RHI

PROJECT ID: 6671-01-70

WITH: N/A

COUNTY: MARATHON

DECEMBER 2026

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 = 50



50

DESIGN DESIGNATION 6671-01-00

A.A.D.T.	2027	=	30
A.A.D.T.	2047	=	30
D.H.V.		=	N/A
D.D.		=	50/50
T.		=	10.0%
DESIGN SPEED		=	55 MPH
ESALS		=	0

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

T FRANKFORT, HUCKLEBERRY ROAD

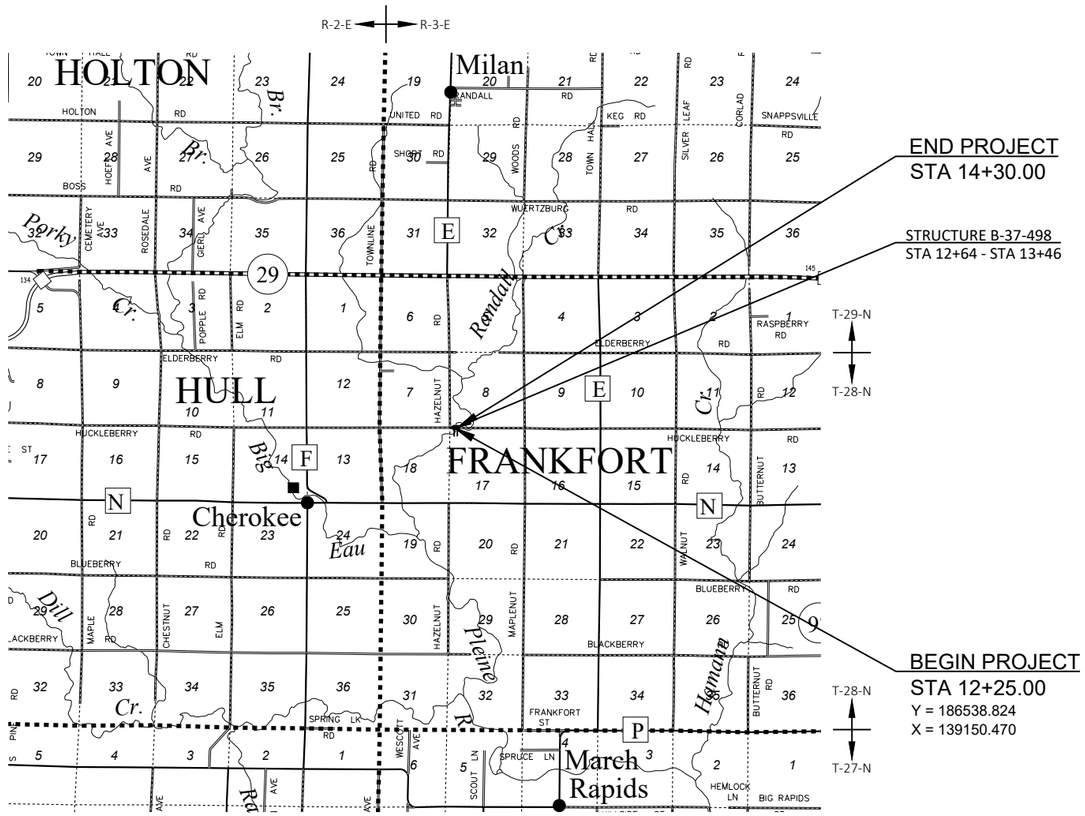
RANDALL CREEK BRIDGE, B-37-0498

LOC STR

MARATHON COUNTY

STATE PROJECT NUMBER
6671-01-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6671-01-70	WISC 2027036	1



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.039 MI

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18-WI.

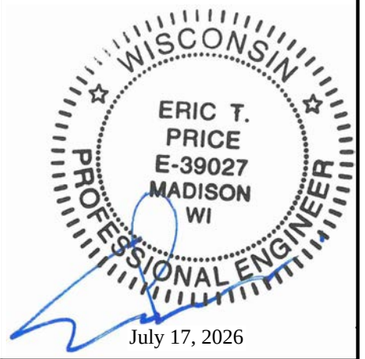
ACCEPTED FOR
MARATHON COUNTY

Date 7/20/2026 Kevin Lamz
(Signature and Title of Official)

ORIGINAL PLANS PREPARED BY

CORRE ENGINEERING

MADISON | EAU CLAIRE | WAUKESHA | APPLETON | TOMAH | WAUSAU



July 17, 2026

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CORRE, INC.
Designer	CORRE, INC.
Project Manager	MICHAEL GRAGE, P.E.
Regional Examiner	NC REGION
Regional Supervisor	DAN ERVA, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 7/20/2026 (Signature)

E

UTILITIES CONTACTS

FRONTIER COMMUNICATIONS
COMMUNICATION
JEREMY ZEHM
154 E 2ND STREET
NEW RICHMOND, WI 54017
PHONE: 715-243-9243
EMAIL: JEREMY.ZEHM@FTR.COM

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
TYPICAL SECTIONS
EROSION CONTROL

WISDOT PROJECT MANAGER

MICHAEL GRAGE, P.E.
NORTH CENTRAL REGION
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DESIGN CONSULTANT

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COUNTY HIGHWAY COMMISSIONER

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MARATHON COUNTY
1430 WEST STREET
WAUSAU, WI 54401
PHONE: (715) 261-1809
EMAIL: KEVIN.LANG@MARATHONCOUNTY.GOV

WISCONSIN DNR LIAISON

JAY SCHIEFELBEIN
NORTH CENTRAL REGION
2984 SHAWANO AVE.
GREEN BAY, WI 54313
PHONE: (920) 360-3784
EMAIL: JEREMIAH.SCHIEFELBEIN@WISCONSIN.GOV

GENERAL NOTES

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

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

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES.

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

TACK COAT CALCULATIONS ARE BASED ON AN APPLICATION OF 0.07 GAL/SY.

DO NOT DRIVE IN OR STORE EQUIPMENT OR CONSTRUCTION MATERIALS IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS, OR WATERWAYS.

DO NOT APPLY FERTILIZER TO SATURATED SOILS, WETLANDS, SURFACE WATERS, FROZEN GROUND, OR IMPERVIOUS SURFACES. DO NOT APPLY FERTILIZER WITHIN 20 FEET OF A WATERBODY OR WETLAND. DO NOT APPLY FERTILIZER WHEN A RUNOFF EVENT IS EXPECTED WITHIN 24 HOURS.

D.O.T. BENCHMARK MONUMENT TO BE FURNISHED BY THE STATE AND PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

2

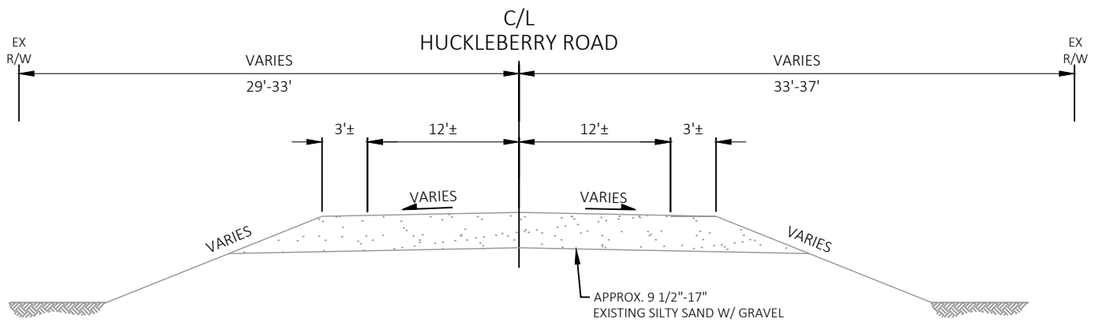
RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS:	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIPTURF:	.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 SLOPETURF:			.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 = 0.313 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.069 ACRES

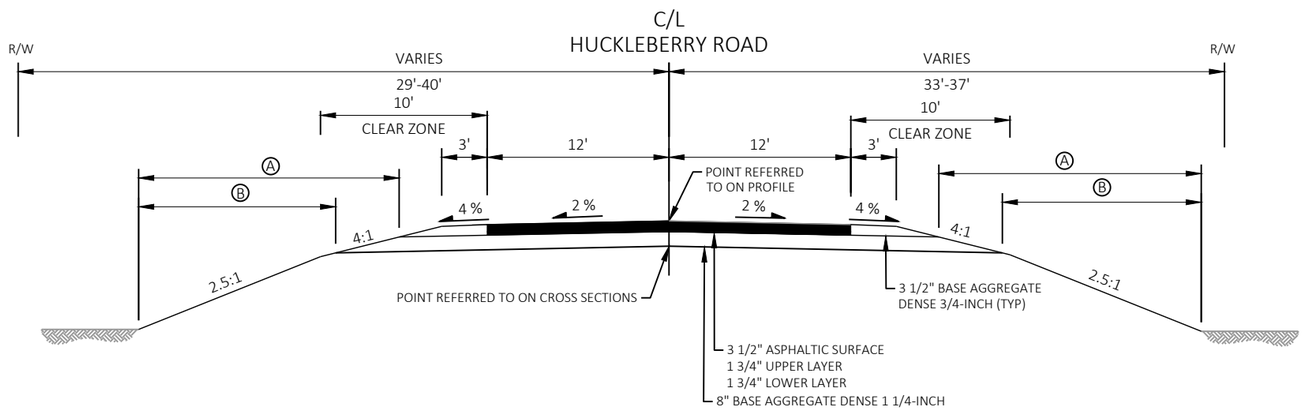
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

2



EXISTING TYPICAL SECTION

STA 12+25.00 - 14+30.00



LEGEND

Ⓐ FERTILIZER TYPE A, SEEDING MIXTURE NO. 20 & SEEDING TEMPORARY

Ⓑ SALVAGED TOPSOIL & EROSION MAT URBAN CLASS I TYPE B

FINISHED TYPICAL SECTION

STA 12+25.00 - 12+63.73
STA 13+46.27 - 14+30.00

PROJECT NO: 6671-01-70	HWY: HUCKLEBERRY ROAD	COUNTY: MARATHON	TYPICAL SECTIONS	SHEET 3	E

2

N

STRUCTURE
P-37-270
TO BE REMOVED

TURBIDITY BARRIER, TYP.
STAGE 2 EROSION CONTROL

SILT FENCE, TYP.

CLEARING &
GRUBBING

PROP R/W

CLEARING &
GRUBBING

EXISTING R/W

COFFERDAM, TYP.
STAGE 1 EROSION CONTROL

EXISTING R/W

PI: 12+19.50

PI: 13+80.50

S89°57'25"E
250.00'

12+00

13+00

S88°59'13"E
161.00'

14+00

S89°22'55"E
250.00'

HUCKLEBERRY ROAD

EXISTING R/W

TLE

WETLAND BOUNDARY, TYP.

EXISTING R/W

CLIMBING TURTLE
EXCLUSION FENCE, TYP.

PROPOSED
STRUCTURE B-37-498

CLEARING &
GRUBBING

SLOPE INTERCEPT
TYP.

EDGE OF OBSERVED WATER, TYP.

GAPS AT JOINTS BETWEEN SILT FENCE
AND TURBIDITY BARRIER WILL NOT
BE PERMITTED, TYP.

RANDALL CREEK

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TURBIDITY BARRIER
- SURFACE WATER FLOW
- RIPRAP HEAVY
- COFFERDAM
- CLIMBING TURTLE EXCLUSION FENCE

2 YEAR FREQUENCY

FLOW = 1,320 C.F.S.
HW = 1286.5±
VEL. = 4.2 F.P.S.

PROJECT NO: 6671-01-70	HWY: HUCKLEBERRY ROAD	COUNTY: MARATHON	EROSION CONTROL	SHEET 4	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\2 NC REGION\6671-01-00_HUCKLEBERRY RD_MARATHON CO\500_CADD\501_C3D_2024\66710100\SHEETS\022001-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 7/9/2026 7:00 AM
PLOT BY : SAM SWITTEL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

Estimate Of Quantities

6671-01-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	3.000	3.000
0004	201.0205	Grubbing	STA	3.000	3.000
0006	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. P-37-270	EACH	1.000	1.000
0008	205.0100	Excavation Common	CY	94.000	94.000
0010	206.1001	Excavation for Structures Bridges (structure) 01. B-37-498	EACH	1.000	1.000
0012	206.5001	Cofferdams (structure) 01. B-37-498	EACH	1.000	1.000
0014	208.0100	Borrow	CY	130.000	130.000
0016	210.1500	Backfill Structure Type A	TON	330.000	330.000
0018	213.0100	Finishing Roadway (project) 01. 6671-01-70	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	20.000	20.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	200.000	200.000
0024	455.0605	Tack Coat	GAL	24.000	24.000
0026	465.0105	Asphaltic Surface	TON	70.000	70.000
0028	502.0100	Concrete Masonry Bridges	CY	245.000	245.000
0030	502.3200	Protective Surface Treatment	SY	324.000	324.000
0032	502.9000.S	Underwater Substructure Inspection (structure) 01. B-37-498	EACH	1.000	1.000
0034	505.0400	Bar Steel Reinforcement HS Structures	LB	5,410.000	5,410.000
0036	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	31,300.000	31,300.000
0038	513.4061	Railing Tubular Type M	LF	226.000	226.000
0040	516.0500	Rubberized Membrane Waterproofing	SY	16.000	16.000
0042	550.0010	Pre-Boring Unconsolidated Materials	LF	212.000	212.000
0044	550.1100	Piling Steel HP 10-Inch x 42 Lb	LF	320.000	320.000
0046	606.0300	Riprap Heavy	CY	185.000	185.000
0048	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	200.000	200.000
0050	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6671-01-70	EACH	1.000	1.000
0052	619.1000	Mobilization	EACH	1.000	1.000
0054	624.0100	Water	MGAL	6.000	6.000
0056	625.0500	Salvaged Topsoil	SY	350.000	350.000
0058	628.1504	Silt Fence	LF	380.000	380.000
0060	628.1520	Silt Fence Maintenance	LF	380.000	380.000
0062	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0064	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0066	628.2008	Erosion Mat Urban Class I Type B	SY	440.000	440.000
0068	628.6005	Turbidity Barriers	SY	510.000	510.000
0070	629.0205	Fertilizer Type A	CWT	0.400	0.400
0072	630.0120	Seeding Mixture No. 20	LB	25.000	25.000
0074	630.0200	Seeding Temporary	LB	20.000	20.000
0076	630.0500	Seed Water	MGAL	13.000	13.000
0078	633.5100	Markers ROW	EACH	4.000	4.000
0080	634.0614	Posts Wood 4x6-Inch x 14-FT	EACH	4.000	4.000
0082	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0084	638.2602	Removing Signs Type II	EACH	4.000	4.000
0086	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0088	642.5001	Field Office Type B	EACH	1.000	1.000
0090	643.0420	Traffic Control Barricades Type III	DAY	1,530.000	1,530.000
0092	643.0705	Traffic Control Warning Lights Type A	DAY	2,380.000	2,380.000
0094	643.0900	Traffic Control Signs	DAY	1,190.000	1,190.000
0096	643.5000	Traffic Control	EACH	1.000	1.000
0098	645.0111	Geotextile Type DF Schedule A	SY	52.000	52.000

Estimate Of Quantities

6671-01-70

Line	Item	Item Description	Unit	Total	Qty
0100	645.0120	Geotextile Type HR	SY	305.000	305.000
0102	650.4500	Construction Staking Subgrade	LF	123.000	123.000
0104	650.5000	Construction Staking Base	LF	123.000	123.000
0106	650.6501	Construction Staking Structure Layout (structure) 01. B-37-498	EACH	1.000	1.000
0108	650.9911	Construction Staking Supplemental Control (project) 01. 6671-01-70	EACH	1.000	1.000
0110	650.9920	Construction Staking Slope Stakes	LF	123.000	123.000
0112	715.0502	Incentive Strength Concrete Structures	DOL	1,470.000	1,470.000
0114	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 13+05	EACH	1.000	1.000
0116	999.2100.S	Installing and Maintaining Climbing Turtle Exclusion Fence	LF	450.000	450.000
0118	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	300.000	300.000
0120	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000

3

CLEARING & GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
0010	12+31	-	12+65	NW QUADRANT	1	1
0010	13+58	-	14+25	NE QUADRANT	1	1
0010	13+62	-	14+28	SE QUADRANT	1	1
				TOTAL 0010	3	3

BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
0010	12+25	-	12+64	WEST APPROACH	5	60	2
0010	13+46	-	14+30	EAST APPROACH	15	140	4
				TOTAL 0010	20	200	6

3

EARTHWORK

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (CY) (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	208.0100 BORROW (CY)	COMMENT
WEST APPROACH	12+25/12+52	HUCKLEBERRY ROAD	25	0	25	30	38	-13	13	
EAST APPROACH	13+58/14+30	HUCKLEBERRY ROAD	69	0	69	149	186	-117	117	
		TOTAL 0010	94	0	94	179	224	-130	130	

NOTES:
(1) COMMON EXCAVATION IS EQUAL TO THE CUT COLUMN. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.25
EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

RIGHT OF WAY

CATEGORY	STATION	TO	STATION	LOCATION	633.5100 MARKERS ROW EACH
0010	12+20	-	14+35	LT	4
				TOTAL 0010	4

ASPHALT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON
0010	12+25	-	12+64	WEST APPROACH	8	25
0010	13+46	-	14+30	EAST APPROACH	16	45
				TOTAL 0010	24	70

LANDSCAPING & EROSION CONTROL

CATEGORY	LOCATION	625.0500 SALVAGED TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.6005 TURBIDITY BARRIERS SY	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
0010	ENTIRE PROJECT	350	300	300	350	300	0.3	20	15	10
0010	UNDISTRIBUTED	-	80	80	90	210	0.1	5	5	3
	TOTAL 0010	350	380	380	440	510	0.4	25	20	13

SIGNING

CATEGORY	LOCATION	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	NW QUADRANT	1	3.0	1	1	PROPOSED BRIDGE MARKER SIGNS, W5-52L & W5-52R. INSTALL ACCORDING TO S.D.D. "SIGNING AND MARKING FOR TWO LANE BRIDGES".
0010	SW QUADRANT	1	3.0	1	1	
0010	NE QUADRANT	1	3.0	1	1	
0010	SE QUADRANT	1	3.0	1	1	
	TOTAL 0010	4	12	4	4	

TRAFFIC CONTROL

CATEGORY	LOCATION	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS DAY
0010	ENTIRE PROJECT	1,530	2,380	1,190
	TOTAL 0010	1,530	2,380	1,190

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	12+25	-	14+30	MAINLINE	123	123	123
				TOTAL 0010	123	123	123

BIRD DETERRENT SYSTEM

CATEGORY	LOCATION	999.2000.S.01 INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (STATION) (01. 13+05) EACH
0010	ENTIRE PROJECT	1
	TOTAL 0010	1

TURTLE EXCLUSION FENCING

CATEGORY	LOCATION	999.2100.S INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE LF
0010	ENTIRE PROJECT	360
0010	UNDISTRIBUTED	90
	TOTAL 0010	450

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
EXISTING CENTERLINE
CORPORATE LIMITS
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
NON-PERMITTED SIGN
PERMITTED SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND SURVEY MONUMENT (SEE FOUND MONUMENT TABLE)
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

UTILITY NUMBER 40

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

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

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	PROPERTY LINE	PL
ACRES	AC	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	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 TRUNK HIGHWAY	CTH	SECTION	SEC
CORNER	COR	SEPTIC VENT	SEPV
DOCUMENT NUMBER	DOC	SQUARE FEET	SF
EASEMENT	EASE	STATE TRUNK HIGHWAY	STH
EXISTING	EX	STATION	STA
GAS VALVE	GV	TELEPHONE PEDESTAL	TP
GRID NORTH	GN	TRANSPORTATION PROJECT PLAT	TPP
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
INTERSTATE HIGHWAY	IH	VOLUME	V
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		
POINT OF INTERSECTION	PI		

CURVE DATA ABBREVIATIONS

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

NOTES:

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

ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

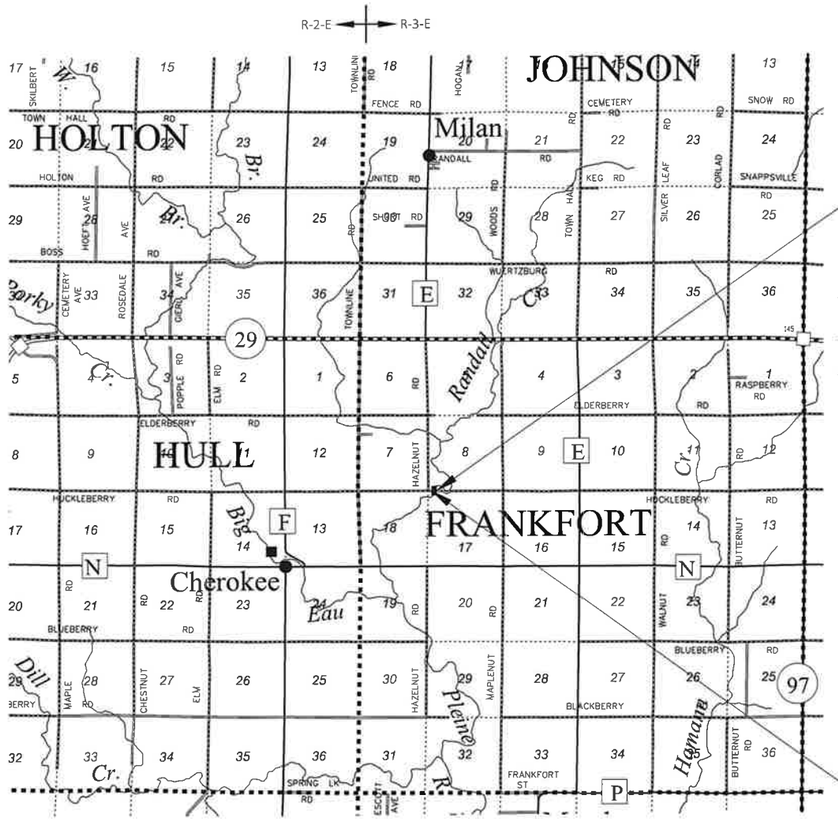
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

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

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

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

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



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

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
6671-01-00	4.01	2
FEDERAL PROJECT NUMBER: N/A		

PLAT OF RIGHT OF WAY REQUIRED FOR

T FRANKFORT, HUCKLEBERRY ROAD
RANDALL CREEK BRIDGE, P-37-0270

LOCAL STREET | MARATHON COUNTY

CONSTRUCTION PROJECT NUMBER
6671-01-70

RECEIVED
MAR 12 2026
MARATHON COUNTY CLERKS OFFICE

LAYOUT
SCALE 0 SCALE

TOTAL NET LENGTH OF CENTERLINE = 0.066

CORRE ENGINEERING
MADISON | EAU CLAIRE | WAUKESHA | APPLETON | TOMAH | WAUSAU

WISCONSIN
BRYON J. MOTSZKO
S-2846
MENOMONIE WI
LAND SURVEYOR

I, BRYON J. MOTSZKO, PROFESSIONAL LAND SURVEYOR, S-2846, HEREBY CERTIFY THAT I HAVE SURVEYED THE LAND DESCRIBED HEREON AND THAT THE MAP HEREON IS A CORRECT REPRESENTATION OF THAT SURVEY TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATE: 3/10/26 (Signature)

REVISION DATE

TOWN OF FRANKFORT

APPROVED BY MARATHON COUNTY ON BEHALF OF THE TOWNSH P.

DATE: 3/10/26 (Signature)

UTILTY INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
80	GENERAL TELEPHONE COMPANY OF WISCONSIN	RELEASE OF RIGHTS

FOUND SURVEY MONUMENTS			
POINT	Y	X	DESCRIPTION
10	186572.589	138866.024	1-INCH PIPE
11	186568.000	139190.038	1-INCH PIPE

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

TLE POINTS		
POINT	STATION	OFFSET
200	12+20.01	36.49', RT
201	12+20.01	42.00', RT
202	13+80.50	42.00', RT
203	14+00.00	42.00', RT
204	14+00.00	36.36', RT

RIGHT-OF-WAY POINTS		
POINT	STATION	OFFSET
100	12+20.01	3.49', RT
101	12+20.00	0.00'
102	12+19.96	29.51', LT
103	12+19.94	39.51', LT
104	14+35.21	39.45', LT
105	14+35.16	29.45', LT
106	14+35.00	0.00'
107	14+34.98	3.55', RT

PARCEL 1
CSM 11701
V 49 / P 183
DOC. NO. 1226630

TOWN

OF

FRANKFORT

HAZELNUT ROAD
APPROXIMATE SEC. LINE
EX R/W
PL
33'
OH
HO
GUY
FRONTIER COMMUNICATIONS
IP10
IP11
T
SW - SW
RANDALL CREEK
FEE WATERWAY
877 SF
SLOPE INTERCEPT
PI: 12+19.50
Y = 186538.921
X = 139144.971
PI: 13+80.50
Y = 186536.074
X = 139305.946
10'
66' (TO SEC. LINE)
GENERAL TELEPHONE
COMPANY OF WISCONSIN
(DOC. NO. 664191)
66' (TO SEC. LINE)
GENERAL TELEPHONE
COMPANY OF WISCONSIN
(DOC. NO. 664262)
HUCKLEBERRY ROAD
R/L = S89° 57' 25"E
R/L = S88° 59' 13"E
R/L = S89° 22' 55"E
10+00
11+00
12+00
13+00
14+00
15+00
SEC. LINE
PROPOSED STRUCTURE
B-37-498
NW - NW
1
2
3
TLE
GRADING
100
101
102
103
104
105
106
107
200
201
202
203
204
1000
SURVEY NAIL
Y = 186540.476
X = 138833.158
1001
SURVEY NAIL
Y = 186519.402
X = 140134.456
BEGIN RELOCATION ORDER
STA 11+50.00
Y = 186538.973
X = 139075.471
END RELOCATION ORDER
STA 15+00.00
Y = 186534.785
X = 139425.439
EXISTING UTILITY
EASEMENTS TO BE RELEASED
80 GENERAL TELEPHONE COMPANY OF WISCONSIN
(DBA FRONTIER COMMUNICATIONS)
V 182 / P 487, DOC. NO. 664191 - PARCELS 1 & 2
V 182 / P 579, DOC. NO. 664262 - PARCEL 3
GN
4
4

RIGHT-OF-WAY COURSE TABLE		
PNT - PNT	BEARING	DISTANCE
1000 - 100	S89° 04' 20"E	312.30'
100 - 101	N00° 55' 40"E	3.49'
101 - 102	N00° 55' 40"E	29.51'
102 - 103	N00° 55' 40"E	10.00'
103 - 104	S89° 04' 20"E	215.00'
104 - 105	S00° 55' 40"W	10.00'
105 - 106	S00° 55' 40"W	29.45'
106 - 107	S00° 55' 40"W	3.55'
107 - 100	N89° 04' 20"W	215.00'
107 - 1001	S89° 04' 20"E	2075.64'
1000 - 1001	S89° 04' 20"E	2602.94'

TLE COURSE TABLE		
PNT - PNT	BEARING	DISTANCE
100 - 200	S01° 00' 47"W	33.00'
200 - 201	S01° 00' 47"W	5.51'
201 - 202	S88° 59' 13"E	160.49'
202 - 203	S89° 22' 55"E	19.79'
203 - 204	N00° 37' 05"E	5.64'
204 - 200	N89° 04' 20"W	180.25'

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQ'D	FEE R/W ACRES REQUIRED			
			NEW (SF)	EXISTING (SF)	TOTAL (SF)	TLE (SF)
1	TAYLOR OLSON	FEE	437	---	437	---
2	DANIEL D. MIEKE, AS TRUSTEE OF THE MIELKE REVOCABLE TRUST DATED AUGUST 28, 2015	FEE	1713	7095	8808	---
3	ADAM J. MIELKE	TLE	---	---	---	1015

NOTE:
HUCKLEBERRY ROAD RIGHT-OF-WAY ESTABLISHED FROM WISCONSIN STATUTE 82.31. RIGHT-OF-WAY IS CENTERED ON SECTION LINE AS LOCATED ON CSM 11701.

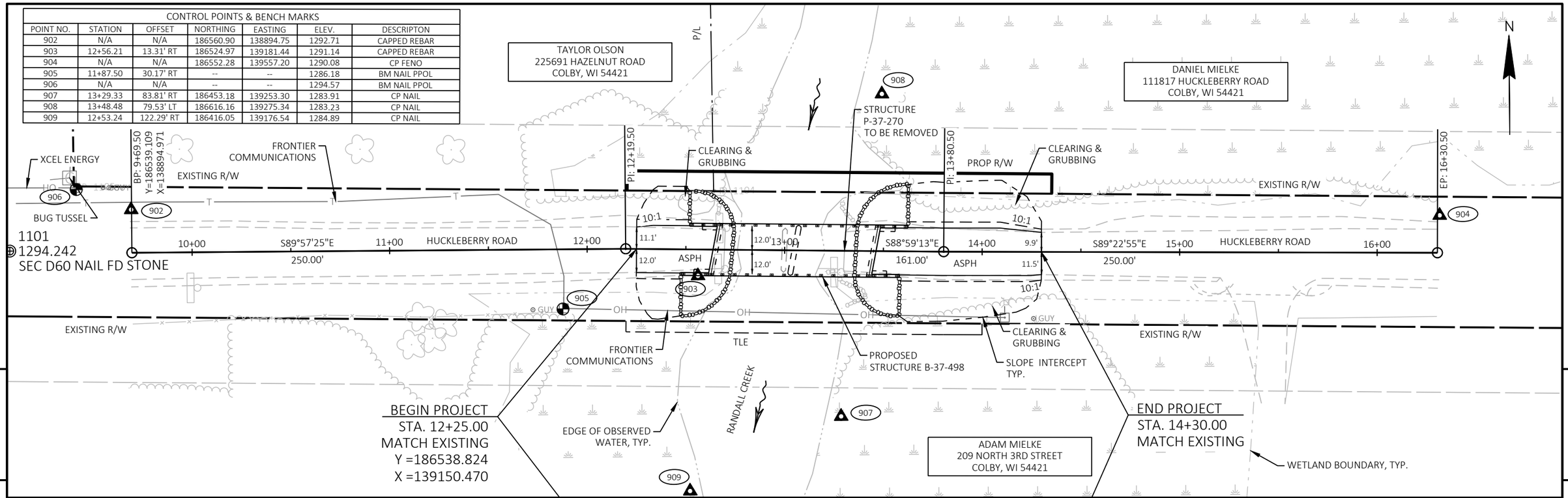
REVISION DATE

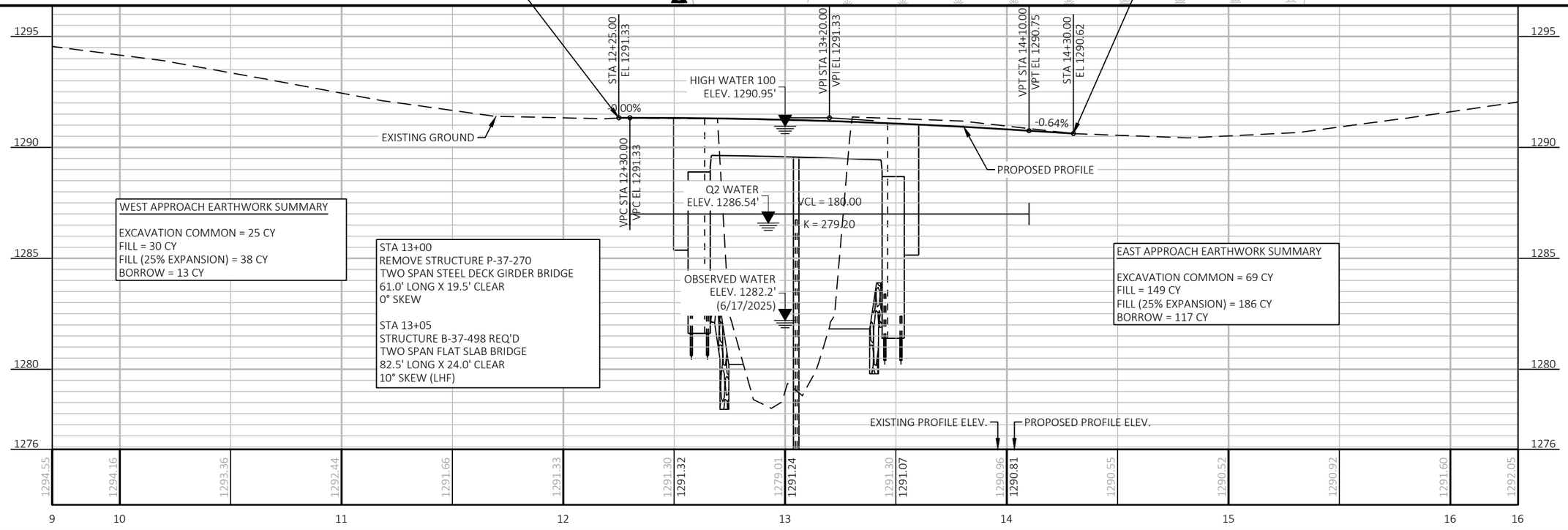
DATE 03/10/26
GRID FACTOR N/A
SCALE, FEET 0 25 50
HWY: HUCKLEBERRY ROAD
COUNTY: MARATHON
STATE R/W PROJECT NUMBER: 6671-01-00
CONSTRUCTION PROJECT NUMBER: 6671-01-70
PLAT SHEET 4.----
PS&E SHEET 10
E

FILE NAME : 66710100-402.DWG
LAYOUT NAME - 040102-rw
PLOT DATE : 3/10/2026 7:37 AM
PLOT BY : BOBBY JONES
PLOT NAME :
PLOT SCALE :

WISDOT/CADDS SHEET 75

CONTROL POINTS & BENCH MARKS						
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEV.	DESCRIPTON
902	N/A	N/A	186560.90	138894.75	1292.71	CAPPED REBAR
903	12+56.21	13.31' RT	186524.97	139181.44	1291.14	CAPPED REBAR
904	N/A	N/A	186552.28	139557.20	1290.08	CP FENO
905	11+87.50	30.17' RT	--	--	1286.18	BM NAIL PPOL
906	N/A	N/A	--	--	1294.57	BM NAIL PPOL
907	13+29.33	83.81' RT	186453.18	139253.30	1283.91	CP NAIL
908	13+48.48	79.53' LT	186616.16	139275.34	1283.23	CP NAIL
909	12+53.24	122.29' RT	186416.05	139176.54	1284.89	CP NAIL





WEST APPROACH EARTHWORK SUMMARY

EXCAVATION COMMON = 25 CY
FILL = 30 CY
FILL (25% EXPANSION) = 38 CY
BORROW = 13 CY

STA 13+00
REMOVE STRUCTURE P-37-270
TWO SPAN STEEL DECK GIRDER BRIDGE
61.0' LONG X 19.5' CLEAR
0° SKEW

STA 13+05
STRUCTURE B-37-498 REQ'D
TWO SPAN FLAT SLAB BRIDGE
82.5' LONG X 24.0' CLEAR
10° SKEW (LHF)

EAST APPROACH EARTHWORK SUMMARY

EXCAVATION COMMON = 69 CY
FILL = 149 CY
FILL (25% EXPANSION) = 186 CY
BORROW = 117 CY

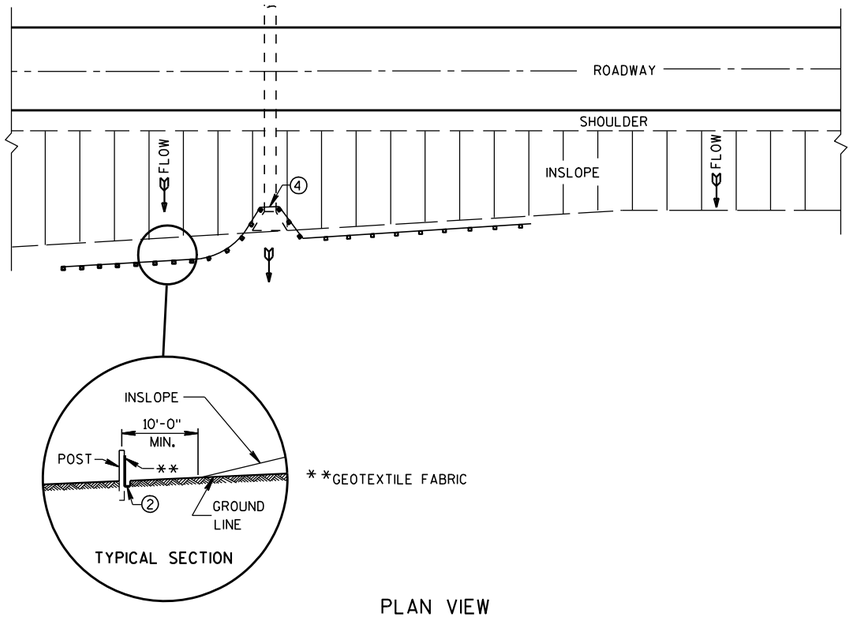
PROJECT NO: 6671-01-70	HWY: HUCKLEBERRY ROAD	COUNTY: MARATHON	PLAN AND PROFILE: HUCKLEBERRY ROAD	SHEET 11	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\2 NC REGION\6671-01-00_HUCKLEBERRY RD_MARATHON CO\500_CADD\501_C3D_2024\66710100\SHEETS\050101-PP.DWG
LAYOUT NAME - 01
PLOT DATE : 7/9/2026 7:12 AM
PLOT BY : SAM SWITTEL
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

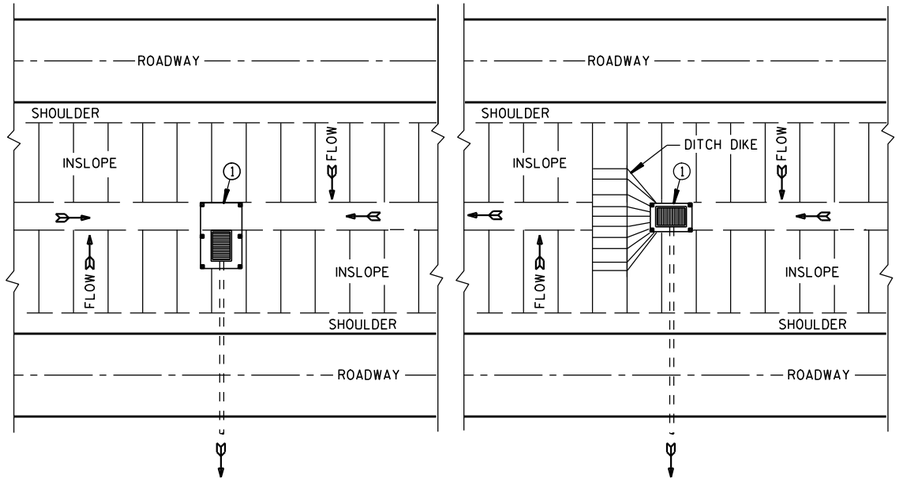
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
14D01-01	TURTLE EXCLUSION FENCE CLIMBING TURTLE
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C06-12	SIGNING AND MARKING FOR TWO LANE BRIDGES
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

6



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.

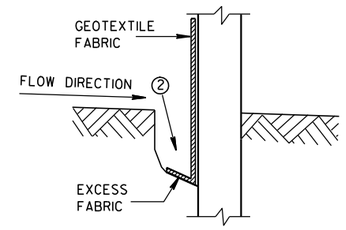
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

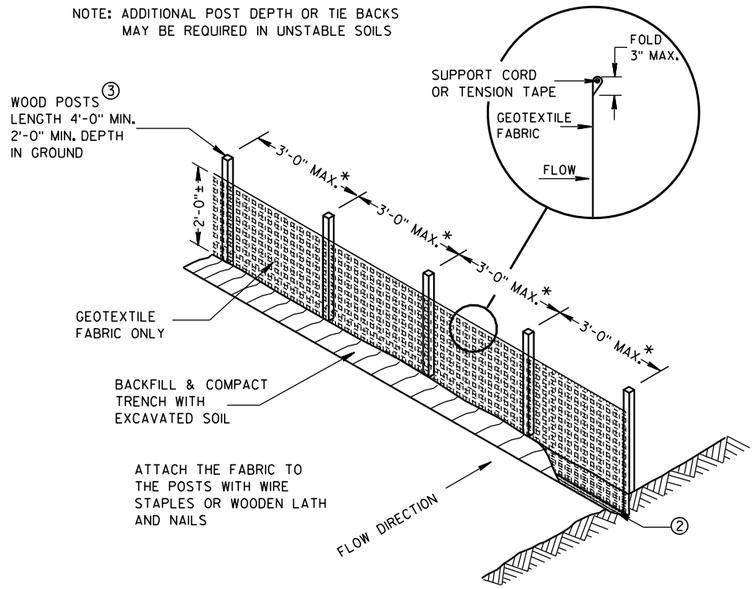
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

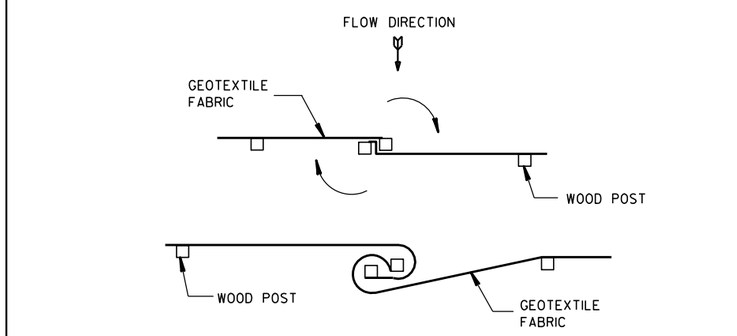
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



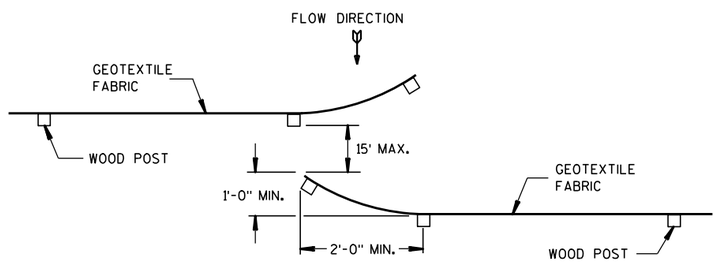
TRENCH DETAIL



SILT FENCE

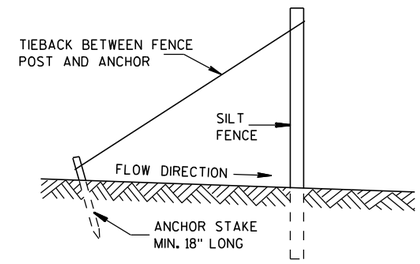


TWIST METHOD



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

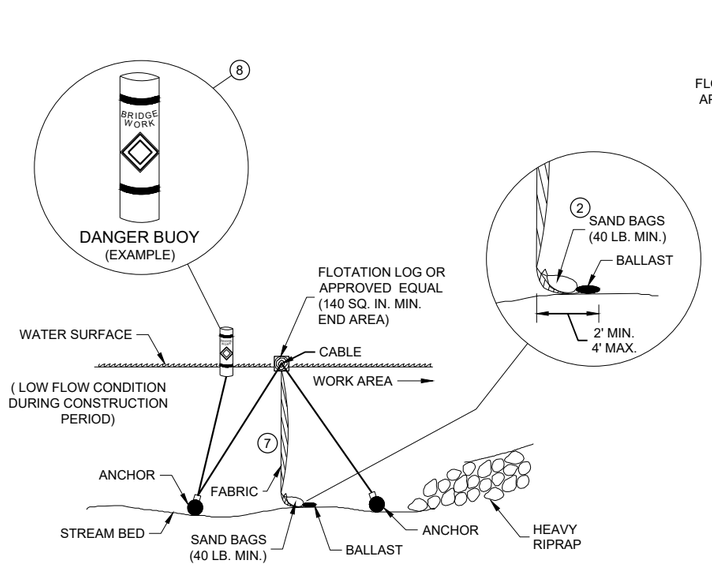
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

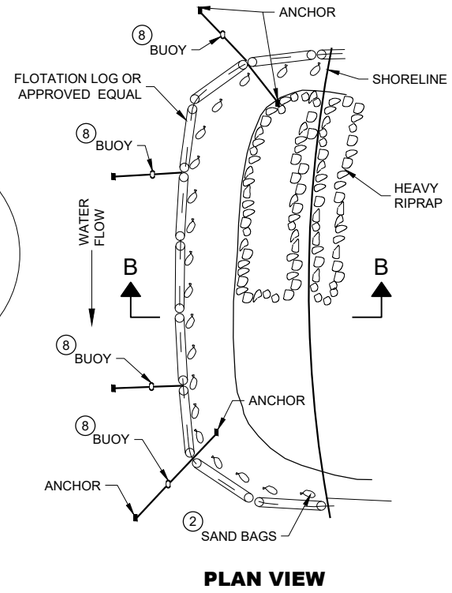
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6

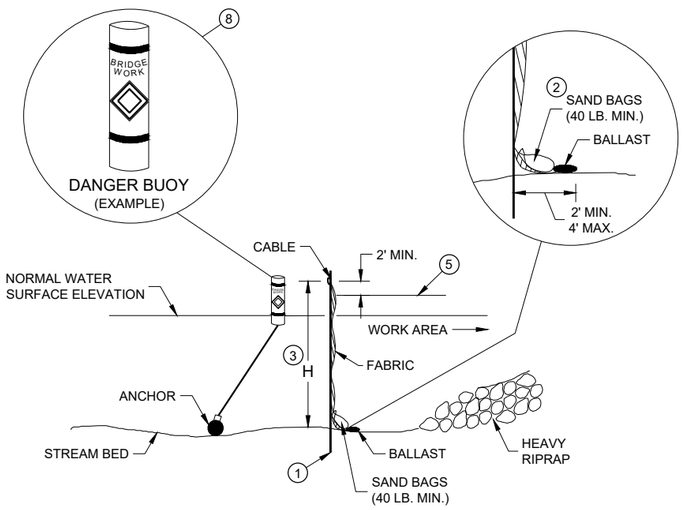


SECTION B - B

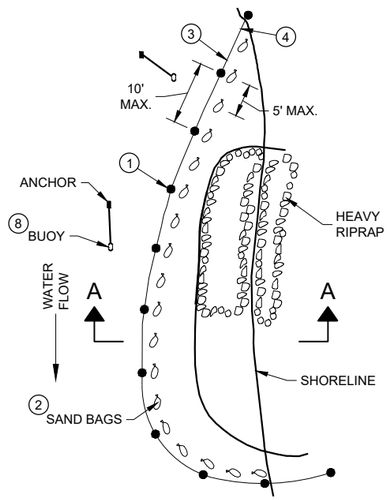


PLAN VIEW

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.

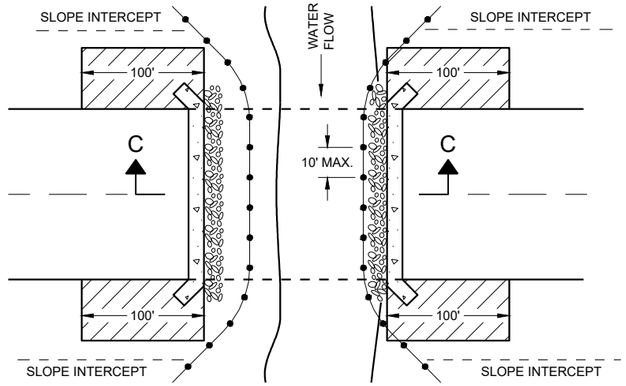
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(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.

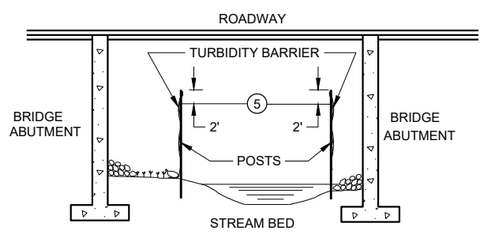
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(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

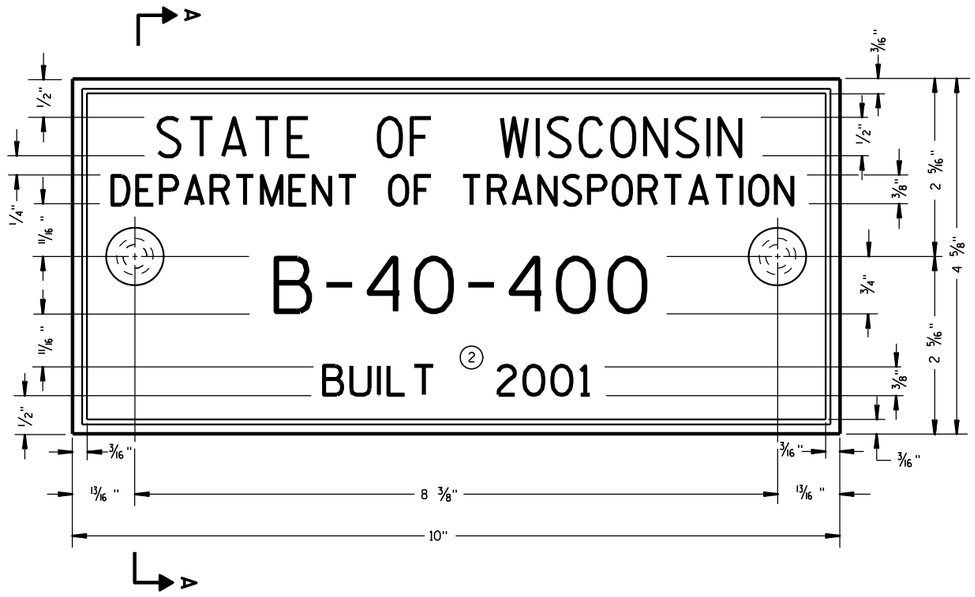
TURBIDITY BARRIER

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)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

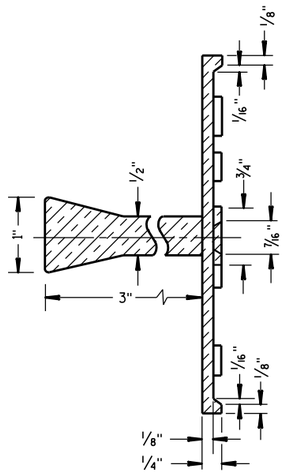
GENERAL NOTES

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.

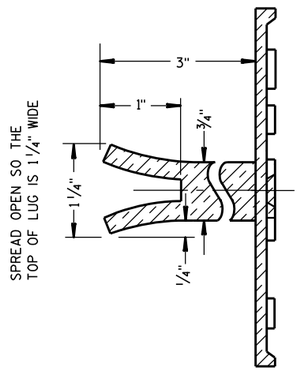
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

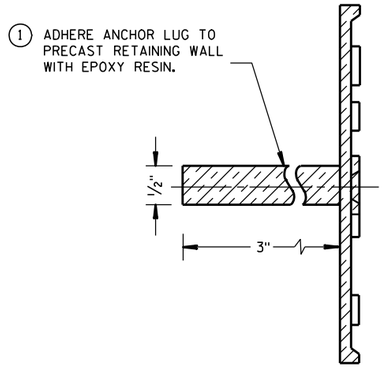
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

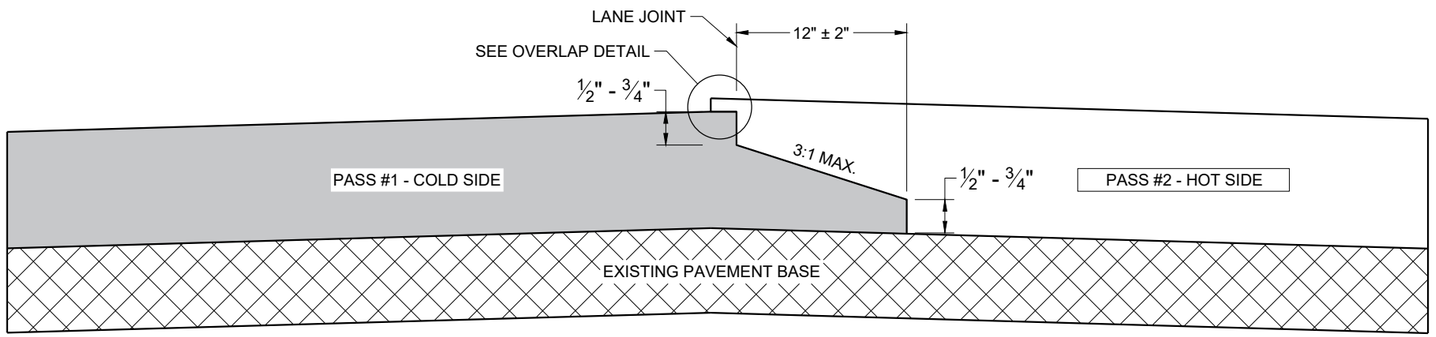
3/26/10 DATE

/S/ Scot Beck CHIEF STRUCTURAL DEVELOPMENT ENGINEER

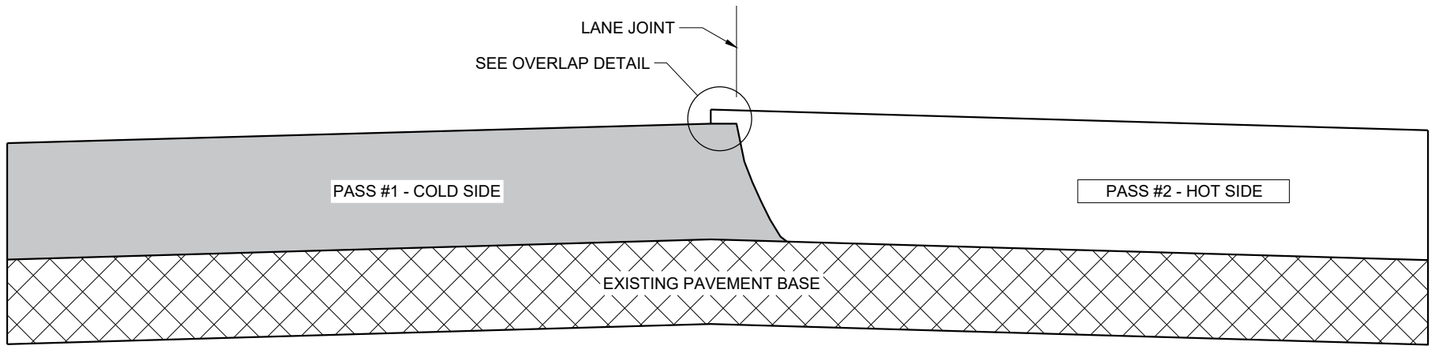
FHWA

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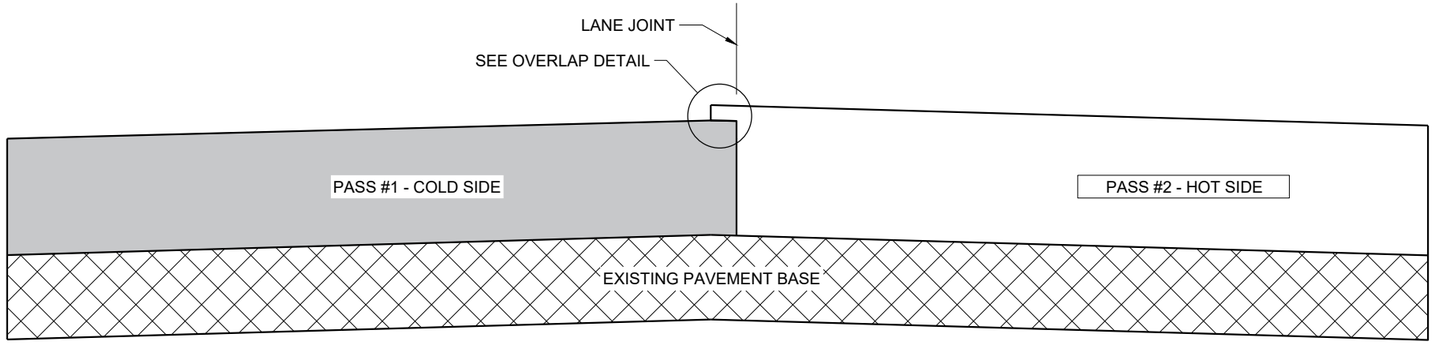
S.D.D. 12 A 3-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

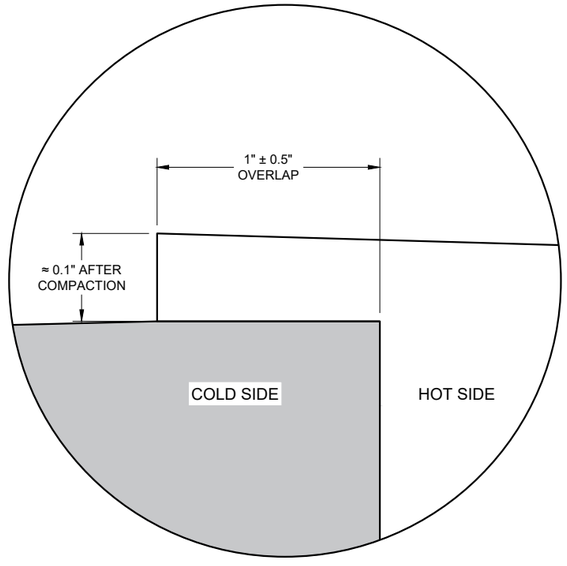
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

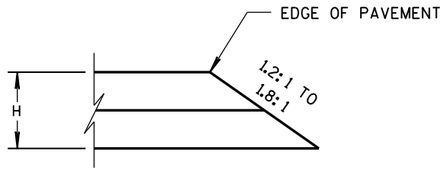
FHWA

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SDD 13C19 - 03

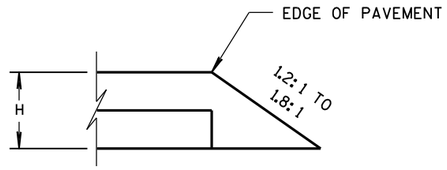
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SDD 13C19 - 03



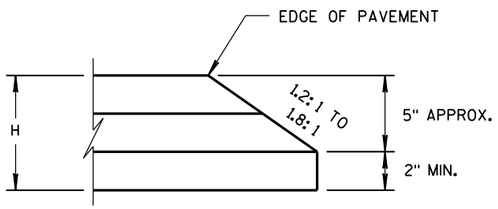
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



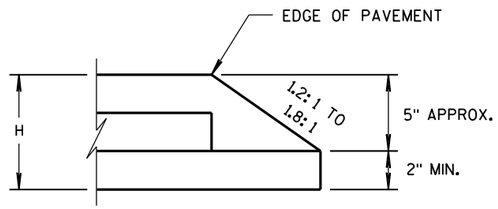
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

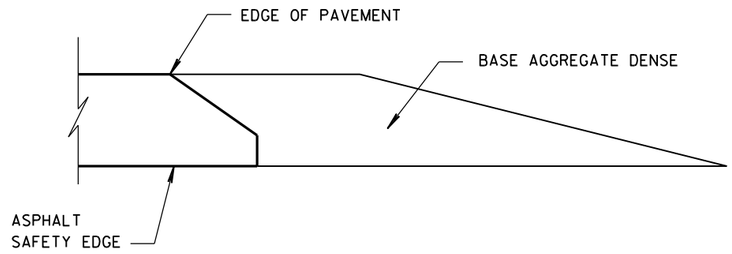
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

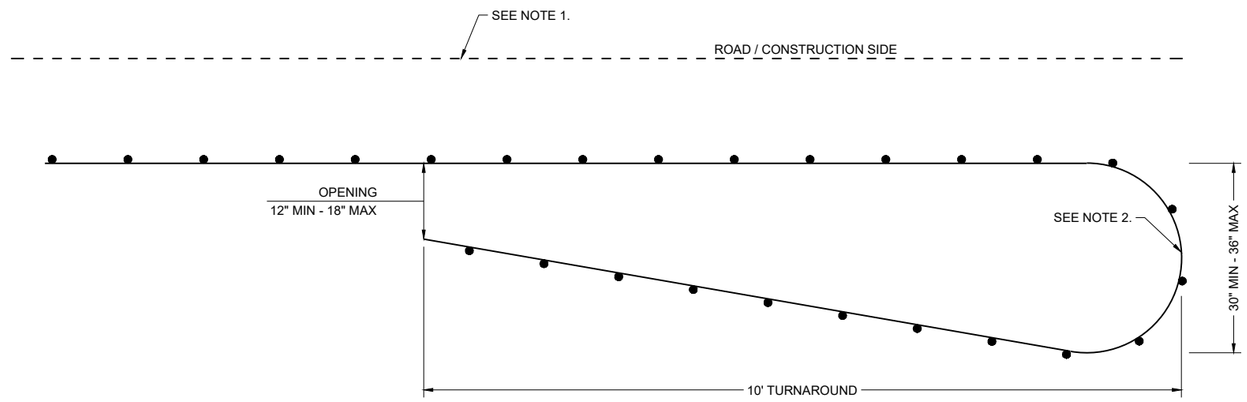
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

GENERAL NOTES:

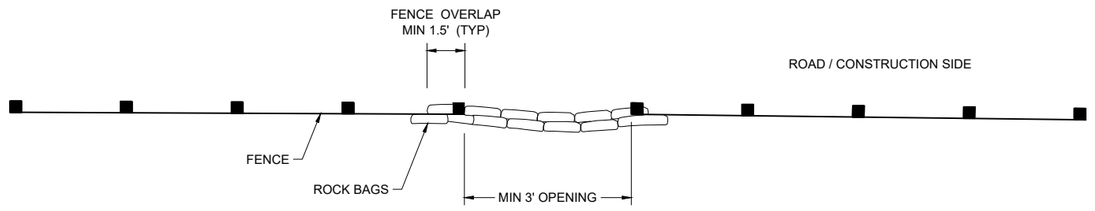
1. WHERE SILT FENCE IS REQUIRED, IT SHALL BE PLACED ON THE CONSTRUCTION SIDE OF THE EXCLUSION FENCING, OR COMBINED WITH THE EXCLUSION FENCING AS ALLOWED IN THE SPECIFICATIONS. STAKES ON THIS DETAIL ARE OPPOSITE OF STANDARD SILT FENCE FOR SEDIMENT CONTROL.
2. PLACE TURNAROUNDS AT ALL TERMINI ENDS OF THE EXCLUSION FENCING.
3. IF TEMPORARY ACCESS POINTS ARE NEEDED DURING CONSTRUCTION THAT REQUIRE OPENINGS IN THE EXCLUSION FENCING, ACCESS OPENINGS SHOULD BE TIGHTLY SECURED WITH BALES OF HAY OR STRAW WHENEVER CONSTRUCTION RELATED ACTIVITIES ARE NOT OCCURRING. REINSTALL EXCLUSION FENCING WHEN THE WORK REQUIRING THE TEMPORARY ACCESS OPENING IS COMPLETED.
4. THE FENCE CAP MAY BE A 6" UNDER DRAIN PIPE, SLIT DOWN THE CENTER AND PLACED OVER THE FENCE. COMMERCIALLY AVAILABLE SAFETY CAPS WITH A LIP MAY BE USED. OTHER DNR APPROVED METHODS TO PREVENT TURTLES FROM PASSING OVER THE TOP OF THE FENCE MAY BE USED.

   SECURELY FASTEN THE CAP TO PREVENT IT FROM BEING DISLODGED.

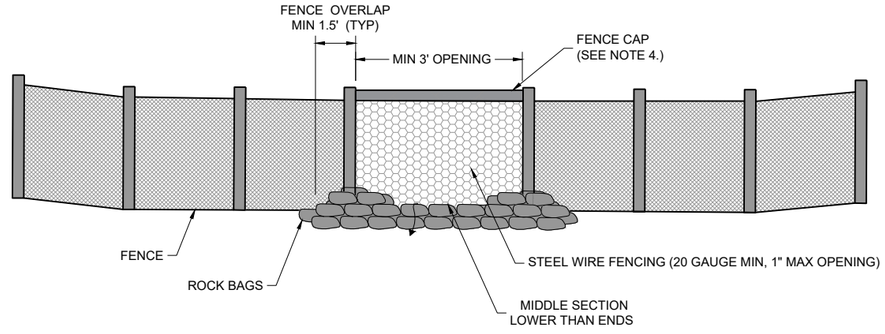


PLAN VIEW

CLIMBING TURTLE EXCLUSION FENCE DETAIL



PLAN VIEW



FRONT VIEW

CLIMBING TURTLE FENCE RELIEF DETAIL

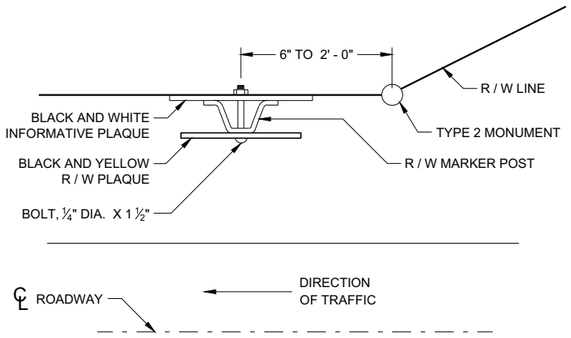
TURTLE EXCLUSION FENCE
CLIMBING TURTLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

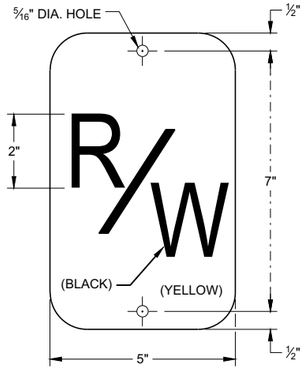
APPROVED
AUGUST 2025
DATE

/S/ ALYSSA BARRETTE
CHIEF STATEWIDE ENVIRONMENTAL SERVICES
BUREAU OF TECHNICAL SER

FHWA

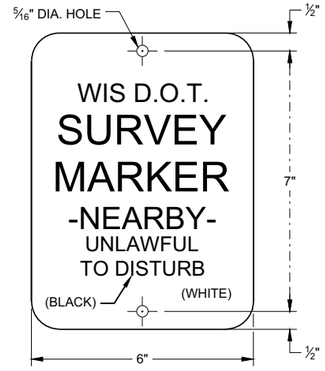


PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

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



INFORMATIVE PLAQUE

GENERAL NOTES

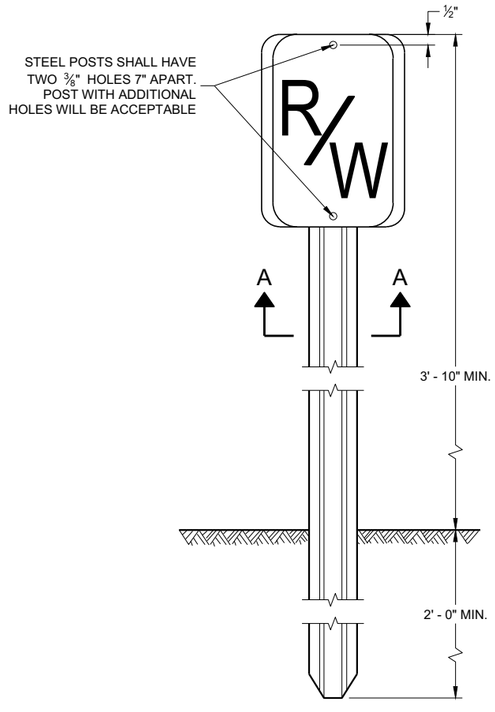
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

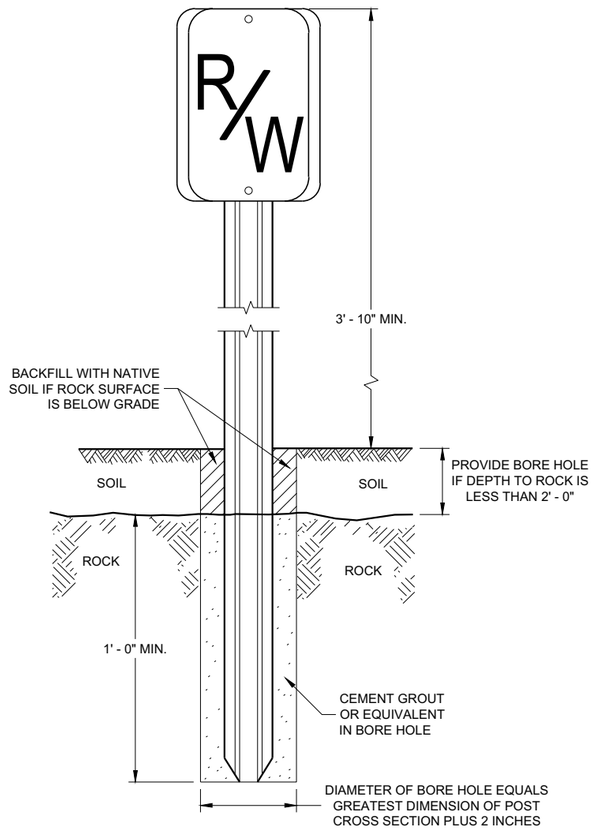
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

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.

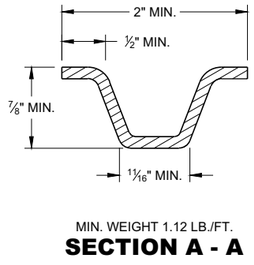
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL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



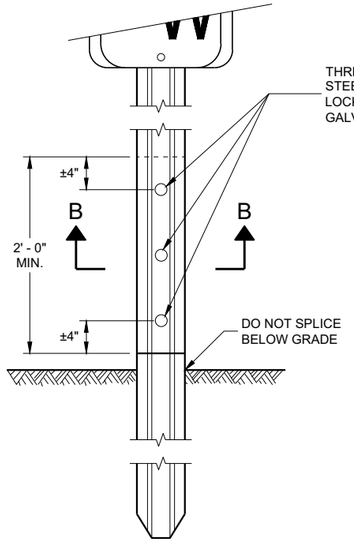
FRONT VIEW
STEEL MARKER POST



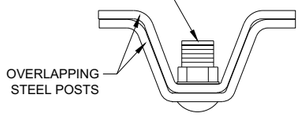
FRONT VIEW
ROCK INSTALLATION (1)



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



FRONT VIEW
SPLICE DETAIL



SECTION B - B

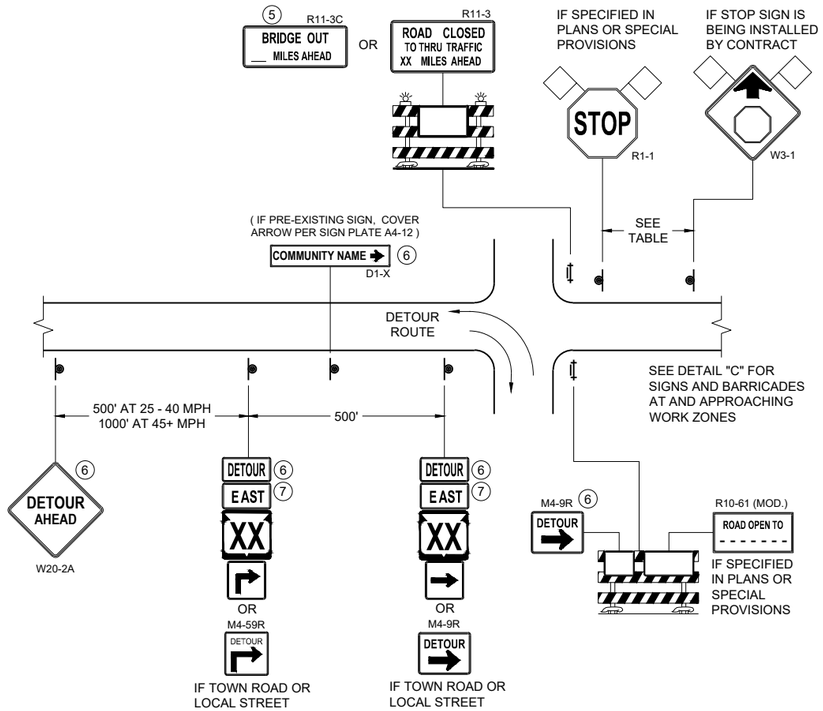
MARKER POST FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

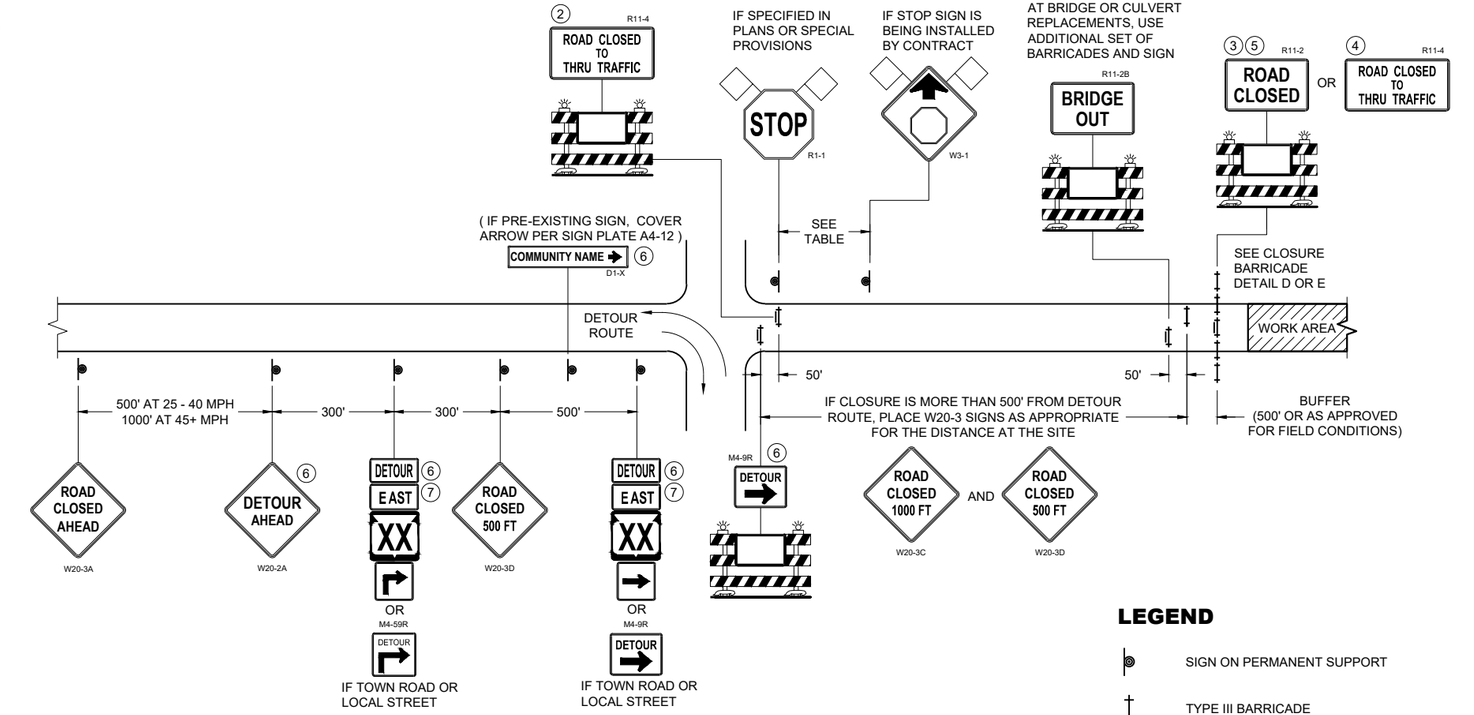
FHWA

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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)

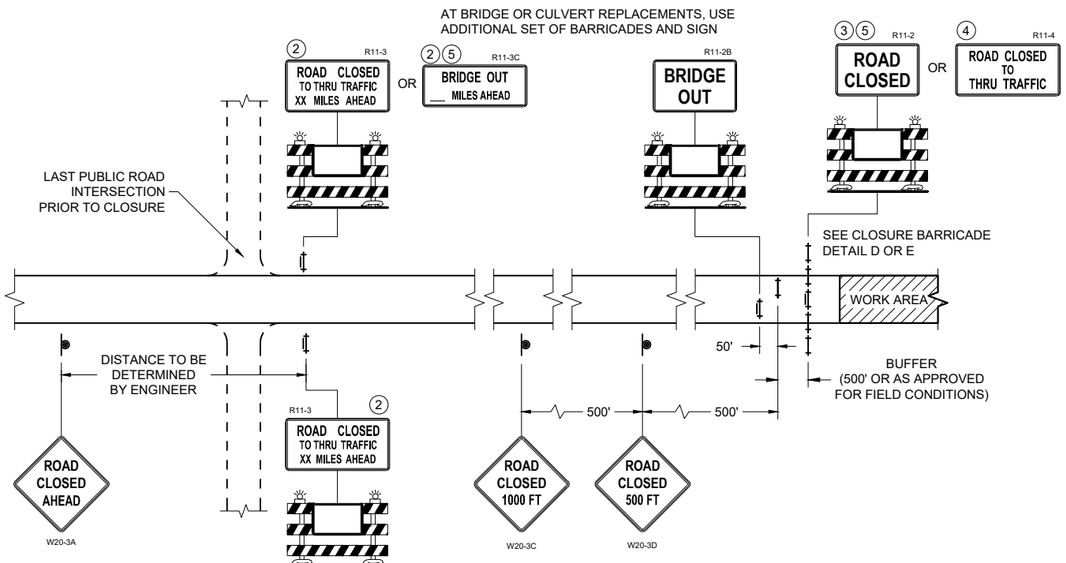
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

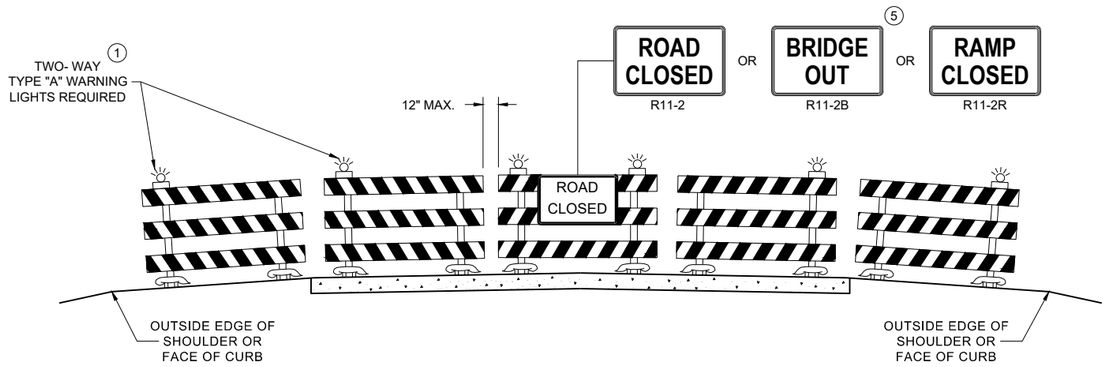
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

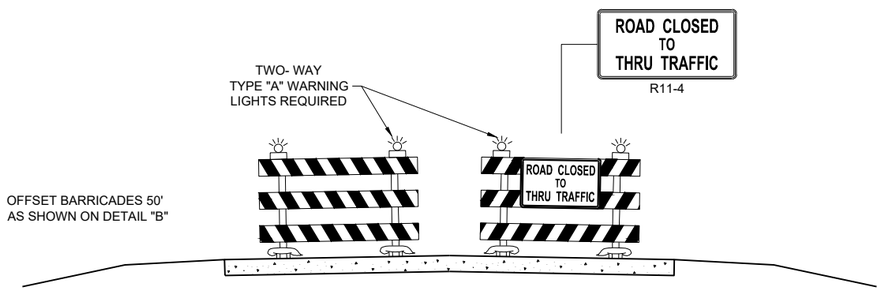
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SDD 15C02-10a



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.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

"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"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

(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

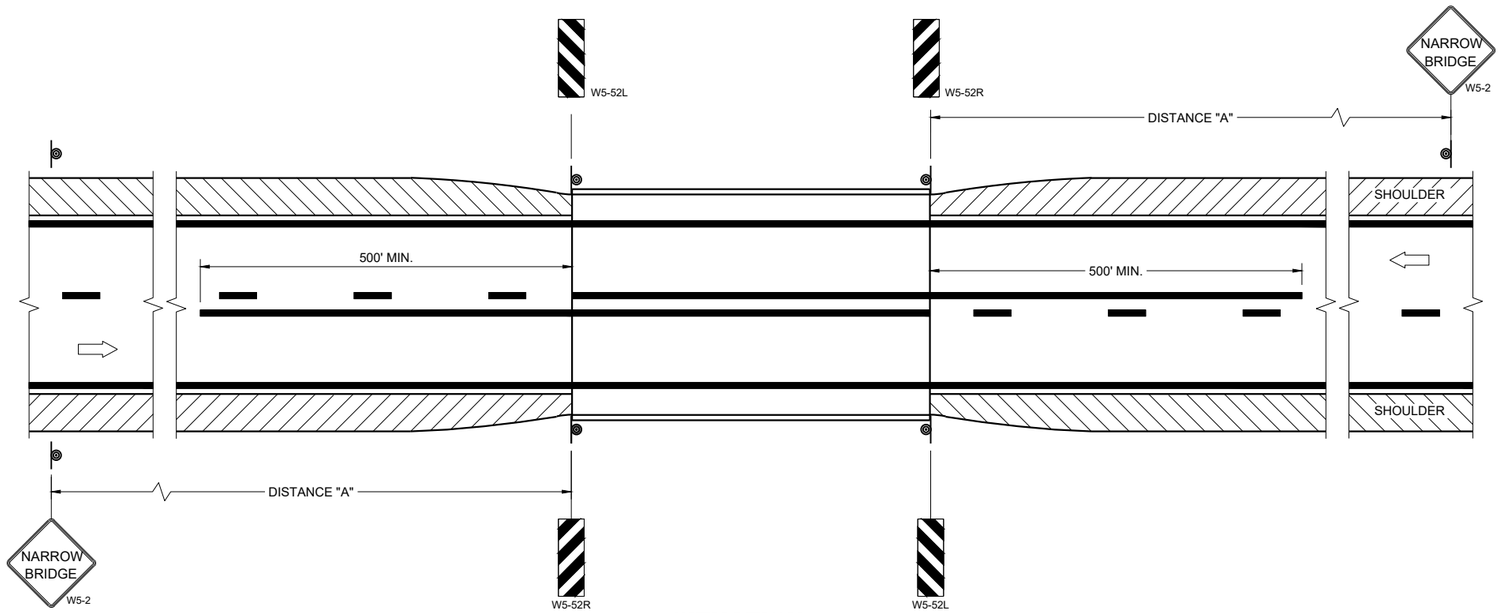
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

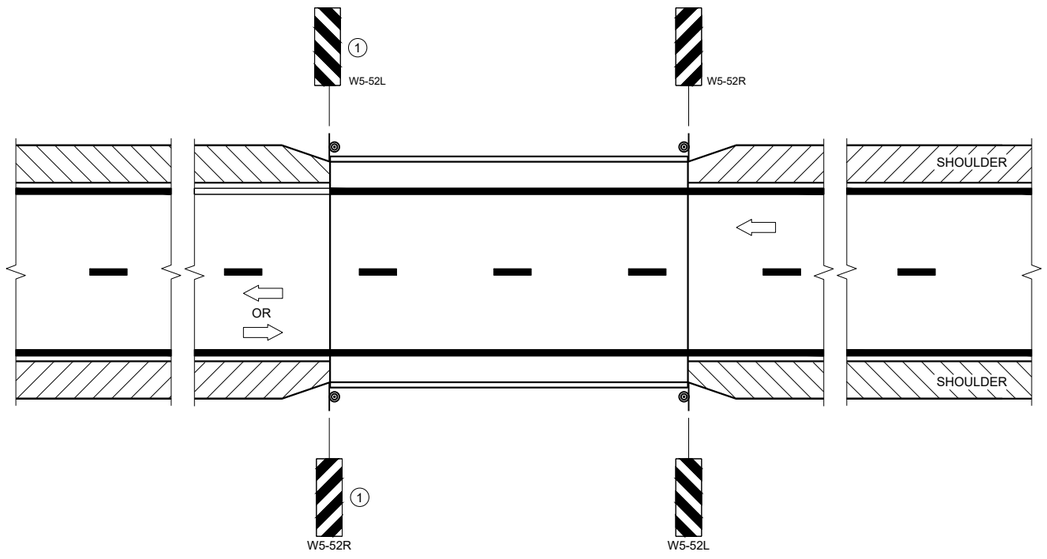
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SDD 15C02-10b



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

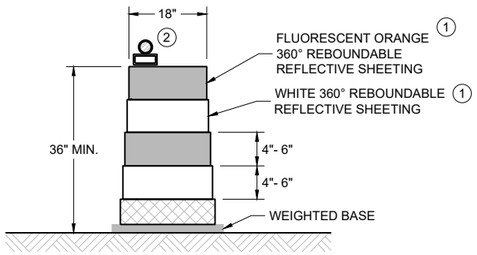
APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6
SDD 15C06-12

GENERAL NOTES

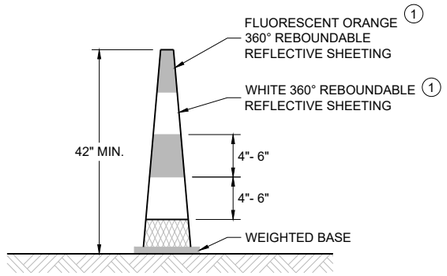
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

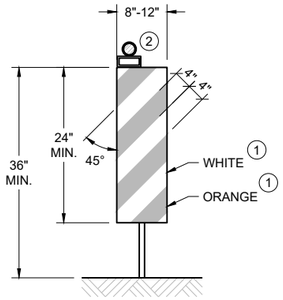
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

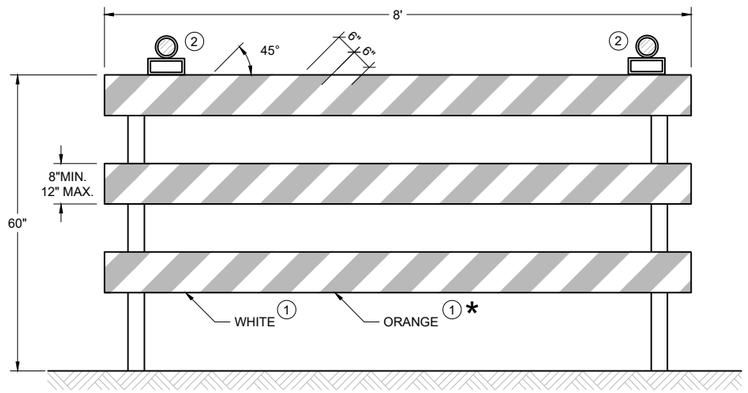
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



VERTICAL PANEL

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



TYPE 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

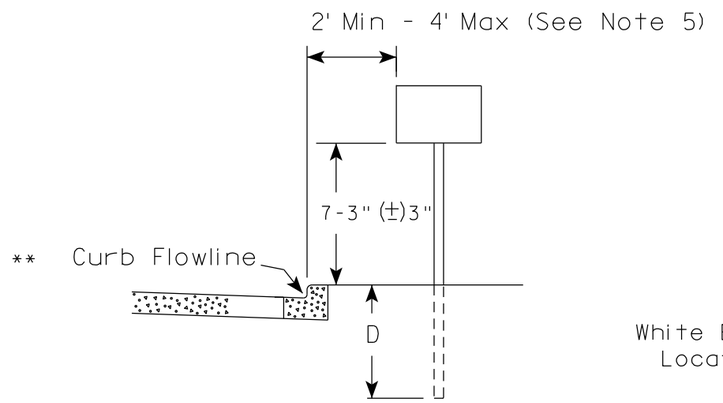
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

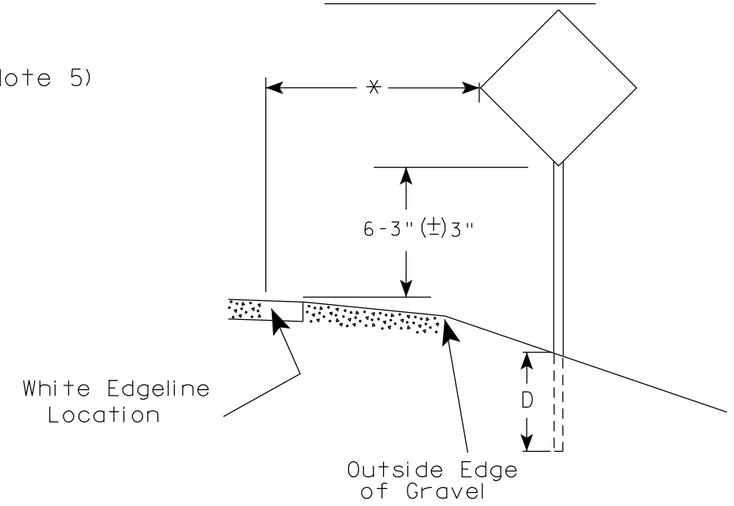
FHWA

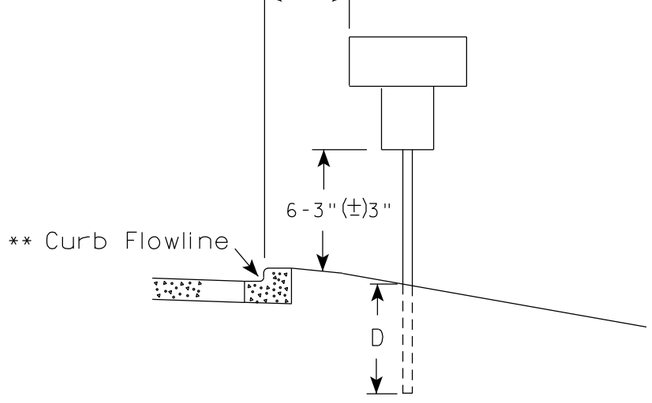
6
SDD 15C11-11b

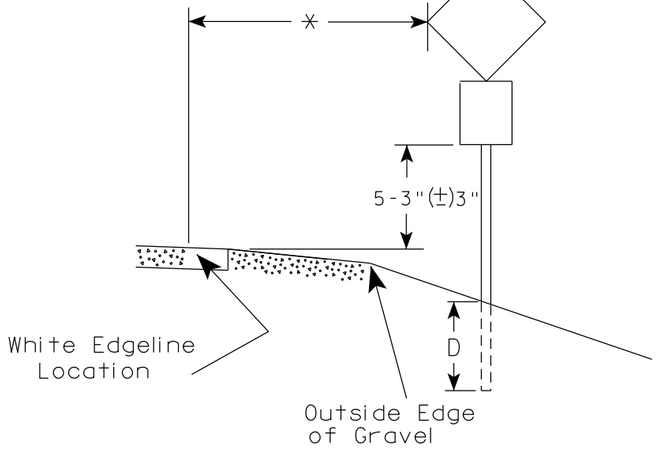
URBAN AREA



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.

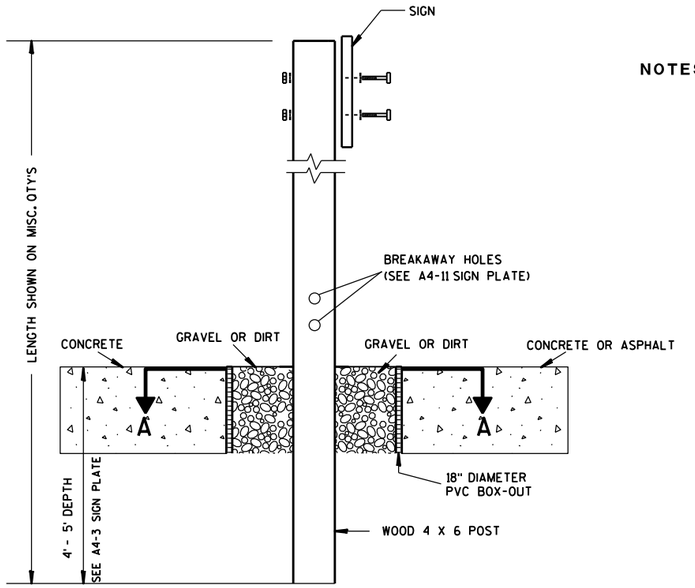
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

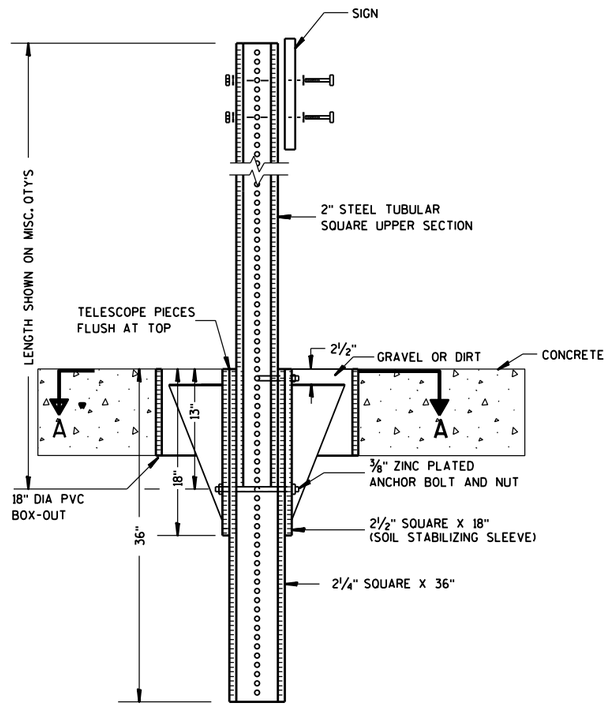
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 24	E



ELEVATION VIEW

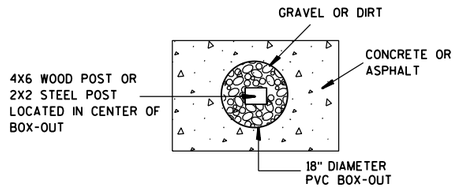
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

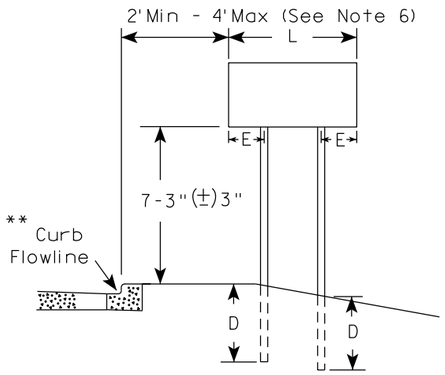
APPROVED Matthew R Rauch
for State Traffic Engineer

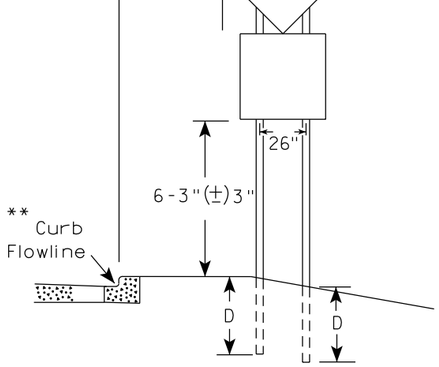
DATE 1/27/14 PLATE NO. A4-3B.1

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

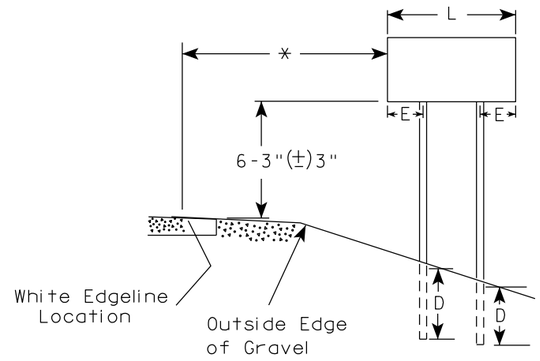
URBAN AREA

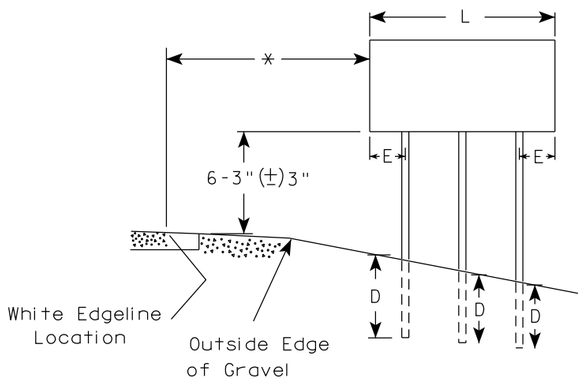


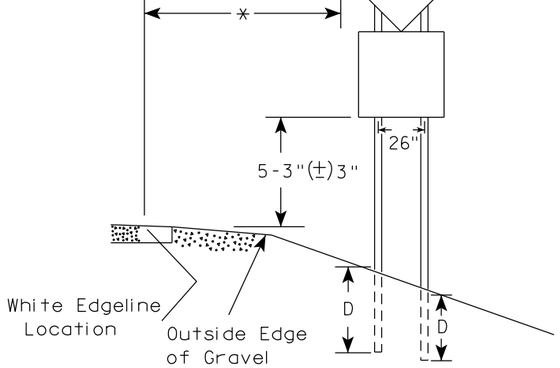


48" DIAMOND WARNING SIGN

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'

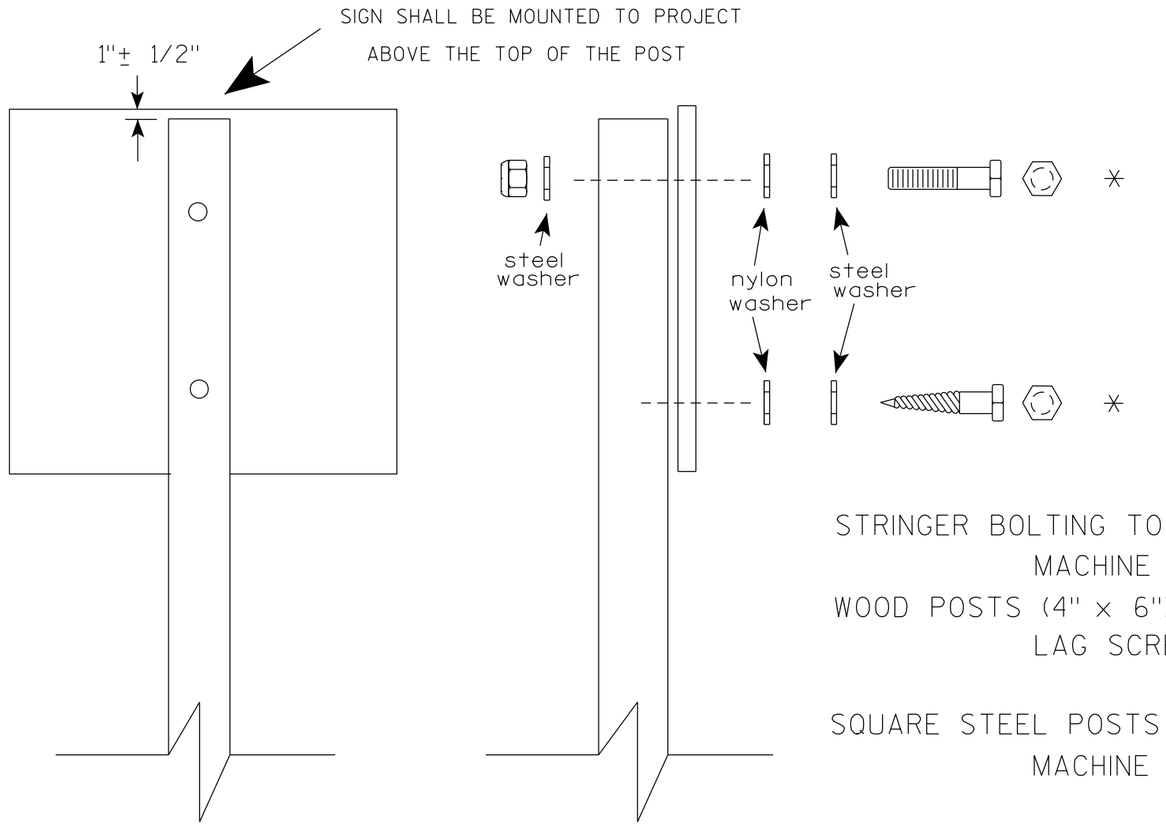
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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

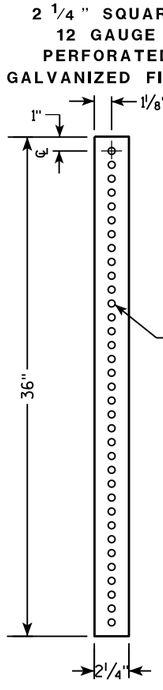
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

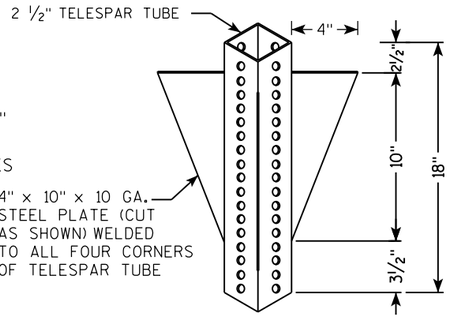
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

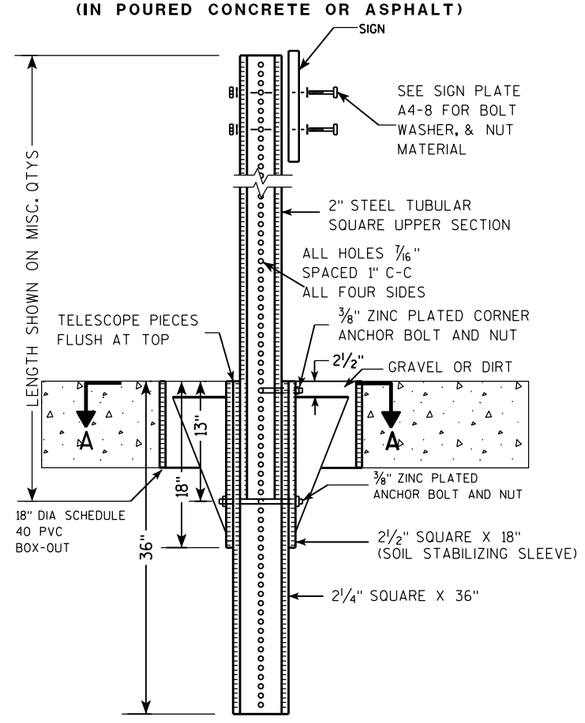
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



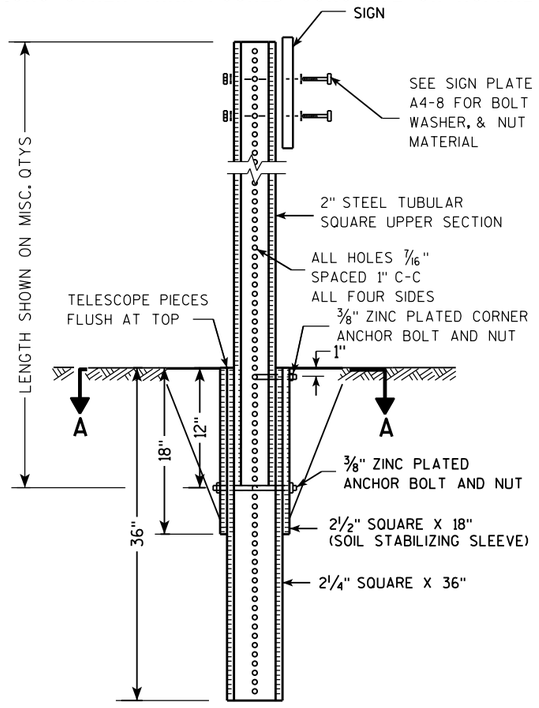
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

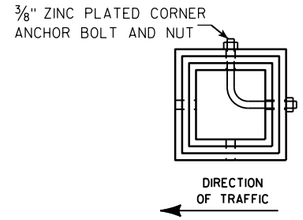


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

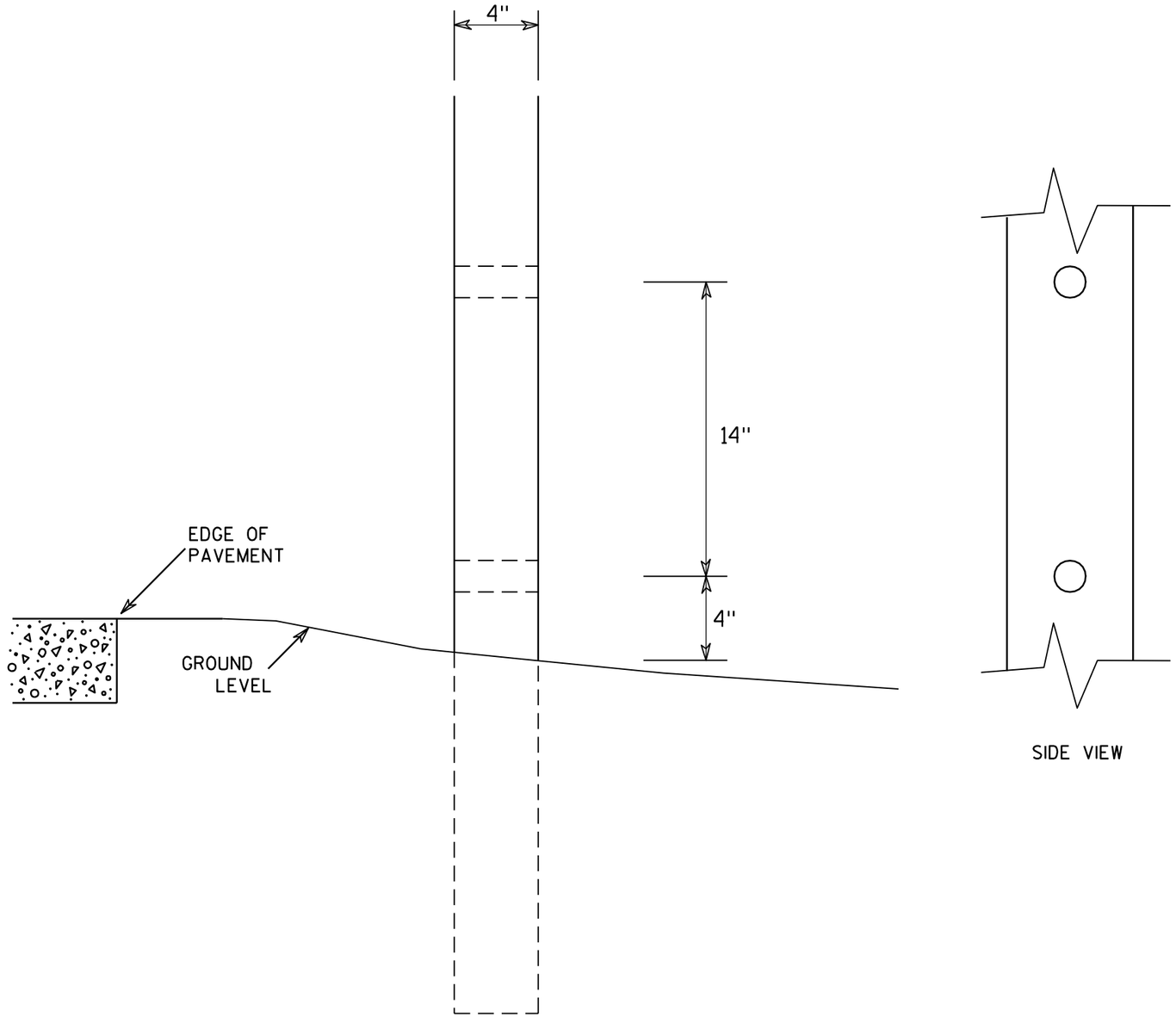
WISCONSIN DEPT OF TRANSPORTATION

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

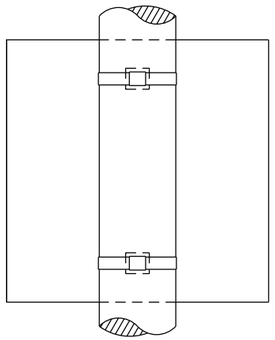
APPROVED Chester J Spang
for State Traffic Engineer

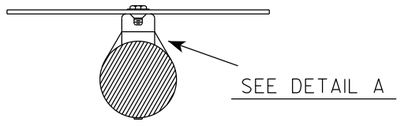
DATE 3/27/97 PLATE NO. A4-11.2

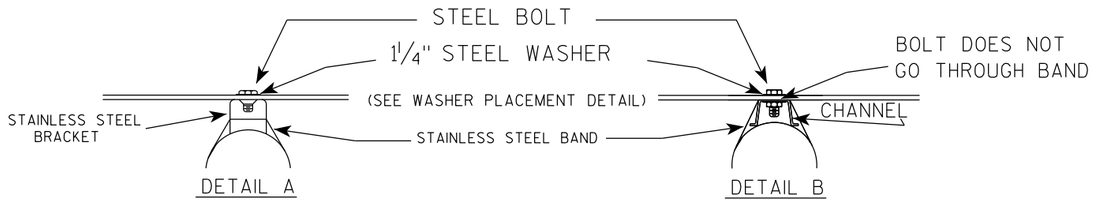
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 29	E

BANDING

SINGLE SIGN



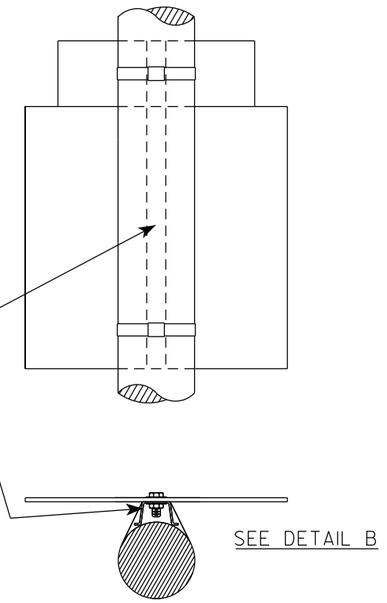




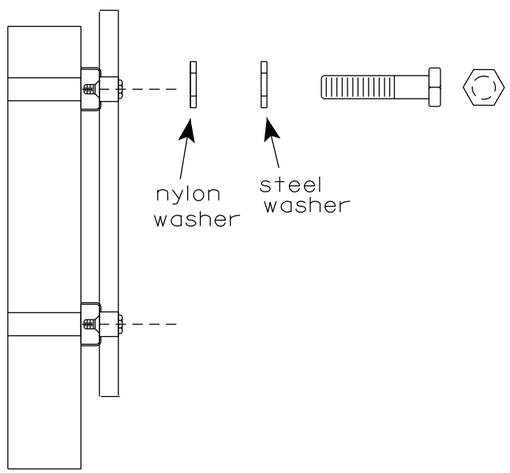
GENERAL NOTES

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

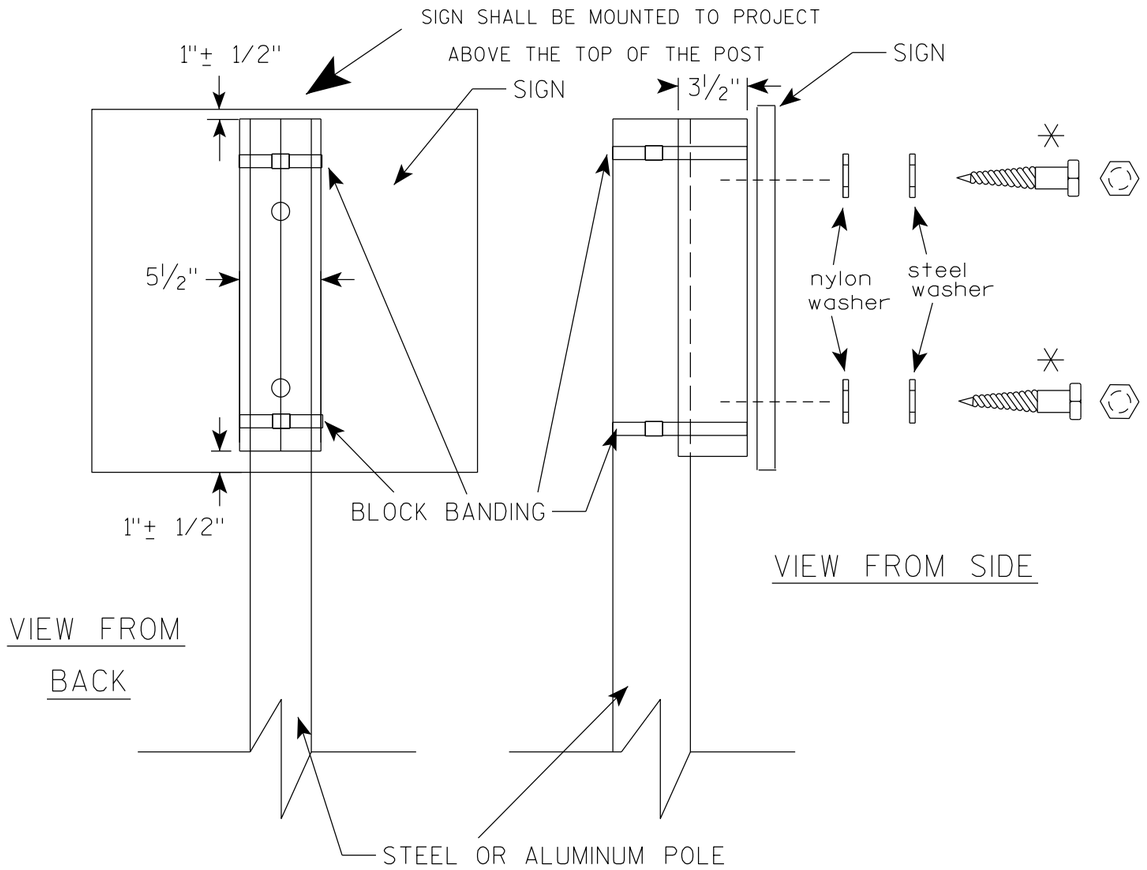
WISCONSIN DEPT OF TRANSPORTATION

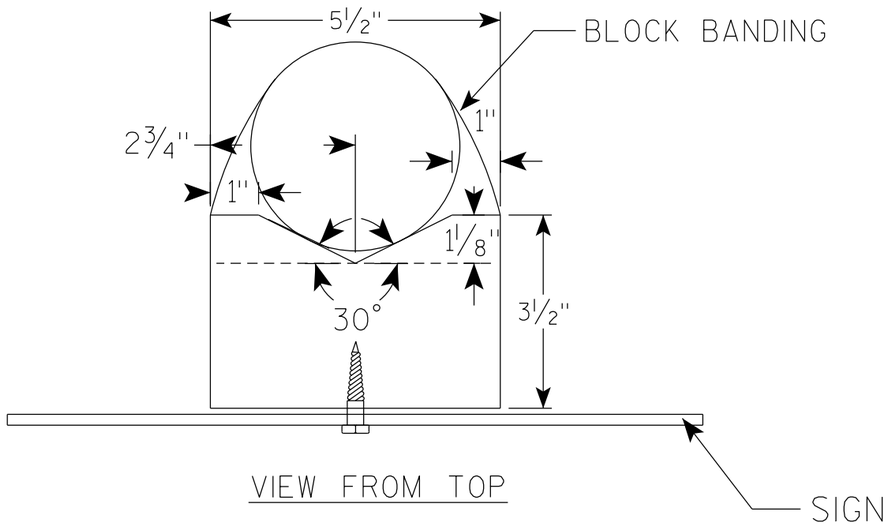
APPROVED Matthew R Rauch
for State Traffic Engineer

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)

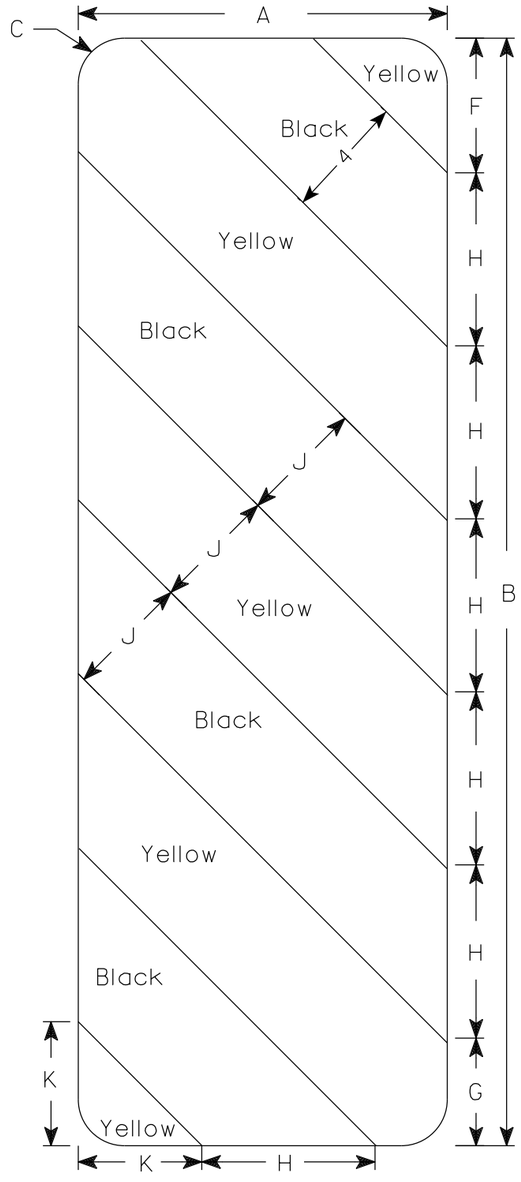
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

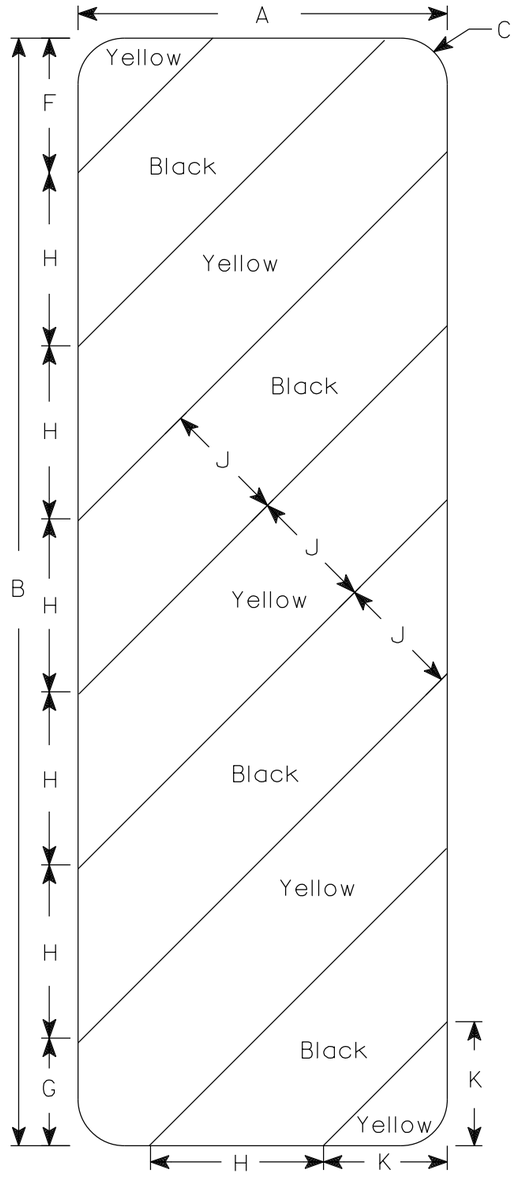
DATE 4/19/2022 PLATE NO. A5-10.3

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 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

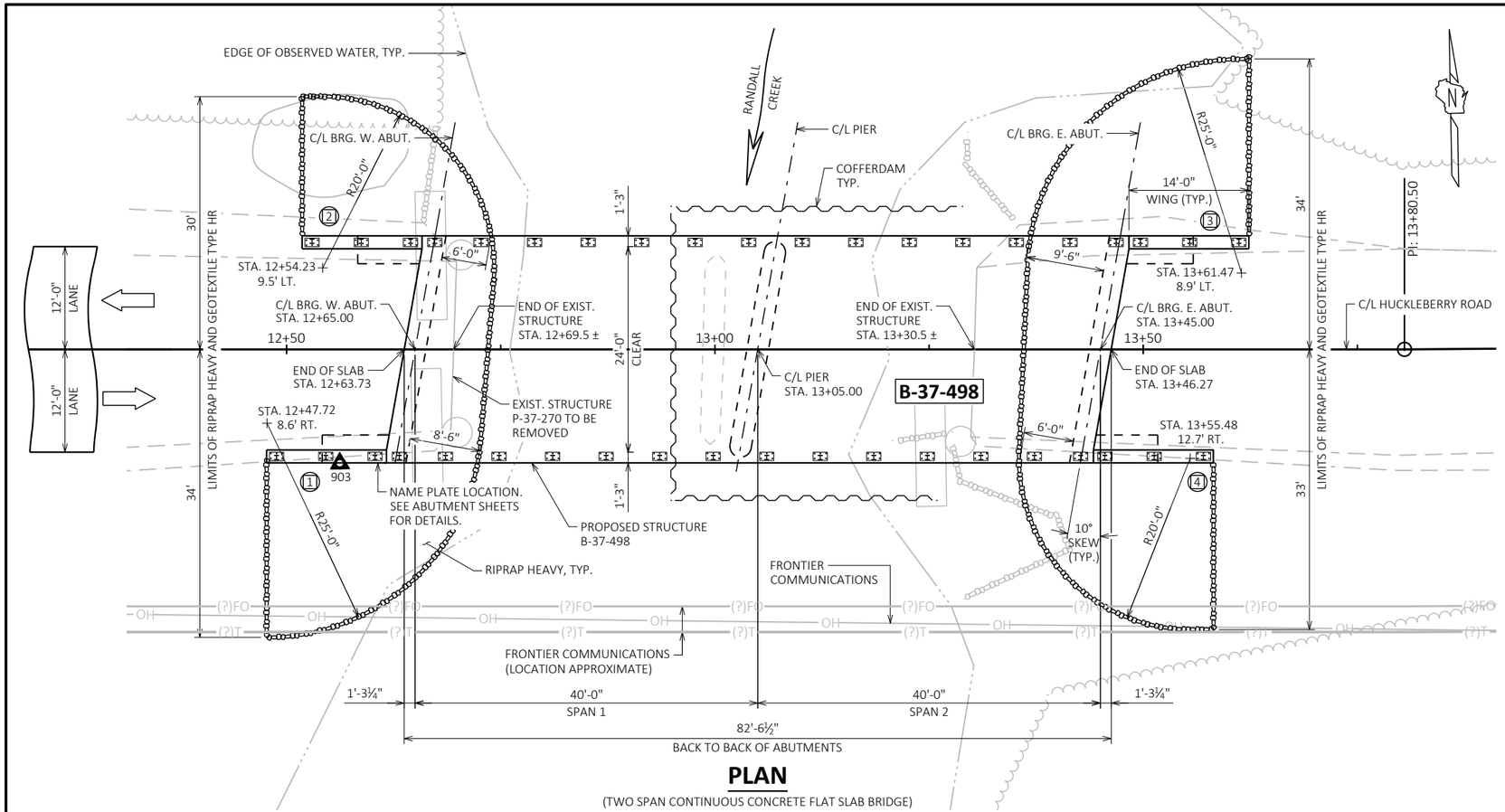
APPROVED Matthew R Rauch
For State Traffic Engineer

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

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

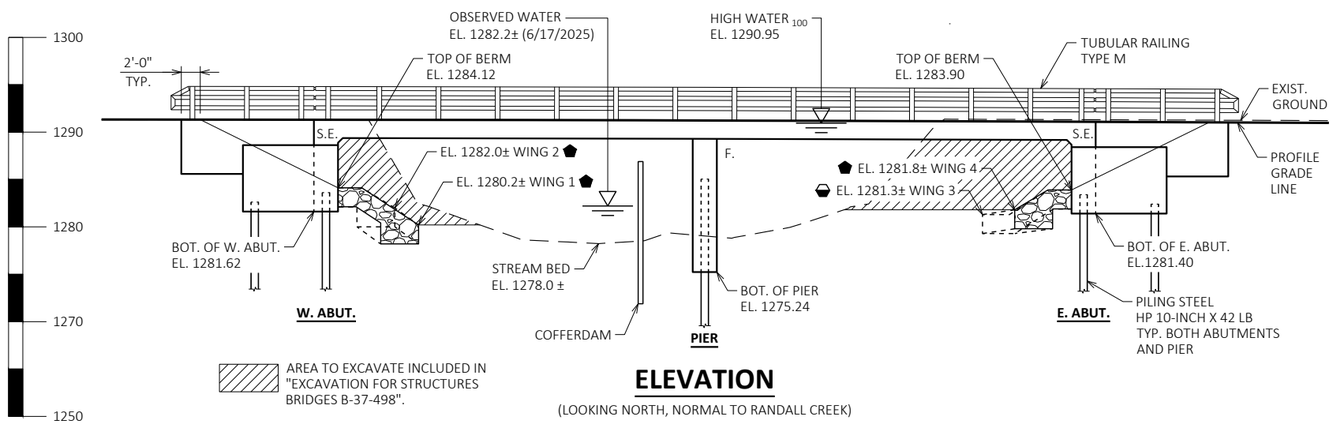
7

7



PLAN

(TWO SPAN CONTINUOUS CONCRETE FLAT SLAB BRIDGE)

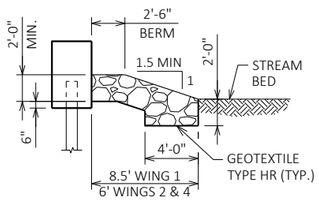


ELEVATION

(LOOKING NORTH, NORMAL TO RANDALL CREEK)

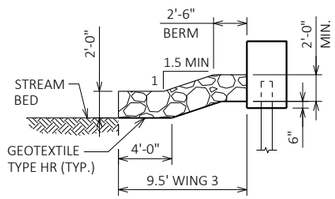
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
903	12+56.21, 13.3' RT	CAPPED REBAR	1291.14
905	11+87.50, 13.2' RT	BM NAIL PPOL	1286.18



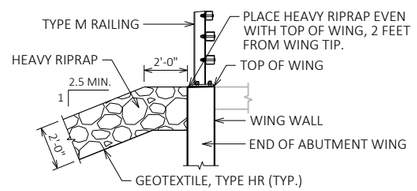
RIPRAP DETAIL A

(AT WINGS 1, 2, & 4)



RIPRAP DETAIL B

(AT WING 3)



TYPICAL FILL SECTION AT WING TIPS

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.08
OPERATING RATING: RF = 1.40
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 PSI
ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB SEATED IN PRE-BORED HOLES CORED A MINIMUM OF 3 FEET INTO SOUND GRANITE. PILE DRIVING NOT REQUIRED. TEMPORARY CASING REQUIRED.
ESTIMATED 15' LONG AT WEST ABUT.
ESTIMATED 15' LONG AT EAST ABUT.

PIER TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB SEATED IN PRE-BORED HOLES CORED A MINIMUM OF 3 FEET INTO SOUND GRANITE. PILE DRIVING NOT REQUIRED. TEMPORARY CASING REQUIRED.
ESTIMATED 20' LONG.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 180 TONS MULTIPLIED BY A RESISTANCE FACTOR OF 0.5.

HYDRAULIC DATA

100-YEAR FREQUENCY:

Q_{100}= 5,560 C.F.S.
Q_{BR}= 5,416 C.F.S.
Q_{RD}= 144 C.F.S.
V_{100}= 8.0 F.P.S.
HW_{100}= EL. 1290.95
WATERWAY AREA = 676 SQ. FT.
DRAINAGE AREA = 27.9 SQ. MI.
OVERTOPPING FREQUENCY = 100 YEARS
SCOUR CRITICAL CODE = 5

2-YEAR FREQUENCY:

Q_2= 1,320 C.F.S.
V_2= 4.2 F.P.S.
HW_2= EL. 1286.54

TRAFFIC DATA

HUCKLEBERRY ROAD

ADT = 30 (2027)
ADT = 30 (2047)
R.D.S. = 55 MPH

LIST OF DRAWINGS:

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT DETAILS
6. EAST ABUTMENT
7. EAST ABUTMENT DETAILS
8. PIER
9. SUPERSTRUCTURE DETAILS-1
10. SUPERSTRUCTURE DETAILS-2
11. SUPERSTRUCTURE DETAILS-3
12. TUBULAR STEEL RAILING TYPE "M"

LEGEND:

- (X) INDICATES WING NUMBER
- SEE RIPRAP DETAIL A
- SEE RIPRAP DETAIL B

BUREAU OF STRUCTURES CONTACT:
AARON BONK, P.E. 608-261-0261

CONSULTANT CONTACT:
ERIC PRICE, P.E. 608-826-6146

WISCONSIN
ERIC T. PRICE
E-39027
MADISON
WI
PROFESSIONAL ENGINEER
June 1, 2026

STATE PROJECT NUMBER
6671-01-70

NO.	DATE	REVISION	BY

CORRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 08/12/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-37-498

HUCKLEBERRY ROAD OVER RANDALL CREEK

COUNTY	TOWN
MARATHON	FRANKFORT

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

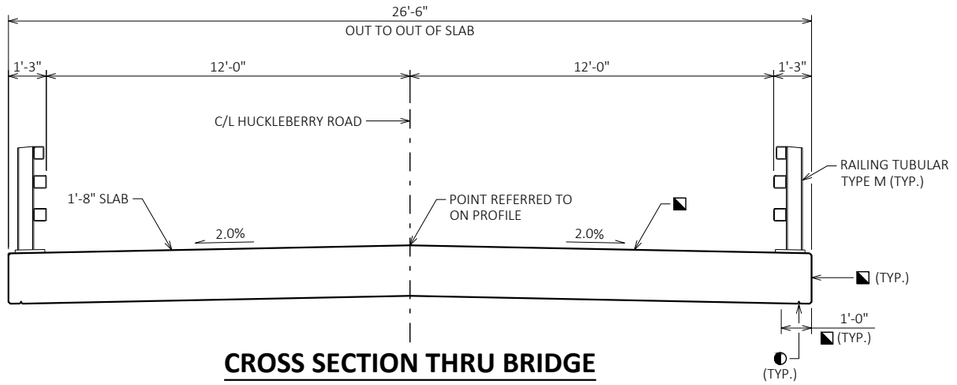
DESIGNED BY	SMS	DESIGN CK'D	SAE	DRAWN BY	PKF	PLANS CK'D	ETP

GENERAL PLAN

SHEET 1 OF 12
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STATE PROJECT NUMBER

6671-01-70



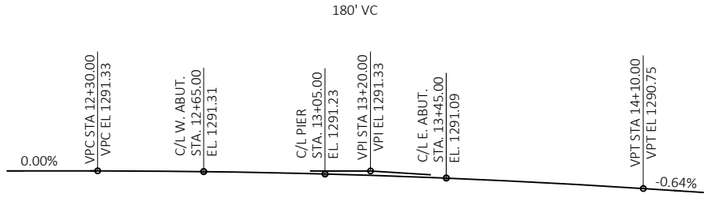
CROSS SECTION THRU BRIDGE

(LOOKING EAST)

LEGEND

◐ 3/4" V-GROOVE REQ'D. EXTEND TO 6" FROM F.F. OF ABUT. BODY.

◪ COAT WITH "PROTECTIVE SURFACE TREATMENT" AS PER THE STANDARD SPECIFICATIONS.



PROFILE GRADE LINE

(HUCKLEBERRY ROAD)

ABBREVIATIONS

ABUT.	-	ABUTMENT
B.F.	-	BACK FACE
BOT.	-	BOTTOM
BRG.	-	BEARING
C/L	-	CENTER LINE
CL.	-	CLEAR
CONST.	-	CONSTRUCTION
DIA.	-	DIAMETER
E.F.	-	EACH FACE
F.F.	-	FRONT FACE
HORIZ.	-	HORIZONTAL
JT.	-	JOINT
LONG.	-	LONGITUDINAL
PPT.	-	PARAPET
S.E.	-	SEMI-EXPANSION
SPA.	-	SPACED
STD.	-	STANDARD
SYMM.	-	SYMMETRICAL
T & B	-	TOP AND BOTTOM
TRANS.	-	TRANSVERSE
TYP.	-	TYPICAL
VERT.	-	VERTICAL
U.N.O.	-	UNLESS NOTED OTHERWISE

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 BRIDGES B-37-498" 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 "BACKFILL STRUCTURE TYPE A".

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES 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.

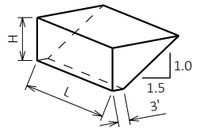
"PROTECTIVE SURFACE TREATMENT" TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF SLAB, THE TOP AND EXTERIOR EXPOSED FACE OF WINGS, THE END 1'-0" OF THE ABUTMENT FRONT FACES, AND THE SLAB EDGE AND UNDERSIDE OF SLAB AS SHOWN.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE TYPE "HR" TO THE EXTENT SHOWN ON SHEET 1 AND THE ABUTMENT DETAILS.

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

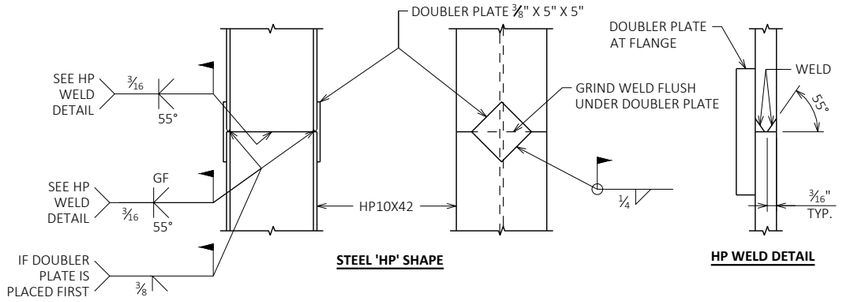
AT PIER, COFFERDAM REQUIRED. CONCRETE POURED UNDER WATER WILL BE ALLOWED AND SHALL BE DONE IN ACCORDANCE WITH SECTION 502.3.5.3 OF THE STANDARD SPECIFICATIONS. CONCRETE POURED UNDERWATER SHALL NOT EXCEED 10.0 FEET IN DEPTH, UNLESS APPROVED OTHERWISE.

THE EXISTING STRUCTURE, P-37-270, TO BE REMOVED, IS A TWO SPAN STEEL DECK GIRDER BRIDGE, 61.0 FT. LONG WITH A 19.5 FT. CLEAR WIDTH.



ABUTMENT BACKFILL DIAGRAM

L = OUT TO OUT OF ABUTMENT BODY INCLUDING WINGS (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (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)
V_{CY} = V_{CF}(EF)/27
V_{TON} = V_{CY}(2.0)



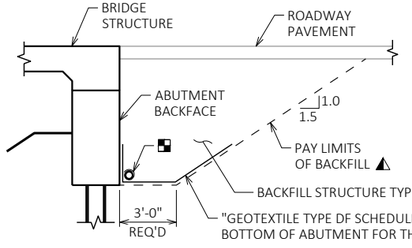
STEEL 'HP' SHAPE **HP WELD DETAIL**

'HP' PILE DETAILS

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	WEST ABUTMENT	PIER	EAST ABUTMENT	SUPER.	TOTALS
203.0260	REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS P-37-270	EACH	--	--	--	--	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-37-498	EACH	--	--	--	--	1
206.5001	COFFERDAMS B-37-498	EACH	--	--	--	--	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	165	--	165	--	330
502.0100	CONCRETE MASONRY BRIDGES	CY	36.7	32.7	36.6	139.1	245
502.3200	PROTECTIVE SURFACE TREATMENT	SY	16	--	16	292	324
502.9000.S	UNDERWATER SUBSTRUCTURE INSPECTION B-37-498	EACH	--	--	--	--	1
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	1,900	1,610	1,900	--	5,410
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,630	50	1,630	27,990	31,300
513.4061	RAILING TUBULAR TYPE M	LF	--	--	--	226	226
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	8	--	8	--	16
550.0010	PRE-BORING UNCONSOLIDATED MATERIALS	LF	78	56	78	--	212
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	90	140	90	--	320
606.0300	RIPRAP HEAVY	CY	85	--	100	--	185
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	100	--	100	--	200
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	26	--	26	--	52
645.0120	GEOTEXTILE TYPE HR	SY	145	--	160	--	305
	NON-BID ITEMS						
	FILLER	SIZE	--	--	--	--	1/2" & 3/4"

ALL ITEMS ARE CATEGORY 0020



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.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-498

DRAWN BY PKF | PLANS CK'D ETP

CROSS SECTION & QUANTITIES

SHEET 2 OF 12

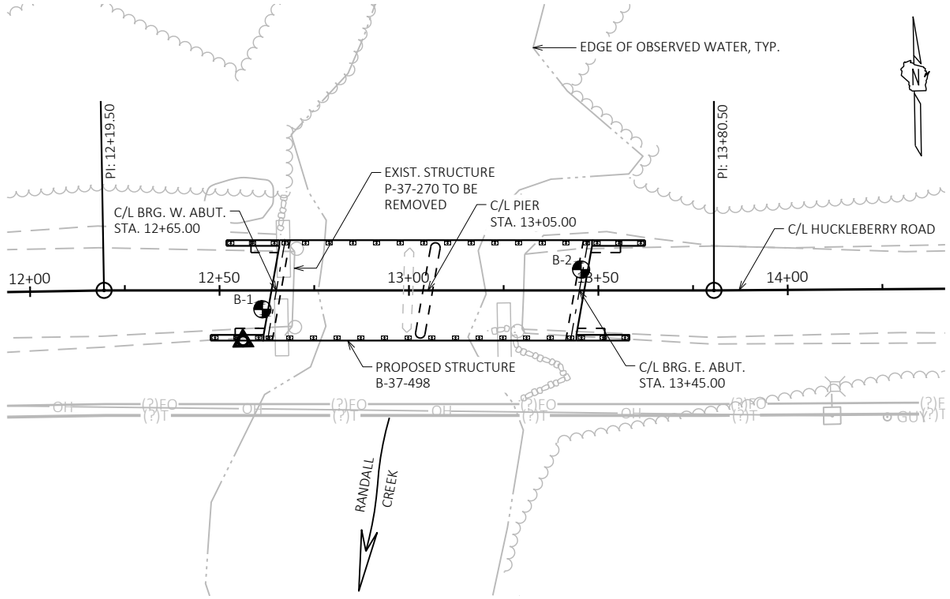
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STATE PROJECT NUMBER

6671-01-70



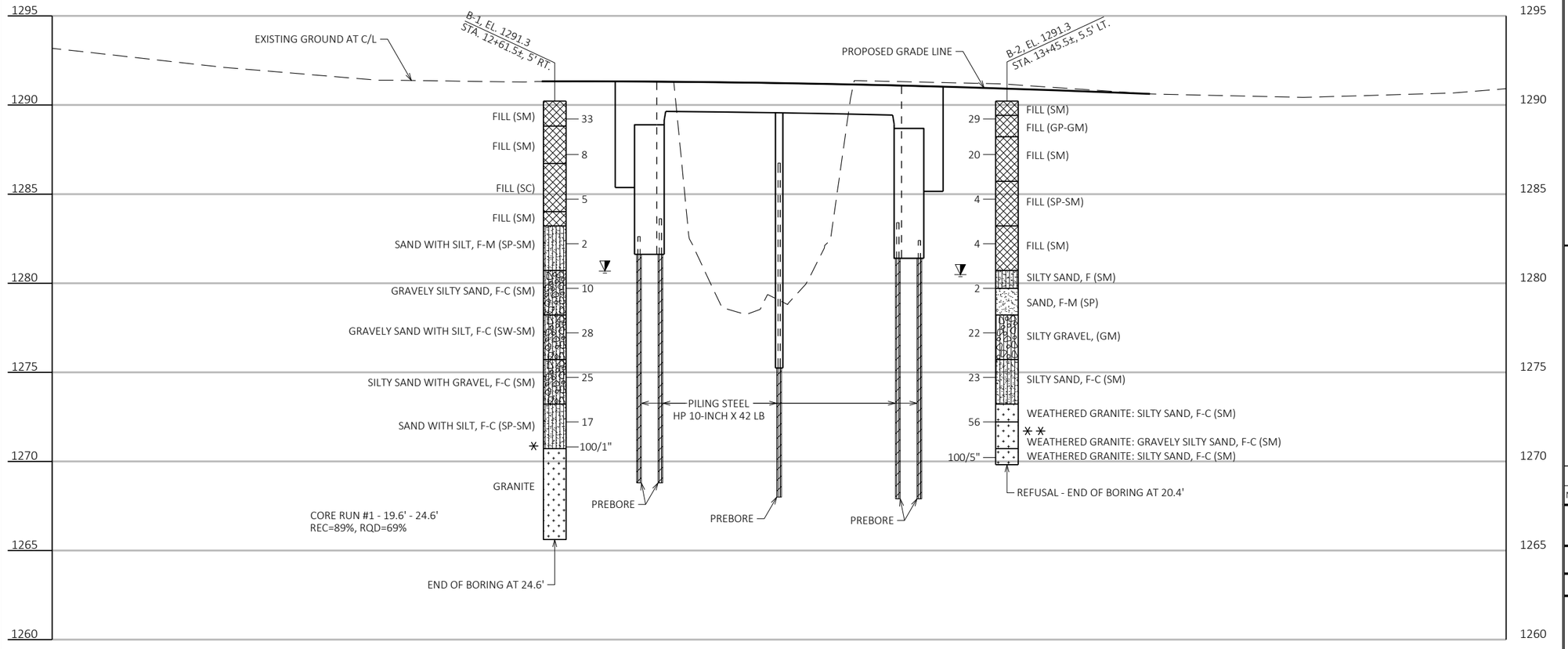
SOIL BORINGS COMPLETED BY:

AMERICAN ENGINEERING TESTING
4203 SCHOFIELD AVENUE, SUITE 1
SCHOFIELD, WISCONSIN 54476
(715) 359-3534

BORINGS B-1 & B-2
COMPLETED ON AUGUST 18, 2025

⁎ HARD DRILLING STARTING AT 19'

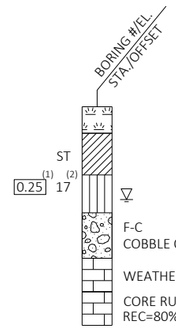
⁎⁎ HARD DRILLING STARTING AT 18.5'



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 ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE 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-37-498

DRAWN BY PKF | PLANS CK'D ETP

SUBSURFACE EXPLORATION

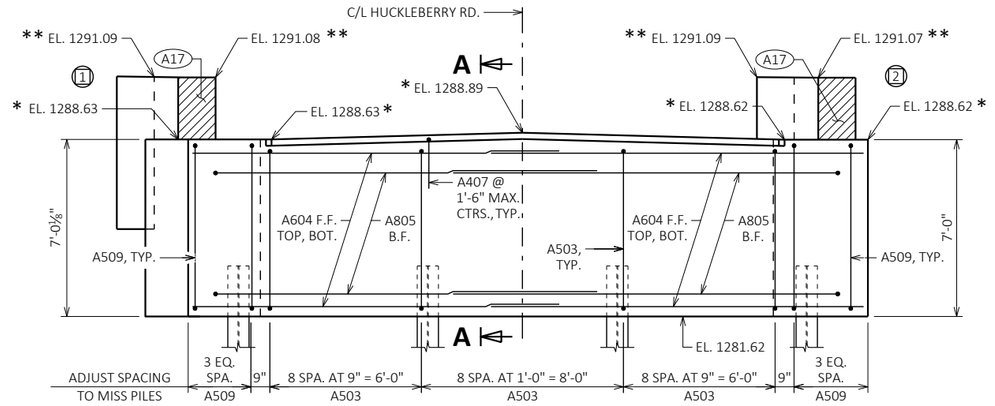
SHEET 3 OF 12
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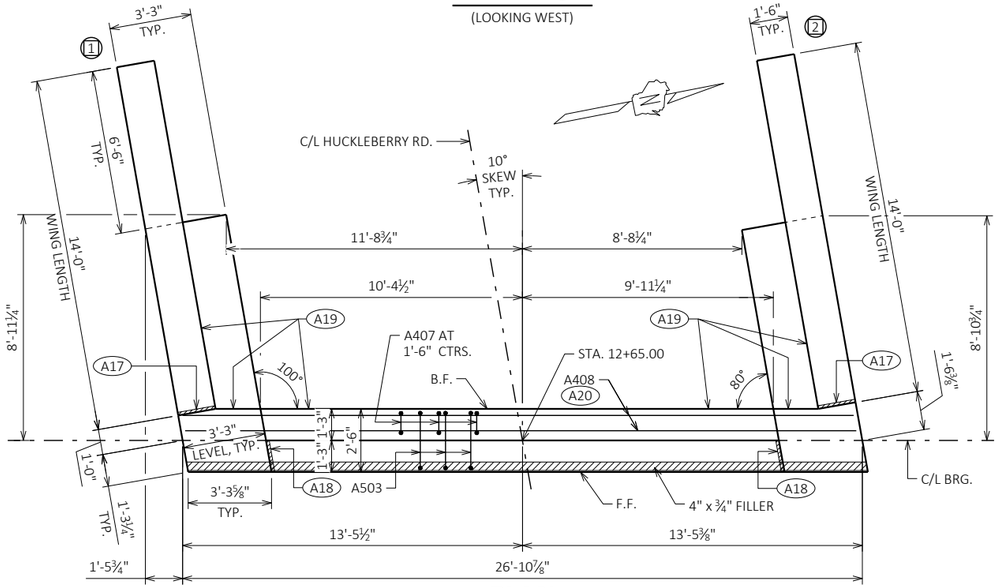
STATE PROJECT NUMBER

6671-01-70

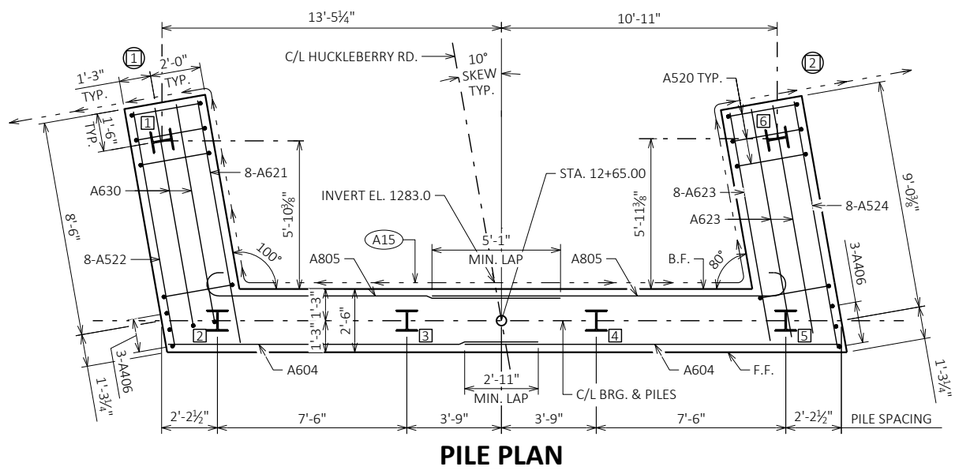


ELEVATION

(LOOKING WEST)



PLAN



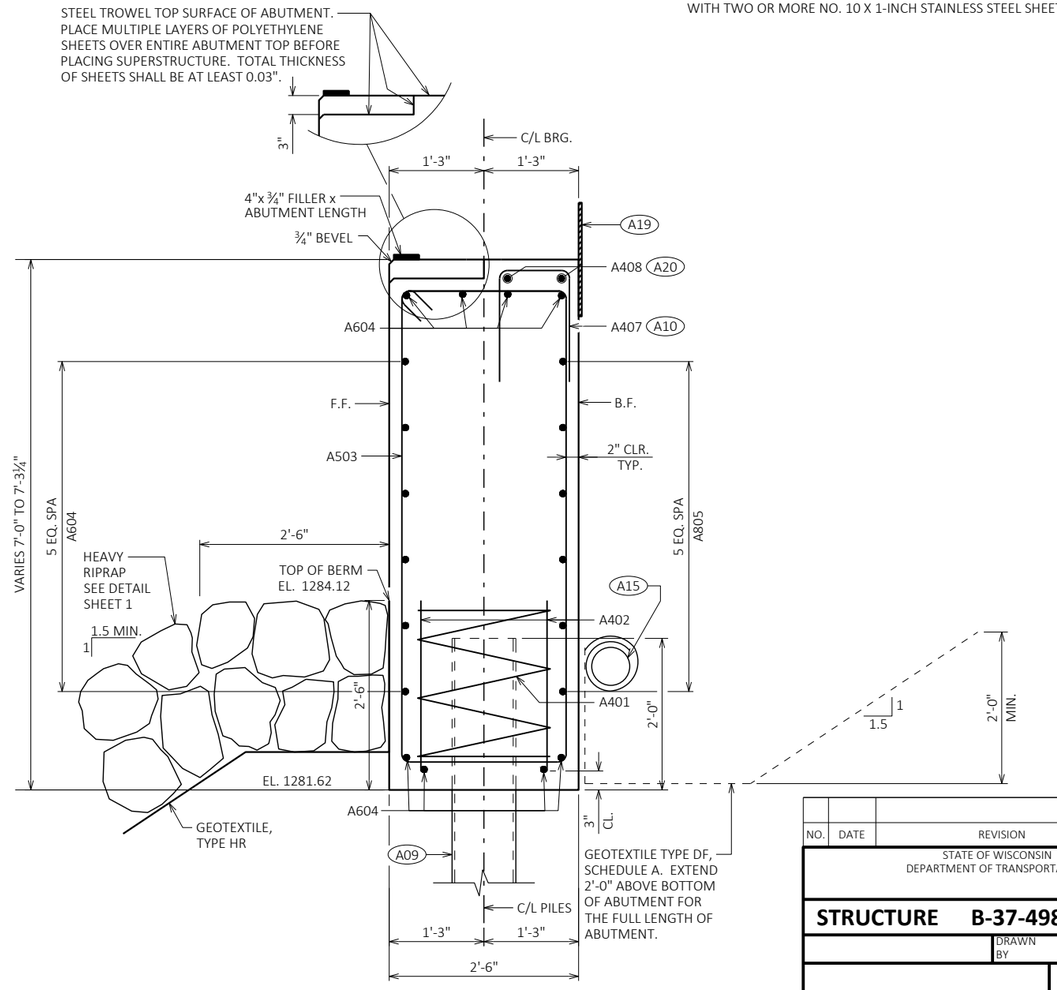
PILE PLAN

LEGEND

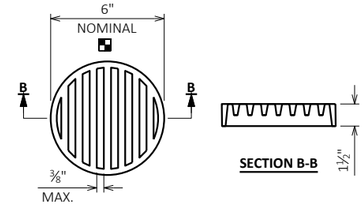
- (X) INDICATES WING NUMBER.
- * ELEVATION SHOWN AT THE TOP OF CONCRETE AT THE C/L OF BEARING.
- ** ELEVATION SHOWN IS TAKEN AT THE B.F. WING.
- [X] INDICATES PILE NUMBER.
- (A09) WEST ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB SEATED IN PRE-BORED HOLES CORED A MINIMUM OF 3 FEET INTO SOUND GRANITE. PILE DRIVING NOT REQUIRED. TEMPORARY CASING REQUIRED. ESTIMATED 15' LONG. SEE ADDITIONAL FOUNDATION DATA ON SHEET 1.
- (A10) PULL UP TO 2" CLEAR.
- (A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT ENDS OF PIPE UNDERDRAIN. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH".
- (A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)
- (A18) ¾" CORK FILLER ON VERTICAL SEAT FACES THAT RUN PARALLEL WITH ROADWAY.
- (A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A20) FIELD BEND TO FOLLOW SLOPE OF TOP OF ABUTMENT.

B.F. DENOTES BACK FACE
F.F. DENOTES FRONT FACE
E.F. DENOTES EACH FACE

STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".



SECTION A-A



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-37-498

DRAWN BY PKF | PLANS CK'D ETP

WEST ABUTMENT

SHEET 4 OF 12

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FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\PROJECTS\WI-NC REGION\6671-01-00_HUCKLEBERRY RD_MARATHON CO\500_CADD\502_STRUCTURES\503.3_FINAL\080401 ABUTS_HUCKLEBERRY RD.DWG PLOT DATE : 5/28/2026 9:10 AM PLOT BY : PAULETTE FENSKE

STATE PROJECT NUMBER

6671-01-70

BILL OF BARS - WEST ABUTMENT

BAR MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 1,900 LBS	
A401	4	28'-0"	X		BODY - AT PILES - 1 PER PILE	VERT.
A402	8	2'-3"			BODY - AT PILES - 2 PER PILE	VERT.
A503	25	17'-8"	X		BODY - STIRRUPS	VERT.
A604	28	14'-9"			BODY - TOP, F.F. & BOT	HORIZ.
A805	12	14'-11"	X		BODY - B.F.	HORIZ.
A406	6	6'-7"			BODY - ENDS	VERT.
A407	15	4'-1"	X		BODY - TOP NOTCH	VERT.
A408	2	26'-6"			BODY - TOP NOTCH	HORIZ.
A509	8	18'-2"	X		BODY - ENDS	VERT.
COATED BARS					TOTAL WEIGHT = 1,630 LBS	
A520	16	19'-8"	X		WING FTGS. - STIRRUPS	VERT.
A621	8	9'-9"			WING 1 FTG. - B.F.	HORIZ.
A522	8	9'-5"			WING 1 FTG. - F.F.	HORIZ.
A623	10	9'-2"			WING 2 FTG. - B.F. & TOP	HORIZ.
A524	8	9'-10"			WING 2 FTG. - F.F.	HORIZ.
A425	10	13'-8"			WINGS - B.F. & F.F.	HORIZ.
A626	4	13'-8"			WINGS - TOP	HORIZ.
A627	20	9'-4"	X		WINGS - STIRRUPS	VERT.
A628	18	11'-6"	X		WINGS - OVERHANG STIRRUPS	VERT.
A429	18	7'-9"			WINGS - OVERHANG F.F. & B.F.	HORIZ.
A630	2	9'-5"	X		WING 1 FTG. - TOP	HORIZ.

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

DIMENSIONS IN BENDING DETAILS ARE OUT-TO-OUT OF BAR.

LEGEND

* ELEVATION SHOWN AT THE TOP OF CONCRETE AT THE C/L OF BEARING.

** ELEVATION SHOWN IS TAKEN AT THE B.F. OF WING.

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A05) SLOPE 2.0% TO DRAIN.

(A10) PULL UP TO 2" CLEAR.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT ENDS OF PIPE UNDERDRAIN. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH".

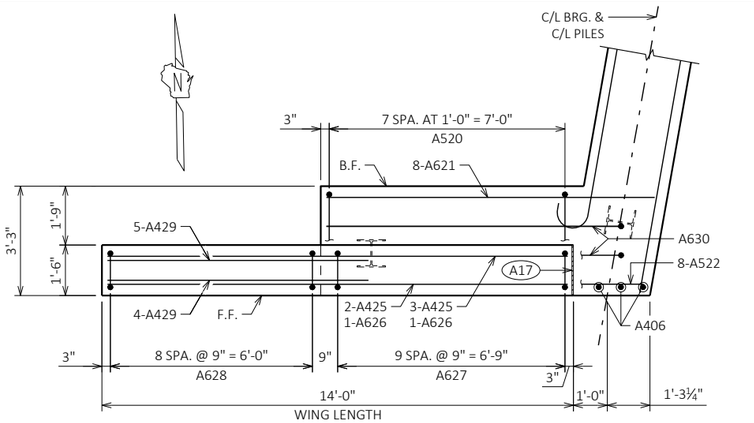
(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

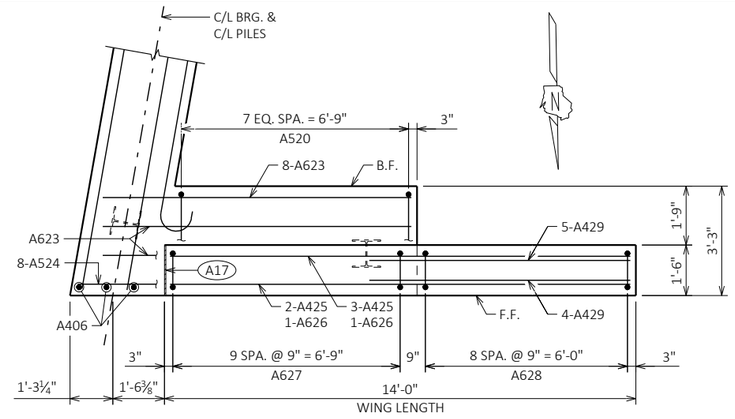
B.F. DENOTES BACK FACE

F.F. DENOTES FRONT FACE

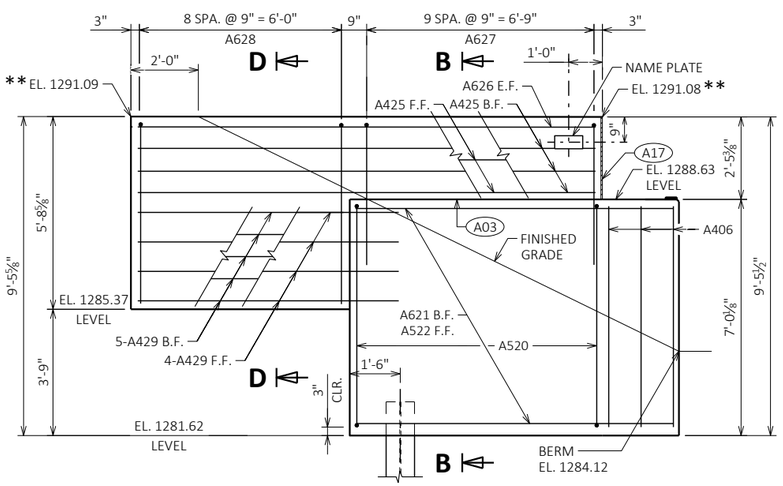
E.F. DENOTES EACH FACE



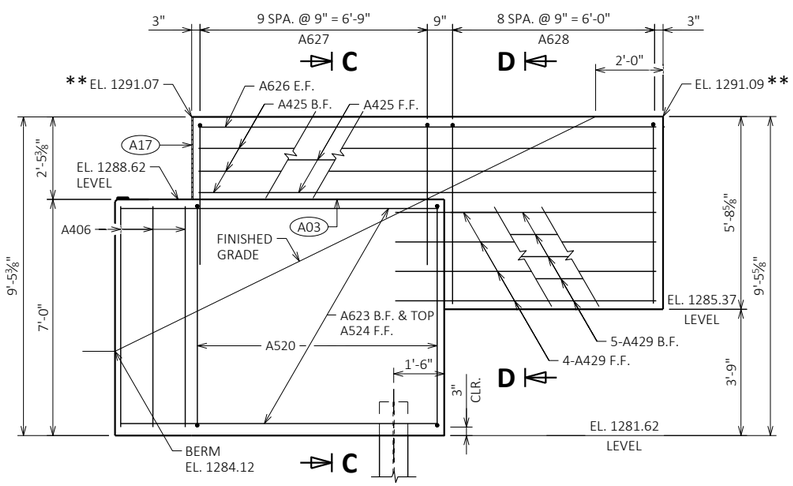
PLAN - WING 1



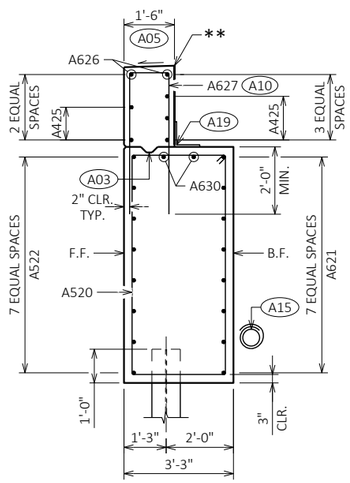
PLAN - WING 2



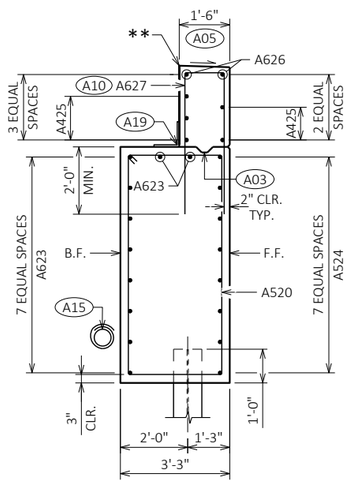
ELEVATION - WING 1



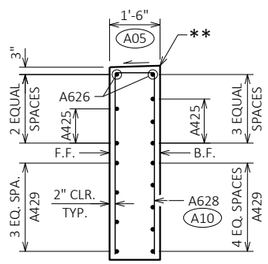
ELEVATION - WING 2



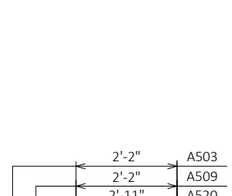
SECTION B-B



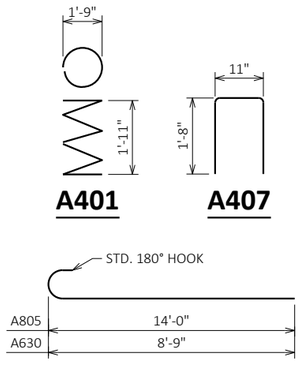
SECTION C-C



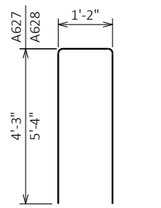
SECTION D-D



A503, A509, A520



A805, A630



A627, A628

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-498

DRAWN BY PKF | PLANS CK'D ETP

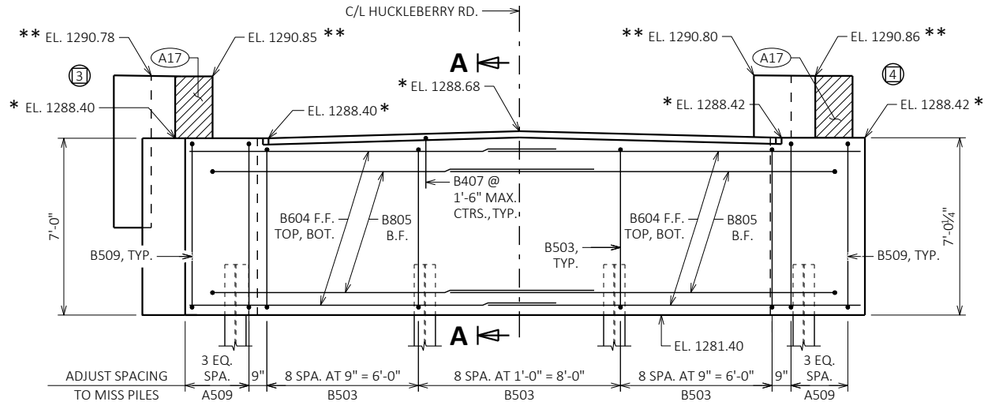
WEST ABUTMENT DETAILS

SHEET 5 OF 12

37

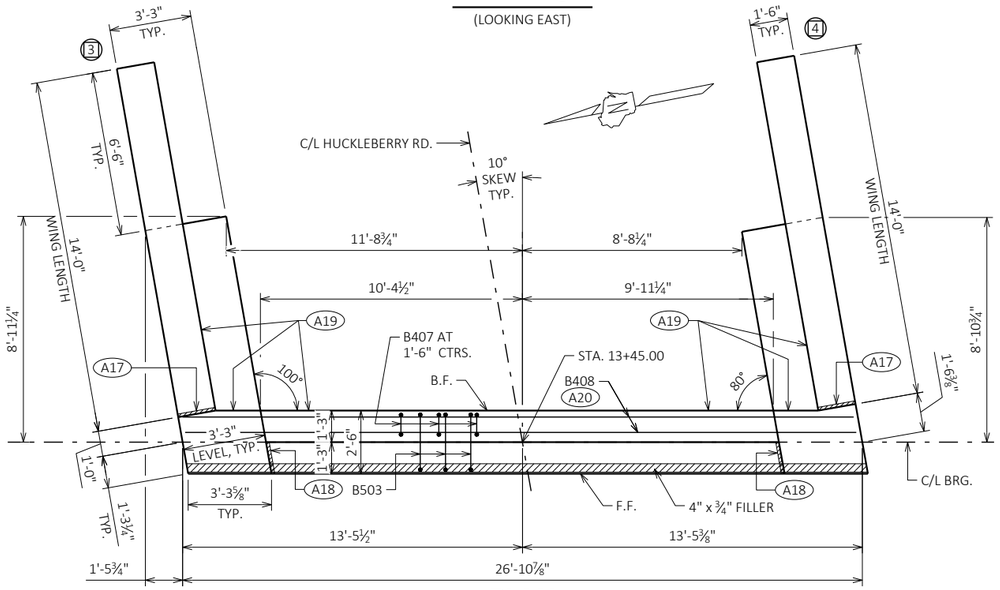
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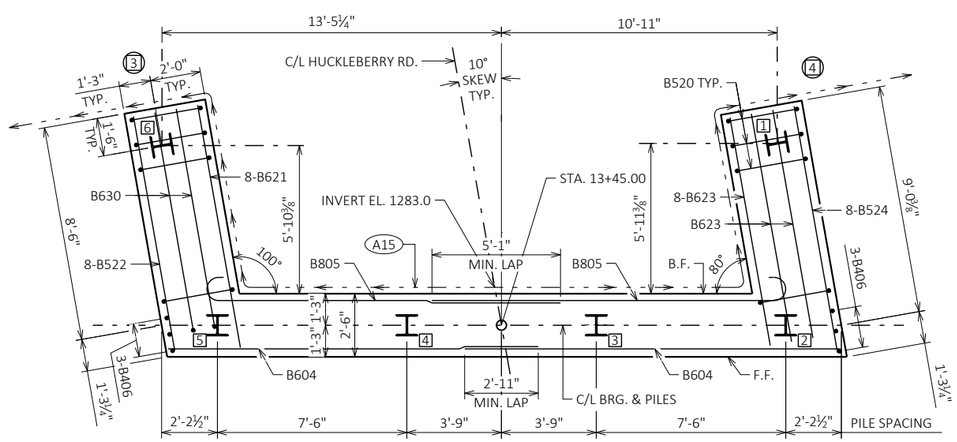


ELEVATION

(LOOKING EAST)



PLAN



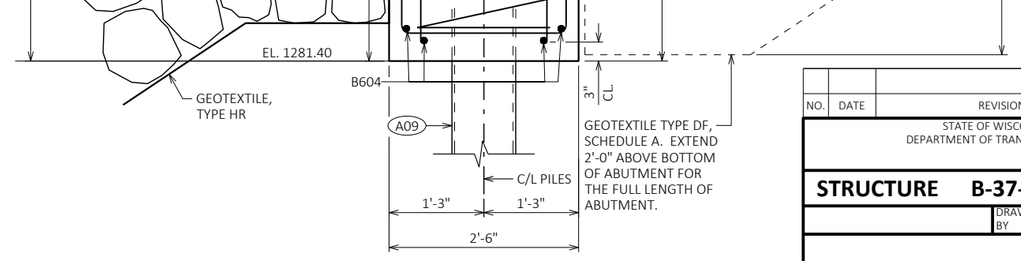
PILE PLAN

LEGEND

- (X) INDICATES WING NUMBER.
- * ELEVATION SHOWN AT THE TOP OF CONCRETE AT THE C/L OF BEARING.
- ** ELEVATION SHOWN IS TAKEN AT THE B.F. WING.
- [X] INDICATES PILE NUMBER.
- (A09) EAST ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB SEATED IN PRE-BORED HOLES CORED A MINIMUM OF 3 FEET INTO SOUND GRANITE. PILE DRIVING NOT REQUIRED. TEMPORARY CASING REQUIRED. ESTIMATED 15' LONG. SEE ADDITIONAL FOUNDATION DATA ON SHEET 1.
- (A10) PULL UP TO 2" CLEAR.
- (A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT ENDS OF PIPE UNDERDRAIN. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH".
- (A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)
- (A18) ¾" CORK FILLER ON VERTICAL SEAT FACES THAT RUN PARALLEL WITH ROADWAY.
- (A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A20) FIELD BEND TO FOLLOW SLOPE OF TOP OF ABUTMENT.

B.F. DENOTES BACK FACE
F.F. DENOTES FRONT FACE
E.F. DENOTES EACH FACE

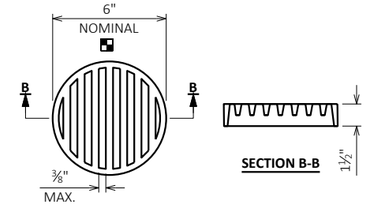
STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".



SECTION A-A

STATE PROJECT NUMBER

6671-01-70

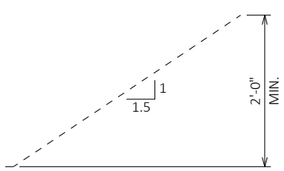


RODENT SHIELD DETAIL

▪ 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-37-498

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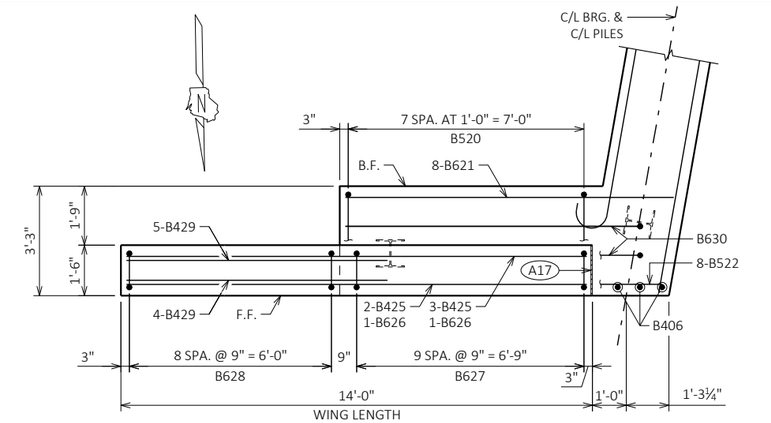
EAST ABUTMENT

SHEET 6 OF 12

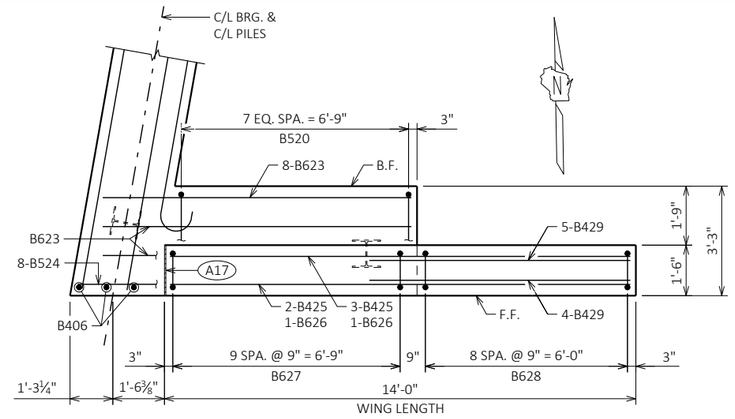
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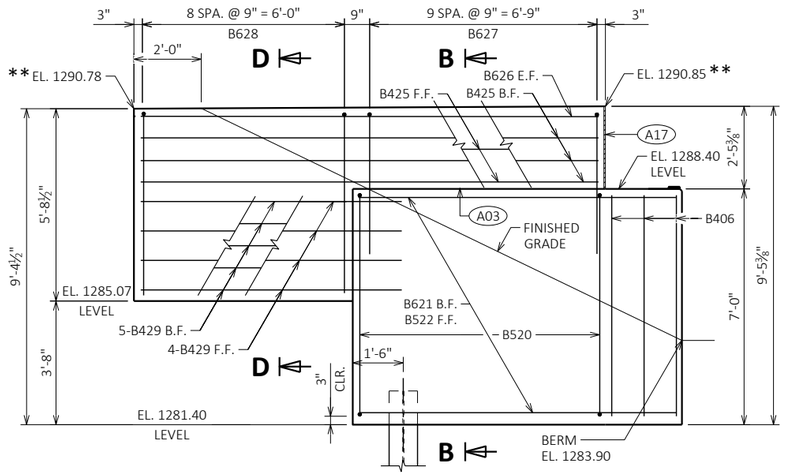
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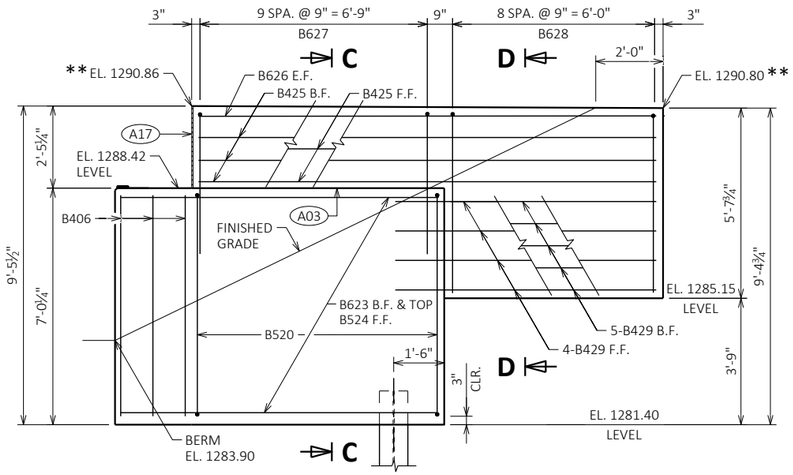
PLAN - WING 3



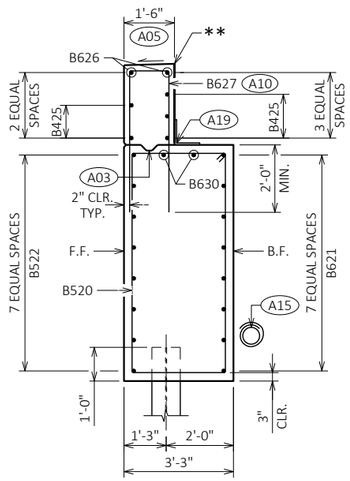
PLAN - WING 4



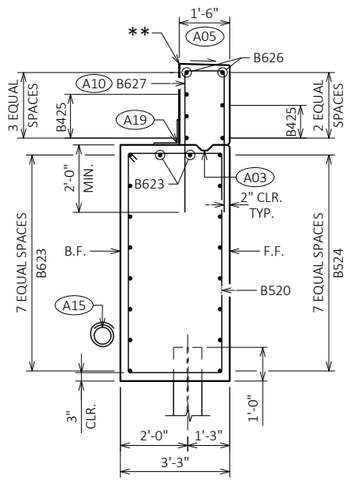
ELEVATION - WING 3



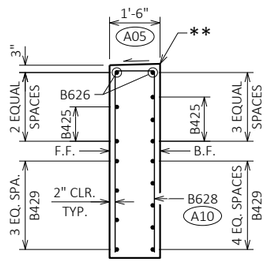
ELEVATION - WING 4



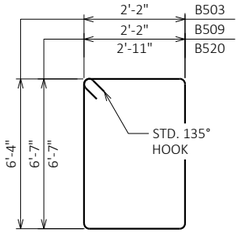
SECTION B-B



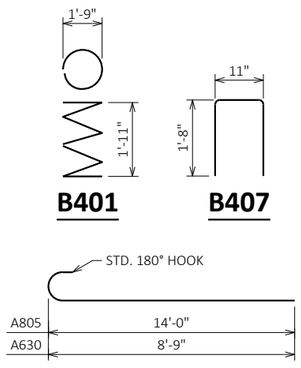
SECTION C-C



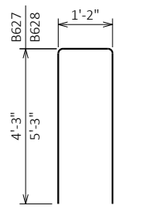
SECTION D-D



B503, B509, B520



B401 B407 B805, B630



B627, B628

STATE PROJECT NUMBER

6671-01-70

BILL OF BARS - EAST ABUTMENT

BAR MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 1,900 LBS	
B401	4	28'-0"	X		BODY - AT PILES - 1 PER PILE	VERT.
B402	8	2'-3"			BODY - AT PILES - 2 PER PILE	VERT.
B503	25	17'-8"	X		BODY - STIRRUPS	VERT.
B604	28	14'-9"			BODY - TOP, F.F. & BOT	HORIZ.
B805	12	14'-11"	X		BODY - B.F.	HORIZ.
B406	6	6'-7"			BODY - ENDS	VERT.
B407	15	4'-1"	X		BODY - TOP NOTCH	VERT.
B408	2	26'-6"			BODY - TOP NOTCH	HORIZ.
B509	8	18'-2"	X		BODY - ENDS	VERT.
COATED BARS					TOTAL WEIGHT = 1,630 LBS	
B520	16	19'-8"	X		WING FTGS. - STIRRUPS	VERT.
B621	8	9'-9"			WING 3 FTG. - B.F.	HORIZ.
B522	8	9'-5"			WING 3 FTG. - F.F.	HORIZ.
B623	10	9'-2"			WING 4 FTG. - B.F. & TOP	HORIZ.
B524	8	9'-10"			WING 4 FTG. - F.F.	HORIZ.
B425	10	13'-8"			WINGS - B.F. & F.F.	HORIZ.
B626	4	13'-8"			WINGS - TOP	HORIZ.
B627	20	9'-4"	X		WINGS - STIRRUPS	VERT.
B628	18	11'-4"	X		WINGS - OVERHANG STIRRUPS	VERT.
B429	18	7'-9"			WINGS - OVERHANG F.F. & B.F.	HORIZ.
B630	2	9'-5"	X		WING 3 FTG. - TOP	HORIZ.

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

DIMENSIONS IN BENDING DETAILS ARE OUT-TO-OUT OF BAR.

LEGEND

* ELEVATION SHOWN AT THE TOP OF CONCRETE AT THE C/L OF BEARING.

** ELEVATION SHOWN IS TAKEN AT THE B.F. OF WING.

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A05) SLOPE 2.0% TO DRAIN.

(A10) PULL UP TO 2" CLEAR.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT ENDS OF PIPE UNDERDRAIN. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

B.F. DENOTES BACK FACE
F.F. DENOTES FRONT FACE
E.F. DENOTES EACH FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-498

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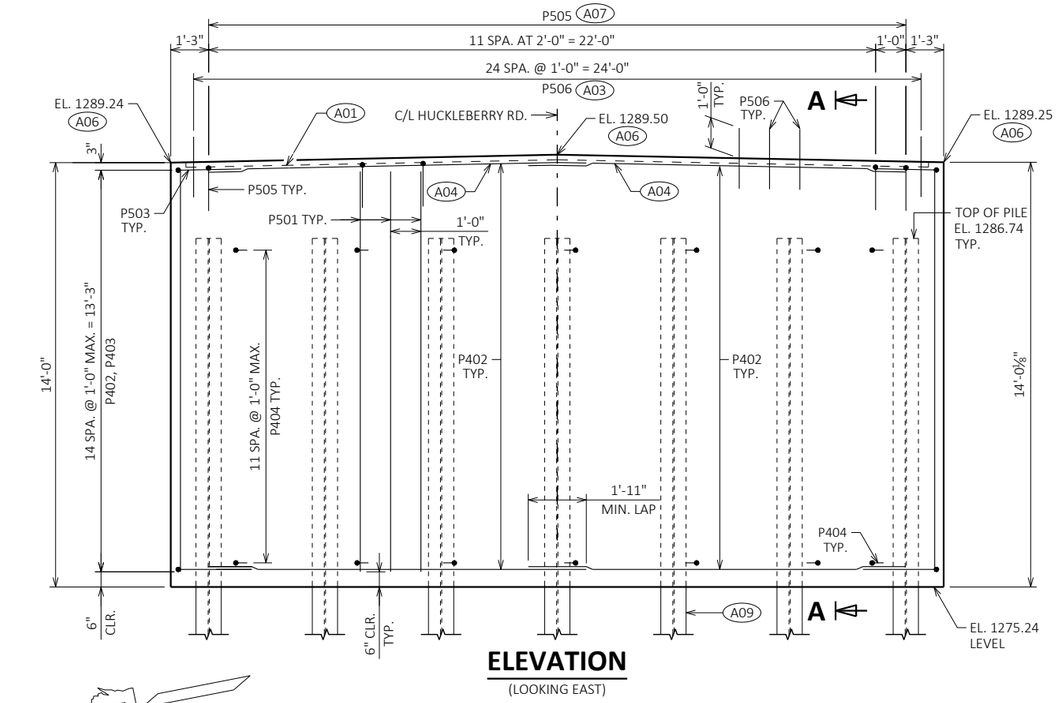
EAST ABUTMENT DETAILS

SHEET 7 OF 12

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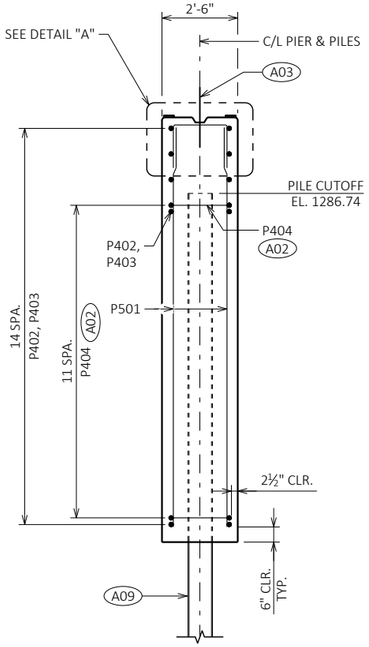
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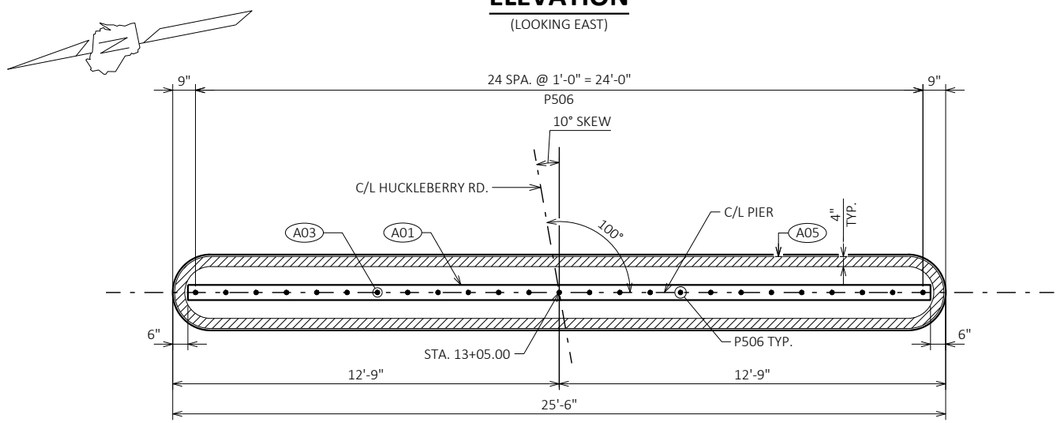


ELEVATION

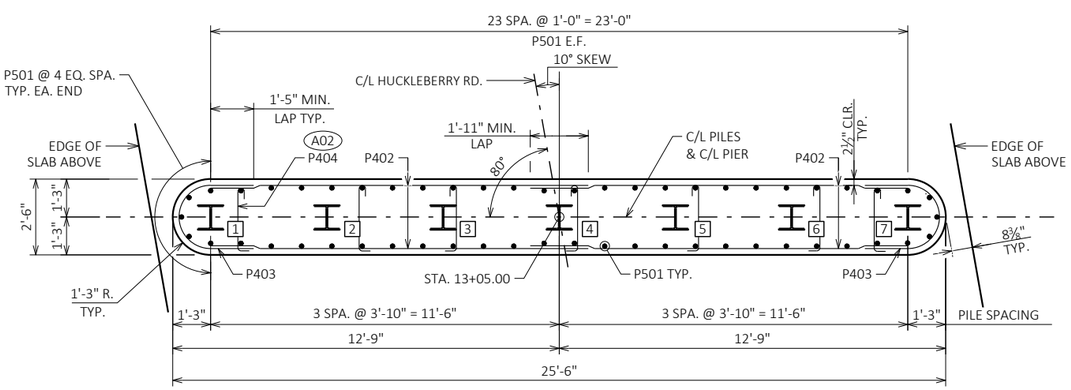
(LOOKING EAST)



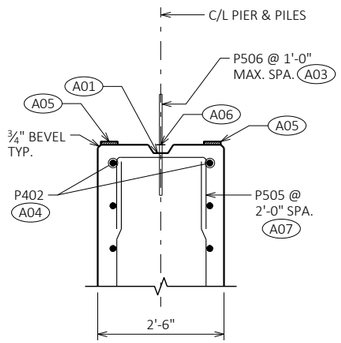
SECTION A-A



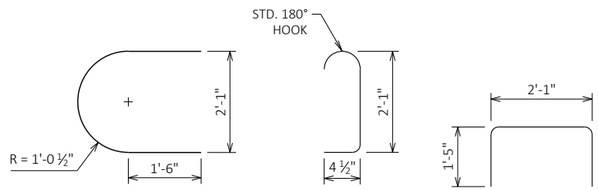
PLAN



PILE PLAN



DETAIL "A"



P403 **P404** **P505**

STATE PROJECT NUMBER

6671-01-70

BILL OF BARS - PIER

BAR MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
UNCOATED BARS						TOTAL WEIGHT = 1,610 LBS
P501	54	13'-4"			E.F.	VERT.
P402	60	12'-6"			E.F.	HORIZ.
P403	30	6'-4"	X		ENDS	HORIZ.
P404	84	2'-11"	X		TIE BAR	HORIZ.
P505	13	4'-8"	X		TOP TIE	VERT.
COATED BARS						TOTAL WEIGHT = 50 LBS
P506	25	2'-0"			DOWEL BAR	VERT.

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

DIMENSIONS IN BENDING DETAILS ARE OUT-TO-OUT OF BAR.

LEGEND

- [X] INDICATES PILE NUMBER.
- (A01) CONST. JOINT: KEYWAY FORMED BY A BEVELED 2x6.
- (A02) P404 BARS PLACED ADJACENT TO EACH PILE ONLY. TIE TO THE NEAREST P501 BAR. VERTICAL SPACING TO MATCH TYPICAL P402, P403 SPACING. ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF TIES.
- (A03) P506 BARS @ 1'-0" MAX. CTRS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONCRETE).
- (A04) FIELD BEND TO FOLLOW TOP OF PIER SLOPE.
- (A05) 4"x ¾" PREFORMED JOINT FILLER TYP.
- (A06) ELEVATION SHOWN IS TAKEN AT THE C/L OF PIER.
- (A07) PULL UP TO 2" CLEAR.
- (A09) PIER TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB SEATED IN PRE-BORED HOLES CORED A MINIMUM OF 3 FEET INTO SOUND GRANITE. PILE DRIVING NOT REQUIRED. TEMPORARY CASING REQUIRED. ESTIMATED 20' LONG. SEE ADDITIONAL FOUNDATION DATA ON SHEET 1.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-498

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PIER

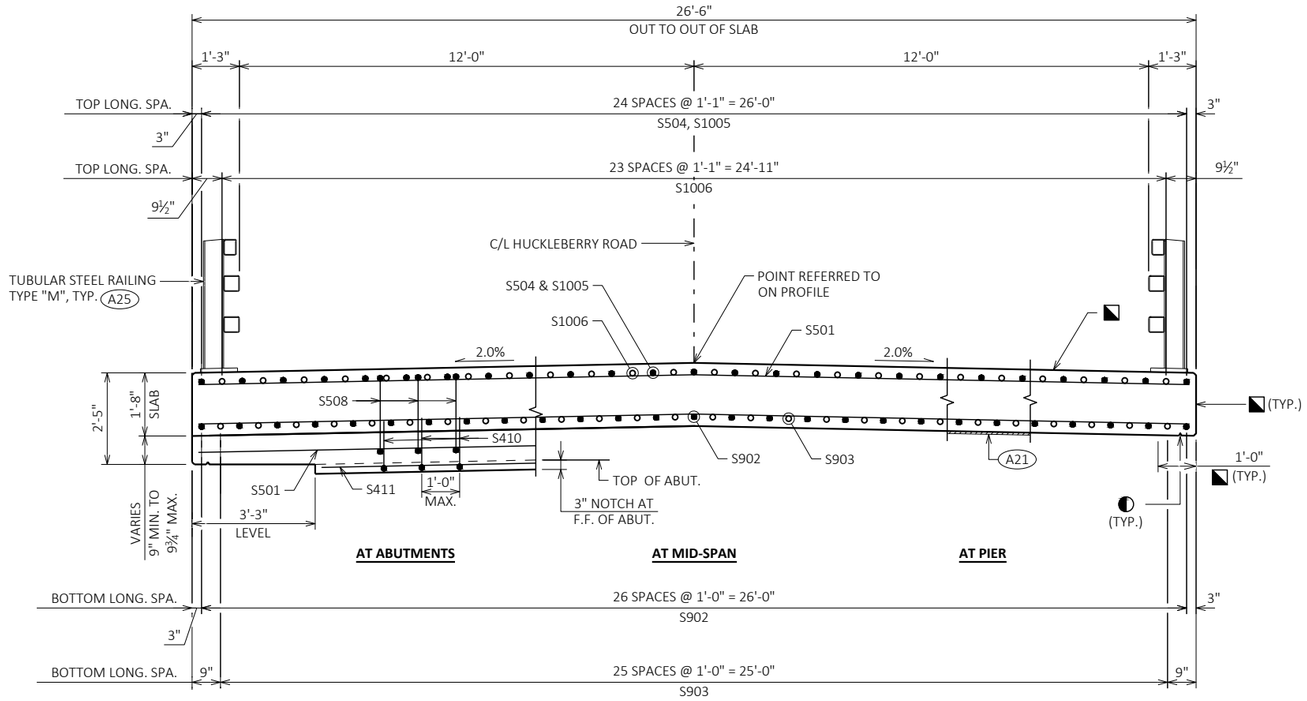
SHEET 8 OF 12
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8

STATE PROJECT NUMBER

6671-01-70



CROSS SECTION THRU SLAB

(LOOKING EAST)

NOTES

THE TOP TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY.

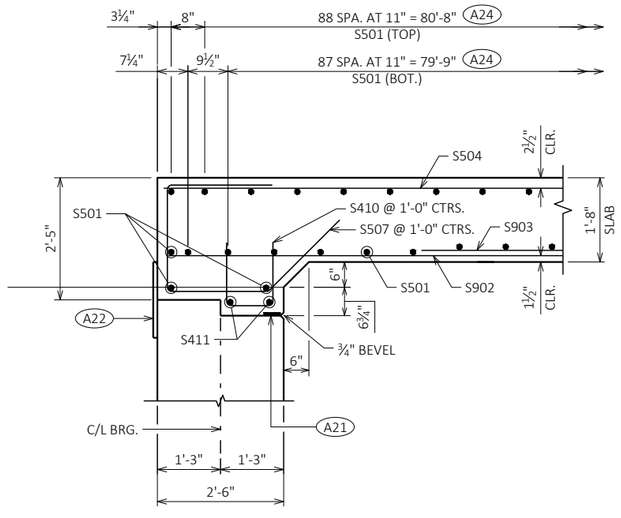
THE BOTTOM LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHARS AT APPROXIMATELY 4'-0" CENTERS.

TRANSVERSE BARS SHALL BE PLACED PARALLEL TO SUBSTRUCTURE UNITS.

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

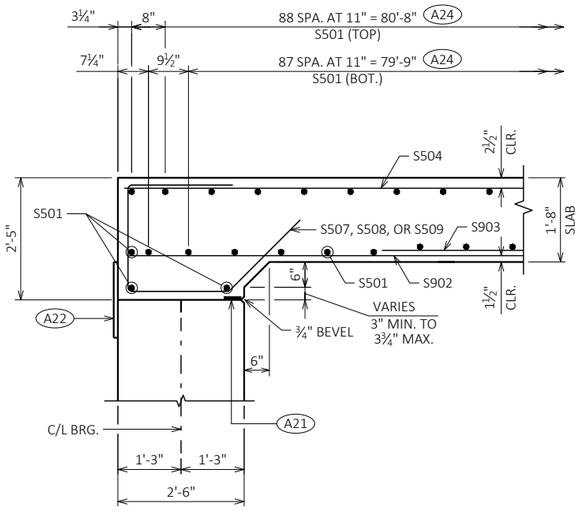
LEGEND

- ◐ 3/4" V-GROOVE REQ'D. EXTEND TO 6" FROM F.F. OF ABUT. BODY.
- ◪ COAT WITH "PROTECTIVE SURFACE TREATMENT" AS PER THE STANDARD SPECIFICATIONS.
- (A21) ¾"x4" PREFORMED JOINT FILLER TO EXTEND BETWEEN EDGES OF SLAB OR AROUND ENTIRE OUTSIDE EDGE OF TOP OF PIER.
- (A22) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.
- (A24) BARS PLACED PARALLEL TO SKEW AND SPACED ALONG C/L HUCKLEBERRY RD.
- (A25) SEE "TUBULAR STEEL RAILING TYPE M" SHEET FOR DETAILS.
- (A27) SEE PIER SHEET FOR DOWEL INFO.



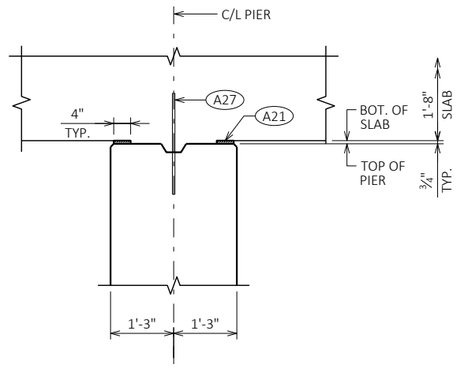
PARTIAL LONGITUDINAL SECTION AT ABUTMENTS

DIMENSIONS ARE PERPENDICULAR TO C/L ABUTMENT U.N.O.



PARTIAL LONGITUDINAL SECTION AT ABUTMENTS

(SHOWN OUTSIDE 3" ABUTMENT NOTCH LIMITS)
DIMENSIONS ARE PERPENDICULAR TO C/L ABUTMENT U.N.O.



PIER BEARING SEAT DETAIL

DIMENSIONS TAKEN PERPENDICULAR TO C/L PIER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-498

DRAWN BY PKF | PLANS CK'D ETP

SUPERSTRUCTURE DETAILS-1

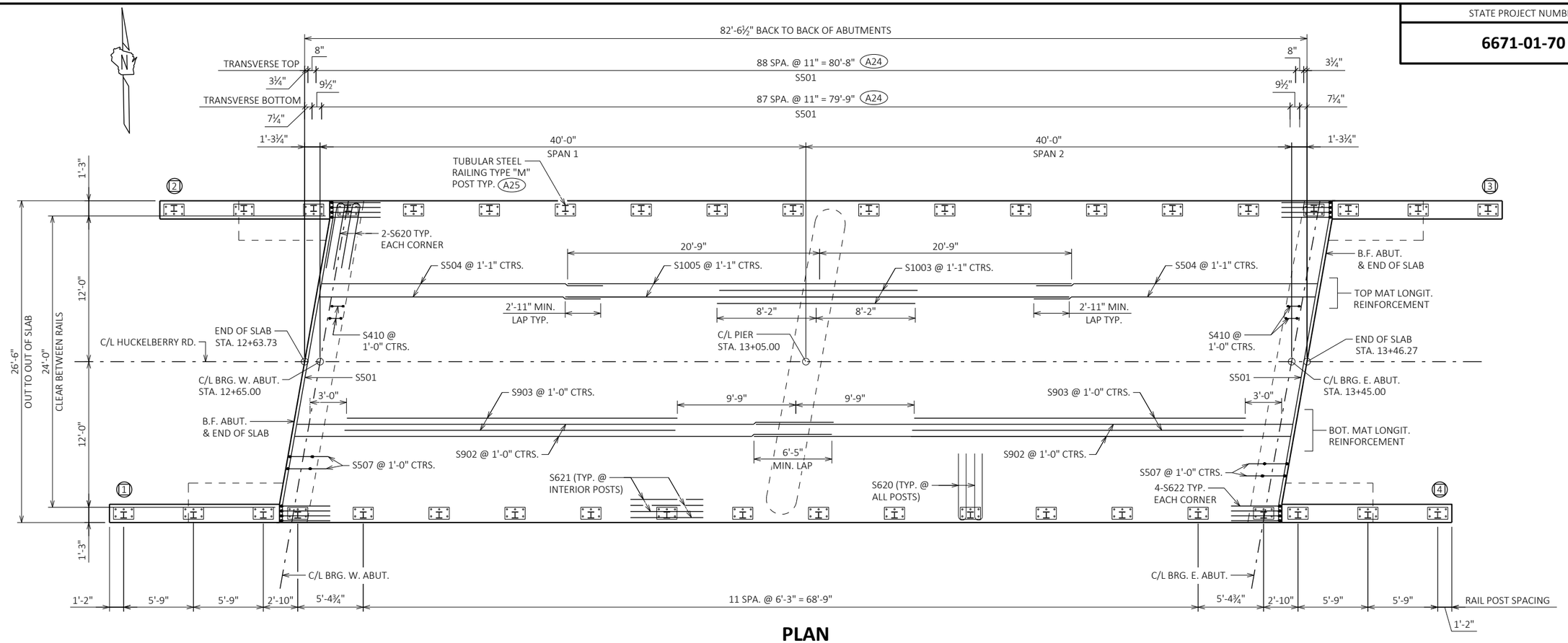
SHEET 9 OF 12
41

8

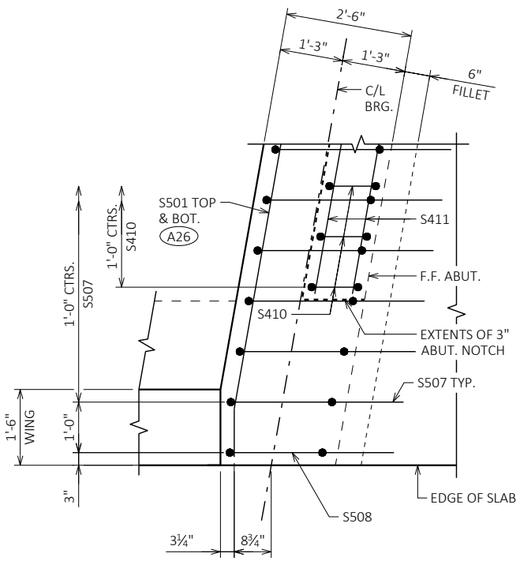
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STATE PROJECT NUMBER

6671-01-70

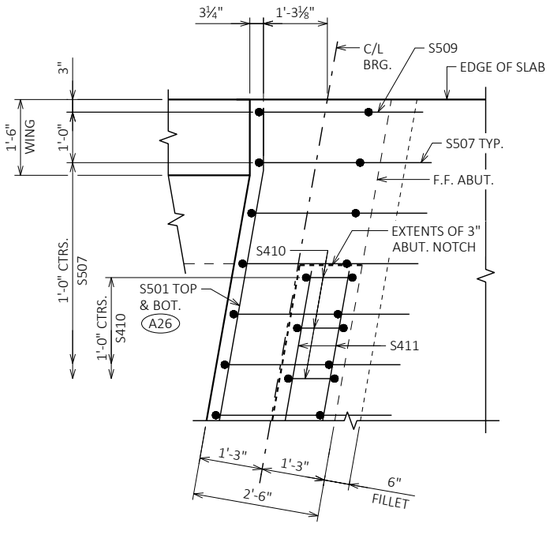


PLAN



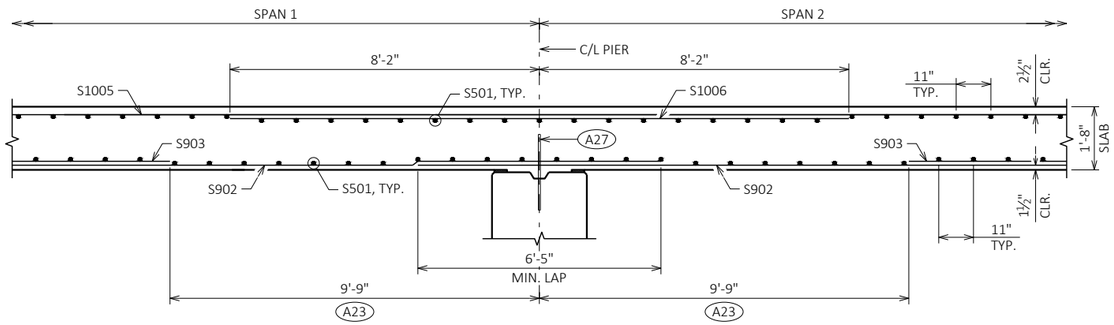
CORNER DETAIL AT WINGS 1 & 3

SLAB LONGITUDINAL AND ADDITIONAL TRANSVERSE REINFORCEMENT NOT SHOWN FOR CLARITY



CORNER DETAIL AT WINGS 2 & 4

SLAB LONGITUDINAL AND ADDITIONAL TRANSVERSE REINFORCEMENT NOT SHOWN FOR CLARITY



PARTIAL LONGITUDINAL SECTION AT PIER

(DIMENSIONS ARE PERPENDICULAR TO C/L PIER U.N.O.)

LEGEND

- (X) INDICATES WING NUMBER
- A23 DIMENSION IS TAKEN PARALLEL TO C/L HUCKLEBERRY RD.
- A24 BARS PLACED PARALLEL TO SKEW AND SPACED ALONG C/L HUCKLEBERRY RD.
- A25 TUBULAR STEEL RAILING TYPE "M" POST TYP.
- A26 FIELD BEND S501 BARS AT B.F. OF ABUTMENT TO MAINTAIN 2" MINIMUM CLEAR FROM WING.
- A27 SEE PIER SHEET FOR DOWEL INFO.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-498

DRAWN BY PKF | PLANS CK'D ETP

SUPERSTRUCTURE DETAILS-2

SHEET 10 OF 12
42

8

8

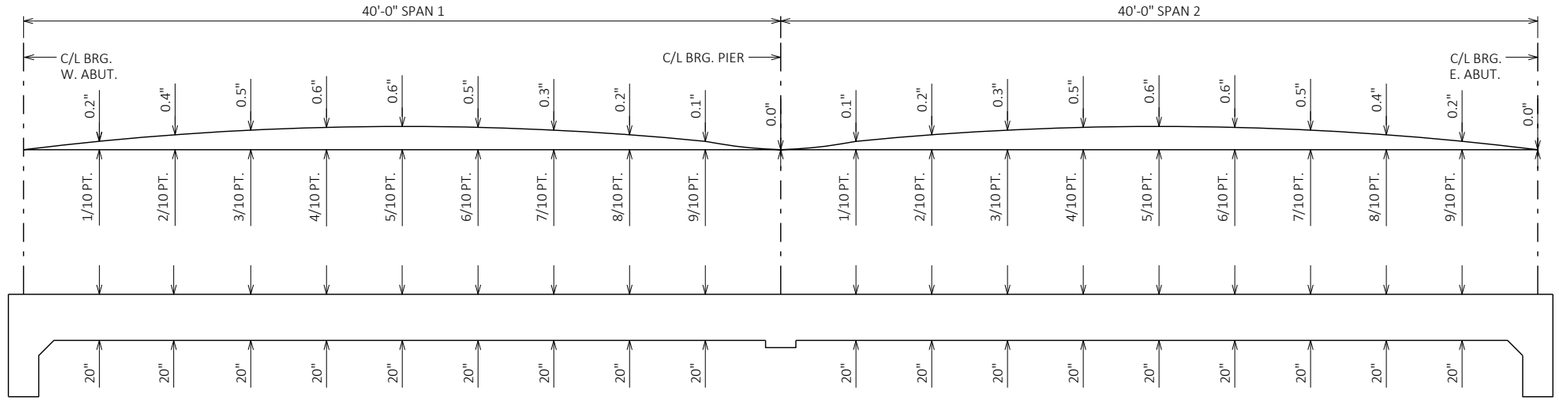
FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\PROJECTS\WI-NC REGION\6671-01-00_HUCKLEBERRY RD_MARATHON CO\500_CADD\502_STRUCTURES\503.3_FINAL\080601 SUPER_HUCKLEBERRY RD.DWG PLOT DATE : 5/28/2026 9:10 AM PLOT BY : PAULETTE FENSKE

STATE PROJECT NUMBER

6671-01-70

TOP OF SLAB ELEVATIONS

LOCATION	W. ABUT.	1.1 PT	1.2 PT	1.3 PT	1.4 PT	1.5 PT	1.6 PT	1.7 PT	1.8 PT	1.9 PT	PIER	2.1 PT	2.2 PT	2.3 PT	2.4 PT	2.5 PT	2.6 PT	2.7 PT	2.8 PT	2.9 PT	E. ABUT
NORTH EDGE OF SLAB	1291.04	1291.03	1291.03	1291.02	1291.01	1291.01	1291.00	1290.99	1290.98	1290.97	1290.96	1290.95	1290.94	1290.92	1290.91	1290.90	1290.88	1290.87	1290.85	1290.84	1290.82
CROWN	1291.31	1291.30	1291.30	1291.29	1291.28	1291.28	1291.27	1291.26	1291.25	1291.24	1291.23	1291.22	1291.21	1291.20	1291.18	1291.17	1291.16	1291.14	1291.13	1291.11	1291.09
SOUTH EDGE OF SLAB	1291.05	1291.04	1291.04	1291.03	1291.02	1291.02	1291.01	1291.00	1290.99	1290.98	1290.97	1290.96	1290.95	1290.94	1290.93	1290.91	1290.90	1290.88	1290.87	1290.86	1290.84



CAMBER AND SLAB THICKNESS DIAGRAM

CAMBER IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS. CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION & FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

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

TOP OF SLAB ELEVATION AT FINAL GRADE
MINUS (-) 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.

SURVEY TOP OF SLAB ELEVATIONS

LOCATION	C/L BRG. W. ABUT.	5/10 PT	C/L BRG. PIER	5/10 PT	C/L BRG. E. ABUT.
NORTH EDGE OF SLAB					
CROWN					
SOUTH EDGE OF SLAB					

CAMBER NOTES:

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE C/L OF ABUTMENTS, THE C/L OF PIER AND AT 5/10 POINTS, TO VERIFY CAMBER. TAKE ELEVATIONS ALONG THE SLAB EDGES AND CROWN POINT. RECORD THE ELEVATIONS IN THE "SURVEY TOP OF SLAB ELEVATIONS" TABLE FOR THE "AS BUILT" PLANS.

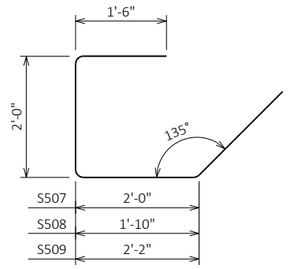
ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

BILL OF BARS - SUPERSTRUCTURE

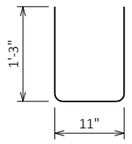
BAR MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
COATED BARS						TOTAL WEIGHT = 27,990 LBS
S501	187	26'-7"			SLAB - TOP & BTM.	TRANS.
S902	54	44'-4"			SLAB - BTM.	LONGIT.
S903	52	27'-3"			SLAB - BTM.	LONGIT.
S504	50	23'-4"			SLAB - TOP	LONGIT.
S1005	25	41'-6"			SLAB - TOP - OVER PIER	LONGIT.
S1006	24	16'-4"			SLAB - TOP - OVER PIER	LONGIT.
S507	50	7'-3"	X		SLAB - AT ABUTMENTS	VERT.
S508	2	7'-1"	X		SLAB - AT ABUTMENT ENDS NEAR W1 & W3	VERT.
S509	2	7'-5"	X		SLAB - AT ABUTMENT ENDS NEAR W2 & W4	VERT.
S410	42	3'-3"	X		SLAB - AT ABUTMENT NOTCH	VERT.
S411	4	19'-10"			SLAB - AT ABUTMENT NOTCH	TRANS.
S620	56	11'-4"	X		SLAB - TOP AT RAIL POSTS	TRANS.
S621	96	6'-0"			SLAB - TOP AT INT. RAIL POSTS	LONGIT.
S622	16	4'-8"	X		SLAB - TOP AT EXT. RAIL POSTS	LONGIT.

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

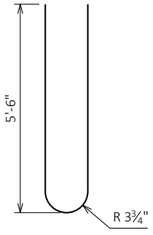
DIMENSIONS IN BENDING DETAILS ARE OUT-TO-OUT OF BAR.



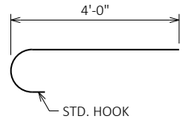
S507, S508, S509



S410



S620



S622

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-498

DRAWN BY PKF | PLANS CK'D ETP

SUPERSTRUCTURE DETAILS-3

SHEET 11 OF 12

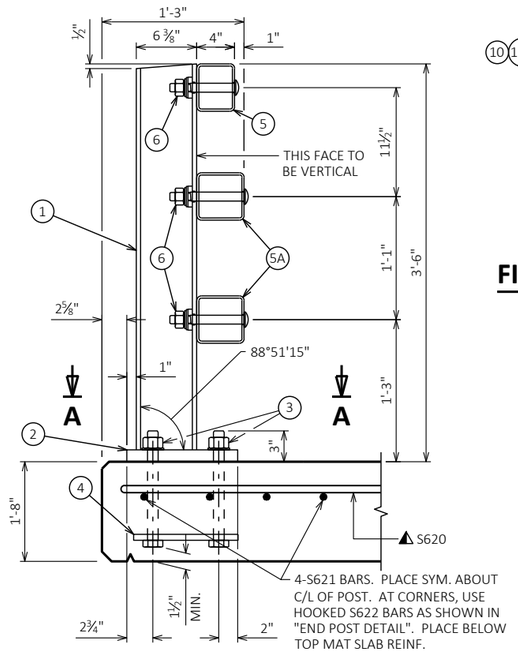
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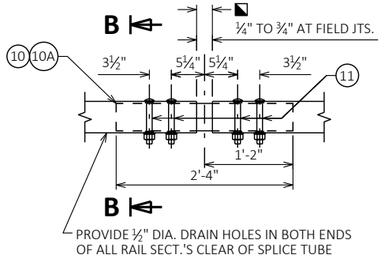
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STATE PROJECT NUMBER

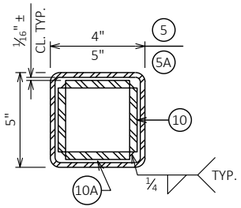
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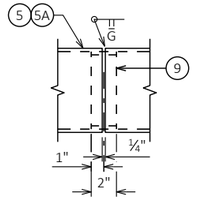
SECTION THRU RAILING ON SLAB



FIELD ERECTION JOINT DETAIL

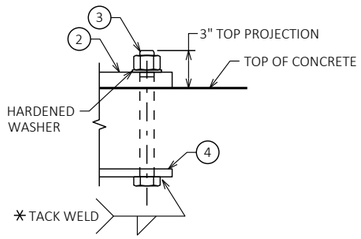


SECTION B-B

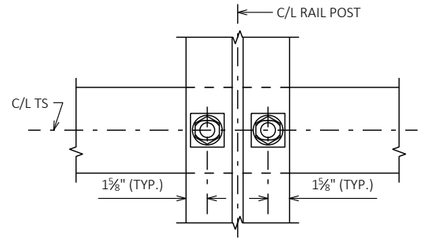


SHOP RAIL SPLICE DETAIL

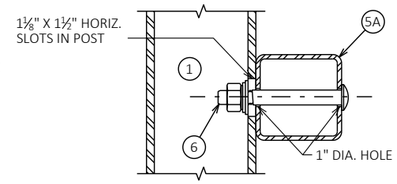
LOCATION MUST BE SHOWN ON SHOP DRAWINGS



ANCHOR BOLTS



SECTION THRU POST WEB



SECTION THRU RAIL

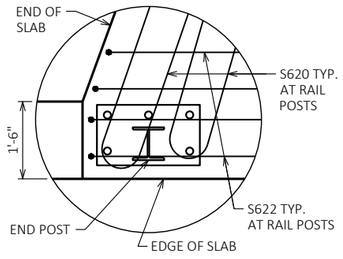
NOTE: CONNECTIONS AT LOWER RAILS SHOWN. CONNECTIONS AT TOP RAIL SIMILAR.

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 1¼" X 11¾" X 1'-8" WITH 1 1/16" DIA. OVERSIZED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN.
3. ASTM A449 - 1⅛" X 1'-3" LONG 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.
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. ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, 3/16" X 1⅝" X 1⅝" 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" X 3⅝" X 2'-4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.
10A. ⅜" X 2⅝" X 2'-4" PLATE USED IN NO. 5, ⅜" X 3⅝" X 2'-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" X 1¼" LONGIT. SLOTTED HOLES IN PLATE NO. 10A. AT FIELD JOINTS AND 15/16" X 2¼" 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 A-A

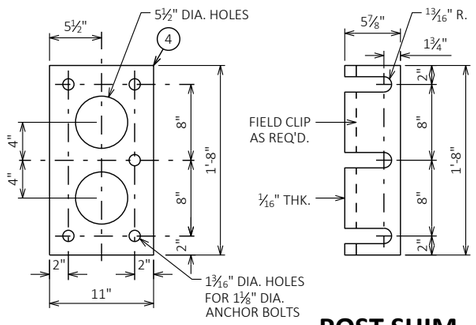


END POST DETAIL

REINFORCEMENT AT CORNERS

GENERAL NOTES

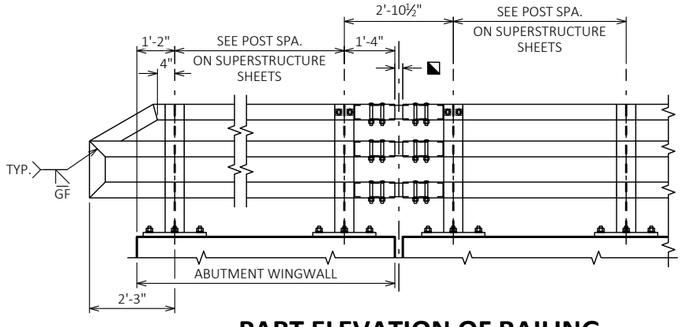
1. BID ITEM SHALL BE "RAILING TUBULAR TYPE M" WHICH INCLUDES ALL ITEMS SHOWN.
2. RAIL POST AND BASE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50. HOLLOW RAILING STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED FY = 50 KSI. ANCHOR PLATES, 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. RAILS SHALL BE SPLICED IN A PANEL OVER EXPANSION JOINTS.
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.



ANCHOR PLATE

AT RAIL TO DECK CONNECTION

POST SHIM DETAIL



PART ELEVATION OF RAILING

▲ TIE TO TOP MAT OF STEEL.

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

◥ ¼" TO ¾"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-498

DRAWN BY PKF | PLANS CK'D ETP

TUBULAR STEEL RAILING TYPE "M"

SHEET 12 OF 12

44

SCALE = 2.00

8

8

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\PROJECTS\WI-NC REGION\6671-01-00_HUCKLEBERRY RD_MARATHON CO\500_CADD\502_STRUCTURES\503.3_FINAL\080701 RAILM_HUCKLEBERRY RD.DWG PLOT DATE : 5/28/2026 9:11 AM PLOT BY : PAULETTE FENSKE

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
12+25.00	1225.00	0.00	24.52	52.20	0	0	0	0	0	0
12+47.66	1247.66	22.66	25.88	17.01	21	0	29	21	36	-15
12+51.80	1251.80	4.14	23.43	0.00	4	0	1	25	38	-13
STRUCTURE B-37-498										
13+58.20	1358.20	106.40	28.08	0.00		0		25	38	-13
13+62.34	1362.34	4.14	29.15	38.01	4	0	3	29	41	-12
13+75.00	1375.00	12.66	29.87	72.75	14	0	26	43	74	-31
14+00.00	1400.00	25.00	25.13	62.57	25	0	63	68	153	-85
14+24.67	1424.67	24.67	22.08	43.96	22	0	49	90	214	-124
14+29.99	1429.99	5.32	21.62	37.56	4	0	8	94	224	-130

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - MASS ORDINATE	(CUT - SALVAGED PAVT) - (FILL*FILL FACTOR)

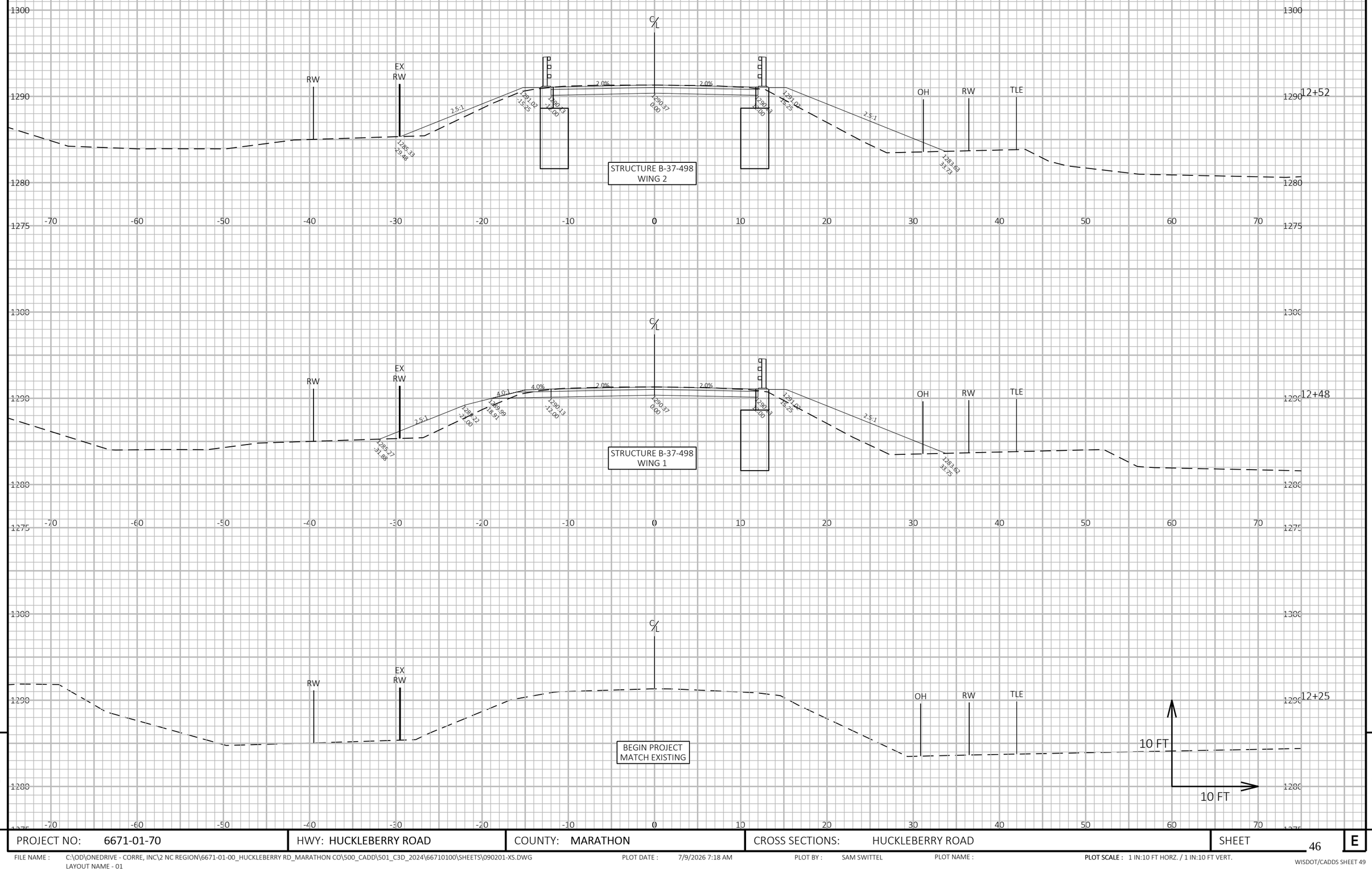
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9

PROJECT NO: 6671-01-70 | HWY: HUCKLEBERRY ROAD | COUNTY: MARATHON | EARTHWORK DATA | SHEET 45 | E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\2 NC REGION\6671-01-00_HUCKLEBERRY RD_MARATHON CO\500_CADD\501_C3D_2024\66710100\SHEETS\090101-EW.DWG
LAYOUT NAME - 01

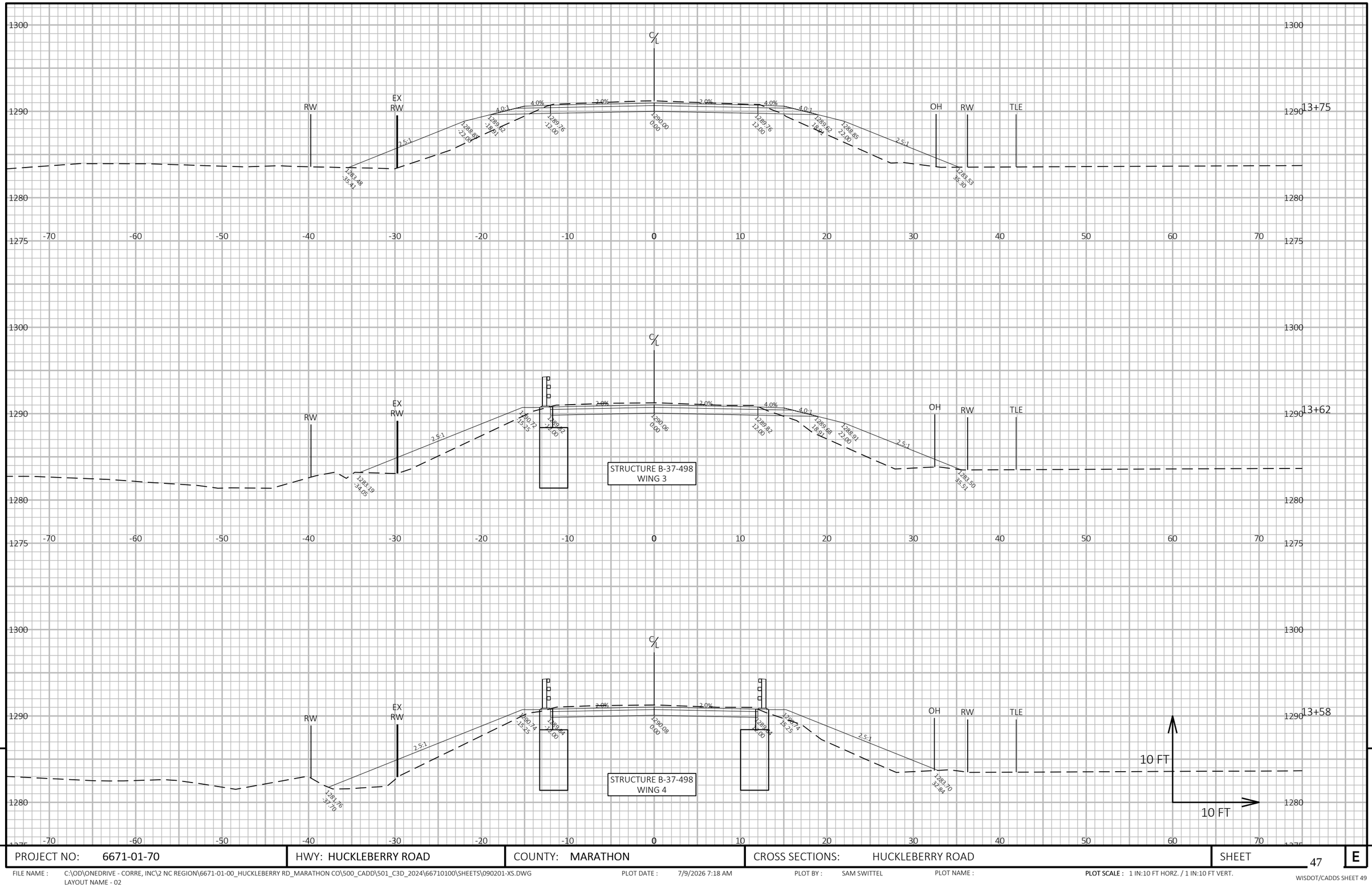
PLOT DATE : 7/9/2026 7:12 AM PLOT BY : SAM SWITTEL PLOT NAME : PLOT SCALE : 1" = 1'



PROJECT NO: 6671-01-70	HWY: HUCKLEBERRY ROAD	COUNTY: MARATHON	CROSS SECTIONS: HUCKLEBERRY ROAD	SHEET 46 E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\2 NC REGION\6671-01-00_HUCKLEBERRY RD_MARATHON CO\500_CADD\501_C3D_2024\66710100\SHEETS\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/9/2026 7:18 AM PLOT BY : SAM SWITTEL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

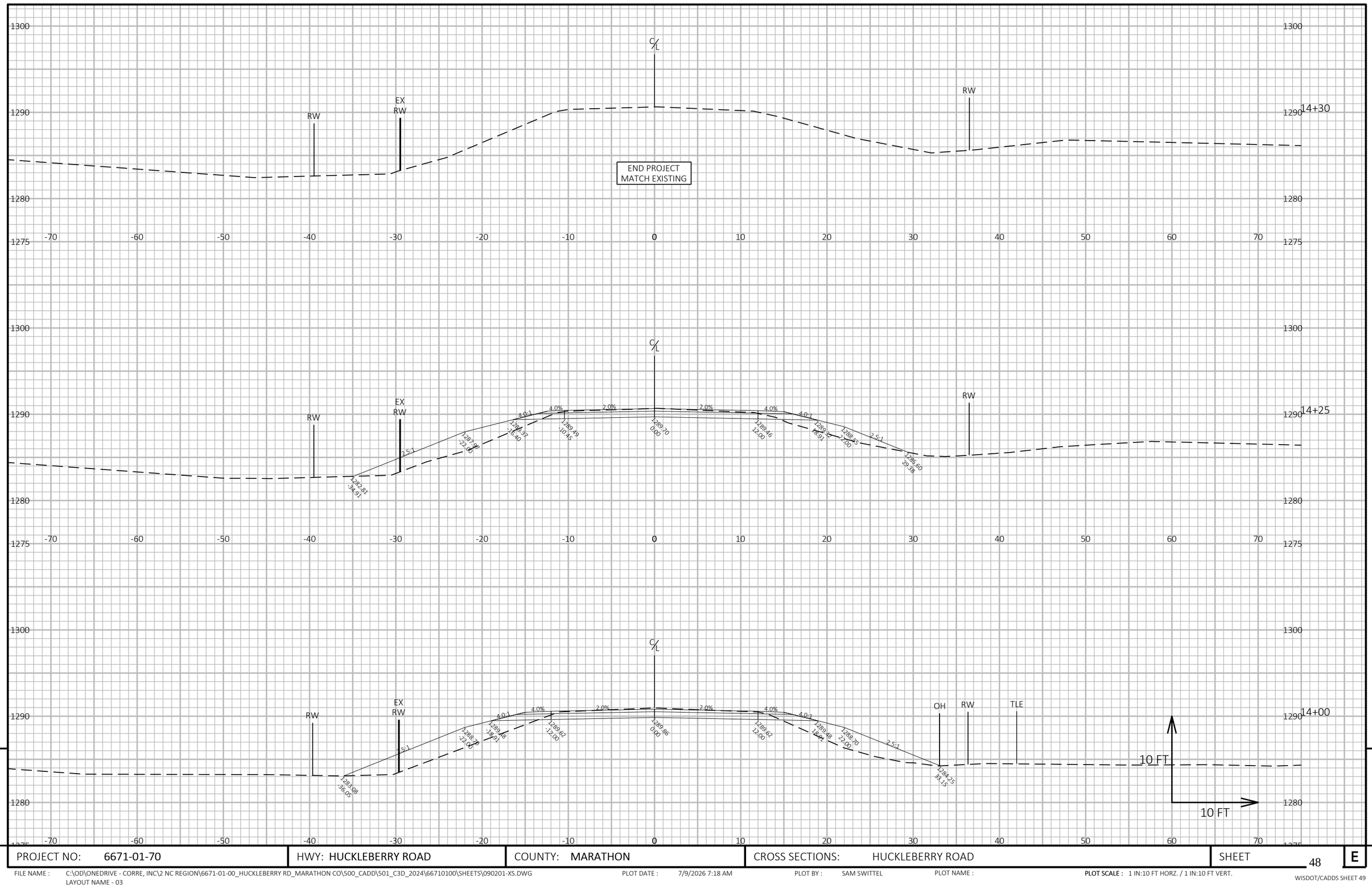


PROJECT NO: 6671-01-70	HWY: HUCKLEBERRY ROAD	COUNTY: MARATHON	CROSS SECTIONS: HUCKLEBERRY ROAD	SHEET 47	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\2 NC REGION\6671-01-00_HUCKLEBERRY RD_MARATHON CO\500_CADD\501_C3D_2024\66710100\SHEETS\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/9/2026 7:18 AM PLOT BY : SAM SWITTEL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6671-01-70	HWY: HUCKLEBERRY ROAD	COUNTY: MARATHON	CROSS SECTIONS: HUCKLEBERRY ROAD	SHEET 48	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\2 NC REGION\6671-01-00_HUCKLEBERRY RD_MARATHON CO\500_CADD\501_C3D_2024\66710100\SHEETS\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/9/2026 7:18 AM PLOT BY : SAM SWITTEL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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