LAX

AUGUST 2026

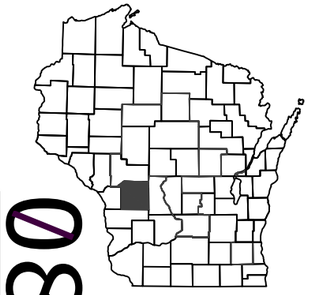
PROJECT ID: 7005-00-71

WITH: N/A

COUNTY: MONROE

ORDER OF SHEETS

TOTAL SHEETS = 42



08

N

DESIGN DESIGNATION 7005-00-01

A.A.D.T.	2027	=	155
A.A.D.T.	2047	=	166
D.H.V.		=	25
D.D.		=	62/38
T.		=	7.7%
DESIGN SPEED		=	60 MPH
ESALS		=	30,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

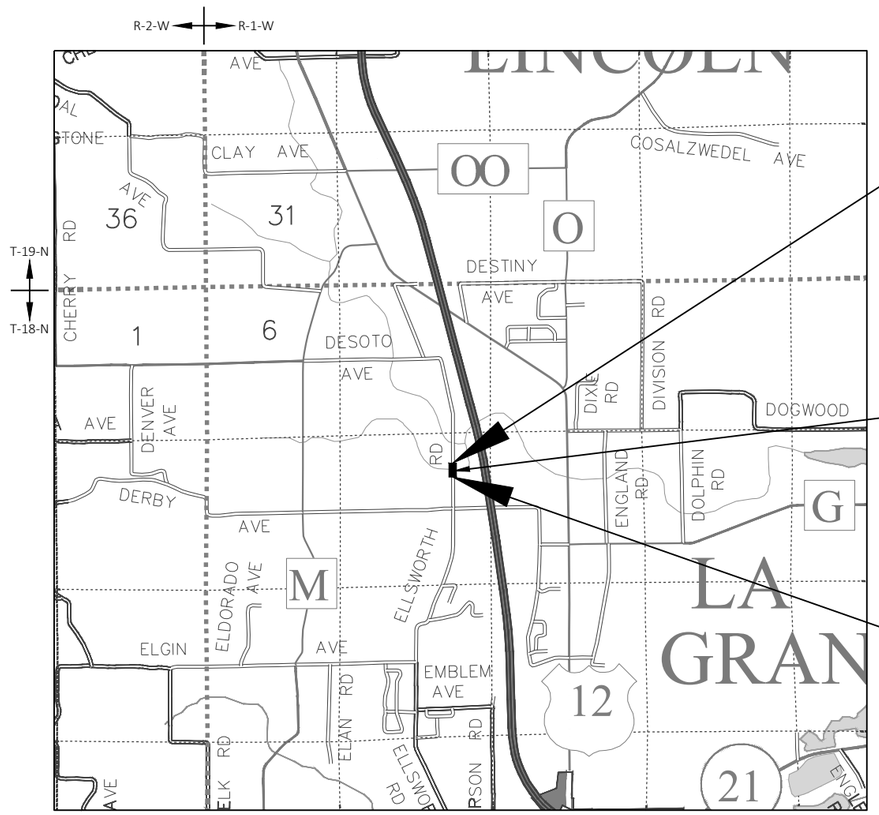
T LAGRANGE, ELLSWORTH ROAD

BR MILL CREEK BRIDGE, B-41-0338

LOC STR
MONROE COUNTY

STATE PROJECT NUMBER
7005-00-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7005-00-71	WISC 2026401	1



END PROJECT
STA 12+19.25

STRUCTURE B-41-0338
STA 11+50

BEGIN PROJECT
STA 10+80.75
Y = 420 187.869
X = 702 877.274

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.026 MI

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

ACCEPTED FOR

TOWN OF LAGRANGE

29 Apr 2026 — Date

BRENDAN SMITH — Digitally signed by BRENDAN SMITH Date: 2026.04.29 09:58:08 -05'00'

(Signature and Title of Official)

ORIGINAL PLANS PREPARED BY

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

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

DATE: 4/27/26 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WESTBROOK ASSOCIATED ENGINEERS, INC.
Designer	WESTBROOK ASSOCIATED ENGINEERS, INC.
Project Manager	DONALD CARPENTER, P.E.
Regional Examiner	SOUTHWEST REGION
Regional Supervisor	KYLE HEMP, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 4/29/2026 (Signature)

E

2

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	LS	LUMP SUM
AC	ACRE	MGAL	ONE THOUSAND GALLONS
AGG	AGGREGATE	ML OR M/L	MATCH LINE
AH	AHEAD	NOM	NOMINAL
∠	ANGLE	NC	NORMAL CROWN
AADT	ANNUAL AVERAGE DAILY TRAFFIC	NB	NORTHBOUND
ASPH	ASPHALTIC	NO	NUMBER
BK	BACK	PAVT	PAVEMENT
BAD	BASE AGGREGATE DENSE	PLE	PERMANENT LIMITED EASEMENT
BL OR B/L	BASE LINE	PC	POINT OF CURVATURE
BM	BENCH MARK	PI	POINT OF INTERSECTION
CL OR C/L	CENTER LINE	PT	POINT OF TANGENCY
Δ	CENTRAL ANGLE OR DELTA	PCC	PORTLAND CEMENT CONCRETE
CE	COMMERCIAL ENTRANCE	LB	POUND
CONC	CONCRETE	PSI	POUNDS PER SQUARE INCH
CONST	CONSTRUCTION	PE	PRIVATE ENTRANCE
CP	CONTROL POINT	PROJ	PROJECT
CO	COUNTY	PL	PROPERTY LINE
CTH	COUNTY TRUCK HIGHWAY	PRW	PROPOSED RIGHT OF WAY
CY	CUBIC YARD	R	RADIUS
CP	CULVERT PIPE	RL OR R/L	REFERENCE LINE
D	DEGREE OF CURVE	REQD	REQUIRED
DHV	DESIGN HOUR VOLUME	RT	RIGHT
DIA	DIAMETER	RHF	RIGHT HAND FORWARD
DD	DIRECTIONAL DISTRIBUTION	R/W	RIGHT OF WAY
DWY	DRIVEWAY	RD	ROAD
EA	EACH	RDWY	ROADWAY
EB	EASTBOUND	SHLDR	SHOULDER
EL OR ELEV	ELEVATION	SB	SOUTHBOUND
EMB	EMBANKMENT	SPECS	SPECIFICATIONS
EW	ENDWALL	SF	SQUARE FEET
EAT	ENERGY ABSORBING TERMINAL	SY	SQUARE YARD
ESALS	EQUIVALENT SINGLE AXLE LOADS	SDD	STANDARD DETAIL DRAWINGS
EXC	EXCAVATION	STH	STATE TRUNK HIGHWAY
EBS	EXCAVATION BELOW SUBGRADE	STA	STATION
EXIST	EXISTING	SE	SUPERELEVATION
FERT	FERTILIZER	SL OR S/L	SURVEY LINE
FE	FIELD ENTRANCE	TEMP	TEMPORARY
FL OR F/L	FLOW LINE	TI	TEMPORARY INTEREST
FT	FOOT	TLE	TEMPORARY LIMITED EASEMENT
HES	HIGH EARLY STRENGTH	T	TRUCKS (PERCENT OF)
HE	HIGHWAY EASEMENT	TYP	TYPICAL
CWT	HUNDRED WEIGHT	USH	UNITED STATES HIGHWAY
IN DIA	INCH DIAMETER	VAR	VARIABLE
JT	JOINT	VC	VERTICAL CURVE
LT	LEFT	VPC	VERTICAL POINT OF CURVATURE
LHF	LEFT HAND FORWARD	VPI	VERTICAL POINT OF INTERSECTION
L	LENGTH OF CURVE	VPT	VERTICAL POINT OF TANGENCY
LF	LINEAR FOOT	W	WEST
LC	LONG CHORD OF CURVE	WB	WESTBOUND

WISCONSIN DNR LIAISON

KAREN KALVELAGE
DNR SERVICE CENTER
3550 MORMON COULEE RD
LA CROSSE, WI 54601
PHONE: (608) 785-9115
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TOWN OF LAGRANGE

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TOWN CHAIRMAN
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COUNTY HIGHWAY COMMISSIONER

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MONROE COUNTY
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EMAIL: DAVID.OHNSTAD@CO.MONROE.WI.US

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EMAIL: APALMER@WESTBROOKENG.COM

UTILITIES CONTACTS

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COMMUNICATIONS
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PHONE: (980) 376-1555
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OAKDALE ELECTRIC COOPERATIVE
ELECTRIC
TRAVIS CHAMPLIN
PO BOX 40
OAKDALE, WI 54649
PHONE: (608) 372-8848
EMAIL: TCHAMPLIN@OAKDALEREC.COOP

CHARTER COMMUNICATIONS
COMMUNICATIONS
ANDREW DELEEUW
1228 12TH AVE S
ONALASKA, WI 54650
PHONE: (715) 519-0033
EMAIL: ANDREW.DELEEUW@CHARTER.COM

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.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LBS/SY/IN.

RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

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

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

THE EXACT LOCATION AND WIDTH OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. DRIVEWAYS SHALL BE REPLACED IN KIND. COMMERCIAL DRIVEWAYS SHALL BE A MINIMUM OF 30 FEET WIDE UNLESS SHOWN OTHERWISE IN THE PLANS. ALL RESIDENTIAL DRIVEWAYS SHALL BE A MAXIMUM OF 20 FEET WIDE.

THE PROPOSED SHOULDER WIDTH SHOWN IN THE TYPICAL SECTIONS ARE MINIMUM WIDTH. PERPETUATE EXISTING SHOULDERS THAT ARE WIDER THAN WHAT IS SHOWN IN THE TYPICAL SECTIONS.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PAVING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

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

2

RUNOFF COEFFICIENT TABLE

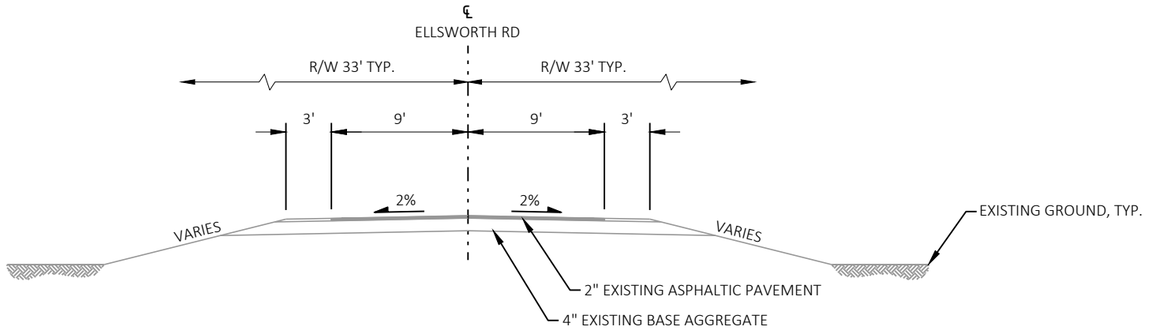
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS:	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 0.211 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.146 ACRES

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

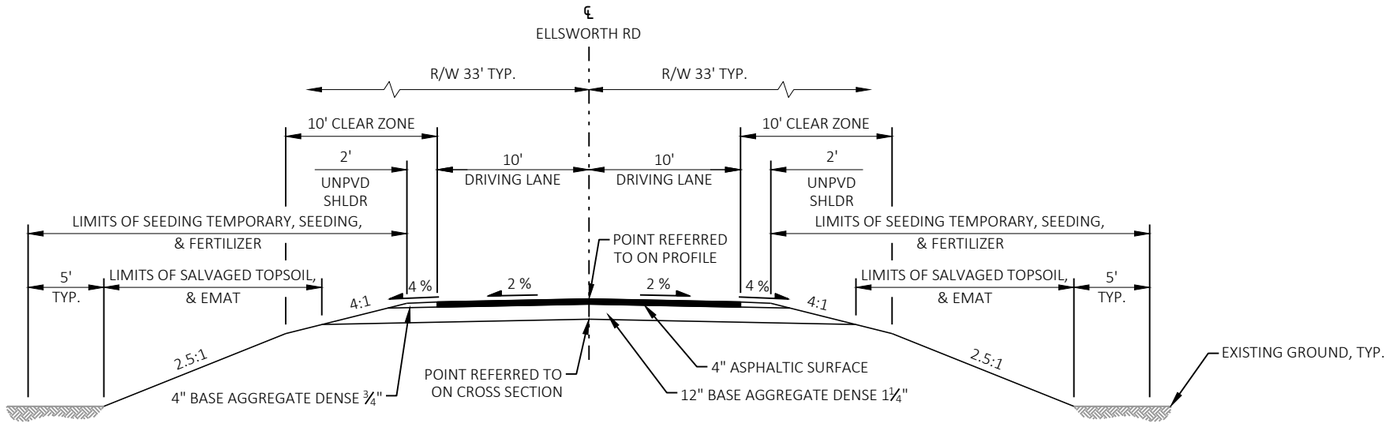
ORDER OF SECTION 2 DETAIL SHEETS

2



EXISTING TYPICAL SECTION

STA 10+80.75 - 12+19.25



FINISHED TYPICAL SECTION

STA 10+80.75 - 12+19.25

PROJECT NO: 7005-00-71	HWY: ELLSWORTH ROAD	COUNTY: MONROE	TYPICAL SECTIONS	SHEET 3	E

FILE NAME : G:\00-PROJECT FILES\2024\24084 ID 7005-00-01 LAGRANGE, ELLSWORTH RD, BR MILL CREEK BRIDGE, P-41-0156\0-CAD\SHEETS\020301_TS.DWG
LAYOUT NAME - 020101_ts
PLOT DATE : 4/27/2026 4:27 PM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

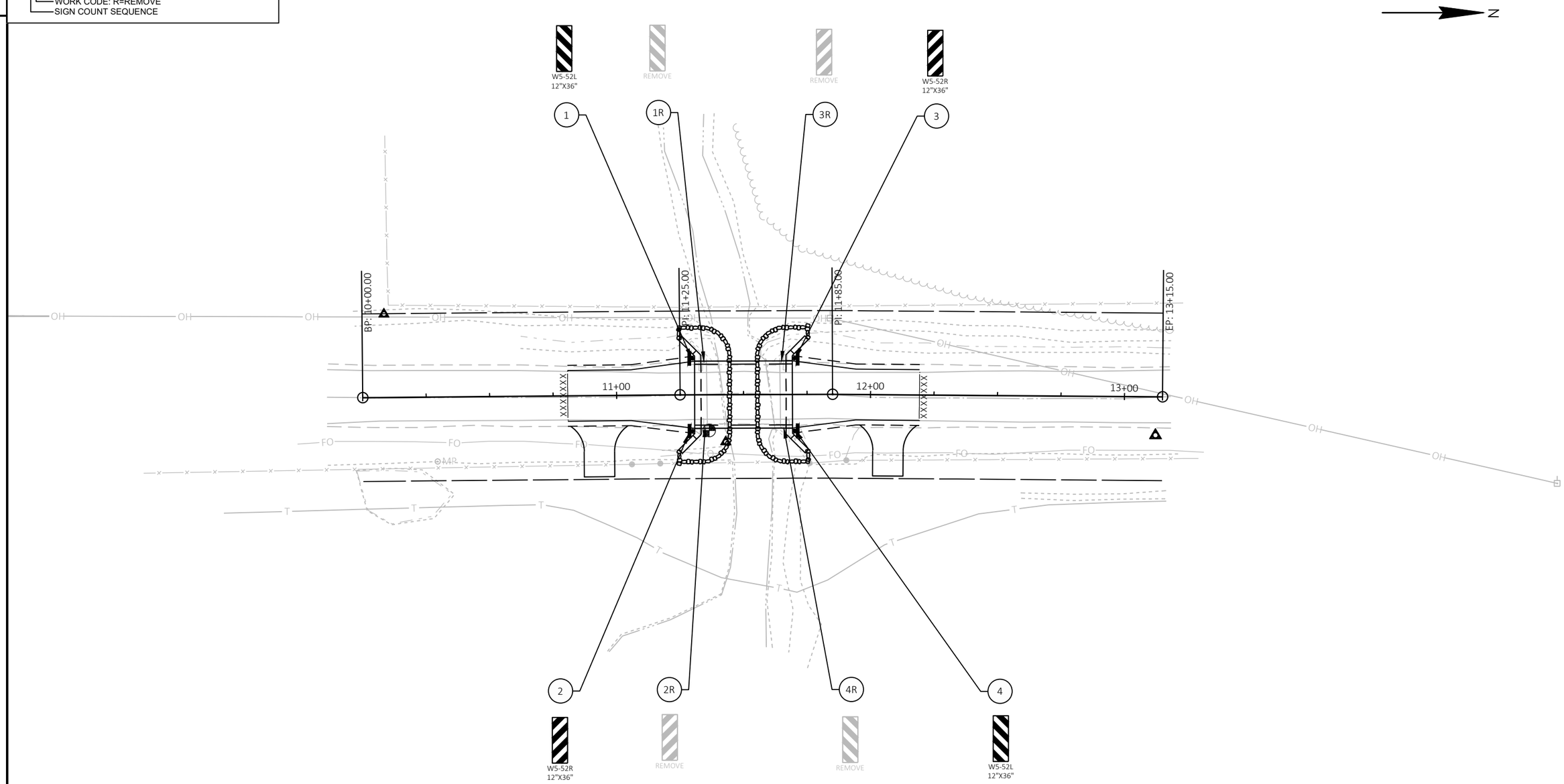
LEGEND: PERMANENT SIGNING

EXISTING SIGN

PROPOSED SIGN

0X DENOTES SIGN NUMBER

WORK CODE: R=REMOVE
SIGN COUNT SEQUENCE



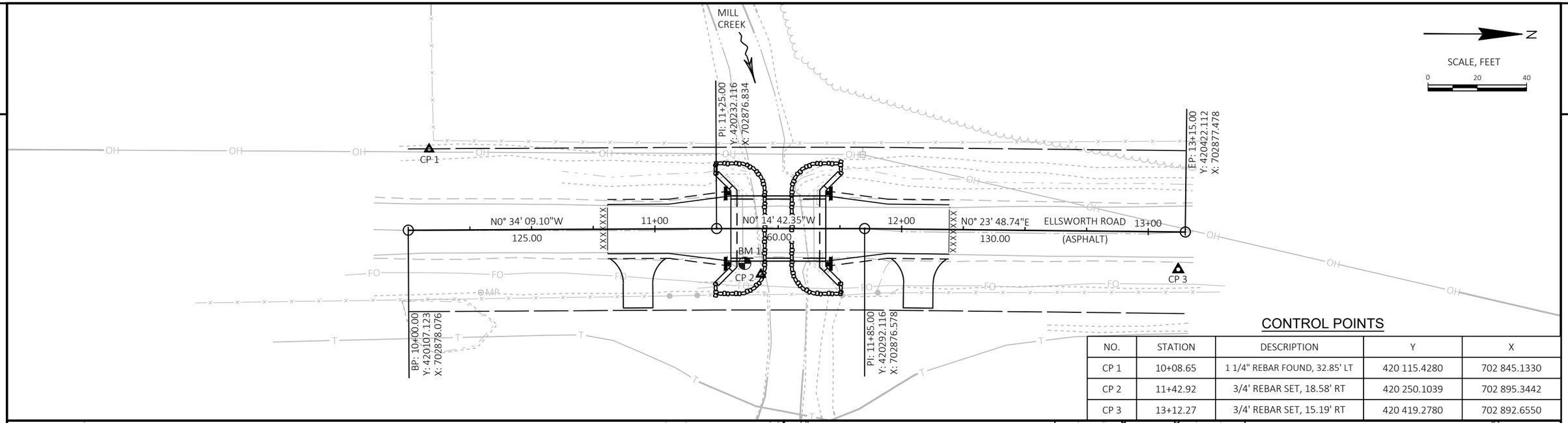
2

PROJECT NO: 7005-00-71	HWY: ELLSWORTH ROAD	COUNTY: MONROE	PERMANENT SIGNING	SHEET 4	E

FILE NAME : G:\00-PROJECT FILES\2024\24084 ID 7005-00-01 LAGRANGE, ELLSWORTH RD, BR MILL CREEK BRIDGE, P-41-0156\0-CAD\SHEETS\023201_PS.DWG
LAYOUT NAME - 023201_ps

PLOT DATE : 4/27/2026 4:27 PM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:40 FT

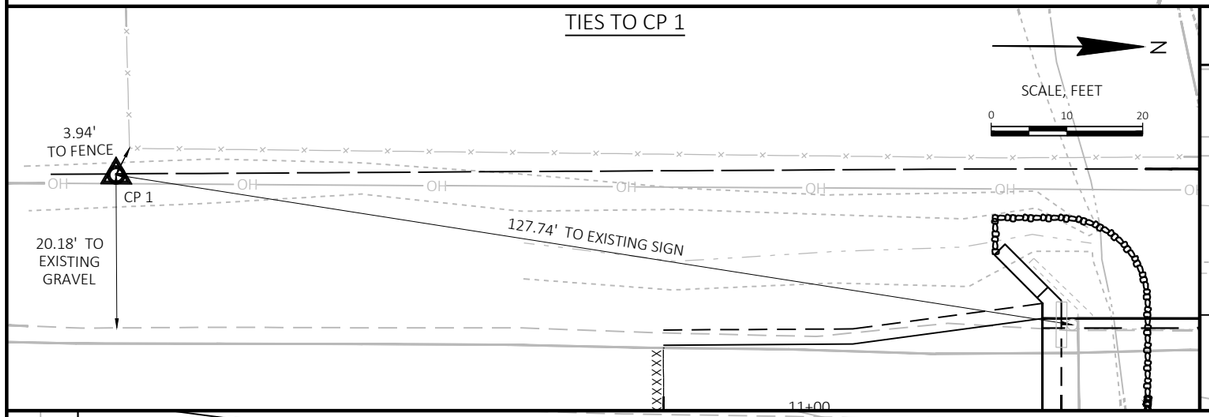
WISDOT/CADDS SHEET 42



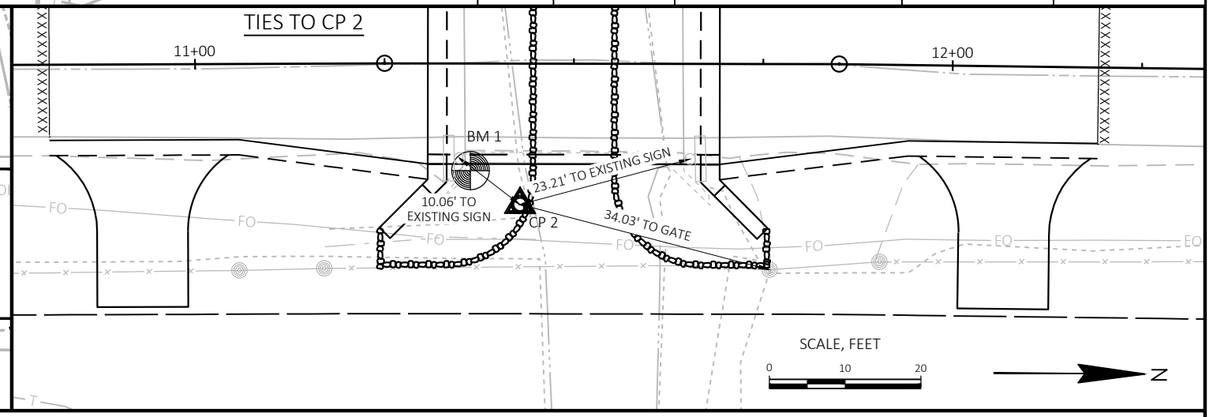
CONTROL POINTS

NO.	STATION	DESCRIPTION	Y	X
CP 1	10+08.65	1 1/4" REBAR FOUND, 32.85' LT	420 115.4280	702 845.1330
CP 2	11+42.92	3/4' REBAR SET, 18.58' RT	420 250.1039	702 895.3442
CP 3	13+12.27	3/4' REBAR SET, 15.19' RT	420 419.2780	702 892.6550

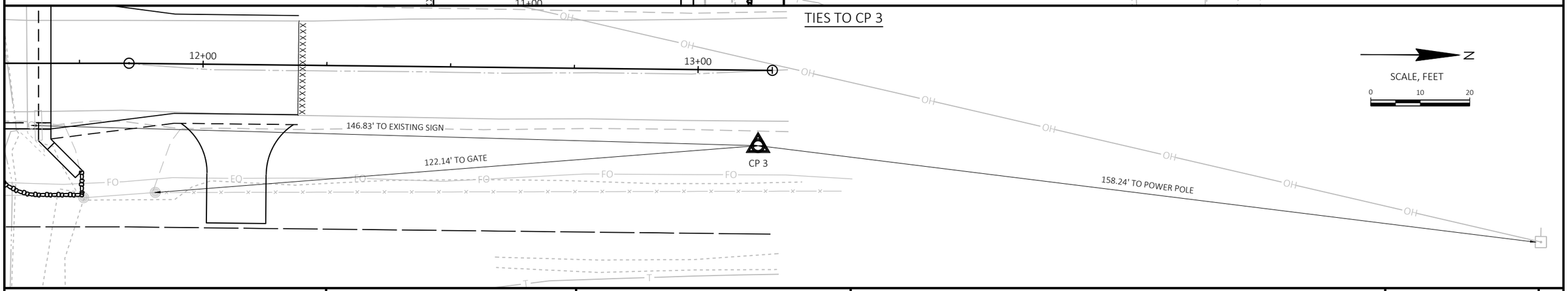
TIES TO CP 1



TIES TO CP 2



TIES TO CP 3



PROJECT NO: 7005-00-71	HWY: ELLSWORTH ROAD	COUNTY: MONROE	ALIGNMENT DETAILS	SHEET 5	E

FILE NAME : G:\00-PROJECT FILES\2024\24084 ID 7005-00-01 LAGRANGE, ELLSWORTH RD, BR MILL CREEK BRIDGE, P-41-0156\0-CAD\SHEETS\027201_AD.DWG
LAYOUT NAME - 027201_ad
PLOT DATE : 4/27/2026 4:28 PM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

Estimate Of Quantities

7005-00-71

Line	Item	Item Description	Unit	Total	Qty
0002	203.0270	Removing Structure Over Waterway Debris Capture (structure) 01. P-41-0156	EACH	1.000	1.000
0004	205.0100	Excavation Common	CY	124.000	124.000
0006	206.1001	Excavation for Structures Bridges (structure) 01. B-41-0338	EACH	1.000	1.000
0008	206.5001	Cofferdams (structure) 01. B-41-0338	EACH	1.000	1.000
0010	210.1500	Backfill Structure Type A	TON	240.000	240.000
0012	213.0100	Finishing Roadway (project) 01. 7005-00-71	EACH	1.000	1.000
0014	305.0110	Base Aggregate Dense 3/4-Inch	TON	36.000	36.000
0016	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	242.000	242.000
0018	455.0605	Tack Coat	GAL	14.000	14.000
0020	465.0105	Asphaltic Surface	TON	54.000	54.000
0022	502.0100	Concrete Masonry Bridges	CY	118.000	118.000
0024	502.3200	Protective Surface Treatment	SY	164.000	164.000
0026	505.0400	Bar Steel Reinforcement HS Structures	LB	4,000.000	4,000.000
0028	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	15,600.000	15,600.000
0030	513.4061	Railing Tubular Type M	LF	82.000	82.000
0032	516.0500	Rubberized Membrane Waterproofing	SY	12.000	12.000
0034	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	490.000	490.000
0036	606.0300	Riprap Heavy	CY	85.000	85.000
0038	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	150.000	150.000
0040	618.0100	Maintenance and Repair of Haul Roads (project) 01. 7005-00-71	EACH	1.000	1.000
0042	619.1000	Mobilization	EACH	1.000	1.000
0044	624.0100	Water	MGAL	3.000	3.000
0046	625.0500	Salvaged Topsoil	SY	155.000	155.000
0048	628.1504	Silt Fence	LF	320.000	320.000
0050	628.1520	Silt Fence Maintenance	LF	502.000	502.000
0052	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0054	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0056	628.2008	Erosion Mat Urban Class I Type B	SY	155.000	155.000
0058	628.6005	Turbidity Barriers	SY	138.000	138.000
0060	629.0210	Fertilizer Type B	CWT	0.500	0.500
0062	630.0130	Seeding Mixture No. 30	LB	20.000	20.000
0064	630.0200	Seeding Temporary	LB	15.000	15.000
0066	630.0500	Seed Water	MGAL	9.000	9.000
0068	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0070	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0072	638.2602	Removing Signs Type II	EACH	4.000	4.000
0074	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0076	642.5001	Field Office Type B	EACH	1.000	1.000
0078	643.0420	Traffic Control Barricades Type III	DAY	1,794.000	1,794.000
0080	643.0705	Traffic Control Warning Lights Type A	DAY	3,588.000	3,588.000
0082	643.0900	Traffic Control Signs	DAY	1,404.000	1,404.000
0084	643.5000	Traffic Control	EACH	1.000	1.000
0086	645.0111	Geotextile Type DF Schedule A	SY	60.000	60.000
0088	645.0120	Geotextile Type HR	SY	180.000	180.000
0090	650.4500	Construction Staking Subgrade	LF	100.000	100.000
0092	650.5000	Construction Staking Base	LF	100.000	100.000
0094	650.6501	Construction Staking Structure Layout (structure) 01. B-41-0338	EACH	1.000	1.000
0096	650.9911	Construction Staking Supplemental Control (project) 01. 7005-00-71	EACH	1.000	1.000
0098	650.9920	Construction Staking Slope Stakes	LF	100.000	100.000

Estimate Of Quantities

7005-00-71

Line	Item	Item Description	Unit	Total	Qty
0100	690.0150	Sawing Asphalt	LF	40.000	40.000
0102	715.0502	Incentive Strength Concrete Structures	DOL	708.000	708.000
0104	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 11+50	EACH	1.000	1.000
0106	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0108	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000

ALL ITEMS CATEGORY 0010 UNLESS NOTED OTHERWISE

3

DIVISION	FROM/TO STATION	205.0100 EXCAVATION COMMON (CY) (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (CY) (3)	AVAILABLE MATERIAL (CY) (4)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) (5) FACTOR 1.25	MASS ORDINATE +/- (CY) (6)	WASTE (CY) (7)
SOUTH APPROACH	10+80.75 / 11+30.75	59	6	53	29	36	17	17
NORTH APPROACH	11+69.25 / 12+19.25	65	6	59	12	15	44	44
GRAND TOTAL		124	12	112	41	51	61	61

NOTES:
(1) EXCAVATION COMMON IS THE SUM OF THE CUT COLUMN. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) SALVAGED/UNUSABLE PAVEMENT MATERIAL INCLUDES EXISTING ASPHALT.
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(5) EXPANDED FILL FACTOR = 1.25
EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR
(6) 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.
(7) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

BASE AGGREGATE DENSE

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
10+81	-	11+31	SOUTH APPROACH	7	121	1.3
11+69	-	12+19	NORTH APPROACH	7	121	1.3
		10+93	FIELD ENTRANCE, RT	11	---	0.2
		12+06	FIELD ENTRANCE, RT	11	---	0.2
			TOTAL	36	242	3.0

3

ASPHALTIC SURFACE

STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON
10+81	-	11+31	SOUTH APPROACH	7	27
11+69	-	12+19	NORTH APPROACH	7	27
			TOTAL	14	54

FINISHING ITEMS

STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
10+72	-	11+31	SOUTH APPROACH, RT	30	30	0.1	4	3	1.7
10+81	-	11+31	SOUTH APPROACH, LT	32	32	0.1	4	3	1.9
11+69	-	12+26	NORTH APPROACH, RT	31	31	0.1	4	2	1.6
11+69	-	12+19	NORTH APPROACH, LT	30	30	0.1	4	3	1.9
			UNDISTRIBUTED	32	32	0.1	4	4	1.9
			TOTAL	155	155	0.5	20	15	9.0

SILT FENCE

STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
10+72	-	11+46	SOUTH APPROACH, RT	65	130
10+79	-	11+37	SOUTH APPROACH, LT	61	122
11+52	-	12+22	NORTH APPROACH, LT	76	152
11+61	-	12+27	NORTH APPROACH, RT	49	98
			UNDISTRIBUTED	69	---
			TOTAL	320	502

PERMANENT SIGNING

STATION	LOCATION	SIGN NUMBER	SIGN CODE	SIGN DESCRIPTION	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
11+30	SOUTH APPROACH, LT	1	W5-52L	BRIDGE HASH MARK	1	3	---	---
11+30	SOUTH APPROACH, RT	2	W5-52R	BRIDGE HASH MARK	1	3	---	---
11+35	SOUTH APPROACH, LT	1R	W5-52L	BRIDGE HASH MARK	---	---	1	1
11+35	SOUTH APPROACH, RT	2R	W5-52R	BRIDGE HASH MARK	---	---	1	1
11+65	NORTH APPROACH, LT	3R	W5-52R	BRIDGE HASH MARK	---	---	1	1
11+66	NORTH APPROACH, RT	4R	W5-52L	BRIDGE HASH MARK	---	---	1	1
11+70	NORTH APPROACH, LT	3	W5-52R	BRIDGE HASH MARK	1	3	---	---
11+70	NORTH APPROACH, RT	4	W5-52L	BRIDGE HASH MARK	1	3	---	---
				TOTAL	4	12	4	4

TURBIDITY BARRIER

LOCATION	628.6005 SY
SOUTH ABUTMENT	59
NORTH ABUTMENT	51
UNDISTRIBUTED	28
TOTAL	138

MOBILIZATIONS EROSION CONTROL

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT	4	3
TOTAL	4	3

ALL ITEMS CATEGORY 0010 UNLESS NOTED OTHERWISE

3

3

TRAFFIC CONTROL

LOCATION	DURATION DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS NO.	643.0900 TRAFFIC CONTROL SIGNS DAY	643.5000 TRAFFIC CONTROL EACH
SOUTH APPROACH	78	9	702	18	1404	7	546	---
NORTH APPROACH	78	9	702	18	1404	7	546	---
UNDISTRIBUTED	78	5	390	10	780	4	312	---
PROJECT	---	---	---	---	---	---	---	1
	TOTAL	23	1794	46	3588	18	1404	1

PLACE TRAFFIC CONTROL IN ACCORDANCE WITH SDD 15C2 "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION".
PLACEMENT SUBJECT TO ENGINEER APPROVAL.

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.6501.01 CONSTRUCTION STAKING STRUCTURE LAYOUT 01. B-41-0338 EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 01. 7005-00-71 EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
10+81	-	11+31	SOUTH APPROACH	50	50	---	---	50
11+69	-	12+19	NORTH APPROACH	50	50	---	---	50
			PROJECT	---	---	1	1	---
			TOTAL	100	100	1 *	1	100

* CATEGORY 0020

SAWING ASPHALT

STATION	LOCATION	690.0150 LF
10+81	SOUTH APPROACH	20
11+69	NORTH APPROACH	20
	TOTAL	40

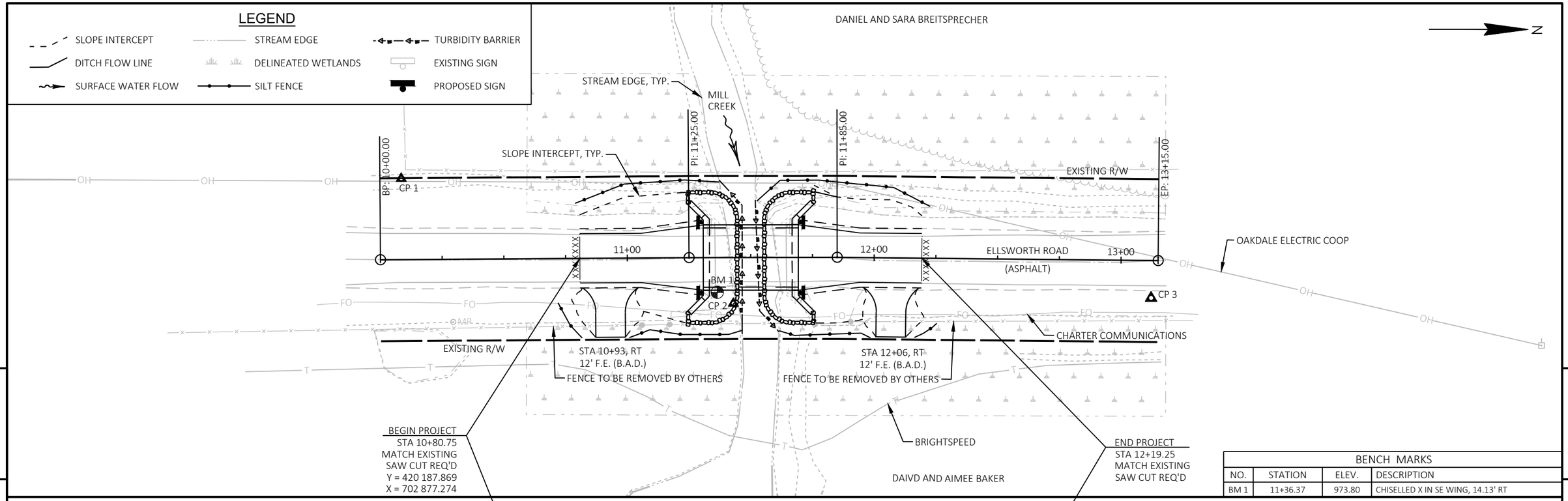
* CATEGORY 0020

PROJECT NO: 7005-00-71	HWY: ELLSWORTH ROAD	COUNTY: MONROE	MISCELLANEOUS QUANTITIES	SHEET 9	E

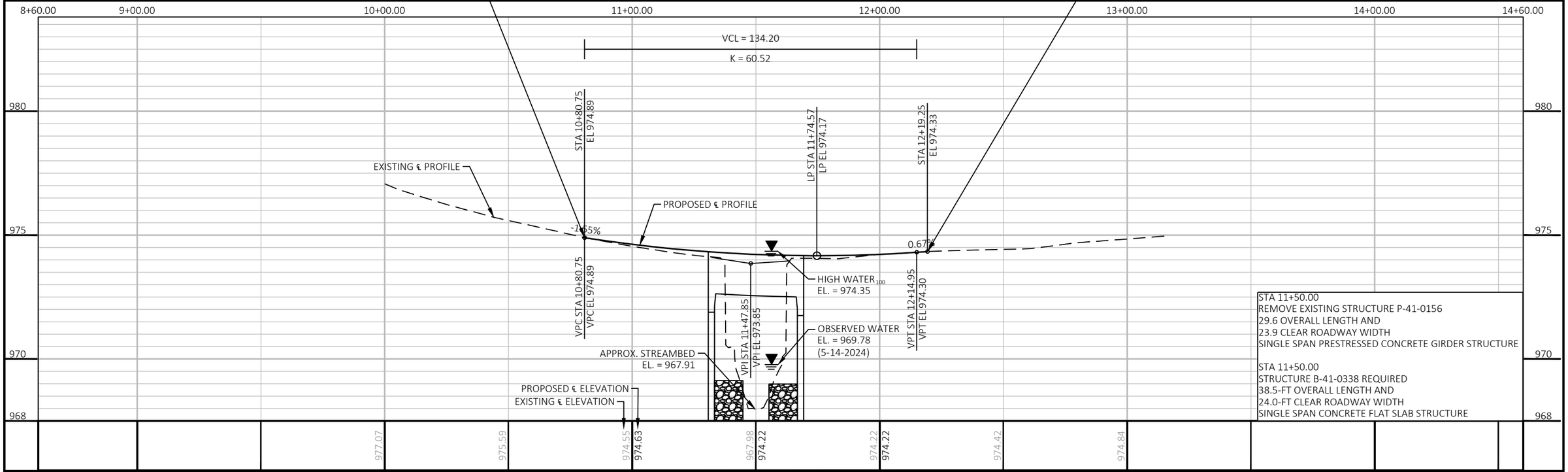
FILE NAME : G:\00-PROJECT FILES\2024\24084 ID 7005-00-01 LAGRANGE, ELLSWORTH RD, BR MILL CREEK BRIDGE, P-41-0156\0-CAD\SHEETS\030201_MQ.DWG
LAYOUT NAME - 030202_mq
PLOT DATE : 4/27/2026 4:29 PM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

LEGEND

- SLOPE INTERCEPT
- DITCH FLOW LINE
- SURFACE WATER FLOW
- STREAM EDGE
- DELINEATED WETLANDS
- SILT FENCE
- TURBIDITY BARRIER
- EXISTING SIGN
- PROPOSED SIGN



BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM 1	11+36.37	973.80	CHISELLED X IN SE WING, 14.13' RT



STA 11+50.00
REMOVE EXISTING STRUCTURE P-41-0156
29.6 OVERALL LENGTH AND
23.9 CLEAR ROADWAY WIDTH
SINGLE SPAN PRESTRESSED CONCRETE GIRDER STRUCTURE

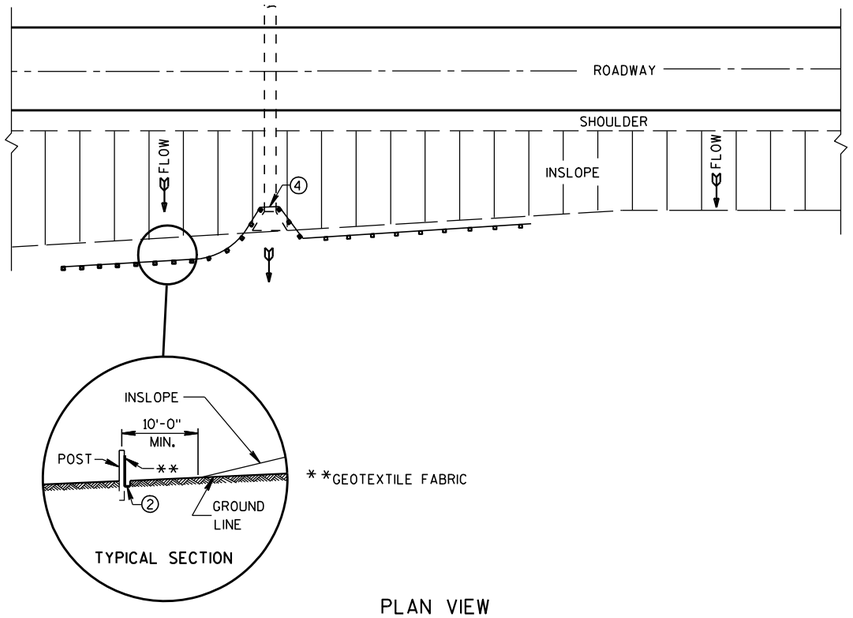
STA 11+50.00
STRUCTURE B-41-0338 REQUIRED
38.5-FT OVERALL LENGTH AND
24.0-FT CLEAR ROADWAY WIDTH
SINGLE SPAN CONCRETE FLAT SLAB STRUCTURE

PROJECT NO: 7005-00-71	HWY: ELLSWORTH ROAD	COUNTY: MONROE	PLAN AND PROFILE	SHEET 10	E

Standard Detail Drawing List

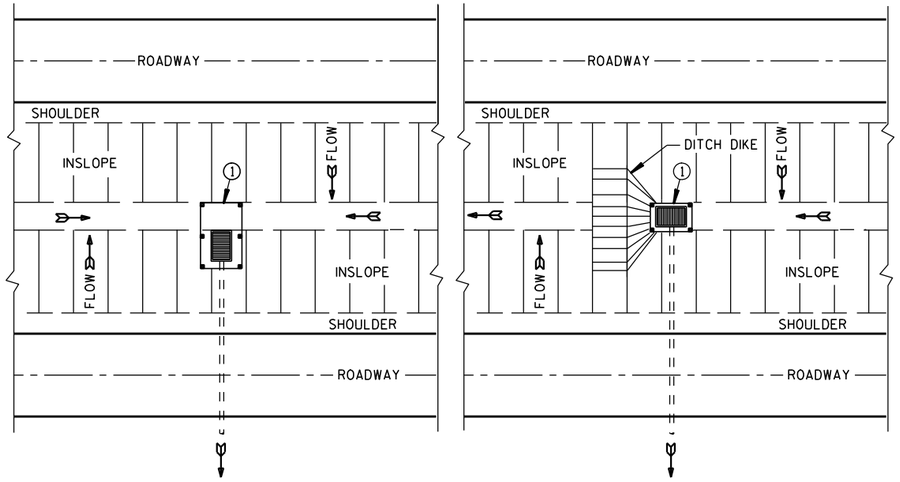
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
09A14-01	DRIVEWAYS WITHOUT CURB AND GUTTER
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

6



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



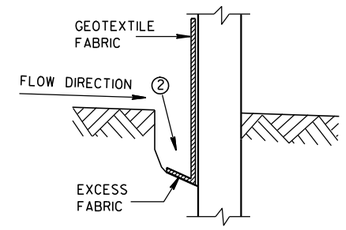
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

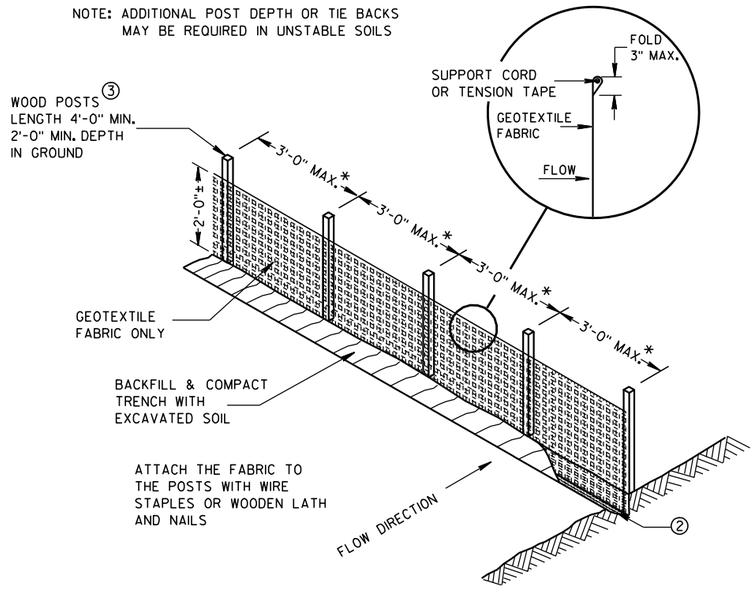
GENERAL NOTES

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

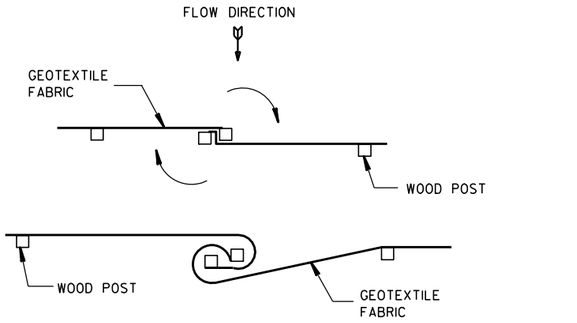
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



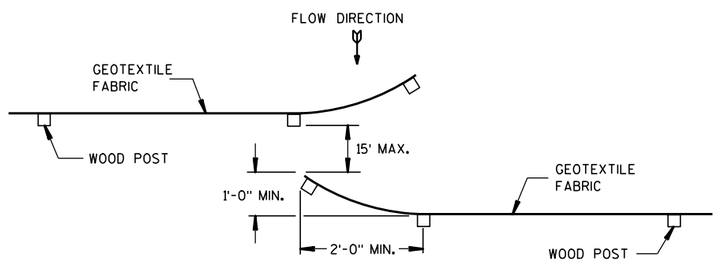
TRENCH DETAIL



SILT FENCE

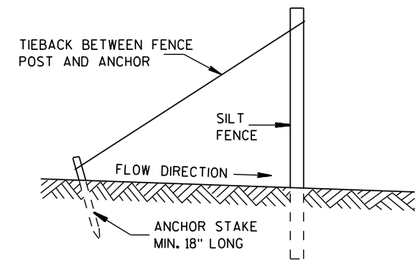


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

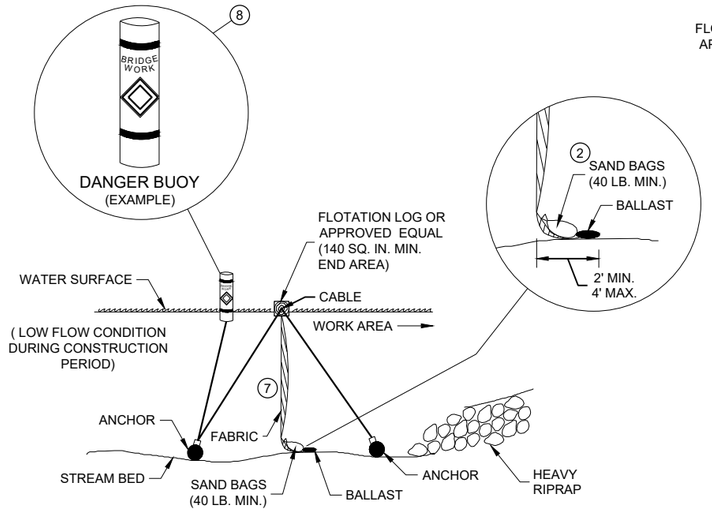
SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

6

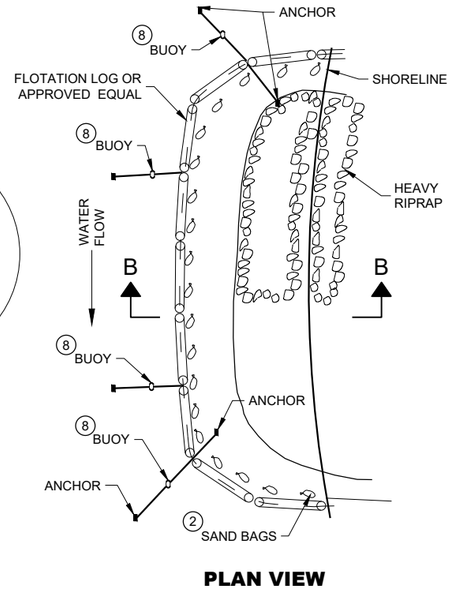
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6

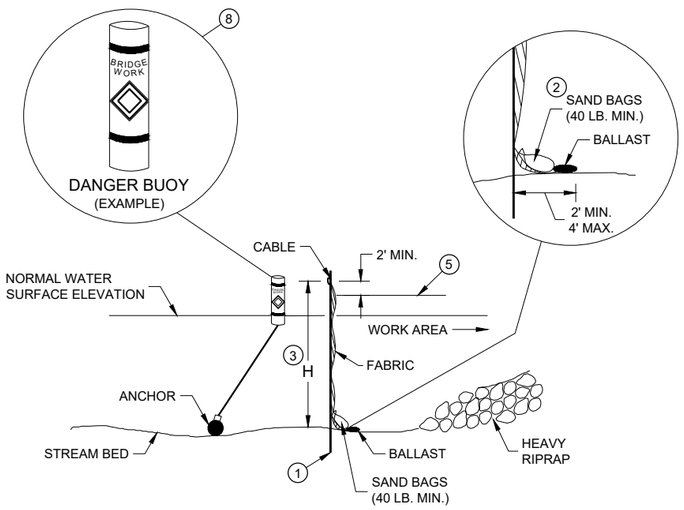


SECTION B - B

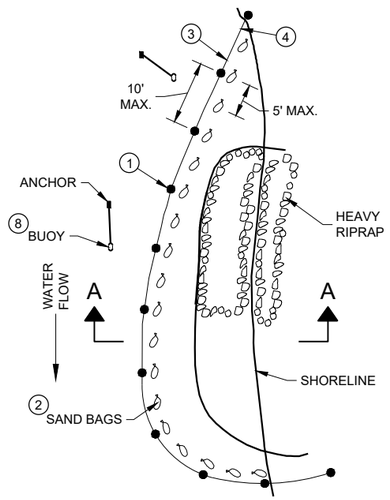


PLAN VIEW

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.

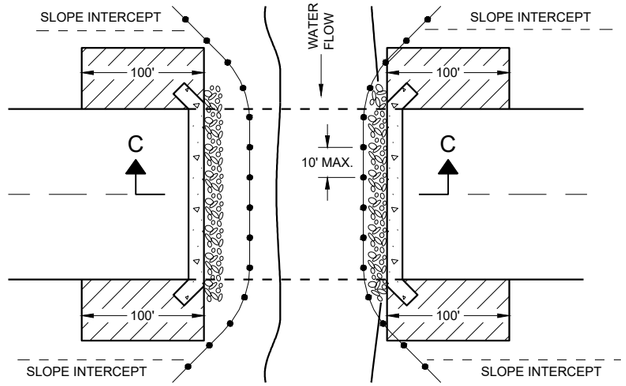
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(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.

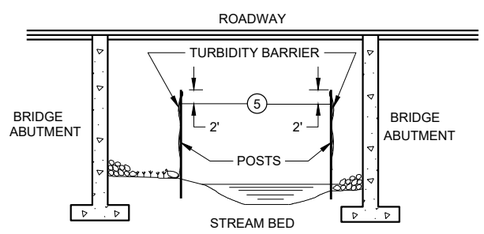
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(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

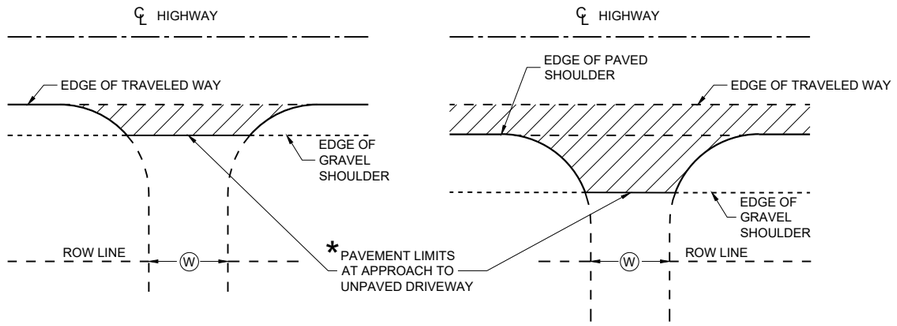
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
SDD 08E11 - 02

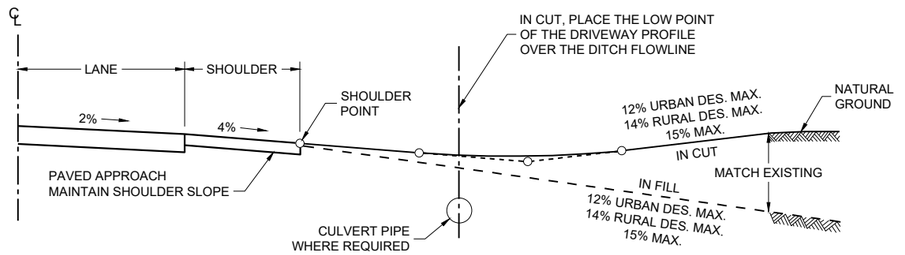


* WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

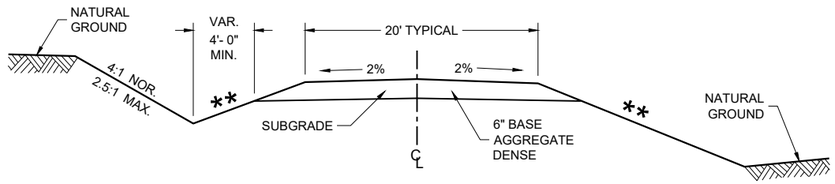
PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

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



TYPICAL DRIVEWAY PROFILES

Ⓦ : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.

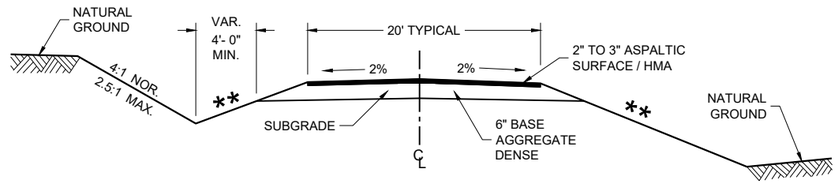


IN CUT IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

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

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



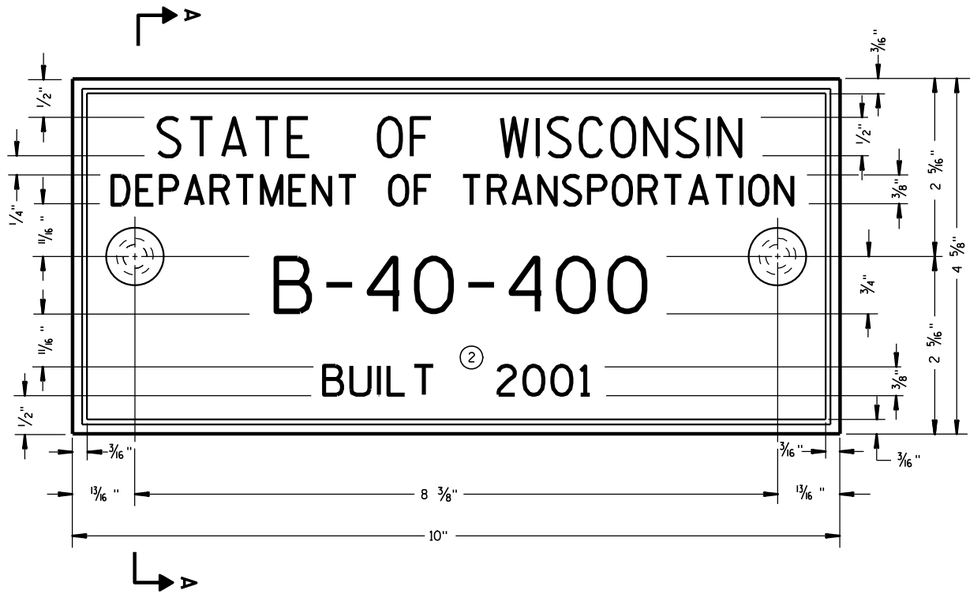
IN CUT IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

DRIVEWAYS WITHOUT CURB AND GUTTER

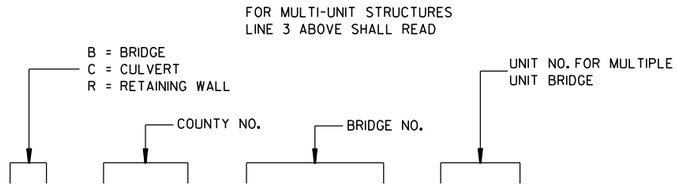
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

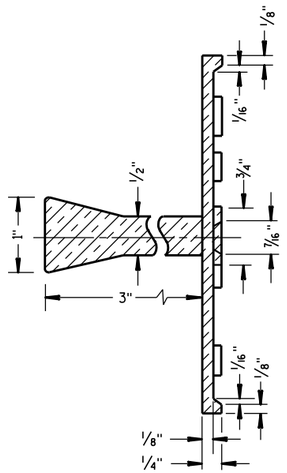
GENERAL NOTES

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

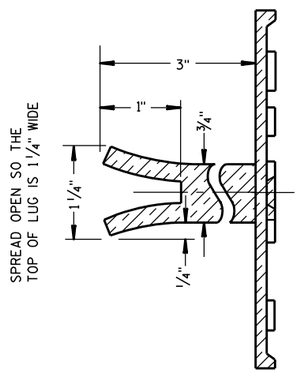
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

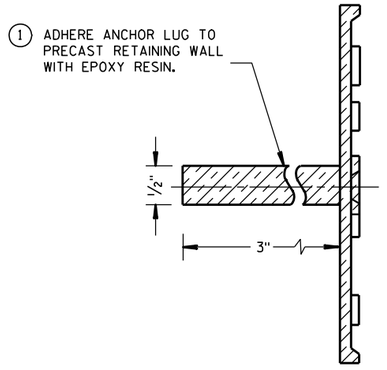
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

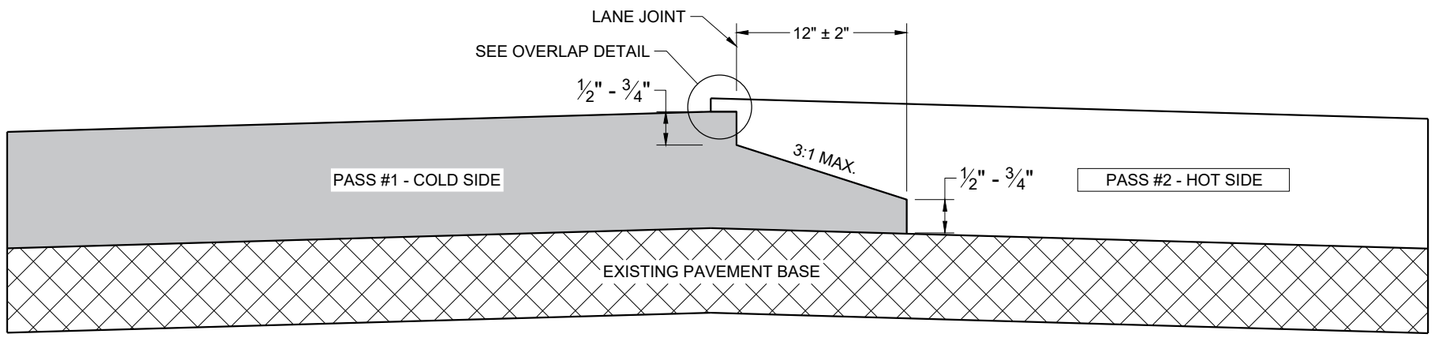
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

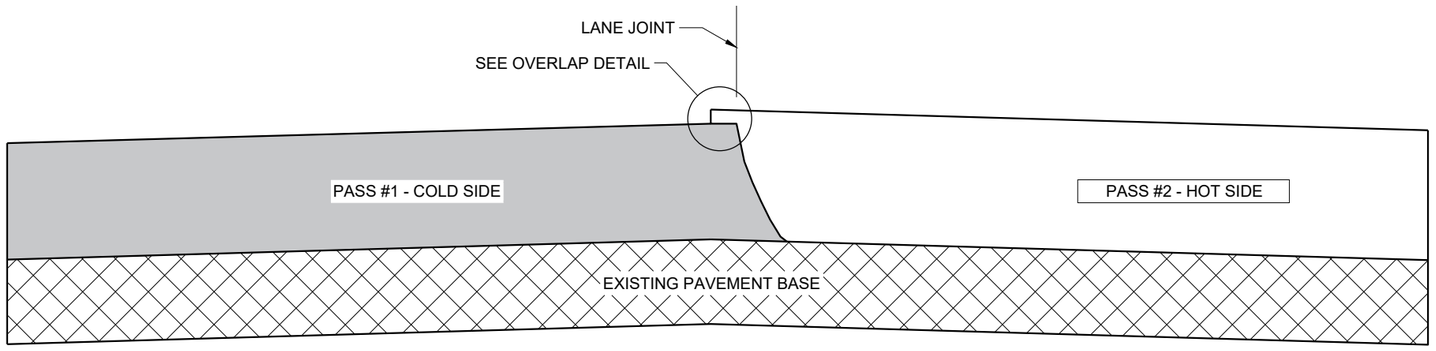
FHWA

6

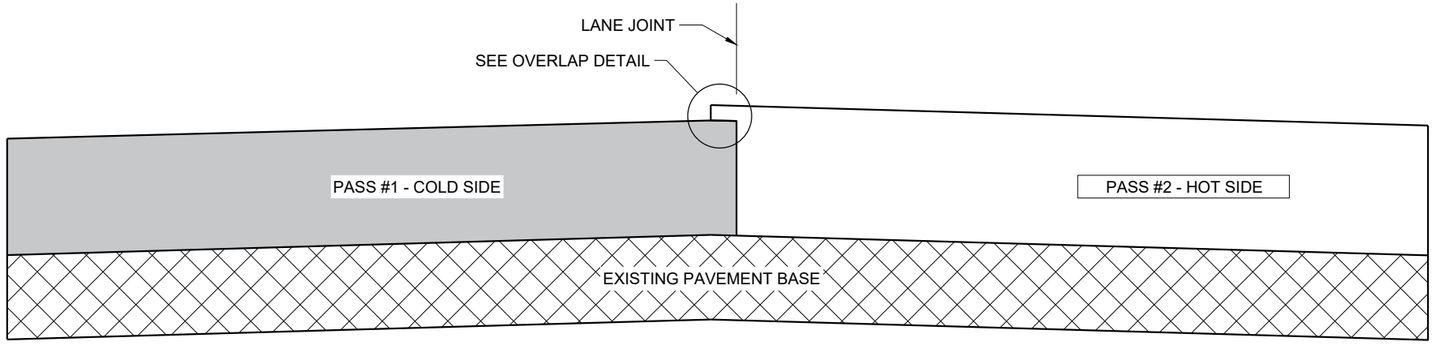
S.D.D. 12 A 3-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

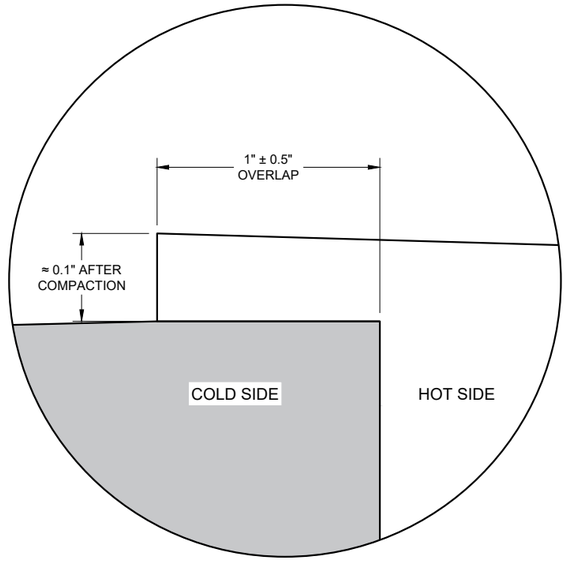
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



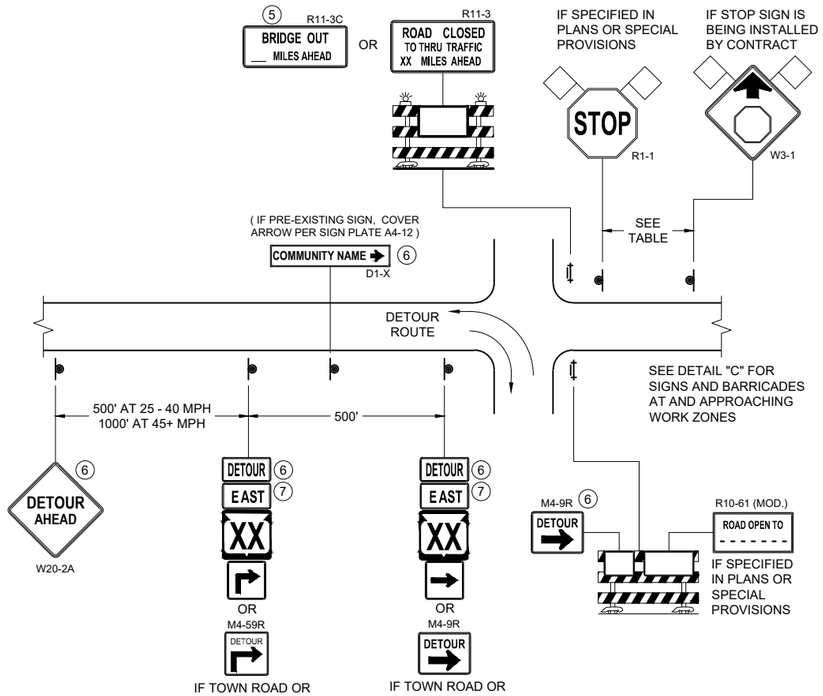
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGIN

FHWA

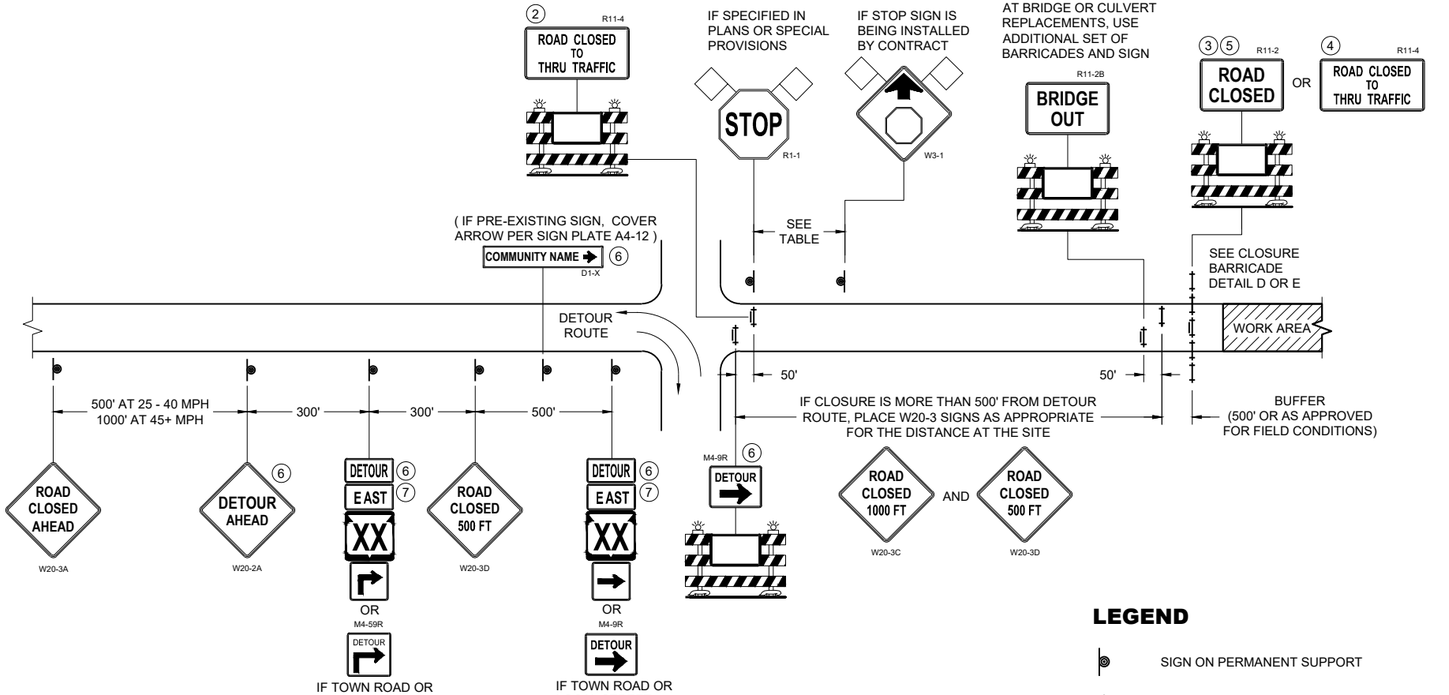
SDD 13C19 - 03

SDD 13C19 - 03



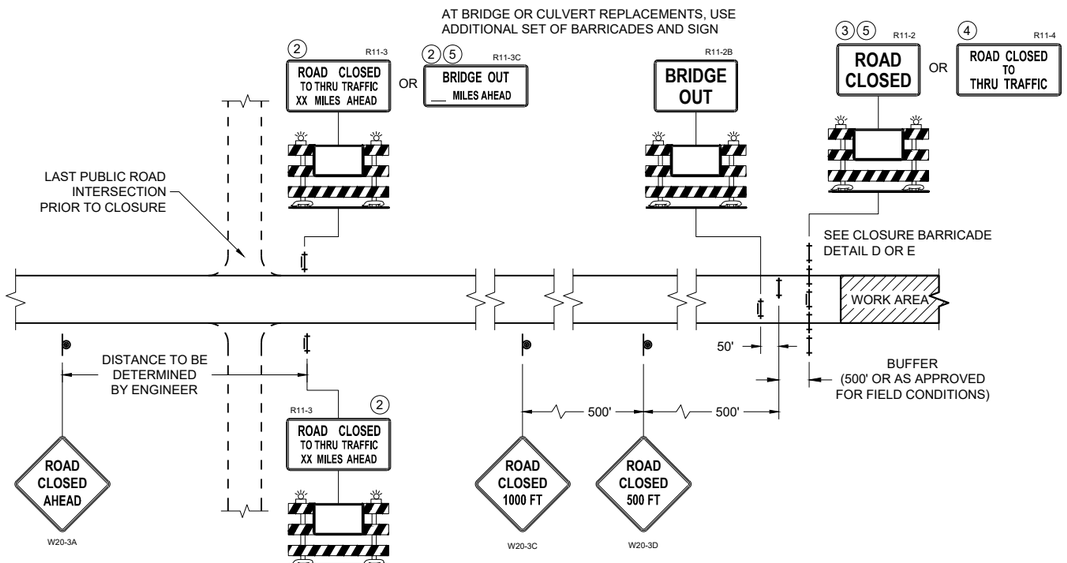
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

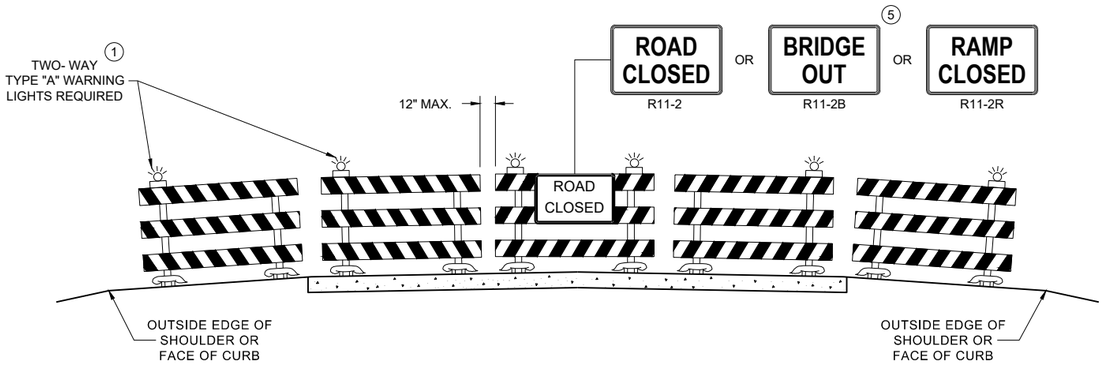
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

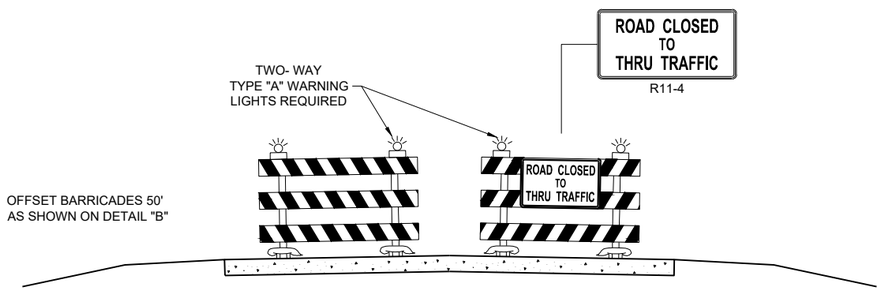
6
SDD 15C02-10a



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.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

"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"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

(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

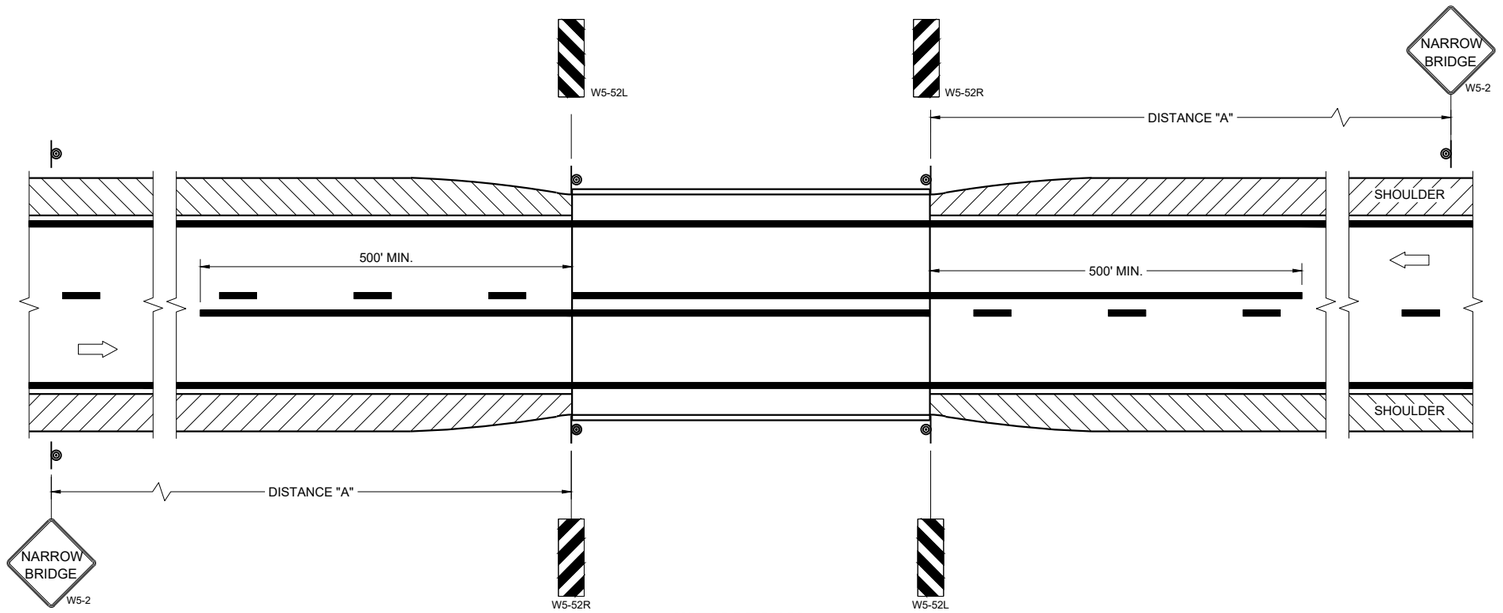
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

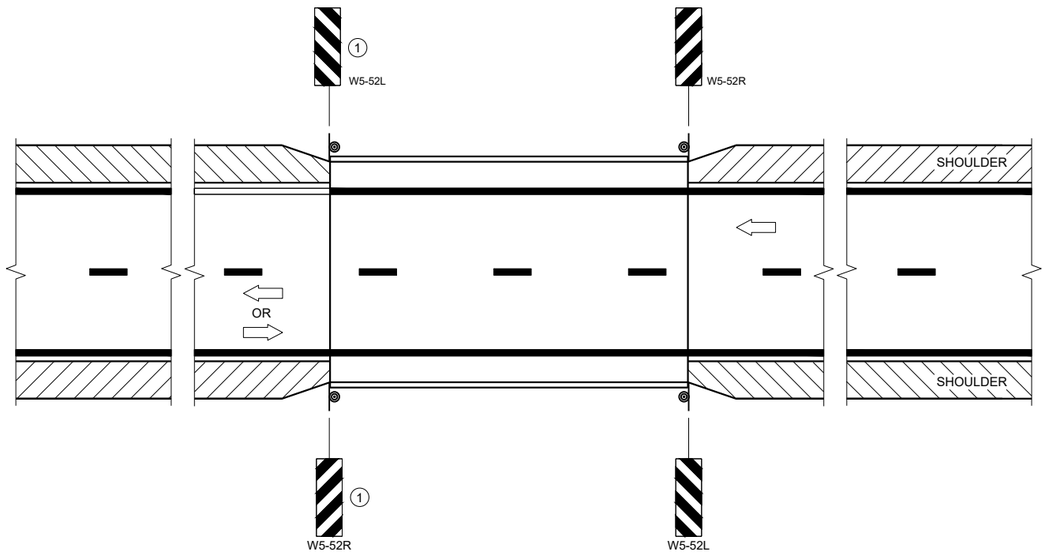
6

SDD 15C02-10b



SITUATION 1

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



SITUATION 2

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

GENERAL NOTES

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

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

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

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

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

SIGNING AND MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

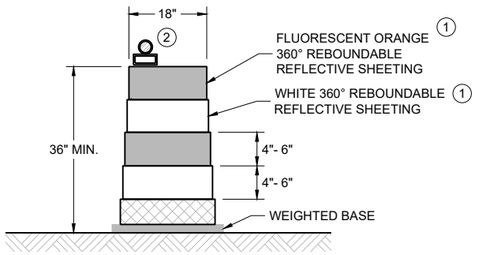
APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6
SDD 15C06-12

GENERAL NOTES

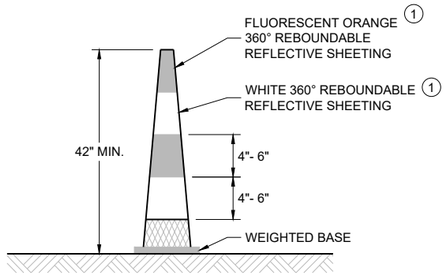
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

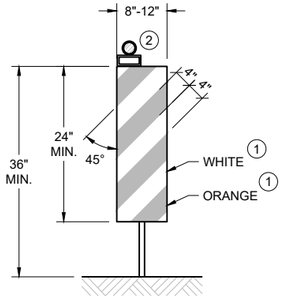
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

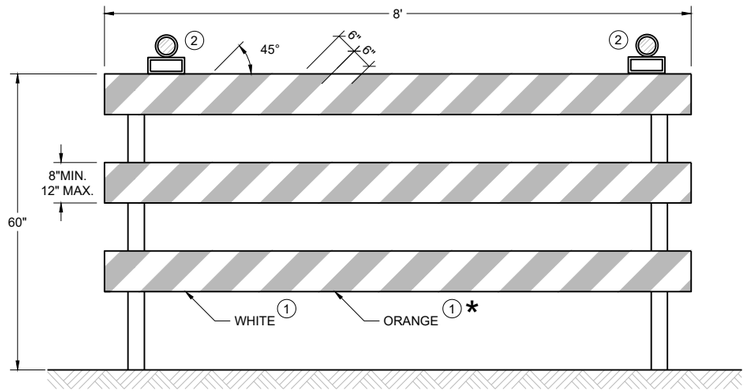
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



VERTICAL PANEL

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



TYPE 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

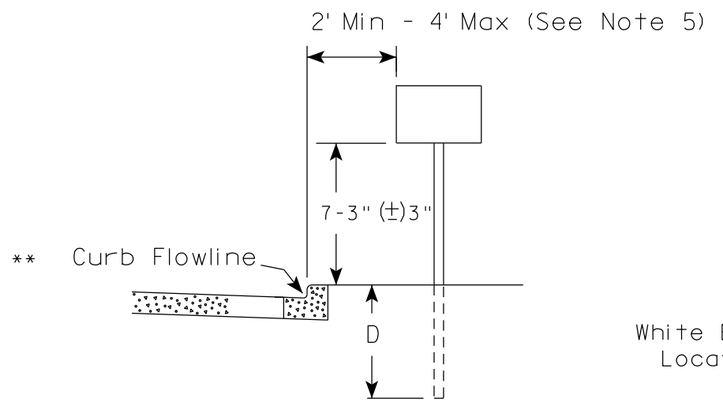
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

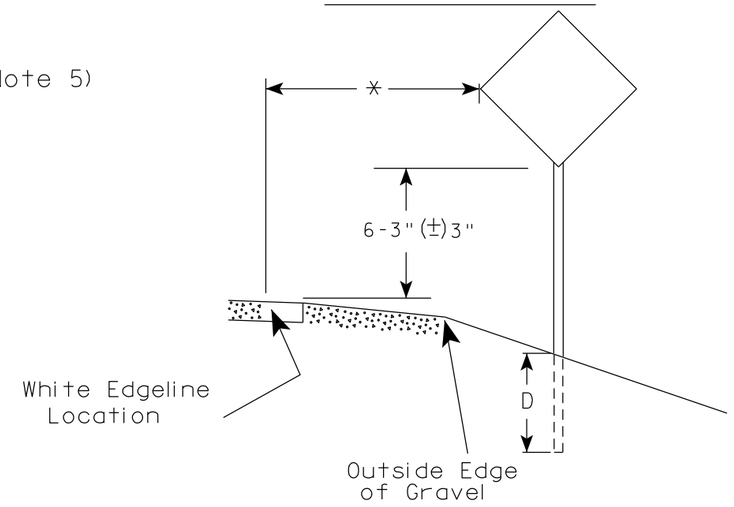
FHWA

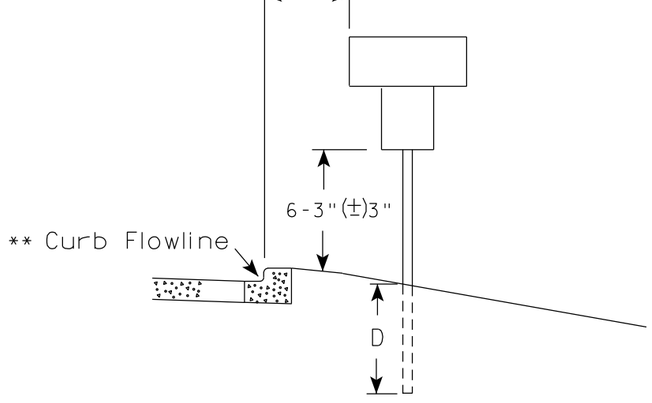
6
SDD 15C11-11b

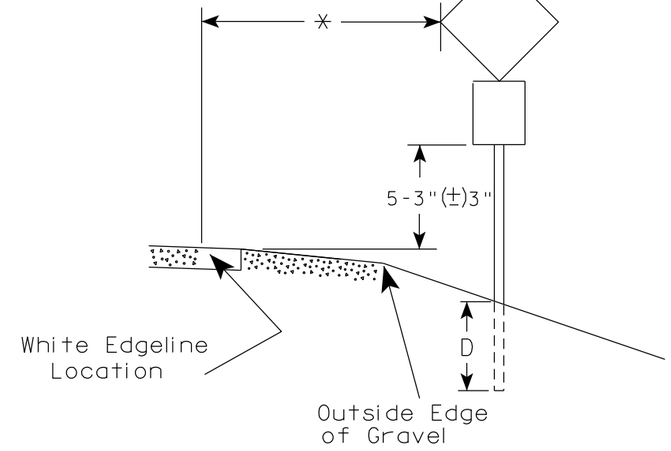
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

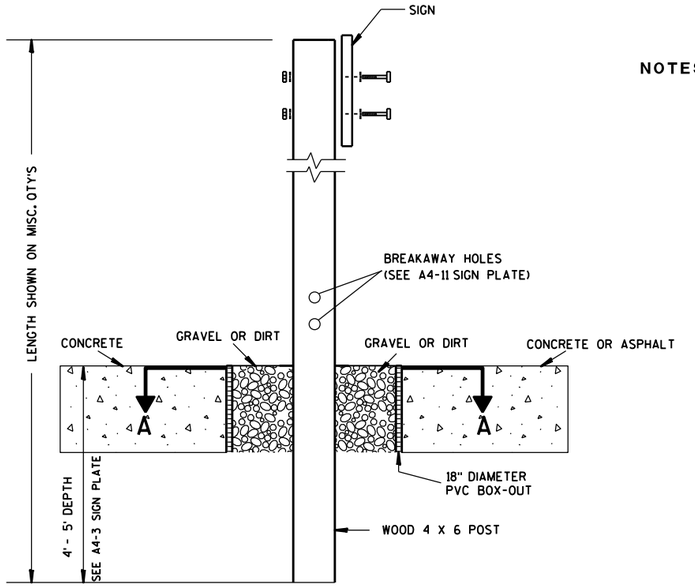
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

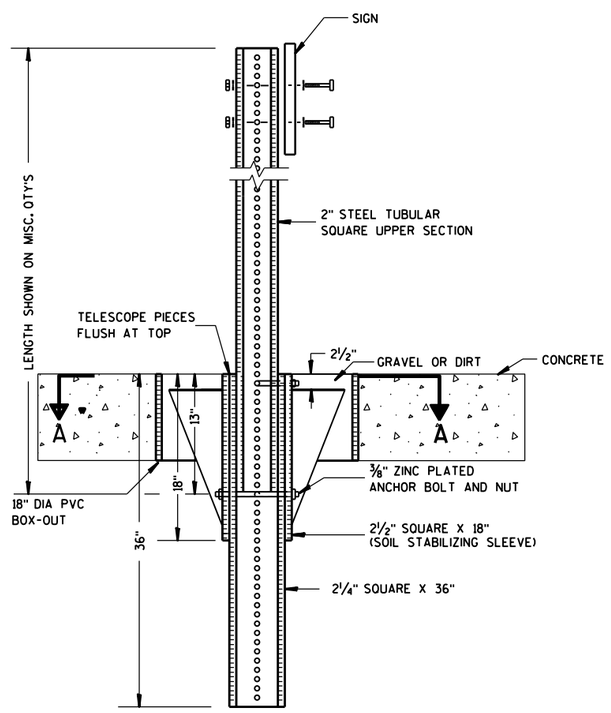
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 21	E



ELEVATION VIEW

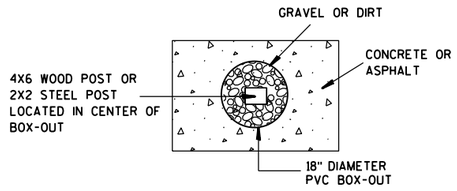
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

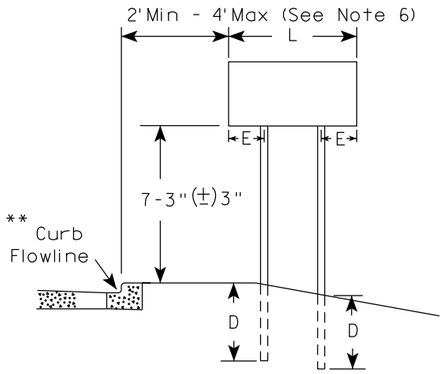
WISCONSIN DEPT OF TRANSPORTATION

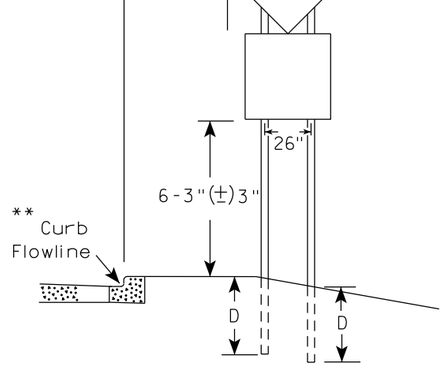
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

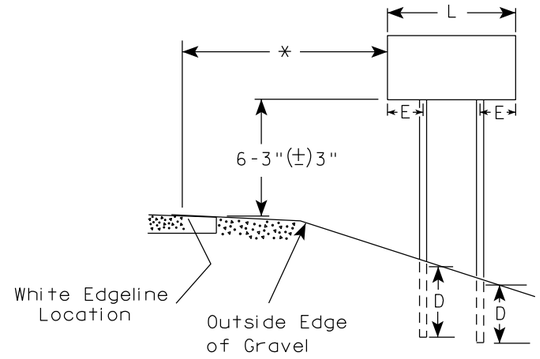
URBAN AREA

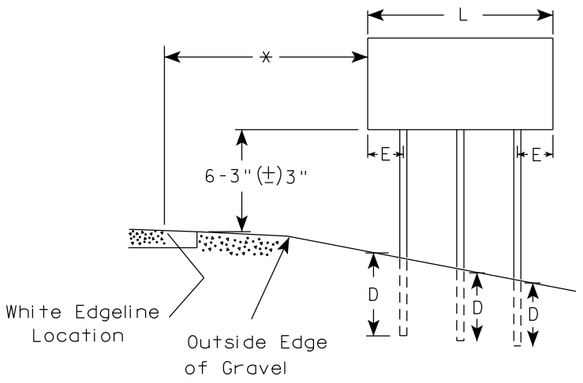


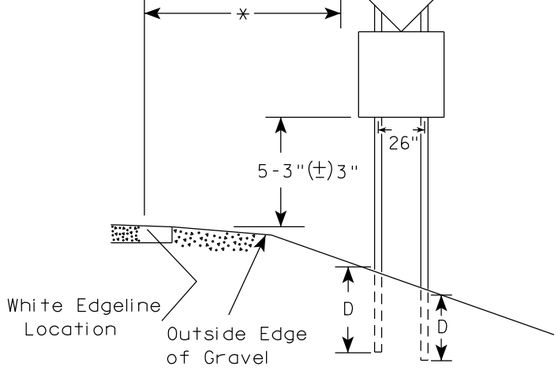


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

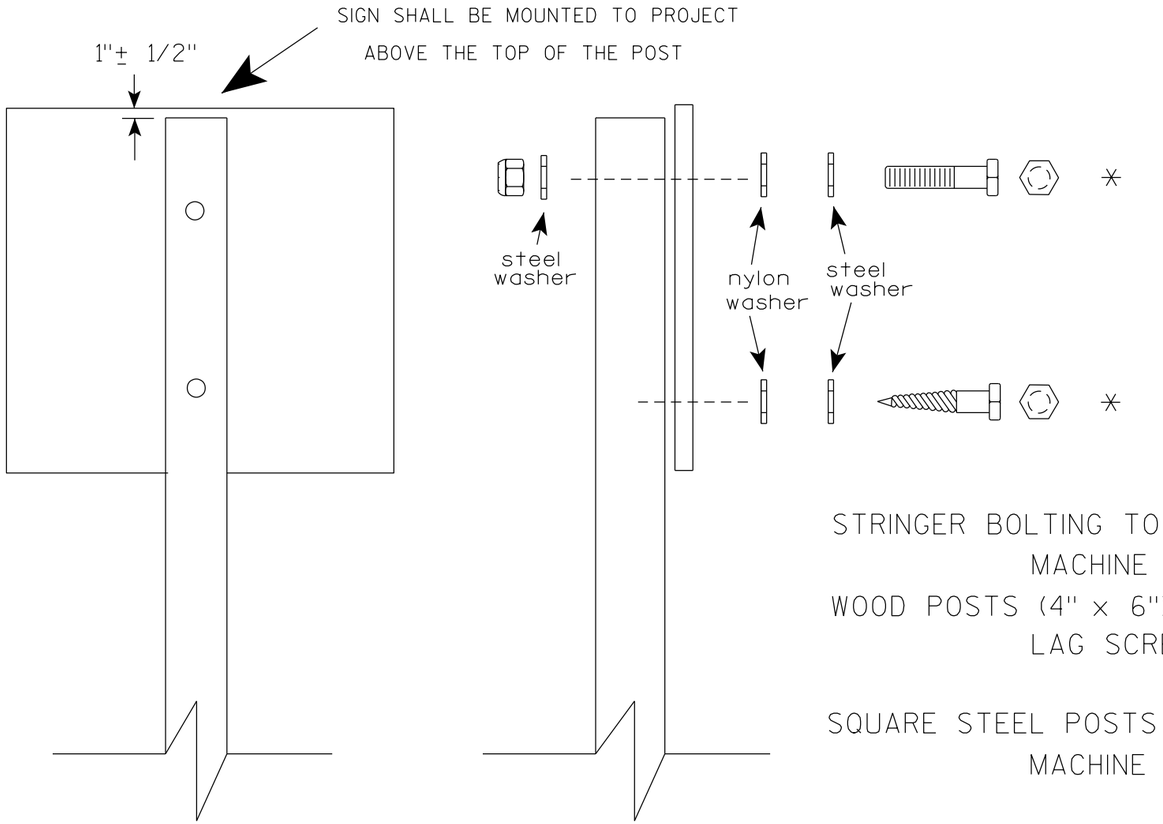
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 23	E



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

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

ATTACHMENT OF SIGNS TO POSTS

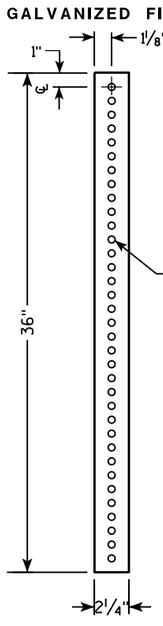
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

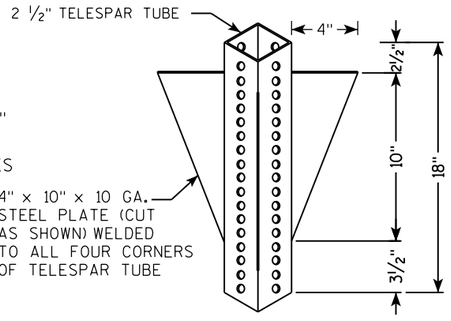
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

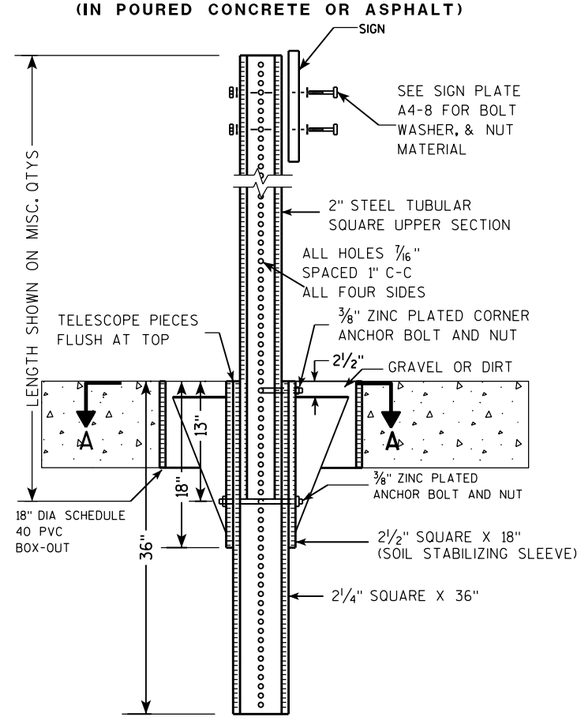
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



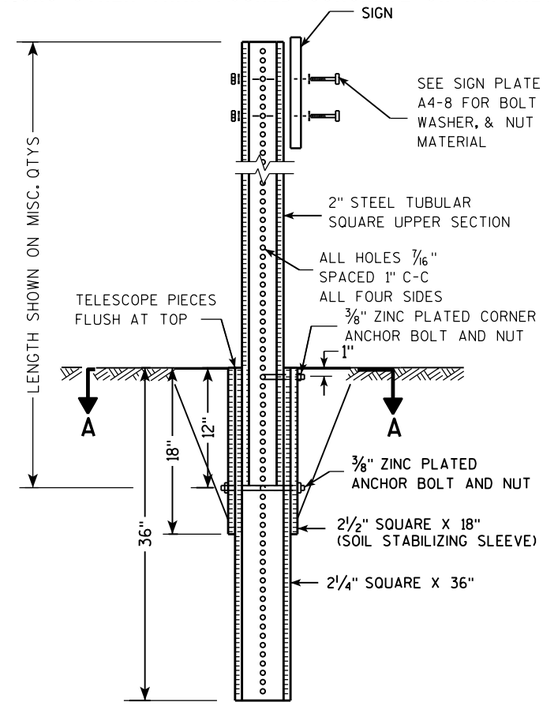
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

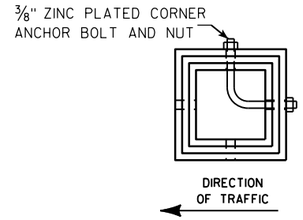


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

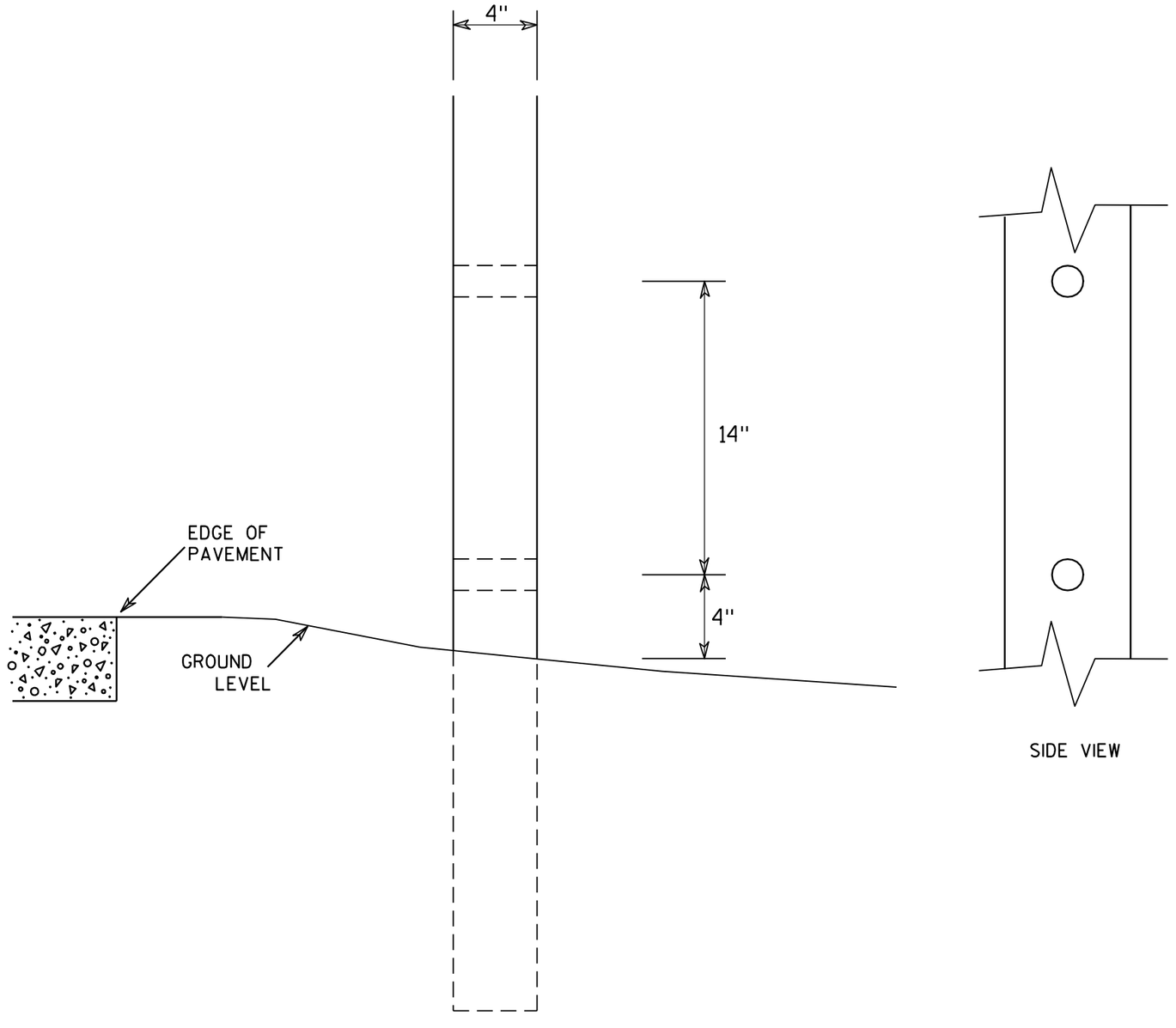
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 25 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

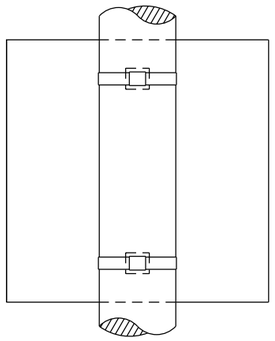
APPROVED Chester J Spang
for State Traffic Engineer

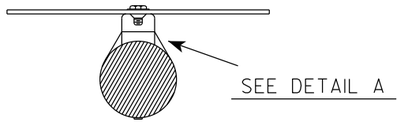
DATE 3/27/97 PLATE NO. A4-11.2

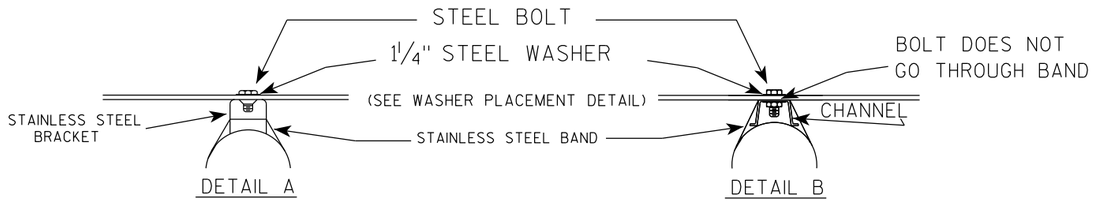
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 26	E

BANDING

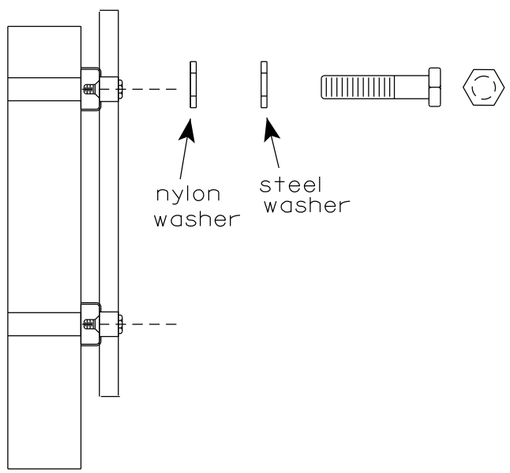
SINGLE SIGN







WASHER PLACEMENT

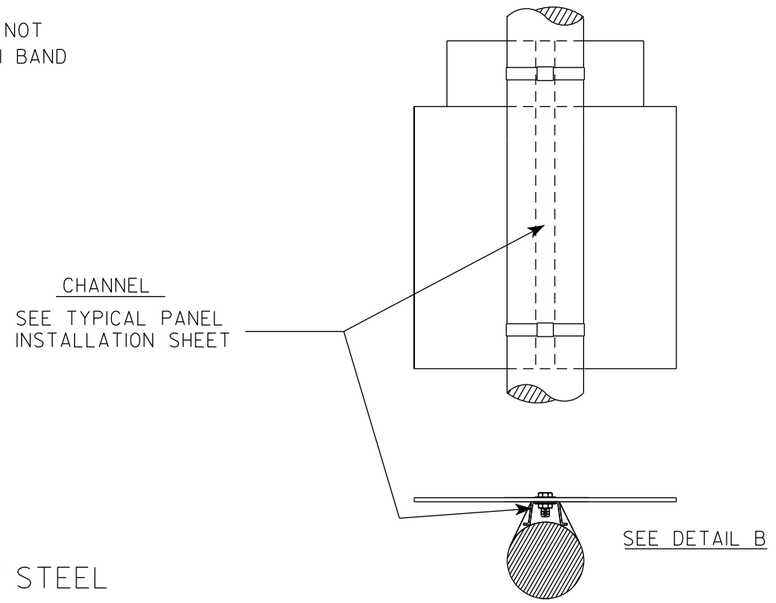


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

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

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

7

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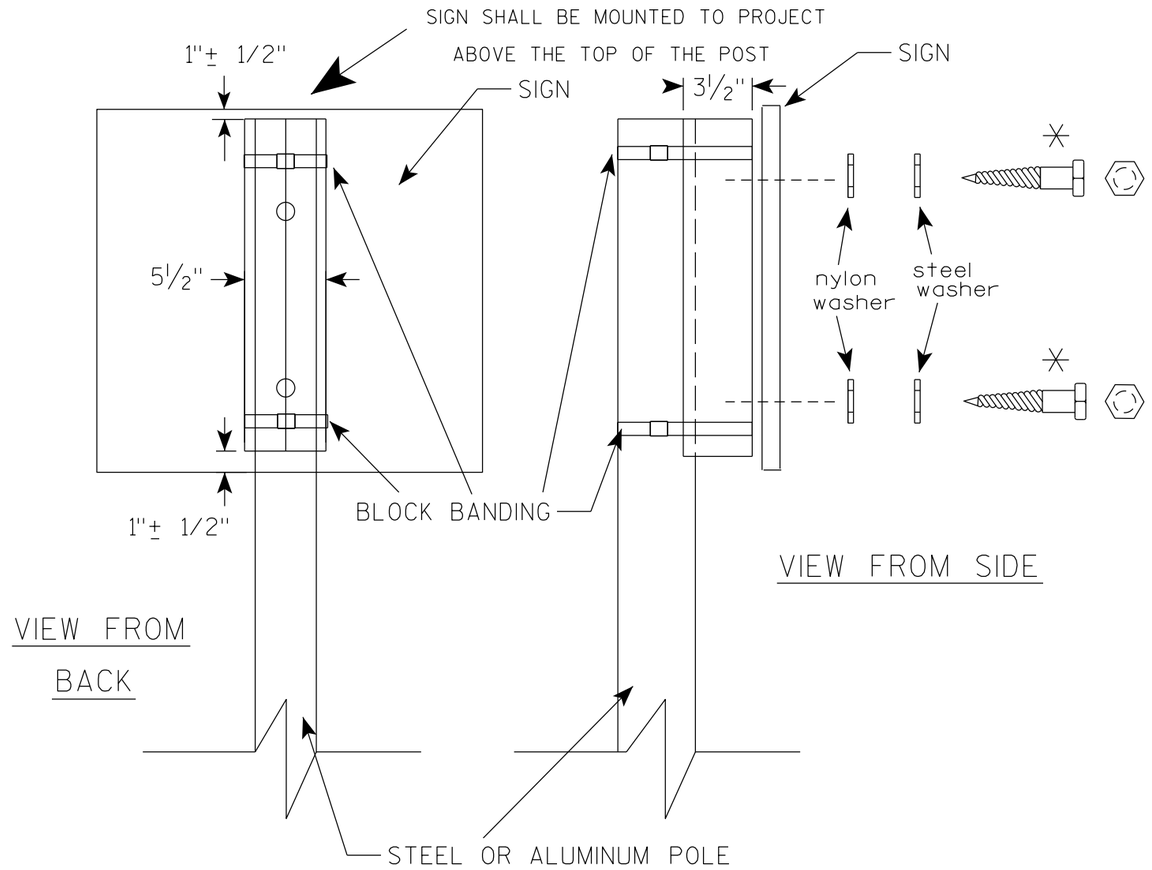
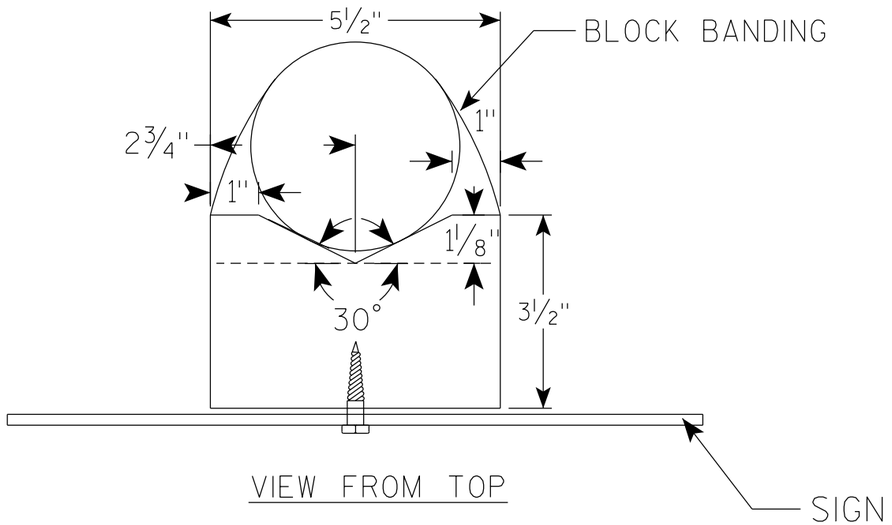




GENERAL NOTES

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

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

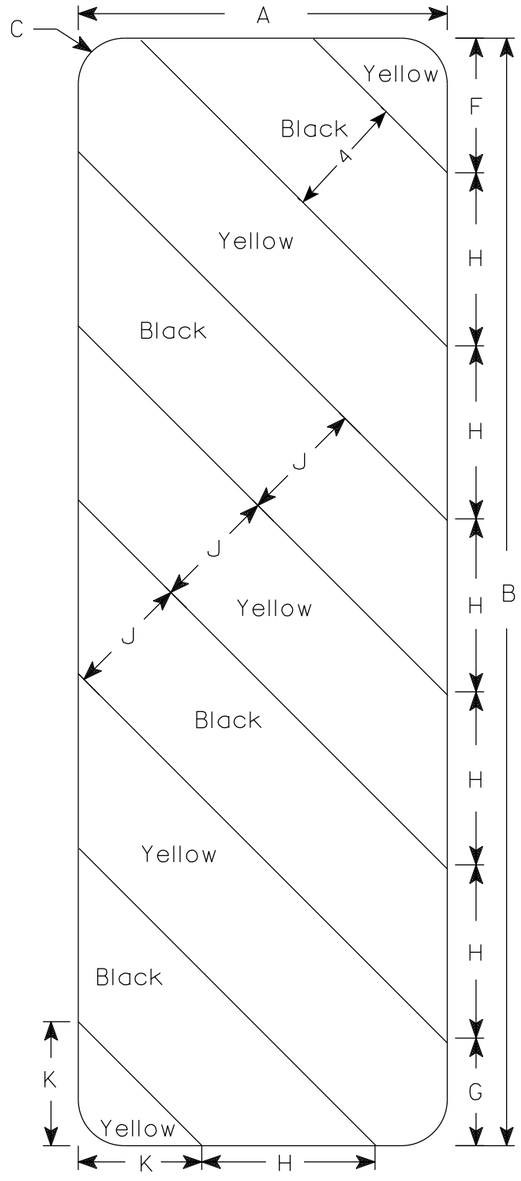
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

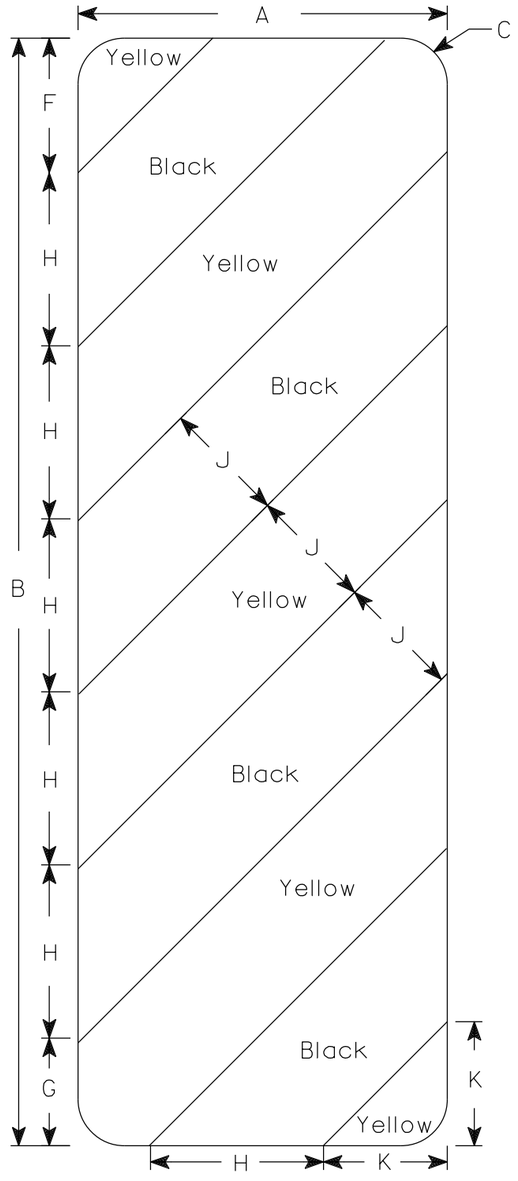
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 28 E



W5-52L



W5-52R

NOTES

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

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

STANDARD SIGN

W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

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

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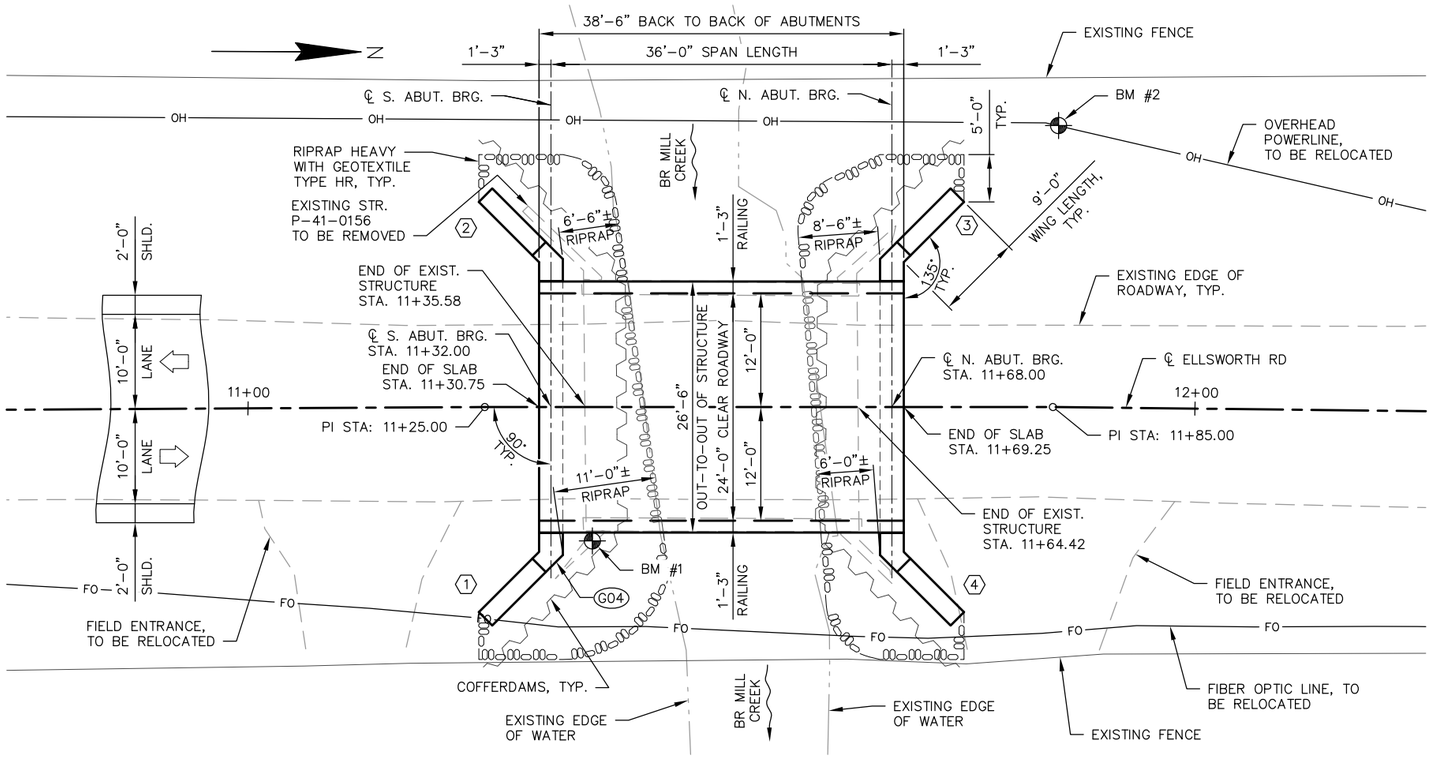
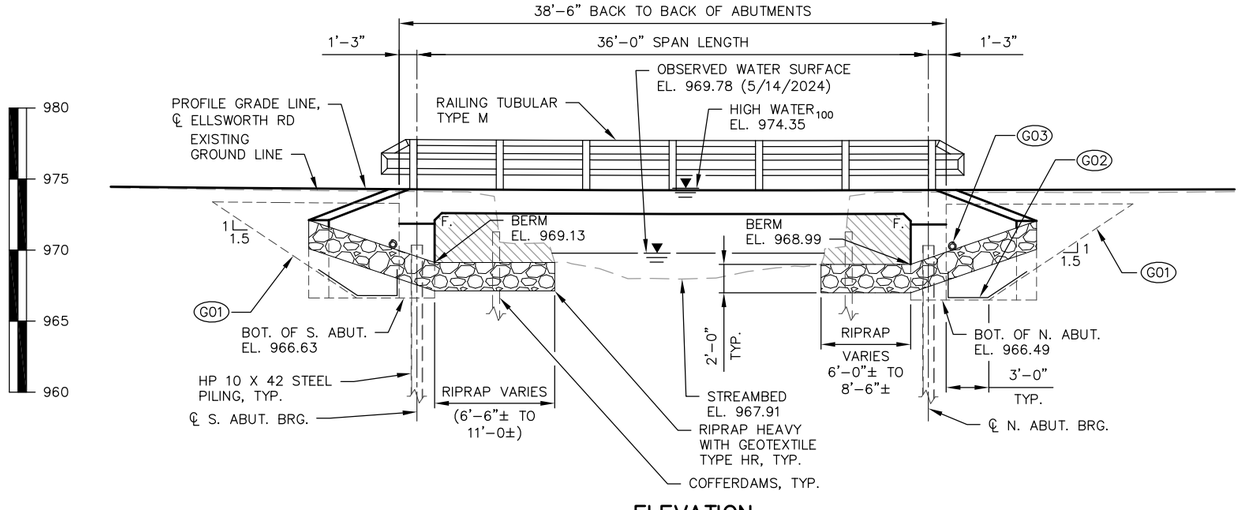


PLAN B-41-338

(SINGLE SPAN CONCRETE FLAT SLAB BRIDGE)



ELEVATION

(THRU BR MILL CREEK, LOOKING WEST)

BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEVATION
BM #1	11+36.37, 14.13' RT.	CHISELED X IN SE WING	973.80
BM #2	11+85.26, 29.69' LT.	RAILROAD SPIKE IN POWER POLE	971.44

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2011)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2012)
COORDINATE REFERENCE SYSTEM: WISCRS MONROE CO.

TRAFFIC DATA:

ELLSWORTH RD
A.A.D.T. (2027) ——— 155
A.A.D.T. (2047) ——— 166
DESIGN SPEED ——— 60 M.P.H.

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

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

NOTES

EXCAVATION AS INDICATED IN THE HATCH AREAS, TO BE INCLUDED IN THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-41-338".

(G01) BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCLUDED WITH BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-41-338". LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

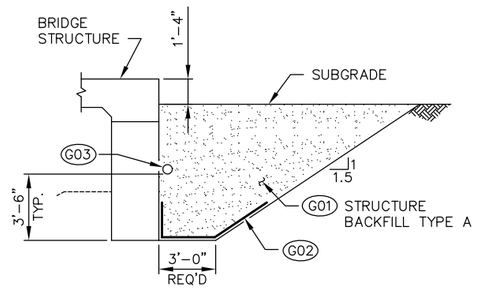
(G02) "GEOTEXTILE TYPE DF SCHEDULE A" LIMITS. EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT FOR THE ENTIRE ABUTMENT BODY LENGTH.

(G03) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "ABUTMENT DETAILS" SHEET.

(G04) NAME PLATE REQUIRED AND BENCH MARK CAP (WHEN SUPPLIED). FOR LOCATION SEE "ABUTMENTS" SHEET.

⬡ INDICATES WING NUMBER

LIST OF DRAWINGS



ABUTMENT BACKFILL DETAIL

(TYPICAL AT BOTH ABUTMENTS)

STATE PROJECT NUMBER

7005-00-71

DESIGN DATA

LIVE LOAD:

DESIGN LOADING ——— HL-93
INVENTORY RATING FACTOR ——— RF=1.10
OPERATING RATING FACTOR ——— RF=1.42
WISCONSIN STANDARD PERMIT VEHICLE RATING (WIS.-SPV): ——— 250 KIPS

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

MATERIAL PROPERTIES:

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

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE** AT S. ABUT. AND 130 TONS PER PILE** AT N. ABUT. AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35 FT PILE LENGTHS AT S. ABUT. AND 35 FT PILE LENGTHS AT N. ABUT.

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

HYDRAULIC DATA:

100 YEAR DESIGN FREQUENCY:
Q_{100} ——— 930 C.F.S.
Q_{100} (THRU BRIDGE) ——— 930 C.F.S.
DRAINAGE AREA ——— 7.7 SQ. MI.
BRIDGE WATER AREA ——— 120 SQ. FT.
BRIDGE VELOCITY ——— 7.72 F.P.S.
HIGH WATER100 EL. ——— 974.35 FT.
SCOUR CRITICAL CODE ——— 5
Q_2 ——— 216 C.F.S.
Q_2 ELEVATION ——— 971.88 FT.
Q_2 VELOCITY ——— 2.16 F.P.S.

NO.	DATE	REVISION	BY

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 05/11/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-41-338

ELLSWORTH RD OVER BR MILL CREEK

COUNTY: MONROE
TOWN/~~CITY/VILLAGE~~: LA GRANGE
DESIGN SPEC.: AASHTO LRFD DESIGN SPEC.

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

GENERAL PLAN

SHEET 1 OF 8

30

8

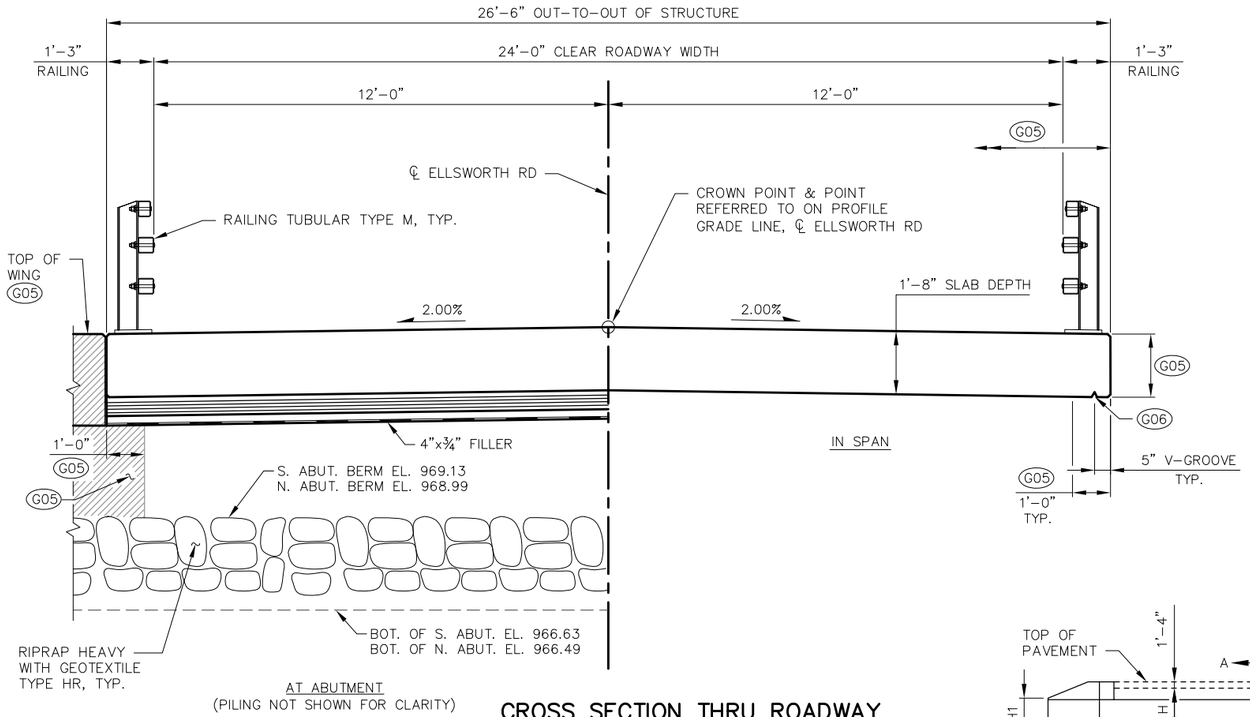
8

FILE: B410338_01_gen.dwg
PLOT SCALE:

I.D. 7005-00-71

PLOT DATE: Mar 26, 2026

STATE PROJECT NUMBER
7005-00-71



AT ABUTMENT
(PILING NOT SHOWN FOR CLARITY)

CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

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

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

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

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WING FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCLUDED WITH "EXCAVATION FOR STRUCTURES BRIDGES B-41-338".

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

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-41-338" SHALL BE THE EXISTING GROUND LINE.

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

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

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

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

THE EXISTING STRUCTURE (P-41-156) IS A SINGLE SPAN CONCRETE DECK GIRDER WITH AN OVERALL LENGTH OF 29-FT AND OVERALL WIDTH OF 26-FT AND IS TO BE REMOVED PER BID ITEM "REMOVING STRUCTURE OVER WATERWAY DEBRIS CAPTURE P-41-0156".

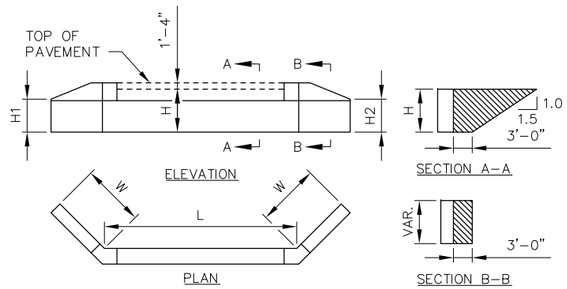
NOTES

(G05) COAT WITH "PROTECTIVE SURFACE TREATMENT" AS PER THE STANDARD SPECIFICATIONS. PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO ENTIRE EXPOSED TOP OF SLAB, INCLUDING THE SLAB EDGES AND 1'-0" UNDER THE SLAB, THE TOP AND EXTERIOR EXPOSED FACE OF WINGS, AND THE FRONT FACE OF THE ABUTMENTS TO 1'-0" PAST THE EDGE OF SLAB.

(G06) ¾" V-GROOVE REQ'D. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT.

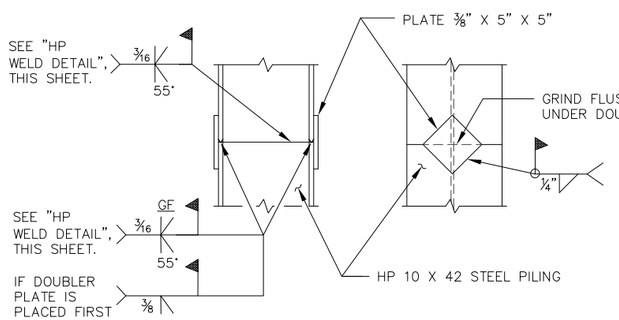
TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	S. ABUT.	N. ABUT.	SUPER.	TOTALS
203.0270	REMOVING STRUCTURE OVER WATERWAY DEBRIS CAPTURE P-41-0156	EACH	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-41-338	EACH	---	---	---	1
206.5001	COFFERDAMS B-41-338	EACH	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	120	120	---	240
502.0100	CONCRETE MASONRY BRIDGES	CY	25.1	25.1	67.1	118
502.3200	PROTECTIVE SURFACE TREATMENT	SY	15	15	134	164
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2000	2000	---	4000
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1395	1395	12810	15600
513.4061	RAILING TUBULAR TYPE M	LF	---	---	82	82
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	6	6	---	12
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	245	245	---	490
606.0300	RIPRAP HEAVY	CY	45	40	---	85
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	75	75	---	150
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	30	30	---	60
645.0120	GEOTEXTILE TYPE HR	SY	94	86	---	180
(NON-BID ITEM)	FILLER	SIZE				½" & ¾"

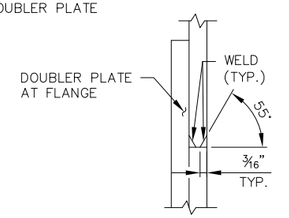


ABUTMENT BACKFILL DIAGRAM

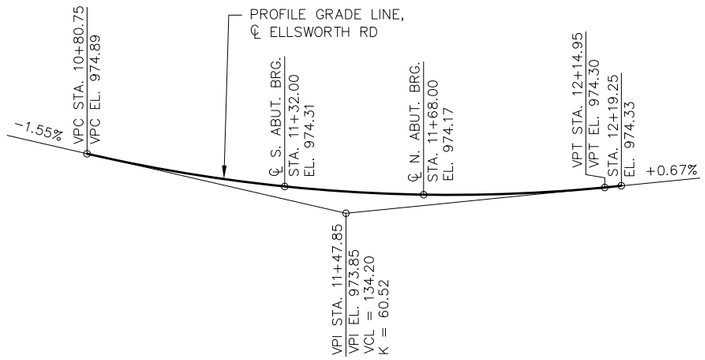
L = ABUTMENT BODY LENGTH AT BACKFACE (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
H1 = WING 1 HEIGHT AT TIP (FT)
H2 = WING 2 HEIGHT AT TIP (FT)
W = WING LENGTH (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H) + (3')(0.5)(H1+H2+H+H)(W)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



PILE SPLICE DETAILS



HP WELD DETAIL
(FLANGE SHOWN, WEB SIMILAR)



PROFILE GRADE LINE, ℄ ELLSWORTH RD

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-338

DRAWN BY JDO | PLANS CK'D ACK

CROSS SECTION, GENERAL NOTES & QUANTITIES

SHEET 2 OF 8

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8

8

FILE: B410338_02_qty.dwg
PLOT SCALE:

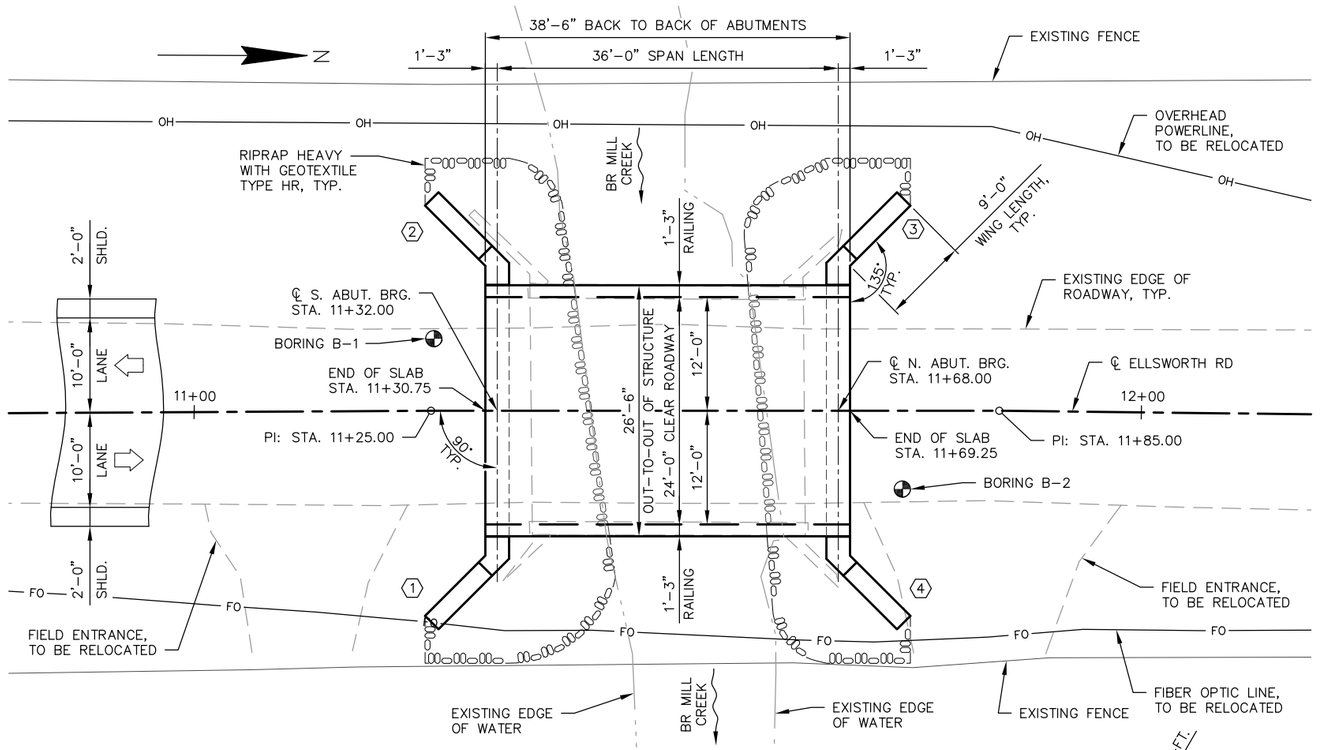
I.D. 7005-00-71 PLOT DATE: Mar 25, 2026

B-41-338 BORINGS

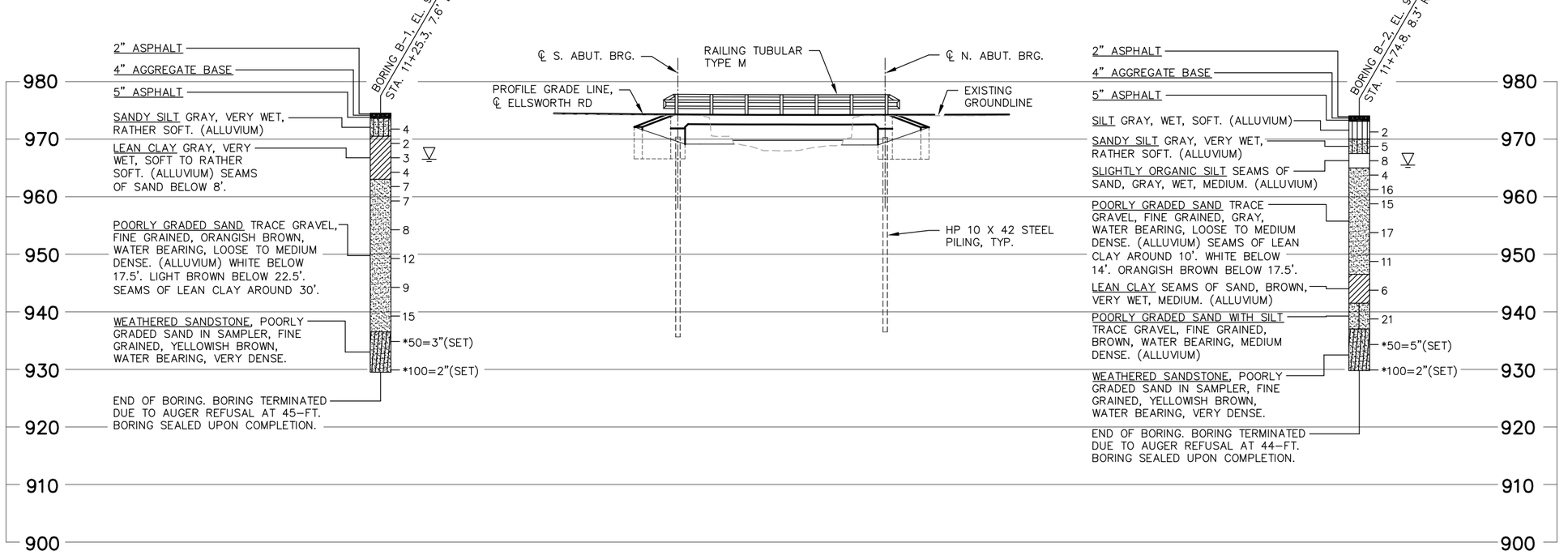
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
BORING B-1	7/22/2024	420232.4	702869.2
BORING B-2	7/22/2024	420281.9	702884.9
BORINGS COMPLETED BY: CHOSEN VALLEY TESTING			
SUBSURFACE INVESTIGATION REPORT: CHOSEN VALLEY TESTING			
ALL COORDINATES REFERENCED TO WISCRS, MONROE COUNTY			

NOTE

⬡ INDICATES WING NUMBER



PLAN B-41-338



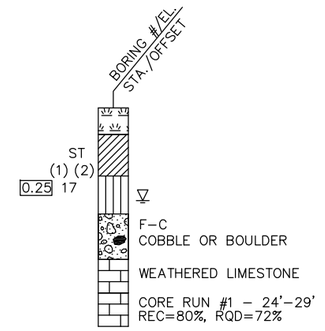
STATE PROJECT NUMBER

7005-00-71

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-41-338

DRAWN BY JDO | PLANS CK'D ACK

SUBSURFACE EXPLORATION

SHEET 3 OF 8

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8

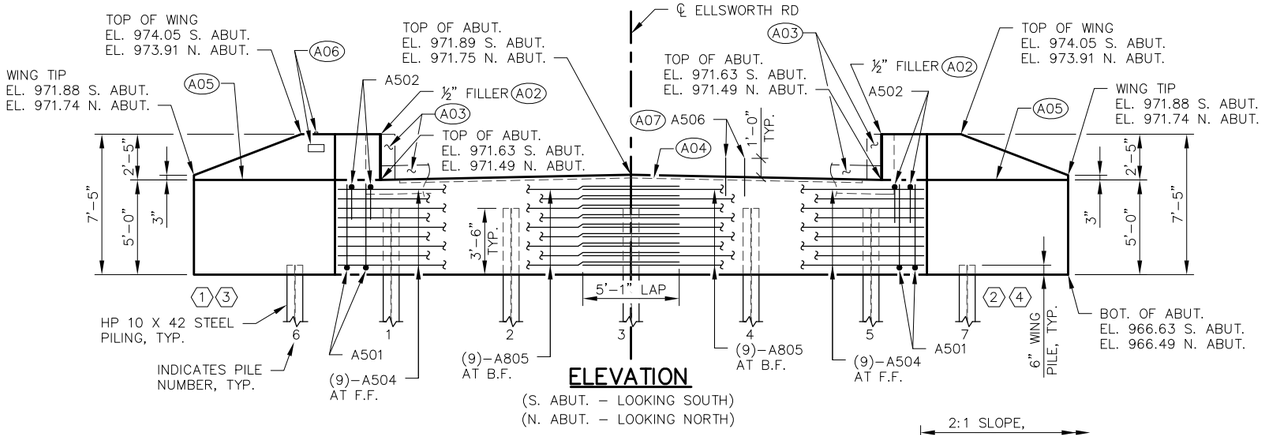
I.D. 7005-00-71

PLOT DATE: Mar 24, 2026

FILE: B410338_03_bor.dwg
PLOT SCALE:

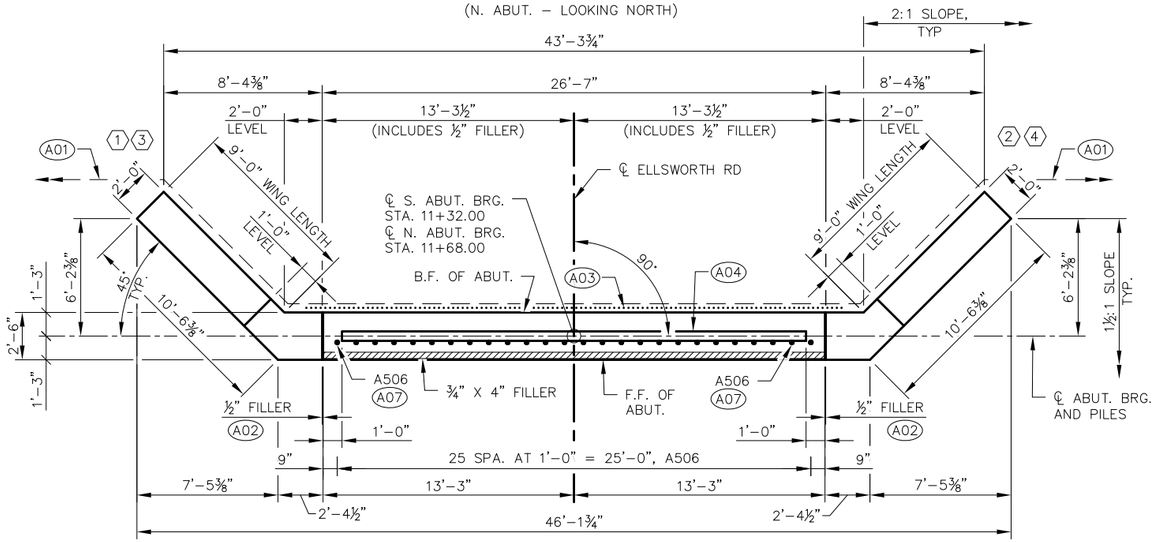
STATE PROJECT NUMBER

7005-00-71

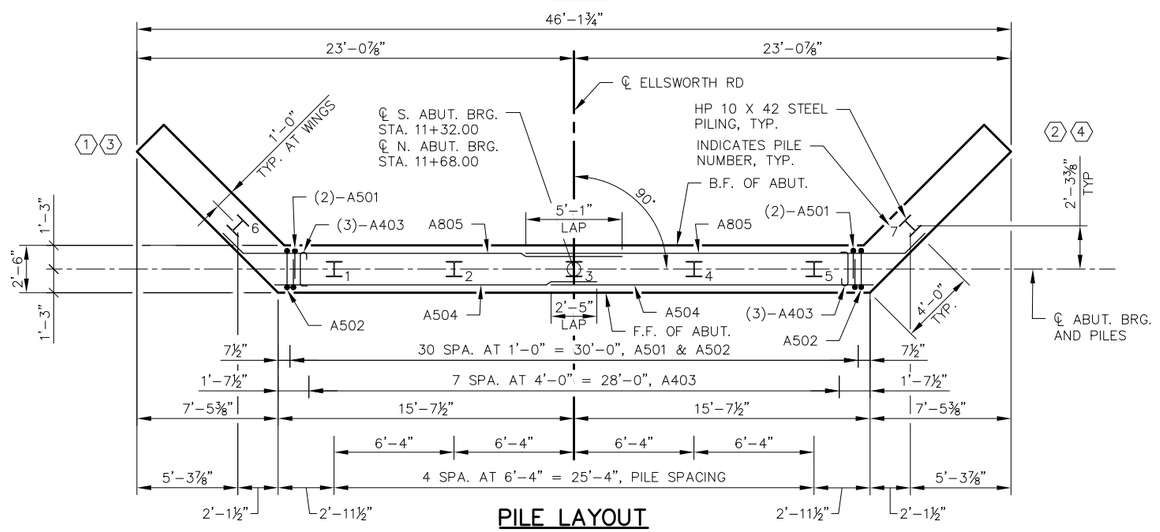


ELEVATION

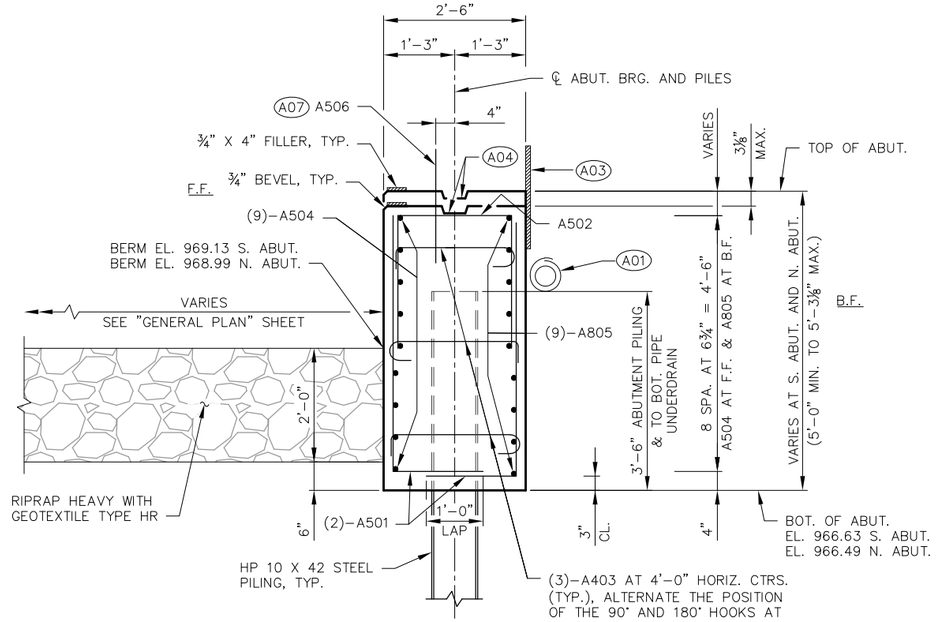
(S. ABUT. – LOOKING SOUTH)
(N. ABUT. – LOOKING NORTH)



PLAN



PILE LAYOUT



TYPICAL SECTION THRU ABUTMENT

NOTES

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

SOUTH AND NORTH ABUTMENT TO BE SUPPORTED ON HP 10 X 42 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE AT THE SOUTH ABUTMENT AND 130 TONS PER PILE AT THE NORTH ABUTMENT AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35 FT PILE LENGTHS AT THE SOUTH ABUTMENT AND 35 FT PILE LENGTHS AT THE NORTH ABUTMENT.

SEE "CROSS SECTION, GENERAL NOTES & QUANTITIES" SHEET FOR HP 10 X 42 PILE SPLICE DETAILS.

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

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

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

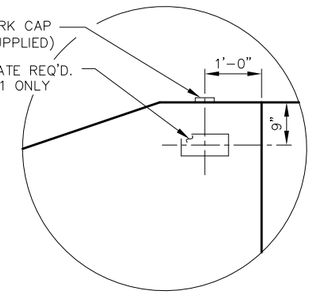
(A04) KEYED CONST. JT. FORMED BY BEVELED 2 X 6

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

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

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

⬡ INDICATES WING NUMBER



NAME PLATE & BENCHMARK CAP DETAIL

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-338

DRAWN BY JDO | PLANS CK'D ACK

ABUTMENTS

SHEET 4 OF 8

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8

8

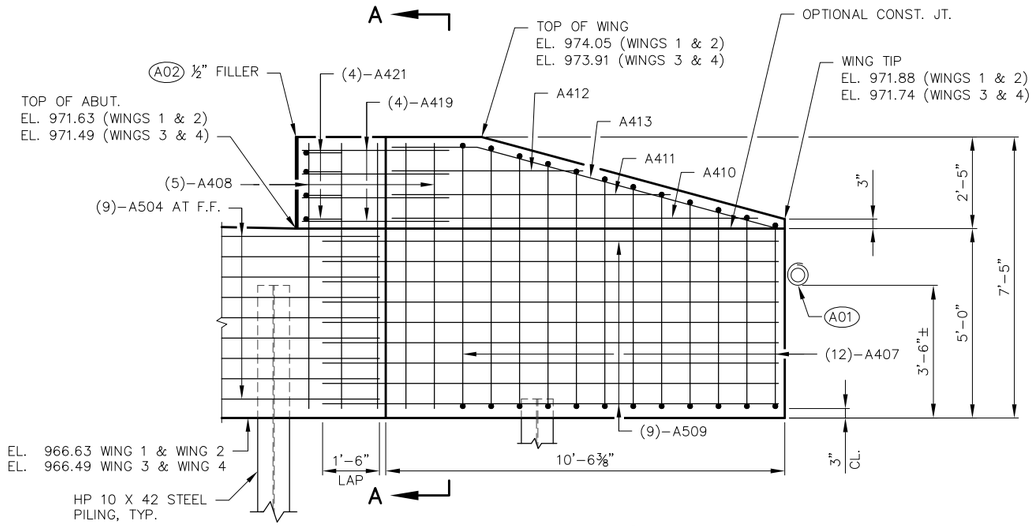
I.D. 7005-00-71

PLOT DATE: Feb 13, 2026

FILE: B410338_04-05_abut.dwg
PLOT SCALE:

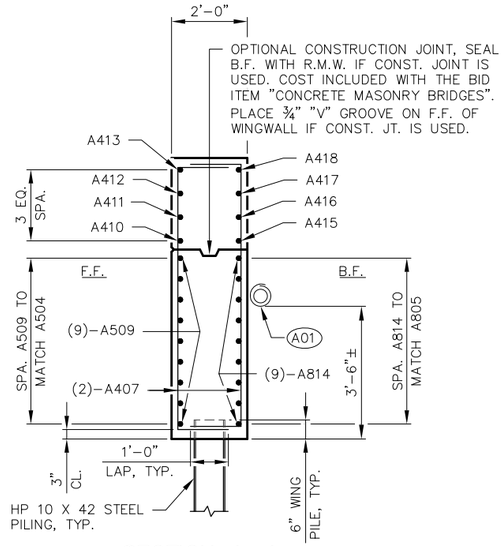
STATE PROJECT NUMBER

7005-00-71

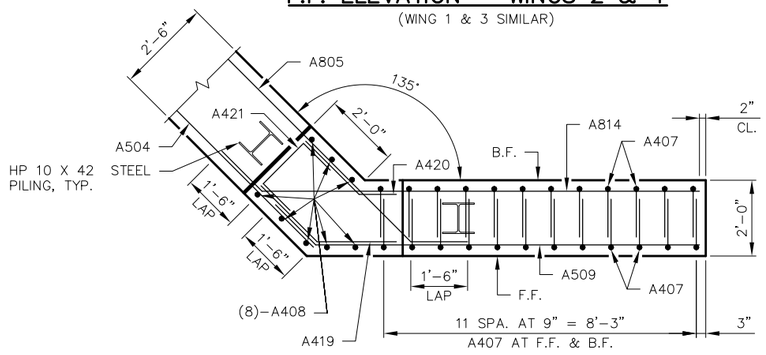


F.F. ELEVATION – WINGS 2 & 4

(WING 1 & 3 SIMILAR)

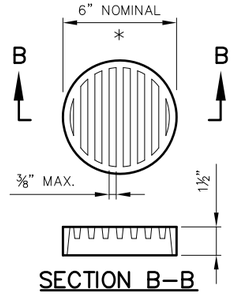


SECTION A–A



PLAN – WINGS 2 & 4

(WING 1 & 3 SIMILAR)



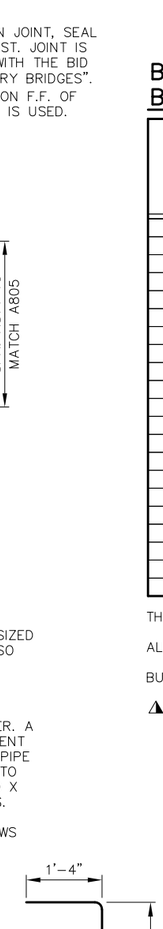
SECTION B–B

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

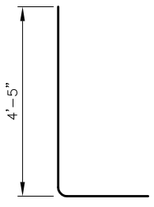
THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X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

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

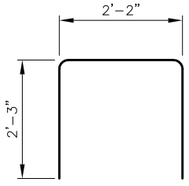
RODENT SHIELD DETAIL



A407



A501



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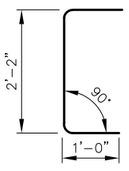
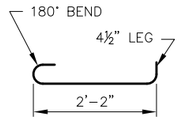
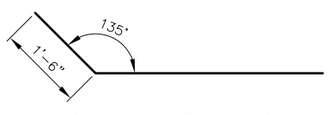


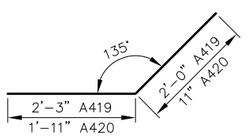
A421



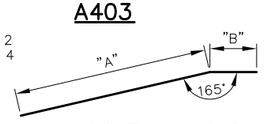
A403



A805, A509 & A814



A419 & A420



A413 & A418

BAR BEND DIMENSIONS

MARK	"A"	"B"
A413	8'-1"	2'-4"
A418	8'-1"	0'-9"

BILL OF BARS
BOTH ABUTMENTS

COATED = 2,790 LBS.
UNCOATED = 4,000 LBS.

MARK	COATED	NUMBER N. ABUT.	NUMBER S. ABUT.	LENGTH	BENT	BAR SERIES	LOCATION	
A501		62	62	5'-11"	X		BODY – STIRRUP – F.F. & B.F.	VERT.
A502		31	31	6'-5"	X		BODY – STIRRUP – TOP	VERT.
A403		24	24	3'-1"	X		BODY – TIES	HORIZ.
A504		18	18	16'-11"			BODY – F.F.	HORIZ.
A805		18	18	21'-8"	X		BODY – B.F.	HORIZ.
A506	X	26	26	2'-0"			BODY – TOP DOWELS	VERT.
A407	X	48	48	8'-5"	X	⚠	WINGS 1 THRU 4 – STIRRUP – F.F. & B.F.	VERT.
A408	X	16	16	7'-0"			WINGS 1 THRU 4 – F.F. & B.F.	VERT.
A509	X	18	18	11'-9"	X		WINGS 1 THRU 4 – F.F.	HORIZ.
A410	X	2	2	9'-7"			WINGS 1 THRU 4 – F.F.	HORIZ.
A411	X	2	2	7'-4"			WINGS 1 THRU 4 – F.F.	HORIZ.
A412	X	2	2	5'-0"			WINGS 1 THRU 4 – F.F.	HORIZ.
A413	X	2	2	10'-5"	X		WINGS 1 THRU 4 – F.F. – TOP	HORIZ.
A814	X	18	18	13'-3"	X		WINGS 1 THRU 4 – B.F.	HORIZ.
A415	X	2	2	8'-1"			WINGS 1 THRU 4 – B.F.	HORIZ.
A416	X	2	2	5'-9"			WINGS 1 THRU 4 – B.F.	HORIZ.
A417	X	2	2	3'-6"			WINGS 1 THRU 4 – B.F.	HORIZ.
A418	X	2	2	8'-10"	X		WINGS 1 THRU 4 – B.F. – TOP	HORIZ.
A419	X	8	8	4'-2"	X		WINGS 1 THRU 4 – F.F. CORNER	HORIZ.
A420	X	8	8	2'-9"	X		WINGS 1 THRU 4 – B.F. CORNER	HORIZ.
A421	X	8	8	3'-11"	X		WINGS 1 THRU 4 – TOP CORNER	HORIZ.

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

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

BUNDLE EACH ABUTMENT BARS SEPARATELY.

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

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
A407	8 SERIES OF 12	7'-4" TO 9'-6"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NOTES

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

SOUTH AND NORTH ABUTMENT TO BE SUPPORTED ON HP 10 X 42 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE AT THE SOUTH ABUTMENT AND 130 TONS PER PILE AT THE NORTH ABUTMENT AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35 FT PILE LENGTHS AT THE SOUTH ABUTMENT AND 35 FT PILE LENGTHS AT THE NORTH ABUTMENT.

SEE "CROSS SECTION, GENERAL NOTES & QUANTITIES" SHEET FOR HP 10 X 42 PILE SPLICE DETAILS.

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

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

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-338

DRAWN BY JDO | PLANS CK'D ACK

ABUTMENT DETAILS

SHEET 5 OF 8

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8

PLOT DATE: Feb 13, 2026

FILE: B410338_04-05_abut.dwg
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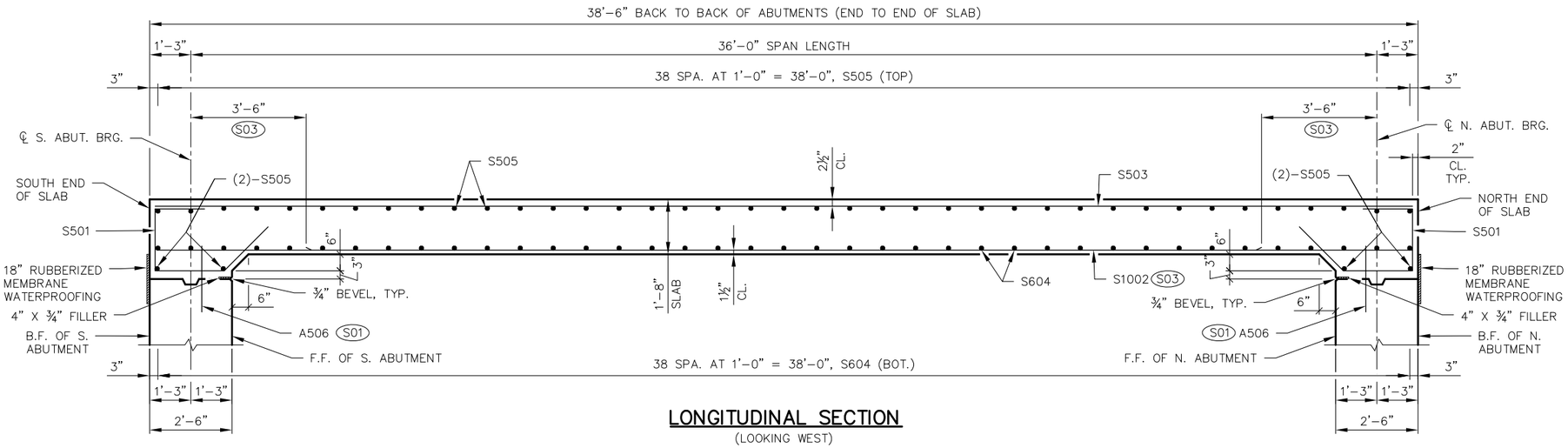
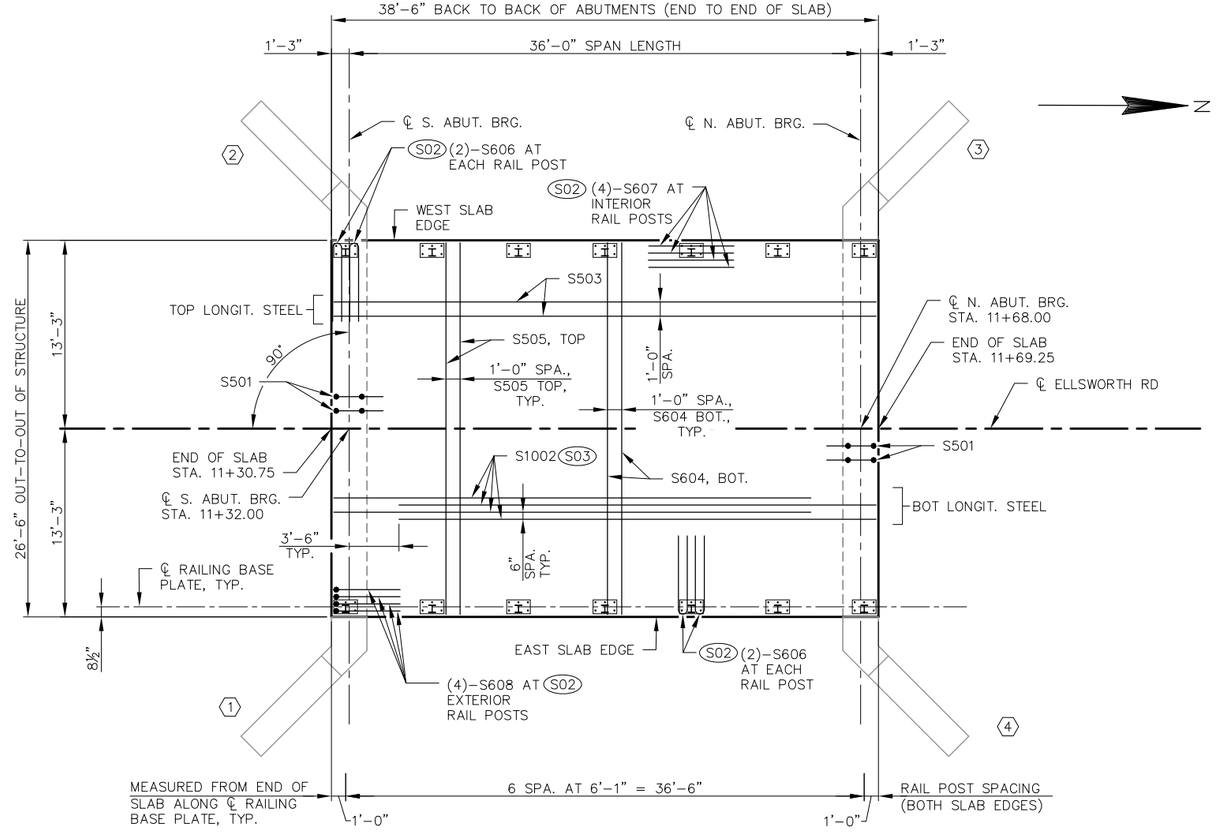


LONGITUDINAL SECTION

(LOOKING WEST)



PLAN VIEW

NOTES

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

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

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

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

(S01) SEE "ABUTMENTS" SHEET FOR PLACEMENT OF A506 BARS

(S02) SEE "RAILING TUBULAR TYPE M" SHEET FOR PLACEMENT OF RAIL POST REINFORCEMENT.

(S03) EXTEND ONE END OF THE S1002 BAR TO 2" CLEAR OF ONE BACK FACE OF ABUTMENT. ALTERNATE BETWEEN SOUTH AND NORTH ABUTMENTS ACROSS ENTIRE SLAB.

⬡ INDICATES WING NUMBER

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–41–338

DRAWN BY JDO | PLANS CK'D ACK

SUPERSTRUCTURE

SHEET 6 OF 8

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I.D. 7005–00–71

PLOT DATE: Feb 13, 2026

FILE: B410338_06_07_super.dwg
PLOT SCALE:

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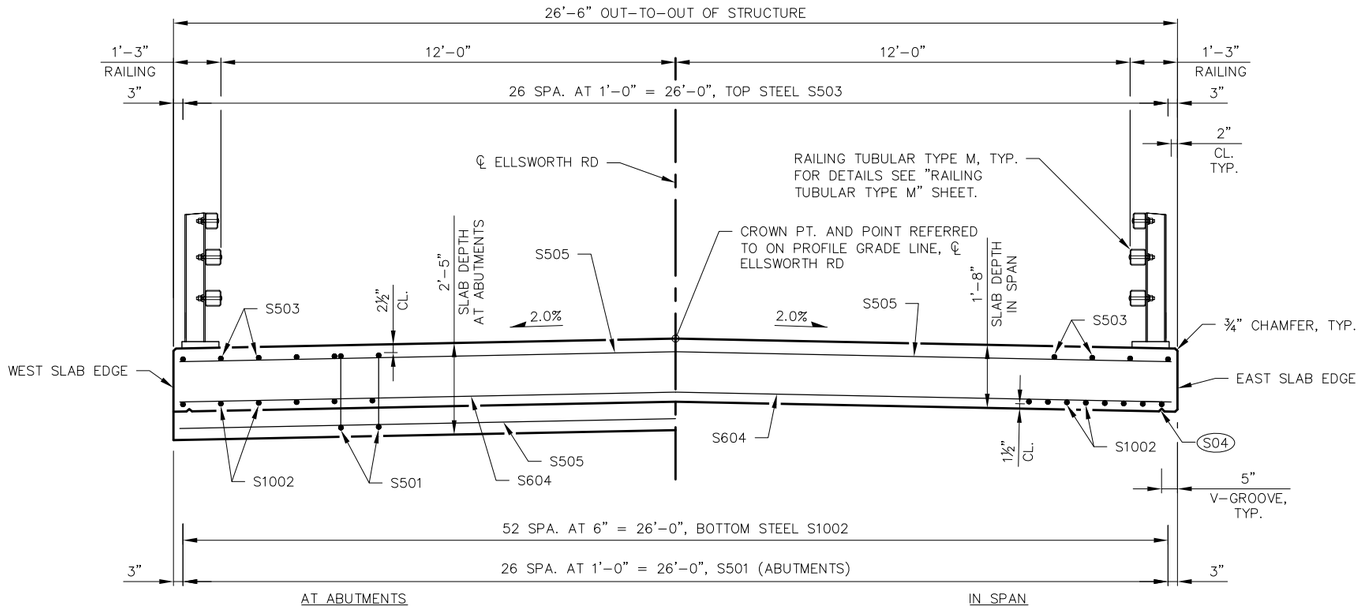
8

STATE PROJECT NUMBER
7005–00–71



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

BILL OF BARS
SUPERSTRUCTURE — COATED = 12,810 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
S501	54		7'–3"	X		SLAB AT ABUTMENT – TIES	LONGIT.
S1002	53		33'–7"			SLAB – BOTTOM	LONGIT.
S503	27		38'–2"			SLAB – TOP	LONGIT.
S604	39		26'–2"			SLAB – BOTTOM	TRANS.
S505	43		26'–2"			SLAB – TOP & OVER ABUTMENTS	TRANS.
S606	28		11'–6"	X		SLAB – TOP AT RAIL POSTS	TRANS.
S607	40		6'–0"			SLAB – TOP AT INTERIOR RAIL POSTS	LONGIT.
S608	16		4'–8"	X		SLAB – TOP AT EXTERIOR RAIL POSTS	LONGIT.

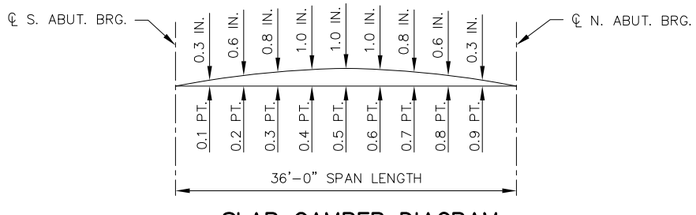
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

SURVEY TOP OF SLAB ELEVATIONS

	℄ S. ABUT. BRG.	5/10 PT.	℄ N. ABUT. BRG.
WEST SLAB EDGE			
℄ STOUT RD			
EAST SLAB EDGE			

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



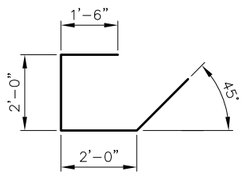
SLAB CAMBER DIAGRAM

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

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

TOP OF SLAB ELEVATIONS

SPAN PT	WEST SLAB EDGE	℄ ELLSWORTH RD	EAST SLAB EDGE
℄ S. ABUT. BRG.	974.05	974.31	974.05
0.1	974.03	974.29	974.03
0.2	974.01	974.27	974.01
0.3	973.99	974.25	973.99
0.4	973.97	974.23	973.97
0.5	973.95	974.21	973.95
0.6	973.94	974.20	973.94
0.7	973.93	974.19	973.93
0.8	973.92	974.18	973.92
0.9	973.91	974.17	973.91
℄ N. ABUT. BRG.	973.91	974.17	973.91



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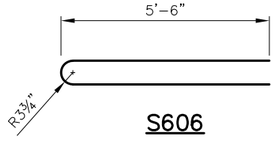

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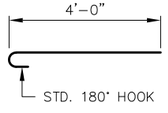


S608

NOTES

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

(S04) ¾" V–GROOVE. EXTEND V–GROOVE TO 6" FROM FRONT FACE OF ABUTMENT BODY. V–GROOVES ARE REQUIRED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–41–338

DRAWN BY JDO | PLANS CK'D ACK

SUPERSTRUCTURE DETAILS

SHEET 7 OF 8

36

8

8

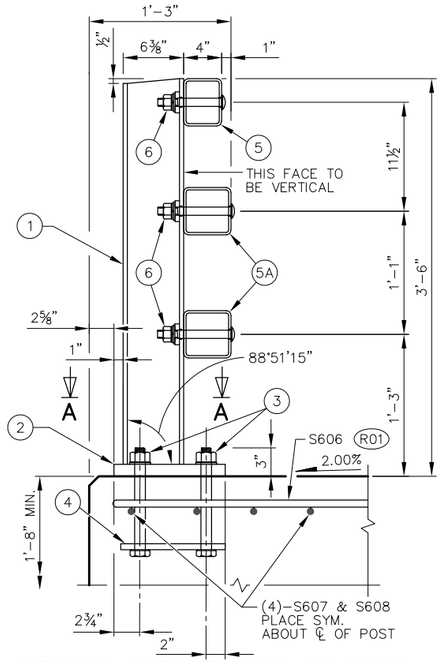
I.D. 7005–00–71

PLOT DATE: Feb 13, 2026

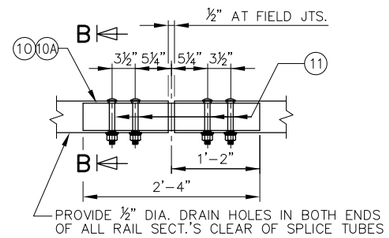
FILE: B410338_06_07_super.dwg
PLOT SCALE:

STATE PROJECT NUMBER

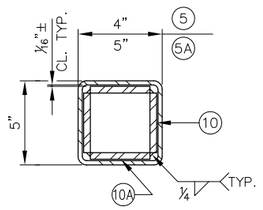
7005-00-71



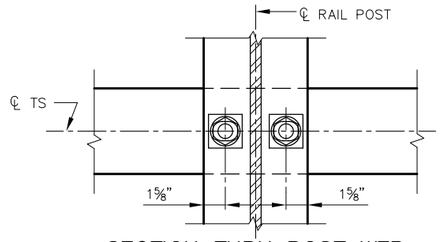
SECTION THRU RAILING ON DECK



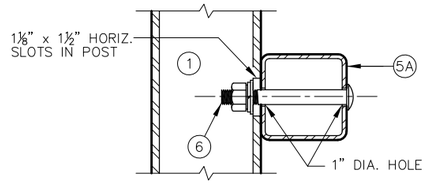
FIELD ERECTION JOINT DETAIL



SECTION B-B



SECTION THRU POST WEB



SECTION THRU RAIL

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

TYPICAL RAIL TO POST CONNECTIONS

LEGEND

(1) W6 x 25 WITH 1⅛" x 1½" HORIZ. SLOTS ON EACH SIDE OF POST FOR BOLT NO. 6. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICAL. PLACE POSTS NORMAL TO GRADE LINE.

(2) PLATE 1¼" x 11¾" x 1'-8" WITH 1⁷⁄₁₆" DIA. OVERSIZED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN.

(3) ASTM A449 – 1⅛" DIA. X 1'-3" LONG ANCHOR BOLTS WITH NUT AND HARDENED WASHER (ALL GALVANIZED). 5 REQ'D. PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 2. CHAMFER TOP OF BOLTS BEFORE THREADING.

(4) ⅝" x 11" x 1'-8" ANCHOR PLATE (GALVANIZED) WITH 1³⁄₁₆" DIA. HOLES FOR ANCHOR BOLTS NO. 3

(5) TS 5 x 4 x 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.

(5A) TS 5 x 5 x 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.

(6) ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, ³⁄₁₆" x 1⅝" x 1⅝" MIN. WASHER, AND LOCK WASHER (2 REQ'D. AT EACH RAIL TO POST LOCATION.)

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

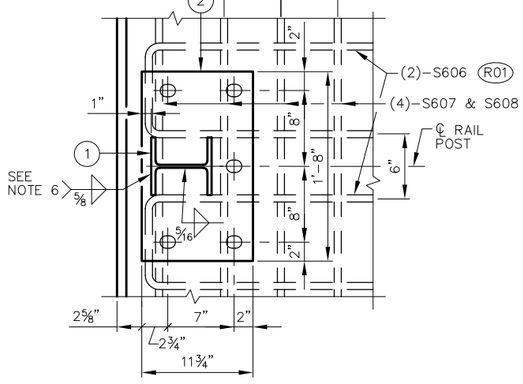
(10) ⅜" x 3⅝" x 2'-4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.

(10A) ⅜" x 2⅝" x 2'-4" PLATE USED IN NO. 5, ⅜" x 3⅝" x 2'-4" PLATE USED IN NO. 5A. 2 PER RAIL.

(11) ⅞" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER AND LOCK WASHER. USE 1⁵⁄₁₆" x 1¼" LONGIT. SLOTTED HOLES IN PLATE NO. 10A. AT FIELD JOINTS AND 1⁵⁄₁₆" x 2¼" MIN. LONGIT. SLOTTED HOLES AT EXP. JOINTS IN PLATE NO. 10A. PROVIDE 1⁵⁄₁₆" DIA. ROUND HOLES IN TUBES NO. 5 AND NO. 5A.

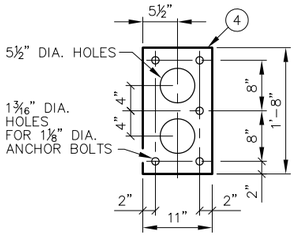
NOTES

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 1/8 TURN.
4. RAILS SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE.
5. ENDS OF TUBE SECTIONS SHALL BE SAWED. GRIND SMOOTH EXPOSED EDGES. ALL CUT ENDS SHALL BE TRUE AND SMOOTH.
6. WELD IS THE SAME ON BOTH FLANGES. FLANGE WELD DOES NOT REQUIRE MAGNETIC PARTICLE TESTING.
7. FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 2 AND CAULK AROUND PERIMETER OF PLATE NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.
8. POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.
9. ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS & STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING BY S.S.P.C. SPECIFICATIONS.

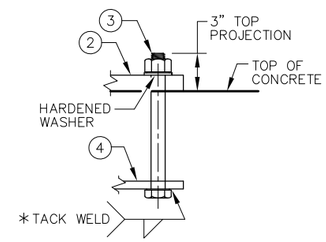


SECTION A-A

R01 TIE TO TOP MAT OF STEEL.

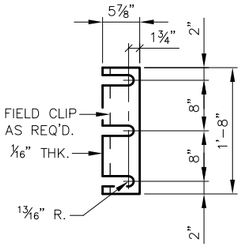


ANCHOR PLATE
AT RAIL TO DECK CONNECTION

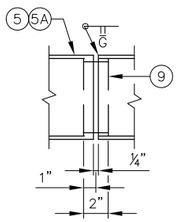


ANCHOR BOLTS

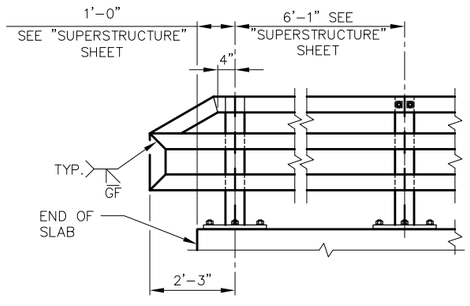
* ANCHOR BOLT ASSEMBLY MAY BE TACK WELDED, EITHER IN THE SHOP, OR IN THE FIELD AFTER THE ANCHOR PLATE IS PLACED.



POST SHIM DETAIL



SHOP RAIL SPLICE DETAIL
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



PART ELEVATION OF RAILING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-41-338

DRAWN BY JDO | PLANS CK'D ACK

RAILING TUBULAR TYPE M

SHEET 8 OF 8

37

I.D. 7005-00-71

PLOT DATE: Feb 13, 2026

FILE: B410338_08_mrail.dwg
PLOT SCALE:

8

8

SOUT APPROAC

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 4
100.5	0.00	33.25	3.00	0.3	0	0	0	0	0	0
103.00	12.25	32.54	3.00	.2	15	1	2	15	3	12
1100.00	.00	31.3	3.00	1.23	8	1	3	23	6	15
1125.00	25.00	30.53	3.00	2.	2	3	21	52	33	15
1130.5	5.5	31.4	3.00	0.00	7	1	3	5	3	1
STRUCTURE B41033										
SOUT APPROAC TOTALS					5	6	2			

NORT APPROAC

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 4
STRUCTURE B-41-0338										
11+69.25	0.00	34.70	3.00	0.00	0	0	0	0	0	0
11+85.00	15.75	36.52	3.00	7.78	21	2	2	21	3	17
12+00.00	15.00	34.88	3.00	8.56	20	2	5	41	.	2
120.00	.00	33.5	3.00	.43	9	1	2	50	11	34
121.25	12.25	34.00	3.00	2.20	15	1	3	5	15	44
NORT APPROAC TOTALS					5	6	12			
PROJECT TOTAL					124	12	41			

NOTES	
1 CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 SALVAGED/UNUSABLE PAVEMENT MATERIAL	TIS DOES NOT SO UP IN CROSS SECTIONS
3 FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 MASS ORDINATE	(CUT) (FILLFILL FACTOR) SALVAGED/UNUSABLE PAVEMENT MATERIAL) PLUS UANTITY INDICATES AN EXCESS OF MATERIAL ITIN TE DIVISION. MINUS INDICATES A SORTAGE OF MATERIAL ITIN TE DIVISION.

9

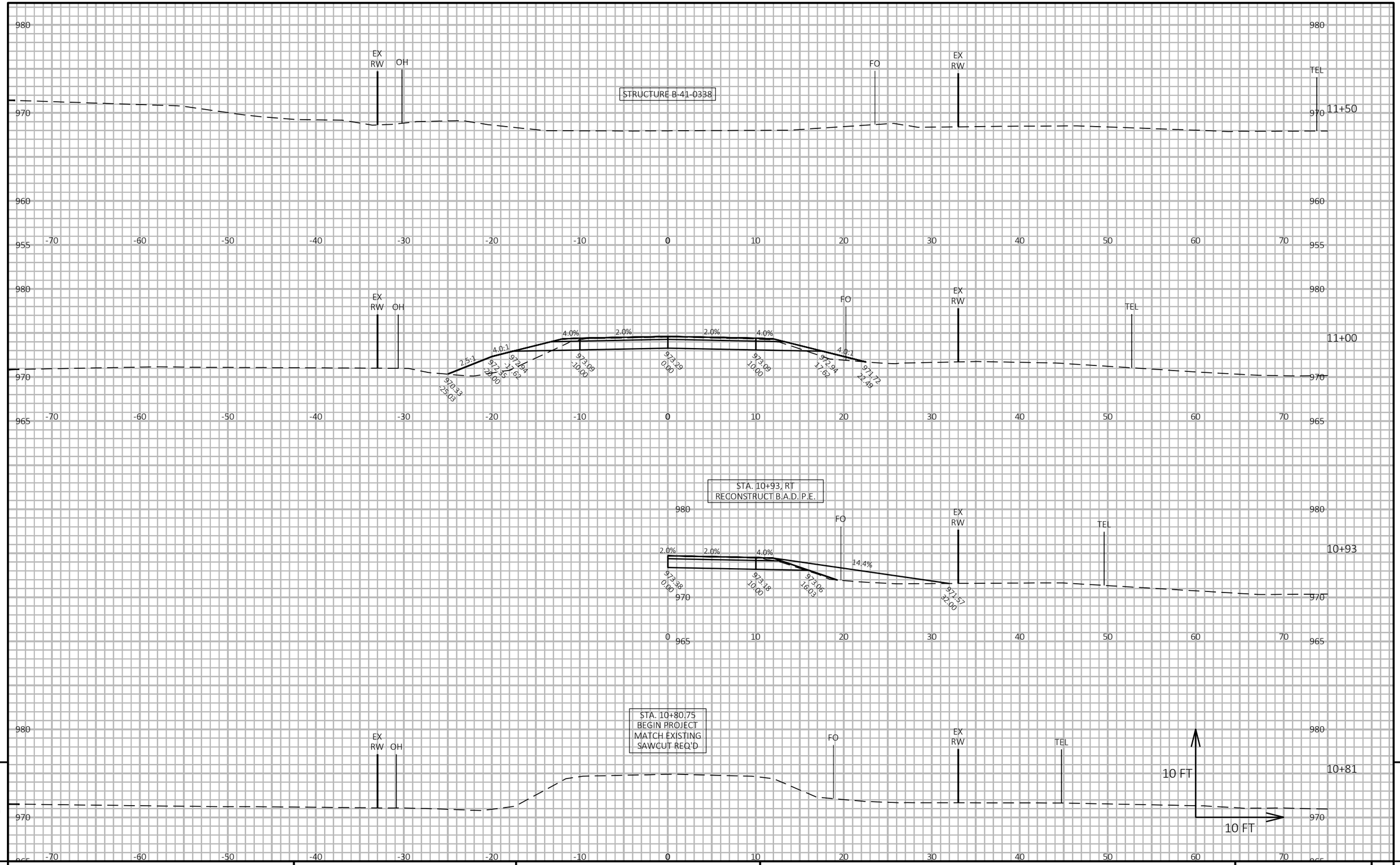
9

PROJECT NO 005001 | Y ELLSORT ROAD | COUNTY MONROE | EARTOR DATA | SEET 38 | E

FILE NAME G00PROJECT FILES20242404 ID 0050001 LAGRANGE ELLSORT RD BR MILL CREE BRIDGE P410150CADSEETS00101E.DG
LAYOUT NAME 00101

PLOT DATE 4/2/202 431 PM PLOT BY ERI MEYER PLOT NAME PLOT SCALE 1 1

ISDOT/CADDS SEET 4



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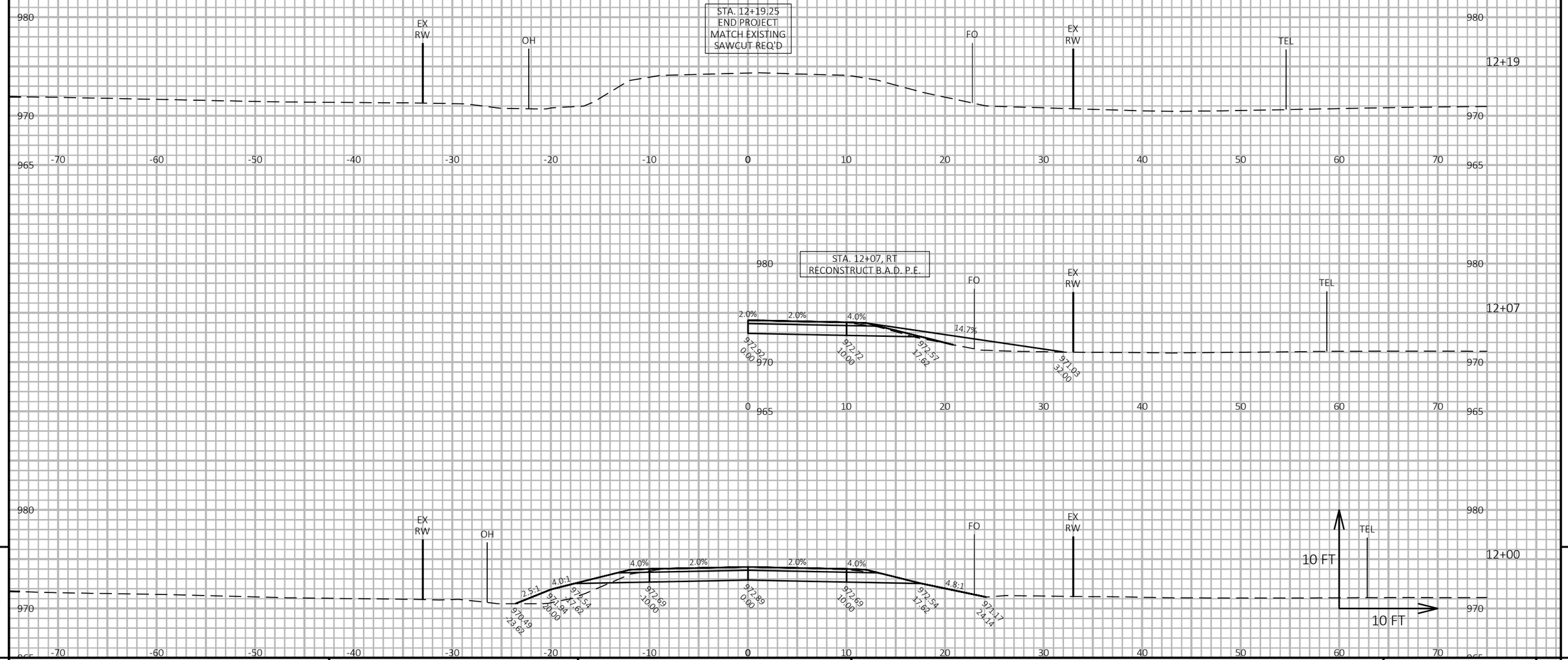
9

PROJECT NO: 7005-00-71	HWY: ELLSWORTH ROAD	COUNTY: MONROE	CROSS SECTIONS:	SHEET 39	E

FILE NAME : G:\00-PROJECT FILES\2024\24084 ID 7005-00-01 LAGRANGE, ELLSWORTH RD, BR MILL CREEK BRIDGE, P-41-0156\0-CAD\SHEETS\090201_XS.DWG
LAYOUT NAME - 090201_xs

PLOT DATE : 4/28/2026 8:45 AM PLOT BY : ERIK MEYER PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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9

PROJECT NO: 7005-00-71	HWY: ELLSWORTH ROAD	COUNTY: MONROE	CROSS SECTIONS:	SHEET 40	E

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LAYOUT NAME - 090202_xs

PLOT DATE : 4/28/2026 8:45 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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through innovation and exceptional service.

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