LAX

PROJECT ID: 5317-00-72

WITH: N/A

COUNTY: VERNON

FEBRUARY 2025

ORDER OF SHEETS

TOTAL SHEETS = 60

N

DESIGN DESIGNATION 5317-00-02

A.A.D.T.	2025	=	13
A.A.D.T.	2045	=	20
D.H.V.	2045	=	2
D.D.		=	60/40
T.		=	10% (ASSUMED)
DESIGN SPEED		=	25 M.P.H.
ESALS		=	1,810

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'ER)
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

TOWN OF CLINTON, EVENSTAD ROAD

WEISTER CREEK BRIDGE B-62-0273

LOC STR, VERNON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5317-00-72	WISC 2025302	1

STATE PROJECT NUMBER

5317-00-72

STRUCTURE B-62-0273

BEGIN PROJECT

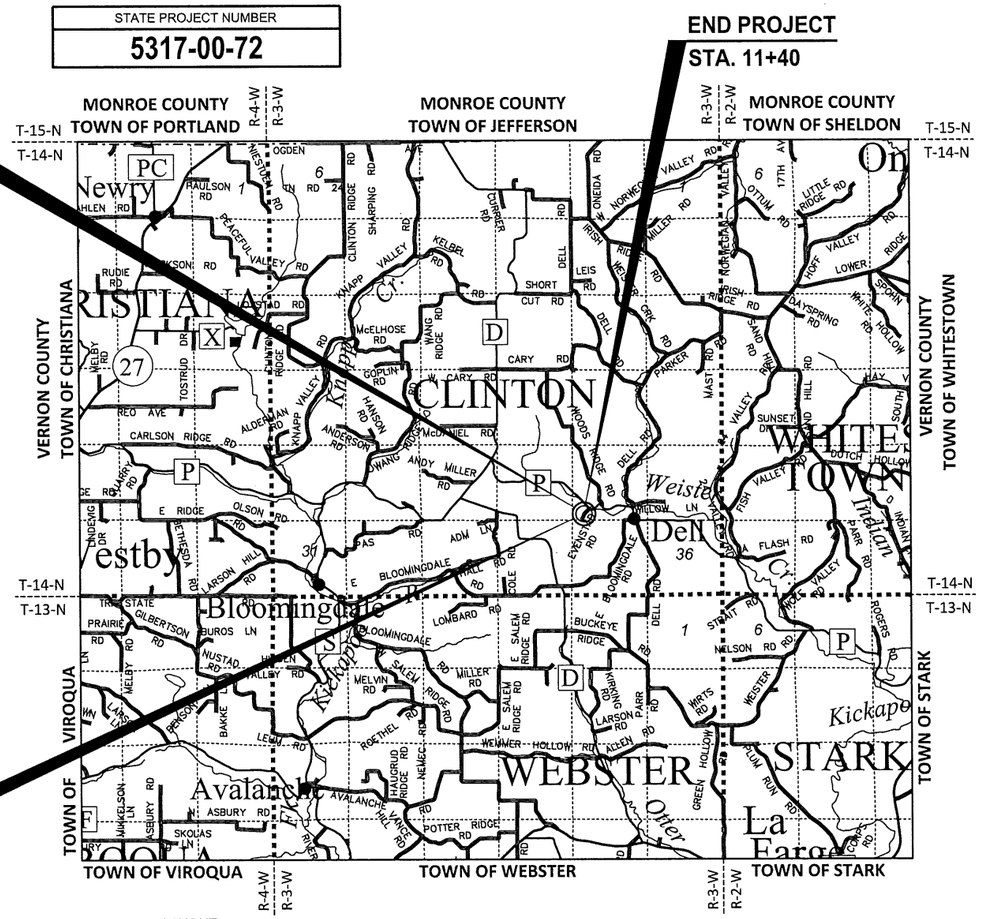
STA. 10+00

Y=185,100.51

X=750,335.61

END PROJECT

STA. 11+40



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.03 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), VERNON 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 (2011). GPS DERIVED ELEVATIONS ARE BASED ON GEOID12A

ACCEPTED FOR

COUNTY of VERNON

10/21/2024 *Phil Hewitt*

(Date) (Highway Commissioner)

ORIGINAL PLANS PREPARED BY

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

WISCONSIN
ROBERT B. HANOLD
E-45655
PRAIRIE DU SAC
WI
PROFESSIONAL ENGINEER
10/18/2024

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

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

APPROVED FOR THE DEPARTMENT

DATE: 10/23/24 *Cody Kammerzelt* (Signature)

E

2

GENERAL NOTES

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

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

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

SEED MIXTURE 95A SHALL BE UTILIZED ON WETLAND AREAS AFFECTED BY THE TEMPORARY BYPASS.

UNLESS SHOWN OTHERWISE, DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 20, SEED MIX NO. 60, OR SEED MIX NO. 95A), AND MULCHED AS DIRECTED BY THE ENGINEER. DO NOT FERTILIZE WETLAND AREAS.

UPON REMOVAL OF THE TEMPORARY BYPASS RESTORE ORIGINAL GROUND LINE BY REMOVING EARTHWORK AND GEOTEXTILE. DO NOT DISTURB EXISTING GROUND. DO NOT CULTIVATE OR LOOSEN WETLANDS DUE TO COMPACTION.

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

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

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

WETLANDS ARE PRESENT IN THE PROJECT LIMITS. THE CONTRACTOR SHALL NOT OPERATE EQUIPMENT OR STOCKPILE MATERIALS BEYOND THE EXISTING OR FINISHED SLOPE INTERCEPT FROM STA. 10+00 - 10+62, RT.; STA. 10+78 - 11+40, RT.; STA. 10+78 - 11+40, LT.

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

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

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

ASPHALTIC SURFACE QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

CURVE DATA IS BASED ON THE ARC DEFINITIONS.

CONTACTS

WISDOT:
WISCONSIN DEPARTMENT OF TRANSPORTATION
2101 WRIGHT ST.
MADISON, WI 53704
ATTN: CODY KAMMERZELT, P.E.
PHONE: (608) 219-1331
EMAIL: cody.kammerzelt@dot.wi.gov

VERNON COUNTY HIGHWAY DEPARTMENT:
PHIL HEWITT, HIGHWAY COMMISSIONER
1335 RAILROAD AVE.
VIROQUA, WI 54665
PHONE: (608) 637-5452
EMAIL: phil.hewitt@vernoncounty.com

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

DNR LIAISON:
STATE OF WISCONSIN
DNR SERVICE CENTER
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
ATTN: KAREN KALVELAGE
PHONE: (608) 406-7880
EMAIL: karen.kalvelage@wisconsin.gov

UTILITIES

ELECTRIC
VERNON ELECTRIC COOPERATIVE
ATTN: COLE CARY
110 SAUGSTAD ROAD
WESTBY, WI 54667
PHONE: (608) 634-7472
CELL: (608) 632-6003
EMAIL: ccary@vernonelectric.org

FIBER OPTIC
VERNON COMMUNICATIONS COOPERATIVE
ATTN: SCOTT FREDERICK
103 N MAIN STREET
WESTBY, WI 54667
P.O. BOX 20
PHONE: (608) 634-7434
CELL: (608) 634-0607
EMAIL: sfrederick@vernoncom.coop

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

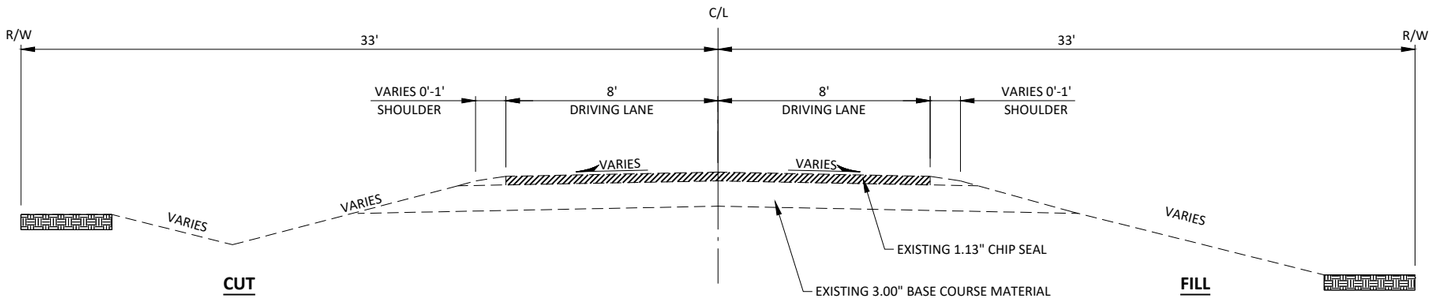
LIST OF STANDARD ABBREVIATIONS

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

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

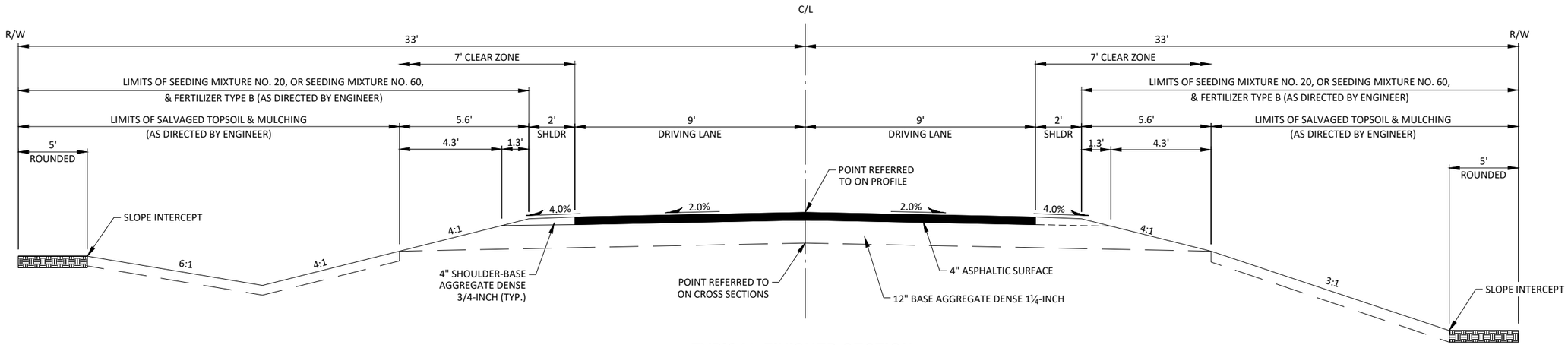
TOTAL PROJECT AREA= 0.76 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.40 ACRES

2



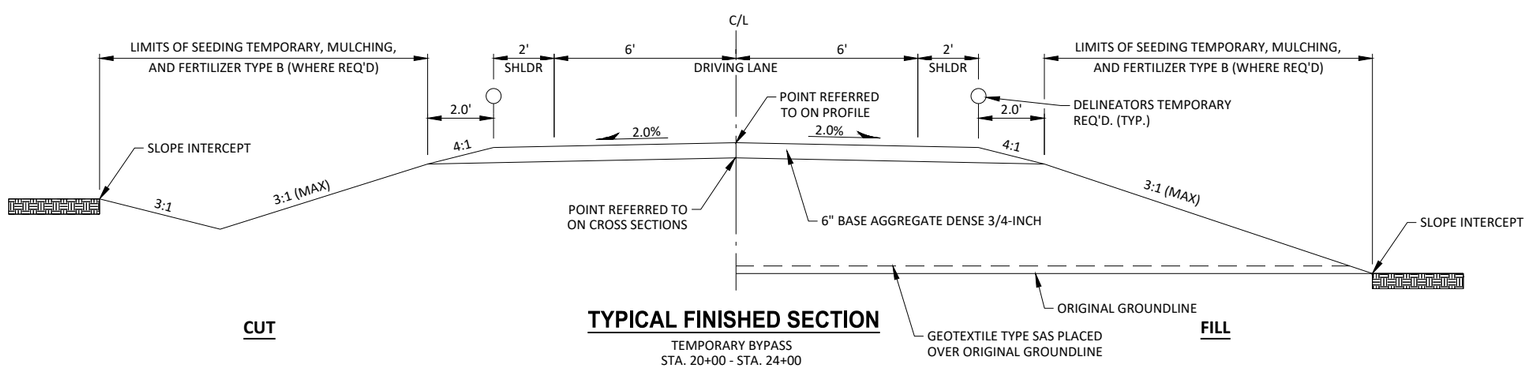
TYPICAL EXISTING SECTION

EVENSTAD ROAD
STA. 10+50 - STA. 11+40



TYPICAL FINISHED SECTION

EVENSTAD ROAD
STA. 10+00 - STA. 11+40

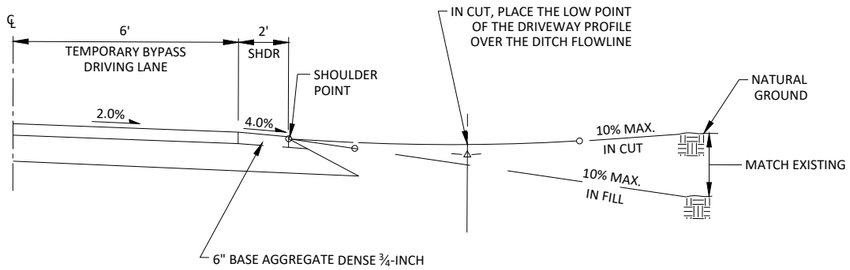


TYPICAL FINISHED SECTION

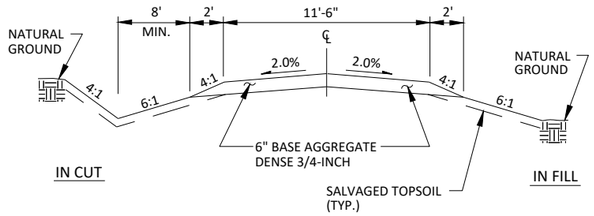
TEMPORARY BYPASS
STA. 20+00 - STA. 24+00

PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	TYPICAL EXISTING SECTION AND TYPICAL FINISHED SECTION	SHEET 3	E

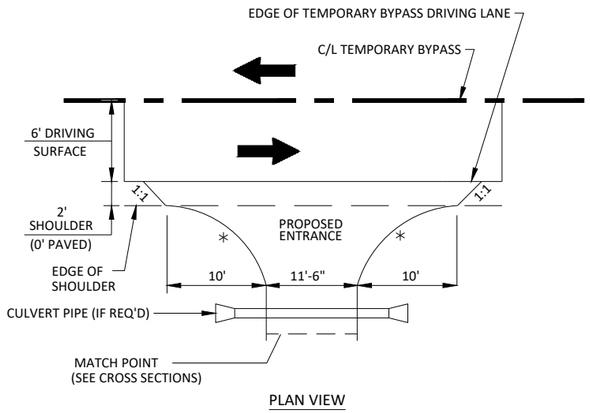
FILE NAME : S:\PROJECTS\W11667 WISDOT - EVENSTAD ROAD BRIDGE, VERNON CO\SHEETSPLAN\TYPICALS\W11667_TYPICALS.DWG PLOT DATE : 10/11/2024 1:13:11 PM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1



TYPICAL F.E. PROFILE



TYPICAL CROSS-SECTION FOR F.E.

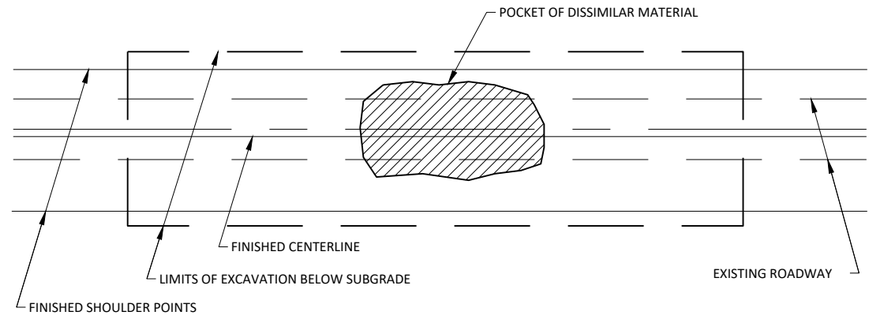


APPROACH AT F.E.

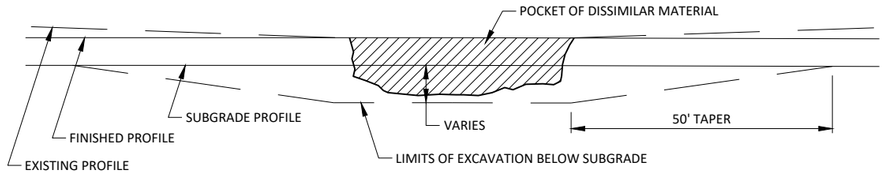
TYPICAL FIELD ENTERANCE (F.E.) DETAILS

LIMITS OF ASPHALTIC SURFACE

* RADIUS = 10'

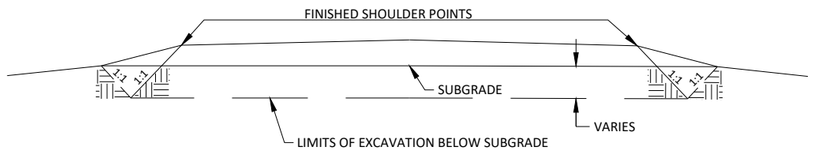


PLAN VIEW



PROFILE VIEW

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



CROSS SECTION VIEW

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

2

CURVE 2
PI STA. = 20+44.39
Y = 185,050.01
X = 750,286.23
R = 144.00
D = 39°47'19"
DELTA = 34°15'58"
L = 86.12
T = 44.39
C = 84.84
PC STA. = 20+00
Y = 185,018.52
X = 750,254.94
PT STA. = 20+86.12
Y = 185,093.66
X = 750,294.35
SE = NORMAL CROWN

CURVE 3
PI STA. = 21+33.64
Y = 185,140.37
X = 750,303.05
R = 144.00
D = 39°47'19"
DELTA = 36°31'23"
L = 91.79
T = 47.52
C = 90.25
PC STA. = 20+86.12
Y = 185,093.66
X = 750,294.35
PT STA. = 21+77.91
Y = 185,172.73
X = 750,337.84
SE = NORMAL CROWN

CURVE 4
PI STA. = 22+66.06
Y = 185,232.77
X = 750,402.38
R = 144.00
D = 39°47'19"
DELTA = 42°15'54"
L = 106.22
T = 55.66
C = 103.83
PC STA. = 22+10.40
Y = 185,194.86
X = 750,361.63
PT STA. = 23+16.62
Y = 185,233.41
X = 750,458.04
SE = NORMAL CROWN

FORREST & LINDA DOWLING

END PROJECT
STA. 11+40
Y=185,195.73
X=750,438.00

END CONSTRUCTION
STA. 12+51.04 MAINLINE =
STA. 24+00 TEMP. BYPASS
Y=185,234.38
X=750,541.41

BEGIN CONSTRUCTION
STA. 8+84.98 MAINLINE =
STA. 20+00 TEMP. BYPASS
Y=185,018.52
X=750,254.94

BEGIN PROJECT
STA. 10+00
Y=185,100.51
X=750,335.61

CURVE 1
PI STA. = 11+86.57
Y = 185,231.15
X = 750,468.80
R = 225.00
D = 25°27'53"
DELTA = 42°31'09"
L = 166.97
T = 87.54
C = 163.17
PC STA. = 10+99.03
Y = 185,169.85
X = 750,406.31
PT STA. = 12+66
Y = 185,234.10
X = 750,556.29
SE = NORMAL CROWN

FORREST & LINDA DOWLING

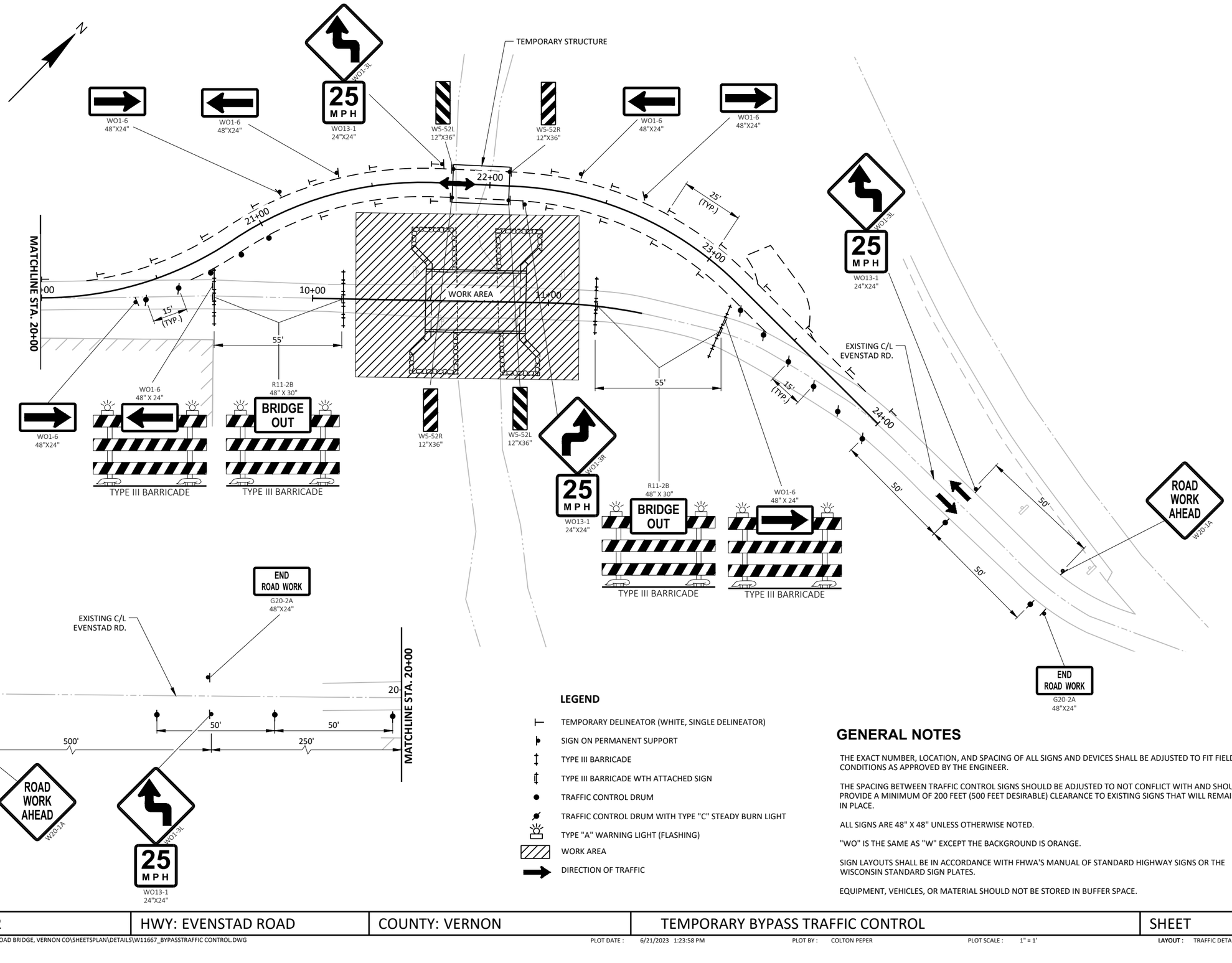
CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X
21	10+47	3/4" IRON REBAR SET, 70.1' RT.	185,083.69	750,418.45
22	12+85	3/4" IRON REBAR SET, 35.2' LT.	185,269.95	750,574.31
23	10+27	3/4" IRON REBAR SET, 53.9' LT.	185,158.05	750,317.54

PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	ALIGNMENT AND PERMANENT SIGNING	SHEET	E

FILE NAME : S:\PROJECTS\W11667 WISDOT - EVENSTAD ROAD BRIDGE, VERNON CO\DESIGN\ALIPROFS\ALIGNMENTDETAIL.DWG PLOT DATE : 6/19/2023 9:26:21 AM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : ALIGNMENT AND TIES

2



LEGEND

- TEMPORARY DELINEATOR (WHITE, SINGLE DELINEATOR)
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.

PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	TEMPORARY BYPASS TRAFFIC CONTROL	SHEET 6	E

Estimate Of Quantities

5317-00-72

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	5.000	5.000
0004	203.0260	Removing Structure Over Waterway Minimal Debris (structure) .01 P-62-906	EACH	1.000	1.000
0006	205.0100	Excavation Common	CY	670.000	670.000
0008	205.0506.S	Excavation, Hauling, and Disposal of Creosote Contaminated Soil	TON	300.000	300.000
0010	206.1001	Excavation for Structures Bridges (structure) .01 B-62-273	EACH	1.000	1.000
0012	208.0100	Borrow	CY	720.000	720.000
0014	210.1500	Backfill Structure Type A	TON	288.000	288.000
0016	213.0100	Finishing Roadway (project) .01 5317-00-72	EACH	1.000	1.000
0018	305.0110	Base Aggregate Dense 3/4-Inch	TON	220.000	220.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	300.000	300.000
0022	455.0605	Tack Coat	GAL	11.000	11.000
0024	465.0105	Asphaltic Surface	TON	51.000	51.000
0026	502.0100	Concrete Masonry Bridges	CY	138.000	138.000
0028	502.3200	Protective Surface Treatment	SY	143.000	143.000
0030	502.3210	Pigmented Surface Sealer	SY	42.000	42.000
0032	505.0400	Bar Steel Reinforcement HS Structures	LB	3,960.000	3,960.000
0034	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	22,280.000	22,280.000
0036	516.0500	Rubberized Membrane Waterproofing	SY	10.000	10.000
0038	526.0101	Temporary Structure (station) STA 21+96	EACH	1.000	1.000
0040	550.0500	Pile Points	EACH	12.000	12.000
0042	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	360.000	360.000
0044	606.0400	Riprap Extra-Heavy	CY	210.000	210.000
0046	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	138.000	138.000
0048	618.0100	Maintenance and Repair of Haul Roads (project) .01 5317-00-72	EACH	1.000	1.000
0050	619.1000	Mobilization	EACH	1.000	1.000
0052	624.0100	Water	MGAL	8.000	8.000
0054	625.0500	Salvaged Topsoil	SY	300.000	300.000
0056	627.0200	Mulching	SY	2,010.000	2,010.000
0058	628.1504	Silt Fence	LF	610.000	610.000
0060	628.1520	Silt Fence Maintenance	LF	1,220.000	1,220.000
0062	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0064	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0066	628.6005	Turbidity Barriers	SY	220.000	220.000
0068	628.7504	Temporary Ditch Checks	LF	24.000	24.000
0070	629.0210	Fertilizer Type B	CWT	2.000	2.000
0072	630.0120	Seeding Mixture No. 20	LB	17.000	17.000
0074	630.0160	Seeding Mixture No. 60	LB	12.000	12.000
0076	630.0200	Seeding Temporary	LB	25.000	25.000
0078	630.0300	Seeding Borrow Pit	LB	15.000	15.000
0080	630.0500	Seed Water	MGAL	50.000	50.000
0082	633.1100	Delineators Temporary	EACH	23.000	23.000
0084	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0086	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0088	638.2602	Removing Signs Type II	EACH	7.000	7.000
0090	638.3000	Removing Small Sign Supports	EACH	6.000	6.000
0092	642.5001	Field Office Type B	EACH	1.000	1.000
0094	643.0300	Traffic Control Drums	DAY	1,160.000	1,160.000
0096	643.0420	Traffic Control Barricades Type III	DAY	1,440.000	1,440.000
0098	643.0705	Traffic Control Warning Lights Type A	DAY	1,880.000	1,880.000

Estimate Of Quantities

5317-00-72

Line	Item	Item Description	Unit	Total	Qty
0100	643.0715	Traffic Control Warning Lights Type C	DAY	940.000	940.000
0102	643.0900	Traffic Control Signs	DAY	1,950.000	1,950.000
0104	643.5000	Traffic Control	EACH	1.000	1.000
0106	645.0111	Geotextile Type DF Schedule A	SY	84.000	84.000
0108	645.0120	Geotextile Type HR	SY	275.000	275.000
0110	645.0140	Geotextile Type SAS	SY	970.000	970.000
0112	650.4500	Construction Staking Subgrade	LF	473.000	473.000
0114	650.5000	Construction Staking Base	LF	473.000	473.000
0116	650.6501	Construction Staking Structure Layout (structure) .01 B-62-273	EACH	1.000	1.000
0118	650.9911	Construction Staking Supplemental Control (project) .01 5317-00-72	EACH	1.000	1.000
0120	650.9920	Construction Staking Slope Stakes	LF	473.000	473.000
0122	690.0150	Sawing Asphalt	LF	25.000	25.000
0124	715.0502	Incentive Strength Concrete Structures	DOL	828.000	828.000
0126	999.2005.S	Maintaining Bird Deterrent System (station) STA 10+75	EACH	1.000	1.000
0128	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0130	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0132	SPV.0085	Special Native Pollinator Seed Mixture No. 95A	LB	1.000	1.000

ALL ITEMS 010 UNLESS OTHERWISE NOTED

3

GRUBBING

STATION-STATION	LOCATION	201.0205 GRUBBING (STA)
10+00 - 11+00	MAINLINE	1
20+00 - 23+00	TEMPORARY BYPASS	4
	TOTALS =	5

EARTHWORK SUMMARY

FROM/TO STA	LOCATION	205.0100 EXCAVATION COMMON CUT (2) (CY)	AVAILABLE MATERIAL (CY) (1)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) FACTOR 1.25 (2)	208.0100 BORROW (CY)	WASTE (CY)
20+00 - 24+00	CONSTRUCT TEMPORARY BYPASS	3	3	501	627.0	624.0	0.0
10+00 - 11+42	MAINLINE	77	77	138	173.0	96.0	0.0
20+00 - 24+00	REMOVE TEMPORARY BYPASS	590	590	0	0.0	0.0	590.0
	TOTALS =	670	670	639	800	720	590.0

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

EXCAVATION, HAULING, AND DISPOSAL OF CREOSOTE CONTAMINATED SOIL

STATION-STATION	LOCATION	205.0506.S (TON)
10+48 - 10+61	MAINLINE	150
10+78 - 10+92	MAINLINE	150
	TOTALS =	300

3

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)
20+00 - 24+00	TEMPORARY BYPASS	180	-
10+00 - 11+40	MAINLINE	20	300
23+10 - 23+73	TEMPORARY BYPASS LT, F.E.	20	-
	TOTALS =	220	300

ASPHALTIC SURFACE

STATION - STATION	LOCATION	455.0605 TACK COAT (GAL)	465.0105 ASPHALTIC SURFACE (TON)
10+00 - 11+40	MAINLINE	11	51
	TOTALS =	11	51

TEMPORARY STRUCTURE

STATION	526.0101 (EACH)
21+96	1
TOTAL =	1

WATER

STATION - STATION	LOCATION	624.0100 (MGAL)
10+00 - 11+40	MAINLINE	5
20+00 - 24+00	TEMPORARY BYPASS	3
TOTAL =		8

FINISHING ITEMS

STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	*630.0160 SEEDING MIXTURE NO. 60 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0300 SEEDING BORROW PIT (LB)	630.0500 SEED WATER (MGAL)	SPV. 0085.01 NATIVE POLLINATOR SEED MIXTURE NO. 95A (LB)
20+00 - 24+00	TEMPORARY BYPASS	-	445	0.3	-	-	12	-	10	-
10+00 - 11+40	MAINLINE	240	240	0.2	13.5	2.00	-	-	8	-
20+00 - 24+00	TEMPORARY BYPASS WETLAND RESTORATION	-	370	-	-	-	-	-	-	0.8
20+00 - 24+00	TEMPORARY BYPASS RESTORATION	-	615	0.4	-	8.00	-	-	14	-
-	BORROW PIT	-	-	0.3	-	-	-	12	10	-
-	UNDISTRIBUTED	60	340	0.8	3.5	2.00	13	3	8	0.2
	TOTALS =	300	2,010	2.0	17	12	25	15	50	1.0

*ADJACENT TO WETLAND AREAS (STA 10+00 - 10+62, RT; STA 10+78 - 11+40, RT; 10+78 - 11+40, LT)

DELINEATORS

STATION - STATION	LOCATION	633.1100 DELINEATORS TEMPORARY (EACH)
20+00 - 24+00	TEMPORARY BYPASS, LT.	16
20+00 - 24+00	TEMPORARY BYPASS, RT.	7
	TOTAL =	23

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
10+00 - 11+40	MAINLINE, RT.	120	240
20+00 - 24+00	TEMPORARY BYPASS, LT.	365	730
-	UNDISTRIBUTED	125	250
	TOTALS =	610	1,220

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATION EROSION CONTROL (EACH)	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
5317-00-72	5	3
TOTALS =	5	3

TURBIDITY BARRIER

LOCATION	628.6005 (SY)
SOUTH BANK	86
NORTH BANK	86
UNDISTRIBUTED	48
TOTALS =	220

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
10+60	MAINLINE, LT.	8
10+75	MAINLINE, LT.	8
	UNDISTRIBUTED	8
TOTALS =		24

PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	MISCELLANEOUS QUANTITIES	SHEET 9	E

ALL ITEMS 010 UNLESS OTHERWISE NOTED

3

PERMANENT SIGNING

APPROX. STATION	POSITION	LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN SIZE	634.0612 POSTS WOOD 4X6-INCH X 12-FT (EACH)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
10+44	LEFT	MAINLINE	W5-52L	BRIDGE HASH MARKS	—	—	---	1	1
10+48	RIGHT	MAINLINE	W5-52R	BRIDGE HASH MARKS	12X36	1	3.00	---	---
10+48	LEFT	MAINLINE	W5-52L	BRIDGE HASH MARKS	12X36	1	3.00	---	---
10+55	RIGHT	MAINLINE	W5-52R	BRIDGE HASH MARKS	—	—	---	1	1
10+85	RIGHT	MAINLINE	W5-52L	BRIDGE HASH MARKS	—	—	---	1	1
10+85	LEFT	MAINLINE	W5-52R	BRIDGE HASH MARKS	—	—	---	1	1
10+91	RIGHT	MAINLINE	W5-52L	BRIDGE HASH MARKS	12X36	1	3.00	---	---
10+91	LEFT	MAINLINE	W5-52R	BRIDGE HASH MARKS	12X36	1	3.00	---	---
11+05	LEFT	MAINLINE	R12-1	WEIGHT LIMIT 10 TONS	—	—	---	1	1
-	LEFT	CTH P INTERSECTION	R12-55	10 TON BRIDGE 0.1 MILES AHEAD	—	—	---	1	---
-	LEFT	CTH P INTERSECTION	W5-3	ONE LANE BRIDGE	—	—	---	1	1
					TOTALS =	4	12.00	7	6

GEOTEXTILE

STATION - STATION	LOCATION	645.0140 TYPE SAS (SY)
20+00 - 24+00	TEMPORARY BYPASS	970
	TOTAL =	970

3

TRAFFIC CONTROL

STATION - STATION	LOCATION	643.0300 TRAFFIC CONTROL DRUMS (DAY)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAY)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (DAY)	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C (DAY)	643.0900 TRAFFIC CONTROL SIGNS (DAY)	643.5000 TRAFFIC CONTROL (EACH)
18+00 - 25+00	TEMPORARY BYPASS	1,160	-	-	940	1,510	-
10+00 - 11+40	MAINLINE	-	1,440	1,880	-	440	-
-	PROJECT	-	-	-	-	-	1
	TOTALS =	1,160	1,440	1,880	940	1,950	1

SAWING ASPHALT

STATION	LOCATION	690.0150 (LF)
10+00	MAINLINE	12
11+40	MAINLINE	13
	TOTAL =	25

CONSTRUCTION STAKING

STATION -STATION	LOCATION	650.4500 SUBGRADE (LF)	650.5000 BASE (LF)	*650.6501 STRUCTURE LAYOUT (B-62-273) (EACH)	650.9911 SUPPLEMENTAL CONTROL (5317-00-72) (EACH)	650.9920 SLOPES STAKES (LF)
20+00 - 24+00	TEMPORARY BYPASS	376	376	-	-	376
10+00 - 11+40	MAINLINE	97	97	-	-	97
5317-00-72	PROJECT	-	-	1	1	-
	TOTALS =	473	473	1	1	473

*CATEGORY 0020

PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	MISCELLANEOUS QUANTITIES	SHEET 10	E

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
5317-00-02		
FEDERAL PROJECT NUMBER	4.01	2

PLAT OF RIGHT-OF-WAY REQUIRED FOR TOWN OF CLINTON, EVENSTAD ROAD

(WEISTER CREEK BRIDGE B-62-0273)

EVENSTAD ROAD — VERNON COUNTY

CONSTRUCTION PROJECT NUMBER 5317-00-72

CONVENTIONAL SYMBOLS

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

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

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

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

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

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

CONVENTIONAL ABBREVIATIONS

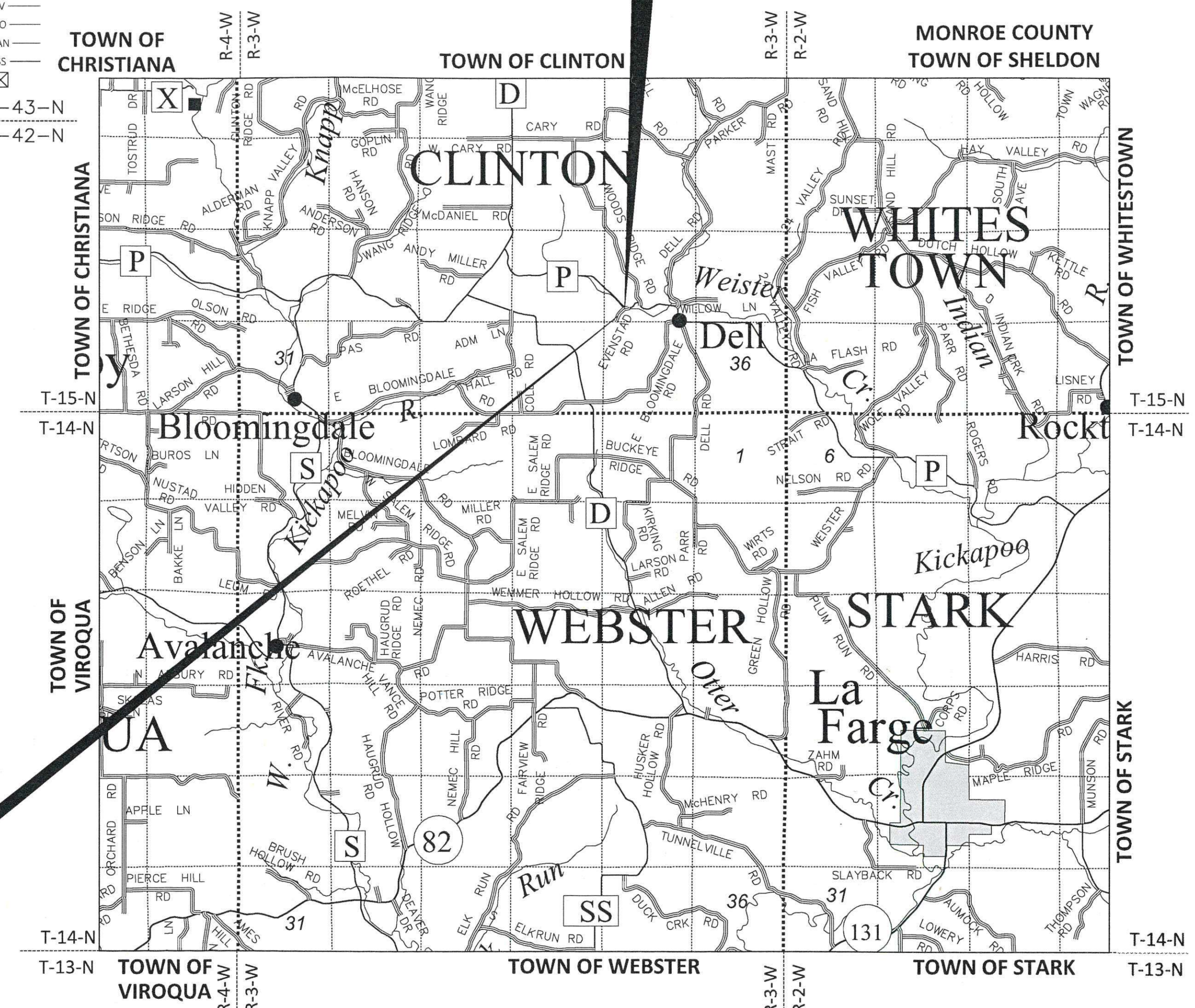
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	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

END RELOCATION ORDER

STA. 12+50.00
747.22' NORTH AND 1317.77' EAST OF THE SOUTHWEST CORNER OF SEC. 26, TOWN 14 NORTH, RANGE 3 WEST, TOWN OF CLINTON, VERNON COUNTY, WI
Y = 185232.990
X = 750540.337

BEGIN RELOCATION ORDER

STA. 9+00.00
544.71' NORTH AND 1041.64' EAST OF THE SOUTHWEST QUARTER CORNER OF SEC. 26, TOWN 14 NORTH, RANGE 3 WEST, TOWN OF CLINTON, VERNON COUNTY, WI
Y = 185030.489
X = 750264.218



N

LAYOUT

SCALE 0 — 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.066 MI.

NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, VERNON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

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

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

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

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

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

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

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

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

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

DATE: 03-18-2024

REVISION DATE

APPROVED FOR TOWN OF CLINTON
DATE: 4/2/24 Cory Lee Chairman (NAME/TITLE)

11 E

TOWN OF CLINTON

BEGIN RELOCATION ORDER
STA. 9+00.00

544.71' NORTH AND 1041.64' EAST OF THE SOUTHWEST QUARTER CORNER OF SEC. 26, TOWN 14 NORTH, RANGE 3 WEST, TOWN OF CLINTON, VERNON COUNTY, WI
Y = 185030.489
X = 750264.218

SW COR. SEC. 26 TO S¼ SEC. 26
S89°06'33"E, 2627.07'

SW COR. SEC. 26
FOUND LUNDE MONUMENT
Y = 184485.775
X = 749222.564

SOUTH LINE OF THE (SW¼)

S¼ COR. SEC. 26
FOUND LUNDE MONUMENT
Y = 184444.925
X = 751849.313

TEMP BYPASS STRUCTURE
WEISTER CREEK
VERNON ELECTRIC COOPERATIVE
SLOPE INTERCEPT
VERNON COMMUNICATIONS COOPERATIVE
R/W
99'
EVENSTAD ROAD
N45° 33' 15"E
PC: 10+99.03
EXISTING STRUCTURE P-62-906
PROPOSED STRUCTURE B-62-0273
BUILDING
SW¼-SW¼
FORREST DOWLING AND LINDA C. DOWLING, HUSBAND AND WIFE AS JOINT TENANTS
ERWC1 SUB A
ERWC1
ERWC1 SUB B
CURVE 1
ERWC2 SUB A
ERWC2
ERWC2 SUB B
SLOPE INTERCEPT

ERWC1
L=166.32'
R=258.00'
DELTA=36°56'12"
LCH=163.46'
LCB=N64°01'21"E

ERWC1 SUB A
L=131.83'
R=258.00'
DELTA=29°16'37"
LCH=130.40'
LCB=S60°11'34"W

ERWC1 SUB B
L=34.49'
R=258.00'
DELTA=07°39'36"
LCH=34.47'
LCB=S78°39'39"W

CURVE 1
PI STA = 11+86.57
Y = 185231.153
X = 750468.802
DELTA = 42°31'09" RT
D = 25°27'53"
T = 87.54'
L = 166.97'
R = 225.00'
PC STA = 10+99.03
Y = 185169.853
X = 750406.306
PT STA = 12+66.00
Y = 185234.096
X = 750556.294
DB = N45°33'15"E
DA = N88°04'24"E

ERWC2
L=142.48'
R=192.00'
DELTA=42°31'09"
LCH=139.24'
LCB=N66°48'50"E

ERWC2 SUB A
L=34.97'
R=192.00'
DELTA=10°26'03"
LCH=34.92'
LCB=S50°46'14"W

ERWC2 SUB B
L=107.52'
R=192.00'
DELTA=32°05'09"
LCH=106.12'
LCB=S72°01'54"W

END RELOCATION ORDER
STA. 12+50.00

747.22' NORTH AND 1317.77' EAST OF THE SOUTHWEST CORNER OF SEC. 26, TOWN 14 NORTH, RANGE 3 WEST, TOWN OF CLINTON, VERNON COUNTY, WI
Y = 185232.990
X = 750540.337

SECTION CORNER TIE TABLE			
SECTION CORNER	BEARING	DISTANCE	TLE POINT
SW-26	N60°21'53"E	1203.04'	500
SW-26	N62°01'43"E	1317.15'	506

TLE POINT TABLE		
POINT	STATION	OFFSET
500	9+38.00	33.00'LT
501	10+44.00	84.00'LT
502	11+05.00	78.00'LT
503	11+80.00	49.00'LT
504	12+14.00	33.00'LT
505	10+99.03	33.00'LT
506	10+38.00	33.00'RT
507	10+99.03	33.00'RT
508	11+40.00	33.00'RT
509	10+38.00	38.00'RT

EASEMENT TABLE				
EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL #	REMARKS
1	VERNON ELECTRIC COOPERATIVE	DOC. 168140, V.103, P.304	1	50' WIDE ELECTRIC LINE EASEMENT

SCHEDULE OF LANDS AND INTERESTS						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQUIRED
			NEW	EXISTING	TOTAL	
1	FORREST DOWLING AND LINDA C. DOWLING, HUSBAND AND WIFE AS JOINT TENANTS	TLE	-	-	-	0.20
200	VERNON ELECTRIC COOPERATIVE	TEMPORARY CONSTRUCTION EASEMENT				

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

NOTE: EXISTING C/L OF EVENSTAD ROAD BASED ON CENTERLINE OF EXISTING PAVEMENT.
EXISTING RIGHT-OF-WAY FOR EVENSTAD ROAD BASED ON THE CENTERLINE OF EXISTING PAVEMENT, AND WIS. STATUTE 82.31(2).

REVISION DATE

DATE 3/18/2024

SCALE, FEET 0 20 40

HWY: EVENSTAD ROAD
COUNTY: VERNON

STATE R/W PROJECT NUMBER 5317-00-02
CONSTRUCTION PROJECT NUMBER 5317-00-72

PLAT SHEET 4.02
PS&E SHEET 12

E

FILE NAME : W11667 EVENSTAD RD_PLAT.DWG
LAYOUT NAME - Layout1

PLOT DATE : 3/18/2024 1:20 PM PLOT BY : ANLIKER, NOAH PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

FORREST & LINDA DOWLING

GRUBBING REQ'D STA.
10+00 - STA. 11+00
REMOVE FENCE BY OTHERS
STA. 10+18 - STA. 10+25, LT.
STA. 10+00 - STA. 10+52, RT.
STA. 10+82 - STA. 11+40, RT.
STA. 10+82 - STA. 11+85, LT.

STA. 12+03, LT.
CONSTRUCT F.E. (B.A.D.)
TO BE COMPLETED AFTER
TEMPORARY BYPASS REMOVAL

LEGEND
- DIRECTION OF FLOW
- EDGE OF WATER
- RIPRAP EXTRA HEAVY OVER GEOTEXTILE TYPE HR
- WETLANDS
- WETLAND BOUNDARY

TEMPORARY STRUCTURE
WEISTER CREEK
TLE REQ'D.
PT: 21+77.91
PC: 22+10.40
REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS (P-62-906)
SINGLE-SPAN STEEL GIRDER STRUCTURE
15.0' CLEAR ROADWAY WIDTH
24.5' OVERALL LENGTH
BM 23
22+00
N47°04'17"E
VERNON COMMUNICATIONS COOPERATIVE (TYP.)
VERNON ELECTRIC COOPERATIVE (TYP.)
R/W
21+00
PC: 20+00.00
33'
33'
EXISTING C/L EVENSTAD RD.
20+00
PRC: 20+86.12
10+00
N45°33'15"E
11+00
CURVE 1
PC: 10+99.03
23+00
PT: 23+16.62
R/W
EXISTING C/L CTH P
EXISTING SHOULDER CTH P
FINISHED C/L TEMPORARY BYPASS (SEE TEMPORARY BYPASS PLAN AND PROFILE)
END CONSTRUCTION
STA. 12+51.04 MAINLINE =
STA. 24+00 TEMP. BYPASS
Y=185,234.38
X=750,541.41
BUILDING
FINISHED C/L EVENSTAD RD.
STRUCTURE B-62-0273 REQ'D
TLE REQ'D.
SLOPE INTERCEPTS
BM 22
N89°20'11"E
24+00
(ASPHALT) EVENSTAD RD.
R/W
BEGIN CONSTRUCTION
STA. 8+84.98 MAINLINE =
STA. 20+00 TEMP. BYPASS
Y=185,018.52
X=750,254.94
BEGIN PROJECT
STA. 10+00
Y=185,100.51
X=750,335.61
BM 21
END PROJECT
STA. 11+40
Y=185,195.73
X=750,438.00

CURVE 1
PI STA. = 11+86.57
Y = 185,231.15
X = 750,468.80
R = 225.00
D = 25°27'53"
DELTA = 42°31'09"
L = 166.97
T = 87.54
C = 163.17
PC STA. = 10+99.03
Y = 185,169.85
X = 750,406.31
PT STA. = 12+66
Y = 185,234.10
X = 750,556.29

STA. 10+69
STRUCTURE B-62-0273 REQ'D
SINGLE SPAN REINFORCED CONCRETE FLAT SLAB STRUCTURE
CLEAR ROADWAY WIDTH = 24.0'
O.A.L. = 42.5
SKEW = 0°

L=43.92
K=7.00
PC STA. 10+80.96
EL 966.09
7.39%
FINISHED C/L PROFILE EVENSTAD RD
STA. 11+40
EL. 969.08
MATCH EXISTING
EXISTING C/L PROFILE EVENSTAD RD.
1.12%
PI STA 11+02.92
EL 966.34
PT STA 11+24.88
EL 967.96
STA. 10+00
EL. 965.19
MATCH EXISTING
HIGH WATER100
EL = 962.71
HIGH WATER2
EL = 959.77
OBSERVED WATER
EL. 955.34
(01-24-23)
STREAMBED
EL. 954.50
EXISTING C/L ELEVATION
FINISHED C/L ELEVATION

970 968 966 964 962 960 958 956 954

964.88 964.67 964.55 964.48 964.83 965.19 965.19 965.47 965.41 965.71 965.64 965.94 965.86 966.04 966.08 966.32 966.57 967.64 967.62 969.08 969.08 970.92 972.72 974.87 977.14 979.35 981.66 983.92 986.10 988.27

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

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
21	10+47	3/4" IRON REBAR SET, 70.1' RT.	959.80
22	12+85	3/4" IRON REBAR SET, 35.2' LT.	995.60
23	10+27	3/4" IRON REBAR SET, 53.9' LT.	961.55

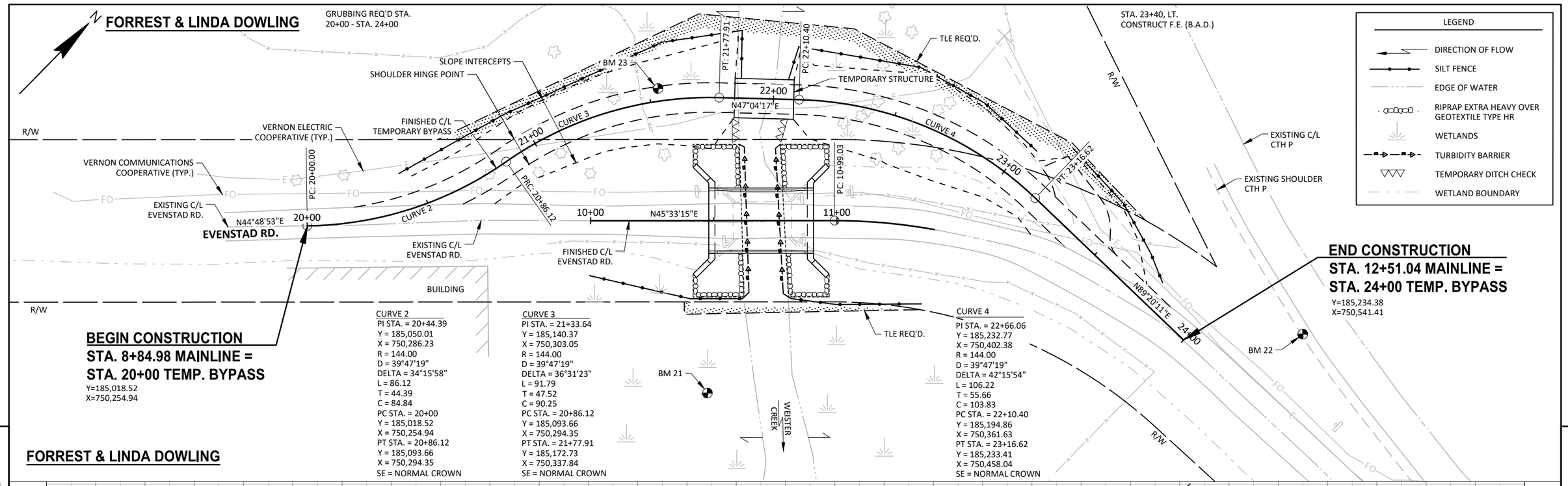
EARTHWORK SUMMARY

MAINLINE			TEMPORARY BYPASS REMOVAL		
EXCAVATION COMMON	=	77 C.Y.	EXCAVATION COMMON	=	*590 C.Y.
FILL	=	138 C.Y.	FILL	=	0 C.Y.
FILL EXPANSION (25%)	=	173 C.Y.	FILL EXPANSION (25%)	=	0 C.Y.
BORROW	=	96 C.Y.	WASTE	=	590 C.Y.
TEMPORARY BYPASS CONSTRUCTION			TOTAL EXCAVATION COMMON	=	670 C.Y.
EXCAVATION COMMON	=	3 C.Y.	TOTAL BORROW	=	720 C.Y.
FILL	=	501 C.Y.			
FILL EXPANSION (25%)	=	627 C.Y.			
BORROW	=	624 C.Y.			

* QUANTITY INCLUDES BASE AGGREGATE DENSE REMOVAL OF TEMPORARY BYPASS.

PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	PLAN AND PROFILE: MAINLINE	SHEET 13	E

FILE NAME : S:\PROJECTS\W11667 WISDOT - EVENSTAD ROAD BRIDGE, VERNON CO\SHEETSPLAN\PLAN & PROFILE SHEETS\W11667_P&P'S.DWG
PLOT DATE : 10/11/2024 3:10:49 PM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : MAINLINE

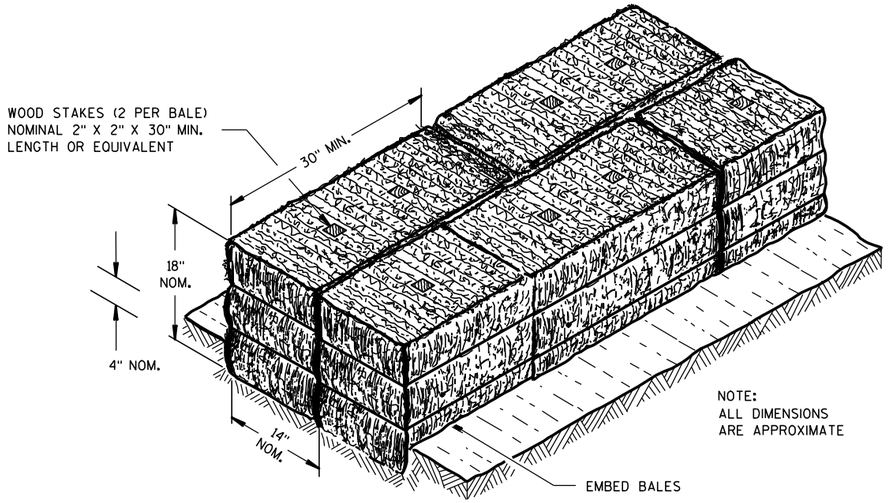


FORREST & LINDA DOWLING

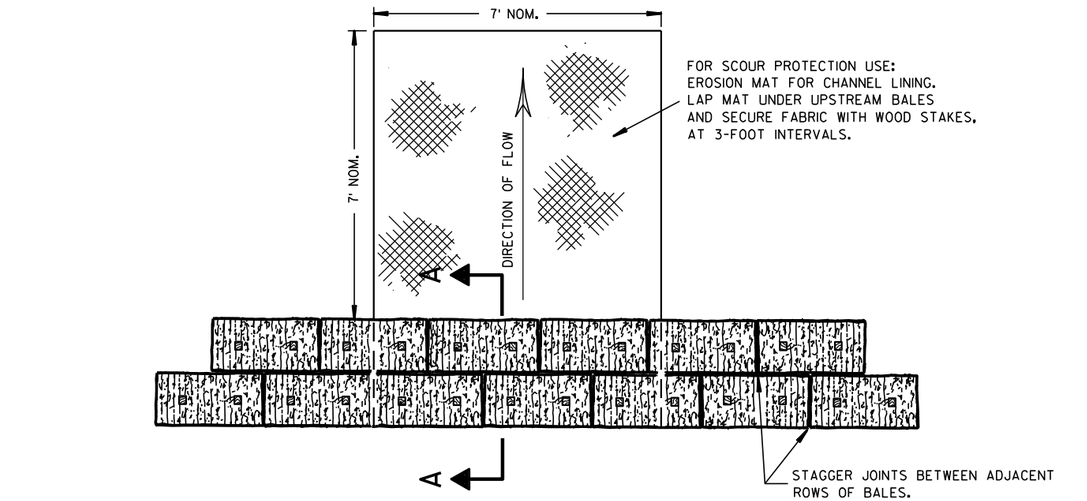
PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	PLAN AND PROFILE :TEMPORARY BYPASS AND EROSION CONTROL	SHEET 14	E

Standard Detail Drawing List

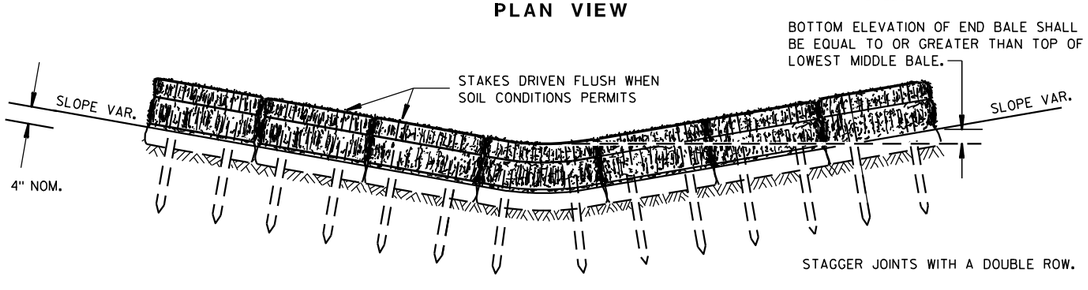
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
15A04-08A	FLEXIBLE DELINEATOR POST
15A04-08C	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15D31-05	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY



SECTION A-A



PLAN VIEW



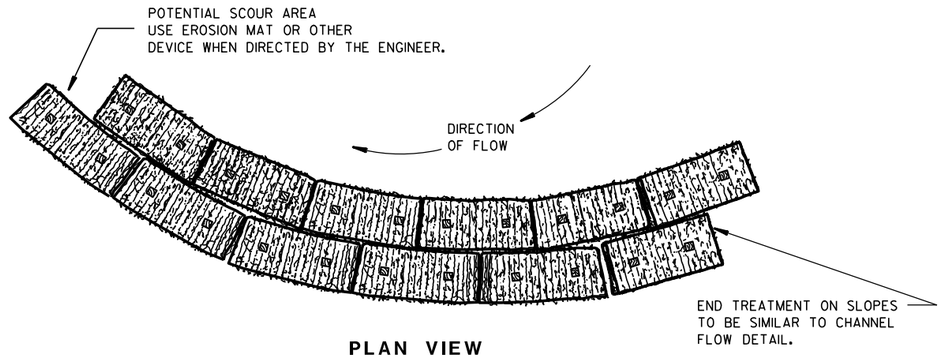
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

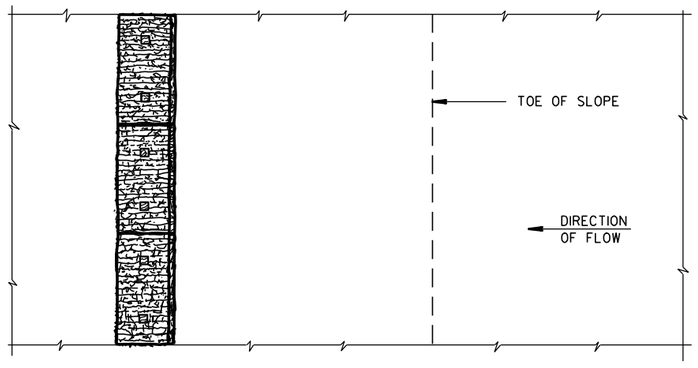
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

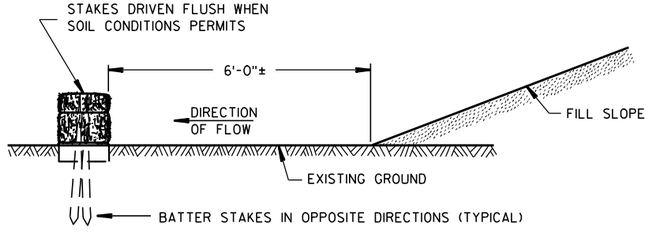


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

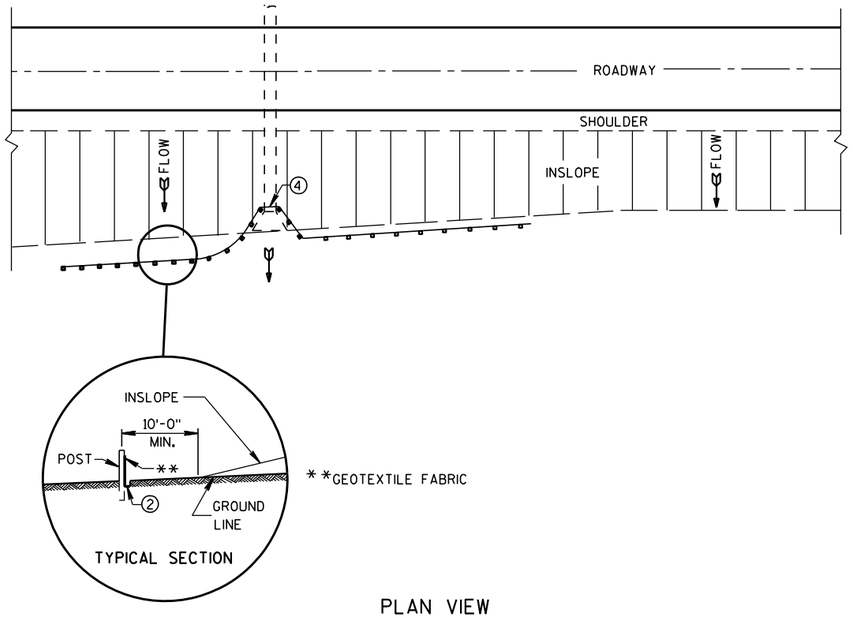
FHWA

6

S.D.D. 8 E 8-3

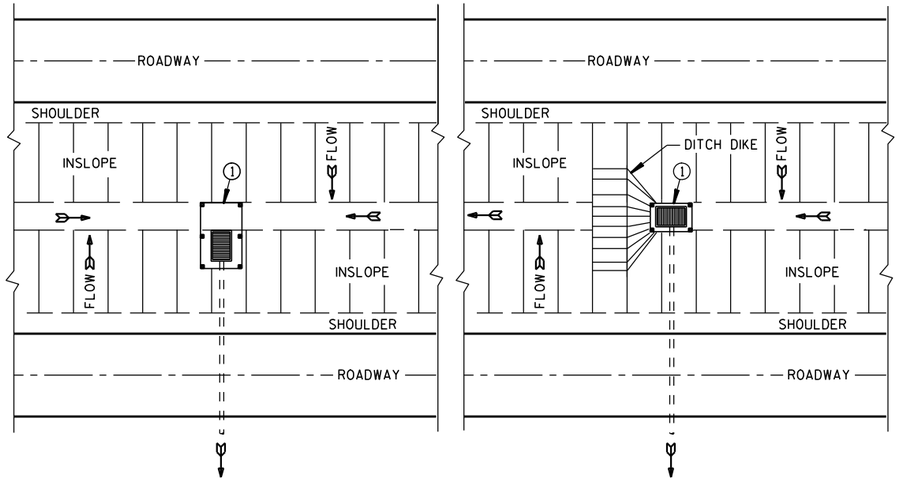
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



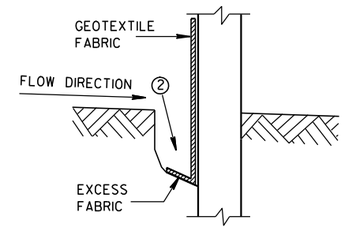
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

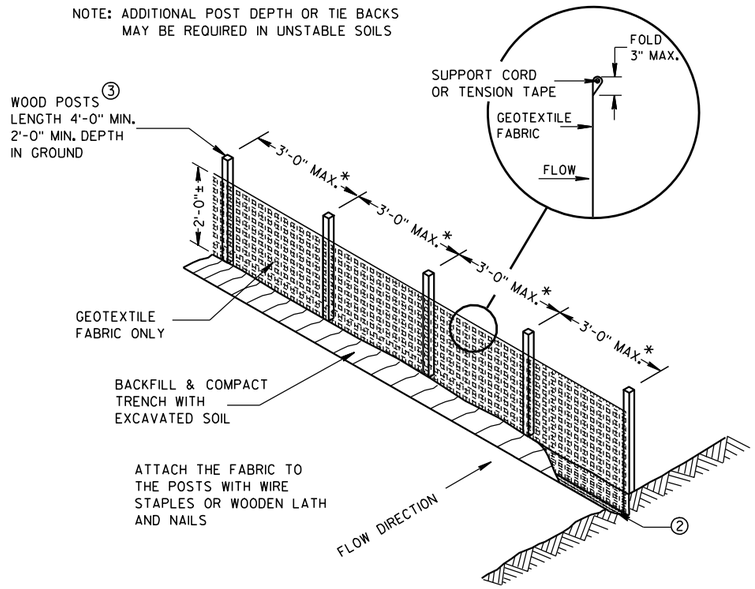
GENERAL NOTES

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

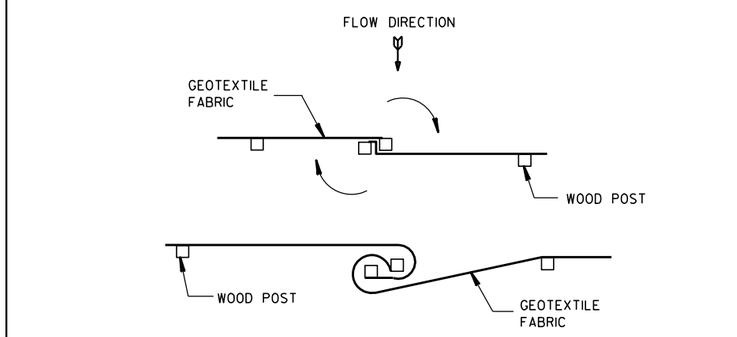
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



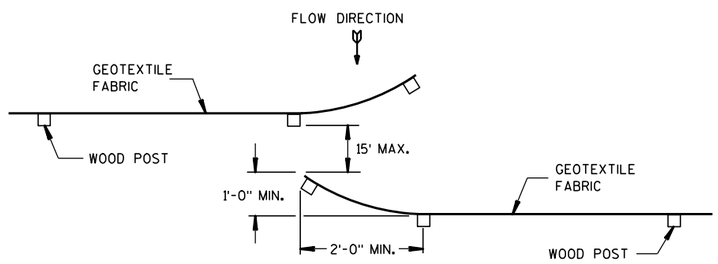
TRENCH DETAIL



SILT FENCE

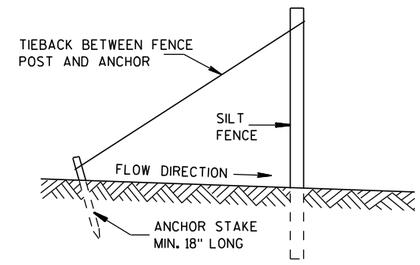


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

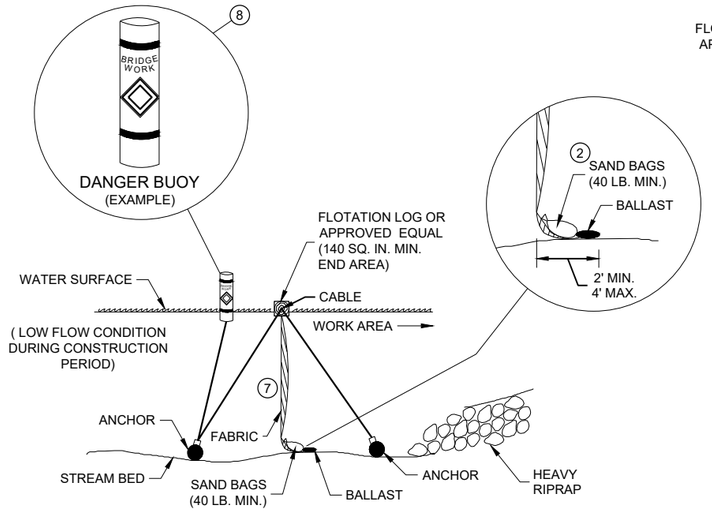
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

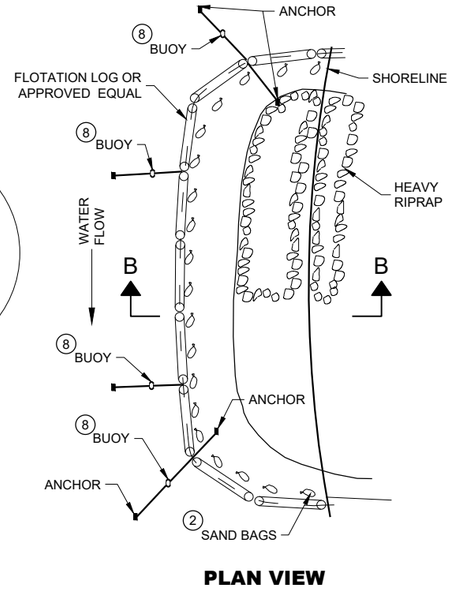
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6

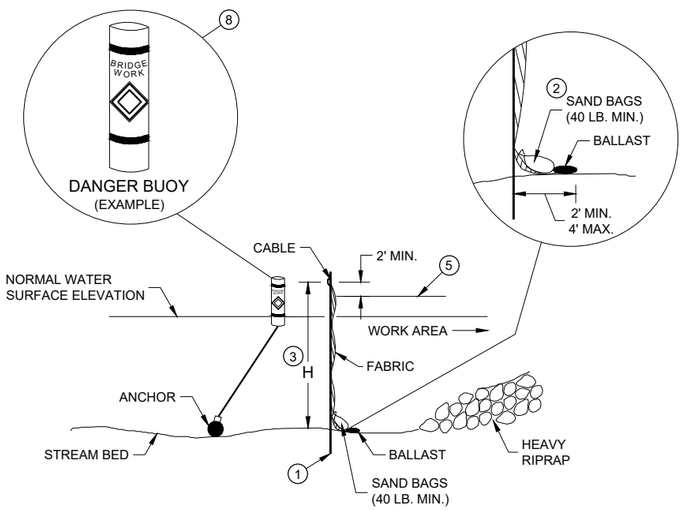


SECTION B - B

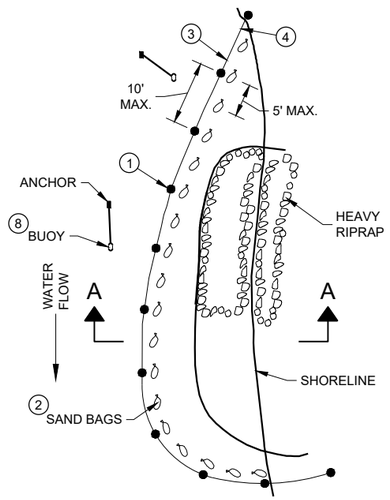


PLAN VIEW

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.

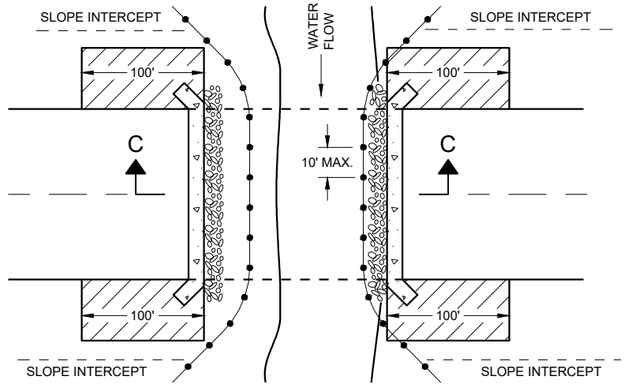
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(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.

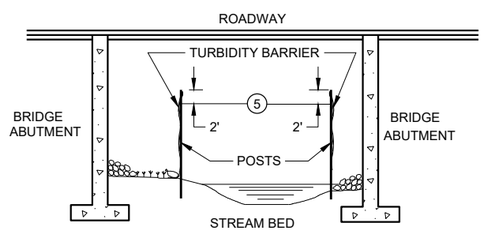
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(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

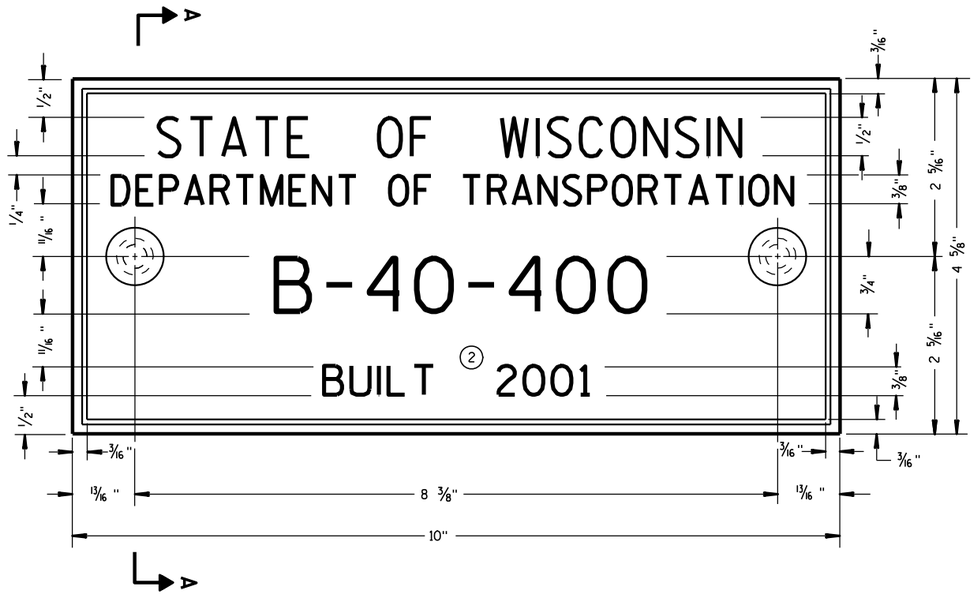
TURBIDITY BARRIER

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

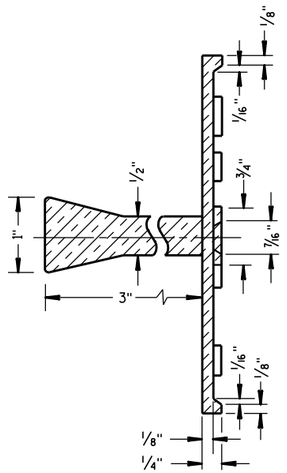
GENERAL NOTES

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.

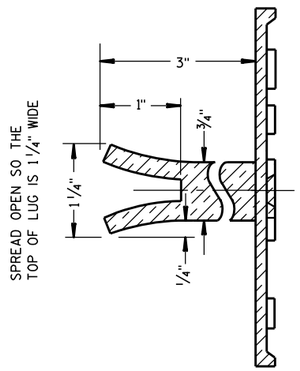
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

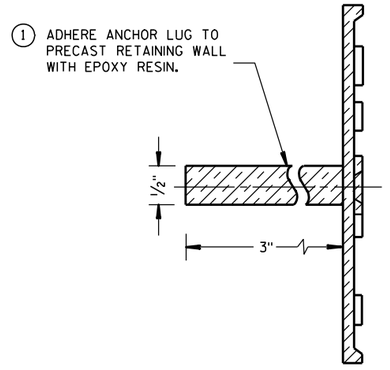
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

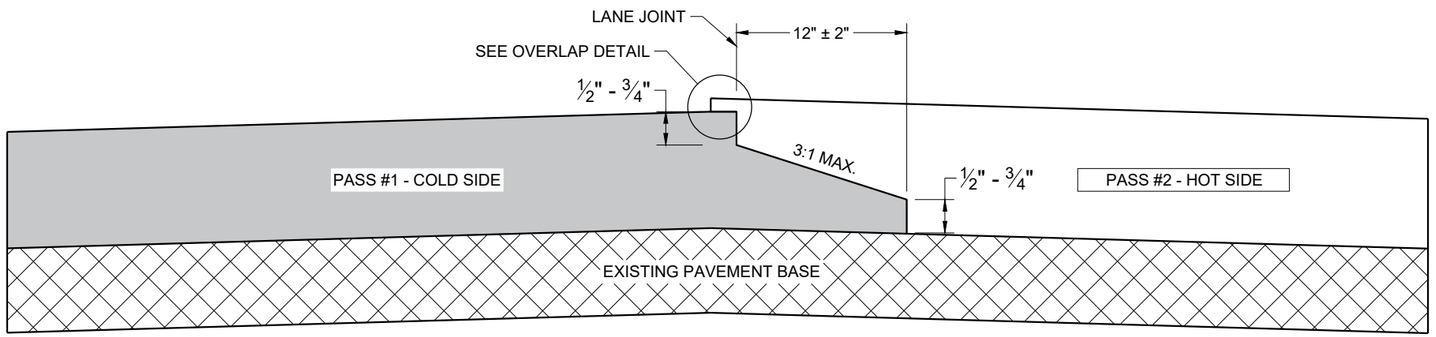
3/26/10 DATE

/S/ Scot Beck CHIEF STRUCTURAL DEVELOPMENT ENGINEER

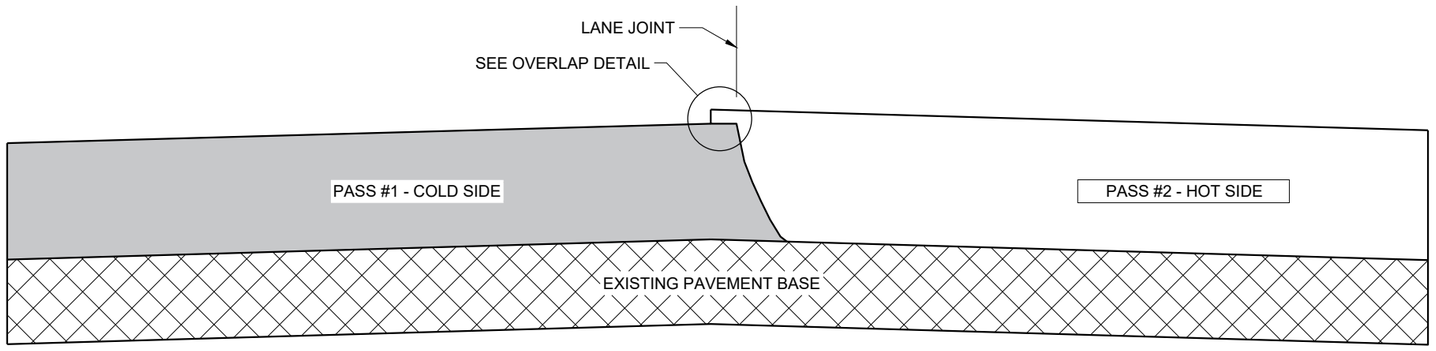
FHWA

6

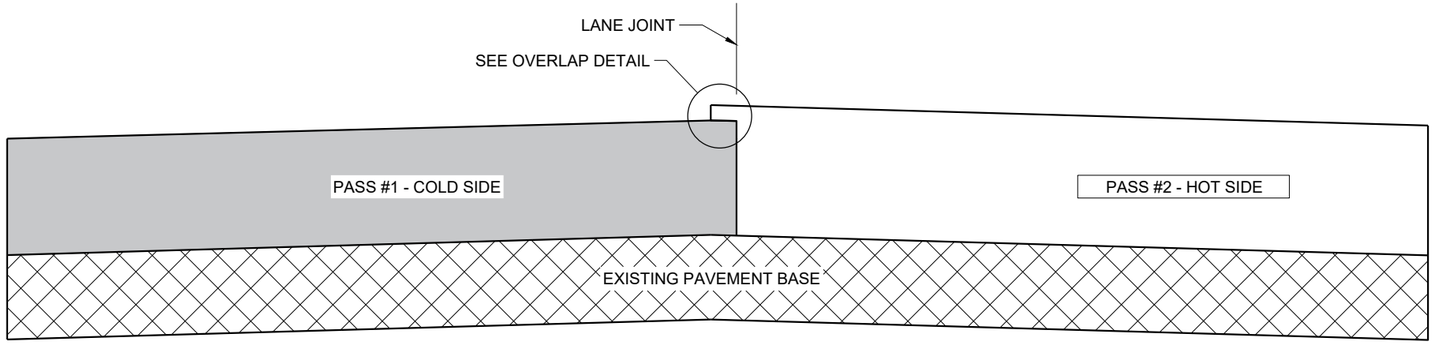
S.D.D. 12 A 3-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

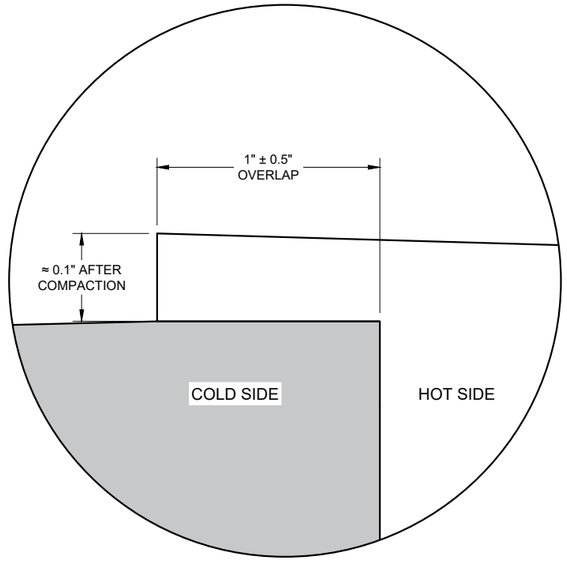
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

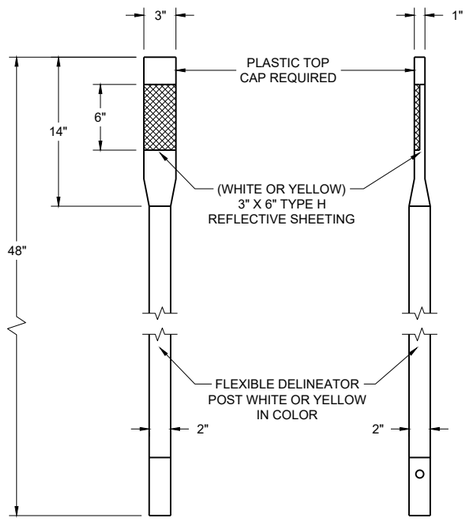
HMA LONGITUDINAL JOINTS

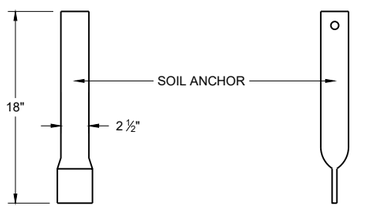
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

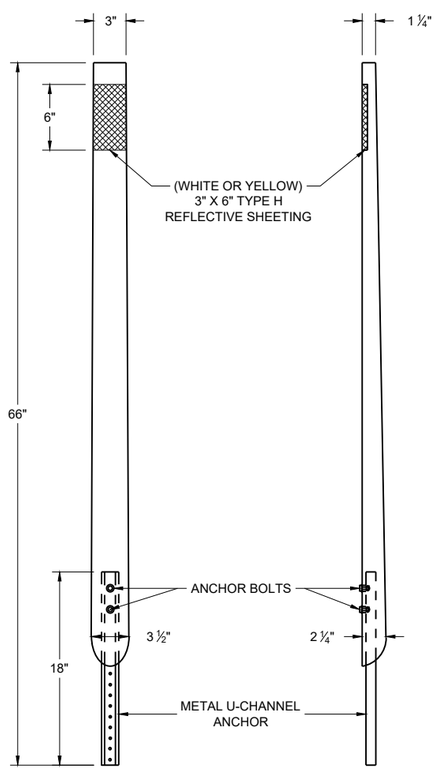
FHWA





FRONT VIEW SIDE VIEW

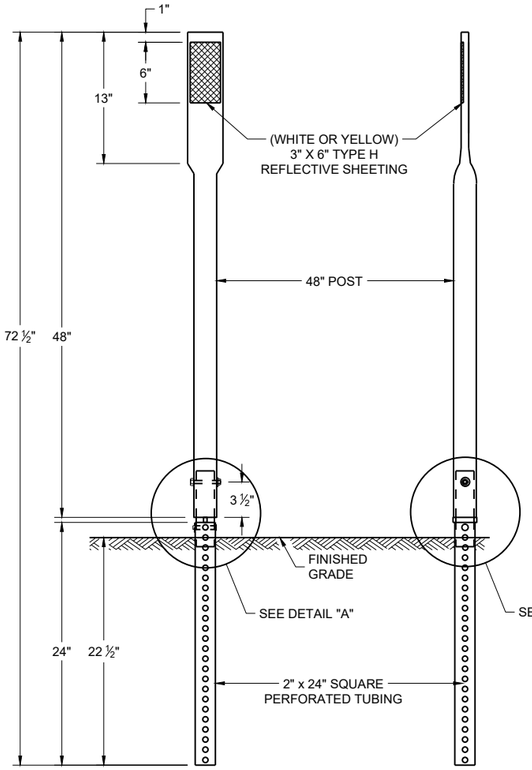
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE DELINEATOR POSTS

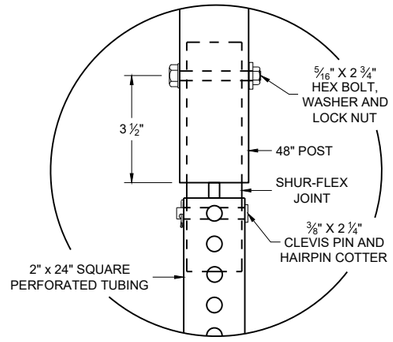


FRONT VIEW SIDE VIEW

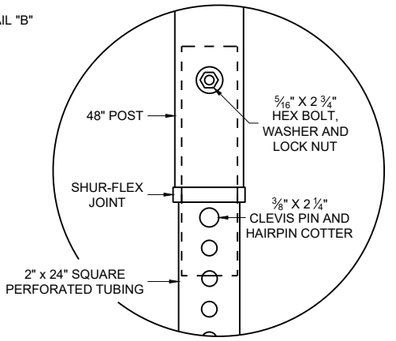
ALTERNATE 3

GENERAL NOTES

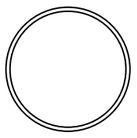
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



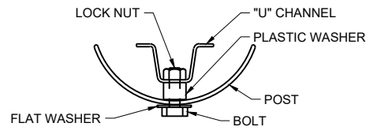
DETAIL A



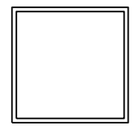
DETAIL B



SECTION A - A



SECTION B - B

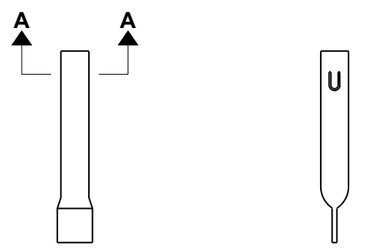


SECTION C - C

REFLECTOR SPACING TABLE

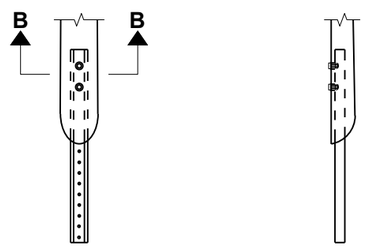
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



FRONT VIEW SIDE VIEW

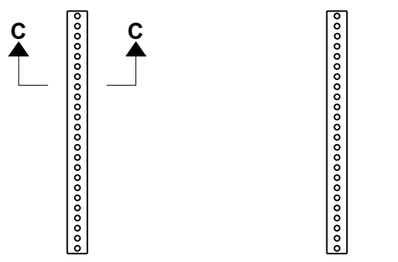
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE MARKER POST ANCHORS



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

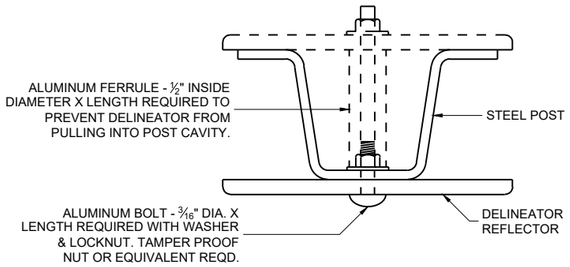
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

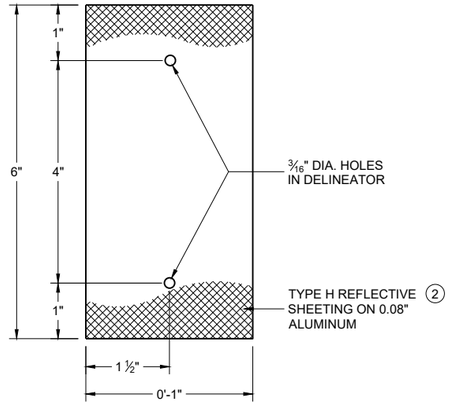
6

SDD 15A04-08a

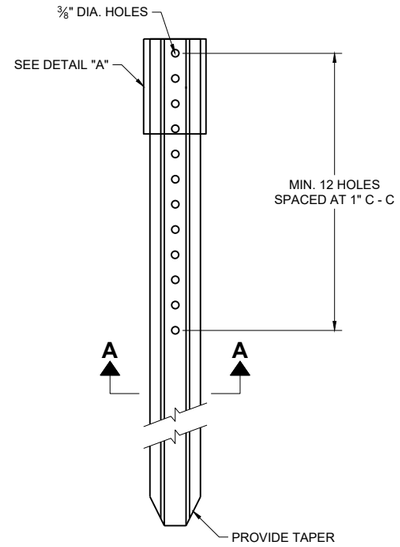
SDD 15A04-08a



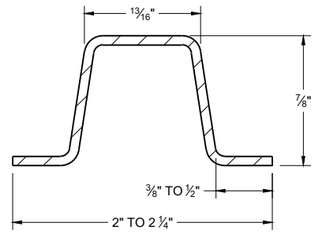
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



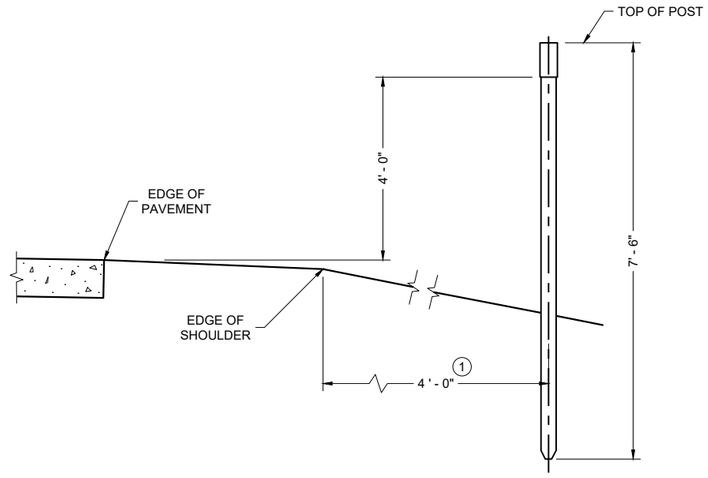
SECTION A - A

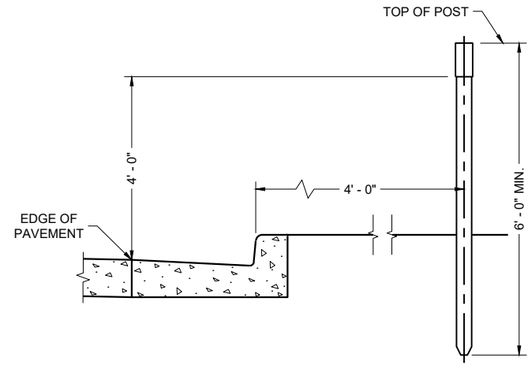
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

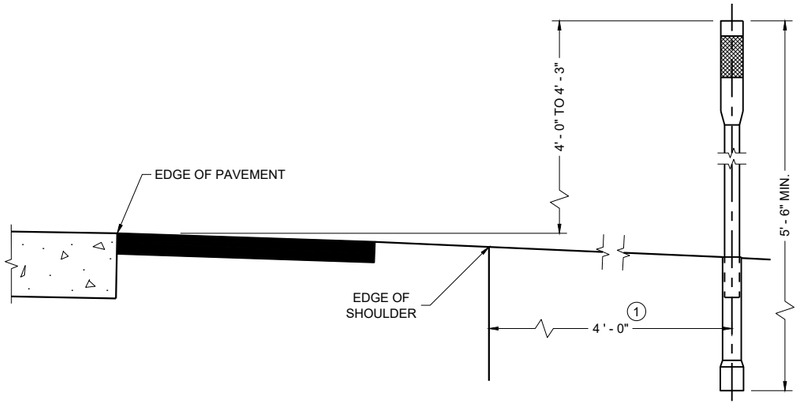
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

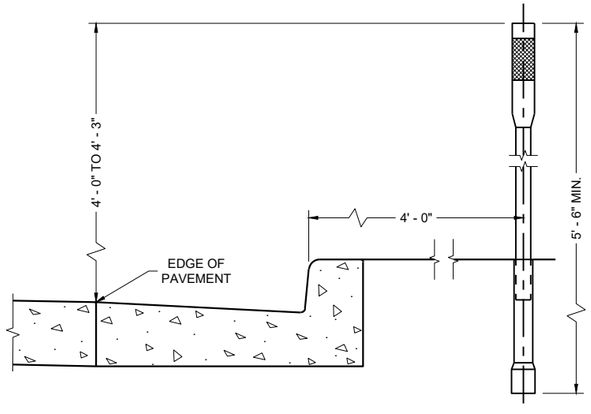
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





TYPICAL INSTALLATIONS OF DELINEATOR POSTS





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

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

(1) DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

(2) FURNISH TYPE H SHEETING FROM THE APPROVED PRODUCTS LIST.

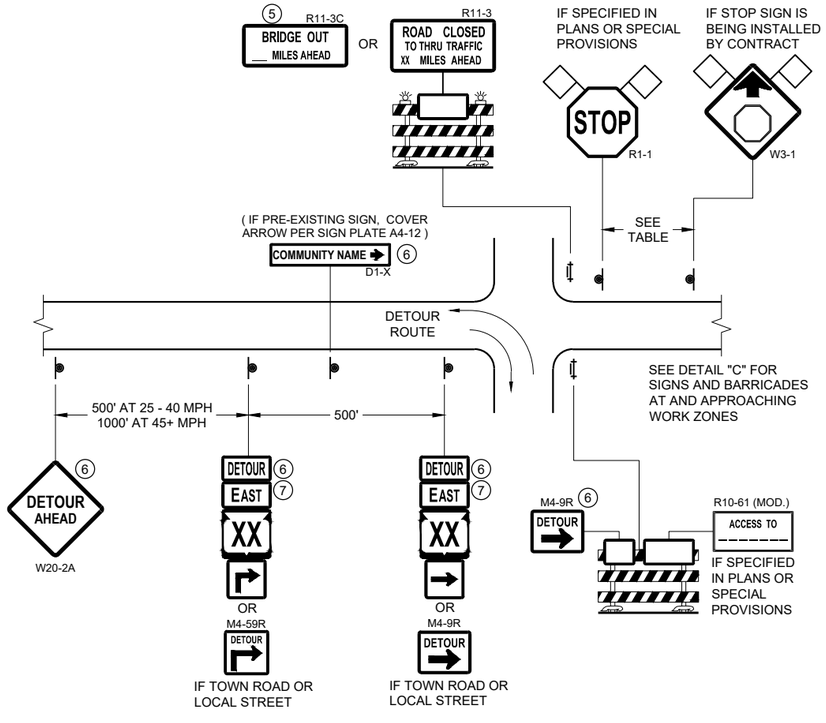
DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

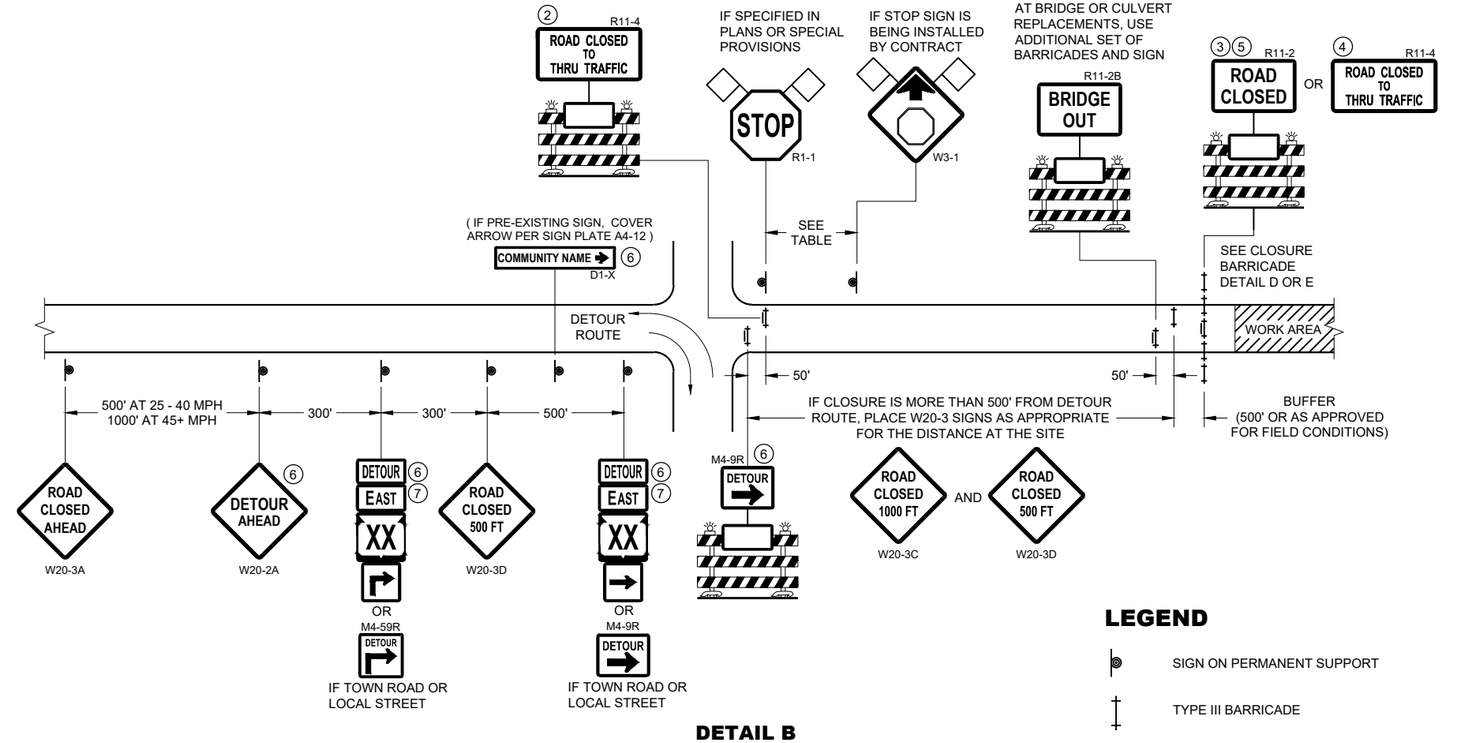
FHWA

6
SDD 15A04-08c



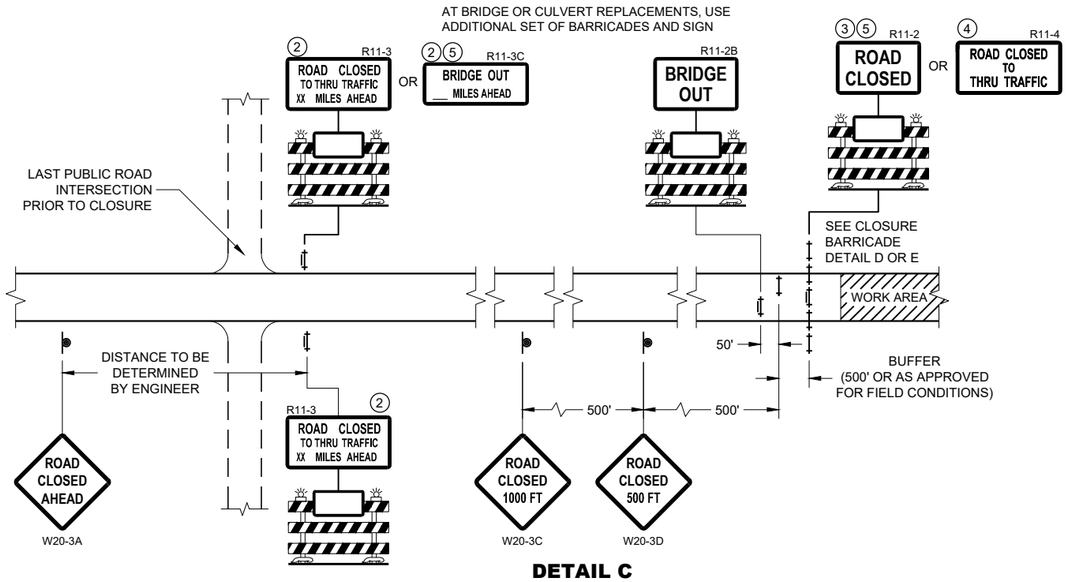
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

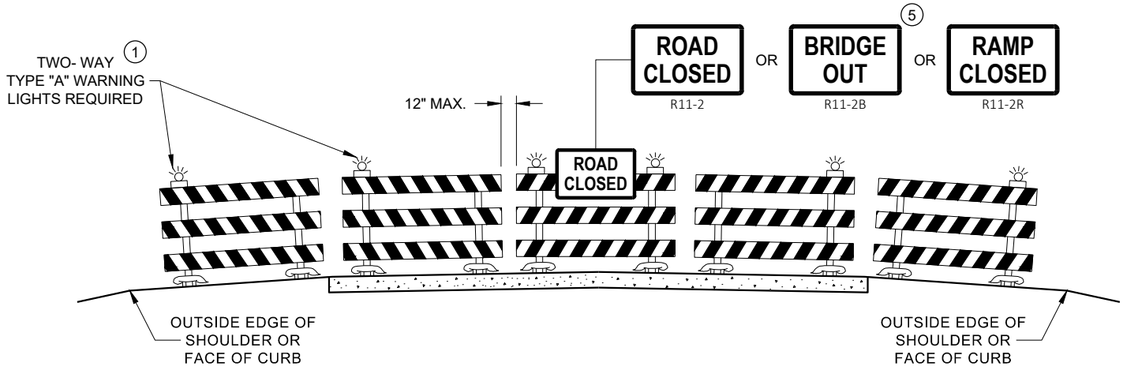
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

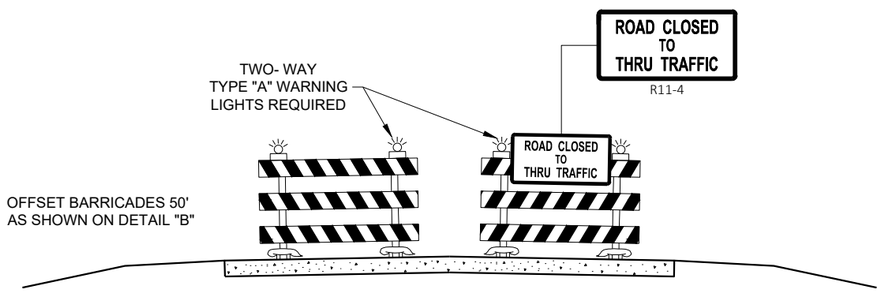
6

SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C02 - 09b

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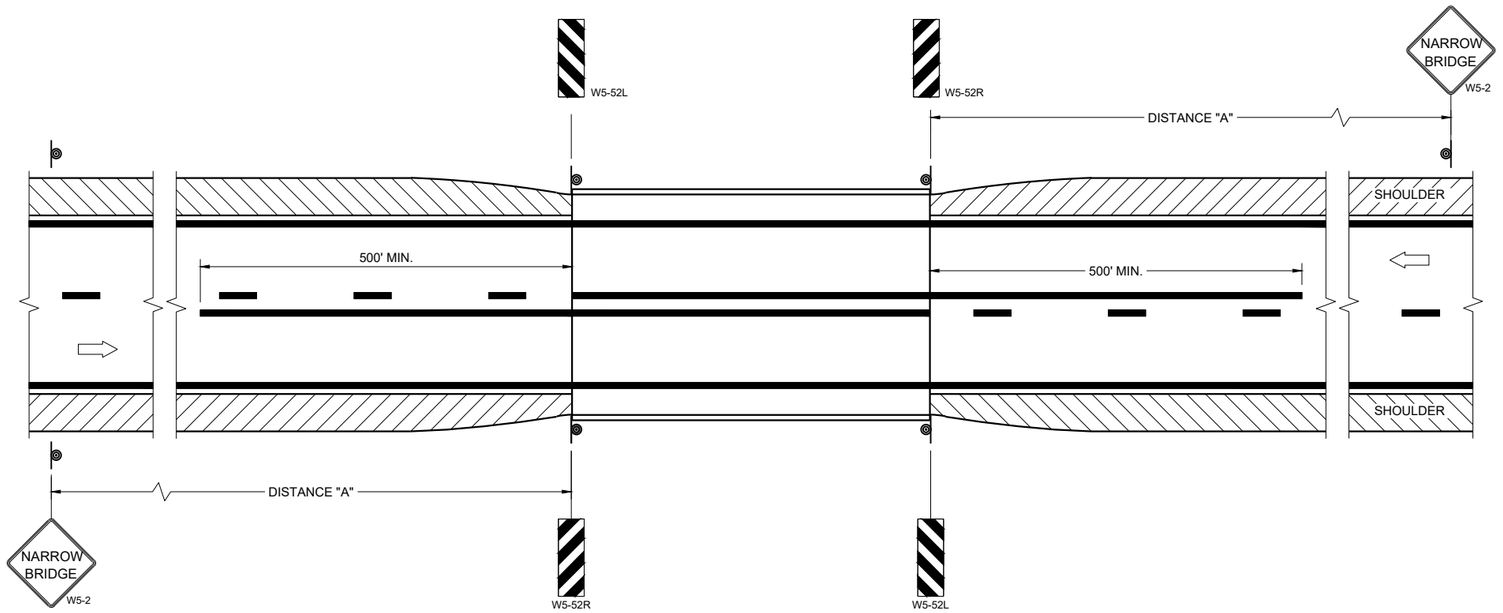
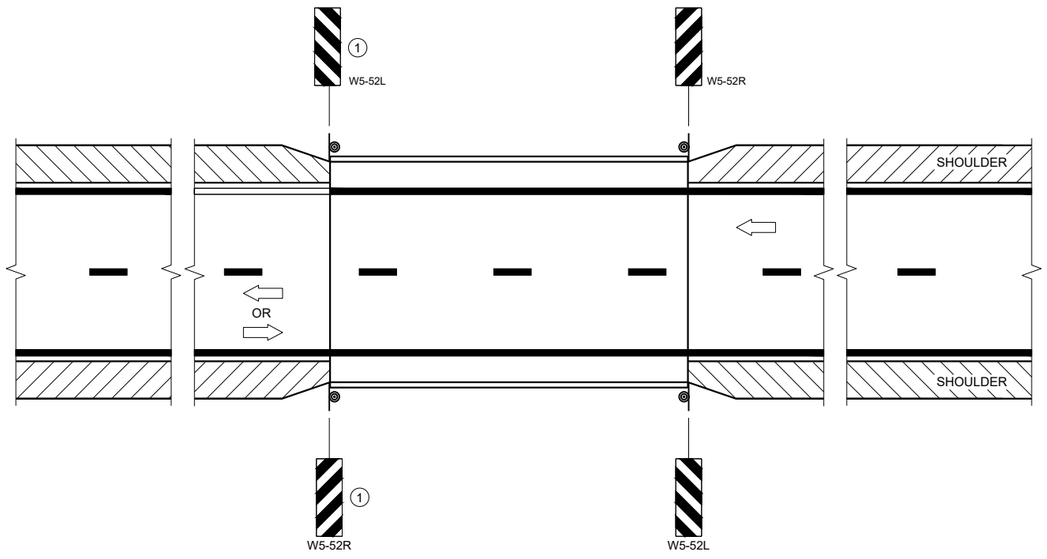
SDD 15C02 - 09b



SITUATION 1

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



SITUATION 2

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

GENERAL NOTES

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

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

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

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

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

SIGNING AND MARKING FOR TWO LANE BRIDGES

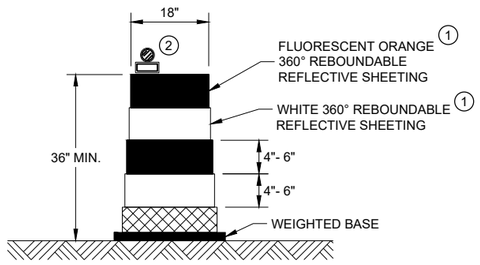
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 15C06-12

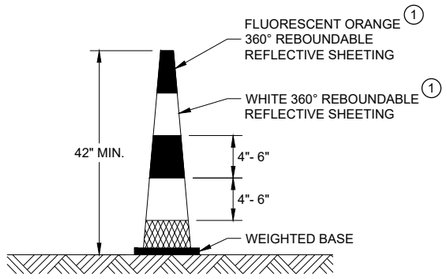
GENERAL NOTES

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



DRUM

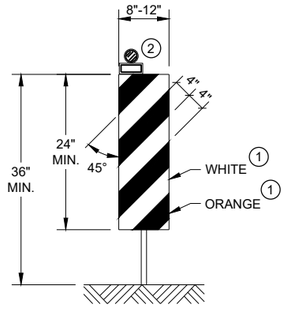
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

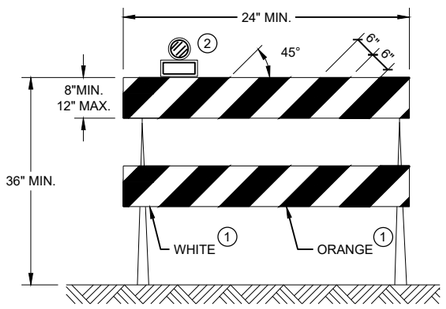
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



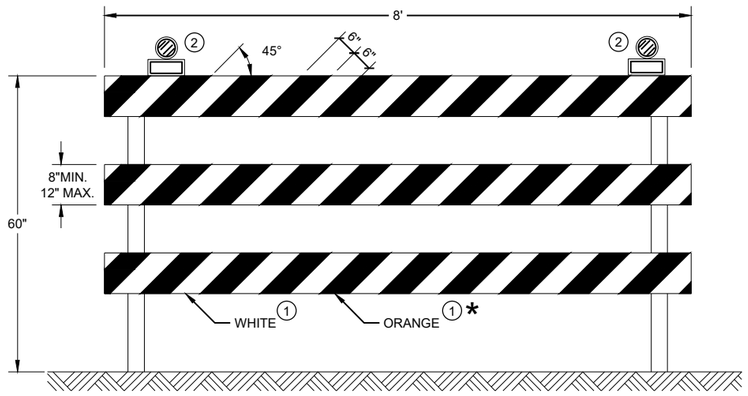
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY DELINEATOR (WHITE, SINGLE DELINEATOR)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- WORK AREA

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL ON STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.

(1) IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE WO1-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE WO1-3 SIGN.

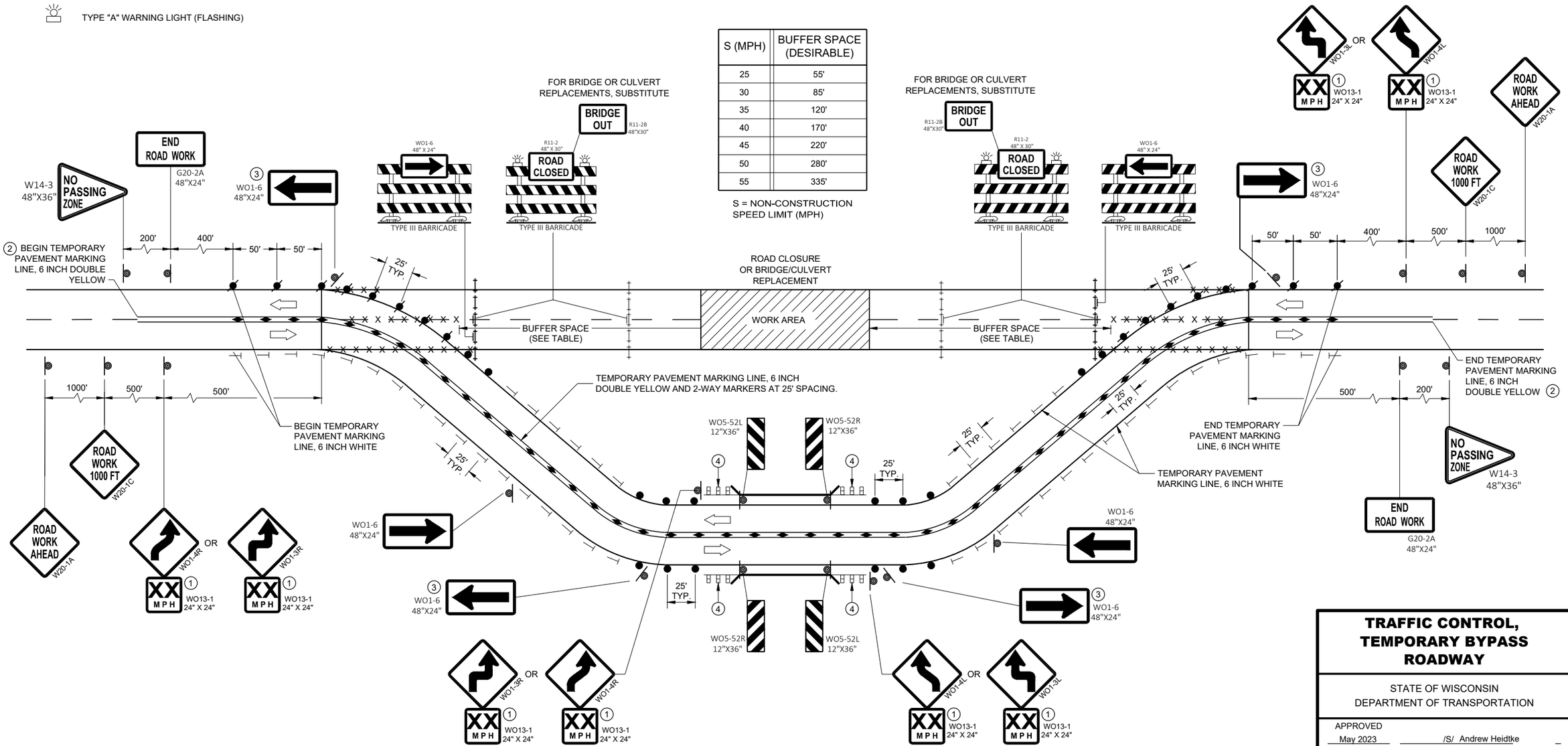
(2) WHEN THE DISTANCE TO / FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

(3) OMIT THESE W01-6 SIGNS IF THE ADVISORY SPEED OF THE CURVE IS GREATER THAN 30 MPH.

(4) TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT WHEN INCLUDED IN THE CONTRACT. FOR LAYOUT, SEE DETAILS ELSEWHERE IN THE PLAN.

S (MPH)	BUFFER SPACE (DESIRABLE)
25	55'
30	85'
35	120'
40	170'
45	220'
50	280'
55	335'

S = NON-CONSTRUCTION SPEED LIMIT (MPH)



TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

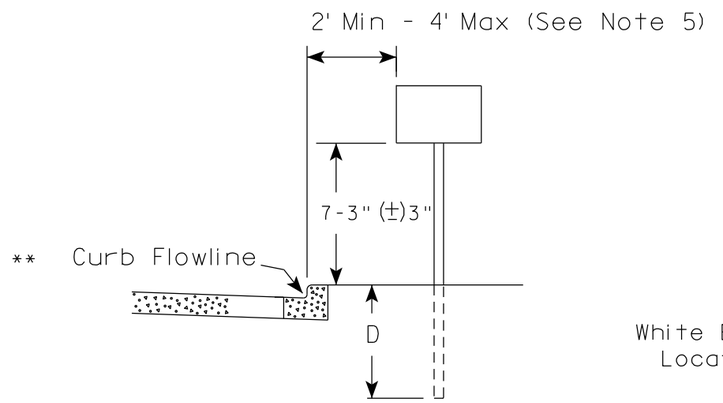
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

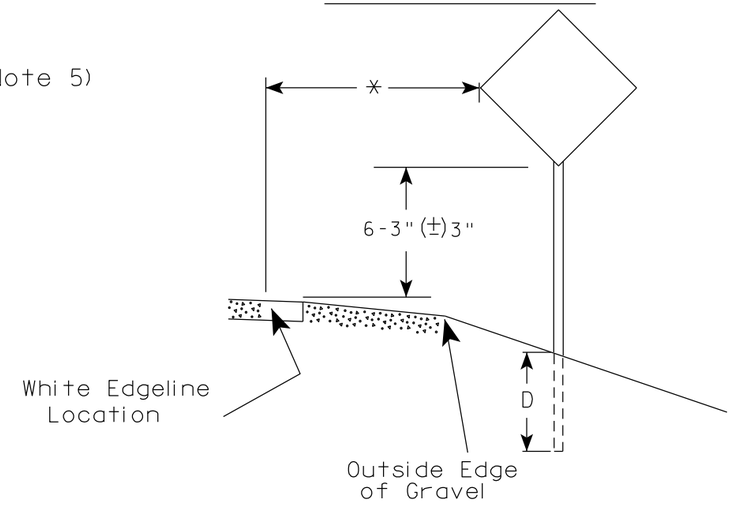
FHWA

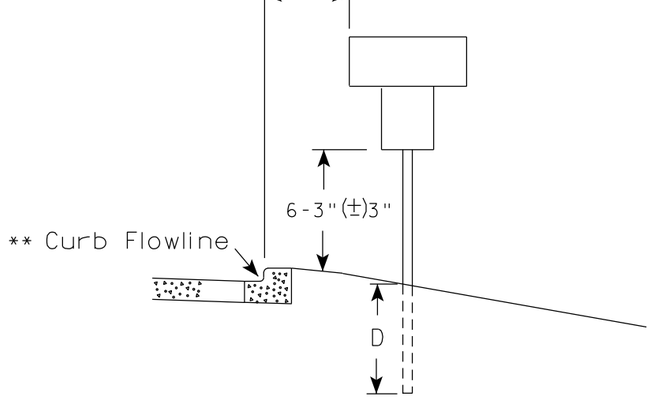
6 SDD 15D31-05

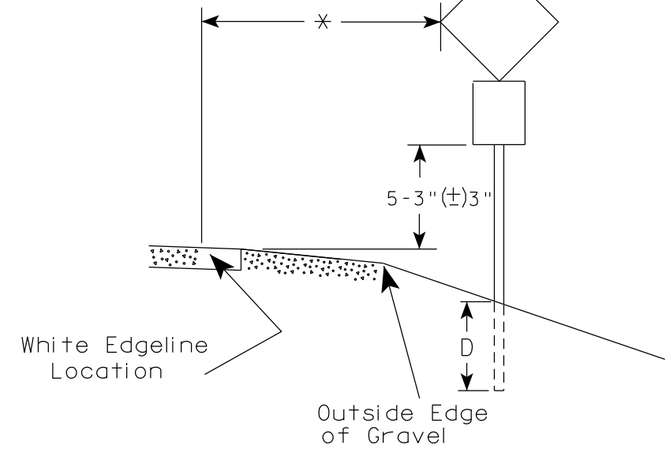
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

POST EMBEDMENT DEPTH

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

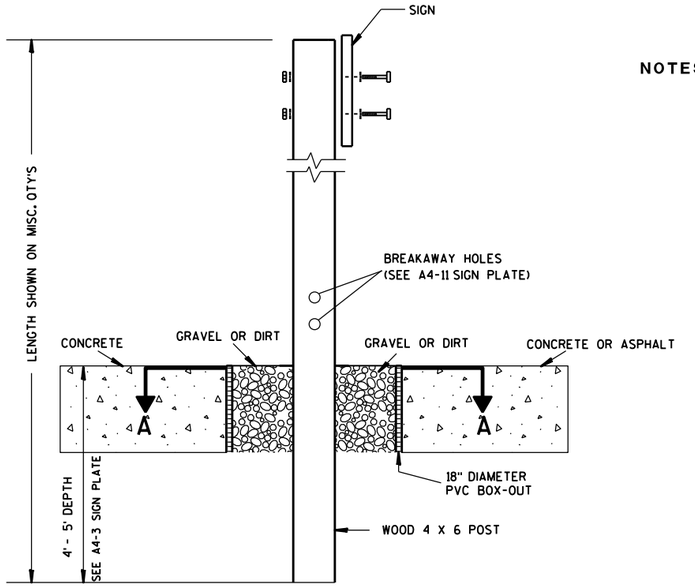
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

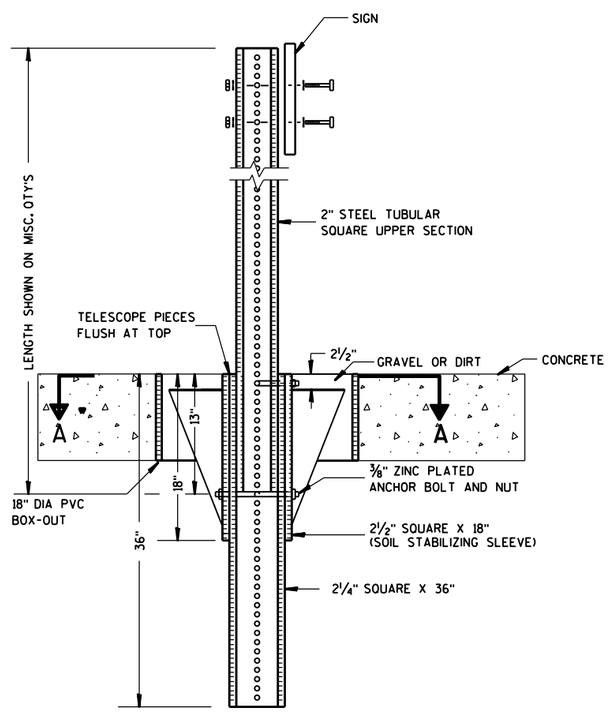
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 28	E



ELEVATION VIEW

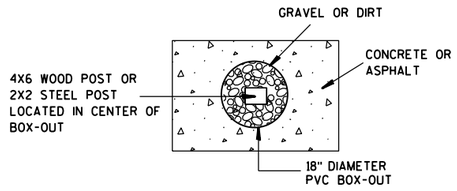
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

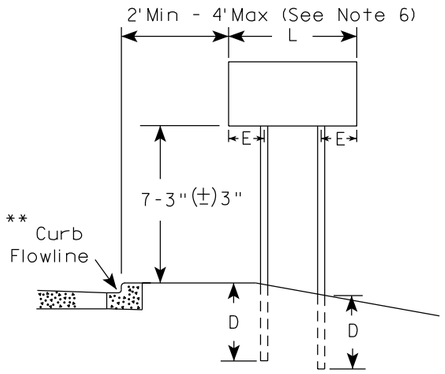
APPROVED Matthew R Rauch
for State Traffic Engineer

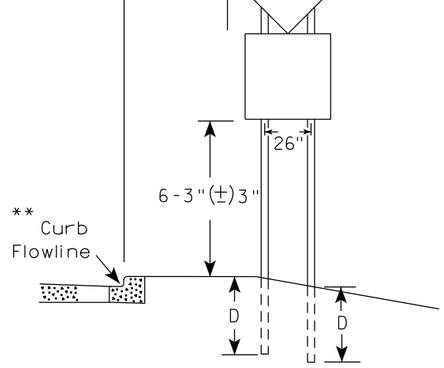
DATE 1/27/14 PLATE NO. A4-3B.1

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

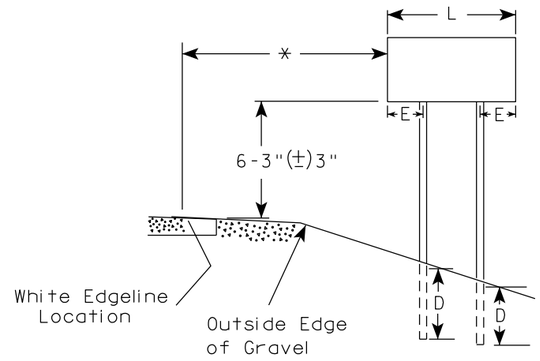
URBAN AREA

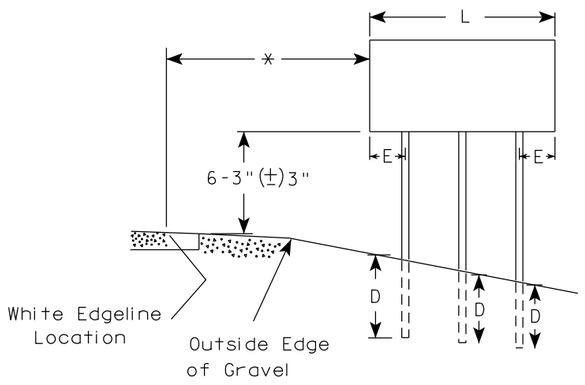


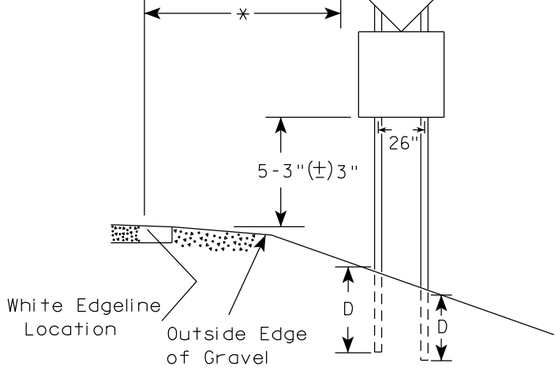


48" DIAMOND WARNING SIGN

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'

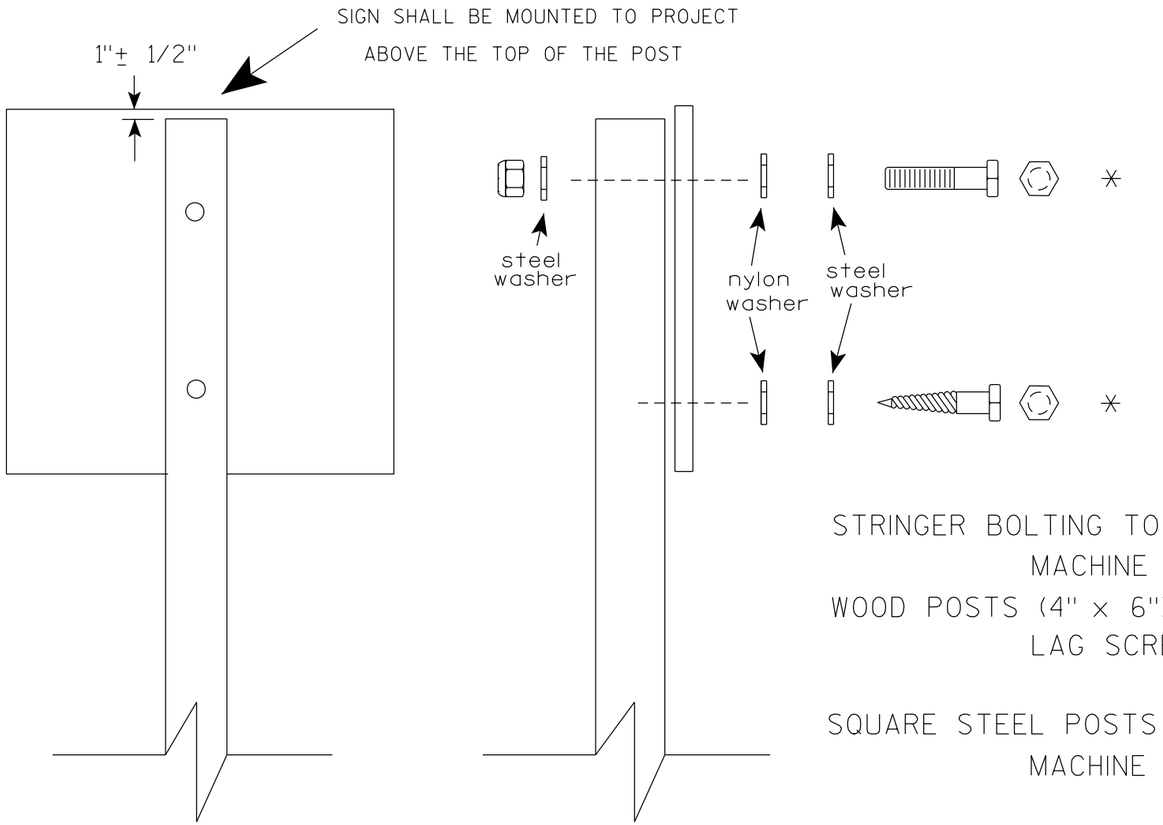
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 30	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

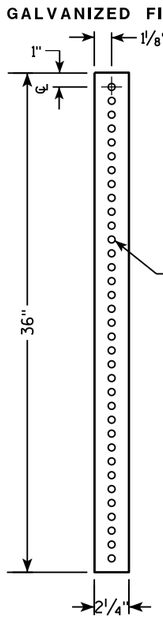
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

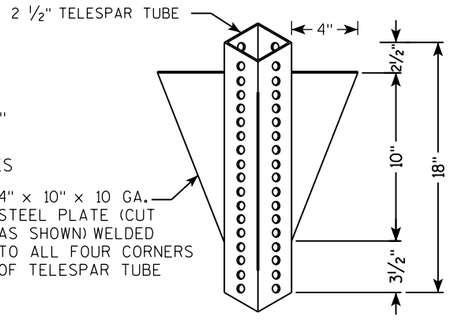
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

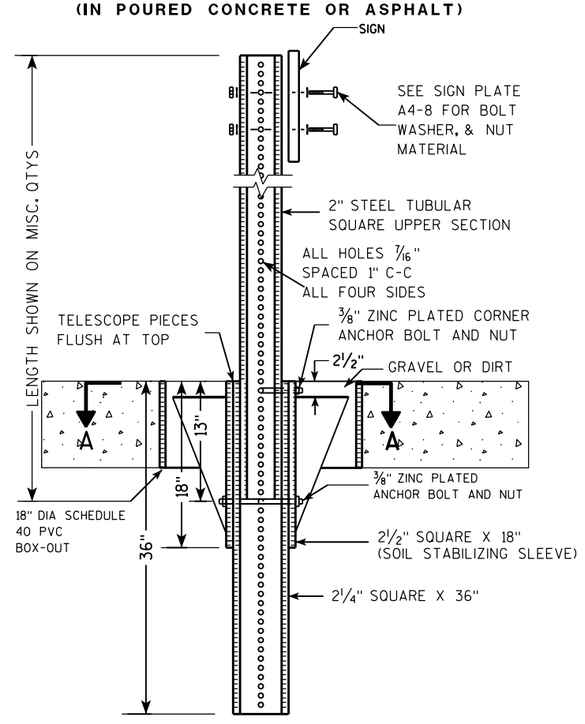
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



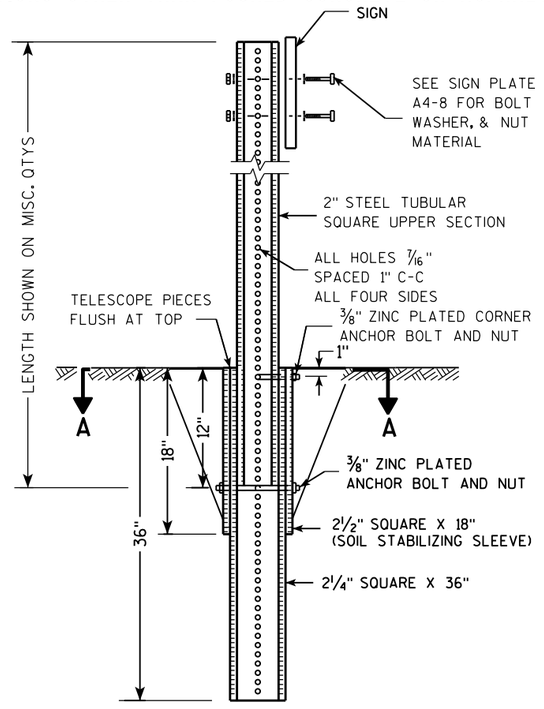
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

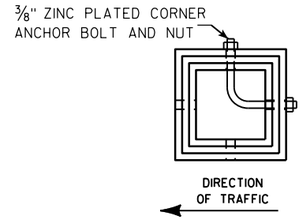


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

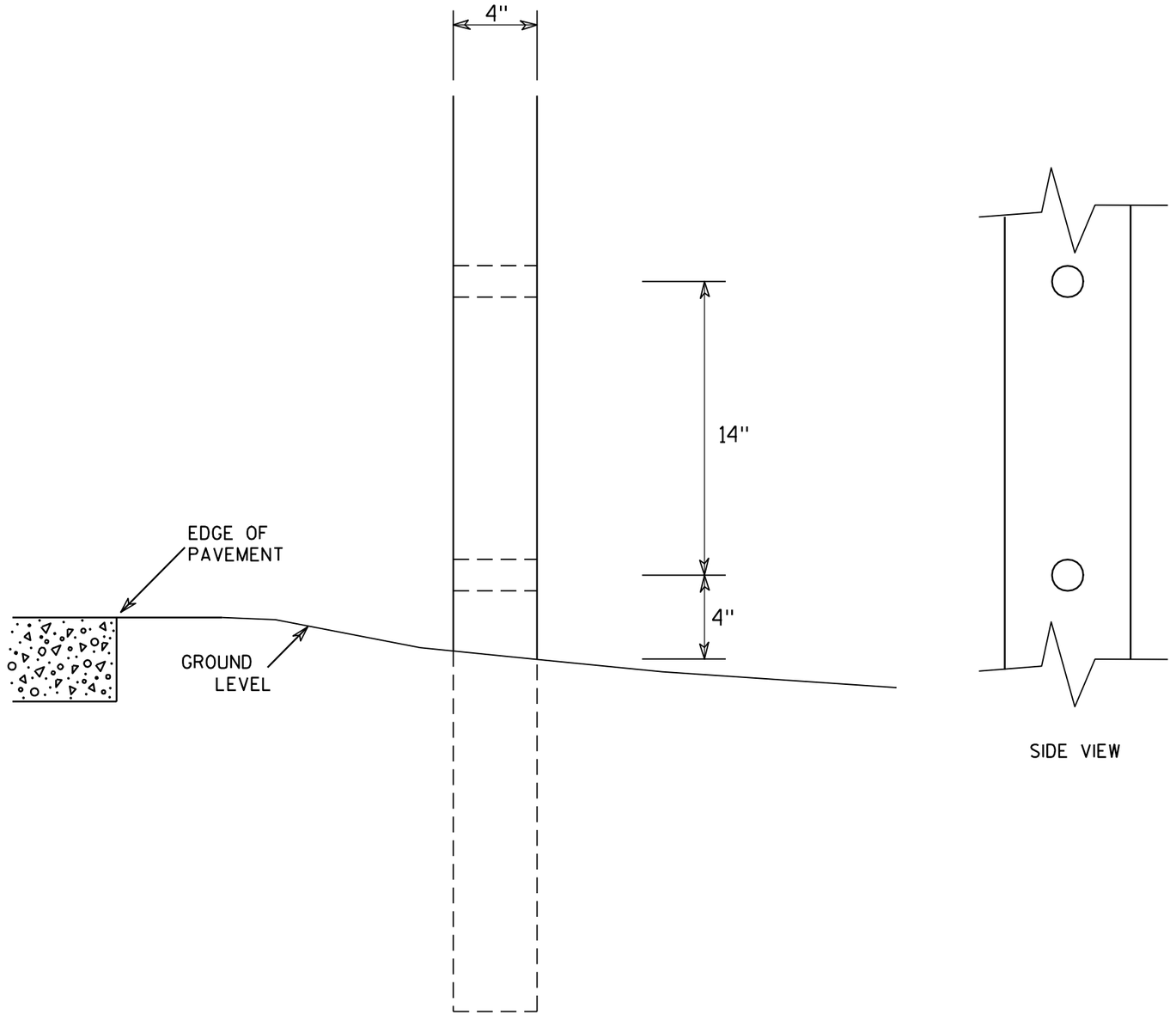
WISCONSIN DEPT OF TRANSPORTATION

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

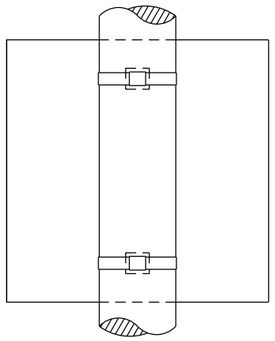
APPROVED Chester J Spang
for State Traffic Engineer

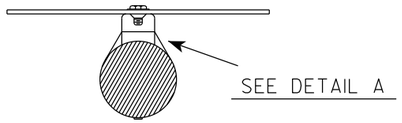
DATE 3/27/97 PLATE NO. A4-11.2

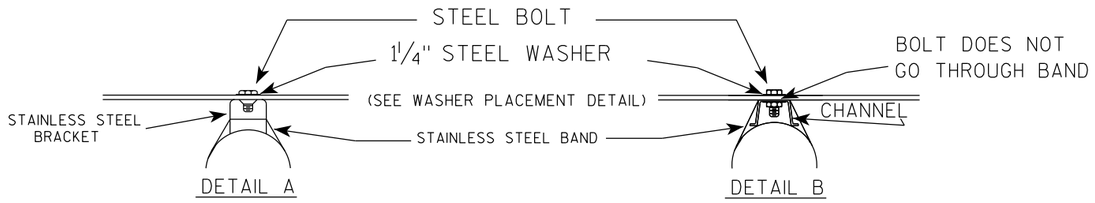
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 33	E

BANDING

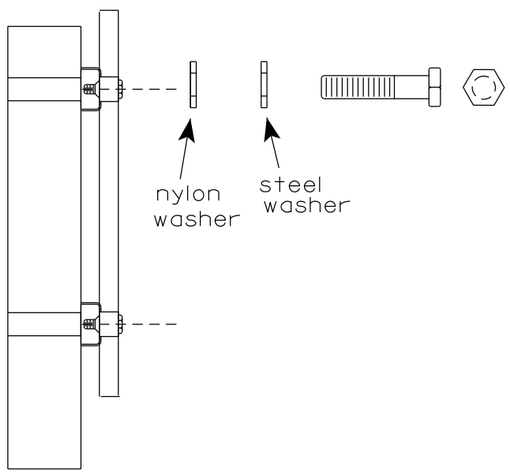
SINGLE SIGN







WASHER PLACEMENT

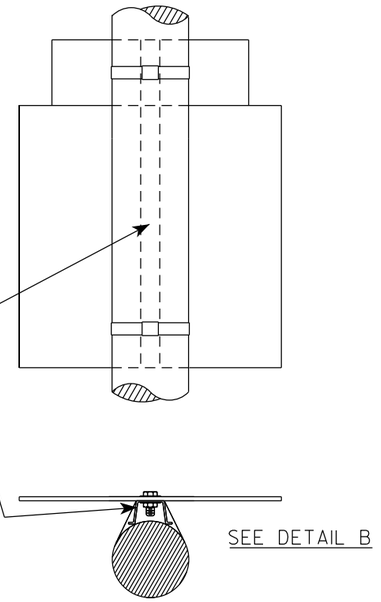


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

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

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

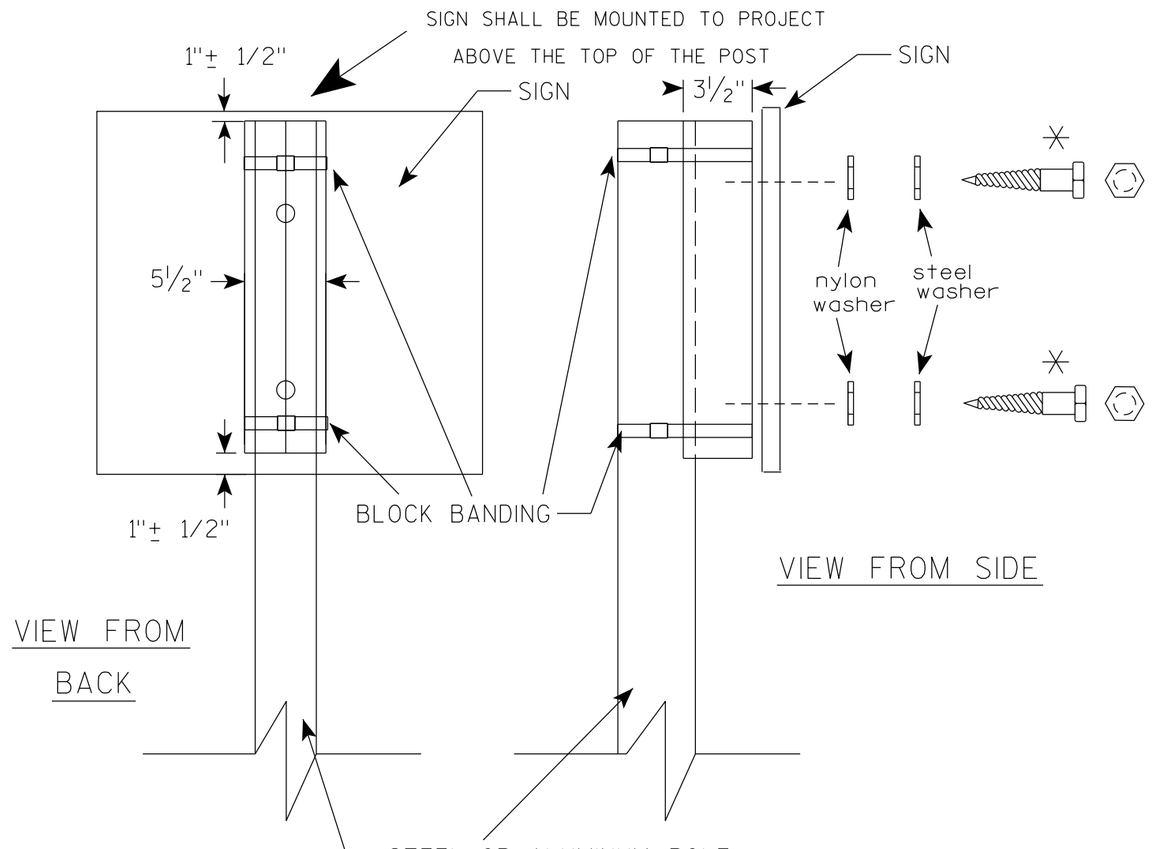
DATE 6/10/19 PLATE NO. A5-9.4

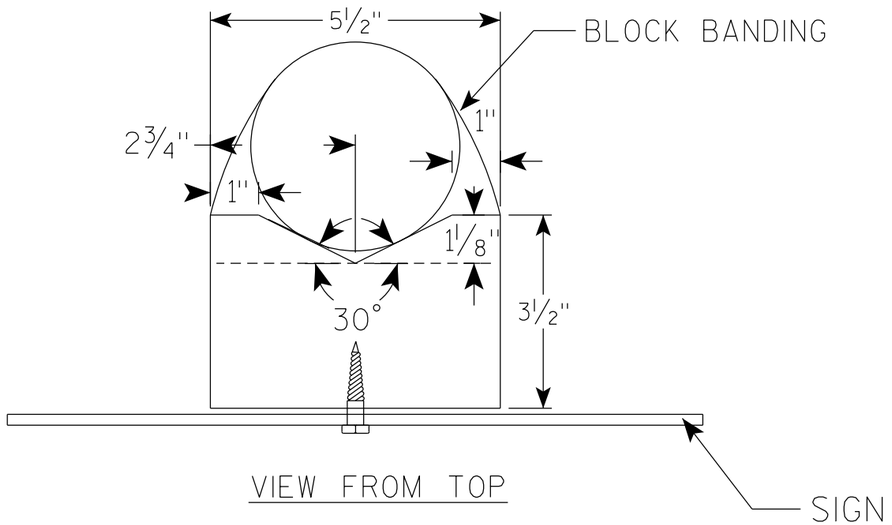
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 34	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

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

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

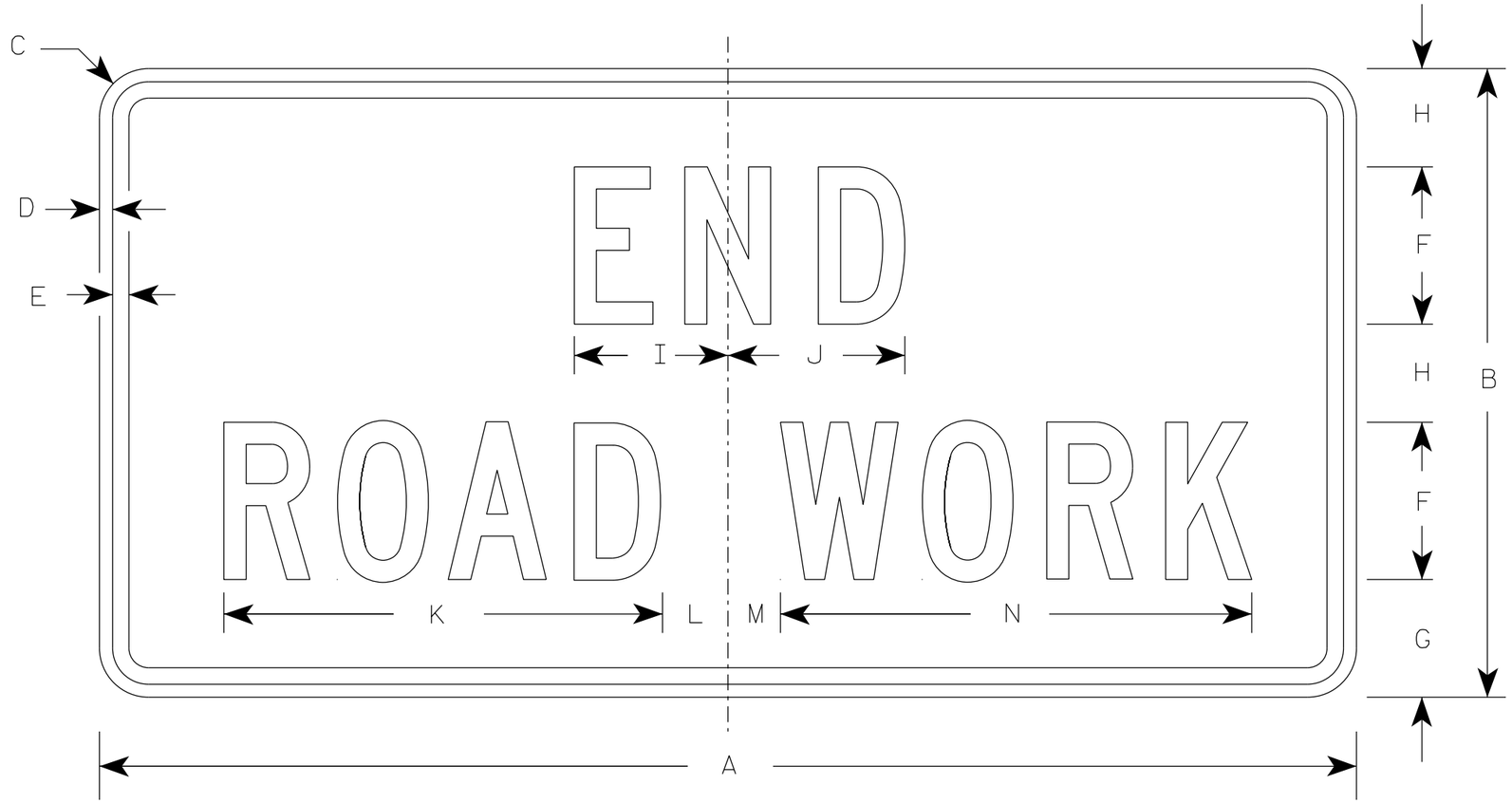
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 35 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

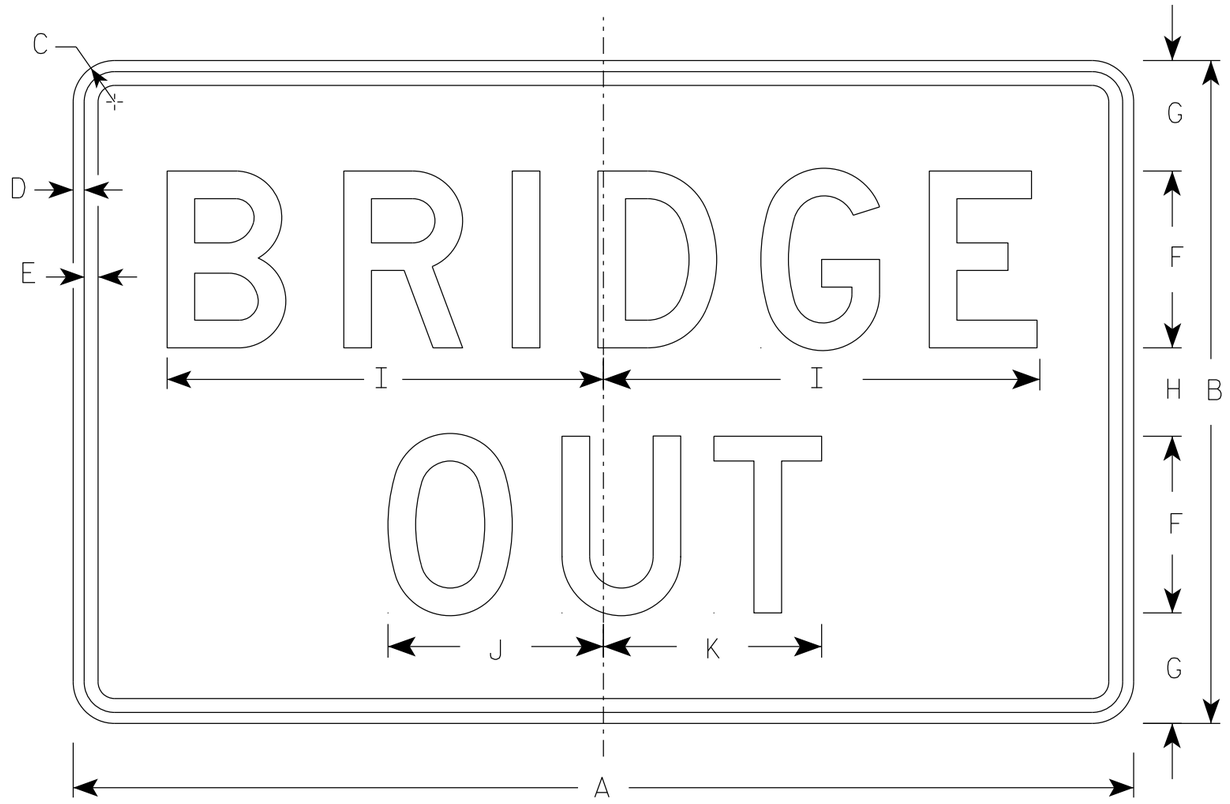
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 36 E



R11-2B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

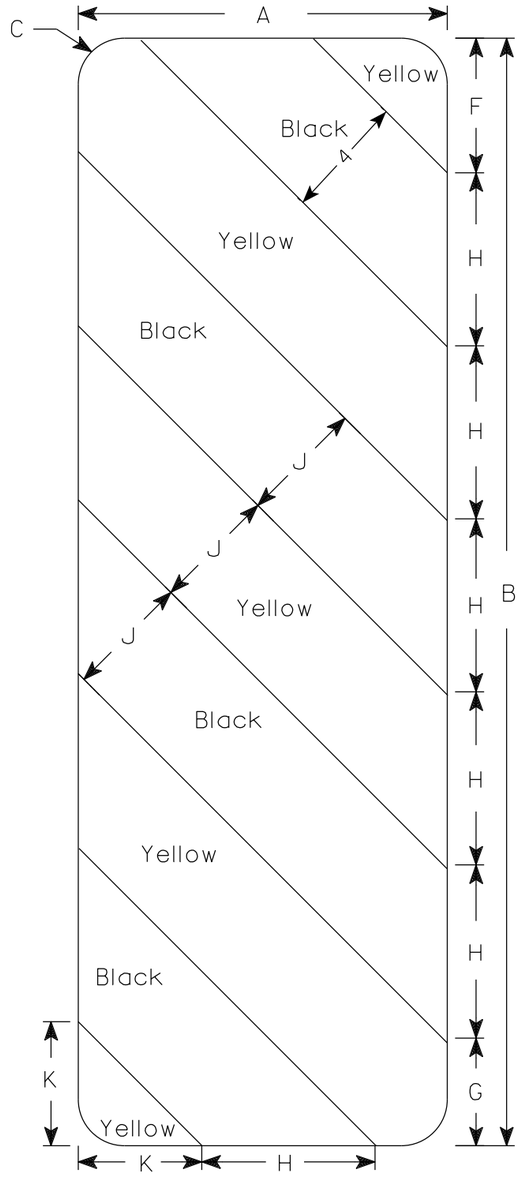
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

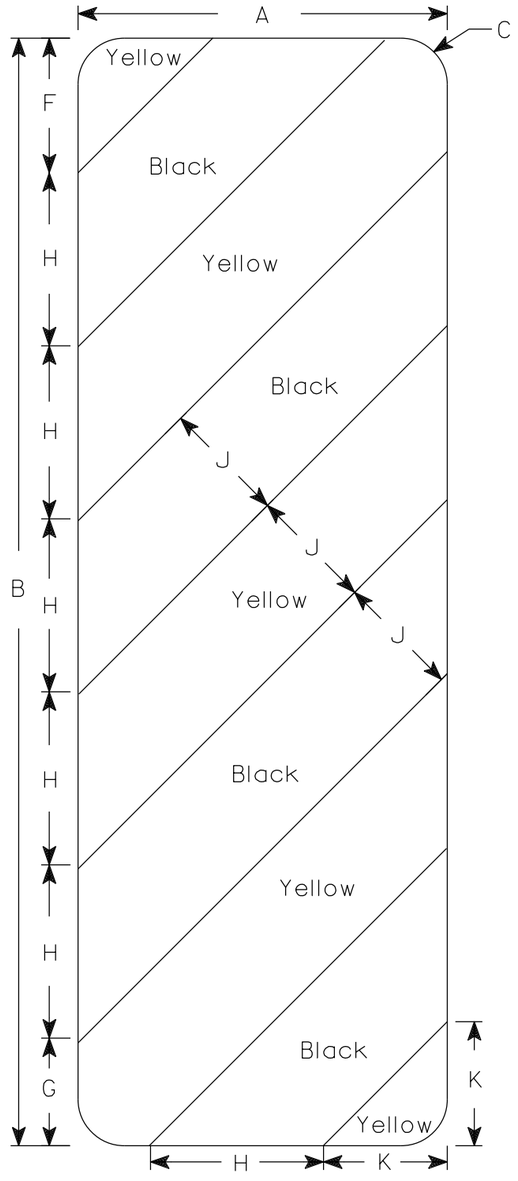
DATE 2/5/24 PLATE NO. R11-2B.3

PROJECT NO:

SHEET NO: 37 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

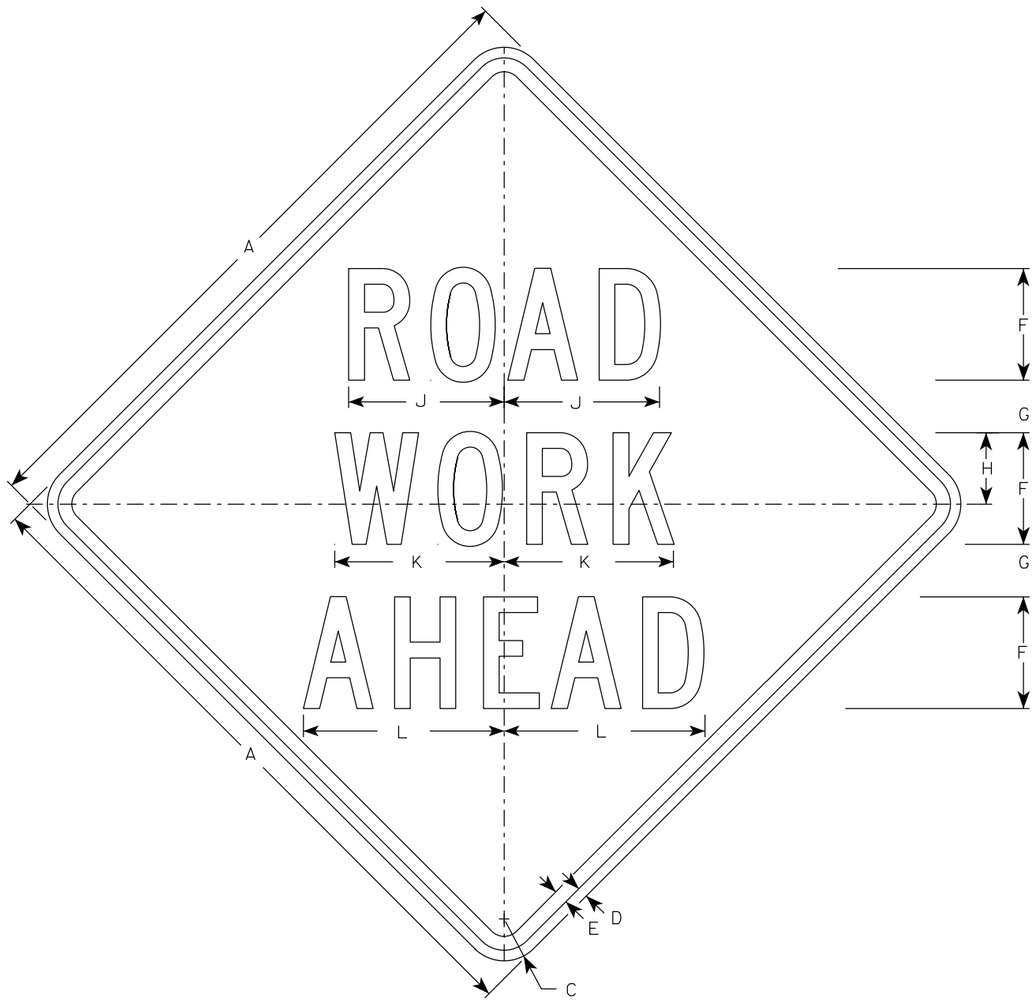
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 38 E

7

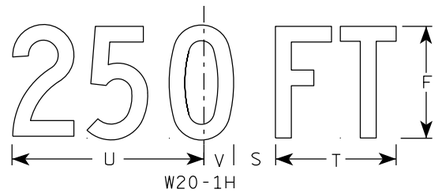
7

NOTES

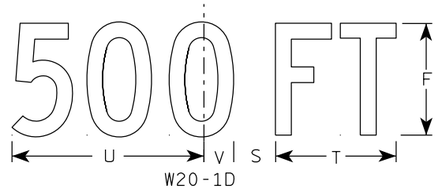
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A

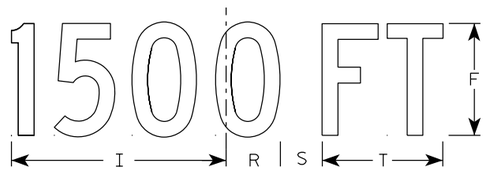


W20-1H

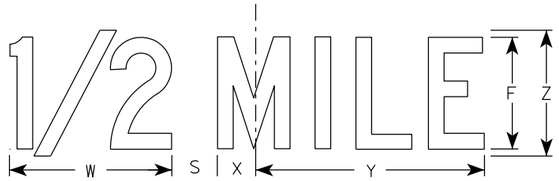


W20-1D

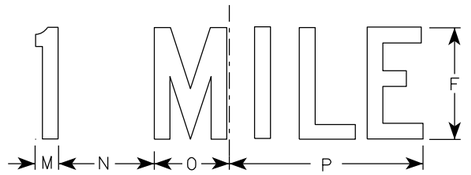
W20-1C



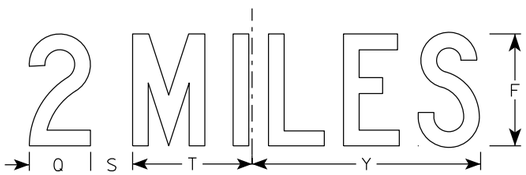
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

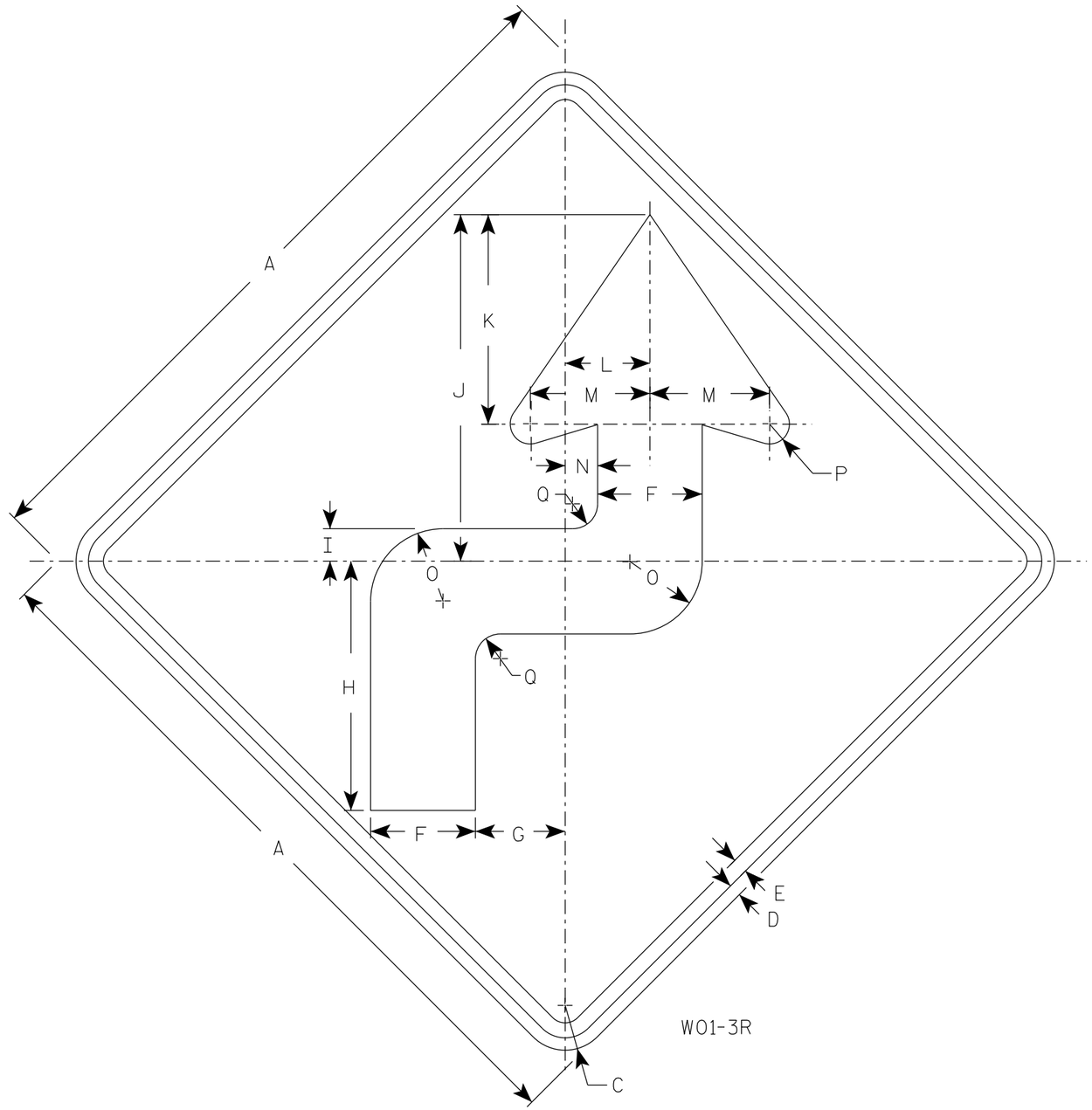
SHEET NO: 39 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



W01-3R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-3L is the same as W01-3R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4 1/2	12 1/2	1 5/8	17 3/8	10 1/2	4 1/4	6	1 5/8	3 5/8	1	1 1/4										9.0
2S	48		3	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0
2M	48		3	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0
3	48		3	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0
4	48		3	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0
5	48		3	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0

STANDARD SIGN
W01-3

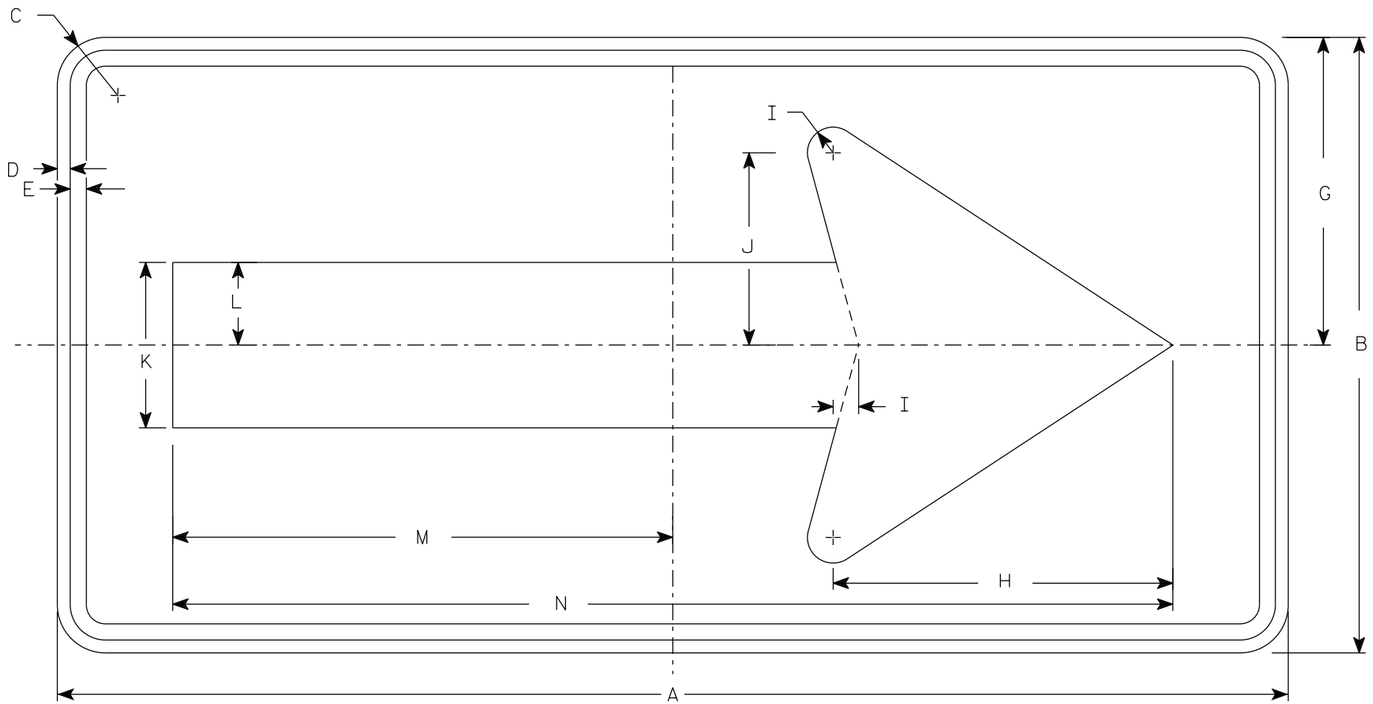
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 40 | E

7



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

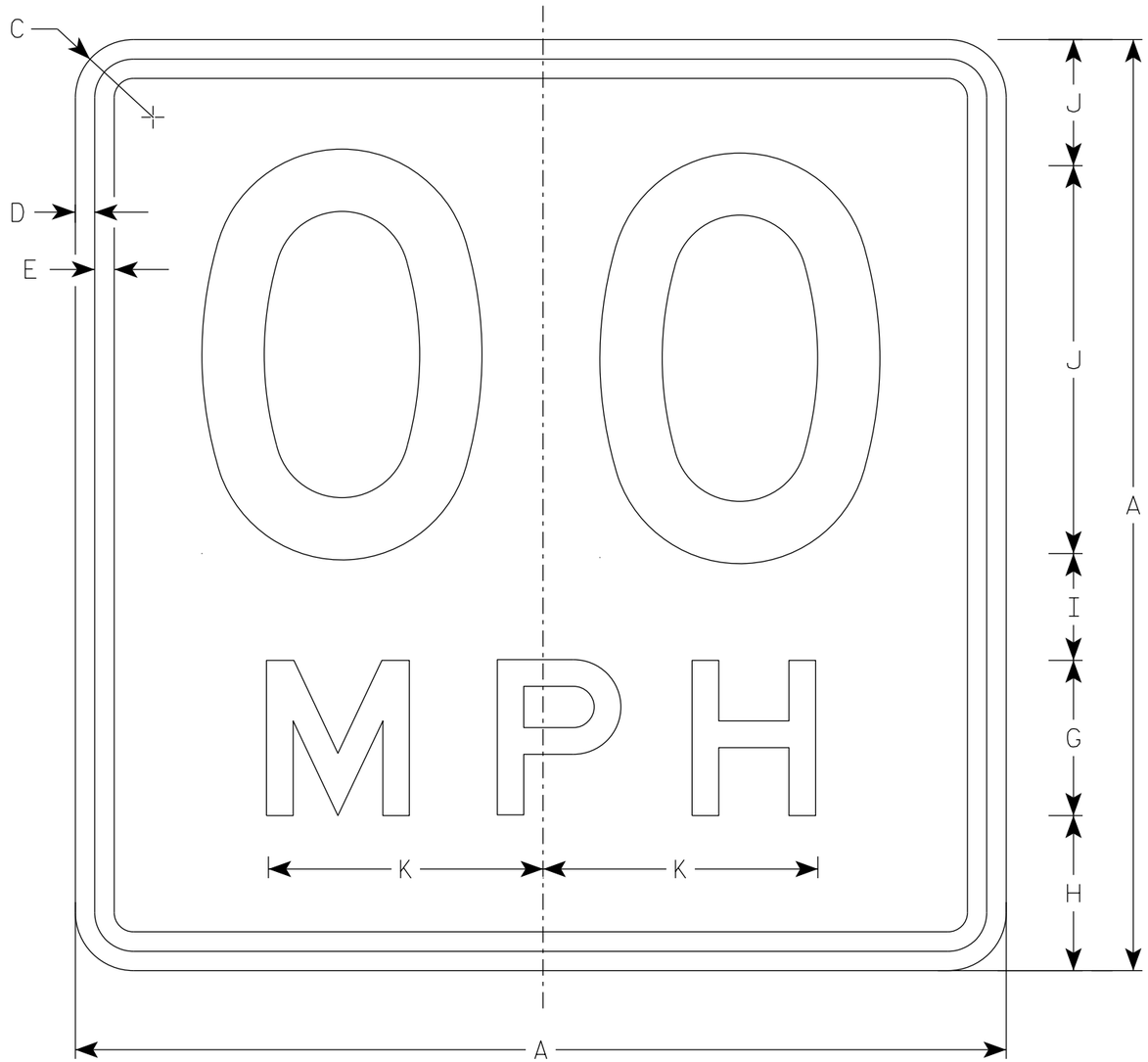
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W013-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.0
2S	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
2M	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
3	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0

STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

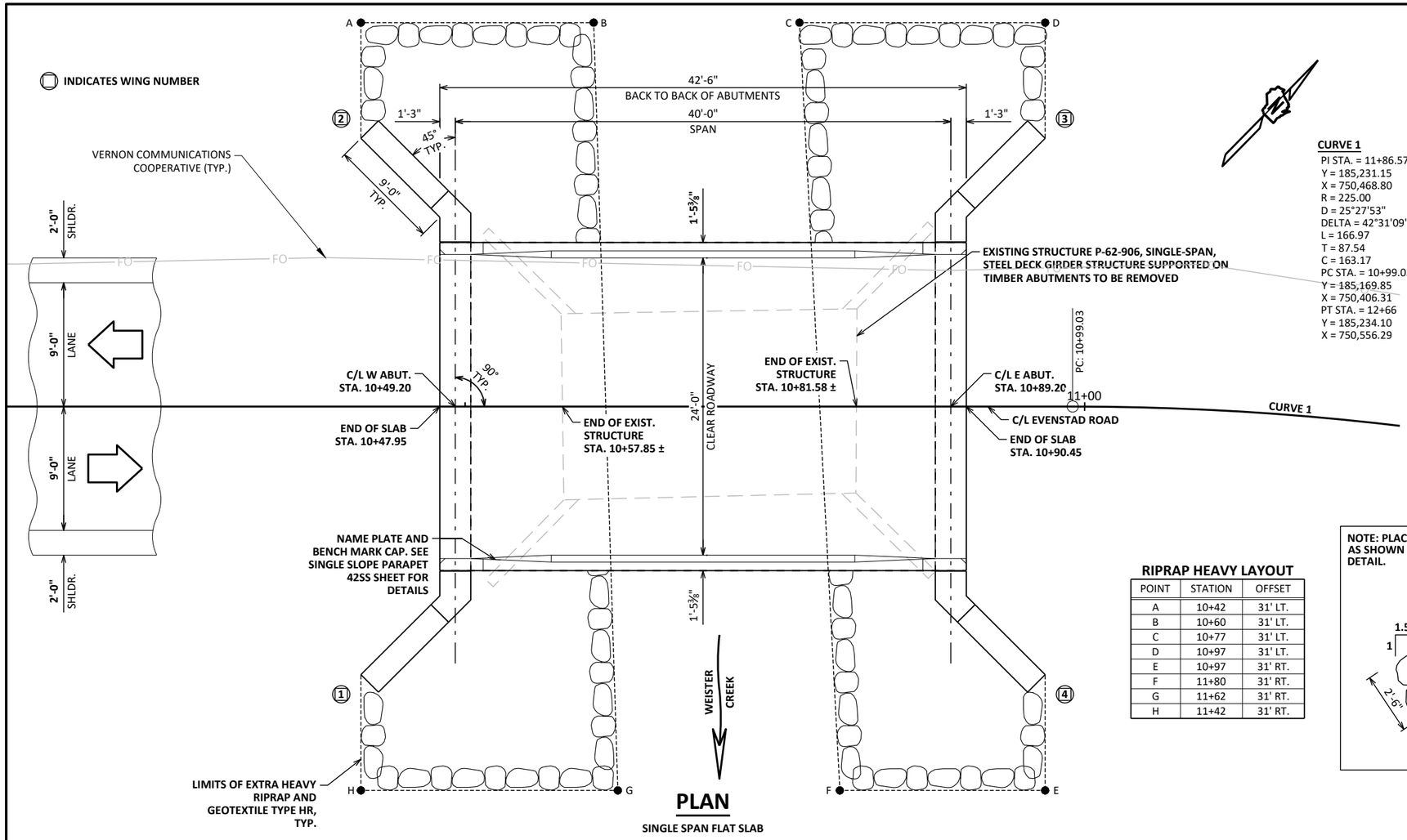
DATE 2/1/2024 PLATE NO. W013-1.2

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0131.dgn PLOT DATE : 1-FEB 2024 9:56 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

5317-00-72



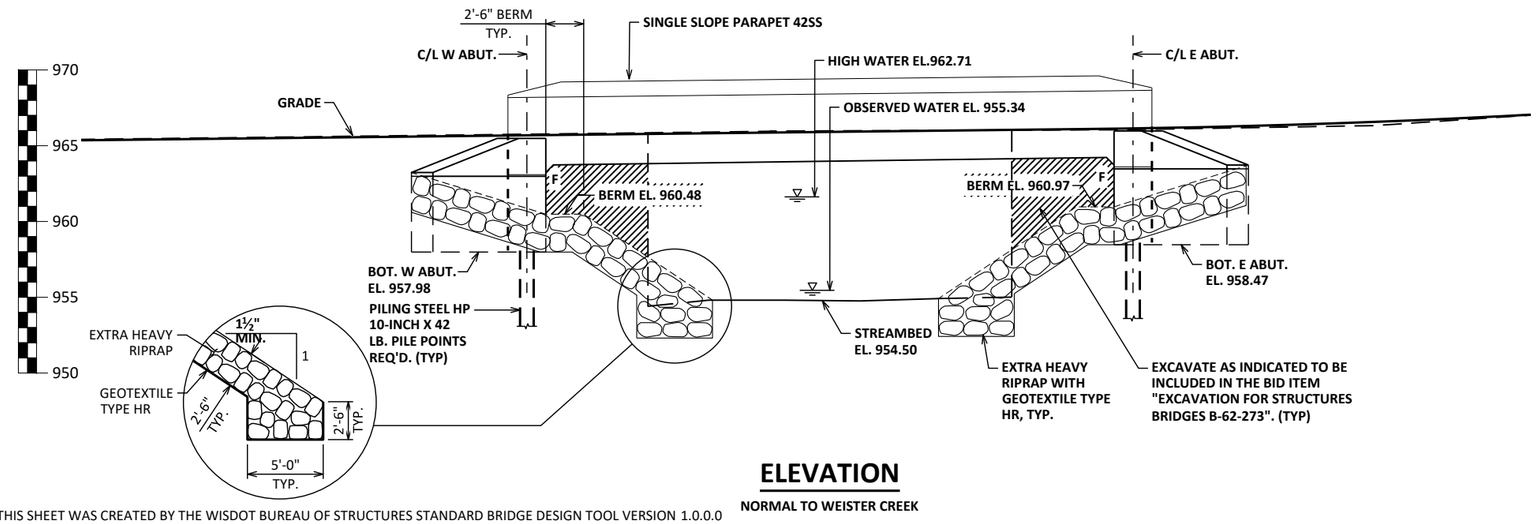
PLAN

SINGLE SPAN FLAT SLAB

CURVE 1
PI STA. = 11+86.57
Y = 185,231.15
X = 750,468.80
R = 225.00
D = 25°27'53"
DELTA = 42°31'09"
L = 166.97
T = 87.54
C = 163.17
PC STA. = 10+99.03
Y = 185,169.85
X = 750,406.31
PT STA. = 12+66
Y = 185,234.10
X = 750,556.29

RIPRAP HEAVY LAYOUT

POINT	STATION	OFFSET
A	10+42	31' LT.
B	10+60	31' LT.
C	10+77	31' LT.
D	10+97	31' LT.
E	10+97	31' RT.
F	11+80	31' RT.
G	11+62	31' RT.
H	11+42	31' RT.



ELEVATION

NORMAL TO WEISTER CREEK

TYPICAL FILL SECTION AT WING

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF =1.04
OPERATING RATING FACTOR: RF =1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV)250 (KIPS)

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

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

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

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 x 42 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS †† PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. PILE POINTS REQ'D.
ESTIMATED 30 FEET LONG.

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

TRAFFIC VOLUME

FEATURE ON EVENSTAD ROAD
ADT = 20 (2045)
R.D.S. =40 **M.P.H.**

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 1,300 **C.F.S.**
VEL. =10.9 **F.P.S.**
HW_{100} = **EL.** 962.71
WATERWAY AREA =119 **SQ. FT.**
DRAINAGE AREA =2.26 **SQ. MI.**
ROADWAY OVERTOPPING =NA
SCOUR CRITICAL CODE = 5

2 YEAR FREQUENCY
Q_2 = 280.0 **C.F.S.**
VEL. =7.3 **F.P.S.**
HW_2 = **EL. 959.77**

TEMPORARY STRUCTURE
Q_5 = 480 C.F.S
HW_5 = 961.18 FT.
WATERWAY AREA = 104.23 SQ.FT.

LIST OF DRAWINGS

STRUCTURE DESIGN CONTACTS:
PAULINA FALTEISEK 608-588-7484
AARON BONK **608-261-0261**

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

WISCONSIN
PAULINA M FALTEISEK
E-48643
SPRING GREEN, WI
8/29/24
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION
ACCEPTED SDR 11/07/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-62-273

EVENSTAD ROAD OVER WEISTER CREEK

COUNTY	TOWN
VERNON	CLINTON

DESIGN SPEC. AASHTO LFRD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
PMF	PTB	PMF	PTB

GENERAL PLAN

SHEET 1 OF 10
43

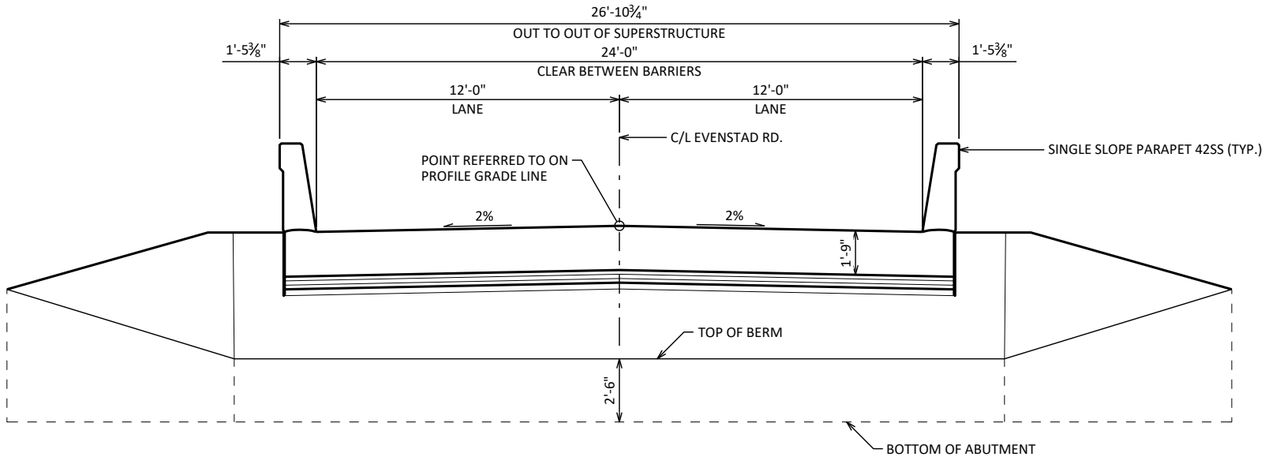
SCALE = 10

I.D. DESIGNID DATE: DATE

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

STATE PROJECT NUMBER

5317-00-72



GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

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

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES B-62-273 " SHALL BE THE EXISTING GROUNDLINE.

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

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS 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.

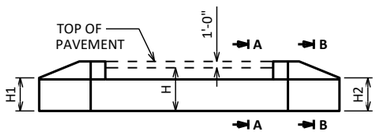
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH EXTRA HEAVY RIPRAP AND GEOTEXTILE TYPE HR TO THE EXTENT SHOWN ON SHEET 1 AND THE ABUTMENT DETAILS.

AT ABUTMENTS, CONCRETE POURED UNDER WATER WILL BE ALLOWED AND SHALL BE DONE IN ACCORDANCE WITH SECTION 502.3.5.3 OF THE STANDARD SPECIFICATIONS.

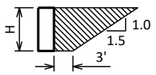
SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

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

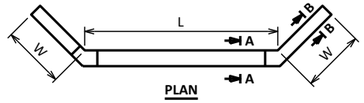
PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND TOP OF PARAPET.



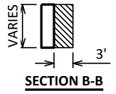
ELEVATION



SECTION A-A



PLAN



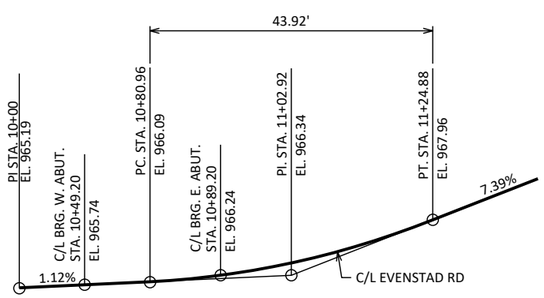
SECTION B-B

CROSS SECTION THRU ROADWAY

LOOKING UPSTATION
(PILING NOT SHOWN FOR CLARITY)

ABUTMENT BACKFILL DIAGRAM

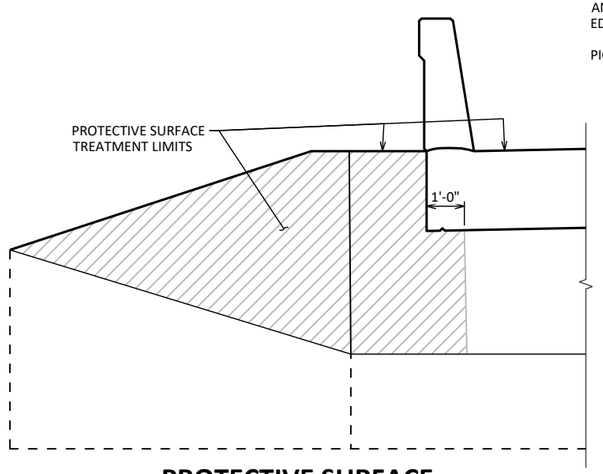
L = ABUTMENT BODY LENGTH AT BACKFACE (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
H1 = WING 1 HEIGHT AT TIP (FT)
H2 = WING 2 HEIGHT AT TIP (FT)
W = WING LENGTH (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H) + (3')(0.5)(H1+H2+H+H)(W)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



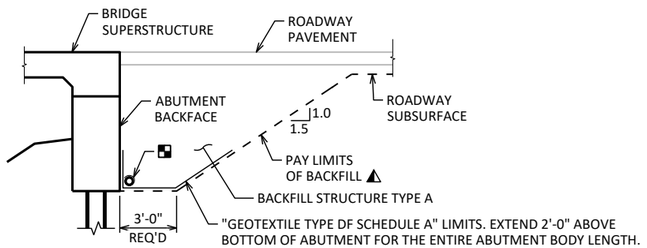
PROFILE GRADE LINE

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	WEST ABUT.	EAST ABUT.	TOTALS
203.0260	REMOVING STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS (P-62-906)	EACH	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES (B-62-273)	EACH	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	144	144	288
502.0100	CONCRETE MASONRY BRIDGES	CY	88	25	25	138
502.3200	PROTECTIVE SURFACE TREATMENT	SY	113	15	15	143
502.3210	PIGMENTED SURFACE SEALER	SY	42	---	---	42
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	---	1,980	1,980	3,960
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	19,300	1,490	1,490	22,280
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	--	5	5	10
550.0500	PILE POINTS	EACH	---	6	6	12
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	---	180	180	360
606.0400	RIPRAP EXTRA-HEAVY	CY	---	110	100	210
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	---	69	69	138
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	---	42	42	84
645.0120	GEOTEXTILE TYPE HR	SY	---	145	130	275
	NON-BID ITEMS					
	FILLER	SIZE	---	---	---	½", ¾"



PROTECTIVE SURFACE TREATMENT DETAILS



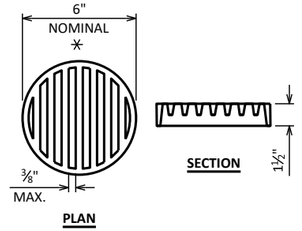
TYPICAL SECTION THRU ABUTMENT

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

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

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
21	10+47	3/4" IRON REBAR SET, 70.1' RT.	959.80
22	12+85	3/4" IRON REBAR SET, 35.2' LT.	995.60
23	10+27	3/4" IRON REBAR SET, 53.9' LT.	961.55



PLAN

SECTION

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-62-273

DRAWN BY PMF | PLANS CK'D PTB

CROSS SECTION & QUANTITIES

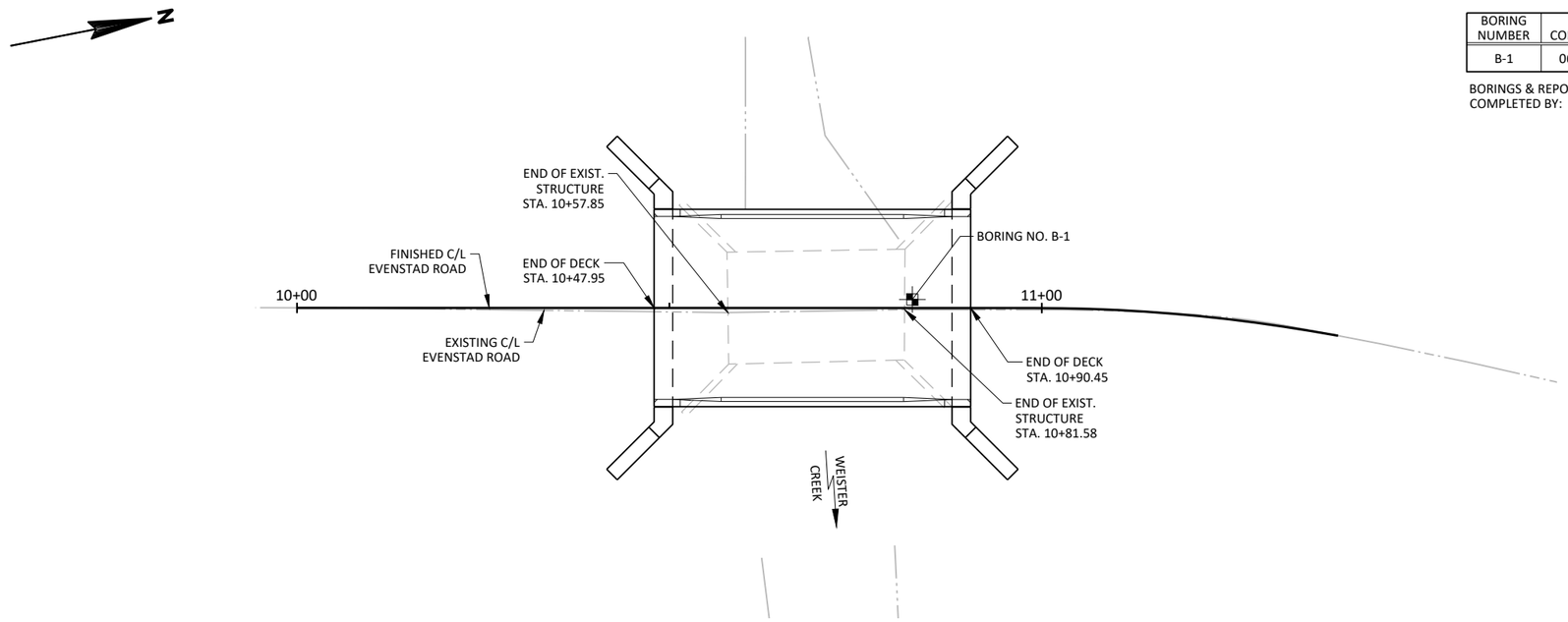
SHEET 2 OF 10
44

SCALE = 6.0

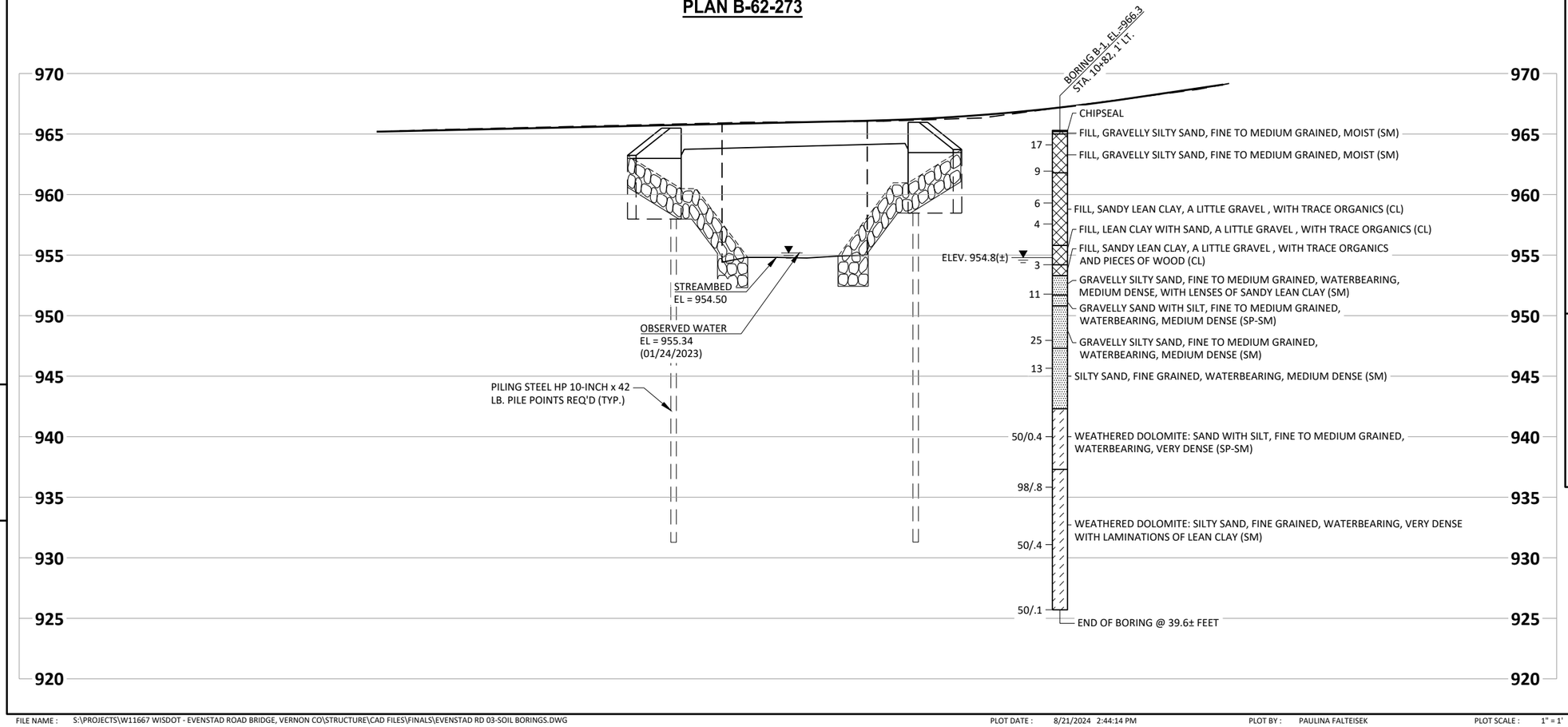
8

8

THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.1.0.0



PLAN B-62-273



SOIL BORINGS

BORING NUMBER	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-1	06/14/23	185159.2	750393.78

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

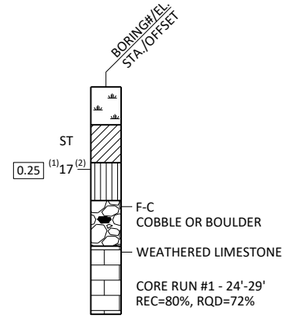
STATE PROJECT NUMBER

5317-00-72

MATERIAL SYMBOLS

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

LEGEND OF BORING



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

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

GROUND WATER ELEVATIONS

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-62-273

DRAWN BY MAN | PLANS CK'D. PTB

SUBSURFACE EXPLORATION

SHEET 3 OF 10

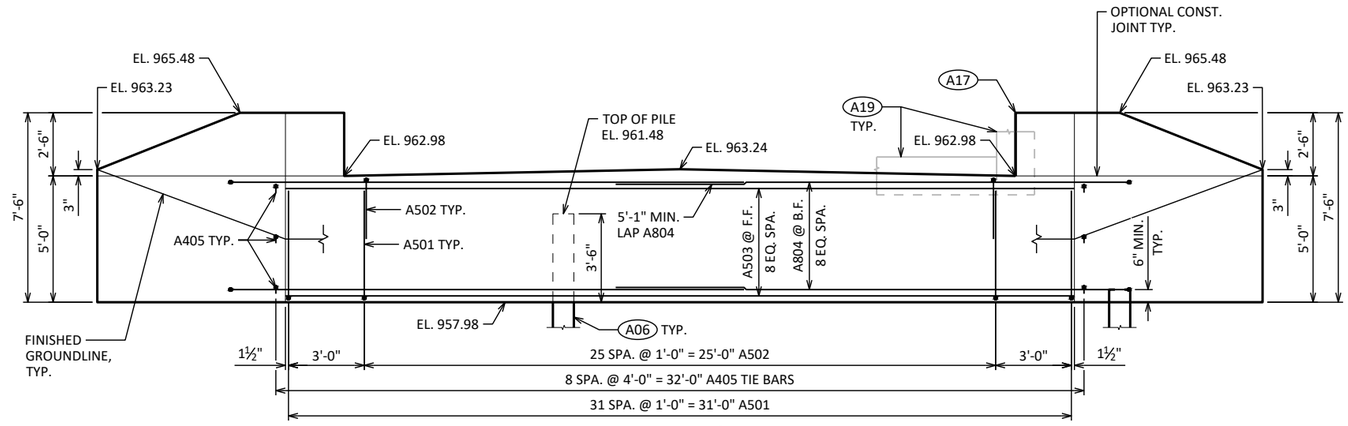
45

8

8

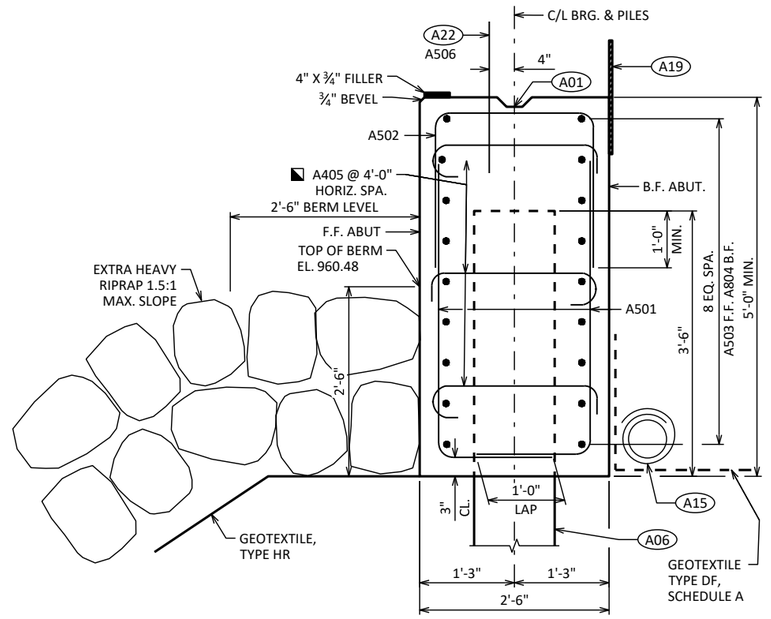
STATE PROJECT NUMBER

5317-00-72

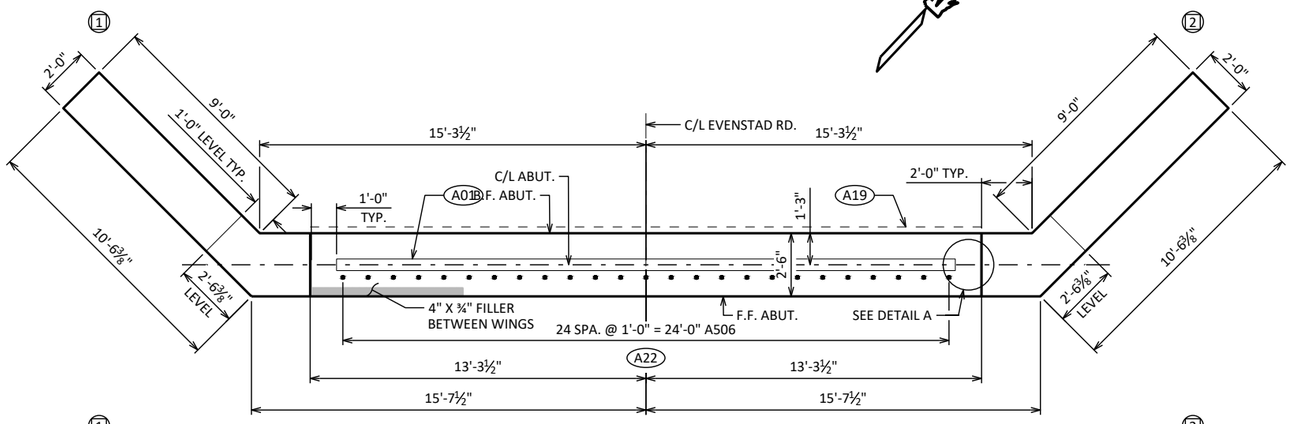


ELEVATION

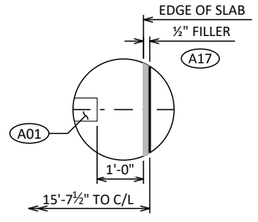
LOOKING DOWNSTATION



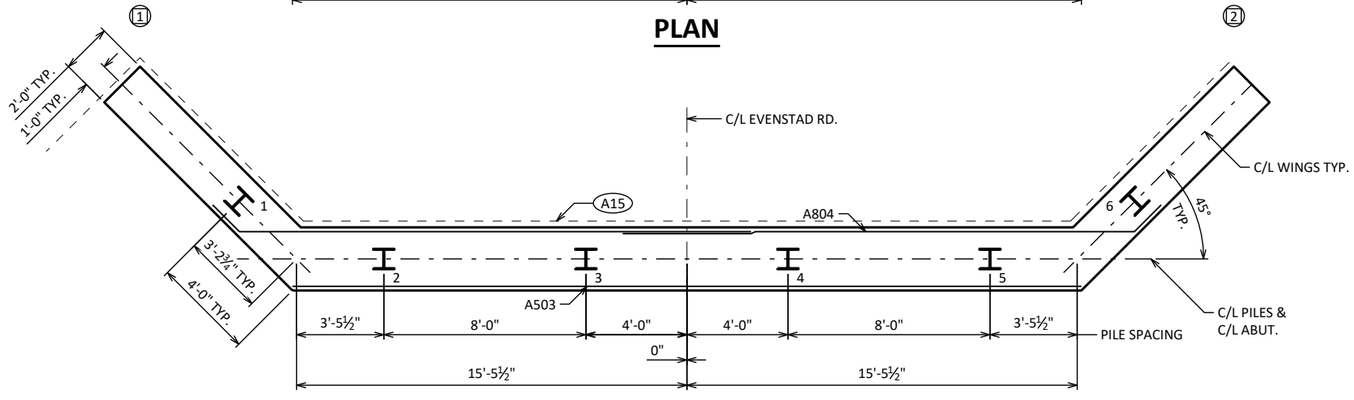
SECTION THRU BODY



PLAN



DETAIL A



PILE PLAN

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

A06 SUPPORT ABUTMENT ON HP 10 x 42 PILING, ESTIMATED 30 FTLONG WITH A REQUIRED DRIVING RESISTANCE OF 160TONS PER PILE.

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

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

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

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-62-273

DRAWN BY PMF | PLANS CK'D PTB

WEST ABUTMENT

SHEET 4 OF 10

46

SCALE =

8

8

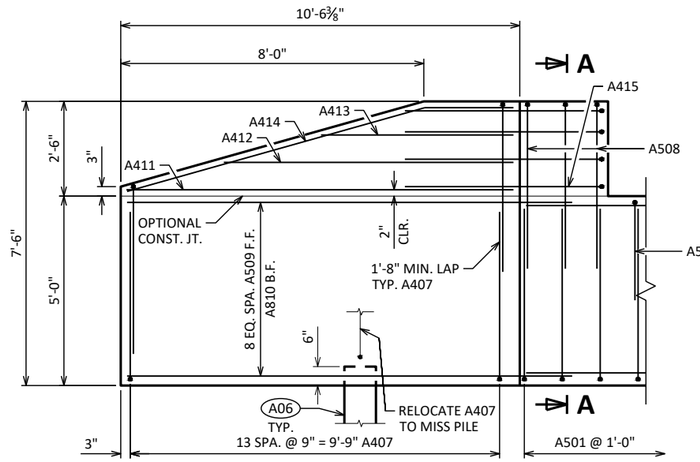
STATE PROJECT NUMBER

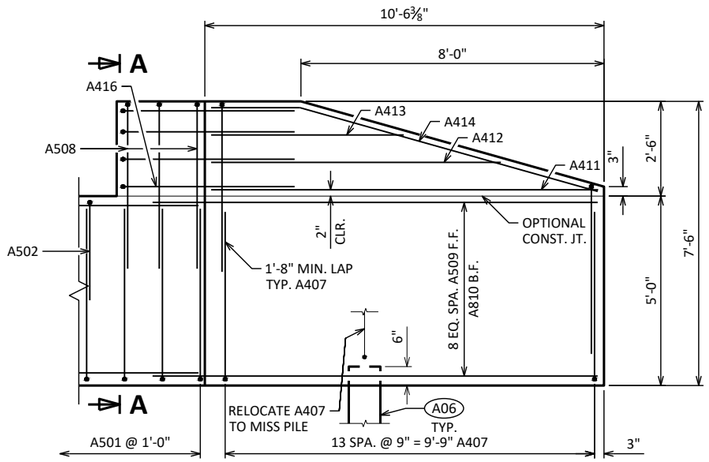
5317-00-72

BILL OF BARS

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

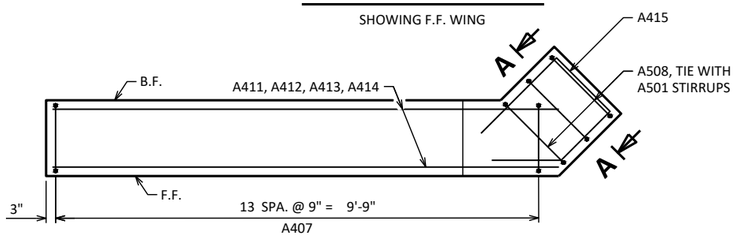
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		64	6'-0"	X		ABUT BODY STIRRUPS
A502		26	7'-1"	X		ABUT BODY STIRRUPS - TOP U-BAR
A503		9	31'-3"			ABUT BODY HORIZ. - F.F.
A804		18	21'-7"	X		ABUT BODY HORIZ. - B.F.
A405		27	3'-0"	X		ABUT BODY TIE BARS
A506	X	25	2'-0"			ABUT BODY DOWEL BARS
A407	X	56	10'-4"	X		WING STIRRUPS
A508	X	6	10'-7"	X		WING CORNER STIRRUPS
A509	X	18	11'-9"	X		WING LOWER HORIZ - F.F.
A810	X	18	13'-3"	X		WING LOWER HORIZ. - B.F.
A411	X	4	10'-1"			WING UPPER HORIZ.
A412	X	4	7'-7"			WING UPPER HORIZ.
A413	X	4	5'-0"			WING UPPER HORIZ.
A414	X	4	9'-8"	X		WING TOP HORIZ.
A415	X	4	8'-3"	X		WING 1 UPPER HORIZ. CORNER
A416	X	4	8'-4"	X		WING 2 UPPER HORIZ. CORNER





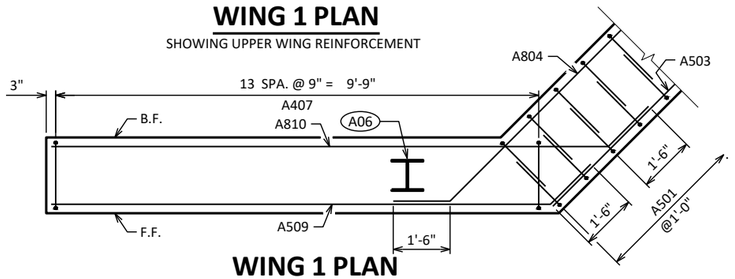
WING 1 ELEVATION

SHOWING F.F. WING



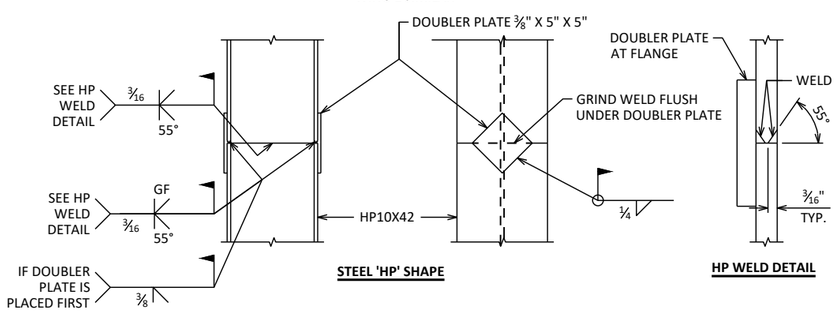
WING 1 PLAN

SHOWING UPPER WING REINFORCEMENT



WING 1 PLAN

SHOWING LOWER WING REINFORCEMENT
WING 2 SIMILAR

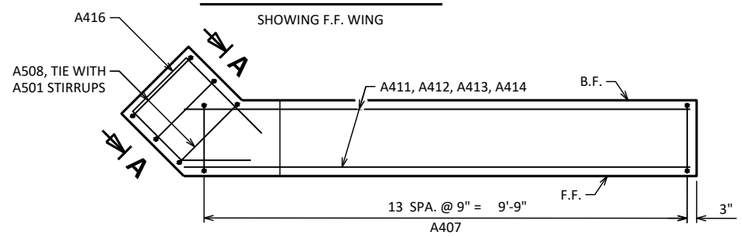


'HP' PILE DETAILS

THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.1.0.0

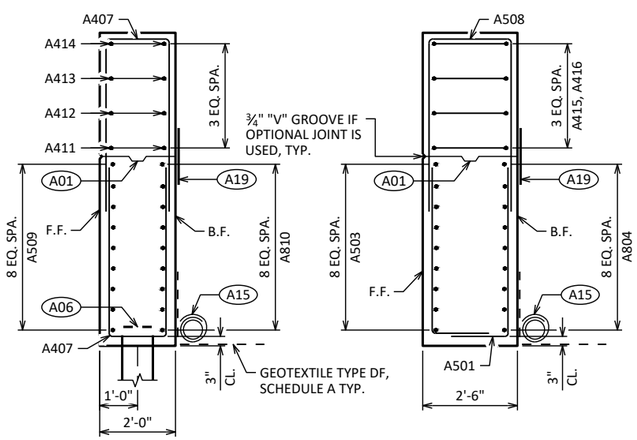
WING 2 ELEVATION

SHOWING F.F. WING



WING 2 PLAN

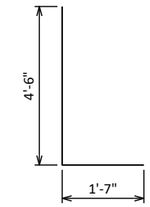
SHOWING UPPER WING REINFORCEMENT



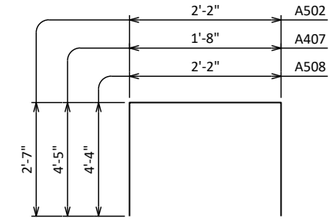
SECTION THRU WING 1

TYPICAL BOTH WINGS

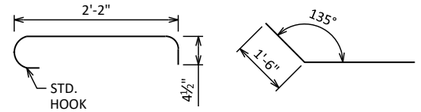
SECTION A-A



A501

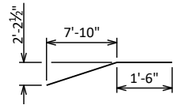


A502, A407, A508

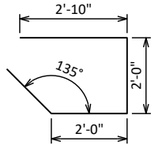


A405

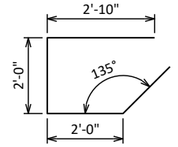
A804, A509, A810



A414



A415



A416

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

(A06) SUPPORT ABUTMENT ON HP 10 x 42 PILING, ESTIMATED 30 FTLONG WITH A REQUIRED DRIVING RESISTANCE OF 160TONS PER PILE.

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-62-273

DRAWN BY PMF | PLANS CK'D PTB

WEST ABUTMENT DETAILS

SHEET 5 OF 10

47

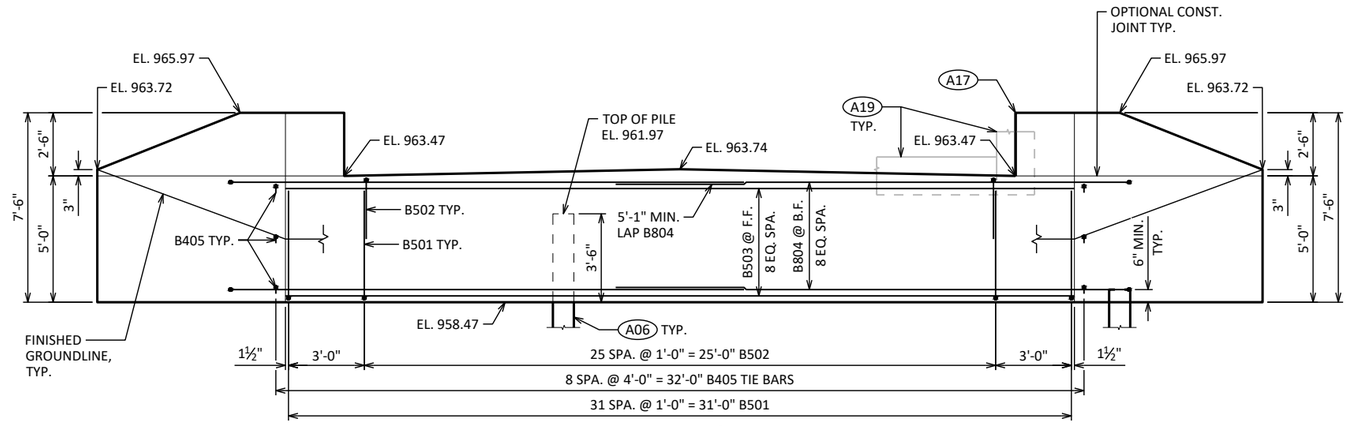
SCALE =

8

8

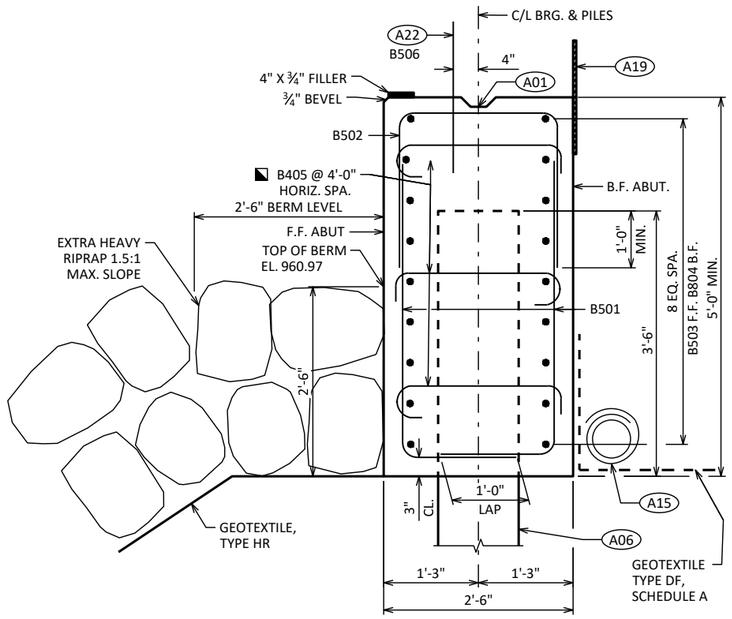
STATE PROJECT NUMBER

53517-00-72

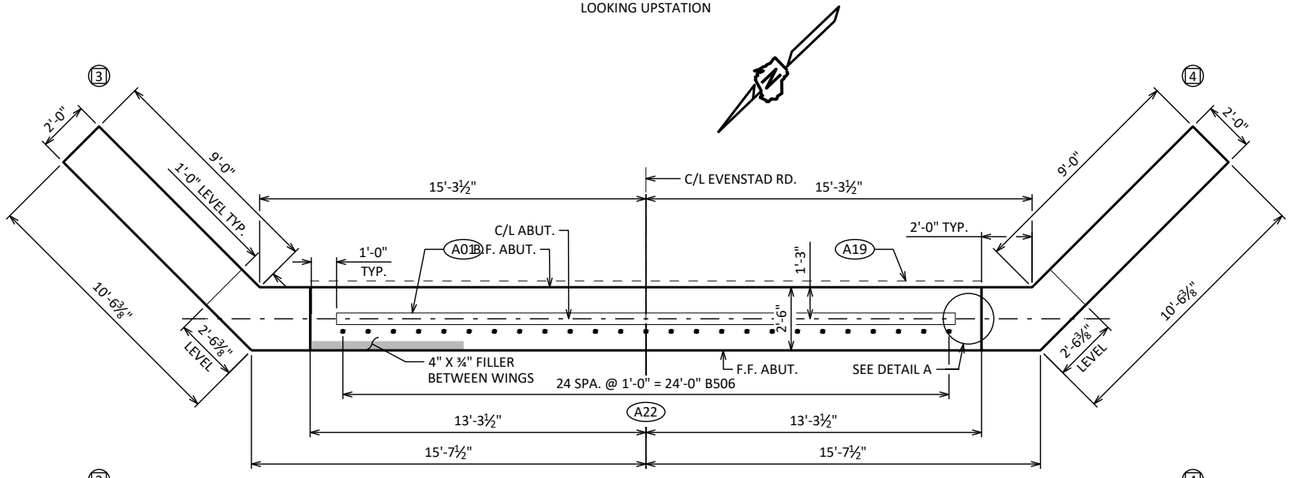


ELEVATION

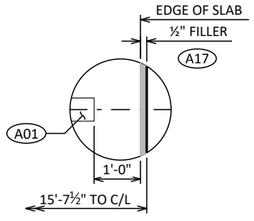
LOOKING UPSTATION



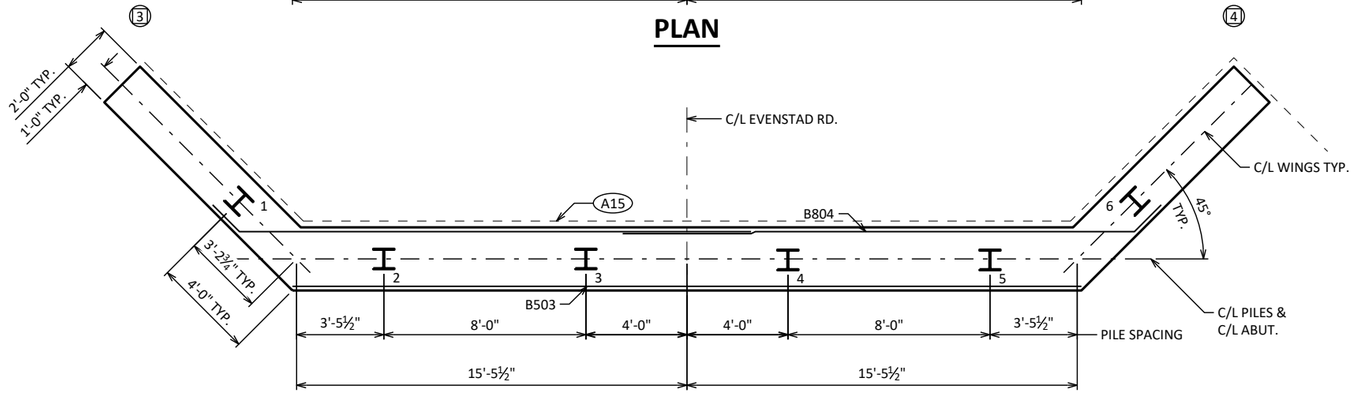
SECTION THRU BODY



PLAN



DETAIL A



PILE PLAN

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

A06 SUPPORT ABUTMENT ON HP 10 x 42 PILING, ESTIMATED 30 FTLONG WITH A REQUIRED DRIVING RESISTANCE OF 160TONS PER PILE.

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

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

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

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-62-273

DRAWN BY PMF | PLANS CK'D PTB

EAST ABUTMENT

SHEET 6 OF 10

48

SCALE =

8

8

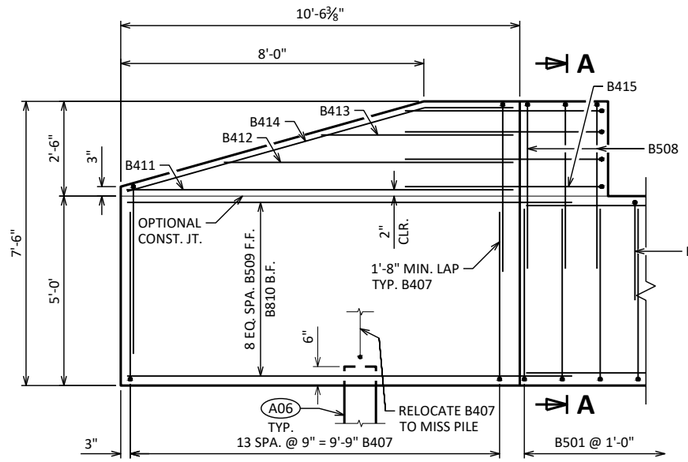
STATE PROJECT NUMBER

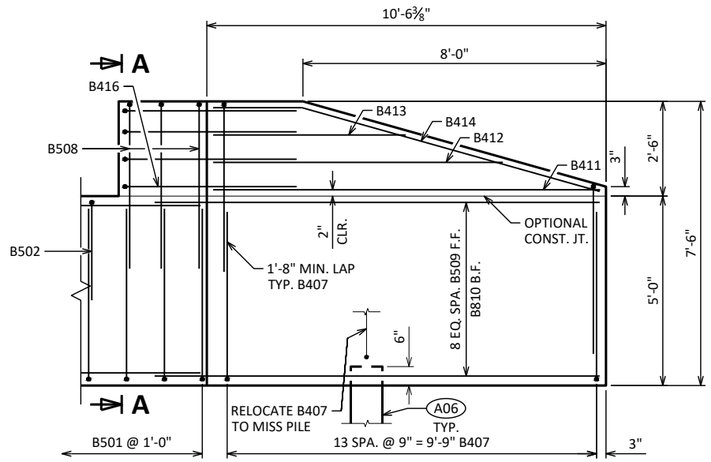
5317-00-72

BILL OF BARS

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

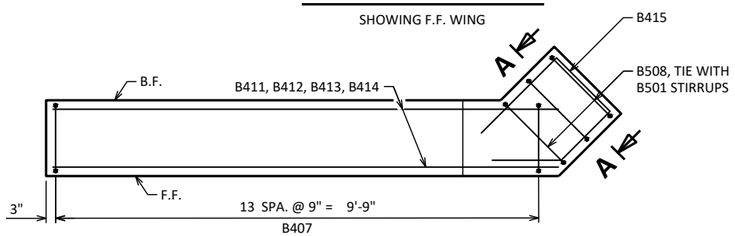
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		64	6'-0"	X		ABUT BODY STIRRUPS
B502		26	7'-1"	X		ABUT BODY STIRRUPS - TOP U-BAR
B503		9	31'-3"			ABUT BODY HORIZ. - F.F.
B804		18	21'-7"	X		ABUT BODY HORIZ. - B.F.
B405		27	3'-0"	X		ABUT BODY TIE BARS
B506	X	25	2'-0"			ABUT BODY DOWEL BARS
B407	X	56	10'-4"	X		WING STIRRUPS
B508	X	6	10'-7"	X		WING CORNER STIRRUPS
B509	X	18	11'-9"	X		WING LOWER HORIZ - F.F.
B810	X	18	13'-3"	X		WING LOWER HORIZ. - B.F.
B411	X	4	10'-1"			WING UPPER HORIZ.
B412	X	4	7'-7"			WING UPPER HORIZ.
B413	X	4	5'-0"			WING UPPER HORIZ.
B414	X	4	9'-8"	X		WING TOP HORIZ.
B415	X	4	8'-3"	X		WING 3 UPPER HORIZ. CORNER
B416	X	4	8'-4"	X		WING 4 UPPER HORIZ. CORNER





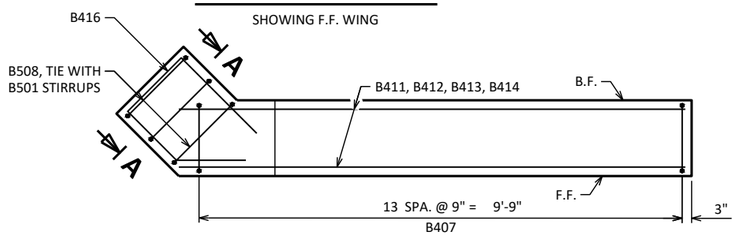
WING 3 ELEVATION

SHOWING F.F. WING



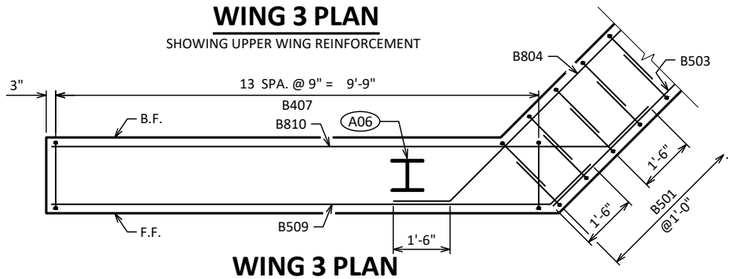
WING 4 ELEVATION

SHOWING F.F. WING



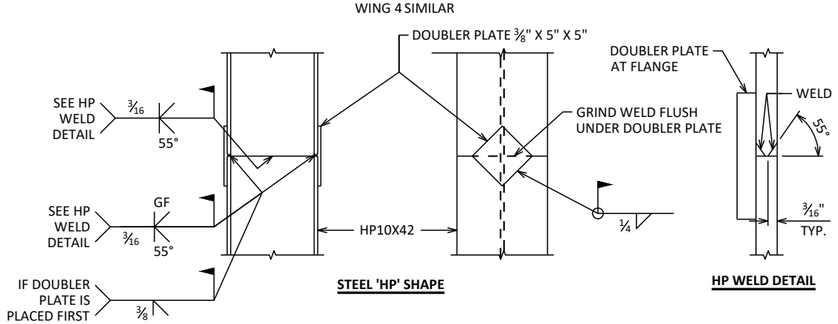
WING 3 PLAN

SHOWING UPPER WING REINFORCEMENT

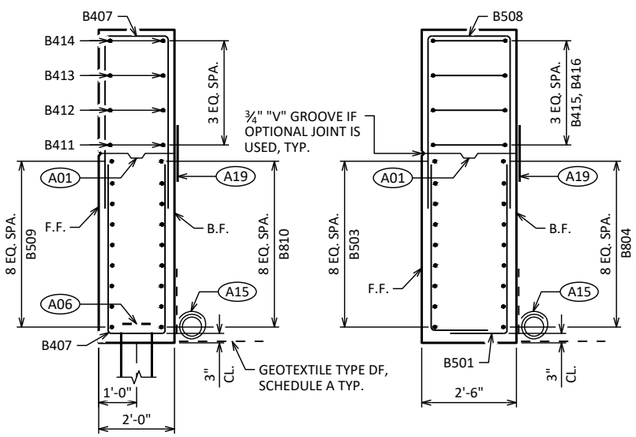


WING 3 PLAN

SHOWING LOWER WING REINFORCEMENT
WING 4 SIMILAR



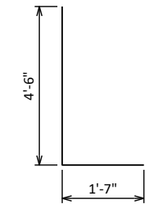
'HP' PILE DETAILS



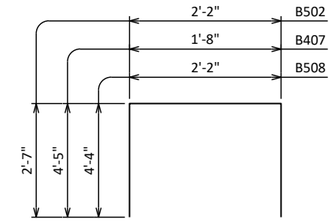
SECTION THRU WING 3

TYPICAL BOTH WINGS

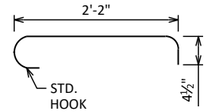
SECTION A-A



B501



B502, B407, B508



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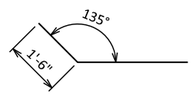
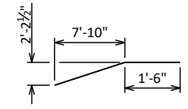


B804, B509, B810



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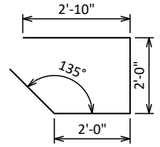

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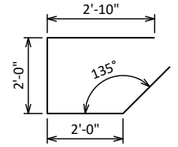


B416

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

(A06) SUPPORT ABUTMENT ON HP 10 x 42 PILING, ESTIMATED 30 FTLONG WITH A REQUIRED DRIVING RESISTANCE OF 160TONS PER PILE.

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-62-273

DRAWN BY PMF | PLANS CK'D PTB

EAST ABUTMENT DETAILS

SHEET 7 OF 10
49

SCALE =

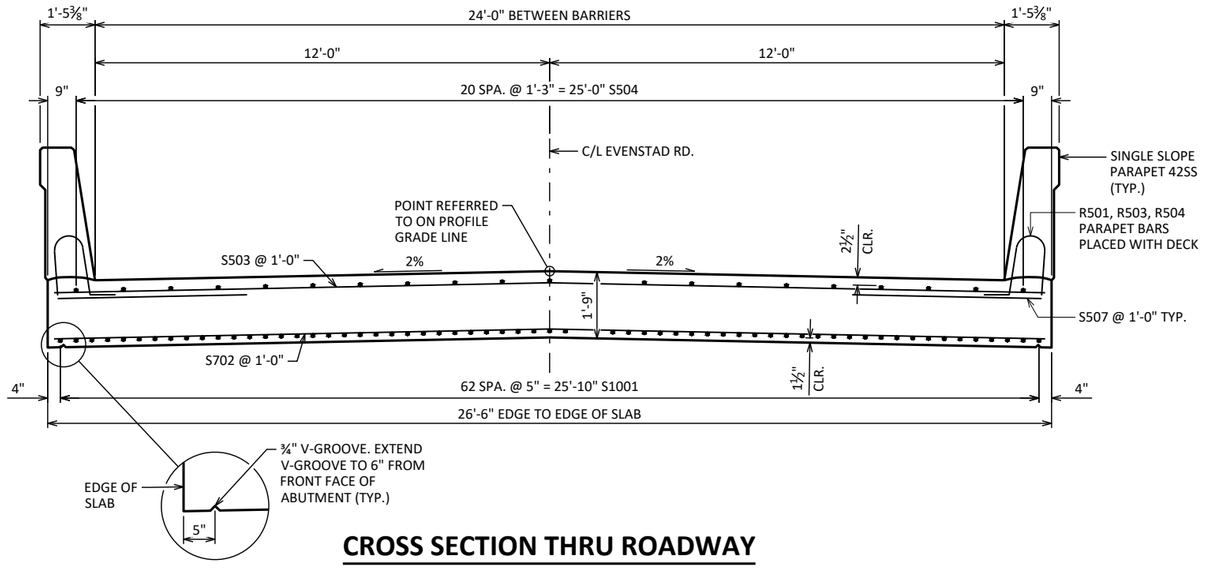
8

8

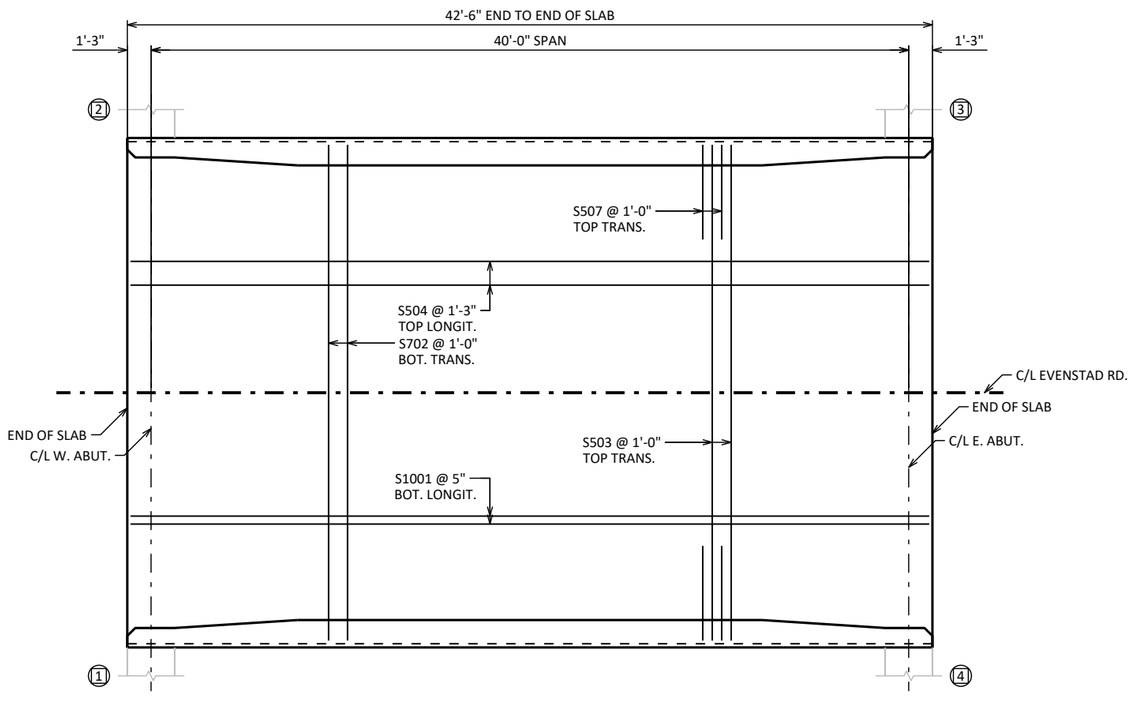
THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.1.0.0

STATE PROJECT NUMBER

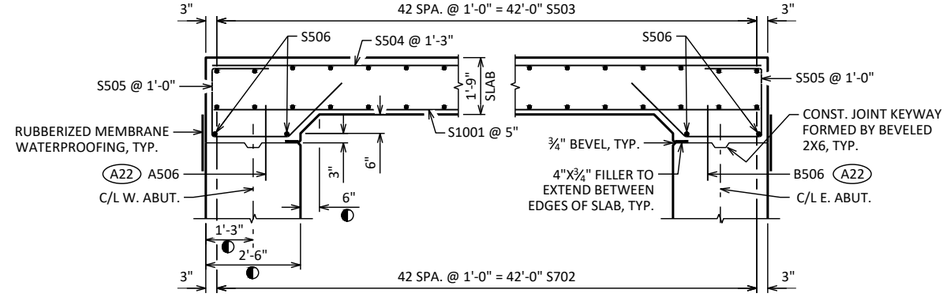
5317-00-72



CROSS SECTION THRU ROADWAY



PLAN



LONGITUDINAL SECTION

DIMENSIONS ARE GIVEN PARALLEL TO ℄ ROADWAY UNLESS OTHERWISE NOTED.

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-62-273

DRAWN BY PMF | PLANS CK'D PTB

SUPERSTRUCTURE

SHEET 8 OF 10

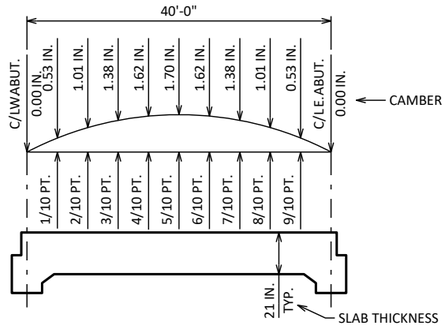
50

SCALE =

8

8

THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.1.0.0



CAMBER AND SLAB THICKNESS DIAGRAM

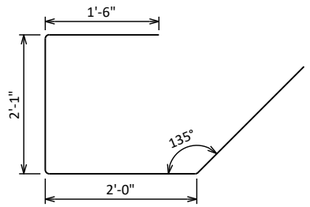
CAMBER SHOWN IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS. CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. PARAPETS PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED, EXCEPT FOR STAGED CONSTRUCTION.

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

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

TOP OF SLAB ELEVATIONS

LOCATION	C/L BRG. W. ABUT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	C/L BRG. E. ABUT.
N. EDGE OF DECK	965.48	965.52	965.56	965.61	965.65	965.70	965.74	965.79	965.83	965.89	965.97
CROWN OR R/L	965.74	965.78	965.83	965.87	965.92	965.96	966.01	966.05	966.10	966.16	966.24
S. EDGE OF DECK	965.48	965.52	965.56	965.61	965.65	965.70	965.74	965.79	965.83	965.89	965.97



S505

STATE PROJECT NUMBER

5317-00-72

BILL OF BARS

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

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S1001	X	63	42'-2"			SLAB BOTTOM LONGITUDINAL
S702	X	43	26'-2"			SLAB BOTTOM TRANSVERSE
S503	X	43	26'-2"			SLAB TOP TRANSVERSE
S504	X	21	42'-2"			SLAB TOP LONGITUDINAL
S505	X	54	7'-4"	X		ABUTMENT DIAPHRAGM STIRRUPS
S506	X	4	26'-2"			ABUTMENT DIAPHRAGM LONGITUDINAL
S507	X	84	5'-0"			SLAB TOP EDGE TRANSVERSE

SURVEY TOP OF SLAB ELEVATIONS

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

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

NOTES

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

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-62-273

DRAWN BY PMF | PLANS CK'D PTB

SUPERSTRUCTURE DETAILS

SHEET 9 OF 10

51

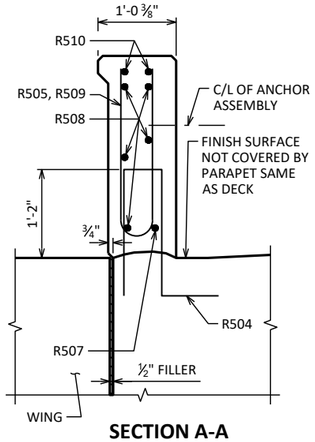
SCALE =

8

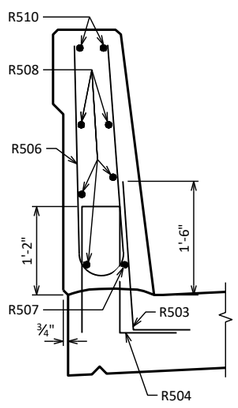
8

STATE PROJECT NUMBER

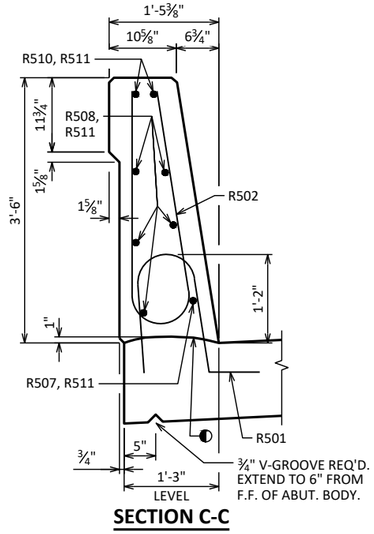
5317-00-72



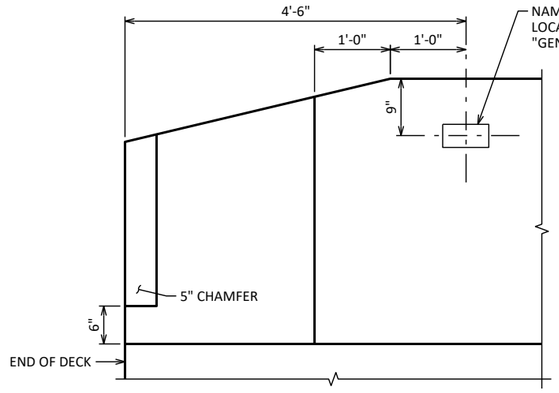
SECTION A-A



SECTION B-B

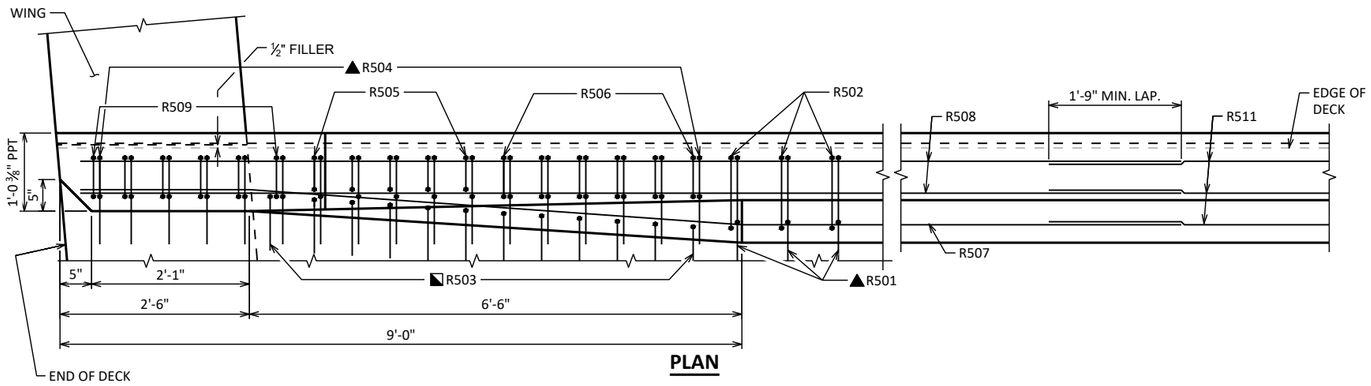


SECTION C-C

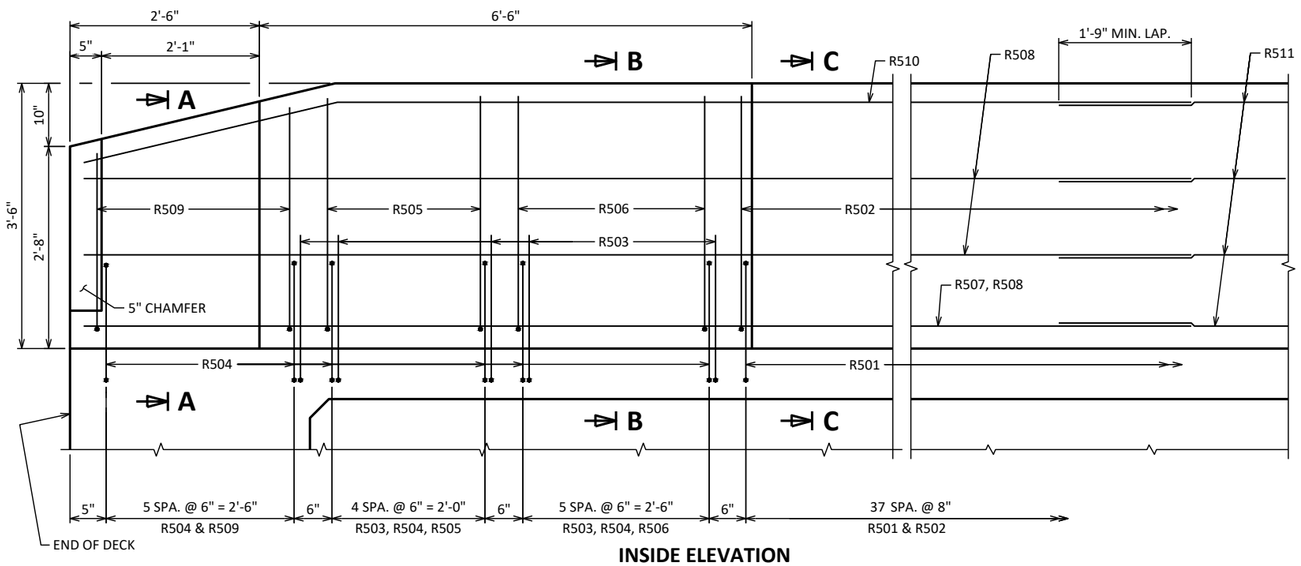


PARAPET END TREATMENT DETAIL

LOOKING AT INSIDE FACE OF PARAPET



PLAN



INSIDE ELEVATION

NW CORNER SHOWN, OTHERS SIMILAR

BILL OF BARS

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

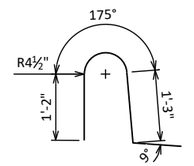
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	76	4'-5"	X		PARAPET VERT.
R502	X	76	6'-8"	X		PARAPET VERT.
R503	X	48	2'-9"	X		PARAPET VERT.
R504	X	68	4'-4"	X		PARAPET VERT.
R505	X	20	6'-5"	X		PARAPET VERT.
R506	X	24	6'-6"	X		PARAPET VERT.
R507	X	4	15'-3"	X		PARAPET HORIZ.
R508	X	20	15'-3"			PARAPET HORIZ.
R509	X	24	5'-5"	X	⚠	PARAPET VERT.
R510	X	8	5'-5"	X		PARAPET HORIZ.
R511	X	16	15'-3"			PARAPET HORIZ.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

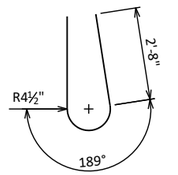
BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY.

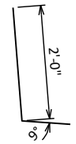
BAR MARK	NO. REQ'D.	LENGTH
R509	4 SERIES OF 6	4'-9" TO 6'-1"



R501



R502



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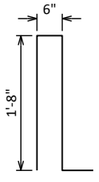
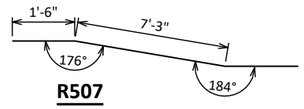
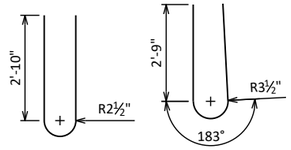


R504



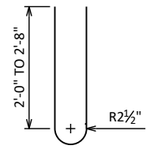
R507

R510



R505

R506



R509

◐ CONST. JOINT - STRIKE OFF AS SHOWN

◪ USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▲ R501, R503, AND R504 BARS TO BE TIED TO SUPERSTRUCTURE STEEL BEFORE SUPERSTRUCTURE IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-62-273

DRAWN BY PMF | PLANS CK'D PTB

SINGLE SLOPE PARAPET 42SS

SHEET 10 OF 10

52

SCALE =

8

8

THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.1.0.0

EARTHWORK - EVENSTAD ROAD, BYPASS CONSTRUCTION - STAGE 1

	AREA (SF)		INCREMENTAL VOL (CY)			CUMULATIVE VOLUME (CY)			
STATION	CUT	FILL	CUT NOTE 1	FILL	FILL (25%) NOTE 2	CUT 1.00 NOTE 1	FILL	FILL (25%) NOTE 2	MASS ORDINATE NOTE 3
20+00	0	0	0	0	0	0	0	0	0
20+50	1	4	1	4	5	1	4	5	-4
21+00	0	39	1	40	50	2	44	55	-53
21+50	0	64	0	95	119	2	139	174	-172
22+00	0	0	0	60	75	2	199	249	-247
22+50	0	89	0	83	104	2	282	353	-351
23+00	0	72	1	149	186	3	431	539	-536
23+50	1	2	0	69	86	3	500	625	-622
24+00	0	0	0	1	2	3	501	627	-624
COLUMN TOTALS =			3	501	627				-624

EARTHWORK - EVENSTAD ROAD, MAINLINE - STAGE 2

	AREA (SF)		INCREMENTAL VOL (CY)			CUMULATIVE VOLUME (CY)			
STATION	CUT	FILL	CUT NOTE 1	FILL	FILL (25%) NOTE 2	CUT 1.00 NOTE 1	FILL	FILL (25%) NOTE 2	MASS ORDINATE NOTE 3
10+00	0	0	0	0	0	0	0	0	0
10+25	30	26	14	12	15	14	12	15	-1
10+48	30	26	26	22	28	40	34	43	-3
10+90	24	69	0	0	0	40	34	43	-3
11+00	24	69	9	26	33	49	60	75	-26
11+25	24	61	22	61	76	71	121	151	-80
11+40	0	0	6	17	21	77	138	173	-96
COLUMN TOTALS =			77	138	173				-96

EARTHWORK - EVENSTAD ROAD, BYPASS REMOVAL - STAGE 3

	AREA (SF)		INCREMENTAL VOL (CY)			CUMULATIVE VOLUME (CY)			
STATION	CUT	FILL	CUT NOTE 1	FILL	FILL (25%) NOTE 2	CUT 1.00 NOTE 1	FILL	FILL (25%) NOTE 2	MASS ORDINATE NOTE 3
20+00	0	0	0	0	0	0	0	0	0
20+50	9	0	10	0	0	10	0	0	10
21+00	48	0	53	0	0	63	0	0	63
21+50	73	0	110	0	0	173	0	0	173
22+00	0	0	67	0	0	240	0	0	240
22+50	98	0	91	0	0	331	0	0	331
23+00	81	0	166	0	0	497	0	0	497
23+50	8	0	83	0	0	580	0	0	580
24+00	0	0	10	0	0	590	0	0	590
COLUMN TOTALS =			590	0	0				590

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

9

9

PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	EARTHWORK TABLE	SHEET 53	E

LIMITS OF EARTHWORK FOR TEMPORARY BYPASS (FOR INFORMATION ONLY)

LIMITS OF EARTHWORK FOR MAINLINE

STRUCTURE B-62-0273 REQ'D

SINGLE SLOPE PARAPET 42SS (TYP.)

FO

SINGLE SLOPE PARAPET 42SS (TYP.)

C/L TEMP BYPASS

ELEC

RW

2.0%

2.0%

VARIES

VARIES

RW

TLE

-31.00
958.42

31.00
957.78

RIPRAP HEAVY OVER GEOTEXTILE TYPE HR (TYP.)

970

960

950

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

10+48

LIMITS OF EARTHWORK FOR TEMPORARY BYPASS (FOR INFORMATION ONLY)

LIMITS OF EARTHWORK FOR MAINLINE

C/L TEMP BYPASS

ELEC

RW

FO

FG=965.47

SG=964.14

6.0:1

4.0:1

4.0%

2.0%

2.0%

4.0%

4.0:1

3.0:1

RW

-17.28
963.75

-17.03
963.80

-9.40
963.95

9.61
963.94

10.23
963.79

-31.01
961.60

27.22
960.46

970

960

950

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

10+25

LIMITS OF EARTHWORK FOR TEMPORARY BYPASS (FOR INFORMATION ONLY)

RW

C/L TEMP BYPASS

TLE

ELEC

FO

RW

BEGIN PROJECT
STA. 10+00
MATCH EXISTING

10 FT

10 FT

970

960

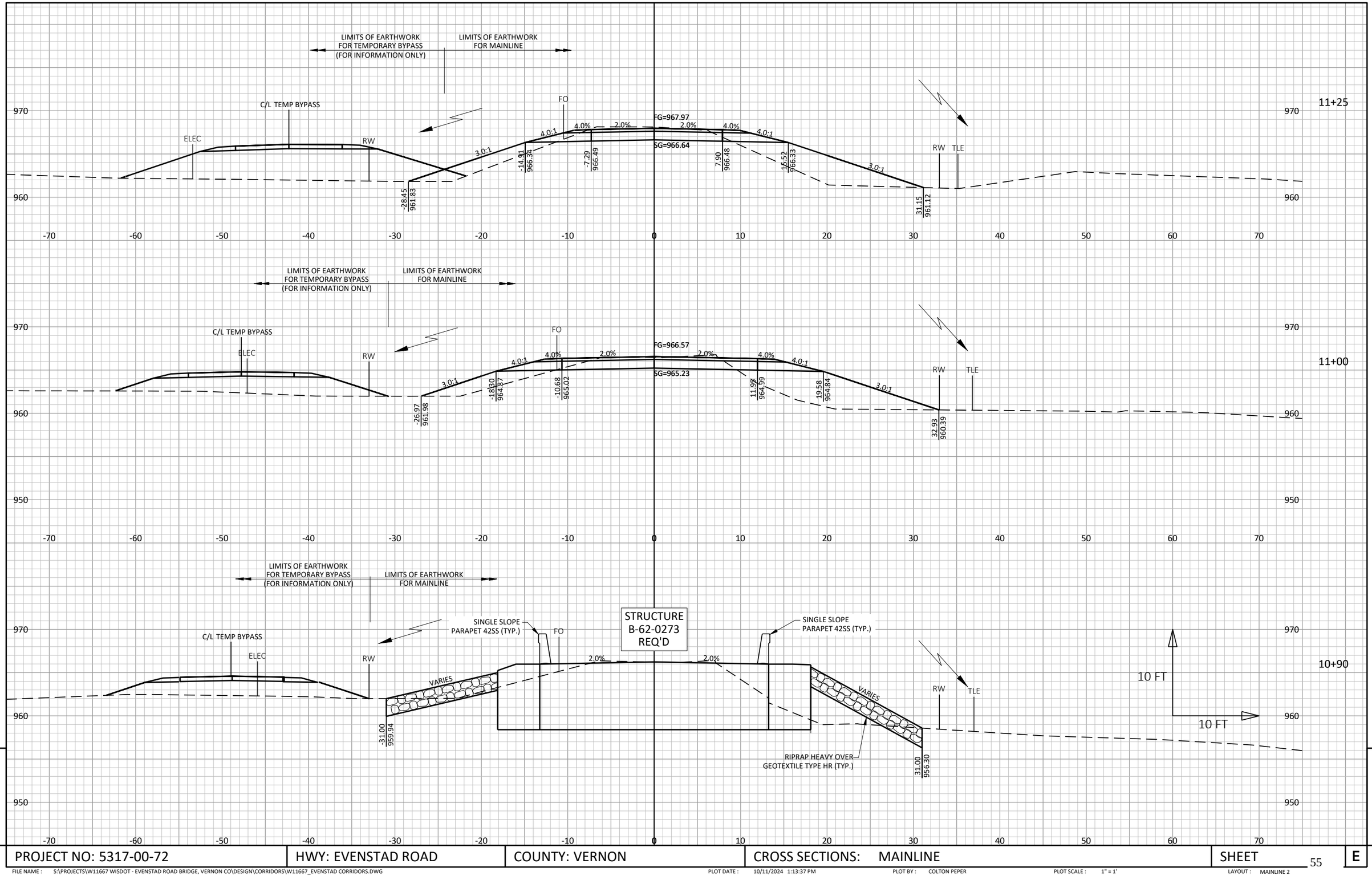
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

10+00

9

9

PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	CROSS SECTIONS: MAINLINE	SHEET	54	E

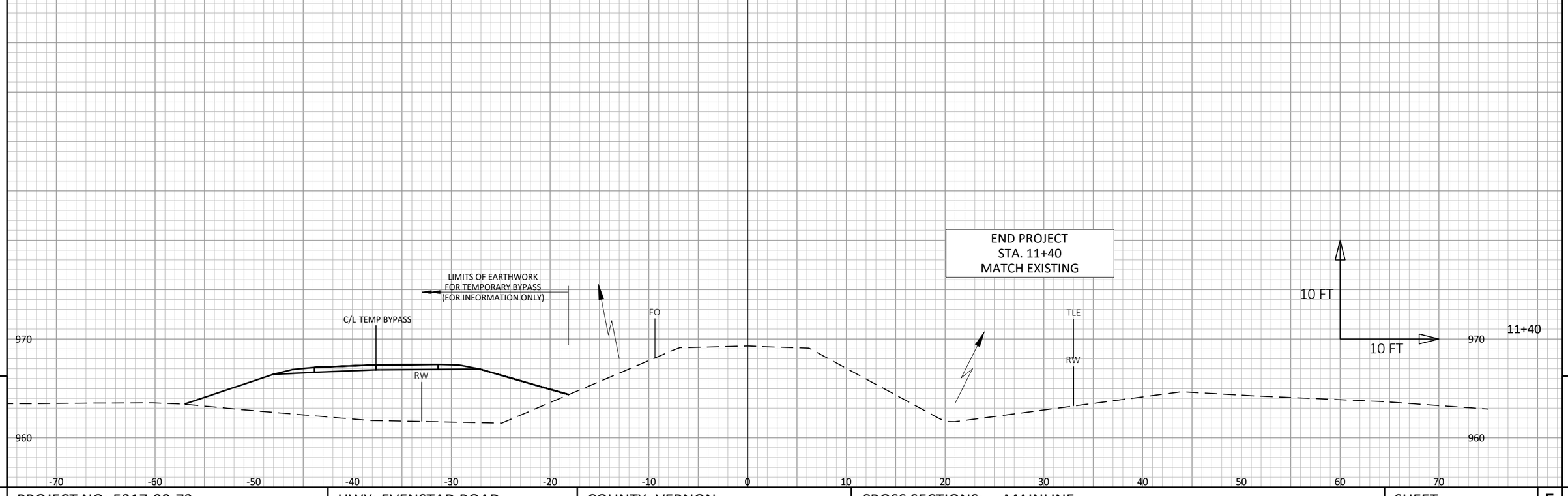


9

9

PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	CROSS SECTIONS: MAINLINE	SHEET 55	E

FILE NAME : S:\PROJECTS\W11667 WISDOT - EVENSTAD ROAD BRIDGE, VERNON CO\DESIGN\CORRIDORS\W11667_EVENSTAD CORRIDORS.DWG PLOT DATE : 10/11/2024 1:13:37 PM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : MAINLINE 2

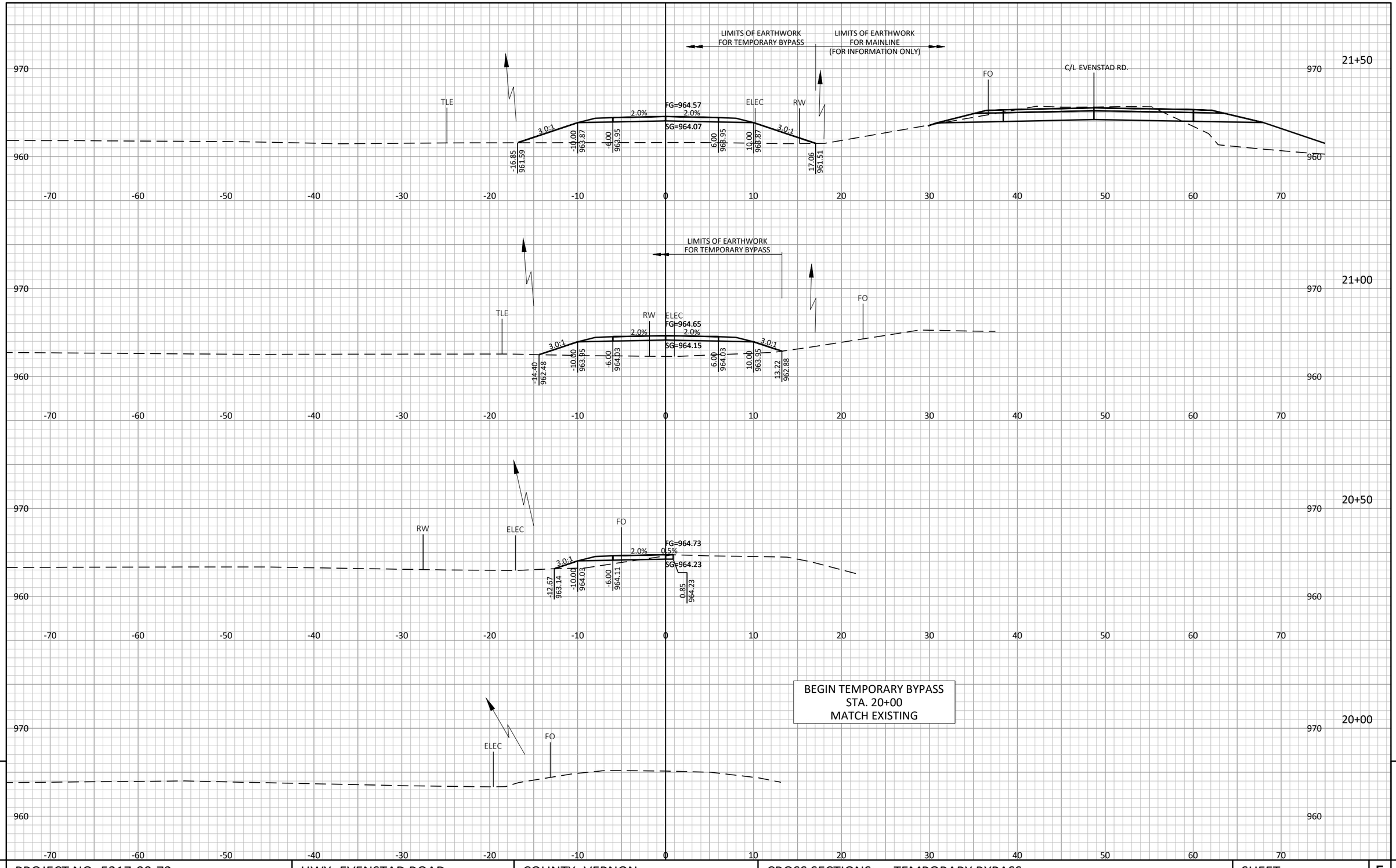


9

9

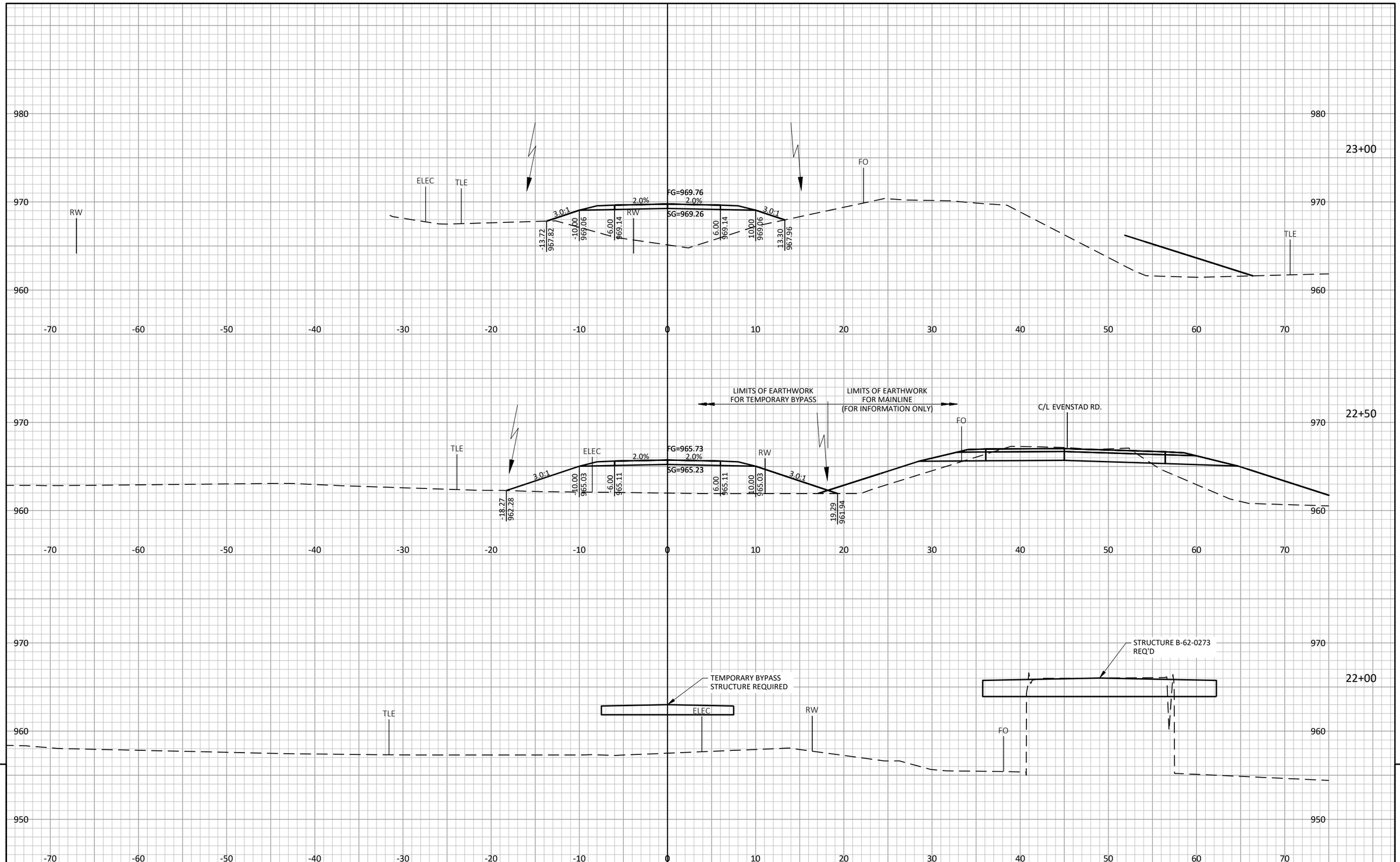
PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	CROSS SECTIONS: MAINLINE	SHEET 56	E

FILE NAME : S:\PROJECTS\W11667 WISDOT - EVENSTAD ROAD BRIDGE, VERNON CO\DESIGN\CORRIDORS\W11667_EVENSTAD CORRIDORS.DWG PLOT DATE : 10/11/2024 1:13:38 PM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : MAINLINE 3



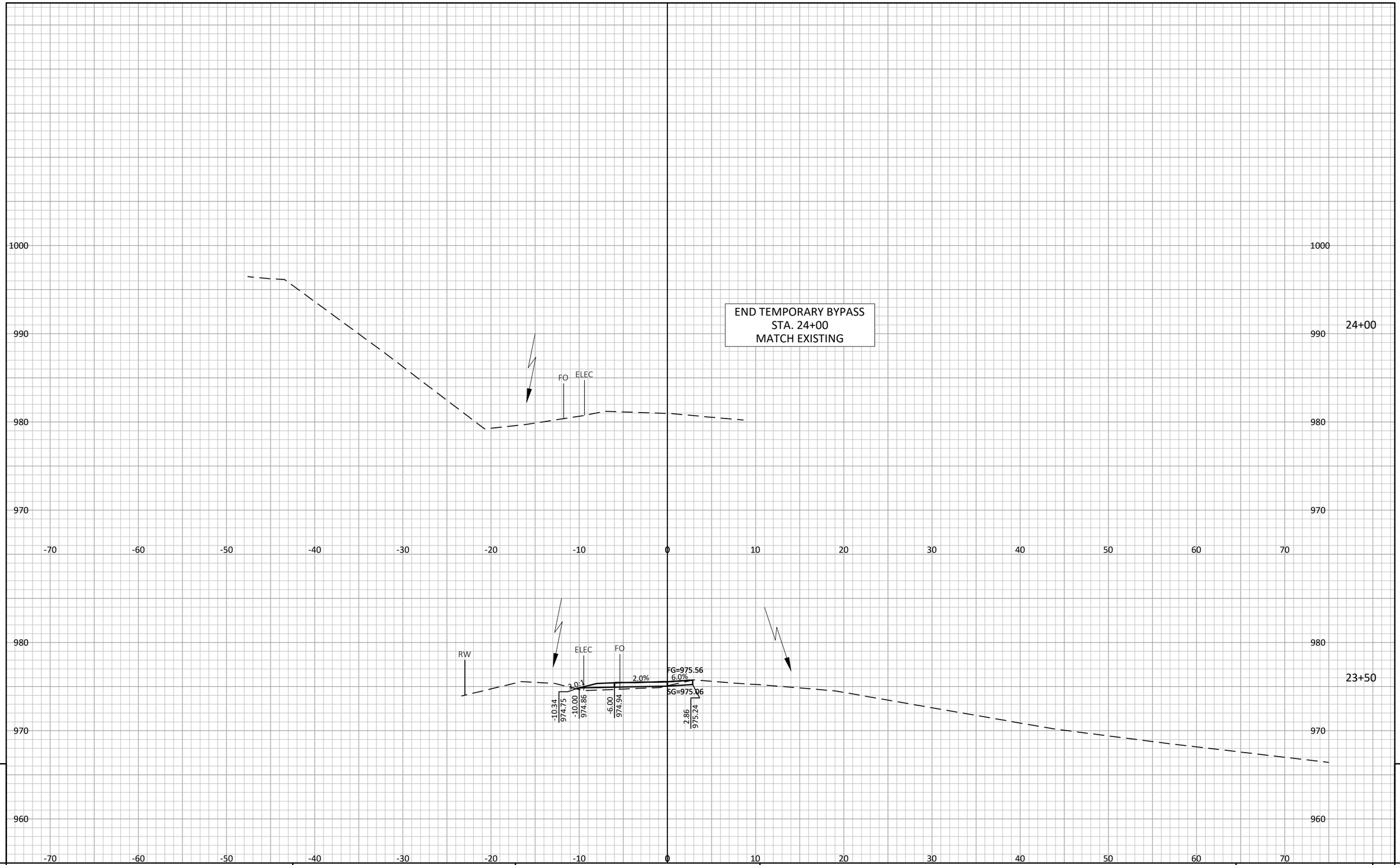
PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	CROSS SECTIONS: TEMPORARY BYPASS	SHEET 57	E

FILE NAME : S:\PROJECTS\W11667 WISDOT - EVENSTAD ROAD BRIDGE, VERNON CO\DESIGN\CORRIDORS\W11667_EVENSTAD CORRIDORS.DWG
PLOT DATE : 10/11/2024 1:13:39 PM
PLOT BY : COLTON PEPER
PLOT SCALE : 1" = 1'
LAYOUT : TEMPORARY BYPASS 1



PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	CROSS SECTIONS: TEMPORARY BYPASS	SHEET	E

FILE NAME : S:\PROJECTS\W11667 WISDOT - EVENSTAD ROAD BRIDGE, VERNON CO\DESIGN\CORRIDORS\W11667_EVENSTAD CORRIDORS.DWG PLOT DATE : 10/11/2024 1:13:40 PM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : TEMPORARY BYPASS 2



9

9

PROJECT NO: 5317-00-72	HWY: EVENSTAD ROAD	COUNTY: VERNON	CROSS SECTIONS: TEMPORARY BYPASS	SHEET	E

FILE NAME : S:\PROJECTS\W11667 WISDOT - EVENSTAD ROAD BRIDGE, VERNON CO\DESIGN\CORRIDORS\W11667_EVENSTAD CORRIDORS.DWG PLOT DATE : 10/11/2024 1:28:26 PM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : TEMPORARY BYPASS

Wisconsin Department of Transportation

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