EAU

PROJECT ID: 7250-00-70

WITH: N/A

COUNTY: JACKSON

FEBRUARY 2026

ORDER OF SHEETS

TOTAL SHEETS = 74

38

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

T HIXTON, CAIN ROAD

N BR TREMPEALEAU RIVER BR B-27-0178

LOC STR

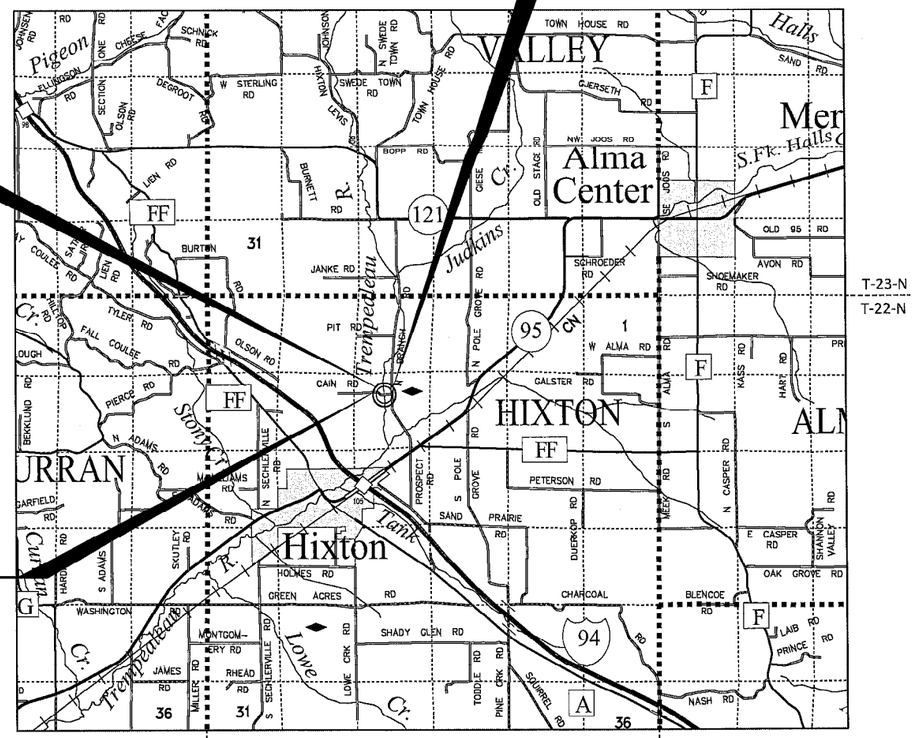
JACKSON COUNTY

STATE PROJECT NUMBER
7250-00-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7250-00-70		

END PROJECT
STA. 14+50

STRUCTURE B-27-0178



BEGIN PROJECT
STA. 3+80.80
Y=137,119.14
X=48,080.47

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.203 MI.

DESIGN DESIGNATION 7250-00-00

A.A.D.T.	(2026)	=	75
A.A.D.T.	(2046)	=	83
D.H.V.		=	N/A
D.D.		=	60/40
T.		=	18%
DESIGN SPEED		=	40 M.P.H.
ESALS		=	37,000

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'E&W'	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
WOODED OR SHRUB AREA		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, JACKSON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (2012).

ACCEPTED FOR

TOWN of HIXTON

10/22/2025 (Date) Tony Li (Town Chairman)

ORIGINAL PLANS PREPARED BY

JEWELL

WISCONSIN
DANIEL J. GERLING
E-45025
EAU CLAIRE WIS.
PROFESSIONAL ENGINEER
10-21-25

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	TOU YANG, P.E.
Regional Examiner	NW REGION
Regional Supervisor	TOU YANG, P.E.

APPROVED FOR THE DEPARTMENT
10/28/2025 (Signature)
DATE:

E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\SHEETSPLAN\72500000_TITLE.DWG PLOT DATE : 8/27/2025 3:36:16 PM PLOT BY : DANIEL GERLING PLOT SCALE : 1" = 1' LAYOUT : TITLE SHEET 1 IN EQ 2 MI

2

GENERAL NOTES

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

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

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE SEEDED (USE SEEDING NURSE CROP AND SEEDING MIXTURE NO. 75 UPDATED) AND MULCHED OR EROSION MAT AS DIRECTED BY THE ENGINEER.

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

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.

FILL EXPANSION IS VARIABLE AND IS ESTIMATES AT 25%.

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

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

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

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

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

CURVE DATA IS BASED ON THE ARC DEFINITIONS.

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

CONTACTS

WISDOT:
WISCONSIN DEPARTMENT OF TRANSPORTATION
718 W. CLAIREMONT AVE.
EAU CLAIRE, WI 54701
ATTN: TOU YANG, P.E.
PHONE: (715) 833-5570
EMAIL: tou.yang@dot.wi.gov

DESIGN CONSULTANT:
JEWELL ASSOCIATES ENGINEERS, INC.
3406 OAKWOOD HILLS PARKWAY, SUITE 300
EAU CLAIRE, WI 54701
ATTN: DAN GERLING, P.E.
PHONE: (715) 900-2602
EMAIL: daniel.gerling@jewellassoc.com

TOWNSHIP OF HIXTON:
TONY LIEN, TOWN CHAIRMAN
W13298 SAND PRAIRIE ROAD
HIXTON, WI 54635
PHONE: (715) 299-7788
EMAIL: tlienfarms@gmail.com

DNR LIAISON:
STATE OF WISCONSIN
DNR SERVICE CENTER AT BLACK RIVER FALLS
910 HWY 54 E
BLACK RIVER FALLS, WI 54615
ATTN: BRADLEY BETTHAUSER
PHONE: (715) 213-9064
EMAIL: Bradley.Betthauser@wisconsin.gov

UTILITIES

ELECTRIC
XCEL ENERGY
ATTN: JOHN KELSER
1414 W HAMILTON AVE
P.O. BOX 8
EAU CLAIRE, WI 54702
PHONE: (715) 737-6020
EMAIL: john.kelser@xcelenergy.com

COMMUNICATION
BRIGHTSPEED
ATTN: BRIAN STELPLUGH
333 N FRONT ST
LA CROSSE, WI 54601
CELL: (980) 376-1557
EMAIL: brian.stelplugh@brightspeed.com

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

LIST OF STANDARD ABBREVIATIONS

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

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

TOTAL PROJECT AREA= 2.58 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.81 ACRES

2

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	GENERAL NOTES, UTILITIES, CONTACTS, & ABBREVIATIONS	SHEET 2	E

2

2

N

P.L.

R/W

CAIN RD.

P.L.

R/W

3+81 4+00 4+50 PC: 4+96.09 5+00 5+50 6+00 PT: 6+29.21 6+50 7+00 7+50 8+00 8+50 9+00 9+50 10+01 10+50 11+00 11+50 PC: 11+68.10 12+00 12+50 13+00 PT: 13+27.42 13+50 14+00 14+50

1 2 3 4 5 6 7 8 9 10 11 12 13 14

FINISHED C/L CAIN RD

SLOPE INTERCEPTS

N BR TREMPEALEAU RIVER
FISHING EASEMENT (WDNR)

JON E. LINGO

END CONSTRUCTION
STA. 11'A'+39.95

STRUCTURE B-27-0178 REQ'D

CAIN RD.

BEGIN PROJECT
STA. 3+80.80

EXISTING C/L CAIN RD

FINISHED C/L 'A' LINE

JON E. LINGO

BEGIN CONSTRUCTION
STA. 10'A'+15.00

N BR TREMPEALEAU RIVER
FISHING EASEMENT (WDNR)

P.L.

N BR. TREMPEALEAU RIVER

STRUCTURE P-27-0932

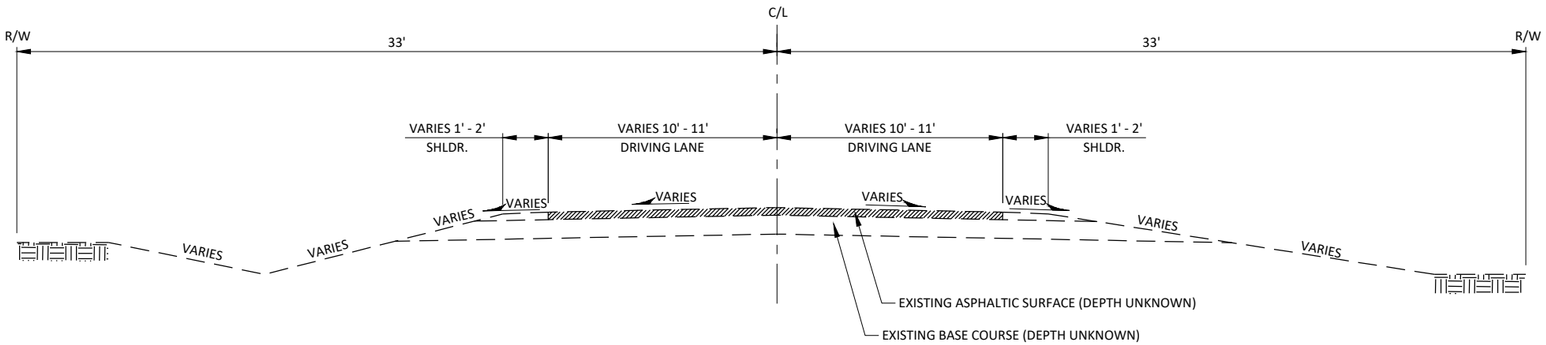
SAMPLE LINE LAYOUT FOR CROSS SECTIONS (TYP.)

WI DNR

END PROJECT
STA. 14+50.00

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	PROJECT OVERVIEW & SAMPLE LINE LAYOUT	SHEET 3	E

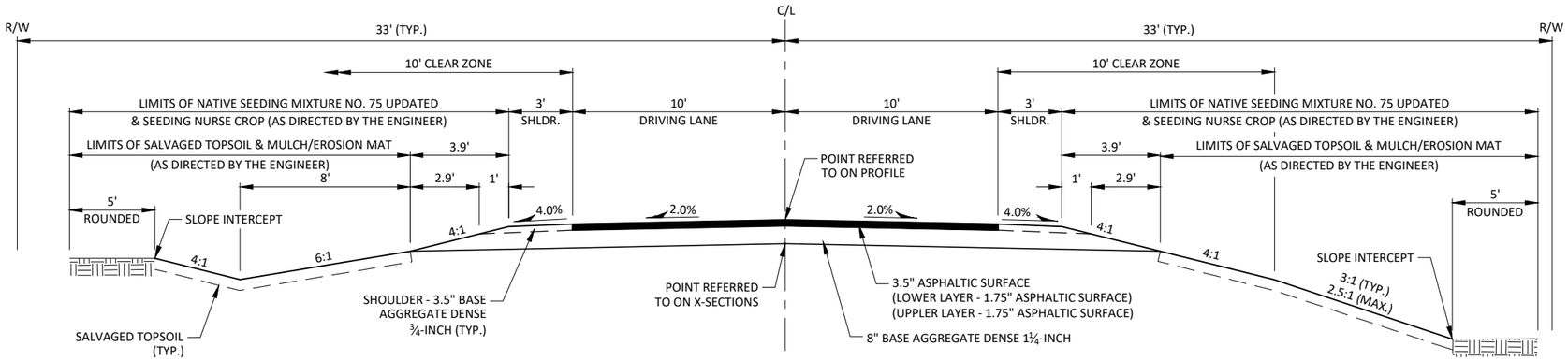
2



TYPICAL EXISTING SECTION

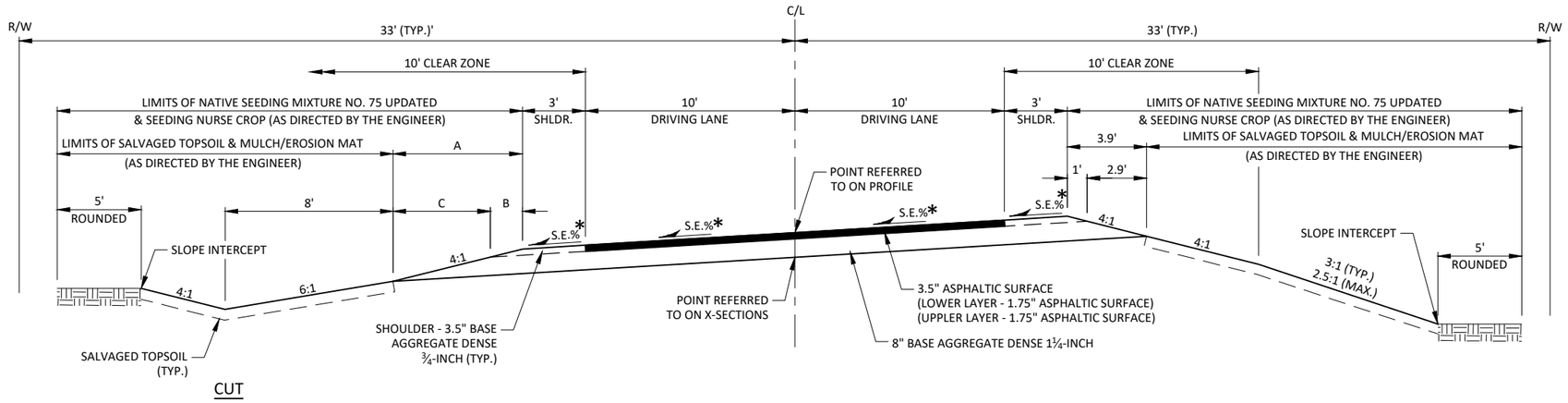
CAIN ROAD
STA. 3+80.80 - STA. 14+50

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	TYPICAL EXISTING SECTION	SHEET 4	E



TYPICAL FINISHED SECTION

CAIN ROAD
STA. 7+53 - STA. 10+44



TYPICAL FINISHED SUPERELEVATED SECTION

CAIN ROAD
STA. 3+80 - STA. 7+53
STA. 10+44 - STA. 14+50

* S.E. - SEE SUPERELEVATION TABLES FOR SUPERELEVATION RATES.

A/B/C - SEE SUPERELEVATION TABLES FOR DIMENSIONS.

CURVE TO THE LEFT IS SHOWN. CURVE TO THE RIGHT IS MIRROR IMAGE.

THE LOW SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT., THEN THE LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. AND THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION.

NOTE: CUT SECTION: 4:1 (FORESLOPE)/4:1 (BACKSLOPE):
STA. 10+50 - STA. 11+00, LT.

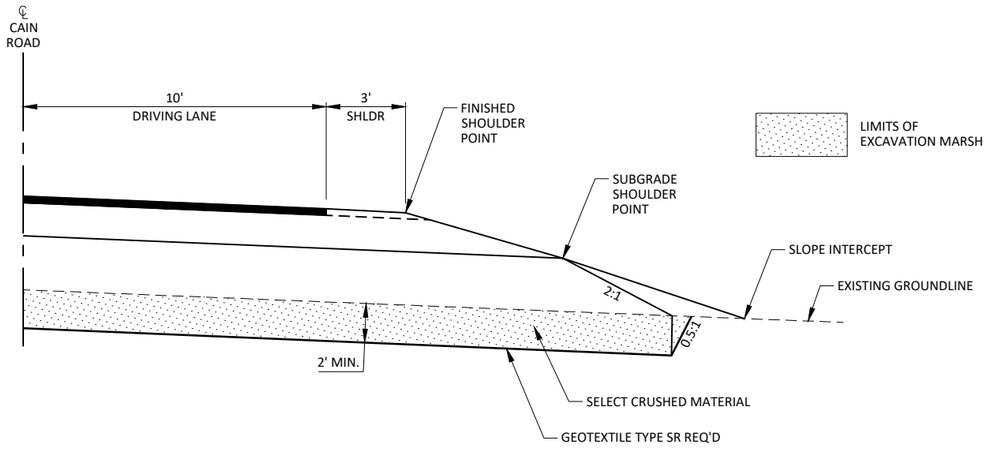
SUPERELEVATION TABLE - CURVE 1

STATION	LEFT(%)	RIGHT(%)	A (FT)	B (FT)	C (FT)
3+80	MATCH EXISTING	MATCH EXISTING	3.9	1.0	2.9
4+00	◄0.7	2.0►	3.9	1.0	2.9
4+13	0.0	2.0►	3.9	1.0	2.9
4+50	1.8►	2.0►	3.9	1.0	2.9
4+54	2.0►	2.0►	3.9	1.0	2.9
5+00	4.2►	4.2►	4.6	1.4	4.2
5+37	6.0►	6.0►	5.0	1.5	3.5
FULL SUPERELEVATION					
5+88	6.0►	6.0►	5.0	1.5	3.5
6+00	5.4►	5.4►	4.9	1.5	3.4
6+50	3.0►	3.0►	4.2	1.2	3.0
6+71	2.0►	2.0►	3.9	1.0	2.9
7+00	0.6►	2.0►	3.9	1.0	2.9
7+11	0.0►	2.0►	3.9	1.0	2.9
7+53	◄2.0	2.0►	3.9	1.0	2.9

SUPERELEVATION TABLE - CURVE 2

STATION	LEFT(%)	RIGHT(%)	A (FT)	B (FT)	C (FT)
10+44	◄2.0	2.0►	3.9	1.0	2.9
10+50	◄2.0	1.7►	3.9	1.0	2.9
10+85	◄2.0	0.0	3.9	1.0	2.9
11+00	◄2.0	◄0.7	3.9	1.0	2.9
11+27	◄2.0	◄2.0	3.9	1.0	2.9
11+50	◄3.1	◄3.1	4.3	1.2	3.1
12+09	◄6.0	◄6.0	5.0	1.5	3.5
FULL SUPERELEVATION					
12+83	◄6.0	◄6.0	5.0	1.5	3.5
13+00	◄5.2	◄5.2	4.8	1.2	3.6
13+24	◄4.0	◄4.0	4.6	1.4	3.2
13+50	◄2.7	◄2.7	4.1	1.1	3.0
13+65	◄2.0	◄2.0	3.9	1.0	2.9
14+00	◄2.0	◄0.3	3.9	1.0	2.9
14+50	MATCH EXISTING	MATCH EXISTING	3.9	1.0	2.9

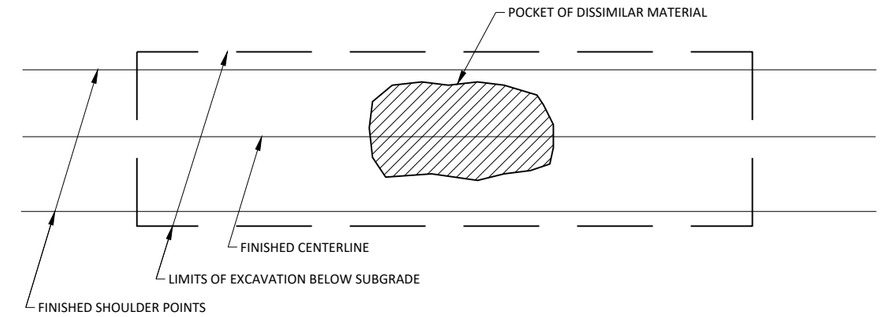
PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	TYPICAL FINISHED SECTIONS	SHEET 5	E



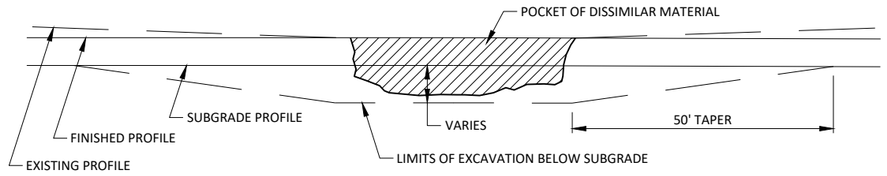
TYPICAL EXCAVATION MARSH

SEE CROSS SECTIONS FOR MORE INFORMATION

2

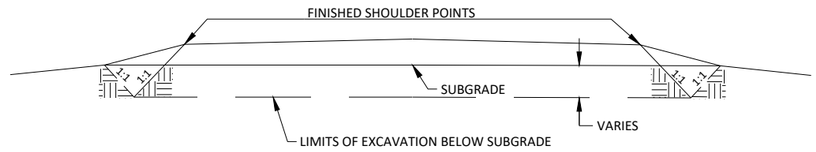


PLAN VIEW



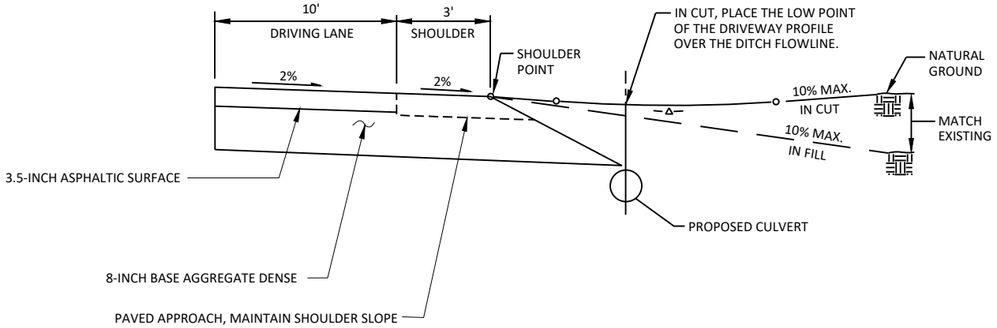
PROFILE VIEW

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

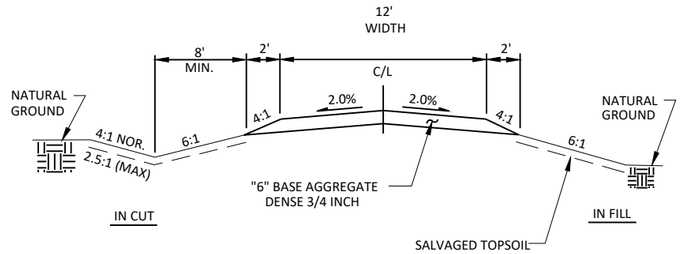


CROSS SECTION VIEW

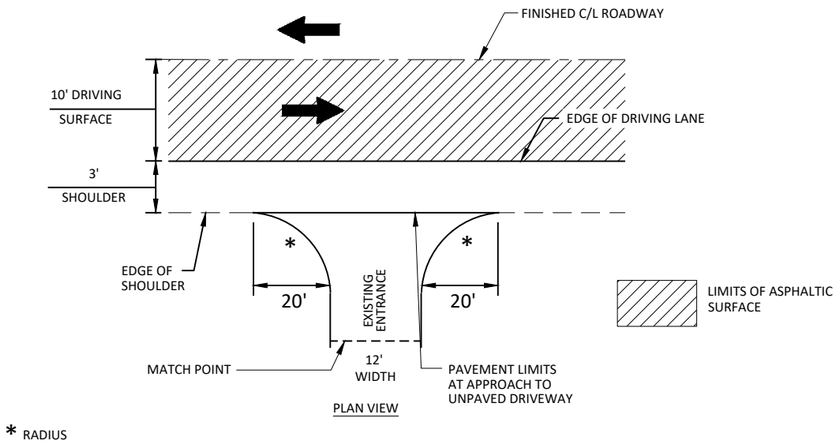
1. EXACT LOCATION OF E.B.S. (EXCAVATION BELOW SUBGRADE) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER. BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.
3. THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE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



TYPICAL RURAL ENTRANCE PROFILES



TYPICAL CROSS-SECTION FOR RURAL ENTRANCE

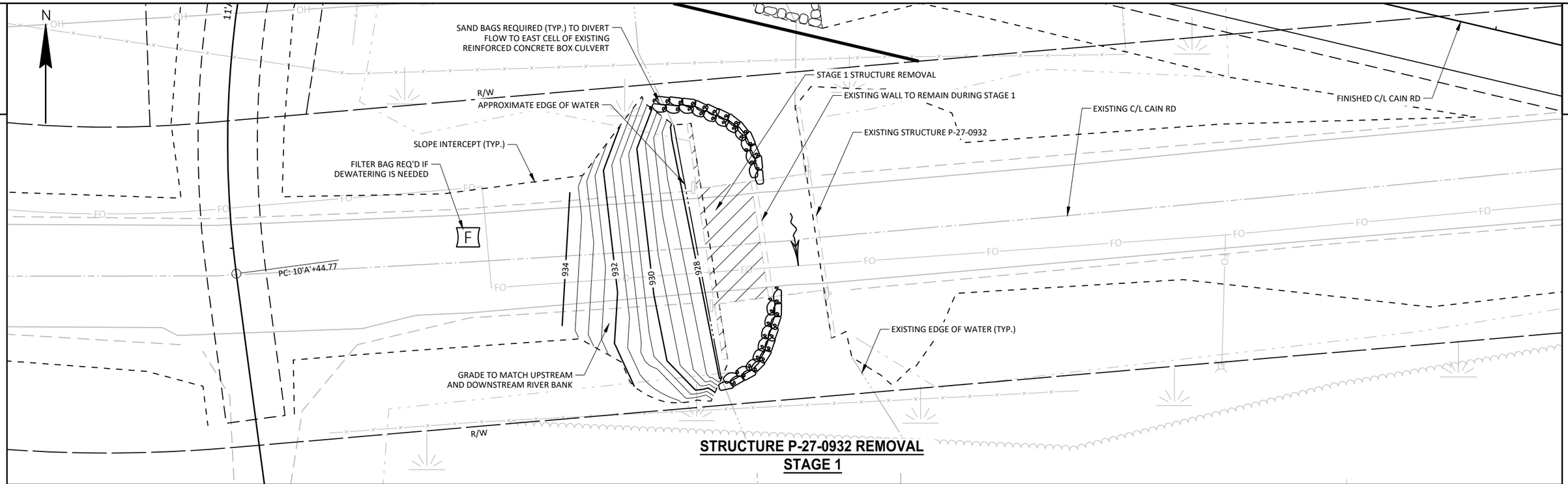


RURAL ENTRANCE DETAIL

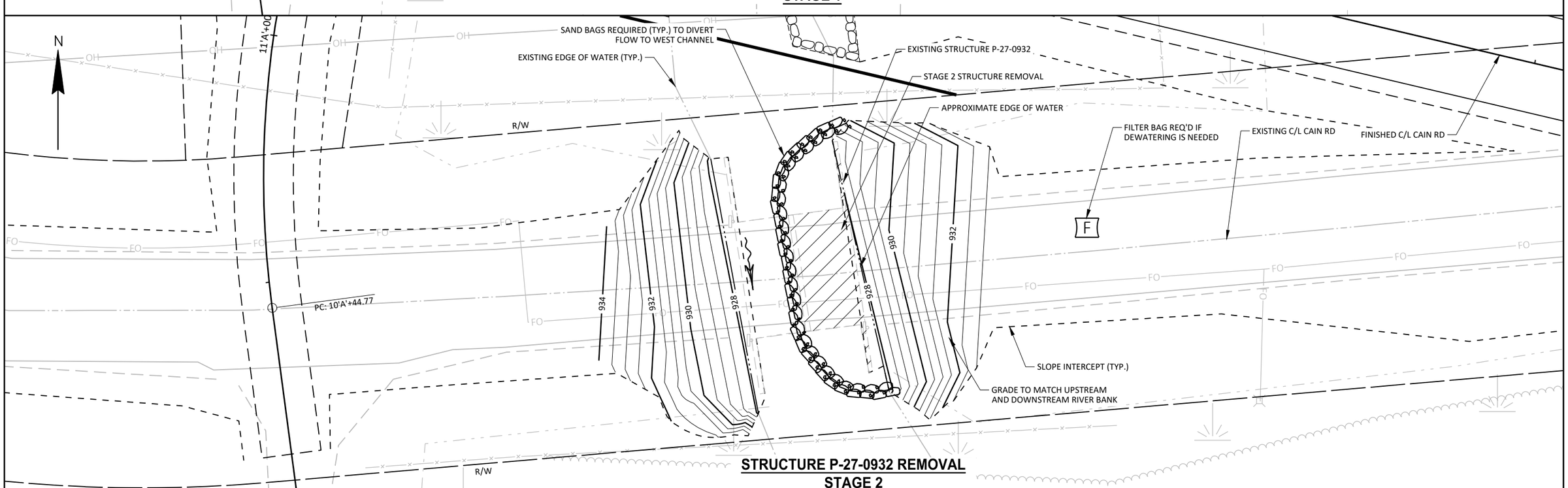
STA. 9+00
'A'-LINE

2

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CONSTRUCTION DETAILS	SHEET 7	E



STRUCTURE P-27-0932 REMOVAL
STAGE 1



STRUCTURE P-27-0932 REMOVAL
STAGE 2

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	STRUCTURE P-27-0932 REMOVAL DETAILS	SHEET 8	E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\SHEETSPLAN\DETAILS\W11683_REMOVAL PLAN.DWG
PLOT DATE : 10/31/2025 1:02:13 PM
PLOT BY : DANIEL GERLING
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT1

2

N

BEGIN PROJECT
STA. 3+80.80

4+00
5+00
6+00
7+00
8+00
9+

SLOPE INTERCEPTS (TYP.)
FINISHED C/L CAIN RD
R/W
MATCHLINE STA. 9+00
TLE
EXISTING C/L CAIN RD

LEGEND

- DIRECTION OF FLOW
- SILT FENCE
- CLIMBING TURTLE EXCLUSION FENCE
- EDGE OF WATER
- WETLANDS
- HEAVY RIPRAP OVER GEOTEXTILE TYPE HR
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- TURBIDITY BARRIER
- MULCHING

NOTE:

ALL AREAS OF DISTURBANCE SHALL BE FINISHED WITH TOPSOIL OR SALVAGED TOPSOIL, SEEDING NURSE CROP, & SEEDING MIXTURE NO. 75 UPDATED.

N

END PROJECT
STA. 14+50.00

N BR. TREMPEALEAU RIVER

INSTALL CLIMBING TURTLE EXCLUSION FENCING ALONG EXISTING STREAM BANK. EXCLUSION FENCING CAN BE REMOVED AFTER INSTALLATION OF TURBIDITY BARRIER.

STRUCTURE B-27-0178
EXCLUSION FENCE RELIEF (TYP.)
FINISHED C/L CAIN RD
SLOPE INTERCEPTS (TYP.)
MATCHLINE STA. 9+00
10+00
11+00
12+00
13+00
14+00
R/W
TLE
EXISTING C/L CAIN RD
STRUCTURE P-27-0932

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	EROSION CONTROL - STAGE 1	SHEET 9	E

2

N

BEGIN PROJECT
STA. 3+80.80

4+00
5+00
6+00
7+00
8+00
9+

MATCHLINE STA. 9+00

SLOPE INTERCEPTS (TYP.)

FINISHED C/L CAIN RD

EXISTING C/L CAIN RD

R/W

GUY

OH

FO

TILE

LEGEND

- DIRECTION OF FLOW
- SILT FENCE *
- CLIMBING TURTLE EXCLUSION FENCE *
- EDGE OF WATER
- WETLANDS
- HEAVY RIPRAP OVER GEOTEXTILE TYPE HR
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- MULCHING
- EROSION MAT CLASS II TYPE C
- STAGE 1 FINISHED AREAS

NOTES:

* SILT FENCE AND CLIMBING TURTLE EXCLUSION FENCE PLACED IN STAGE 1.

ALL AREAS OF DISTURBANCE SHALL BE FINISHED WITH TOPSOIL OR SALVAGED TOPSOIL, SEEDING NURSE CROP, & SEEDING MIXTURE NO. 75 UPDATED.

N

END PROJECT
STA. 14+50.00

MATCHLINE STA. 9+00

10+00
11+00
12+00
13+00
14+00

N BR. TREMPEALEAU RIVER

STRUCTURE B-27-0178

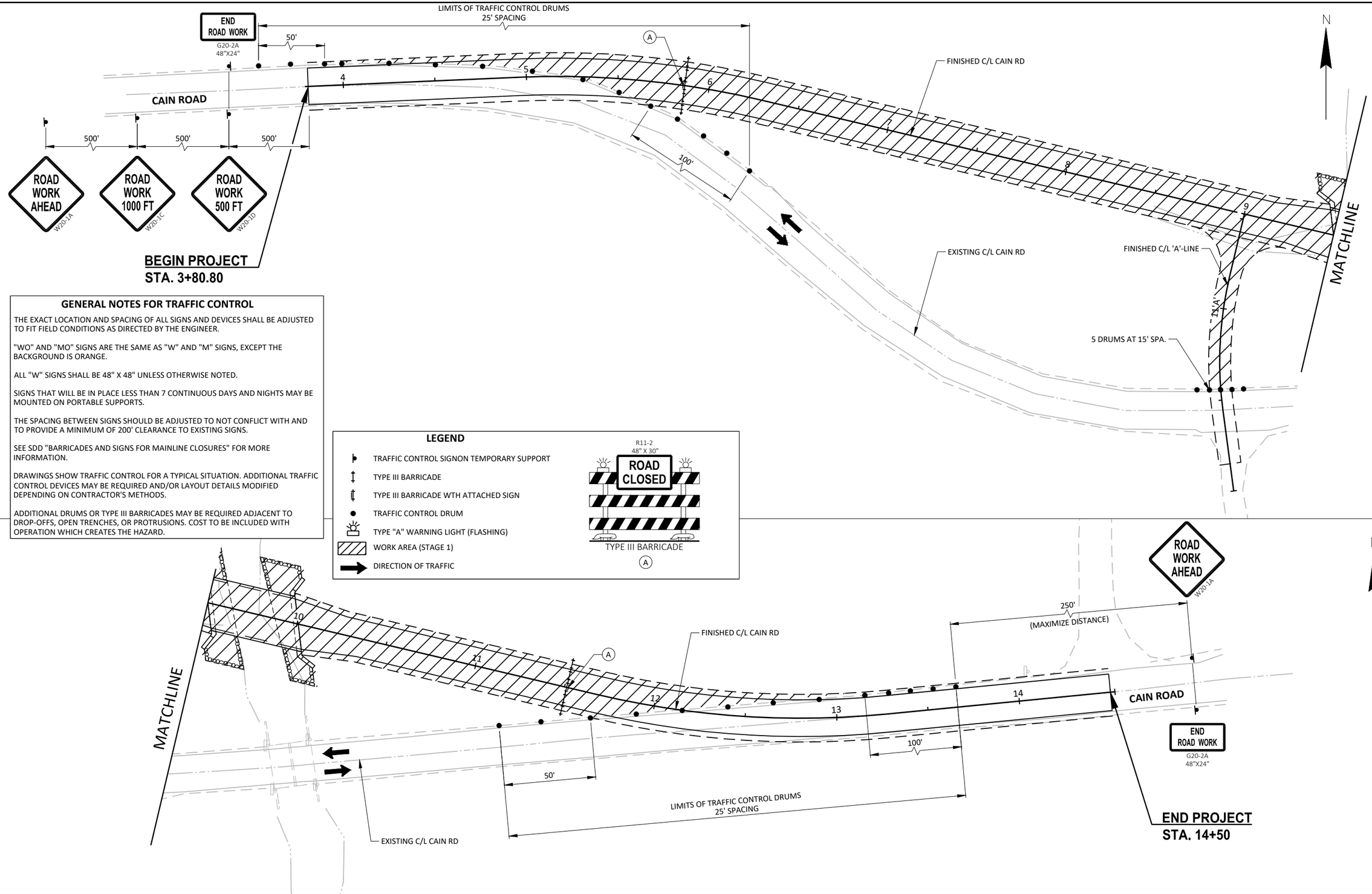
EXCLUSION FENCE RELIEF (TYP.)

STRUCTURE P-27-0932
(SEE REMOVAL PLAN FOR MORE INFORMATION)

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	EROSION CONTROL - STAGE 2	SHEET 10	E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\SHEETSPLAN\DETAILS\W11683_EROSION CONTROL-STAGE2.DWG PLOT DATE : 10/31/2025 1:03:34 PM PLOT BY : DANIEL GERLING PLOT SCALE : 1 IN:50 FT LAYOUT : SHEET - (1)

2



GENERAL NOTES FOR TRAFFIC CONTROL

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

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

ALL "W" SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200' CLEARANCE TO EXISTING SIGNS.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR MORE INFORMATION.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHODS.

ADDITIONAL DRUMS OR TYPE III BARRICADES MAY BE REQUIRED ADJACENT TO DROP-OFFS, OPEN TRENCHES, OR PROTRUSIONS. COST TO BE INCLUDED WITH OPERATION WHICH CREATES THE HAZARD.

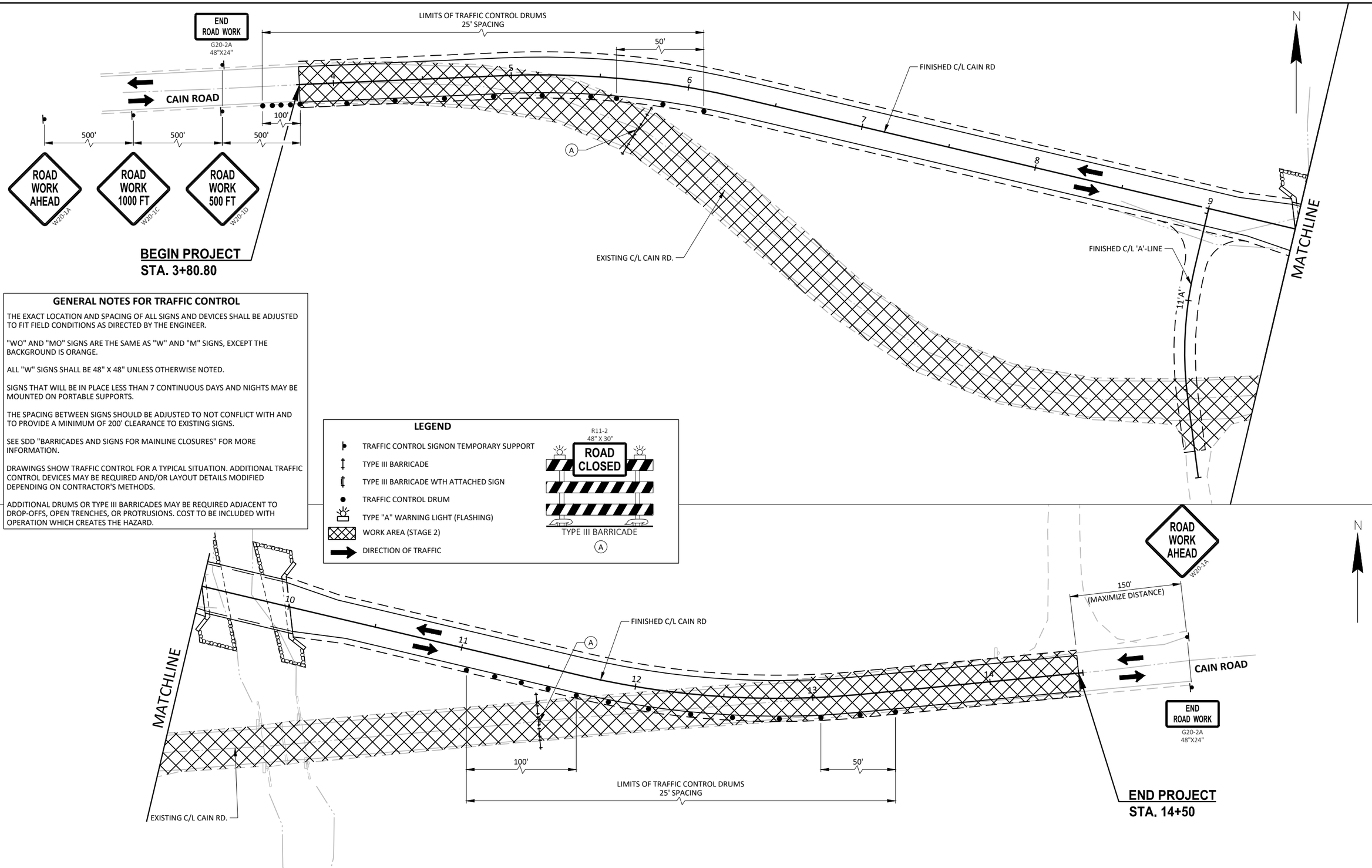
LEGEND

- TRAFFIC CONTROL SIGNON TEMPORARY SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA (STAGE 1)
- DIRECTION OF TRAFFIC

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

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	TRAFFIC CONTROL - STAGE 1	SHEET 11	E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\SHEETSPLAN\DETAILS\W11683_TRAFFIC CONTROL.DWG
PLOT DATE : 10/31/2025 1:04:03 PM
PLOT BY : DANIEL GERLING
PLOT SCALE : 1" = 1'
LAYOUT : PHASE 1



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LEGEND

- TRAFFIC CONTROL SIGNON TEMPORARY SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA (STAGE 2)
- DIRECTION OF TRAFFIC

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

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	TRAFFIC CONTROL - STAGE 2	SHEET 12	E

2

N

JON E. LINGO

BEGIN PROJECT
STA. 3+80.80
Y=137,119.14
X=48,080.47

CURVE 1
PI STA. = 5+63.07
Y = 137,126.98
X = 48,262.57
R = 485.00
D = 11°48'49"
DELTA = 15°43'34"
L = 133.12
T = 66.98
C = 132.70
PC STA. = 4+96.09
Y = 137,124.10
X = 48,195.66
PT STA. = 6+29.21
Y = 137,111.62
X = 48,327.77
S.E. = 6.0%
R.O. = 124'
TRANS. = 165'

P.L.

PC: 4+96.09

PT: 6+29.21

STA. 11'A'+52.95 ('A'-LINE) =
STA. 9+00.00 (CAIN RD)
Y = 137,049.50
X = 48,591.34

W5-52L
12"X36"

N BR. TREMPEALEAU RIVER

W5-52R
12"X36"

STRUCTURE
B-27-0178 REQ'D

ONE LANE BRIDGE

REMOVE

END PROJECT
STA. 14+50
Y=136,989.24
X=49,132.54

4+00 N87°32'05"E 5+00 6+00 7+00 8+00 S76°44'21"E 9+00 10+00 11+00 12+00 13+00 N84°26'19"E 14+00

CURVE 1

CURVE 2

CURVE 3

R/W

66'

CP 103

FINISHED C/L
'A'-LINE

PT: 11'A'+17.51

11'A'+00

N13°15'39"E

FINISHED C/L CAIN ROAD

PC: 11+68.10

PT: 13+27.42

CP 101

CP 100

PC: 10'A'+44.77

N07°34'46"W

EXISTING C/L CAIN ROAD

W5-52L
12"X36"

W5-52R
12"X36"

REMOVE

REMOVE

REMOVE

REMOVE

P.L.

STRUCTURE P-27-0932

JON E. LINGO

CURVE 3
PI STA. = 10'A'+81.55
Y = 136,979.21
X = 48,574.77
R = 200.00
D = 28°38'52"
DELTA = 20°50'25"
L = 72.75
T = 36.78
C = 72.35
PC STA. = 10'A'+44.77
Y = 136,942.76
X = 48,579.62
PT STA. = 11'A'+17.51
Y = 137,015.01
X = 48,583.21
S.E. = N/A
R.O. = N/A
TRANS. = N/A

CURVE 2
PI STA. = 12+48.48
Y = 136,969.57
X = 48,930.53
R = 485.00
D = 11°48'49"
DELTA = 18°49'21"
L = 159.33
T = 80.39
C = 158.61
PC STA. = 11+68.10
Y = 136,988.01
X = 48,852.28
PT STA. = 13+27.42
Y = 136,977.36
X = 49,010.54
S.E. = 6.0%
R.O. = 124'
TRANS. = 165'

WI DNR

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X
103	4+76	3/4-INCH IRON REBAR SET, 38.2' RT.	137,085.14	48,177.65
101	10+71	3/4-INCH IRON REBAR SET, 86.6' RT.	136,925.89	48,738.37
100	14+46	3/4-INCH IRON REBAR SET, 32.9' RT.	136,956.13	49,132.18

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	ALIGNMENT DIAGRAM & PERMANENT SIGNING	SHEET 13	E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\SHEETSPLAN\DETAILS\W11683_ALIGNMENT DETAILS.DWG
PLOT DATE : 10/31/2025 1:33:23 PM
PLOT BY : DANIEL GERLING
PLOT SCALE : 1" = 1'
LAYOUT : SHEET - (2)

Estimate Of Quantities

7250-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	2.000	2.000
0004	203.0250	Removing Structure Over Waterway Remove Debris (structure) 01. P-27-0932	EACH	1.000	1.000
0006	204.0170	Removing Fence	LF	100.000	100.000
0008	205.0100	Excavation Common	CY	1,600.000	1,600.000
0010	205.0400	Excavation Marsh	CY	790.000	790.000
0012	206.1001	Excavation for Structures Bridges (structure) 01. B-27-0178	EACH	1.000	1.000
0014	208.1100	Select Borrow	CY	1,550.000	1,550.000
0016	210.1500	Backfill Structure Type A	TON	332.000	332.000
0018	213.0100	Finishing Roadway (project) 01. 7250-00-70	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	250.000	250.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,610.000	1,610.000
0024	312.0110	Select Crushed Material	TON	2,245.000	2,245.000
0026	455.0605	Tack Coat	GAL	115.000	115.000
0028	465.0105	Asphaltic Surface	TON	475.000	475.000
0030	502.0100	Concrete Masonry Bridges	CY	163.000	163.000
0032	502.3200	Protective Surface Treatment	SY	220.000	220.000
0034	505.0400	Bar Steel Reinforcement HS Structures	LB	4,420.000	4,420.000
0036	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	27,360.000	27,360.000
0038	513.4061	Railing Tubular Type M	LF	106.000	106.000
0040	516.0500	Rubberized Membrane Waterproofing	SY	12.000	12.000
0042	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	2.000	2.000
0044	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	22.000	22.000
0046	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	1,120.000	1,120.000
0048	606.0300	Riprap Heavy	CY	150.000	150.000
0050	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	144.000	144.000
0052	618.0100	Maintenance and Repair of Haul Roads (project) 01. 7250-00-70	EACH	1.000	1.000
0054	619.1000	Mobilization	EACH	1.000	1.000
0056	624.0100	Water	MGAL	28.000	28.000
0058	625.0100	Topsoil	SY	2,405.000	2,405.000
0060	625.0500	Salvaged Topsoil	SY	3,380.000	3,380.000
0062	627.0200	Mulching	SY	5,435.000	5,435.000
0064	628.1504	Silt Fence	LF	1,780.000	1,780.000
0066	628.1520	Silt Fence Maintenance	LF	3,560.000	3,560.000
0068	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0070	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0072	628.2027	Erosion Mat Class II Type C	SY	350.000	350.000
0074	628.6005	Turbidity Barriers	SY	220.000	220.000
0076	628.7504	Temporary Ditch Checks	LF	125.000	125.000
0078	628.7555	Culvert Pipe Checks	EACH	3.000	3.000
0080	630.0400	Seeding Nurse Crop	LB	44.000	44.000
0082	630.0500	Seed Water	MGAL	130.000	130.000
0084	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	4.000	4.000
0086	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0088	638.2602	Removing Signs Type II	EACH	5.000	5.000
0090	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0092	642.5001	Field Office Type B	EACH	1.000	1.000
0094	643.0300	Traffic Control Drums	DAY	3,305.000	3,305.000
0096	643.0420	Traffic Control Barricades Type III	DAY	1,130.000	1,130.000
0098	643.0705	Traffic Control Warning Lights Type A	DAY	2,260.000	2,260.000

7250-00-70

Line	Item	Item Description	Unit	Total	Qty
0100	643.0900	Traffic Control Signs	DAY	904.000	904.000
0102	643.5000	Traffic Control	EACH	1.000	1.000
0104	645.0111	Geotextile Type DF Schedule A	SY	92.000	92.000
0106	645.0120	Geotextile Type HR	SY	280.000	280.000
0108	645.0220	Geogrid Type SR	SY	960.000	960.000
0110	650.4500	Construction Staking Subgrade	LF	1,145.000	1,145.000
0112	650.5000	Construction Staking Base	LF	1,145.000	1,145.000
0114	650.6501	Construction Staking Structure Layout (structure) 01. B-27-0178	EACH	1.000	1.000
0116	650.9911	Construction Staking Supplemental Control (project) 01. 7250-00-70	EACH	1.000	1.000
0118	650.9920	Construction Staking Slope Stakes	LF	1,145.000	1,145.000
0120	690.0150	Sawing Asphalt	LF	44.000	44.000
0122	715.0502	Incentive Strength Concrete Structures	DOL	978.000	978.000
0124	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. Sta. 10+20	EACH	1.000	1.000
0126	999.2100.S	Installing and Maintaining Climbing Turtle Exclusion Fence	LF	1,360.000	1,360.000
0128	SPV.0085	Special 01. Seeding Mixture No. 75 Updated	LB	17.000	17.000
0130	SPV.0195	Special 01. Select Crushed Material for Travel Corridor	TON	65.000	65.000

EARTHWORK SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	205.0100 COMMON EXCAVATION CUT (1) (CY)	AVAILABLE MATERIAL (2) (CY)	205.0400 MARSH EXCAVATION (3) (CY)	UNEXPANDED FILL (CY)	EXPANDED FILL (4) (CY) FACTOR (1.25)	MASS ORDINATE +/- (CY) (5)	208.1100 SELECT BORROW (CY)	WASTE (CY)
10	1	7+00 - 12+50	MAINLINE	90	90	649	1,043	1,304	-1,214	1,214	649
10	1	7+00 - 12+50	MAINLINE (UNDISTRIBUTED)	0	0	100	0	0	0	0	100
10	1	10'A'+15 - 11'A'+40	'A'-LINE	0	0	0	120	150	-150	150	0
10	2	7+00 - 12+50	MAINLINE	545	545	0	0	0	545	0	545
10	2	9+75 - 10+50	EXISTING STRUCTURE REMOVAL (6	275	275	0	0	0	275	0	275
			CATEGORY 0010 SUBTOTALS =	910	910	749	1,163	1,454		1,364	1,569
30	1	3+80 - 7+00	MAINLINE	70	70	41	205	256	-186	186	41
30	1	12+50 - 14+50	MAINLINE	0	0	0	0	0	0	0	0
30	2	3+80 - 7+00	MAINLINE	380	380	0	0	0	380	0	380
30	2	12+50 - 14+50	MAINLINE	240	240	0	19	24	216	0	216
			CATEGORY 0030 SUBTOTALS =	690	690	41	224	280		186	637
			PROJECT TOTALS =	1,600	1,600	790	1,387	1,734		1,550	2,206

NOTES:
1.) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2.) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
3.) MARSH EXCAVATION. ITEM NUMBER 205.0400. TO BE BACKFILLED WITH ITEM 312.0100.
4.) EXPANDED FILL FACTOR 1.25: EXPANDED FILL = (UNEXPANDED FILL)*1.25
5.) THE MASS ORDINATE+ OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISON. MINUS QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION
6.) EXISTING STRUCTURE REMOVAL GRADING IS NOT SHOWN ON THE CROSS SECTIONS OR EARTHWORK TABLES. SEE STRUCTURE REMOVAL PLAN FOR MORE INFORMATION.

GRUBBING

CATEGORY	STATION - STATION	LOCATION	201.0205 (STA)
10	9+00 - 11+00	MAINLINE	2
		CATEGORY 0010 SUBTOTAL =	2
		PROJECT TOTAL =	2

REMOVING FENCE

CATEGORY	STATION - STATION	LOCATION	204.0170 (LF)
30	9+15 - 10+75	MAINLINE	100
		CATEGORY 0030 SUBTOTAL =	100
		PROJECT TOTAL =	100

BASE AGGREGATE DENSE

CATEGORY	STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4- (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4- (TON)	312.0110 SELECT CRUSHED MATERIAL (TON)	624.0100 WATER (MGAL)	645.0220 GEOGRID TYPE SR (SY)
10	7+00 - 9+50	MAINLINE	40	385	975	6	520
10	10+00 - 12+50	MAINLINE	40	390	870	7	370
10	7+00 - 12+50	UNDISTRIBUTED	-	-	285	-	-
10	10'A'+15 - 11'A'+40	'A'-LINE	80	-	-	1	-
		CATEGORY 0010 SUBTOTALS =	160	775	2,130	14	890
30	3+80 - 7+00	MAINLINE	55	505	115	8	70
30	12+50 - 14+50	MAINLINE	35	330	-	6	-
		CATEGORY 0030 SUBTOTALS =	90	835	115	14	70
		PROJECT TOTALS =	250	1,610	2,245	28	960

ASPHALTIC SURFACE

CATEGORY	STATION - STATION	LOCATION	455.0605 TACK COAT (GAL)	465.0105 ASPHALTIC SURFACE (TON)
10	7+00 - 9+50	MAINLINE	30	115
10	10+00 - 12+50	MAINLINE	30	120
10	PROJECT	BEHIND WINGWALLS	-	5
		CATEGORY 0010 SUBTOTALS =	60	240
30	3+80 - 7+00	MAINLINE	35	145
30	12+50 - 14+50	MAINLINE	20	90
		CATEGORY 0030 SUBTOTALS =	55	235
		PROJECT TOTALS =	115	475

3

CULVERT PIPES

CATEGORY	STATION - STATION	LOCATION	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH (EACH)	521.3124 CUVLERT PIPE CORRUGATED STEEL 24-INCH (LF)
10	11'A'+28	F.E.	2	22
		CATEGORY 0010 SUBTOTAL =	2	22
		PROJECT TOTAL =	2	22

EROSION CONTROL

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.6005 TURBIDITY BARRIERS (SY)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7555 CULVERT PIPE CHECKS (EACH)
10	7+00 - 12+50	MAINLINE STAGE 1	1,070	2,140	195	20	3
10	7+00 - 12+50	MAINLINE STAGE 2	-	-	-	-	-
10	-	UNDISTRIBUTED	160	320	25	5	-
		CATEGORY 0010 SUBTOTALS =	1,230	2,460	220	25	3
30	3+80 - 7+00	MAINLINE STAGE 1	475	950	-	10	-
30	12+50 - 14+50	MAINLINE STAGE 1	-	-	-	20	-
30	3+80 - 7+00	MAINLINE STAGE 2	-	-	-	50	-
30	12+50 - 14+50	MAINLINE STAGE 2	-	-	-	-	-
30	-	UNDISTRIBUTED	75	150	-	20	-
		CATEGORY 0030 SUBTOTALS =	550	1,100	-	100	-
		PROJECT TOTALS =	1,780	3,560	220	125	3

3

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL (SY)	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	628.2027 EROSION MAT CLASS II TYPE C (SY)	630.0400 SEEDING NURSE CROP (LB)	630.0500 SEED WATER (MGAL)	SPV.0085 SEEDING MIX TYPE 75 UPDATED (LB)
10	7+00 - 12+50	MAINLINE STAGE 1	1,310	-	1,310	-	10	30	4
10	7+00 - 12+50	MAINLINE STAGE 2	-	1,990	1,670	320	15	38	6
10	-	UNDISTRIBUTED	130	200	300	30	2	12	1
		CATEGORY 0010 SUBTOTALS =	1,440	2,190	3,280	350	27	80	11
30	3+80 - 7+00	MAINLINE STAGE 1	520	-	520	-	5	10	1
30	12+50 - 14+50	MAINLINE STAGE 1	355	-	355	-	2	10	1
30	3+80 - 7+00	MAINLINE STAGE 2	-	850	850	-	6	20	2
30	12+50 - 14+50	MAINLINE STAGE 2	-	230	230	-	2	5	1
30		UNDISTRIBUTED	90	110	200	-	2	5	1
		CATEGORY 0030 SUBTOTALS =	965	1,190	2,155	0	17	50	6
		PROJECT TOTALS =	2,405	3,380	5,435	350	44	130	17

MOBILIZATION EROSION CONTROL

CATEGORY	PROJECT	628.1905 MOBILIZATION EROSION CONTROL (EACH)	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
10	7250-00-70	4	3
	CATEGORY 0010 SUBTOTALS =	4	3
	PROJECT TOTALS =	4	3

PERMANENT SIGNING

CATEGORY	SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	SIZE (INCH X INCH)	634.0614 POSTS WOOD 4X6-INCH X 14-FT (EACH)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
10	1-00	9+42	MAINLINE	LEFT	W5-52L	BRIDGE HASH MARKS	12X36	1	3.00	-	-
10	1-01	9+53	MAINLINE	RIGHT	W5-52R	BRIDGE HASH MARKS	12X36	1	3.00	-	-
10	1-02	9+98	MAINLINE	LEFT	W5-52R	BRIDGE HASH MARKS	12X36	1	3.00	-	-
10	1-03R	10+00	68', RT.	RIGHT	W5-52L	BRIDGE HASH MARKS	-	-	-	1	1
10	1-04R	10+09	91', RT.	RIGHT	W5-52R	BRIDGE HASH MARKS	-	-	-	1	1
10	1-05	10+09	MAINLINE	RIGHT	W5-52L	BRIDGE HASH MARKS	12X36	1	3.00	-	-
10	1-06R	10+21	60', RT.	RIGHT	W5-52R	BRIDGE HASH MARKS	-	-	-	1	1
10	1-07R	10+31	83', RT.	RIGHT	W5-52L	BRIDGE HASH MARKS	-	-	-	1	1
10	1-08R	14+06	MAINLINE	LEFT	W5-3	ONE LANE BRIDGE	-	-	-	1	1
						CATEGORY 0010 SUBTOTALS =		4	12.00	5	5
						PROJECT TOTALS =		4	12.00	5	5

TRAFFIC CONTROL

CATEGORY	LOCATION	STAGE	*CALENDAR DAY DURATION*	643.0300 TRAFFIC CONTROL DRUMS (COUNT)	643.0300 TRAFFIC CONTROL DRUMS (DAY)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (COUNT)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAY)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (COUNT)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (DAY)	643.0900 TRAFFIC CONTROL SIGNS (COUNT)	643.0900 TRAFFIC CONTROL SIGNS (DAY)	643.5000 TRAFFIC CONTROL (EACH)
10	MAINLINE	1	*96*	30	2,880	10	960	20	1,920	8	768	-
10	MAINLINE	2	*17*	25	425	10	170	20	340	8	136	-
10	PROJECT	-	-	-	-	-	-	-	-	-	-	1
			CATEGORY 0010 TOTALS =		3,305		1,130		2,260		904	1
			PROJECT TOTALS =		3,305		1,130		2,260		904	1

CONSTRUCTION STAKING

CATEGORY	STATION - STATION	LOCATION	650.4500 SUBGRADE (LF)	650.5000 BASE (LF)	650.6501 STRUCTURE LAYOUT (01. B-27-0178) (EACH)	650.9911 SUPPLEMENTAL CONTROL (EACH)	650.9920 SLOPE STAKES (LF)
10	7+00 - 9+50	MAINLINE	250	250	-	-	250
10	10+00 - 12+50	MAINLINE	250	250	-	-	250
10	10'A'+15 - 11'A'+40	A'-LINE	125	125	-	-	125
10	PROJECT	-	-	-	-	1	-
		CATEGORY 0010 SUBTOTALS =	625	625	-	1	625
20	9+75	MAINLINE	-	-	1	-	-
		CATEGORY 0020 SUBTOTALS =	-	-	1	-	-
30	3+80 - 7+00	MAINLINE	320	320	-	-	320
30	12+50 - 14+50	MAINLINE	200	200	-	-	200
		CATEGORY 0030 SUBTOTALS =	520	520	-	-	520
		PROJECT TOTALS =	1,145	1,145	1	1	1,145

SAWING ASPHALT

CATEGORY	STATION - STATION	LOCATION	690.0150 SAWING ASPHALT (LF)
10	3+80	MAINLINE	22
10	14+50	MAINLINE	22
		CATEGORY 0010 SUBTOTAL =	44
		PROJECT TOTAL =	44

INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

CATEGORY	STATION - STATION	LOCATION	999.2100.S (LF)
10	6+75 - 10+00	MAINLINE	675
10	9+75 - 14+50	MAINLINE	685
		CATEGORY 0010 SUBTOTAL =	1,360
		PROJECT TOTAL =	1,360

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
7250-00-00	4.01	2
FEDERAL PROJECT NUMBER		

PLAT OF RIGHT-OF-WAY REQUIRED FOR

T HIXTON, CAIN ROAD

(N BRANCH TREMPELEAU RIVER BRIDGE B-27-0178)

CAIN ROAD — JACKSON COUNTY

CONSTRUCTION PROJECT NUMBER
7250-00-70

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN — OFF-PREMISE SIGN (W1-25)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	○
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	◆	◇

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER (25) — UTILITY NUMBER (40)
PARALLEL OFFSETS

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

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

NOTES

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

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

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE TOWN OF HIXTON.

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

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

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

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

BEGIN RELOCATION ORDER

4+00.00

1314.92' SOUTH AND 1155.97' WEST OF THE N1/4 CORNER OF SECTION 9, T.22N., R.5W., TOWN OF HIXTON, JACKSON COUNTY, WI

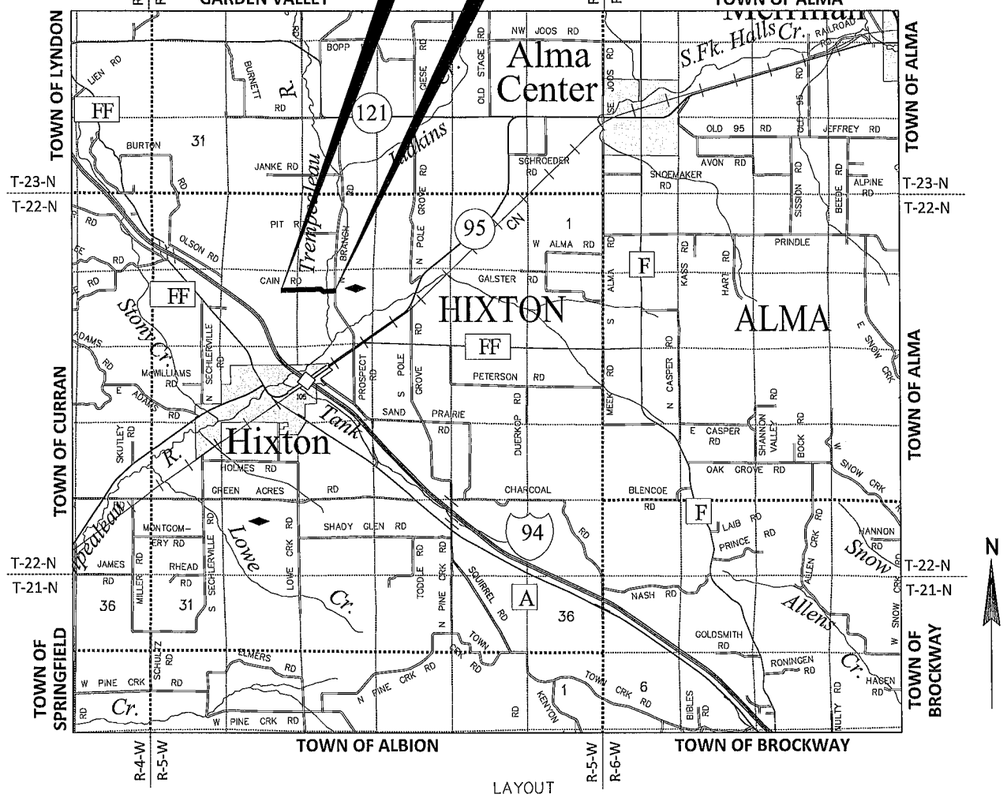
Y=137119.969
X=48099.653

END RELOCATION ORDER

14+00.00

1450.50' SOUTH AND 172.85' WEST OF THE N1/4 CORNER OF SECTION 9, T.22N., R.5W., TOWN OF HIXTON, JACKSON COUNTY, WI

Y=136984.391
X=49082.774



LAYOUT

SCALE 0 — 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.189 MI.

CONVENTIONAL ABBREVIATIONS

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

REVISION DATE

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

560 SUNRISE DRIVE
SPRING GREEN, WI 53588
PHONE : 608.588.7484
www.jewellssoc.com

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

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

DATE: 8/19/2025

APPROVED FOR TOWN OF HIXTON

DATE: 8-20-25 (NAME/TITLE)

19 E

R/W POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
1	4+00.00	33.511'LT	137153.450	48098.211
2	5+03.17	33.055'LT	137157.397	48201.790
3	6+22.13	33.055'LT	137145.473	48327.981
4	11+68.10	33.000'LT	137020.127	48859.854
5	13+10.76	33.567'LT	137009.529	48991.826
6	14+00.00	32.702'LT	137016.938	49079.601
7	14+00.00	33.298'RT	136951.249	49085.997
8	13+07.00	32.550'RT	136943.305	48991.964
9	11+72.78	33.024'RT	136954.739	48849.584
10	6+25.97	32.990'RT	137080.192	48317.256
11	4+99.34	32.990'RT	137091.263	48200.097
12	4+00.00	32.490'RT	137087.509	48101.050

TLE POINT TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
500	8+75.99	33.000'RT	137022.890	48560.402
501	9+16.29	33.000'RT	137013.646	48599.626
502	9+19.45	71.891'RT	136975.069	48593.778
503	8+89.22	81.557'RT	136972.594	48562.139

GN

FOUND CAPPED REBAR
Y = 138434.890
X = 49255.627

N1/4 CORNER TO S1/4 CORNER S0°44'59", 2597.62'

CURVE 1
PI STA = 5+63.07
Y = 137126.983
X = 48262.575
DELTA = 15°43'34" RT
D = 11°48'49"
T = 66.98'
L = 133.12'
R = 485.00'
PC STA = 4+96.09
PT STA = 6+29.21
DB = N87°32'05"E
DA = S76°44'21"E

N1/4 CORNER TO POINT 1 S42°05'20"W, 1726.76'

CONSERVATION EASEMENT (66' WIDE EACH BANK OF RIVER) (SEE DOC. 180678, V.165, P.409-410)

TOWN OF HIXTON

CURVE 2
PI STA = 12+48.48
Y = 136969.567
X = 48930.530
DELTA = 18°49'21" LT
D = 11°48'49"
T = 80.39'
L = 159.33'
R = 485.00'
PC STA = 11+68.10
PT STA = 13+27.42
DB = S76°44'21"E
DA = N84°26'19"E

BEGIN RELOCATION ORDER
4+00.00
1314.92' SOUTH AND 1155.97' WEST OF THE N1/4 CORNER OF SECTION 9, T.22N., R.5W., TOWN OF HIXTON, JACKSON COUNTY, WI
Y=137119.969
X=48099.653

END RELOCATION ORDER
14+00.00
1450.50' SOUTH AND 172.85' WEST OF THE N1/4 CORNER OF SECTION 9, T.22N., R.5W., TOWN OF HIXTON, JACKSON COUNTY, WI
Y=136984.391
X=49082.774

SLOPE INTERCEPT

NE¼-NW¼

PROPOSED C/L CAIN ROAD

NORTH BRANCH OF THE TREMPEALEAU RIVER

APPROXIMATE SIXTEENTH LINE

WATERWAY AREA = 0.38 ACRES

PROPOSED STRUCTURE B-27-178

QUARTERLINE

XCEL ENERGY

CAIN ROAD

R/W

PL

SLOPE INTERCEPT

EXISTING C/L CAIN ROAD

EXISTING STRUCTURE P-27-932

SE¼ -NW¼

1
JON E. LINGO AND VICKIE L. LINGO, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY
TAX ID:
024-0136.0000

1
JON E. LINGO AND VICKIE L. LINGO, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY
TAX ID:
024-0136.0000

STATE OF WISCONSIN (DEPARTMENT OF NATURAL RESOURCES)
TAX ID:
024-0136.0005

CONSERVATION EASEMENT (66' WIDE EACH BANK OF RIVER) (SEE DOC. 180678, V.165, P.409-410)

FOUND CAPPED REBAR
Y = 133240.118
X = 49187.658

R/W COURSE TABLE		
POINT TO POINT	COURSE BEARING	DISTANCE
1 TO 2	N87° 49' 03"E	103.65'
2 TO 3	S84° 36' 08"E	126.75'
3 TO 4	S76° 44' 21"E	546.44'
4 TO 5	S85° 24' 32"E	132.40'
5 TO 6	N85° 10' 29"E	88.09'
6 TO 7	S05° 33' 41"E	66.00'
7 TO 8	S85° 10' 17"W	94.37'
8 TO 9	N85° 24' 32"W	142.84'
9 TO 10	N76° 44' 21"W	546.91'
10 TO 11	N84° 36' 08"W	117.68'
11 TO 12	S87° 49' 47"W	99.12'
12 TO 1	N02° 27' 55"W	66.00'

NOTE: EXISTING C/L OF CAIN ROAD, BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CAIN ROAD, BASED ON THE EAST QUARTERLINE OF WEST HALF SECTION 9, AND WIS. STATUTE 82.31(2).

UTILITY EASEMENT TABLE				
UTILITY NUMBER	OWNER	RECORDING INFORMATION	DESCRIPTION	LOCATED IN R/W PARCEL #
200	WISCONSIN - MINNESOTA LIGHT AND POWER COMPANY, A WISCONSIN CORPORATION	DOC.940049, V.91, P.416	BLANKET EASEMENT	1

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
200	XCEL ENERGY	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQ'D.
			NEW	EXISTING	TOTAL	
1	JON E. LINGO AND VICKIE L. LINGO, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	FEE	0.85	0.52	1.37	0.04

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

REVISION DATE

DATE 8/20/2025

GRID FACTOR

SCALE, FEET 0 50 100

HWY: CAIN ROAD

COUNTY: JACKSON

STATE R/W PROJECT NUMBER 7250-00-00

CONSTRUCTION PROJECT NUMBER 7250-00-70

PLAT SHEET 4.02

PS&E SHEET 20

E

FILE NAME : W11683_CAIN ROAD_PLAT.DWG
LAYOUT NAME - Layout1

PLOT DATE : 8/20/2025 2:04 PM PLOT BY : TIM VELTE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 75

LEGEND

←⌇	DIRECTION OF FLOW
XXXXXXXXX	SAWING ASPHALT
— · — · —	EDGE OF WATER
⩛	WETLANDS

BEGIN PROJECT
STA. 3+80.80
Y=137,119.14
X=48,080.47

CURVE 1
PI STA. = 5+63.07
Y = 137,126.98
X = 48,262.57
R = 485.00
D = 11°48'49"
DELTA = 15°43'34"
L = 133.12
T = 66.98
C = 132.70
PC STA. = 4+96.09
Y = 137,124.10
X = 48,195.66
PT STA. = 6+29.21
Y = 137,111.62
X = 48,327.77
S.E. = 6.0%
R.O. = 124'
TRANS. = 165'

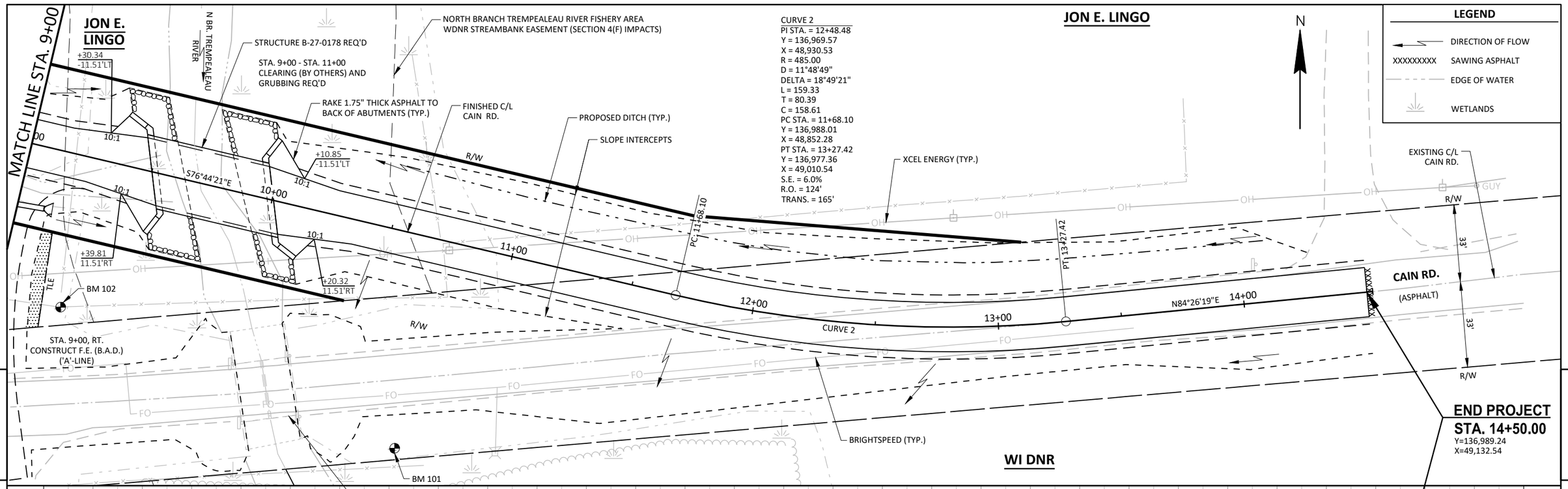
BENCH MARKS

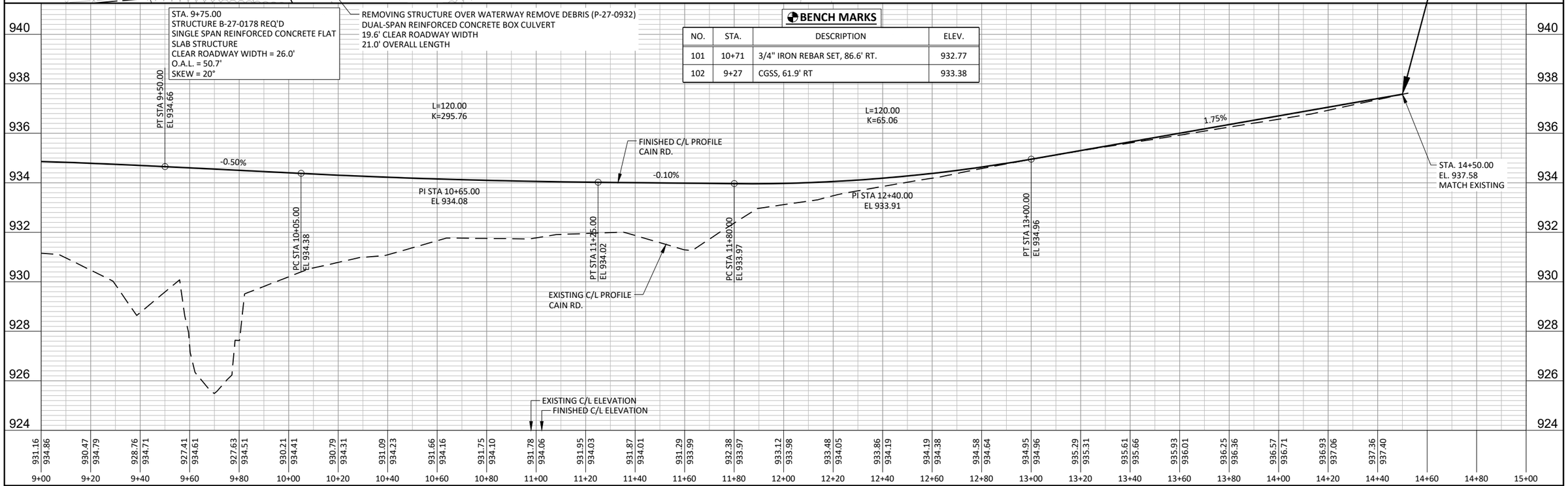
NO.	STA.	DESCRIPTION	ELEV.
103	4+76	3/4" IRON REBAR SET, 38.2' RT.	942.46

STA.	EXISTING C/L ELEVATION	FINISHED C/L ELEVATION
4+00	945.28	945.42
4+20	943.95	944.32
4+40	942.86	943.27
4+60	941.88	942.29
4+80	940.90	941.37
5+00	940.12	940.51
5+20	939.21	939.71
5+40	938.25	938.98
5+60	937.37	938.31
5+80	936.61	937.69
6+00	935.79	937.15
6+20	935.17	936.66
6+40	935.11	936.24
6+60	934.94	935.87
6+80	934.63	935.57
7+00	934.11	935.34
7+20	933.90	935.16
7+40	933.43	935.05
7+60	932.70	934.99
7+80	932.12	934.99
8+00	931.62	934.98
8+20	931.24	934.98
8+40	931.22	934.97
8+60	931.43	934.95
8+80	931.29	934.91
9+00	931.16	934.86

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	PLAN AND PROFILE: MAINLINE	SHEET 21	E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\SHEETSPLAN\PLAN & PROFILE SHEETS\CAIN ROAD_P&P.DWG
PLOT DATE : 10/31/2025 1:42:42 PM
PLOT BY : DANIEL GERLING
PLOT SCALE : 1" = 1'
LAYOUT : 01





PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	PLAN AND PROFILE: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\SHEETSPLAN\PLAN & PROFILE SHEETS\CAIN ROAD_P&P.DWG
PLOT DATE : 12/22/2025 11:55:37 AM
PLOT BY : DANIEL GERLING
PLOT SCALE : 1" = 1'
LAYOUT : 02

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- EDGE OF WATER
- WETLANDS

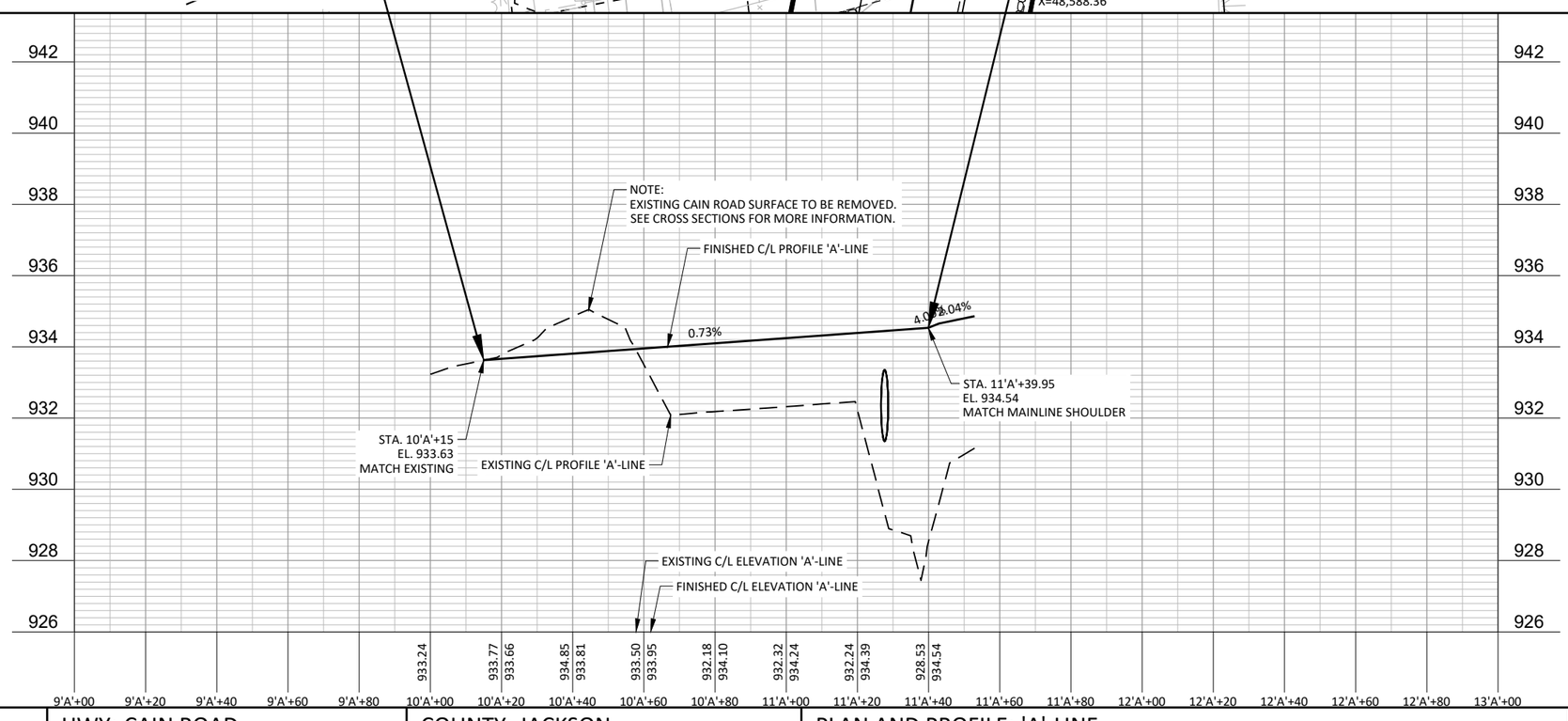
JON E. LINGO

CURVE 3
PI STA. = 10'A'+81.55
Y = 136,979.21
X = 48,574.77
R = 200.00
D = 28°38'52"
DELTA = 20°50'25"
L = 72.75
T = 36.78
C = 72.35
PC STA. = 10'A'+44.77
Y = 136,942.76
X = 48,579.62
PT STA. = 11'A'+17.51
Y = 137,015.01
X = 48,583.21

BRIGHTSPEED (TYP.)
EXISTING C/L CAIN RD
XCEL ENERGY (TYP.)
SLOPE INTERCEPT (TYP.)
FINISHED C/L 'A' LINE
BASE AGGREGATE DENSE 3/4-INCH SURFACE
STA. 11'A'+28
(1) CULVERT PIPE
CORRUGATED STEEL 24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 4° RHF
PC 10'A'+44.77
PT 11'A'+17.51
R = 20'
TLE
CURVE 3
N07°34'46"W
N13°15'39"E
11'A'+00
9+00
8+00
S76°44'21"E
90°0'0"
R/W
P.L.
FINISHED C/L CAIN RD
STA. 11'A'+52.95 ('A'-LINE) =
STA. 9+00.00 (CAIN RD)
Y = 137,049.50
X = 48,591.34
NORTH BRANCH TREMPEALEAU RIVER FISHERY AREA WDNR STREAMBANK EASEMENT
STRUCTURE B-27-0178 REQ'D
EXISTING R/W
N BR. TREMPEALEAU RIVER

BEGIN CONSTRUCTION
STA. 10'A'+15.00
Y=136,913.25
X=48,583.55

END CONSTRUCTION
STA. 11'A'+39.95
Y=137,036.85
X=48,588.36



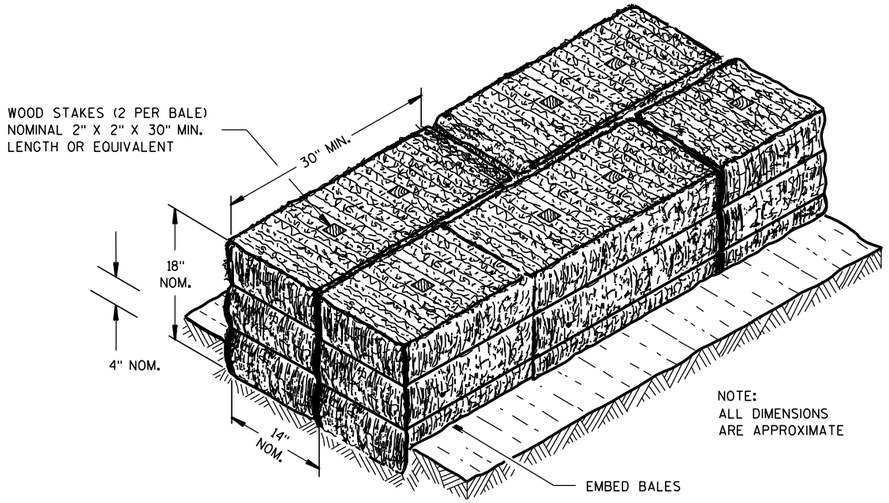
PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	PLAN AND PROFILE: 'A'-LINE	SHEET 23	E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\SHEETSPLAN\PLAN & PROFILE SHEETS\W11683_P&P_'A'-LINE.DWG
PLOT DATE : 10/31/2025 1:07:13 PM
PLOT BY : DANIEL GERLING
PLOT SCALE : 1 IN:50 FT
LAYOUT : 'A' - P&P

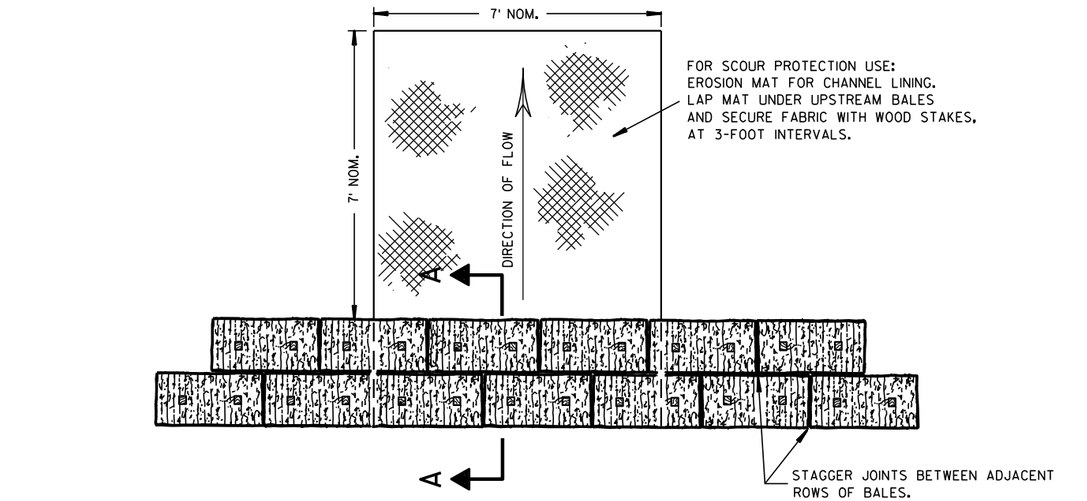
Standard Detail Drawing List

08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
08E15-01	CULVERT PIPE CHECK
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
14D01-01	TURTLE EXCLUSION FENCE CLIMBING TURTLE
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
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

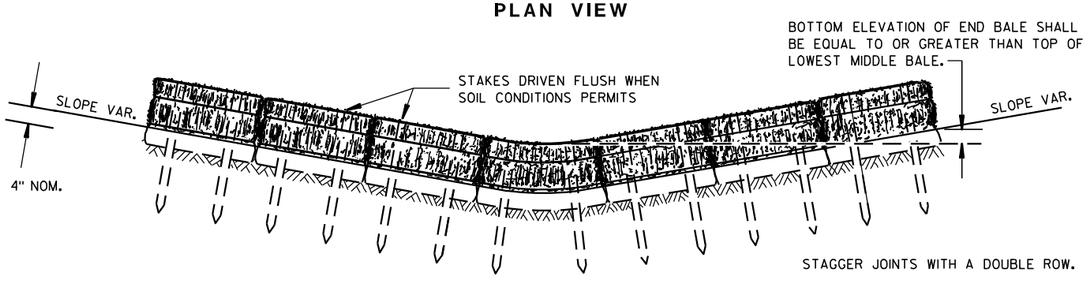
6



SECTION A-A



PLAN VIEW



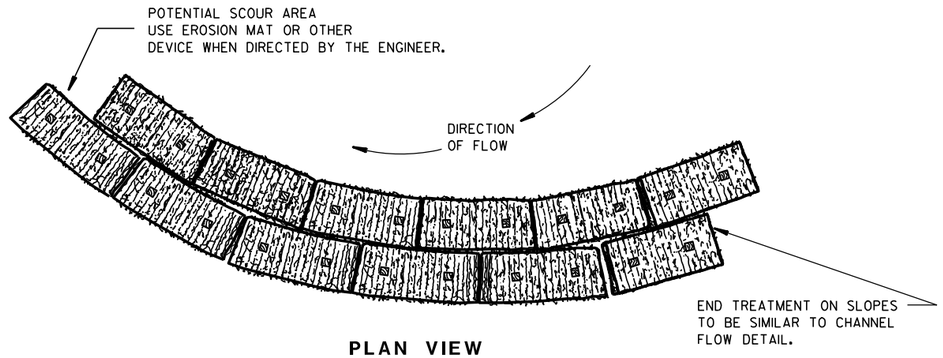
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

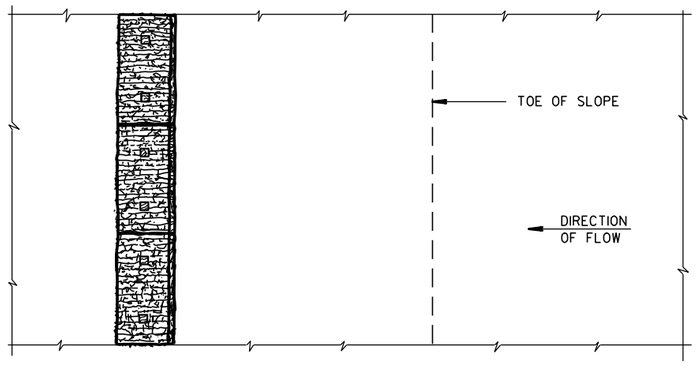
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

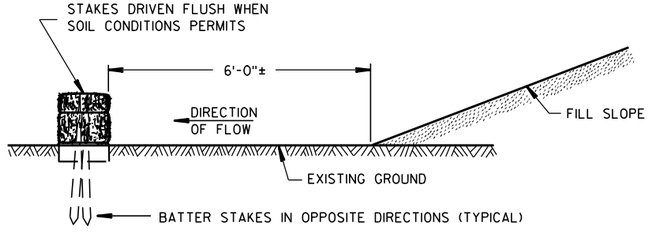


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

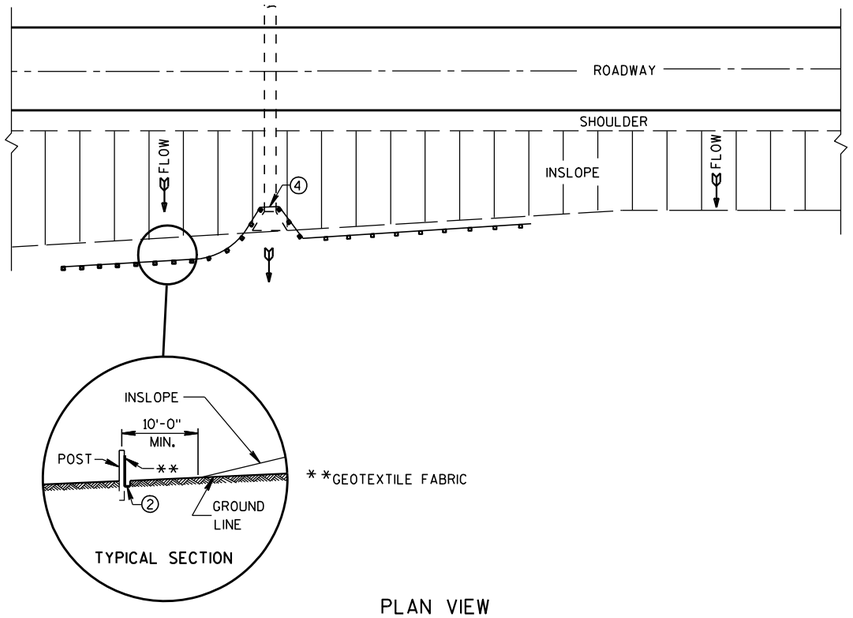
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

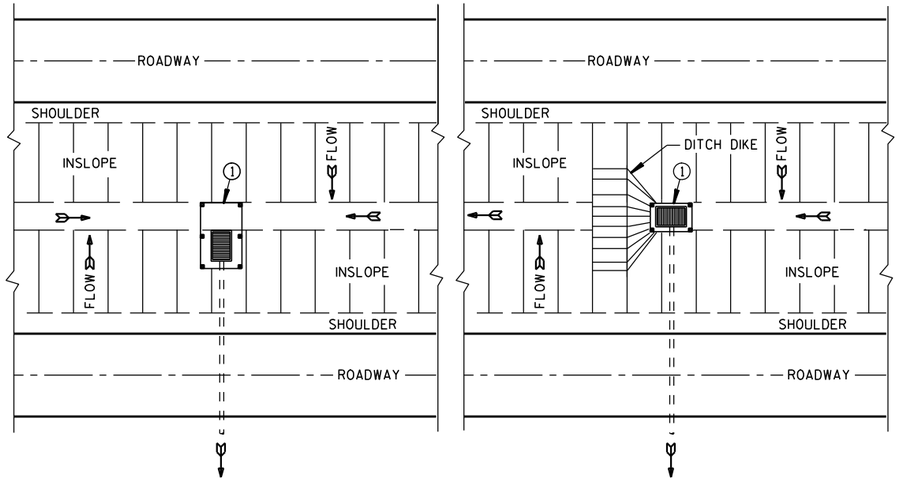
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



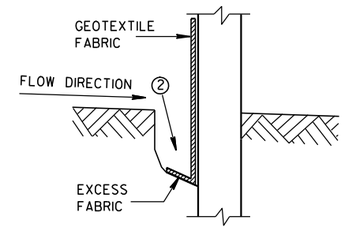
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

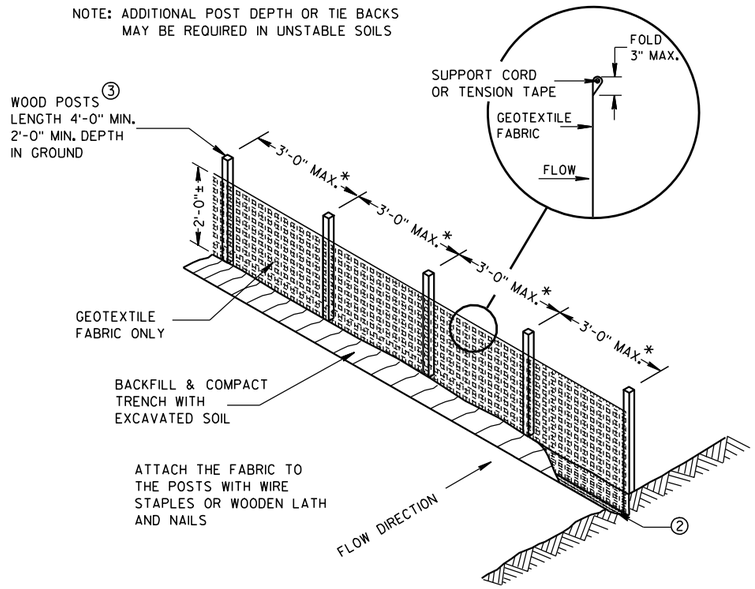
GENERAL NOTES

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

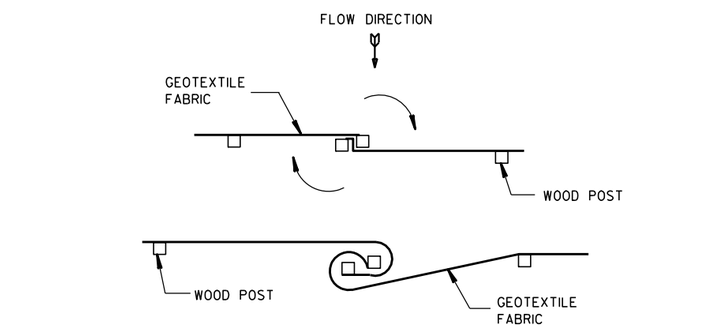
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



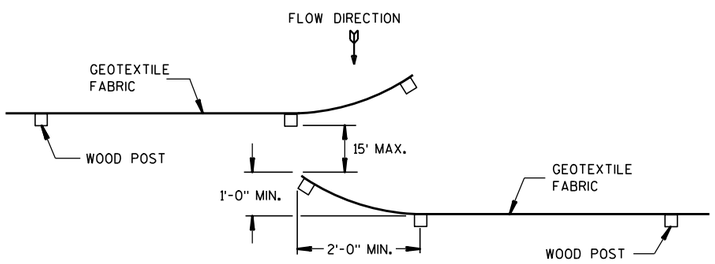
TRENCH DETAIL



SILT FENCE

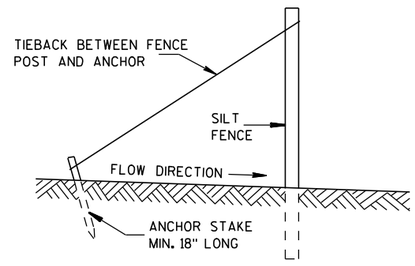


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 E 9-6

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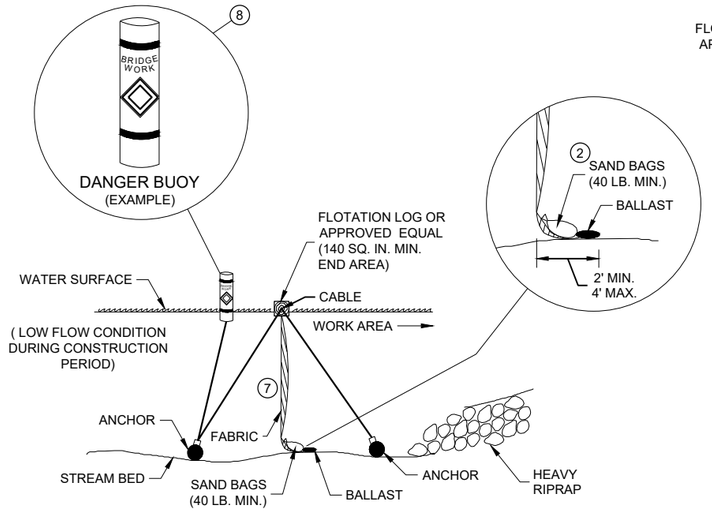
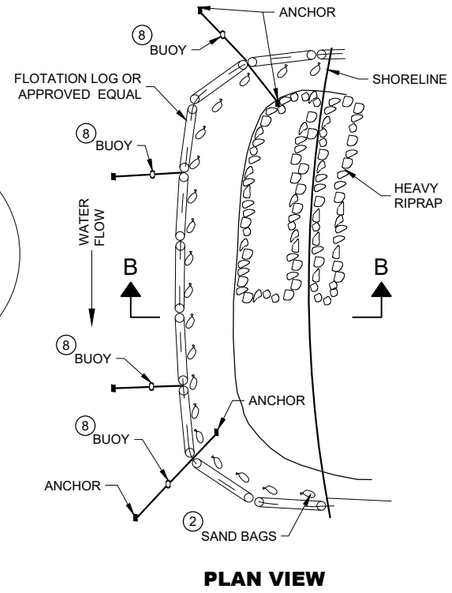
S.D.D. 8 E 9-6

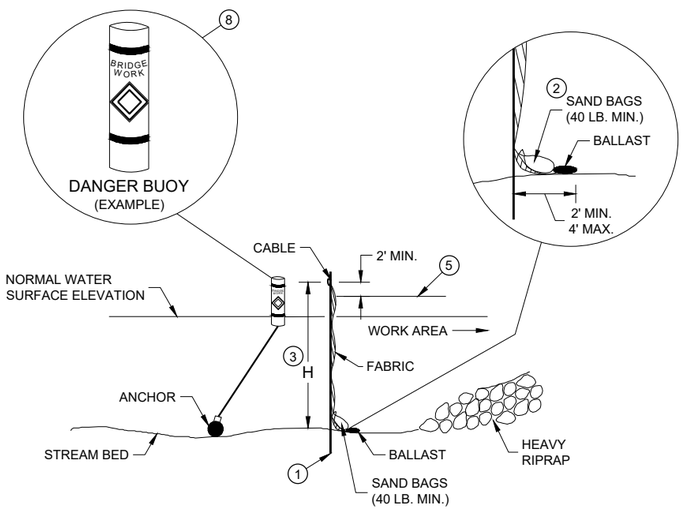


SECTION B - B

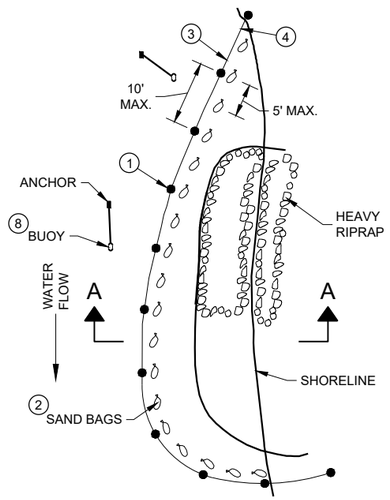


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

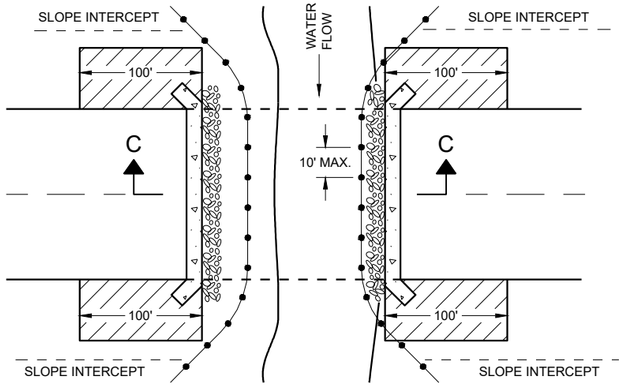
TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

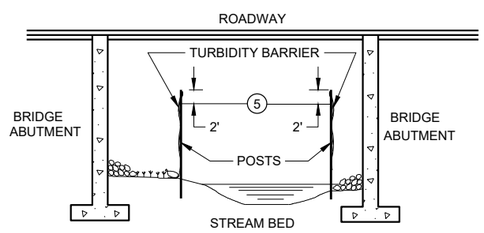
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

1. DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.
2. SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.
3. WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.
4. IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.
5. ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.
6. FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.
7. ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.
8. USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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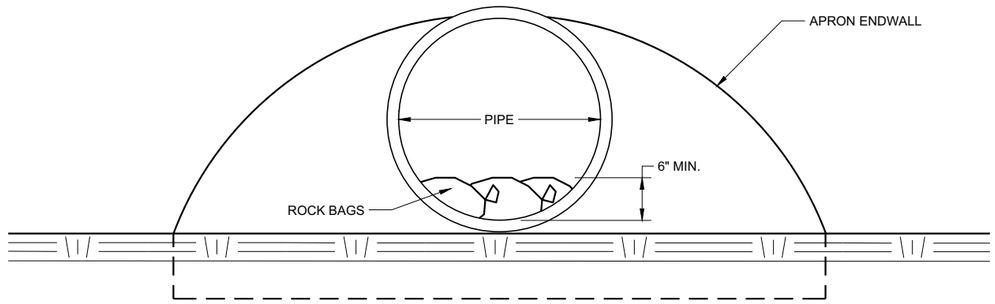
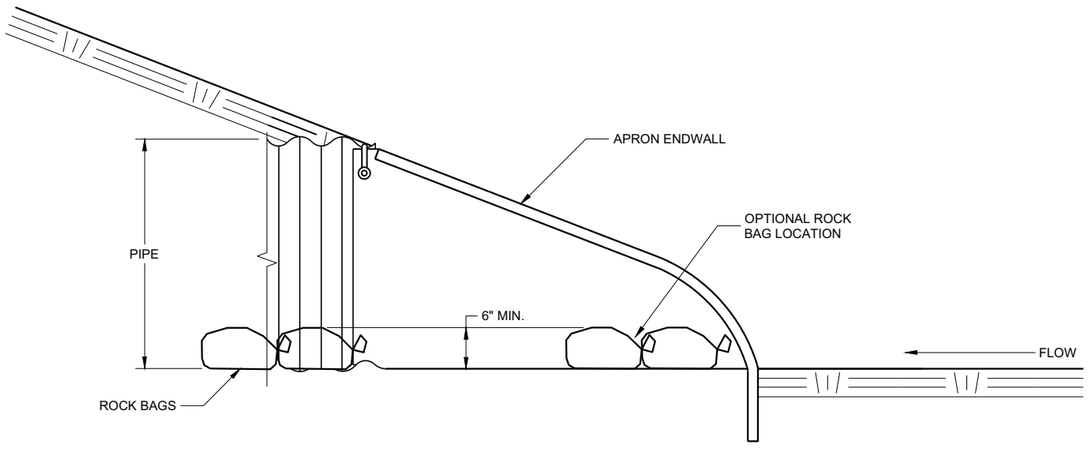
SDD 08E11 - 02



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

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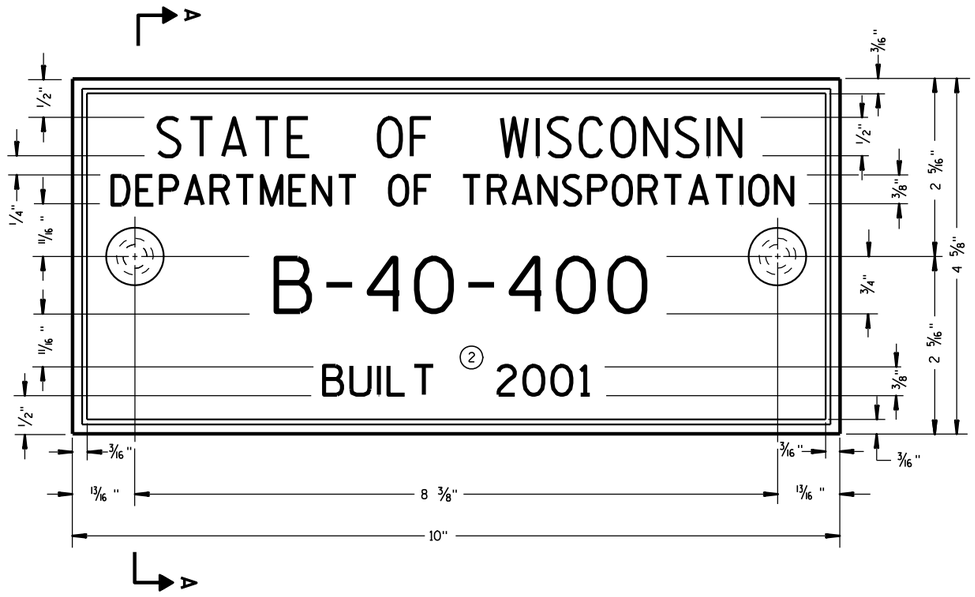
SDD 08E15 - 01



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

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

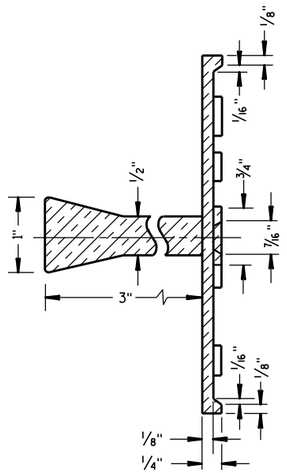
GENERAL NOTES

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

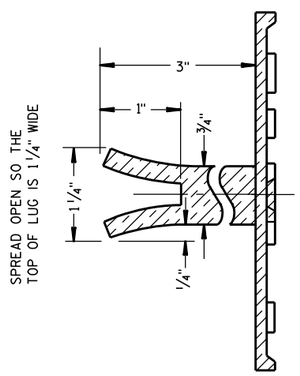
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

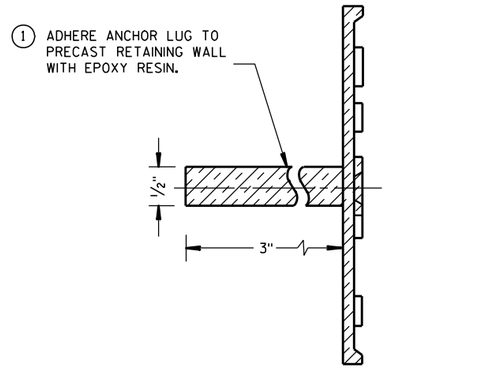
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



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 DEVELOP ENGINEER

FHWA

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S.D.D. 12 A 3-10

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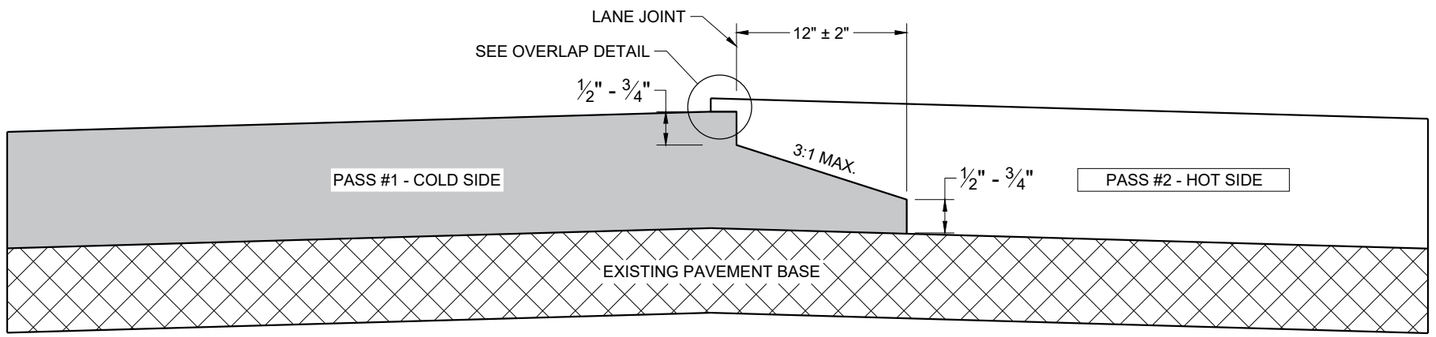
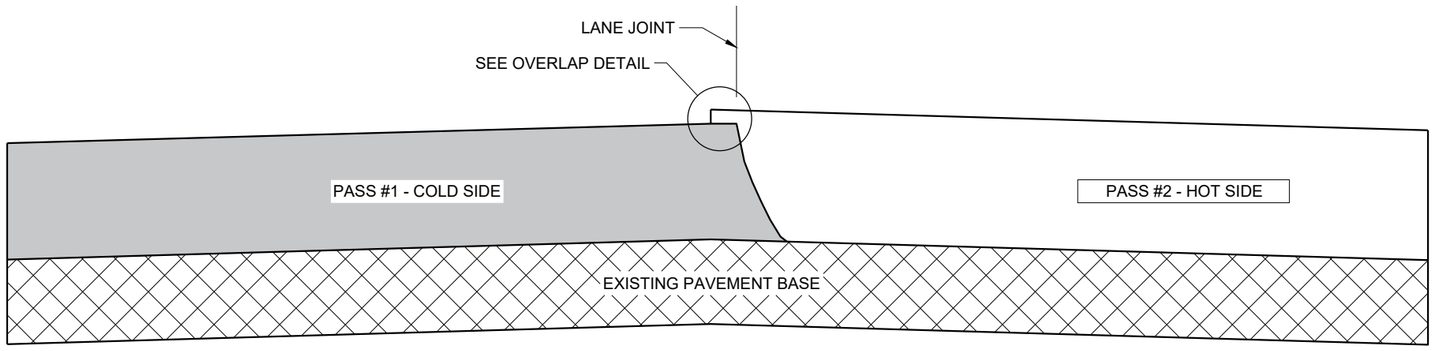
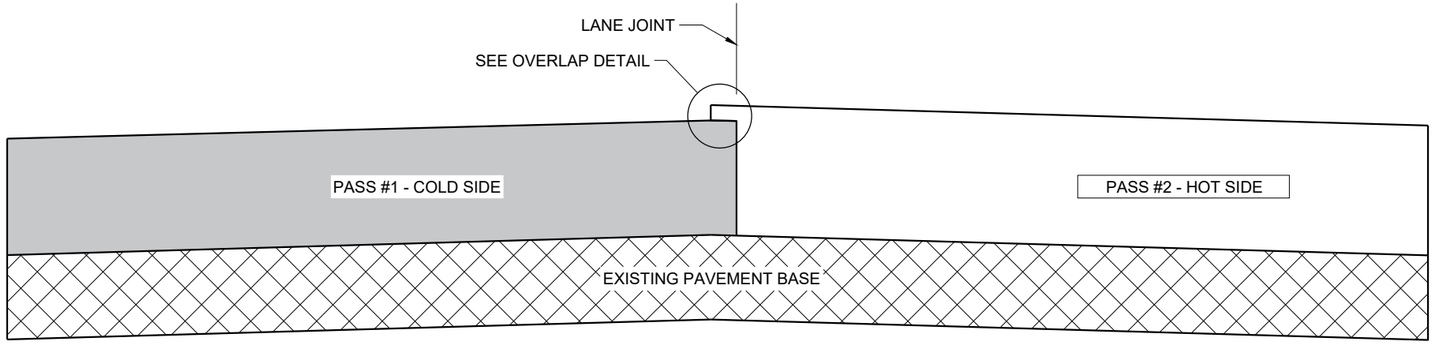
S.D.D. 12 A 3-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

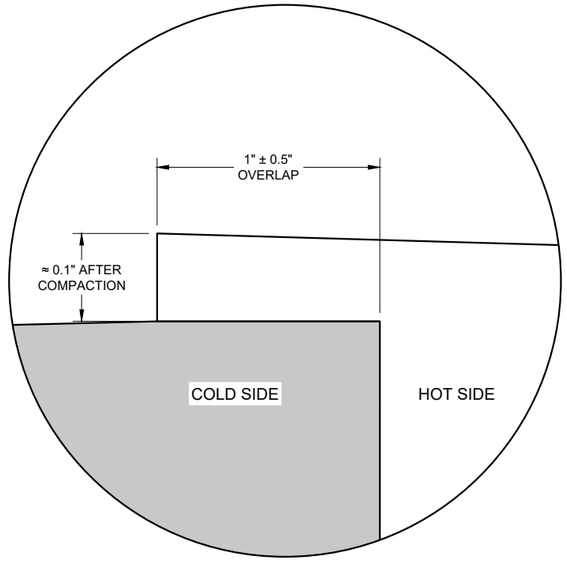
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

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SDD 13C19 - 03

SDD 13C19 - 03

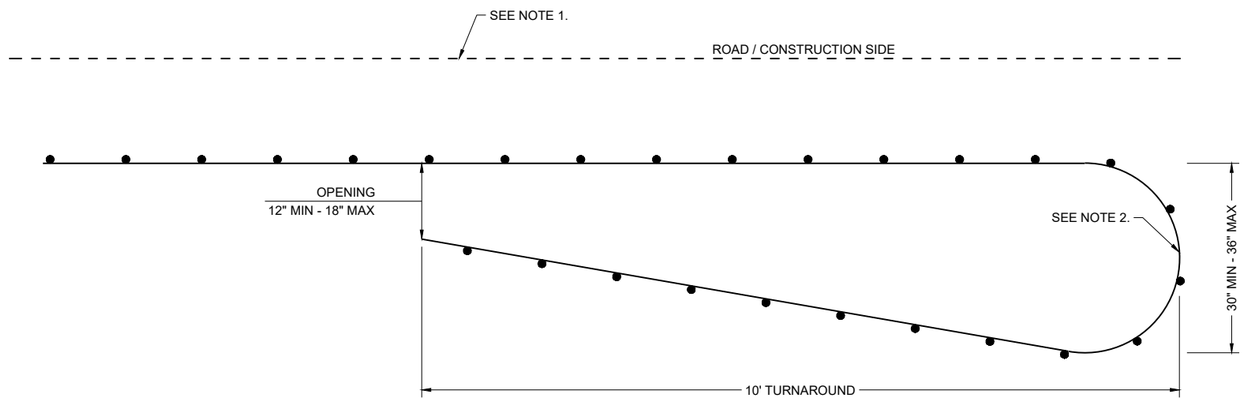
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



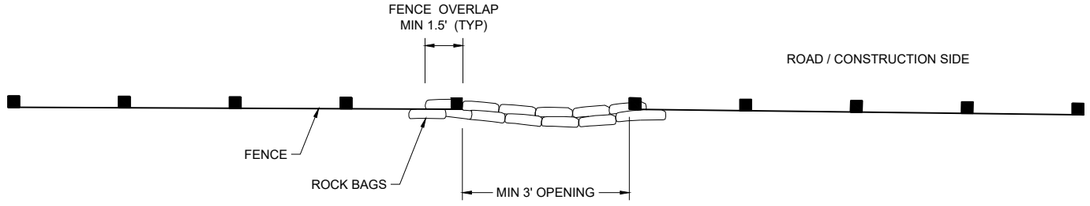
PLAN VIEW

CLIMBING TURTLE EXCLUSION FENCE DETAIL

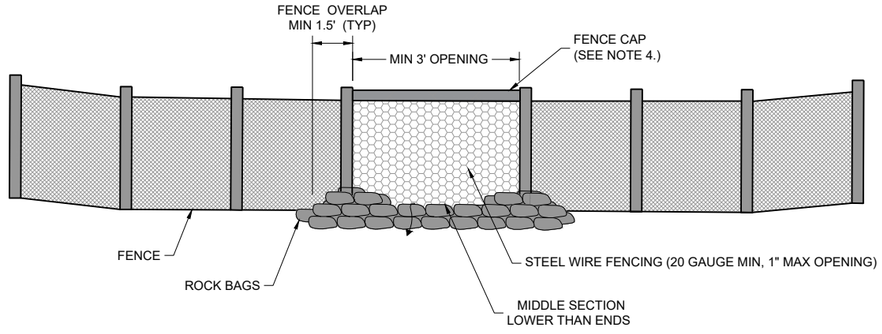
GENERAL NOTES:

1. WHERE SILT FENCE IS REQUIRED, IT SHALL BE PLACED ON THE CONSTRUCTION SIDE OF THE EXCLUSION FENCING, OR COMBINED WITH THE EXCLUSION FENCING AS ALLOWED IN THE SPECIFICATIONS. STAKES ON THIS DETAIL ARE OPPOSITE OF STANDARD SILT FENCE FOR SEDIMENT CONTROL.
2. PLACE TURNAROUNDS AT ALL TERMINI ENDS OF THE EXCLUSION FENCING.
3. IF TEMPORARY ACCESS POINTS ARE NEEDED DURING CONSTRUCTION THAT REQUIRE OPENINGS IN THE EXCLUSION FENCING, ACCESS OPENINGS SHOULD BE TIGHTLY SECURED WITH BALES OF HAY OR STRAW WHENEVER CONSTRUCTION RELATED ACTIVITIES ARE NOT OCCURRING. REINSTALL EXCLUSION FENCING WHEN THE WORK REQUIRING THE TEMPORARY ACCESS OPENING IS COMPLETED.
4. THE FENCE CAP MAY BE A 6" UNDER DRAIN PIPE, SLIT DOWN THE CENTER AND PLACED OVER THE FENCE. COMMERCIALLY AVAILABLE SAFETY CAPS WITH A LIP MAY BE USED. OTHER DNR APPROVED METHODS TO PREVENT TURTLES FROM PASSING OVER THE TOP OF THE FENCE MAY BE USED.

   SECURELY FASTEN THE CAP TO PREVENT IT FROM BEING DISLODGED.



PLAN VIEW



FRONT VIEW

CLIMBING TURTLE FENCE RELIEF DETAIL

TURTLE EXCLUSION FENCE
CLIMBING TURTLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
AUGUST 2025
DATE

/S/ ALYSSA BARRETTE
CHIEF STATEWIDE ENVIRONMENTAL SERVICES
BUREAU OF TECHNICAL SER

FHWA

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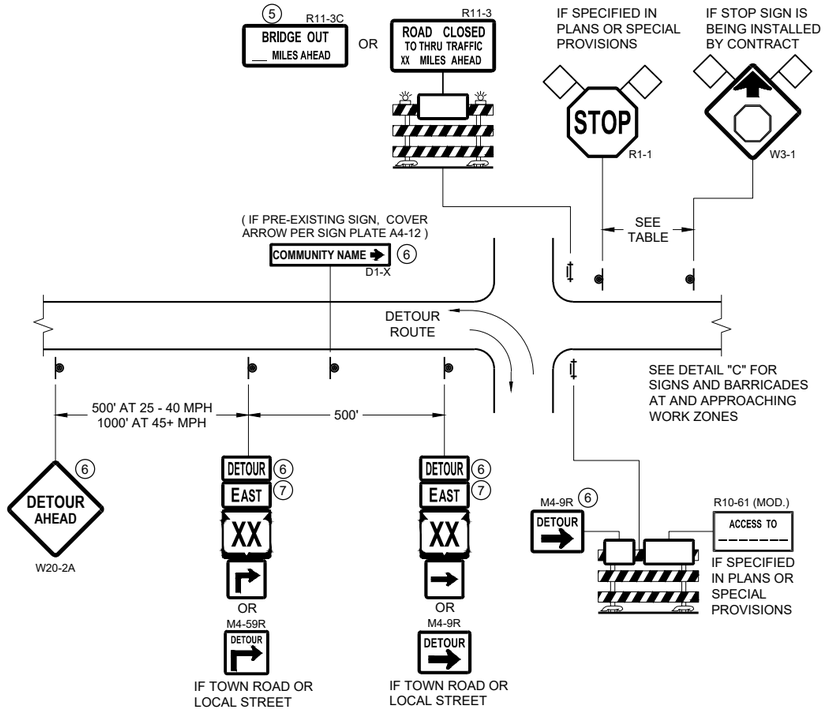
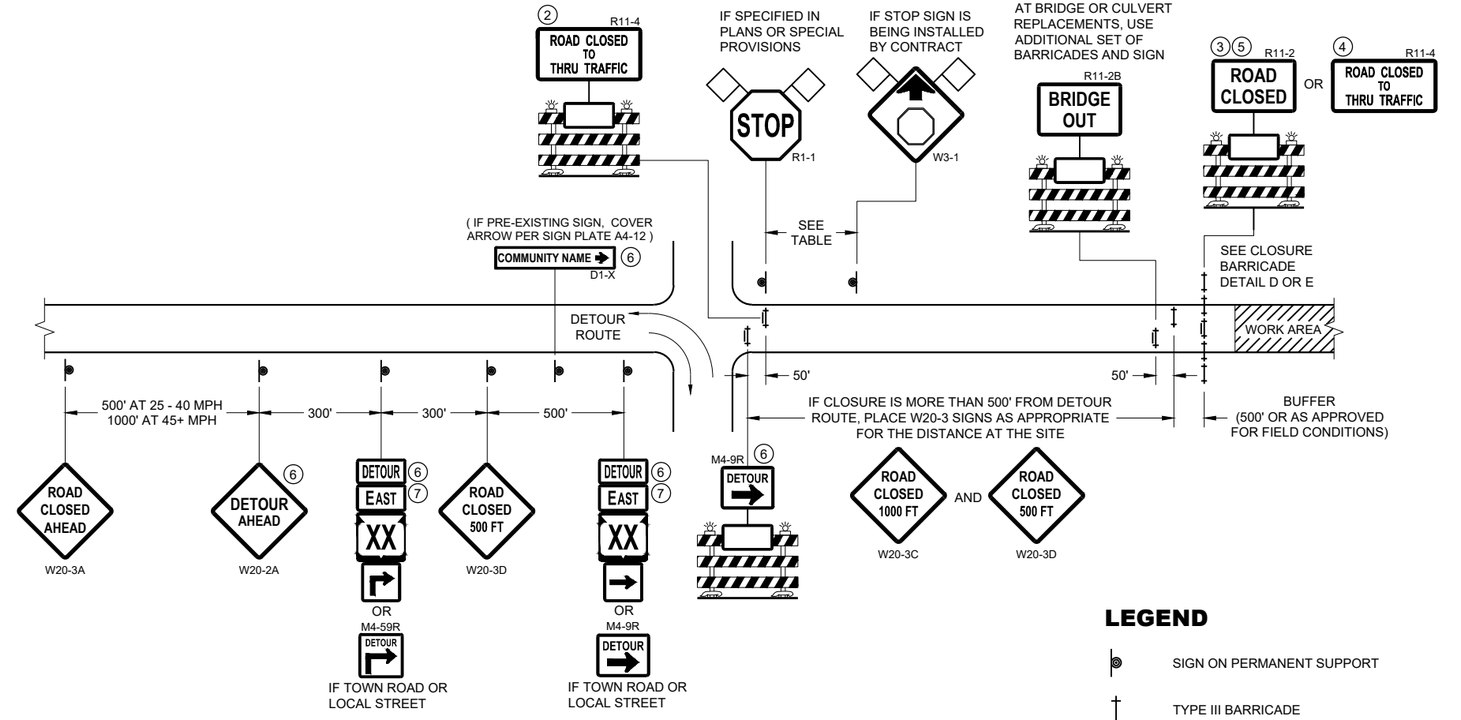
SDD 14D01-01



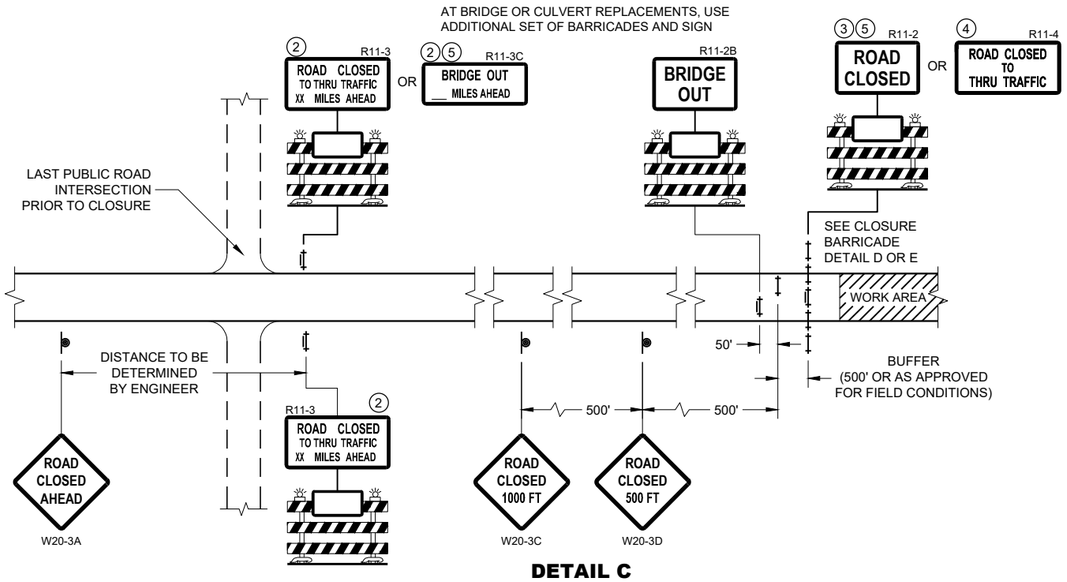
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

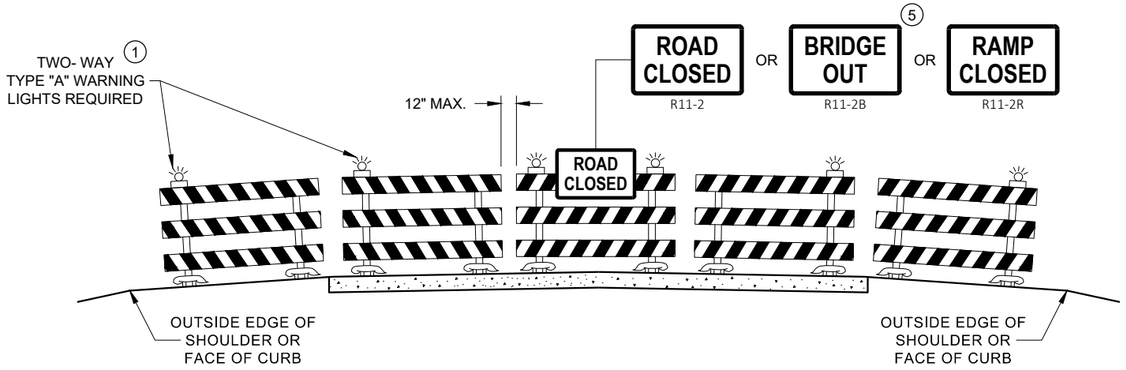
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

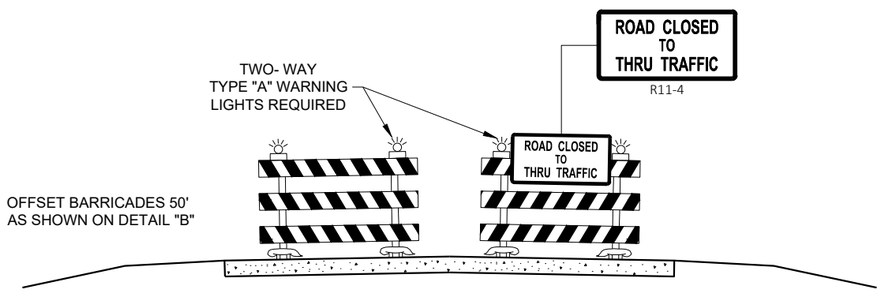
FHWA

6

SDD 15C02 - 09a



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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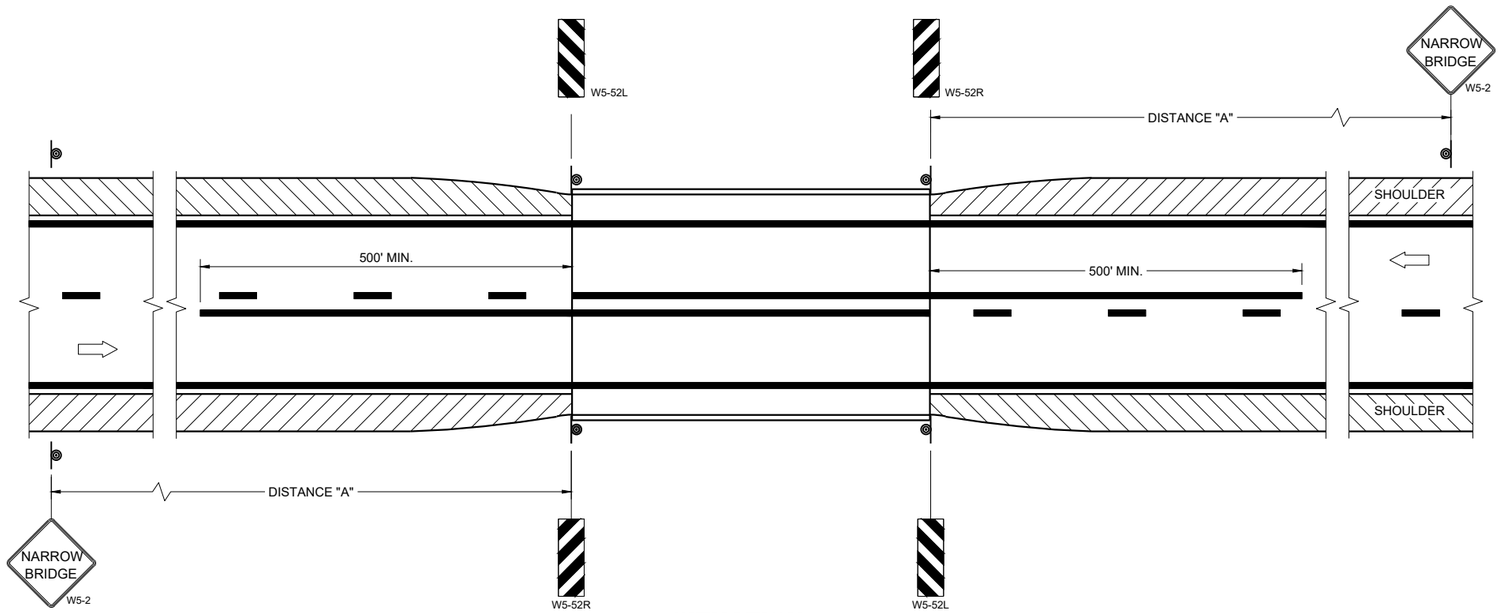
SDD 15C02 - 09b

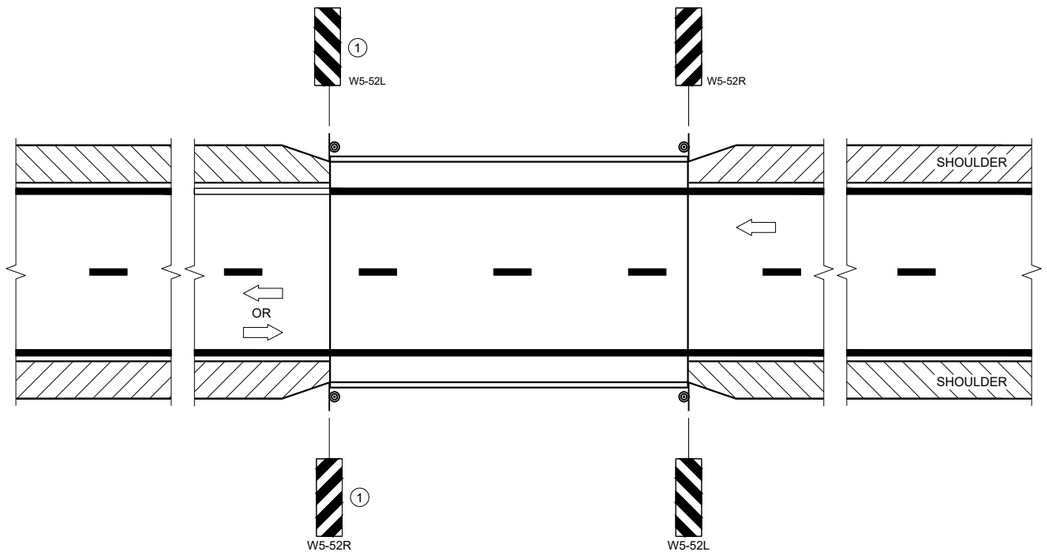
6

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

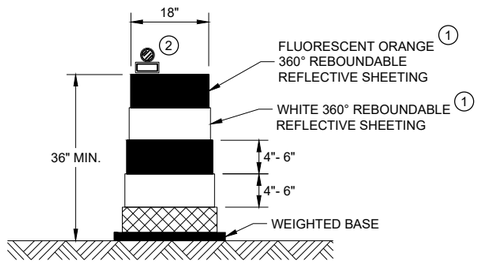
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 15C06-12

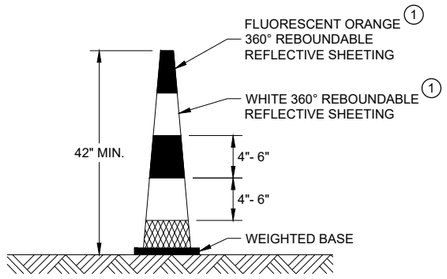
GENERAL NOTES

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

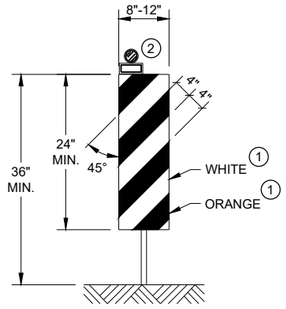
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

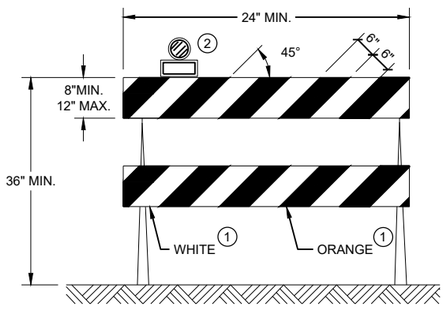
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



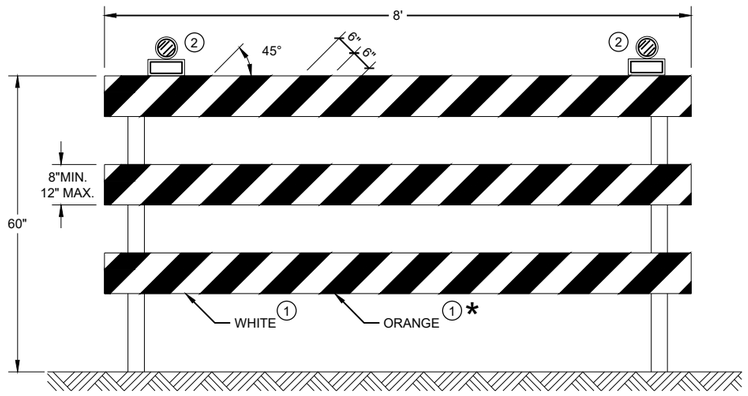
VERTICAL PANEL

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 ENGINEER

FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

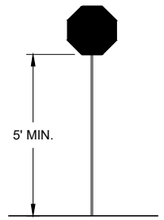
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



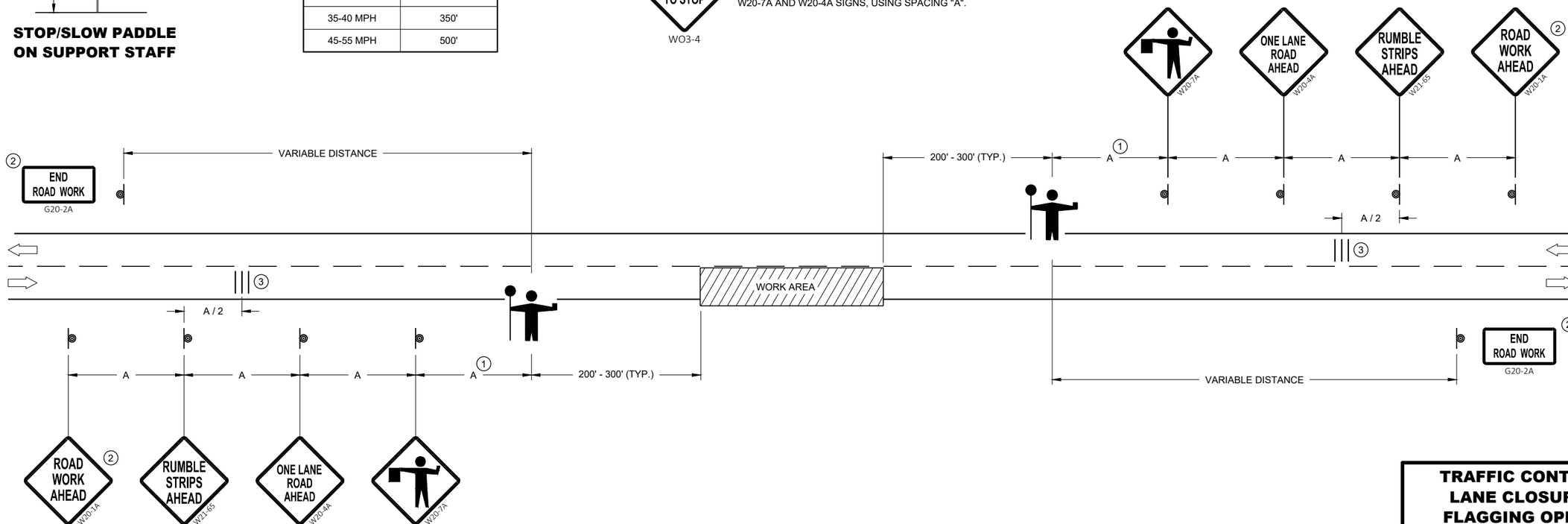
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

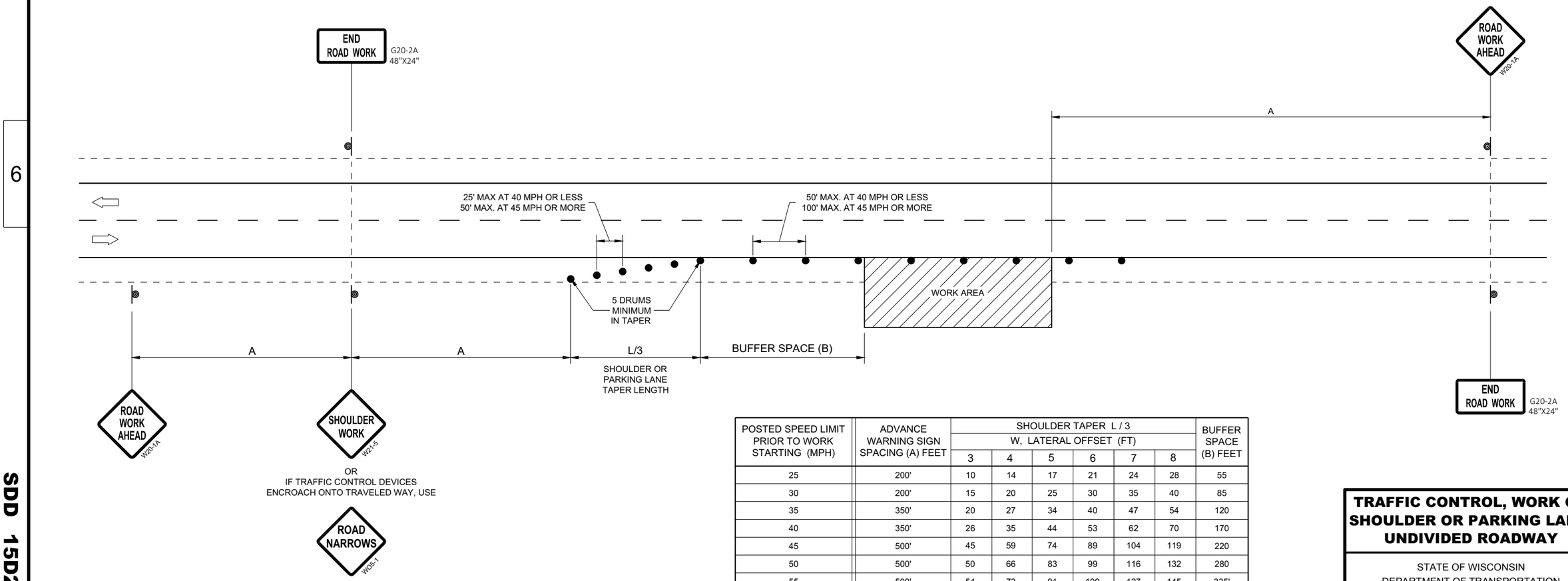
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

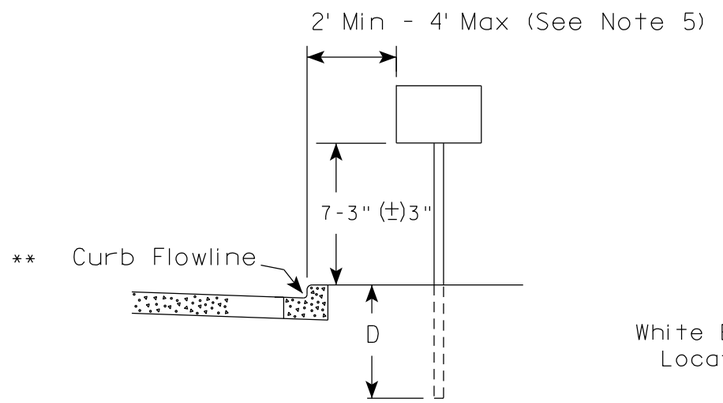
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

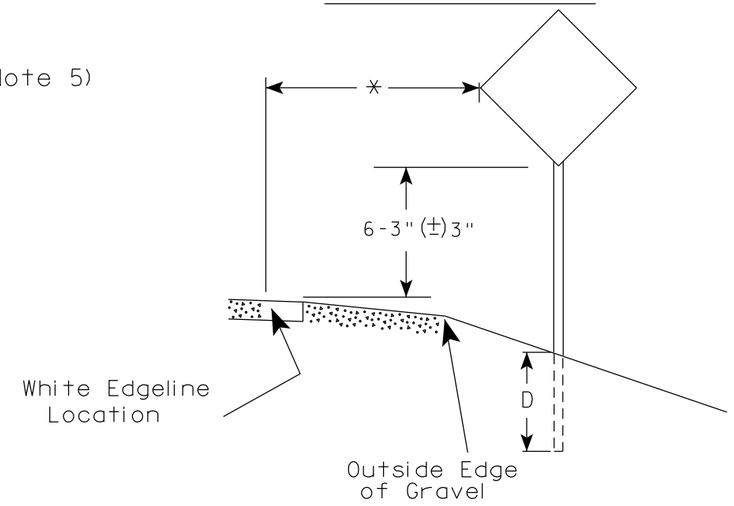
SDD 15D28 - 04

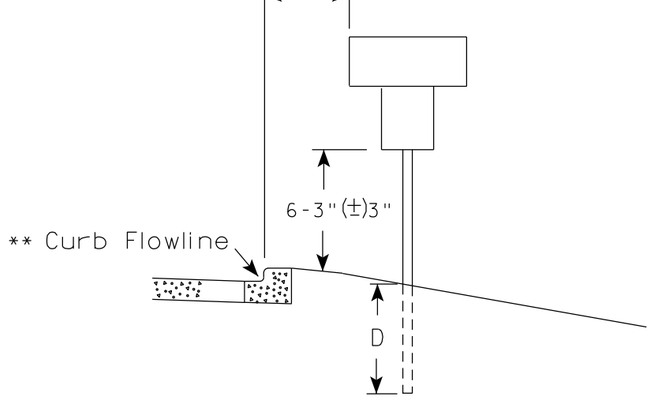
SDD 15D28 - 04

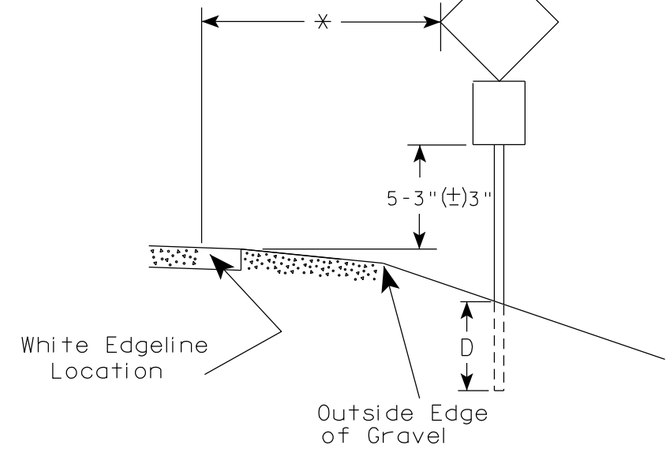
URBAN AREA



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.

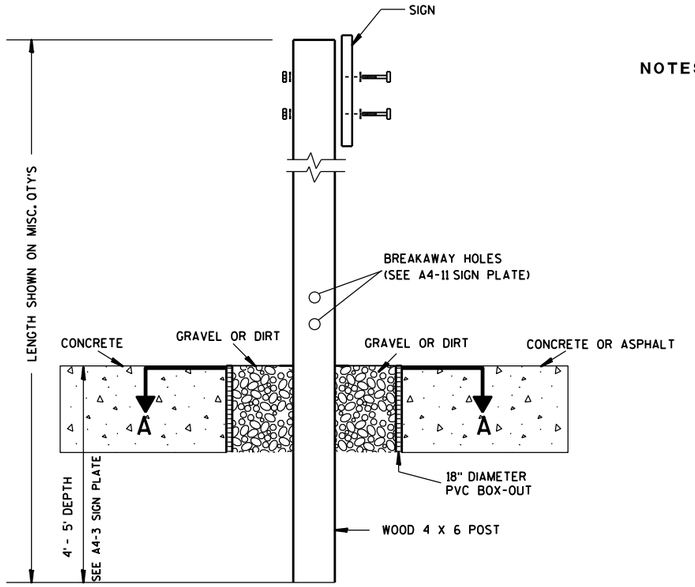
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

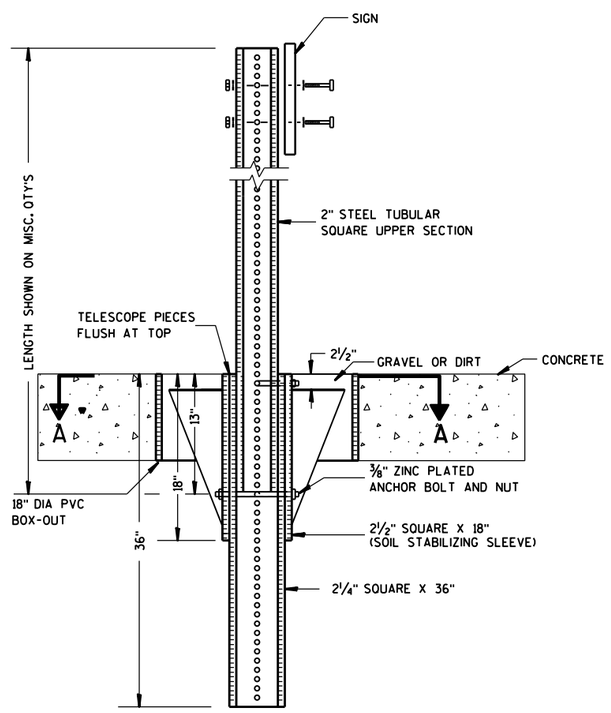
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 38	E



ELEVATION VIEW

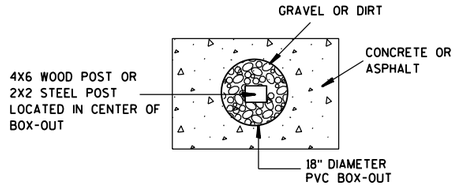
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

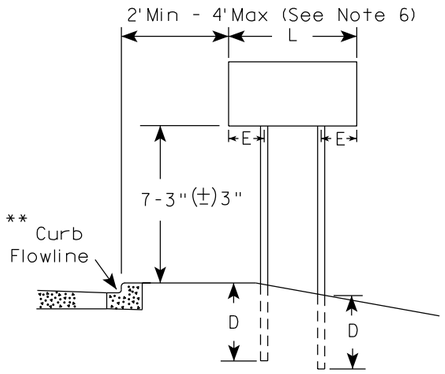
APPROVED Matthew R Rauch
for State Traffic Engineer

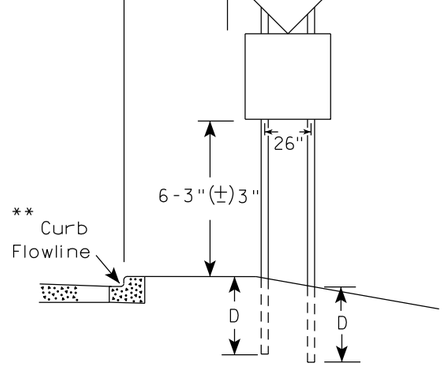
DATE 1/27/14 PLATE NO. A4-3B.1

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

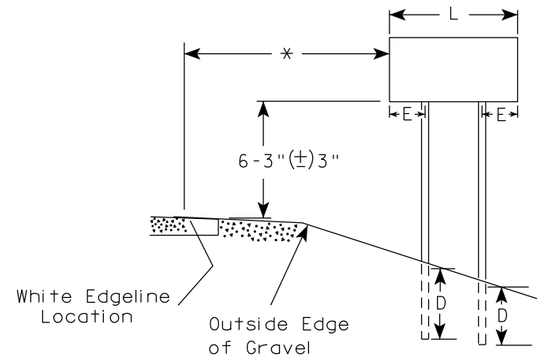
URBAN AREA

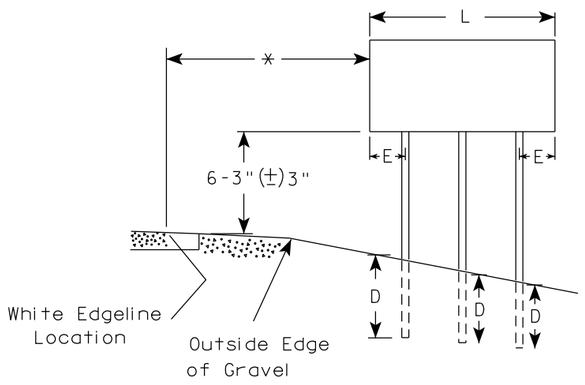


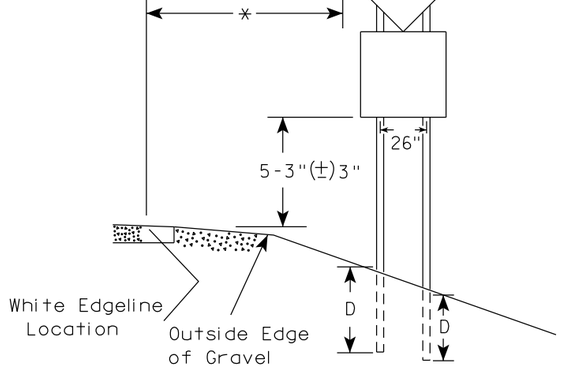


48" DIAMOND WARNING SIGN

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'

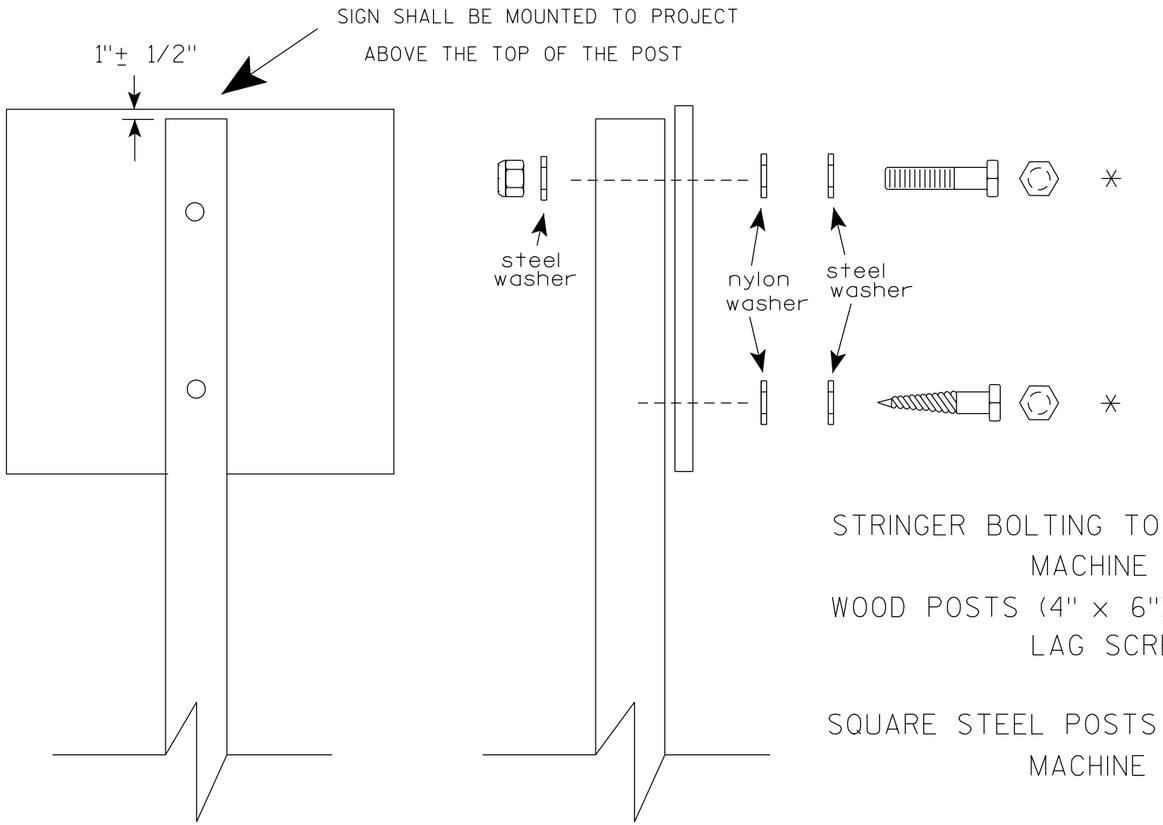
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 40	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:

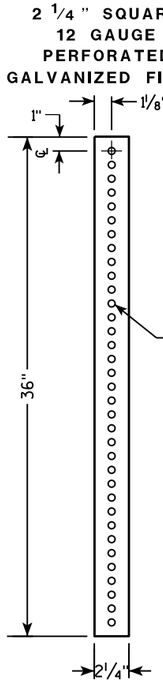
SHEET NO: 41 E

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

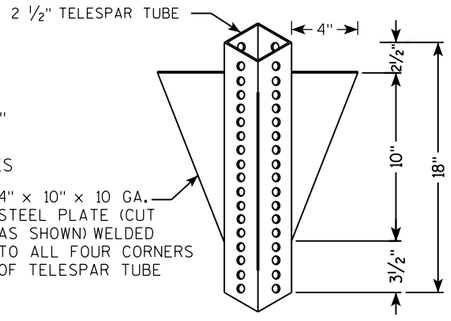
WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

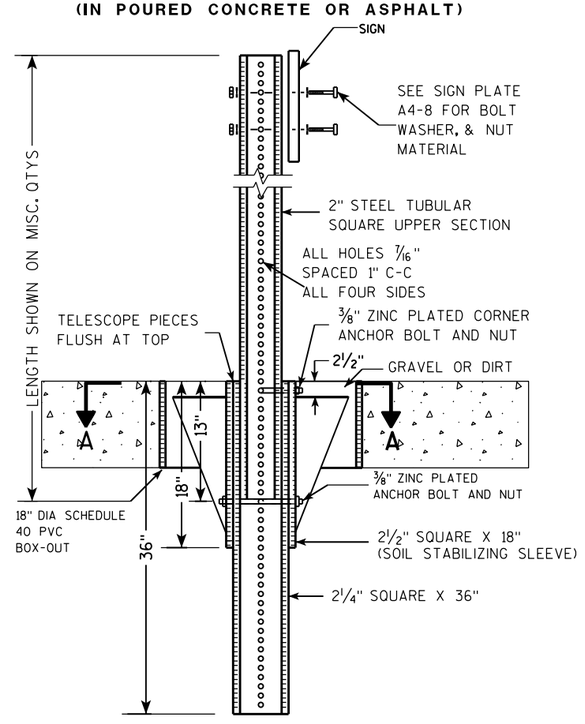
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



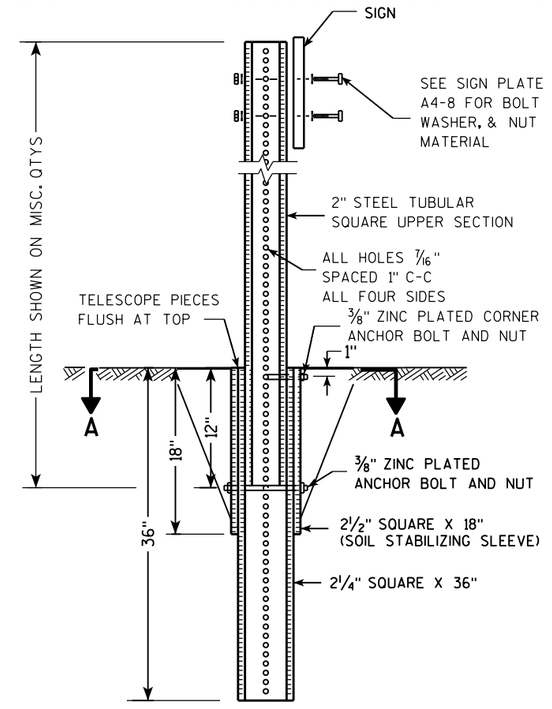
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

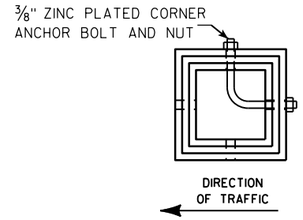


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

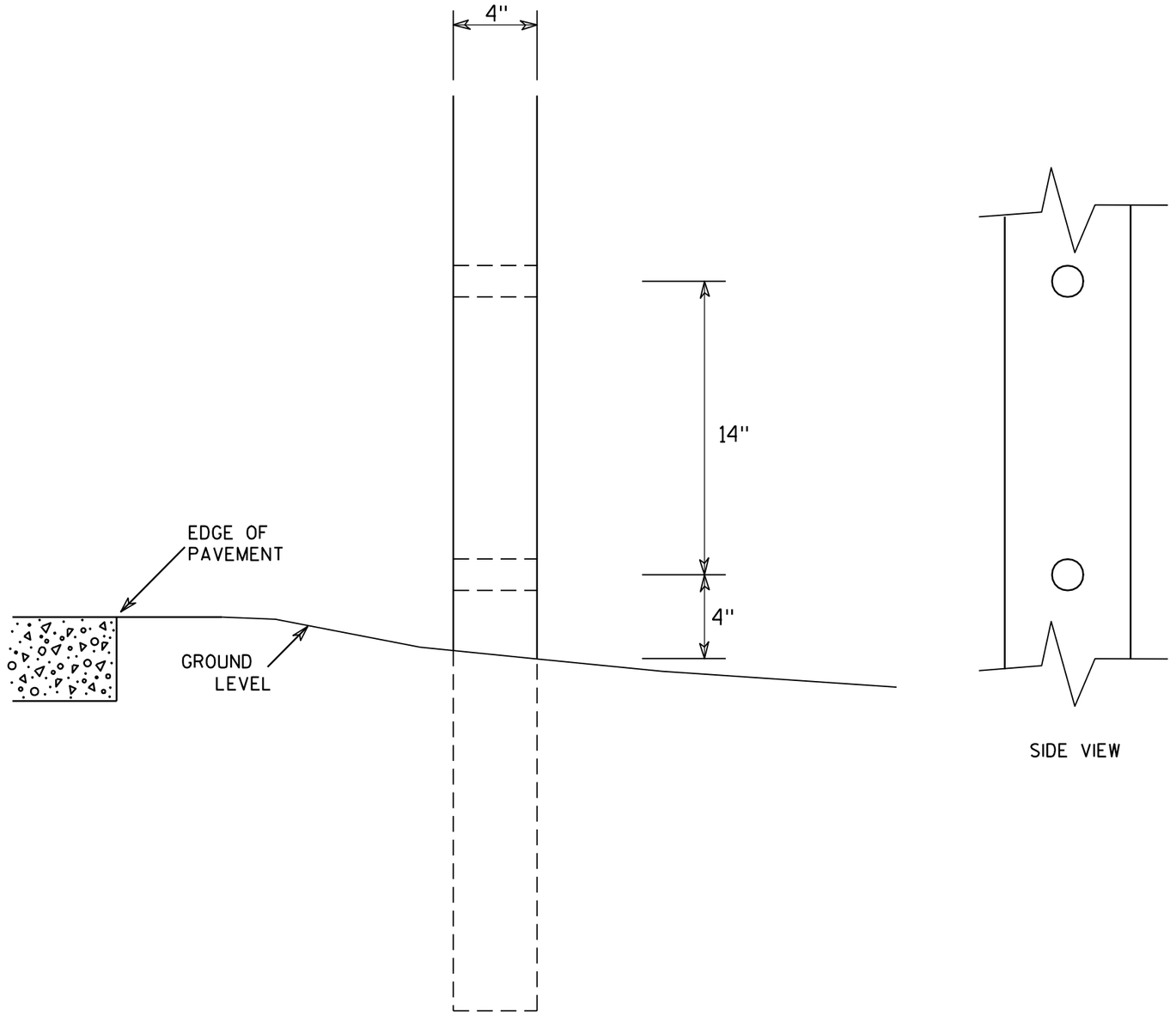
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 42 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

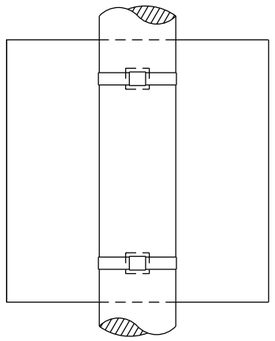
APPROVED Chester J Spang
for State Traffic Engineer

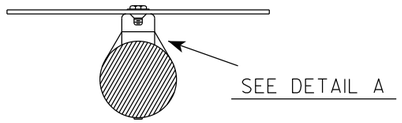
DATE 3/27/97 PLATE NO. A4-11.2

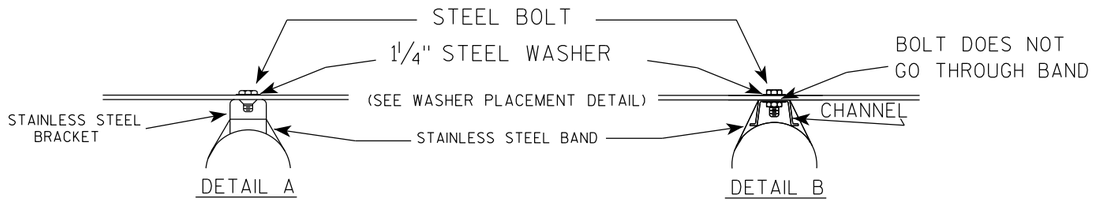
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 43	E

BANDING

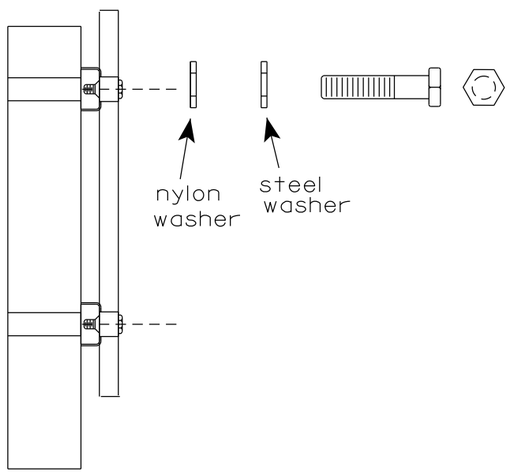
SINGLE SIGN







WASHER PLACEMENT

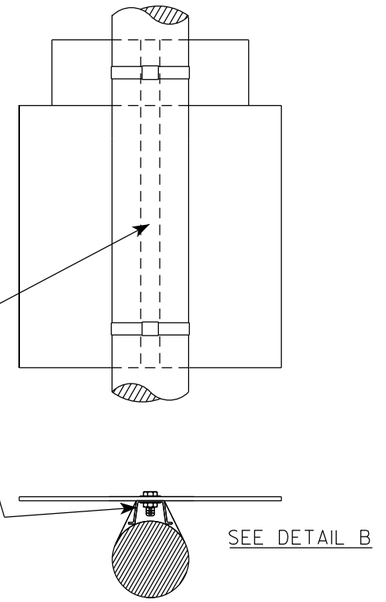


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

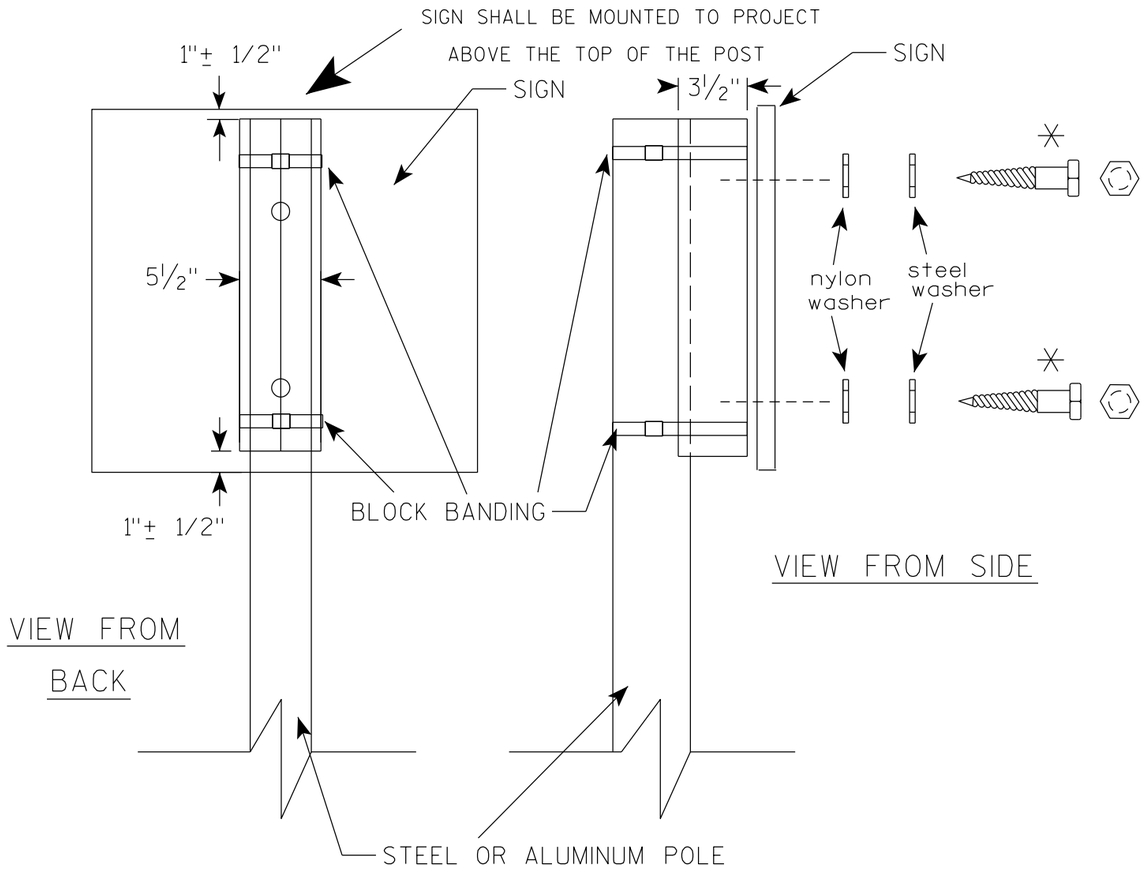
WISCONSIN DEPT OF TRANSPORTATION

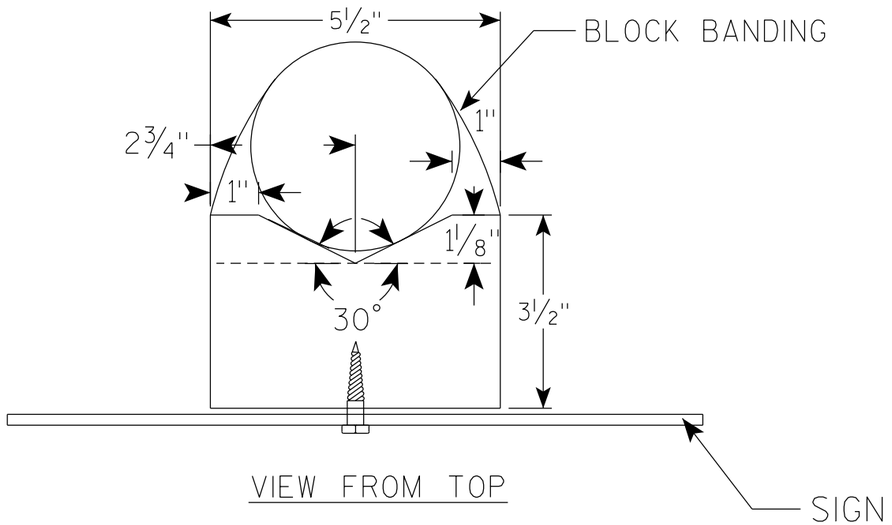
APPROVED Matthew R Rauch
for State Traffic Engineer

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

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

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





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)

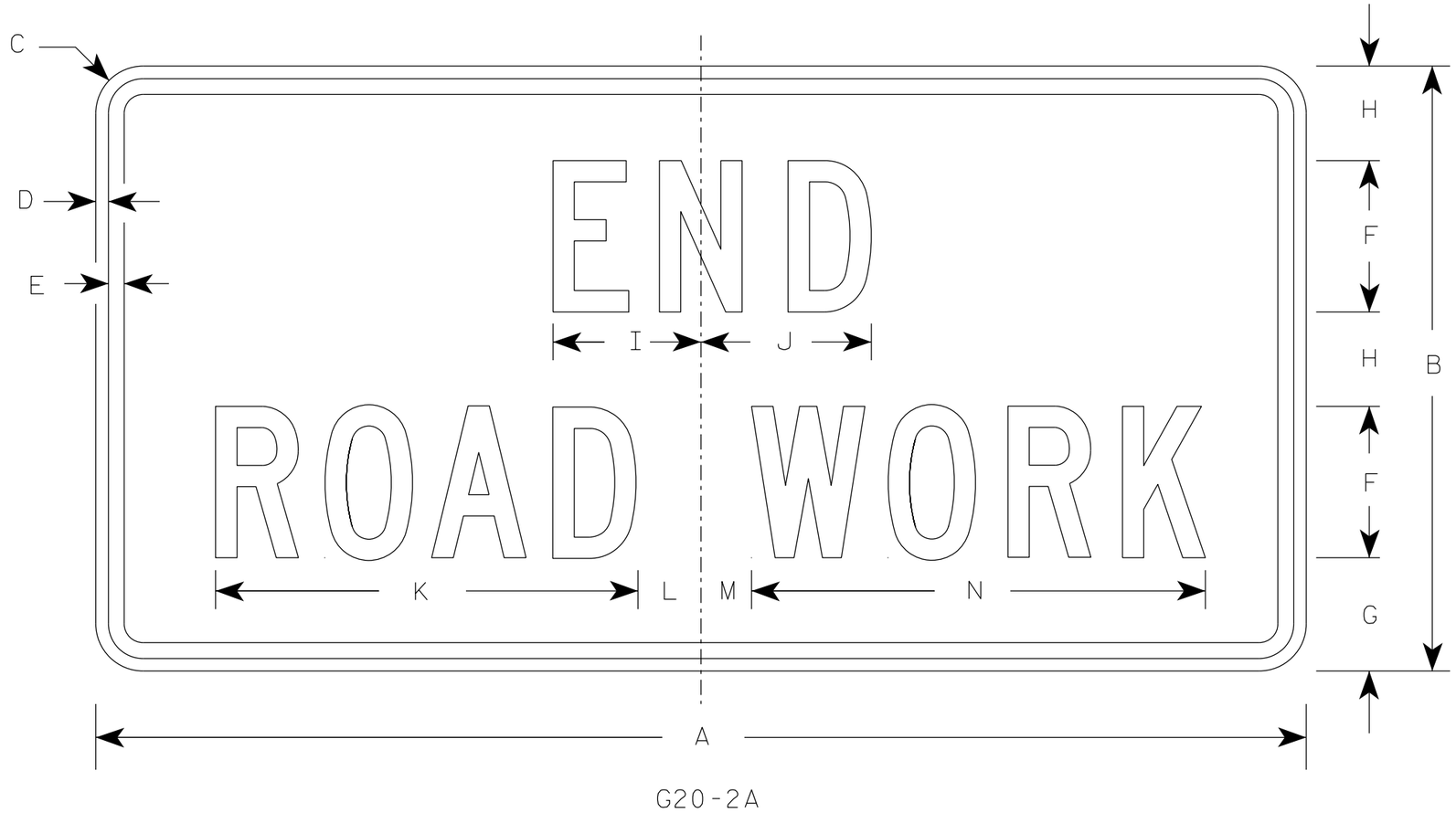
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 45 E



G20-2A

NOTES

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

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

STANDARD SIGN

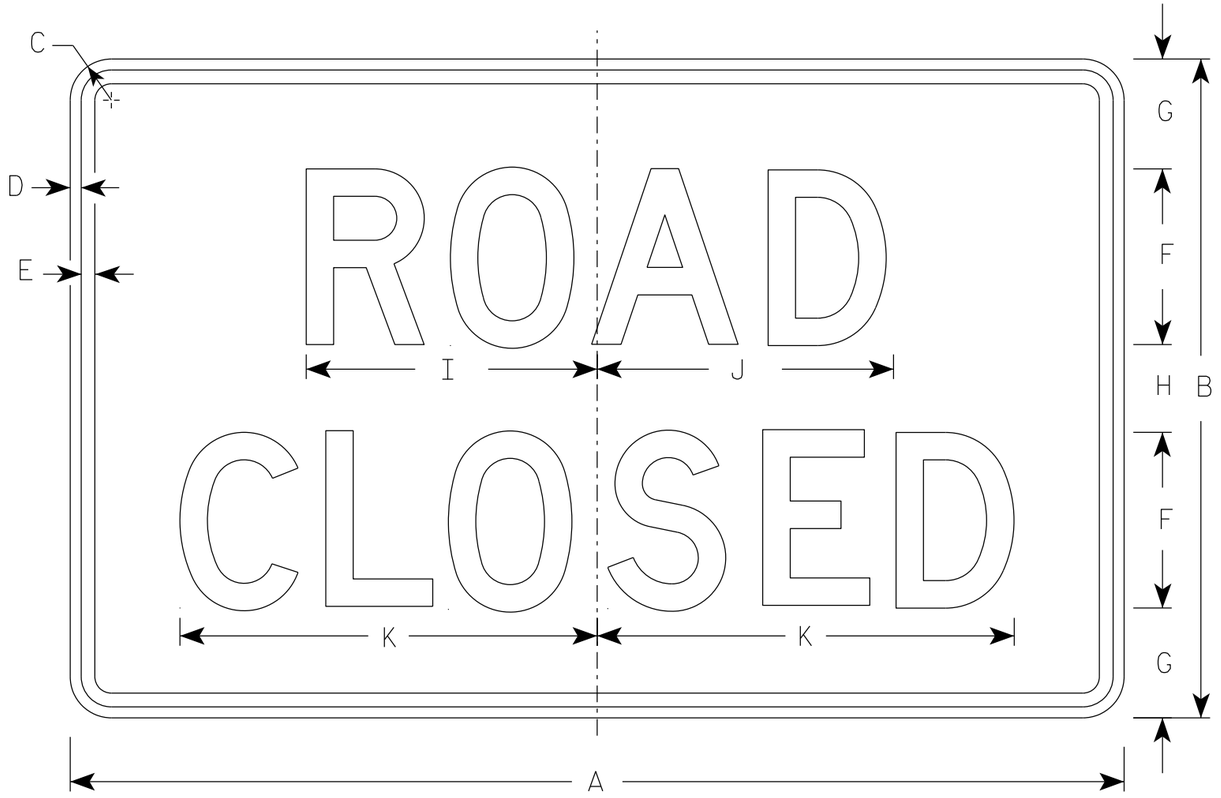
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

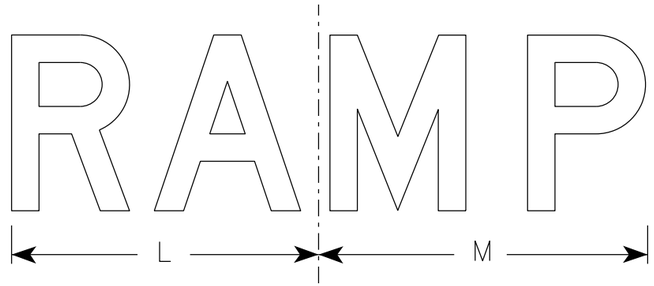
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 46 E



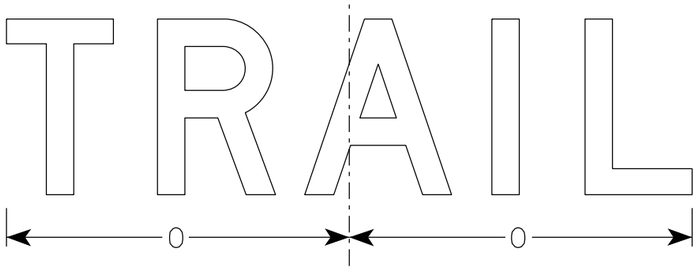
R11-2

NOTES

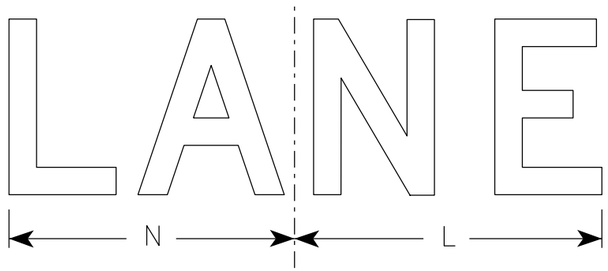
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

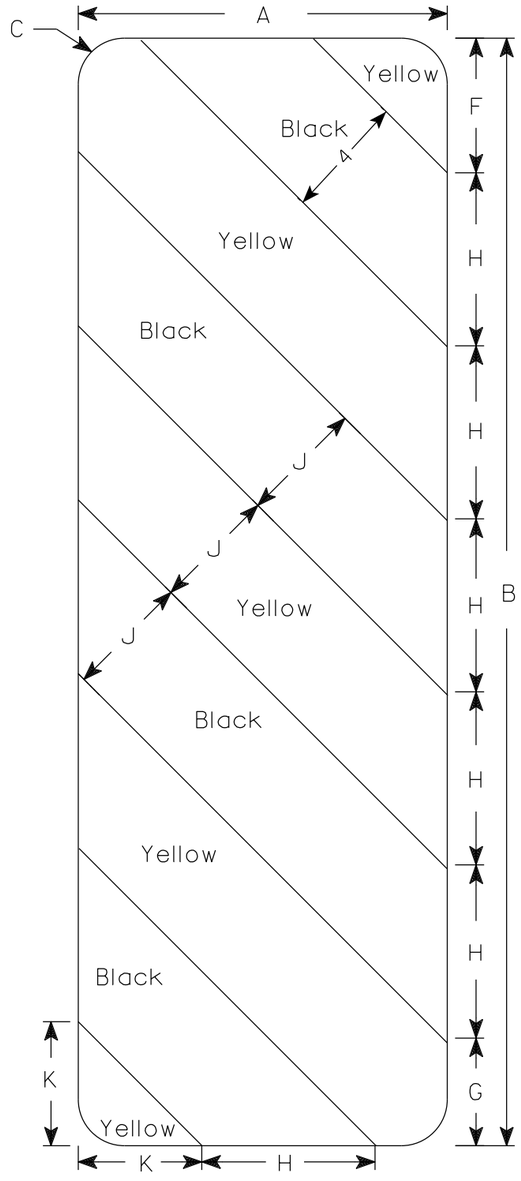
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

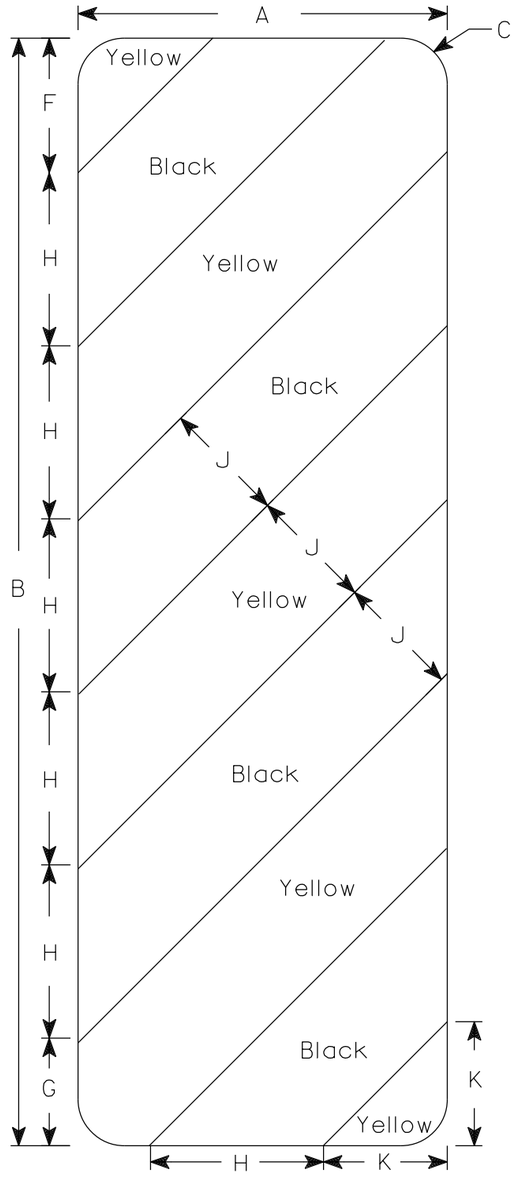
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 47	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

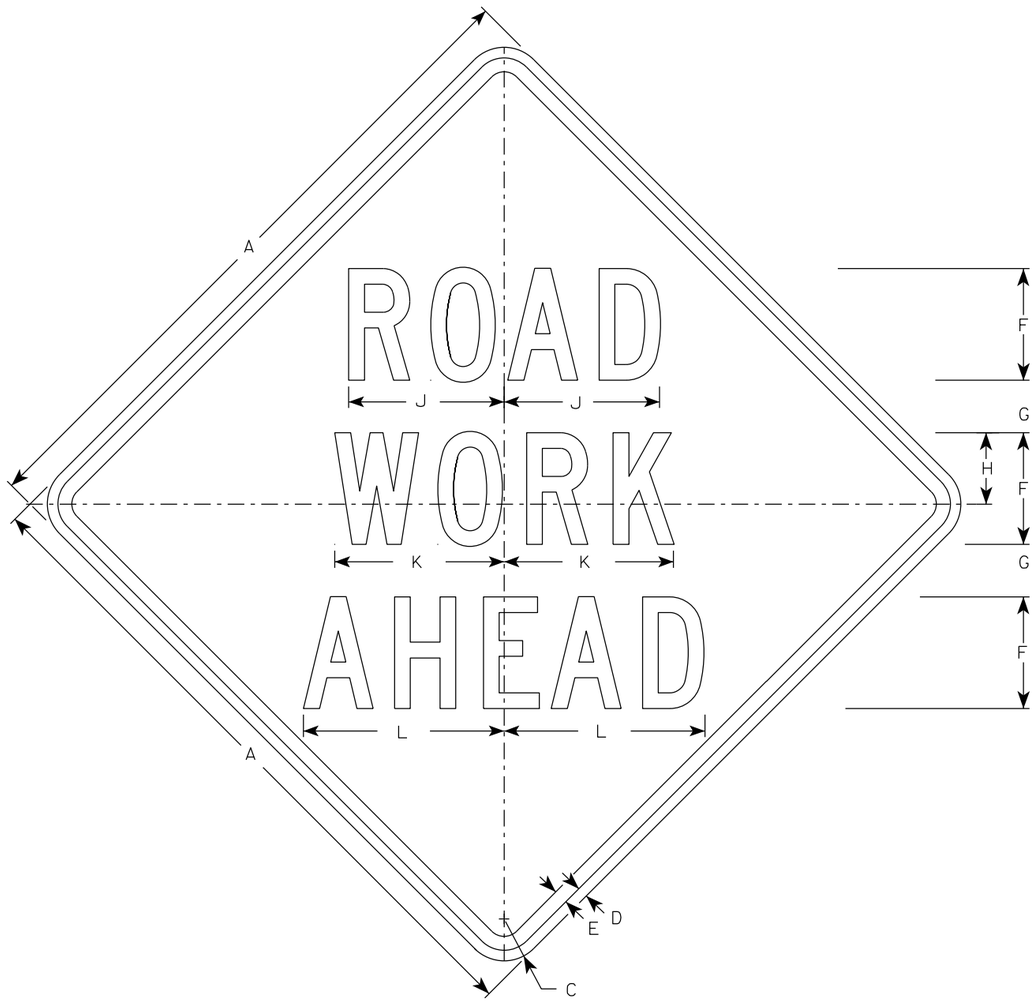
APPROVED Matthew R Rauch
for State Traffic Engineer

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

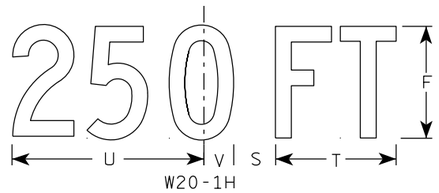
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 48 E

NOTES

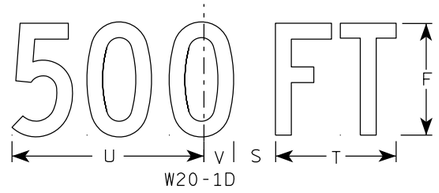
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A

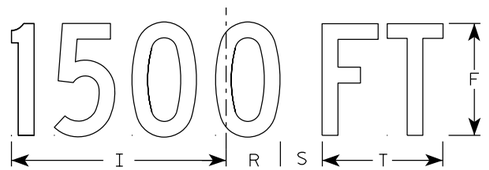


W20-1H

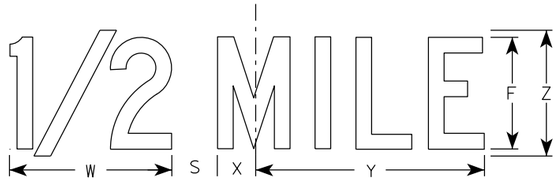


W20-1D

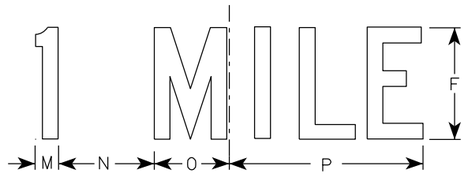
W20-1C



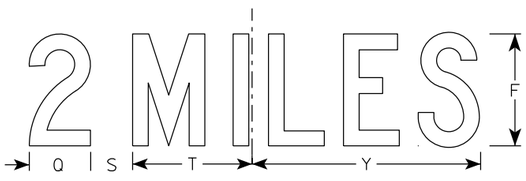
W20-1B



W20-1G



W20-1F



W20-1E

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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 49 E

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

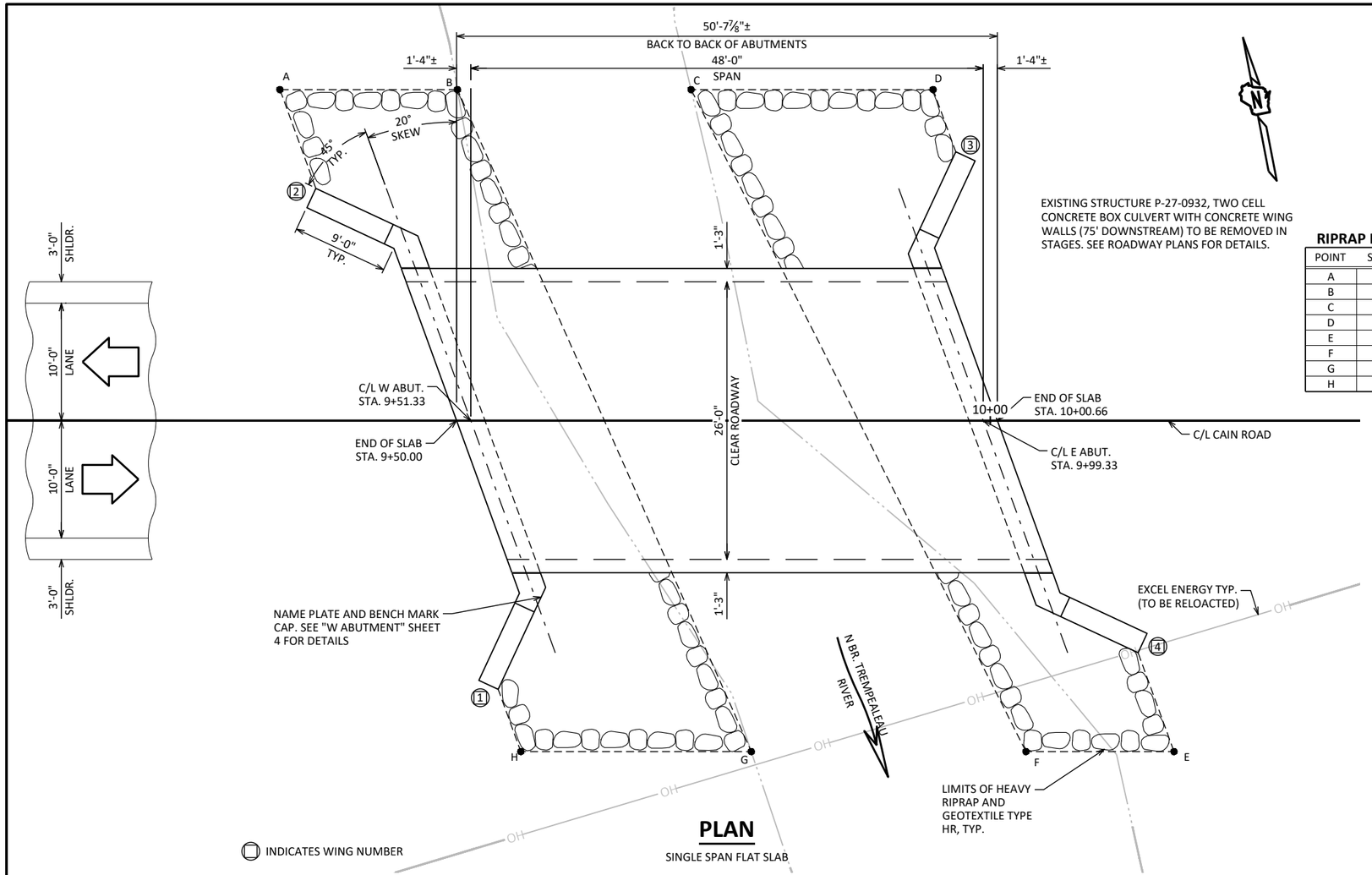
WISDOT/CADDS SHEET 42

7

7

STATE PROJECT NUMBER

7250-00-70



PLAN

SINGLE SPAN FLAT SLAB

EXISTING STRUCTURE P-27-0932, TWO CELL CONCRETE BOX CULVERT WITH CONCRETE WING WALLS (75' DOWNSTREAM) TO BE REMOVED IN STAGES. SEE ROADWAY PLANS FOR DETAILS.

RIPRAP HEAVY LAYOUT

POINT	STATION	OFFSET
A	9+33	31' LT.
B	9+50	31' LT.
C	9+72	31' LT.
D	9+95	31' LT.
E	10+17	31' RT.
F	10+03	31' RT.
G	9+78	31' RT.
H	9+56	31' RT.

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.07
OPERATING RATING FACTOR: RF = 1.39
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

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

MATERIAL PROPERTIES:

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

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

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 x 42 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 140 TONS †† PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 80 FEET LONG.

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

TRAFFIC VOLUME

CAIN ROAD
ADT = 83 (2046)
R.D.S. = 40 M.P.H.

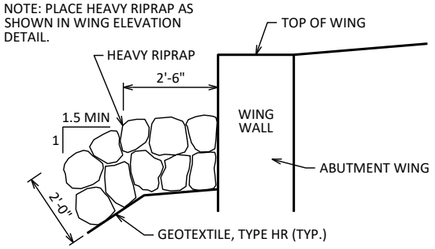
HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 2,030C.F.S.
VEL. = 6.1 F.P.S.
HW_{100} = EL. 935.24
WATERWAY AREA = 189.0 SQ. FT.
DRAINAGE AREA = 21.3 SQ. MI.
ROADWAY OVERTOPPING = 880 C.F.S.
SCOUR CRITICAL CODE = 5

2 YEAR FREQUENCY
Q_2 = 380 C.F.S.
VEL. = 4.2 F.P.S.
HW_2 = EL. 930.01

ROAD OVERTOPPING FREQUENCY
FREQUENCY = 17 YEARS
Q_{17} = 1,184C.F.S
HW_{17} = EL. 934.80

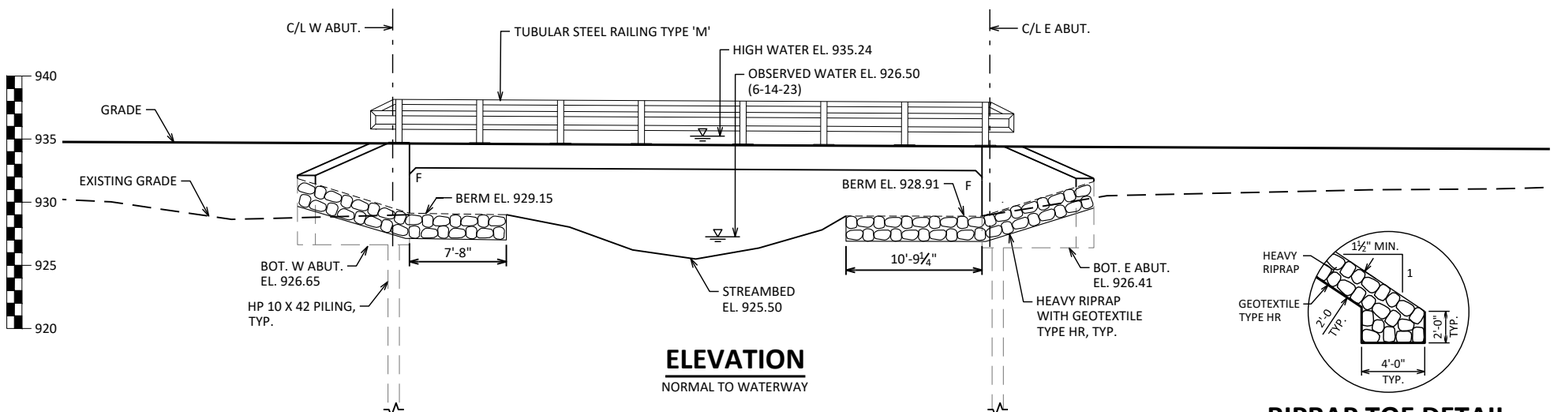
NOTE: PLACE HEAVY RIPRAP AS SHOWN IN WING ELEVATION DETAIL.



TYPICAL FILL SECTION AT WING

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT DETAILS
6. EAST ABUTMENT
7. EAST ABUTMENT DETAILS
8. SUPERSTRUCTURE
9. SUPERSTRUCTURE DETAILS
10. TUBULAR STEEL RAILING TYPE 'M'



ELEVATION

NORMAL TO WATERWAY

RIPRAP TOE DETAIL

STRUCTURE DESIGN CONTACTS:

PATRICK BOLAND 608-588-7484
AARON BONK 608-261-0261

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

WISCONSIN PROFESSIONAL ENGINEER
PATRICK T. BOLAND
E-36303
HILLPOINT WIS
9-23-25

NO.	DATE	REVISION	BY

JEWELL
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
OFFICE: (608) 588-7484
www.JewellAssoc.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 11/10/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-27-178

CAIN ROAD OVER N BR. TREMPEALEAU RIVER

COUNTY	TOWN/~~CITY/VILLAGE~~
JACKSON	HIXTON

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

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

GENERAL PLAN

SHEET 1 OF10
50

SCALE = 12

I.D. 7250-00-00 DATE:

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

8

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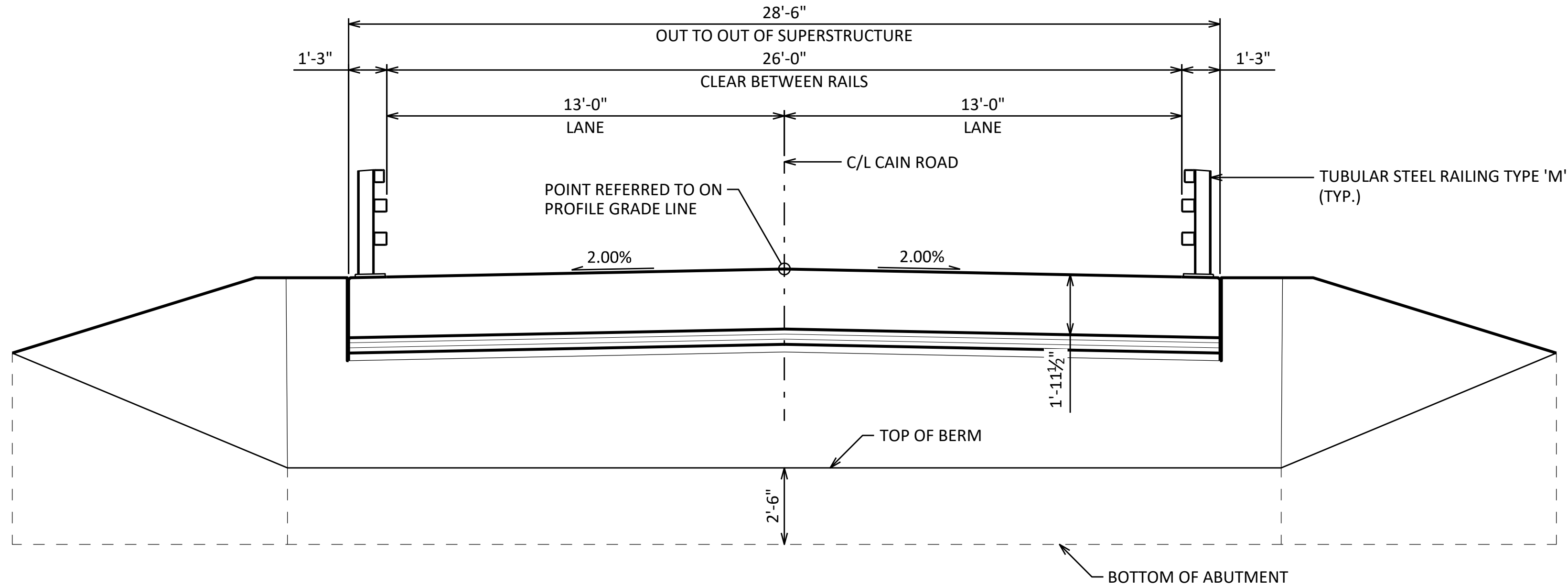
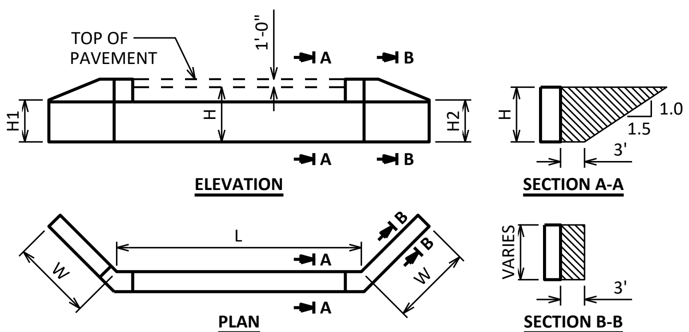
STATE PROJECT NUMBER
7250-00-70



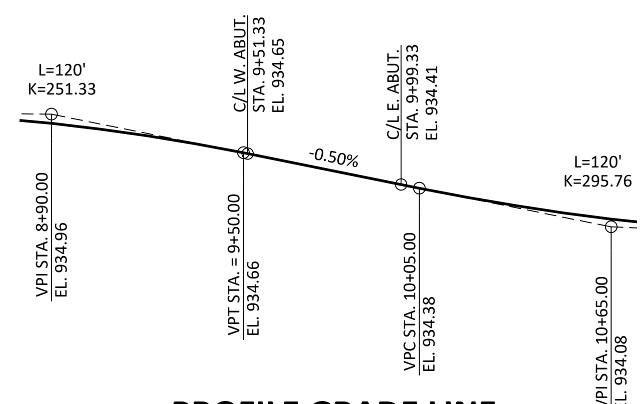
CROSS SECTION THRU ROADWAY

LOOKING UPSTATION
(PILING NOT SHOWN FOR CLARITY)



ABUTMENT BACKFILL DIAGRAM

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



PROFILE GRADE LINE

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	W ABUT.	E ABUT.	TOTALS
203.0250	REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS (P-27-0932)	EACH	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES (B-27-0178)	EACH	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	166	166	332
502.0100	CONCRETE MASONRY BRIDGES	CY	109	27	27	163
502.3200	PROTECTIVE SURFACE TREATMENT	SY	190	15	15	220
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	---	2,210	2,210	4,420
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	24,280	1,540	1,540	27,360
513.4061	RAILING TUBULAR TYPE M	LF	106	---	---	106
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	6	6	12
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	---	560	560	1,120
606.0300	RIPRAP HEAVY	CY	---	75	75	150
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	---	72	72	144
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	---	46	46	92
645.0120	GEOTEXTILE TYPE HR	SY	---	145	135	280
SPV.0195	SELECT CRUSHED MATERIAL FOR TRAVEL CORRIDOR	TON	---	33	32	65
	NON-BID ITEMS					
	FILLER	SIZE	---	---	---	½", ¾"
	NAME PLATE					

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

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

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

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES B-27-0178" SHALL BE THE EXISTING GROUNDLINE.

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

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

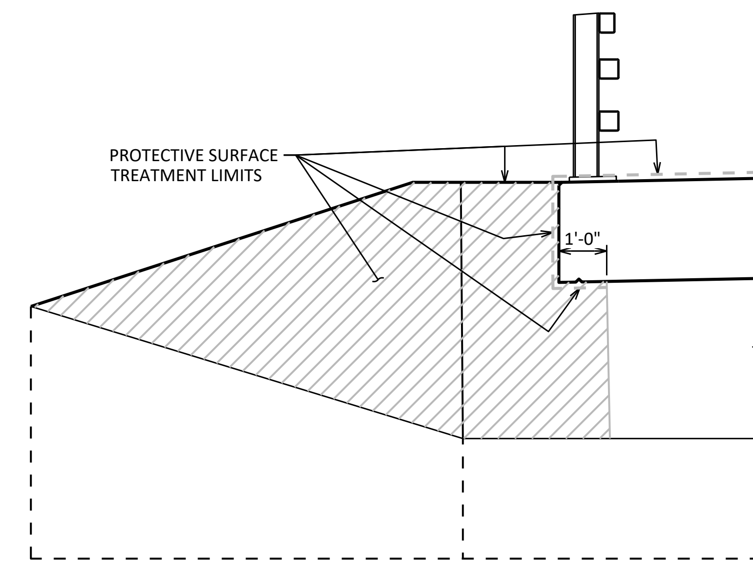
THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

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

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

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

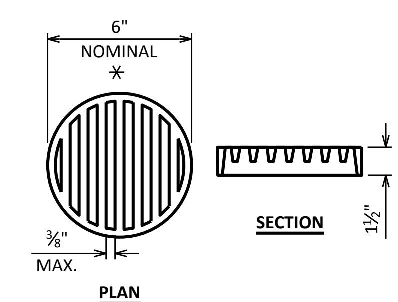
PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO ENTIRE EXPOSED TOP OF SLAB, INCLUDING THE SLAB EDGE AND 1'-0" UNDER THE SLAB, THE TOP AND EXTERIOR EXPOSED FACE OF WINGS AND FRONT FACE OF ABUTMENT TO 1'-0" PAST THE EDGE OF SLAB.



PROTECTIVE SURFACE TREATMENT DETAILS

BENCH MARK

NO.	STA.	DESCRIPTION	ELEV.
101	11+24	3/4" IRON REBAR SET, 29.0' RT.	932.77
102	9+94	CGSS, 39.2' LT.	933.38
103	5+18	3/4" IRON REBAR SET, 35.5' RT.	942.46

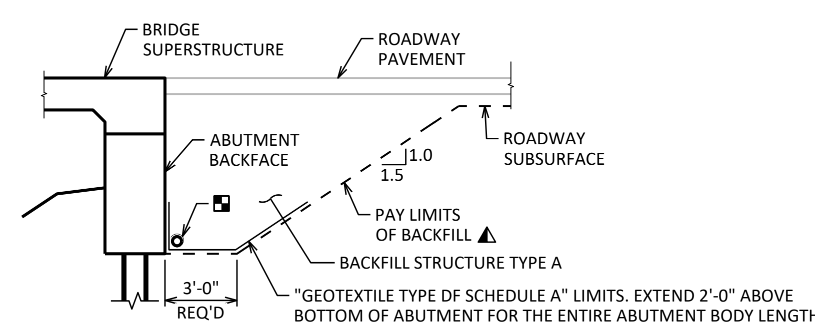


RODENT SHIELD DETAIL

⁎ 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.



TYPICAL SECTION THRU ABUTMENT

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-27-178

DRAWN BY ZMF | PLANS CK'D PTB

CROSS SECTION & QUANTITIES

SHEET 2 OF 10

SCALE = 6.0

8

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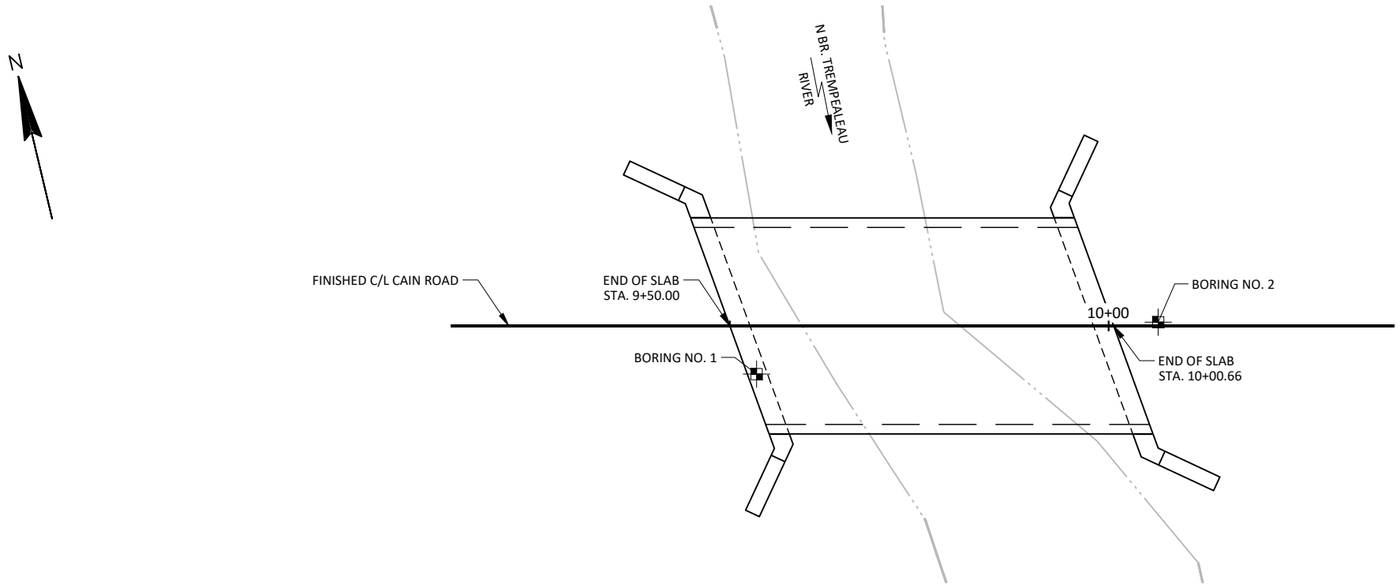
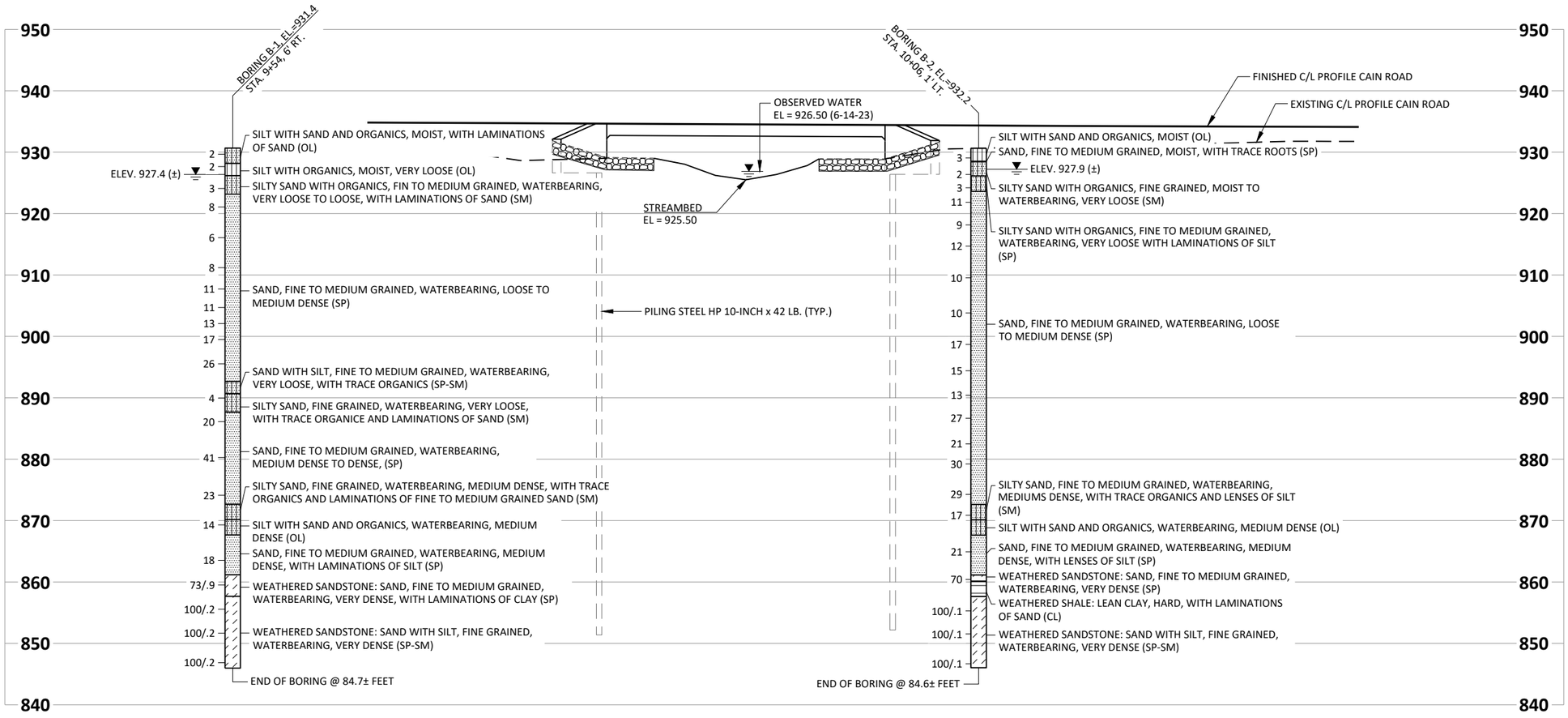


PLAN B-27-178

SOIL BORINGS

BORING NUMBER	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	07/10/24	137,030.19	48,642.47
2	07/11/24	137,025.24	48,694.30

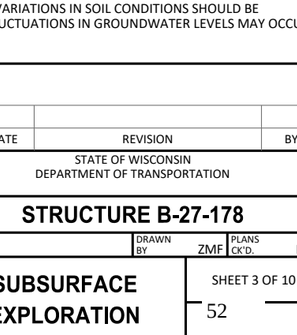
BORINGS & REPORT COMPLETED BY: AMERICAN ENGINEERING TESTING
1837 COUNTY HIGHWAY OO
CHIPPEWA FALLS, WI 54729



MATERIAL SYMBOLS

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

LEGEND OF BORING



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

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

GROUND WATER ELEVATIONS

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

STATE PROJECT NUMBER

7250-00-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-27-178

DRAWN BY ZMF | PLANS CK'D. PTB

SUBSURFACE EXPLORATION

SHEET 3 OF 10

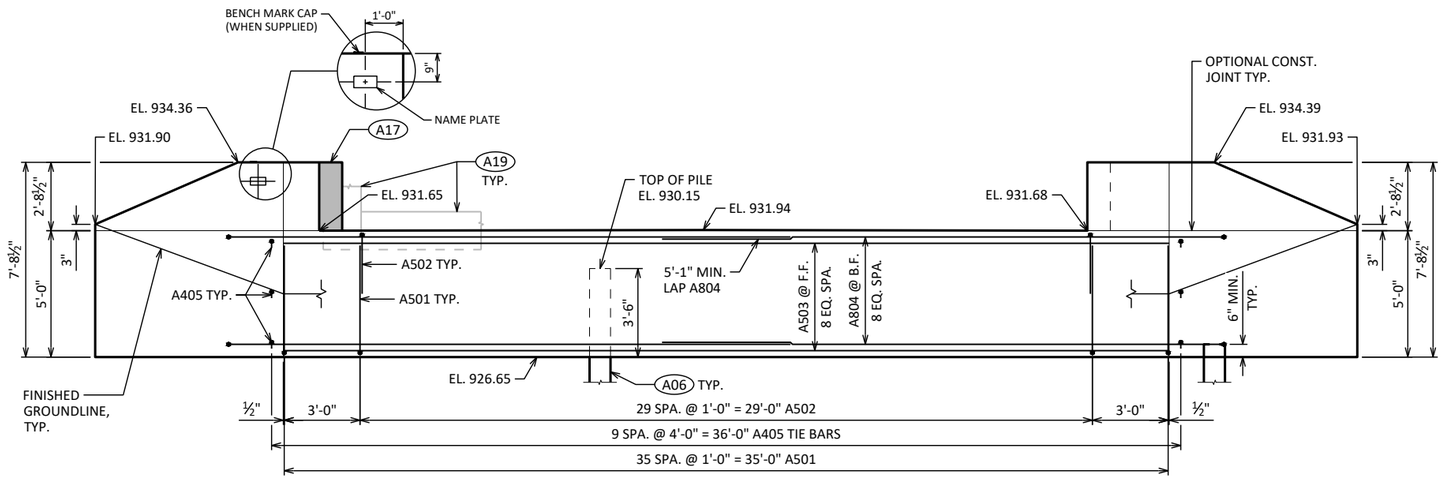
52

8

8

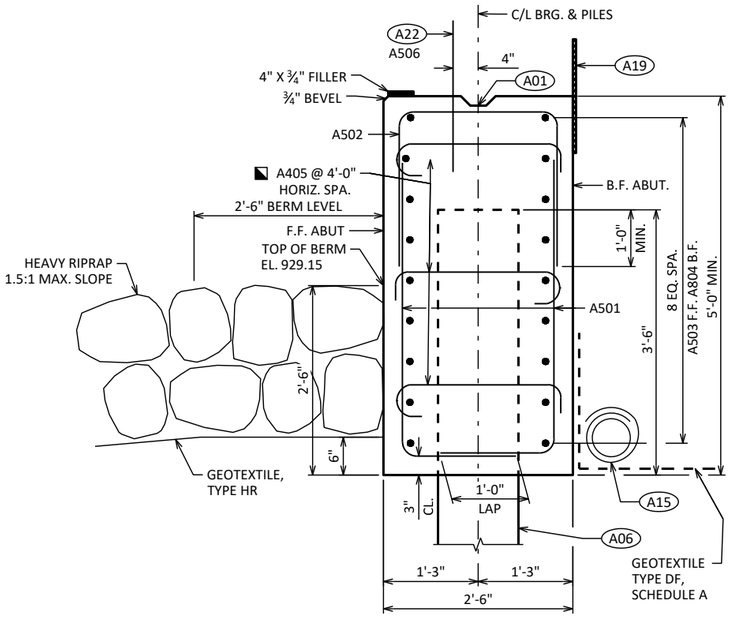
STATE PROJECT NUMBER

7250-00-70

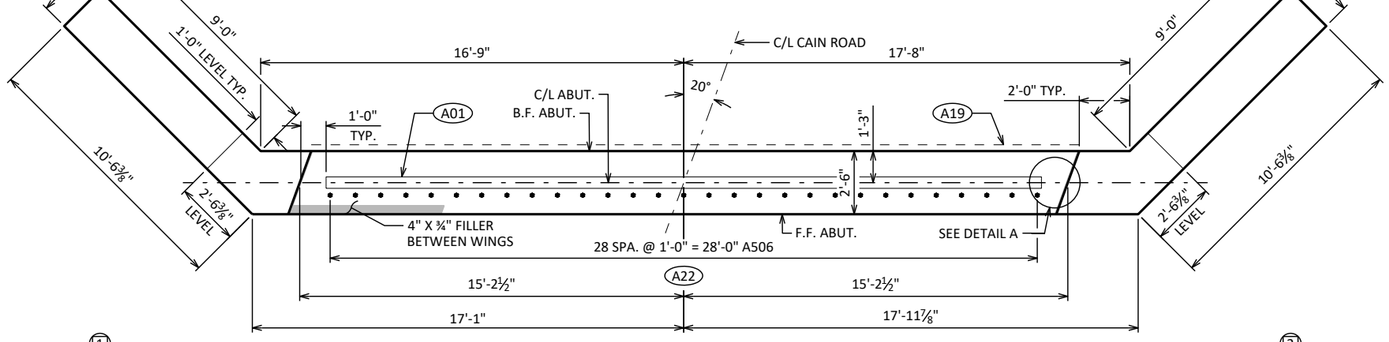


ELEVATION

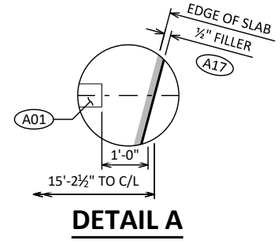
LOOKING DOWNSTATION



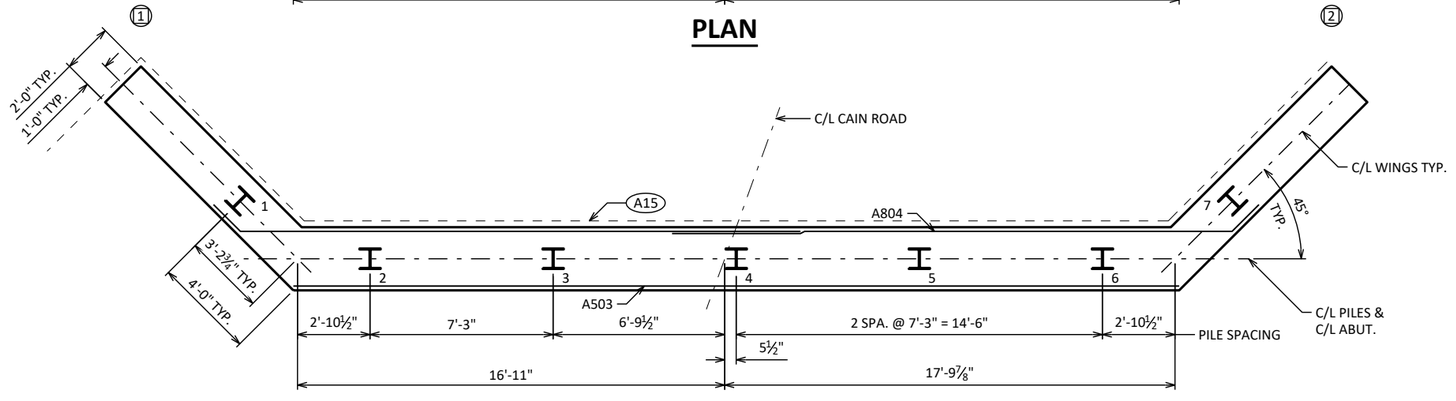
SECTION THRU BODY



PLAN



DETAIL A



PILE PLAN

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

(A06) SUPPORT ABUTMENT ON HP 10 x 42 PILING, ESTIMATED 80 FT LONG WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE.

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

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

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

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-27-178

DRAWN BY ZMF | PLANS CK'D PTB

WEST ABUTMENT

SHEET 4 OF 10

53

SCALE =

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

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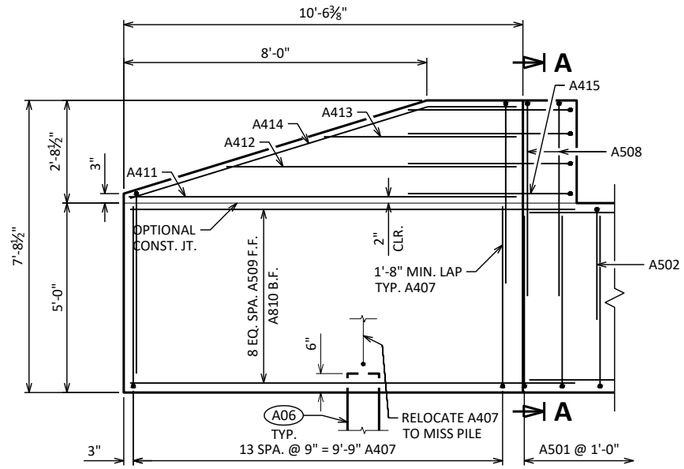
STATE PROJECT NUMBER

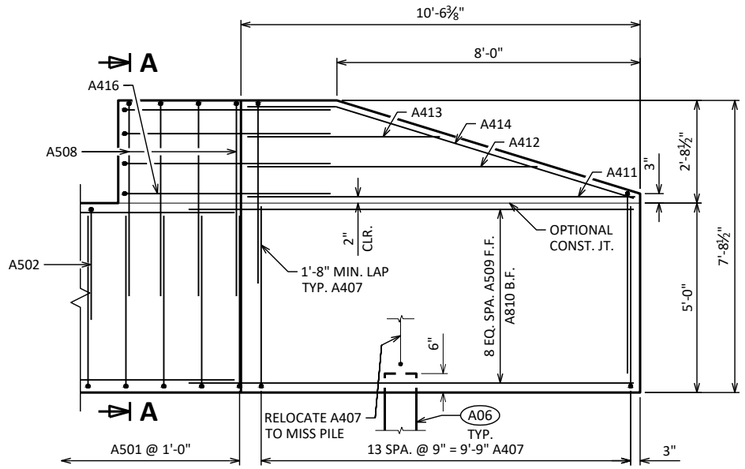
7250-00-70

BILL OF BARS

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

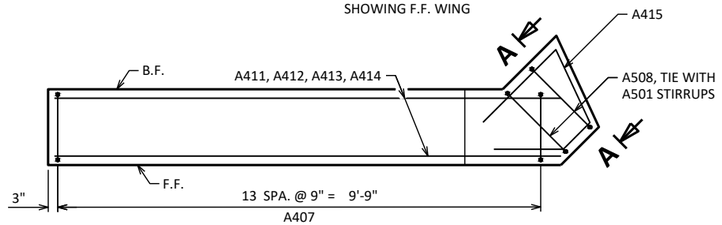
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		72	6'-0"	X		ABUT BODY STIRRUPS
A502		30	7'-9"	X		ABUT BODY STIRRUPS - TOP U-BAR
A503		9	35'-1"			ABUT BODY HORIZ. - F.F.
A804		18	23'-6"	X		ABUT BODY HORIZ. - B.F.
A405		30	3'-0"	X		ABUT BODY TIE BARS
A506	X	29	2'-0"			ABUT BODY DOWEL BARS
A407	X	56	11'-0"	X		WING STIRRUPS
A508	X	6	12'-1"	X		WING CORNER STIRRUPS
A509	X	18	11'-9"	X		WING LOWER HORIZ - F.F.
A810	X	18	13'-3"	X		WING LOWER HORIZ. - B.F.
A411	X	4	10'-2"			WING UPPER HORIZ.
A412	X	4	7'-7"			WING UPPER HORIZ.
A413	X	4	5'-0"			WING UPPER HORIZ.
A414	X	4	9'-9"	X		WING TOP HORIZ.
A415	X	4	7'-6"	X		WING 1 UPPER HORIZ. CORNER
A416	X	4	9'-5"	X		WING 2 UPPER HORIZ. CORNER





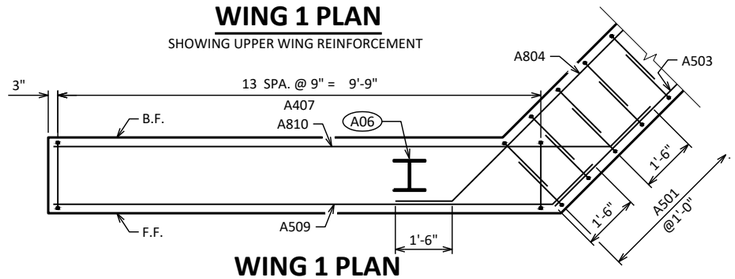
WING 1 ELEVATION

SHOWING F.F. WING



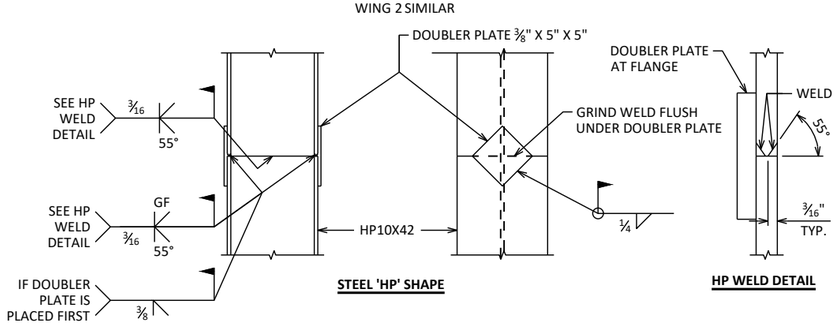
WING 1 PLAN

SHOWING UPPER WING REINFORCEMENT



WING 1 PLAN

SHOWING LOWER WING REINFORCEMENT
WING 2 SIMILAR

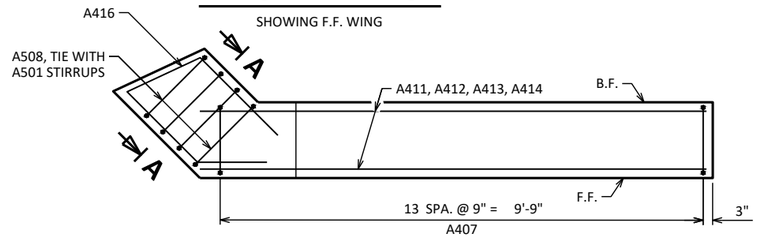


'HP' PILE DETAILS

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

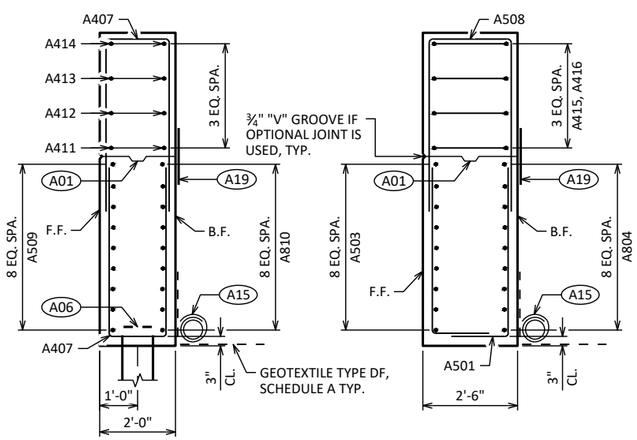
WING 2 ELEVATION

SHOWING F.F. WING



WING 2 PLAN

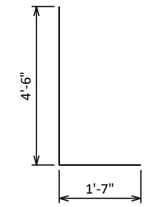
SHOWING UPPER WING REINFORCEMENT



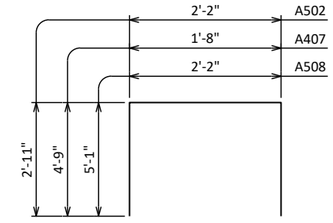
SECTION THRU WING 1

TYPICAL BOTH WINGS

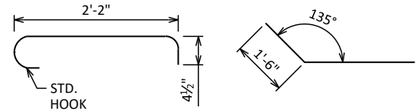
SECTION A-A



A501

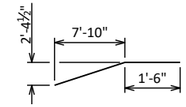


A502, A407, A508

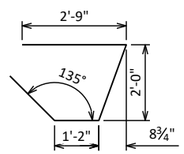


A405

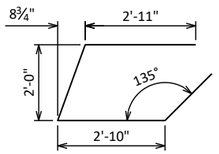
A804, A509, A810



A414



A415



A416

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

(A06) SUPPORT ABUTMENT ON HP 10 x 42 PILING, ESTIMATED 80 FT LONG WITH A REQUIRED DRIVING RESISTANCE OF 140TONS PER PILE.

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-27-178

DRAWN BY ZMF | PLANS CK'D PTB

WEST ABUTMENT DETAILS

SHEET 5 OF 10

54

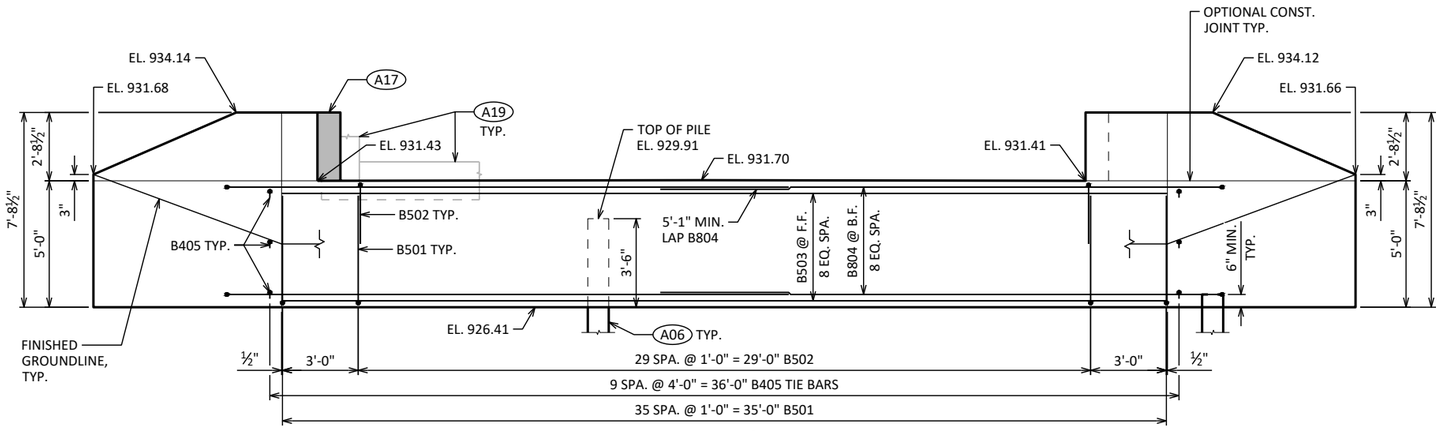
SCALE =

8

8

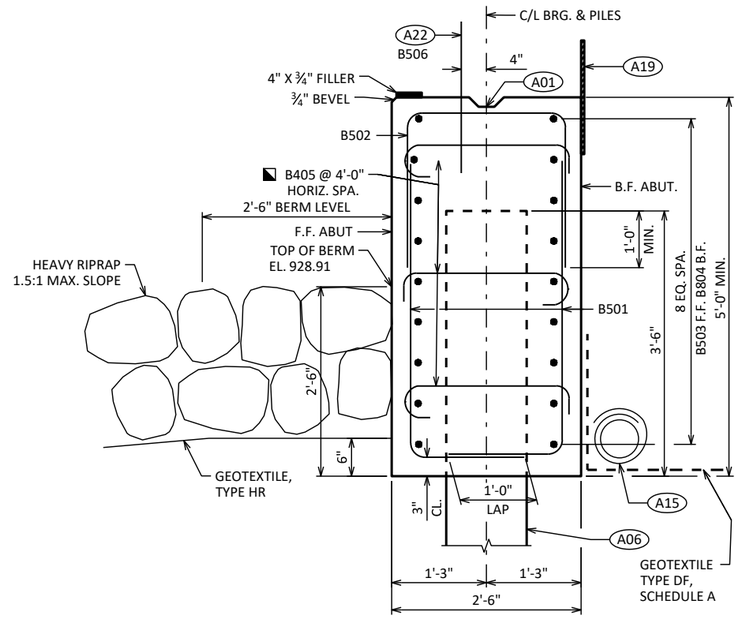
STATE PROJECT NUMBER

7250-00-70

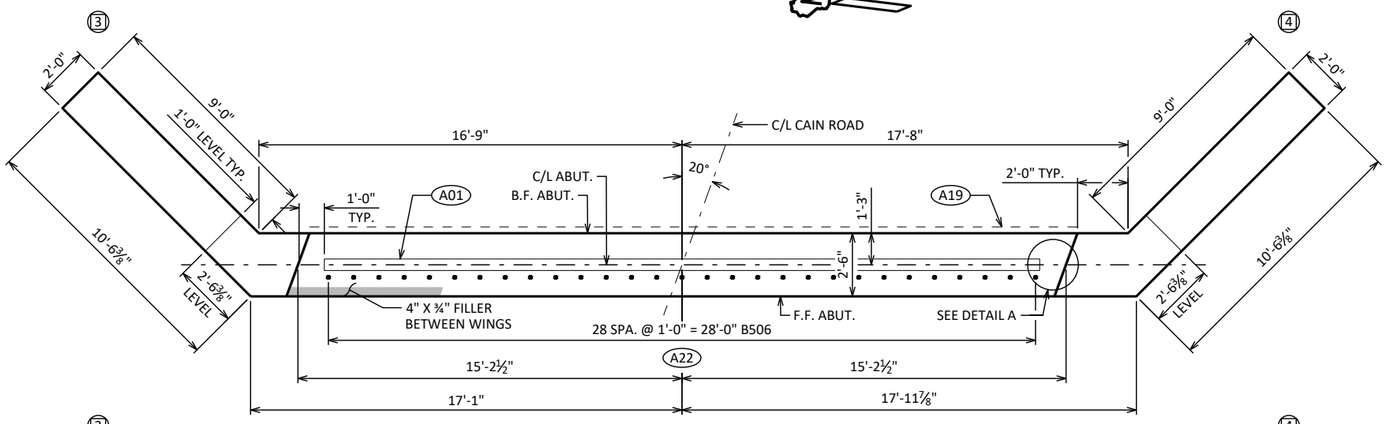


ELEVATION

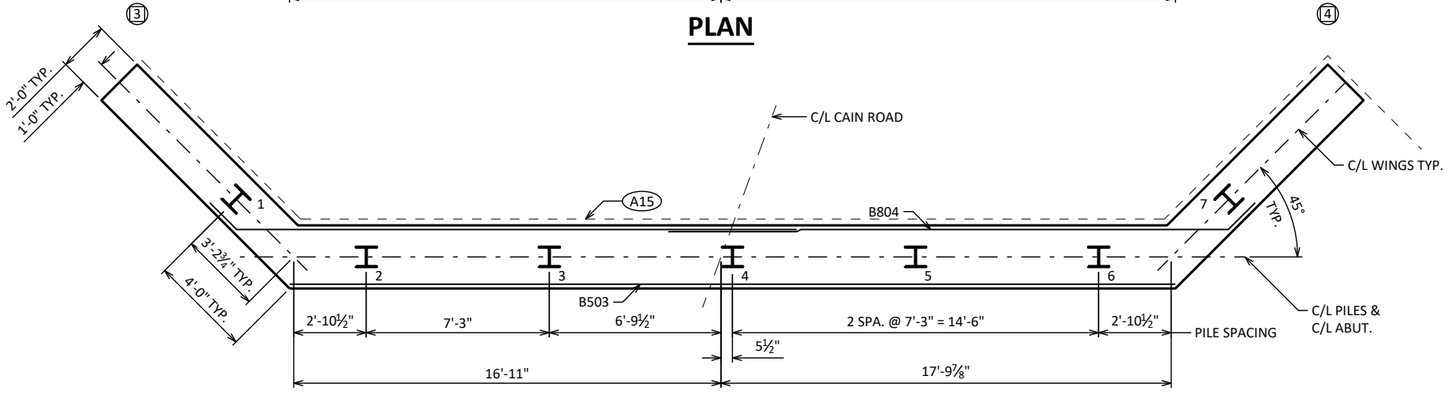
LOOKING UPSTATION



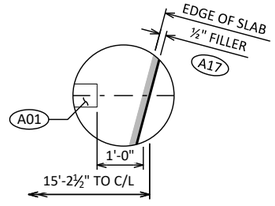
SECTION THRU BODY



PLAN



PILE PLAN



DETAIL A

- (A01) CONST. JOINT: KEYWAY FORMED BY A BEVELED 2X6.
- (A06) SUPPORT ABUTMENT ON HP 10 x 42 PILING, ESTIMATED 80 FT LONG WITH A REQUIRED DRIVING RESISTANCE OF 140TONS PER PILE.
- (A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.
- (A17) ½" FILLER: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- (A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.
- (A22) B506 BARS SPACED @ 1'-0" CNTRS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-27-178

DRAWN BY ZMF | PLANS CK'D PTB

EAST ABUTMENT

SHEET 6 OF 10

55

SCALE =

8

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

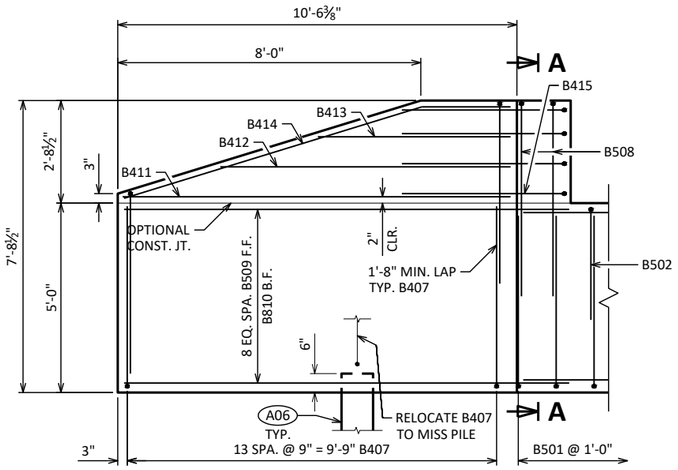
STATE PROJECT NUMBER

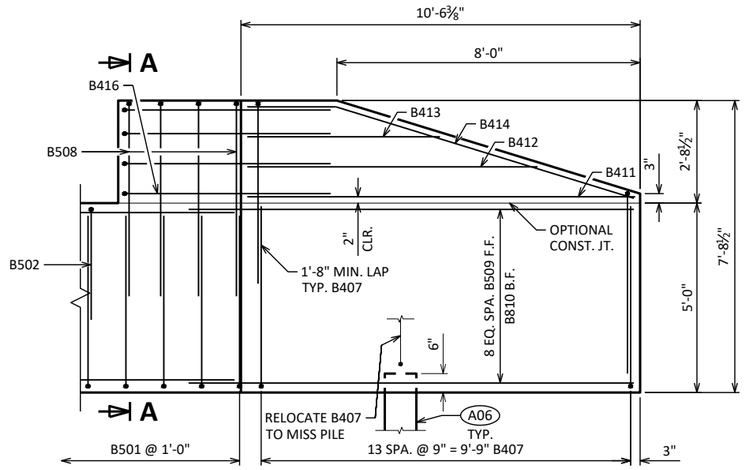
7250-00-70

BILL OF BARS

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

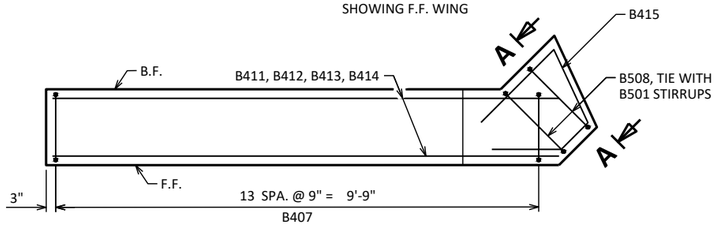
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		72	6'-0"	X		ABUT BODY STIRRUPS
B502		30	7'-9"	X		ABUT BODY STIRRUPS - TOP U-BAR
B503		9	35'-1"			ABUT BODY HORIZ. - F.F.
B804		18	23'-6"	X		ABUT BODY HORIZ. - B.F.
B405		30	3'-0"	X		ABUT BODY TIE BARS
B506	X	29	2'-0"			ABUT BODY DOWEL BARS
B407	X	56	11'-0"	X		WING STIRRUPS
B508	X	6	12'-1"	X		WING CORNER STIRRUPS
B509	X	18	11'-9"	X		WING LOWER HORIZ - F.F.
B810	X	18	13'-3"	X		WING LOWER HORIZ. - B.F.
B411	X	4	10'-2"			WING UPPER HORIZ.
B412	X	4	7'-7"			WING UPPER HORIZ.
B413	X	4	5'-0"			WING UPPER HORIZ.
B414	X	4	9'-9"	X		WING TOP HORIZ.
B415	X	4	7'-6"	X		WING 3 UPPER HORIZ. CORNER
B416	X	4	9'-5"	X		WING 4 UPPER HORIZ. CORNER





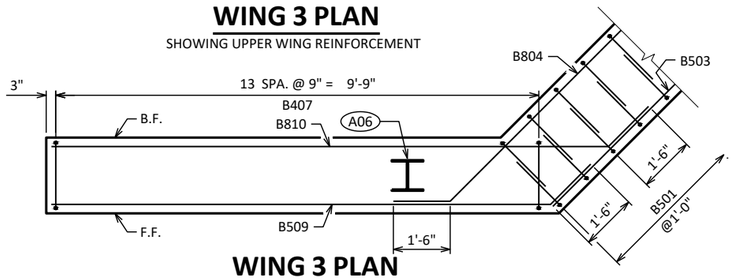
WING 3 ELEVATION

SHOWING F.F. WING



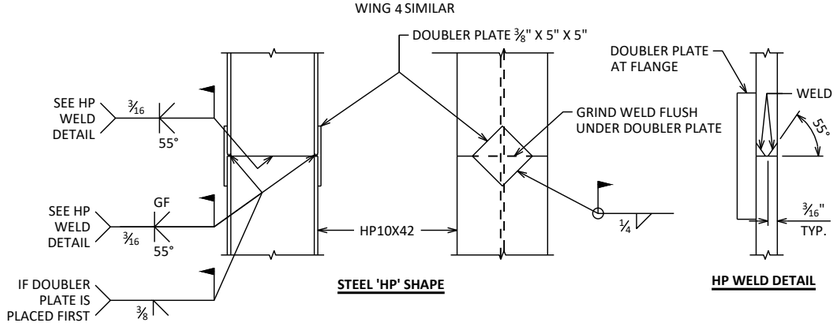
WING 3 PLAN

SHOWING UPPER WING REINFORCEMENT



WING 3 PLAN

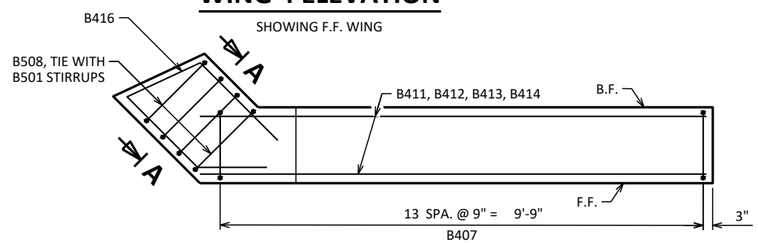
SHOWING LOWER WING REINFORCEMENT
WING 4 SIMILAR



'HP' PILE DETAILS

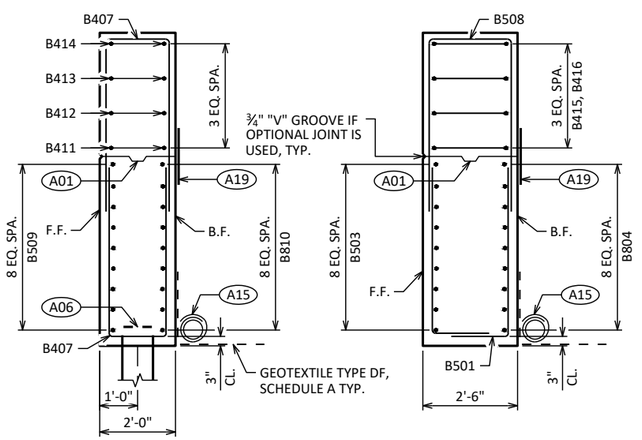
WING 4 ELEVATION

SHOWING F.F. WING



WING 4 PLAN

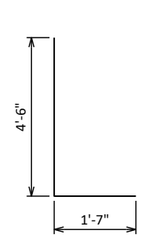
SHOWING UPPER WING REINFORCEMENT



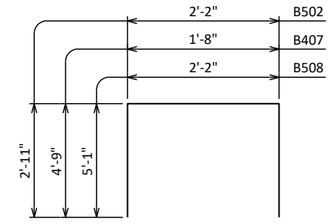
SECTION THRU WING 3

TYPICAL BOTH WINGS

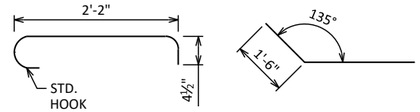
SECTION A-A



B501

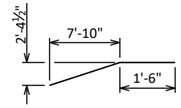


B502, B407, B508



B405

B804, B509, B810



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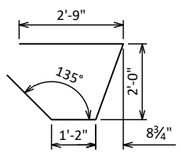

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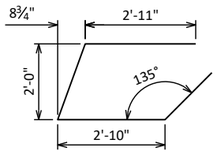


B416

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

(A06) SUPPORT ABUTMENT ON HP 10 x 42 PILING, ESTIMATED 80 FT LONG WITH A REQUIRED DRIVING RESISTANCE OF 140TONS PER PILE.

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-27-178

DRAWN BY ZMF | PLANS CK'D PTB

EAST ABUTMENT DETAILS

SHEET 7 OF 10

56

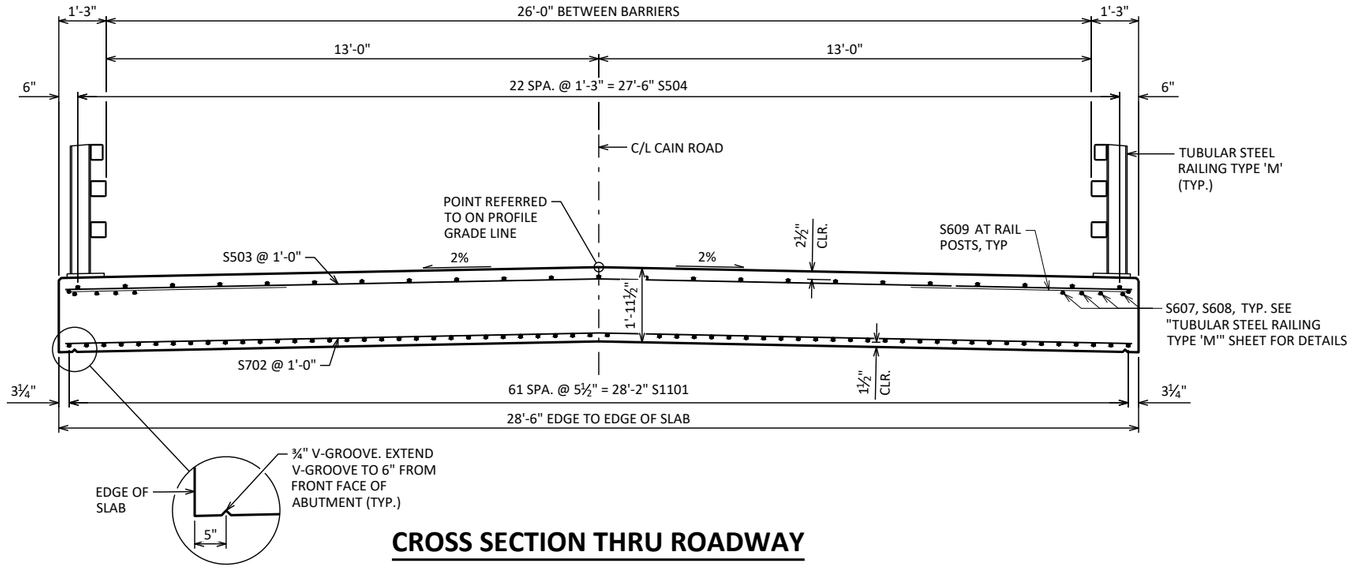
SCALE =

8

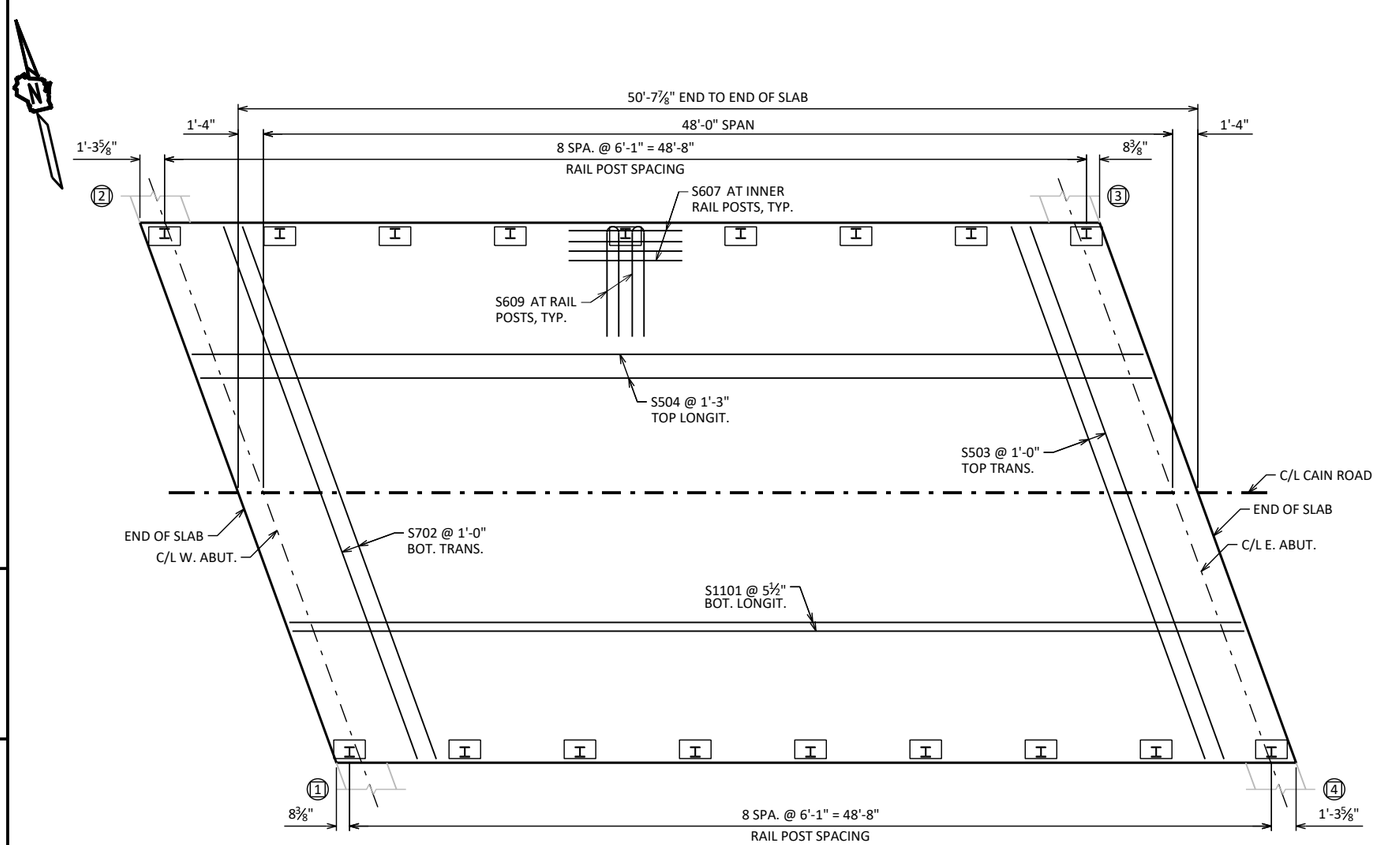
THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.1.0.0

STATE PROJECT NUMBER

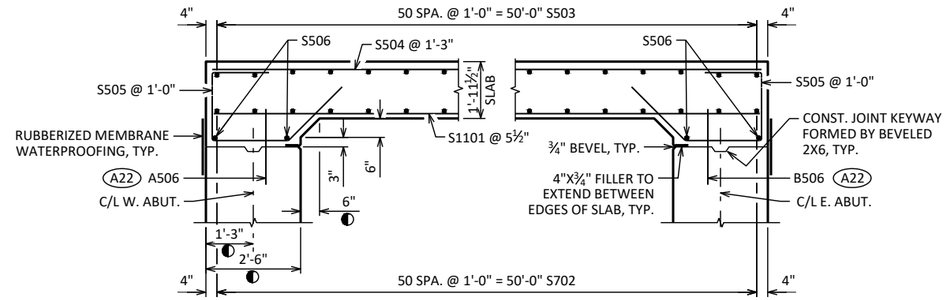
7250-00-70



CROSS SECTION THRU ROADWAY



PLAN

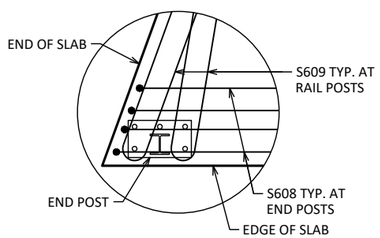


LONGITUDINAL SECTION

DIMENSIONS ARE GIVEN PARALLEL TO ℄ ROADWAY UNLESS OTHERWISE NOTED.

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

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



END POST DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-27-178

DRAWN BY ZMF | PLANS CK'D PTB

SUPERSTRUCTURE

SHEET 8 OF 10

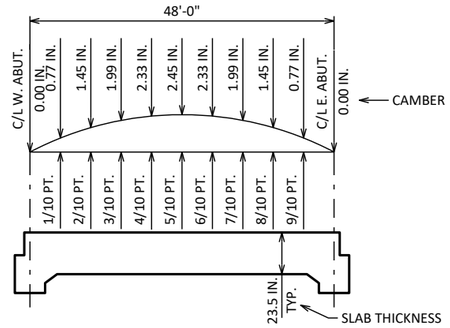
57

SCALE =

8

8

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



CAMBER AND SLAB THICKNESS DIAGRAM

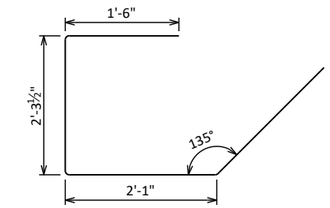
CAMBER SHOWN IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS. CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. PARAPETS PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED, EXCEPT FOR STAGED CONSTRUCTION.

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

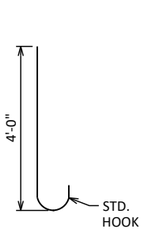
	TOP OF SLAB ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS	TOP OF SLAB FALSEWORK ELEVATION

TOP OF SLAB ELEVATIONS

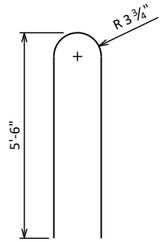
LOCATION	C/L BRG. W. ABUT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	C/L BRG. E. ABUT.
N. EDGE OF DECK	934.39	934.37	934.34	934.32	934.30	934.27	934.25	934.22	934.20	934.18	934.15
CROWN OR R/L	934.65	934.63	934.60	934.58	934.56	934.53	934.51	934.48	934.46	934.43	934.41
S. EDGE OF DECK	934.34	934.32	934.29	934.27	934.24	934.22	934.20	934.17	934.15	934.12	934.10



S505



S608



S609

STATE PROJECT NUMBER

7520-00-70

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	62	50'-3"			SLAB BOTTOM LONGITUDINAL
S702	X	51	29'-11"			SLAB BOTTOM TRANSVERSE
S503	X	51	29'-11"			SLAB TOP TRANSVERSE
S504	X	23	50'-3"			SLAB TOP LONGITUDINAL
S505	X	58	7'-8"	X		ABUTMENT DIAPHRAGM STIRRUPS
S506	X	4	29'-11"			ABUTMENT DIAPHRAGM LONGITUDINAL
S607	X	56	6'-0"			SLAB TOP LONGIT. UNDER RAIL POSTS
S608	X	16	4'-8"	X		SLAB TOP LONGIT. UNDER RAIL END POSTS
S609	X	36	11'-3"	X		SLAB TOP HOOKS UNDER RAIL POSTS

SURVEY TOP OF SLAB ELEVATIONS

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

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

NOTES

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

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

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-27-178

DRAWN BY ZMF | PLANS CK'D PTB

SUPERSTRUCTURE DETAILS

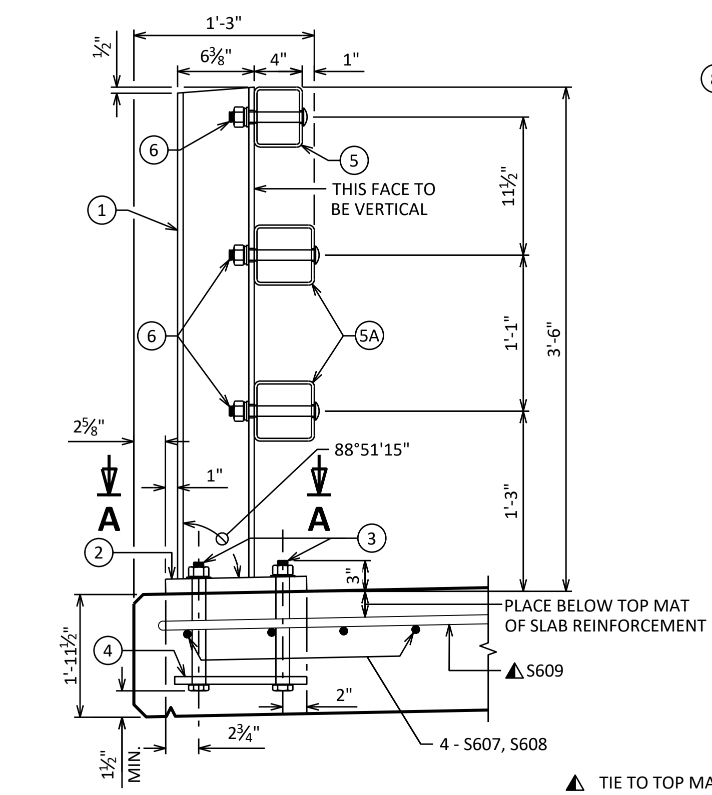
SHEET 9 OF 10

58

SCALE =

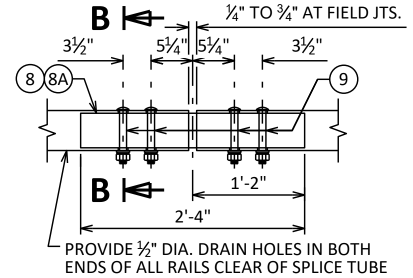
8

8

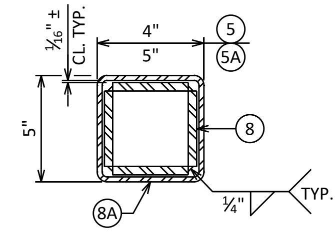


SECTION THRU RAILING ON DECK

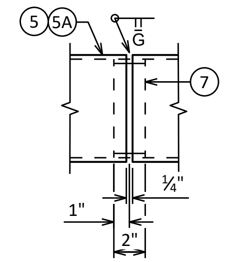
TIE TO TOP MAT OF STEEL.



FIELD ERECTION JOINT DETAIL

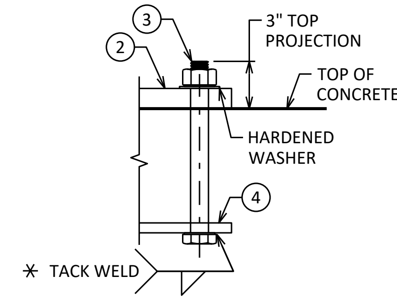


SECTION B-B



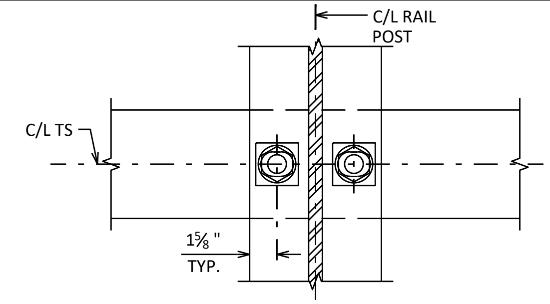
SHOP RAIL SPLICE DETAIL

LOCATION MUST BE SHOWN ON SHOP DRAWINGS

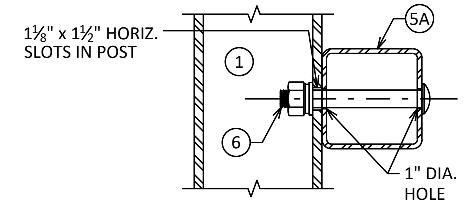


ANCHOR BOLTS

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



SECTION THRU POST WEB



SECTION THRU RAIL

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

TYPICAL RAIL TO POST CONNECTIONS

LEGEND

(1) W6 x 25 WITH $1\frac{1}{8}$" X $1\frac{1}{2}$" 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 $1\frac{1}{4}$" x $11\frac{3}{4}$" x 1'-8" WITH $1\frac{7}{16}$" OVERSIZED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN.

(3) ASTM A449 - $1\frac{1}{8}$" 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 $10\frac{3}{4}$" 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 CONSTRUCTIBILITY.)

(4) $\frac{5}{8}$" x 11" x 1'-8" ANCHOR PLATE (GALVANIZED) WITH $1\frac{3}{16}$" 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.

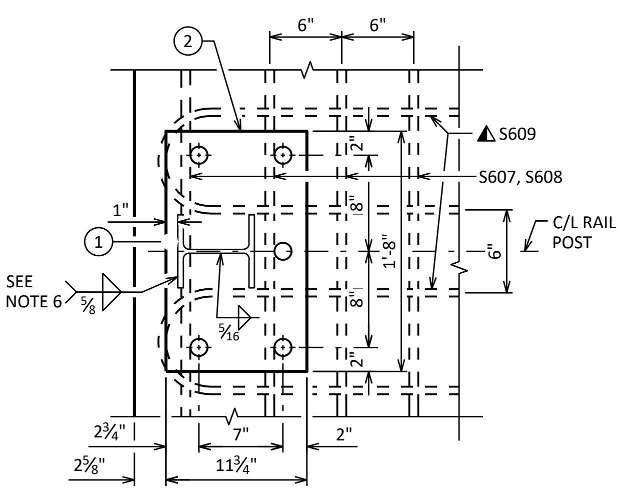
(6) $\frac{7}{8}$" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, $\frac{3}{16}$" X $1\frac{5}{8}$" X $1\frac{5}{8}$" MIN. WASHER, AND LOCK WASHER (2 REQ'D. AT EACH RAIL TO POST LOCATION).

(7) SPLICE SLEEVE FABRICATED FROM $\frac{1}{4}$" PLATE. PROVIDE "SLIDING FIT".

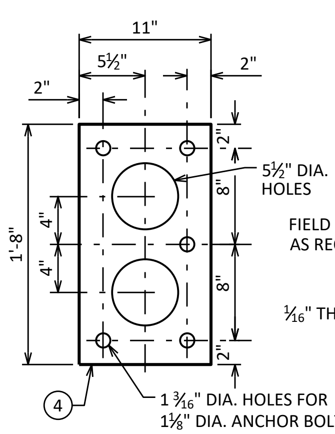
(8) $\frac{3}{8}$" X $3\frac{5}{8}$" X 2'-4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.

(8A) $\frac{3}{8}$" X $2\frac{5}{8}$" X 2'-4" PLATE USED IN NO. 5, $\frac{3}{8}$" X $3\frac{5}{8}$" X 2'-4" PLATE USED IN NO. 5A. 2 PER RAIL.

(9) $\frac{7}{8}$" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER, AND LOCK WASHER. USE $\frac{15}{16}$" x $1\frac{1}{4}$" LONGIT. SLOTTED HOLES IN PLATE NO. 10A AT FIELD JOINTS AND $\frac{15}{16}$" X $2\frac{1}{4}$" MIN. LONGIT. SLOTTED HOLES AT EXP. JOINTS IN PLATE NO. 8A. PROVIDE $\frac{15}{16}$" DIA. ROUND HOLES IN TUBES NO. 5 AND NO. 5A.

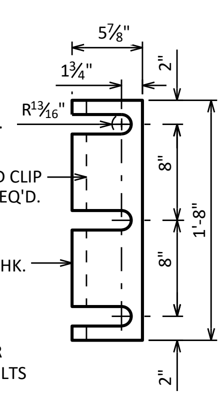


SECTION A-A

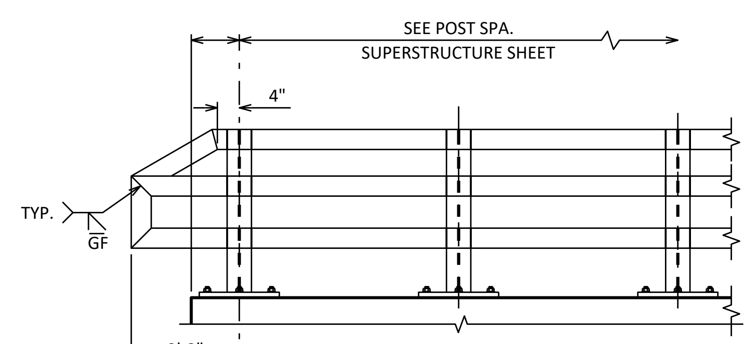


ANCHOR PLATE

AT RAIL TO DECK CONNECTION



POST SHIM DETAIL



PART ELEVATION OF RAILING

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 $\frac{1}{8}$ TURN.
4. RAILS SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE.
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.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-27-178

DRAWN BY ZMF | PLANS CK'D PTB

TUBULAR STEEL RAILING TYPE 'M'

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

EARTHWORK - CAIN RD (STAGE 1)

STATION	DISTANCE (LF)	AREA (SF)			INCREMENTAL VOLUME (CY)				CUMULATIVE VOLUME (CY)				
		CUT	MARSH EXCAVATION	FILL	CUT NOTE 1	MARSH EXCAVATION NOTE 2	FILL NOTE 3	FILL (1.25) NOTE 4	CUT (1.00) NOTE 1	MARSH EXCAVATION NOTE 2	FILL NOTE 3	FILL (1.25) NOTE 4	MASS ORDINATE NOTE 5
03+81	0	0	0	0	0	0	0	0	0	0	0	0	0
04+00	19	0	0	5	0	0	2	3	0	0	2	3	-3
04+50	50	0	0	14	0	0	18	23	0	0	20	25	-25
05+00	50	0	0	25	0	0	36	45	0	0	56	70	-70
05+50	50	0	0	16	0	0	38	48	0	0	94	118	-118
06+00	50	10	0	26	9	0	39	49	9	0	133	166	-157
06+50	50	23	2	17	31	2	40	50	40	2	173	216	-176
07+00	50	11	40	17	31	39	31	39	71	41	204	255	-184
07+50	50	7	7	33	17	44	46	58	88	85	250	313	-225
08+00	50	6	45	73	12	48	98	123	100	133	348	435	-335
08+50	50	0	24	96	6	64	156	195	106	197	504	630	-524
09+00	50	0	26	143	0	46	221	276	106	243	725	906	-800
09+50	50	0	125	65	0	141	193	241	106	384	918	1148	-1042
10+01	0	0	124	62	0	0	0	0	106	384	918	1148	-1042
10+50	49	3	211	65	3	306	116	145	109	690	1034	1293	-1184
11+00	50	7	0	46	9	0	103	129	118	690	1137	1421	-1303
11+50	50	6	0	36	12	0	76	95	130	690	1213	1516	-1386
12+00	50	13	0	1	18	0	34	43	148	690	1247	1559	-1411
12+50	50	0	0	0	12	0	1	1	160	690	1248	1560	-1400
13+00	50	0	0	0	0	0	0	0	160	690	1248	1560	-1400
13+50	50	0	0	0	0	0	0	0	160	690	1248	1560	-1400
14+00	50	0	0	0	0	0	0	0	160	690	1248	1560	-1400
14+50	50	0	0	0	0	0	0	0	160	690	1248	1560	-1400
		COLUMN SUBTOTALS =			160	690	1248	1560	160	690	1248	1560	-1400

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - MARSH EXCAVATION	MARSH EXCAVATION NOT TO BE USED IN ROADWAY FILL
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUME
4 - FILL (1.25)	(UNEXPANDED FILL - REDUCED MARSH IN FILL)*1.25
5 - MASS ORDINATE	CUT - FILL (1.25)

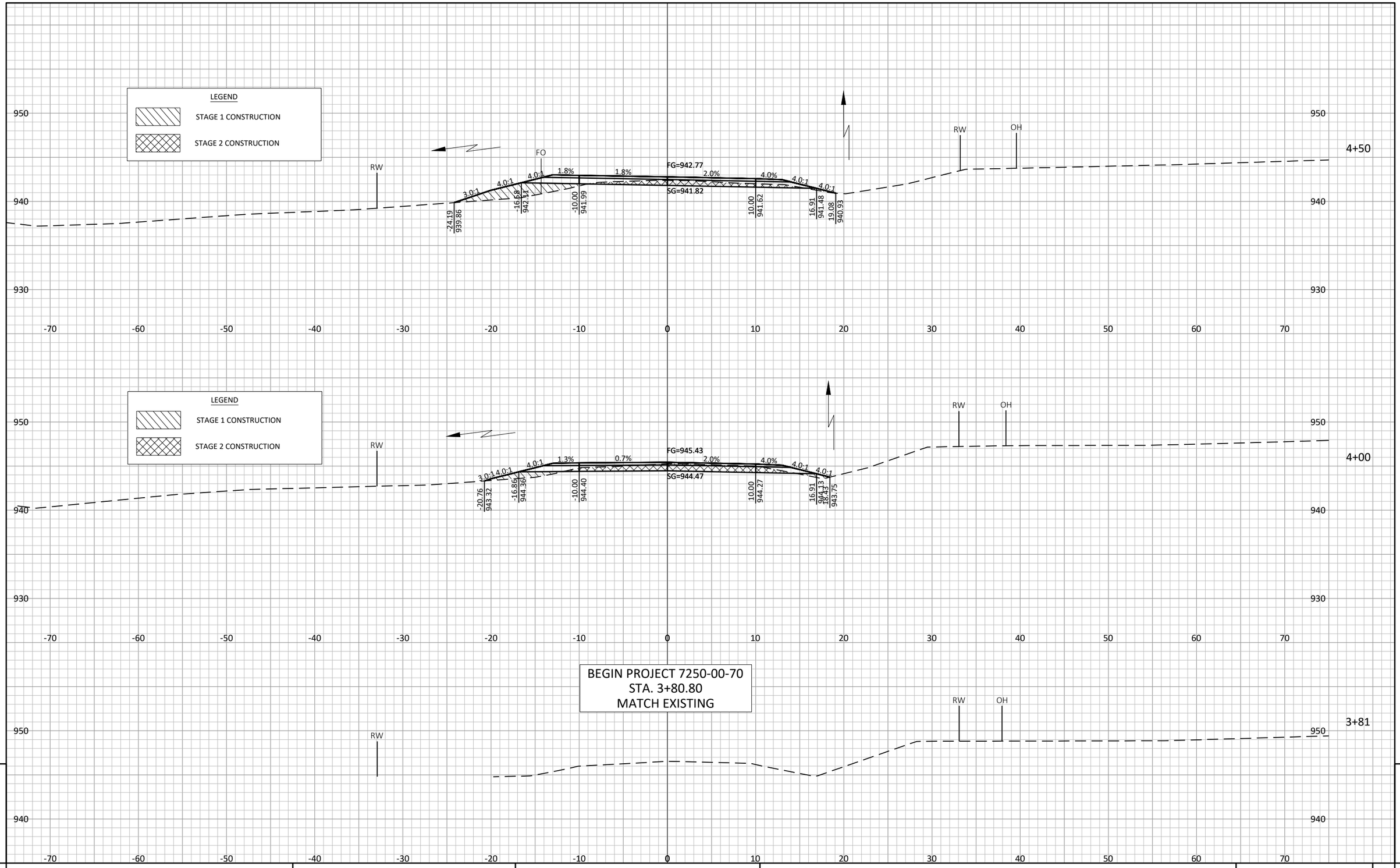
EARTHWORK - CAIN RD (STAGE 2)

STATION	DISTANCE (LF)	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL (1.25) NOTE 3	CUMULATIVE VOLUME (CY) CUT (1.00) NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL (1.25) NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
03+81	0	0	0	0	0	0	0	0	0	0
04+00	19	16	0	6	0	0	6	0	0	6
04+50	50	10	0	24	0	0	30	0	0	30
05+00	50	35	0	42	0	0	72	0	0	72
05+50	50	60	0	88	0	0	160	0	0	160
06+00	50	48	0	100	0	0	260	0	0	260
06+50	50	22	0	65	0	0	325	0	0	325
07+00	50	39	0	56	0	0	381	0	0	381
07+50	50	20	0	55	0	0	436	0	0	436
08+00	50	32	0	48	0	0	484	0	0	484
08+50	50	33	0	60	0	0	544	0	0	544
09+00	50	37	0	65	0	0	609	0	0	609
09+50	50	28	0	60	0	0	669	0	0	669
10+01	0	29	0	0	0	0	669	0	0	669
10+50	49	22	0	47	0	0	716	0	0	716
11+00	50	26	0	44	0	0	760	0	0	760
11+50	50	30	0	52	0	0	812	0	0	812
12+00	50	22	0	48	0	0	860	0	0	860
12+50	50	48	1	65	1	1	925	1	1	924
13+00	50	43	5	84	6	8	1009	7	9	1000
13+50	50	28	4	66	8	10	1075	15	19	1056
14+00	50	35	0	58	4	5	1133	19	24	1109
14+50	50	0	0	32	0	0	1165	19	24	1141
		COLUMN SUBTOTALS =		1165	19	24	1165	19	24	1141

EARTHWORK - 'A'-LINE

STATION	DISTANCE (LF)	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL (1.25) NOTE 3	CUMULATIVE VOLUME (CY) CUT (1.00) NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL (1.25) NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
10'A'+15	0	0	0	0	0	0	0	0	0	0
10'A'+50	35	0	0	0	0	0	0	0	0	0
11'A'+00	50	0	24	0	22	28	0	22	28	-28
11'A'+25	25	0	82	0	98	123	0	120	150	-150
		COLUMN SUBTOTALS =		0	120	150	0	120	150	-150

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUME
3 - FILL (1.25)	(UNEXPANDED FILL - REDUCED MARSH IN FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (1.25)



PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CROSS SECTIONS: MAINLINE	SHEET

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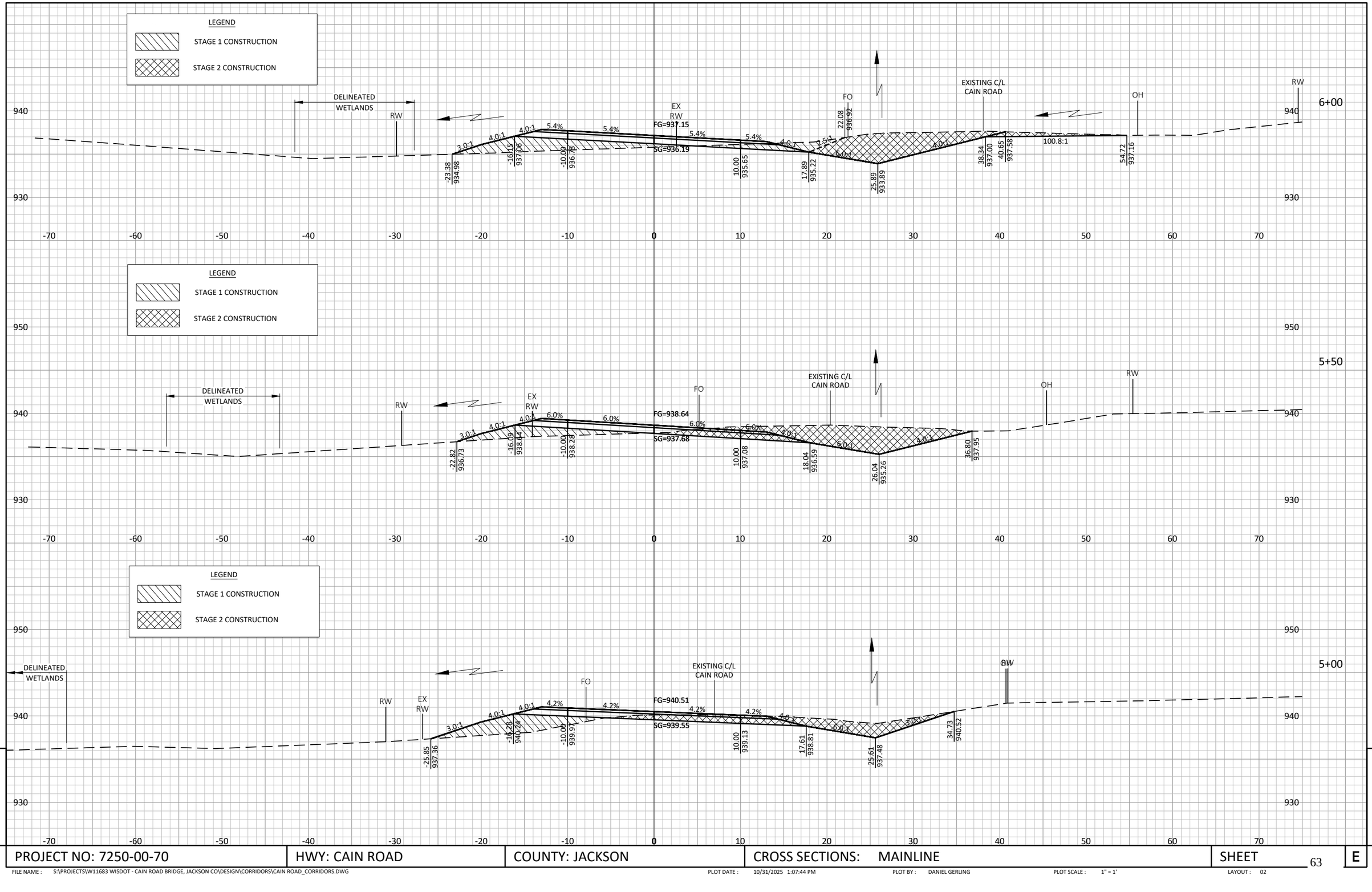

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PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CROSS SECTIONS: MAINLINE	SHEET	E

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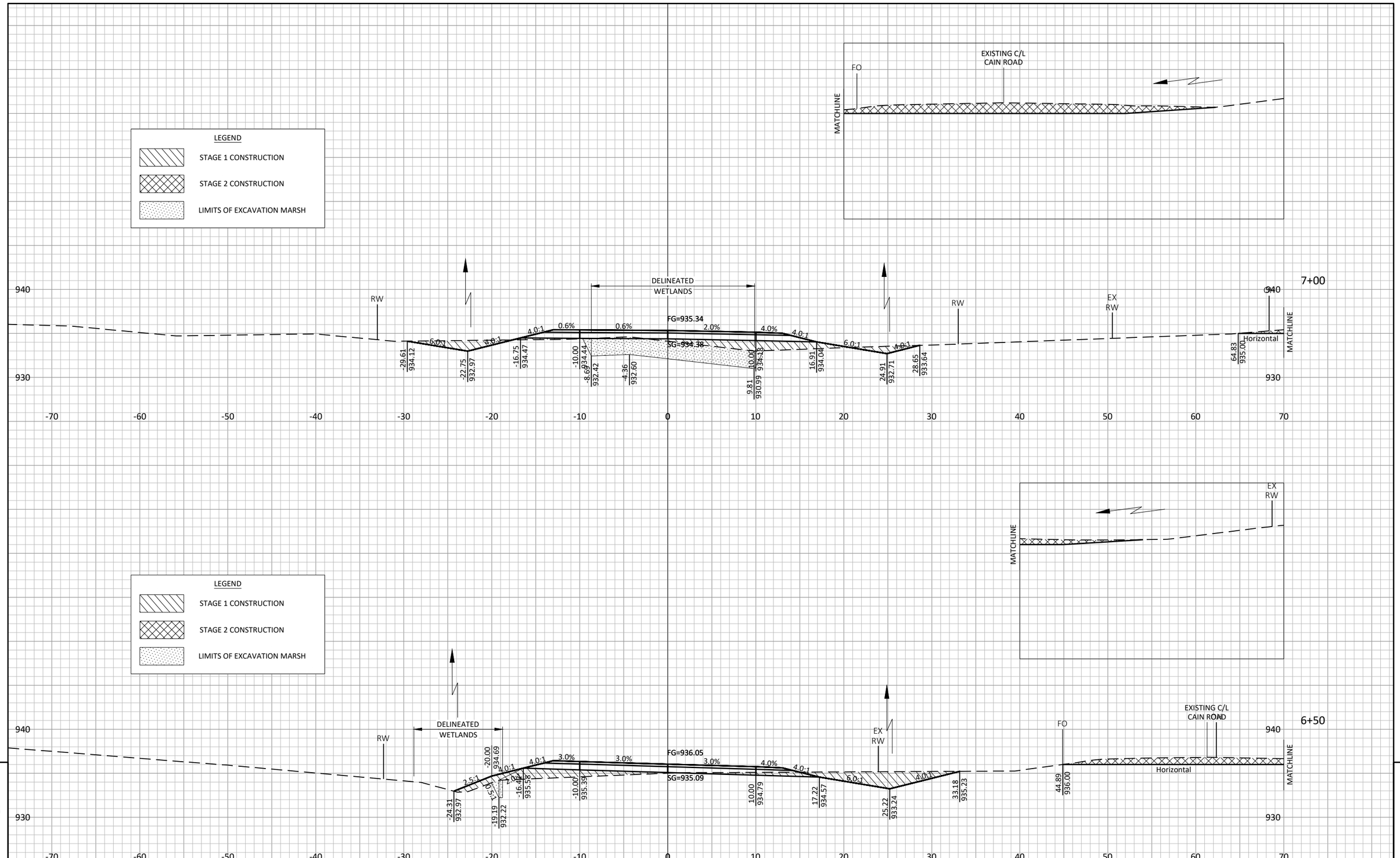

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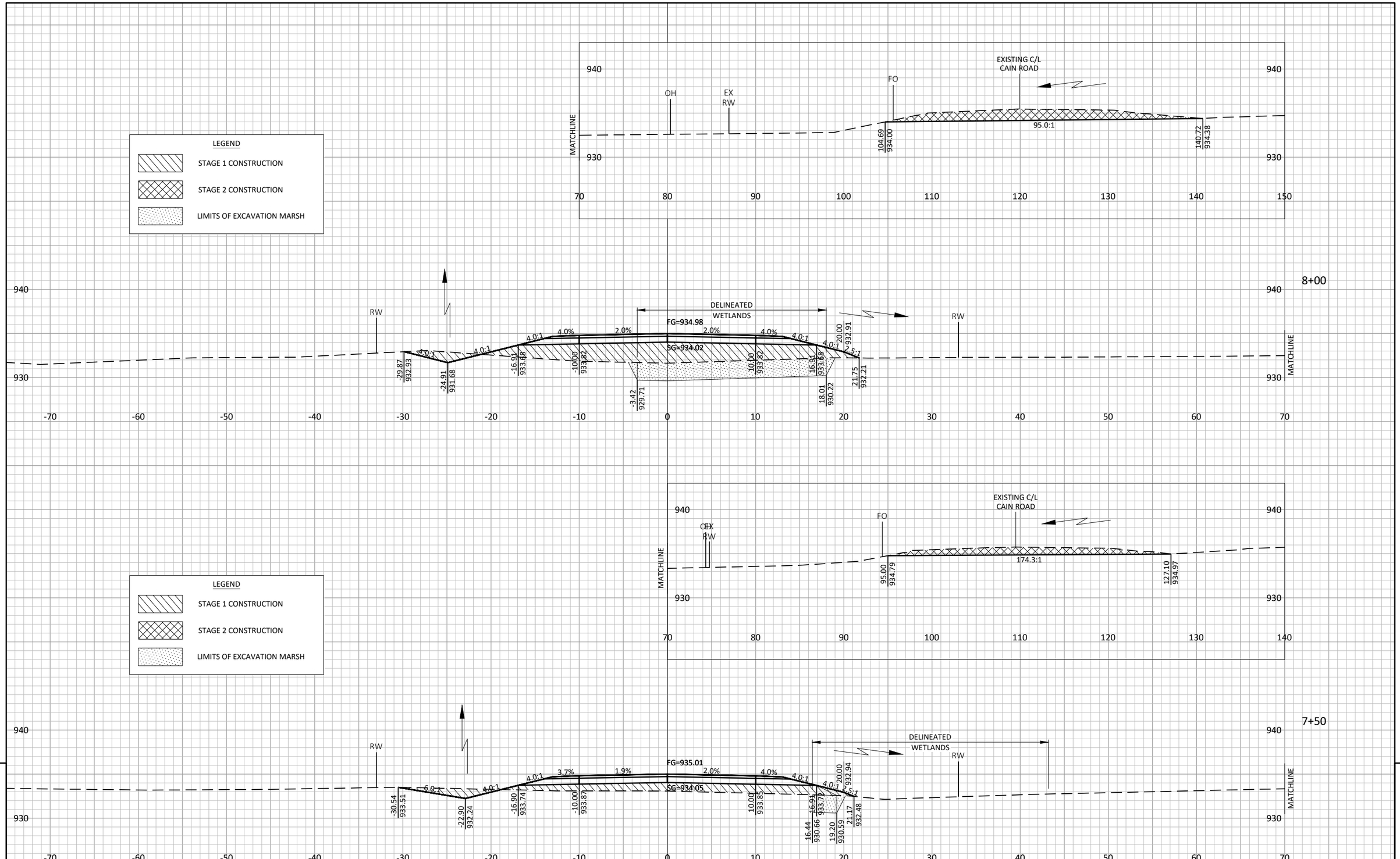

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9

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CROSS SECTIONS: MAINLINE	SHEET	E

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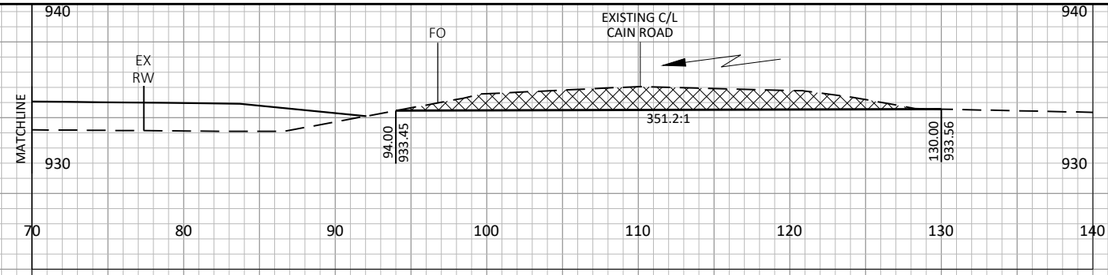
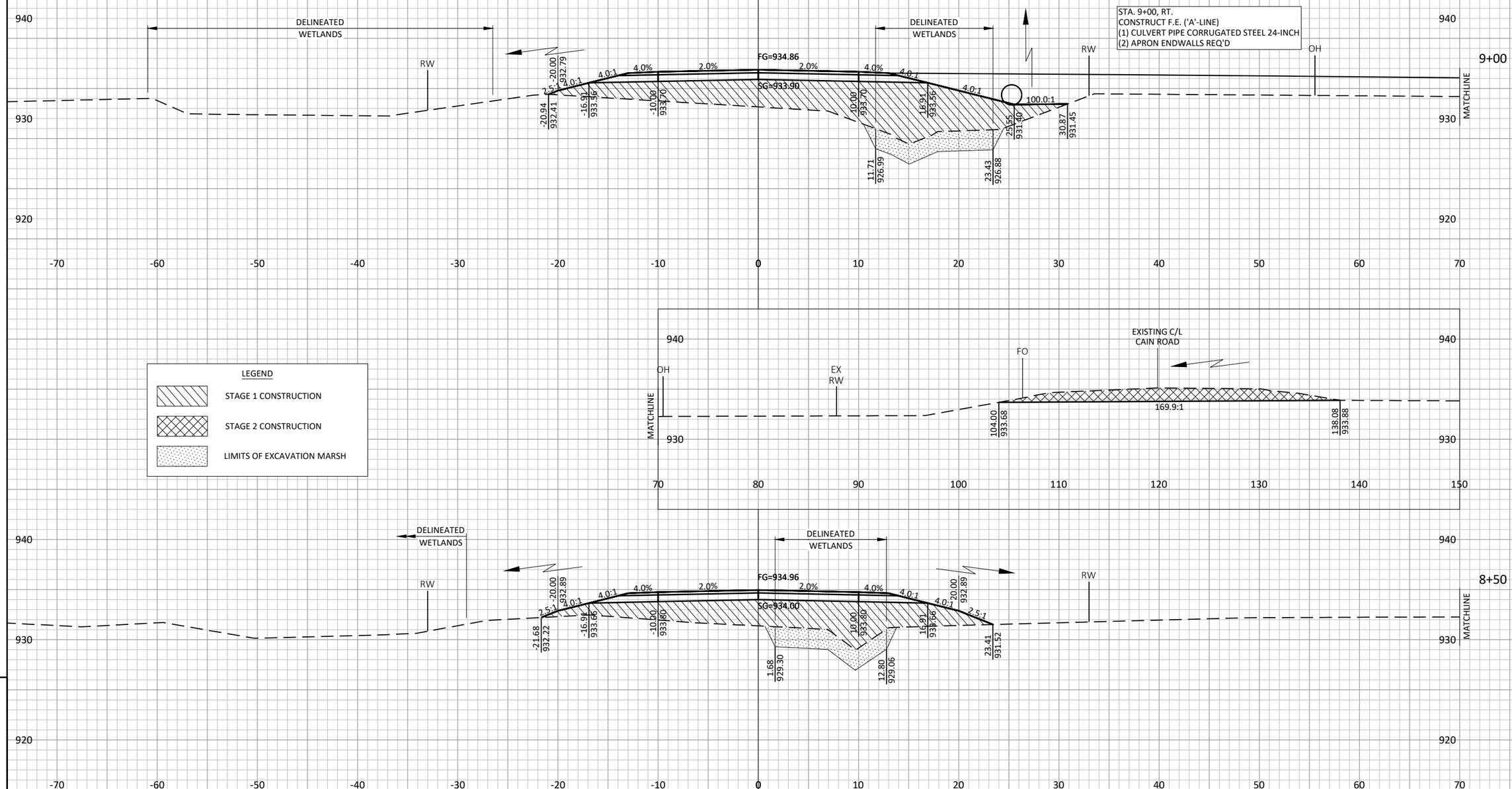
LEGEND

STAGE 1 CONSTRUCTION

STAGE 2 CONSTRUCTION

LIMITS OF EXCAVATION MARSH





LEGEND

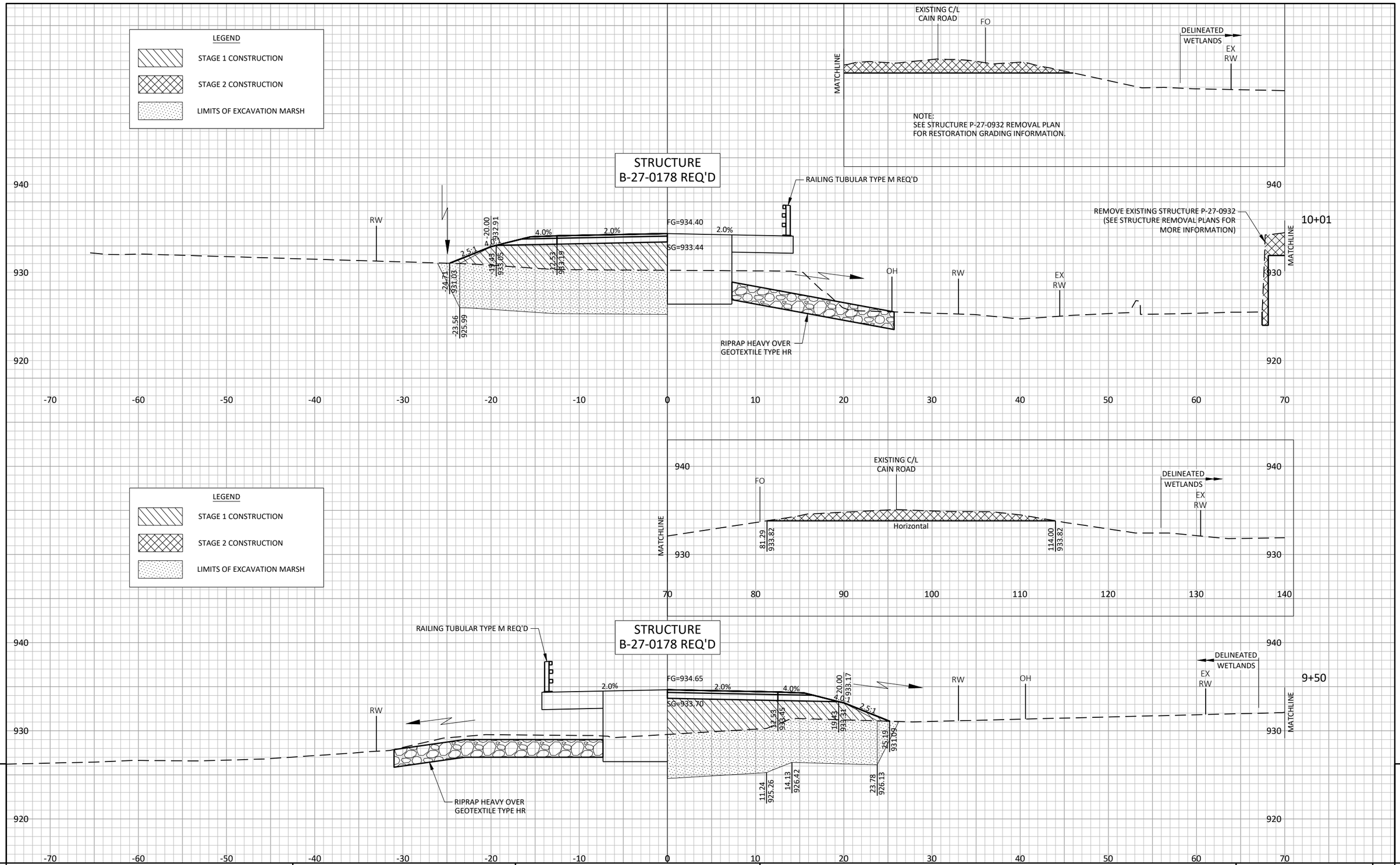
STAGE 1 CONSTRUCTION

STAGE 2 CONSTRUCTION

LIMITS OF EXCAVATION MARSH

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CROSS SECTIONS: MAINLINE	SHEET

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\DESIGN\CORRIDORS\CAIN ROAD_CORRIDORS.DWG PLOT DATE : 10/31/2025 1:07:50 PM PLOT BY : DANIEL GERLING PLOT SCALE : 1" = 1' LAYOUT : 05



PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CROSS SECTIONS: MAINLINE	SHEET

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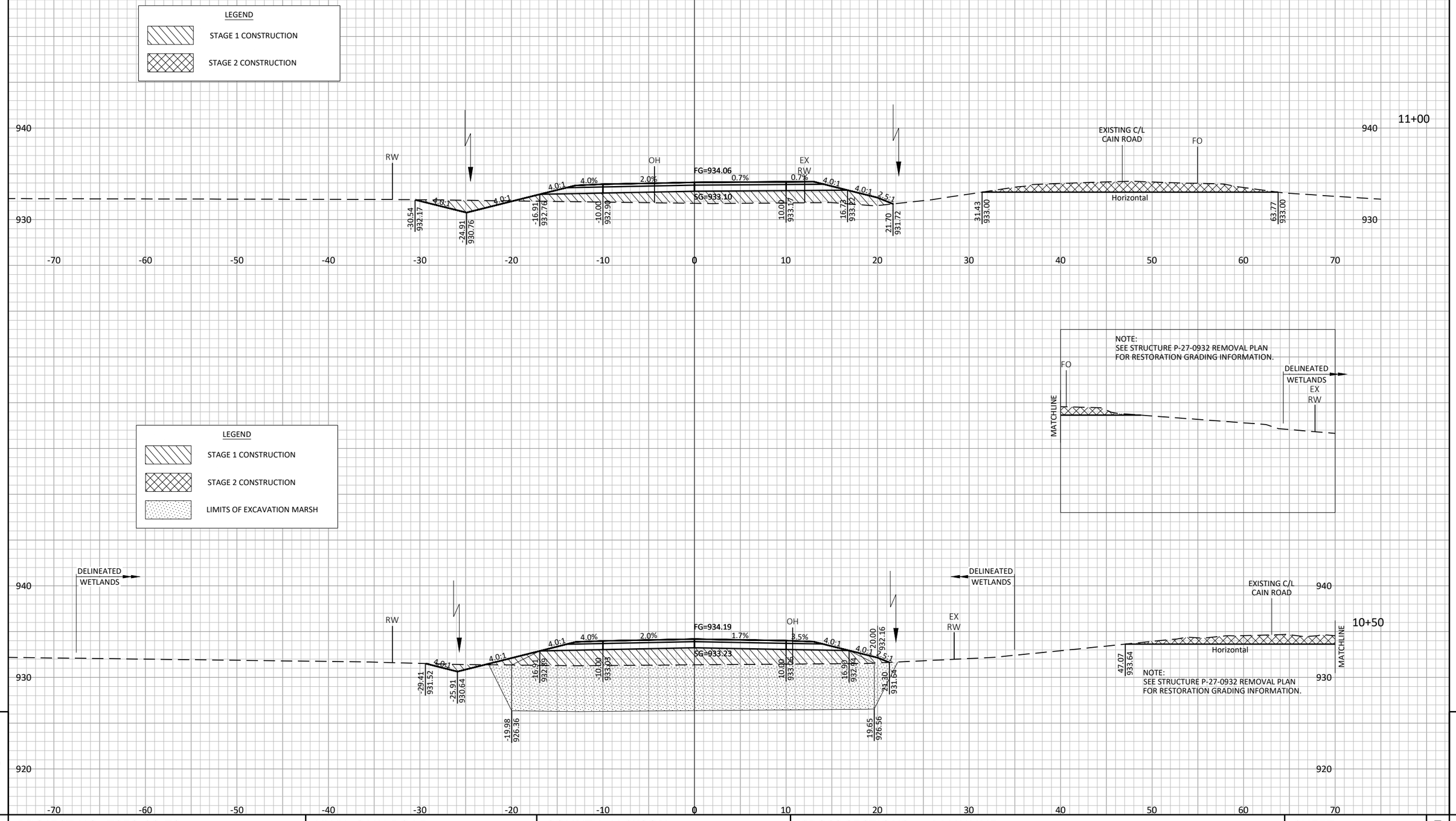
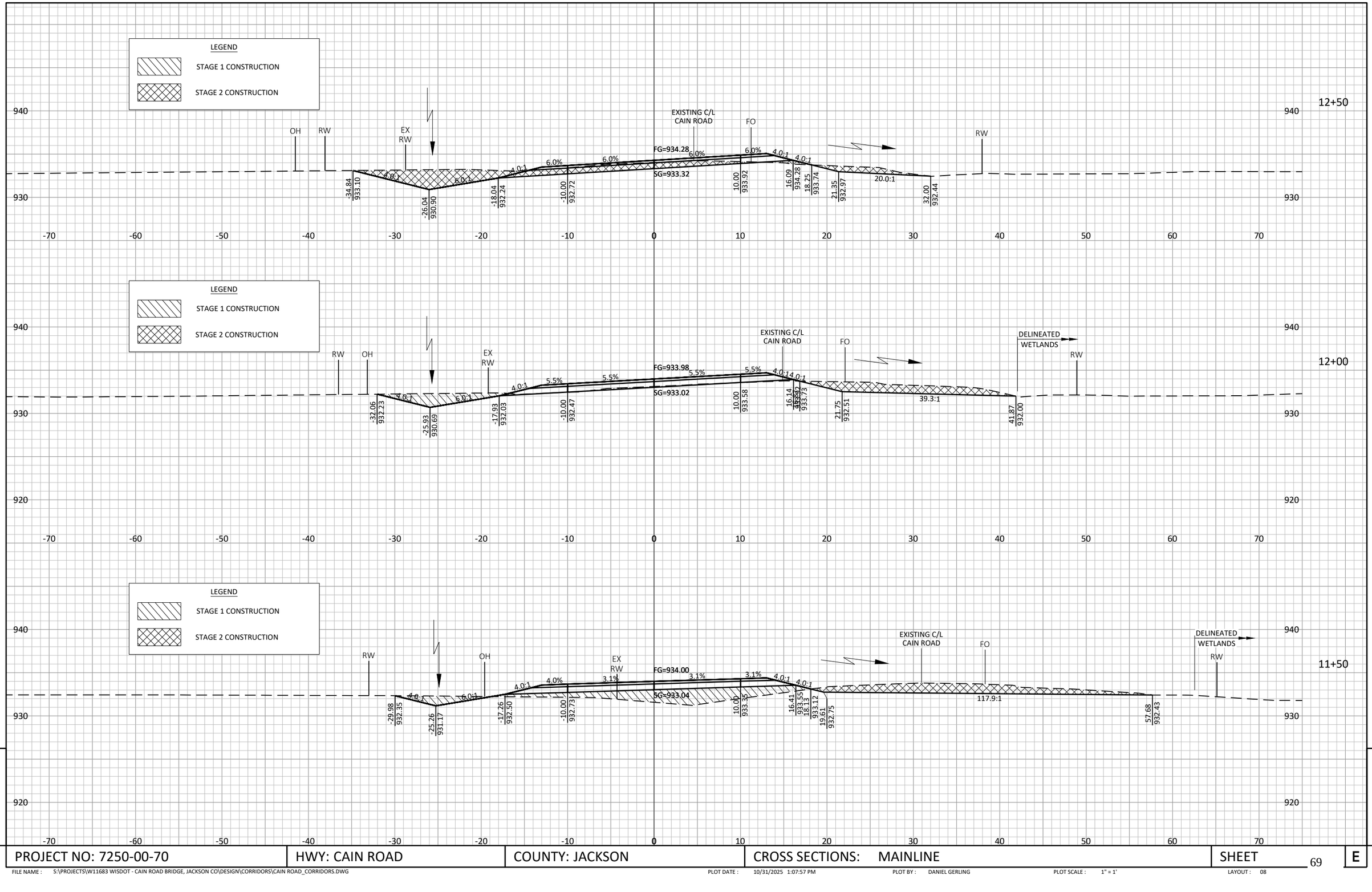


PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CROSS SECTIONS: MAINLINE	SHEET

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\DESIGN\CORRIDORS\CAIN ROAD_CORRIDORS.DWG PLOT DATE : 10/31/2025 1:07:55 PM PLOT BY : DANIEL GERLING PLOT SCALE : 1" = 1' LAYOUT : 07



PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\DESIGN\CORRIDORS\CAIN ROAD_CORRIDORS.DWG PLOT DATE : 10/31/2025 1:07:57 PM PLOT BY : DANIEL GERLING PLOT SCALE : 1" = 1' LAYOUT : 08

END PROJECT
STA. 14+50
MATCH EXISTING

14+50

OH
RW
RW

940
930

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

LEGEND
STAGE 1 CONSTRUCTION
STAGE 2 CONSTRUCTION

14+00

OH
RW
RW

FG=936.71
SG=935.75

4.0:1 4.0% 2.0% 0.5% 0.5% 4.0:1 6.0:1 4.0:1

-31.23 935.66
-24.91 934.08
-16.91 935.41
-10.00 935.55
10.00 935.80
16.76 935.83
22.76 934.83
26.66 935.81

940
930

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

LEGEND
STAGE 1 CONSTRUCTION
STAGE 2 CONSTRUCTION

13+50

OH
RW
FO
RW

FG=935.83
SG=934.87

4.0:1 4.0% 2.9% 2.9% 2.9% 4.0:1 4.0:1 6.0:1 4.0:1

-30.21 934.30
-25.19 933.04
-17.19 934.37
-10.00 934.58
10.00 935.16
16.43 935.39
19.73 934.53

940
930

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

LEGEND
STAGE 1 CONSTRUCTION
STAGE 2 CONSTRUCTION

13+00

OH
RW EX
RW
FO
RW

FG=934.96
SG=934.00

4.0:1 5.3% 5.3% 5.3% 5.3% 4.0:1 4.0:1 6.0:1 4.0:1

-33.76 933.69
-25.87 931.71
-17.87 933.05
-10.00 933.47
10.00 934.53
16.16 934.84
20.00 933.90
20.65 933.64

940
930

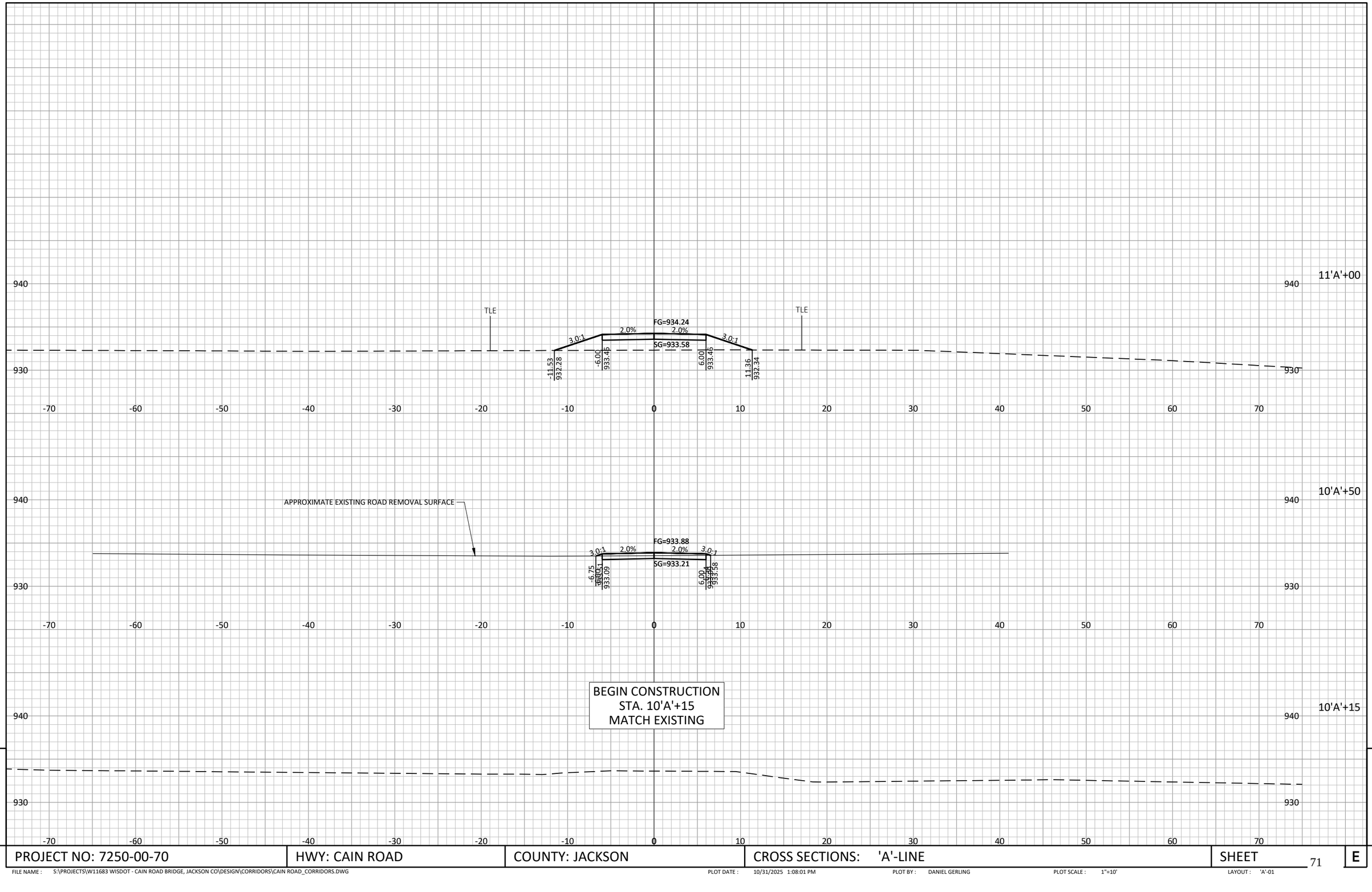
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CROSS SECTIONS: MAINLINE	SHEET 70	E

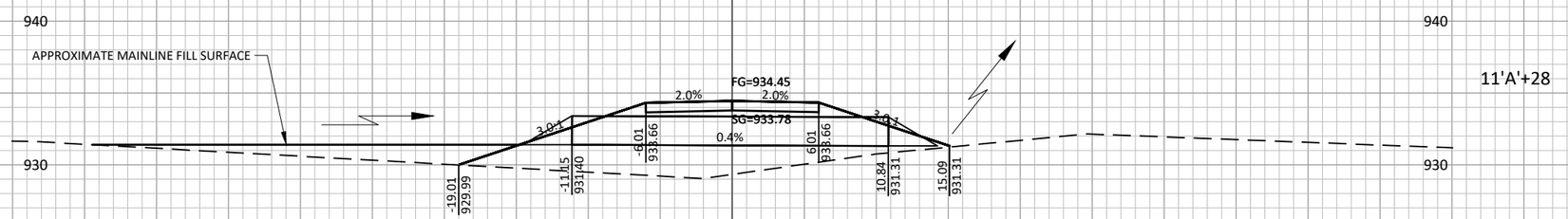
FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\DESIGN\CORRIDORS\CAIN ROAD_CORRIDORS.DWG
PLOT DATE : 10/31/2025 1:07:59 PM
PLOT BY : DANIEL GERLING
PLOT SCALE : 1" = 1'
LAYOUT : 09

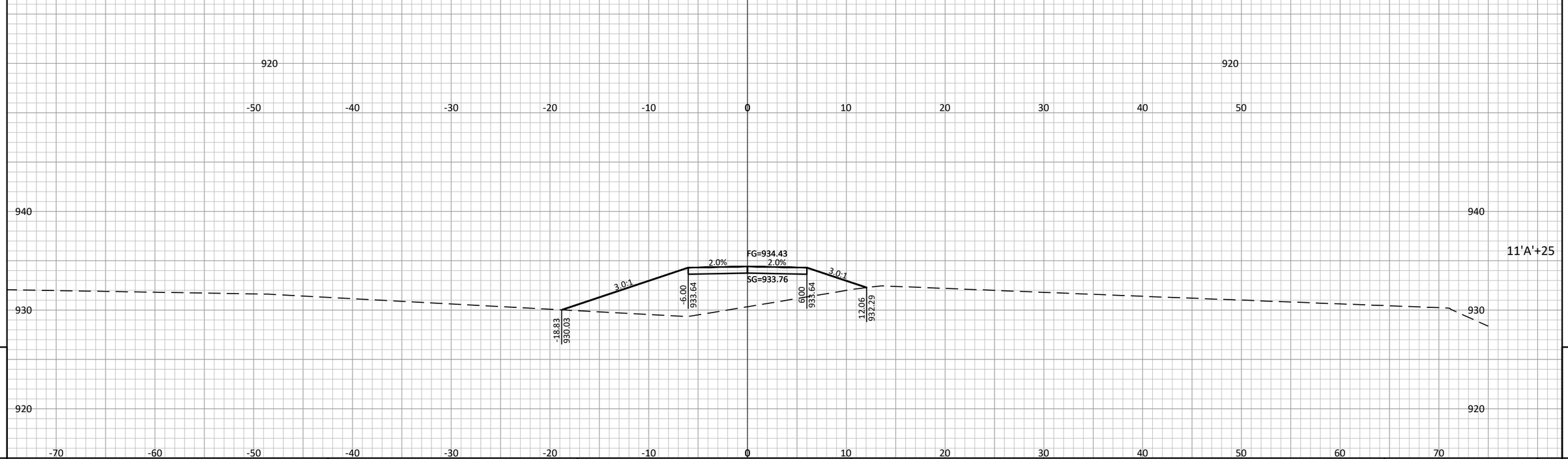


PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CROSS SECTIONS: 'A'-LINE	SHEET 71	E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\DESIGN\CORRIDORS\CAIN ROAD_CORRIDORS.DWG PLOT DATE : 10/31/2025 1:08:01 PM PLOT BY : DANIEL GERLING PLOT SCALE : 1"=10' LAYOUT : 'A'-01

STA. 11'A'+28
(1) CULVERT PIPE CORRUGATED STEEL 24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 4° RHF
NOTE: SECTION DRAWN NORMAL TO PIPE





9

9

PROJECT NO: 7250-00-70	HWY: CAIN ROAD	COUNTY: JACKSON	CROSS SECTIONS: 'A'-LINE	SHEET	E

FILE NAME : S:\PROJECTS\W11683 WISDOT - CAIN ROAD BRIDGE, JACKSON CO\DESIGN\CORRIDORS\CAIN ROAD_CORRIDORS.DWG PLOT DATE : 10/31/2025 1:08:03 PM PLOT BY : DANIEL GERLING PLOT SCALE : 1"=10' LAYOUT : 'A'-02

Notes

Wisconsin Department of Transportation

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