ELEVATION AT THE FINAL GRADE
-TOP OF GIRDER ELEVATION
+DEAD LOAD DEFLECTION
-SLAB THICKNESS
=HAUNCH HEIGHT "◪"

NOTE: AN AVERAGE HAUNCH "◪" OF 4" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

★ SLAB THICKNESS SHALL BE INCREASED AS NECESSARY TO CONCEAL INTERSECTION OF SLAB AND TOP OF GIRDER AT ALL FACIA GIRDERS.

SLAB HAUNCH DETAIL

TOP OF DECK ELEVATIONS

GIRDER LINE	C/L S. ABUT.	0.10 PNT.	0.20 PNT.	0.30 PNT.	0.40 PNT.	0.50 PNT.	0.60 PNT.	0.70 PNT.	0.80 PNT.	0.90 PNT.	C/L N. ABUT.
W. EDGE	853.48	853.21	852.96	852.73	852.53	852.35	852.20	852.07	851.97	851.89	851.84
1	853.55	853.27	853.02	852.80	852.60	852.42	852.27	852.14	852.04	851.96	851.90
2	853.75	853.47	853.22	853.00	852.80	852.62	852.47	852.34	852.24	852.16	852.10
C/L	853.85	853.57	853.32	853.10	852.90	852.72	852.57	852.44	852.34	852.26	852.20
3	853.75	853.47	853.22	853.00	852.80	852.62	852.47	852.34	852.24	852.16	852.10
4	853.55	853.27	853.02	852.80	852.60	852.42	852.27	852.14	852.04	851.96	851.90
E. EDGE	853.48	853.21	852.96	852.73	852.53	852.35	852.20	852.07	851.97	851.89	851.84

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GIRDER LAYOUT

SHEET 8 OF 13

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8

8

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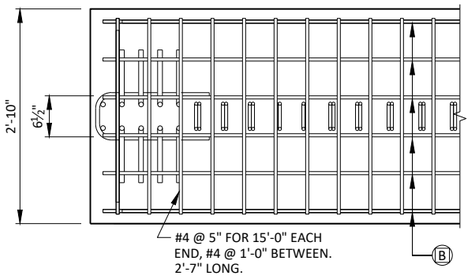
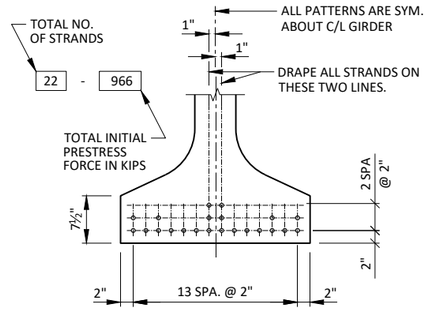


TOP FLANGE



TYP. STRAND PATTERN

THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN

SPAN	CAMBER (IN.)
1	1.6"

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.
THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECTION 503.3.3 OF STANDARD SPECIFICATION FOR GUIDANCE.

PRESTRESSING STRANDS SHALL BE 0.60" DIA.-7-WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER.

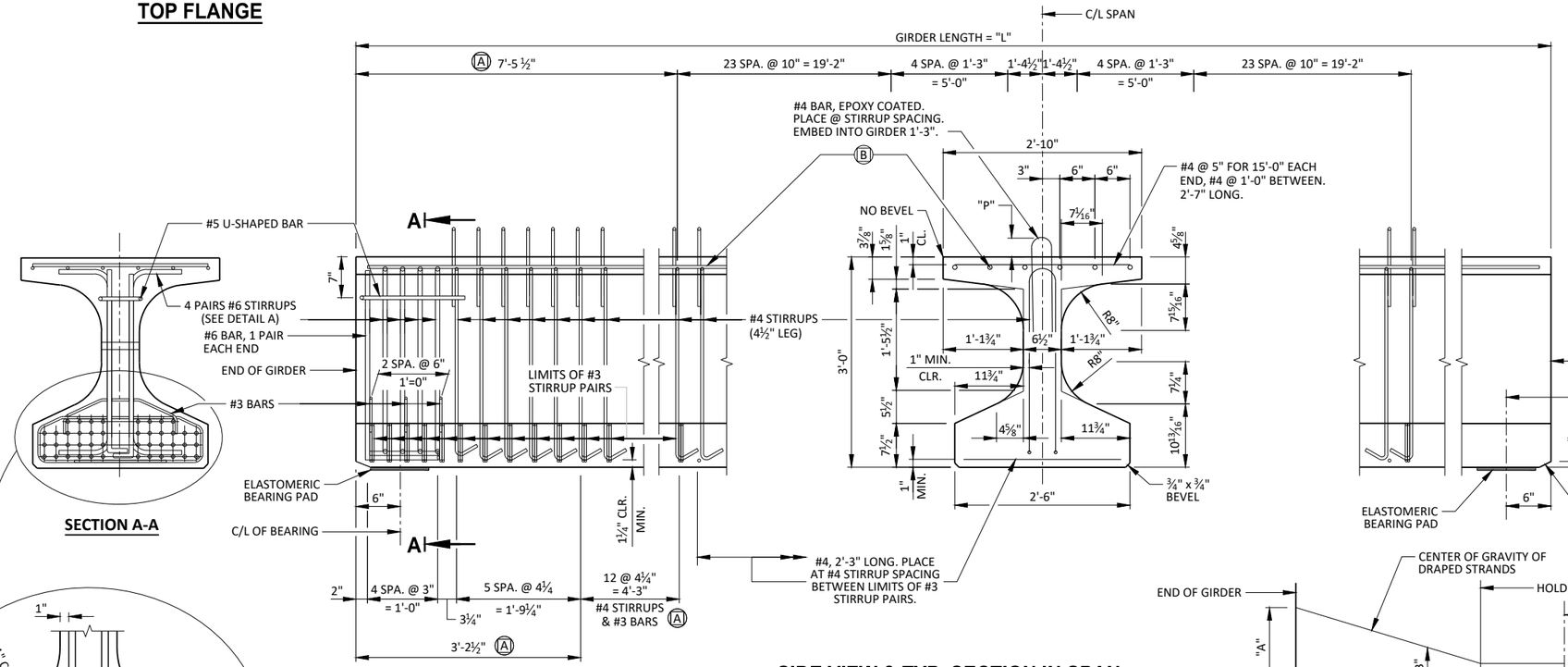
FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET. SEE SHEET 8 FOR LOCATIONS ALONG THE GIRDERS.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES MAINTENANCE SECTION. IF USED, WWF SUBSTITUTION DETAILS SHALL BE SUBMITTED ELECTRONICALLY TO THE WISDOT FABRICATION LIBRARY AND ACCEPTED PRIOR TO SHOP DRAWING SUBMITTAL.

DATA SHOWN IN DEFLECTION DATA IS THEORETICAL AND MAY VERY WITH CONCRETE STRENGTH, VARIABLE PRESTRESS CONDITIONS AND PRESTRESS LOSSES.

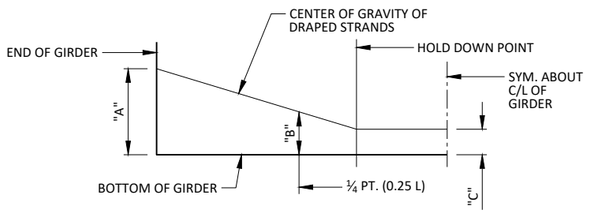


SECTION A-A

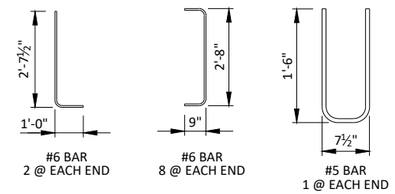
SIDE VIEW & TYP. SECTION IN SPAN

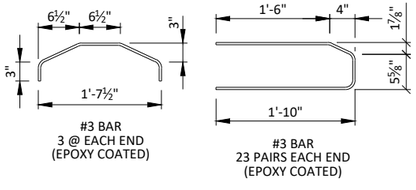
A DETAIL TYP. AT EACH END

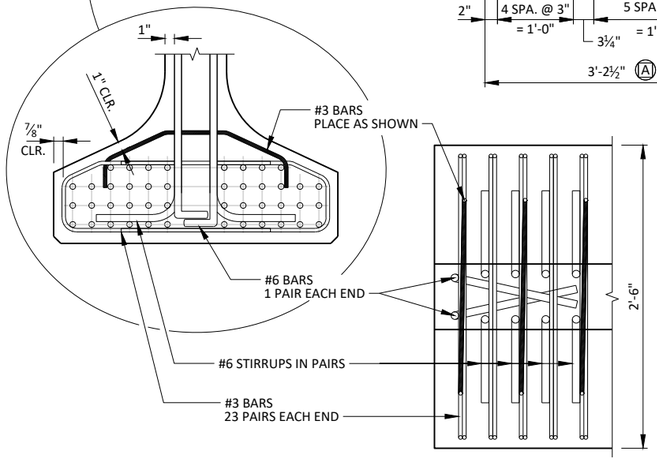
B 6 #4 BARS, FULL LENGTH, MAY BE SPLICED, USE 36" MIN. LAP



DRAPED STRAND PROFILE







BOTTOM FLANGE DETAIL A

GIRDER DATA

GIRDER LENGTH "L"	QUANT.	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (KSI)	STIRRUP PROJECTION "P"			DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN		GIRDER NO.
		1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10		1ST 1/3	MID 1/3	END 1/3		TOTAL NO. OF STRANDS	f'ci (KSI) *	(INCHES) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'ci (KSI) *	
66'-0"	4	0.3	0.5	0.7	0.8	0.8	0.8	0.7	0.5	0.3	8.0	9"	7"	9"	0.6	22	6.8	32	11	14	4	--	--	1-4

*MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

NOTE: SEE SHEET 8 FOR DEAD LOAD DEFLECTION DIAGRAM.

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36W-INCH PRESTRESSED GIRDER DETAILS

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NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-33-147", EACH.

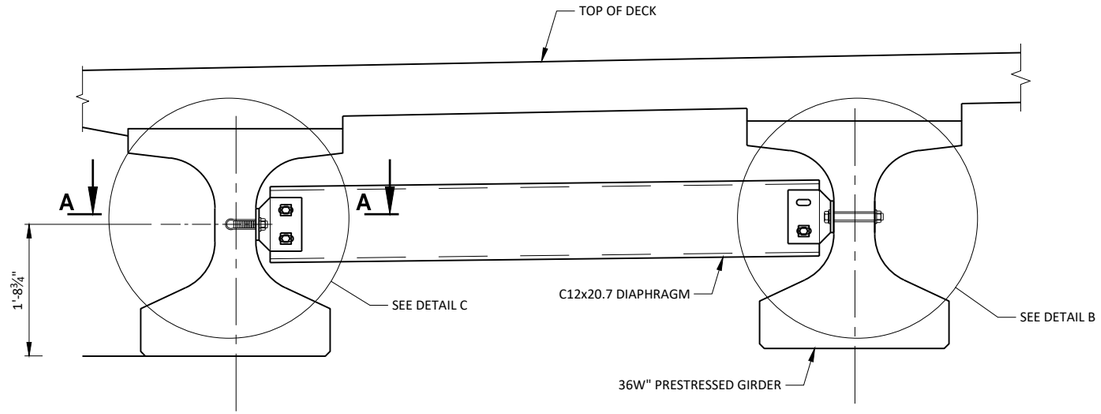
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

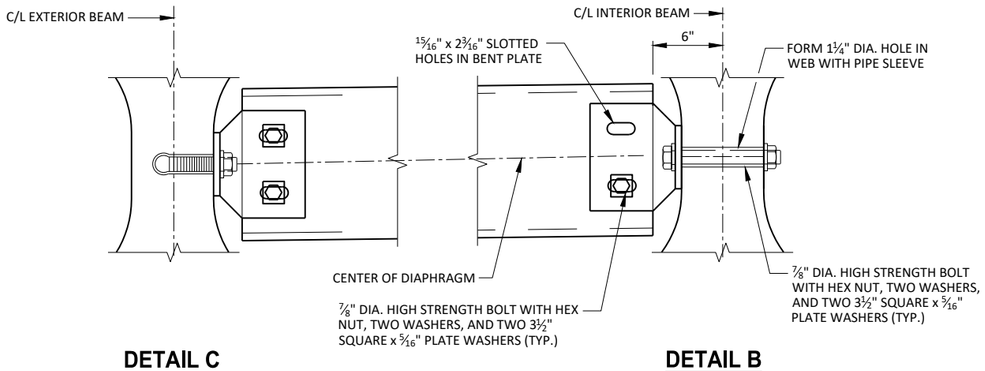
ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS ¼ TURN UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

PLACE ONE DIAPHRAGM AT MID-LENGTH OF GIRDER AS INDICATED ON SHEET 8.

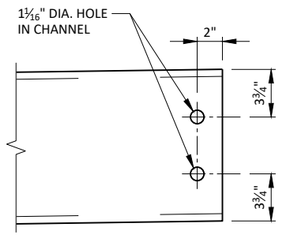


PART TRANSVERSE SECTION AT DIAPHRAGM

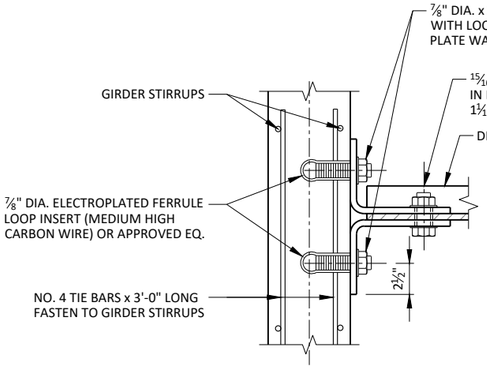


DETAIL C

DETAIL B

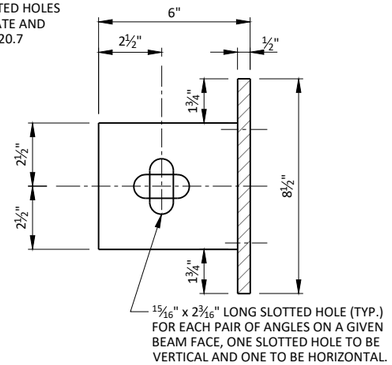


END OF CHANNEL

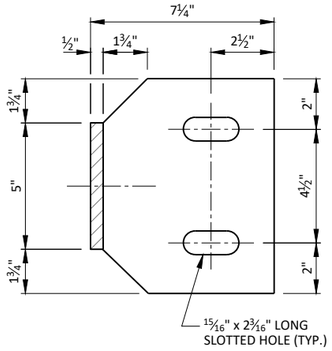


SECTION A-A

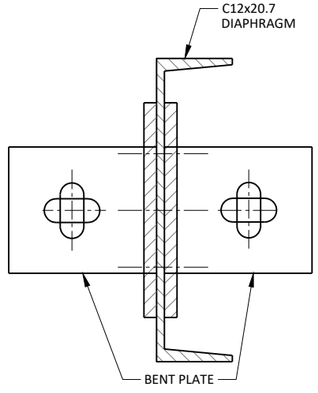
(FOR EXTERIOR ATTACHMENT)



BEAM FACE



DIAPHRAGM FACE



ATTACHMENT TO CHANNEL

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STEEL DIAPHRAGM

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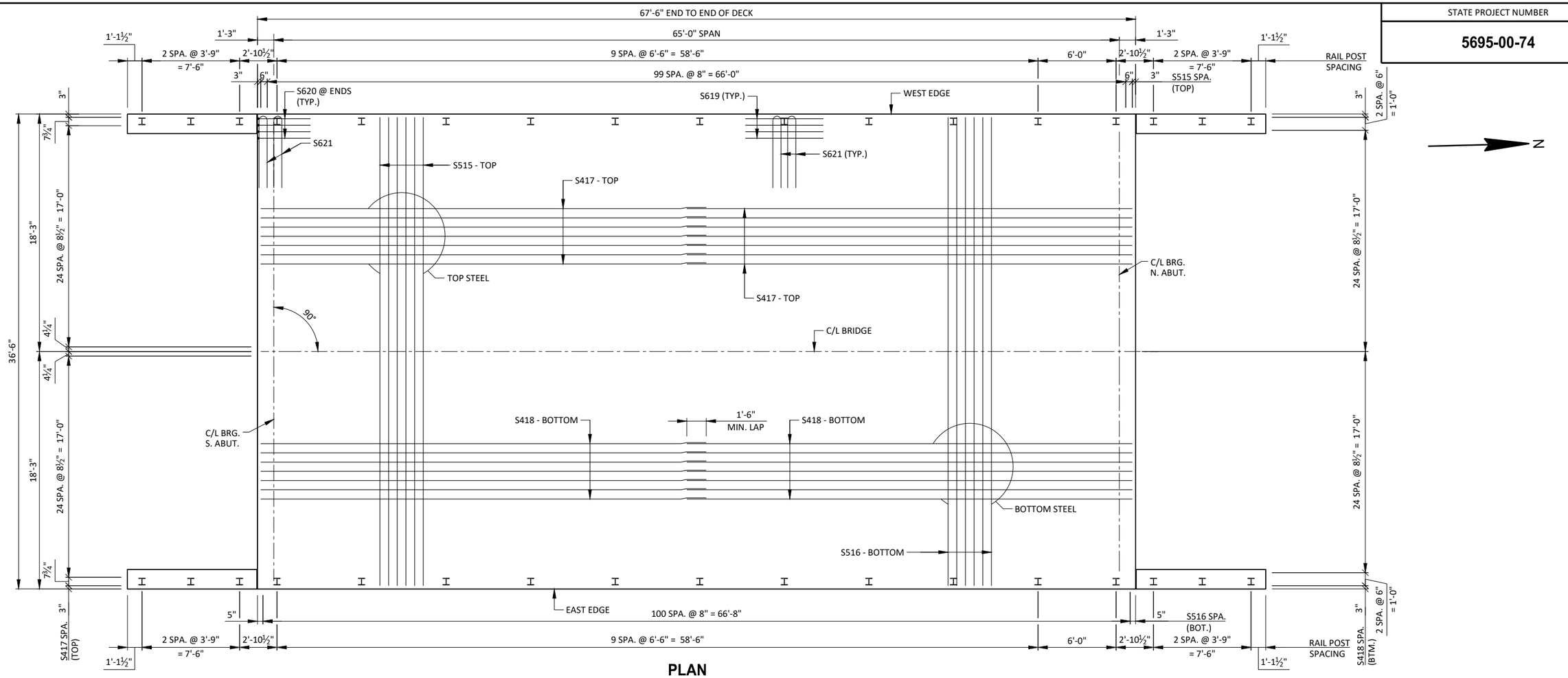


PLAN

BILL OF BARS
SUPERSTRUCTURE — 16,730 LB (COATED)

BAR MARK	NO. REQ'D.	LENGTH	BENT	COAT	LOCATION
S501	72	11-0	X	X	ABUT. DIAPHRAGM - VERT.
S502	72	5-11	X	X	ABUT. DIAPHRAGM - VERT. - TOP
S503	16	7-8	X	X	ABUT. DIAPHRAGM - VERT. - GIRDER FLANGE
S604	4	1-6		X	ABUT. DIAPHRAGM - HORIZ. - FRONT - ENDS - BOTTOM.
S605	4	1-4		X	ABUT. DIAPHRAGM - HORIZ. - FRONT - ENDS - TOP.
S606	8	6-4	X	X	ABUT. DIAPHRAGM - HORIZ. - FRONT - ENDS
S407	8	2-6		X	ABUT. DIAPHRAGM - VERT. - ENDS
S608	6	7-0		X	ABUT. DIAPHRAGM - HORIZ. FRONT - BOTTOM.
S609	6	6-8		X	ABUT. DIAPHRAGM - HORIZ. FRONT - TOP.
S610	24	5-11		X	ABUT. DIAPHRAGM - HORIZ. FRONT
S611	12	36-2		X	ABUT. DIAPHRAGM - HORIZ. - BACK
S412	12	6-2		X	ABUT. DIAPHRAGM - HORIZ. BOT.
S413	48	3-3	X	X	ABUT. DIAPHRAGM - VERT. - BOT.
S514	16	6-0		X	ABUT. DIAPRAGM - GIRDER WEB
S515	102	36-2		X	DECK - TOP - TRANSVERSE
S516	101	36-2		X	DECK - BOTTOM - TRANSVERSE
S417	104	34-4		X	DECK - TOP - LONGITUDINAL
S418	106	34-4		X	DECK - BOTTOM - LONGITUDINAL
S619	72	6-0		X	DECK - RAIL POSTS - INTERIOR
S620	16	4-10	X	X	DECK - RAIL POSTS - ENDS
S621	44	11-4	X	X	DECK - RAIL POSTS

NOTES: THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

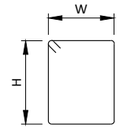
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

⚹ LENGTH SHOWN IS AN AVERAGE LENGTH ONLY. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

NOTES

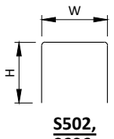
SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE SHEET 12 FOR BAR SPACING IN THE DECK AND THIS SHEET FOR BILL OF BARS.

T.D. - TOP OF DECK



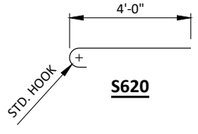
S501 & S503

MARK	'H'	'W'
S501	3-0	2-2
S503	1-4	2-2

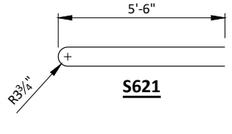


S502, S606, & S413

MARK	'H'	'W'
S502	2-0	2-2
S606	2-4	2-2
S413	1-3	0-11



S620



S621

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SUPERSTRUCTURE

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FILE NAME : S:\PROJECTS\W11682 WISDOT - CTH I BRIDGE, LAFAYETTE CO\STRUCTURE\CAD FILES\FINALS\11_SUPERSTRUCTURE.DWG
PLOT DATE : 5/31/2024 9:51:28 AM
PLOT BY : COLTON PEPER
PLOT SCALE : 1" = 1'
LAYOUT : SUPERSTRUCTURE

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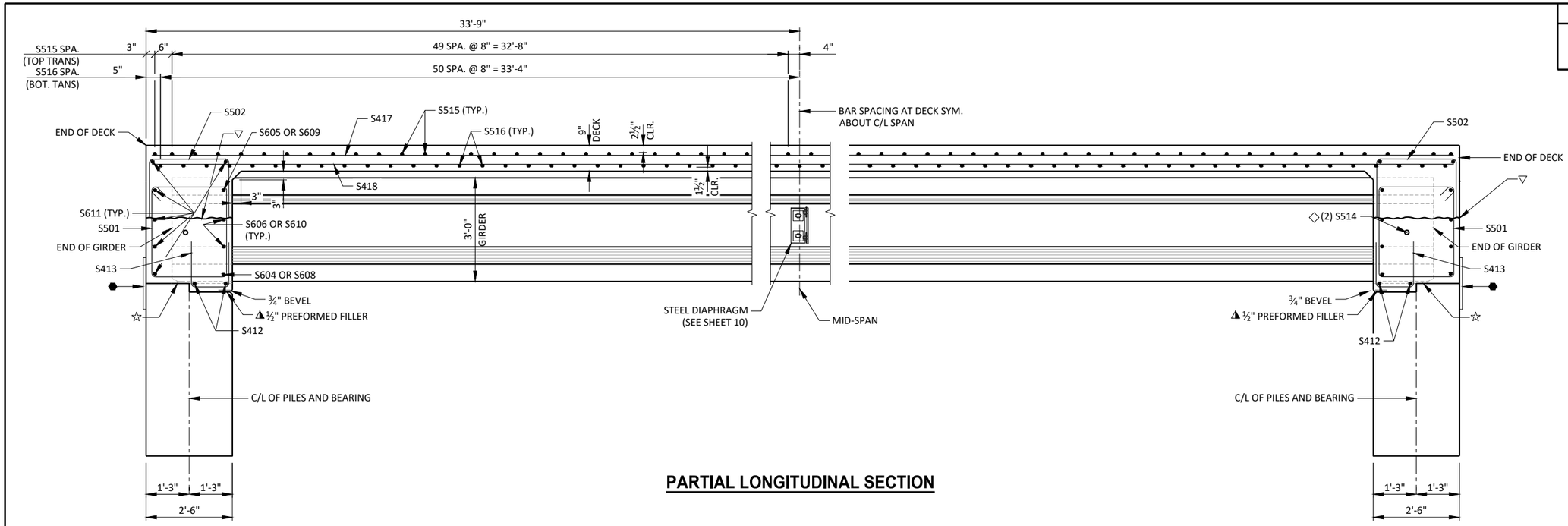
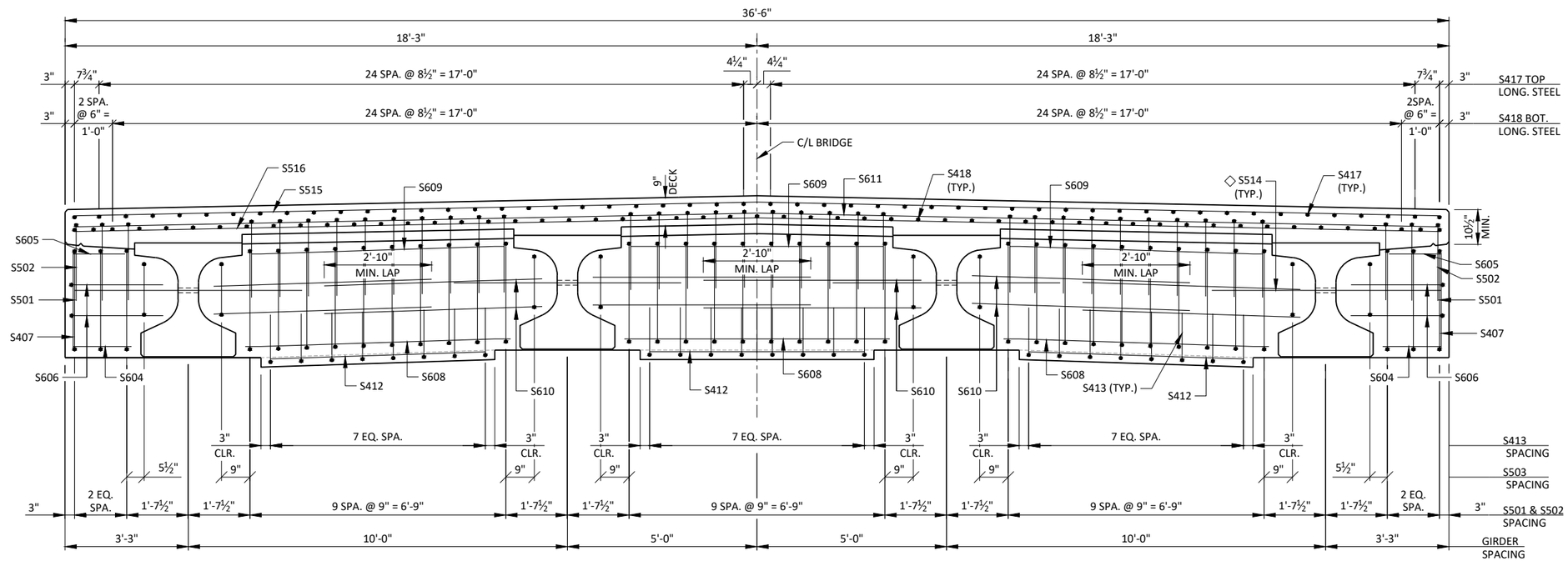


PARTIAL LONGITUDINAL SECTION



CROSS SECTION THROUGH ROADWAY

BAR SPACING IN DIAPHRAGM SYM. ABOUT C/L STRUCTURE

LEGEND

- ⬣ 18" RUBBERIZED MEMBRANE WATERPROOFING (HORIZONTAL)
- ☆ ½" NON-LAMINATED ELASTOMERIC BEARING PAD AND ½" PREFORMED FILLER.
- ◭ 4"x ½" PREFORMED FILLER, EXTEND FULL LENGTH OF ABUTMENTS BETWEEN EDGES OF DIAPHRAGM.
- ◇ (1) 1½" DIAMETER HOLE IN WEB FOR (2) S514 HORIZONTAL BARS. BARS TO BE PLACED SYMMETRICAL ABOUT C/L OF GIRDERS.
- ▽ OPTIONAL CONSTRUCTION JOINT. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR. IF OPTIONAL CONSTRUCTION JOINT IS USED, PLACE RUBBERIZED MEMBRANE WATERPROOFING BEHIND JOINT. COST IS INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES"

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STRUCTURE B-33-147

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SUPERSTRUCTURE DETAILS

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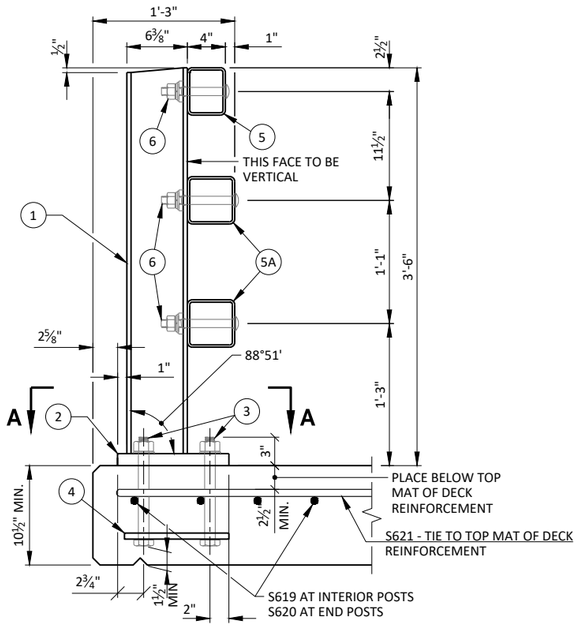
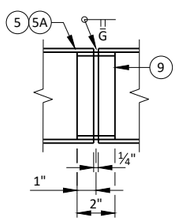
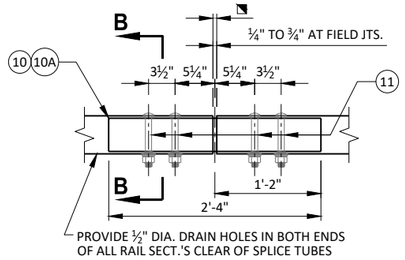


SECTION THROUGH RAILING ON DECK



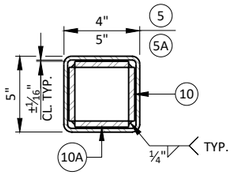
SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



FIELD ERECTION JOINT DETAIL

◥ RDWY. OPENING OR 2½" MIN. FOR STRIP SEAL EXP. JOINT & (¼" TO ¾") OPENING FOR A1 ABUTMENT.



SECTION B-B

LEGEND

① W6x25 WITH 1⅛" x 1½" HORIZONTAL SLOTS ON EACH SIDE OF POST FOR BOLT NO. 6. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICAL. PLACE POSTS NORMAL TO GRADE LINE.

② PLATE 1½"x11¾"x1'-8" WITH 1 1/16" DIA. OVERSIZED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN.

③ ASTM A449 - 1⅛" DIA. ANCHOR BOLTS WITH NUT AND HARDENED WASHER (ALL GALVANIZED). 5 REQ'D. PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 2. CHAMFER TOP OF BOLTS BEFORE THREADING. AT POSTS ON CONCRETE SLAB SUPERSTRUCTURES WHERE THE SLAB THICKNESS IS < 16" USE 10 ¾" LONG. (AN EQUIVALENT THREADED ROD WITH NUTS AND HARDENED WASHERS MAY BE SUBSTITUTED FOR ANCHOR BOLTS IN WING IF REQ'D. FOR CONTRACTIBILITY.

④ ⅝"x11"x1'-8" ANCHOR PLATE (GALVANIZED) WITH 1 3/16" DIA. HOLES FOR ANCHOR BOLTS NO. 3.

⑤ TSS 5x4x0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.

⑤A TSS 5x5x0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.

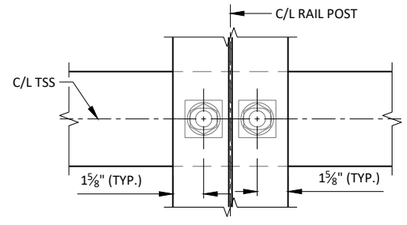
⑥ ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, 3/16"x1⅝"x1⅝" MIN. WASHER, AND LOCK WASHER (2 REQ'D. AT EACH RAIL TO POST LOCATION).

⑨ SPLICE SLEEVE FABRICATED FROM ¼" PLATE. PROVIDE "SLIDING FIT".

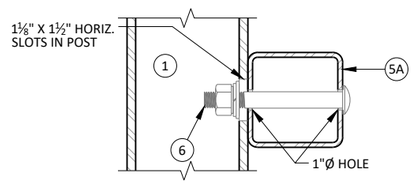
⑩ ⅜"x3⅜"x2'-4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.

⑩A ⅜"x2⅝"x2'-4" PLATE USED IN NO. 5, ⅜"x3⅜"x2'-4" PLATE USED IN NO. 5A. 2 PER RAIL.

⑪ ⅞" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER, AND LOCK WASHER. USE 15/16"x1¼" LONGIT. SLOTTED HOLES IN PLATE NO. 10A. AT FIELD JOINTS AND 15/16"x2¾" MIN. LONGIT. SLOTTED HOLES AT EXP. JOINTS IN PLATE NO. 10A. PROVIDE 15/16" DIA. ROUND HOLES IN TUBES NO. 5 AND NO. 5A.



SECTION THROUGH POST WEB



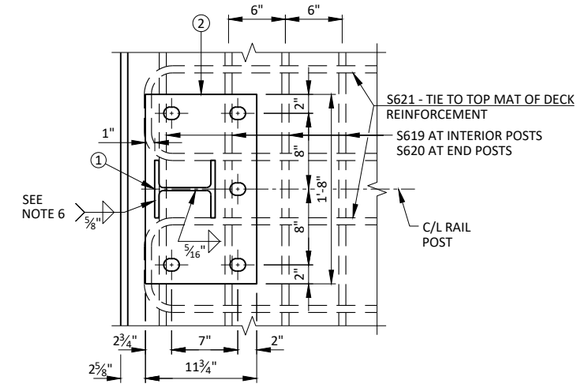
SECTION THROUGH RAIL

NOTE: CONNECTIONS AT LOWER RAILS SHOWN. CONNECTIONS AT TOP RAIL SIMILAR.

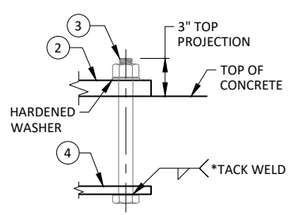
TYPICAL RAIL TO POST CONNECTIONS

GENERAL NOTES

1. BID ITEM SHALL BE "RAILING TUBULAR TYPE M" WHICH INCLUDES ALL ITEMS SHOWN.
2. RAIL POST AND BASE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50. HOLLOW RAILING STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED FY=50 KSI. ANCHOR PLATES AND SPLICE TUBE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 36.
3. THE NUT SECURING THE POST BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL ⅛ TURN.
4. RAILS SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE.
5. ENDS OF TUBE SECTIONS SHALL BE SAWED. GRIND SMOOTH EXPOSED EDGES. ALL CUT ENDS SHALL BE TRUE AND SMOOTH.
6. WELD IS THE SAME ON BOTH FLANGES. FLANGE WELD DOES NOT REQUIRE MAGNETIC PARTICLE TESTING.
7. FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 2 AND CAULK AROUND PERIMETER OF PLATE NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.
8. POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.
9. ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS & STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING BY S.S.P.C. SPECIFICATIONS.
10. THIS RAILING MEETS NCHRP REPORT 350 EVALUATION CRITERIA FOR TEST LEVEL 4 (TL-4).

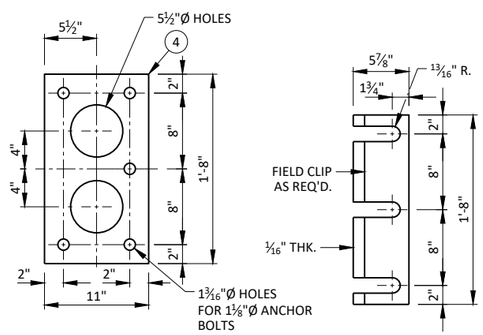


SECTION A-A



ANCHOR BOLTS

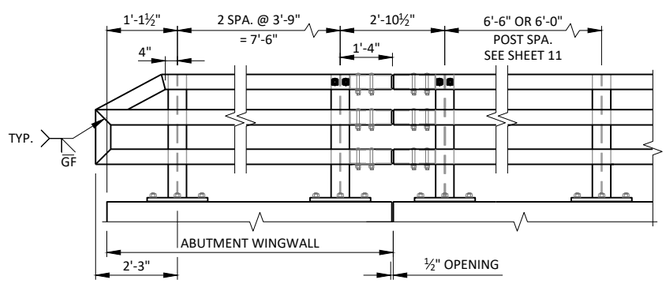
* ANCHOR BOLT ASSEMBLY MAY BE TACK WELDED, EITHER IN THE SHOP, OR IN THE FIELD AFTER THE ANCHOR PLATE IS PLACED.



ANCHOR PLATE

AT RAIL TO DECK CONNECTION

POST SHIM DETAIL



PART ELEVATION OF RAILING

NO.	DATE	REVISION	BY

STRUCTURE B-33-147

DRAWN BY CTMP | PLANS CK'D. PTB

TUBULAR RAILING TYPE M

SHEET 13 OF 13

45

8

8

EARTHWORK-CTH I

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) CUT NOTE 1	INCREMENTAL VOL (CY) FILL	INCREMENTAL VOL (CY) FILL (25%) NOTE 2	CUMMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMMULATIVE VOLUME (CY) FILL	CUMMULATIVE VOLUME (CY) FILL (25%) NOTE 2	CUMMULATIVE VOLUME (CY) MASS ORDINATE NOTE 3
10+00	0	0	84	0	0	84	0	0	84
10+25	180	0	120	0	0	204	0	0	204
10+50	80	0	6	0	0	210	0	0	210
10+52	80	0	15	8	10	225	8	10	215
11+19	67	34	61	128	160	286	136	170	116
11+25	67	34	24	88	110	310	224	280	30
11+50	64	242	0	0	0	310	224	280	30
COLUMN TOTALS =			310	224	280				30

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL 25%	(UNEXPANDED FILL)*1.25
3 - MASS ORDINATE	CUT + ROCK (10%) +REDUCED MARSH (60%) - FILL (25%)

9

9

PROJECT NO: 5695-00-74	HWY: CTH I	COUNTY: LAFAYETTE	EARTHWORK	SHEET 46	E

STRUCTURE B-33-147
REQ'D

RAILING TUBULAR TYPE M (TYP.)

RW
-44.00
853.25
VARIES
32.00
851.47
VARIES
FG=853.90
FO
VARIES
42.00
848.02
RW
10+51.60

RW
-44.00
853.40
VARIES
32.00
851.51
VARIES
2.0%
FG=853.97
2.0%
SG=852.31
FO
VARIES
42.00
848.50
RW
10+50

RIPRAP HEAVY OVER
GEOTEXTILE TYPE HR (TYP.)

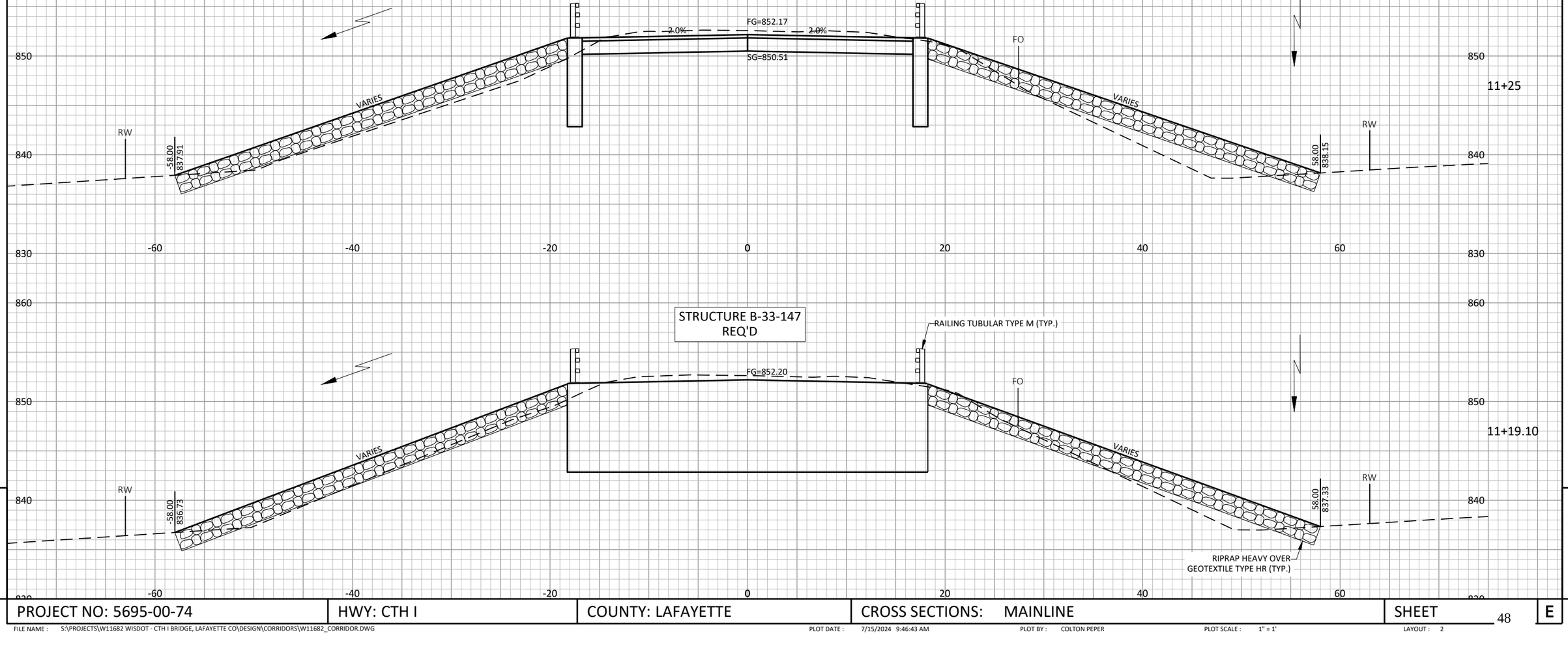
RW
-43.72
859.27
2.0:1
4.0:1
-29.44
852.13
4.0:1
-25.44
853.13
4.0%
-14.50
853.35
2.0%
FG=855.30
2.0%
SG=853.64
4.0%
14.85
853.34
4.0:1
FO
4.0:1
25.78
853.12
4.0:1
29.78
852.12
2.0:1
41.49
857.97
RW
10+25

BEGIN PROJECT 5695-00-74
STA. 10+00
MATCH EXISTING

RW
FO
RW
10+00

PROJECT NO: 5695-00-74	HWY: CTH I	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11682 WISDOT - CTH I BRIDGE, LAFAYETTE CO\DESIGN\CORRIDORS\W11682_CORRIDOR.DWG
PLOT DATE : 7/15/2024 9:46:42 AM
PLOT BY : COLTON PEPER
PLOT SCALE : 1" = 1'
LAYOUT : 1



9

9

PROJECT NO: 5695-00-74	HWY: CTH I	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 48	E

FILE NAME : S:\PROJECTS\W11682 WISDOT - CTH I BRIDGE, LAFAYETTE CO\DESIGN\CORRIDORS\W11682_CORRIDOR.DWG PLOT DATE : 7/15/2024 9:46:43 AM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : 2

END PROJECT 5695-00-74
STA. 11+70
MATCH EXISTING

11+70

11+50

RW
FO
RW
FG=852.30
SG=850.63
4.0%
2.0%
2.0%
4.0%
4.0:1
4.0:1
3.0:1
3.0:1
-24.94
850.13
-14.00
850.35
14.18
850.35
25.41
850.13
-58.25
839.04
53.67
840.62
860
850
840
830
-60
-40
-20
0
20
40
60

9

9

PROJECT NO: 5695-00-74	HWY: CTH I	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11682 WISDOT - CTH I BRIDGE, LAFAYETTE CO\DESIGN\CORRIDORS\W11682_CORRIDOR.DWG
PLOT DATE : 7/15/2024 9:46:43 AM
PLOT BY : COLTON PEPER
PLOT SCALE : 1" = 1'
LAYOUT : 3

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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