FEBRUARY 2025

Section No.

Section No.

Section No. Section No.

Section No.

Section No.

TOTAL SHEETS = 60

STATE OF WISCONSIN ORDER OF SHEETS Section No. Section No. Typical Sections and Details Section No. Estimate of Quantities

STRUCTURE B-25-0200

Ø

TOWN OF ARENA, FRAME ROAD

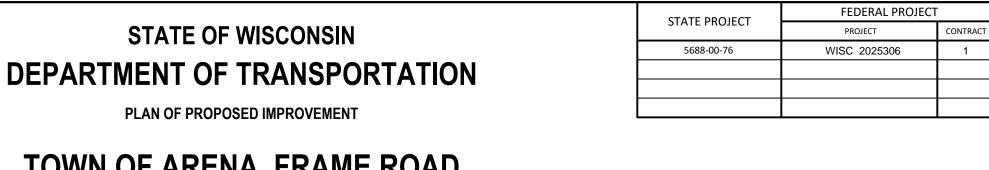
BLUE MOUNDS CREEK BRIDGE B-25-0200

LOC STR IOWA COUNTY

STATE PROJECT NUMBER

5688-00-76

Arena



END PROJECT

STA. 11+40



Miscellaneous Quantities

Standard Detail Drawings

Computer Earthwork Data

Right of Way Plat

Cross Sections

DESIGN DESIGNATION 5688-00-06

AADT 2025 = 50 A.A.D.T. D.H.V. D.D. = 60/40 = 10% (ASSUMED)

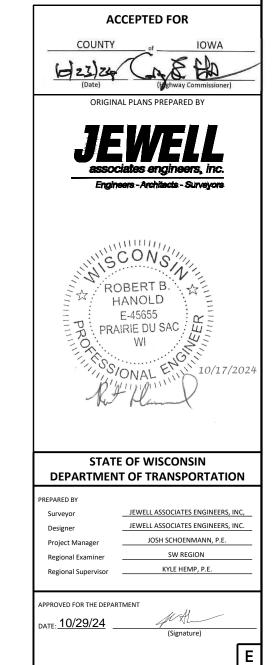
WOODED OR SHRUB AREA

DESIGN SPEED = 40 M.P.H = 57,000

CONVENTIONAL SYMBO PLAN CORPORATE LIMITS PROPERTY LINE LOT LINE LIMITED HIGHWAY EASEMENT EXISTING RIGHT OF WAY PROPOSED OR NEW R/W LINE SLOPE INTERCEPT REFERENCE LINE EXISTING CULVERT PROPOSED CULVERT	300'EB'	PROFILE GRADE LINE ORIGINAL GROUND MARSH OR ROCK PROFILE (To be noted as such) SPECIAL DITCH GRADE ELEVATION CULVERT (Profile View) UTILITIES ELECTRIC FIBER OPTIC	- ROCK - LABEL - BEGIN PROJECT STA. 10+00 Y = 208,739.31 X = 451,838.78 - FO - F	ROBERTS SPRING RD PINNACLE RD PINNACLE RD ROBERTS ROBERTS	ZWETTLER RD F COMPRESS RD
(Box or Pipe) COMBUSTIBLE FLUIDS	-caution-	GAS SANITARY SEWER STORM SEWER TELEPHONE	G — SAN — SS — T	LAYOUT 2 MI	HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), IOWA COUNTY NAD83 (2011), IN U.S. SURVEY
MARSH AREA		WATER UTILITY PEDESTAL POWER POLE	— w —	TOTAL NET LENGTH OF CENTERLINE = 0.027 MI	FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID (18).

T-8-N

T-7-N



TELEPHONE POLE

T-7-N

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 HINGE POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEEDMIX 20, 95A, OR 60), AND MULCHED AS DIRECTED BY THE ENGINEER IN THE FIELD. ALL POST CONSTRUCTION WET AREAS SHALL BE SEEDED WITH SEEDING MIXTURE NO. 60. DO NOT FERTILIZE WETLAND AREAS.

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

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

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

WETLANDS ARE PRESENT IN THE PROJECT LIMITS. THE CONTRACTOR SHALL NOT OPERATE EQUIPMENT OR STOCKPILE MATERIALS BEYOND THE EXISTING SLOPE INTERCEPTS FROM STA. 9+16 LT. - STA. 10+59 LT., STA. 10+00 RT. - STA. 10+60 RT., STA. 10+00 LT. - STA. 10+60 LT., 10+75 LT. - STA. 12+12 LT., STA. 10+77 LT. - STA. 11+40 LT., AND STA. 10+79 RT. - STA. 11+40 RT.

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.

4-INCHES OF ASPHALT SURFACE SHALL BE CONSTRUCTED WITH A 2 $^1\!\!4$ -INCH LOWER LAYER AND A 1 $^3\!\!4$ -INCH UPPER LAYER

CONTACTS

WISDOT:

WISCONSIN DEPARTMENT OF TRANSPORTATION 2101 WRIGHT ST.
MADISON, WI 53704
ATTN: JOSH SCHOENMANN, P.E.
PHONE: (608) 246-5448
EMAIL: josh.schoenmann@dot.wi.gov

IOWA COUNTY HIGHWAY DEPARTMENT:

CRAIG HARDY, HIGHWAY COMMISSIONER 1215 N. BEQUETTE STREET DODGEVILLE, WI 53533 PHONE: (608) 935-3381 EMAIL: craig.hardy@iowacounty.org

DESIGN CONSULTANT:

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

DNR LIAISON:

STATE OF WISCONSIN DNR SERVICE CENTER 3911 FISH HATCHERY ROAD FITCHBURG, WI 53711 ATTN: ERIC HEGGELUND PHONE: (608) 275-3301 EMAIL: eric.heggelund@wisconsin.gov

LIST OF STANDARD ABBREVIATIONS

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

UTILITIES

ELECTRIC

ALLIANT ENERGY
ATTN: PATRICK MCINTYRE
900 PRAIRIE AVE
SPRING GREEN, WI 53588
PHONE: (608)844-9605
EMAIL: patrickmcintyre@alliantenergy.com

FIBER OPTIC

BRIGHTSPEED ATTN: SCOTT HEINZELMAN 144 N. PEARL ST. NEW BERLIN, WI 54923 PHONE: (608) 716-5964 CELL: (920) 757-4802 EMAIL: scott.heinzelman@brightspeed.com

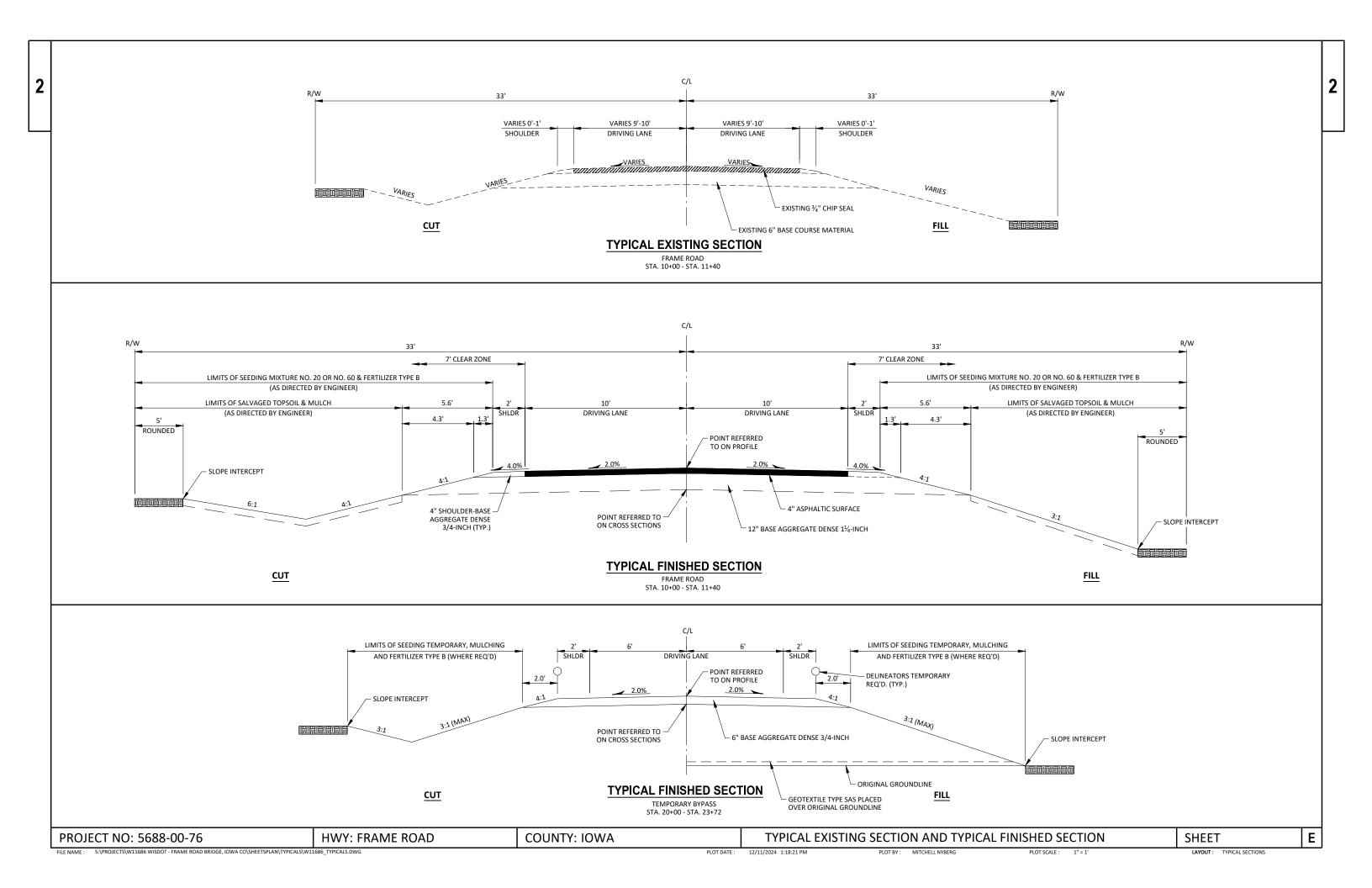


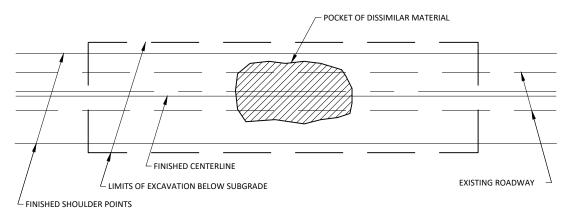
		HYDROLOGIC SOIL GROUP										
		,	4	В			С			D		
	SLOPE RANGE SLOPE RANGE (PERCENT) (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)					
LAND USE	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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						.709	95					
CONCRETE	CONCRETE .8095											
BRICK	BRICK .7080											
DRIVES, WALKS	DRIVES, WALKS .7585											
ROOFS .7595												
GRAVEL ROADS, S	GRAVEL ROADS, SHOULDERS .4060											

TOTAL PROJECT AREA= 0.62 ACRES

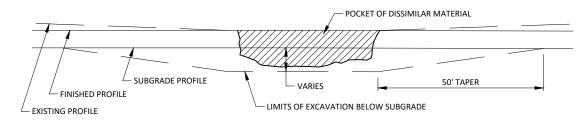
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.43 ACRES

PROJECT NO: 5688-00-76 HWY: FRAME ROAD COUNTY: IOWA GENERAL NOTES SHEET **E**

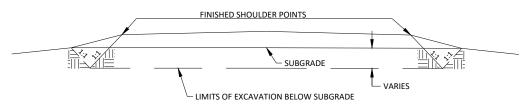




PLAN VIEW



PROFILE VIEW

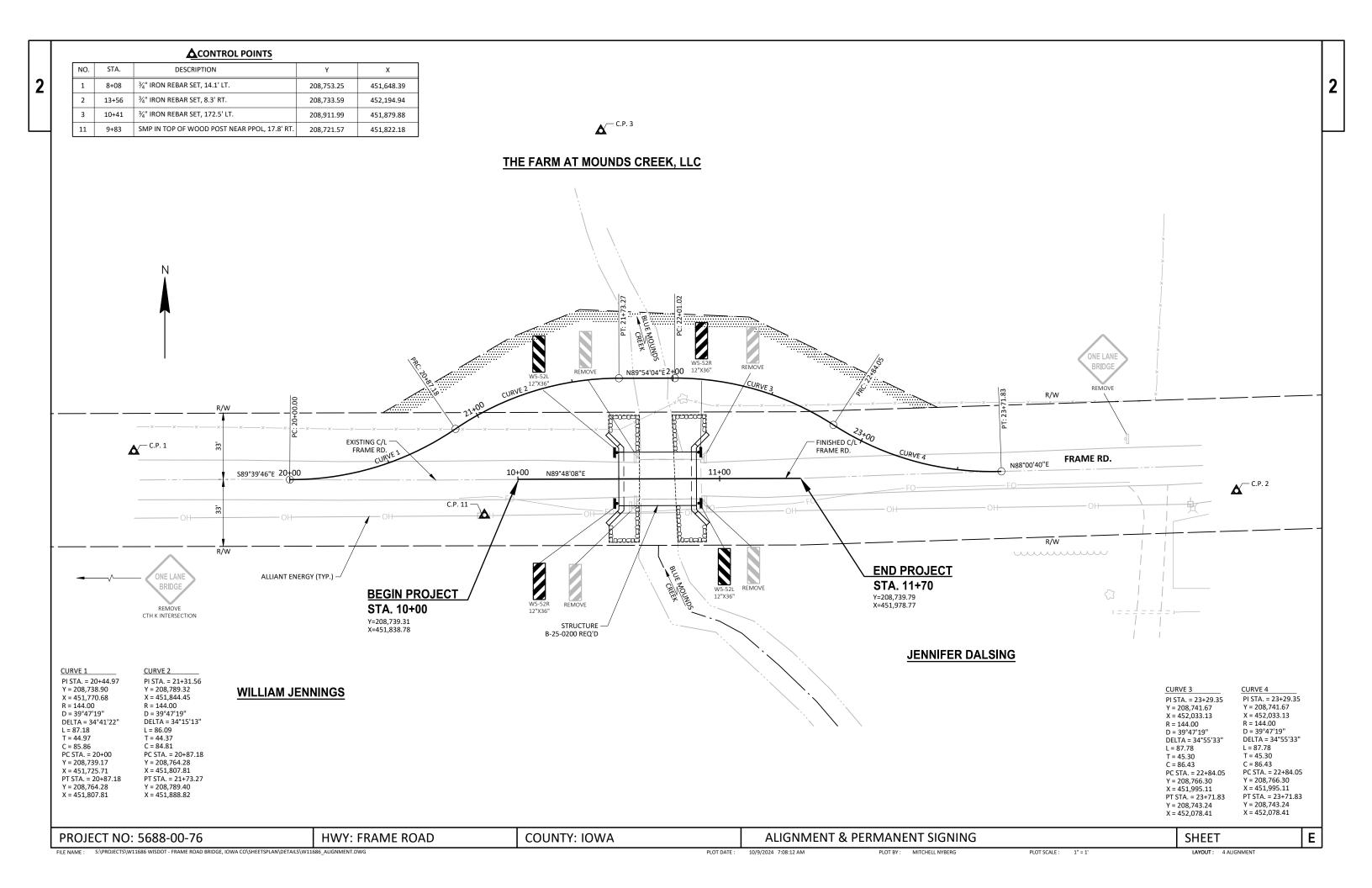


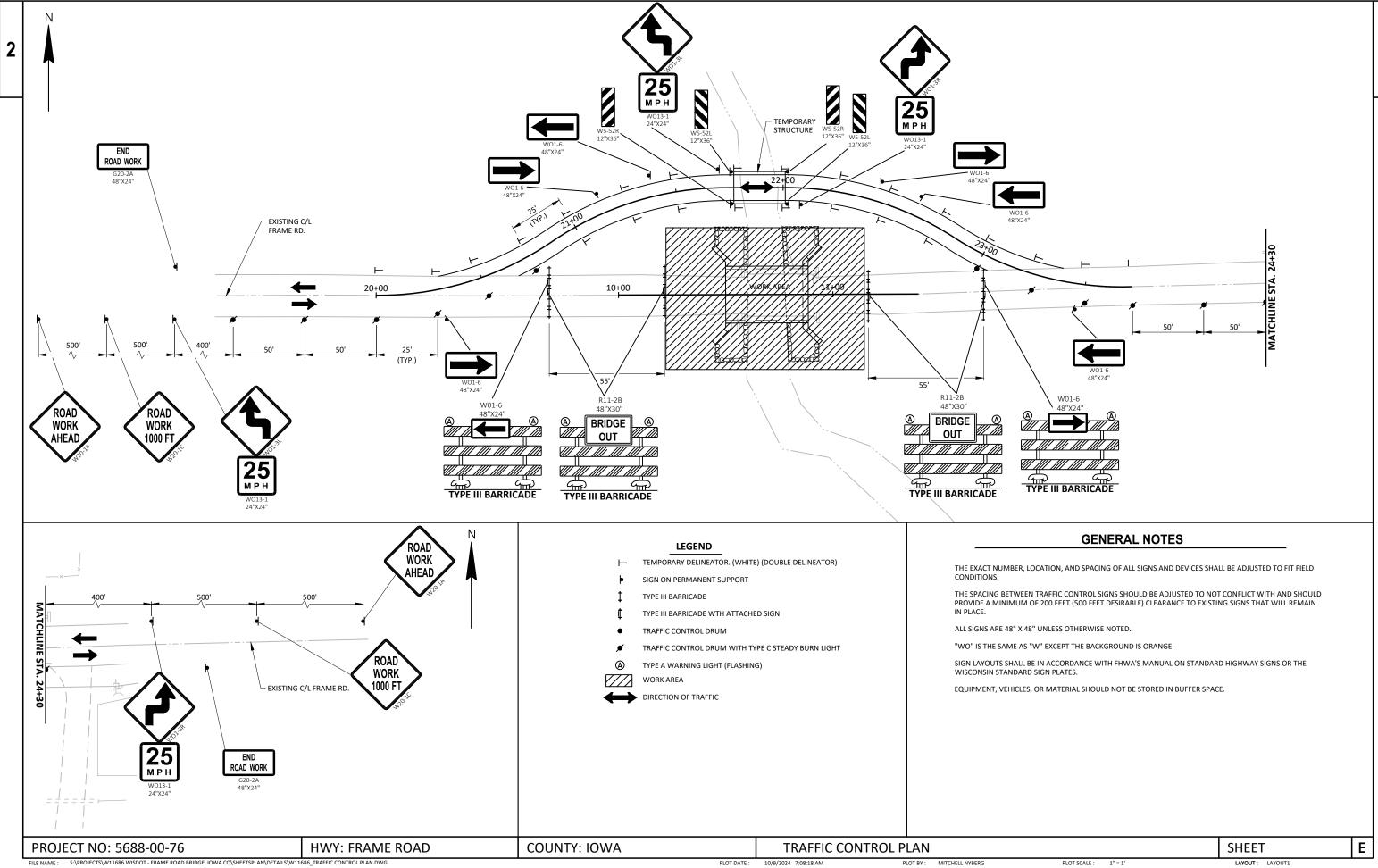
CROSS SECTION VIEW

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

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

PROJECT NO: 5688-00-76 HWY: FRAME ROAD COUNTY: IOWA CONSTRUCTION DETAILS SHEET **E**





10/9/2024 7:08:18 AM PLOT BY: MITCHELL NYBERG

3

5688-00-76	

0038 526.0101 Temporary Structure (station) 01. 21+90 EACH 1.000 1.000 0040 550.2104 Piling CIP Concrete 10 3/4 X 0.25-Inch LF 805.000 805.000 0042 660.3000 Riprap Heavry CY 140.000 140.000 0044 612.0406 Pipe Underdrain Wrapped 6-Inch LF 138.000 138.000 0046 618.0100 Mobilization EACH 1.000 1.000 0048 619.1000 Mobilization EACH 1.000 1.000 0054 624.0100 Water MGAL 7.000 7.000 0055 625.0500 Salvaged Topsoil SY 250.000 250.000 0054 627.0200 Mulching SY 2,000.00 250.000 0054 627.0200 Mulching SY 2,000.00 250.000 0058 628.1520 Silt Fence Maintenance LF 1,140.000 1,140.000 0060 628.1520 Mobilizations Erosion Control EACH						3000-00-70
2012/2005 Carubhing STA 4.000 4.000	Line	Item	Item Description	Unit	Total	Qty
0004 203,0250 Removing Structure Over Waterway Remove Debris (structure) 01. P-25-904 EACH 1,000 1,000 0008 25,056.5 Sexavation Common CY 1,070,000 200,000 0010 265,056.5 Sexavation Hauling, and Disposal of Creosote Contaminated Soil TON 200,000 200,000 0012 208,0100 Bornow Excavation of Structures Bridges (structure) 01. B-25-200 EACH 1,000 1,000 0014 210,1500 Backfill Structure Type A TON 276,000 276,000 0016 21,3010 Finishing Roadway (project) 01.5688-00-76 EACH 1,000 1,000 0018 305,0110 Base Aggregate Dense 3/4-Inch TON 200,000 200,000 0020 305,0110 Base Aggregate Dense 3/4-Inch TON 200,000 200,000 0022 455,0605 Tack Cast TON 460,000 640,000 0024 445,0605 Asphatic Surface TON 440,000 114,000 0025 502,0100 Concrete Masonny Bridges C	0002	201.0205	Grubbing	STA	4 000	
0008 205 0100 Excavation Common CY 1,070,000 1,070,000 0010 205 0050 Sexavation, Hauling, and Disposal of Creosote Contaminated Soil TON 200,000 0010 206 1001 Excavation for Structures Bridges (structure) 01. 8-25-200 EACH 1,000 1,000 0014 210 1100 Backfill Structure Type A TON 276.000 1,000 0016 213 0100 Finishing Roadway (project) 01. 5688-00-76 EACH 1,000 1,000 0018 305 0110 Base Aggregate Dense 3/4-Inch TON 200,000 200 0022 455 5065 Tack Coat GAL 13,000 13,000 0024 455 50105 Asphaltic Surface TON 64,000 64,000 0028 502 200 Portective Masony Bridges CY 114,000 16,000 0028 502 300 Bar Steel Reinforcement HS Structures LB 18,041,000 16,410,000 0032 550 500 Bar Steel Reinforcement HS Structures LB 18,410,000 16,410,000			-			
205.0566.S Excavation, Hauling, and Disposal of Creosole Contaminated Soil TON 200.0000 200.000 200.0000 200.000 200.000 200.000 200.000 200.0000 200.0						
December December						
Description			- '			
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	0098	643.0715	Traffic Control Warning Lights Type C	DAY	880.000	880.000

Estimate Of Quantities

5688-00-76

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Line	Item	Item Description	Unit	Total	Qty
0100	643.0900	Traffic Control Signs	DAY	2,340.000	2,340.000
0102	643.5000	Traffic Control	EACH	1.000	1.000
0104	645.0111	Geotextile Type DF Schedule A	SY	84.000	84.000
0106	645.0120	Geotextile Type HR	SY	235.000	235.000
0108	645.0140	Geotextile Type SAS	SY	1,020.000	1,020.000
0110	650.4500	Construction Staking Subgrade	LF	452.000	452.000
0112	650.5000	Construction Staking Base	LF	452.000	452.000
0114	650.6501	Construction Staking Structure Layout (structure) 01. B-25-0200	EACH	1.000	1.000
0116	650.9911	Construction Staking Supplemental Control (project) 01. 5688-00-76	EACH	1.000	1.000
0118	650.9920	Construction Staking Slope Stakes	LF	452.000	452.000
0120	690.0150	Sawing Asphalt	LF	39.000	39.000
0122	715.0502	Incentive Strength Concrete Structures	DOL	685.000	685.000
0124	999.2005.S	Maintaining Bird Deterrent System (station) 01. 5688-00-76	EACH	1.000	1.000
0126	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0128	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0130	SPV.0085	Special 01. Native Pollinator Seeding Mixture No. 95A	LB	12.000	12.000
0132	SPV.0090	Special 01. Flashing Stainless Steel	LF	67.000	67.000

ALL ITEMS 0010 UNLESS OTHERWISE NOTED

3

EARTHWORK SUMMARY

					EXPANDED		
		205.0100			FILL		
		EXCAVATION COMMON	AVAILABLE	UNEXPANDED	(CY)	208.0100	
		CUT (2)	MATERIAL	FILL	FACTOR	BORROW	WASTE
FROM/TO STA	LOCATION	(CY)	(CY) (1)	(CY)	1.25 (2)	(CY)	(CY)
20+00 - 23+72	CONSTRUCT TEMPORARY BYPASS	0	0	928	1160	1160	0
10+00 - 11+40	MAINLINE	80	80	180	225	145	0
20+00 - 23+72	REMOVE TEMPORARY BYPASS	990	990	0	0	0	990
	TOTALS =	1070	1070	1108	1385	1305	990

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

BASE AGGREGATE DENSE

305.0110 305.0120 BASE AGGREGATE BASE AGGREGATE DENSE 1 1/4-INCH DENSE 3/4-INCH STATION - STATION LOCATION (TON) (TON) 20+00 - 23+72 TEMPORARY BYPASS 10+00 - 11+40 MAINLINE 15 280 TOTALS = 280

SILT FENCE	ASPHALTIC SURFACE	WATER	TURBIDITY BARRIER
STATION - STATION LOCATION (LF) (LF)	STATION - STATION LOCATION MAINLINE TACK COAT (GAL) (TON) 64 (TOTALS = 13 64 64 (TOTALS = 13 64 (TOTALS = 13 TOTALS (TOT	PROJECT 624.0100 (MGAL) 7 TOTAL = 7	COCATION CSY) WEST ABUTMENT 147 EAST ABUTMENT 143 UNDISTRIBUTED 70 TOTALS = 360

				FINISHI	NG ITEMS						
		625.0500 SALVAGED	627.0200	629.0210 FERTILIZER	630.0120 SEEDING MIXTURE	630.0160 SEEDING MIXTURE	630.0200 SEEDING	630.0300 SEEDING	630.0500 SEED	SPV.0085.01 NATIVE POLLINATOR SEEDING	
		TOPSOIL	MULCHING	TYPE B	NO. 20	NO. 60	TEMPORARY	BORROW PIT	WATER	MIXTURE NO. 95A	
STATION - STATION	LOCATION	(SY)	(SY)	(CWT)	(LB)	(LB)	(LB)	(LB)	(MGAL)	(LB)	STATION-S
20+00 - 23+72	TEMPORARY BYPASS	-	438	0.3	-	-	13	-	11		10+00 - 1
20+00 - 23+72	TEMPORARY BYPASS WETLAND RESTORATION	-	1,020	-	-	-	-	-	-37	10	21+00 - 2
10+00 - 11+40	MAINLINE	200	196	0.2	4	1.6	4	-	6	-	
-	BORROW PIT	-	.=		-	-	-	21	14		
-	UNDISTRIBUTED	50	416	0.4	1	0.4	3	-	5	2	
	TOTALS =	250	2.070	1.0	5		20	21	35	12	

		201.0205 GRUBBING
STATION-STATION	LOCATION	(STA)
10+00 - 11+40	MAINLINE	2
21+00 - 23+00	TEMPORARY BYPASS	2
	TOTALS =	

GRUBBING

MOBILIZATION EROSION CONTROL

	628.1905	628.1910
	MOBILIZATION	MOBILIZATION EMERGENCY
	EROSION CONTROL	EROSION CONTROL
PROJECT	(EACH)	(EACH)
5688-00-76	5	3
TOTALS =	5	3

TEMPORARY DITCH CHECKS

		628.7504
STATION	LOCATION	(LF)
10+58	MAINLINE, LT.	8
10+78	MAINLINE, LT.	8
	UNDISTRIBUTED	8
	TOTALS =	24

TEMPORARY STRUCTURE

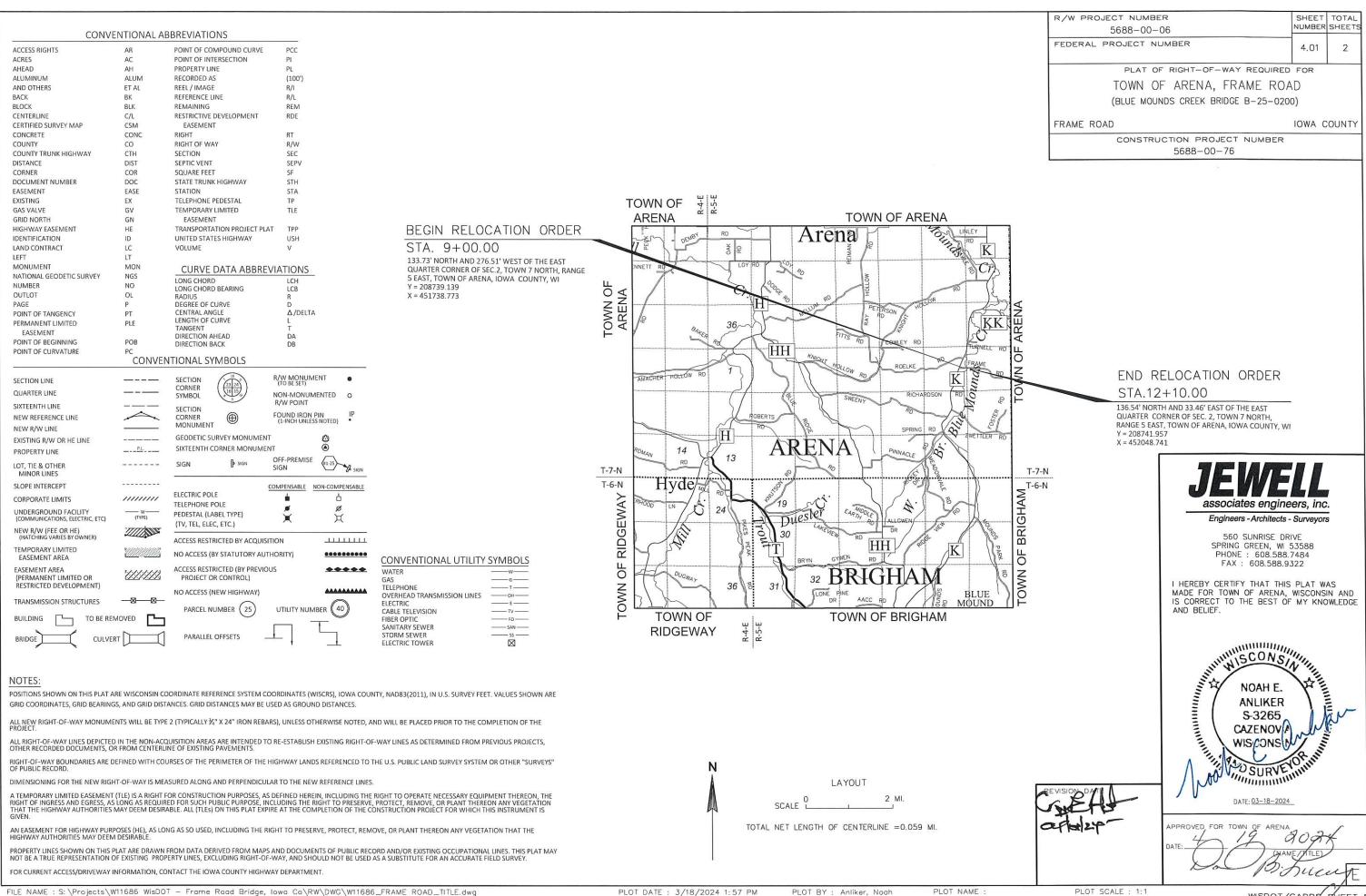
		526.0101
STATION	LOCATION	(EACH)
21+90	TEMPORARY BYPASS	1
	TOTAL =	1

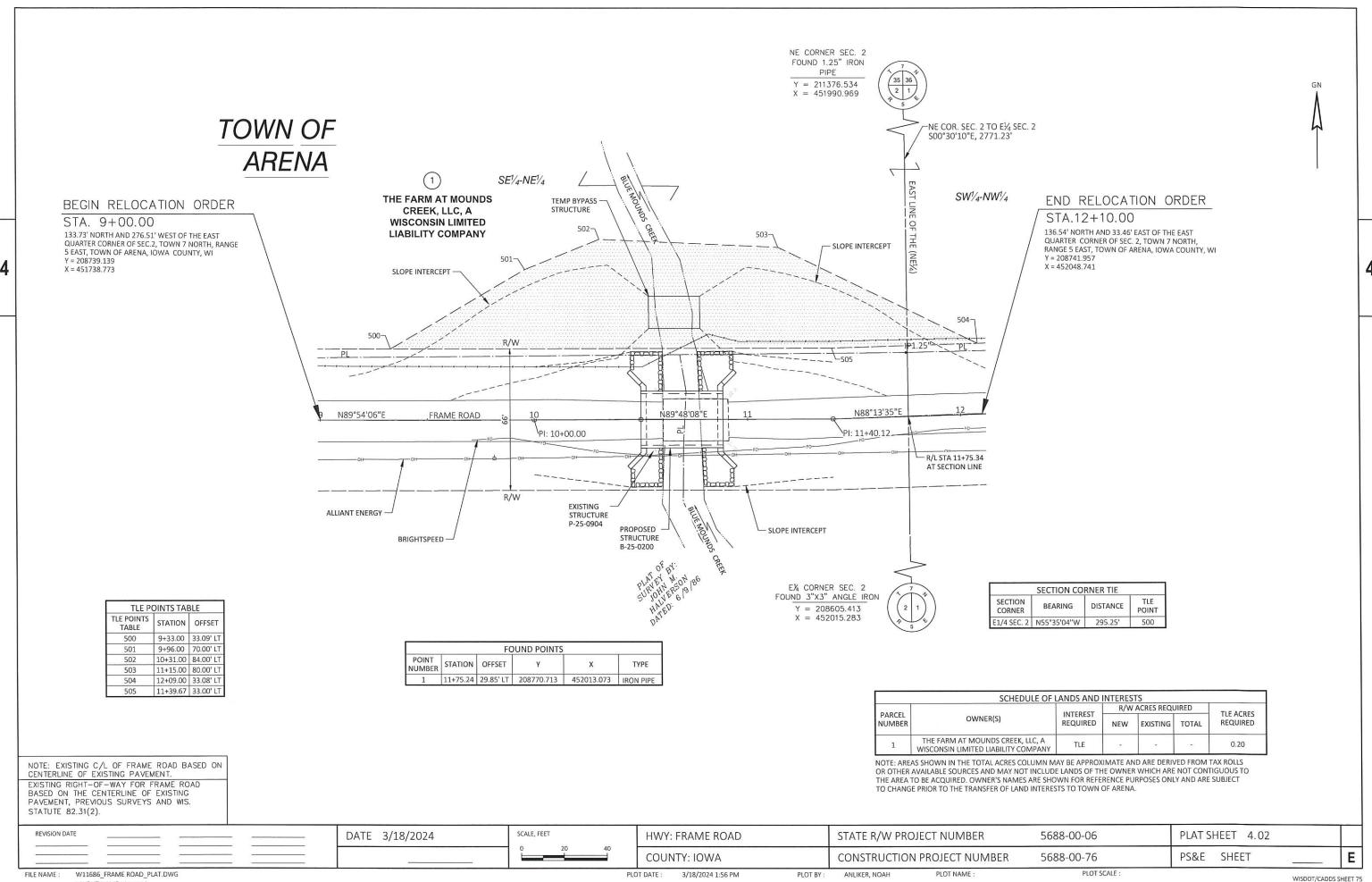
DELINEATORS TEMPORARY

STATION - STATION 20+00 - 23+72 20+00 - 23+72	LOCATION TEMPORARY BYPASS, LT. TEMPORARY BYPASS, RT.	(EACH) 16 8
	TOTAL =	24

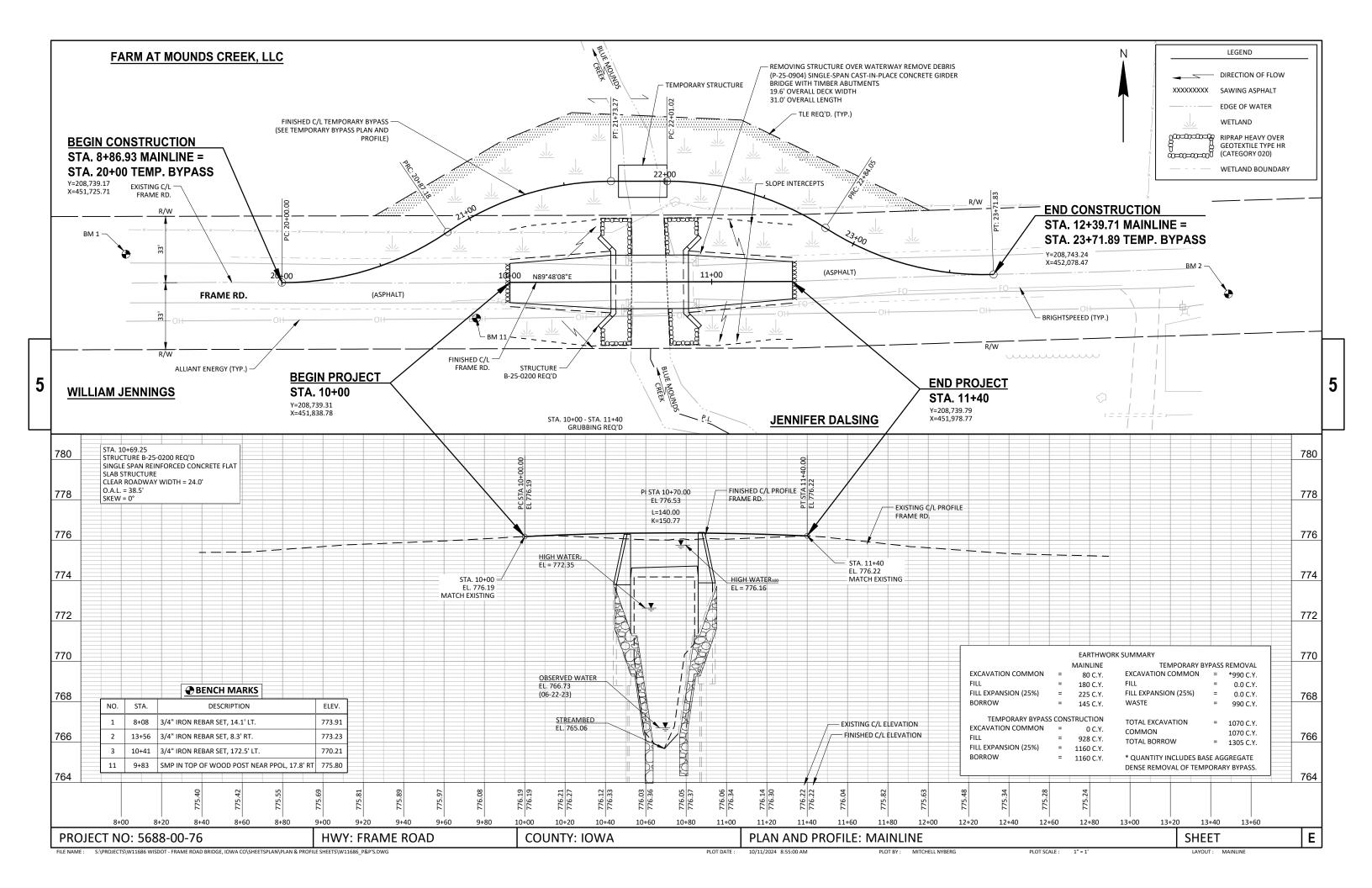
Ε PROJECT NO: 5688-00-76 **HWY: FRAME ROAD COUNTY: IOWA** MISCELLANEOUS QUANTITIES SHEET PLOT SCALE : 1" = 1'

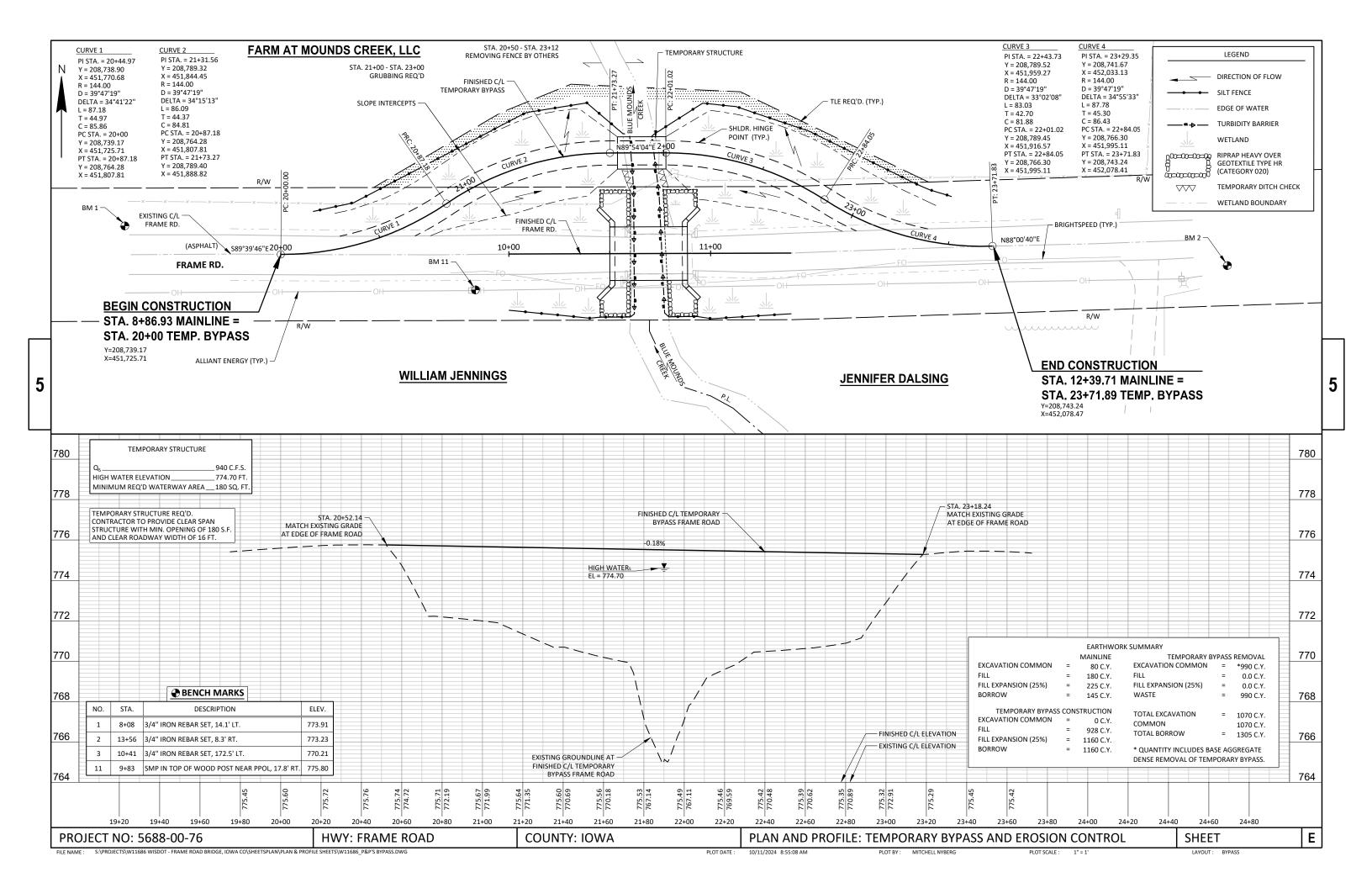
				ALL ITEMS 010 UNLESS OTHERWISE NOTED
APPROX. STATION POSITION LOCATION	E W5-3 ONE LANE BRIDGE E W5-52L BRIDGE HASH MARKS E W5-52R BRIDGE HASH MARKS E W5-52L BRIDGE HASH MARKS E W5-52L BRIDGE HASH MARKS E W5-52R BRIDGE HASH MARKS E W5-52L BRIDGE HASH MARKS E W5-52R BRIDGE HASH MARKS E W5-52R BRIDGE HASH MARKS	634.0612 637.2230 638. POSTS SIGNS REMO WOOD 4X6- TYPE II SIC SIGN INCH X 12-FT REFLECTIVE F TYP SIZE (EACH) (SF) (EACH) 12X36 1 3.00	.2602 638.3000 DVING REMOVING GNS SMALL SIGN PE II SUPPORTS ACH) (EACH) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SAWING ASPHALT STATION LOCATION (LF) (LF)
			6 6	
	TRAFFIC C	CONTROL 643.0705 643.0715	643.0900 643.5000	GEOTEXTILE
STATION - STATION LOCATION 10+00 - 11+40 MAINLINE - PROJECT TOTALS	TRAFFIC CONTROL DRUMS (DAY) 880 1,460 - TRAFFIC CONTROL BARRICADES TYPE III W (DAY)		RAFFIC CONTROL TRAFFIC CONTROL (DAY) (EACH) 2,340 - 1 2,340 1	STATION - STATION LOCATION (SY)
	CONSTRUCTION STAKI	NG		
STATION -STATION	CONOTITOOTION STAND CONOTITOOTION STAND CONOTITOOTION STAND SUBGRADE BASE (LF) (LF) TEMPORARY BYPASS 348 348 MAINLINE 104 104 PROJECT TOTALS = 452 452	*650.6501 SUPPLEMENTAL 650.9920 STRUCTURE CONTROL SLOPES LAYOUT (5688-00-76) STAKES (EACH) (LF) 348 104 1 1 1 452		EXCAVATION, HAULING, AND DISPOSAL OF CREOSOTE CONTAMINATED SOIL STATION
*CATEGORY 020				
PROJECT NO: 5688-00-76 FILE NAME: S:\PROJECTS\W11686 WISDOT - FRAME ROAD BRIDGE, IOWA CO\PSE\QUANTITIES\90	HWY: FRAME ROAD %-FINAL\CAD FILES\W11686 MISC QTV.DWG	COUNTY: IOWA	MISCELLANEOUS QUANTITIES 10/31/2024 10:52:52 AM PLOT BY: MITCHELL NYE	SHEET E BERG PLOT SCALE: 1"=1' LAYOUT: PAGE 2





LAYOUT NAME - Layout1





Standard Detail Drawing List

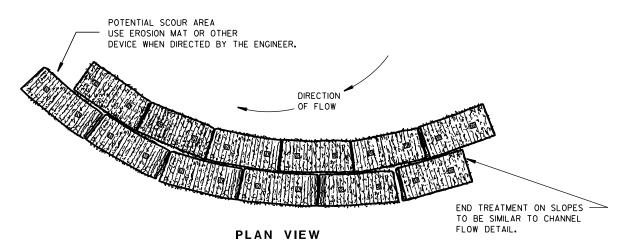
)8E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
)8E09-06	SILT FENCE
)8E11-02	TURBIDITY BARRIER
L2A03-10	NAME PLATE (STRUCTURES)
L3C19-03	HMA LONGITUDINAL JOINTS
L5A04-08A	FLEXIBLE DELINEATOR POST
L5C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
L5C02-09в	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
L5C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
L5C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
L5D31-05	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

6

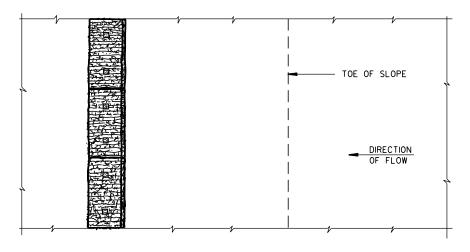
GENERAL NOTES

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.

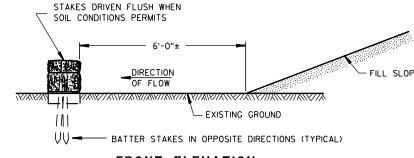
TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.



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 /S/ Beth Connestro
CHIEF ROADWAY DEVELOPMENT ENGINEER

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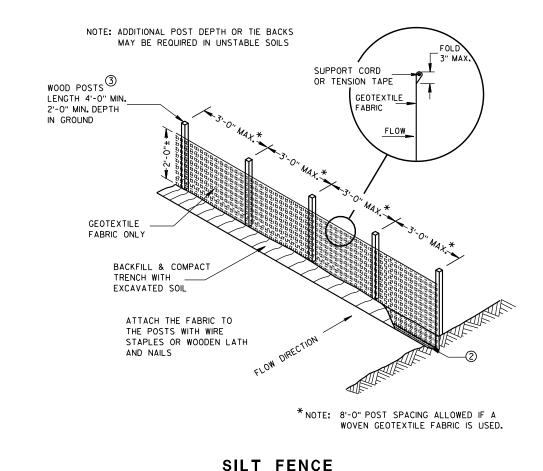
TYPICAL APPLICATION OF SILT FENCE

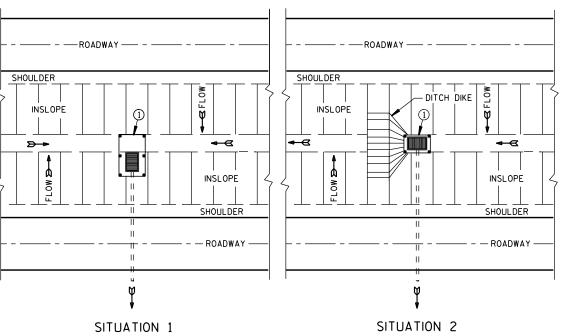
6

b

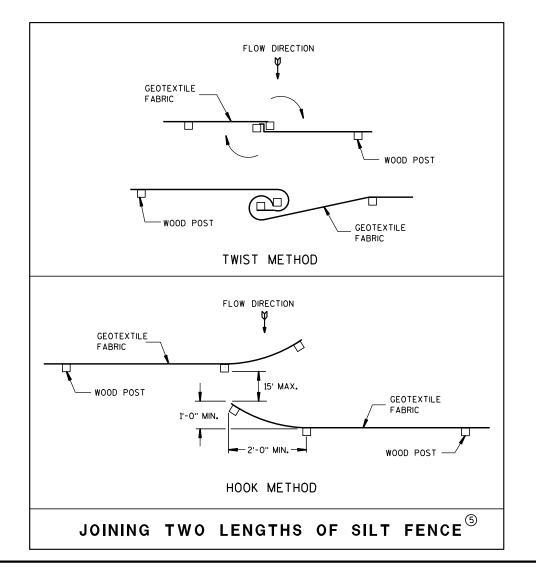
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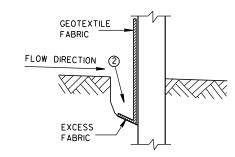
PLAN VIEW SILT FENCE AT MEDIAN SURFACE DRAINS



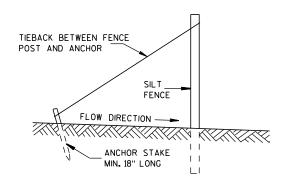
GENERAL NOTES

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

- \bigcirc 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 11/8" X 11/8" 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.

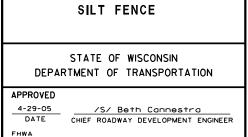


TRENCH DETAIL



SILT FENCE TIE BACK

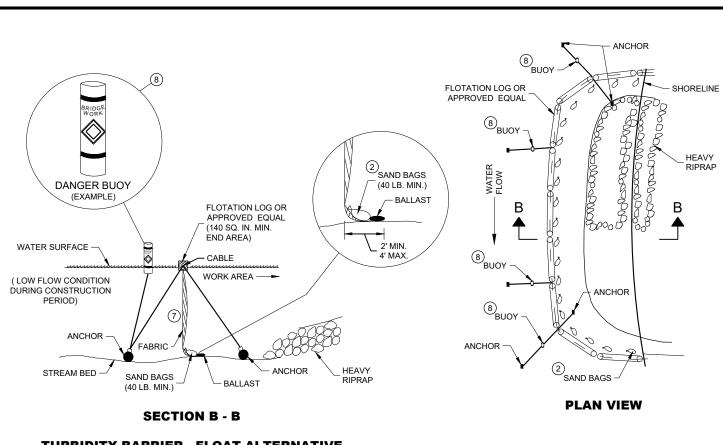
(WHEN REQUIRED BY THE ENGINEER)



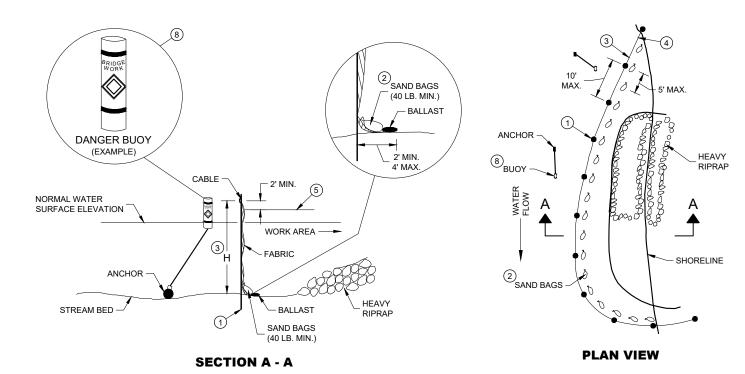
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D.D. 8 E 9-6



TURBIDITY BARRIER - FLOAT ALTERNATIVE CAUTION - SEE NOTE 6



TURBIDITY BARRIER - STANDARD POST INSTALLATION

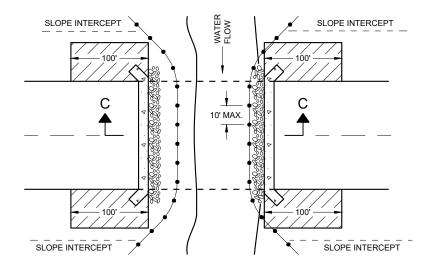
TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

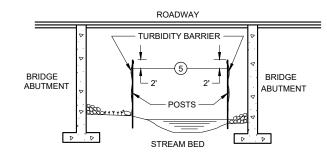
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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
- (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
- (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

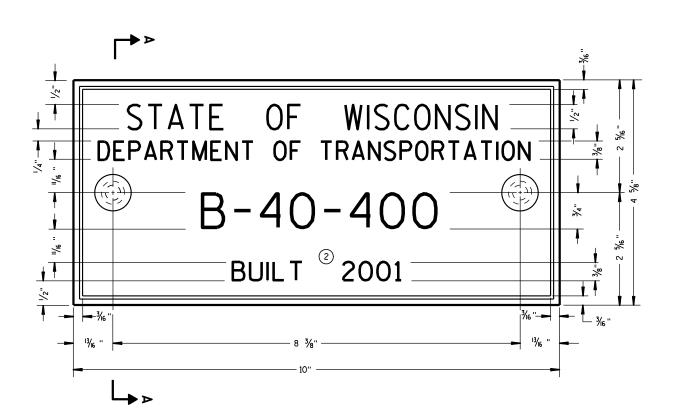
TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION ∞

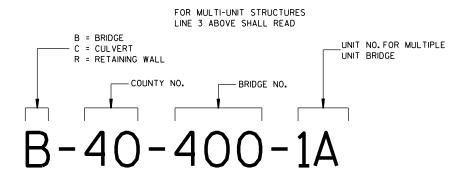
APPROVED /S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT
ENGINEER 6/4/02 DATE





TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



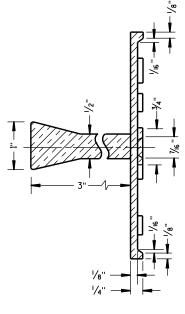
NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

GENERAL NOTES

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

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

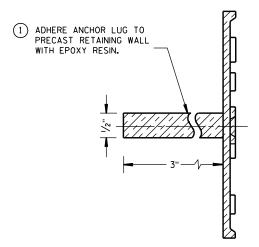
- 1 EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SPREAD OPEN SO THE TOP OF LUG IS 11/4" WIDE

SECTION A-A

ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

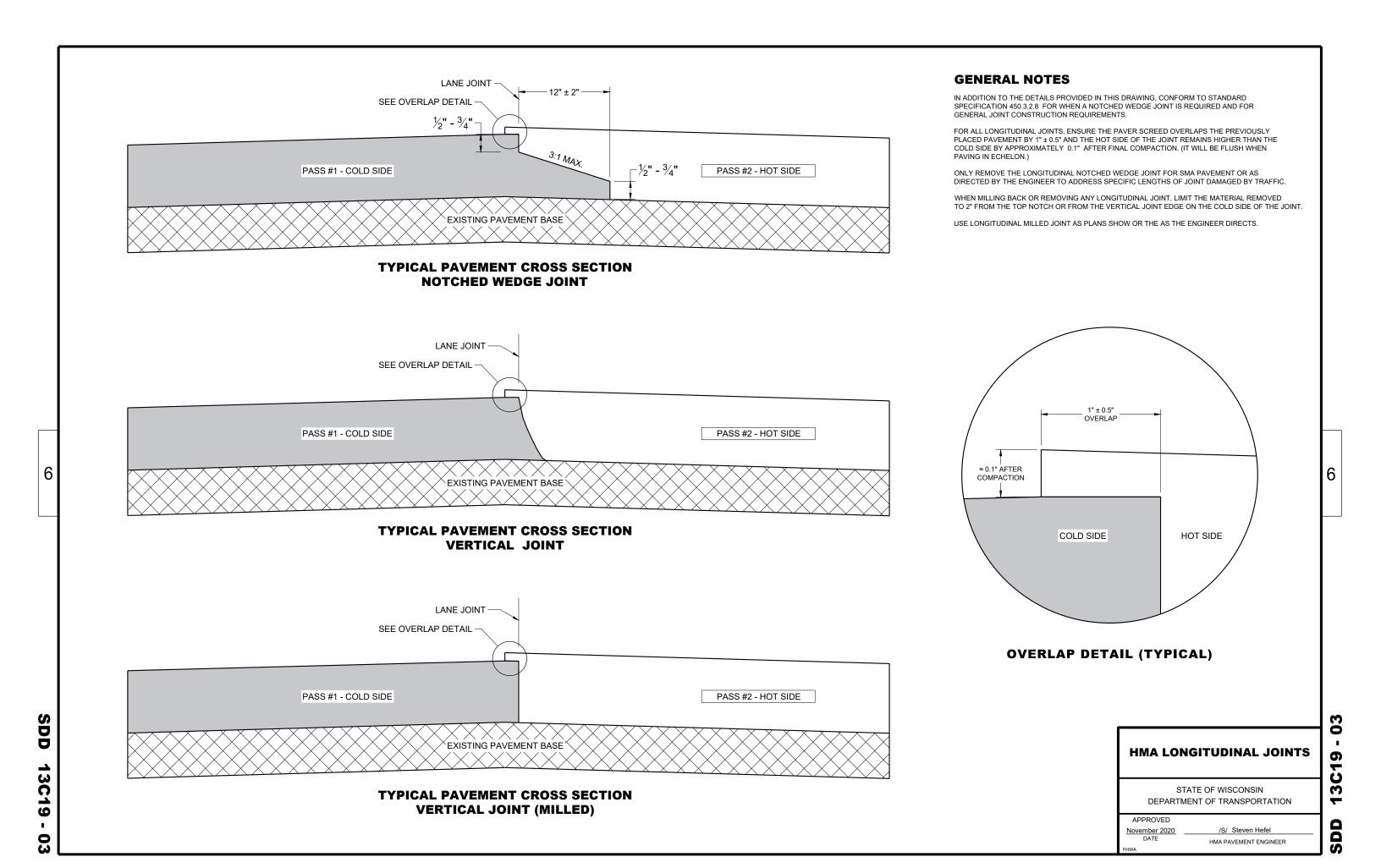
APPROVED

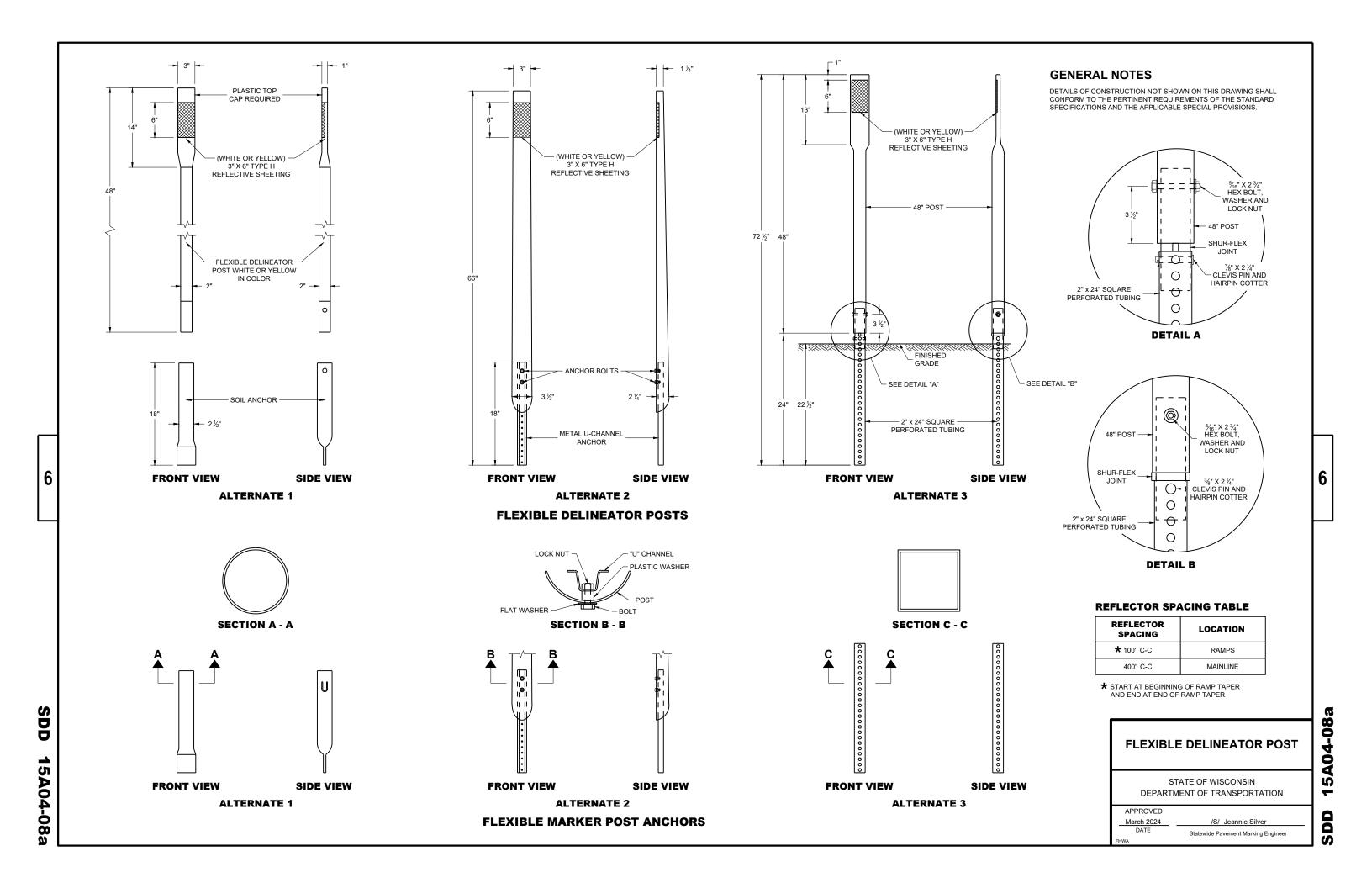
3/26/IO /S/ Scot Becker

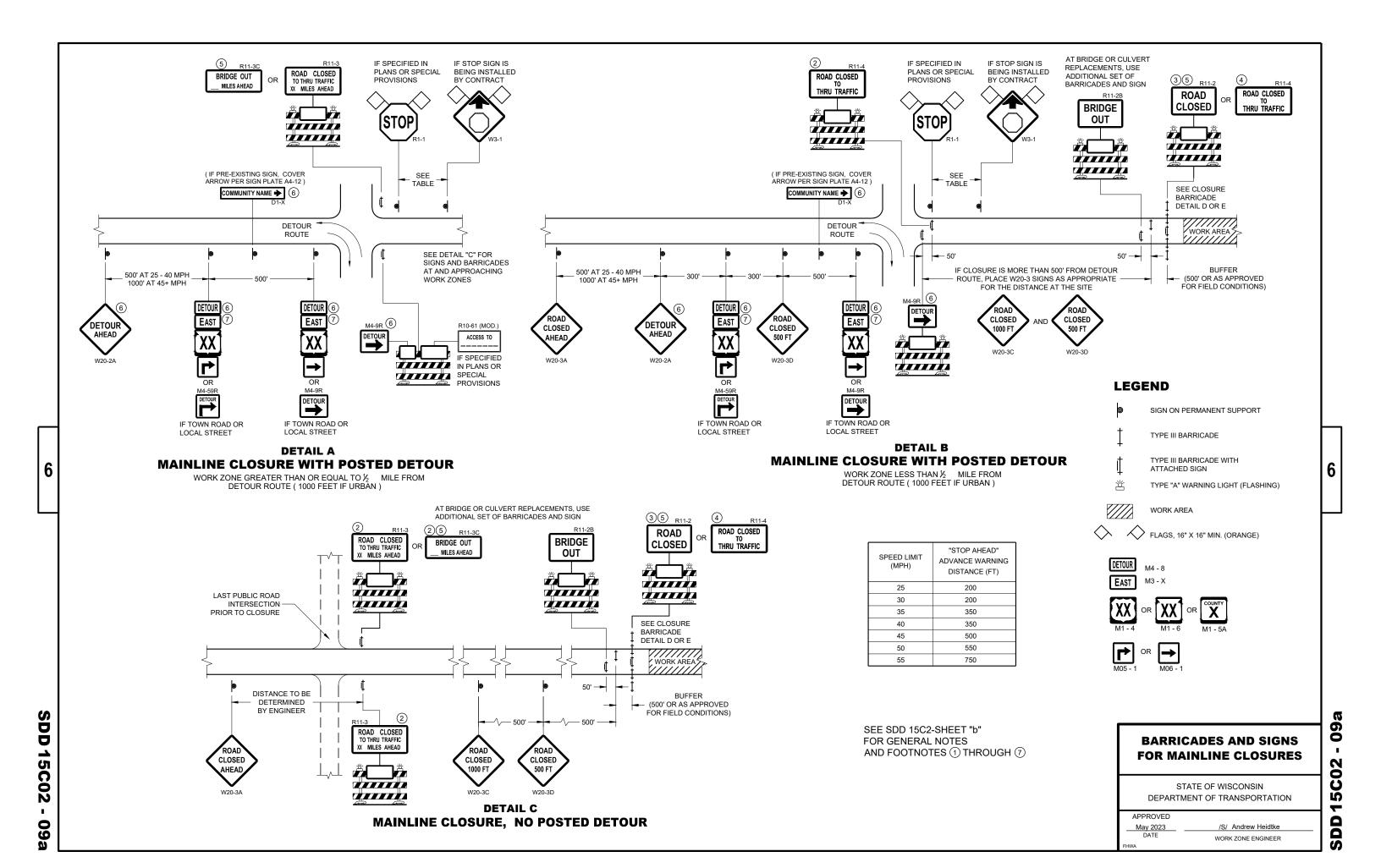
DATE CHIEF STRUCTURAL DEVELOPMENT ENGINEER

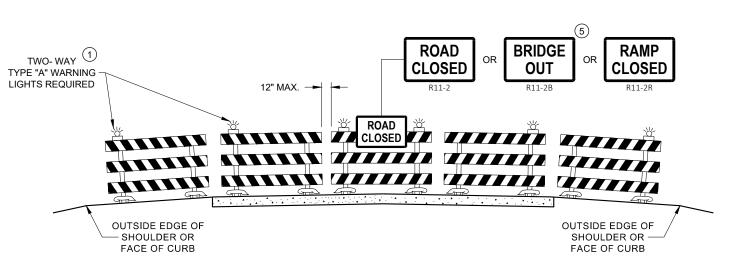
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3-10

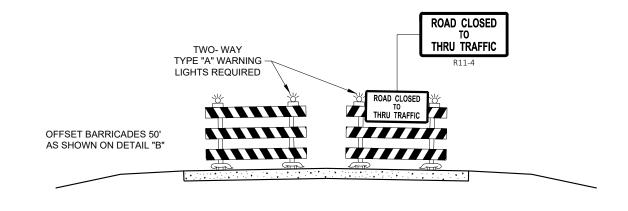








DETAIL D ROAD CLOSURE BARRICADE DETAIL APPROACH VIEW



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

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"

- 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**
- THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- (3) FOR ROAD CLOSURE <u>WITHOUT</u> 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
- "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR **VARIOUS CLOSURES**

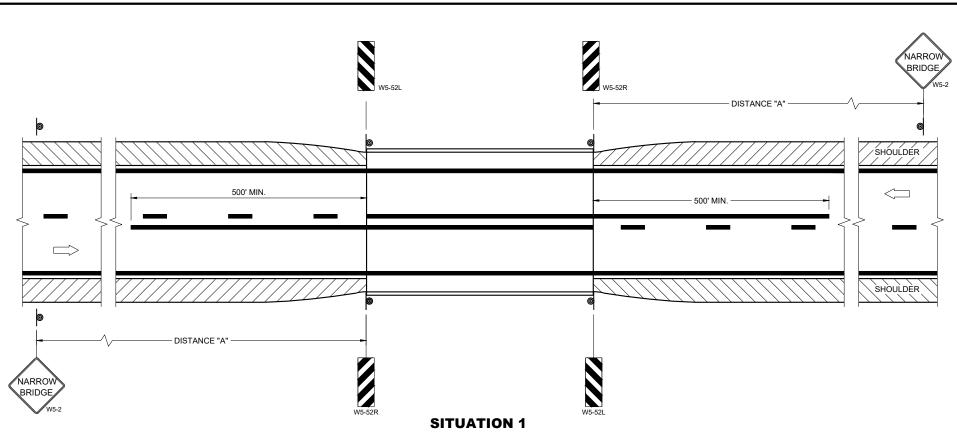
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED May 2023 DATE WORK ZONE ENGINEER

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SDD 15C06-12



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

OR SHOULDER SHOULDER WS-52R WS-52L

SITUATION 2

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

SDD

15C06-12

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

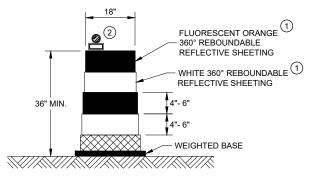
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15C11

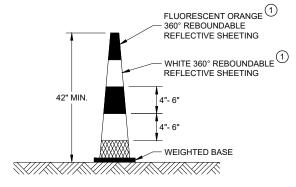
GENERAL NOTES

- (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.



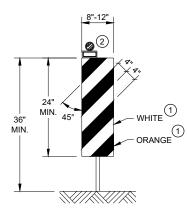
DRUM

BALLAST WIDTHS RANGE FROM 24"-36"



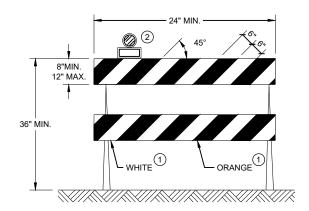
42" CONE

DO NOT USE IN TAPERS ½ SPACING OF DRUMS BALLAST WIDTHS RANGE FROM 14"-20"



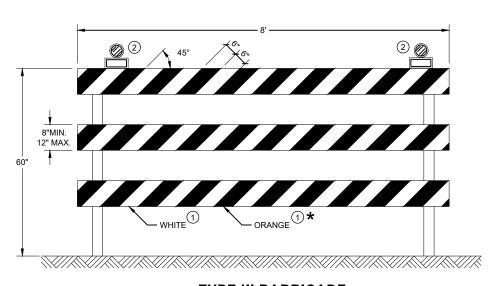
VERTICAL PANEL

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

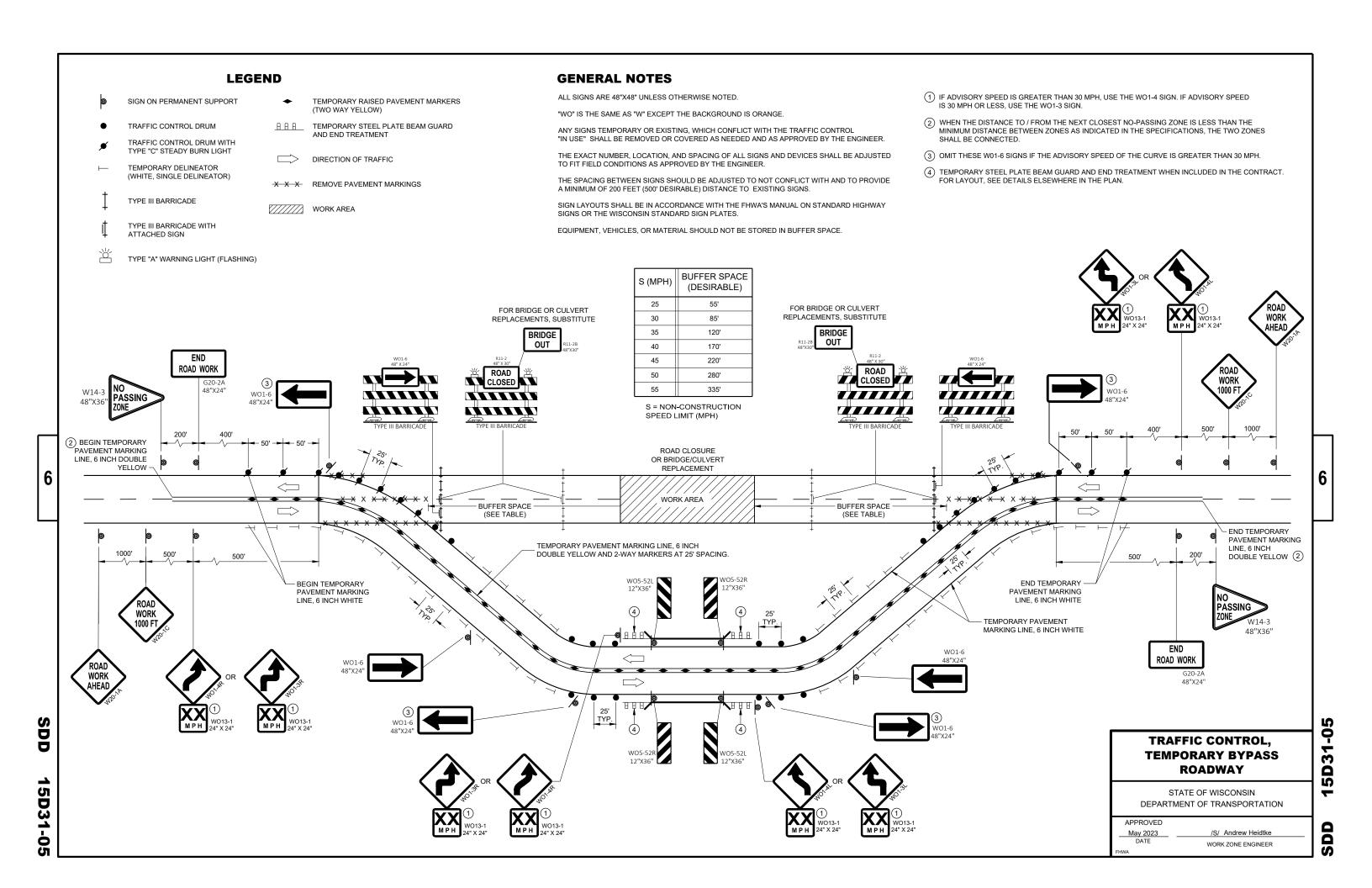
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

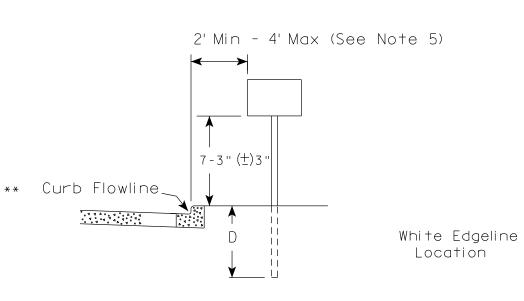
CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 15C

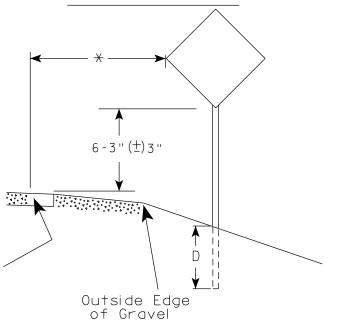
APPROVED	
November 2022	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER







RURAL AREA (See Note 2)



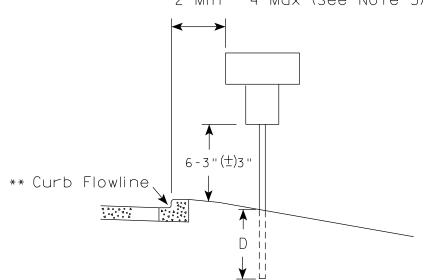
GENERAL NOTES

- 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" (\pm) 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" (\pm) 3".

- 3. For expressways and freeways, mounting height is 7'- 3" (\pm) 3" or 6'-3" (\pm) 3" depending upon existence of a sub-sign.
- 4. Minimum mounting height for signs mounted on traffic signal poles is 5' 3'' ($\frac{+}{-}$) 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'' (\pm) 3'' or as directd by the Engineer.

2' Min - 4' Max (See Note 5)



White Edgeline
Location

Outside Edge
of Gravel

POST EMBEDMENT DEPTH

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

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.

PLOT BY : mscj9h

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R Rawh

For State Traffic Engineer

DATE 12/6/23 PLATE NO. __A4-3.23

Ε

PROJECT NO: HWY: COUNTY: SHEET NO:



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



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

HWY:



PLAN VIEW

COUNTY:

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

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

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN

PROJECT NO:

PLOT DATE: 27-JAN-2014 09:48

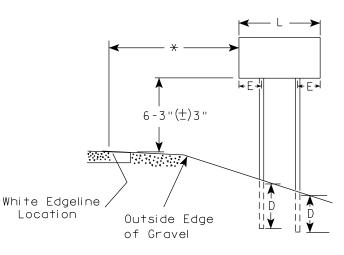
PLOT NAME :

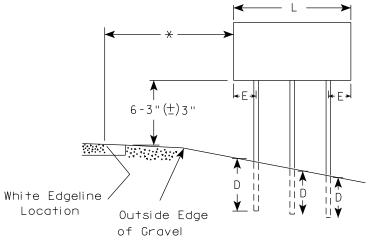
PLOT BY: mscsja

PLOT SCALE: 13.659812:1.000000

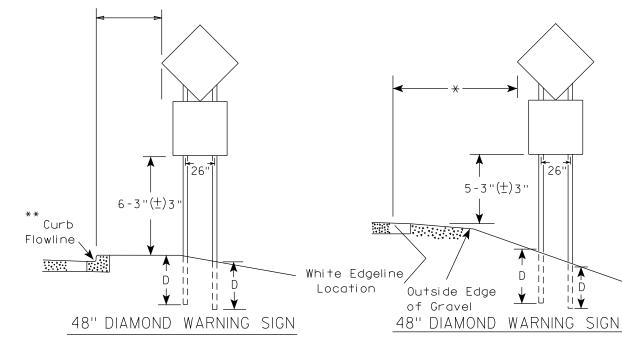
APPROVED

WISDOT/CADDS SHEET 42





2'Min - 4'Max (See Note 6)



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

HWY:

SIGN SHAPE OTHER THAN	DIAMOND	
(THREE POSTS REQUIRED)		
L	Е	
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'' (\pm) 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.
- $\times \times \times$ See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch
For State Traffic Engineer

DATE 12/6/23

PLATE NO. <u>A4-4.16</u>

Ε

CUEET NO.

SHEET NO:

FILE NAME : C:\CAEfiles\Project\tr_stdplate\A44.dgn

PROJECT NO:

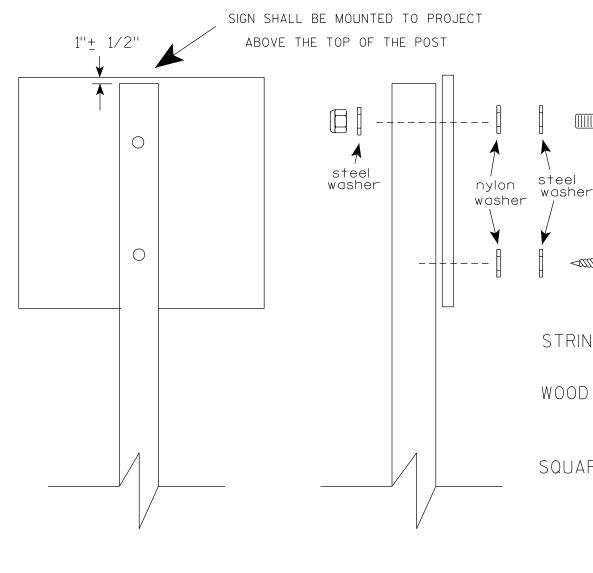
COUNTY:

PLOT DATE: 6-DEC 2023 11:31

PLOT NAME :

PLOT BY : mscj9h

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42



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 - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts

WOOD POSTS $(4'' \times 6'')$

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 - 1/32 " (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 $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL 1-1/4" O.D. X $\frac{3}{8}$ " 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 Matther

≠or State Traffic Engineer

SHEET NO:

DATE 4/1/2020

PLATE NO. <u>A4-8.9</u>

PLOT DATE: 01-APRIL-2020

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

Ε

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN

PROJECT NO:



PROJECT NO: HWY: COUNTY: SHEET NO: 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

DATE 2/05/15

PLATE NO. <u>A4-9.9</u>

For State Traffic Engineer



BANDING



SINGLE SIGN





WASHER PLACEMENT



HWY:

WASHERS (ALL POSTS) -

1-1/4" O.D. X³/₈" I.D. X¹/₁₆" STEEL 1-1/4" O.D. $\times \frac{3}{8}$ " I.D. \times .080 NYLON FOR ALL TYPE H SIGNS

CHANNEL

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 $\frac{3}{4}$ " 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

SHEET NO:

APPROVED

DATE 6/10/19

PLATE NO. A5-9.4

Ε

State Traffic Engineer

COUNTY:

PLOT NAME :

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42

PROJECT NO:

VIEW FROM TOP

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, $\frac{3}{4}$ " WIDTH AND 0.025" THICKNESS
- 3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS.

 SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
- 4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
- 5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM Designation: B 633, TYPE III, SC 3
- 6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
- 7. STEEL WASHERS SHALL BE $1^{1}/_{4}$ " O.D. X $3/_{8}$ " I.D. X $1/_{16}$ "
- 8. NYLON WASHERS SHALL BE $1^{1}/_{4}$ " O.D. X $3/_{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

 \rightarrow LAG BOLTS SHALL BE $\frac{3}{8}$ " X $\frac{2}{2}$ "

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

Manher R

APPROVED

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

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A510.dgn

PROJECT NO:

PLOT DATE: 19-APRIL 2022 11:55

SIGN

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

Ε

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.

C —		<u> </u>
		H
		F H B
		F G
←	A	\
ı	G20-2A	I

SIZE D 4.5 36 3/8 1/23 3/4 | 2 1/2 | 4 1/8 | 4 1/8 | 11 1/8 12 1/8 18 1 1/2 4 1/2 3 3/4 5 7/8 6 3/4 16 3/4 2 1/2 1 3/4 18 1/2 5/8 48 1 1/8 1/2 8.0 2M 1 1/8 4 1/2 3 3/4 5 7/8 6 3/4 16 3/4 2 1/2 1 3/4 18 1/2 48 5/8 24 1/2 8.0 48 1 1/8 5/8 4 1/2 3 3/4 5 7/8 6 3/4 16 3/4 2 1/2 1 3/4 18 1/2 24 1/2 8.0 4 1/2 3 3/4 4 48 24 1 1/8 1/2 5/8 5 % 6 $\frac{3}{4}$ | 16 $\frac{3}{4}$ | 2 $\frac{1}{2}$ | 1 $\frac{3}{4}$ | 18 $\frac{1}{2}$ 8.0 5 48 24 | 1 $\frac{7}{8}$ 1/2 5/8 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | 6 8.0

COUNTY:

STANDARD SIGN G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew & Raw

SHEET NO:

For State Traffic Engineer

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G202A.dgn

HWY:

PROJECT NO:

PLOT DATE: 26-JAN 2023 8:27

PLOT BY : dotc4c

PLOT NAME :

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42

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.

C —		<u> </u>
		G
E →		F
		F J G
		//
←	A	-
	R11-2B	

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Х	Y	Z	Area sq. ft.
1																											
25	48	30	1 1/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 %																10.0
2M	48	30	1 1/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 1/8																10.0
3	48	30	1 1/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 1/8																10.0
4	48	30	1 1/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 1/8																10.0
5	48	30	1 1/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 1/8																10.0

STANDARD SIGN R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

SHEET NO:

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

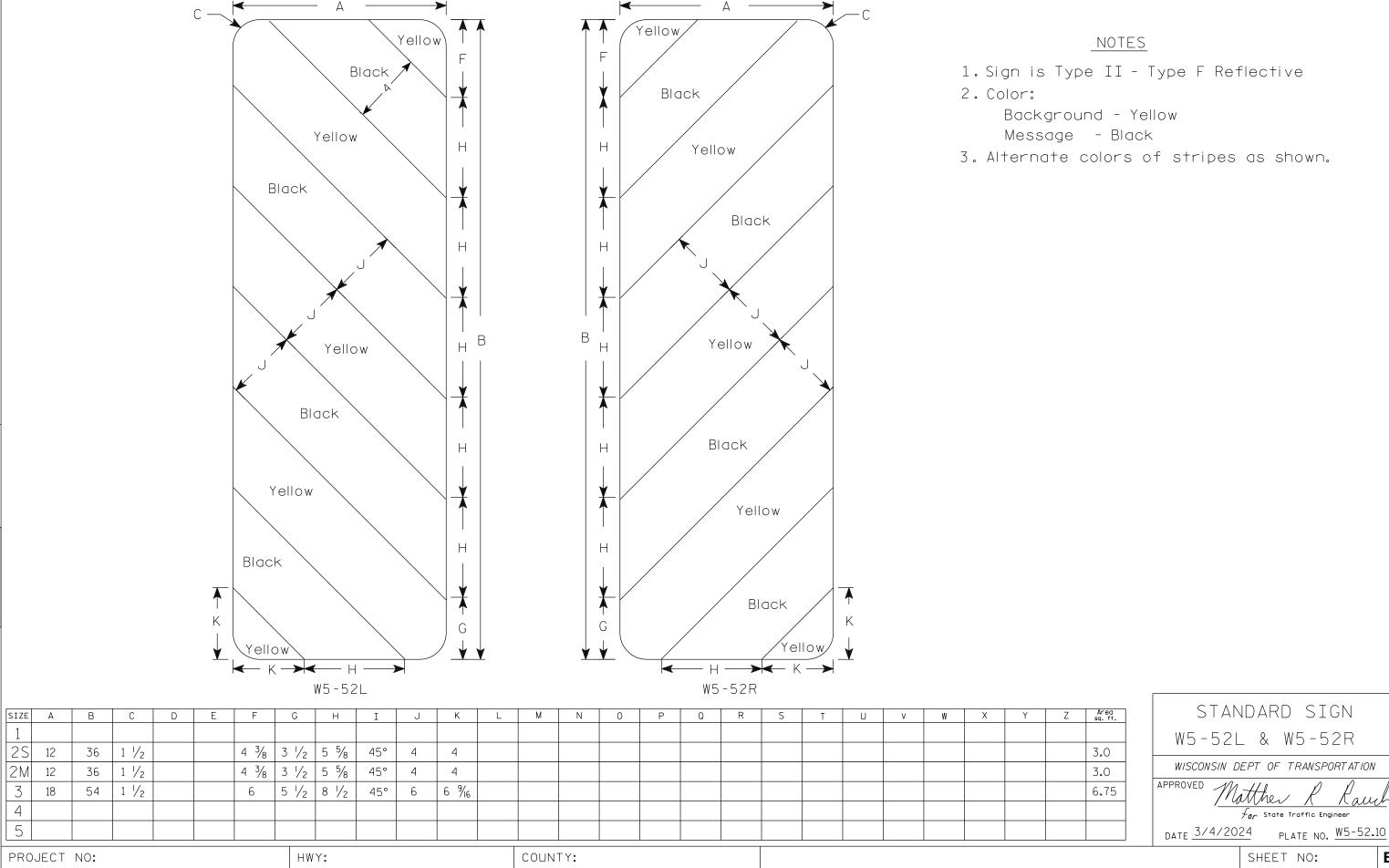
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R112B.dgn

PROJECT NO:

PLOT DATE : 5-FEB 2024 2:20

PLOT BY : mscj9h

WISDOT/CADDS SHEET 42



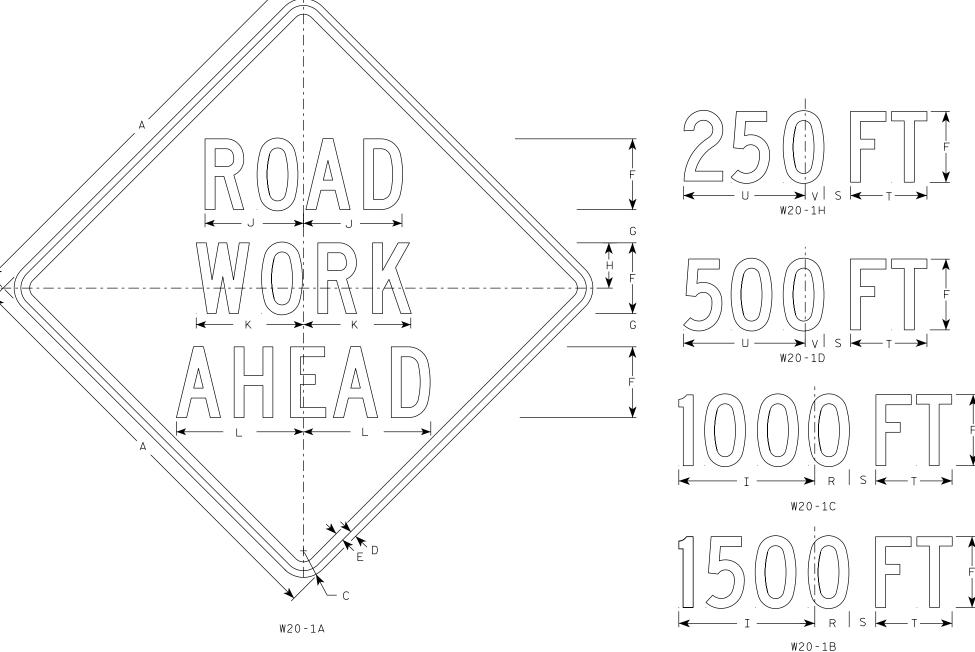
PLOT DATE : 4-MARCH 2024 11:57 PLOT NAME : PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42 PLOT BY : dotc4c

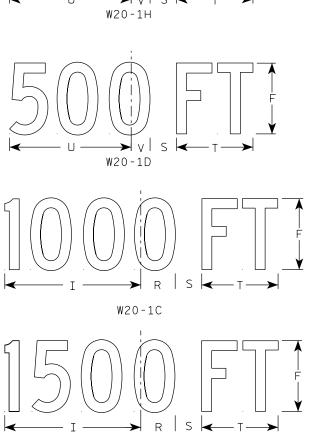
NOTES

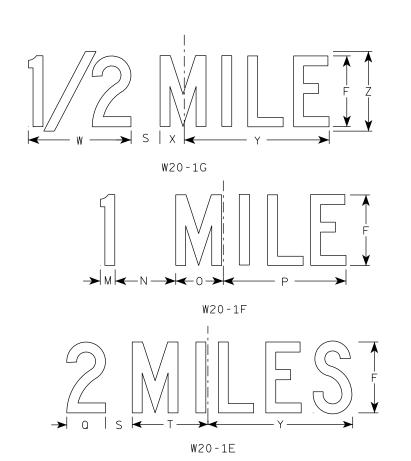
- 1. Sign is Type II Type F Reflective
- 2. Color:

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	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	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 1/8	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
25	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	6 %	5 3/8	13 1/8	4 3/8	3 1/8	3	8 5/8	13 ¾	2 1/8	11 1/8	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	6 1/8	5 3/8	13 1/8	4 3/8	3 1/8	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	6 %	5 3/8	13 1/8	4 3/8	3 1/8	3	8 5/8	13 ¾	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	6 1/8	5 3/8	13 1/8	4 3/8	3 1/8	3	8 5/8	13 ¾	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 ¾	1 5/8	6 1/8	5 3/8	13 1/8	4 3/8	3 1/8	3	8 %	13 ¾	2 1/8	11 1/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN W2O-1A, B, C, D, E, F, G & H

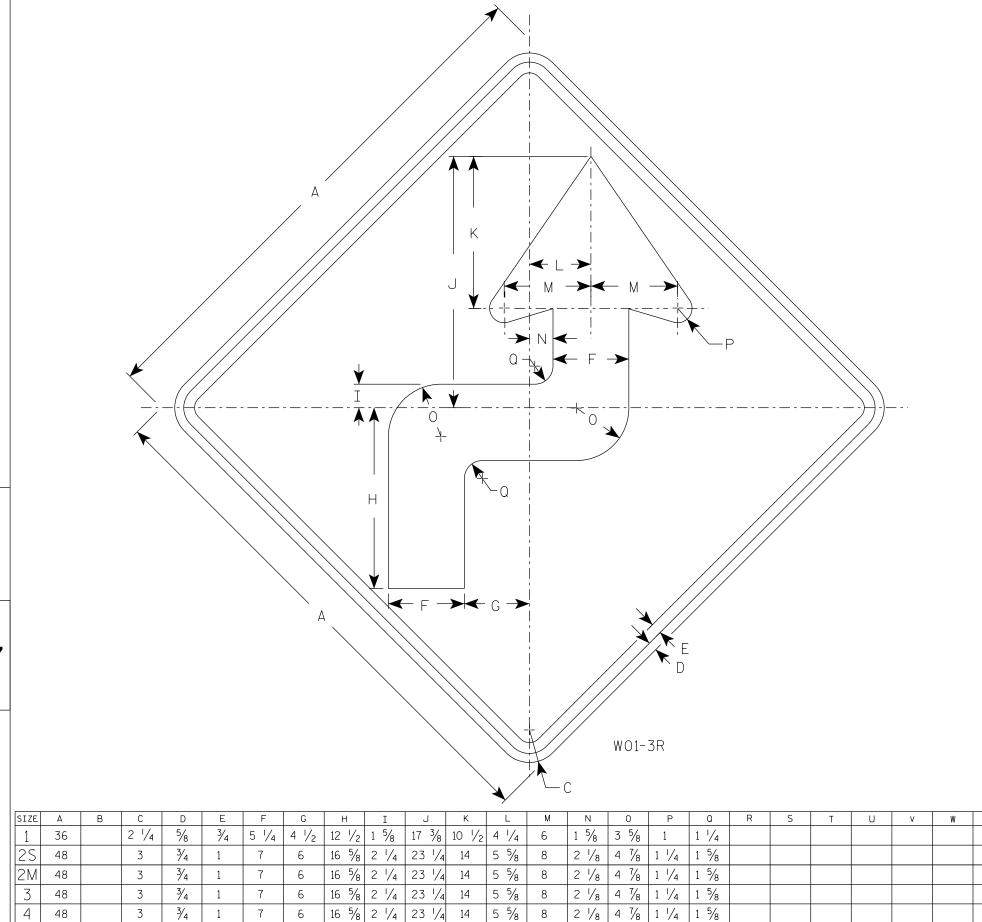
WISCONSIN DEPT OF TRANSPORTATION

APPROVED $f_{\it or}$ State Traffic Engineer

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

SHEET NO:

PROJECT NO:



16 \(\frac{5}{8} \) 2 \(\frac{1}{4} \) 23 \(\frac{1}{4} \) 14 \(5 \) \(\frac{5}{8} \) 8

HWY:

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.

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

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W013.dgn

48

PROJECT NO:

PLOT DATE: 24-JAN 2024 10:35

2 1/8 4 7/8 1 1/4 1 5/8

COUNTY:

PLOT NAME :

PLOT BY : dotc4c

9.0

16.0

16.0

16.0

16.0

16.0

PLOT SCALE: \$\$.....plotscale.....\$\$
WISDOT/CADDS SHEET 42

1

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.

C ————————————————————————————————————	
↑ ↓ ↓ ↓	J B B
M	H —
✓ A WO:	1-6

SIZE	А	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Х	Υ	Z	Area sq. ft.
1																											
25	48	24	1 1/8	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 1/8	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 1/8	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 1/8	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 1/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

COUNTY:

STANDARD SIGN W01-6

WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

Matthew R Rauch

DATE <u>1/24/2024</u>

PLATE NO. <u>W01-6.2</u>

Ε

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W016.dgn

HWY:

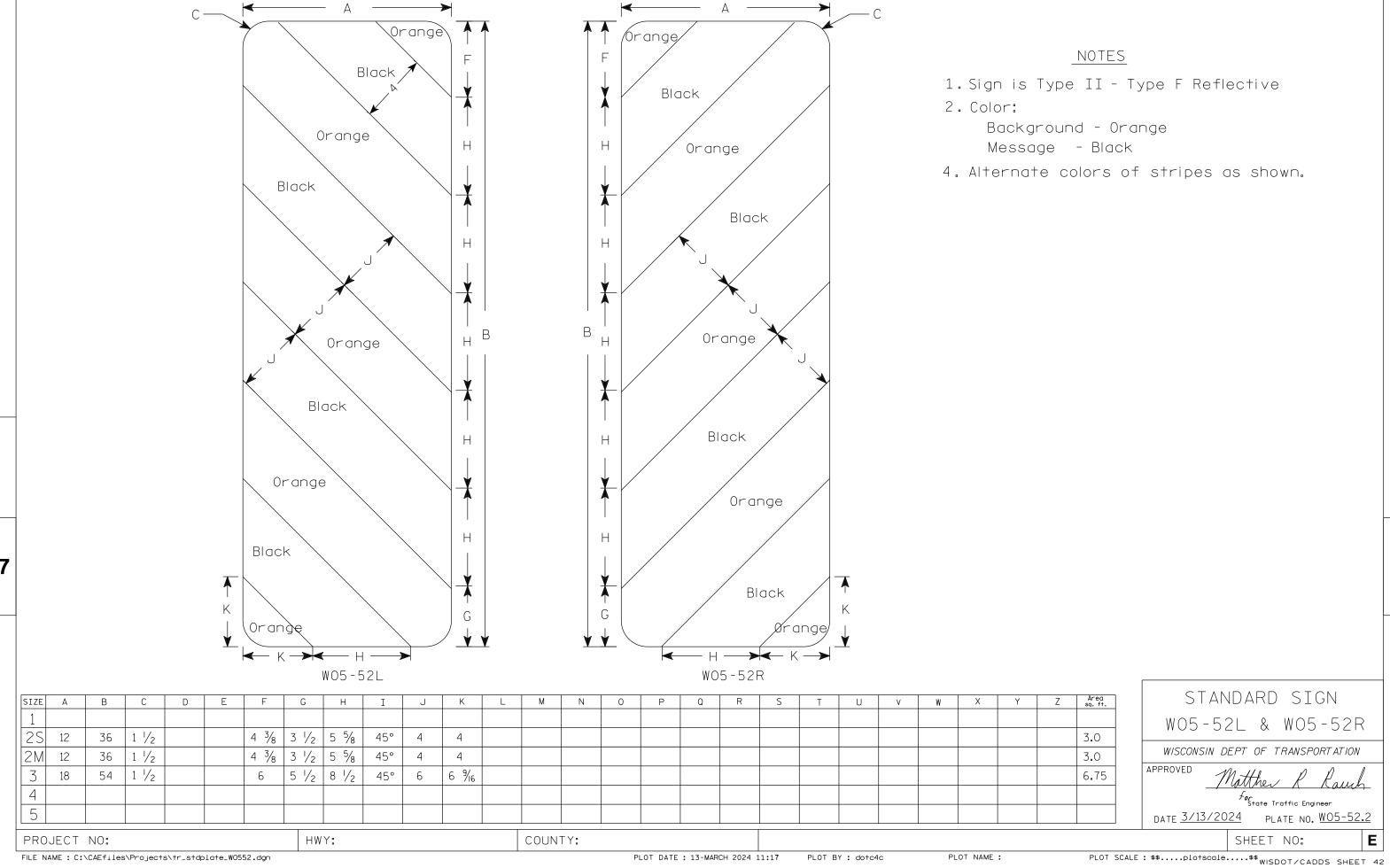
PROJECT NO:

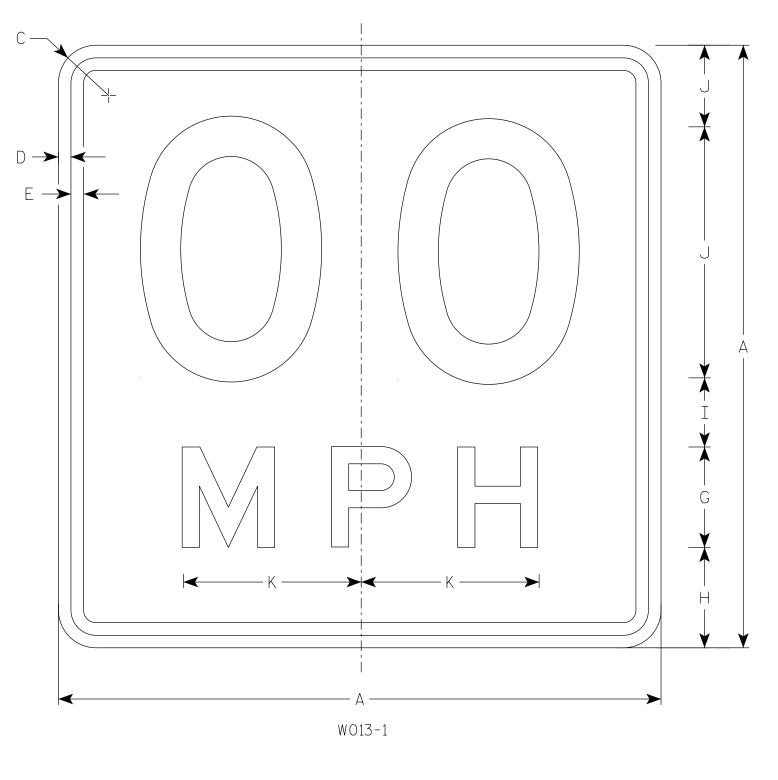
PLOT DATE: 24-JAN 2024 1:12

PLOT BY : dotc4c

PLOT NAME :

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42





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	Α	В	С	D	Е	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	Т	U	٧	W	Х	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4 7	7 1/8																4.0
25	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2 1	.0 5/8																9.0
2M	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2 1	.0 %																9.0
3	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2 1	.0 5/8																9.0
4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2 1	.0 5/8																9.0
5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2 1	.0 5/8																9.0

COUNTY:

STANDARD SIGN WO13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch

SHEET NO:

DATE 2/1/2024 PLATE NO. WO13-1.2

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0131.dgn

HWY:

PROJECT NO:

PLOT DATE: 1-FEB 2024 9:56

PLOT BY : dotc4c

PLOT NAME :

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42

WITH GEOTEXTILE TYPE HR, TYP.

ELEVATION

NORMAL TO WATERWAY

GEOTEXTILE TYPE HR

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

AASHTO LRFD BRIDGE DESIGN SPECIFICATION
DESIGNED DESIGNED DRAWN
BY MAN CK'D PTB BY

GENERAL PLAN

MAN CK'D

SHEET 1 OF 10

AREN/

PTB

GENERAL NOTES

5688-00-76

DRAWINGS SHALL NOT BE SCALED.

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

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

BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES B-25-200" 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

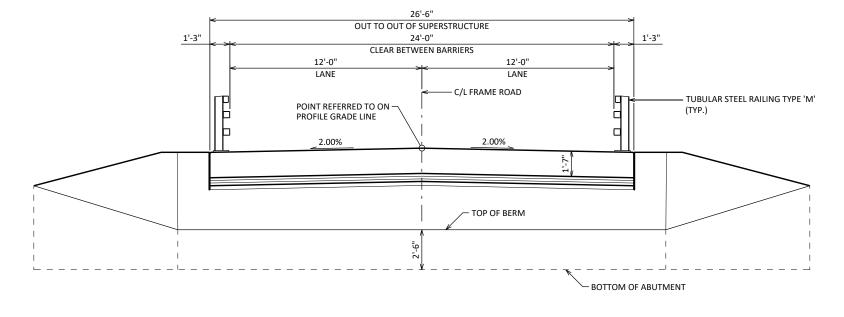
THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE

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

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, INCLUDING THE SLAB EDGE AND 1'-0" UNDER THE SLAB, THE TOP AND EXTERIOR EXPOSED FACE OF WINGS AND FRONT FACE OF ABUTMENT TO 1'-0" PAST THE EDGE OF SLAB.



TOP OF **PAVEMENT →** A **ELEVATION** SECTION A-A PLAN **SECTION B-B**

ABUTMENT BACKFILL DIAGRAM

- = ABUTMENT BODY LENGTH AT BACKFACE (FT)
- = AVERAGE ABUTMENT FILL HEIGHT (FT) = WING 1 HEIGHT AT TIP (FT)

TOTAL ESTIMATED QUANTITIES

BACKFILL STRUCTURE TYPE A

RAILING TUBULAR TYPE M

RIPRAP HEAVY

FILLER

GEOTEXTILE TYPE HR

FLASHING STAINLESS STEEL

CONCRETE MASONRY BRIDGES

PROTECTIVE SURFACE TREATMENT

- = WING 2 HEIGHT AT TIP (FT)
- = WING LENGTH (FT)
- = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)

REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS (P-25-904)

BID ITEMS

= (L)(3.0')(H) + (L)(0.5)(1.5H)(H) + (3')(0.5)(H1+H2+H+H)(W)

EXCAVATION FOR STRUCTURES BRIDGES (B-25-200)

BAR STEEL REINFORCEMENT HS COATED STRUCTURES

BAR STEEL REINFORCEMENT HS STRUCTURES

RUBBERIZED MEMBRANE WATERPROOFING

PILING CIP CONCRETE 10 3/4 X 0.25-INCH

PIPE UNDERDRAIN WRAPPED 6-INCH

GEOTEXTILE TYPE DF SCHEDULE A

- $V_{CY} = V_{CF}(EF)/27$

203.0250

206.1001

210.1500

502.0100

502.3200

505.0400

505.0600

513.4061

516.0500

550.2104

606.0300

612.0406

645.0111

645.0120

SPV.0090.01

CROSS SECTION THRU ROADWAY

LOOKING UPSTATION (PILING NOT SHOWN FOR CLARITY)

UNIT

EACH

EACH

TON

CY

SY

LB

LB

LF

SY

LF

CY

LF

SY

SY

LF

SIZE

SUPER

64

133

13,450

82

67

ABUT.

138

25

1,980

1,480

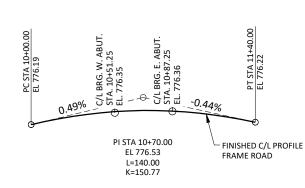
385

70

69

42

155



PROFILE GRADE LINE

ABUT.

138

25

15

1,980

1,480

5

420

70

69

42

120

TOTALS

276

114

163

3,960

16,410

82

10

805

140

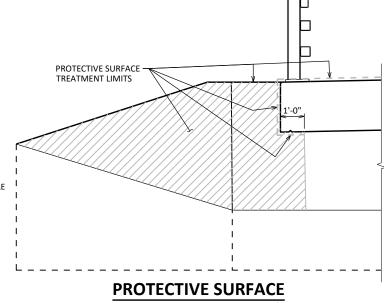
138

84

235

67

½",¾"



TREATMENT DETAILS

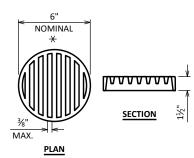
BRIDGE ROADWAY **SUPERSTRUCTURE PAVEMENT** ABUTMENT - ROADWAY SUBSURFACE BACKFACE PAY LIMITS OF BACKFILL 🗘 BACKFILL STRUCTURE TYPE A "GEOTEXTILE TYPE DF SCHEDULE A" LIMITS. EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT FOR THE ENTIRE ABUTMENT BODY LENGTH

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 SHIFLD AT ENDS OF PIPE UNDERDRAIN

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
1	8+08	3/4" IRON REBAR SET, 14.1' LT.	773.91
2	13+56	3/4" IRON REBAR SET, 8.3' RT.	773.23
3	10+41	3/4" IRON REBAR SET, 172.5' LT.	770.21
11	9+83	SMP IN TOP OF POST NEAR PPOL, 17.8' RT	775.80



RODENT SHIELD DETAIL

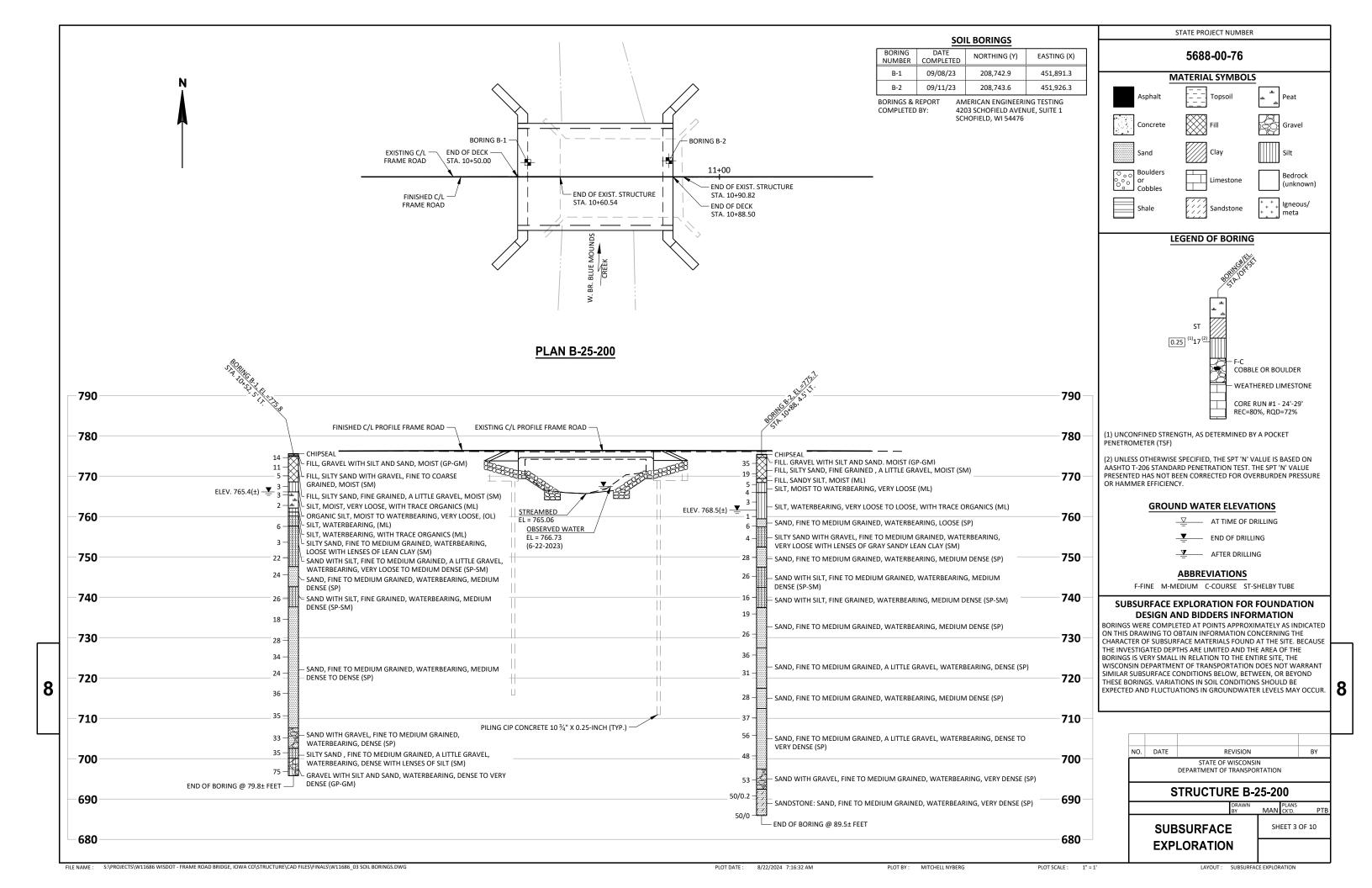
★ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

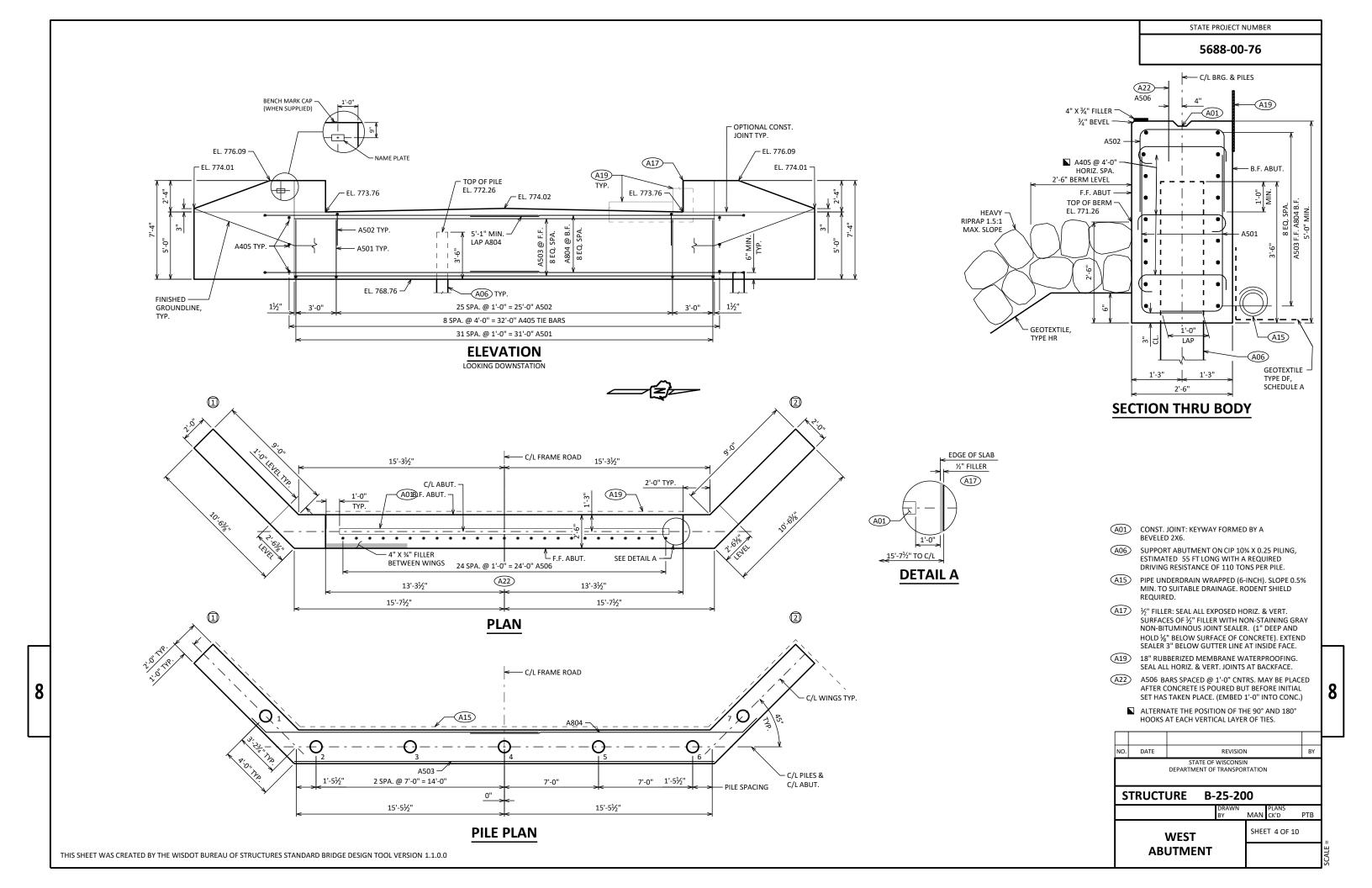
THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

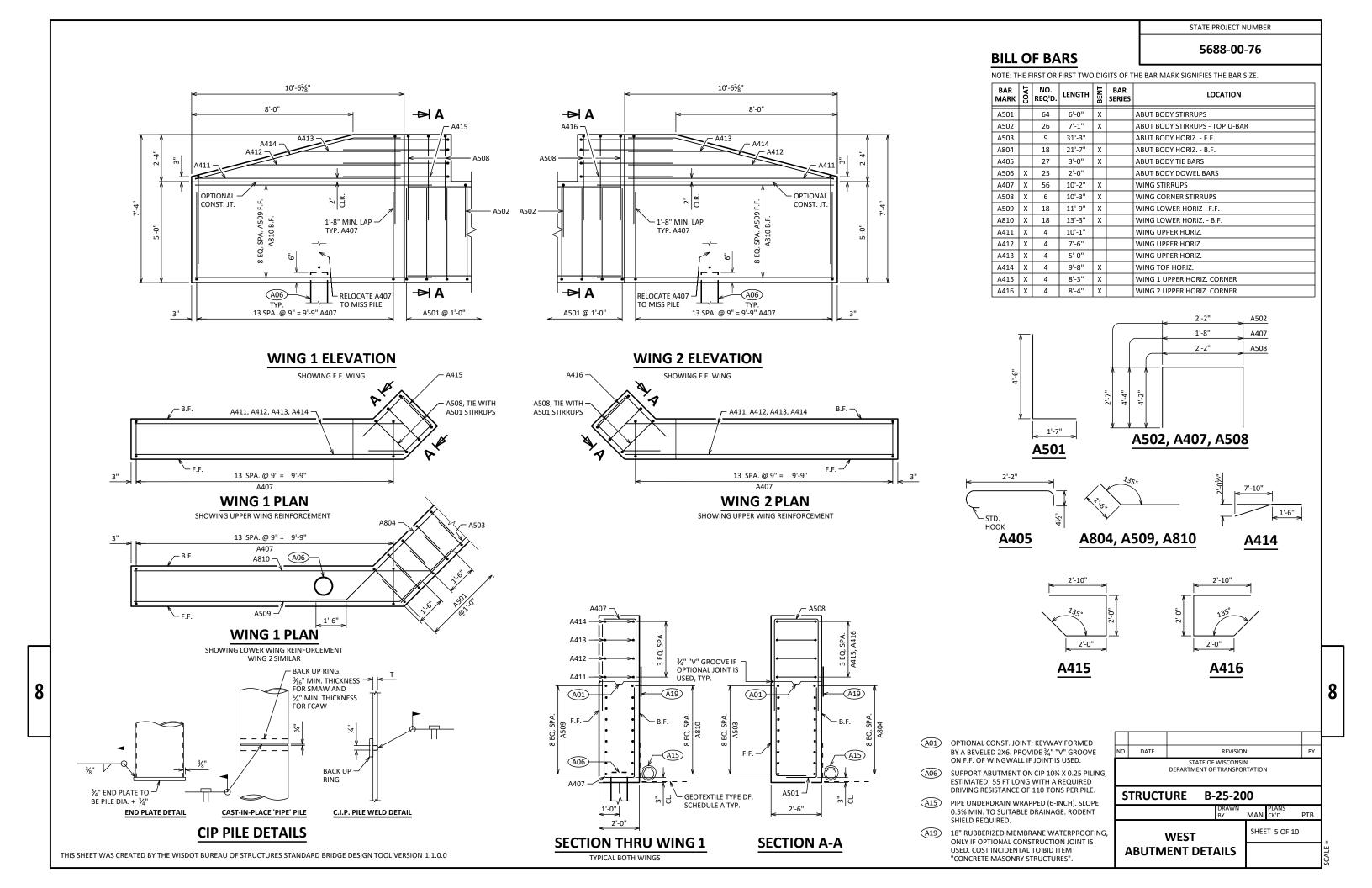
THE RODENT SHIFLD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X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

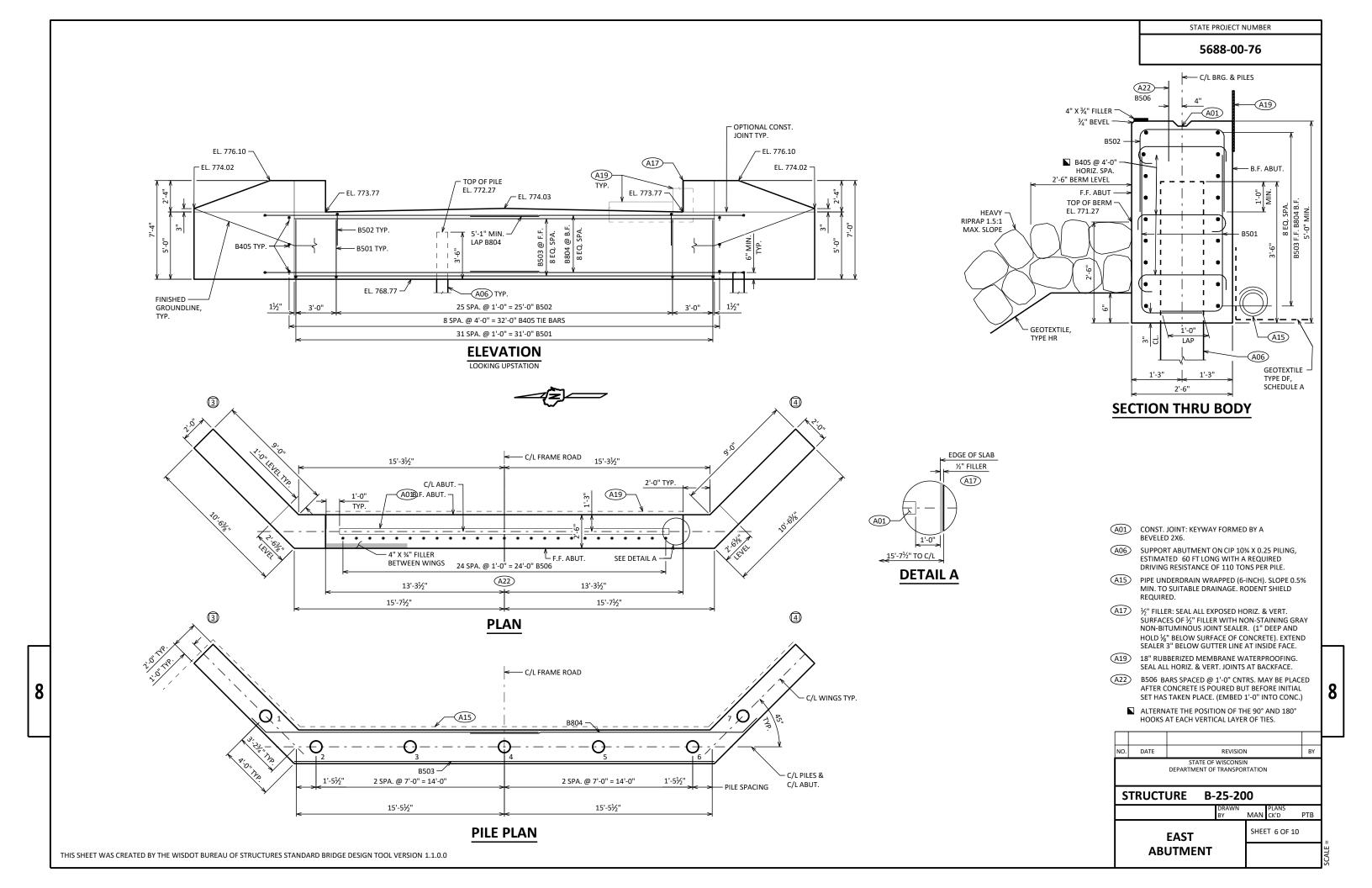
NO.	DATE		REVISION			BY
		STATE OF DEPARTMENT OF	WISCONSII TRANSPOR		ı	
S٦	ructi	URE B-	25-20	0		
			DRAWN BY	MAN	PLANS CK'D	РТВ
	CROS	S SECTIO	N	SHEE	T 2 OF 10	
	& QL	JANTITIE	S			

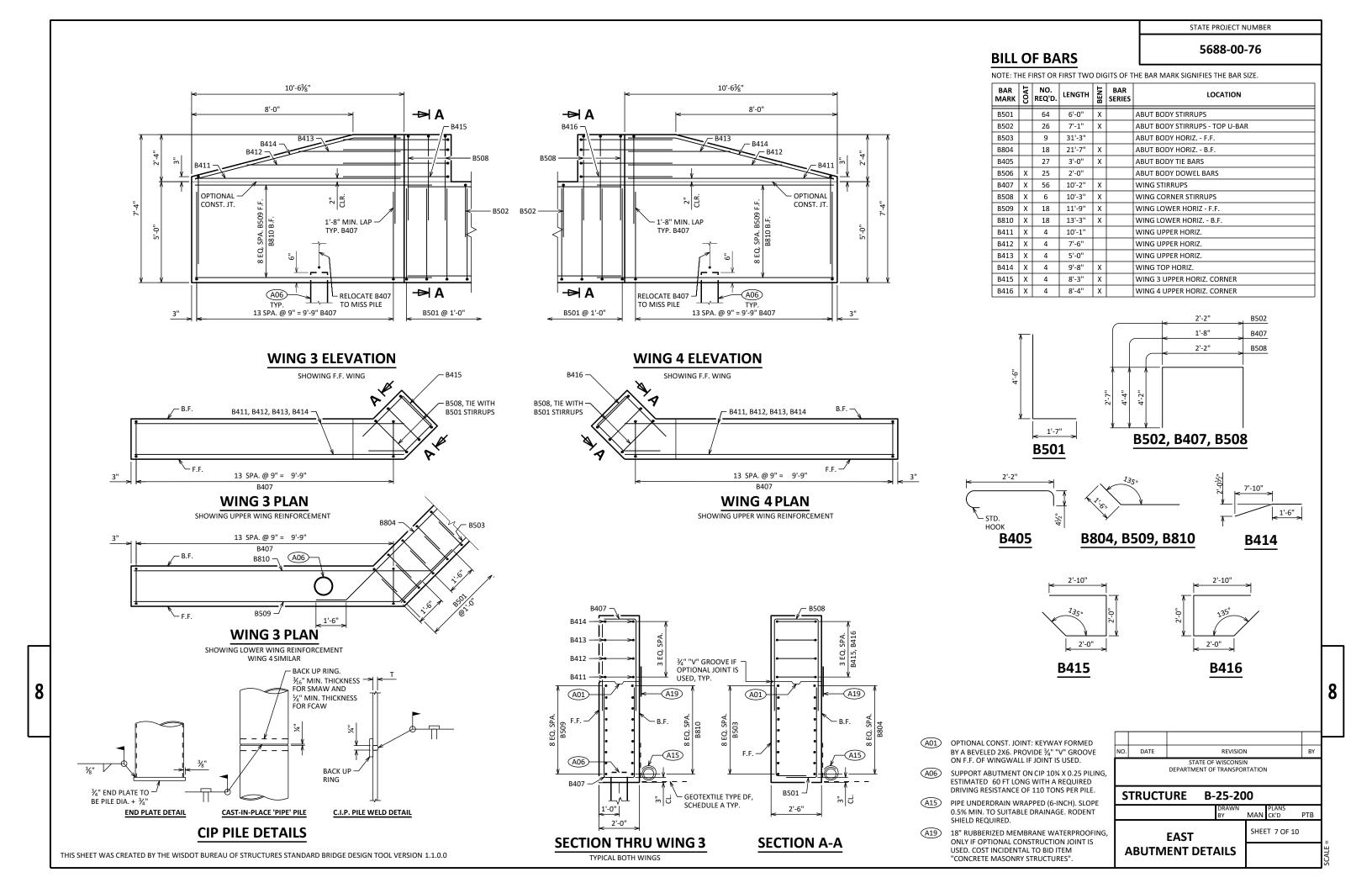
NON-BID ITEMS

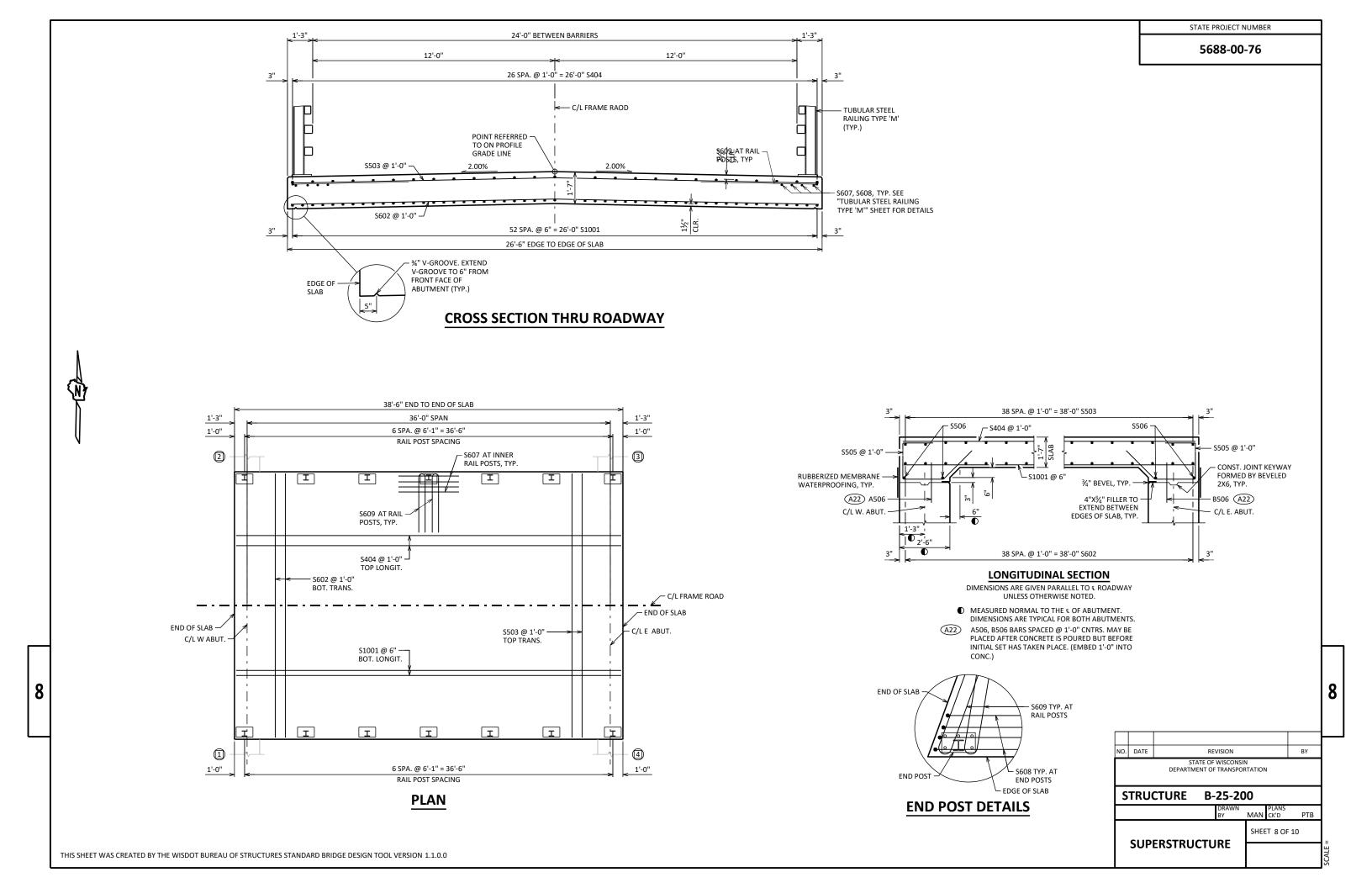












CAMBER AND SLAB THICKNESS DIAGRAM

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:

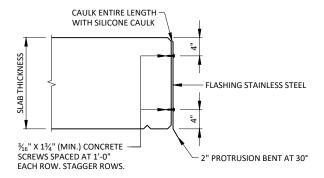
TOP OF SLAB ELEVATION AT FINAL GRADE SLAB THICKNESS

PLUS CAMBER

FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR) 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	776.09	776.09	776.10	776.10	776.10	776.10	776.10	776.10	776.10	776.10	776.10
CROWN OR R/L	776.35	776.36	776.36	776.36	776.37	776.37	776.37	776.37	776.37	776.37	776.36
S. EDGE OF DECK	776.09	776.09	776.10	776.10	776.10	776.10	776.10	776.10	776.10	776.10	776.10



STAINLESS STEEL FLASHING DETAIL

THE BID ITEM "FLASHING STAINLESS STEEL" SHALL INCLUDE PROVIDING AND INSTALLING THE STAINLESS STEEL FLASHING, SILICONE CAULK, $\frac{3}{16}$ " CONCRETE SCREWS, AND CLEANING THE EDGE OF DECK PRIOR TO ATTACHMENT OF THE

FLASHING TO BE INSTALLED AFTER APPLICATION OF PROTECTIVE SURFACE TREATMENT.

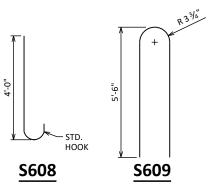
CONCRETE SCREWS SHALL BE 410 STAINLESS STEEL.

EXTEND FLASHING TO F.F. OF ABUTMENT.

TOP OF FLASHING TO BEGIN APPROXIMATELY 1" BELOW TOP OF SLAB SURFACE.

THE FLASHING IS TO BE A CONSTANT HEIGHT BASED ON THE THINNEST SLAB DEPTH OVER THE BRIDGE LENGTH.

2'-0" **S505**



STATE PROJECT NUMBER

5688-00-76

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	Х	53	38'-2"			SLAB BOTTOM LONGITUDINAL
S602	Х	39	26'-2"			SLAB BOTTOM TRANSVERSE
S503	Х	39	26'-2"			SLAB TOP TRANSVERSE
S404	Х	27	38'-2"			SLAB TOP LONGITUDINAL
S505	Х	54	7'-2"	Х		ABUTMENT DIAPHRAGM STIRRUPS
S506	Х	4	26'-2"			ABUTMENT DIAPHRAGM LONGITUDINAL
S607	Х	40	6'-0"			SLAB TOP LONGIT. UNDER RAIL POSTS
S608	Х	16	4'-8"	Х		SLAB TOP LONGIT. UNDER RAIL END POSTS
S609	Х	28	11'-3"	Х		SLAB TOP HOOKS UNDER RAIL POSTS

SURVEY TOP OF SLAB ELEVATIONS

LOCATION	ABUTMENT	5/10 PT.	ABUTMENT
N. EDGE OF DECK			
CROWN OR R/L			
S. EDGE OF DECK			

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.

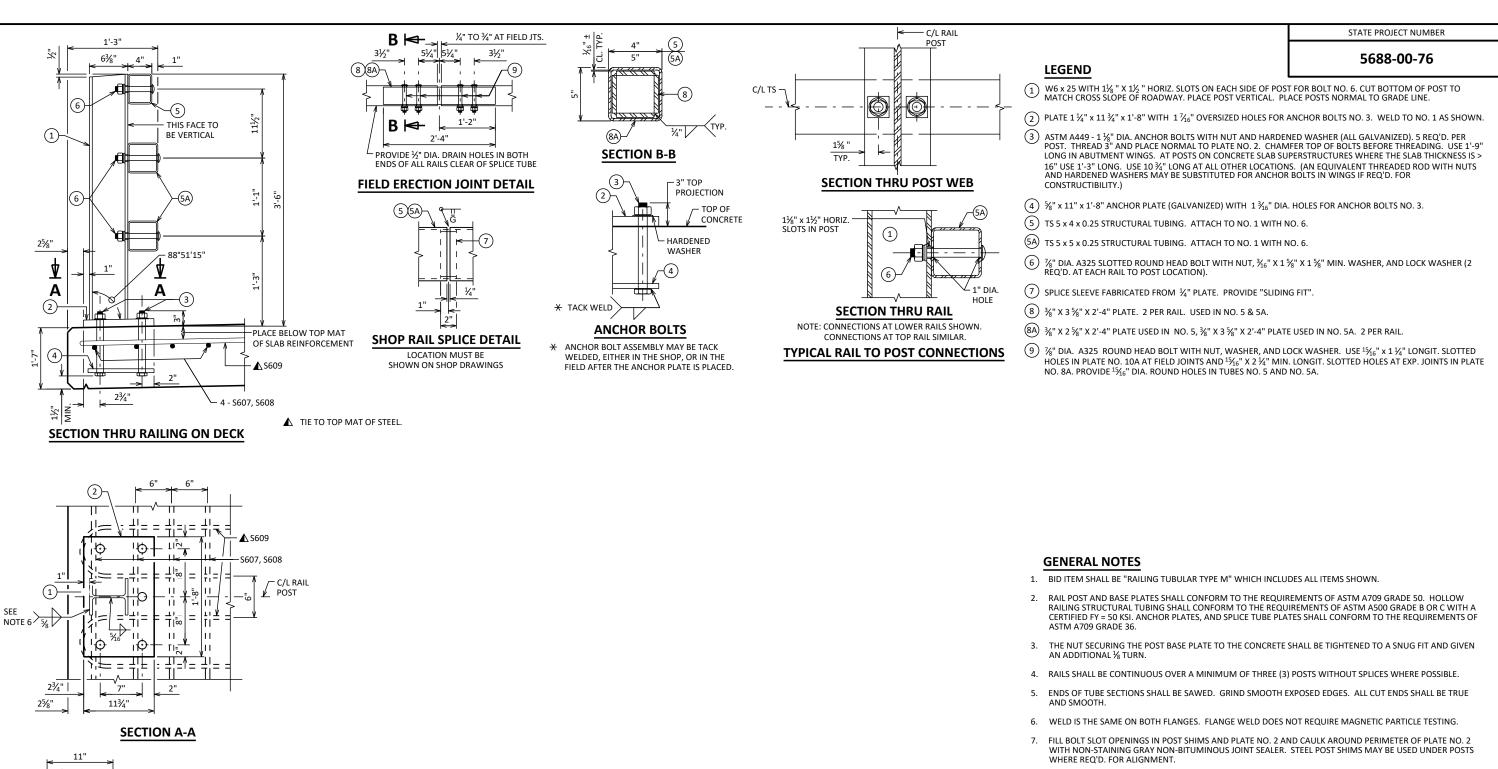
TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS A APPROXIMATELY 4'-0" CENTERS.

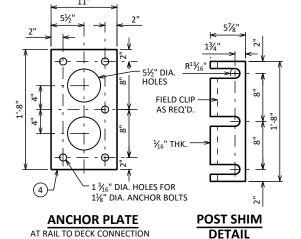
ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. AN TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

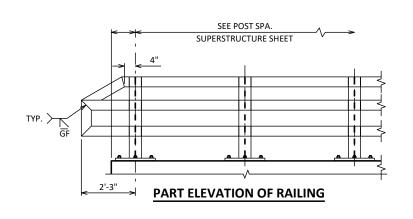
	NO.	DATE		REVISION	N	BY								
			STATE OF DEPARTMENT OF	WISCONSIN										
D '	S	STRUCTURE B-25-200												
AΤ				DRAWN BY	PLANS MAN CK'D	PTB								
NΥ	SUPERSTRUCTURE SHEET 9 OF 10													
N		D												

8

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

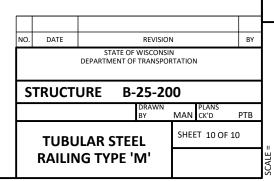






8. POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

9. ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS & STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING BY SSPC SPECIFICATIONS.



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

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EARTHWORK - FRAME ROAD, BYPASS CONSTRUCTION - STAGE 1

	AREA	(SF)	INCR	EMENTAL V	OL (CY)	CU	MMULATIV	E VOLUME (CY)
CTATION	CUT	EU.	CUT	FILL	FILL (25%)	CUT 1.00	EU	FILL (25%)	MASS ORDINATE
STATION	CUT	FILL	NOTE 1	NOTE	NOTE 2	NOTE 1	FILL	NOTE 2	NOTE 3
20+00	0	0	0	0	0	0	0	0	0
20+50	0	/	0	1	9	0	1	9	-9
21+00	0	86	0	87	109	0	94	118	-118
21+50	0	139	0	209	261	0	303	379	-379
21+77	0	139	0	140	175	0	443	554	-554
21+77	0	0	0	0	0	0	443	554	-554
22+01	0	0	0	0	0	0	443	554	-554
22+01	0	135	0	0	0	0	443	554	-554
22+50	0	135	0	246	308	0	689	861	-861
23+00	0	60	0	181	226	0	870	1087	-1087
23+50	0	2	0	58	73	0	928	1160	-1160
23+72	0	0	0	1	1	0	928	1160	-1160

COLUMN TOTALS = 0 928 1160 -1160

EARTHWORK - FRAME ROAD, MAINLINE - STAGE 2

	AREA	(SF)	INCR	EMENTAL V	OL (CY)	CU	MMULATIV	E VOLUME (CY)
STATION	CUT	FILL	CUT NOTE 1	FILL NOTE	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	29	46	12	22	28	12	22	28	-16
10+50	29	46	26	43	53	38	65	81	-42
10+50	0	0	0	0	0	38	65	81	-42
10+88	0	0	0	0	0	38	65	81	-42
10+88	24	89	0	0	0	38	65	81	-42
11+00	24	86	10	39	49	48	104	129	-81
11+25	26	49	23	63	78	72	166	208	-136
11+40	0	0	8	14	17	80	180	225	-145

COLUMN TOTALS = 80 180 225

EARTHWORK - FRAME ROAD, BYPASS REMOVAL - STAGE 3

	AREA (SF)		INCREMENTAL VOL (CY)			CUMMULATIVE VOLUME (CY)			
					FILL	CUT		FILL	MASS
			CUT	FILL	(25%)	1.00		(25%)	ORDINATE
STATION	CUT	FILL	NOTE 1	NOTE	NOTE 2	NOTE 1	FILL	NOTE 2	NOTE 3
20+00	0	0	0	0	0	0	0	0	0
20+50	9	0	9	0	0	9	0	0	9
21+00	95	0	97	0	0	106	0	0	106
21+50	148	0	225	0	0	331	0	0	331
21+77	148	0	148	0	0	478	0	0	478
21+77	0	0	0	0	0	478	0	0	478
22+00	0	0	0	0	0	478	0	0	478
22+01	0	0	0	0	0	478	0	0	478
22+01	139	0	0	0	0	478	0	0	478
22+50	139	0	252	0	0	730	0	0	730
23+00	68	0	192	0	0	922	0	0	922
23+50	3	0	66	0	0	988	0	0	988
2372	0	0	2	0	0	990	0	0	990

COLUMN TOTALS = 990

NOTES:

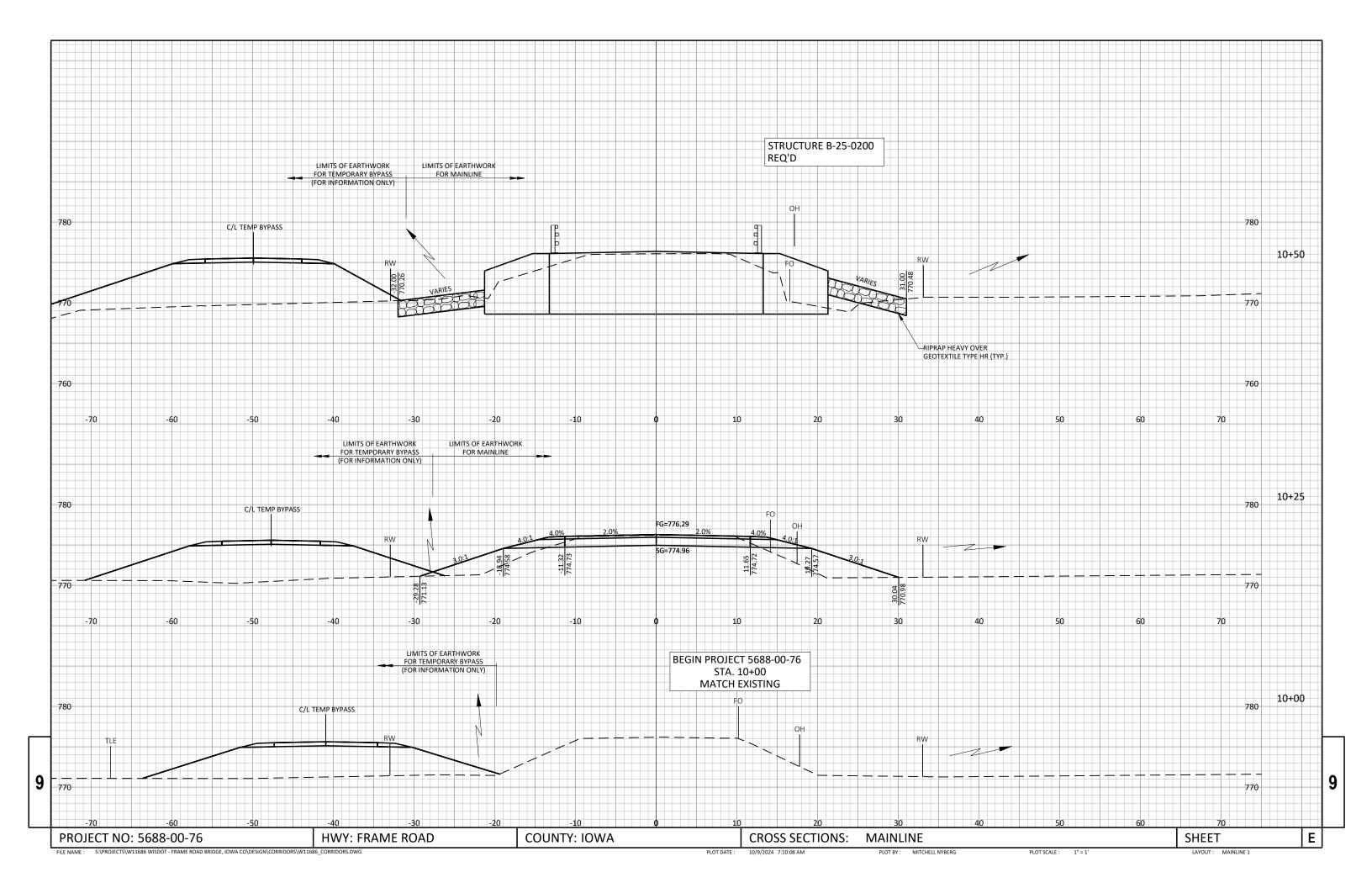
1 - CUT CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL (UNEXPANDED FILL)*1.25
3 - MASS ORDINATE CUT + ROCK (10%) - FILL (25%)

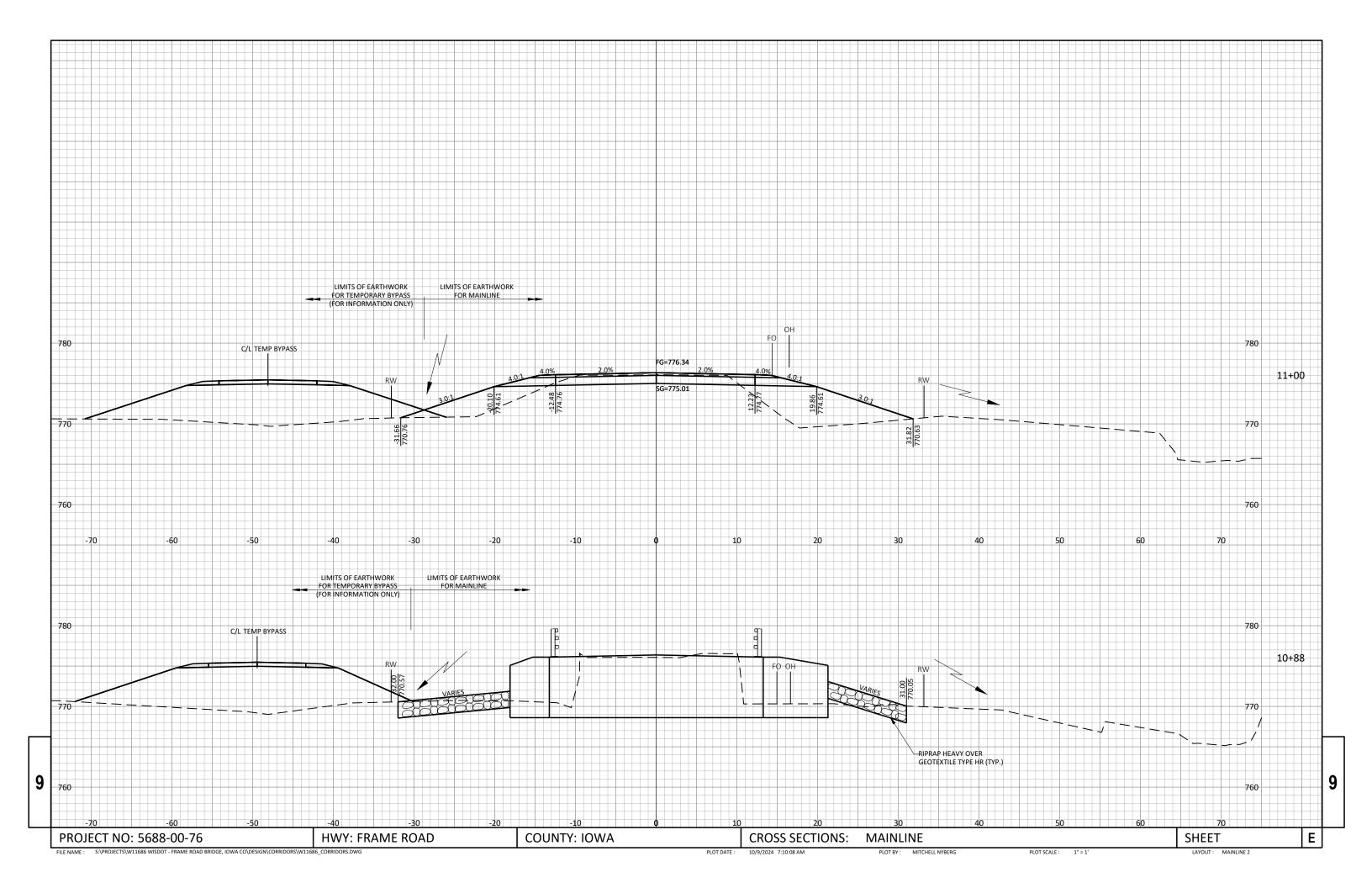
COUNTY: IOWA SHEET Ε PROJECT NO: 5688-00-76 HWY: FRAME ROAD **EARTHWORK TABLE** PLOT DATE : PLOT SCALE : 1" = 1'

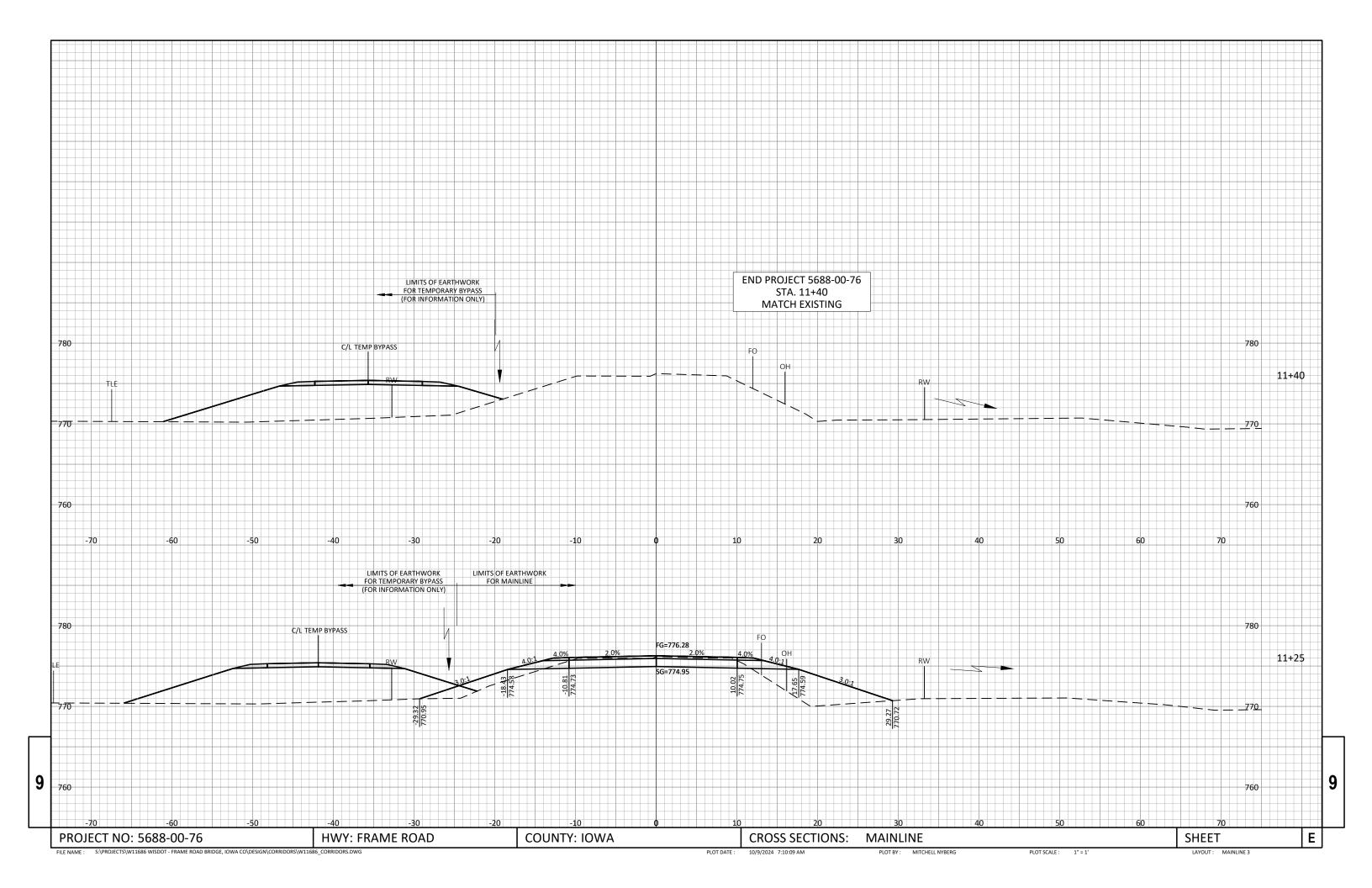
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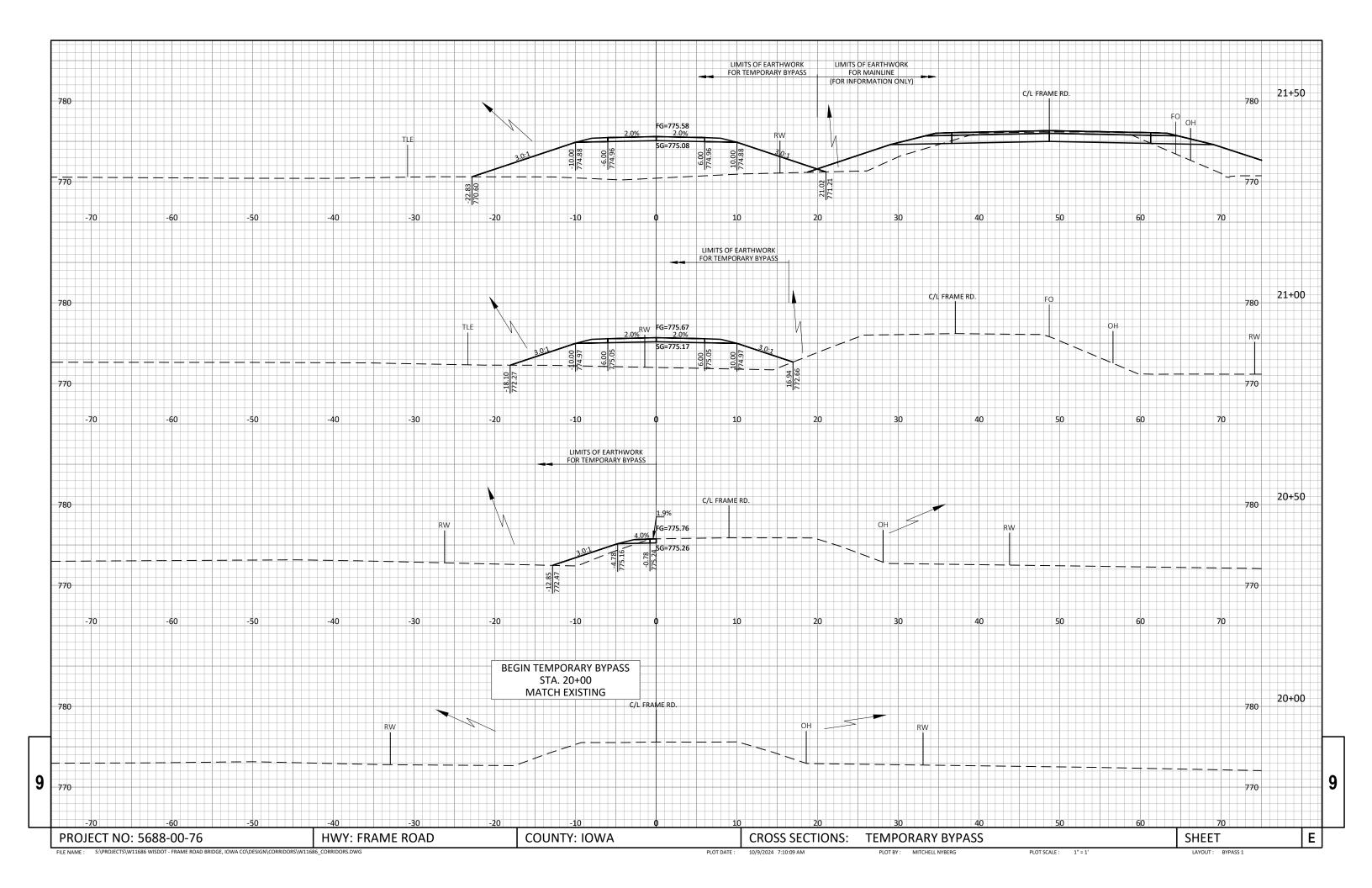
10/9/2024 7:09:53 AM PLOT BY: MITCHELL NYBERG LAYOUT: PAGE 1

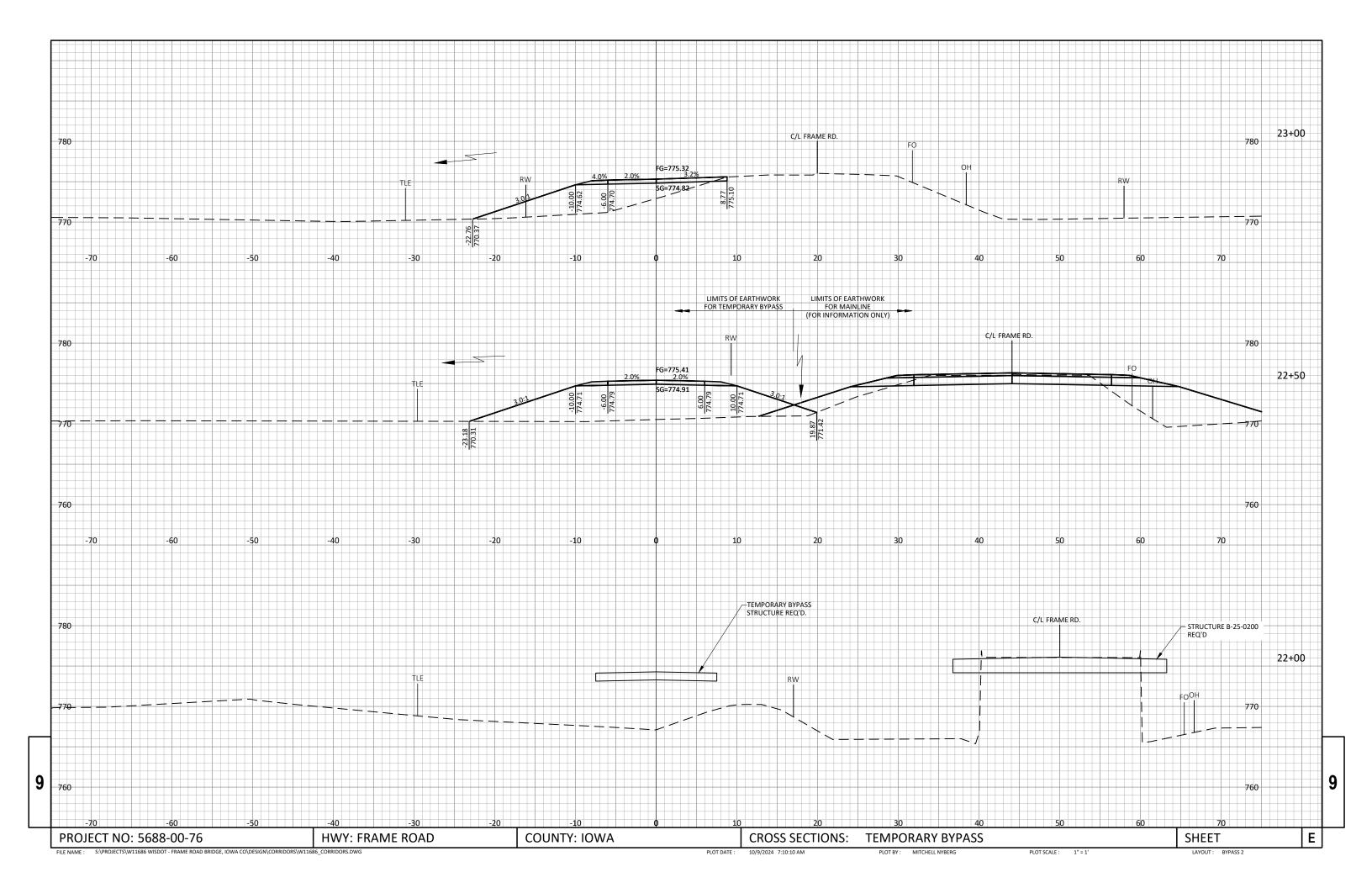
9

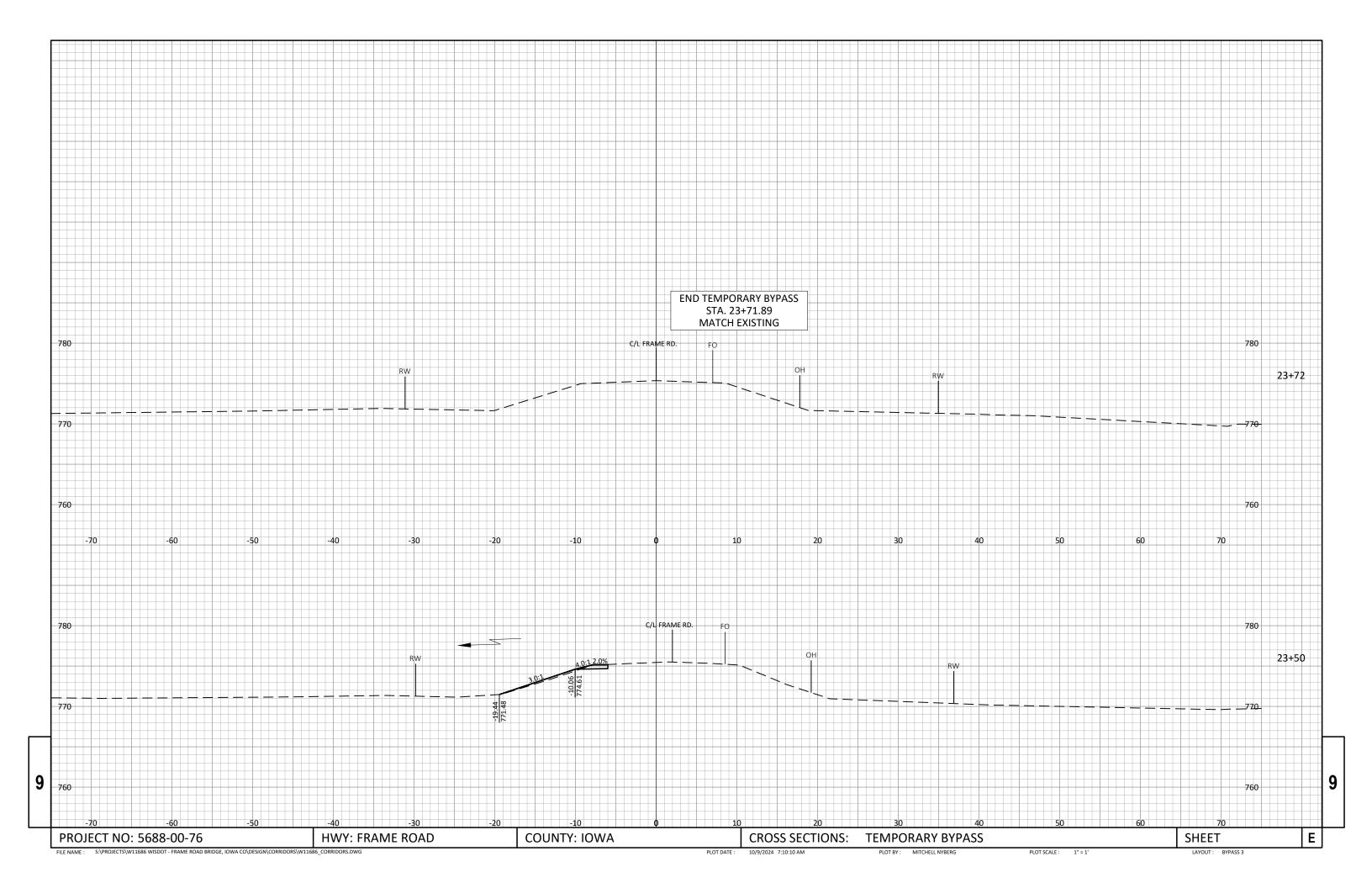














Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov