LAX

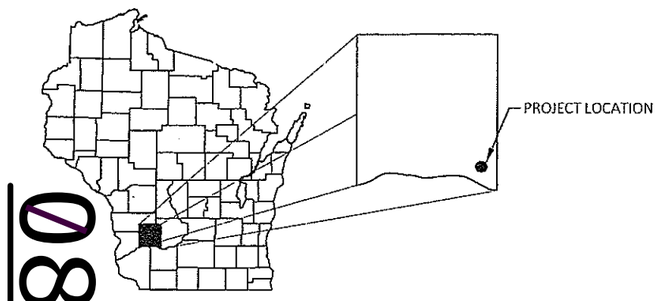
Dec 08, 2020

PROJECT ID: 5519-00-70

COUNTY: RICHLAND

ORDER OF SHEETS

TOTAL SHEETS = 86



80

DESIGN DESIGNATION

A.A.D.T.	2021	=	875
A.A.D.T.	2041	=	965
D.H.V.		=	126
D.D.		=	60/40
T.		=	7.8
DESIGN SPEED		=	60
ESALS		=	204,400

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
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CTH BB - STH 130

BRANCH BEAR CREEK BRIDGE B-52-0277

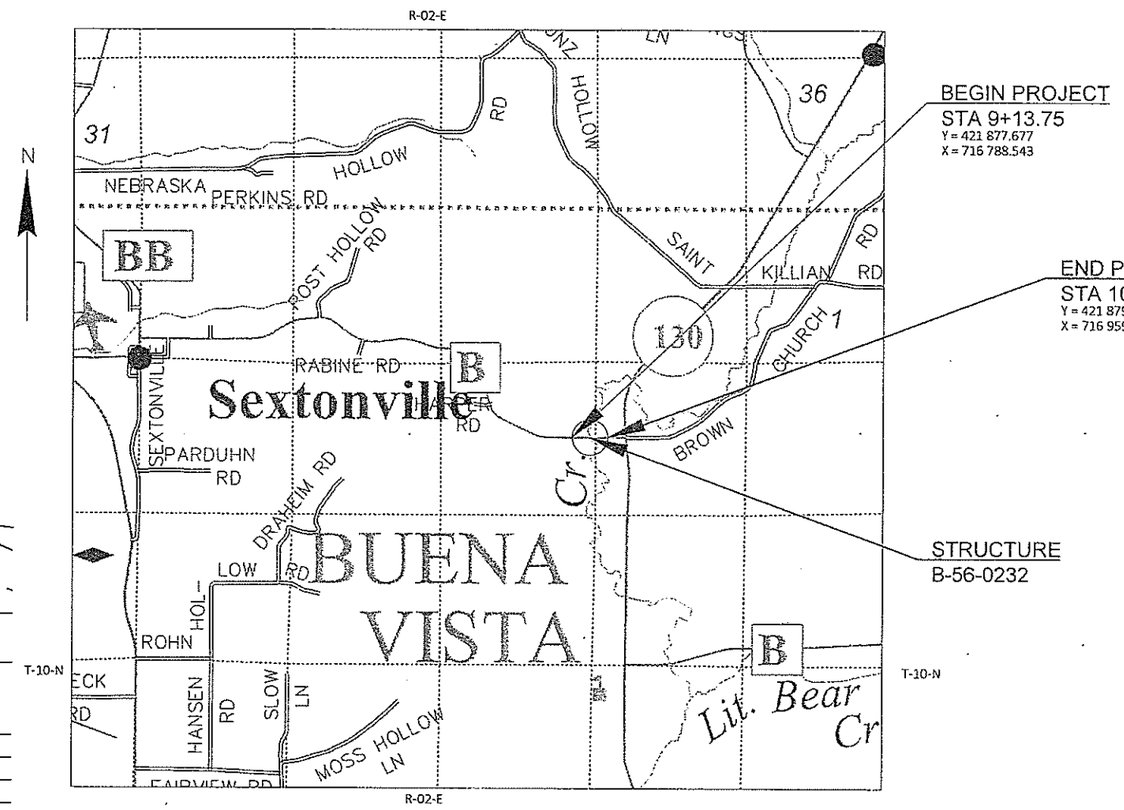
CTH B

RICHLAND

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5519-00-70	WISC 2021026	1

STATE PROJECT NUMBER

5519-00-70



BEGIN PROJECT
STA 9+13.75
Y = 421 877.677
X = 716 788.543

END PROJECT
STA 10+84.25
Y = 421 879.310
X = 716 959.033

STRUCTURE
B-56-0232

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.0323

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RICHLAND 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 (2011). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ACCEPTED FOR

RICHLAND COUNTY

6-10-20 (Signature and Title of Official)

Date

ORIGINAL PLANS PREPARED BY

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

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

DATE: 6-8-20 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WESTBROOK ASSOCIATED ENGINEERS, INC
Designer	WESTBROOK ASSOCIATED ENGINEERS, INC
Project Manager	TRAVIS BUROS, PE
Regional Examiner	SW REGION
Regional Supervisor	OSCAR WINGER, PE

APPROVED FOR THE DEPARTMENT

DATE: 7/22/2020 Travis G Buros (Signature)

E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\SHEETSPLAN\010101_TI.DWG

PLOT DATE : 6/8/2020 10:54 AM PLOT BY : ERIK MEYER PLOT NAME :

STANDARD ABBREVIATIONS

ABUT.	Abutment
AC	Acre
AGG.	Aggregate
AH	Ahead
<	Angle
ASPH	Asphaltic
AVG.	Average
A.D.T	Average Daily Traffic
BAD	Base Aggregate Dense
BK	Back
BF	Back Face
B.M.	Bench Mark
BR.	Bridge
C/L	Center Line
CC	Center to Center
CTH	County Trunk Highway
CR.	Creek
CY or CU YD	Cubic Yard
CP	Culvert Pipe
C & G	Curb and Gutter
D	Degree of Curve
DHV	Design Hour Volume
DIA	Diameter
E	East
X	East Grid Coordinate
ELEC	Electric
EL OR ELEV	Elevation
ESALS	Equivalent Single Ac=xle Loads
EBS	Excavation Below Subgrade
FF	Face to Face
FE	Field Entrance
F	Fill
FG	Finished Grade
FL or F/L	Flow Line
FT	Foot
FTG	Footing
GN	Grid North
HT	Height
CWT	Hundredweight
HYD	Hydrant
INL	inlet
ID	Inside Diameter
INV	Invert
IP	Iron Pipe or Pin
IRS	Iron Rod Set
JT	Joint
JCT	Junction
LHF	Left-Hand Forward
L	Length of Curve
LIN FT OR LF	Linear Foot
LC	Long Chord of Curve
MH	Manhole
MB	Mailbox
ML OR M/L	Match Line
N	North
Y	North Grid Coordinate
OD	Outside Diameter
PLE	Permanent Limited Easement
PT	Point
PC	Point of Curvature
PI	Point of Intersection
PRC	Point of Reverse Curvature
PT	Point of Tangency
POC	Point on Curve
PVC	Polyvinyl Chloride
PCC	Portland Cement Concrete
LB	Pound
PSI	Pounds Per Square Inch
PE	Private Entrance
R	Radius
RR	Railroad
RL OR R/L	Reference Line
RP	Reference Point
RCCP	Reinforced Concrete Culvert Pipe
REQD	Required
RES	Residence or Residential
RW	Retaining Wall
RT	Right
RHF	Right-Hand Forward
R/W	Right-of-Way
R	River
RD	Road
RDWY	Roadway
SALV	Salvaged
SAN S	Sanitary Sewer
SEC	Section
SHLDR	Shoulder
SHR	SHRINKAGE
SW	Sidewalk
S	South
SQ	Square
SF OR SQ FT	Square Feet
SY or SQ YD	Square Yard
STD	Standard
SDD	Standard Detail Drawings
STH	State Trunk Highway
STA	Station
SS	Storm Sewer
SG	Subgrade
SE	Superelevation
SL or S/L	Survey Line
SV	Septic Vent
T	Tangent
TEL	Telephone
TEMP	Temporary
TI	Temporary Interest
t	Ton
T or TN	Town
TRANS	Transition
TL OR T/L	Transit Line
T	Trucks (percent of)
TYP	Typical
UNCL	Unclassified
UG	Underground Cable
USH	United States Highway
VAR	Variable
V	Velocity or Design Speed
VERT	Vertical
VC	Vertical Curve
VOL	Volume
WM	Water Main
WV	Water Valve
W	West
WB	Westbound
YD	Yard

RUNOFF COEFFICIENT TABLE

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

ORDER OF SECTION 2 SHEETS

CONTACTS

CONSULTANT LIAISON
WESTBROOK ASSOCIATED ENGINEERS, INC.
619 EAST HOXIE STREET
SPRING GREEN, WI 53588

ATTN: AARON PALMER, P.E.
PH: (608) 588-7866
FAX: (608) 588-7954
aplamer@westbrookeng.com

COUNTY LIAISON
RICHLAND COUNTY HIGHWAY COMMISSIONER
120 BOWEN CIRCLE
RICHLAND CENTER, WI 53581

ATTN: BILL CONDON
PH: (608)647-4707
bill.condon@co.richland.wi.us

WDNR LIAISON
DNR SERVICE CENTER
141 NW BARSTOW ROOM 180
WAUKESHA, WI 53188

ATTN: CRAIG WEBSTER
PH: (262) 574-2141
Craig.Webster@wisconsin.gov

UTILITIES

FRONTIER
CAL KLADE
1851 NORTH 14TH AVE.
WAUSAU, WI 54401
PH: (715) 573-2110
Cal.Klade@ftr.com

ALLIANT ENERGY
MATTHEW HOSLER
900 PRAIRIE DR.
SPRING GREEN, WI 53581
PH: (608) 588-9705
matthewhosler@alliantenergy.com

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

**DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEMBERS

GENERAL NOTES

EROSION CONTROL ITEMS TO BE PLACED AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER. ALL IN-WATER EROSION CONTROL ITEMS SHALL BE INSTALLED PRIOR TO DEMO, UNLESS WDNR AND PROJECT ENGINEER AGREE OTHERWISE AS PROPOSED IN THE PROJECTS ECIP. SILT FENCE SHALL BE IN PLACE PRIOR TO CONSTRUCTION.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE DRIVING LANES AND THE SHOULDERS ARE TO BE FERTILIZED, SEEDED, TEMPORARY SEEDED, AND MULCHED, OR AS DIRECTED BY THE ENGINEER. OVERSOW PERMANENT SEEDING AREAS WITH TEMPORARY SEED AT 3 LBS PER 1000 SQUARE FEET.

ANY AND ALL DISTURBED AREAS THAT WILL NOT BE FINISHED AND RESTORED WITHIN 14 DAYS SHALL BE SEEDED WITH TEMPORARY SEED AND MULCHED WITHIN 48 HOURS.

RESTORATION OF EXPOSED SLOPES AND DITCHES SHALL TAKE PLACE WITHIN 7 CALENDAR DAYS AFTER FINISHED GRADING IS COMPLETE.

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

WETLANDS ARE PRESENT AT THE LOCATIONS SHOWN IN THE PLANS. DO NOT OPERATE MACHINERY OUTSIDE OF THE SLOPE INTERCEPTS IN THESE LOCATIONS.

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

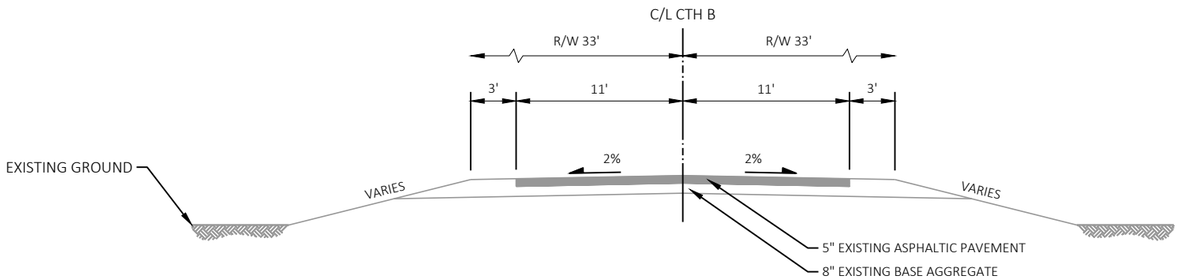
THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

D.O.T. MONUMENT IS TO BE FURNISHED BY THE STATE AND PLACED BY THE CONTRACTOR IN THE SAME WING THAT THE PROPOSED NAME PLATE WILL BE PLACED, AS DIRECTED BY THE ENGINEER.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), RICHLAND COUNTY, HORIZONTAL DATUM NAD83, ELEVATION DATUM NAVD88.

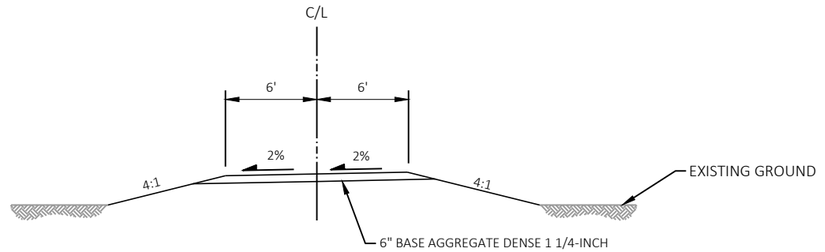
ASPHALTIC SURFACE CALCULATIONS ARE BASED ON 112lb/sy/in.

ASPHALTIC SURFACE LAYERS:
- UPPER: 2½" (12.5 MM NOMINAL SIZE)
- LOWER: 2½" (12.5 MM NOMINAL SIZE)

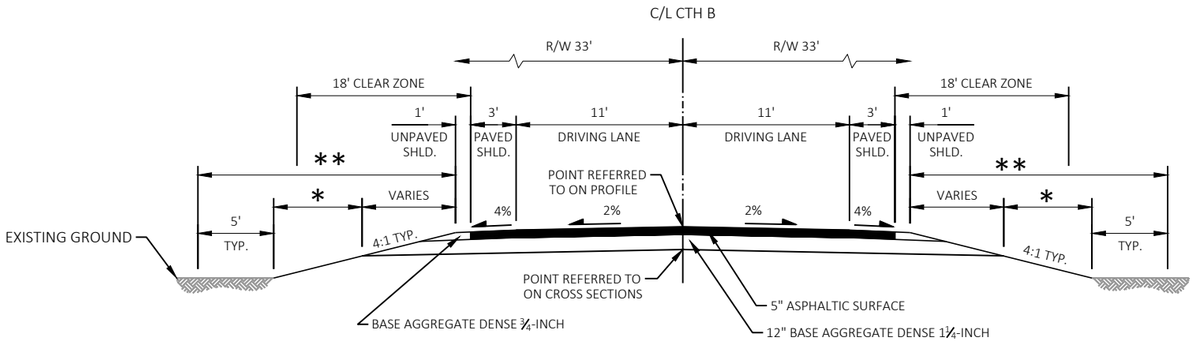


EXISTING TYPICAL SECTION - CTH B

STA. 9+13.75 - 10+84.25

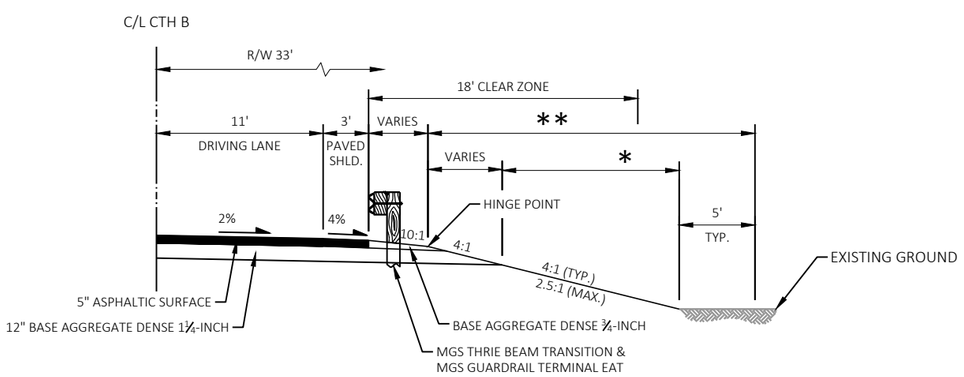


PROPOSED TYPICAL SECTION - FIELD ENTRANCE



PROPOSED TYPICAL SECTION - CTH B

STA. 9+13.75 - 10+84.25



PROPOSED TYPICAL HALF SECTION - BEAMGUARD

* LIMITS OF SALVAGED TOPSOIL, EROSION MAT AND MULCH

** LIMITS OF SEEDING, TEMPORARY SEEDING & FERTILIZER

PROJECT NO: 5579-00-70	HWY: CTH B	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 3	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 020301_ts

PLOT DATE : 6/12/2020 11:15 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

2

N

W5-52L
12"X36"
2

REMOVE
2R

REMOVE
3R

W5-52R
12"X36"
3

10+36.00

MARKING LINE,
PAINT 4-INCH (SINGLE DASHED YELLOW)

7+00 8+00 9+00 10+00 11+00 12+00 13+00

OH

FO

1

1R

REMOVE

4R

REMOVE

4

W5-52R
12"X36"

W5-52L
12"X36"

5

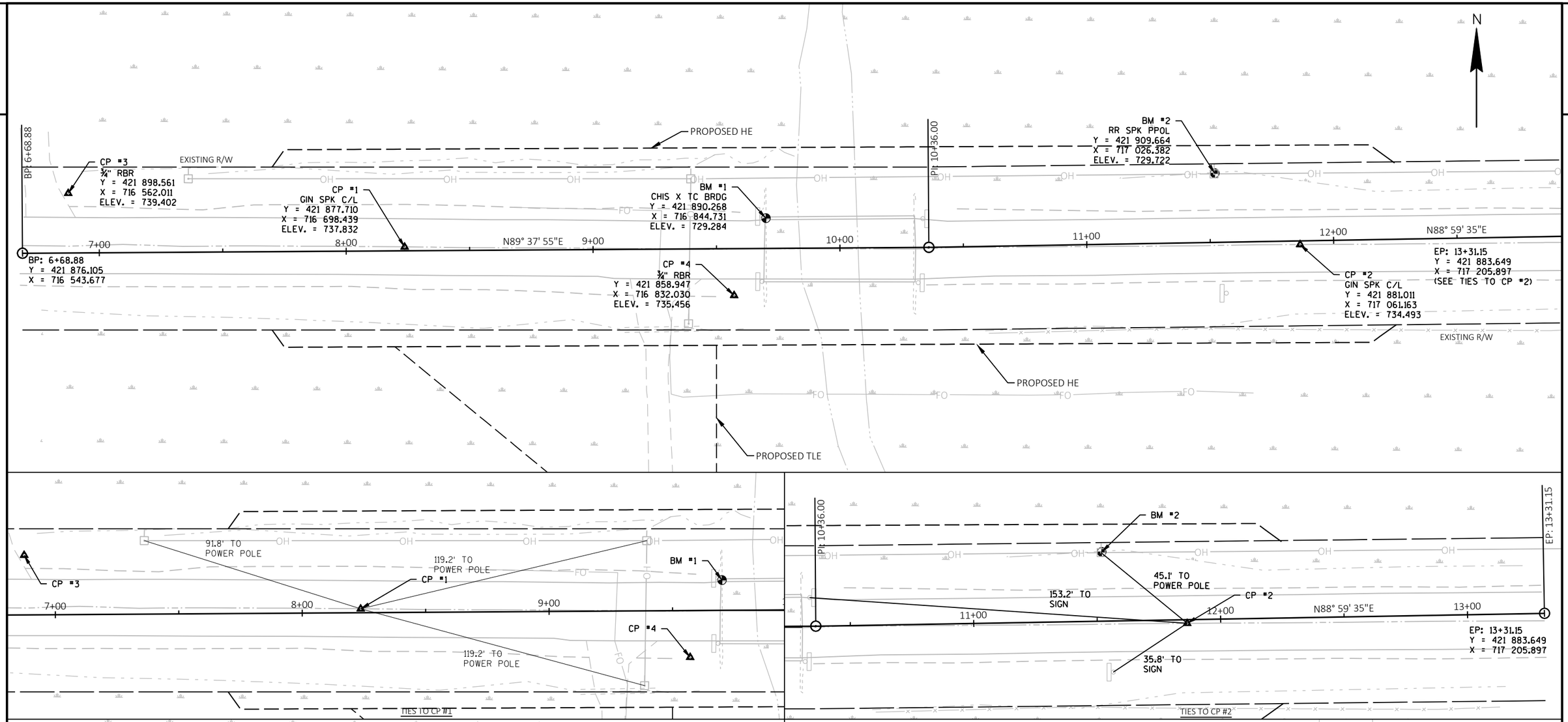
REMAIN

PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	SIGNING AND PAVEMENT MARKING	SHEET 4	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023201_ps

PLOT DATE : 7/7/2020 9:45 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	ALIGNMENT DETAILS	SHEET 5	E

5519-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	1.000	1.000
0004	201.0205	Grubbing	STA	1.000	1.000
0006	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0008	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 01. 10+00	LS	1.000	1.000
0010	205.0100	Excavation Common	CY	447.000	447.000
0012	206.1000	Excavation for Structures Bridges (structure) 01. B-52-0277	LS	1.000	1.000
0014	208.0100	Borrow	CY	241.000	241.000
0016	210.1500	Backfill Structure Type A	TON	320.000	320.000
0018	213.0100	Finishing Roadway (project) 01. 5519-00-70	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	140.000	140.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	865.000	865.000
0024	455.0605	Tack Coat	GAL	27.000	27.000
0026	465.0105	Asphaltic Surface	TON	107.000	107.000
0028	502.0100	Concrete Masonry Bridges	CY	190.000	190.000
0030	502.3200	Protective Surface Treatment	SY	279.000	279.000
0032	505.0400	Bar Steel Reinforcement HS Structures	LB	9,220.000	9,220.000
0034	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	24,810.000	24,810.000
0036	513.7084	Railing Steel Type NY4	LF	147.000	147.000
0038	516.0500	Rubberized Membrane Waterproofing	SY	12.000	12.000
0040	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	2.000	2.000
0042	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	42.000	42.000
0044	550.0500	Pile Points	EACH	24.000	24.000
0046	550.2104	Piling CIP Concrete 10 3/4 X 0.25-Inch	LF	770.000	770.000
0048	550.2126	Piling CIP Concrete 12 3/4 X 0.375-Inch	LF	600.000	600.000
0050	606.0300	Riprap Heavy	CY	114.000	114.000
0052	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	168.000	168.000
0054	614.2500	MGS Thrie Beam Transition	LF	157.600	157.600
0056	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0058	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5519-00-70	EACH	1.000	1.000
0060	619.1000	Mobilization	EACH	1.000	1.000
0062	624.0100	Water	MGAL	10.200	10.200
0064	625.0500	Salvaged Topsoil	SY	1,930.000	1,930.000
0066	627.0200	Mulching	SY	1,930.000	1,930.000
0068	628.1504	Silt Fence	LF	965.000	965.000
0070	628.1520	Silt Fence Maintenance	LF	1,550.000	1,550.000
0072	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0074	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000

5519-00-70

Line	Item	Item Description	Unit	Total	Qty
0076	628.2008	Erosion Mat Urban Class I Type B	SY	380.000	380.000
0078	628.6005	Turbidity Barriers	SY	68.000	68.000
0080	629.0210	Fertilizer Type B	CWT	2.000	2.000
0082	630.0130	Seeding Mixture No. 30	LB	55.000	55.000
0084	630.0200	Seeding Temporary	LB	80.000	80.000
0086	630.0500	Seed Water	MGAL	32.000	32.000
0088	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0090	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0092	638.2602	Removing Signs Type II	EACH	4.000	4.000
0094	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0096	642.5001	Field Office Type B	EACH	1.000	1.000
0098	643.0420	Traffic Control Barricades Type III	DAY	1,760.000	1,760.000
0100	643.0705	Traffic Control Warning Lights Type A	DAY	3,520.000	3,520.000
0102	643.0900	Traffic Control Signs	DAY	1,672.000	1,672.000
0104	643.5000	Traffic Control	EACH	1.000	1.000
0106	645.0111	Geotextile Type DF Schedule A	SY	68.000	68.000
0108	645.0120	Geotextile Type HR	SY	197.000	197.000
0110	646.1005	Marking Line Paint 4-Inch	LF	50.000	50.000
0112	650.4500	Construction Staking Subgrade	LF	222.000	222.000
0114	650.5000	Construction Staking Base	LF	222.000	222.000
0116	650.6000	Construction Staking Pipe Culverts	EACH	1.000	1.000
0118	650.9910	Construction Staking Supplemental Control (project) 01. 5519-00-70	LS	1.000	1.000
0120	650.9920	Construction Staking Slope Stakes	LF	506.000	506.000
0122	690.0150	Sawing Asphalt	LF	44.000	44.000
0124	715.0502	Incentive Strength Concrete Structures	DOL	1,140.000	1,140.000
0126	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0128	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000

3

CLEARING AND GRUBBING

STATION	- STATION	LOCATION	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
8+00	- 9+00	MAINLINE, RT	1.0	1.0
		TOTALS	1.0	1.0

EARTHWORK SUMMARY

STATION	- STATION	LOCATION	COMMON EXCAVATION (1) (ITEM # 205.0100) CUT (2)	SALVGED / UNUSABLE PAVEMENT MATERIAL (3)	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (5) FACTOR 1.25	MASS ORDINATE +/- (6)	WASTE	BORROW (7) (ITEM # 208.0100)	COMMENT:
7+75.75	- 9+63.75	WEST APPROACH	297	14	283	134	167	116	116	-116	SEE NOTE 8
10+34.25	- 12+28.87	EAST APPROACH	151	13	138	212	265	-128	-128	128	
0+14	- 1+35.95	FIELD ENTRANCE	0	0	0	184	230	-230	-230	230	
		TOTALS	447	27	421	530	662	-241	-241	241	

1) COMMON EXCAVATIUON IS THE CUT. ITEM # 205.0100.
2) SALVAGED/UNUSABLE MATERIAL IS INCLUDED IN CUT.
3) SALVAGED/UNUSABLE MATERIAL INCLUDES ASPHATLIC PAVEMENT.
4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE MATERIAL
5) EXPANDED FILL FACTOR = 1.25: EXPANDED FILL = (UNEXPANDED FILL)*1.25
6) THE MASS ORDINATE + OR - CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL IN THE DIVISION.
7) BORROW = ABSOLUTE VALUE OF MASS ORDINATE
8) CUT QUANTITY INCLUDES REMOVAL OF EXISTING FIELD ENTRANCE

3

BASE AGGREGATE DENSE

STATION	- STATION	LOCATION	305.0110 3/4-INCH SHLD. (TON)	305.0120 1 1/4-INCH BASE (TON)	624.0100 WATER (MGAL)
11+35	- 13+19	WEST APPROACH	55	310	3.7
10+50	- 12+28.87	EAST APPROACH	85	490	5.8
0+14	- 1+35.95	FIELD ENTRANCE	---	65	0.7
		TOTALS	140	865	10.2

ASPHALTIC ITEMS

STATION	- STATION	LOCATION	455.0605 TACK COAT (GAL)	465.0105 ASPHALTIC SURFACE (TON)
11+35.00	- 13+19.00	MAINLINE	14	55
14+81.00	- 16+50.00	MAINLINE	13	52
		TOTALS	27	107

CULVERT

STATION	203.0100 REMOVING SMALL CULVERTS (EACH)	521.3124 CULVERT PIPE CORRUGATED STEEL (24-INCH) (LF)*	521.1024 APRON ENDWALLS FOR CULVERT PIPE (24-INCH) (EACH)	650.6000 CONSTRUCTION STAKING CULVERT (EACH)
8+55	---	42	2	1
9+28	1	---	---	---
	1	42	2	1

*MINIMUM THICKNESS IS 0.64-INCH

MGS GUARDRAIL

STATION	- STATION	LOCATION	614.2500 MGS THRIE BEAM TRANSIITION (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)
8+70.03	- 9+62.51	MAINLINE, LT	39.40	1
8+72.48	- 9+64.96	MAINLINE, RT	39.40	1
10+33.02	- 11+25.67	MAINLINE, LT	39.40	1
10+35.47	- 11+27.81	MAINLINE, RT	39.40	1
		TOTALS	157.60	4

FINISHING ITEMS

STATION	- STATION	LOCATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	628.2008 EROSION MAT URBAN CLASS I TYPE B (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIX NO. 30 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0500 SEED WATER (MGAL)
7+76	- 9+64	WEST APPROACH	843	843	---	0.8	24	34	14
10+34	- 12+29	EAST APPROACH	704	704	---	0.8	20	30	12
		UNDISTRIBUTED	383	383	380	0.4	11	16.0	6
		TOTALS	1930	1930	380	2.0	55	80	32

3

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
7+76 - 9+64	MAINLINE, LT	125	250
7+76 - 9+64	MAINLINE, RT	265	530
10+34 - 12+29	MAINLINE, LT	200	400
10+34 - 12+29	MAINLINE, RT	185	370
	UNDISTRIBUTED	190	-
	TOTALS	965	1550

MOBILIZATIONS EROSION CONTROL

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
ID 5519-00-70	3	3
TOTALS	3	3

TURBIDITY BARRIER

LOCATION	628.6005 (SY)
WEST APPROACH	68
EAST APPROACH	---
TOTALS	68

3

SIGNING

STATION	LOCATION	PLAN NUMBER	SIGN CODE	634.0612 POSTS WOOD 4X6-INCH X 12-FT (EACH)	637.2230 SIGNS TYPE II REFLECTIVE TYPE F (SF)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
9+63	RT	1/1R	W5-52R	1	3	1	1
9+65	LT	2/2R	W5-52L	1	3	1	1
10+35	RT	3/3R	W5-52R	1	3	1	1
10+35	LT	4/4R	W5-52L	1	3	1	1
			TOTAL	4	12	4	4

TRAFFIC CONTROL

LOCATION	DURATION	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (NO.)	643.0420 (DAY)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (NO.)	643.0705 (DAY)	643.0900 TRAFFIC CONTROL SIGNS (NO.)	643.0900 (DAY)	643.5000 TRAFFIC CONTROL (EACH)
CTH B, WEST	88	9	792	18	1584	7	616	1
CTH B, EAST	88	9	792	18	1584	4	352	---
STH 130	88	---	---	---	---	6	528	---
UNDISTRIBUTED	88	2	176	4	352	2	176	---
	TOTAL	20	1760	40	3520	19	1672	1

PLACE TRAFFIC CONTROL IN ACCORDANCE WITH SDD 15C2.
PLACEMENT SUBJECT TO ENGINEER APPROVAL.

MARKING LINE PAINT 4-INCH

STATION - STATION	LOCATION	646.1005 (LF)	REMARK
9+14 - 10+84	CENTERLINE	50	SINGLE DASHED
	TOTAL	50	

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.4500 SUBGRADE (LF)	650.5000 BASE (LF)	650.9910 SUPPLEMENTAL CONTROL (LS)	650.992 SLOPE STAKES (LF)
9+14 - 9+64	MAINLINE	50	50	---	189
10+34 - 10+84	MAINLINE	50	50	---	195
0+14 - 1+36	FIELD ENTRANCE	122	122	---	122
	PROJECT	---	---	1	---
	TOTALS	222	222	1	506

SAWING ASPHALT

STATION	LOCATION	690.0150 (LF)
9+14	MAINLINE	22
10+84	MAINLINE	22
	TOTAL	44

CONVENTIONAL UTILITY SYMBOLS

	NON-COMPENSABLE	COMPENSABLE
WATER	—W—	
GAS	—G—	
TELEPHONE	—T—	
OVERHEAD TRANSMISSION LINES	—OH—	
ELECTRIC	—E—	
CABLE TELEVISION	—TV—	
FIBER OPTIC	—FO—	
SANITARY SEWER	—SAN—	
STORM SEWER	—SS—	
ELECTRIC TOWER		⊠
POWER POLE	○	●
TELEPHONE POLE	⌀	⌀
TELEPHONE PEDESTAL	⌧	⌧

CURVE DATA ABBREVIATIONS

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

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYP ¾" X 24" IRON REBAR) AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

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

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

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

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
5519-00-01	4.01	2
FEDERAL PROJECT NUMBER		

PLAT OF RIGHT OF WAY REQUIRED FOR

CTH BB - STH 130

(BRANCH BEAR CREEK BRIDGE B-52-0277)

CTH B — RICHLAND COUNTY

CONSTRUCTION PROJECT NUMBER
5519-00-70

CONVENTIONAL SYMBOLS

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

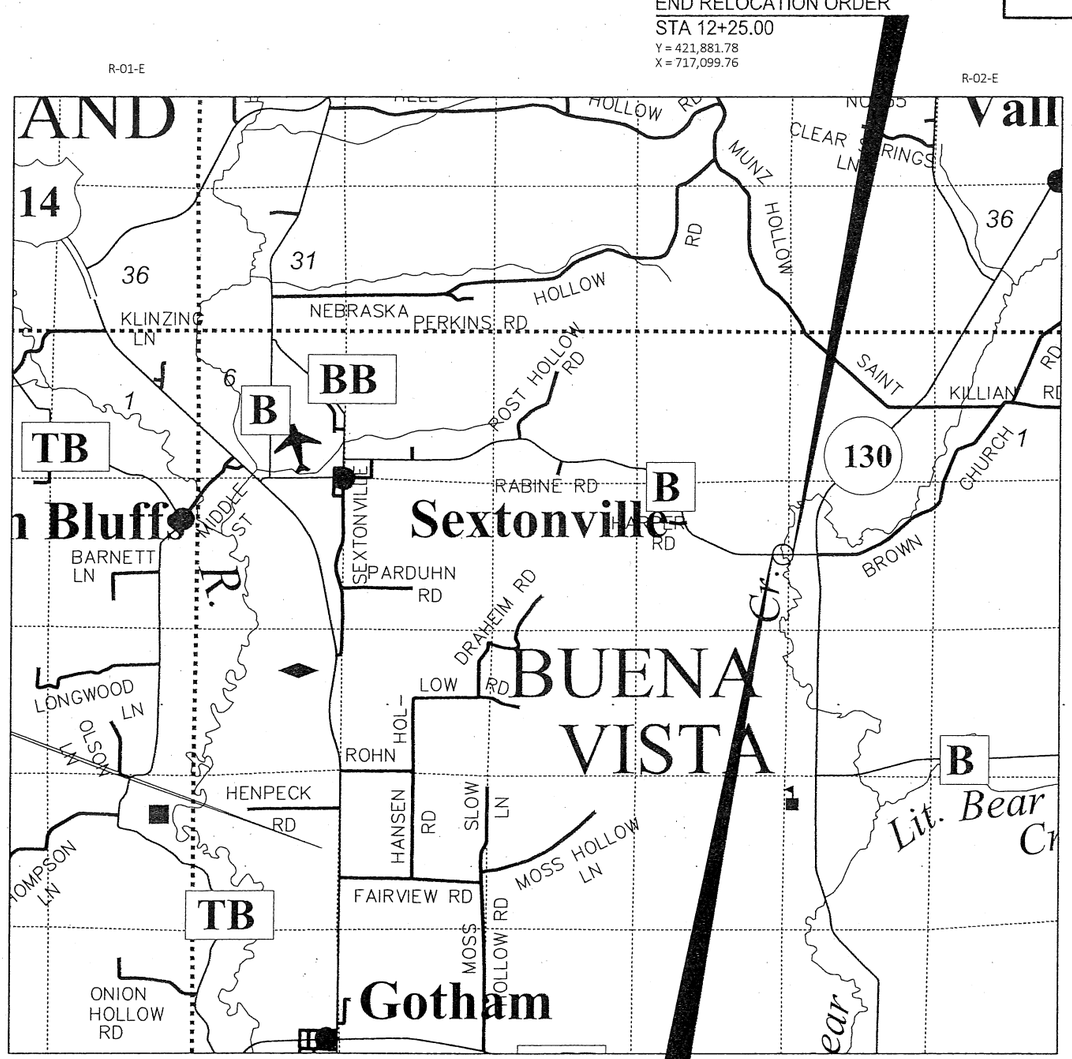
PARCEL NUMBER (25)
UTILITY NUMBER (40)
SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS — CAUTION
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES — CAUTION
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN — IP
VALVE (GAS, WATER, ETC.) — (TYPE)
SIGN
OFF-PREMISE SIGN — #1-25

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

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

END RELOCATION ORDER
STA 12+25.00
Y = 421,881.78
X = 717,099.76



BEGIN RELOCATION ORDER
STA 7+70.00
Y = 421,876.75
X = 716,644.80

LAYOUT
SCALE 0 0.5 MI. 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.0862 MILES

CAUTION:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES.

ACCEPTED FOR RICHLAND COUNTY

DATE: 5-21-20 HIGHWAY COMMISSIONER

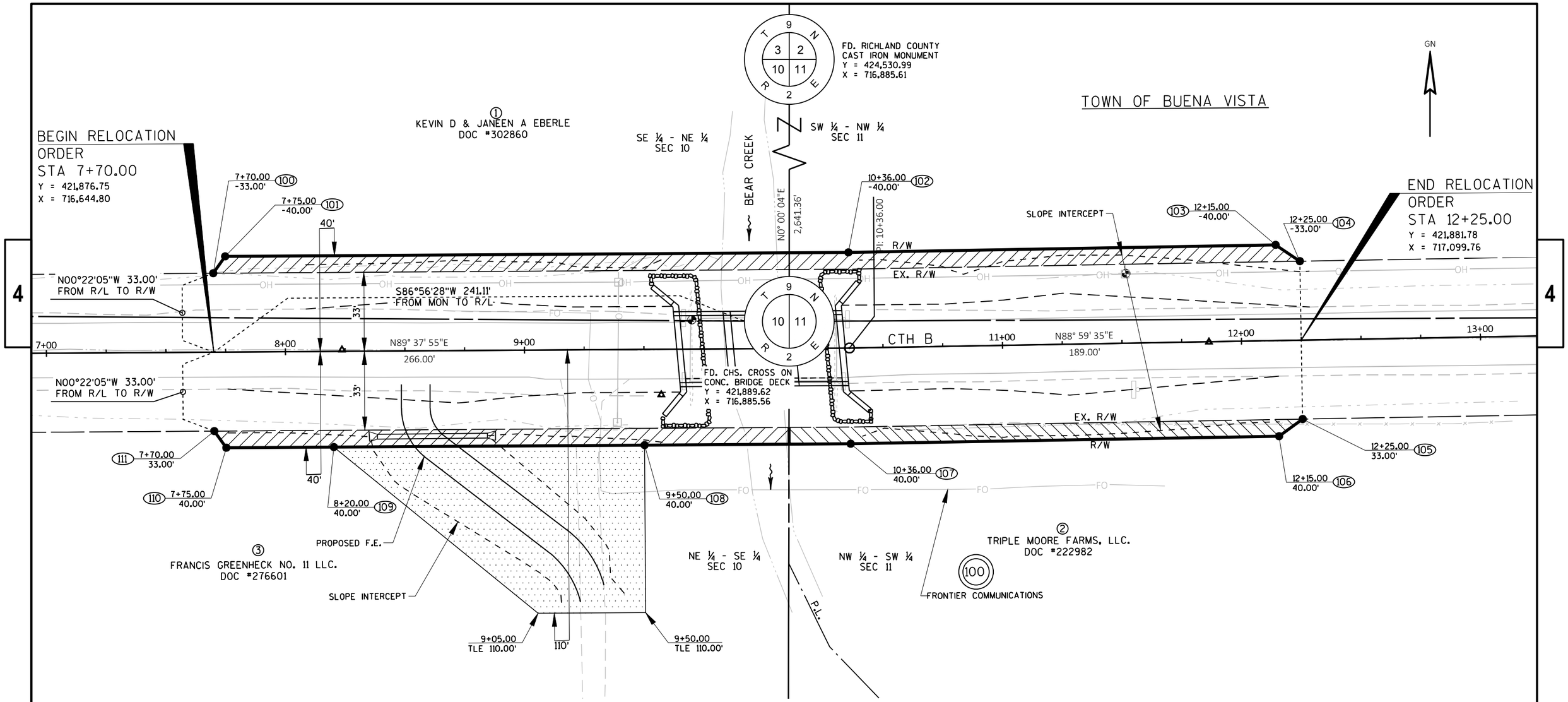
ORIGINAL PLANS PREPARED BY

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

WISCONSIN
NICHOLAS J. BREY
S-3145
LAVALLE
WISCONSIN
LAND SURVEYOR

DATE: 5-20-2020 (Signature)

REVISION DATE
06/24/2020, N.C.



SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED ACRES			TLE ACRES
			NEW	EXISTING	TOTAL	
1	KEVIN D & JANEEN A EBERLE	HE	0.07	0.22	0.29	--
2	TRIPLE MOORE FARMS, LLC	HE	0.03	0.21	0.24	--
3	FRANCIS GREENHECK NO. 11 LLC	HE+TLE	0.04	0.25	0.29	0.14
100	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS	--	--	--	--

BASIS OF EXISTING RIGHT-OF-WAY FOR CTH B WAS BASED ON THE CENTERLINE OF EXISTING PAVEMENT AND WIS STATUTE 82.31(2).

R/W COURSE TABLE

COURSE	BEARING	DISTANCE	COURSE	BEARING	DISTANCE
100-101	N35°10'11"E	8.60'	106-107	S88°59'35"W	179.22'
101-102	N89°37'55"E	260.78'	107-108	S89°37'55"W	86.22'
102-103	N88°59'35"E	178.78'	108-109	S89°37'55"W	130.00'
103-104	S56°00'53"E	12.21'	109-110	S89°37'55"W	45.00'
104-105	S01°00'25"E	66.00'	110-111	N35°54'20"W	8.60'
105-106	S54°00'04"W	12.21	111-100	N0°22'05"W	66.00'

R/W POINT COORDINATES

POINT NUMBER	Y	X	POINT NUMBER	Y	X
100	421,909.75	716,644.58	106	421,841.61	717,090.47
101	421,916.79	716,649.54	107	421,838.46	716,911.27
102	421,918.46	716,910.31	108	421,837.91	716,825.05
103	421,921.60	717,089.06	109	421,837.08	716,695.05
104	421,914.78	717,099.18	110	421,836.79	716,650.05
105	421,848.79	717,100.34	111	421,843.75	716,645.01

REVISION DATE 06/24/2020	DATE MAY 20TH, 2020	SCALE, FEET 0 20 40	HWY: CTH B	STATE R/W PROJECT NUMBER 5519-00-01	PLAT SHEET 4.02
	GRID FACTOR N/A		COUNTY: RICHLAND	CONSTRUCTION PROJECT NUMBER 5519-00-70	PS&E SHEET 11 E

FILE NAME : 040102_RP.DWG
LAYOUT NAME - RW 1 IN 40 FT

PLOT DATE : 6/24/2020 8:31 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 75

LEGEND

SAWCUT, MATCH EXISTING
FLOW AROW
STREAM EDGE
WETLANDS

KEVIN D & JANEEN A EBERLE

KEVIN D & JANEEN A EBERLE

BEAR CREEK

N

CAUTION

SILT FENCE

SLOPE INTERCEPT

PROPOSED HE

ALLIANT ENERGY

EXISTING R/W

CP 3

BM 2

STA. 8+54.47, 0.00'

BM 1

7+00

CTH B
(ASPHALT)

8+00

CP 1

N89° 37' 55"E

9+00

10+00

11+00

N88° 59' 35"E

12+00

CP 2

13+00

PC: 0+24.02"F.E."

CP 4

F.E
(B.A.D.)

EXISTING R/W

STA. 8+81.65, 37.12' RT
I.E. = 732.45

PROPOSED HE

STA. 8+39.65, 36.80' RT
I.E. = 732.55

PT: 0+41.64"F.E."

SLOPE INTERCEPT

PROPOSED
F.E
(B.A.D.)

1+00

FRONTIER

BEGIN CONSTRUCTION
STA 9+13.75
MATCH EXISTING
SAW CUT REQ'D

PC: 1+01.94"F.E."

PROPOSED TLE

EP: 1+35.94"F.E."

END CONSTRUCTION
STA 10+84.25
MATCH EXISTING
SAW CUT REQ'D

FRANCIS GREENHECK

TRIPLE MOORE FARMS, LLC

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM-1	9+70.02	CHISELED X IN TOP OF CURB, 12.30' LT	737.094
BM-2	11+52.12	RAILROAD SPIKE IN POWER POLE, 29.17' LT	731.287

5

5

740
735
730
725
724

EXISTING ℄ PROFILE

PROPOSED ℄ PROFILE

VCL = 48.33
K = 45.00

VCL = 48.34
K = 25.00

-0.14%

VPC STA 9+13.75
VPC EL 736.62

VPI STA 9+37.91
VPI EL 736.37

VPT STA 9+62.08
VPT EL 736.39

VPC STA 10+35.91
VPC EL 736.28

VPI STA 10+60.08
VPI EL 736.15

VPT STA 10+84.25
VPT EL 735.55

HIGH WATER$_{100}$
EL. = 734.68

OBSERVED WATER
EL. = 725.58
(04-09-19)

APPROX. STREAMBED EL. = 724.60

EXISTING ℄ ELEVATION

PROPOSED ℄ ELEVATION

STA. 10+00
REMOVE EXISTING STRUCTURE B-52-0019
61.2-FT OVERALL LENGTH AND
26.4-FT CLEAR ROADWAY WIDTH
SINGLE SPAN STEEL DECK GIRDER BRIDGE

STA. 9+98.99
STRUCTURE B-52-0277 REQUIRED
70.5-FT OVERALL LENGTH AND
28.0-FT CLEAR ROADWAY WIDTH
THREE SPAN REINFORCED CONCRETE
FLAT SLAB BRIDGE

7+00.00	8+00.00	9+00.00	10+00.00	11+00.00	12+00.00	13+00.00
740.12	738.97	738.18	737.42	736.73	736.40	724.85	736.05	735.32	734.84	734.37	733.99	733.73
740.12	738.97	738.18	737.42	736.73	736.40	724.85	736.05	735.32	734.84	734.37	733.99	733.73

PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	PLAN AND PROFILE	SHEET 12	E

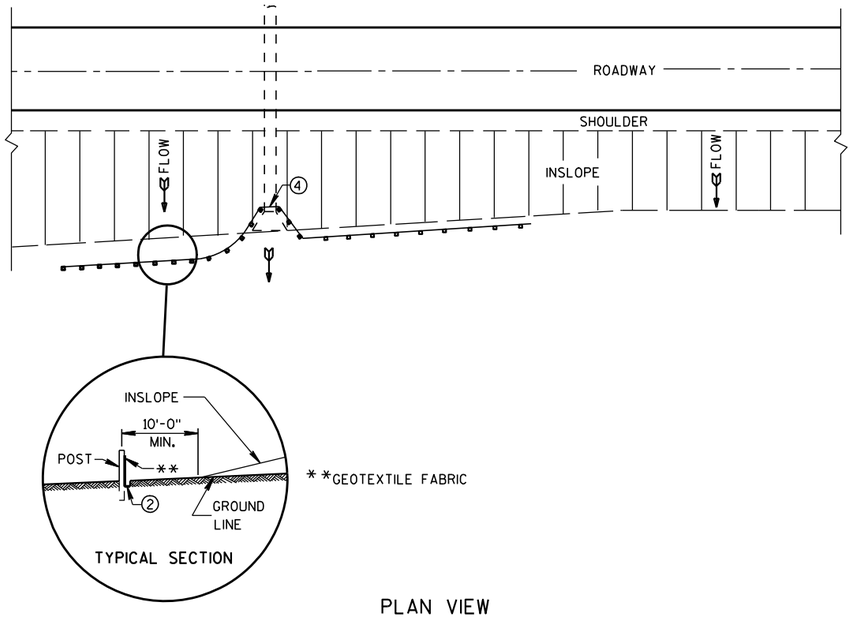
FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050101_pp

PLOT DATE : 10/5/2020 10:00 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

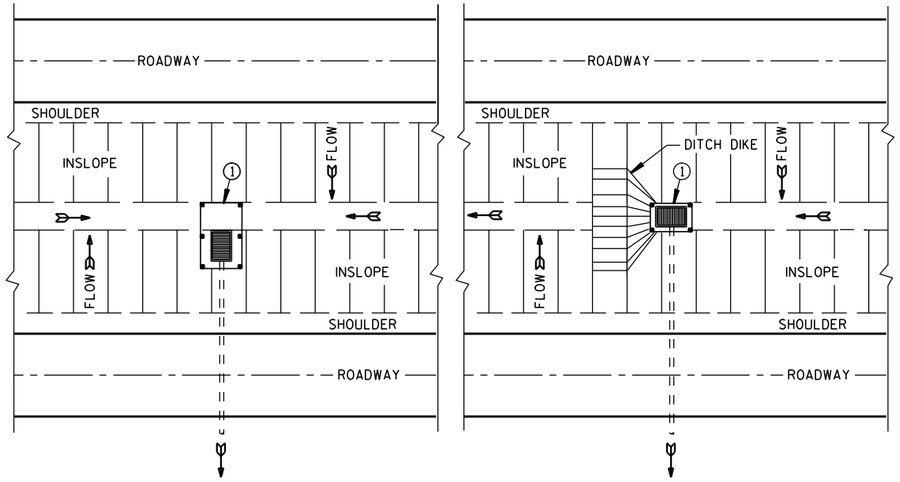
Standard Detail Drawing List

08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
12A03-10	NAME PLATE (STRUCTURES)
14B42-06A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C06-09	SIGNING & MARKING FOR TWO LANE BRIDGES



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

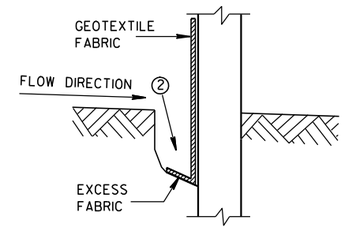
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

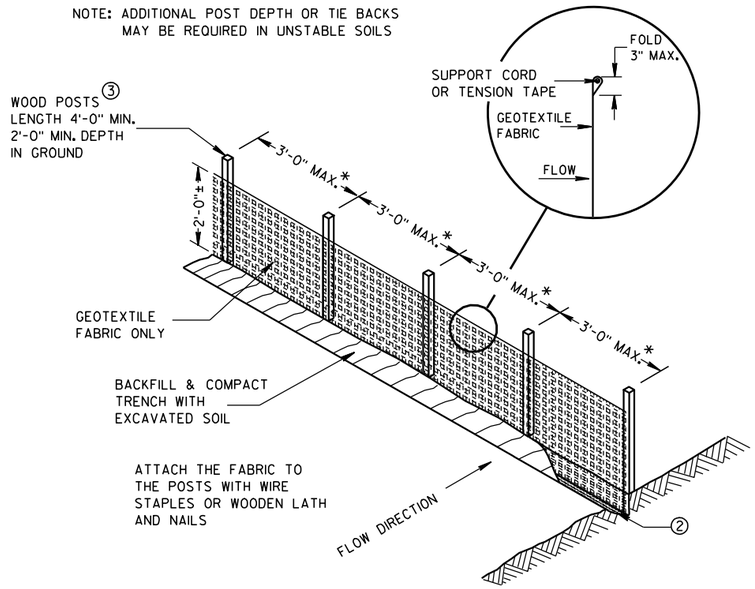
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

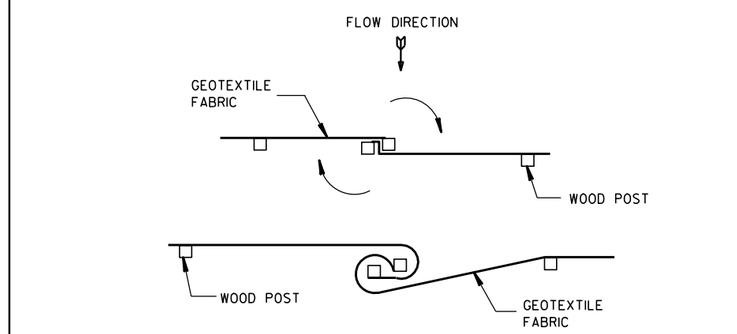
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



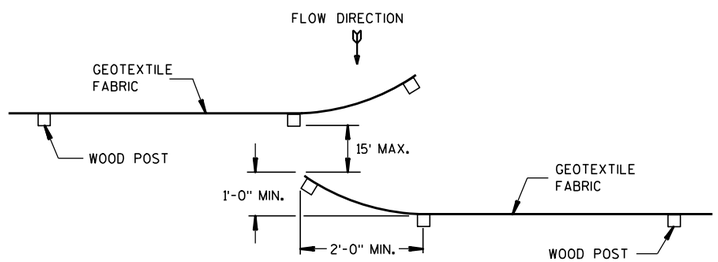
TRENCH DETAIL



SILT FENCE

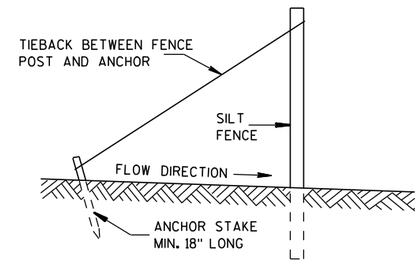


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

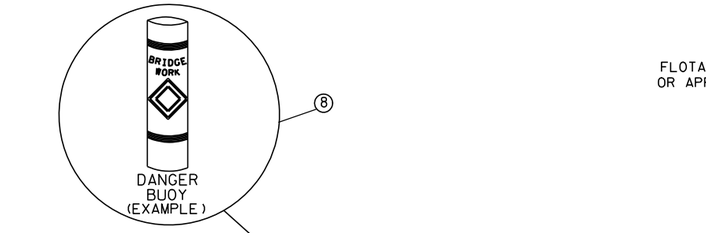
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

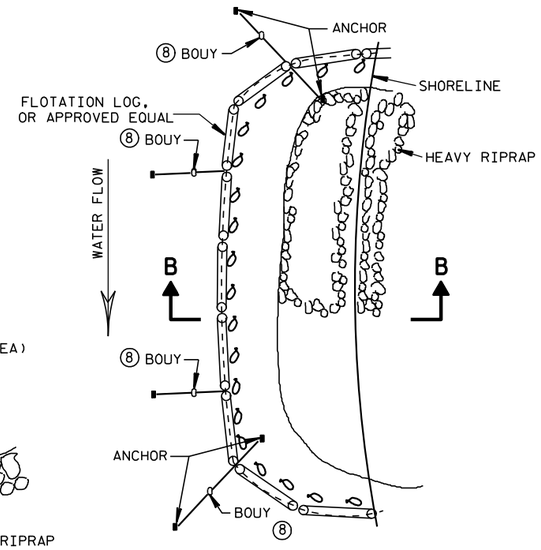
S.D.D. 8 E 9-6

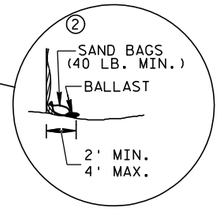
6

S.D.D. 8 E 9-6

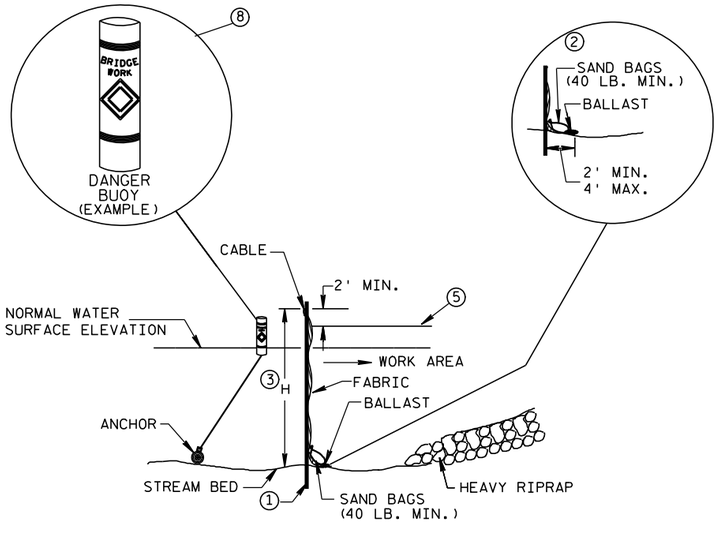


SECTION B-B

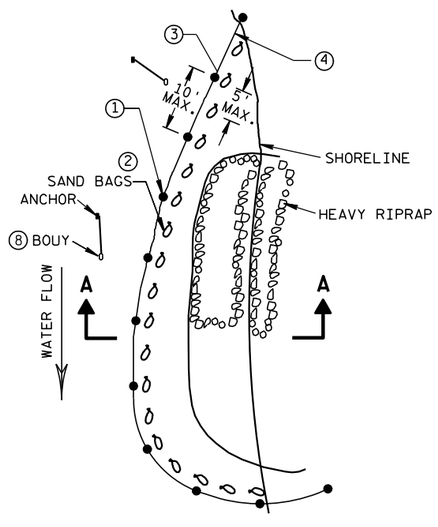




TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



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 SANDBAGS 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 FT., POST SPACING MAY NEED TO BE DECREASED.

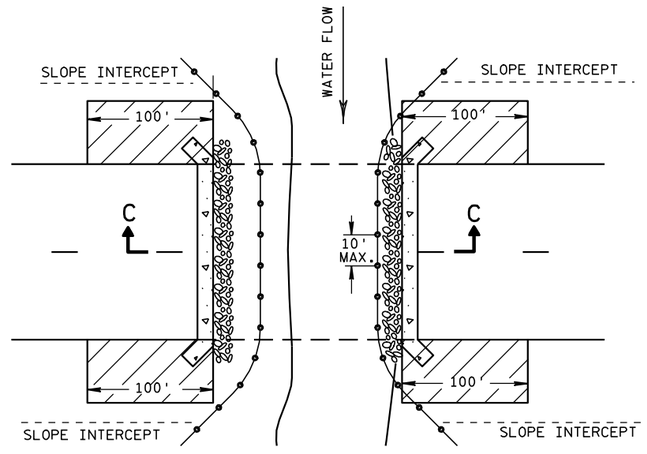
④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE 02 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.

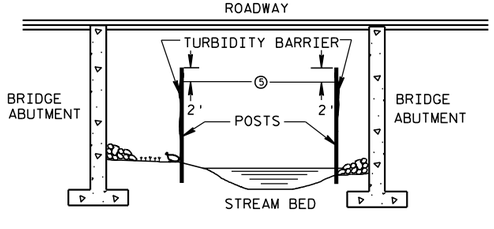
⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.

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

6

S.D.D. 8 E 11-2

S.D.D. 8 E 11-2

METAL APRON ENDWALLS

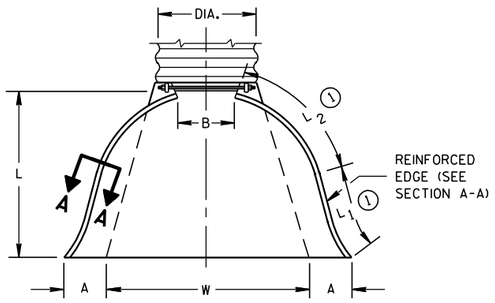
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

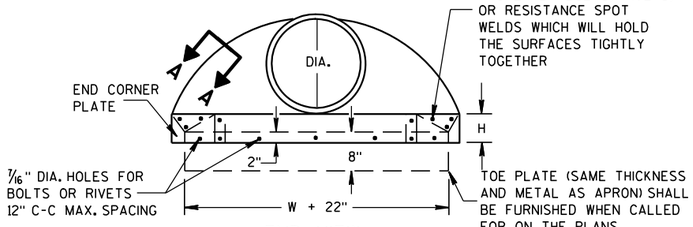
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

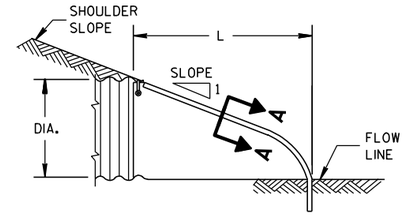
*MINIMUM
**MAXIMUM



PLAN VIEW

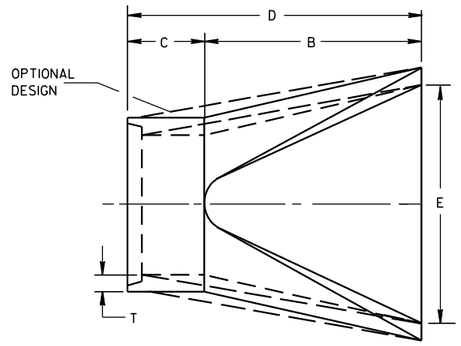


END VIEW

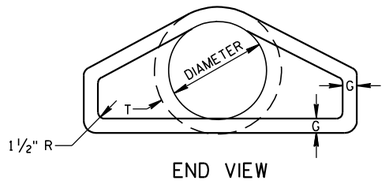


SIDE ELEVATION

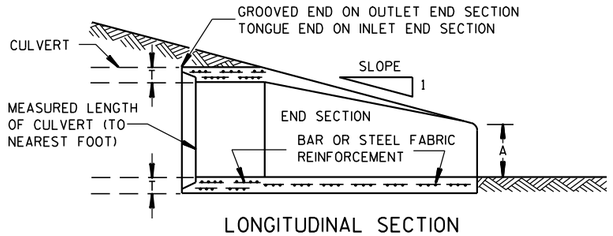
METAL ENDWALLS



PLAN

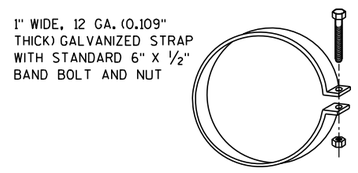


END VIEW



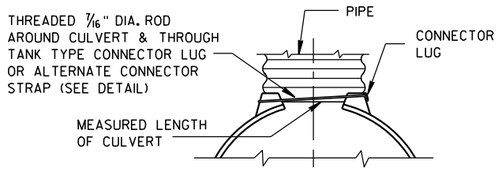
LONGITUDINAL SECTION

CONCRETE ENDWALLS

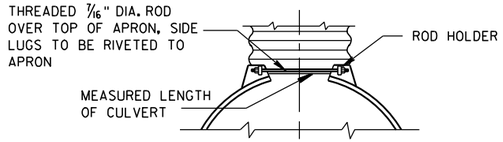


ALTERNATE FOR TYPE 1 CONNECTION

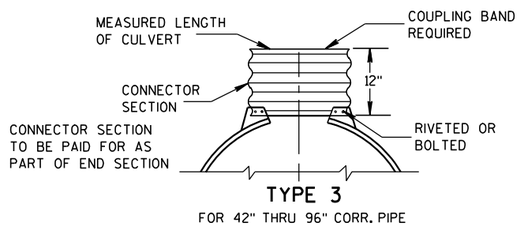
END SECTION CONNECTOR STRAP



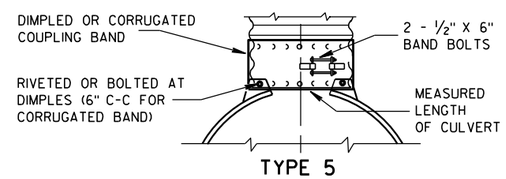
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

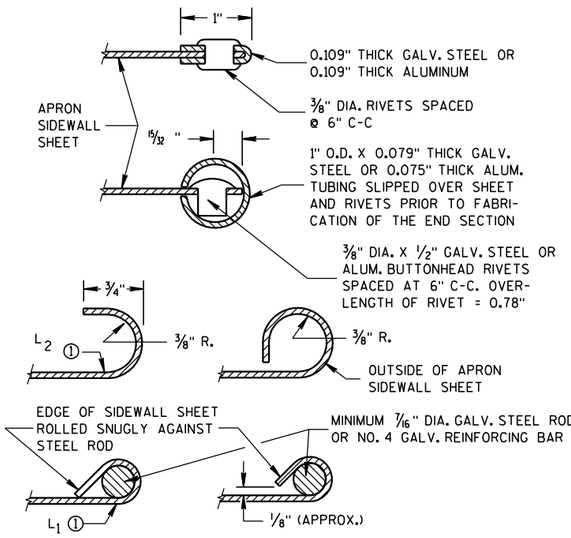
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

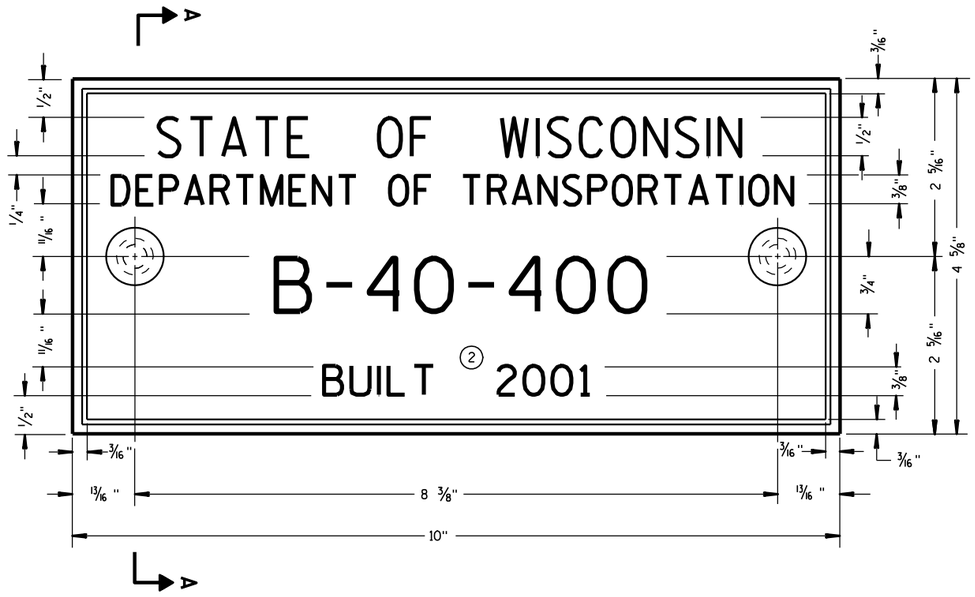
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



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

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

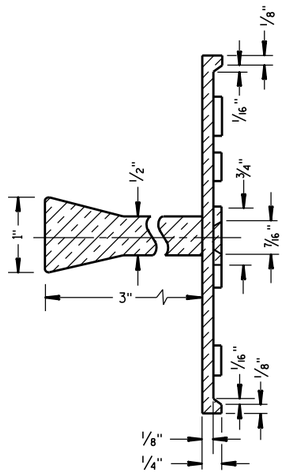
GENERAL NOTES

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

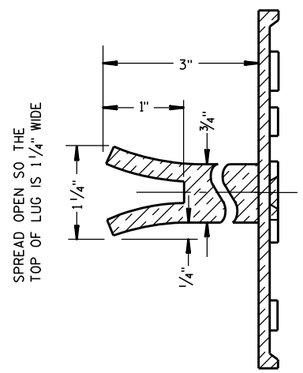
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

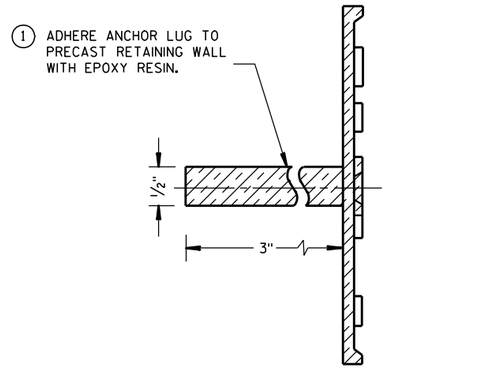
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE — /S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

6

S.D.D. 12 A 3-10

6

S.D.D. 12 A 3-10

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

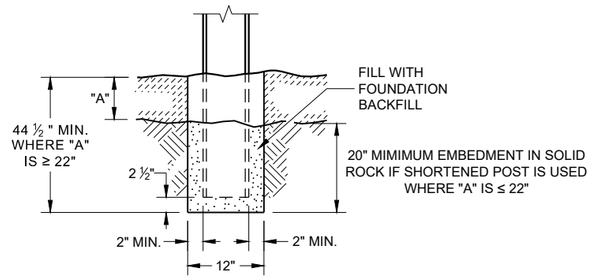
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

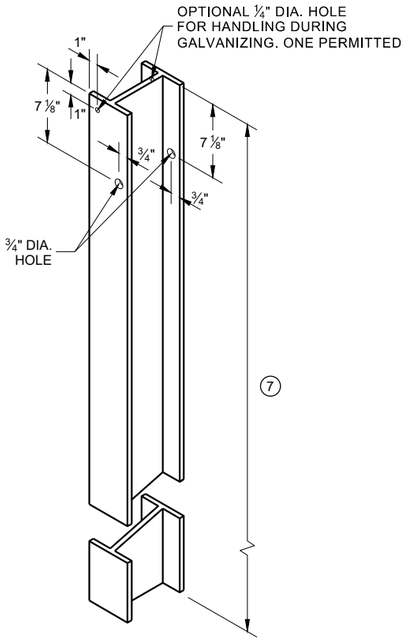
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS +1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

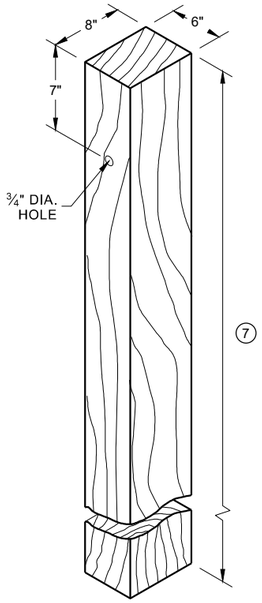
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



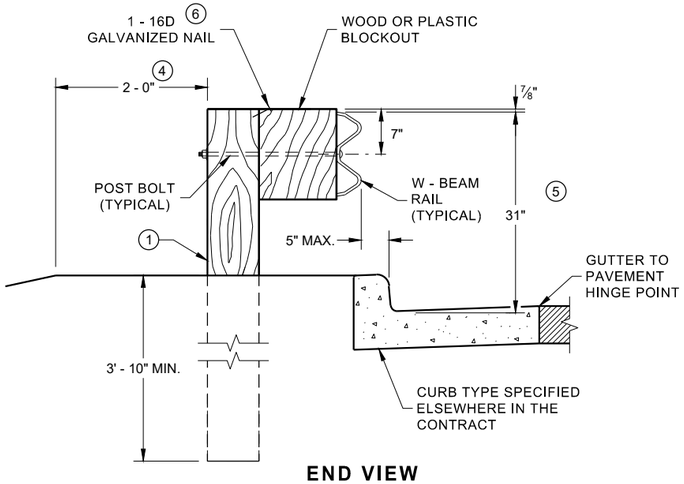
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



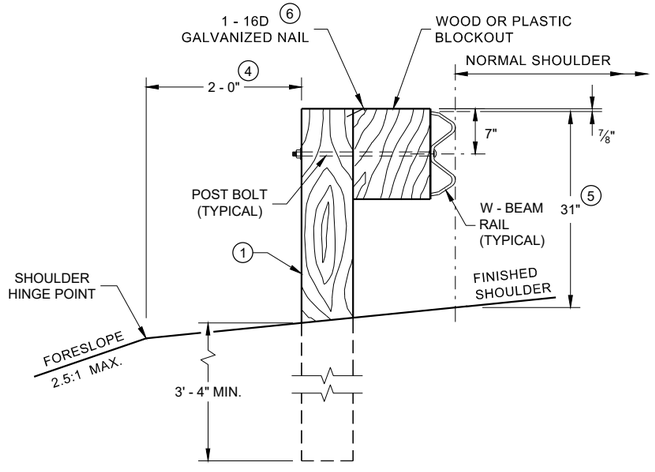
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



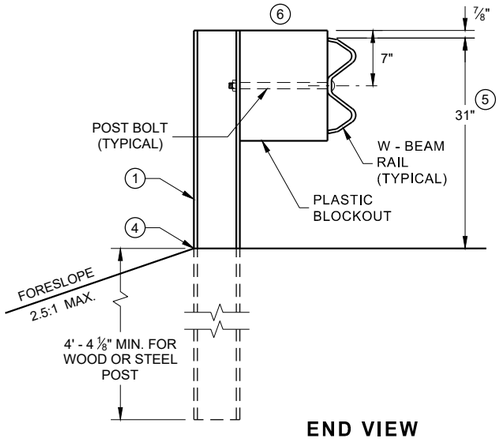
WOOD POST (6" X 8") NOMINAL (1)



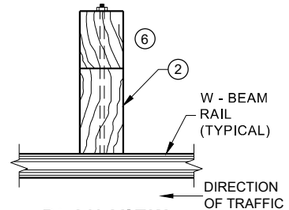
END VIEW
LOCATED ALONG A CURBED ROADWAY



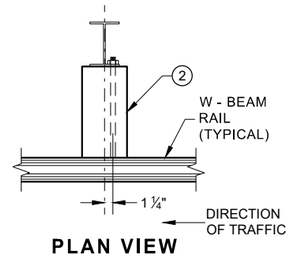
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



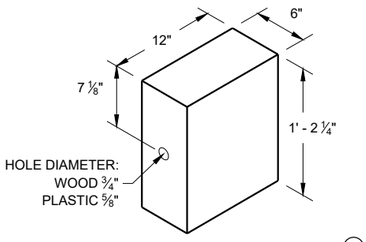
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

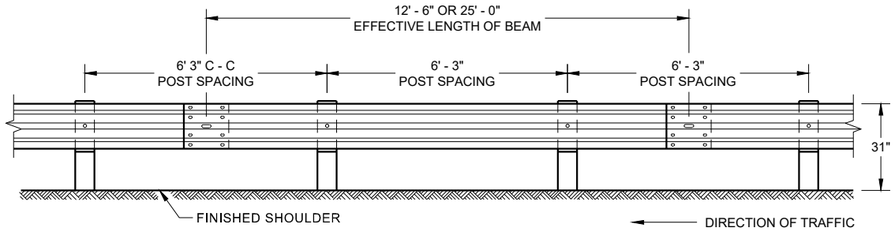
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

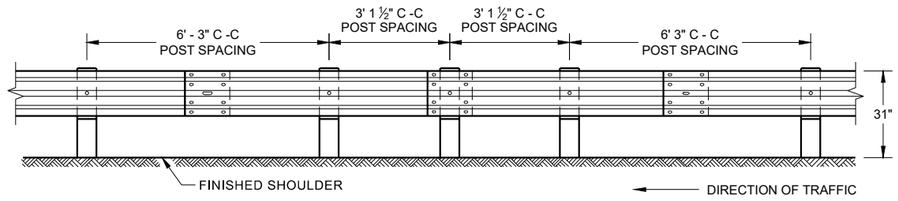
SDD 14B42 - 06a

6

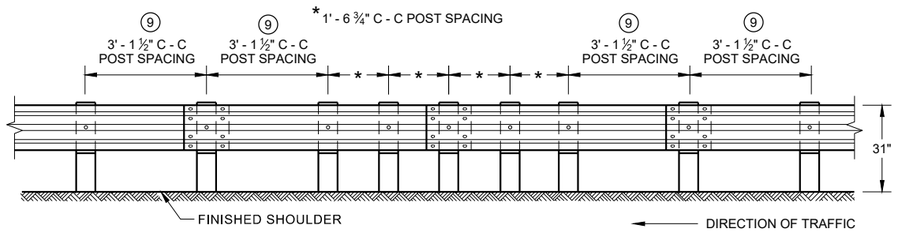
SDD 14B42 - 06a



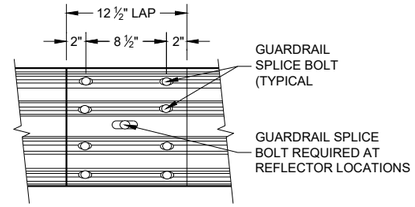
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

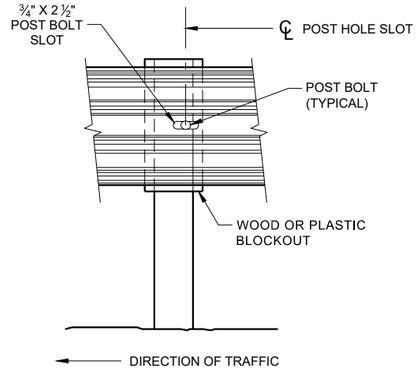
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

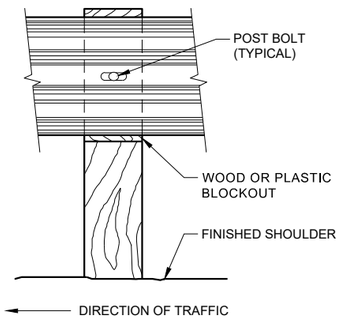
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

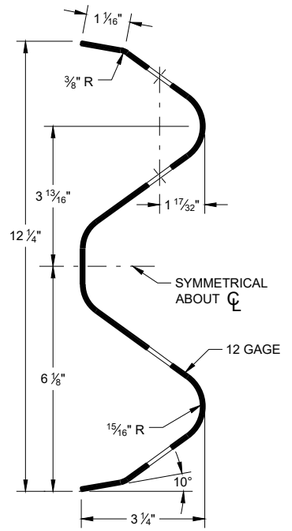
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



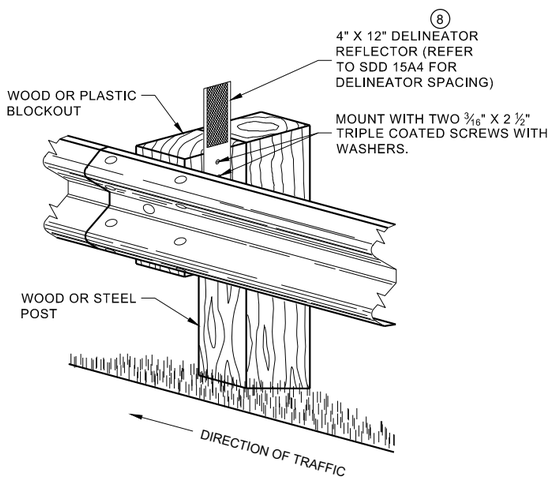
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL

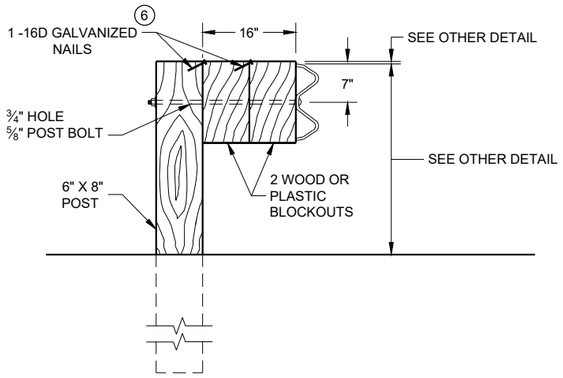


ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B42 - 06b

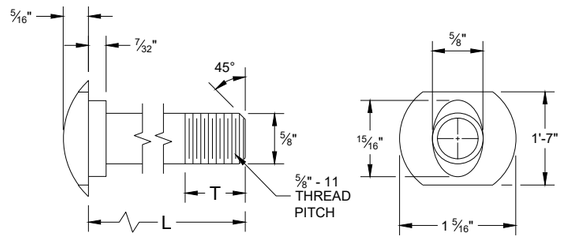


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

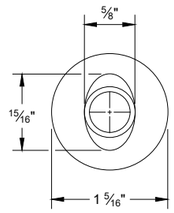
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

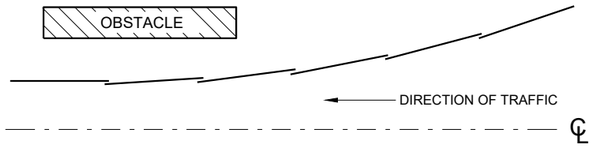


POST BOLT TABLE

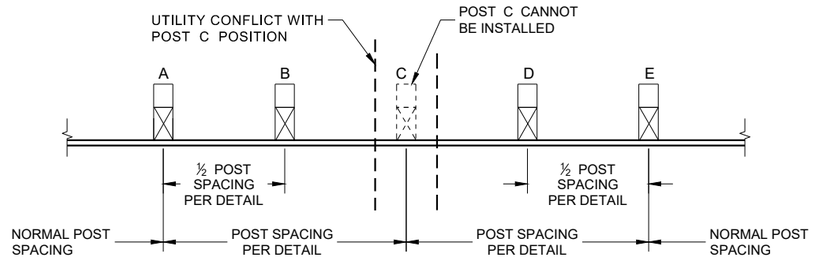
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



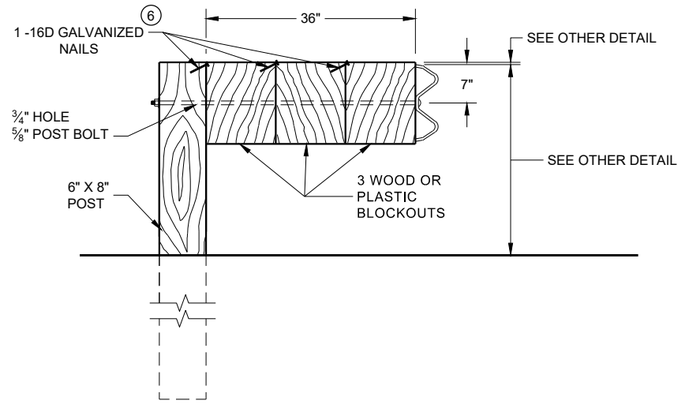
ALTERNATE BOLT HEAD



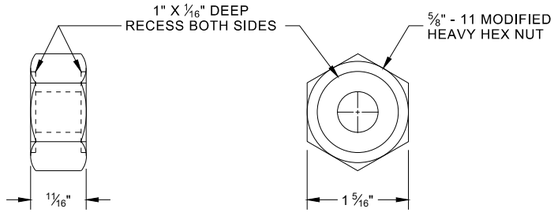
PLAN VIEW
BEAM LAPPING DETAIL



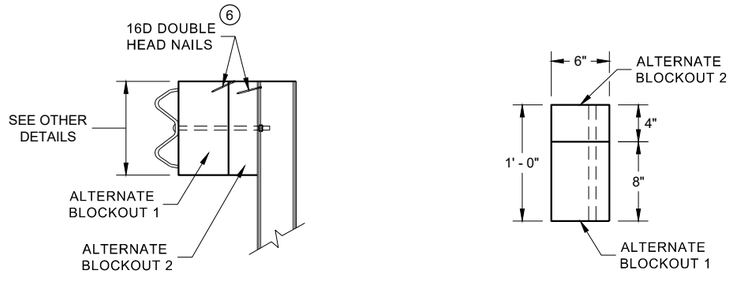
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

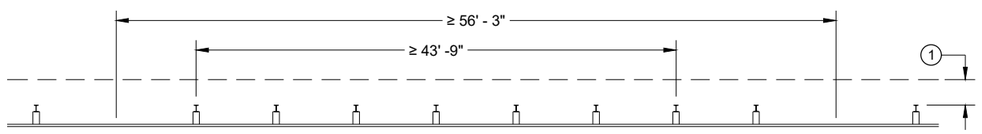
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

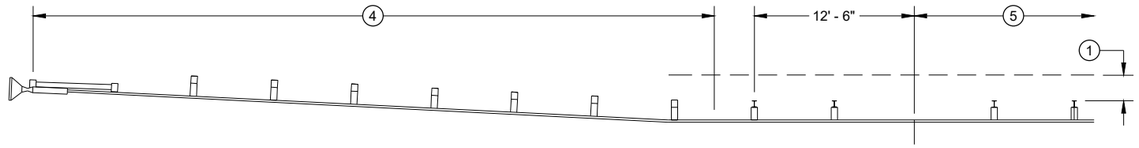
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

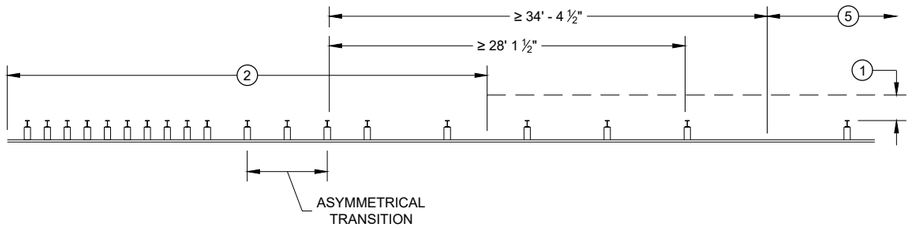
SDD 14B42 - 06c



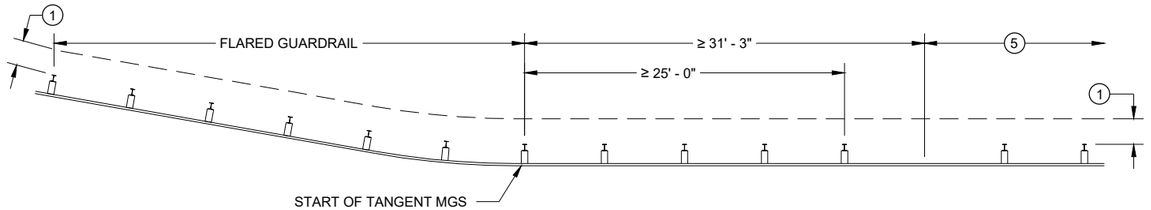
MISSING POST IN NORMAL BEAM GUARD RUN



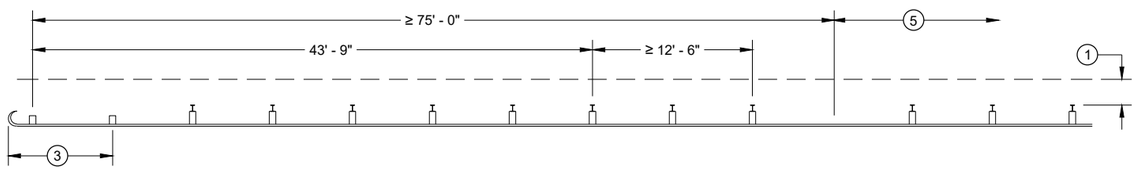
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



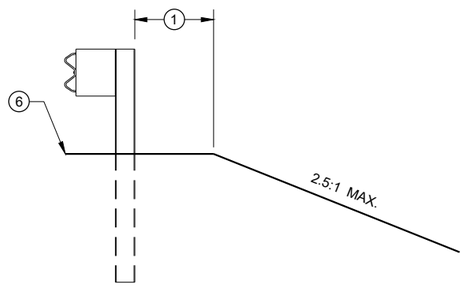
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

1. MINIMUM OF 2 FEET OF GRADING BEHIND POST.
2. SEE SDD 14B45 FOR MORE DETAILS.
3. SEE SDD 14B47 FOR MORE DETAILS.
4. SEE SDD 14B44 FOR MORE DETAILS.
5. SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
6. SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

6

SDD 14B42 - 06d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

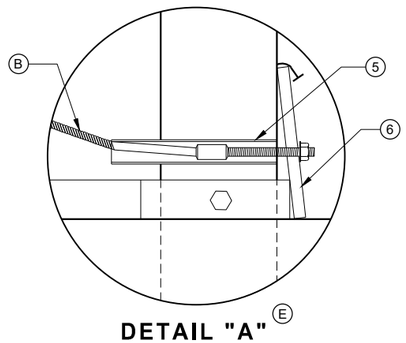
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

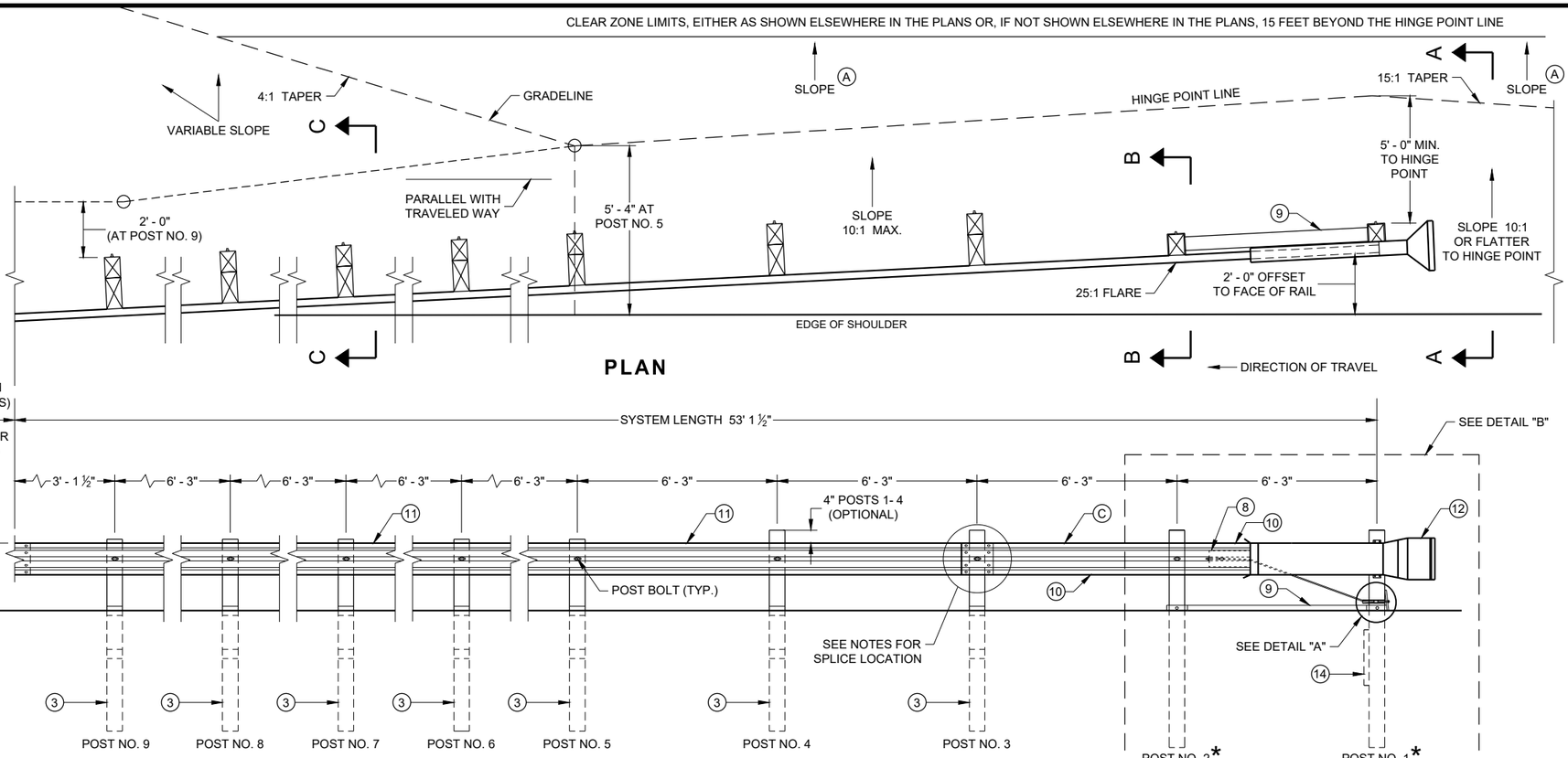
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

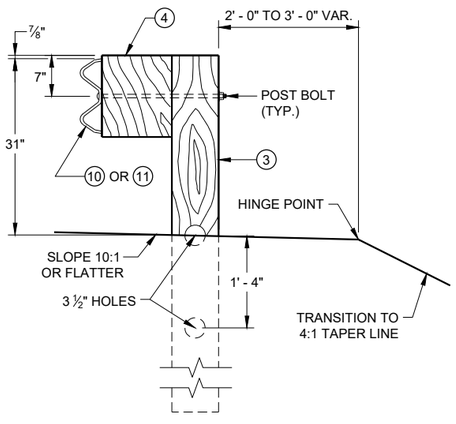
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

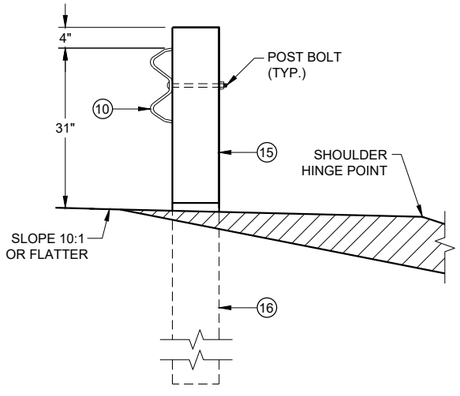


DETAIL "A" (E)

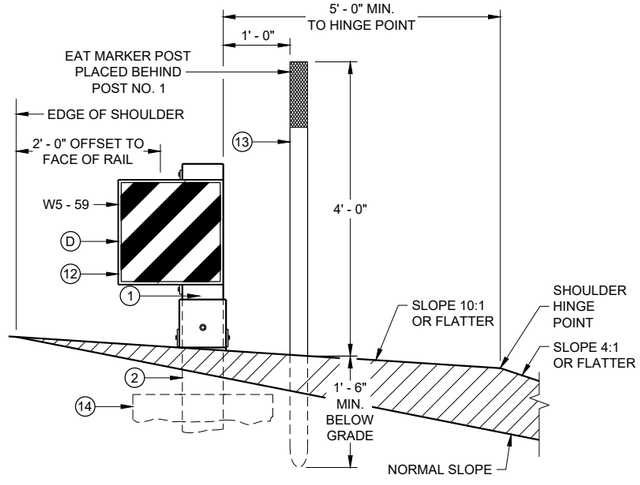




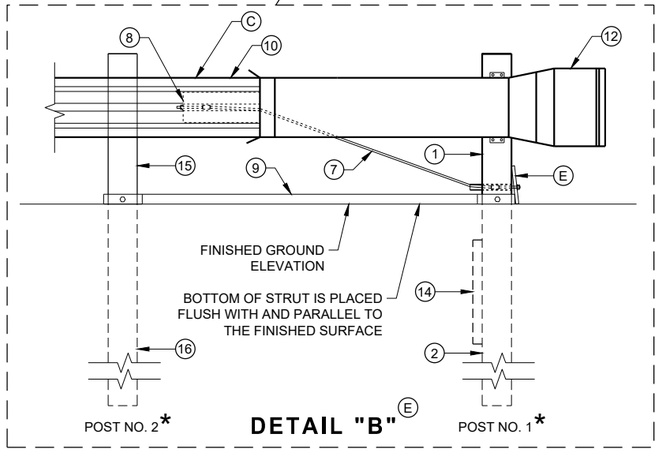
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*

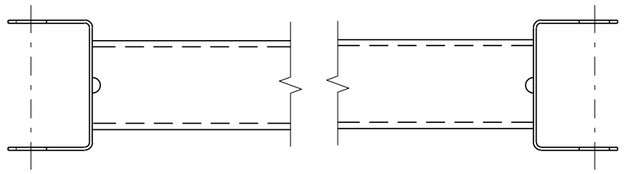


MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

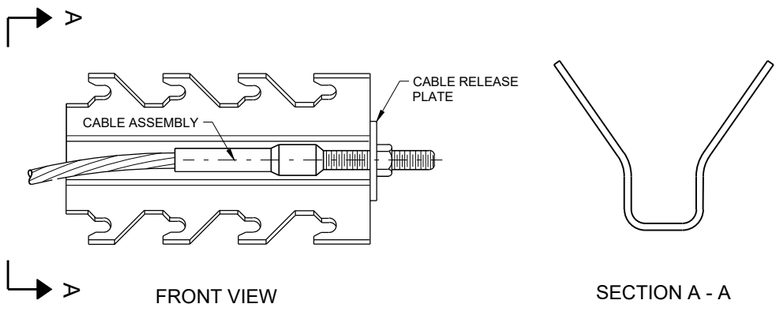
SDD 14B44 - 04a



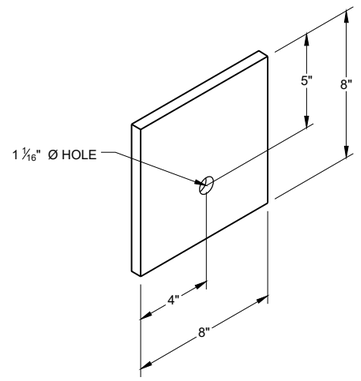
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

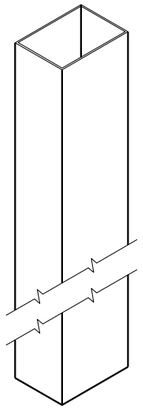
6

SDD 14B44 - 04b

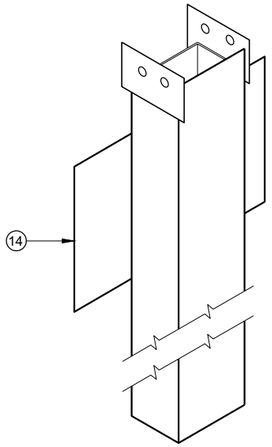
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

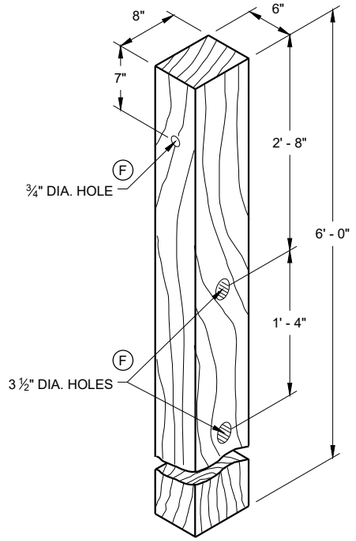
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



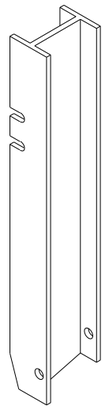
UPPER POST NO. 1 (1) (E)



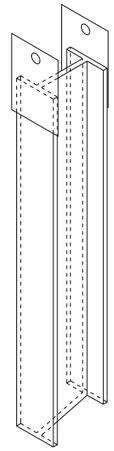
LOWER POST NO. 1 (2) (E)



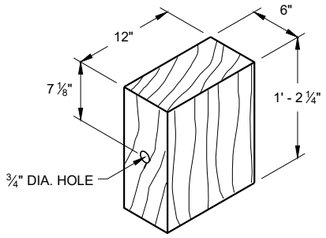
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



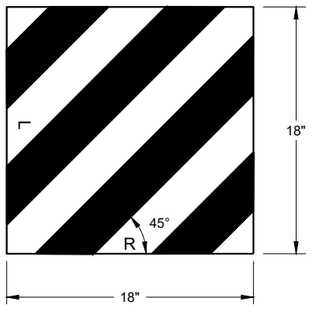
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

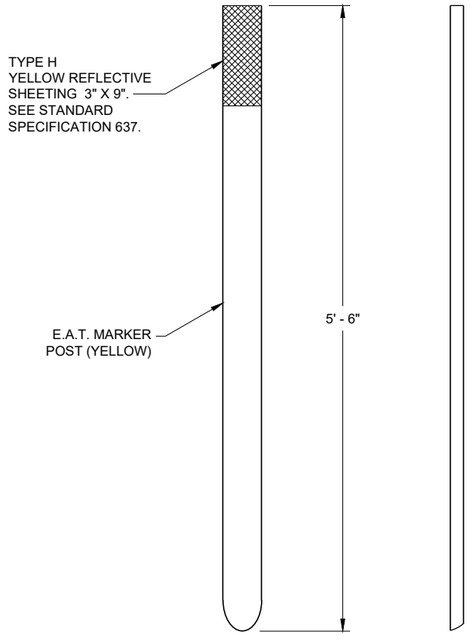


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



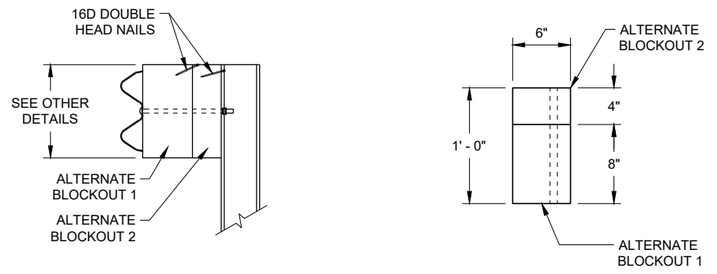
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

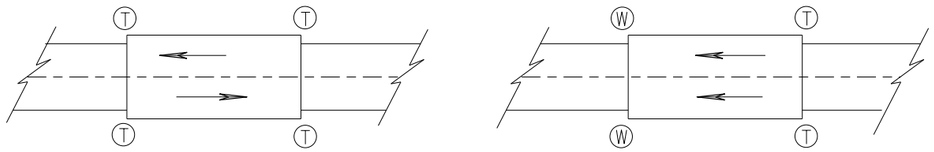
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

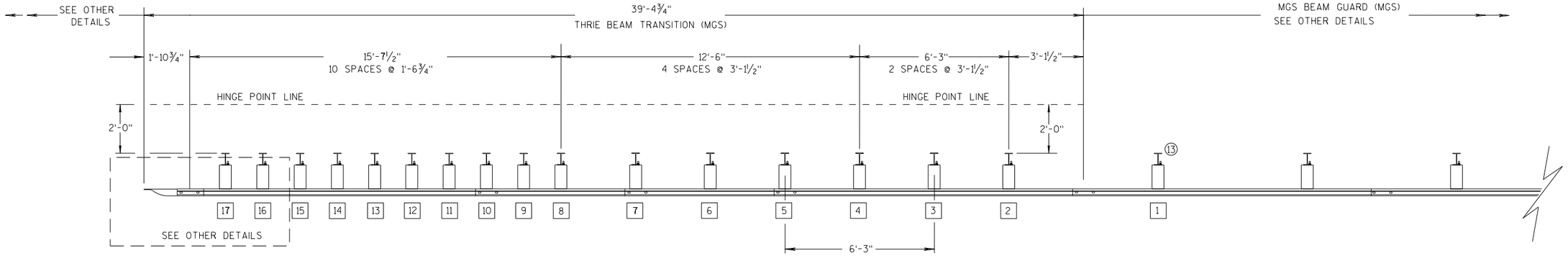
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

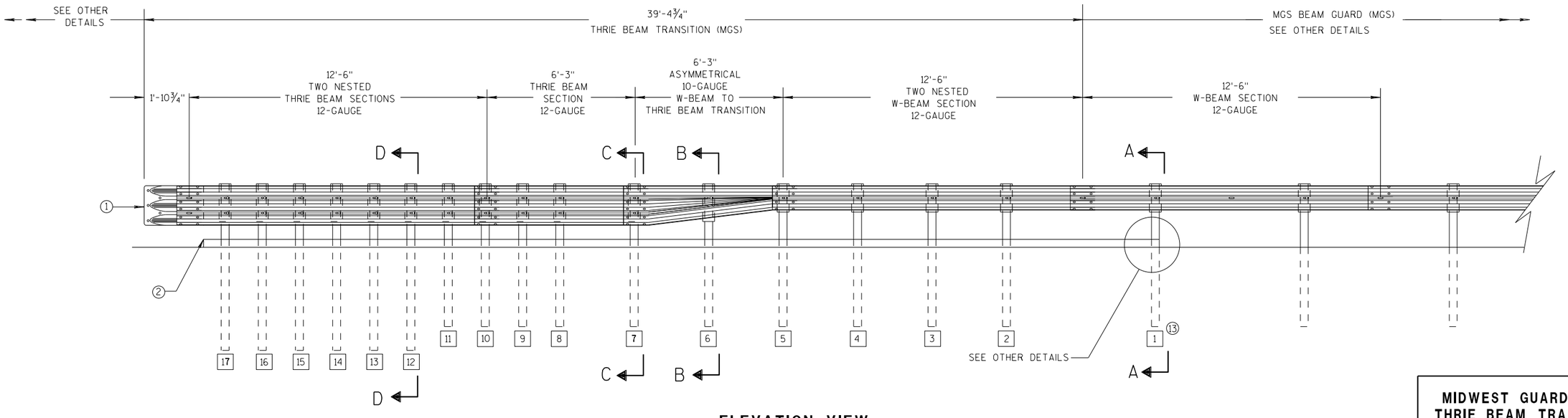
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

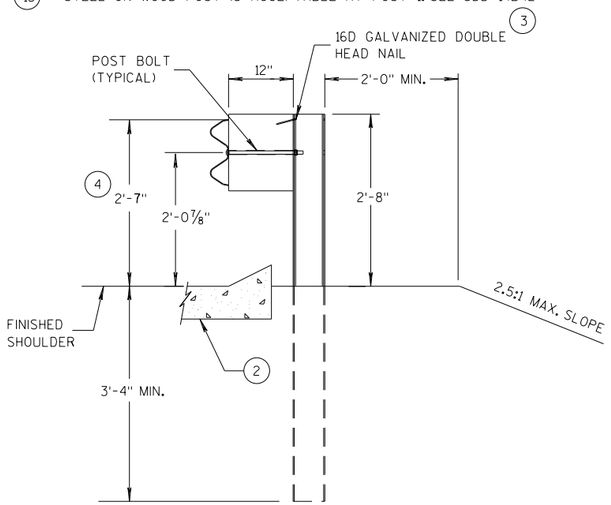
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

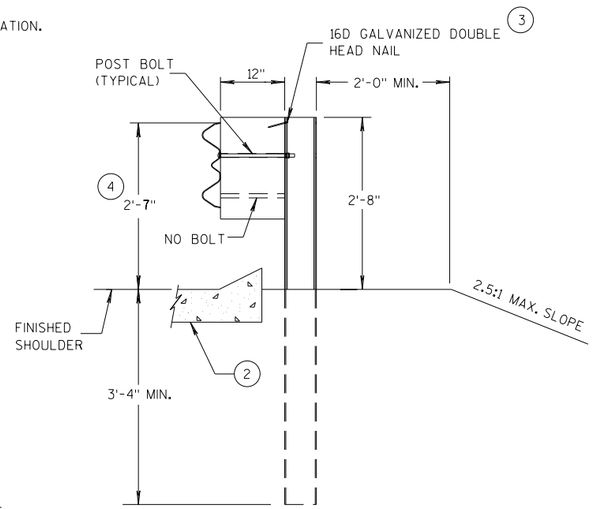
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



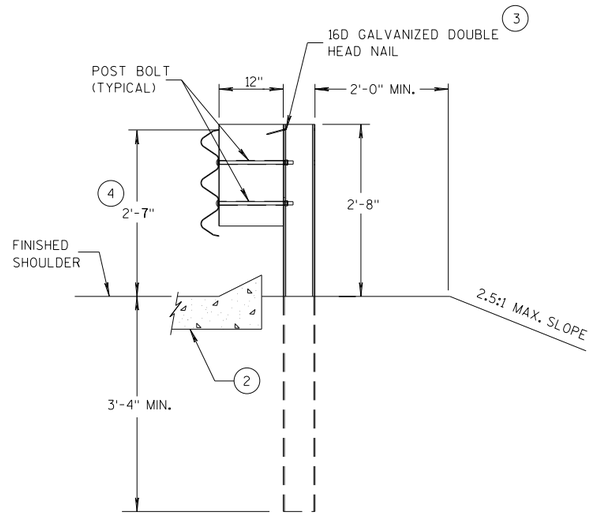
SECTION A-A (13)

POSTS 1-5



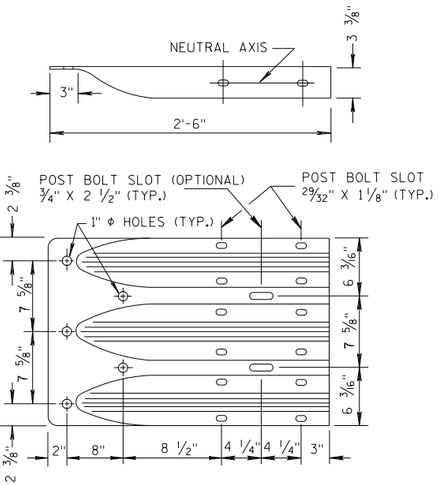
SECTION B-B

POST 6

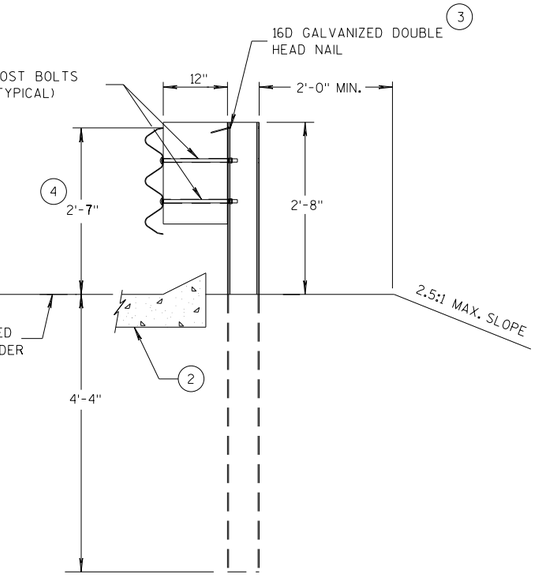


SECTION C-C

POSTS 7-11

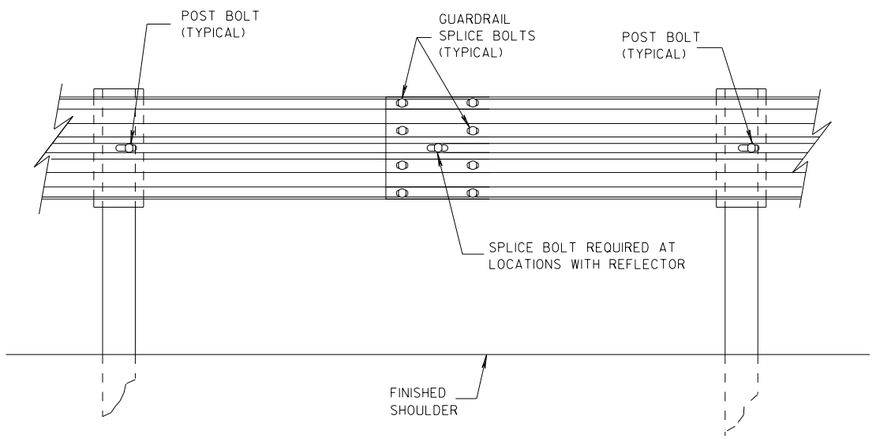


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

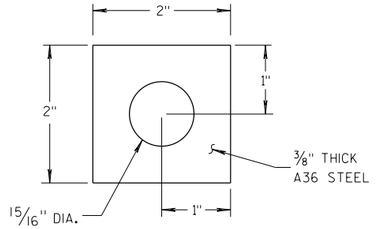
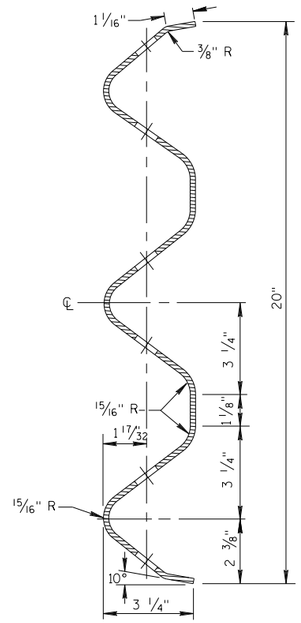


PLATE WASHER DETAIL



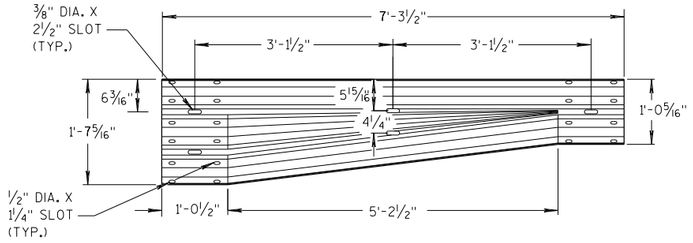
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

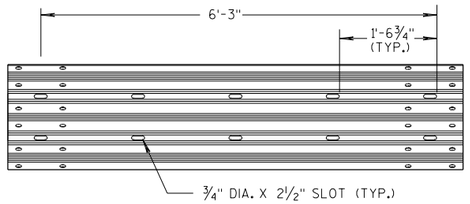
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

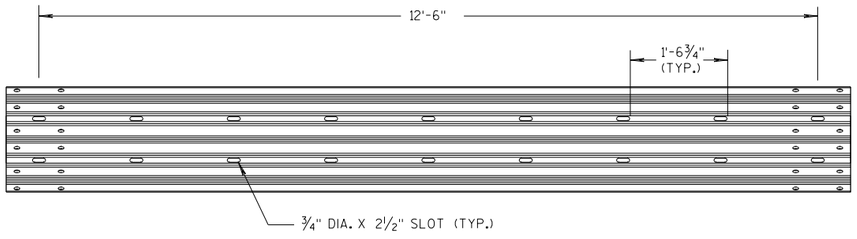
S.D.D. 14 B 45-5b



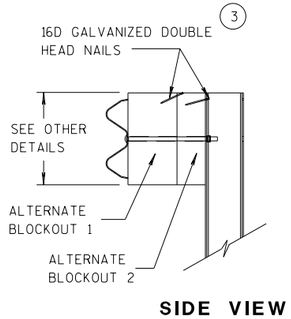
W-BEAM TO THRIE BEAM TRANSITION SECTION



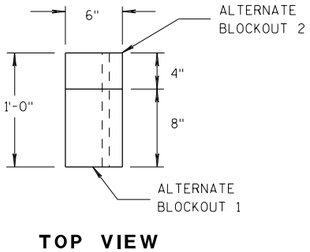
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

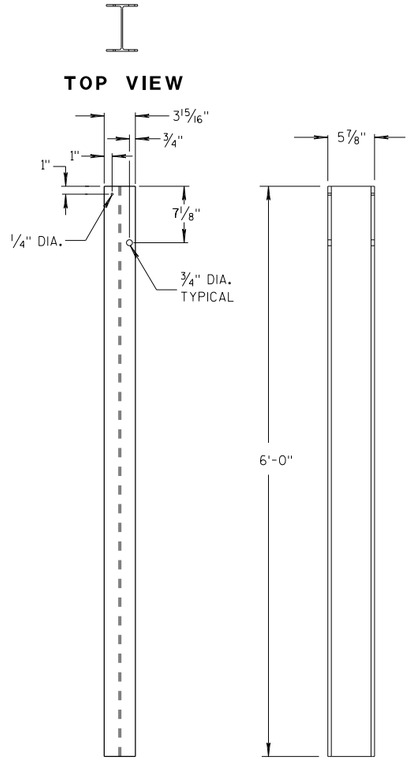


SIDE VIEW



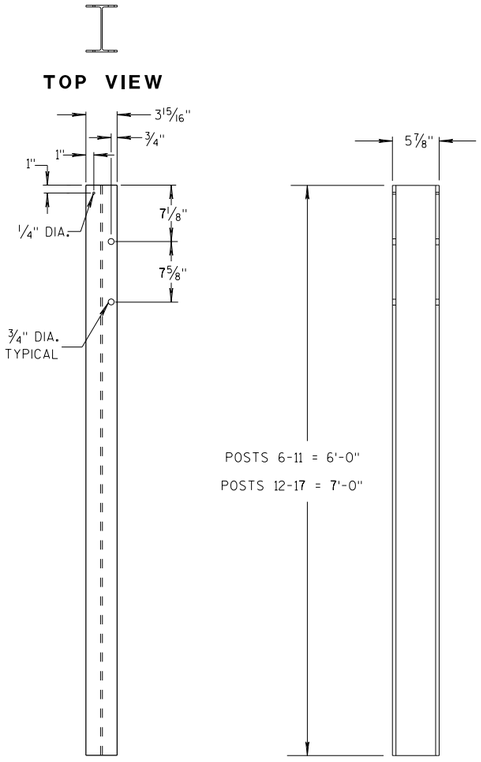
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



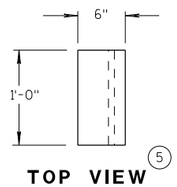
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

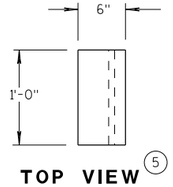


FRONT VIEW SIDE VIEW

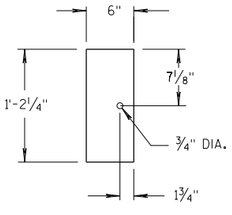
STEEL POSTS 6-17



TOP VIEW (5)

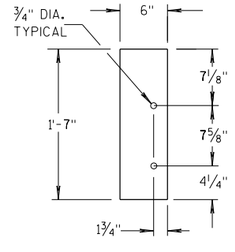


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

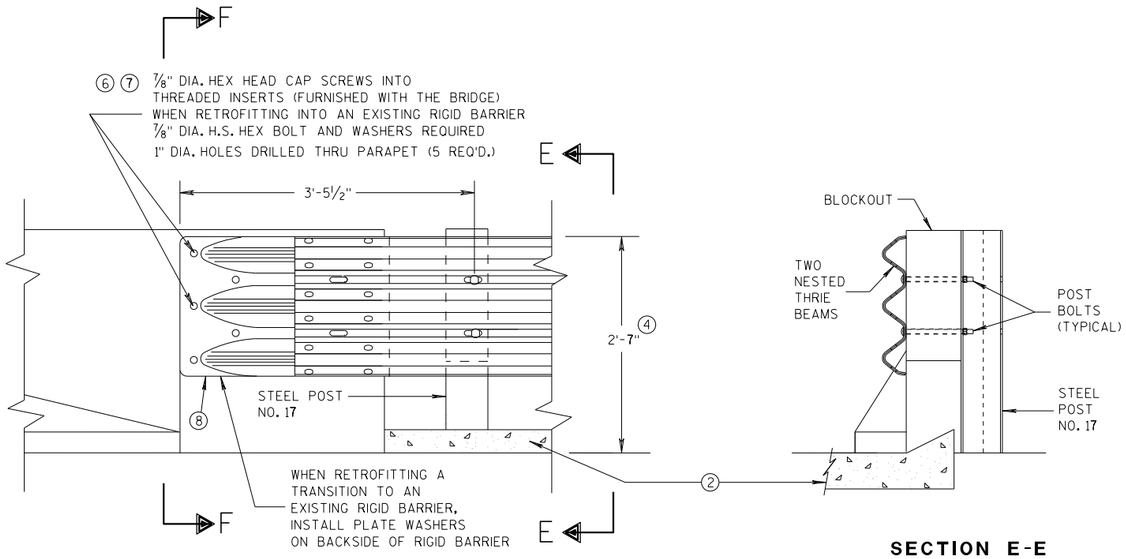
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 27

6
S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

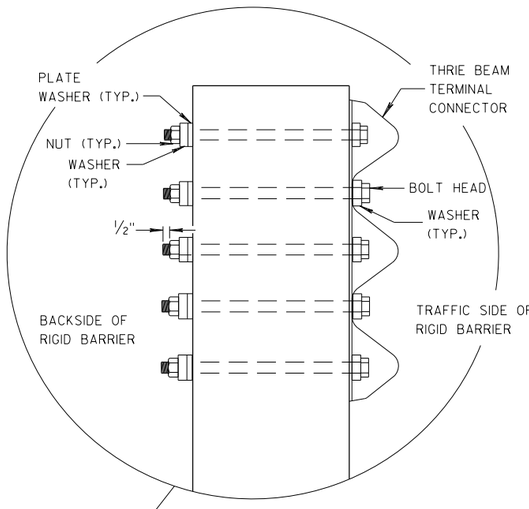
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

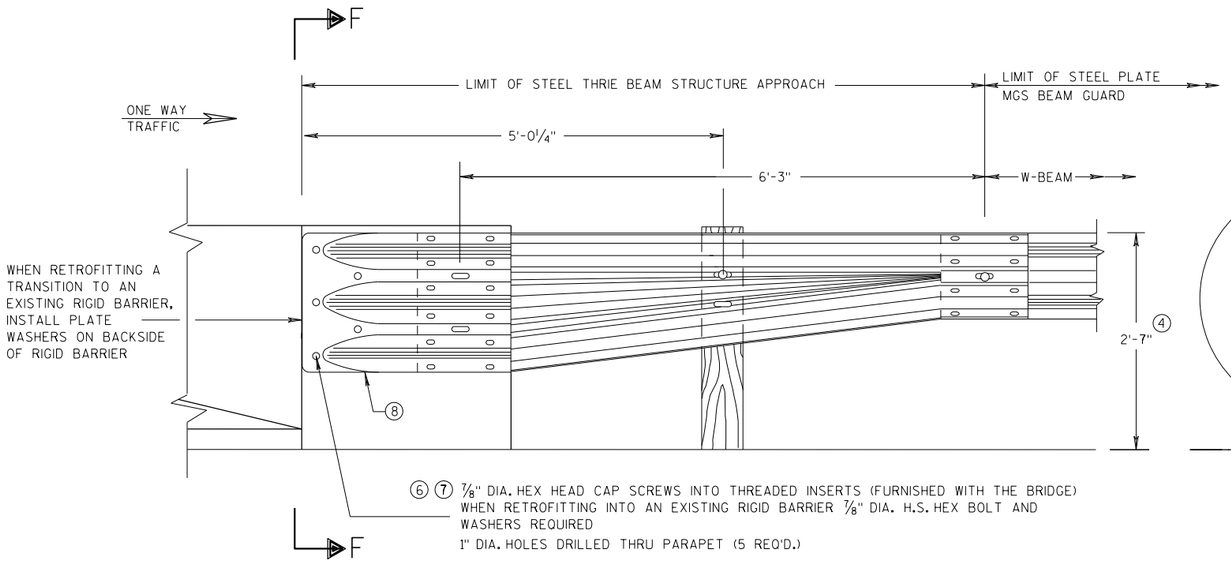
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

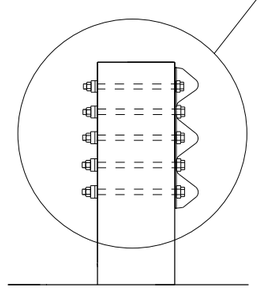
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

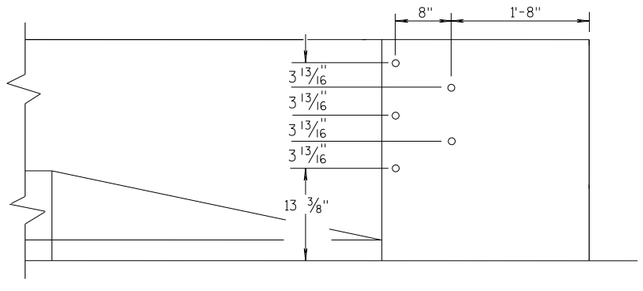




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVI[illegible] — [illegible]NT
FHWA

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S.D.D. 14 B 45-5d

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S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

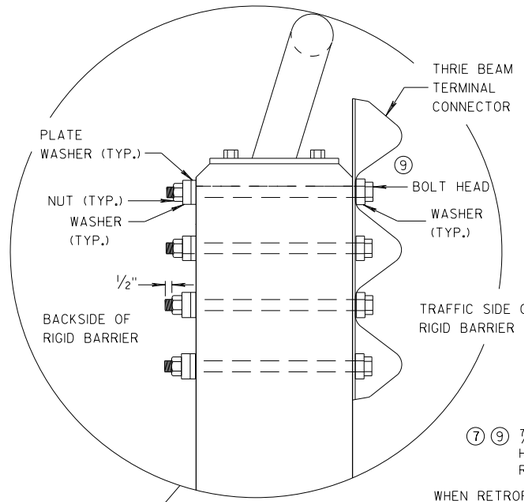
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

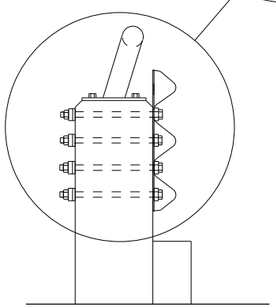
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

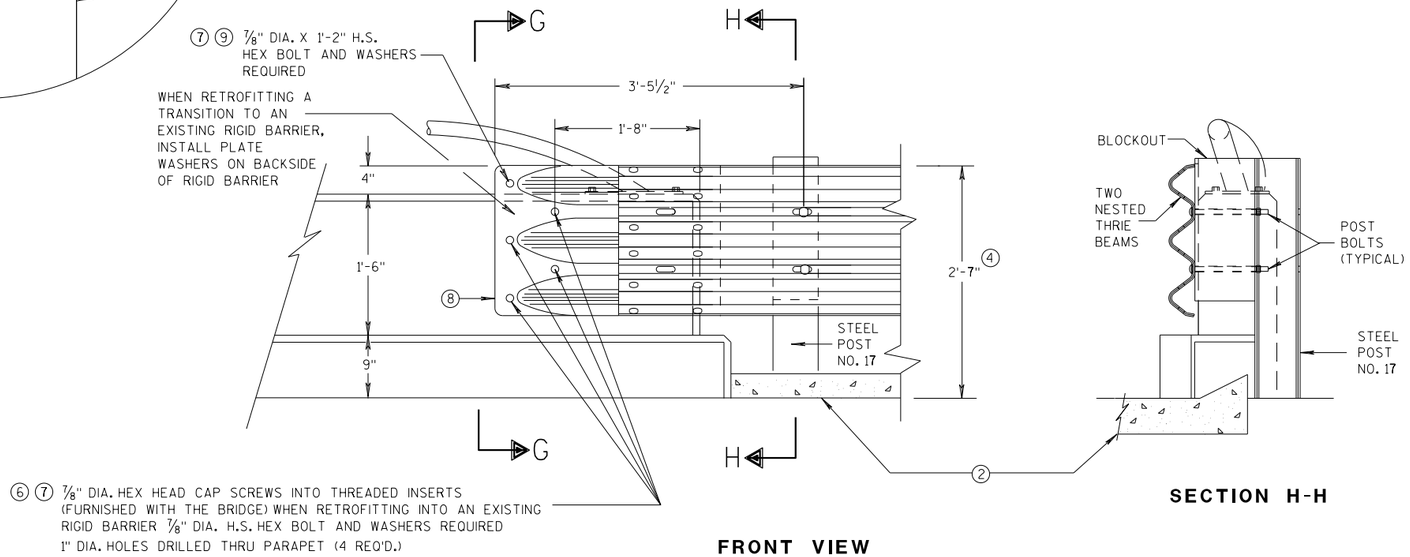
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





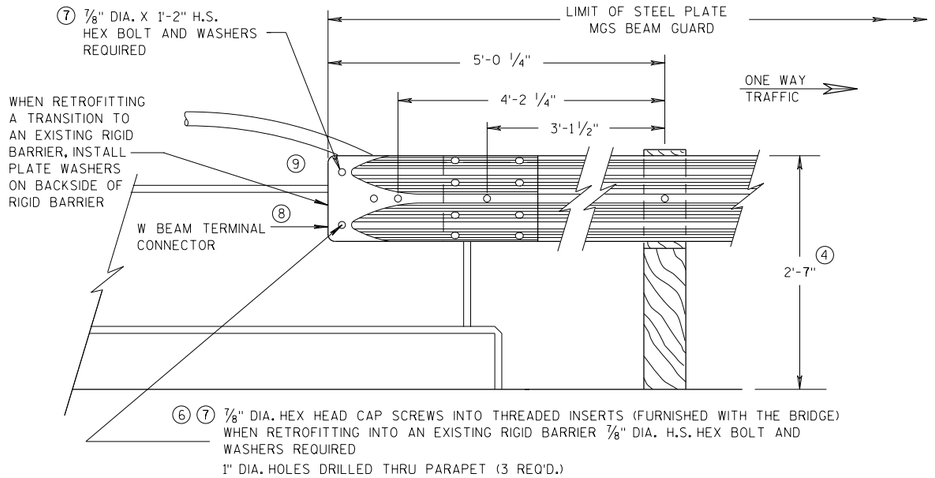
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS
NT
FHWA

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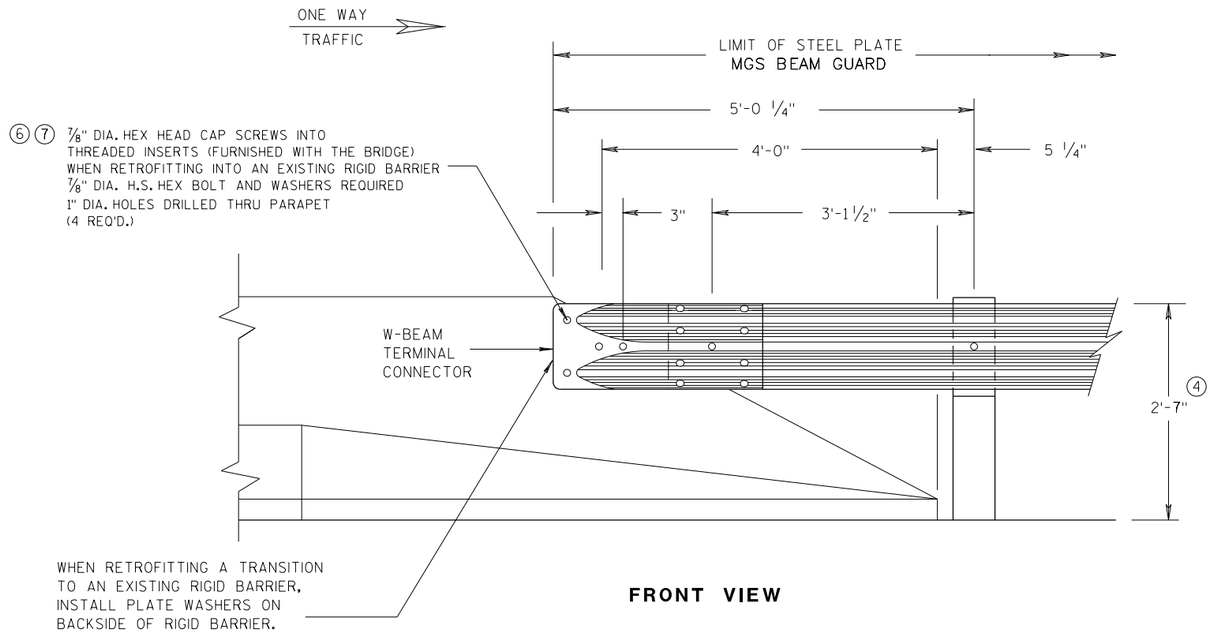
S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

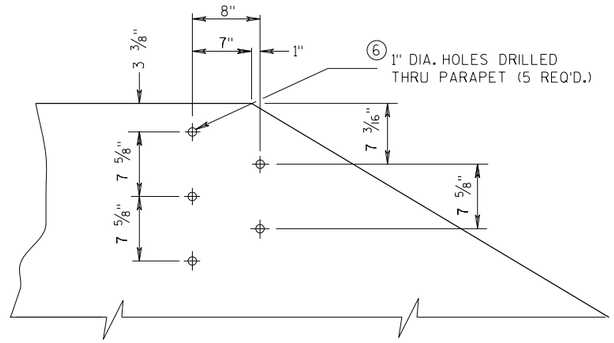
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

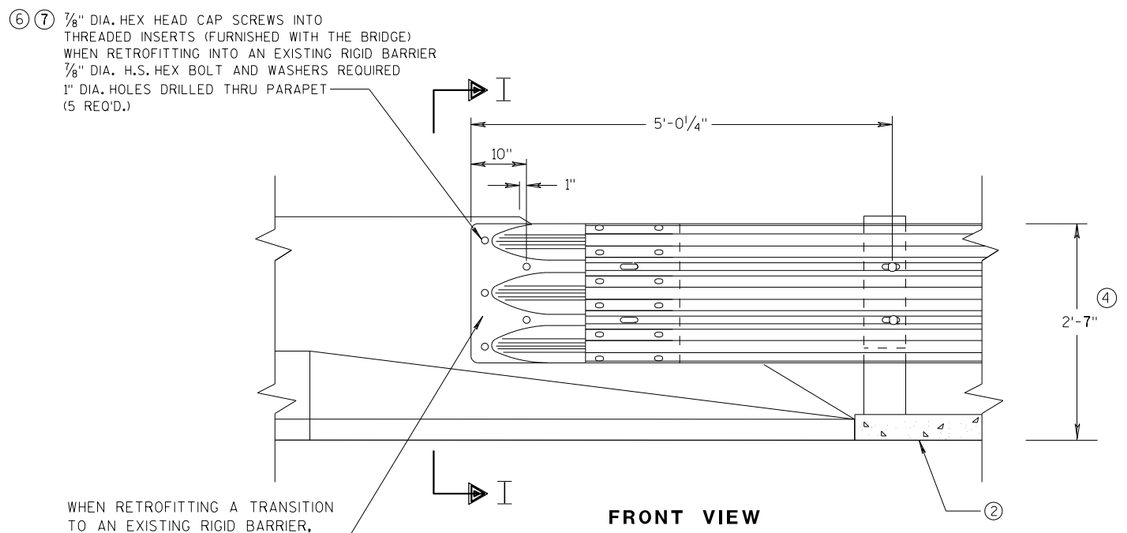
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

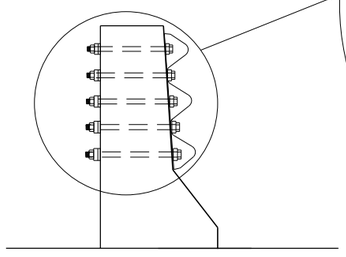
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



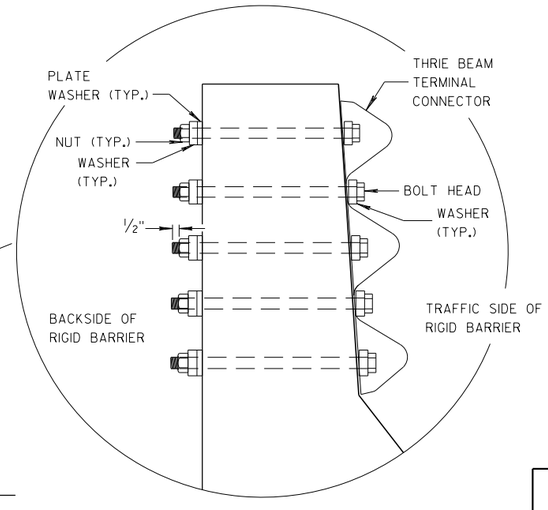
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA

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S.D.D. 14 B 45-5f

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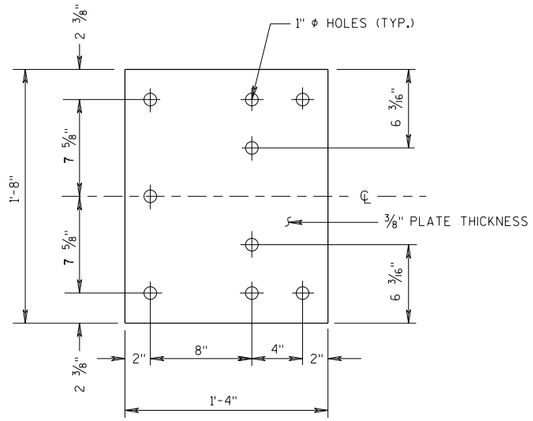
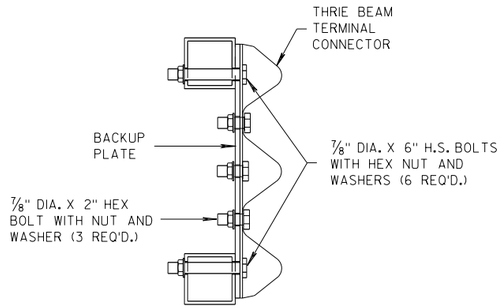
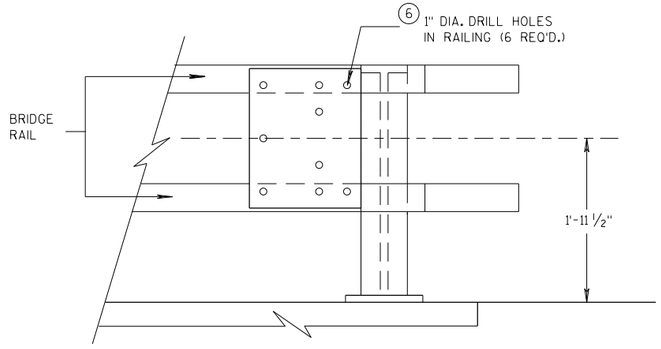
S.D.D. 14 B 45-5f



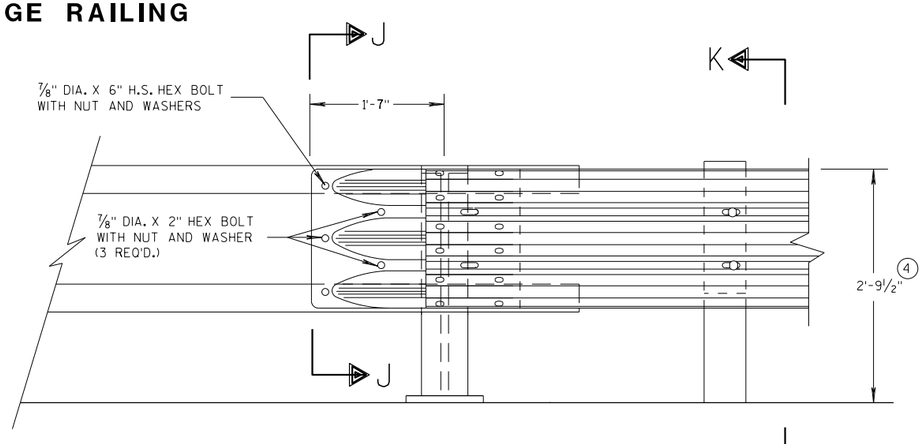
BACK-UP PLATE DETAIL



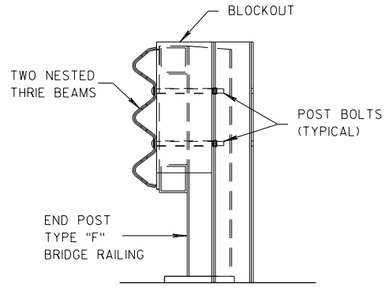
SECTION J-J



BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING



FRONT VIEW



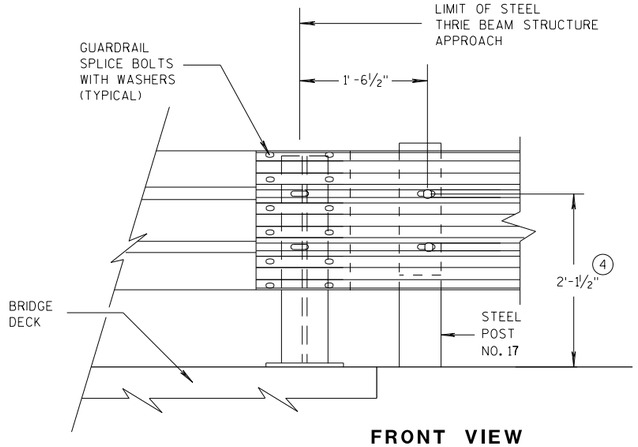
SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

GENERAL NOTES

④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.



FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE — FHWA

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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S.D.D. 14 B 45-5g

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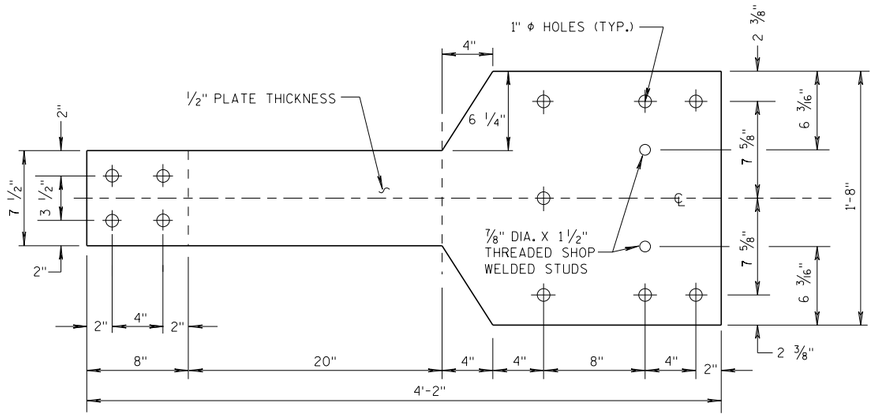
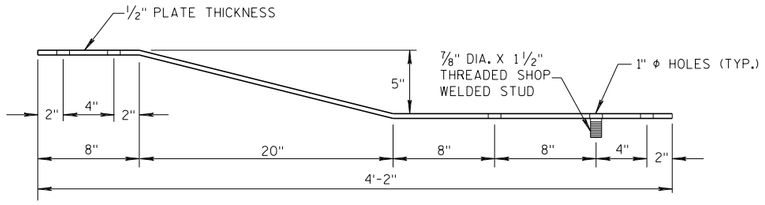
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

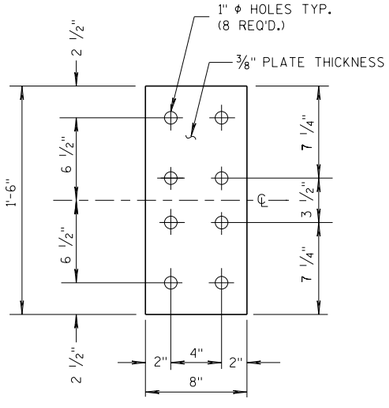


FRONT VIEW



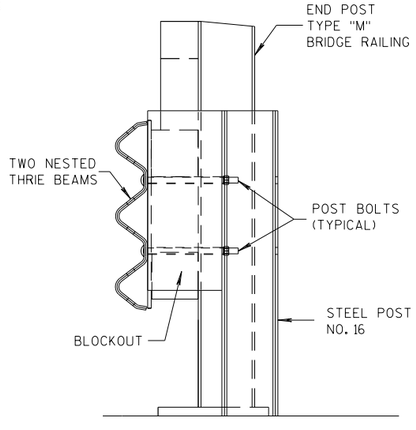
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

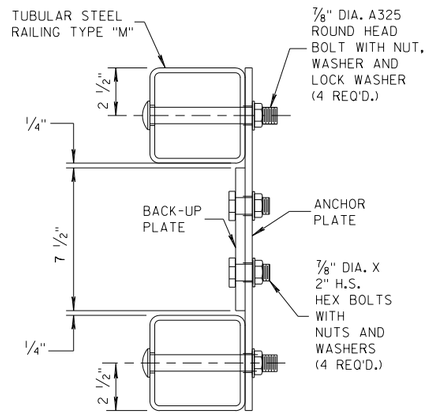


FRONT VIEW

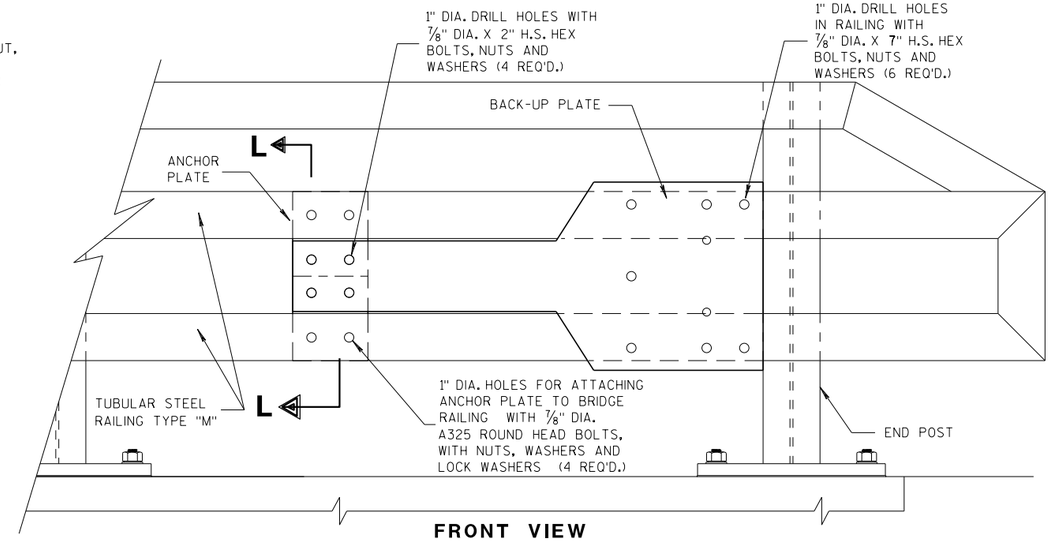
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

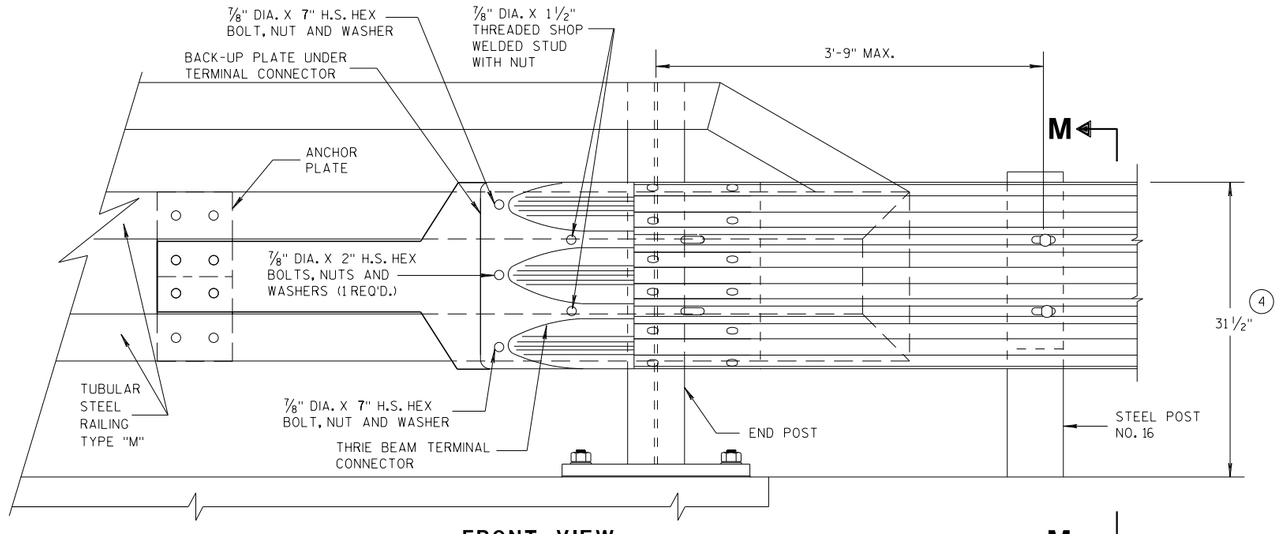


SECTION L-L

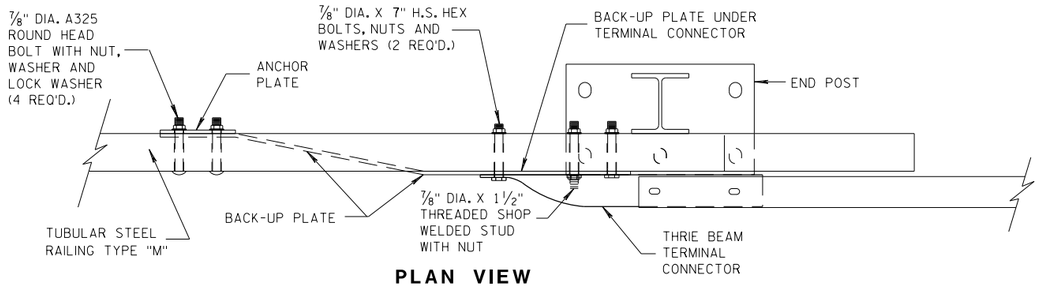


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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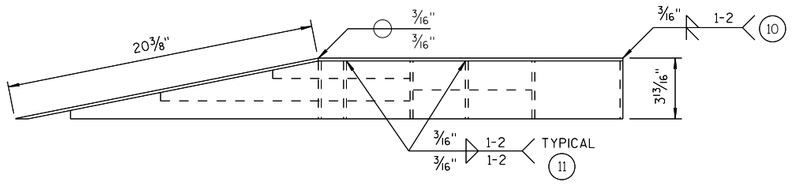

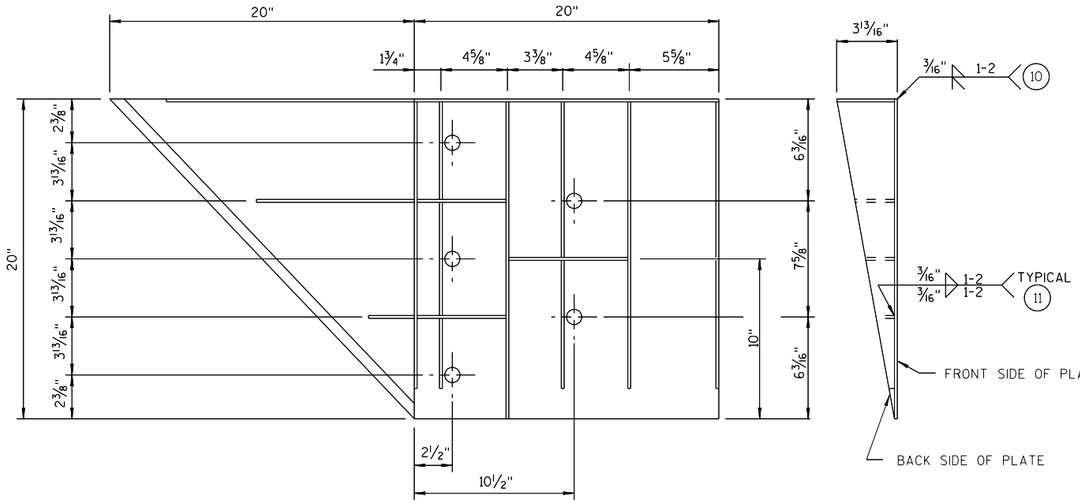

WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

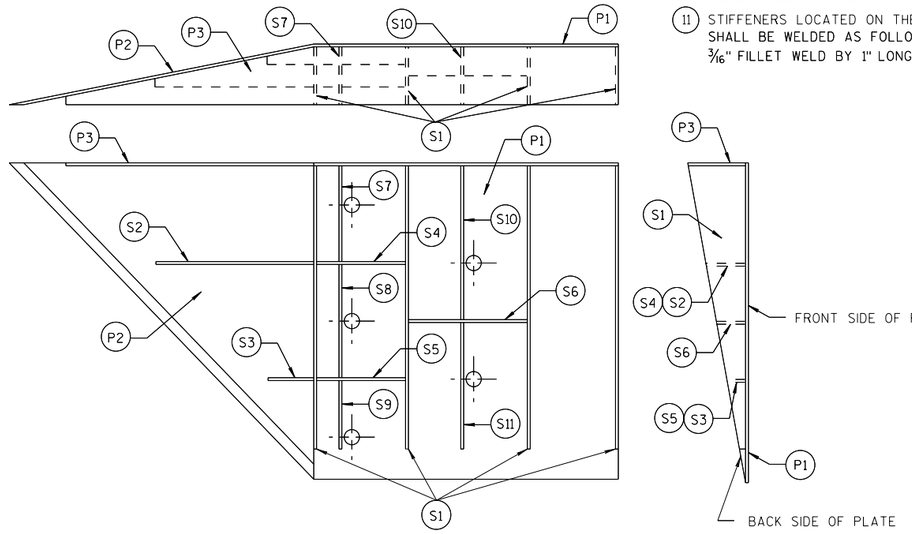

PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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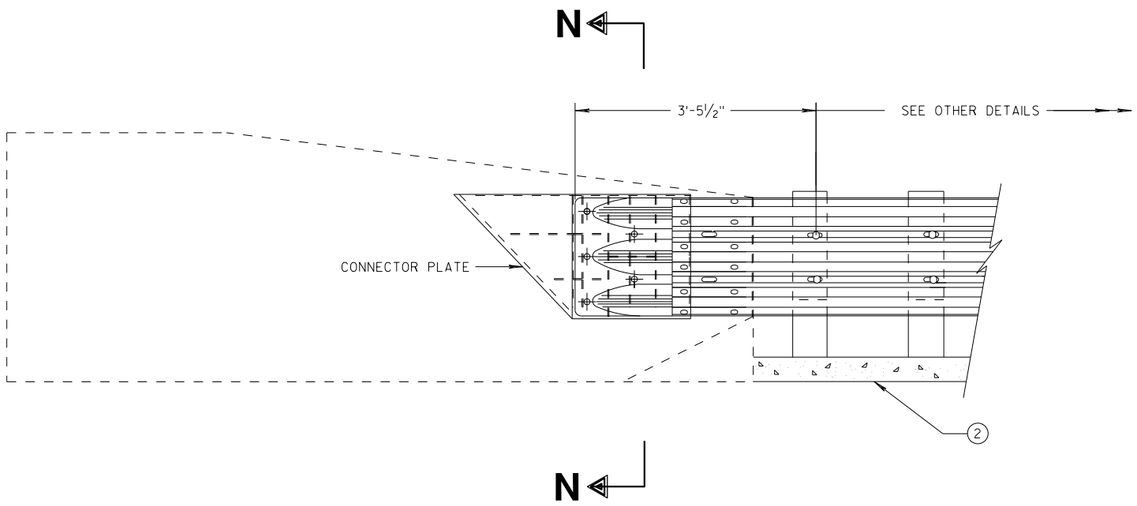
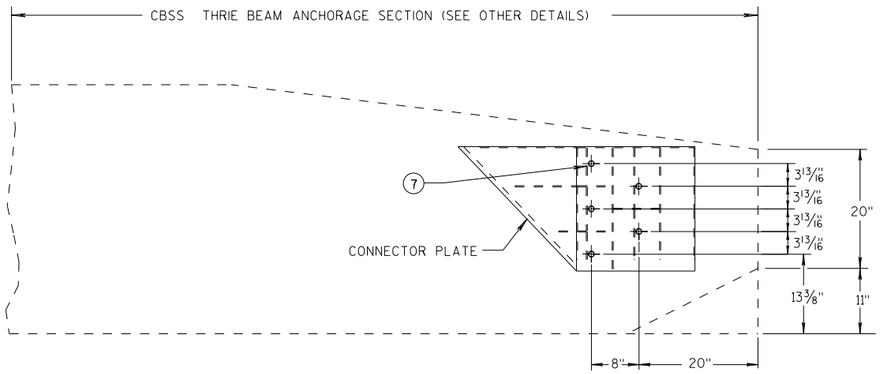


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



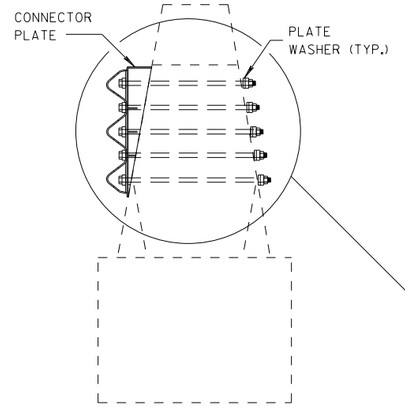
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

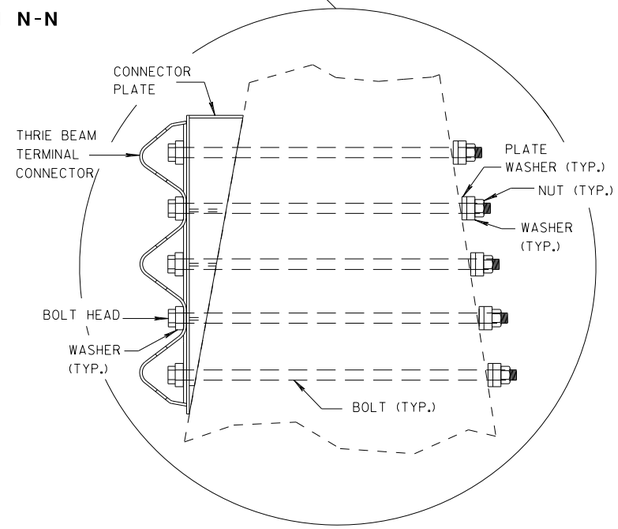
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

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ROADWAY STANDARDS DI
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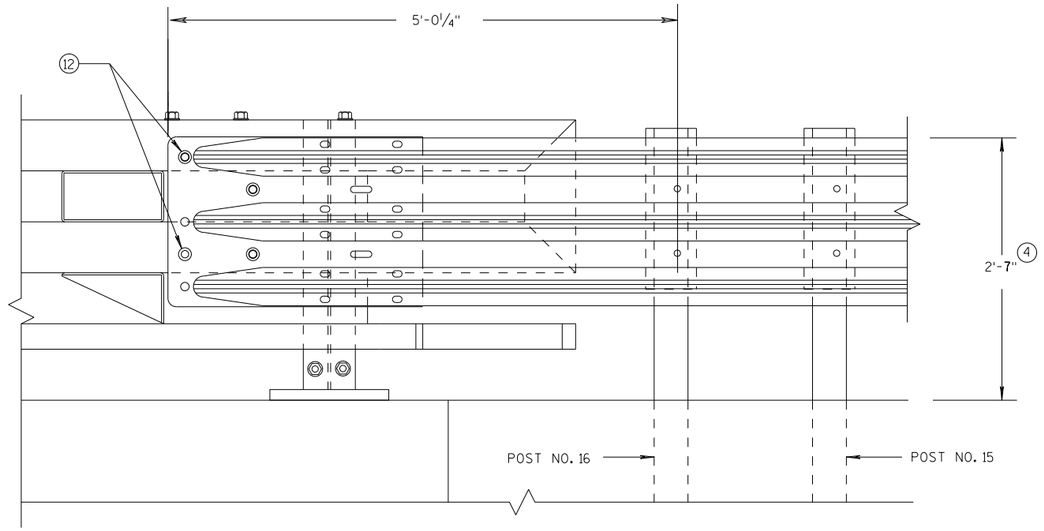
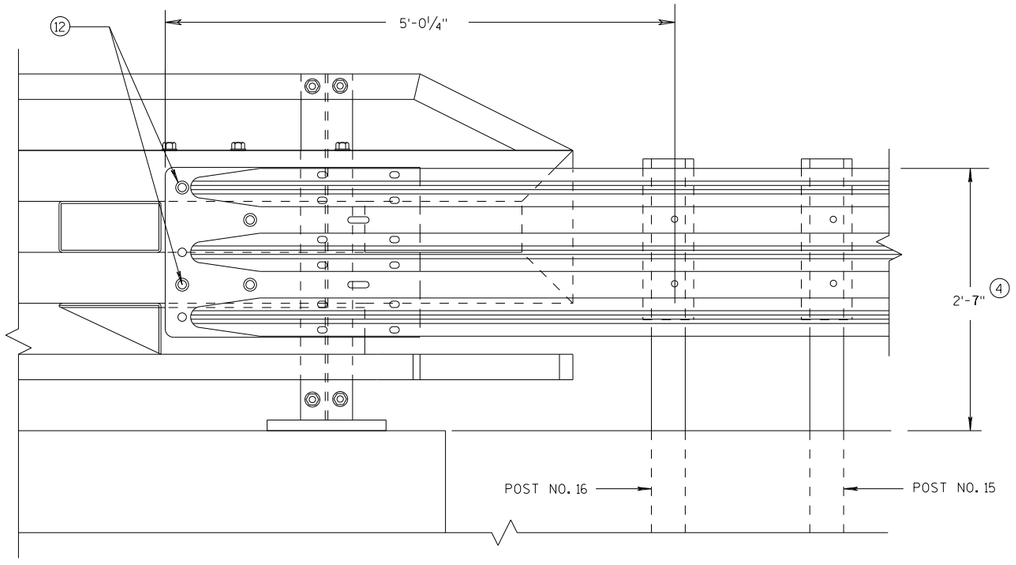


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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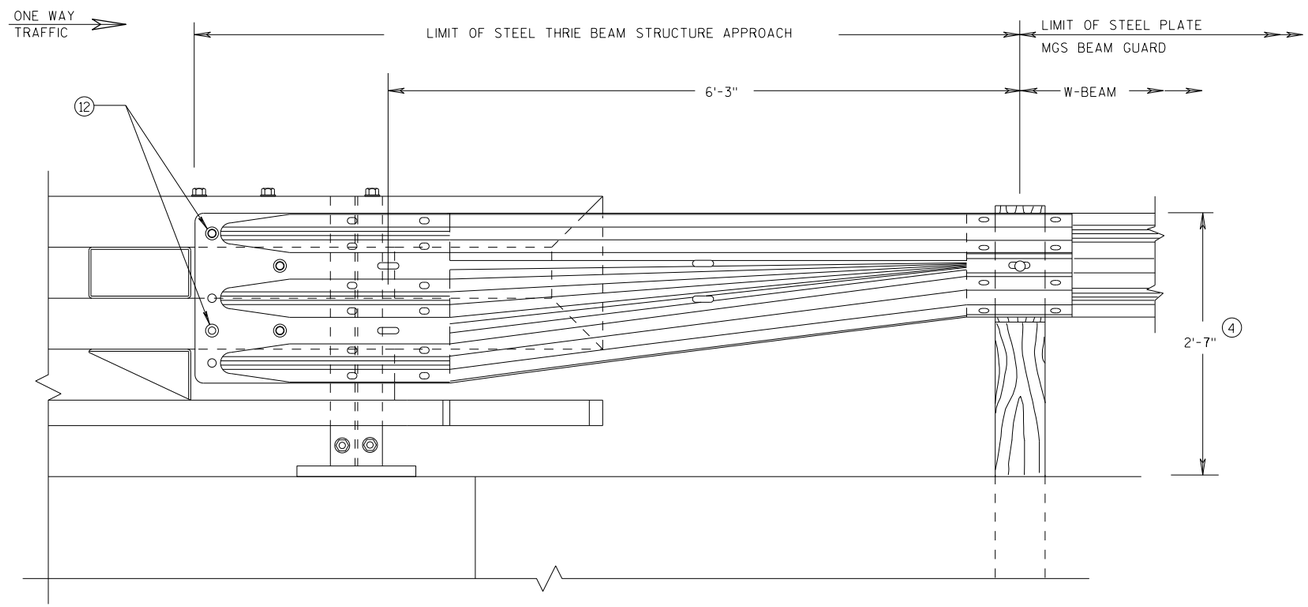


FRONT VIEW

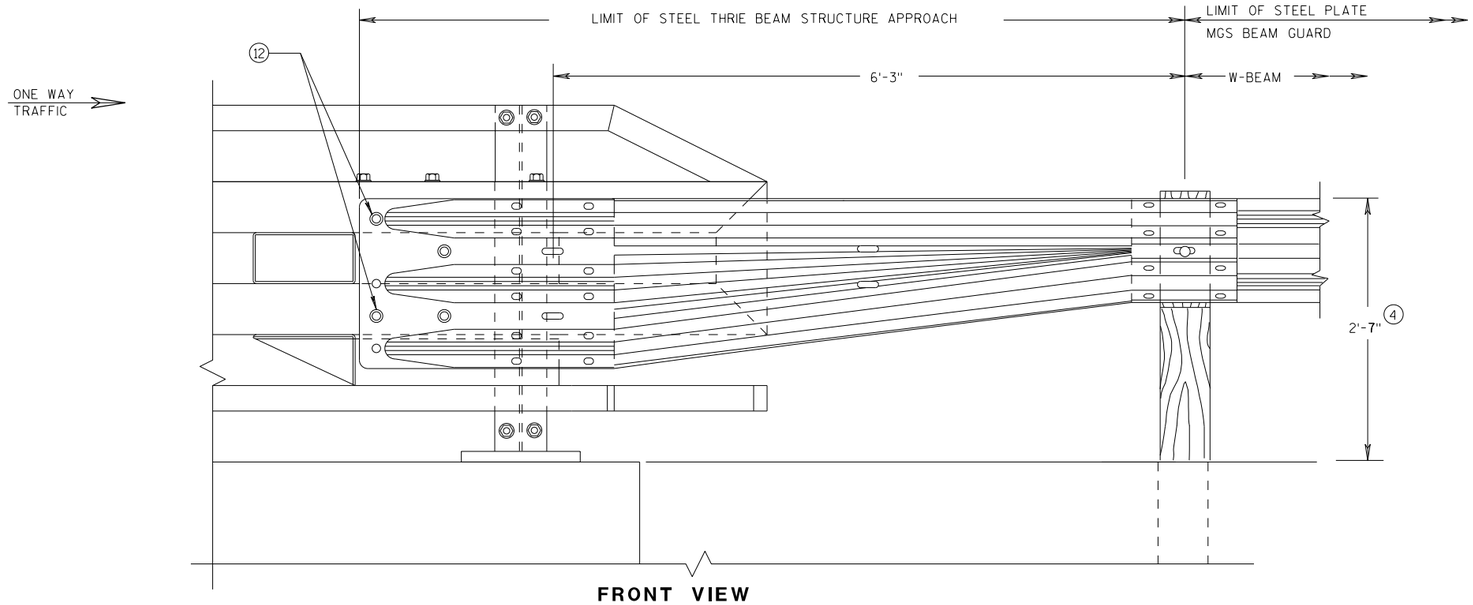
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D
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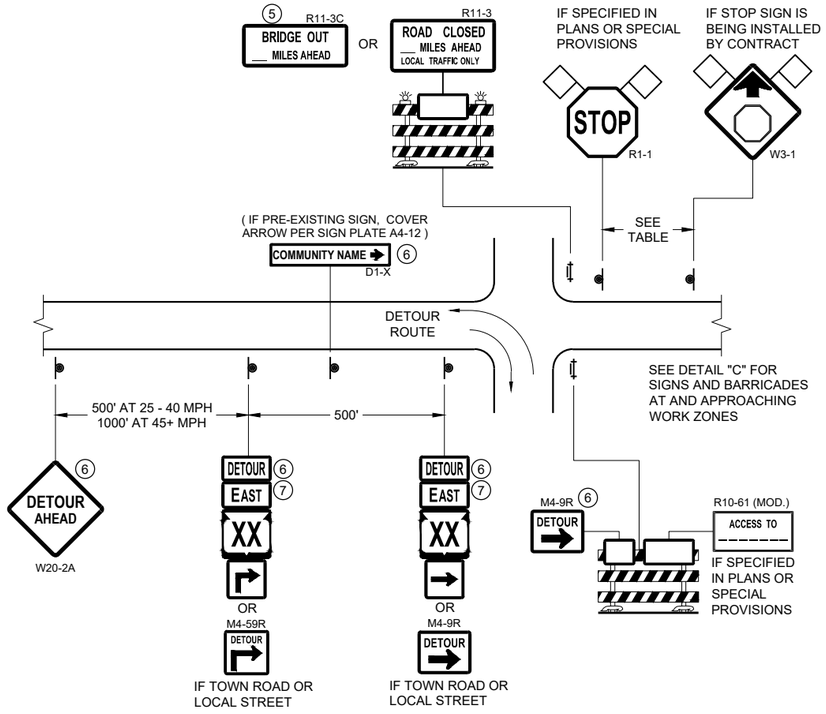
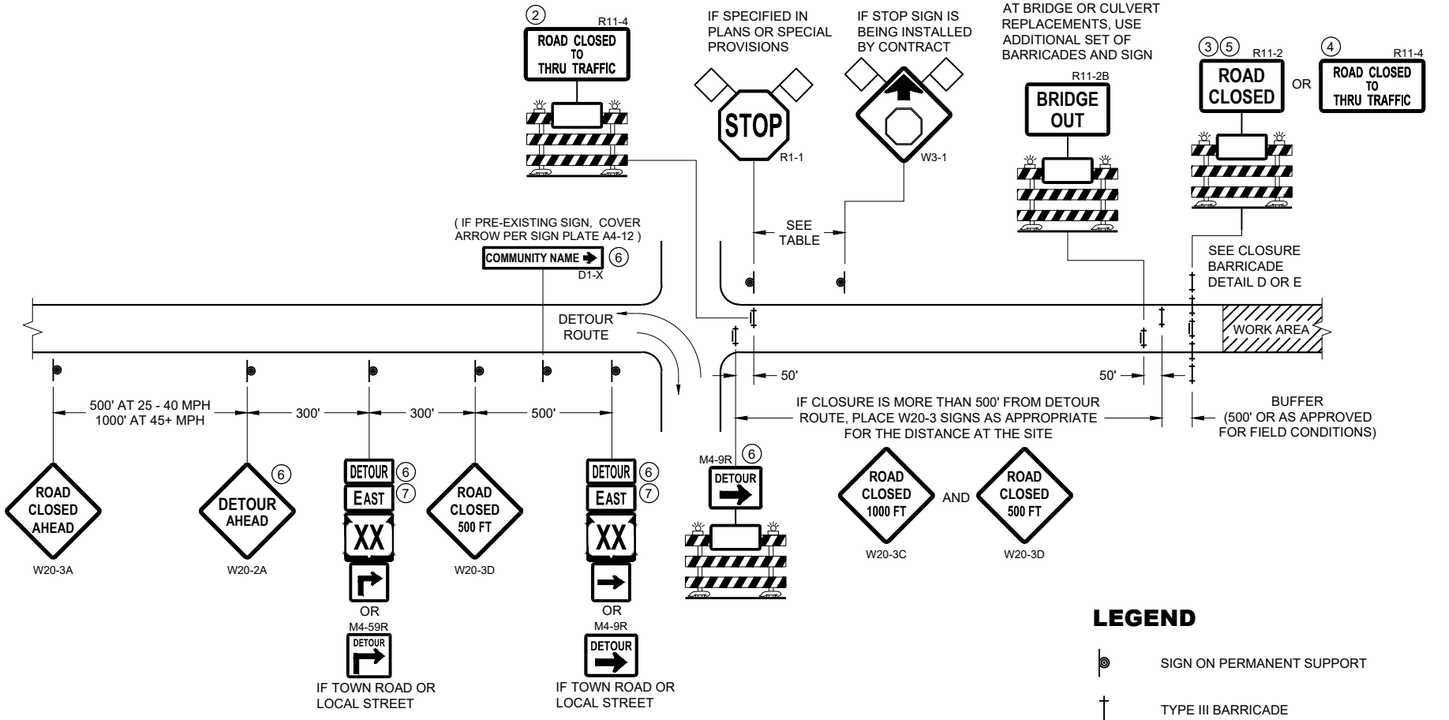


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



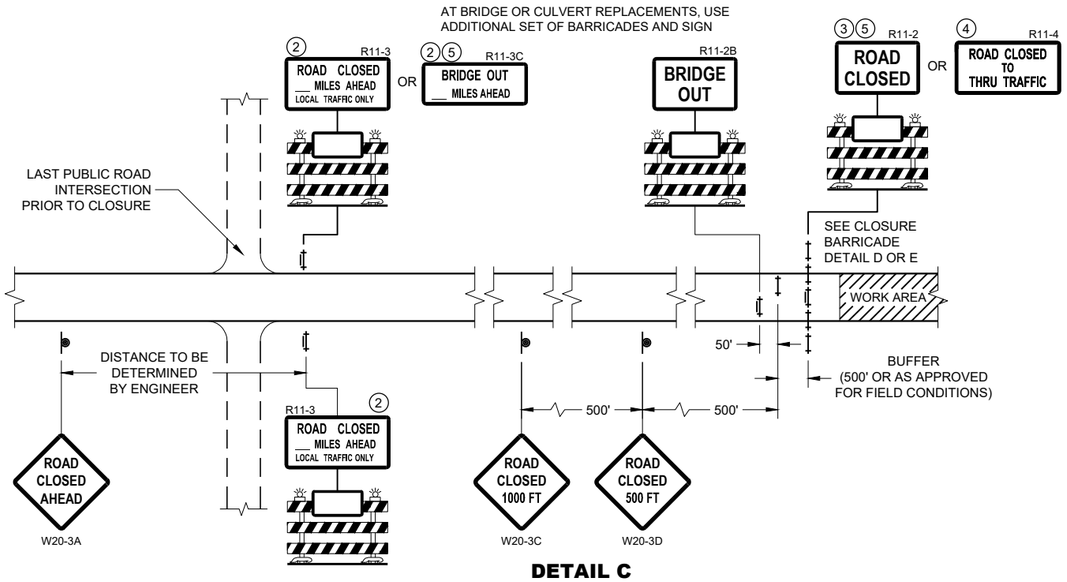
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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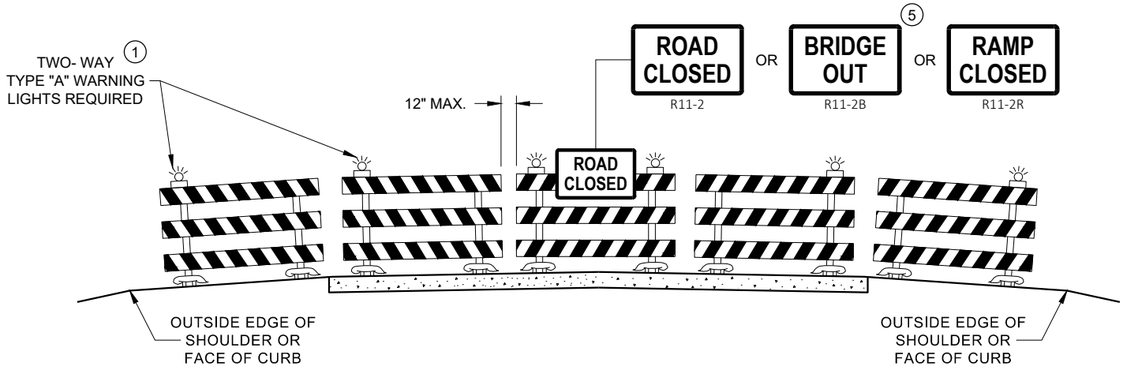
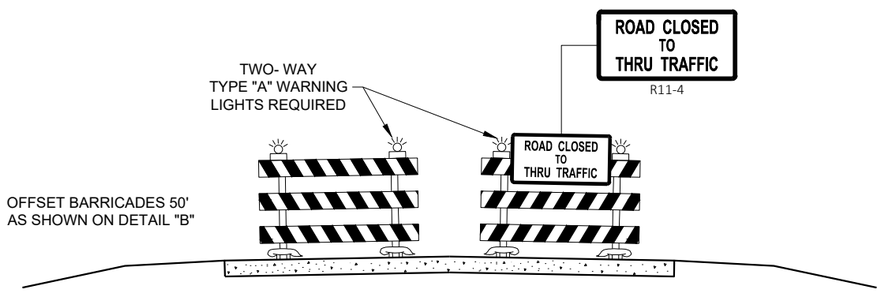
SDD 15C02 - 08a

SDD 15C02 - 08a



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
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 08b

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

LEGEND

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

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

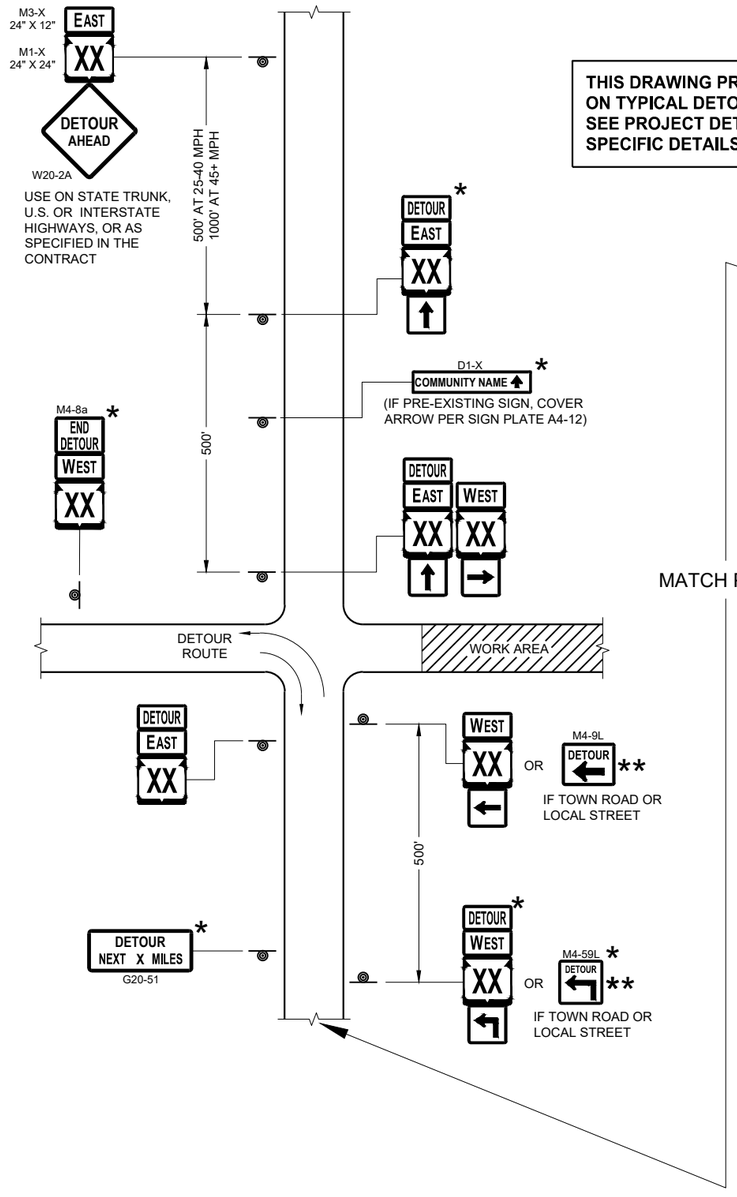
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

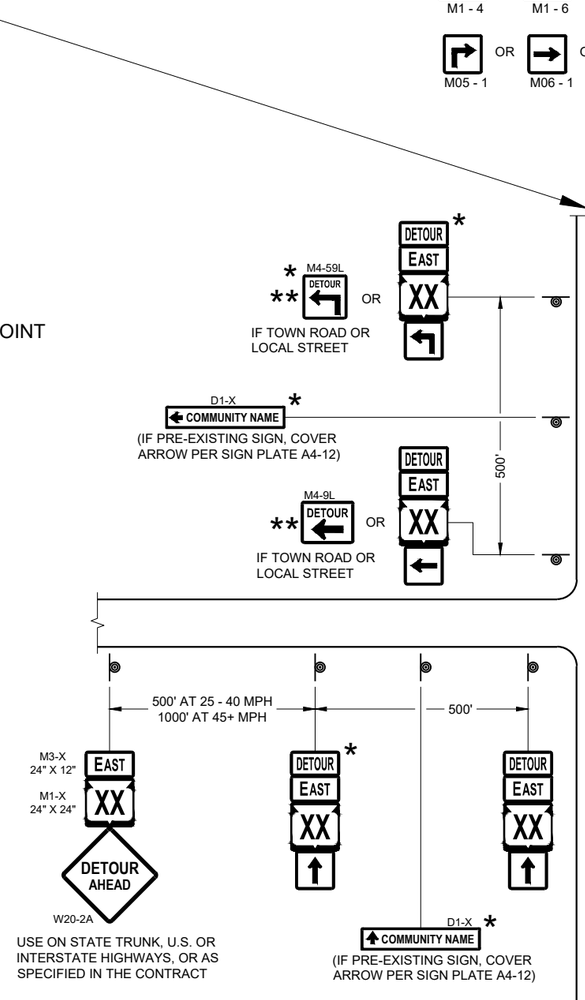
M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M4-9 AND M4-59 SHALL BE 30" X 24"
M4-8a SHALL BE 24" X 18"
G20-51 SHALL BE 60" X 24"
W20-2A SHALL BE 48" X 48"
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

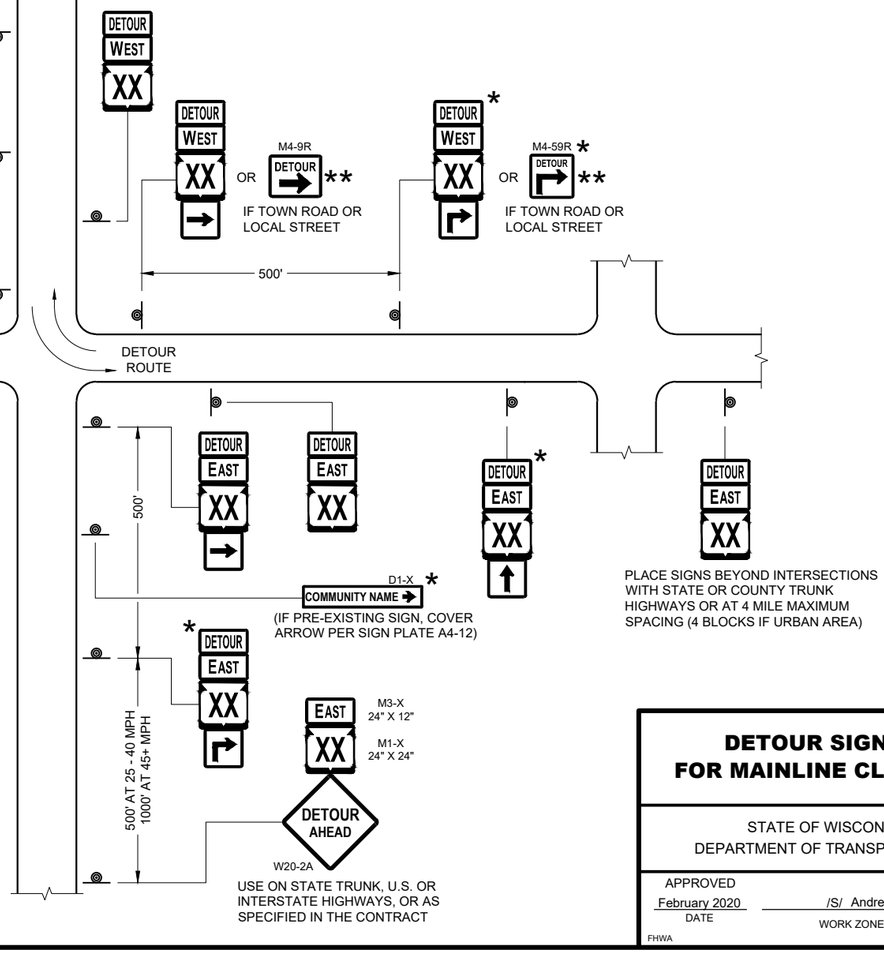
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

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



MATCH POINT





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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
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/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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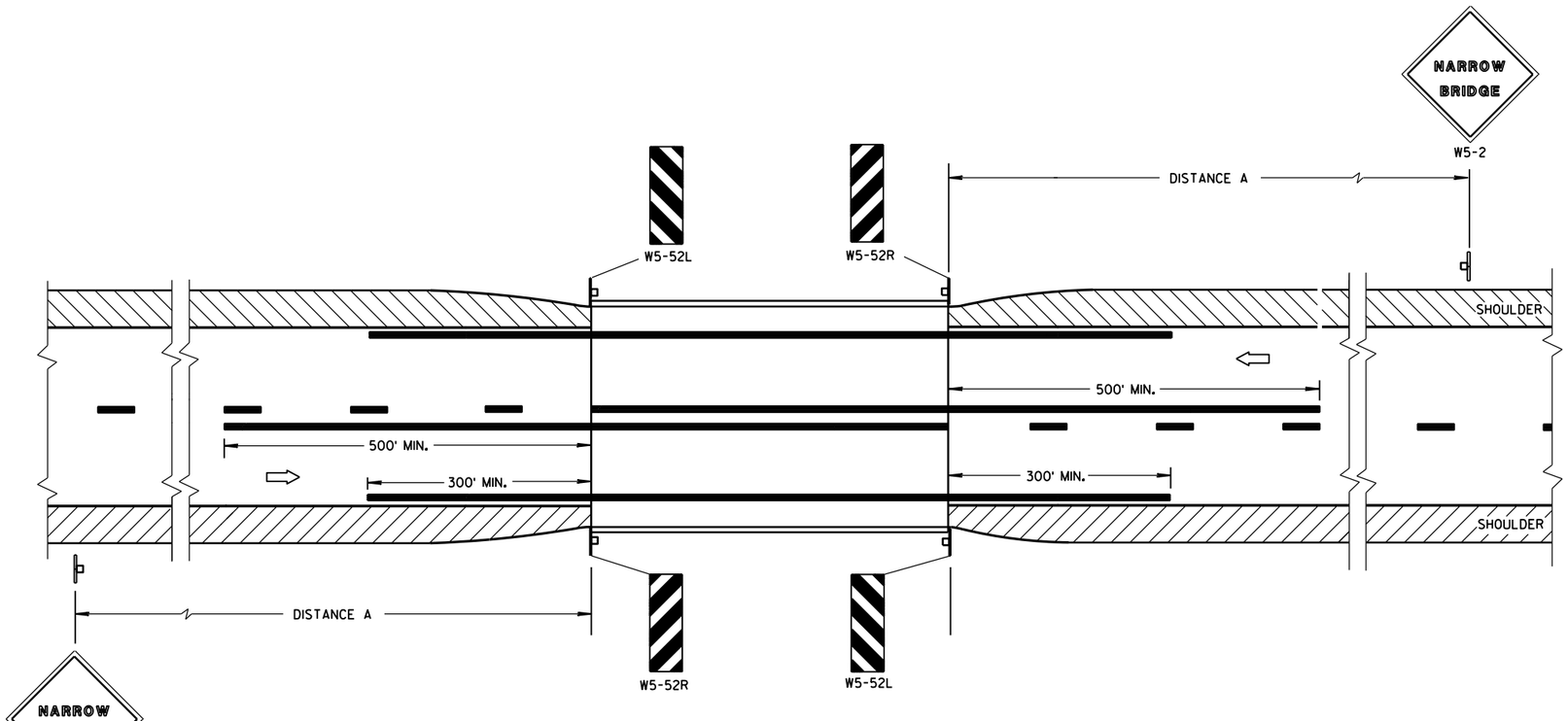


SITUATION 1

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

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

GENERAL NOTES

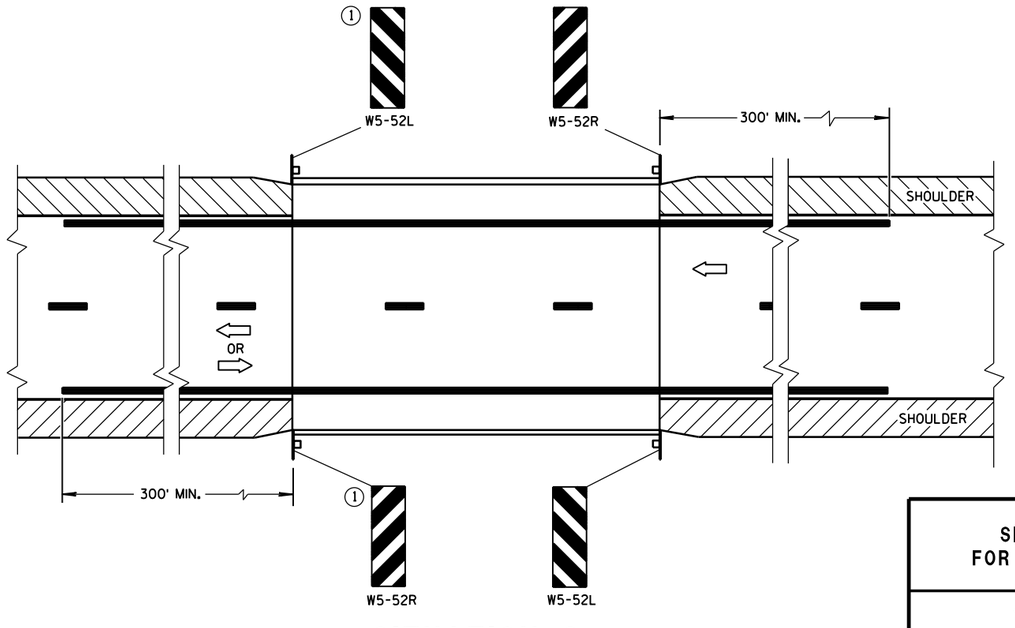
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

(1) OMIT ON ONE-WAY TRAVELLED WAYS.

⇨ DIRECTION OF TRAFFIC



SITUATION 2

WARRANTING CRITERIA:

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

SIGNING & MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

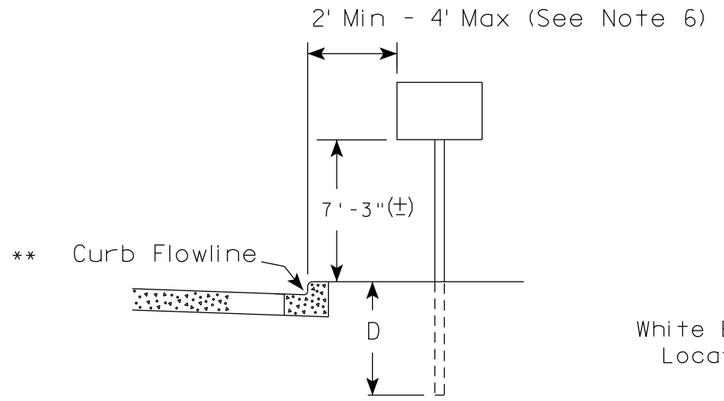
6

S.D.D. 15 C 6-9

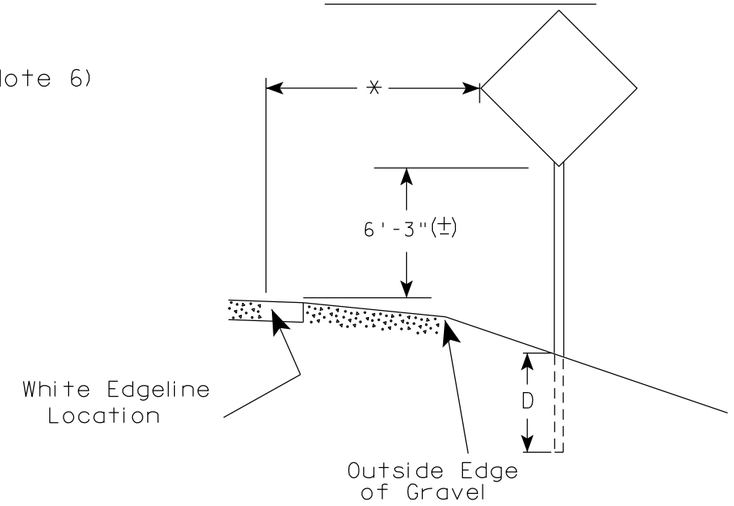
6

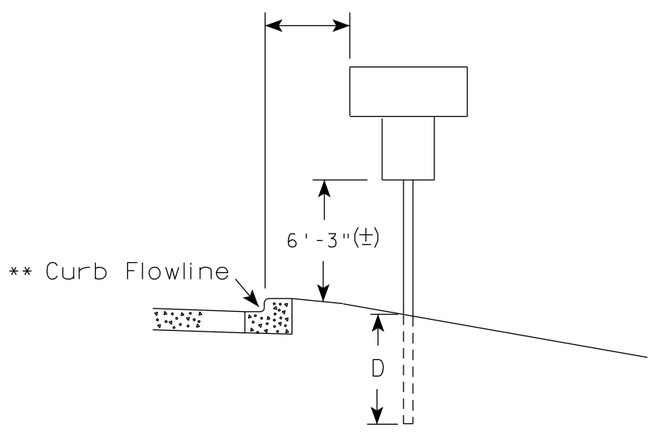
S.D.D. 15 C 6-9

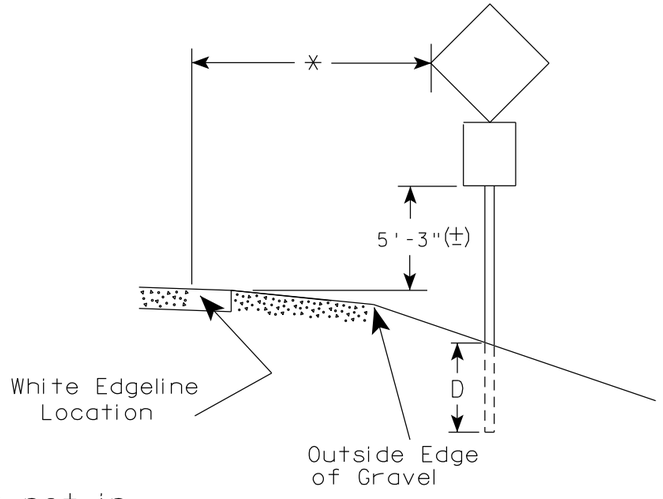
URBAN AREA



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" (±). 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. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

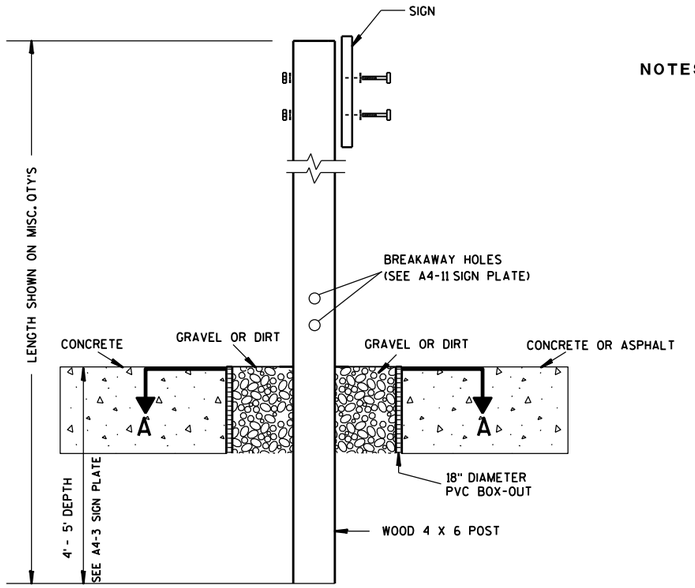
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

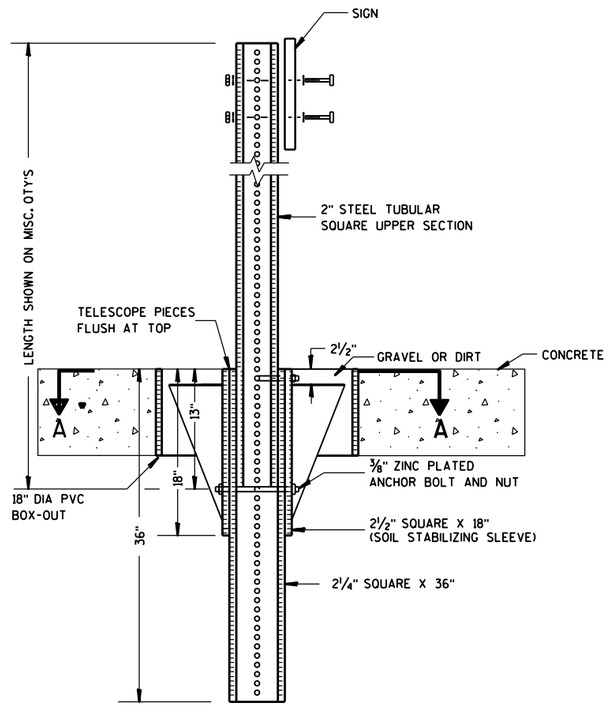
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 41	E



ELEVATION VIEW

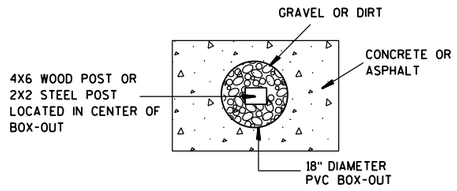
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

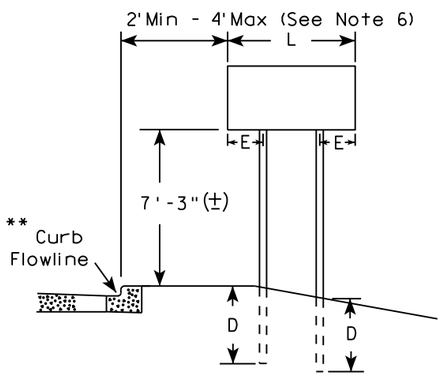
APPROVED Matthew R Rauch
for State Traffic Engineer

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

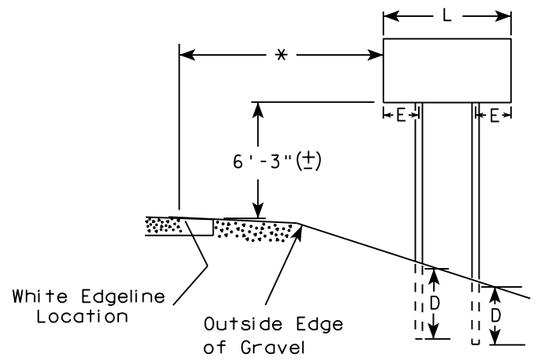
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

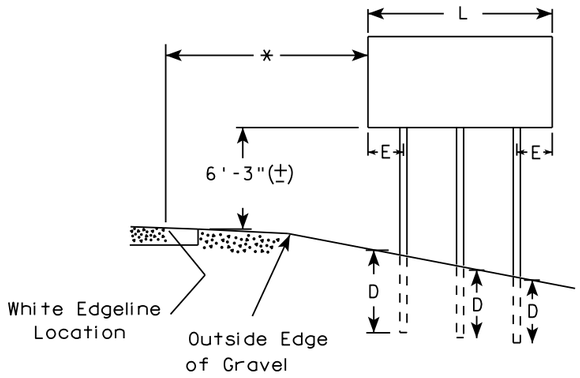
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

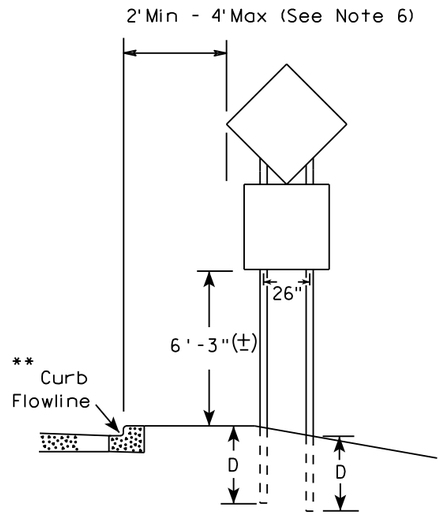
URBAN AREA



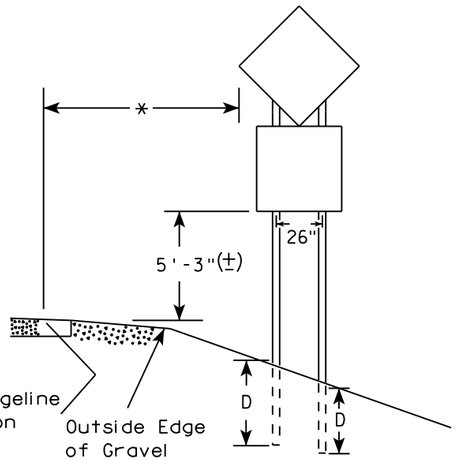
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



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" (±) or 6'-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" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-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" (±).

* 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'

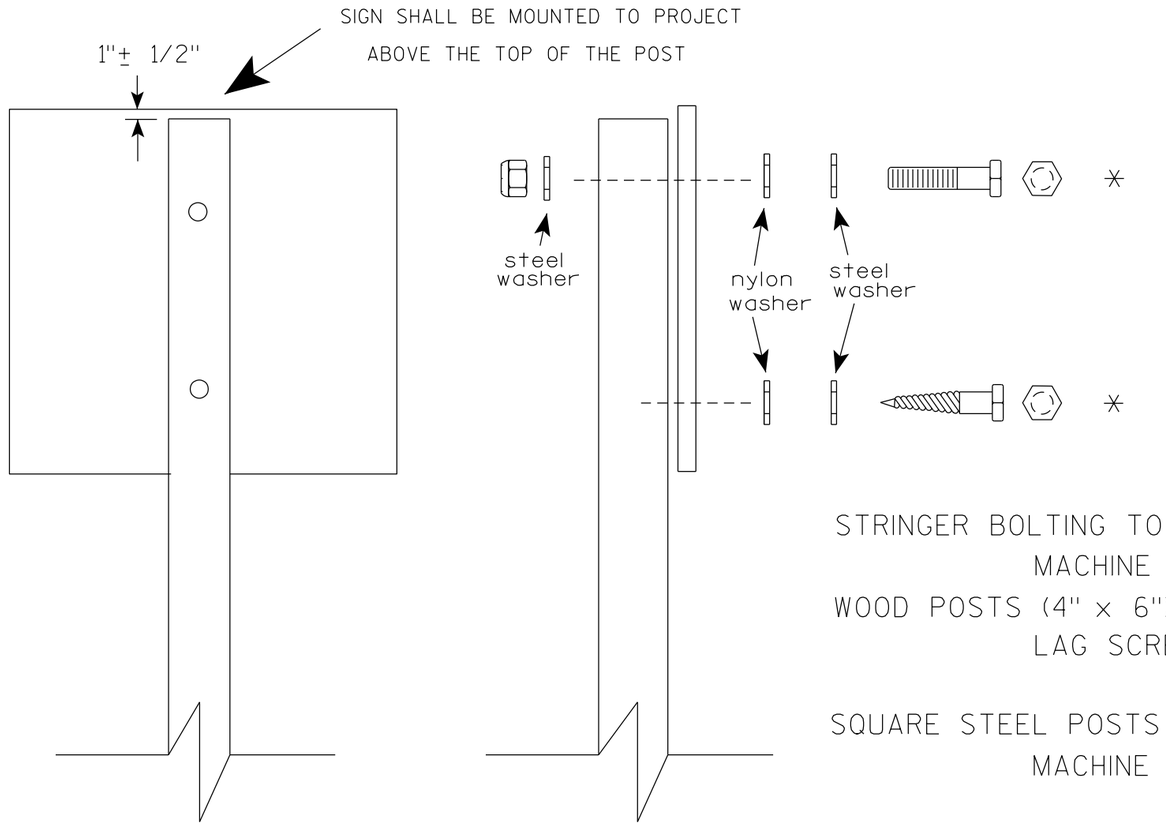
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

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



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

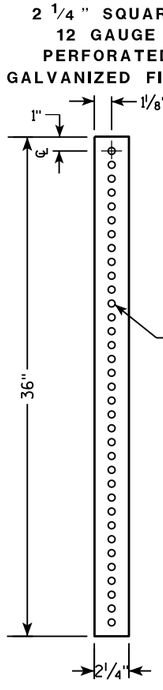
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

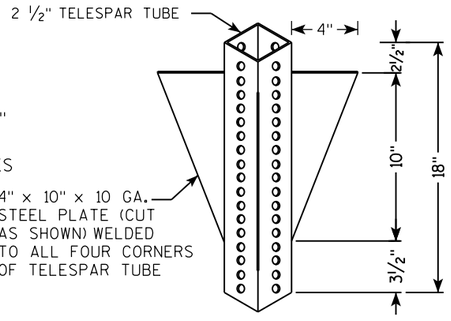
SHEET NO: 44 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

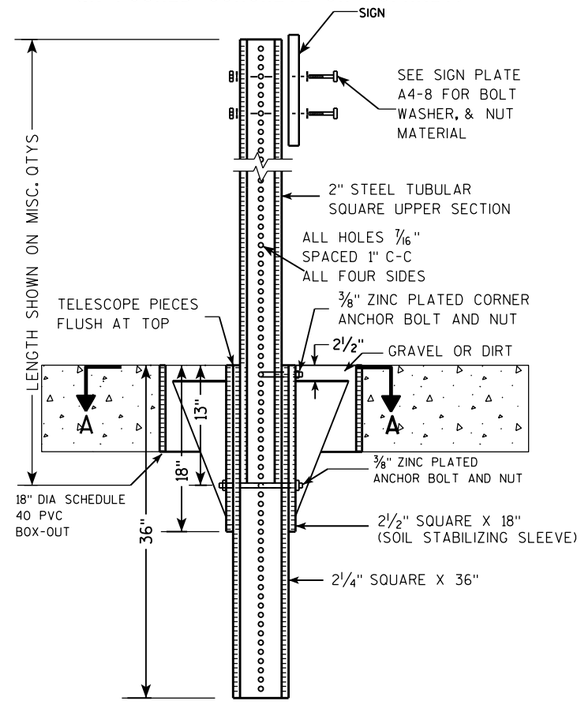
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



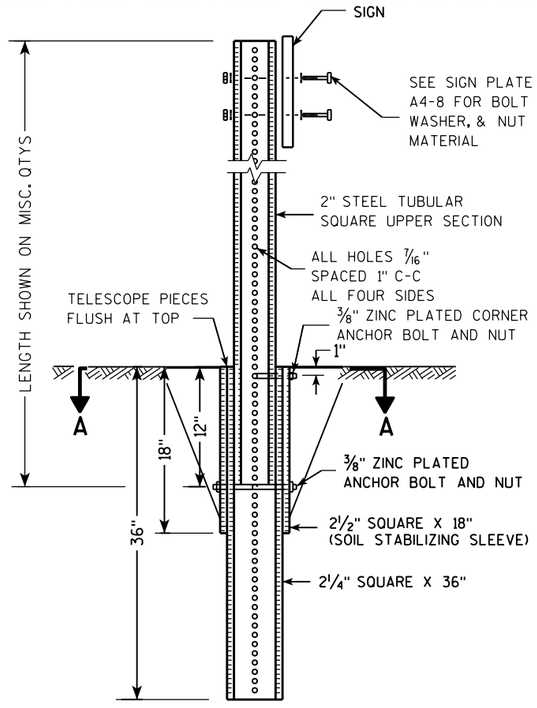
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

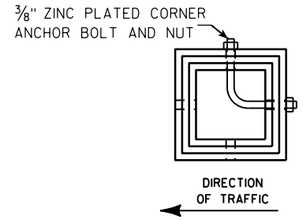


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

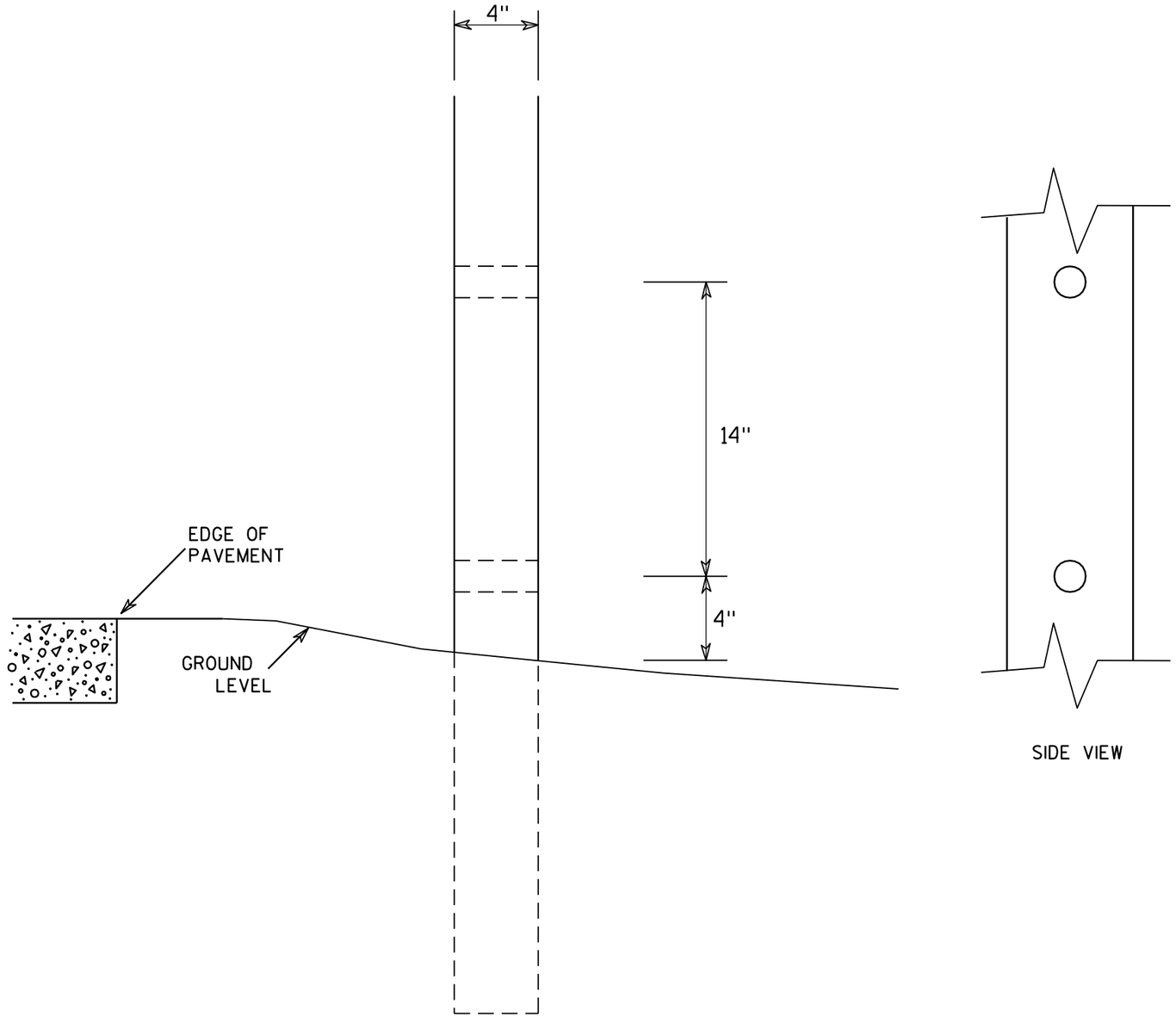
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 45 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

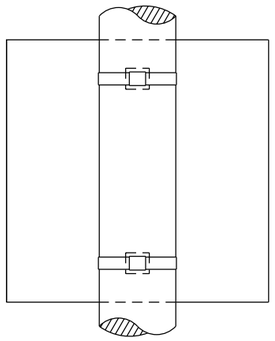
APPROVED Chester J Spang for State Traffic Engineer

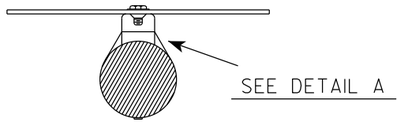
DATE 3/27/97 PLATE NO. A4-11.2

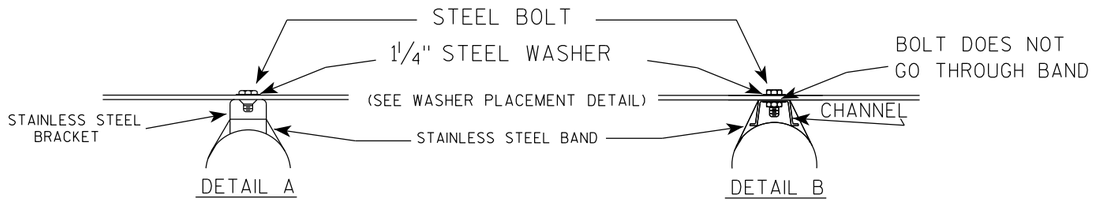
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 46	E

BANDING

SINGLE SIGN



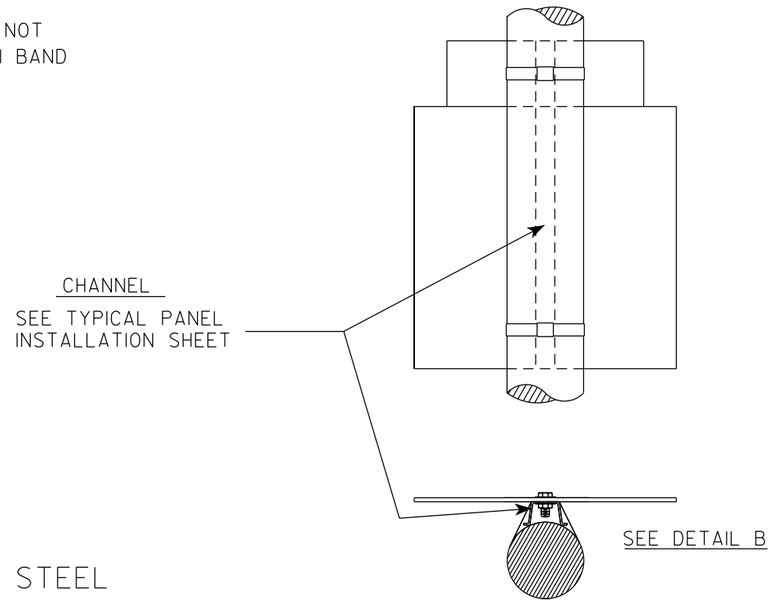




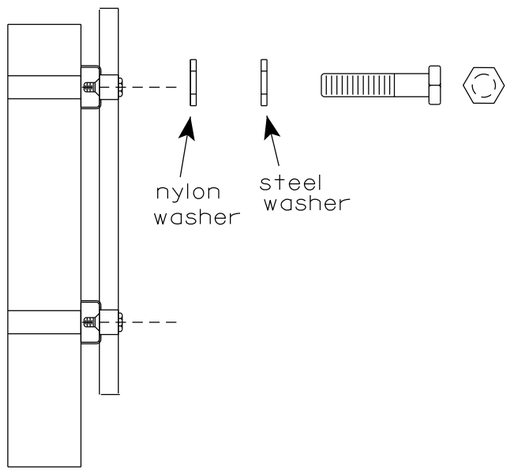
GENERAL NOTES

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



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

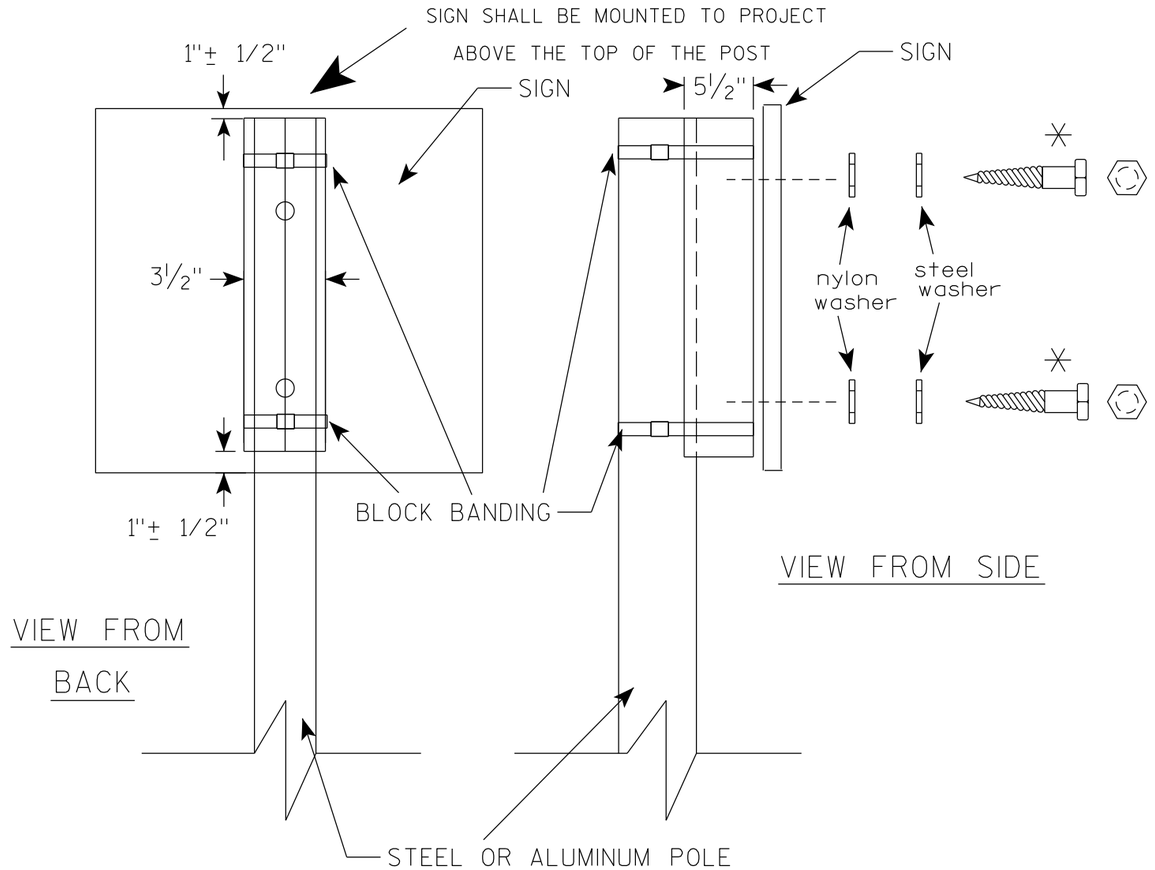
WISCONSIN DEPT OF TRANSPORTATION

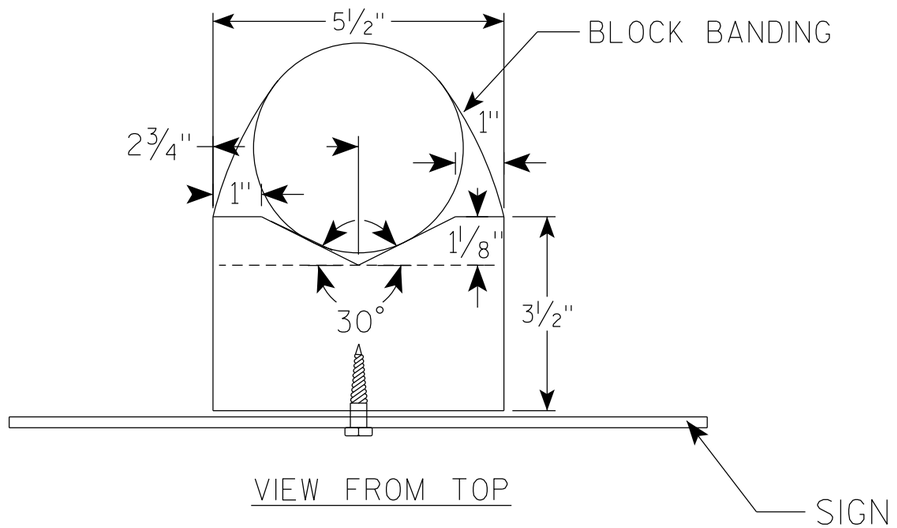
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 47	E

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





GENERAL NOTES

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

✳ LAG BOLTS SHALL BE ⅜" X 2½"

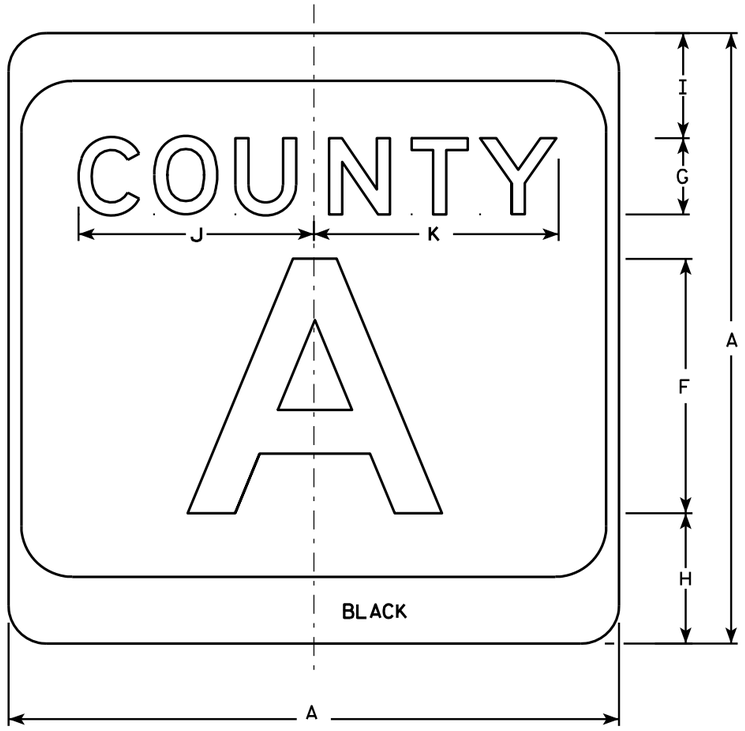
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

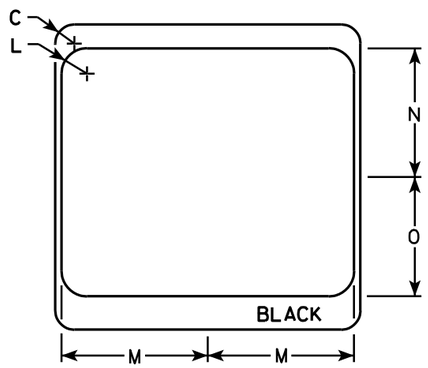
APPROVED Matthew R Rauch
For State Traffic Engineer

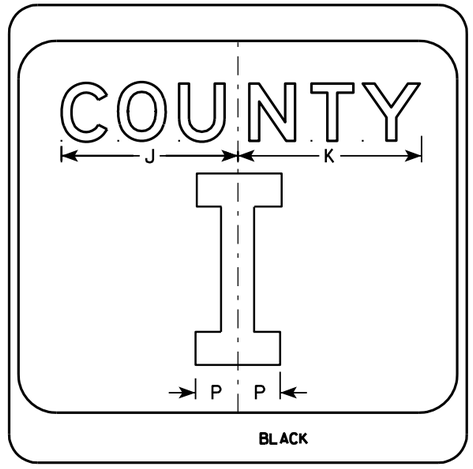
DATE 6/10/19 PLATE NO. A5-10.2

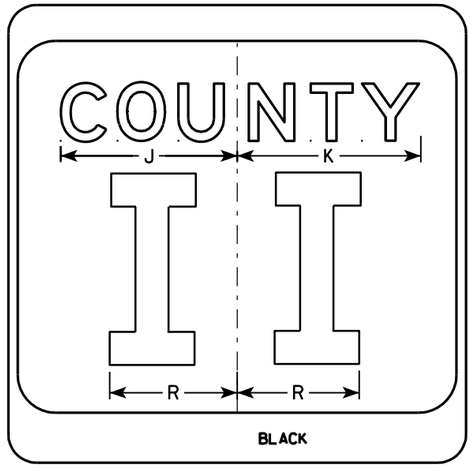
PROJECT NO: | SHEET NO: 48 | E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   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. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

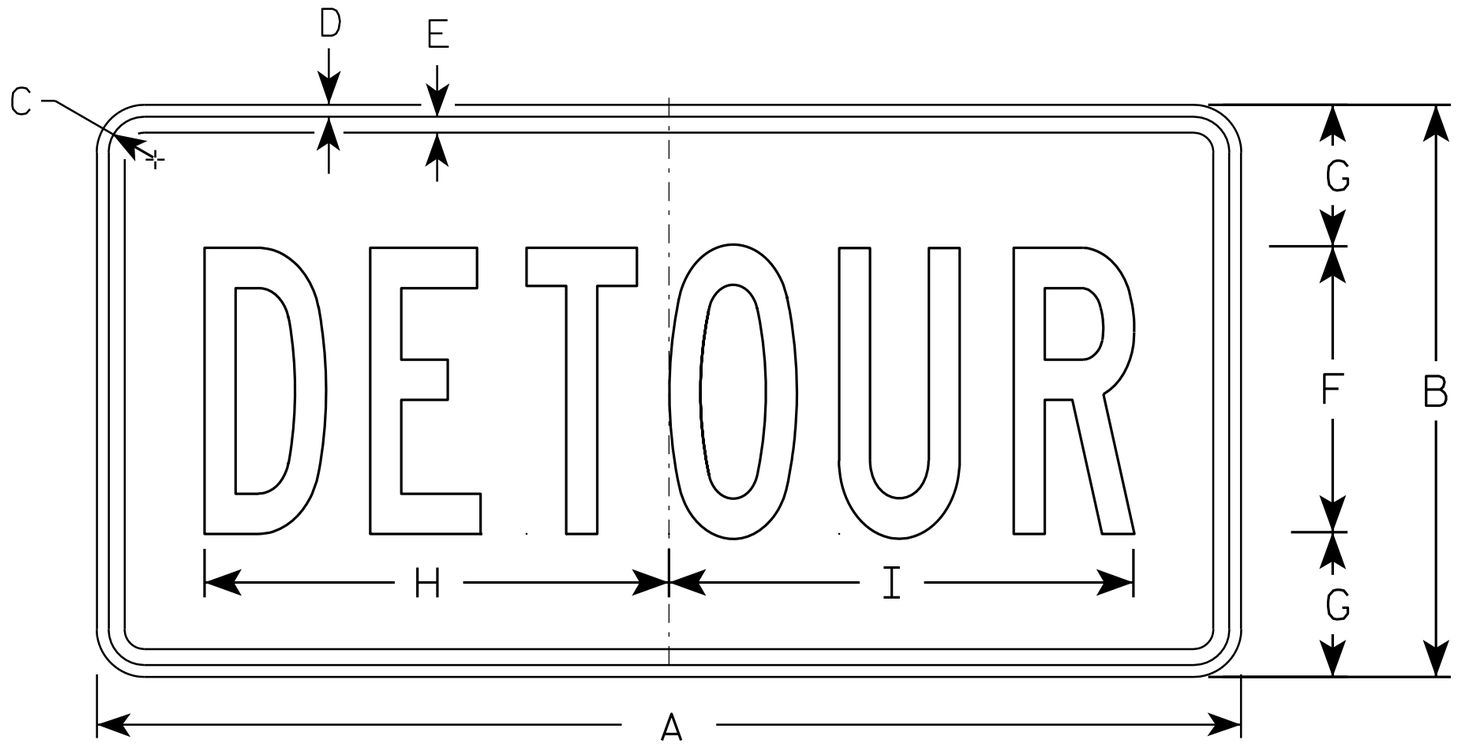
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

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



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

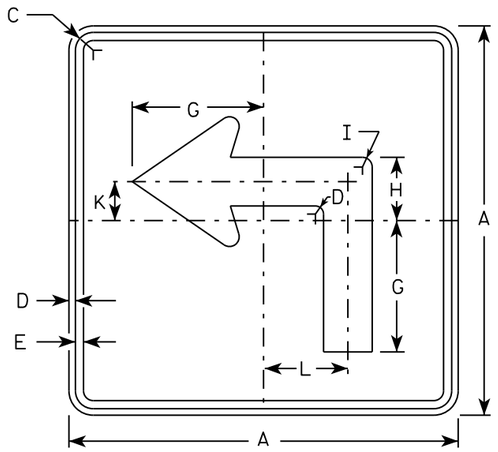
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

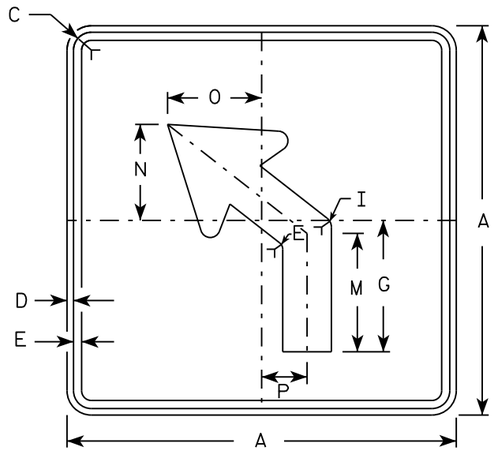
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

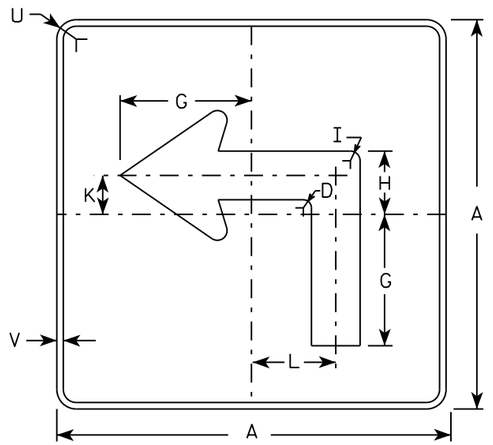
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 50	E



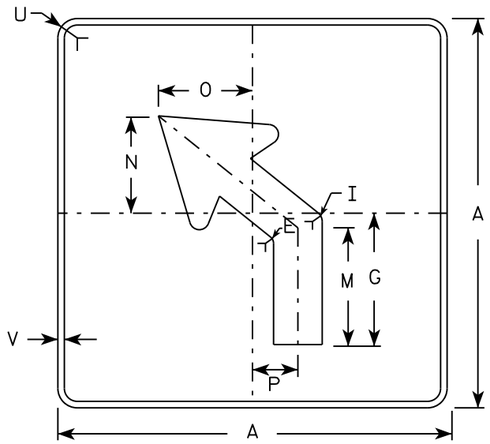
M5-1L
MM5-1L
MO5-1L
MP5-1L



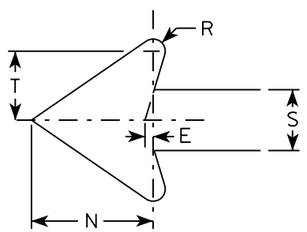
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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

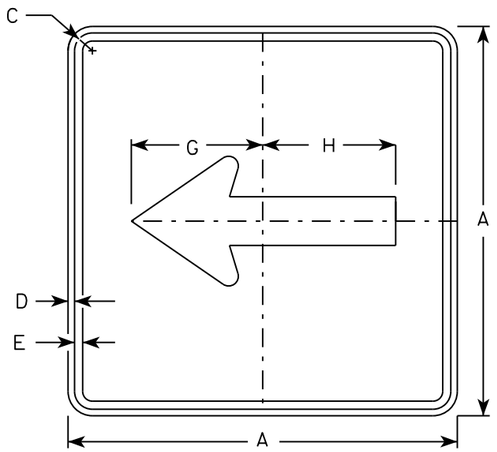
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

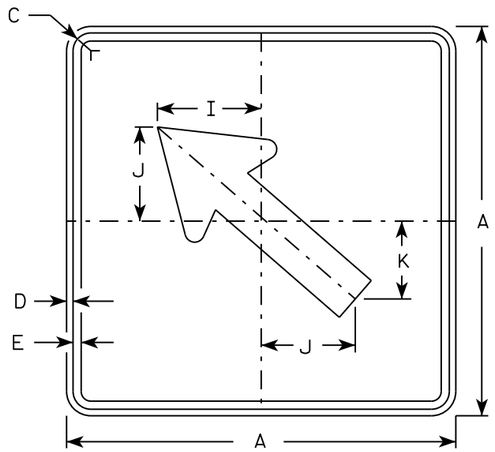
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

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



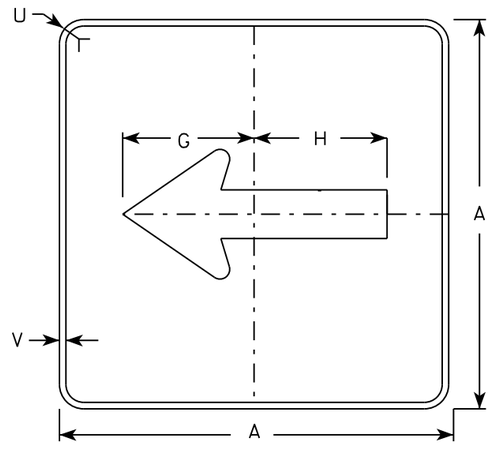
M6-1
MM6-1
MO6-1
MP6-1



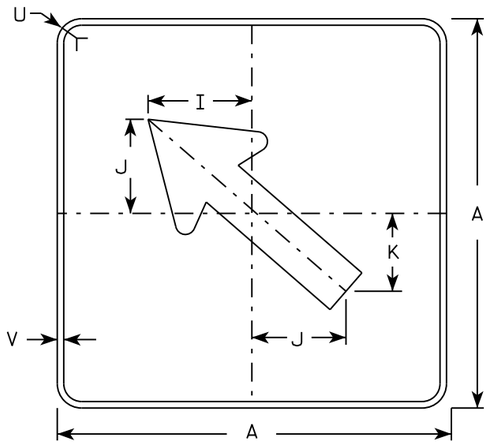
M6-2
MM6-2
MO6-2
MP6-2

NOTES

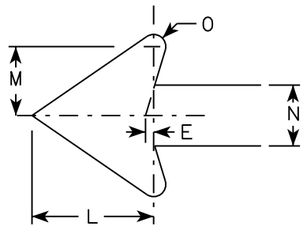
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



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



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



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

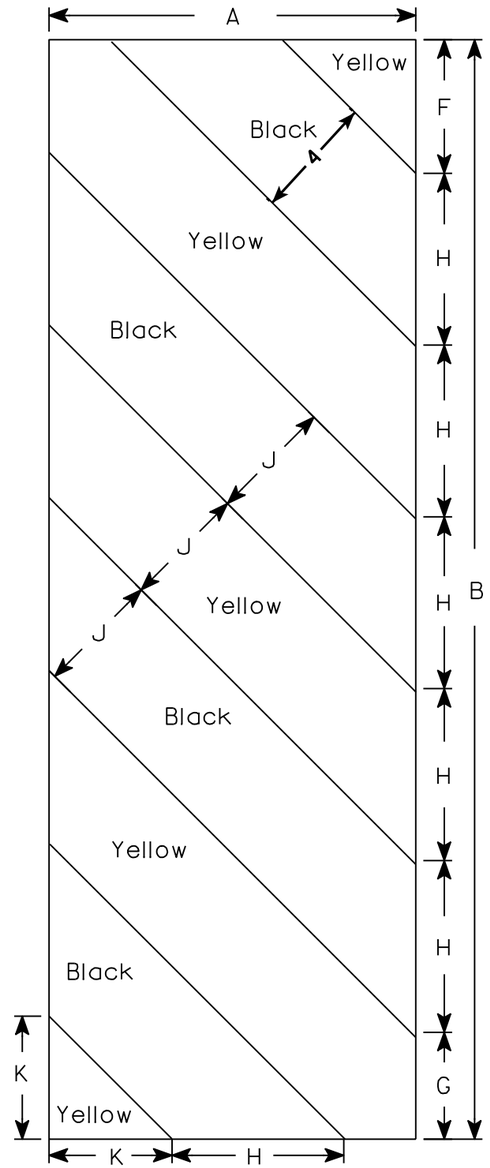
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

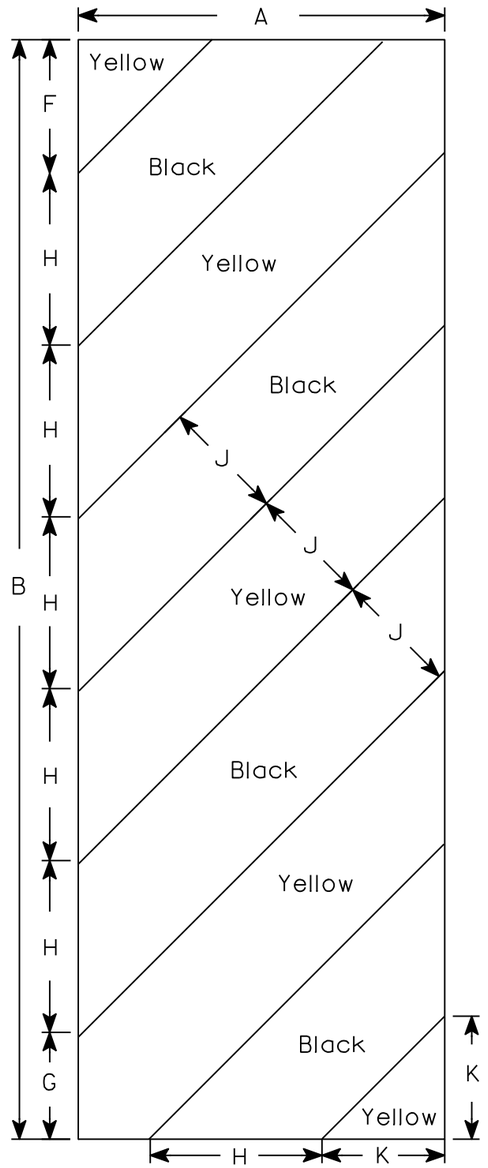
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 52 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. 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				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				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

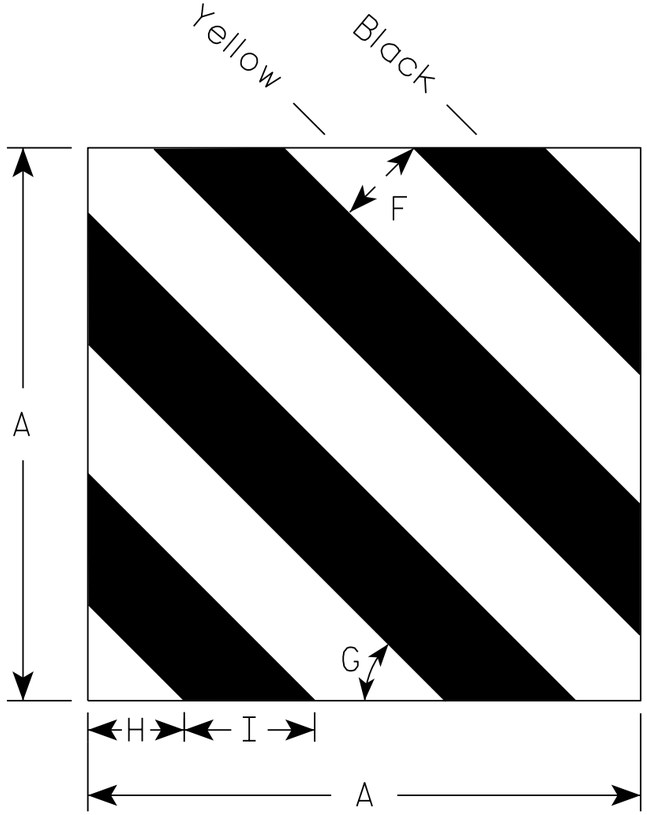
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

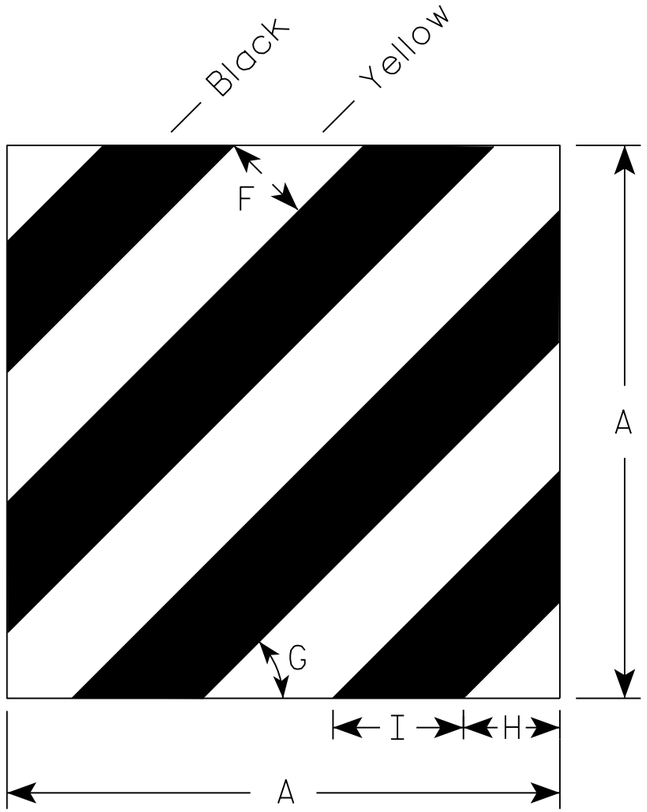
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 53 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Base material is to be .040 sheet aluminum.



W5-59L



W5-59R

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	12					2	45°	2 7/8	2 1/8																		1.00
2S	18					3	45°	3 1/8	4 1/4																		2.25
2M	18					3	45°	3 1/8	4 1/4																		2.25
3																											
4																											
5																											

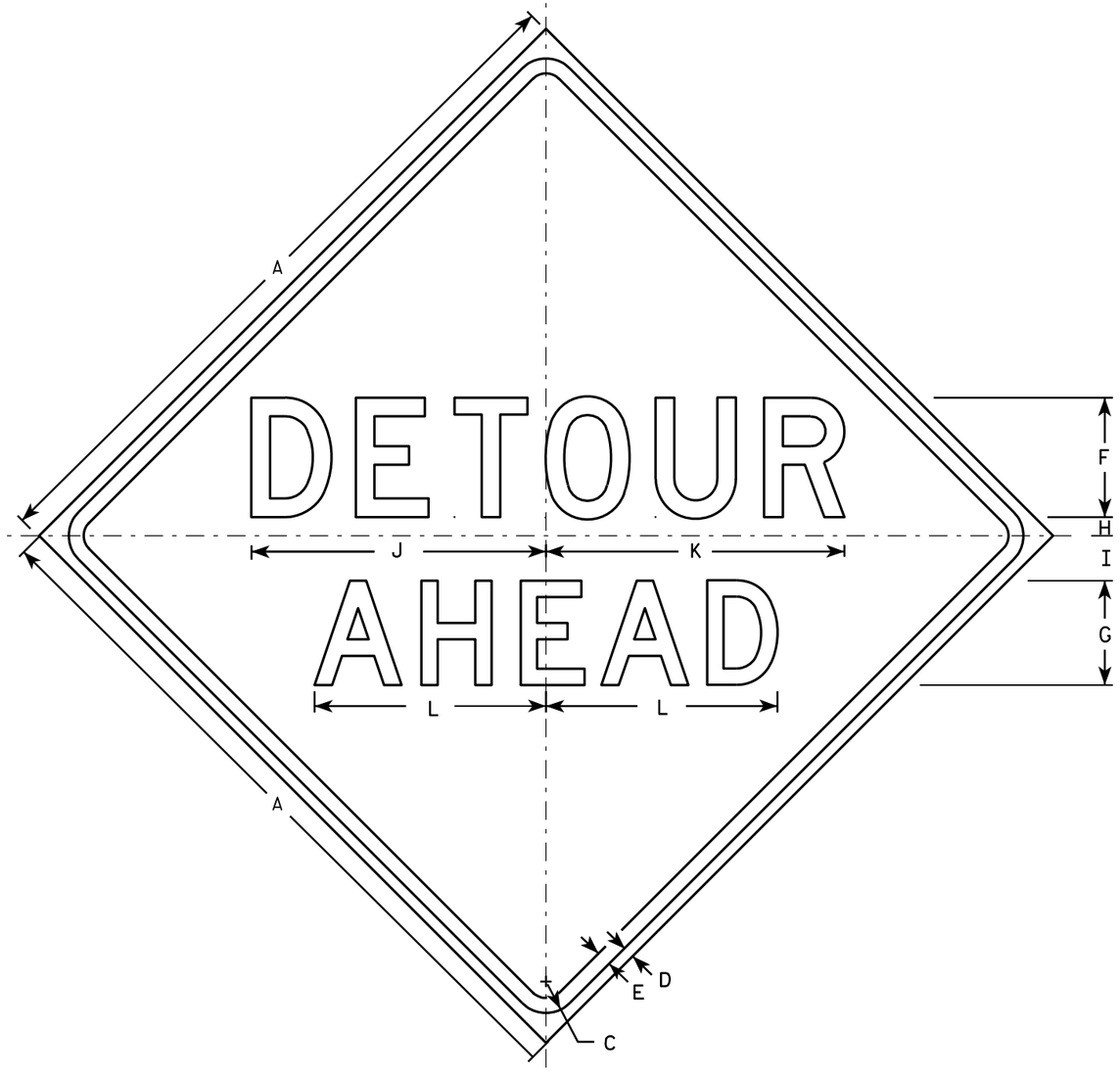
STANDARD SIGN
W5-59L & W5-59R

WISCONSIN DEPT OF TRANSPORTATION

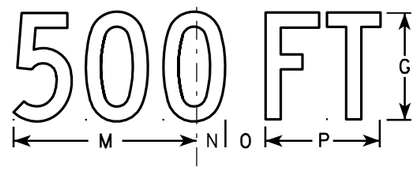
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. W5-59.6

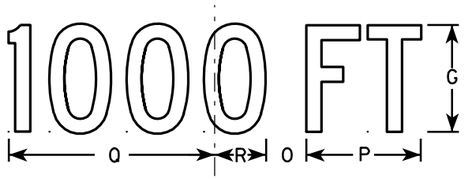
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 54 | E



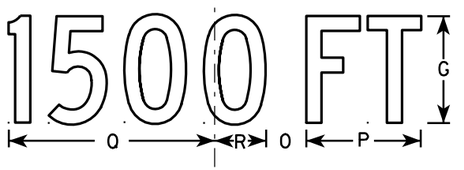
W20-2A



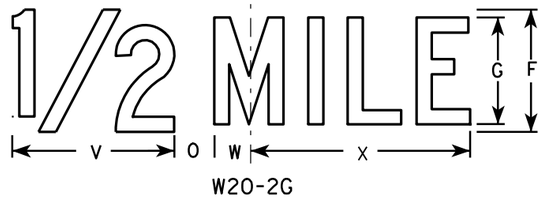
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

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

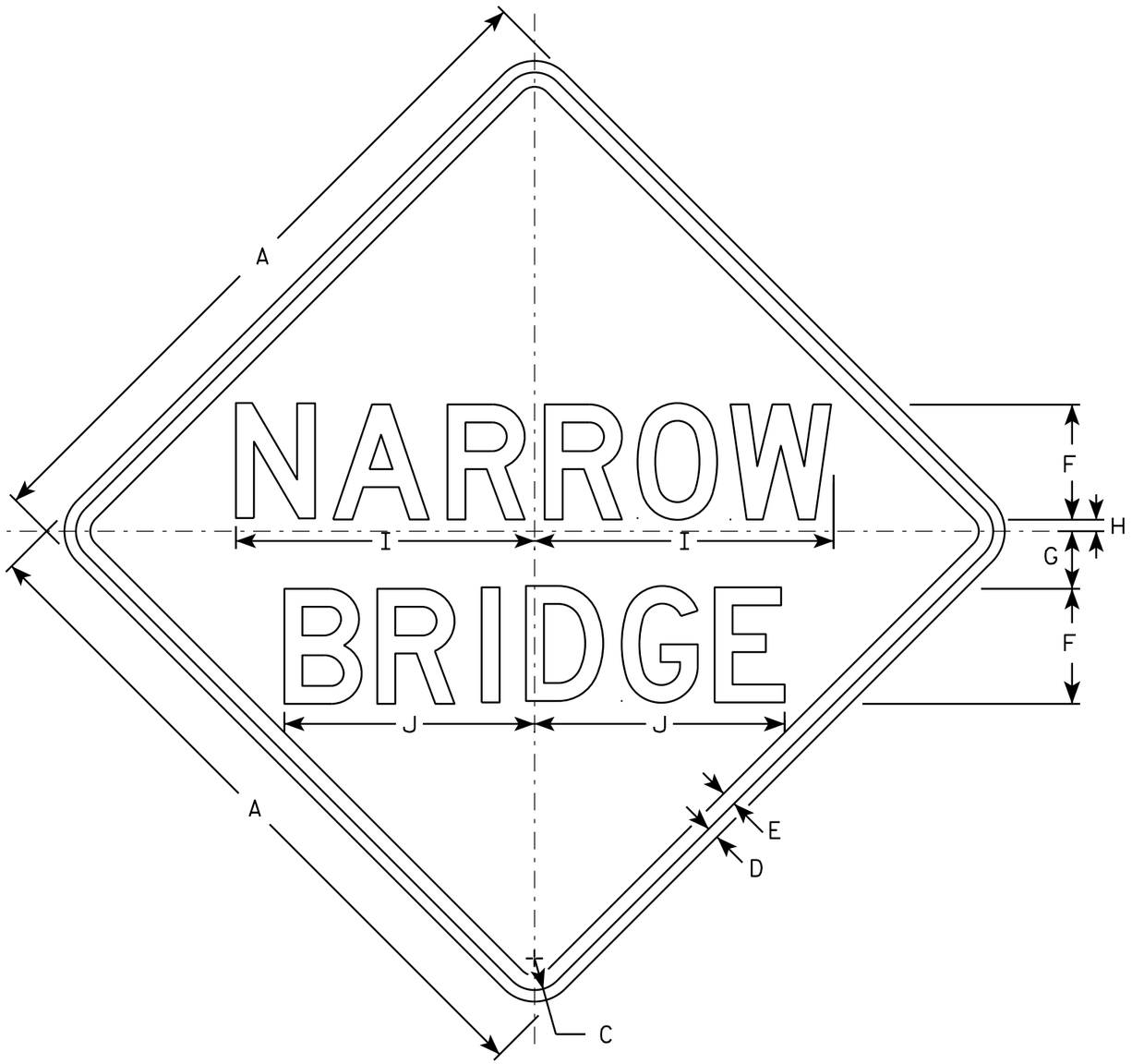
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 55	E



W05-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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		1 5/8	5/8	3/4	6	3	3/4	15 5/8	13 1/8																	9.0
2S	48		2 1/4	3/4	1	8	4	3/4	20 3/4	17 3/8																	16.0
2M	48		2 1/4	3/4	1	8	4	3/4	20 3/4	17 3/8																	16.0
3	48		2 1/4	3/4	1	8	4	3/4	20 3/4	17 3/8																	16.0
4	48		2 1/4	3/4	1	8	4	3/4	20 3/4	17 3/8																	16.0
5	48		2 1/4	3/4	1	8	4	3/4	20 3/4	17 3/8																	16.0

STANDARD SIGN
W05-2

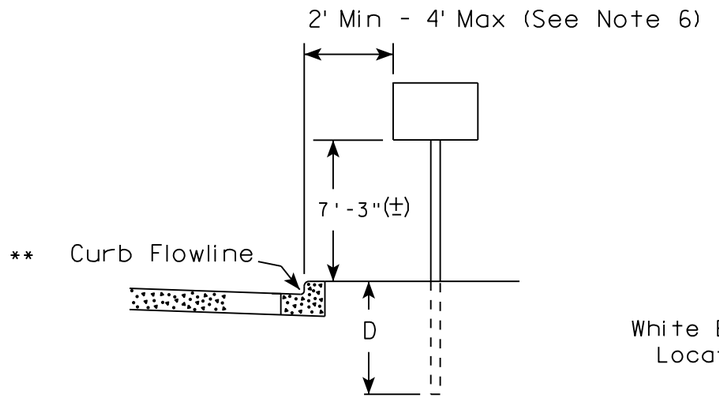
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

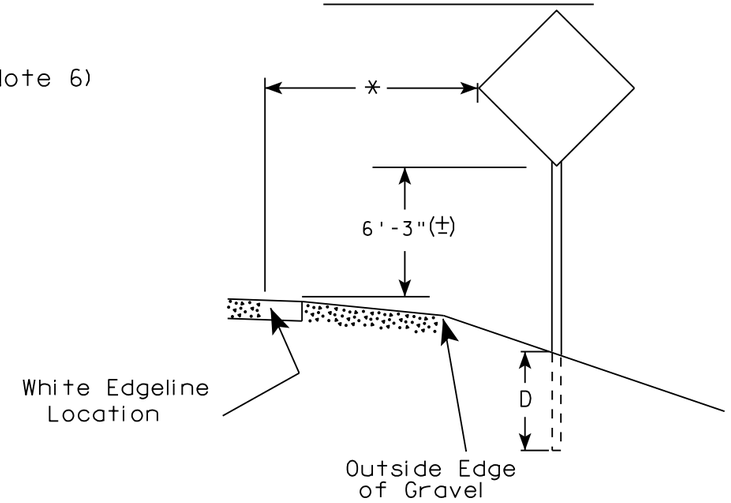
DATE 11/20/13 PLATE 56 W05-2.1

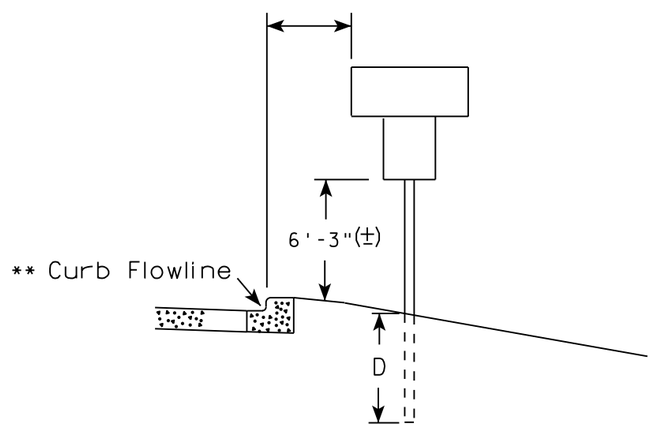
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

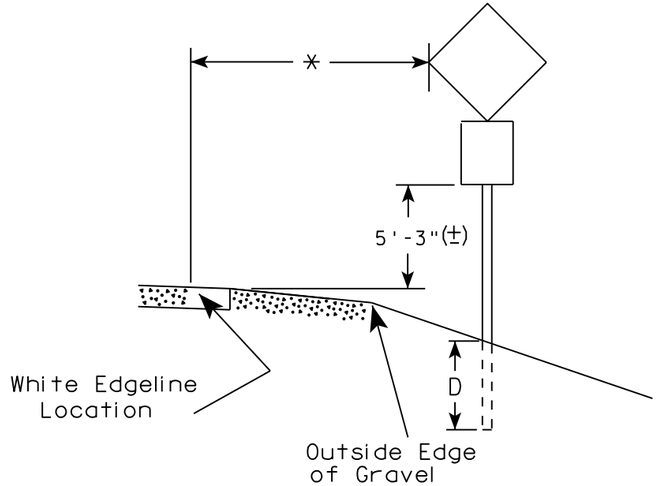
URBAN AREA



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 barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-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" (±).

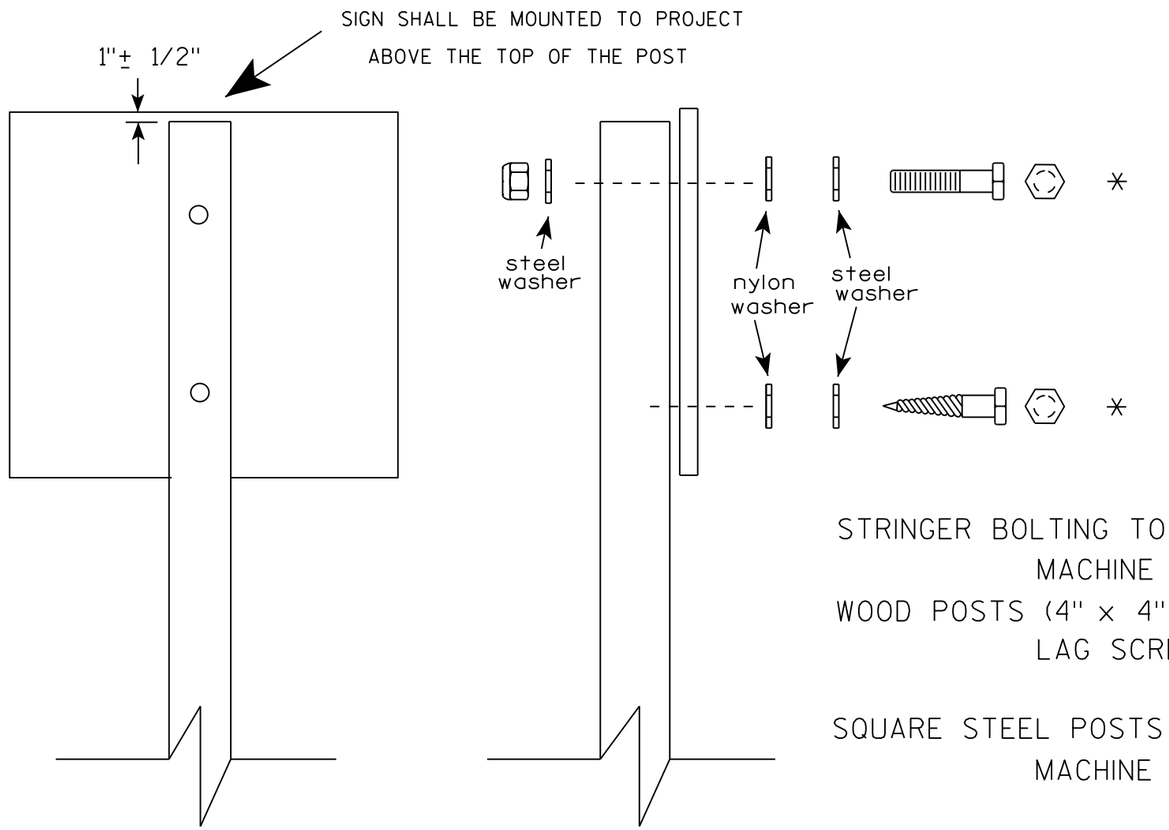
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 57	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 4" or 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

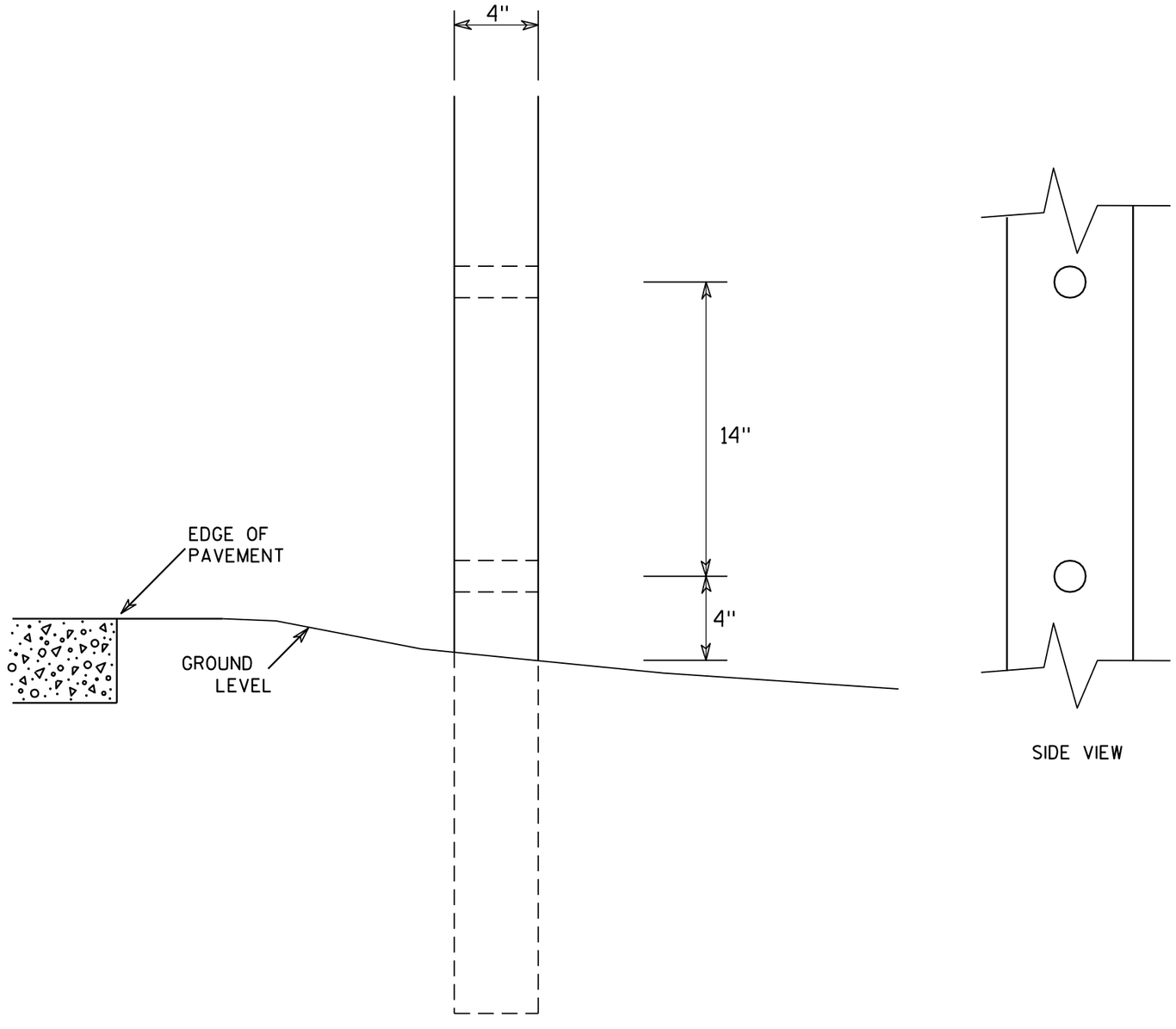
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO:

SHEET NO: E



SIDE VIEW

GENERAL NOTES

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

7

7

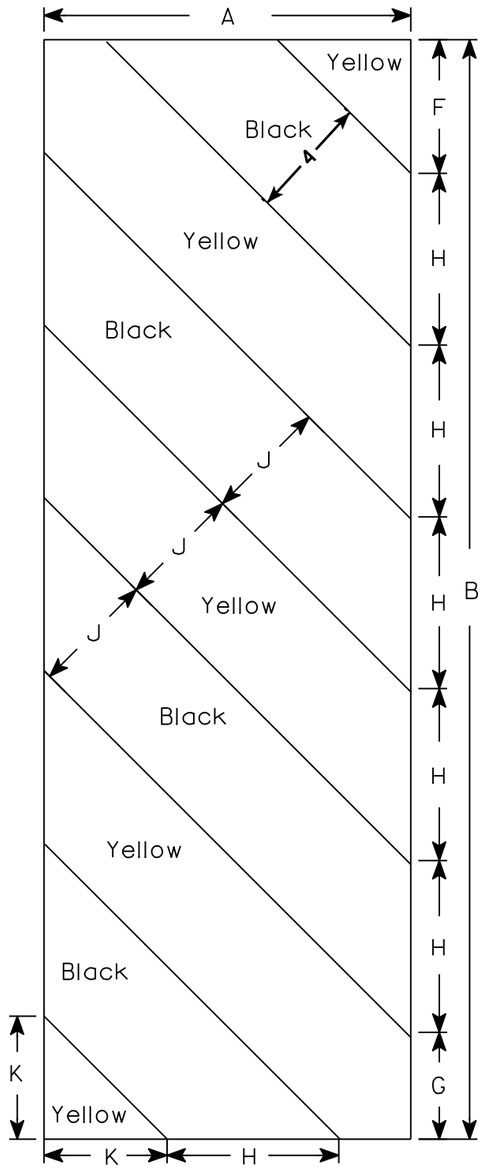
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

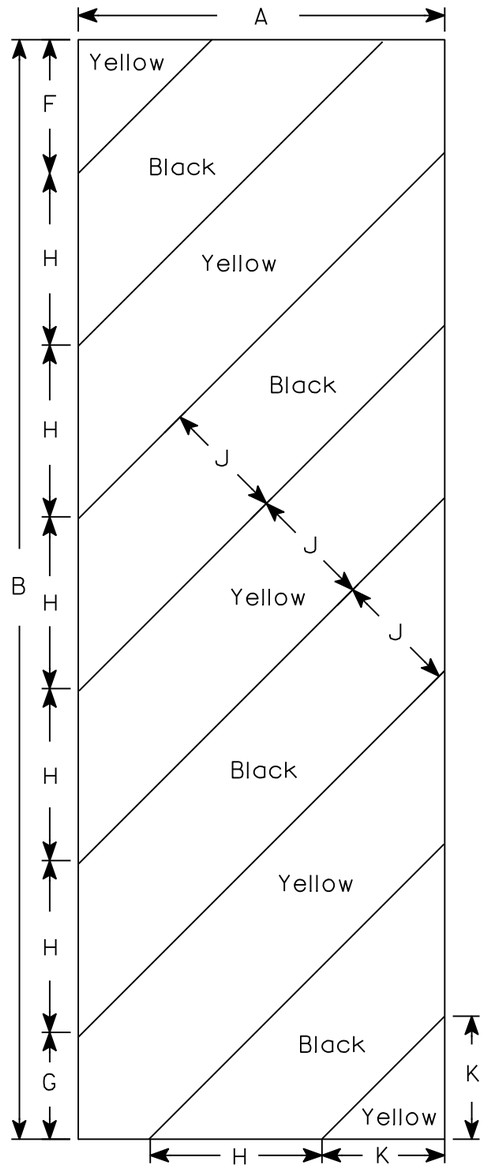
APPROVED Chester J Spang for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 59	E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. 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				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

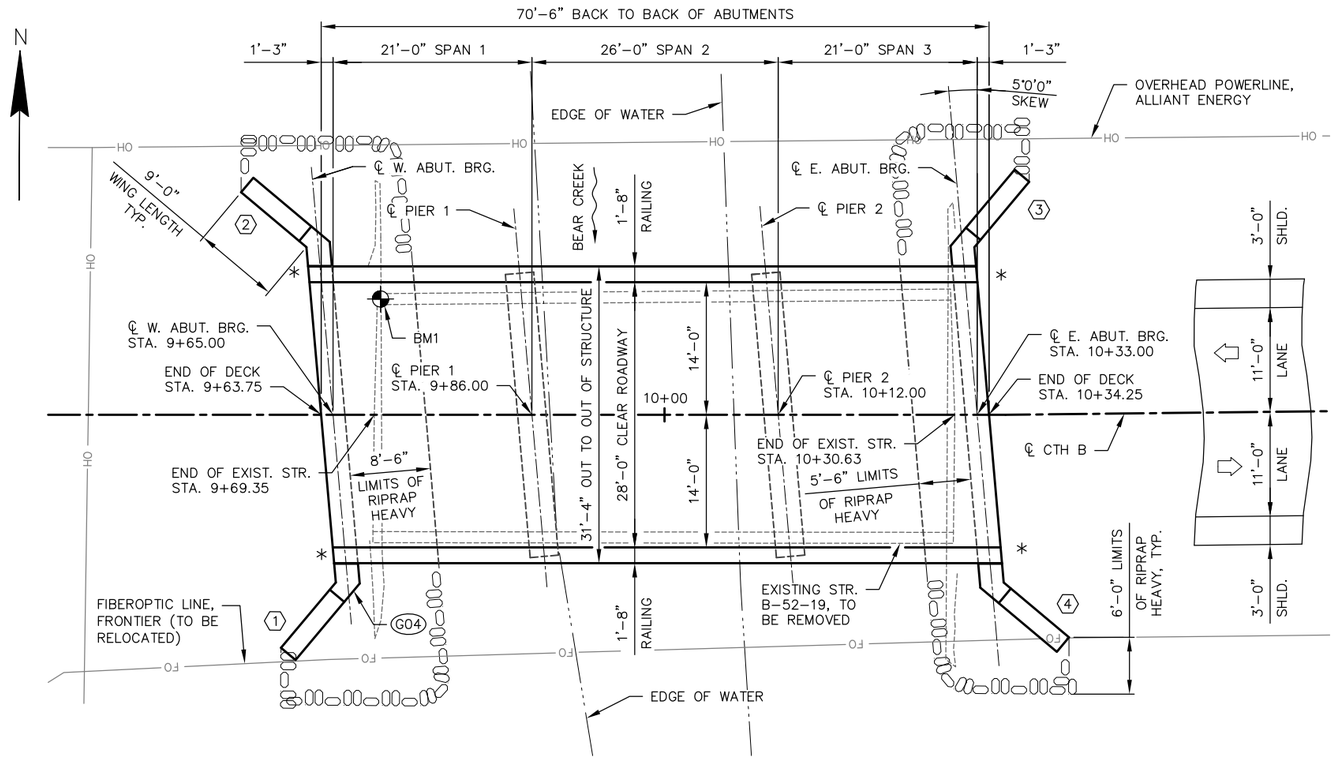
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

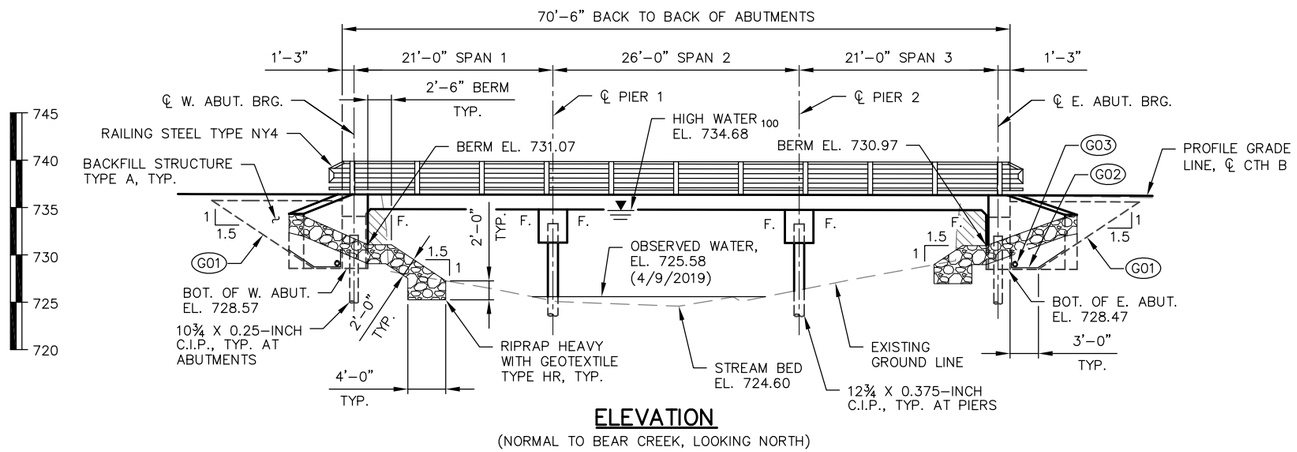
DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 60 | E



PLAN B-52-277

(THREE SPAN CONCRETE FLAT SLAB BRIDGE)



ELEVATION

(NORMAL TO BEAR CREEK, LOOKING NORTH)

BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEVATION
BM1	9+70.02, 12.30' LT.	CHIS X TC BRDG	737.09
BM2	11+52.12, 29.17' LT.	RR SPK PPOL	731.29

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2007)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)
COORDINATE REFERENCE SYSTEM: WCCS RICHLAND CO.

TRAFFIC DATA:

CTH B
A.A.D.T. (2021) ——— 875
A.A.D.T. (2041) ——— 965
DESIGN SPEED ——— 60 M.P.H.

NOTES

- EXCAVATION AS INDICATED IN THE HATCH AREAS, TO BE INCLUDED IN THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-52-277".
- (G01) BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCLUDED WITH THE EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.
- (G02) "GEOTEXTILE TYPE DF SCHEDULE A" LIMITS. EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT FOR THE ENTIRE ABUTMENT BODY LENGTH.
- (G03) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "ABUTMENT DETAILS" SHEET.
- (G04) NAME PLATE REQUIRED AND BENCH MARK CAP (WHEN SUPPLIED). FOR LOCATION SEE "ABUTMENTS" SHEET.
- * LOCATION OF BEAM GUARD ATTACHMENT
- ⬡ INDICATES WING NUMBER

LIST OF DRAWINGS

WISCONSIN
ANDREW C. KNUTSON
E-34662
SPRING GREEN, WI
6-22-2020
PROFESSIONAL ENGINEER

STATE PROJECT NUMBER
5519-00-70

DESIGN DATA

LIVE LOAD:

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

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

MATERIAL PROPERTIES:

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

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON 10¾ X 0.25-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 100 TONS PER PILE. AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 55 FT PILE LENGTHS AT W. ABUT. AND 55 FT PILE LENGTHS AT E. ABUT.

PIER 1 & PIER 2 TO BE SUPPORTED ON 12¾ X 0.375-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 190 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 60 FT PILE LENGTHS AT PIER 1 AND 60 FT PILE LENGTHS AT PIER 2.

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 DYNAMIC FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

HYDRAULIC DATA:

Q_{100} ——— 4,400 C.F.S.
Q_{100} (THRU BRIDGE) ——— 2,902 C.F.S.
Q_{100} (ROAD) ——— 1,498 C.F.S.
DRAINAGE AREA ——— 43.5 SQ. MI.
BRIDGE WATER AREA ——— 356 SQ. FT.
BRIDGE VELOCITY ——— 8.16 F.P.S.
HIGH WATER$_{100}$ EL. ——— 734.68 FT.
OVERTOPPING Q ——— 2,150 C.F.S.
OVERTOPPING EL. ——— 733.26
OVERTOPPING RDWY FREQ. ——— 7 YEARS
SCOUR CRITICAL CODE ——— 5
Q_2 ——— 1,100 C.F.S.
Q_2 ELEVATION ——— 731.65 FT.
Q_2 VELOCITY ——— 4.48 F.P.S.

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

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

NO.	DATE	REVISION	BY

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 08/03/20
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-52-277

CTH B OVER BEAR CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
RICHLAND	BUENA VISTA

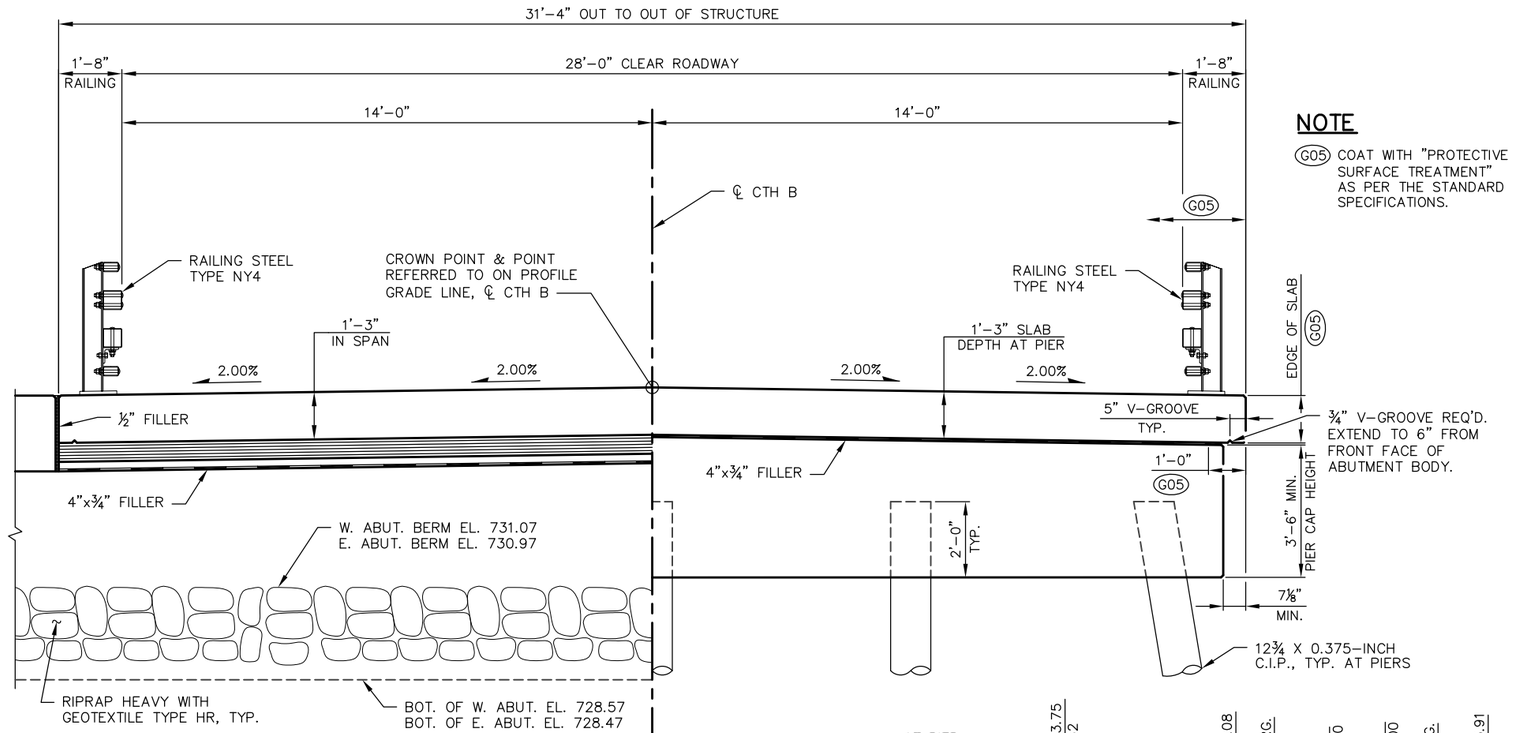
DESIGN SPEC. AASHTO LRFD DESIGN SPEC.

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

GENERAL PLAN

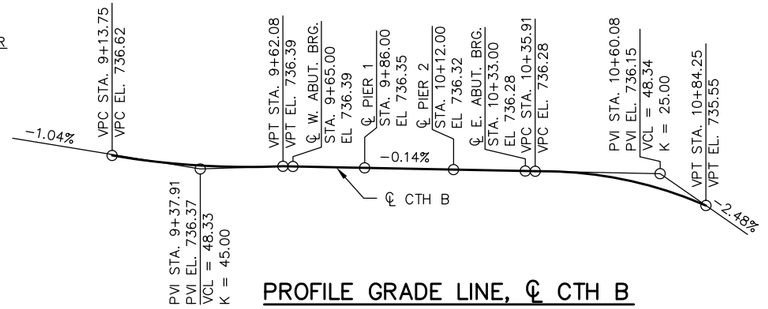
SHEET 1 OF 10

61



CROSS SECTION THRU ROADWAY

(LOOKING EAST)



PROFILE GRADE LINE, ℄ CTH B

NOTE

(G05) COAT WITH "PROTECTIVE SURFACE TREATMENT" AS PER THE STANDARD SPECIFICATIONS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

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

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE FABRIC TYPE HR TO THE EXTENT SHOWN ON THE "GENERAL PLAN" SHEET AND THE ABUTMENT SHEETS.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCLUDED WITH THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-52-277".

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.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE SUPERSTRUCTURE SLAB PER THE STANDARD SPECIFICATION.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-52-277" SHALL BE THE EXISTING GROUND LINE.

THE EXISTING STREAM BED SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT PIERS.

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.

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

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

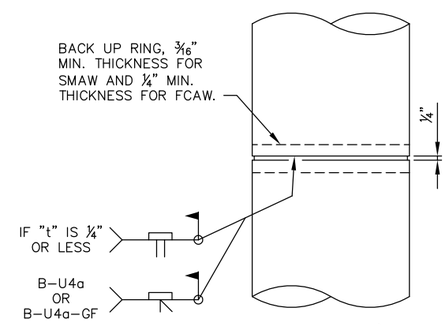
THE EXISTING STRUCTURE (B-52-19) IS A SINGLE SPAN STEEL GIRDER WITH CONCRETE DECK BRIDGE WITH AN OVERALL LENGTH OF 61.2-FT AND A DECK WIDTH OF 26.4-FT AND IS TO BE REMOVED PER BID ITEM "REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 10+00".

STATE PROJECT NUMBER

5519-00-70

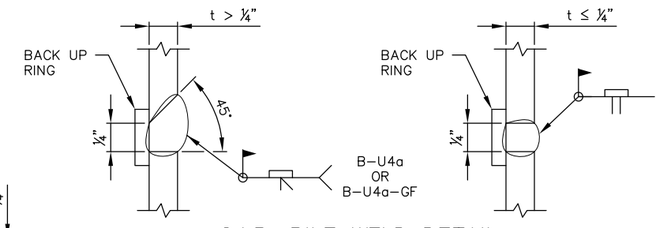
TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	W. ABUT.	PIER 1	PIER 2	E. ABUT.	SUPER.	TOTALS
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 10+00	LS	---	---	---	---	---	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-52-277	LS	---	---	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	160	---	---	160	---	320
502.0100	CONCRETE MASONRY BRIDGES	CY	29	12	12	29	108	190
502.3200	PROTECTIVE SURFACE TREATMENT	SY	---	---	---	---	279	279
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2300	2310	2310	2300	---	9220
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1370	65	65	1370	21940	24810
513.7084	RAILING STEEL TYPE NY4	LF	---	---	---	---	147	147
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	6	---	---	6	---	12
550.0500	PILE POINTS	EACH	7	5	5	7	---	24
550.2104	PILING CIP CONCRETE 10 3/4 X 0.25-INCH	LF	385	---	---	385	---	770
550.2126	PILING CIP CONCRETE 12 3/4 X 0.375-INCH	LF	---	300	300	---	---	600
606.0300	RIPRAP HEAVY	CY	64	---	---	50	---	114
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	84	---	---	84	---	168
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	34	---	---	34	---	68
645.0120	GEOTEXTILE TYPE HR	SY	109	---	---	88	---	197
(NON-BID ITEM)	FILLER	SIZE						½" & ¾"

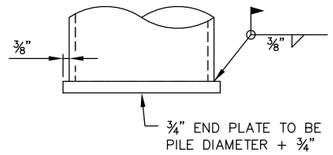


CAST-IN-PLACE 'PIPE PILE'

NOTE: CAST-IN-PLACE PILE SHELL MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION.



C.I.P. PILE WELD DETAIL



END PLATE DETAIL FOR CIP PILING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-52-277

DRAWN BY JDO | PLANS CK'D ACK

CROSS SECTION, GENERAL NOTES & QUANTITIES

SHEET 2 OF 10

62

I.D. 5519-00-70

PLOT DATE: Jun 22, 2020

FILE: B520277_02_qnt.dwg
PLOT SCALE:

8

8

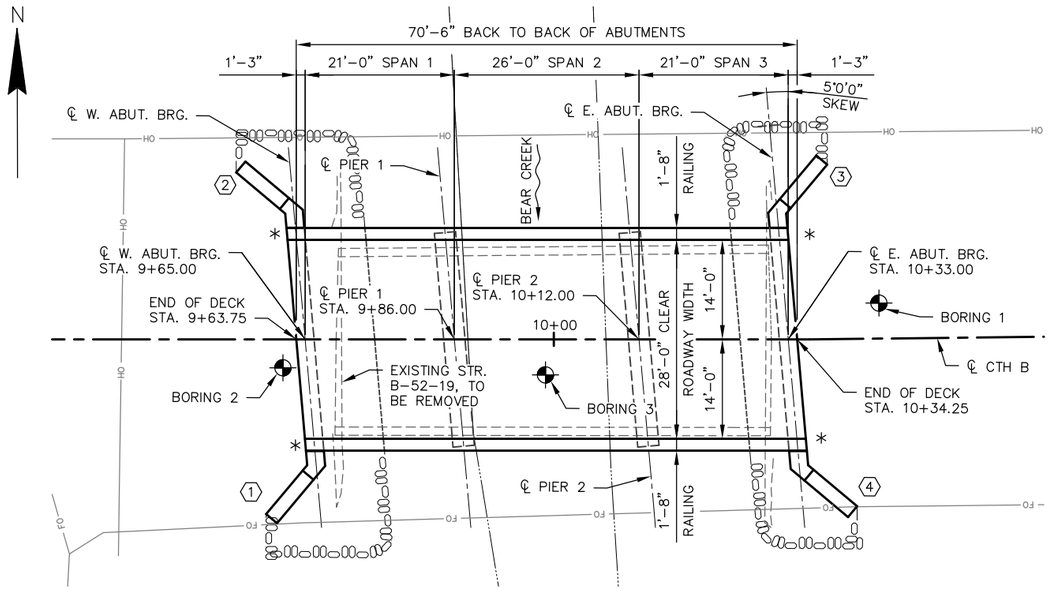
B-52-277 BORINGS

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
BORING 1	8/26/2019	421883.69	716920.53
BORING 2	8/27/2019	421873.98	716836.69
BORING 3	8/28/2019	421873.22	716873.65
BORINGS COMPLETED BY: NUMMELIN TESTING SERVICES, INC.			
SUBSURFACE INVESTIGATION REPORT: NUMMELIN TESTING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS, RICHLAND COUNTY			

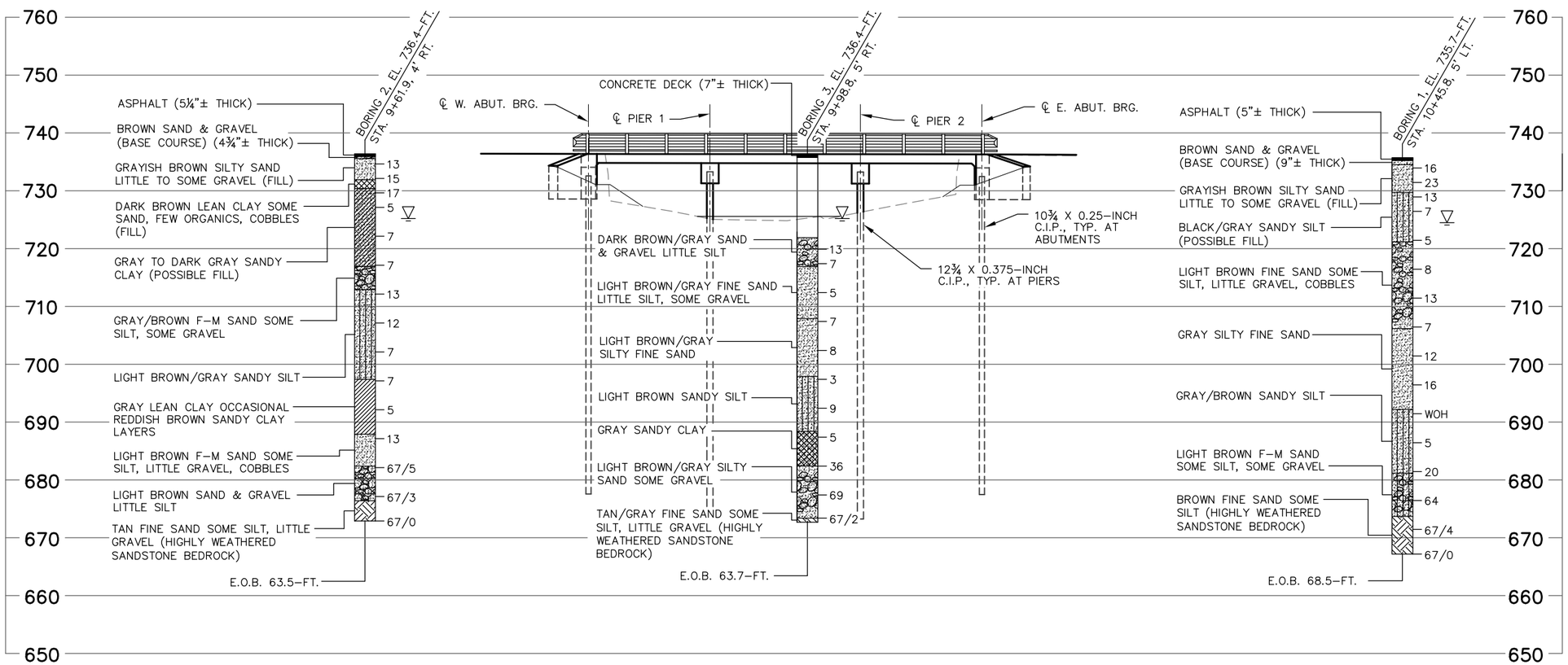
NOTES

* LOCATION OF BEAM GUARD ATTACHMENT

⬡ INDICATES WING NUMBER



PLAN B-52-277



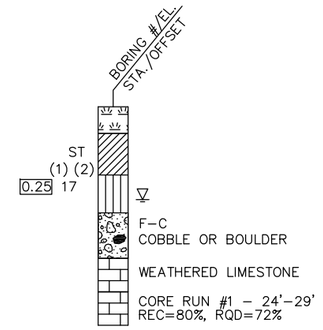
STATE PROJECT NUMBER

5519-00-70

MATERIAL SYMBOLS

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

LEGEND OF BORING



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

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

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING

▼ END OF DRILLING

▽ AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-52-277

DRAWN BY JDO | PLANS CK'D ACK

SUBSURFACE EXPLORATION

SHEET 3 OF 10

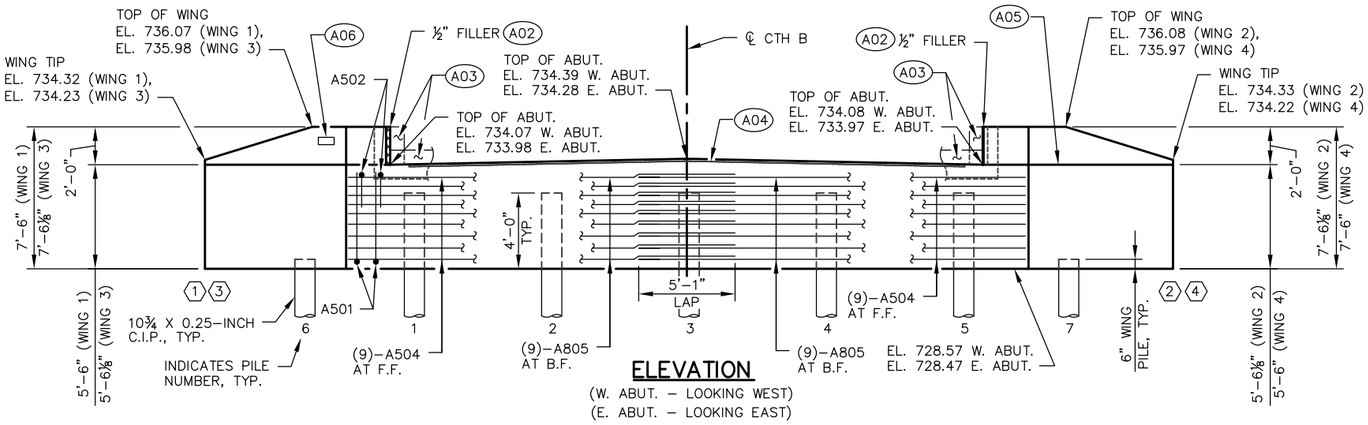
63

I.D. 5519-00-70 PLOT DATE: Jun 22, 2020

FILE: B520277_03_bor.dwg
PLOT SCALE:

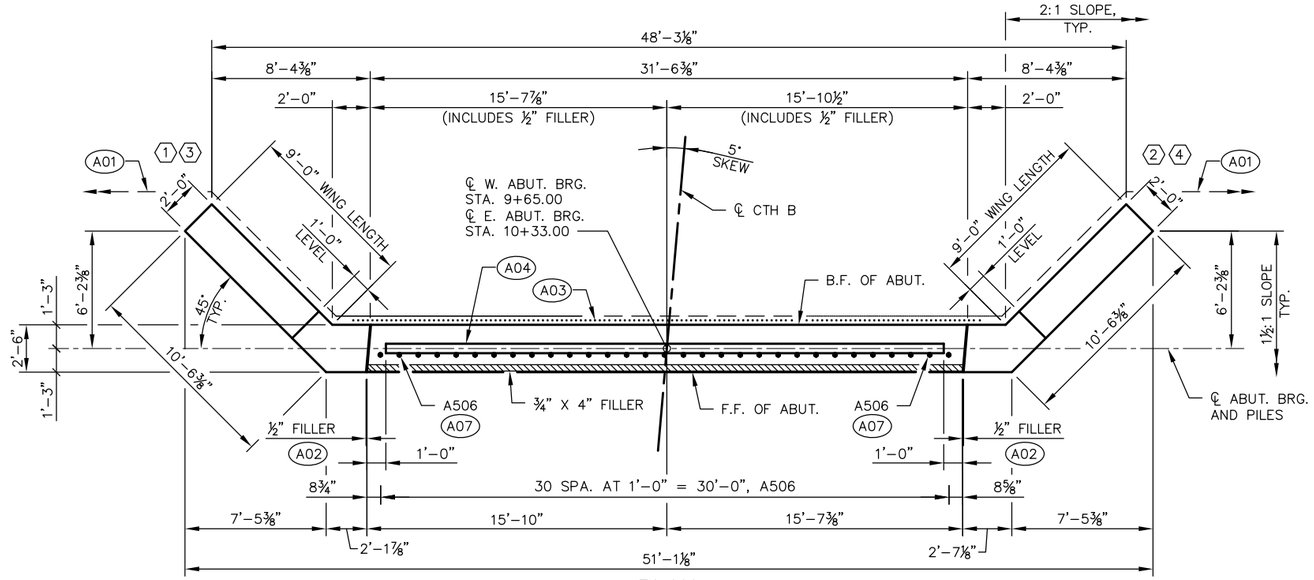
STATE PROJECT NUMBER

5519-00-70

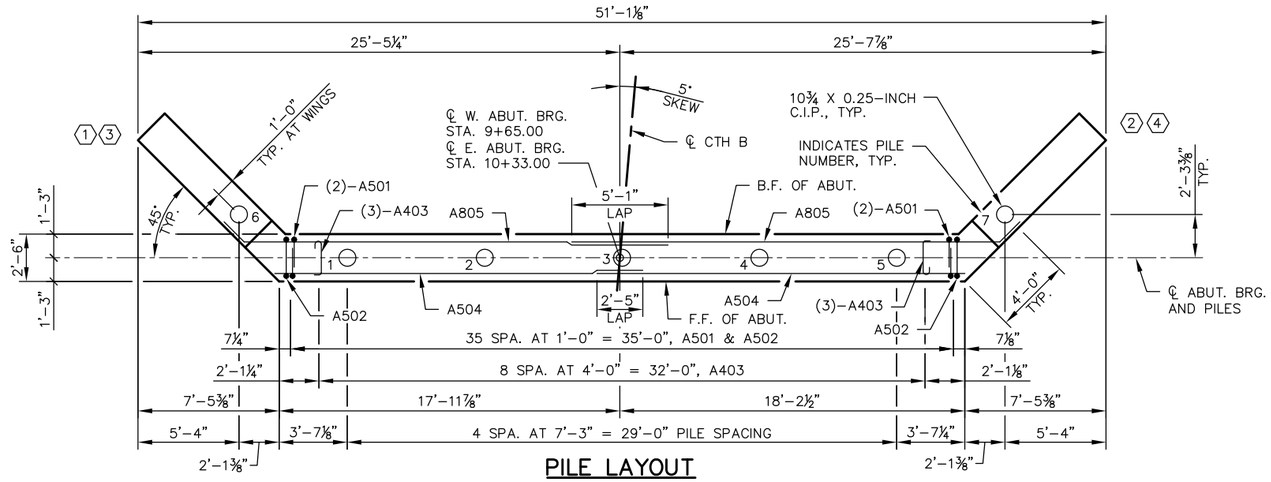


ELEVATION

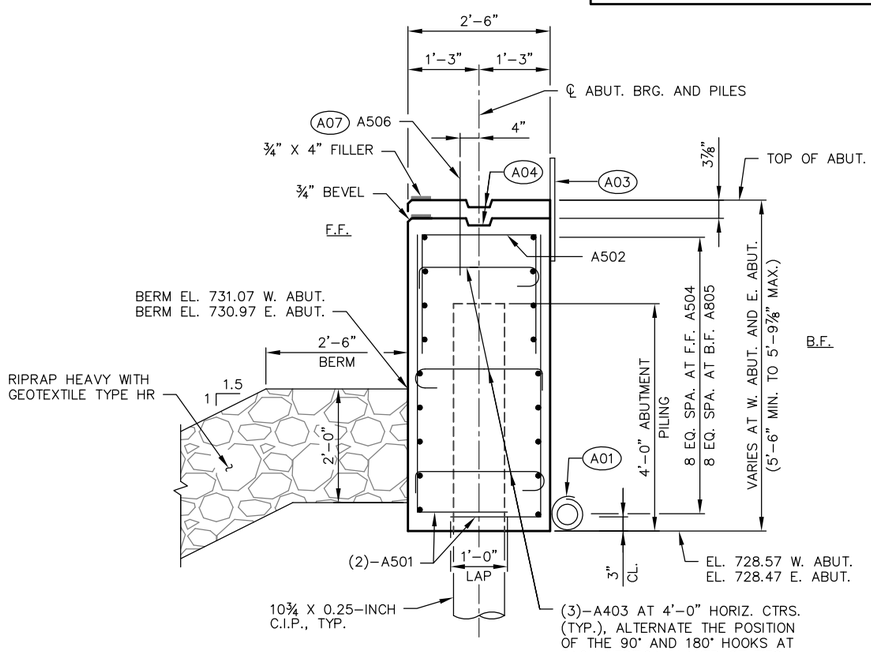
(W. ABUT. – LOOKING WEST)
(E. ABUT. – LOOKING EAST)



PLAN



PILE LAYOUT



TYPICAL SECTION THRU ABUTMENT

NOTES

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

WEST AND EAST ABUTMENTS TO BE SUPPORTED ON 10¾ X 0.25-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 100 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 55 FT PILE LENGTHS AT THE WEST ABUTMENT AND 55 FT PILE LENGTHS AT THE EAST ABUTMENT.

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

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

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

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

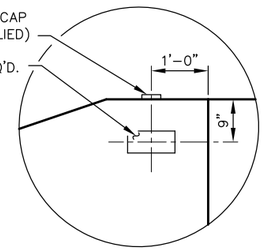
(A04) KEYED CONST. JT. FORMED BY BEVELED 2 X 6

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

(A06) NAME PLATE & BENCHMARK CAP (WHEN SUPPLIED) AT WING 1 ONLY. SEE "NAME PLATE DETAIL", THIS SHEET.

(A07) A506 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. EMBED 1'-0" INTO ABUTMENT BODY.

⬡ INDICATES WING NUMBER



NAME PLATE DETAIL

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

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STRUCTURE B-52-277

DRAWN BY JDO | PLANS CK'D ACK

ABUTMENTS

SHEET 4 OF 10

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8

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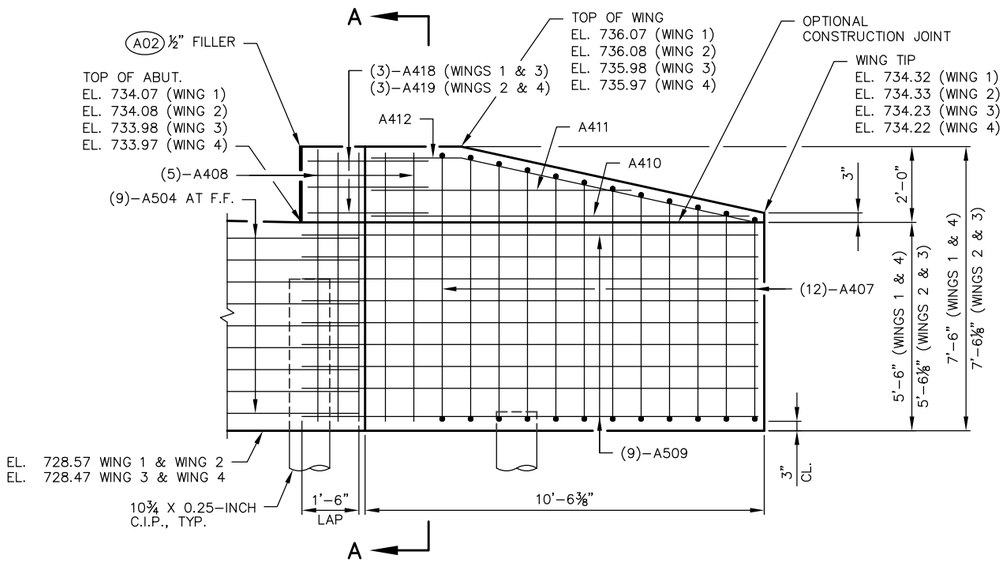
I.D. 5519-00-70

PLOT DATE: Jun 22, 2020

FILE: B520277_04_05_abut.dwg
PLOT SCALE:

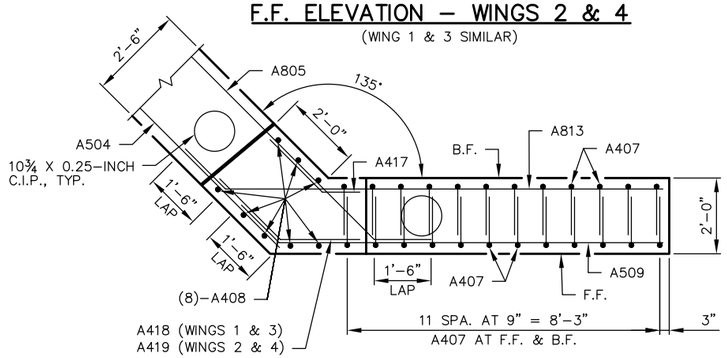
STATE PROJECT NUMBER

5519-00-70



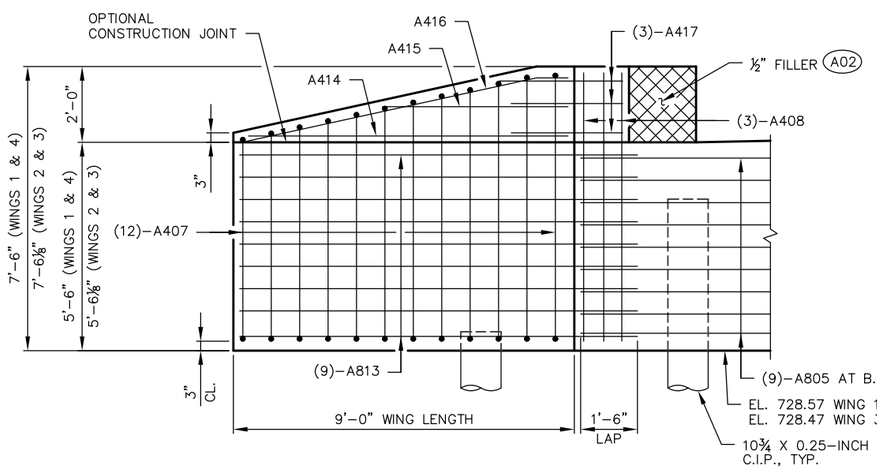
F.F. ELEVATION – WINGS 2 & 4

(WING 1 & 3 SIMILAR)



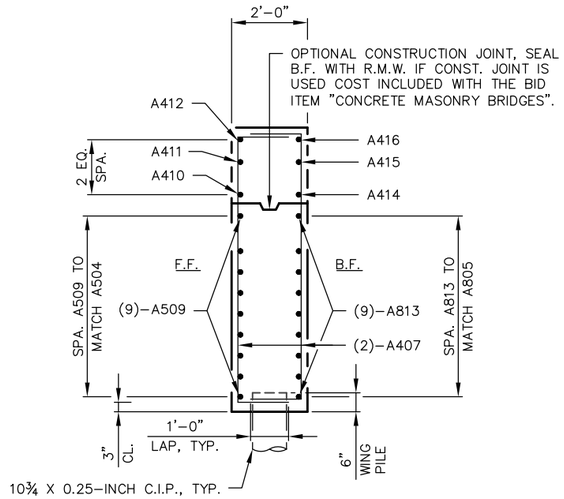
PLAN – WINGS 2 & 4

(WING 1 & 3 SIMILAR)

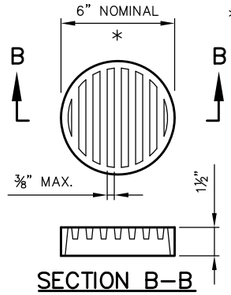


B.F. ELEVATION – WINGS 2 & 4

(WING 1 & 3 SIMILAR)



SECTION A–A



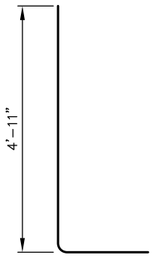
SECTION B–B

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

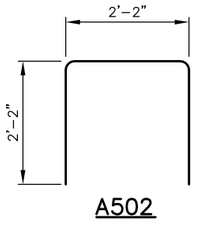
THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X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

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

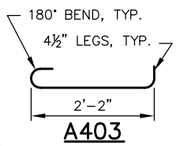
RODENT SHIELD DETAIL



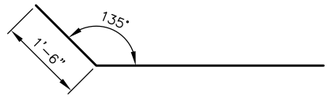
A501



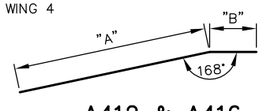
A502



A403



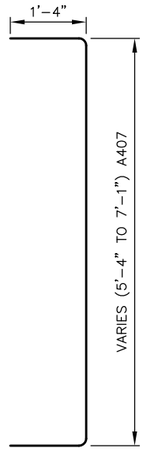
A805, A509 & A813



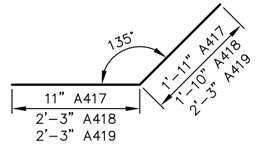
A412 & A416

BAR BEND DIMENSIONS

MARK	"A"	"B"
A412	8'-0"	2'-4"
A416	8'-0"	0'-9"



A407



A417, A418 & A419

F.F. – FRONT FACE
B.F. – BACK FACE

BILL OF BARS
BOTH ABUTMENTS

COATED = 2,740 LBS.
UNCOATED = 4,600 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
A501		144	6'-5"	X		BODY – STIRRUP – F.F. & B.F.	VERT.
A502		72	6'-3"	X		BODY – STIRRUP – TOP	VERT.
A403		54	3'-1"	X		BODY – TIES	HORIZ.
A504		36	19'-4"			BODY – F.F.	HORIZ.
A805		36	24'-2"	X		BODY – B.F.	HORIZ.
A506	62		2'-0"			BODY – TOP DOWELS	VERT.
A407	96		8'-9"	X	⚠	WINGS 1 THRU 4 – STIRRUP – F.F. & B.F.	VERT.
A408	32		7'-1"			WINGS 1 THRU 4 – F.F. & B.F.	VERT.
A509	36		11'-9"	X		WINGS 1 THRU 4 – F.F.	HORIZ.
A410	4		9'-11"			WINGS 1 THRU 4 – F.F.	HORIZ.
A411	4		6'-9"			WINGS 1 THRU 4 – F.F.	HORIZ.
A412	4		10'-4"	X		WINGS 1 THRU 4 – F.F. – TOP	HORIZ.
A813	36		13'-2"	X		WINGS 1 THRU 4 – B.F.	HORIZ.
A414	4		8'-5"			WINGS 1 THRU 4 – B.F.	HORIZ.
A415	4		4'-10"			WINGS 1 THRU 4 – B.F.	HORIZ.
A416	4		8'-9"	X		WINGS 1 THRU 4 – B.F. – TOP	HORIZ.
A417	12		2'-9"	X		WINGS 1 THRU 4 – B.F. CORNER	HORIZ.
A418	6		4'-0"	X		WINGS 1 & 3 – F.F. CORNER	HORIZ.
A419	6		4'-5"	X		WINGS 2 & 4 – F.F. CORNER	HORIZ.

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

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

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

NOTES

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

WEST AND EAST ABUTMENT TO BE SUPPORTED ON 10¾ X 0.25-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 100 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 55 FT PILE LENGTHS AT THE WEST ABUTMENT AND 55 FT PILE LENGTHS AT THE EAST ABUTMENT.

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

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

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
A407	8 SERIES OF 12	7'-10" TO 9'-7"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-52-277

DRAWN BY JDO | PLANS CK'D ACK

ABUTMENT DETAILS

SHEET 5 OF 10

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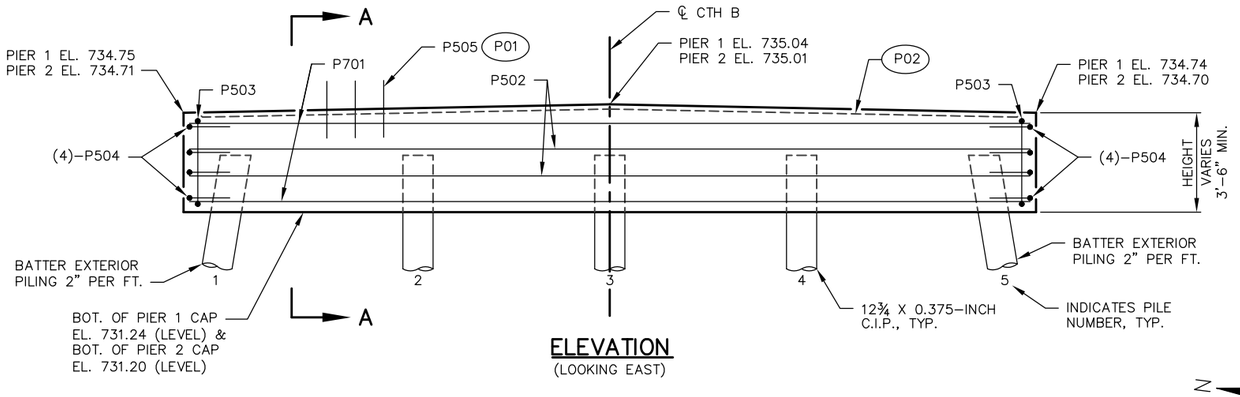
I.D. 5519-00-70

PLOT DATE: Jun 22, 2020

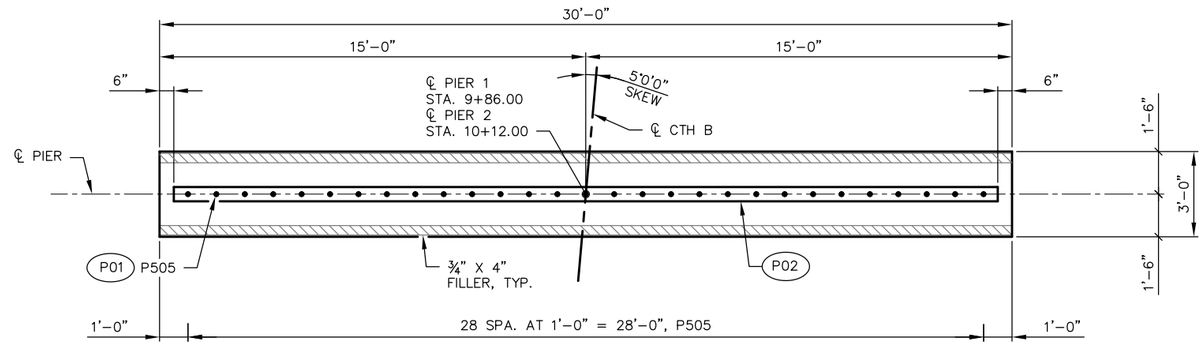
FILE: B520277_04_05_abut.dwg
PLOT SCALE:

STATE PROJECT NUMBER

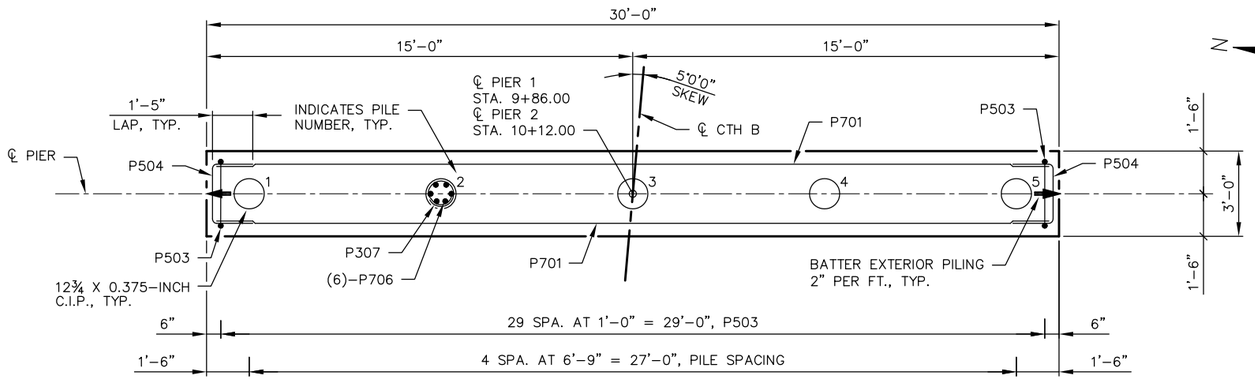
5519-00-70



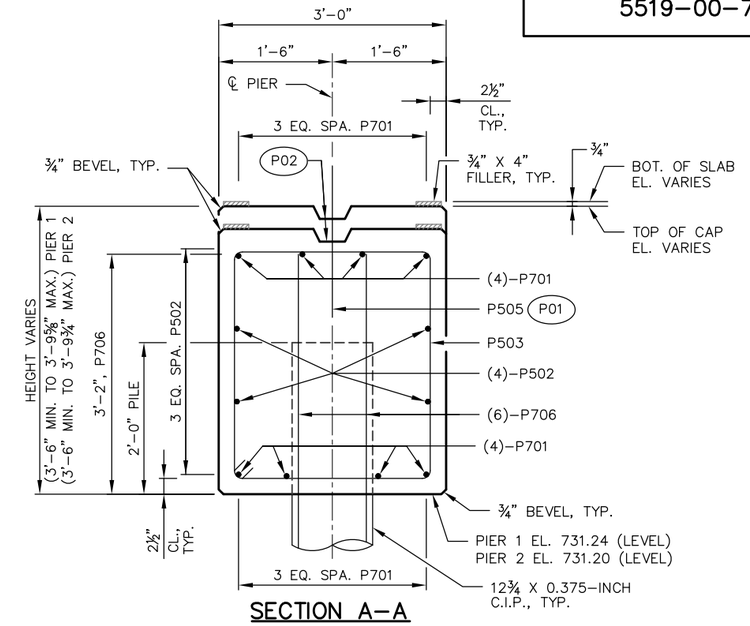
ELEVATION
(LOOKING EAST)



PLAN



PILE AND REINFORCEMENT PLAN



SECTION A–A

BILL OF BARS
BOTH PIERS

COATED = 130 LBS.
UNCOATED = 4,620 LBS

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
P701		16	29'–7"			PIER CAP – TOP & BOTTOM	HORIZ.
P502		8	29'–7"			PIER CAP – SIDES	HORIZ.
P503		60	12'–0"	X		PIER CAP – STIRRUP	VERT.
P504		16	5'–0"	X		PIER CAP – END STIRRUP	HORIZ.
P505	58		2'–0"			PIER CAP – DOWELS	VERT.
P706		60	19'–10"			PILE VERT.	VERT.
P307		100	3'–7"	X		PILE TIES	HORIZ.

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

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

NOTES

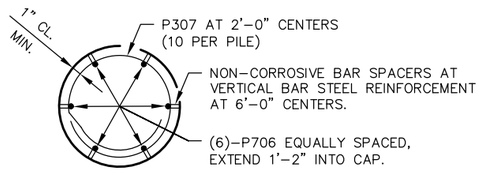
PIER 1 & PIER 2 TO BE SUPPROTED ON 12¾ X 0.375–INCH C.I.P. PILING DRIVEN TO A REQUIRED RESISTANCE OF 190 TONS PER PILE. ESTIMATE 60 FT. PILE LENGTHS AT PIER 1 AND 60 FT. PILE LENGTHS AT PIER 2.

PILES SHALL BE PAINTED IN ACCORDANCE WITH SECTION 550.3.11.3 OF THE STANDARD SPECIFICATIONS.

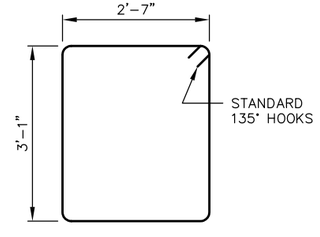
FOR PILE SPLICE DETAILS SEE "CROSS SECTION, GENERAL NOTES & QUANTITIES" SHEET.

(P01) P505 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE INITIAL SET HAS TAKEN PLACE.

(P02) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2"x6".



SECTION THRU CONCRETE CAST–IN–PLACE PILING AT PIER



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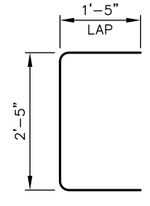
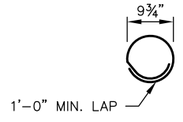


P504



P307

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–52–277

DRAWN BY CDS | PLANS CK'D ACK

PIER DETAILS

SHEET 6 OF 10

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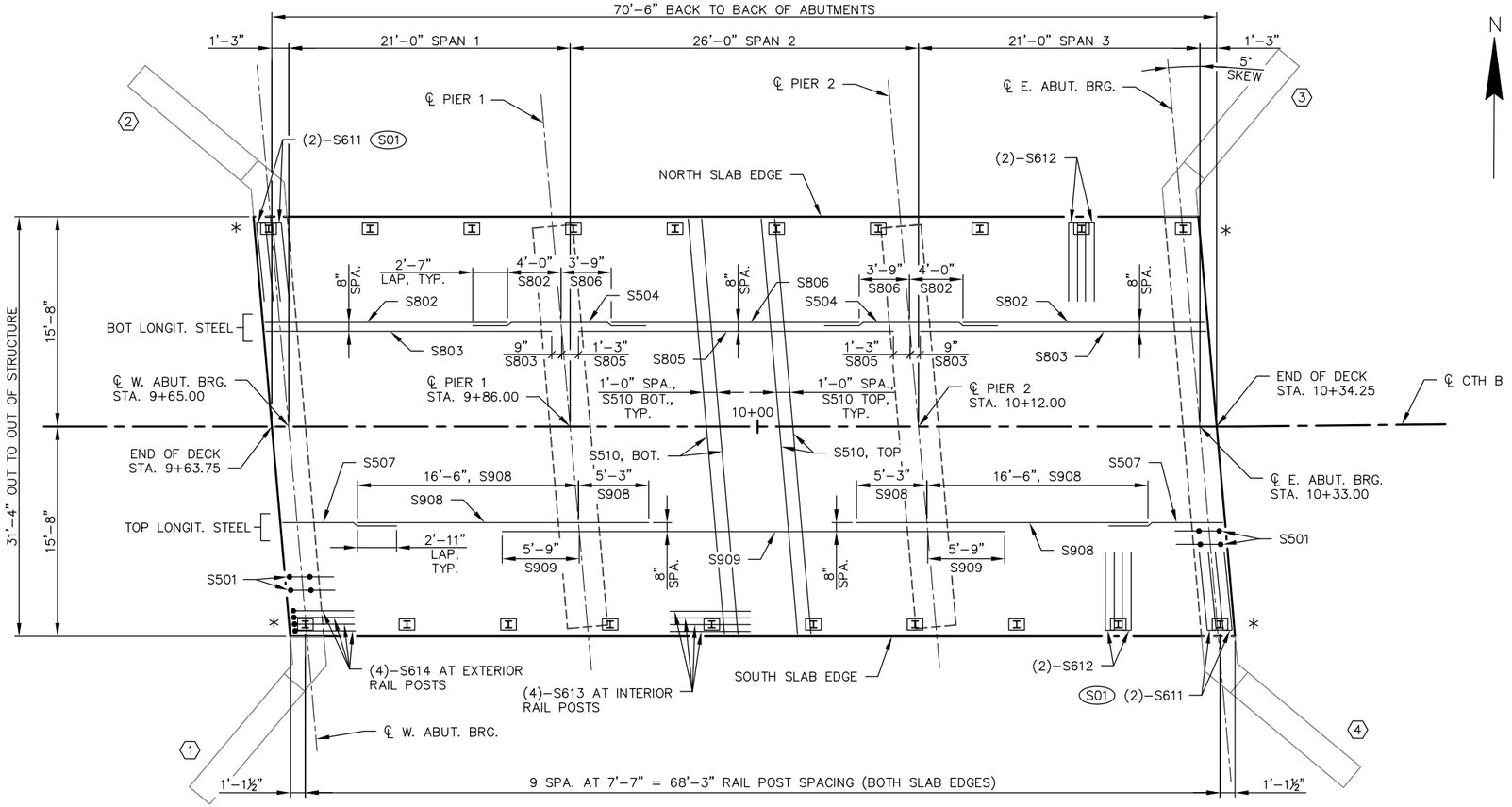
I.D. 5519–00–70

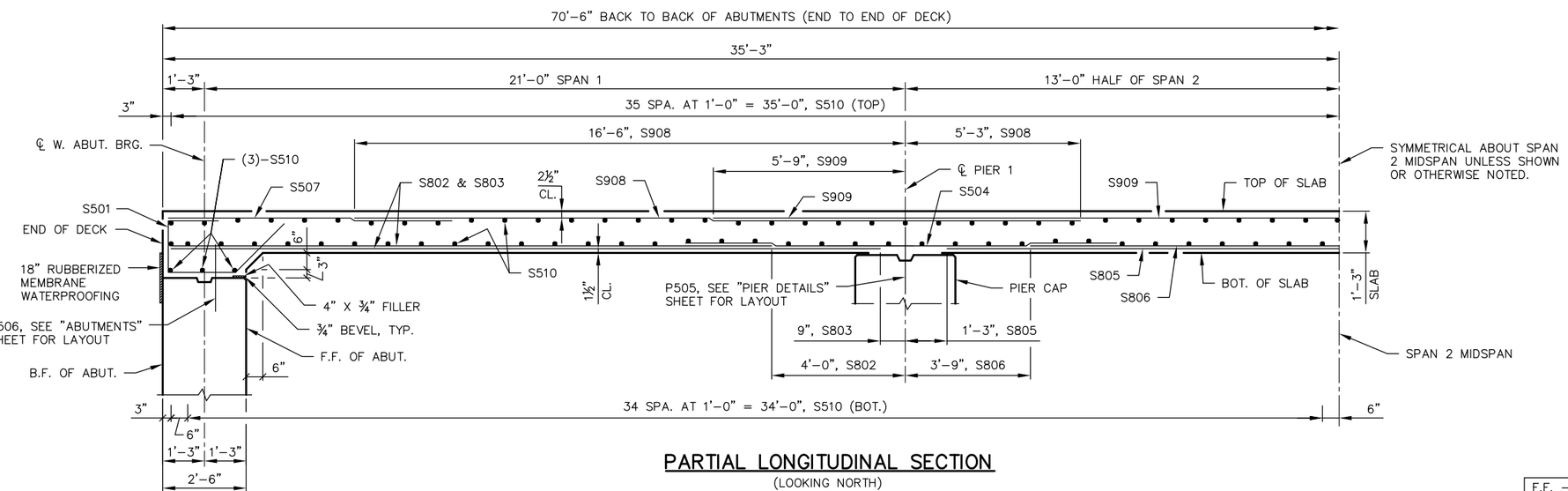
PLOT DATE: Jun 22, 2020

FILE: B520277_06_pier.dwg
PLOT SCALE:

STATE PROJECT NUMBER
5519–00–70



PLAN VIEW



PARTIAL LONGITUDINAL SECTION

(LOOKING NORTH)

(ABUTMENT & PIER CAP REINFORCEMENT NOT SHOWN FOR CLARITY)

NOTES

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

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

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

RAILING TO BE INSTALLED ON THE SLAB AFTER FALSEWORK HAS BEEN RELEASED.

(S01) ADJUST ORIENTATION OF S611 BAR AT END POST NEAR WINGS 2 & 4 TO ENSURE CLEAR COVER AT END OF DECK.

* LOCATION OF BEAM GUARD ATTACHMENT

⬡ INDICATES WING NUMBER

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–52–277

DRAWN BY CDS | PLANS CK'D ACK

SUPERSTRUCTURE

SHEET 7 OF 10

67

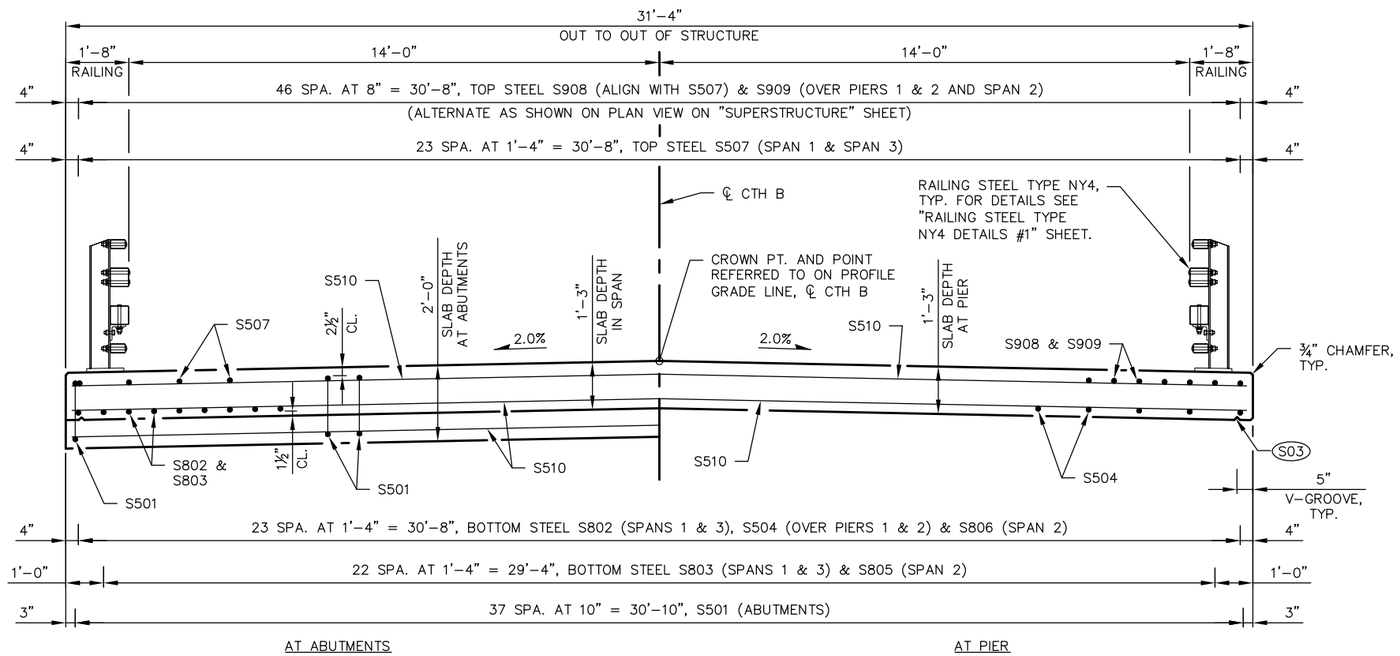
I.D. 5519–00–70

PLOT DATE: Jun 22, 2020

FILE: B520277_07_08_super.dwg
PLOT SCALE:

8

8



CROSS SECTION THRU ROADWAY
(LOOKING EAST)

BILL OF BARS
SUPERSTRUCTURE — COATED = 21,940 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
S501	76		7'-0"	X		SLAB AT ABUTMENT – TIES	LONGIT.
S802	48		18'-1"			SLAB – BOTTOM SPAN 1 & 3	LONGIT.
S803	46		21'-4"			SLAB – BOTTOM SPAN 1 & 3	LONGIT.
S504	48		12'-11"			SLAB – BOTTOM OVER PIERS	LONGIT.
S805	23		23'-6"			SLAB – BOTTOM SPAN 2	LONGIT.
S806	24		18'-6"			SLAB – BOTTOM SPAN 2	LONGIT.
S507	48		8'-6"			SLAB – TOP SPAN 1 & 3	LONGIT.
S908	48		21'-9"			SLAB – TOP OVER PIERS	LONGIT.
S909	23		37'-6"			SLAB – TOP OVER PIERS & SPAN 2	LONGIT.
S510	149		31'-0"			SLAB – TOP & BOTTOM	TRANS.
S611	4		12'-0"	X		SLAB – TOP AT RAIL POSTS NEAR WINGS 2 & 4	TRANS.
S612	36		12'-0"	X		SLAB – TOP AT RAIL POSTS	TRANS.
S613	64		6'-0"			SLAB – TOP AT INTERIOR RAIL POSTS	LONGIT.
S614	16		6'-0"	X		SLAB – TOP AT EXTERIOR RAIL POSTS	LONGIT.

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

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

NOTES

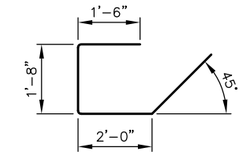
CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

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

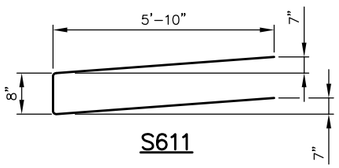
SURVEY TOP OF SLAB ELEVATIONS

	℄ W. ABUT. BRG.	5/10 PT.	℄ PIER 1	5/10 PT.	℄ PIER 2	5/10 PT.	℄ E. ABUT. BRG.
NORTH SLAB EDGE							
℄ CTH B							
SOUTH SLAB EDGE							

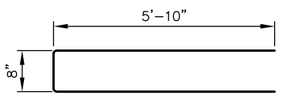
PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE ℄ OF ABUTMENTS, ℄ OF PIERS AND AT 5/10 POINTS TO VERIFY CAMBER. TAKE ELEVATIONS ALONG EDGE OF SLAB AND REFERENCE LINE. RECORD THE ELEVATIONS IN THE ABOVE TABLE FOR THE "AS BUILT" PLANS.



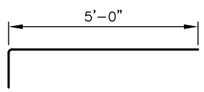
S501



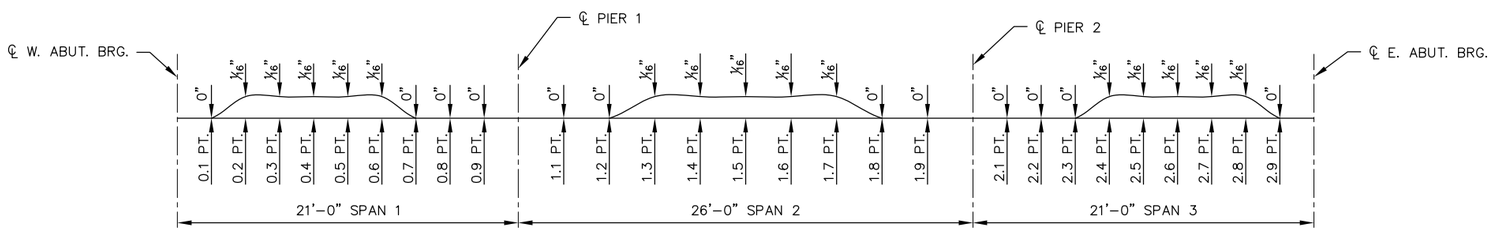
S611



S612



S614



SLAB CAMBER DIAGRAM

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

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

TOP OF SLAB ELEVATIONS

SPAN PT	NORTH SLAB EDGE	℄ CTH B	SOUTH SLAB EDGE
℄ W. ABUT.	736.08	736.39	736.07
0.1	736.07	736.38	736.07
0.2	736.07	736.38	736.07
0.3	736.07	736.38	736.06
0.4	736.07	736.37	736.06
0.5	736.06	736.37	736.06
0.6	736.06	736.37	736.05
0.7	736.06	736.36	736.05
0.8	736.05	736.36	736.05
0.9	736.05	736.36	736.05
℄ PIER 1	736.05	736.35	736.04
1.1	736.04	736.35	736.04
1.2	736.04	736.35	736.03
1.3	736.03	736.34	736.03
1.4	736.03	736.34	736.03
1.5	736.03	736.33	736.02
1.6	736.02	736.33	736.02
1.7	736.02	736.33	736.02
1.8	736.02	736.32	736.01
1.9	736.01	736.32	736.01
℄ PIER 2	736.01	736.32	736.00
2.1	736.00	736.31	736.00
2.2	736.00	736.31	736.00
2.3	736.00	736.31	735.99
2.4	736.00	736.30	735.99
2.5	735.99	736.30	735.99
2.6	735.99	736.30	735.98
2.7	735.99	736.29	735.98
2.8	735.98	736.29	735.98
2.9	735.98	736.29	735.98
℄ E. ABUT.	735.98	736.28	735.97

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-52-277

DRAWN BY CDS | PLANS CK'D ACK

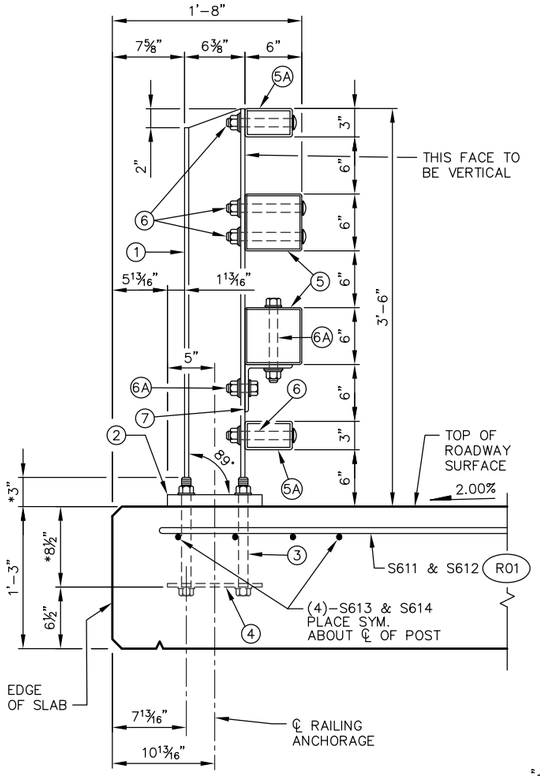
SUPERSTRUCTURE DETAILS

SHEET 8 OF 10

68

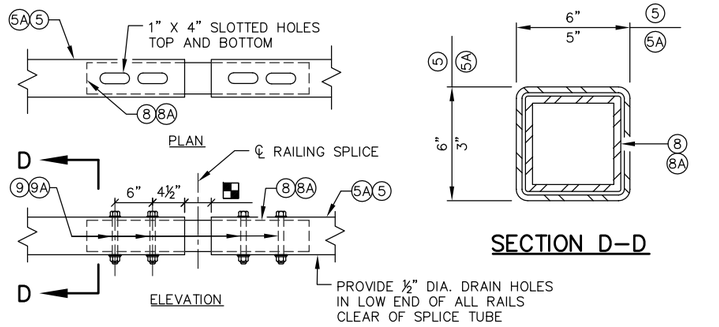
STATE PROJECT NUMBER

5519-00-70



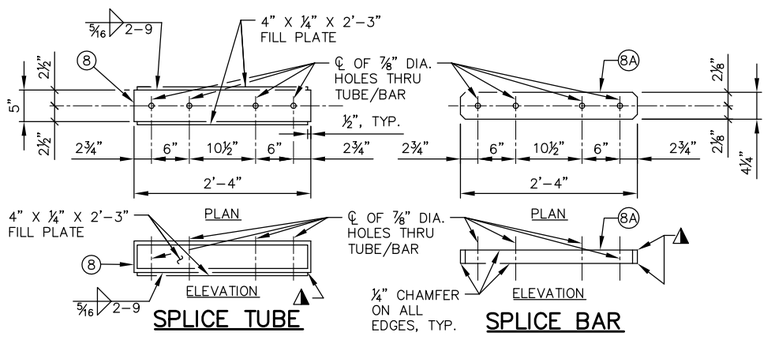
SECTION THRU RAILING ON DECK

* – NORMAL TO BASE PLATE



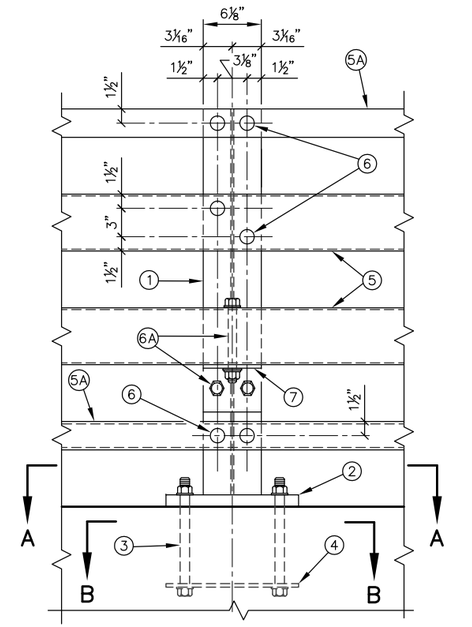
FIELD ERECTION JOINT DETAIL

SECTION D–D



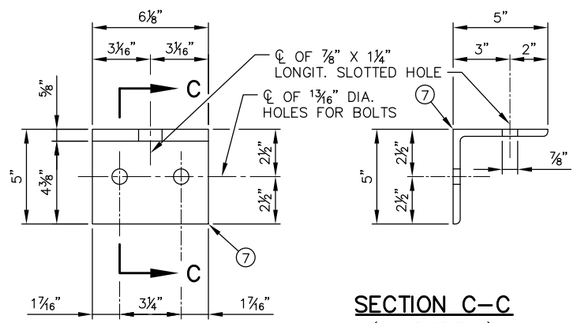
SPLICE TUBE

SPLICE BAR



PART ELEVATION OF RAILING AT POST

(INTERIOR ELEVATION)



RAILING ANGLE DETAIL

(INTERIOR ELEVATION)

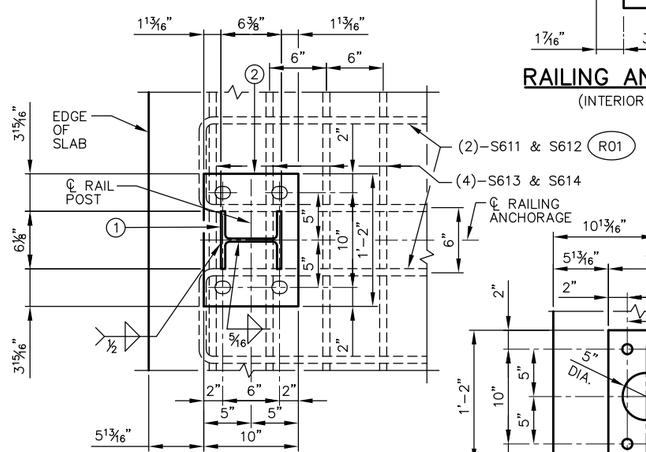
SECTION C–C

(ANGLE SECTION)

SHOP RAIL SPLICE DETAIL

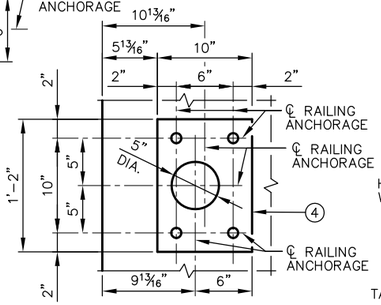
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)

POST SHIM DETAIL

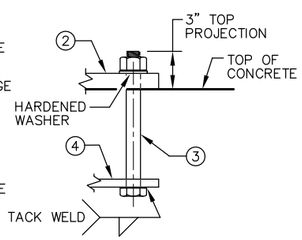


SECTION A–A

R01 TIE TO TOP MAT OF STEEL.



SECTION B–B



ANCHOR BOLTS

NOTES

1. BID ITEM SHALL BE "RAILING STEEL TYPE NY4", WHICH INCLUDES ALL ITEMS SHOWN.
2. RAILING SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE.
3. 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.
4. ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS, ANGLES, SPLICE TUBES, SPLICE BARS AND STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS.
5. RAIL POST, BASE PLATES, SPLICE BAR, ANGLES AND SPLICE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50. STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED f_y=50 KSI. ANCHOR PLATES & SHIMS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 36.
6. THE NUT SECURING THE POST BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL ⅛ TURN.
7. FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. CAULK AROUND PERIMETER OF NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.
8. STEEL SHIMS SHALL BE PROVIDED & USED UNDER PLATE NO. 2 WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

LEGEND

(1) W6 X 25 WITH 1⅛" X 1⅜" HORIZONTAL SLOTTED HOLES ON EACH SIDE OF POST FOR BOLT NO. 6 AT TOP TWO RAILS. USE 1" DIA. HOLES FOR BOLT NO. 6 AT BOTTOM NO. 5A & FOR BOLT NO. 6A AT NO. 7. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICAL. PLACE POSTS NORMAL TO GRADE LINE.

(2) PLATE 1½" X 10" X 1'-2" WITH 1⅛" X 1 7⁄16" SLOTTED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN. SLOTS PARALLEL TO SHORT SIDE OF PLATE.

(3) ASTM A449 – 1" DIA. ANCHOR BOLTS WITH HEAVY HEX NUT AND 2" O.D. HARDENED WASHER (ALL GALVANIZED). 4 REQUIRED PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 2. CHAMFER TOP OF BOLTS BEFORE THREADING. USE 11½" LONG BOLT AT POSTS ON CONCRETE SLAB SUPERSTRUCTURES WHERE THE SLAB THICKNESS IS ≤ 16".

(4) ⅜" X 10" X 1'-2" ANCHOR PLATE (GALVANIZED) WITH 1 1⁄16" DIA. HOLES FOR ANCHOR BOLTS NO. 3.

(5) TS 6 X 6 X ¾16" STRUCTURAL TUBING. USE 1" DIA. HOLES FOR BOLT NO. 6 (FRONT & BACK) & ⅞" DIA. HOLES FOR BOLT NO. 6A (TOP & BOTTOM).

(5A) TS 5 X 3 X ¼" STRUCTURAL TUBING. USE 1" DIA. HOLES FOR BOLT NO. 6 IN TOP RAIL (FRONT & BACK). USE 1⅛" X 1⅜" HORIZONTAL SLOTTED HOLES FOR BOLT NO. 6 IN BOTTOM RAIL (FRONT & BACK) AND A 2" O.D. WASHER UNDER BOLT HEAD.

(6) ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH HEX NUT, 3⁄16" X 1¾" X 1¾" WASHER, AND SPRING LOCK WASHER (2 REQUIRED AT RAIL TO POST LOCATIONS SHOWN).

(6A) ¾" DIA. A325 BOLT WITH HEX NUT AND SPRING LOCK WASHER (1 REQUIRED AT RAIL TO ANGLE AND 2 REQUIRED AT ANGLE TO POST LOCATIONS SHOWN WITH 3⁄16" X 1¾" X 1¾" WASHER).

(7) L 5 X 5 X ⅝" STRUCTURAL ANGLE. ATTACH TO NO. 1 AND NO. 5 AS SHOWN.

(8) TS 5 X 5 X 5⁄16" X 2'-4" LONG SPLICE TUBE. 1 PER RAIL. USED IN NO. 5.

(8A) 4¼" x 2⅛" x 2'-4" LONG SPLICE BAR. 1 PER RAIL. USED IN NO. 5A.

(9) ¾" DIA. A325 FULLY THREADED BOLTS, 7½" LONG, WITH 2 WASHERS AND HEAVY HEX NUT ON EACH BOLT. NUT TO BE FINGER TIGHT. (4 REQUIRED PER SPLICE). USE 1" X 4" SLOTTED HOLES IN TOP AND BOTTOM OF NO. 5.

(9A) ¾" DIA. A325 FULLY THREADED BOLTS, 4½" LONG, WITH 2 WASHERS AND HEAVY HEX NUT ON EACH BOLT. NUT TO BE FINGER TIGHT. (4 REQUIRED PER SPLICE). USE 1" X 4" SLOTTED HOLES IN TOP AND BOTTOM OF NO. 5A.

(10) SPLICE SLEEVE FABRICATED FROM ¼" PLATE. PROVIDE "SLIDING FIT".

■ ROADWAY OPENING OR 2½" MIN. FOR STRIP SEAL EXP. JOINT & ½" OPENING FOR A1 ABUTMENT, ½" AT FIXED JOINTS. SPLICES ARE REQUIRED IN ANY RAILING SPAN BETWEEN POSTS THAT CONTAINS A SUPERSTRUCTURE EXPANSION JOINT.

▲ PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE RAILS, SPLICE TUBES AND FILL PLATES.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-52-277

DRAWN BY CDS | PLANS CK'D ACK

RAILING STEEL TYPE NY4 DETAILS #1

SHEET 9 OF 10

69

I.D. 5519-00-70

PLOT DATE: Jun 22, 2020

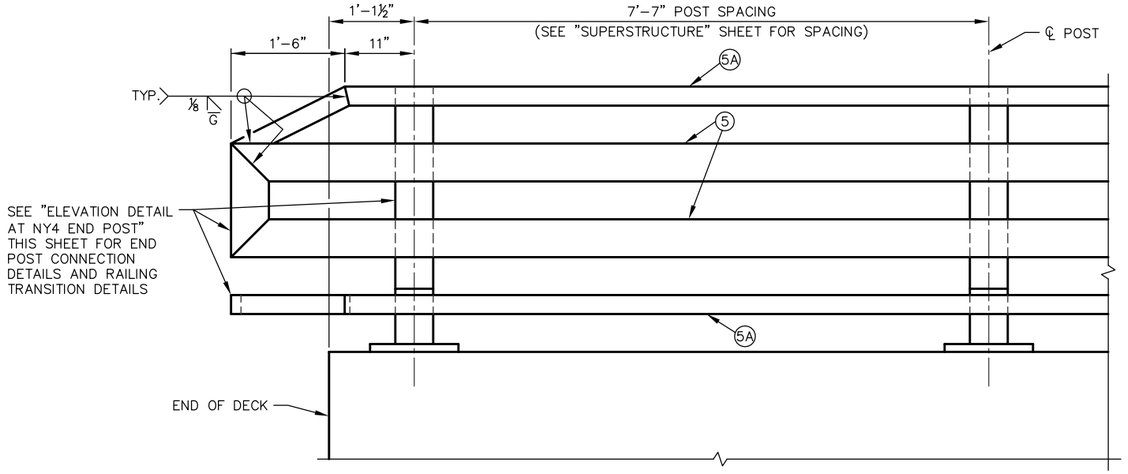
FILE: B520277_09_10_ny4.dwg
PLOT SCALE:

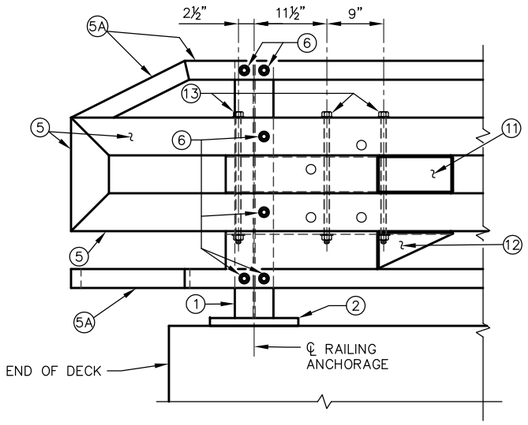
8

8

STATE PROJECT NUMBER

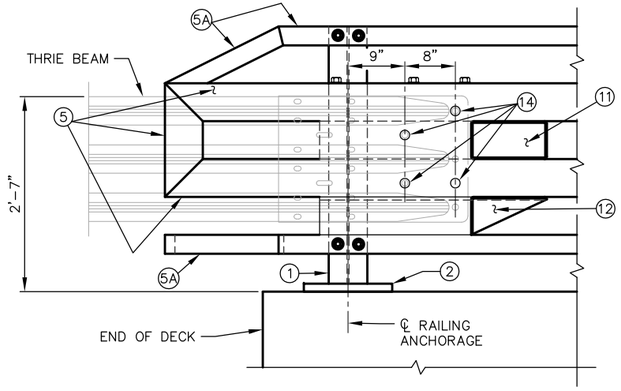
5519-00-70





ELEVATION DETAIL AT NY4 END POST

(INTERIOR ELEVATION)



ELEVATION OF DETAIL AT NY4 END POST

(THRIE BEAM RAIL ATTACHMENT)

LEGEND

(1) W6 X 25 WITH 1⅛" X 1⅜" HORIZONTAL SLOTTED HOLES ON SIDE OF POST FOR BOLT NO. 6 AT NO. 5 AND TOP RAIL. USE 1" DIA. HOLES FOR BOLT NO. 6 AT NO. 5A BOTTOM RAIL. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICAL. PLACE POSTS NORMAL TO GRADE LINE.

(2) PLATE 1¼" X 10" X 1'-2". SEE "RAILING STEEL TYPE NY4 DETAILS #1" SHEET.

(5) TS 6 X 6 X ⅜" STRUCTURAL TUBING. USE ⅞" DIA. HOLES IN TOP AND BOTTOM OF RAILS FOR BOLT NO. 13 AS SHOWN IN PLAN DETAILS. USE 1" DIA. HOLES IN FRONT AND BACK OF RAILS FOR BOLTS NO. 6 & NO. 14 AS SHOWN IN ELEVATION DETAILS.

(5A) TS 5 X 3 X ¼" STRUCTURAL TUBING. USE 1" DIA. HOLES FOR BOLT NO. 6 IN TOP RAIL (FRONT & BACK). USE 1⅛" X 1⅜" HORIZONTAL SLOTTED HOLES FOR BOLT NO. 6 IN BOTTOM RAIL (FRONT & BACK) AND A 2" O.D. WASHER UNDER BOLT HEAD.

(6) ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH HEX NUT, 3⁄16" X 1¾" X 1¾" WASHER, AND SPRING LOCK WASHER (1 REQUIRED AT RAIL NO. 5 TO POST NO. 1 CONNECTION LOCATIONS SHOWN. 2 REQUIRED AT RAIL NO. 5A TO POST NO. 1 CONNECTION LOCATIONS SHOWN).

(11) TS 6 X 6 X ⅜" STRUCTURAL TUBING. USE 1" DIA. HOLES IN FRONT AND BACK FOR BOLT NO. 14 & ⅞" DIA. HOLES IN TOP & BOTTOM FOR BOLT NO. 13.

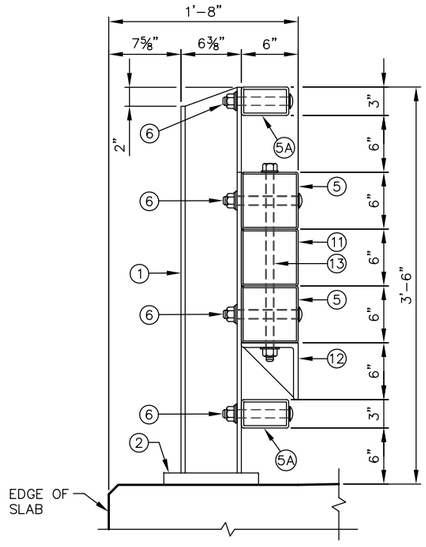
(12) L 6" X 6" X ½" STRUCTURAL ANGLE. USE ⅞" DIA. HOLES IN TOP FLANGE FOR BOLT NO. 13.

(13) ¾" DIA. A325 FULLY THREADED BOLTS, 2 WASHERS AND A HEAVY HEX NUT, ON EACH BOLT. NUT TO BE FINGER TIGHT. 3 BOLTS AT EACH END POST.

(14) ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH HEX NUT AND 3⁄16" X 2" X 2" WASHER FOR CONNECTION OF THRIE BEAM (4 REQUIRED)

NOTE

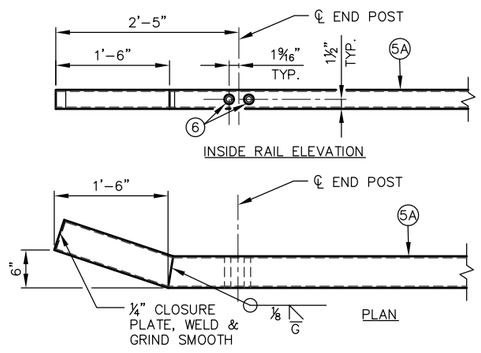
1. STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED f_y=50 KSI, STRUCTURAL ANGLE SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50.



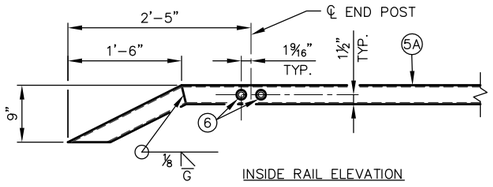
SECTION THRU NY4 RAILING END POST

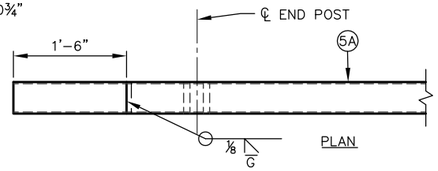
PART ELEVATION OF RAILING

(INTERIOR ELEVATION)

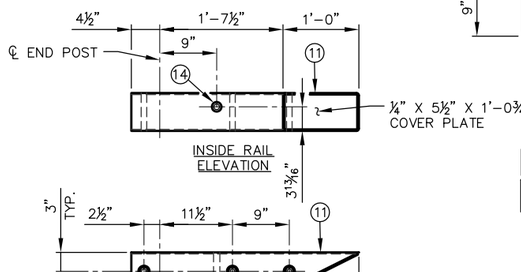


BOTTOM RAIL (5A) DETAILS

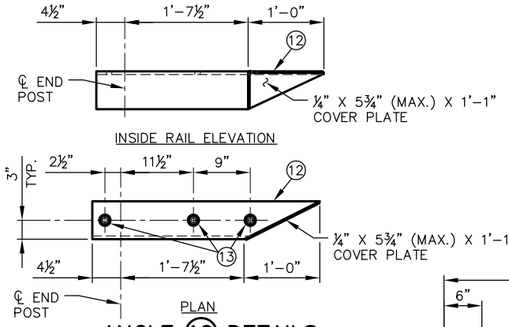




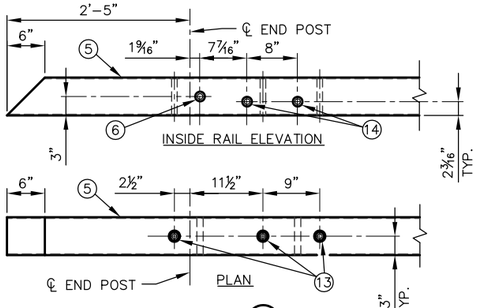
TOP RAIL (5A) DETAILS



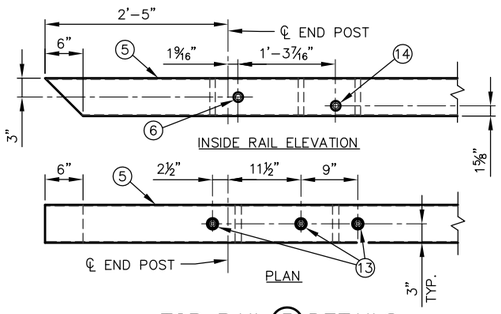
TUBE (11) DETAILS



ANGLE (12) DETAILS



BOTTOM RAIL (5) DETAILS



TOP RAIL (5) DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-52-277

DRAWN BY: CDS | PLANS CK'D: ACK

RAILING STEEL TYPE NY4 DETAILS #2

SHEET 10 OF 10

70

I.D. 5519-00-70

PLOT DATE: Jun 22, 2020

FILE: B520277_09_10_ny4.dwg
PLOT SCALE:

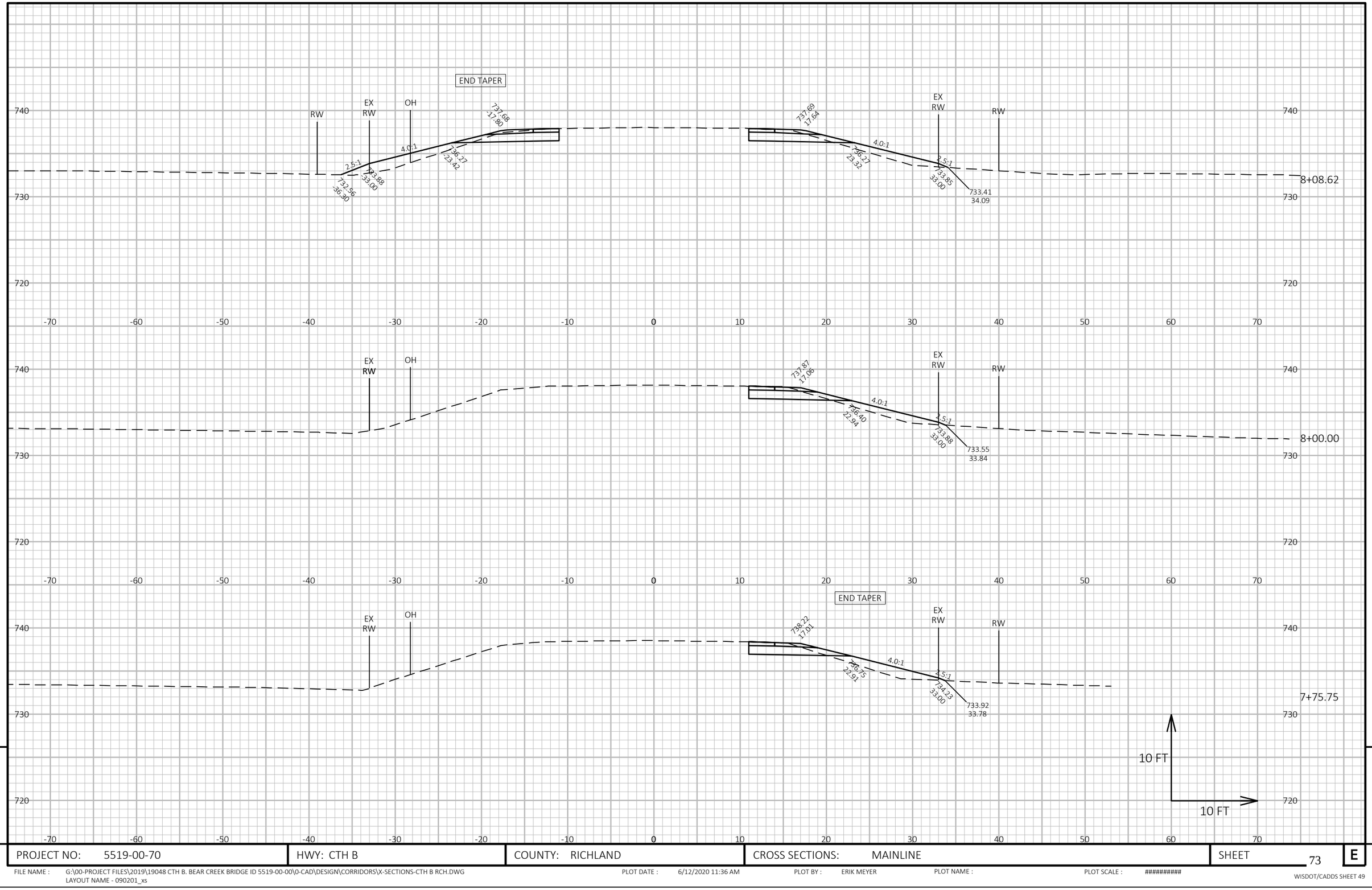
8

8

STATION	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	Mass Ordinate
							Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
07+75.75	9.44	0	10.19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08+00.00	9.95	0.00	8.45	0	0	0	9	0	8	0	0	0	9	10	0	0	0	0	0	-2
08+08.62	20.65	0.00	21.32	0	0	0	5	0	5	0	0	0	14	16	0	0	0	0	0	-3
08+50.00	21.37	0.00	30.02	0	0	0	32	0	39	0	0	0	46	66	0	0	0	0	0	-20
08+54.47	22.27	0.00	28.58	0	0	0	4	0	5	0	0	0	49	72	0	0	0	0	0	-22
08+70.03	22.88	0.00	21.21	0	0	0	13	0	14	0	0	0	62	90	0	0	0	0	0	-27
08+72.48	22.87	0.00	19.78	0	0	0	2	0	2	0	0	0	64	92	0	0	0	0	0	-27
08+95.03	22.96	0.00	22.21	0	0	0	19	0	18	0	0	0	84	114	0	0	0	0	0	-30
08+97.48	22.57	0.00	24.10	0	0	0	2	0	2	0	0	0	86	116	0	0	0	0	0	-31
09+00.00	25.88	0.00	26.17	0	0	0	2	0	2	0	0	0	88	119	0	0	0	0	0	-31
09+13.75	70.63	0.00	23.98	0	0	0	25	0	13	0	0	0	113	135	0	0	0	0	0	-23
09+20.03	172.99	9.17	7.17	0	0	0	28	1	4	0	0	0	141	140	0	0	0	0	0	0
09+22.48	188.26	9.17	6.12	0	0	0	16	1	1	0	0	0	157	141	0	0	0	0	0	15
09+50.00	56.80	9.17	23.75	0	0	0	125	9	15	0	0	0	282	160	0	0	0	0	0	111
09+63.75	0.00	0.00	0.00	0	0	0	14	2	6	0	0	0	297	167	0	0	0	0	0	116
10+00.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	297	167	0	0	0	0	0	116
10+34.25	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	297	167	0	0	0	0	0	116
10+50.00	47.95	9.17	15.61	0	0	0	14	3	5	0	0	0	311	173	0	0	0	0	0	121
10+75.66	49.62	9.17	15.54	0	0	0	46	9	15	0	0	0	357	191	0	0	0	0	0	141
10+77.80	50.25	9.17	15.20	0	0	0	4	1	1	0	0	0	361	193	0	0	0	0	0	142
10+84.25	17.78	0.00	19.13	0	0	0	8	1	4	0	0	0	369	198	0	0	0	0	0	144
11+00.00	16.10	0.00	34.97	0	0	0	10	0	16	0	0	0	379	218	0	0	0	0	0	134
11+00.66	16.09	0.00	35.68	0	0	0	0	0	1	0	0	0	379	219	0	0	0	0	0	134
11+02.80	16.02	0.00	37.81	0	0	0	1	0	3	0	0	0	381	222	0	0	0	0	0	131
11+25.66	15.15	0.00	50.57	0	0	0	13	0	37	0	0	0	394	269	0	0	0	0	0	98
11+27.80	15.24	0.00	50.04	0	0	0	1	0	4	0	0	0	395	274	0	0	0	0	0	94
11+50.00	15.17	0.00	44.49	0	0	0	13	0	39	0	0	0	407	323	0	0	0	0	0	58
12+00.00	13.99	0.00	26.54	0	0	0	27	0	66	0	0	0	435	405	0	0	0	0	0	3
12+15.37	13.85	0.00	22.75	0	0	0	8	0	14	0	0	0	442	423	0	0	0	0	0	-7
12+28.87	6.00	0.00	8.42	0	0	0	5	0	8	0	0	0	447	432	0	0	0	0	0	-12
					Column totals		447	27	346	0	0	0								

STATION	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	Mass Ordinate
							Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
00+14.00	0.00	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00+50.00	0.00	0.00	82.67	0	0	0	0	0	55	0	0	0	0	69	0	0	0	0	0	-69
01+00.00	0.00	0.00	32.72	0	0	0	0	0	107	0	0	0	0	202	0	0	0	0	0	-202
01+35.95	0.00	0.00	0.00	0	0	0	0	0	22	0	0	0	0	230	0	0	0	0	0	-230
						Column totals	0	0	184	0	0	0								

Notes:		
1 - Cut	Cut includes Salvaged/Unusable Pavement material	
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections	
3 - Fill	Does not include Unusable Pavement Exc volume	
4 - Expanded Marsh Backfill	Will be backfilled with Granular Backfill (or Cut, or Borrow)	Note 4 - Select one based on input dialog selection
5 - Expanded EBS	Will be backfilled with Granular Backfill (or Cut, or Borrow)	Note 5 - Select one based on input dialog selection
6 - Reduced Marsh in Fill	Reduced Marsh Excavation that can be used in Fill	Note 6 - If excavated Marsh can be used in Fill
7 - Reduced EBS in Fill	Reduced EBS Excavation that can be used in Fill	Note 7 - If excavated EBS can be used in Fill
8 - Mass Ordinate	If Marsh or EBS to be backfilled with Cut or Borrow: [(Cut + Marsh Exc + EBS) - ((Fill - Reduced Marsh in Fill) - (Reduced EBS in Fill) - Expanded Rock) * Fill Factor)]	Note 8 - Select one based on mass haul input dialog selection. EBS and Marsh Exc used outside 1:1 in fill slopes
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Factor))]	EBS and Marsh Exc used outside 1:1 in fill slopes
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]	Marsh and EBS are not usable outside the 1:1 slopes
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Cut or Borrow: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]	Marsh and EBS are not usable outside the 1:1 slopes



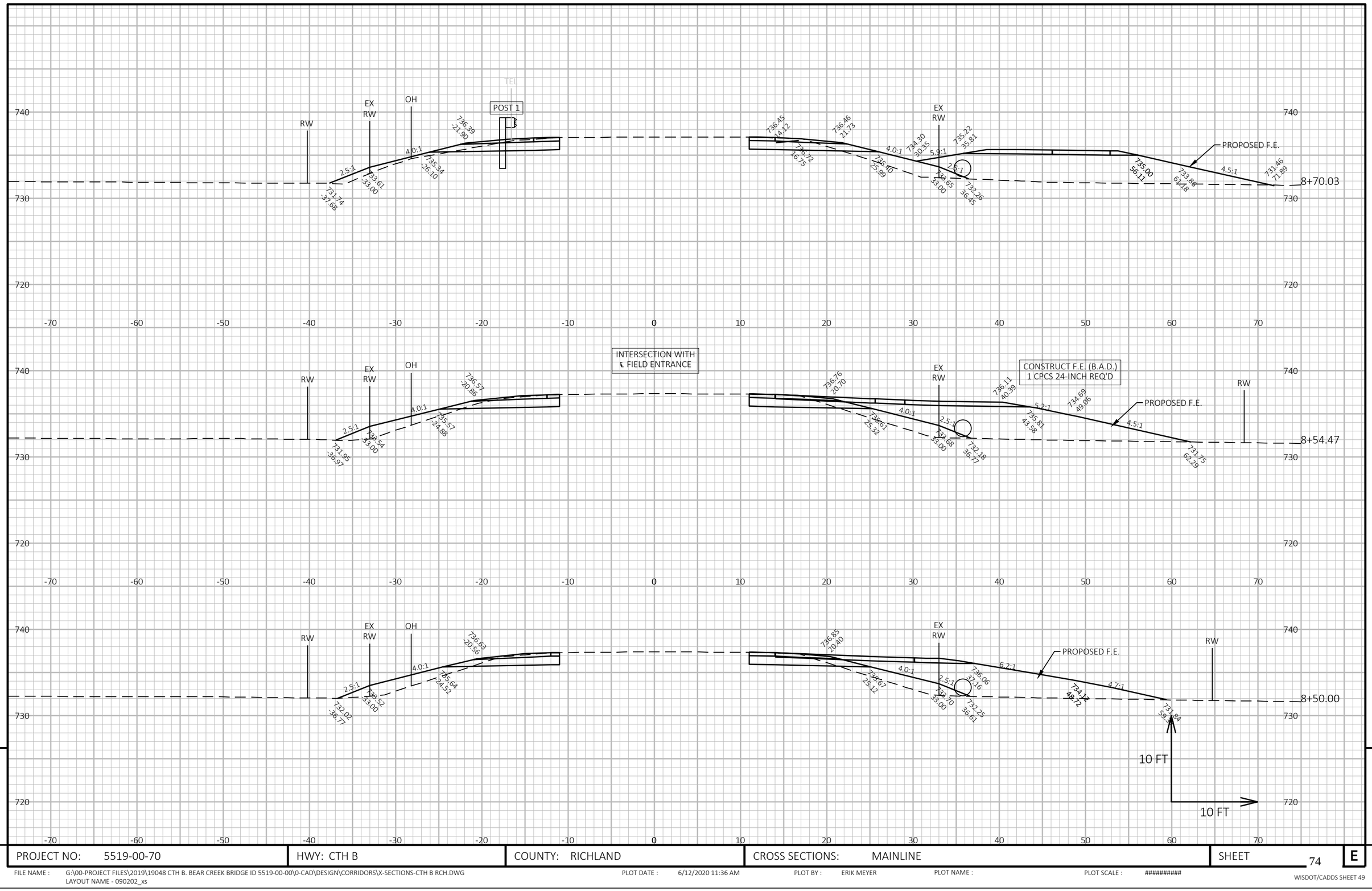
9

9

PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 73	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090201_xs

PLOT DATE : 6/12/2020 11:36 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########



9

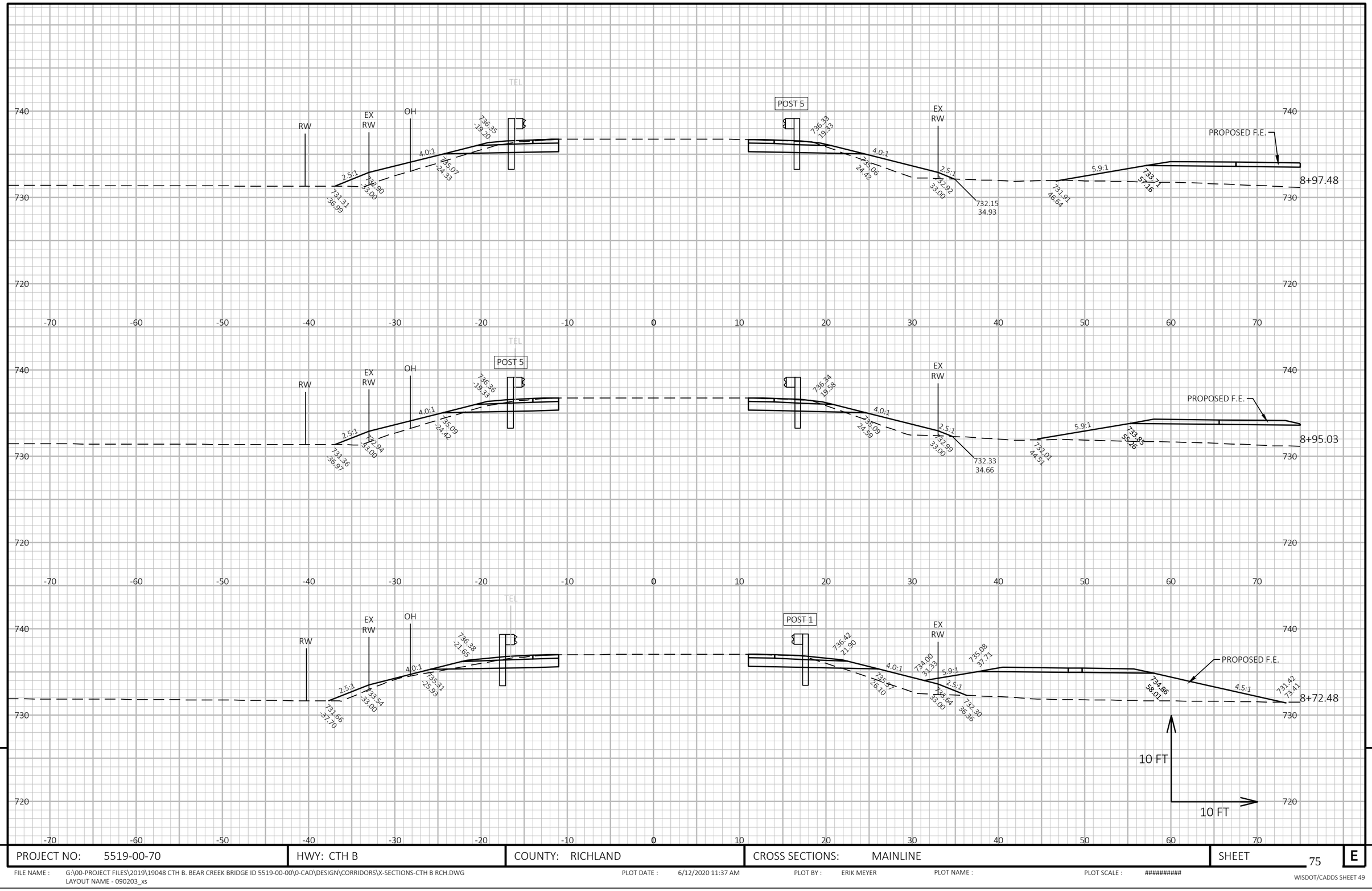
9

PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 74	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090202_xs

PLOT DATE : 6/12/2020 11:36 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 49



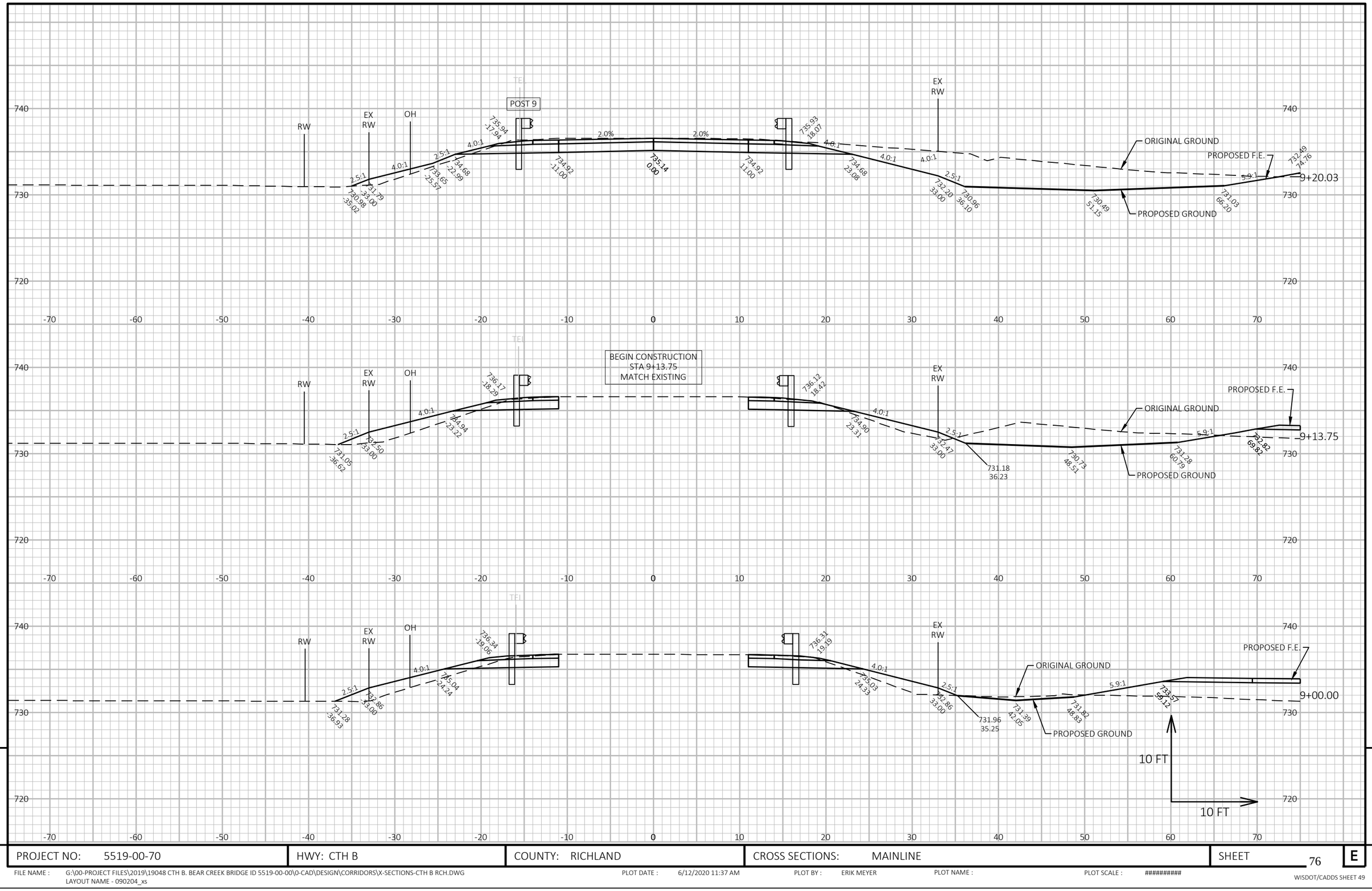
9

9

PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 75	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090203_xs

PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########



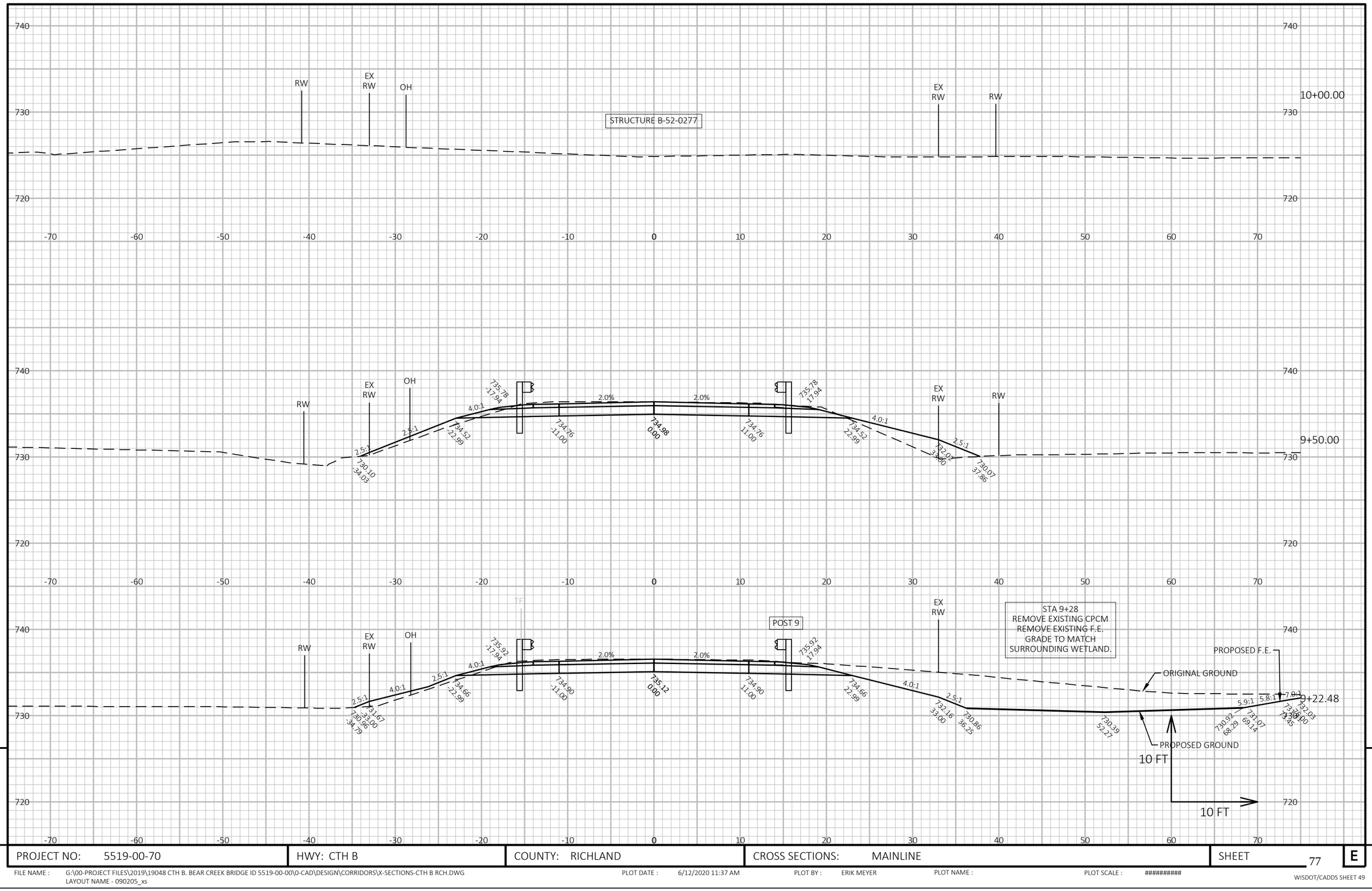
9

9

PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 76	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090204_xs

PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########

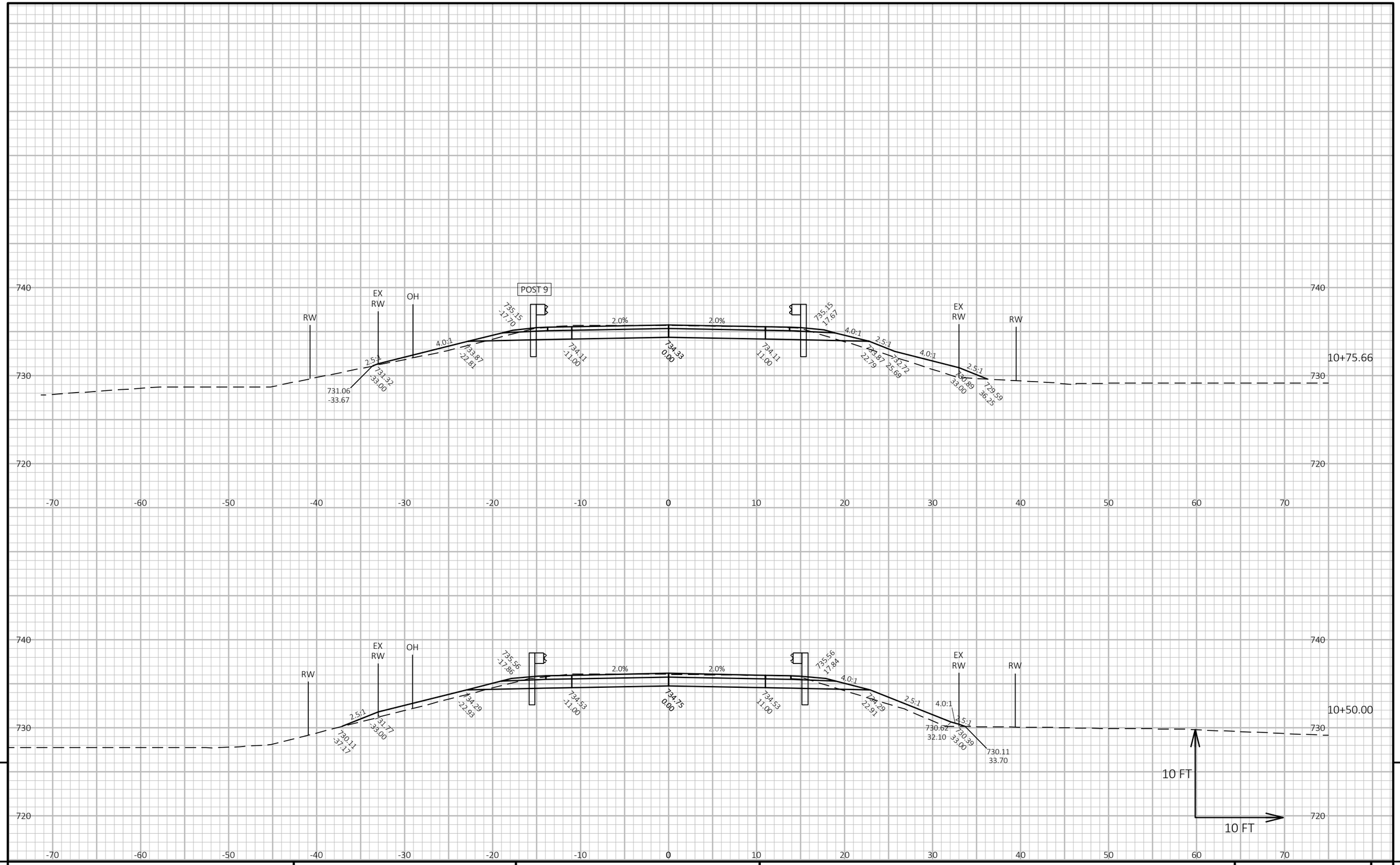


PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 77 E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090205_xs

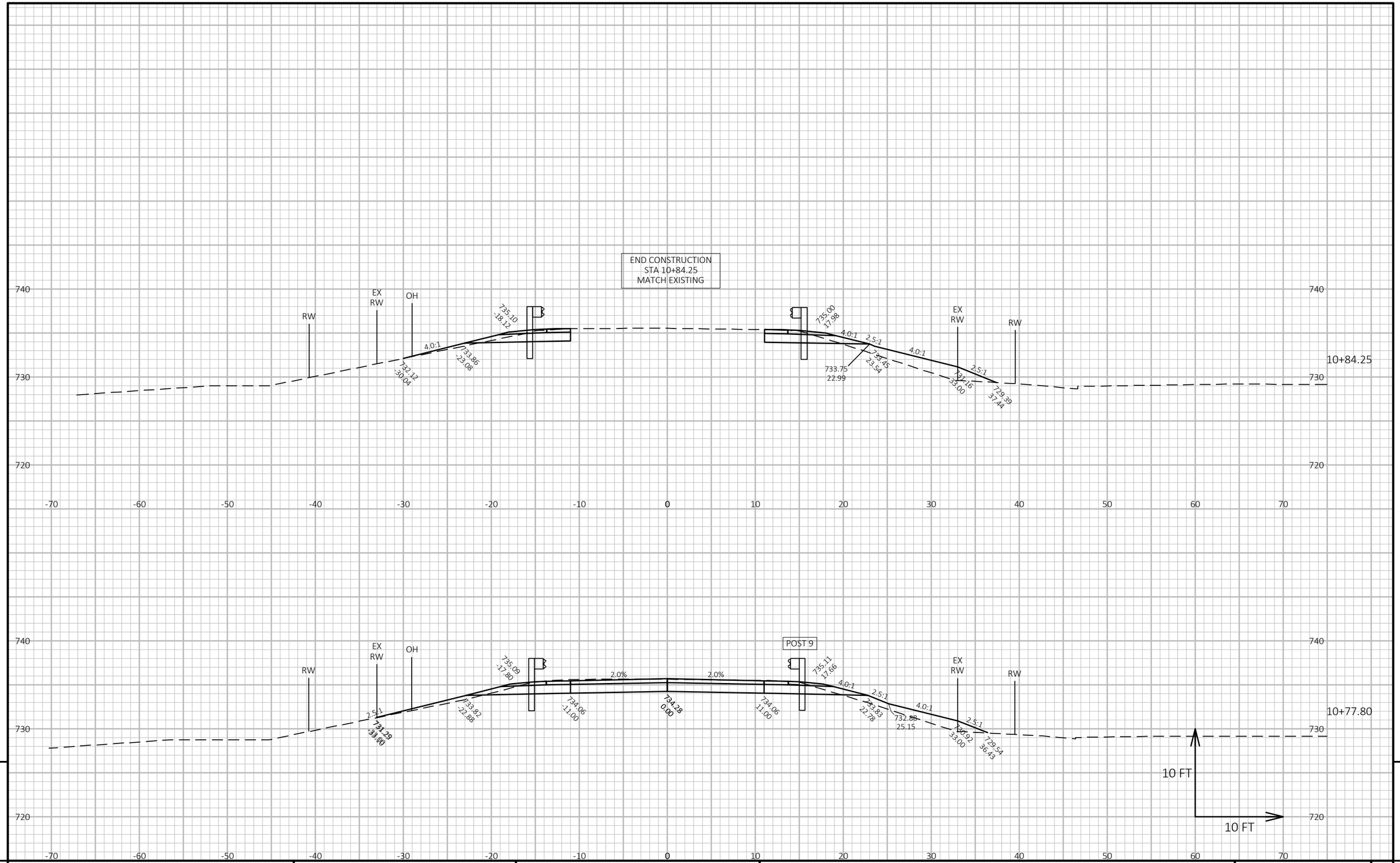
PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 49



PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 78	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090206_xs
PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########



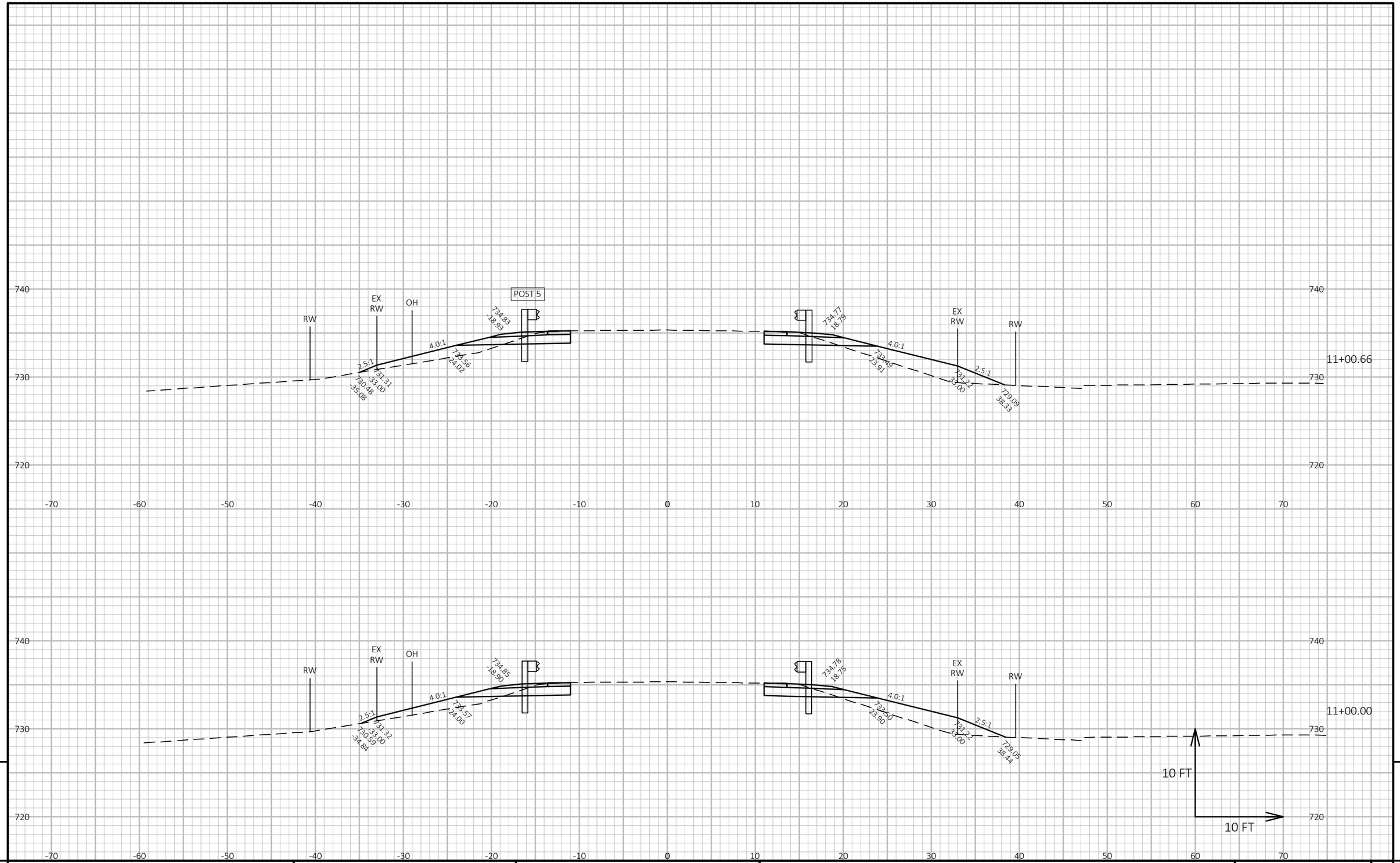
9

9

PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 79	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090207_xs

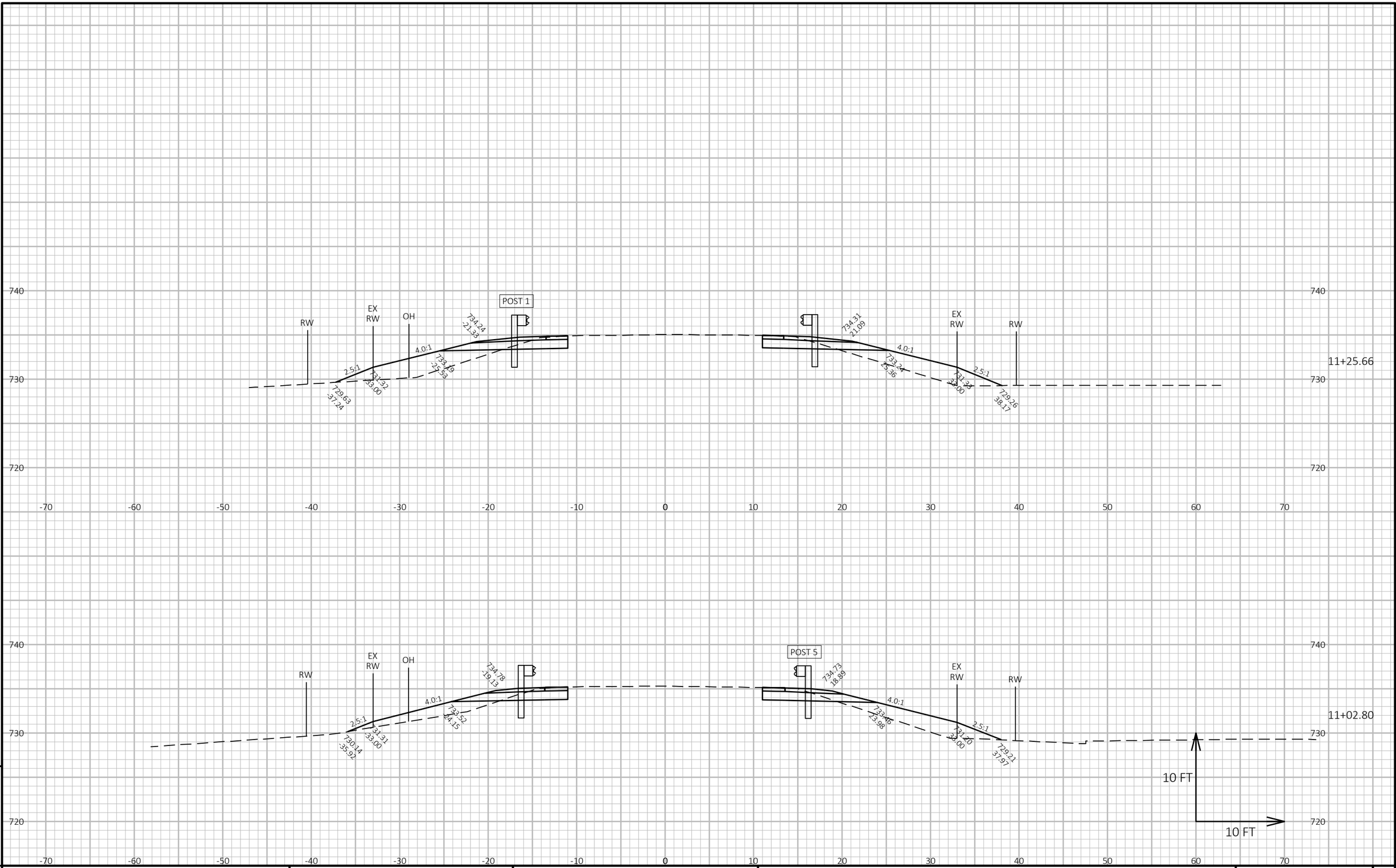
PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########



PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 80	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090208_xs

PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########



9

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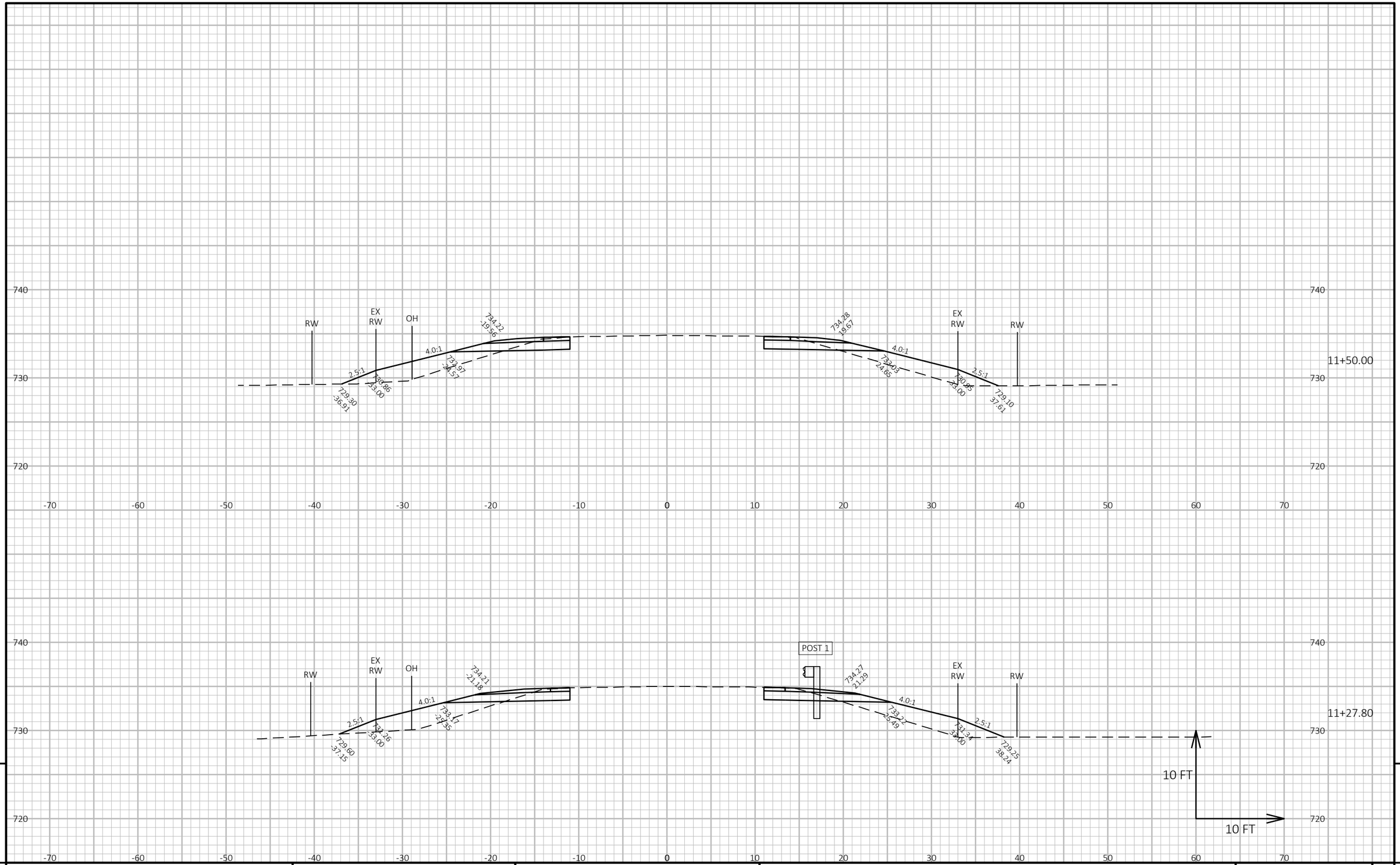
PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 81	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090209_xs

PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 49



9

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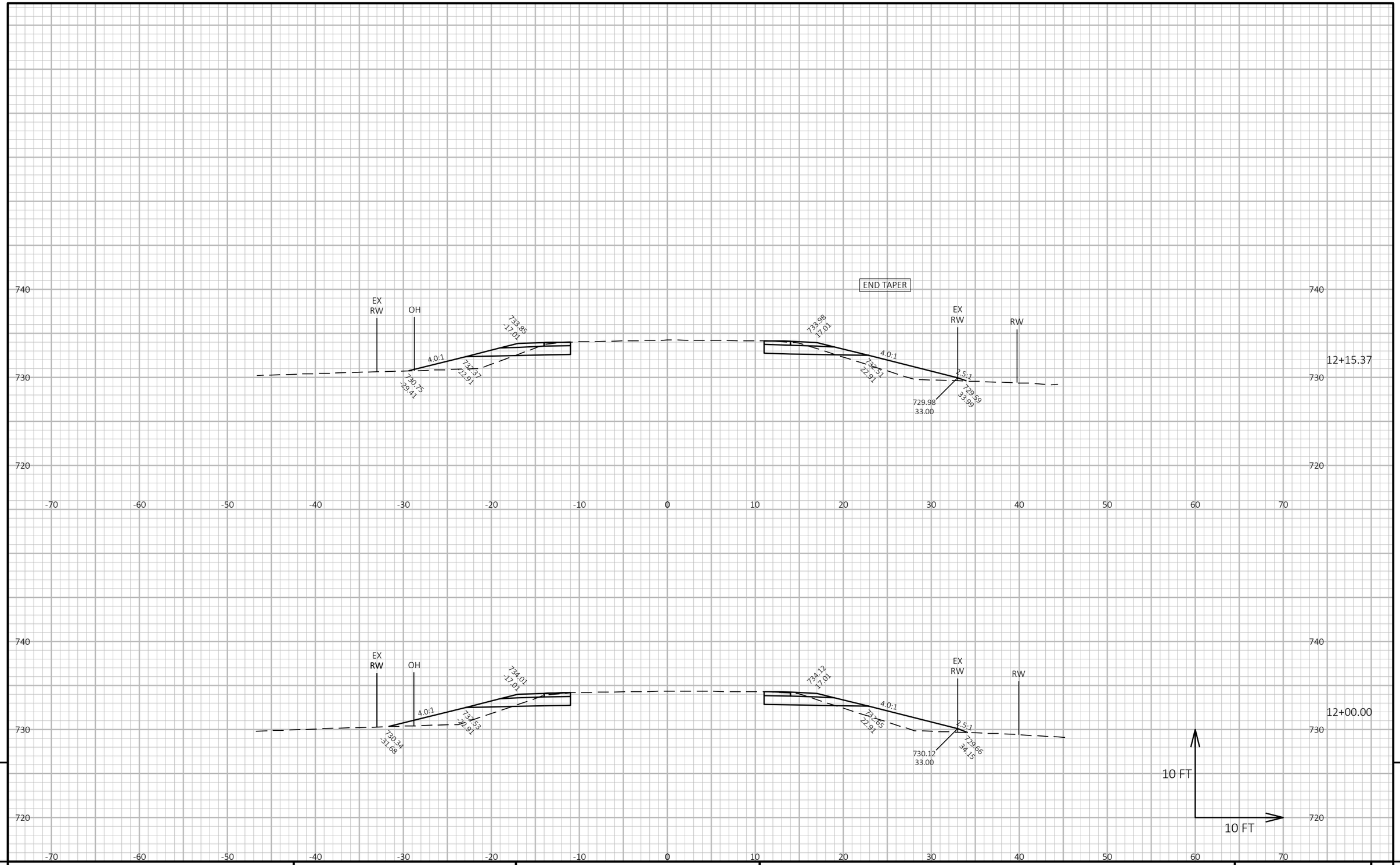
PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 82	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090210_xs

PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 49



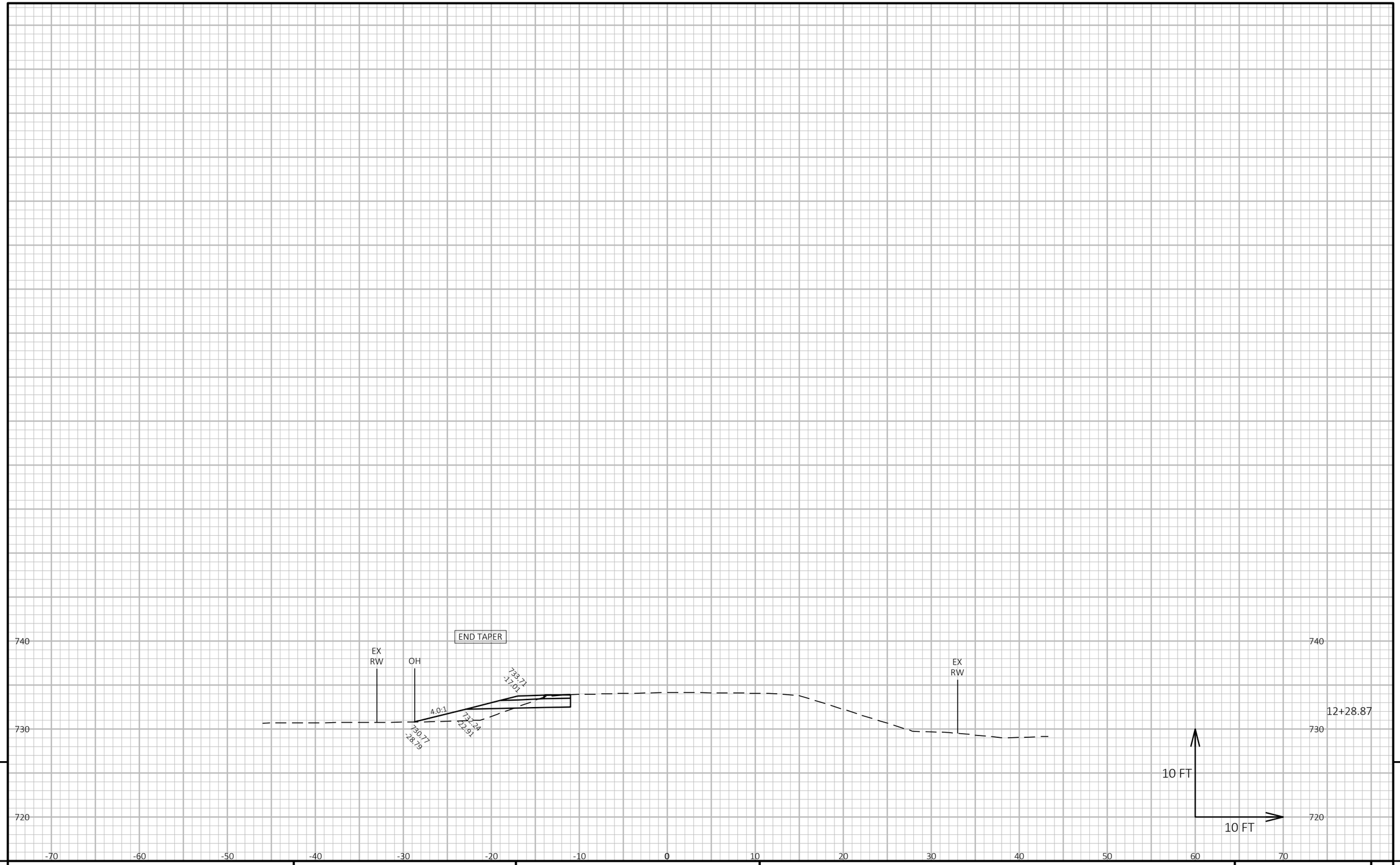
9

9

PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 83	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090211_xs

PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########



9

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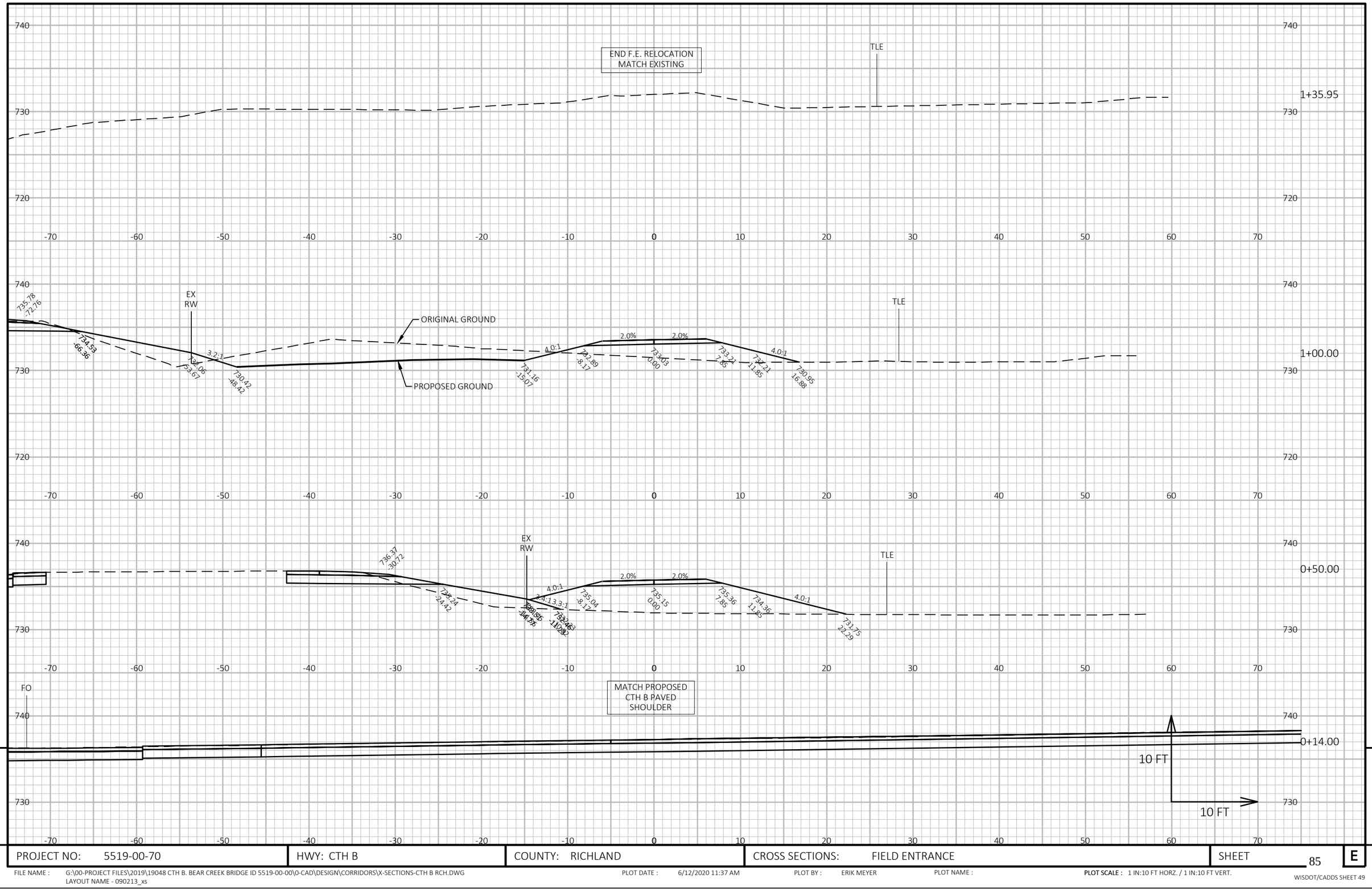
PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: MAINLINE	SHEET 84	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090212_xs

PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : ##########



9

9

PROJECT NO: 5519-00-70	HWY: CTH B	COUNTY: RICHLAND	CROSS SECTIONS: FIELD ENTRANCE	SHEET 85	E

FILE NAME : G:\00-PROJECT FILES\2019\19048 CTH B. BEAR CREEK BRIDGE ID 5519-00-00\0-CAD\DESIGN\CORRIDORS\X-SECTIONS-CTH B RCH.DWG
LAYOUT NAME - 090213_xs

PLOT DATE : 6/12/2020 11:37 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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