WIS

PROJECT ID: 6626-01-70

WITH: N/A

COUNTY: GREEN LAKE

JANUARY 2026

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 84

N

28

DESIGN DESIGNATION 6626-01-00

A.A.D.T.	2026	=	1620
A.A.D.T.	2046	=	1703
D.H.V.		=	492
D.D.		=	60 / 40
T.		=	7.7 %
DESIGN SPEED		=	30 MPH
ESALS		=	230,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C GREEN LAKE, MILL STREET

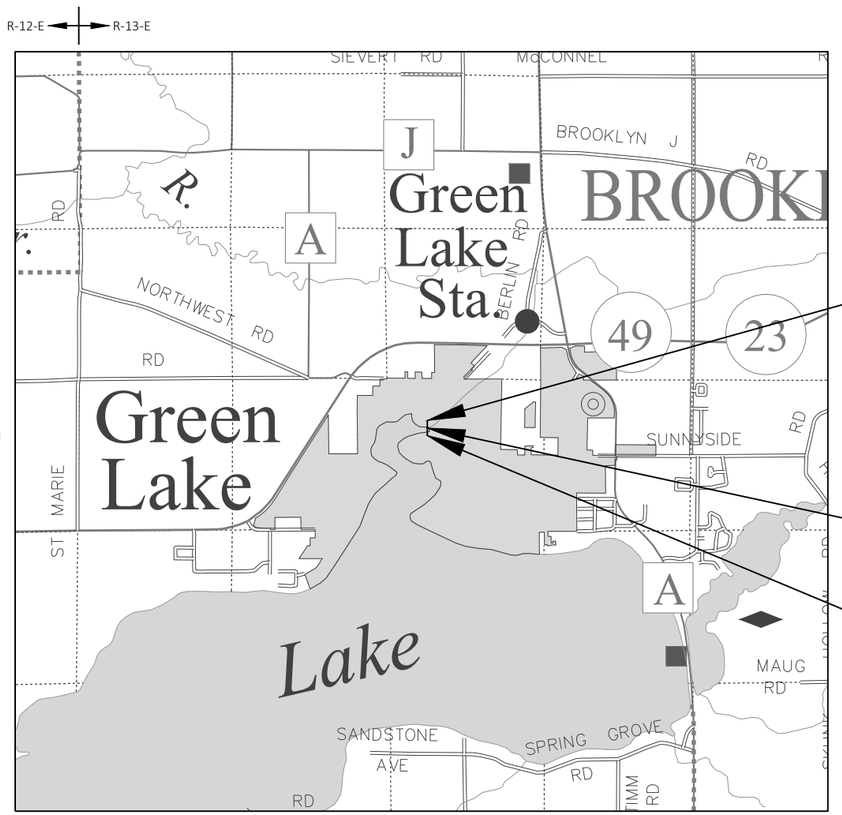
PUCHYAN RIVER BRIDGE, B-24-0046

LOC STR

GREEN LAKE COUNTY

STATE PROJECT NUMBER
6626-01-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6626-01-70	WISC 2026150	1



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.031 MI

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

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

ACCEPTED FOR

CITY OF GREEN LAKE

7.28.25 (Date) — Mayor (Signature and Title of Official)

ORIGINAL PLANS PREPARED BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WISCONSIN 53588
PHONE (608) 588-7866
FAX (608) 588-7954

WISCONSIN PROFESSIONAL ENGINEER
AARON B. PALMER
E-35695
RICHLAND CENTER, WI

DATE: 7/17/25 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WESTBROOK ASSOCIATED ENGINEERS, INC.
Designer	WESTBROOK ASSOCIATED ENGINEERS, INC.
Project Manager	JASON SCHAEFFER
Regional Examiner	NORTH CENTRAL REGION
Regional Supervisor	DAN ERVA, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 7/28/2025 (Signature)

E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\010101_TI.DWG PLOT DATE : 11/18/2025 9:30 AM PLOT BY : ERIK MEYER PLOT NAME :

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRE
AGG	AGGREGATE
∠	ANGLE
AADT	ANNUAL AVERAGE DAILY TRAFFIC
AEW	APRON ENDWALL
ASPH	ASPHALTIC
BK	BACK
BAD	BASE AGGREGATE DENSE
BL OR B/L	BASE LINE
BM	BENCH MARK
CL OR C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
CONC	CONCRETE
CONST	CONSTRUCTION
CP	CONTROL POINT
CO	COUNTY
CY	CUBIC YARD
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DWY	DRIVEWAY
EA	EACH
EL OR ELEV	ELEVATION
EMB	EMBANKMENT
EAT	ENERGY ABSORBING TERMINAL
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FERT	FERTILIZER
FE	FIELD ENTRANCE
FL OR F/L	FLOW LINE
FT	FOOT
CWT	HUNDRED WEIGHT
IN DIA	INCH DIAMETER
ID	INSIDE DIAMETER
INTERS	INTERSECTION
INV	INVERT
JT	JOINT
LT	LEFT
L	LENGTH OF CURVE
LF	LINEAR FOOT
LC	LONG CHORD OF CURVE
LS	LUMP SUM
MGAL	ONE THOUSAND GALLONS
ML OR M/L	MATCH LINE
NOM	NOMINAL
NC	NORMAL CROWN
NO	NUMBER
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PCC	PORTLAND CEMENT CONCRETE
LB	POUND
PSI	POUNDS PER SQUARE INCH
PE	PRIVATE ENTRANCE
PROJ	PROJECT
PL	PROPERTY LINE
PRW	PROPOSED RIGHT OF WAY
R	RADIUS
RL OR R/L	REFERENCE LINE
REQD	REQUIRED
RT	RIGHT
R/W	RIGHT OF WAY
RD	ROAD
RDWY	ROADWAY
SHLDR	SHOULDER
SW	SIDEWALK
SPECS	SPECIFICATIONS
SF	SQUARE FEET
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SE	SUPERELEVATION
SL OR S/L	SURVEY LINE
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
W	WEST

WISCONSIN DNR LIAISON

MARTY DILLENBURG
OSHKOSH SERVICE CENTER
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OSHKOSH, WI 54901
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EMAIL: Marty.Dillenburg@wisconsin.gov

DESIGN PROJECT MANAGER

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NORTH CENTRAL REGION
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CITY OF GREEN LAKE

RAYMOND RADIS
MAYOR
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GREEN LAKE, WI 54941
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EMAIL: mayor@ci.greenlake.wi.gov

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EMAIL: apalmer@westbrookeng.com

UTILITIES CONTACTS

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RIPON, WI 54971
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EMAIL: codyjackson@alliantenergy.com

ALLIANT ENERGY
GAS
JESSE VOLMER
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PHONE: (920) 948-0442
EMAIL: jessevolmer@alliantenergy.com

CHARTER COMMUNICATIONS
COMMUNICATIONS
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FOND DU LAC, WI 54935
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CITY OF GREEN LAKE
WATER & SEWER
JASON CARLEY
534 MILL ST
GREEN LAKE, WI 54941
PHONE: (920) 294-6912
EMAIL: JCarley@ci.greenlake.wi.gov

GENERAL NOTES

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

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

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

APPLY TACK COAT BETWEEN LAYERS OF HMA PAVEMENT AT A RATE OF 0.07 GAL/SY.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

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

THE CONTRACTOR SHALL PREPARE AN EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND SUBMIT THE PLAN TO WISDOT AND WDNR FOR REVIEW AT LEAST 14 DAYS PRIOR TO THE PRECONSTRUCTION CONFERENCE.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND APPROVED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

APPLY SEED, EROSION MAT, AND FERTILIZER TO ALL DISTURBED AREAS WITHIN 7 WORKING DAYS AFTER GRADING WORK IS COMPLETE.

SLOPES STEEPER THAN 3:1 REQUIRE EROSION MAT.

THE PROPOSED SHOULDER WIDTH SHOWN IN THE TYPICAL SECTIONS ARE MINIMUM WIDTH. PERPETUATE EXISTING SHOULDERS THAT ARE WIDER THAN WHAT IS SHOWN IN THE TYPICAL SECTIONS.

THE CONTRACTOR'S PAVING OPERATION SHALL BE CONSISTENT WITH THE TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

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

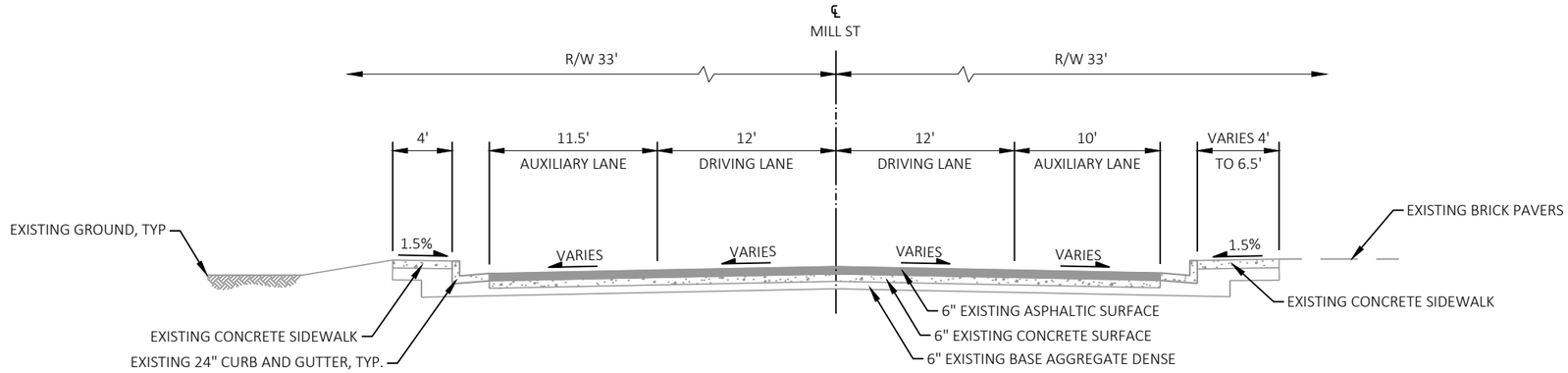
RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 0.252 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.227 ACRES

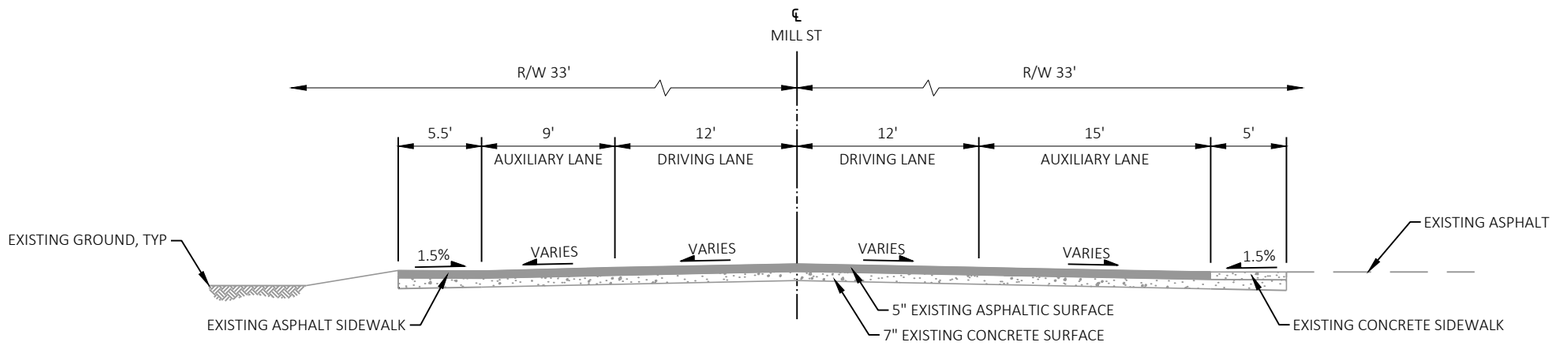
ORDER OF SECTION 2 DETAIL SHEETS

2



EXISTING TYPICAL SECTION

STA 10+85.00 - STA 11+48.75



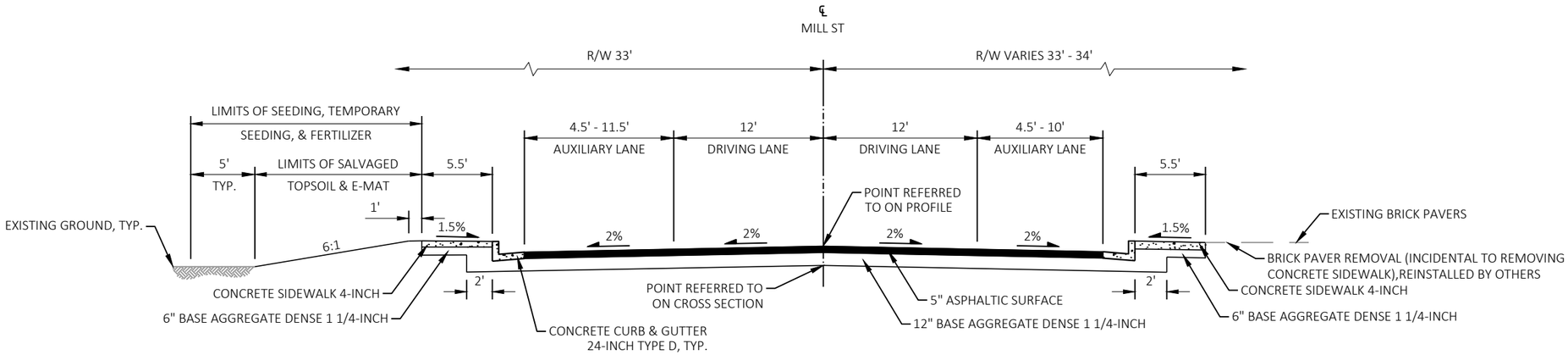
EXISTING TYPICAL SECTION

STA 12+01.25 - STA 12+51.25

PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	TYPICAL SECTIONS	SHEET 3	E

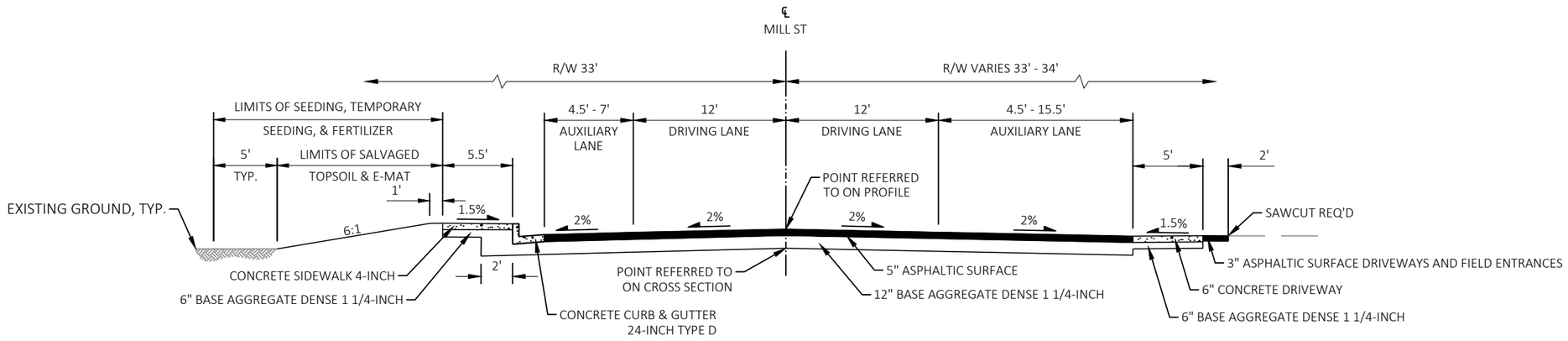
FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\020301_TS.DWG
LAYOUT NAME - 020301_ts
PLOT DATE : 11/19/2025 8:21 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



FINISHED TYPICAL SECTION

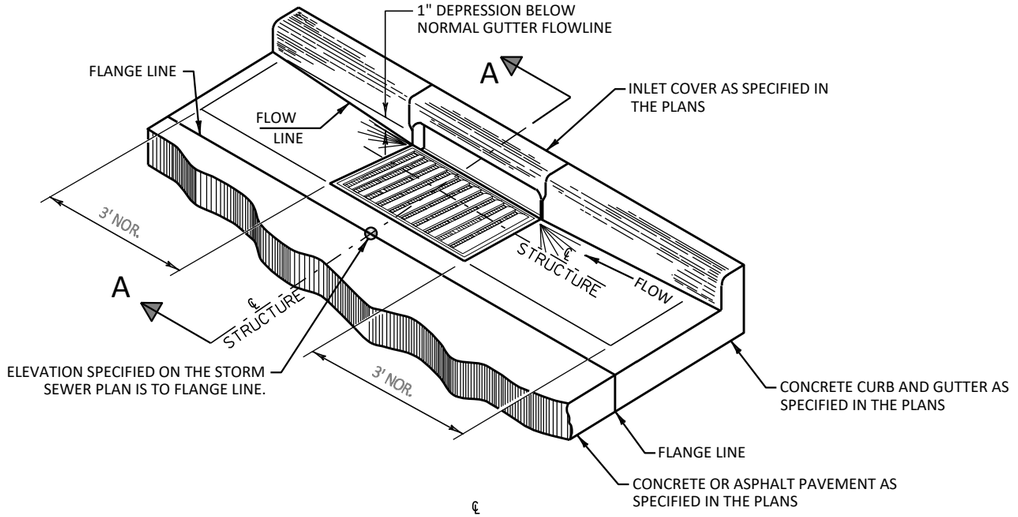
STA 10+85.00 - STA 11+48.75

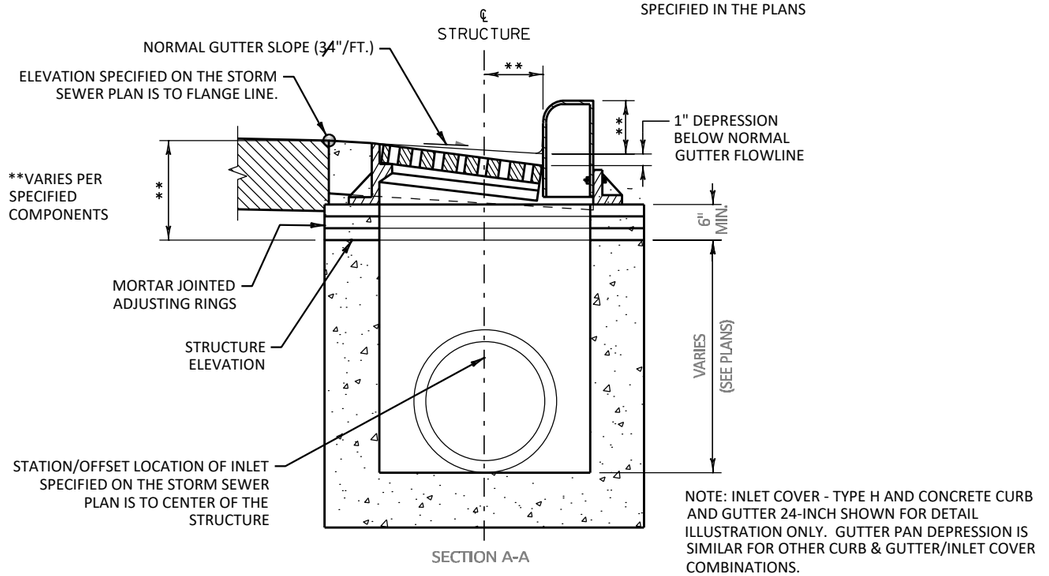


FINISHED TYPICAL SECTION

STA 12+01.25 - STA 12+51.25

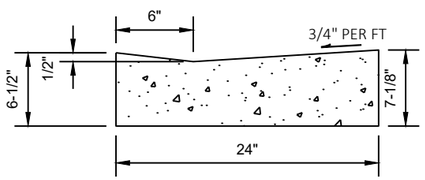
PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	TYPICAL SECTIONS	SHEET 4	E



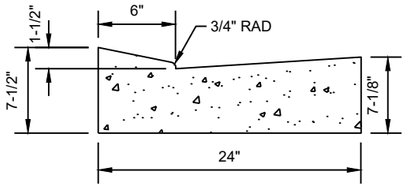


NOTE: INLET COVER - TYPE H AND CONCRETE CURB AND GUTTER 24-INCH SHOWN FOR DETAIL ILLUSTRATION ONLY. GUTTER PAN DEPRESSION IS SIMILAR FOR OTHER CURB & GUTTER/INLET COVER COMBINATIONS.

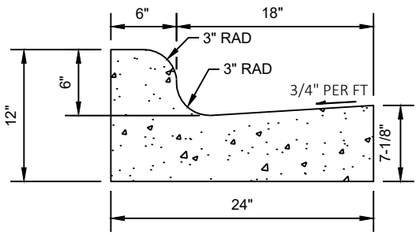
TYPICAL GUTTER PAN DEPRESSION AT INLETS



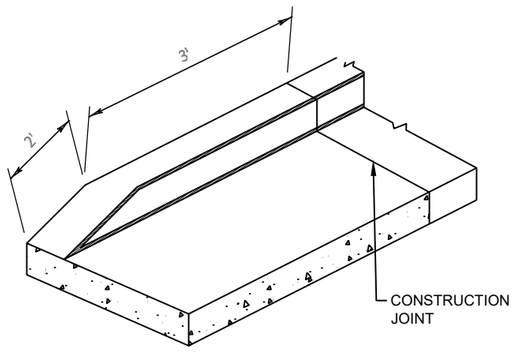
CURB RAMP



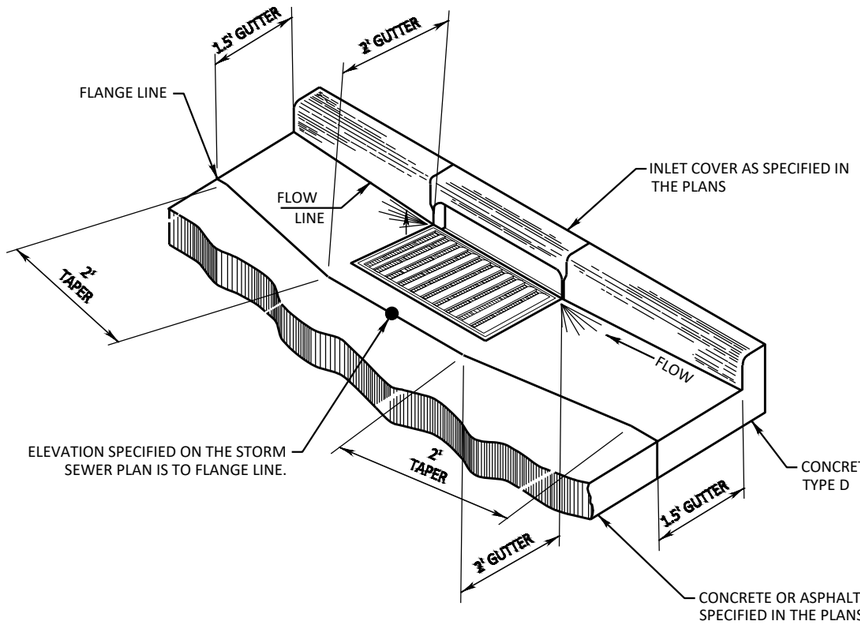
DRIVEWAY CURB



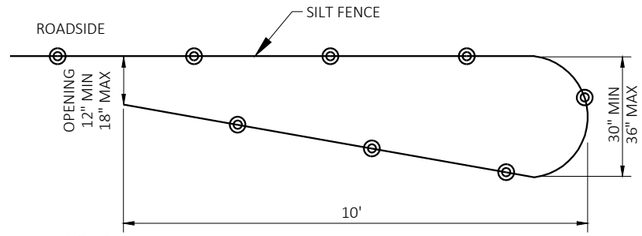
CONCRETE CURB & GUTTER 24-INCH TYPE D



END SECTION CURB AND GUTTER



CURB AND GUTTER 24-INCH TYPE D TRANSITION AT INLETS



NOTES:
SILT FENCE POSTS SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.

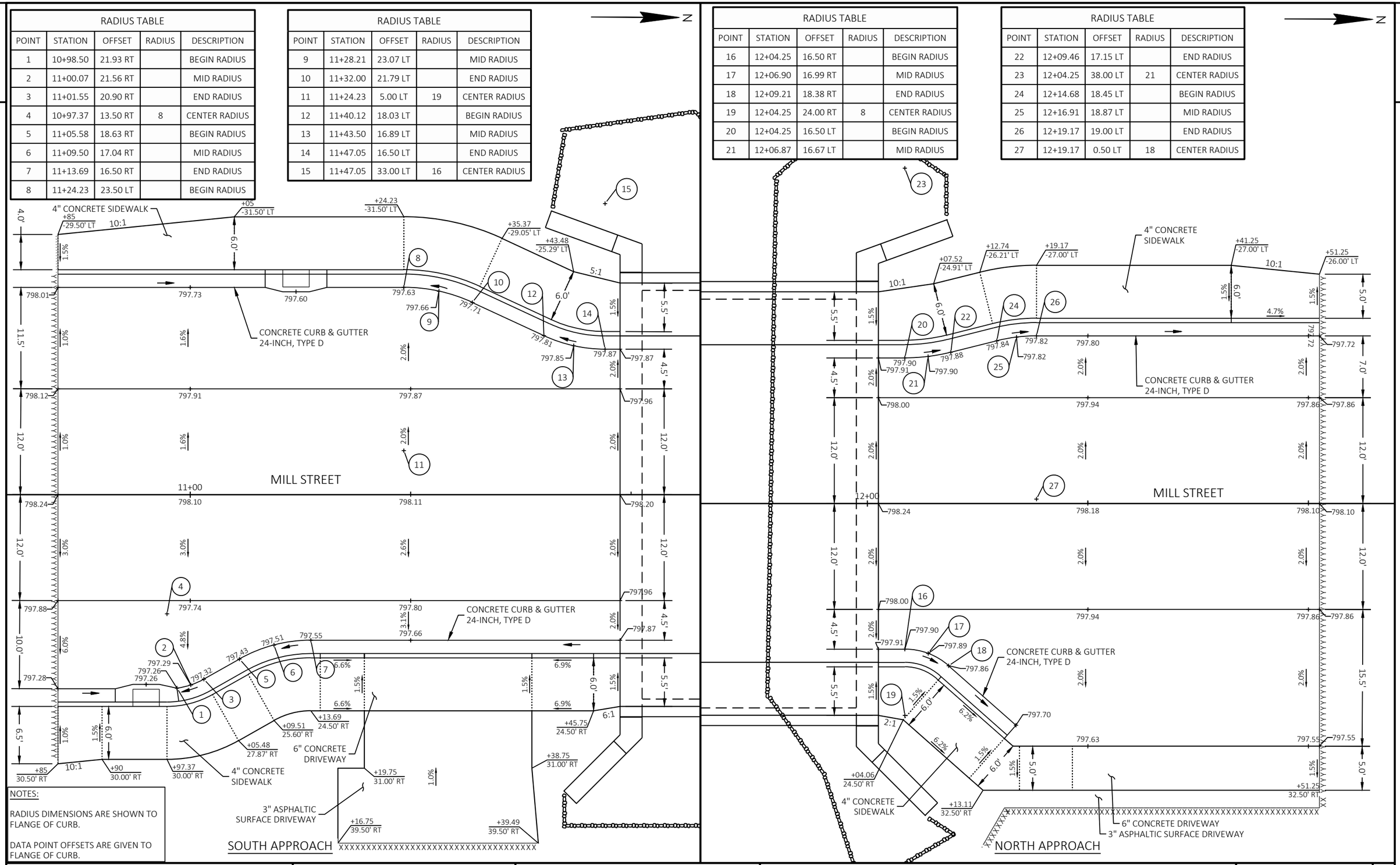
ANIMAL EXCLUSION FENCING TURN-AROUND

RADIUS TABLE				
POINT	STATION	OFFSET	RADIUS	DESCRIPTION
1	10+98.50	21.93 RT		BEGIN RADIUS
2	11+00.07	21.56 RT		MID RADIUS
3	11+01.55	20.90 RT		END RADIUS
4	10+97.37	13.50 RT	8	CENTER RADIUS
5	11+05.58	18.63 RT		BEGIN RADIUS
6	11+09.50	17.04 RT		MID RADIUS
7	11+13.69	16.50 RT		END RADIUS
8	11+24.23	23.50 LT		BEGIN RADIUS

RADIUS TABLE				
POINT	STATION	OFFSET	RADIUS	DESCRIPTION
9	11+28.21	23.07 LT		MID RADIUS
10	11+32.00	21.79 LT		END RADIUS
11	11+24.23	5.00 LT	19	CENTER RADIUS
12	11+40.12	18.03 LT		BEGIN RADIUS
13	11+43.50	16.89 LT		MID RADIUS
14	11+47.05	16.50 LT		END RADIUS
15	11+47.05	33.00 LT	16	CENTER RADIUS

RADIUS TABLE				
POINT	STATION	OFFSET	RADIUS	DESCRIPTION
16	12+04.25	16.50 RT		BEGIN RADIUS
17	12+06.90	16.99 RT		MID RADIUS
18	12+09.21	18.38 RT		END RADIUS
19	12+04.25	24.00 RT	8	CENTER RADIUS
20	12+04.25	16.50 LT		BEGIN RADIUS
21	12+06.87	16.67 LT		MID RADIUS

RADIUS TABLE				
POINT	STATION	OFFSET	RADIUS	DESCRIPTION
22	12+09.46	17.15 LT		END RADIUS
23	12+04.25	38.00 LT	21	CENTER RADIUS
24	12+14.68	18.45 LT		BEGIN RADIUS
25	12+16.91	18.87 LT		MID RADIUS
26	12+19.17	19.00 LT		END RADIUS
27	12+19.17	0.50 LT	18	CENTER RADIUS



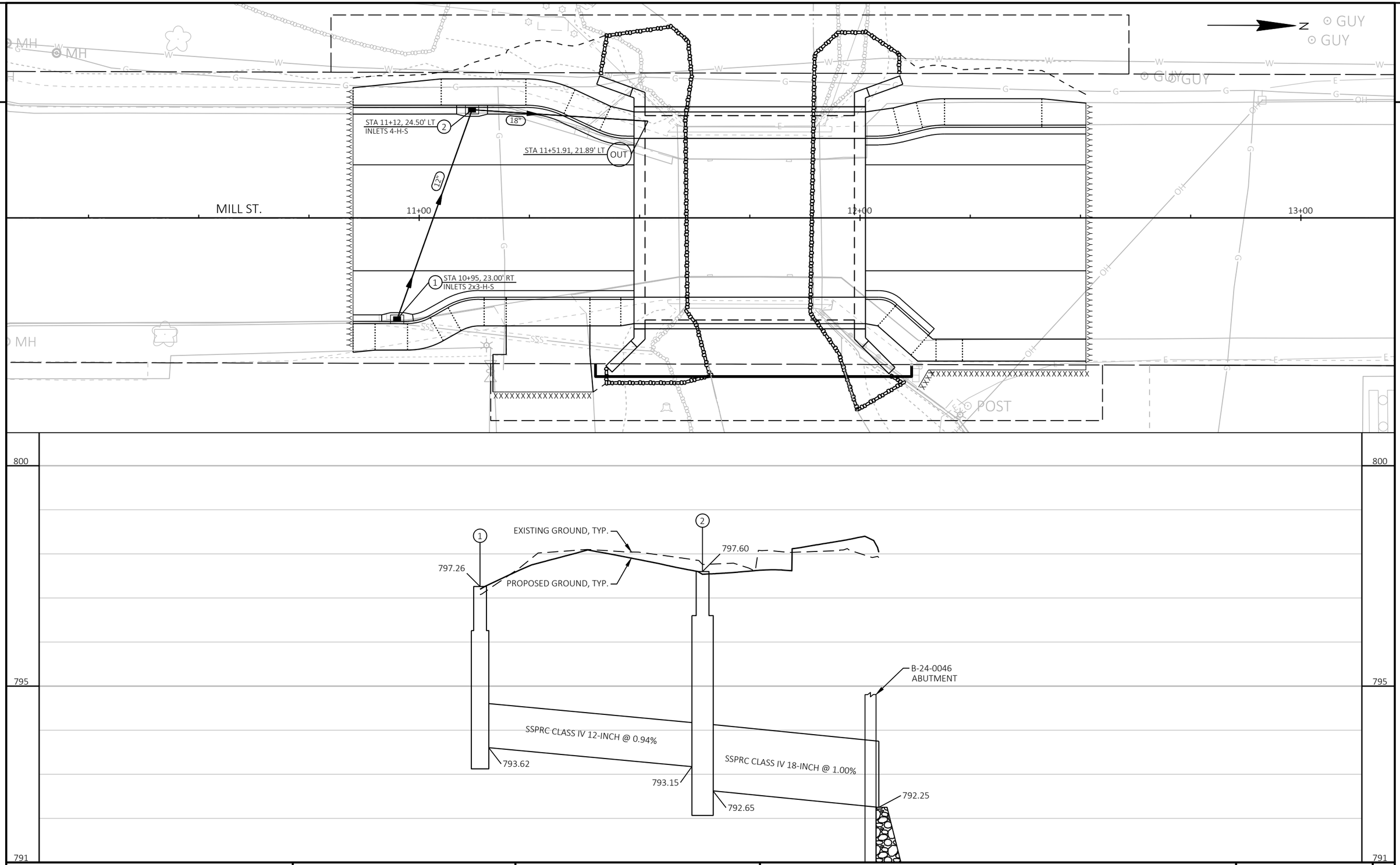
NOTES:

RADIUS DIMENSIONS ARE SHOWN TO FLANGE OF CURB.

DATA POINT OFFSETS ARE GIVEN TO FLANGE OF CURB.

PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	PLAN DETAILS	SHEET 7	E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\021201_PD.DWG
LAYOUT NAME - 021201_pd
PLOT DATE : 7/17/2025 1:03 PM
PLOT BY : ERIK MEYER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	STORM SEWER	SHEET 8	E

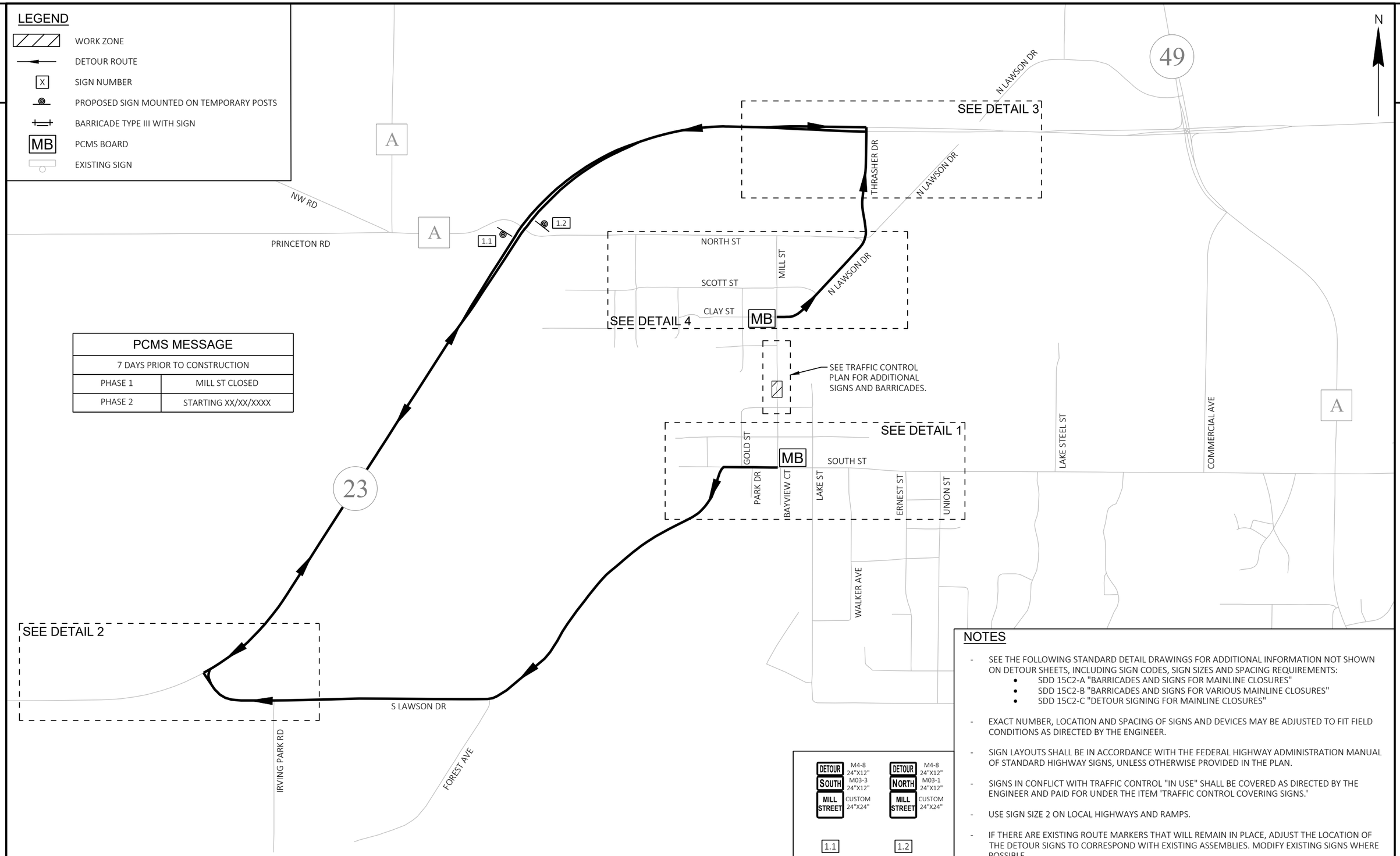
FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\022501_SS.DWG
LAYOUT NAME - 022501_ss
PLOT DATE : 7/17/2025 1:44 PM
PLOT BY : ERIK MEYER
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 41

2

LEGEND

- WORK ZONE
- DETOUR ROUTE
- [X] SIGN NUMBER
- PROPOSED SIGN MOUNTED ON TEMPORARY POSTS
- BARRICADE TYPE III WITH SIGN
- MB PCMS BOARD
- EXISTING SIGN

PCMS MESSAGE	
7 DAYS PRIOR TO CONSTRUCTION	
PHASE 1	MILL ST CLOSED
PHASE 2	STARTING XX/XX/XXXX



DETOUR SOUTH MILL STREET	M4-8 24"X12" M03-3 24"X12" CUSTOM 24"X24"	1.1
DETOUR NORTH MILL STREET	M4-8 24"X12" M03-1 24"X12" CUSTOM 24"X24"	1.2

NOTES

- SEE THE FOLLOWING STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION NOT SHOWN ON DETOUR SHEETS, INCLUDING SIGN CODES, SIGN SIZES AND SPACING REQUIREMENTS:
  - SDD 15C2-A "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
  - SDD 15C2-B "BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES"
  - SDD 15C2-C "DETOUR SIGNING FOR MAINLINE CLOSURES"
- EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE PROVIDED IN THE PLAN.
- SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM 'TRAFFIC CONTROL COVERING SIGNS.'
- USE SIGN SIZE 2 ON LOCAL HIGHWAYS AND RAMPS.
- IF THERE ARE EXISTING ROUTE MARKERS THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE.

PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	DETOUR ROUTE	SHEET 9	E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\027001_DT.DWG
LAYOUT NAME - 027001_dt
PLOT DATE : 2/27/2025 8:00 AM PLOT BY : GAVIN WIPPERFURTH PLOT NAME : PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

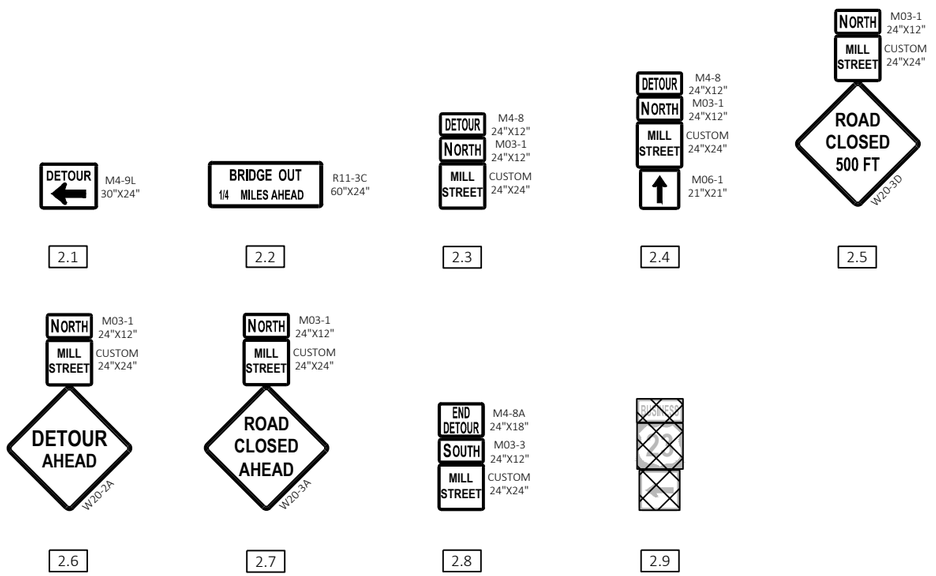
DETAIL 1

LEGEND

- WORK ZONE
- DETOUR ROUTE
- [X] SIGN NUMBER
- PROPOSED SIGN MOUNTED ON TEMPORARY POSTS
- BARRICADE TYPE III WITH SIGN
- MB PCMS BOARD
- EXISTING SIGN

NOTES

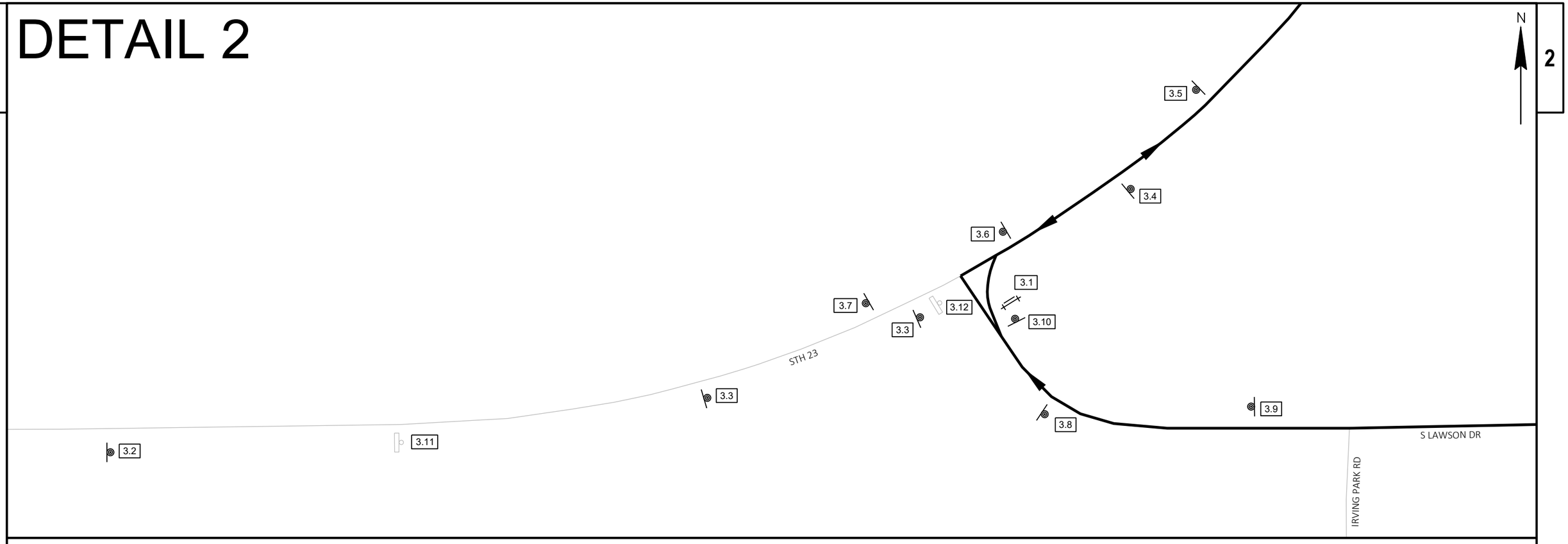
- SEE THE FOLLOWING STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION NOT SHOWN ON DETOUR SHEETS, INCLUDING SIGN CODES, SIGN SIZES AND SPACING REQUIREMENTS:
  - SDD 15C2-A "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
  - SDD 15C2-B "BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES"
  - SDD 15C2-C "DETOUR SIGNING FOR MAINLINE CLOSURES"
- EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE PROVIDED IN THE PLAN.
- SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM 'TRAFFIC CONTROL COVERING SIGNS.'
- USE SIGN SIZE 2 ON LOCAL HIGHWAYS AND RAMPS.
- IF THERE ARE EXISTING ROUTE MARKERS THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE.



PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	DETOUR ROUTE	SHEET 10	E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\027001_DT.DWG
LAYOUT NAME - 027002_dt
PLOT DATE : 2/27/2025 8:00 AM PLOT BY : GAVIN WIPPERFURTH PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

DETAIL 2



LEGEND

- WORK ZONE
- DETOUR ROUTE
- [X] SIGN NUMBER
- PROPOSED SIGN MOUNTED ON TEMPORARY POSTS
- BARRICADE TYPE III WITH SIGN
- MB PCMS BOARD
- EXISTING SIGN

NOTES

- SEE THE FOLLOWING STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION NOT SHOWN ON DETOUR SHEETS, INCLUDING SIGN CODES, SIGN SIZES AND SPACING REQUIREMENTS:
  - SDD 15C2-A "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
  - SDD 15C2-B "BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES"
  - SDD 15C2-C "DETOUR SIGNING FOR MAINLINE CLOSURES"
- EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
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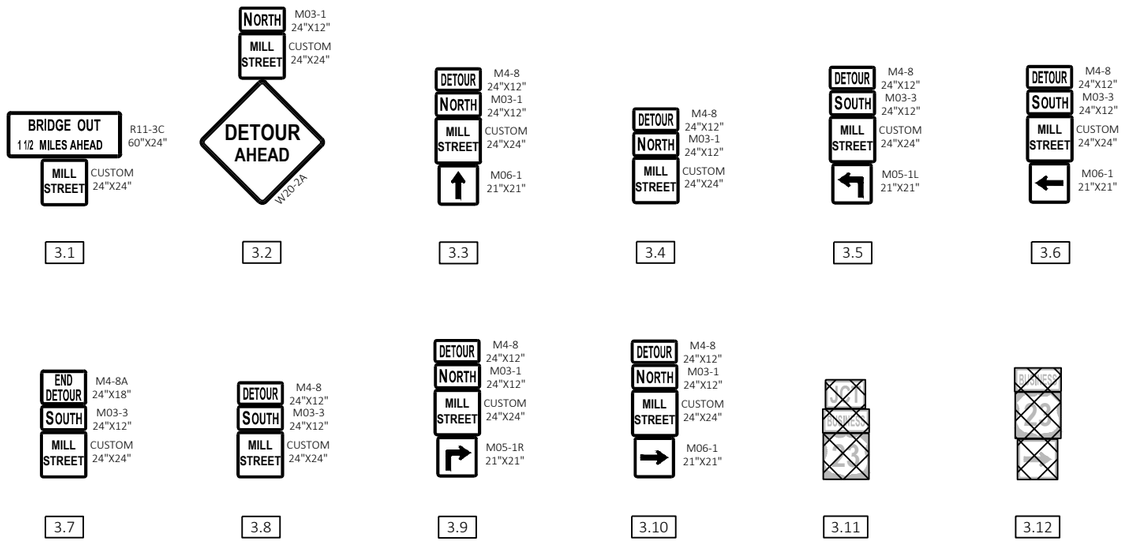
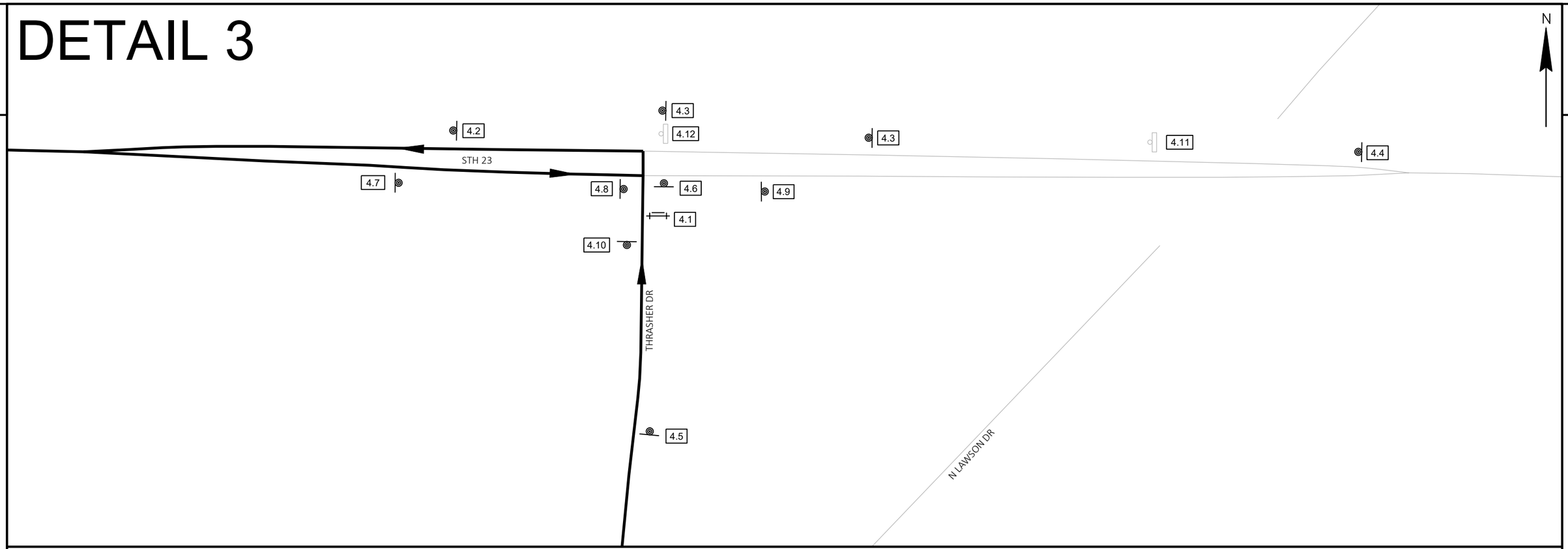
- SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM 'TRAFFIC CONTROL COVERING SIGNS.'
- USE SIGN SIZE 2 ON LOCAL HIGHWAYS AND RAMPS.
- IF THERE ARE EXISTING ROUTE MARKERS THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE.



PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	DETOUR ROUTE	SHEET 11	E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\027001_DT.DWG
LAYOUT NAME - 027003_dt
PLOT DATE : 2/27/2025 8:00 AM
PLOT BY : GAVIN WIPPERFURTH
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

DETAIL 3



LEGEND

- WORK ZONE
- DETOUR ROUTE
- [X] SIGN NUMBER
- PROPOSED SIGN MOUNTED ON TEMPORARY POSTS
- BARRICADE TYPE III WITH SIGN
- MB PCMS BOARD
- EXISTING SIGN

NOTES

- SEE THE FOLLOWING STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION NOT SHOWN ON DETOUR SHEETS, INCLUDING SIGN CODES, SIGN SIZES AND SPACING REQUIREMENTS:
  - SDD 15C2-A "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
  - SDD 15C2-B "BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES"
  - SDD 15C2-C "DETOUR SIGNING FOR MAINLINE CLOSURES"
- EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
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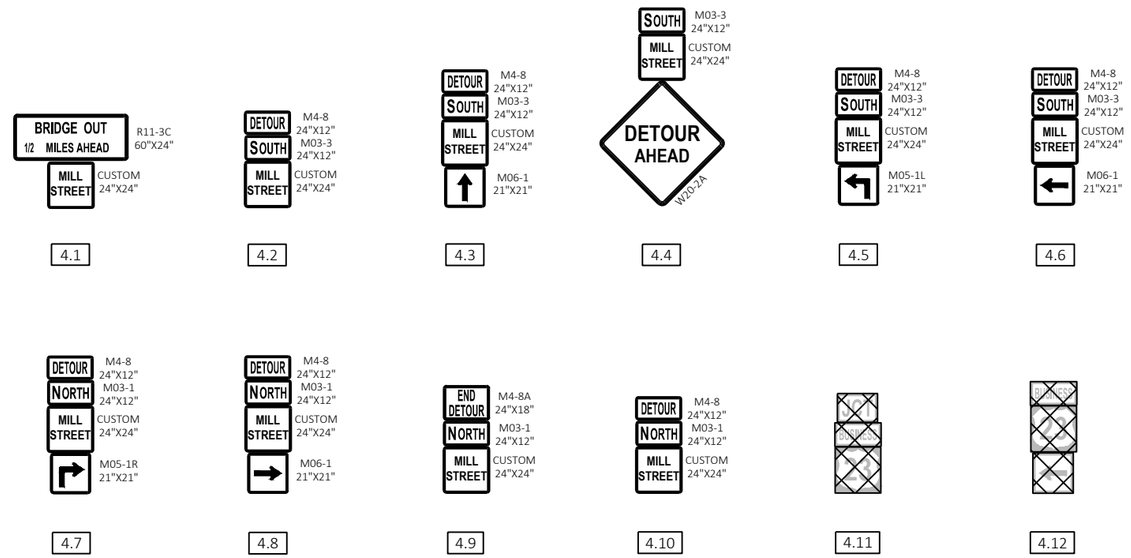
- USE SIGN SIZE 2 ON LOCAL HIGHWAYS AND RAMPS.
- IF THERE ARE EXISTING ROUTE MARKERS THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE.



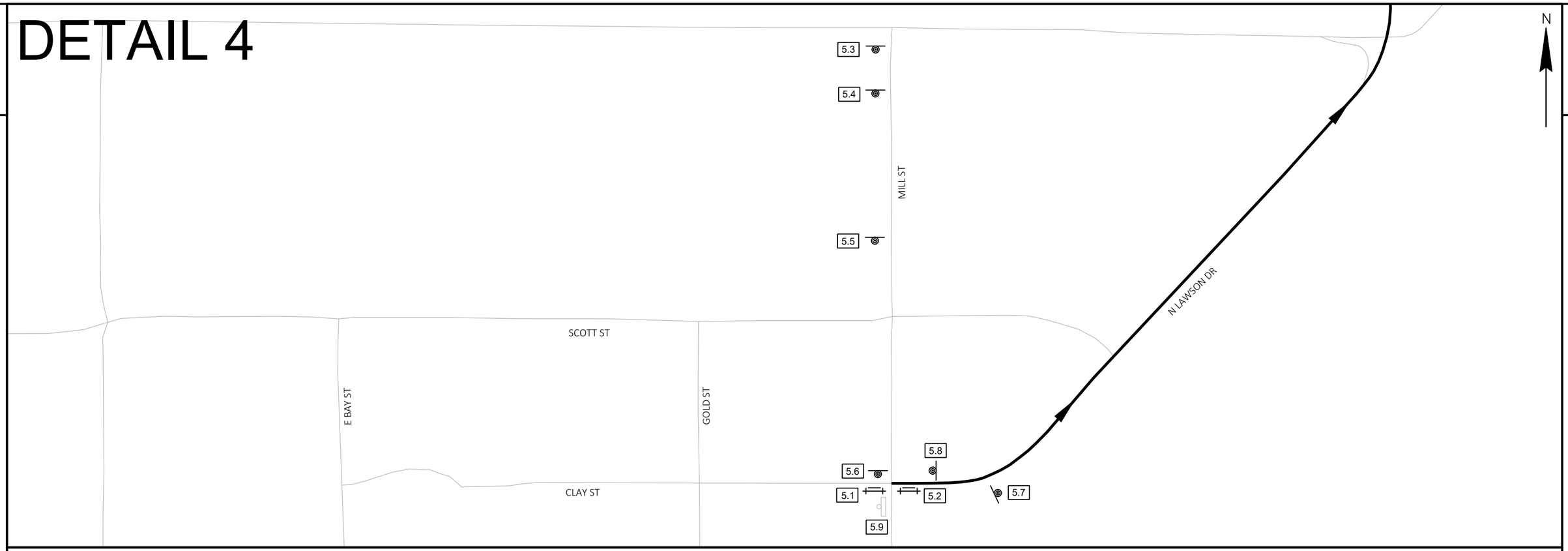
PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	DETOUR ROUTE	SHEET 12	E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\027001_DT.DWG
LAYOUT NAME - 027004_dt

PLOT DATE : 2/27/2025 8:00 AM PLOT BY : GAVIN WIPPERFURTH PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

DETAIL 4



LEGEND

- WORK ZONE
- DETOUR ROUTE
- [X] SIGN NUMBER
- PROPOSED SIGN MOUNTED ON TEMPORARY POSTS
- BARRICADE TYPE III WITH SIGN
- [MB] PCMS BOARD
- EXISTING SIGN

NOTES

- SEE THE FOLLOWING STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION NOT SHOWN ON DETOUR SHEETS, INCLUDING SIGN CODES, SIGN SIZES AND SPACING REQUIREMENTS:
  - SDD 15C2-A "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
  - SDD 15C2-B "BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES"
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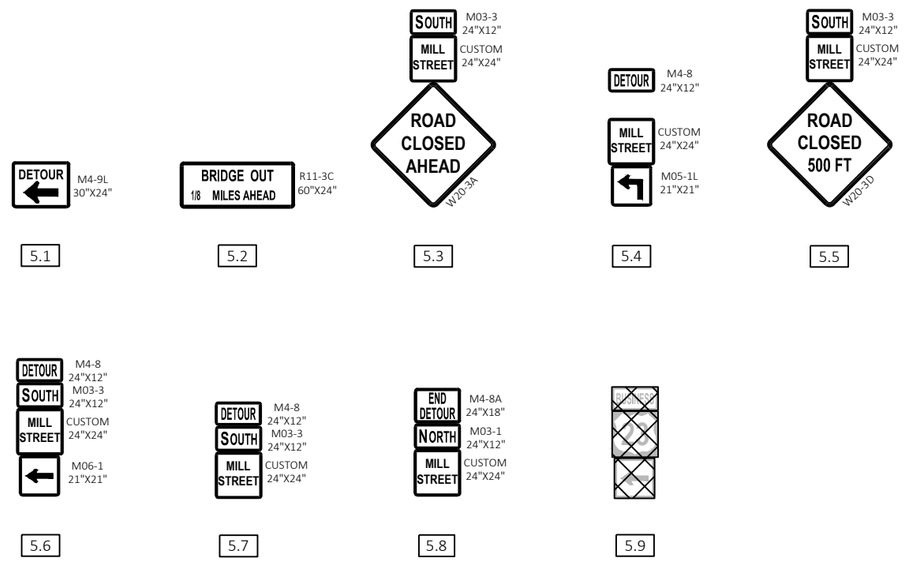


PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	DETOUR ROUTE	SHEET 13	E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\027001_DT.DWG
LAYOUT NAME - 027005_dt

PLOT DATE : 2/27/2025 8:00 AM PLOT BY : GAVIN WIPPERFURTH PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC CONTROL NOTES:

1. THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
3. SEE SSD 15C02 "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR MORE DETAIL.
4. INSTALL TWO BARRICADES ACROSS "ADAMS RIB" COMMERCIAL ENTRANCE TO MILL ST.

N

2

WEST ST

GOLD ST

PARK DR

HILL ST

WATER ST

CANAL ST

CLAY ST

SCOTT ST

MILL ST

BAYVIEW CT

LAKE ST

SOUTH ST

WALKER AVE

N LAWSON DR

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

NOTE:
SEE DETOUR ROUTE FOR MORE DETAILS.

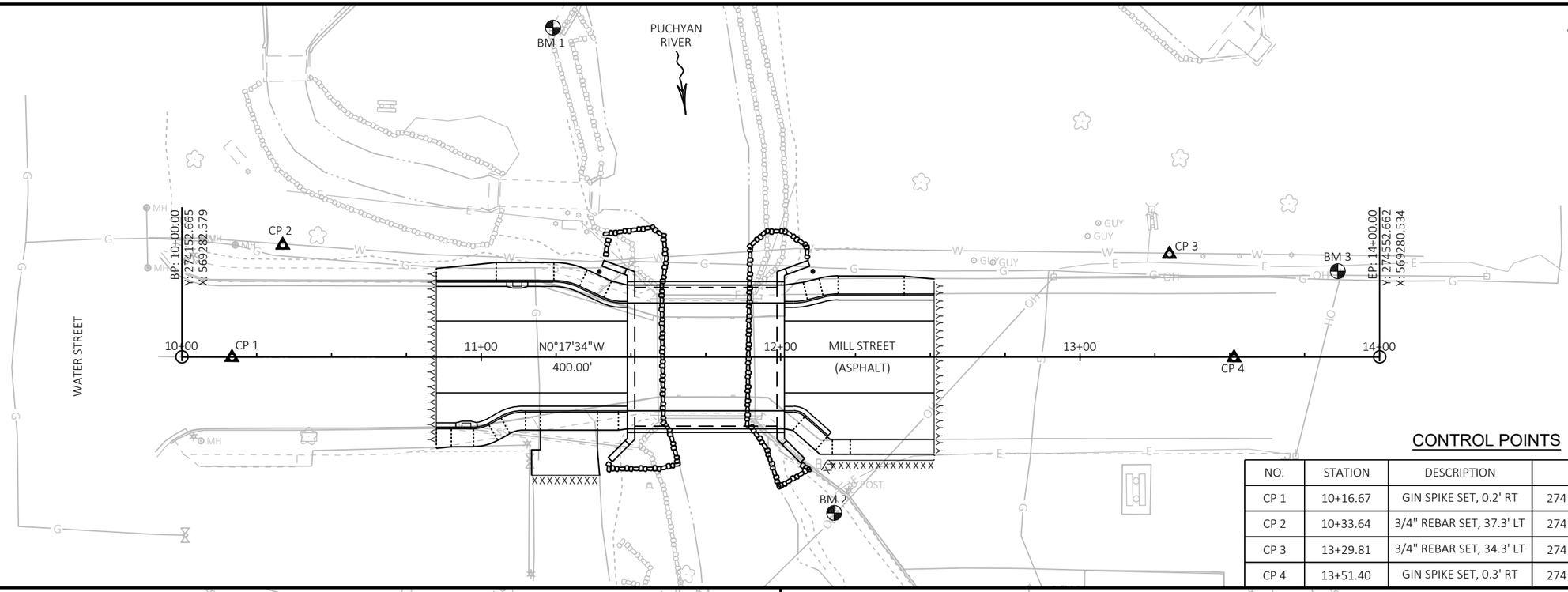
PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	TRAFFIC CONTROL PLAN	SHEET 14	E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\027006_TC.DWG
LAYOUT NAME - 027006_tc

PLOT DATE : 11/18/2025 10:59 PM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:200 FT

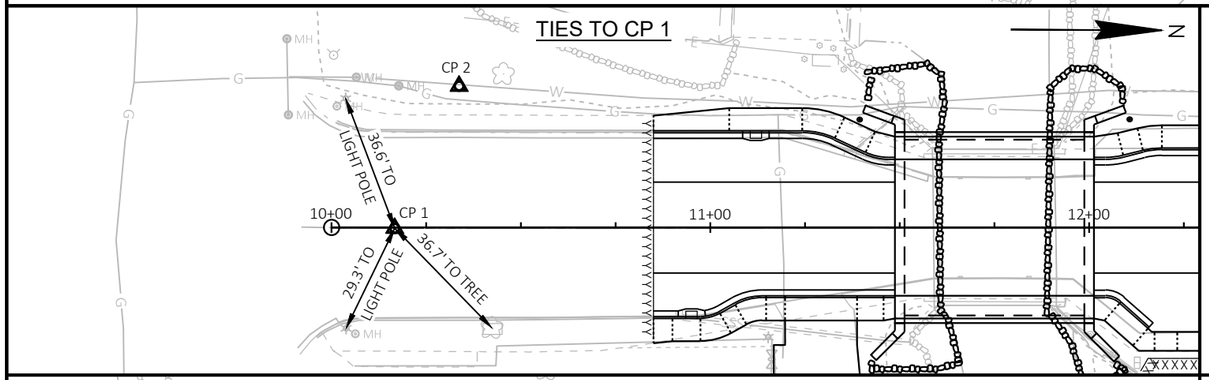
WISDOT/CADDS SHEET 42

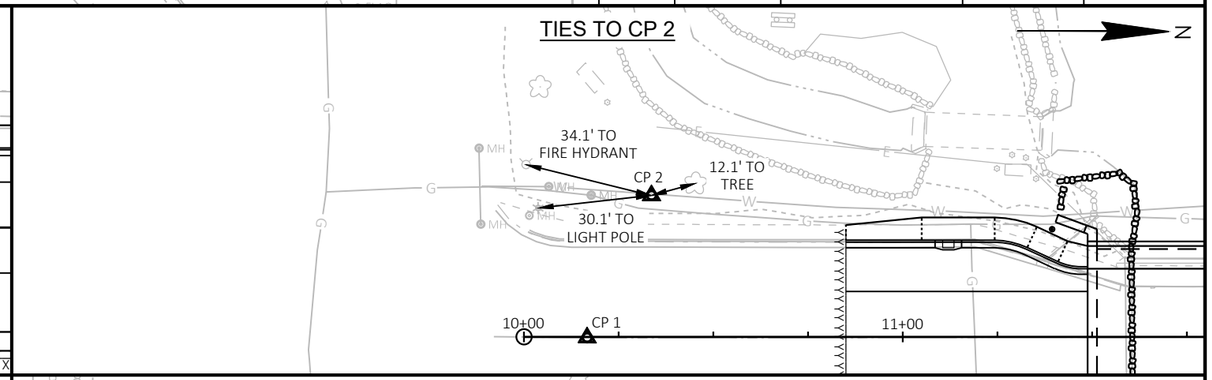
2

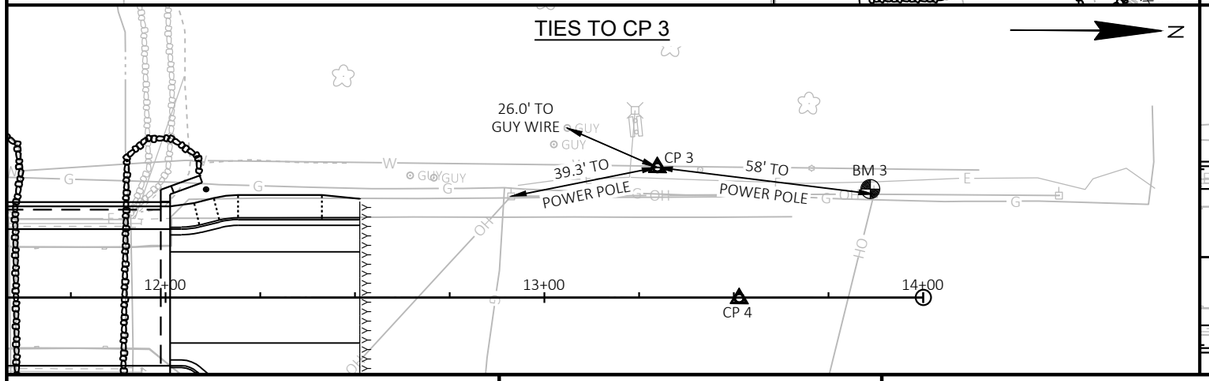


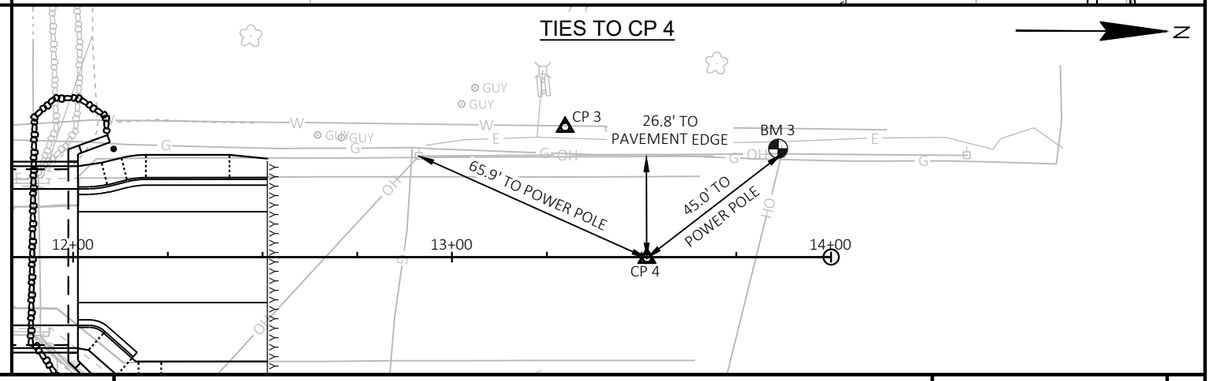
CONTROL POINTS

NO.	STATION	DESCRIPTION	Y	X
CP 1	10+16.67	GIN SPIKE SET, 0.2' RT	274 169.334	569 282.668
CP 2	10+33.64	3/4" REBAR SET, 37.3' LT	274 186.115	569 245.076
CP 3	13+29.81	3/4" REBAR SET, 34.3' LT	274 482.295	569 246.594
CP 4	13+51.40	GIN SPIKE SET, 0.3' RT	274 504.057	569 281.034









PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	ALIGNMENT DETAILS AND CONTROL POINTS	SHEET 15	E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\027201_AD.DWG
LAYOUT NAME - 027201_ad
PLOT DATE : 5/29/2025 2:21 PM
PLOT BY : ERICA BAUER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

Estimate Of Quantities

6626-01-70

Line	Item	Item Description	Unit	Total	Qty
0002	203.0250	Removing Structure Over Waterway Remove Debris (structure) 01. B-24-437	EACH	1.000	1.000
0004	204.0100	Removing Concrete Pavement	SY	720.000	720.000
0006	204.0110	Removing Asphaltic Surface	SY	38.000	38.000
0008	204.0155	Removing Concrete Sidewalk	SY	119.000	119.000
0010	204.0165	Removing Guardrail	LF	28.000	28.000
0012	204.0220	Removing Inlets	EACH	2.000	2.000
0014	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	19.000	19.000
0016	204.0245	Removing Storm Sewer (size) 02. 18-Inch	LF	61.000	61.000
0018	205.0100	Excavation Common	CY	306.000	306.000
0020	206.1001	Excavation for Structures Bridges (structure) 01. B-24-46	EACH	1.000	1.000
0022	210.1500	Backfill Structure Type A	TON	560.000	560.000
0024	213.0100	Finishing Roadway (project) 01. 6626-01-70	EACH	1.000	1.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	479.000	479.000
0028	455.0605	Tack Coat	GAL	37.000	37.000
0030	465.0105	Asphaltic Surface	TON	148.000	148.000
0032	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	9.000	9.000
0034	502.0100	Concrete Masonry Bridges	CY	309.000	309.000
0036	502.3200	Protective Surface Treatment	SY	286.000	286.000
0038	502.3210	Pigmented Surface Sealer	SY	57.000	57.000
0040	505.0400	Bar Steel Reinforcement HS Structures	LB	7,200.000	7,200.000
0042	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	46,340.000	46,340.000
0044	513.8021	Railing Steel Pedestrian Type C4	LF	48.000	48.000
0046	516.0500	Rubberized Membrane Waterproofing	SY	23.000	23.000
0048	550.0020	Pre-Boring Rock or Consolidated Materials	LF	240.000	240.000
0050	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	300.000	300.000
0052	602.0405	Concrete Sidewalk 4-Inch	SF	1,040.000	1,040.000
0054	602.0810	Concrete Driveway 6-Inch	SY	35.000	35.000
0056	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	51.000	51.000
0058	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	40.000	40.000
0060	611.0639	Inlet Covers Type H-S	EACH	2.000	2.000
0062	611.3004	Inlets 4-FT Diameter	EACH	1.000	1.000
0064	611.3230	Inlets 2x3-FT	EACH	1.000	1.000
0066	611.8120.S	Cover Plates Temporary	EACH	2.000	2.000
0068	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	200.000	200.000
0070	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6626-01-70	EACH	1.000	1.000
0072	619.1000	Mobilization	EACH	1.000	1.000
0074	624.0100	Water	MGAL	12.400	12.400
0076	625.0500	Salvaged Topsoil	SY	100.000	100.000
0078	628.1504	Silt Fence	LF	190.000	190.000
0080	628.1520	Silt Fence Maintenance	LF	300.000	300.000
0082	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0084	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0086	628.2008	Erosion Mat Urban Class I Type B	SY	100.000	100.000
0088	628.6005	Turbidity Barriers	SY	175.000	175.000
0090	628.7015	Inlet Protection Type C	EACH	6.000	6.000
0092	629.0210	Fertilizer Type B	CWT	0.100	0.100
0094	630.0140	Seeding Mixture No. 40	LB	10.000	10.000
0096	630.0200	Seeding Temporary	LB	10.000	10.000
0098	630.0500	Seed Water	MGAL	3.900	3.900

6626-01-70

Line	Item	Item Description	Unit	Total	Qty
0100	633.5100	Markers ROW	EACH	3.000	3.000
0102	642.5001	Field Office Type B	EACH	1.000	1.000
0104	643.0300	Traffic Control Drums	DAY	555.000	555.000
0106	643.0420	Traffic Control Barricades Type III	DAY	2,619.000	2,619.000
0108	643.0705	Traffic Control Warning Lights Type A	DAY	5,238.000	5,238.000
0110	643.0900	Traffic Control Signs	DAY	16,005.000	16,005.000
0112	643.0920	Traffic Control Covering Signs Type II	EACH	25.000	25.000
0114	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0116	643.5000	Traffic Control	EACH	1.000	1.000
0118	645.0111	Geotextile Type DF Schedule A	SY	104.000	104.000
0120	645.0120	Geotextile Type HR	SY	301.000	301.000
0122	650.4000	Construction Staking Storm Sewer	EACH	2.000	2.000
0124	650.4500	Construction Staking Subgrade	LF	114.000	114.000
0126	650.5000	Construction Staking Base	LF	114.000	114.000
0128	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	198.000	198.000
0130	650.6501	Construction Staking Structure Layout (structure) 01. B-24-0046	EACH	1.000	1.000
0132	650.8501	Construction Staking Electrical Installations (project) 01. 6626-01-70	EACH	1.000	1.000
0134	650.9500	Construction Staking Sidewalk (project) 01. 6626-01-70	EACH	1.000	1.000
0136	650.9911	Construction Staking Supplemental Control (project) 01. 6626-01-70	EACH	1.000	1.000
0138	650.9920	Construction Staking Slope Stakes	LF	114.000	114.000
0140	652.0125	Conduit Rigid Metallic 2-Inch	LF	8.000	8.000
0142	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	67.000	67.000
0144	653.0105	Pull Boxes Steel 12x24-Inch	EACH	2.000	2.000
0146	680.0100	Public Land Reference Monument Verify and Reset	EACH	1.000	1.000
0148	690.0150	Sawing Asphalt	LF	66.000	66.000
0150	690.0250	Sawing Concrete	LF	120.000	120.000
0152	715.0502	Incentive Strength Concrete Structures	DOL	1,854.000	1,854.000
0154	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	300.000	300.000
0156	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0158	SPV.0035	Special 01. Rounded River Rock	CY	170.000	170.000
0160	SPV.0090	Special 01. Concrete Curb & Gutter 24-Inch Type D	LF	198.000	198.000
0162	SPV.0090	Special 02. Parapet Concrete Type "TX"	LF	105.000	105.000

ALL ITEMS CATEGORY 0010 UNLESS NOTED OTHERWISE

3

REMOVING CONCRETE PAVEMENT

STATION	TO	STATION	LOCATION	204.0100 SY
10+85	-	11+59	SOUTH APPROACH	350
11+91	-	12+51	NORTH APPROACH	370
			TOTAL	720

NOTE: INCLUDES CURB AND GUTTER REMOVAL ADJACENT TO CONCRETE PAVEMENT.

REMOVING ASPHALTIC SURFACE

STATION	LOCATION	204.0110 SY
11+28	C.E., RT	38
	TOTAL	38

REMOVING CONCRETE SIDEWALK

STATION	TO	STATION	LOCATION	204.0155 SY
10+85	-	11+59	SOUTH APPROACH, LT	34
10+85	-	11+59	SOUTH APPROACH, RT	41
11+91	-	12+02	NORTH APPROACH, LT	8
11+91	-	12+51	NORTH APPROACH, RT	36
			TOTAL	119

REMOVING GUARDRAIL

STATION	TO	STATION	LOCATION	204.0165 LF
11+91	-	12+13	NORTH APPRAOCH, RT	28
			TOTAL	28

3

REMOVING INLETS

STATION	LOCATION	204.0220 EACH
10+92	SOUTH APPRAOCH, RT	1
11+37	SOUTH APPRAOCH, LT	1
	TOTAL	2

REMOVING STORM SEWER

STATION	TO	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER 01. 12-INCH LF	204.0245.02 REMOVING STORM SEWER 02. 18-INCH LF
10+93	-	11+53	SOUTH APPROACH, RT	---	61
11+37	-	11+51	SOUTH APPROACH, LT	19	---
			TOTAL	19	61

EARTHWORK

DIVISION	FROM/TO STATION	205.0100 EXCAVATION COMMON (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (3)	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (5) FACTOR 1.25	MASS ORDINATE +/- (6)	WASTE (7)
SOUTH APPROACH	10+85.00/11+48.75	184	96	88	10	13	76	
NORTH APPROACH	12+01.25/12+51.25	122	81	41	7	9	32	
SUBTOTAL		306	177	129	17	21	108	108
GRAND TOTAL		306	177	129	17	21	108	108

NOTES:
(1) EXCAVATION COMMON IS THE SUM OF THE CUT.
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) SALVAGED/UNUSABLE PAVEMENT MATERIAL CONSISTS OF EXISTING ASPHALTIC PAVEMENT.
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) EXPANDED FILL FACTOR = 1.25, EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(6) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(7) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

BASE AGGREGATE DENSE

STATION	TO	STATION	LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 624.0100 WATER MGAL
10+85	-	11+49	SOUTH APPROACH	255	2.6
12+01	-	12+51	NORTH APPROACH	195	2.0
			TOTAL	450	4.6

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

DRIVEWAYS

STATION	TO	STATION	LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	602.0810 CONCRETE DRIVEWAY 6-INCH SY	* 624.0100 WATER MGAL
		11+28	SOUTH APPROACH, RT	16	6	13	4.3
12+16	-	12+51	NORTH APPROACH, RT	13	3	22	3.5
			TOTAL	29	9	35	7.8

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ASPHALTIC SURFACE

STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON
10+85	-	11+49	SOUTH APPROACH	20	80
12+01	-	12+51	NORTH APPROACH	17	68
			TOTAL	37	148

CONCRETE SIDEWALK 4-INCH

STATION	TO	STATION	LOCATION	602.0405 SF
10+85	-	11+49	SOUTH APPROACH, LT	370
10+85	-	11+20	SOUTH APPROACH, RT	220
11+39	-	11+49	SOUTH APPROACH, RT	60
12+01	-	12+51	NORTH APPROACH, LT	300
12+01	-	12+16	NORTH APPROACH, RT	90
			TOTAL	1,040

ALL ITEMS CATEGORY 0010 UNLESS NOTED OTHERWISE

3

STORM SEWER SUMMARY

FROM STRUCTURE		TO STRUCTURE	LOCATION	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	* JOINT TIES EACH	INLET ELEVATION	OUTLET ELEVATION	SLOPE FT/FT
1	-	2	SOUTH APPROACH	51	---	---	793.62	793.15	0.0094
2	-	OUTFALL	SOUTH APPROACH	---	40	3	792.65	792.25	0.0100
			TOTAL	51	40				

*NON-BID ITEM: FOR INFORMATION ONLY
PIPE LENGTHS INDICATED ARE TO THE CENTER OF STRUCTURE TO THE NEAREST FOOT.
SLOPES AND ELEVATIONS ARE BASED ON ACTUAL PIPE LENGTH BETWEEN STRUCTURE WALLS OR OUTFALL AS APPLICABLE.

STORM SEWER STRUCTURES

STRUCTURE	STATION *	OFFSET *	LOCATION	611.0639 INLET COVERS TYPE H-S EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.8120.S COVER PLATES TEMPORARY EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM ** ELEVATION	INVERT *** ELEVATION	DEPTH **** FT
1	10+95	23.00' RT	SOUTH APPROACH	1	---	1	1	1	797.26	793.54	4.14
2	11+12	24.50' LT	SOUTH APPROACH	1	1	---	1	1	797.60	792.57	5.53
			TOTAL	2	1	1	2	2			

*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE.
**RIM ELEVATION IS AT THE INLET COVER FLANGE LOCATION.
***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE.
**** DEPTH = RIM ELEVATION - TOP OF STRUCTURE BASE ELEVATION - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT.

3

PUBLIC LAND REFERENCE MONUMENT VERIFY AND RESET

POINT NO.	STATION	OFFSET	680.0100 EACH
105	12+11.72	33.28' RT	1
		TOTAL	1

FINISHING ITEMS

STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
10+85	-	11+49	SOUTH APPROACH, LT	36	36	0.04	3	2	1.4
11+39	-	11+49	SOUTH APPROACH, RT	10	10	0.01	1	1	0.3
12+01	-	12+51	NORTH APPROACH, LT	35	35	0.04	3	2	1.4
			UNDISTRIBUTED	19	19	0.01	3	5	0.8
			TOTAL	100	100	0.10	10	10	3.9

SILT FENCE

STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
10+80	-	11+38	SOUTH APPROACH, LT	75	150
12+02	-	12+61	NORTH APPROACH, LT	75	150
			UNDISTRIBUTED	40	---
			TOTAL	190	300

MOBILIZATION EROSION CONTROL

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT	5	4
TOTAL	5	4

TURBIDITY BARRIERS

LOCATION	628.6005 SY
SOUTH APPROACH	72
NORTH APPROACH	77
UNDISTRIBUTED	26
TOTAL	175

INLET PROTECTION TYPE C

STATION	LOCATION	628.7015 EACH	REMARKS
10+92	RT	1	EXISTING INLET
10+95	RT	1	PROPOSED INLET
11+12	LT	1	PROPOSED INLET
11+37	LT	1	EXISTING INLET
	UNDISTRIBUTED	2	
	TOTAL	6	

MARKERS ROW

POINT NO.	STATION	OFFSET	633.5100 EACH
102	11+40.00	33.11' RT	1
103	11+40.00	36.00' RT	1
104	12+11.72	36.00' RT	1
		TOTAL	3

TRAFFIC CONTROL

LOCATION	DURATION DAY	643.0300 TRAFFIC CONTROL DRUMS NO.	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	DAY	643.0900 TRAFFIC CONTROL SIGNS NO.	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS NO.	DAY	643.5000 TRAFFIC CONTROL EACH
CLOSURE	97	---	---	18	1746	36	3492	18	1746	6	---	---	---
DETOUR	97	10	70	4	388	8	776	114	11058	12	2	14	---
UNDISTRIBUTED	97	5	485	5	485	10	970	33	3201	7	---	---	---
PROJECT	---	---	---	---	---	---	---	---	---	---	---	---	1
	TOTAL	15	555	27	2,619	54	5,238	165	16,005	25	2	14	1

PLACE TRAFFIC CONTROL IN ACCORDANCE WITH SDD 15C2 "BARRICADES AND SIGNS FOR MAINLINE, BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETOUR SIGNING FOR MAINLINE CLOSURES".
PLACEMENT SUBJECT TO ENGINEER APPROVAL.

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.6501.01 CONSTRUCTION STAKING STRUCTURE LAYOUT 01. B-24-0046 EACH	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 01. 6626-01-70 EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK 01. 6626-01-70 EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 01. 6626-01-70 EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
10+85	-	11+49	SOUTH APPROACH	64	64	---	---	---	---	64
12+01	-	12+51	NORTH APPROACH	50	50	---	---	---	---	50
			PROJECT	---	---	1	1	1	1	---
			TOTAL	114	114	1 *	1	1	1	114

* CATEGORY 0020

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\030201_MQ.DWG
LAYOUT NAME - 030202_mq
PLOT DATE : 11/18/2025 11:07 PM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

ALL ITEMS CATEGORY 0010 UNLESS NOTED OTHERWISE

3

3

PULL BOXES STEEL 12X24-INCH

STATION	OFFSET	LOCATION	653.0105 EACH
11+39.39	28.43' LT	SOUTH APPROACH	1
12+10.68	28.51' LT	NORTH APPROACH	1
		TOTAL	2

SAWING

STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
10+85	SOUTH APPROACH	---	60
12+28	SOUTH APPROACH, RT	23	---
12+33	NORTH APPROACH, RT	43	---
12+51	NORTH APPROACH	---	60
	TOTAL	66	120

CONCRETE CURB AND GUTTER

STATION	TO	STATION	LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.01 CONCRETE CURB & GUTTER 24-INCH TYPE D LF
10+85	-	11+49	SOUTH APPROACH, LT	65	65
10+85	-	11+49	SOUTH APPROACH, RT	65	65
12+01	-	12+51	NORTH APPROACH, LT	50	50
12+01	-	12+16	NORTH APPROACH, RT	18	18
			TOTAL	198	198

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
EXISTING CENTERLINE
CORPORATE LIMITS
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIGN
PERMITTED SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND SURVEY MONUMENT (SEE FOUND MONUMENT TABLE)
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

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

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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

NOTES:

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

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

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

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

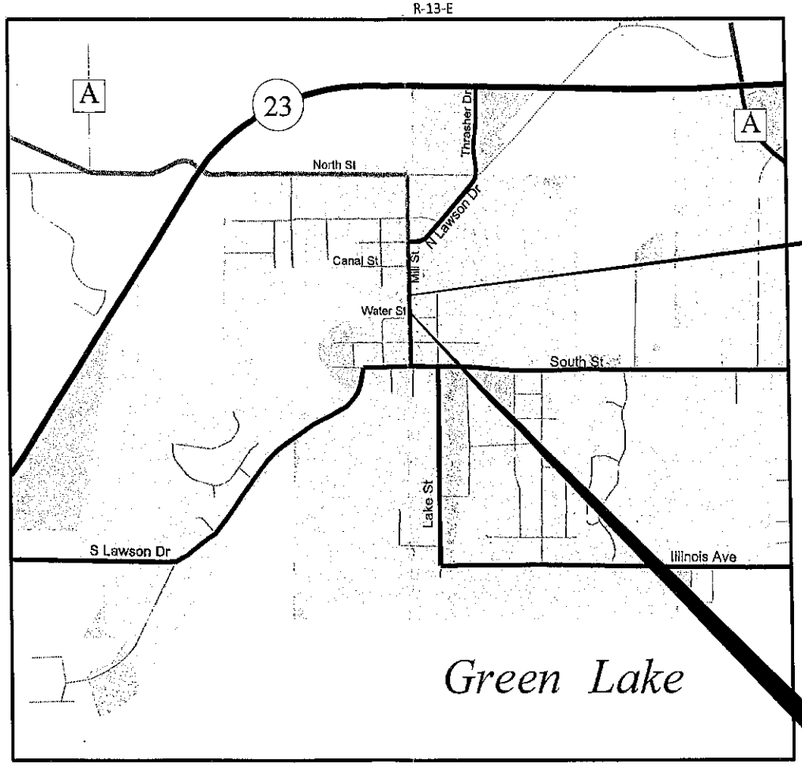
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF GREEN LAKE.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE DETAIL PAGES.

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

R-13-E

T-16-N



N

END RELOCATION ORDER
STA 12+61.00
Y = 274 413.661
X = 569 281.245

BEGIN RELOCATION ORDER
STA 10+80.00
Y = 274 232.664
X = 569 282.170

LAYOUT
SCALE 0 2000 Feet

TOTAL NET LENGTH OF CENTERLINE = 0.034 MI

R/W PROJECT NUMBER 6626-01-00	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER	4.01	2

PLAT OF RIGHT OF WAY REQUIRED FOR

C GREEN LAKE, MILL STREET
PUCHYAN RIVER BRIDGE, B-24-0437

LOC STR	GREEN LAKE COUNTY

CONSTRUCTION PROJECT NUMBER
6626-01-70

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

ACCEPTED FOR CITY OF GREEN LAKE

DATE: 5/14/25 [SIGNATURE AND TITLE OF OFFICIAL]

ORIGINAL PLANS PREPARED BY

WESTBROOK
Associated Engineers, Inc.
619 East Boxie St. | P.O. Box 429 | Spring Green, WI 53588
P: (608) 588-7866 | F: (608) 588-7954 | www.westbrookeng.com

WISCONSIN
NICHOLAS J. BREY
S-3145
LA VALLE
WI
LAND SURVEYOR

REVISION DATE

DATE: 04-18-2025 [Professional Land Surveyor Signature]

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\RW\DWG\040101_RP.DWG PLOT DATE : 2/25/2025 10:39 AM PLOT BY : ERICA BAUER PLOT NAME :

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED ACRES			TLE ACRES REQUIRED
			NEW	EXISTING	TOTAL	
1	CITY OF GREEN LAKE	TLE	---	---	---	0.055
2	RACHEL NITZ	FEE & TLE	0.002	---	0.002	0.013
3	GREEN LAKE CHAMBER OF COMMERCE	FEE & TLE	0.001	---	0.001	0.016
100	CITY OF GREEN LAKE (ELECTRIC)	RELEASE OF RIGHTS	---	---	---	---
200	CITY OF GREEN LAKE (WATER)	RELEASE OF RIGHTS	---	---	---	---
300	ALLIANT ENERGY (ELECTRIC)	RELEASE OF RIGHTS	---	---	---	---
400	CHARTER COMMUNICATIONS (COMMUNICATION)	RELEASE OF RIGHTS	---	---	---	---

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO CITY OF GREEN LAKE.

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
101-102	N89°42'26"E	33.11'
102-103	N89°42'26"E	2.89'
103-104	N0°17'34"W	71.72'
104-105	S89°42'15"W	2.72'
105-102	S0°09'39"E	71.72'

FOUND EXISTING MONUMENT TABLE

POINT NUMBER	Y	X	DESCRIPTION
1	274 088.988	569 249.626	2-3/4" BRASS CAP
2	274 154.527	569 315.365	2-3/4" BRASS CAP
3	274 524.831	569 314.326	2-3/4" BRASS CAP
105	274 364.554	569 314.776	1" ID IRON PIPE

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

TLE TABLE

TLE POINT	STATION	OFFSET
T1	10+80.00	33.02 LT
T2	10+80.00	46.00 LT
T3	12+61.00	46.00 LT
T4	12+61.00	32.61 LT
T5	11+16.25	33.06 RT
T6	11+16.25	46.00 RT
T7	12+55.00	46.00 RT
T8	12+55.00	33.38 RT

POINT TABLE

POINT NUMBER	STATION	OFFSET	Y	X
101	11+40.00	0.00 RT	274 292.663	569 281.863
102	11+40.00	33.11 RT	274 292.832	569 314.977
103	11+40.00	36.00 RT	274 292.847	569 317.863
104	12+11.72	36.00 RT	274 364.568	569 317.496
105	12+11.72	33.28 RT	274 364.554	569 314.776

GN

EXISTING RIGHT-OF-WAY FOR MILL STREET IS BASED ON CSM 99, CSM 1974, CSM 2476, AND THE ORIGINAL PLAT OF THE VILLAGE OF GREEN LAKE.

PUCHYAN RIVER

PUCHYAN RIVER

1 CITY OF GREEN LAKE DOC NO. 123031

SE ¼ - NW ¼ SEC 21

EXISTING R/W

EXISTING R/W

ALLIANT ENERGY

MILL STREET

BP: 10+00.00

BP: 10+00.00

200 CITY OF GREEN LAKE

100 CITY OF GREEN LAKE

TLE WATERWAY 0.009 ACRES

SLOPE INTERCEPT, TYP.

PROPOSED TLE

ALLIANT ENERGY

EXISTING R/W

EP: 14+00.00

11+00

12+00

13+00

14+00

N0°17'34"W

32.4'

33.6'

BEGIN RELOCATION ORDER
STA 10+80.00
825.190' NORTH AND 997.915' WEST OF THE CENTER CORNER OF SECTION 21, T16N, R13E, CITY OF GREEN LAKE, GREEN LAKE COUNTY, WI
Y = 274 232.664
X = 569 282.170

PROPOSED R/W

PROPOSED TLE

END RELOCATION ORDER
STA 12+61.00
1006.187' NORTH AND 998.840' WEST OF THE CENTER CORNER OF SECTION 21, T16N, R13E, CITY OF GREEN LAKE, GREEN LAKE COUNTY, WI
Y = 274 413.661
X = 569 281.245

EXISTING R/W

CHARLES W AND LYNN D MIRR REVOCABLE TRUST

WATER STREET

EXISTING R/W

EXISTING R/W

2 RACHEL NITZ DOC NO. 410434 & 410954

N48°26'04"W 1334.17' MON - R/L

FOUND 2" IRON PIPE W/ BRASS CAP
Y = 273 407.474
X = 570 280.085

CITY OF GREEN LAKE

3 GREEN LAKE CHAMBER OF COMMERCE DOC NO. 398628

CHARTER COMMUNICATIONS

ALLIANT ENERGY

CITY OF GREEN LAKE

FOUND BERNTSEN 1" X 3½" STEEL SURVEY MARKER NAIL
Y = 276 050.042
X = 570 292.066

N0°15'35"E 2642.60'
MON - MON

REVISION DATE	DATE 04/16/2025	SCALE, FEET 0 20 40	HWY: MILL STREET	STATE R/W PROJECT NUMBER 6626-01-00	PLAT SHEET 4.02	
	GRID FACTOR N/A		COUNTY: GREEN LAKE	CONSTRUCTION PROJECT NUMBER 6626-01-70	PS&E SHEET 22	E

FILE NAME : 040102_RP.DWG
LAYOUT NAME - 040102_rp

PLOT DATE : 4/16/2025 4:02 PM PLOT BY : ERICA BAUER PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

LEGEND

- SLOPE INTERCEPT
- CONCRETE SAW CUT
- SURFACE WATER FLOW
- PULL BOX (12" X 24")
- STREAM EDGE
- ASPHALT SAW CUT
- SILT FENCE
- TURBIDITY BARRIER
- EXISTING SIGN
- PROPOSED SIGN

CITY OF GREEN LAKE
BM 1
PUCHYAN RIVER
CITY OF GREEN LAKE
N
EXISTING CONCRETE BOX CULVERT TO REMAIN
STREAM EDGE, TYP.
STATE HISTORICAL MARKER TO REMAIN
CITY OF GREEN LAKE
ALLIANT ENERGY
SLOPE INTERCEPT, TYP.
CAUTION
ALLIANT ENERGY
PROPOSED TLE
BP: 10+00.00
CP 2
EXISTING R/W
CP 3
EXISTING R/W
BM 3
EP: 14+00.00
CAUTION
WATER STREET
11+00
12+00
MILL STREET
(ASPHALT)
13+00
14+00
CP 1
CP 4
CAUTION
EXISTING R/W
EXISTING R/W
XXXXXXXXX
PROPOSED R/W
XXXXXXXXXXXXXX
POST
PROPOSED TLE
BM 2
CHARTER COMMUNICATIONS
REMOVE EXISTING BRICK PAVERS WHERE NECESSARY TO COMPLETE CONTRACT WORK AND PLACE OUTSIDE OF RIGHT-OF-WAY ON PRIVATE PROPERTY (INCIDENTAL TO REMOVING CONCRETE SIDEWALK)
BEGIN PROJECT
STA 10+85.00
MATCH EXISTING
SAW CUT REQ'D
STA. 11+28.21
22' C.E. (ASPHALT)
RACHEL NITZ
GREEN LAKE CHAMBER OF COMMERCE
END PROJECT
STA 12+51.25
MATCH EXISTING
SAW CUT REQ'D
FLAG

5

5

BENCH MARKS

NO.	STATION	ELEV.	DESCRIPTION
BM 1	11+23.89	798.64	CHISELLED X IN CONCRETE, 109.92' LT
BM 2	12+17.84	796.00	RAILROAD SPIKE SET, 52.11' RT
BM 3	13+86.04	797.99	RAILROAD SPIKE IN POWER POLE, 28.58' LT

8+65.00 9+00.00 10+00.00 11+00.00 12+00.00 13+00.00 14+00.00 14+65.00

VCL = 35.00
K = 21.05

STA 10+85.00 EL 798.24
LP STA 11+12.00 LP EL 798.07
VPC STA 11+26.46 VPC EL 798.12
VPI STA 11+71.46 VPI EL 798.34
VPT STA 12+16.46 VPT EL 798.20
STA 12+51.25 EL 798.10

EXISTING ℄ PROFILE
PROPOSED ℄ PROFILE
0.50%
-1.16%
-0.30%

VPC STA 10+87.51 VPC EL 798.21
VPI STA 11+05.01 VPI EL 798.01
VPT STA 11+22.51 VPT EL 798.10
HP STA 11+82.40 HP EL 798.26

HIGH WATER EL. = 794.30' 100
VCL = 90.00
K = 112.10
OBSERVED WATER EL. = 790.87' (4-10-2024)
PROPOSED ℄ ELEVATION
EXISTING ℄ ELEVATION
APPROX. STREAMBED EL. = 788.89'

800
795
790
788

800.29 798.69 798.12 798.10 798.03 798.21 798.05 798.24 798.10 798.10 798.08 798.05

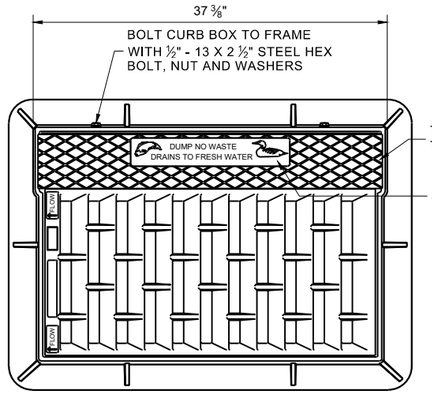
STA 11+75.00
REMOVE EXISTING STRUCTURE B-24-0437
33.0-FT OVERALL LENGTH AND
27.0-FT CLEAR ROADWAY WIDTH
SINGLE-SPAN CONCRETE DECK GIRDER STRUCTURE

STA 11+75.00
STRUCTURE B-24-0046 REQUIRED
52.5-FT OVERALL LENGTH AND
36.0-FT CLEAR ROADWAY WIDTH
SINGLE-SPAN CONCRETE FLAT SLAB STRUCTURE

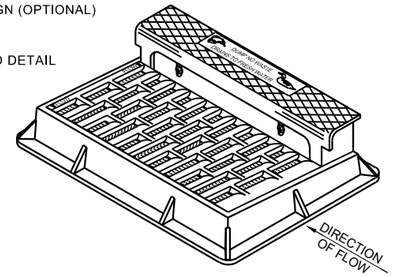
PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	PLAN AND PROFILE	SHEET 23	E

Standard Detail Drawing List

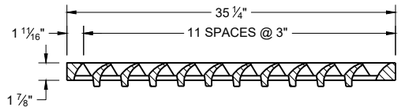
08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-13	PULL BOX
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

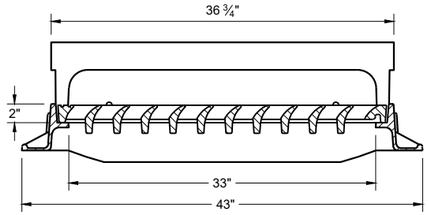


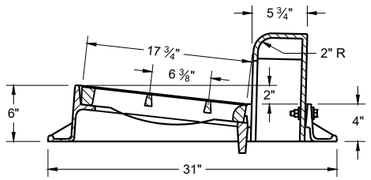
NOTE: EITHER CASTING IS ACCEPTABLE

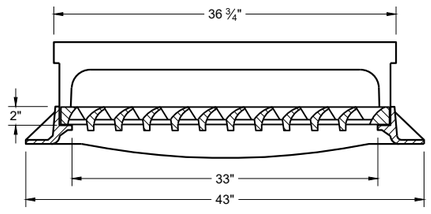


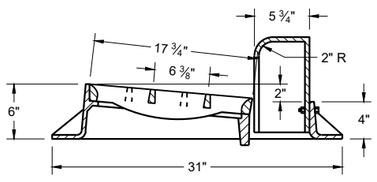
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







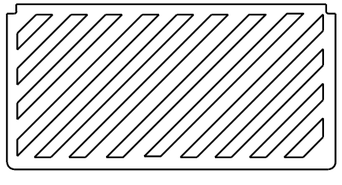




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

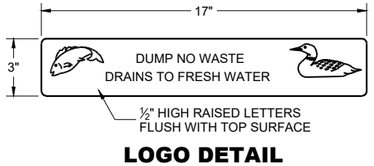
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



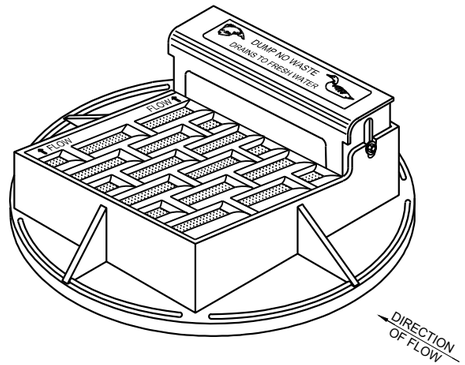
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

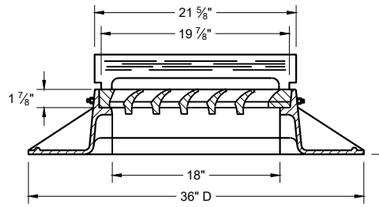


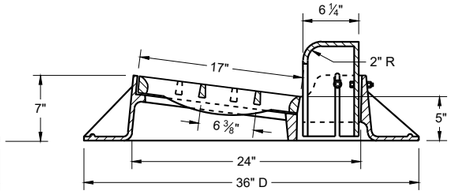
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





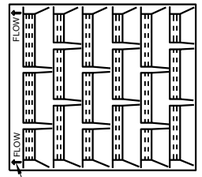
TYPE "A"

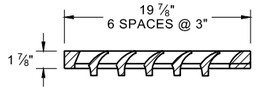
GENERAL NOTES

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.

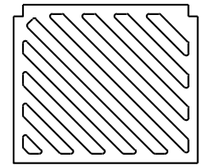
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.





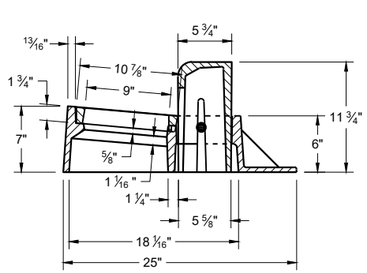
1" DIAGONAL BARS WITH 1 1/2" OPENINGS



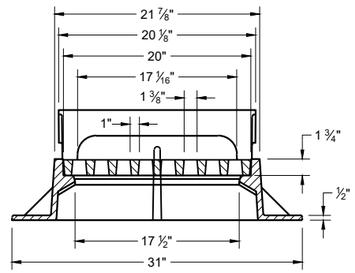
SPECIAL GRATE FOR TYPE "A" COVER

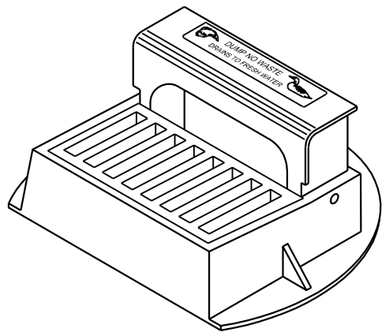
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





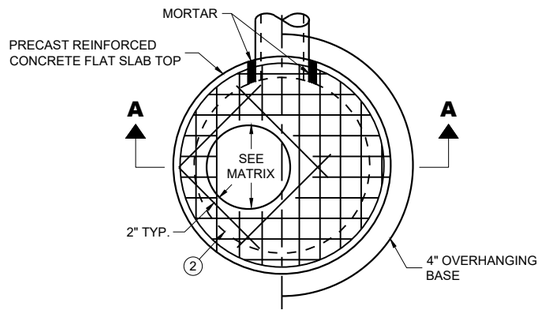
INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

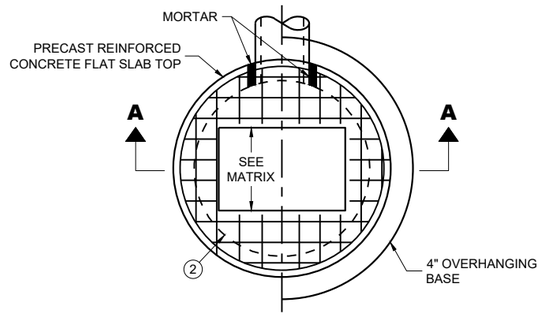
APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

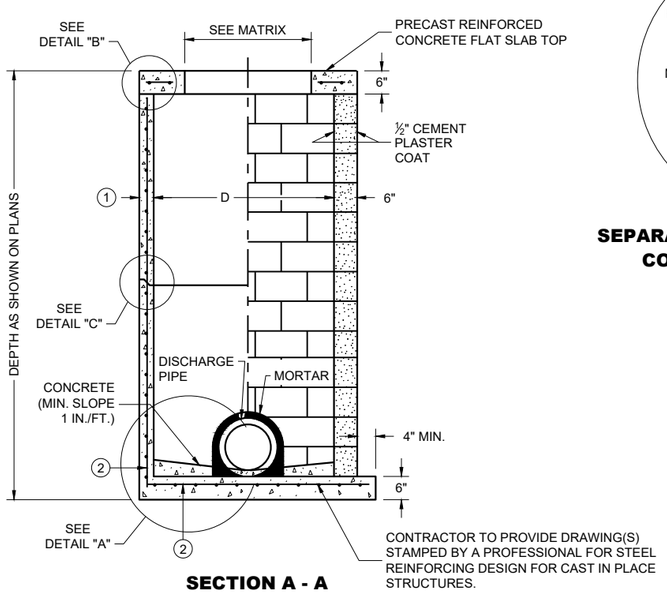
FHWA



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

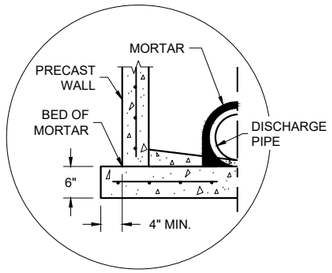
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

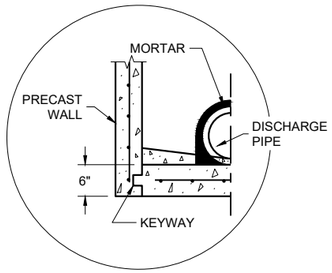
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

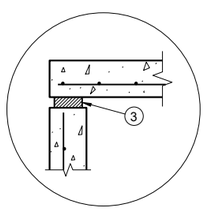


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

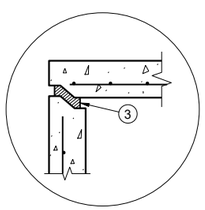


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

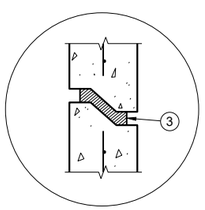
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

INLETS 3-FT AND 4-FT DIAMETER

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

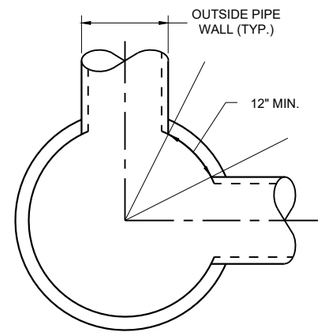
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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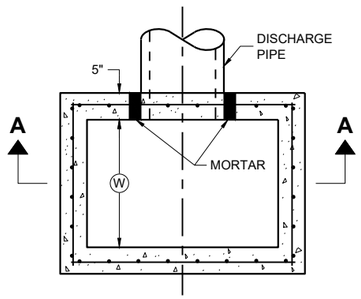
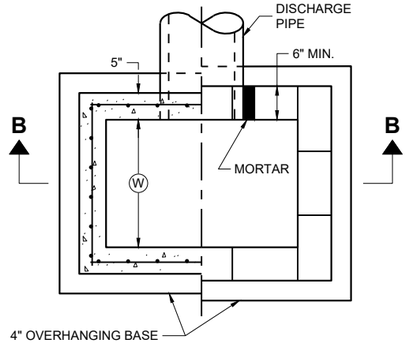
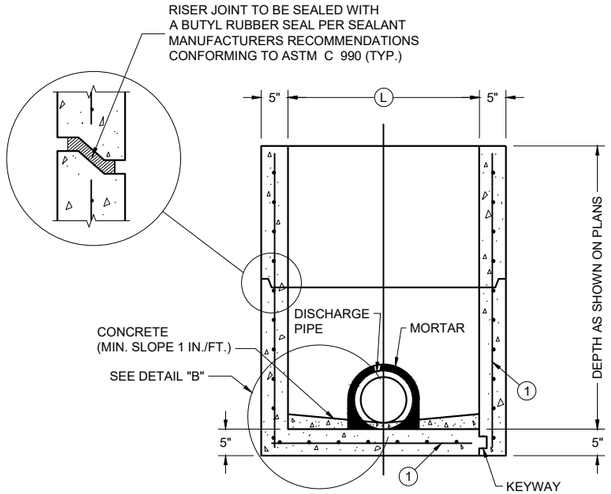
SDD 08C06-03



PLAN VIEW



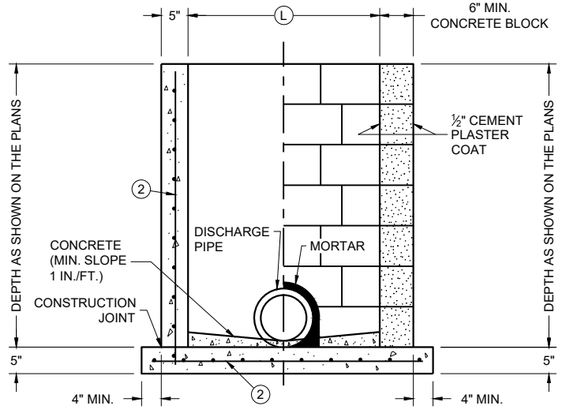
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

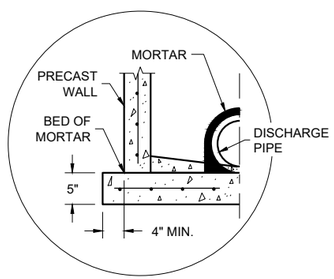
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

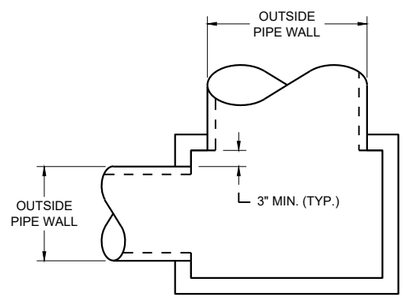
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

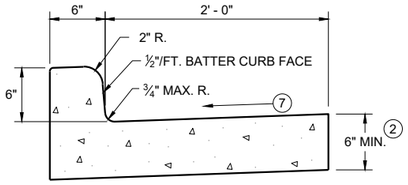
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

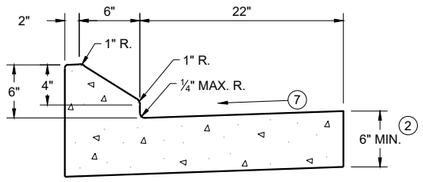
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

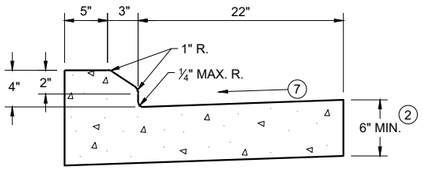
6
SDD 08C07-03



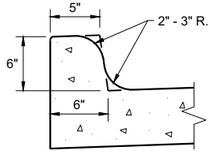
TYPES A (1) & D



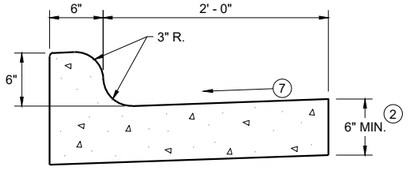
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

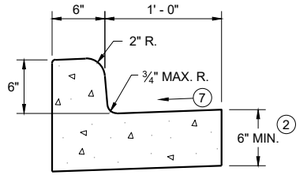


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



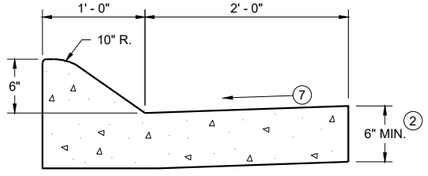
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

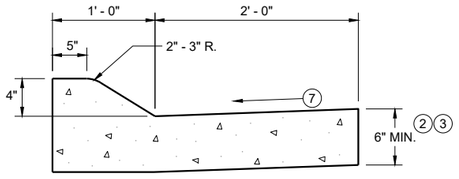


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

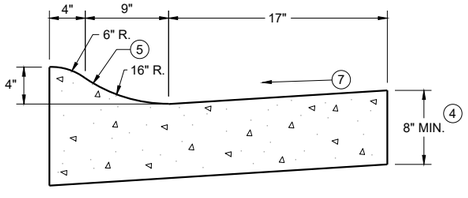


6" SLOPED CURB TYPES A (1) & D



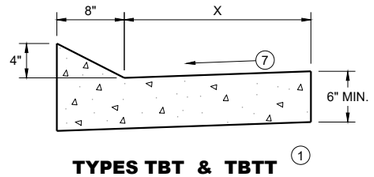
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

TBT & TBTT	X
30"	22"
36"	28"

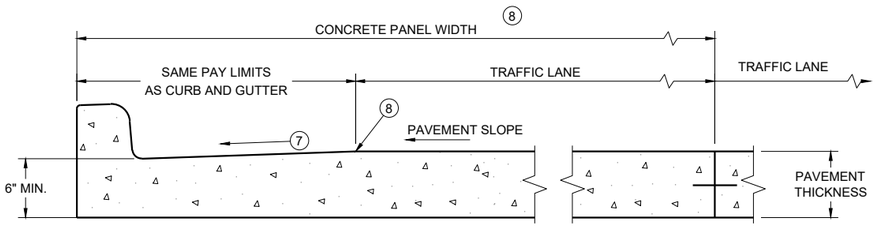


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

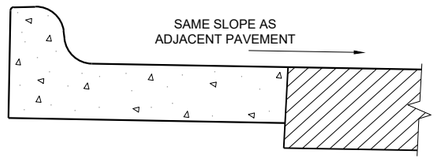
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

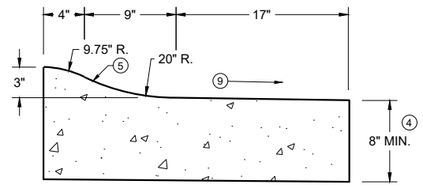
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

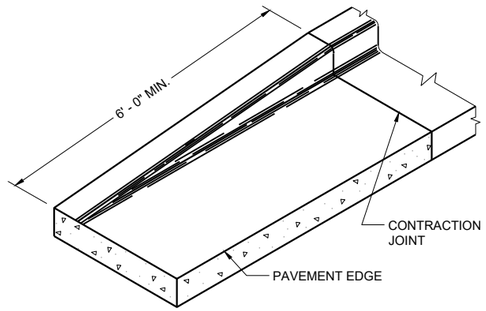
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



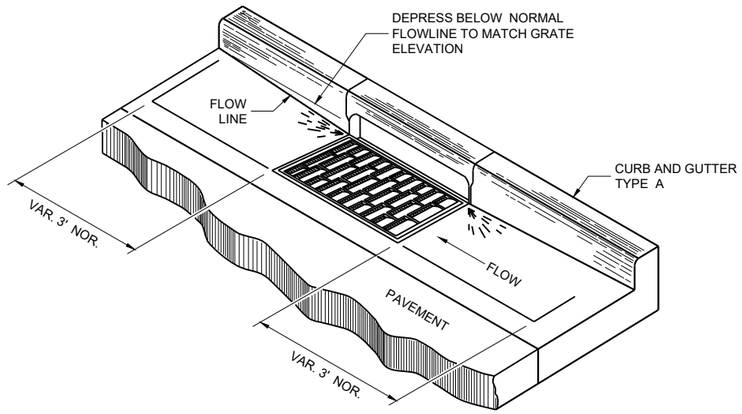
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

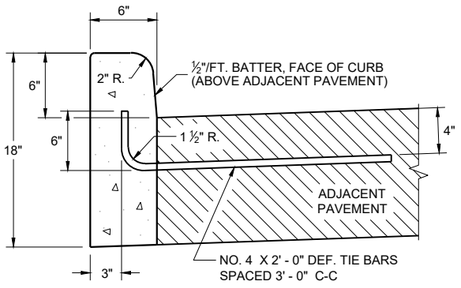
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

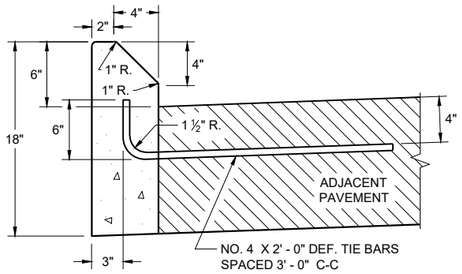
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

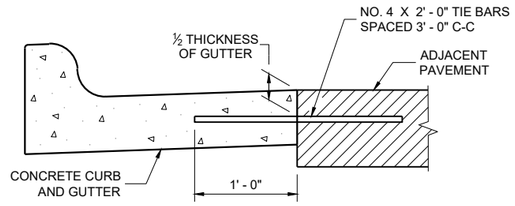


TYPES A (1) & D

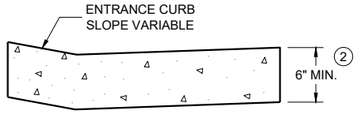


TYPES G (1) & J

CONCRETE CURB

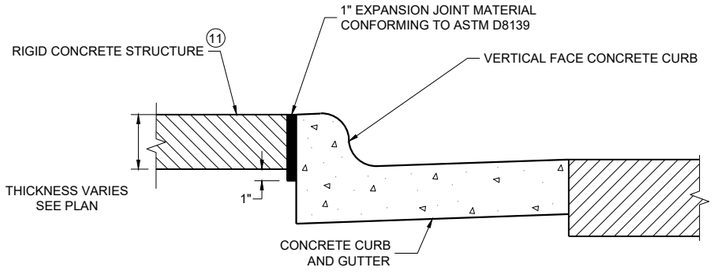


TYPICAL TIE BAR LOCATION (1)

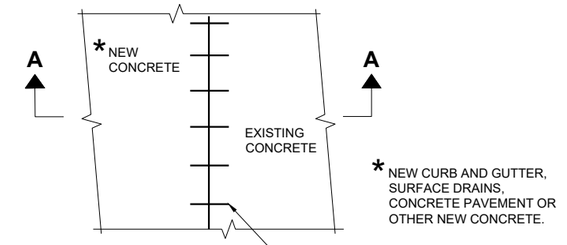


DRIVEWAY ENTRANCE CURB (10)

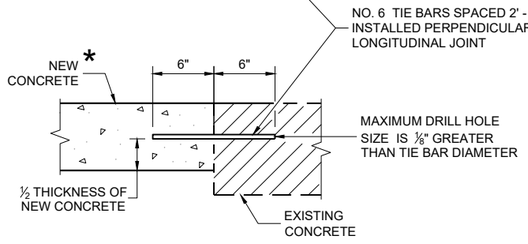
(WHEN DIRECTED BY THE ENGINEER)



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 08D01-24b

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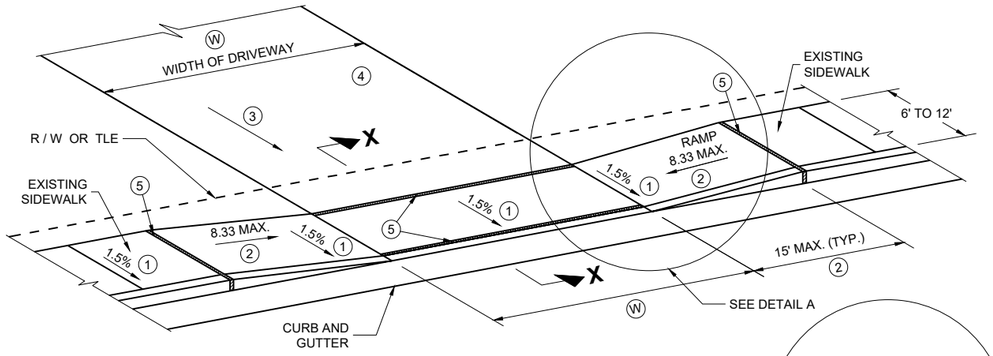
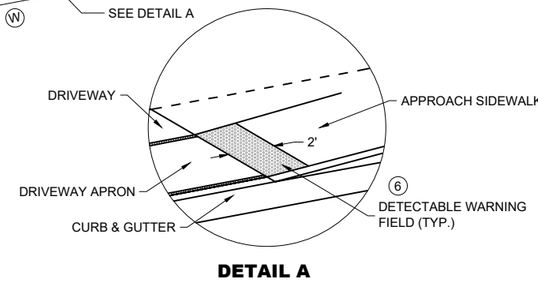
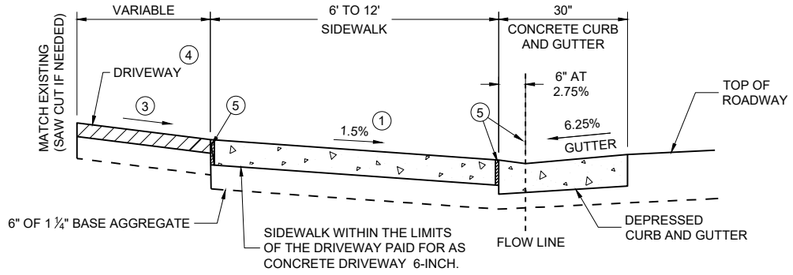
SDD 08D01-24b



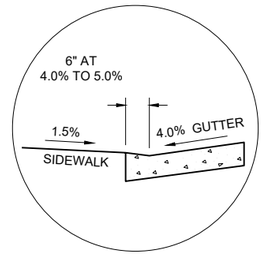
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X



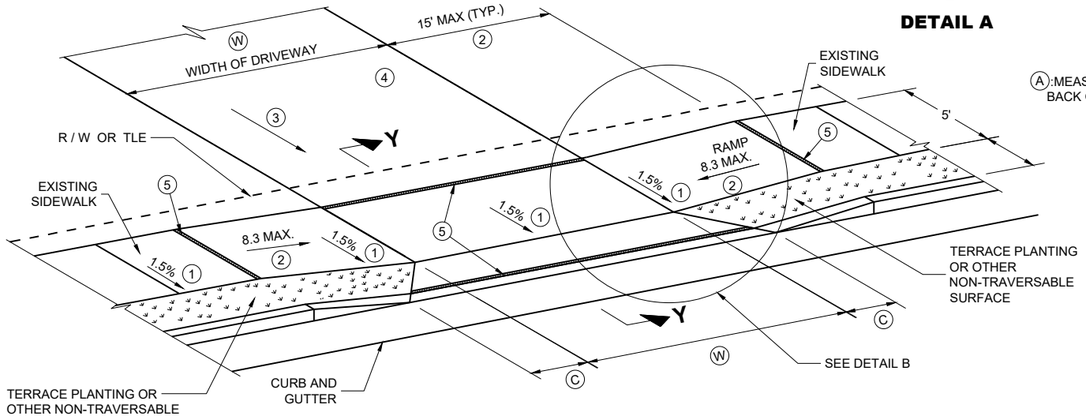
SECTION X - X
4% GUTTER SLOPE

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

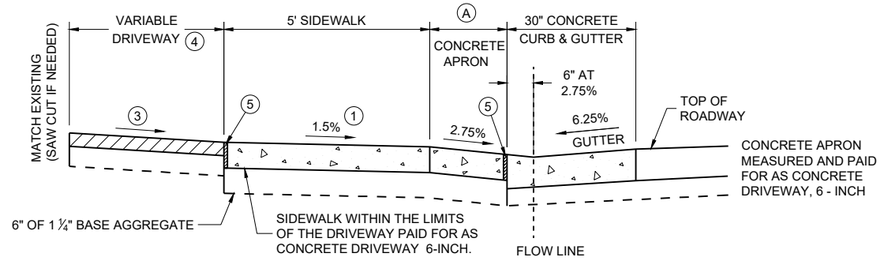
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



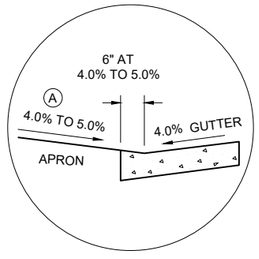
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y



SECTION Y - Y
4% GUTTER SLOPE

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

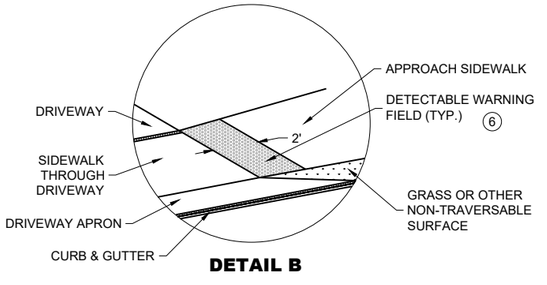
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
* 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
* 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
* 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ 1/2" EXPANSION JOINT FILLER

⑥ DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



DETAIL B

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 (DATE)
/S/ Rodney Taylor

FHWA

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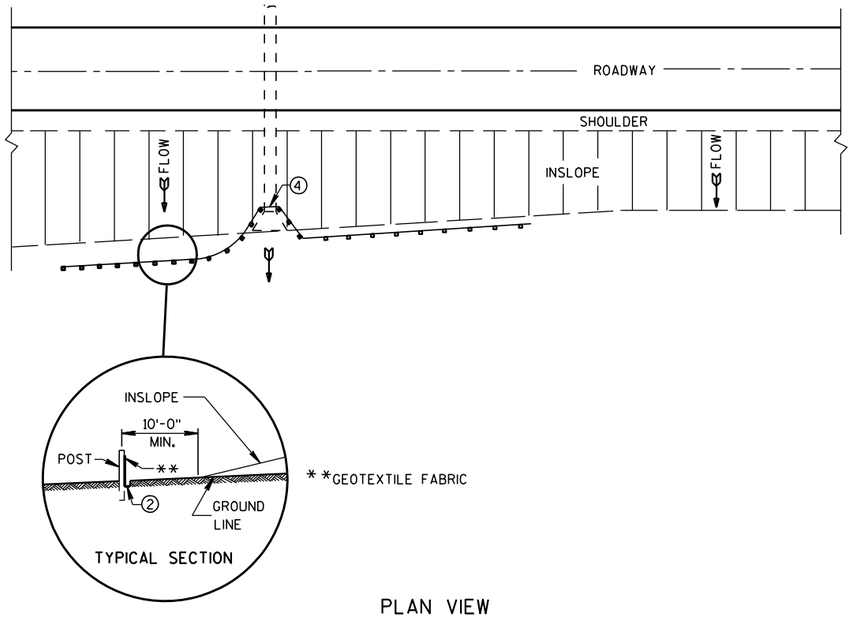
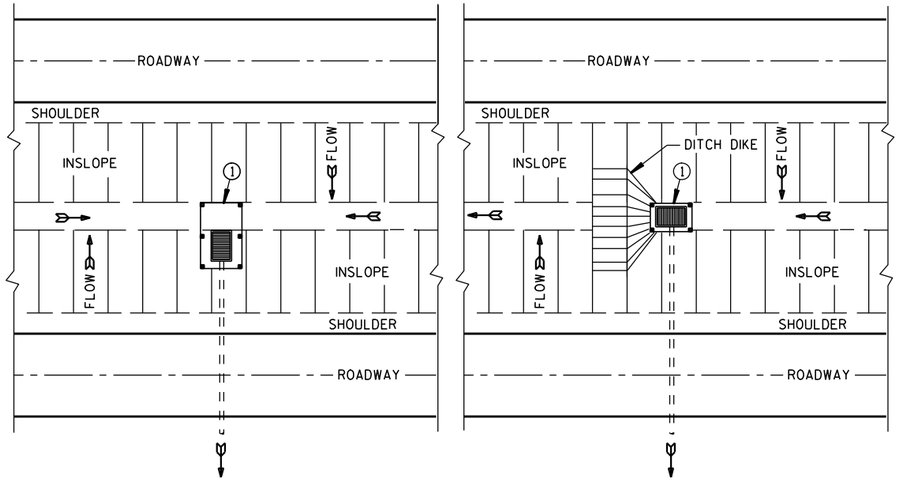
SDD 08D18-05



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



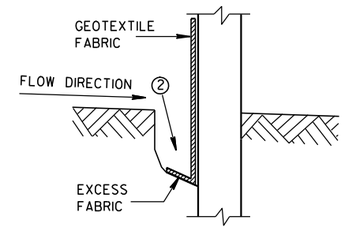
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

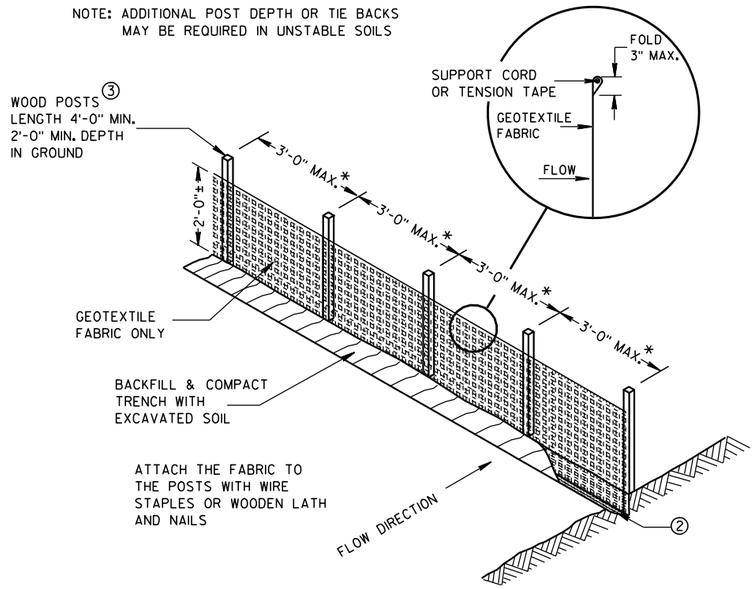
GENERAL NOTES

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

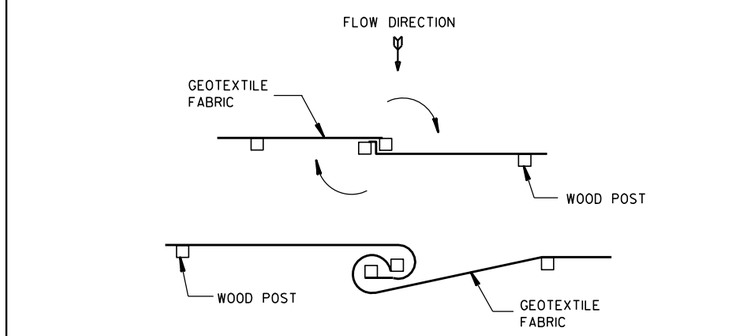
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



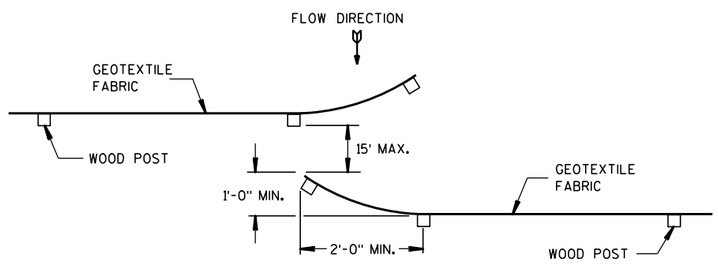
TRENCH DETAIL



SILT FENCE

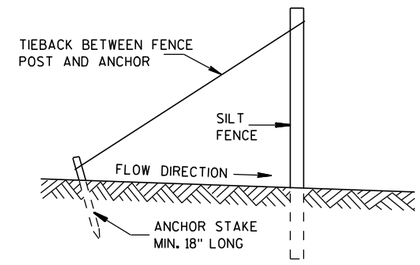


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 E 9-6

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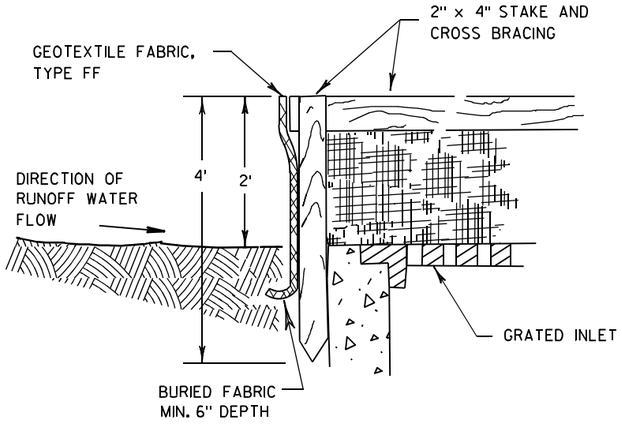
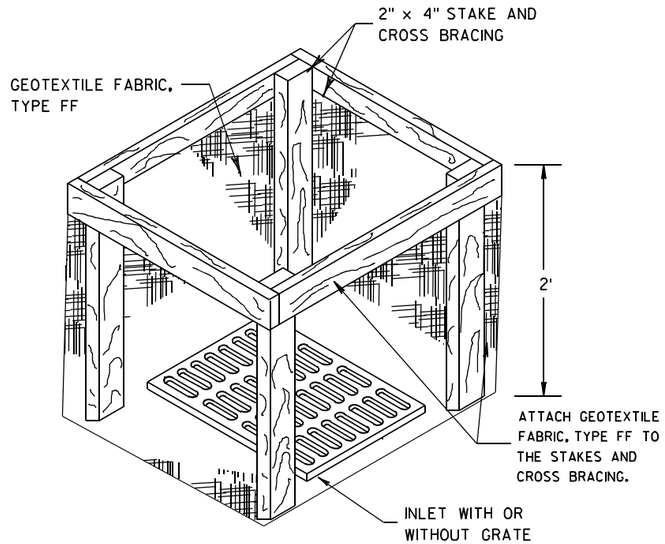
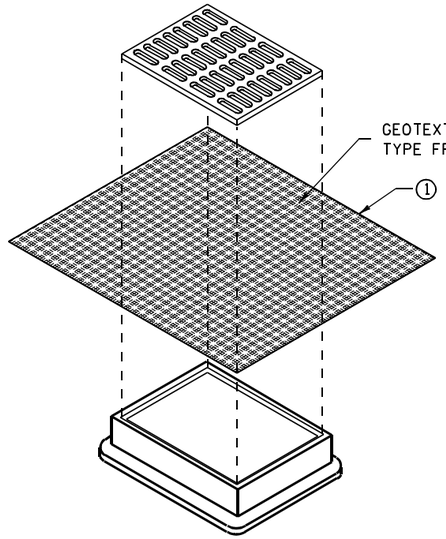
S.D.D. 8 E 9-6



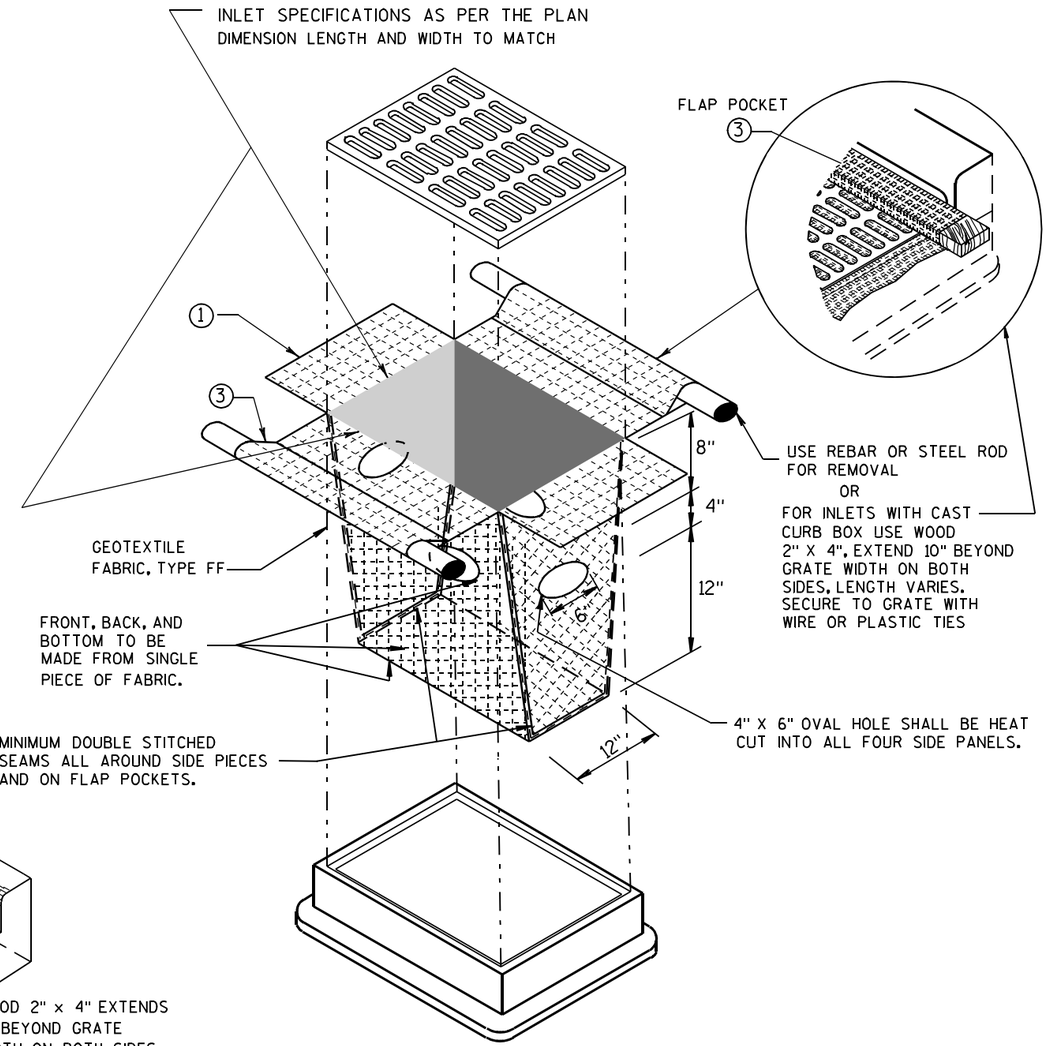


INLET PROTECTION, TYPE A



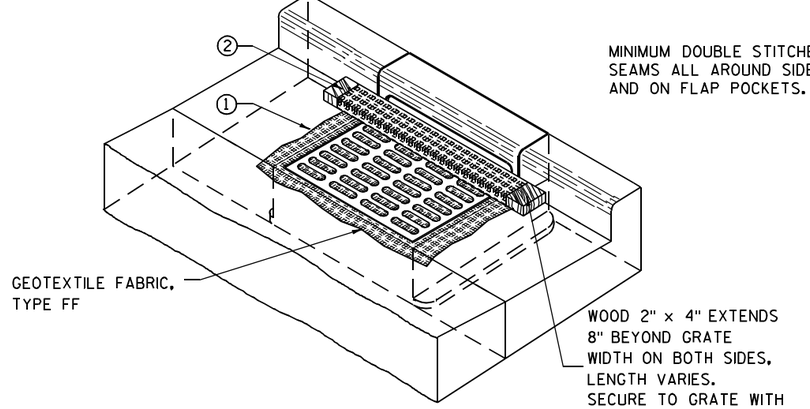
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

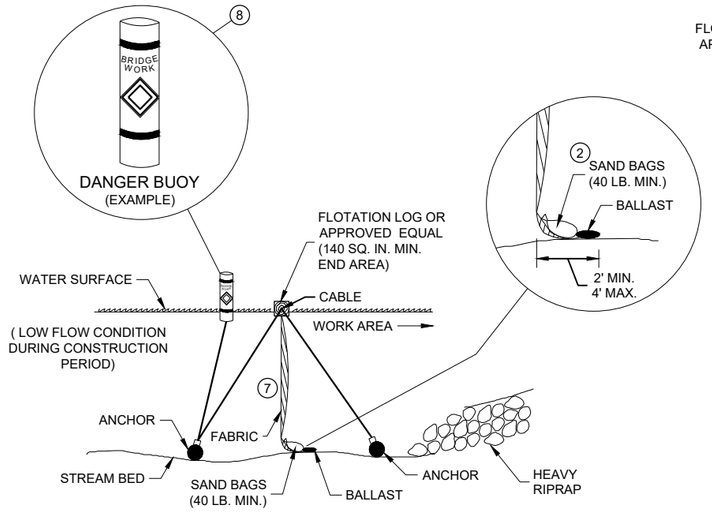
APPROVED

10/16/02
DATE

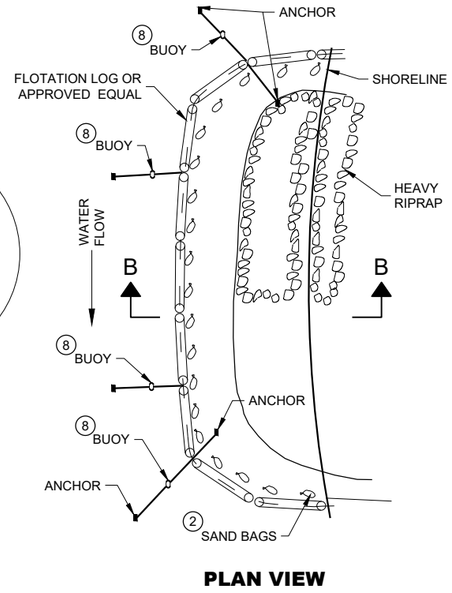
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2

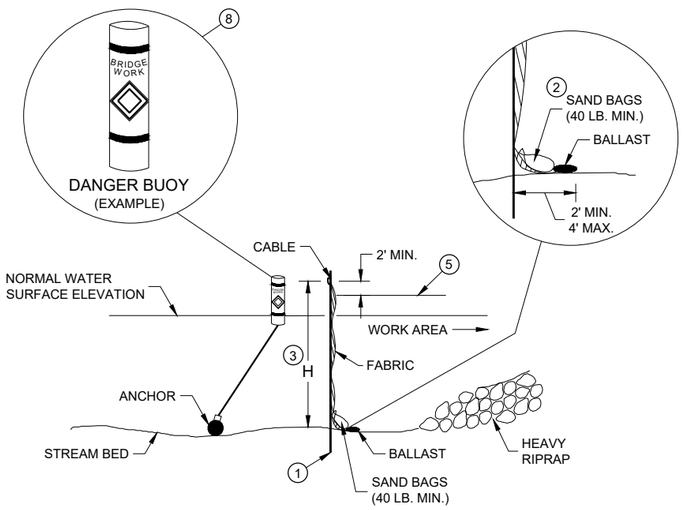


SECTION B - B

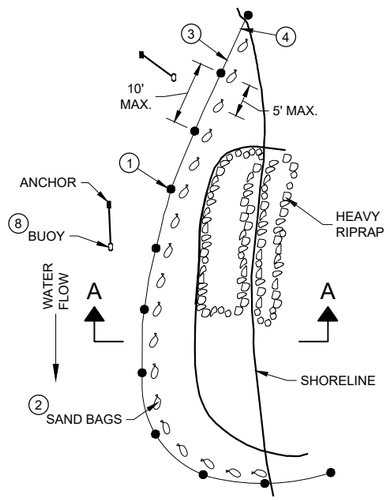


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

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

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

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

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

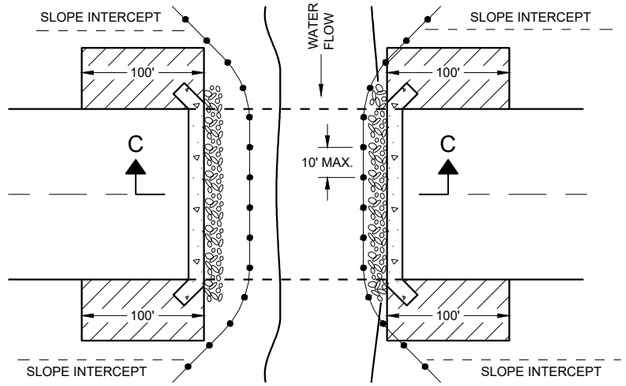
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

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

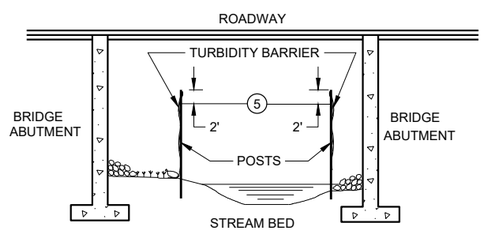
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

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

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



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

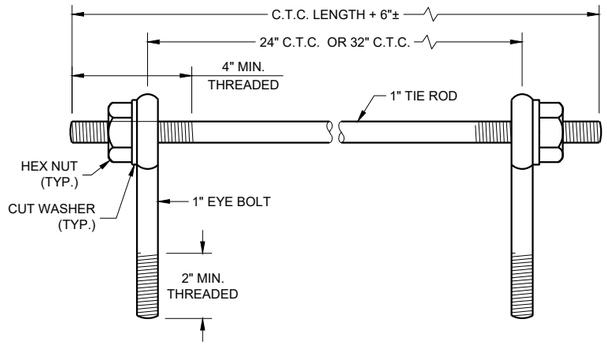
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

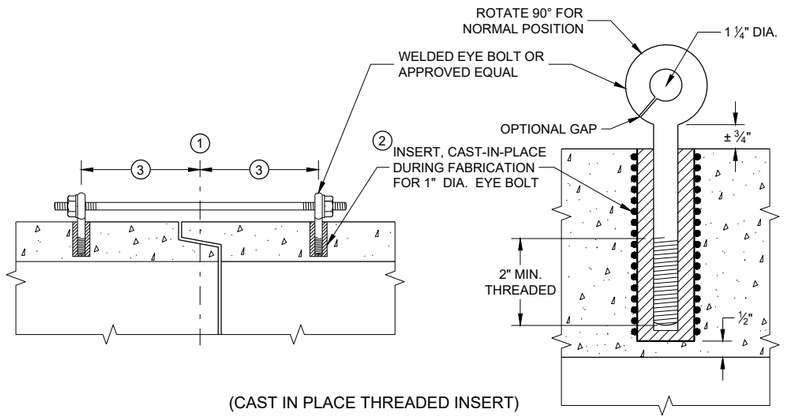
APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
SDD 08E11 - 02



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

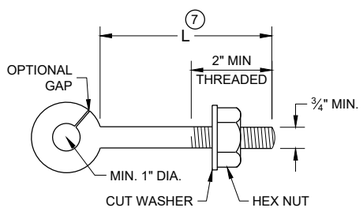
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

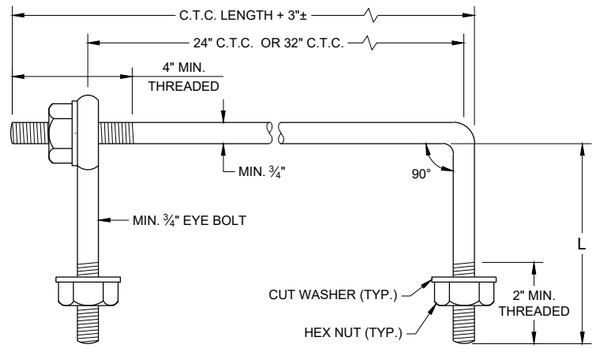
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

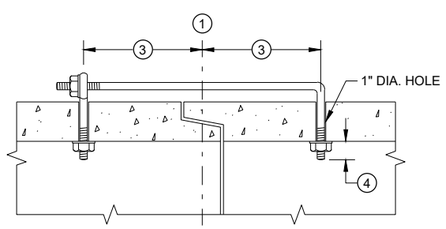


EYE BOLT (7)

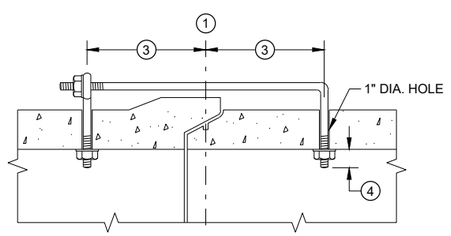
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

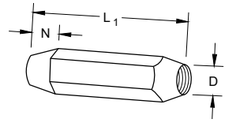
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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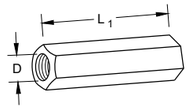
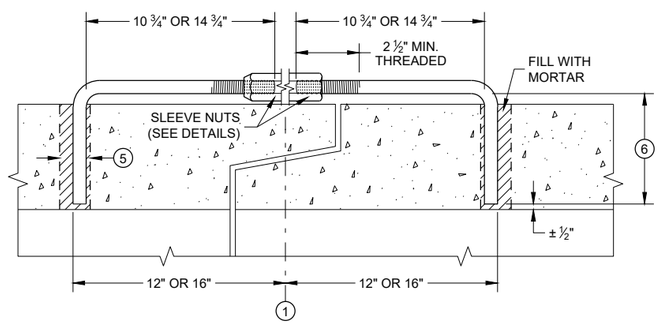


PLAIN

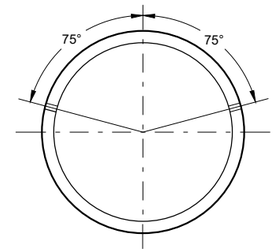
RIGHT AND LEFT THREADS

SLEEVE NUTS



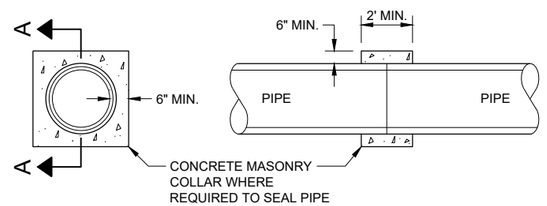
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

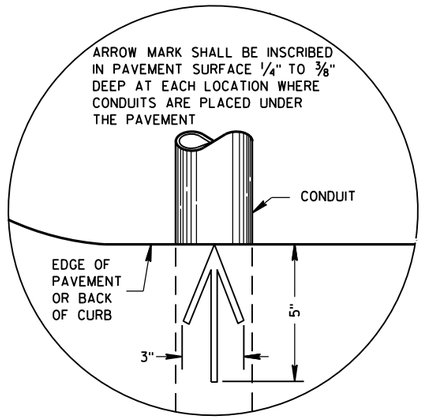
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

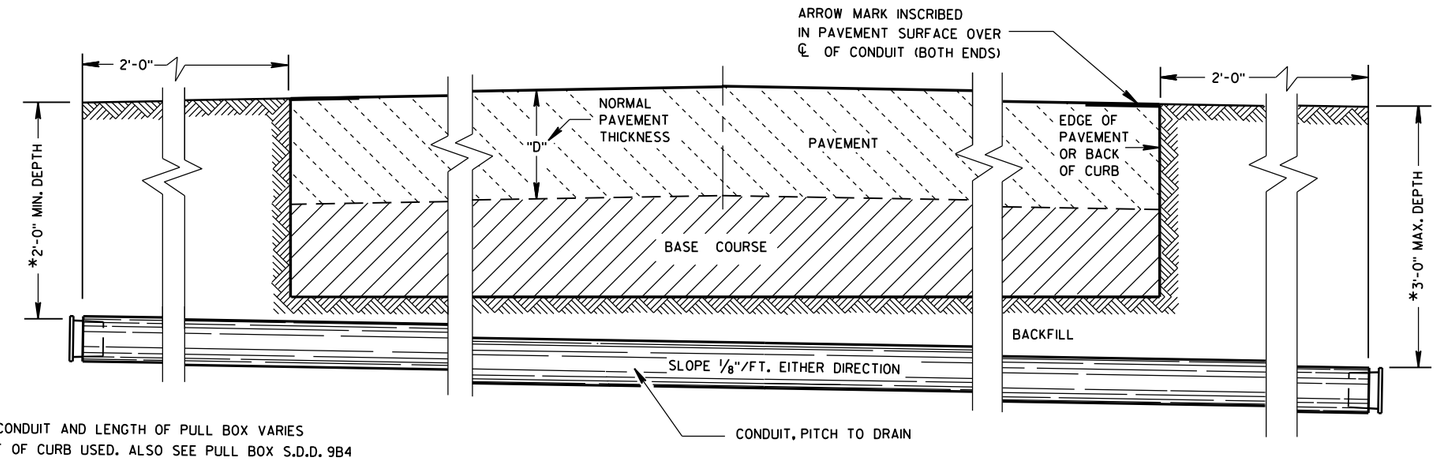
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

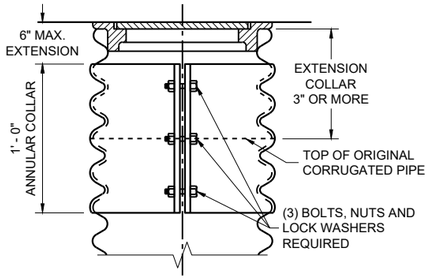
TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

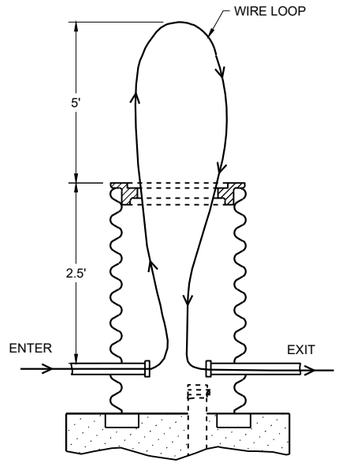
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

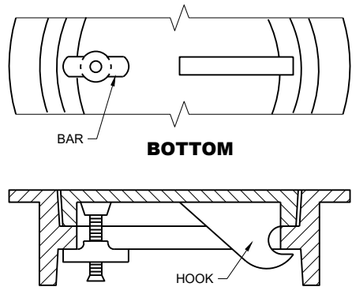
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 35
FHWA



CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



BOTTOM

SECTION

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

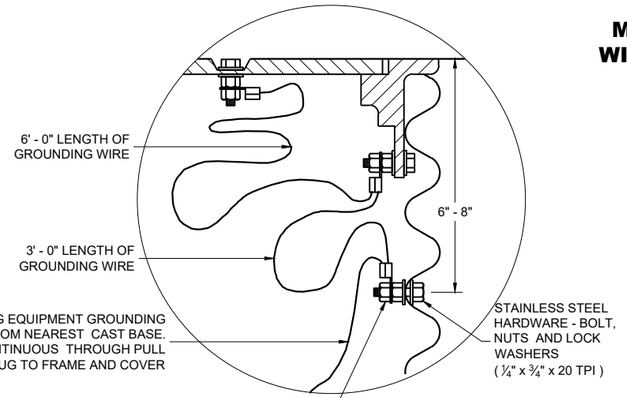
WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

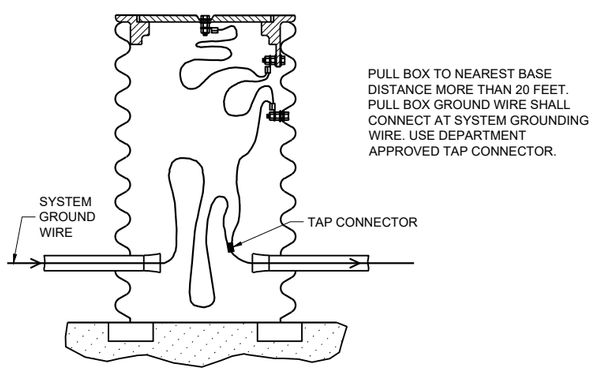
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

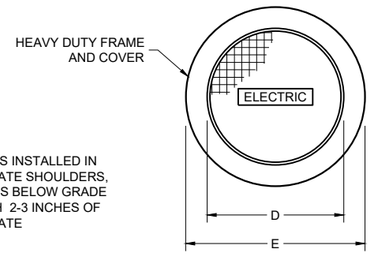
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



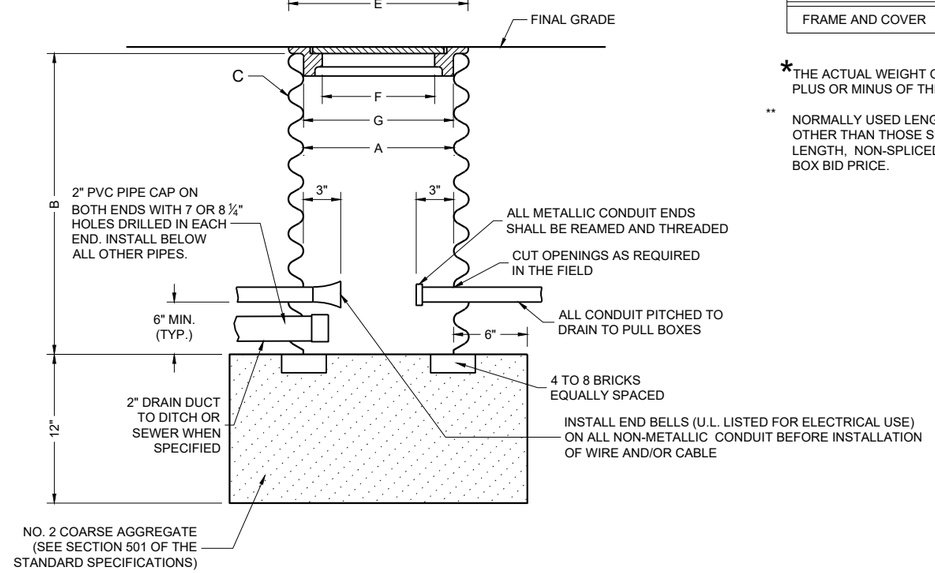
EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE



PULL BOX

PULL BOX

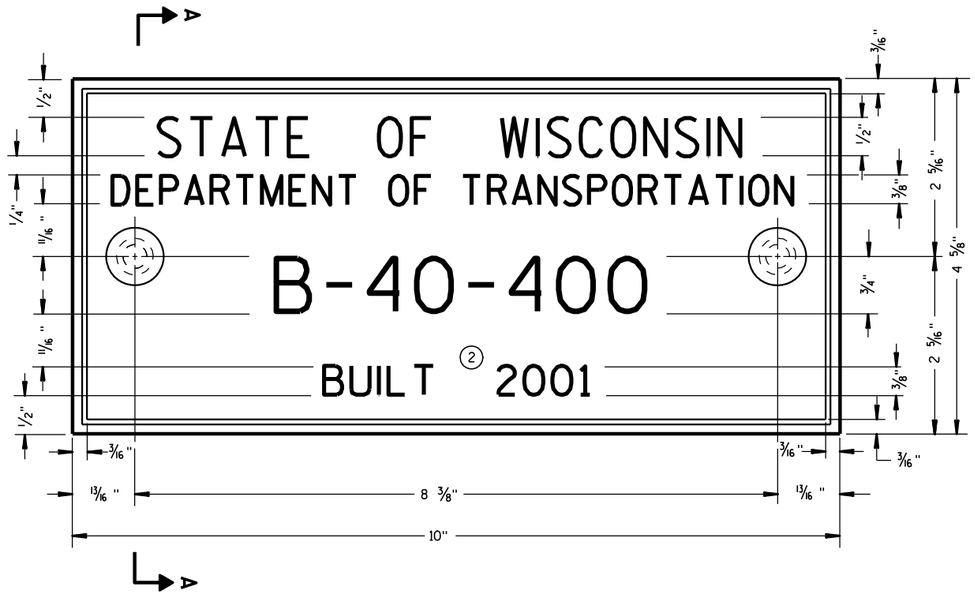
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

6
SDD 09B04-13



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)

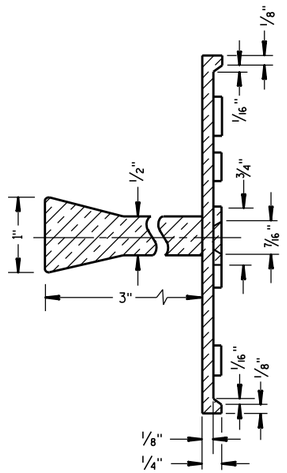
GENERAL NOTES

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

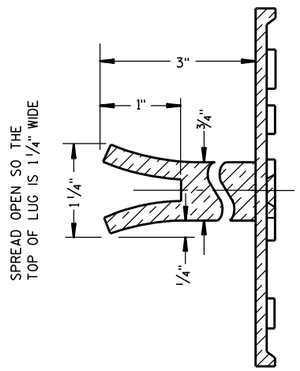
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

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



SECTION A-A



ALTERNATE LUG

FOR MULTI-UNIT STRUCTURES LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

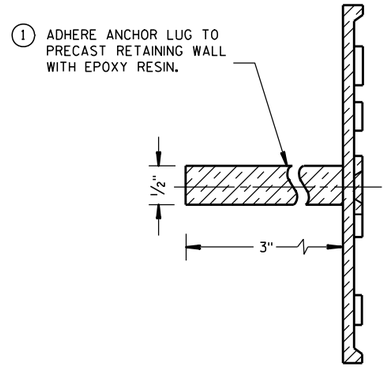
COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION MULTI-UNIT STRUCTURES



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

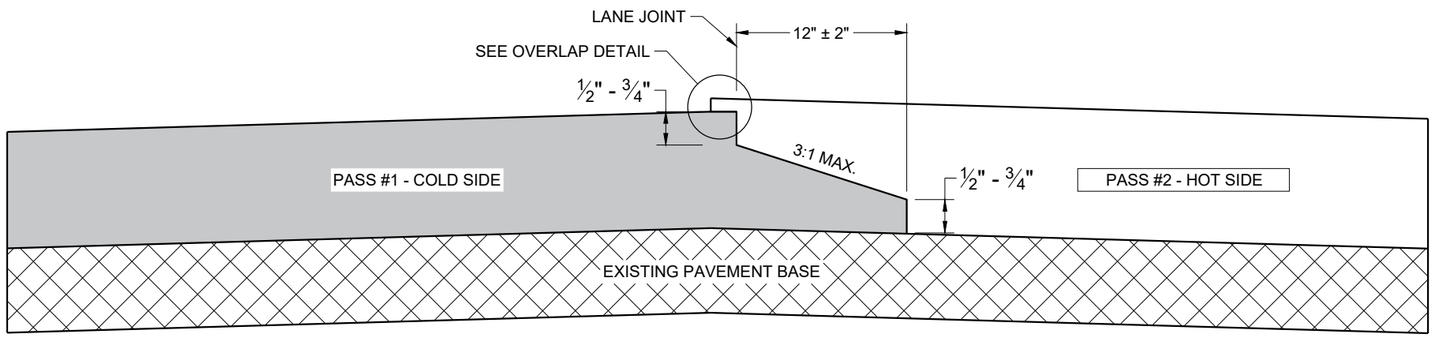
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOPMENT ENGINEER

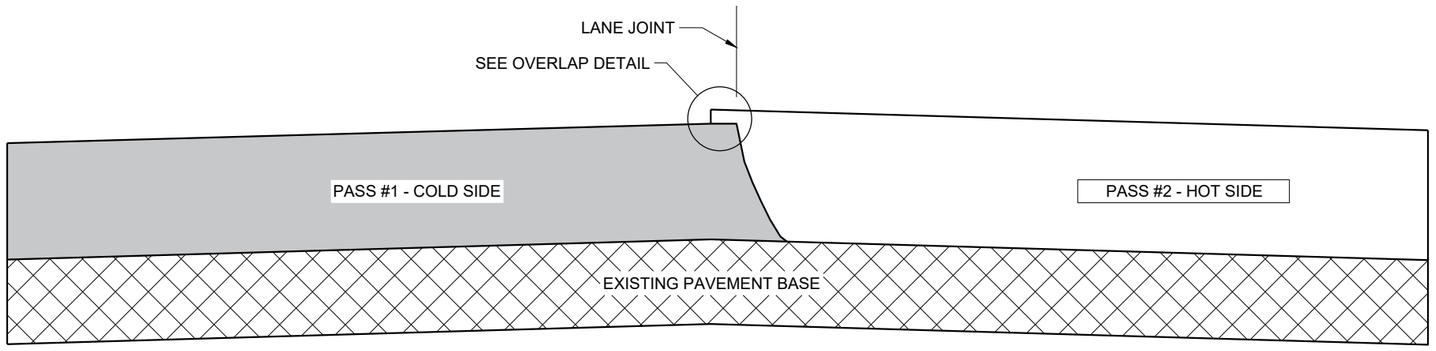
FHWA

6

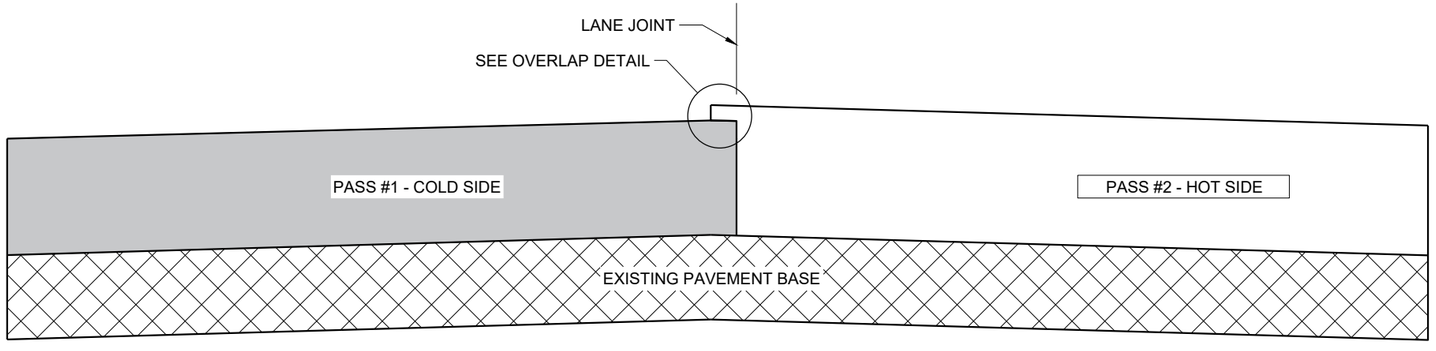
S.D.D. 12 A 3-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

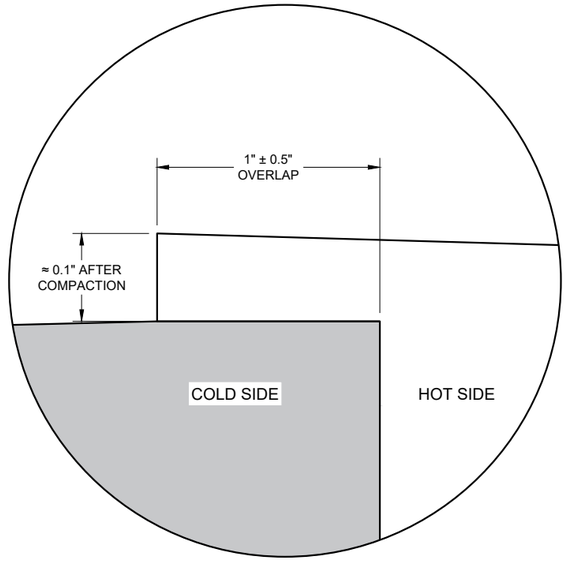
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

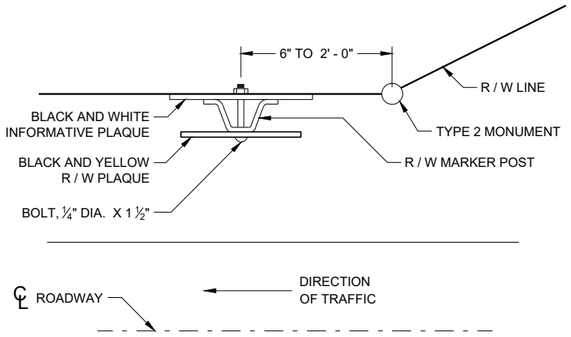
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

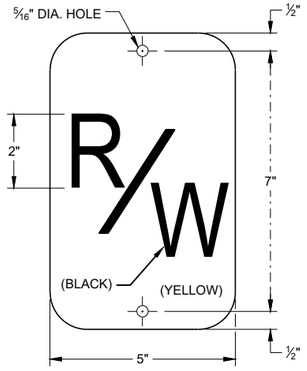
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

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

INFORMATIVE PLAQUE

GENERAL NOTES

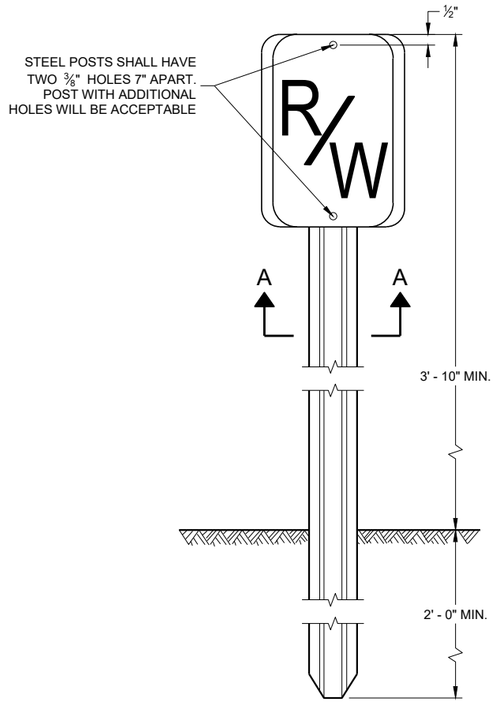
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

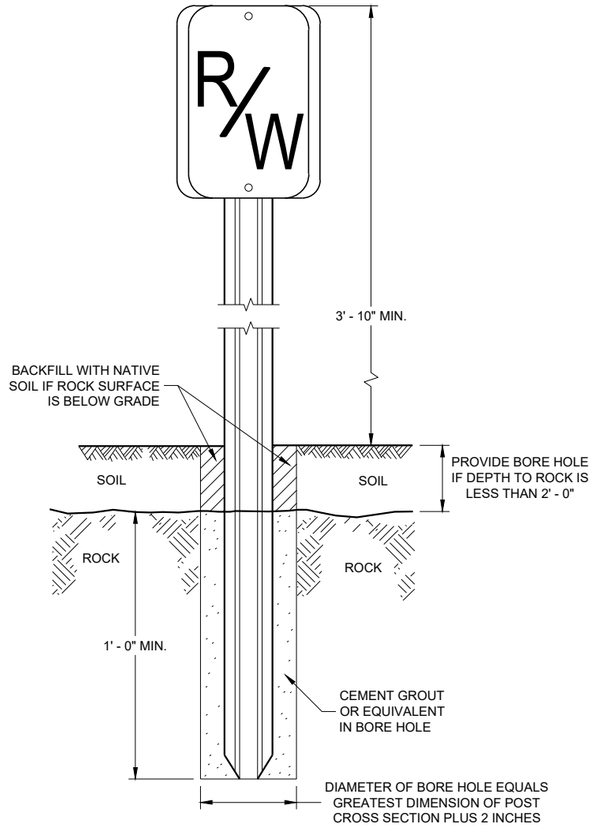
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

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

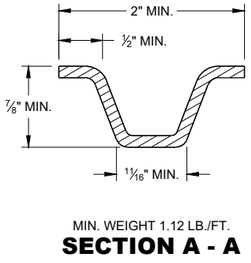
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL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



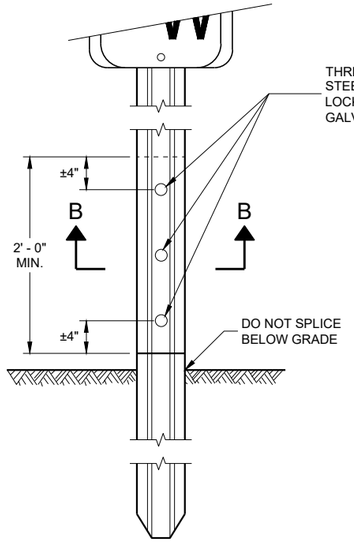
FRONT VIEW
STEEL MARKER POST



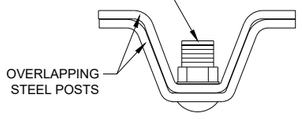
FRONT VIEW
ROCK INSTALLATION (1)



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



FRONT VIEW
SPLICE DETAIL



SECTION B - B

MARKER POST FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15A01 - 13a

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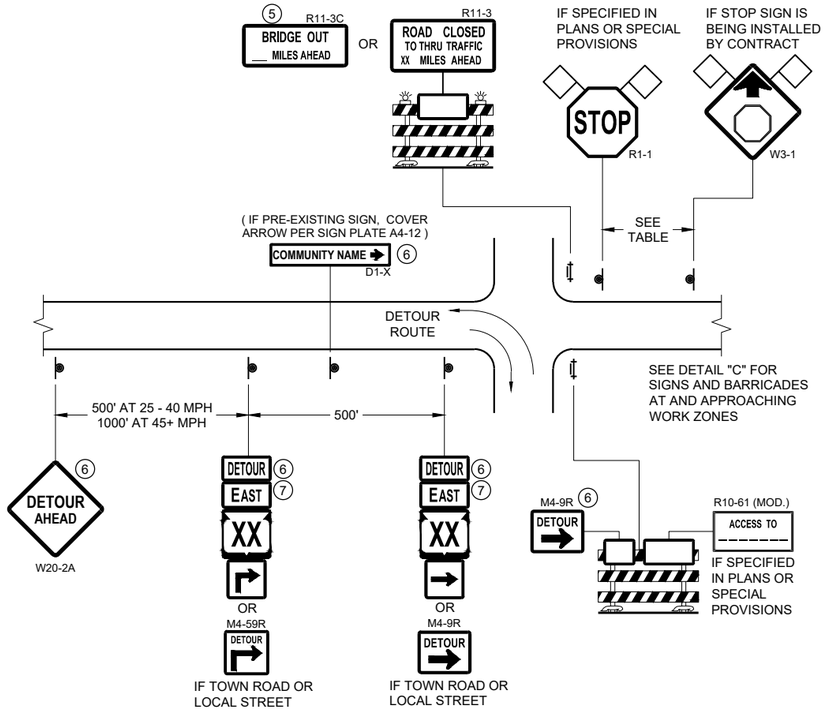
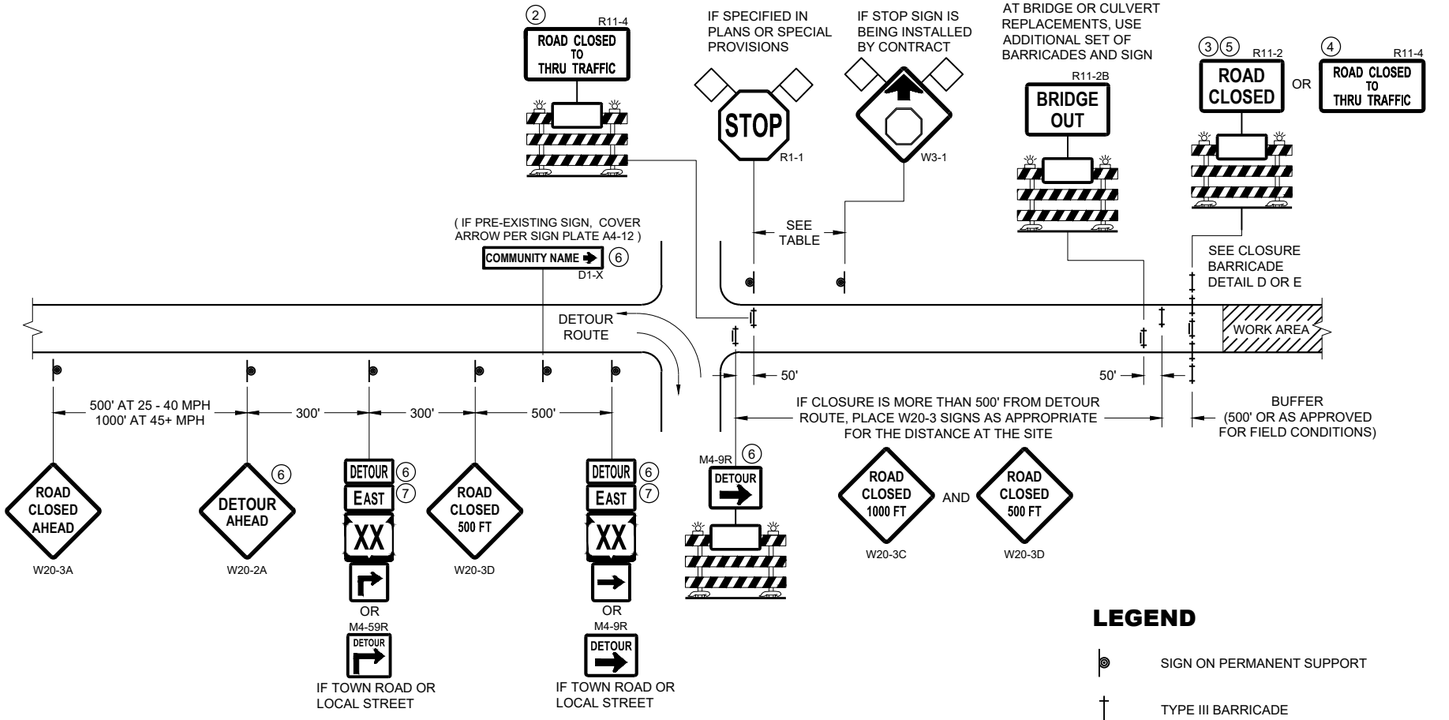
SDD15A01 - 13a



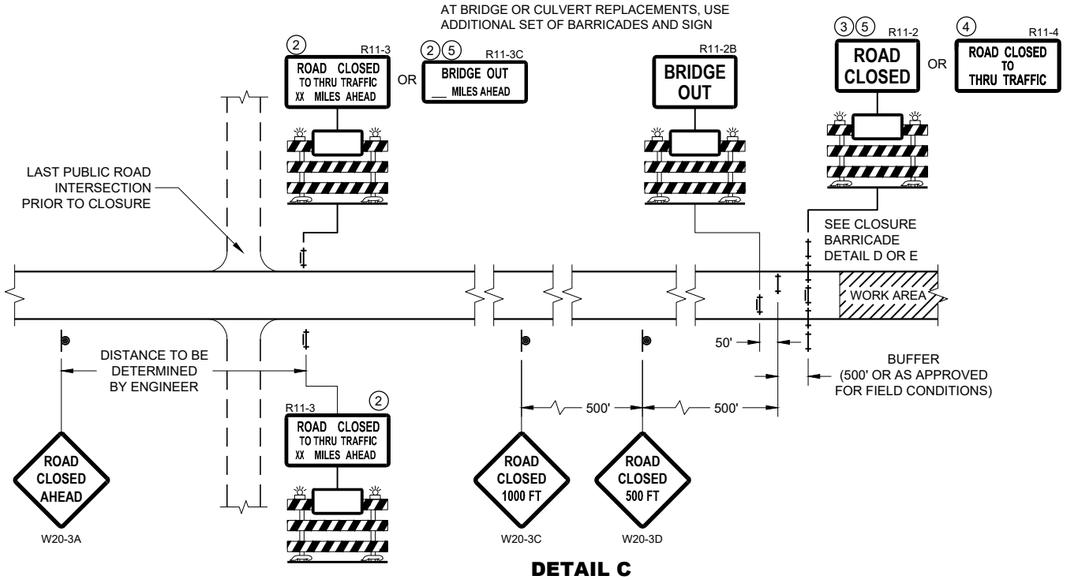
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

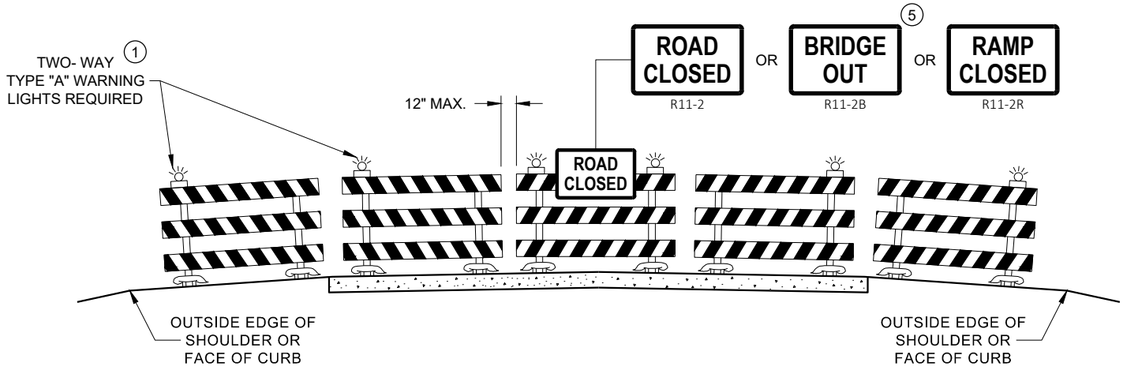
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

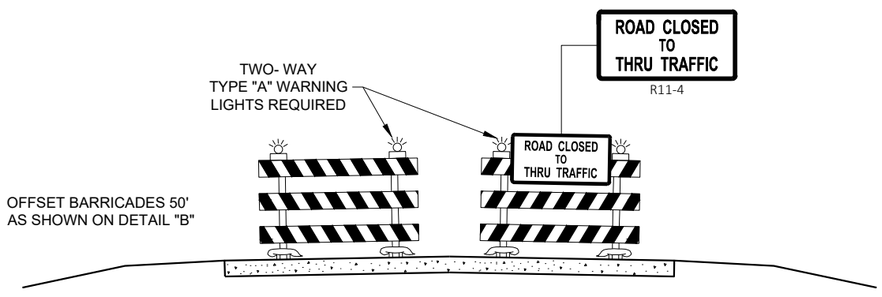
6

SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C02 - 09b

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SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- OR — M05 - 1
- OR — M06 - 1
- OR — M06 - 1

GENERAL NOTES

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

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. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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.

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

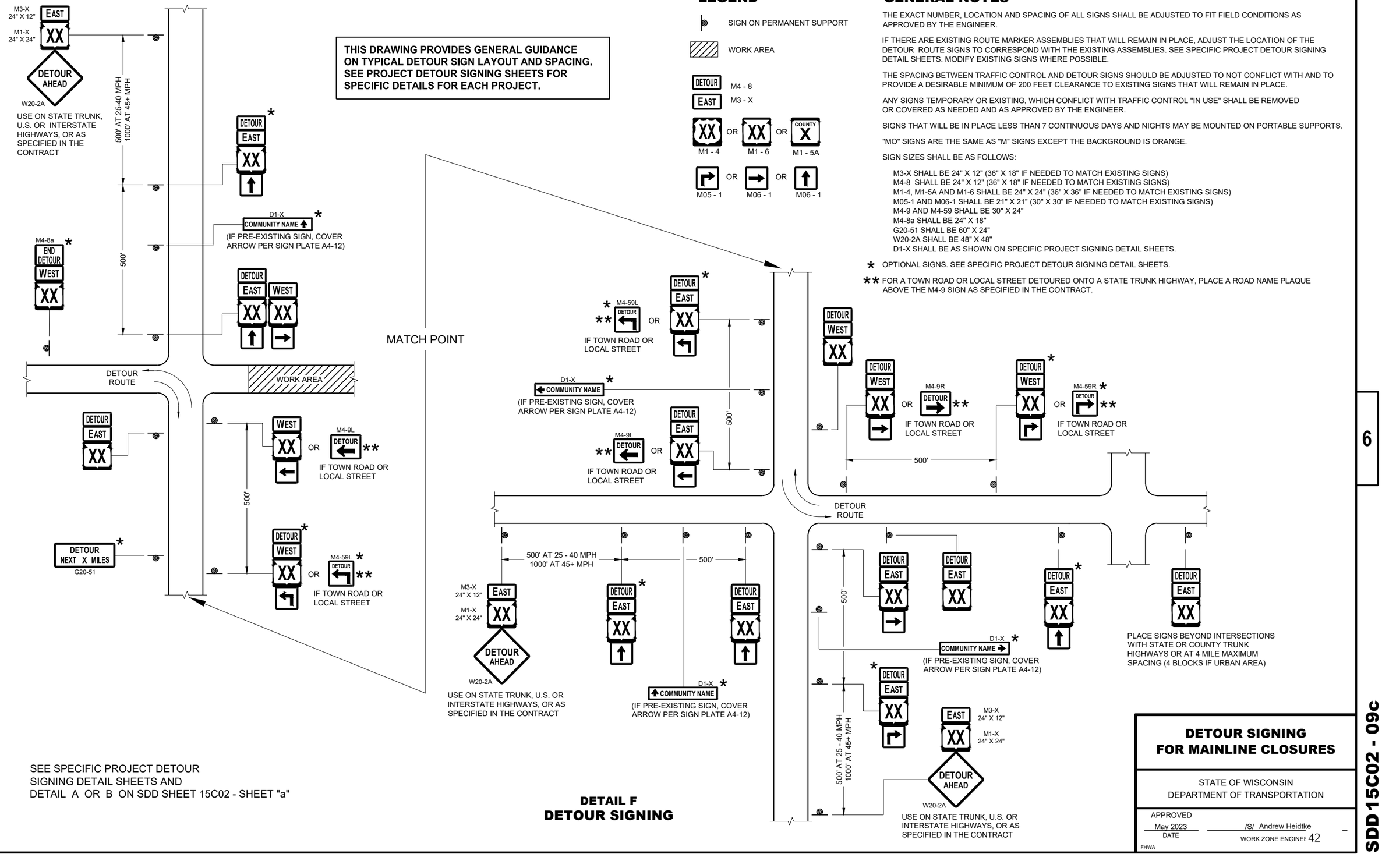
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- 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)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

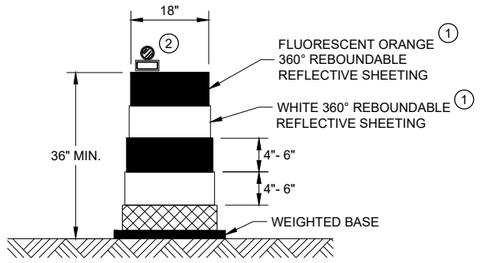
FHWA

6

SDD 15C02 - 09c

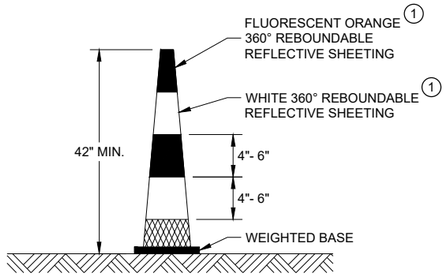
GENERAL NOTES

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



DRUM

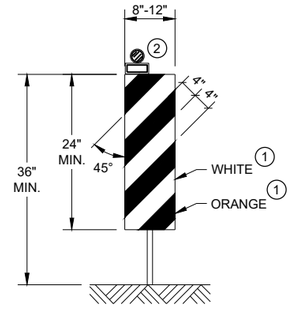
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

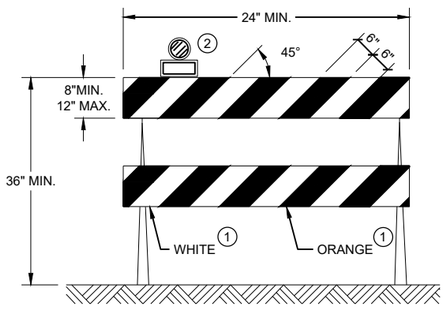
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



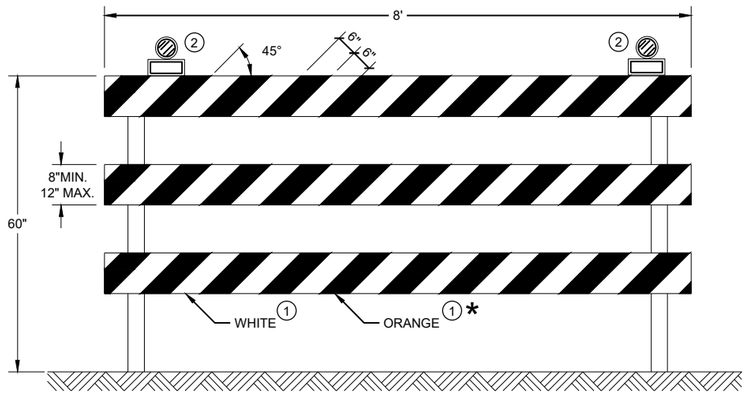
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

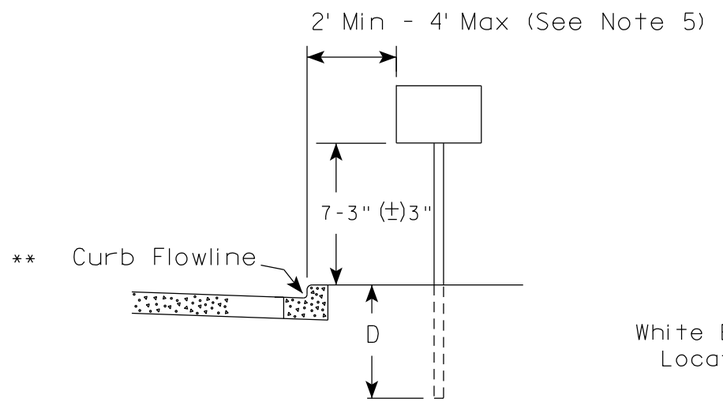
6

SDD 15C11 - 10b

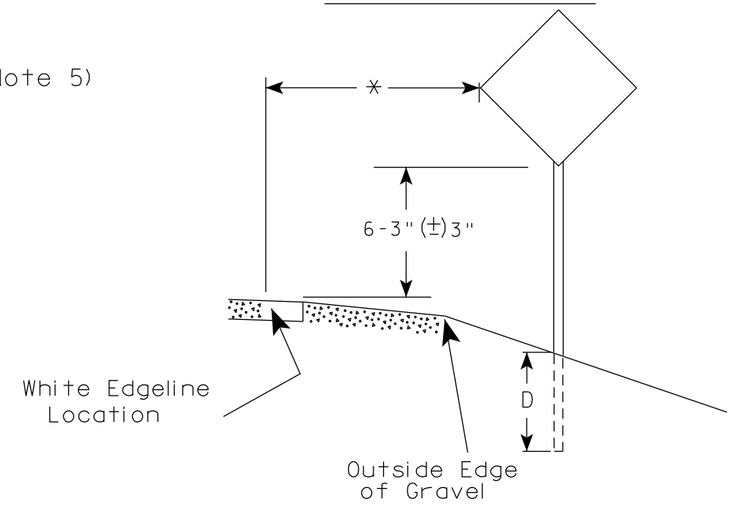
6

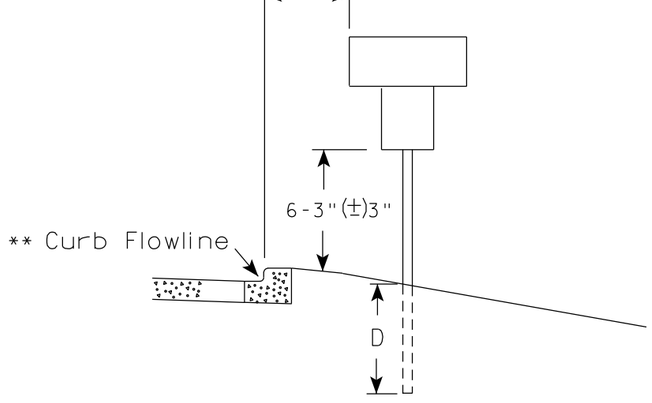
SDD 15C11 - 10b

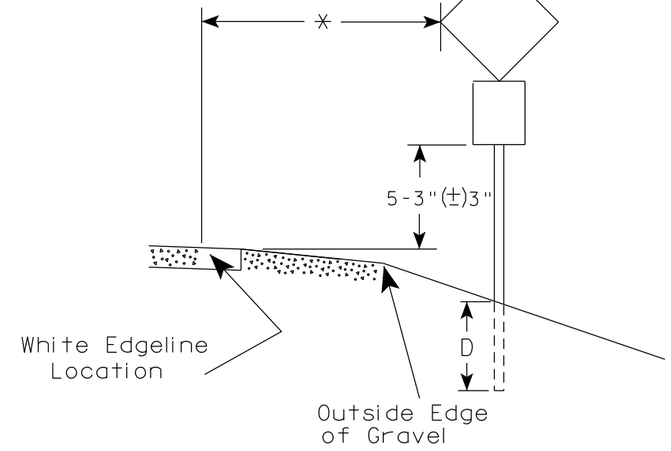
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

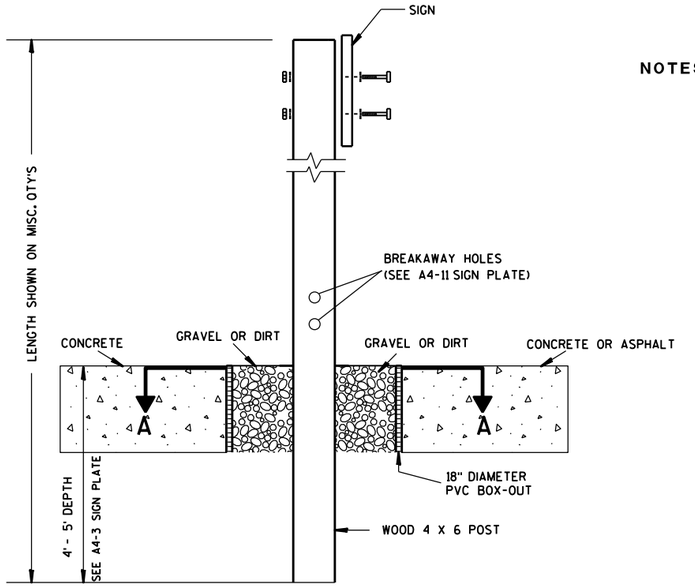
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

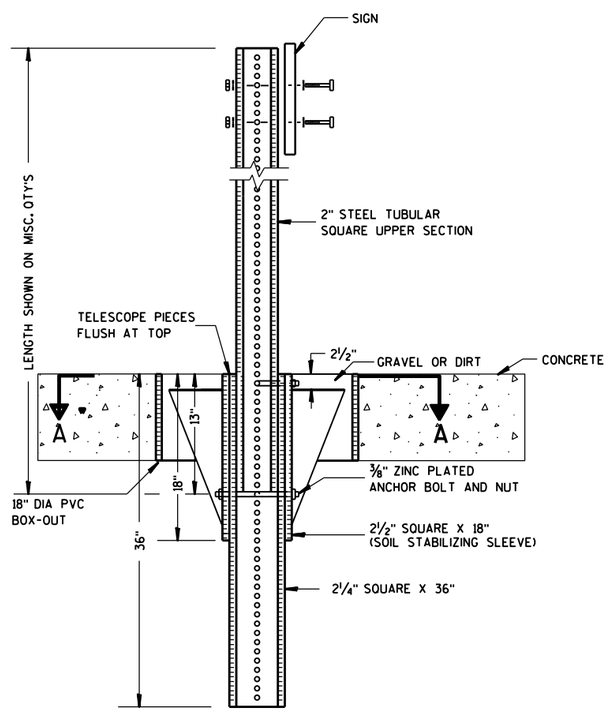
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 44	E



ELEVATION VIEW

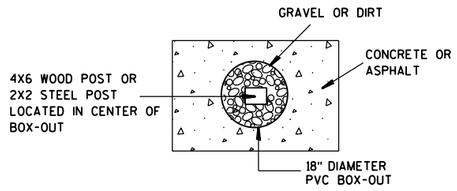
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

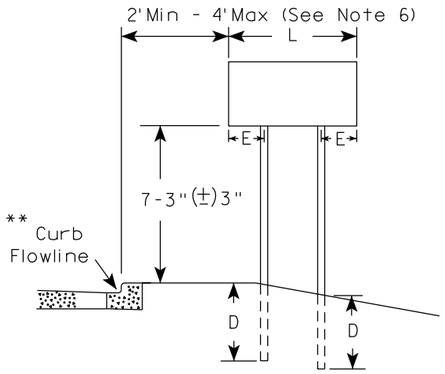
APPROVED Matthew R Rauch
for State Traffic Engineer

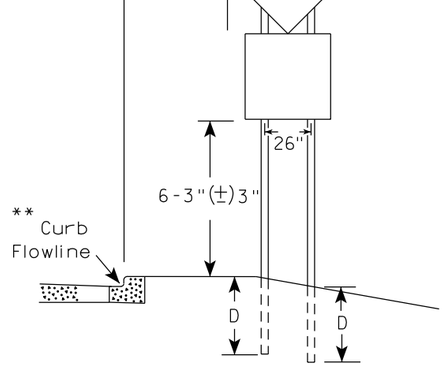
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

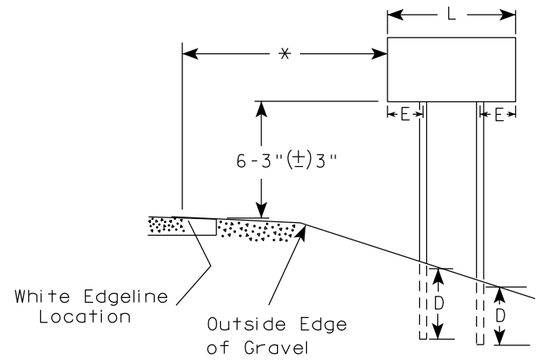
URBAN AREA

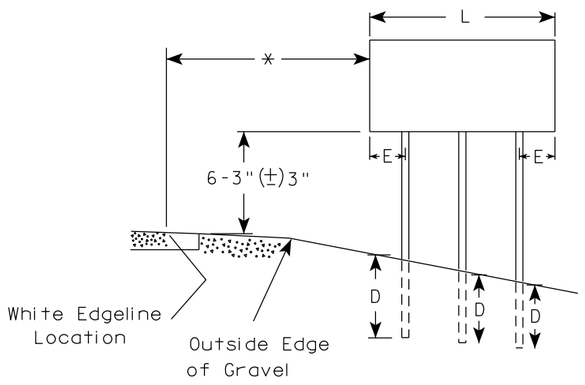


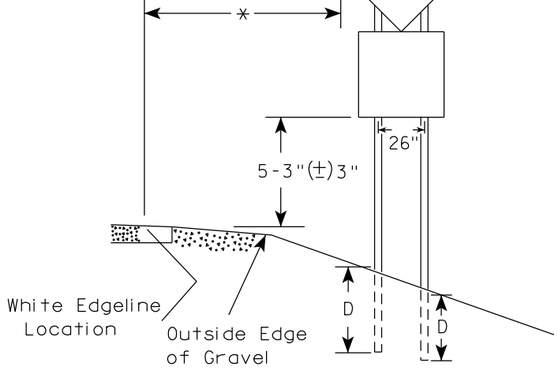


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

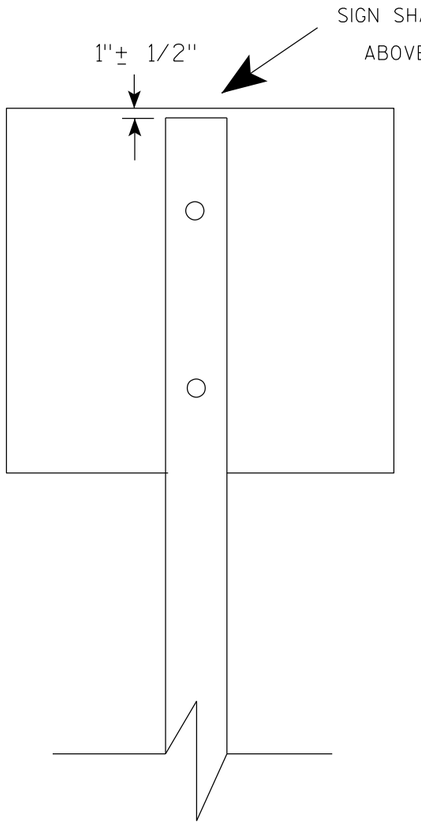
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

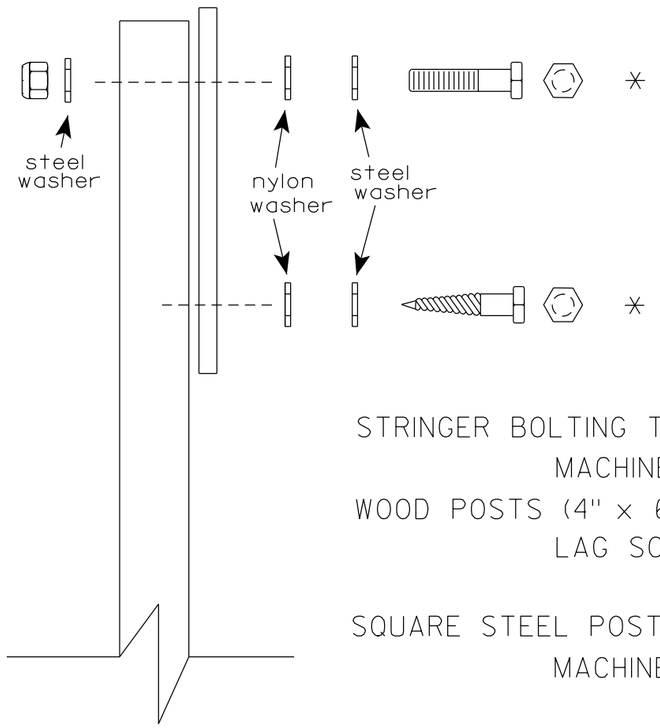
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 46	E





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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

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

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

ATTACHMENT OF SIGNS TO POSTS

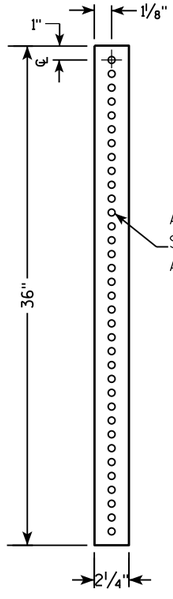
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

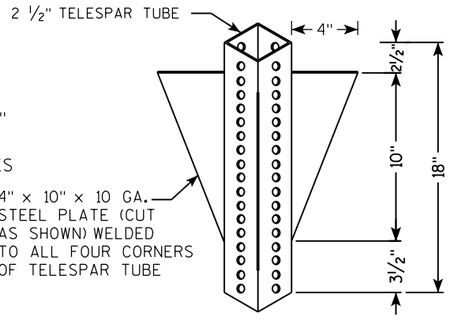
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

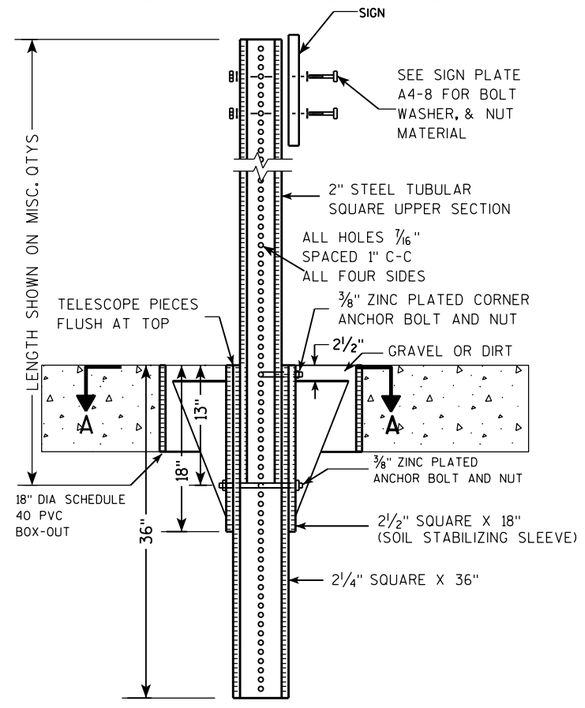
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



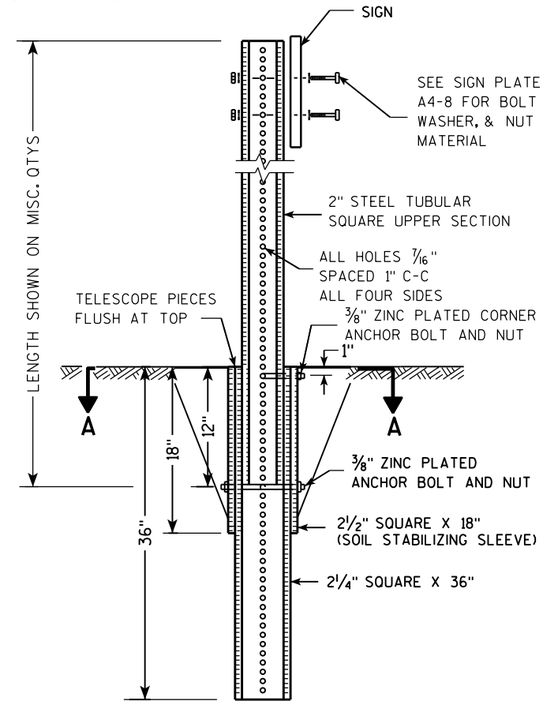
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

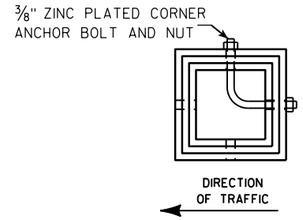


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

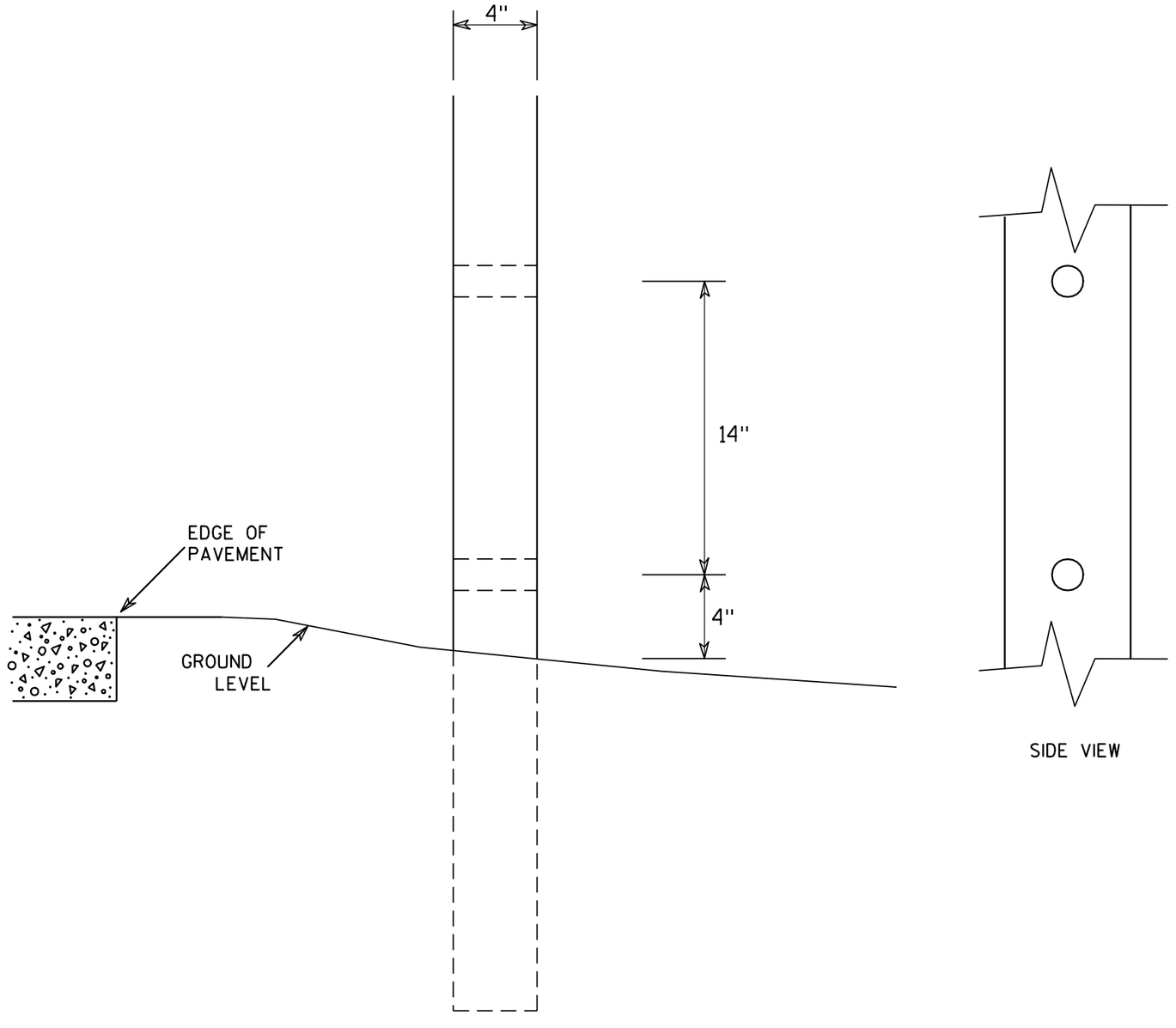
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 48 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

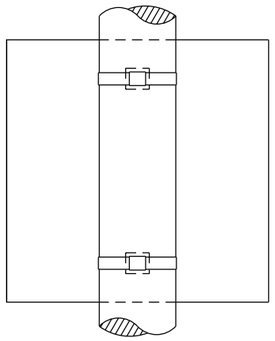
APPROVED Chester J Spang for State Traffic Engineer

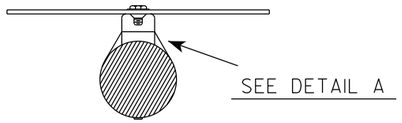
DATE 3/27/97 PLATE NO. A4-11.2

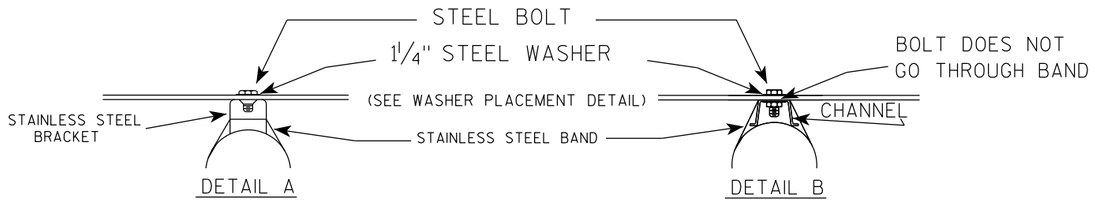
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 49	E

BANDING

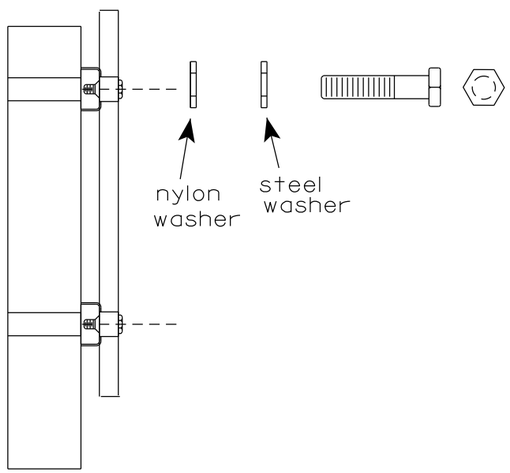
SINGLE SIGN







WASHER PLACEMENT

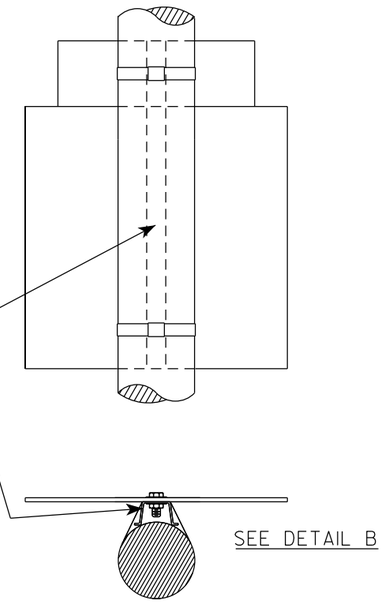


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

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

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

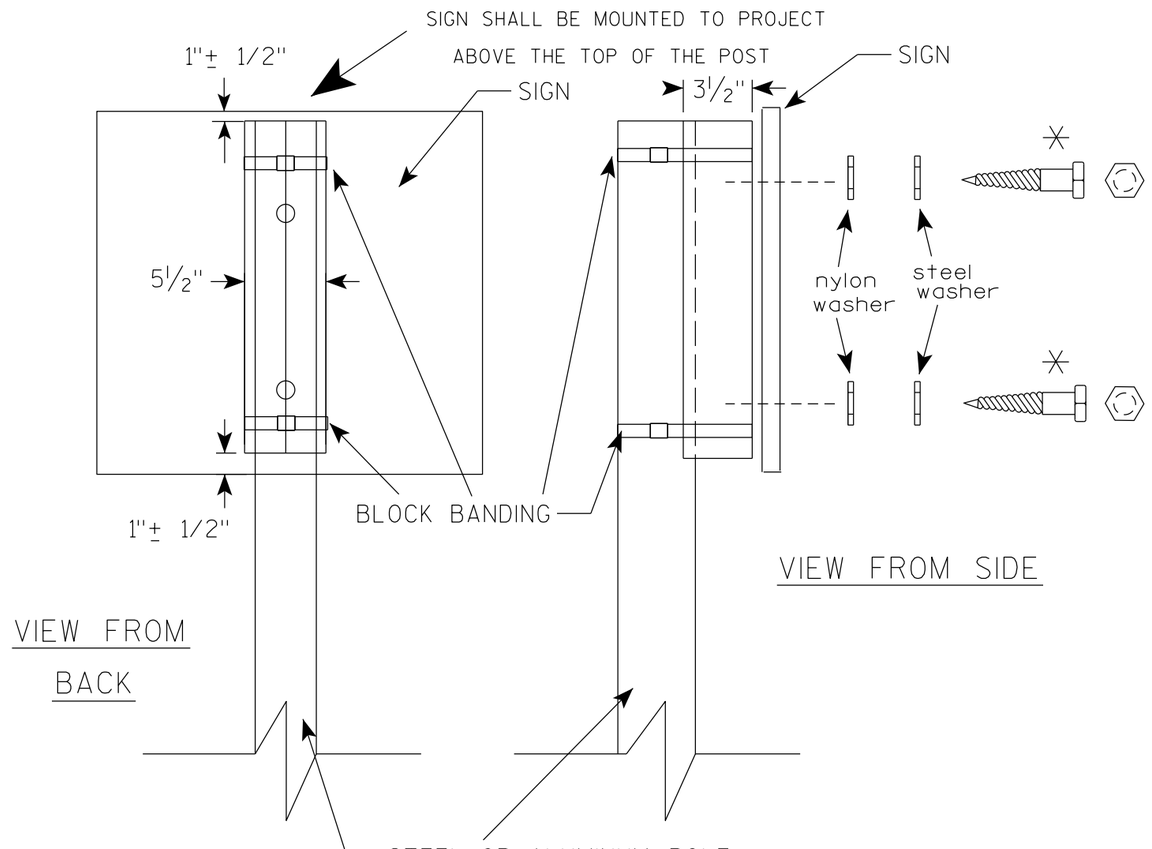
DATE 6/10/19 PLATE NO. A5-9.4

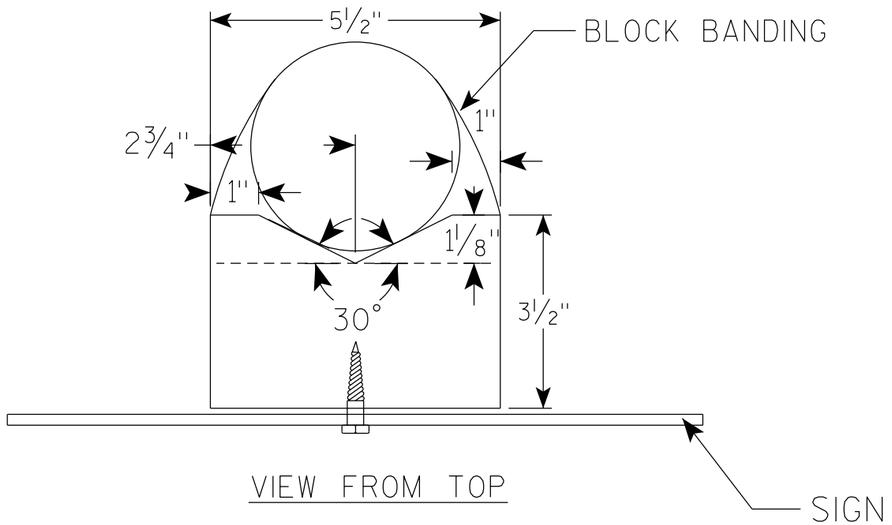
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 50	E

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

7

7





GENERAL NOTES

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

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

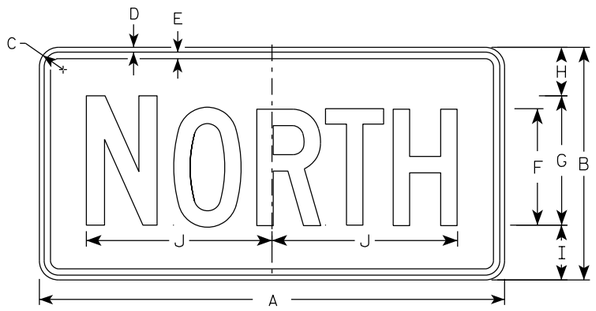
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

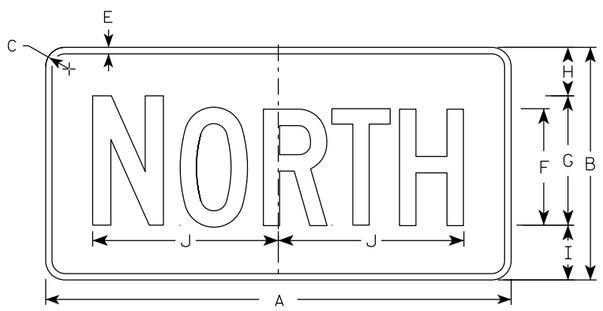
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

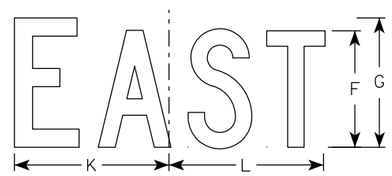
SHEET NO: 51 E



M3-1
MM3-1
MP3-1

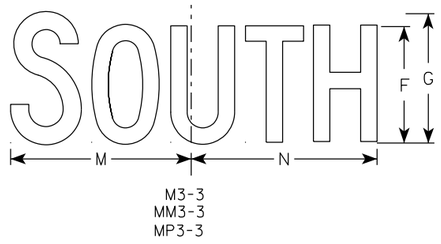


MB3-1
MK3-1
MN3-1

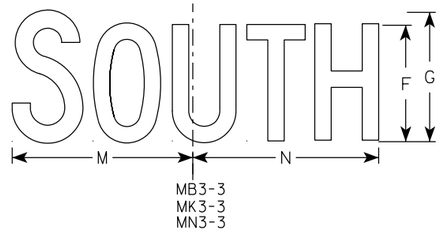


M3-2
MM3-2
MP3-2

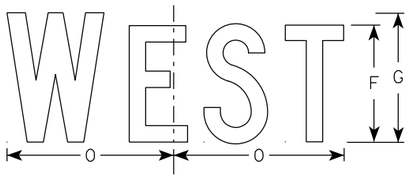
MB3-2
MK3-2
MN3-2



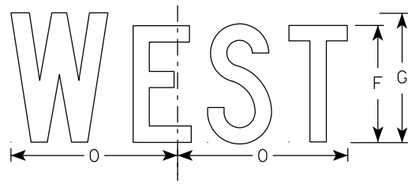
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
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.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

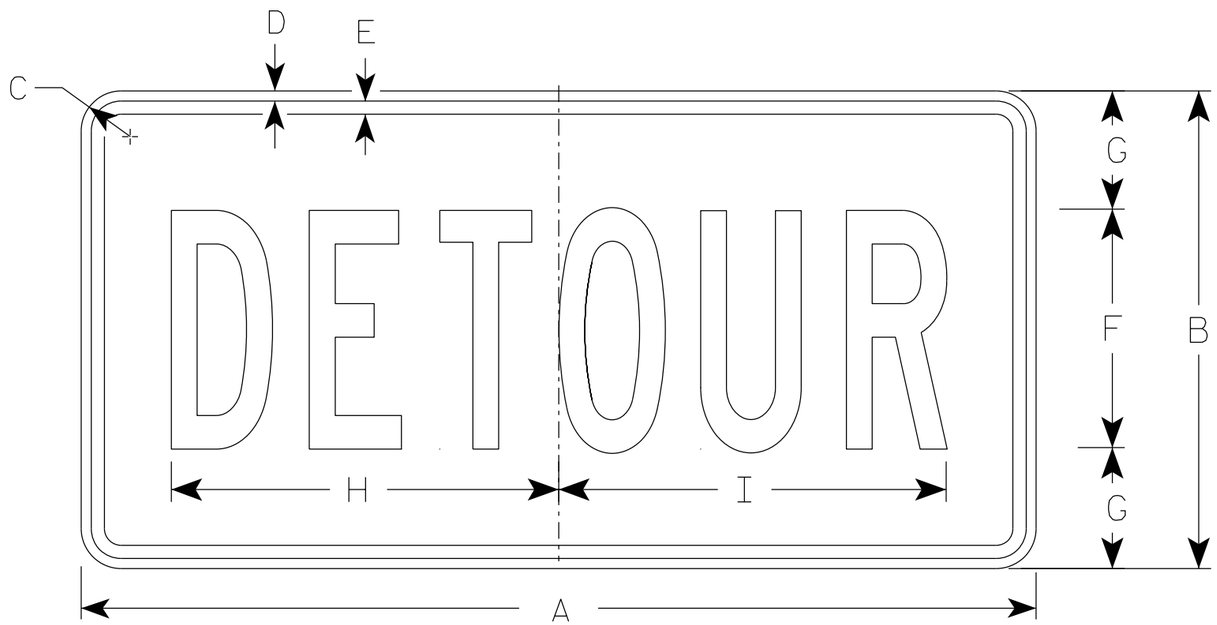
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 52 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
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.



M4-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

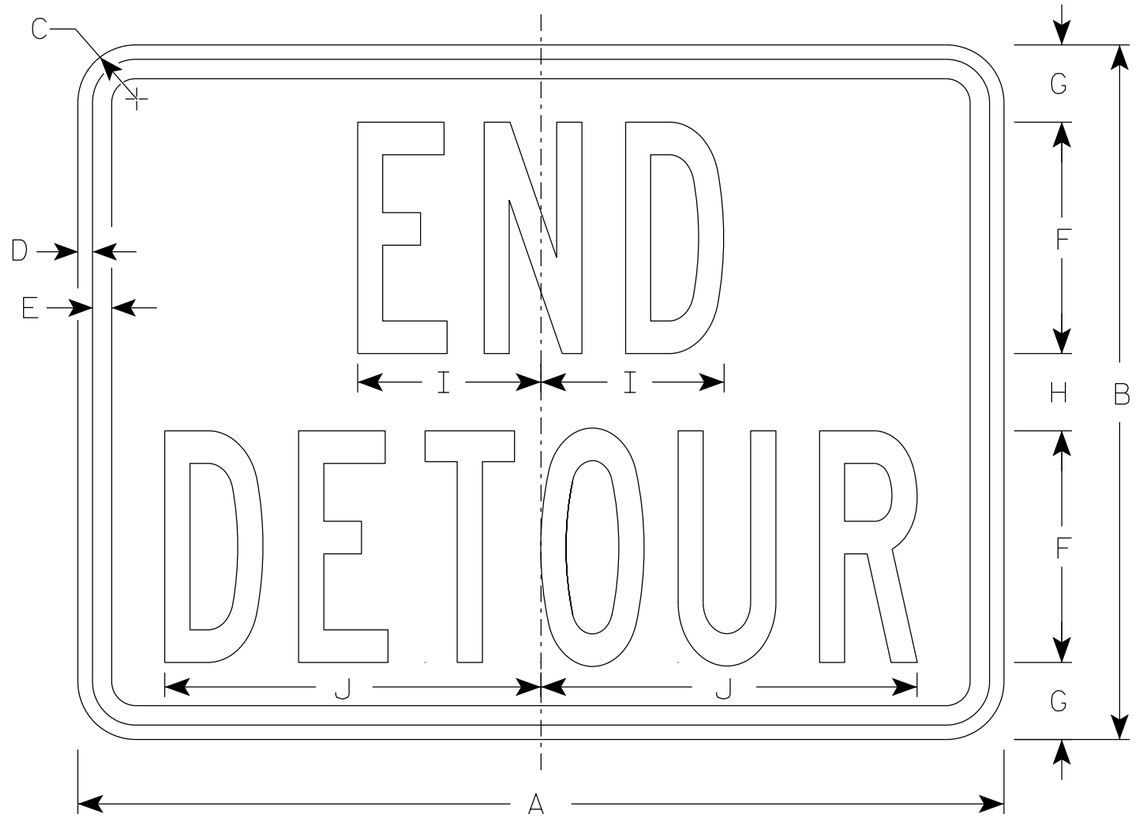
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 53	E



M4-8A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
5	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0

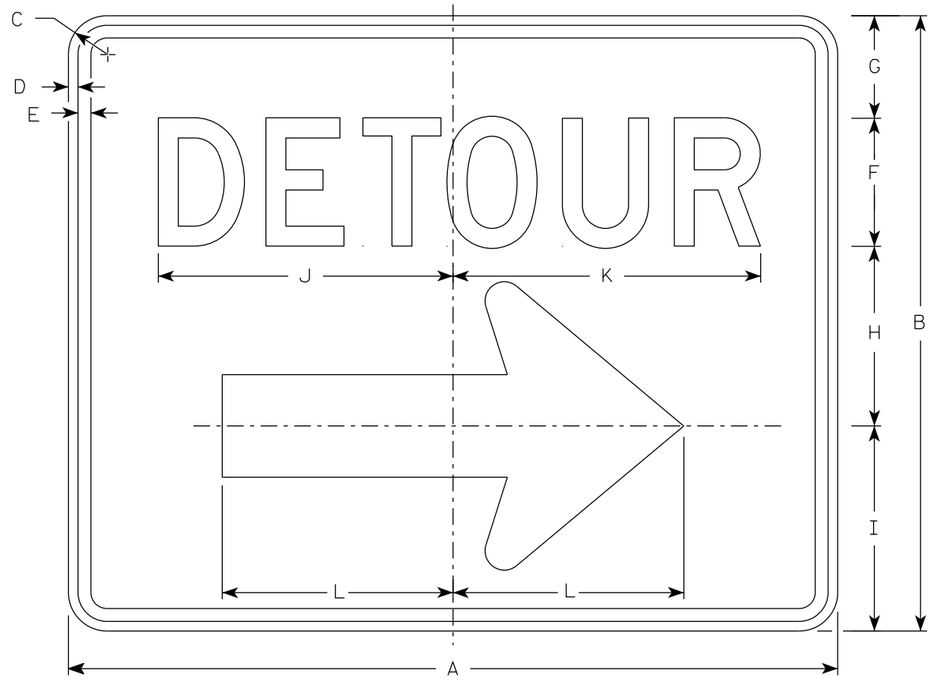
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

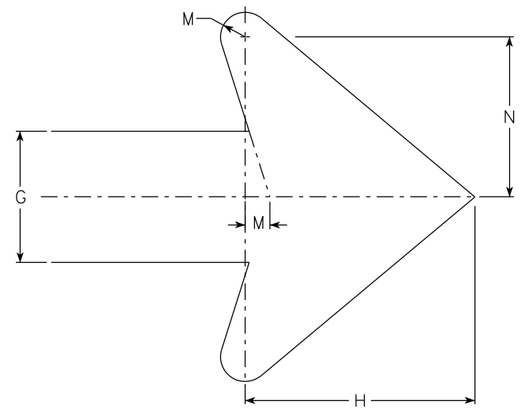
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 54 | E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   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.
4. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

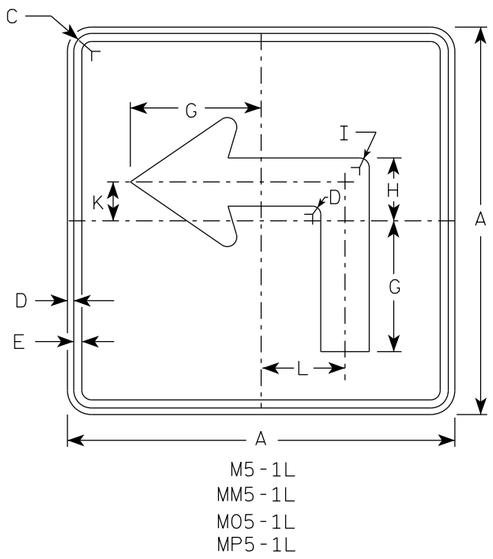
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

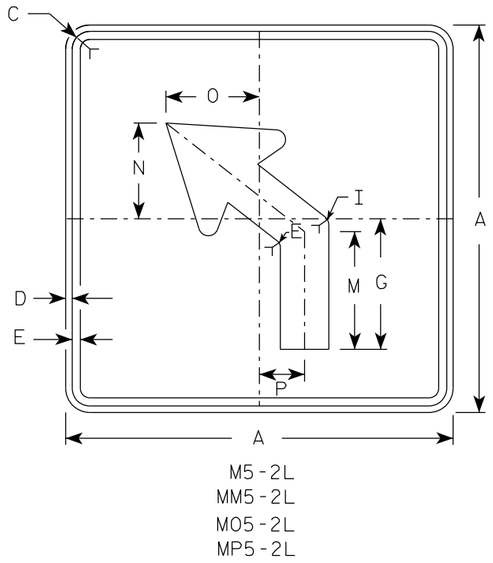
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

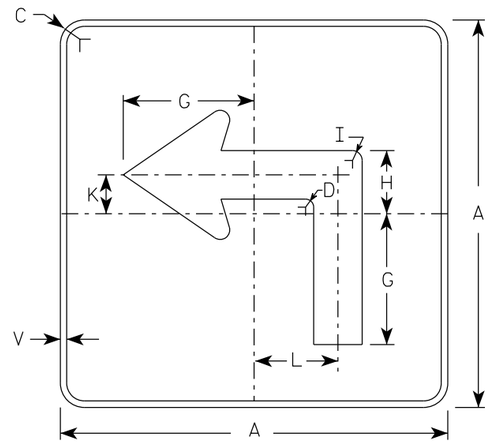
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



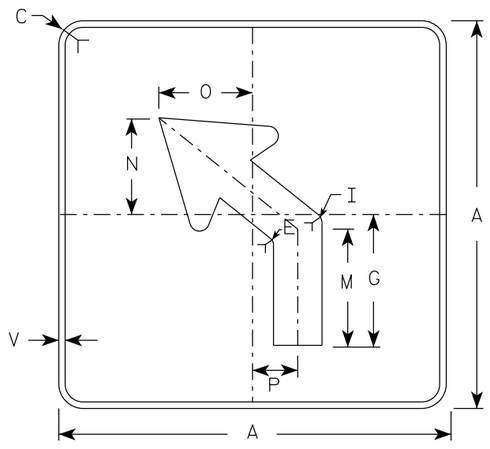
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

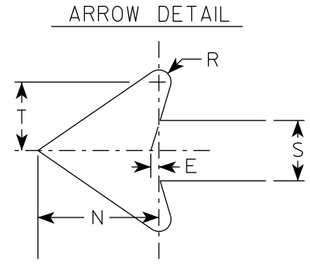


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
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. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

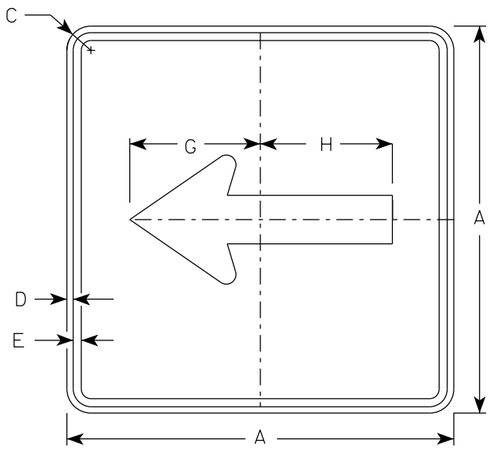
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

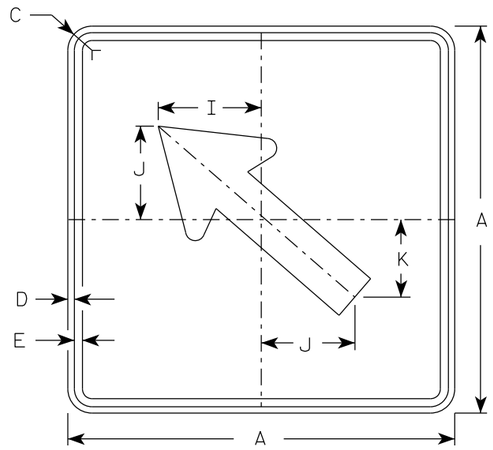
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

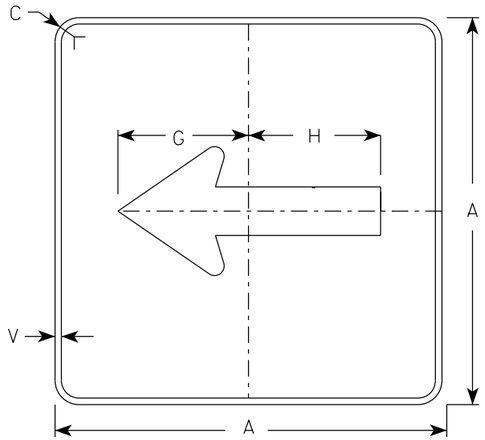
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 56 | E



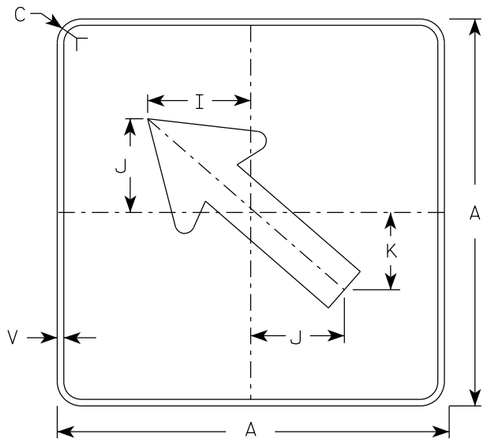
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

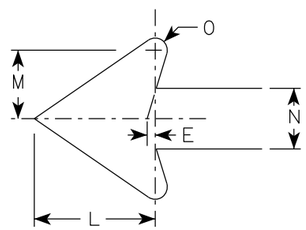


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
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. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

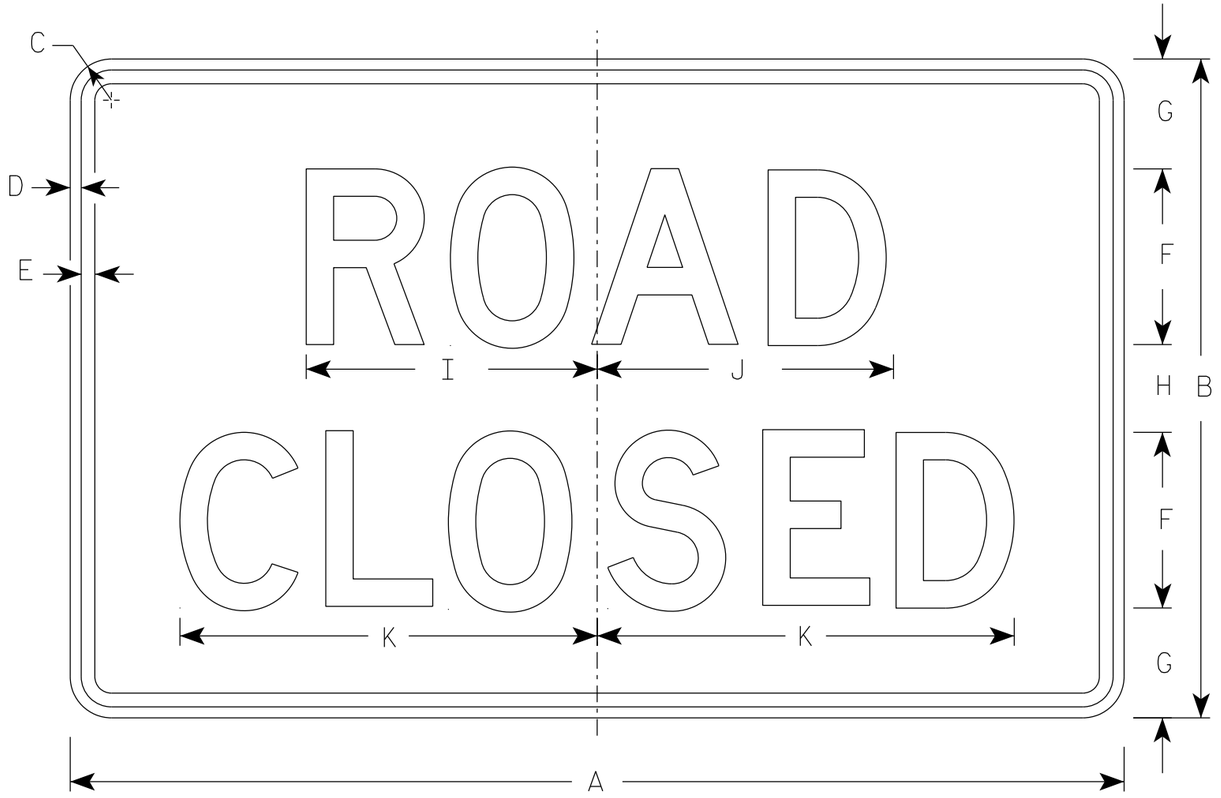
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

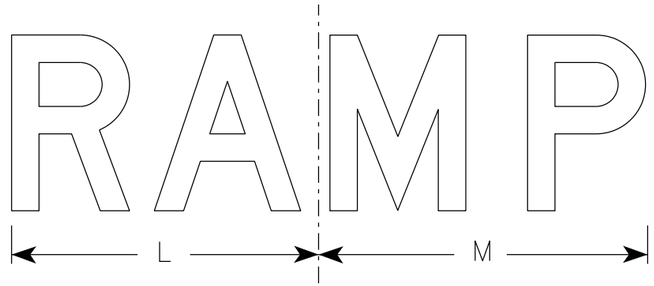
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 57 | E



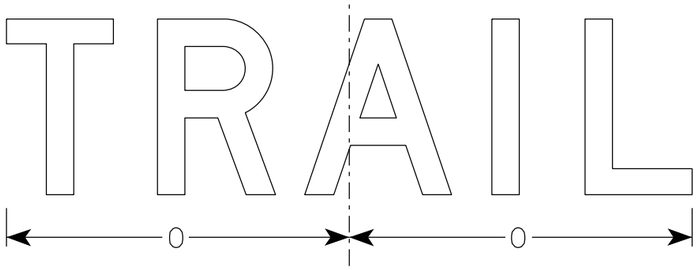
R11-2

NOTES

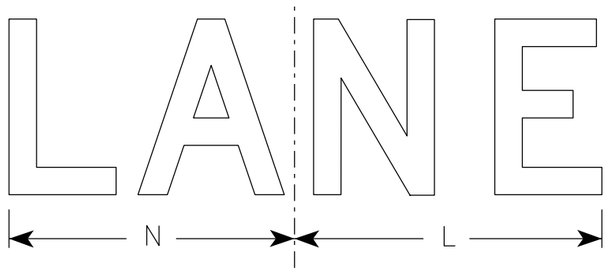
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

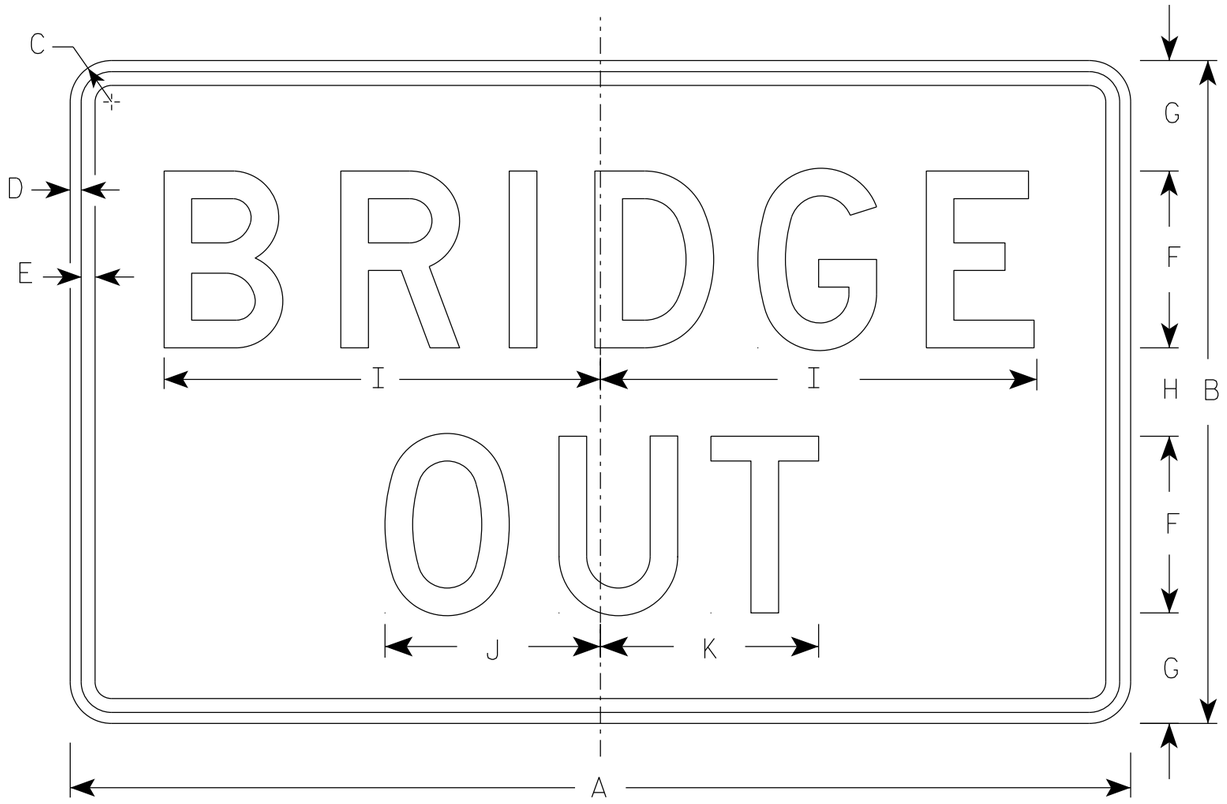
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



R11-2B

NOTES

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

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

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

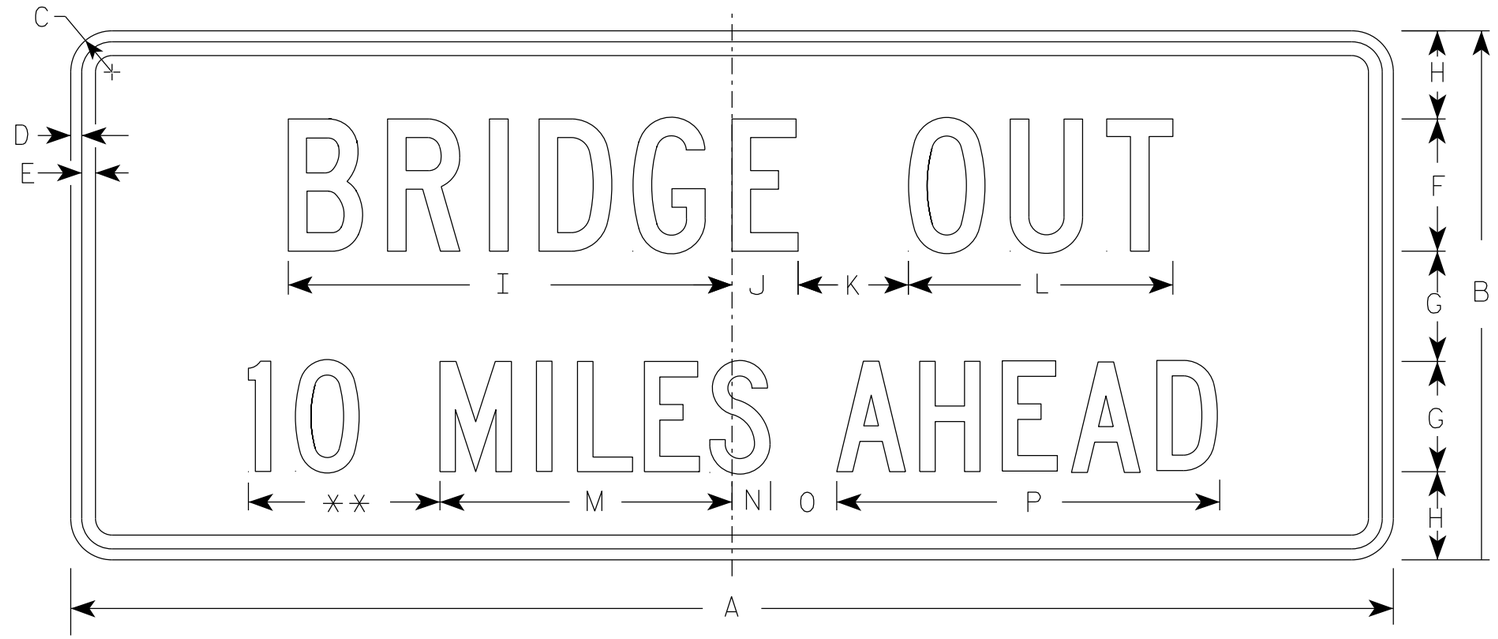
DATE 2/5/24 PLATE NO. R11-2B.3

PROJECT NO:

SHEET NO: 59 E

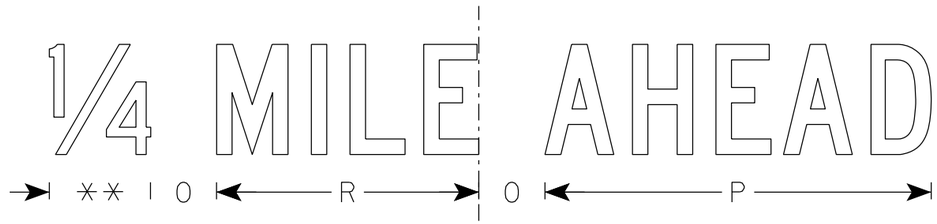
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   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.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 1/2	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

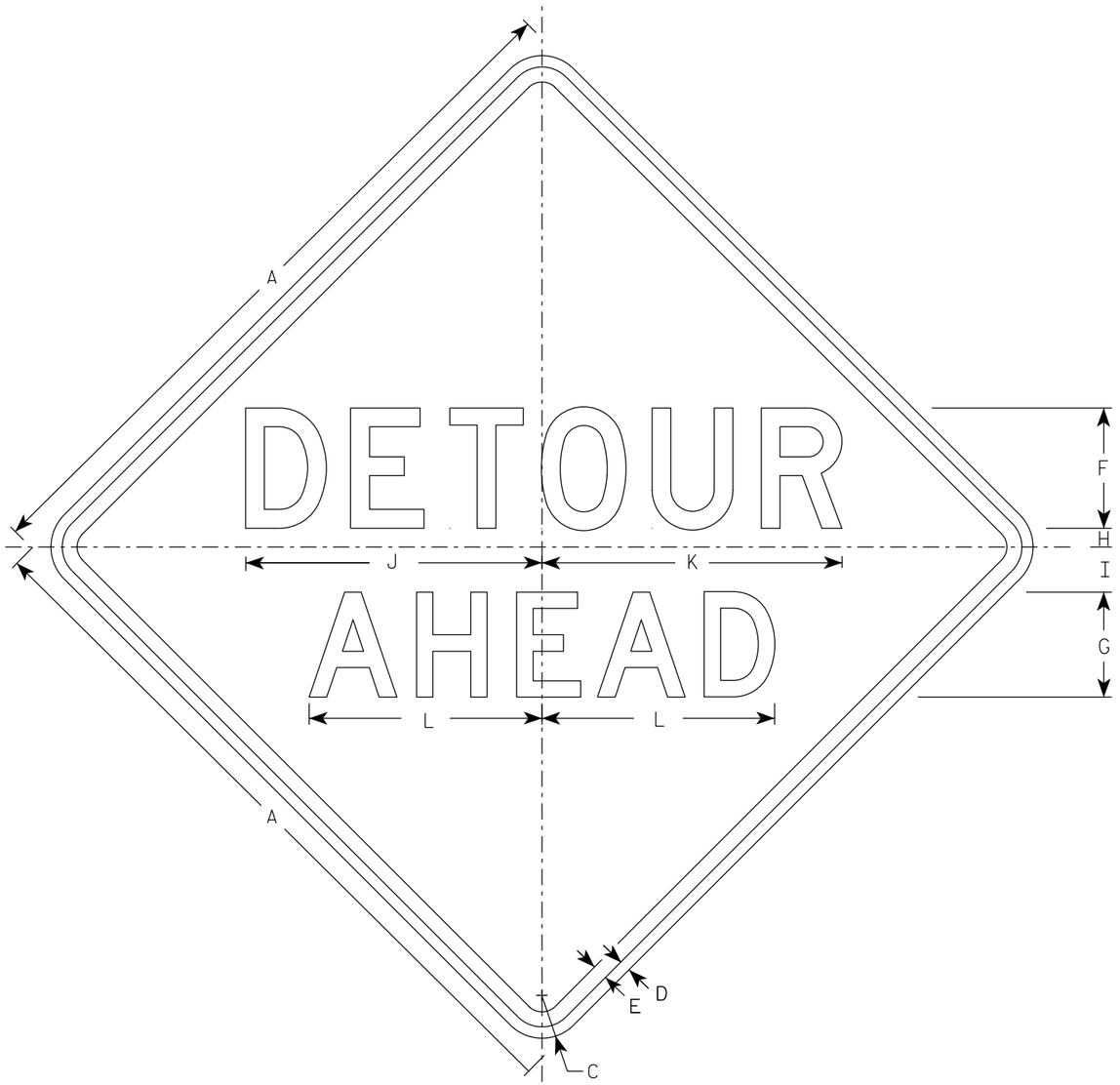
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

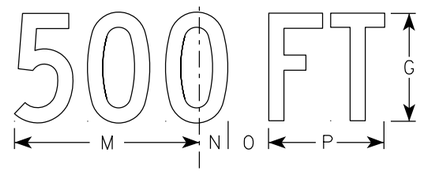
DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

SHEET NO: 60 E



W20-2A



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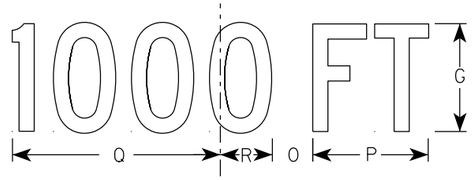
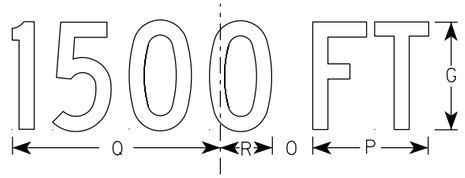
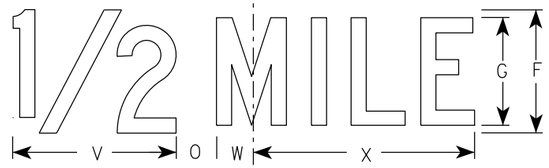


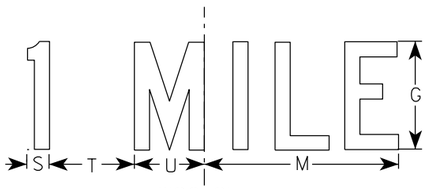
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

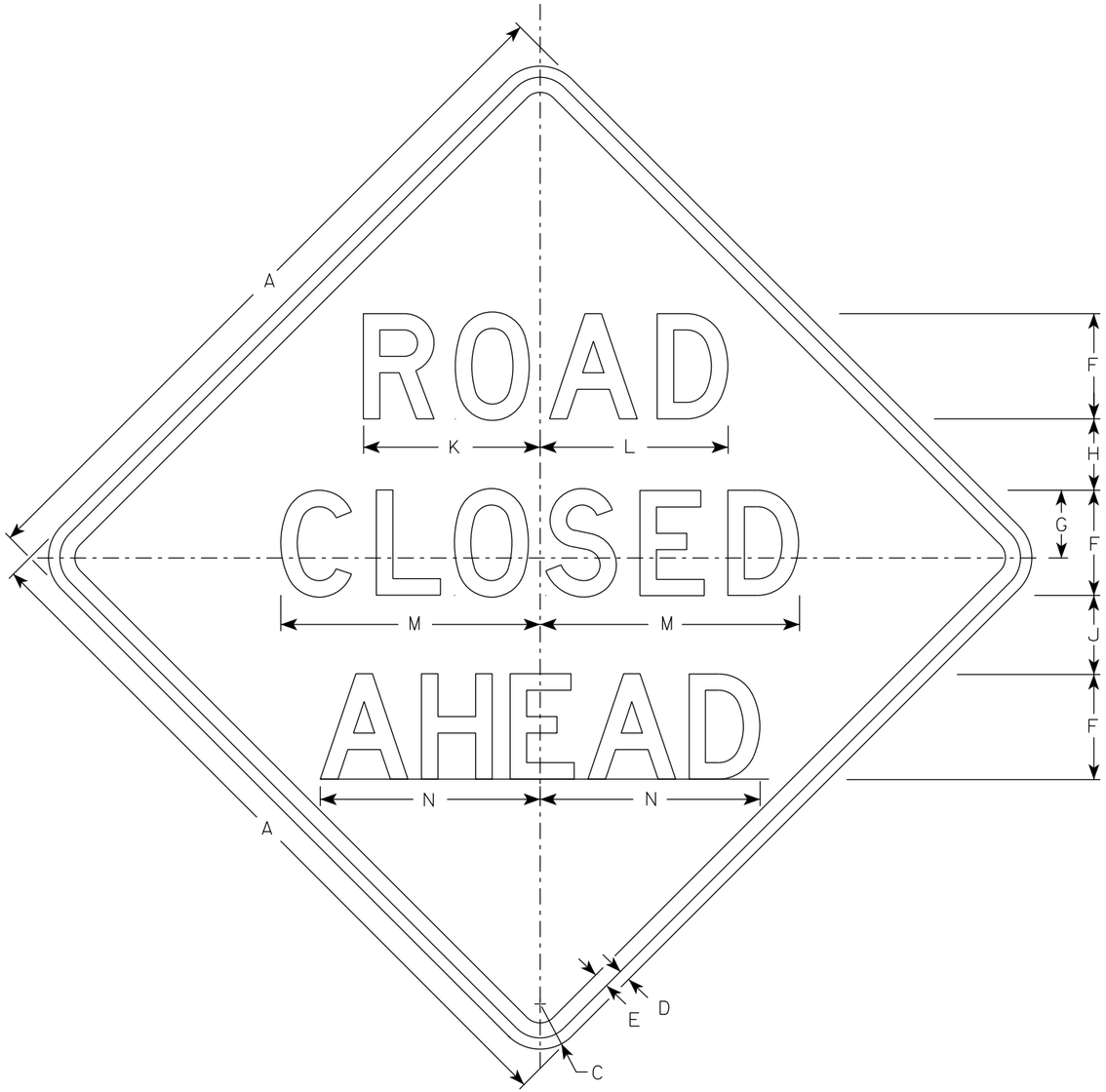
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

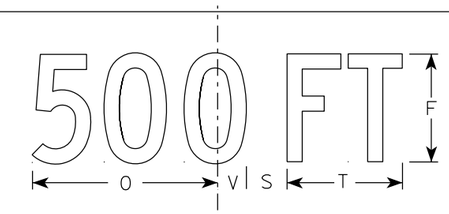
DATE 1/10/2024 PLATE NO. W20-2.7

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

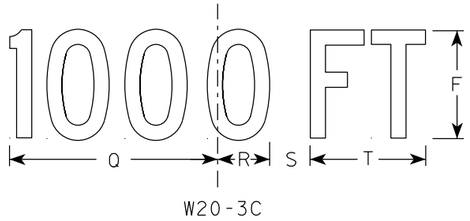
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



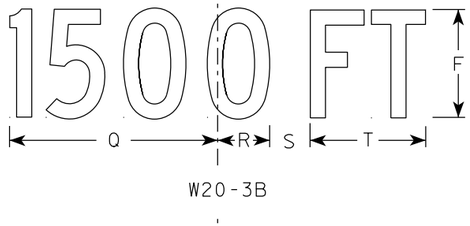
W20-3A



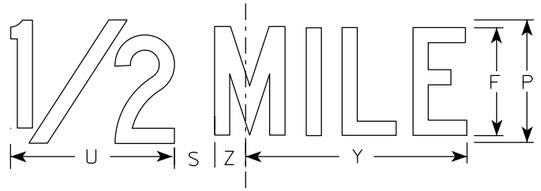
W20-3D



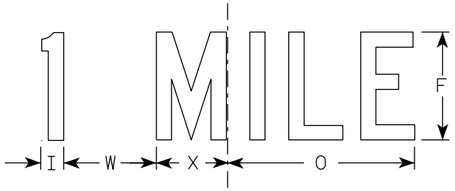
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
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. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

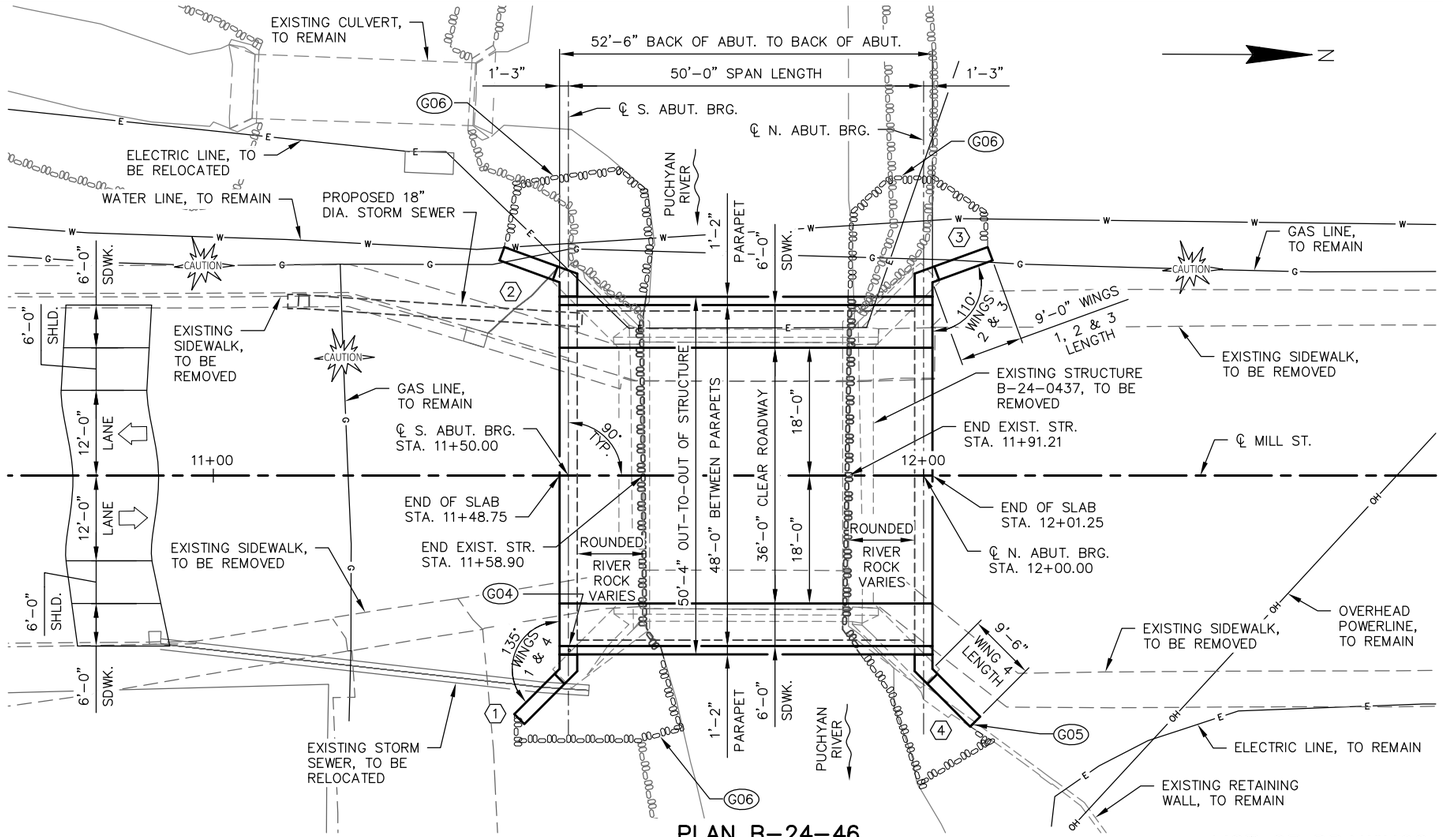
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

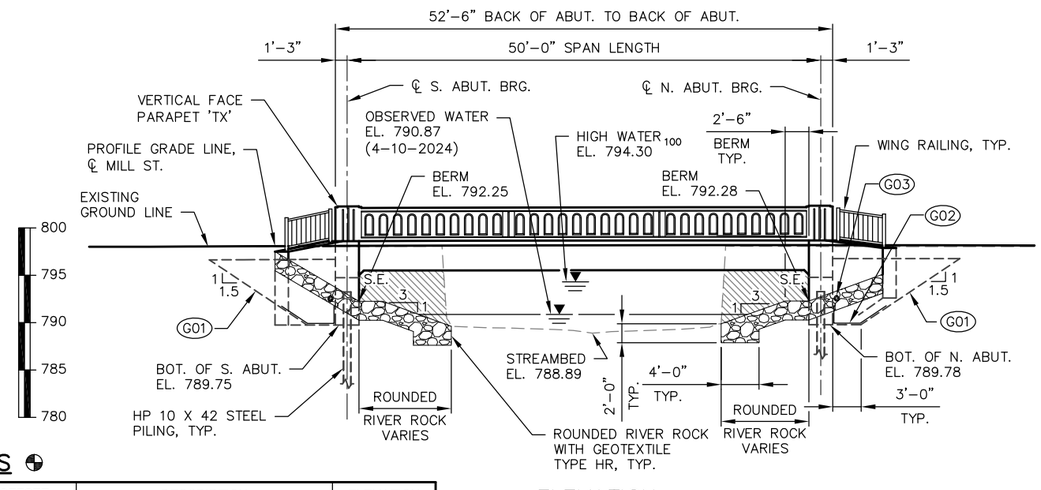
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PLAN B-24-46

(SINGLE SPAN CONCRETE FLAT SLAB BRIDGE)



ELEVATION

(THRU PUCHYAN RIVER, LOOKING WEST)

BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEVATION
BM #1	11+23.89, 109.92' LT.	CHISELED X IN CONCRETE	798.64
BM #2	12+17.84, 52.11' RT.	RAILROAD SPIKE SET	796.00
BM #3	13+86.04, 28.58' LT.	RAILROAD SPIKE IN POWER POLE	797.99

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2011)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2012)
COORDINATE REFERENCE SYSTEM: WISCRS GREEN LAKE CO.

TRAFFIC DATA:

MILL ST.
A.A.D.T. (2026) ——— 1,620
A.A.D.T. (2046) ——— 1,703
DESIGN SPEED ——— 30 M.P.H.

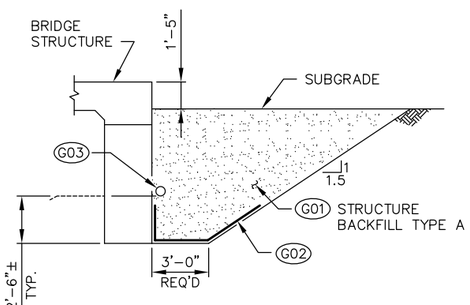
BRIDGE OFFICE CONTACT
AARON BONK, P.E.
(608) 261-0261

CONSULTANT CONTACT
ANDY KNUTSON, P.E., S.E.
(608) 588-7866

NOTES

- EXCAVATION AS INDICATED IN THE HATCH AREAS, TO BE INCLUDED IN THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-24-46".
- (G01) BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCLUDED WITH BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-24-46". LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.
- (G02) "GEOTEXTILE TYPE DF SCHEDULE A" LIMITS. EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT FOR THE ENTIRE ABUTMENT BODY LENGTH.
- (G03) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUT. REINFORCEMENT" SHEET.
- (G04) NAME PLATE REQUIRED AND BENCH MARK CAP (WHEN SUPPLIED) NEAR WING 1. FOR LOCATION SEE "VERTICAL FACE PARAPET 'TX'" SHEET.
- (G05) REMOVE PORTION OF EXISTING RETAINING WALL (COST TO BE INCLUDED IN BID ITEM "REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS B-24-437"). PLACE 1" FILLER BETWEEN EXISTING RETAINING WALL AND END OF WING 4.
- (G06) MATCH NEW ROUNDED RIVER ROCK INTO EXISTING ROUNDED RIVER ROCK. SEE "ROUNDED RIVER ROCK LAYOUT" SHEET.
- ⬡ INDICATES WING NUMBER

LIST OF DRAWINGS



ABUTMENT BACKFILL DETAIL

(TYPICAL AT BOTH ABUTMENTS)

STATE PROJECT NUMBER

6626-01-70

DESIGN DATA

LIVE LOAD:

DESIGN LOADING ——— HL-93
INVENTORY RATING FACTOR ——— RF=1.28
OPERATING RATING FACTOR ——— RF=1.66
WISCONSIN STANDARD PERMIT VEHICLE RATING (WIS.-SPV): ——— 250 KIPS

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

MATERIAL PROPERTIES:

CONCRETE MASONRY, SLAB ——— $f'c$ = 4,000 P.S.I.
ALL OTHER ——— $f'c$ = 3,500 P.S.I.
HIGH-STRENGTH BAR STEEL REINFORCEMENT ——— f_y = 60,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING SEATED IN PREBORED HOLES CORED 3 FT MINIMUM INTO ROCK. PILE DRIVING IS NOT REQUIRED. THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 180 TONS AT THE SOUTH ABUTMENT AND 170 TONS AT THE NORTH ABUTMENT MULTIPLIED BY A RESISTANCE FACTOR OF 0.5. ESTIMATED 15 FT PILE LENGTHS AT ABUTMENTS.

HYDRAULIC DATA:

100 YEAR DESIGN FREQUENCY:
Q_{100} ——— 1,300 C.F.S.
Q_{100} (THRU BRIDGE) ——— 1,050 C.F.S.
Q_{100} (SIDE CHANNEL) ——— 250 C.F.S.
DRAINAGE AREA ——— 103 SQ. MI.
BRIDGE WATER AREA ——— 170 SQ. FT.
BRIDGE VELOCITY ——— 6.17 F.P.S.
HIGH WATER 100 EL. ——— 794.30 FT.
ROADWAY OVERTOPPING ——— NA
SCOUR CRITICAL CODE ——— 5
Q_2 ——— 500 C.F.S.
Q_2 (THRU BRIDGE) ——— 400 C.F.S.
Q_2 (SIDE CHANNEL) ——— 100 C.F.S.
Q_2 ELEVATION ——— 792.25 FT.
Q_2 VELOCITY ——— 5.20 F.P.S.

WISCONSIN
ANDREW C. KNUTSON
E-34662
SPRING GREEN, WI
7-2-25
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 08/18/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-24-46

MILL ST OVER PUCHYAN RIVER

COUNTY: GREEN LAKE
~~TOWN~~/CITY/~~VILLAGE~~: GREEN LAKE
DESIGN SPEC.: AASHTO LRFD DESIGN SPEC.

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JDO	CDS	JDO	ACK

GENERAL PLAN

SHEET 1 OF 18

63

8

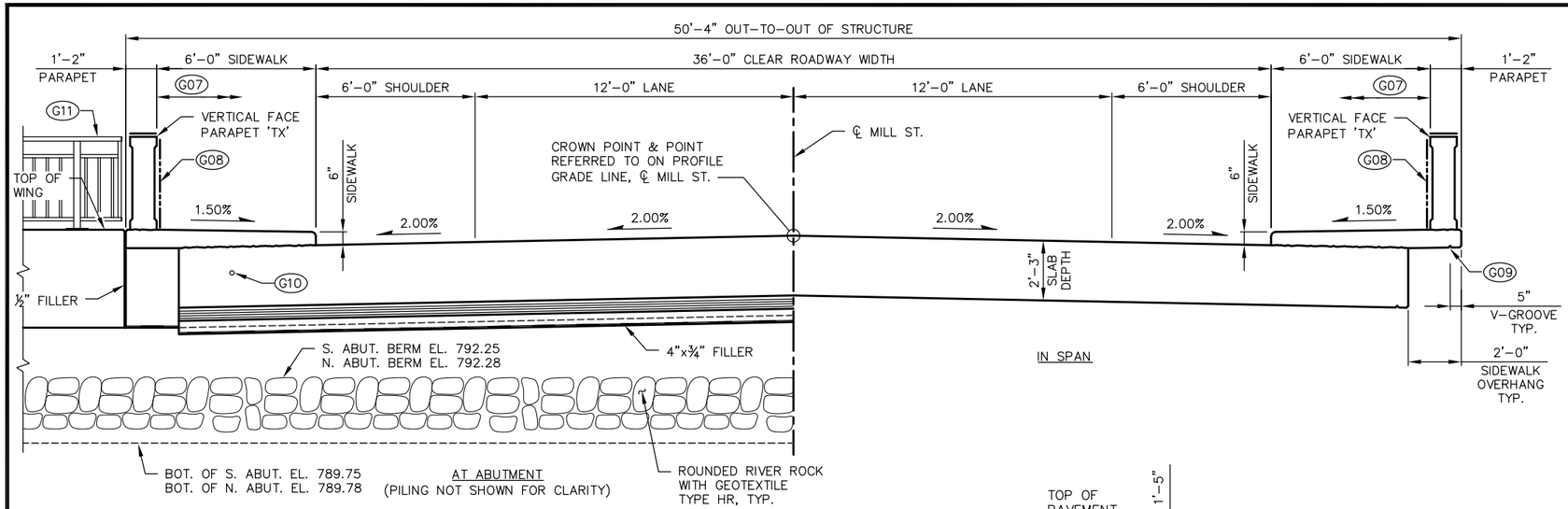
8

FILE: B240046_01_gen.dwg
PLOT SCALE:

I.D. 6626-01-70

PLOT DATE: Jul 02, 2025

STATE PROJECT NUMBER
6626-01-70



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

NOTES

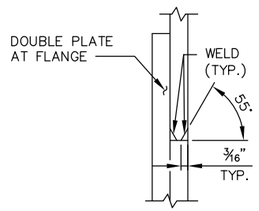
(G07) COAT WITH "PROTECTIVE SURFACE TREATMENT" AS PER THE STANDARD SPECIFICATIONS. PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE TOP SURFACE OF SLAB AND SIDEWALKS BETWEEN THE PARAPETS.

(G08) APPLY PIGMENTED SURFACE SEALER TO INSIDE AND TOP FACES OF PARAPET ACROSS THE LENGTH OF THE BRIDGE. TYPICAL FOR EACH PARAPET.

(G09) ¾" V-GROOVE REQ'D. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT.

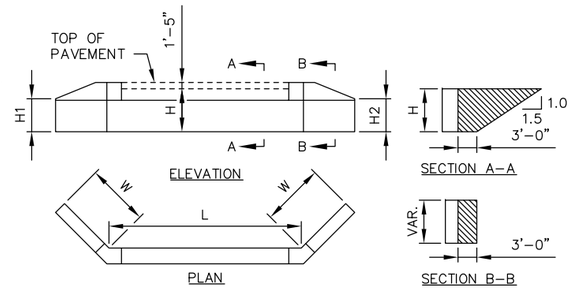
(G10) 2" DIA. CONDUIT, WEST EDGE OF SLAB ONLY. SEE "CONDUIT DETAIL" SHEET.

(G11) RAILING ON WINGS, SEE "STEEL RAILING ON WINGS" SHEET FOR DETAILS AND "STEEL RAILING ON WING PLANS" SHEET FOR RAILING SPACING AND LAYOUT.



HP WELD DETAIL

(FLANGE SHOWN, WEB SIMILAR)



ABUTMENT BACKFILL DIAGRAM

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

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

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

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH ROUNDED RIVER ROCK AND GEOTEXTILE TYPE HR TO THE EXTENT SHOWN ON THE "GENERAL PLAN" SHEET, THE ABUTMENT SHEETS AND THE "ROUNDED RIVER ROCK LAYOUT" SHEET.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WING FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCLUDED WITH "EXCAVATION FOR STRUCTURES BRIDGES B-24-46".

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.

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

SHALLOW BEDROCK (LESS THAN 10-FT BELOW ABUT.) WAS ENCOUNTERED IN THE BORINGS. A MINIMUM OF 10-FEET OF PREBORED AT THE ABUT. (3-FEET MINIMUM INTO SUITABLE BEDROCK) IS REQUIRED. THE CONTRACTOR AND THE CONSTRUCTION ENGINEER SHALL ANTICIPATE VARIABLE PREBORE DEPTHS BASED ON BEDROCK QUALITY ENCOUNTERED.

PILES PLACED IN PREBORED HOLES CORED INTO ROCK DO NOT REQUIRE DRIVING. PILES SHALL BE "FIRMLY SEATED" ON ROCK AFTER PLACEMENT IN PREBORED HOLES.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-24-46" SHALL BE THE EXISTING GROUND LINE.

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.

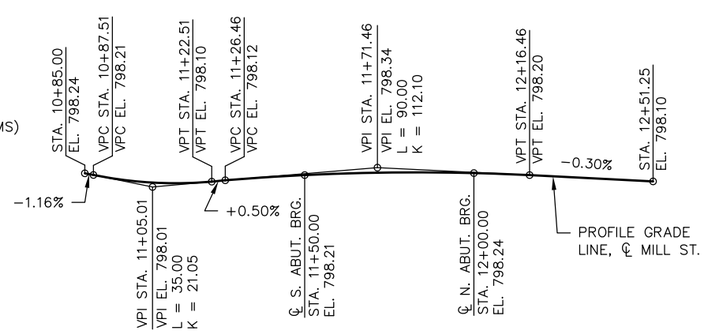
AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TYPE A.

DO NOT PLACE FILL ABOVE 3'-0" FROM BOTTOM OF ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

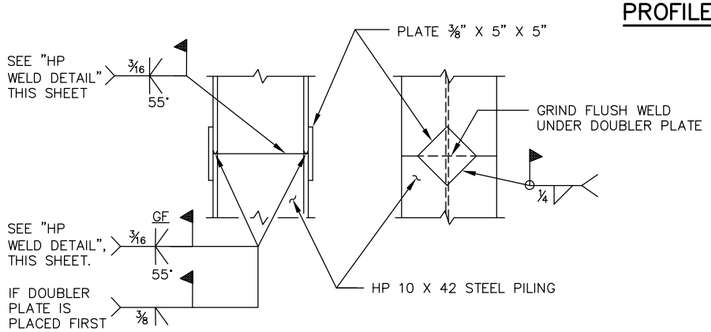
THE EXISTING STRUCTURE (B-24-437) IS A SINGLE SPAN CONCRETE T-GIRDER BRIDGE WITH A CONCRETE DECK. THE BRIDGE HAS AN OVERALL LENGTH OF 33-FT AND A DECK WIDTH OF 40.5-FT AND IS TO BE REMOVED PER BID ITEM "REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS B-24-437".

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	S. ABUT.	N. ABUT.	SUPER.	TOTALS
203.0250	REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS B-24-437	EACH	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-24-46	EACH	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	280	280	---	560
502.0100	CONCRETE MASONRY BRIDGES	CY	39.4	39.8	230.2	309
502.3200	PROTECTIVE SURFACE TREATMENT	SY	---	---	286	286
502.3210	PIGMENTED SURFACE SEALER	SY	---	---	57	57
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	3690	3510	---	7200
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1520	1490	43330	46340
513.8021	RAILING STEEL PEDESTRIAN TYPE C4	LF	24	24	---	48
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	11	12	---	23
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	120	120	---	240
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	150	150	---	300
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	100	100	---	200
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	52	52	---	104
645.0120	GEOTEXTILE TYPE HR	SY	158	143	---	301
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	---	---	8	8
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	---	---	67	67
SPV.0035.01	ROUNDED RIVER ROCK	CY	90	80	---	170
SPV.0090.02	PARAPET CONCRETE TYPE 'TX'	LF	---	---	105	105
(NON-BID ITEM)	FILLER	SIZE				½" & ¾"



PROFILE GRADE LINE, ℄ MILL ST.



PILE SPLICE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-24-46

DRAWN BY CDS | PLANS CK'D ACK

CROSS SECTION, GENERAL NOTES & QUANTITIES

SHEET 2 OF 18

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FILE: B240046_02_qty.dwg
PLOT SCALE:

I.D. 6626-01-70

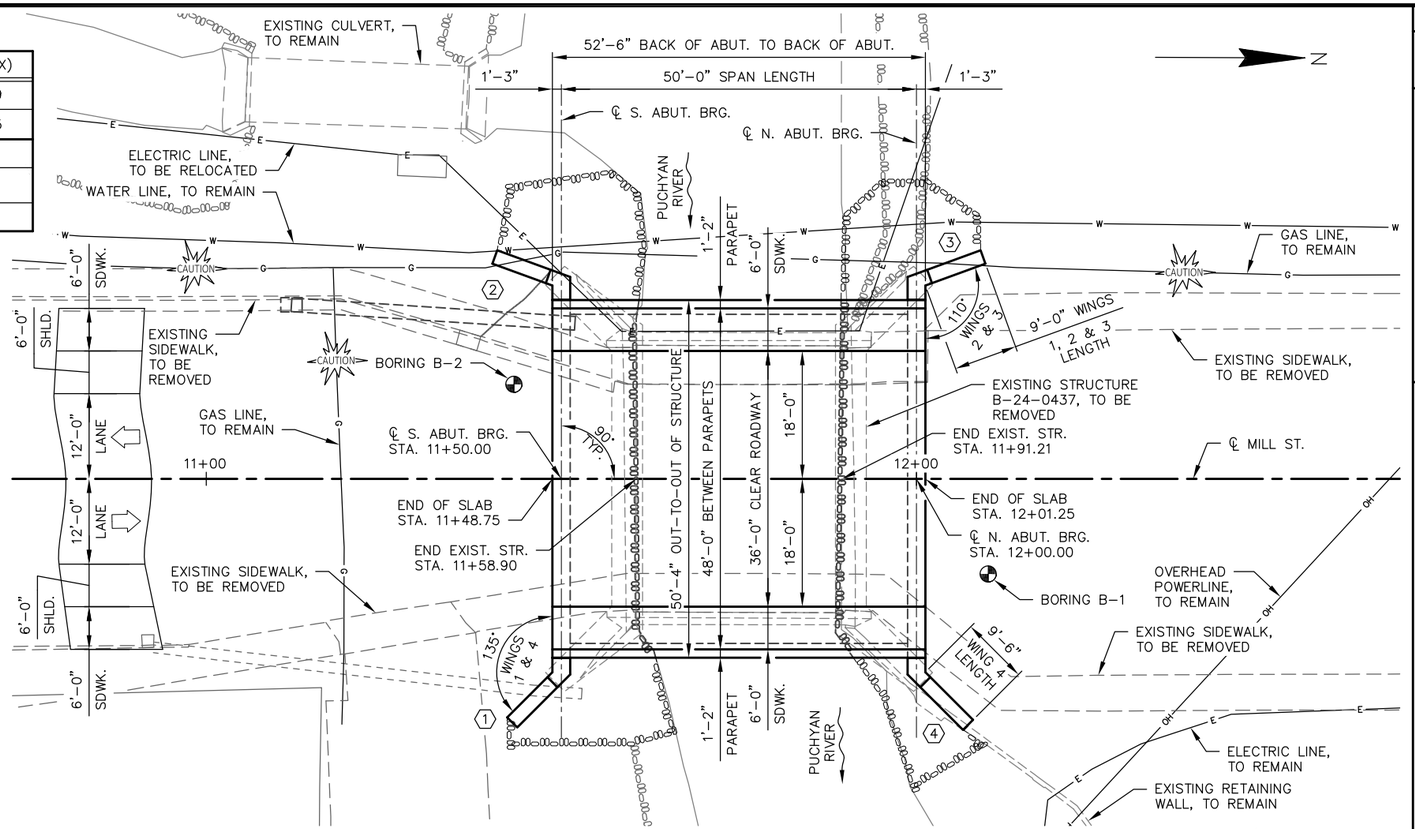
PLOT DATE: Jul 02, 2025

B-24-46 BORINGS

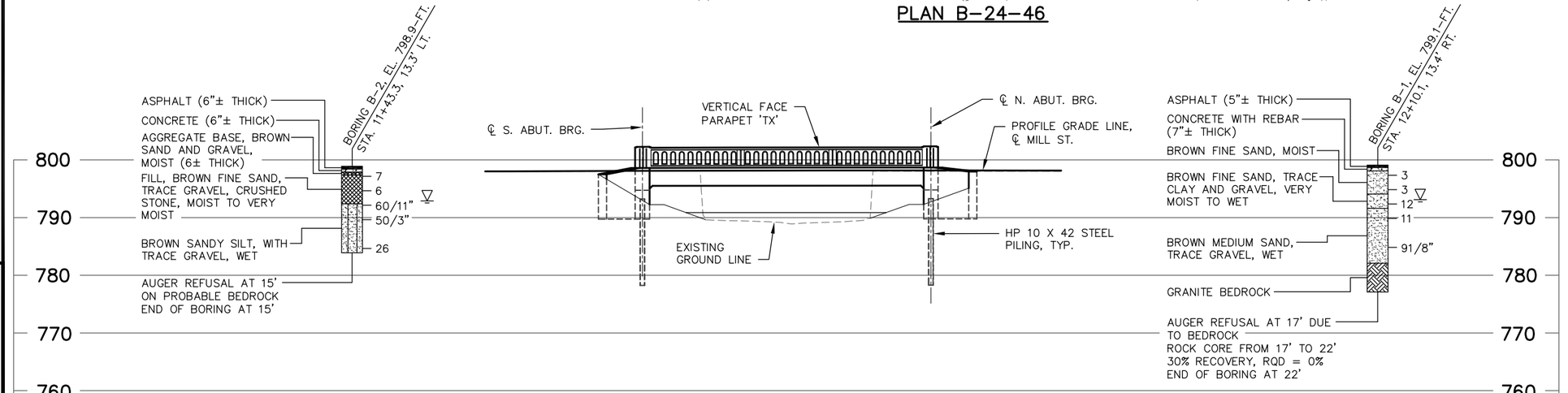
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
BORING B-1	5/9/2024	274362.8	569294.9
BORING B-2	5/9/2024	274295.9	569268.5
BORINGS COMPLETED BY: GROUNDBREAKING EXPLORATION INC.			
SUBSURFACE INVESTIGATION REPORT: P.S.I., INC.			
ALL COORDINATES REFERENCED TO WISCRS, GREEN LAKE COUNTY			

NOTE

⬡ INDICATES WING NUMBER



PLAN B-24-46



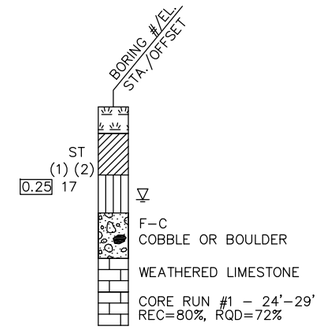
STATE PROJECT NUMBER

6626-01-70

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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

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

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING

▼ END OF DRILLING

▼ AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-24-46

DRAWN BY JDO | PLANS CK'D ACK

SUBSURFACE EXPLORATION

SHEET 3 OF 18

65

I.D. 6626-01-70

PLOT DATE: Jul 02, 2025

FILE: B240046_03_bor.dwg
PLOT SCALE:

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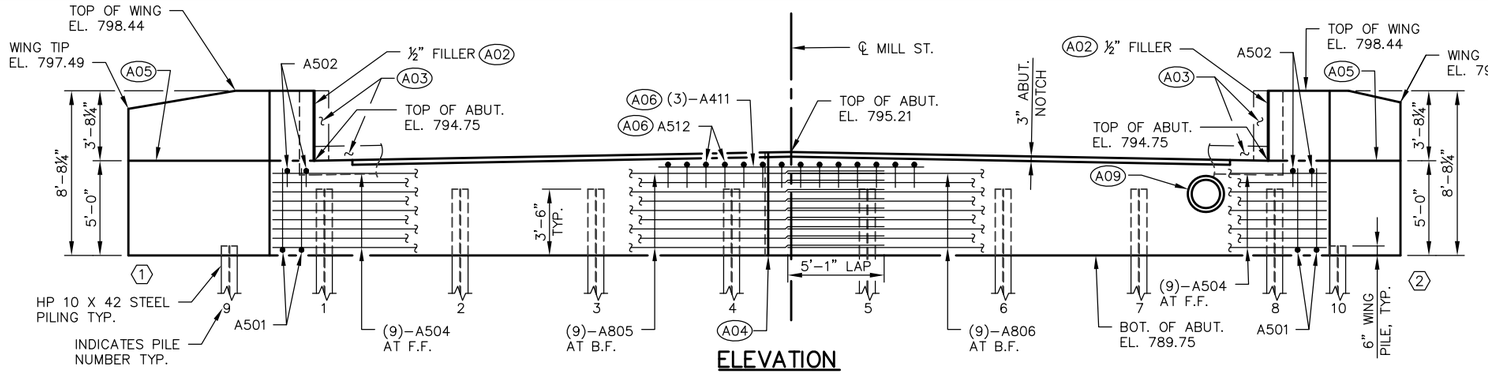
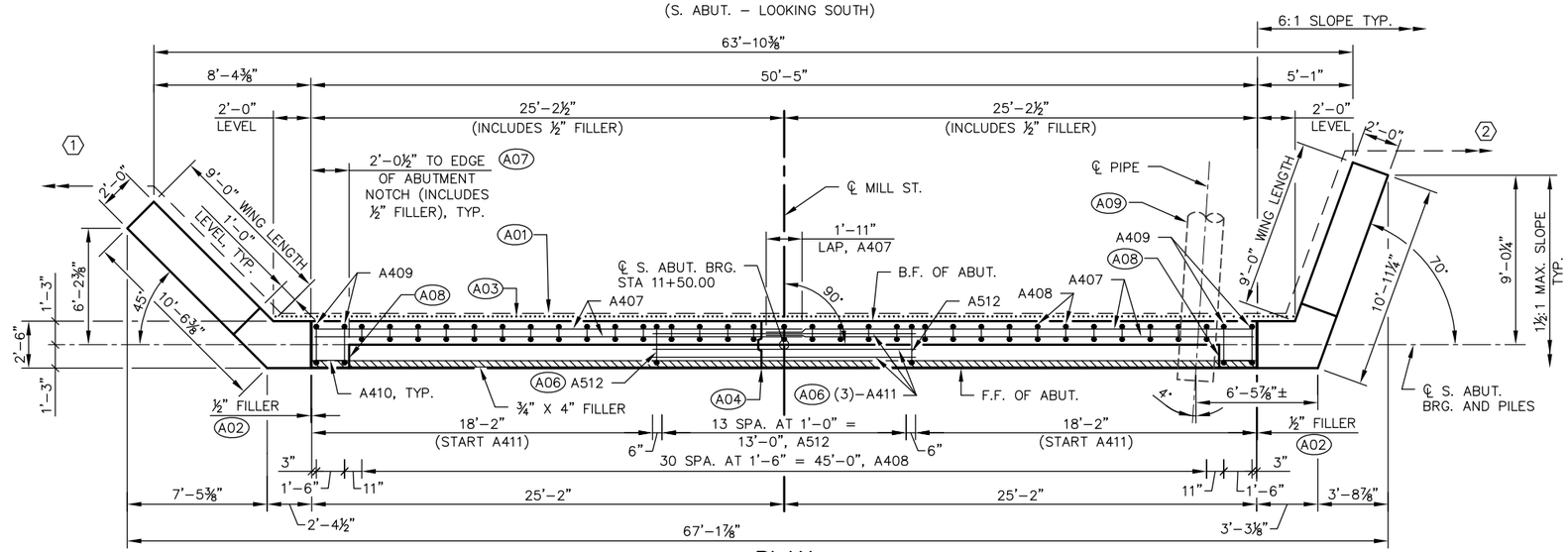
STATE PROJECT NUMBER

6626-01-70

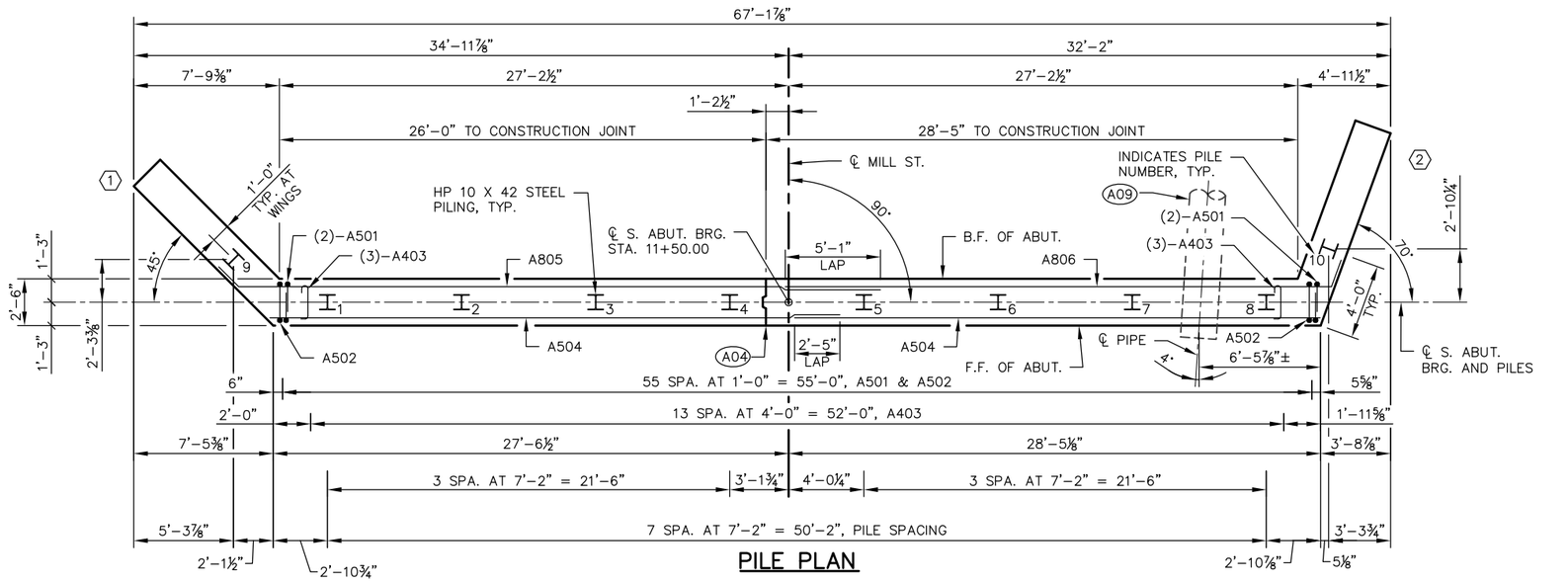


ELEVATION

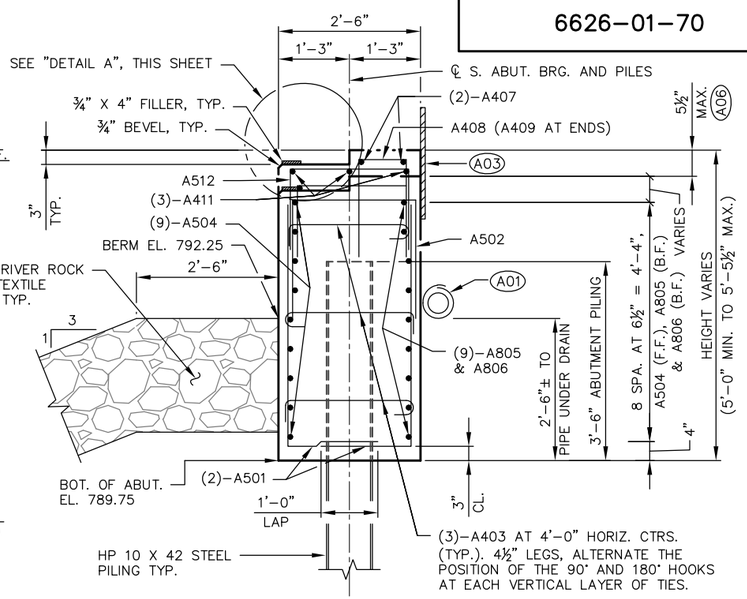
(S. ABUT. – LOOKING SOUTH)



PLAN



PILE PLAN



TYPICAL SECTION THRU SOUTH ABUTMENT

NOTES

DO NOT PLACE FILL ABOVE 3'-0" FROM THE BOTTOM OF THE ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

SOUTH ABUTMENT TO BE SUPPORTED ON HP 10 X 42 STEEL PILING SEATED IN PREBORED HOLES CORED 3 FEET MINIMUM INTO ROCK. PILE DRIVING IS NOT REQUIRED. THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 180 TONS MULTIPLIED BY A RESISTANCE FACTOR OF 0.5. ESTIMATED 15 FT PILE LENGTHS AT THE SOUTH ABUTMENT.

SEE "CROSS SECTION, GENERAL NOTES & QUANTITIES" SHEET FOR PILE SPLICE DETAILS.

(A01) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON "SOUTH ABUT. REINFORCEMENT" SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A02) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). ½" FILLER TO EXTEND FROM BRIDGE SEAT TO TOP OF WING.

(A03) 18" RUBBERIZED MEMBRANE WATERPROOFING (R.M.W.), SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

(A04) VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY BEVELED 2" X 8" (CENTER IN ABUT.). RUN BAR STEEL THRU JOINT. FOR OPTIONAL DETAIL SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A05) OPTIONAL KEYED CONST. JT. FORMED BY BEVELED 2 X 6, TYP.

(A06) BARS A411 & A512 REQUIRED ONCE DIM. EXCEEDS 4".

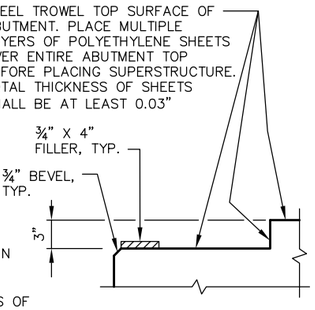
(A07) TOP OF ABUTMENT TO BE LEVEL IN LAST 2'-0½" OF BEAM SEAT.

(A08) ¾" CORK FILLER ON VERTICAL FACE ONLY.

(A09) 18" DIA. PIPE PENETRATION, SEE "SOUTH ABUTMENT WING DETAILS" SHEET. PIPE INVERT AT EL. 792.25. SEE ROADWAY PLANS FOR ADDITIONAL LAYOUT DETAILS.

⬡ INDICATES WING NUMBER

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



DETAIL A

(ABUTMENT NOTCH)

F.F. – FRONT FACE
B.F. – BACK FACE

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-24-46

DRAWN BY JDO | PLANS CK'D ACK

SOUTH ABUTMENT

SHEET 4 OF 18

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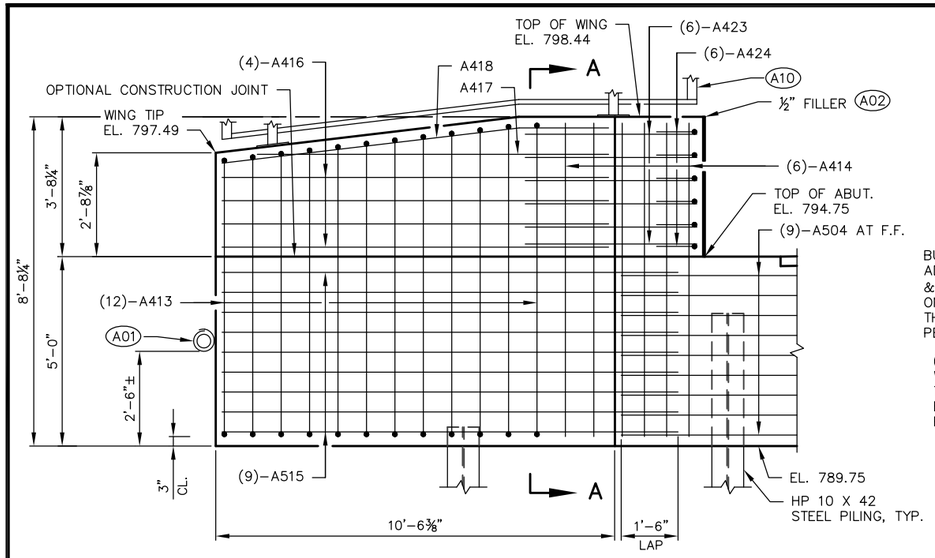
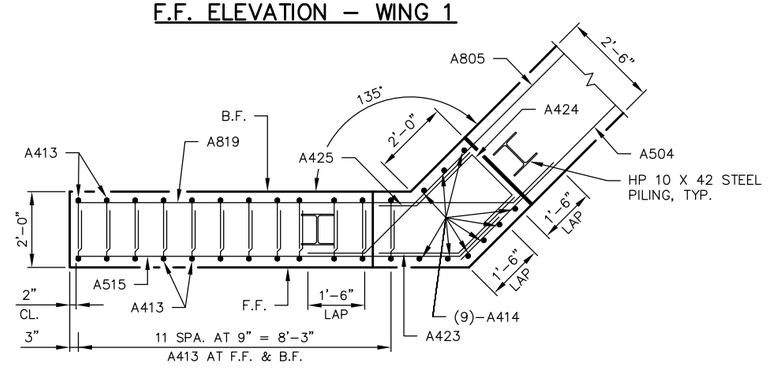
FILE: B240046_04-06_Sabut.dwg
PLOT SCALE:

I.D. 6626-01-70

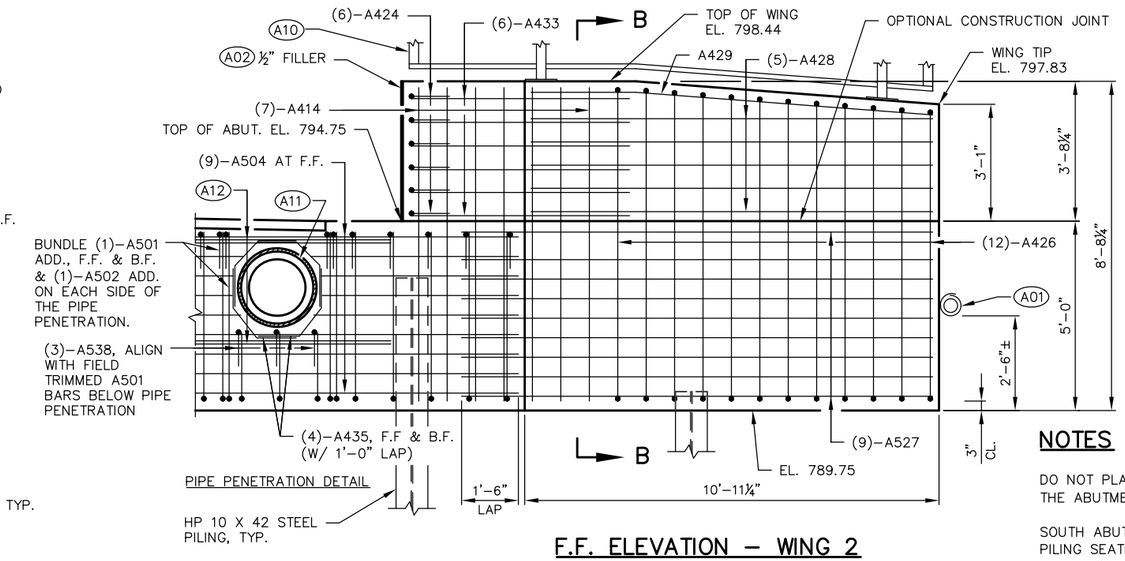
PLOT DATE: Jul 02, 2025



F.F. ELEVATION – WING 1



PLAN – WING 1



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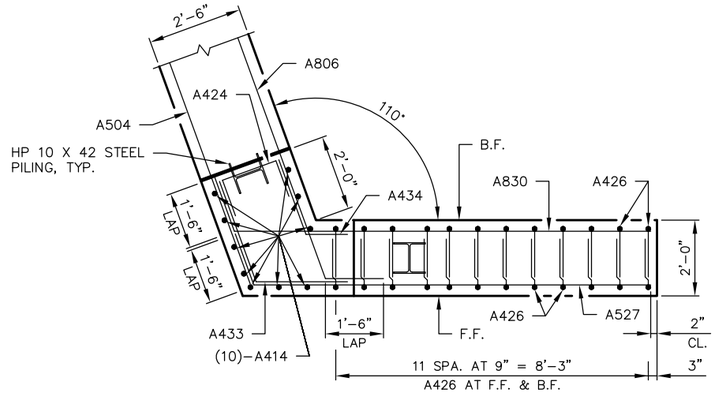
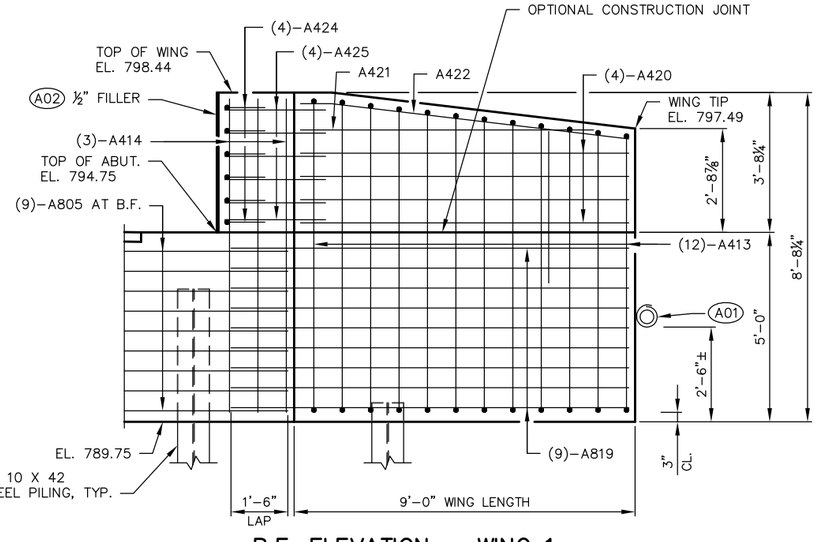
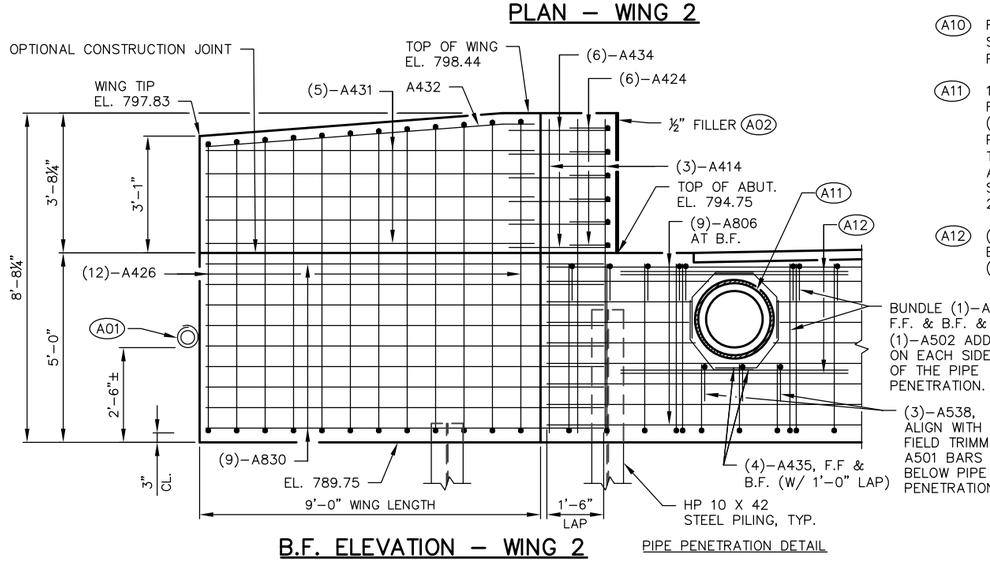


PLAN – WING 2



B.F. ELEVATION – WING 1



B.F. ELEVATION – WING 2

STATE PROJECT NUMBER

6626–01–70

F.F. – FRONT FACE
B.F. – BACK FACE

NOTES

DO NOT PLACE FILL ABOVE 3'–0" FROM THE BOTTOM OF THE ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

SOUTH ABUTMENT TO BE SUPPORTED ON HP 10 X 42 STEEL PILING SEATED IN PREBORED HOLES CORED 3 FEET MINIMUM INTO ROCK. PILE DRIVING IS NOT REQUIRED. THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 180 TONS MULTIPLIED BY A RESISTANCE FACTOR OF 0.5. ESTIMATED 15 FT PILE LENGTHS AT THE SOUTH ABUTMENT.

SEE "CROSS SECTION, GENERAL NOTES & QUANTITIES" SHEET FOR PILE SPLICE DETAILS.

SEE "SOUTH ABUT. REINFORCEMENT" SHEET FOR SECTION A–A AND SECTION B–B.

(A01) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON "SOUTH ABUT. REINFORCEMENT" SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

(A02) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON–STAINING GRAY NON–BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.) ½" FILLER TO EXTEND FROM BRIDGE SEAT TO TOP OF WING.

(A10) RAILING ON WINGS, SEE "STEEL RAILING ON WINGS" SHEET FOR DETAILS AND SEE "STEEL RAILING ON WING PLANS" SHEET FOR RAILING SPACING AND LAYOUT.

(A11) 18" DIA. STORM SEWER PIPE. WRAP PIPE WITH 1" THK. FILLER AND CAST PIPE INTO ABUT. FIELD TRIM (4)–A504 & (4)–A806 HORIZ. BARS AT PIPE PENETRATION AND MAINTAIN 2" CLEAR COVER. FIELD TRIM (3)–A501 & (3)–A502 BARS 2" CLEAR ON F.F. AND B.F. IN CONFLICT WITH PIPE PENETRATION. ADJUST SPACING OF OTHER A501 & A502 BARS TO MAINTAIN 2" CLEAR.

(A12) (4)–A536, F.F. & (4)–A837, B.F. ADD (2) BARS BUNDLED ON TOP & BOT. OF THE PIPE PENETRATION. (A536, 6'–0" LONG BARS & A837, 10'–0" LONG BARS).

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–24–46

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SOUTH ABUTMENT
WING DETAILS

SHEET 5 OF 18

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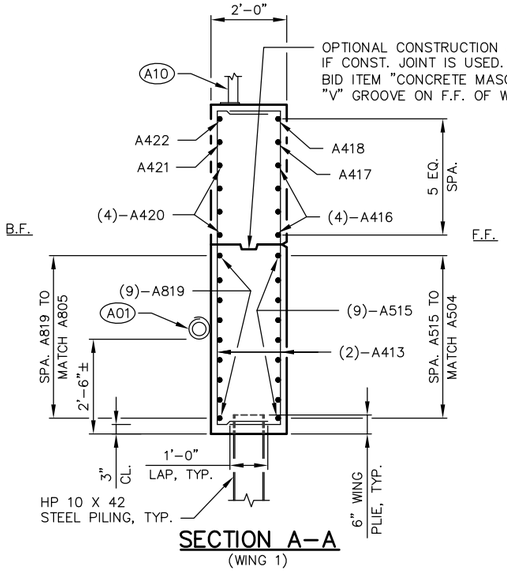
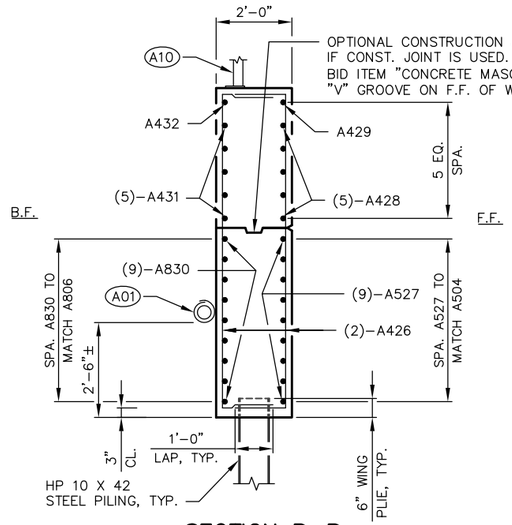
I.D. 6626–01–70

PLOT DATE: Jul 02, 2025

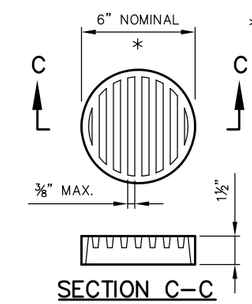
FILE: B240046_04–06_Sabut.dwg
PLOT SCALE:



SECTION A–A
(WING 1)



SECTION B–B
(WING 2)



SECTION C–C

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

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

THE RODENT SHIELD. PIPE COUPLING AND SCREWS SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

RODENT SHIELD DETAIL

NOTES

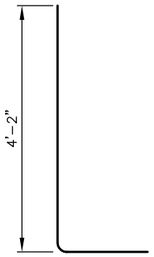
DO NOT PLACE FILL ABOVE 3'–0" FROM THE BOTTOM OF THE ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

SOUTH ABUTMENT TO BE SUPPORTED ON HP 10 X 42 STEEL PILING SEATED IN PREBORED HOLES CORED 3 FEET MINIMUM INTO ROCK. PILE DRIVING IS NOT REQUIRED. THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 180 TONS MULTIPLIED BY A RESISTANCE FACTOR OF 0.5. ESTIMATED 15 FT PILE LENGTHS AT THE SOUTH ABUTMENT.

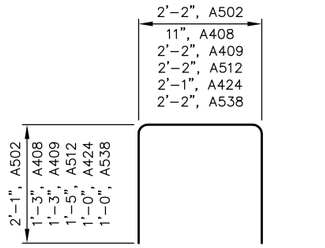
SEE "CROSS SECTION, GENERAL NOTES & QUANTITIES" SHEET FOR PILE SPLICE DETAILS.

(A01) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

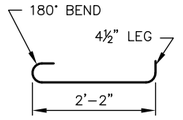
(A10) RAILING ON WINGS, SEE "STEEL RAILING ON WINGS" SHEET FOR DETAILS AND SEE "STEEL RAILING ON WING PLANS" SHEET FOR RAILING SPACING AND LAYOUT.



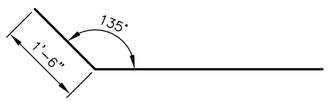
A501



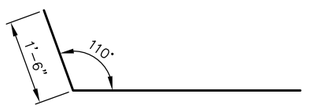
A502, A408, A409, A512, A424, & A538



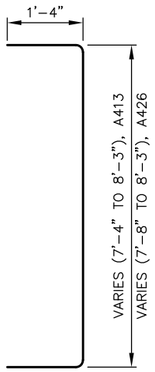
A403



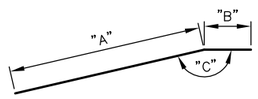
A805, A515 & A819



A806, A527 & A830



A413 & A426



A418, A422, A429, & A432

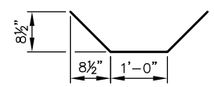
BAR BEND DIMENSIONS

MARK	"A"	"B"	"C"
A418	7'–11"	2'–4"	173°
A422	7'–11"	0'–9"	173°
A429	7'–10"	2'–9"	175°
A432	7'–10"	0'–9"	175°

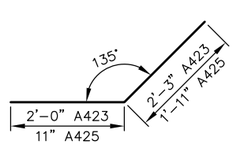
BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
A413	2 SERIES OF 12	9'–10" TO 10'–9"
A426	2 SERIES OF 12	10'–2" TO 10'–9"

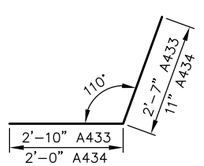
BUNDLE AND TAG EACH SERIES SEPARATELY.



A435



A423 & A425



A433 & A434

STATE PROJECT NUMBER

6626–01–70

BILL OF BARS
SOUTH ABUTMENT

COATED = 1,520 LBS.
UNCOATED = 3,690 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
A501		116	5'–8"	X		BODY – STIRRUP – F.F. & B.F.	VERT.
A502		58	6'–1"	X		BODY – STIRRUP – TOP	VERT.
A403		42	3'–1"	X		BODY – TIES	HORIZ.
A504		18	29'–2"			BODY – F.F.	HORIZ.
A805		9	33'–5"	X		BODY – B.F. (WEST)	HORIZ.
A806		9	33'–5"	X		BODY – B.F. (EAST)	HORIZ.
A407		4	26'–0"			BODY – B.F.	HORIZ.
A408		31	3'–3"	X		BODY – STIRRUP – B.F.	VERT.
A409		4	4'–6"	X		BODY – STIRRUP – AT ENDS	VERT.
A410		2	1'–8"			BODY – F.F. – TOP AT ENDS	HORIZ.
A411		3	14'–0"			BODY – ADDITIONAL REINF. – TOP	HORIZ.
A512		14	4'–9"	X		BODY – ADDITIONAL REINF. – STIRRUP	VERT.
A413	24		10'–4"	X	⚠	WING 1 – STIRRUP – F.F. & B.F.	VERT.
A414	19		8'–3"			WINGS 1 & 2 – F.F. & B.F.	VERT.
A515	9		11'–9"	X		WING 1 – F.F.	HORIZ.
A416	4		10'–2"			WING 1 – F.F.	HORIZ.
A417	1		9'–3"			WING 1 – F.F.	HORIZ.
A418	1		10'–3"	X		WING 1 – F.F. – TOP	HORIZ.
A819	9		13'–3"	X		WING 1 – B.F.	HORIZ.
A420	4		8'–8"			WING 1 – B.F.	HORIZ.
A421	1		7'–8"			WING 1 – B.F.	HORIZ.
A422	1		8'–8"	X		WING 1 – B.F. – TOP	HORIZ.
A423	6		4'–2"	X		WING 1 – F.F. CORNER	HORIZ.
A424	12		3'–11"	X		WINGS 1 & 2 – TOP CORNER	HORIZ.
A425	6		2'–10"	X		WING 1 – B.F. CORNER	HORIZ.
A426	24		10'–6"	X	⚠	WING 2 – STIRRUP – F.F. & B.F.	VERT.
A527	9		11'–11"	X		WING 2 – F.F.	HORIZ.
A428	5		10'–7"			WING 2 – F.F.	HORIZ.
A429	1		10'–7"	X		WING 2 – F.F. – TOP	HORIZ.
A830	9		12'–4"	X		WING 2 – B.F.	HORIZ.
A431	5		8'–8"			WING 2 – B.F.	HORIZ.
A432	1		8'–7"	X		WING 2 – B.F. – TOP	HORIZ.
A433	6		5'–4"	X		WING 2 – F.F. CORNER	HORIZ.
A434	6		2'–11"	X		WING 2 – B.F. CORNER	HORIZ.
A435		8	3'–0"	X		BODY – F.F. & B.F. – PIPE PENETRATION	VERT.
A536		4	6'–0"			BODY – F.F. – PIPE PENETRATION	HORIZ.
A837		4	10'–0"			BODY – B.F. – PIPE PENETRATION	HORIZ.
A538		3	3'–11"	X		BODY – STIRRUP – PIPE PENETRATION	VERT.

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

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

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

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–24–46

DRAWN BY JDO | PLANS CK'D ACK

SOUTH ABUT. REINFORCEMENT

SHEET 6 OF 18

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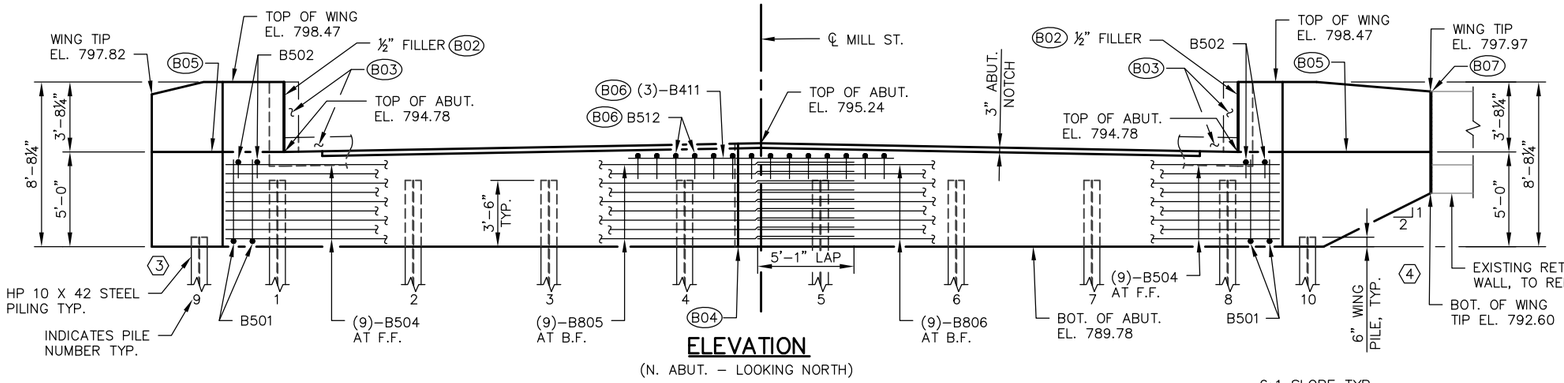
I.D. 6626–01–70

PLOT DATE: Jul 02, 2025

FILE: B240046_04–06_Sabut.dwg
PLOT SCALE:

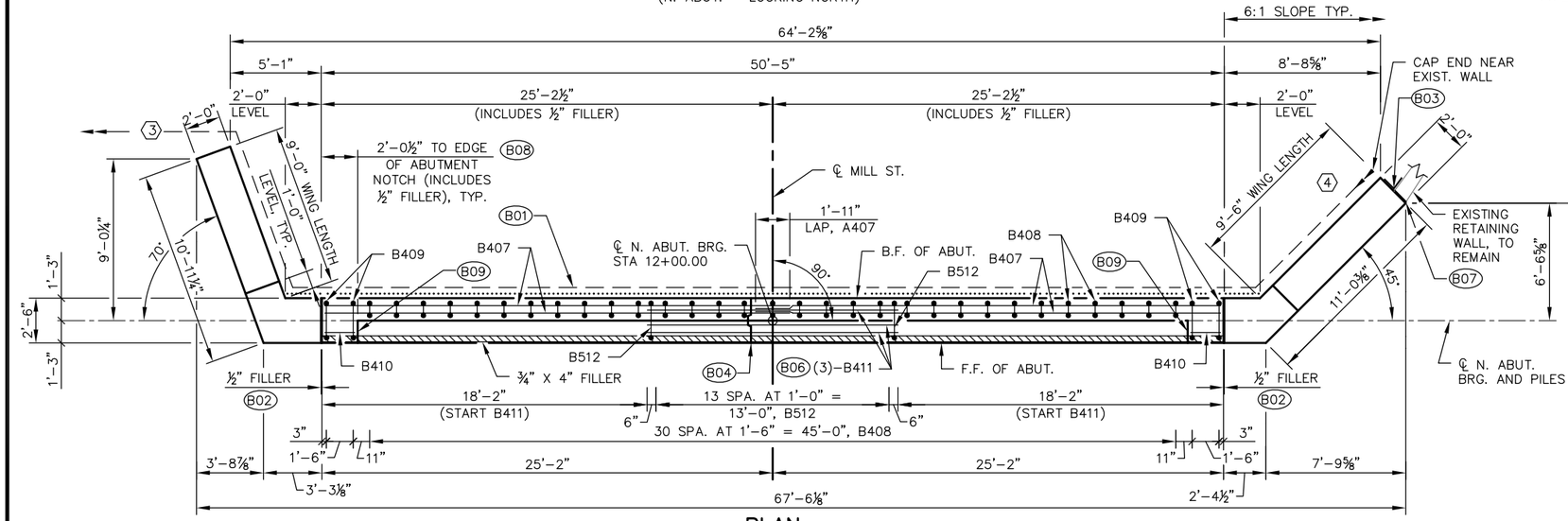
STATE PROJECT NUMBER

6626-01-70

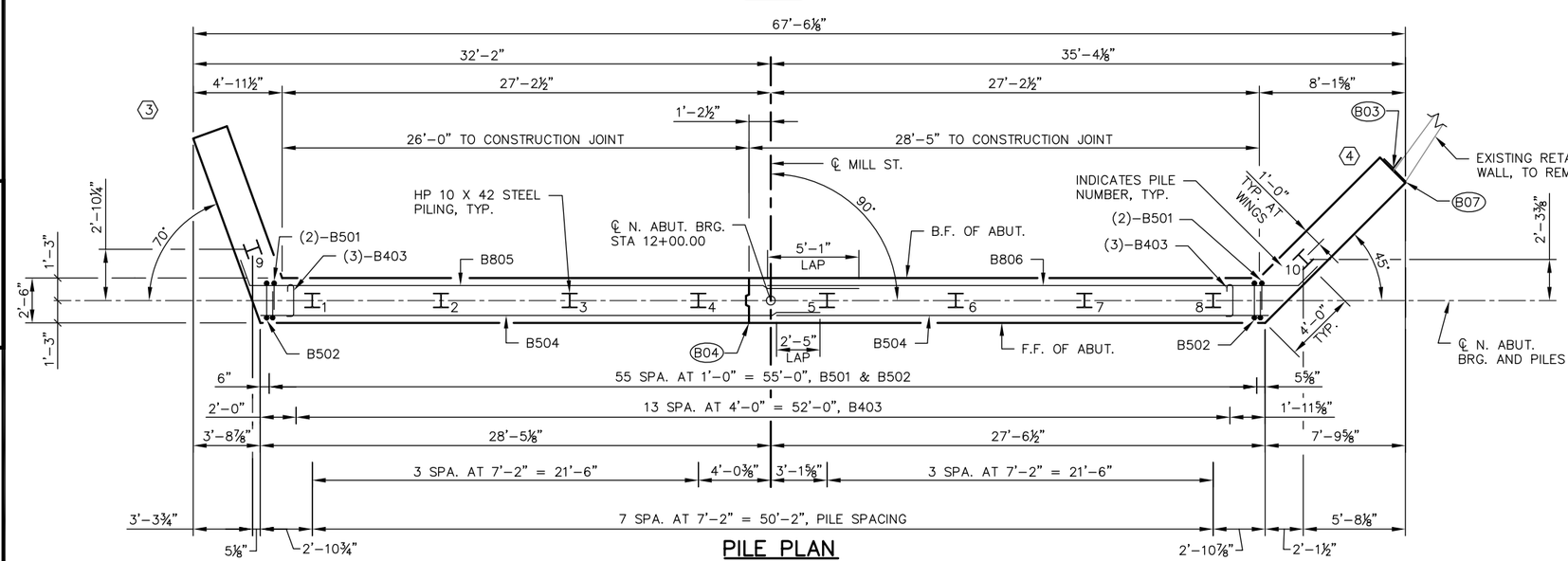


ELEVATION

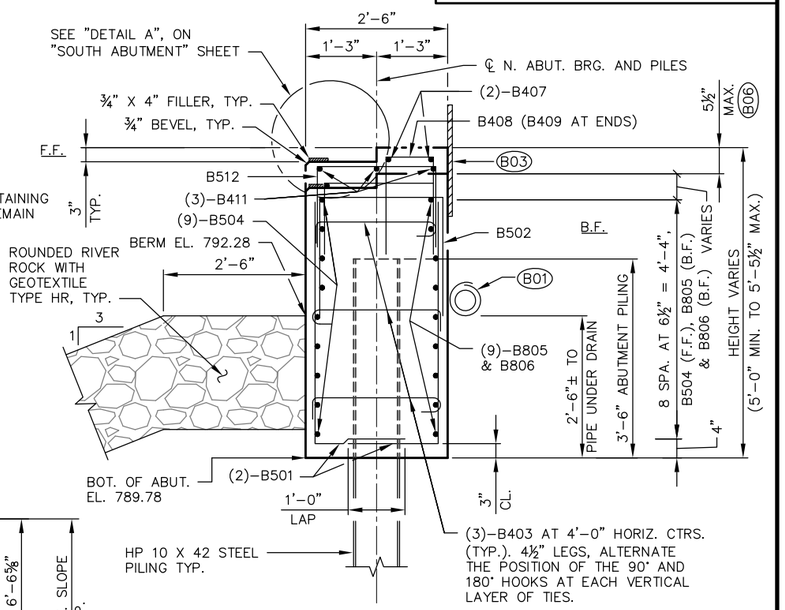
(N. ABUT. – LOOKING NORTH)



PLAN



PILE PLAN



TYPICAL SECTION THRU NORTH ABUTMENT

NOTES

DO NOT PLACE FILL ABOVE 3'-0" FROM THE BOTTOM OF THE ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

NORTH ABUTMENT TO BE SUPPORTED ON HP 10 X 42 STEEL PILING SEATED IN PREBORED HOLES CORED 3 FEET MINIMUM INTO ROCK. PILE DRIVING IS NOT REQUIRED. THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 170 TONS MULTIPLIED BY A RESISTANCE FACTOR OF 0.5. ESTIMATED 15 FT PILE LENGTHS AT THE NORTH ABUTMENT.

SEE "CROSS SECTION, GENERAL NOTES & QUANTITIES" SHEET FOR PILE SPLICE DETAILS.

(B01) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON "SOUTH ABUT. REINFORCEMENT" SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(B02) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). ½" FILLER TO EXTEND FROM BRIDGE SEAT TO TOP OF WING.

(B03) 18" RUBBERIZED MEMBRANE WATERPROOFING (R.M.W.), SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE AND BETWEEN WING 4 AND EXISTING RETAINING WALL.

(B04) VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY BEVELED 2" X 8" (CENTER IN ABUT.). RUN BAR STEEL THRU JOINT. FOR OPTIONAL DETAIL SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(B05) OPTIONAL KEYED CONST. JT. FORMED BY BEVELED 2 X 6, TYP.

(B06) BARS B411 & B512 REQUIRED ONCE DIM. EXCEEDS 4".

(B07) PLACE 1" FILLER BETWEEN EXISTING RETAINING WALL AND END OF WING 4. SEAL WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

(B08) TOP OF ABUTMENT TO BE LEVEL IN LAST 2'-0½" OF BEAM SEAT.

(B09) ¾" CORK FILLER ON VERTICAL FACE ONLY.

⬡ INDICATES WING NUMBER

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-24-46

DRAWN BY JDO | PLANS CK'D ACK

NORTH ABUTMENT

SHEET 7 OF 18

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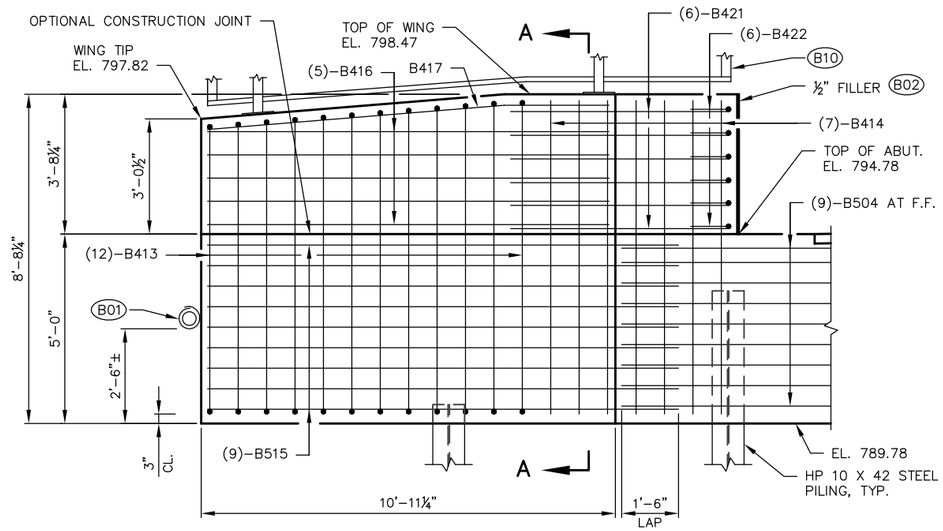
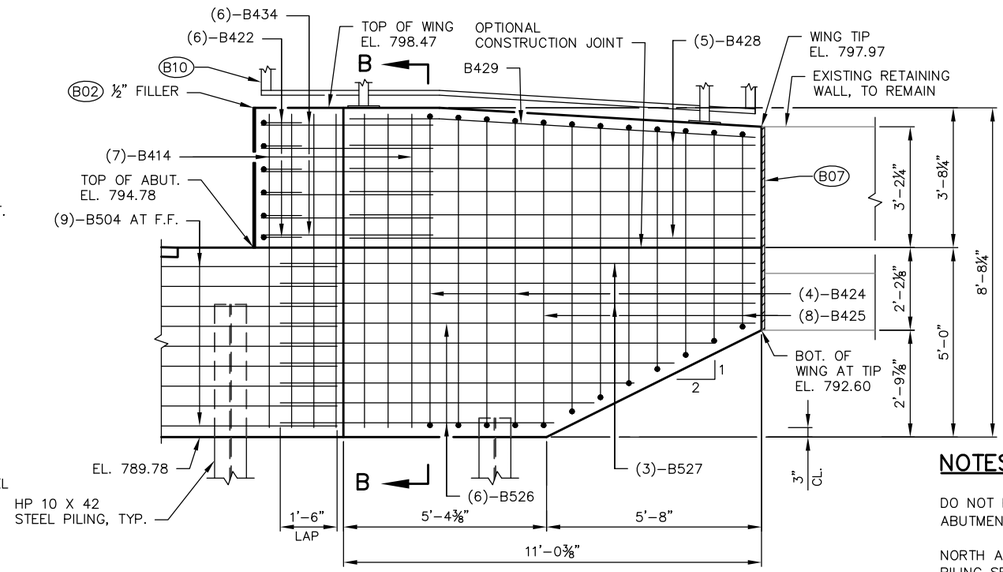
FILE: B240046_07-09_Nabut.dwg
PLOT SCALE:

I.D. 6626-01-70

PLOT DATE: Jul 02, 2025



F.F. ELEVATION – WING 3



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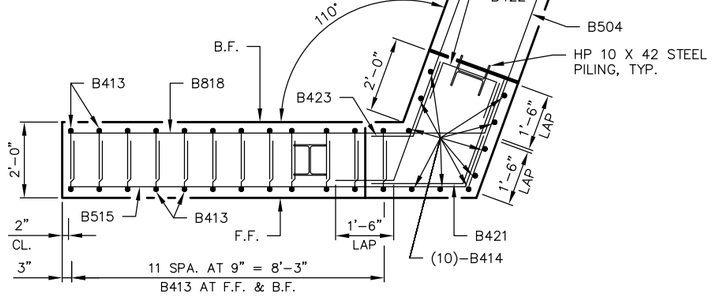
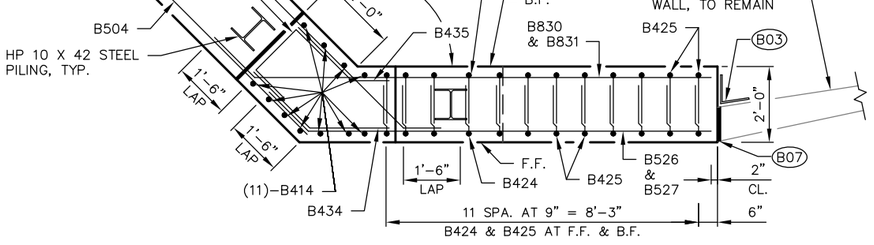


PLAN – WING 3



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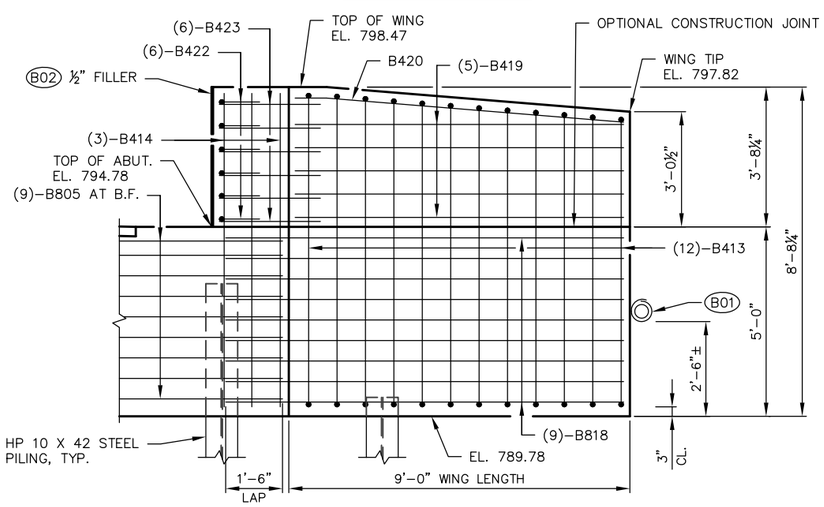
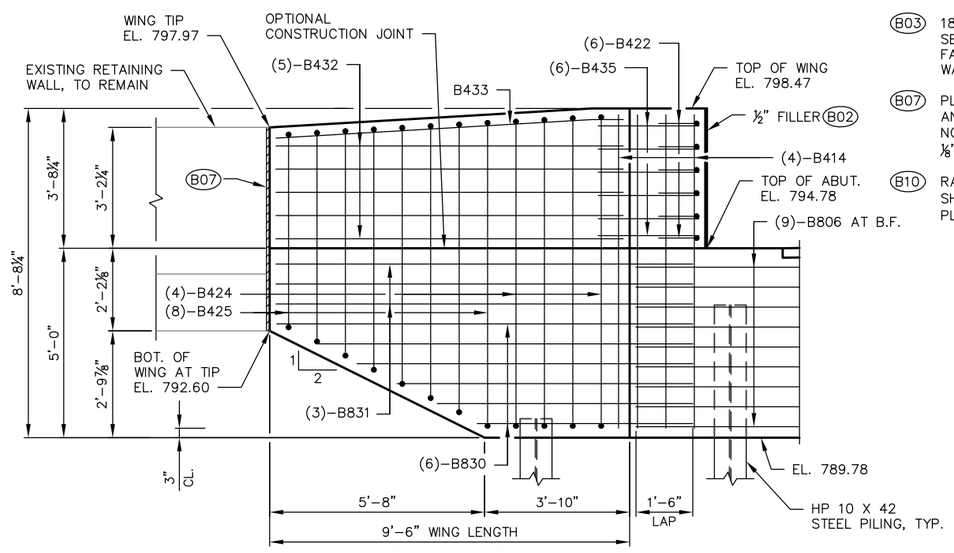


B.F. ELEVATION – WING 3



B.F. ELEVATION – WING 4

STATE PROJECT NUMBER

6626–01–70

NOTES

DO NOT PLACE FILL ABOVE 3'–0" FROM THE BOTTOM OF THE ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

NORTH ABUTMENT TO BE SUPPORTED ON HP 10 X 42 STEEL PILING SEATED IN PREBORED HOLES CORED 3 FEET MINIMUM INTO ROCK. PILE DRIVING IS NOT REQUIRED. THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 170 TONS MULTIPLIED BY A RESISTANCE FACTOR OF 0.5. ESTIMATED 15 FT PILE LENGTHS AT THE NORTH ABUTMENT.

SEE "CROSS SECTION, GENERAL NOTES & QUANTITIES" SHEET FOR PILE SPLICE DETAILS.

SEE "NORTH ABUT. REINFORCEMENT" SHEET FOR SECTION A–A AND SECTION B–B.

(B01) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON "SOUTH ABUT. REINFORCEMENT" SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

(B02) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON–STAINING GRAY NON–BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.) ½" FILLER TO EXTEND FROM BRIDGE SEAT TO TOP OF WING.

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(B07) PLACE 1" FILLER BETWEEN EXISTING RETAINING WALL AND END OF WING 4. SEAL WITH NON–STAINING GRAY NON–BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

(B10) RAILING ON WINGS, SEE "STEEL RAILING ON WINGS" SHEET FOR DETAILS AND SEE "STEEL RAILING ON WING PLANS" SHEET FOR RAILING SPACING AND LAYOUT.

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–24–46

DRAWN BY JDO | PLANS CK'D ACK

NORTH ABUTMENT WING DETAILS

SHEET 8 OF 18

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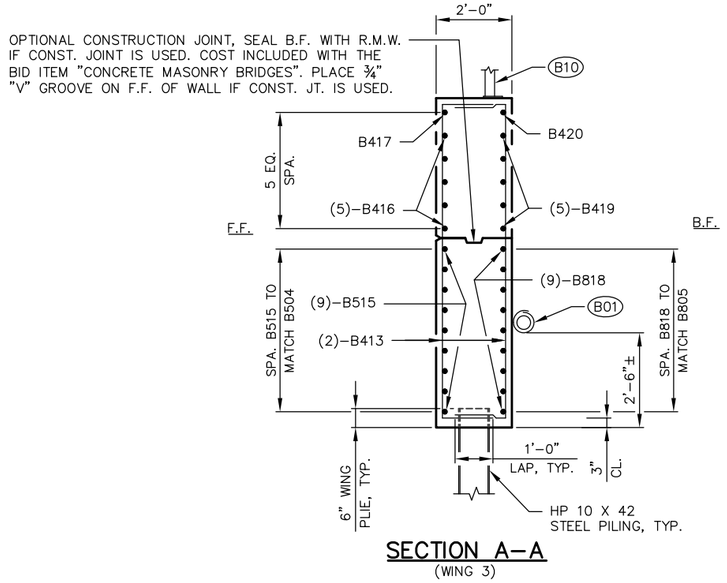
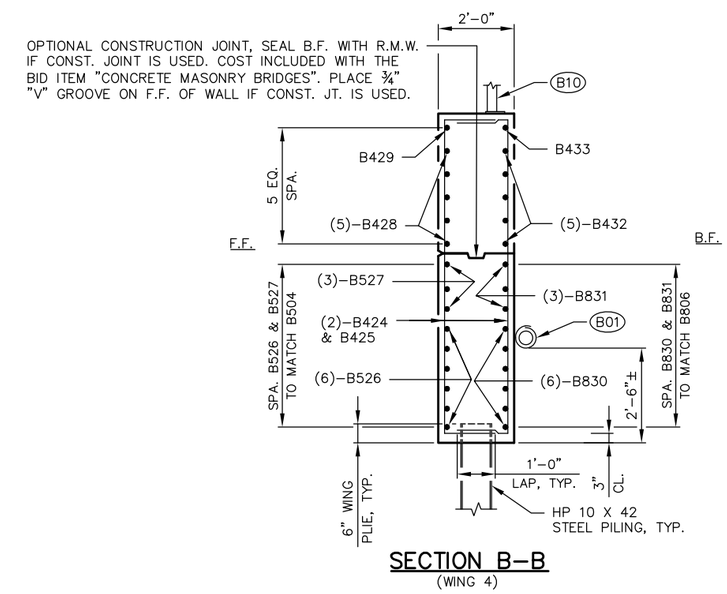
I.D. 6626–01–70

PLOT DATE: Jul 02, 2025

FILE: B240046_07–09_Nabut.dwg
PLOT SCALE:



SECTION A–A
(WING 3)



SECTION B–B
(WING 4)

NOTES

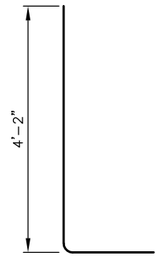
DO NOT PLACE FILL ABOVE 3'–0" FROM THE BOTTOM OF THE ABUTMENT UNTIL SUPERSTRUCTURE IS IN PLACE.

NORTH ABUTMENT TO BE SUPPORTED ON HP 10 X 42 STEEL PILING SEATED IN PREBORED HOLES CORED 3 FEET MINIMUM INTO ROCK. PILE DRIVING IS NOT REQUIRED. THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 170 TONS MULTIPLIED BY A RESISTANCE FACTOR OF 0.5. ESTIMATED 15 FT PILE LENGTHS AT THE NORTH ABUTMENT.

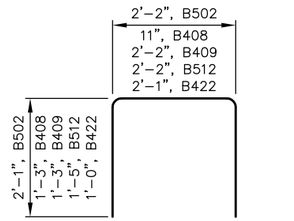
SEE "CROSS SECTION, GENERAL NOTES & QUANTITIES" SHEET FOR PILE SPLICE DETAILS.

(B01) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON "SOUTH ABUT. REINFORCEMENT" SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

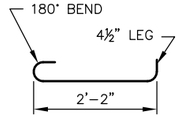
(B10) RAILING ON WINGS, SEE "STEEL RAILING ON WINGS" SHEET FOR RAILING SPACING AND LAYOUT.



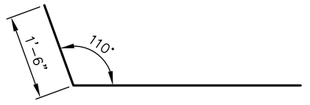
B501



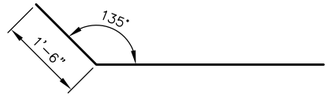
B502, B408, B409, B512, & B422



B403

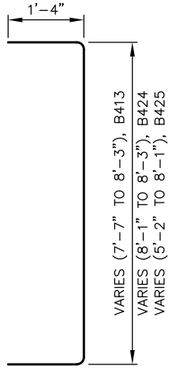


B805, B515 & B818



B806, B526, B527, B830 & B831

B417, B420, B429, & B433



B413, B424 & B425

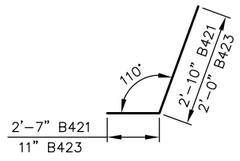
BAR BEND DIMENSIONS

MARK	"A"	"B"	"C"
B417	7'–10"	2'–9"	175°
B420	7'–10"	0'–9"	175°
B429	8'–4"	2'–4"	177°
B433	8'–4"	0'–9"	177°

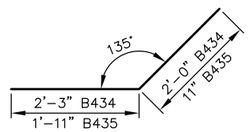
BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
B413	2 SERIES OF 12	10'–1" TO 10'–9"
B424	2 SERIES OF 4	10'–7" TO 10'–9"
B425	2 SERIES OF 8	7'–8" TO 10'–7"
B526	1 SERIES OF 6	7'–1" TO 12'–3"
B830	1 SERIES OF 6	8'–7" TO 13'–9"

BUNDLE AND TAG EACH SERIES SEPARATELY.



B421 & B423



B434 & B435

STATE PROJECT NUMBER
6626–01–70

BILL OF BARS
NORTH ABUTMENT

COATED = 1,490 LBS.
UNCOATED = 3,510 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
B501		112	5'–8"	X		BODY – STIRRUP – F.F. & B.F.	VERT.
B502		56	6'–1"	X		BODY – STIRRUP – TOP	VERT.
B403		42	3'–1"	X		BODY – TIES	HORIZ.
B504		18	29'–2"			BODY – F.F.	HORIZ.
B805		9	33'–5"	X		BODY – B.F. (WEST)	HORIZ.
B806		9	33'–5"	X		BODY – B.F. (EAST)	HORIZ.
B407		4	26'–0"			BODY – B.F.	HORIZ.
B408		31	3'–3"	X		BODY – STIRRUP – B.F.	VERT.
B409		4	4'–6"	X		BODY – STIRRUP – AT ENDS	VERT.
B410		2	1'–8"			BODY – F.F. – TOP AT ENDS	HORIZ.
B411		3	14'–0"			BODY – ADDITIONAL REINF. – TOP	HORIZ.
B512		14	4'–9"	X		BODY – ADDITIONAL REINF. – STIRRUP	VERT.
B413	24		10'–5"	X	⚠	WING 3 – STIRRUP – F.F. & B.F.	VERT.
B414	21		8'–3"			WINGS 3 & 4 – F.F. & B.F.	VERT.
B515	9		11'–11"	X		WING 3 – F.F.	HORIZ.
B416	5		10'–7"			WING 3 – F.F.	HORIZ.
B417	1		10'–7"	X		WING 3 – F.F. – TOP	HORIZ.
B818	9		12'–4"	X		WING 3 – B.F.	HORIZ.
B419	5		8'–8"			WING 3 – B.F.	HORIZ.
B420	1		8'–7"	X		WING 3 – B.F. – TOP	HORIZ.
B421	6		5'–4"	X		WING 3 – F.F. CORNER	HORIZ.
B422	12		3'–11"	X		WINGS 3 & 4 – TOP CORNER	HORIZ.
B423	6		2'–11"	X		WING 3 – B.F. CORNER	HORIZ.
B424	8		10'–8"	X	⚠	WING 4 – STIRRUP – F.F. & B.F.	VERT.
B425	16		9'–2"	X	⚠	WING 4 – STIRRUP – F.F. & B.F.	VERT.
B526	6		9'–8"	X	⚠	WING 4 – F.F.	HORIZ.
B527	3		12'–3"	X		WING 4 – F.F.	HORIZ.
B428	5		10'–8"			WING 4 – F.F.	HORIZ.
B429	1		10'–8"	X		WING 4 – F.F. – TOP	HORIZ.
B830	6		11'–2"	X	⚠	WING 4 – B.F.	HORIZ.
B831	3		13'–9"	X		WING 4 – B.F.	HORIZ.
B432	5		9'–2"			WING 4 – B.F.	HORIZ.
B433	1		9'–1"	X		WING 4 – B.F. – TOP	HORIZ.
B434	6		4'–2"	X		WING 4 – F.F. CORNER	HORIZ.
B435	6		2'–10"	X		WING 4 – B.F. CORNER	HORIZ.

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

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

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

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–24–46

DRAWN BY JDO | PLANS CK'D ACK

NORTH ABUT. REINFORCEMENT

SHEET 9 OF 18

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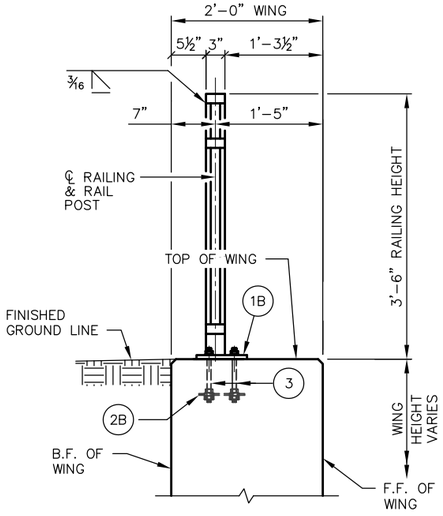
I.D. 6626–01–70

PLOT DATE: Jul 02, 2025

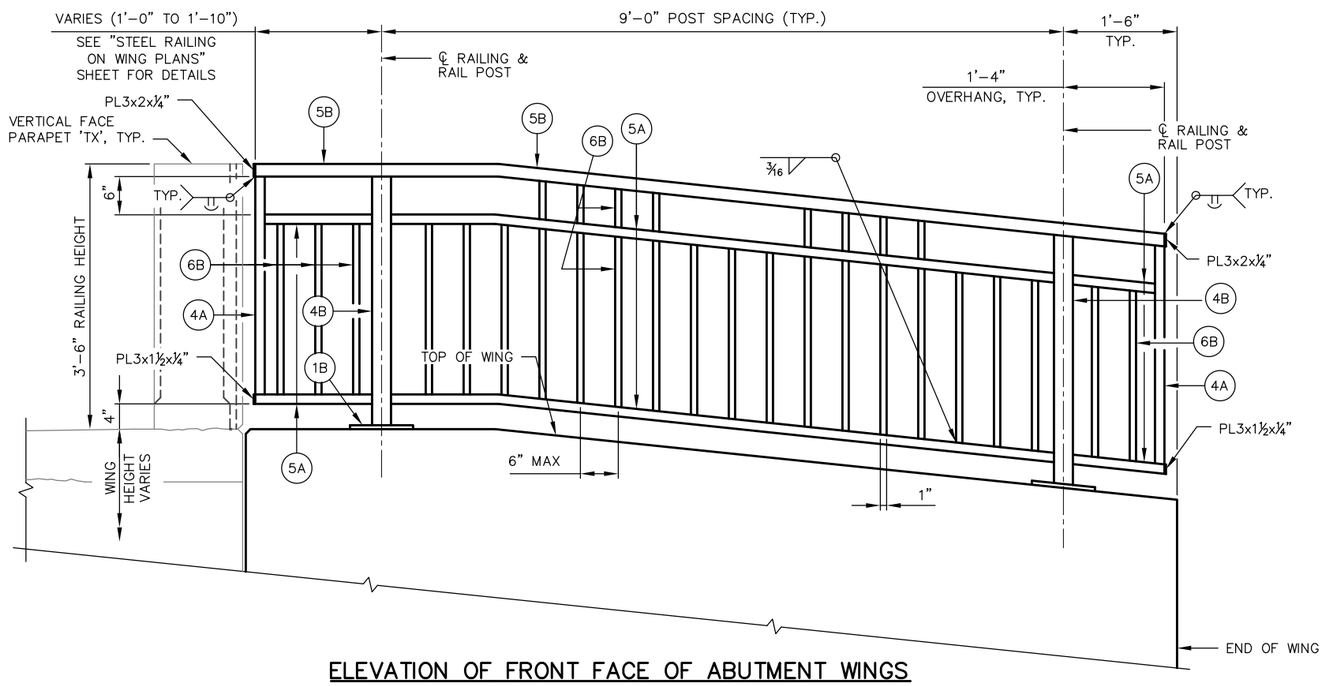
FILE: B240046_07–09_Nabut.dwg
PLOT SCALE:

STATE PROJECT NUMBER

6626-01-70



TYPICAL SECTION THRU WING & RAILING



ELEVATION OF FRONT FACE OF ABUTMENT WINGS

(WING 4 SHOWN, ALL WINGS SIMILAR)

NOTES

BID ITEM SHALL BE "RAILING STEEL PEDESTRIAN TYPE C4", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

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 CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED AND USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

◪ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038 (BLACK).

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

EACH RAILING ON WING SHALL BE FABRICATED FULL LENGTH. NO JOINTS ALLOWED.

LEGEND

(1B) PLATE ⅝" X 8" X 10" WITH HOLES. ◪

(2B) ¼" X 6" X 9¾" ANCHOR PLATE WITH 1⅛" DIA. HOLES FOR THR'D. RODS NO. 3.

(3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 & 502.3.14 OF THE STANDARD SPECIFICATIONS.

(4A) STRUCTURAL TUBING 3" X 1½" X 3/16". PLACE VERTICAL. WELD TO NO. 5.

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

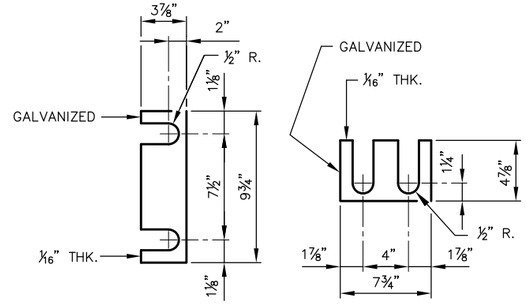
(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 4.

(5B) STRUCTURAL TUBING 3" X 2" X 3/16" RAILS. WELD TO NO. 4.

(6B) BAR 1" X 1½" PICKETS. WELD TO NO. 5. (SPACE AT 6" MAX. ℄ TO ℄ SPACING). PLACE VERTICAL.

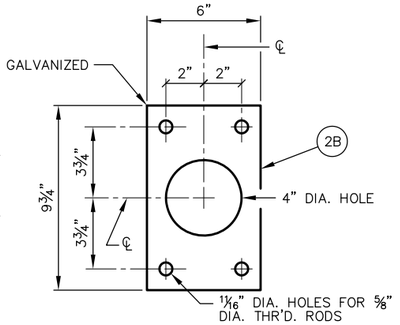
(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

◪ ¾" DIA. HOLES FOR ADHESIVE ANCHORS. ¾" DIA. X 1½" SLOTTED HOLES FOR CAST-IN-PLACE ANCHORS.



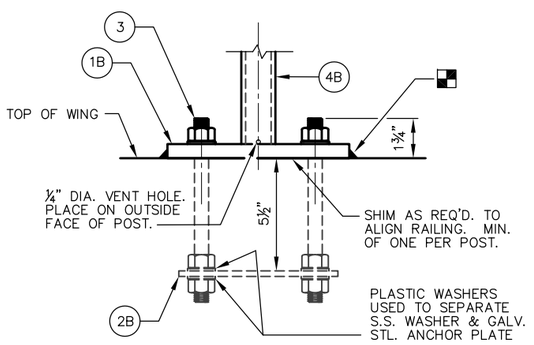
RAIL POST SHIM DETAIL

(2 SETS PER POST)



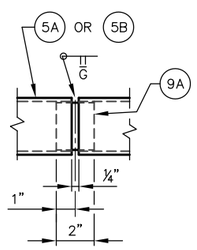
ANCHOR PLATE

FOR 3" X 3" X 3/16" POSTS (4B)



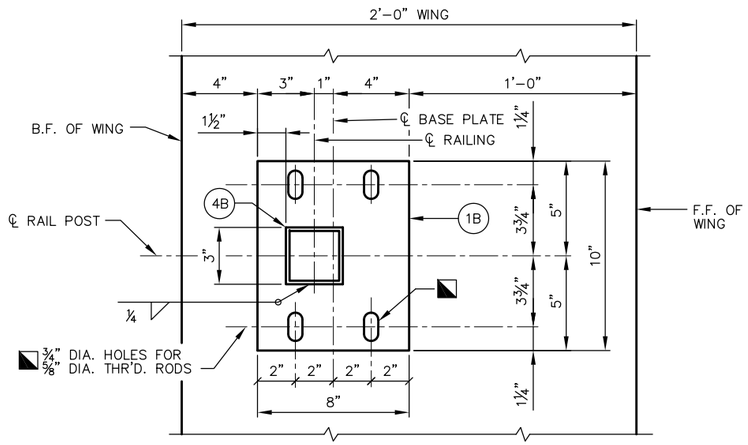
ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



TYPICAL RAIL POST BASE PLATE

FOR 3" X 3" X 3/16" POSTS (4B)

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-24-46

DRAWN BY JDO | PLANS CK'D ACK

STEEL RAILING ON WINGS

SHEET 10 OF 18

72

I.D. 6626-01-70

PLOT DATE: Jul 02, 2025

FILE: B240046_10_11_wingrail.dwg
PLOT SCALE:

8

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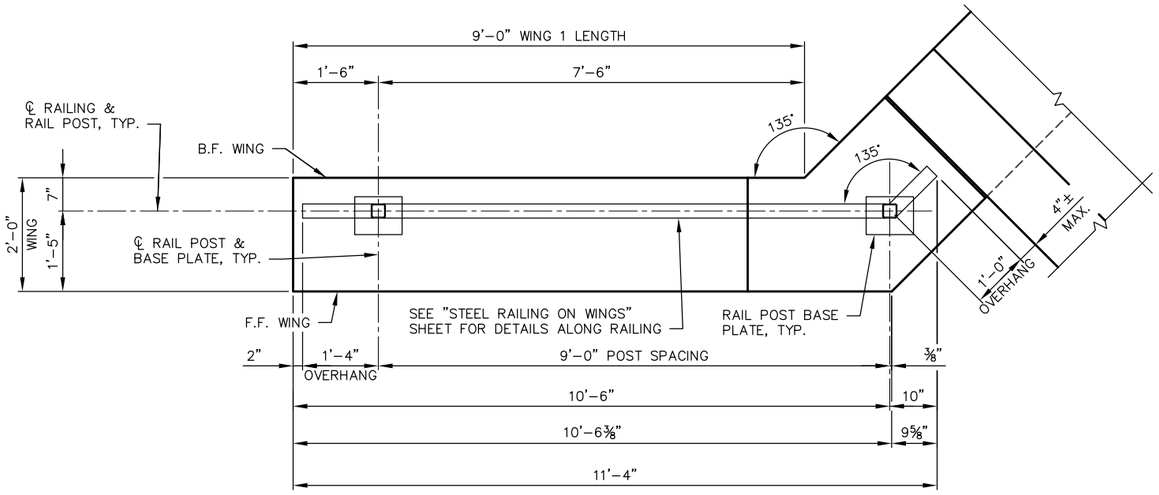
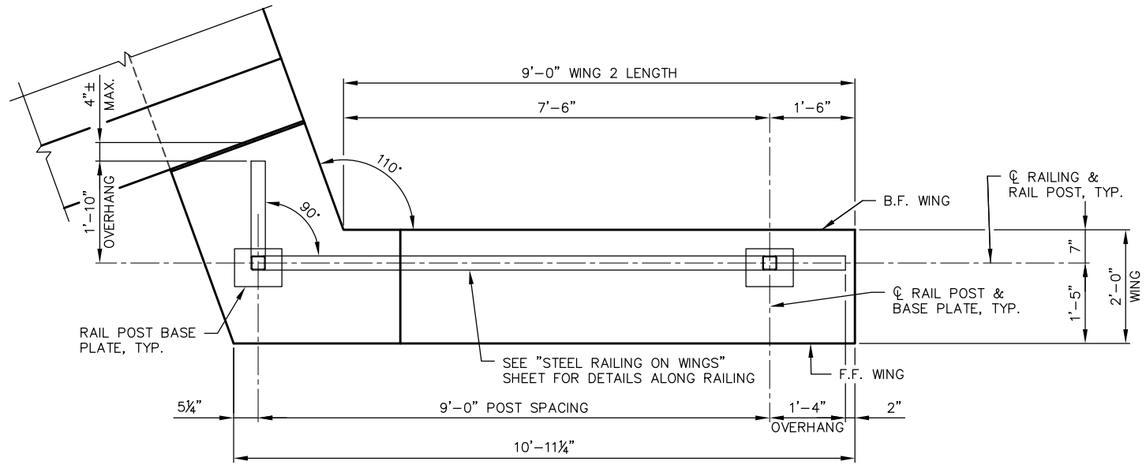
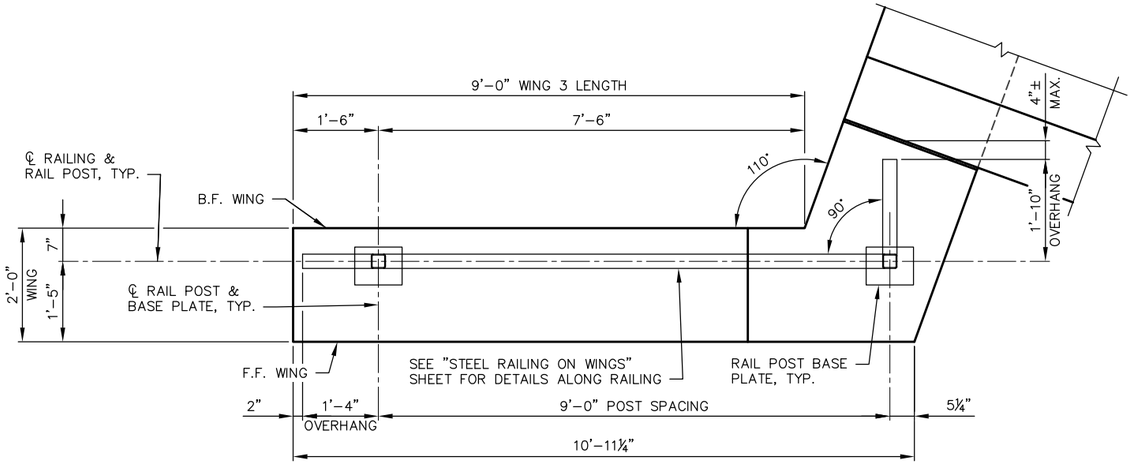
STATE PROJECT NUMBER
6626-01-70



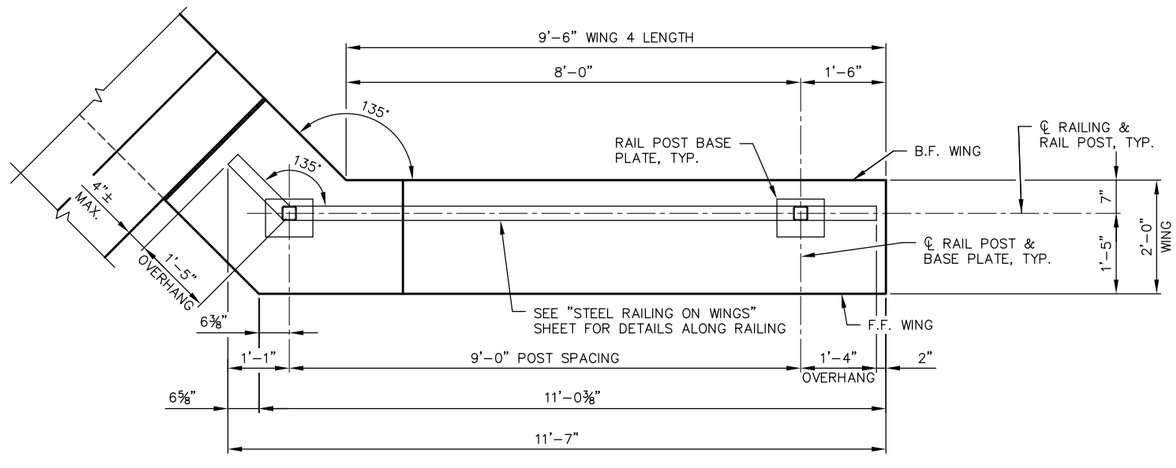
WING 1 LAYOUT



WING 2 LAYOUT



WING 3 LAYOUT



WING 4 LAYOUT

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-24-46

DRAWN BY JDO | PLANS CK'D ACK

STEEL RAILING ON WING PLANS

SHEET 11 OF 18

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I.D. 6626-01-70

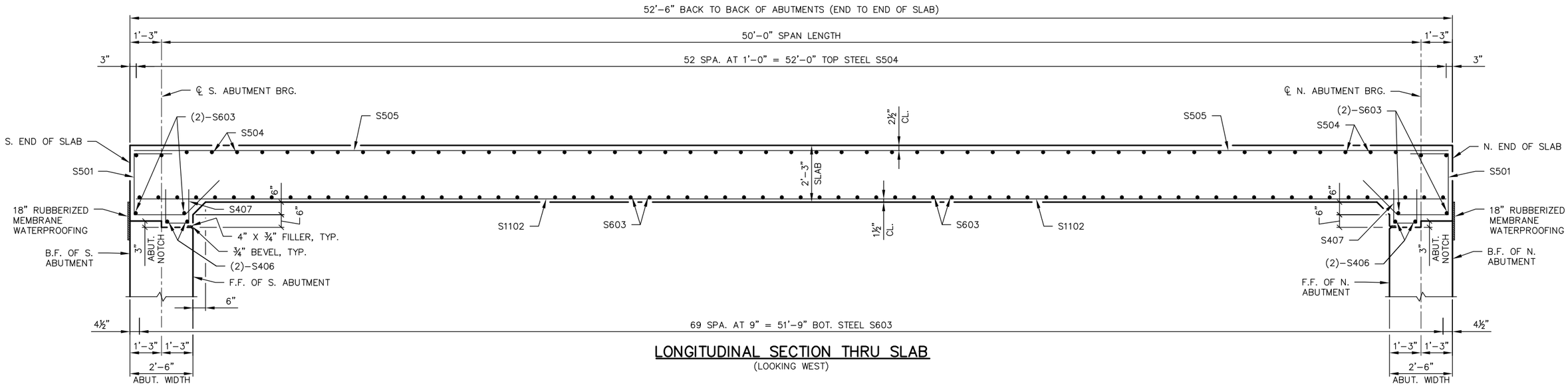
PLOT DATE: Jul 02, 2025

FILE: B240046_10_11_wingrail.dwg
PLOT SCALE:

8

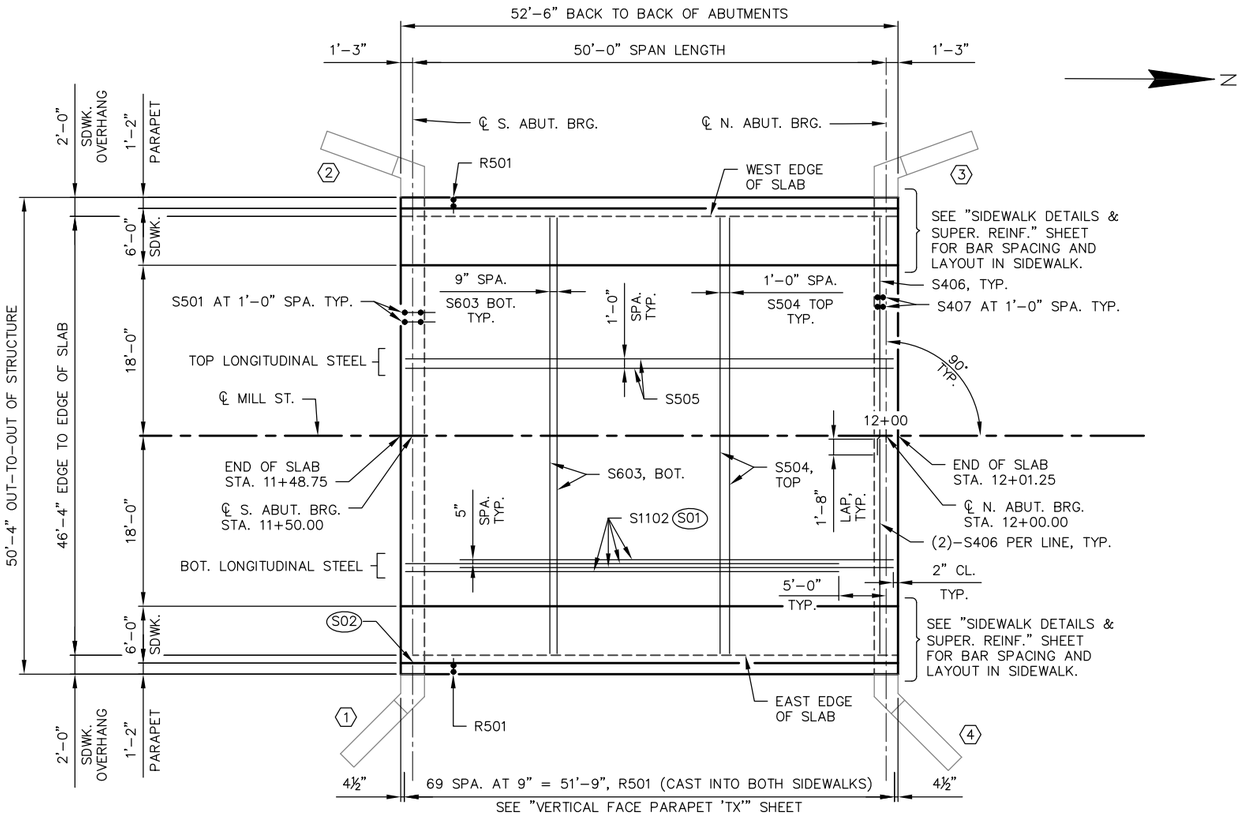
8

STATE PROJECT NUMBER
6626-01-70



LONGITUDINAL SECTION THRU SLAB

(LOOKING WEST)



SUPERSTRUCTURE PLAN

NOTES

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

BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

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

PARAPETS AND SIDEWALK PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

(S01) EXTEND ONE END OF THE S1102 BAR TO 2" CLEAR OF ONE BACK FACE OF ABUTMENT. ALTERNATE BETWEEN SOUTH AND NORTH ABUTMENTS ACROSS ENTIRE SLAB.

(S02) NAME PLATE AND BENCHMARK (WHEN SUPPLIED). SEE "VERTICAL FACE PARAPET 'TX'" SHEET FOR PLACEMENT LOCATION.

⬡ INDICATES WING NUMBER

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-24-46

DRAWN BY JDO | PLANS CK'D ACK

SUPERSTRUCTURE

SHEET 12 OF 18

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I.D. 6626-01-70

PLOT DATE: Jul 02, 2025

FILE: B240046_12-15_super.dwg
PLOT SCALE:

8

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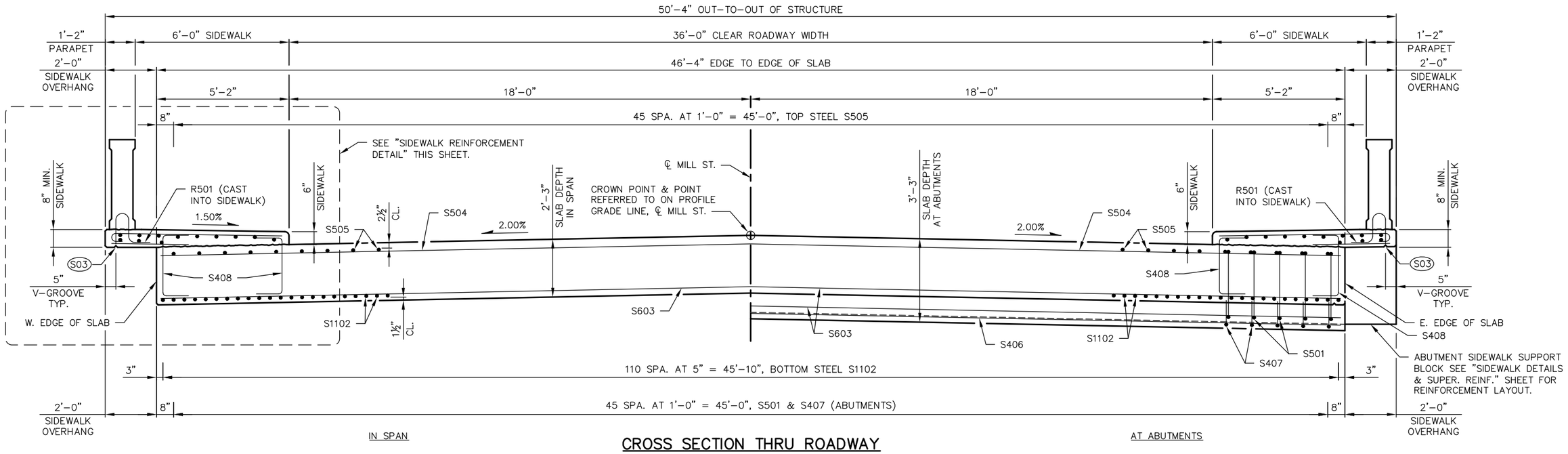
STATE PROJECT NUMBER
6626-01-70



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)
(CONDUIT NOT SHOWN FOR CLARITY)

NOTES

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

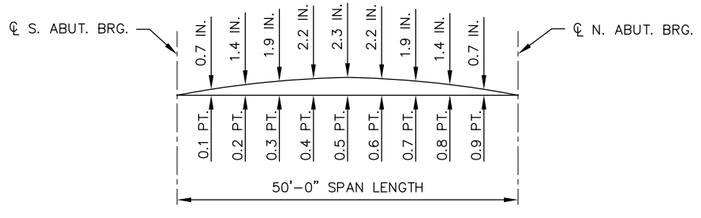
(S03) ¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT BODY. V-GROOVES ARE REQUIRED.

(S04) SEE "VERTICAL FACE PARAPET 'TX'" SHEET FOR DETAILS.

(S05) INSIDE FACE OF SIDEWALK CURB

(S06) TOP OF SIDEWALK (AT INSIDE FACE OF PARAPET)

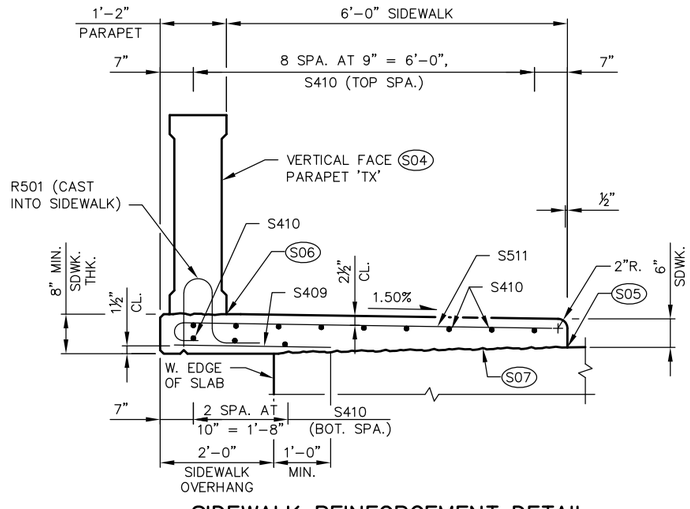
(S07) CONSTRUCTION JOINT – STRIKE OFF AS SHOWN AND LEAVE ROUGH. MATCH BRIDGE SLAB CROSS SLOPE OF 2%.



SLAB CAMBER DIAGRAM

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

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



SIDEWALK REINFORCEMENT DETAIL

(SLAB REINFORCEMENT NOT SHOWN FOR CLARITY)
(SEE "SIDEWALK DETAILS & SUPER. REINF." SHEET FOR BAR SPACING & ADDITIONAL DETAILS)
(W. SIDEWALK SHOWN, E. SIDEWALK SIMILAR)

TOP OF SLAB/SIDEWALK ELEVATIONS

SPAN PT	W. SDWK. (INSIDE FACE OF PARAPET)	W. SLAB EDGE *	INSIDE FACE OF W. SDWK. CURB	℄ MILL ST.	INSIDE FACE OF E. SDWK. CURB	E. SLAB EDGE *	E. SDWK. (INSIDE FACE OF PARAPET)
℄ S. ABUT.	798.44	797.75	797.85	798.21	797.85	797.75	798.44
0.1	798.45	797.76	797.86	798.22	797.86	797.76	798.45
0.2	798.46	797.77	797.87	798.23	797.87	797.77	798.46
0.3	798.47	797.78	797.88	798.24	797.88	797.78	798.47
0.4	798.48	797.79	797.89	798.25	797.89	797.79	798.48
0.5	798.48	797.79	797.89	798.25	797.89	797.79	798.48
0.6	798.48	797.79	797.89	798.25	797.89	797.79	798.48
0.7	798.48	797.79	797.89	798.25	797.89	797.79	798.48
0.8	798.48	797.79	797.89	798.25	797.89	797.79	798.48
0.9	798.48	797.79	797.89	798.25	797.89	797.79	798.48
℄ N. ABUT.	798.47	797.78	797.88	798.24	797.88	797.78	798.47

* ELEVATION AT TOP OF SLAB EDGE WITHOUT SIDEWALK AND WITH CONTINUED 2% CROSS SLOPE FROM CROWN POINT.

SURVEY TOP OF SLAB ELEVATIONS

	℄ S. ABUT. BRG.	5/10 PT.	℄ N. ABUT. BRG.
WEST SLAB EDGE			
℄ MILL ST.			
EAST SLAB EDGE			

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE ℄ OF ABUTMENTS, ℄ OF PIER AND AT 5/10 POINTS TO VERIFY CAMBER. TAKE ELEVATIONS ALONG EDGE OF SLAB AND REFERENCE LINE. RECORD THE ELEVATIONS IN THE ABOVE TABLE FOR THE "AS BUILT" PLANS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-24-46

DRAWN BY JDO | PLANS CK'D ACK

SUPERSTRUCTURE DETAILS

SHEET 13 OF 18

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PLOT DATE: Jul 02, 2025

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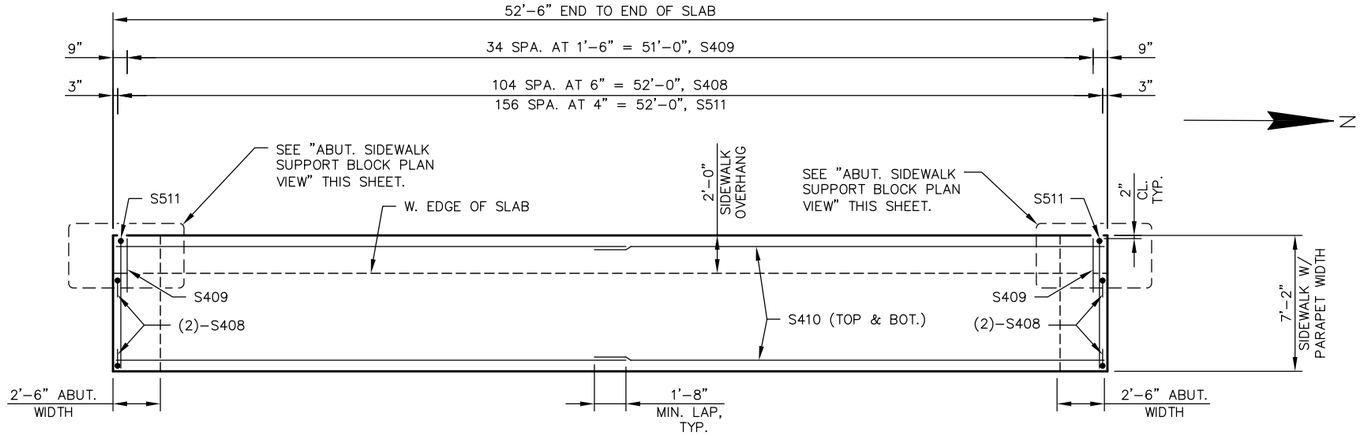


SIDEWALK PLAN

(W. SIDEWALK SHOWN, E. SIDEWALK SIMILAR
PARAPET STEEL NOT SHOWN FOR CLARITY)

F.F. – FRONT FACE
B.F. – BACK FACE

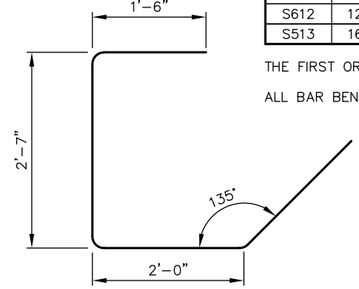
BILL OF BARS
SUPERSTRUCTURE

COATED = 43,330 LBS.

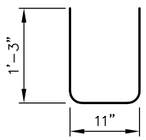
MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
S501	92		7'–10"	X		SLAB AT ABUTMENTS – TIES	LONGIT.
S1102	111		46'–1"			SLAB – BOTTOM	LONGIT.
S603	74		46'–0"			SLAB – BOTTOM & ABOVE ABUTMENTS	TRANS.
S504	53		46'–0"			SLAB – TOP	TRANS.
S505	46		52'–2"			SLAB – TOP	LONGIT.
S406	8		23'–10"			SLAB – AT ABUTMENT NOTCH	TRANS.
S407	92		3'–3"	X		SLAB – STIRRUP ABOVE ABUTMENT NOTCH	VERT.
S408	420		4'–1"	X		SLAB – SIDEWALK – STIRRUP	VERT.
S409	70		2'–10"			SIDEWALK BOT. – EDGE	TRANS.
S410	48		26'–11"			SIDEWALK TOP & BOT.	TRANS.
S511	314		7'–4"	X		SIDEWALK OVERHANG	TRANS.
S612	12		9'–6"	X		ABUT. SDWK. SUPPORT BLOCK – TRANS.	TRANS.
S513	16		11'–6"	X		ABUT. SDWK. SUPPORT BLOCK – LONGIT.	VERT.

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

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



S501



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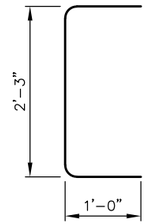
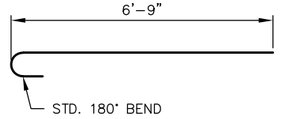


S408



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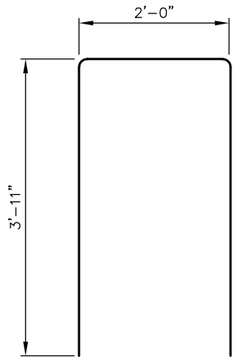
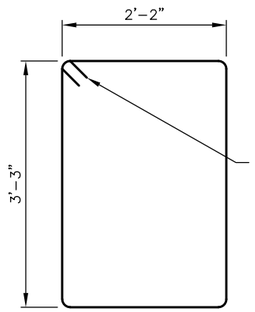
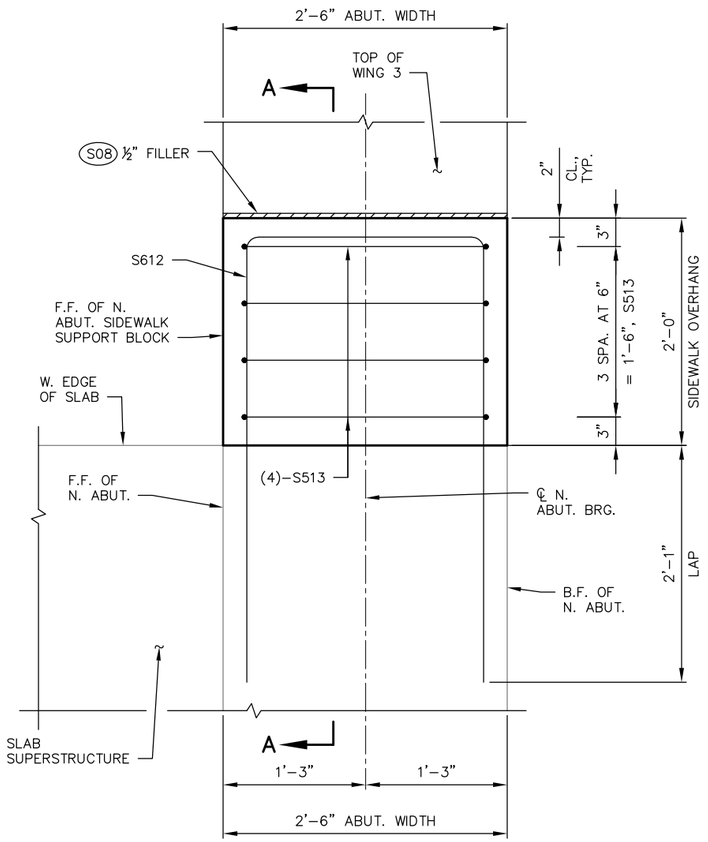


S612

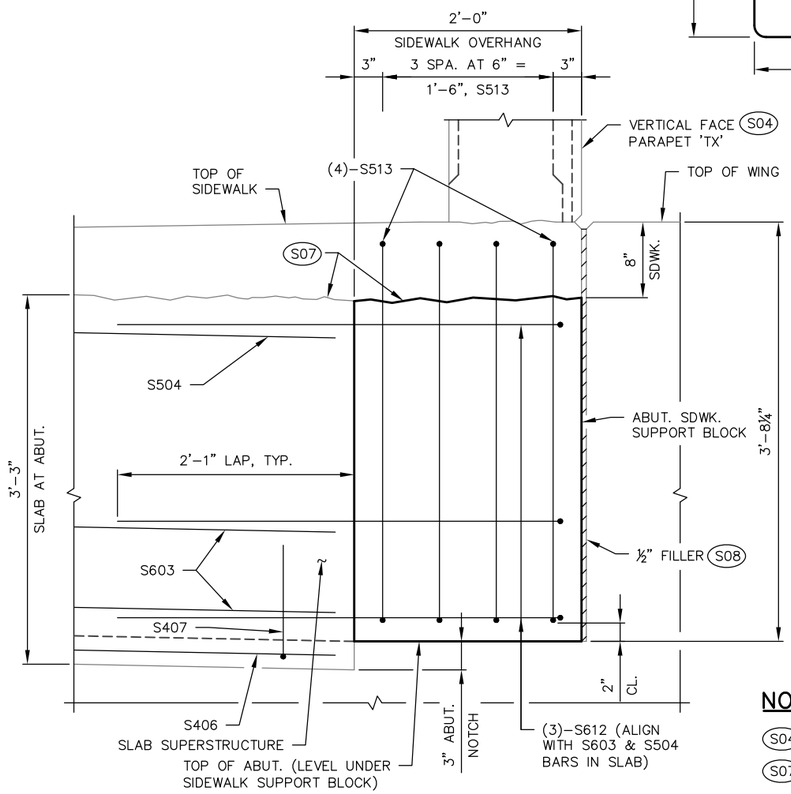


S513



ABUT. SIDEWALK SUPPORT BLOCK PLAN VIEW

(N. ABUT. SHOWN NEAR WING 3, S. ABUT. AND OTHER WING LOCATIONS SIMILAR)



SECTION A–A

(N. ABUT. SHOWN, S. ABUT. SIMILAR)
(SIDEWALK & PARAPET STEEL NOT SHOWN FOR CLARITY)

NOTES

(S04) SEE "VERTICAL FACE PARAPET 'TX'" SHEET FOR DETAILS.

(S07) CONSTRUCTION JOINT–STRIKE OFF AS SHOWN AND LEAVE ROUGH. MATCH BRIDGE SLAB CROSS SLOPE OF 2%.

(S08) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON–STAINING GRAY NON–BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–24–46

DRAWN BY JDO | PLANS CK'D ACK

SIDEWALK DETAILS & SUPER. REINF.

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PLOT SCALE:

I.D. 6626–01–70

PLOT DATE: Jul 02, 2025

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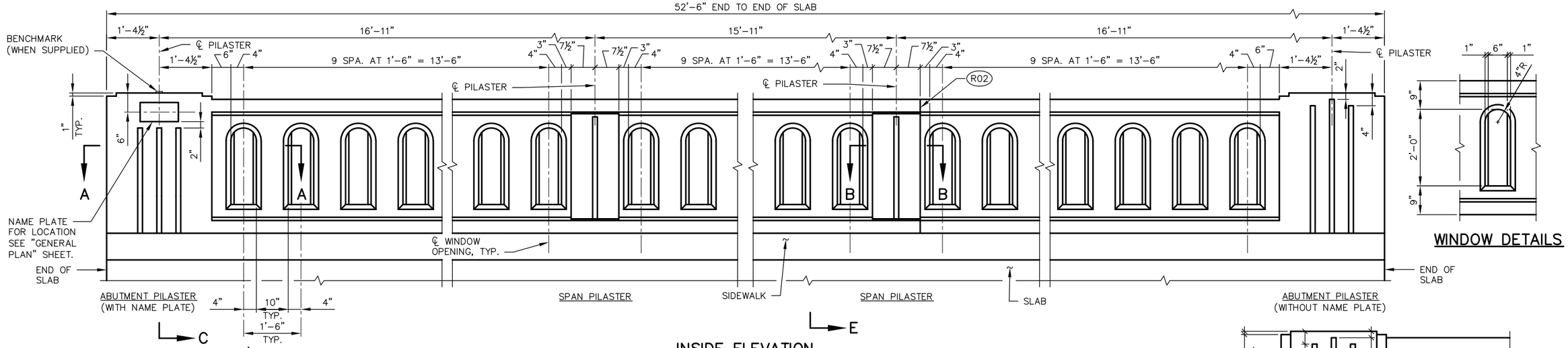
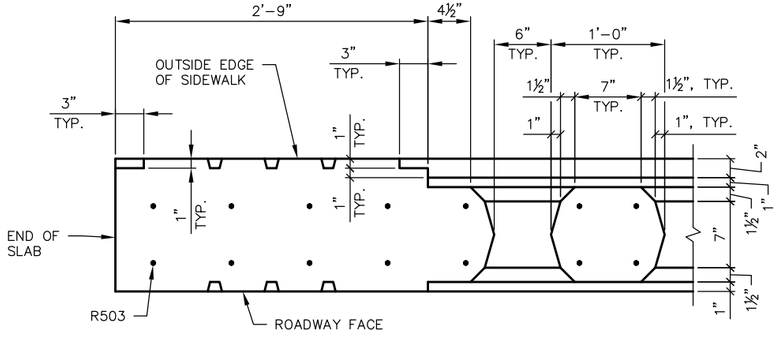
6626-01-70

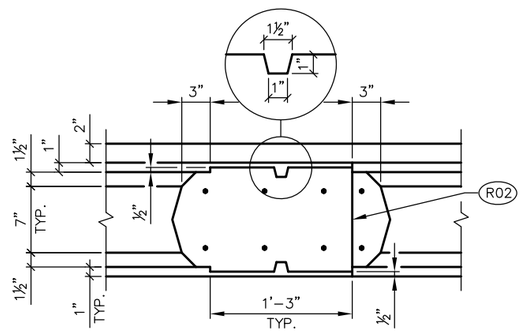


INSIDE ELEVATION

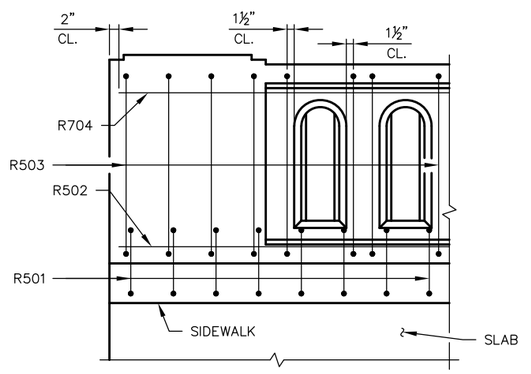
WINDOW DETAILS



SECTION A–A

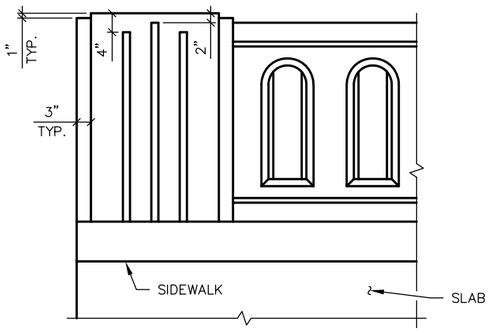


SECTION B–B



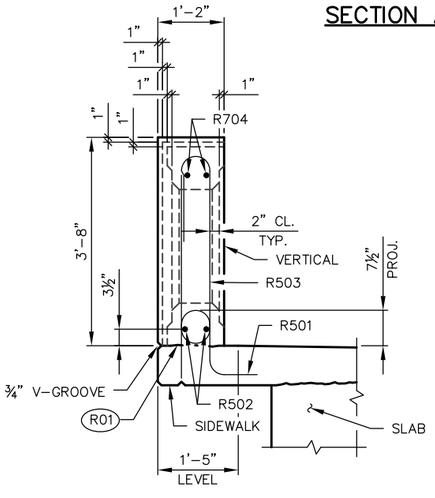
ON BRIDGE

(TYPICAL REINFORCEMENT PLACEMENT)

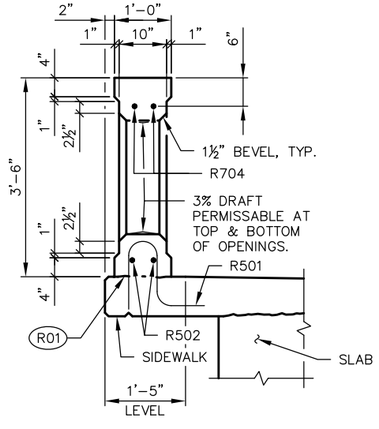


OUTSIDE ELEVATION

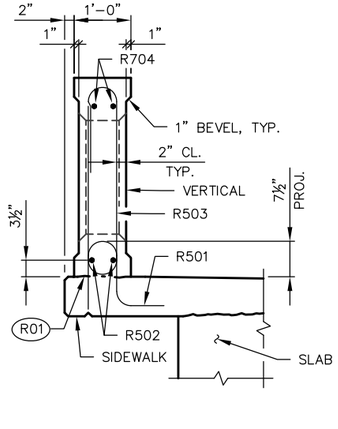
(REINFORCEMENT NOT SHOWN FOR CLARITY)



SECTION C–C



SECTION D–D



SECTION E–E

NOTES

BID ITEM SHALL BE "PARAPET CONCRETE TYPE 'TX'", WHICH SHALL INCLUDE ALL ITEMS SHOWN.

(R01) HORIZ. CONST. JOINT – STRIKE OFF AS SHOWN AND LEAVE ROUGH.

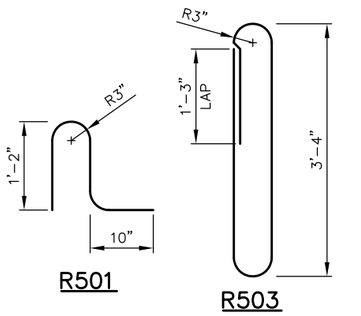
(R02) OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9" (#5 BARS), 2'-7" (#7 BARS).

BILL OF BARS
PARAPET (BOTH SIDES)

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
R501	140		3'-4"	X		PARAPET – STIRRUP INTO SIDEWALK	VERT.
R502	4		52'-2"			PARAPET – BOT.	LONGIT.
R503	140		8'-6"	X		PARAPET – STIRRUP	VERT.
R704	4		52'-2"			PARAPET – TOP	LONGIT.

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

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



R501 R503

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-24-46

DRAWN BY JDO | PLANS CK'D ACK

VERTICAL FACE PARAPET 'TX'

SHEET 15 OF 18

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8

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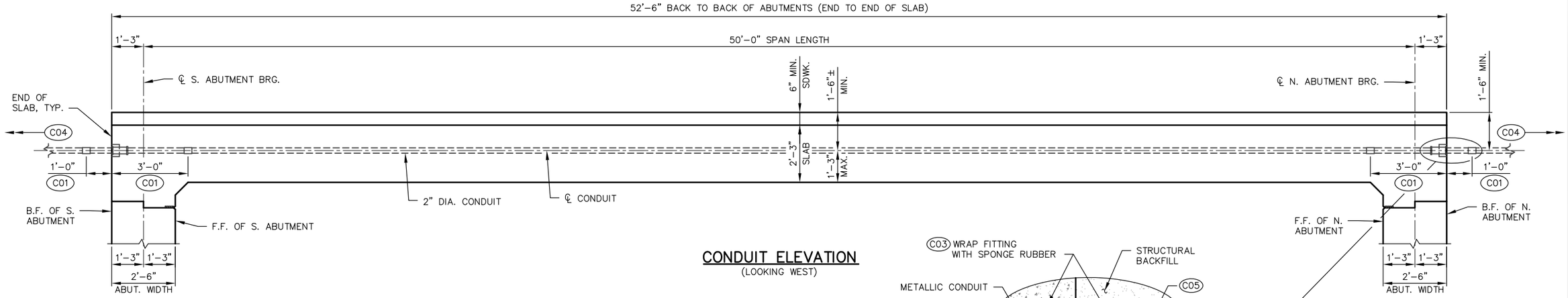
FILE: B240046_12-15_super.dwg
PLOT SCALE:

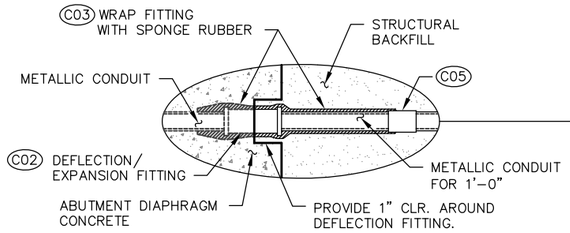
I.D. 6626-01-70

PLOT DATE: Jul 02, 2025

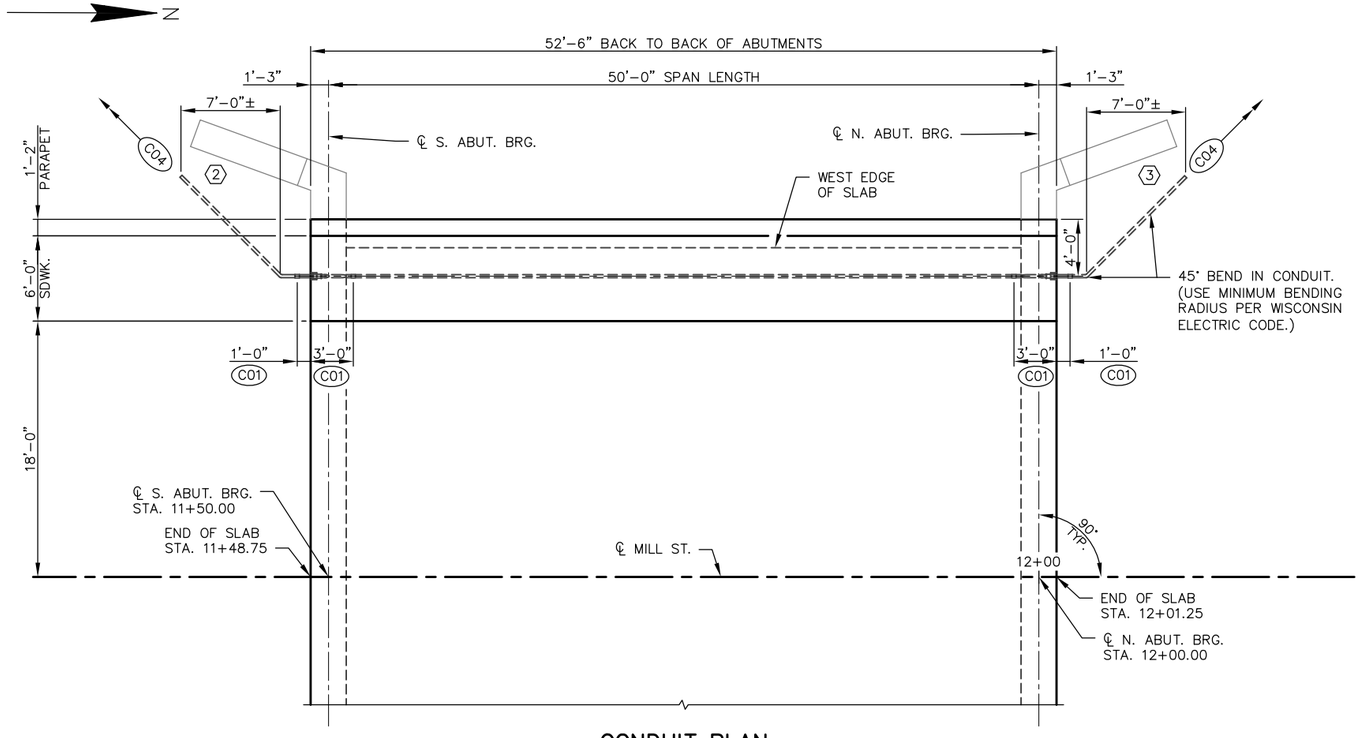
STATE PROJECT NUMBER
6626–01–70



CONDUIT ELEVATION
(LOOKING WEST)



DEFLECTION/EXPANSION FITTING



CONDUIT PLAN

NOTES

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

CONDUIT BENDS SHALL CONFORM TO THE NATIONAL ELECTRIC CODE.

(C01) USE 2" DIA. RIGID METALLIC CONDUIT AT DEFLECTION/EXPANSION FITTINGS IN THE ABUTMENT DIAPHRAGMS. EXTEND RIGID METALLIC CONDUIT 3'–0" INTO THE SLAB.

(C02) DEFLECTION/EXPANSION FITTING TO PROVIDE UP TO ¾" CONDUIT CONTRACTION OR EXPANSION AND UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER.

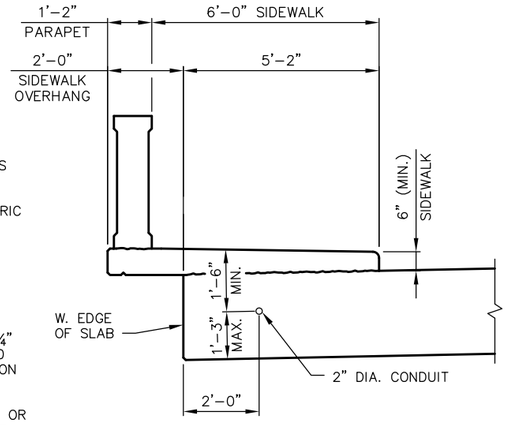
(C03) SPONGE RUBBER WRAP TO BE AASHTO M153, TYPE 1 OR EQUIVALENT – ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP TO BE INCLUDED WITH THE BID ITEM "CONDUIT RIGID METALLIC 2–INCH".

(C04) LIMITS OF STRUCTURE BID ITEM FOR CONDUITS TERMINATES AT PULL BOXES OFF OF STRUCTURE. REFER TO ROADWAY PLANS FOR LOCATIONS AND DETAILS.

(C05) WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED.

⬡ INDICATES WING NUMBER

F.F. – FRONT FACE
B.F. – BACK FACE



SECTION THRU CONDUIT
(LOOKING NORTH, WEST SIDE ONLY)
(REINFORCEMENT NOT SHOWN FOR CLARITY)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–24–46

DRAWN BY JDO | PLANS CK'D ACK

CONDUIT DETAILS

SHEET 16 OF 18

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8

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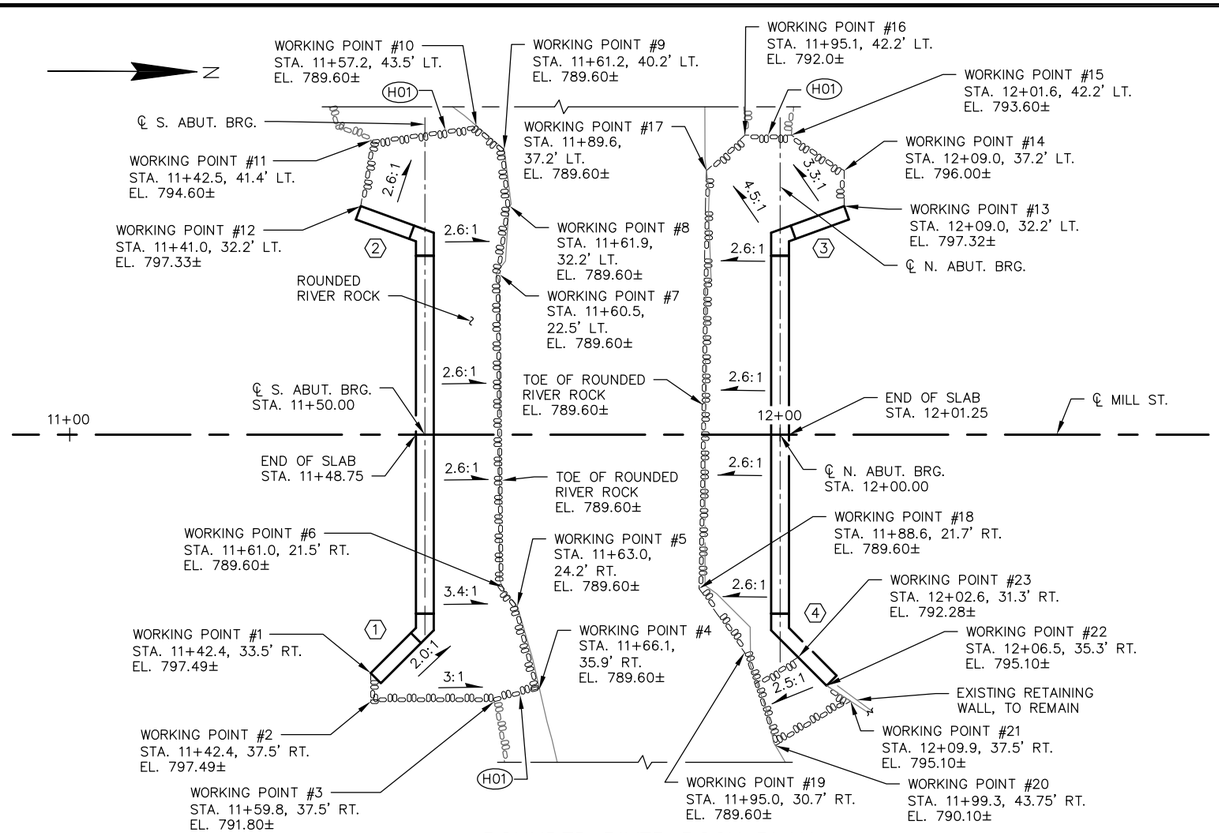
I.D. 6626–01–70

PLOT DATE: Jul 02, 2025

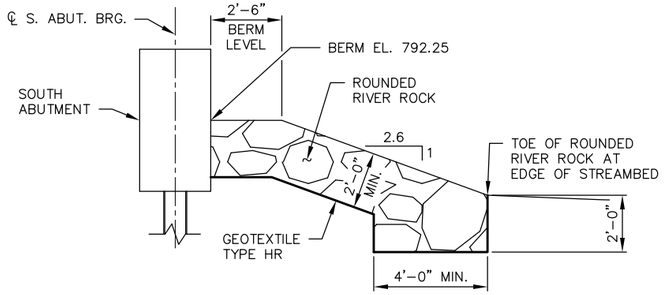
FILE: B240046_16_conduit.dwg
PLOT SCALE:

STATE PROJECT NUMBER

6626-01-70



ROUNDED RIVER ROCK PLAN



TYPICAL SECTION THRU SOUTH ABUTMENT

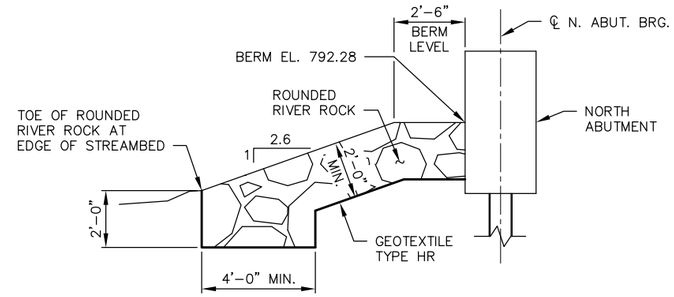
(LOOKING WEST)

NOTES

PLACE GEOTEXTILE TYPE HR BELOW ROUNDED RIVER ROCK.

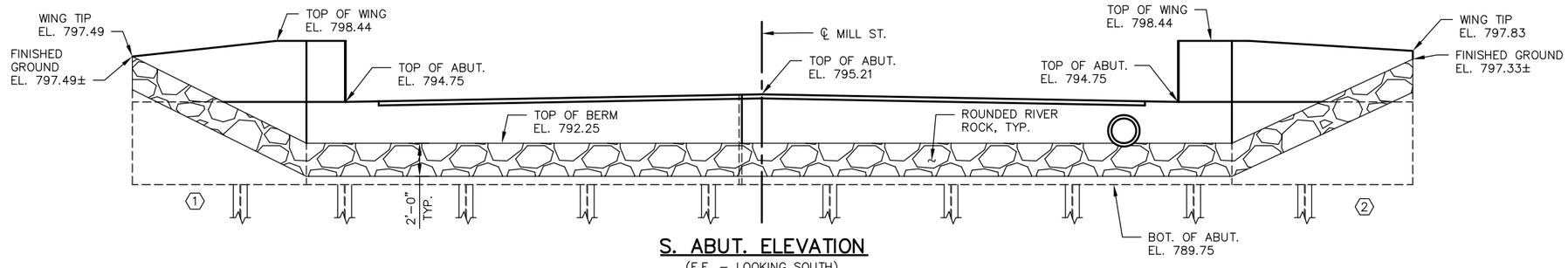
(H01) TIE NEW ROUNDED RIVER ROCK INTO EXISTING ROUNDED RIVER ROCK NEAR WINGS 1, 2, & 3.

⬡ INDICATES WING NUMBER



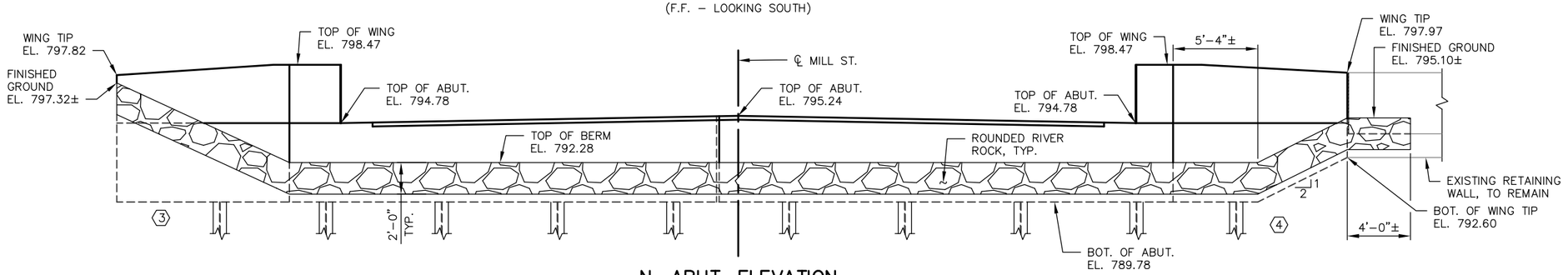
TYPICAL SECTION THRU NORTH ABUTMENT

(LOOKING WEST)



S. ABUT. ELEVATION

(F.F. – LOOKING SOUTH)



N. ABUT. ELEVATION

(F.F. – LOOKING NORTH)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-24-46

DRAWN BY JDO | PLANS CK'D ACK

ROUNDED RIVER ROCK LAYOUT

SHEET 17 OF 18

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I.D. 6626-01-70

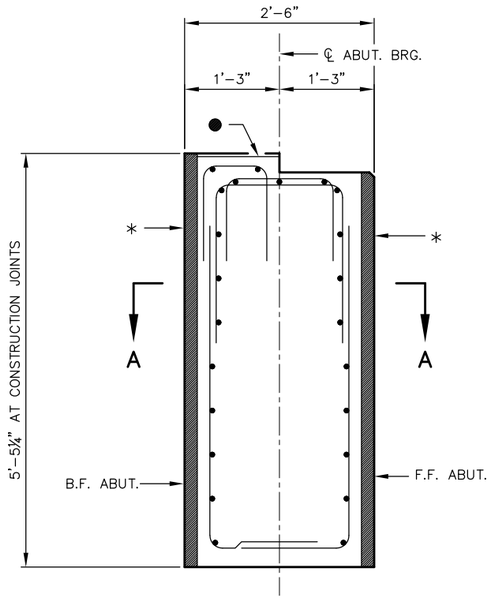
PLOT DATE: Jul 02, 2025

FILE: B240046_17_riprap.dwg
PLOT SCALE:

8

8

STATE PROJECT NUMBER
6626–01–70



SECTION THRU ABUTMENT BODY

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

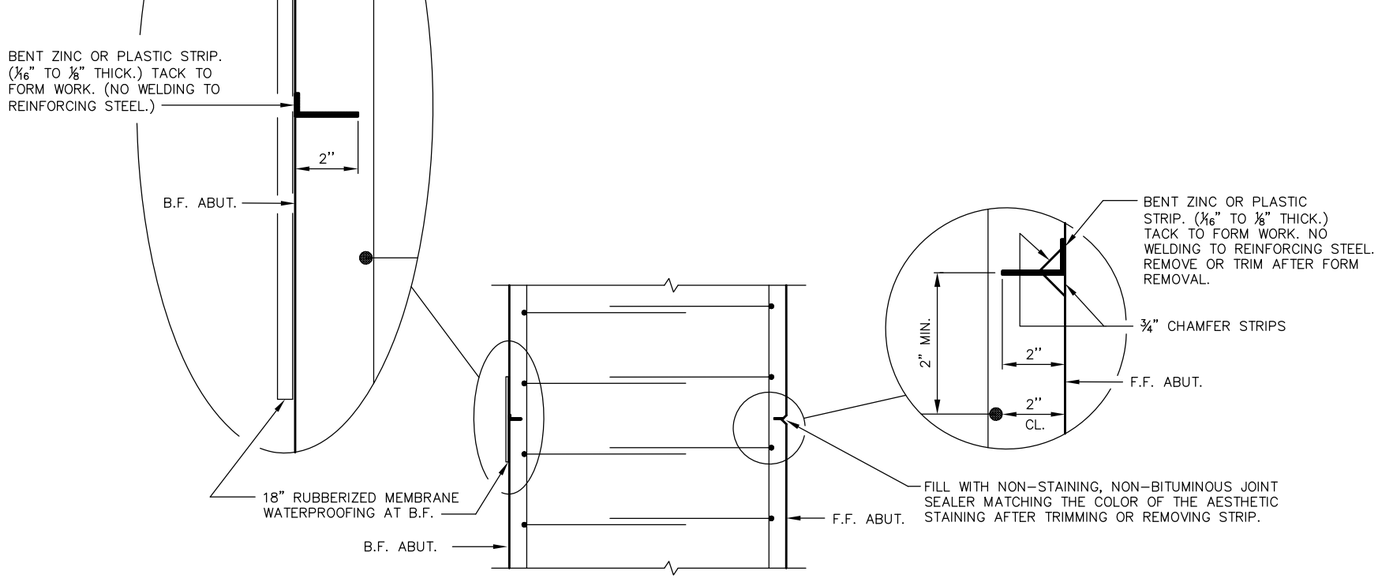
CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING THE CONSTRUCTION JOINT IS NOT ALLOWED.

● USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP.

* BENT ZINC OR PLASTIC STRIP.

F.F. – FRONT FACE
B.F. – BACK FACE



SECTION A–A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–24–46

DRAWN BY JDO | PLANS CK'D ACK

ALTERNATE CONSTRUCTION JOINT

SHEET 18 OF 18

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FILE: B240046_18_alconstjt.dwg
PLOT SCALE:

I.D. 6626–01–70 PLOT DATE: Jul 02, 2025

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 4
105.00	0.00	5.42	4.00	0.35	0	0	0	0	0	0
1100.00	15.00	.04	4.00	0.0	4	2	0	4	0	22
112.21	2.21	3.5	3.00	.2	5	44	4	133	5	5
114.5	20.54	5.4	30.00	.2	51	2	6	14	13	76
STRUCTURE B24004										
			DIVISION 1 TOTALS		14.00	96	10			

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 4
STRUCTURE B-24-0046										
12+01.25	0.00	49.43	32.00	6.82	0	0	0	0	0	0
12+50.00	48.75	80.88	54.00	0.44	118	..	7	11	9	31
1251.25	1.25	1.4	54.00	0.24	4	3	0	122	9	32
			DIVISION 2 TOTALS		122	1	7			
			PROJECT TOTAL		30	1	1			

NOTES	
1 CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 SALVAGED/UNUSABLE PAVEMENT MATERIAL	TIS DOES NOT SO UP IN CROSS SECTIONS
3 FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 MASS ORDINATE	(CUT) (FILLFILL FACTOR) (SALVAGED/UNUSABLE PAVEMENT MATERIAL)
	PLUS UANTITIY INDICATES AN EXCESS OF MATERIAL ITIN TE DIVISION. MINUS UANTITY INDICATES A SORTAGE OF MATERIAL ITIN TE DIVISION.

9

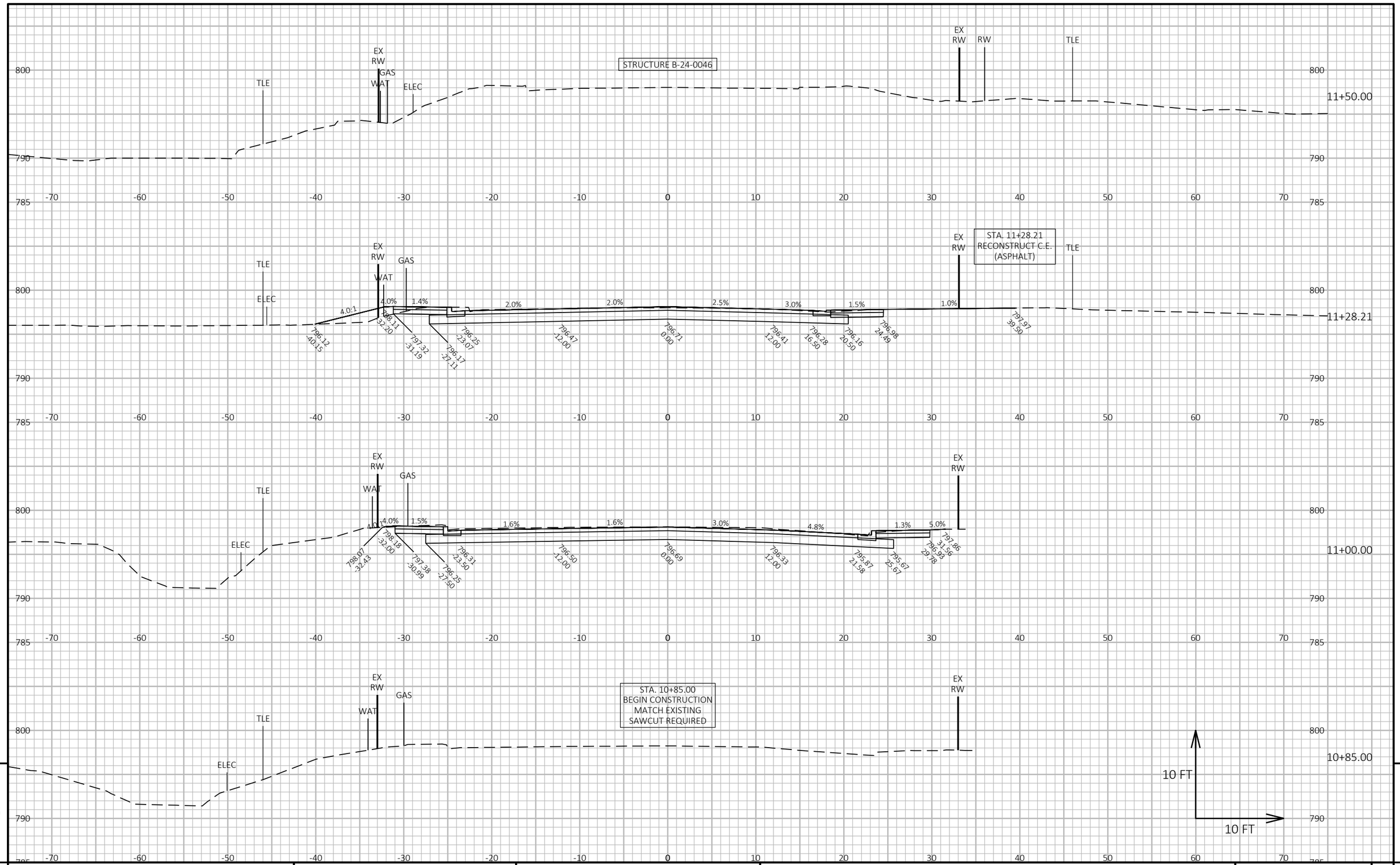
9

PROJECT NO 2010	Y MILL STREET	COUNTY GREEN LAE	EARTOR DATA	SEET 81	E

FILE NAME G00PROJECT FILES20242401 ID 20100 C GREEN LAE MILL STREET PUCYAN RIVER BRIDGE B240430CADSEETS00101E.DG
LAYOUT NAME 00101

PLOT DATE 5/2/2025 03 AM PLOT BY ERICA BAUER PLOT NAME PLOT SCALE 1 1

ISDOT/CADDS SEET 4



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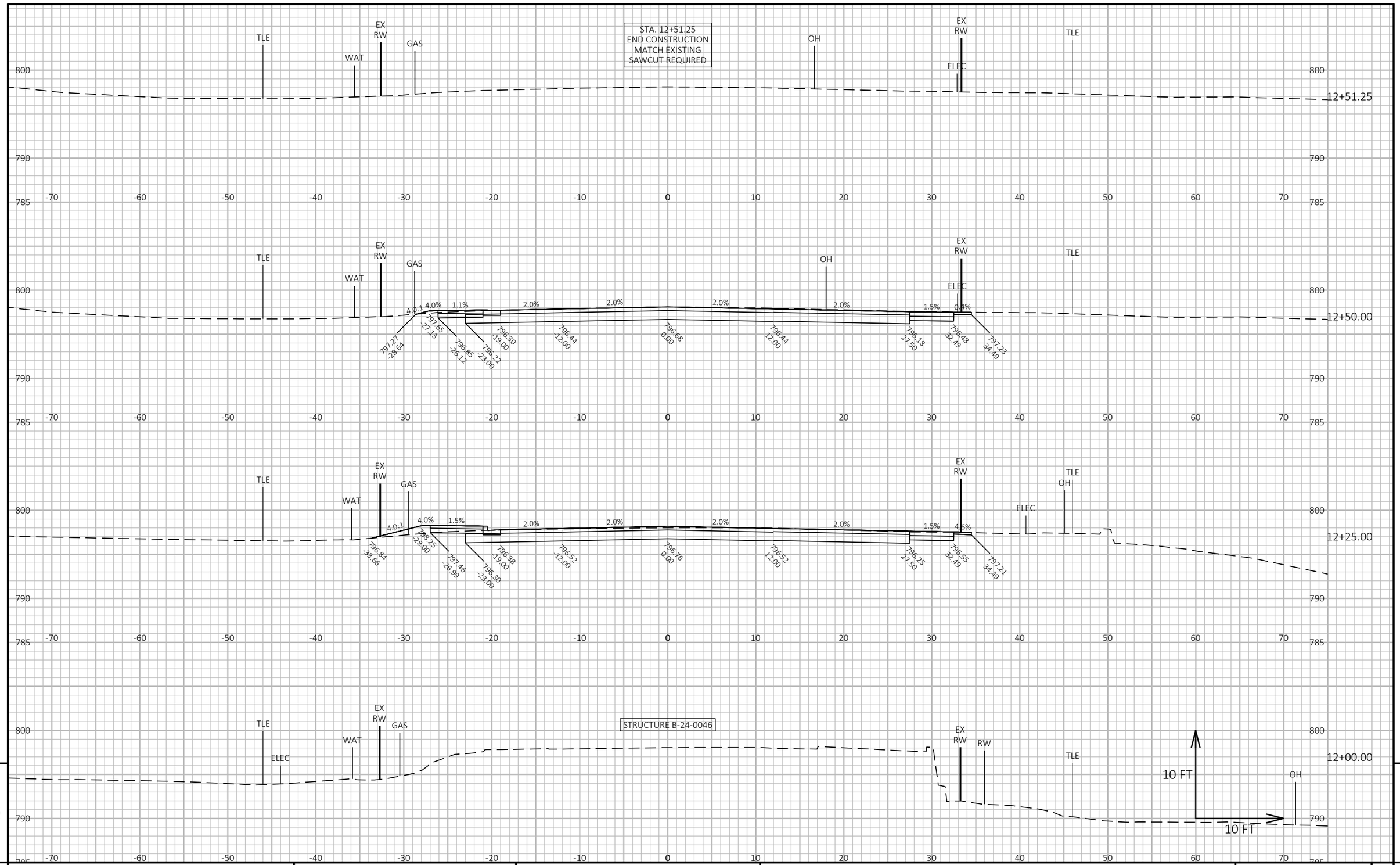
PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	CROSS SECTIONS: MILL STREET	SHEET 82	E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\090201_XS.DWG
LAYOUT NAME - 090201_xs

PLOT DATE : 5/13/2025 10:37 AM PLOT BY : ERIK MEYER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6626-01-70	HWY: MILL STREET	COUNTY: GREEN LAKE	CROSS SECTIONS: MILL STREET	SHEET 83	E

FILE NAME : G:\00-PROJECT FILES\2024\24016 ID 6626-01-00 C GREEN LAKE - MILL STREET PUCHYAN RIVER BRIDGE B-24-0437\0-CAD\SHEETS\090201_XS.DWG
LAYOUT NAME - 090202_xs

PLOT DATE : 5/13/2025 10:37 AM PLOT BY : ERIK MEYER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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