STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5085-1-71	OS 3299(1)	1

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED

GOOSE ISLAND ACCESS ROAD (GOOSE ISLAND BRIDGE)

C.T.H. "GI"

LA CROSSE COUNTY

STATE PROJECT NUMBER

5085-1-71

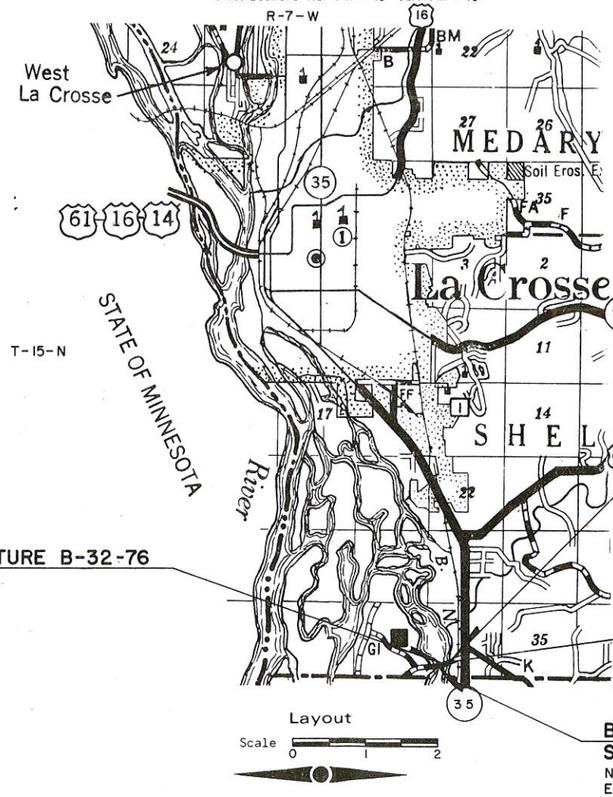
Scales: Plan 1 in = 50 ft; Profile Hor 1 in = 50 ft Vert 1 in = 5 ft; Cross Sections Hor 1 in = 10 Vert 1 in = 10

Index of Sheets

TOTAL SHEETS = 29

Design Designation

A.D.T.	=	850 (1976)
A.D.T.	=	1500 (1996)
D.H.V.	=	225
D.	=	70%
T.	=	1%
V.	=	25 M.P.H.



NOTE: COORDINATES SHOWN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, SOUTH ZONE, AND SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, STODDARD, WISCONSIN QUADRANGLE FOR IDENTIFICATION

END PROJECT 5085-1-71
STA. 113+00
N 631,924 (±200')
E 1,682,374 (±200')
APPROX. 669' N. & 428' W. OF THE S 1/4 COR. SEC. 34 T-15-N, R-7-W.

STRUCTURE B-32-76

STATION 111+72.17 ℄ BK. = EQUATION
STATION 111+44.78 ℄ AH.

BEGIN PROJECT 5085-1-71
STA. 102+00
N 631,942 (±200)
E 1,681,396 (±200)
APPROX. 687' N. & 1,406' W. OF THE S 1/4 COR. SEC. 34 T-15-N, R-7-W.

Total Net Length of Centerline = 0.214 Mi.

Conventional Signs

County Line		Culverts in Place	
Township or Range Line		Culverts Required	
Section Line		Drop Inlet	
New Right of Way Line		Power Pole	
Present Right of Way Line		Telephone or Telegraph Pole	
Wire Fence	(type)	Right of Way Markers	
Corporate or City Limits		Reference Stake for Hubs Only	+61.7 25.9
Property Line	P.L.	Marsh	
Traveled Way or P.E.		Hedge	
Railroads		Trees	
Base or Survey Line		Ground Elevation	Datum Line 25.9
Caution Symbol (combustible fluids under pressure)	CAUTION	Grade Elevation	Datum Line 26.8

APPROVED
FOR
LA CROSSE COUNTY

1-31-77 DATE — Harold G. Nelson COUNTY HIGHWAY COMMISSIONER

ORIGINAL PLANS PREPARED BY
OWEN AYRES & ASSOCIATES
CONSULTING ENGINEERS
EAU CLAIRE WISCONSIN

Richard Mauch

DATE 2/1/77

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Surveyor _____ District Checker _____
Designer _____ C.O. Checker _____
District Supervisor _____ C.O. Monitor _____

Approved:
Date 2/4/76 — District Engineer

Approved:
Date 4-5-77 — Chief of Facilities Development

Approved:
Date 4-6-77 — State Highway Engineer

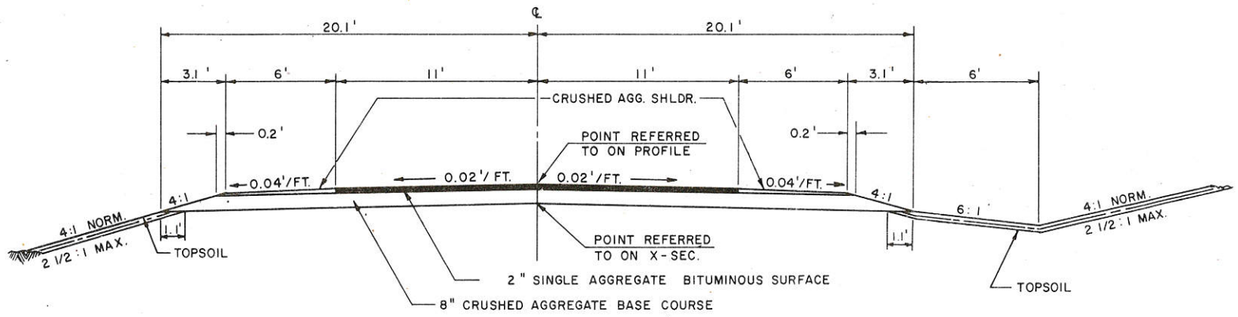
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 5 WISCONSIN DIVISION

Approved:

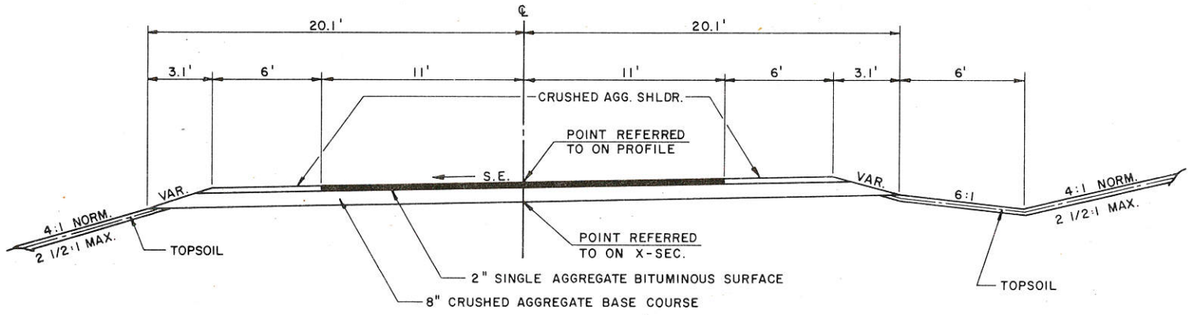
Date _____ Division Engineer

STATE PROJECT NUMBER	SHEET NO.
5085-1-71	2

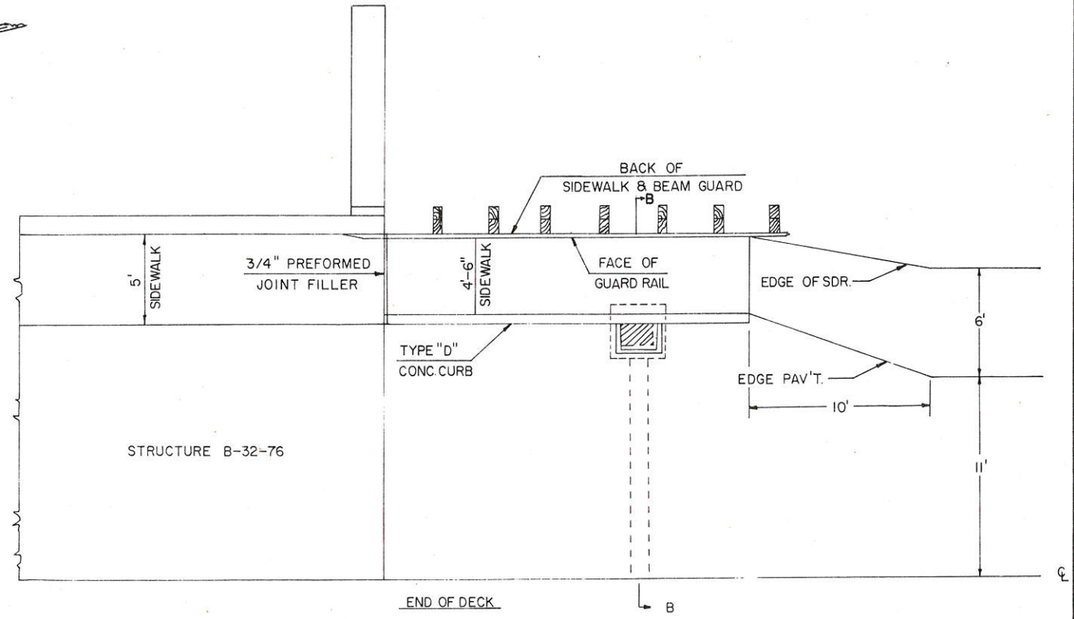
TYPICAL SECTIONS



TYPICAL FINISHED SECTION

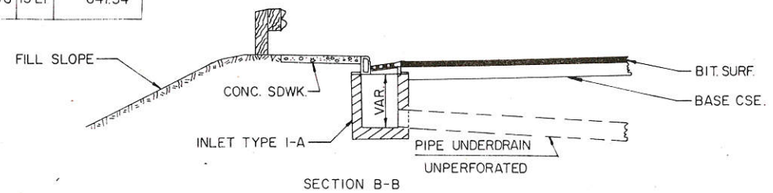


TYPICAL SUPER-ELEVATED SECTION



PLAN VIEW

STA.	LOC.	GRATE ELEV.
106+60	13 LT.	646.69
109+06	13 LT.	647.34



SECTION B-B

TYPE 1 INLET DETAIL

GENERAL NOTES

CURVE DATA IS BASED ON THE ARC DEFINITION.

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

BEARINGS SHOWN ON PLANS ARE TRUE BEARINGS.

EXACT LOCATION OF PRIVATE OR FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER.

TOPSOIL SHALL BE PLACED ON THE SLOPES TO THE POINT OF INTERCEPT WITH THE ORIGINAL GROUND, SHOWN ON THE CROSS SECTIONS, TO A DEPTH OF 4 INCHES AT THE TIME OF PLACEMENT.

MULCH ALL SEEDED AREAS EXCEPT BORROW PIT AND MARSH DISPOSAL AREAS.

WHEN THE ITEM OF BASE COURSE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

APPLICABLE STANDARD DETAIL DRAWINGS

8A5-2 8C1-3	CATCH BASIN, MANHOLE & INLET COVERS INLETS, TYPE 1 & 2
8F1-6	APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
12A3-1	NAME PLATE (STRUCTURES)
14B2-4 A & B	CLASS "A" STEEL PLATE BEAM GUARD AND STEEL PLATE BEAM MEDIAN GUARD (TWO SHEETS)
15C1-5	CONSTRUCTION BARRICADES AND STANDARD SIGNS
23A1-1	MARSH EXCAVATION
8D1-3	CONCRETE CURB, GUTTER, COMBINATION CURB & GUTTER.

UTILITIES

ELECTRICAL - LA CROSSE COUNTY PARK COMMISSION
LA CROSSE COUNTY COURTHOUSE
LA CROSSE, WISCONSIN 54601
CLARENCE SCHMIDT 608-784-9919

SINGLE AGGREGATE-BITUMINOUS SURFACE

ESTIMATE OF QUANTITIES

CONTRACT NO. 1
GRADING, BASE, SINGLE AGG. BITUMINOUS SURFACE, & STRUCTURE B-32-76

STATE PROJECT NUMBER	SHEET NO.
5085-1-71	3

CONTRACT NO.	STATION TO STATION		NET LENGTH OF CENTER LINE	CLEARING		EXCAVATION UNCL.	EXCAVATION MARSH	EXCAVATION BORROW	FINISHING ROADWAY	CRUSHED AGGREGATE BASE COURSE		SINGLE AGGREGATE BITUMINOUS SURFACE	BITUMINOUS MATERIAL FOR SURFACE COURSE	CONCRETE CURB TYPE D	METAL APRON ENDWALL, 12-INCH	CONCRETE SIDEWALK, 5-INCH	HEAVY RIPRAP	INLETS, TYPE I	INLET COVERS, TYPE A	PIPE UNDERDRAIN, UNPERFORATED, 12-INCH	ANCHORAGES FOR STEEL PLATE BEAM GUARD	STEEL PLATE BEAM GUARD, CLASS A	
		ITEM NO.		20101		20503	20505	20801	21301	30403		40601	40602	60102	52145	60205	60602	61121	61161	61214	61406	61408	
		UNIT	LIN. FT.	STA.		CU. YD.	CU. YD.	CU. YD.	L.S.	CU. YD.		TON	TON	LIN. FT.	EACH	SQ. FT.	CU. YD.	EACH	EACH	LIN. FT.	EACH	LIN. FT.	
1	STA. 102+00 TO 106+73.01 & STA. 108+92.10 TO 113+00 (NON-PARTICIPATING)		908.30	9		224	3,138	22,624	1	1,212		267	16	40	2	200	117	2	2	128	4	555	
1	STRUCTURE B-32-76 (PARTICIPATING)		219.09																				
1	TOTALS		1127.39	9		224	3,138	22,624	1	1,212		267	16	40	2	200	117	2	2	128	4	555	

BRIDGES (STRUCTURES OVER 20 FT. SPAN)

	STRUCTURE NO.		REMOVING OLD BRIDGE, STA. 107+82	EXCAVATION FOR STRUCTURES, B-32-76	CONCRETE MASONRY,	CONCRETE MASONRY, SEAL	PRESTRESSED GIRDER, I TYPE, 54-INCH	HIGH STRENGTH BAR STEEL REINFORCEMENT	STRUCTURAL CARBON STEEL	BEARING PADS, ELASTOMERIC	CAST-IN-PLACE CONCRETE PILING, DELIVERED & DRIVEN, 12-INCH	TUBULAR RAILING, TYPE F, STRUCTURE B-32-76	HEAVY RIPRAP	COFFERDAMS	MOBILIZATION
		ITEM NO.	20351	20610	50201	50211	50307	50504	50601	50625	51031	51340	60602	20650	61910
		UNIT	L.S.	L.S.	CU. YD.	CU. YD.	LIN. FT.	LB.	LB.	SQ. FT.	LIN. FT.	L.S.	CU. YD.	L.S.	L.S.
1	B-32-76		1	1	432	75	1,308	72,970	300	43	3,820	1	470	1	1
1	TOTALS		1	1	432	75	1,308	72,970	300	43	3,820	1	470	1	1

	TOPSOIL	MULCHING	FERTILIZER	SEEDING		FIELD OFFICE, TYPE A		TRAFFIC CONTROL
ITEM NO.	62501	62702	62901	63002		64201		64301
UNIT	SQ. YD.	SQ. YD.	CWT.	LB.		L.S.		L.S.
1	3,063	3,670	12	205		1		1

DETAILED SUMMARY OF MISCELLANEOUS QUANTITIES

CLEARING

LOCATION	STA.
102+00 - 107+00	5
109+00 - 113+00	4

CRUSHED AGGREGATE BASE COURSE

LOCATION	CU. YD.
MAINLINE	1,120
SHOULDERS	92

SINGLE AGGREGATE BITUMINOUS SURFACE

LOCATION	BIT. SURFACE TON	BIT. MAT'L. TON
MAINLINE	267	16

PIPE UNDERDRAIN, UNPERFORATED, 12-INCH

LOCATION	LIN. FT.	ENDWALLS
106+60	64	1
109+06	64	1

CONCRETE CURB, TYPE D

LOCATION	LIN. FT.
106+53 - 106+73 LT.	20
108+92 - 109+12 LT.	20

INLET & INLET COVER

LOCATION	INLET TYPE	COVER TYPE
106+60, 13' LT.	1	A
109+06, 13' LT.	1	A

HEAVY RIPRAP

LOCATION	CU. YD.
102+50 - 103+80 RT.	48
106+00 - 106+73 RT.	47
108+92 - 109+50 RT.	22

CONCRETE SIDEWALK, 5-INCH

LOCATION	SQ. FT.
106+53 - 106+73 LT.	100
108+92 - 109+12 LT.	100

STEEL PLATE BEAM GUARD, CL. "A"

LOCATION	LIN. FT.	TERMINAL END	ANCHORAGE
105+46 - 106+75 RT.	129	-	1
105+49 - 106+38 LT.	89	1	1
106+46 - 106+75 LT.	29	1	-
108+90 - 110+69 RT.	179	-	1
108+90 - 110+19 LT.	129	-	1

SEEDING
(MIXTURE NO. 2)

LOCATION	APPLICATION RATE/1000 S.F.	LBS.
MAINLINE	2 LBS.	66
MARSH DISPOSAL AREA	1 LB.	9
BORROW PIT	1 LB.	130

STANDARD ABBREVIATIONS

ABANDON	ABND.	MAILING ADDRESS	#0000
ABSTRACT	ABS.	MANHOLE	M.H.
ACCESS POINT	A.P.	MANUFACTURING	MFG.
ACRES	AC.	MAXIMUM	MAX.
ADDITION	ADD.	MEASURED	(M)
AGRICULTURAL	AGRI.	MILE	MI.
AHEAD	AH.	MILK ROOM	M.R.
AND OTHERS	ET. AL.	MINIMUM	MIN.
AND WIFE	ET. UX.	MONUMENTS	MON.
APARTMENT	APT.	MOTEL	MO.
ASSUMED	(A)	MUNICIPAL	MCPL.
AUXILIARY REFERENCE LINE	AR℄	NORTHEAST	NE
AVENUE	AVE.	NORTHWEST	NW
BACK	BK.	NUMBER	NO.
BARN	B.	OUTLOT	O.L.
BASE LINE	ℬ	PARALLEL	PLL.
BEARING LONG CHORD	B.L.C.	PAVEMENT	PAV'T.
BITUMINOUS	BIT.	PERMANENT	PERM.
BLOCK	BLK.	POINT OF CURVATURE	P.C.
BOULEVARD	BLVD.	POINT OF INTERSECTION	P.I.
BRICK	BRK.	POINT OF TANGENCY	P.T.
BUILDINGS	BLDGS.	POINT OF COMPOUND CURVE	P.C.C.
CATCH BASIN	C.B.	POINT OF REVERSE CURVE	P.R.C.
CEMETERY	CEM.	POINT ON CURVE	P.O.C.
CENTERLINE	℄	PRIVATE DRIVE	P.D.
CENTRAL ANGLE	△	PROJECT	PROJ.
CHANNEL	CH.	PROPERTY LINE	P.L.
CHANNEL CHANGE	CH.CH.	QUIT CLAIM DEED	Q.C.D.
CHICKEN HOUSE	C.H.	RADIUS	R
COMMERCIAL	COMM.	RAILROAD	R.R.
COMPANY	COM.	RAILWAY	RY.
COMPUTED	(C)	REFERENCE LINE	℟
CONCRETE	CONC.	RELOCATED	REL.
CONSTRUCTION	CONST.	REQUIRED	REQ'D.
CORN CRIB	C.C.	RESIDENTIAL	RES.
CORNER	COR.	RESTAURANT	REST.
CORPORATION	CORP.	RIGHT	RT.
CORRUGATED	CORR.	RIGHT OF WAY	R/W
COUNTY	CO.	ROAD	RD.
COUNTY TRUNK HIGHWAY	C.T.H.	ROADWAY	RDWY.
CREEK	CR.	SANITARY	SAN.
CULVERT	CULV.	SCALED	(S)
DEED	(D)	SCHOOL	SCH.
DEGREE OF CURVE	D	SECTION	SEC.
DISPOSAL	DISP.	SERVICE STATION	S.S.
DISTRICT	DIST.	SEPTIC TANK	SEP.
DRIVE	DR.	SIDEWALK	SWK.
DRIVEWAY	DWY	SHED	S.
ESTATE	EST.	SOUTHEAST	SE
EXISTING	EX.	SOUTHWEST	SW
EXTERNAL DISTANCE	E	SPECIAL CROSSING	S.C.
FACTORY	FACT.	SPECIAL DRIVE	S.D.
FEDERAL AID PROJECT	F.A.P.	SQUARE	SQ.
FIELD ENTRANCE	F.E.	STANDARD	STD.
FIRE HYDRANT	F.H.	STATE TRUNK HIGHWAY	S.T.H.
FOOT (FEET)	FT.	STATION	STA.
FOUNDATION	FDN.	STORY	STY.
FRAME	FR.	STREET	ST.
GARAGE	G	SUBDIVISION	SUBD.
GOVERNMENT	GOV'T.	SURVEY	(S)
GREEN HOUSE	G.H.	TANGENT	TAN.
HIGHWAY	HWY	TANGENT LENGTH OF CURVE	T.
HOTEL	HO.	TAPER	TAP.
HOUSE	H.	TAVERN	TAV.
HOUSE TRAILER	H.T.	TEMPORARY	TEMP.
INCHES	IN.	TRANSIT LINE	℡
INCORPORATED	INC.	TRANSMISSION TOWER	T.T.
INCLUSIVE	INCL.	UNITED STATES COAST & GEODETIC SURVEY	U.S.C.&G.S.
INTERSECTION ANGLE	I	UNITED STATES GEOLOGICAL SURVEY	U.S.G.S.
INTERSTATE HIGHWAY	I.H.	UNITED STATES HIGHWAY	U.S.H.
IRON PIN	I.P.	VENDEE	VDE.
ISLAND	IS.	VENDOR	VDR.
LEFT	LT.	VITRIFIED	VIT.
LENGTH OF CURVE	L	WAREHOUSE	W.H.
LESSEE	LSE.	WATER TOWER	W.T.
LESSOR	LSR.	WELL	W.
LIMITED HIGHWAY EASEMENT	L.H.E.	WINDMILL	WM.
MACHINERY SHED	M.S.	WOOD	WD.
MAGNETIC	MAG.		

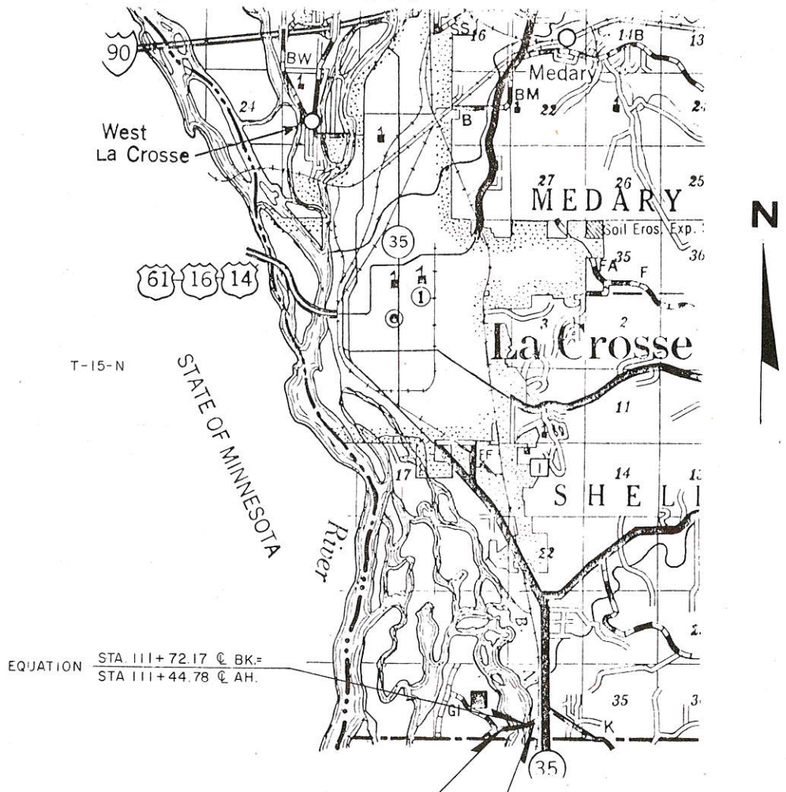
STATE OF WISCONSIN

LA CROSSE COUNTY HIGHWAY DEPARTMENT

PLAT OF RIGHT OF WAY REQUIRED FOR

C.T.H. "GI"

GOOSE ISLAND ACCESS ROAD (GOOSE ISLAND BRIDGE)



BEGIN RELOCATION ORDER
STA. 102+00
N. 631,942 (±200)
E. 1,681,396 (±200)
APPROX. 687' N. & 1,406' W. OF THE S 1/4 COR.
SEC. 34 T-15-N, R-7-W.

END RELOCATION ORDER
STA. 113+00
N. 631,924 (± 200)
E. 1,682,374 (±200)
APPROX. 669' N. & 428' W OF THE S 1/4 COR.
SEC. 34 T-15-N, R-7-W

LOCATION SKETCH

SCALE
0 1 2
MILES

TOTAL NET LENGTH OF CENTERLINE 0.214 MILES

NOTE COORDINATES SHOWN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, SOUTH ZONE, AND SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, STODDARD, WISCONSIN QUADRANGLE FOR IDENTIFICATION

CONVENTIONAL SIGNS

- STATE LINE
- COUNTY LINE
- TOWNSHIP AND RANGE LINE
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW CENTER LINE
- NEW R/W LINE
- OLD R/W LINE
- PROPERTY LINE (P.L. +00.0)
- CORPORATE LIMITS (NAME)
- SLOPE INTERCEPTS (SLOPE INTERCEPT)
- LOT, TIE AND OTHER MINOR DASHED LINES
- UNDERGROUND FACILITY (POWER, TELEPHONE, TELEGRAPH, GAS, ETC.) (TYPE)
- NO ACCESS
- LIMITED HIGHWAY EASEMENT
- HIGHWAY SEPARATION
- HIGHWAY OVERPASS
- RAIL LINE OVERPASS
- ALL OTHER BRIDGES
- STREAM OR RIVER (NAME)
- LAKE (LAKE)
- TRAVELED WAY (SHOWN ONLY IN AREA OF FRONTAGE ROADS, INTERCHANGES OR DUAL LANES)
- CEMETERY (CEM.)
- FOUNDATION (FDN.)
- GAS PUMP ISLAND (GAS PUMP)
- BUILDING (TYPE)
- IRON PIN (I.P.)
- POWER POLE
- TELEPHONE POLE
- RAIL LINE
- TRANSMISSION TOWER AND LINE
- UNDERGROUND CABLE MARKER
- WELL
- STONE MONUMENT
- SEPTIC TANK
- WINDMILL
- CATTLE PASS
- ℄ RELOCATED STREAM OR RIVER
- TELEPHONE PEDESTAL OR RISER

PARCEL NO.	SHEET NO.	OWNER
1	4.1	UNITED STATES OF AMERICA
2	4.2	LA CROSSE COUNTY PARK COMMISSION

REVISION DATE	PROJECT I.D.	SHEET NUMBER
	5085-1-21	
	FEDERAL PROJECT DESIGNATION	4.0

PLAT OF RIGHT OF WAY REQUIRED FOR
C.T.H. "GI" — LA CROSSE COUNTY

SCALE Ft. DATE 12/4/75

5.c.5.-1-71 A.C.

APPROVED
FOR
LA CROSSE COUNTY

DATE COUNTY HIGHWAY COMMISSIONER

Richard E. Clackowski

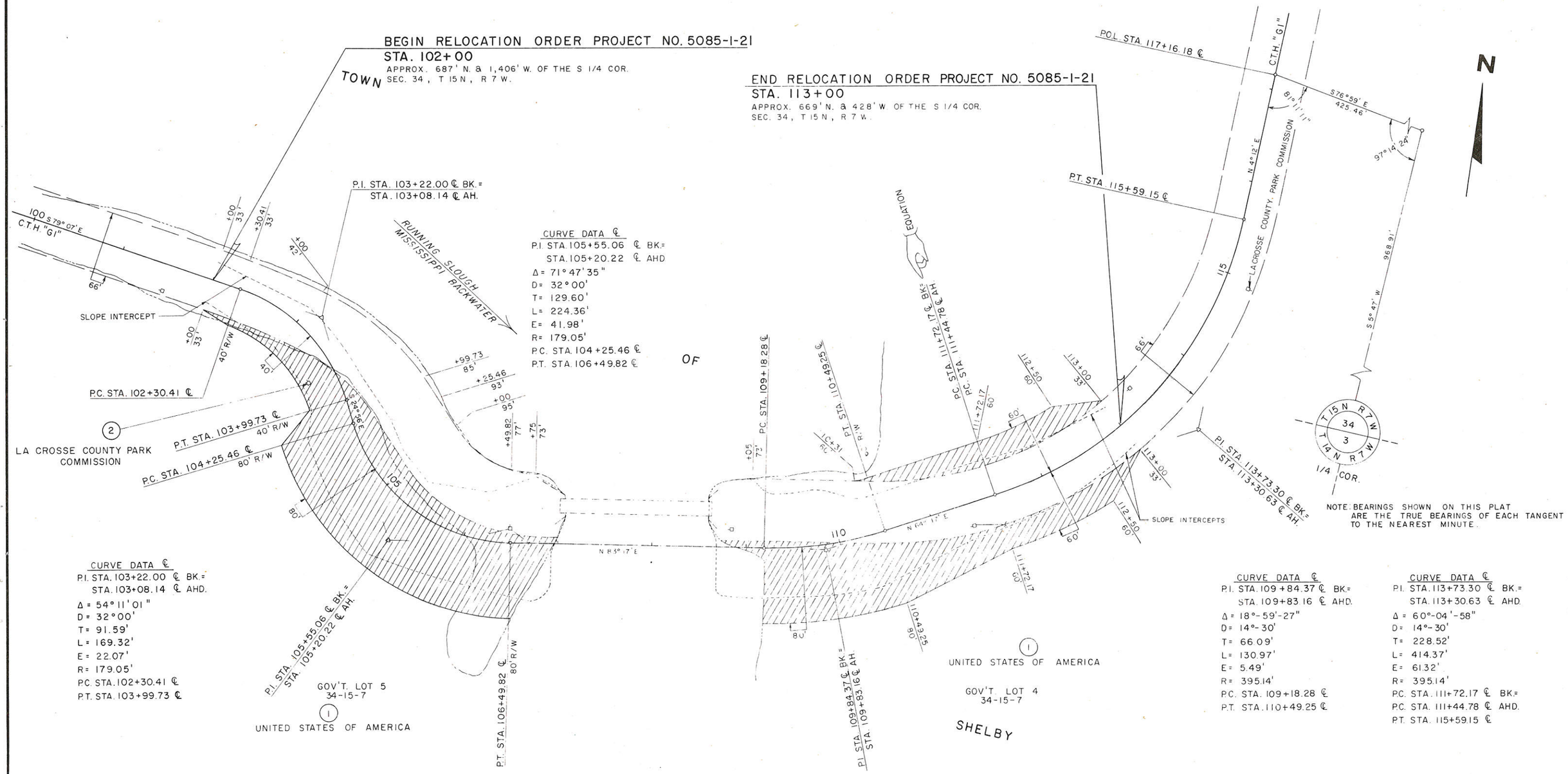
ORIGINAL PLAT
PREPARED BY
OWEN AYRES & ASSOCIATES
CONSULTING ENGINEERS
EAU CLAIRE, WISCONSIN
DATE 12/9/75

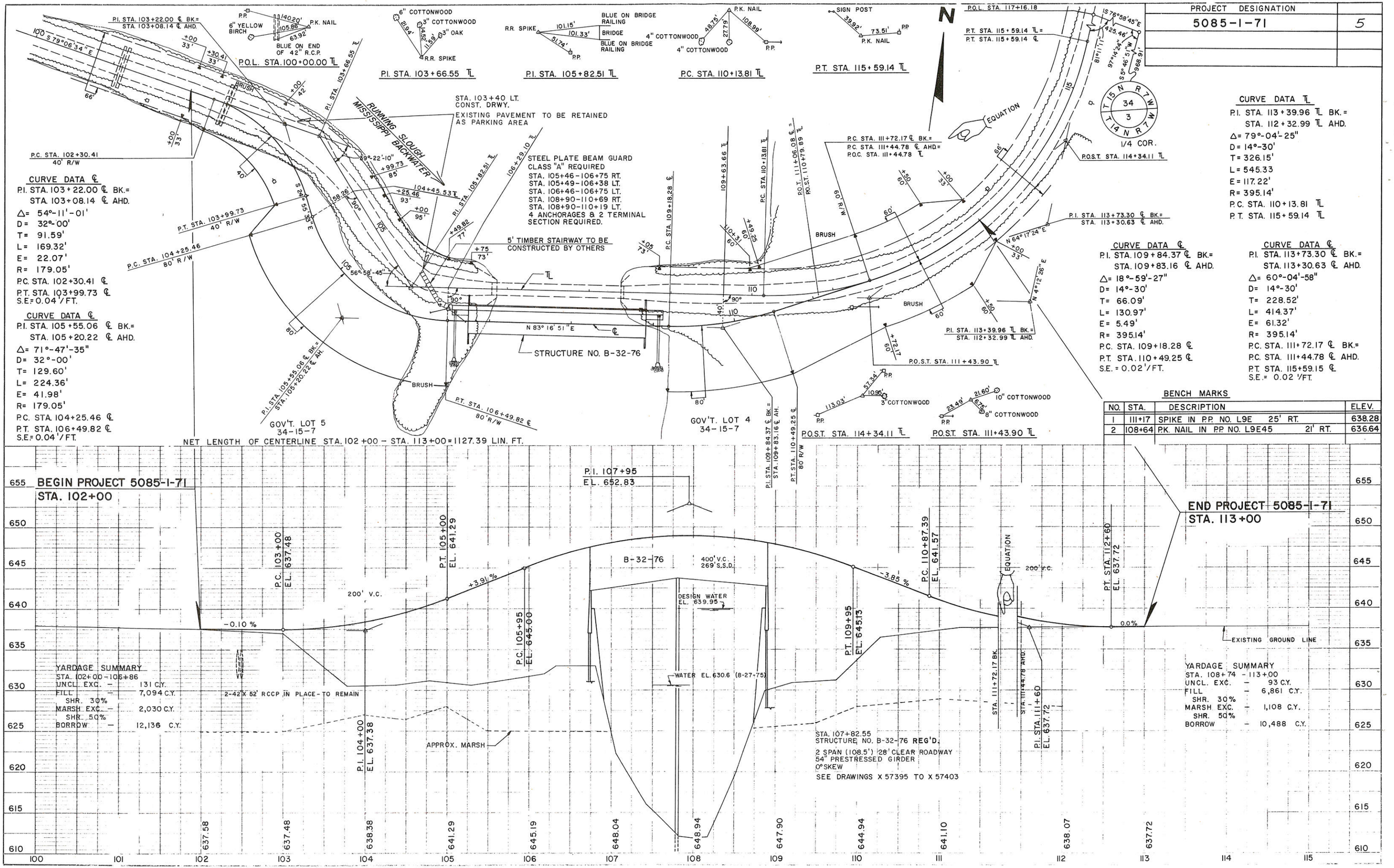
Catalog No. 2130-CI

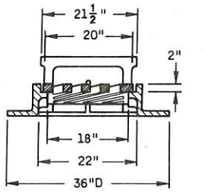
REVISION DATE	PROJECT I.D.	SHEET NUMBER
	5085-1-21	
	FEDERAL PROJECT DESIGNATION	4.1
	PLAT OF RIGHT OF WAY REQUIRED FOR LA CROSSE C.T.H. "GI"	
	SCALE 0 50 100Ft.	DATE 12-4-75
	5085-1-71 4.1	

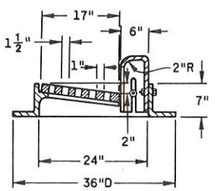
SCHEDULE OF LANDS AND INTERESTS REQUIRED

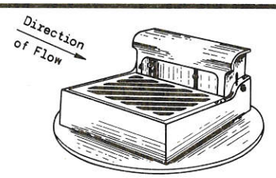
PARCEL NO.	SHEET NO.	OWNER	INTEREST REQUIRED	L.H.E. ACRES	ACRES REQUIRED NEW R/W REQUIRED	EXISTING R/W	TOTAL R/W REQUIRED	TOTAL REMAINING ACRES	OPERATIONS PROJECT NO.
1	4.1	UNITED STATES OF AMERICA	HIGHWAY EASEMENT	——	1.37	1.35	2.72	297.14	5085-1-21
2	4.1	LA CROSSE COUNTY PARK COMMISSION	RELEASE OF RIGHTS	——	——	——	——	——	5085-1-21




PROJECT DESIGNATION
5085-1-71
5
P.O.L. STA. 100+00.00 ℄
P.I. STA. 103+66.55 ℄
P.I. STA. 105+82.51 ℄
P.C. STA. 110+13.81 ℄
P.T. STA. 115+59.14 ℄
P.O.L. STA. 117+16.18
P.T. STA. 115+59.14 ℄ =
P.T. STA. 115+59.14 ℄
P.C. STA. 102+30.41
40' R/W
P.T. STA. 103+99.73
40' R/W
P.C. STA. 104+25.46
80' R/W
P.I. STA. 105+55.06 ℄ BK.=
STA. 105+20.22 ℄ AHD.
P.T. STA. 106+49.82 ℄
80' R/W
P.C. STA. 109+18.28 ℄
P.I. STA. 109+84.37 ℄ BK.=
STA. 109+83.16 ℄ AHD.
P.T. STA. 110+49.25 ℄
80' R/W
P.C. STA. 111+72.17 ℄ BK.=
P.C. STA. 111+44.78 ℄ AHD.=
P.O.C. STA. 111+44.78 ℄
P.O.S.T. STA. 111+43.90 ℄
P.O.S.T. STA. 114+34.11 ℄
P.I. STA. 113+73.30 ℄ BK.=
STA. 113+30.63 ℄ AHD.
P.I. STA. 113+39.96 ℄ BK.=
STA. 112+32.99 ℄ AHD.
STRUCTURE NO. B-32-76
STA. 103+40 LT.
CONST. DRWY.
EXISTING PAVEMENT TO BE RETAINED
AS PARKING AREA
STEEL PLATE BEAM GUARD
CLASS "A" REQUIRED
STA. 105+46 - 106+75 RT.
STA. 105+49 - 106+38 LT.
STA. 106+46 - 106+75 LT.
STA. 108+90 - 110+69 RT.
STA. 108+90 - 110+19 LT.
4 ANCHORAGES & 2 TERMINAL
SECTION REQUIRED.
5' TIMBER STAIRWAY TO BE
CONSTRUCTED BY OTHERS
RUNNING SLOUGH
MISSISSIPPI BACKWATER
EQUATION
BRUSH
GOV'T. LOT 5
34-15-7
GOV'T. LOT 4
34-15-7
N
T 15 N R 7 W
34
3
T 14 N R 7 W
1/4 COR.
CURVE DATA ℄
P.I. STA. 103+22.00 ℄ BK.=
STA. 103+08.14 ℄ AHD.
Δ= 54°-11'-01"
D= 32°-00'
T= 91.59'
L= 169.32'
E= 22.07'
R= 179.05'
P.C. STA. 102+30.41 ℄
P.T. STA. 103+99.73 ℄
S.E.= 0.04'/FT.
CURVE DATA ℄
P.I. STA. 105+55.06 ℄ BK.=
STA. 105+20.22 ℄ AHD.
Δ= 71°-47'-35"
D= 32°-00'
T= 129.60'
L= 224.36'
E= 41.98'
R= 179.05'
P.C. STA. 104+25.46 ℄
P.T. STA. 106+49.82 ℄
S.E.= 0.04'/FT.
CURVE DATA ℄
P.I. STA. 109+84.37 ℄ BK.=
STA. 109+83.16 ℄ AHD.
Δ= 18°-59'-27"
D= 14°-30'
T= 66.09'
L= 130.97'
E= 5.49'
R= 395.14'
P.C. STA. 109+18.28 ℄
P.T. STA. 110+49.25 ℄
S.E.= 0.02'/FT.
CURVE DATA ℄
P.I. STA. 113+73.30 ℄ BK.=
STA. 113+30.63 ℄ AHD.
Δ= 60°-04'-58"
D= 14°-30'
T= 228.52'
L= 414.37'
E= 61.32'
R= 395.14'
P.C. STA. 111+72.17 ℄ BK.=
P.C. STA. 111+44.78 ℄ AHD.
P.T. STA. 115+59.15 ℄
S.E.= 0.02'/FT.
CURVE DATA ℄
P.I. STA. 113+39.96 ℄ BK.=
STA. 112+32.99 ℄ AHD.
Δ= 79°-04'-25"
D= 14°-30'
T= 326.15'
L= 545.33
E= 117.22'
R= 395.14'
P.C. STA. 110+13.81 ℄
P.T. STA. 115+59.14 ℄
BENCH MARKS
NO. | STA. | DESCRIPTION | ELEV.
1 | 111+17 | SPIKE IN P.P. NO. L9E 25' RT. | 638.28
2 | 108+64 | P.K. NAIL IN P.P. NO. L9E45 21' RT. | 636.64
NET LENGTH OF CENTERLINE STA. 102+00 - STA. 113+00 = 1127.39 LIN. FT.
BEGIN PROJECT 5085-1-71
STA. 102+00
END PROJECT 5085-1-71
STA. 113+00
P.I. 107+95
EL. 652.83
P.C. 103+00
EL. 637.48
P.T. 105+00
EL. 641.29
P.C. 105+95
EL. 645.00
P.T. 109+95
EL. 645.13
P.C. 110+87.39
EL. 641.57
P.T. STA. 112+60
EL. 637.72
P.I. 104+00
EL. 637.38
B-32-76
400' V.C.
269' S.S.D.
200' V.C.
200' V.C.
+3.91 %
-0.10 %
-3.85 %
0.0%
DESIGN WATER
EL. 639.95
WATER EL. 630.6 (8-27-75)
EXISTING GROUND LINE
APPROX. MARSH
2-42" X 52' RCCP IN PLACE - TO REMAIN
STA. 107+82.55
STRUCTURE NO. B-32-76 REG'D.
2 SPAN (108.5') 28' CLEAR ROADWAY
54" PRESTRESSED GIRDER
0°SKEW
SEE DRAWINGS X 57395 TO X 57403
YARDAGE SUMMARY
STA. 102+00 - 105+86
UNCL. EXC. - 131 C.Y.
FILL 7,094 C.Y.
SHR. 30%
MARSH EXC. - 2,030 C.Y.
SHR. 50%
BORROW - 12,136 C.Y.
YARDAGE SUMMARY
STA. 108+74 - 113+00
UNCL. EXC. - 93 C.Y.
FILL - 6,861 C.Y.
SHR. 30%
MARSH EXC. - 1,108 C.Y.
SHR. 50%
BORROW - 10,488 C.Y.
655
650
645
640
635
630
625
620
615
610
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
637.58
637.48
638.38
641.29
645.19
648.04
648.94
647.90
644.94
641.10
638.07
637.72
PLATT PLAN PROFILE

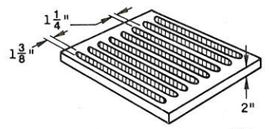




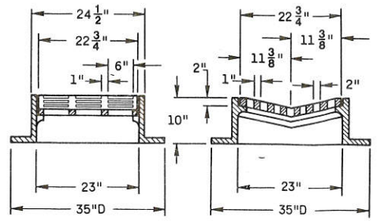


TYPE "A"

(Approximate Weight 405 lbs.)
Frame Weight 250 lbs.
Grate Weight 85 lbs.
Box Weight 70 lbs.

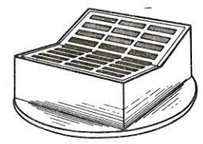


ALTERNATE TYPE GRATE ✱
(Longitudinal Slots)
Approximate Weight 100 lbs.

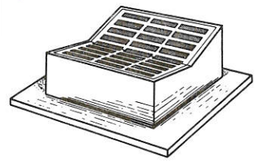


TYPE "B"

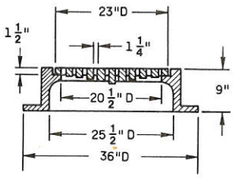
(Approximate Weight 395 lbs.)
Frame Weight 285 lbs.
Grate Weight 110 lbs.



Round Frame

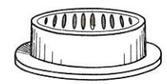


Alternate Frame
(Square type)
35" Square



TYPE "C" - TYPE "J"

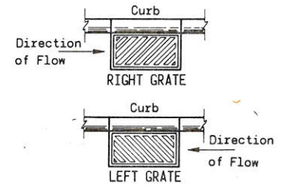
Frame Weight 250 lbs.
Slotted Grate Weight 125 lbs.
Solid Cover Weight 150 lbs.

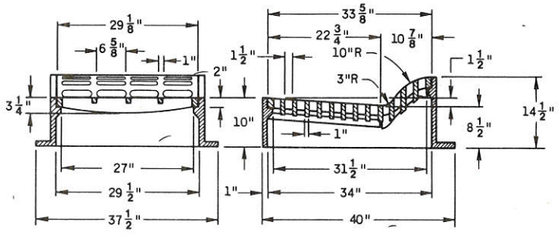


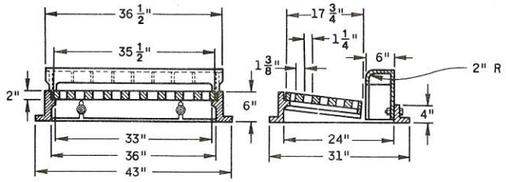
TYPE "C" ✱
Slotted Grate

TYPE "J"
Solid Cover

Diagonal Slots shall be oriented to the direction of flow as shown hereon. Hence RIGHT and LEFT Grates shall be furnished depending on direction of flow. (See Sketch Below)

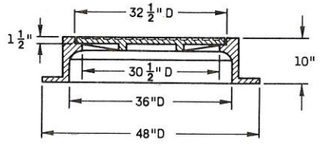






NOTE: Curb Box height adjustable 6" to 9"

✱ CAUTION: DO NOT USE GRATES WITH LONGITUDINAL SLOTS WHERE BICYCLE TRAFFIC IS PERMITTED.

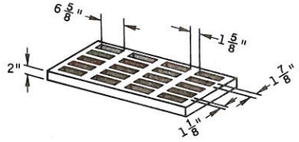


TYPE "K"

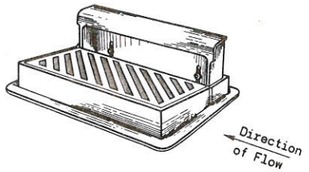
(Approximate Weight 785 lbs.)

TYPE "F"

(Approximate Weight 850 lbs.)
Frame 515 lbs.
Back grate 160 lbs.
Front grate 175 lbs.

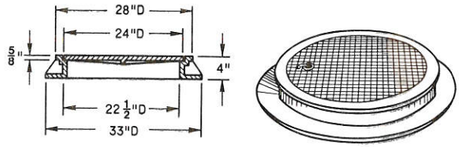


ALTERNATE TYPE GRATE
(Longitudinal Slots)
Approximate Weight 200 lbs.



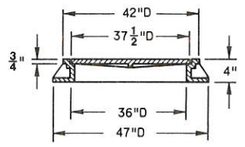
TYPE "H"

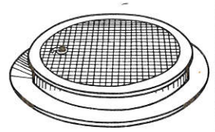
(Approximate Weight 510 lbs.)
Frame Weight 220 lbs.
Grate Weight 175 lbs.
Box Weight 115 lbs.



TYPE "L"

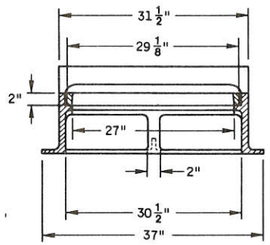
(Approximate Weight 220 lbs.)

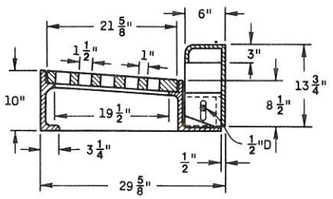




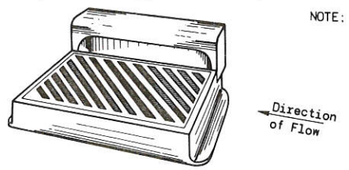
TYPE "M"

(Approximate Weight 535 lbs.)



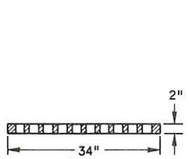


NOTE: Curb Box height adjustable 6" to 9"

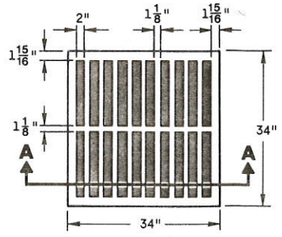


TYPE "WM"

(Approximate Weight 670 lbs.)
Frame Weight 350 lbs.
Grate Weight 185 lbs.
Box Weight 135 lbs.



SECTION A-A



TYPE "MS" ✱

(Approximate Grate Weight 285 lbs.)

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.

Detail drawings for proposed alternate designs for Catch Basin, Manhole and Inlet Covers shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All Catch Basin, Manhole and Inlet Covers which are placed in vehicular traffic areas shall be "Non-Rocking" type.

Adjustment of the cover to grade may be accomplished by the use of mortar and brick, or by Precast Concrete Grade Rings (AASHTO Designation M-199). Maximum adjustment shall be 8 inches.

Curb box height to be adjusted 4 to 9 inches, unless otherwise noted, after the form is in place.

The actual weight of covers may vary within 5 percent, plus or minus, of the approximate weight.

CATCH BASIN MANHOLE AND INLET COVERS

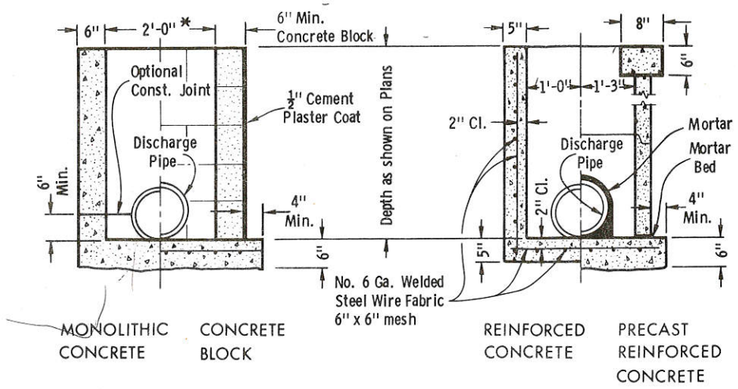
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
12-3-75 DATE — CHIEF of FACILITIES DEVELOPMENT

APPROVED
12-9-75 DATE — STATE HIGHWAY ENGINEER

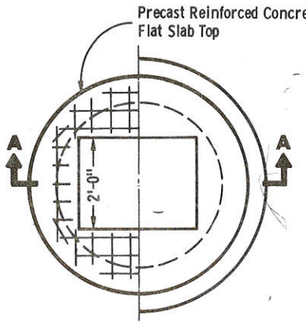
S.D.D. 8A5-2

S.D.D. 8A5-2

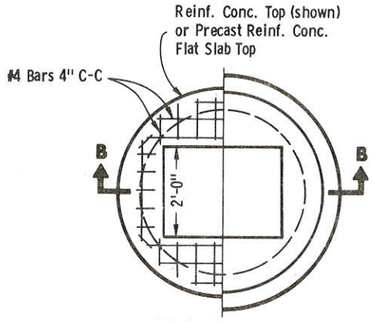


* Selection of Square or Circular Design will be based on the pipe sizes and the Inlet Cover being utilized.

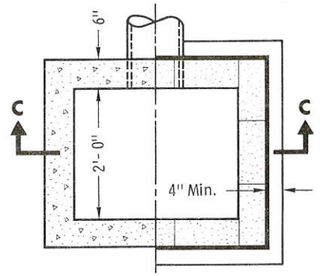
INLETS TYPE 1



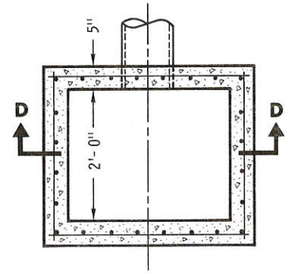
PLAN VIEW



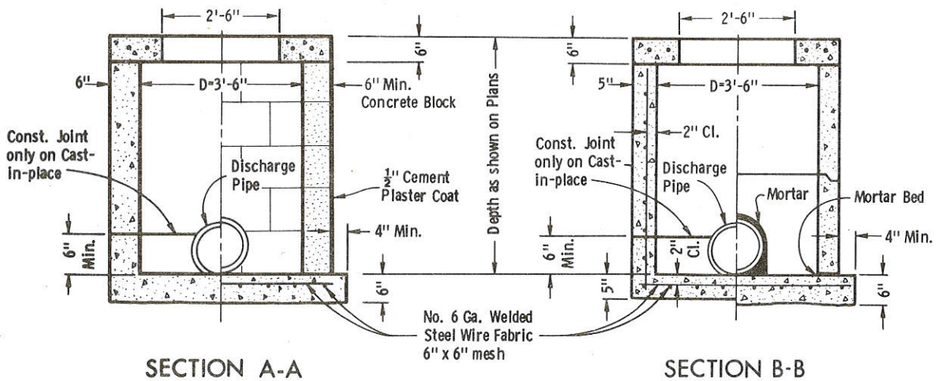
PLAN VIEW



PLAN VIEW



PLAN VIEW

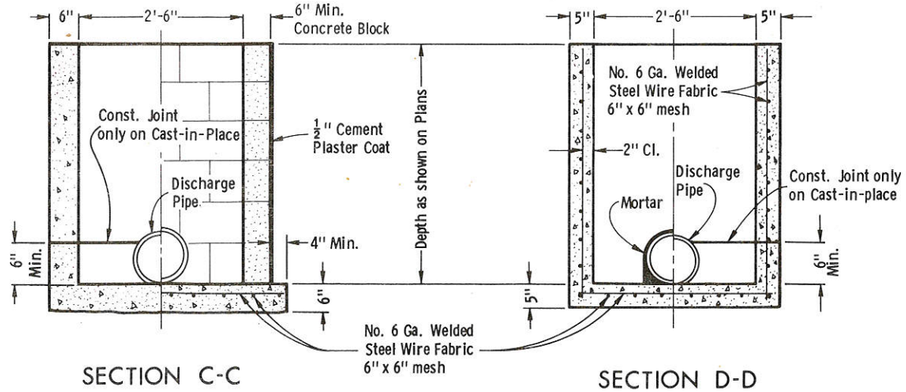


SECTION A-A

MONOLITHIC CONCRETE | CONCRETE BLOCK

SECTION B-B

REINFORCED CONCRETE | PRECAST REINFORCED CONCRETE



SECTION C-C

MONOLITHIC CONCRETE | CONCRETE BLOCK

SECTION D-D

PRECAST REINFORCED CONCRETE | REINFORCED CONCRETE

INLETS TYPE 2

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.

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

Square Precast Inlet units shall conform to the pertinent requirements of AASHTO Designation M 199.

All drainage structures are designated on the plans as "Manholes 1 - C", "Catch Basins 1 - B", "Inlets 1 - H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Flat Slab Tops may be used on the structures. The Tops shall be installed on a bed of mortar.

All bar steel reinforced reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers may be placed with tongue up or down.

INLETS TYPE 1 & 2

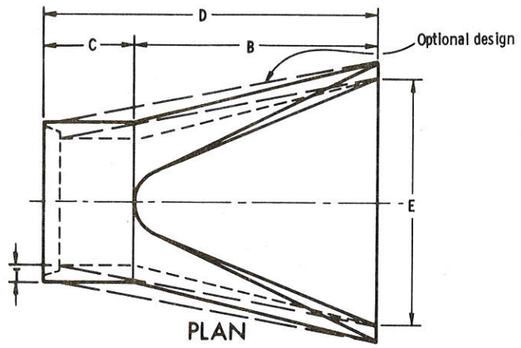
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
10-16-75 DATE — CHIEF of FACILITIES DEVELOPMENT

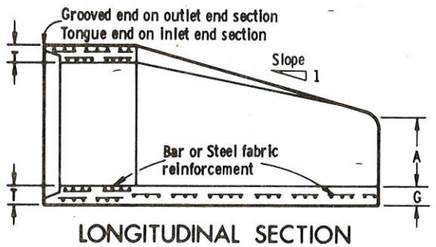
APPROVED
10-16-75 DATE — STATE HIGHWAY ENGINEER

S.D.D. 8C1-3

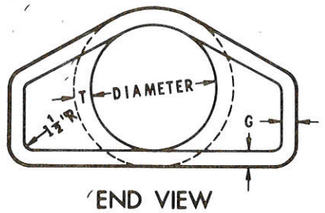
S.D.D. 8C1-3



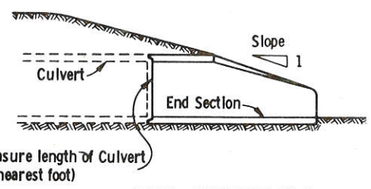
PLAN



LONGITUDINAL SECTION



END VIEW

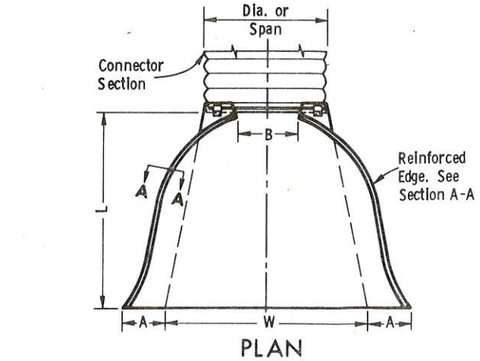


SIDE ELEVATION

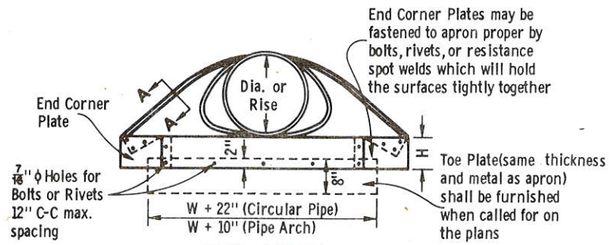
DIA.	APPROX. WEIGHT/ SECTION	T	A	B	C	D	E	G	APPROX. SLOPE
12"	530	2"	4"	24"	48 7/8"	72 7/8"	24"	2"	3 to 1
15"	740	2 1/4"	6"	27"	46"	73"	30"	2 1/4"	
18"	990	2 1/2"	9"	27"	46"	73"	36"	2 1/2"	
21"	1,280	2 3/4"	9"	36"	37 1/2"	73 1/2"	42"	2 3/4"	
24"	1,520	3"	9 1/2"	43 1/2"	30"	73 1/2"	48"	3"	
27"	1,930	3 1/4"	10 1/2"	49 1/2"	24"	73 1/2"	54"	3 1/4"	
30"	2,190	3 1/2"	12"	54"	19 3/4"	73 3/4"	60"	3 1/2"	
36"	4,100	4"	15"	63"	34 3/4"	97 3/4"	72"	4"	
42"	5,380	4 1/2"	21"	63"	35"	98"	78"	4 1/2"	
48"	6,550	5"	24"	72"	26"	98"	84"	5"	3 to 1
54"	8,040	5 1/2"	27"	65"	**33 1/4" - *35"	**98 1/4" - *100"	90"	5"	2 2/5 to 1
60"	8,730	6"	**30" - *35"	60"	39"	99"	96"	5"	2 to 1
66"	10,630	6 1/2"	**24" - *30"	**72" - *78"	**21" - *27"		102"	5 1/2"	
72"	12,520	7"	**24" - *36"	78"	21"		108"	6"	
78"	14,430	7 1/2"	**24" - *36"	78"	21"	99"	114"	6 1/2"	2 to 1
84"	18,160	8"	36"	90 1/2"	21"	111 1/2"	120"	6 1/2"	1 1/2 to 1

** Minimum
* Maximum

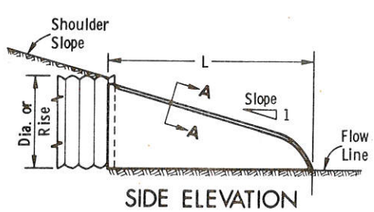
REINFORCED CONCRETE APRON ENDWALLS



PLAN



END VIEW



SIDE ELEVATION

D PIPE DIAM.	MIN. METAL THICKNESS	MIN. ALUM. THICKNESS	DIMENSIONS A ± 1"	B MAX.	H ± 1"	L ± 1 1/2"	W ± 2"	APPROX. SLOPE
12"	0.064	0.060	6"	6"	6"	21"	24"	2 1/2 to 1
15"			7"	8"		26"	30"	
18"			8"	10"		31"	36"	
21"		0.060	9"	12"		36"	42"	
24"	0.064	0.075	10"	13"	6"	41"	48"	
30"	0.079	0.075	12"	16"	8"	51"	60"	
36"	0.079	0.105	14"	19"	9"	60"	72"	
42"	0.109		16"	22"	11"	69"	84"	2 1/2 to 1
48"			18"	27"	12"	78"	90"	2 1/4 to 1
54"		0.105		30"		84"	102"	2 to 1
60"		NA		33"		87"	114"	1 3/4 to 1
66"				36"		87"	120"	1 1/2 to 1
72"				39"		87"	126"	1 1/3 to 1
78"				42"		87"	132"	1 1/4 to 1
84"	0.109	NA	18"	45"	12"	87"	138"	1 1/8 to 1

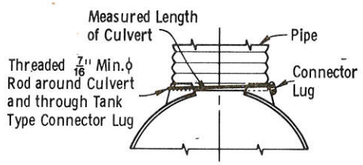
NOTE: All splices to be lap riveted or bolted

METAL OR ALUMINUM APRON ENDWALLS FOR CIRCULAR PIPES

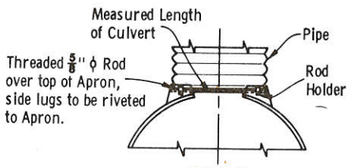
PIPE – ARCH DIMENSIONS SPAN	RISE	MIN. METAL THICK.	DIMENSIONS A ± 1"	B MAX.	H ± 1"	L ± 1 1/2"	W ± 2"	APPROX. SLOPE
17"	13"	0.064	7"	9"	6"	19"	30"	2 1/2 to 1
21"	15"		7"	10"		23"	36"	
24"	18"		8"	12"		28"	42"	
28"	20"	0.064	9"	14"		32"	48"	
35"	24"	0.079	10"	16"	6"	39"	60"	
42"	29"	0.079	12"	18"	8"	46"	75"	
49"	33"	0.109	13"	21"	9"	53"	85"	
57"	38"		18"	26"	12"	63"	90"	2 1/2 to 1
64"	43"		18"	30"	12"	70"	102"	2 1/4 to 1
71"	47"		18"	33"	12"	77"	114"	2 1/4 to 1
77"	52"		18"	36"	12"	77"	126"	2 to 1
83"	57"	0.109	18"	39"	12"	77"	138"	2 to 1

NOTE: All splices to be lap riveted or bolted

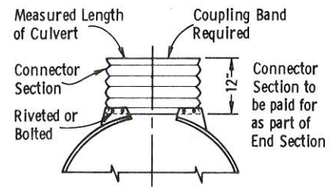
METAL APRON ENDWALLS FOR PIPE ARCHES



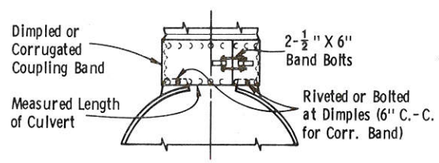
TYPE 1
For 12" thru 24" only (Circular Pipe)



TYPE 2
For 30" and 36" only (Circular Pipe)
For 17" X 13" thru 57" X 38" only (Pipe Arch)



TYPE 3
For 42" thru 84" only (Circular Pipe)
For 64" X 43" & 71" X 47" (Pipe Arch)



TYPE 5
Alternate for
All sizes Corrugated Circular Pipe and Pipe Arch

NOTE: Dimpled Band fits over Outside of Endwall, and Corr. Band fits Inside Endwall. Dimpled Band may be used with Helically Corrugated Pipe

CONNECTION DETAILS

CIRCULAR PIPE

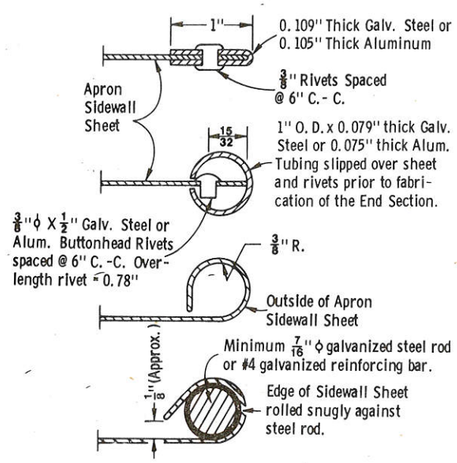
For Circumferentially Corrugated Pipe use Endwall Connection Details 1, 2, 3, or 5 as applicable.

For Helically Corrugated Pipe use Endwall Connection Details 1, 2 or 5.

For Helically Corrugated Pipes with two Circumferential Corrugations at each end use Endwall Connection Details 1, 2, or 3

PIPE ARCH

Use Endwall Connection Details 2, 3, or 5 as applicable.



SECTION A-A

GENERAL NOTES

Details of construction, materials, and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Variations of the dimensions and designs shown hereon will be permitted providing equivilent capacity and structural integrity are attained, and prior approval of the Engineer is obtained.

Concrete culvert endwalls may not be used with galvanized steel or aluminum culvert pipe or vice versa.

Galvanized steel or aluminum endwalls shall normally be installed on culvert pipe of the same metal. The use of galvanized steel endwalls on aluminum pipes is permitted, provided the two metals at the joint interface are kept separated by a suitable insulating material approximately 1/16" thick or greater. Such material would be an asphalt impregnated fabric, a sheet plastic, a rubber gasket or other nondegradable material of substantial strength.

When two or more pipe arches with apron endwalls are to be laid adjacent to each other, they shall be separated by the following amount.

Pipes: Total width of apron endwall less the diameter of pipe plus 6 inches.
Pipe Arches: Total width of apron endwall less the span dimension of the pipe arch plus 6 inches.

APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

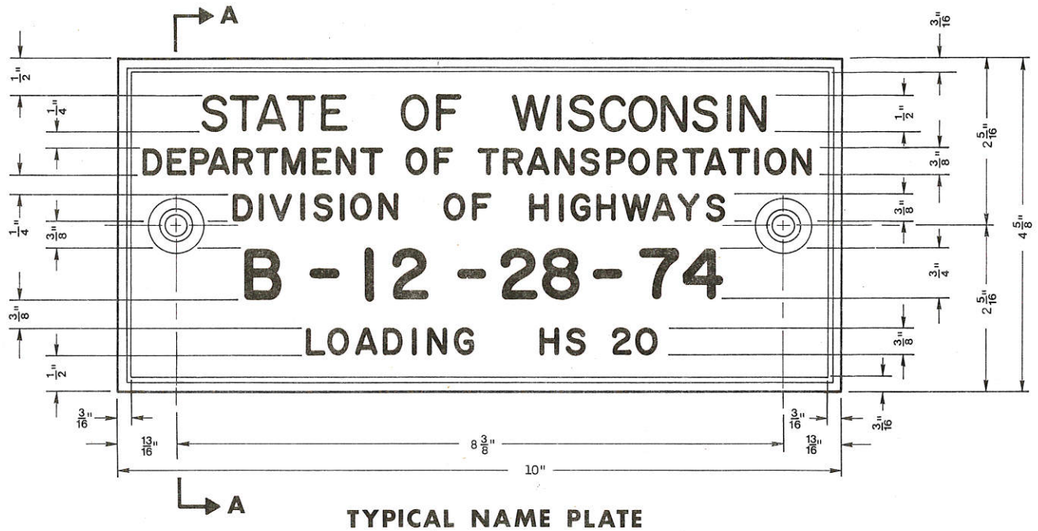
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
7-29-75 DATE — CHIEF of FACILITIES DEVELOPMENT

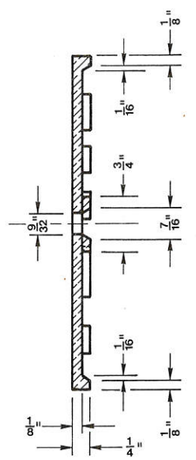
APPROVED
7-29-75 DATE — STATE HIGHWAY ENGINEER

S.D.D. 8F1-6

S.D.D. 8F1-6



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



SECTION A-A

FOR MULTI-UNIT STRUCTURES
LINES 4 AND 5 ABOVE SHALL
READ:

B = Bridge
C = Culvert
RW = Retaining Wall

Year of Substantial Completion

County No. — Bridge No.

B-40-400-74

UNIT 1A HS 20M

Unit No. for Multiple Unit

Design Loading of Structure Indicated on the Plan

NUMBERING AND LOADING DESIGNATION
MULTI-UNIT STRUCTURES

GENERAL NOTES

Name Plates to be installed on Bridges, Culverts, and Retaining Walls shall conform to the requirements of Section 506.2.4 of the Standard Specifications.

The Bridge Number and Design Loading shown on this drawing are examples only. See Construction Plans for individual numbering and design loading.

NAME PLATE
(STRUCTURES)

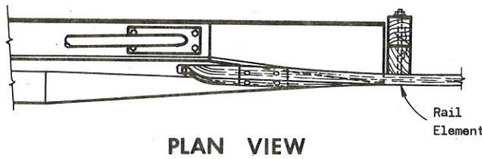
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
4-16-74 DATE — CHIEF of FACILITIES DEVELOPMENT

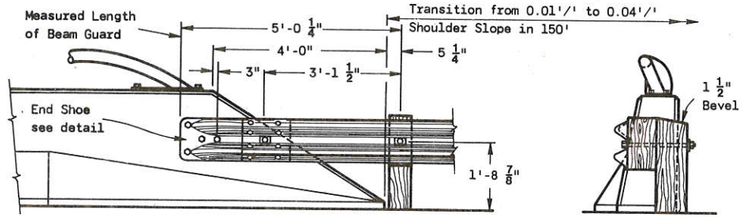
APPROVED
4-16-74 DATE — STATE HIGHWAY ENGINEER

S.D.D. 12A3-1

S.D.D. 12A3-1



PLAN VIEW

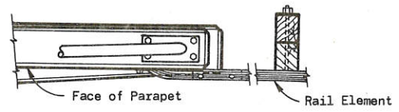


FRONT ELEVATION

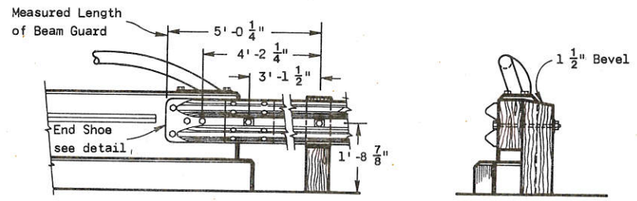
END ELEVATION

STRUCTURE MOUNTING DETAIL

SLOPING TYPE PARAPET WALL



PLAN VIEW

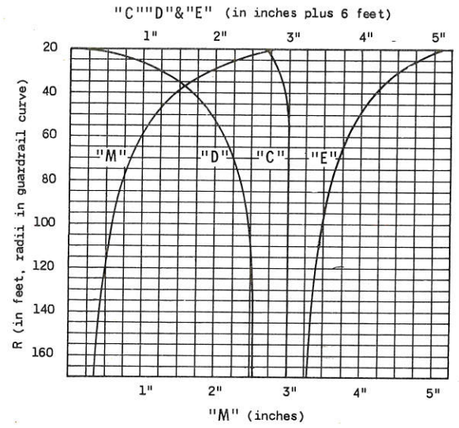


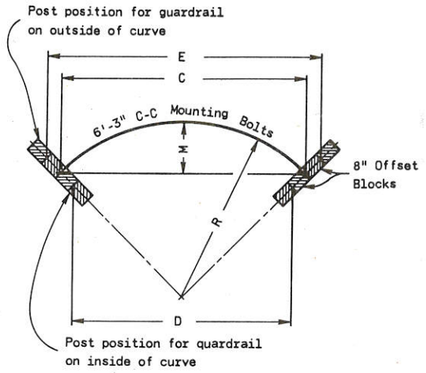
FRONT ELEVATION

END ELEVATION

STRUCTURE MOUNTING DETAIL

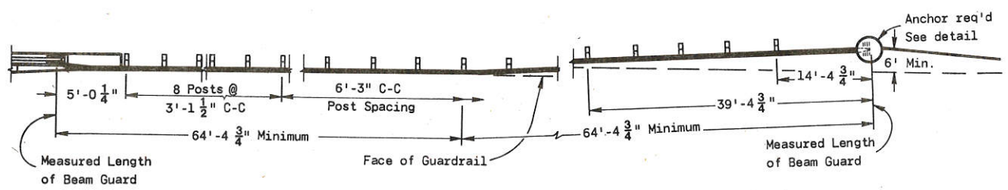
VERTICAL TYPE PAPAPET WALL



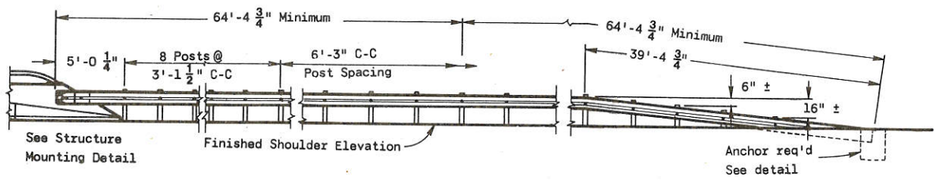


CHORD LENGTHS FOR POST SPACING AND MIDDLE ORDINATES FOR BEAM CURVING

CURVE DATA FOR POST SPACING AND BEAM CURVING

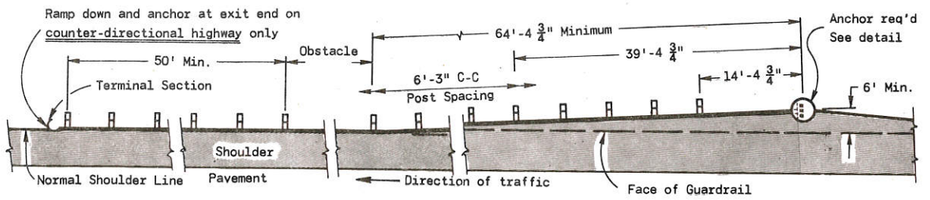


PLAN VIEW



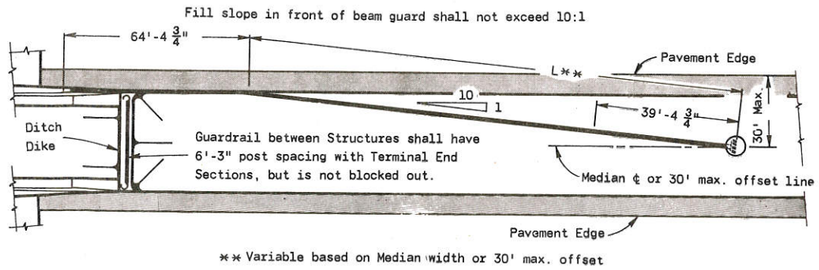
FRONT ELEVATION

TYPICAL INSTALLATION AT STRUCTURES



PLAN VIEW

TYPICAL INSTALLATION AT LOCATIONS OTHER THAN STRUCTURES



** Variable based on Median width or 30' max. offset

PLAN VIEW

MEDIAN PROTECTION

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.

The exact location of the beginning and end of each Guardrail installation shall be as shown on the plans or as directed by the Engineer.

Square anchor alternates will be permitted. Square anchors shall be a minimun of 24 inches x 24 inches.

The shoulder widening to accommodate the anchored end of the guardrail shall be accomplished at the rate of widening not to exceed 15 to 1.

Upon approval of the Engineer, the 6 foot anchor offset may be reduced to nothing for replacement installations where existing conditions will not permit the desirable offset. However, when no offset greater than or equal to 3 feet can be provided, the minimum length of guardrail in advance of an obstacle (obstacle to anchor) shall be 150 feet.

The minimum clearance from the front face of guardrail to obstacle shall be 3 feet unless otherwise shown on contract plans. When clearance is less than 3 feet post spacing shall be reduced to 3 feet - 1 1/2 inches C.C.

The "Post Footing Details At Piers" shall be used when guardrail posts are over structure footings and less than 3 feet - 6 inches of earth is provided over the top of the footing.

NOTE:
THIS STANDARD DETAIL DRAWING CONSISTS OF TWO PLATES, AND BOTH PLATES ARE REQUIRED WHEN THIS STANDARD IS CALLED FOR IN THE PLANS.

CLASS "A"
STEEL PLATE BEAM GUARD &
STEEL PLATE BEAM MEDIAN GUARD

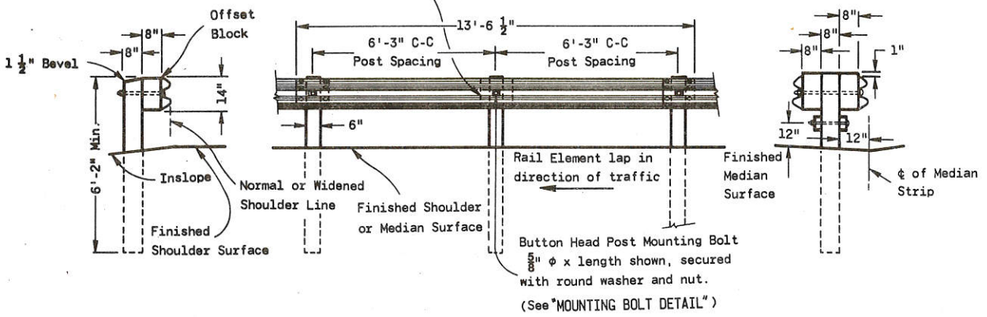
State of Wisconsin
Department of Transportation
Division of Highways

S.D.D. 14 B 2-4a

S.D.D. 14 B 2-4a

One foot long section of rail element, with a $\frac{3}{4}$" slotted hole for mounting, shall be placed behind the continuous rail element at the intermediate posts.

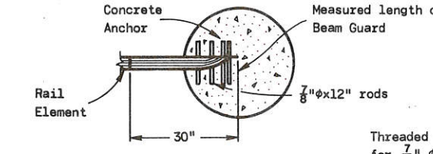
Sawed and treated timber posts and offset blocks shall be furnished and placed in accordance with Standard Specifacations. Posts shall be 6" x 8" x 6'-6" and have 6" x 8" x 14" offset blocks.



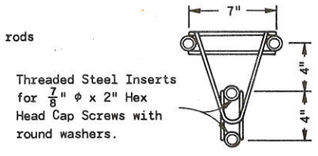
END ELEVATION FRONT ELEVATION END ELEVATION

STEEL PLATE BEAM GUARD **STEEL PLATE BEAM MEDIAN GUARD**

STEEL PLATE BEAM GUARD OR STEEL PLATE BEAM MEDIAN GUARD

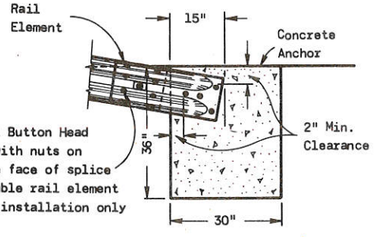


PLAN VIEW



Threaded Steel Inserts for $\frac{7}{8}$" ϕ x 2" Hex Head Cap Screws with round washers.

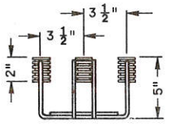
PLAN VIEW



SECTION VIEW

ANCHOR DETAIL

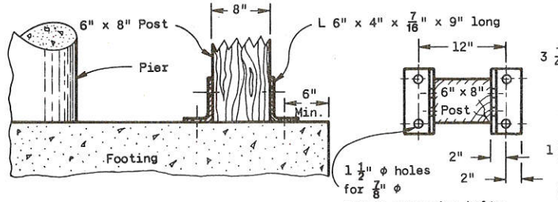
SINGLE RAIL ELEMENT INSTALLATION



ELEVATION

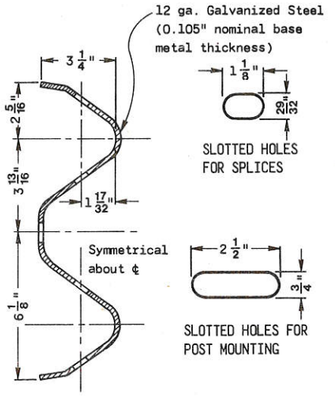
4 BOLT INSERT ASSEMBLY

NOTE: Installation of 4 Bolt Insert Assembly (with Cap Screws inserted) to be part of Bridge Contract.

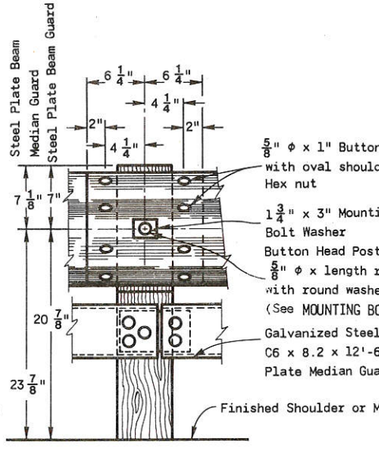


SECTION VIEW PLAN VIEW ELEVATION

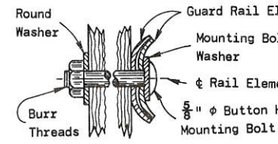
POST FOOTING DETAIL AT PIERS



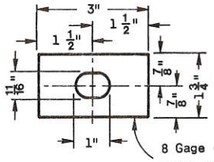
SECTION THRU RAIL ELEMENT



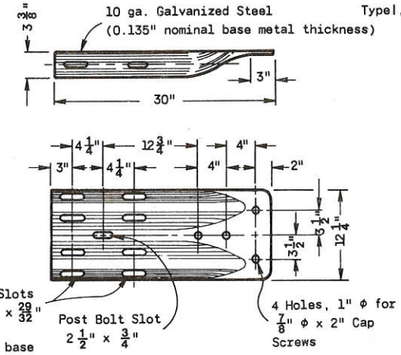
RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL



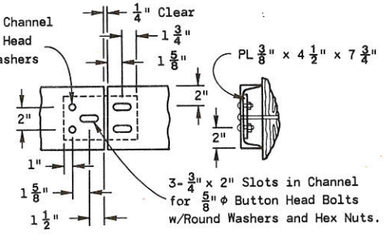
MOUNTING BOLT DETAIL



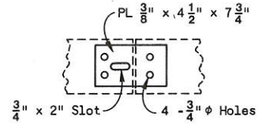
MOUNTING BOLT WASHER



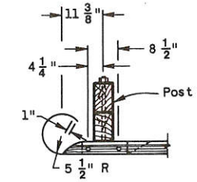
END SHOE DETAIL



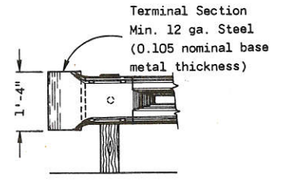
RUB RAIL SPLICE DETAIL



SPLICE PLATE

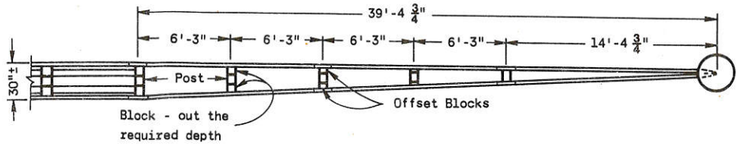


PLAN VIEW

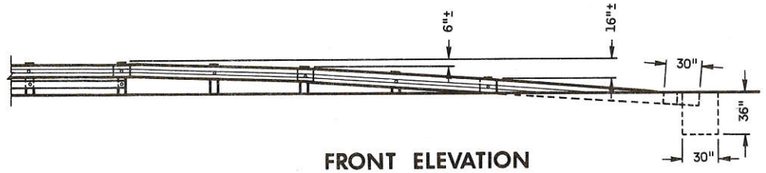


FRONT ELEVATION

TERMINAL SECTION DETAILS



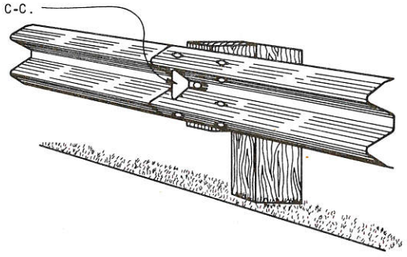
PLAN VIEW



FRONT ELEVATION

NOTE: (DIVIDED HIGHWAYS) Reflector spacing shall be 50' C-C on installations less than 200' long, with a minimum of 3 reflecters on any installation. For installations 200' or longer, spacing shall be 100' C-C.

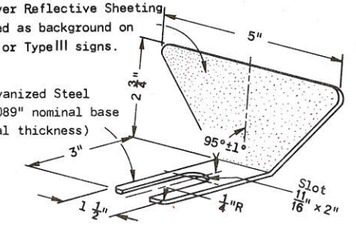
(COUNTER-DIRECTIONAL HIGHWAYS) Reflector spacing shall be 25' C-C on installations less than 200' long, with a minimum of 6 reflectors on any installation, and every other reflectorized surface shall be reversed. For installations 200' or longer, spacing shall be 50' C-C.



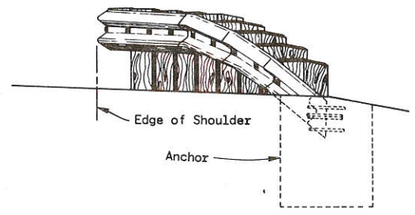
TYPICAL INSTALLATION

ANCHOR DETAIL FOR DOUBLE RAIL ELEMENT INSTALLATION

The reflectorized surface shall consist of Silver Reflective Sheeting of the type used as background on TypeI, TypeII, or TypeIII signs.



REFLECTOR DETAIL



TYPICAL TERMINAL END ELEVATION

NOTE:
THIS STANDARD DETAIL DRAWING CONSISTS OF TWO PLATES. AND BOTH PLATES ARE REQUIRED WHEN THIS STANDARD IS CALLED FOR IN THE PLANS.

CLASS "A"
STEEL PLATE BEAM GUARD & STEEL PLATE BEAM MEDIAN GUARD

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
5-7-76 DATE — CHIEF OF FACILITIES DEVELOPMENT

APPROVED
5-11-76 DATE — STATE HIGHWAY ENGINEER

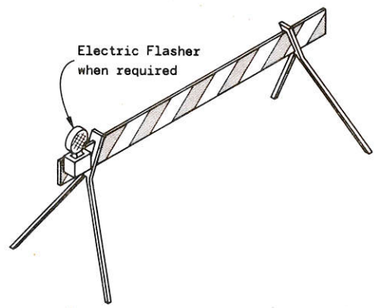
S.D.D. 14 B 2-4b

S.D.D. 14 B 2-4b

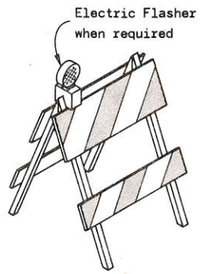
TABLE OF BARRICADE CHARACTERISTICS

BARRICADE TYPE	I	II	III
Height	3' Minimum		5' Minimum
* Rail Width	8" Minimum to 12" Maximum		
Rail Length	2' Minimum to variable Maximum		
** Stripe Width	6" at 45° Angle		
Stripe Colors	Reflectorized Orange & White		

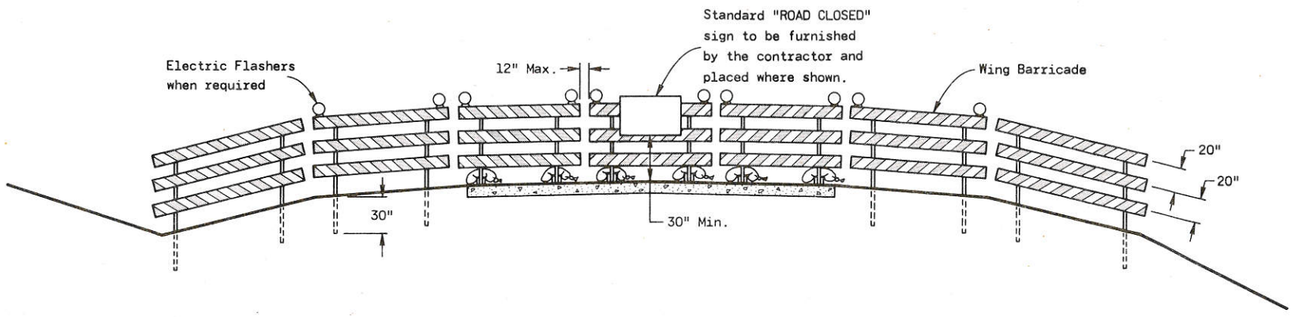
* Nominal dimensions when barricade is constructed of lumber.
** May be 4" for rail lengths less than 3'.



TYPICAL TYPE I BARRICADE



TYPICAL TYPE II BARRICADE



TYPICAL INSTALLATION SHOWING TYPE III BARRICADE

CONSTRUCTION BARRICADES

R11-2
48" x 30"
Black Lettering on Reflective
White Background
Letter Series "D"
Letter height 8"

W20-3
48" x 48"
Black Lettering on Reflective
Orange Background
Letter Series "D"
Letter height 7"

STANDARD SIGNS-TYPE II

GENERAL NOTES

The contractor shall furnish, erect and maintain Barricades and Signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of Barricades and Signs shall conform to this drawing, the Wisconsin Manual on Uniform Traffic Control Devices, the Standard Specifications, Special Provisions and/or plans.

Type III Barricades and Signs shall be erected at the termini of projects and at other road or street locations where it is necessary to control or eliminate public access to the con - struction area.

Type I and II Barricades shall be used on projects when traffic is to be maintained through the construction area.

The actual field location of barricade installations and advance signs shall be as directed by the Engineer.

Each barricade shall have the name and telephone number of a person responsible for 24 hour emergency service printed in letters at least $^{3}/_{4}$ inch in height.

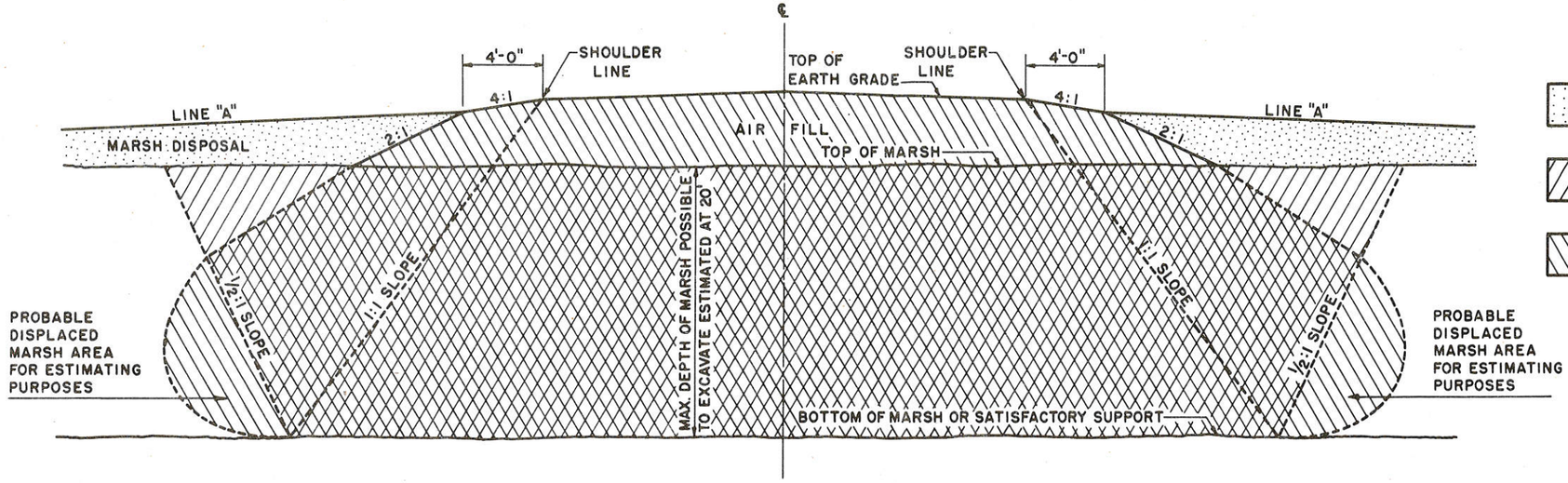
CONSTRUCTION BARRICADES & STANDARD SIGNS

State of Wisconsin
Department of Transportation
Division of Highways

APPROVED 10-1-76 DATE — CHIEF of FACILITIES DEVELOPMENT
APPROVED 10-1-76 DATE — STATE HIGHWAY ENGINEER

S.D.D. 15C1-5

S.D.D. 15C1-5



COMPLETE MARSH EXCAVATION

MARSH DISPOSAL PERMITTED IN THIS AREA UNLESS OTHERWISE PROVIDED IN THE CONTRACT

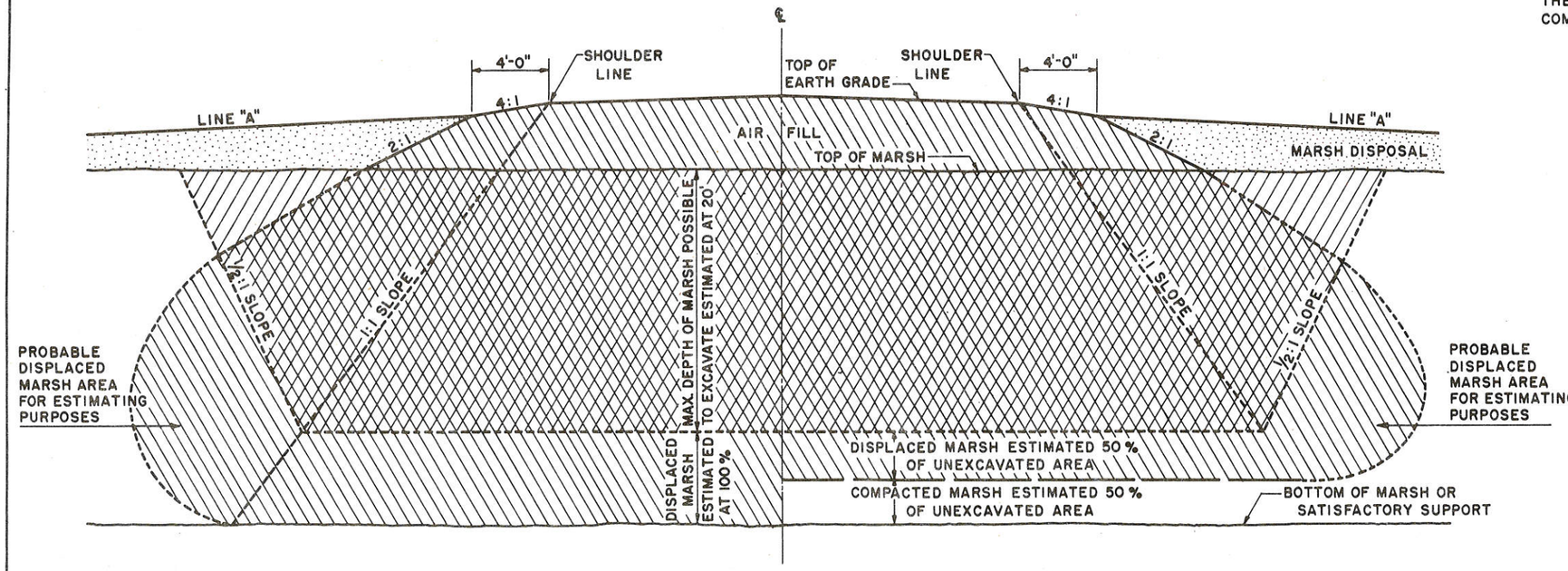
EXCAVATION

BACKFILL

GENERAL NOTES

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

ANY MATERIAL TEMPORARILY PLACED ABOVE THE LINE MARKED "LINE A" IS TO BE REMOVED UPON COMPLETION OF THE AIR FILL.



PARTIAL EXCAVATION
PLUS 100% DISPLACEMENT

PARTIAL EXCAVATION
PLUS 50% DISPLACEMENT

MARSH EXCAVATION

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE 2/11/52 — CONSTRUCTION ENGINEER

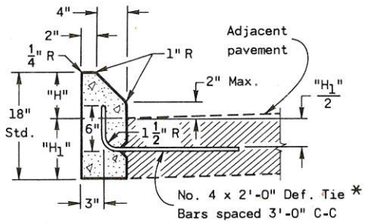
APPROVED:

DATE 2/11/52 — STATE HIGHWAY ENGINEER

DRAWN LJD
CHECKED

S.D.D. 23A1-1

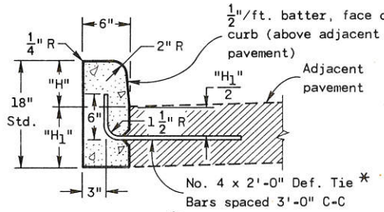
S.D.D. 23A1-1



"H" = 6" Max. and 4" Min. and shall be 6" unless otherwise shown on the plans.
"H_1" = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted).

TYPE "G" (INCLUDING TIE BARS) **TYPE "J"** (EXCLUDING TIE BARS)

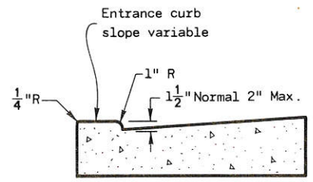
MOUNTABLE CONCRETE CURB



"H" = 9" Max. and 3 $\frac{1}{2}$" Min. and shall be 6" unless otherwise shown on the plans.
"H_1" = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted).

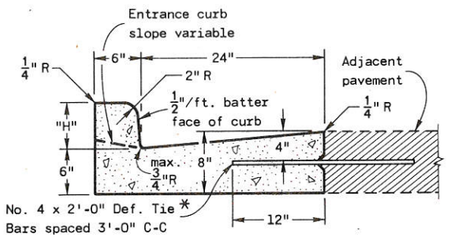
TYPE "A" (INCLUDING TIE BARS) **TYPE "D"** (EXCLUDING TIE BARS)

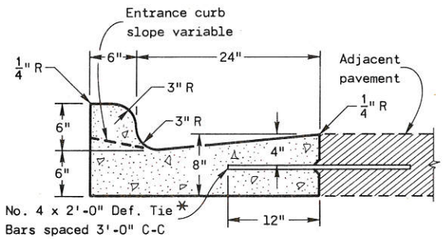
CONCRETE CURB



ALTERNATE ENTRANCE CURB

(When directed by the Engineer)



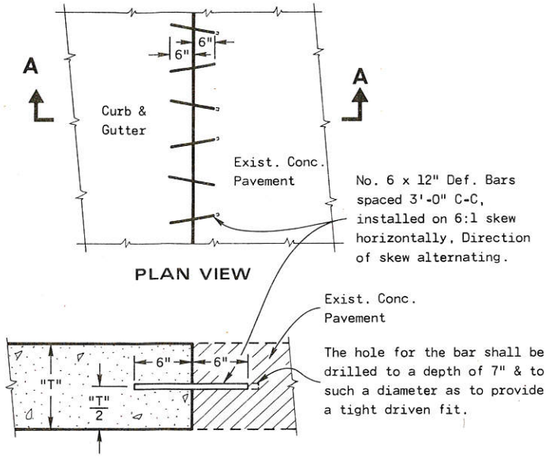


"H" = 9" Max. 3 $\frac{1}{2}$" Min. and shall be 6" unless otherwise shown on the plans.

TYPE "A" (INCLUDING TIE BARS) **TYPE "D"** (EXCLUDING TIE BARS) **TYPE "K"** (INCLUDING TIE BARS) **TYPE "L"** (EXCLUDING TIE BARS)

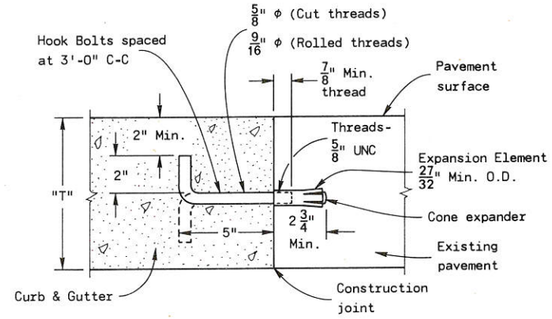
CONCRETE CURB & GUTTER 30"

CONCRETE CURB & GUTTER

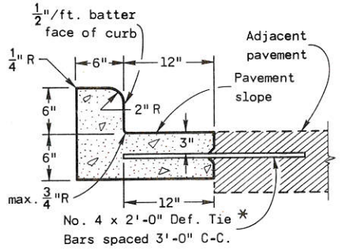


SECTION **A - A**

ALTERNATE TIE BAR INSTALLATION

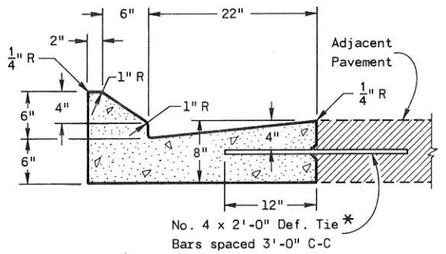


HOOK BOLT



TYPE "A" (INCLUDING TIE BARS) **TYPE "D"** (EXCLUDING TIE BARS)

CONCRETE CURB & GUTTER 18"



TYPE "G" (INCLUDING TIE BARS) **TYPE "J"** (EXCLUDING TIE BARS)

MOUNTABLE CONCRETE CURB & GUTTER 30"

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.

Joints shall not be sealed in Concrete Curb, or Concrete Curb & Gutter.

* Where Concrete Curb or Concrete Curb & Gutter is poured adjacent to existing pavement, a "Hook Bolt" or "Alternate Tie Bar Installation" shown on this sheet is required.

INTEGRAL CURB ALTERNATE

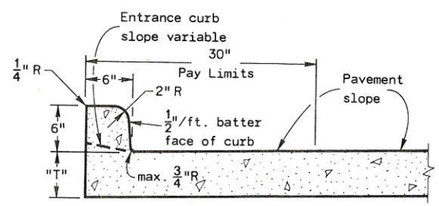
Unless otherwise specified in the contract, Integral Curb may be built as an alternative to Curb & Gutter.

Integral Curb shall be measured and paid for as Curb & Gutter.

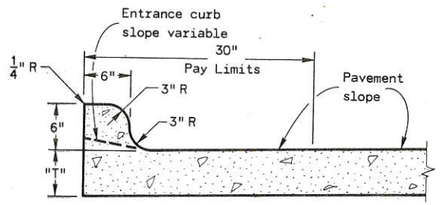
Pavement reinforcing steel and load transfer dowels will not be required within the pay limits of Integral Curb.

Contraction, construction or expansion joints shall be continuous through the Integral Curb.

"T" = Pavement thickness.

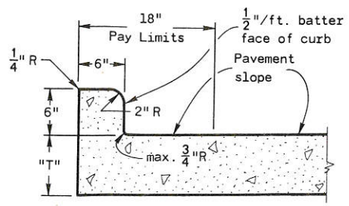


TYPE "A" AND "D"

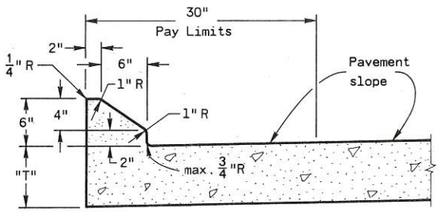


TYPE "K" AND "L"

INTEGRAL CURB ALTERNATE 30"



INTEGRAL CURB ALTERNATE 18"



INTEGRAL CURB ALTERNATE MOUNTABLE 30"

CONCRETE INTEGRAL CURB

CONCRETE CURB, CONCRETE CURB & GUTTER, OR INTEGRAL CURB

State of Wisconsin
Department of Transportation
Division of Highways

APPROVED 11-9-76 DATE — CHIEF of FACILITIES DEVELOPMENT

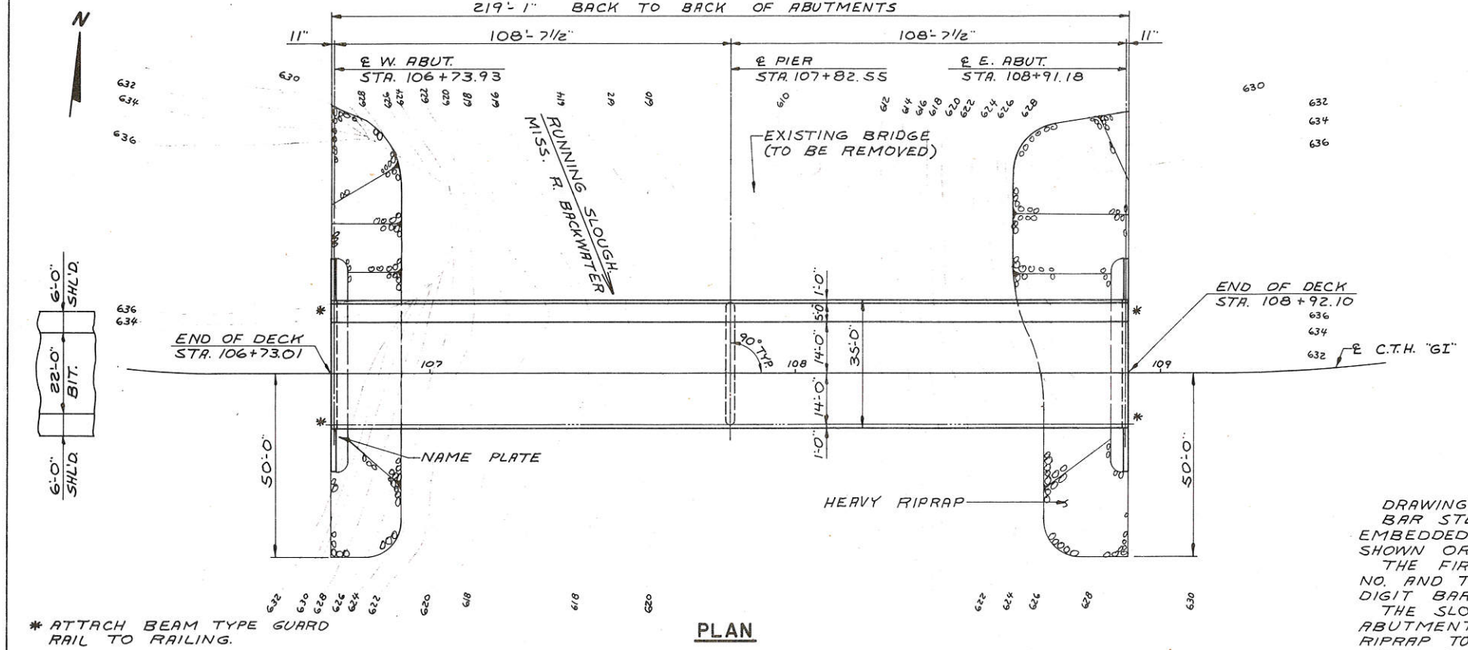
APPROVED 11-12-76 DATE — STATE HIGHWAY ENGINEER

S.D.D. 8D1-3

S.D.D. 8D1-3

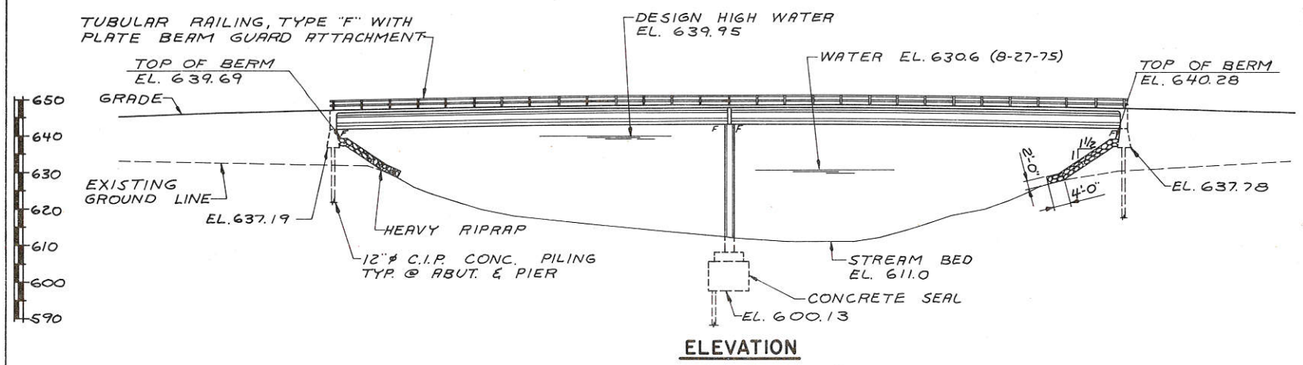
5085-1-71

7

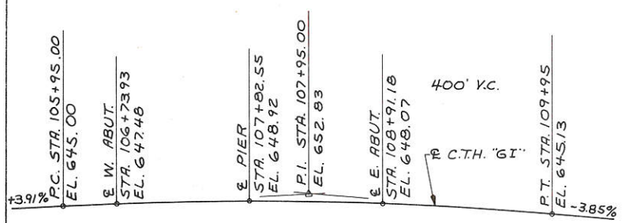


* ATTACH BEAM TYPE GUARD RAIL TO RAILING.

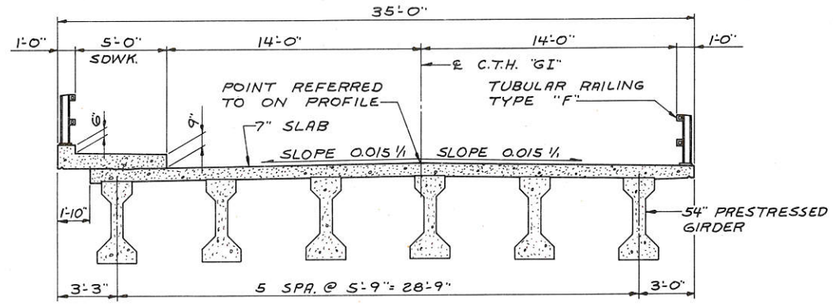
PLAN



ELEVATION



PROFILE GRADE LINE C.T.H. "GI"



CROSS SECTION THRU ROADWAY

(LOOKING UP STATION)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
THE FIRST DIGIT OF A THREE DIGIT BAR NO. AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR NO. SIGNIFIES THE BAR SIZE.
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP TO THE EXTENT SHOWN ON THIS SHEET AND IN THE ABUTMENT DETAILS.
THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" FOR THE PIER SHALL BE THE ORIGINAL GROUND LINE.
ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.
JOINT FILLER SHALL CONFORM TO A.A.S.H.T.O. DESIGNATION M153 OR M213.

DESIGN DATA

LIVE LOAD: HS-20 (STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20#/SQ.FT.)

ALLOWABLE DESIGN STRESSES:

CONCRETE MASONRY { SLAB f'_c = 4,000 p.s.i. / ALL OTHER f'_c = 3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINF. (GRADE 60) f_y = 60,000 p.s.i.
PRESTRESSED GIRDER
CONCRETE MASONRY f'_c = 6,000 p.s.i.
STRANDS - ½"ø WITH ULTIMATE TENSILE STRENGTH OF 270,000 p.s.i.

FOUNDATION DATA:
PLACE ABUTMENTS ON 12"ø C.I.P. CONCRETE PILING DRIVEN TO 65 TONS/PILE MINIMUM BEARING. PILE LENGTH 100'-0".
PLACE PIER ON 12"ø C.I.P. CONCRETE PILING DRIVEN TO 65 TONS/PILE MINIMUM BEARING. EST. LENGTH 70'-0".

HYDRAULIC DATA:
DESIGN HIGH WATER EL. 639.95

TRAFFIC DATA:
A.D.T. = 850 (1976)
A.D.T. = 1500 (1996)

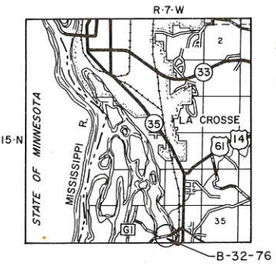
RATINGS:
INVENTORY =
OPERATING =

LIST OF DRAWINGS

WISCONSIN Richard March 12819 EAU CLAIRE WIS. REGISTERED PROFESSIONAL ENGINEER

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	W. ABUT.	PIER	E. ABUT.	SUPER.	TOTAL
REMOVING OLD BRIDGE, STA. 107+82.00	L.S.					1
EXCAVATION FOR STRUCTURES, BRIDGES (8-32-76)	L.S.					1
CONCRETE MASONRY, BRIDGES	C.Y.	27.2	133.7	27.2	243.9	432
CONCRETE MASONRY, SEAL	C.Y.		75			75
PRESTRESSED GIRDER, I TYPE, 54 INCH	L.F.				1308	1308
HIGH STRENGTH BAR STEEL REINFORCEMENT	LB.	1,870	9,500	1,870	59,730	72,970
STRUCTURAL CARBON STEEL	LB.				300	300
BEARING PADS, ELASTOMERIC	S.F.				43	43
CAST-IN-PLACE CONCRETE PILING, DELIVERED AND DRIVEN, 12 INCH	L.F.	1,000	1,820	1,000		3,820
TUBULAR RAILING, TYPE F, (8-32-76)	L.S.					1
HEAVY RIPRAP	C.Y.	195		275		470
COFFERDAM	L.S.					1
NON-BID ITEMS						
FILLER	SIZE					¼, ½, ¾
POLYVINYL CHLORIDE WATERSTOP	L.F.	35		35		70
ALUMINUM OR ZINC PLATE	S.F.				5	5



B-32-76

C.T.H. "GI" OVER RUNNING SLOUGH (MISSISSIPPI RIVER BACKWATER)

LA CROSSE — TN. OF SHELBY

A.A.S.H.T.O. INTERIM '73 '75 — HS-20 — 1975

K.B.H. — R.C.M. — G.L.D. — R.C.M.

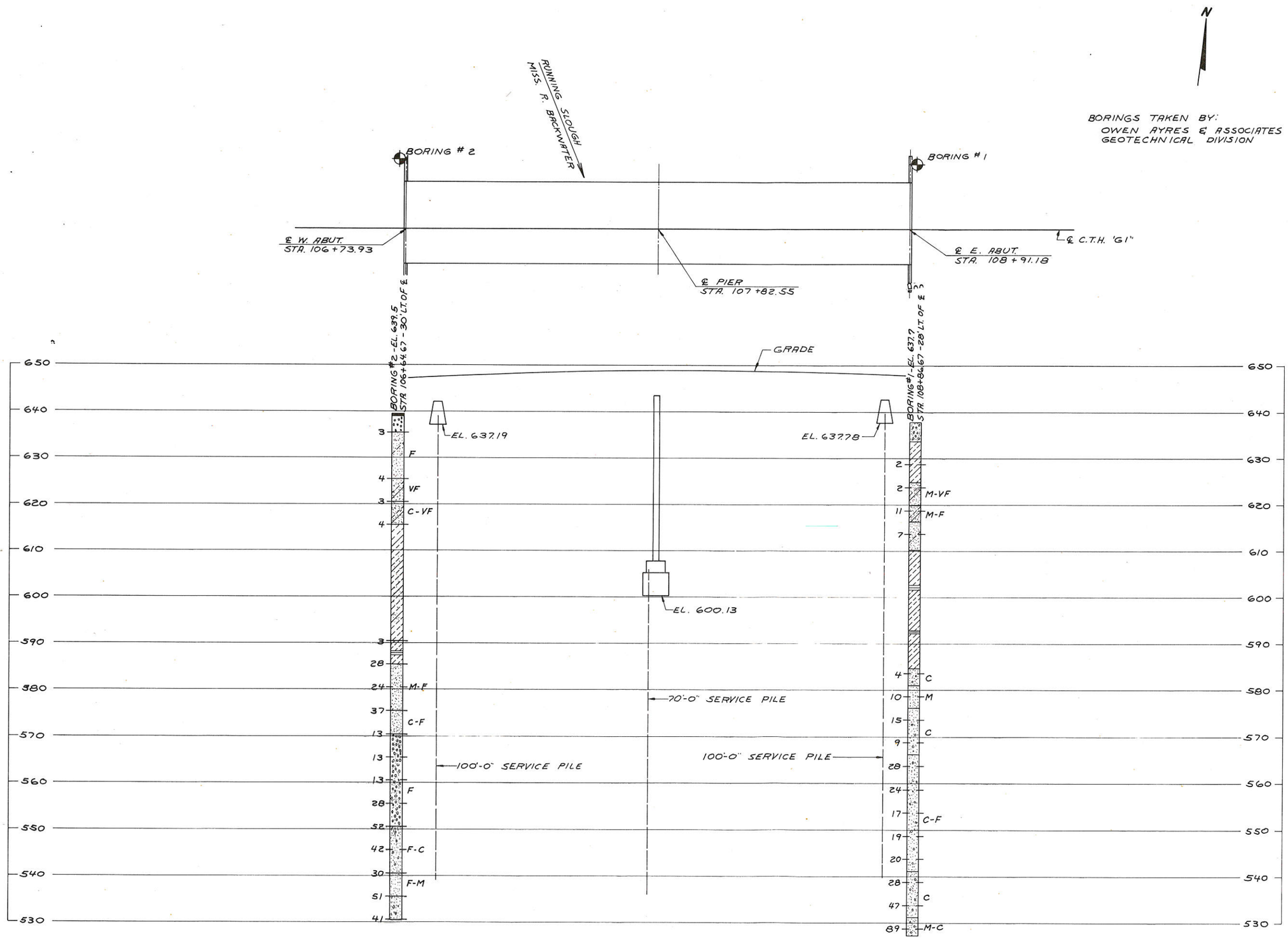
W. A. Kline 3-23-77

GENERAL PLAN

1 9

57395

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
5085-1-71	7.1	
FEDERAL PROJECT DESIGNATION		



ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING

95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350 LB. WEIGHT FALLING 18" ON A 2" O.D. POINT

PROBING NO.
STATION ELEVATION
7 AVERAGE BLOWS PER FOOT
REFUSAL 95/6

LEGEND OF BORING

UNCONFINED STRENGTH — 7:7 7
BLOWS PER FT. USING A 140 LB. WT. FALLING 30"
WASH SAMPLE
SHELBY TUBE — S.T.
GROUND WATER ELEVATION
NO GROUND WATER OBSERVED ABOVE THIS ELEVATION

BORING NO.
STATION
ELEVATION
SANDY GRAVEL
F
BOULDERS OR COBBLES
SAND
SILTY CLAY
SO
LIMESTONE

UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140 LB. HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE DIVISION OF HIGHWAYS DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

PLANS PREPARED BY
OWEN AYRES & Associates

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-32-76

Const. Spec	Drawn By	Plans Checked
1975	G.L.D.	R.C.M.

SUBSURFACE EXPLORATION

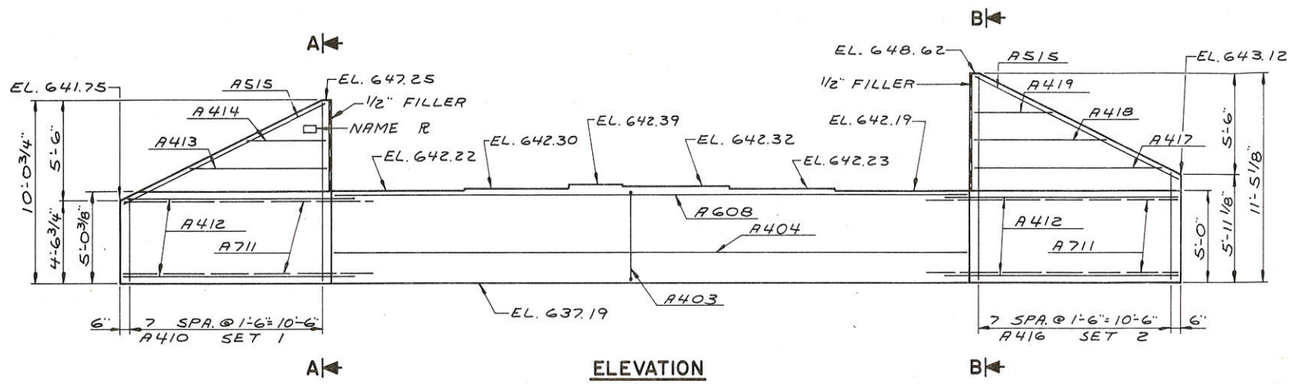
SHEET 2 OF 9

X 57396

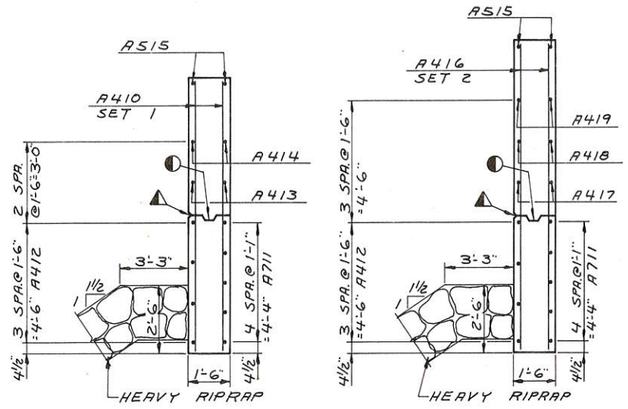
NOTE: SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)

5085-1-71

7.2



ELEVATION



SECTION A

SECTION B

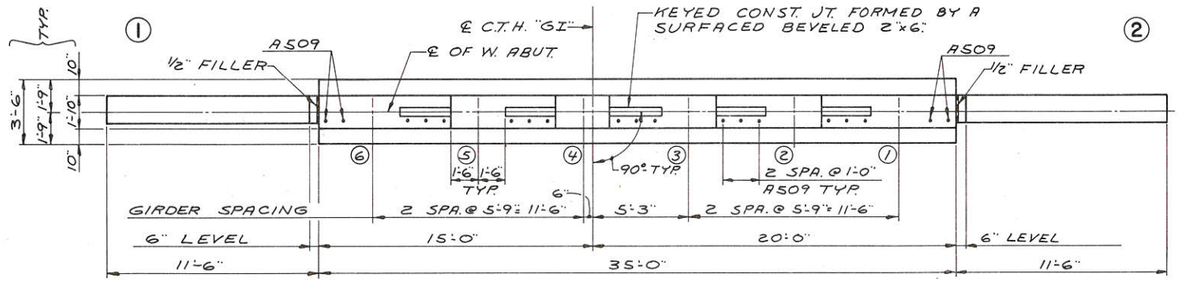
◐ OPT. KEYED CONST. JT. FORMED BY A SURFACED BEVELED 2"x6".

▲ 3/4" "V" GROOVE IN FRONT FACE OF WINGWALL ONLY. (OMIT IF JT. IS NOT USED)

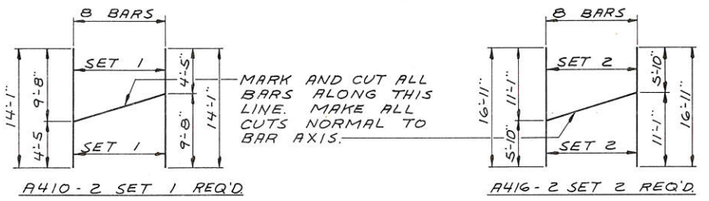
BILL OF BARS

BAR NO.	NO. REQD.	LENGTH	BENT	CUT DIAG.	1,870 # LOCATION
A401	10	28-0	X		BODY @ PILES
A402	20	2-3			" " "
A403	40	7-10	X		" VERT.
A404	6	34-8			" HORIZ.
A1005	4	13-1	X		" " @ WING 1
A1106	4	13-0	X		" " " " 2
A407	4	13-10			" "
A608	2	34-8			" "
A509	19	2-6			" DOWELS
A410	8	14-1		X	WING 1 - VERT. F.F. & B.F. SET 1
A711	10	13-8			" 1&2- HORIZ. B.F.
A412	8	12-6			" 1&2 " F.F.
A413	2	7-6			" 1 " F.F. & B.F.
A414	2	4-6			" 1 " " "
A515	4	12-3			" 1&2- DIAG. " " "
A416	8	16-11		X	" 2 - VERT. F.F. & B.F. SET 2
A417	2	10-3			" 2 - HORIZ. " " "
A418	2	7-3			" 2 " " " "
A419	2	4-3			" 2 " " " "

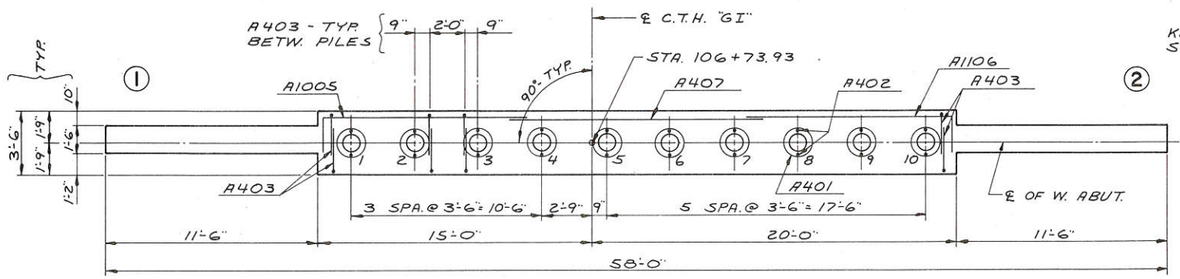
F.F. DENOTES FRONT FACE.
B.F. DENOTES BACK FACE.
BENDING DIMENSIONS ARE OUT TO OUT OF BARS.



PLAN



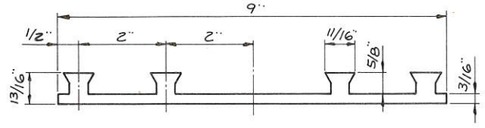
CUTTING DIAGRAMS



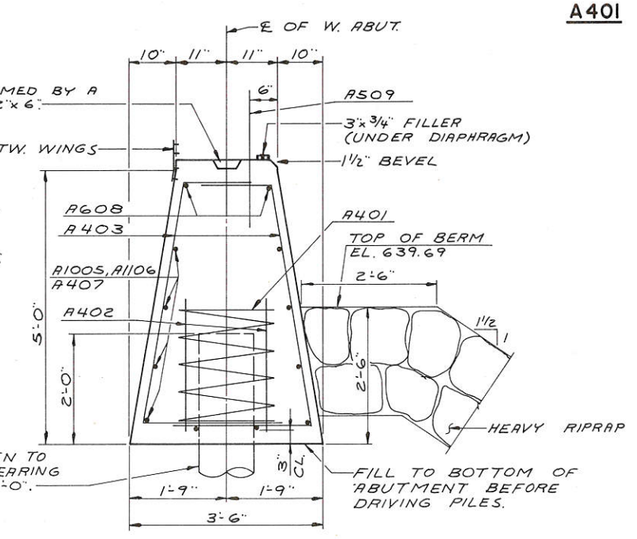
PILE LAYOUT

A509 BARS MAY BE PLACED AFTER ABUT. IS POURED BUT BEFORE CONC. HAS SET. IMBED BAR 1'-3".

ALL HORIZ. BARS IN BODY ARE A404 UNLESS SHOWN OR NOTED OTHERWISE.

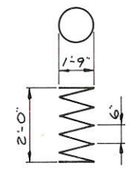


POLYVINYL CHLORIDE WATERSTOP DETAIL
(P.C.W.)

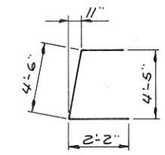


SECTION THRU BODY

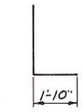
FOR PILE SPLICE DETAIL SEE SHEET 5.



A401



A403



A1005
A1106

B-32-76

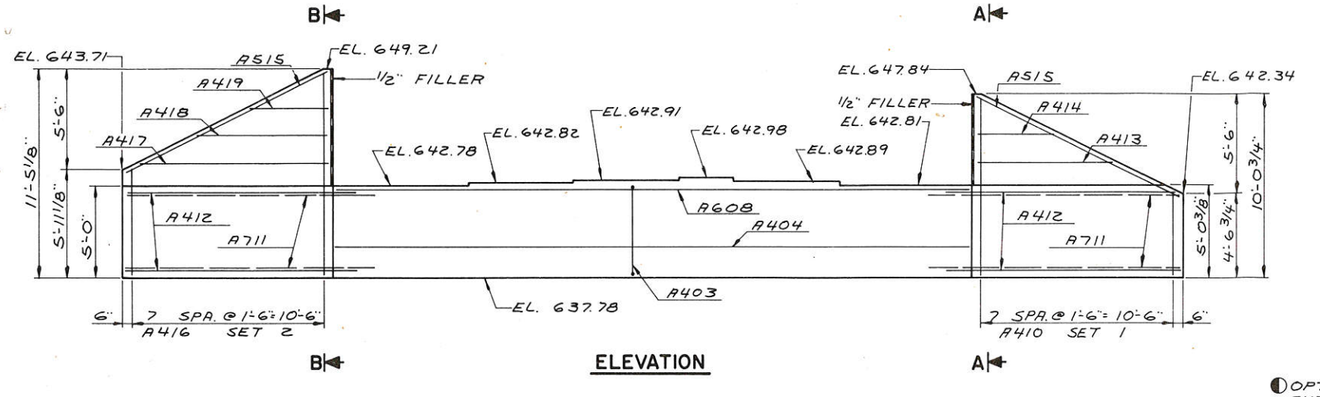
1975 G.L.D. R.C.M.

3 9

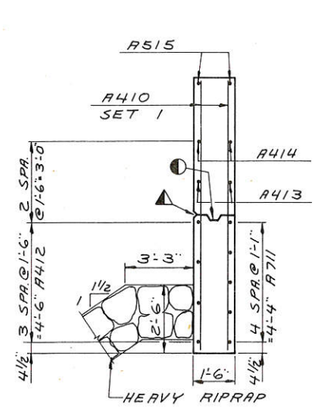
WEST ABUTMENT

57397

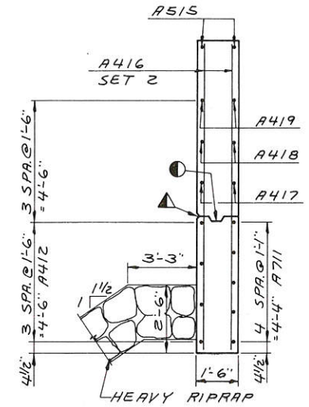
NOTE: SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)



ELEVATION



SECTION A



SECTION B

◐ OPT. KEYED CONST. JT. FORMED BY A SURFACED BEVELED 2"x6".

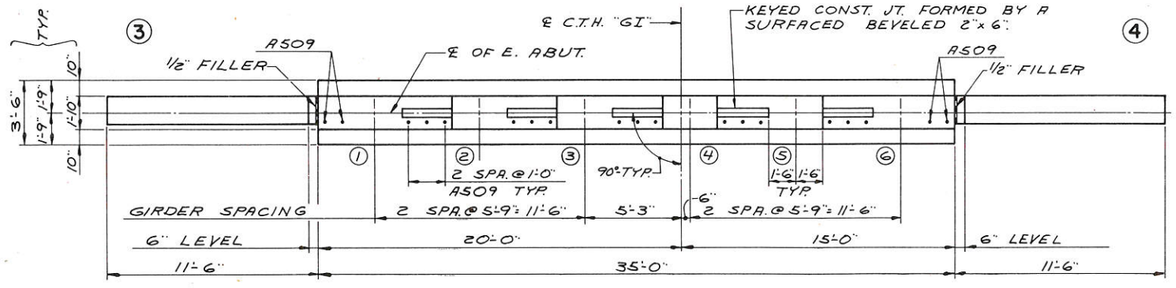
▲ 3/4" "V" GROOVE IN FRONT FACE OF WINGWALL ONLY. (OMIT IF JT. IS NOT USED.)

BILL OF BARS

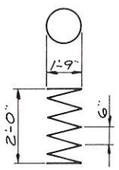
1,870#

BAR NO.	NO. REQ'D.	LENGTH	BENT	CUT DIAG.	LOCATION
A401	10	28-0	X		BODY @ PILES
A402	20	2-3			" " "
A403	40	7-10	X		" VERT.
A404	6	34-8			" HORIZ.
A1005	4	13-1	X		" " @ WING 4
A1106	4	13-0	X		" " " " 3
A407	4	13-10			" "
A608	2	34-8			" "
A509	19	2-6			" DOWELS
A410	8	14-1		X	WING 4 - VERT. F.F. & B.F. SET 1
A711	10	13-8			" 3 & 4 - HORIZ. B.F.
A412	8	12-6			" 3 & 4 " F.F.
A413	2	7-6			" 4 " F.F. & B.F.
A414	2	4-6			" 4 " " " " "
A515	4	12-3			" 3 & 4 - DIAG. " " "
A416	8	16-11		X	" 3 - VERT. F.F. & B.F. SET 2
A417	2	10-3			" 3 - HORIZ. " " "
A418	2	7-3			" 3 " " " " "
A419	2	4-3			" 3 " " " " "

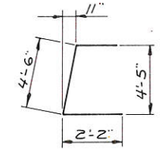
F.F. DENOTES FRONT FACE.
B.F. DENOTES BACK FACE.
BENDING DIMENSIONS ARE OUT TO OUT OF BARS.



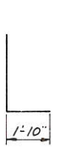
PLAN



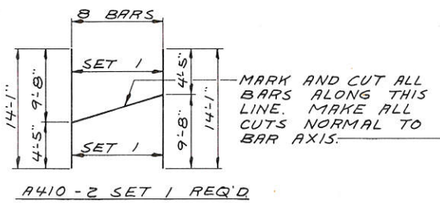
A401



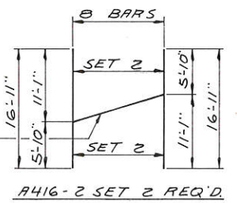
A403



A1005
A1106

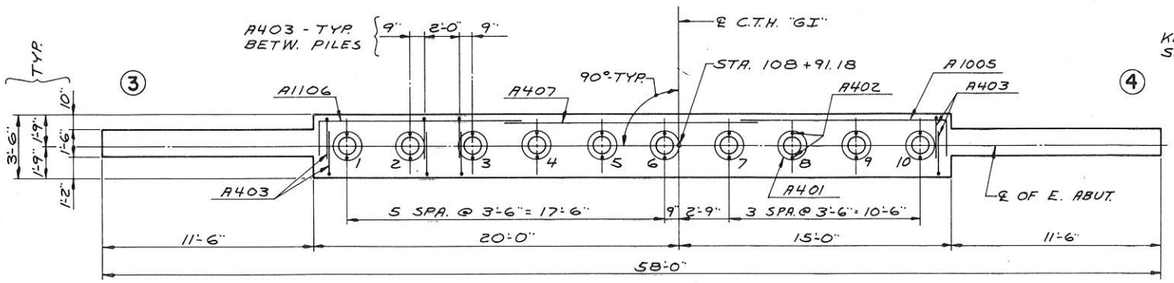


A410 - 2 SET 1 REQ'D.

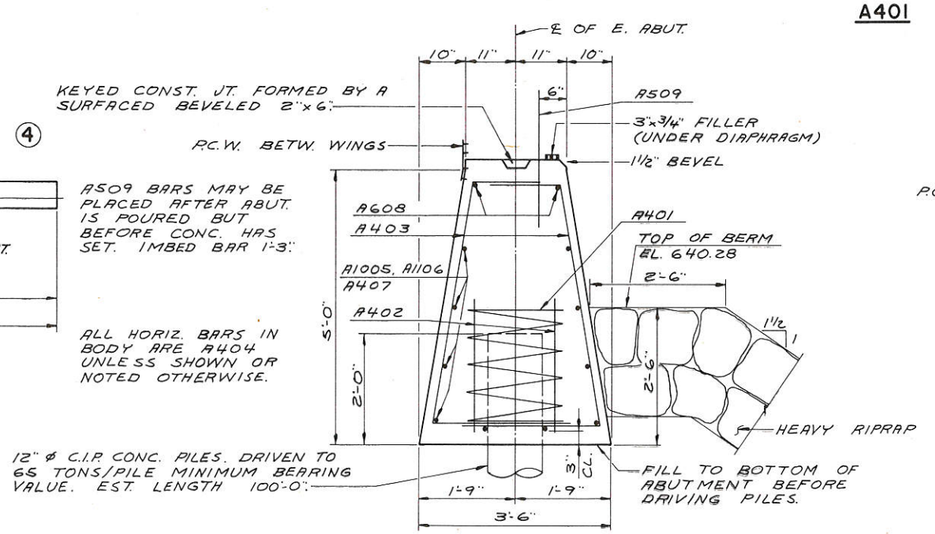


A416 - 2 SET 2 REQ'D.

CUTTING DIAGRAMS



PILE LAYOUT



SECTION THRU BODY

A509 BARS MAY BE PLACED AFTER ABUT. IS POURED BUT BEFORE CONC. HAS SET. IMBED BAR 1'-3".

ALL HORIZ. BARS IN BODY ARE A404 UNLESS SHOWN OR NOTED OTHERWISE.

12" ø C.I.P. CONC. PILES. DRIVEN TO 65 TONS/PILE MINIMUM BEARING VALUE. EST. LENGTH 100'-0".

P.C.W. - DENOTES POLYVINYL CHLORIDE WATERSTOP SEE SHEET 3 FOR DETAILS.

FOR PILE SPLICE DETAIL SEE SHEET 5.

B-32-76

1975 G.L.D. R.C.M.

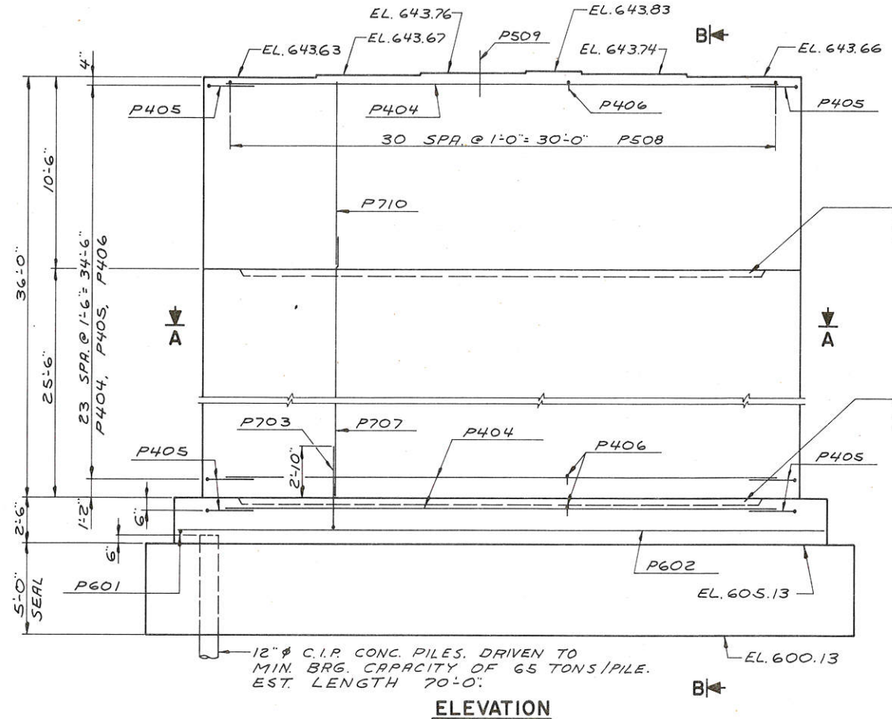
4 9

EAST ABUTMENT

57398

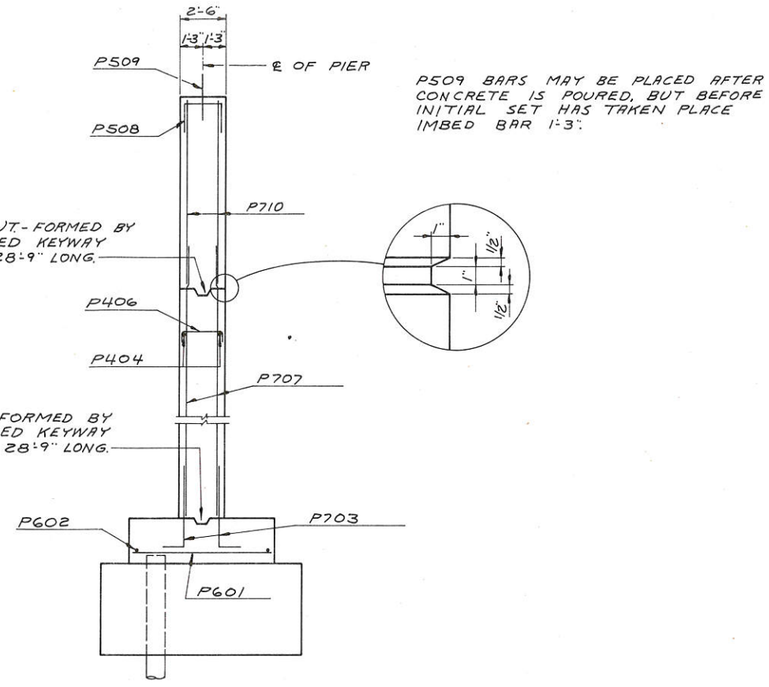
5085-1-71

7.4



ELEVATION

(LOOKING UP STATION)



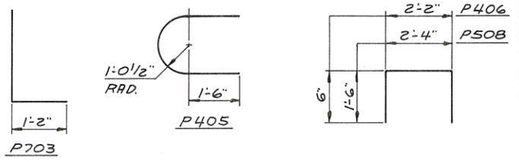
SECTION B

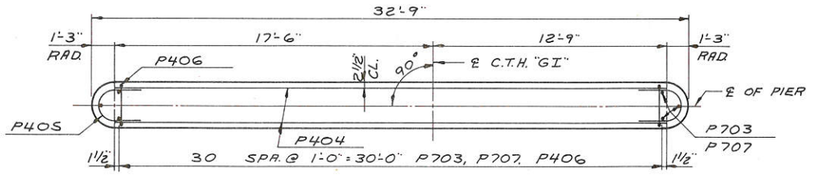
P509 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE INITIAL SET HAS TAKEN PLACE IMBED BAR 1'-3".

BILL OF BARS

BAR NO.	NO. REQ'D.	LENGTH	BENT	9,500 # LOCATION
P601	34	7-8		FOOTING
P602	8	35-5		"
P703	64	5-8	X	" -DOWELS
P404	50	30-3		" ℄ COLUMN - HORIZ.
P405	50	6-3	X	" " " "
P406	775	3-0	X	" " " -TIES
P707	64	27-7		COLUMN - VERT.
P508	31	5-1	X	" "
P509	15	2-6		" DOWELS
P710	64	10-2		" VERT.

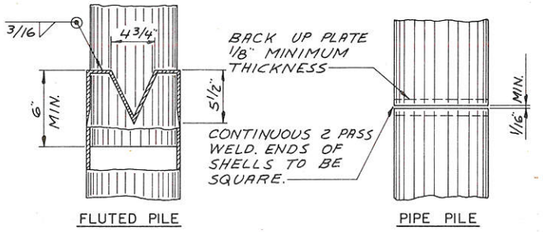
BENDING DIMENSIONS ARE OUT TO OUT OF BARS.



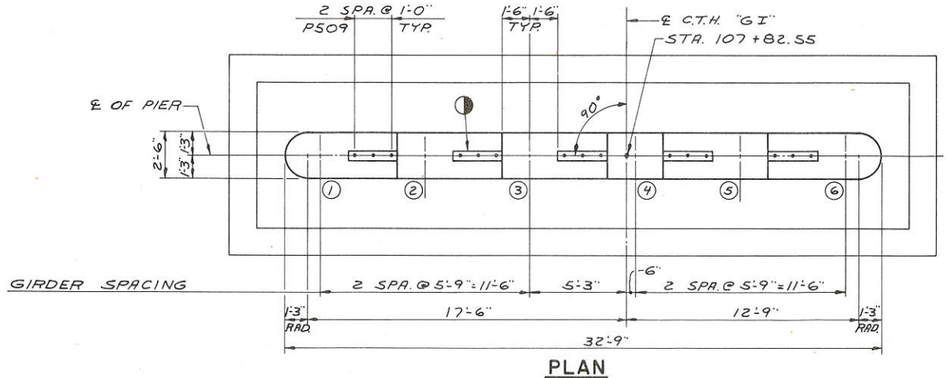


SECTION A

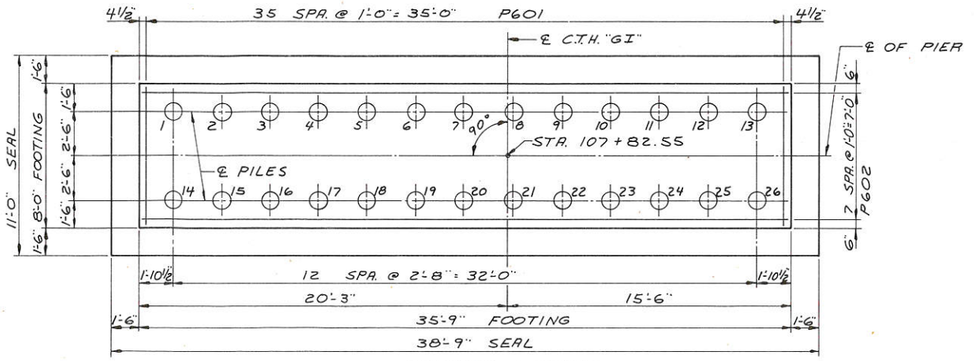
◑ KEYED CONST. JOINT FORMED BY A SURFACED BEVELED 2"x6".



PILE SPLICE DETAIL



PLAN



FOOTING LAYOUT

PIER

B-32-76

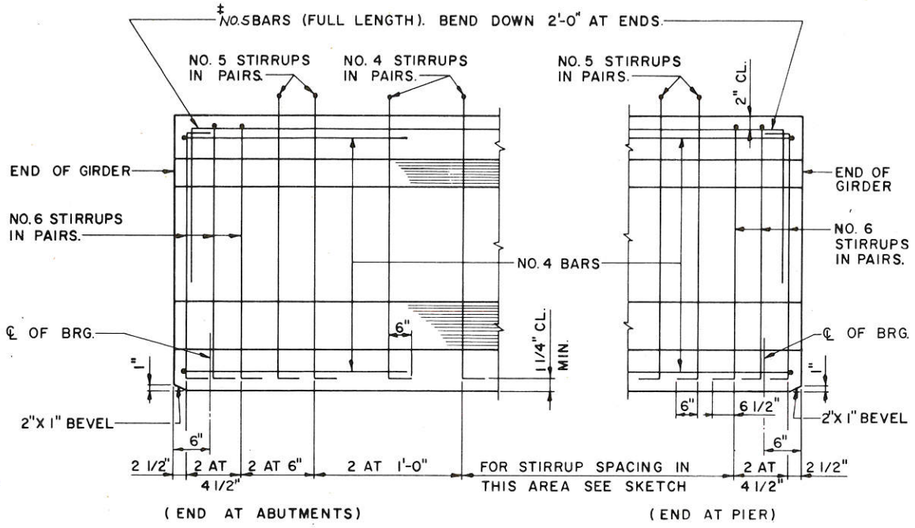
1975 G.L.D. R.C.M.

5 9

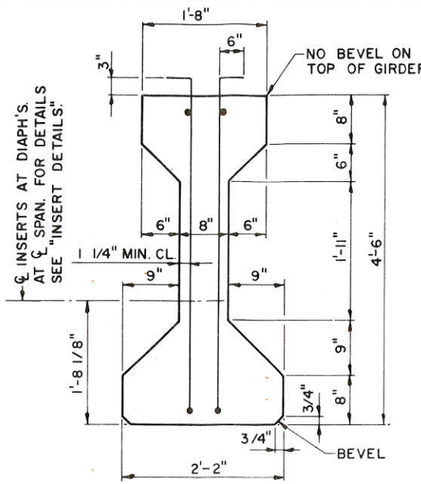
57399

Form E-B-12-69

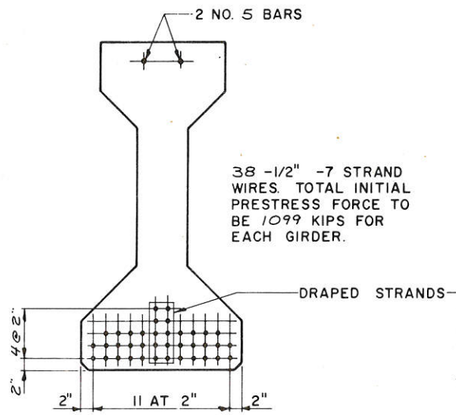
PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
5085-1-71	7.5	
FEDERAL PROJECT DESIGNATION		



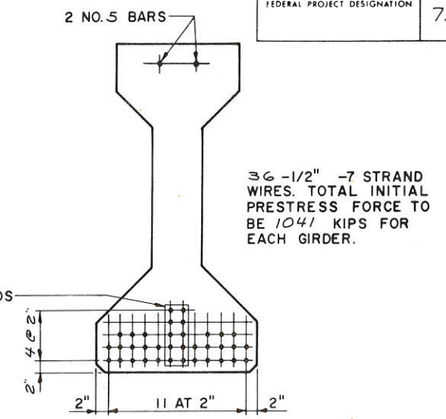
SIDE VIEW OF GIRDER



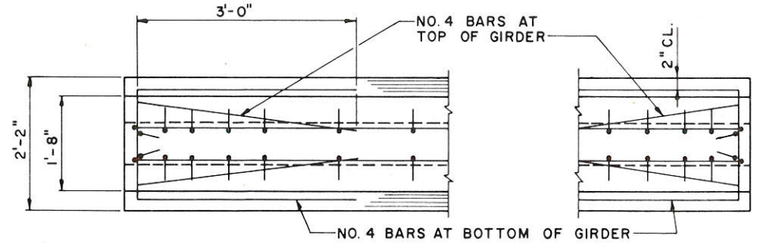
SECTION THRU GIRDER



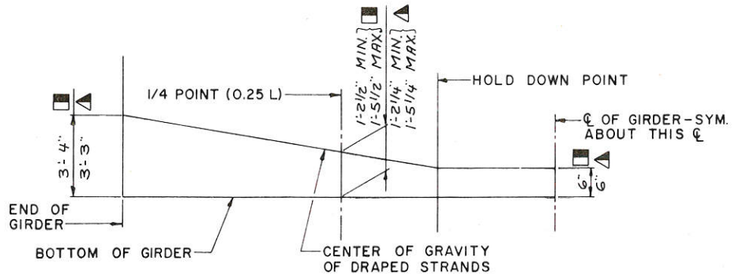
SECTION THRU GIRDER TAKEN AT ℄ OF SPAN
(STRESS RELIEVED GIRDER)



SECTION THRU GIRDER TAKEN AT ℄ OF SPAN
(LOW RELAXATION GIRDER)



TOP VIEW OF GIRDER



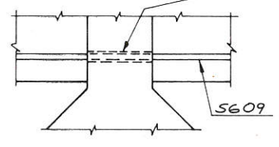
DRAPED STRAND PROFILE

‡ TOP LONG. BARS IN GIRDERS MAY BE SPLICED BY USING 35 BAR DIAMETER LAPS. PLACE ONE LAP AT ℄ OF GIRDER IF LENGTH IS < 70'-0. PLACE LAPS AT THE 1/3 RD. POINTS OF GIRDER IF LENGTH IS ≥ 70'-0.

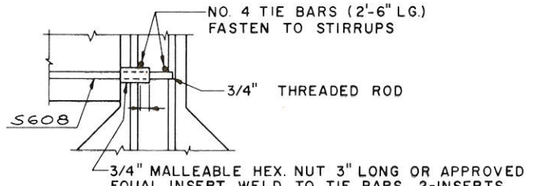
MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRE-STRESS FORCE f'_{ci} (psi).

GIRDER TYPE	◨	◭
DRAPED PATTERN	4800	4800
SPREAD PATTERN	—	—

2 1" I.D. SLEEVE INSERTS AT 4" CENTERS PLACED SYMMETRICAL ABOUT ℄ DIAPHRAGM IN SPANS



INTERIOR GIRDERS



EXTERIOR GIRDERS

INSERT DETAILS

GENERAL NOTES

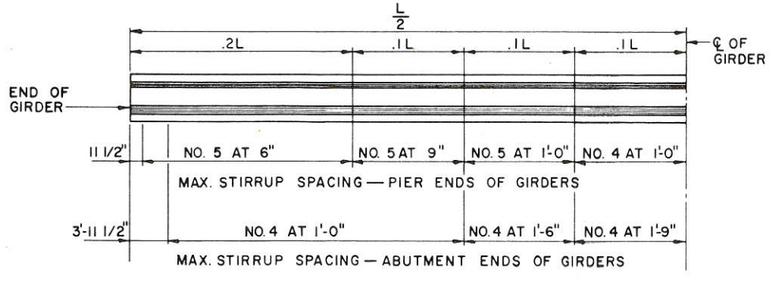
TOP OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB.

THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

STRANDS SHALL BE FLUSH WITH END OF GIRDERS.

PRESTRESSING STRANDS SHALL HAVE AN ULTIMATE STRENGTH OF 270,000 P.S.I.

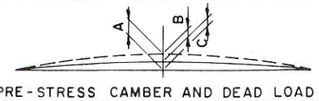


SKETCH SHOWING MAXIMUM STIRRUP SPACING

ALL STIRRUPS TO BE IN PAIRS AS SHOWN ABOVE.
THE LOCATION OF STIRRUPS SHALL BE SUBMITTED FOR APPROVAL ON THE SHOP DRAWINGS.
THE OVERALL LENGTH OF GIRDERS "L" IS 109'-0".

DEFLECTION DATA

CAMBER	◨	◭
* A = PRE STRESS CAMBER	1 3/4"	1 1/2"
* B = DEAD LOAD DEFLECTION	1 1/4"	1 1/4"
* C = RESIDUAL CAMBER	1/2"	1/4"



* PRE-STRESS CAMBER AND DEAD LOAD DEFLECTION DATA SHOWN ARE THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESSING CONDITIONS AND PRE-STRESS LOSSES.

◨ DENOTES STRESS RELIEVED GIRDER.
◭ DENOTES LOW RELAXATION GIRDER.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-32-76

Const. Spec.	Drawn By	Plans Checked
1975	G.L.D	N.K.I.J.

54" PRESTRESSED GIRDER DETAILS

SHEET 6 OF 9

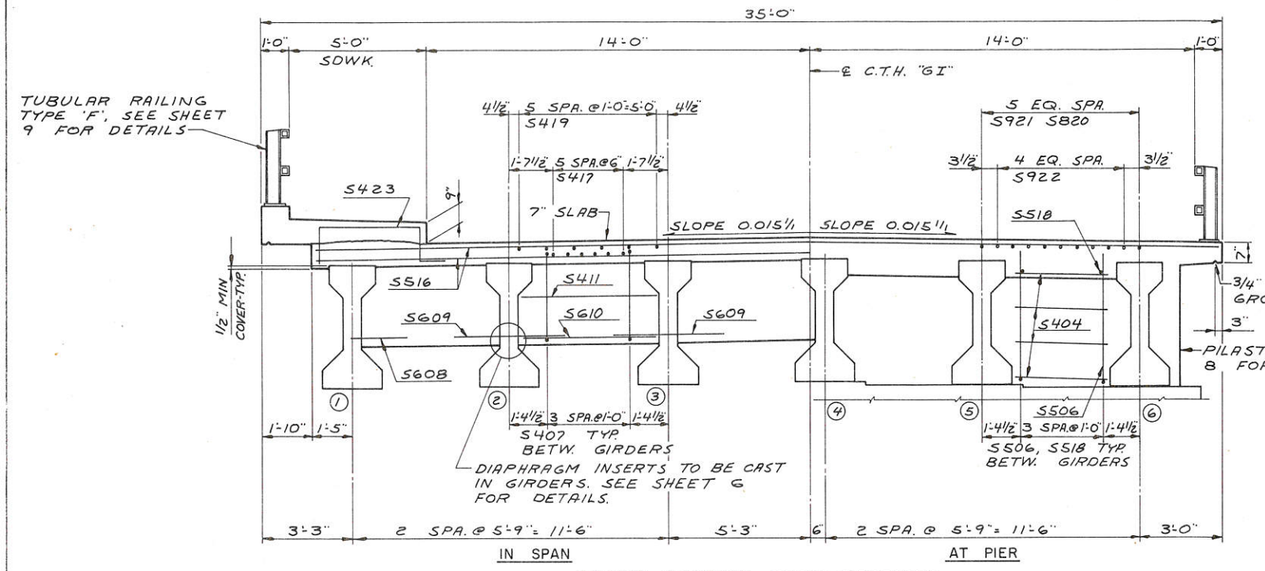
X 57400

5085-1-71

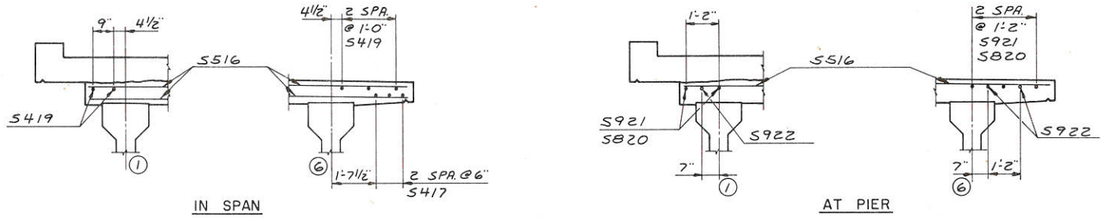
7.6

BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER AND BY INDIVIDUAL BAR CHAIRS AT 3'-0" CENTERS APPROXIMATELY MIDWAY BETWEEN GIRDERS.

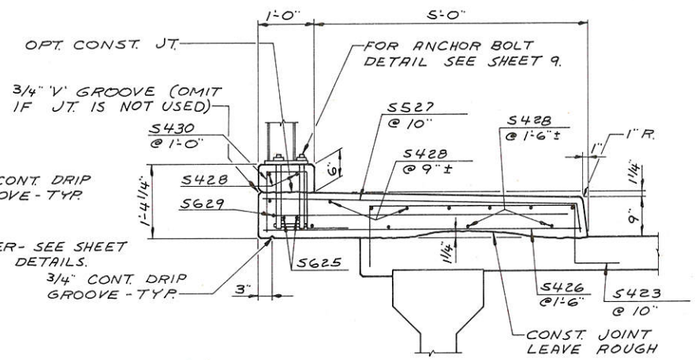
TOP LONGITUDINAL BAR STEEL SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.



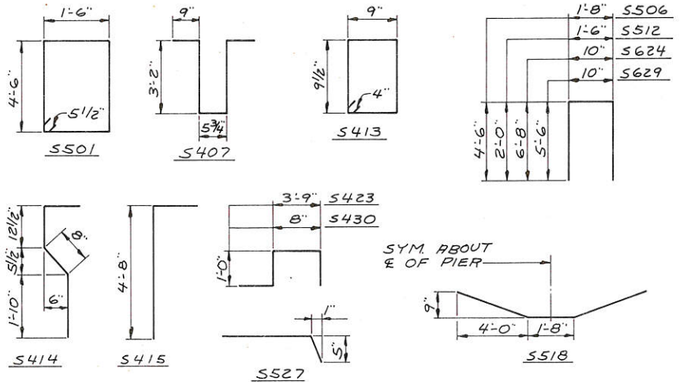
CROSS SECTION THRU ROADWAY
(LOOKING UP STATION)



EDGE OF SLAB DETAILS



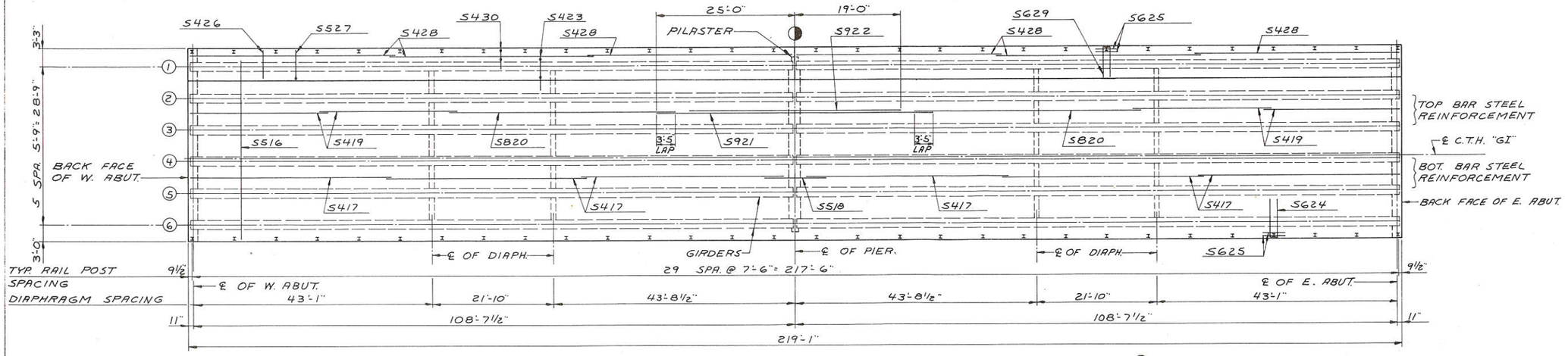
SECTION THRU SIDEWALK



BILL OF BARS

BAR NO.	NO. REQ'D.	LENGTH	BENT	59,730# LOCATION
S501	48	12-2	X	DIAPH. @ ABUT. - STIR.
S402	6	1-10		" " " @ GIRDER 1
S403	6	1-7		" " " " 6
S404	80	3-3		" " " ℄ PIER BETW. GIRDERS
S405	10	34-8		" " "
S506	20	10-6	X	" " PIER - STIR.
S407	80	8-0	X	" IN SPAN
* S608	16	2-0		" " " EXT. GIRDERS
S609	32	4-0		" " " INT. "
S610	40	4-9		" " " BETW. "
S411	40	4-9		" " " " "
S512	8	5-4	X	" @ ABUT.
S413	8	3-7	X	PILASTER
S414	4	3-11	X	"
S415	4	5-0	X	"
S516	796	32-10		SLAB - TRANS. TOP & BOT.
S417	198	36-6		" LONG. BOT. IN SPAN
S518	20	9-10	X	" " " @ PIER
S419	140	24-11		" " TOP IN SPAN
S820	58	41-0		" " " @ PIER
S921	29	50-0		" " " " "
S922	28	38-0		" " " " "
S423	263	6-6	X	" @ SDWK.
S624	30	14-0	X	" " RAIL POST
S625	120	4-0		" ℄ SDWK. @ RAIL POST
S426	146	5-7		SDWK. BOT. TRANS.
S527	263	6-0	X	" TOP "
S428	84	37-2		" TOP & BOT. LONG.
S629	30	11-6	X	" @ RAIL POST
S430	219	3-6	X	"

* PLAIN BAR - THREAD ONE END 3" BENDING DIMENSIONS ARE OUT TO OUT OF BARS.



PLAN

◑ DENOTES DEFLECTION JOINT IN SIDEWALK AT PIER. SEE SHEET 8 FOR DETAIL.

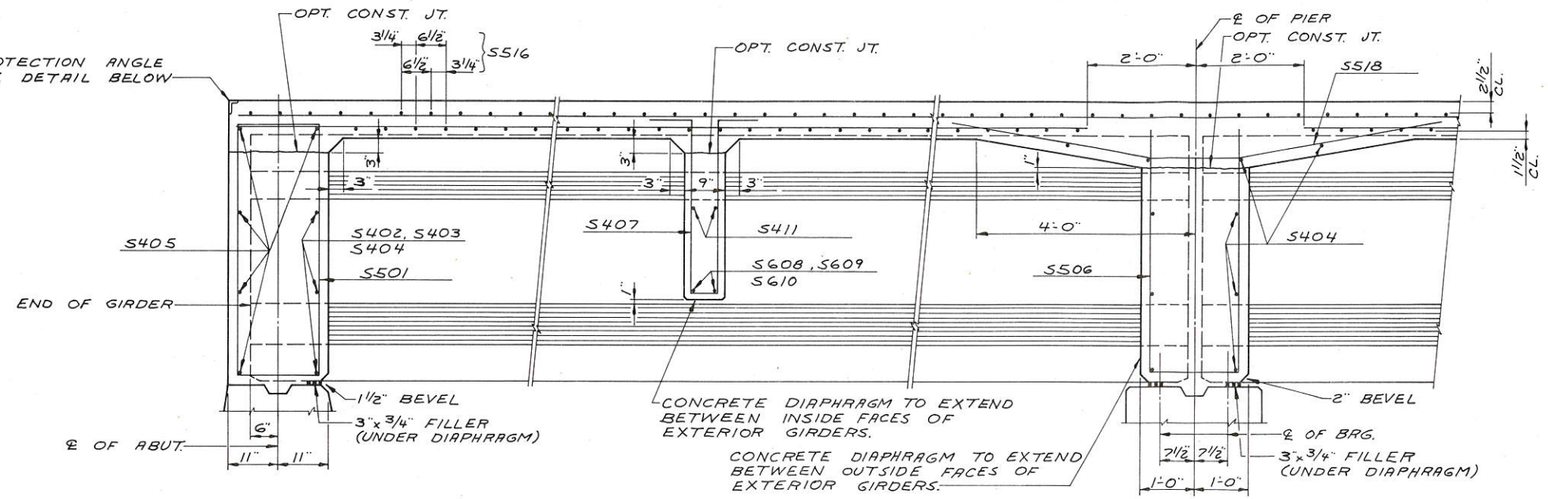
B-32-76

1975 G.L.D. R.C.M.

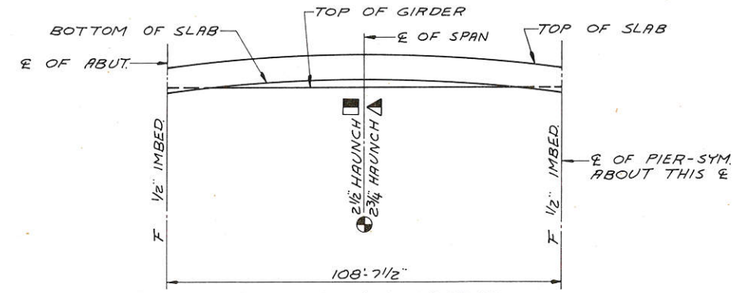
7 9

SUPERSTRUCTURE

57401



PART LONGITUDINAL SECTION



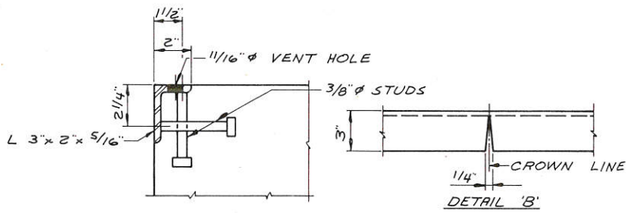
SLAB FORMING DIAGRAM

◔ TO COMPENSATE FOR VARIATIONS IN PRESTRESS CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES THE IMBEDMENT AT THE ℄ OF THE SPAN MAY BE VARIED WITH A MAXIMUM OF 1½" ALLOWABLE IMBEDMENT AND THE SLAB HELD TO PLAN THICKNESS.

F IF VARIATIONS IN PRESTRESS CAMBER AND OTHER CONSTRUCTION DISCREPANCIES ARE OF SUCH A MAGNITUDE THAT THE MAXIMUM ALLOWABLE IMBEDMENT AS NOTED ABOVE WILL BE EXCEEDED THESE DIMENSIONS SHALL BE REVISED. THE 1½" IMBEDMENT AND THE PLAN SLAB THICKNESS SHALL BE HELD WHILE THE GRADE LINE WILL BE REVISED.

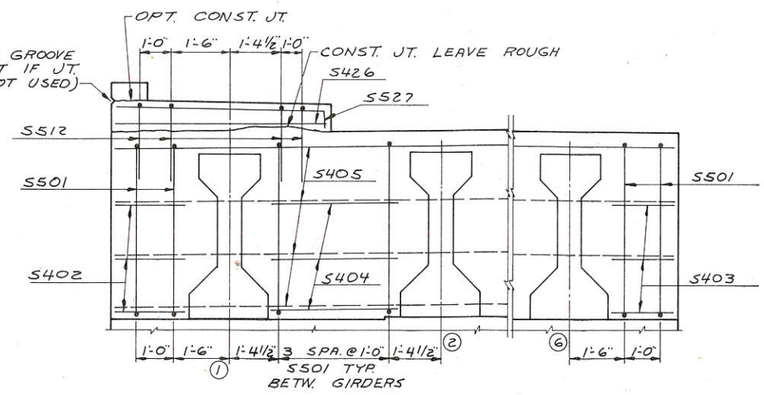
◨ DENOTES STRESS RELIEVED GIRDER.

◭ DENOTES LOW RELAXATION GIRDER.



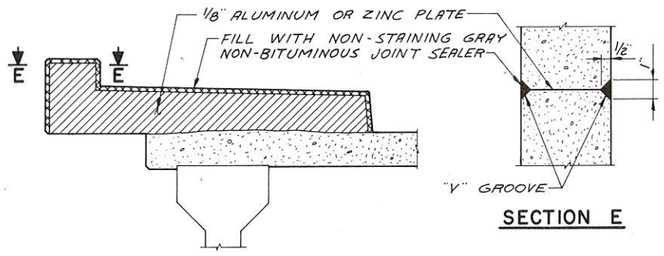
AT END OF SLAB, PROVIDE L 3"x2"x5/16"x 28'-0" PROVIDE 11/16"ø VENT HOLES IN 2" LEG AT 3'-0" CENTERS. ATTACH ANGLE TO CONCRETE WITH 3/8"ø STUDS x 4" LONG AT 6" ALTERNATE CENTERS. FIELD CUT 3" LEG OF ANGLE AS REQ'D. SEE DETAIL 'B'. ANGLE AND STUDS TO BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL CARBON STEEL."

PROTECTION ANGLE DETAIL



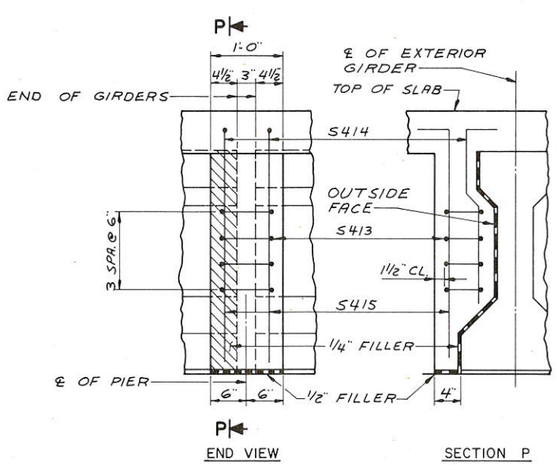
SECTION AT EAST ABUTMENT

(WEST ABUTMENT SIMILAR)

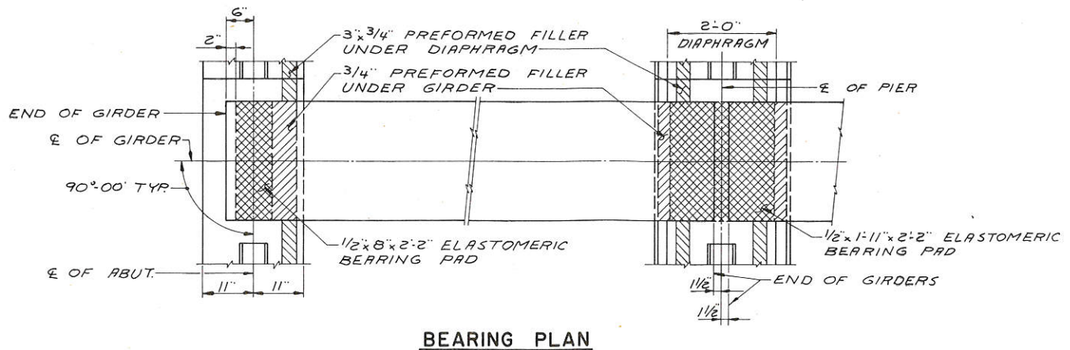


SECTION E

SIDEWALK DEFLECTION JOINT DETAIL



PILASTER DETAIL AT PIERS



BEARING PLAN

B-32-76

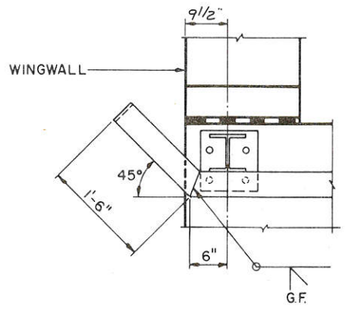
1975 G.L.D. R.C.M.

SUPERSTRUCTURE DETAILS

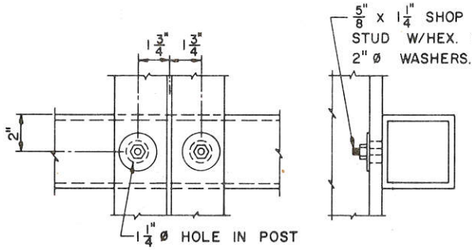
8 9

57402

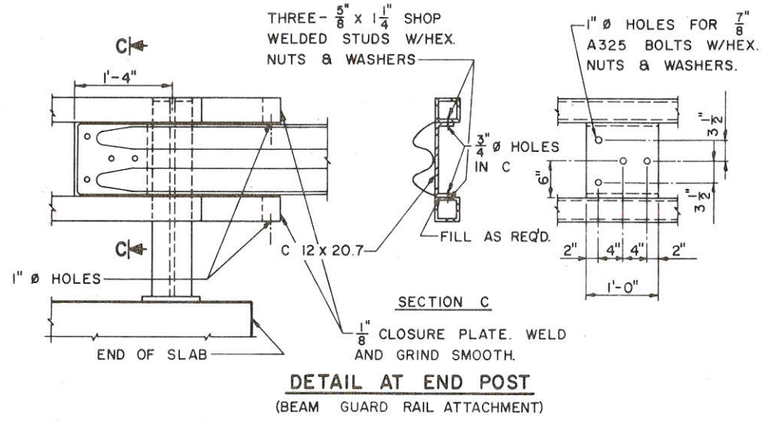
PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
5085-1-71	7.8	
FEDERAL PROJECT DESIGNATION		



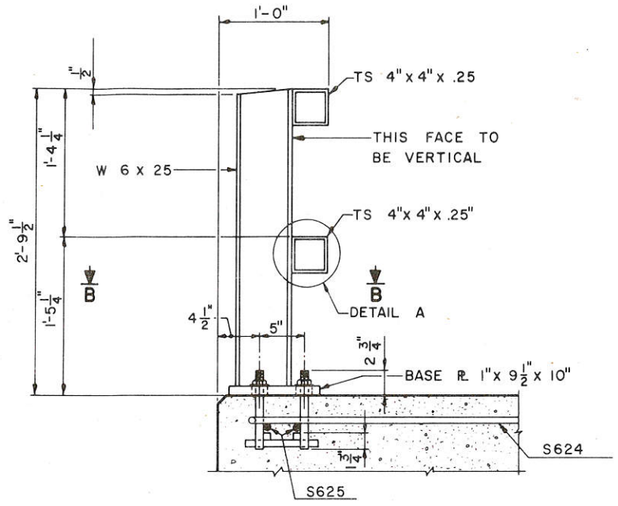
END DETAIL FOR WINGS



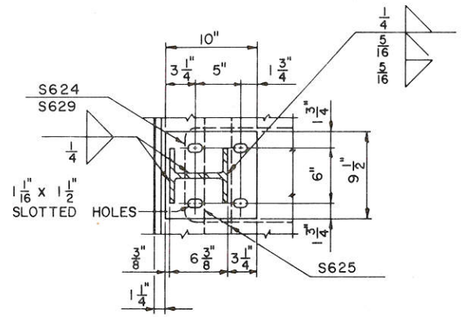
DETAIL A



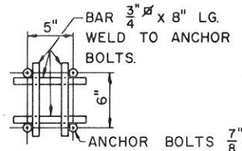
DETAIL AT END POST
(BEAM GUARD RAIL ATTACHMENT)



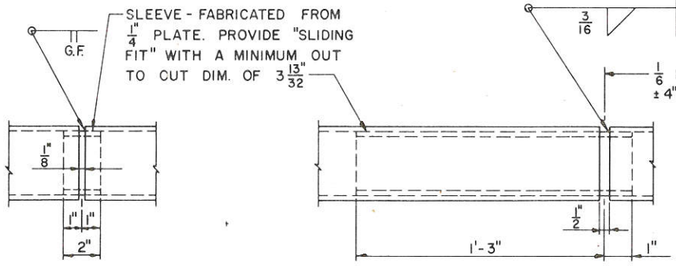
SECTION THRU RAILING
(SLAB SIDE SHOWN, SDWK. SIDE SIMILAR)



SECTION B

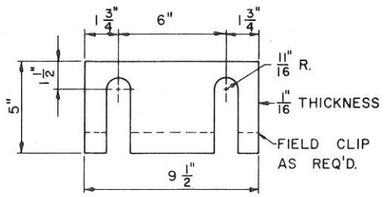


ANCHOR BOLT DETAIL



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

FIELD ERECTION JOINT DETAIL



POST SHIM DETAIL
(4 PER POST)

GENERAL NOTES

1. BID ITEM SHALL BE "TUBULAR RAILING, TYPE F".
2. POST BASE PLATE SHALL BE FLAT WITH ALL SURFACES SMOOTH & FREE FROM WARP & ALL EDGES SMOOTH, STRAIGHT & VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.
3. RAILING SHALL BE 4" x 4" x .25" STRUCTURAL TUBING CONFORMING TO A.S.T.M. DESIGNATION A36.
4. ANCHOR BOLTS SHALL BE 7/8" ø NOMINAL CONFORMING TO A.S.T.M. A325 WITH 3" THREAD.
5. CAULK EXPOSED OPENINGS BETWEEN SHIMS.
6. POST, BASE PLATES & SHIMS SHALL BE MADE FROM MATERIAL CONFORMING TO A.S.T.M. DESIGNATION A36. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST NORMAL TO GRADE LINE.
7. PLACE ANCHOR BOLTS NORMAL TO BASE PLATE.
8. ALL MEMBERS, INCLUDING UPPER 4" OF ANCHOR BOLTS, SHALL BE GALVANIZED AFTER FABRICATION.
9. BEAM GUARD ATTACHMENT MAY BE WELDED TO RAILS AND RAILS MAY BE WELDED TO POSTS.
10. FILL POST ANCHOR BOLT HOLES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.
11. STEEL SHIMS SHALL BE USED UNDER POSTS WHERE REQUIRED FOR ALIGNMENT.
12. RAILING SHALL BE FABRICATED IN 2 AND 3 PANEL LENGTHS.

NO.	DATE	REVISION	BY

PLANS PREPARED BY
OWEN AYRES & Associates

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-32-76

Const. Spec. 1975	Drawn By G.L.D.	Plans Checked N.K.I.J.

TUBULAR RAILING TYPE "F"

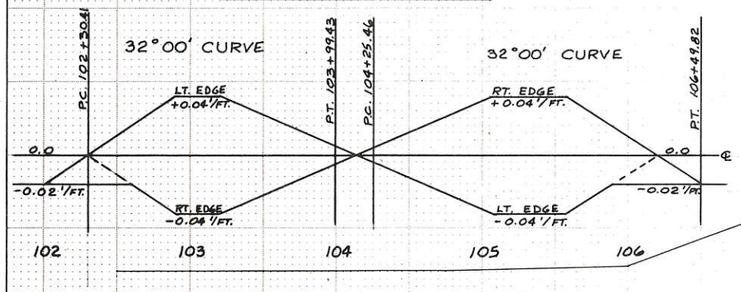
SHEET 9 OF 9

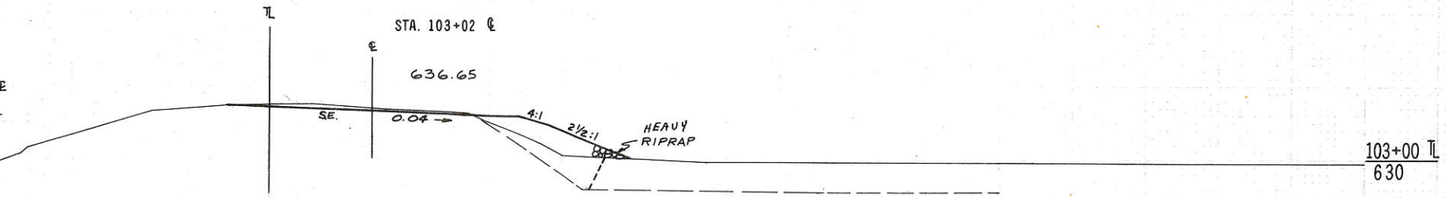
X 57403

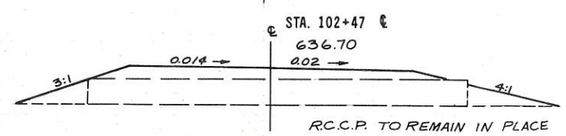
FED. ROAD DIST. No.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET No.
				8

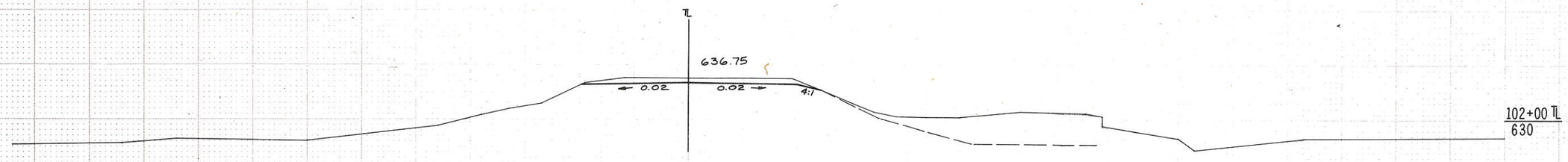
5085-1-71

TRANSITION DIAGRAMS



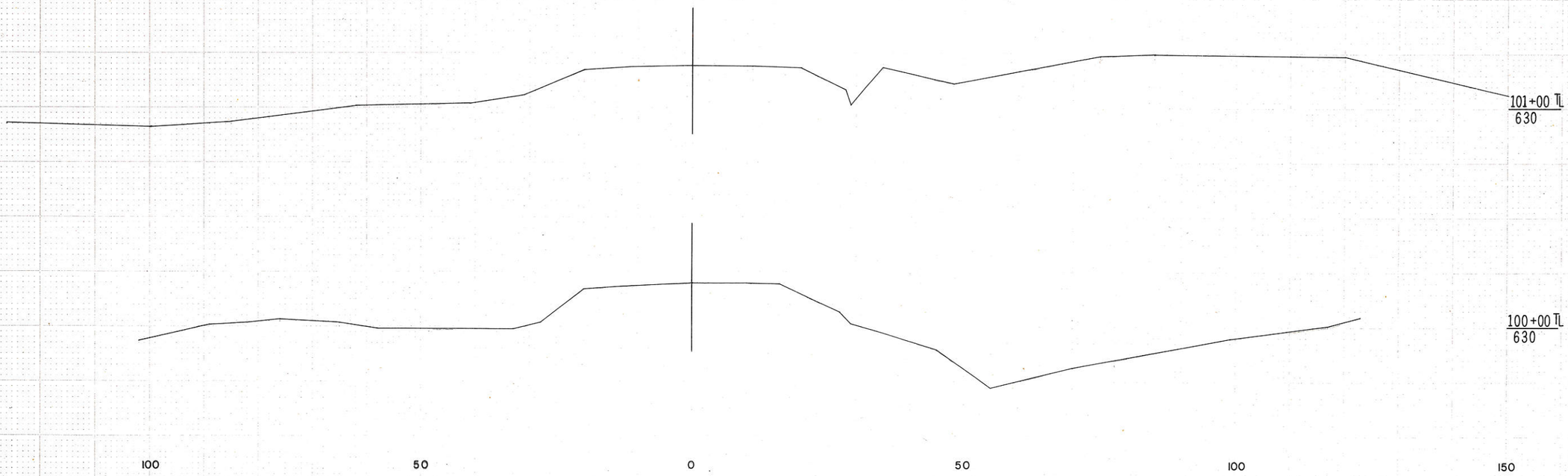






BEGIN PROJECT
STA. 102+00

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	MARSH		FILL
102+00					
	102	106	83		91
103+02					
SHEET TOTALS		106	83		91

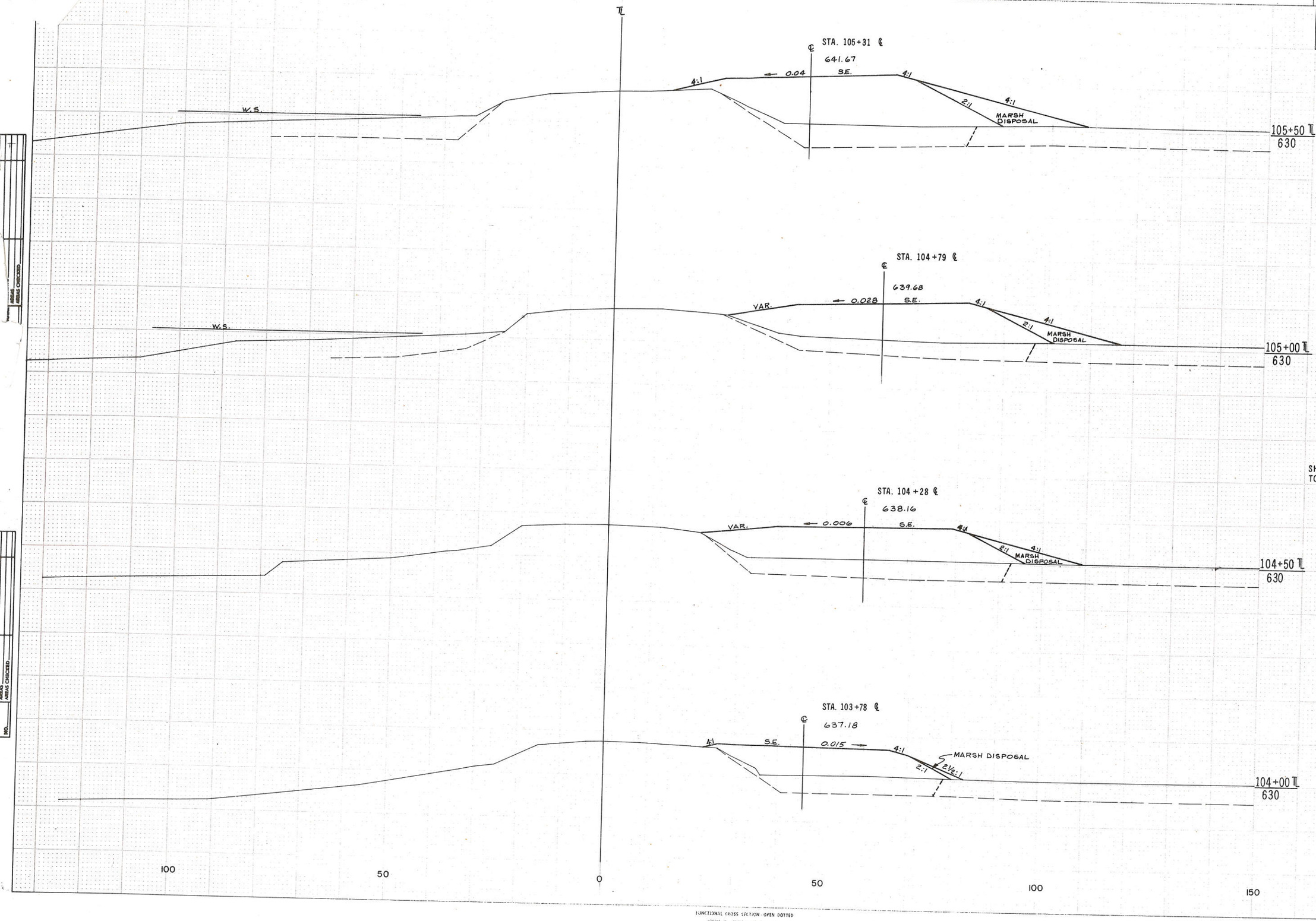


ORIGINAL SURVEY	BY	DATE
SURVEYED	A.H.	8/23
PLOTTED	A.C.	9/23
TRACED	A.C.	10/23
NOTE BOOK		
NO.	AREAS CHECKED	

FINAL SURVEY
SURVEYED
PLOTTED
TRACED
NOTE BOOK
NO.
AREAS CHECKED

8.1

5085-1-71



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION MARSH		YARDAGE FILL
103 + 02					
	76	25	284		467
103 + 78					
	50		387		680
104 + 28					
	51		463		897
104 + 79					
	52		441		1036
105 + 31					
SHEET TOTALS		25	1575		3080

FUNCTIONAL CROSS SECTION - OPEN DOTTED

State Proj. No. ..... Sheet No. ..... of ..... Sheets

DIST. NO. | PROJ. NO. | YEAR | NO. 8.2

5085-1-71

℄

108+50 ℄
630

STRUCTURE

STA. 106+71 ℄

TOP OF BOX EL. = 645.46
DISCH. EL. = 639.46

646.33

0.02 ← 0.02 →

4:1 (TEMP)

4:1

1% →

2:1

1%→

HEAVY RIPRAP

W.S.

TYPE I-A INLET @ STA. 106+60

106+50 ℄
630

STA. 106+19 ℄

645.05

0.02 ← 0.00 →

4:1 (TEMP)

4:1

2½:1

HEAVY RIPRAP

W.S.

106+00 ℄
630

10'
10'

150 100 50 0 50 100 150

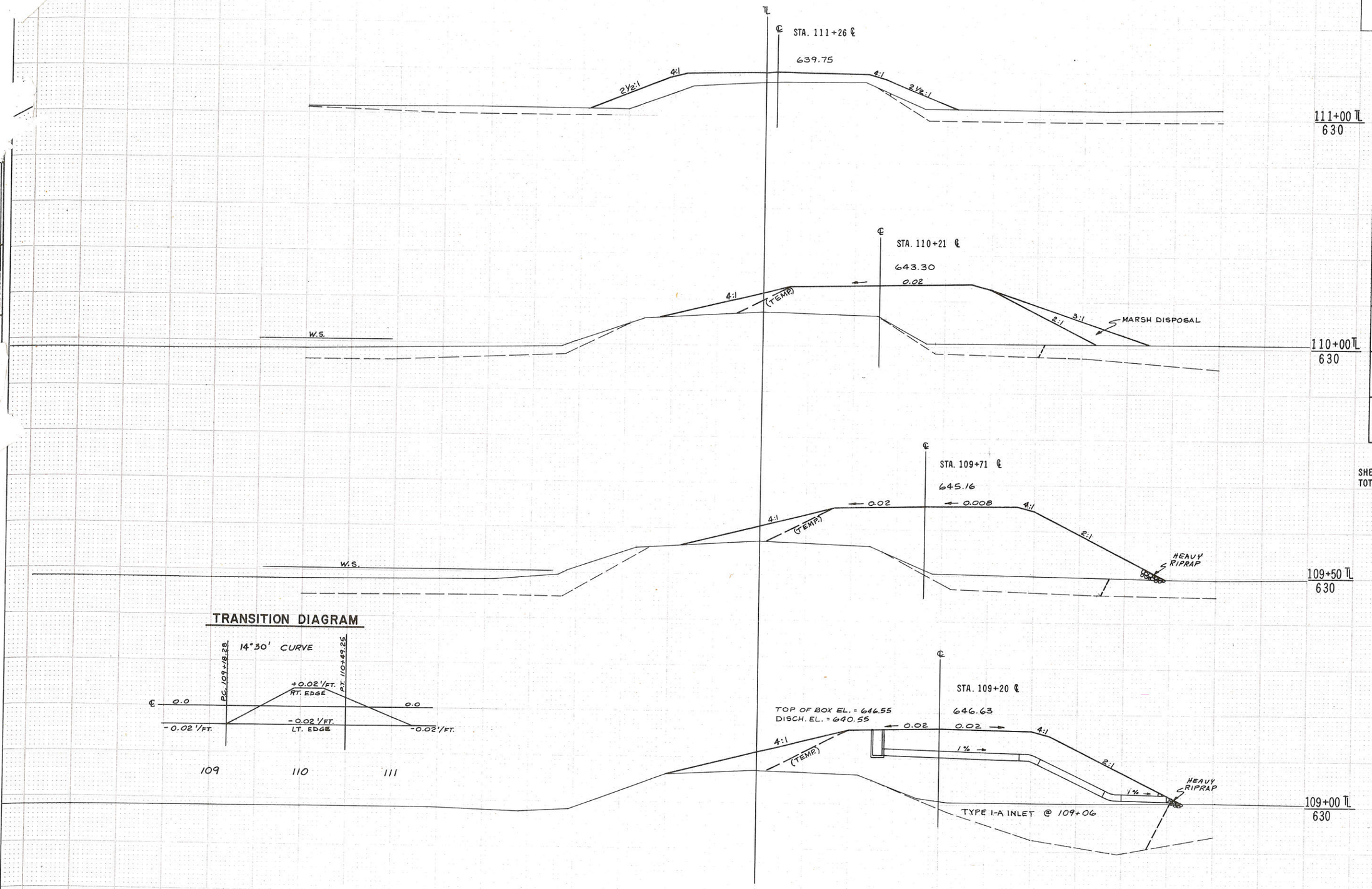
STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	MARSH		FILL
105+91					
	88		372		2112
106+19					
	52				1523
106+71					
	15				288
106+86					
SHEET TOTALS			372		3923

FUNCTIONAL CROSS SECTION - OPEN DOTTED
ROGERS CO. - MINNEAPOLIS - ST. PAUL

State Proj. No. ..... Sheet No. ..... of ..... Sheets

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				8-3	

5085-1-71



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION MARSH	YARDAGE EXCAVATION	YARDAGE FILL
108 + 74					
	46		206		1444
109 + 20					
	51		495		1828
109 + 71					
	50		194		1406
110 + 21					
	105		175		1589
111 + 26					
SHEET TOTALS			1070		6267

TRANSITION DIAGRAM

FUNCTIONAL CROSS SECTION - OPEN DOTTED

State Proj. No. ..... Sheet No. ..... of ..... Sheets