LAX

FEBRUARY 2024

PROJECT ID: 5346-00-71

WITH: N/A

COUNTY: LA CROSSE

ORDER OF SHEETS

TOTAL SHEETS = 52

05

N

DESIGN DESIGNATION

A.A.D.T.	2024	=	40
A.A.D.T.	2044	=	45
D.H.V.	2044	=	10
D.D.		=	50/50
T.		=	12.5%
DESIGN SPEED		=	45 MPH
ESALS		=	7,300

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

TOWN OF BARRE, DROGSETH ROAD

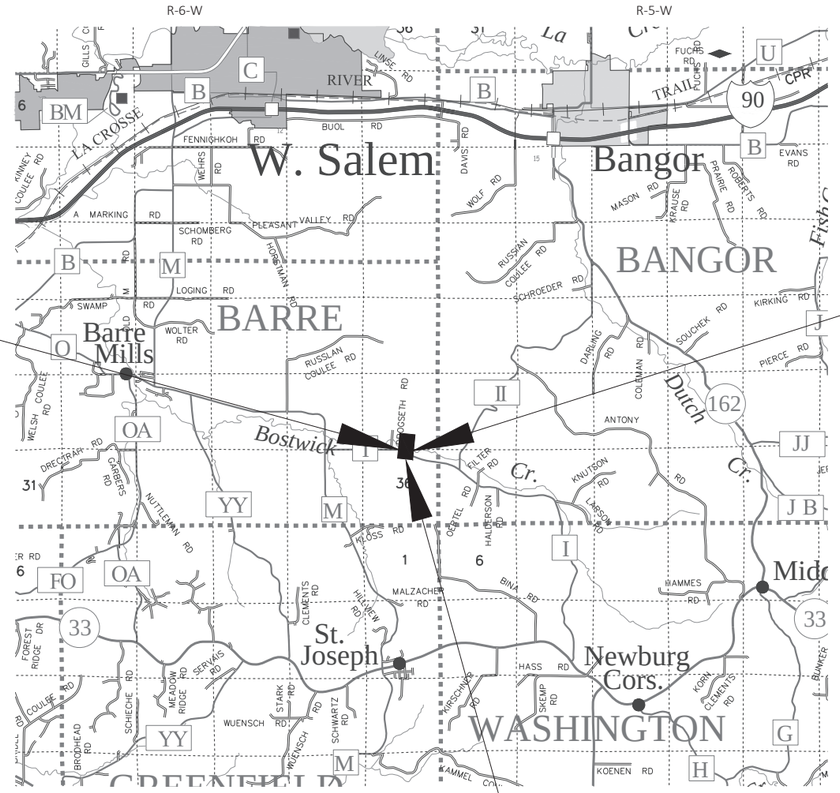
BOSTWICK CREEK BRIDGE B-32-0231

LOC STR

LA CROSSE COUNTY

STATE PROJECT NUMBER
5346-00-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5346-00-71	WISC 2024252	1



STRUCTURE B-32-0231

END PROJECT
STA. 21+50
Y = 137,919.10
X = 500,109.84

BEGIN PROJECT
STA. 18+05
Y = 137,575.21
X = 500,082.21

LAYOUT SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.065 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) (LA CROSSE) COUNTY, IN U.S. SURVEY FEET.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NAVD 88 (1996 ADJUSTED) SYSTEM, UTILIZING BENCHMARK REFERENCES AT THE PROJECT SITE SET BY THE CONSULTANT USING GPS METHODS.

ACCEPTED FOR

LA CROSSE COUNTY

Date 10-17-23 *Joe Langeberg*

HIGHWAY COMMISSIONER

ORIGINAL PLANS PREPARED BY

MSA

1702 Pankratz Street, Madison, WI 53704
608-242-7779 1-800-446-0679 Fax: 608-242-5664

WISCONSIN
LEAH J. RHODES
E-41726
BARABOO
WI
PROFESSIONAL ENGINEER

DATE: 10/16/23 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES INC.
Designer	MSA PROFESSIONAL SERVICES INC.
Project Manager	DELLA KOENIG
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	KYLE HEMP

APPROVED FOR THE DEPARTMENT

DATE: 10/30/2023

E

FILE NAME : \\MSA-PS.COM\FS\PROJECTS\9200S\9260S\9262\09262006\CADDWDOT\AUTOCAD FILES\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 10/13/2023 7:01 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

GENERAL NOTES

DISTURBED AREAS WITHIN THE RIGHT -OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED AND MULCHED OR COVERED WITH EROSION MAT AS DIRECTED BY THE ENGINEER.

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

TREES WITHIN THE PROJECT LIMITS WILL BE CUT DOWN BY OTHERS PRIOR TO THE START OF CONSTRUCTION. REMOVE ALL DOWN TREES AND GRUB STUMPS WITHIN THE EXISTING RIGHT-OF-WAY, PROPOSED RIGHT-OF-WAY, AND TEMPORARY LIMITED EASEMENTS FROM STATION 18+50 TO STATION 21+50. NO OTHER TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

THE 4" ASPHALTIC SURFACE SHALL CONSIST OF A 1 ¾" UPPER UPPER LAYER WITH 12.5 MM NOMINAL SIZE AGGREGATE AND A 2 ¼" LOWER LAYER WITH A 19.0 MM NOMINAL SIZE AGGREGATE.

SILT FENCE AND TURBIDITY BARRIER TO BE PLACED AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER AND IN PLACE PRIOR TO CONSTRUCTION OR BRIDGE REMOVAL.

WETLANDS ARE PRESENT ON THE CREEK BANKS. AREAS OUTSIDE THE SLOPE INTERCEPTS SHALL NOT BE DISTURBED IN THIS AREA.

STANDARD ABBREVIATIONS

AP	ACCESS POINT
AC	ACRES
AGG	AGGREGATE
ASPH	ASPHALTIC
BL	BASELINE
BM	BENCHMARK
CB	CATCH BASIN
CL	CENTER LINE
CONC	CONCRETE
CO	COUNTY
CABC	CRUSHED AGGREGATE BASE COURSE
CY	CUBIC YARD
CULV	CULVERT
CP	CULVERT PIPE
C&G	CURB AND GUTTER
DIA	DIAMETER
DWY	DRIVEWAY
EB	EASTBOUND
ELEV	ELEVATION
EW	ENDWALL
ENT	ENTRANCE
EXC	EXCAVATION
FP	FENCE POST
FERT	FERTILIZER
F	FILL
FG	FINISHED GRADE
FL	FLOW LINE
FO	FIBER OPTIC
FT	FOOT
HYD	HYDRANT
INL	INLET
INTERS	INTERSECTION
INV	INVERT
JT	JOINT
LT	LEFT
LF	LINEAR FOOT
MH	MANHOLE
MP	MARKER POST
MB	MASSAGE BOAD
NOM	NORMAL
NB	NORTHBOUND
PAVT	PAVEMENT
PERM	PERMANENT
PU	PIPE UNDERDRAIN
PCC	PORTLAND CEMENT CONCRETE
PE	PRIVATE ENTRANCE
PROJ	PROJECT
PL	PROPERTY LINE
RL	REFERENCE LINE
RT	RIGHT
R/W	RIGHT OF WAY
RDWY	ROADWAY
SHLDR	SHOULDER
SB	SOUTHBOUND
SS	STORM SEWER
TEL	TELEPHONE
TEMP	TEMPORARY
TER	TERRACE
TV	TELEVISION
UG	UNDERGOUND
VOL	VOLUME
W	WATER
WB	WESTBOUND

DESIGN CONTACT

MSA PROFESSIONAL SERVICES, INC
ATTN: LEAH J. RHODES, P.E.
1702 PANKRATZ STREET
MADISON, WI 53704
PHONE: 608-355-8945
EMAIL: lrhodes@msa-ps.com

DNR LIAISON

DEPARTMENT OF NATURAL RESOURCES
ATTN: KAREN KALVELAGE
ENVIRONMENTAL REVIEW AND ANALYSIS SPECIALIST
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
PHONE: 608-785-9115
EMAIL: karen.kalvelage@wisconsin.gov

UTILITIES

COMMUNICATIONS

BRIGHTSPEED
ATTN: BRIAN STELPLUGH
1905 WARD AVENUE
LA CROSSE, WI 54601
PHONE: (OFFICE): 980-376-1557
PHONE: (MOBILE): 608-780-1238
EMAIL: brian.stelplugh@brightspeed.com

ELECTRICITY

XCEL ENERGY
ATTN: JASON MCROBERTS
3215 COMMERCE STREET
LA CROSSE, WI 54603
PHONE: (OFFICE): 608-789-3689
PHONE: (MOBILE): 715-577-1132
EMAIL: jason.l.mcroberts@xcelenergy.com

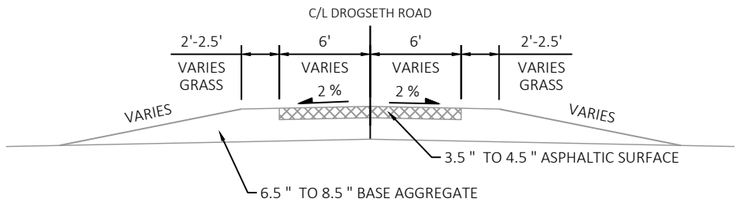
RUNOFF COEFFICIENT TABLE

	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
MEDIAN STRIP TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25 0.32	0.30 0.40
SIDE SLOPE TURF			0.25			0.27			0.28			0.30 0.38
PAVEMENT:	0.40 - 0.60											
ASPHALT:	0.70 - 0.95											
CONCRETE:	0.80 - 0.95											
BRICK:	0.70 - 0.80											
DRIVES, WALKS:	0.75 - 0.85											
ROOFS:	0.75 - 0.95											
GRAVEL ROADS, SHOULDERS	0.40 - 0.60											

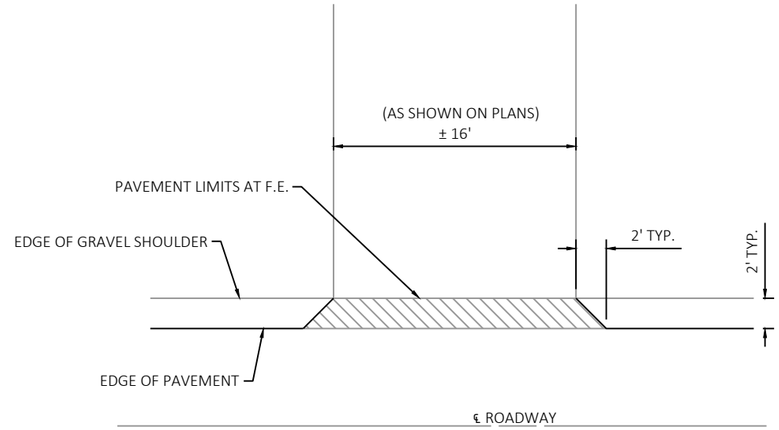
TOTAL PROJECT AREA = 0.93 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.58 ACRES

* DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEMBERS

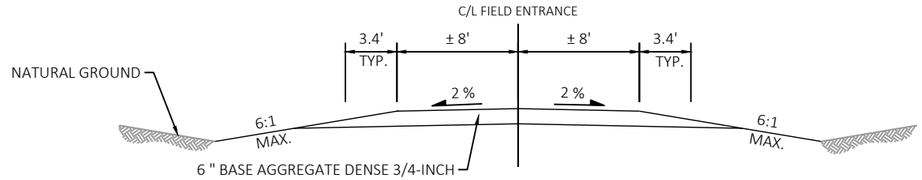
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com



TYPICAL EXISTING SECTION



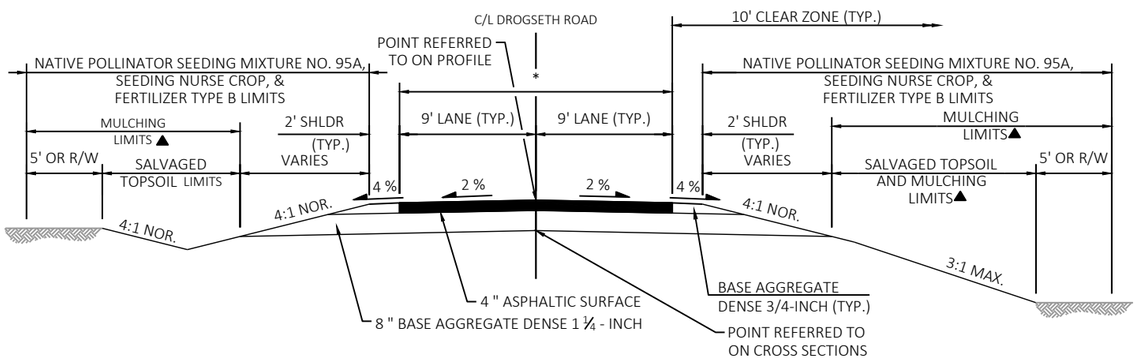
FIELD ENTRANCE PLAN



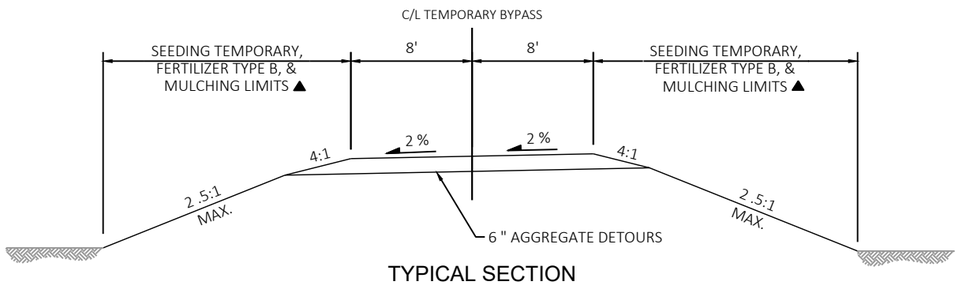
FIELD ENTRANCE TYPICAL SECTION

FIELD ENTRANCE DETAIL

STA. 21+20. LT.



TYPICAL FINISHED SECTION



TYPICAL SECTION
TEMPORARY BYPASS

* THE ASPHALTIC SURFACE WIDTH SHALL TAPER FROM 24.0' AT THE ENDS OF THE BRIDGE TO 18.0' AT STATION 19+25 AND STATION 20+75.
THE ASPHALTIC SURFACE WIDTH SHALL TAPER FROM 18.0' AT STATION 18+50 AND STATION 21+00 TO MATCH EXISTING CONDITIONS AT THE ENDS OF THE PROJECT.

▲ SEE PLAN AND PROFILE SHEETS FOR EROSION MAT URBAN CLASS I TYPE B LOCATIONS. DO NOT PLACE MULCH AT THOSE LOCATIONS.

Estimate Of Quantities

5346-00-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	3.000	3.000
0004	201.0205	Grubbing	STA	3.000	3.000
0006	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. P-32-0903	EACH	1.000	1.000
0008	204.0170	Removing Fence	LF	213.000	213.000
0010	205.0100	Excavation Common	CY	1,199.000	1,199.000
0012	205.0506.S	Excavation, Hauling, and Disposal of Creosote Contaminated Soil	TON	180.000	180.000
0014	206.1001	Excavation for Structures Bridges (structure) 01. B-32-0231	EACH	1.000	1.000
0016	208.0100	Borrow	CY	671.000	671.000
0018	210.1500	Backfill Structure Type A	TON	484.000	484.000
0020	213.0100	Finishing Roadway (project) 01. 5346-00-71	EACH	1.000	1.000
0022	305.0110	Base Aggregate Dense 3/4-Inch	TON	57.000	57.000
0024	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	469.000	469.000
0026	305.0410	Aggregate Detours	TON	253.000	253.000
0028	455.0605	Tack Coat	GAL	31.000	31.000
0030	465.0105	Asphaltic Surface	TON	137.000	137.000
0032	502.0100	Concrete Masonry Bridges	CY	184.000	184.000
0034	502.3200	Protective Surface Treatment	SY	223.000	223.000
0036	505.0400	Bar Steel Reinforcement HS Structures	LB	4,540.000	4,540.000
0038	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	21,190.000	21,190.000
0040	511.1200	Temporary Shoring (structure) 01. B-32-0231	SF	400.000	400.000
0042	513.4061	Railing Tubular Type M	LF	100.000	100.000
0044	516.0500	Rubberized Membrane Waterproofing	SY	12.000	12.000
0046	526.0101	Temporary Structure (station) 01. 10+00	EACH	1.000	1.000
0048	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	580.000	580.000
0050	606.0300	Riprap Heavy	CY	245.000	245.000
0052	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	180.000	180.000
0054	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5346-00-71	EACH	1.000	1.000
0056	619.1000	Mobilization	EACH	1.000	1.000
0058	624.0100	Water	MGAL	15.000	15.000
0060	625.0500	Salvaged Topsoil	SY	1,840.000	1,840.000
0062	627.0200	Mulching	SY	2,595.000	2,595.000
0064	628.1504	Silt Fence	LF	697.000	697.000
0066	628.1520	Silt Fence Maintenance	LF	697.000	697.000
0068	628.1905	Mobilizations Erosion Control	EACH	8.000	8.000
0070	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0072	628.2008	Erosion Mat Urban Class I Type B	SY	615.000	615.000
0074	628.6005	Turbidity Barriers	SY	506.000	506.000
0076	628.7504	Temporary Ditch Checks	LF	50.000	50.000
0078	629.0210	Fertilizer Type B	CWT	1.700	1.700
0080	630.0200	Seeding Temporary	LB	10.000	10.000
0082	630.0400	Seeding Nurse Crop	LB	22.000	22.000
0084	630.0500	Seed Water	MGAL	78.000	78.000
0086	633.1100	Delineators Temporary	EACH	28.000	28.000
0088	633.5100	Markers ROW	EACH	8.000	8.000
0090	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0092	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0094	642.5001	Field Office Type B	EACH	1.000	1.000
0096	643.0300	Traffic Control Drums	DAY	2,432.000	2,432.000
0098	643.0420	Traffic Control Barricades Type III	DAY	1,520.000	1,520.000
0100	643.0705	Traffic Control Warning Lights Type A	DAY	912.000	912.000

Estimate Of Quantities

5346-00-71

Line	Item	Item Description	Unit	Total	Qty
0102	643.0715	Traffic Control Warning Lights Type C	DAY	1,216.000	1,216.000
0104	643.0900	Traffic Control Signs	DAY	3,214.000	3,214.000
0106	643.5000	Traffic Control	EACH	1.000	1.000
0108	645.0111	Geotextile Type DF Schedule A	SY	102.000	102.000
0110	645.0120	Geotextile Type HR	SY	445.000	445.000
0112	650.4500	Construction Staking Subgrade	LF	727.000	727.000
0114	650.5000	Construction Staking Base	LF	727.000	727.000
0116	650.6501	Construction Staking Structure Layout (structure) 01. B-32-0231	EACH	1.000	1.000
0118	650.9911	Construction Staking Supplemental Control (project) 01. 5346-00-71	EACH	1.000	1.000
0120	650.9920	Construction Staking Slope Stakes	LF	727.000	727.000
0122	690.0150	Sawing Asphalt	LF	25.000	25.000
0124	715.0502	Incentive Strength Concrete Structures	DOL	1,104.000	1,104.000
0126	999.2005.S	Maintaining Bird Deterrent System (station) 01. 20+00	EACH	1.000	1.000
0128	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	325.000	325.000
0130	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	250.000	250.000
0132	SPV.0085	Special 01. Native Pollinator Seeding Mixture No. 95A	LB	7.000	7.000

3

CLEARING AND GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
0010	18+50	-	21+50	LT & RT	3	3
				TOTAL 0010	3	3

REMOVING FENCE

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF
0010	19+06	-	19+68	LT	97
0010	20+31	-	21+29	LT	116
				TOTAL 0010	213

EXCAVATION COMMON AND BORROW

CATEGORY	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON CY	FILL CY (1)	EXPANDED FILL CY (2)	WASTE CY	208.0100 BORROW CY
BYPASS CONSTRUCTION									
0010	7+50	-	12+10	BYPASS CONSTRUCTION	15	322	419	-404	404
0010	7+50	-	12+10	BYPASS CONSTRUCTION	7	210	274	-267	267
				SUBTOTAL	22	532	693	-671	671
DROGSETH ROAD									
0010	18+05	-	19+65	DROGSETH ROAD	302	27	35	267	-275
0010	20+35	-	21+50	DROGSETH ROAD	255	18	23	232	-230
0010	18+05	-	21+50	UNUSABLE PAVEMENT	---	---	---	---	46
				SUBTOTAL	557	45	58	499	0
BYPASS REMOVAL									
0010	7+50	-	12+10	BYPASS REMOVAL	372	0	0	372	-372
0010	7+50	-	12+10	BYPASS REMOVAL	248	0	0	248	-248
				SUBTOTAL	620	0	0	620	0
				TOTAL 0010	1,199	577	751	448	671

(1) - NOT A BID ITEM - FOR INFORMATIONAL PURPOSES ONLY.
(2) - FILL EXPANSION 30%
(3) - EXISTING PAVEMENT IS INCLUDED IN EXCAVATION COMON TOTALS. SEE EARTHWORK TABLE.

EXCAVATION, HAULING, AND DISPOSAL OF CREOSOTE CONTAMINATED SOIL

CATEGORY	STATION	TO	STATION	LOCATION	205.0506.S EXCAVATION, HAULING, AND DISPOSAL OF CREOSOTE CONTAMINATED SOIL TON
0010	9+65	-	9+80	LT & RT	90
0010	10+20	-	10+35	LT & RT	90
				TOTAL 0010	180

AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0410 AGGREGATE DETOURS TON	624.0100 WATER MGAL
0010	7+50	-	9+84	TEMP BYPASS	---	---	142	3
0010	10+16	-	12+10	TEMP BYPASS	---	---	111	2
0010	18+05	-	19+76	DROGSETH ROAD	25	261	---	5
0010	20+24	-	21+50	DROGSETH ROAD	17	208	---	4
0010	21+08	-	21+28	FE, LT	15	---	---	1
				TOTAL 0010	57	469	253	15

ASPHALT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	THICKNESS (INCHES)	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON
0010	18+05	-	19+76	LOWER LAYER	2.25	---	44
0010	18+05	-	19+76	UPPER LAYER	1.75	18	34
0010	20+24	-	21+50	LOWER LAYER	2.25	---	33
0010	20+24	-	21+50	UPPER LAYER	1.75	13	26
				TOTAL 0010	31		137

TEMPORARY STRUCTURE

CATEGORY	STATION	LOCATION	526.0101.01 TEMPORARY STRUCTURE (STATION) (01. 10+00) EACH
0010	20+00	TEMPORARY BYPASS	1
		TOTAL 0010	1

RESTORATION AND EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	629.0210 FERTILIZER TYPE B CWT	630.0200 SEEDING TEMPORARY LB	630.0400 SEEDING NURSE CROP LB	630.0500 SEED WATER MGAL	SPV.0085.01 SPECIAL (01. NATIVE POLLINATOR SEEDING MIXTURE NO. 95A) LB	REMARKS
0010	7+50	-	9+85	LT	---	125	57	8	0.1	3	---	5	---	TEMP BYPASS CONSTRUCT
0010	8+45	-	9+85	RT	---	72	---	8	0.1	1	---	2	---	TEMP BYPASS CONSTRUCT
0010	10+15	-	11+15	RT	---	52	---	8	0.1	1	---	2	---	TEMP BYPASS CONSTRUCT
0010	10+15	-	12+10	LT	---	150	22	8	0.1	3	---	4	---	TEMP BYPASS CONSTRUCT
0010	18+05	-	19+76	RT	179	289	32	---	0.2	---	3	8	1	
0010	20+24	-	21+50	RT	145	106	134	8	0.1	---	2	6	1	
0010	17+55	-	20+00	LT	681	748	142	---	0.3	---	7	20	2	
0010	20+00	-	22+05	LT	467	534	105	---	0.3	---	5	15	1	
0010	UNDISTRIBUTED				368	519	123	10	0.4	2	5	16	2	
				TOTAL 0010	1,840	2,595	615	50	1.7	10	22	78	7	

EROSION CONTROL BARRIERS

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.6005 TURBIDITY BARRIERS SY
0010	7+50	-	9+74	LT	220	220	---
0010	18+05	-	19+64	RT	161	161	---
0010	---	-	---	SOUTH STREAM BANK	---	---	252
0010	---	-	---	NORTH STREAM BANK	---	---	254
0010	20+35	-	21+50	RT	120	120	---
0010	10+13	-	22+00	LT	196	196	---
				TOTAL 0010	697	697	506

MOBILIZATIONS EROSION CONTROL

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT 5346-00-71	8	3
	TOTAL 0010	8	3

MARKERS ROW

CATEGORY	LOCATION	633.5100 MARKERS ROW EACH
0010	PROJECT 5346-00-71	8
	TOTAL 0010	8

3

TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION	DAYS	633.1100 DELINEATORS TEMPORARY EACH	TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY
0010	S. END - BYPASS CONSTR. (STAGE 1)	28	---	---	---	---	---	---	---	---	---	7	196
0010	N. END - BYPASS CONSTR (STAGE 1)	28	---	---	---	---	---	---	---	---	---	7	196
0010	TEMP BYPASS S. APPROACH (STAGE 2)	76	14	16	1,216	10	760	6	456	8	608	17	1,292
0010	TEMP BYPASS N. APPROACH (STAGE 2)	76	14	16	1,216	10	760	6	456	8	608	17	1,292
0010	S. END - BYPASS REMOVAL (STAGE 3)	17	---	---	---	---	---	---	---	---	---	7	119
0010	N. END - BYPASS REMOVAL (STAGE 3)	17	---	---	---	---	---	---	---	---	---	7	119
		TOTAL 0010	28		2,432		1,520		912		1,216		3,214

SAWING ASPHALT

CATEGORY	STATION	LOCATION	690.0150 SAWING ASPHALT LF
0010	18+05	DROGSETH ROAD	12
0010	21+50	DROGSETH ROAD	13
		TOTAL 0010	25

NOTES:
STAGE 1 & 3 - SEE SDD TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
STAGE 1 & 3 - SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
STAGE 2 - SEE SDD TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY
STAGE 2 - SEE SDD TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL

SIGNING ITEMS

CATEGORY	STATION	LOCATION	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
0010	19+75	LT	1	3	W5-52L
0010	19+75	RT	1	3	W5-52R
0010	20+24	LT	1	3	W5-52L
0010	20+24	RT	1	3	W5-52R
		TOTAL 0010	4	12	

CONSTRUCTION STAKING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	7+50	-	9+85	TEMPORARY BYPASS	235	235	235
0010	10+15	-	12+10	TEMPORARY BYPASS	195	195	195
0010	18+05	-	19+76	DROGSETH ROAD	171	171	171
0010	20+24	-	21+50	DROGSETH ROAD	126	126	126
				TOTAL 0010	727	727	727

BIRD DETERRENT SYSTEMS

CATEGORY	STATION	LOCATION	999.2005.S.01 MAINTAINING BIRD DETERRENT SYSTEM (STATION) (01. 20+00) EACH
0010	20+00	P-32-0903	1
		TOTAL 0010	1

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
5346-00-01		
FEDERAL PROJECT NUMBER	4.01	2

PLAT OF RIGHT-OF-WAY REQUIRED FOR

TOWN OF BARRE, DROGSETH ROAD

(BOSTWICK CREEK BRIDGE B-32-0231)

LOC STR — LA CROSSE COUNTY

CONSTRUCTION PROJECT NUMBER

5346-00-71

CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W OR HE LINE
- PROPERTY LINE
- LOT, TIE & OTHER MINOR LINES
- SLOPE INTERCEPT
- CORPORATE LIMITS
- UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
- NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
- TEMPORARY LIMITED EASEMENT AREA
- EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
- TRANSMISSION STRUCTURES
- BUILDING — TO BE REMOVED
- BRIDGE — CULVERT
- SECTION CORNER SYMBOL
- SECTION CORNER MONUMENT
- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (1 INCH UNLESS NOTED) IP
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN — OFF-PREMISE SIGN

	COMPENSABLE	NON COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

- ACCESS RESTRICTED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- NO ACCESS (NEW HIGHWAY)
- PARCEL NUMBER (25) — UTILITY NUMBER (40)
- PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

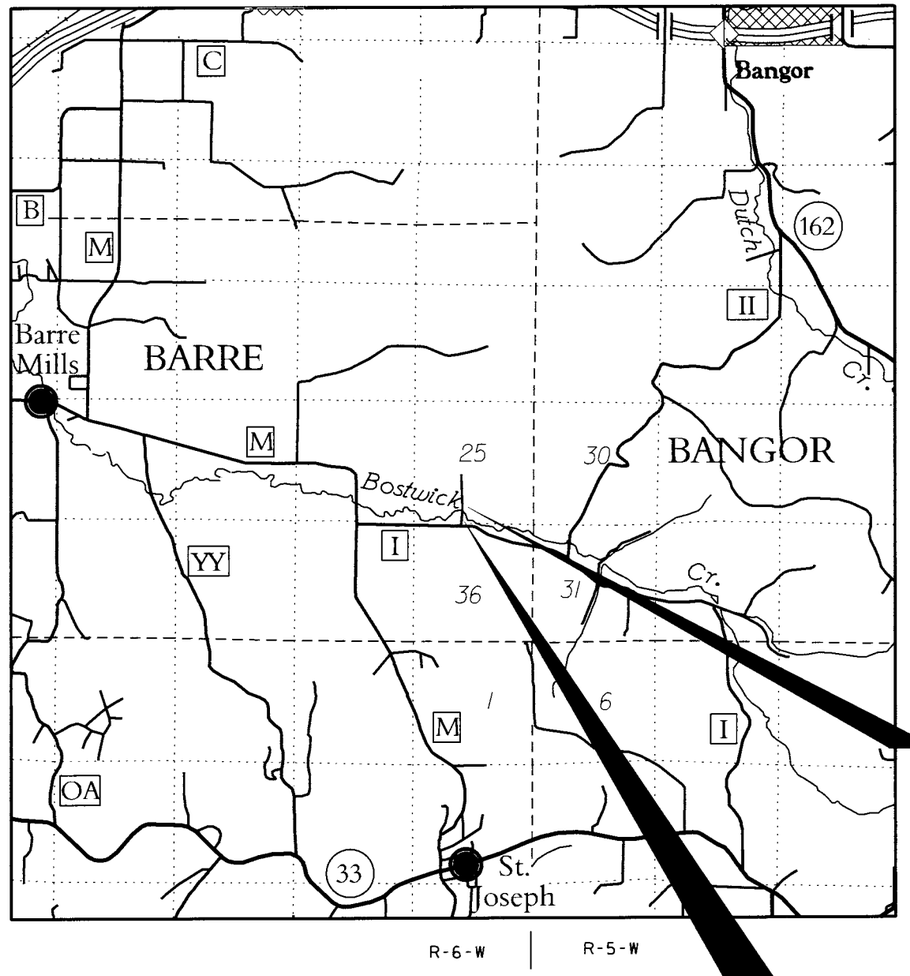
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT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

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

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



END RELOCATION ORDER

STA. 21+75.00
Y = 137,944.02
X = 500,111.84

608.99' WEST OF AND 889.04' NORTH OF THE SOUTH QUARTER CORNER OF SECTION 25, T-16-N, R-6-W.

BEGIN RELOCATION ORDER

STA. 17+60.00
Y = 137,530.35
X = 500,078.61

641.99' WEST OF AND 475.37' NORTH OF THE SOUTH QUARTER CORNER OF SECTION 25, T-16-N, R-6-W.

N

LAYOUT
SCALE 0 — 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.078 MI.

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS WILL BE CHECKED TO DETERMINE PROPERTY BOUNDRIES AND ACCESSS RIGHTS.

NOTES:

POSTITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), LA CROSSE COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

RIGHT OF WAY BOUNDRIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

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

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

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE PLAN DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON DETAIL SHEETS.

ORIGINAL PLAT PREPARED BY:

MSA
ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 PANKRATZ STREET, MADISON WI 53704
(608) 242-7779 www.msa-ps.com

WISCONSIN
BRADLEY L. TISDALE
S-2824
WAUNAKEE
WI
LAND SURVEYOR

07/18/2023
Date

Signature

REVISION DATE

APPROVED FOR TOWN OF BARRE

DATE: 7-20-2023

(Signature)

E

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
1	GREGORY L. & JANE A. DROGSETH	FEE & TLE	0.08	0.44	0.52	0.07
2	EUGENE E. LINSE	FEE & TLE	0.08	0.00	0.08	0.15
3	DEPT. OF NATURAL RESOURCES	RELEASE OF RIGHTS	---	---	---	---

NOTE:
EXISTING HIGHWAY R/W ESTABLISHED FROM V 239, P 245, DOC #569787 (HE), V 726, P 442 (FEE), PLAN 32 OF DROGSETH ROAD AND BRIDGE AND OTHER PLATS OF SURVEY.

PI STA. = 17+60.00
Y = 137530.35
X = 500078.61
I = 00°28'22"R

PI STA. = 21+75.00
Y = 137944.02
X = 500111.84
I = 00°13'47"R

RR SPIKE (FOUND)
SW CORNER
SECTION 25
Y = 137,063.35
X = 498,073.93

BEGIN RELOCATION
STA. 17+60.00
Y = 137,530.35
X = 500,078.61

FECHNER 2001
PLAT OF SURVEY

DEPARTMENT OF NATURAL RESOURCES (FISHING EASEMENT)
3

66' FISH MANAGEMENT EASEMENT V 803, P 682-686

PARCEL 2 IS SUBJECT TO COST SHARING AGREEMENT DOC. NO. 1799899
EUGENE E. LINSE
2

TLE-GRADING TEMPORARY BYPASS

PROPOSED TEMPORARY BYPASS STRUCTURE

TLE-GRADING

SLOPE INTERCEPTS (TYP.)

N 10°47'12" W 145.38'
N 15°23'46" W 53.21'
N 04°21'28" E 90.18'
N 06°43'02" W 101.98'
N 15°54'10" E 101.98'
N 04°35'34" E 175.00'
N 17°21'02" E 76.90'
N 30°53'12" E 83.66'
N 04°45'58" E 25.00'

EXISTING R/W
EXISTING RIGHT-OF-WAY IS HIGHWAY EASEMENT PER DOC. NO. 569787
EXISTING RIGHT-OF-WAY IS OWNED BY TOWN OF BARRE PER DOC. NO. 957262
49.5'

℄ DROGSETH ROAD

N 85°52'48" W 21.44'
N 04°07'12" E
N 04°35'34" E
S 85°24'26" E 22.94'
N 04°49'21" E
S 85°24'26" E 26.56'

XCEL ENERGY
OVERHEAD ELECTRIC

CENTURYLINK
BURIED TELEPHONE

N 85°52'48" W 28.06'
S 04°21'28" W 89.77'
S 18°25'34" W 51.49'
S 04°35'34" W 175.00'
S 05°37'29" E 76.21'
S 04°45'58" W 25.00'

END RELOCATION
STA. 21+75.00
Y = 137,944.02
X = 500,111.84

GREGORY L. DROGSETH & JANE A. DROGSETH
1

66.00' FISH MANAGEMENT EASEMENT V 803, P 682-686

BOSTWICK CREEK

PROPSOED STRUCTURE B-32-231

N 52°22'13" W 775.29'
N 89°49'08" W 2646.68'
N 34°08'03" W 1041.41'

BARRE

LUNDE MARKER (FOUND)
S 1/4 CORNER
SECTION 25
Y = 137,054.98
X = 500,720.60

POINT NUMBER	Y	X	STATION	OFFSET
100	137,531.89	500,057.22	17+60.00	21.44' L
101	137,621.81	500,064.08	18+50.00	21.81' L
102	137,673.11	500,049.95	19+00.00	40.00' L
103	137,847.54	500,063.96	20+75.00	40.00' L
104	137,920.94	500,086.90	21+50.00	23.02' L
105	137,945.86	500,088.97	21+75.00	22.94' L
200	137,528.34	500,106.60	17+60.00	28.06' R
201	137,617.85	500,113.42	18+50.00	27.69' R
202	137,666.70	500,129.69	19+00.00	40.00' R
203	137,841.14	500,143.71	20+75.00	40.00' R
204	137,916.98	500,136.24	21+50.00	26.48' R
205	137,941.89	500,138.31	21+75.00	26.56' R

NOTE: INVERSING BETWEEN COORDINATES, IN CLOSE PROXIMITY WITH EACH OTHER, MAY NOT REPLICATE THE BEARINGS AND DISTANCES SHOWN ON THIS PLAT.

REVISION DATE	DATE: 2/14/2023	SCALE, FEET 0 20 40	HWY: LOC STR	STATE R/W PROJECT NUMBER: 5346-00-01	PLAT SHEET 4.02	
	GRID FACTOR N/A		COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER: 5346-00-71	PS&E SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS

LEGEND

- SILT FENCE
- EROSION MAT URBAN CLASS I TYPE B
- TEMP DITCH CHECK
- TURBIDITY BARRIER
- WETLAND INDICATOR
- XXXXXXX SAWING ASPHALT

GREGORY L. DROGSETH & JANE A DROGSETH

PI STA = 17+60.00
Y = 137530.61
X = 500078.61
I = 00°28'22"R

TREVOR J HOESLEY

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1	20+19.1, 9'LT.	761.12	CHISELED + ON BOLT NW CORNER OF BRIDGE
2	19+25.8, 44 RT.	757.83	2 SPIKES IN 15" DIAMETER BOX ELDER TREE
3	20+33.9, 74' RT	759.73	2 SPIKES IN 24" DIAMETER COTTONWOOD TREE

CONTROL POINTS				
NO.	STATION, OFFSET	DESCRIPTION	Y	X
1	17+73.47, 19.32'RT	10" NAIL	137,542.24	500,098.94
2	19+48.91, 10.30' LT	RAILROAD SPIKE	137,719.47	500,083.54
3	20+40.04, 10.46' RT	RAILROAD SPIKE	137,808.66	500,111.50
4	21+29.05, 22.96' LT	3/4" IRON ROD	137,900.05	500,085.29

P.L. 66' FISH MANAGEMENT EASEMENT

TEMPORARY BYPASS

TEMPORARY BRIDGE REQ'D

TLE

R/W

EXISTING FENCE (REMOVE)

PI STA = 21+75.00
Y = 137944.02
X = 500111.84
I = 00°13'47"R

GREGORY L. DROGSETH & JANE A DROGSETH

N

CP#4

PI: 17+60.00

PI: 21+75.00

TEMP. BYPASS LANE WIDENING

BEGIN CONSTRUCTION
STA. 17+60

END CONSTRUCTION
STA. 22+00

EXISTING R/W

CP#2

FE + 20

17+00 DROGSETH ROAD (ASPHALT) N4°35'34"E 18+00 19+00 20+00 21+00 22+00 23+00

BM#1

℄ ROADWAY

CP#3

49.5'

OH

P.L.

CP#1

SLOPE INTERCEPTS (TYP.)

BEGIN PROJECT
STA 18+05
Y = 137,575.21
X = 500,082.21

BM#2
BURIED COMMUNICATION (BRIGHTSPEED)
STRUCTURE B-32-0231

BOSTWICK CREEK

EXISTING STRUCTURE P-32-903 (REMOVE)

DITCH FLOW LINE

WETLAND LIMITS (TYP.)

BM#3

GREGORY L. DROGSETH & JANE A. DROGSETH

END PROJECT
STA. 21+50
Y = 137,919.10
X = 500,109.84

OVERHEAD ELECTRIC (XCEL ENERGY)

VPC STA 18+00.00
VPC EL 757.98

VPI STA 19+75.00
VPI EL 760.60

VPT STA 21+50.00
VPT EL 758.85

EXISTING PROFILE

FINISHED PROFILE

1.50%

-1.00%

HIGH WATER 100
EL. 756.28

HP STA 20+10.00
HP EL 759.55

BLEND LAST 10' TO MATCH EXISTING PROFILE AT STA. 21+50

RIGHT DITCH PROFILE

VCL = 350.00
K = 140.00

EXISTING FINISHED

760
755
750
748

757.38 757.40 757.60 757.97 757.98 759.11 758.64 760.32 759.12 760.81 759.42 760.66 759.55 760.66 759.49 759.94 759.26 758.89 758.85 758.63 758.89 759.07

16 17 18 19 20 21 22 22

STRUCTURE B-32-0231
STA. 20+00
SINGLE SPAN CONCRETE FLAT SLAB BRIDGE
24.0 FT CLEAR ROADWAY WIDTH
48.5 FT OVERALL LENGTH
NO SKEW

REMOVE EXISTING STRUCTURE P-32-903
STA. 20+00
SINGLE SPAN STEEL DECK GIRDER BRIDGE WITH TIMBER DECK AND ASPHALT OVERLAY
16.0 FT. CLEAR ROADWAY WIDTH
42.8 FT OVERALL LENGTH
NO SKEW

HIGH WATER 100 ELEVATION: 756.28
OBSERVED WATER ELEVATION: 744.77± (02-06-13)
STREAMBED ELEVATION: 743.00±

EARTHWORK SUMMARY
STA. 18+05 - STA. 21+50

EXC. COMMON	557 C.Y.
FILL	58 C.Y.
FILL EXPANSION	30%
WASTE	499 C.Y.

PROJECT NO: 5346-00-71	HWY: LOC STR	COUNTY: LA CROSSE	PLAN AND PROFILE: DROGSETH ROAD	SHEET 10	E

LEGEND

- SILT FENCE
- EROSION MAT URBAN CLASS I TYPE B
- TEMP DITCH CHECK
- TURBIDITY BARRIER
- WETLAND INDICATOR
- TEMPORARY SHORING
- XXXXXXX SAWING ASPHALT

GREGORY L. DROGSETH & JANE A DROGSETH

TREVOR J HOESLEY

GREGORY L. DROGSETH & JANE A DROGSETH

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1	20+19.1, 9' LT	761.12	CHISELED + ON BOLT NW CORNER OF BRIDGE
2	19+25.8, 44' RT.	757.83	2 SPIKES IN 15" DIAMETER BOX ELDER TREE
3	20+33.9, 74' RT	759.73	2 SPIKES IN 24" DIAMETER COTTNWOOD TREE

℄ TEMPORARY BYPASS

TEMPORARY BRIDGE REQ'D

TEMPORARY SHORING (TYP.) SEE BRIDGE PLANS B-32-231

SLOPE INTERCEPTS TYP.

TEMP. BYPASS LANE WIDENING

BEGIN CONSTRUCTION
STA. 17+60.00
STA. 7+50.03

END CONSTRUCTION
STA. 22+00.00
STA. 12+09.96

66' FISH MANAGEMENT EASEMENT

P.L.

PI: 17+60.00
PC: 8+00.05
PT: 8+38.02
PC: 8+92.03
PT: 9+29.99
PC: 10+29.99
PT: 10+67.92
PC: 11+22.08
PT: 11+60.01
PI: 21+75.00

TLE

R/W

16+00 N4°07'12"E 17+00 18+00 19+00 20+00 21+00 22+00 23+00

℄ ROADWAY

BM#1

BM#2
BURIED COMMUNICATION (BRIGHTSPEED)

BM#3

CP#1

CP#3

P.L.

DITCH FLOW LINE

WETLAND LIMITS (TYP.)

BOSTWICK CREEK

EXISTING R/W

OVERHEAD ELECTRIC (XCEL ENERGY)

49.5'

GREGORY L. DROGSETH & JANE A. DROGSETH

PI STA = 8+19.45
Y = 137599.560
X = 500084.171
DELTA = 29°00'13" LT
D = 76°23'40"
T = 19.40'
L = 37.97'
R = 75.00'
PC STA = 8+00.05
PT STA = 8+38.02

PI STA = 9+11.43
Y = 137684.073
X = 500045.815
DELTA = 29°00'13" RT
D = 76°23'40"
T = 19.40'
L = 37.97'
R = 75.00'
PC STA = 8+92.03
PT STA = 9+29.99

PI STA = 10+49.37
Y = 137822.402
X = 500056.927
DELTA = 28°58'14" RT
D = 76°23'40"
T = 19.38'
L = 37.92'
R = 75.00'
PC STA = 10+29.99
PT STA = 10+67.92

PI STA = 11+41.46
Y = 137899.828
X = 500108.297
DELTA = 28°58'38" LT
D = 76°23'40"
T = 19.38'
L = 37.93'
R = 75.00'
PC STA = 11+22.08
PT STA = 11+60.01

STA. 10+00, TEMP. STRUCTURE REQ'D.
HIGH WATER 5 = 751.57
Q5 = 840 CFS
MINIMUM CLEAR OPENING AREA OF TEMP. STRUCTURE = 140 SQ. FT.
MIN. 18 FT. CLEAR ROADWAY WIDTH
HL - 93 DESIGN LOAD
MINIMUM LOW MEMBER OF CLEAR SPAN TEMP. STRUCTURE TO CLEAR HIGHWATER 5.

760 / 755 / 750 / 746

VCL = 60.00, K = 11.19

VCL = 40.00, K = 9.79

VCL = 40.00, K = 6.57

VCL = 60.00, K = 8.19

1.28% -4.08% 0.00% 6.09% 1.21%

STA 7+96.82 EL 758.15
HP STA 8+24.89 HP EL 758.42
VPC STA 8+10.54 VPC EL 758.33
VPI STA 8+40.54 VPI EL 758.71
VPT STA 8+70.54 VPT EL 757.49
VPC STA 9+11.59 VPC EL 755.82
VPI STA 9+31.59 VPI EL 755.00
VPT STA 9+51.59 VPT EL 755.00
LP STA 9+51.55 LP EL 755.00
VPC STA 10+34.09 VPC EL 755.00
VPI STA 10+54.09 VPI EL 755.00
VPT STA 10+74.09 VPT EL 756.22
VPC STA 10+94.95 VPC EL 757.49
VPI STA 11+24.95 VPI EL 759.32
VPT STA 11+54.95 VPT EL 758.95
HP STA 11+44.85 HP EL 759.01

HIGHWATER 5 EL. 751.57

BYPASS EARTHWORK	CONST.
STA.	7+50 - STA. 12+10
EXC. COMMON	22 C.Y.
FILL	532 C.Y.
FILL EXPANSION	30%
BORROW	671 C.Y.

BYPASS EARTHWORK	REMOVAL
STA.	7+50 - STA. 12+10
EXC. COMMON	620 C.Y.
FILL	0 C.Y.
FILL EXPANSION	30%
WASTE	620 C.Y.

758.20 758.20 | 757.00 758.14 | 755.63 756.29 | 753.16 755.00 | 742.81 755.00 | 754.45 755.20 | 756.48 757.78 | 759.09 759.00

6 7 8 9 10 11 12 13

PROJECT NO: 5346-00-71	HWY: LOC STR	COUNTY: LA CROSSE	PLAN AND PROFILE: TEMPORARY BYPASS ROAD	SHEET 11 E

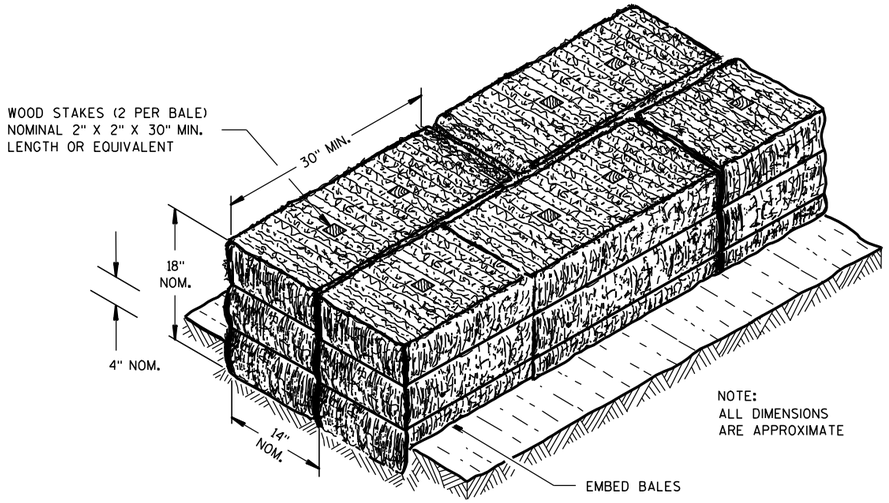
FILE NAME : \\MSA-PS.COM\FS\PROJECTS\9200S\9260S\9262\09262006\CADDWDOT\AUTOCAD FILES\SHEETSPLAN\050101-PP-BYPASS.DWG
LAYOUT NAME - 050102-pp

PLOT DATE : 12/4/2023 11:47 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

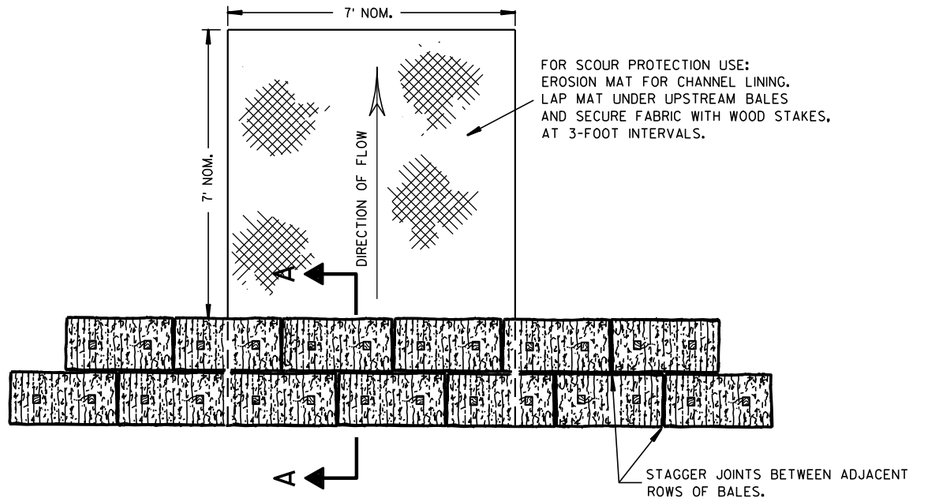
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

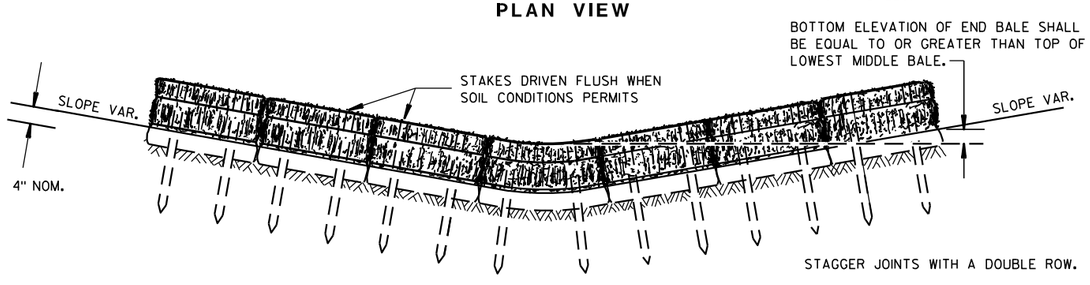
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15A01-13B	FLEXIBLE MARKER POST FOR RIGHT-OF-WAY
15A04-07A	FLEXIBLE DELINEATOR POST
15A04-07C	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-07E	DELINEATOR POST WITH REFLECTIVE SHEETING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15D31-05	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL



SECTION A-A



PLAN VIEW



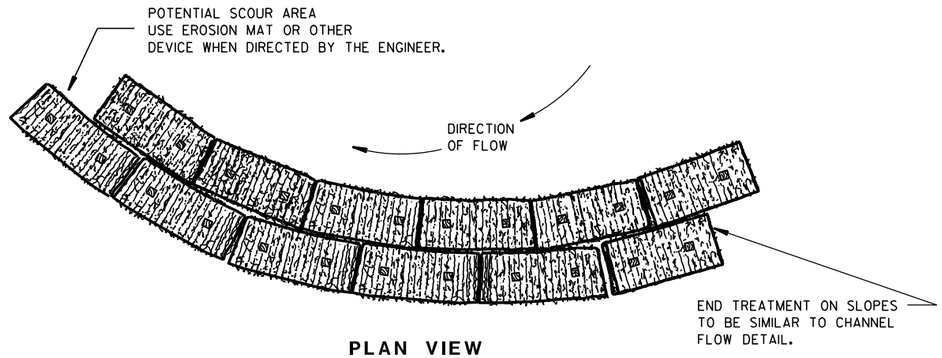
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

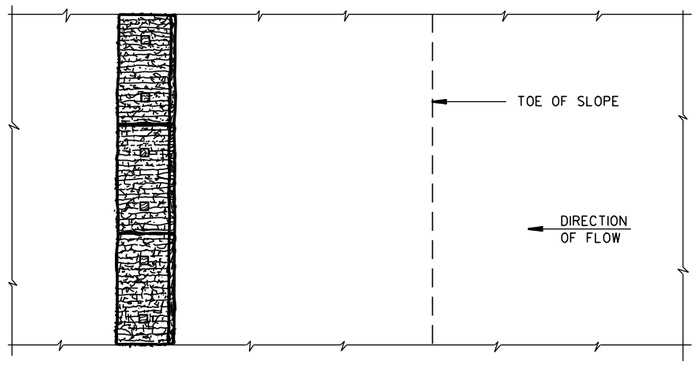
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

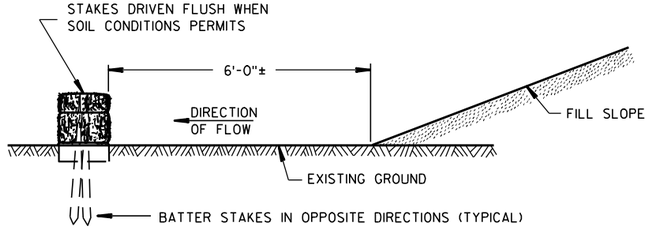


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

FHWA

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S.D.D. 8 E 8-3

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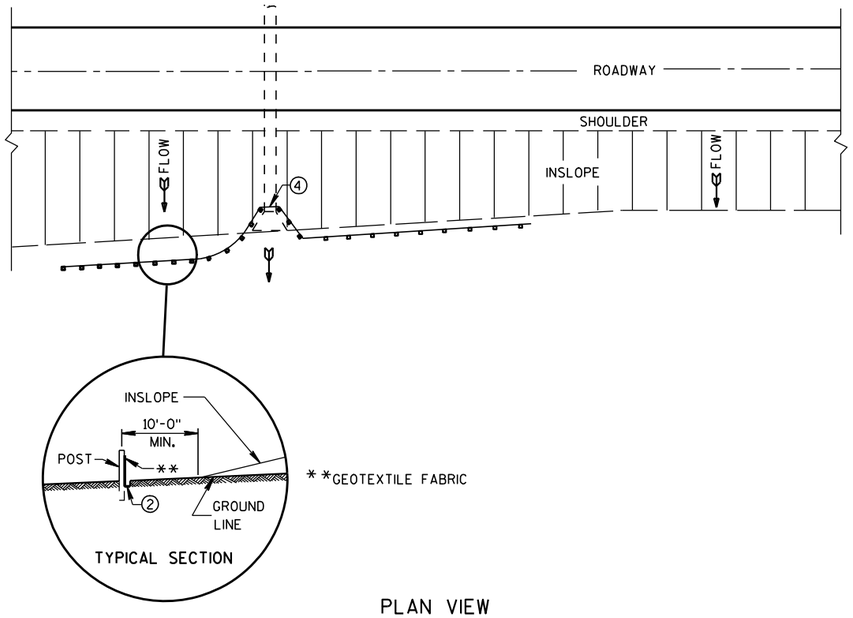
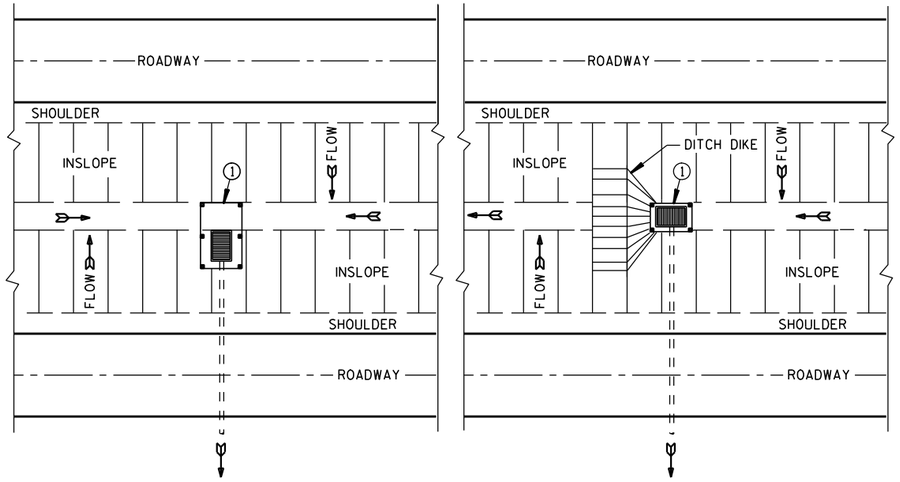
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



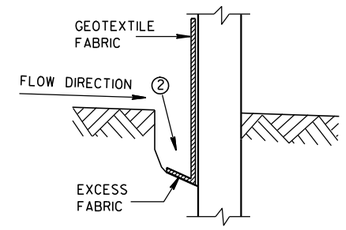
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

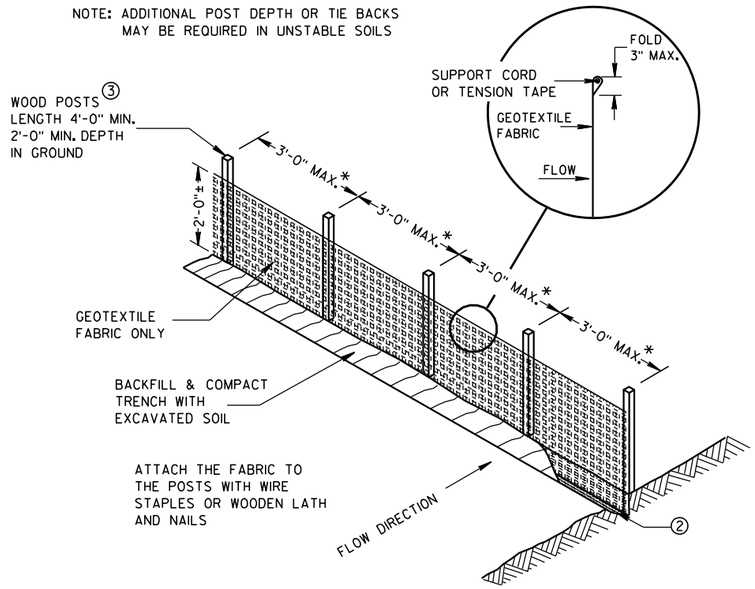
GENERAL NOTES

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

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

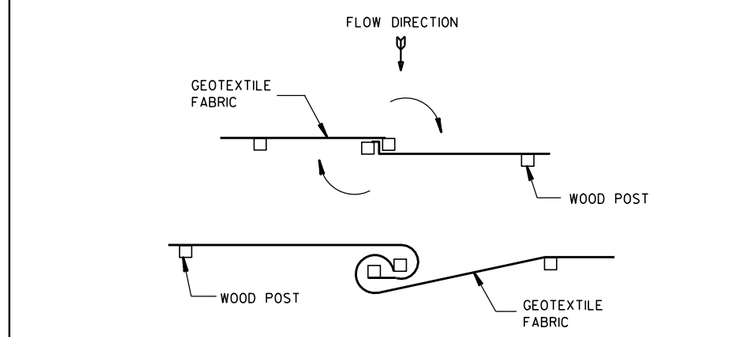


TRENCH DETAIL

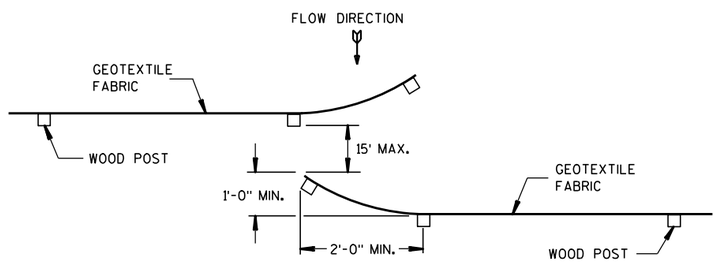


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

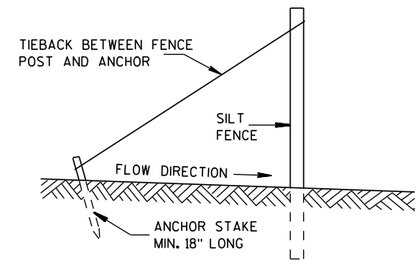


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 9-6

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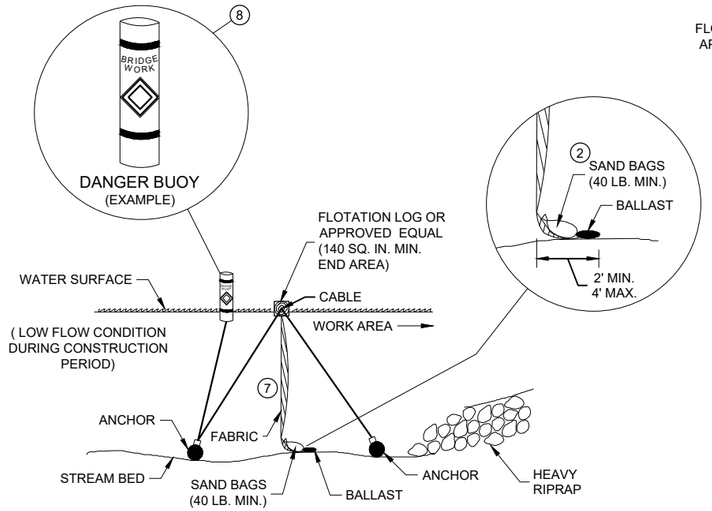
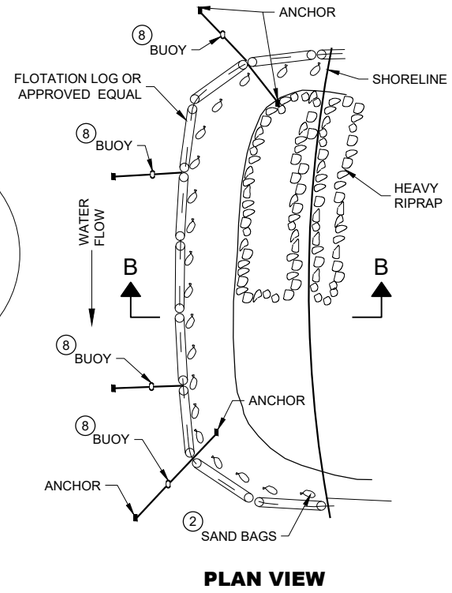
S.D.D. 8 E 9-6

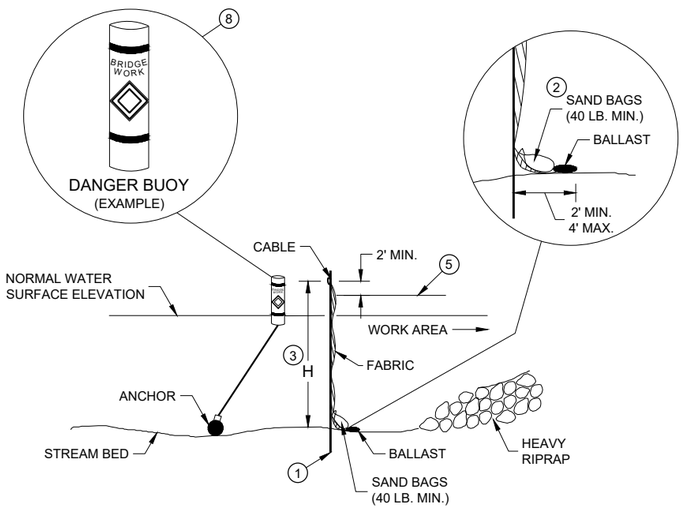


SECTION B - B

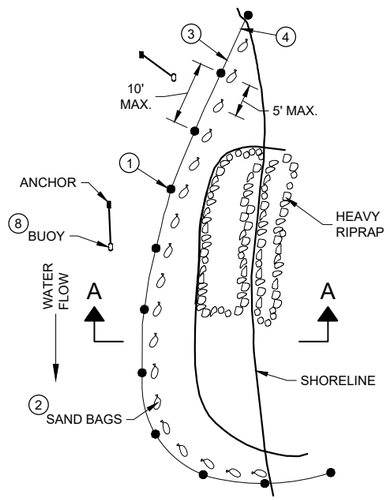


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

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

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

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

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

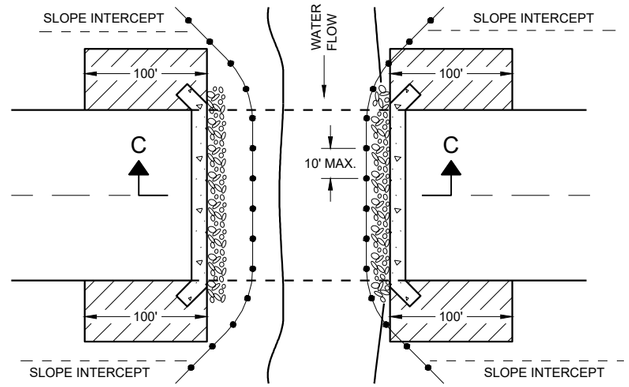
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

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

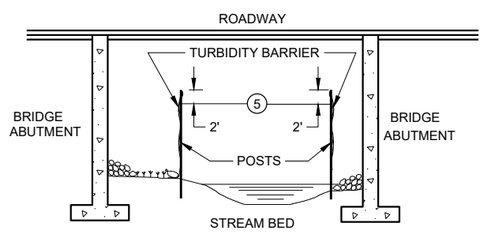
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

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

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



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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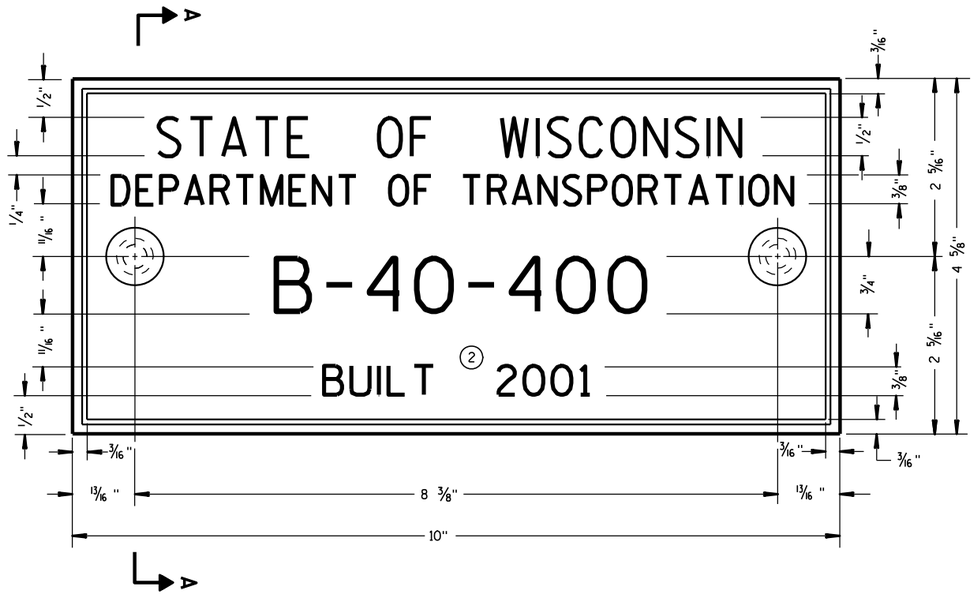
SDD 08E11 - 02



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

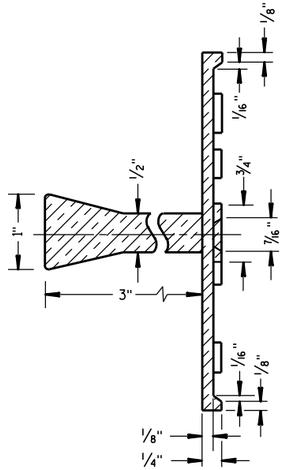
GENERAL NOTES

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

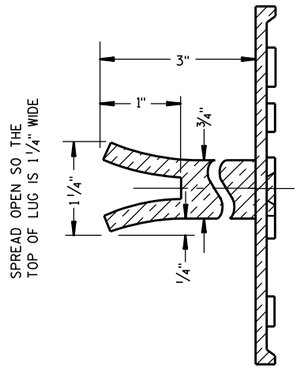
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

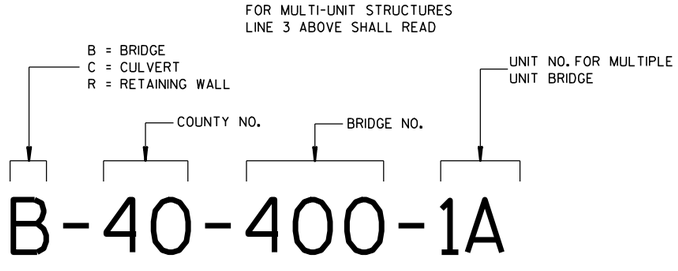
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



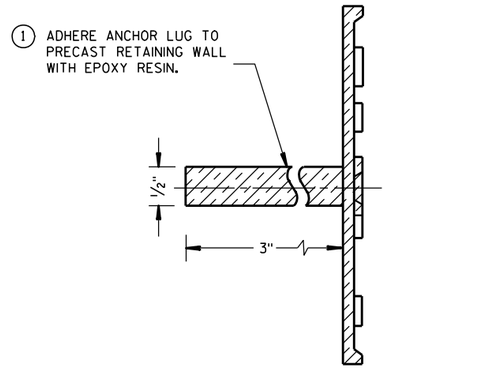
SECTION A-A



ALTERNATE LUG



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck-- CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

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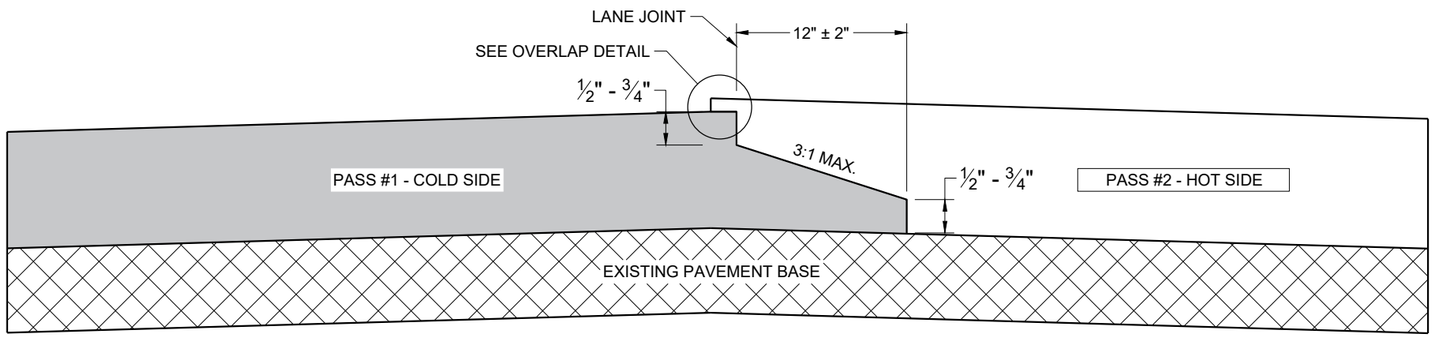
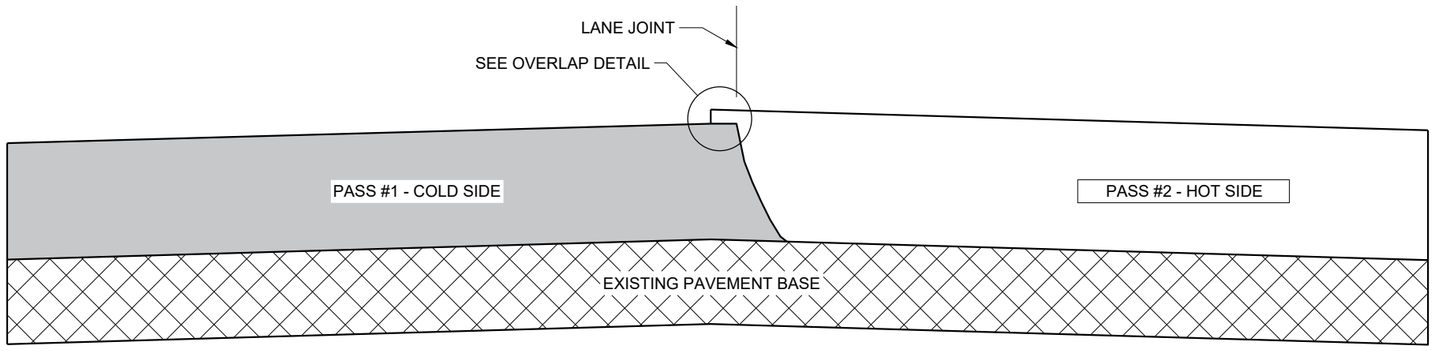
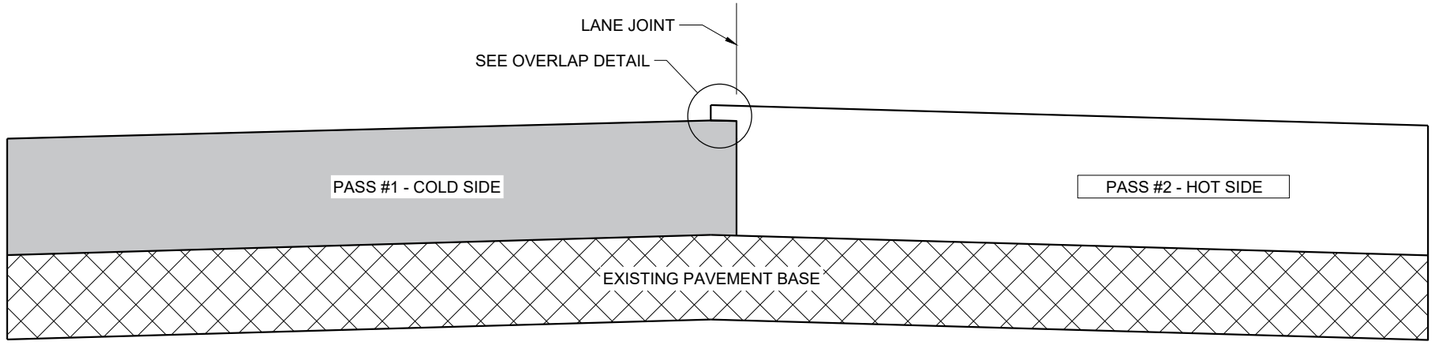
S.D.D. 12 A 3-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

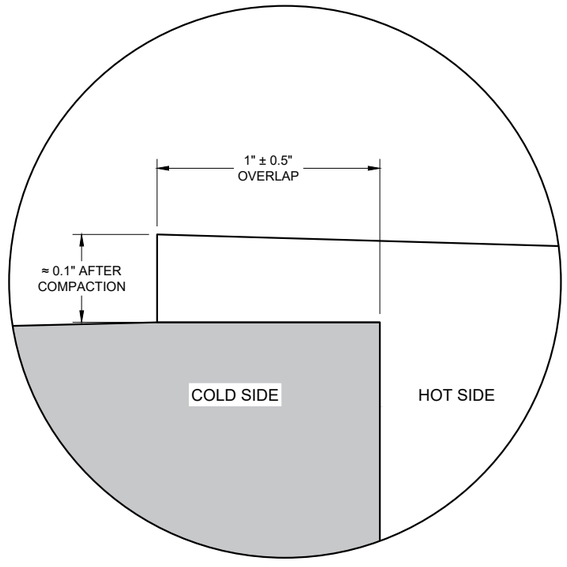
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

SDD 13C19 - 03

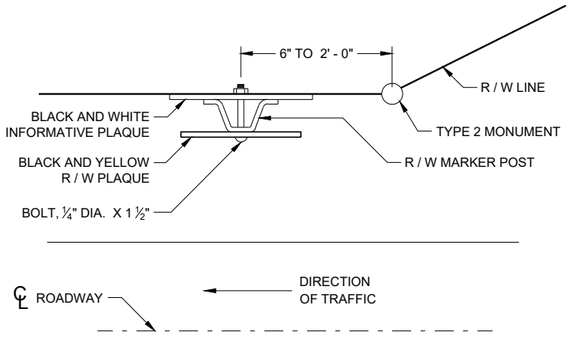
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

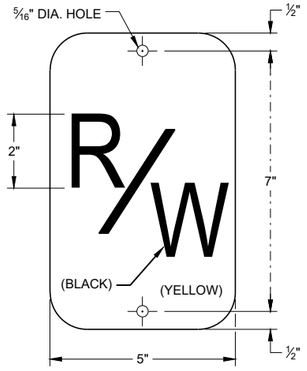
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

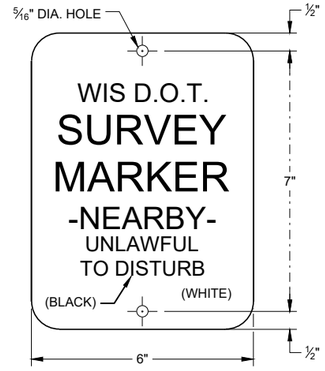


PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

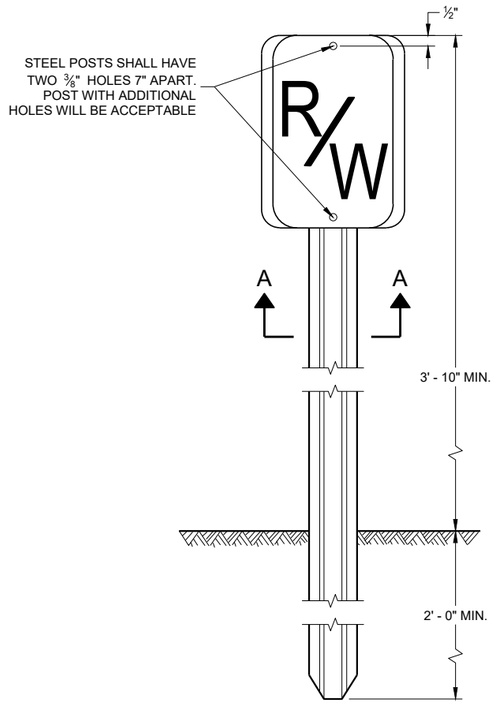
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

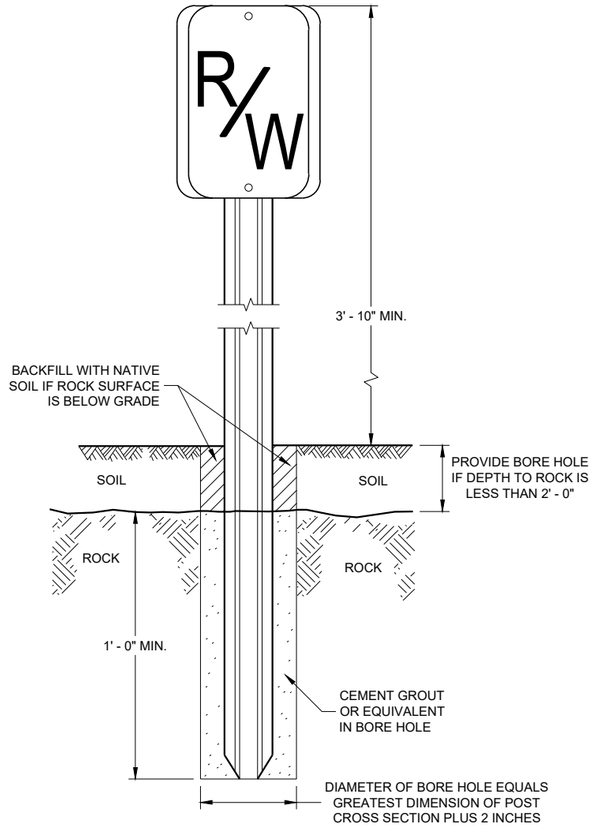
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

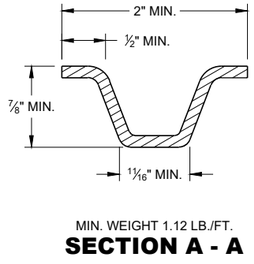
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



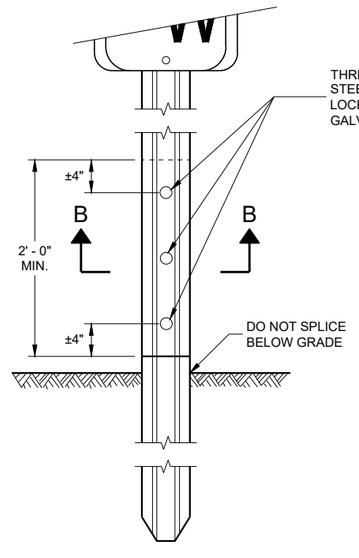
FRONT VIEW
STEEL MARKER POST



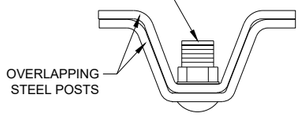
FRONT VIEW
ROCK INSTALLATION (1)



MIN. WEIGHT 1.12 LB./FT.
SECTION A - A



FRONT VIEW
SPLICE DETAIL



SECTION B - B

MARKER POST FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/18/2016 — DATE
/S/ Ray Kumapayi — CHIEF SURVEYING AND MAPPING ENGINEER

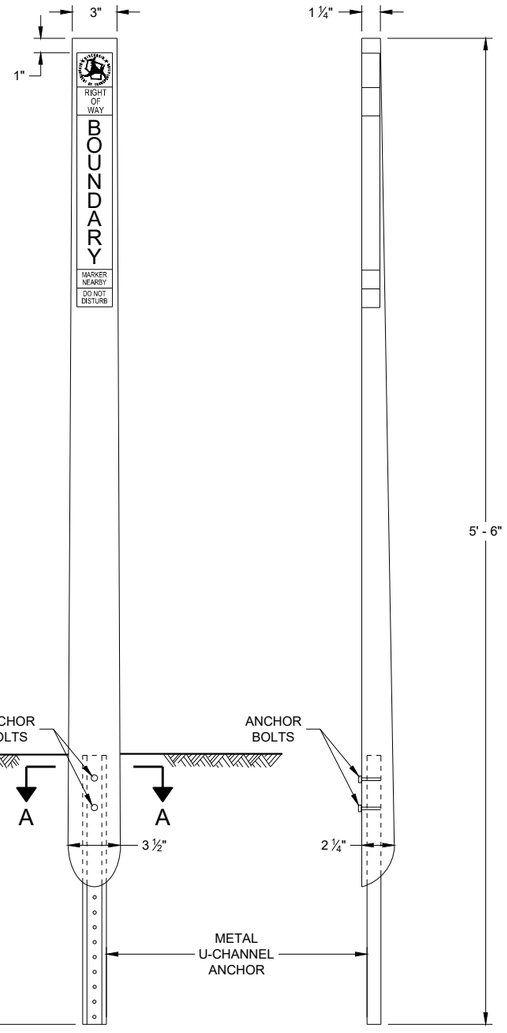
FHWA

6

SDD 15A01 - 13a

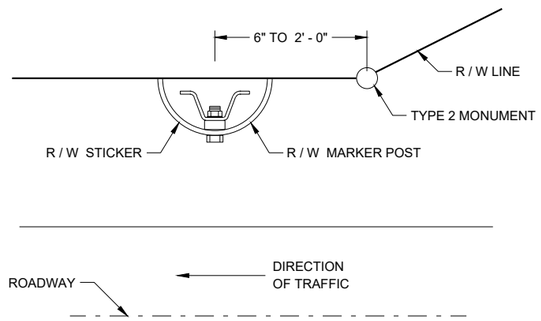
6

SDD15A01 - 13a

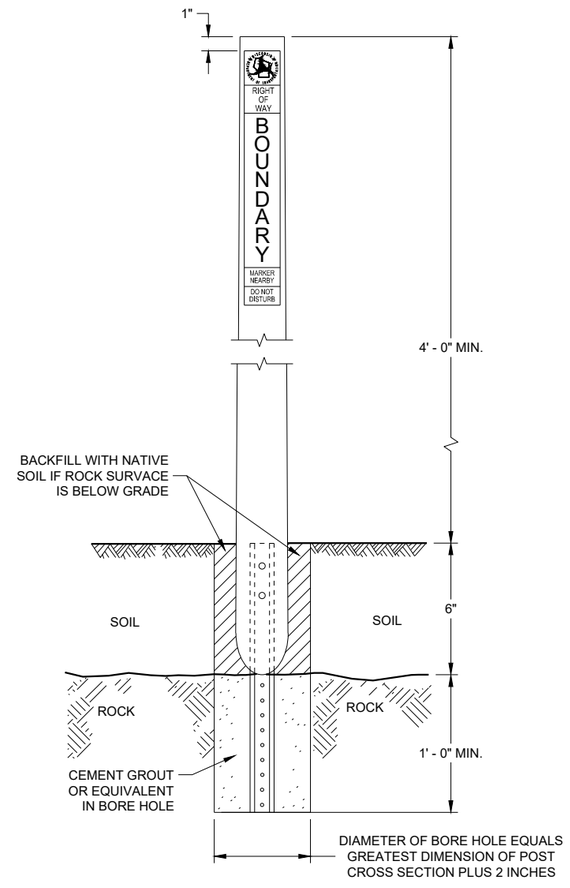


FRONT VIEW **SIDE VIEW**

FLEXIBLE MARKER POST FOR ① RIGHT-OF-WAY



PLAN VIEW



FRONT VIEW ①②

ROCK INSTALLATION

GENERAL NOTES

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

A FLEXIBLE MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

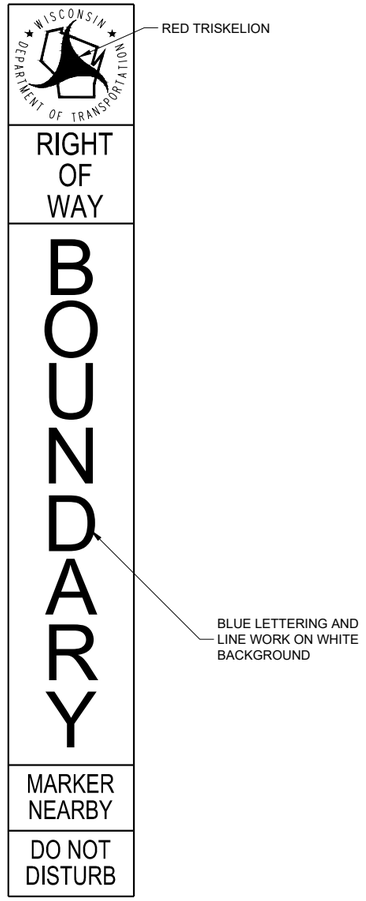
THE RIGHT-OF-WAY STICKER DIMENSIONS SHALL BE 2 ¼" X 17" AND THE STICKER SHALL BE MADE OF A NON-RELECTIVE VINYL MATERIAL. THE RIGHT-OF-WAY STICKER SHALL FACE THE ROADWAY.

INSTALL PER DEPTH OF MANUFACTURER'S RECOMMENDATION BUT NOT LESS THAN 18 INCHES BELOW GRADE FROM THE BOTTOM OF THE METAL U-CHANNEL ANCHOR.

① FLEXIBLE MARKER POSTS SHALL BE INCLUDED IN THE APPROVED PRODUCTS LIST FOR MARKER POSTS AND SHALL BE FEDERAL YELLOW IN COLOR.

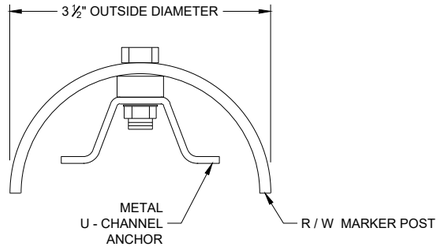
② IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 4' - 0" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR.

FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



RIGHT-OF-WAY STICKER

THE RIGHT-OF-WAY STICKER SHALL BE ATTACHED 1" FROM THE TOP OF THE RIGHT-OF-WAY POST PRIOR TO DELIVERY.



SECTION A - A

FLEXIBLE MARKER POST FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/16/2016 DATE
/S/ Ray Kumapayii
CHIEF SURVEYING AND MA ENGINEER

FHWA

6

SDD15A01 - 13b

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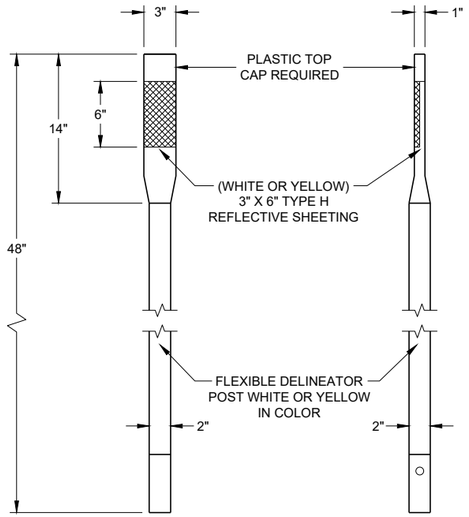
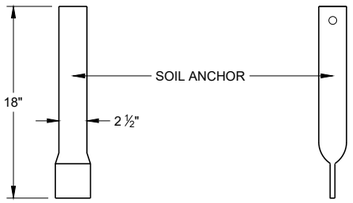
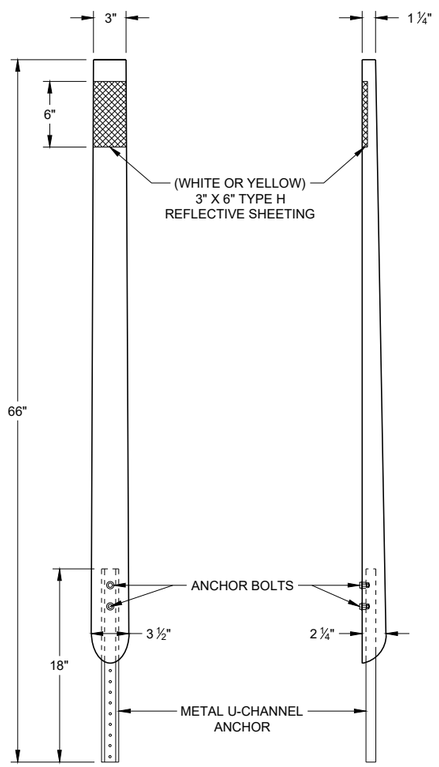
SDD15A01 - 13b





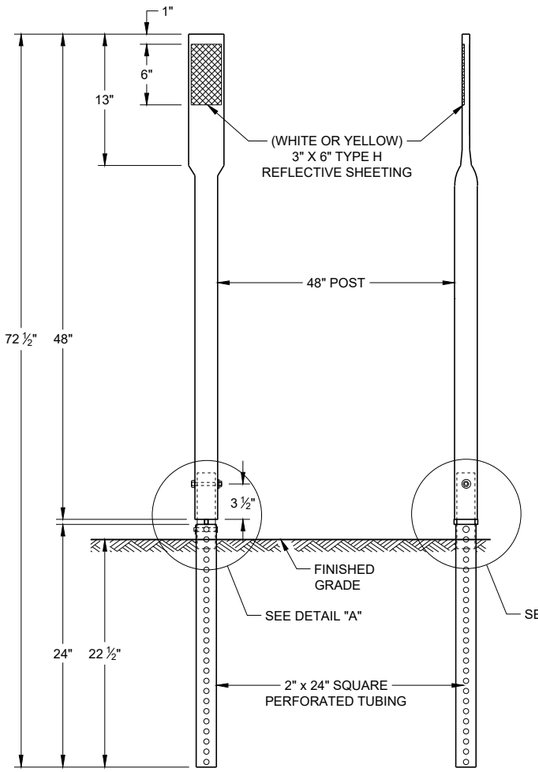
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



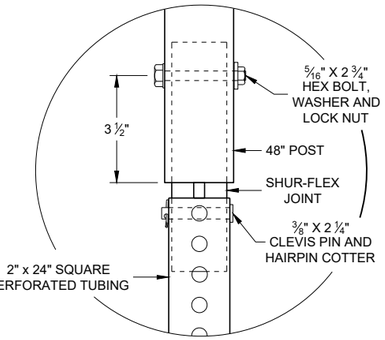
FRONT VIEW SIDE VIEW

ALTERNATE 3

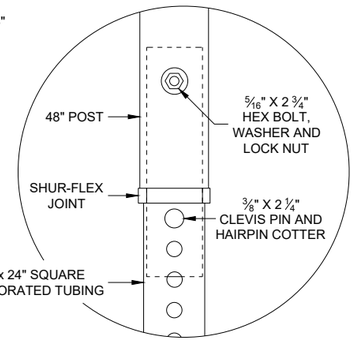
FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

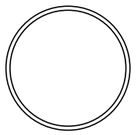
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



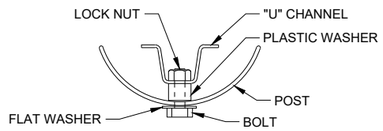
DETAIL A



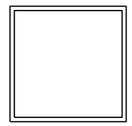
DETAIL B



SECTION A - A



SECTION B - B

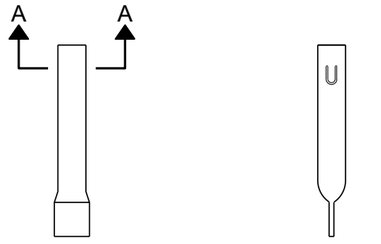


SECTION C - C

REFLECTOR SPACING TABLE

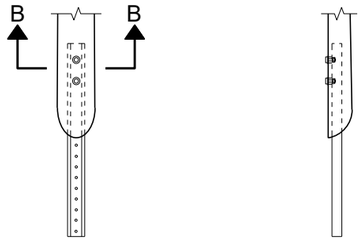
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



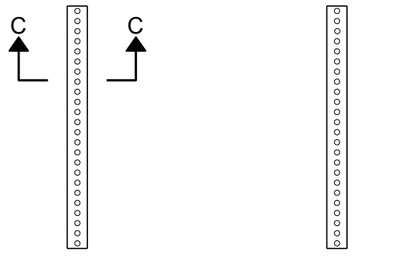
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

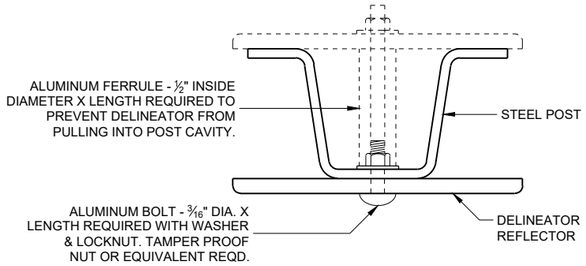
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

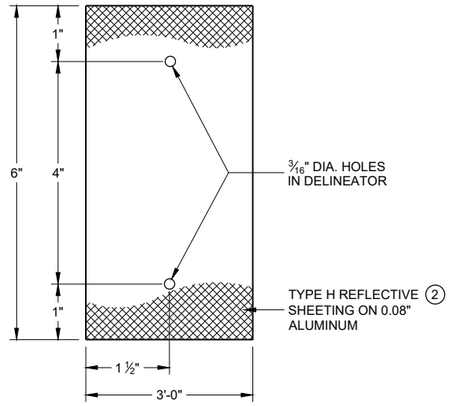
6

SDD 15A04 - 07a

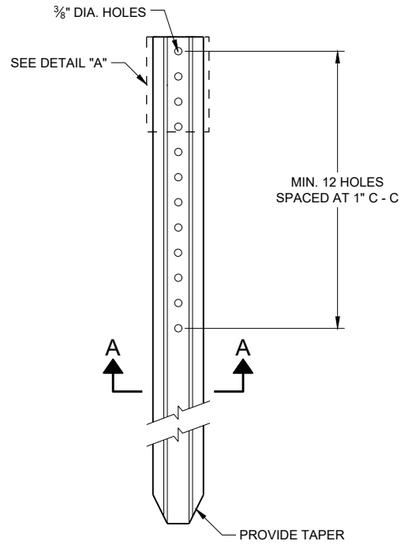
SDD 15A04 - 07a



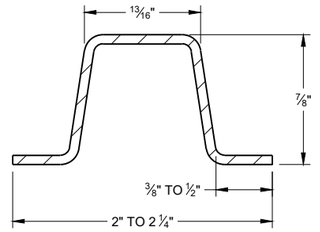
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



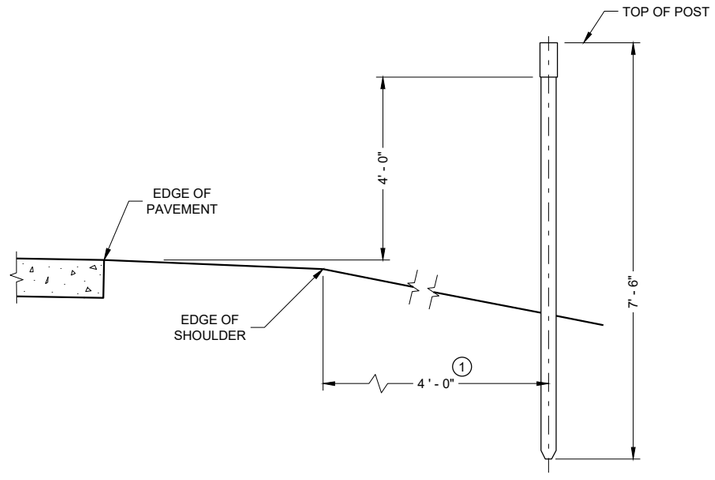
SECTION A - A

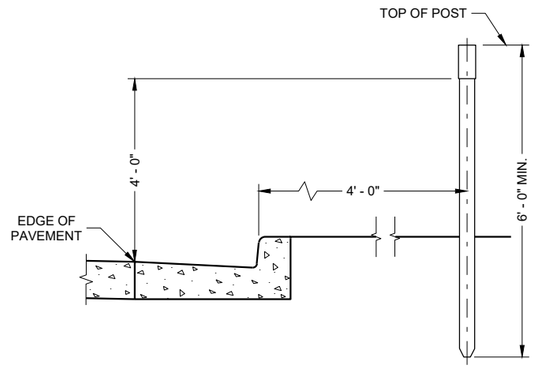
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

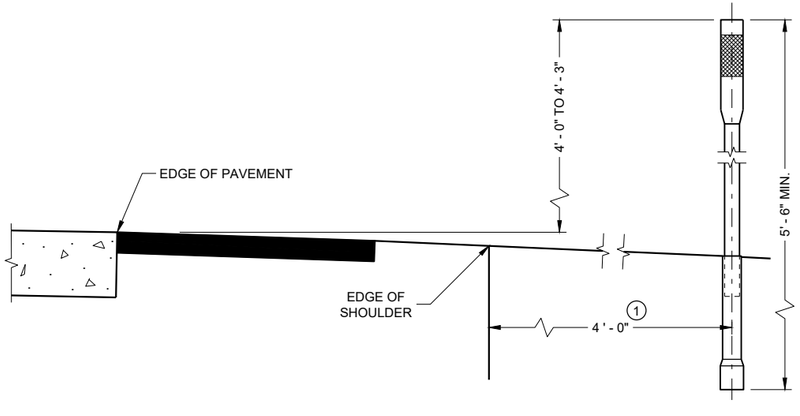
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

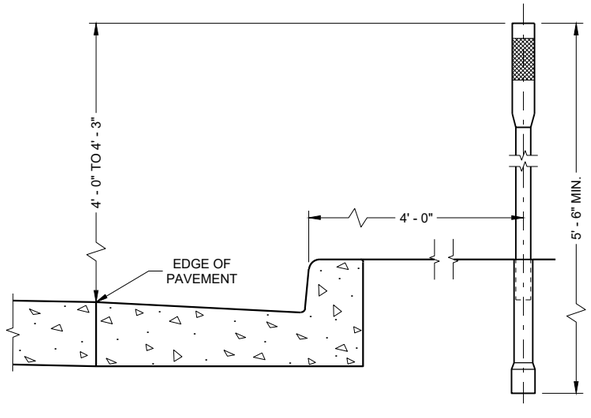
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





TYPICAL INSTALLATIONS OF DELINEATOR POSTS





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

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

1. DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.
2. FURNISH TYPE H SHEETING FROM THE APPROVED PRODUCTS LIST.

DELINEATOR POST WITH REFLECTIVE SHEETING

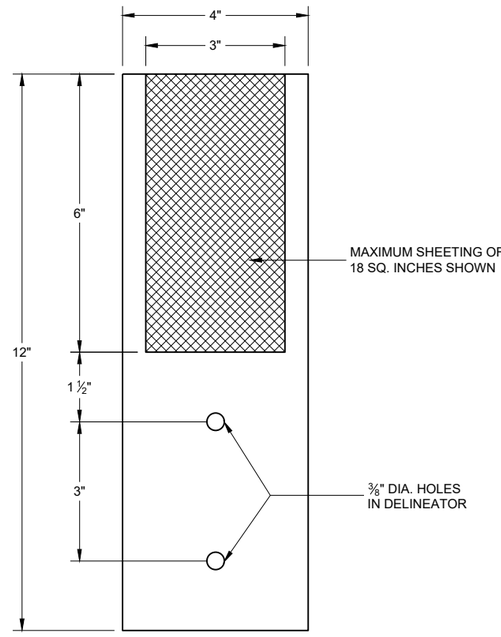
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15A04 - 07c



4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

6

6

SDD 15A04 - 07e

SDD15A04 - 07e

DELINEATOR
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2021
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAR
ENGINEER

FHWA

GENERAL NOTES

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

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

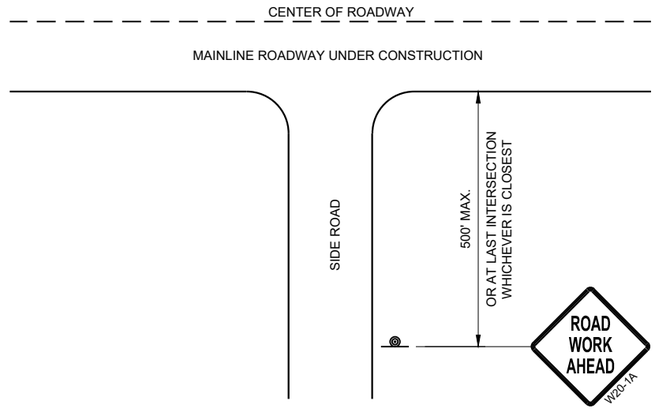
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

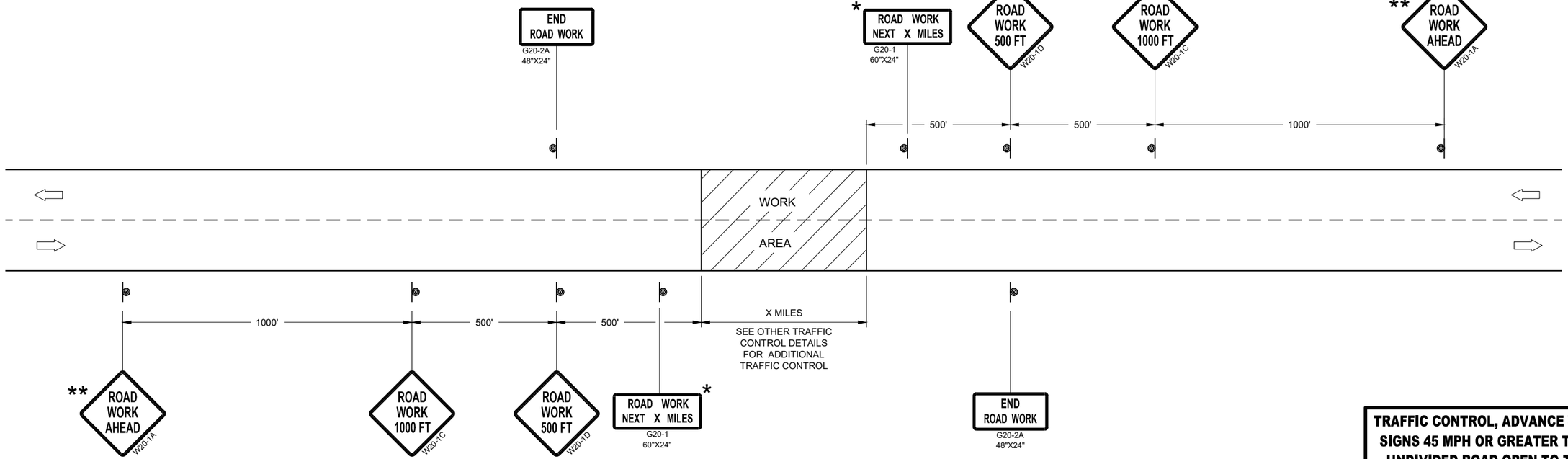
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

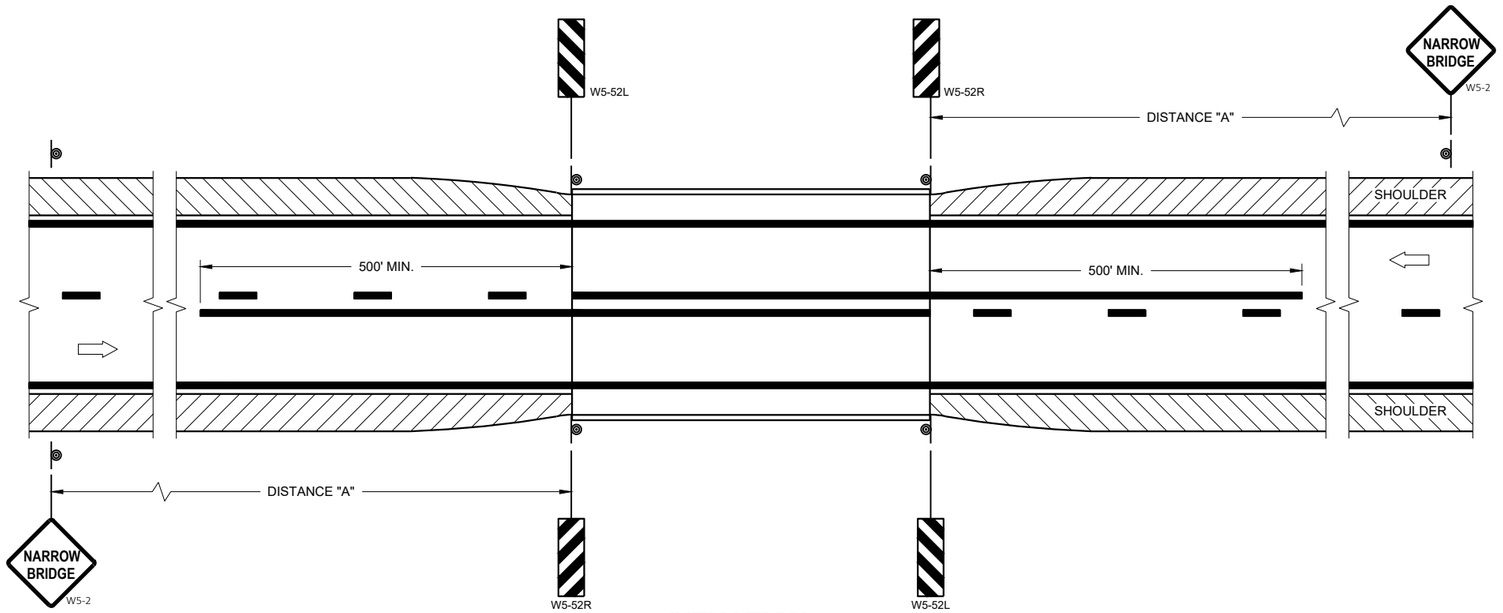
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

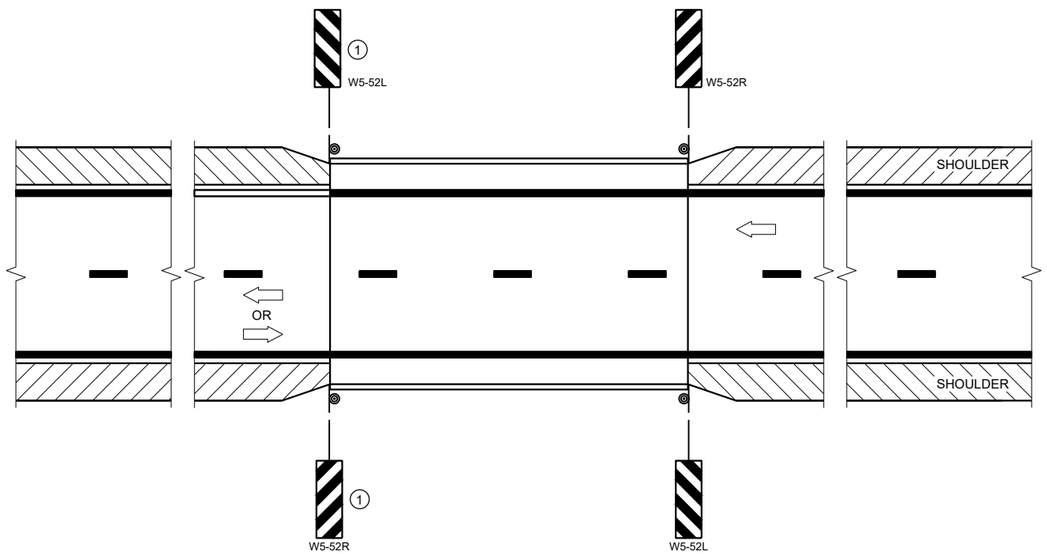
6

SDD 15C04 - 05



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 — STATE SIGNING AND MARKING ENGINEER
FHWA

6
SDD 15C06-12

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

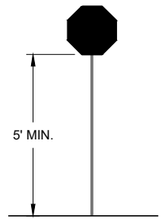
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



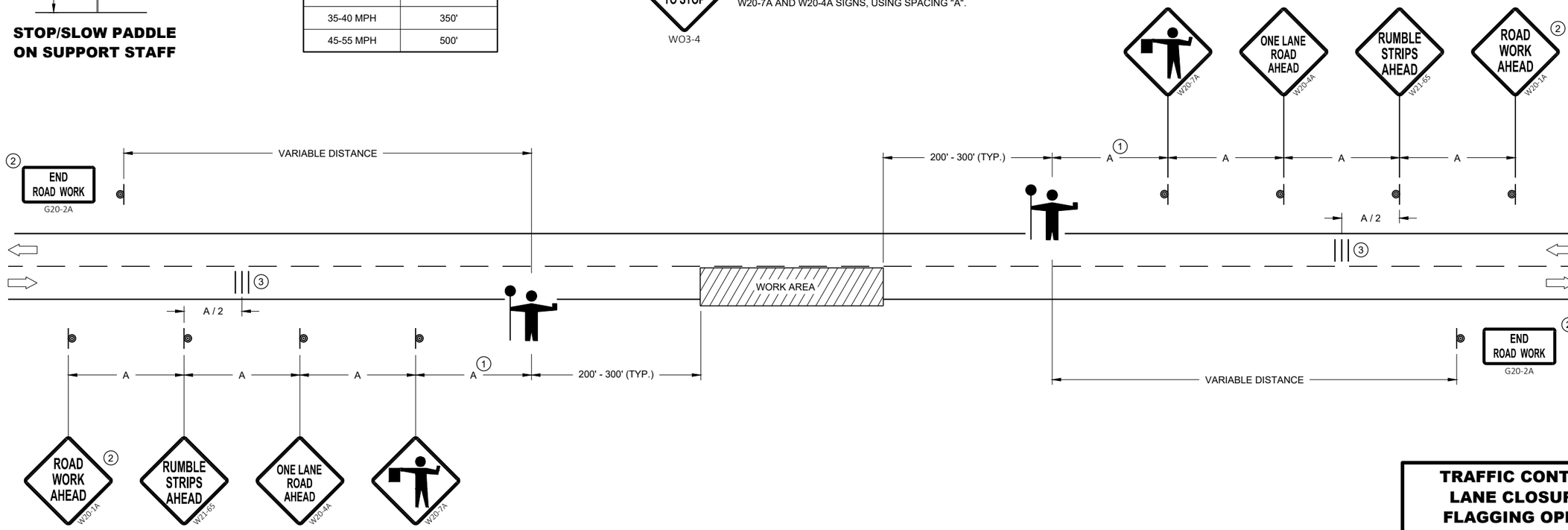
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

LEGEND

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

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

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

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

(1) IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE WO1-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE WO1-3 SIGN.

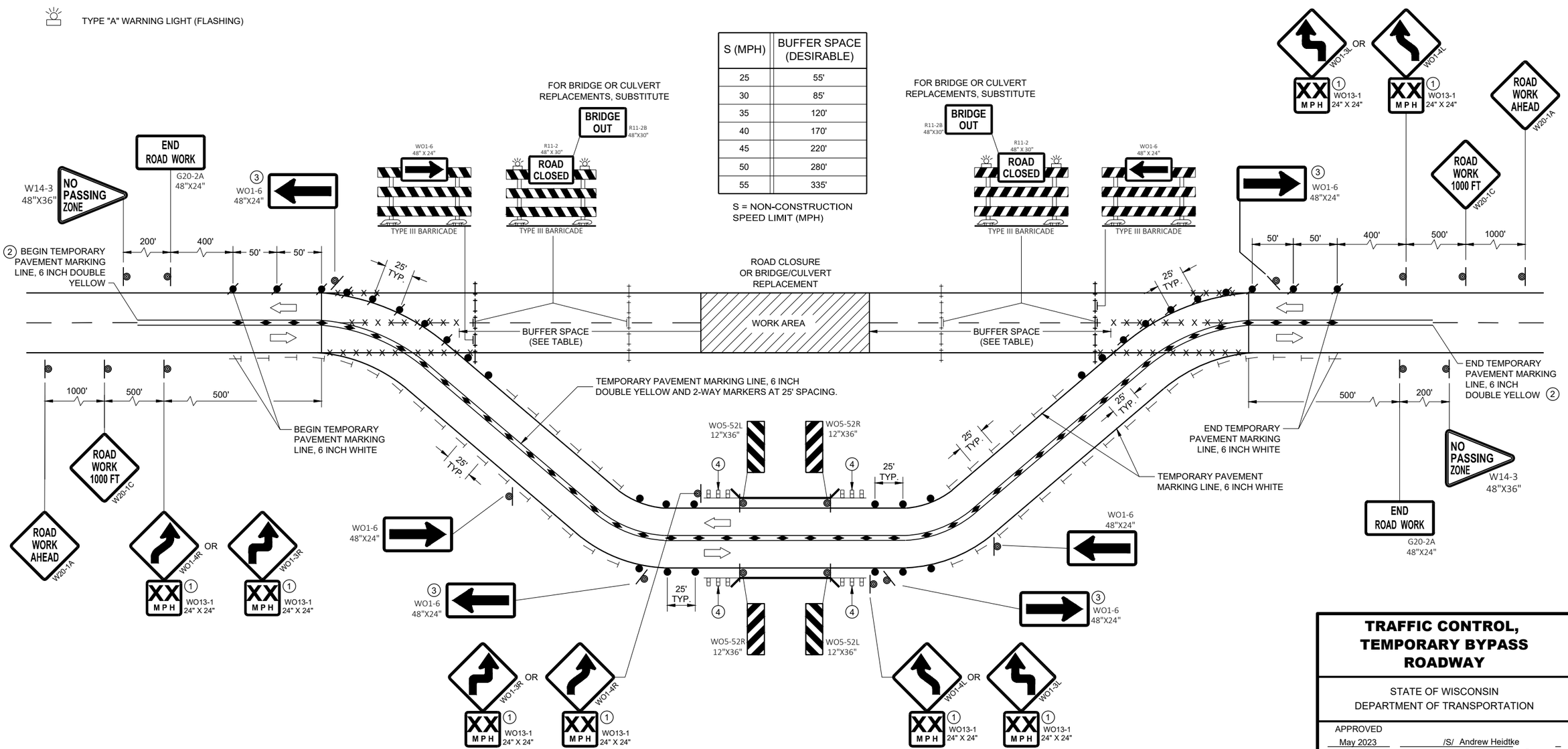
(2) WHEN THE DISTANCE TO / FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

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

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

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

S = NON-CONSTRUCTION SPEED LIMIT (MPH)



TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6 SDD 15D31-05

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

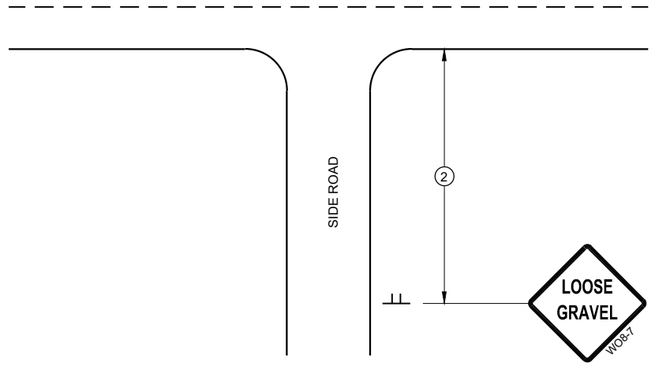
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

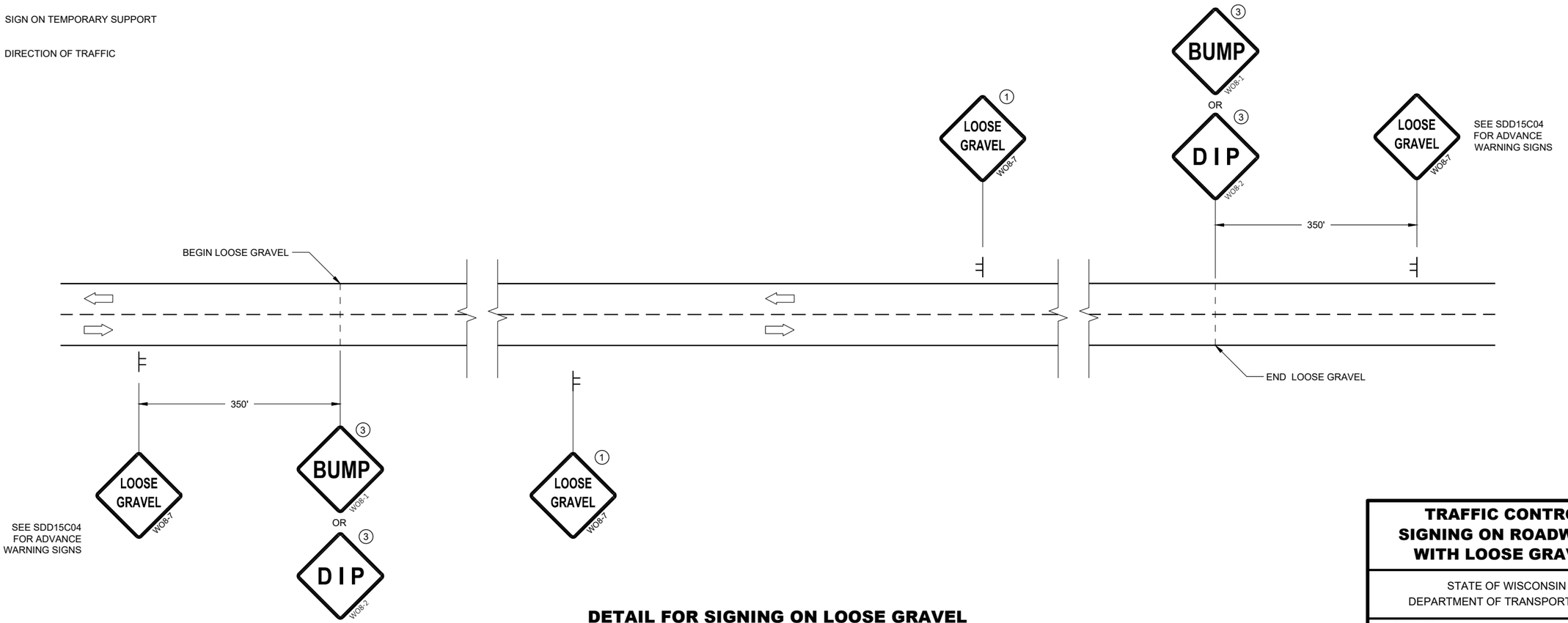
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

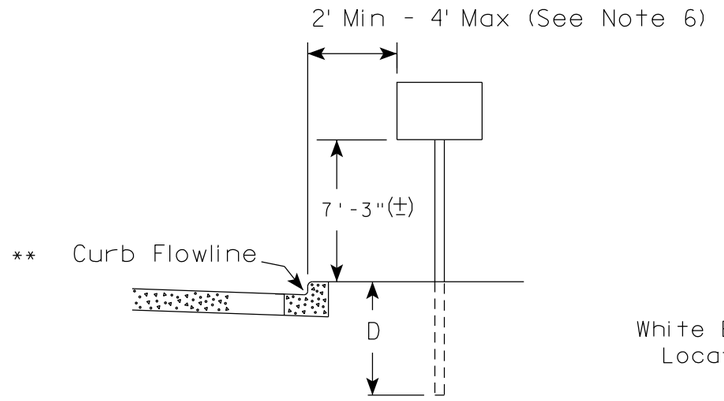
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

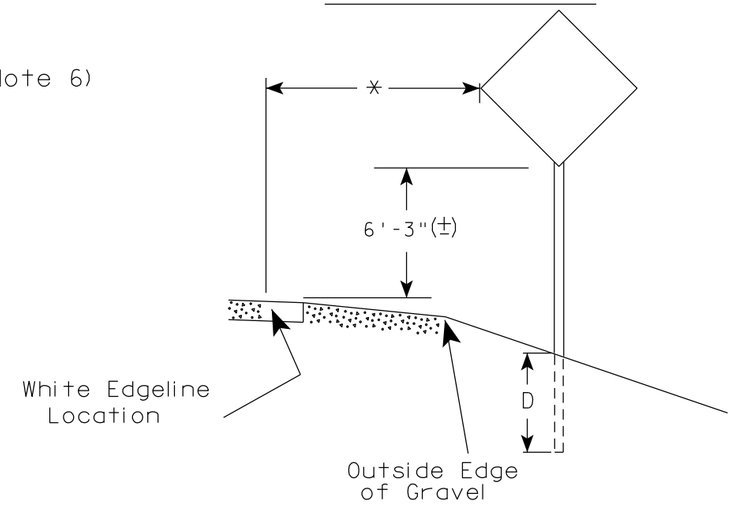
6

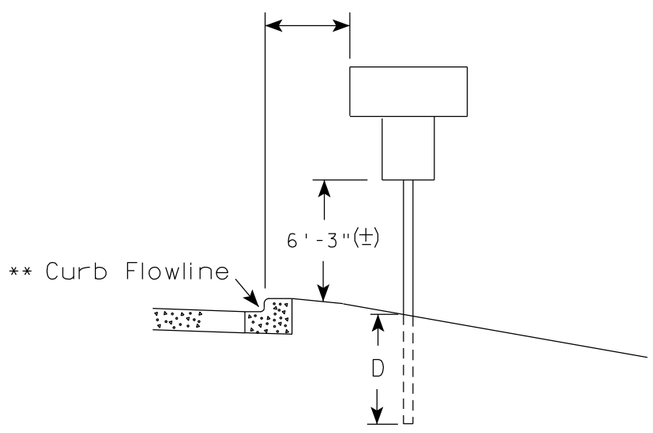
SDD 15D45 - 03

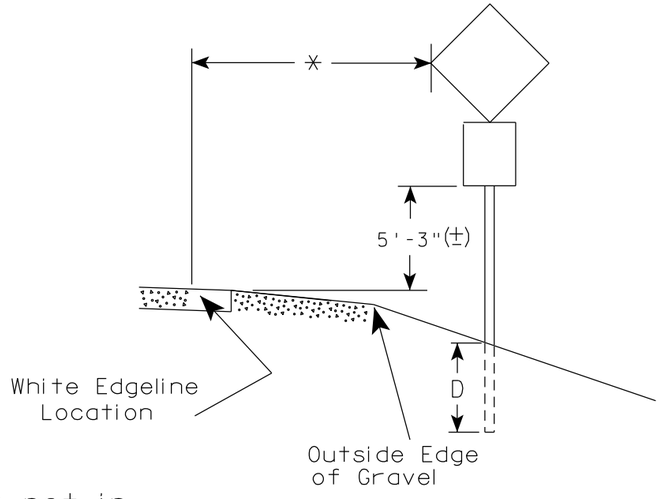
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

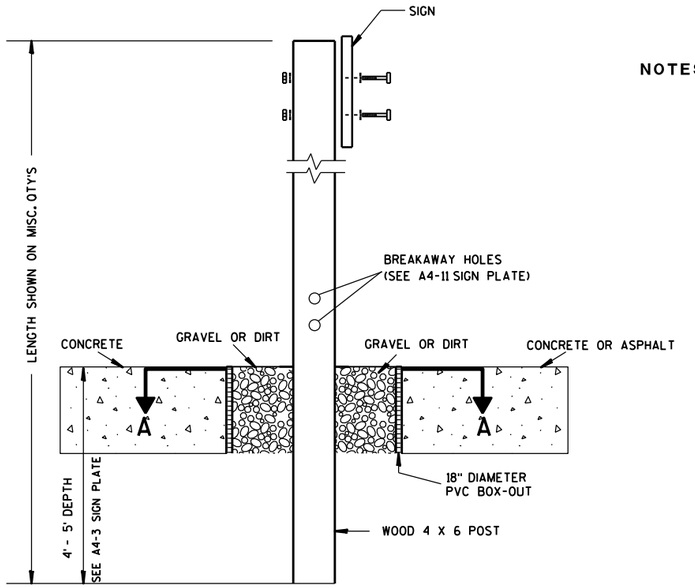
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

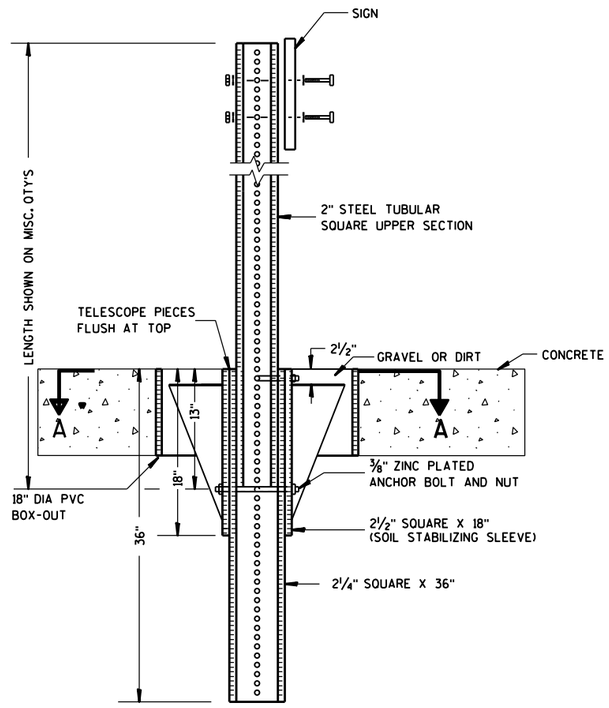
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 28	E



ELEVATION VIEW

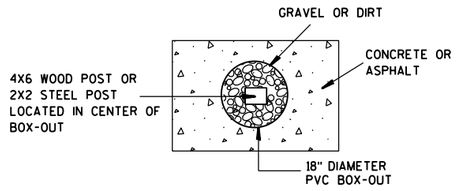
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

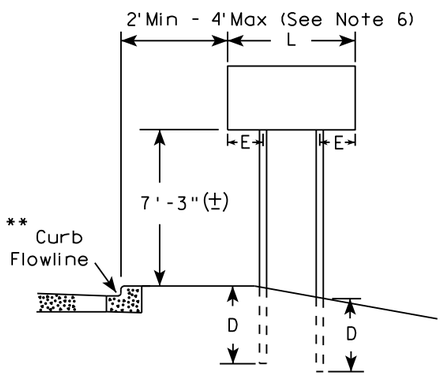
APPROVED Matthew R Rauch
for State Traffic Engineer

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

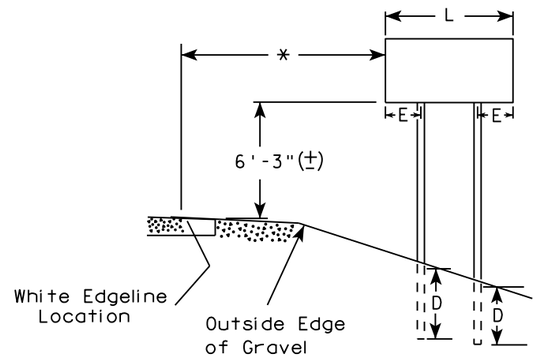
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

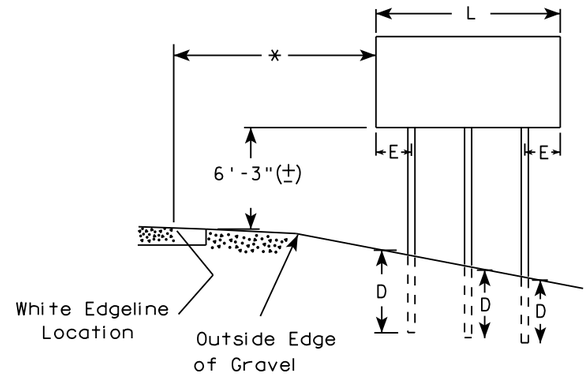
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

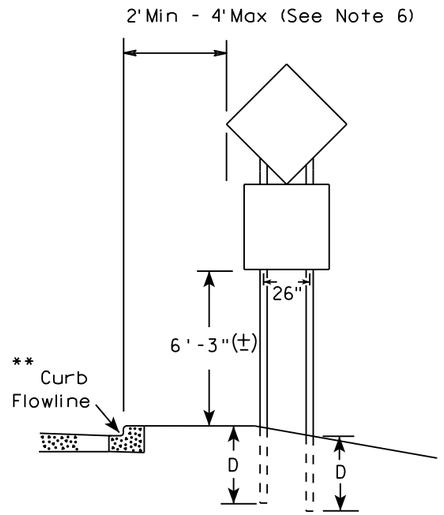
URBAN AREA



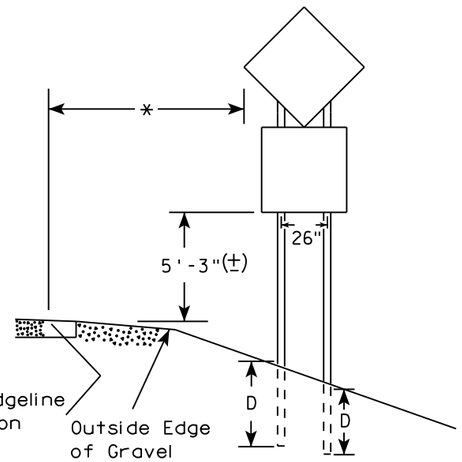
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

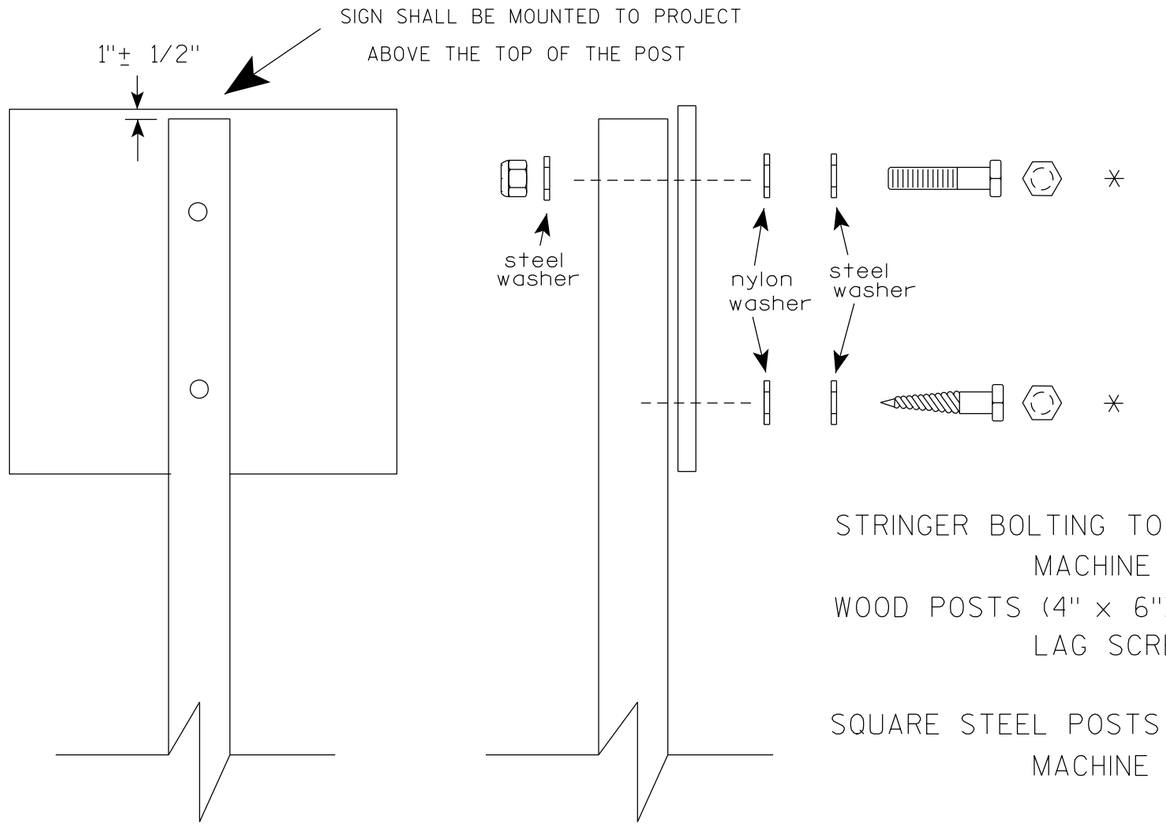
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 30	E



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

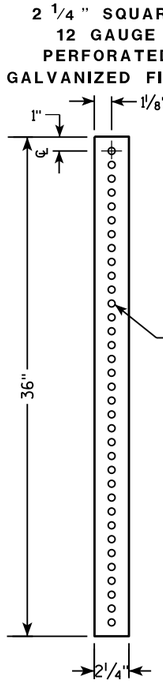
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

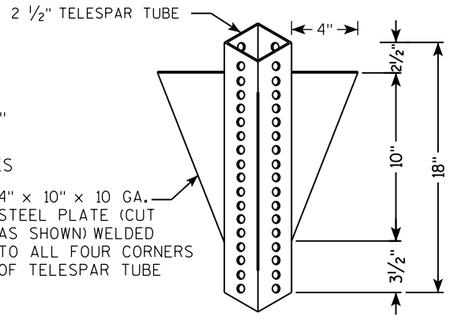
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

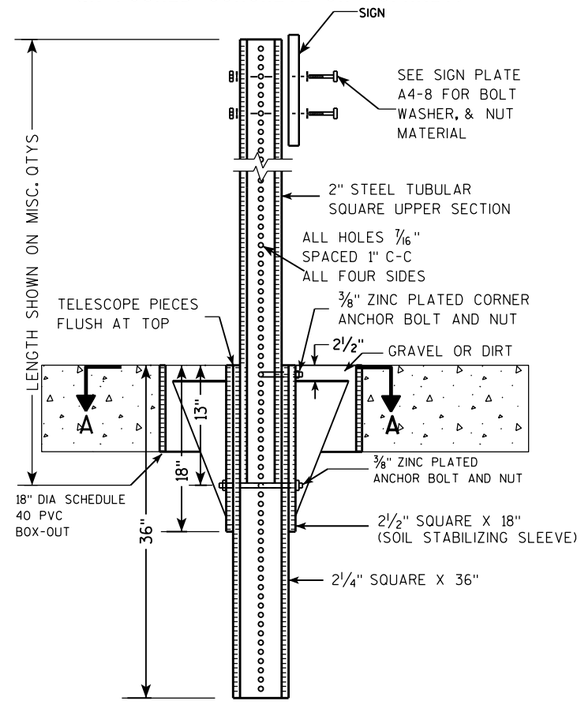
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



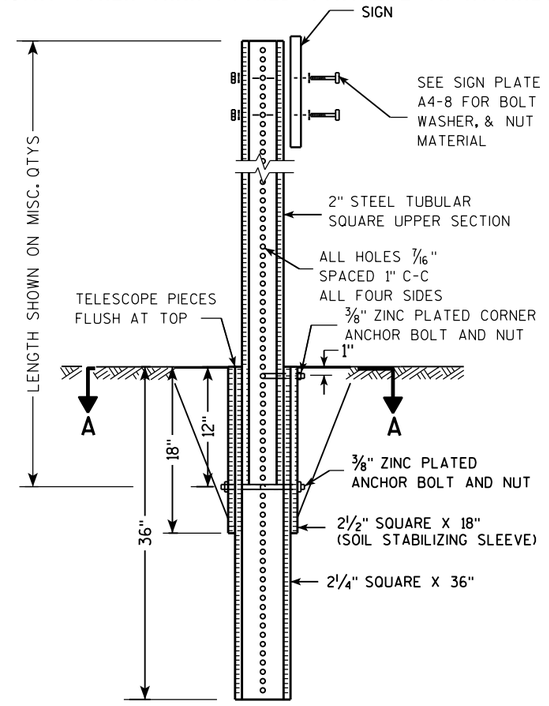
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

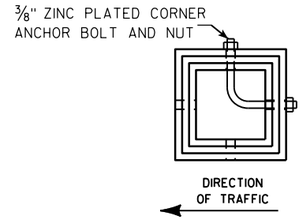


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

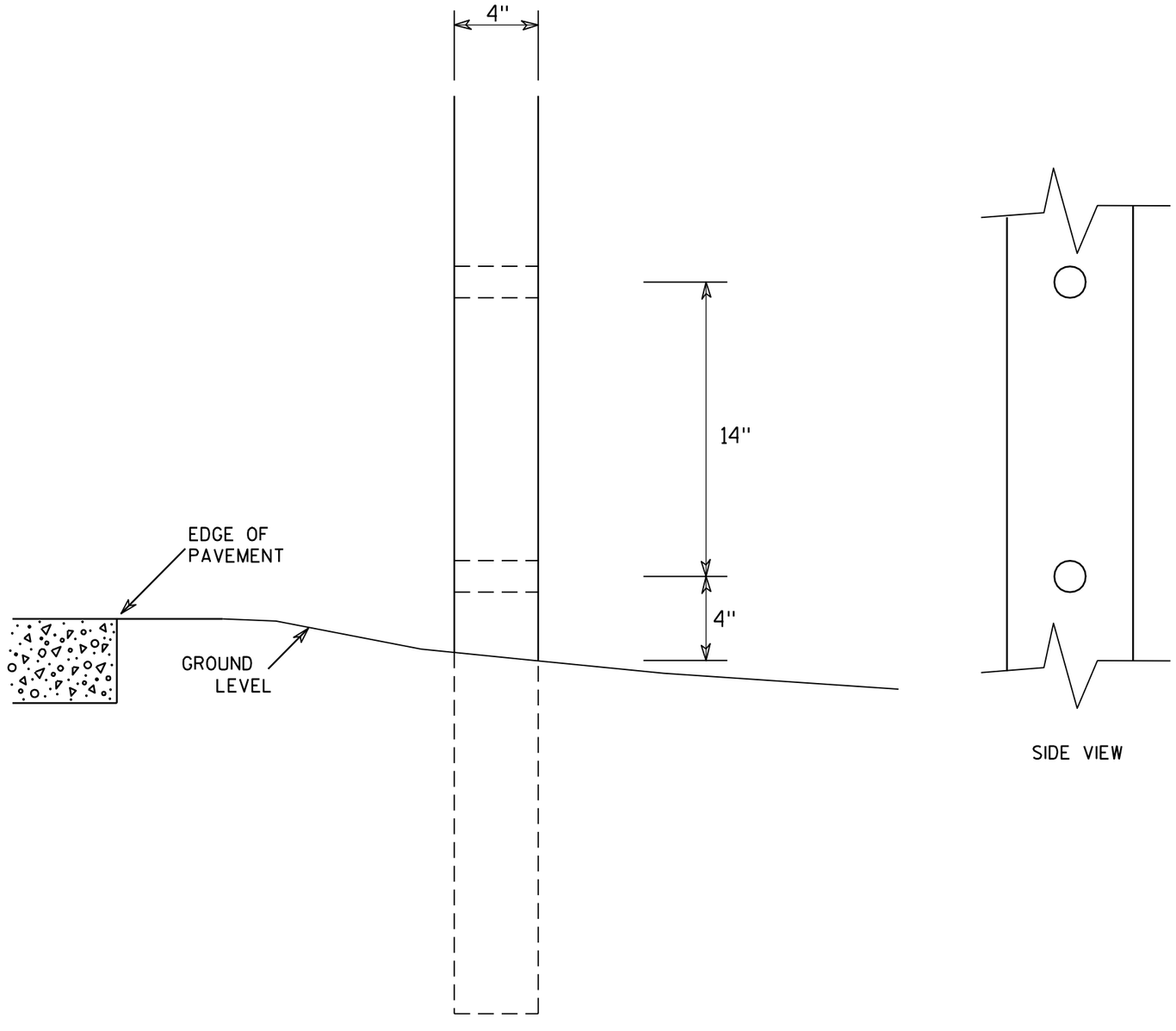
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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



SIDE VIEW

GENERAL NOTES

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

7

7

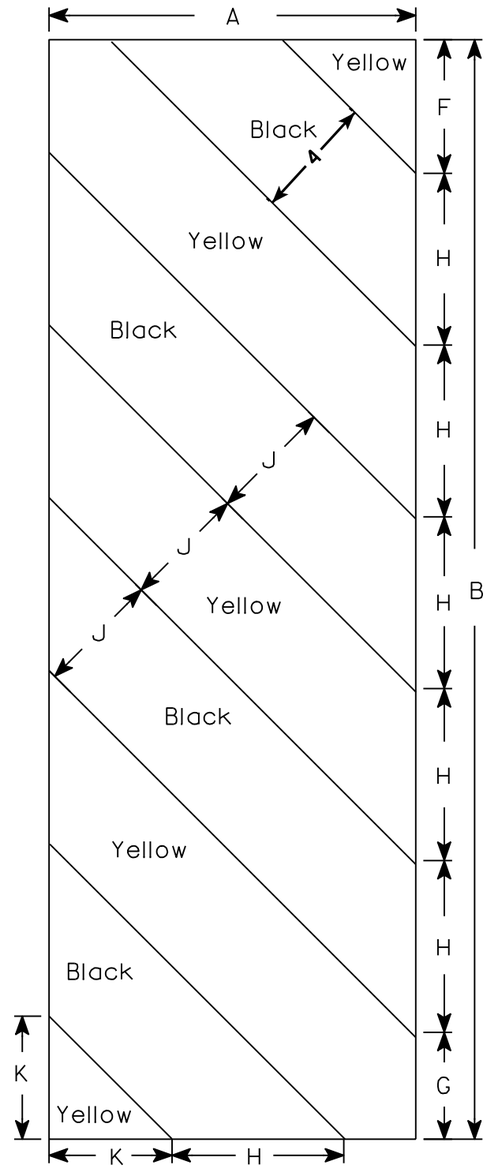
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

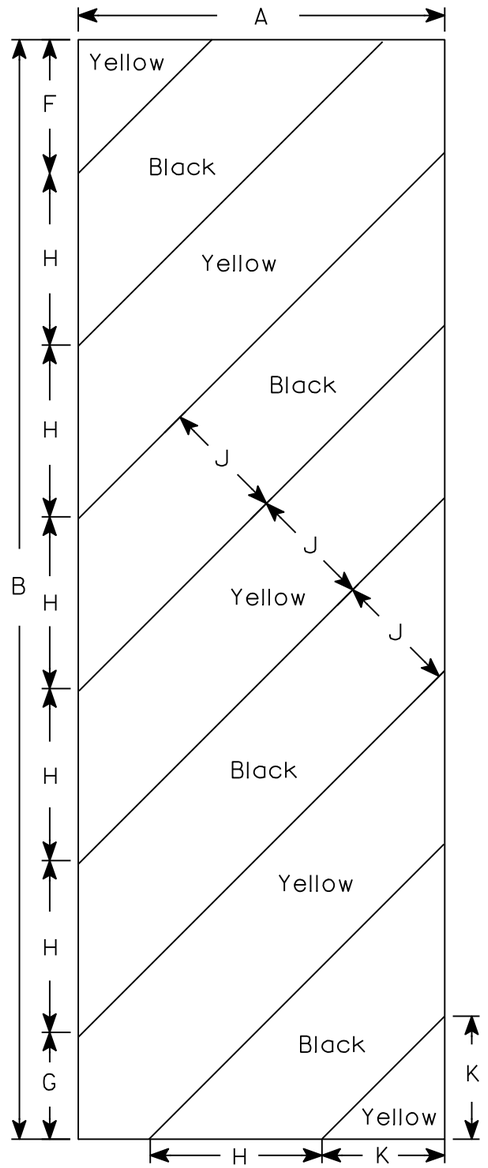
APPROVED Chester J Spang
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 33	E



W5-52L



W5-52R

NOTES

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

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

STANDARD SIGN

W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

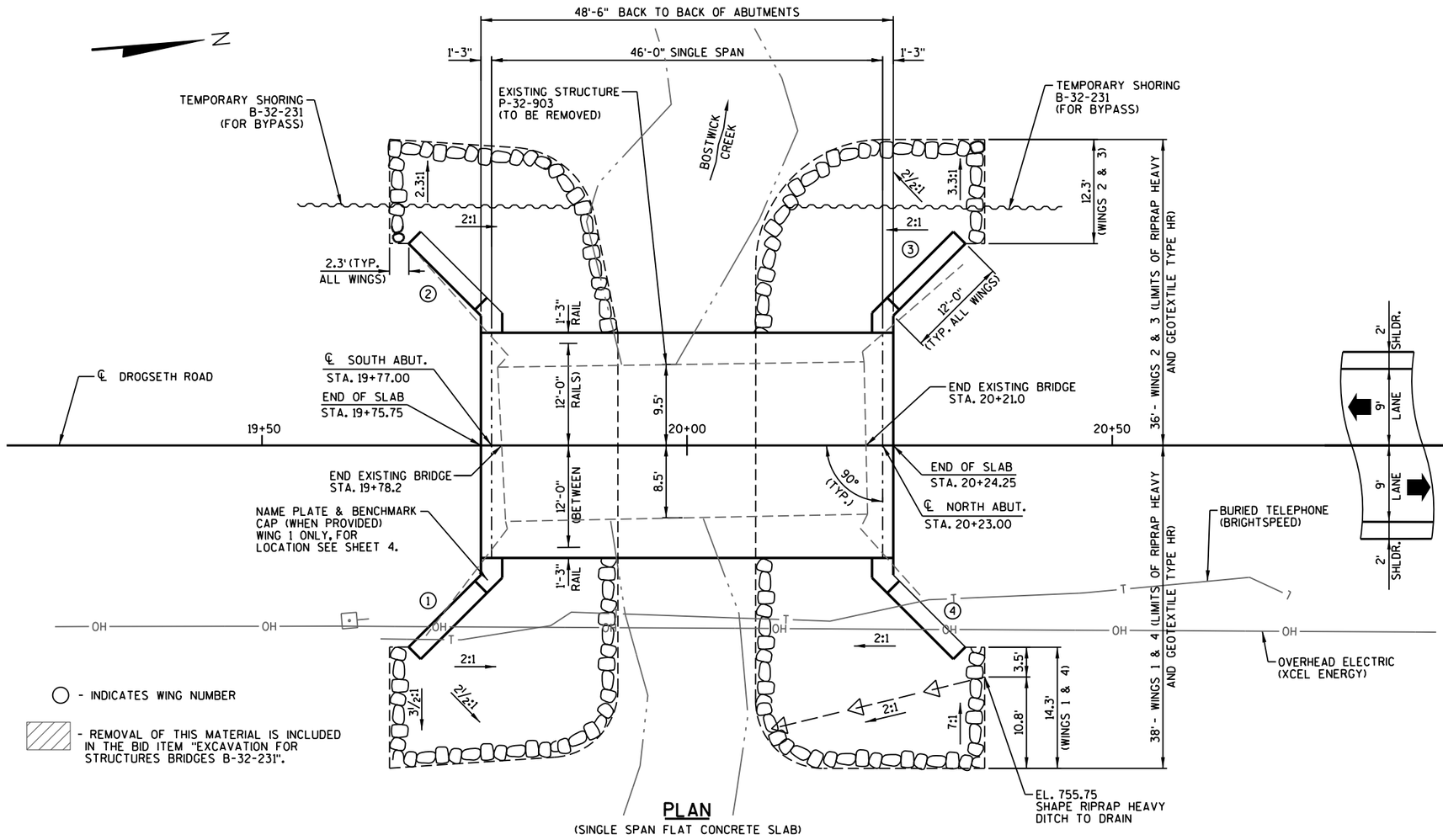
APPROVED Matthew R Rauch
for State Traffic Engineer

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

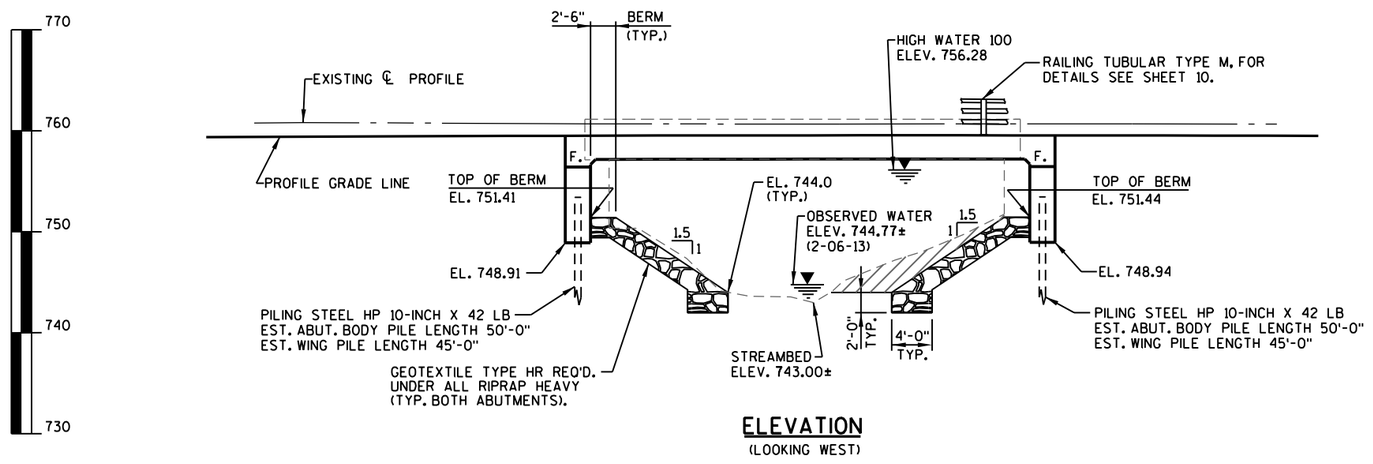
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 34	E

STATE PROJECT NUMBER

5346-00-71



PLAN
(SINGLE SPAN FLAT CONCRETE SLAB)



ELEVATION
(LOOKING WEST)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING : HL-93
INVENTORY RATING FACTOR : 1.08
OPERATIONAL RATING FACTOR : 1.40

TRAFFIC DATA:

A.A.D.T. (2024) = 40
A.A.D.T. (2044) = 45
R.D.S. = 45 MPH

WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS.

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

MATERIAL PROPERTIES:

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

HIGH-STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 —— fy = 60,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB. DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS ✳ PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED ABUT. BODY PILE LENGTHS ARE 50'-0". ESTIMATED WING PILE LENGTHS ARE 45'-0".

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

HYDRAULIC DATA:

100 YEAR FREQUENCY

DRAINAGE AREA	12.6 SQ. MI.
Q_{100}	3,180 C.F.S.
VELOCITY	9.2 FT./SEC.
WATERWAY AREA	346 SQ. FT.
SCOUR CRITICAL CODE	5
HIGH WATER $_{100}$ ELEVATION	756.28
Q_2 ELEVATION (440 C.F.S.)	749.59

ROADWAY OVERFLOW DESIGN FREQUENCY

OVERTOPPING FREQUENCY	> 100 YEARS

LIST OF DRAWINGS

CONSULTANT DESIGN CONTACT:
LEAH RHODES
(608) 355-8945

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

NO.	DATE	REVISION	BY

MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL DEVELOPMENT • ENVIRONMENTAL
1230 South Boulevard Baraboo, WI 53913
608-356-2771 1-800-362-4505 Fax: 608-356-2770

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 11/14/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-32-231

DROGSETH ROAD OVER BOSTWICK CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
LA CROSSE	BARRE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
DHW	JRS	RLR	DHW

GENERAL PLAN

SHEET 1 OF 10
35

WISCONSIN
LEAH J. RHODES
E-41726
BARABOO
WI
PROFESSIONAL ENGINEER
8/31/2023

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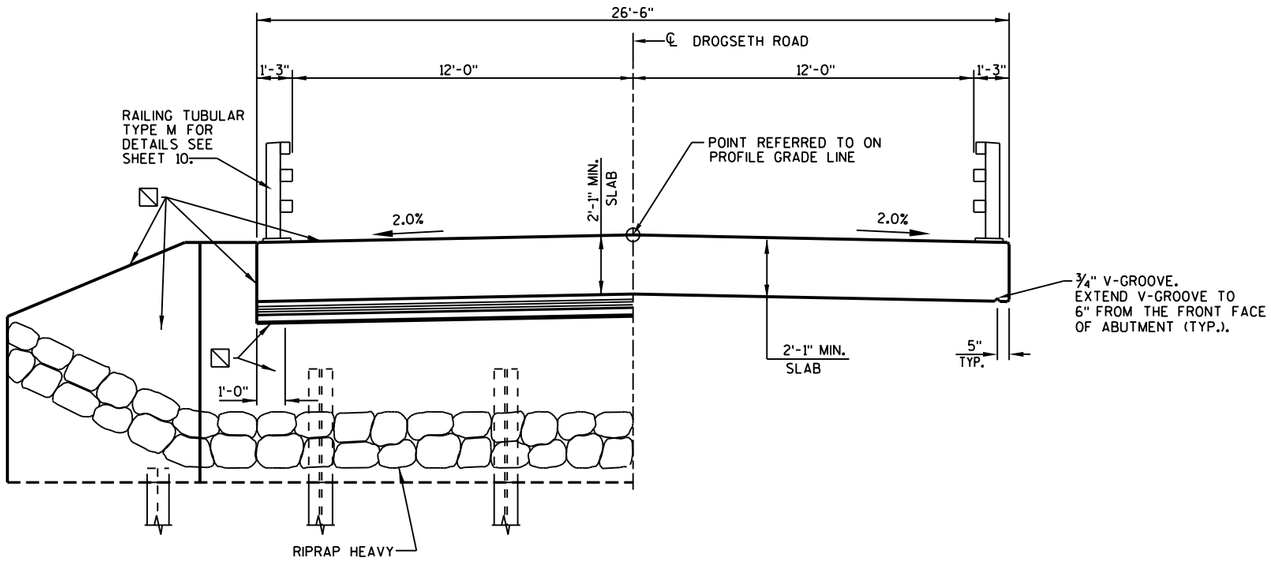
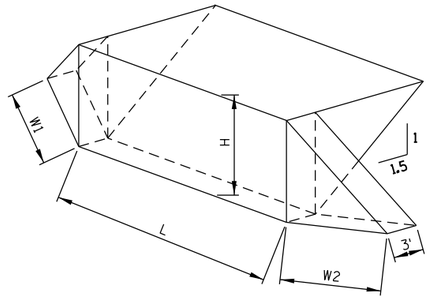


AT ABUTMENTS IN SPAN

CROSS SECTION THRU BRIDGE

(LOOKING NORTH)



ABUTMENT BACKFILL DIAGRAM

L = OUT-TO-OUT OF ABUTMENT (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
W1 = WING 1 LENGTH (FT)
W2 = WING 2 LENGTH (FT)

$V_{CF} = (L)(3.0')(H)+(L)(0.5)(1.5H)(H)+(0.5)(H)(W1+W2)(3.0')$

$V_{TON} = V_{CF}(2.0)/27$

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST DIGIT OF A THREE DIGIT BAR MARK AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFY THE BAR SIZE.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH RIPRAP HEAVY AND GEOTEXTILE TYPE HR TO THE LIMITS SHOWN ON SHEET 1 AND ON THE ABUTMENT SHEETS OR AS DIRECTED BY THE ENGINEER.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" FOR THE ABUTMENTS.

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

THIS STRUCTURE WILL REPLACE EXISTING STRUCTURE P-32-903, AN 18' WIDE BY 42.8 FT. LONG STEEL DECK GIRDER BRIDGE WITH TIMBER DECK SUPPORTED ON TIMBER BACKED TIMBER PILE ABUTMENTS.

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

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

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 THE ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

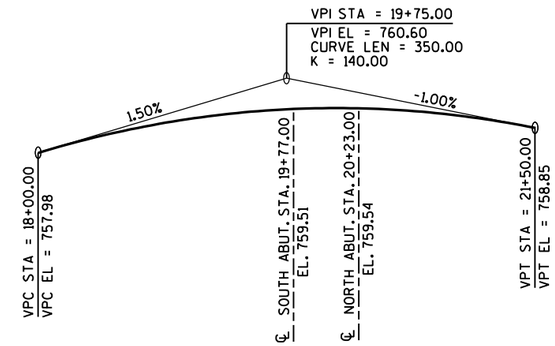
DO NOT PLACE FILL ABOVE 3'-0" FROM THE BOTTOM OF ABUTMENT UNTIL THE SUPERSTRUCTURE IS IN PLACE.

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

▨ - PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP AND EDGES OF SLAB, TO THE OUTSIDE 1'-0" OF THE UNDERSIDE OF SLAB, TO THE TOPS OF WINGS, AND TO THE EXPOSED FRONT FACES OF WINGS AND ABUTMENTS TO 1'-0" IN FROM THE EDGE OF SLAB.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO USGS NAVD 88 (96 ADJUSTED). BENCHMARK REFERENCES AT THE PROJECT SITE WERE SET BY THE CONSULTANT USING GPS TECHNOLOGY.

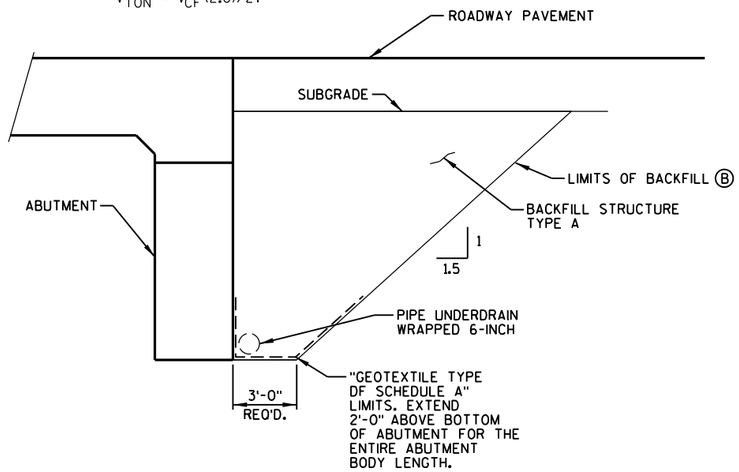
FOR DETAILS OF TEMPORARY BYPASS AND TEMPORARY BRIDGE, SEE ROAD PLANS.



PROFILE GRADE LINE - DROGSETH ROAD

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEM	UNIT	SOUTH ABUT.	NORTH ABUT.	SUPER	TOTAL
203.0260.01	REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS P-32-903	EACH	-	-	-	1
206.1001.01	EXCAVATION FOR STRUCTURES BRIDGES (B-32-231)	EACH	-	-	-	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	242	242	-	484
502.0100	CONCRETE MASONRY BRIDGES	CY	40.4	40.4	103.0	184
502.3200	PROTECTIVE SURFACE TREATMENT	SY	25	25	173	223
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2,270	2,270	-	4,540
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,920	1,920	17,350	21,190
511.1200.01	TEMPORARY SHORING B-32-231	SF	200	200	-	400
513.4061	RAILING TUBULAR TYPE M	LF	-	-	100	100
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	6	6	-	12
550.1100	PILING STEEL HP (10-INCH X 42 LB)	LF	290	290	-	580
606.0300	RIPRAP HEAVY	CY	120	125	-	245
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	90	90	-	180
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	51	51	-	102
645.0120	GEOTEXTILE TYPE HR	SY	220	225	-	445
	NON-BID ITEMS					
	CORK FILLER	SIZE				¾"
	PREFORMED FILLER	SIZE				½" & ¾"



STRUCTURE BACKFILL DETAIL

STATE PROJECT NUMBER

5346-00-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-231

DRAWN BY RLR | PLANS CK'D. DHW

CROSS SECTION, QUANTITIES & NOTES

SHEET 2 OF 10
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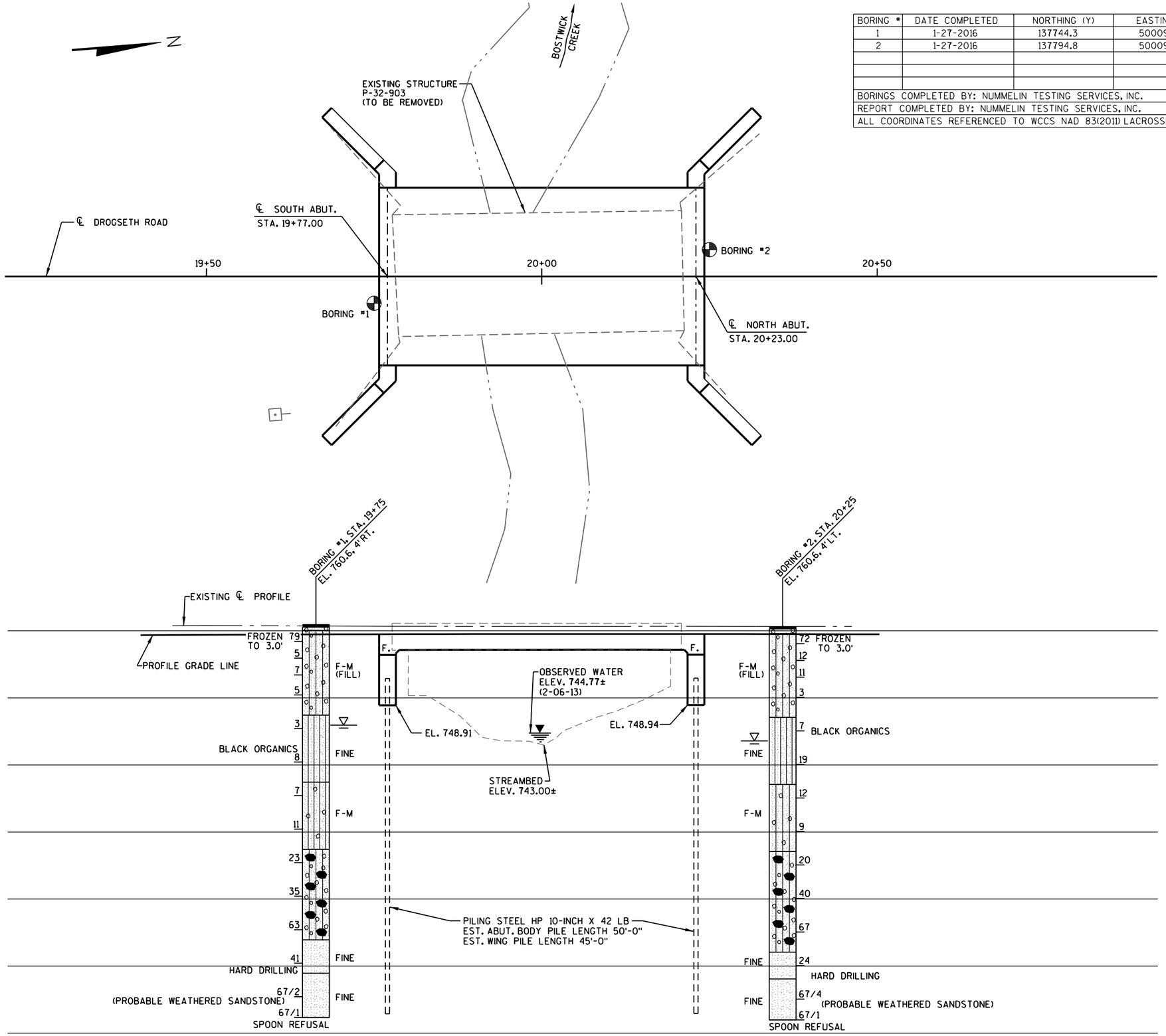


BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	1-27-2016	137744.3	500099.8
2	1-27-2016	137794.8	500095.8
BORINGS COMPLETED BY: NUMMELIN TESTING SERVICES, INC.			
REPORT COMPLETED BY: NUMMELIN TESTING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(2011) LACROSSE COUNTY			

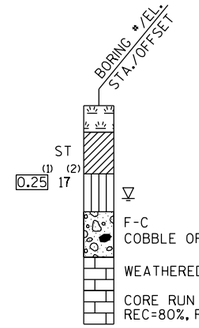
STATE PROJECT NUMBER

5346-00-71

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-32-231

DRAWN BY RLR | PLANS CK'D. DHW

SUBSURFACE EXPLORATION

SHEET 3 OF 10
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STATE PROJECT NUMBER

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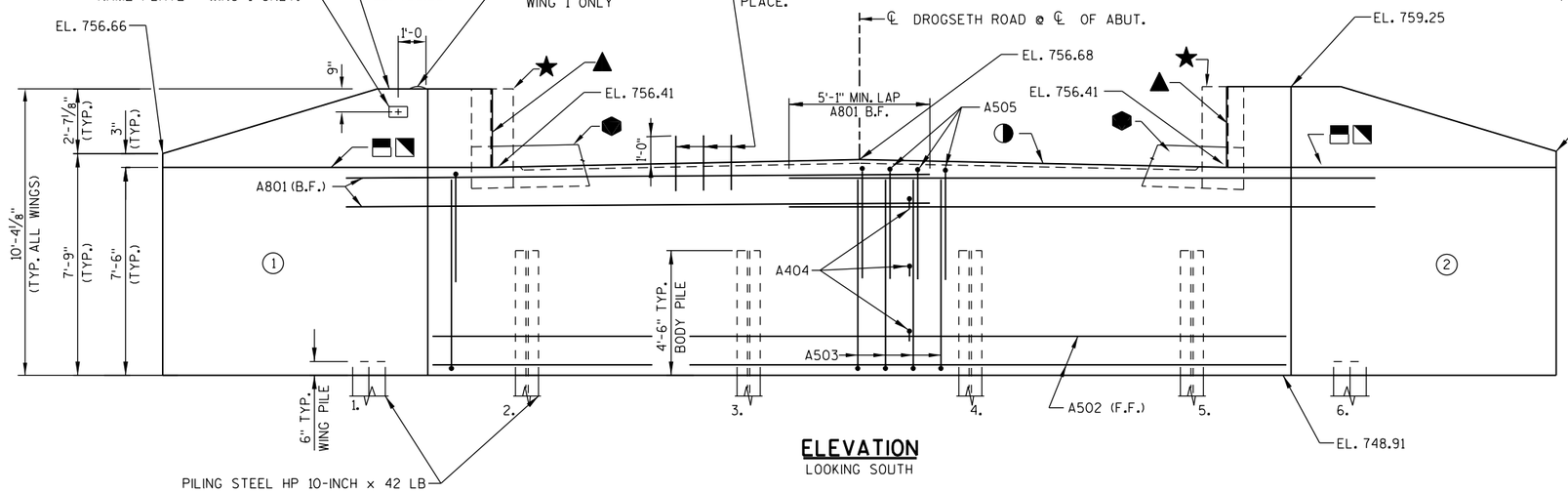
FOR WING DETAILS SEE SHEET 5.

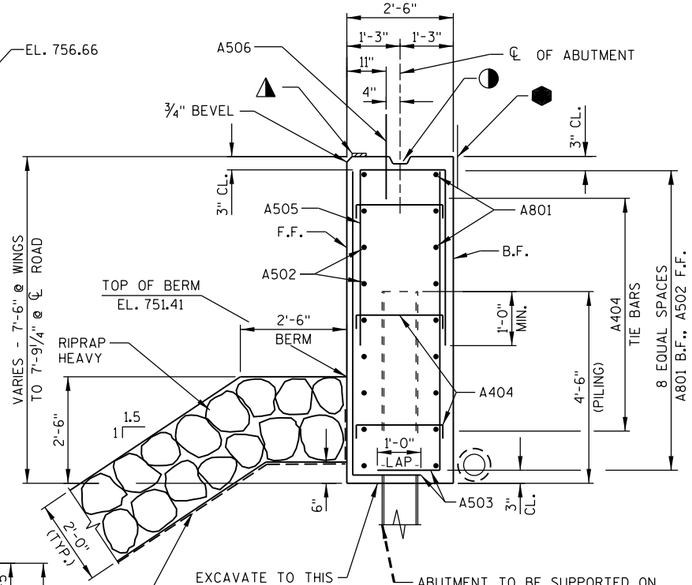
NAME PLATE - WING 1 ONLY.

BENCHMARK CAP (WHEN SUPPLIED) WING 1 ONLY

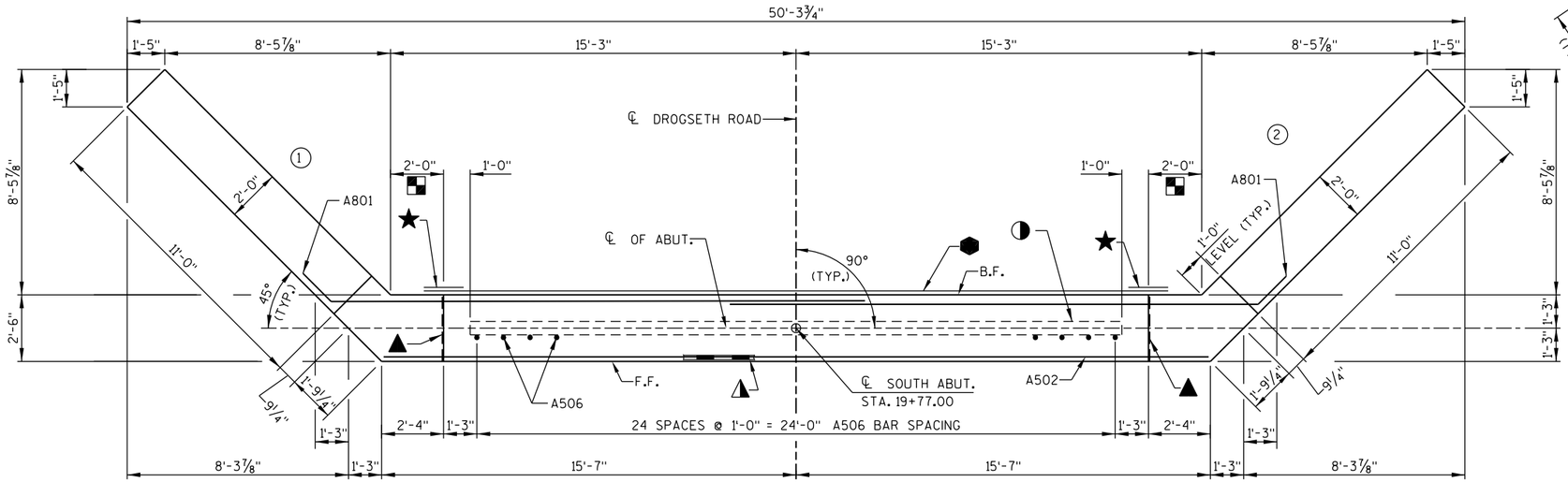
A506 BARS @ 1'-0" CENTERS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.



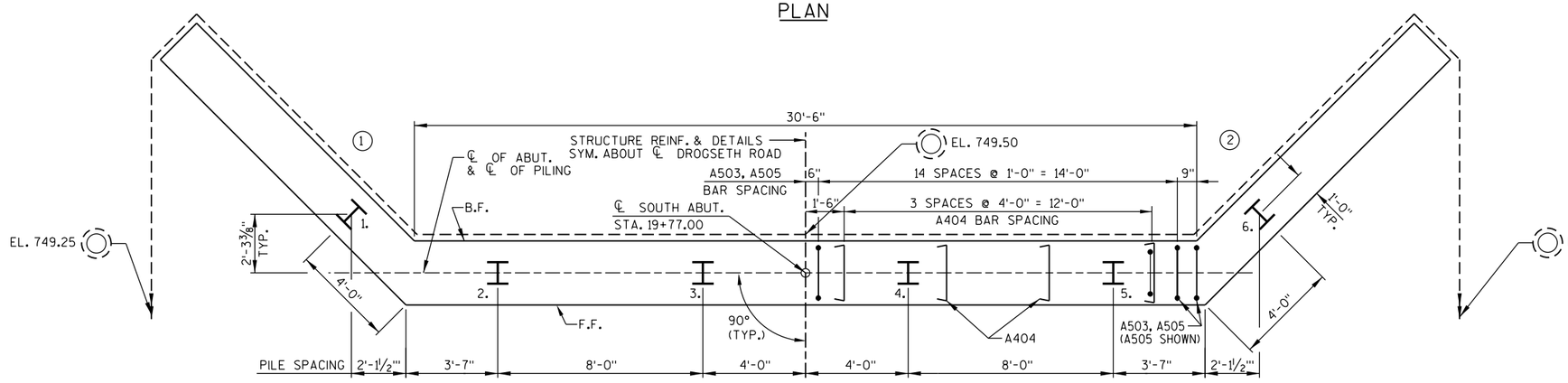
ELEVATION
LOOKING SOUTH



ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB. DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED ABUT. BODY PILE LENGTHS ARE 50'-0". ESTIMATED WING PILE LENGTHS ARE 45'-0". SEE SHEET 7 FOR PILE SPLICE DETAILS.



PLAN



PILE PLAN

TYPICAL SECTION THRU ABUTMENT

LEGEND

- ◯ — INDICATES WING NUMBER
- ◑ — KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2x6.
- ▲ — ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE).
- ◭ — 4"x ¾" FILLER, EXTEND FULL LENGTH OF ABUTMENT BETWEEN EDGES OF SLAB.
- ★ — VERTICAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM 9" BELOW BRIDGE SEAT TO TOP OF WINGS.
- ⬢ — HORIZONTAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND BETWEEN WINGS.
- ◧ — OPTIONAL KEYED CONST. JOINT ON WING FORMED BY BEVELED 2 X 6. IF JOINT IS USED, PLACE ⬢ ON B.F. OF WING. COST OF ⬢ INCLUDED IN BID ITEM "CONCRETE MASONRY BRIDGES".
- ◥ — ¾" "V" GROOVE ON FRONT FACE OF WING WALL, REQUIRED ONLY WHERE CONSTRUCTION JOINT IS USED.
- ◎ — PIPE UNDERDRAIN WRAPPED 6-INCH. EXTEND THRU GEOTEXTILE TYPE HR AT FACE OF RIPRAP HEAVY. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT PROTECTION AT ENDS OF PIPE. FOR RODENT SHIELD DETAILS, SEE SHEET 5.

F.F. — FRONT FACE B.F. — BACK FACE CL. — CLEAR

▪ — DIMENSION INCLUDES ½" FILLER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-231

DRAWN BY	PLANS CK'D.
RLR	DHW

SOUTH ABUTMENT

SHEET 4 OF 10
38

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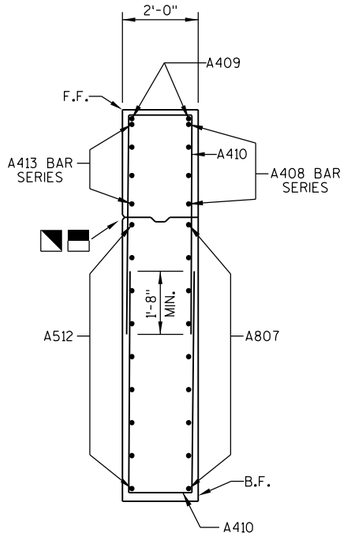
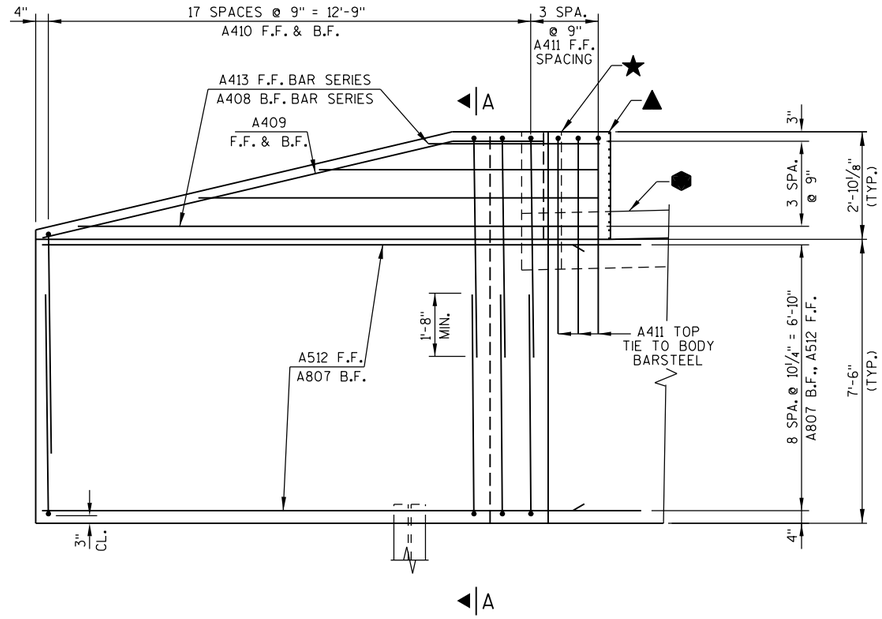
STATE PROJECT NUMBER
5346-00-71

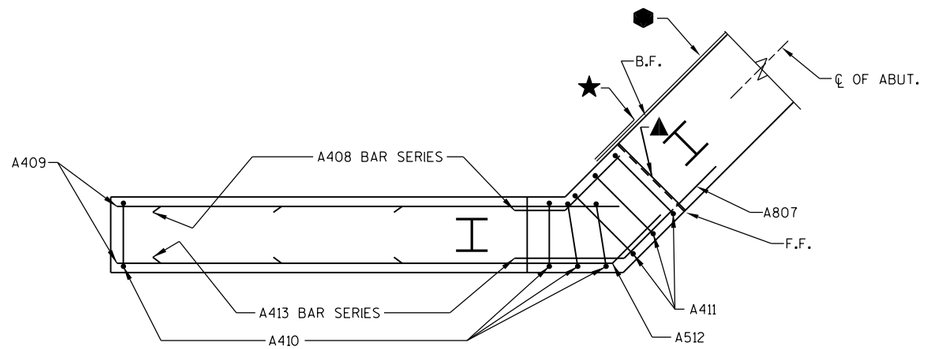


SECTION A-A THRU WING



ELEVATION
(LOOKING AT F.F. OF WINGS)

NOTE:
WING 1 SHOWN.
WING 2 SIMILAR.



PLAN

BILL OF BARS (SOUTH ABUT.)

UNCOATED 2270 LBS.
COATED 1920 LBS.

MARK	NUMBER REQUIRED COATED	NUMBER REQUIRED UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION
A801	-	18	21'-6"	X		ABUTMENT BODY - B.F. - HORIZ.
A502	-	9	31'-0"			ABUTMENT BODY - F.F. - HORIZ.
A503	-	64	8'-6"	X		ABUTMENT BODY - F.F. & B.F. - VERT.
A404	-	24	2'-9"	X		ABUTMENT BODY - TIES - HORIZ.
A505	-	32	9'-11"	X		ABUTMENT BODY - TOP - VERT.
A506	25	-	2'-0"			ABUTMENT BODY - TOP - DOWEL - VERT.
A807	18	-	16'-2"	X		WINGS - B.F. - HORIZ.
A408	8	-	8'-0"	X	Ⓢ	WINGS - B.F. - HORIZ.
A409	4	-	13'-6"	X		WINGS - F.F. & B.F. - TOP - HORIZ.
A410	72	-	13'-2"	X		WINGS - TOP & BOTTOM - VERT.
A411	6	-	12'-4"	X		WINGS - TOP - VERT.
A512	18	-	14'-8"	X		WINGS - F.F. - HORIZ.
A413	8	-	9'-6"	X	Ⓢ	WINGS - F.F. - HORIZ.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

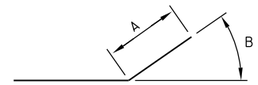
Ⓢ - LENGTH SHOWN FOR BAR IS AN AVERAGE AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BENT BARS IF USED IN BAR SERIES TABLE SHALL BE BENT AFTER CUTTING.

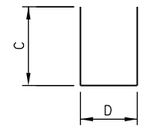
BAR MARK	NO. REQ'D.	LENGTH
A408	2 SERIES OF 4	3'-3" TO 12'-9"
A413	2 SERIES OF 4	4'-9" TO 14'-3"

BAR SERIES TABLE

A503



MARK	A	B
A801 A807 A512	1'-6"	45°
A408	1'-10"	45°
A409	2'-5"	14°
A413	2'-0"	45°

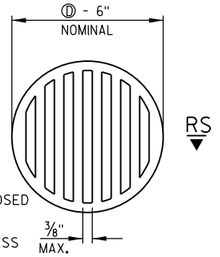


MARK	C	D
A404	4½"	2'-2"
A505	4'-0"	2'-2"
A410	5'-10"	1'-8"
A411	5'-2"	2'-2"

RODENT SHIELD NOTES:

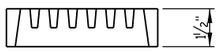
ORIENT SHIELD SO SLOTS ARE VERTICAL.

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 ATTACHEMENT 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 IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".



RODENT SHIELD

Ⓓ - DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION RS-RS

SEE LEGEND ON SHEET 4 FOR DESCRIPTION OF

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-231

DRAWN BY RLR | PLANS CK'D. DHW

SOUTH ABUTMENT DETAILS

SHEET 5 OF 10
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STATE PROJECT NUMBER
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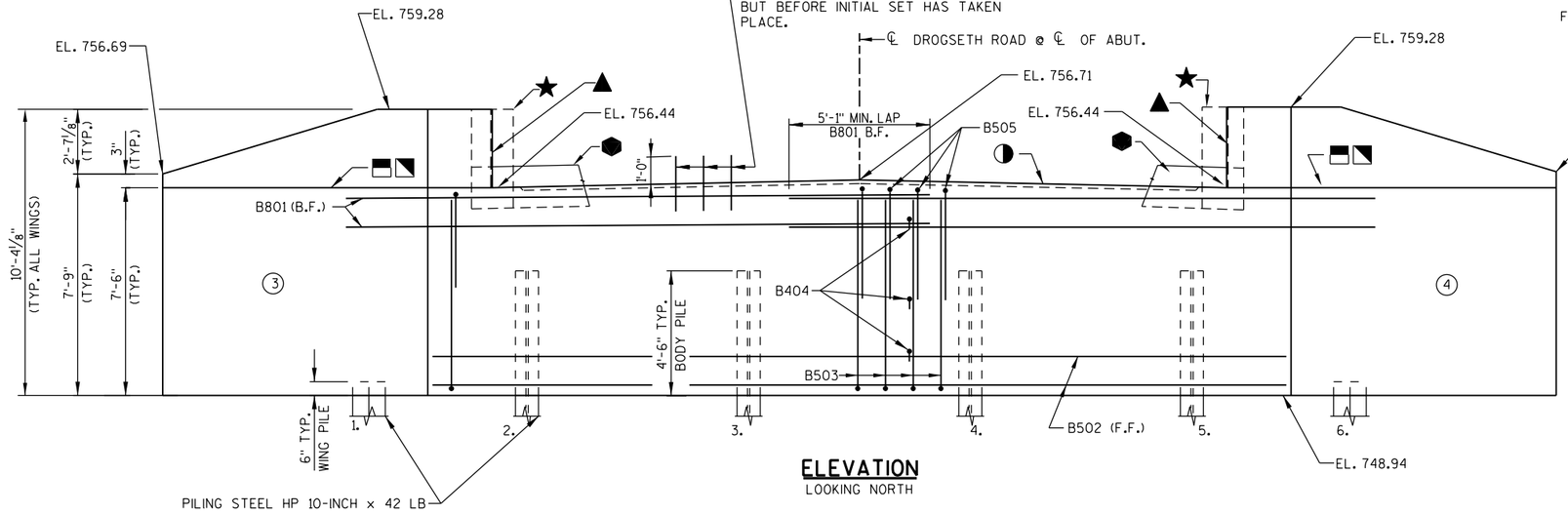
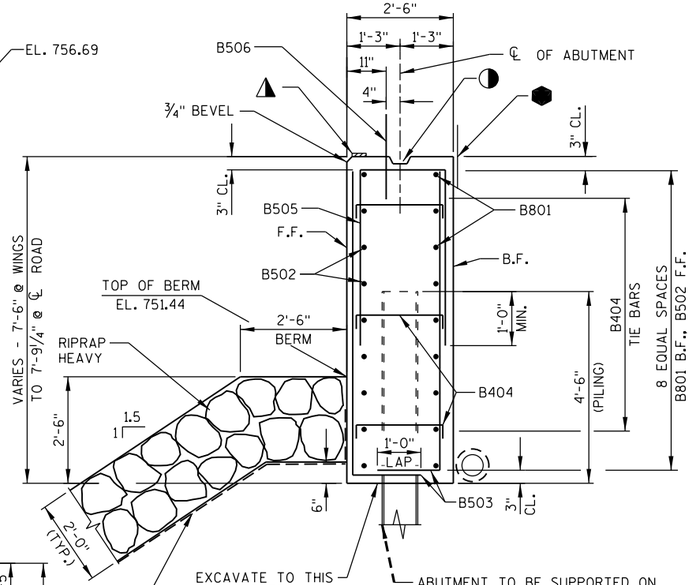
B506 BARS @ 1'-0" CENTERS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.

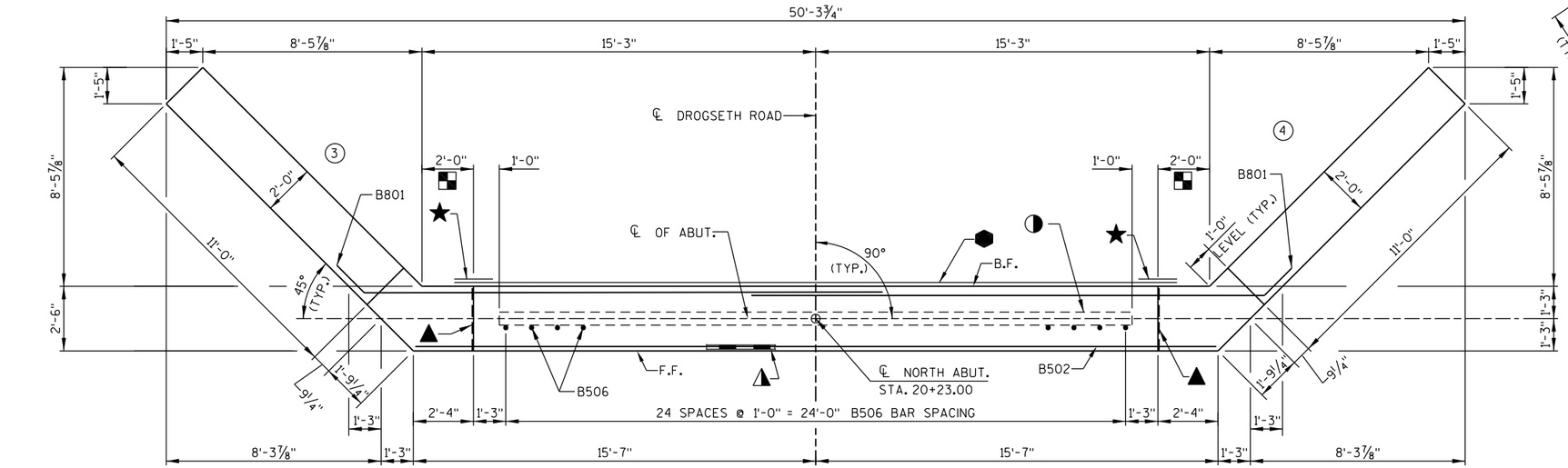
FOR WING DETAILS SEE SHEET 7.



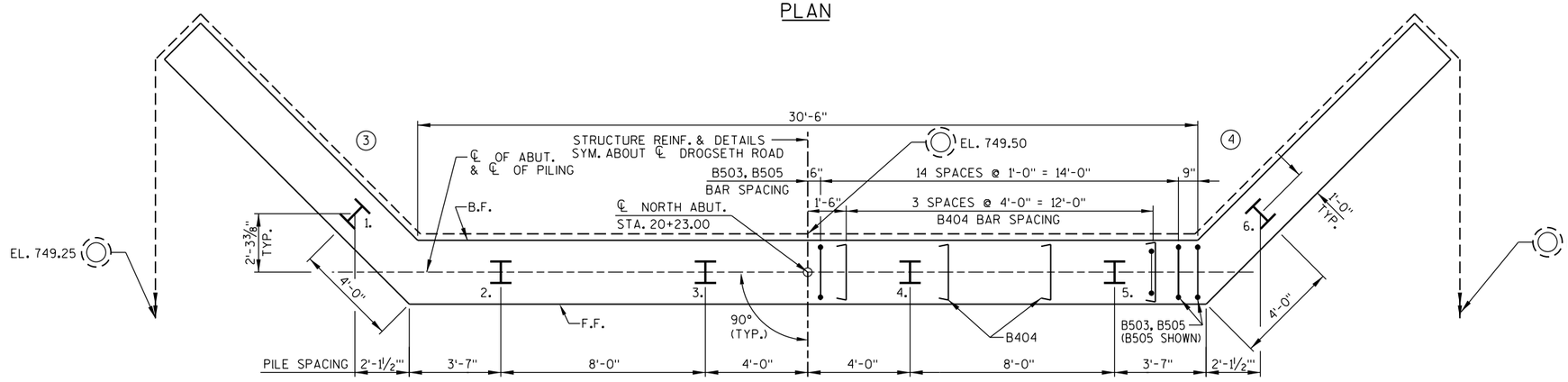
ELEVATION
LOOKING NORTH



ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 10-INCH X 42 LB. DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED ABUT. BODY PILE LENGTHS ARE 50'-0". ESTIMATED WING PILE LENGTHS ARE 45'-0". SEE SHEET 7 FOR PILE SPLICE DETAILS.



PLAN



PILE PLAN

TYPICAL SECTION THRU ABUTMENT

LEGEND

- ◯ — INDICATES WING NUMBER
- ◑ — KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2x6.
- ▲ — ½" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE).
- ◭ — 4"× ¾" FILLER, EXTEND FULL LENGTH OF ABUTMENT BETWEEN EDGES OF SLAB.
- ★ — VERTICAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM 9" BELOW BRIDGE SEAT TO TOP OF WINGS.
- ⬢ — HORIZONTAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND BETWEEN WINGS.
- ◓ — OPTIONAL KEYED CONST. JOINT ON WING FORMED BY BEVELED 2 X 6. IF JOINT IS USED, PLACE ⬢ ON B.F. OF WING. COST OF ⬢ INCLUDED IN BID ITEM "CONCRETE MASONRY BRIDGES".
- ◥ — ¾" "V" GROOVE ON FRONT FACE OF WING WALL, REQUIRED ONLY WHERE CONSTRUCTION JOINT IS USED.
- ◎ — PIPE UNDERDRAIN WRAPPED 6-INCH. EXTEND THRU GEOTEXTILE TYPE HR AT FACE OF RIPRAP HEAVY. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT PROTECTION AT ENDS OF PIPE. FOR RODENT SHIELD DETAILS, SEE SHEET 5.

F.F. — FRONT FACE B.F. — BACK FACE CL. — CLEAR

▪ — DIMENSION INCLUDES ½" FILLER.

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STRUCTURE B-32-231

DRAWN BY	RLR	PLANS CK'D.	DHW

NORTH ABUTMENT

SHEET 6 OF 10
40

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STATE PROJECT NUMBER
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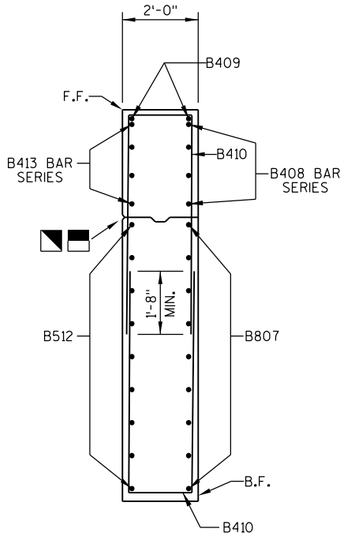
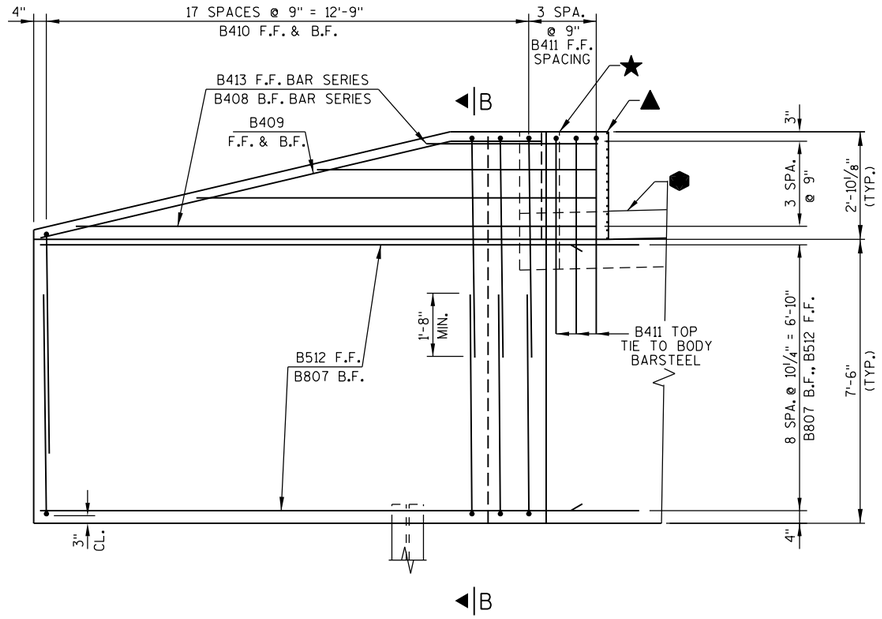
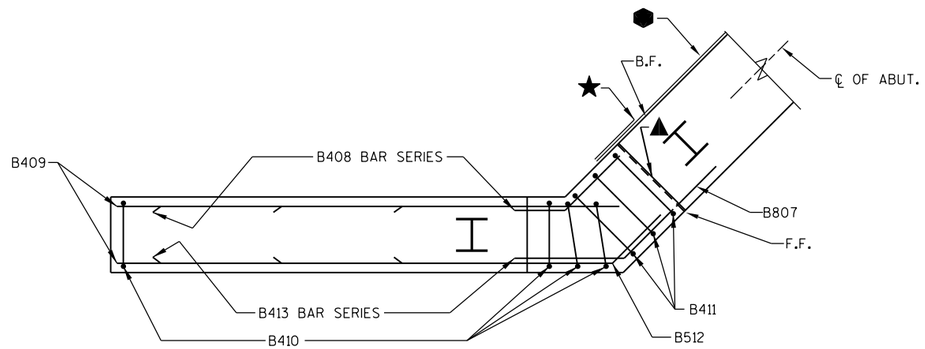


SECTION B-B THRU WING



ELEVATION
(LOOKING AT F.F. OF WINGS)

NOTE:
WING 3 SHOWN,
WING 4 SIMILAR.



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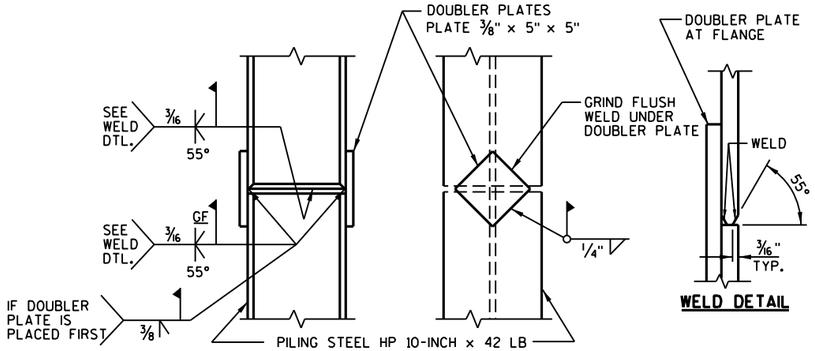


PILE SPLICE DETAILS

BILL OF BARS (NORTH ABUT.)

UNCOATED 2270 LBS.
COATED 1920 LBS.

MARK	NUMBER REQUIRED COATED	NUMBER REQUIRED UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION
B801	-	18	21'-6"	X		ABUTMENT BODY - B.F. - HORIZ.
B502	-	9	31'-0"			ABUTMENT BODY - F.F. - HORIZ.
B503	-	64	8'-6"	X		ABUTMENT BODY - F.F. & B.F. - VERT.
B404	-	24	2'-9"	X		ABUTMENT BODY - TIES - HORIZ.
B505	-	32	9'-11"	X		ABUTMENT BODY - TOP - VERT.
B506	25	-	2'-0"			ABUTMENT BODY - TOP - DOWEL - VERT.
B807	18	-	16'-2"	X		WINGS - B.F. - HORIZ.
B408	8	-	8'-0"	X	Ⓢ	WINGS - B.F. - HORIZ.
B409	4	-	13'-6"	X		WINGS - F.F. & B.F. - TOP - HORIZ.
B410	72	-	13'-2"	X		WINGS - TOP & BOTTOM - VERT.
B411	6	-	12'-4"	X		WINGS - TOP - VERT.
B512	18	-	14'-8"	X		WINGS - F.F. - HORIZ.
B413	8	-	9'-6"	X	Ⓢ	WINGS - F.F. - HORIZ.

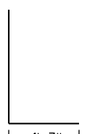
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

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

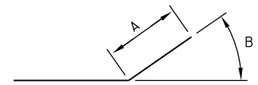
BENT BARS IF USED IN BAR SERIES TABLE SHALL BE BENT AFTER CUTTING.

BAR MARK	NO. REQ'D.	LENGTH
B408	2 SERIES OF 4	3'-3" TO 12'-9"
B413	2 SERIES OF 4	4'-9" TO 14'-3"

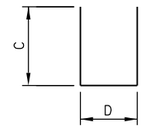
BAR SERIES TABLE



B503



MARK	A	B
B801 B807 B512	1'-6"	45°
B408	1'-10"	45°
B409	2'-5"	14°
B413	2'-0"	45°



MARK	C	D
B404	4½"	2'-2"
B505	4'-0"	2'-2"
B410	5'-10"	1'-8"
B411	5'-2"	2'-2"

SEE LEGEND ON SHEET 6 FOR DESCRIPTION OF ◭★⬢◪▬▲

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-231

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NORTH ABUTMENT DETAILS

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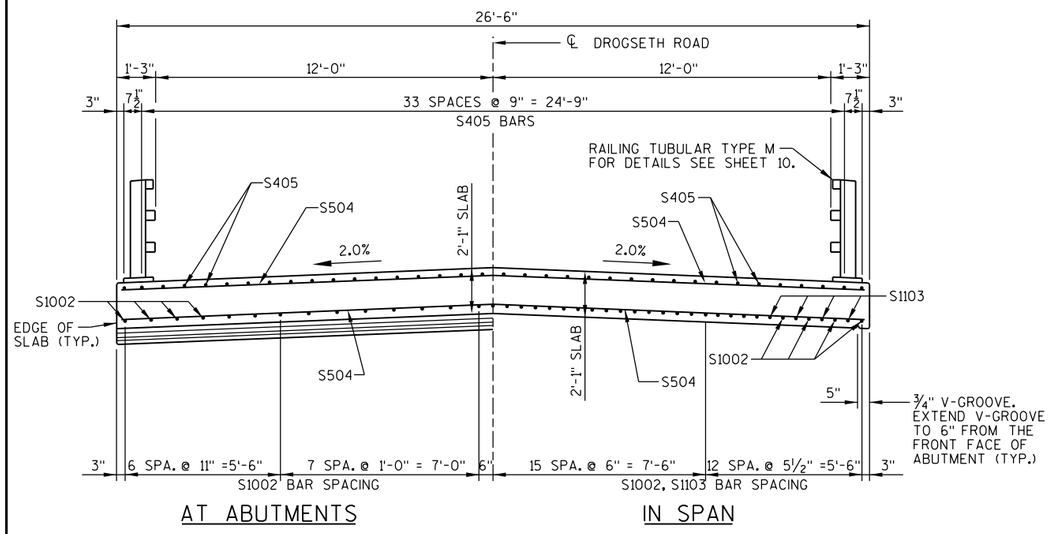
5346-00-71



AT ABUTMENTS

IN SPAN

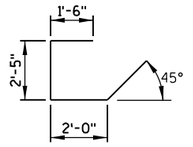
CROSS SECTION THRU BRIDGE

(LOOKING NORTH)

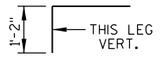
BILL OF BARS (COATED) 17,350 LBS.

MARK	NO. REQ'D.	LENGTH	BENT	LOCATION
S501	54	7'-9"	X	DIAPHRAGM @ ABUTS. - LONGIT.
S1002	28	48'-2"		SLAB BOTTOM - LONGIT.
S1103	27	38'-6"		SLAB BOTTOM - LONGIT.
S504	118	26'-2"		SLAB TOP & BOTTOM - TRANS.
S405	72	25'-3"		SLAB TOP - LONGIT.
S606	32	12'-0"	X	SLAB TOP @ RAIL POST, 2 PER POST
S607	48	6'-0"		SLAB TOP @ RAIL POST, 4 PER POST
S608	16	6'-0"	X	SLAB TOP @ RAIL END POST AS NOTED

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
EPOXY COAT ALL SUPERSTRUCTURE BAR STEEL REINFORCEMENT.



S501



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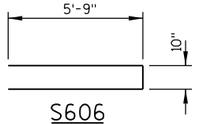

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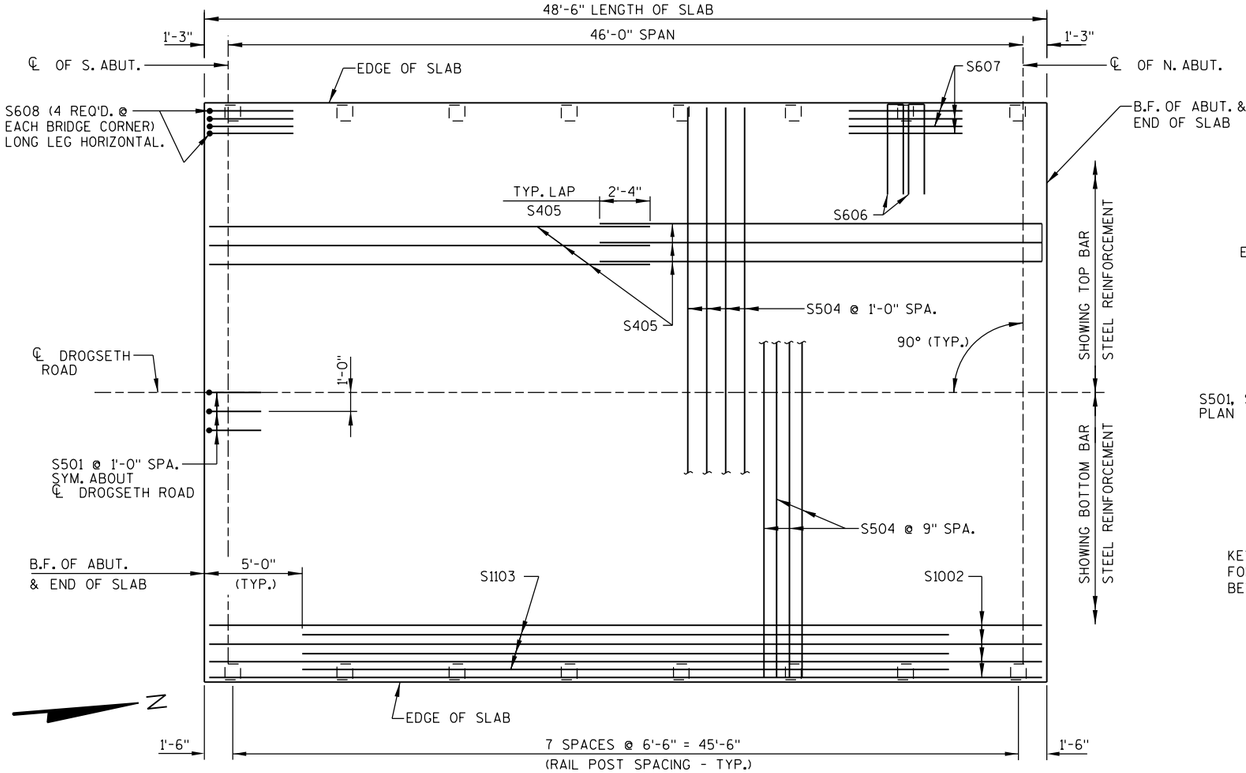
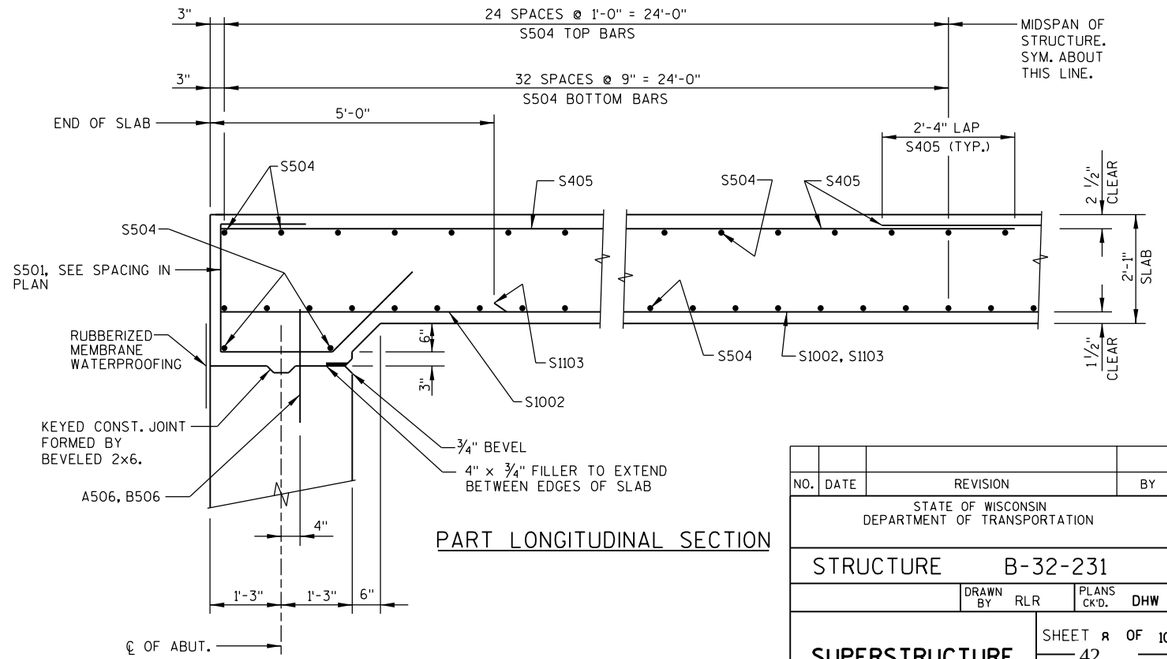


PLAN



PART LONGITUDINAL SECTION

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STRUCTURE B-32-231

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SUPERSTRUCTURE

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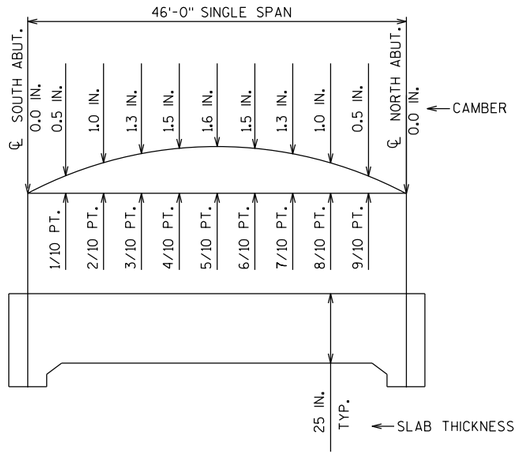

CAMBER AND SLAB THICKNESS DIAGRAM

CAMBER SHOWN IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS.

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

SURVEY TOP OF SLAB ELEVATIONS

	℄ SOUTH ABUTMENT	5/10 PT.	℄ NORTH ABUTMENT
WEST EDGE OF SLAB			
℄ DROGSETH ROAD			
EAST EDGE OF SLAB			

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

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

	TOP OF SLAB ELEVATION AT FINAL GRADE
MINUS ---	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

	C/L BRG SOUTH ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L BRG WEST ABUT.
WEST EDGE OF SLAB	759.25	759.26	759.26	759.27	759.28	759.28	759.28	759.28	759.28	759.28	759.28
C/L DROGSETH ROAD	759.51	759.52	759.53	759.54	759.54	759.55	759.55	759.55	759.55	759.55	759.54
EAST EDGE OF SLAB	759.25	759.26	759.26	759.27	759.28	759.28	759.28	759.28	759.28	759.28	759.28

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 (+).

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

8

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-231

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SUPERSTRUCTURE DETAILS

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43

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STATE PROJECT NUMBER

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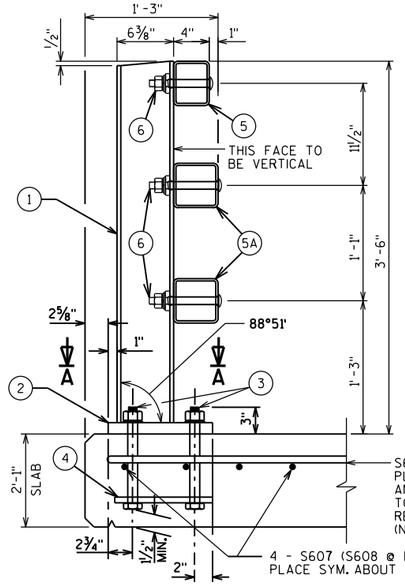
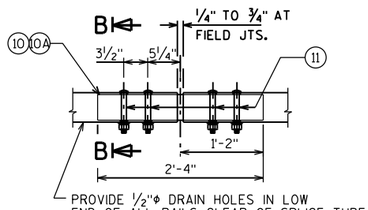
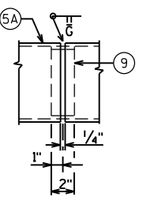


SECTION THRU RAILING ON SLAB

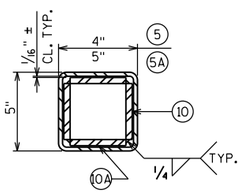


FIELD ERECTION JOINT DETAIL

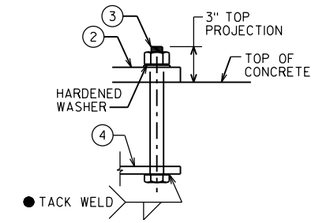


SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)

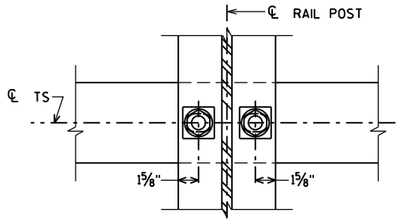


SECTION B-B

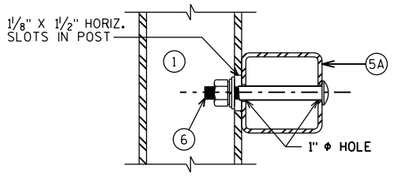


ANCHOR BOLTS

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



SECTION THRU POST WEB



SECTION THRU RAIL

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

TYPICAL RAIL TO POST CONNECTIONS

LEGEND

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

(2) PLATE 1¼" x 11¾" x 1'-8" WITH 1 7/16" DIA. OVERSIZED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN.

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

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

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

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

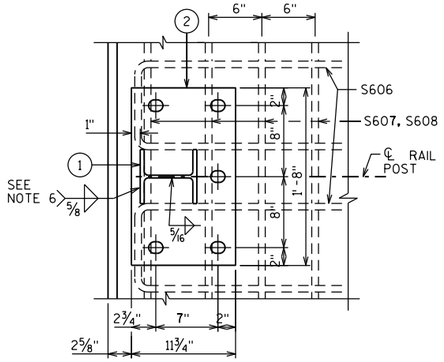
(6) ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, 3/16" X 1⅝" X 1⅝" WASHER, AND LOCK WASHER (2 REQ'D. AT EACH RAIL TO POST LOCATION.)

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

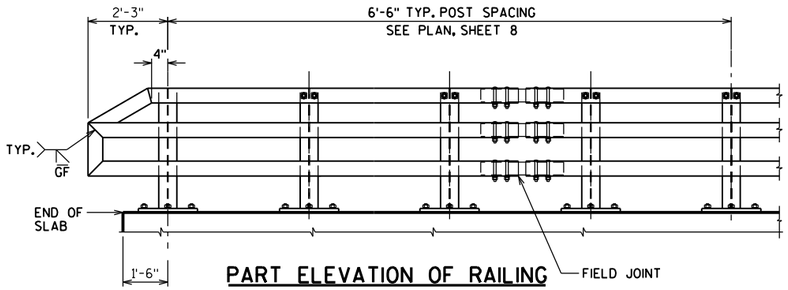
(10) ⅜" X 3⅝" X 2'-4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.

(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.

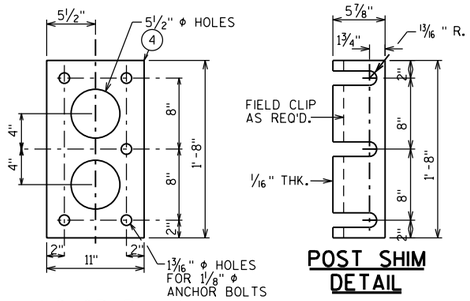
(11) ⅞" ϕ A325 ROUND HEAD BOLT WITH NUT, WASHER, AND LOCK WASHER. USE 15/16 " X 1¼" LONGIT. SLOTTED HOLES AT FIELD JOINTS IN PLATE NO. 10A.



SECTION A-A



PART ELEVATION OF RAILING



ANCHOR PLATE

AT RAIL TO SLAB ATTACHMENT

POST SHIM DETAIL

GENERAL NOTES

1. BID ITEM SHALL BE "RAILING TUBULAR TYPE M B-32-231" WHICH INCLUDES ALL ITEMS SHOWN.
2. RAIL POST AND BASE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50. HOLLOW RAILING STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED FY = 50 KSI. ANCHOR PLATES, AND SPLICE TUBE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 36.
3. THE NUT SECURING THE POST BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL ⅛ TURN.
4. RAILS SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE.
5. ENDS OF TUBE SECTIONS SHALL BE SAWED. GRIND SMOOTH EXPOSED EDGES. ALL CUT ENDS SHALL BE TRUE AND SMOOTH.
6. WELD IS THE SAME ON BOTH FLANGES. FLANGE WELD DOES NOT REQUIRE MAGNETIC PARTICLE TESTING.
7. FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 2 AND CAULK AROUND PERIMETER OF PLATE NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.
8. POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.
9. ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS & STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING BY S.S.P.C. SPECIFICATIONS.
10. PAINTING IS NOT REQUIRED.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-231

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RAILING TUBULAR TYPE M

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TEMPORARY BYPASS CONSTRUCTION EARTHWORK SUMMARY

STA	EXCAVATION COMMON CY	FILL (1) CY	EXPANDED FILL (2) CY	WASTE CY	BORROW CY
17+60.00	-	-	-	-	-
	1.00	7.00	9.00	-8.00	8.00
18+05.00	-	-	-	-	-
	0.00	36.00	47.00	-47.00	47.00
18+50.00	-	-	-	-	-
	3.00	37.00	48.00	-45.00	45.00
19+00.00	-	-	-	-	-
	5.00	4.00	5.00	0.00	0.00
19+25.00	-	-	-	-	-
	6.00	115.00	150.00	-144.00	144.00
19+65.00	-	-	-	-	-
	0.00	123.00	160.00	-160.00	160.00
19+84.00	-	-	-	-	-
TEMPORARY STRUCTURE STATION 10+00					
20+16.00	-	-	-	-	-
	1.00	100.00	130.00	-129.00	129.00
20+35.00	-	-	-	-	-
	2.00	7.00	9.00	-7.00	7.00
20+50.00	-	-	-	-	-
	2.00	12.00	16.00	-14.00	14.00
20+75.00	-	-	-	-	-
	0.00	50.00	65.00	-65.00	65.00
21+20.00	-	-	-	-	-
	1.00	29.00	38.00	-37.00	37.00
21+50.00	-	-	-	-	-
	1.00	12.00	16.00	-15.00	15.00
22+00.00	-	-	-	-	-
SUBTOTALS					
S. APPROACH	15.00	322.00	419.00	-404.00	404.00
N. APPROACH	7.00	210.00	274.00	-267.00	267.00
TOTALS	22.00	532.00	693.00	-671.00	671.00

(1) - NOT A BID ITEM - FOR INFORMATIONAL PURPOSES ONLY.
(2) - FILL EXPANSION 30%

DROGSETH ROAD EARTHWORK SUMMARY

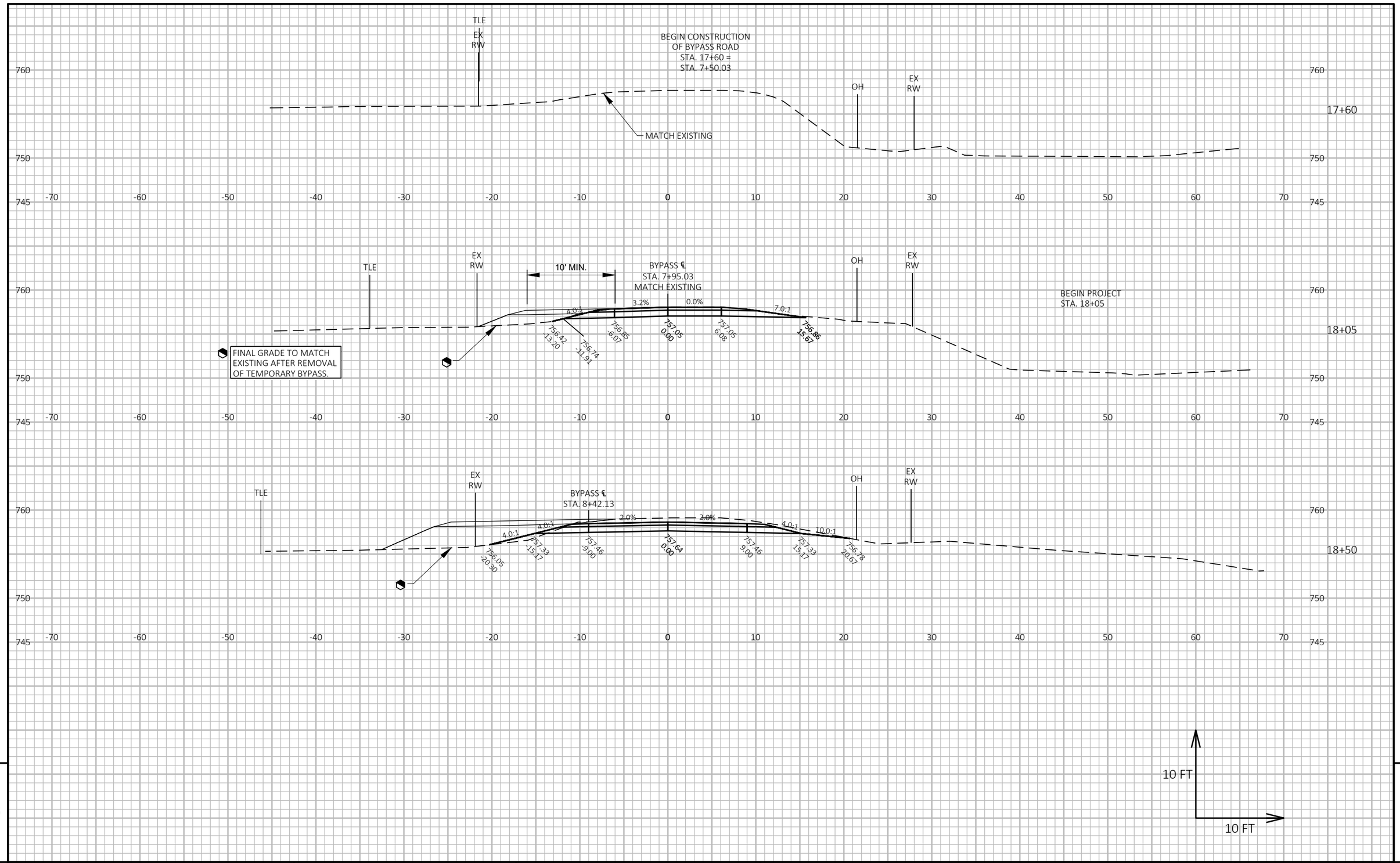
STA	EXCAVATION COMMON CY	FILL (1) CY	EXPANDED FILL (2) CY	WASTE CY	BORROW CY
18+05.00	-	-	-	-	-
	49.00	0.00	0.00	49.00	-49.00
18+50.00	-	-	-	-	-
	95.00	0.00	0.00	95.00	-95.00
19+00.00	-	-	-	-	-
	62.00	0.00	0.00	62.00	-62.00
19+25.00	-	-	-	-	-
	96.00	27.00	35.00	61.00	-61.00
19+65.00	-	-	-	-	-
STRUCTURE B-32-0231					
20+35.00	-	-	-	-	-
	45.00	14.00	18.00	27.00	-27.00
20+50.00	-	-	-	-	-
	83.00	4.00	5.00	78.00	-78.00
20+75.00	-	-	-	-	-
	94.00	0.00	0.00	94.00	-94.00
21+20.00	-	-	-	-	-
	33.00	0.00	0.00	33.00	-33.00
21+50.00	-	-	-	-	-
SUBTOTALS					
S. APPROACH	302.00	27.00	35.00	267.00	-267.00
N. APPROACH	255.00	18.00	23.00	232.00	-232.00
UNUSABLE PAVEMENT (3)					46.00
TOTALS	557.00	45.00	58.00	499.00	-453.00

(1) - NOT A BID ITEM - FOR INFORMATIONAL PURPOSES ONLY.
(2) - FILL EXPANSION 30%
(3) - EXISTING PAVEMENT BASED ON AVE THK OF 4.0"

TEMPORARY BYPASS REMOVAL EARTHWORK SUMMARY

STA	EXCAVATION COMMON CY	FILL (1) CY	EXPANDED FILL (2) CY	WASTE CY	BORROW CY
17+60.00	-	-	-	-	-
	11.00	0.00	0.00	11.00	-11.00
18+05.00	-	-	-	-	-
	46.00	0.00	0.00	46.00	-46.00
18+50.00	-	-	-	-	-
	52.00	0.00	0.00	52.00	-52.00
19+00.00	-	-	-	-	-
	12.00	0.00	0.00	12.00	-12.00
19+25.00	-	-	-	-	-
	123.00	0.00	0.00	123.00	-123.00
19+65.00	-	-	-	-	-
	128.00	0.00	0.00	128.00	-128.00
19+84.00	-	-	-	-	-
TEMPORARY STRUCTURE STATION 10+00					
20+16.00	-	-	-	-	-
	104.00	0.00	0.00	104.00	-104.00
20+35.00	-	-	-	-	-
	10.00	0.00	0.00	10.00	-10.00
20+50.00	-	-	-	-	-
	20.00	0.00	0.00	20.00	-20.00
20+75.00	-	-	-	-	-
	63.00	0.00	0.00	63.00	-63.00
21+20.00	-	-	-	-	-
	35.00	0.00	0.00	35.00	-35.00
21+50.00	-	-	-	-	-
	16.00	0.00	0.00	16.00	-16.00
22+00.00	-	-	-	-	-
SUBTOTALS					
S. APPROACH	372.00	0.00	0.00	372.00	-372.00
N. APPROACH	248.00	0.00	0.00	248.00	-248.00
TOTALS	620.00	0.00	0.00	620.00	-620.00

(1) - NOT A BID ITEM - FOR INFORMATIONAL PURPOSES ONLY.
(2) - FILL EXPANSION 30%



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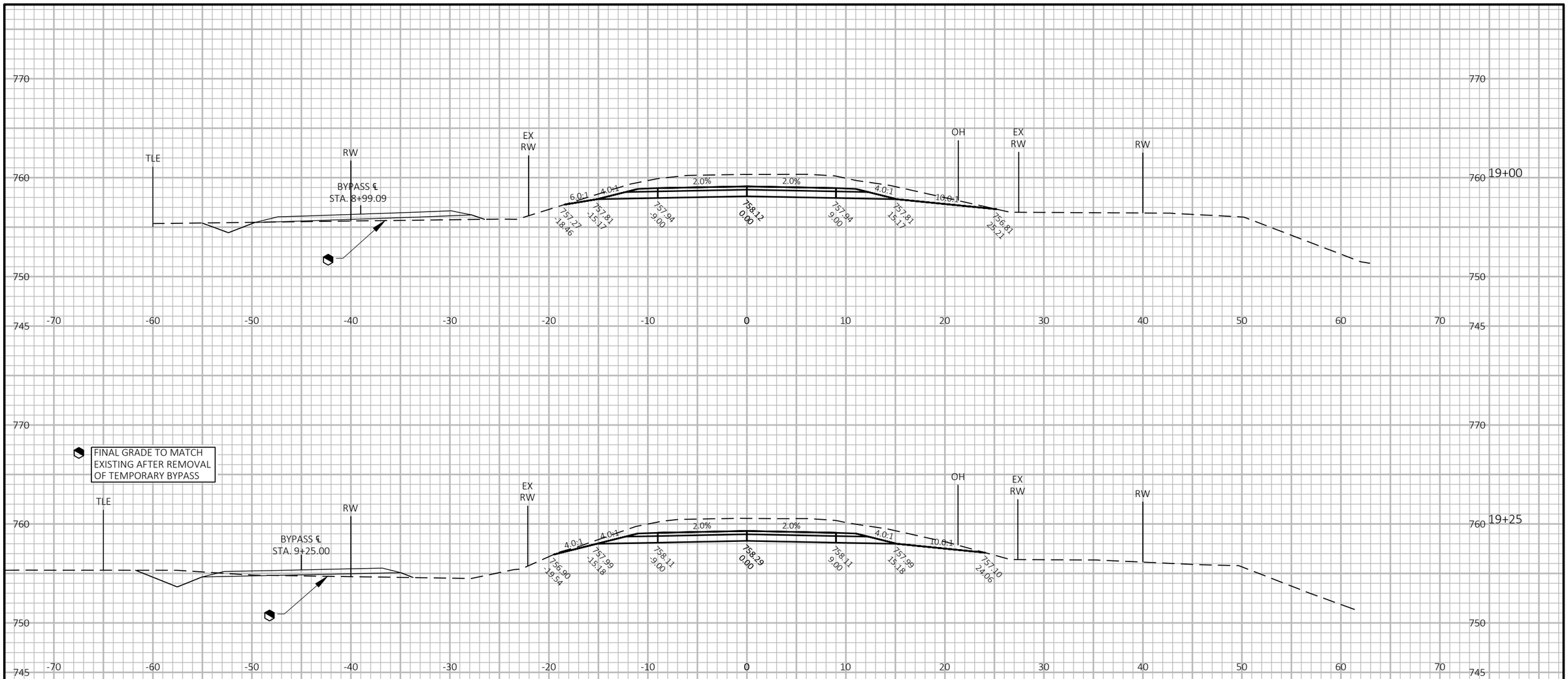
9

PROJECT NO: 5346-00-71	HWY: LOC STR	COUNTY: LA CROSSE	CROSS SECTIONS: DROGSETH ROAD	SHEET 46	E

FILE NAME : \\MSA-PS.COM\FS\PROJECTS\9200S\9260S\9262\09262006\CADDWDOT\AUTOCAD FILES\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 8/22/2023 8:18 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5346-00-71	HWY: LOC STR	COUNTY: LA CROSSE	CROSS SECTIONS: DROGSETH ROAD	SHEET 47	E

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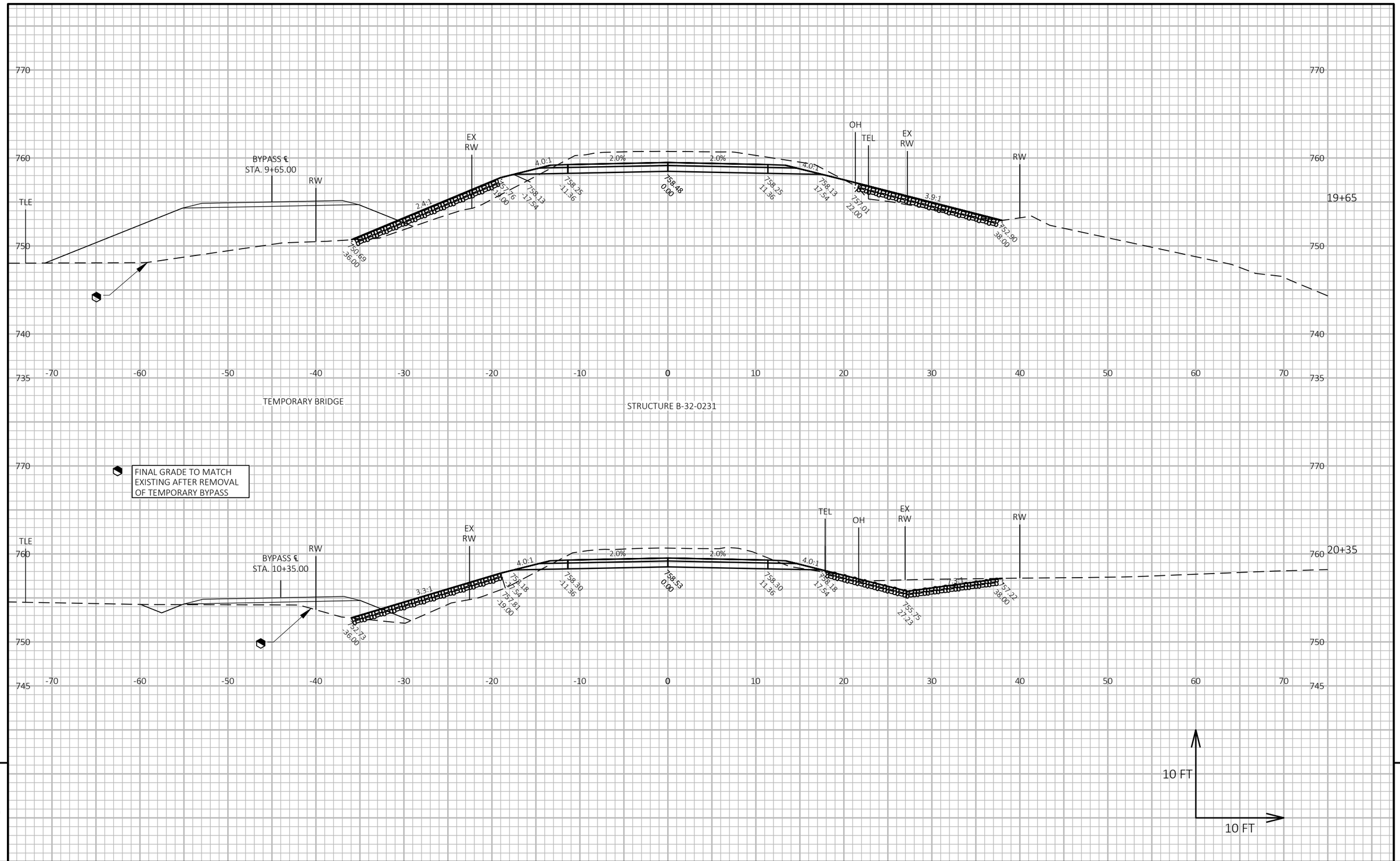
LAYOUT NAME - 090202-xs

PLOT DATE : 8/22/2023 8:18 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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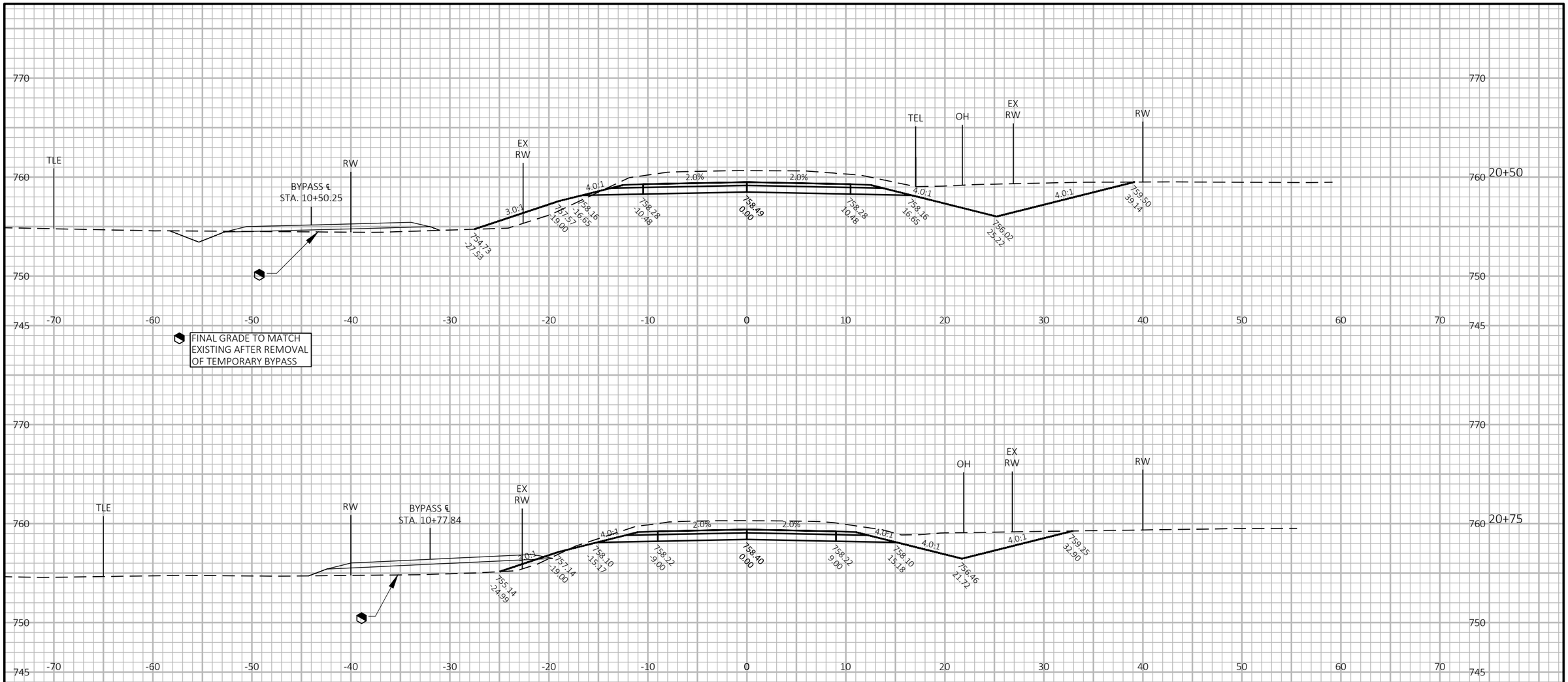
LAYOUT NAME - 090203-xs

PLOT DATE : 8/22/2023 8:18 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

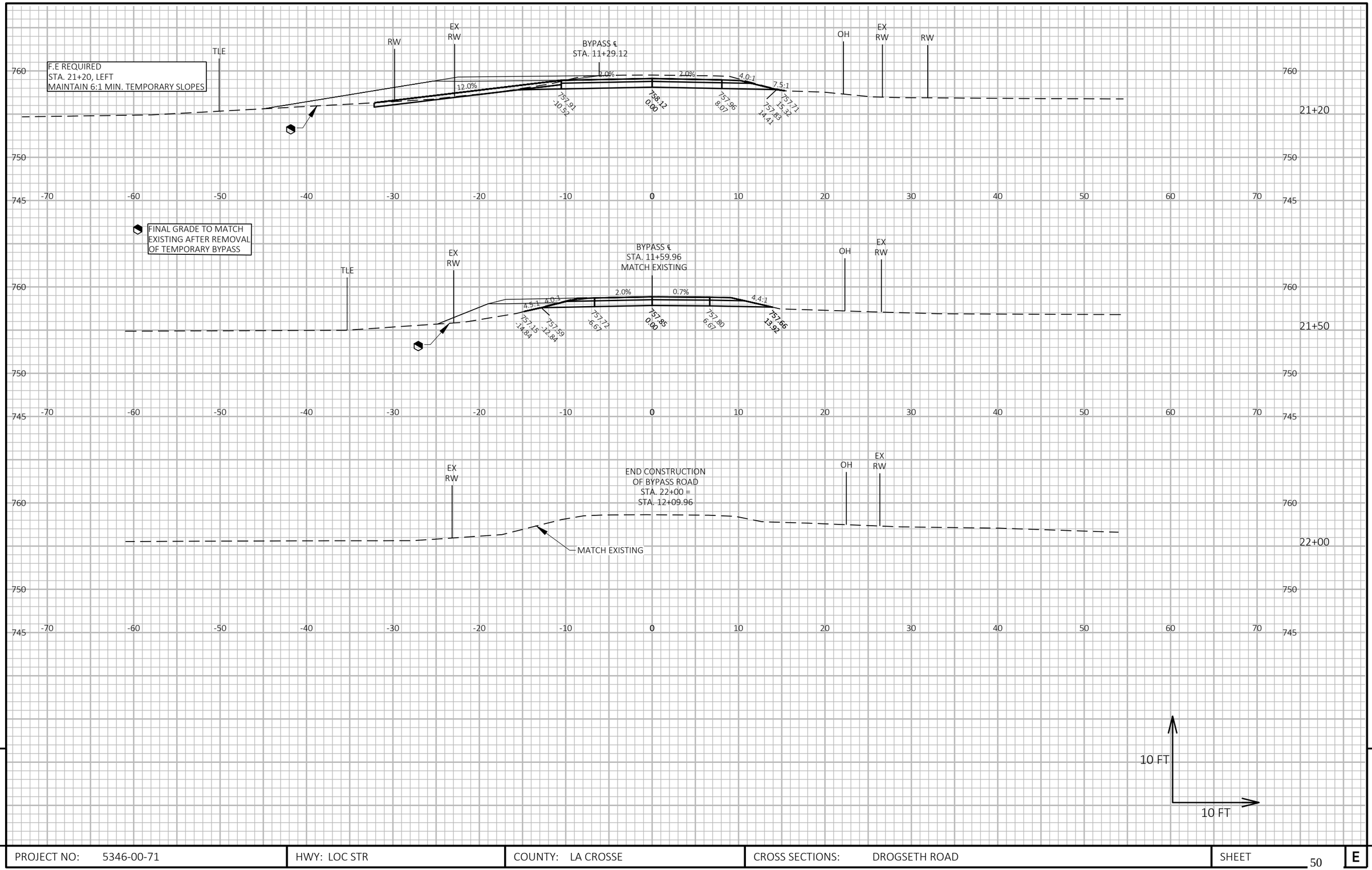


PROJECT NO: 5346-00-71	HWY: LOC STR	COUNTY: LA CROSSE	CROSS SECTIONS: DROGSETH ROAD	SHEET 49	E

FILE NAME : \\MSA-PS.COM\FS\PROJECTS\9200S\9260S\9262\09262006\CADDWDOT\AUTOCAD FILES\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 8/22/2023 8:18 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5346-00-71	HWY: LOC STR	COUNTY: LA CROSSE	CROSS SECTIONS: DROGSETH ROAD	SHEET 50	E

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LAYOUT NAME - 090205-xs

PLOT DATE : 8/22/2023 8:18 AM PLOT BY : CONNOR GIRTEN 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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