SPO

PROJECT ID: 8405-00-72

WITH: N/A

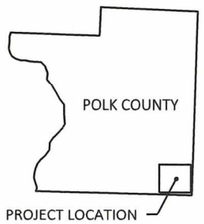
COUNTY: POLK

MARCH 2026

ORDER OF SHEETS

TOTAL SHEETS = 44

42



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

T CLEAR LAKE, 30TH STREET

WILLOW RIVER BRIDGE: B-48-0061

LOC STR

POLK COUNTY

STATE PROJECT NUMBER
8405-00-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8405-00-72		

DESIGN DESIGNATION

A.A.D.T.	2026	=	35
A.A.D.T.	2046	=	40
D.H.V.		=	N/A
D.D.		=	50/50
T.		=	10% MAX
DESIGN SPEED		=	45 MPH
ESALS		=	15,000

CONVENTIONAL SYMBOLS

PLAN

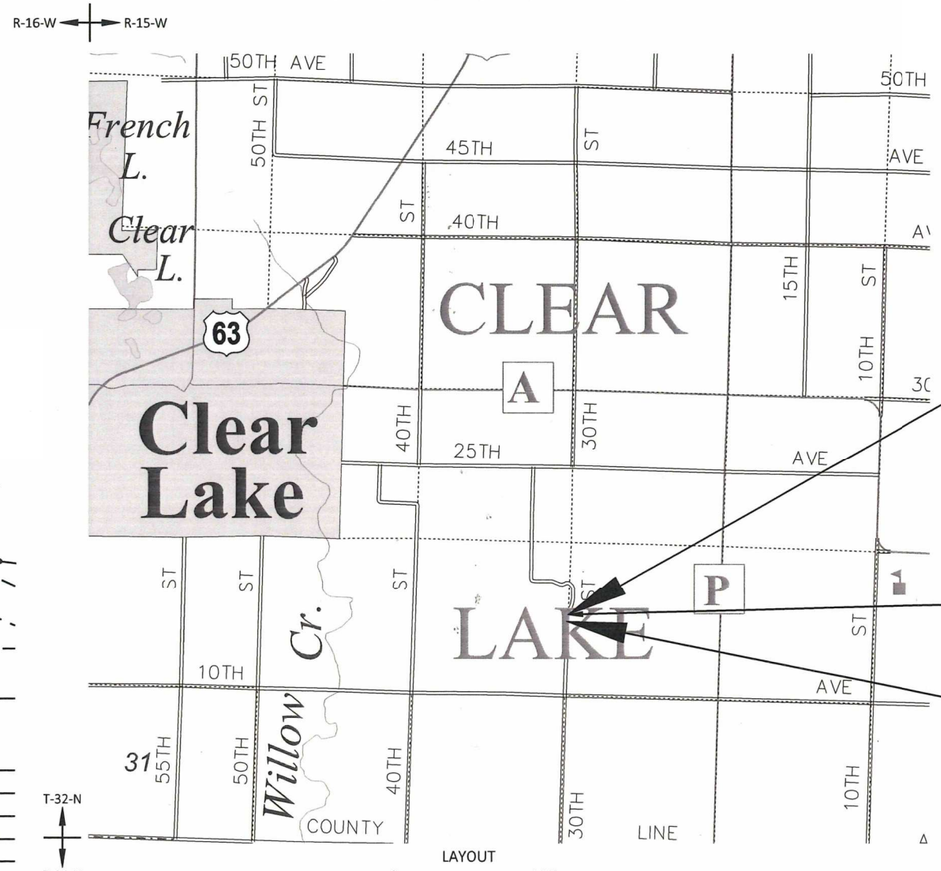
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.024 MILES

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ACCEPTED FOR

POLK COUNTY

Date 10/28/2025 *Joshua W. Kelch*
(Signature and Title of Official)

ORIGINAL PLANS PREPARED BY

COOPER ENGINEERING

WISCONSIN PROFESSIONAL ENGINEER
JACOB A. FRIBERG
E-43328
RICE LAKE
WI

DATE: 10/28/25
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	COOPER ENGINEERING
Designer	COOPER ENGINEERING
Project Manager	TOU YANG, PE
Regional Examiner	NW REGION
Regional Supervisor	TOU YANG, PE

APPROVED FOR THE DEPARTMENT

DATE: 10/30/2025
(Signature)

E

LIST OF STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRES
AGG	AGGREGATE
AH	AHEAD
ADT	AVERAGE DAILY TRAFFIC
AVG.	AVERAGE
ASPH	ASPHALTIC
BK.	BACK
BM	BENCHMARK
△	CENTRAL ANGLE OR DELTA
℄ , C/L	CENTERLINE
C & G	CURB AND GUTTER
CABC	CRUSHED AGGREGATE BASE COURSE
CONC.	CONCRETE
COR	CORNER
CORR	CORRUGATED
CSCP	CORRUGATED STEEL CULVERT PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
CTH	COUNTY TRUNK HIGHWAY
CP.	CULVERT PIPE
CY	CUBIC YARD
CWT.	HUNDREDWEIGHT
DIA	DIAMETER
D	DEGREE OF CURVE
DHV	DESIGN HOURLY VOLUME
DWY	DRIVEWAY
EBS	EXC. BELOW SUB GRADE
ELEV., EL	ELEVATION
ELEC.	ELECTRIC
EXC	EXCAVATION
EXIST	EXISTING
E	EAST
FE	FIELD ENTRANCE
FF.	FACE TO FACE
FL, F/L	FLOW LINE
FS	FULL SUPERELEVATION
G	GARAGE
GN	GRID NORTH
H	HOUSE
HYD	HYDRANT
I	INTERSECTION ANGLE
INTERS	INTERSECTION
INV.	INVERT
IP	IRON PIN OR PIPE
LC	LONG CHORD OF CURVE
LF	LINEAR FOOT
LHF	LEFT HAND FORWARD
L	LENGTH OF CURVE
LT.	LEFT
LS	LUMP SUM
MH	MANHOLE
N	NORTH
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVATURE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PP	POWER POLE
PT	POINT OF TANGENCY
R	RANGE , RADIUS
RCCP	REINFORCED CONCRETE CULVERT PIPE
RD	ROAD
REBAR	REINFORCEMENT BAR
REQD	REQUIRED
RDWY	ROADWAY
RHF	RIGHT HAND FORWARD
RL, R/L	REFERENCE LINE
RR	RAILROAD
RT.	RIGHT
ROW, R/W	RIGHT-OF-WAY
S	SOUTH
SAN S	SANITARY SEWER
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF.	SQUARE FEET
SHLDR	SHOULDER
SPECS	SPECIFICATIONS
SQ.	SQUARE
SS.	STORM SEWER
SY.	SQUARE YARD
STH	STATE TRUNK HIGHWAY
ST.	STREET
STA.	STATION
SW	SIDEWALK
T	TANGENT
TC	TOP OF CURB
℡ , T/L	TRANSIT LINE
TEL	TELEPHONE
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
USH	UNITED STATES HIGHWAY
UG	UNDERGROUND
V	DESIGN SPEED
VAR.	VARIABLE
VERT	VERTICAL
YD	YARD

UTILITY CONTACTS

COMMUNICATIONS

CLEAR LAKE TELEPHONE/NEXTGEN BROADBAND
TIM KUSILEK
316 3RD AVE
CLEAR LAKE, WI 54005
PHONE: (715) 263-2755
EMAIL: tim.kusilek@nextgen-broadband.net

ELECTRIC

XCEL ENERGY
JOHN KELSER
1414 W HAMILTON AVE, P.O. BOX 8
EAU CLAIRE, WI 54701
PHONE: (715) 737-6020
EMAIL: john.kelser@xcelenergy.com

ALL UTILITIES LISTED ARE MEMBERS OF DIGGERS HOTLINE

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

OTHER CONTACTS

DESIGN CONSULTANT

COOPER ENGINEERING
JACOB FRIBERG
2600 COLLEGE DRIVE
RICE LAKE, WI 54868
PHONE: (715) 234-7008
EMAIL: jfriberg@cooperengineering.net

POLK COUNTY

HIGHWAY COMMISSIONER
JOSH KELCH
900 PHEASANT LANE, PO BOX 248
BALSAM LAKE, WI 54810
PHONE: (715) 485-8723
EMAIL: josh.kelch@polkcountywi.gov

WDNR REGIONAL CONTACT

WDNR/WISDOT LIAISON
JON SIMONSEN
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
PHONE: (715) 367-1936
EMAIL: Jonathan.Simonsen@wisconsin.gov

WISDOT REGIONAL CONTACT

WISDOT LOCAL PROGRAM SUPERVISOR
TOU YANG
718 W CLAIREMONT AVE
EAU CLAIRE, WI 54701
PHONE: (715) 833-5570
EMAIL: Tou.Yang@dot.wi.gov

GENERAL NOTES:

NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER.

ACCESS TO ALL RESIDENCES & SIDE ROADS SHALL BE MAINTAINED DURING CONSTRUCTION.

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

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

ALL WORK TO BE PERFORMED WITHIN THE EXISTING R/W.

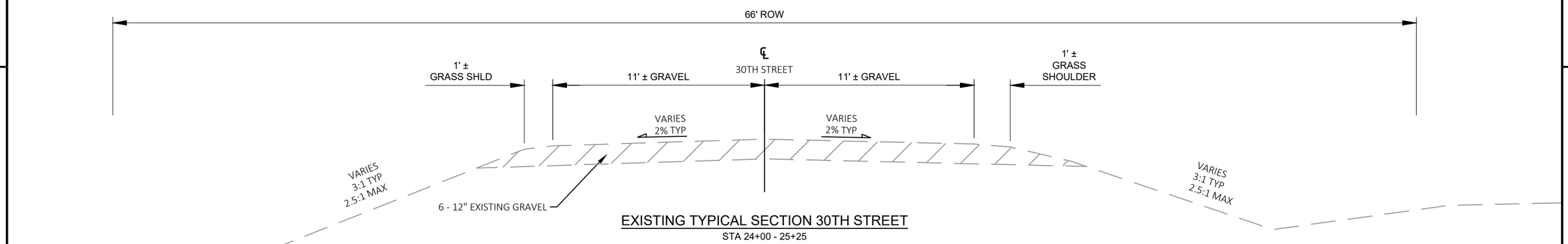
SILT FENCE MAY NEED TO BE INSTALLED BY HAND IN ORDER TO STAY WITHIN THE EXISTING R/W.

30TH STREET WILL BE CLOSED DURING CONSTRUCTION AND NO DETOUR ROUTE WILL BE MARKED.

RUNOFF COEFFICIENT TABLE

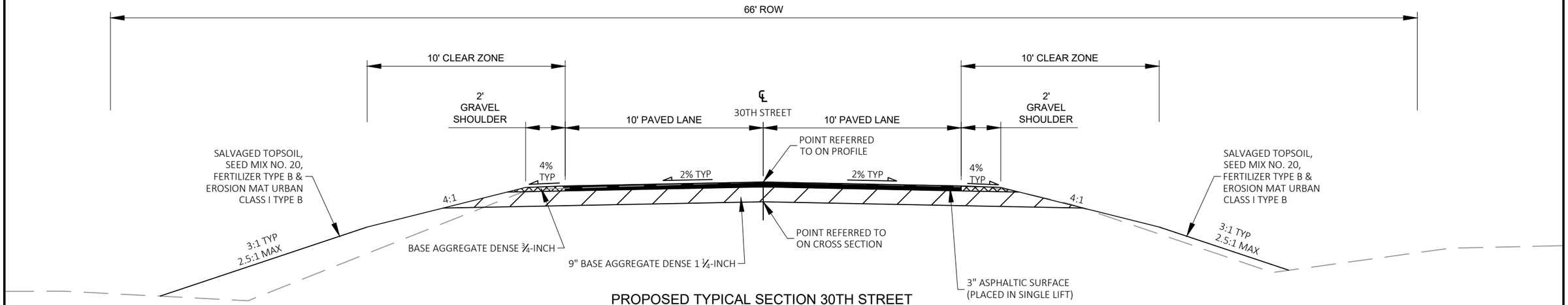
	HYDROLOGIC SOIL GROUP								
	A			B			C		
	SLOPE RANGE (%)			SLOPE RANGE (%)			SLOPE RANGE (%)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26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

TOTAL PROJECT AREA = 0.19 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.13 ACRES



EXISTING TYPICAL SECTION 30TH STREET

STA 24+00 - 25+25



PROPOSED TYPICAL SECTION 30TH STREET

STA 24+00 - 25+25

PROJECT NO: 8405-00-72	HWY: 30TH STREET	COUNTY: POLK	TYPICAL SECTION	SHEET 3	E

2

EXISTING STRUCTURE P-48-0914
25' TIMBER SLAB SPAN
24.7' CLEAR ROADWAY WIDTH
26' TOTAL LENGTH (BACK TO BACK ABUTS.)
STA 24+56.43 - 24+82.59

OBSERVED WATER
EL. = 1,131.03 (4/27/2023)
DRY RUN (8/26/2022)

8:1

1:1

WILLOW RIVER TRIB

4:1

4:1

EXISTING GUY

24+00

26'EXISTING LENGTH

PT: 24+84.53

25+00

2.5:1

3:1

66' ROW

26+00

30TH STREET
(GRAVEL ROAD)

3.5:1

EXISTING EDGE OF GRAVEL

TOP OF SLOPE (TYP)

4:1

EXISTING DITCH

TOE OF SLOPE (TYP)

TREE LINE

EDGE OF WATER (TYP)

EDGE OF CHANNEL (TYP)

TREE LINE

4.5:1

6:1

N

PROJECT NO: 8405-00-72	HWY: 30TH STREET	COUNTY: POLK	EXISTING CONTOUR MAP	SHEET 4	E

2

EXISTING STRUCTURE P-48-0914
SINGLE SPAN TIMBER BRIDGE
STA 24+56.43 - 24+82.59

OBSERVED WATER
EL. = 1,131.03 (4/27/2023)
DRY RUN (8/26/2022)

EXISTING ROW (TYP)

EXISTING POWER POLE TO REMAIN

EXISTING GUY TO REMAIN

W5-52L 12"X36"

REMOVE

8:1

RIPRAP LIMITS (TYP)

1:1

WILLOW RIVER TRIB

REMOVE

W5-52R 12"X36"

SLOPE INTERCEPT (TYP)

END PROJECT
STA 25+25.00
Y = 208,117.20
X = 571,874.14
MATCH EXISTING

4:1

4:1

3:1

32.9%

PROPOSED EDGE OF GRAVEL

24+00

25+00

26+00

66' ROW

30TH STREET
(GRAVEL ROAD)

3:1

TOP OF SLOPE (TYP)

PROPOSED EDGE OF ASPHALT

EXISTING EDGE OF GRAVEL(TYP)

TOP OF SLOPE (TYP)

4:1

EXISTING DITCH

TOE OF SLOPE (TYP)

TREE LINE

BEGIN PROJECT
STA 24+00.00
Y = 208,241.99
X = 571,879.55
MATCH EXISTING

PROPOSED STRUCTURE B-48-0061
SINGLE SPAN CONCRETE FLAT SLAB BRIDGE
26' CLEAR ROADWAY WIDTH
34.5' TOTAL LENGTH
(BACK TO BACK ABUTS.)
STA 24+47.42 - 24+81.92

EDGE OF WATER (TYP)

EDGE OF CHANNEL (TYP)

W5-52L 12"X36"

REMOVE

W5-52R 12"X36"

REMOVE

4.5:1

6:1

TREE LINE

N

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIP RAP HEAVY
- SLOPE INTERCEPT
- TURBIDITY BARRIER
- SURFACE WATER FLOW

PROJECT NO: 8405-00-72	HWY: 30TH STREET	COUNTY: POLK	PERMANENT SIGNING & EROSION CONTROL PLAN	SHEET 5	E

FILE NAME : G:\2022-PROJ\22258233\C3D\SHEETSPLAN\021601-ECM.DWG
LAYOUT NAME - PS AND EC PLAN

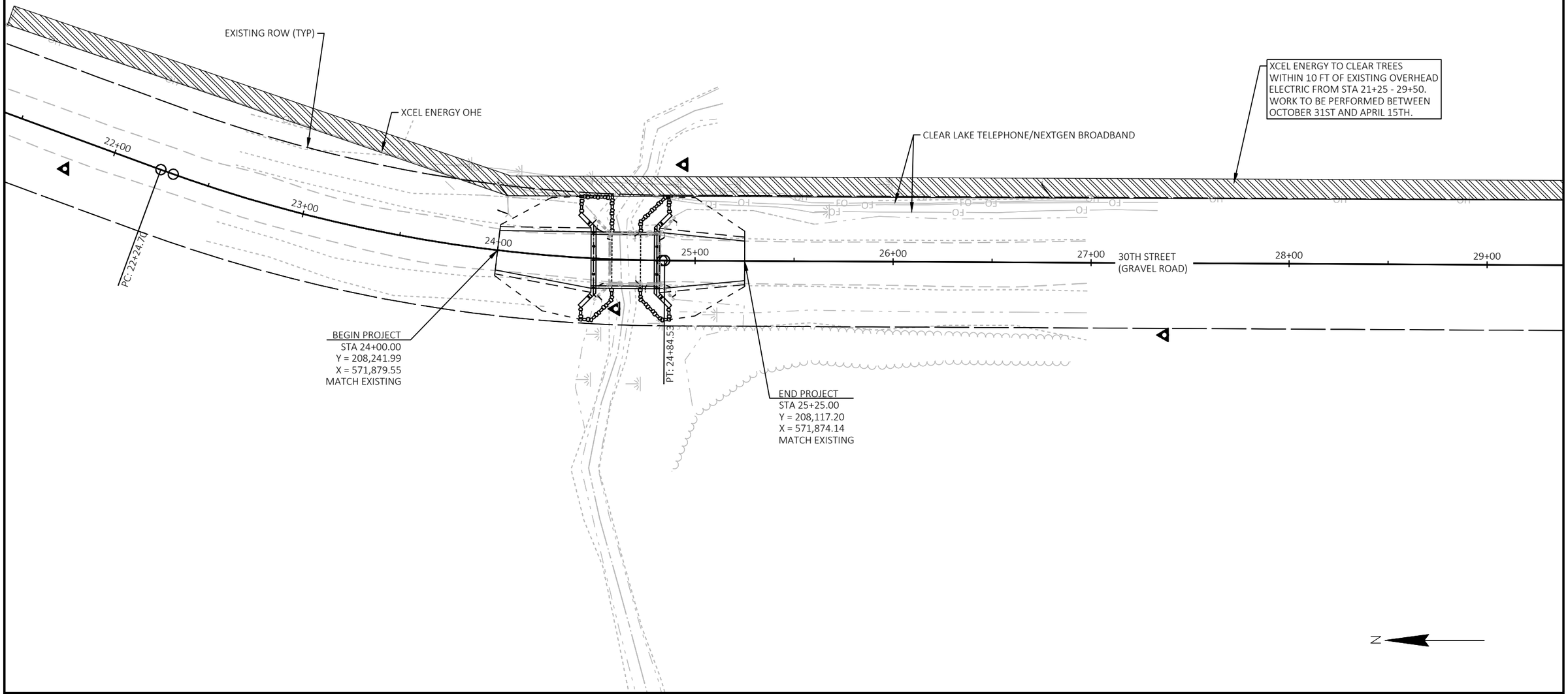
PLOT DATE : 10/23/2025 12:09 PM

PLOT BY : JACOB FRIBERG

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

2



PROJECT NO: 8405-00-72	HWY: 30TH STREET	COUNTY: POLK	TREE CLEARING BY OTHERS	SHEET 6	E

FILE NAME : G:\2022-PROJ\22258233\C3D\SHEETSPLAN\021601-ECM.DWG
LAYOUT NAME - TREE CLEARING BY OTHERS

PLOT DATE : 10/23/2025 12:11 PM PLOT BY : JACOB FRIBERG PLOT NAME : PLOT SCALE : ##########

2

N

BRIDGE OUT
1 1/4 MILES AHEAD
R11-3C

PLACE BARRICADES AND SIGNS IMMEDIATELY
SOUTH OF 30TH ST. & 25 AVE. INTERSECTION.

WILLOW RIVER

ROAD CLOSED 500 FT
W20-3-D

30TH STREET

ROAD CLOSED 1000 FT
W20-3-C

SEE CLOSURE BARRICADE DETAIL E

BRIDGE OUT
R11-2-B
48"X30"

REFER TO STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" & "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" FOR MORE DETAIL

PROPOSED BRIDGE WORK ZONE

SEE CLOSURE BARRICADE DETAIL D

BRIDGE OUT
R11-2-B
48"X30"

WILLOW RIVER

SEE CLOSURE BARRICADE DETAIL E

BRIDGE OUT
R11-2-B
48"X30"

WILLOW RIVER TRIBUTARY

ROAD CLOSED 500 FT
W20-3-D

ROAD CLOSED 1000 FT
W20-3-C

BRIDGE OUT
1/2 MILES AHEAD
R11-3C

PLACE BARRICADES AND SIGNS IMMEDIATELY
NORTH OF 30TH ST. & 10 AVE. INTERSECTION.

PROJECT NO: 8405-00-72	HWY: 30TH STREET	COUNTY: POLK	TRAFFIC CONTROL OVERVIEW	SHEET 7	E

FILE NAME : G:\2022-PROJ\22258233\C3D\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME - 025001_tc - 30TH STREET TRAFFIC CONTROL
PLOT DATE : 10/1/2025 9:37 AM PLOT BY : JACOB FRIBERG PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

Estimate Of Quantities

8405-00-72

Line	Item	Item Description	Unit	Total	Qty
0002	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. P-48-0914	EACH	1.000	1.000
0004	205.0100	Excavation Common	CY	90.000	90.000
0006	205.0508.S	Excavation, Hauling, and Disposal of Potential Creosote Contaminated Soil	TON	150.000	150.000
0008	206.1001	Excavation for Structures Bridges (structure) 01. B-48-0061	EACH	1.000	1.000
0010	208.0100	Borrow	CY	5.000	5.000
0012	210.1500	Backfill Structure Type A	TON	282.000	282.000
0014	213.0100	Finishing Roadway (project) 01. 8405-00-72	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	20.000	20.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	160.000	160.000
0020	465.0105	Asphaltic Surface	TON	45.000	45.000
0022	502.0100	Concrete Masonry Bridges	CY	108.000	108.000
0024	502.3200	Protective Surface Treatment	SY	153.000	153.000
0026	505.0400	Bar Steel Reinforcement HS Structures	LB	4,160.000	4,160.000
0028	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	15,380.000	15,380.000
0030	513.4061	Railing Tubular Type M	LF	74.000	74.000
0032	516.0500	Rubberized Membrane Waterproofing	SY	10.000	10.000
0034	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	490.000	490.000
0036	606.0300	Riprap Heavy	CY	80.000	80.000
0038	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	142.000	142.000
0040	618.0100	Maintenance and Repair of Haul Roads (project) 01. 8405-00-72	EACH	1.000	1.000
0042	619.1000	Mobilization	EACH	1.000	1.000
0044	624.0100	Water	MGAL	2.000	2.000
0046	625.0500	Salvaged Topsoil	SY	220.000	220.000
0048	628.1504	Silt Fence	LF	230.000	230.000
0050	628.1520	Silt Fence Maintenance	LF	230.000	230.000
0052	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0054	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0056	628.2008	Erosion Mat Urban Class I Type B	SY	220.000	220.000
0058	628.6005	Turbidity Barriers	SY	90.000	90.000
0060	629.0210	Fertilizer Type B	CWT	0.200	0.200
0062	630.0120	Seeding Mixture No. 20	LB	15.000	15.000
0064	630.0200	Seeding Temporary	LB	10.000	10.000
0066	630.0500	Seed Water	MGAL	10.000	10.000
0068	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0070	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0072	638.2602	Removing Signs Type II	EACH	4.000	4.000
0074	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0076	642.5001	Field Office Type B	EACH	1.000	1.000
0078	643.0420	Traffic Control Barricades Type III	DAY	840.000	840.000
0080	643.0705	Traffic Control Warning Lights Type A	DAY	1,440.000	1,440.000
0082	643.0900	Traffic Control Signs	DAY	720.000	720.000
0084	643.5000	Traffic Control	EACH	1.000	1.000
0086	645.0111	Geotextile Type DF Schedule A	SY	88.000	88.000
0088	645.0120	Geotextile Type HR	SY	125.000	125.000
0090	650.4500	Construction Staking Subgrade	LF	90.000	90.000
0092	650.5000	Construction Staking Base	LF	90.000	90.000
0094	650.6501	Construction Staking Structure Layout (structure) 01. B-48-0061	EACH	1.000	1.000
0096	650.9911	Construction Staking Supplemental Control (project) 01. 8405-00-72	EACH	1.000	1.000
0098	650.9920	Construction Staking Slope Stakes	LF	90.000	90.000

8405-00-72

Line	Item	Item Description	Unit	Total	Qty
0100	715.0502	Incentive Strength Concrete Structures	DOL	1,080.000	1,080.000
0102	999.2005.S	Maintaining Bird Deterrent System (station) 01. STA 24+75	EACH	1.000	1.000
0104	SPV.0090	Special 01. Flashing Stainless Steel	LF	59.000	59.000

3

EARTHWORK SUMMARY

CATEGORY	STATION	TO	STATION	SIDE	EXCAVATION COMMON 205.0100 CY	SALVAGED/ UNUSEABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL CY	UNEXPANDED FILL CY	EXPANDED FILL (FACTOR = 1.25) CY	MASS ORDINATE +/- CY	BORROW 208.0100
0010	24+00	-	24+47	LT/RT	45	0	45	30	40	5	-5
0010	24+82	-	25+25	LT/RT	45	0	45	45	55	-10	10
				TOTAL 0010	90	0	90	75	95	-5	5

BASE AGGREGATE DENSE & ASPHALT SUMMARY

CATEGORY	STATION	TO	STATION	SIDE	ASPHALT THICKNESS (IN)	LAYERS	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	BASE AGGREGATE DENSE 1 1/4-INCH 305.0120 TON	ASPHALTIC SURFACE 465.0105 TON	WATER 624.0100 MGAL
0010	24+00	-	24+47	LT/RT	3	1	10	85	25	1.0
0010	24+82	-	25+25	LT/RT	3	1	10	75	20	1.0
						TOTAL 0010	20	160	45	2

RESTORATION SUMMARY

CATEGORY	LOCATION	SALVAGED TOPSOIL 625.0500 SY	EROSION MAT URBAN CLASS I TYPE B 628.2008 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIX NO. 20 630.0120 LB	SEEDING TEMPORARY 630.0200 LB	SEED WATER 630.0500 MGAL
0010	B-48-0061 NW	55	55	0.05	3	2	2
0010	B-48-0061 NE	50	50	0.04	3	2	2
0010	B-48-0061 SW	45	45	0.04	3	2	2
0010	B-48-0061 SE	55	55	0.05	3	2	2
0010	UNDISTRIBUTED	15	15	0.02	3	2	2
	TOTAL 0010	220	220	0.2	15	10	10

3

SILT FENCE

CATEGORY	LOCATION	SILT FENCE 628.1504 LF	SILT FENCE MAINTENANCE 628.1520 LF
0010	B-48-0061 NW	55	55
0010	B-48-0061 NE	60	60
0010	B-48-0061 SW	50	50
0010	B-48-0061 SE	50	50
0010	UNDISTRIBUTED	15	15
	TOTAL 0010	230	230

EROSION CONTROL MOBILIZATION

CATEGORY	LOCATION	MOBILIZATIONS EROSION CONTROL 628.1905 EA	MOBILIZATIONS EMERGENCY EROSION CONTROL 628.1910 EA	REMARKS
0010	PROJECT	1	-	EROSION CONTROL NORTH SIDE
0010	PROJECT	1	-	EROSION CONTROL SOUTH SIDE
0010	PROJECT	1	-	RESTORATION NORTH SIDE
0010	PROJECT	1	-	RESTORATION SOUTH SIDE
0010	PROJECT	-	2	UNDISTRIBUTED
	TOTAL 0010	4	2	

TURBIDITY BARRIER

CATEGORY	LOCATION	TURBIDITY BARRIER 628.6005 SY	REMARKS
0010	B-48-0061 NORTH	50	70' LONG X 6' HIGH
0010	B-48-0061 SOUTH	40	70' LONG X 5' HIGH
	TOTAL 0010	90	

SIGNING

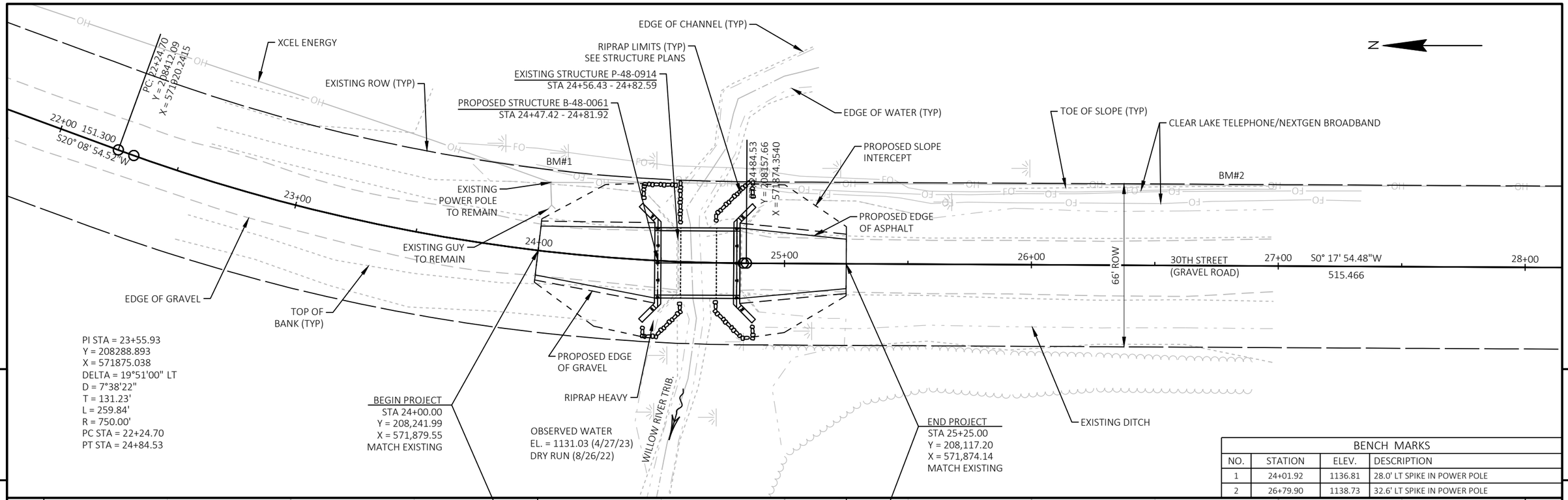
CATEGORY	LOCATION	POSTS WOOD 4x6-INCH x 12 FT 634.0612 EA	SIGNS TYPE II REFLECTIVE F 637.2230 SF	REMOVING SIGNS TYPE II 638.2602 EA	REMOVING SMALL SIGN SUPPORTS 638.3000 EA	REMARKS
0010	B-48-0061 NW	1	3	1	1	W5-52L
0010	B-48-0061 NE	1	3	1	1	W5-52R
0010	B-48-0061 SW	1	3	1	1	W5-52R
0010	B-48-0061 SE	1	3	1	1	W5-52L
	TOTAL 0010	4	12	4	4	

TRAFFIC CONTROL ITEMS

CATEGORY	DAYS	TRAFFIC CONTROL BARRICADES TYPE III 643.0420 #	643.0420 DAYS	TRAFFIC CONTROL WARNING LIGHTS TYPE A 643.0705 #	643.0705 DAYS	TRAFFIC CONTROL SIGNS 643.0900 #	643.0900 DAYS	REMARKS
0010	60	3	180	4	240	2	120	ROAD CLOSED DETAIL D NORTH SIDE
0010	60	3	180	4	240	2	120	ROAD CLOSED DETAIL D SOUTH SIDE
0010	60	4	240	8	480	4	240	ADVANCED ROAD CLOSED NORTH SIDE
0010	60	4	240	8	480	4	240	ADVANCED ROAD CLOSED SOUTH SIDE
	TOTAL 0010		840		1,440		720	

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION	TO	STATION	CONSTRUCTION STAKING SUBGRADE 650.4500 LF	CONSTRUCTION STAKING BASE 650.5000 LF	CONSTRUCTION STAKING SLOPE STAKES 650.9920 LF
0010	24+00	-	24+47	48	48	48
0010	24+82	-	25+25	42	42	42
	TOTAL 0010			90	90	90



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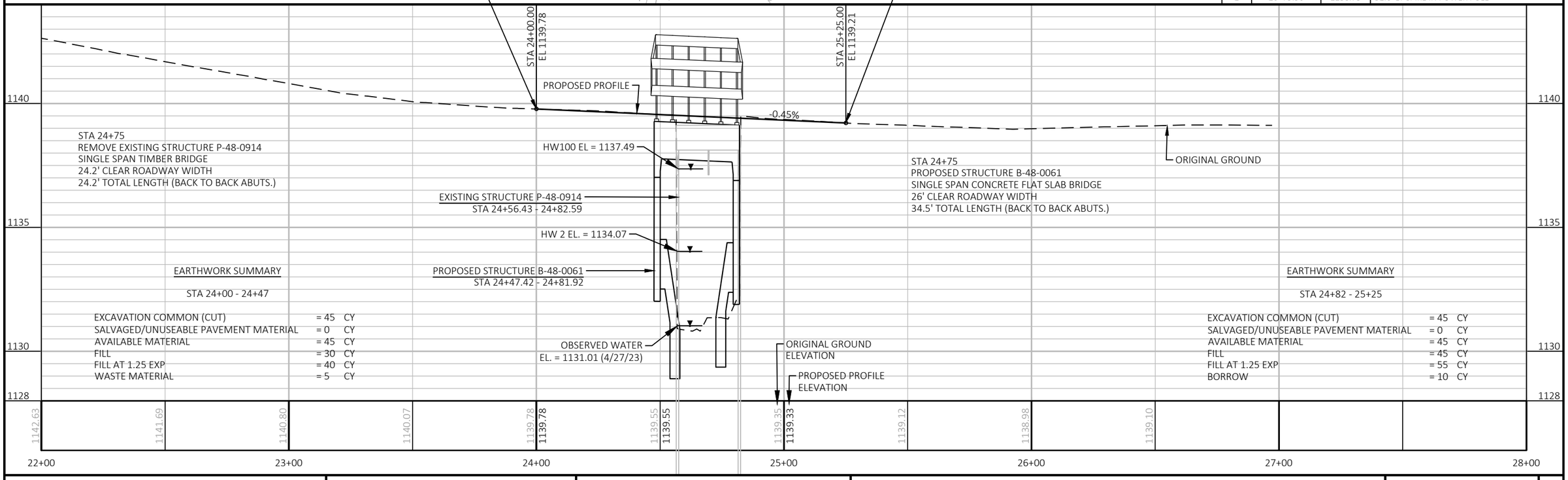
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1	24+01.92	1136.81	28.0' LT SPIKE IN POWER POLE
2	26+79.90	1138.73	32.6' LT SPIKE IN POWER POLE



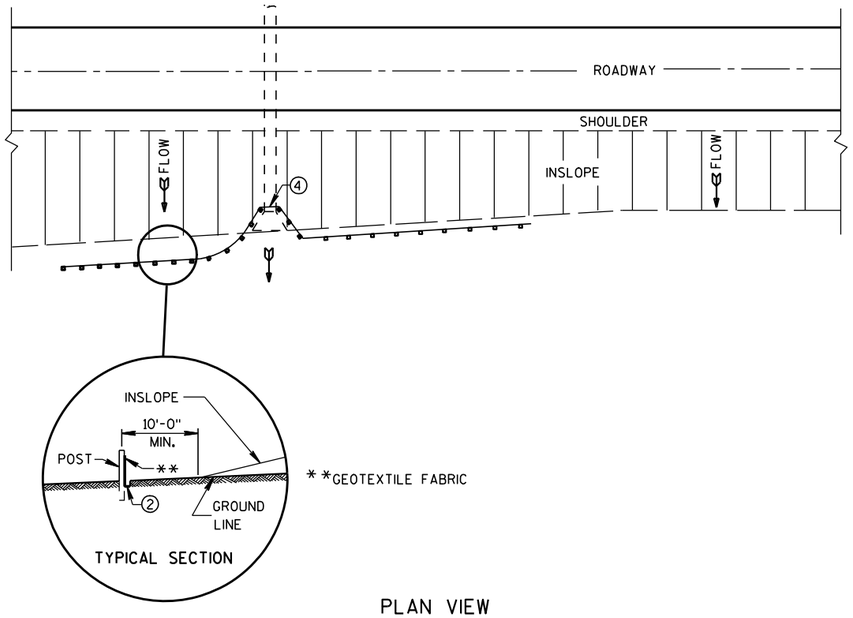
PROJECT NO: 8405-00-72	HWY: 30TH STREET	COUNTY: POLK	PLAN AND PROFILE: 30TH STREET	SHEET 12	E

FILE NAME : G:\2022-PROJ\22258233\C3D\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 01
PLOT DATE : 10/23/2025 12:14 PM
PLOT BY : JACOB FRIBERG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing ListStandard Detail Drawing List

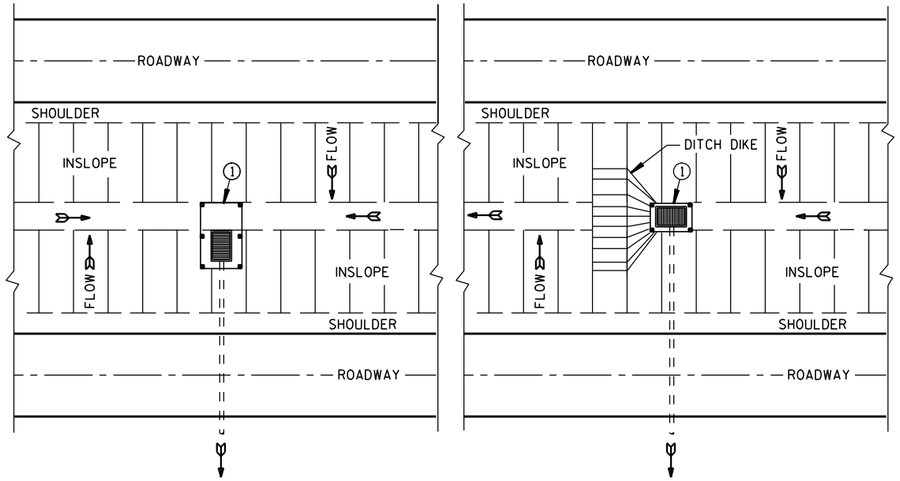
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
12A03-10	NAME PLATE (STRUCTURES)
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

6



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



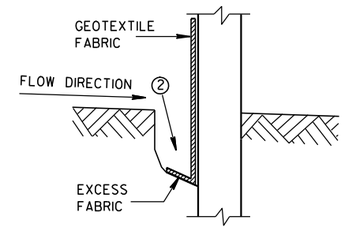
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

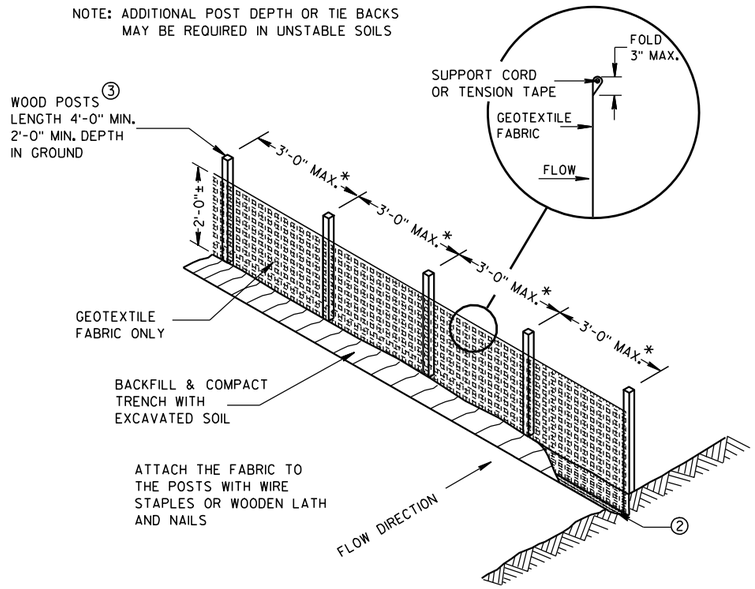
GENERAL NOTES

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

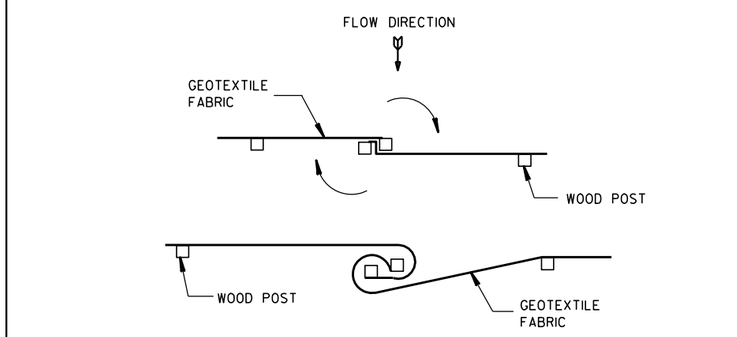
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



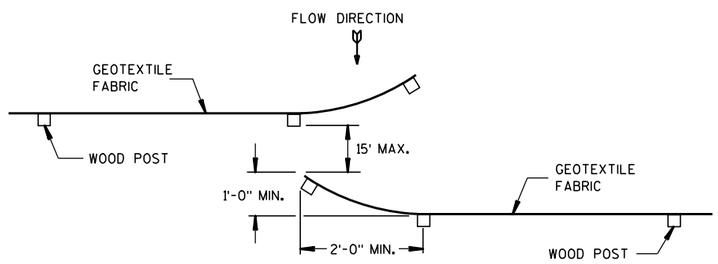
TRENCH DETAIL



SILT FENCE

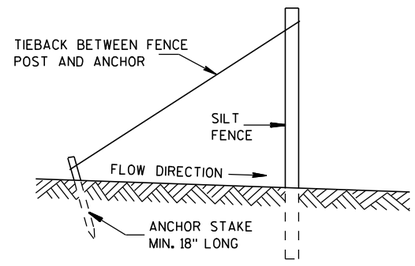


TWIST METHOD



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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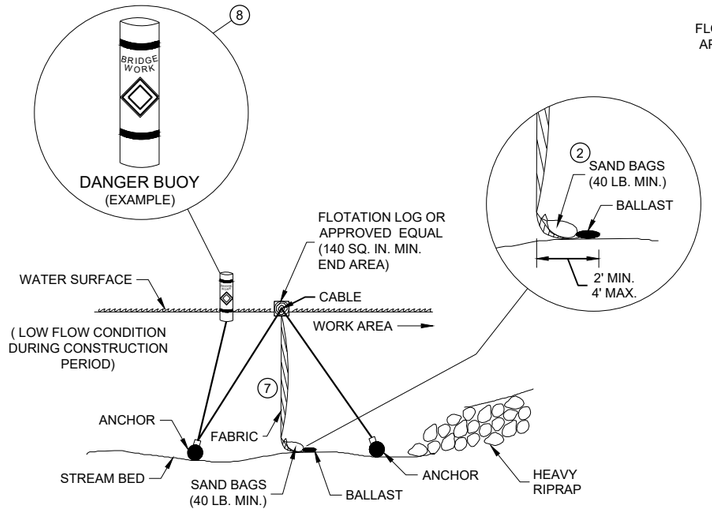
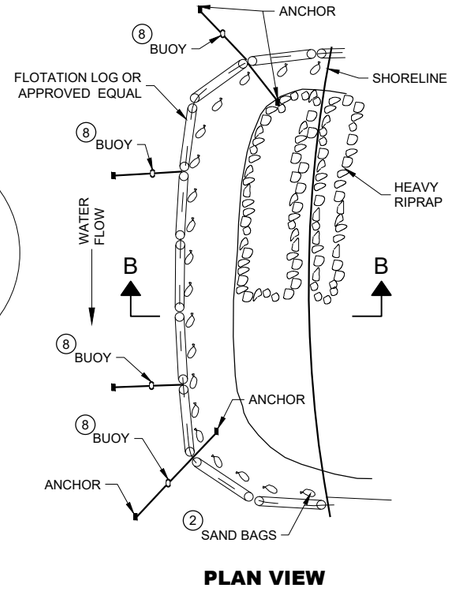
S.D.D. 8 E 9-6

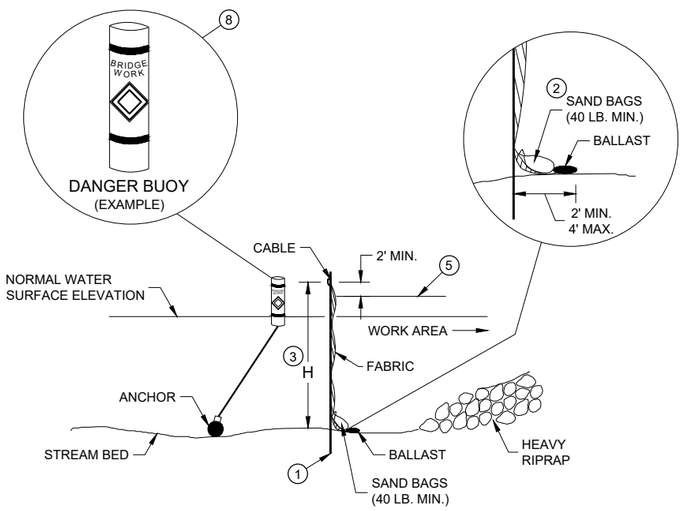


SECTION B - B

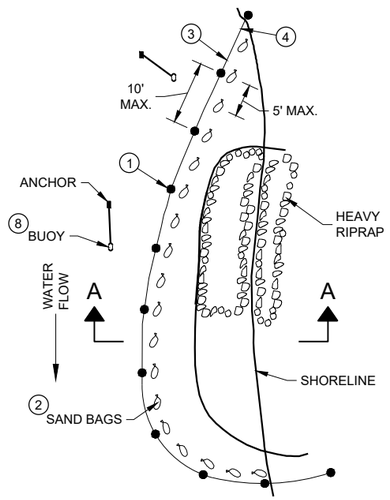


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

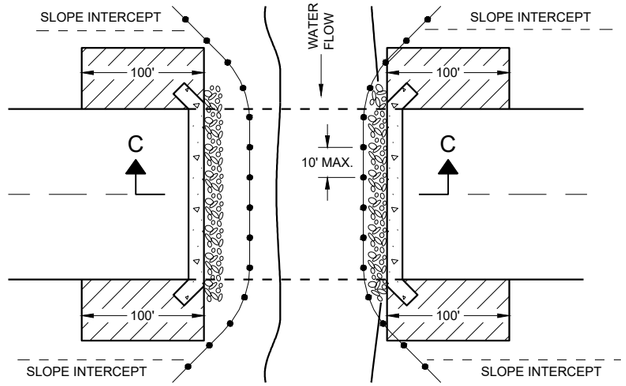
TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

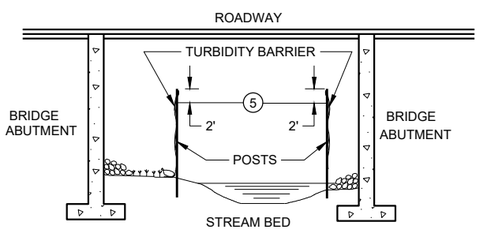
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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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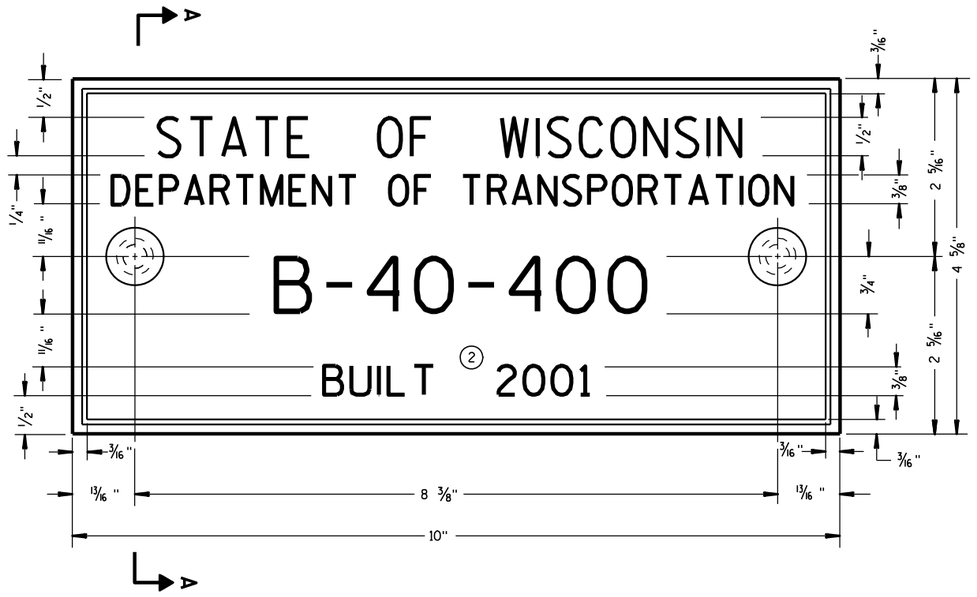
SDD 08E11 - 02



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

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

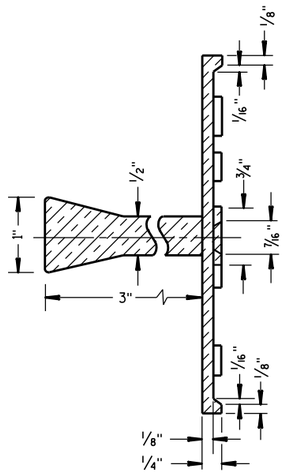
GENERAL NOTES

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

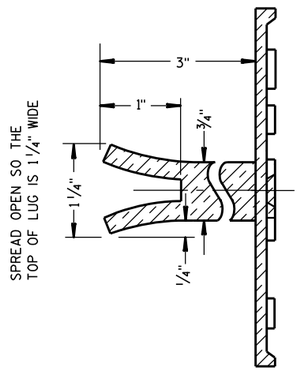
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

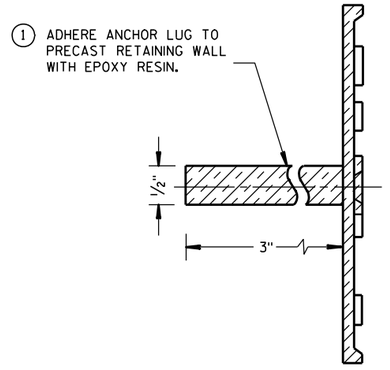
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

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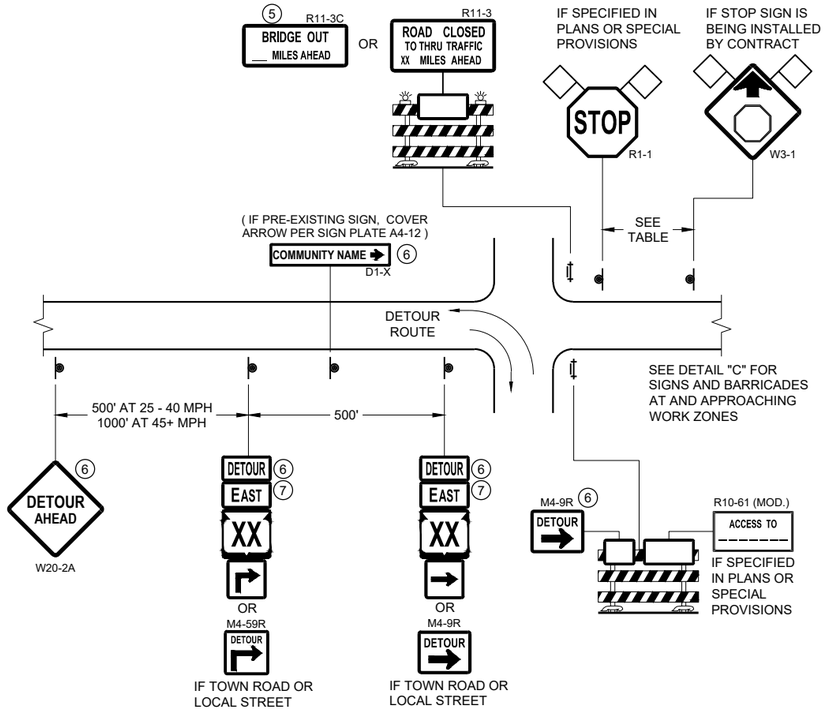
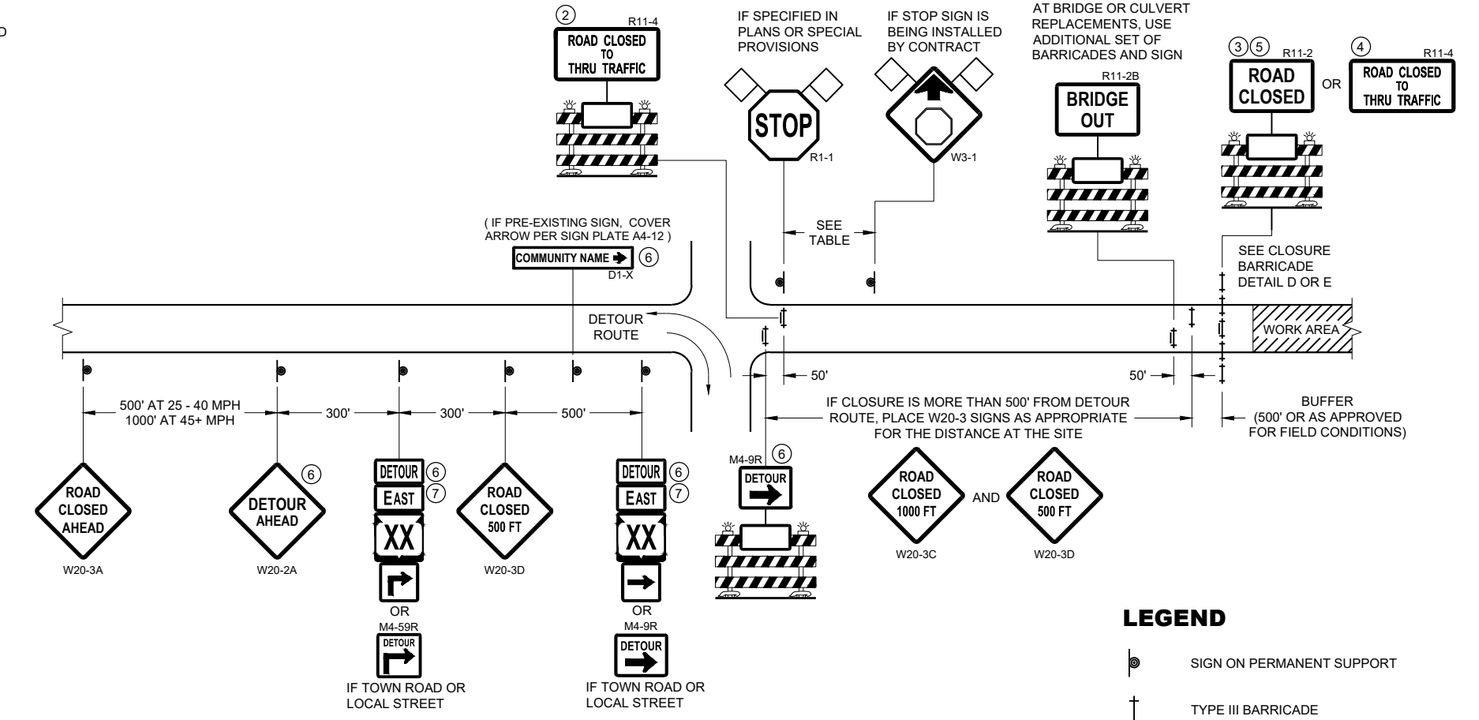
S.D.D. 12 A 3-10



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)

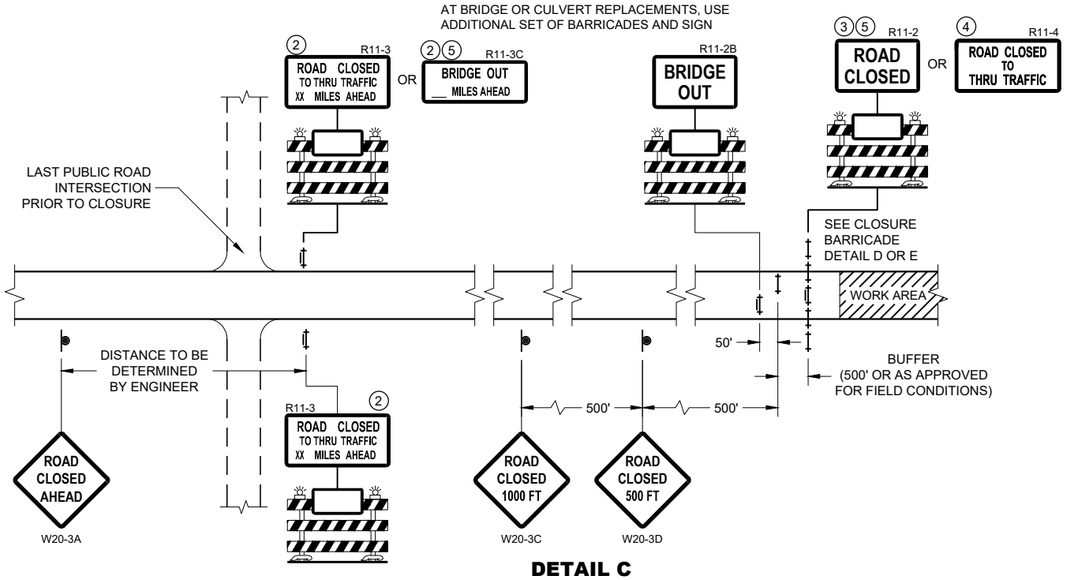
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

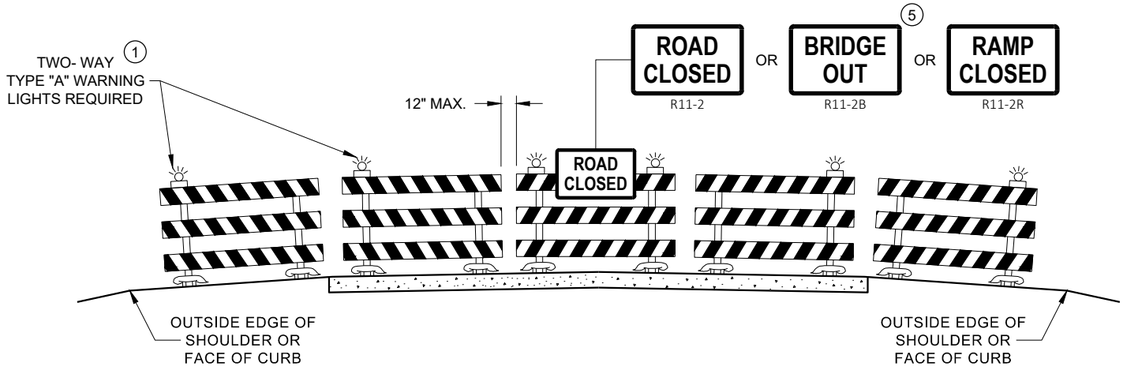
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

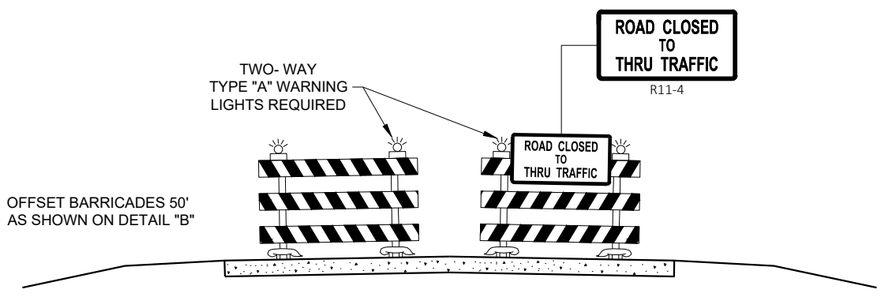
FHWA

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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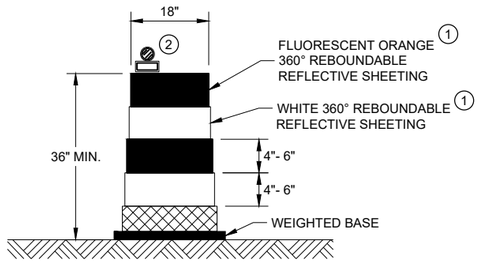
SDD 15C02 - 09b

6

SDD 15C02 - 09b

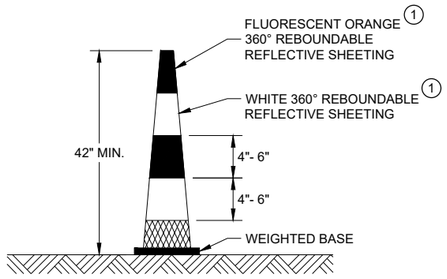
GENERAL NOTES

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



DRUM

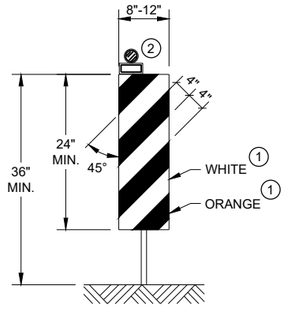
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

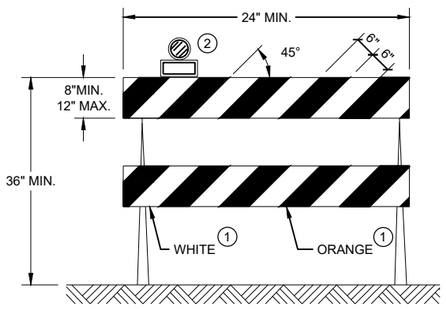
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



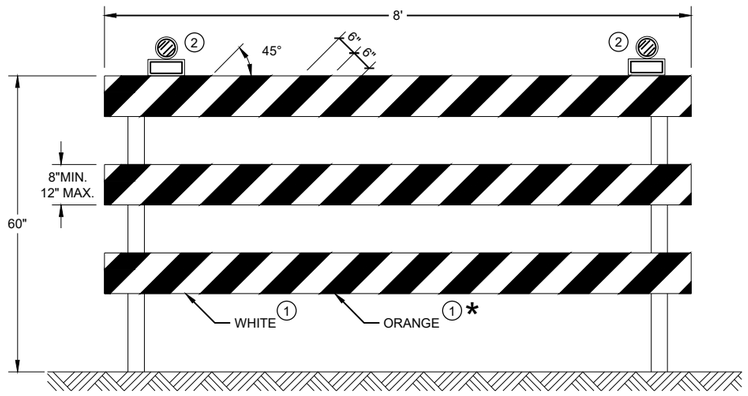
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

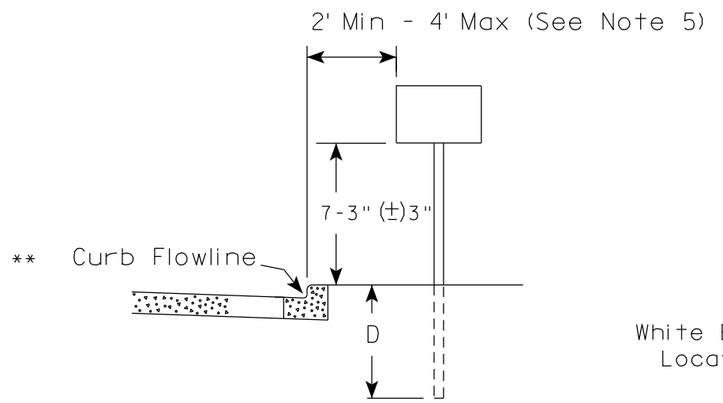
6

SDD 15C11 - 10b

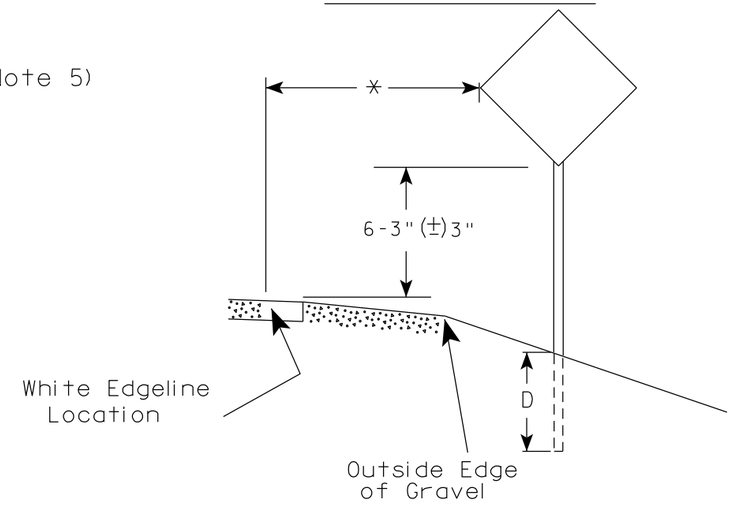
6

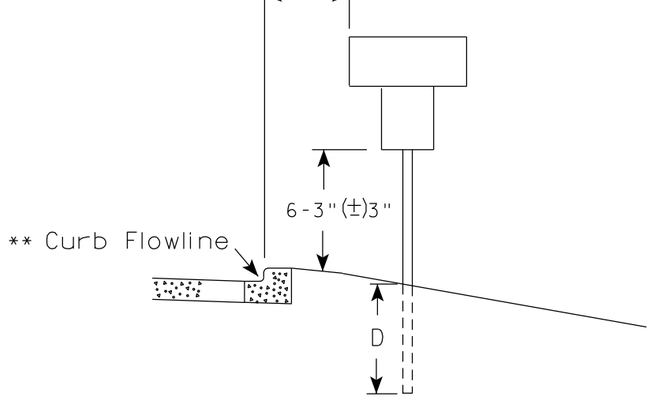
SDD 15C11 - 10b

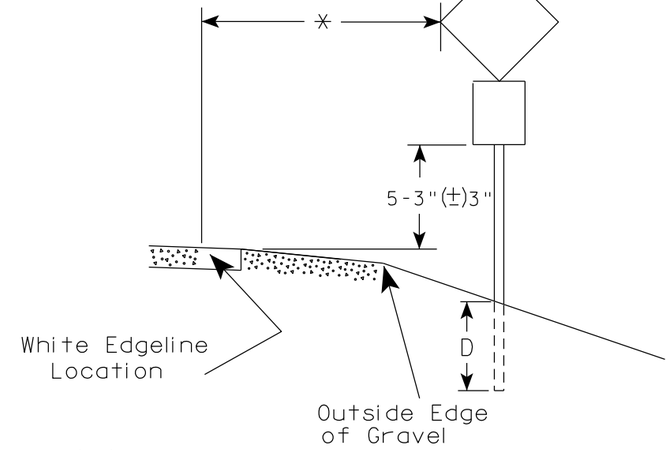
URBAN AREA



RURAL AREA (See Note 2)







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

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

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.

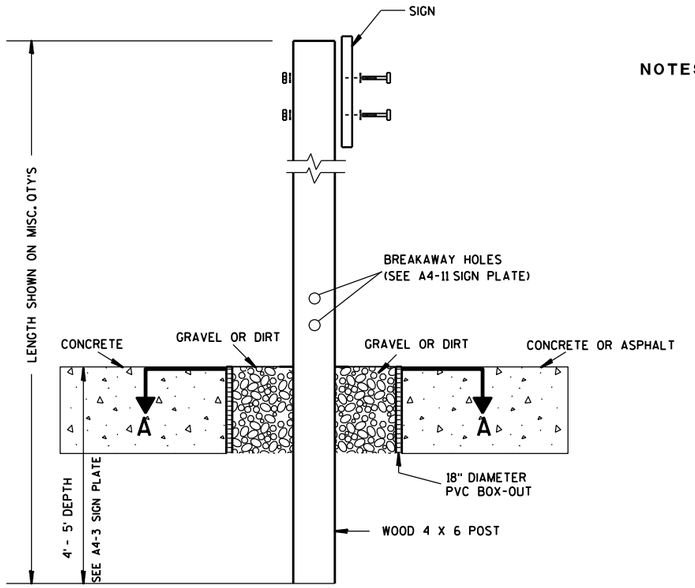
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

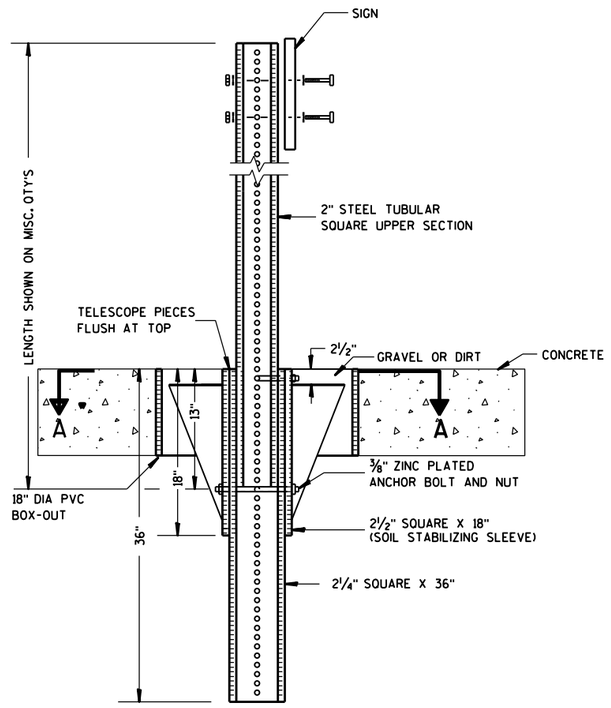
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 20	E



ELEVATION VIEW

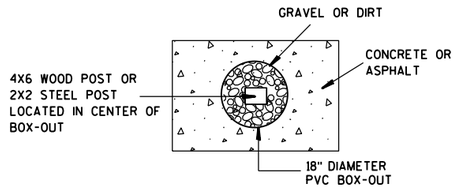
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

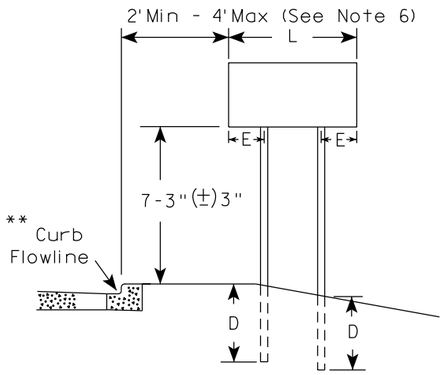
WISCONSIN DEPT OF TRANSPORTATION

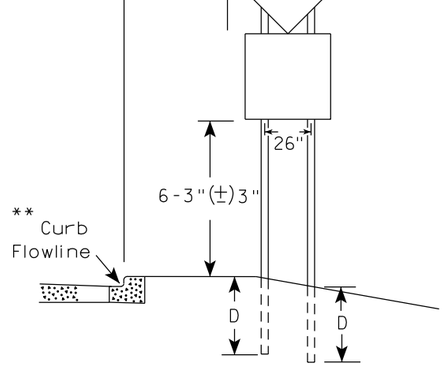
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

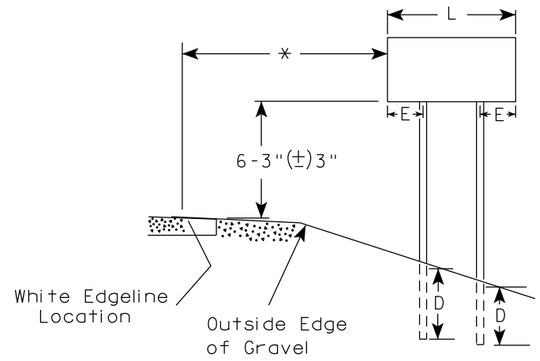
URBAN AREA

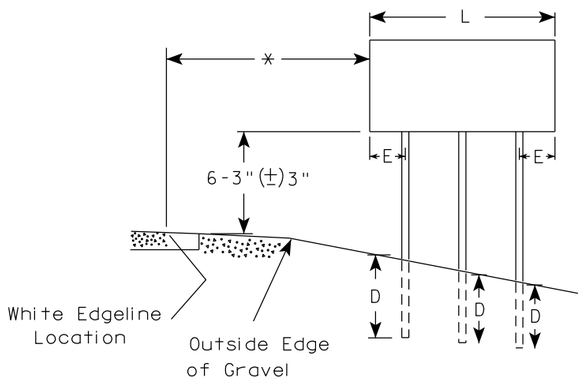


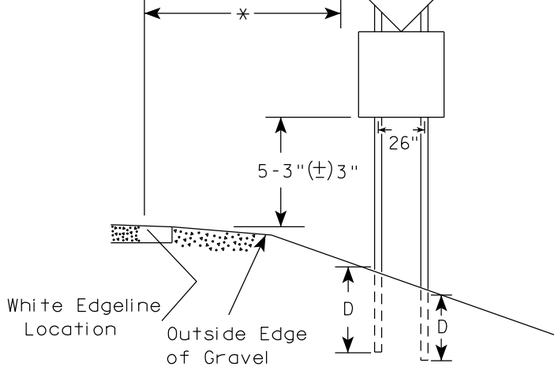


48" DIAMOND WARNING SIGN

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'

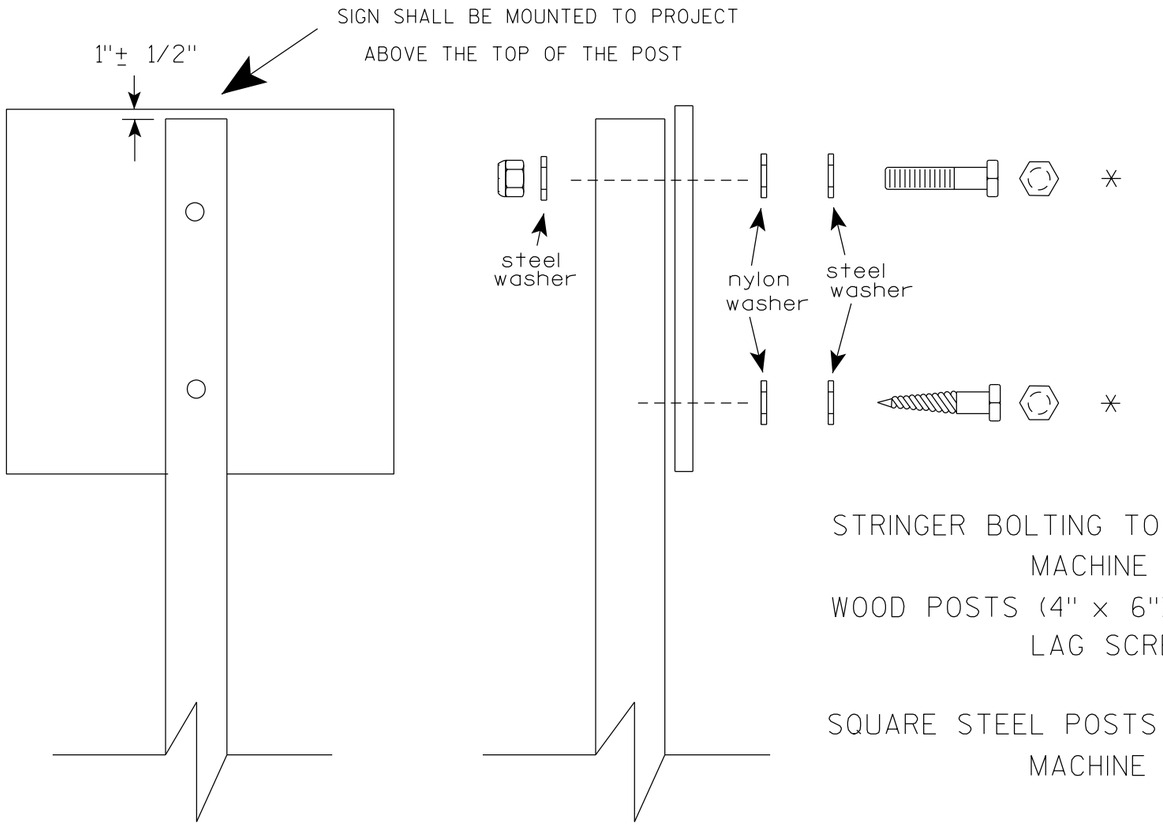
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 22	E



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

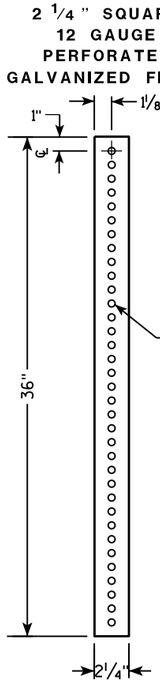
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

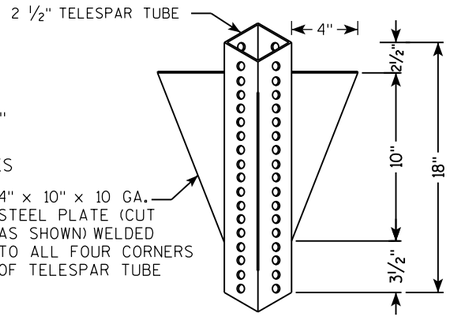
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

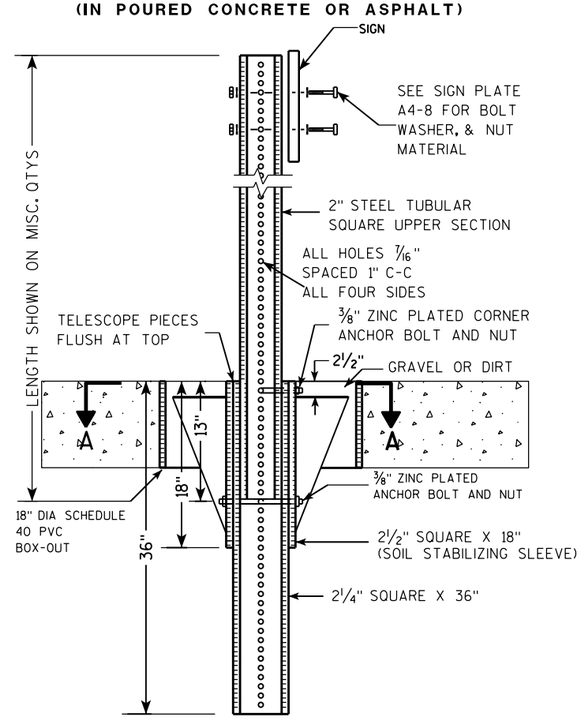
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



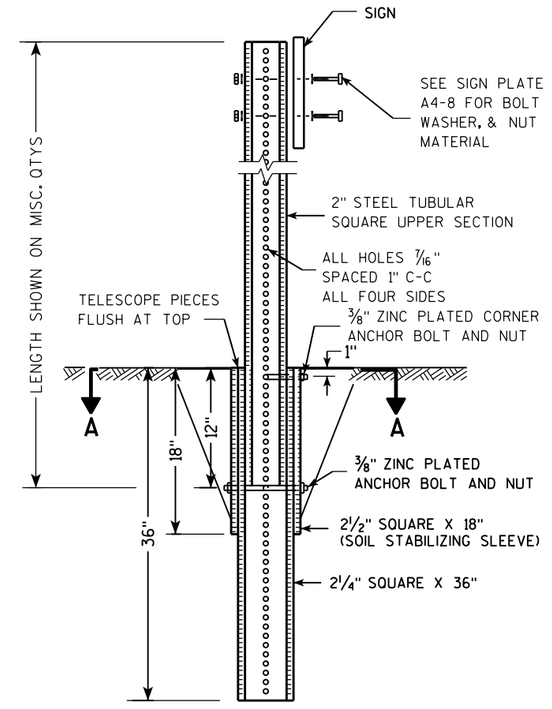
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

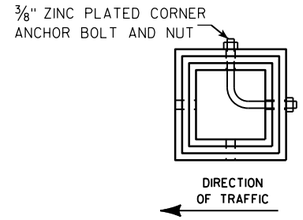


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

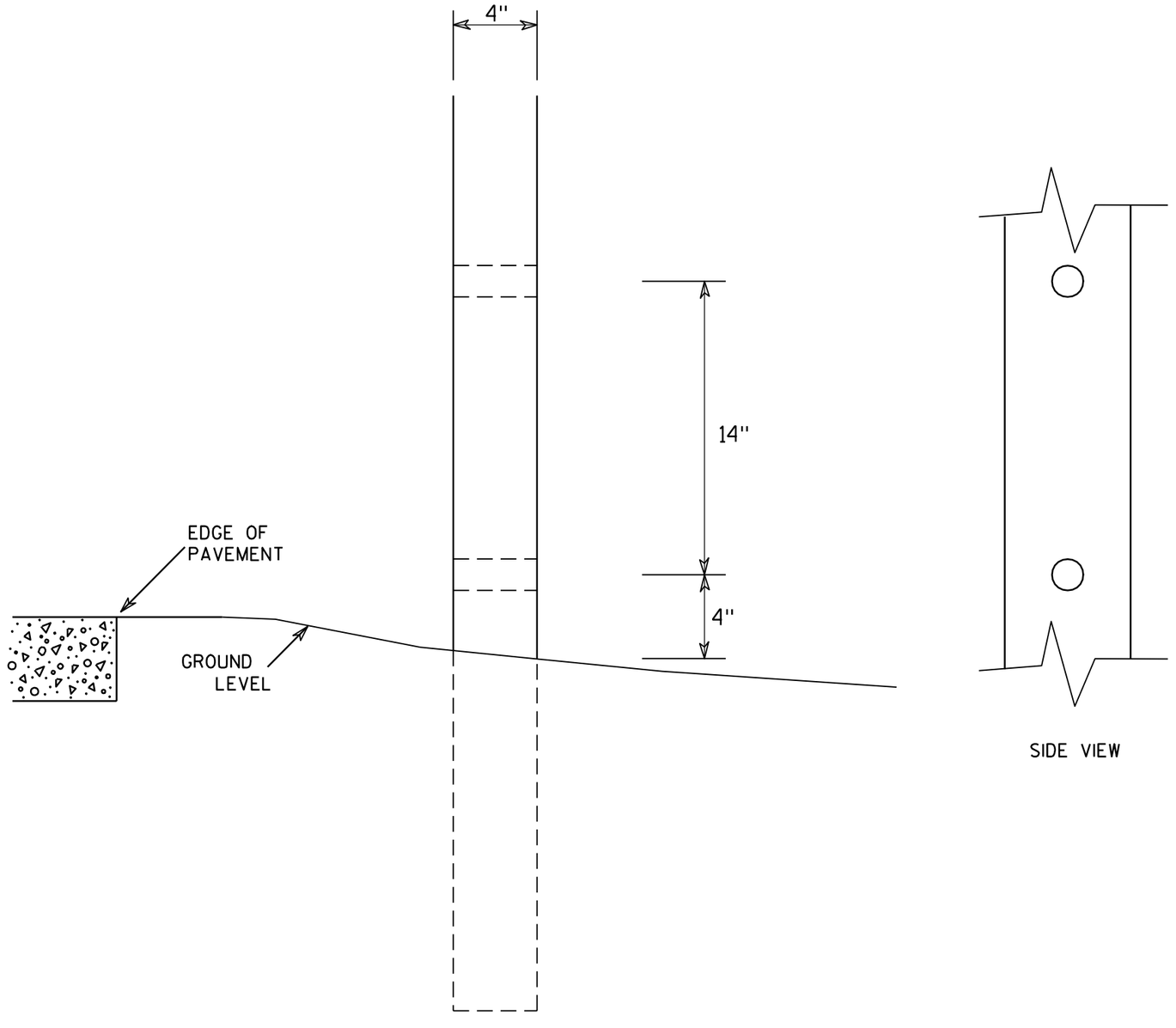
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

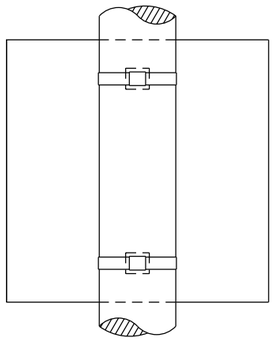
APPROVED Chester J Spang for State Traffic Engineer

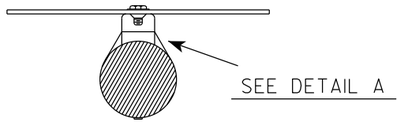
DATE 3/27/97 PLATE NO. A4-11.2

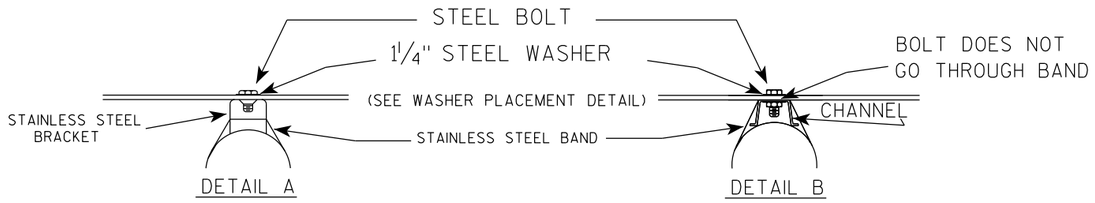
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 25	E

BANDING

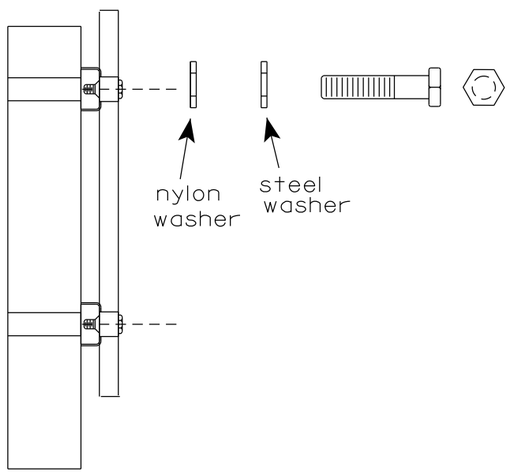
SINGLE SIGN







WASHER PLACEMENT

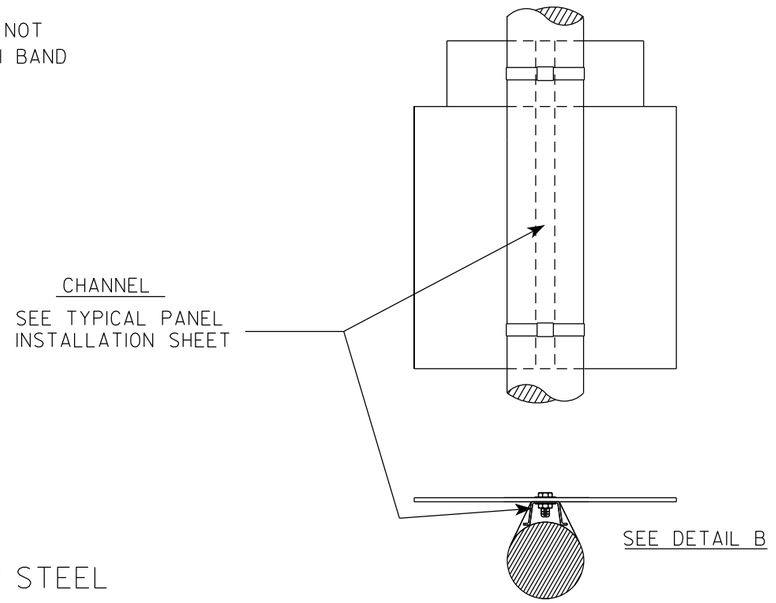


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

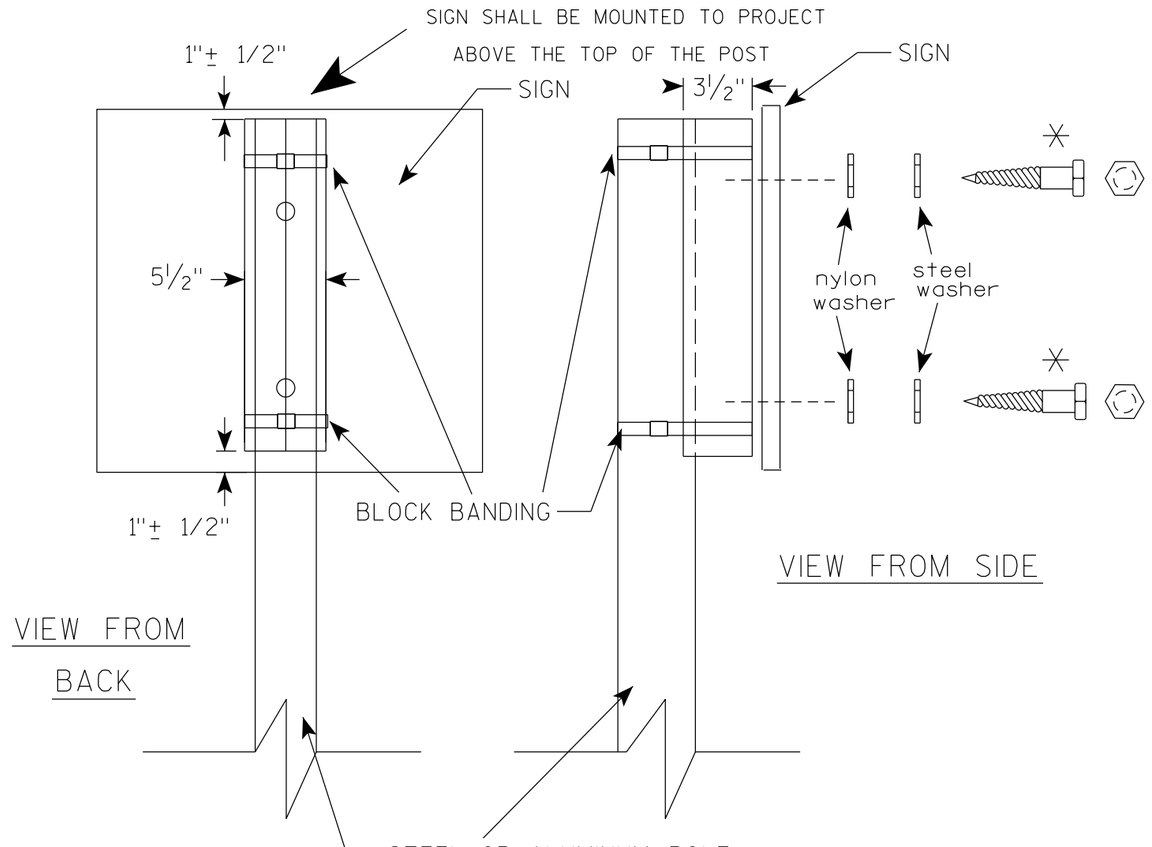
DATE 6/10/19 PLATE NO. A5-9.4

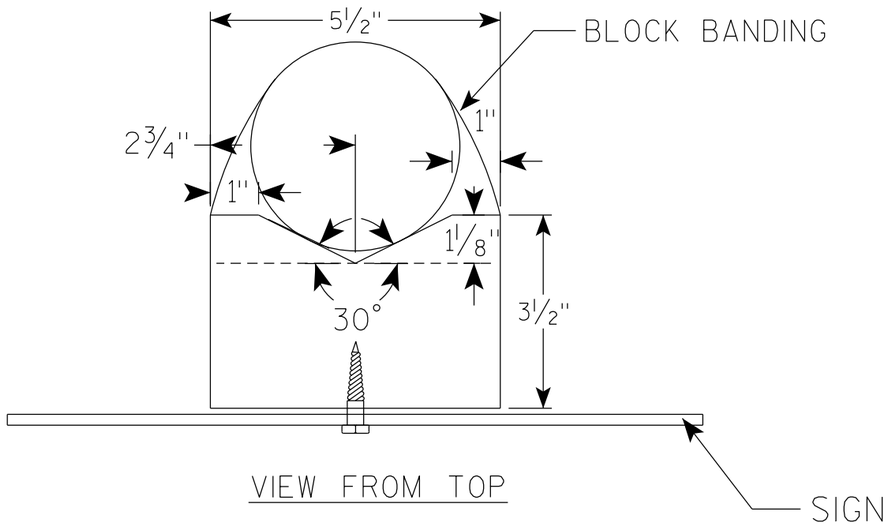
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 26	E

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

7

7





GENERAL NOTES

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

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

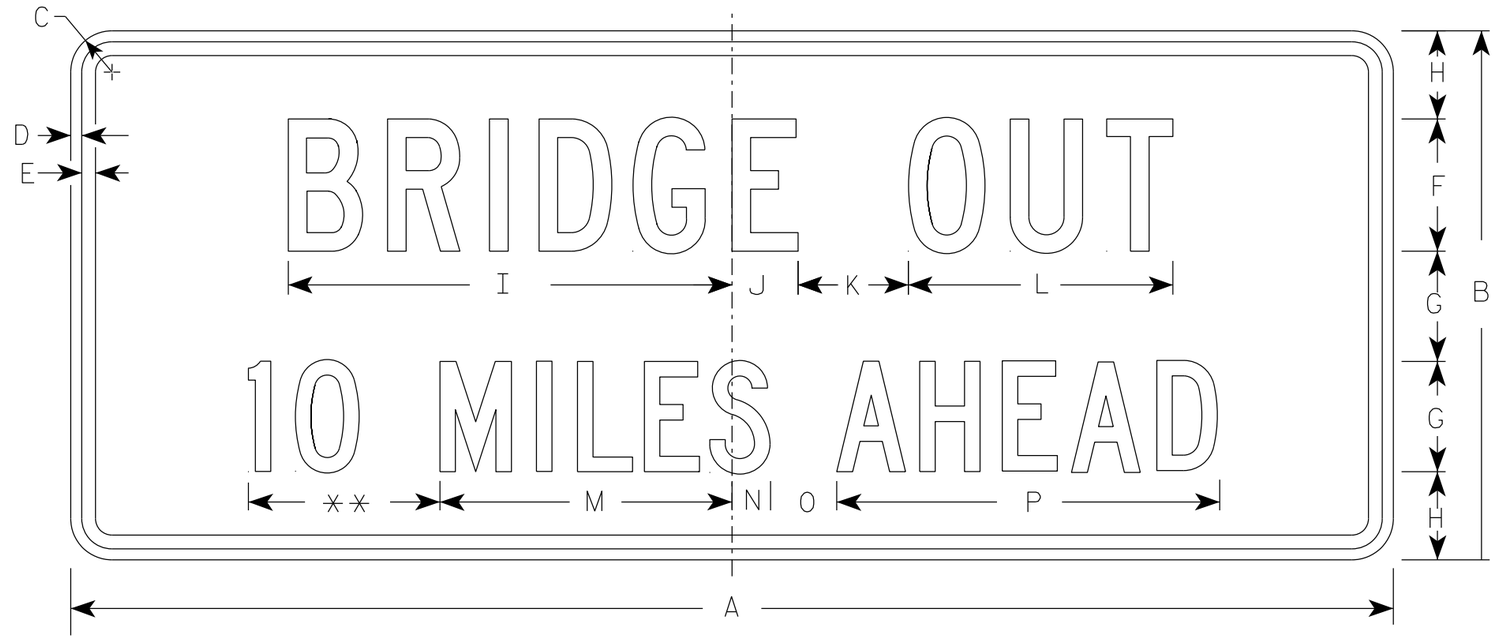
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 27 E

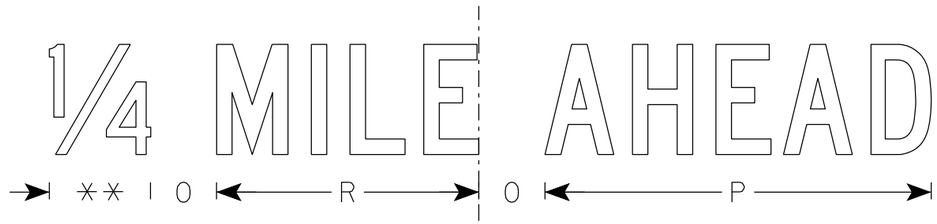
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** See Note 5



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

STANDARD SIGN
R11-3C

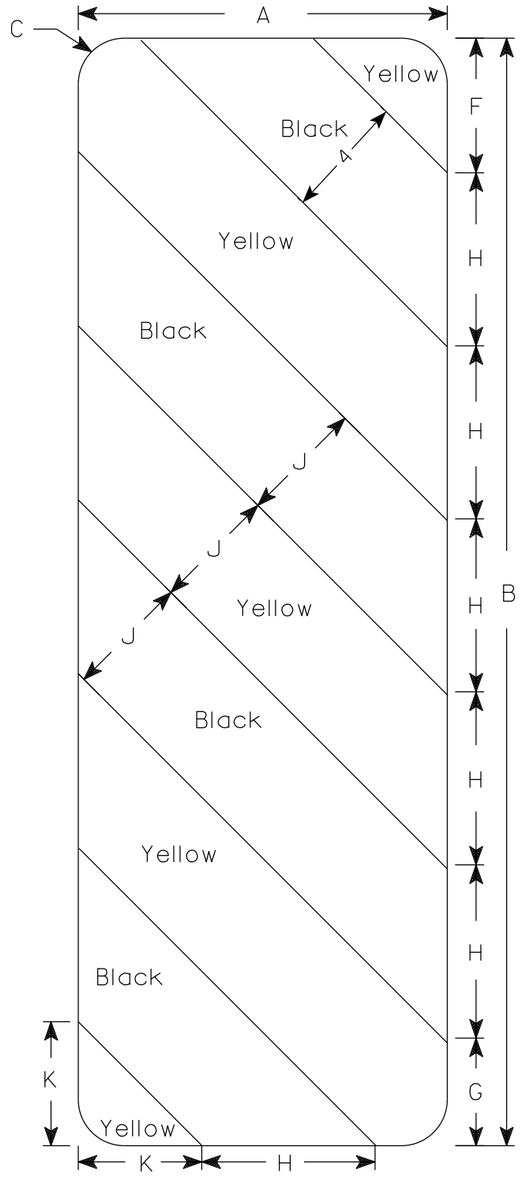
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

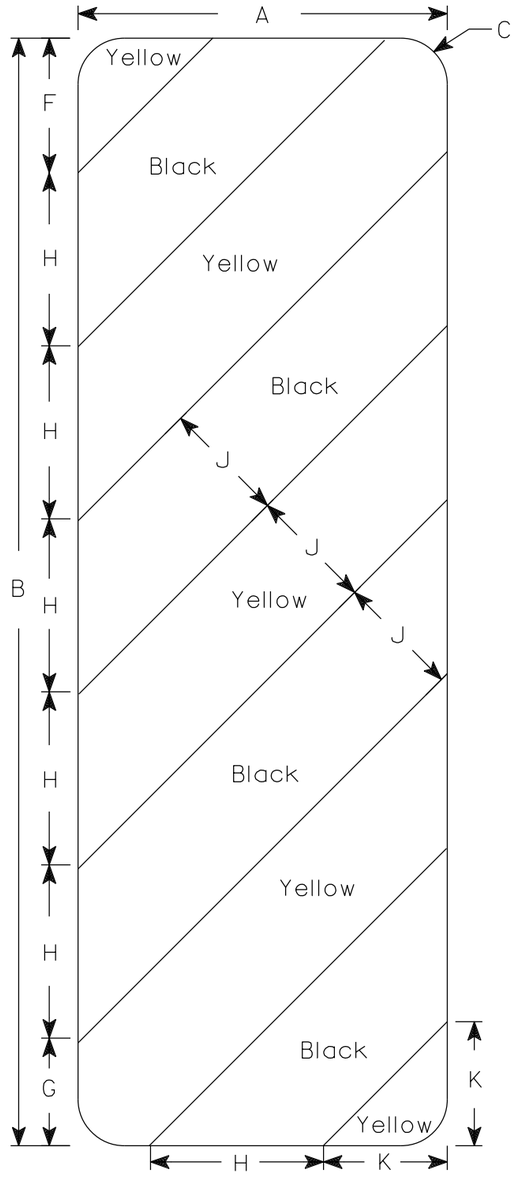
DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

SHEET NO: 28 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

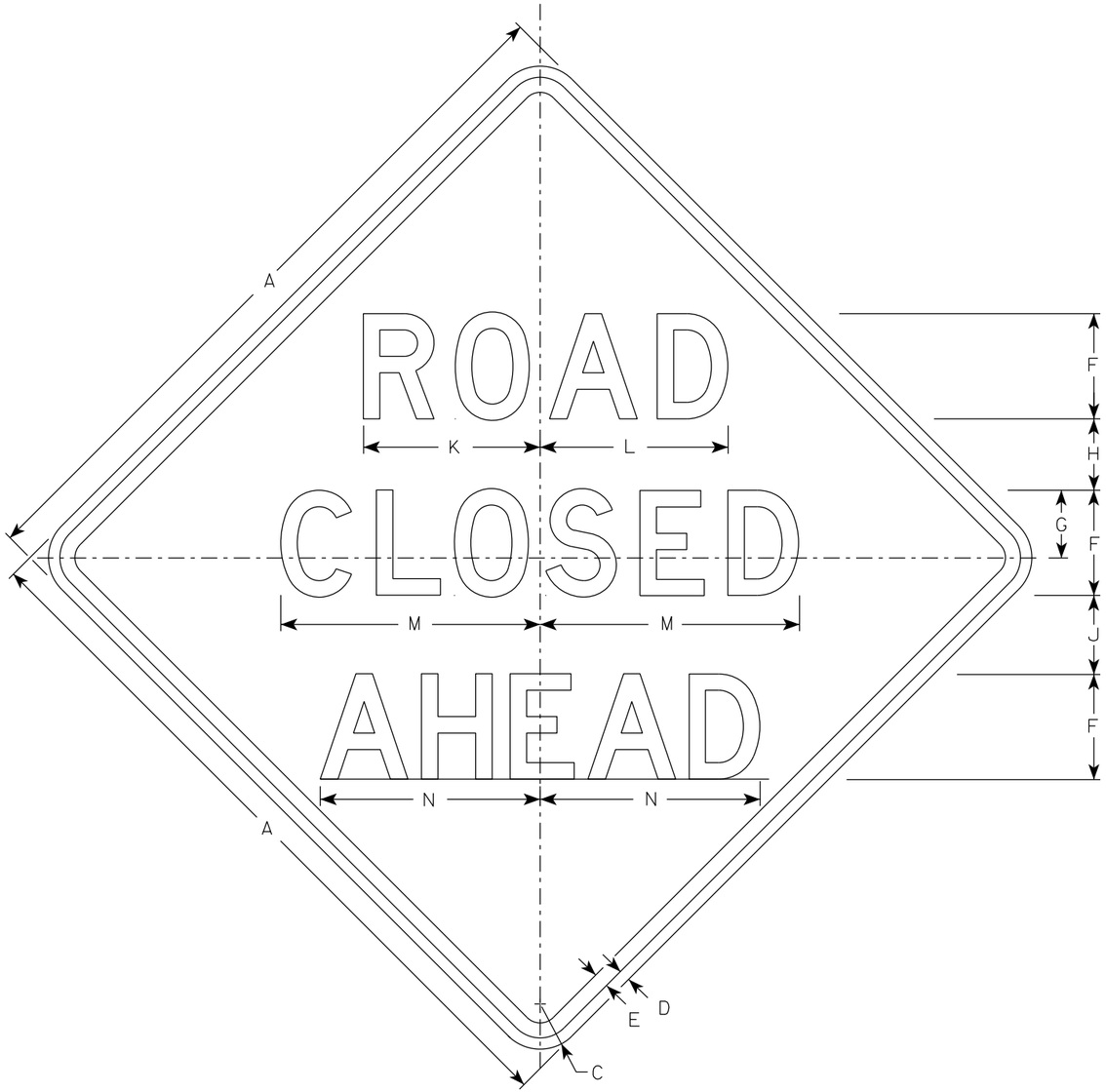
APPROVED Matthew R Rauch
for State Traffic Engineer

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

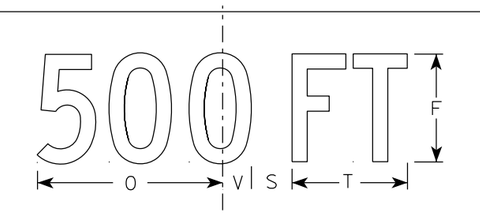
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 29 E

7

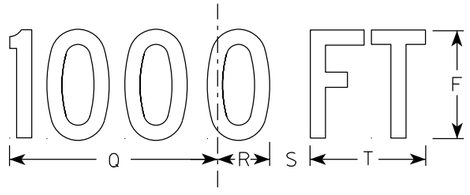
7



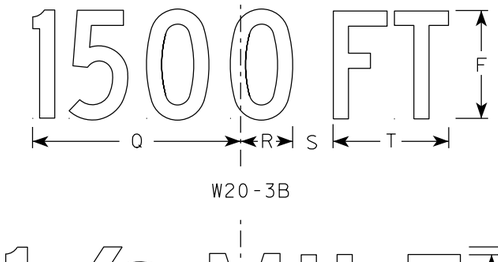
W20-3A



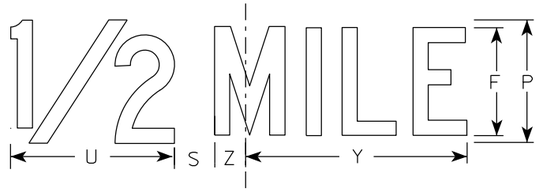
W20-3D



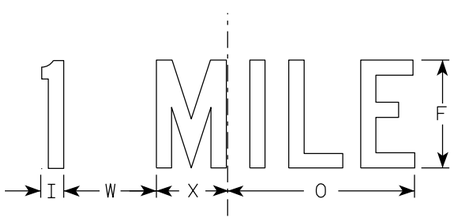
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

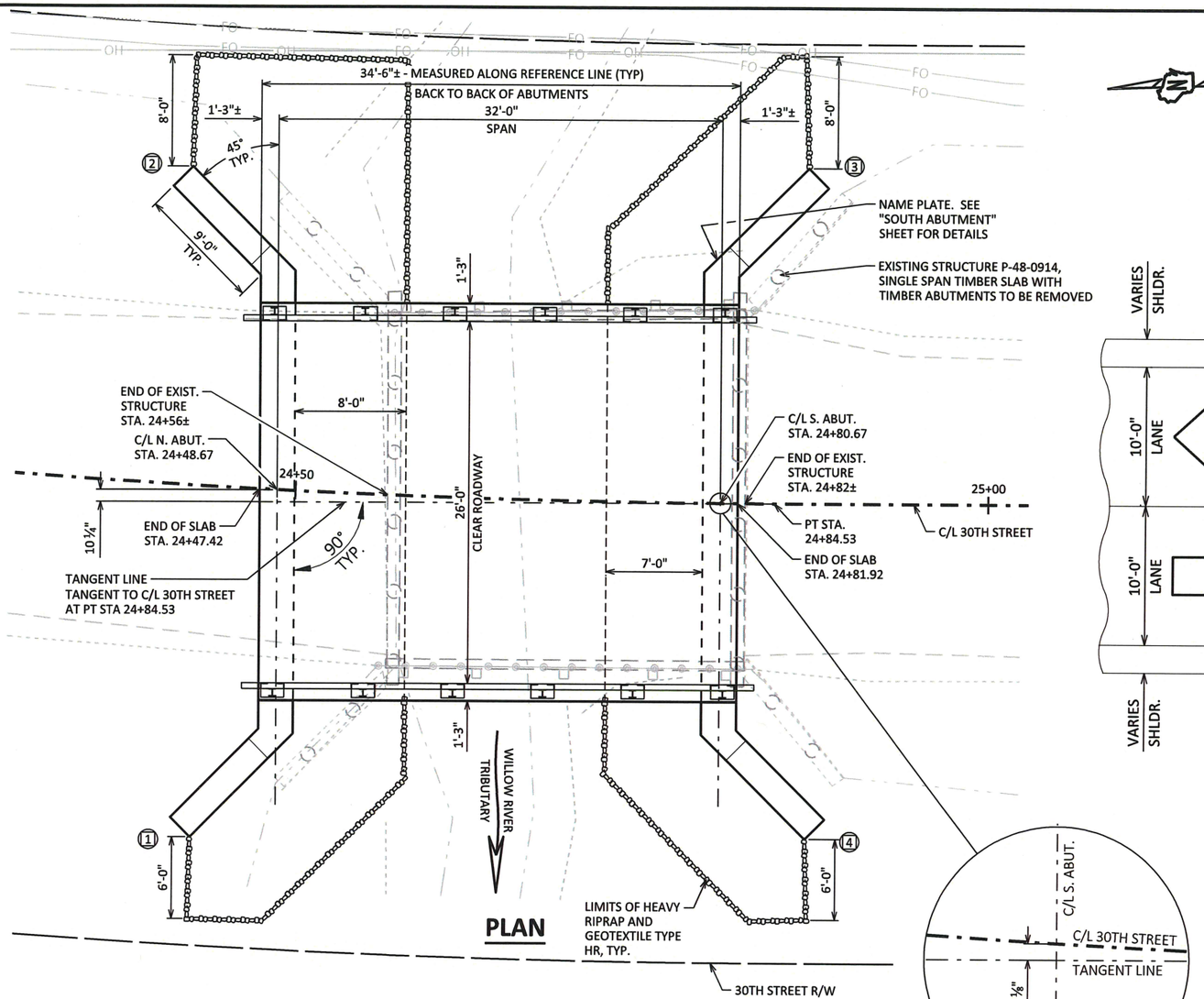
DATE 1/10/2024 PLATE NO. W20-3.8

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

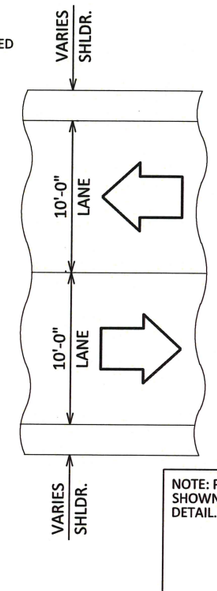
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

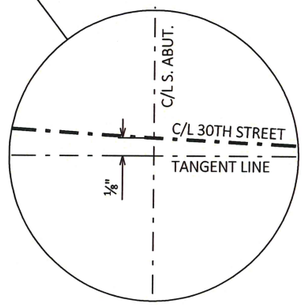
STATE PROJECT NUMBER
8405-00-72

INDICATES WING NUMBER



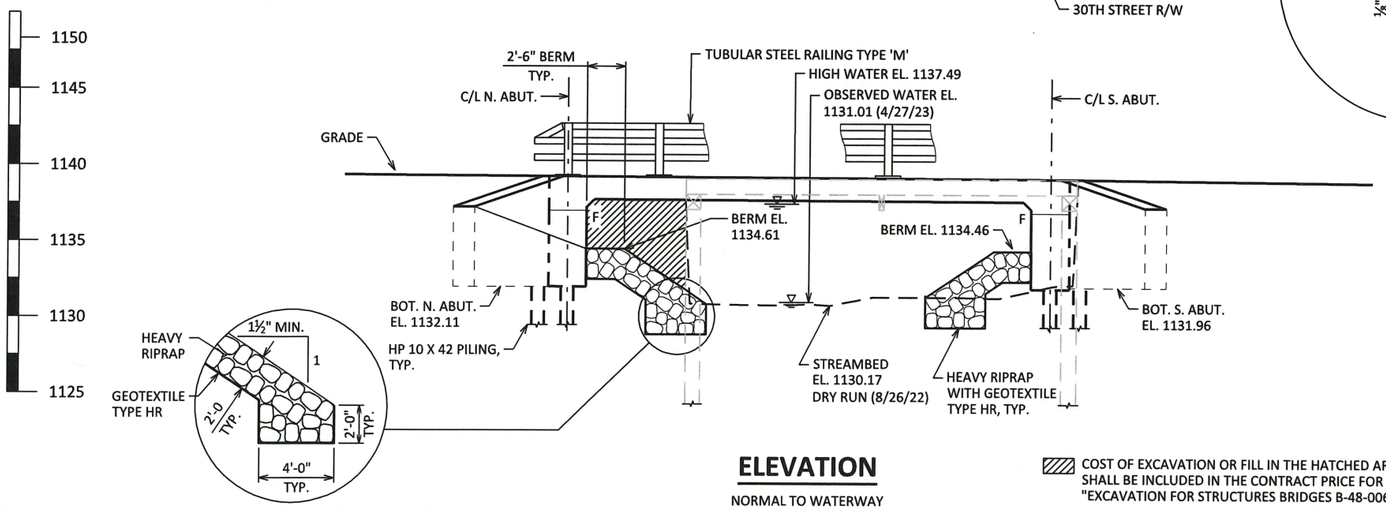
PLAN





CURVE DATA

PI STA = 23+55.93
Y = 208288.893
X = 571875.038
DELTA = 19°51'00" LT
D = 7°38'22"
T = 131.23'
L = 259.84'
R = 750.00'
PC STA = 22+24.70
PT STA = 24+84.53



ELEVATION

NORMAL TO WATERWAY

COST OF EXCAVATION OR FILL IN THE HATCHED AREAS SHALL BE INCLUDED IN THE CONTRACT PRICE FOR "EXCAVATION FOR STRUCTURES BRIDGES B-48-0061".

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.07
OPERATING RATING FACTOR: RF = 1.38
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 180 TONS †† PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 30 FEET LONG NORTH ABUTMENT.
ESTIMATED 40 FEET LONG SOUTH ABUTMENT.

†† 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.

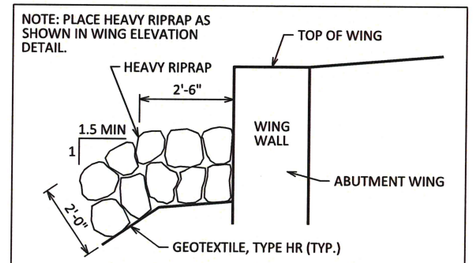
TRAFFIC DATA

FEATURE ON: 30TH STREET
ADT = 40 (2046)
R.D.S. = 45 MPH

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 655 C.F.S.
VEL. = 4.9 F.P.S.
HW_{100} = EL. 1137.49 FT.
WATERWAY AREA = 132.7 SQ. FT.
DRAINAGE AREA = 2.7 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 5

2 YEAR FREQUENCY
Q_2 = 155 C.F.S.
VEL. = 3.2 F.P.S.
HW_2 = EL. 1134.07 FT.



TYPICAL FILL SECTION AT WING

LIST OF DRAWINGS

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

STRUCTURE DESIGN CONTACTS:
JACOB FRIBERG 715-234-7008
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
JACOB A. FRIBERG
E-43328
RICE LAKE
WI
10/23/25

NO.	DATE	REVISION	BY

COOPER ENGINEERING
2600 COLLEGE DRIVE, P.O. BOX 230
RICE LAKE, WISCONSIN 54868-0230
TELEPHONE (715) 234-7008
FAX (715) 234-1025

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 12/02/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-48-61

30TH STREET OVER WILLOW RIVER TRIBUTARY

COUNTY	TOWN
POLK	CLEAR LAKE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
JAF	SKP	TAG	SKP

GENERAL PLAN

SHEET 1 OF 31

SCALE = 10

LD. 8405-00-02 DATE: JULY 2025

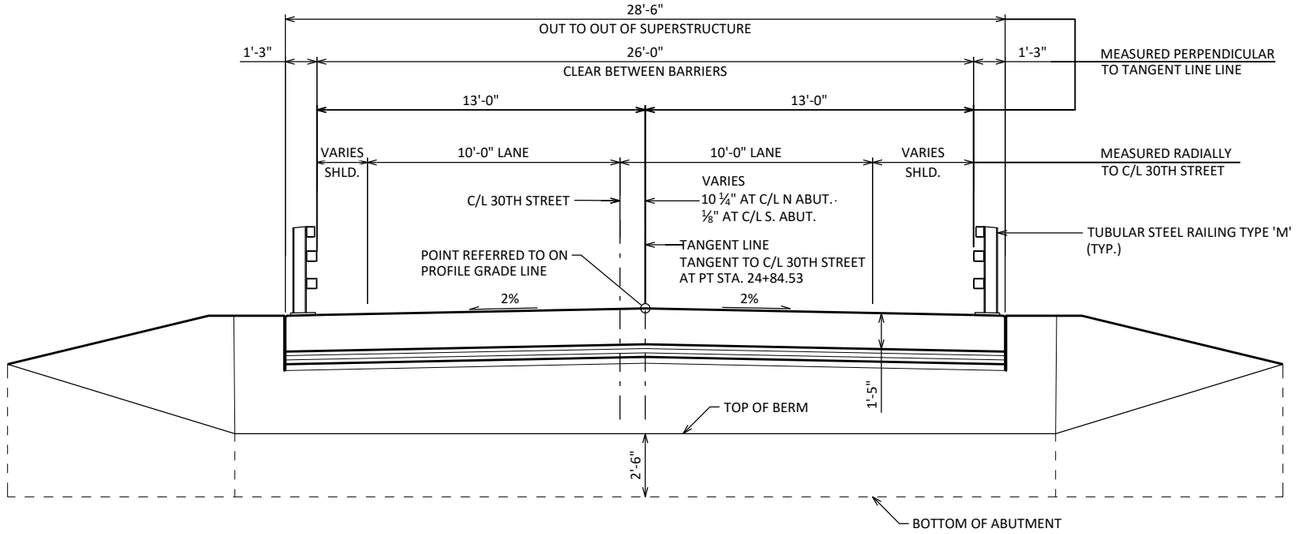
THIS SHEET WAS CREATED BY THE WISDOT BUREAU OF STRUCTURES STANDARD BRIDGE DESIGN TOOL VERSION 1.1.0.0

8

8

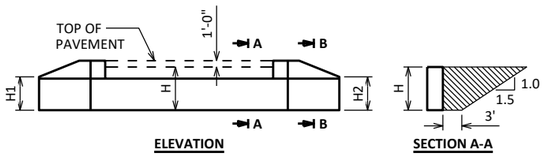
STATE PROJECT NUMBER

8405-00-72



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)

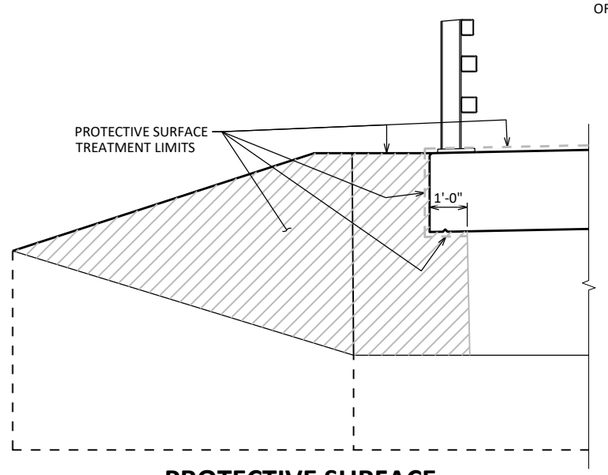
ELEVATIONS ARE AT CROWN/TANGENT LINE

PROFILE GRADE LINE

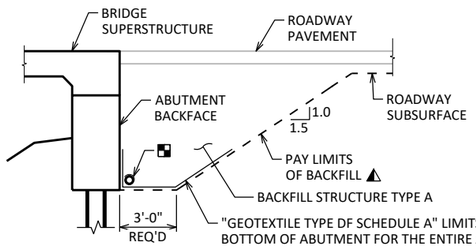
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	N. ABUT.	S. ABUT.	TOTALS
203.0260	REMOVING STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS P-48-0914	EACH	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-48-0061	EACH	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	141	141	282
502.0100	CONCRETE MASONRY BRIDGES	CY	56	26	26	108
502.3200	PROTECTIVE SURFACE TREATMENT	SY	125	14	14	153
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	---	2,080	2,080	4,160
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	12,420	1,480	1,480	15,380
513.4061	RAILING TUBULAR TYPE M	LF	74	---	---	74
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	5	5	10
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	---	210	280	490
606.0300	RIPRAP HEAVY	CY	---	45	35	80
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	---	71	71	142
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	---	44	44	88
645.0120	GEOTEXTILE TYPE HR	SY	---	70	55	125
SPV.0090.01	FLASHING STAINLESS STEEL	LF	59	-	-	59
	NON-BID ITEMS					
	FILLER	SIZE	---	---	---	½", ¾"

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



PROTECTIVE SURFACE TREATMENT DETAILS



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.

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-48-0061" 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.

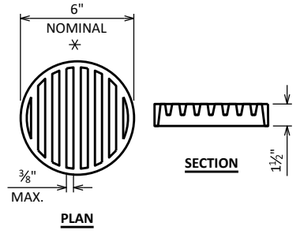
AT ABUTMENTS, CONCRETE POURED UNDER WATER WILL BE ALLOWED AND SHALL BE DONE IN ACCORDANCE WITH SECTION 502.3.5.3 OF THE STANDARD SPECIFICATIONS.

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.

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
1	24+01.92	28.0' LT SPIKE IN POWER POLE	1136.81
2	26+79.90	32.6' LT SPIKE IN POWER POLE	1138.73



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.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-48-61

DRAWN BY TAG | PLANS CK'D JAF

CROSS SECTION & QUANTITIES

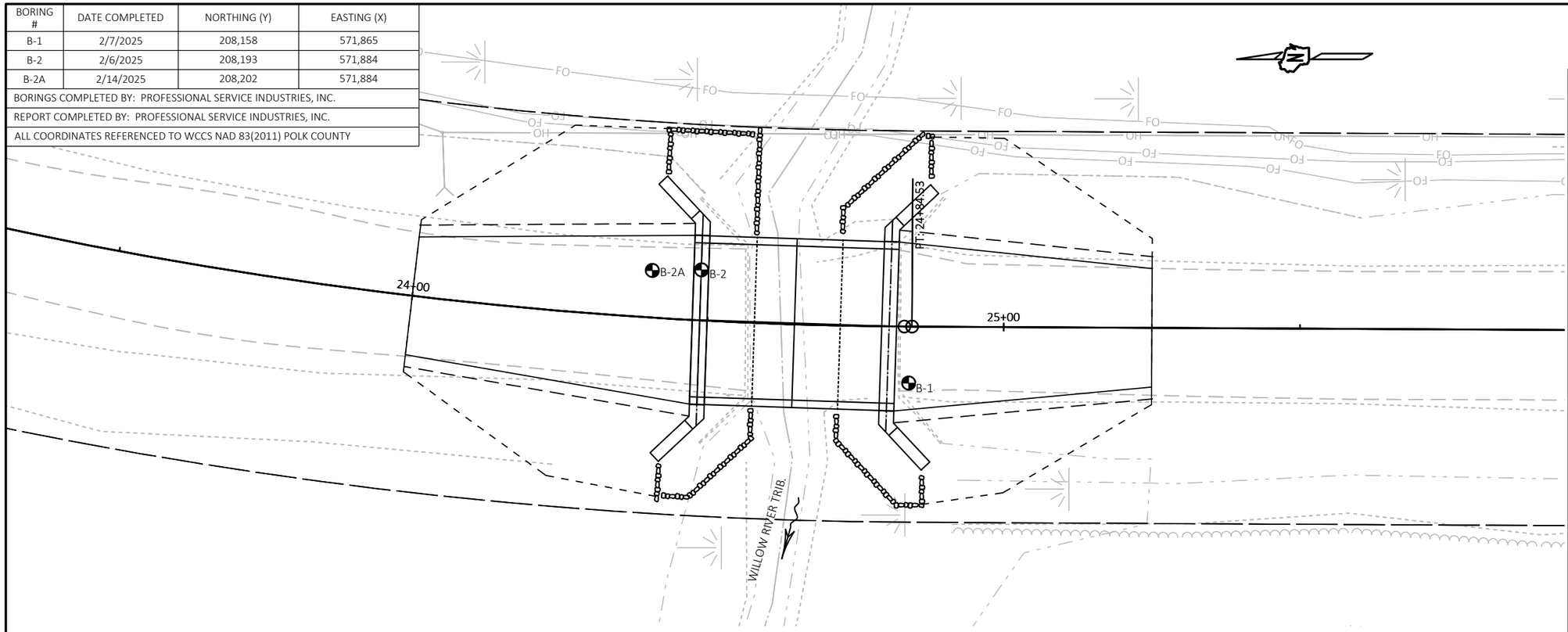
SHEET 2
32

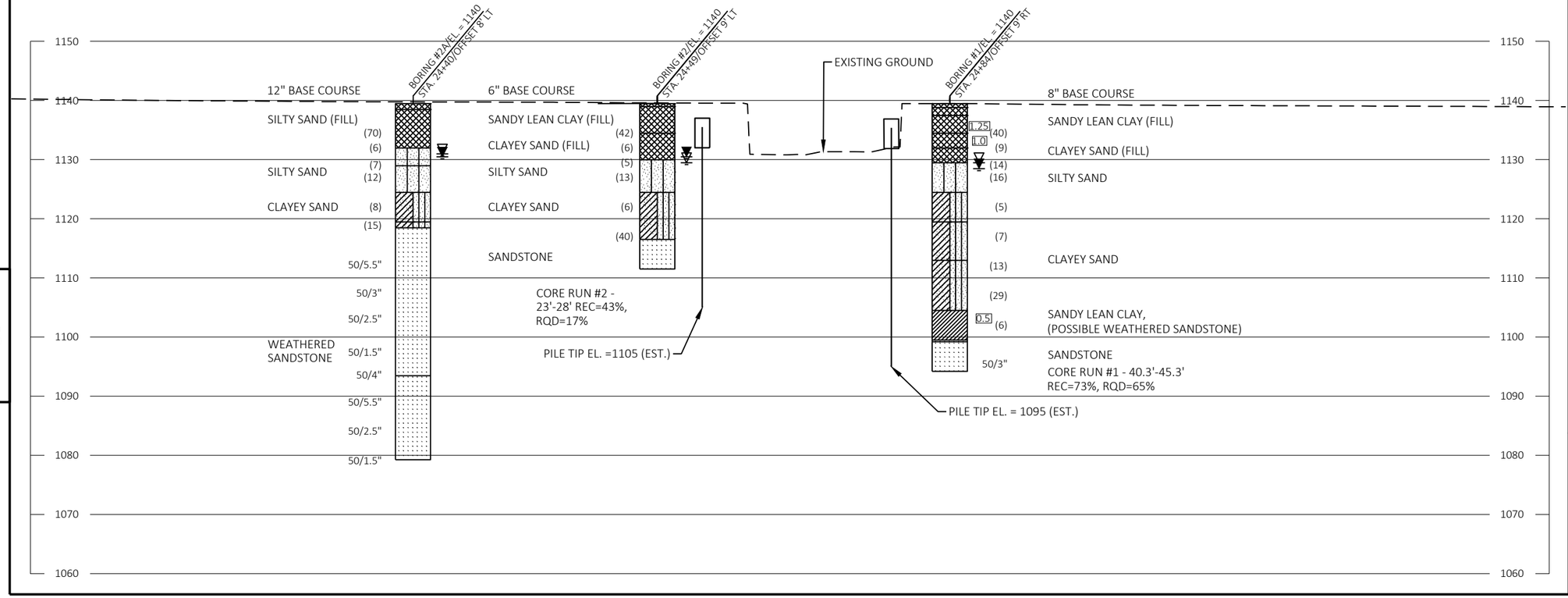
SCALE = 6.0

8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-1	2/7/2025	208,158	571,865
B-2	2/6/2025	208,193	571,884
B-2A	2/14/2025	208,202	571,884
BORINGS COMPLETED BY: PROFESSIONAL SERVICE INDUSTRIES, INC.			
REPORT COMPLETED BY: PROFESSIONAL SERVICE INDUSTRIES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(2011) POLK COUNTY			





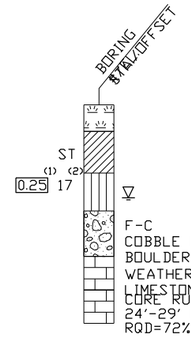
STATE PROJECT NUMBER

8405-00-72

MATERIAL SYMBOLS

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

LEGEND OF BORING



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

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

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-48-61

DRAWN BY BSW | PLANS CK'D JAF

SUBSURFACE EXPLORATION

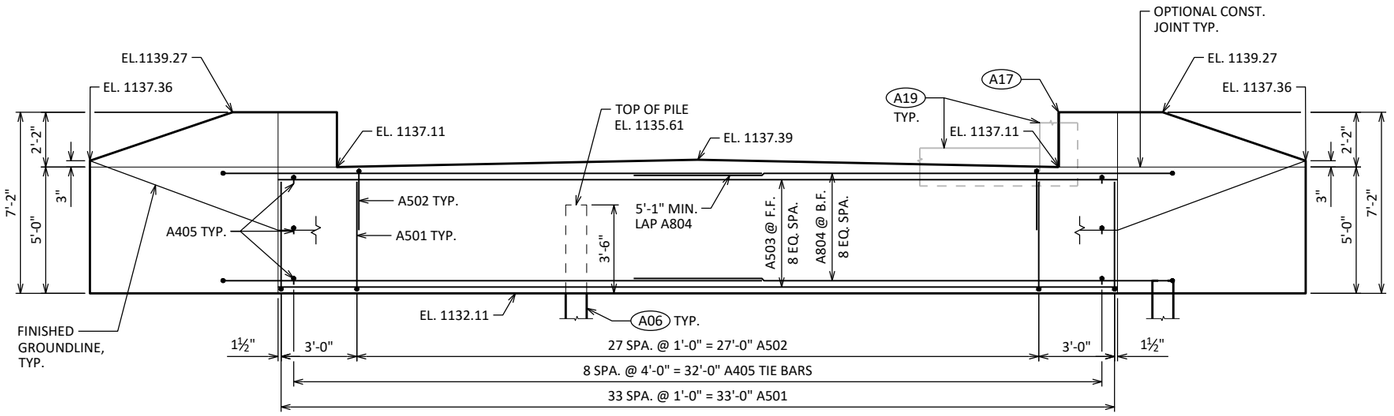
SHEET 3
33

8

8

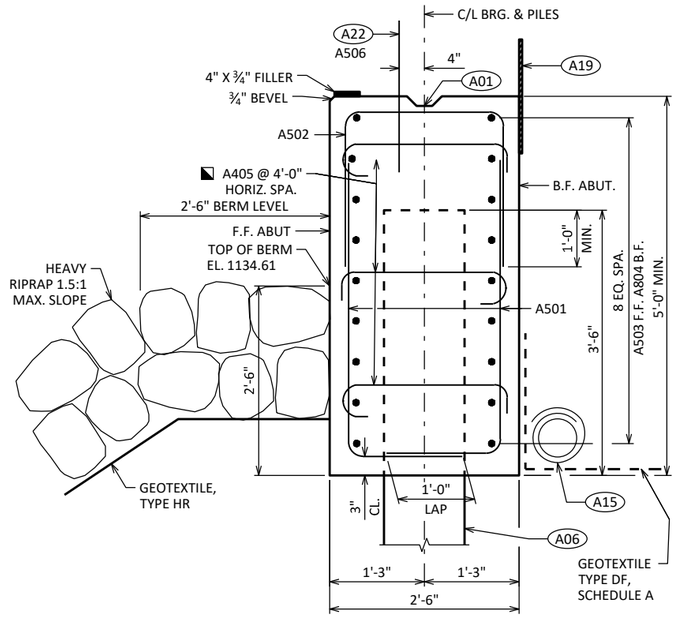
STATE PROJECT NUMBER

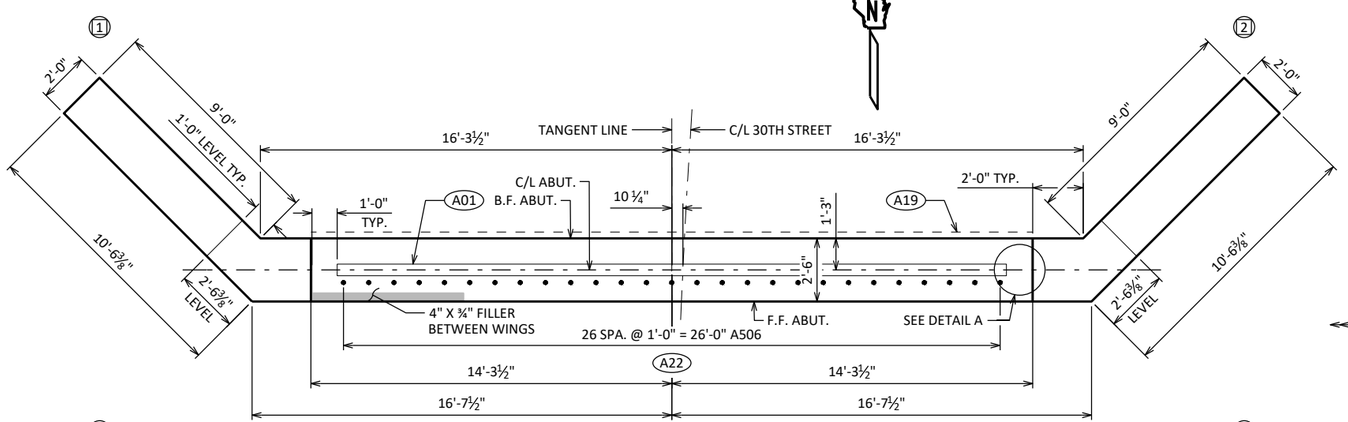
8405-00-72



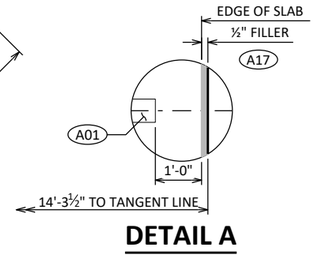
ELEVATION

LOOKING DOWNSTATION

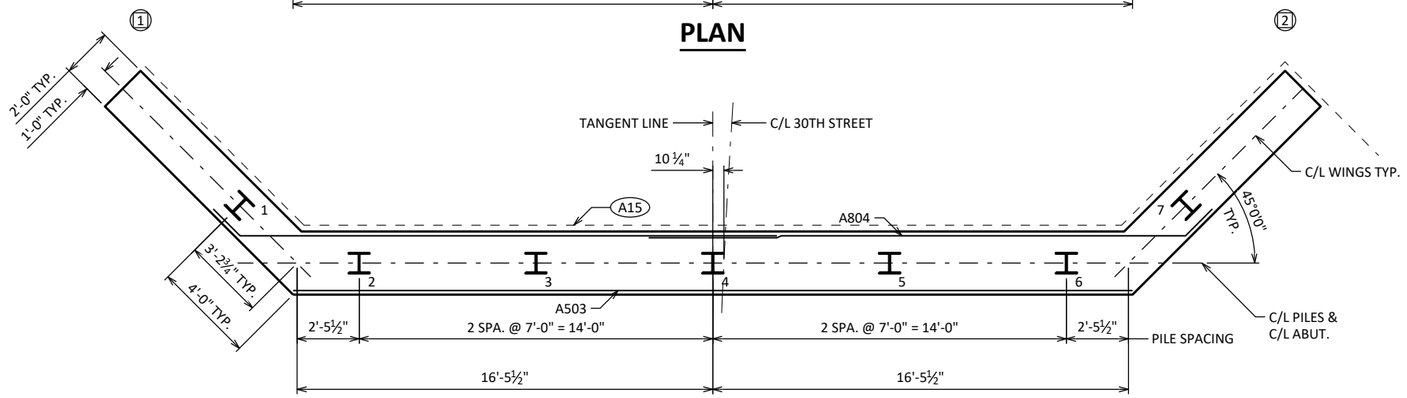




PLAN



DETAIL A



PILE PLAN

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

A06 SUPPORT ABUTMENT ON HP 10 x 42 PILING, ESTIMATED 30' LONG WITH A REQUIRED DRIVING RESISTANCE OF 180TONS 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-48-61

DRAWN BY TAG | PLANS CK'D JAF

NORTH ABUTMENT

SHEET 4

34

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

8

8

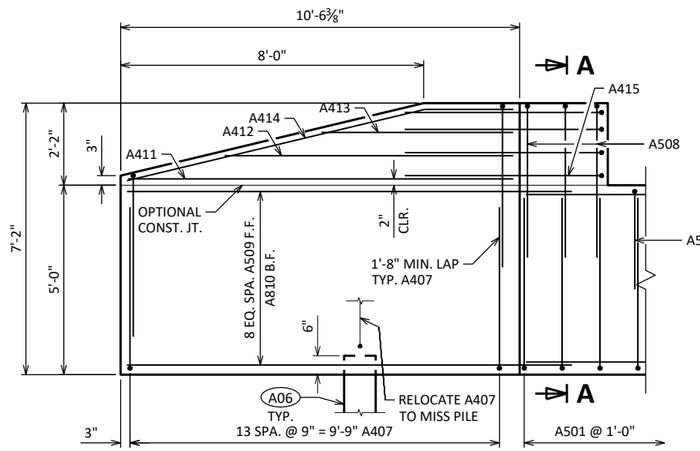
STATE PROJECT NUMBER

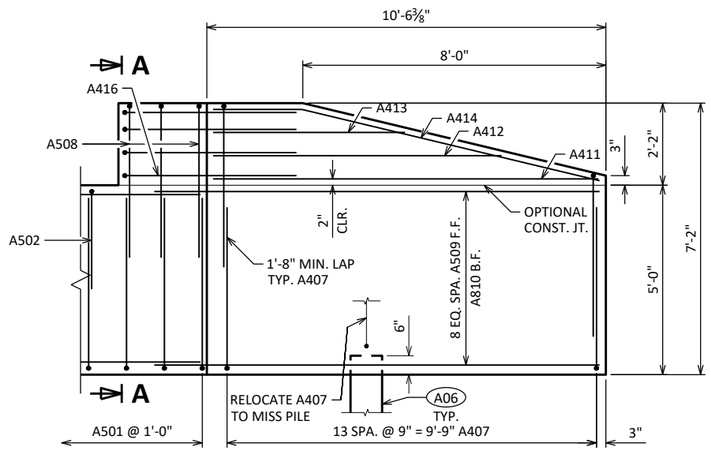
8405-00-72

BILL OF BARS

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

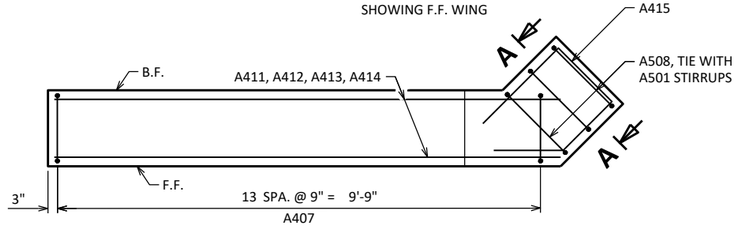
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		68	6'-0"	X		ABUT BODY STIRRUPS
A502		28	7'-1"	X		ABUT BODY STIRRUPS - TOP U-BAR
A503		9	33'-3"			ABUT BODY HORIZ. - F.F.
A804		18	22'-7"	X		ABUT BODY HORIZ. - B.F.
A405		27	3'-0"	X		ABUT BODY TIE BARS
A506	X	27	2'-0"			ABUT BODY DOWEL BARS
A407	X	56	10'-0"	X		WING STIRRUPS
A508	X	6	9'-11"	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'-1"			WING UPPER HORIZ.
A412	X	4	7'-6"			WING UPPER HORIZ.
A413	X	4	5'-0"			WING UPPER HORIZ.
A414	X	4	9'-7"	X		WING TOP HORIZ.
A415	X	4	8'-3"	X		WING 1 UPPER HORIZ. CORNER
A416	X	4	8'-4"	X		WING 2 UPPER HORIZ. CORNER





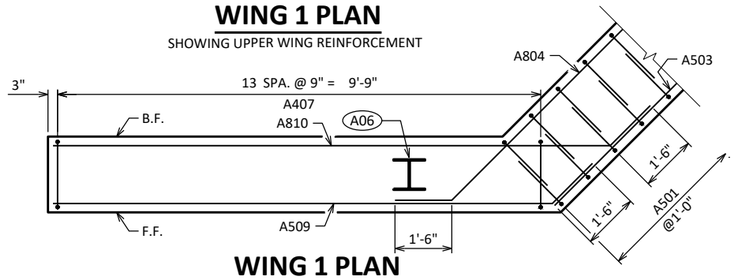
WING 1 ELEVATION

SHOWING F.F. WING



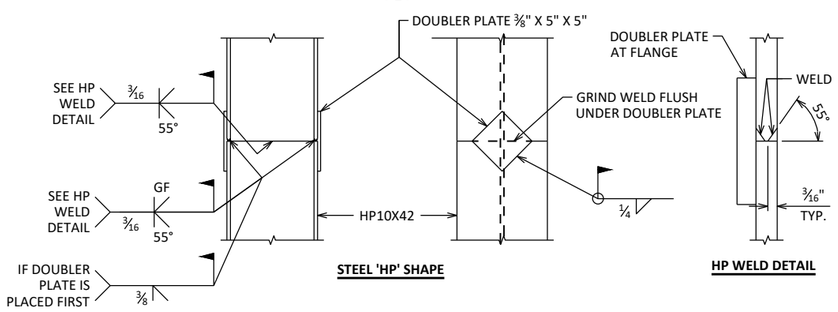
WING 1 PLAN

SHOWING UPPER WING REINFORCEMENT



WING 1 PLAN

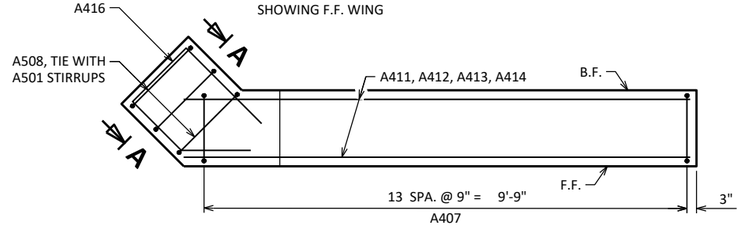
SHOWING LOWER WING REINFORCEMENT
WING 2 SIMILAR



'HP' PILE DETAILS

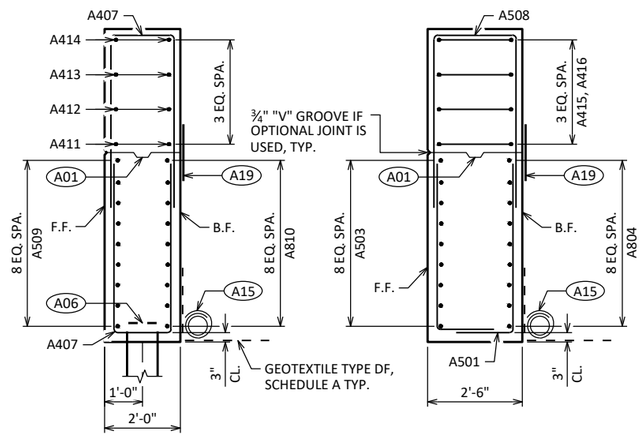
WING 2 ELEVATION

SHOWING F.F. WING



WING 2 PLAN

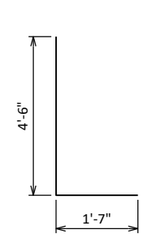
SHOWING UPPER WING REINFORCEMENT



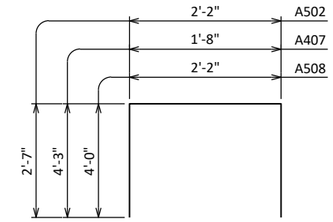
SECTION THRU WING 1

TYPICAL BOTH WINGS

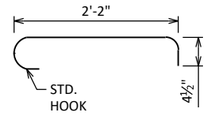
SECTION A-A



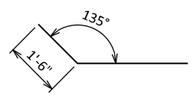
A501



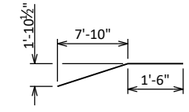
A502, A407, A508



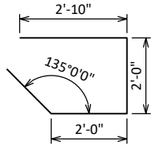
A405



A804, A509, A810



A414



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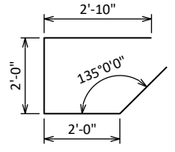

A416

(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 30' LONG WITH A REQUIRED DRIVING RESISTANCE OF 180TONS 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-48-61

DRAWN BY TAG | PLANS CK'D JAF

NORTH ABUTMENT DETAILS

SHEET 5
35

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

8

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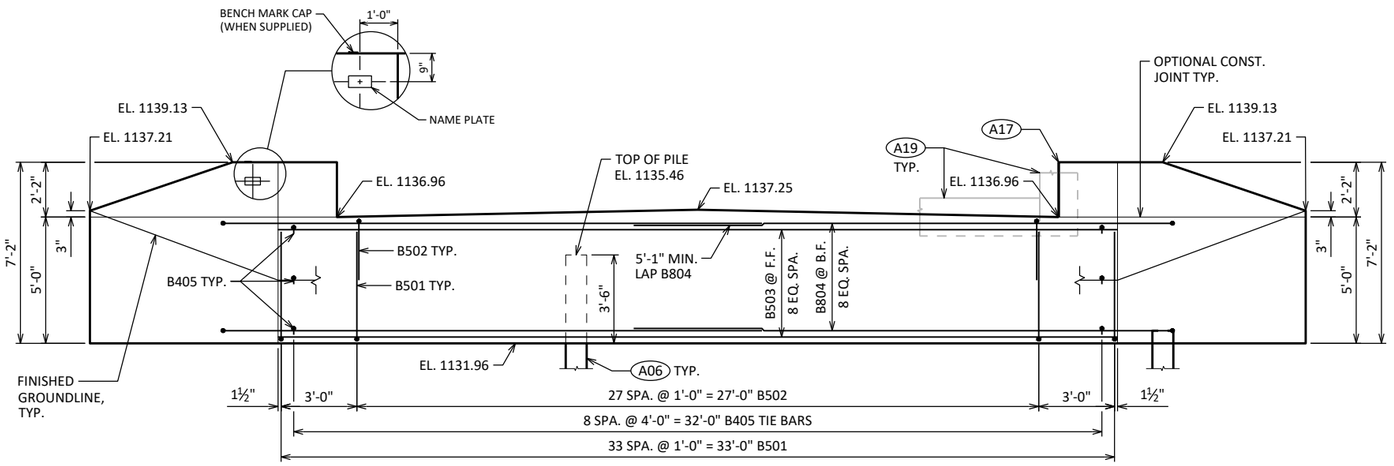
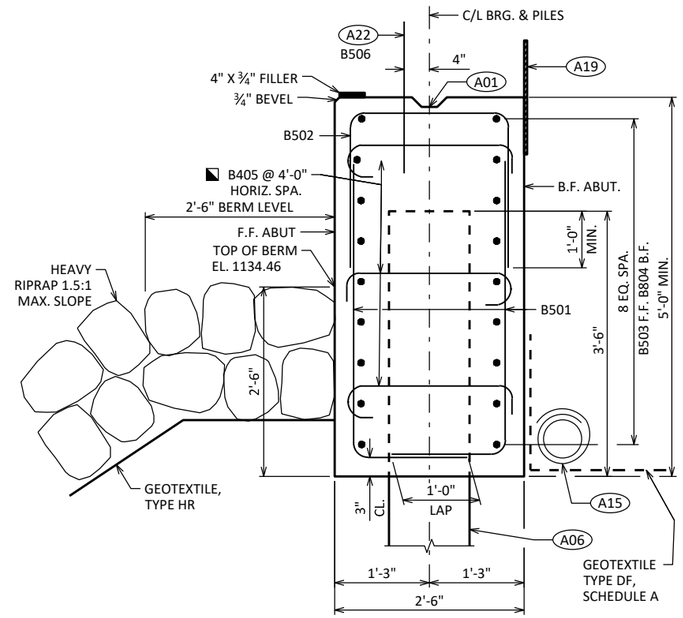
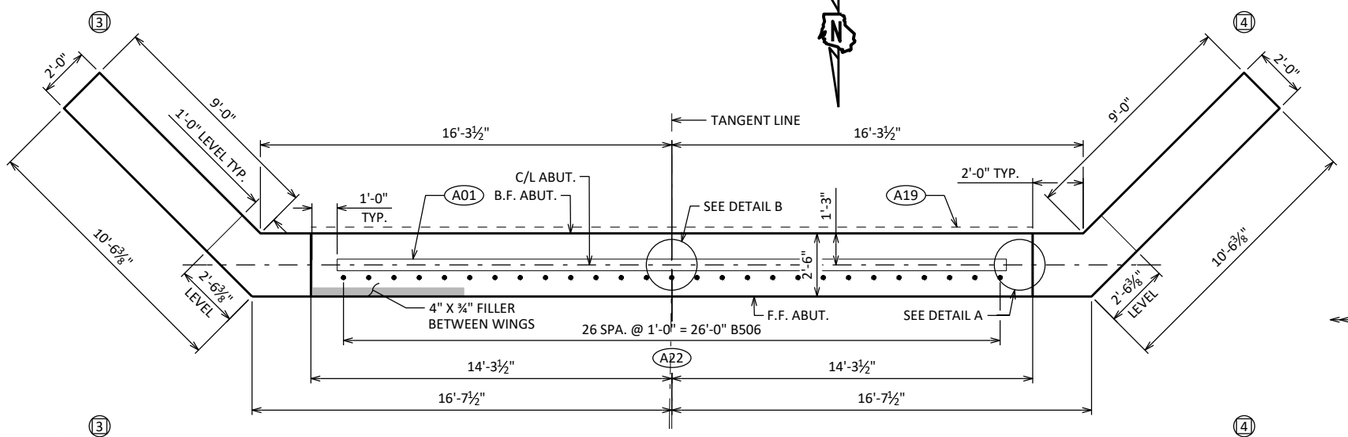
STATE PROJECT NUMBER

8405-00-72



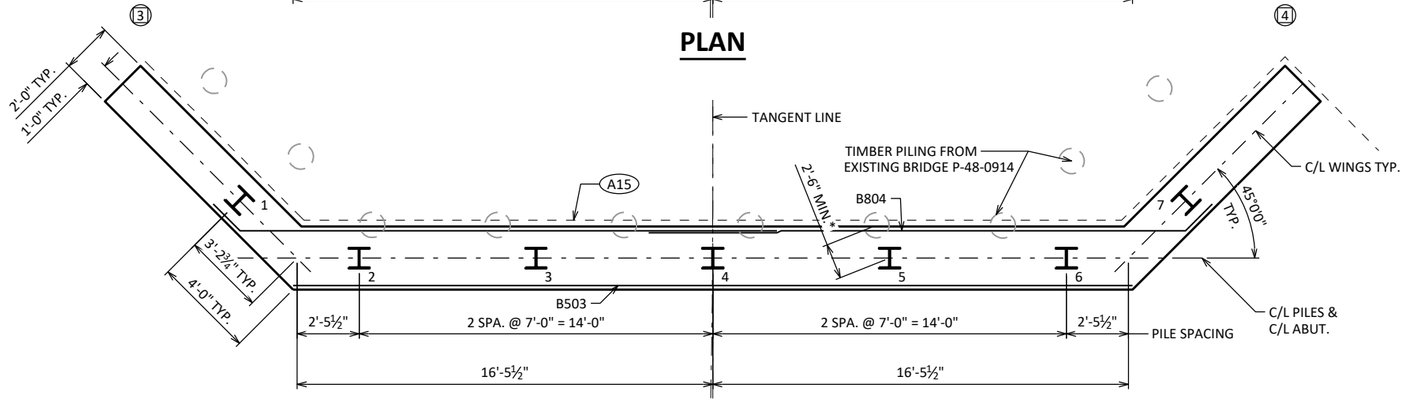
ELEVATION
LOOKING UPSTATION





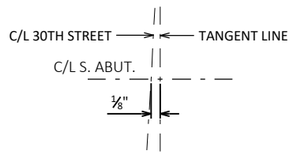
PLAN

DETAIL A



PILE PLAN

*IF NECESSARY, FIELD ADJUST PROPOSED PILING TO MAINTAIN 2'-6" MIN. CENTER-TO-CENTER PILE SPACING



DETAIL B

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

(A06) SUPPORT ABUTMENT ON HP 10 x 42 PILING, ESTIMATED 40' LONG WITH A REQUIRED DRIVING RESISTANCE OF 180TONS 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-48-61

DRAWN BY TAG | PLANS CK'D JAF

SOUTH ABUTMENT

SHEET 6
36

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

8

8

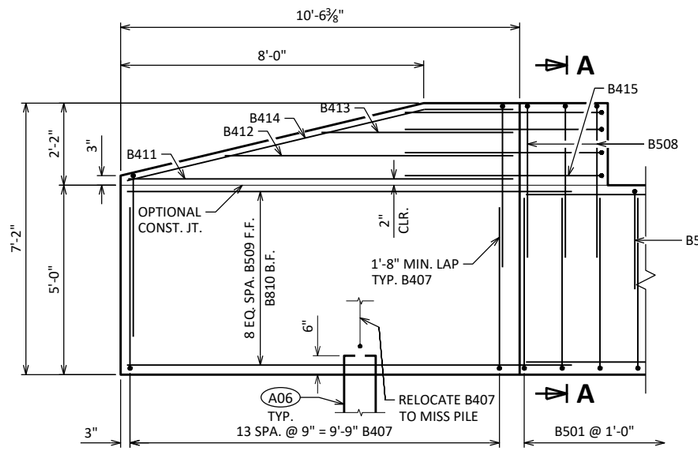
STATE PROJECT NUMBER

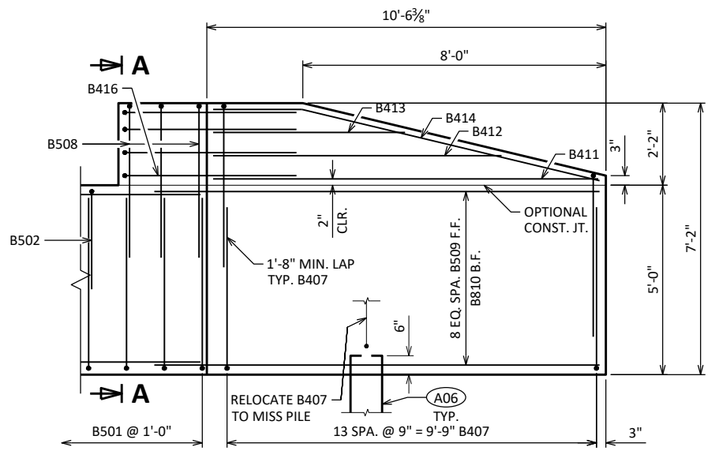
8405-00-72

BILL OF BARS

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

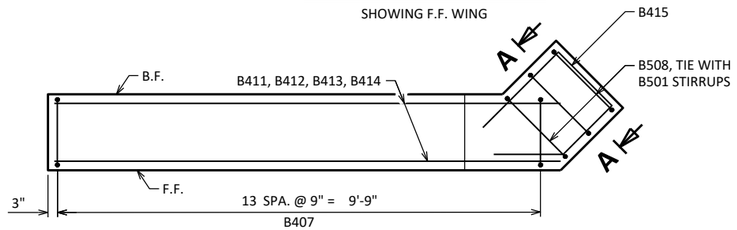
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		68	6'-0"	X		ABUT BODY STIRRUPS
B502		28	7'-1"	X		ABUT BODY STIRRUPS - TOP U-BAR
B503		9	33'-3"			ABUT BODY HORIZ. - F.F.
B804		18	22'-7"	X		ABUT BODY HORIZ. - B.F.
B405		27	3'-0"	X		ABUT BODY TIE BARS
B506	X	27	2'-0"			ABUT BODY DOWEL BARS
B407	X	56	10'-0"	X		WING STIRRUPS
B508	X	6	9'-11"	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'-1"			WING UPPER HORIZ.
B412	X	4	7'-6"			WING UPPER HORIZ.
B413	X	4	5'-0"			WING UPPER HORIZ.
B414	X	4	9'-7"	X		WING TOP HORIZ.
B415	X	4	8'-3"	X		WING 3 UPPER HORIZ. CORNER
B416	X	4	8'-4"	X		WING 4 UPPER HORIZ. CORNER





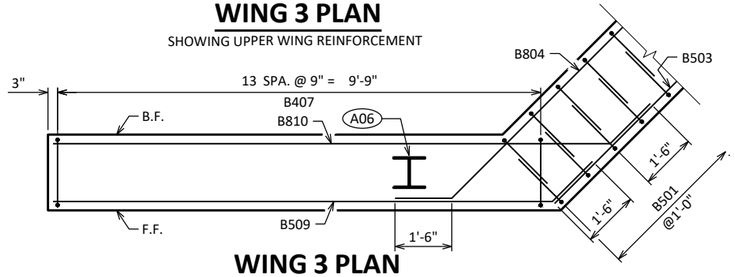
WING 3 ELEVATION

SHOWING F.F. WING



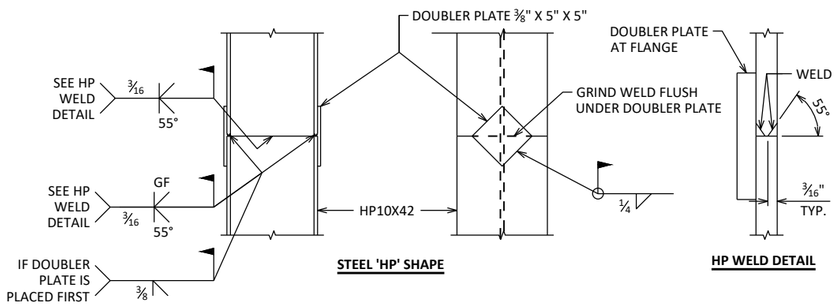
WING 3 PLAN

SHOWING UPPER WING REINFORCEMENT



WING 3 PLAN

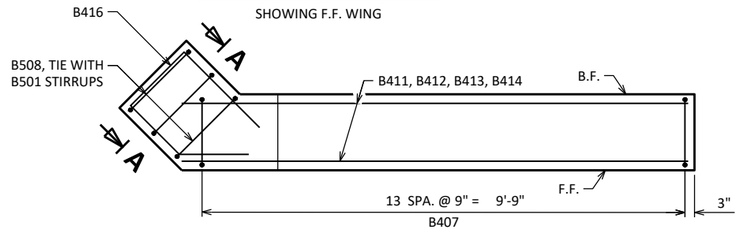
SHOWING LOWER WING REINFORCEMENT
WING 4 SIMILAR



'HP' PILE DETAILS

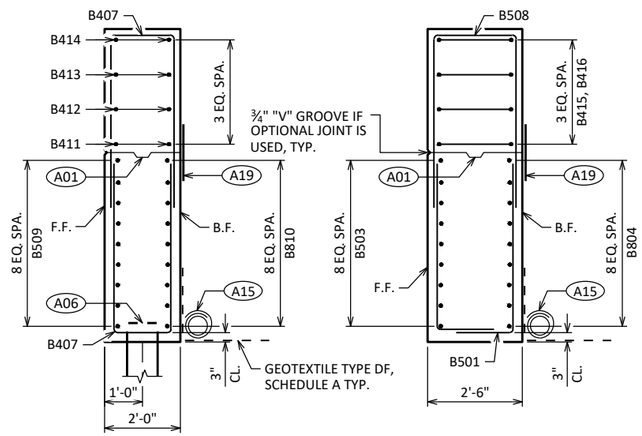
WING 4 ELEVATION

SHOWING F.F. WING



WING 4 PLAN

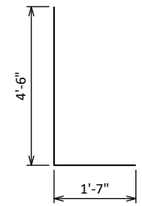
SHOWING UPPER WING REINFORCEMENT



SECTION THRU WING 3

TYPICAL BOTH WINGS

SECTION A-A



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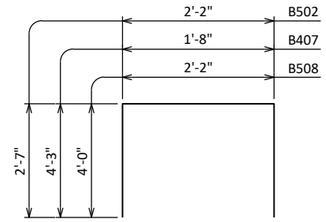
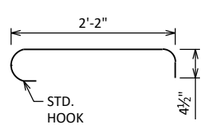


B502, B407, B508



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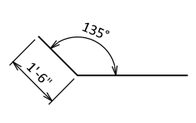
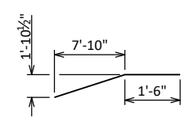


B804, B509, B810



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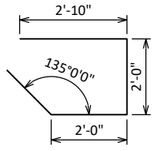

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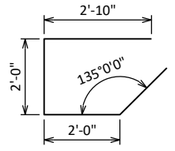

B416

(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 40' LONG WITH A REQUIRED DRIVING RESISTANCE OF 180TONS 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-48-61

DRAWN BY TAG | PLANS CK'D JAF

SOUTH ABUTMENT DETAILS

SHEET 7
37

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

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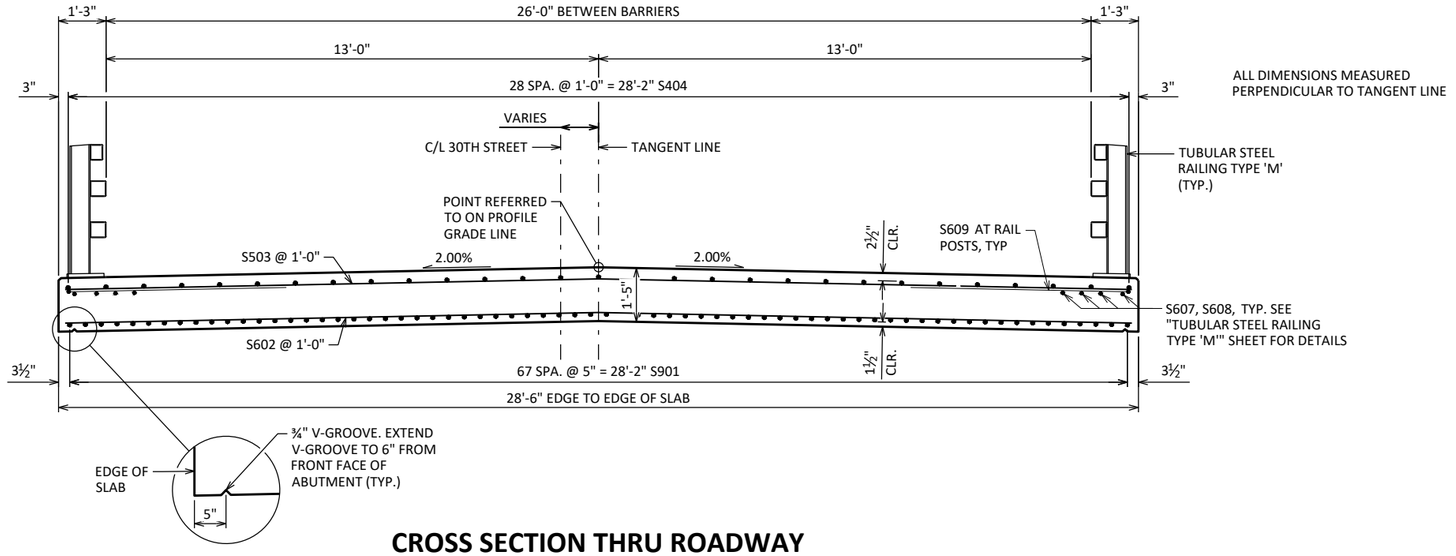
8

STATE PROJECT NUMBER

8405-00-72

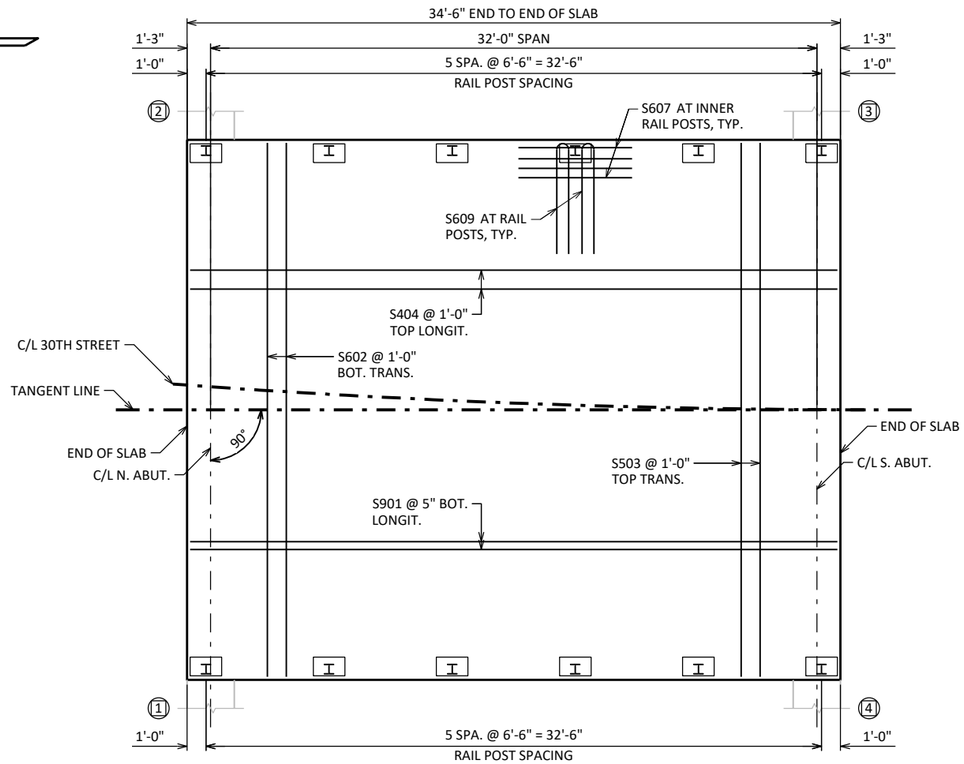


ALL DIMENSIONS MEASURED PERPENDICULAR TO TANGENT LINE

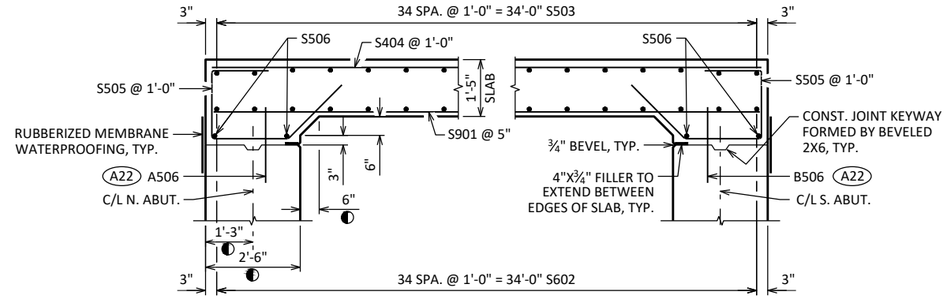
TUBULAR STEEL RAILING TYPE 'M' (TYP.)

S607, S608, TYP. SEE "TUBULAR STEEL RAILING TYPE 'M'" SHEET FOR DETAILS

CROSS SECTION THRU ROADWAY



PLAN

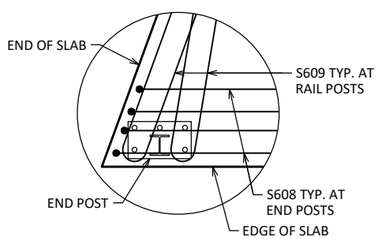


LONGITUDINAL SECTION

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

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STRUCTURE B-48-61

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SUPERSTRUCTURE

SHEET 8
38

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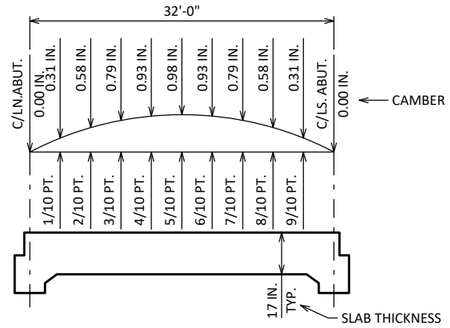


CAMBER AND SLAB THICKNESS DIAGRAM

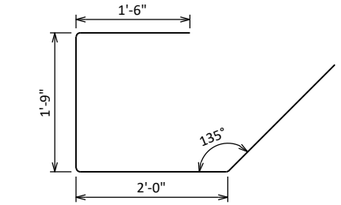
CAMBER SHOWN IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS. CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. PARAPETS PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED, EXCEPT FOR STAGED CONSTRUCTION.

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

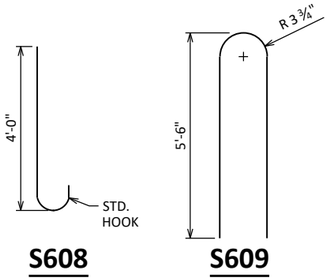
	TOP OF SLAB ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS	TOP OF SLAB FALSEWORK ELEVATION

TOP OF SLAB ELEVATIONS

LOCATION	C/L BRG. N. 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. S. ABUT.
W. EDGE OF DECK	1139.27	1139.26	1139.24	1139.23	1139.22	1139.20	1139.19	1139.17	1139.16	1139.14	1139.13
CROWN OR R/L	1139.56	1139.54	1139.53	1139.51	1139.50	1139.49	1139.47	1139.46	1139.44	1139.43	1139.41
E. EDGE OF DECK	1139.27	1139.26	1139.24	1139.23	1139.22	1139.20	1139.19	1139.17	1139.16	1139.14	1139.13



S505



S608 **S609**

STATE PROJECT NUMBER

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BILL OF BARS

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

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S901	X	68	34'-2"			SLAB BOTTOM LONGITUDINAL
S602	X	35	28'-2"			SLAB BOTTOM TRANSVERSE
S503	X	35	28'-2"			SLAB TOP TRANSVERSE
S404	X	29	34'-2"			SLAB TOP LONGITUDINAL
S505	X	58	7'-0"	X		ABUTMENT DIAPHRAGM STIRRUPS
S506	X	4	28'-2"			ABUTMENT DIAPHRAGM LONGITUDINAL
S607	X	32	6'-0"			SLAB TOP LONGIT. UNDER RAIL POSTS
S608	X	16	4'-8"	X		SLAB TOP LONGIT. UNDER RAIL END POSTS
S609	X	24	11'-3"	X		SLAB TOP HOOKS UNDER RAIL POSTS

DECK FLASHING NOTES

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

FLASHING TO BE INSTALLED AFTER PROTECTIVE SURFACE TREATMENT APPLICATION.

CONCRETE SCREWS SHALL BE 410 STAINLESS STEEL.

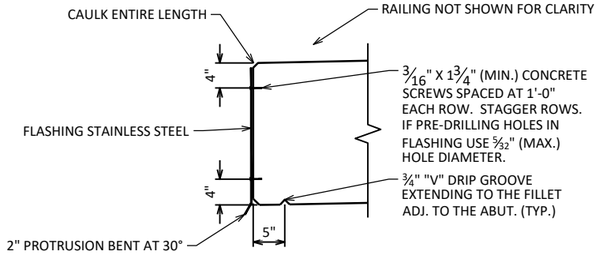
EXTEND FLASHING TO B.F. ABUTMENT DIAPHRAGM.

TOP OF FLASHING TO BEGIN APPROX. 1-INCH BELOW TOP OF DECK/SLAB SURFACE.

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

PROVIDE 2" MINIMUM FLASHING OVERLAP, FASTEN WITH $\frac{3}{16}$" X 2" (MIN.) CONCRETE SCREWS.

CAULK SHALL BE NON-STAINING, GRAY NON-BITUMINOUS JOINT SEALER.



SURVEY TOP OF SLAB ELEVATIONS

LOCATION	N. ABUTMENT	5/10 PT.	S. ABUTMENT
W. GUTTER			
CROWN OR R/L			
E. GUTTER			

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 (+).

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-48-61

DRAWN BY JAF | PLANS CK'D JAF

SUPERSTRUCTURE DETAILS

SHEET 9
39

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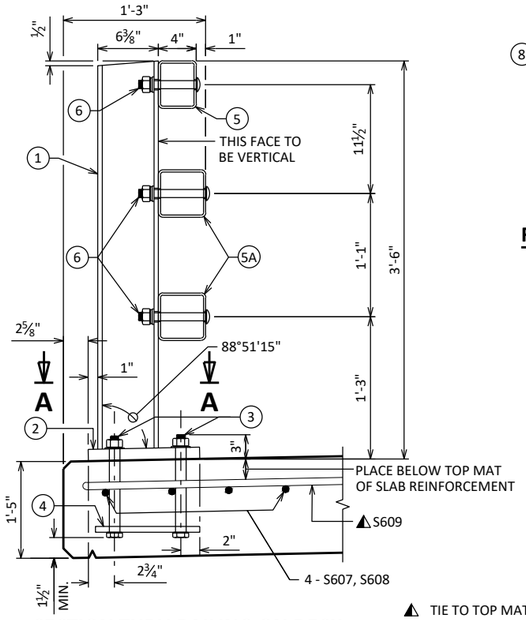
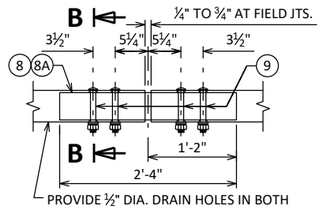
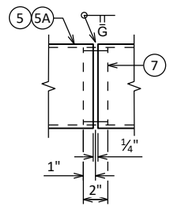


TIE TO TOP MAT OF STEEL.

SECTION THRU RAILING ON DECK

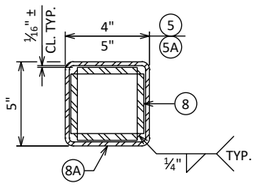


FIELD ERECTION JOINT DETAIL

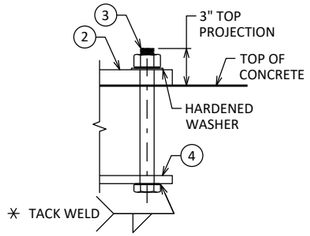


SHOP RAIL SPLICE DETAIL

LOCATION MUST BE SHOWN ON SHOP DRAWINGS

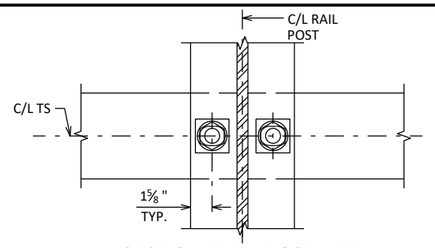


SECTION B-B

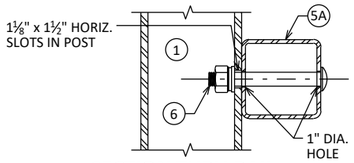


ANCHOR BOLTS

✳ 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



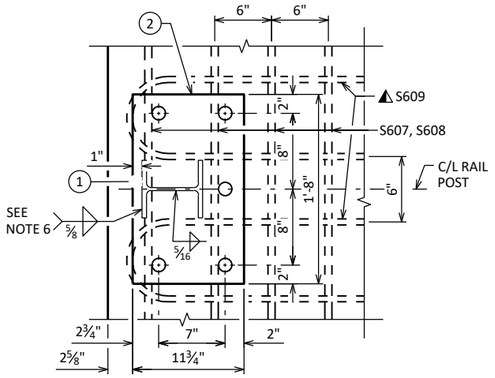
SECTION THRU RAIL

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

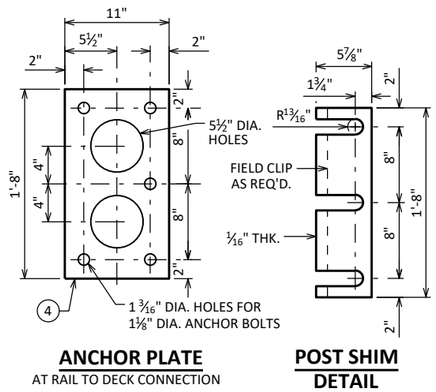
TYPICAL RAIL TO POST CONNECTIONS

LEGEND

1. W6 x 25 WITH 1⅛ " X 1½ " HORIZ. SLOTS ON EACH SIDE OF POST FOR BOLT NO. 6. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICAL. PLACE POSTS NORMAL TO GRADE LINE.
2. PLATE 1 ¼" x 11 ¾" x 1'-8" WITH 1 7⁄16" OVERSIZED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN.
3. ASTM A449 - 1 ⅛" 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 ¾" 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. ⅝" x 11" x 1'-8" ANCHOR PLATE (GALVANIZED) WITH 1 3⁄16" DIA. HOLES FOR ANCHOR BOLTS NO. 3.
5. TS 5 x 4 x 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
5A. TS 5 x 5 x 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
6. 7⁄8" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, 3⁄16" X 1 5⁄8" X 1 5⁄8" MIN. WASHER, AND LOCK WASHER (2 REQ'D. AT EACH RAIL TO POST LOCATION).
7. SPLICE SLEEVE FABRICATED FROM ¼" PLATE. PROVIDE "SLIDING FIT".
8. ⅜" X 3 5⁄8" X 2'-4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.
8A. ¾" X 2 5⁄8" X 2'-4" PLATE USED IN NO. 5, ⅜" X 3 5⁄8" X 2'-4" PLATE USED IN NO. 5A. 2 PER RAIL.
9. 7⁄8" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER, AND LOCK WASHER. USE 15⁄16" x 1 ¼" LONGIT. SLOTTED HOLES IN PLATE NO. 10A AT FIELD JOINTS AND 15⁄16" X 2 ¼" MIN. LONGIT. SLOTTED HOLES AT EXP. JOINTS IN PLATE NO. 8A. PROVIDE 15⁄16" DIA. ROUND HOLES IN TUBES NO. 5 AND NO. 5A.



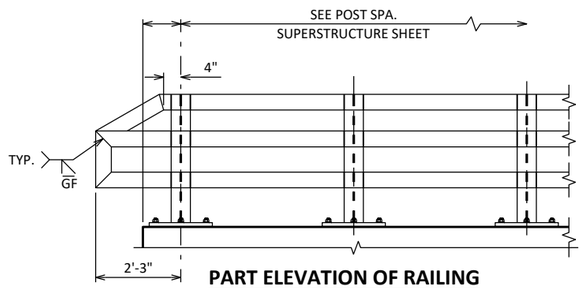
SECTION A-A



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 ⅛ 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.

STATE PROJECT NUMBER

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-48-61

DRAWN BY JAF | PLANS CK'D JAF

TUBULAR STEEL RAILING TYPE 'M'

SHEET 10
40

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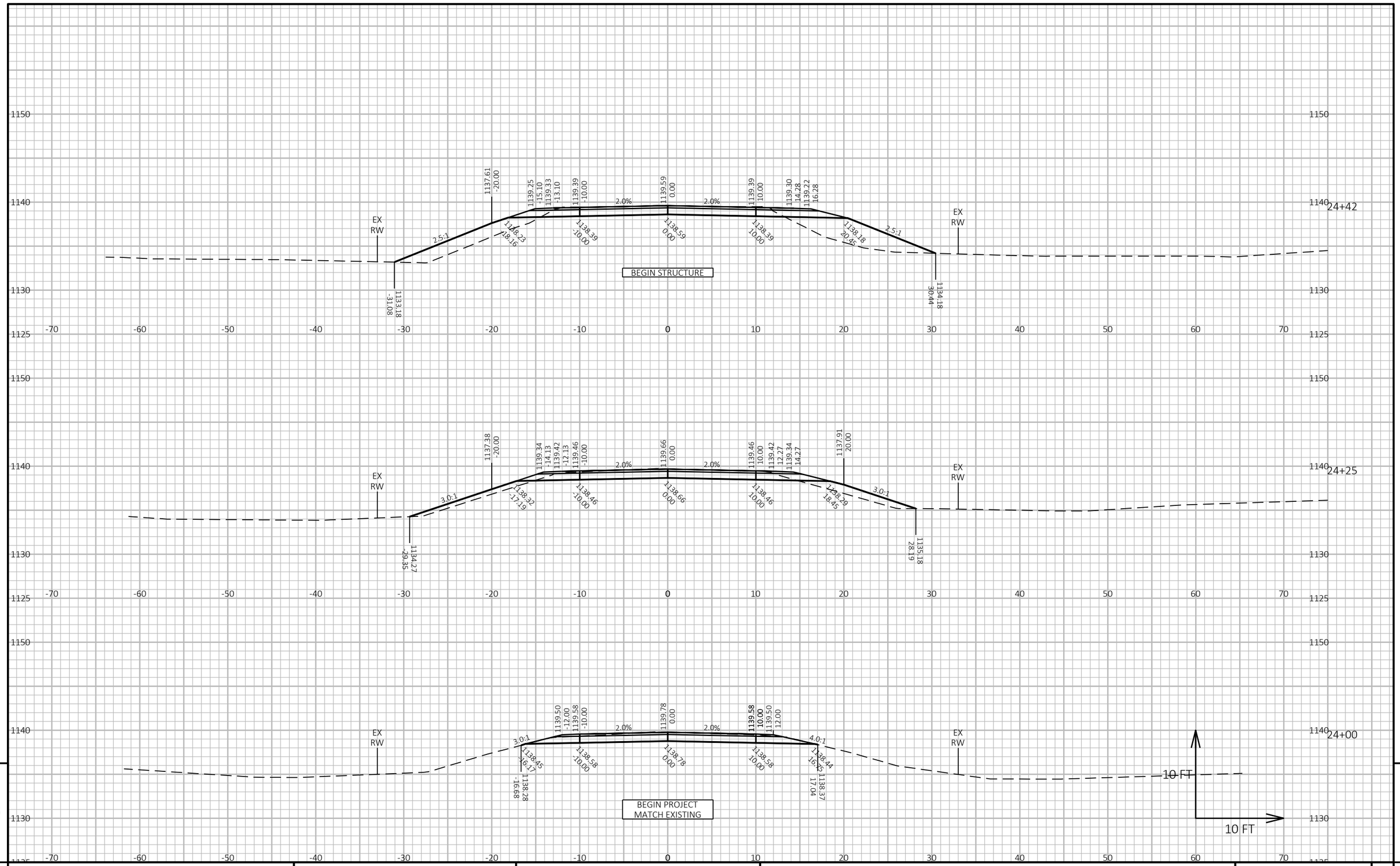

PROJECT NO: 8405-00-72	HWY: 30TH STREET	COUNTY: POLK	CROSS SECTIONS: 30TH STREET	SHEET 41	E

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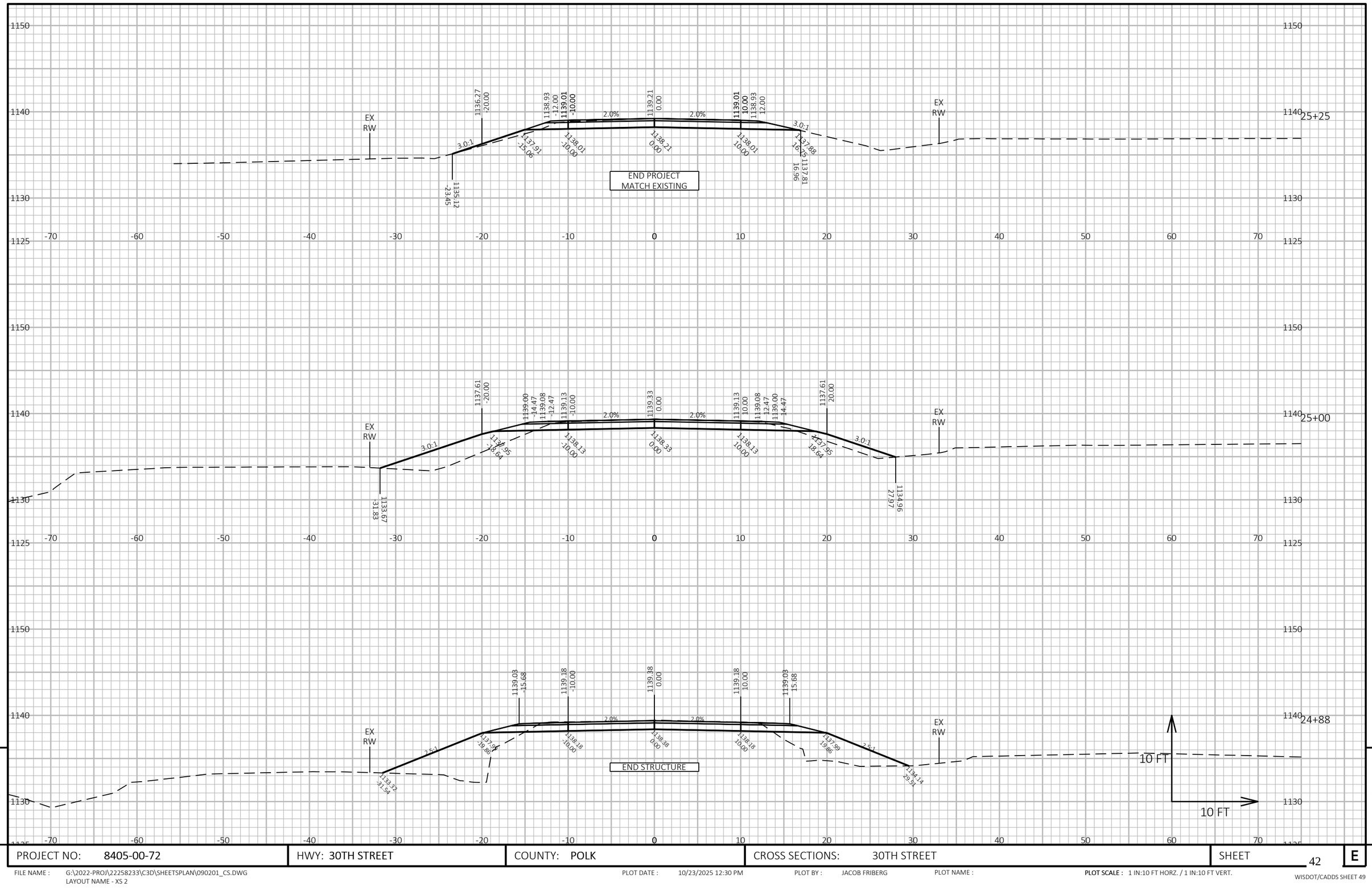
LAYOUT NAME - XS 1

PLOT DATE : 10/23/2025 12:28 PM PLOT BY : JACOB FRIBERG PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 8405-00-72	HWY: 30TH STREET	COUNTY: POLK	CROSS SECTIONS: 30TH STREET	SHEET 42	E

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LAYOUT NAME - XS 2

PLOT DATE : 10/23/2025 12:30 PM PLOT BY : JACOB FRIBERG PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Notes

Wisconsin Department of Transportation

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