RHI

PROJECT ID: 9826-00-70

WITH: N/A

COUNTY: IRON

FEBRUARY 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 = 56

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

T KIMBALL, TOWN PARK DRIVE

W BR MONTREAL RIVER BRIDGE B-26-0047

LOC STR

IRON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9826-00-70		

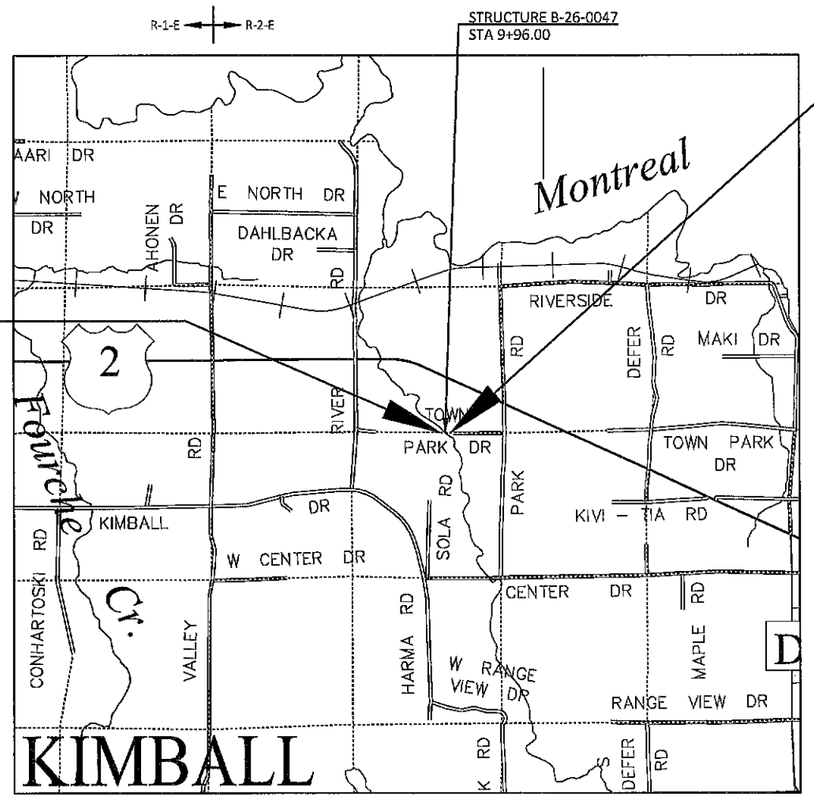
STATE PROJECT NUMBER

9826-00-70

DESIGN DESIGNATION 9826-00-00

A.A.D.T.	(2026)	=	<100
A.A.D.T.	(2046)	=	<100
D.H.V.		=	10
D.D.		=	50/50
T.		=	5%
DESIGN SPEED		=	15 MPH
ESALS		=	36,500

BEGIN PROJECT
STA 8+70.75
Y = 383743.54
X = 722902.43



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.047 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), IRON 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.

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

ACCEPTED FOR

Town of Kimball

10/20/2025 (Date)

(Town Chairman)

ORIGINAL PLANS PREPARED BY

AYRES

WISCONSIN
STEFFANIE A. PEPIN
E-100708-6
MARQUETTE, MI
PROFESSIONAL ENGINEER
10/28/2025

(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AYRES ASSOCIATES INC
Designer	AYRES ASSOCIATES INC
Project Manager	MICHAEL GRAGE, PE
Regional Examiner	NC REGION
Regional Supervisor	DANIEL ERVA, PE

APPROVED FOR THE DEPARTMENT

DATE: 10/28/2025 (Signature)

E

FILE NAME : I:\42\42-1435.00 - IRON CO, TN KIMBALL, TOWN PARK DRIVE\C3D\SHEETS\010101-TI.DWG PLOT DATE : 10/6/2025 3:55 PM PLOT BY : PEPIN, STEFFANIE PLOT NAME :

UTILITIES CONTACTS

XCEL ENERGY
MITCHELL ANDERSON
1751 LIBERTY ST
IRONWOOD, MI 49938
PHONE: 906-767-5127
CELL: 906-364-9448
EMAIL: mitch.d.anderson@xcelenergy.com

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

WISCONSIN DNR LIAISON

JON SIMONSEN
WDNR
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
PHONE: 715-367-1936
EMAIL: jonathan.simonsen@wisconsin.gov

DESIGN PROJECT MANAGER

MIKE GRAGE, PE
WISDOT NC REGION
510 N. HANSON LAKE ROAD
RHINELANDER, WI 54501
PHONE: 715-365-5705
EMAIL: michael.grage@dot.wi.gov

TOWN CONTACT

RANDY STOLTENBERG, CHAIR
TOWN OF KIMBALL
5708W CENTER DRIVE
HURLEY, WI 54534
PHONE: 906-458-0292
EMAIL: chair@kimballwi.gov

DESIGN PROJECT LEADER

STEFFANIE PEPIN, PE
AYRES ASSOCIATES
700 PILGRIM WAY, SUITE 180
GREEN BAY, WI 54304
PHONE: 906-421-2346
EMAIL: pepins@AyresAssociates.com

COUNTY CONTACT

KASEY KRALL, HIGHWAY COMMISSIONER
IRON COUNTY HIGHWAY DEPARTMENT
607 3RD AVE N, SUITE 1
HURLEY, WI 54534
PHONE: 715-561-4965
EMAIL: commissioner@ironcountywi.org

GENERAL NOTES

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

FILL EXPANSION FACTOR IS 30%

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

RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

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

SEED MIXTURE NO. 20 AND SEEDING TEMPORARY SHALL BE USED IN THE PROJECT AND SHALL BE PLACED AS SHOWN IN THE PLANS AND/OR DIRECTED BY THE ENGINEER.

ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH A 2" UPPER LAYER AND A 2" LOWER LAYER. ASPHALTIC SURFACE SHALL USE 12.5 mm NOMINAL AGGREGATE SIZE.

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.

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.

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SUBGRADE SHOULDER POINTS ARE TO BE SEEDED AND EITHER MULCHED OR EROSION MATTED AS DIRECTED BY THE ENGINEER.

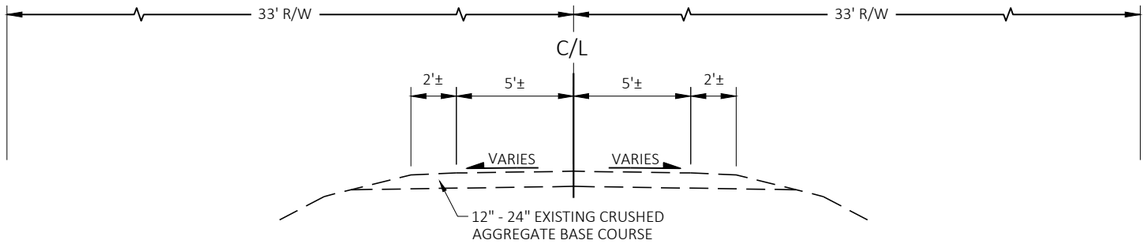
ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM (NAVD) 1988.

THE DEPARTMENT OF TRANSPORTATION WILL FURNISH THE CONTRACTOR WITH A MONUMENT TO BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

RUNOFF COEFFICIENT TABLE

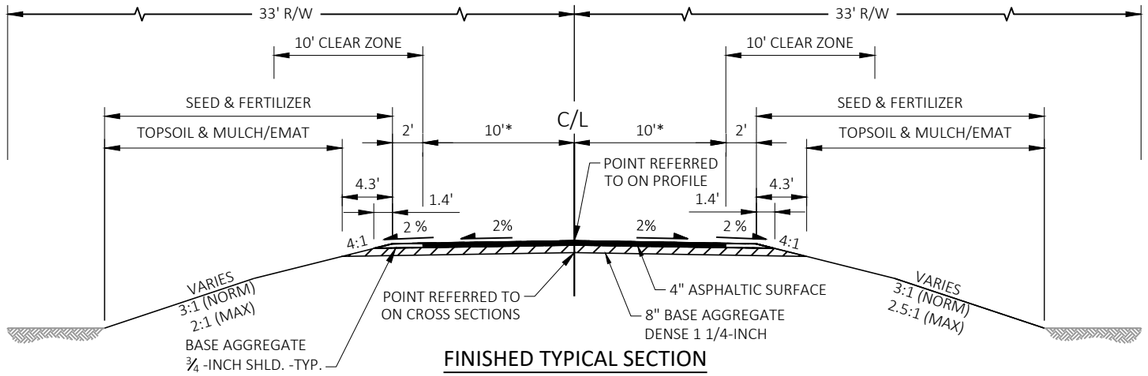
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS:	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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 = 0.397 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.290 ACRES



EXISTING TYPICAL SECTION

TOWN PARK DRIVE



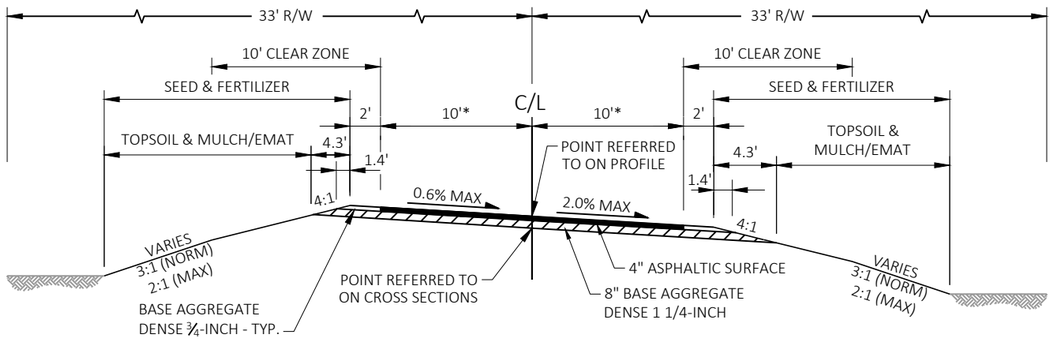
FINISHED TYPICAL SECTION

TOWN PARK DRIVE

STA 9+50.00 TO STA 9+70.75

STA 10+21.25 TO STA 10+36.74

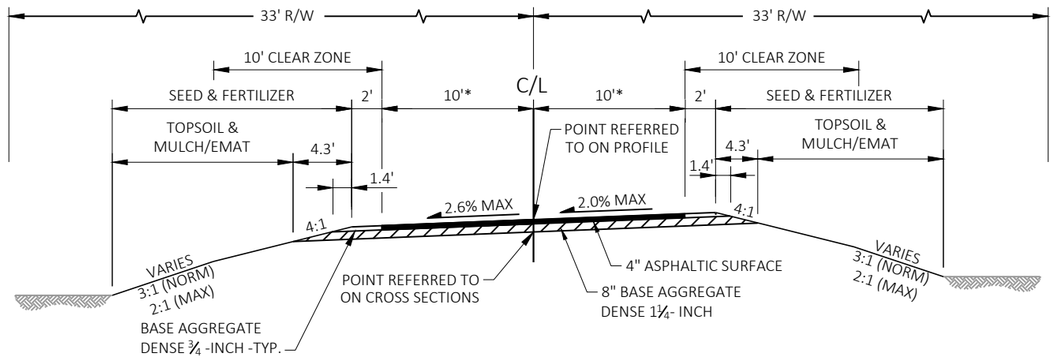
*THE ASPHALT SURFACE LANE SHALL TAPER FROM 13.25' WIDE AT THE ENDS OF THE WINGS TO 10' WIDE AT 50' FROM THE END OF THE BRIDGE AND MATCH EXISTING AT THE ENDS OF THE PROJECT.



FINISHED TYPICAL SUPERELEVATED SECTION

TOWN PARK DRIVE

STA. 8+70.75 TO STA. 9+50.00



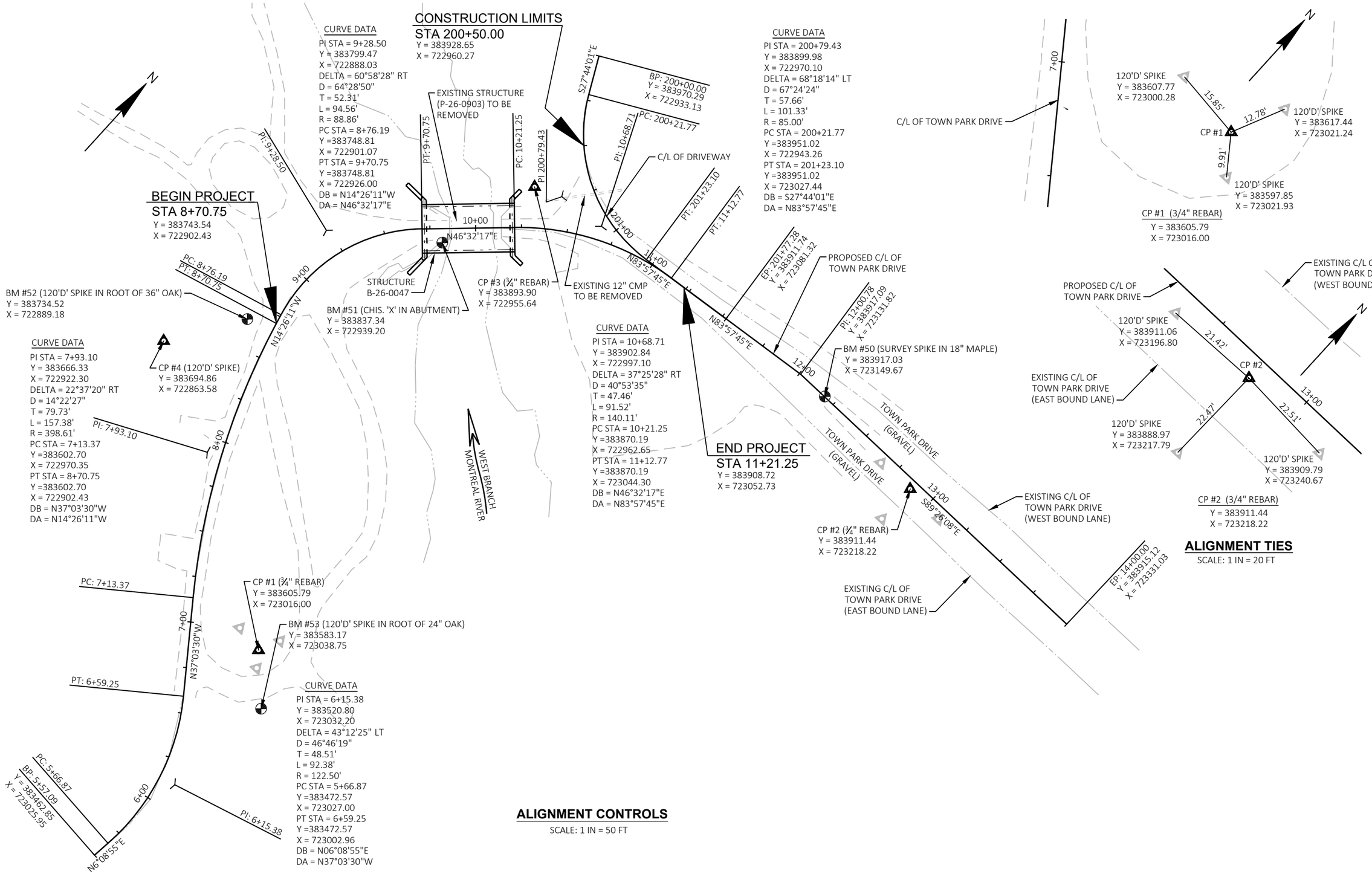
FINISHED TYPICAL SUPERELEVATED SECTION

TOWN PARK DRIVE

STA. 10+36.74 TO STA. 11+21.25

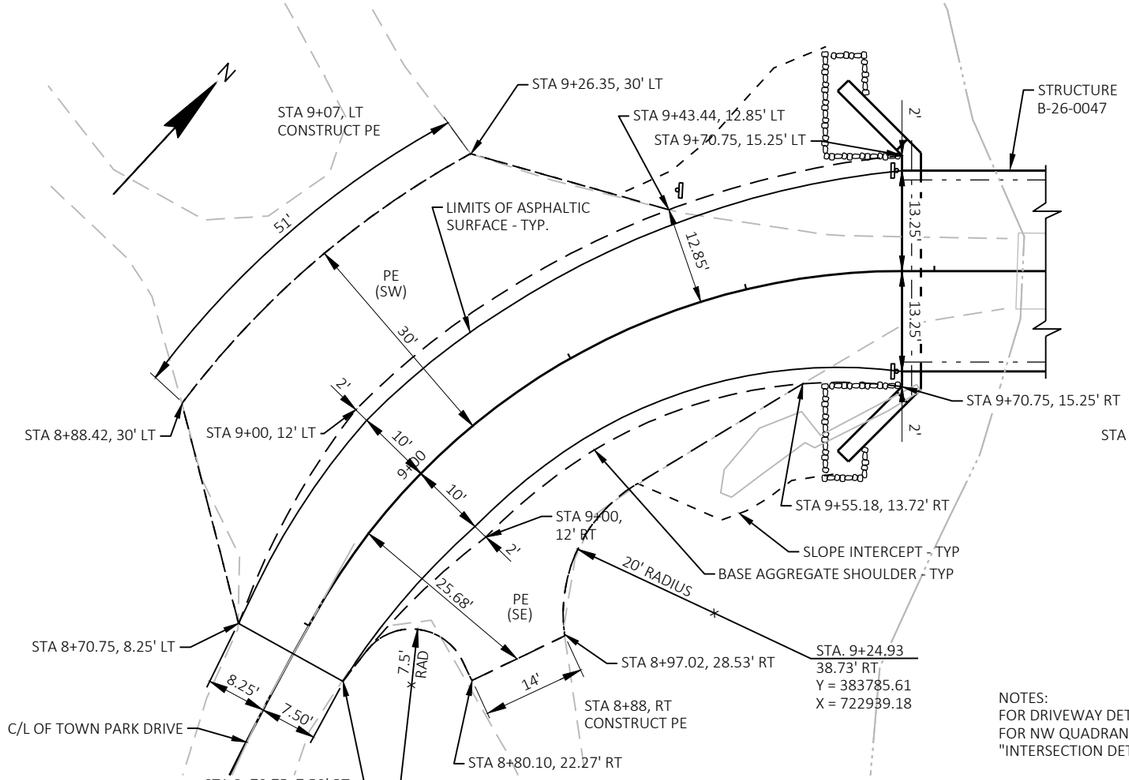
PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	TYPICAL SECTIONS	SHEET 3	E

2



PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	ALIGNMENT CONTROLS	SHEET 4	E

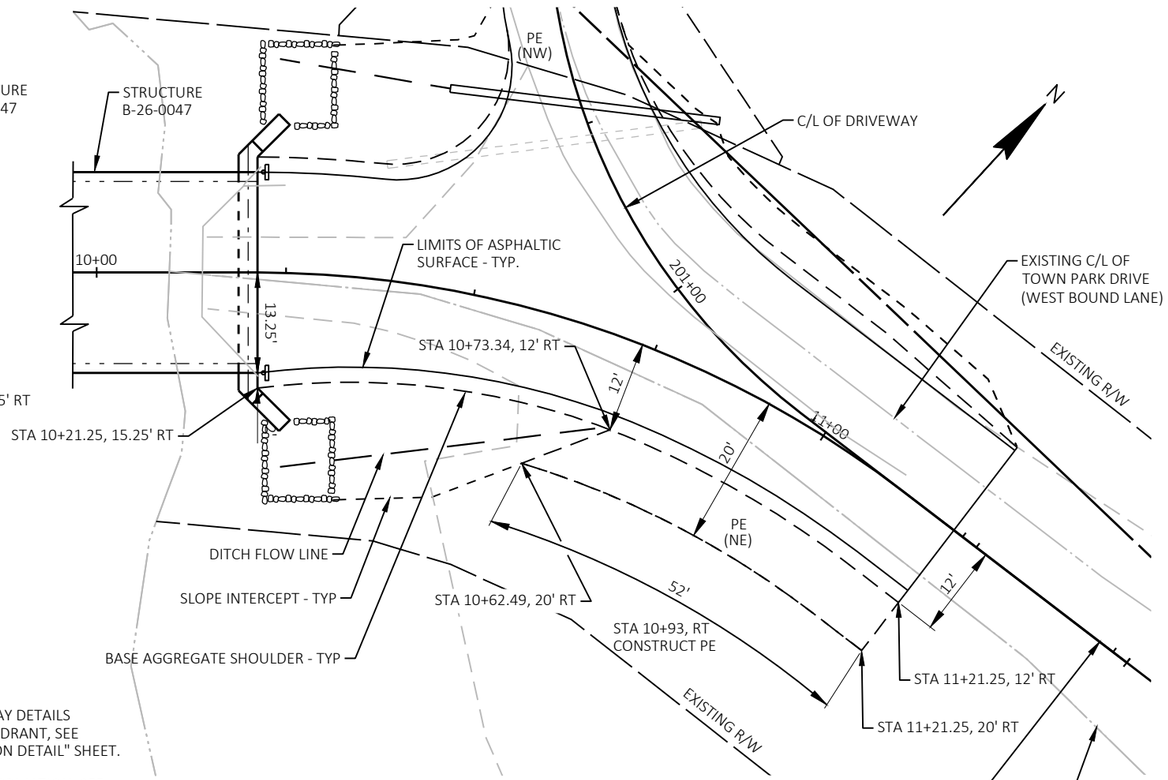
2



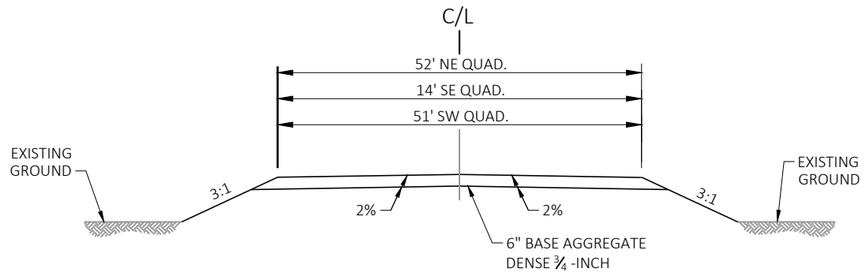
PLAN

NOTES:
FOR DRIVEWAY DETAILS
FOR NW QUADRANT, SEE
"INTERSECTION DETAIL" SHEET.

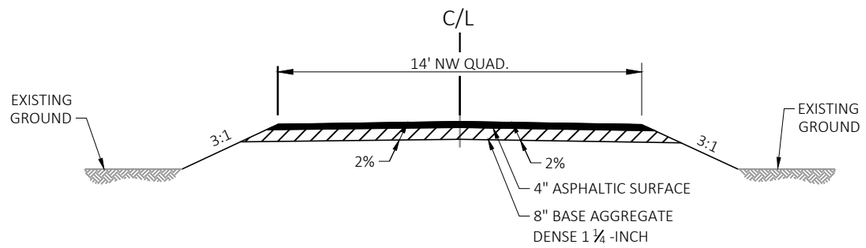
FOR PIPE INFORMATION, SEE
PLAN AND PROFILE SHEET.



PLAN



TYPICAL CROSS SECTION

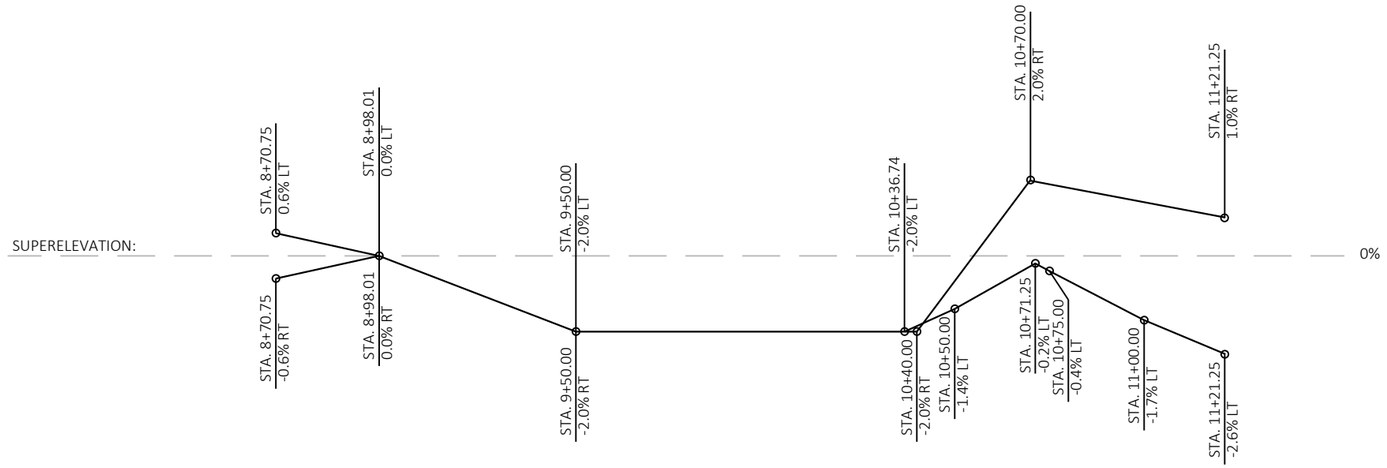


TYPICAL CROSS SECTION

PRIVATE ENTRANCE DETAILS

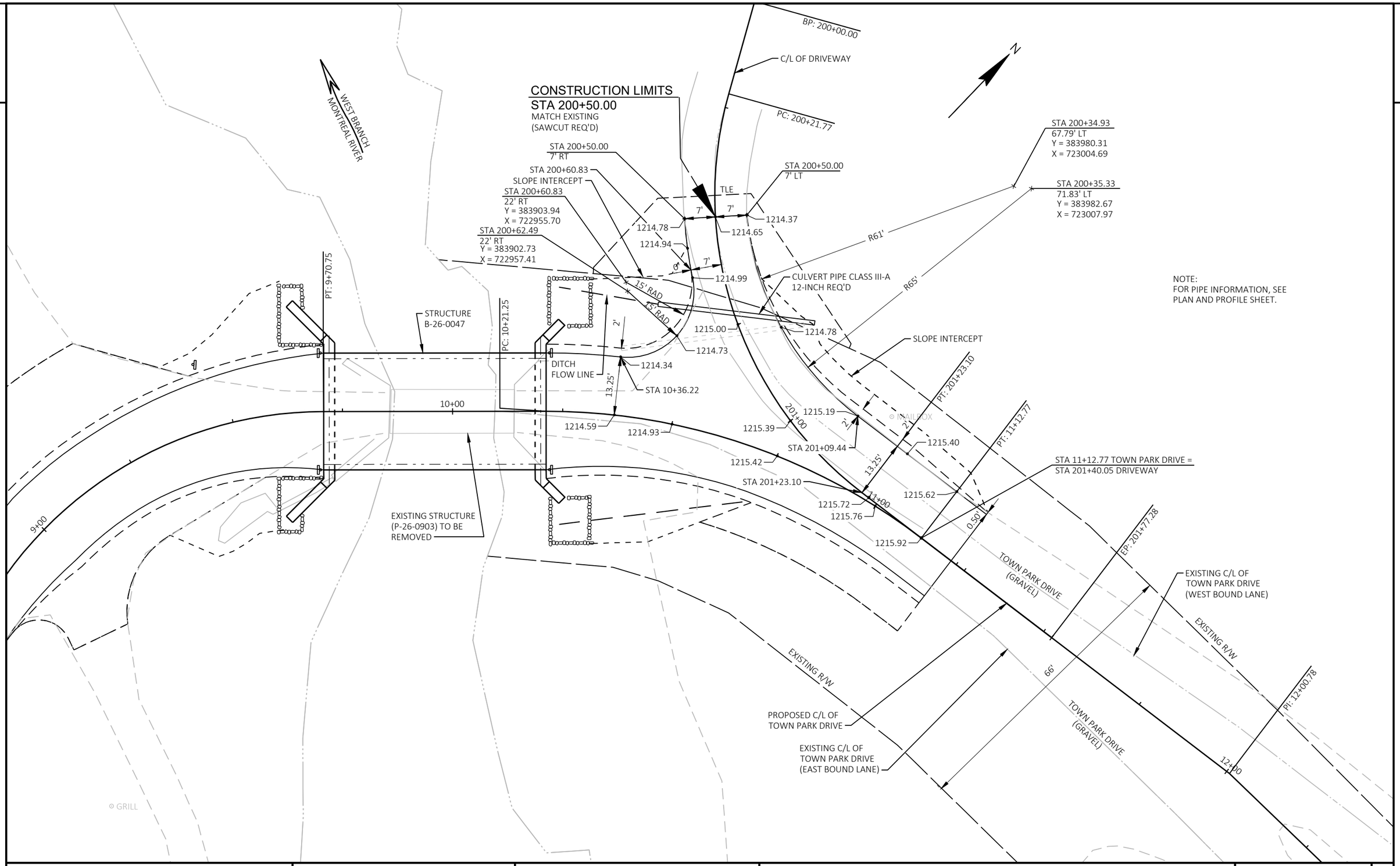
PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	CONSTRUCTION DETAILS	SHEET 5	E

2



SUPERELEVATION DIAGRAM

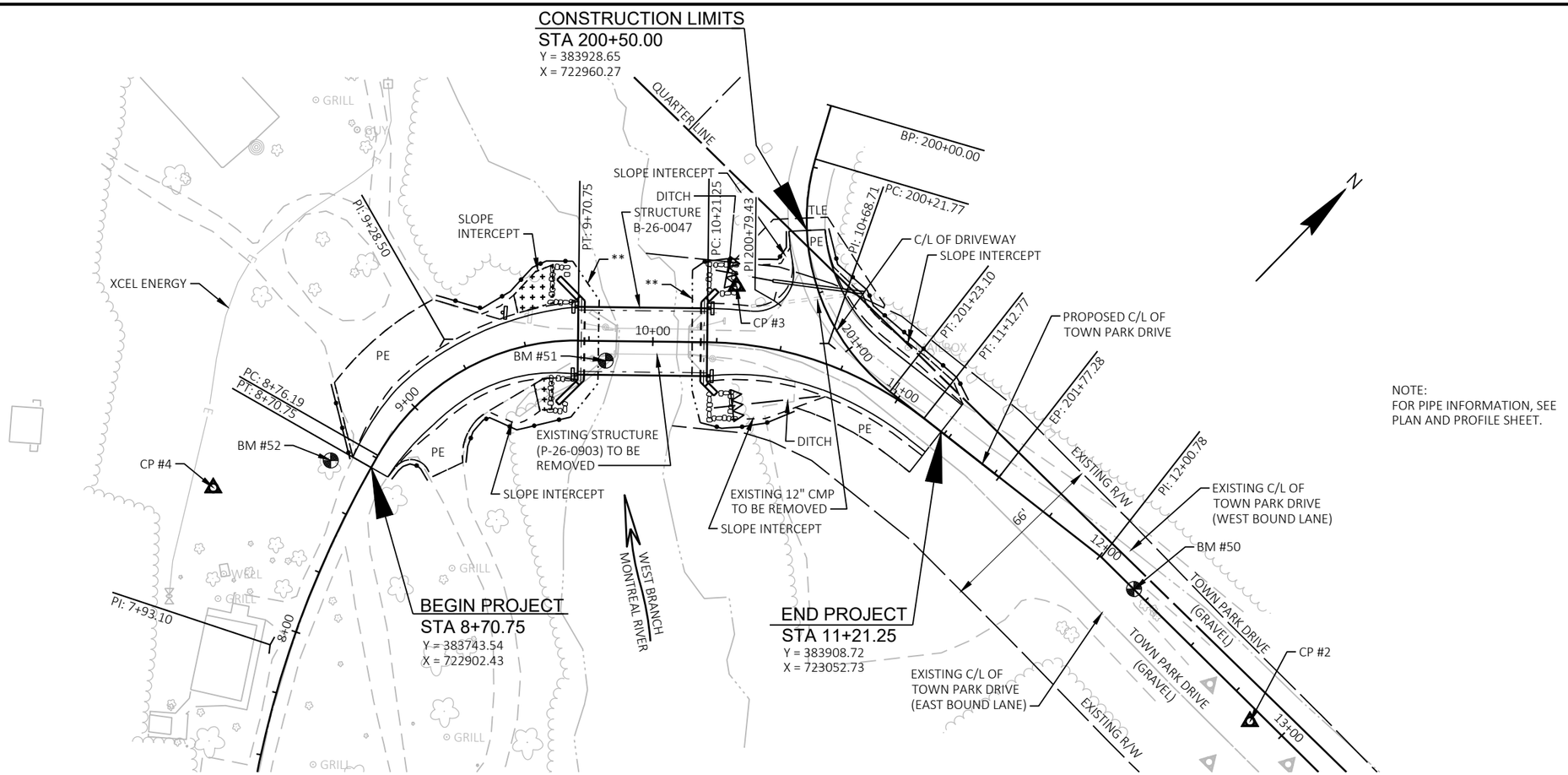
2



PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	INTERSECTION DETAIL	SHEET 7	E

FILE NAME : I:\42\42-1435.00 - IRON CO, TN KIMBALL, TOWN PARK DRIVE\C3D\SHEETS\021101-ID.DWG
LAYOUT NAME - INTERSECTION
PLOT DATE : 7/23/2025 9:09 AM
PLOT BY : PEDERSON, CARMEN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



NOTE:
FOR PIPE INFORMATION, SEE PLAN AND PROFILE SHEET.

LEGEND

- EROSION MAT CLASS II (TYPE C)
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- COFFERDAM (SEE STRUCTURE PLAN)
- TEMPORARY DITCH CHECK

NOTES:

HIGHWATER $_2$ EL. 1207.19

NO DISTURBANCE OR TOPSOIL STOCKPILING IS ALLOWED OUTSIDE OF THE SLOPE INTERCEPTS.

NO IN-STREAM WORK BETWEEN SEPTEMBER 15 TO JUNE 15, WITH BOTH DATES INCLUSIVE OF THE TIMEOUT PERIOD.

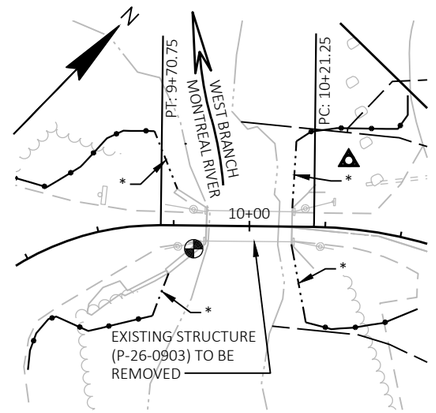
MULCH TO BE PLACED ON SIDE SLOPES NOT PROTECTED BY EROSION MAT.

AREAS WITH EXPOSED BEDROCK DO NOT REQUIRE RIPRAP.

* TEMPORARY COFFERDAM (STAGE 1) FOR EXCAVATION OF ABUTMENTS PRIOR TO REMOVING EXISTING STRUCTURE.

** COFFERDAM (STAGE 2) TO BE INSTALLED AFTER REMOVING EXISTING STRUCTURE.

EROSION CONTROL FOR STRUCTURE REMOVAL AND ABUTMENT INSTALLATION, WHETHER IT BE BY COFFERDAM OR OTHER APPROVED MEANS, IS INCLUDED IN THE BID ITEM "COFFERDAMS (B-26-47)". OTHER MEANS OF EROSION CONTROL MAY BE USED, AS APPROVED BY WisDOT AND WDNR. THE LIMITS OF COFFERDAM CONSTRUCTION ARE SHOWN CONCEPTUALLY ON THE PLANS; HOWEVER, THE CONTRACTOR'S APPROVED EROSION CONTROL IMPLEMENTATION PLAN (ECIP) WILL TAKE PRECEDENCE. COFFERDAM INSTALLATION MUST RESULT IN A COMPLETE SEALING OFF OF THE WORK AREA (COMPLETELY STILL WATER INSIDE THE COFFERDAM, NO SIGNS OF FLOW) AND NON-ERODIBLE MATERIAL SHOULD BE PLACED IN A CONTINUAL FASHION, END TO END, ALONG THE LIMITS OF THE WORK AREA; THE ENDS SHOULD BE SECURED TIGHTLY AND ALSO SEALED. THE REINSTALLATION (IF NECESSARY) OF THE COFFERDAM WILL NOT BE PAID FOR AS EXTRA WORK.



STAGE 1

PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	EROSION CONTROL	SHEET 8	E

Estimate Of Quantities

9826-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	1.000	1.000
0004	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0006	203.0270	Removing Structure Over Waterway Debris Capture (structure) 01. P-26-0903	EACH	1.000	1.000
0008	205.0100	Excavation Common	CY	199.000	199.000
0010	205.0200	Excavation Rock	CY	5.000	5.000
0012	206.1001	Excavation for Structures Bridges (structure) 01. B-26-0047	EACH	1.000	1.000
0014	206.5001	Cofferdams (structure) 01. B-26-0047	EACH	1.000	1.000
0016	210.1500	Backfill Structure Type A	TON	230.000	230.000
0018	213.0100	Finishing Roadway (project) 01. 9826-00-70	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	115.000	115.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	345.000	345.000
0024	455.0605	Tack Coat	GAL	43.000	43.000
0026	465.0105	Asphaltic Surface	TON	140.000	140.000
0028	502.0100	Concrete Masonry Bridges	CY	153.000	153.000
0030	502.3200	Protective Surface Treatment	SY	195.000	195.000
0032	505.0400	Bar Steel Reinforcement HS Structures	LB	2,580.000	2,580.000
0034	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	23,470.000	23,470.000
0036	513.4061	Railing Tubular Type M	LF	106.000	106.000
0038	516.0500	Rubberized Membrane Waterproofing	SY	12.000	12.000
0040	517.1015.S	Concrete Staining Multi-Color (structure) 01. B-26-0047	SF	345.000	345.000
0042	517.1050.S	Architectural Surface Treatment (structure) 01. B-26-0047	SF	345.000	345.000
0044	520.3312	Culvert Pipe Class III-A 12-Inch	LF	36.000	36.000
0046	606.0400	Riprap Extra-Heavy	CY	40.000	40.000
0048	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	110.000	110.000
0050	614.0920	Salvaged Rail	LF	56.000	56.000
0052	618.0100	Maintenance and Repair of Haul Roads (project) 01. 9826-00-70	EACH	1.000	1.000
0054	619.1000	Mobilization	EACH	1.000	1.000
0056	624.0100	Water	MGAL	13.000	13.000
0058	625.0100	Topsoil	SY	160.000	160.000
0060	627.0200	Mulching	SY	200.000	200.000
0062	628.1504	Silt Fence	LF	525.000	525.000
0064	628.1520	Silt Fence Maintenance	LF	1,050.000	1,050.000
0066	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0068	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0070	628.2027	Erosion Mat Class II Type C	SY	40.000	40.000
0072	628.7504	Temporary Ditch Checks	LF	50.000	50.000
0074	629.0210	Fertilizer Type B	CWT	0.300	0.300
0076	630.0120	Seeding Mixture No. 20	LB	11.000	11.000
0078	630.0200	Seeding Temporary	LB	6.000	6.000
0080	630.0500	Seed Water	MGAL	6.000	6.000
0082	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	4.000	4.000
0084	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0086	638.2102	Moving Signs Type II	EACH	1.000	1.000
0088	638.2602	Removing Signs Type II	EACH	4.000	4.000
0090	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0092	638.4000	Moving Small Sign Supports	EACH	1.000	1.000
0094	642.5001	Field Office Type B	EACH	1.000	1.000
0096	643.0420	Traffic Control Barricades Type III	DAY	725.000	725.000
0098	643.0705	Traffic Control Warning Lights Type A	DAY	1,125.000	1,125.000

9826-00-70

Line	Item	Item Description	Unit	Total	Qty
0100	643.0900	Traffic Control Signs	DAY	485.000	485.000
0102	643.5000	Traffic Control	EACH	1.000	1.000
0104	645.0111	Geotextile Type DF Schedule A	SY	60.000	60.000
0106	645.0120	Geotextile Type HR	SY	80.000	80.000
0108	650.4500	Construction Staking Subgrade	LF	200.000	200.000
0110	650.5000	Construction Staking Base	LF	200.000	200.000
0112	650.6501	Construction Staking Structure Layout (structure) 01. B-26-0047	EACH	1.000	1.000
0114	650.9911	Construction Staking Supplemental Control (project) 01. 9826-00-70	EACH	1.000	1.000
0116	650.9920	Construction Staking Slope Stakes	LF	200.000	200.000
0118	690.0150	Sawing Asphalt	LF	14.000	14.000
0120	715.0502	Incentive Strength Concrete Structures	DOL	918.000	918.000
0122	999.2005.S	Maintaining Bird Deterrent System (station) 01. 10+00	EACH	1.000	1.000
0124	SPV.0060	Special 01. Moving Boulders	EACH	2.000	2.000
0126	SPV.0060	Special 02. Temporary Construction Access B-26-0047	EACH	1.000	1.000
0128	SPV.0180	Special 01. Infill Riprap - B-26-0047	SY	50.000	50.000

3

3

CLEARING & GRUBBING

STATION	TO	STATION	LOCATION	201.0205 GRUBBING STA
9+33	-	10+40	MAINLINE	1
			TOTAL 0010	**1**

TOWN PARK DRIVE EARTHWORK SUMMARY

From/To Station	Location	Excavation Common (1) 205.0100 Cut	Excavation Rock 205.0200 Cut	Salvaged / Unuseable Pavement Material (5)	Unexpanded Fill	Expanded Fill (2) Factor 1.30	Mass Ordinate +/- (3)	Waste
8+70.75 - 9+70.75	TOWN PARK DRIVE	50	2	0	20	25	24	24
10+21.25 - 11+21.25	TOWN PARK DRIVE	149	3	11	12	16	123	123
	TOTAL	**199**	**5**	**11**	**32**	**41**	**147**	**147**

1) Excavation Common is the Cut. Item number 205.0100.

2) Expanded Fill. Factor = 1.30; Expanded Fill = Unexpanded Fill * Fill Factor

3) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material on the project.

4) All quantities shown in CY.

5) Salvaged/unuseable pavement material

FINISHING ROADWAY

LOCATION	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 9826-00-70) EACH
9826-00-70	1
TOTAL 0010	**1**

BASE AGGREGATE DENSE

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
8+70.75	-	9+70.75	TOWN PARK DRIVE	85	140
10+21.25	-	11+21.25	TOWN PARK DRIVE	30	205
			TOTAL 0010	**115**	**345**

ASPHALTIC SURFACE

STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON
8+70.75	-	9+70.75	TOWN PARK DRIVE	17	55
10+21.25	-	11+21.25	TOWN PARK DRIVE	26	85
			TOTAL 0010	**43**	**140**

CULVERT PIPE

STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	520.3312 CULVERT PIPE CLASS III-A 12-INCH LF
200+72.33	DRIVEWAY	1	36
	TOTAL 0010	**1**	**36**

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

SALVAGED RAIL

STATION	TO	STATION	LOCATION	614.0920 SALVAGED RAIL LF
8+70.75	-	9+70.75	MAINLINE	28
10+21.25	-	11+21.25	MAINLINE	28
			TOTAL 0010	**56**

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	LOCATION	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (01. 9826-00-70) EACH
0030	PROJECT LIMITS	1
	TOTAL 0030	**1**

MOBILIZATION

LOCATION	619.1000 MOBILIZATION EACH
PROJECT LIMITS	1
TOTAL 0010	**1**

3

WATER

LOCATION	624.0100 WATER MGAL
COMPACTION	7
DUST CONTROL	6
TOTAL 0010	**13**

EROSION CONTROL ITEMS

STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2027 EROSION MAT CLASS II TYPE C SY	628.7504 TEMPORARY DITCH CHECKS LF
8+70.75	-	9+70.75	TOWN PARK DRIVE	205	410	30	--
10+21.25	-	11+21.25	TOWN PARK DRIVE	215	430	--	30
			UNDISTRIBUTED	105	210	10	20
			TOTAL 0010	**525**	**1,050**	**40**	**50**

MOBILIZATIONS EROSION CONTROL

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT LIMITS	4	4
TOTAL 0010	**4**	**4**

RESTORATION ITEMS

STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
8+70.75	-	9+70.75	TOWN PARK DRIVE	55	60	0.1	4	2	2
10+21.25	-	11+21.25	TOWN PARK DRIVE	90	125	0.1	6	3	3
			UNDISTRIBUTED	15	15	0.1	1	1	1
			TOTAL 0010	**160**	**200**	**0.3**	**11**	**6**	**6**

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

SIGNS TYPE II

STATION	LOCATION	SIGN CODE	SIGN SIZE (INCHES)	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
9+45	LT	KIMBALL TOWN PARK SIGN		--	--	1	--	--	1
9+70	LT	W5-52L	12x36	1	3	--	--	--	--
9+70	RT	W5-52R	12x36	1	3	--	--	--	--
9+86	LT	W5-52L	12x36	--	--	--	1	1	--
9+86	RT	W5-52R	12x36	--	--	--	1	1	--
10+14	LT	W5-52L	12x36	--	--	--	1	1	--
10+14	RT	W5-52R	12x36	--	--	--	1	1	--
10+22	LT	W5-52L	12x36	1	3	--	--	--	--
10+22	RT	W5-52R	12x36	1	3	--	--	--	--
			TOTAL 0010	4	12	1	4	4	1

FIELD OFFICE TYPE B

LOCATION	642.5001 FIELD OFFICE TYPE B EACH
PROJECT LIMITS	1
TOTAL 0010	1

3

TRAFFIC CONTROL

LOCATION	DURATION DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.5000 TRAFFIC CONTROL EACH
PER SDD 15C02	70	9	630	14	980	6	420	--
UNDISTRIBUTED		--	95	--	145	--	65	1
TOTAL 0010			725		1,125		485	1

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
8+70.75	-	9+70.75	MAINLINE	100	100	100
10+21.25	-	11+21.25	MAINLINE	100	100	100
			TOTAL 0010	**200**	**200**	**200**

CONSTRUCTION STAKING STRUCTURE LAYOUT

CATEGORY	STATION	LOCATION	650.6501.01 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) (01. B-26-0047) EACH
0020	9+96	MAINLINE	1
		TOTAL 0020	**1**

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

PROJECT	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 9826-00-70) EACH
9826-00-70	1
TOTAL 0010	**1**

SAWING ASPHALT

STATION	LOCATION	690.0150 SAWING ASPHALT LF
200+50	DRIVEWAY	14
	TOTAL 0010	**14**

MAINTAINING BIRD DETERRENT SYSTEM

LOCATION	999.2005.S.01 MAINTAINING BIRD DETERRENT SYSTEM (STATION) (01. 10+00) EACH
P-26-0903	1
TOTAL 0010	**1**

MOVING BOULDERS

STATION	TO	STATION	LOCATION	SPV.0060.01 SPECIAL (01. MOVING BOULDERS) EACH
10+34	-	10+38	MAINLINE	2
			TOTAL 0010	**2**

TEMPORARY CONSTRUCTION ACCESS B-26-0047

LOCATION	SPV.0060.02 SPECIAL (02. TEMPORARY CONSTRUCTION ACCESS B-26-0047) EACH
PROJECT LIMITS	1
TOTAL 0010	**1**

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

R/W PROJECT NUMBER: 9826-00-00	EXHIBIT NUMBER: 1

TLE ACQUISITION EXHIBIT
T KIMBALL, TOWN PARK DRIVE
W BR MONTREAL RIVER BRIDGE B-26-0047

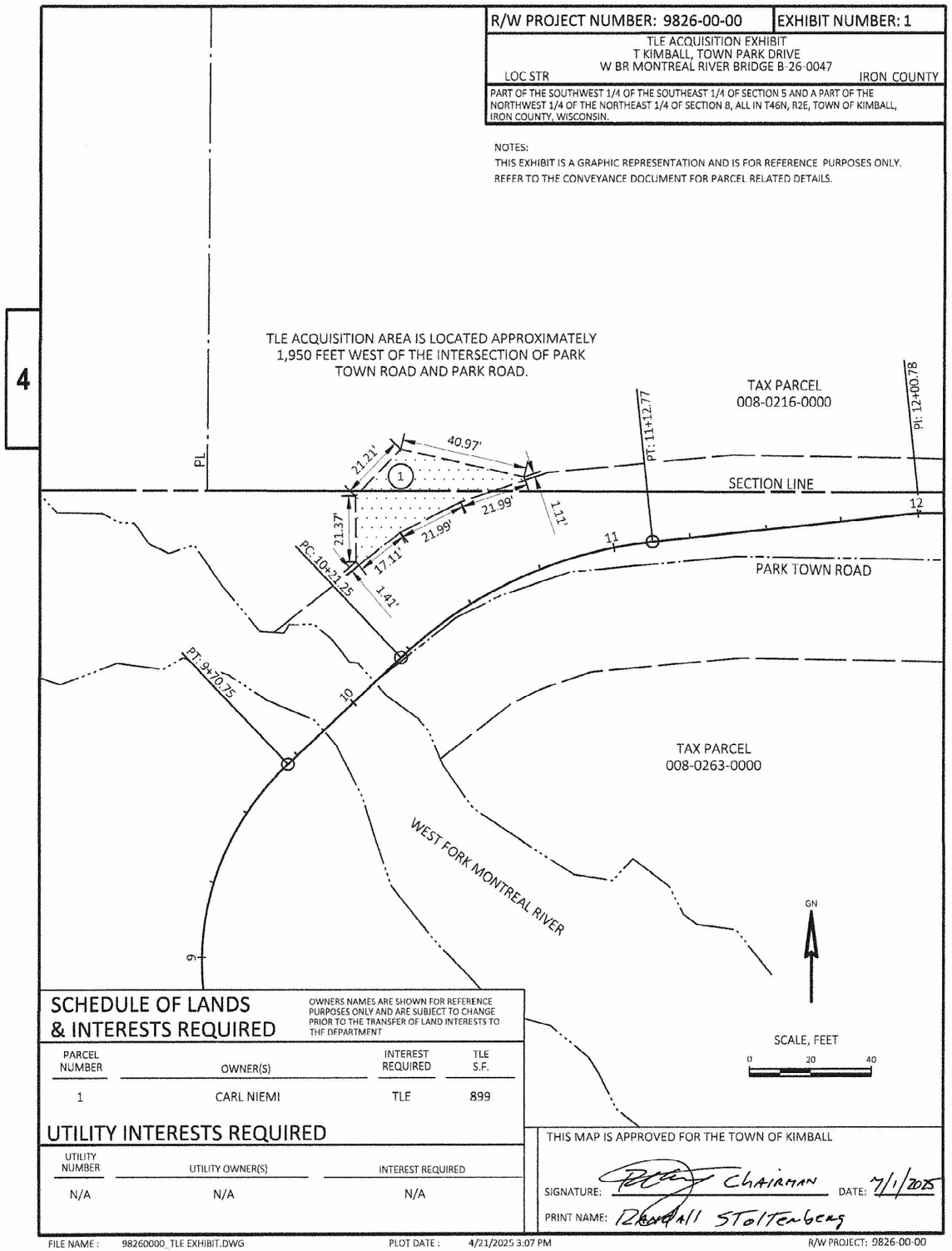
LOC STR — IRON COUNTY

PART OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5 AND A PART OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 8, ALL IN T46N, R2E, TOWN OF KIMBALL, IRON COUNTY, WISCONSIN.

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

4

TLE ACQUISITION AREA IS LOCATED APPROXIMATELY 1,950 FEET WEST OF THE INTERSECTION OF PARK TOWN ROAD AND PARK ROAD.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	CARL NIEMI	TLE	899

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE TOWN OF KIMBALL

SIGNATURE: Chairman DATE: 7/1/2025

PRINT NAME: Randall Stoltenberg

FILE NAME : 98260000_TLE EXHIBIT.DWG PLOT DATE : 4/21/2025 3:07 PM R/W PROJECT: 9826-00-00

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
50	12+19	1218.27	SURVEY SPIKE IN 18" MAPLE, ON C/L
51	9+82	1211.26	CHIS. 'X' IN ABUTMENT, 8' RT
52	8+66	1213.11	120'D' SPIKE IN ROOT OF 36" OAK, 15' LT
53	6+57	1217.12	120'D' SPIKE IN ROOT OF 24" OAK, 43' RT

NOTES:
FOR ALIGNMENT CONTROL POINTS, TIES, BEARINGS, AND COORDINATES, SEE "ALIGNMENT CONTROLS" SHEET.

FOR SUPERELEVATION DIAGRAM AND PRIVATE ENTRANCE DETAILS, SEE "CONSTRUCTION DETAILS" SHEETS.

FOR DRIVEWAY DETAILS, SEE "CONSTRUCTION DETAILS" SHEET OR "INTERSECTION DETAIL" SHEET.

NO EXISTING R/W IN KIMBALL TOWN PARK.

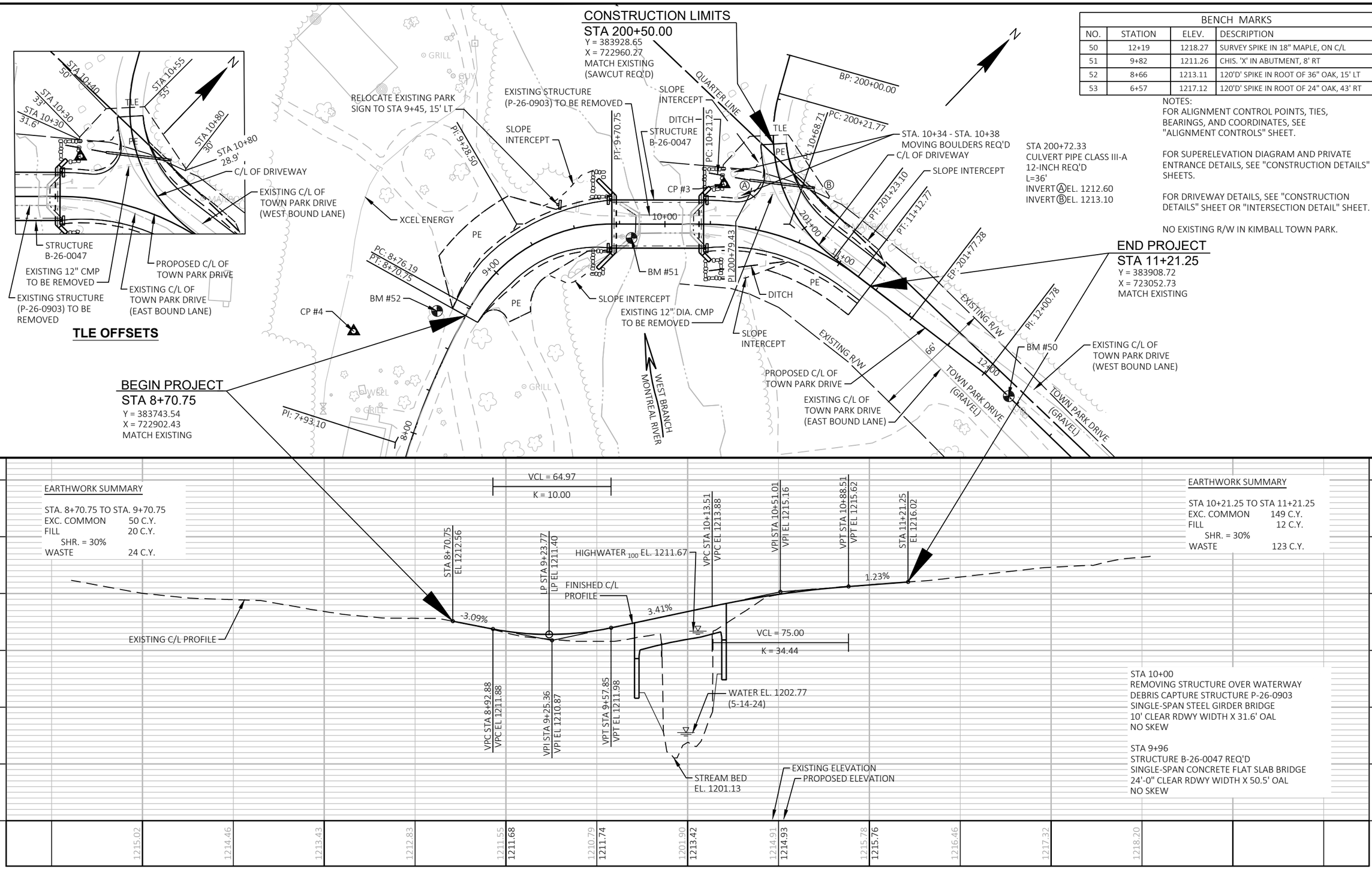
STA 200+72.33
CULVERT PIPE CLASS III-A
12-INCH REQ'D
L=36'
INVERT Ⓐ EL. 1212.60
INVERT Ⓑ EL. 1213.10

TLE OFFSETS

CONSTRUCTION LIMITS
STA 200+50.00
Y = 383928.65
X = 722960.27
MATCH EXISTING
(SAWCUT REQ'D)

BEGIN PROJECT
STA 8+70.75
Y = 383743.54
X = 722902.43
MATCH EXISTING

END PROJECT
STA 11+21.25
Y = 383908.72
X = 723052.73
MATCH EXISTING



EARTHWORK SUMMARY

STA. 8+70.75 TO STA. 9+70.75
EXC. COMMON 50 C.Y.
FILL 20 C.Y.
SHR. = 30%
WASTE 24 C.Y.

EARTHWORK SUMMARY

STA 10+21.25 TO STA 11+21.25
EXC. COMMON 149 C.Y.
FILL 12 C.Y.
SHR. = 30%
WASTE 123 C.Y.

STA 10+00
REMOVING STRUCTURE OVER WATERWAY
DEBRIS CAPTURE STRUCTURE P-26-0903
SINGLE-SPAN STEEL GIRDER BRIDGE
10' CLEAR RDWY WIDTH X 31.6' OAL
NO SKEW

STA 9+96
STRUCTURE B-26-0047 REQ'D
SINGLE-SPAN CONCRETE FLAT SLAB BRIDGE
24'-0" CLEAR RDWY WIDTH X 50.5' OAL
NO SKEW

PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	PLAN AND PROFILE:	SHEET 16	E

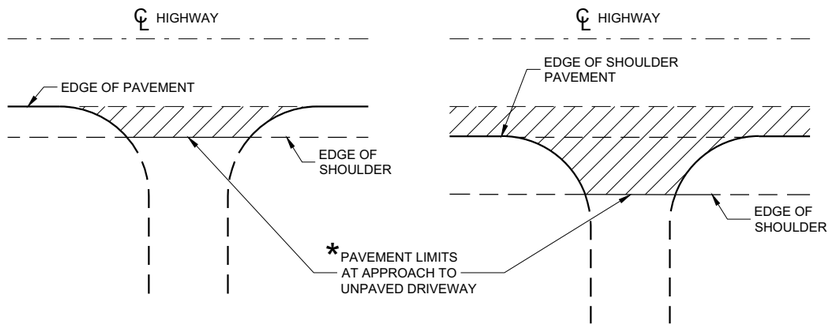
FILE NAME : \\AYRESASSOCIATES.COM_ACTIVE\42\42-1435.00 - IRON CO, TN KIMBALL, TOWN PARK DRIVE\C3D\SHEETS\050101-PP.DWG
LAYOUT NAME - PP
PLOT DATE : 7/24/2025 6:44 AM
PLOT BY : PEPIN, STEFFANIE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

6

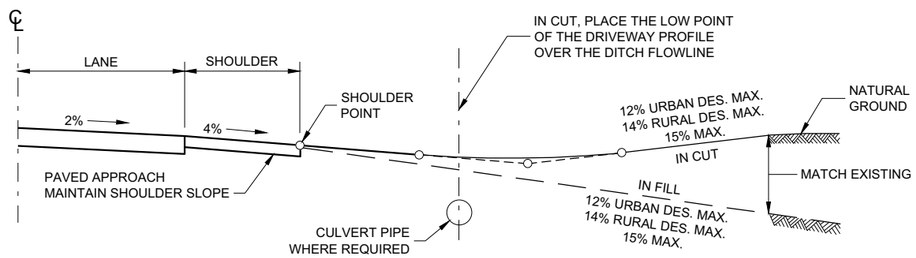
6



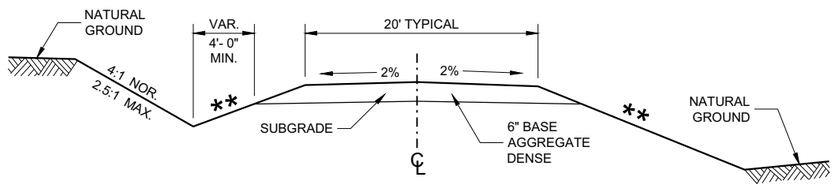
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

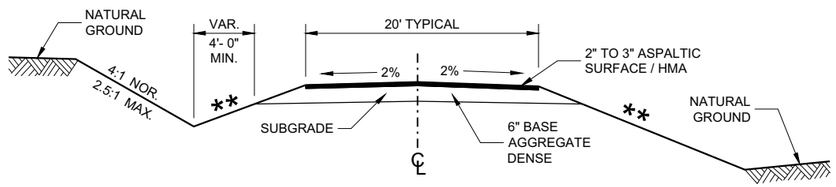


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

6

SDD 08D21 - 01

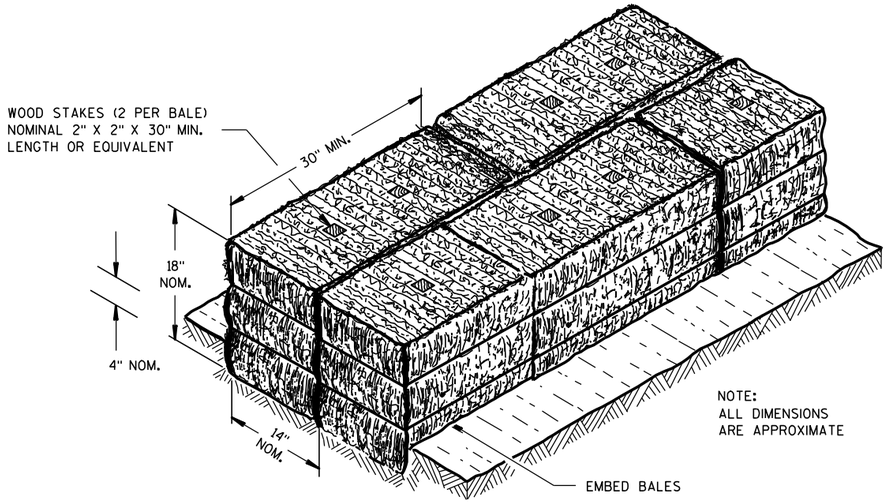
SDD 08D21 - 01

DRIVEWAYS WITHOUT CURB AND GUTTER

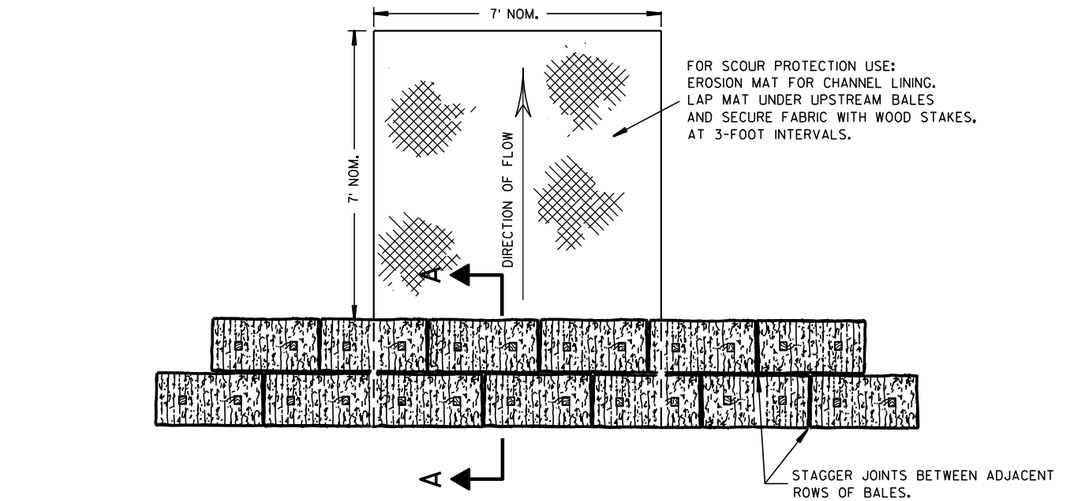
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

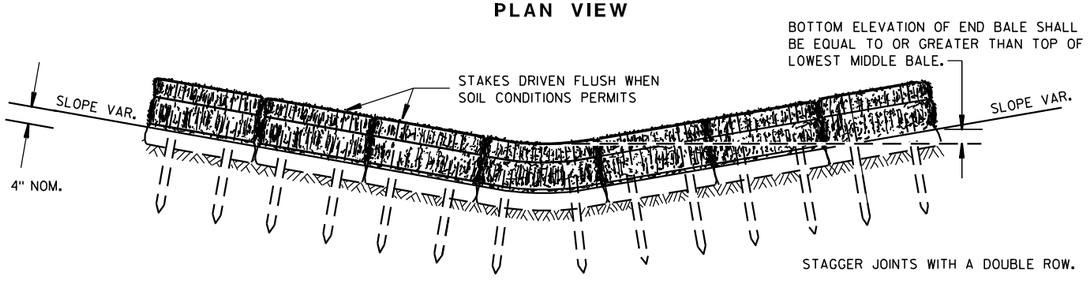
FHWA



SECTION A-A



PLAN VIEW



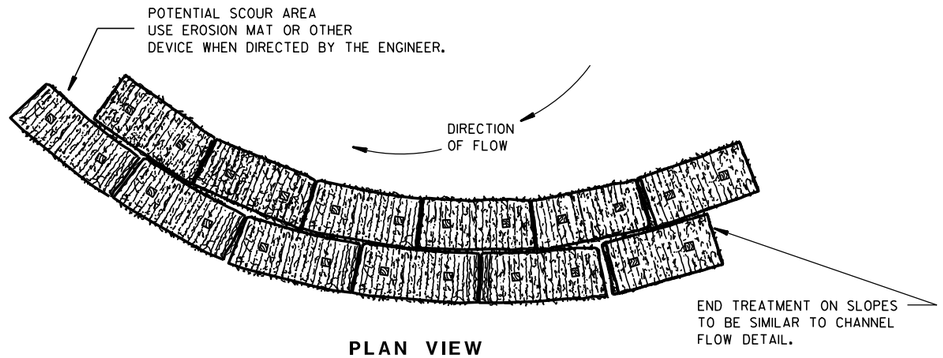
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

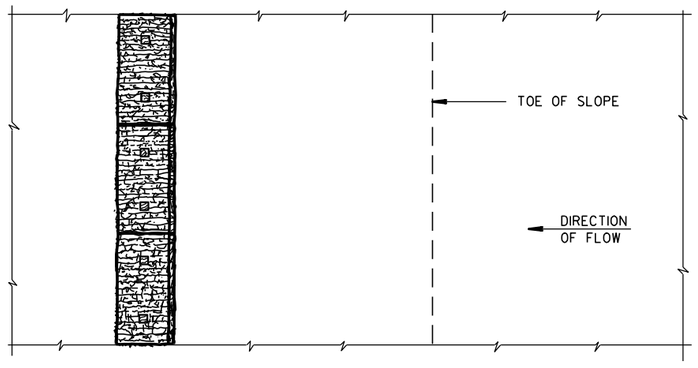
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

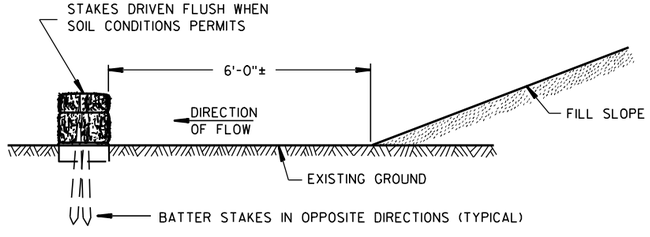


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

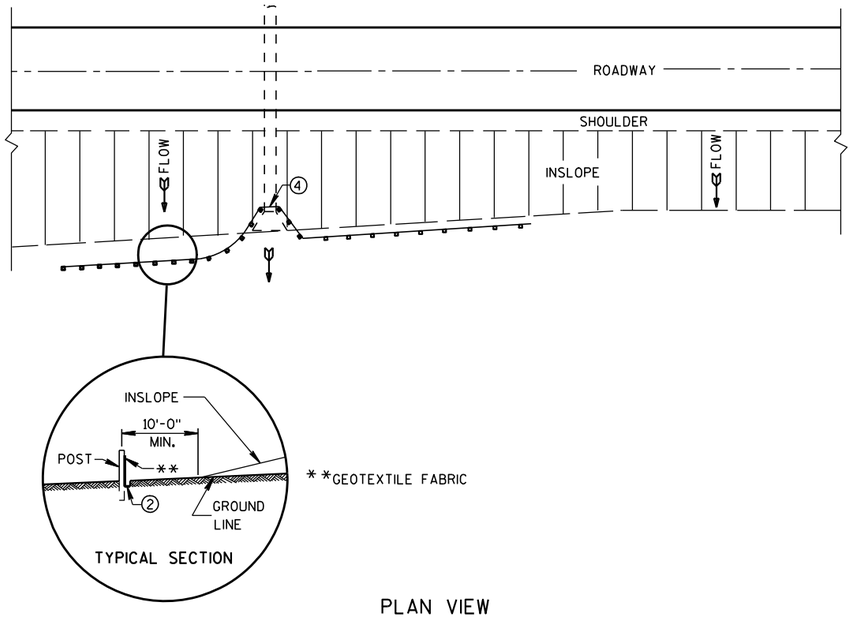
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

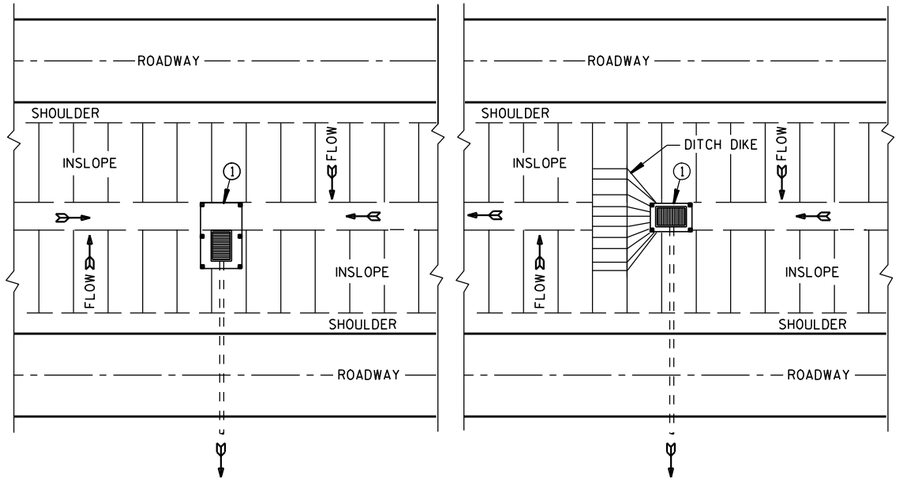
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



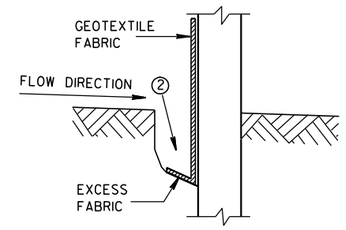
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

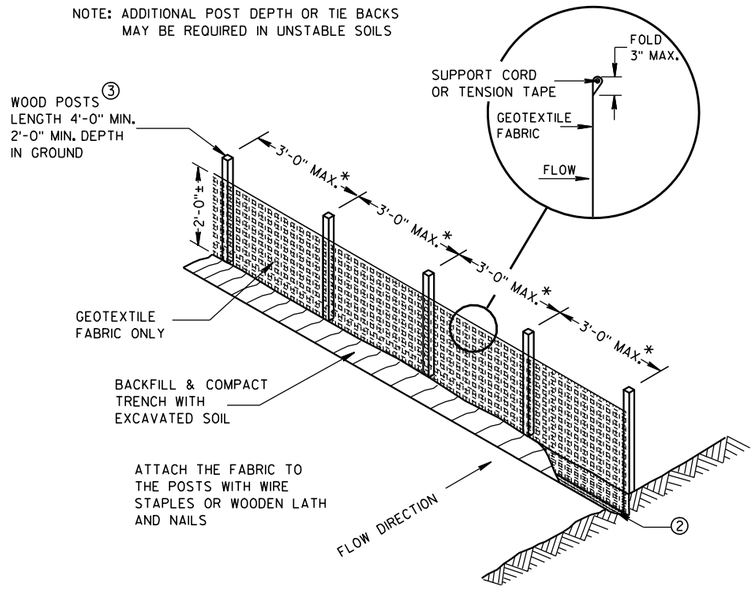
GENERAL NOTES

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

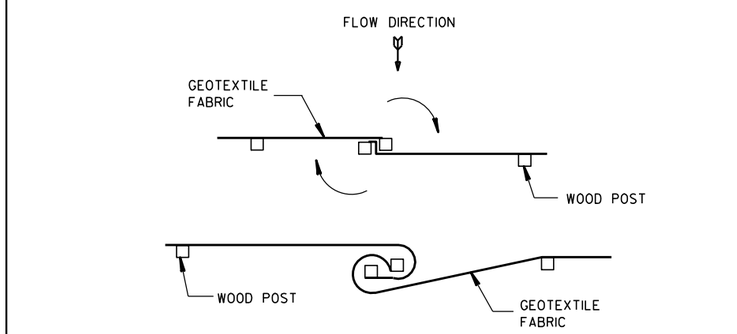
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



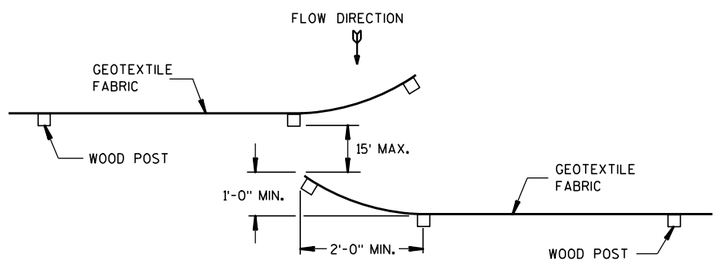
TRENCH DETAIL



SILT FENCE

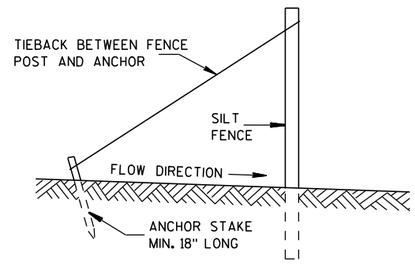


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

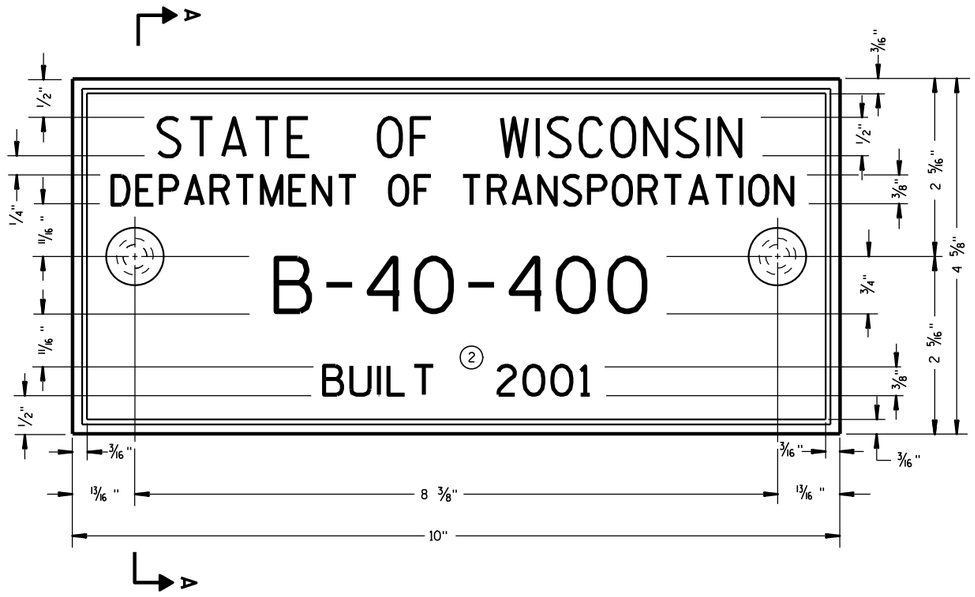
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

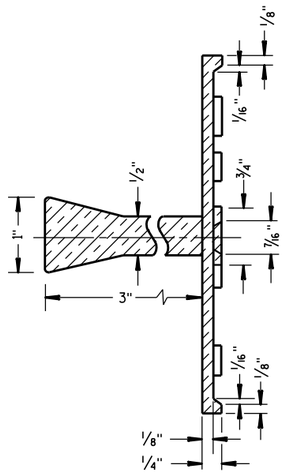
GENERAL NOTES

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

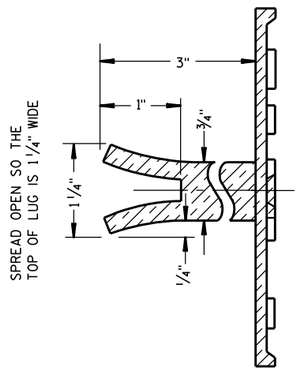
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

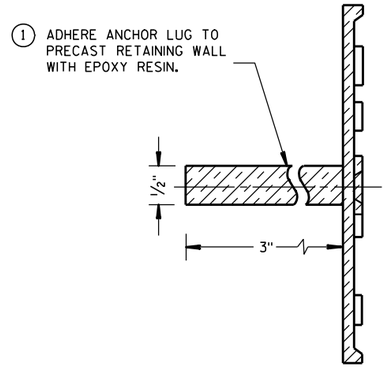
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

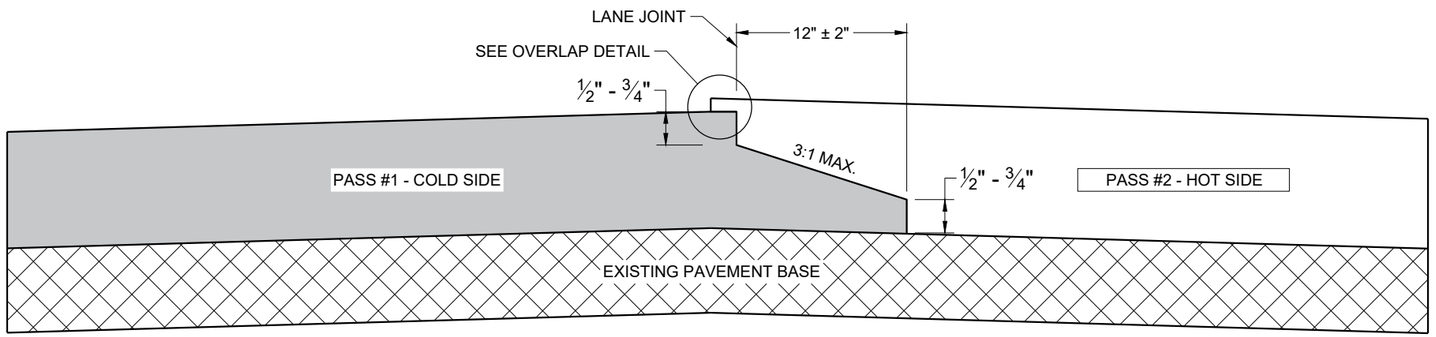
3/26/10 DATE

/S/ Scot Beck CHIEF STRUCTURAL DEVELOPMENT ENGINEER

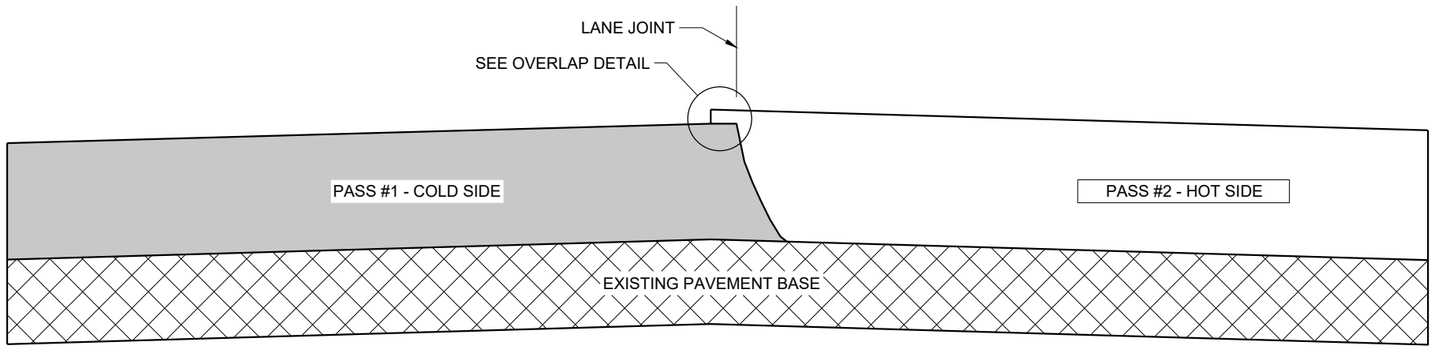
FHWA

6

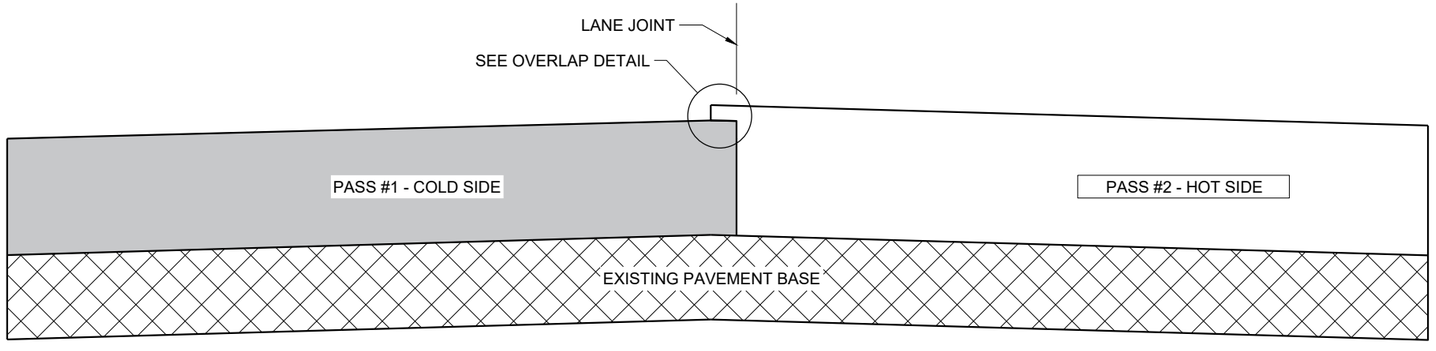
S.D.D. 12 A 3-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

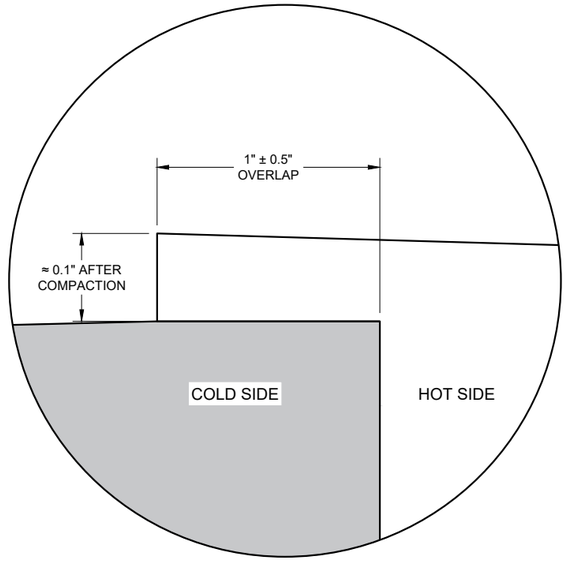
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

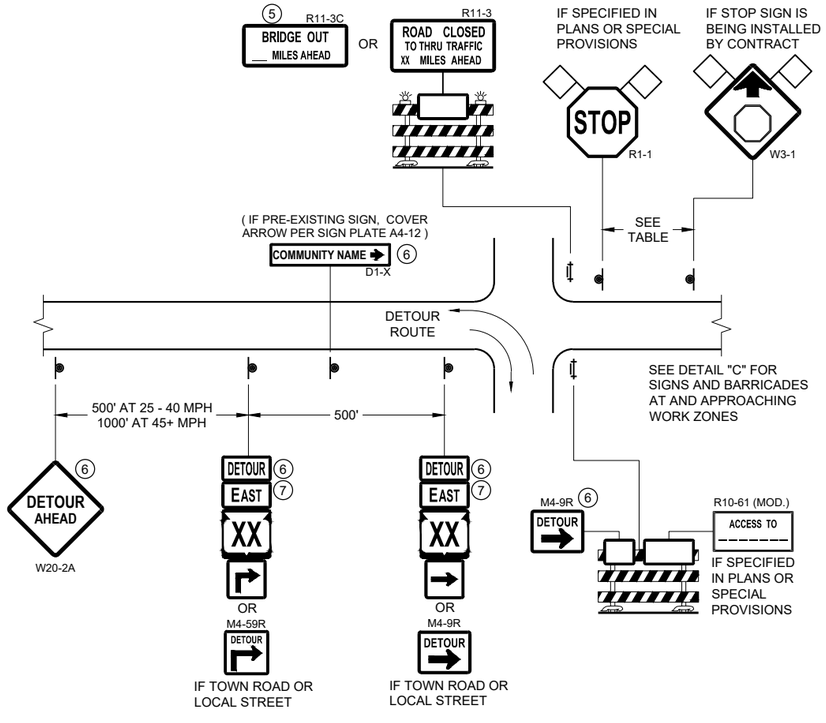
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

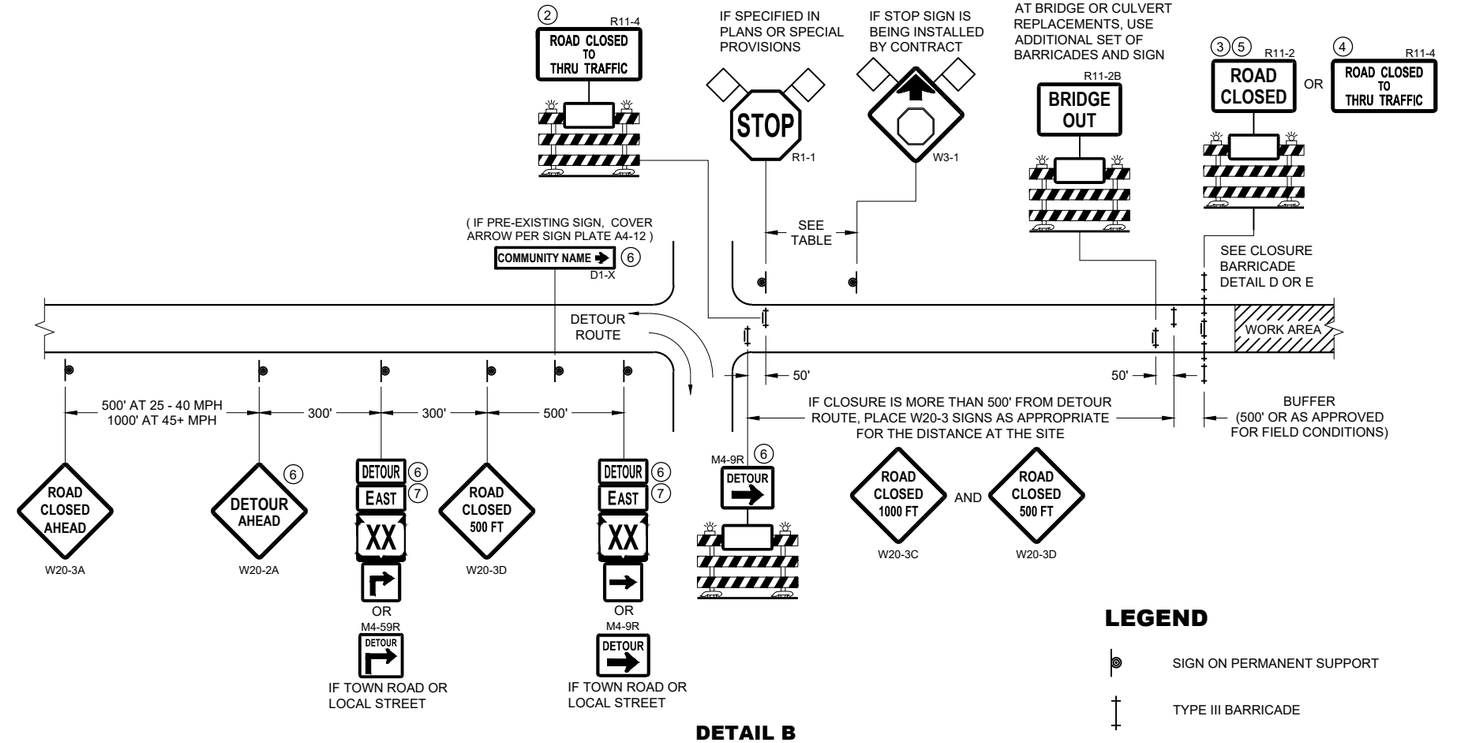
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



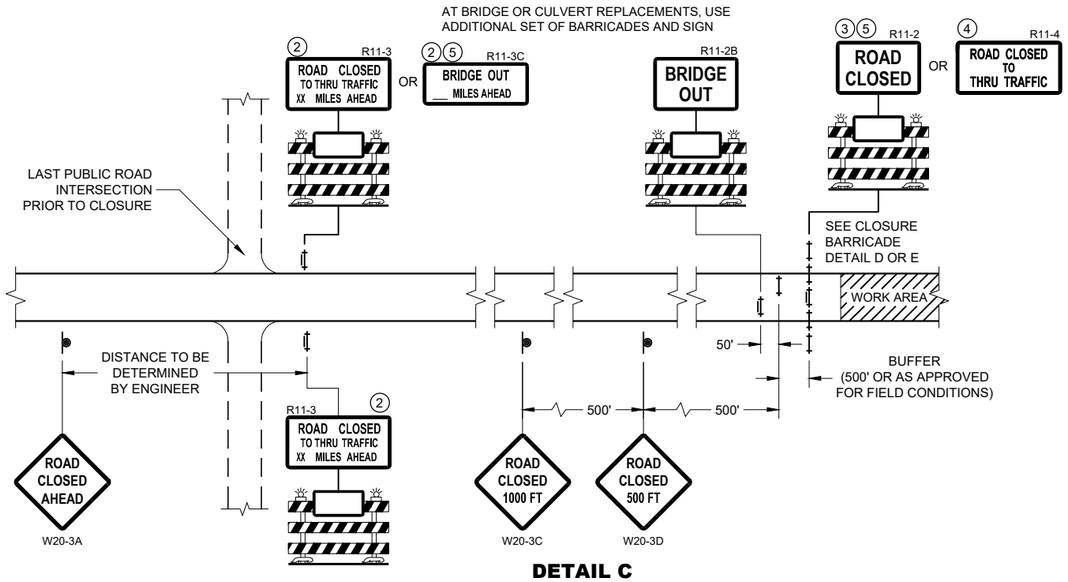
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

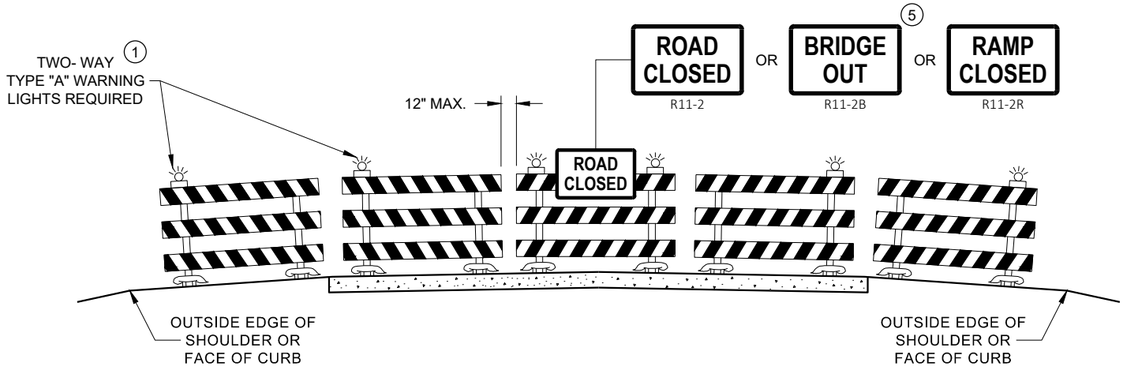
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

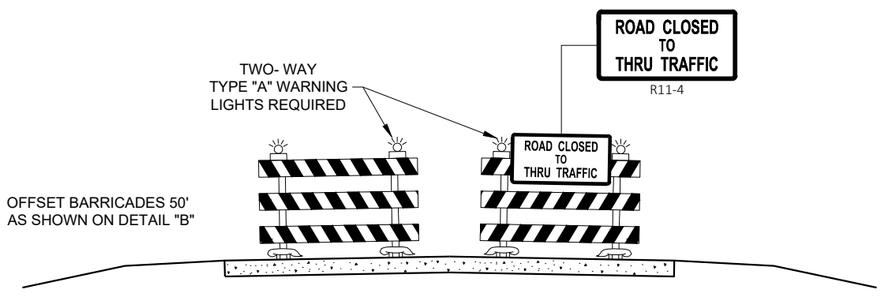
6

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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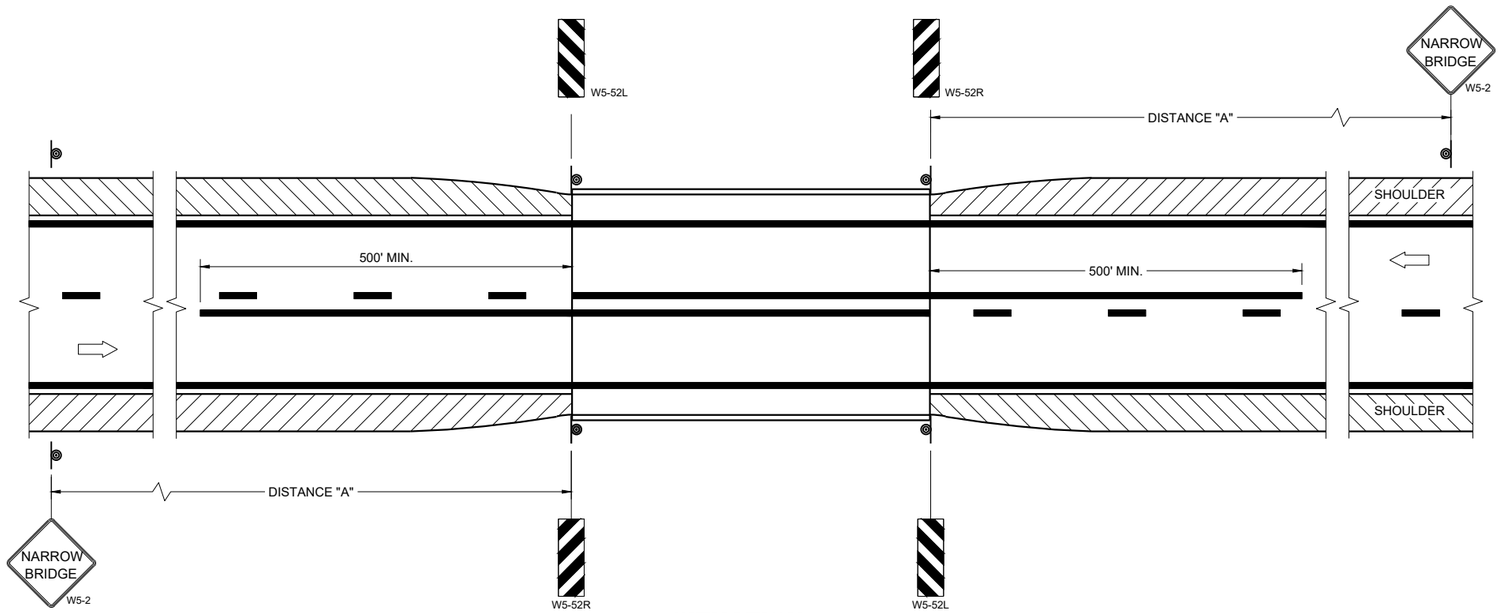
SDD 15C02 - 09b

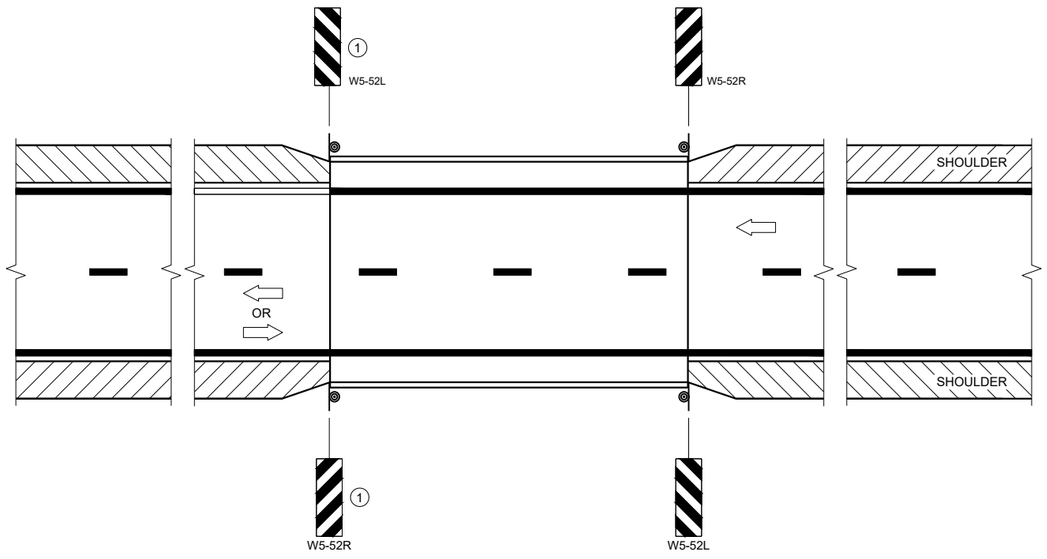
6

SDD 15C02 - 09b



SITUATION 1

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



SITUATION 2

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

GENERAL NOTES

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

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

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

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

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

SIGNING AND MARKING FOR TWO LANE BRIDGES

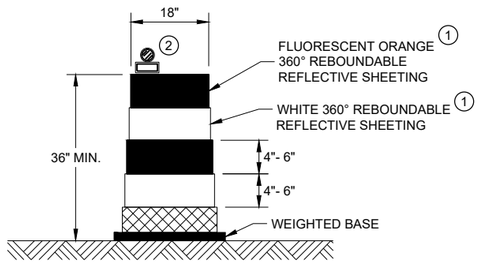
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 15C06-12

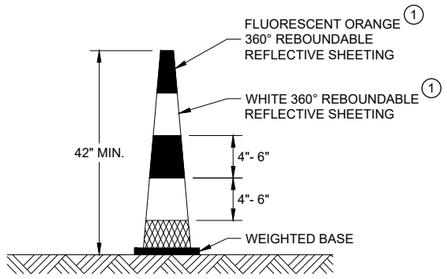
GENERAL NOTES

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



DRUM

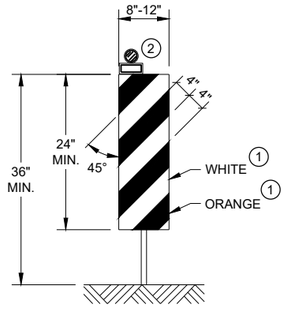
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

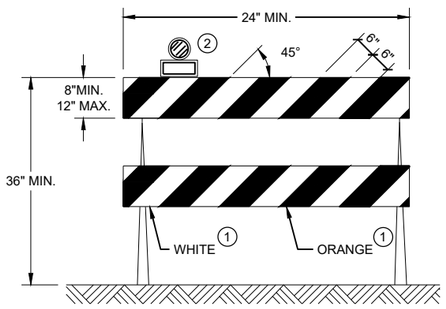
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



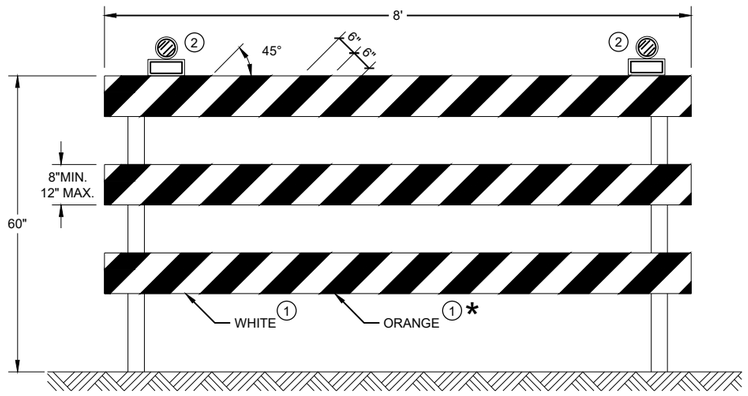
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

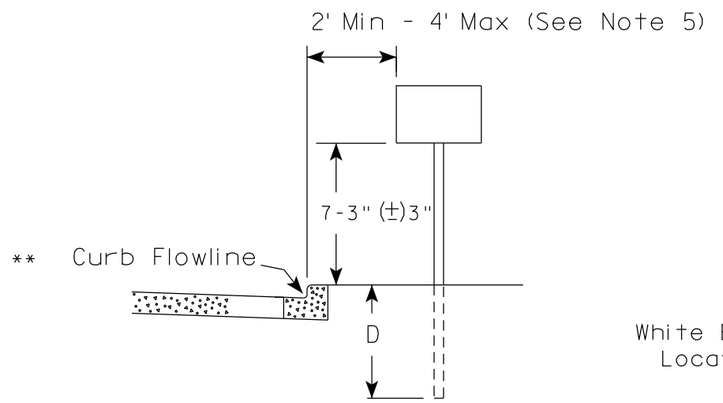
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

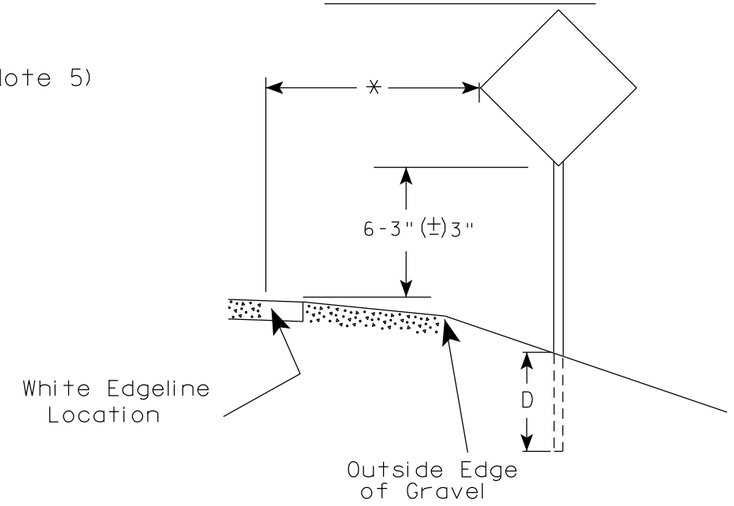
6

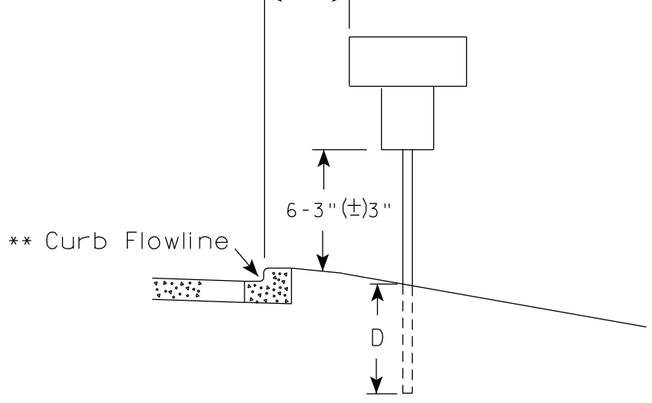
SDD 15C11 - 10b
SDD 15C11 - 10b

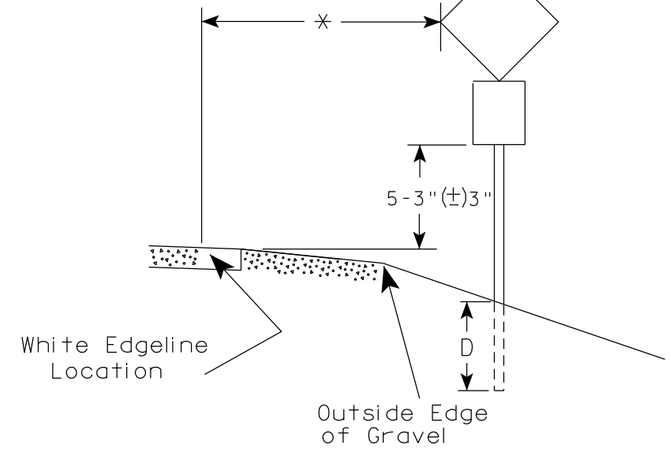
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

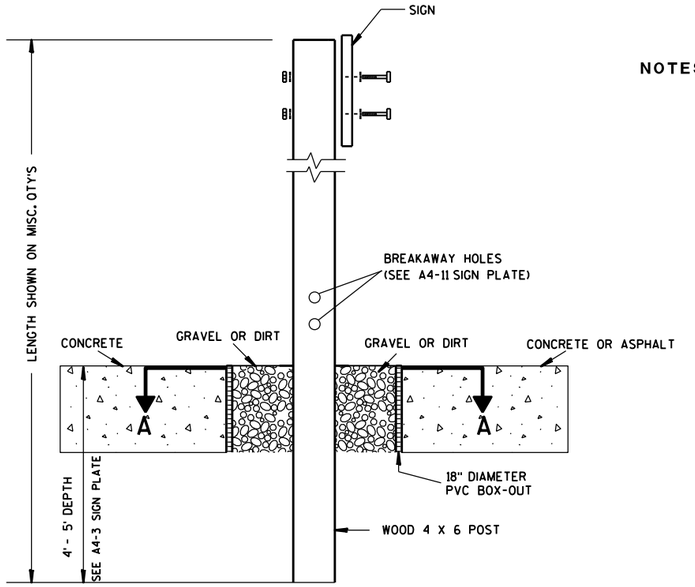
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

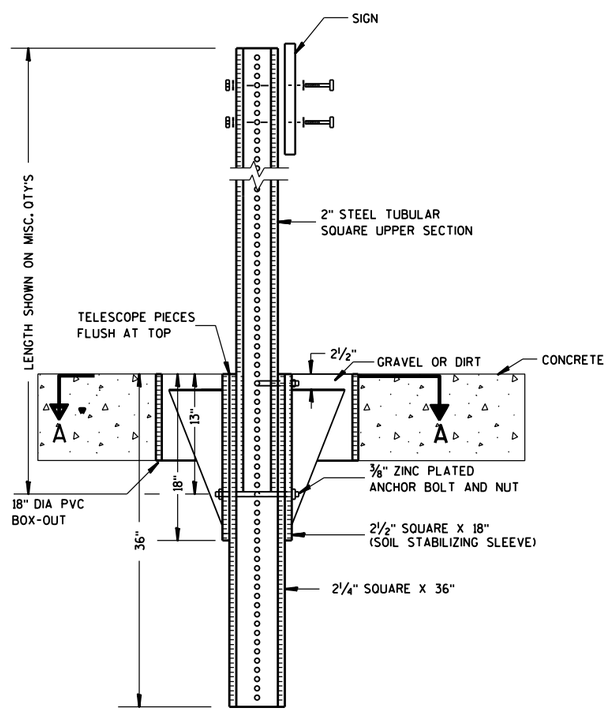
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 27	E



ELEVATION VIEW

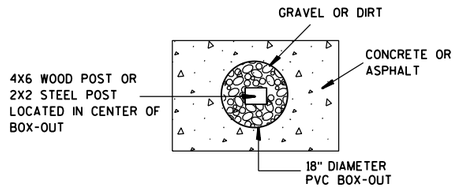
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

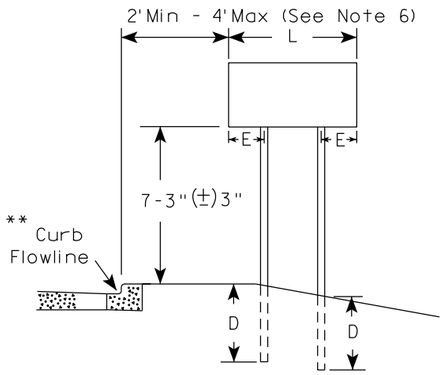
APPROVED Matthew R Rauch
for State Traffic Engineer

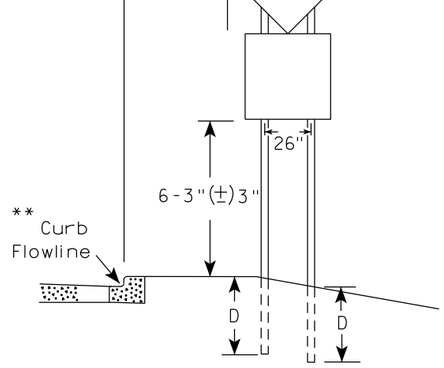
DATE 1/27/14 PLATE NO. A4-3B.1

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

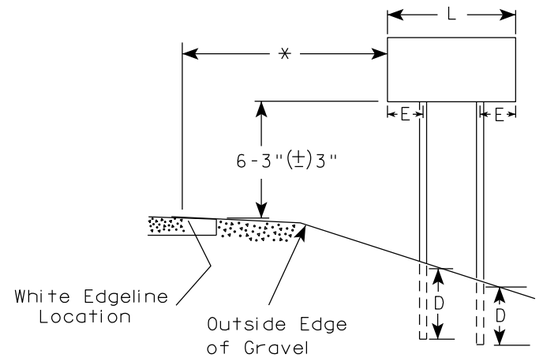
URBAN AREA

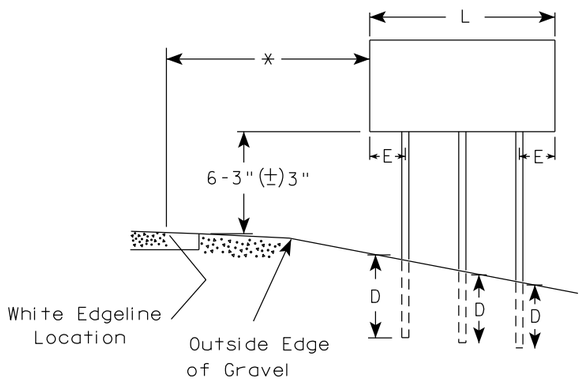


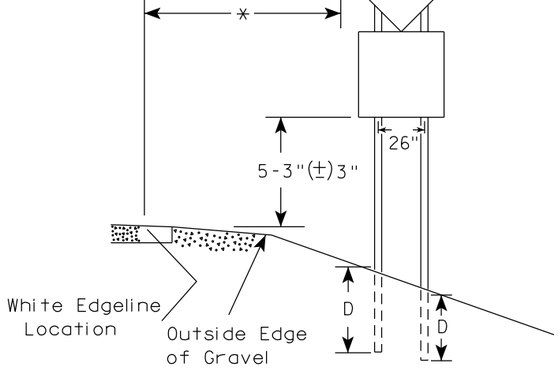


48" DIAMOND WARNING SIGN

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'

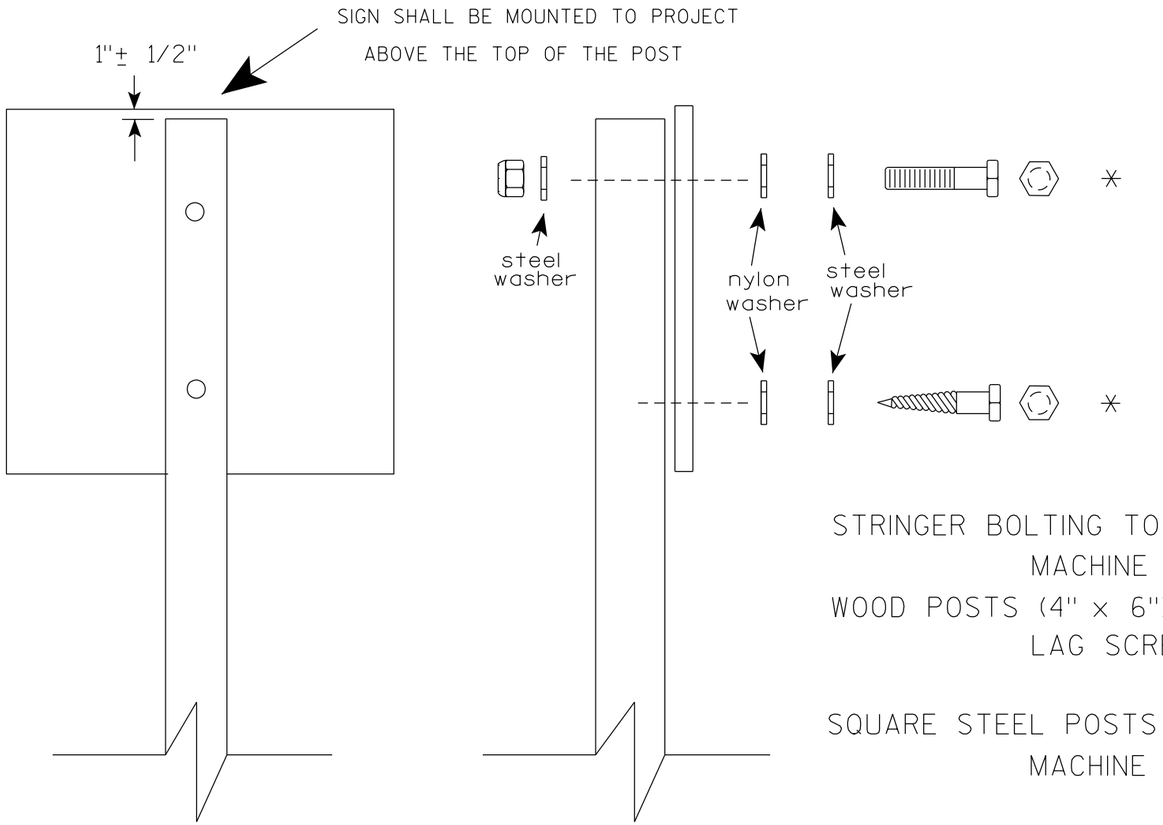
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 29	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

PROJECT NO:

SHEET NO: 30 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

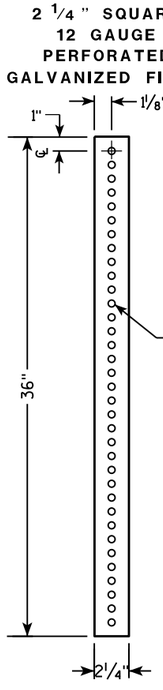
WISDOT/CADDS SHEET 42

7

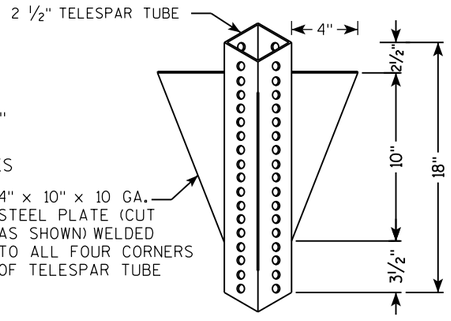
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

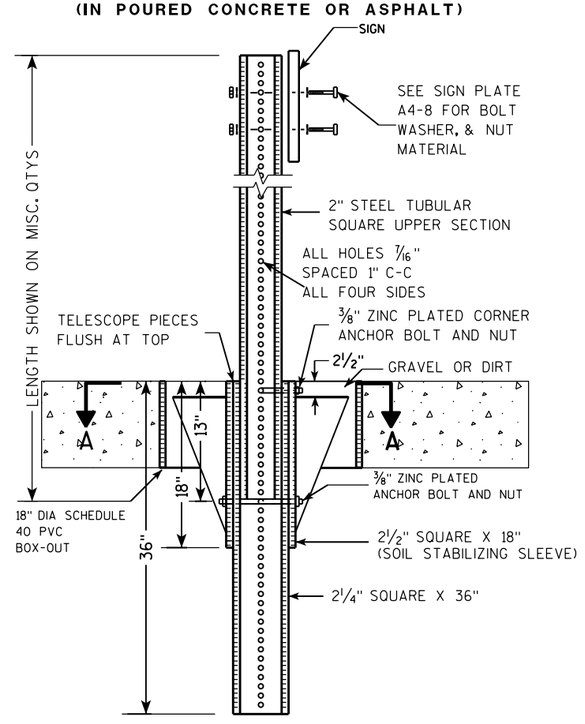
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



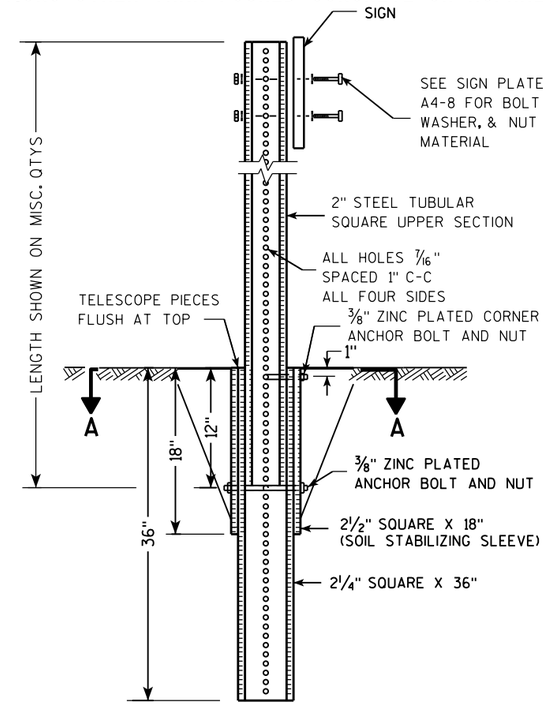
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

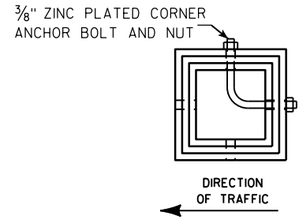


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

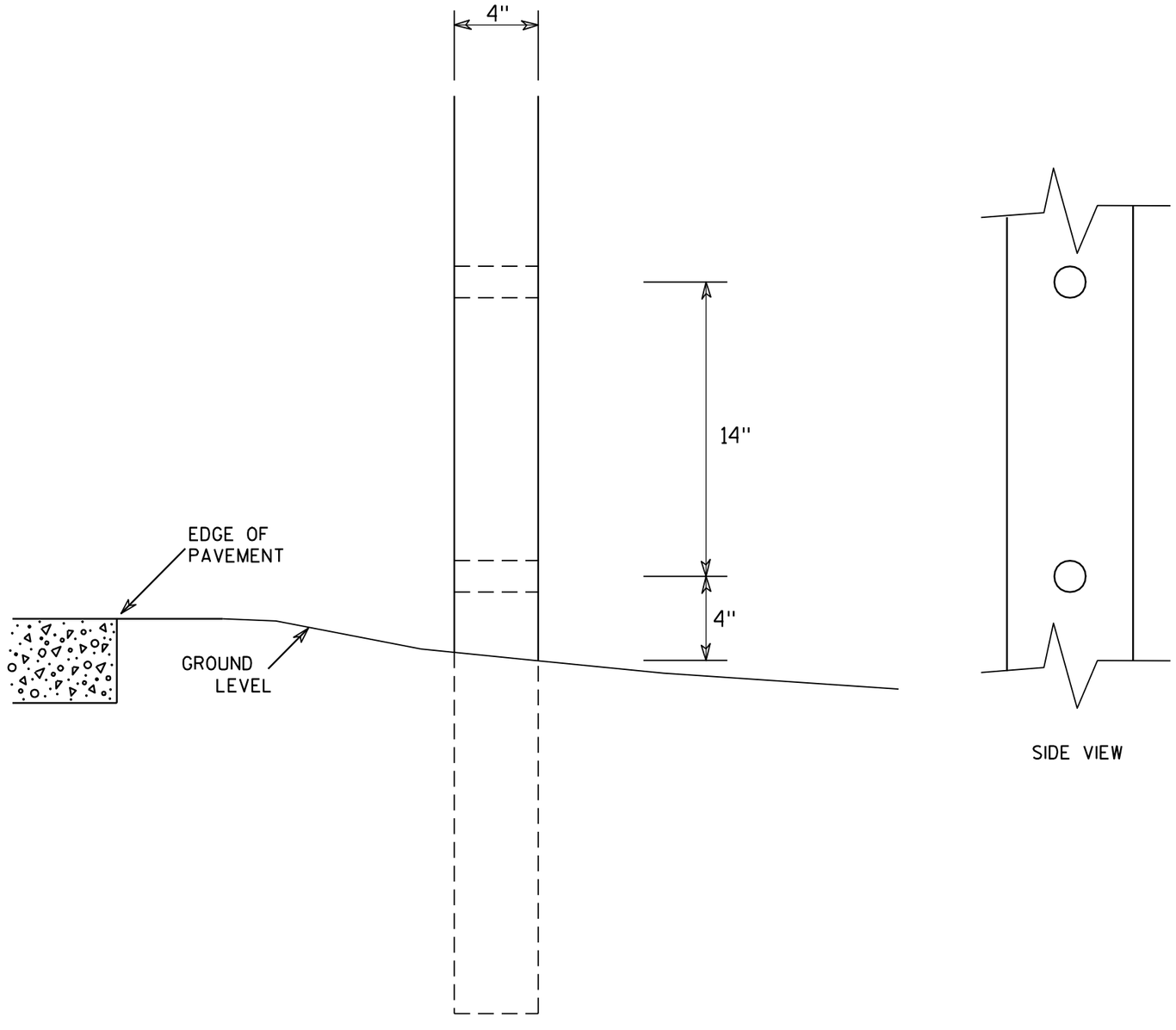
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

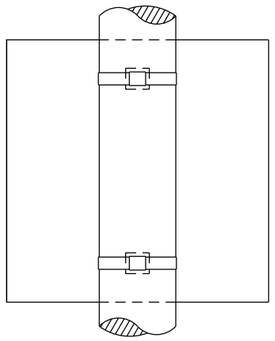
APPROVED Chester J Spang for State Traffic Engineer

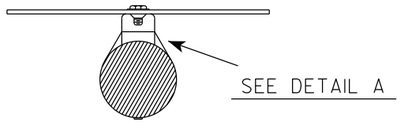
DATE 3/27/97 PLATE NO. A4-11.2

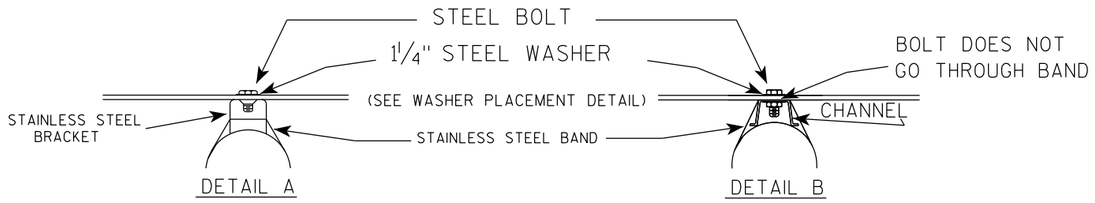
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 32	E

BANDING

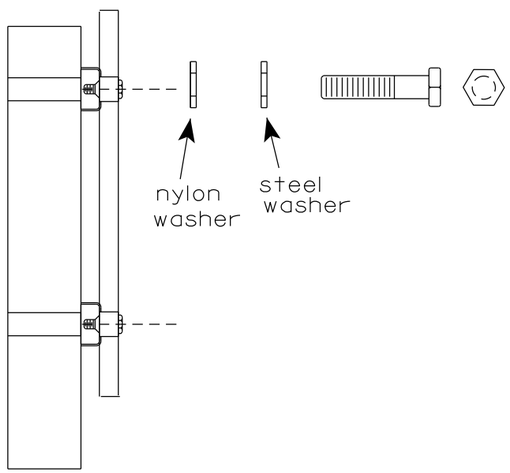
SINGLE SIGN







WASHER PLACEMENT

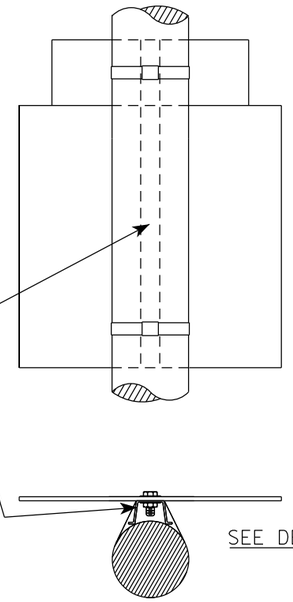


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

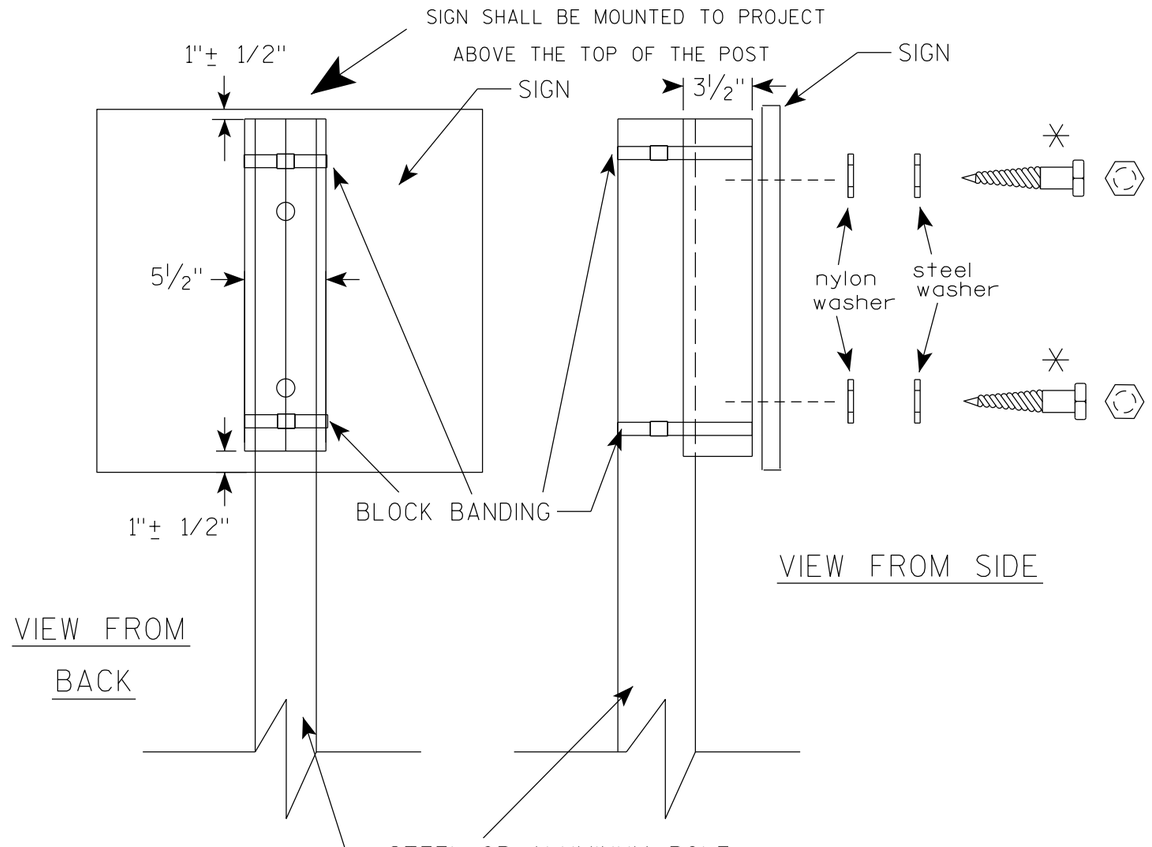
DATE 6/10/19 PLATE NO. A5-9.4

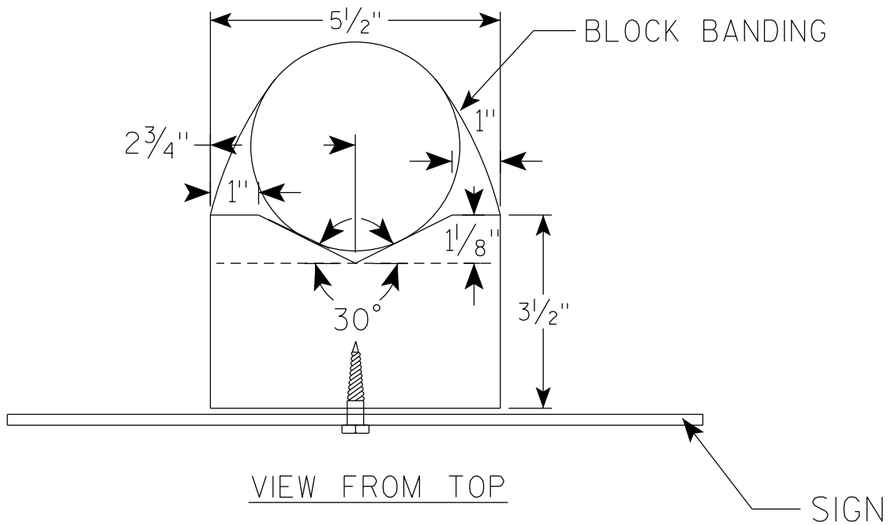
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 33	E

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)

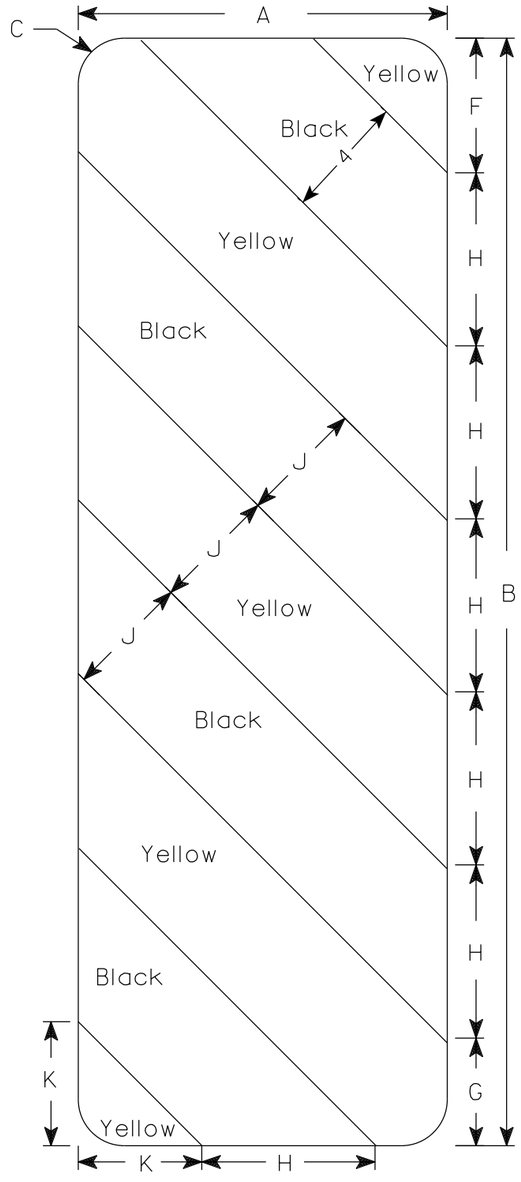
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

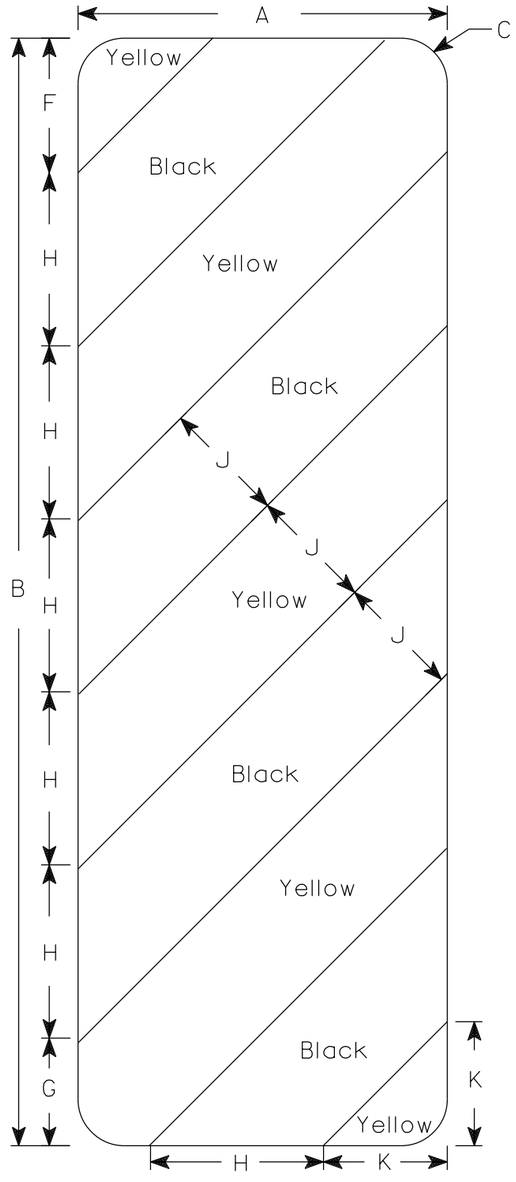
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 34 E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

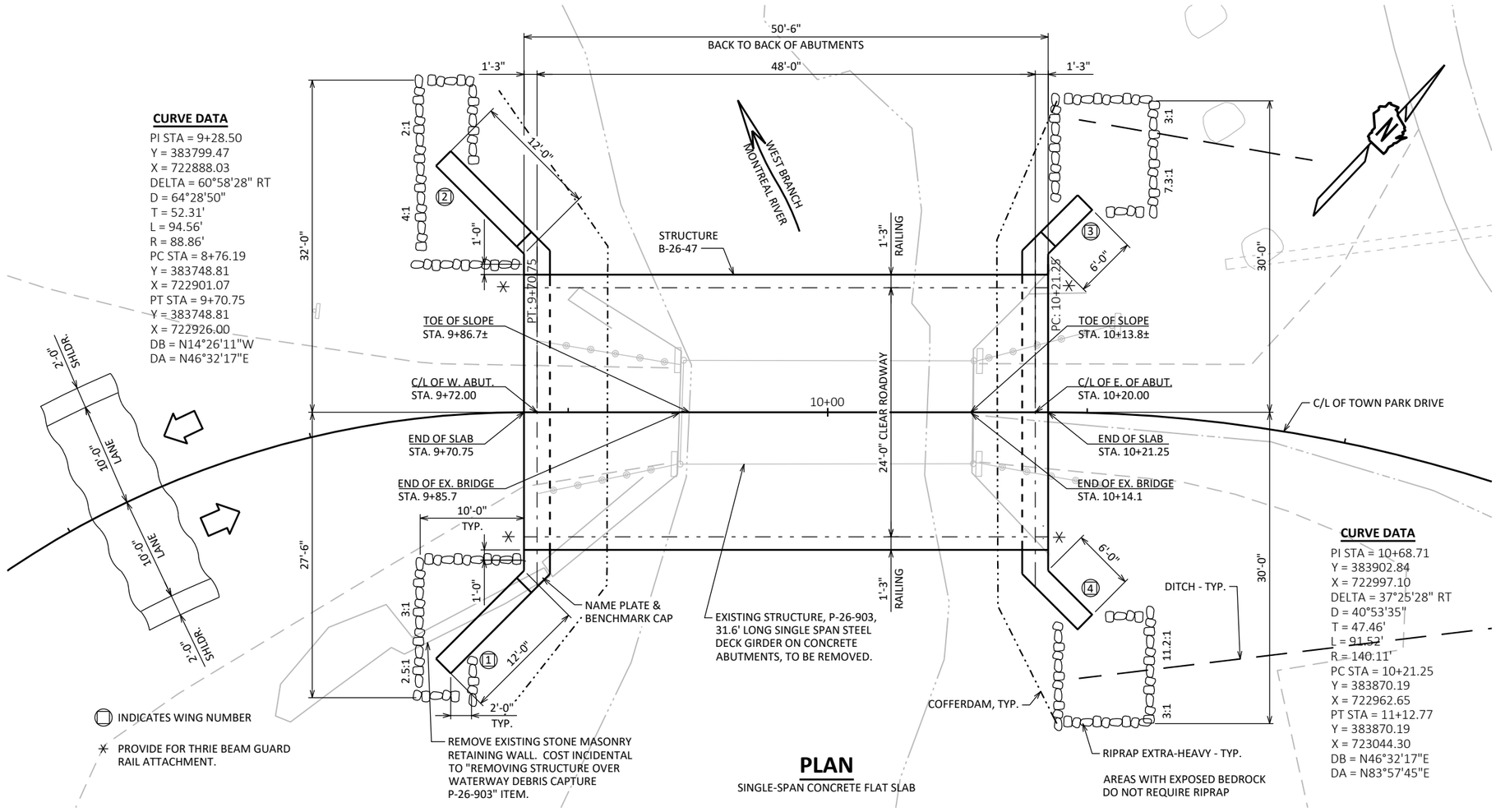
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 35 E

7

7

STATE PROJECT NUMBER

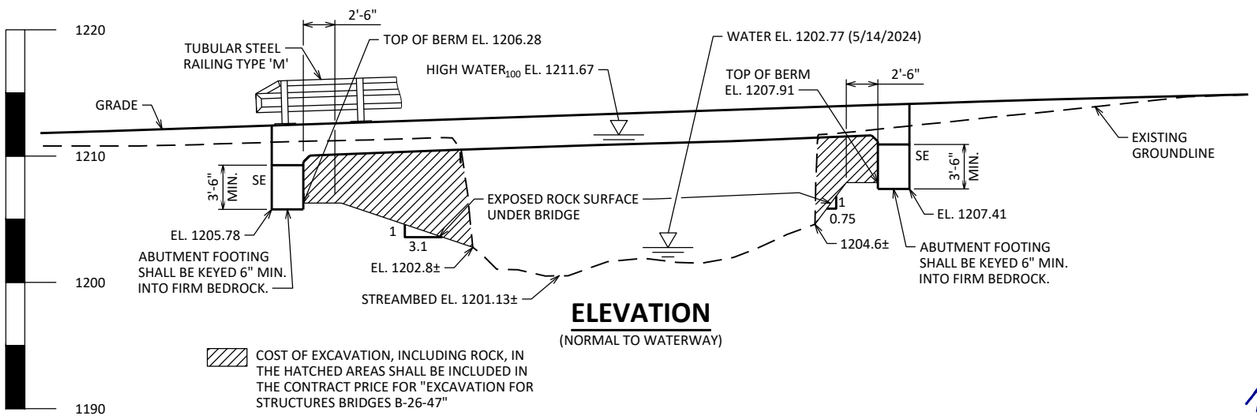
9826-00-70



CURVE DATA
PI STA = 9+28.50
Y = 383799.47
X = 722888.03
DELTA = 60°58'28" RT
D = 64°28'50"
T = 52.31'
L = 94.56'
R = 88.86'
PC STA = 8+76.19
Y = 383748.81
X = 722901.07
PT STA = 9+70.75
Y = 383748.81
X = 722926.00
DB = N14°26'11"W
DA = N46°32'17"E

CURVE DATA
PI STA = 10+68.71
Y = 383902.84
X = 722997.10
DELTA = 37°25'28" RT
D = 40°53'35"
T = 47.46'
L = 91.52'
R = 140.11'
PC STA = 10+21.25
Y = 383870.19
X = 722962.65
PT STA = 11+12.77
Y = 383870.19
X = 723044.30
DB = N46°32'17"E
DA = N83°57'45"E

PLAN
SINGLE-SPAN CONCRETE FLAT SLAB



ELEVATION
(NORMAL TO WATERWAY)

COST OF EXCAVATION, INCLUDING ROCK, IN THE HATCHED AREAS SHALL BE INCLUDED IN THE CONTRACT PRICE FOR "EXCAVATION FOR STRUCTURES BRIDGES B-26-47"

REMOVE EXISTING STRUCTURE AS NEEDED. COST INCLUDED IN "REMOVING STRUCTURE OVER WATERWAY DEBRIS CAPTURE P-26-903" ITEM. TYPICAL AT ALL SUBSTRUCTURES.

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.24
OPERATING RATING: RF = 1.61
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

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

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

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

FOUNDATION DATA

ABUTMENTS WITH SHALLOW FOOTINGS TO BE SUPPORTED BY SOUND ROCK WITH A REQUIRED FACTORED BEARING RESISTANCE OF 20,000 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE ABUTMENT FOOTING.

***THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

HYDRAULIC DATA

100-YEAR FREQUENCY:
Q_{100}= 2,640 C.F.S.
V_{100}= 12.6 F.P.S.
HW_{100}= EL. 1211.67
WATERWAY AREA = 210 SQ. FT.
DRAINAGE AREA = 85 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8

2-YEAR FREQUENCY:
Q_2= 1,020 C.F.S.
V_2= 9.7 F.P.S.
HW_2= EL. 1207.19

TRAFFIC DATA

FEATURE ON: TOWN PARK DRIVE
ADT = <100 (2026)
ADT = <100 (2046)
R.D.S. = 15 MPH

LIST OF DRAWINGS:

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
AYRES
700 Pilgrim Way, Suite 180
Green Bay, WI 54304
www.AyresAssociates.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED JLR 11/10/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

WISCONSIN PROFESSIONAL ENGINEER
KRISTOFER R. OLSON
E-35236
APPLETON WI
10/23/2025

STRUCTURE DESIGN CONTACTS:
AARON BONK 608-261-0261
KRISTOFER OLSON 920-498-1200

STRUCTURE B-26-47

TOWN PARK DRIVE OVER W BR. MONTREAL RIVER

COUNTY	TOWN
IRON	KIMBALL

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGN CK'D	DRAWN BY	PLANS CK'D
JMC/JLB	NBE/JMC	JMC	KRO

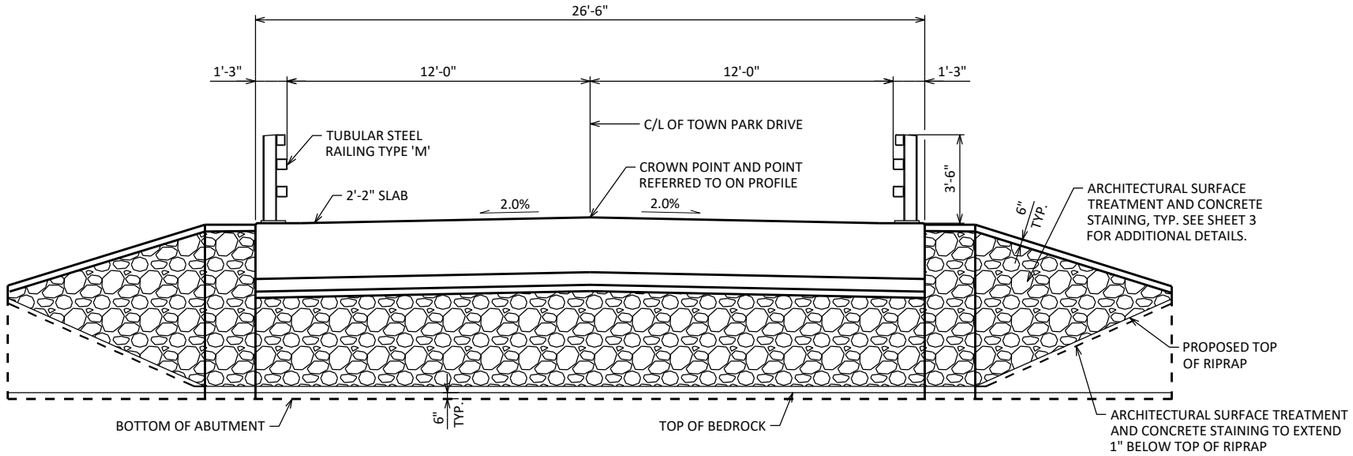
GENERAL PLAN

SHEET 1 OF 14
36

I.D. DATE:

8

8



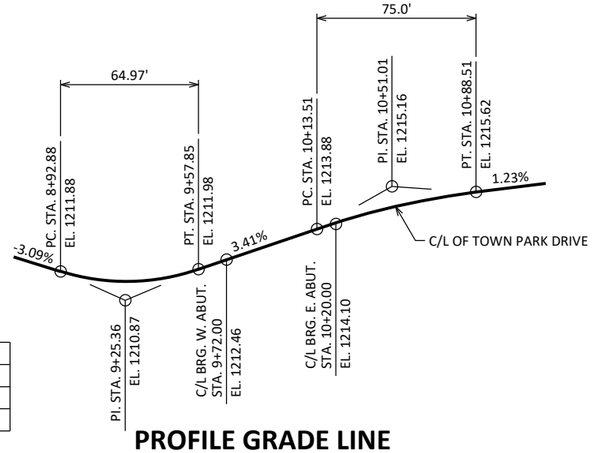
TYPICAL SECTION THRU BRIDGE

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	W ABUT.	E ABUT.	TOTALS
203.0270	REMOVING STRUCTURE OVER WATERWAY DEBRIS CAPTURE (P-26-903)	EACH	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-26-47	EACH	---	---	---	1
206.5001	COFFERDAMS (B-26-47)	EACH	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	120	110	230
502.0100	CONCRETE MASONRY BRIDGES	CY	112.3	22.1	18.3	153
502.3200	PROTECTIVE SURFACE TREATMENT	SY	180	10	5	195
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURE	LB	---	1,290	1,290	2,580
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	21,510	1,140	820	23,470
513.4061	RAILING TUBULAR TYPE M	LF	106	---	---	106
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	6	6	12
517.1015.S	CONCRETE STAINING MULTI-COLOR B-26-47	SF	--	190	155	345
517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-26-47	SF	---	190	155	345
606.0400	RIPRAP EXTRA-HEAVY	CY	---	20	20	40
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	---	60	50	110
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	---	35	25	60
645.0120	GEOTEXTILE TYPE HR	SY	---	35	45	80
SPV.0180	INFILL RIPRAP B-26-47	SY	---	---	---	50
	NON-BID ITEMS					
	FILLER	SIZE	---	---	---	½", ¾"

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
50	12+19	SURVEY SPIKE IN 18" MAPLE, ON C/L	1218.27
51	9+82	CHIS. 'X' IN ABUTMENT, 8' RT	1211.26
52	8+66	120 'D' SPIKE IN ROOT OF 36" OAK, 15' LT	1213.11



PROFILE GRADE LINE

(TOWN PARK DRIVE)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

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

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-26-47" SHALL BE THE EXISTING GROUNDLINE.

EXCAVATION OF ALL MATERIAL, INCLUDING ROCK, SHALL BE PAID FOR UNDER THE "EXCAVATION FOR STRUCTURES BRIDGES B-26-47" BID ITEM. ALL EXCAVATION SHALL BE CLEANED BY HAND AND INSPECTED TO VERIFY THE SURFACE IS FREE OF LOOSE RUBBLE AND SOIL PRIOR TO CONCRETE PLACEMENT.

THE SURFACE OF BEDROCK MAY BE IRREGULAR AT THE ABUTMENT LOCATIONS. ADJUSTMENT OF THE ABUTMENT HEIGHT WILL BE ALLOWED AND SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. REPORT ELEVATIONS OF THE BEDROCK TO THE ENGINEER ONCE IT IS EXPOSED.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED AS SHOWN IN DETAIL ON SHEET 3 AND APPLY TO ENTIRE EXPOSED TOP OF SLAB, THE TOP AND EXTERIOR EXPOSED FACE OF WINGS, AND FRONT FACE OF ABUTMENT TO 1'-0" PAST THE EDGE OF SLAB.

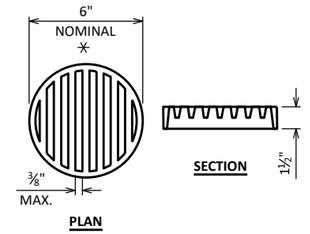
AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TYPE A.

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS, AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

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

EXISTING SUBSTRUCTURE LOCATIONS ARE BASED ON SURVEY. EXTENT OF BELOW GRADE SUBSTRUCTURES ARE NOT KNOWN. REMOVE EXISTING SUBSTRUCTURE AS NEEDED TO BUILD NEW SUBSTRUCTURE. COST OF SUBSTRUCTURE REMOVAL IS CONSIDERED INCIDENTAL TO "REMOVING STRUCTURE OVER WATERWAY DEBRIS CAPTURE" BID ITEM.



RODENT SHIELD DETAIL

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

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

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

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-26-47

DRAWN BY JMC/CLP | PLANS CK'D JMC

TYPICAL SECTION, QUANTITIES AND NOTES

SHEET 2 OF 14

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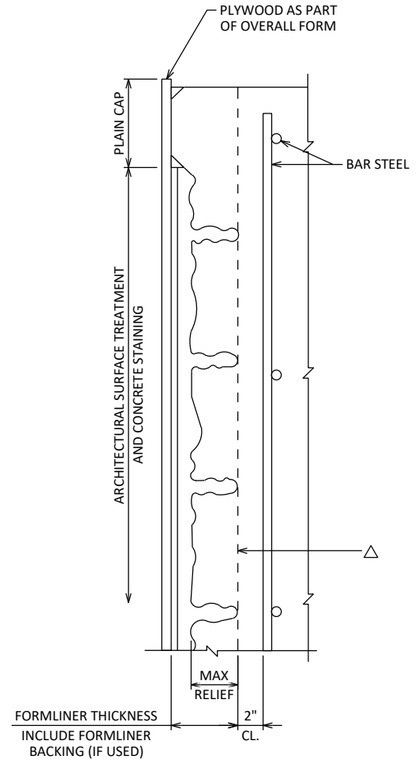
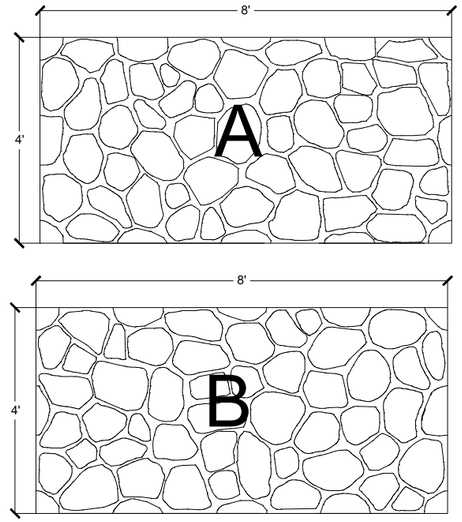


SECTION THRU FORMLINER

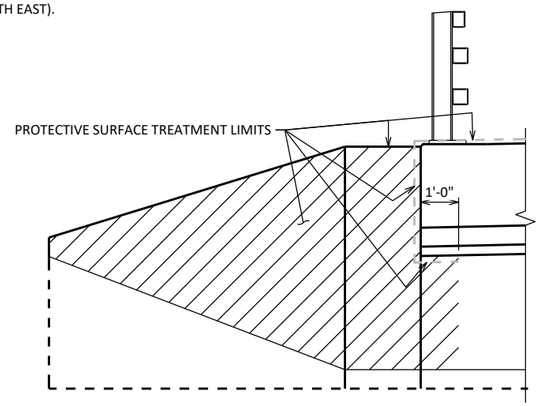
△ STRUCTURAL CONCRETE CAN ONLY BE ASSUMED TO THIS LINE. PROVIDE ADDITIONAL STRUCTURE SIZE AS NECESSARY TO MAINTAIN MINIMUM FULL STRUCTURAL CONCRETE DIMENSIONS AS INDICATED ON THE STANDARDS.

THE SPECIAL PROVISION FOR THE BID ITEM, ARCHITECTURAL SURFACE TREATMENT B-26-47 TO BE SIMILAR PATTERN TO B-26-32 (DUPONT ROAD OVER MONTREAL RIVER, 6.8 MILES NORTH EAST).

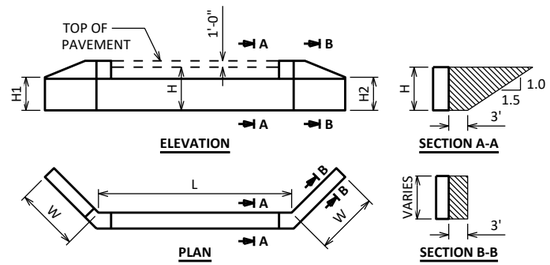


SPLIT FACE FIELDSTONE
MAX. RELIEF = 1 ¼"

FORMLINER DETAILS



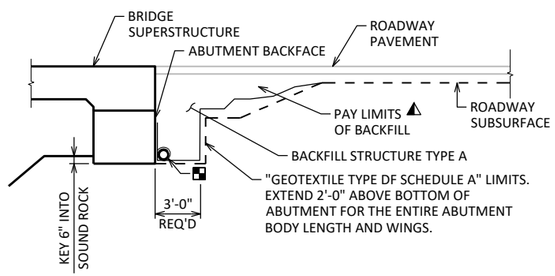
PROTECTIVE SURFACE TREATMENT DETAIL



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)

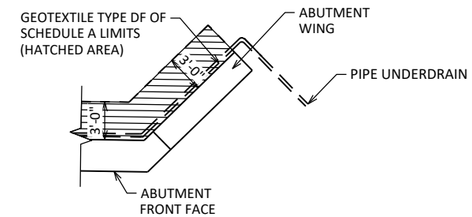
NOTE:
THE BACKFILL QUANTITY WAS CALCULATED BASED ON THE STANDARD FORMULA. IF BEDROCK OCCUPIES SPACE BEHIND THE ABUTMENTS THE QUANTITY WILL BE REDUCED.



TYPICAL SECTION THRU ABUTMENT

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

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



BACKFILL STRUCTURE LIMITS

ABUTMENT PLAN WITH WING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-26-47

DRAWN BY JMC/CLP | PLANS CK'D JMC

STRUCTURE DETAILS

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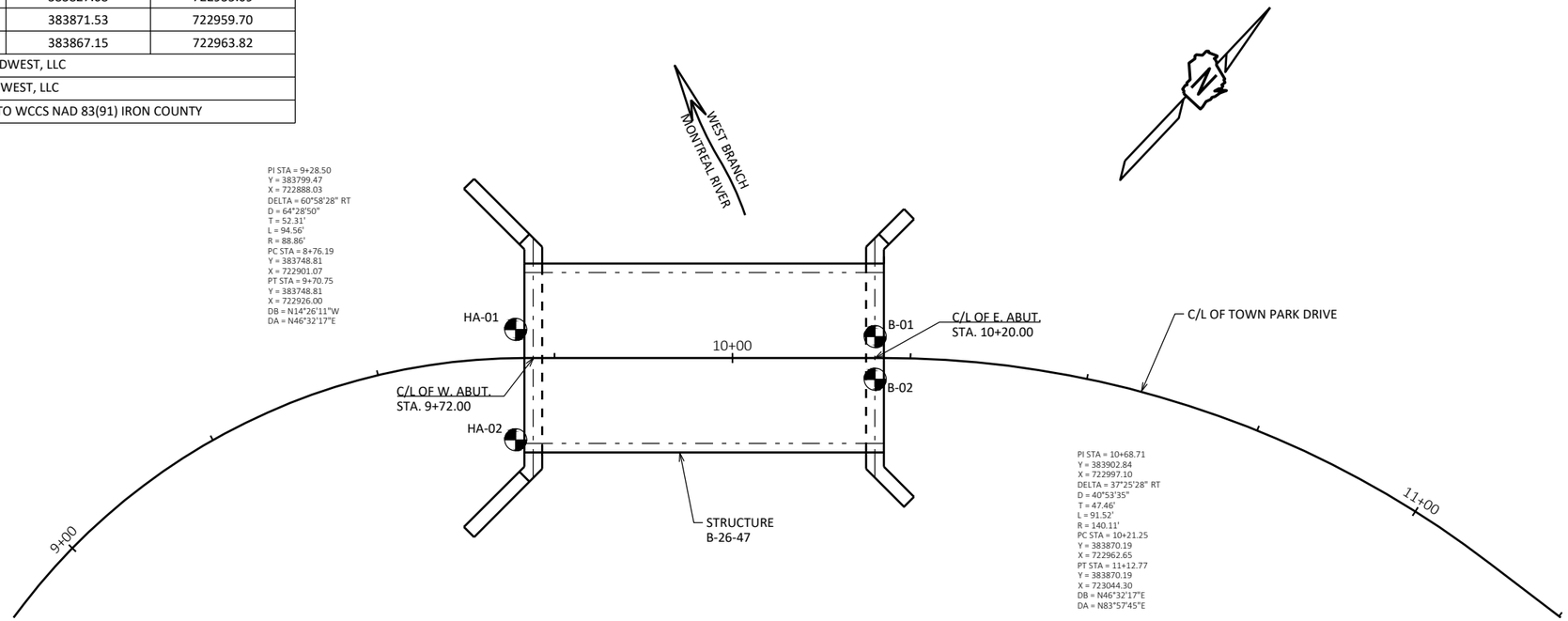
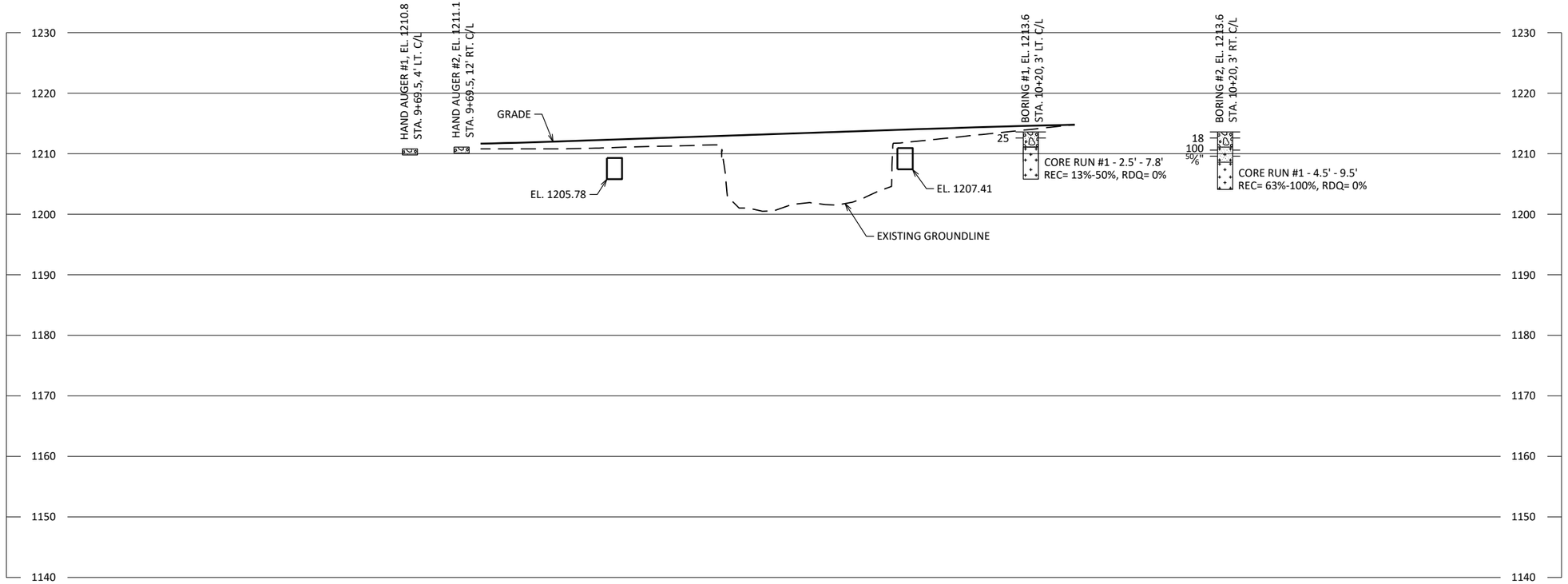
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-01	10/24/2024	383838.91	722924.44
B-02	10/25/2024	383827.68	722935.09
HA-01	10/24/2024	383871.53	722959.70
HA-02	10/24/2024	383867.15	722963.82
BORINGS COMPLETED BY: ECS MIDWEST, LLC			
REPORT COMPLETED BY: ECS MIDWEST, LLC			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) IRON COUNTY			





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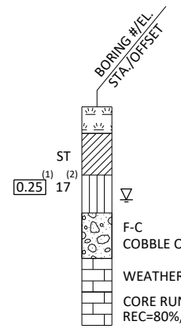
MATERIAL SYMBOLS

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.

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STRUCTURE B-26-47

DRAWN BY JMC | PLANS CK'D JMC

SUBSURFACE EXPLORATION

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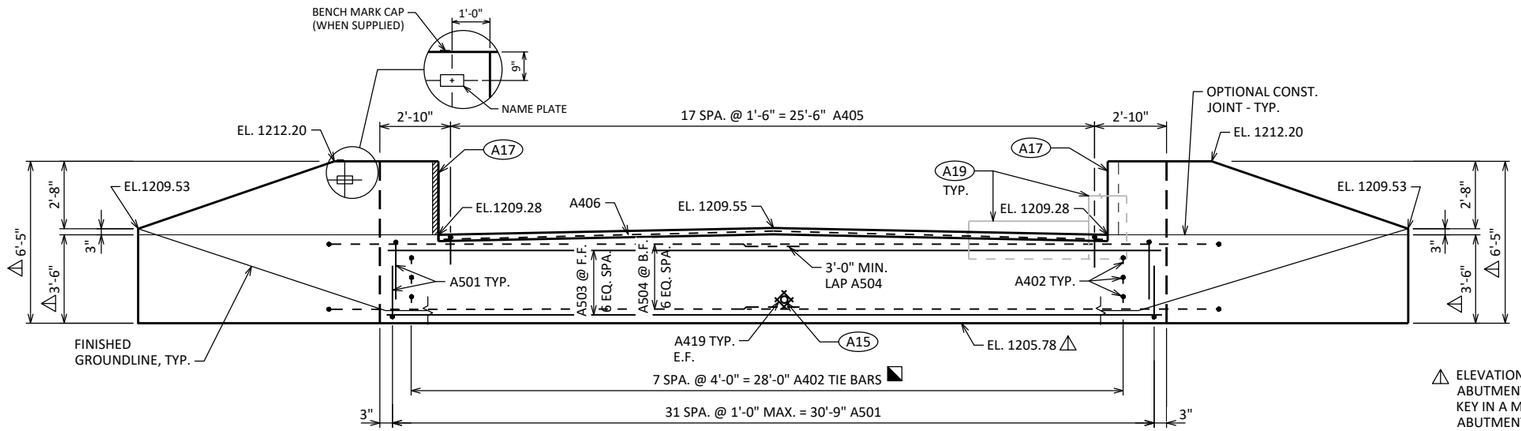
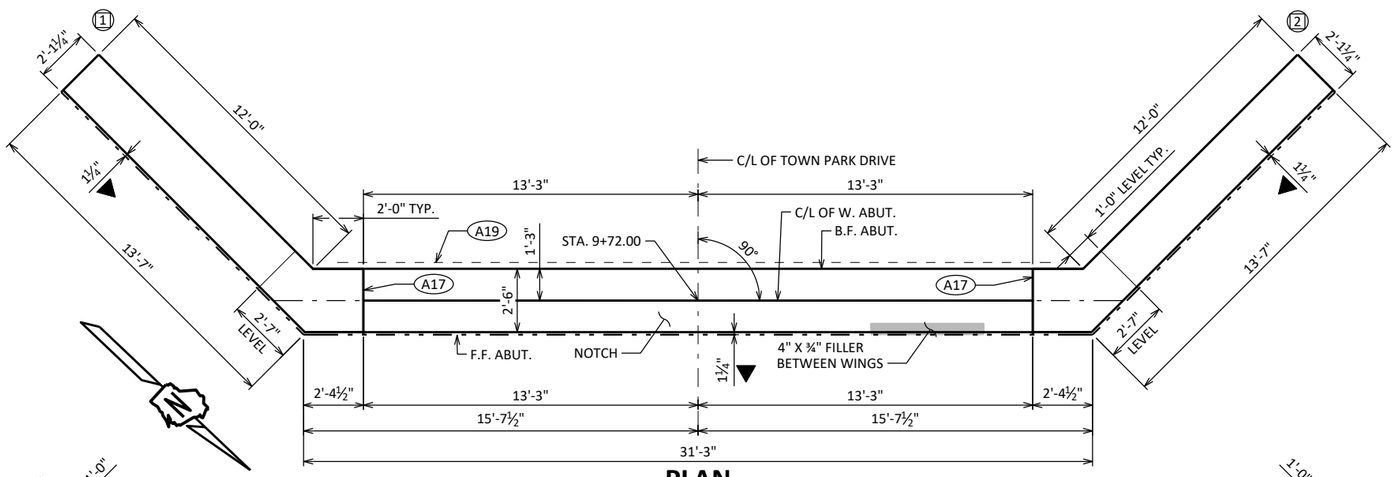


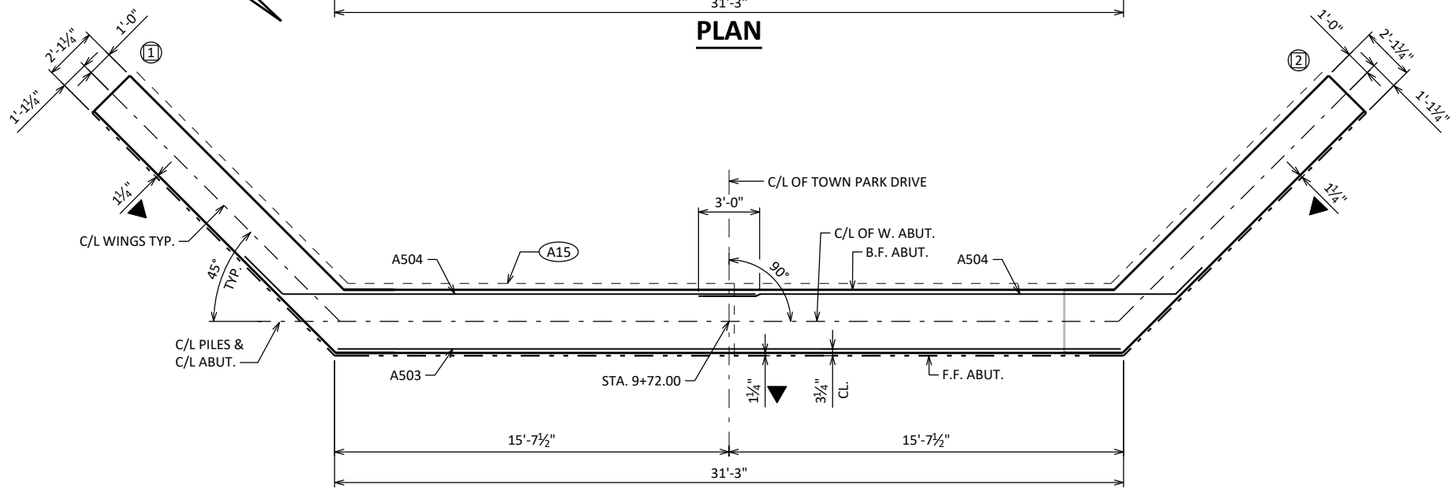
ELEVATION

LOOKING DOWNSTATION

⚠ ELEVATION IS APPROXIMATE. CONSTRUCT ABUTMENT AND WINGS TO REACH SOLID ROCK, KEY IN A MIN. 6" INTO SOLID ROCK. BOTTOM OF ABUTMENT AND WINGS TO BE APPROXIMATELY LEVEL. MAX. ABUTMENT HEIGHT AT C/L OF TOWN PARK DRIVE TO BE 4'-3 ¼".



PLAN



BAR STEEL LAYOUT

NOTE:

ABUTMENTS WITH SHALLOW FOOTINGS TO BE SUPPORED BY SOUND ROCK WITH A REQUIRED FACTOR BEARING RESISTANCE OF 20,000 PSF.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. AN 8" DIA. HOLE IN ABUTMENT IS REQ'D. LOCATE TO MISS REINF. STEEL.

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

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

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

⬬ ADDITIONAL LAP ALLOWED IF BEDROCK IS HIGHER ELEVATION.

▼ FORMLINER - SEE SHEET 3 FOR DETAILS.

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STATE OF WISCONSIN
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STRUCTURE B-26-47

DRAWN BY CLP | PLANS CK'D JMC

WEST ABUTMENT

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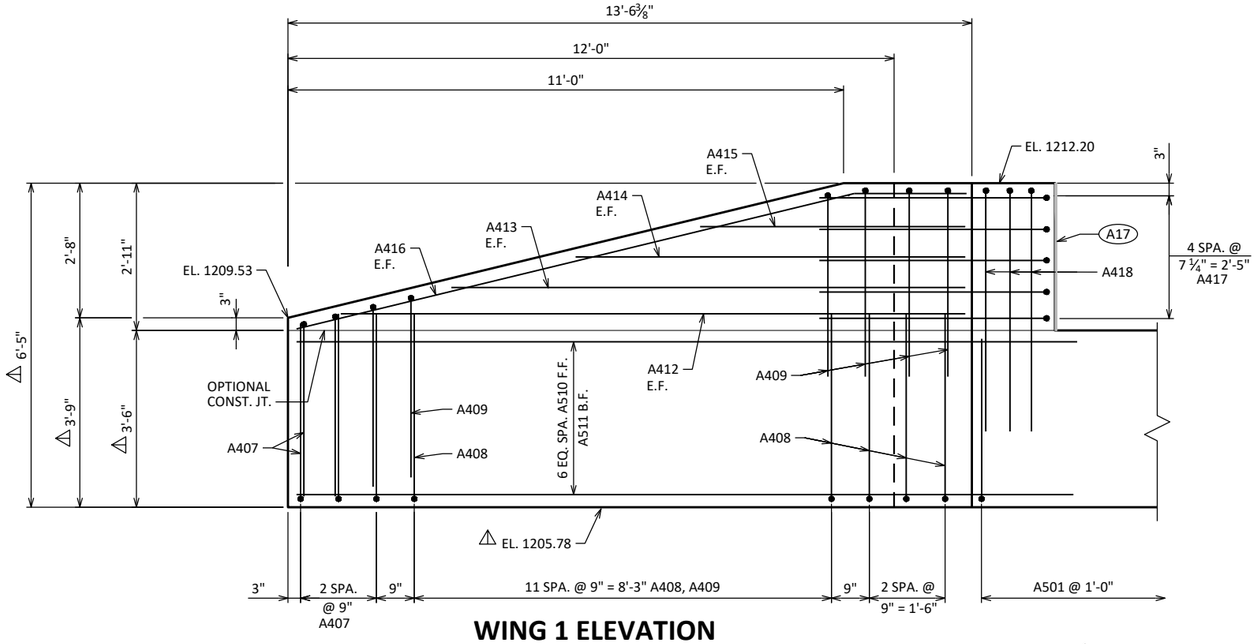
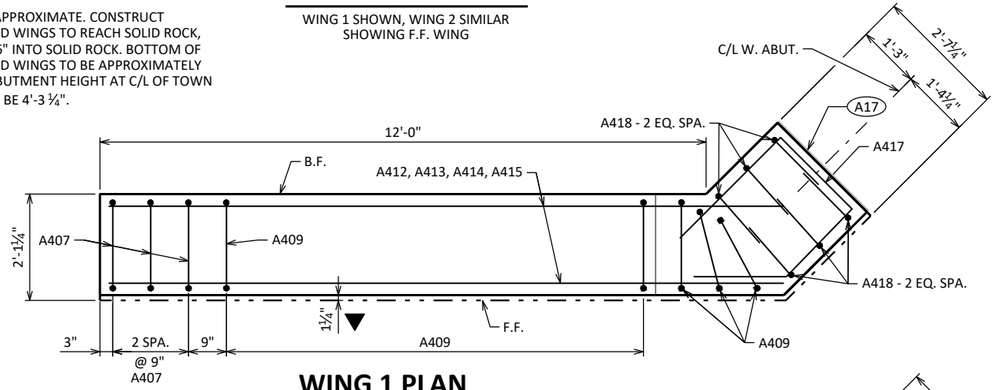


WING 1 ELEVATION

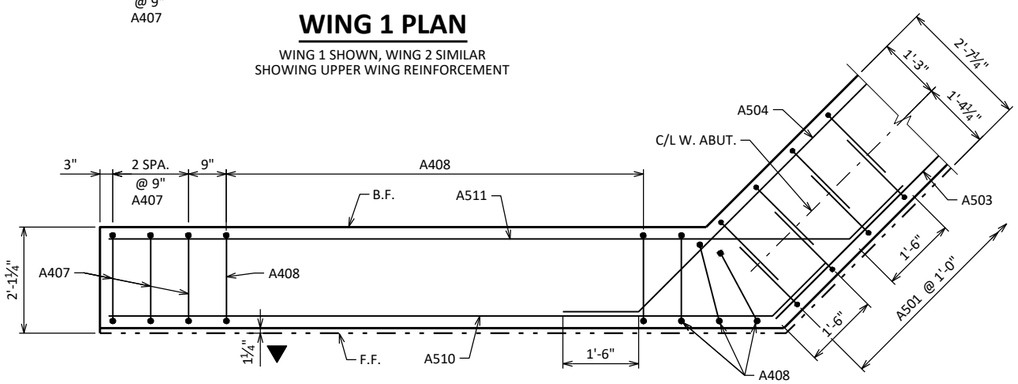
WING 1 SHOWN, WING 2 SIMILAR
SHOWING F.F. WING

⚠ ELEVATION IS APPROXIMATE. CONSTRUCT ABUTMENT AND WINGS TO REACH SOLID ROCK, KEY IN A MIN. 6" INTO SOLID ROCK. BOTTOM OF ABUTMENT AND WINGS TO BE APPROXIMATELY LEVEL. MAX. ABUTMENT HEIGHT AT C/L OF TOWN PARK DRIVE TO BE 4'-3 ¼".



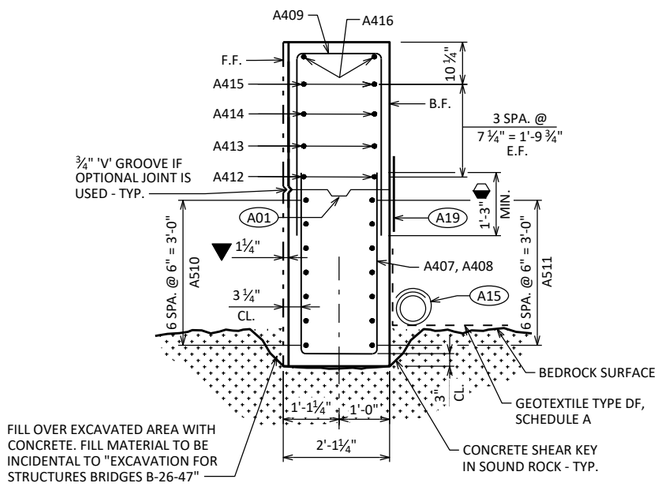
WING 1 PLAN

WING 1 SHOWN, WING 2 SIMILAR
SHOWING UPPER WING REINFORCEMENT



WING 1 PLAN

WING 1 SHOWN, WING 2 SIMILAR
SHOWING LOWER WING REINFORCEMENT



SECTION THRU WING 1

NOTE:
ABUTMENTS WITH SHALLOW FOOTINGS TO BE SUPPORED BY SOUND ROCK WITH A REQUIRED FACTOR BEARING RESISTANCE OF 20,000 PSF.

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

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

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

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

ADDITIONAL LAP ALLOWED IF BEDROCK IS HIGHER ELEVATION.

▼ FORMLINER - SEE SHEET 3 FOR DETAILS.

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STRUCTURE B-26-47

DRAWN BY CLP | PLANS CK'D JMC

WEST ABUTMENT WING DETAILS

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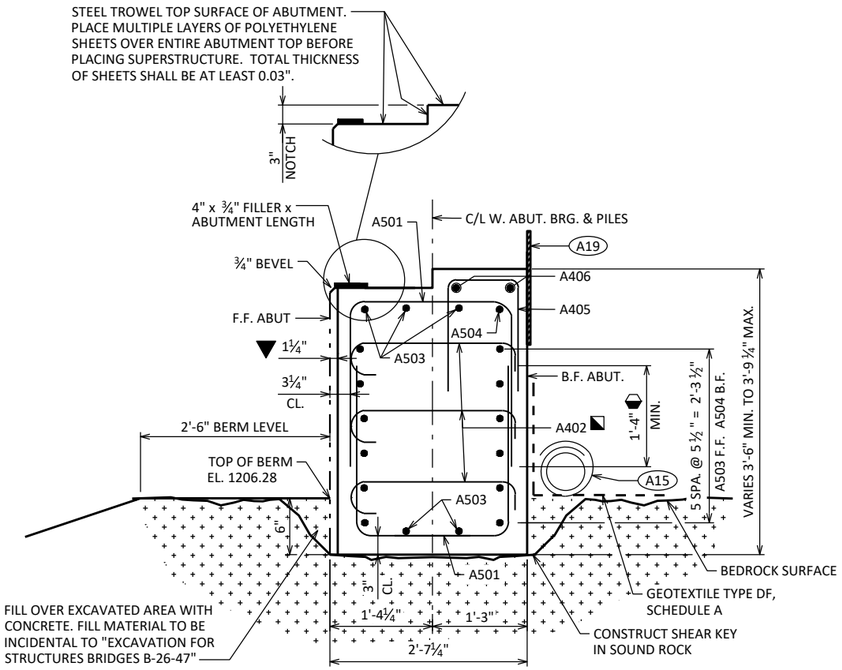


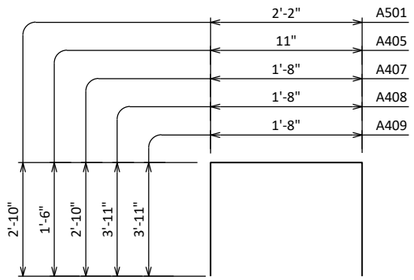
SECTION THRU BODY

BILL OF BARS

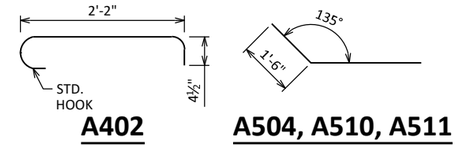
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		64	7'-7"	X		ABUT BODY STIRRUPS - U-BAR
A402		24	2'-11"	X		ABUT BODY TIE BARS
A503		11	31'-0"			ABUT BODY HORIZ. - F.F.
A504		14	20'-9"	X		ABUT BODY HORIZ. - B.F.
A405		18	3'-9"	X		ABUT. BODY TOP @ NOTCH VERT.
A406		2	26'-2"			ABUT. BODY TOP @ NOTCH HORIZ.
A407	X	12	7'-2"	X		WINGS 1 & 2 U-BAR
A408	X	30	9'-4"	X		WINGS 1 & 2 U-BAR - LOWER
A409	X	30	9'-4"	X		WINGS 1 & 2 U-BAR - UPPER
A510	X	14	14'-9"	X		WINGS 1 & 2 LOWER HORIZ - F.F.
A511	X	14	16'-5"	X		WINGS 1 & 2 LOWER HORIZ. - B.F.
A412	X	4	12'-4"			WINGS 1 & 2 UPPER HORIZ. E.F.
A413	X	4	10'-2"			WINGS 1 & 2 UPPER HORIZ. E.F.
A414	X	4	7'-8"			WINGS 1 & 2 UPPER HORIZ. E.F.
A415	X	4	5'-2"			WINGS 1 & 2 UPPER HORIZ. E.F.
A416	X	4	13'-6"	X		WINGS 1 & 2 UPPER DIAG. E.F.
A417	X	10	8'-2"	X		WINGS 1 & 2 TOP HORIZ. CORNER
A418	X	12	6'-3"	X		WINGS 1 & 2 TOP VERT. CORNER
A419	X	8	2'-6"			BODY - PIPE UNDERDRAIN OPENING

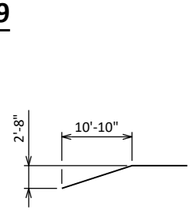
BENDING DIMENSIONS ARE OUT TO OUT OF BARS.



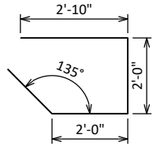
A501, A405, A407
A408, A409



A402 **A504, A510, A511**



A416



A417

A418

NOTE:
ABUTMENTS WITH SHALLOW FOOTINGS TO BE SUPPORED BY SOUND ROCK WITH A REQUIRED FACTOR BEARING RESISTANCE OF 20,000 PSF.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. AN 8" DIA. HOLE IN WALL IS REQ'D. LOCATE TO MISS REINF. STEEL.

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

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

◓ ADDITIONAL LAP ALLOWED IF BEDROCK IS HIGHER ELEVATION.

▼ FORMLINER - SEE SHEET 3 FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-26-47

DRAWN BY CLP | PLANS CK'D JMC

WEST ABUTMENT BILL OF BARS

SHEET 7 OF 14

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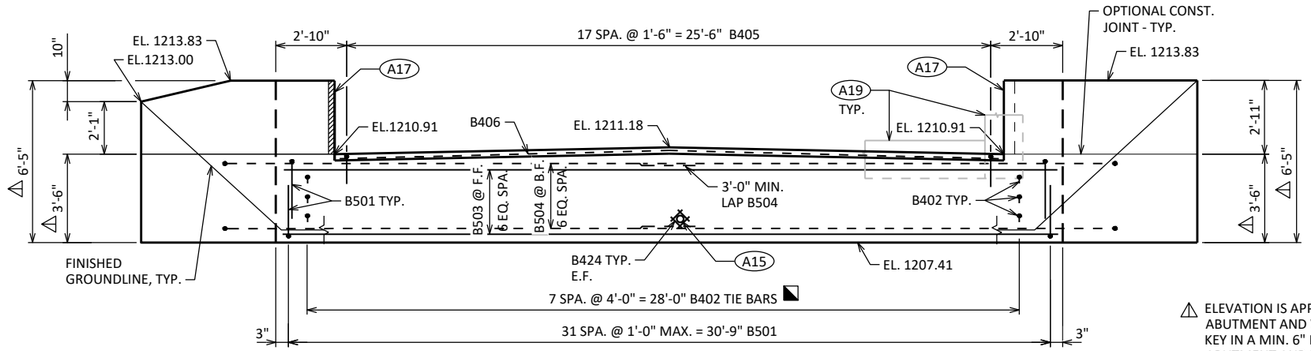
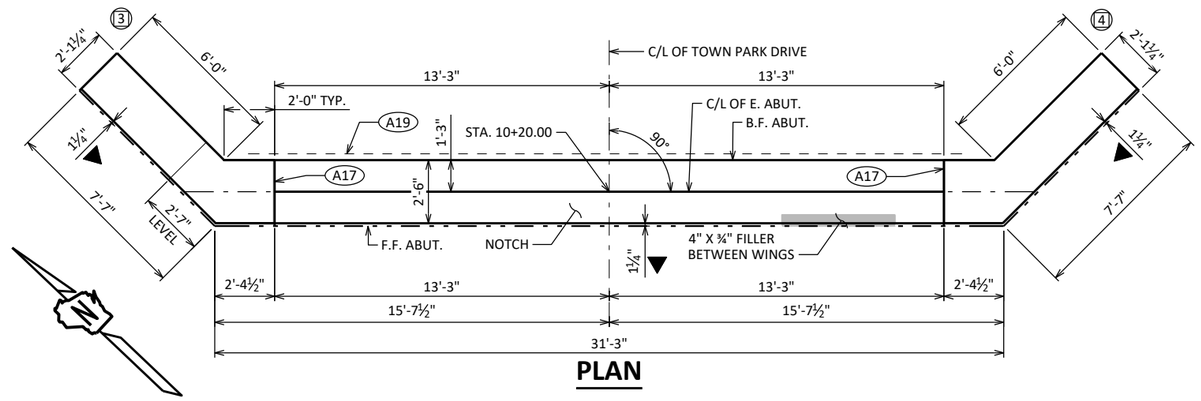


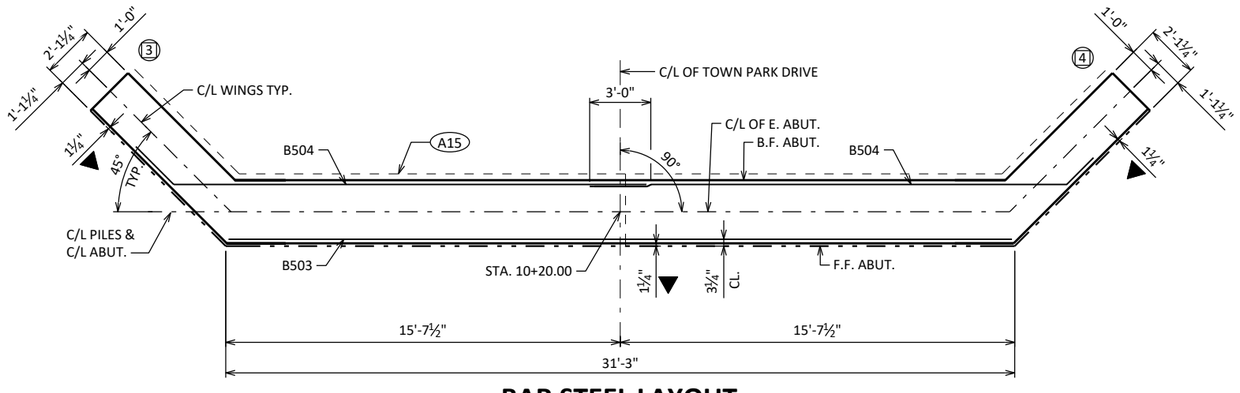
ELEVATION

LOOKING DOWNSTATION

⚠ ELEVATION IS APPROXIMATE. CONSTRUCT ABUTMENT AND WINGS TO REACH SOLID ROCK, KEY IN A MIN. 6" INTO SOLID ROCK. BOTTOM OF ABUTMENT AND WINGS TO BE APPROXIMATELY LEVEL. MAX. ABUTMENT HEIGHT AT C/L OF TOWN PARK DRIVE TO BE 5'-9 ¼".



PLAN



BAR STEEL LAYOUT

NOTE:

ABUTMENTS WITH SHALLOW FOOTINGS TO BE SUPPORED BY SOUND ROCK WITH A REQUIRED FACTOR BEARING RESISTANCE OF 20,000 PSF.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. AN 8" DIA. HOLE IN ABUTMENT IS REQ'D. LOCATE TO MISS REINF. STEEL.

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

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

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

⬣ ADDITIONAL LAP ALLOWED IF BEDROCK IS HIGHER ELEVATION.

▼ FORMLINER - SEE SHEET 3 FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-26-47

DRAWN BY CLP | PLANS CK'D JMC

EAST ABUTMENT

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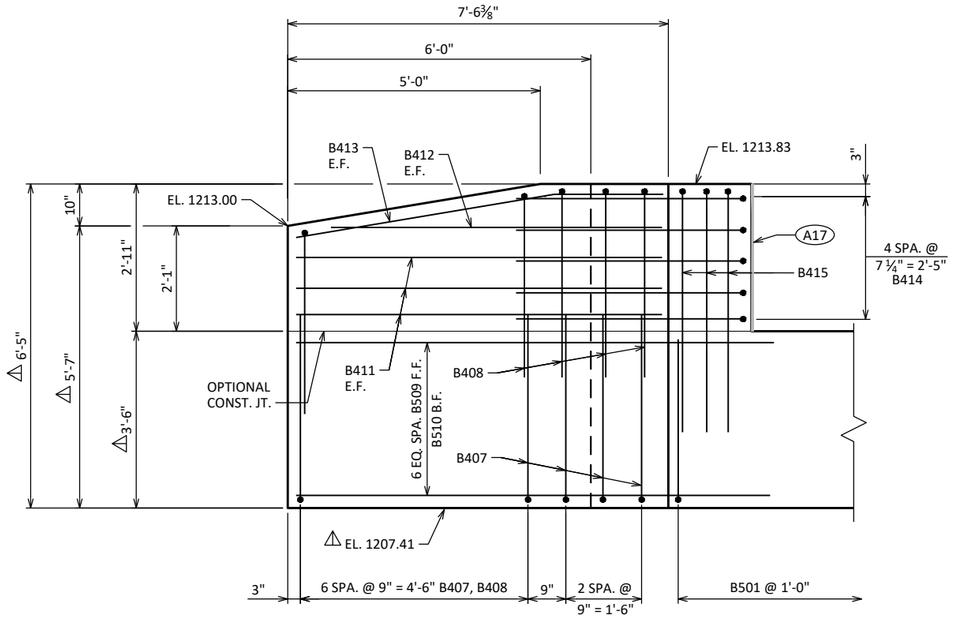
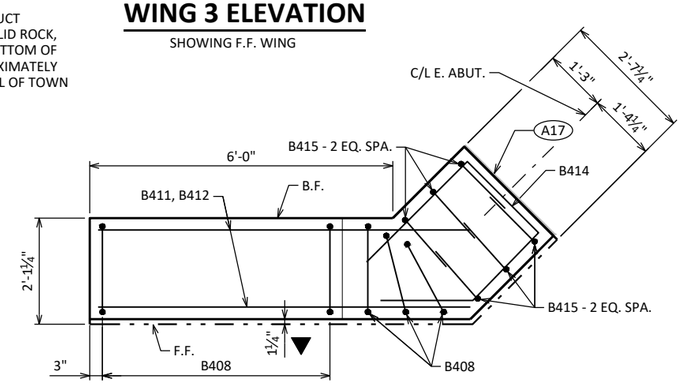


WING 3 ELEVATION

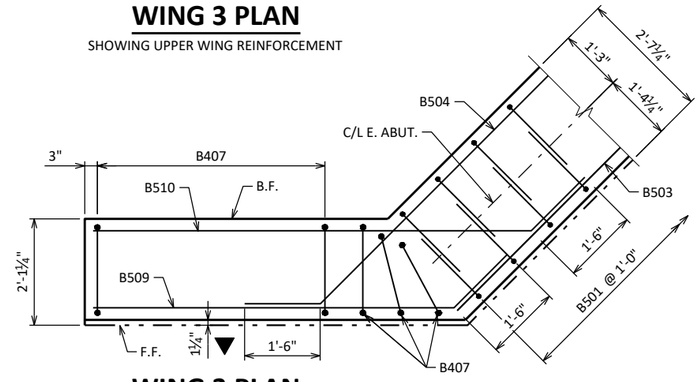
SHOWING F.F. WING

⚠ ELEVATION IS APPROXIMATE. CONSTRUCT ABUTMENT AND WINGS TO REACH SOLID ROCK, KEY IN A MIN. 6" INTO SOLID ROCK. BOTTOM OF ABUTMENT AND WINGS TO BE APPROXIMATELY LEVEL. MAX. ABUTMENT HEIGHT AT C/L OF TOWN PARK DRIVE TO BE 5'-9 ¼".



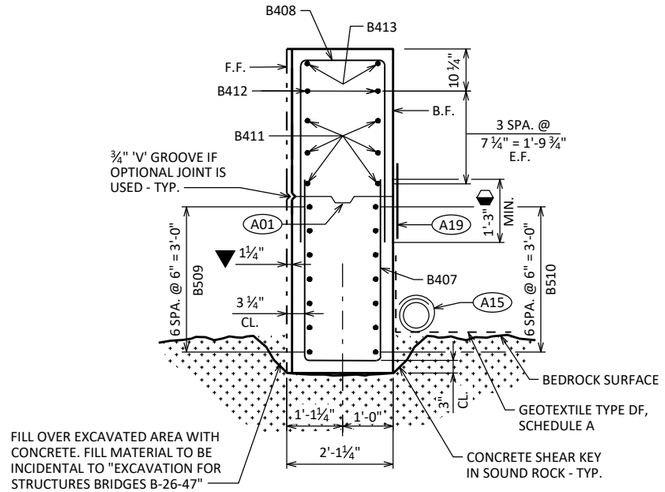
WING 3 PLAN

SHOWING UPPER WING REINFORCEMENT



WING 3 PLAN

SHOWING LOWER WING REINFORCEMENT



SECTION THRU WING 3

NOTE:

ABUTMENTS WITH SHALLOW FOOTINGS TO BE SUPPORED BY SOUND ROCK WITH A REQUIRED FACTOR BEARING RESISTANCE OF 20,000 PSF.

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

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

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

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

⬬ ADDITIONAL LAP ALLOWED IF BEDROCK IS HIGHER ELEVATION.

▼ FORMLINER - SEE SHEET 3 FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE B-26-47

DRAWN BY CLP | PLANS CK'D JMC

EAST ABUTMENT WING 3 DETAILS

SHEET 9 OF 14

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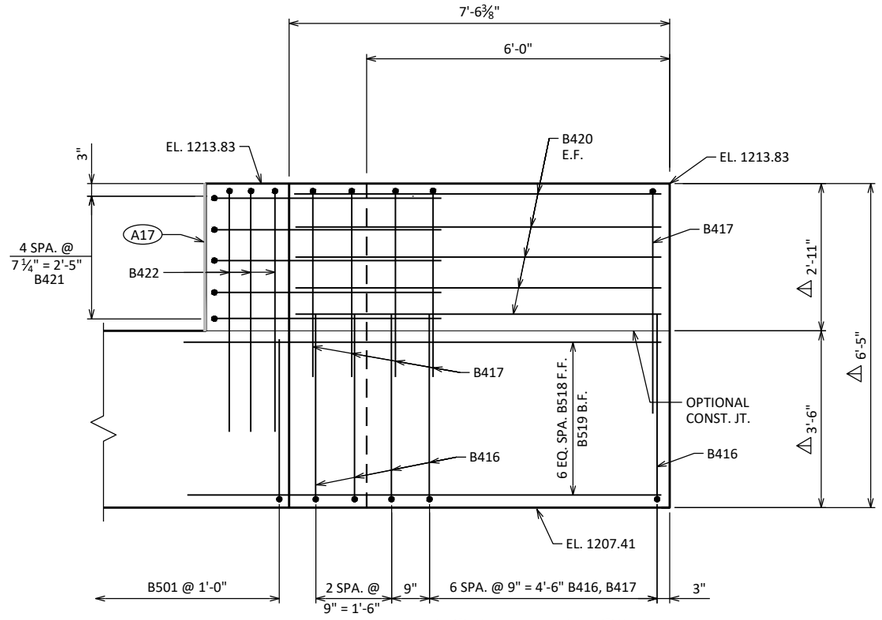
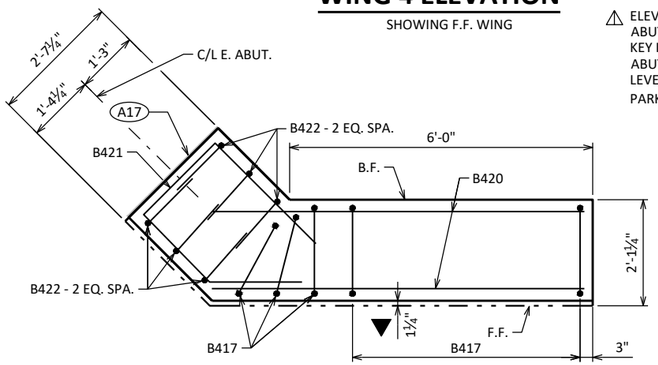


WING 4 ELEVATION

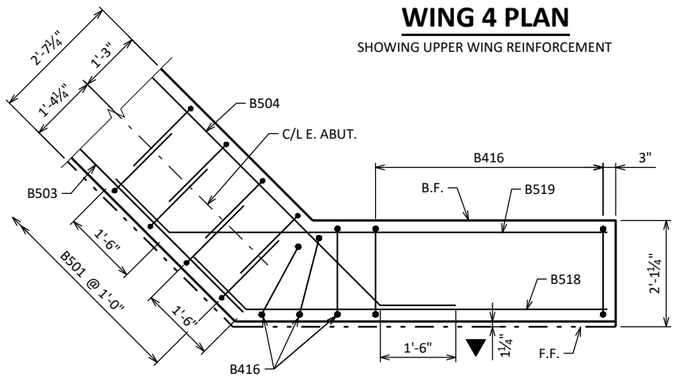
SHOWING F.F. WING

⚠ ELEVATION IS APPROXIMATE. CONSTRUCT ABUTMENT AND WINGS TO REACH SOLID ROCK, KEY IN A MIN. 6" INTO SOLID ROCK. BOTTOM OF ABUTMENT AND WINGS TO BE APPROXIMATELY LEVEL. MAX. ABUTMENT HEIGHT AT C/L OF TOWN PARK DRIVE TO BE 5'-9 ¼".



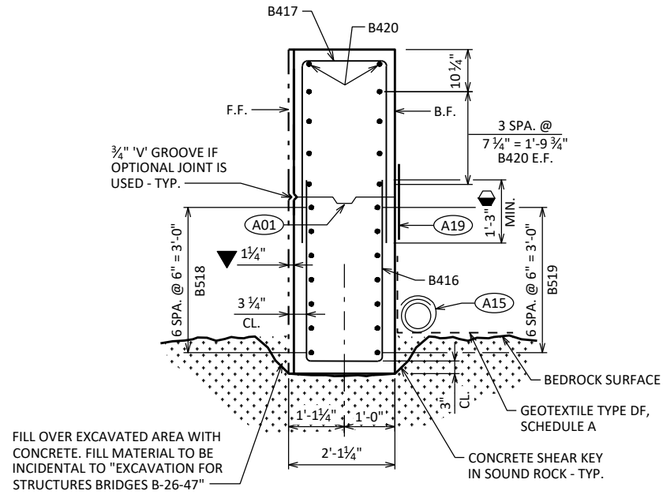
WING 4 PLAN

SHOWING UPPER WING REINFORCEMENT



WING 4 PLAN

SHOWING LOWER WING REINFORCEMENT



SECTION THRU WING 4

NOTE:

ABUTMENTS WITH SHALLOW FOOTINGS TO BE SUPPORED BY SOUND ROCK WITH A REQUIRED FACTOR BEARING RESISTANCE OF 20,000 PSF.

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

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

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

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

⬬ ADDITIONAL LAP ALLOWED IF BEDROCK IS HIGHER ELEVATION.

▼ FORMLINER - SEE SHEET 3 FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-26-47

DRAWN BY CLP | PLANS CK'D JMC

EAST ABUTMENT WING 4 DETAILS

SHEET 10 OF 14

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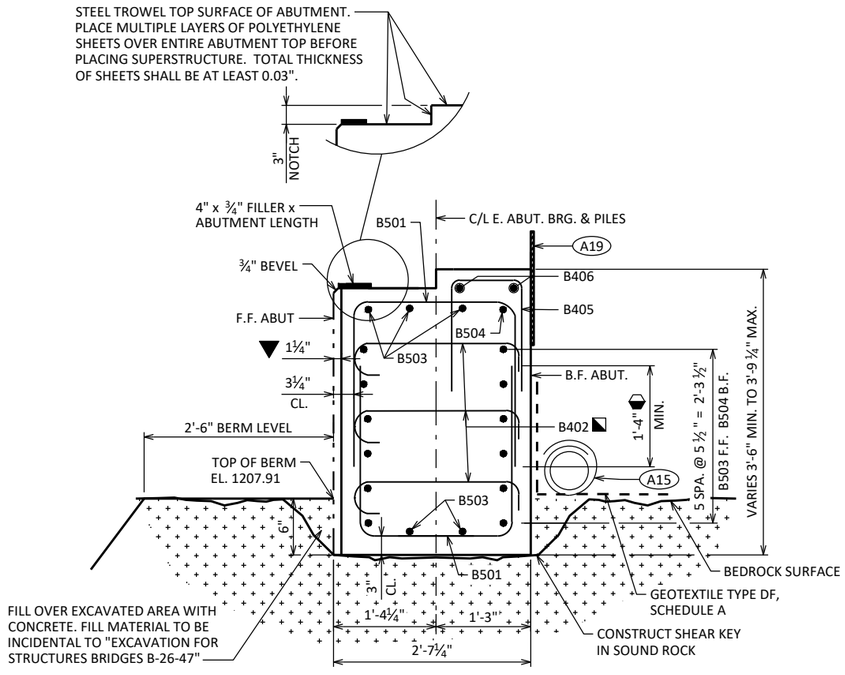


SECTION THRU BODY

NOTE:
ABUTMENTS WITH SHALLOW FOOTINGS TO BE SUPPORED BY SOUND ROCK WITH A REQUIRED FACTOR BEARING RESISTANCE OF 20,000 PSF.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. AN 8" DIA. HOLE IN WALL IS REQ'D. LOCATE TO MISS REINF. STEEL.

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

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

◒ ADDITIONAL LAP ALLOWED IF BEDROCK IS HIGHER ELEVATION.

▼ FORMLINER - SEE SHEET 3 FOR DETAILS.

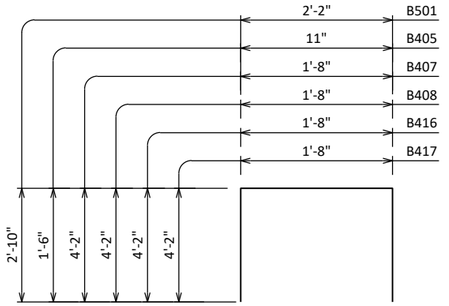
BILL OF BARS

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

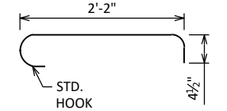
	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	B501		64	7'-7"	X		ABUT BODY STIRRUPS - U-BAR
	B402		24	2'-11"	X		ABUT BODY TIE BARS
	B503		11	31'-0"			ABUT BODY HORIZ. - F.F.
	B504		14	20'-9"	X		ABUT BODY HORIZ. - B.F.
	B405		18	3'-9"	X		ABUT. BODY TOP @ NOTCH VERT.
	B406		2	26'-2"			ABUT. BODY TOP @ NOTCH HORIZ.
	B407	X	10	9'-10"	X		WING 3 U-BAR - LOWER
	B408	X	10	9'-10"	X		WING 3 U-BAR - UPPER
	B509	X	7	8'-9"	X		WING 3 LOWER HORIZ - F.F.
	B510	X	7	10'-5"	X		WING 3 LOWER HORIZ. - B.F.
	B411	X	6	7'-2"			WING 3 UPPER HORIZ. E.F.
	B412	X	2	6'-6"			WING 3 UPPER HORIZ. E.F.
	B413	X	2	7'-3"	X		WING 3 UPPER DIAG. E.F.
	B414	X	5	8'-2"	X		WING 3 HORIZ. CORNER
	B415	X	6	6'-3"	X		WING 3 TOP VERT. CORNER
	B416	X	10	9'-10"	X		WING 4 U-BAR - LOWER
	B417	X	10	9'-10"	X		WING 4 U-BAR - UPPER
	B518	X	7	8'-9"	X		WING 4 LOWER HORIZ - F.F.
	B519	X	7	10'-5"	X		WING 4 LOWER HORIZ. - B.F.
	B420	X	10	7'-2"			WING 4 UPPER HORIZ. E.F.
	B421	X	5	8'-2"	X		WING 4 HORIZ. CORNER
	B422	X	6	6'-3"	X		WING 4 TOP VERT. CORNER
★	B423	X	20	5'-0"			ABUTMENT VERT.
	B424	X	8	2'-6"			BODY - PIPE UNDERDRAIN OPENING

BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

★ LAP WITH B501 IF HEIGHT OF ABUTMENT EXCEEDS 5'. MAINTAIN 1'-4" MIN. LAP, BAR CAN BE CUT AS NECESSARY.



B501, B405, B407
B408, B416, B417



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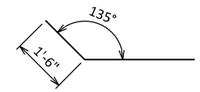
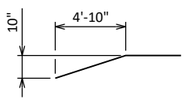


B504, B509, B510
B518, B519



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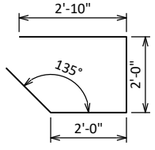
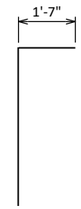


B414, B421



B415, B422

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-26-47

DRAWN BY CLP | PLANS CK'D JMC

EAST ABUTMENT BILL OF BARS

SHEET 11 OF 14

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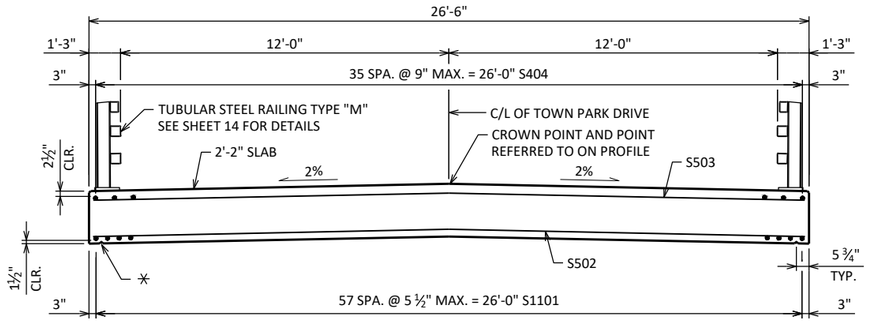


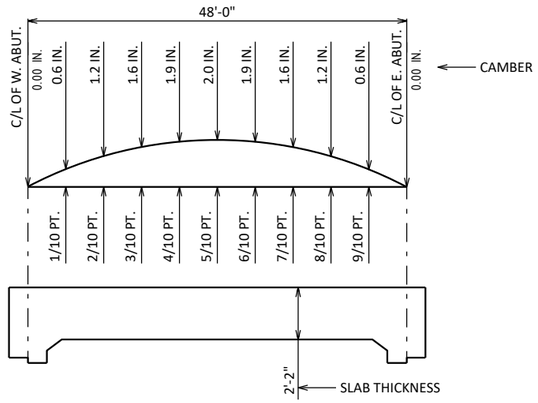
TYPICAL SECTION THRU BRIDGE

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT 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 TOLERANCE NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

✳ ¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM F.F. OF ABUT.

V-GROOVES ARE REQUIRED.



CAMBER AND SLAB THICKNESS DIAGRAM

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

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

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

TOP OF SLAB ELEVATIONS

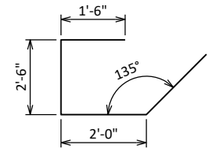
LOCATION	C/L W. ABUT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	C/L E. ABUT.
N. EDGE OF SLAB	1212.20	1212.36	1212.53	1212.69	1212.85	1213.02	1213.18	1213.34	1213.51	1213.67	1213.83
C/L OF TOWN PARK DRIVE	1212.46	1212.63	1212.79	1212.95	1213.12	1213.28	1213.45	1213.61	1213.77	1213.94	1214.10
S. EDGE OF SLAB	1212.20	1212.36	1212.53	1212.69	1212.85	1213.02	1213.18	1213.34	1213.51	1213.67	1213.83

BILL OF BARS

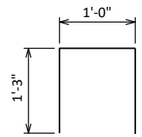
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S1101	X	58	43'-5"			SLAB LONG. BOT.
S502	X	87	26'-2"			SLAB TRANS. BOT.
S503	X	87	26'-2"			SLAB TRANS. TOP
S404	X	72	26'-3"			SLAB LONG. TOP
S505	X	54	8'-1"	X		SLAB @ ABUT. DIAPHRAGM STIRRUPS
S506	X	4	26'-2"			SLAB @ ABUT. DIAPHRAGM TRANS.
S407	X	54	3'-4"	X		SLAB @ ABUT. NOTCH
S408	X	4	26'-2"			SLAB @ ABUT. NOTCH
S609	X	40	11'-3"	X		SLAB @ RAIL POSTS
S610	X	64	6'-0"			SLAB @ INT. RAIL POSTS
S611	X	16	4'-8"	X		SLAB @ END RAIL POSTS

BENDING DIMENSIONS ARE OUT TO OUT OF BARS.



S505



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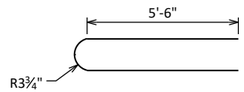

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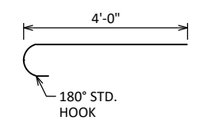

S611

SURVEY TOP OF SLAB ELEVATIONS

	ABUTMENT	5/10 PT.	ABUTMENT
N. EDGE OF SLAB			
C/L OF TOWN PARK DRIVE			
S. EDGE OF SLAB			

PRIOR TO RELEASING SLAB FORMWORK, TAKE TOP OF SLAB ELEVATIONS AT THE C/L OF SUBSTRUCTURES, AND AT 5/10 PTS. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG EDGE OF SLAB AND C/L. RECORD ELEVATIONS IN THE TABLE ABOVE FOR THE "AS BUILT" PLANS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-26-47

DRAWN BY CLP | PLANS CK'D JMC

SUPERSTRUCTURE

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STATE PROJECT NUMBER

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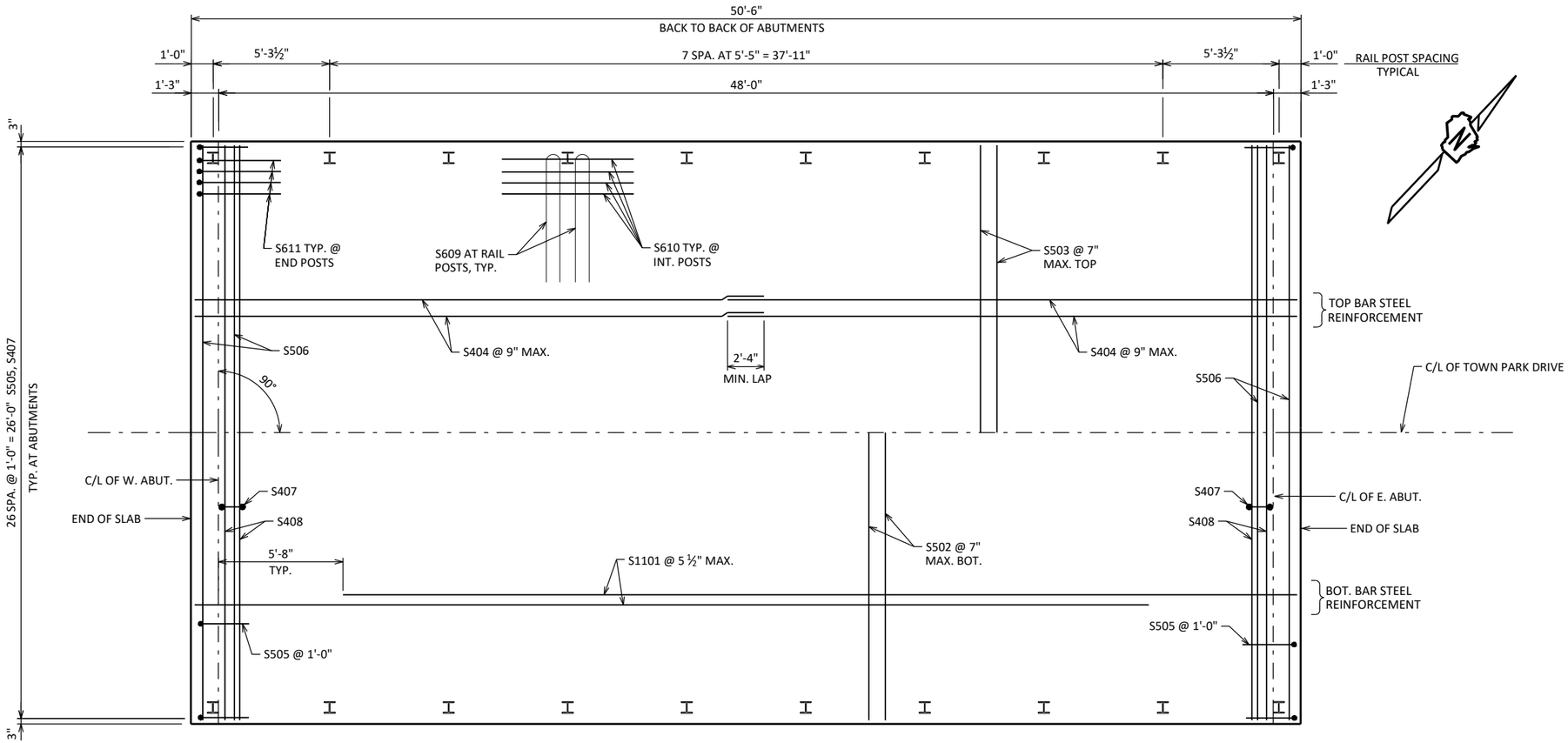
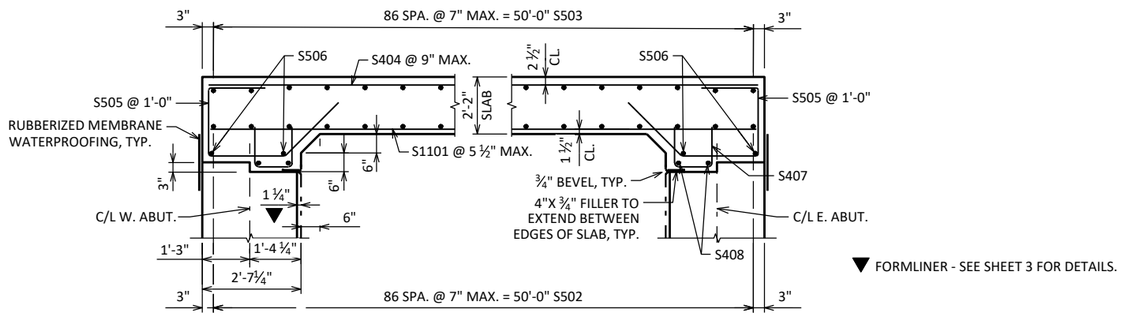


PLAN



LONGITUDINAL SECTION

DIMENSIONS ARE GIVEN PARALLEL TO C/L ROADWAY UNLESS OTHERWISE NOTED.

▼ FORMLINER - SEE SHEET 3 FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-26-47

DRAWN BY CLP | PLANS CK'D JMC

SUPERSTRUCTURE PLAN

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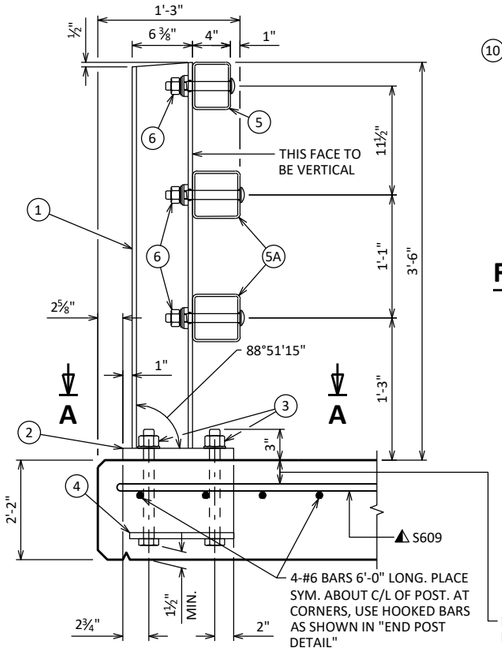
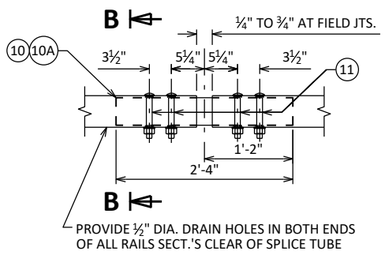
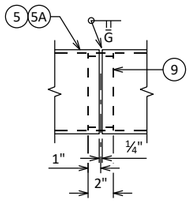


SECTION THRU RAILING ON SLAB

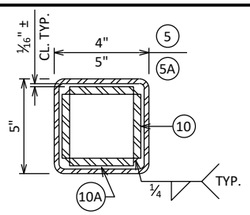


FIELD ERECTION JOINT DETAIL

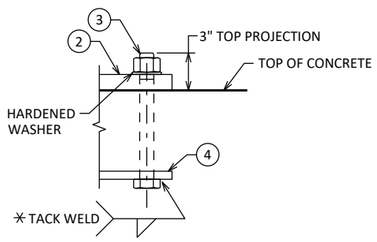


SHOP RAIL SPLICE DETAIL

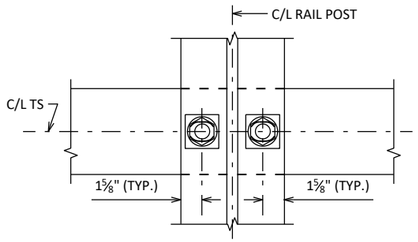
LOCATION MUST BE SHOWN ON SHOP DRAWINGS



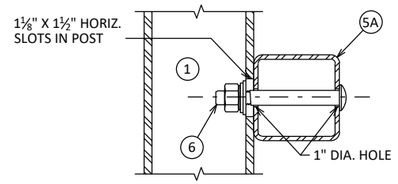
SECTION B-B



ANCHOR BOLTS



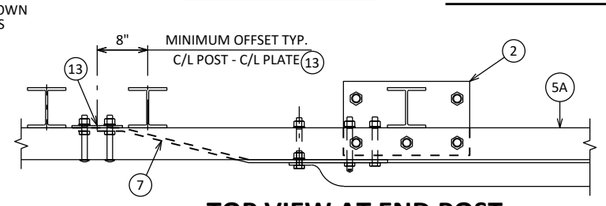
SECTION THRU POST WEB



SECTION THRU RAIL

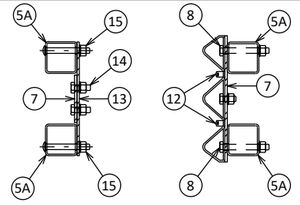
NOTE: CONNECTIONS AT LOWER RAILS SHOWN. CONNECTIONS AT TOP RAIL SIMILAR.

TYPICAL RAIL TO POST CONNECTIONS



TOP VIEW AT END POST

THRIE BEAM RAIL ATTACHMENT



SECTION C-C

SECTION D-D

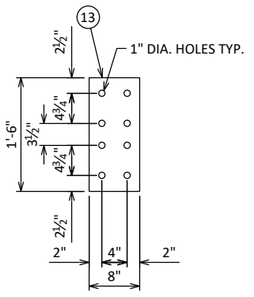
LEGEND

1. W6 X 25 WITH 1½" X 1½" HORIZ. SLOTS ON EACH SIDE OF POST FOR BOLT NO. 6. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICAL. PLACE POSTS NORMAL TO GRADE LINE.
2. PLATE 1¼" X 11¾" X 1'-8" WITH 1 7/16" DIA. OVERSIZED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN.
3. ASTM A449 - 1⅛" DIA. ANCHOR BOLTS WITH NUT AND HARDENED WASHER (ALL GALVANIZED). 5 REQ'D. PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 2. CHAMFER TOP OF BOLTS BEFORE THREADING. USE 1'-9" LONG IN ABUTMENT WINGS. AT POSTS ON CONCRETE SLAB SUPERSTRUCTURES WHERE THE SLAB THICKNESS IS > 16" USE 1'-3" LONG. USE 10¾" LONG AT ALL OTHER LOCATIONS. (AN EQUIVALENT THREADED ROD WITH NUTS AND HARDENED WASHERS MAY BE SUBSTITUTED FOR ANCHOR BOLTS IN WINGS IF REQ'D. FOR CONSTRUCTABILITY.)
4. ⅝" X 11" X 1'-8" ANCHOR PLATE (GALVANIZED) WITH 1 3/16" DIA. HOLES FOR ANCHOR BOLTS NO. 3
5. TS 5 X 4 X 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
5A. TS 5 X 5 X 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
6. ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, 3/16" X 1⅝" X 1⅝" MIN. WASHER, AND LOCK WASHER (2 REQ'D. AT EACH RAIL TO POST LOCATION.)
7. ½" THK. BACK-UP PLATE WITH 2 - ⅞" X 1½" THREADED SHOP WELDED STUDS (NO. 12). BOLT TO RAIL AS SHOWN IN DETAIL. REQUIRED AT THRIE BEAM GUARD RAIL ATTACHMENTS ONLY. PLACE SYMMETRICALLY ABOUT TUBES NO. 5A.
8. 1" DIA. HOLES IN PLATE NO. 7 & TUBES NO. 5A FOR ⅞" DIA. A325 BOLTS WITH HEX NUTS AND WASHERS. 6 HOLES IN TUBES AND PLATE NO. 7.
9. SPLICE SLEEVE FABRICATED FROM ¼" PLATE. PROVIDE "SLIDING FIT".
10. ⅜" X 3⅝" X 2'-4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.
10A. ⅜" X 2⅝" X 2'-4" PLATE USED IN NO. 5, ⅜" X 3⅝" X 2'-4" PLATE USED IN NO. 5A. 2 PER RAIL.
11. ⅞" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER, AND LOCK WASHER. USE 15/16" X 1¼" LONGIT. SLOTTED HOLES IN PLATE NO. 10A. AT FIELD JOINTS AND 15/16" X 2¼" MIN. LONGIT. SLOTTED HOLES AT EXP. JOINTS IN PLATE NO. 10A. PROVIDE 15/16" DIA. ROUND HOLES IN TUBES NO. 5 AND NO. 5A.
12. ⅞" DIA. X 1½" LONG THREADED SHOP WELDED STUDS (2 REQ'D).
13. ⅜" X 8" X 1'-6" PLATE. BOLT TO RAIL AS SHOWN IN DETAIL. REQ'D. AT THRIE BEAM GUARD RAIL ATTACHMENTS ONLY. PLACE SYM. ABOUT TUBES NO. 5A.
14. ⅞" DIA. X 2" LONG A325 HEX BOLT WITH NUT AND WASHER (5 REQ'D.).
15. 1" DIA. HOLES IN TUBES NO. 5A FOR ⅞" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER AND LOCK WASHER (4 REQ'D.). 4 HOLES IN TUBES.

GENERAL NOTES

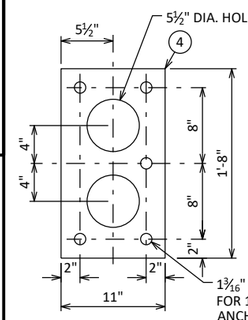
1. BID ITEM SHALL BE "RAILING TUBULAR TYPE M" WHICH INCLUDES ALL ITEMS SHOWN.
2. RAIL POST AND BASE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50. HOLLOW RAILING STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED FY = 50 KSI. ANCHOR PLATES, AND SPLICE TUBE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 36.
3. THE NUT SECURING THE POST BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL ⅛ TURN.
4. RAILS SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE. RAILS SHALL BE SPLICED IN A PANEL OVER EXPANSION JOINTS.
5. ENDS OF TUBE SECTIONS SHALL BE SAWED. GRIND SMOOTH EXPOSED EDGES. ALL CUT ENDS SHALL BE TRUE AND SMOOTH.
6. WELD IS THE SAME ON BOTH FLANGES. FLANGE WELD DOES NOT REQUIRE MAGNETIC PARTICLE TESTING.
7. FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 2 AND CAULK AROUND PERIMETER OF PLATE NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.
8. POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.
9. ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS & STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING BY SSPC SPECIFICATIONS.

SECTION A-A



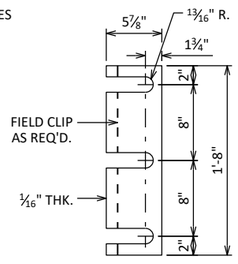
ANCHOR PLATE

AT BEAM GUARD ATTACHMENT

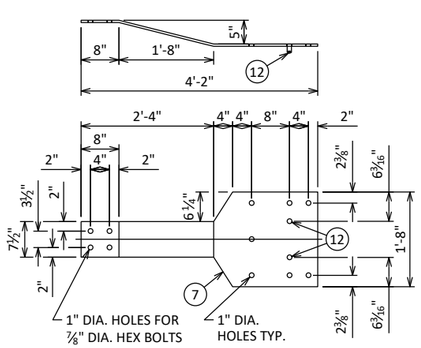


ANCHOR PLATE

AT RAIL TO SLAB CONNECTION

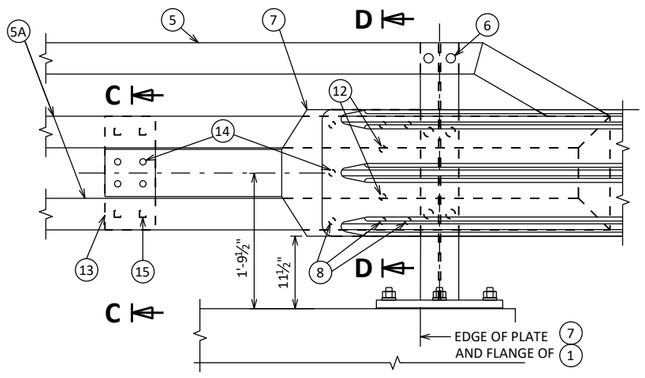


POST SHIM DETAIL



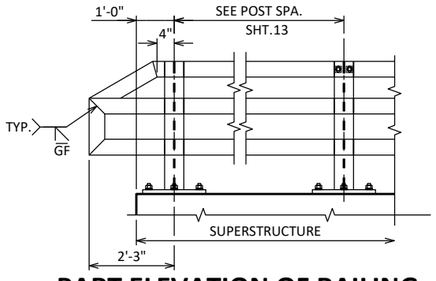
BACK-UP PLATE DETAIL

AT BEAM GUARD ATTACHMENT



DETAIL AT END POST

THRIE BEAM RAIL ATTACHMENT



PART ELEVATION OF RAILING

▲ TIE TO TOP MAT OF STEEL.

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-26-47

DRAWN BY CLP | PLANS CK'D JMC

TUBULAR STEEL RAILING TYPE M

SHEET 14 OF 14

49

SCALE =

TOWN PARK DRIVE COMPUTER EARTHWORK

Station	Distance	Area (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
		Cut	Unuseable Pavement Material	Fill	Cut	Salvaged / Unuseable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.30	
					Note 1	Note 4	Note 2	Note 5		Note 3
8+71	--	15.9	0.0	0.0						
8+75	4.25	17.2	0.0	0.0	3	0	0	3	0	3
9+00	25.00	20.9	0.0	0.0	18	0	0	20	0	20
9+21	20.75	16.7	0.0	0.0	14	0	0	35	0	35
9+25	4.25	15.7	0.0	0.0	3	0	0	37	0	37
9+50	25.00	7.1	0.0	3.4	11	0	2	48	2	46
9+60.75	10.75	1.0	0.0	41.2	2	0	9	49	14	36
9+70.75	10.00	0.3	0.0	8.2	0	0	9	50	25	24
BRIDGE	--	--	--	--	--	--	--	--	--	--
10+21.25	--	3	0.0	8	--	--	--	--	--	--
10+31.25	10.00	40	0.0	10	8	0	3	58	30	28
10+50	18.75	45.5	0.0	0.0	30	0	4	88	35	53
10+71	21.25	25.0	3.5	0.0	65	6	5	146	41	105
10+75	3.75	24.3	3.3	0.0	3	0	0	149	41	108
11+00	25.00	24.5	3.0	0.0	23	3	0	169	41	128
11+21	21.25	26.5	0.0	0.0	20	1	0	188	41	147
					199	11	32			

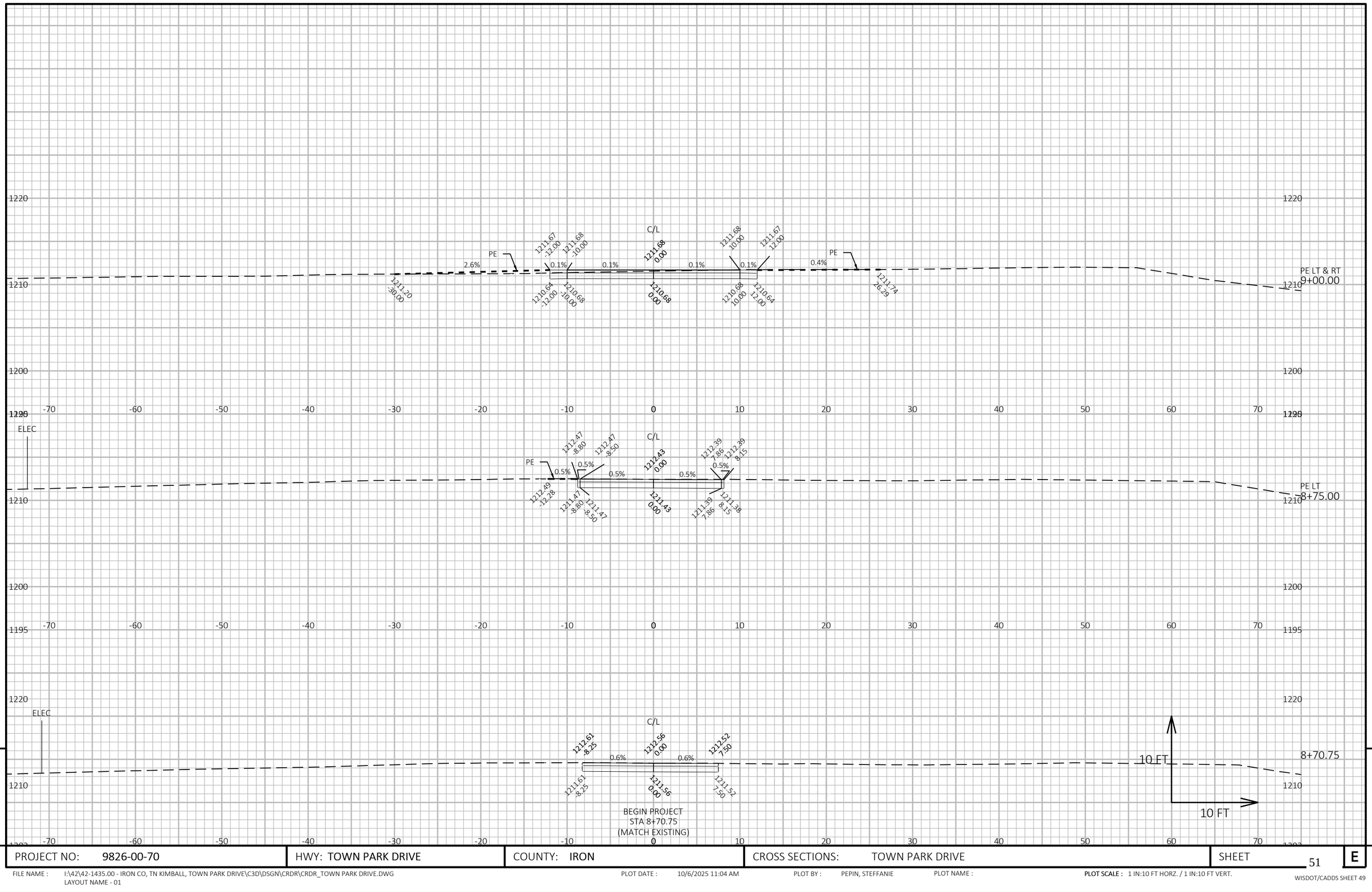
1) Excavation Common is the Cut. Item number 205.0100.

2) Expanded Fill. Factor = 1.30; Expanded Fill = Unexpanded Fill * Fill Factor

3) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material on the project.

4) All quantities shown in CY.

5) Salvaged/unuseable pavement material



9

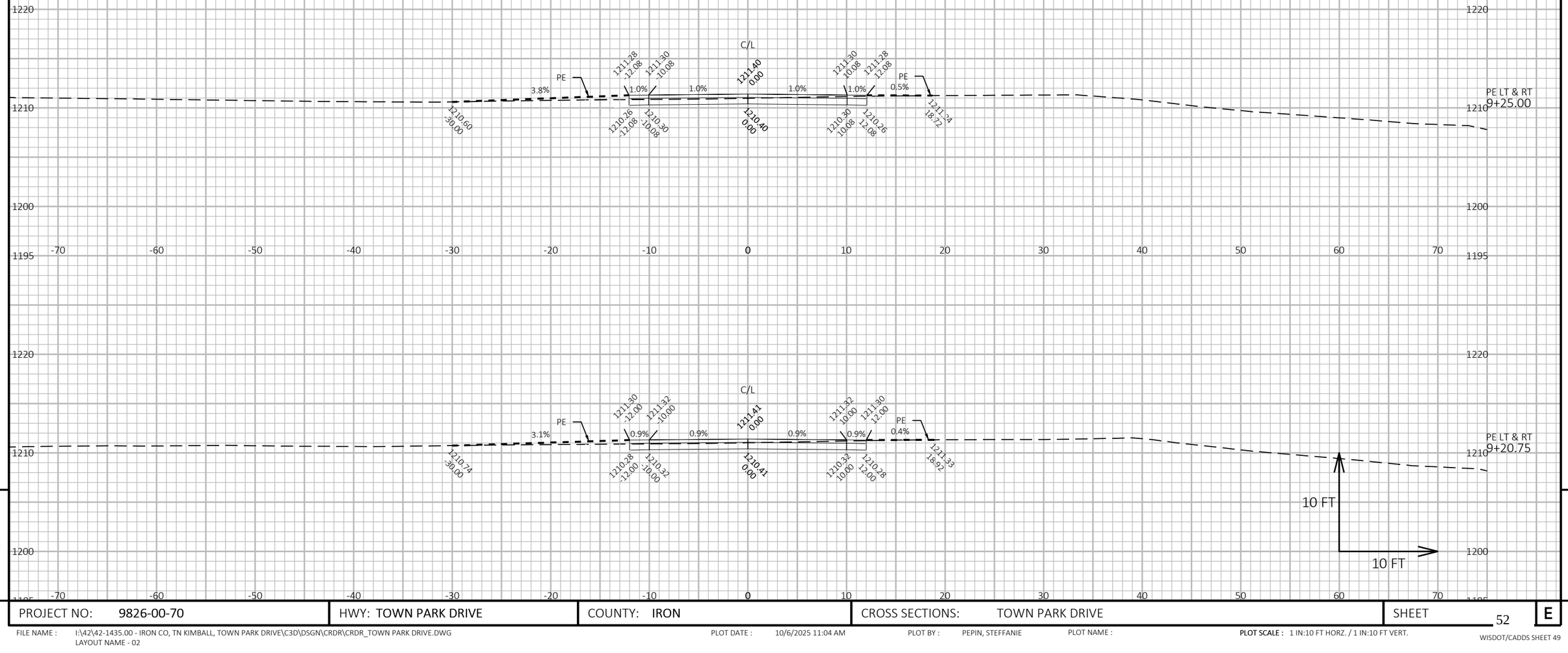
9

PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	CROSS SECTIONS: TOWN PARK DRIVE	SHEET 51	E

FILE NAME : I:\42\42-1435.00 - IRON CO, TN KIMBALL, TOWN PARK DRIVE\C3D\DSGN\CRDR\CRDR_TOWN PARK DRIVE.DWG
LAYOUT NAME - 01

PLOT DATE : 10/6/2025 11:04 AM PLOT BY : PEPIN, STEFFANIE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

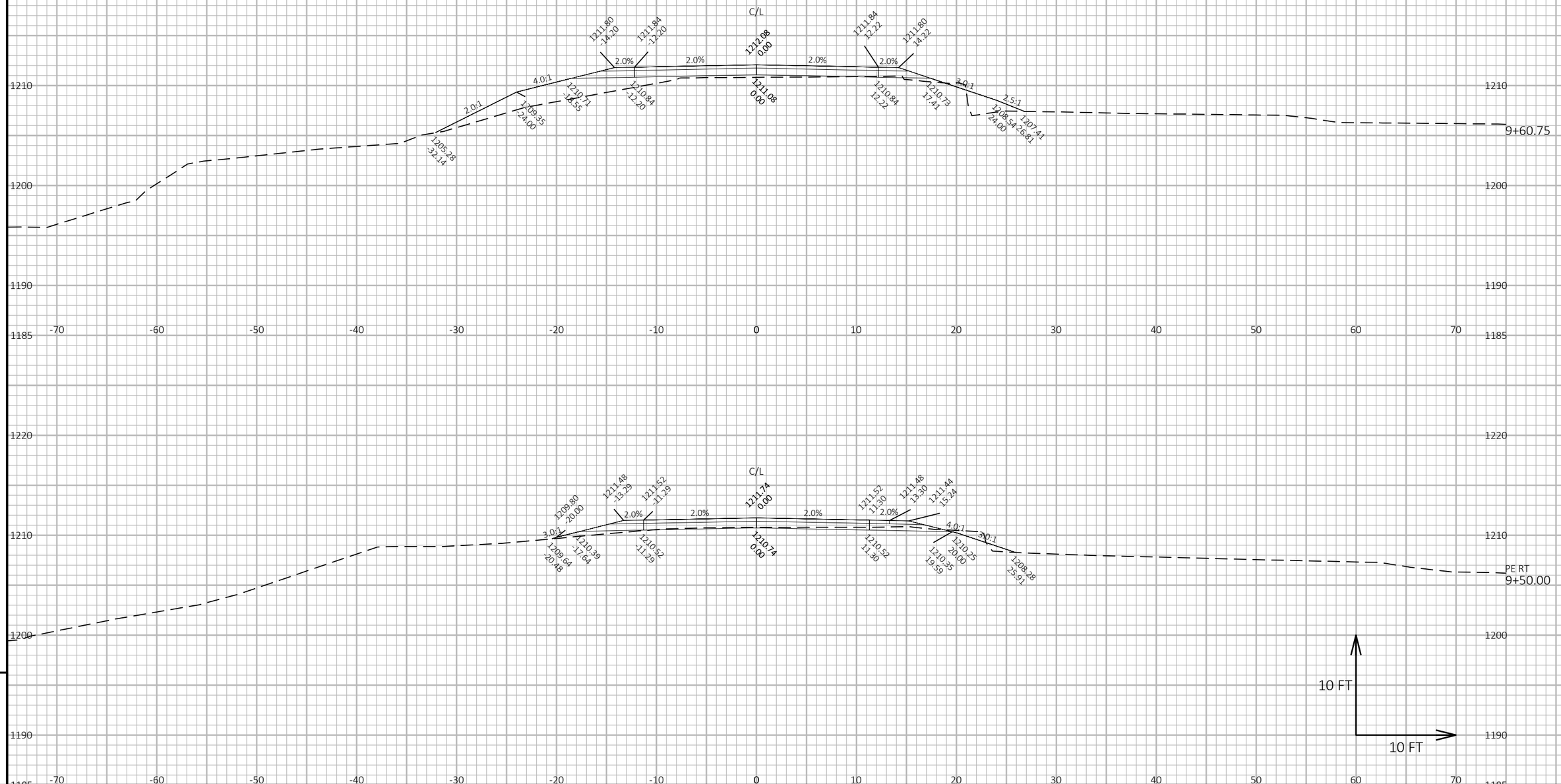
PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	CROSS SECTIONS: TOWN PARK DRIVE	SHEET 52	E

FILE NAME : I:\42\42-1435.00 - IRON CO, TN KIMBALL, TOWN PARK DRIVE\C3D\DSGN\CRDR\CRDR_TOWN PARK DRIVE.DWG
LAYOUT NAME - 02

PLOT DATE : 10/6/2025 11:04 AM PLOT BY : PEPIN, STEFFANIE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STRUCTURE B-26-0047

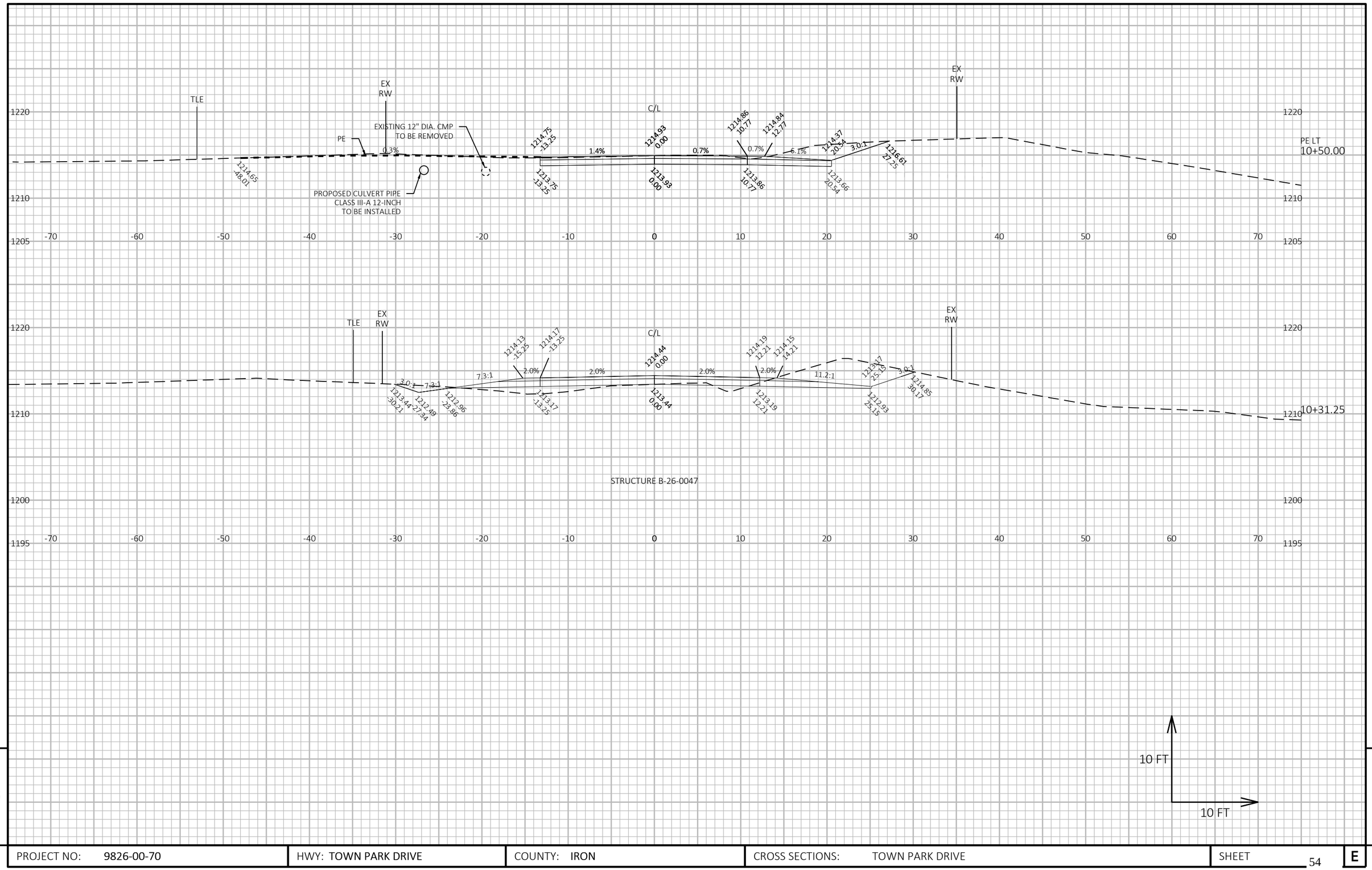


PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	CROSS SECTIONS: TOWN PARK DRIVE	SHEET 53	E

FILE NAME : I:\42\42-1435.00 - IRON CO, TN KIMBALL, TOWN PARK DRIVE\C3D\DSGN\CRDR\CRDR_TOWN PARK DRIVE.DWG
LAYOUT NAME - 03

PLOT DATE : 10/6/2025 11:04 AM PLOT BY : PEPIN, STEFFANIE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	CROSS SECTIONS: TOWN PARK DRIVE	SHEET 54	E

FILE NAME : I:\42\42-1435.00 - IRON CO, TN KIMBALL, TOWN PARK DRIVE\C3D\DSGN\CRDR\CRDR_TOWN PARK DRIVE.DWG
LAYOUT NAME - 04

PLOT DATE : 10/6/2025 11:04 AM PLOT BY : PEPIN, STEFFANIE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT
STA 11+21.25
(MATCH EXISTING)

EX RW

C/L

1215.65 -13.75
1215.67 -13.25
4.0%
2.6%
1216.02 0.00
1.0%
1216.12 10.00
1216.14 12.00
1.0%
PE
1.2%
1216.24 20.00
1214.66 -13.75
1214.67 -13.25
1215.02 0.00
1215.12 10.00
1215.08 12.00

PE RT
11+21.25

EX RW

C/L

PE
8.9:1
1215.53 -13.25
1.7%
1215.76 0.00
1.4%
1215.90 10.00
1215.93 12.00
1.4%
PE
2.1%
1216.10 20.00
1214.77 -20.09
1214.53 -13.25
1214.76 0.00
1214.90 10.00
1214.86 12.00

PE LT & RT
11+00.00

EX RW

TLE

EX RW

C/L

PE
5.2%
1215.37 -13.25
5.8:1
0.4%
1215.42 0.00
1.9%
1215.62 10.00
1215.65 12.00
1.9%
PE
0.7%
1215.71 20.00
1214.08 -26.97
1214.90 -22.22
1214.37 -13.25
1214.42 0.00
1214.62 10.00
1214.58 12.00

PE LT & RT
10+75.00

EX RW

TLE

EX RW

PROPOSED CULVERT PIPE
CLASS III-A 12-INCH
TO BE INSTALLED

C/L

PE
4.5%
1215.34 -13.25
4.4:1
0.2%
1215.36 0.00
2.0%
1215.56 10.00
1215.60 12.00
2.0%
PE
0.9%
1215.67 20.00
1213.38 -31.03
1214.83 -24.72
1214.34 -13.25
1214.36 0.00
1214.56 10.00
1214.52 12.00

PE LT & RT
10+71.25

10 FT
10 FT

9

9

PROJECT NO: 9826-00-70	HWY: TOWN PARK DRIVE	COUNTY: IRON	CROSS SECTIONS: TOWN PARK DRIVE	SHEET 55	E

FILE NAME : I:\42\42-1435.00 - IRON CO, TN KIMBALL, TOWN PARK DRIVE\C3D\DSGN\CRDR\CRDR_TOWN PARK DRIVE.DWG
LAYOUT NAME - 05

PLOT DATE : 10/6/2025 11:04 AM PLOT BY : PEPIN, STEFFANIE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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