EAU FEBRUARY 2022

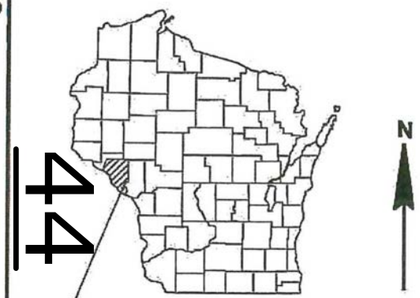
PROJECT ID: 7230-00-70

WITH: N/A

COUNTY: BUFFALO

ORDER OF SHEETS

TOTAL SHEETS = 46



DESIGN DESIGNATION 7230-00-00

A.A.D.T.	2022	= 21
A.A.D.T.	2042	= 23
D.H.V.		= 3
D.D.		= 50/50
T.		= 20%
DESIGN SPEED		= 25 MPH
ESALS		= N/A

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
- MARSH AREA
- WOODED OR SHRUB AREA

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

UTILITIES
- ELECTRIC
- FIBER OPTIC
- GAS
- SANITARY SEWER
- STORM SEWER
- TELEPHONE
- WATER
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

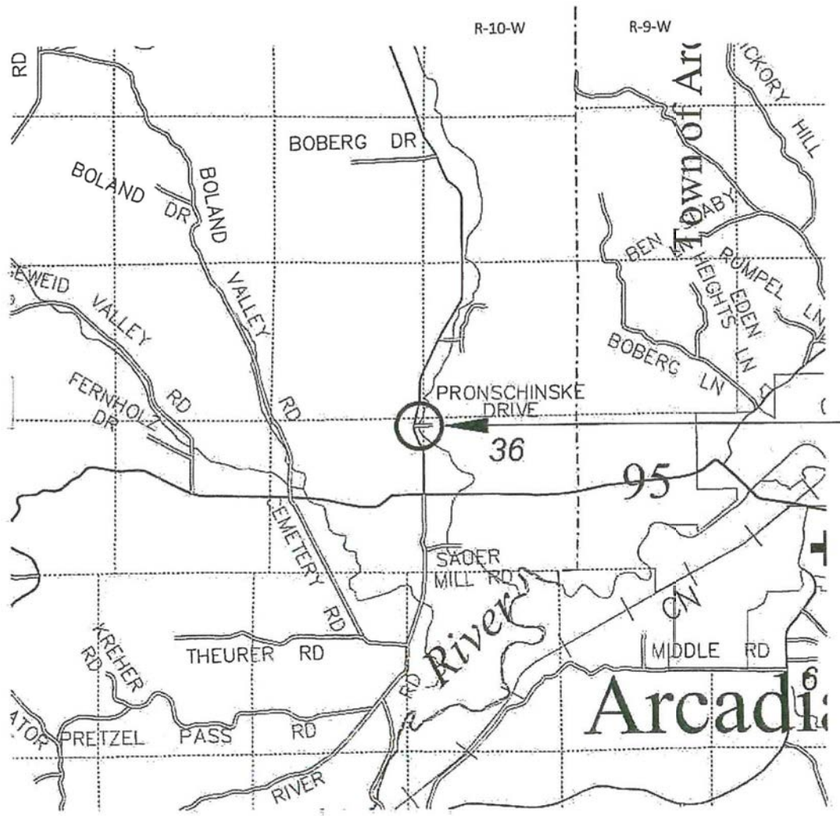
T GLENCOE PRONSCHINSKE DRIVE

SWINNS VALLEY CREEK BRIDGE B-06-0198

LOC STR
BUFFALO COUNTY

STATE PROJECT NUMBER
7230-00-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7230-00-70	—	—



LAYOUT

SCALE 0 1.0 MI

TOTAL NET LENGTH OF CENTERLINE = 0.028 MILES

BEGIN PROJECT
STA 9+25.00
Y = 284061.9757
X = 639607.2077

STRUCTURE B-06-0198
STA 10+00.00

END PROJECT
STA 10+75.00
Y = 284069.7098
X = 639756.9977

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), BUFFALO 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 (1991). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ACCEPTED FOR
TOWN OF
GLENCOE

DATE: 10-28-21 Clete Foerger
(Signature)
Town Chairman
(Title)

ACCEPTED FOR
COUNTY OF
BUFFALO

DATE: 10/27/21 Bob Platteter
(Signature)
Hwy Commissioner
(Title)

ORIGINAL PLANS PREPARED BY

Cedar corporation

MENOMONIE - MADISON - GREEN BAY - CEDARBURG
www.cedarcorp.com
800-472-7372

WISCONSIN
TROY L. PETERSON
E-31102
MENOMONIE
WI
PROFESSIONAL ENGINEER

Troy L Peterson
10-26-21

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CEDAR CORPORATION
Designer	CEDAR CORPORATION
Project Manager	MATTHEW J. THORNSEN, P.E.
Regional Examiner	TOU YANG, P.E.
Regional Supervisor	TYLER RONSSTAD, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 10/29/2021 (Signature)

E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\010101-TI DWG

PLOT DATE : 10/11/2021 9:45 AM PLOT BY : NICK THOMPSON PLOT NAME :

GENERAL NOTES

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

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

THE 8" OF BASE AGGREGATE DENSE 1 1/4-INCH SURFACE SHALL BE CONSTRUCTED OVER 8" OF BREAKER RUN.

BEARINGS REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), BUFFALO COUNTY.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND COVERED WITH EROSION MAT OR MULCHED.

WHEN THE QUANTITY OF ITEM BASE LAYER OR SURFACE LAYER IS MEASURED FOR PAYMENT BY THE TON, THE THICKNESS OF THE MATERIAL THAT IS SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL AS DIRECTED BY THE ENGINEER.

THE WISCONSIN DEPARTMENT OF TRANSPORTATION WILL FURNISH THE CONTRACTOR A MONUMENT WHICH SHALL BE SET IN THE STRUCTURE AS DESIGNATED BY ENGINEER.

DNR CONTACT

DNR WEST CENTRAL REGION HEADQUARTERS
1300 WEST CLAIREMONT AVENUE
EAU CLAIRE, WI 54701-5108
ATTN: AMY L. LESIK
PH: (715) 836-6571
EMAIL: AmyL.Lesik@wisconsin.gov

DESIGN CONSULTANT CONTACT

CEDAR CORPORATION
604 WILSON AVENUE
MENOMONIE, WI 54751
ATTN: TROY L. PETERSON, P.E.
PH: (715) 235-9081
EMAIL: troy.peterson@cedarcorp.com

MUNICIPALITY

BUFFALO COUNTY HIGHWAY DEPARTMENT
S2672 STH 37
ALMA, WI 54610
ATTN: BOB PLATTETER, HIGHWAY COMMISSIONER
PH: (608) 685-6226
EMAIL: bob.platteter@co.buffalo.wi.us

TOWN OF GLENCOE
W596 ROTERING RIDGE ROAD
FOUNTAIN CITY, WI 54612
ATTN: CLETUS N. FOEGAN, CHAIRMAN
PH: (608) 323-3072
EMAIL: goegenfarms@gmail.com

UTILITY CONTACTS

COMMUNICATION
LUMEN (CENTURYLINK)
333 NORTH FRONT STREET / P.O. BOX 4800
LA CROSSE, WI 54601
ATTN: BRIAN STELPLUGH
PH: (608) 780-1238
EMAIL: brian.stelplugh@lumen.com

ELECTRIC
RIVERLAND ENERGY COOPERATIVE
N28988 STH 93 / P.O. BOX 277
ARCADIA, WI 54612
ATTN: TIM HOLTAN, MANAGER OF OPERATIONS
PH: (608) 323-3381
EMAIL: tholtan@riverlandenergy.com

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com
**DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEMBERS.

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	OFF	OFFSET
AGG	AGGREGATE	PC	POINT OF CURVATURE
ET AL	AND OTHERS	PI	POINT OF INTERSECTION
AADT	ANNUAL AVERAGE DAILY TRAFFIC	PT	POINT OF TANGENCY
BF	BACK FACE	POL	POINT ON LINE
BM	BENCHMARK	PE	PRIVATE ENTRANCE
C/L OR ℄	CENTERLINE	PL	PROPERTY LINE
Δ	CENTRAL ANGLE OR DELTA	PSI	POUNDS/SQUARE INCH
CLR	CLEAR	PROP	PROPOSED
CONC	CONCRETE	R	RADIUS
CONST	CONSTRUCTION	RR	RAILROAD
COR	CORNER	REBAR	REINFORCEMENT BAR
CMP	CORRUGATED METAL PIPE	REQ'D	REQUIRED
CTH	COUNTY TRUNK HIGHWAY	RT	RIGHT
CR	CREEK	RHF	RIGHT-HAND FORWARD
CFS	CUBIC FEET/SECOND	R/W	RIGHT-OF-WAY
CULV	CULVERT	RD	ROAD
D	DEGREE OF CURVE	SEC	SECTION
DHV	DESIGN HOUR VOLUME	S	SOUTH
DIA	DIAMETER	SE	SOUTHEAST
E	EAST	SW	SOUTHWEST
EL	ELEVATION	STH	STATE TRUNK HIGHWAY
EST	ESTIMATED	STA	STATION
FPS	FEET PER SECOND	SE	SUPER ELEVATION
FE	FIELD ENTRANCE	T	TANGENT
FT	FOOT (FEET)	TEL	TELEPHONE
FTG	FOOTING	TEMP	TEMPORARY
FDN	FOUNDATION	TI	TEMPORARY INTEREST
FF	FRONT FACE	TLE	TEMPORARY LIMITED EASEMENT
IP	IRON PIN	TL OR T/L	TRANSIT LINE
LT	LEFT	T	TRUCKS
LHF	LEFT-HAND FORWARD	TYP	TYPICAL
L	LENGTH OF CURVE	U/G	UNDERGROUND
LF	LINEAR FOOT	USH	UNITED STATES HIGHWAY
MAX	MAXIMUM	VAR	VARIABLE
MI	MILE	V	VELOCITY
MIN	MINIMUM	VPC	VERTICAL POINT OF CURVATURE
NC	NORMAL CROWN	VPI	VERTICAL POINT OF INTERSECTION
N	NORTH	VPT	VERTICAL POINT OF TANGENCY
NE	NORTHEAST	W	WEST
NW	NORTHWEST	YB	YARD
NO	NUMBER		

RUNOFF COEFFICIENT TABLE

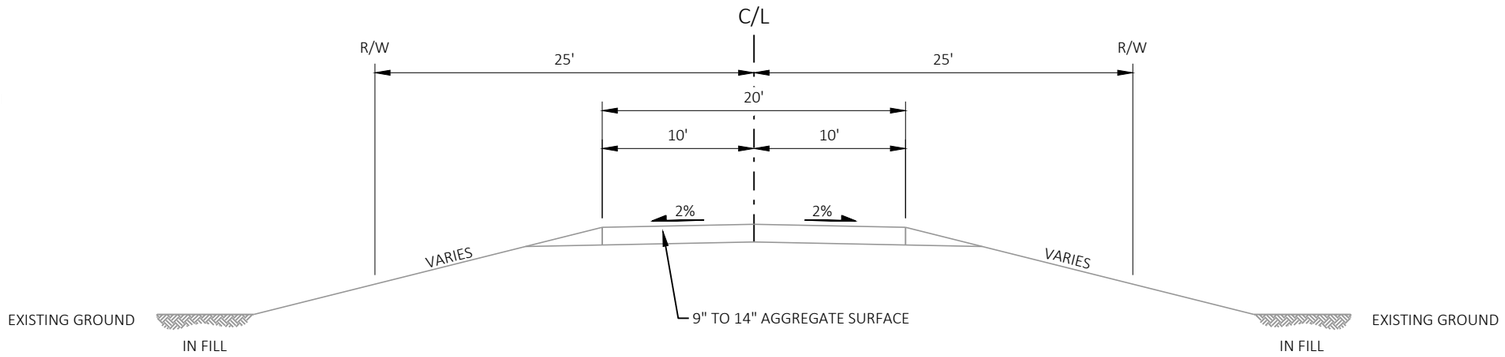
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .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
PAYMENT:												
ASPHALT:	.70 - .95											
CONCRETE:	.80 - .95											
BRICK:	.70 - .80											
DRIVES, WALKS:	.75 - .85											
ROOFS:	.75 - .95											
GRAVEL ROADS, SHOULDERS:	.40 - .60											

TOTAL PROJECT AREA = 0.44 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.16 ACRES

2

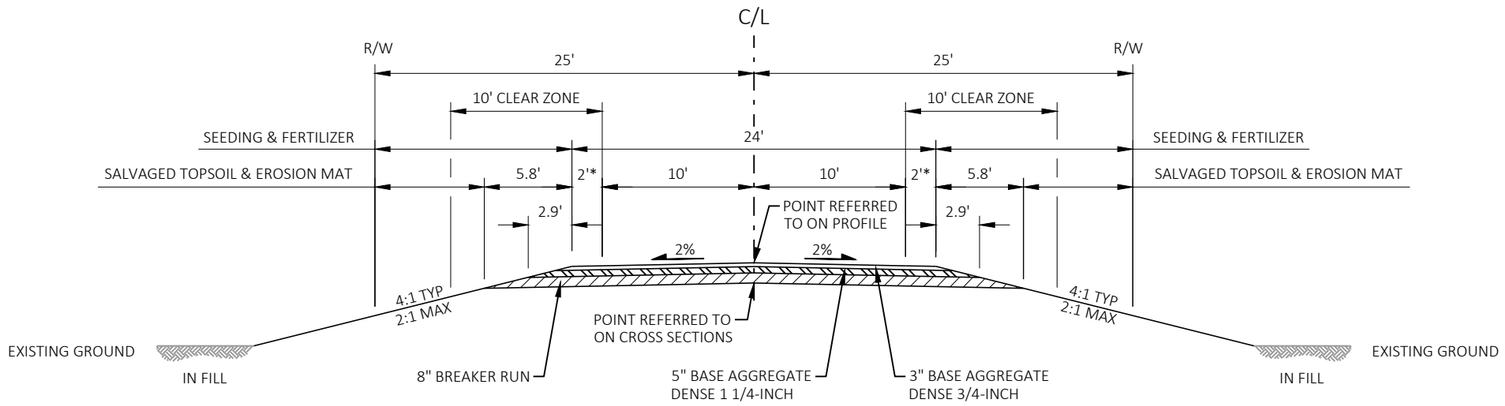
LEGEND

- PROPOSED BASE AGGREGATE DENSE 3/4-INCH
- PROPOSED BASE AGGREGATE DENSE 1 1/4-INCH
- PROPOSED BREAKER RUN
- EXISTING AGGREGATE
- EXISTING GROUND



EXISTING TYPICAL SECTION - PRONSCHINSKE DRIVE

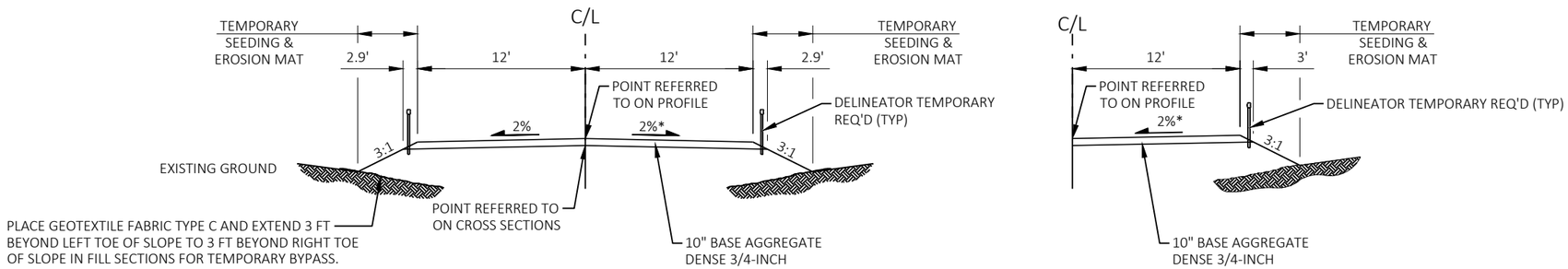
STA 9+25.00 TO STA 10+75.00



* GRAVEL SHOULDER WIDTH VARIES
- 9+25 - 9+45 LT (1.2' TO 2')
- 9+25 - 9+45 RT (0' TO 2')
- 10+55 - 10+75 LT (2' TO 0.8')
- 11+15 - 12+50 LT (2' TO 0')

PROPOSED TYPICAL SECTION - PRONSCHINSKE DRIVE

STA 9+25.00 TO STA 9+76.00
STA 10+23.00 TO STA 10+75.00



PROPOSED TYPICAL SECTION - TEMPORARY BYPASS

STA 28+26.64 TO STA 29+79.00
STA 30+21.00 TO STA 31+28.86 LT
STA 30+21.00 TO STA 30+75.00 RT

*STA 30+75 TO STA 31+28.86 RT

PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	TYPICAL SECTIONS	SHEET 3	E

2

N

PI STA = 28+85.22
Y = 284080.55
X = 639594.35
DELTA = 40°58'27"
D = 121°54'21"
T = 17.56'
L = 33.61'
R = 47.00'
PC STA = 28+67.66
Y = 284081.04
X = 639576.80
PT STA = 29+01.27
Y = 284091.69
X = 639607.93
BK = S88°24'12.4"E
AH = N50°37'20.4"E

PI STA = 29+22.22
Y = 284104.98
X = 639624.12
DELTA = 36°47'01"
D = 90°56'44"
T = 20.95'
L = 40.45'
R = 63.00'
PC STA = 29+01.27
Y = 284091.69
X = 639607.93
PT STA = 29+41.72
Y = 284105.93
X = 639645.05
BK = N50°37'20.4"E
AH = N87°24'21.3"E

PI STA = 30+47.31
Y = 284110.71
X = 639750.53
DELTA = 37°49'53"
D = 90°56'44"
T = 21.59'
L = 41.60'
R = 63.00'
PC STA = 30+25.72
Y = 284109.73
X = 639728.96
PT STA = 30+67.32
Y = 284098.25
X = 639768.16
BK = N87°24'21.3"E
AH = S54°45'45.7"E

PI STA = 31+12.98
Y = 284071.91
X = 639805.46
DELTA = 37°49'53"
D = 114°35'30"
T = 17.13'
L = 33.01'
R = 50.00'
PC STA = 30+95.85
Y = 284081.79
X = 639791.47
PT STA = 31+28.86
Y = 284072.68
X = 639822.58
BK = S54°45'45.7"E
AH = N87°24'21.3"E

BEGIN TEMPORARY BYPASS
STA 8+55.53 = 28+26.65
Y = 284082.1835
X = 639535.8004
MATCH EXISTING

BEGIN PROJECT
STA 9+25.00
Y = 284061.9757
X = 639607.2077
MATCH EXISTING

END PROJECT
STA 10+75.00
Y = 284069.7098
X = 639756.9977
MATCH EXISTING

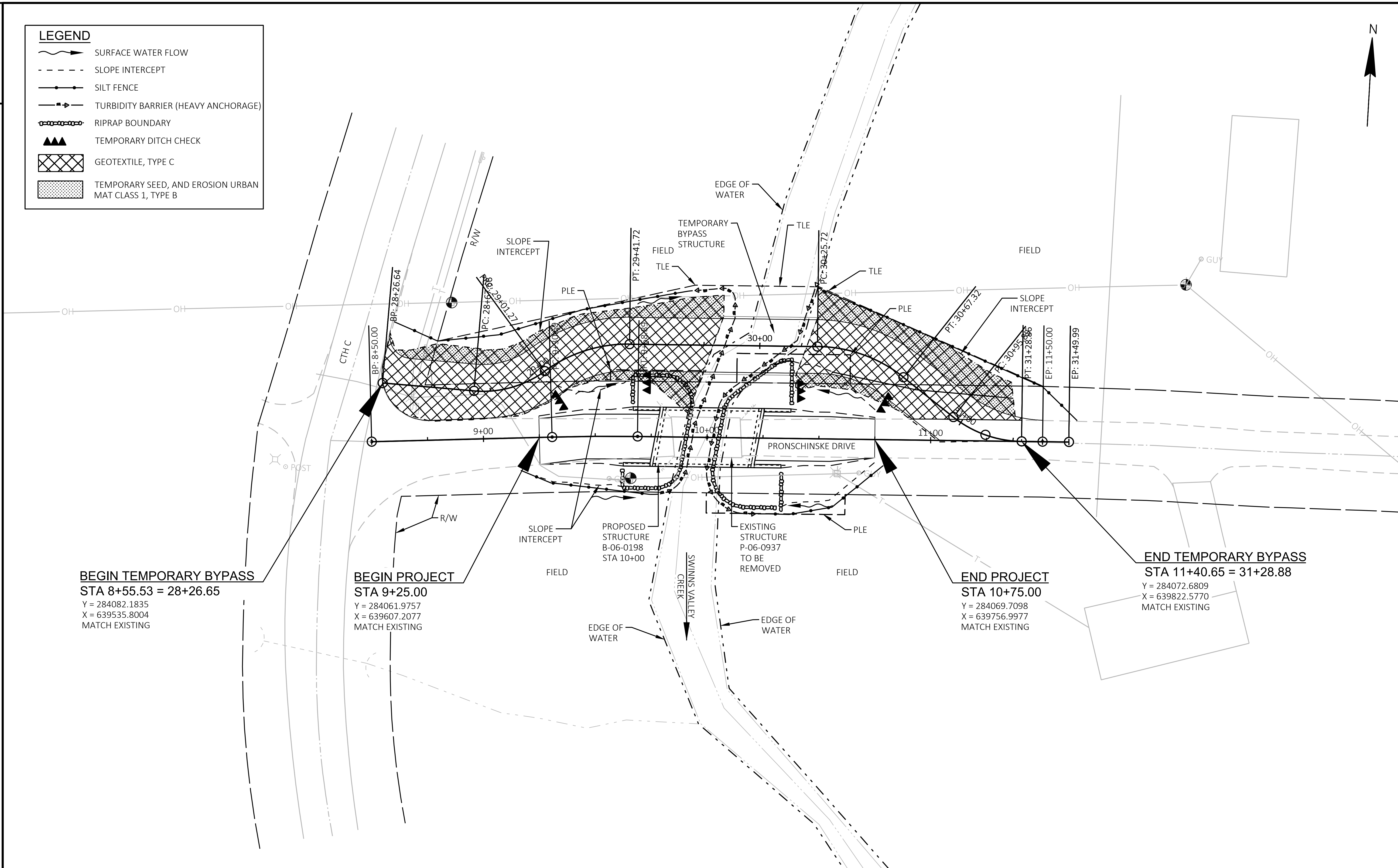
END TEMPORARY BYPASS
STA 11+40.65 = 31+28.88
Y = 284072.6809
X = 639822.5770
MATCH EXISTING

1 INCH = 30 FEET
SCALE

NET ℄ LENGTH STA 28+26.65 TO STA 31+50.01 = 323.36 FT

PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	CONTOUR MAP	SHEET 4	E

2


LEGEND
SURFACE WATER FLOW
SLOPE INTERCEPT
SILT FENCE
TURBIDITY BARRIER (HEAVY ANCHORAGE)
RIPRAP BOUNDARY
TEMPORARY DITCH CHECK
GEOTEXTILE, TYPE C
TEMPORARY SEED, AND EROSION URBAN MAT CLASS 1, TYPE B
N
EDGE OF WATER
TEMPORARY BYPASS STRUCTURE
TLE
FIELD
SLOPE INTERCEPT
PLE
R/W
CTH C
BP: 8+50.00
BP: 28+26.64
PC: 28+67.88
PC: 29+01.27
PT: 29+41.72
PC: 30+25.72
30+00
PT: 30+67.32
PT: 31+28.86
EP: 11+50.00
EP: 31+49.99
9+00
10+00
11+00
PRONSCHINSKE DRIVE
OH
GUY
POST
PROPOSED STRUCTURE B-06-0198 STA 10+00
EXISTING STRUCTURE P-06-0937 TO BE REMOVED
SWINS VALLEY CREEK
BEGIN TEMPORARY BYPASS
STA 8+55.53 = 28+26.65
Y = 284082.1835
X = 639535.8004
MATCH EXISTING
BEGIN PROJECT
STA 9+25.00
Y = 284061.9757
X = 639607.2077
MATCH EXISTING
END PROJECT
STA 10+75.00
Y = 284069.7098
X = 639756.9977
MATCH EXISTING
END TEMPORARY BYPASS
STA 11+40.65 = 31+28.88
Y = 284072.6809
X = 639822.5770
MATCH EXISTING

2

PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	EROSION CONTROL - TEMPORARY BYPASS	SHEET 5	E

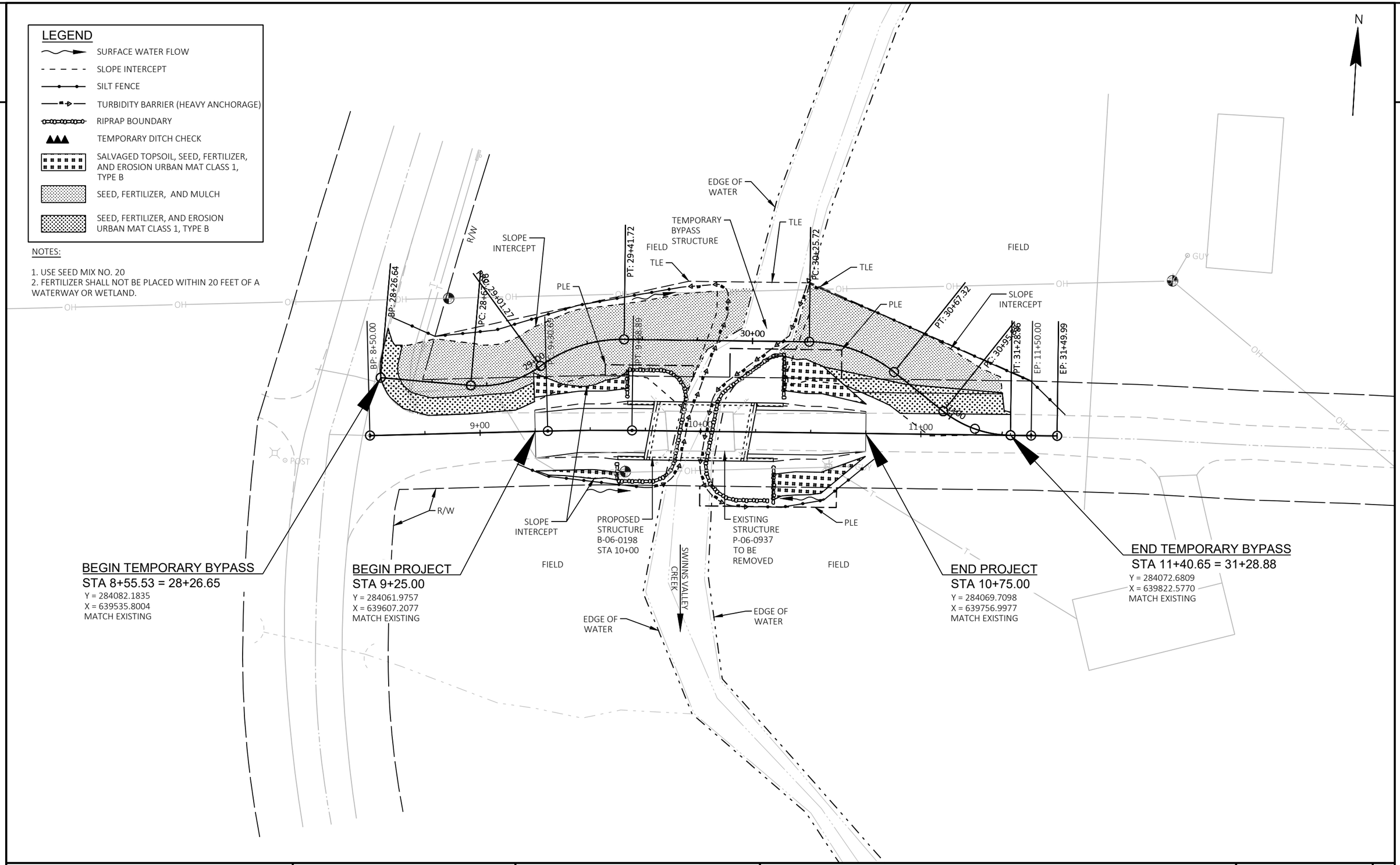
FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001
PLOT DATE : 10/13/2021 3:37 PM PLOT BY : MIKE LAPEAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

- SURFACE WATER FLOW
- SLOPE INTERCEPT
- SILT FENCE
- TURBIDITY BARRIER (HEAVY ANCHORAGE)
- RIPRAP BOUNDARY
- TEMPORARY DITCH CHECK
- SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION URBAN MAT CLASS 1, TYPE B
- SEED, FERTILIZER, AND MULCH
- SEED, FERTILIZER, AND EROSION URBAN MAT CLASS 1, TYPE B

NOTES:

1. USE SEED MIX NO. 20
2. FERTILIZER SHALL NOT BE PLACED WITHIN 20 FEET OF A WATERWAY OR WETLAND.



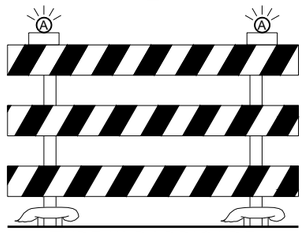
PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	EROSION CONTROL - FINAL RESTORATION	SHEET 6	E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022002
PLOT DATE : 10/13/2021 3:37 PM
PLOT BY : MIKE LAPEAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

R11-2
48" X 30"

TYPE III BARRICADE

1



TYPE III BARRICADE

2

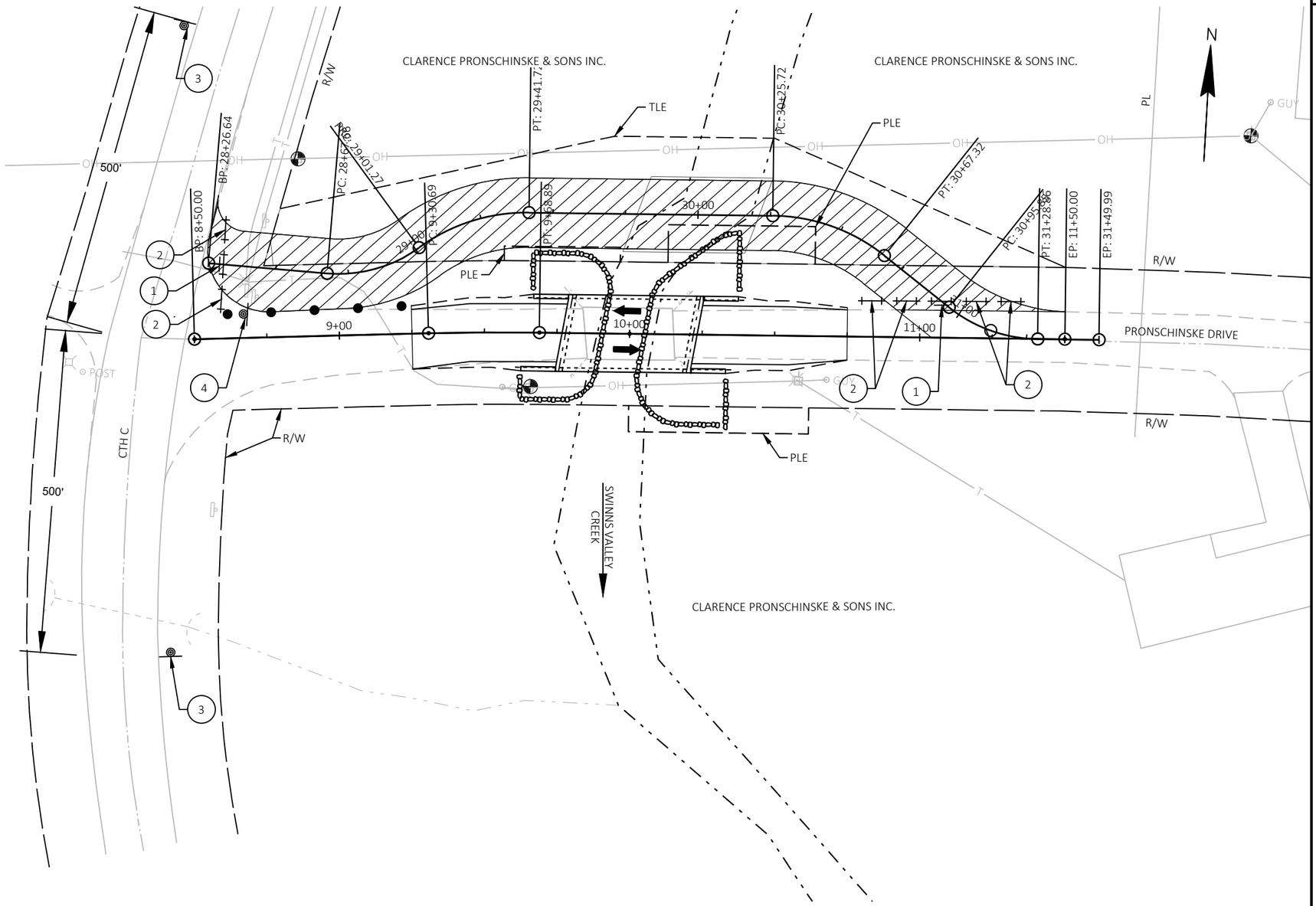
R1-1
30"X30"
EXISTING SIGN 2M

3 4

NOTE: ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC

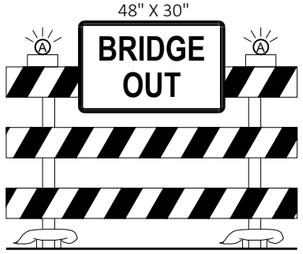


PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	TRAFFIC CONTROL DETAILS - STAGES 1 & 3	SHEET 7	E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 10/13/2021 3:33 PM PLOT BY : MIKE LAPEAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

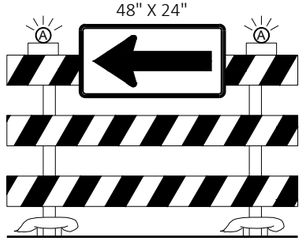
2

R11-2B
48" X 30"



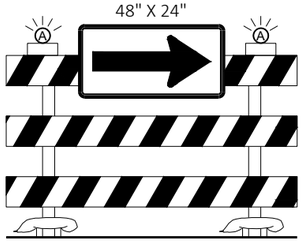
TYPE III BARRICADE
1

WO1-6
48" X 24"

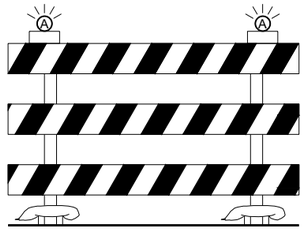


TYPE III BARRICADE
2

WO1-6
48" X 24"



TYPE III BARRICADE
3



TYPE III BARRICADE
4

W20-1A
5

R1-1
30"X30"
EXISTING SIGN 2M
6

W01-3L
W013-1
24"X24"
7

W01-3R
W013-1
24"X24"
8

WO1-6
48"X24"
9

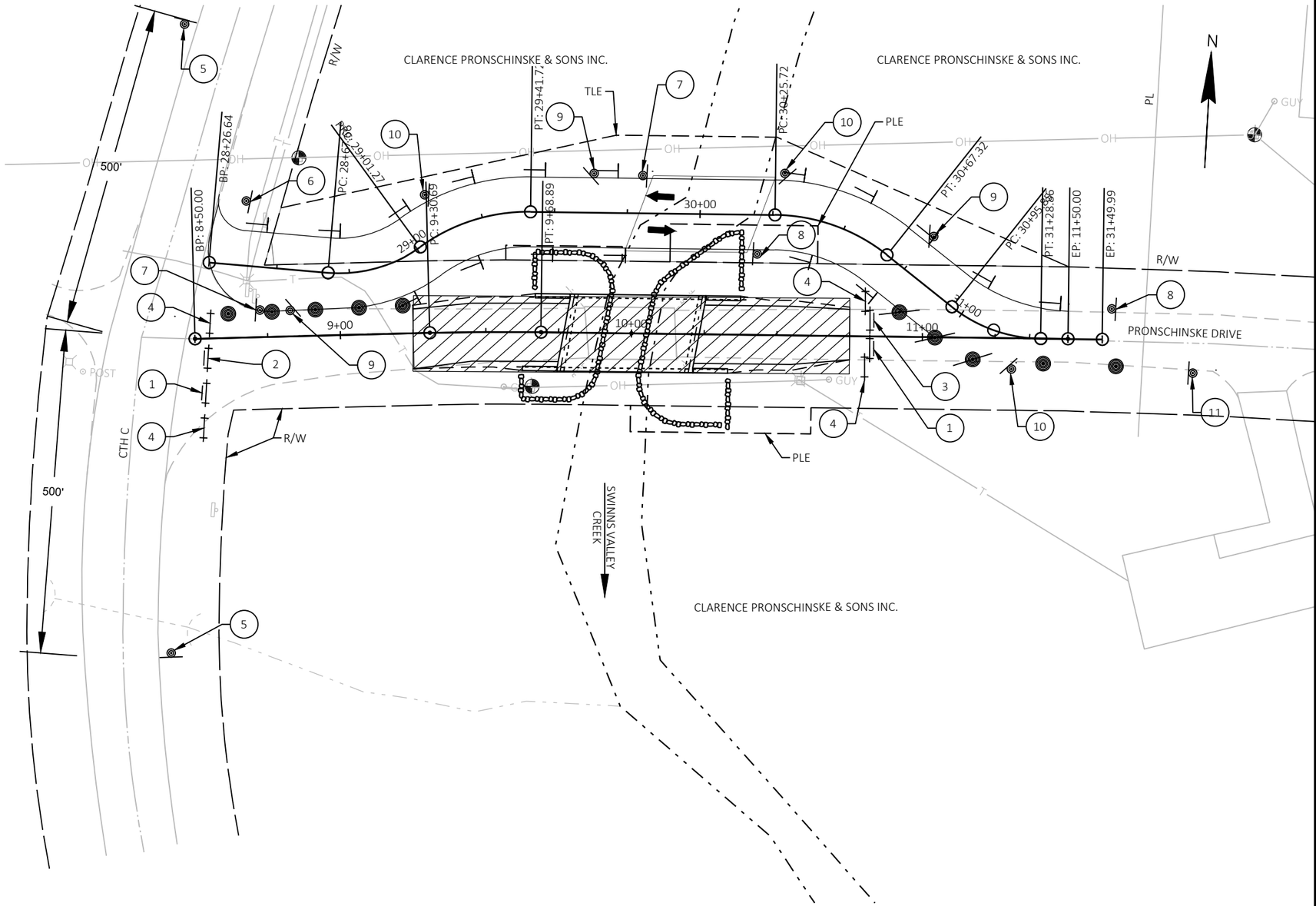
WO1-6
48"X24"
10

G20-2A
48"X24"
11

NOTE: ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY DELINEATOR, (WHITE) (SINGLE DELINEATOR)



PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	TRAFFIC CONTROL DETAILS - STAGE 2	SHEET 8	E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 10/13/2021 3:34 PM
PLOT BY : MIKE LAPEAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

Estimate Of Quantities

7230-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. P-06-0937	EACH	1.000	1.000
0004	205.0100	Excavation Common	CY	741.000	741.000
0006	206.1000	Excavation for Structures Bridges (structure) 01. B-06-0198	LS	1.000	1.000
0008	208.0100	Borrow	CY	539.000	539.000
0010	210.1500	Backfill Structure Type A	TON	270.000	270.000
0012	213.0100	Finishing Roadway (project) 01. 7230-00-70	EACH	1.000	1.000
0014	305.0110	Base Aggregate Dense 3/4-Inch	TON	368.000	368.000
0016	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	73.000	73.000
0018	311.0110	Breaker Run	TON	135.000	135.000
0020	502.0100	Concrete Masonry Bridges	CY	169.000	169.000
0022	502.3200	Protective Surface Treatment	SY	194.000	194.000
0024	505.0400	Bar Steel Reinforcement HS Structures	LB	3,140.000	3,140.000
0026	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	20,100.000	20,100.000
0028	506.0105	Structural Steel Carbon	LB	520.000	520.000
0030	513.4061	Railing Tubular Type M	LF	146.000	146.000
0032	516.0500	Rubberized Membrane Waterproofing	SY	18.000	18.000
0034	526.0100	Temporary Structure (station) 01. 30+00	LS	1.000	1.000
0036	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	640.000	640.000
0038	606.0300	Riprap Heavy	CY	175.000	175.000
0040	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	180.000	180.000
0042	618.0100	Maintenance And Repair of Haul Roads (project) 01. 7230-00-70	EACH	1.000	1.000
0044	619.1000	Mobilization	EACH	1.000	1.000
0046	624.0100	Water	MGAL	9.000	9.000
0048	625.0500	Salvaged Topsoil	SY	171.000	171.000
0050	627.0200	Mulching	SY	822.000	822.000
0052	628.1504	Silt Fence	LF	443.000	443.000
0054	628.1520	Silt Fence Maintenance	LF	443.000	443.000
0056	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0058	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0060	628.2008	Erosion Mat Urban Class I Type B	SY	626.000	626.000
0062	628.6005	Turbidity Barriers	SY	314.000	314.000
0064	628.7504	Temporary Ditch Checks	LF	40.000	40.000
0066	629.0210	Fertilizer Type B	CWT	1.000	1.000
0068	630.0120	Seeding Mixture No. 20	LB	34.000	34.000
0070	630.0200	Seeding Temporary	LB	10.000	10.000
0072	630.0500	Seed Water	MGAL	14.000	14.000
0074	633.1100	Delineators Temporary	EACH	17.000	17.000
0076	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0078	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	1.000	1.000
0080	637.2230	Signs Type II Reflective F	SF	17.180	17.180
0082	638.2102	Moving Signs Type II	EACH	4.000	4.000
0084	638.2602	Removing Signs Type II	EACH	5.000	5.000
0086	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0088	638.4000	Moving Small Sign Supports	EACH	4.000	4.000
0090	642.5001	Field Office Type B	EACH	1.000	1.000
0092	643.0300	Traffic Control Drums	DAY	500.000	500.000
0094	643.0420	Traffic Control Barricades Type III	DAY	480.000	480.000
0096	643.0705	Traffic Control Warning Lights Type A	DAY	960.000	960.000
0098	643.0715	Traffic Control Warning Lights Type C	DAY	120.000	120.000

Estimate Of Quantities

7230-00-70

Line	Item	Item Description	Unit	Total	Qty
0100	643.0900	Traffic Control Signs	DAY	880.000	880.000
0102	643.5000	Traffic Control	EACH	1.000	1.000
0104	645.0105	Geotextile Type C	SY	1,082.000	1,082.000
0106	645.0111	Geotextile Type DF Schedule A	SY	50.000	50.000
0108	645.0120	Geotextile Type HR	SY	320.000	320.000
0110	650.4500	Construction Staking Subgrade	LF	354.000	354.000
0112	650.5000	Construction Staking Base	LF	354.000	354.000
0114	650.6500	Construction Staking Structure Layout (structure) 01. B-06-0198	LS	1.000	1.000
0116	650.9910	Construction Staking Supplemental Control (project) 01. 7230-00-70	LS	1.000	1.000
0118	650.9920	Construction Staking Slope Stakes	LF	354.000	354.000
0120	715.0502	Incentive Strength Concrete Structures	DOL	1,014.000	1,014.000
0122	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 10+00	EACH	1.000	1.000
0124	SPV.0090	Special 01. Flashing Stainless Steel	LF	93.000	93.000

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	COMMENT
DIVISION 1											
	09+25/09+66.83	PRONSCHINSKE DR WEST APPROACH	57	0	57	5	6	51	0	0	
DIVISION 1 SUBTOTAL			57	0	57	5	6	51	0	0	
DIVISION 2											
	10+33.20/10+75.00	PRONSCHINSKE DR EAST APPROACH	46	0	46	69	86	-40	11	0	
DIVISION 2 SUBTOTAL			46	0	46	69	86	-40	11	0	
DIVISION 3											
	28+28.15/29+74.25	TEMPORARY BYPASS WEST APPROACH	19	0	19	205	256	-237	0	237	
DIVISION 3 SUBTOTAL			19	0	19	205	256	-237	0	237	
DIVISION 4											
	30+25.73/31+25	TEMPORARY BYPASS EAST APPROACH	15	0	15	253	316	-301	0	301	
DIVISION 4 SUBTOTAL			15	0	15	253	316	-301	0	301	
DIVISION 5											
	28+28.15/29+74.25	BYPASS WEST APPROACH REMOVAL	299	0	299	4	5	294	294	0	
DIVISION 5 SUBTOTAL			299	0	299	4	5	294	294	0	
DIVISION 6											
	30+25.73/31+25	BYPASS EAST APPROACH REMOVAL	305	0	305	0	0	305	305	0	
DIVISION 6 SUBTOTAL			305	0	305	0	0	305	305	0	
GRAND TOTAL			741	0	741	536	670	71	610	539	
TOTAL COMMON EXC			741						TOTAL BORROW	539	

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(13) EXPANDED FILL FACTOR = 1.25

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

3

3

BASE AGGREGATES

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	624.0100 WATER MGAL
0010	9+25	-	10+00	PRONSCHINSKE DRIVE	21	37	69	2
0010	10+00	-	10+75	PRONSCHINSKE DRIVE	20	36	66	2
0010	28+26.64	-	29+79.00	BYPASS	199	-	-	3
0010	30+21.00	-	31+28.86	BYPASS	128	-	-	2
				TOTAL 0010	368	73	135	9

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.6005 TURBIDITY BARRIERS SY	628.7504 TEMPORARY DITCH CHECKS LF
0010	8+50	-	10+00	PRONSCHINSKE DRIVE	225	225	1	1	144	-
0010	10+00	-	11+50	PRONSCHINSKE DRIVE	178	178	1	1	170	-
0010				UNDISTRIBUTED	40	40	1	1	-	-
0010	29+00 RT			TEMPORARY BYPASS	-	-	-	-	-	10
0010	29+50 RT			TEMPORARY BYPASS	-	-	-	-	-	10
0010	30+20 RT			TEMPORARY BYPASS	-	-	-	-	-	10
0010	30+70 RT			TEMPORARY BYPASS	-	-	-	-	-	10
				TOTAL 0010	443	443	3	3	314	40

TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION	633.1100 DELINEATORS TEMPORARY EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.5000 TRAFFIC CONTROL EACH	REMARKS
0010	PROJECT	-	-	-	-	-	-	1	
0010	STAGE 1	-	50	80	160	-	40	-	BYPASS CONSTRUCTION
0010	STAGE 2	17	400	320	640	120	800	-	BRIDGE CONSTRUCTION
0010	STAGE 3	-	50	80	160	-	40	-	BYPASS REMOVAL
	TOTAL 0010	17	500	480	960	120	880	1	

RESTORATION

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	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	REMARKS
10+00	PRONSCHINSKE DRIVE	36	-	36	0.02	1	-	-	FINAL RESTORATION
10+50	PRONSCHINSKE DRIVE	78	-	78	0.05	2	-	1	FINAL RESTORATION
30+00	TEMPORARY BYPASS	-	-	141	0.09	-	4	-	TEMPORARY SEEDING
31+28.86	TEMPORARY BYPASS	-	-	144	0.09	-	4	-	TEMPORARY SEEDING
30+00	TEMPORARY BYPASS	-	492	80	0.36	15	-	6	FINAL RESTORATION
31+28.86	TEMPORARY BYPASS	-	255	90	0.22	9	-	4	FINAL RESTORATION
	UNDISTRIBUTED	57	75	57	0.21	7	2	3	
	TOTAL 0010	171	822	626	1	34	10	14	

TYPE II SIGNS

CATEGORY	STATION	LOCATION	SIGN NUMBER	SIGN CODE	SIZE	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
0010	8+72	LT	1	R1-1	30X30	-	1	5.18	STOP SIGN
0010	9+63	RT	2	W5-52R	12X36	1	-	3.00	BRIDGE HASH MARKS
0010	9+67	LT	3	W5-52L	12X36	1	-	3.00	BRIDGE HASH MARKS
0010	10+33	RT	4	W5-52L	12X36	1	-	3.00	BRIDGE HASH MARKS
0010	10+37	LT	5	W5-52R	12X36	1	-	3.00	BRIDGE HASH MARKS
					TOTAL 0010	4	1	17.18	

REMOVING SIGN ITEMS

CATEGORY	STATION	LOCATION	SIGN NUMBER	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	8+70	LT	1M	1	-	-	1	STREET NAME SIGN
0010	8+72	LT	2M	1	-	-	1	STOP SIGN - STAGE 1
0010	8+72	LT	2M	1	-	-	1	STOP SIGN - STAGE 2
0010	8+72	LT	2M	1	-	-	1	STOP SIGN - STAGE 3
0010	8+72	LT	1R	-	1	1	-	STOP SIGN
0010	9+84	LT	2R	-	1	1	-	BRIDGE HASH MARKS
0010	9+86	RT	3R	-	1	1	-	BRIDGE HASH MARKS
0010	10+15	LT	4R	-	1	1	-	BRIDGE HASH MARKS
0010	10+16	RT	5R	-	1	1	-	BRIDGE HASH MARKS
			TOTAL 0010	4	5	5	4	

GEOTEXTILE

CATEGORY	STATION	TO	STATION	LOCATION	645.0105 GEOTEXTILE TYPE C SY
0010	28+26	-	29+82	BYPASS	659
0010	30+18	-	31+32	BYPASS	423
				TOTAL 0010	1,082

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.9910.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. TBD) LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	9+25.00	-	9+66.83	PRONSCHINSKE DRIVE	42	42	-	42
0010	10+33.20	-	10+75.00	PRONSCHINSKE DRIVE	42	42	-	42
0010		-		PROJECT	-	-	1	-
0010	28+26.65	-	29+83.72	BYPASS	157	157	-	157
0010	30+16.25	-	31+28.86	BYPASS	113	113	-	113
		-						
				TOTAL 0010	354	354	1	354

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)
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
RIPRAP

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

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 UTILITY SYMBOLS

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

	NON-COMPENSABLE	COMPENSABLE
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

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

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BUFFALO 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 MONUMENTS (TYPICALLY 3/4" X 18" REBAR) AND WILL BE PLACED PRIOR TO COMPLETION OF THE PROJECT.

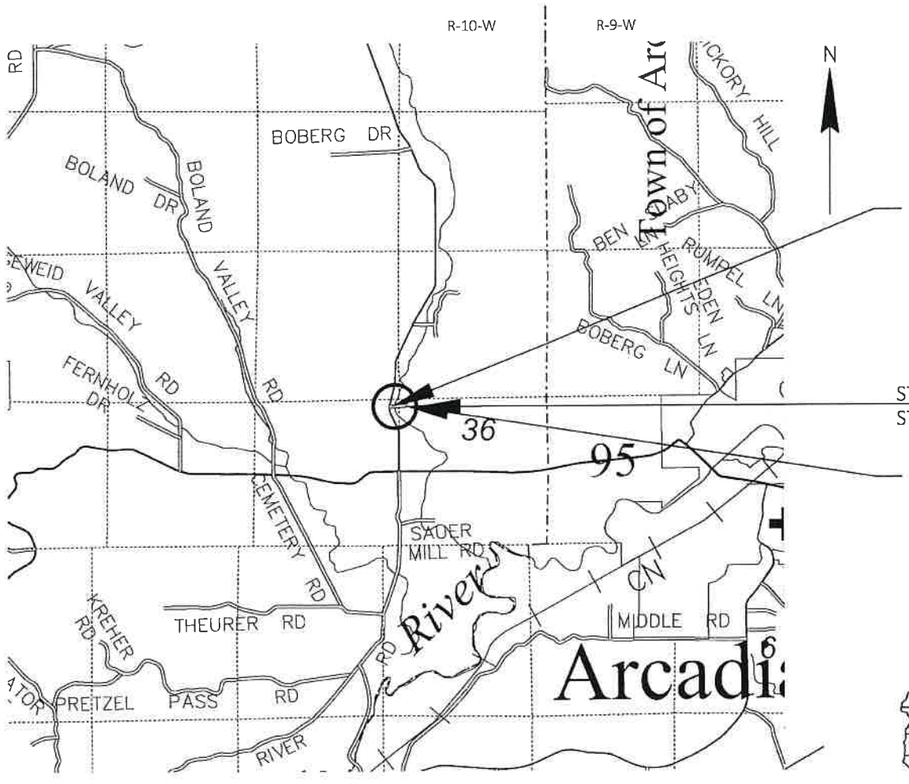
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

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

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

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

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.



LAYOUT
SCALE 0 1.0 MILES

TOTAL NET LENGTH OF CENTERLINE = 0.04 MILES

BEGIN RELOCATION ORDER
STA 8+50.00
Y = 284055.72
X = 639532.47

214.39 FEET SOUTH AND 2311.60 FEET EAST OF NORTH QUARTER QUARTER CORNER OF SEC. 35, T21N, R10E

STRUCTURE B-06-0198
STA 10+00.00

END RELOCATION ORDER
STA 11+50.00
Y = 284073.10
X = 639831.92

292.46 FEET SOUTH AND 32.64 FEET WEST OF NORTHEAST CORNER OF SEC. 35, T21N, R10E

PROJECT LOCATION

REVISION DATE

R/W PROJECT NUMBER 7230-00-00	SHEET NUMBER	TOTAL SHEETS
CONSTRUCTION PROJECT NUMBER 7230-00-70	4.01	2

PLAT OF RIGHT OF WAY REQUIRED FOR

T GLENCOE, PRONSCHINSKE DRIVE SWINNS VALLEY CREEK BRIDGE

LOCAL STREET	BUFFALO

ACCEPTED FOR
TOWN of GLENCOE
8-25-21 (Date) Cleta Foegen (Signature & Title of Official) Chairman

ACCEPTED FOR
COUNTY of BUFFALO
8-25-21 (Date) [Signature] (Signature & Title of Official) COMMISSIONER

ORIGINAL PLAT PREPARED BY
Cedar corporation
CEDARBURG - GREEN BAY - MADISON - MENOMONIE
www.cedarcorp.com
800-472-7372

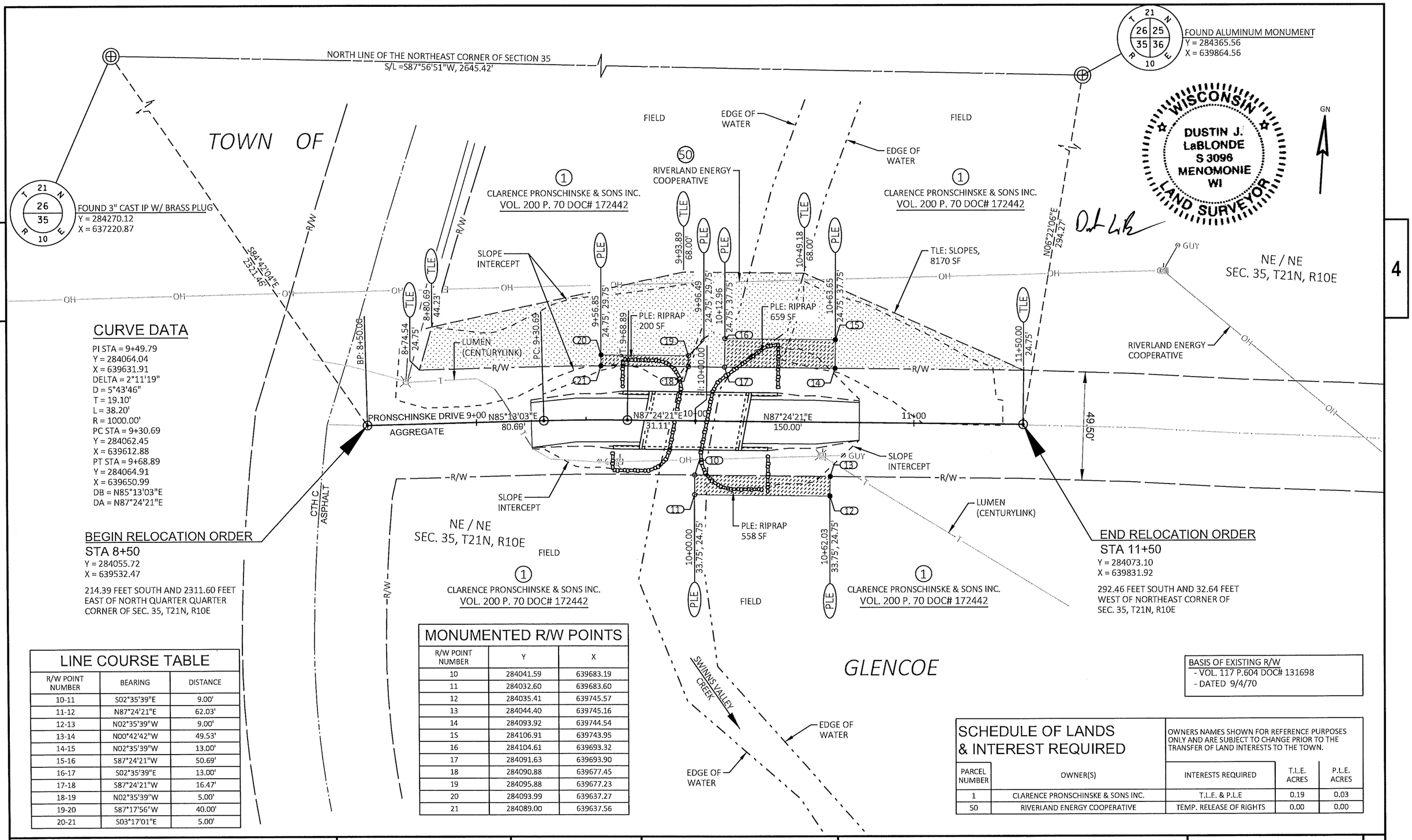
WISCONSIN
DUSTIN J. LaBLONDE
S 3096
MENOMONIE
WI
LAND SURVEYOR

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

THIS SURVEY IS PREPARED AT THE REQUEST OF THE TOWN. THE FIELD SURVEY WAS PERFORMED IN DECEMBER OF 2019. THIS SURVEY IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATE: 7/7/2021 (Signature)

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE SWINNS VALLEY CREEK BRIDGE P-06-0937 BUFFALO COUNTY\72300000\SHEETSPLAN\040101_RP.DWG PLOT DATE : 7/7/2021 12:02 PM PLOT BY : NICK THOMPSON PLOT NAME :



CURVE DATA

PI STA = 9+49.79
Y = 284064.04
X = 639631.91
DELTA = 2°11'19"
D = 5°43'46"
T = 19.10'
L = 38.20'
R = 1000.00'
PC STA = 9+30.69
Y = 284062.45
X = 639612.88
PT STA = 9+68.89
Y = 284064.91
X = 639650.99
DB = N85°13'03"E
DA = N87°24'21"E

BEGIN RELOCATION ORDER

STA 8+50
Y = 284055.72
X = 639532.47

214.39 FEET SOUTH AND 2311.60 FEET EAST OF NORTH QUARTER QUARTER CORNER OF SEC. 35, T21N, R10E

END RELOCATION ORDER

STA 11+50
Y = 284073.10
X = 639831.92

292.46 FEET SOUTH AND 32.64 FEET WEST OF NORTHEAST CORNER OF SEC. 35, T21N, R10E

LINE COURSE TABLE

R/W POINT NUMBER	BEARING	DISTANCE
10-11	S02°35'39"E	9.00'
11-12	N87°24'21"E	62.03'
12-13	N02°35'39"W	9.00'
13-14	N00°42'42"W	49.53'
14-15	N02°35'39"W	13.00'
15-16	S87°24'21"W	50.69'
16-17	S02°35'39"E	13.00'
17-18	S87°24'21"W	16.47'
18-19	N02°35'39"W	5.00'
19-20	S87°17'56"W	40.00'
20-21	S03°17'01"E	5.00'

MONUMENTED R/W POINTS

R/W POINT NUMBER	Y	X
10	284041.59	639683.19
11	284032.60	639683.60
12	284035.41	639745.57
13	284044.40	639745.16
14	284093.92	639744.54
15	284106.91	639743.95
16	284104.61	639693.32
17	284091.63	639693.90
18	284090.88	639677.45
19	284095.88	639677.23
20	284093.99	639637.27
21	284089.00	639637.56

BASIS OF EXISTING R/W
- VOL. 117 P.604 DOC# 131698
- DATED 9/4/70

SCHEDULE OF LANDS & INTEREST REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	T.L.E. ACRES	P.L.E. ACRES
1	CLARENCE PRONSCHINSKE & SONS INC.	T.L.E. & P.L.E	0.19	0.03
50	RIVERLAND ENERGY COOPERATIVE	TEMP. RELEASE OF RIGHTS	0.00	0.00

REVISION DATE

DATE 7-7-2021

GRID FACTOR

SCALE, FEET 0 20 40

HWY: LOCAL ROAD

COUNTY: BUFFALO

STATE R/W PROJECT NUMBER 7230-00-00

CONSTRUCTION PROJECT NUMBER 7230-00-70

PLAT SHEET 4.02

PS&E SHEET 15

E

FILE NAME : 040101_RP.DWG
LAYOUT NAME - 040102_rp

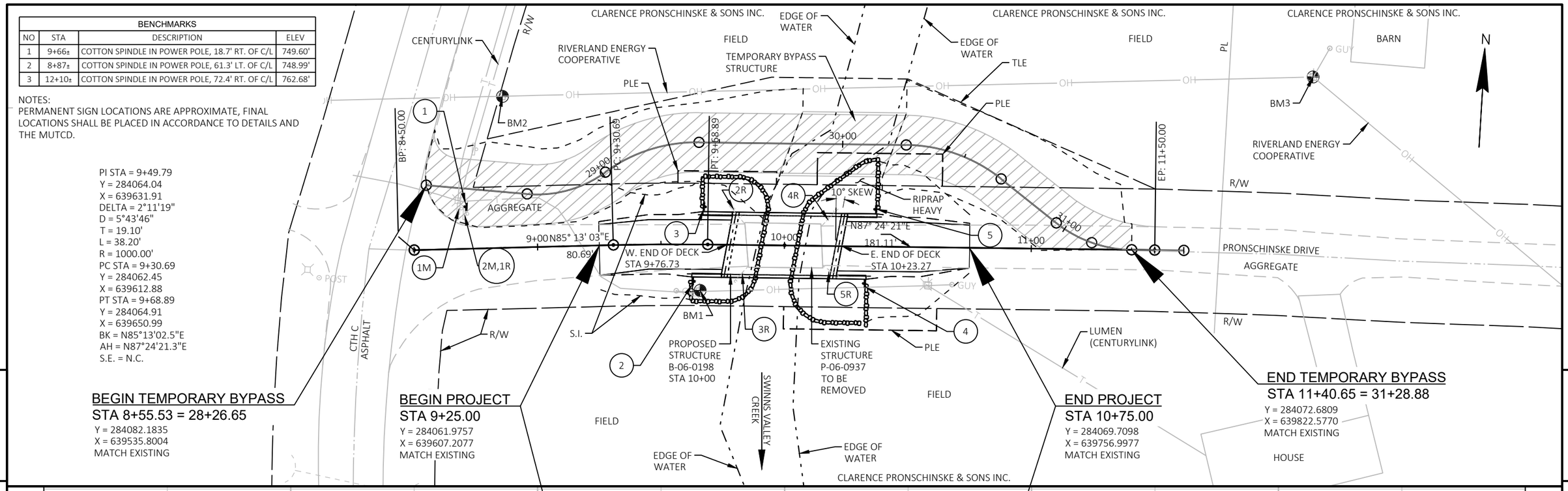
PLOT DATE : 7/7/2021 12:02 PM

WISDOT/CADDS SHEET 75

BENCHMARKS			
NO	STA	DESCRIPTION	ELEV
1	9+66±	COTTON SPINDLE IN POWER POLE, 18.7' RT. OF C/L	749.60'
2	8+87±	COTTON SPINDLE IN POWER POLE, 61.3' LT. OF C/L	748.99'
3	12+10±	COTTON SPINDLE IN POWER POLE, 72.4' RT. OF C/L	762.68'

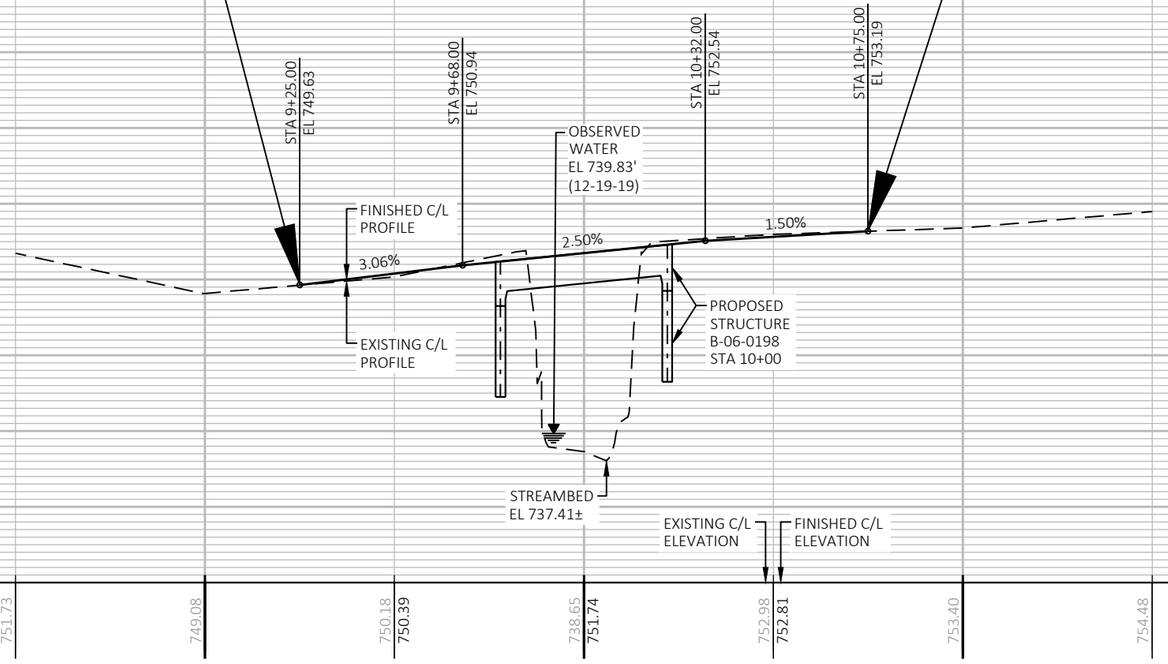
NOTES:
PERMANENT SIGN LOCATIONS ARE APPROXIMATE, FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.

PI STA = 9+49.79
Y = 284064.04
X = 639631.91
DELTA = 2°11'19"
D = 5°43'46"
T = 19.10'
L = 38.20'
R = 1000.00'
PC STA = 9+30.69
Y = 284062.45
X = 639612.88
PT STA = 9+68.89
Y = 284064.91
X = 639650.99
BK = N85°13'02.5"E
AH = N87°24'21.3"E
S.E. = N.C.



LEGEND

1	NEW R1-1 SIGN
1M	MOVE STREET NAME SIGN
1R	REMOVE EXISTING R1-1 SIGN
2M	MOVE EXISTING R1-1 SIGN
2R-5R	REMOVE EXISTING BRIDGE HASH MARKS SIGN
2,5	NEW W5-52R SIGNS
3,4	NEW W5-52L SIGNS
5R	REMOVE EXISTING BRIDGE HASH MARKS SIGN



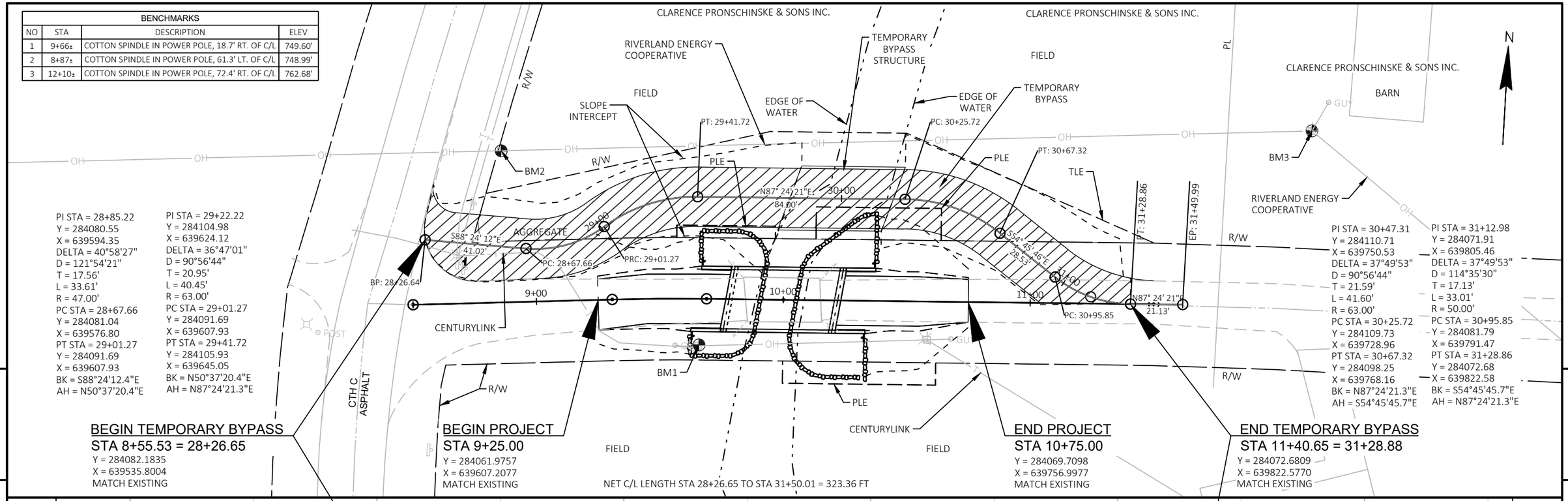
STATION 10+00
REMOVE STRUCTURE P-06-0937
SINGLE SPAN STEEL DECK GIRDER BRIDGE
31.0' OVERALL LENGTH
18.2' OVERALL WIDTH
SKEW 0°

STATION 10+00
STRUCTURE B-06-0198 REQUIRED
SINGLE SPAN CONCRETE FLAT SLAB BRIDGE
46.5' OVERALL LENGTH
26.5' OVERALL WIDTH
SKEW 10° LHF

PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	PLAN AND PROFILE: PRONSCHINSKE DRIVE	SHEET 16 E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\050101-PP.DWG
PLOT DATE : 10/13/2021 3:43 PM PLOT BY : MIKE LAPEAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

BENCHMARKS			
NO	STA	DESCRIPTION	ELEV
1	9+66±	COTTON SPINDLE IN POWER POLE, 18.7' RT. OF C/L	749.60'
2	8+87±	COTTON SPINDLE IN POWER POLE, 61.3' LT. OF C/L	748.99'
3	12+10±	COTTON SPINDLE IN POWER POLE, 72.4' RT. OF C/L	762.68'



PI STA = 28+85.22
Y = 284080.55
X = 639594.35
DELTA = 40°58'27"
D = 121°54'21"
T = 17.56'
L = 33.61'
R = 47.00'
PC STA = 28+67.66
Y = 284081.04
X = 639576.80
PT STA = 29+01.27
Y = 284091.69
X = 639607.93
BK = S88°24'12.4"E
AH = N50°37'20.4"E

PI STA = 29+22.22
Y = 284104.98
X = 639624.12
DELTA = 36°47'01"
D = 90°56'44"
T = 20.95'
L = 40.45'
R = 63.00'
PC STA = 29+01.27
Y = 284091.69
X = 639607.93
PT STA = 29+41.72
Y = 284105.93
X = 639645.05
BK = N50°37'20.4"E
AH = N87°24'21.3"E

PI STA = 30+47.31
Y = 284110.71
X = 639750.53
DELTA = 37°49'53"
D = 90°56'44"
T = 21.59'
L = 41.60'
R = 63.00'
PC STA = 30+25.72
Y = 284109.73
X = 639728.96
PT STA = 30+67.32
Y = 284098.25
X = 639768.16
BK = N87°24'21.3"E
AH = S54°45'45.7"E

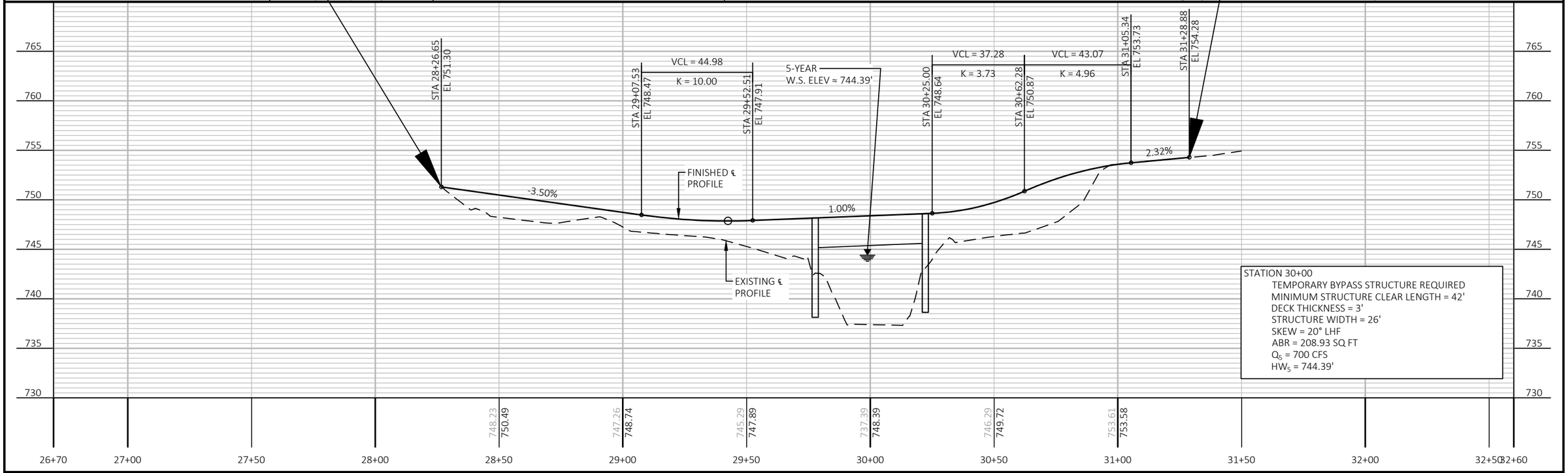
PI STA = 31+12.98
Y = 284071.91
X = 639805.46
DELTA = 37°49'53"
D = 114°35'30"
T = 17.13'
L = 33.01'
R = 50.00'
PC STA = 30+95.85
Y = 284081.79
X = 639791.47
PT STA = 31+28.86
Y = 284072.68
X = 639822.58
BK = S54°45'45.7"E
AH = N87°24'21.3"E

BEGIN TEMPORARY BYPASS
STA 8+55.53 = 28+26.65
Y = 284082.1835
X = 639535.8004
MATCH EXISTING

BEGIN PROJECT
STA 9+25.00
Y = 284061.9757
X = 639607.2077
MATCH EXISTING

END PROJECT
STA 10+75.00
Y = 284069.7098
X = 639756.9977
MATCH EXISTING

END TEMPORARY BYPASS
STA 11+40.65 = 31+28.88
Y = 284072.6809
X = 639822.5770
MATCH EXISTING



STATION 30+00
TEMPORARY BYPASS STRUCTURE REQUIRED
MINIMUM STRUCTURE CLEAR LENGTH = 42'
DECK THICKNESS = 3'
STRUCTURE WIDTH = 26'
SKEW = 20° LHF
ABR = 208.93 SQ FT
Q_5 = 700 CFS
HW_5 = 744.39'

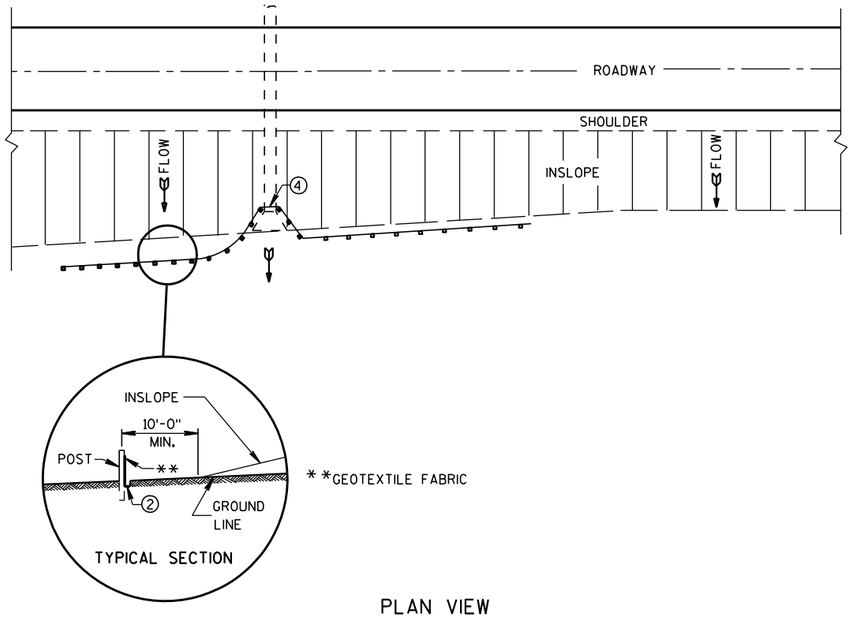
PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	PLAN AND PROFILE: TEMPORARY BYPASS	SHEET 17	E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050102-pp
PLOT DATE : 10/13/2021 3:44 PM PLOT BY : MIKE LAPEAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

Standard Detail Drawing List

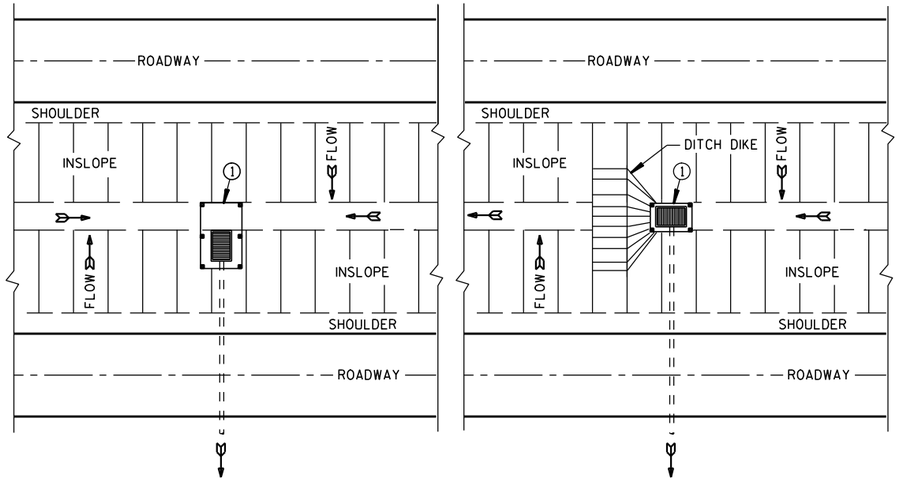
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
12A03-10	NAME PLATE (STRUCTURES)
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-09	SIGNING & MARKING FOR TWO LANE BRIDGES
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15D31-03	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

6



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



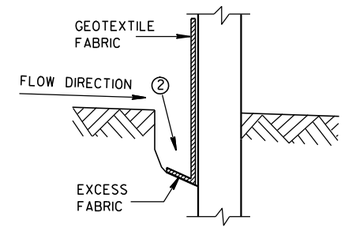
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

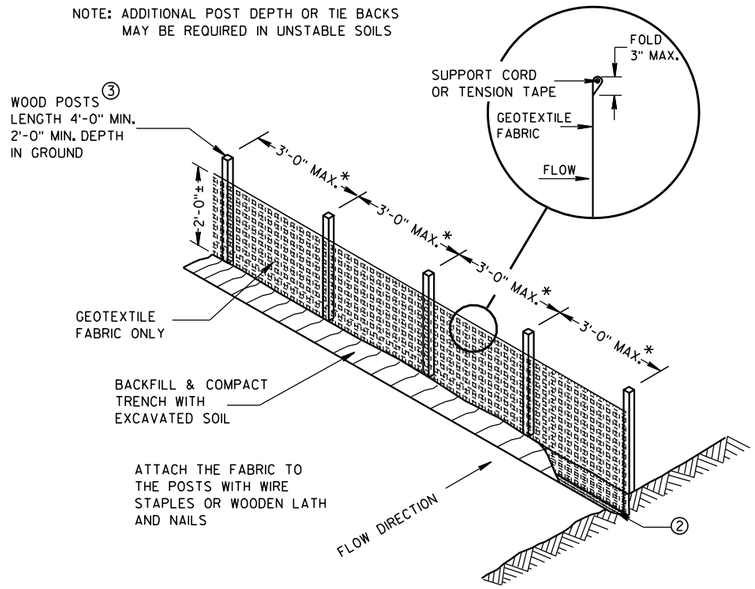
GENERAL NOTES

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

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

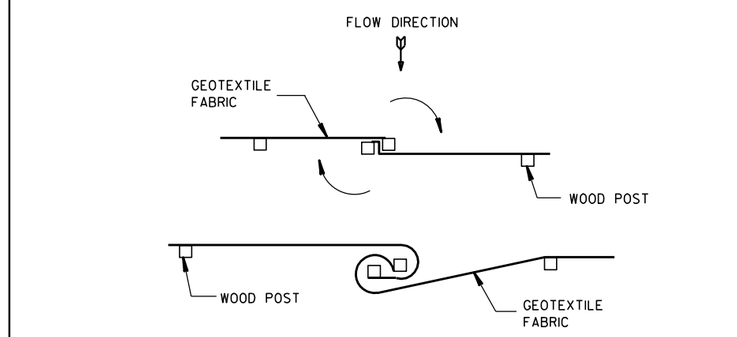


TRENCH DETAIL

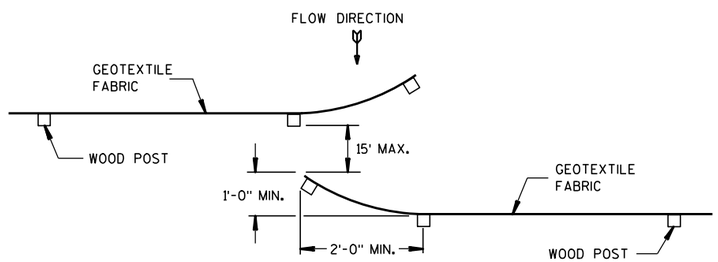


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

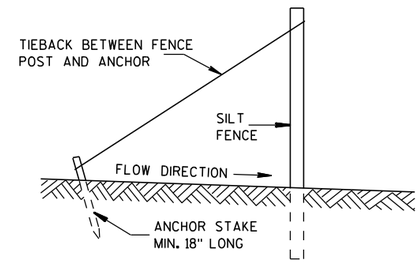


TWIST METHOD



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

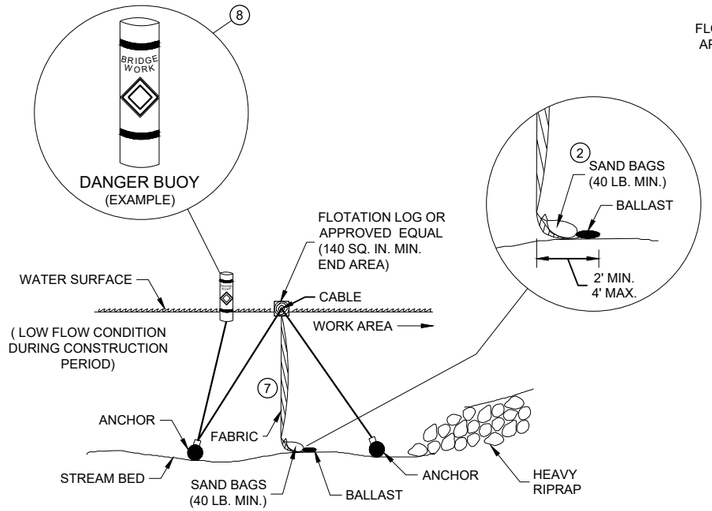
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

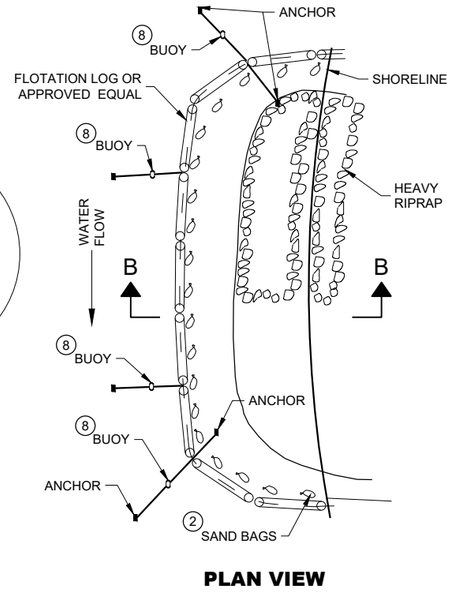
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6

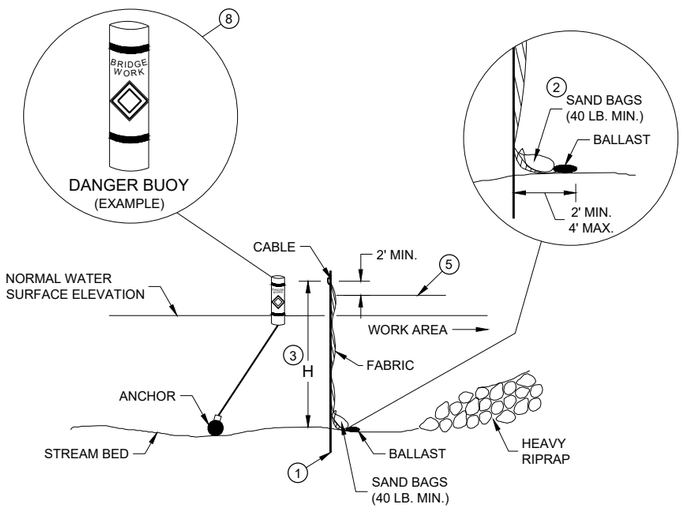


SECTION B - B

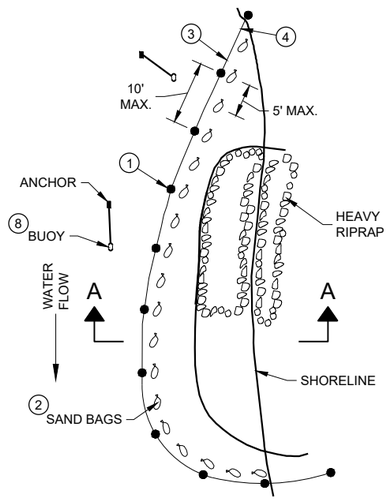


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

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

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

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

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

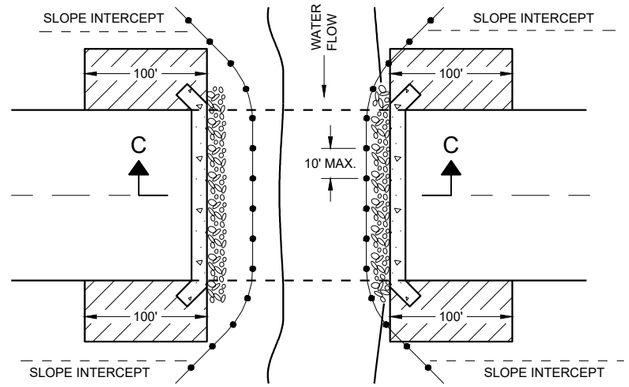
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

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

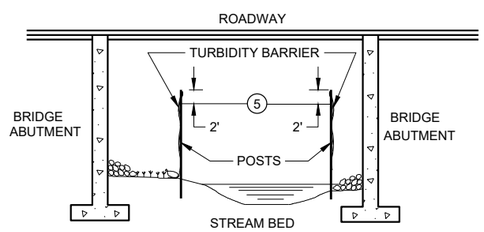
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

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

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



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

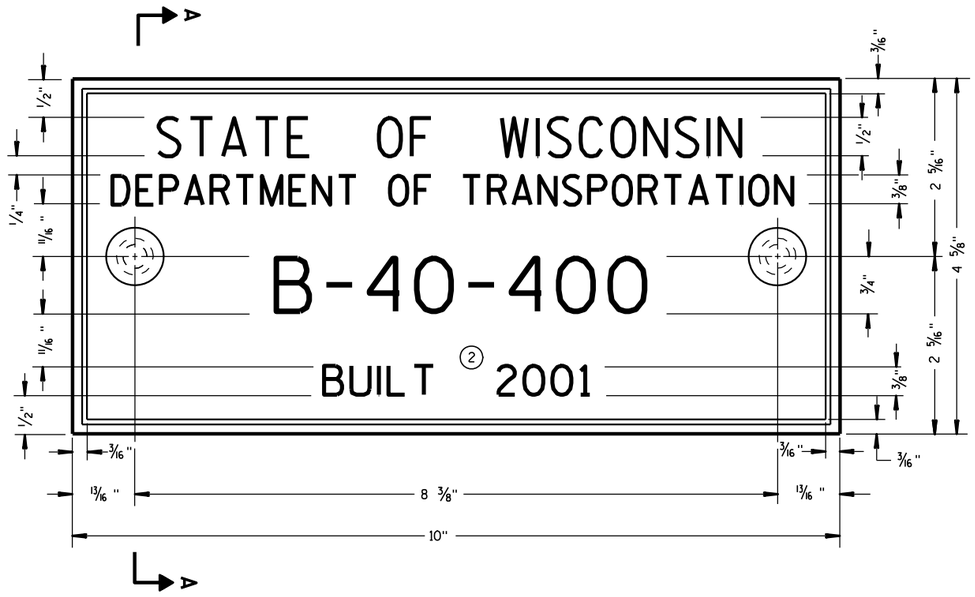
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 08E11 - 02



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

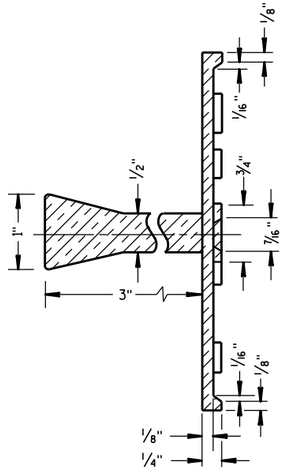
GENERAL NOTES

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

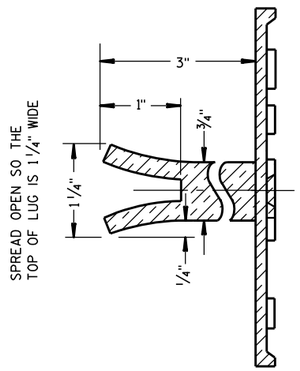
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

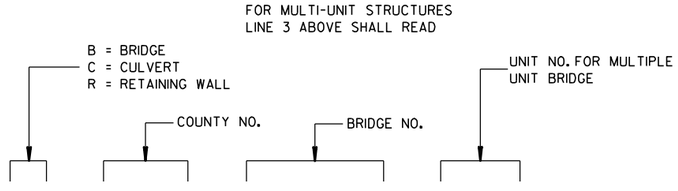
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



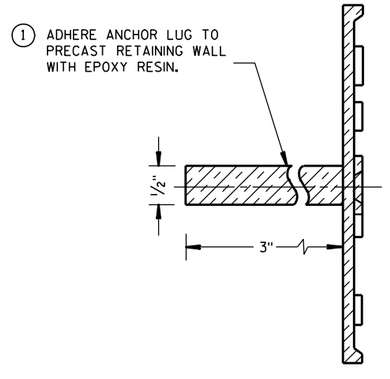
SECTION A-A



ALTERNATE LUG



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

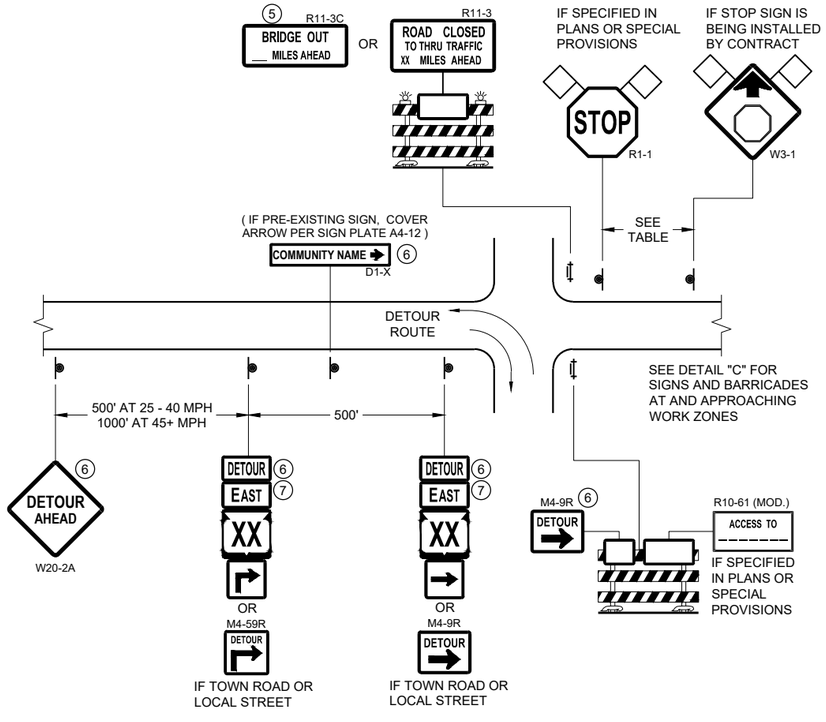
FHWA

6

S.D.D. 12 A 3-10

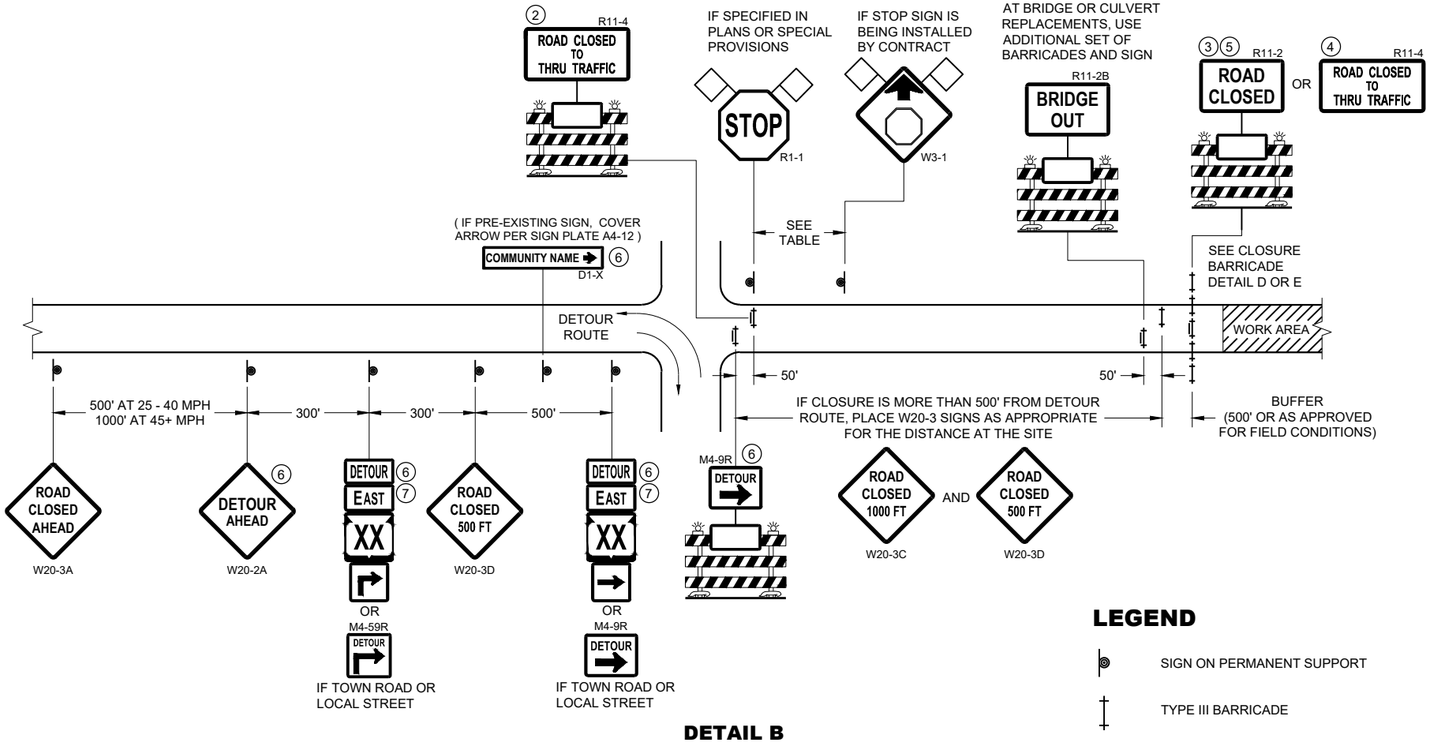
6

S.D.D. 12 A 3-10



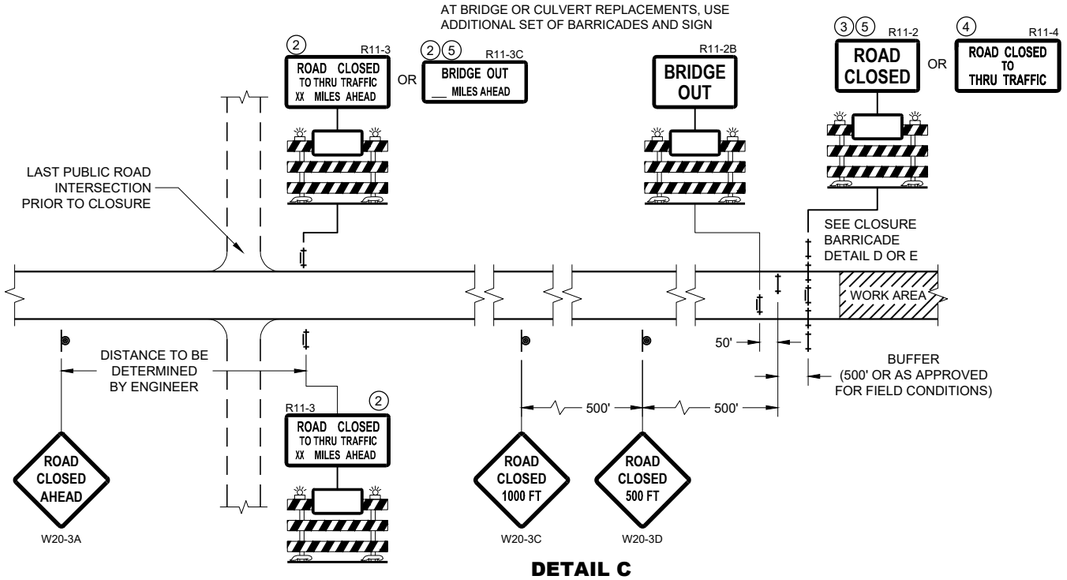
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

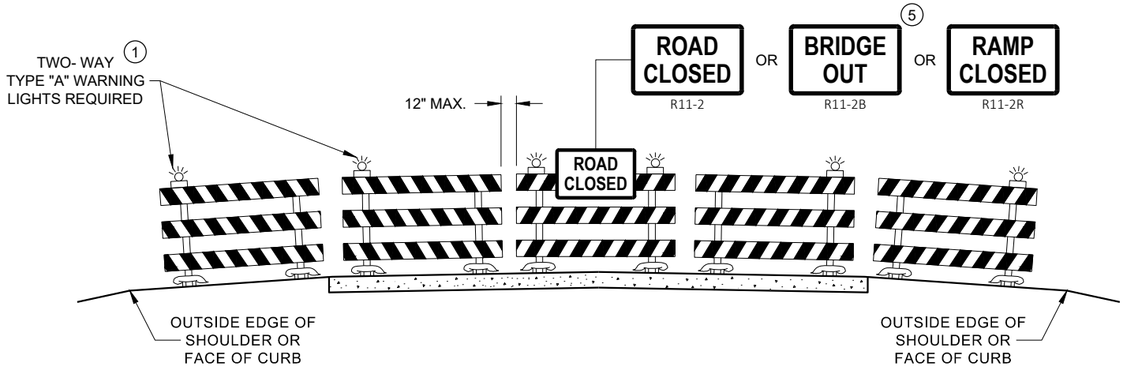
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

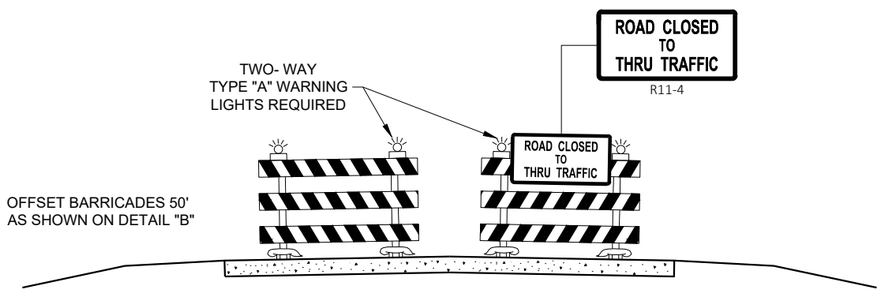
FHWA

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

6

SDD 15C02 - 08b

6

SDD 15C02 - 08b

GENERAL NOTES

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

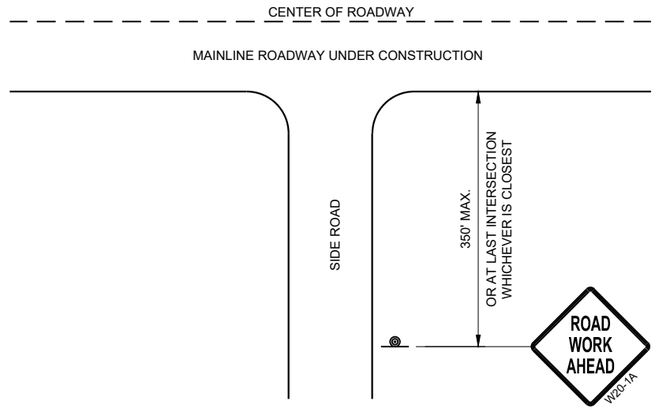
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

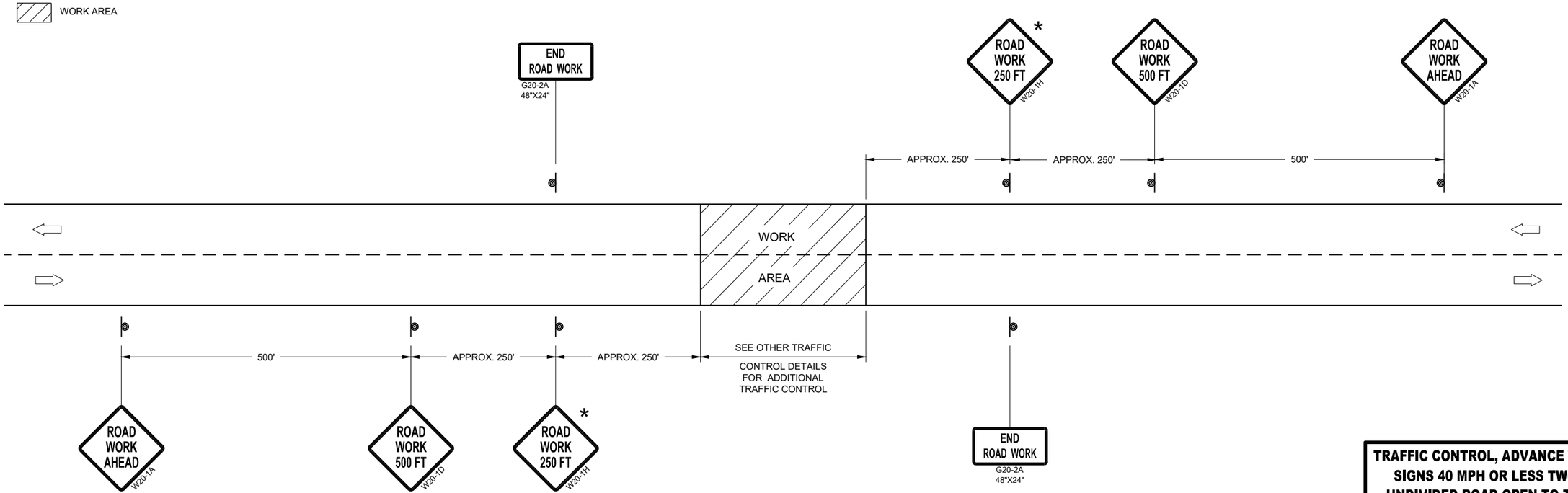
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

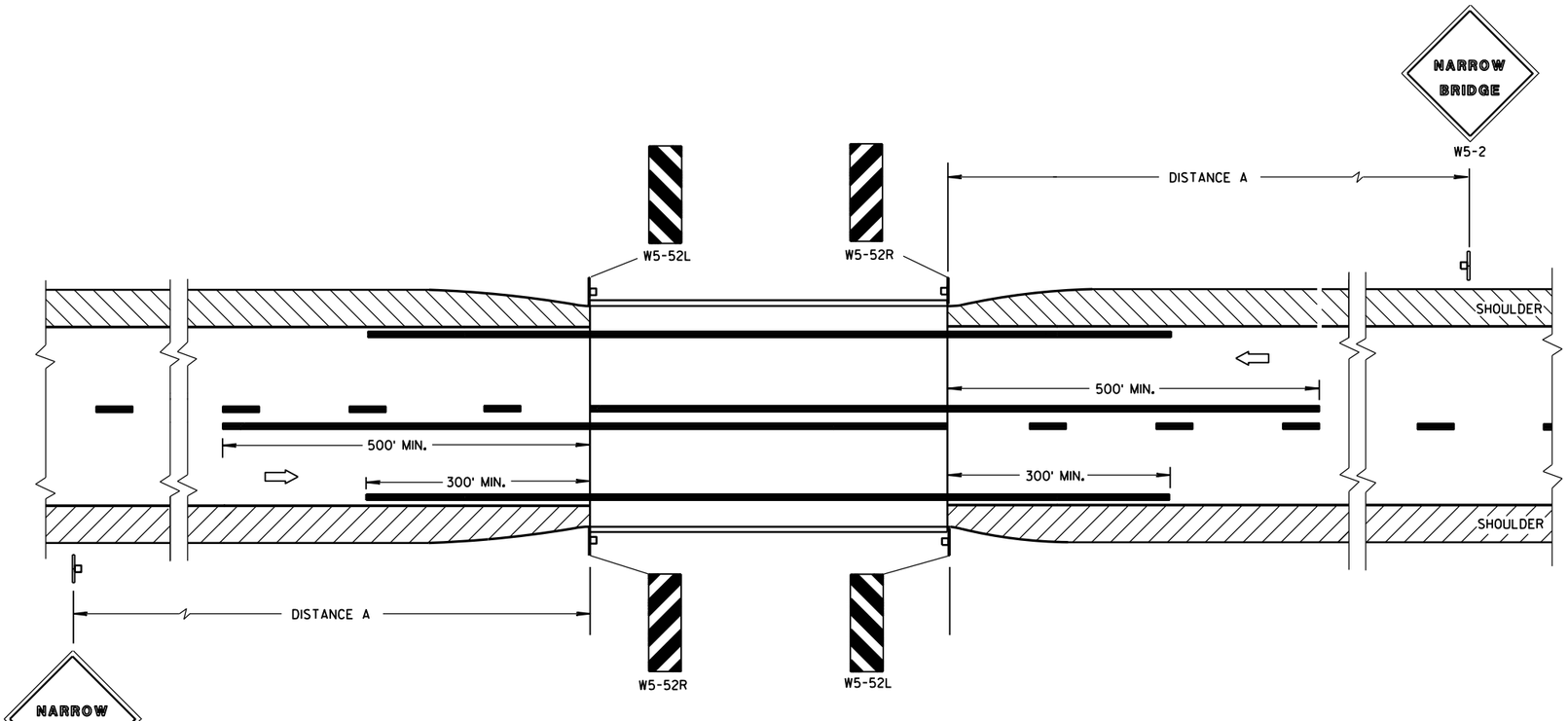
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C05 - 05



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

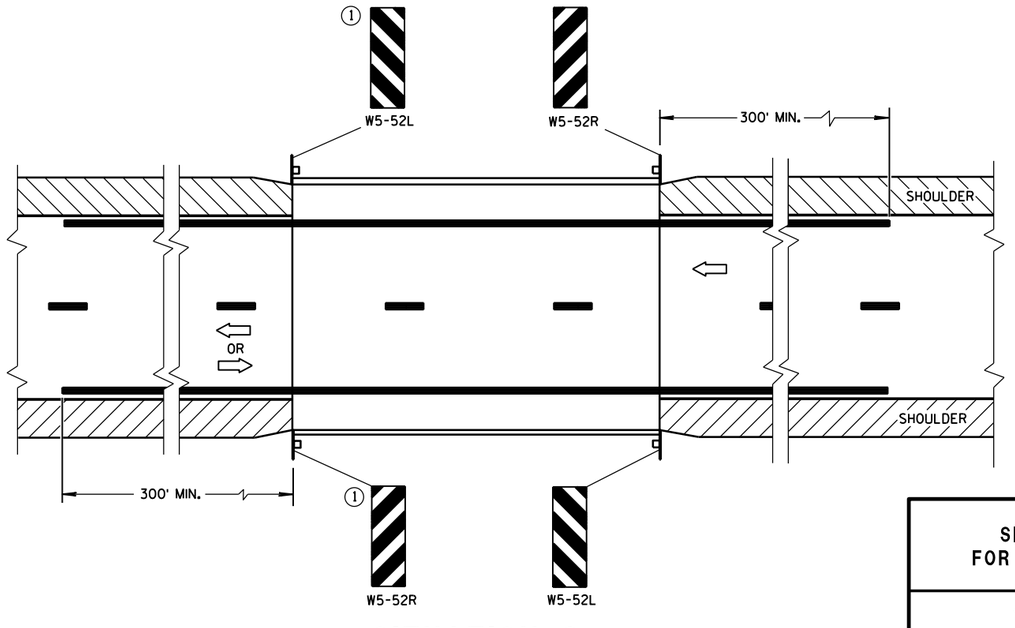
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

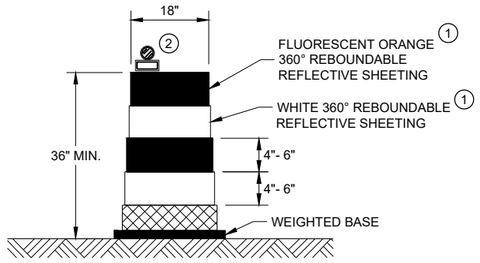
S.D.D. 15 C 6-9

6

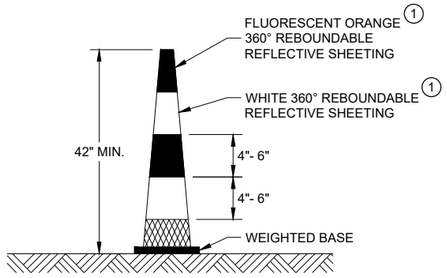
S.D.D. 15 C 6-9

GENERAL NOTES

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

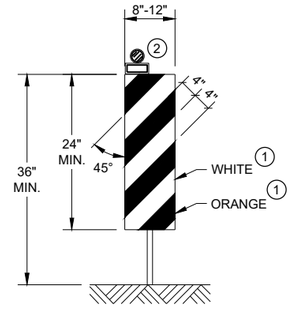


DRUM



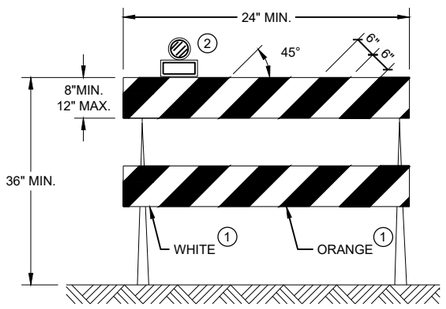
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



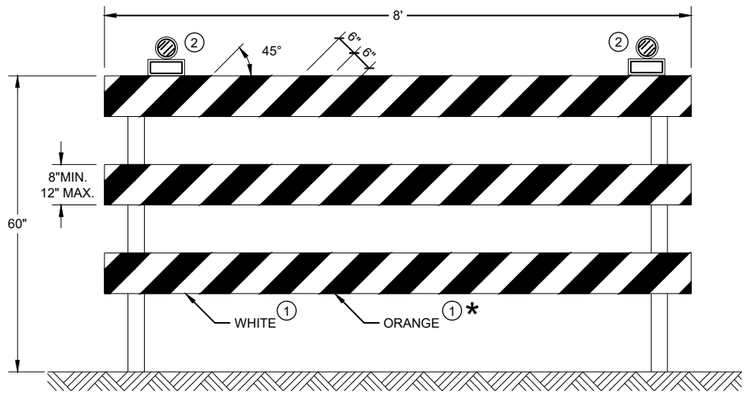
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6

SDD15C11 - 09b

6

SDD15C11 - 09b

S	BUFFER SPACE (DESIRABLE)
25	55'
30	85'
35	120'
40	170'
45	220'
50	280'
55	335'

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

END ROAD WORK
G20-2A
48"x24"

NO PASSING ZONE
W14-3
48"x36"

BEGIN TEMPORARY PAVEMENT MARKING, 4-INCH SOLID YELLOW CENTERLINE ✳✳

1000'
500'
400'
500'
200'
50'
50'
25' TYP.

W01-6
48"x24"
✳✳✳

R11-2
48"x30"
ROAD CLOSED
TYPE III BARRICADE

FOR BRIDGE OR CULVERT REPLACEMENTS SUBSTITUTE
BRIDGE OUT
R11-2B
48"x30"

ROAD CLOSURE OR BRIDGE/CULVERT REPLACEMENT

BUFFER SPACE (SEE TABLE)

WORK AREA

BUFFER SPACE (SEE TABLE)

TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT WHEN INCLUDED IN THE CONTRACT. FOR LAYOUT, SEE DETAILS ELSEWHERE IN THE PLAN.

W05-52L
12"x36"

W05-52R
12"x36"

25' TYP.

OR

W01-3L
W01-4L
W01-3R
W01-4R
W013-1
XX M.P.H.
24"x24"

ROAD WORK 1000 FT
W20-1C

ROAD WORK AHEAD
W20-1A

END TEMPORARY PAVEMENT MARKING, 4-INCH SOLID YELLOW CENTERLINE ✳✳

BEGIN TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINE

END TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINE

TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINES. (USE REMOVABLE TAPE WHERE TEMPORARY MARKING CROSSES PERMANENT PAVEMENT)

TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW CENTERLINE AND 2-WAY YELLOW RAISED PAVEMENT MARKERS AT 25' SPACING. USE REMOVABLE TAPE WHERE TEMPORARY MARKING CROSSES PERMANENT PAVEMENT.

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.

✳ IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE W01-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE W01-3 SIGN.

✳✳ WHEN THE DISTANCE TO/FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

✳✳✳ OMIT THESE W01-6 SIGNS IF THE ADVISORY SPEED OF THE CURVE IS GREATER THAN 30 MPH.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY-BURN LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- Ⓐ TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR, (WHITE) (SINGLE DELINEATOR)
- TEMPORARY RAISED PAVEMENT MARKERS (TWO-WAY YELLOW)
- XXX REMOVE PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT
- WORK AREA

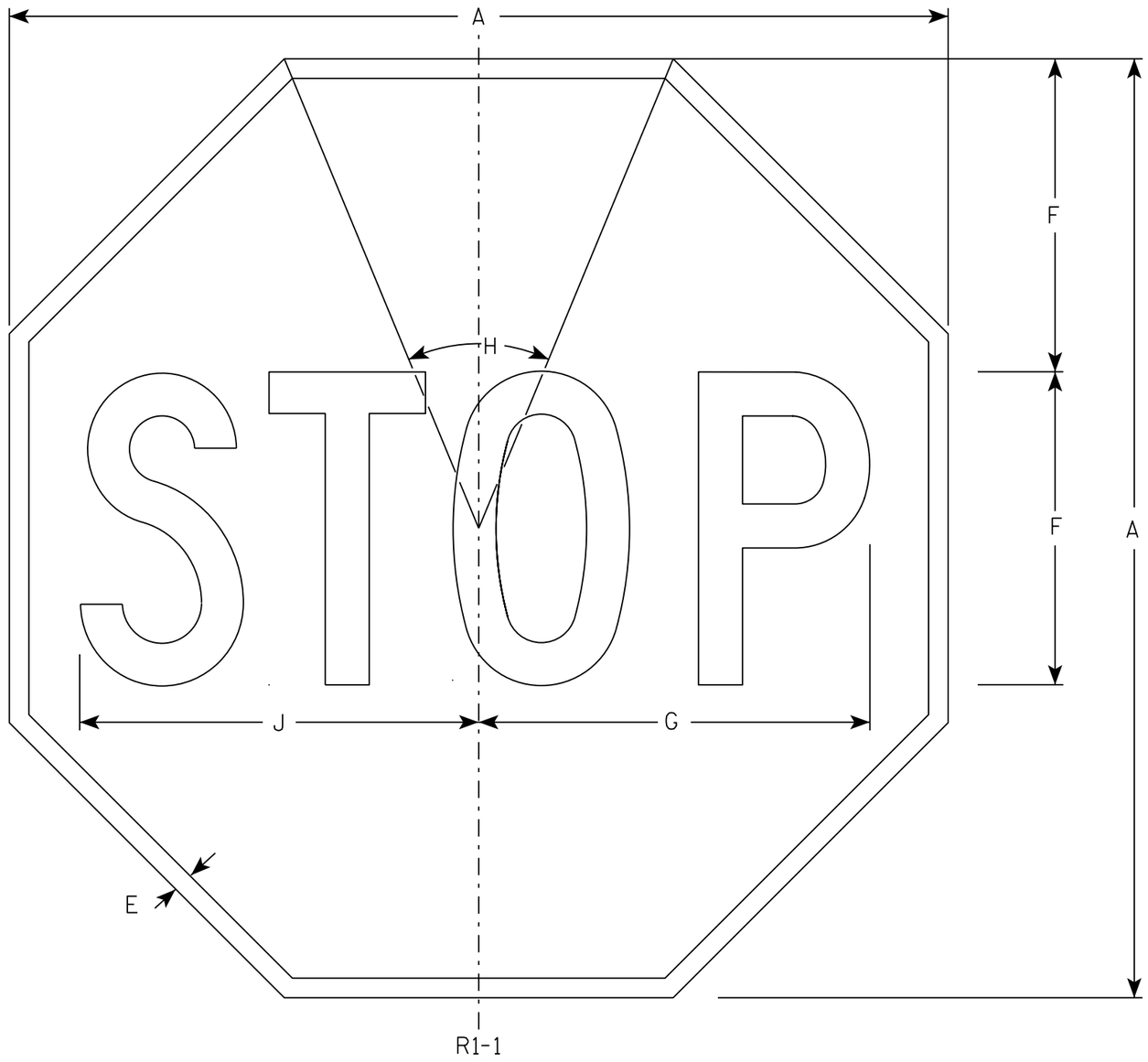
TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA — FIC

6

S.D.D. 15 D 31-3



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

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	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

R1-1

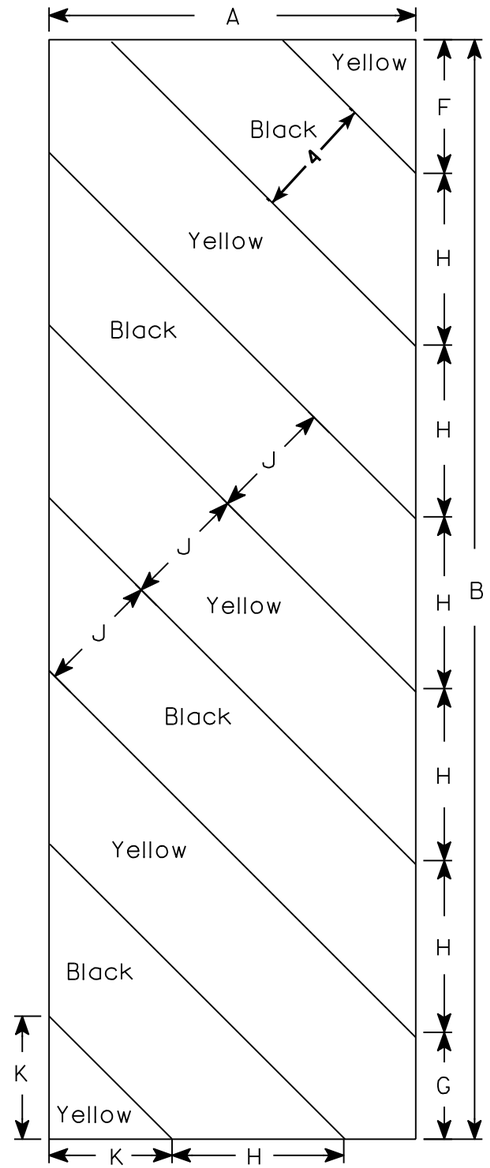
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

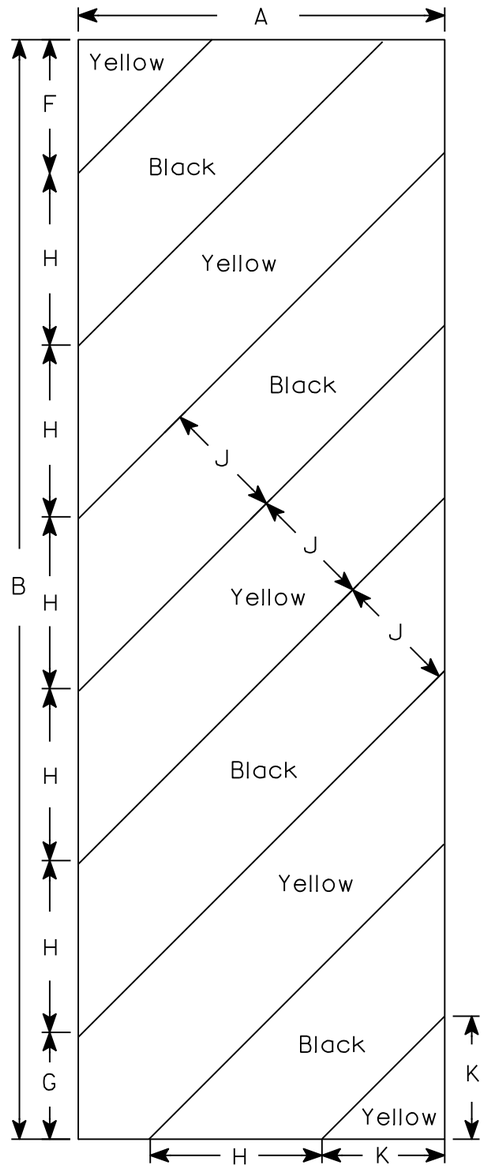
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 28	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: 29	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W552.DGN PLOT DATE : 29-MAY-2012 13:03 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.961899:1.000000

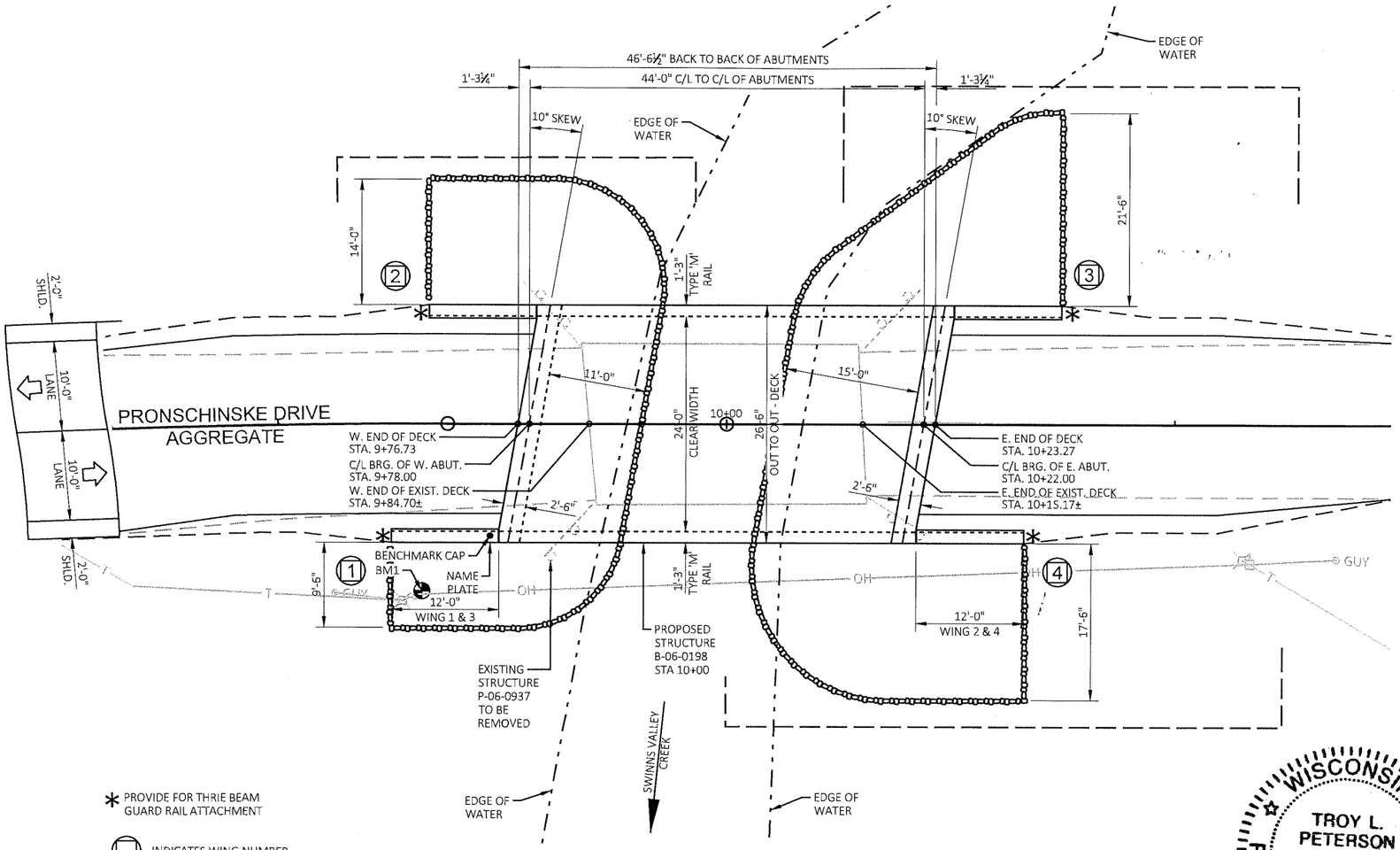
WISDOT/CADDS SHEET 42

7

7

STATE PROJECT NUMBER

7230-00-70

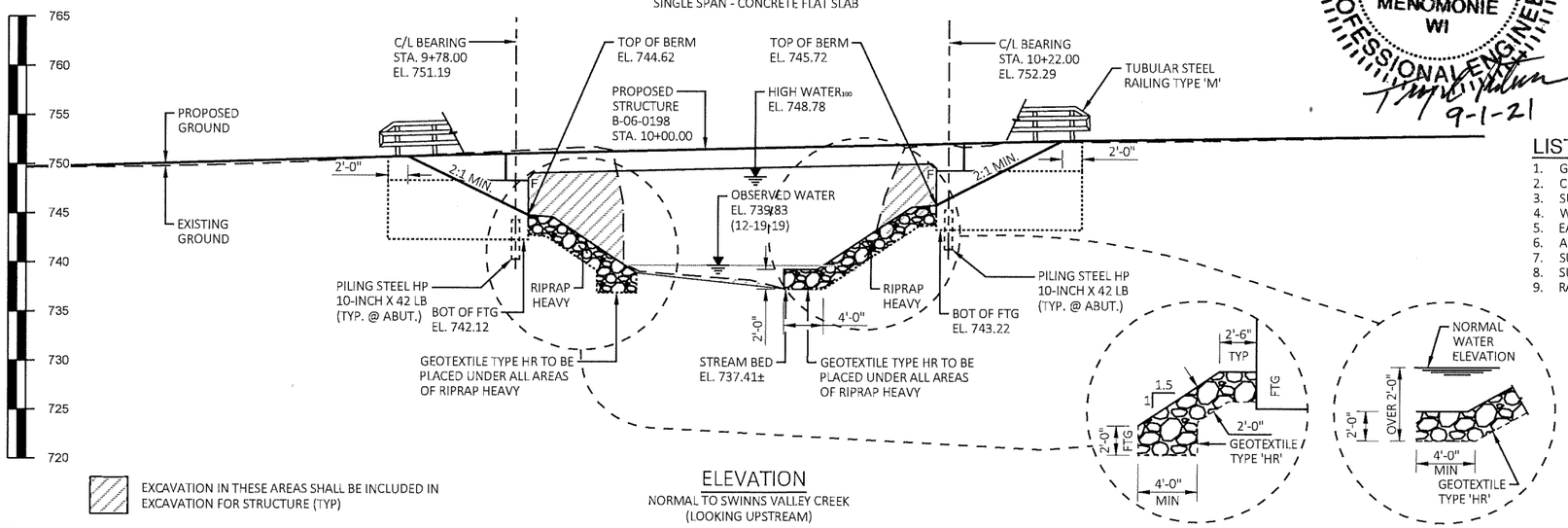


PLAN

SINGLE SPAN - CONCRETE FLAT SLAB

✱ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT

INDICATES WING NUMBER



EXCAVATION IN THESE AREAS SHALL BE INCLUDED IN EXCAVATION FOR STRUCTURE (TYP)

ELEVATION

NORMAL TO SWINNS VALLEY CREEK

(LOOKING UPSTREAM)

DESIGN DATA

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

LIVE LOAD:

DESIGN LOADING	HL - 93
INVENTORY RATING FACTOR	RF = 1.05
OPERATING RATING FACTOR	RF = 1.36
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV)	250 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY

SLAB	f'c = 4,000 PSI
ALL OTHER	f'c = 3,500 PSI
BAR STEEL REINFORCEMENT, GRADE 60 (INCLUDES STAINLESS STEEL REINFORCEMENT)	fy = 60,000 PSI

HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100}	2,300 C.F.S.
Q_{BRIDGE}	2,300 C.F.S.
VEL.	12.57 F.P.S.
HW_{100}	EL. 748.78
WATERWAY AREA	183 SQ. FT.
DRAINAGE AREA	14.7 SQ. MI.
SCOUR CRITICAL CODE	8

2 YEAR FREQUENCY

Q_2 TOTAL	377 C.F.S.
VEL.	8.11 F.P.S.
HW_2	EL. 743.23

TEMPORARY STRUCTURE

Q_5 TOTAL	700 C.F.S.
HW_5	EL. 744.39
AREA BRIDGE	208.93 SQ. FT.

TRAFFIC DATA

AADT (2022)	20
AADT (2042)	23
DESIGN SPEED	25 MPH

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON PILING STEEL HP 10x42, WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION.

ESTIMATED LENGTH 80'-0" WEST ABUTMENT
ESTIMATED LENGTH 80'-0" EAST ABUTMENT

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

BENCHMARKS			
NO	STA	DESCRIPTION	ELEV
1	9+66±	COTTON SPINDLE IN POWER POLE, 18.7' RT. OF C/L	749.60'
2	8+87±	COTTON SPINDLE IN POWER POLE, 61.3' LT. OF C/L	748.99'
3	12+10±	COTTON SPINDLE IN POWER POLE, 72.4' RT. OF C/L	762.68'

WISCONSIN
TROY L. PETERSON
E-31102
MENOMONIE
WI
PROFESSIONAL ENGINEER

9-1-21

LIST OF DRAWINGS

BRIDGE OFFICE CONTACT

AARON M. BONK
(608) 261-0261

CONSULTANT CONTACT

TROY L. PETERSON
(715) 235-9081

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

Cedar corporation
www.cedarcorp.com 800-472-7372

ACCEPTED SDR 11/30/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-06-0198

PRONSCHINSKE DRIVE BRIDGE OVER SWINNS VALLEY CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
BUFFALO	GLENCOE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TLP	DWM	NJT	TLP

GENERAL PLAN

SHEET 1 OF 9

30

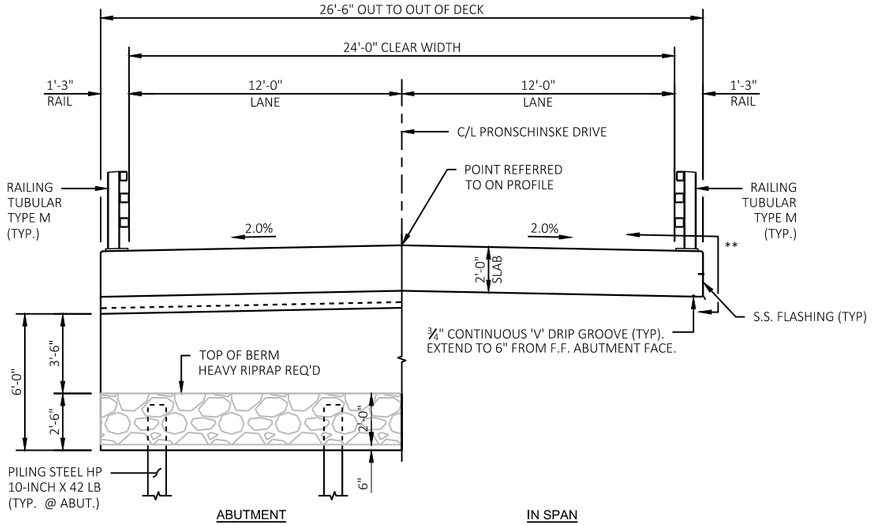
I.D. 7230-00-70

DATE: August 2021

SCALE = 1:1

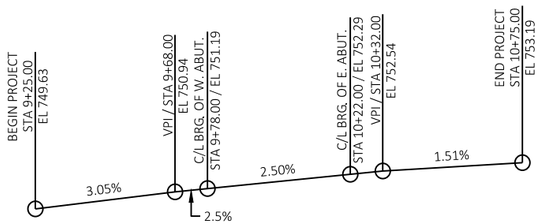
8

8



CROSS SECTION THRU STRUCTURE

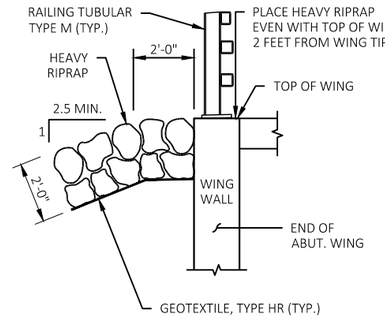
(LOOKING EAST)



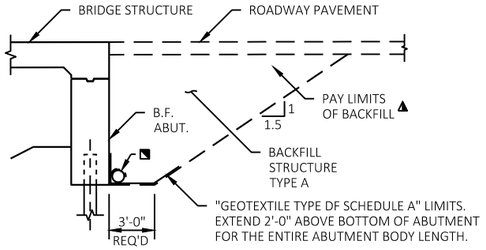
PROPOSED GRADE ON PRONSCHINSKE DRIVE

TOTAL ESTIMATED QUANTITIES

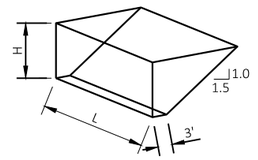
ITEM NUMBER	BID ITEMS	UNIT	WEST ABUT.	EAST ABUT.	SUPER.	TOTALS
203.0260	REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS (P-06-0937)	EACH	-	-	-	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-06-0198	LS	-	-	-	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	135	135	-	270
502.0100	CONCRETE MASONRY BRIDGES	CY	36.5	36.9	95.6	169
502.3200	PROTECTIVE SURFACE TREATMENT	SY	13.5	13.5	167	194
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	1570	1570	-	3140
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1760	1770	16570	20100
506.0105	STRUCTURAL STEEL CARBON	LB	-	-	520	520
513.4061	RAILING TUBULAR TYPE M	LF	-	-	146	146
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	9.0	9.0	-	18
526.0100	TEMPORARY STRUCTURE (STA 30+00)	LS	-	-	-	1
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	320	320	-	640
606.0300	RIPRAP HEAVY	CY	80	95	-	175
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	90	90	-	180
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	25	25	-	50
645.0120	GEOTEXTILE TYPE HR	SY	140	180	-	320
SPV.0090.01	FLASHING STAINLESS STEEL	LF	-	-	93	93
	NON-BID ITEMS					
	FILLER	SIZE	-	-	-	½" X ¾"



TYPICAL FILL SECTION AT WING TIPS

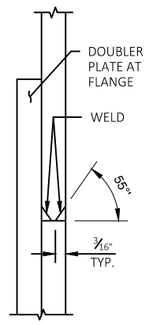


STRUCTURE BACKFILL & LIMITS



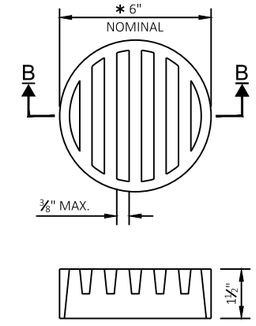
ABUTMENT BACKFILL DIAGRAM FOR WINGS PARALLEL TO ROADWAY

L = OUT TO OUT OF ABUTMENT, INCLUDING WINGS (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS & 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)
V_{CY} = V_{CF} (EF)/27
V_{TON} = V_{CY} (2.0)



HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

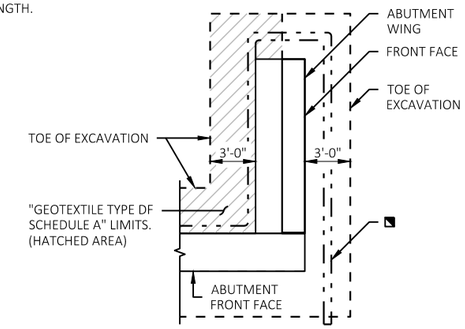


RODENT SHIELD DETAIL

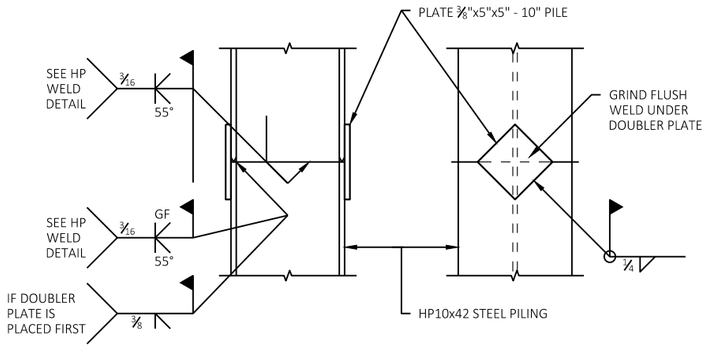
* DIMENSION IS APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

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

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



ABUTMENT PLAN WITH WING



PILE SPLICE DETAILS

STATE PROJECT NUMBER

7230-00-70

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL STATIONS AND ALL ELEVATIONS ARE IN FEET.

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

ALL REINFORCING BARS ARE ENGLISH. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M 153, TYPE I, II OR III OR A.A.S.H.T.O. DESIGNATION M 213.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH RIPRAP HEAVY AND GEOTEXTILE TYPE 'HR' TO THE EXTENT SHOWN ON SHEETS 1 AND 2 AND IN THE ABUTMENT DETAILS.

THE EXISTING STRUCTURE (P-06-0937) IS A 31.0' LONG BY 18.2' WIDTH SINGLE SPAN STEEL DECK GIRDER BRIDGE.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-06-0198" SHALL BE THE EXISTING GRADE LINE.

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

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

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

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

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

** APPLY PROTECTIVE SURFACE TREATMENT TO THE TOP OF DECK, EDGES OF DECK, AND BOTTOM 1' OUTSIDE EDGE OF DECK. APPLY TO TOP OF WINGS AND EXTERIOR EXPOSED FACE OF WINGS AND THE END 1' OF THE FRONT FACE OF ABUTMENTS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-06-0198

DRAWN BY NJT | PLANS CK'D. TLP

CROSS SECTION, QUANTITIES, & NOTES

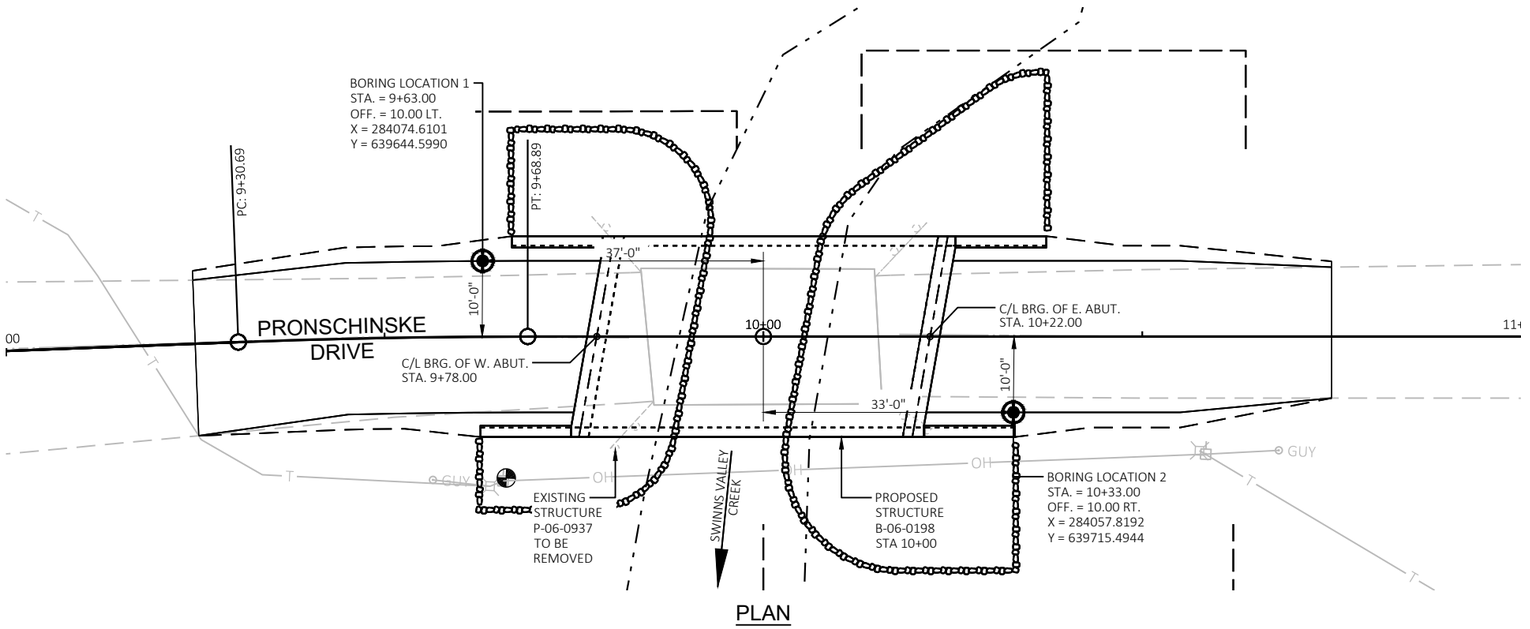
SHEET 2 OF 9

31

SCALE = 1:1

8

8



PLAN

N

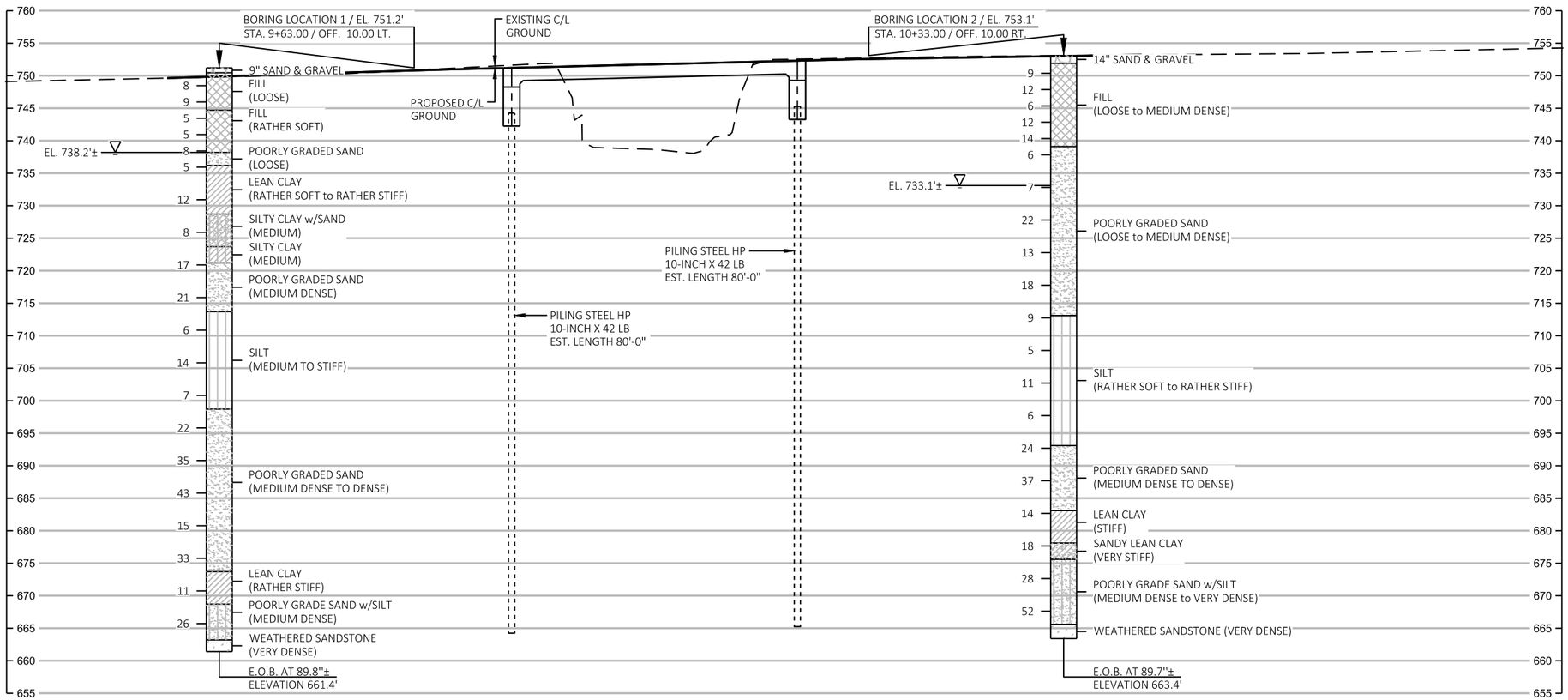
SUBSURFACE NOTES

THE SUBSURFACE INFORMATION PRESENTED HEREIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

BORINGS & REPORT COMPLETED BY:

CHOSEN VALLEY TESTING, INC.
1019 SECOND AVENUE SW
ONALASKA, WI 54650
(608) 782-5505

BORINGS PERFORMED ON:
5/6/2020 - B1
5/6/2020 - B2



ELEVATION

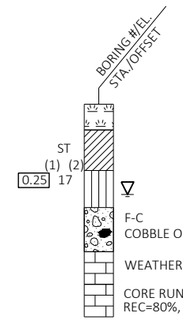
STATE PROJECT NUMBER

7230-00-70

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-06-0198

DRAWN BY NJT | PLANS CK'D. TLP

SUBSURFACE EXPLORATION

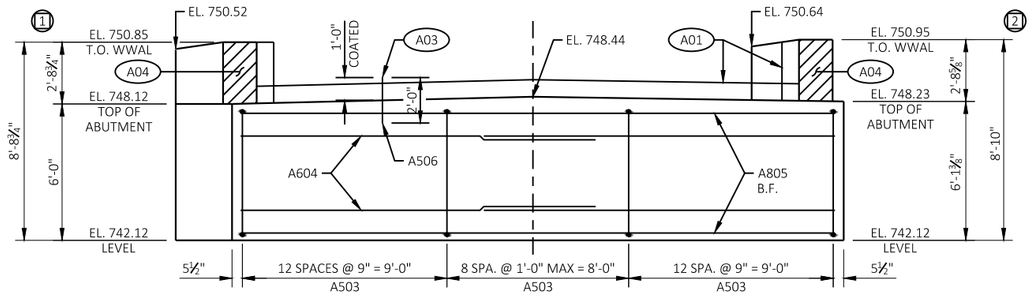
SHEET 3 OF 9

32

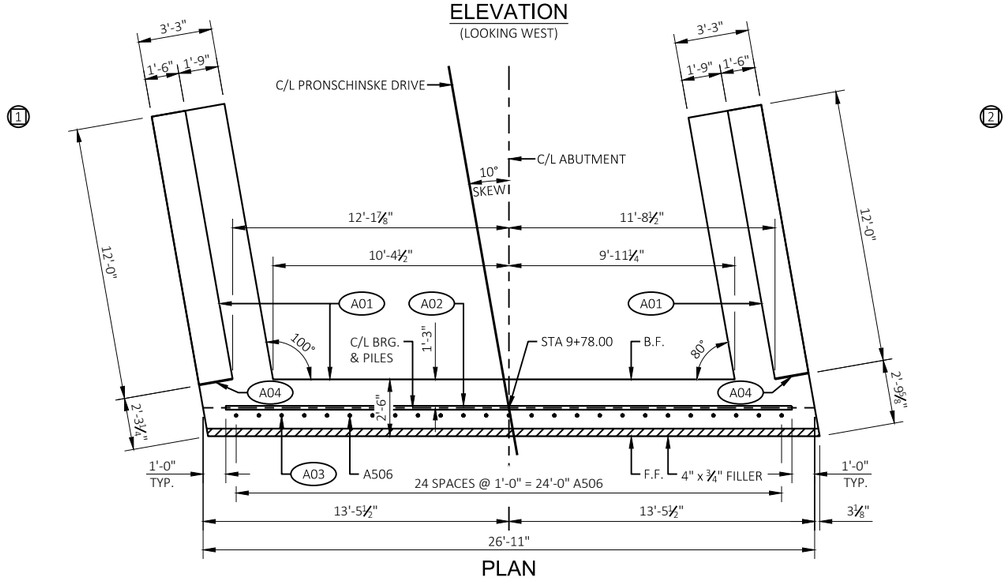
SCALE = 1:1

8

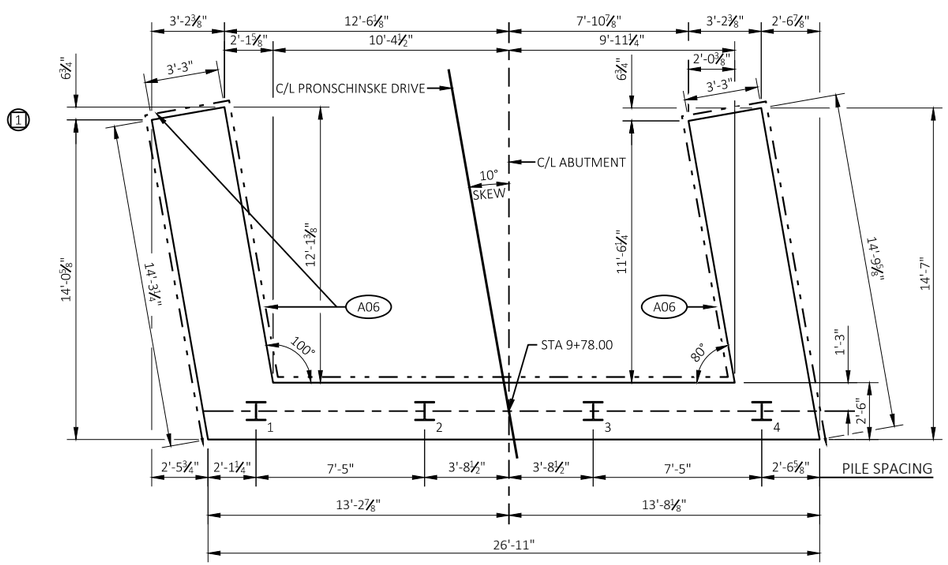
8



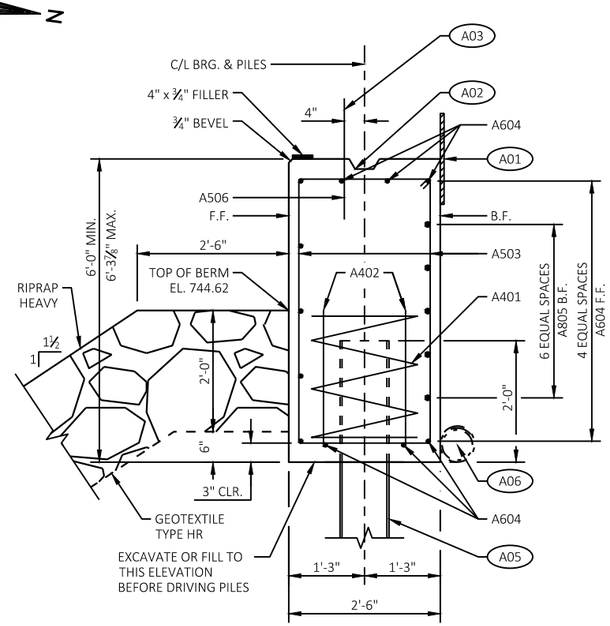
ELEVATION
(LOOKING WEST)



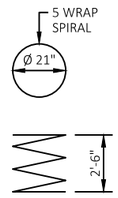
PLAN



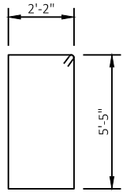
PILE PLAN



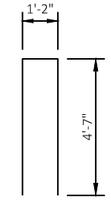
SECTION THRU BODY



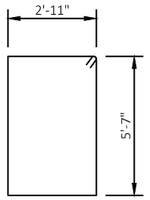
A401



A503



A609



A510

STATE PROJECT NUMBER

7230-00-70

BILL OF BARS

1570# UNCOATED 1760# COATED

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
A401		4	28 - 0	X		BODY - ONE PER PILE
A402		8	2 - 3			BODY - TWO PER PILE
A503		33	15 - 10	X		BODY - STIRRUPS
A604		11	26 - 7			BODY - HORIZ.
A805		7	26 - 7			BODY - HORIZ. B.F.
A506	X	25	2 - 0			BODY - VERT. DOWELS
A607	X	4	11 - 8			WING 1 & 2 - HORIZ. TOP
A408	X	12	11 - 8			WING 1 & 2 - HORIZ.
A609	X	34	10 - 0	X		WING 1 & 2 - VERT. TOP
A510	X	26	17 - 8	X		WING 1 & 2 - VERT. BASE
A511	X	6	13 - 7			WING 1 BASE HORIZ. F.F.
A512	X	6	13 - 11			WING 2 BASE HORIZ. F.F.
A613	X	7	14 - 3			WING 1 BASE HORIZ. B.F. & TOP
A614	X	7	13 - 8			WING 2 BASE HORIZ. B.F. & TOP
A615	X	2	14 - 0			WING 1 BASE HORIZ. TOP
A616	X	2	14 - 0			WING 2 BASE HORIZ. TOP

NOTE: BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

LEGEND

- (1) INDICATES WING NUMBER
- (A01) 18" RUBBERIZED MEMBRANE WATERPROOFING (R.M.W). SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A02) KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2 X 6.
- (A03) BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE INITIAL SET HAS TAKEN PLACE.
- (A04) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- (A05) STEEL PILING HP 10 X 42 WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. FORMULA ESTIMATED LENGTH 80'-0".
- (A06) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-06-0198

DRAWN BY NJT | PLANS CK'D. TLP

WEST ABUTMENT

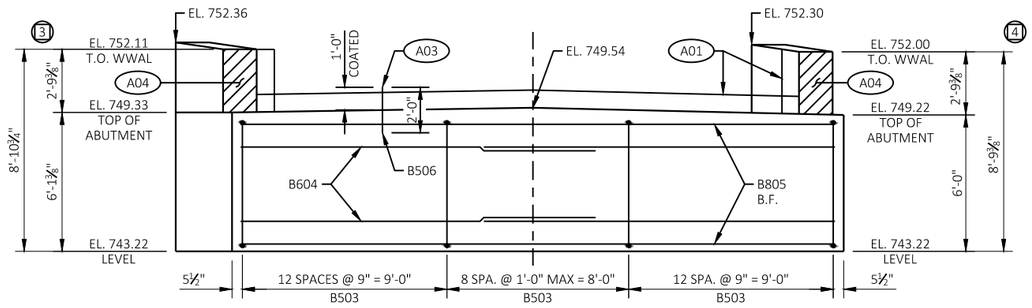
SHEET 4 OF 9

33

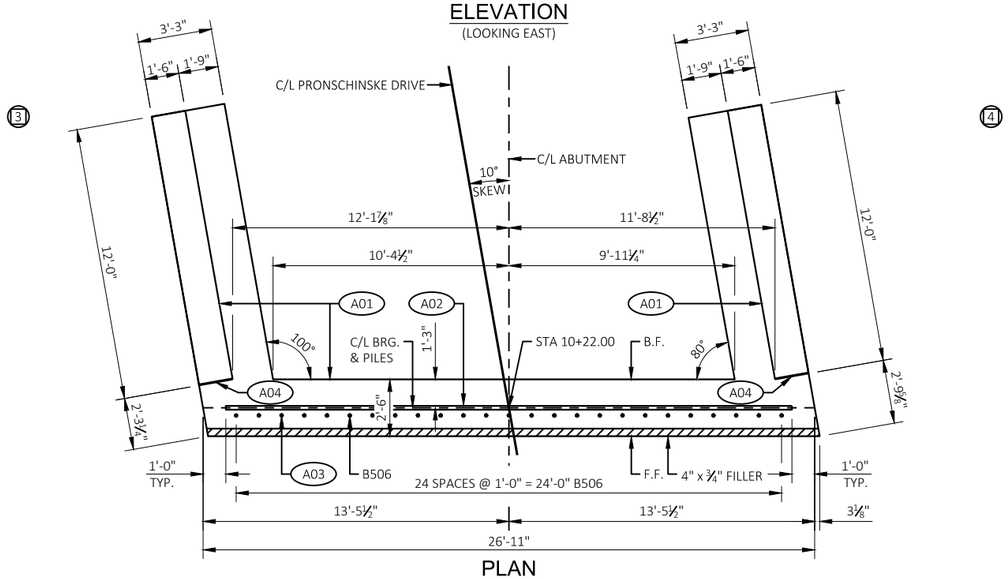
SCALE = 1:1

8

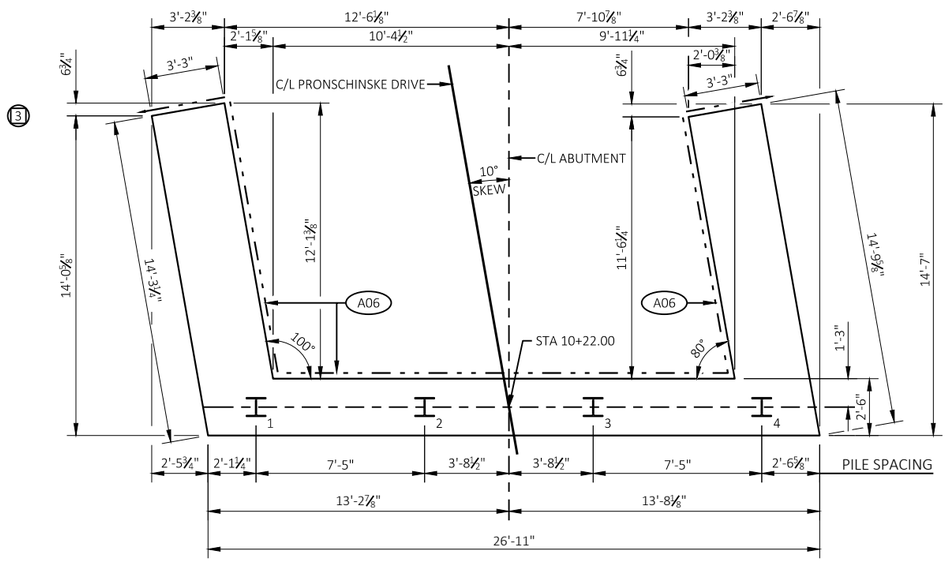
8



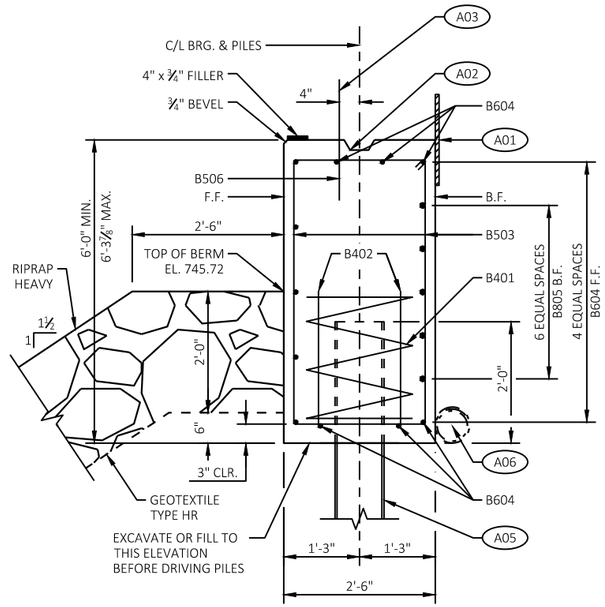
ELEVATION
(LOOKING EAST)



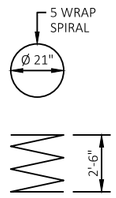
PLAN



PILE PLAN



SECTION THRU BODY



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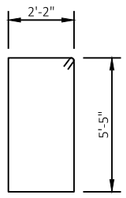

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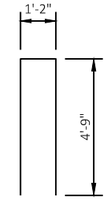

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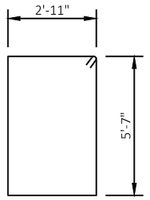


B510

BILL OF BARS

1570# UNCOATED 1770# COATED

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
B401		4	28 - 0	X		BODY - ONE PER PILE
B402		8	2 - 3			BODY - TWO PER PILE
B503		33	15 - 10	X		BODY - STIRRUPS
B604		11	26 - 7			BODY - HORIZ.
B805		7	26 - 7			BODY - HORIZ. B.F.
B506	X	25	2 - 0			BODY - VERT. DOWELS
B607	X	4	11 - 8			WING 3 & 4 - HORIZ. TOP
B408	X	12	11 - 8			WING 3 & 4 - HORIZ.
B609	X	34	10 - 4	X		WING 3 & 4 - VERT. TOP
B510	X	26	17 - 8	X		WING 3 & 4 - VERT. BASE
B511	X	6	13 - 7			WING 3 BASE HORIZ. F.F.
B512	X	6	13 - 11			WING 4 BASE HORIZ. F.F.
B613	X	7	14 - 3			WING 3 BASE HORIZ. B.F. & TOP
B614	X	7	13 - 8			WING 4 BASE HORIZ. B.F. & TOP
B615	X	2	14 - 0			WING 3 BASE HORIZ. TOP
B616	X	2	14 - 0			WING 4 BASE HORIZ. TOP

NOTE: BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

LEGEND

- (3) INDICATES WING NUMBER
- (A01) 18" RUBBERIZED MEMBRANE WATERPROOFING (R.M.W). SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A02) KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2 X 6.
- (A03) BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE INITIAL SET HAS TAKEN PLACE.
- (A04) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- (A05) STEEL PILING HP 10 X 42 WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. FORMULA ESTIMATED LENGTH 80'-0".
- (A06) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-06-0198

DRAWN BY NJT | PLANS CK'D. TLP

EAST ABUTMENT

SHEET 5 OF 9

34

STATE PROJECT NUMBER

7230-00-70

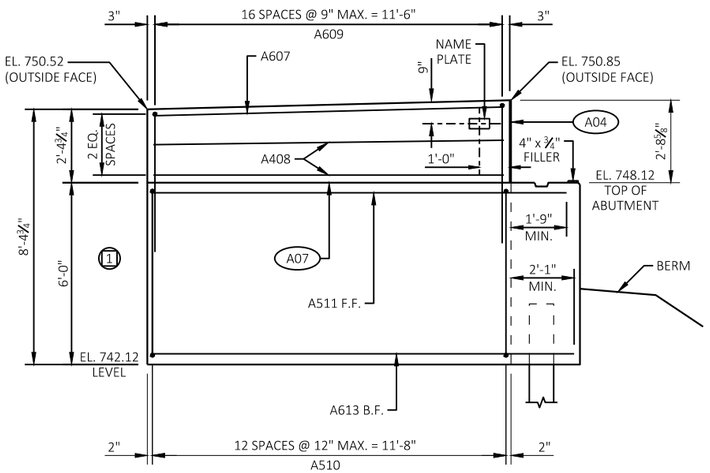
SCALE = 1:1

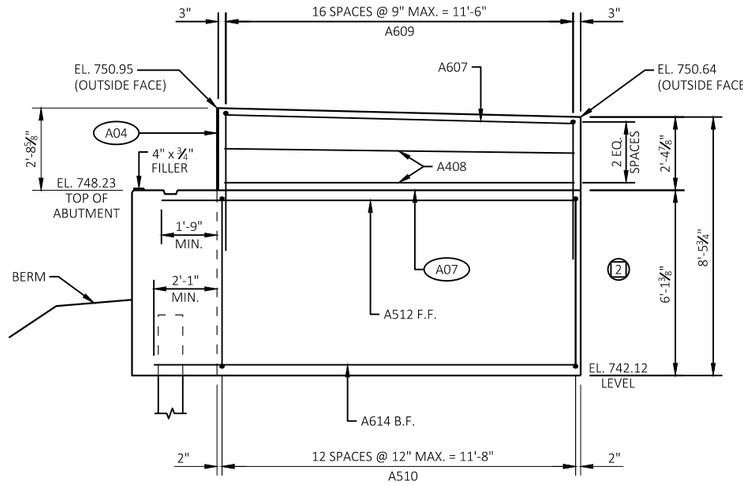
8

8

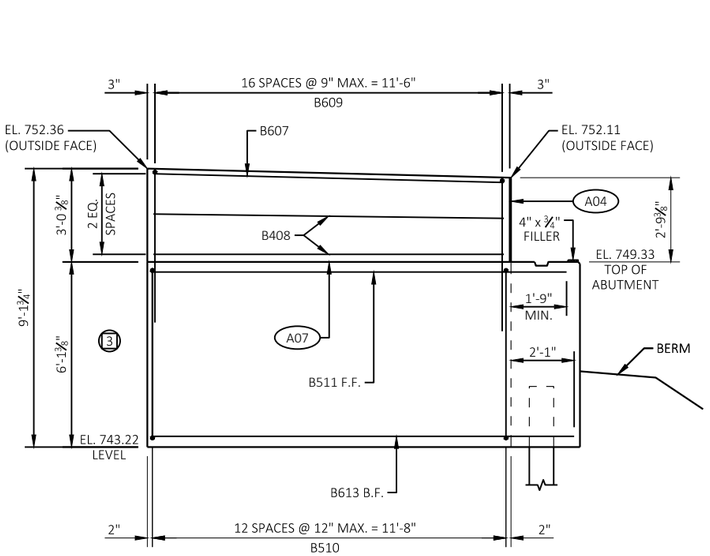
STATE PROJECT NUMBER

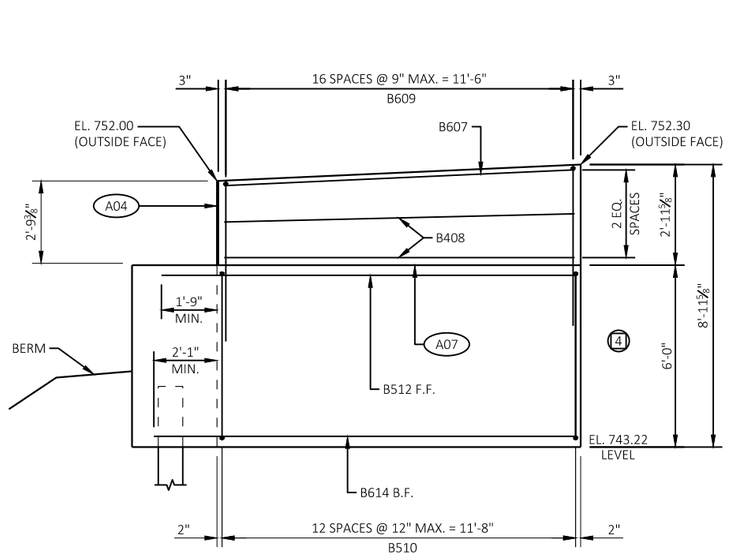
7230-00-70



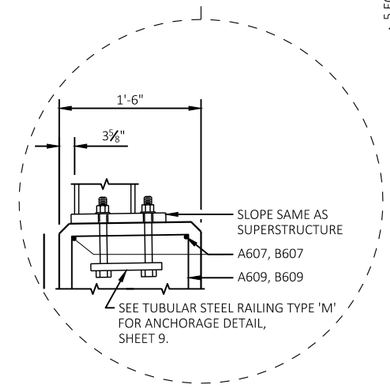


WEST ABUTMENT WINGS



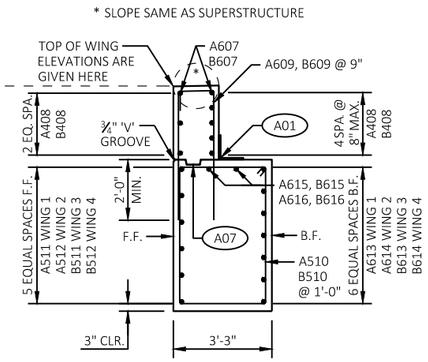


EAST ABUTMENT WINGS



*SPACE A607 & B607 BARS TO MISS ANCHORS FOR RAIL POSTS

SECTION AT TOP OF WING



TYPICAL SECTION THRU WINGS

NOTE: B.F. = BACK FACE
F.F. = FRONT FACE

LEGEND

⬭	INDICATES WING NUMBER
A01	18" RUBBERIZED MEMBRANE WATERPROOFING (R.M.W). SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
A04	SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
A07	OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2 X 6. (18" R.M.W. AT B.F. AND 3/4" 'V' GROOVE AT F.F. OF WING WALL IF JOINT IS USED).

NO.	DATE	REVISION	BY

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STRUCTURE B-06-0198

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ABUTMENT DETAILS

SHEET 6 OF 9

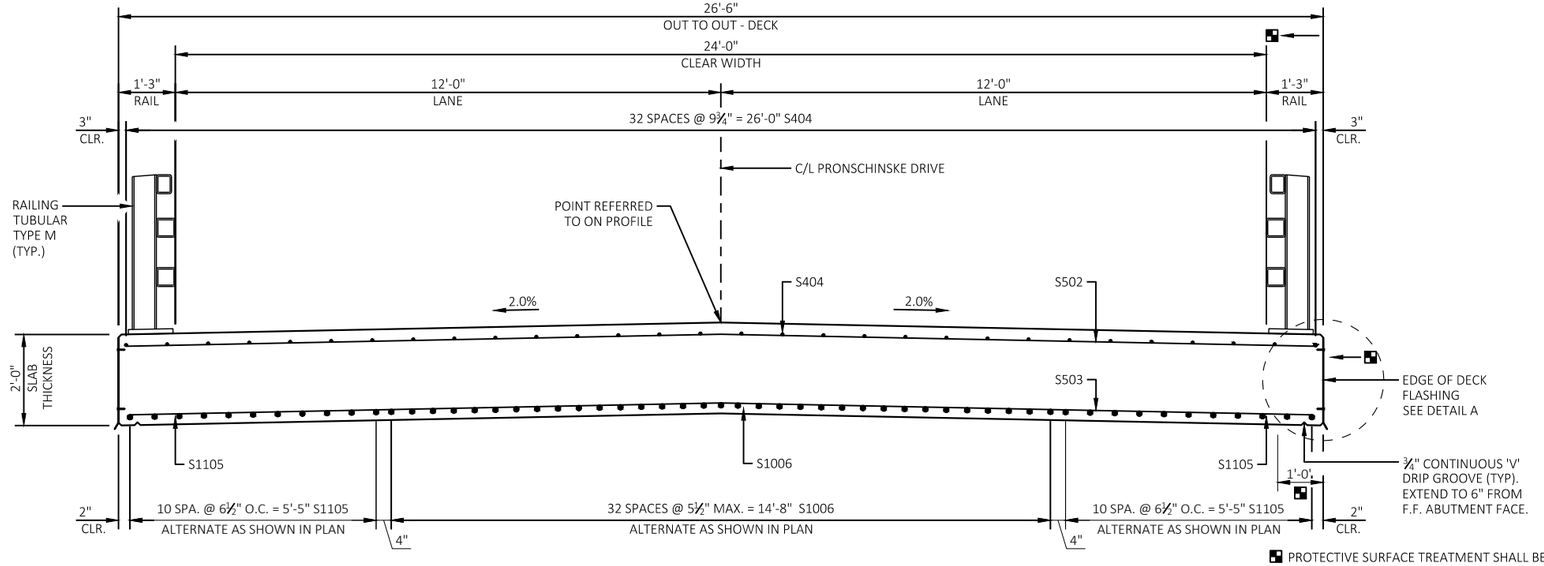
35

SCALE = 1:1

8

8

STATE PROJECT NUMBER
7230-00-70



CROSS SECTION THRU ROADWAY

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP OF DECK, SIDES OF DECK, AND UNDERDECK EDGE AS SHOWN.

BILL OF BARS

16570# COATED

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
S501	X	56	7 - 10	X		AT END OF DECK
S502	X	53	26 - 6			SLAB, TOP, TRANSVERSE
S503	X	64	26 - 6			SLAB, BOTTOM, TRANSVERSE
S404	X	33	46 - 2			SLAB, TOP, LONGITUDINAL
S1105	X	22	41 - 7			SLAB, BOTTOM, LONG. EXTERIOR
S1006	X	33	41 - 7			SLAB, BOTTOM, LONGITUDINAL
S607	X	32	11 - 4	X		AT RAIL POSTS
S608	X	16	4 - 10	X		AT END RAIL POSTS
S609	X	48	6 - 0			AT INTERIOR RAIL POSTS

NOTE: BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

GENERAL NOTES

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

TRANSVERSE BARS SHALL BE PLACED PARALLEL TO THE C/L OF SUBSTRUCTURE UNITS.

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

CAMBER SPAN AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION & FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. DEAD LOAD DEFLECTIONS ONLY EQUAL APPROXIMATELY 1/3 OF CAMBER VALUES SHOWN.

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATION AT THE C/L OF ABUTMENTS, AND AT 5/10 PTS. TO VERIFY CAMBER, TAKE ELEVATIONS ALONG GUTTER LINES, AND CROWN OR C/L.

DECK FLASHING NOTES

THE BID ITEM "FLASHING STAINLESS STEEL" SHALL INCLUDE PROVIDING AND INSTALLING THE STAINLESS STEEL FLASHING, SILICONE CAULK AND 3/16-INCH CONCRETE SCREWS.

FLASHING SHALL BE INSTALLED AFTER PROTECTIVE SURFACE TREATMENT APPLICATION.

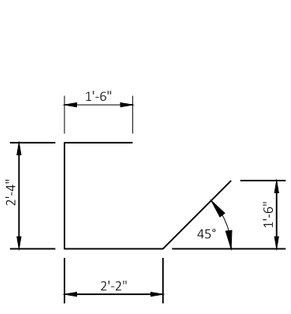
CONCRETE SCREWS SHALL BE 410 STAINLESS STEEL.

EXTEND FLASHING TO BACK FACE OF ABUTMENT DIAPHRAGM.

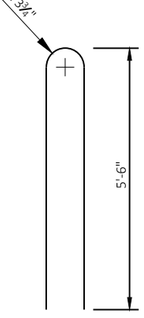
TOP OF FLASHING TO BEING APPROXIMATELY 1-INCH BELOW TOP OF DECK/SLAB SURFACE.

PROVIDE 2-INCH MINIMUM FLASHING OVERLAP, FASTEN WITH 3/16 x 2-INCH (MIN.) CONCRETE SCREWS. CAULK SHALL BE NON-STAINING, GRAY NON-BITUMINOUS JOINT SEALER.

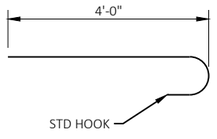
THE FLASHING IS TO BE A CONSTANT HEIGHT BASED ON THE THINNEST SLAB DEPTH OVER THE BRIDGE LENGTH.



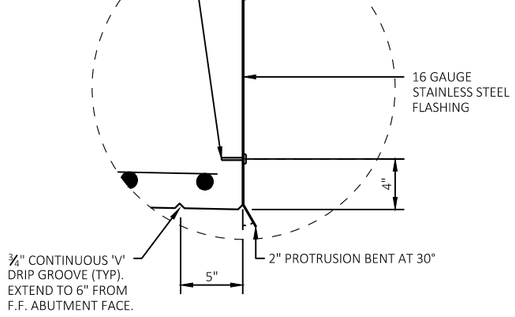
S501



S607



S608



DETAIL A

RAILING NOT SHOWN FOR CLARITY

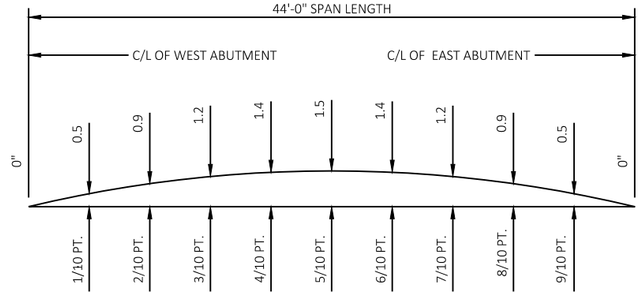
TOP OF DECK ELEVATIONS

LOCATION	WEST ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	EAST ABUT.
NORTH EDGE OF DECK	750.98	751.09	751.20	751.31	751.42	751.53	751.64	751.75	751.86	751.97	752.08
C/L OF BRIDGE DECK	751.19	751.30	751.41	751.52	751.63	751.74	751.85	751.96	752.07	752.18	752.29
SOUTH EDGE OF DECK	750.87	750.99	751.09	751.20	751.31	751.42	751.53	751.64	751.75	751.86	751.97

ELEVATIONS SHOWN ARE FINISHED DECK AND DO NOT INCLUDE ALLOWANCES OF DEAD LOAD DEFLECTION AND FUTURE CREEP.

SURVEY TOP OF SLAB ELEVATIONS

LOCATION	WEST ABUT.	5/10 PT.	EAST ABUT.
NORTH GUTTER			
CENTERLINE			
SOUTH GUTTER			



CAMBER DIAGRAM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-06-0198

DRAWN BY NJT | PLANS CK'D. TLP

SUPERSTRUCTURE

SHEET 7 OF 9

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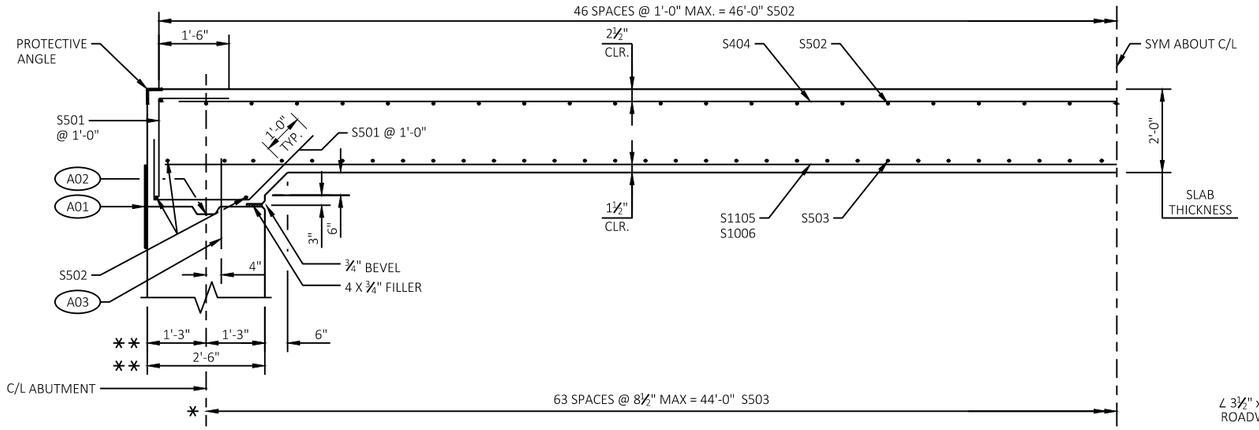
SCALE = 1:1

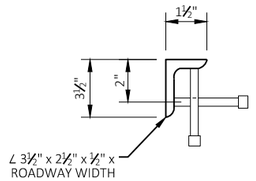
8

8

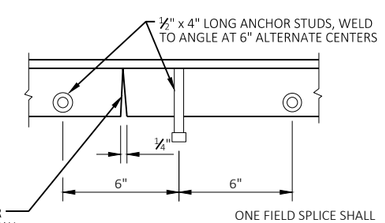
STATE PROJECT NUMBER
7230-00-70



PART LONGITUDINAL SECTION



FIELD CUT 3½" LEG OF ANGLE AS REQ'D FOR BENDING, ANGLE TO CONFORM TO ROADWAY CROWN. ONE CUT SHALL BE AT CROWN.



ONE FIELD SPLICE SHALL BE PERMITTED IN ANGLES OVER 34'-0" IN LENGTH

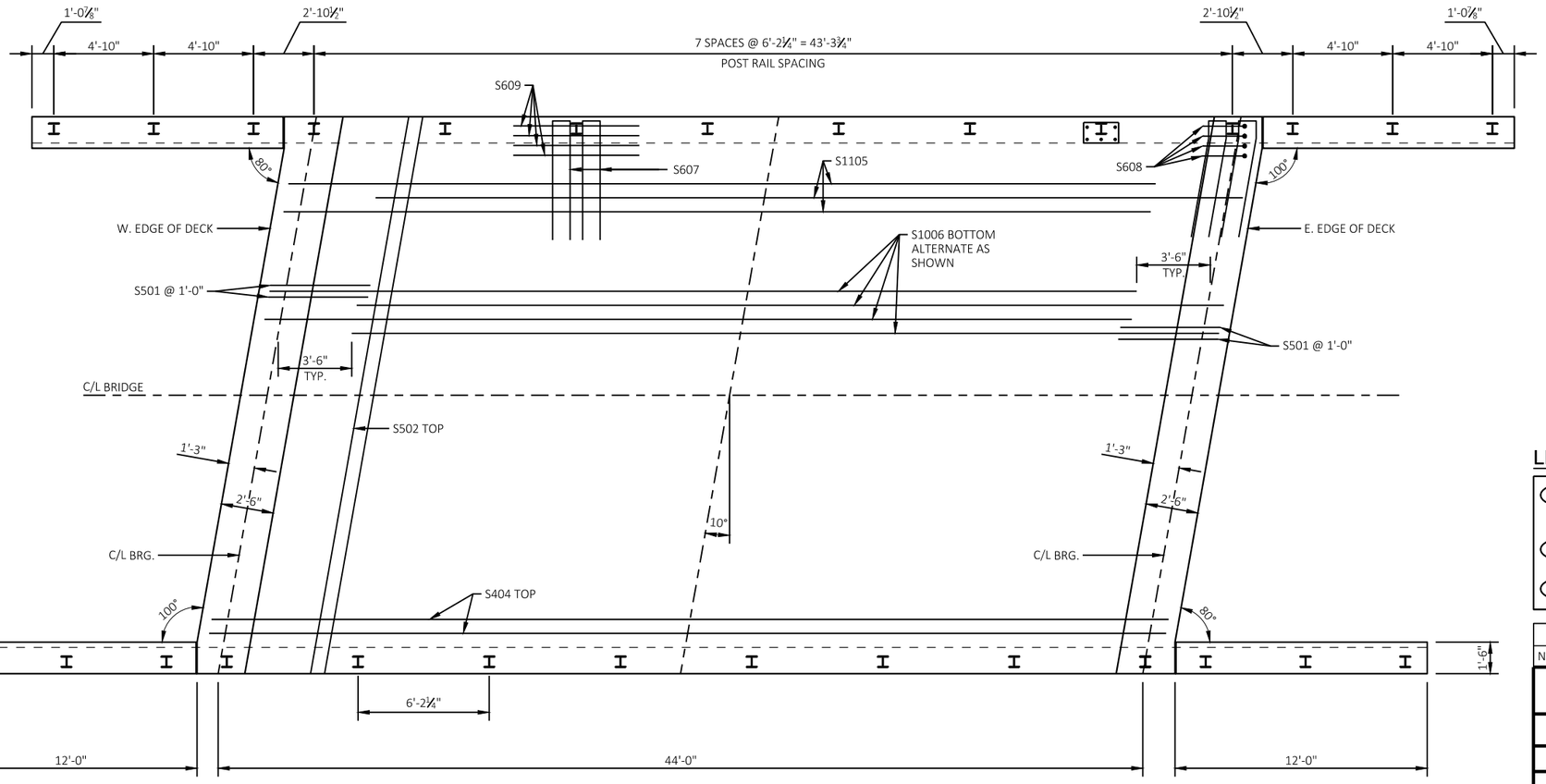
GENERAL NOTES

* DIMENSIONS MEASURED ALONG C/L OF BRIDGE

** DIMENSIONS MEASURED NORMAL TO C/L OF SUBSTRUCTURE

PROTECTION ANGLE ARMOR

SANDBLAST PROTECTION ANGLE AFTER FABRICATION PER NOTES. AFTER BLAST CLEANING, THE PROTECTION ANGLE SHALL BE HOT DIPPED GALVANIZED.



PLAN

LEGEND

A01	18" RUBBERIZED MEMBRANE WATERPROOFING (R.M.W). SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
A02	KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2 X 6.
A03	BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE INITIAL SET HAS TAKEN PLACE.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-06-0198

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SUPERSTRUCTURE DETAILS

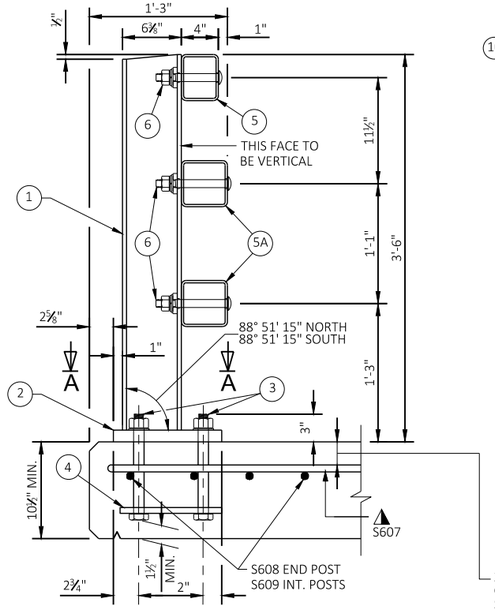
SHEET 8 OF 9

37

SCALE = 1:1

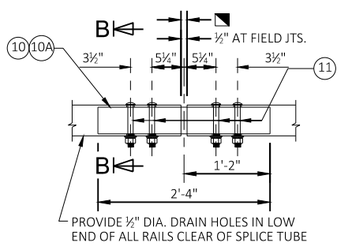
8

8

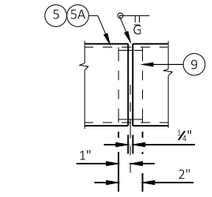


SECTION THRU RAILING ON DECK

2½" FOR SLABS ON GIRDERS; FOR OTHER STRUCTURES, PLACE BELOW TOP MAT SLAB REINFORCEMENT.

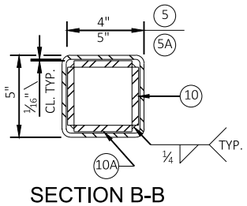


FIELD ERECTION JOINT DETAIL

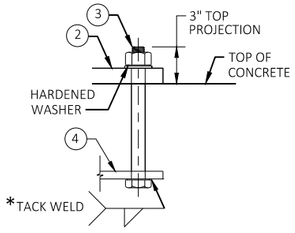


SHOP RAIL SPLICE DETAIL

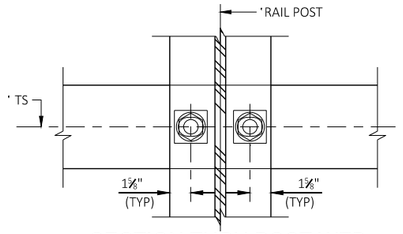
LOCATION MUST BE SHOWN ON SHOP DRAWINGS



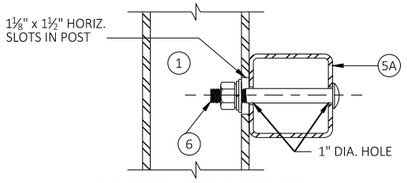
SECTION B-B



ANCHOR BOLTS



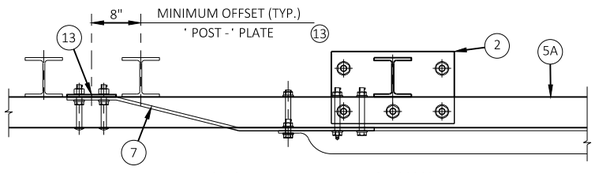
SECTION THRU POST WEB



SECTION THRU RAIL

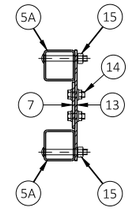
NOTE: CONNECTIONS AT LOWER RAILS SHOWN. CONNECTIONS AT TOP RAIL SIMILAR.

TYPICAL RAIL TO POST CONNECTIONS

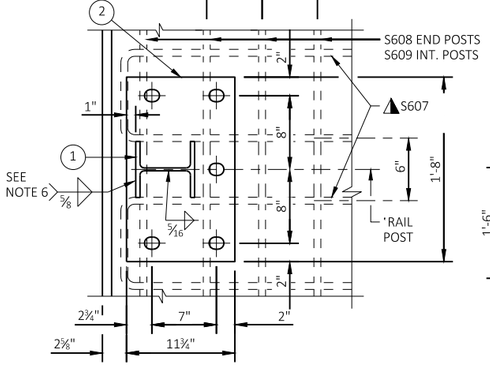


TOP VIEW AT END POST

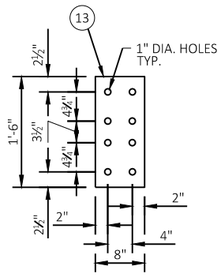
THRIE BEAM RAIL ATTACHMENT



SECTION C-C

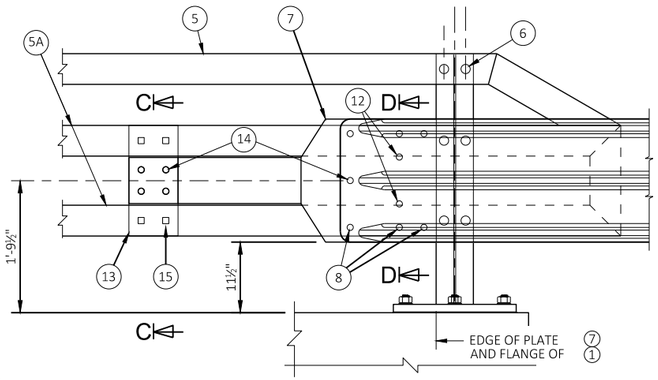


SECTION A-A



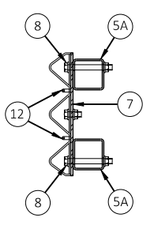
ANCHOR PLATE

AT BEAM GUARD ATTACHMENT

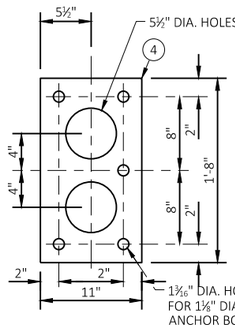


DETAIL AT END POST

THRIE BEAM RAIL ATTACHMENT

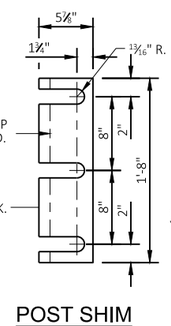


SECTION D-D

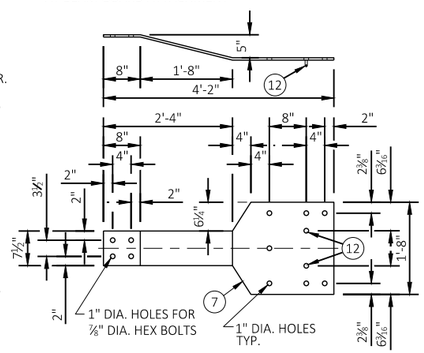


ANCHOR PLATE

AT RAIL TO DECK CONNECTION

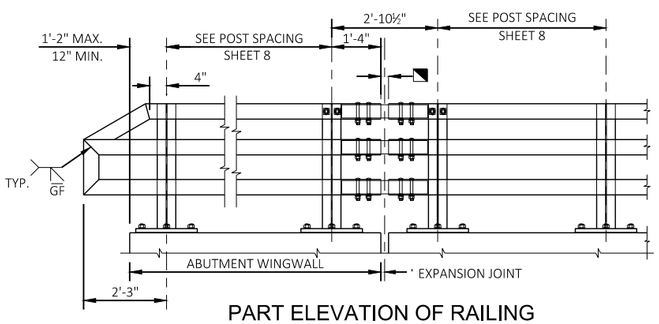


POST SHIM DETAIL



BACK-UP PLATE DETAIL

AT BEAM GUARD ATTACHMENT



PART ELEVATION OF RAILING

STATE PROJECT NUMBER

7230-00-70

LEGEND

1. W6 x 25 WITH 1⅛" x 1½" HORIZ. SLOTS ON EACH SIDE OF POST FOR BOLT NO. 6. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICAL. PLACE POSTS NORMAL TO GRADE LINE.
2. PLATE 1¼" x 11¾" x 1'-8" WITH 1⅜16" x 1⅝" SLOTTED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN. SLOTS PARALLEL TO SHORT SIDE OF PLATE.
3. ASTM A449 - 1⅛" DIA. ANCHOR BOLTS WITH NUT AND HARDENED WASHER (ALL GALVANIZED). 5 REQ'D. PER POST. THREAD 3" & PLACE NORMAL TO PLATE NO. 2. CHAMFER TOP OF BOLTS BEFORE THREADING. USE 10¾" LONG AT ALL OTHER LOCATIONS. (AN EQUIVALENT THREADED ROD WITH NUTS AND HARDENED WASHERS MAY BE SUBSTITUTED FOR ANCHOR BOLTS IN WINGS IF REQ'D. FOR CONSTRUCTIBILITY.)
4. ⅜" x 11" x 1'-8" ANCHOR PLATE (GALVANIZED) WITH 1⅜16" DIA. HOLES FOR ANCHOR BOLTS NO. 3
5. TS 5 x 4 x 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
5A. TS 5 x 5 x 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
6. ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, 3⁄16" x 1⅜" x 1⅛" WASHER, AND LOCK WASHER (2 REQ'D. AT EACH RAIL TO POST LOCATION.)
7. ½" THICK BACK-UP PLATE WITH 2 - ⅞" x 1½" THREADED SHOP WELDED STUDS (NO. 12). BOLT TO RAIL AS SHOWN IN DETAIL. REQUIRED AT THRIE BEAM GUARD RAIL ATTACHMENTS ONLY. PLACE SYMMETRICALLY ABOUT TUBES NO. 5A.
8. 1" DIA. HOLES IN PLATE NO. 7 & TUBES NO. 5A FOR ⅞" DIA. A325 BOLTS WITH HEX NUTS AND WASHERS. 6 HOLES IN TUBES AND PLATE NO. 7.
9. SPLICE SLEEVE FABRICATED FROM ¼" PLATE. PROVIDE "SLIDING FIT".
10. ⅜" x 3⅜" x 2' - 4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.
10A. ¾" x 2⅜" x 2' - 4" PLATE USED IN NO. 5, ⅜" x 3⅜" x 2' - 4" PLATE USED IN NO. 5A. 2 PER RAIL.
11. ⅞" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER, AND LOCK WASHER. USE 1⁵⁄16" x 1¼" LONGIT. SLOTTED HOLES AT FIELD JOINTS AND 1⁵⁄16" x 2¼" MIN. LONGITUDINAL SLOTTED HOLES AT EXPOSED JOINTS IN PLATE NO. 10A.
12. ⅞" DIA. x 1½" LONG THREADED SHOP WELDED STUDS (2 REQ'D).
13. ⅜" x 8" x 1'-6" PLATE. BOLT TO RAIL AS SHOWN IN DETAIL. REQ'D. AT THRIE BEAM GUARD RAIL ATTACHMENTS ONLY. PLACE SYM. ABOUT TUBES NO. 5A.
14. ⅞" DIA. x 2" LONG A325 HEX BOLT WITH NUT AND WASHER (5 REQ'D.).
15. 1" DIA. HOLES IN TUBES NO. 5A FOR ⅞" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER AND LOCK WASHER (4 REQ'D.). 4 HOLES IN TUBES.

GENERAL NOTES

1. BID ITEM SHALL BE "RAILING TUBULAR TYPE M" WHICH INCLUDES ALL ITEMS SHOWN.
2. RAIL POST AND BASE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50. HOLLOW RAILING STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED FY = 50 ksi. ANCHOR PLATES, AND SPLICE TUBE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 36.
3. THE NUT SECURING THE POST BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL ⅛ TURN.
4. RAILS SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE. RAILS SHALL BE SPLICED IN A PANEL OVER EXPANSION JOINTS.
5. ENDS OF TUBE SECTIONS SHALL BE SAWED. GRIND SMOOTH EXPOSED EDGES. ALL CUT ENDS SHALL BE TRUE AND SMOOTH.
6. WELD IS THE SAME ON BOTH FLANGES. FLANGE WELD DOES NOT REQUIRE MAGNETIC PARTICLE TESTING.
7. FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 2 AND CAULK AROUND PERIMETER OF PLATE NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.
8. POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.
9. ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS & STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING BY SSPC SPECIFICATIONS.
10. THIS RAILING MEETS NCHRP REPORT 350 EVALUATION CRITERIA FOR TEST LEVEL 4 (TL-4).

▲ TIE TO TOP MAT OF STEEL.

* FOR ANCHOR BOLTS IN WINGS, TACK WELD MAY BE USED IN FIELD AFTER ANCHOR PLATE IS IN POSITION IF REQ'D. FOR CONSTRUCTIBILITY.

◥ RDWY. OPENING OR 2½" MIN. FOR STRIP SEAL EXP. JOINT & ½" OPENING FOR A1 ABUTMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-06-0198

DRAWN BY NJT | PLANS CK'D. TLP

RAILING TUBULAR TYPE M

SHEET 9 OF 9

38

SCALE = 1:1

DIVISION 1 - PRONSCHINSKI DRIVE

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL	INCREMENTAL VOL (CY) (UNADJUSTED) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT	CUMULATIVE VOL (CY) EXPANDED FILL	CUMULATIVE VOL (CY) EXPANDED EBS BACKFILL	CUMULATIVE VOL (CY) REDUCED EBS IN FILL	CUMULATIVE VOL (CY) MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.25	1.30 NOTE 5	0.80 NOTE 7	NOTE 8
09+25.00	925.00	0.00	45.61	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
09+45.00	945.00	20.00	33.61	0.00	1.76	0.00	29	0	1	0	29	1	0	0	28
09+52.46	952.46	7.46	30.77	0.00	4.20	0.00	9	0	1	0	38	3	0	0	36
09+56.95	956.95	4.48	35.77	0.00	4.78	0.00	6	0	1	0	44	4	0	0	40
09+62.58	962.58	5.64	41.52	0.00	5.40	0.00	8	0	1	0	52	5	0	0	47
09+66.83	966.83	4.24	23.53	0.00	5.53	0.00	5	0	1	0	57	6	0	0	51
						COLUMN TOTAL	57	0	5	0					

DIVISION 2 - PRONSCHINSKI DRIVE

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL	INCREMENTAL VOL (CY) (UNADJUSTED) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT	CUMULATIVE VOL (CY) EXPANDED FILL	CUMULATIVE VOL (CY) EXPANDED EBS BACKFILL	CUMULATIVE VOL (CY) REDUCED EBS IN FILL	CUMULATIVE VOL (CY) MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.25	1.30 NOTE 5	0.80 NOTE 7	NOTE 8
10+33.20	1033.20	0.00	13.62	0.00	42.26	0.00	0	0	0	0	0	0	0	0	0
10+37.34	1037.34	4.14	32.97	0.00	45.72	0.00	4	0	7	0	4	9	0	0	-5
10+43.20	1043.20	5.86	32.34	0.00	63.56	0.00	7	0	12	0	11	24	0	0	-13
10+47.34	1047.34	4.14	31.95	0.00	68.86	0.00	5	0	10	0	16	36	0	0	-20
10+55.00	1055.00	7.66	29.92	0.00	58.84	0.00	9	0	18	0	25	59	0	0	-34
10+75.00	1075.00	20.00	28.10	0.00	0.00	0.00	21	0	22	0	46	86	0	0	-40
						COLUMN TOTAL	46	0	69	0					

DIVISION 3 - TEMPORARY BYPASS

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL	INCREMENTAL VOL (CY) (UNADJUSTED) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT	CUMULATIVE VOL (CY) EXPANDED FILL	CUMULATIVE VOL (CY) EXPANDED EBS BACKFILL	CUMULATIVE VOL (CY) REDUCED EBS IN FILL	CUMULATIVE VOL (CY) MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.25	1.30 NOTE 5	0.80 NOTE 7	NOTE 8
28+28.15	2828.15	0.00	28.22	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
28+50.00	2850.00	21.85	1.78	0.00	36.87	0.00	12	0	15	0	12	19	0	0	-7
28+75.00	2875.00	25.00	2.02	0.00	25.54	0.00	2	0	29	0	14	55	0	0	-41
29+00.00	2900.00	25.00	4.64	0.00	14.96	0.00	3	0	19	0	17	79	0	0	-62
29+25.00	2925.00	25.00	0.00	0.00	20.46	0.00	2	0	16	0	19	99	0	0	-80
29+50.00	2950.00	25.00	0.00	0.00	50.16	0.00	0	0	33	0	19	140	0	0	-121
29+68.15	2968.15	18.15	0.00	0.00	138.92	0.00	0	0	64	0	19	220	0	0	-201
29+74.25	2974.25	6.10	0.00	0.00	116.51	0.00	0	0	29	0	19	256	0	0	-237
						COLUMN TOTAL	19	0	205	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	
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT EXPANDED MARSH EXC EXPANDED EBS) ((FILL REDUCED MARSH IN FILL REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]	NOTE 8 - EBS AND MARSH EXC USED OUTSIDE 1:1 IN FILL SLOPES

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DIVISION 4 - TEMPORARY BYPASS

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
											1.00	1.25	1.30	0.80	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
30+25.73	3025.73	0.00	0.00	0.00	139.08	0.00	0	0	0	0	0	0	0	0	0
30+50.00	3050.00	24.27	0.00	0.00	73.11	0.00	0	0	95	0	0	119	0	0	-119
30+75.00	3075.00	25.00	0.05	0.00	93.39	0.00	0	0	77	0	0	215	0	0	-215
31+00.00	3100.00	25.00	11.26	0.00	39.96	0.00	5	0	62	0	5	293	0	0	-288
31+25.00	3125.00	25.00	9.81	0.00	0.00	0.00	10	0	19	0	15	316	0	0	-301
						COLUMN TOTAL	15	0	253	0					

DIVISION 5 - TEMPORARY BYPASS

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
											1.00	1.25	1.30	0.80	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
28+28.147	2828.15	0.00	0.69	0.00	9.21	0.00	0	0	0	0	0	0	0	0	0
28+50	2850.00	21.85	57.40	0.00	0.00	0.00	24	0	4	0	24	5	0	0	19
28+75	2875.00	25.00	43.52	0.00	0.00	0.00	47	0	0	0	71	5	0	0	66
29+00	2900.00	25.00	30.83	0.00	0.50	0.00	34	0	0	0	105	5	0	0	100
29+25	2925.00	25.00	40.46	0.00	0.00	0.00	33	0	0	0	138	5	0	0	133
29+50	2950.00	25.00	70.16	0.00	0.00	0.00	51	0	0	0	189	5	0	0	184
29+68.15	2968.15	18.15	158.92	0.00	0.00	0.00	77	0	0	0	266	5	0	0	261
29+74.255	2974.25	6.10	136.51	0.00	0.00	0.00	33	0	0	0	299	5	0	0	294
						COLUMN TOTAL	299	0	4	0					

DIVISION 6 - TEMPORARY BYPASS

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
											1.00	1.25	1.30	0.80	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
30+25.73	3025.73	0.00	159.08	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
30+50.00	3050.00	24.27	93.11	0.00	0.00	0.00	113	0	0	0	113	0	0	0	113
30+75.00	3075.00	25.00	113.33	0.00	0.00	0.00	96	0	0	0	209	0	0	0	209
31+00.00	3100.00	25.00	47.04	0.00	0.14	0.00	74	0	0	0	283	0	0	0	283
31+25.00	3125.00	25.00	0.00	0.00	0.56	0.00	22	0	0	0	305	0	0	0	305
						COLUMN TOTAL	305	0	0	0					

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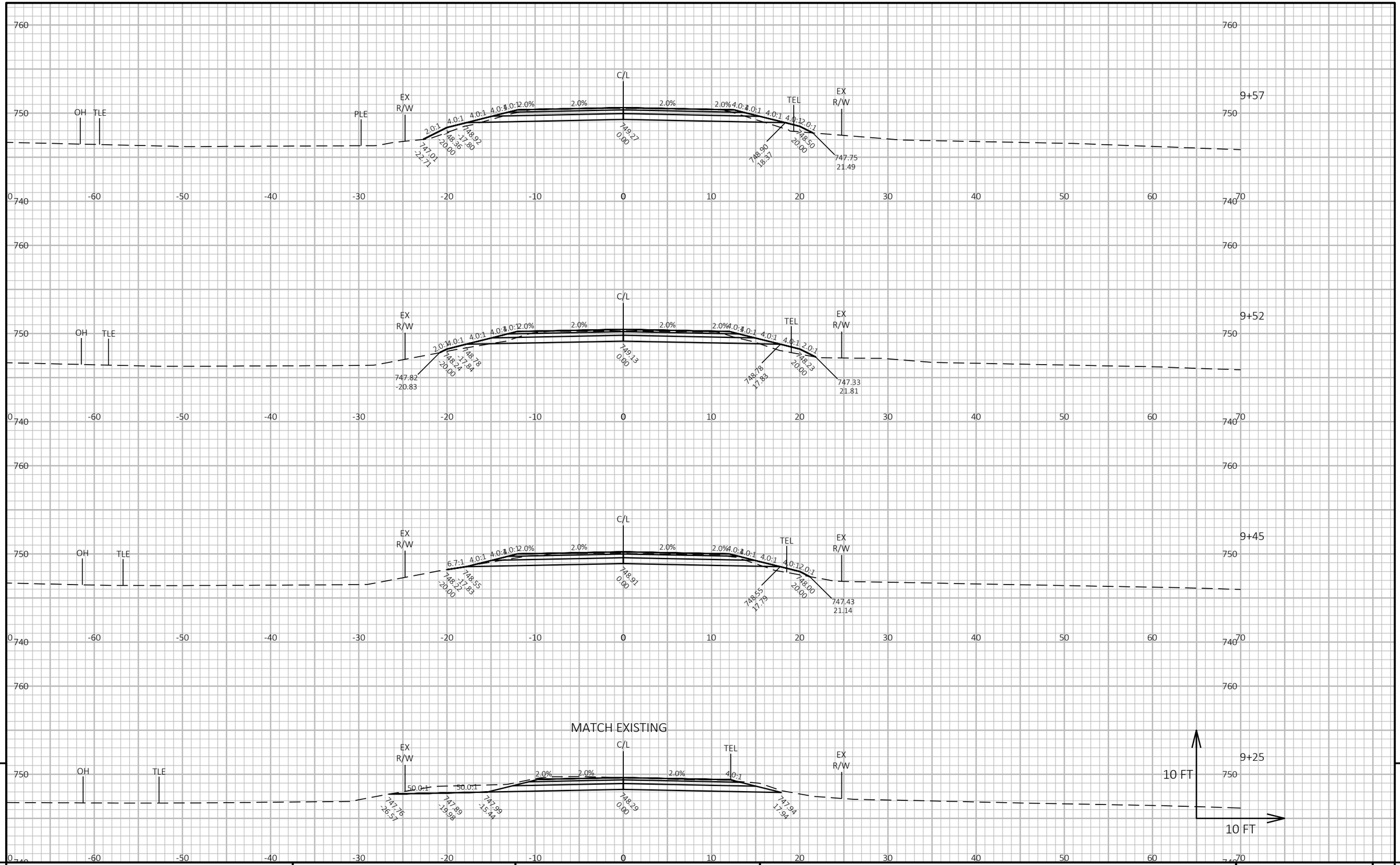

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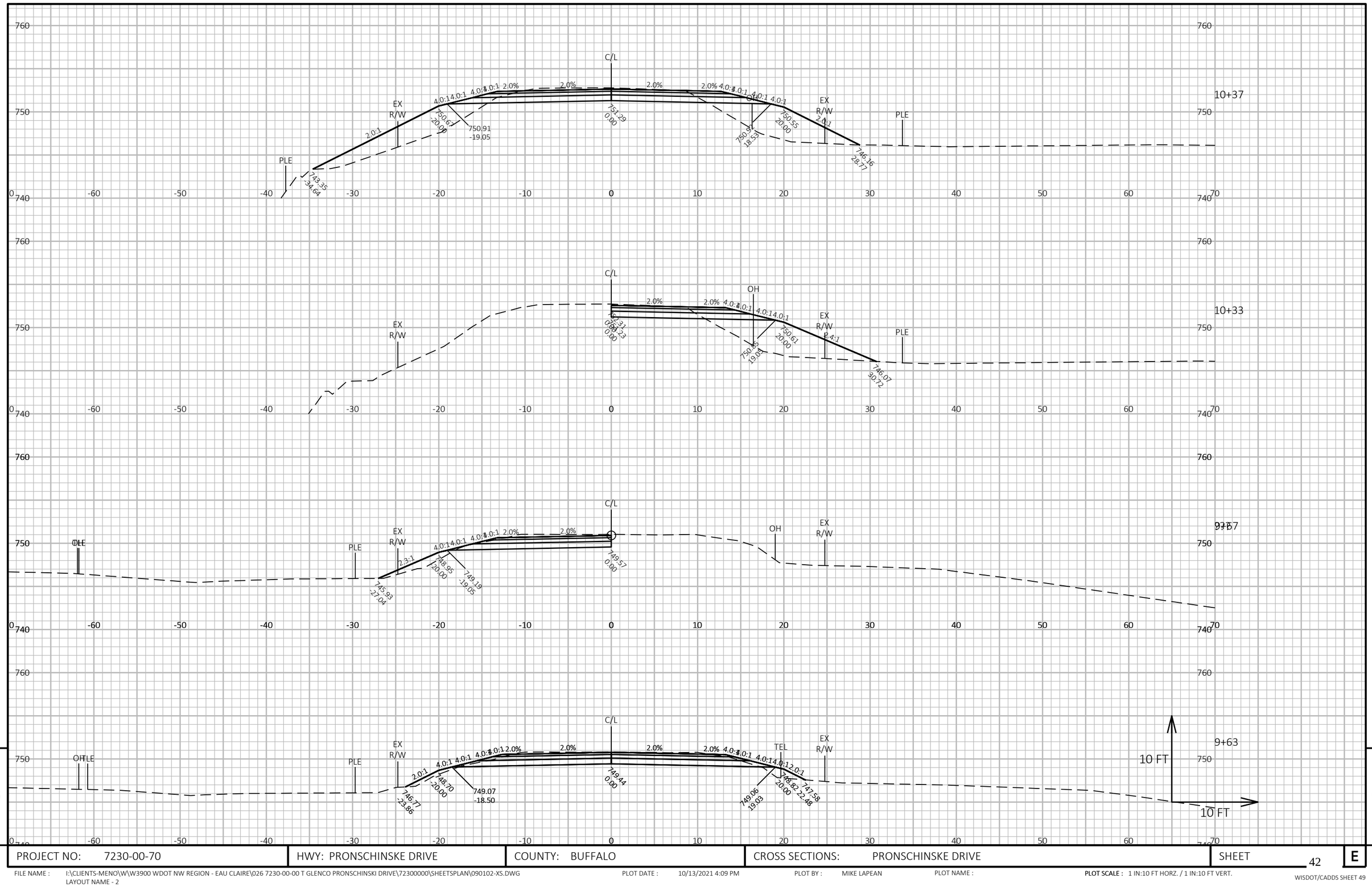
9

PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	CROSS SECTIONS: PRONSCHINSKE DRIVE	SHEET 41	E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\090102-XS.DWG
LAYOUT NAME - 1

PLOT DATE : 10/13/2021 4:09 PM PLOT BY : MIKE LAPEAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

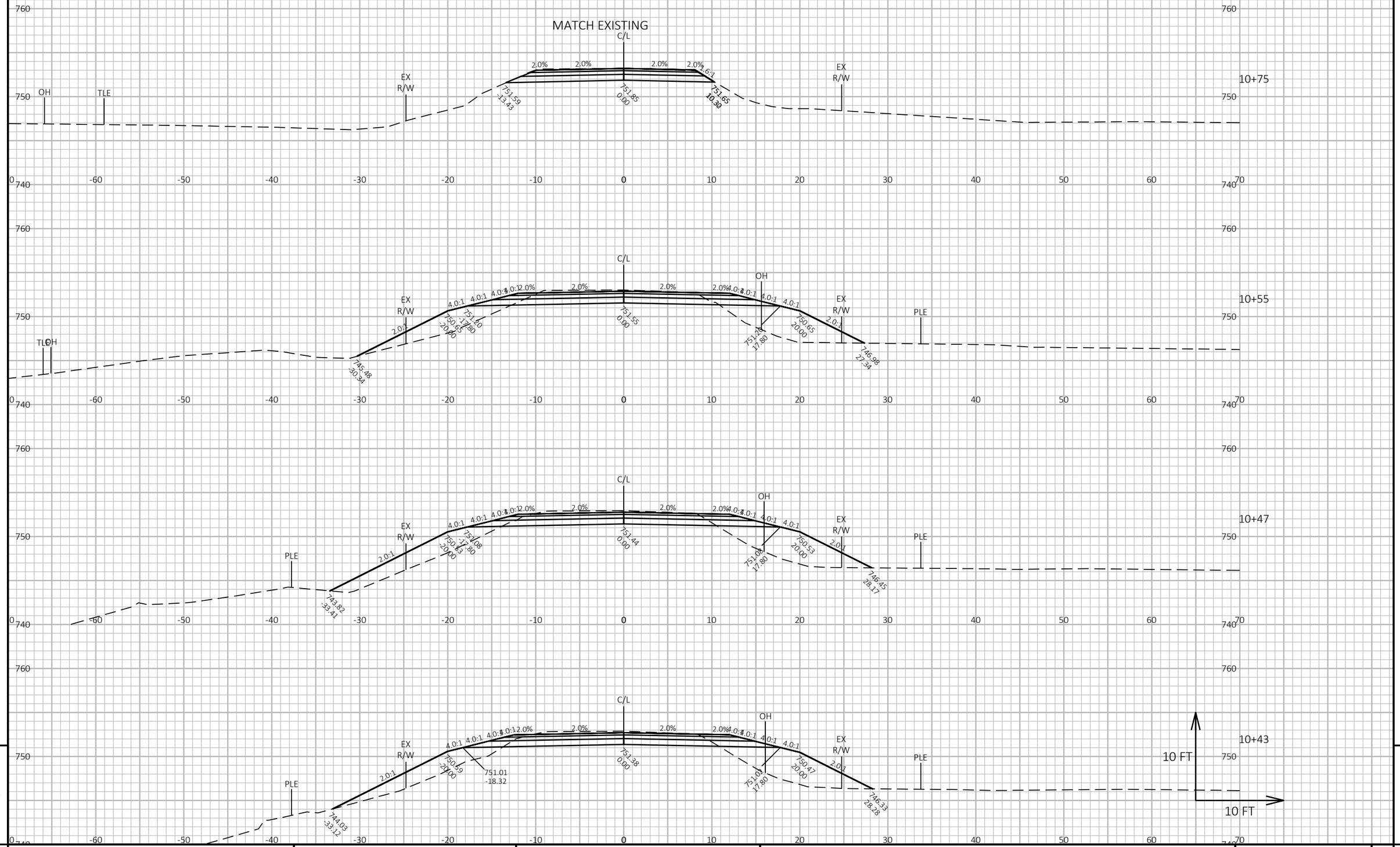


9 9

PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	CROSS SECTIONS: PRONSCHINSKE DRIVE	SHEET 42	E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\090102-XS.DWG
LAYOUT NAME - 2

PLOT DATE : 10/13/2021 4:09 PM PLOT BY : MIKE LAPEAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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9

PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	CROSS SECTIONS: PRONSCHINSKE DRIVE	SHEET 43	E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\090102-XS.DWG
LAYOUT NAME - 3

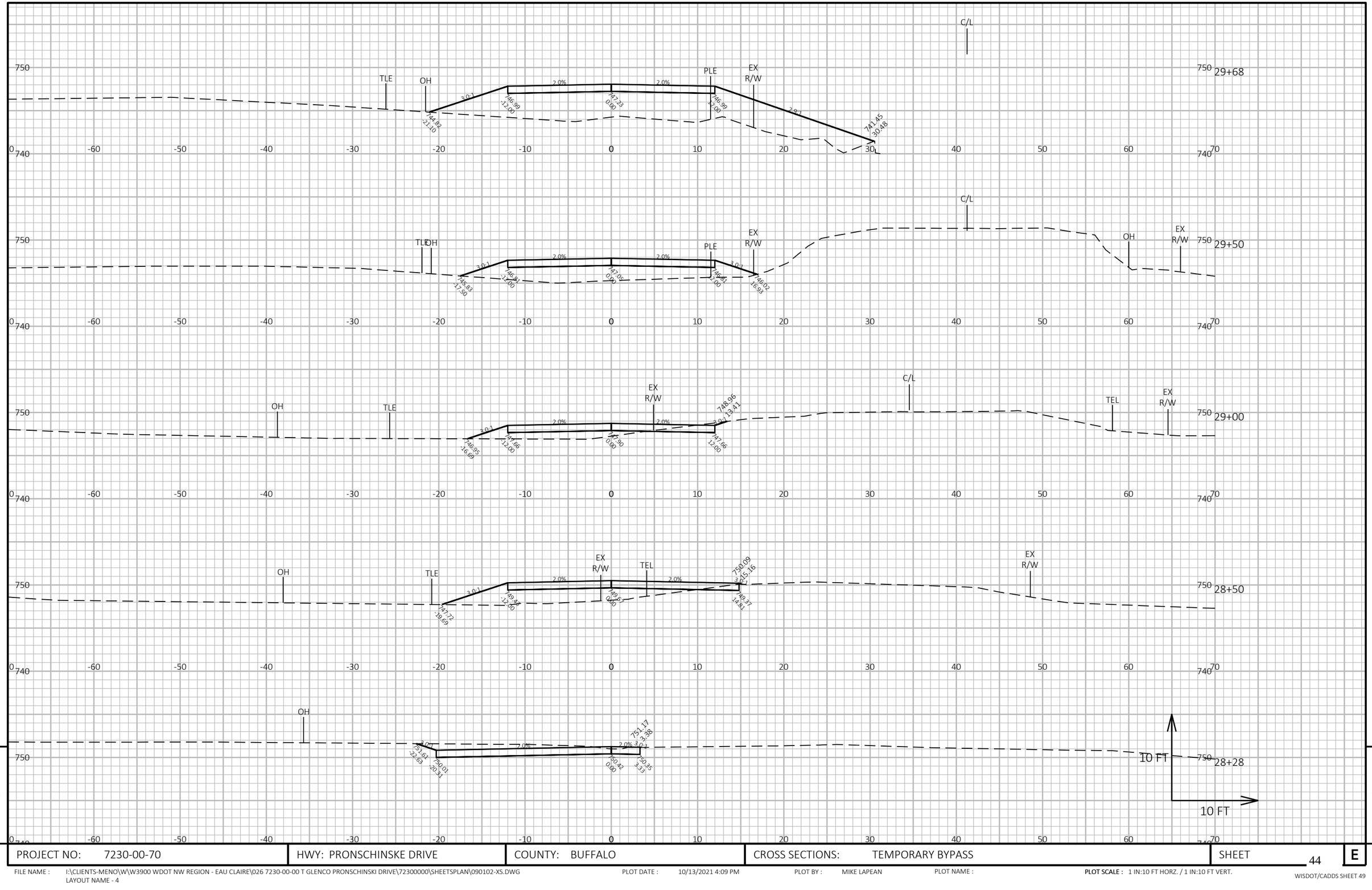
PLOT DATE : 10/13/2021 4:09 PM

PLOT BY : MIKE LAPEAN

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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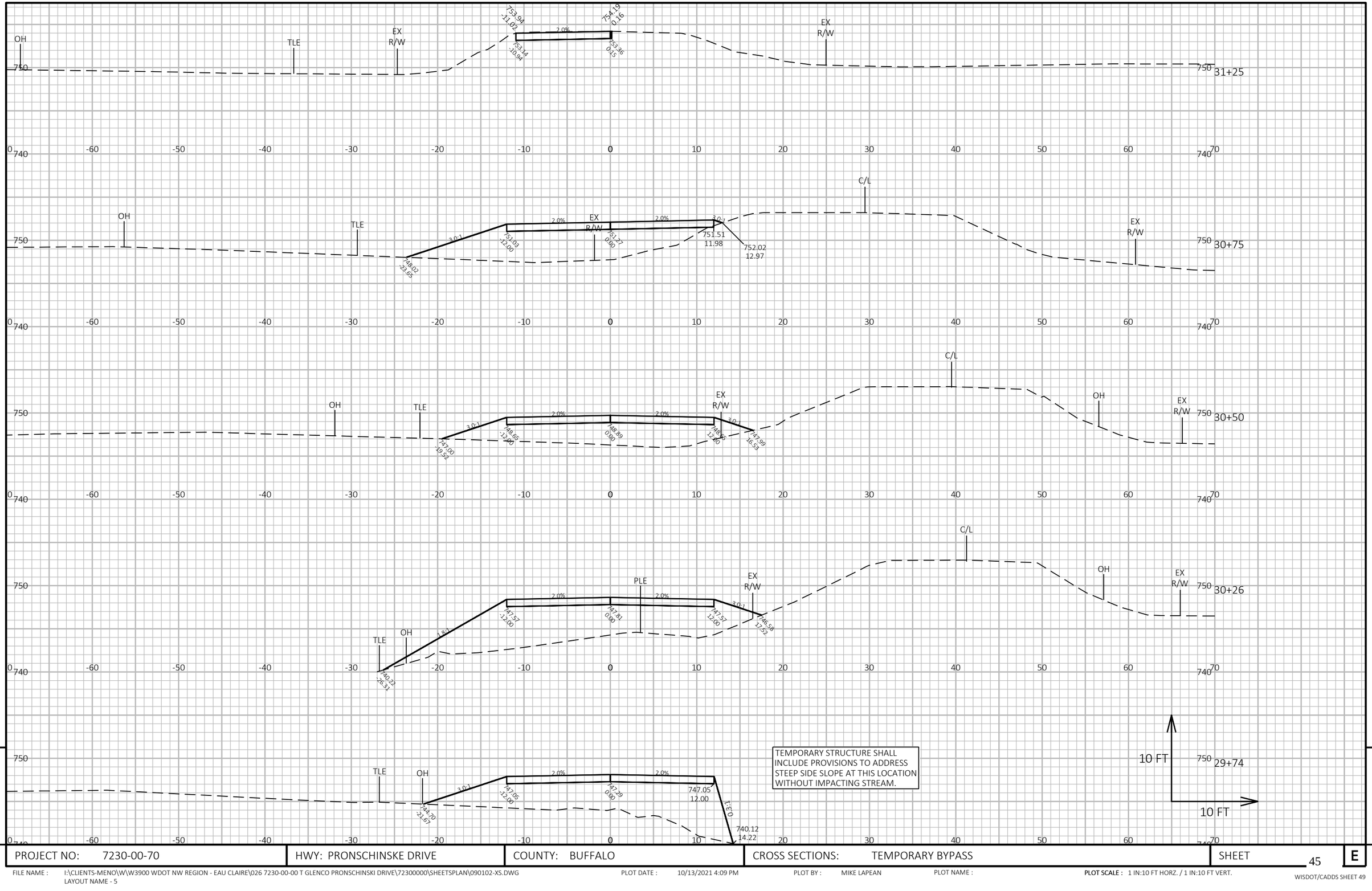
PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	CROSS SECTIONS: TEMPORARY BYPASS	SHEET 44	E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\090102-XS.DWG
LAYOUT NAME - 4

PLOT DATE : 10/13/2021 4:09 PM PLOT BY : MIKE LAPEAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 7230-00-70	HWY: PRONSCHINSKE DRIVE	COUNTY: BUFFALO	CROSS SECTIONS: TEMPORARY BYPASS	SHEET 45	E

FILE NAME : I:\CLIENTS-MENO\W\W3900 WDOT NW REGION - EAU CLAIRE\026 7230-00-00 T GLENCO PRONSCHINSKI DRIVE\72300000\SHEETSPLAN\090102-XS.DWG
LAYOUT NAME - 5

PLOT DATE : 10/13/2021 4:09 PM PLOT BY : MIKE LAPEAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Wisconsin Department of Transportation

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through innovation and exceptional service.

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