MAD

Section No.

Section No.

Section No. Section No.

Section No.

Section No.

TOTAL SHEETS = 44

Estimate of Quantities

Miscellaneous Quantities

Standard Detail Drawings

Computer Earthwork Data

Cross Sections

PROJECT II

5618-00-7

COUNTY:

O W A

SEPTEMBER 2025 ORDER OF SHEETS STATE OF WISCONSIN Section No. 1 Title Typical Sections and Details DEPARTMENT OF TRANSPORTATION

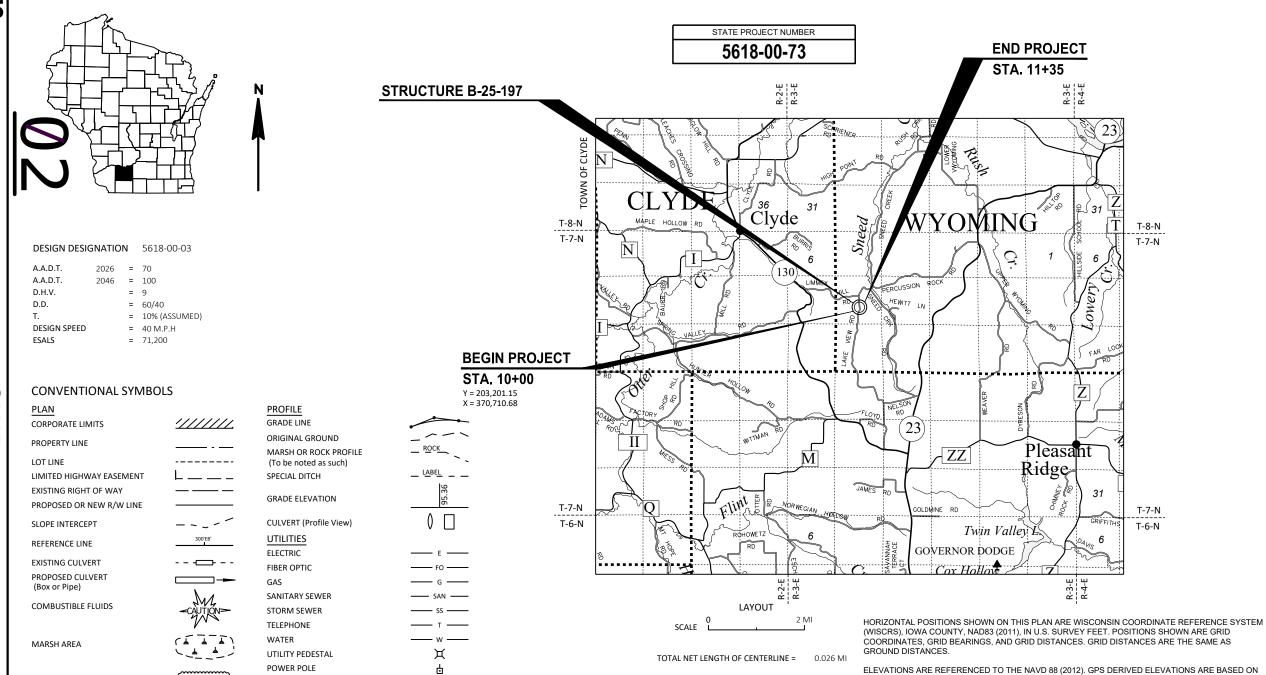
PLAN OF PROPOSED IMPROVEMENT

FEDERAL PROJECT PROJECT CONTRACT 5618-00-73 WISC 2025592 1

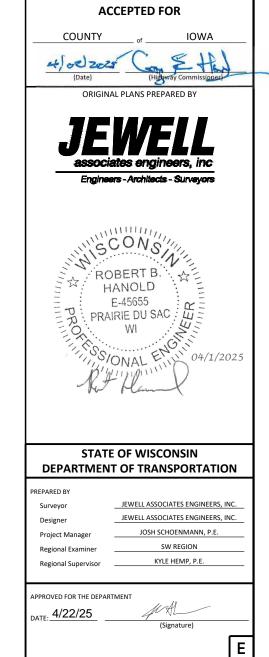
TOWN OF WYOMING, LAKE VIEW ROAD

SNEED CREEK BRIDGE B-25-0197

LOC STR IOWA COUNTY



Ø



TELEPHONE POLE

WOODED OR SHRUB AREA

GEOID (18).

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

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

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

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

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), AND MULCHED AS DIRECTED BY THE ENGINEER.

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

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

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

WETLANDS ARE PRESENT IN THE PROJECT LIMITS. THE CONTRACTOR SHALL NOT OPERATE EQUIPMENT OR STOCKPILE MATERIALS BEYOND THE SLOPE INTERCEPTS.

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

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

4-INCHES OF ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH A 2 $\frac{1}{4}$ -INCH LOWER LAYER AND A 1 $\frac{3}{4}$ -INCH

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

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

CONTACTS

WISDOT:

WISCONSIN DEPARTMENT OF TRANSPORTATION 2101 WRIGHT ST. MADISON, WI 53704 ATTN: JOSH SCHOENMANN, P.E. PHONE: (608) 246-5448 CELL: (608) 235-2437 EMAIL: josh.schoenmann@dot.wi.gov

IOWA COUNTY HIGHWAY DEPARTMENT:

CRAIG HARDY, P.E./P.L.S., HIGHWAY COMMISSIONER 1215 N. BEQUETTE STREET P.O. BOX 78 DODGEVILLE, WI 53533 PHONE: (608) 935 - 3381 EMAIL: Craig.Hardy@iowacounty.org

TOWN OF WYOMING

RICHARD CATES, CHAIRMAN SPRING GREEN, WI 53588 PHONE: (608)588-2836 EMAIL: richardcates@gmail.com

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

DESIGN CONSULTANT:

DNR LIAISON:

STATE OF WISCONSIN

DNR SERVICE CENTER 3911 FISH HATCHERY RD FITCHBURG WI 53711 ATTN: ERIC HEGGELUND PHONE: (608) 228-7927 EMAIL: eric.heggelund@wisconsin.gov

UTILITIES

FIBER OPTIC

FRONTIER COMMUNICATIONS ATTN: CHRISTOPHER POLLACK 521 N 4TH ST. WAUSAU, WI 54403 PHONE: (715) 847-1240 EMAIL: christopher.pollack@ftr.com

ELECTRIC

ALLIANT ENERGY ATTN: PATRICK MCINTYRE 900 PRAIRIE DR SPRING GREEN, WI 53588 PHONE: (608) 844-9605 EMAIL: patrickmcintyre@alliantenergy.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	Υ	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 Easemen
E	East	POT	Polyvinyl Chloride	t	Ton
Χ	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		

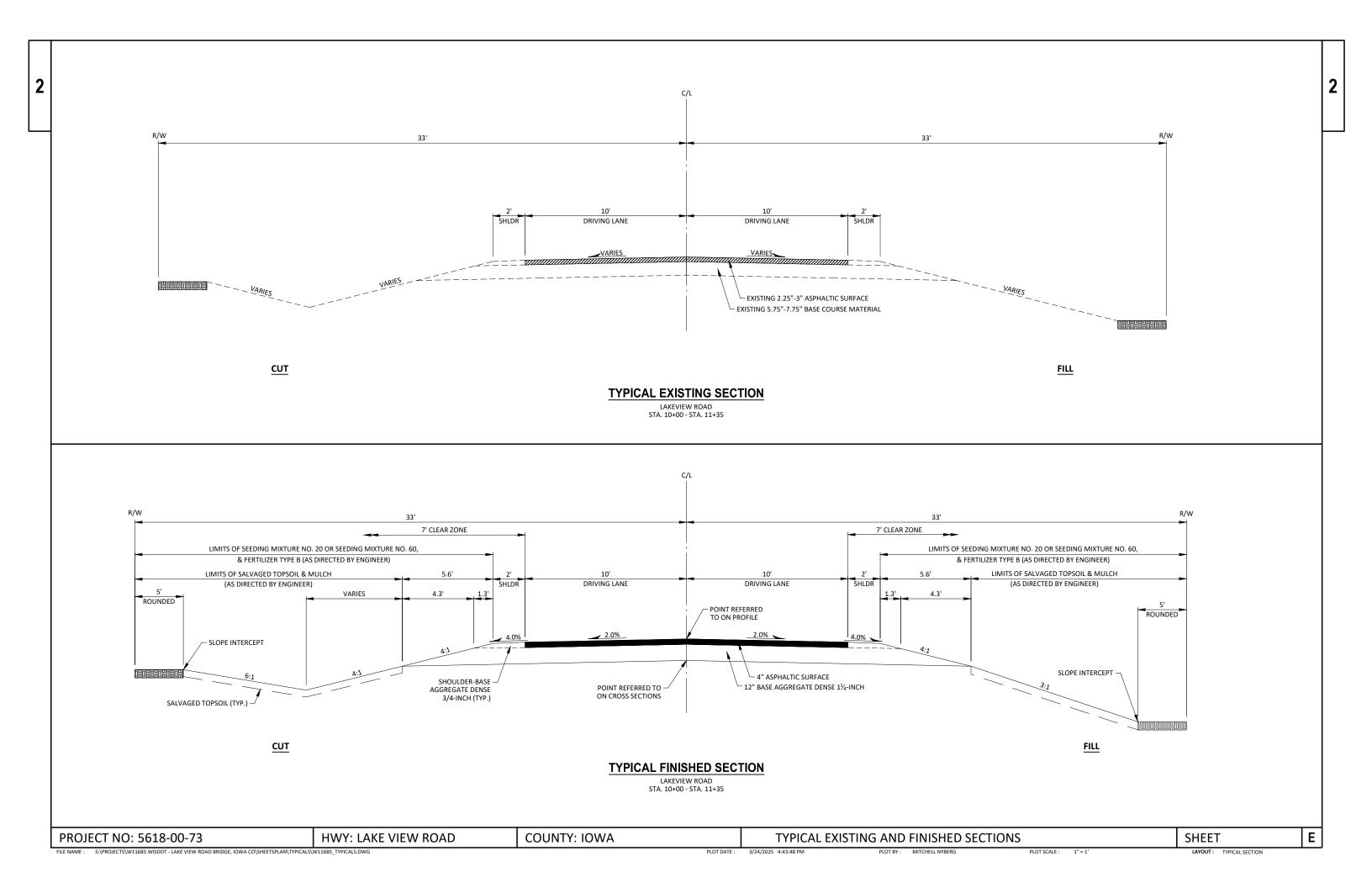


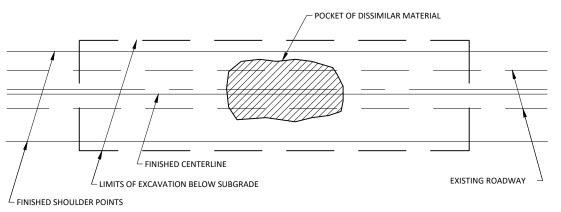
		HYDROLOGIC SOIL GROUP											
		A	4		В			С			D		
	SLOPE	RANG	E (PERCENT)	SLOPE	SLOPE RANGE (PERCENT)		SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			
LAND USE	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .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						.709	95						
CONCRETE	ONCRETE .8095												
BRICK	BRICK .7080												
DRIVES, WALKS	DRIVES, WALKS .7585												
ROOFS	ROOFS .7595												
GRAVEL ROADS, S	HOULE	DERS				.406	50						

TOTAL PROJECT AREA = 0.21 ACRES

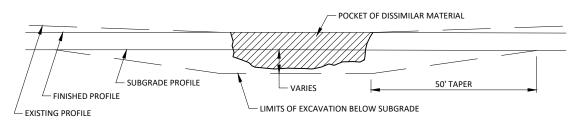
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.18 ACRES

COUNTY: IOWA Ε PROJECT NO: 5618-00-73 **HWY: LAKE VIEW ROAD GENERAL NOTES** SHEET PLOT DATE : 3/27/2025 8:22:14 AM PLOT BY · MITCHELL NYBERG PLOT SCALE : LAYOUT: GENERAL NOTES

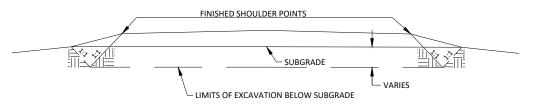




PLAN VIEW



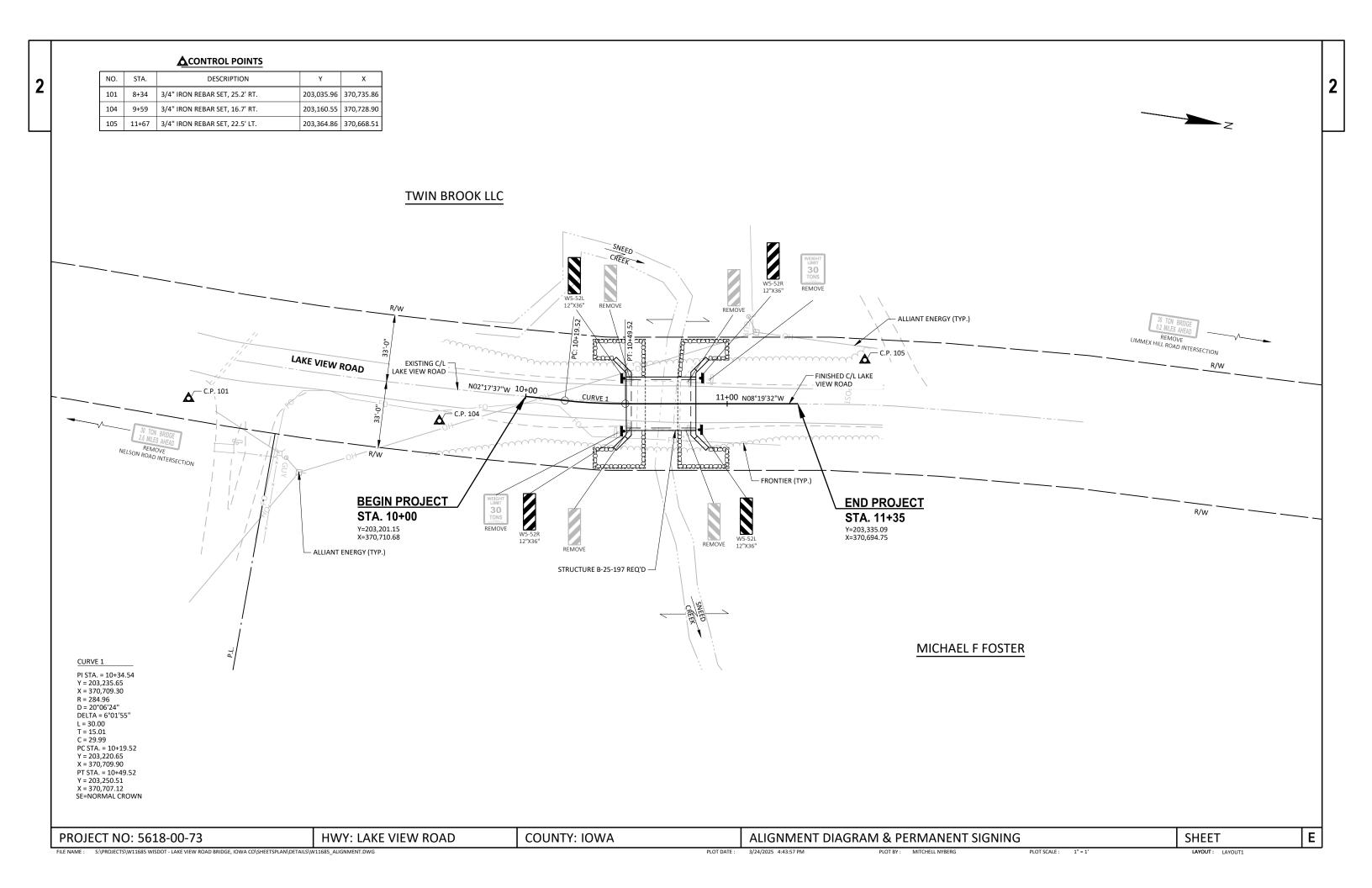
PROFILE VIEW



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



ECA	0	$\Delta \Delta$	70
561	റ-	ーしりしょ	-/.5

Line Item Item Description Unit Total Qty 0004 201 0205 Clearing STA 2.000 2.000 0004 201 0205 Grubbing STA 2.000 2.000 0006 203 0206 Removing Structure Over Waterway Minimal Debris (structure) 01.P-25-0078 EACH 1.000 1.000 0010 203 1001 Excavation Common CY 1.1000 1.1000 0101 206 1001 Excavation for Structures Bridges (structure) 01.B-25-0197 EACH 1.000 1.000 0104 213 0100 Finishing Roadway (project) 01.5618-00-73 EACH 1.000 1.000 0104 213 0100 Base Aggregate Dense 24-40-Inch TON 270 1.000 0108 305 0120 Base Aggregate Dense 24-40-Inch TON 270 0.00 0024 550 0560 Tack Coat GAL 1.2000 12000 0024 550 0560 Tack Coat TON 57 000 57 000 0024 550 100 Creste
0004 201,0205 Gnubbing STA 2,000 2,000 0008 205,0100 Excavation Common CY 110,000 110,000 0010 206,1010 Excavation Common CY 110,000 110,000 0012 210,1500 Backfill Structure Type A TON 270,000 270,000 0014 213,0100 Flinishing Roadway (project) 01,5918-00-73 EACH 1,000 1,000 0016 305,0120 Base Aggregate Dense 34-H-nch TON 170,000 270,000 0018 305,0120 Base Aggregate Dense 34-H-nch TON 270,000 270,000 0024 455,0155 Asphaltic Surface TON 570,000 270,000 0024 550,0210 Concrete Masonry Bridges CY 103,000 360,000 0025 502,0200 Portockive Surface Treatment SY 146,000 146,500 0028 505,000 Bar Steel Reinforcement HS Stuctures LB 14,540,000 146,540,000 0039 505,000
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0096 650.4500 Construction Staking Subgrade LF 100.000 100.000
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0098 650.5000 Construction Staking Base LF 100.000

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Estimate	Of	Quantities

5618-00-73

Line	Item	Item Description	Unit	Total	Qty
0100	650.6501	Construction Staking Structure Layout (structure) 01. B-25-0197	EACH	1.000	1.000
0102	650.9911	Construction Staking Supplemental Control (project) 01. 5618-00-73	EACH	1.000	1.000
0104	650.9920	Construction Staking Slope Stakes	LF	100.000	100.000
0106	690.0150	Sawing Asphalt	LF	34.000	34.000
0108	715.0502	Incentive Strength Concrete Structures	DOL	630.000	630.000
0110	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 10+75	EACH	1.000	1.000
0112	SPV.0090	Special 01. Flashing Stainless Steel	LF	59.000	59.000

ALL ITEMS 010 UNLESS OTHERWISE NOTED **CLEARING AND GRUBBING EARTHWORK SUMMARY** WATER 201.0105 201.0205 EXPANDED CLEARING GRUBBING 205.0100 MASS 624.0100 STATION-STATION (STA) (STA) EXCAVATION COMMON (CY) LOCATION AVAILABLE UNEXPANDED ORDINATE (MGAL) PROJECT LOCATION MATERIAL FACTOR WASTE 10+00 - 11+35 MAINLINE CUT 10+00 - 11+35 MAINLINE FROM/TO STA (CY) (3) (CY) (CY) 1.25 (2) (CY) LOCATION (CY) (1) 40 10+00 - 11+35 110 TOTALS = TOTAL = 110 TOTALS = 110 NOTES: 1.) AVAILABLE MATERIAL=CUT 2.) EXPANDED FILL FACTOR 1.25: EXPANDED FILL = (UNEXPANDED FILL)*1.25 3.) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE CATEGORY. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE CATEGORY. BASE AGGREGATE DENSE ASPHALTIC SURFACE 305.0110 305.0120 455.0605 465.0105 BASE AGGREGATE BASE AGGREGATE TACK COAT ASPHALTIC SURFACE DENSE 3/4-INCH DENSE 1 1/4-INCH (GAL) (TON) STATION - STATION LOCATION (TON) (TON) STATION - STATION LOCATION 10+00 - 11+35 MAINLINE 57 270 10+00 - 11+35 MAINLINE TOTALS = 57 12 TOTALS = 270 SILT FENCE FINISHING ITEMS 628.1520 628.1504 SILT FENCE 625.0500 627.0200 629.0210 630.0120 630.0160 630.0200 630.0500 SILT FENCE MAINTENANCE **FERTILIZER** SEEDING MIXTURE SALVAGED SEEDING MIXTURE SEEDING SEED MULCHING (LF) (LF) STATION - STATION LOCATION TOPSOIL TYPE B NO. 20 **TEMPORARY** WATER NO. 60 MAINLINE, RT. 90 180 10+00 - 10+50 (SY) (SY) (MGAL) STATION - STATION LOCATION (CWT) (LB) (LB) (LB) 10+00 - 10+50 MAINLINE, LT. 95 190 MAINLINE 170 170 10+00 - 11+35 0.6 16 10 MAINLINE, RT. 10+85 - 11+35 60 120 UNDISTRIBUTED 40 40 3 0.4 MAINLINE, LT. 10+85 - 11+35 65 130 UNDISTRIBUTED 80 160 TOTALS = 210 210 1.0 20 12 10 TOTALS = 390 780 MOBILIZATION EROSION CONTROL **TURBIDITY BARRIER** SAWING ASPHALT 628.1905 628.1910 **MOBILIZATION** MOBILIZATION EMERGENCY 690.0150 628.6005 **EROSION CONTROL EROSION CONTROL** STATION (LF) (SY) LOCATION LOCATION (EACH) (EACH) PROJECT 10+00 17 MAINLINE NORTH ABUTMENT 80 5618-00-73 2 11+35 17 MAINLINE UNDISTRIBUTED 20 TOTALS = TOTAL = 34 TOTALS = 100 **HWY: LAKE VIEW ROAD COUNTY: IOWA MISCELLANEOUS QUANTITIES SHEET** Ε PROJECT NO: 5618-00-73

PERMANENT SIGNING

							634.0612 POSTS WOOD 4X6-	637.2230 SIGNS TYPE II	638.2602 REMOVING SIGNS	638.3000 REMOVING SMALL SIGN
APPROX.			SIGN		ORDER	SIGN	INCH X 12-FT	REFLECTIVE F	TYPE II	SUPPORTS
STATION	POSITION	LOCATION	CODE	SIGN DESCRIPTION	LINES	SIZE	(EACH)	(SF)	(EACH)	(EACH)
	RIGHT	AT LIMMEX HILL ROAD	R12-55	XX TON BRIDGE XX MILES AHEAD	30/0.2				1	1
10+46	RIGHT	MAINLINE	R12-1	WEIGHT LIMIT XX TONS	30				1	1
10+53	LEFT	MAINLINE	W5-52L	BRIDGE HASH MARKS					1	1
10+52	RIGHT	MAINLINE	W5-52R	BRIDGE HASH MARKS					1	1
10+49	RIGHT	MAINLINE	W5-52R	BRIDGE HASH MARKS		12X36	1	3.00		
10+49	LEFT	MAINLINE	W5-52L	BRIDGE HASH MARKS		12X36	1	3.00		
10+91	RIGHT	MAINLINE	W5-52R	BRIDGE HASH MARKS					1	1
10+80	RIGHT	MAINLINE	R12-1	WEIGHT LIMIT XX TONS	30				1	1
10+81	LEFT	MAINLINE	W5-52L	BRIDGE HASH MARKS					1	1
10+86	RIGHT	MAINLINE	W5-52L	BRIDGE HASH MARKS		12X36	1	3.00		
10+86	LEFT	MAINLINE	W5-52R	BRIDGE HASH MARKS		12X36	1	3.00		
	LEFT	AT NELSON ROAD	R12-55	XX TON BRIDGE XX MILES AHEAD	30/2.6				1	1
						TOTALS =	4	12.00	8	8

CONSTRUCTION STAKING

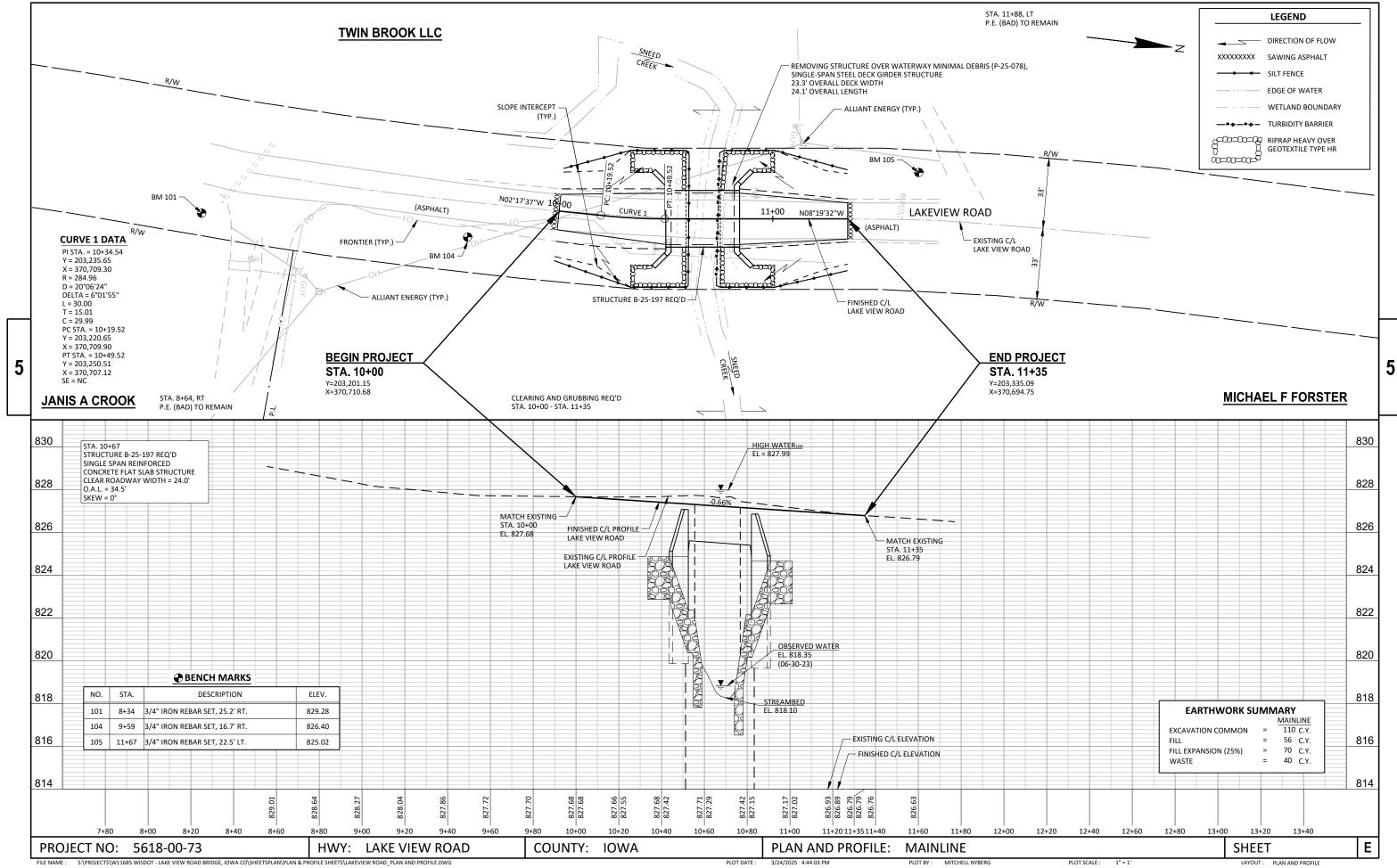
					650.9911	
				*650.6501	SUPPLEMENTAL	650.9920
		650.4500	650.5000	STRUCTURE	CONTROL	SLOPES
		SUBGRADE	BASE	LAYOUT	(5618-00-73)	STAKES
STATION -STATION	LOCATION	(LF)	(LF)	(EACH)	(EACH)	(LF)
10+00 - 10+50	MAINLINE	50	50	-	-	50
10+85 - 11+35	MAINLINE	50	50	-	-	50
5618-00-73	PROJECT	-	-	1	1	-
			-		-	
	TOTALS =	100	100	1	1	100

*CATEGORY 0020

TRAFFIC CONTROL

	643.0420	643.0705	643.0900	643.5000
	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC
	BARRICADES TYPE III	WARNING LIGHTS TYPE A	SIGNS	CONTROL
LOCATION	(DAY)	(DAY)	(DAY)	(EACH)
PROJECT	1,030	1,600	800	1
TOTALS	= 1,030	1,600	800	1

COUNTY: IOWA SHEET Ε PROJECT NO: 5618-00-73 HWY: LAKE VIEW ROAD MISCELLANEOUS QUANTITIES PLOT DATE : 7/11/2025 3:36:28 PM PLOT BY: MITCHELL NYBERG LAYOUT: 02



Standard Detail Drawing List

08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
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
	· · · · · · · · · · · · · · · · · · ·

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TYPICAL APPLICATION OF SILT FENCE

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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

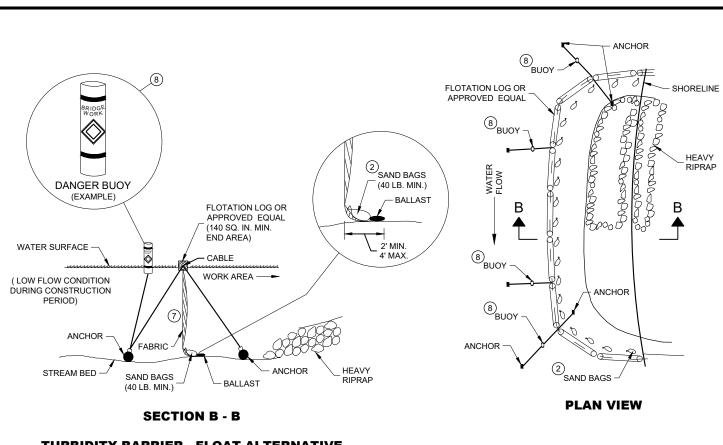
(WHEN REQUIRED BY THE ENGINEER)



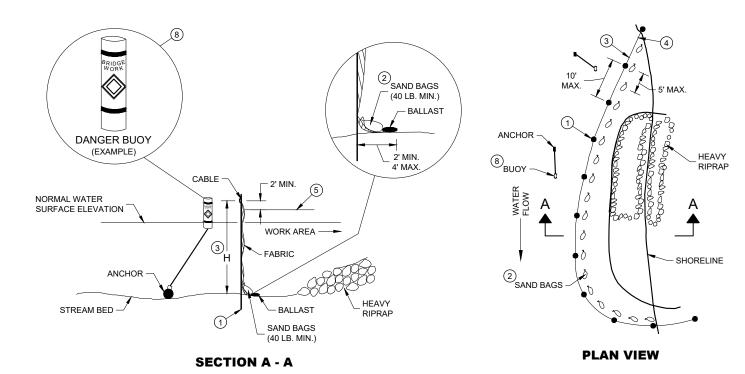
6

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D.D. 8 E 9-6



TURBIDITY BARRIER - FLOAT ALTERNATIVE CAUTION - SEE NOTE 6



TURBIDITY BARRIER - STANDARD POST INSTALLATION

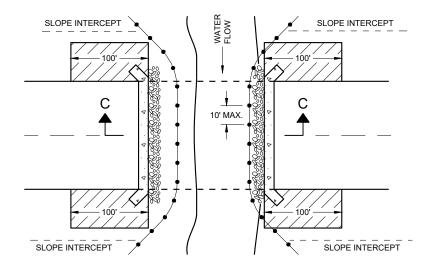
TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

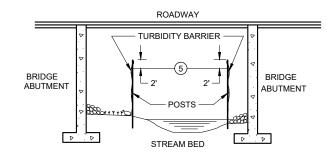
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

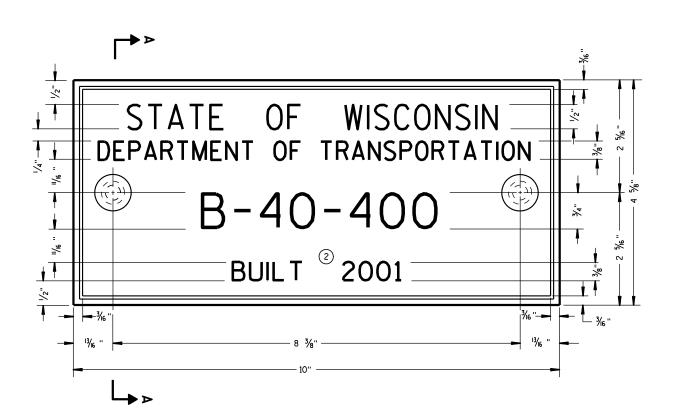
TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION ∞

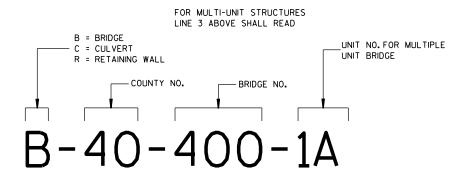
APPROVED /S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT
ENGINEER 6/4/02 DATE





TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



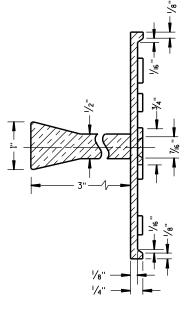
NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

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.

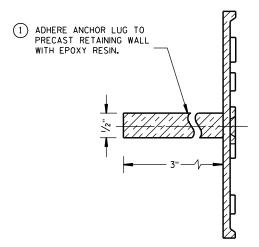
- 1 EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



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

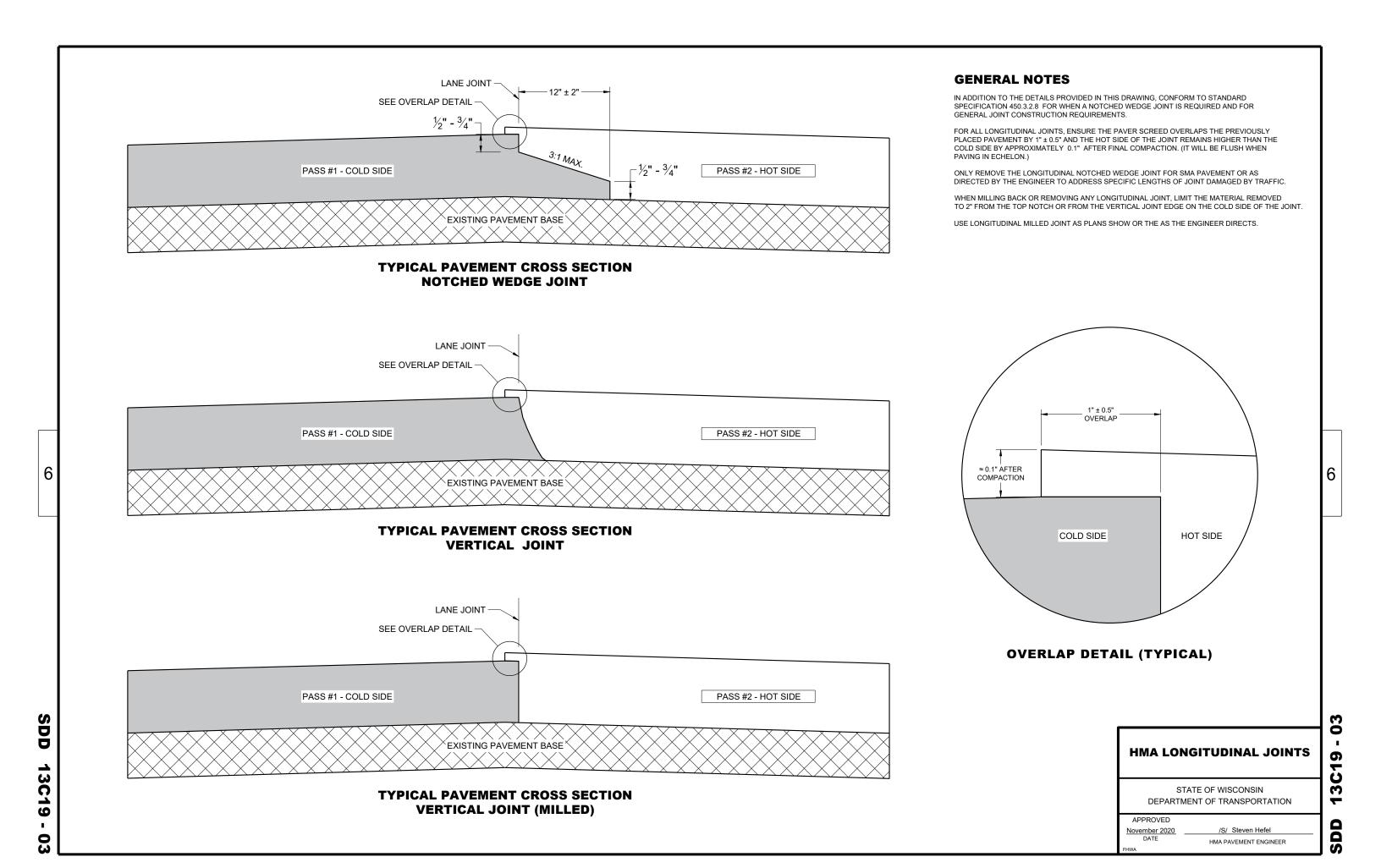
APPROVED

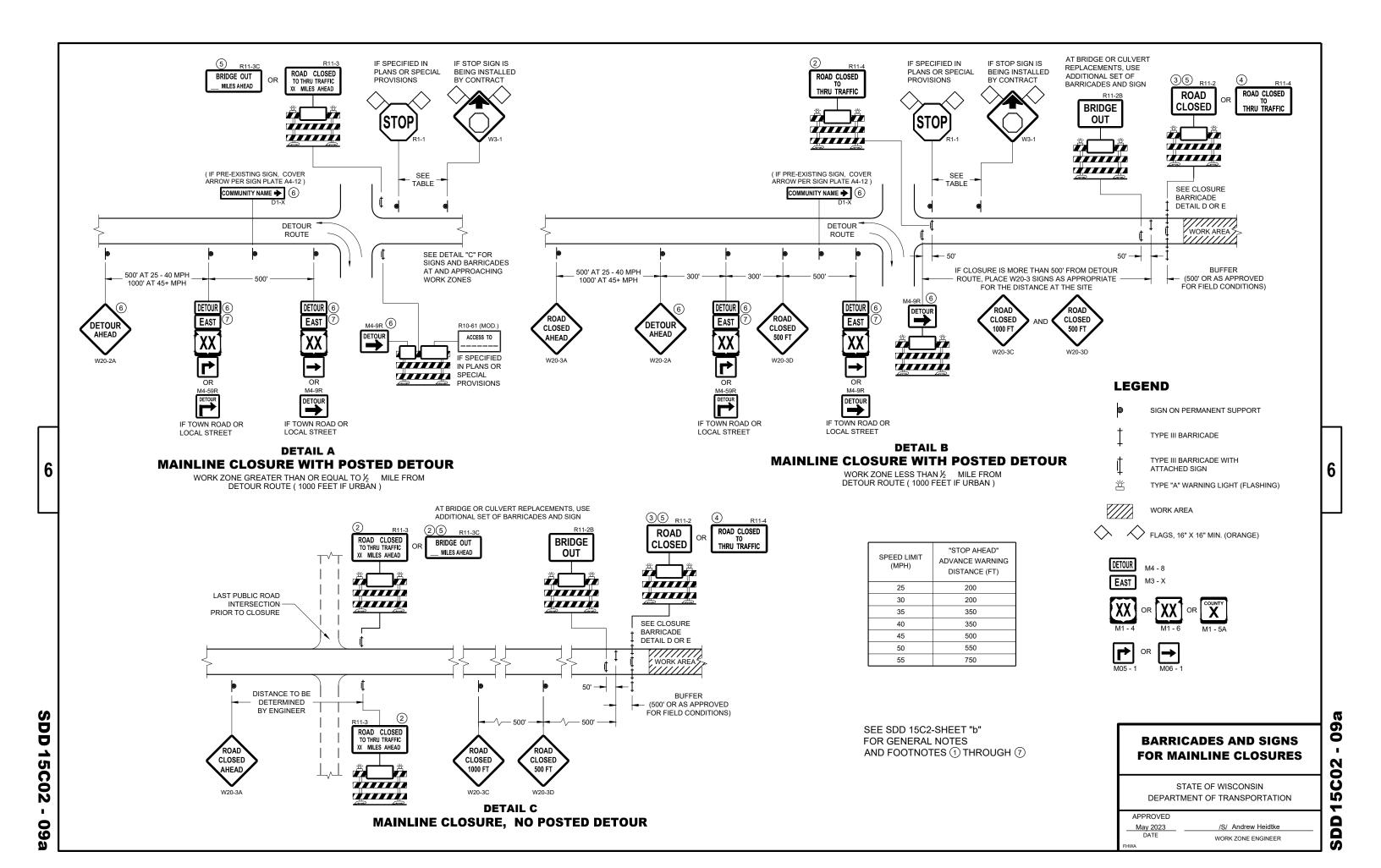
3/26/IO /S/ Scot Becker

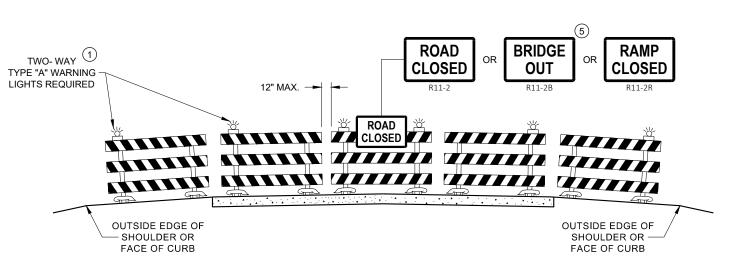
DATE CHIEF STRUCTURAL DEVELOPMENT ENGINEER

.D.D. 12 A

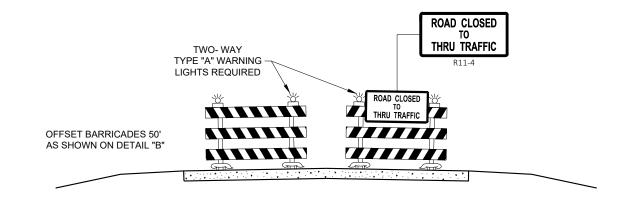
3-10







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**

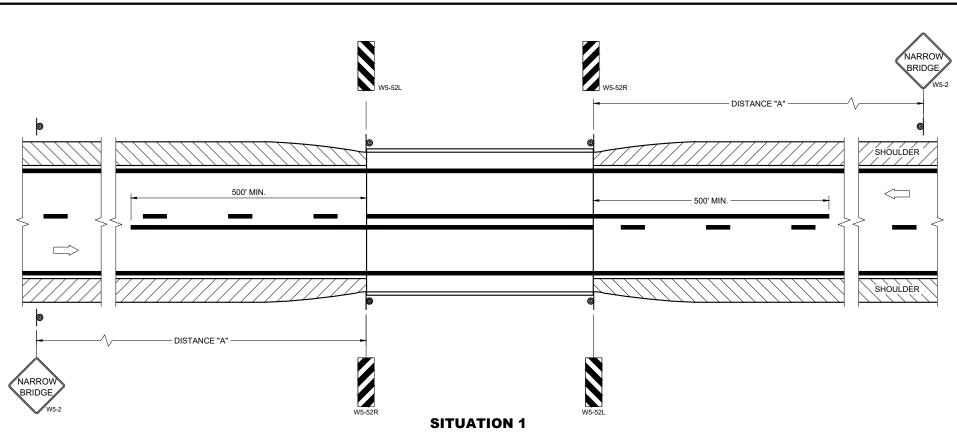
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

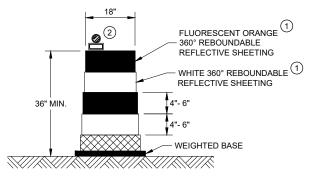
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15C11

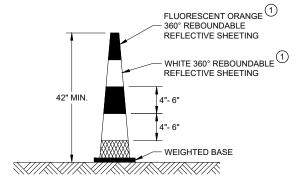
GENERAL NOTES

- (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.



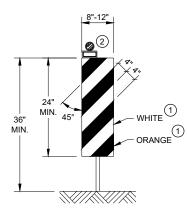
DRUM

BALLAST WIDTHS RANGE FROM 24"-36"



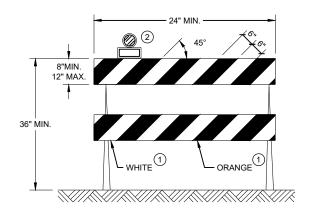
42" CONE

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



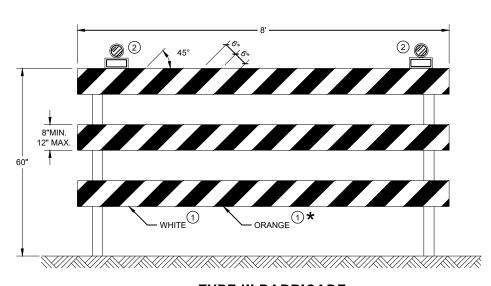
VERTICAL PANEL

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.

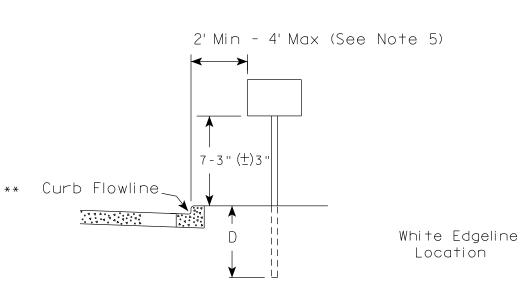
* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

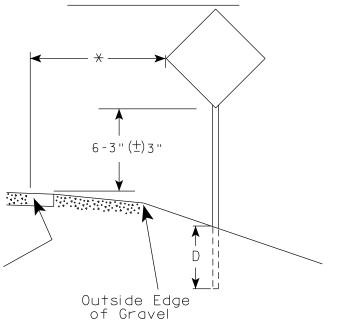
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 15C

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





RURAL AREA (See Note 2)



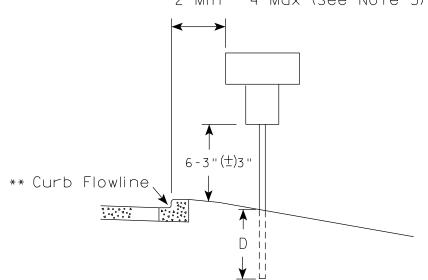
GENERAL NOTES

- 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

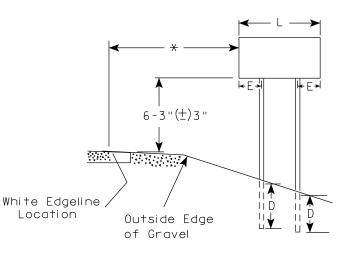
PLOT NAME :

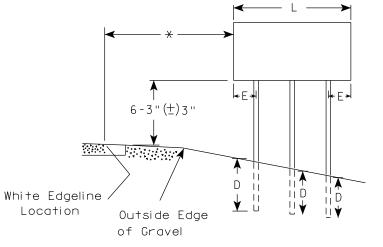
PLOT BY: mscsja

PLOT SCALE: 13.659812:1.000000

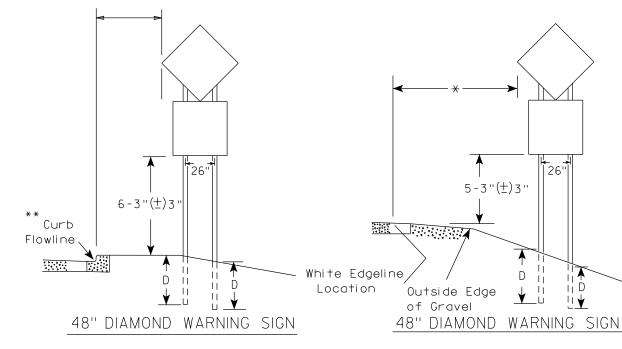
APPROVED

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 REQUIR	RED)
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:

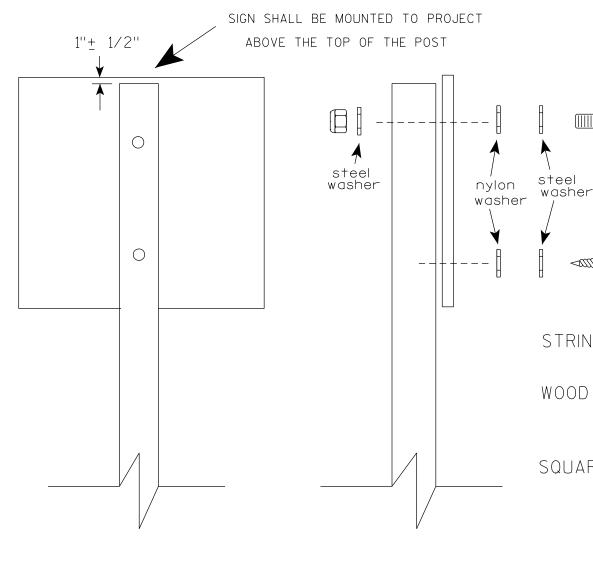
COUNTY:

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:

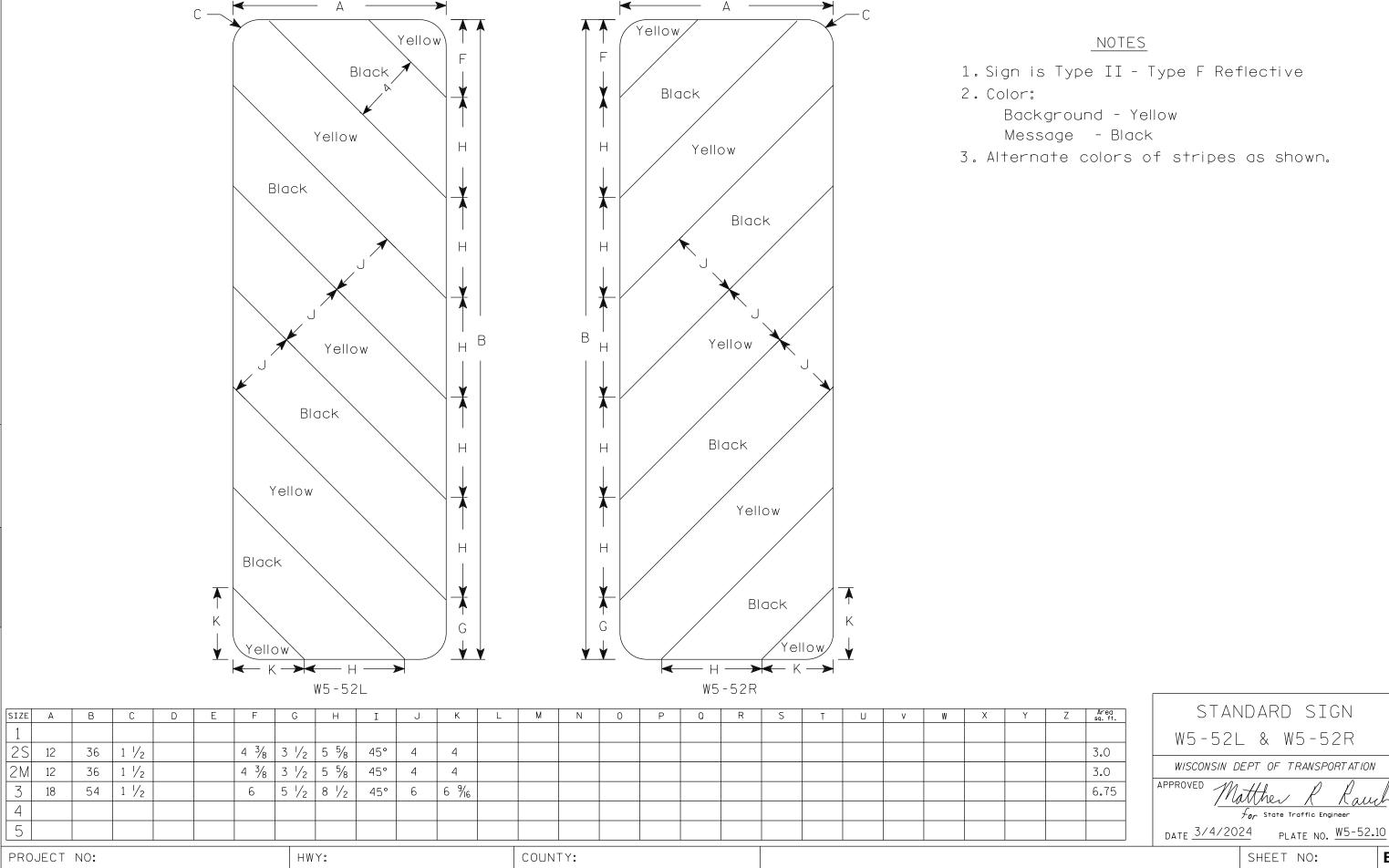
PLOT DATE: 19-APRIL 2022 11:55

SIGN

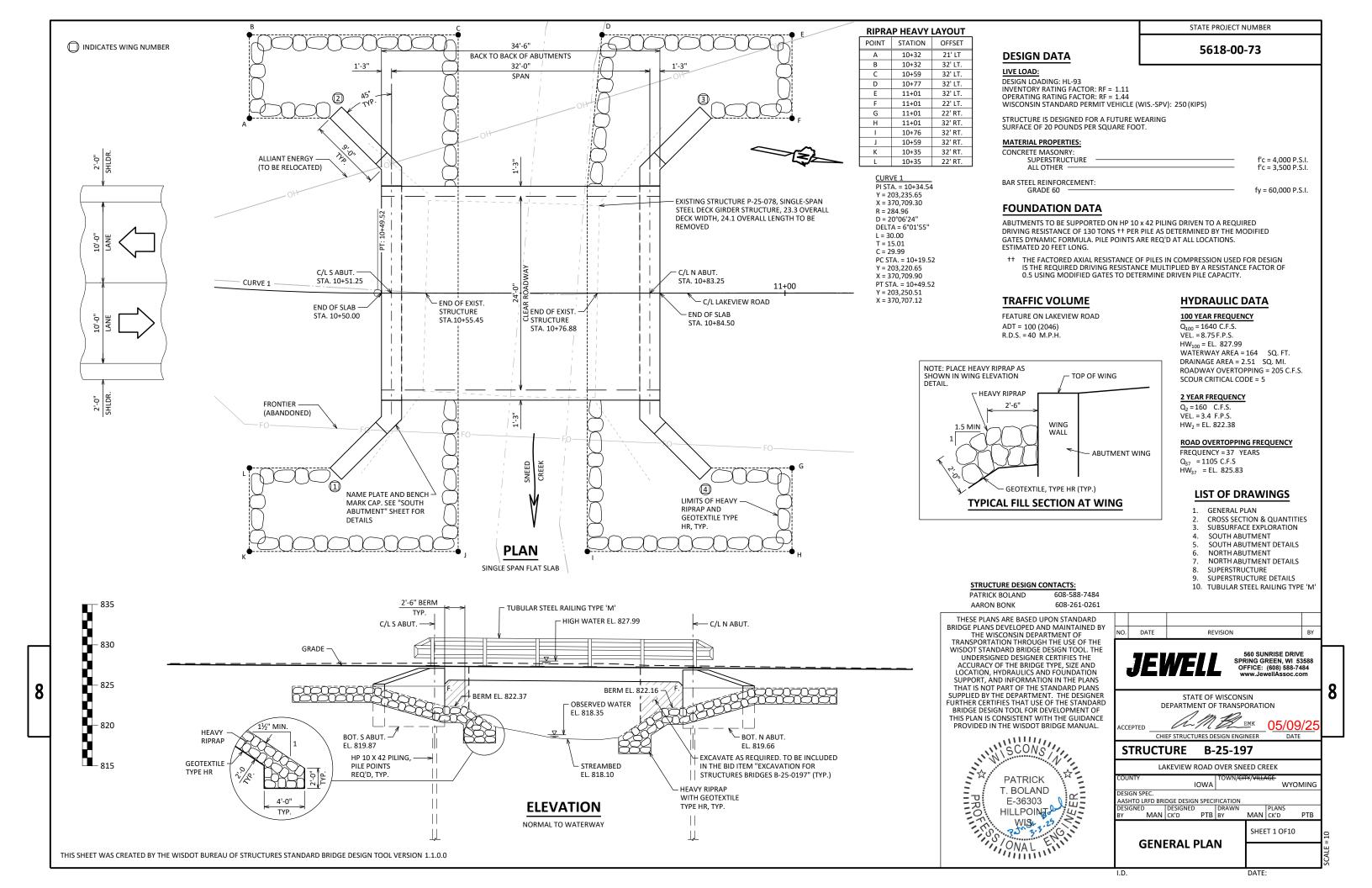
PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

Ε



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



GENERAL NOTES

5618-00-03

DRAWINGS SHALL NOT BE SCALED.

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

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.

2'-0" ABOVE BOTTOM OF ABUTMENT

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP

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.

OF WINGS AND FRONT FACE OF ABUTMENT TO 1'-0" PAST THE EDGE OF SLAB.

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

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

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES B-25-197" SHALL BE THE EXISTING

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND

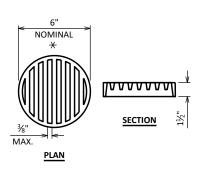
THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE

AND GEOTEXTILE TYPE HR TO THE EXTENT SHOWN ON SHEET 1 AND THE ABUTMENT DETAILS.

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

BENCH MARK

NO.	STA.	DESCRIPTION	ELEV.
101	8+34	3/4" IRON REBAR SET, 25.2' RT.	829.28
102	11+12	CG SPIKE, 0.4' RT.	827.17
104	9+59	3/4" IRON REBAR SET, 16.7' RT.	826.40
105	11+67	3/4" IRON REBAR SET, 22.5' LT.	825.02

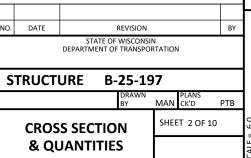


RODENT SHIELD DETAIL

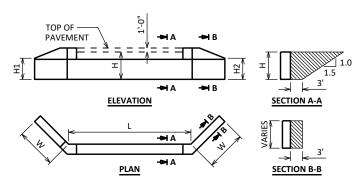
★ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

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.



26'-6" OUT TO OUT OF SUPERSTRUCTURE 1'-3" 1'-3" 24'-0" CLEAR BETWEEN RAILS 12'-0" 12'-0" LANE LANE C/L LAKE VIEW ROAD TUBULAR STEEL RAILING TYPE 'M' POINT REFERRED TO ON -PROFILE GRADE LINE 2.00% TOP OF BERM BOTTOM OF ABUTMENT

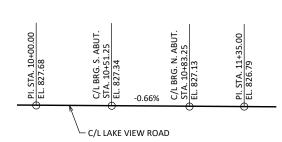


ABUTMENT BACKFILL DIAGRAM

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

CROSS SECTION THRU ROADWAY

LOOKING UPSTATION (PILING NOT SHOWN FOR CLARITY)



PROFILE GRADE LINE

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	SOUTH ABUT.	NORTH ABUT.	TOTALS
203.0260	REMOVING STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS (P-25-078)	EACH				1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES (B-25-197)	EACH				1
210.1500	BACKFILL STRUCTURE TYPE A	TON		135	135	270
502.0100	CONCRETE MASONRY BRIDGES	CY	53	25	25	103
502.3200	PROTECTIVE SURFACE TREATMENT	SY	118	14	14	146
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB		1,980	1,980	3,960
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	11,580	1,480	1,480	14,540
513.4061	RAILING TUBULAR TYPE M	LF	74			74
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		120	120	240
606.0300	RIPRAP HEAVY	CY		90	80	170
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		150	140	290
SPV.0090.01	FLASHING STAINLESS STEEL	LF		29.5	29.5	59
	NON-BID ITEMS					
	FILLER	SIZE				1/2", 3/4"

PROTECTIVE SURFACE TREATMENT LIMITS

- BRIDGE

SUPERSTRUCTURE

ABUTMENT

BACKFACE

- 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.

"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

PROTECTIVE SURFACE TREATMENT DETAILS

ROADWAY

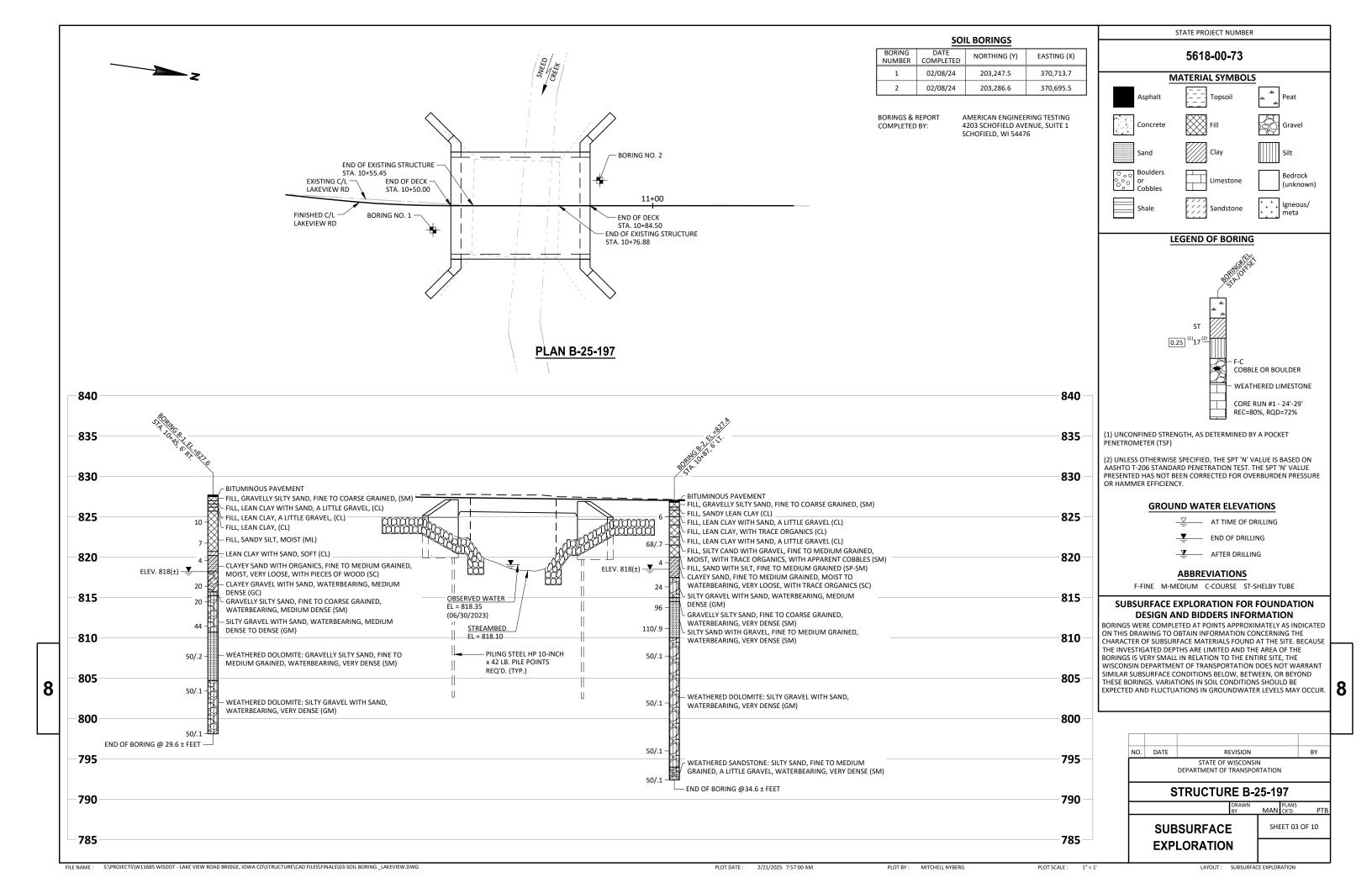
PAVEMENT

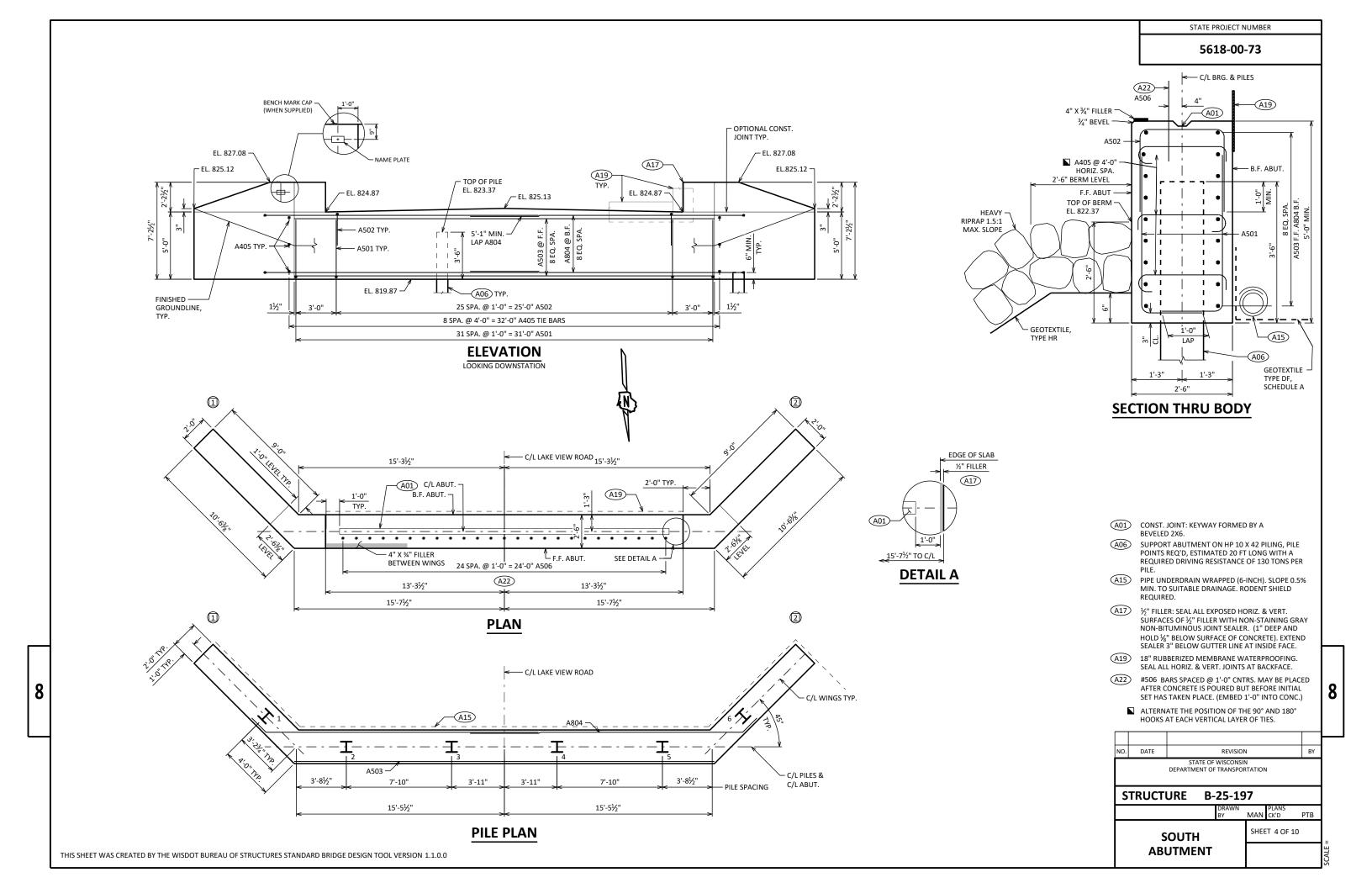
PAY LIMITS OF BACKFILL 🗘 BACKFILL STRUCTURE TYPE A

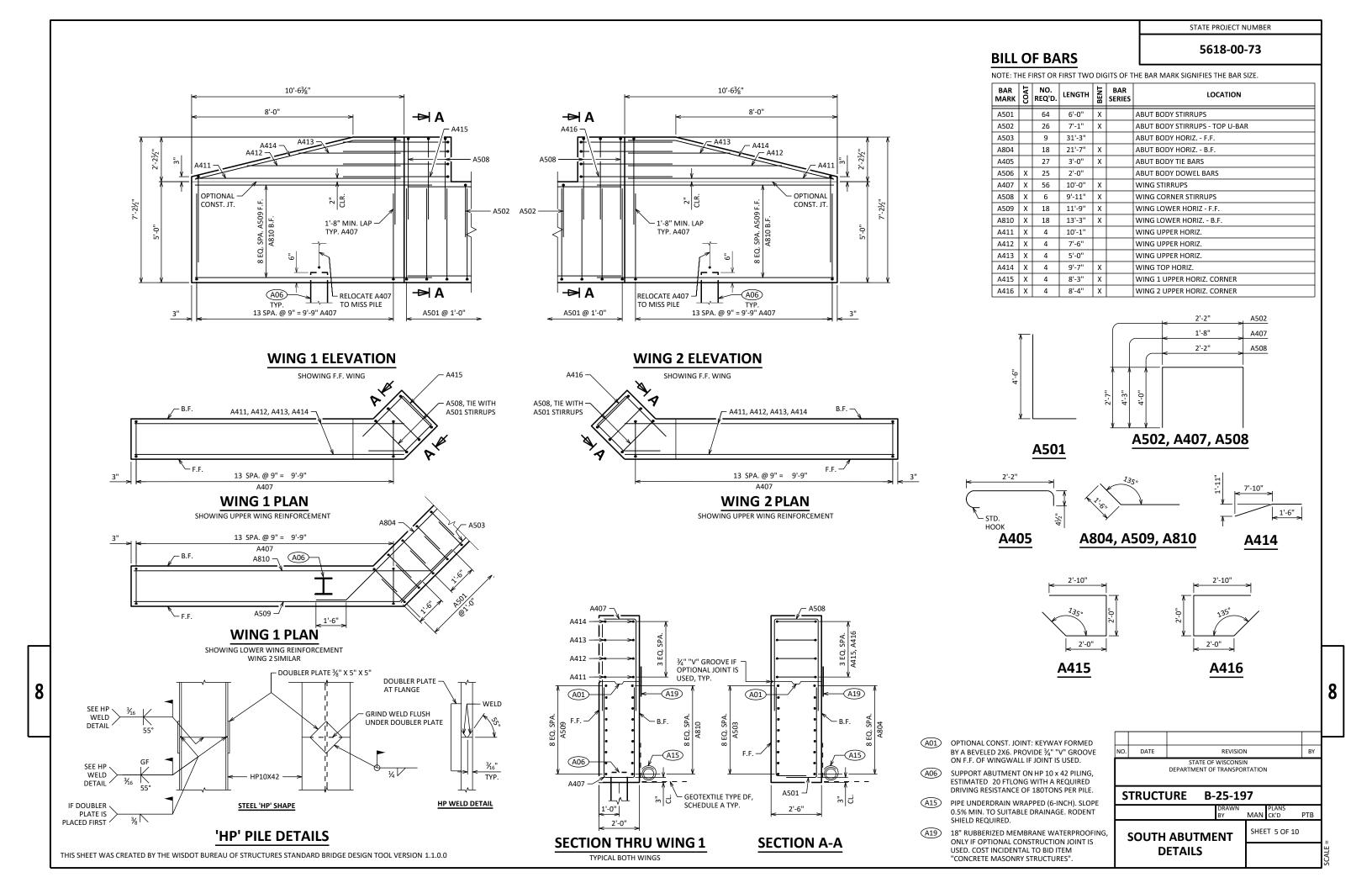
- ROADWAY

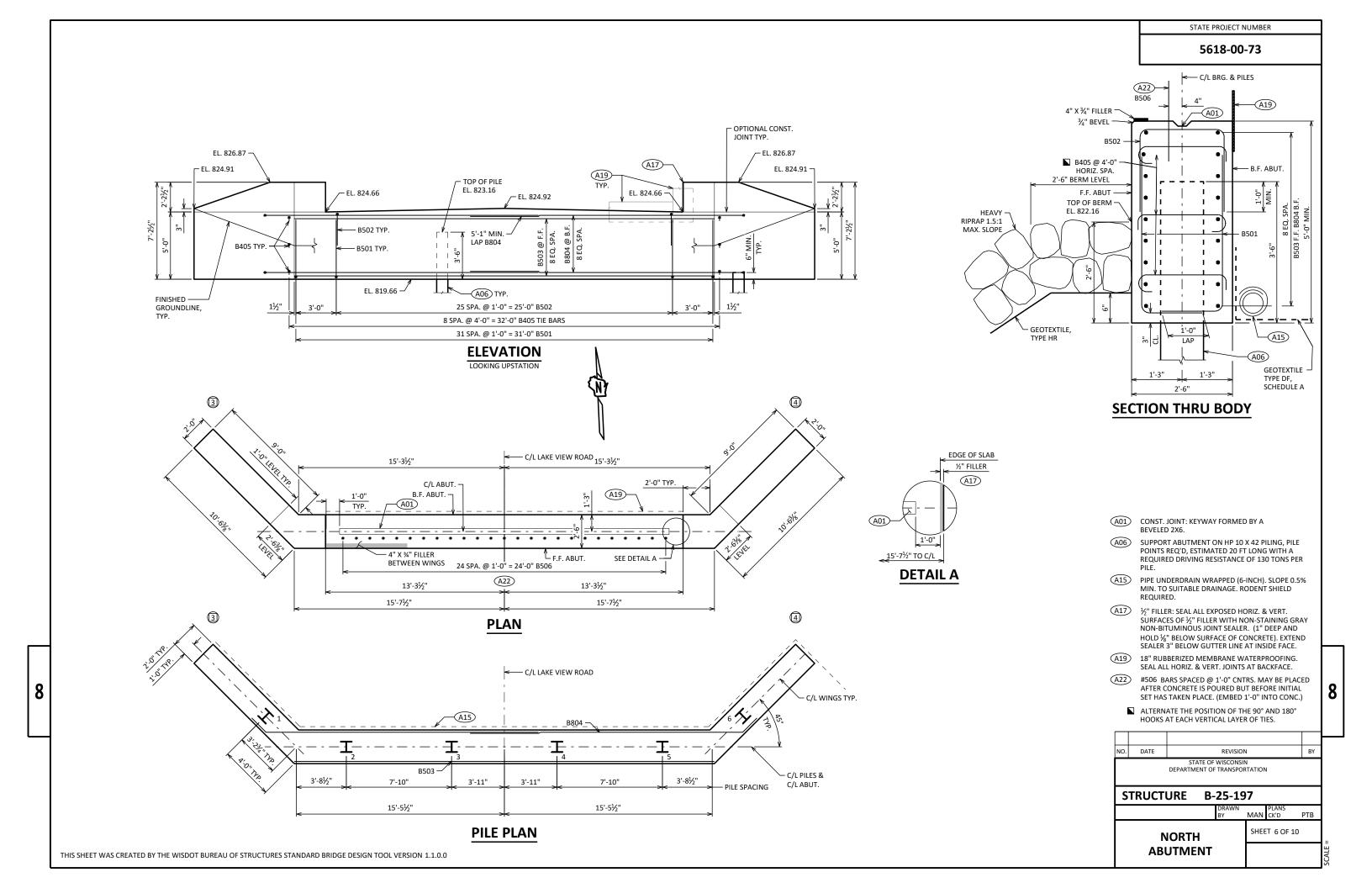
SUBSURFACE

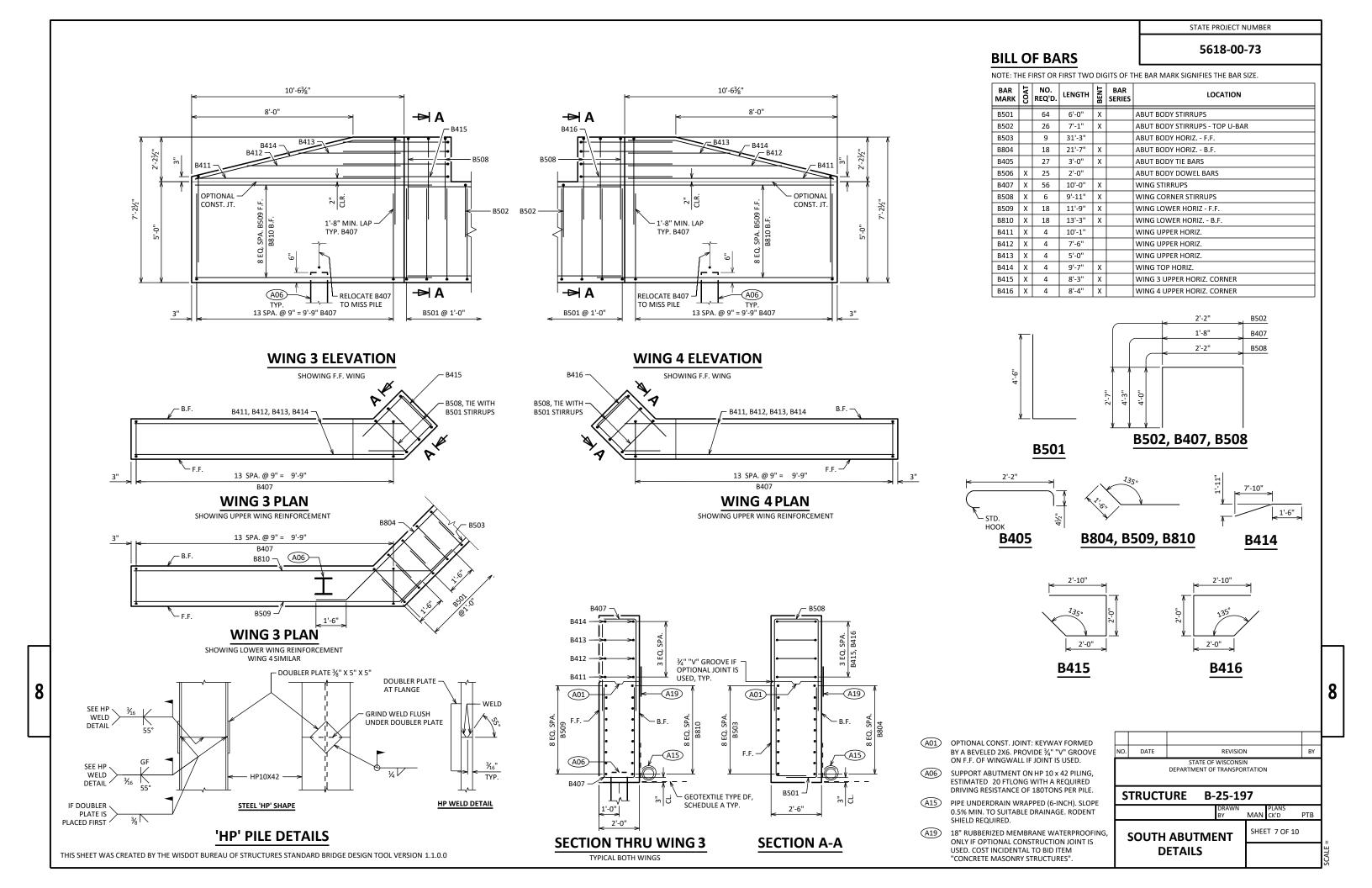
THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.1.0.0

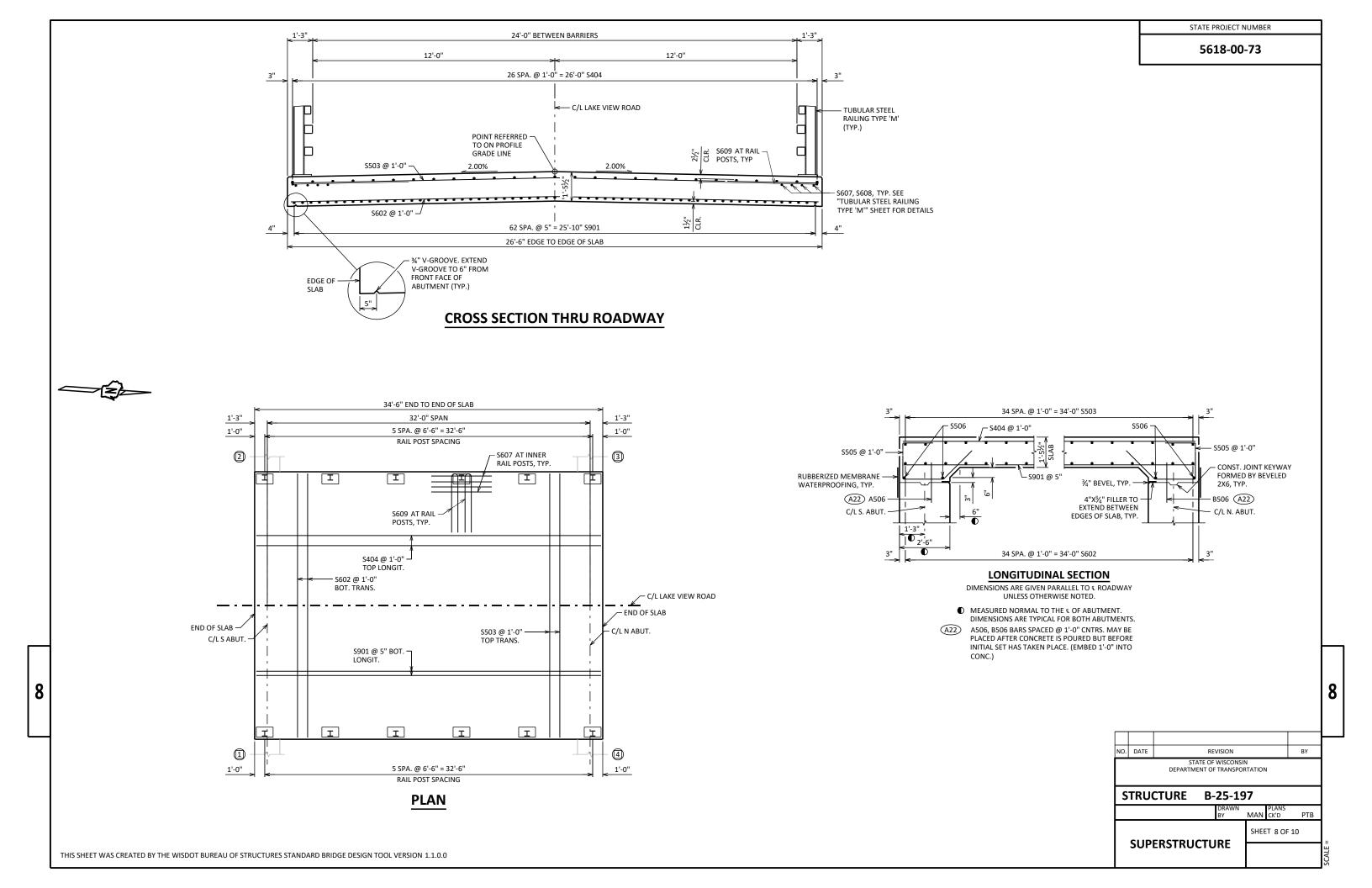












CAMBER AND SLAB THICKNESS DIAGRAM

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

SLAB THICKNESS

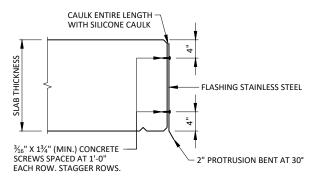
PLUS CAMBER

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. S. ABUT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	C/L BRG. N. ABUT.
W. EDGE OF DECK	827.08	827.06	827.04	827.02	826.99	826.97	826.96	826.93	926.91	926.89	926.87
CROWN OR R/L	827.34	827.32	827.30	827.28	827.26	827.24	827.22	827.20	827.18	827.15	827.13
E. EDGE OF DECK	827.08	827.06	827.04	827.02	826.99	826.97	826.96	826.93	826.91	826.89	826.87



STAINLESS STEEL FLASHING DETAIL

NOTES:

THE BID ITEM "FLASHING STAINLESS STEEL" SHALL INCLUDE PROVIDING AND INSTALLING THE STAINLESS STEEL FLASHING, SILICONE CAULK, %2" CONCRETE SCREWS, AND CLEANING THE EDGE OF DECK PRIOR TO ATTACHMENT OF THE FLASHING

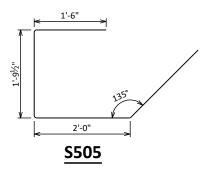
FLASHING TO BE INSTALLED AFTER APPLICATION OF PROTECTIVE SURFACE TREATMENT.

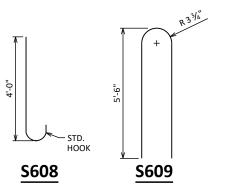
CONCRETE SCREWS SHALL BE 410 STAINLESS STEEL.

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.





STATE PROJECT NUMBER

5618-00-73

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	
S901	Х	63	34'-2"			SLAB BOTTOM LONGITUDINAL	
S602	Х	35	26'-2"			SLAB BOTTOM TRANSVERSE	
S503	Х	35	26'-2"			SLAB TOP TRANSVERSE	
S404	Х	27	34'-2"			SLAB TOP LONGITUDINAL	
S505	Х	54	7'-1"	Х		ABUTMENT DIAPHRAGM STIRRUPS	
S506	Х	4	26'-2"			ABUTMENT DIAPHRAGM LONGITUDINAL	
S607	Х	32	6'-0"			SLAB TOP LONGIT. UNDER RAIL POSTS	
S608	Х	16	4'-8"	Х		SLAB TOP LONGIT. UNDER RAIL END POSTS	
S609	Х	24	11'-3"	Х		SLAB TOP HOOKS UNDER RAIL POSTS	

SURVEY TOP OF SLAB ELEVATIONS

LOCATION	ABUTMENT	5/10 PT.	ABUTMENT
W. EDGE OF DECK			
CROWN OR R/L			
E. 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.

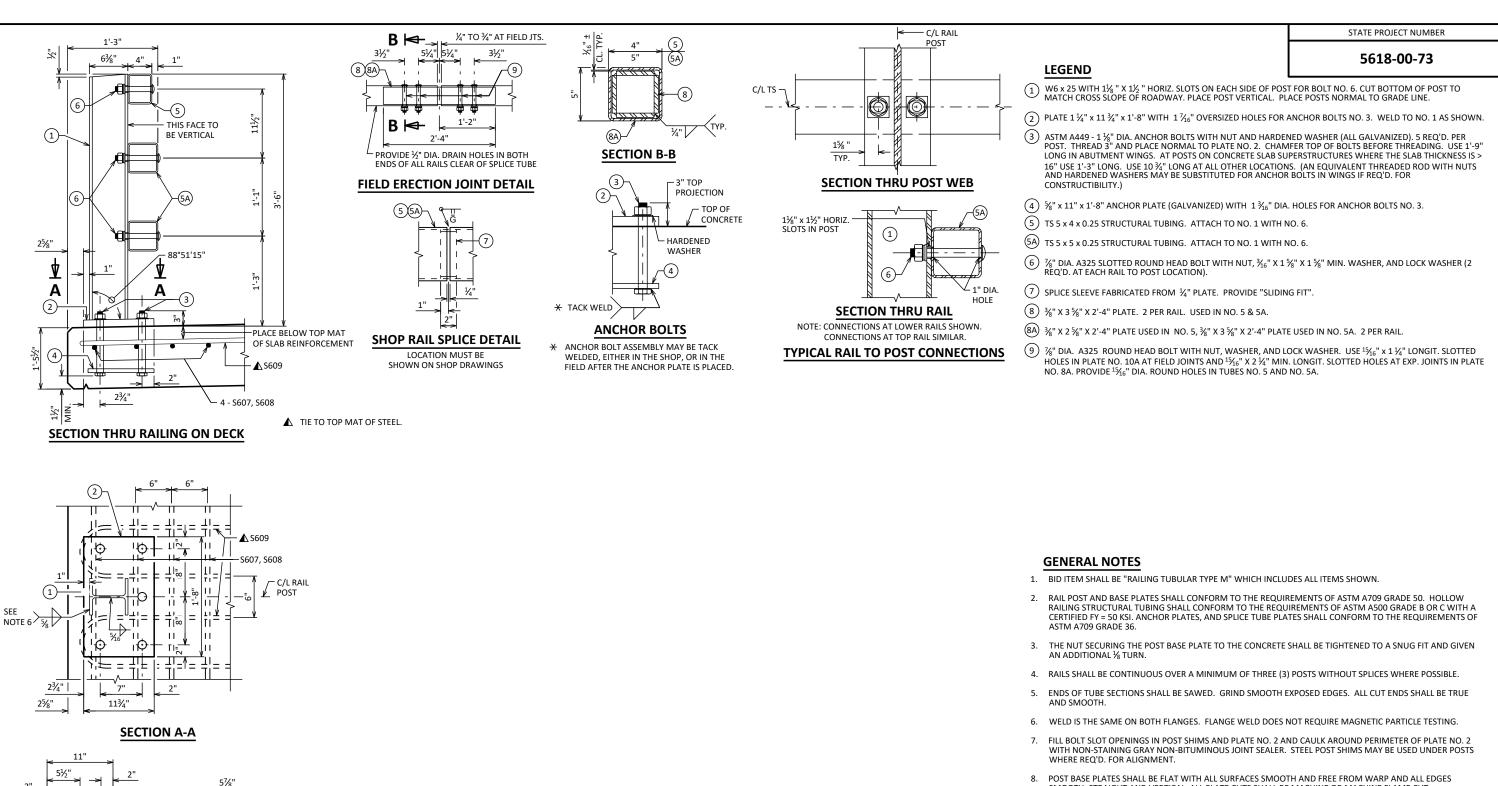
NOTES

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

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

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

							4		
	NO.	DATE		REVISION			BY		
		STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION							
D	_								
"	S	TRUCT	URE B-	25-19	7				
AT				DRAWN BY	MAN	PLANS CK'D	PTB		
NY		SUPER	T 9 OF 1	0					
ON		D	ETAILS						



SEE POST SPA. SUPERSTRUCTURE SHEET

PART ELEVATION OF RAILING

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.

DATE DEPARTMENT OF TRANSPORTATION STRUCTURE B-25-197 SHEET 10 OF 10 **TUBULAR STEEL RAILING TYPE 'M'**

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

POST SHIM

DETAIL

FIELD CLIP AS REQ'D.

⅓₆" THK.

 $1\frac{3}{16}$ " DIA. HOLES FOR

ANCHOR PLATE

AT RAIL TO DECK CONNECTION

11/8" DIA. ANCHOR BOLTS

EARTHWORK - LAKE VIEW ROAD

	AREA (SF)		INCREMENTAL VOL (CY)			CUMMULATIVE VOLUME (CY)			
			CUT	FILL	FILL (25%)	CUT 1.00		FILL (25%)	MASS ORDINATE
STATION	CUT	FILL	NOTE 1	NOTE	NOTE 2	NOTE 1	FILL	NOTE 2	NOTE 3
10+00	0	0	0	0	0	0	0	0	0
10+25	36	10	16	4	5	16	4	5	11
10+50	40	35	34	21	26	50	25	31	19
10+85	40	40	0	0	0	50	25	31	19
11+00	37	23	21	17	21	71	42	52	19
11+25	34	6	32	13	17	103	55	69	34
11+35	0	0	7	1	1	110	56	70	40

COLUMN TOTALS = 110

NOTES:

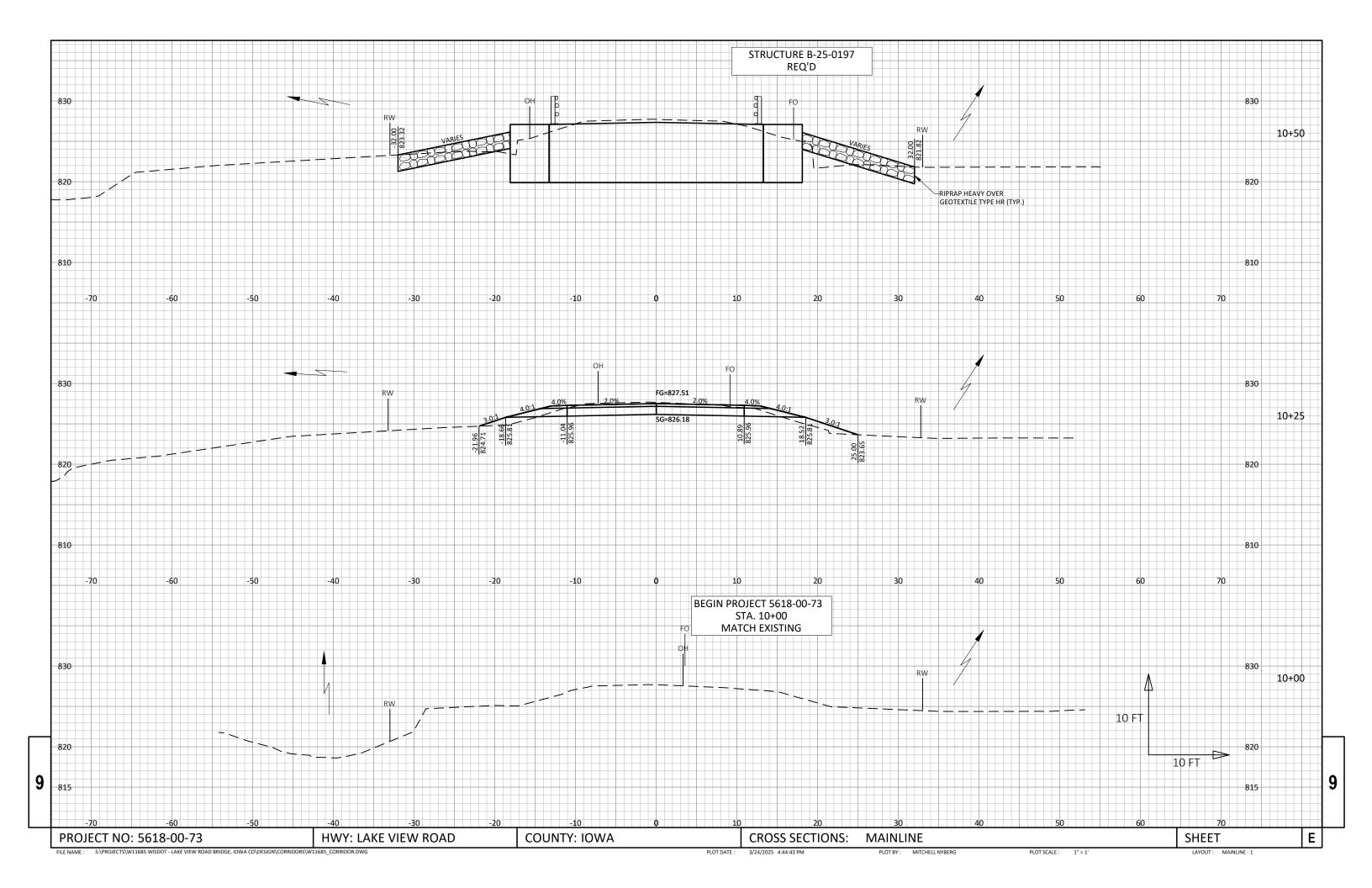
1 - CUT 2 - FILL 25% CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL

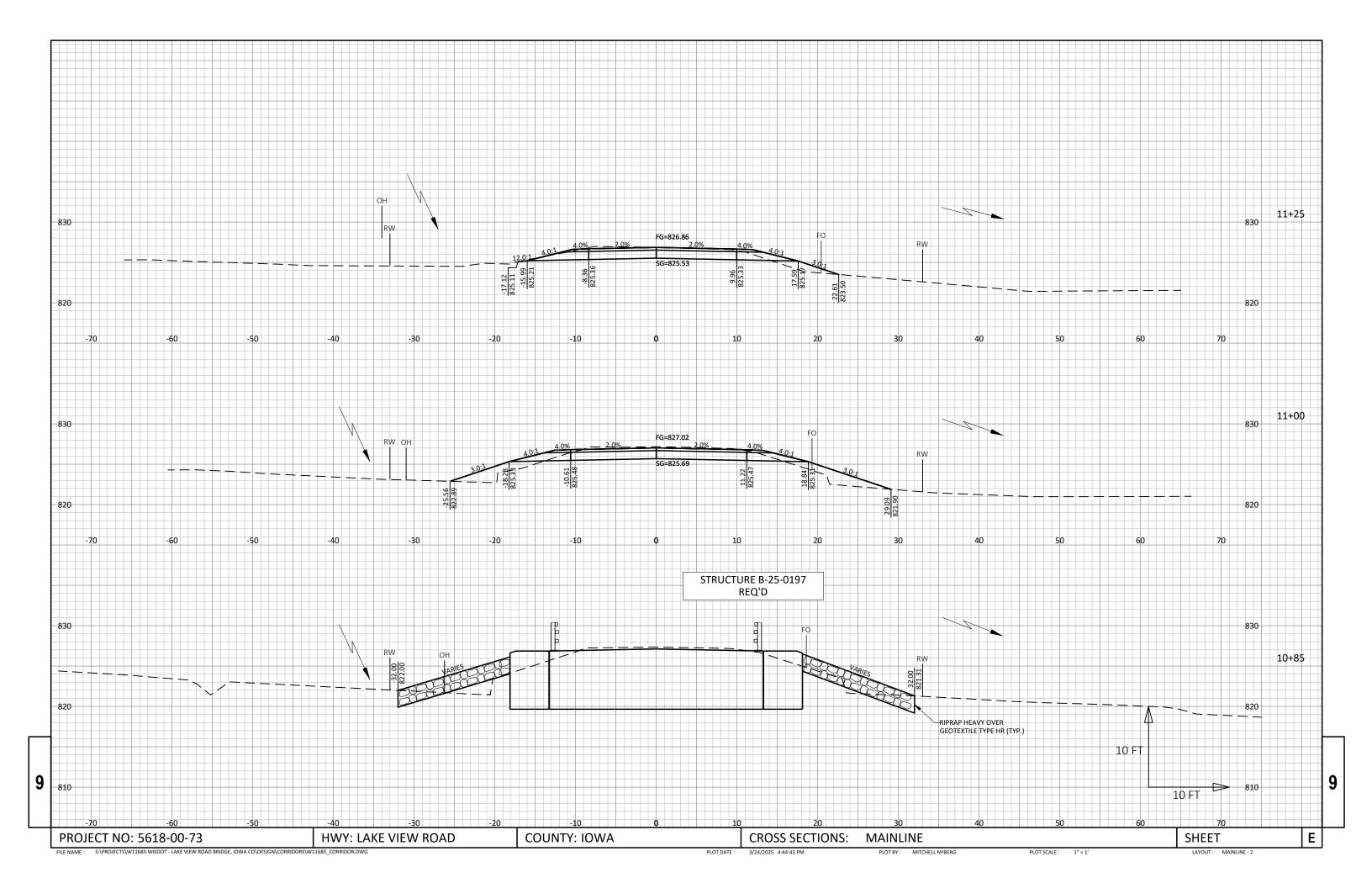
(UNEXPANDED FILL)*1.25 3 - MASS ORDINATE CUT + ROCK (10%) - FILL (25%)

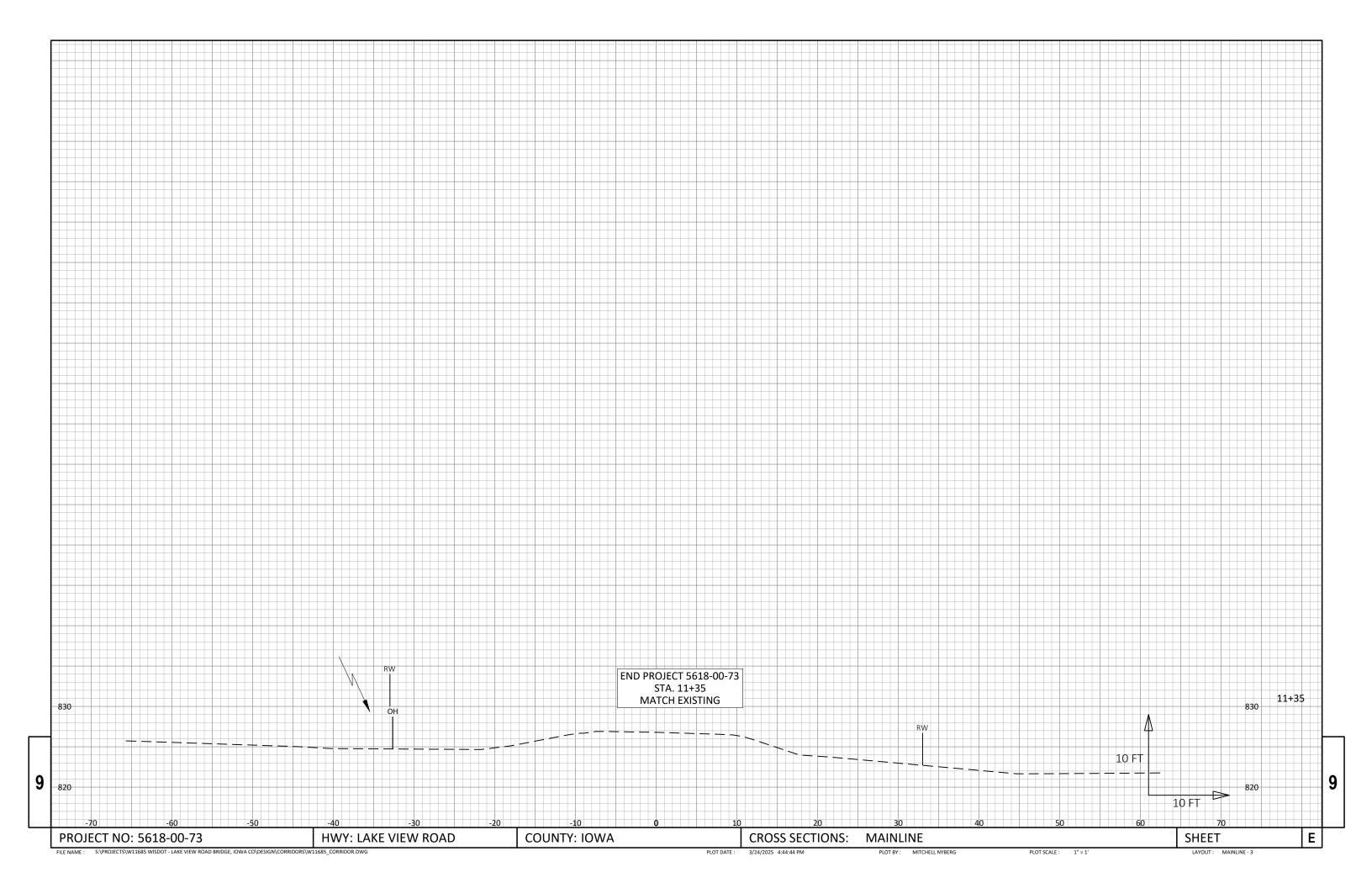
COUNTY: IOWA HWY: LAKE VIEW ROAD **EARTHWORK TABLE** SHEET Ε PROJECT NO: 5618-00-73

PLOT BY: MITCHELL NYBERG

PLOT SCALE : 1" = 1'







Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov