



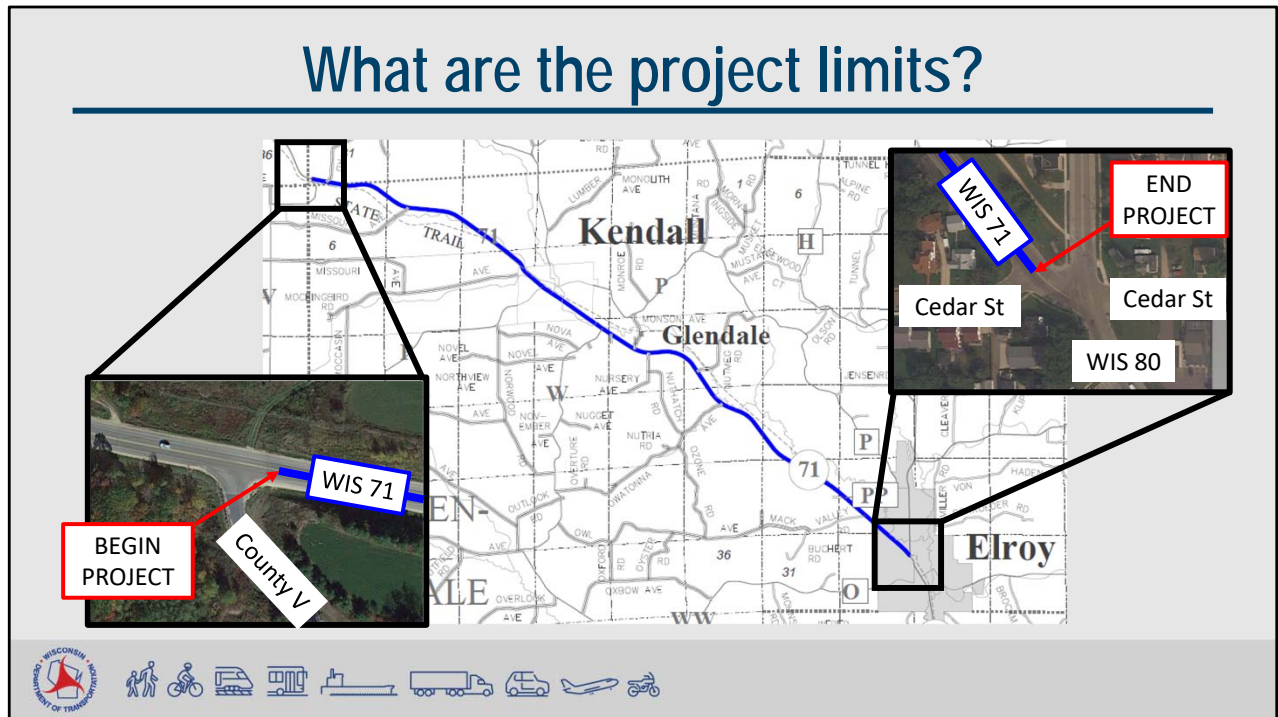
**WIS 71**  
**County V To WIS 80**  
**Monroe/Juneau County**  
**Wisconsin Department of Transportation**  
Public Involvement Presentation  
October 2022

## Presentation Agenda

---

- Project limits
- Project purpose & need
- Proposed design overview
- Recent activities
- Upcoming schedule
- Contact information



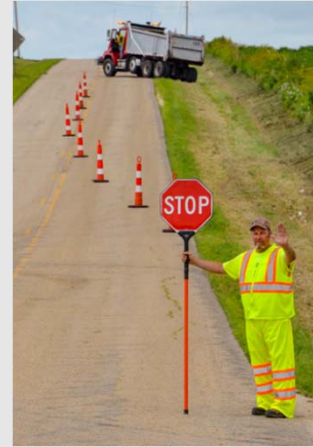


What are the project limits?

The proposed project along WIS 71 begins at the intersection of County V and stretches for 9.73 miles southeast, shown in blue, to the intersection of WIS 80. The project ends at the project limits of the recently constructed WIS 80 project through Elroy.

## What will happen to WIS 71 traffic?

- WIS 71 will remain open to traffic during the mill and overlay and structure rehabilitation portions of the project.
- WIS 71 will be closed to traffic at the structure replacement locations and through the Village of Kendall.
- A detour will be posted during closures.



What will happen to WIS 71 traffic during construction?

The anticipated construction year for this project is 2026. WIS 71 will remain open to traffic during the mill and overlay and structure rehabilitation portions of the project with single lane closures and flagging operations utilized as necessary. At the structure replacements and the Village of Kendall pavement replacement, WIS 71 will be closed to traffic with a posted detour.

## Why do we need this project?

### Pavement Deterioration



Why do we need this project?

One reason this project is needed is due to the pavement deterioration along WIS 71. The existing pavement is aged and deteriorated with extensive alligator cracking, edge cracking, patching, and rutting along the wheel paths resulting in a rough riding surface. WIS 71 was last resurfaced in 2002 from Norwalk to the Monroe/Juneau county line and in 2001 from the Monroe/Juneau county line to Elroy.

## Why do we need this project?

### Guardrail Safety Concerns



Another reason this project is needed is to replace the current outdated blunt end treatments and steel guardrail with Energy Absorbing Terminals (EAT) and MGS guardrail meeting current safety standards.

## Why do we need this project?

### Americans with Disabilities Act (ADA) Compliance



Another reason this project is needed is to replace non-ADA compliant curb ramps in the Village of Kendall. The current curb ramps along WIS 71 in the Village of Kendall either do not meet ADA slope requirements, are missing detectable warning fields, or do not have a curb opening at designated crosswalks.

## Why do we need this project?

### Structure Deterioration – Cross Drains



Another reason this project is needed is to replace deteriorated cross drains throughout the length of the project. The cross drains are corroded along the bottom and waterline, damaged around the ends, and distorted along the length of the pipes.



## Why do we need this project?

### Structure Deterioration – B-29-0068



Another reason this project is needed is to rehabilitate structure B-29-0068. Structure B-29-0068 is a twin-cell reinforced concrete box culvert exhibiting cracking with rust staining, spalling along the waterline, and movement of the wings.

## Why do we need this project?

### Structure Deterioration – C-41-0017



Another reason this project is needed is to rehabilitate structure C-41-0017. Structure C-41-0017 is a single-cell reinforced concrete box culvert that was previously widened. The joint between the widened and original sections of the culvert is in poor condition and has separated.

## Why do we need this project?

### Structure Deterioration – C-41-0041



Another reason this project is needed is to rehabilitate structure C-41-0041. Structure C-41-0041 is a single-span reinforced concrete box culvert that is exhibiting spalling with exposed rebar and cracking with heavy efflorescence and rust staining throughout the structure.

## Why do we need this project?

### Structure Deterioration – C-41-0131



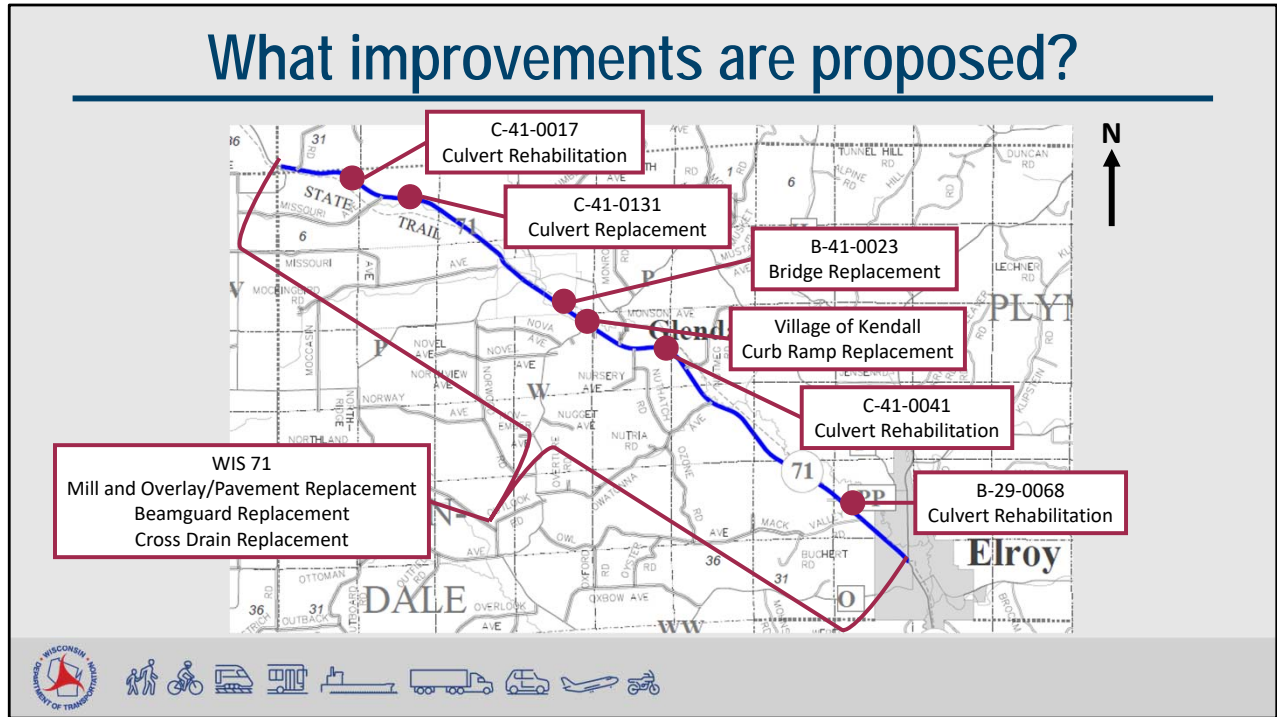
Another reason this project is needed is to replace structure C-41-0131. Structure C-41-0131 is a steel sectional plate pipe culvert that is exhibiting spalling of the concrete floor, settlement in the middle of the culvert, bulging throughout the length of the culvert, and scour around the ends of structure.

## Why do we need this project?

### Structure Deterioration – B-41-0023



The final reason this project is needed is to replace structure B-41-0023. Structure B-41-0023 is a single-span steel girder structure that exhibits corrosion with section loss on the steel girders, spalling with exposed rebar, cracking and wearing on the concrete deck, spalling and cracking on the abutments, scraping and rusting on the metal railings, and movement of the wings.



What are the proposed improvements?

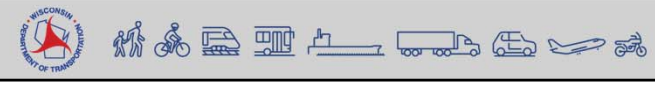
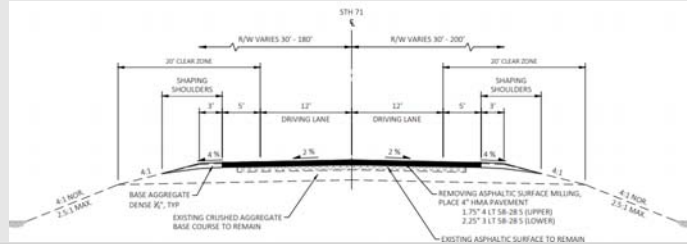
The proposed project includes milling and overlaying WIS 71 in the rural sections of the project outside of the Village of Kendall, reconstructing WIS 71 through the Village of Kendall, replacing or adjusting beamguard and end terminals at various locations along WIS 71, replacing structure C-41-0131 and B-41-0023, replacing seven (7) cross drains throughout the length of the project, and rehabilitating structure B-29-0068, C-41-0017, and C-41-0041.

The following slides will explain each proposed improvement in more detail.

## Proposed Design Overview

### Typical Section – WIS 71 – Mill & Overlay

- Pavement
  - Mill 3-inches of existing pavement.
  - Pave 3.5-inches of asphaltic surface on top of remaining lower mat.
- Shoulders
  - 5-Foot Paved
  - 3-Foot Unpaved



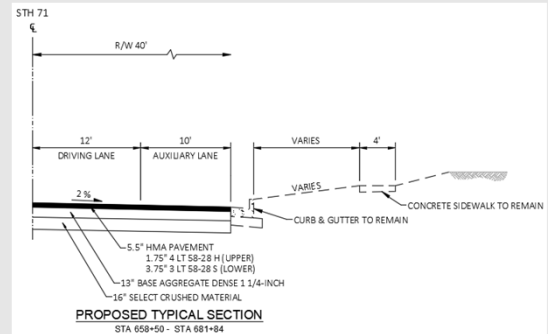
Outside of the Village of Kendall, the existing pavement will be milled to a depth of 3-inches and overlaid with 3.5-inches of asphaltic material. The existing shoulder is a 3-foot paved and 5-foot unpaved shoulder. The proposed shoulder will consist of a 5-foot paved and 3-foot unpaved shoulder.

## Proposed Design Overview

### Typical Section – WIS 71 – Reconstruction

- Pavement

- Remove existing asphalt pavement.
- Existing curb and gutter and sidewalk to remain with spot repairs as necessary.
- Pave 5.5-inches asphaltic surface over 13-inches of base aggregate dense and 16-inches of select crushed material.



Within the Village of Kendall the pavement will be completely removed and replaced. The existing curb and gutter and sidewalk will remain with spot repairs as necessary. The proposed typical section will match the existing with 12-foot driving lanes and 10-foot auxiliary/parking lanes.



## Proposed Design Overview

### Curb Ramps in the Village of Kendall

- Replacement/Addition of Curb Ramps
  - Derrick St & Thayer St
  - Newton St
  - Ward St & White St
  - East St
  - Park Rd
  - Mid-Block Near Glenwood Park



In the Village of Kendall, curb ramps will be replaced or added along WIS 71 at intersections with Derrick St & Thayer St, Newton St, Ward St & White St, East St, and Park Rd, and mid-block near Glenwood Park.

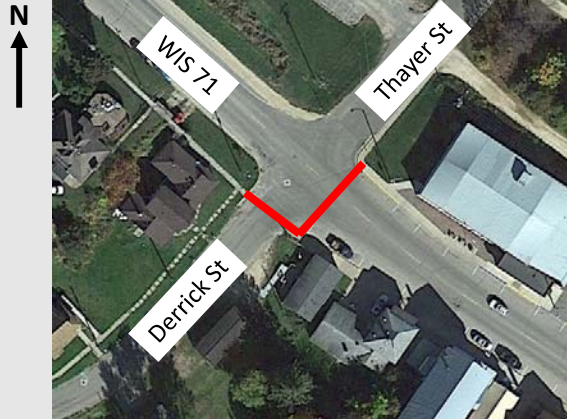
The following slides will explain each intersection in more detail.

## Proposed Design Overview

### Curb Ramps in the Village of Kendall

- **Derrick & Thayer St**

- Replace existing ramps to meet ADA standards.
- Install crosswalks crossing WIS 71 on the east side of the intersection and crossing Derrick St.



At the intersection of WIS 71, Derrick St and Thayer St the existing curb ramp at the south quadrant of the intersection will be replaced with a new ramp that meets ADA standards. Two new ramps will be installed in the east and west quadrants of the intersection, and crosswalks will be marked crossing WIS 71 on the east side of the intersection and crossing Derrick St.

## Proposed Design Overview

### Curb Ramps in the Village of Kendall

- Newton St

- Replace existing ramps at Newton St to meet ADA standards and install two new ramps across from Newton St.
- Install two new crosswalks crossing WIS 71 and one crossing Newton St.



At the intersection of WIS 71 and Newton St the existing curb ramps in the south and west quadrants of the intersection will be replaced with new ramps meeting ADA standards. Two new ramps will be installed in the north and east quadrants of the intersection and two crosswalks will be marked crossing WIS 71 and one crossing Newton St.

## Proposed Design Overview

### Curb Ramps in the Village of Kendall

- Ward & White St

- Replace existing ramps to meet ADA standards.
- Install two crosswalks crossing WIS 71, one crossing Ward St, and one crossing White St.



At the intersection of WIS 71, Ward St and White St the existing curb ramps at the north, south, and west quadrants of the intersection will be replaced with new ramps that meet ADA standards. One new ramp will be installed at the east quadrant of the intersection. Crosswalks will be marked at all four crossings.

## Proposed Design Overview

### Curb Ramps in the Village of Kendall

- East St

- Replace existing ramps to meet ADA standards and install new ramp on north side of WIS 71.
- Install new crosswalk crossing WIS 71 on the west side of the intersection and one crossing East St.



At the intersection of WIS 71 and East St, the existing curb ramps in the south and west quadrants of the intersection will be replaced with new ramps that meet ADA standards. One new ramp will be installed along the north side of WIS 71. A new crosswalk crossing WIS 71 will be made on the west side of the intersection, along with one crossing East St.

## Proposed Design Overview

### Curb Ramps in the Village of Kendall

- Park Rd

- Replace existing ramp and install two new ramps to meet ADA standards.
- Install a crosswalk crossing WIS 71 on the southeast side of the intersection and crossing Park Rd.



At the intersection of WIS 71 and Park Rd, the existing curb ramp in the west quadrant of the intersection will be replaced with a new ramp that meets ADA standards. Two new ramps will be installed in the east and south quadrants of the intersection. A crosswalk will be marked crossing WIS 71 at the east side of the intersection and crossing Park Rd.

## Proposed Design Overview

### Curb Ramps in the Village of Kendall

- Mid-Block At Glenwood Park

- Install two new ramps and a crosswalk across WIS 71.

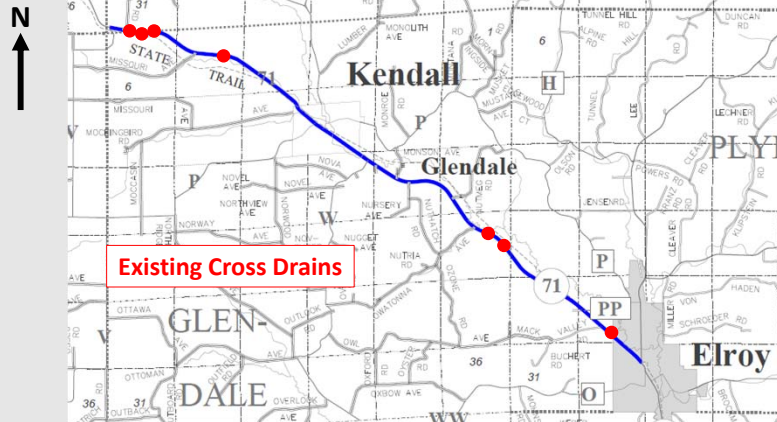


Two new ramps and one crosswalk crossing WIS 71 will be marked mid-block near Glenwood Park.

## Proposed Design Overview

### Cross Drains

- Repair/replace seven corrugated metal cross drains.



There are seven existing corrugated metal cross drains that will be repaired or replaced throughout the project. Four existing corrugated metal culvert pipes will be replaced with new reinforced concrete cross drains. Two existing corrugated metal cross drains will be replaced with new corrugated metal cross drains. One existing twin corrugated metal cross drain will get a new concrete floor and repairs done to the existing masonry endwalls.



## Proposed Design Overview

### Replace Guardrail and End Terminals

- Replace outdated guardrail and end terminals along WIS 71 with MGS beam guard and Energy Absorbing Terminals (EAT's) meeting current safety standards.
- Adjust the height of existing guardrail meeting current safety standards along WIS 71 as necessary.



The existing outdated end terminals and guardrail will be replaced with Midwest Guardrail System (MGS) guardrail and Energy Absorbing Terminals (EAT's) meeting current safety standards at structures B-41-280, B-41-329, B-41-113, B-41-114, B-41-133 and 4 other locations along WIS 71.

Existing guardrail that meets current standards will remain and will be raised as necessary due to the change in pavement height from the mill and overlay.

## Proposed Design Overview

### Replace Structure C-41-0131

- Remove the existing steel pipe culvert.
- Construct a new single cell reinforced concrete box culvert.



Remove the existing 9-ft wide by 100 ft long steel sectional pipe culvert, C-41-0131, and replace it with a new 12.5-ft wide by 112-ft long single-cell reinforced concrete box culvert.

## Proposed Design Overview

### Replace Structure B-41-0023

- Remove existing single span steel deck girder structure.
- Construct a new single span prestressed concrete girder structure.



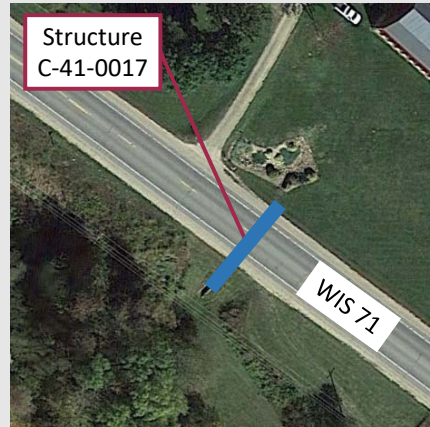
Remove the existing 36-ft wide by 31.5-ft single span steel deck girder structure, B-41-0023, and replace it with a new 36-ft wide by 57.83-ft long single span prestressed concrete girder structure. Along with the structure new beamguard will be installed.

## Proposed Design Overview

### Rehabilitate Structure C-41-0017

- Rehabilitate existing single cell box culvert.

- Concrete surface repair
- Joint repair

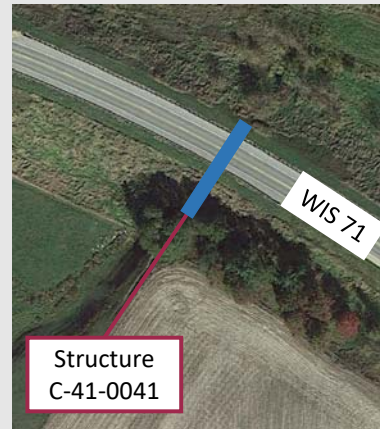


Existing single cell reinforced concrete structure C-41-0017 will be rehabilitated to extend its service life. The rehabilitation work will consist of concrete surface repairs and a joint repair.

## Proposed Design Overview

### Rehabilitate Structure C-41-0041

- Rehabilitate existing single cell box culvert.
  - Concrete surface repairs.
  - Add wings to inlet side of structure

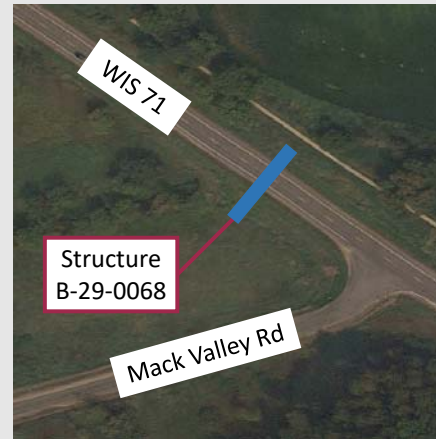


Existing single cell reinforced concrete structure C-41-0041 will be rehabilitated to extend its service life. The rehabilitation work will consist of concrete surface repairs, as well as, constructing an apron and wing walls at the inlet end of the structure.

## Proposed Design Overview

### Rehabilitate Structure B-29-0068

- Rehabilitate existing twin cell box culvert.
  - Concrete surface repairs
  - Replacement of tilting wing



Existing twin cell reinforced concrete structure B-29-0068 will be rehabilitated to extend its service life. The rehabilitation work will consist of concrete surface repairs and the replacement of a tilting wing.

## Recent Activity

---

- 2021
  - Survey completed
  - Agency & utility coordination initiated
- 2022 & Beyond
  - Preliminary roadway plans
  - Pavement design report
  - Project webpage created



## What is next?

---

- |                               |                    |
|-------------------------------|--------------------|
| • Environmental Report        | October 2022       |
| • Preliminary Design Complete | November 2022      |
| • Design Study Report         | May 2023           |
| • Final (90%) Plans           | August 2025        |
| • PS&E (Advanceable)          | May 2025           |
| • Let Date (Advanceable)      | August 2025        |
| • Construction                | Spring/Summer 2026 |





## Project Contact Information

**John Bainter, PE**

WisDOT Project Manager

[John.Bainter@dot.wi.gov](mailto:John.Bainter@dot.wi.gov)

3550 Mormon Coulee Rd

La Crosse, WI 54601

(608) 785-9729

**Erik Meyer, PE**

Consultant Project Engineer

Westbrook Associated Engineers, Inc.

[emeyer@westbrookeng.com](mailto:emeyer@westbrookeng.com)

PO Box 429

Spring Green, WI 53588

(608) 588-7866

### Project Webpage

<https://wisconsindot.gov/Pages/projects/by-region/sw/wis71-juneamonroe/default.aspx>



## Thank You For Your Time

---

If you have any comments, questions, or concerns, please send Erik Meyer with Westbrook Associated Engineers, Inc. an email, give him a call, or return the comment form in the mail.

