

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7930-03-71	RS 0694(5)	I
7270-03-73		I

Index of Sheets

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Sheet No. 3A	Miscellaneous Quantities
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Sheet No. 6-6.12	Standard Detail Drawings
Sheet No. —	Standard Sign Plates
Sheet No. 8-8.14	Structure Plans
Sheet No. —	Computer Earthwork Data
Sheet No. 9-9.11	Cross Sections

TOTAL SHEETS = 56

WEST SALEM-MINDORO ROAD

S.T.H. 108

LA CROSSE COUNTY

STATE PROJECT NUMBER
7930-3-71

WALKER ROAD

EGGEN COULEE BRIDGE

TOWN ROAD

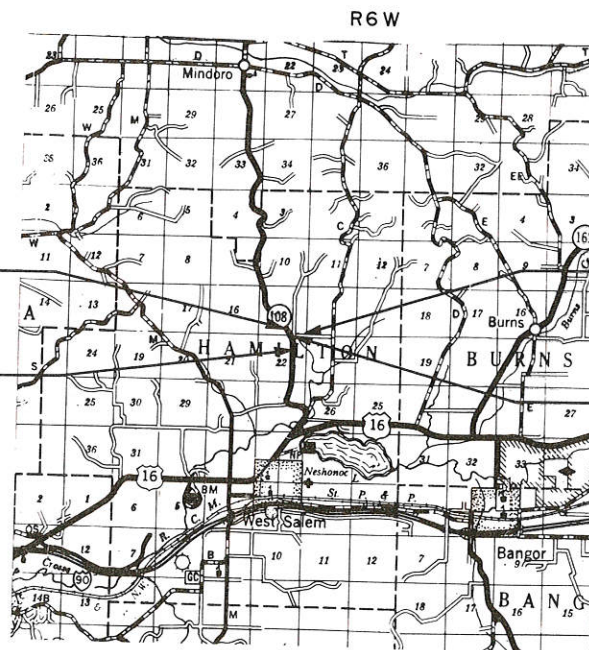
LA CROSSE COUNTY

STATE PROJECT NUMBER
7270-3-73



Design Designation

WALKER ROAD		S.T.H. 108	
A.D.T. (1980)	= 50	(1981)	= 700
A.D.T. (2000)	= 80	(2001)	= 850
D.H.V.	= 19		= 54
D.	= 65-35		= 60-40
T.	= 10%		= 9.4%
V.	= 30 M.P.H.		= 50 M.P.H.



END PROJECT 7930-3-71
STA. 170+00

END PROJECT 7270-3-73
STA. 25"B"+00

BEGIN PROJECT 7930-3-71
STA. 154+00

BEGIN PROJECT 7270-3-73
STA. 18"B"+00

X = 1,716,391 (±200)
Y = 708,891 (±200)

X = 1,716,262 (±200)
Y = 709,701 (±200)

Conventional Signs

County Line	-----	Caution Symbol (Combustible fluids under pressure)	
Township or Range Line	-----	Railroads	-----
Section Line	-----	Fence	-----
Corporate or City Limits	-----	Culverts in Place	-----
Property line	-----	Culverts Required	-----
Lot Line	-----	Power Pole	-----
Existing Right of Way Line	-----	Telephone or Telegraph Pole	-----
New Right of Way Line	-----	Right of Way Markers	-----
Base or Survey Line	-----	Marsh	-----
Slope Intercept	-----	Wooded Area	-----
Existing Roadway or Private Entrance	-----	Grade Elevation	-----

Layout
Scale 0 2 Mi.

Total Net Length of Centerline:
PROJECT I.D. = 7930-3-71 = 0.303 Mi.
PROJECT I.D. = 7270-3-73 = 0.133 Mi.

NOTE:
COORDINATES SCALED FROM U.S.G.S. TOPOGRAPHIC MAP
LA CROSSE, WISCONSIN, SOUTH ZONE QUADRANGLE FOR
IDENTIFICATION ONLY.

PROJECT I.D. 7270-03-73
APPROVED FOR TOWN OF HAMILTON

11-5-82 DATE *Martin F. Weber* CHAIRPERSON

PROJECT I.D. 7270-03-73
ORIGINAL
PLANS PREPARED BY
DONOHUE & ASSOCIATES INC.
CONSULTING ENGINEERS

11/3/82 DATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor M.E.W. District Checker PA.L. & P.W.
Designer D.P.A. C.O. Checker M.R.A.
District Supervisor E.B.P. C.O. Coordinator G.P.A.

Approved:
Date 7-27-83 *James D. Swander* District Transportation Director

Approved:
Date 8-8-83 *D.J. Strand* Chief Design Engineer

Approved:
Date 8/12/83 *E.J. Byrtek* Director of Development

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

Approved:
Date _____ Division Administrator

#326

7270-3-73
LA CROSSE

PLAN NO. 326

**GENERAL NOTES, S.D., UTILITIES,
STANDARD ABBR., INTER. DETAIL**

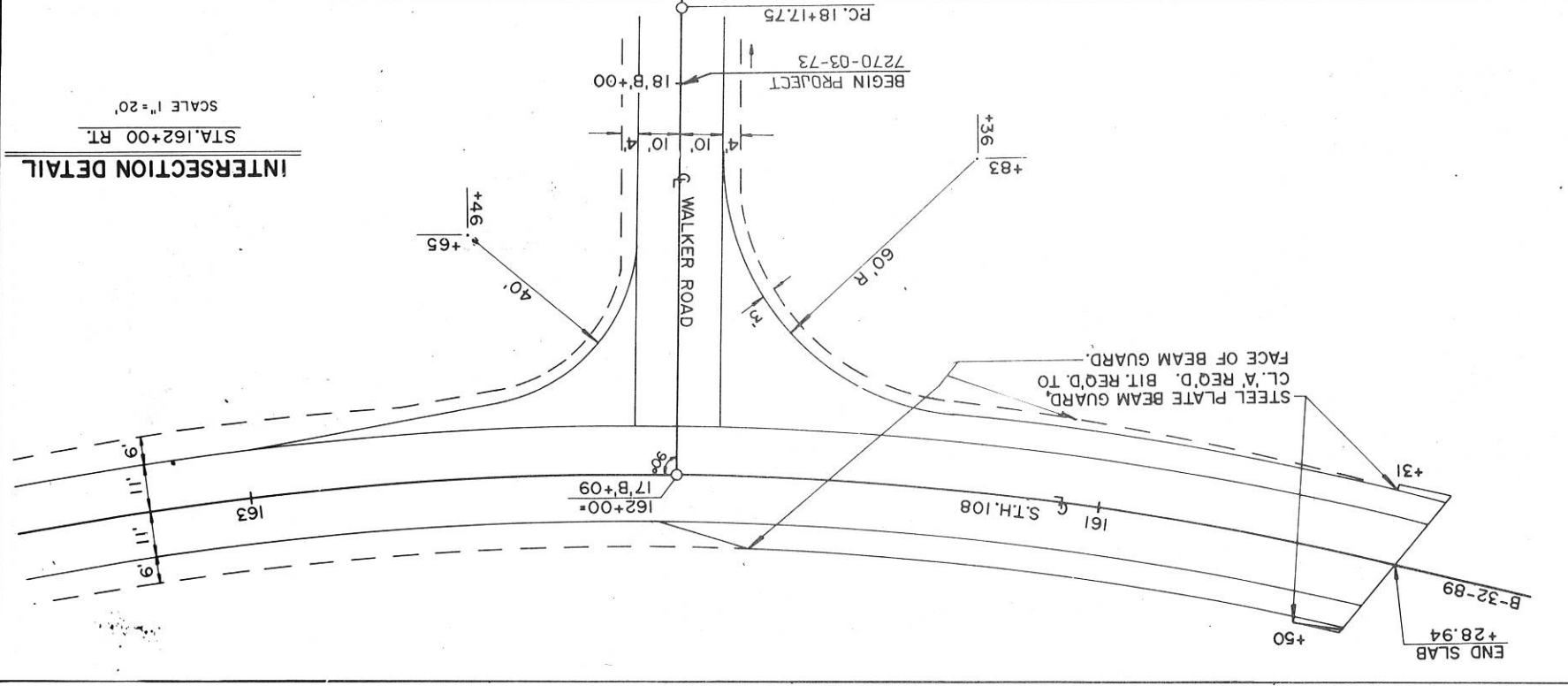
UTILITIES
NORTHERN STATES POWER COMPANY
122 - 5th AVENUE NORTH
LA CROSSE, WISCONSIN 54601
ATTN: MR. KEN HILBY
TELEPHONE: 608-782-8110

NORTHERN NATURAL GAS COMPANY
BOX 86, ROUTE 4
WATONNA, MINN. 55060
ATTN: MR. WAYNE SWEET
TELEPHONE: 507-451-7760

LA CROSSE TELEPHONE COMPANY
206 FIFTH AVENUE SOUTH
LA CROSSE, WISCONSIN 54601
ATTN: MR. JERRY SCHULTZ
TELEPHONE: 608-782-9980

1. CURVE DATA IS BASED ON THE ARC DEFINITION.
2. INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE FERTILIZED, SEED, AND MULCHED AS DIRECTED BY THE ENGINEER.
4. NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER.
5. WHEN THE QUANTITY OF THE ITEM FOR BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE CUBIC YARD OR TON, THE DEPTH OR THICKNESS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.
6. THE EXACT LOCATION OF PRIVATE ENTRANCES TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
7. ALL COORDINATES SHOWN ON THIS PLAN ARE REFERRED TO THE WISCONSIN STANDARD DETAIL DRAWING.
8. SALVAGED TOPSOIL HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS FIVE (5) FOOT BEYOND THE TOE OF SLOPE. SEEDING AND FERTILIZER HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTION PLUS TEN (10) FOOT, FIVE FOOT BEYOND THE TOE AND FIVE FOOT INSIDE THE SUB-GRADE SHOULDERS.
9. THERE WILL BE APPROX. 1500 CY. OF UNCL. EXC. INVOLVED IN THE CONST. OF THE TEMP. RDS.; NOT INCLUDED IN THE YARDAGE BALANCES.
10. SHOULDERS SUBDIVISION A SAWED JOINT WILL BE REQUIRED WHERE THE NEW BITUMINOUS CONCRETE MATCHES THE EXISTING BITUMINOUS SURFACE AT ALL SIDERADS AND P.E.'S.
11. PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.
12. LOCATION OF UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
13. EROSION BALES ARE TO BE PLACED AS DIRECTED BY THE ENGINEER.
14. EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS UNCLASSIFIED EXCAVATION. THE LOCATION OF EBS WILL BE DETERMINED BY THE ENGINEER.

GENERAL NOTES



INTERSECTION DETAIL
STA. 162+00 RT.
SCALE 1"=20'

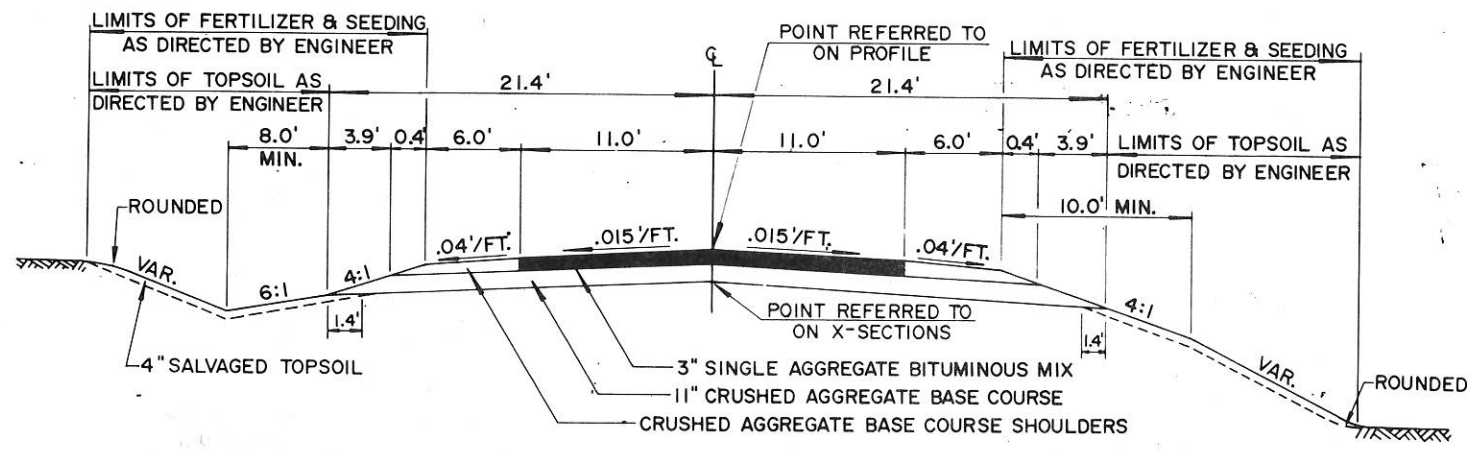
STANDARD ABBREVIATIONS

A. D. T.	AVERAGE DAILY TRAFFIC	G.	GARAGE
AGG.	AGGREGATE	GAL.	GALLON
AVG.	AVERAGE	H. P.	HIGH POINT
APP.	APPROXIMATELY	H.	HOUSE
AH.	AHEAD	H. T.	HOUSE TRAFFER
ET. AL.	AND OTHERS	HOR.	HORIZONTAL
BK.	BACK	CWT.	HUNDRED WEIGHT
BK.	BACK	R/W.	RIGHT OF WAY
B.	BAR	RD.	ROAD
B.M.	BENCH MARK	SALV.	SALVAGED
BIT.	BITUMINOUS	SAN. S.	SANITARY SEWER
BRM.	BITUMINOUS ROAD MIX	SCH.	SCHOOL
BVD.	BOULEVARD	SEC.	SECTION
BLDG.	BUILDINGS	S.	SOUTH
C. B.	CATCH BASINS	S. S. D.	STOPPING SIGHT DISTANCE
CL.	CLASS	SHR.	SHRINKAGE
CH. CH.	CENTRAL ANGLE OR DELTA	S. W.	SIDEWALK
Δ	CENTRAL ANGLE	SL.	SLOPE
CL.	CENTERLINE	STD.	STANDARD
L. H. F.	LEFT HAND FORWARD	S. D. D.	STANDARD DETAIL DRAWING
C. & G.	CURB AND GUTTER	S. I. H.	STATE TRUNK HIGHWAY
C. M. C. P.	CORRUGATED METAL CULVERT PIPE	STA.	STATION
C. S. C. P.	CORRUGATED STEEL CULVERT PIPE	STR.	STRUCTURE
CONC.	CONCRETE	S. S.	STORM SEWER
CONST.	CONSTRUCTION	ST.	STREET
COR.	CORNER	S. E.	SUPERELEVATION
C. P.	CULVERT PIPE	SHDR.	SHOULDER
C. T. H.	COUNTY TRUNK HIGHWAY	SUBD.	SUBDIVISION
CR.	CRUSHED	SURF.	SURFACE
CWT.	HUNDRED WEIGHT	TAV.	TAVERN
C. Y.	CUBIC YARD	TEMP.	TEMPORARY
D.	DEGREE OF CURVE	T.	TANGENT LENGTH OF CURVE
D. G.	DITCH GRADE	T. P.	TELEPHONE POLE
D. H. V.	DESIGN HOUR VOLUME	TEL.	TELEPHONE
DIS.	DISCHARGE	TN.	TOWN
E.	EAST	T.	TRANSIT LINE
E.	EAST	P. C. C.	PORTLAND CEMENT CONCRETE
E.	EXTERNAL DISTANCE	P. D.	POUND
ELEV.	ELEVATION	P. E.	PRIVATE ENTRANCE
EMB.	EMBANKMENT	P. L.	PROPERTY LINE
EXC.	EXCAVATION	PP	POWER POLE
F. F.	FACE TO FACE	PROJ.	PROJECT
F. E.	FIELD ENTRANCE	R.	RADIUS
F. L.	FLOW LINE	VAR.	VARIABLE
FT.	FOOT (FEET)	V.	VERTICAL
		W. V.	WATER VALVE
		W.	WEST
		YD.	YARD
		WS.	WATER SURFACE

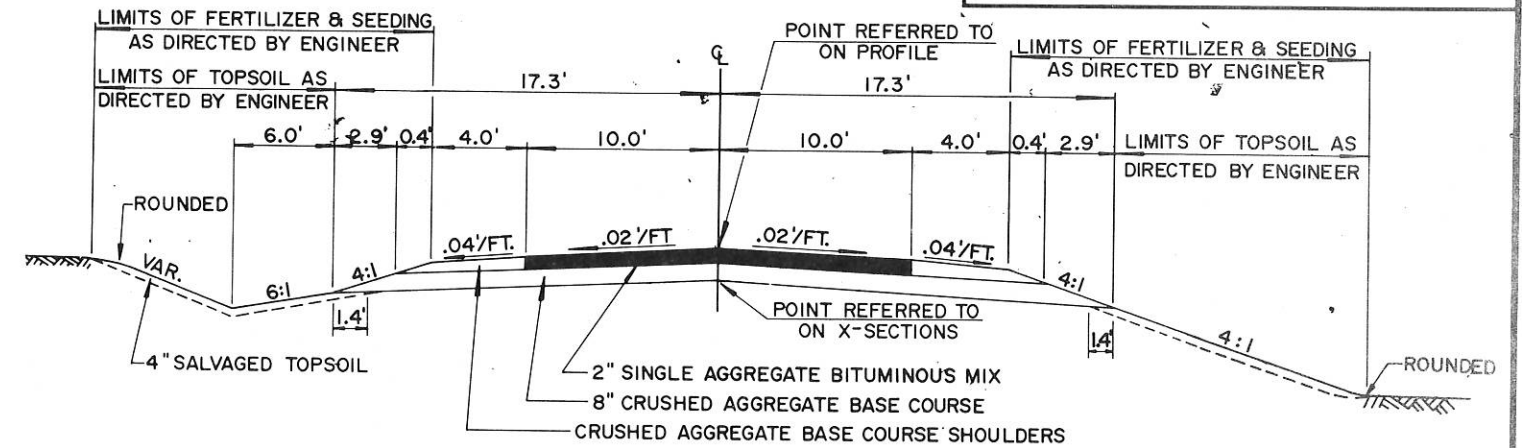
STANDARD DETAIL DRAWINGS

8A5 - 3b	CATCH BASIN, MANHOLE, AND INLET COVERS
8C1 - 4	INLETS, TYPE 1, 2, AND 3
8C5 - 1	INLETS, TYPE 8, 9, 10 and 11
8D3 - 2	SURFACE DRAIN, DROP INLET TYPE
8E8 - 1	TYPICAL INSTALLATIONS OF EROSION BALES
8F1 - 9	APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCHES
8F3 - 3	DETAILS FOR PIPE CATTLEPASS, CONCRETE ENDWALLS, AND STEPS
9A1 - 5	LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS
12A3 - 4	NAME PLATE - STRUCTURES
14B2-6a & b	CLASS "A" STEEL PLATE BEAM GUARD
15C1 - 7	CONSTRUCTION BARRICADES AND STANDARD SIGNS
BE7-1	EROSION MAT

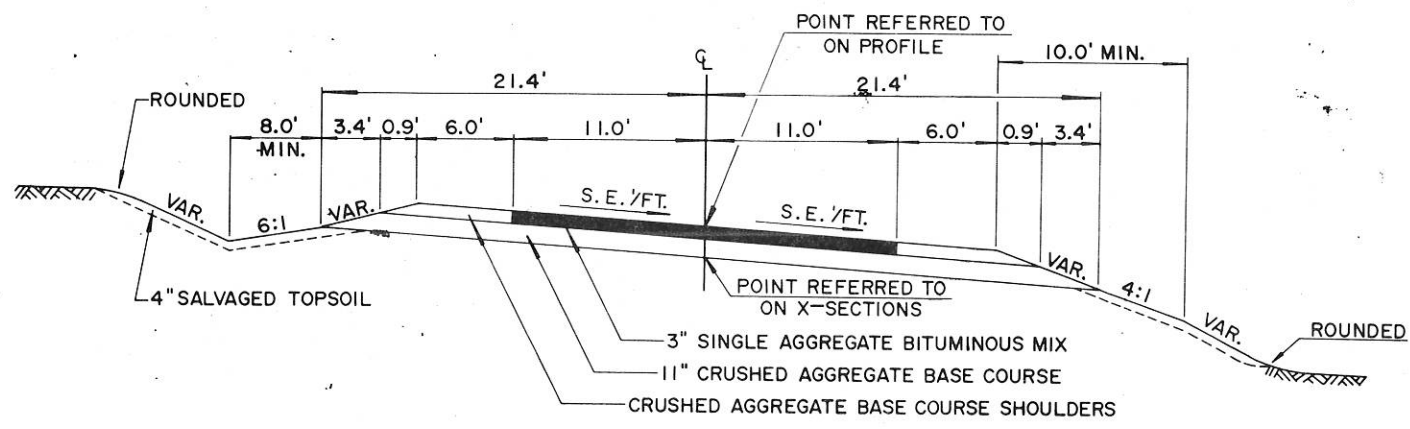
TYPICAL SECTIONS



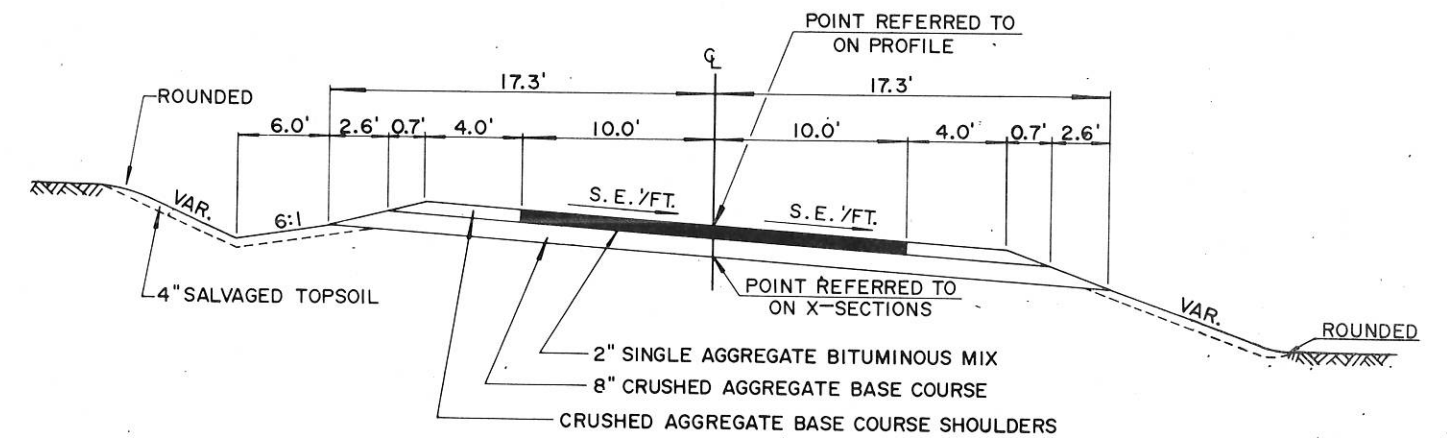
TYPICAL TANGENT SECTION
S.T.H. 108



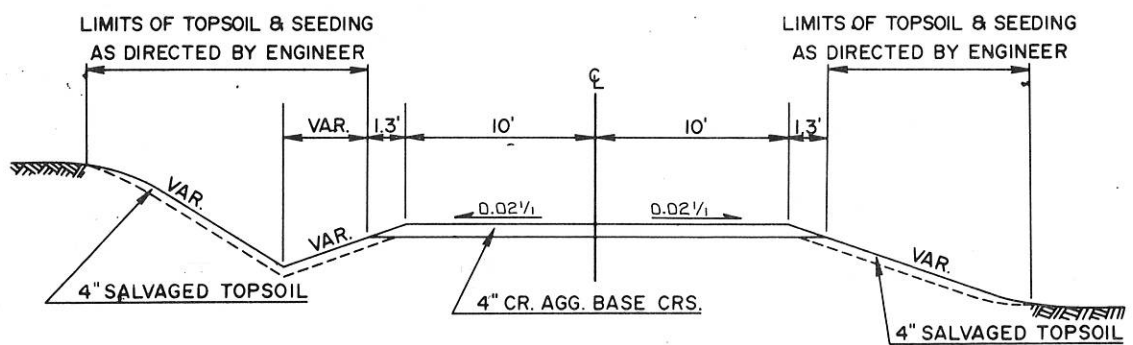
TYPICAL TANGENT SECTION
WALKER ROAD "B"-LINE
EGGENS COULEE ROAD "C"-LINE



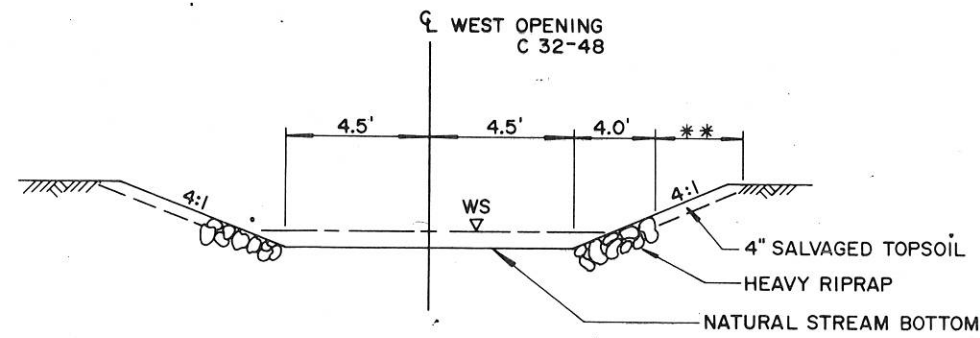
TYPICAL SUPERELEVATED SECTION
S.T.H. 108



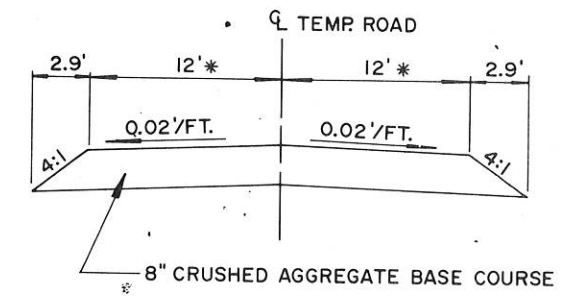
TYPICAL SUPERELEVATED SECTION
WALKER ROAD "B"-LINE
EGGENS COULEE ROAD "C"-LINE



TYPICAL PRIVATE ENTRANCE SECTION



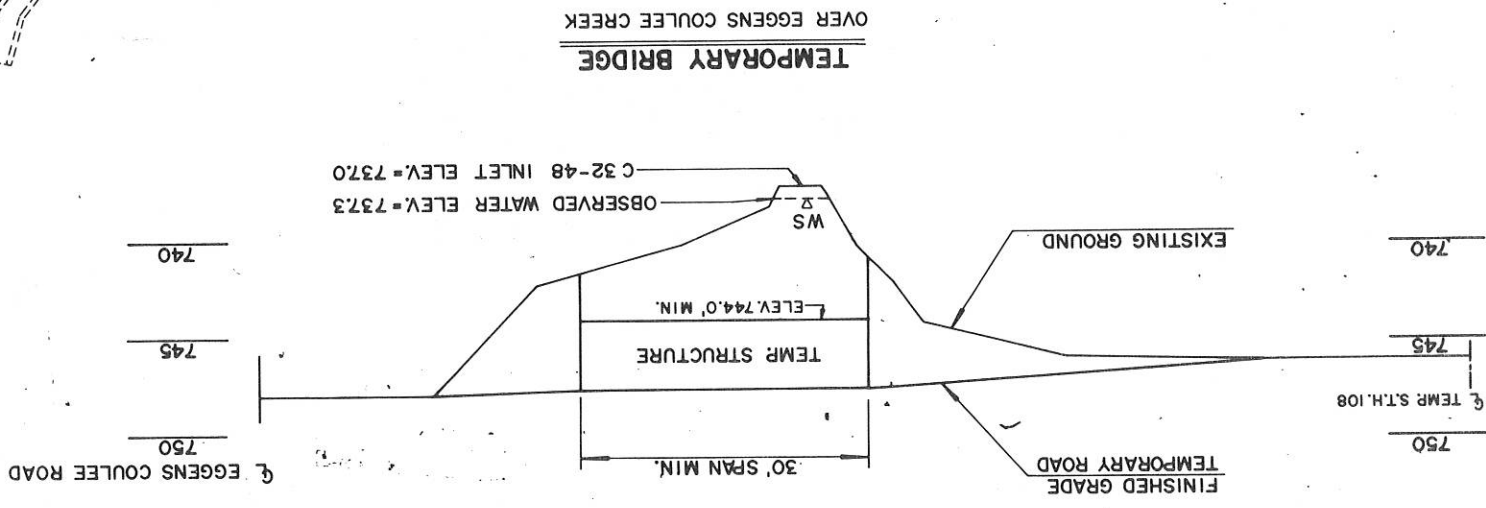
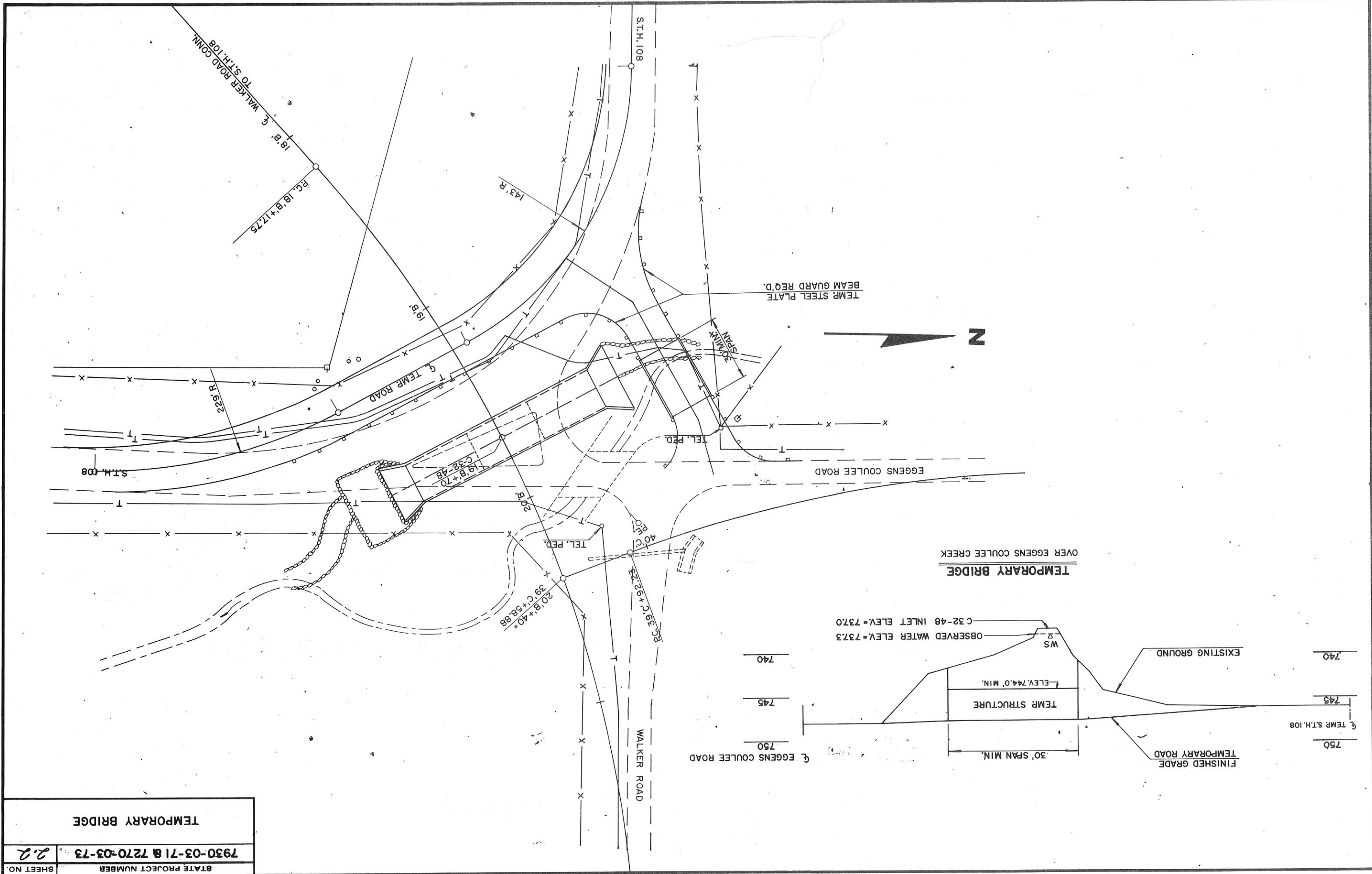
TYPICAL SECTION
CHANNEL CHANGE
FOR EGGENS COULEE CREEK



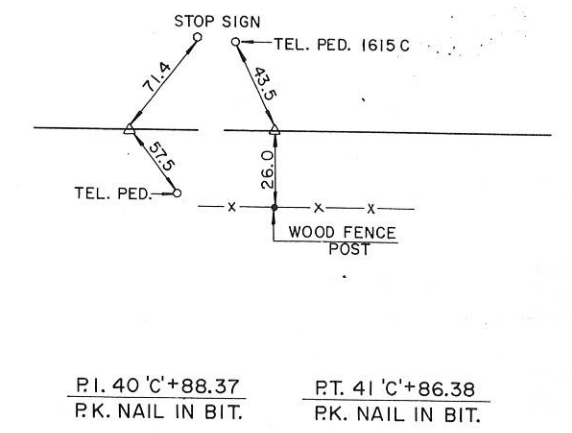
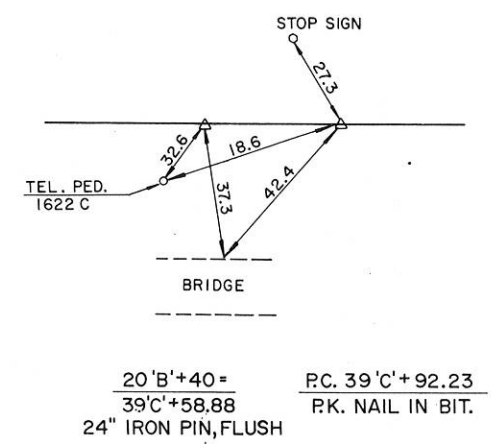
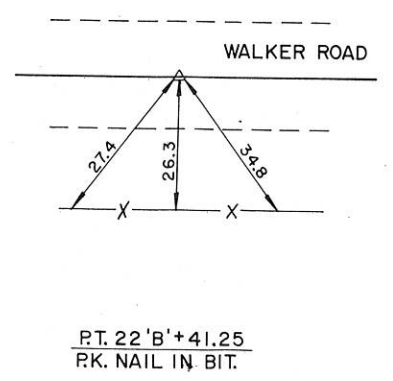
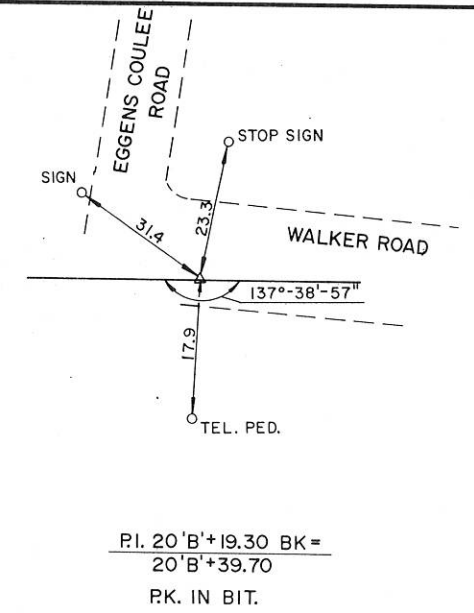
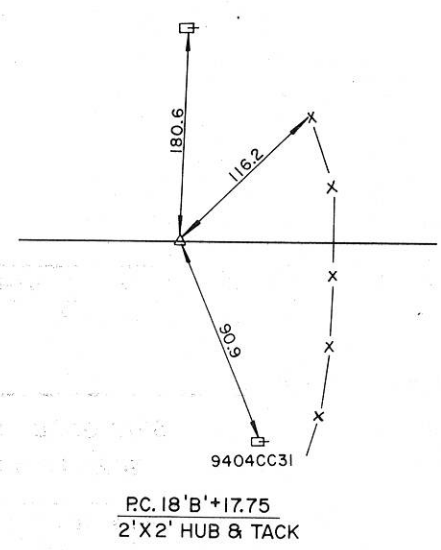
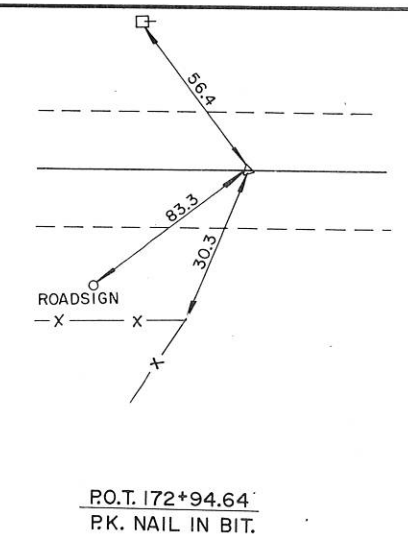
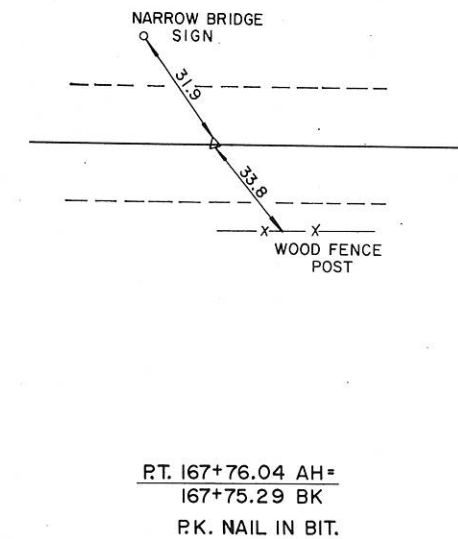
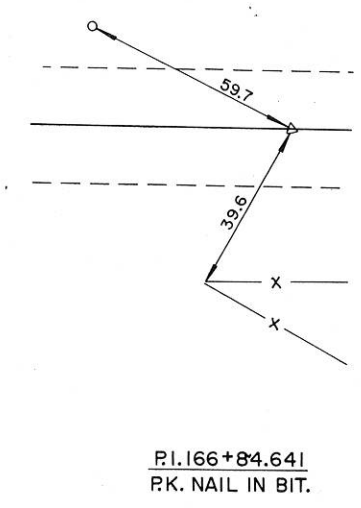
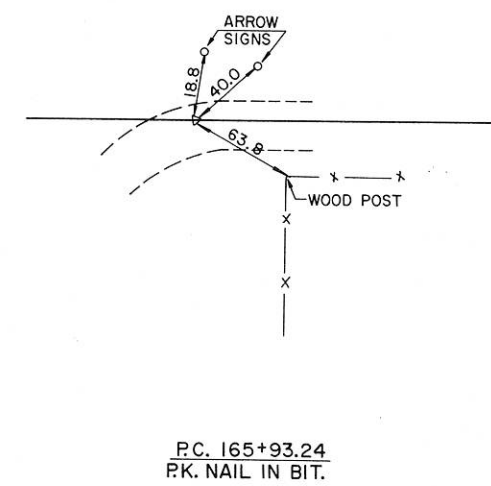
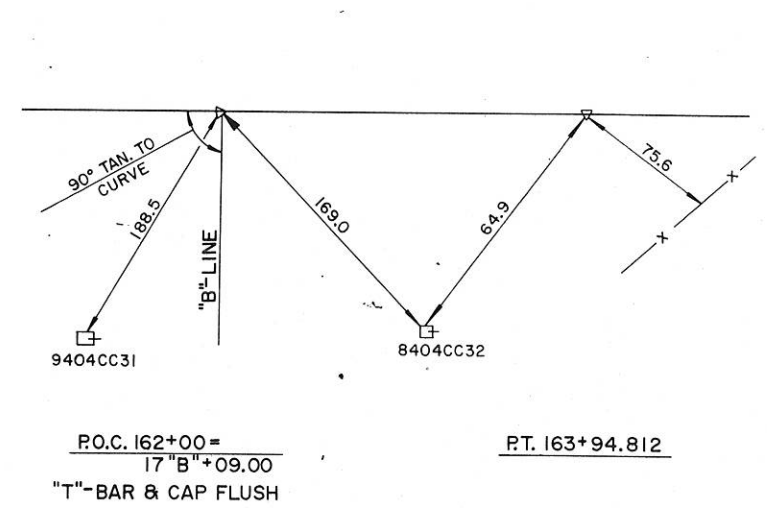
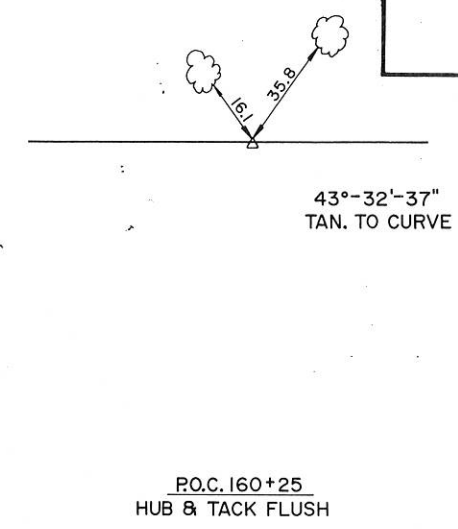
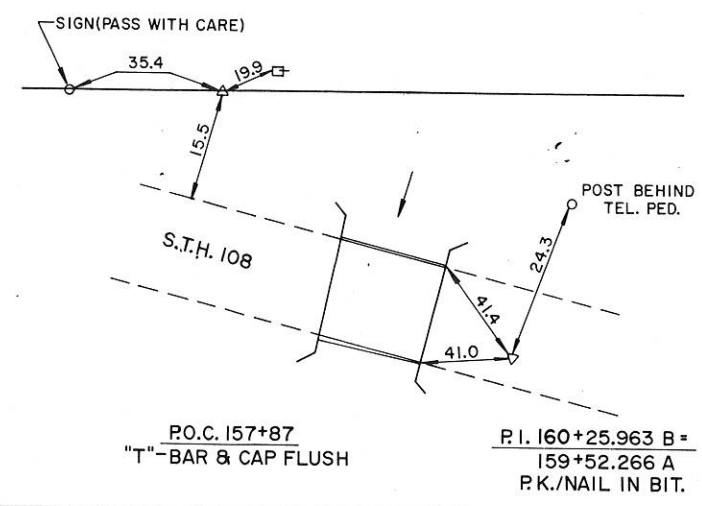
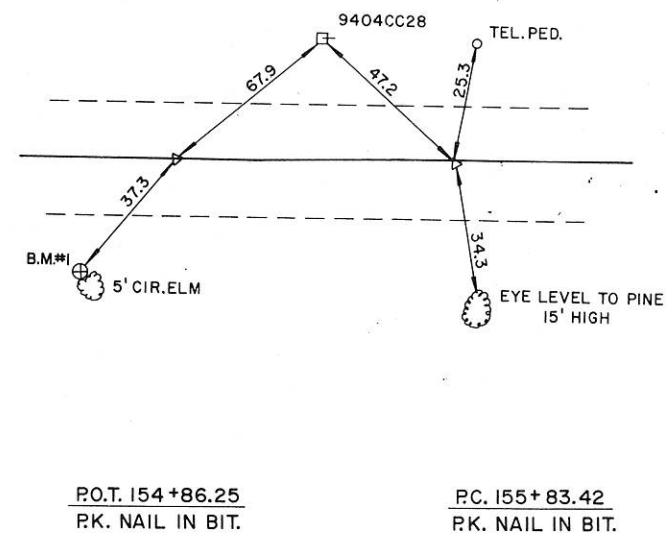
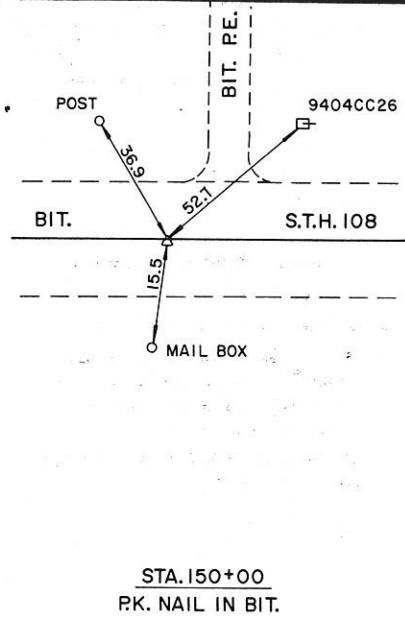
TYPICAL SECTION
TEMPORARY ROAD

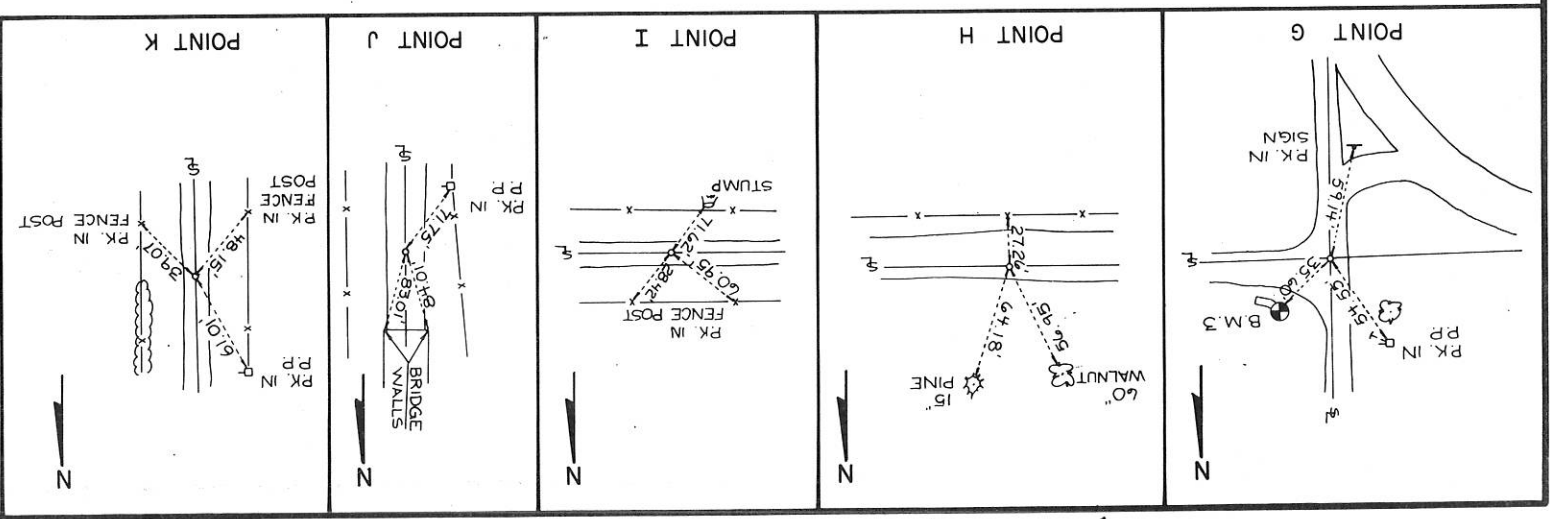
**--SEED, FERTILIZE & MULCH
DISTURBED AREAS

* - 8' WALKER ROAD

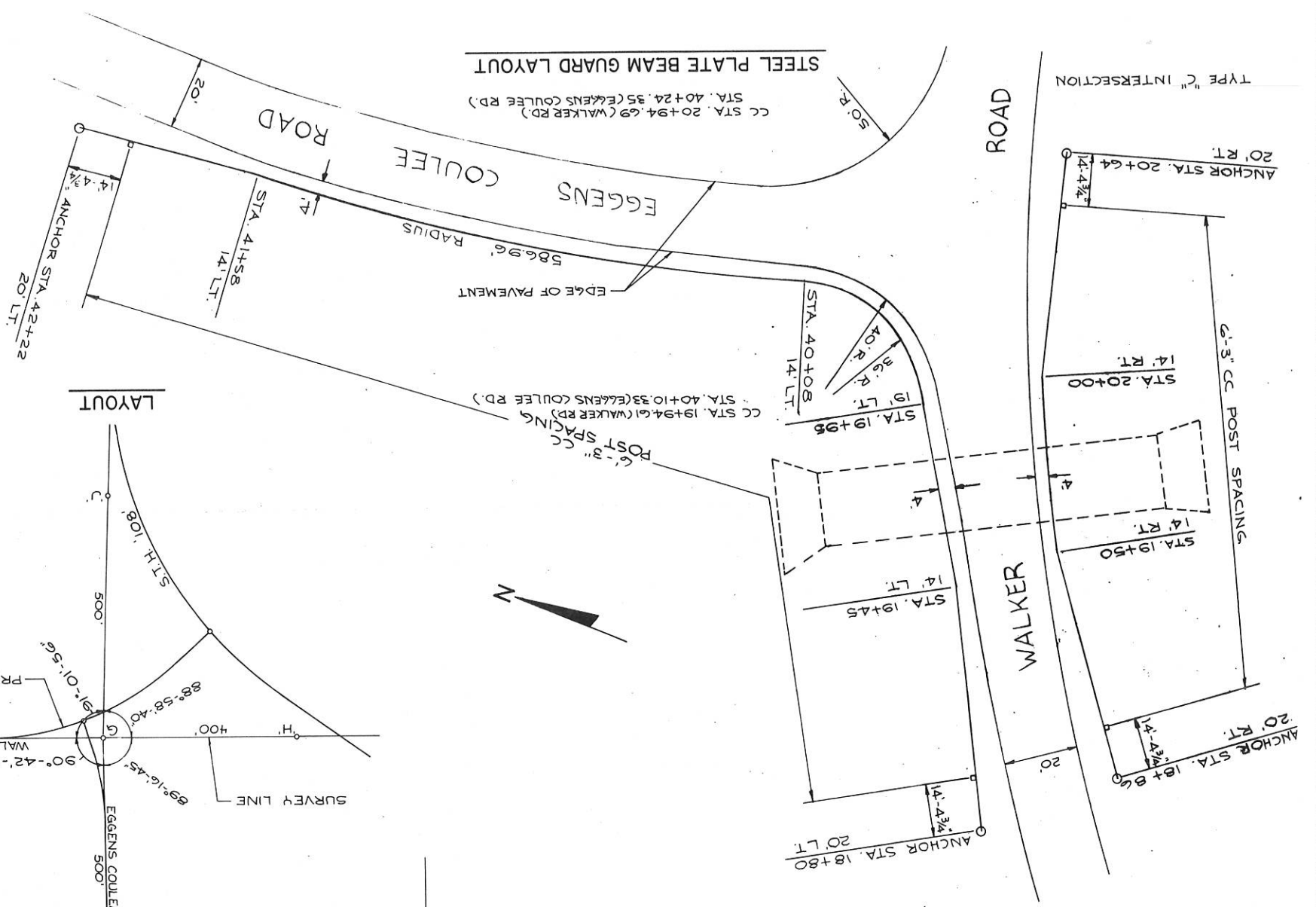
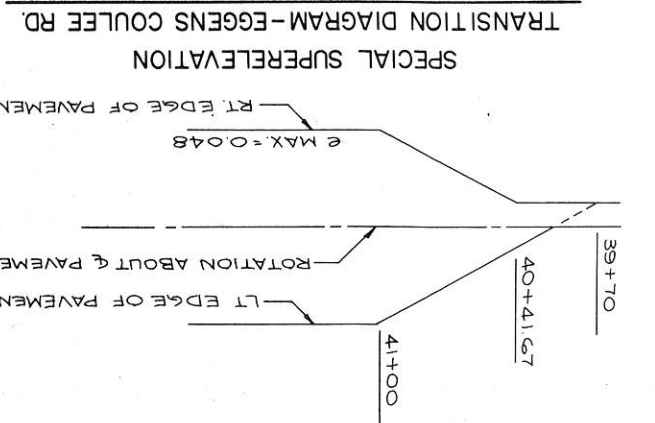
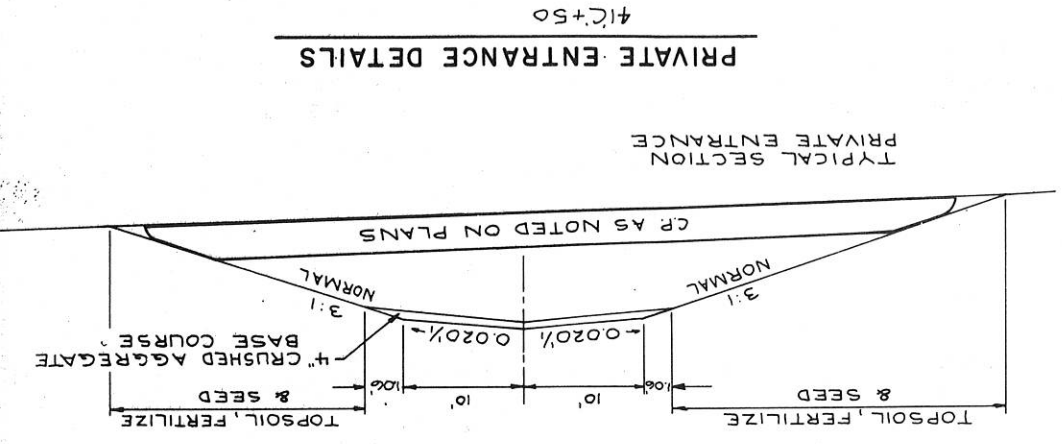
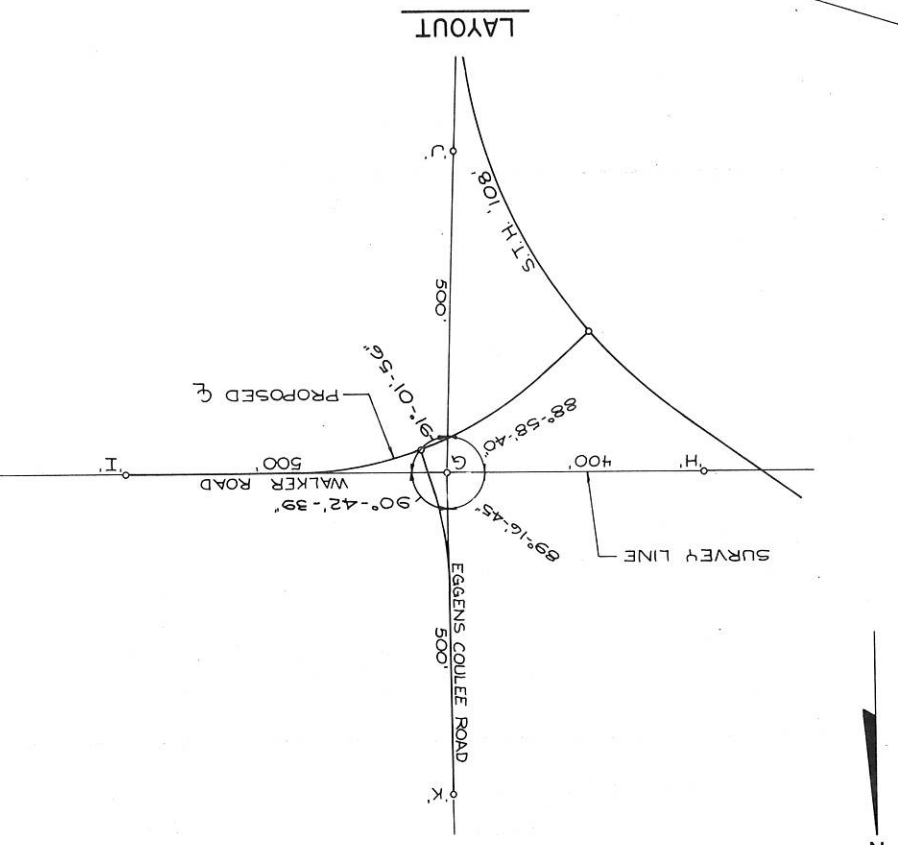


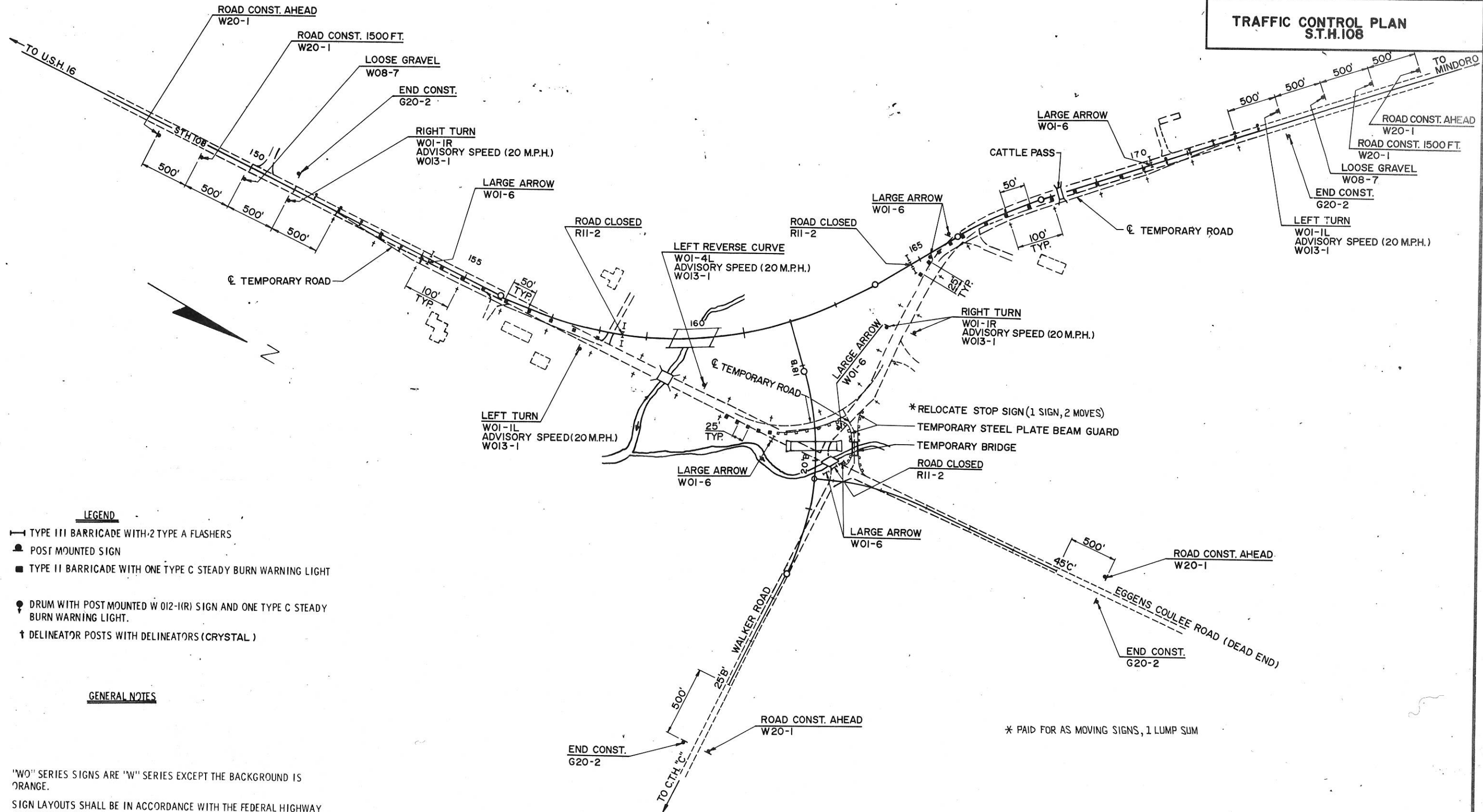
TEMPORARY BRIDGE	
STATE PROJECT NUMBER	7930-03-71 & 7270-03-73
SHEET NO.	2.2





ALIGNMENT TIES





LEGEND

- TYPE III BARRICADE WITH 2 TYPE A FLASHERS
- POST MOUNTED SIGN
- TYPE II BARRICADE WITH ONE TYPE C STEADY BURN WARNING LIGHT
- ⊙ DRUM WITH POST MOUNTED W 012-1(R) SIGN AND ONE TYPE C STEADY BURN WARNING LIGHT.
- † DELINEATOR POSTS WITH DELINEATORS (CRYSTAL)

GENERAL NOTES

'W0' SERIES SIGNS ARE 'W' SERIES EXCEPT THE BACKGROUND IS ORANGE.

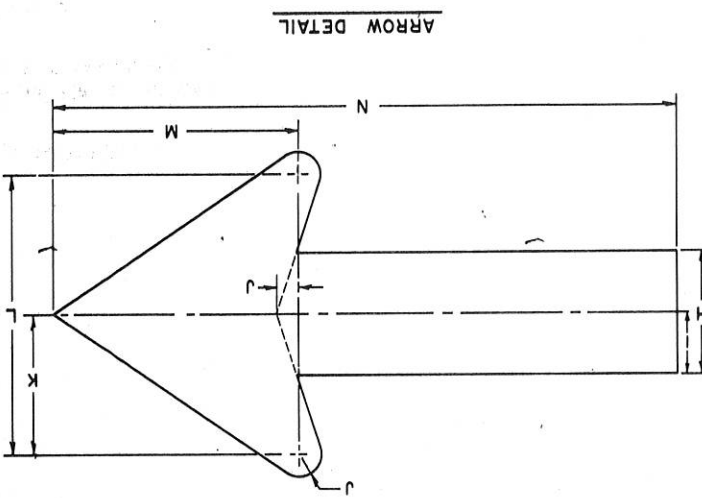
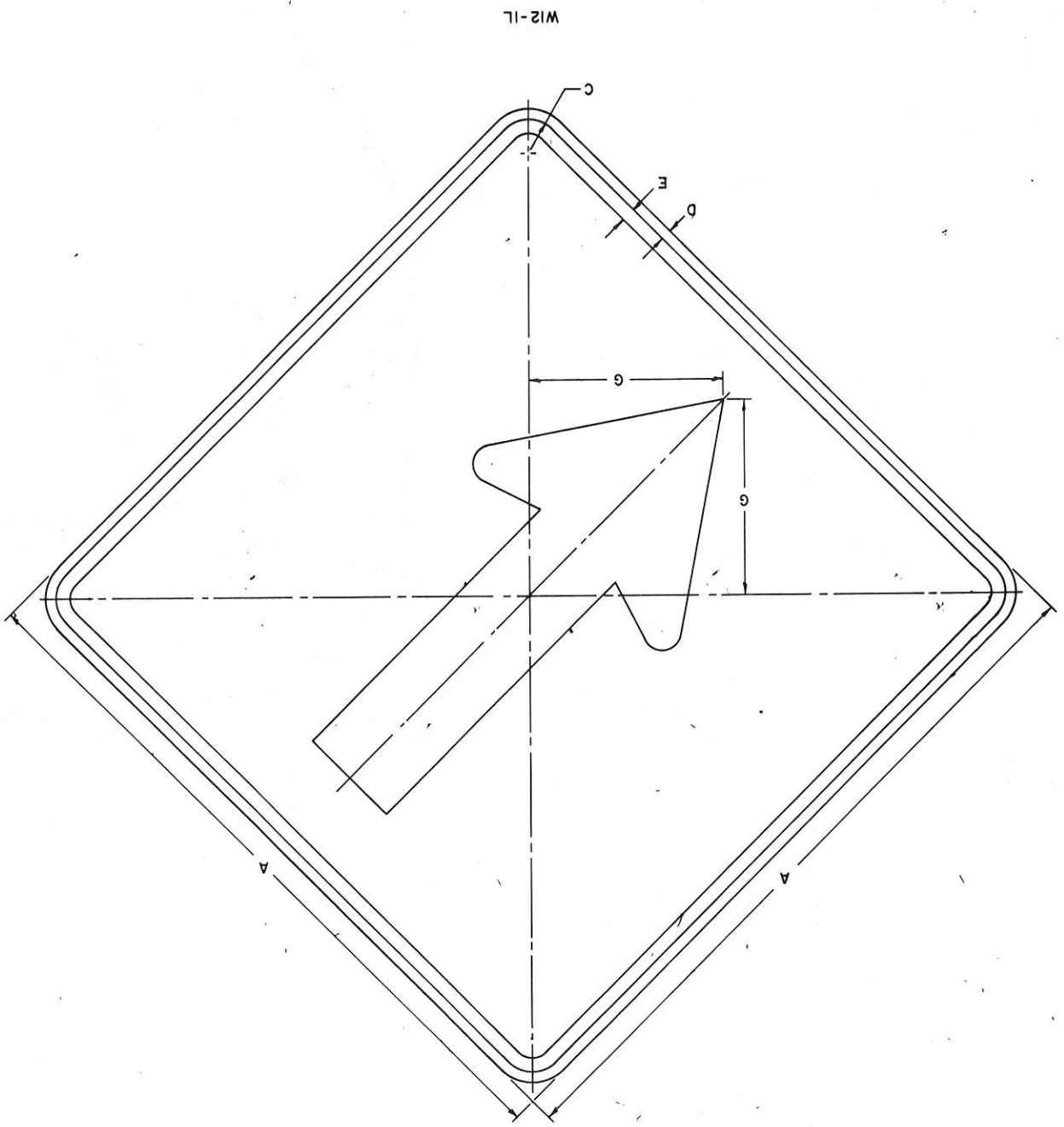
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN PLAN.

ALL SIGNS SHALL BE 48" X 48" EXCEPT AS FOLLOWS:

R11-2	48" x 30"	W01-1	36" x 36"
W01-4	36" x 36"	W01-6	48" x 24"
W08-7	36" x 36"	W013-1	24" x 24"
G20-2	60" x 24"		

* PAID FOR AS MOVING SIGNS, 1 LUMP SUM

SIZE	CODE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Bid Area Sq. Ft.
Minimum	1																											
Standard	2	24	18	18	3	2	6.17	3.1	1.4	1.4	4	8	7	17.8													4	
Oversize	3																											
Exp-way	4																											
Freeway	5																											
Minimum	1	AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT	UU	VV	WW	XX	YY	ZZ	
Standard	2																											
Oversize	3																											
Exp-way	4																											
Freeway	5																											



DATE 1-20-78
 CHIEF TRAFFIC ENGINEER
 APPROVED
 WISCONSIN DIVISION OF HIGHWAYS
 STANDARD SIGN
 W12-1L & R
 Date Drawn - 8-7-62
 Date Revised - 1-10-78

- NOTES:
1. Sign is Type II
 2. Color:
 Background - ReflectORIZED Yellow
 Message - Black
 3. Face Material - Reflective Sheeting
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. W12-1R same as W12-1L except arrow points down right.

PROJECT L.D.	7930-3-71
SHEET NUMBER	24
TOTAL SHEETS	24

ESTIMATE OF QUANTITIES

DATE 09/23/83

PROJECT ID: 7270-03-73
 LA CROSSE COUNTY
 WALKER ROAD
 /EGGENS COULEE BRIDGE/
 TOWN ROAD

PROJECT ID: 7930-03-71
 LA CROSSE COUNTY
 WEST SALEM - MINDORO ROAD
 S.T.H. 108

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	7270-03-73 QUANTITY	7930-03-71 QUANTITY
20101	CLEARING	STA.	4.00	1.00	3.00
20104	GRUBBING	STA.	4.00	1.00	3.00
20301	REMOVING OLD CULVERT, STATION 168+21	L.S.	1.00	1.00	1.00
20351	REMOVING OLD BRIDGE, STATION 159+40	L.S.	1.00	1.00	1.00
20352	REMOVING OLD BRIDGE, STATION 20"B+00	L.S.	1.00	1.00	1.00
20408	REMOVING MASONRY	C.Y.	5.00	5.00	
20503	UNCLASSIFIED EXCAVATION	C.Y.	15,908.00	3,665.00	12,243.00
20610	EXCAVATION FOR STRUCTURES, BRIDGES B-32-89	L.S.	1.00		1.00
20620	EXCAVATION FOR STRUCTURES, CULVERTS C-32-48	L.S.	1.00	1.00	
20801	BORROW EXCAVATION	C.Y.	22,959.00	8,739.00	14,220.00
21302	FINISHING ROADWAY, PROJECT 7930-03-71	L.S.	1.00		1.00
21303	FINISHING ROADWAY, PROJECT 7270-03-73	L.S.	1.00	1.00	
30403	CRUSHED AGGREGATE BASE COURSE	C.Y.	5,400.00	1,480.00	3,920.00
40934	CONCRETE SURFACE DRAINS	C.Y.	1.50		1.50
50201	CONCRETE MASONRY, BRIDGES	C.Y.	199.00		199.00
50305	PRESTRESSED GIRDER, I TYPE, 45-INCH	L.F.	284.00		284.00
50401	CONCRETE MASONRY, CULVERTS	C.Y.	192.00	192.00	
50409	CONCRETE MASONRY, ENDWALLS	C.Y.	9.20		9.20
50504	HIGH-STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	18,630.00		18,630.00
50505	HIGH-STRENGTH BAR STEEL REINFORCEMENT, CULVERTS	LB.	23,120.00	23,120.00	
50510	COATED HIGH-STRENGTH BAR STEEL REINFORCEMENT	LB.	8,850.00		8,850.00
50625	BEARING PADS, ELASTOMERIC	S.F.	12.00		12.00
51121	STEEL PILING, DELIVERED AND DRIVEN, HP 10-INCH 42 POUND	L.F.	1,120.00		1,120.00
52003	CULVERT PIPE, CLASS III, 48-INCH	L.F.	120.00	30.00	90.00

Sheet 3

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	7270-03-73		7930-03-71	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
52005	CULVERT PIPE, CLASS III, 24-INCH	L.F.	248.00				248.00
52009	CULVERT PIPE, CLASS III, 36-INCH	L.F.	74.00				74.00
52061	APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	8.00				6.00
52063	APRON ENDWALLS FOR CULVERT PIPE, 24-INCH	EACH	1.00				1.00
52067	APRON ENDWALLS FOR CULVERT PIPE, 36-INCH	EACH	2.00				2.00
52075	PIPE CATTLE PASS	L.F.	62.00				62.00
52145	STEEL APRON ENDWALLS FOR CULVERT PIPE, 12-INCH	EACH	1.00				1.00
60215	CONCRETE STEPS	S.F.	161.00				161.00
60602	HEAVY RIPRAP	C.Y.	800.00				700.00
61121	INLETS, TYPE 1	EACH	1.00				1.00
61123	INLETS, TYPE 8	EACH	1.00				1.00
61170	INLET COVERS, TYPE MS	EACH	1.00				1.00
61214	PIPE UNDERDRAIN, UNPERFORATED, 12-INCH	L.F.	30.00				30.00
61406	ANCHORAGES FOR STEEL PLATE BEAM GUARD	EACH	8.00				4.00
61408	STEEL PLATE BEAM GUARD, CLASS A	L.F.	924.00				366.00
61802	MAINTENANCE AND REPAIR OF HAUL ROADS, PROJECT 7930-03-71	L.S.	1.00				1.00
61911	MOBILIZATION, PROJECT 7930-03-71	L.S.	1.00				1.00
61912	MOBILIZATION, PROJECT 7270-03-73	L.S.	1.00				1.00
62301	CALCIUM CHLORIDE SURFACE TREATMENT	TON	15.00				10.00
62505	SALVAGED TOPSOIL	S.Y.	25,280.00				17,800.00
62702	MULCHING	S.Y.	25,280.00				17,800.00
62802	EROSION MAT	S.Y.	500.00				300.00
62810	EROSION BALES	EACH	100.00				50.00
62905	FERTILIZER, TYPE B	CWT.	34.00				22.00
63002	SEEDING	LB.	900.00				600.00
63101	SODDING	S.Y.	500.00				300.00
63801	MOVING SIGNS	L.S.	1.00				1.00
64202	FIELD OFFICE, TYPE B	L.S.	1.00				1.00
64210	FIELD LABORATORY	L.S.	1.00				1.00
64302	TRAFFIC CONTROL, PROJECT 7930-03-71	L.S.	1.00				1.00
64303	TRAFFIC CONTROL, PROJECT 7270-03-73	L.S.	1.00				1.00
90001	TEMPORARY BEAM GUARD	L.F.	324.00				324.00
90002	TEMPORARY BRIDGE	L.S.	1.00				1.00
90003	INLET COVERS, TYPE S	EACH	1.00				1.00
90004	TEMPORARY FENCING	L.F.	810.00				810.00
90005	REMOVE AND REPLACE LINE FENCE	L.F.	655.00				655.00
90089	SINGLE AGGREGATE BITUMINOUS MIX	TON	1,120.00				800.00

Sheet 3.1

CLEARING & GRUBBING

7930-03-71

STATION	STATION	LOCATION	CLEARING STA.	GRUBBING STA.
154+00	156+00	STH 108	2	2
160+00	161+00	STH 108	1	1

7270-03-73

20"B"+00	21"B"+00	WALKER RD.	1	1
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REMOVING MASONRY

7270-03-73

STATION	LOCATION	SIDE	C.Y.	REMARKS
20"B"+50	WALKER RD.	60' LT.	5	CONC. ENDWALL & FLOOR

CONCRETE SURFACE DRAINS

7930-03-71

STATION	LOCATION	SIDE	C.Y.
160+52.8	STH 108	LT.	1.5

CONCRETE MASONRY ENDWALLS

7930-03-71

STATION	LOCATION	SIDE	C.Y.	REMARKS
168+21	STH 108	RT.	4.1	CATTLE PASS
168+21	STH 108	LT.	5.1	CATTLE PASS

CONCRETE STEPS

7930-03-71

STATION	LOCATION	SIDE	S.F.	REMARKS
168+21	STH 108	RT.	161	CATTLE PASS

HEAVY RIPRAP

7930-03-71

STATION	STATION	LOCATION	SIDE	C.Y.	REMARKS
159"A"+20	160"A"+42	A-LINE	RT.	183	SEE X-SECTIONS
159"A"+35	160"A"+05	A-LINE	LT.	83	SEE X-SECTIONS
B-32-89		NO. ABUT.		80	SEE BRIDGE PLANS
B-32-89		SO. ABUT.		70	SEE BRIDGE PLANS
160"A"+81	162"A"+00	A-LINE	RT.	154	SEE X-SECTIONS
160"A"+57	161"A"+65	A-LINE	LT.	118	SEE X-SECTIONS
UNDISTRIBUTED				12	

7270-03-73

40"C"+30	EGGENS COULEE	53' LT.	10	CULVERT DISCH. (12' x 12')
C-32-48	DISCH.	RT.	70	SEE STRUCTURE PLANS
19"B"+70	EGGENS COULEE CREEK	LT. & RT.	15	SEE TYPICAL SECTION
UNDISTRIBUTED			5	

STEEL PLATE BEAM GUARD, CLASS "A"

7930-03-71

STATION	STATION	LOCATION	SIDE	L.F.	ANCHORS
158+73	159+52	STH 108	LT.	79	1 B-32-89
158+58	159+37	"	RT.	79	1 "
160+50	161+79	"	LT.	129	1 "
160+31	161+10	"	RT.	79	1 "

7270-03-73

18"B"+80	42"C"+22	WALKER RD.	LT.	379	2 SEE DETAIL DRAWING
18"B"+86	20"B"+64	"	RT.	179	2 "

INLETS & COVERS

7930-03-71

STATION	LOCATION	SIDE	INLET TYPE	ELEVATION		DEPTH	COVERS TYPE
				GRATE FL.	DISCHARGE		
155+60	STH 108	29' RT.	8	754.50	751.50	3.0	MS
160+52.8	STH 108	17' LT.	1	754.18	751.34	2.0	S

TEMPORARY BEAM GUARD

7270-3-73

LOCATION	L.F.
NW APPROACH TO TEMP. BRIDGE	62
NE " " " "	50
SE " " " "	25
SW " " " "	187

CROSS DRAINS, MINOR SIDEROAD, PRIVATE ENTRANCES AND SLOPE DRAIN PIPES

7930-03-71

STATION	STATION	LOCATION	SIDE	DIA.	LENGTH	TYPE	CLASS	THICKNESS		APRON ENDWALLS	REMARKS
								STEEL	ALUM.		
155+60	158+08	STH 108	RT.	24	248	CP	III	0.064	0.075	1 DISCH.	
158+50		STH 108	LT.	18	28	CP	III	0.064	0.060	2	P.E.
160+52.8		STH 108	LT.	12	30	P.U.U.	-	0.064	0.060	1 DISCH	2-45° ELBOWS REQD.
163+65		STH 108	RT.	18	28	CP	III	0.064	0.060	2	P.E.
166+80		STH 108	RT.	18	34	CP	III	0.064	0.060	2	P.E.
168+21		STH 108	C/L	72	62	PIPE	CATTLE PASS	0.138	0.164	CONCRETE & STEPS	CATTLE PASS

7270-03-73

40"C"+30	EGGENS COULEE	C/L	36	74	CP	III	0.079	0.105	2		
41"C"+50	"	RT.	18	30	CP	III	0.064	0.060	2		P.E.

EROSION CONTROL

7930-3-71

STATION	STATION	LOCATION	SIDE	SALV. TOPSOIL	MULCHING	SEEDING		TYPE "B" FERTILIZER
				S.Y.	S.Y.	#2 LBS.	#3 LBS.	
154+00	170+00	STH 108	LT.	6680	6680	54	124	5
154+00	170+00	"	RT.	11,120	11,120	190	39	8
BORROW PIT				-	-	96	-	7
UNDISTRIBUTED				-	-	60	37	2

7270-03-73

18"B"+00	25"B"+00	WALKER RD.	LT.	1970	1970	27	23	2
18"B"+00	25"B"+00	"	RT.	2500	2500	27	37	2
39"C"+75	45"C"+00	EGGENS COULEE ROAD	LT.	1960	1960	28	19	2
39"C"+75	45"C"+00	"	RT.	1050	1050	21	5	1
BORROW PIT				-	-	59	-	4
UNDISTRIBUTED				-	-	38	16	1

SINGLE AGGREGATE BITUMINOUS MIX

7930-03-71

STATION	STATION	LOCATION	SIDE	(INCHES) THICKNESS	MIX TON	REMARKS
154+00	159+55.89	STH 108	C/L	3	230	22' WIDE
160+28.94	167+75.29	"	C/L	3	309	22' WIDE
167+76.04	170+00	"	C/L	3	93	22' WIDE
158+23	159+63	"	LT.	3	17	6' WIDE
158+09	159+52	"	RT.	3	17	6' WIDE
160+37	161+83	"	LT.	3	18	6' WIDE
160+21	161+36	"	RT.	3	13	6' WIDE
161+36	163+00	"	RT.	3	13	6' WIDE
17"B"+20	18"B"+00	WALKER RD.	C/L	3	30	20' WIDE + 100 TAPER
162+00		STH 108	RT. RADIUS	3	21	VAR.
UNDISTRIBUTED					39	

7270-03-73

18"B"+00	25"B"+00	WALKER RD.	C/L	2	176	20' WIDE
39"C"+69	45"C"+00	EGGENS COULEE	C/L	2	133	20' WIDE
UNDISTRIBUTED					11	

CRUSHED AGGREGATE BASE COURSE

7930-03-71

STATION	STATION	LOCATION	SIDE	C.Y.	REMARKS
154+00	159+55.89	STH 108	C/L	941	BASE
160+28.94	170+00	"	C/L	1643	"
17"B"+20	18"B"+00	WALKER ROAD	C/L	100	"
154+00	159+55.89	STH 108	LT. & RT.	100	SHLDRS.
160+28.94	170+00	"	LT. & RT.	174	"
155+78		"	RT.	7	P.E.
158+26		"	LT.	15	P.E.
163+65		"	RT.	54	P.E.
166+80		"	LT.	14	P.E.
166+80		"	RT.	15	P.E.
162+00		"	220' RT.	175	TEMP. ROAD
152+00	158+00	"	RT.	212	TEMP. ROAD
165+30	172+00	"	RT.	287	"
UNDISTRIBUTED				183	"

7270-03-73

18"B"+00	25"B"+00	WALKER ROAD	C/L	704	BASE
18"B"+00	25"B"+00	WALKER ROAD	LT. & RT.	57	SHLDR.
39"C"+73	45"C"+00	EGGENS COULEE ROAD	C/L	530	BASE
39"C"+73	45"C"+00	"	LT. & RT.	43	SHLDR.
41"C"+50		"	RT.	10	P.E.
19"B"+70		"	LT.	64	TEMP. ROAD
UNDISTRIBUTED				72	

SODDING & EROSION MAT

7930-03-71

STATION	STATION	LOCATION	SIDE	S.Y.	REMARKS
158+00	159+00	STH 108	RT.	111	FLUME (10' x 100)
158+75	159+50	"	LT.	83	FLUME (10' x 75)
163+65		"	P.E. RT.	15	CULVERT PIPE ENDS (15' x 9')
166+80		"	P.E. RT.	15	" " "
UNDISTRIBUTED				76	

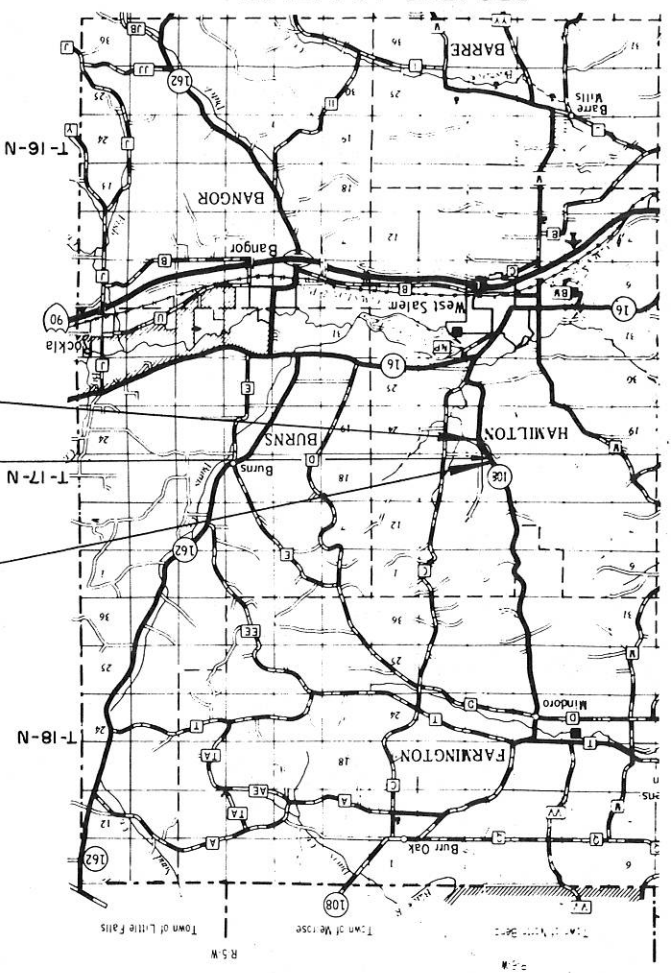
7270-3-73

41"C"+50	EGGENS COULEE	P.E. RT.	15	CULVERT PIPE ENDS (15' x 9')	
18"B"+00	19"B"+55	WALKER RD.	RT.	172	FLUME (10' x 155')
UNDISTRIBUTED			13		

R/W PROJECT NUMBER	7930 - 03 - 21	SHEET NUMBER	4.0	TOTAL SHEETS	
FEDERAL PROJECT NUMBER					
PLAT OF RIGHT OF WAY REQUIRED FOR					
WEST SALEM - MINDORO ROAD					
S.T.H. 108 LA CROSSE COUNTY					
CONSTRUCTION PROJECT NUMBER 7930-3-18, 7930-3-73 / 4					

END RELOCATION ORDER
 PROJECT 7930 - 03 - 21
 STA. 170 + 30
 N 53°-58'-45" E 581.77 FT. FROM THE
 SOUTH 1/4 COR. OF SEC. 15, T 17 N, R 6 W.
 EQUATION
 167+76.04 AH. =
 167+75.29 BK.

BEGIN RELOCATION ORDER
 PROJECT 7930 - 03 - 21
 STA. 154 + 00
 S 55°-49'-30" E 1630.32 FT. FROM THE
 NORTH 1/4 COR. OF SEC. 22, T 17 N, R 6 W.

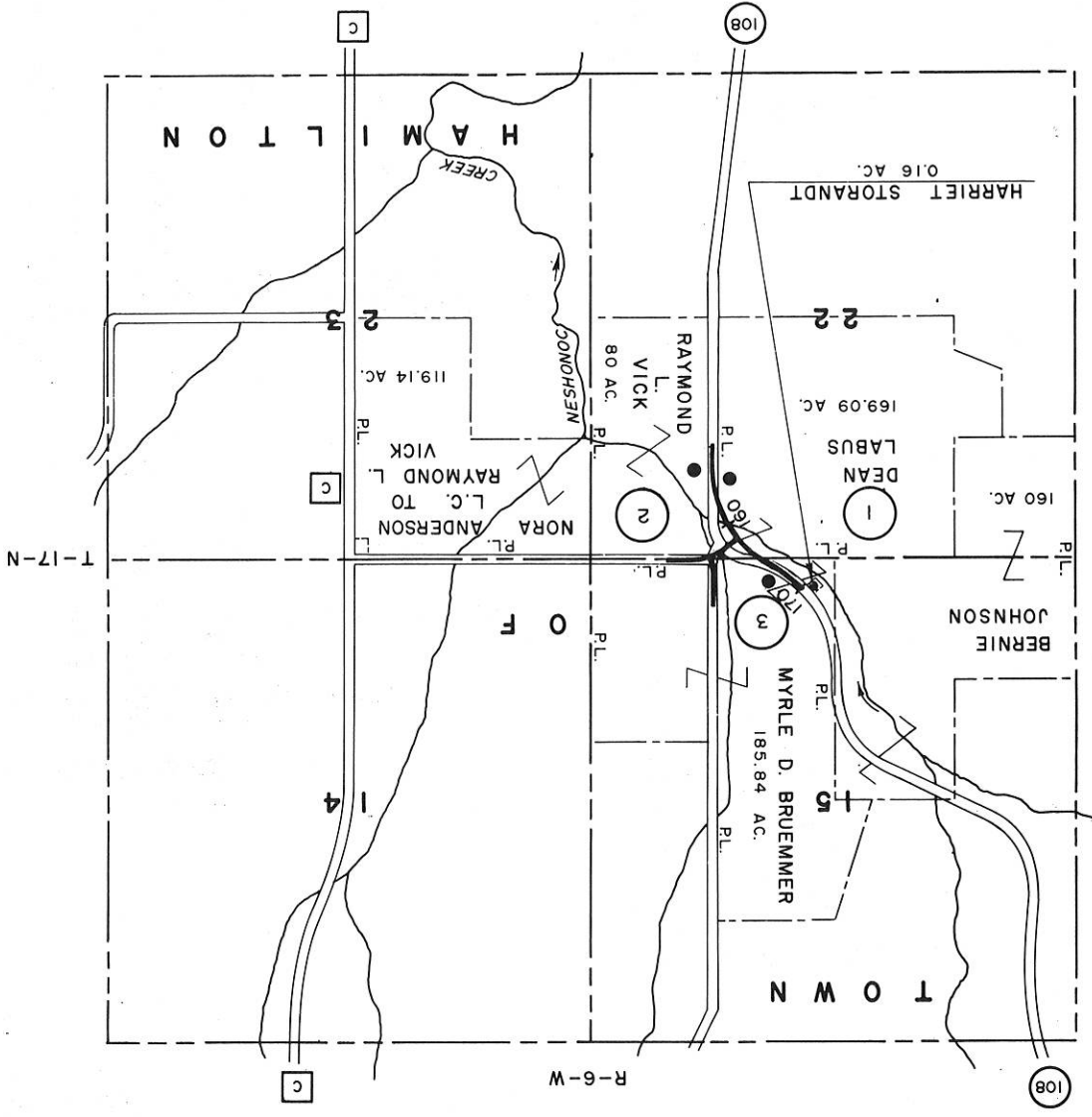


SCALE 0 1 2 4 MILES

TOTAL NET LENGTH OF CENTERLINE = 0.309 MI.

STATE OF WISCONSIN	DATE
DEPARTMENT OF TRANSPORTATION	APPROVED
	DATE 9-1-82
	APPROVED <i>T. Kimmey</i>
	DATE 9/7/82
	APPROVED <i>B.S. Mullen</i>
U.S. DEPARTMENT OF TRANSPORTATION	
FEDERAL HIGHWAY ADMINISTRATION	
REGION 5 WISCONSIN DIVISION	
APPROVED	
DATE	

PARCEL NO.	SHEET NO.	OWNER
1	4.1	DEAN LABUS
2	"	RAYMOND L. VICK
3	"	MYRLE D. BRUEMMER
4	"	NORTHERN STATES POWER CO.



PROPERTY BOUNDARIES AND ACRES

NOT TO SCALE

LEGEND
 ● BUILDINGS

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST	L.H.E. ACRES	ACRES REQUIRED			TOTAL REMAINING ACRES	OPERATIONS PROJECT I.D.
					NEW	EXIST.	TOTAL		
1	4.1	DEAN LABUS	FEE & L.H.E.	0.21	3.26	1.24	4.50	164.59	7930-03-21
2	"	RAYMOND L. VICK	" " "	0.18	0.30	1.10	1.40	78.60	"
3	"	MYRLE D. BRUEMMER	FEE SIMPLE	--	1.04	2.14	3.18	182.66	"
4	"	NORTHERN STATES POW. CO.	RELEASE OF RIGHTS	--	--	--	--	--	7930-03-40

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD. OTHER INFORMATION IS PROVIDED TO SUPPLEMENT THE BASIC PERIMETER DESCRIPTION AND SHALL NOT BE CONSTRUED TO PREVAIL OVER THE PERIMETER DESCRIPTION.

BEARING ORIENTATION

RIGHT OF WAY PLAT BEARINGS ARE ORIENTED TO TRUE NORTH BY USING A SOLARIS OBSERVATION. THE DIFFERENCE BETWEEN PLAT BEARINGS REPRESENTS PLANE ANGLES IN DEGREES, MINUTES AND SECONDS TO THE NEAREST SECOND.

REVISION DATE	R/W PROJECT NUMBER	SHEET NUMBER
	7930 - 03 - 21	4.1
FEDERAL PROJECT NUMBER		
PLAT OF RIGHT OF WAY REQUIRED FOR		
WEST SALEM - MINDORO ROAD		
S.T.H. 108 LA CROSSE COUNTY		
SCALE 100 200 Ft. DATE 9-1-82		
CONSTRUCTION PROJECT NUMBER		
7930-3-71 & 7270-3-73 / 4.1		

TOWN

SW - NE

BEGIN RELOCATION ORDER
PROJECT 7930-03-21
STA. 154 + 00

P.I. = 160 + 25.96
I = 123° - 12' - 09"
Δ = 56° - 47' - 51"
D = 7° - 00'
T = 442.55'
L = 811.4'
R = 818.51'
E = 111.98'

CUR. 101
ARC = 452.50'
LC = 445.64'
LCB = N 40° - 37' - 27" W
R = 748.51'

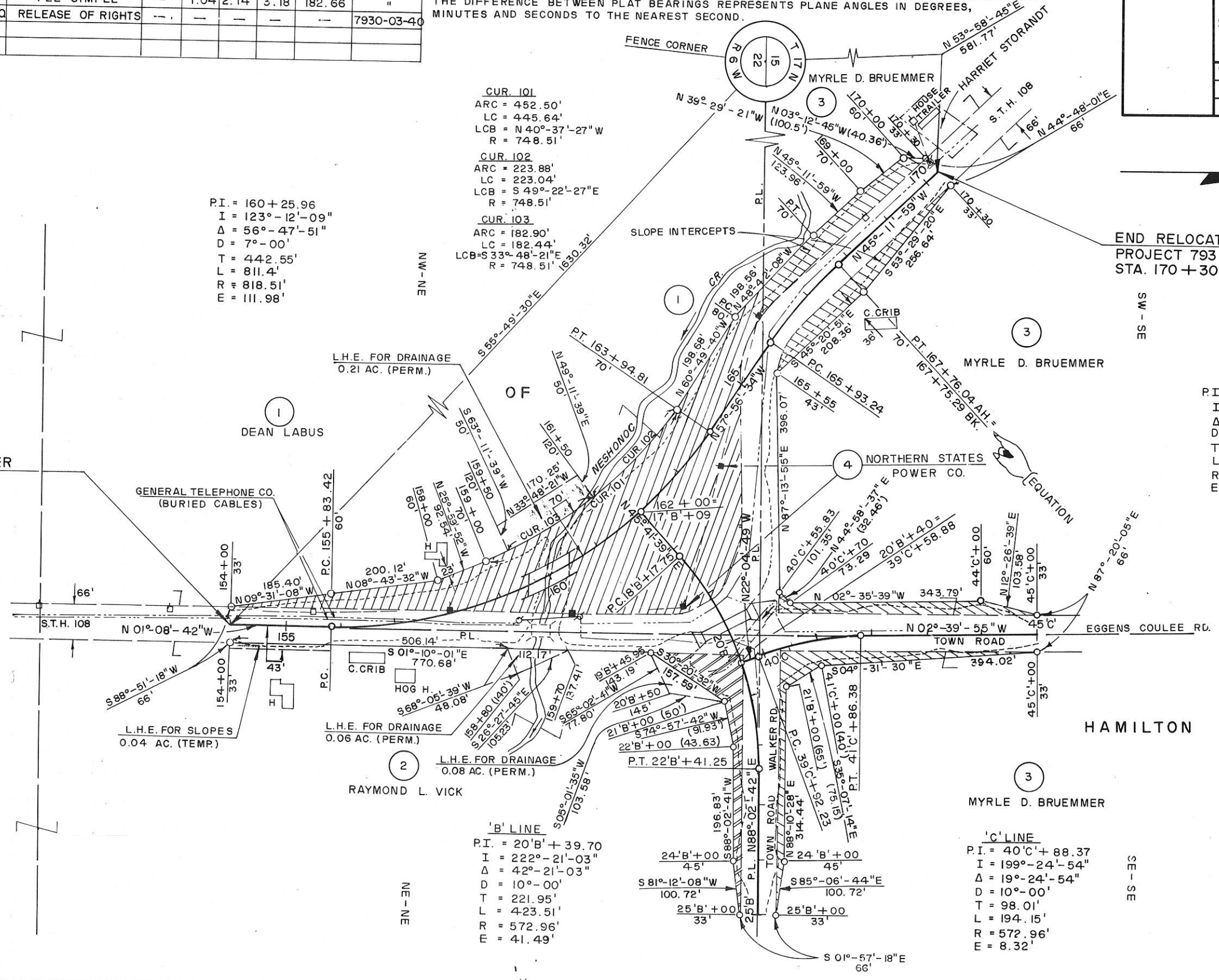
CUR. 102
ARC = 223.88'
LC = 223.04'
LCB = S 49° - 22' - 27" E
R = 748.51'

CUR. 103
ARC = 182.90'
LC = 182.44'
LCB = S 33° - 48' - 21" E
R = 748.51'

P.I. = 166 + 84.64
I = 192° - 44' - 35"
Δ = 12° - 44' - 35"
D = 7° - 00'
T = 91.40'
L = 182.04'
R = 818.51'
E = 5.09'

'B' LINE
P.I. = 20' B' + 39.70
I = 222° - 21' - 03"
Δ = 42° - 21' - 03"
D = 10° - 00'
T = 221.95'
L = 423.51'
R = 572.96'
E = 41.49'

'C' LINE
P.I. = 40' C' + 88.37
I = 199° - 24' - 54"
Δ = 19° - 24' - 54"
D = 10° - 00'
T = 98.01'
L = 194.15'
R = 572.96'
E = 8.32'

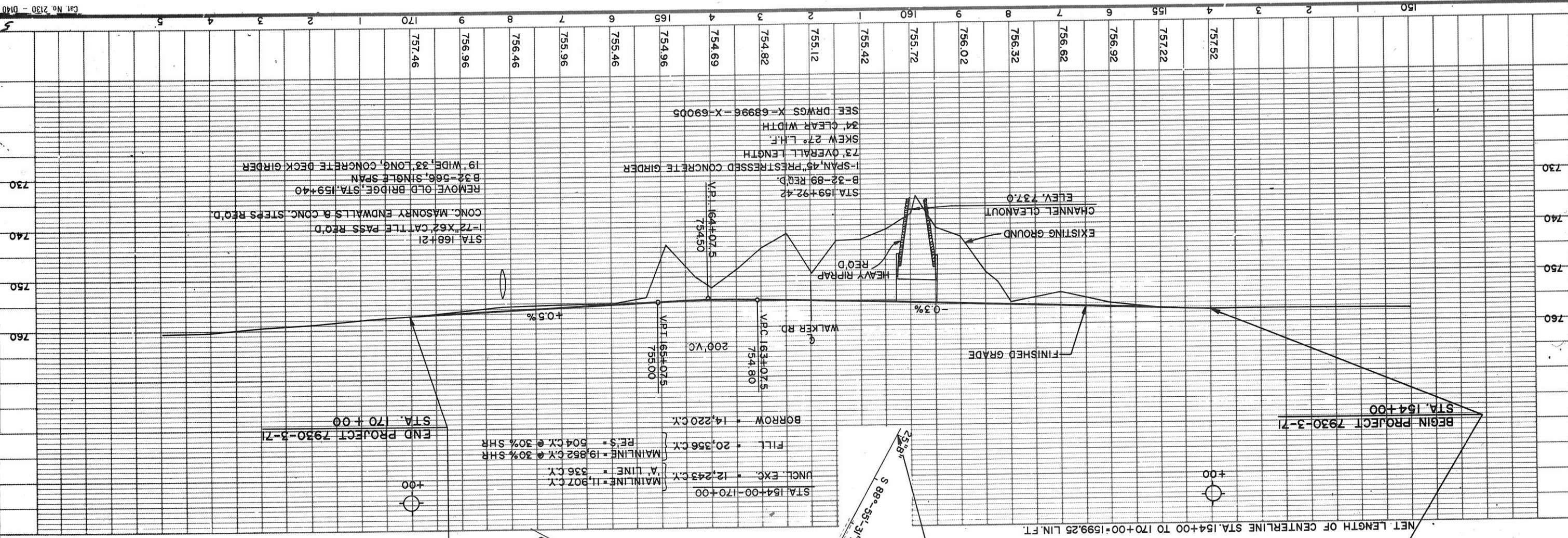


END RELOCATION ORDER
PROJECT 793-03-21
STA. 170 + 30

N

SE - NE

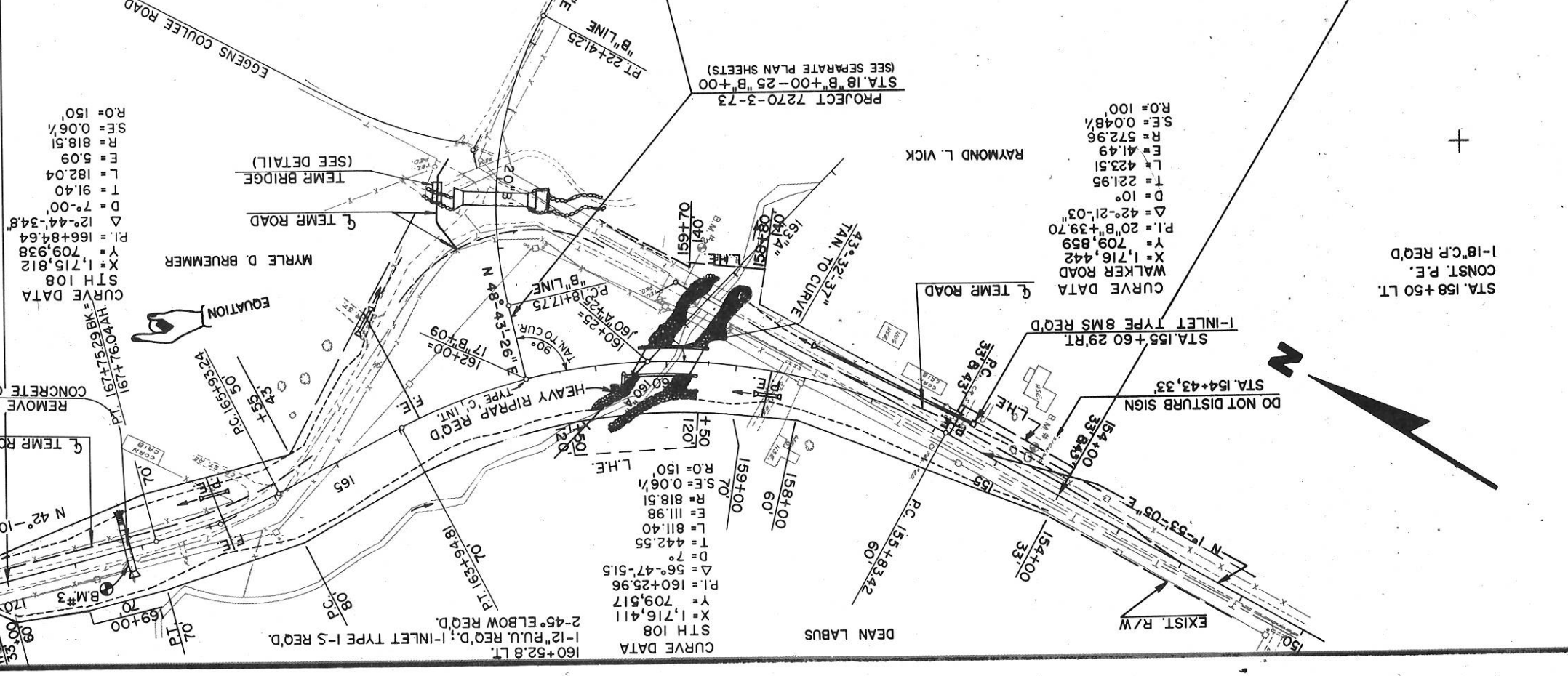
SE - SE



NO.	STA.	DESCRIPTION	ELEV.
1	154+63	PK. IN 5' ELM.	757.433
2	159+63	KIEL MARK ON N.W. COR. BRI.	747.310
3	168+24	CHISEL □ N.W. WING ON CATTLE PASS	754.850

NO.	STA.	DESCRIPTION	ELEV.
1	154+63	PK. IN 5' ELM.	757.433
2	159+63	KIEL MARK ON N.W. COR. BRI.	747.310
3	168+24	CHISEL □ N.W. WING ON CATTLE PASS	754.850

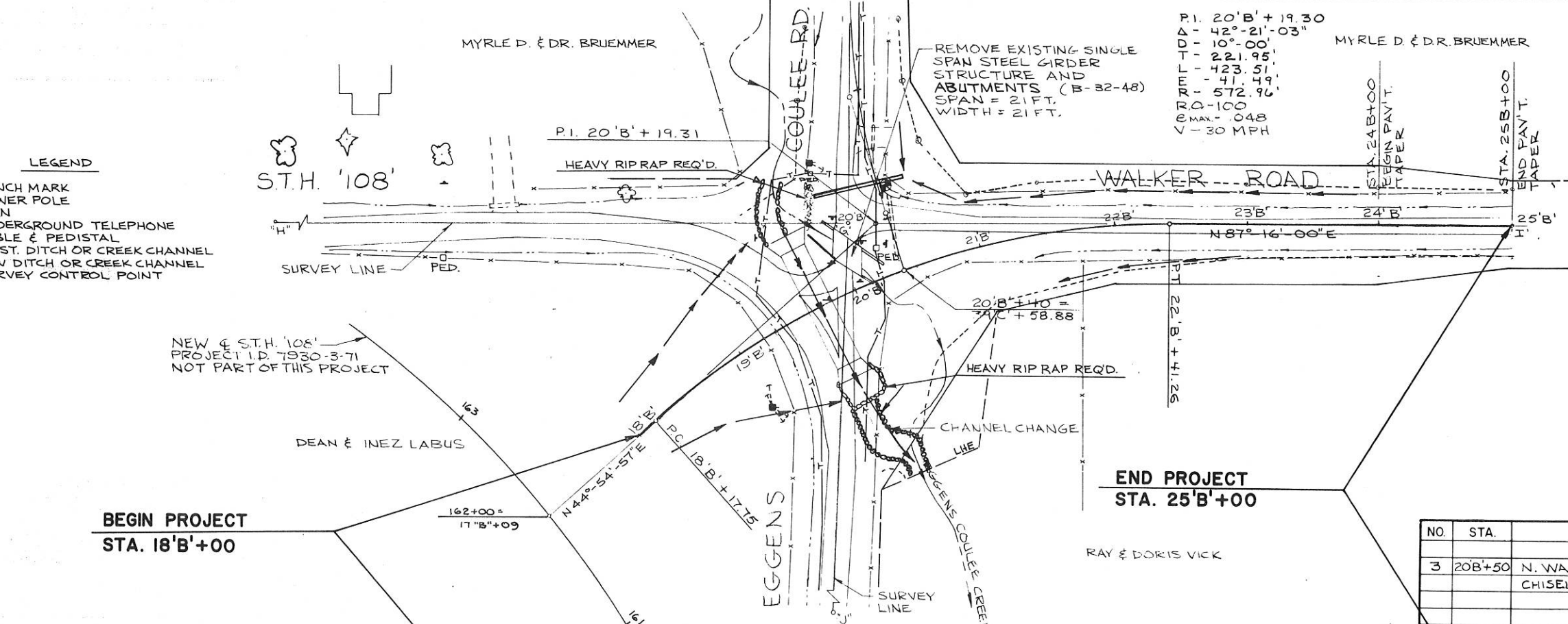
NO.	STA.	DESCRIPTION	ELEV.
1	154+63	PK. IN 5' ELM.	757.433
2	159+63	KIEL MARK ON N.W. COR. BRI.	747.310
3	168+24	CHISEL □ N.W. WING ON CATTLE PASS	754.850



SHEET NO.	5
STATE PROJECT NUMBER	7930-3-71
S.T.H. 108	

STATE PROJECT NUMBER	SHEET NO.
7270-03-73	5.1
WALKER ROAD	

- LEGEND**
- BENCH MARK
 - ⊕ POWER POLE
 - ⊕ SIGN
 - T — UNDERGROUND TELEPHONE CABLE & PEDISTAL
 - H — EXIST. DITCH OR CREEK CHANNEL
 - J — NEW DITCH OR CREEK CHANNEL
 - SURVEY CONTROL POINT



P.I. 20'B'+19.30
 I.D.A. - 42°-21'-03"
 I.D.B. - 10°-00'-03"
 I.D.C. - 221.95'
 I.D.D. - 423.51'
 I.D.E. - 41.19'
 I.D.F. - 572.96'
 I.D.G. - 100'
 I.D.H. - 0.048
 I.D.I. - 30 MPH

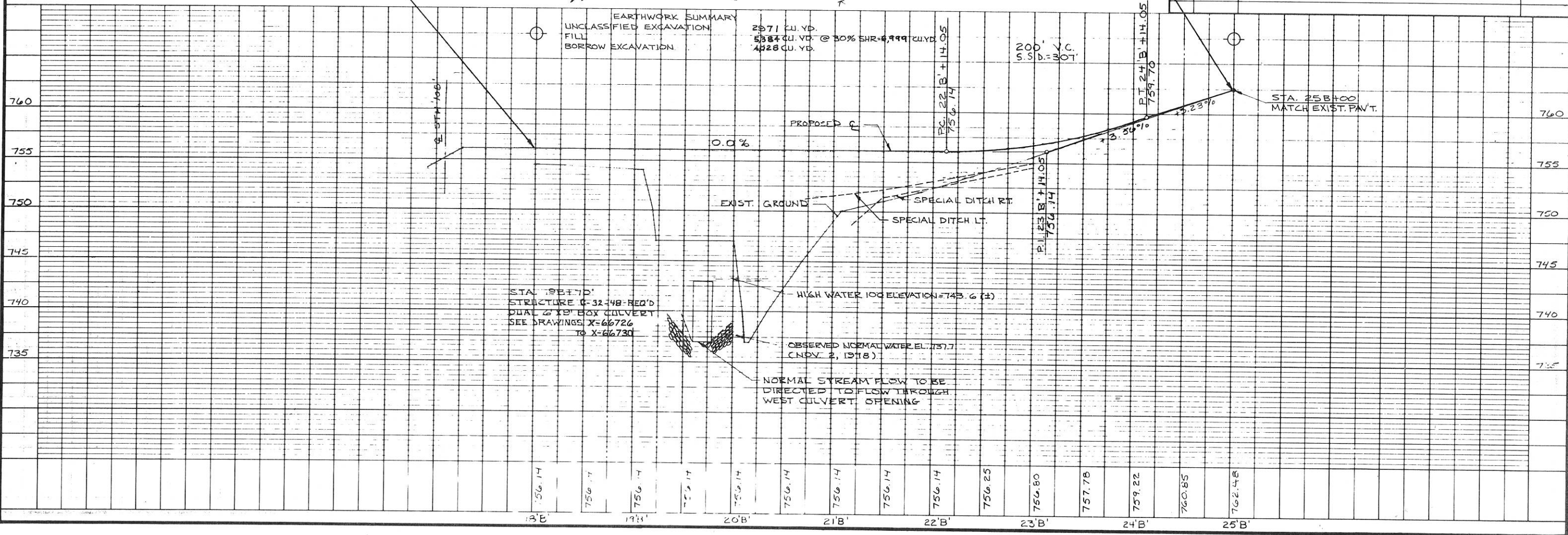
BEGIN PROJECT
 STA. 18'B'+00

END PROJECT
 STA. 25'B'+00

BENCH MARKS

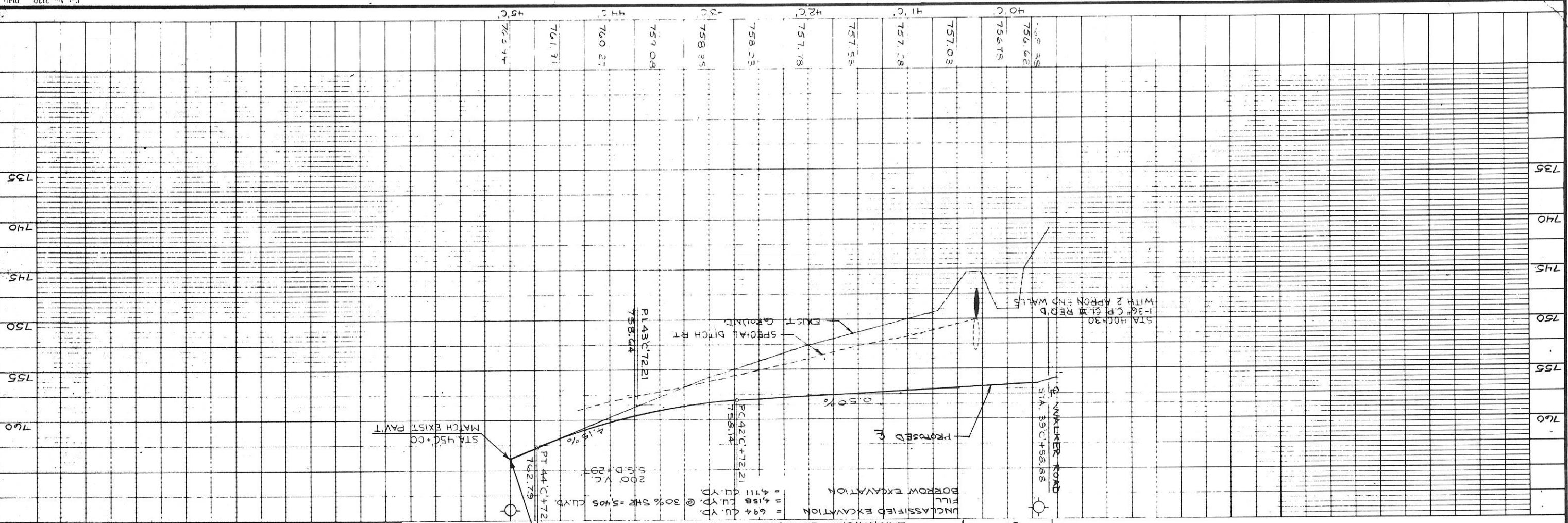
NO.	STA.	DESCRIPTION	ELEV.
3	20B+50	N. WALL OF CONC. CHANNEL - WEST END CHISELED 'X' - PAINTED ORANGE	749.51

EARTHWORK SUMMARY
 UNCLASSIFIED EXCAVATION 2971 CU. YD.
 FILL 5384 CU. YD. @ 30% SHR = 6,999 CU. YD.
 BORROW EXCAVATION 4228 CU. YD.



STA. 19B+70'
 STRUCTURE (B-32-48)-REQ'D
 DUAL 24" X 24" BOX CULVERT
 SEE DRAWINGS X-66726
 TO X-66730

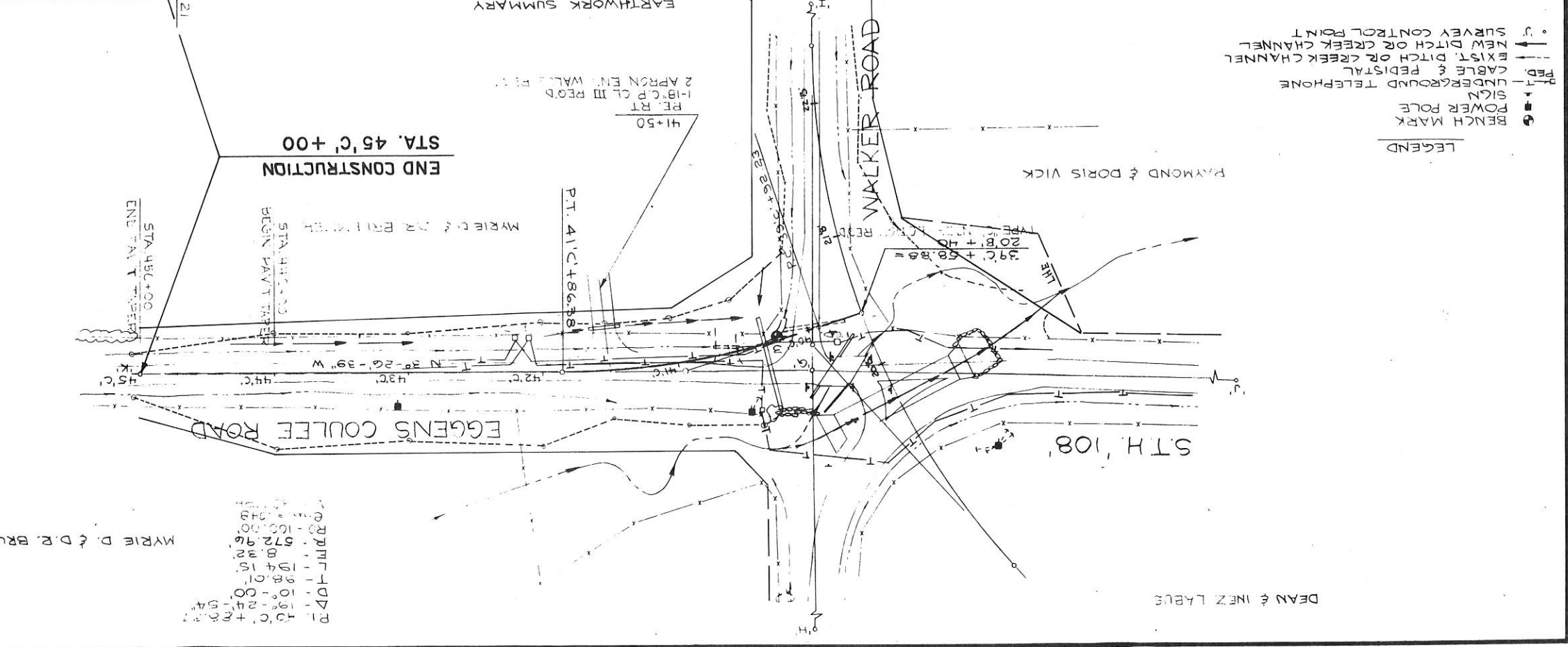
HIGH WATER 100 ELEVATION = 743.6 (±)
 OBSERVED NORMAL WATER EL. 737.7
 (NOV. 2, 1918)
 NORMAL STREAM FLOW TO BE
 DIRECTED TO FLOW THROUGH
 WEST CULVERT OPENING



NO	STA	DESCRIPTION	ELEV.
3	40C+23	N. WALL OF CONC CHANNEL - WEST END	749.51
		CHISELED 'X' - PAINTED ORANGE	

BENCH MARKS

STATE PROJECT NUMBER		SHEET NO.	
7270-03-73		52	
Egens Coulee Road			



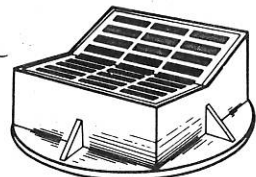
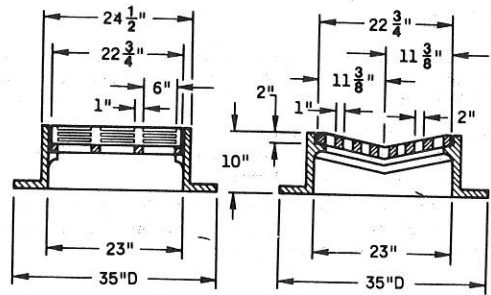
LEGEND

- BENCH MARK
- + POWER POLE
- UNDERGROUND TELEPHONE
- - - CABLE & PEDISTAL
- - - EXIST. DITCH OR CREEK CHANNEL
- SURVEY CONTROL POINT

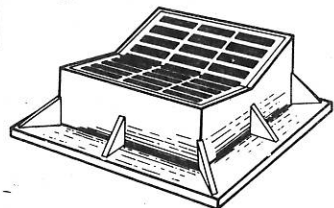
MYRIE D. & D.R. BRUEMME

DEAN & INEZ LABE

PROPOSED
 UNCLASSIFIED EXCAVATION
 FILL 30% SHK = 5.405 CUM.
 BORROW EXCAVATION
 = 4.111
 = 4.158
 = 694
 A.C. Y.D.
 E.C. Y.D.
 D.P.C.
 N.O.



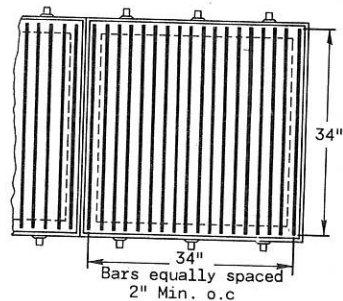
Round Frame



Alternate Frame
(Square type)
35" Square

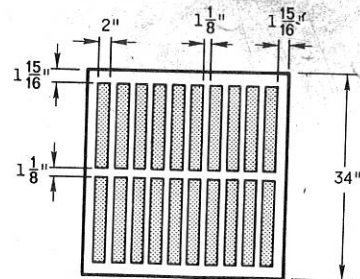
TYPE "B"

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



STEEL GRATE

(Approximate Weight 209 lbs.)



CAST IRON GRATE

(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.

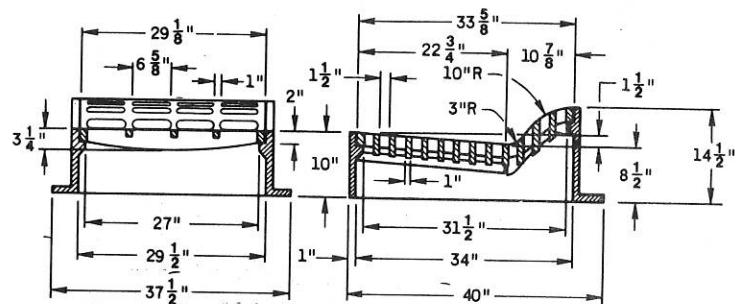
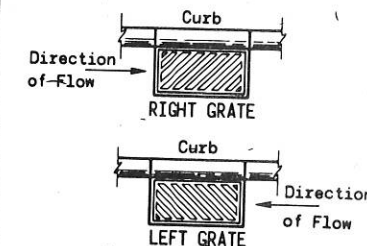
Adjustment of the cover to grade may be accomplished by the use of mortar and brick, or by precast concrete grade rings. Precast concrete grade rings shall conform to the specifications for Precast Reinforced Concrete Manhole Sections, AASHTO Designation M199, except that when such units are wet cast, they shall be made with air-entraining portland cement. Maximum adjustment shall be 8 inches.

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

The Type "MS" cover may either be a cast iron grate or a steel grate and frame at the contractors option. A frame is not required with the cast iron cover.

The steel grating shall be capable of carrying an H20 load on a 2'-10" max. clear span and shall have a minimum section modulus thru the main bearing bars of 3.80 inches³ per ft. of width. The grating shall be cut in such a manner that all riveted or welded connections are left intact. End banding with a 3/8" min. thickness is required. The size of the frame shall be such that when the grate is in place, the clearance between the grate and the frame will not exceed 5/8" on any side. Main bars shall be laterally supported by transverse bars. Grating and frame shall be galvanized as specified in AASHTO Designation M-111 after fabrication. Grating shall be approved by the Engineer.

Diagonal Slots shall be oriented to the direction of flow. RIGHT and LEFT grates or grates that are manufactured to be reversible and can be used as either RIGHT or LEFT grates shall be furnished depending on direction of flow. (See sketch below)



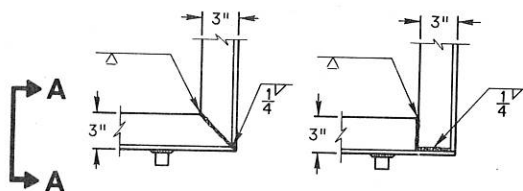
TYPE "MS"

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

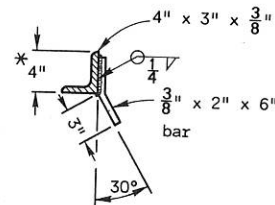


TYPE "F"

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

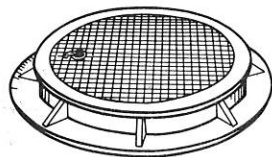
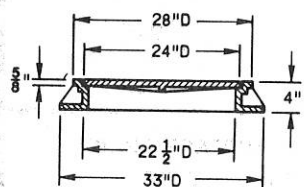


TYPICAL CORNER OF
FRAME FOR STEEL GRATE



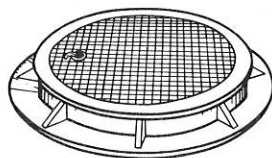
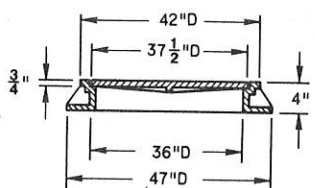
SECTION A-A

*4" dimension may vary according to type of grating used



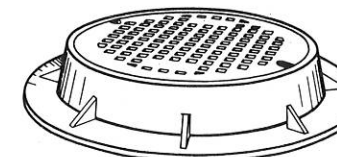
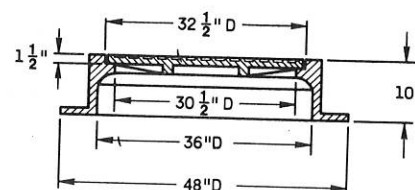
TYPE "L"

(Approximate Weight 220 lbs.)



TYPE "M"

(Approximate Weight 535 lbs.)



TYPE "K"

(Approximate Weight 785 lbs.)

**CATCH BASIN
MANHOLE AND
INLET COVERS**

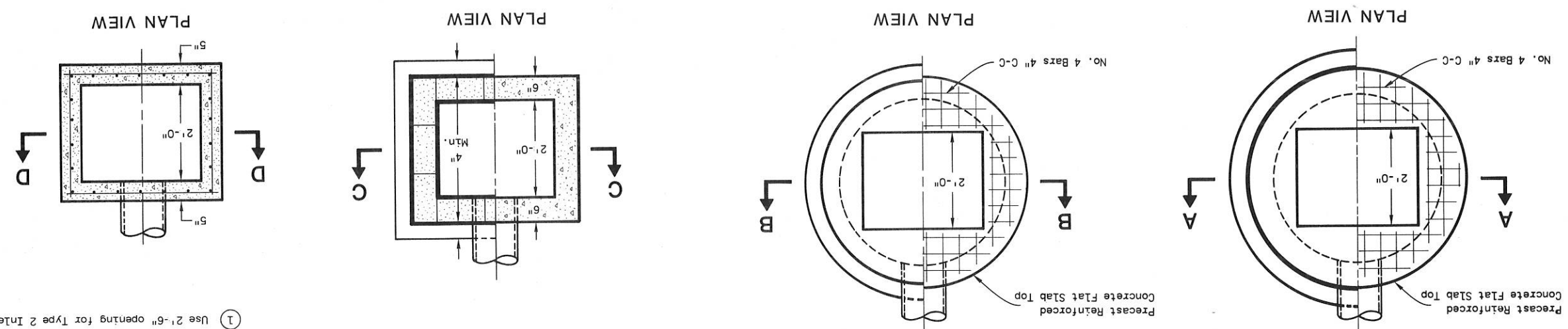
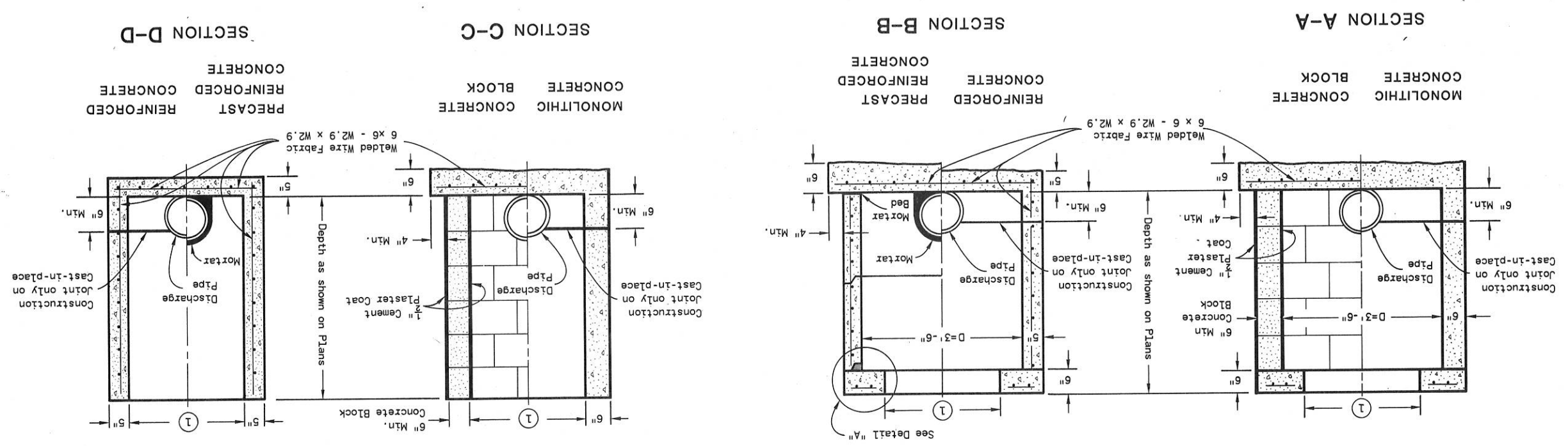
State of Wisconsin
Department of Transportation
Division of Highways

APPROVED
11-23-77
DATE
APPROVED
11-25-77
DATE
FHWA

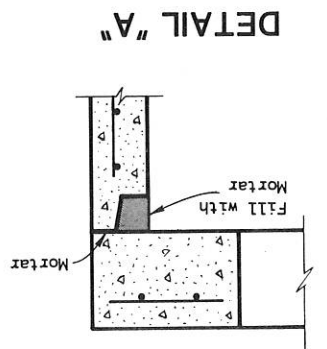
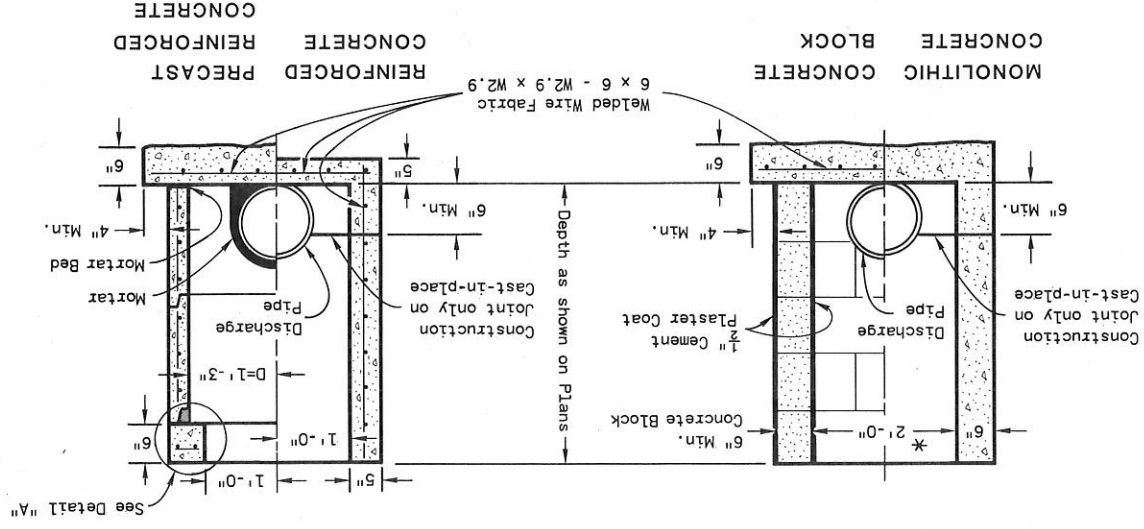
Ed. P. P. P.
SUPERVISING DEVELOPMENT ENGINEER
D. J. S. S.
CHIEF OF FACILITIES DEVELOPMENT

INLETS TYPE 1, 2 & 3
 State of Wisconsin
 Department of Transportation
 APPROVED
 DATE 4-13-82
 CHIEF DESIGN ENGINEER

INLETS TYPE 2 & 3



INLETS TYPE 1

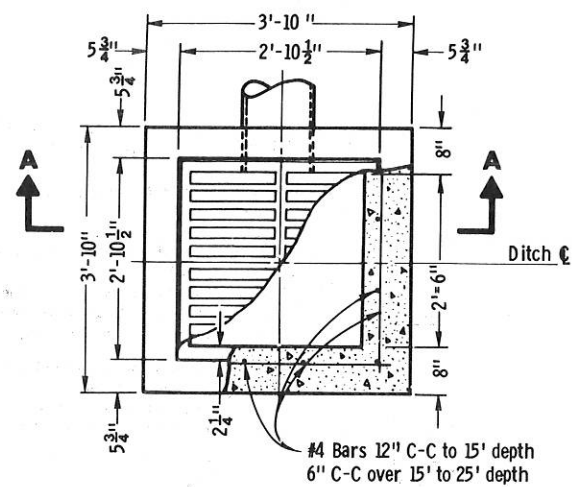


* Selection of square or circular design will be based on the pipe sizes and the Inlet Cover being utilized.

GENERAL NOTES

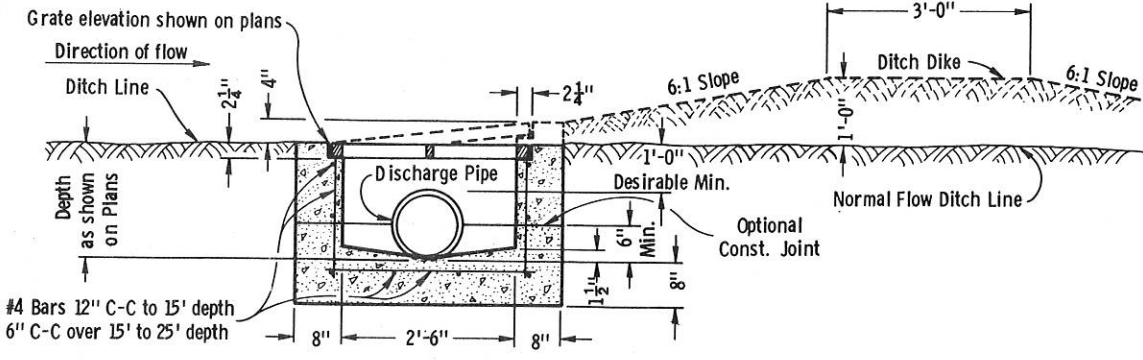
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.
 Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.
 All 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 3-H", etc. The first digit designates the masonry portion of the structure, 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 reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.
 Precast Reinforced Concrete Risers shall be placed with tongue down.
 Use 2'-6" opening for Type 2 Inlets and 3'-0" opening for Type 3 Inlets.

①

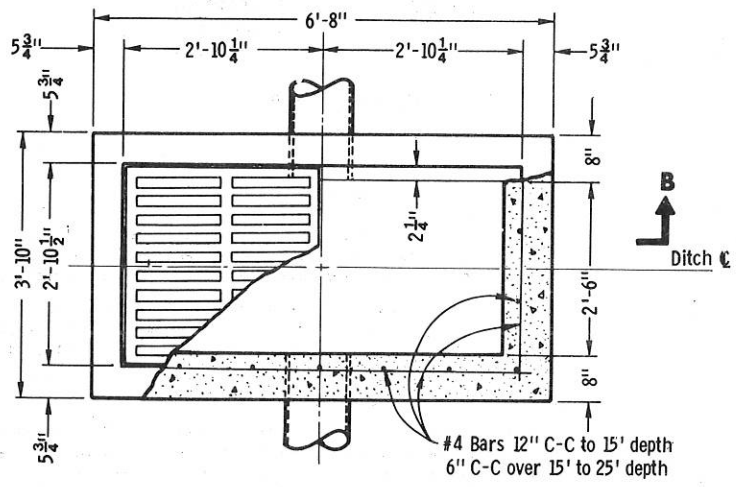


PLAN VIEW

INLET TYPE 8
REINFORCED CONCRETE

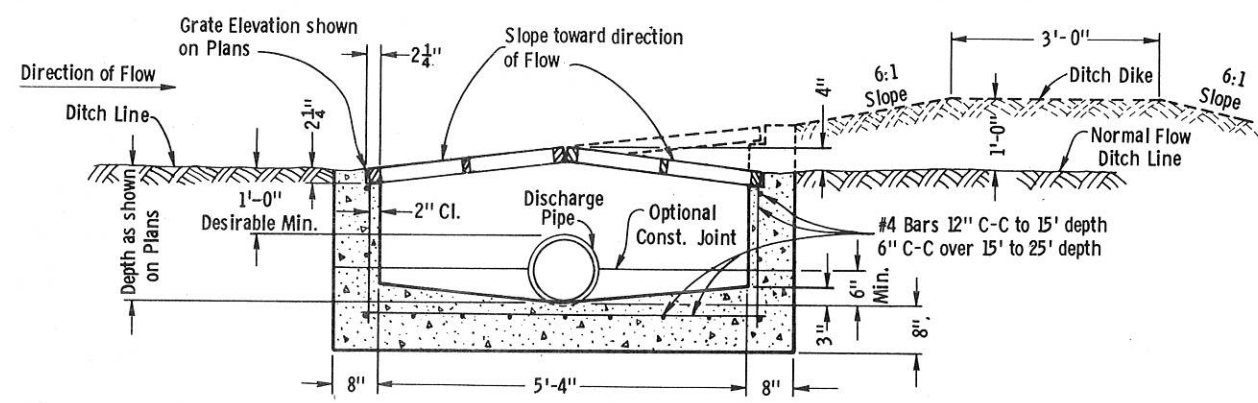


SECTION A-A

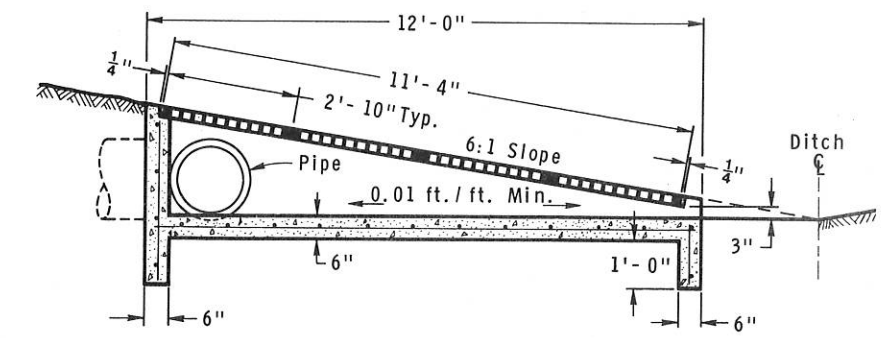


PLAN VIEW

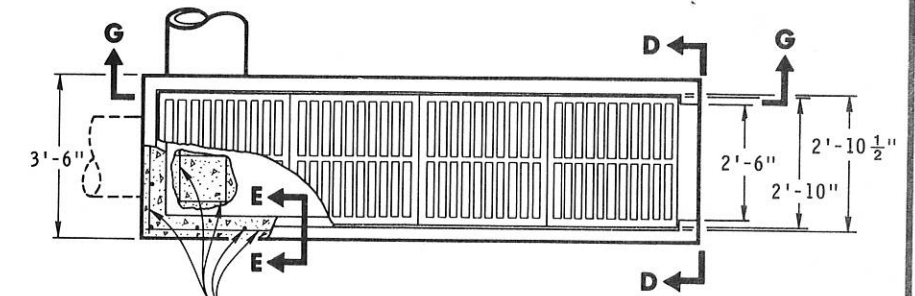
INLET TYPE 9
REINFORCED CONCRETE



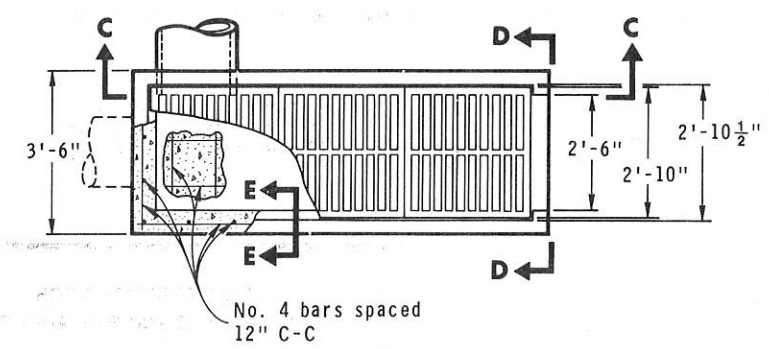
SECTION B-B



SECTION G-G

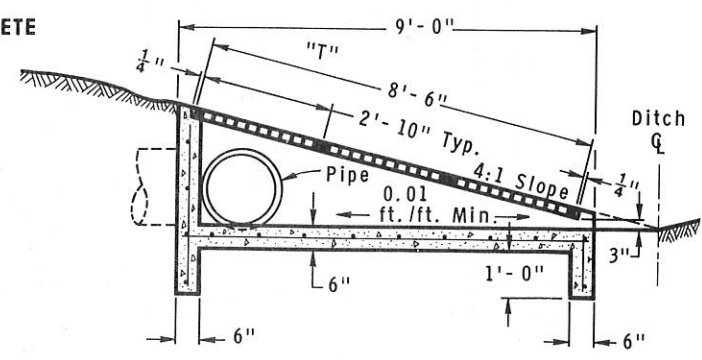


PLAN VIEW
INLET TYPE II
REINFORCED CONCRETE

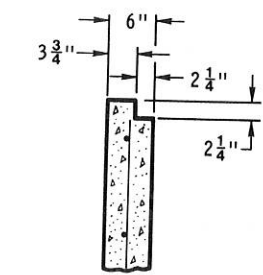


PLAN VIEW

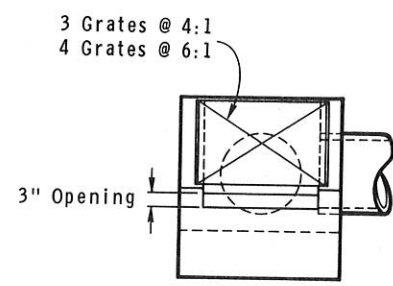
INLET TYPE 10
REINFORCED CONCRETE



SECTION C-C



SECTION E-E



VIEW D-D

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.

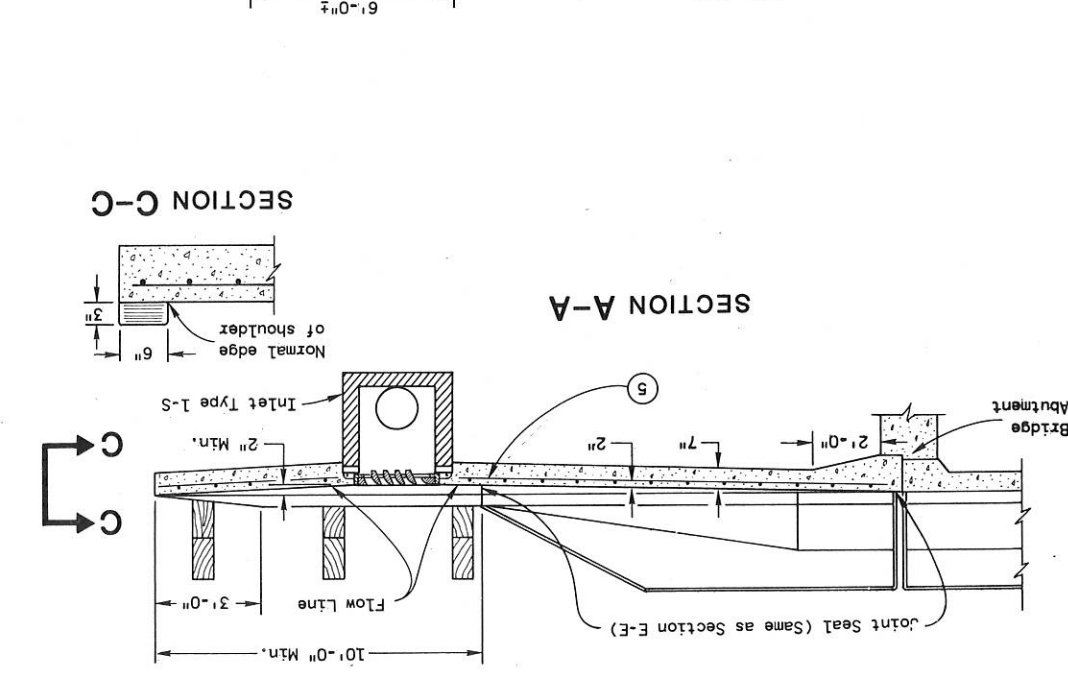
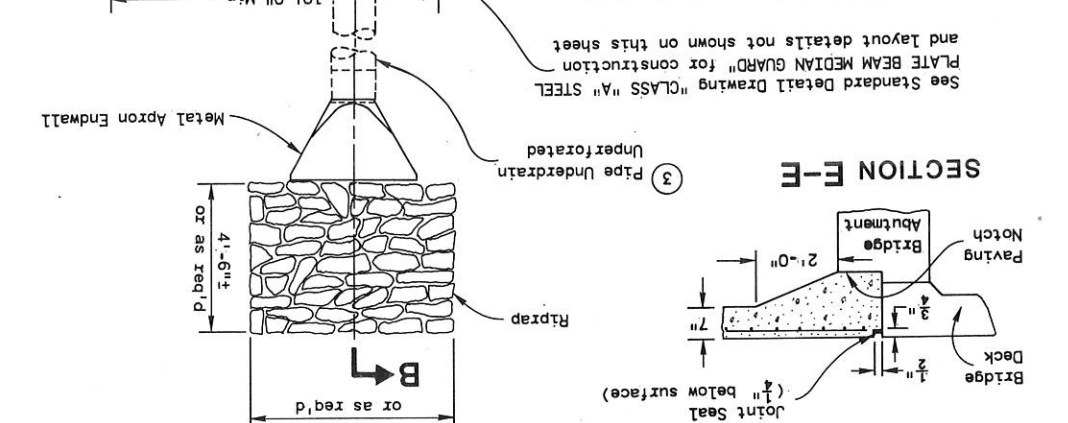
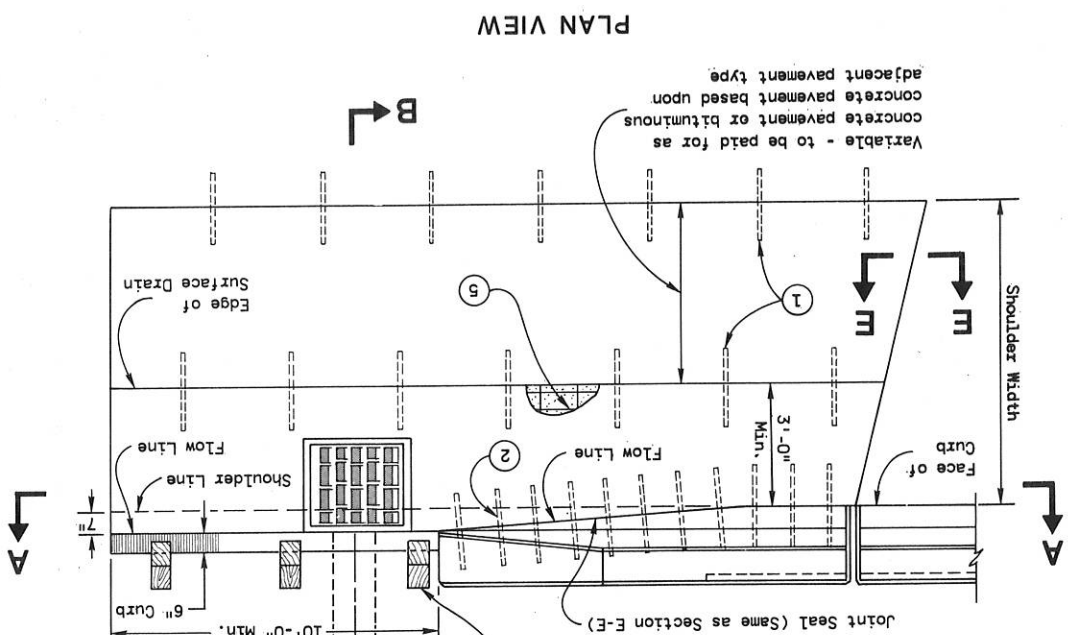
Detailed drawings for proposed alternate designs for Inlets which may include precast reinforced concrete inlets, shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

Precast reinforced concrete inlet units, if used, shall conform to the requirements of the Catch Basins, Manholes and Inlets Section of the Standard Specification's.

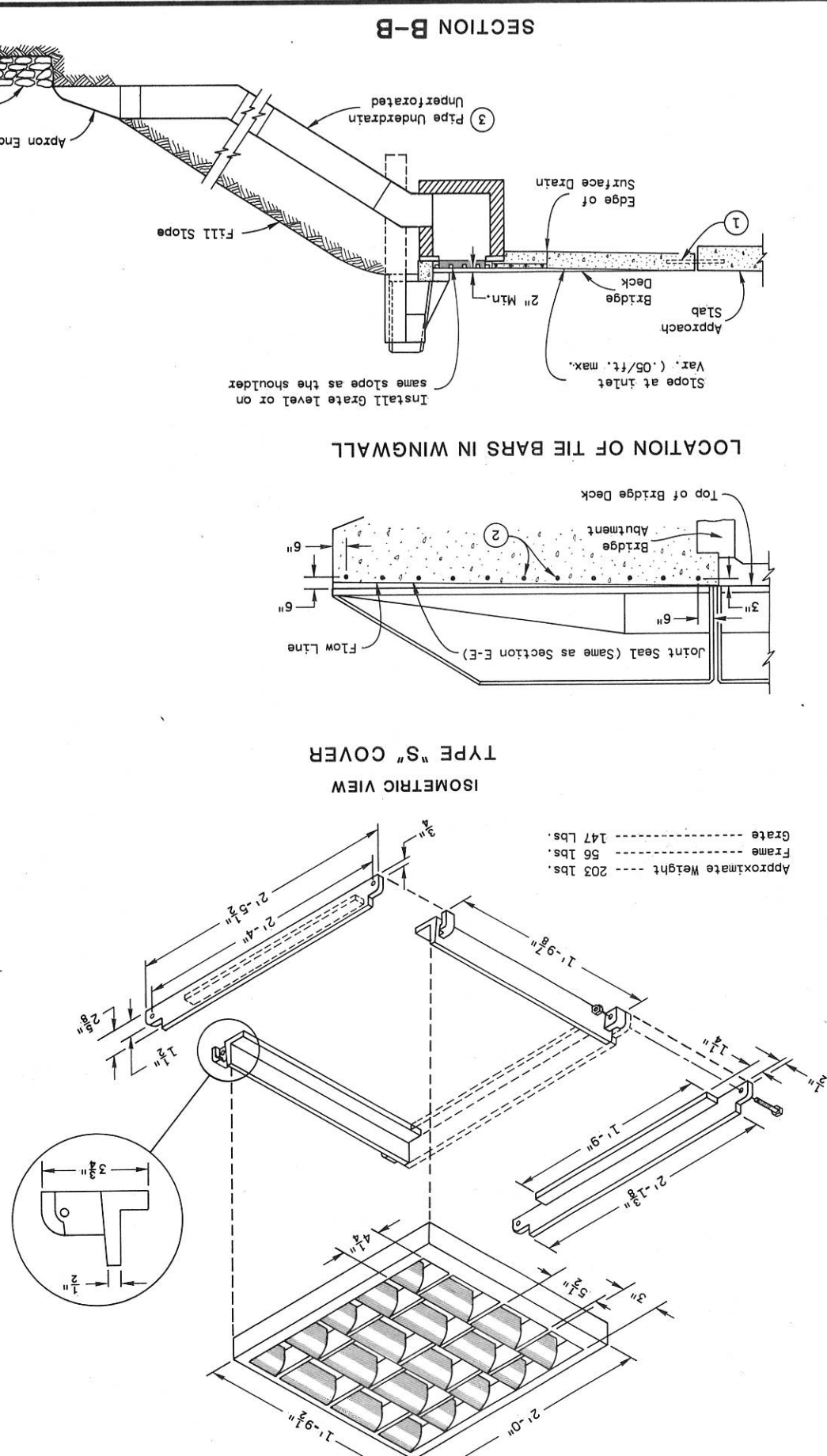
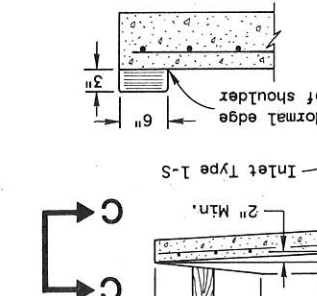
All Inlets are designated on the Plans as "Inlets, 8-MS", etc. This designation is interpreted to mean that the number, or first digit designates the masonry portion of the structure and the following letter designates the type of cover or iron casting to be used therewith to comprise the complete unit.

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

INLETS TYPE 8, 9, 10 and 11	
State of Wisconsin Department of Transportation Division of Highways	
RECOMMENDED FOR APPROVAL: DATE 4-30-74	<i>L. C. Thomas</i> CHIEF OF FACILITIES DEVELOPMENT
APPROVED DATE 5-02-74	<i>W. J. Sieder</i> STATE HIGHWAY ENGINEER



SECTION C-C

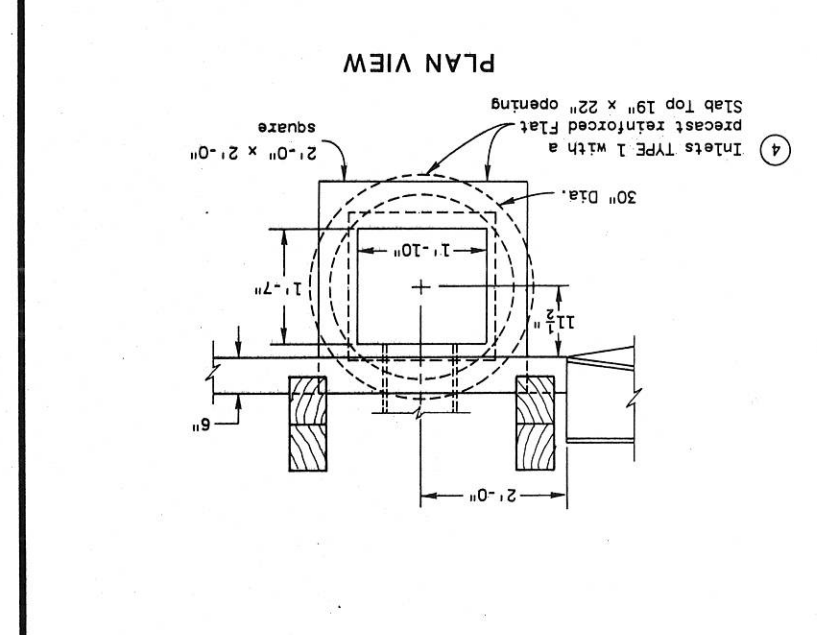
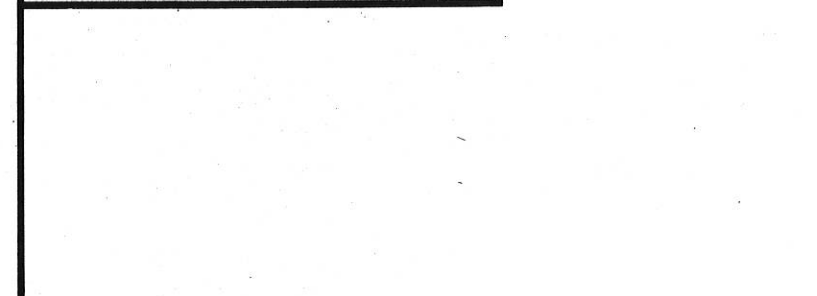


CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES

State of Wisconsin
Department of Transportation

APPROVED
3-25-83
DATE
CHIEF DESIGN ENGINEER

S.D.D. 8 D 3-2



GENERAL NOTES

1 No. 4 x 2'-0" The bars spaced at 3'-0" centers to be used only when adjacent to P.C. Concrete.

2 No. 4 x 2'-0" The Bars spaced at 1'-0" centers to be placed by bridge contractor, or Hook Bolts placed as directed by the Engineer.

3 The Pipe Underdrains may be any one of the six materials listed in the Standard Specifications Section 612.2 (except Section 612.2.3 Drain Tilt)

4 See Standard Detail Drawing "Inlets Type 1" for construction details of Inlet.

5 Minimum Reinforcement shall be 6" x 6" - W4.0 x W4.0 or No. 3 bars longitudinal and transverse spacing 12" C-C.

The Concrete Surface Drain shall be paid for as provided in the Standard Specifications for Concrete Surface Drains, The Unperforated Pipe Underdrain, Metal Apron Endwall, and Riprap shall be paid for under the pertinent contract items.

No. 4 x 2'-0" The bars spaced at 3'-0" centers to be used only when adjacent to P.C. Concrete.

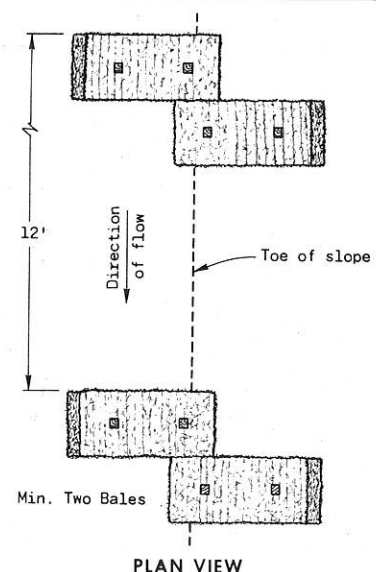
No. 4 x 2'-0" The Bars spaced at 1'-0" centers to be placed by bridge contractor, or Hook Bolts placed as directed by the Engineer.

The Pipe Underdrains may be any one of the six materials listed in the Standard Specifications Section 612.2 (except Section 612.2.3 Drain Tilt)

See Standard Detail Drawing "Inlets Type 1" for construction details of Inlet.

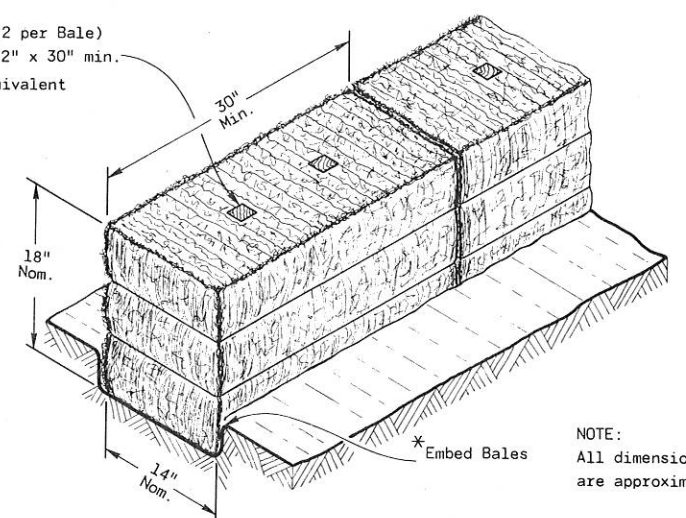
Minimum Reinforcement shall be 6" x 6" - W4.0 x W4.0 or No. 3 bars longitudinal and transverse spacing 12" C-C.

5



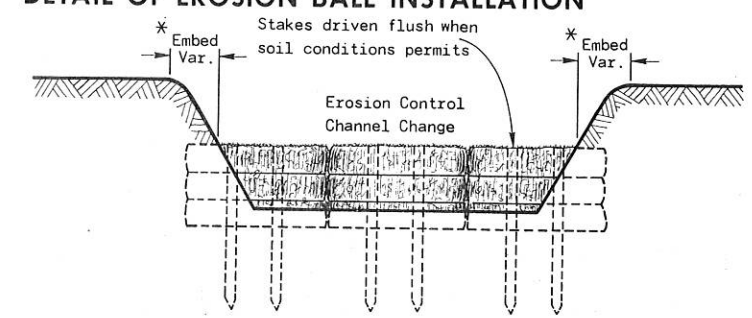
PLAN VIEW

Wood Stakes (2 per Bale)
Nominal 2" x 2" x 30" min.
length or equivalent

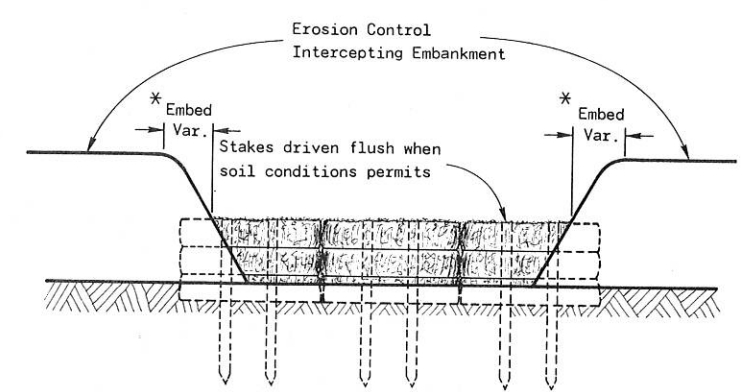


NOTE:
All dimensions
are approximate

DETAIL OF EROSION BALE INSTALLATION



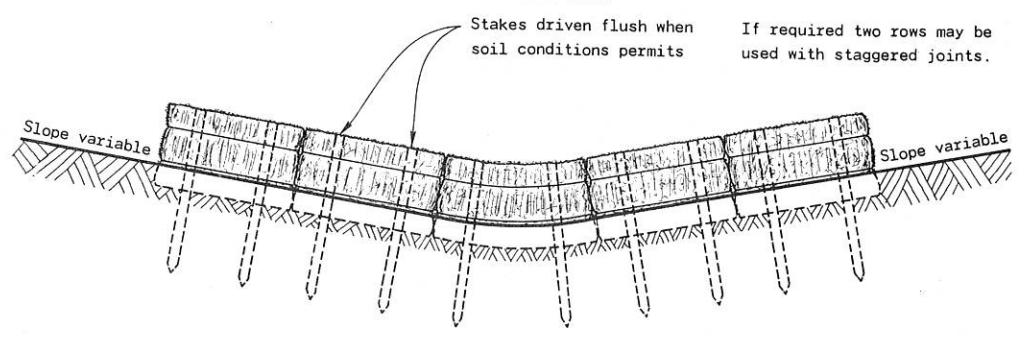
EROSION CONTROL CHANNEL CHANGE



EROSION CONTROL INTERCEPTING EMBANKMENT



PLAN VIEW



FRONT ELEVATION
EROSION BALES ACROSS DITCH BOTTOM

GENERAL NOTES

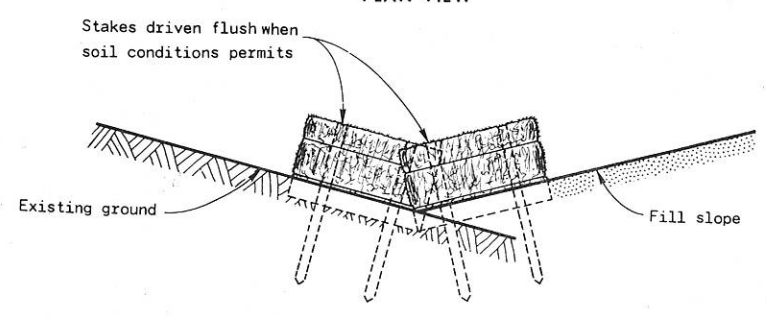
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Bales shall be placed end to end or overlapping at right angles to the direction of flow and far enough up the sides of the ditch to prevent eroding around ends.

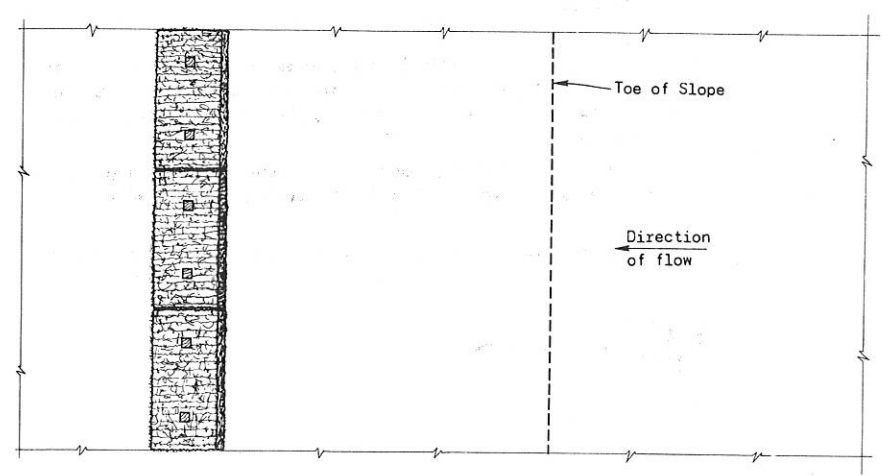
Bales shall be placed with twine or tie wires parallel to the ground.

Stakes to be battered in opposite directions.

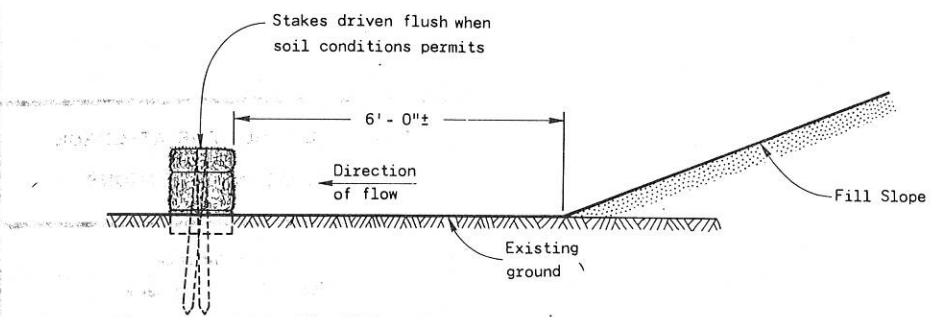
* As determined by the Engineer.



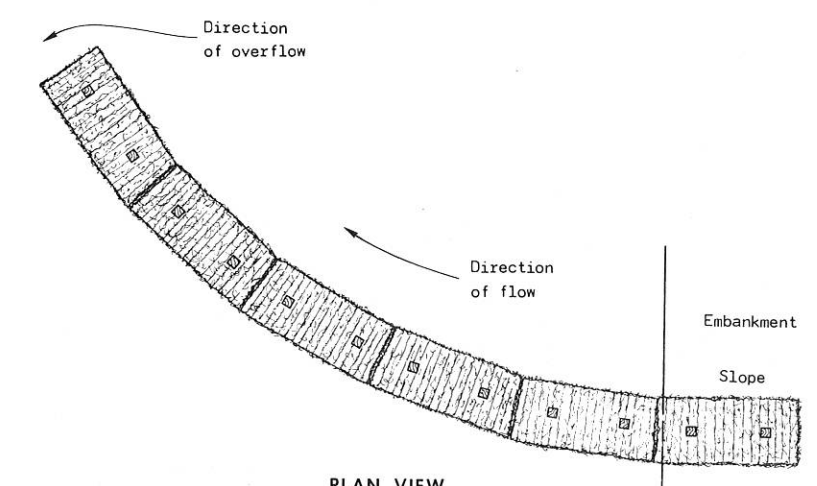
FRONT ELEVATION
WHEN EXISTING GROUND
SLOPES TOWARD FILL SLOPE



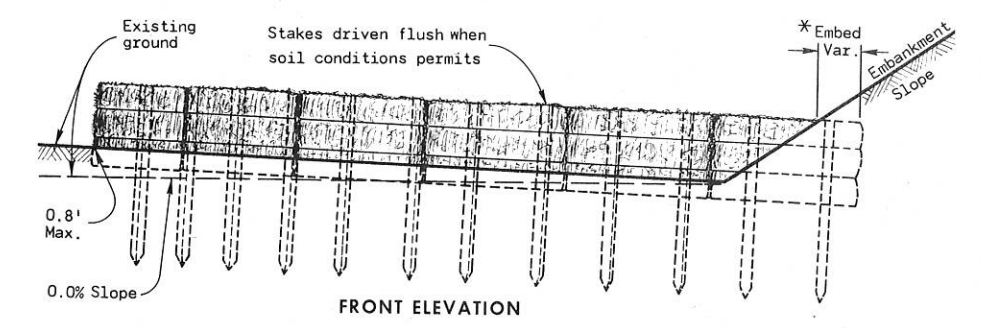
PLAN VIEW



FRONT ELEVATION
EROSION BALES AT TOE OF SLOPE
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE



PLAN VIEW



FRONT ELEVATION

EROSION BALES AT TOE OF SLOPE

TYPICAL INSTALLATIONS
OF EROSION BALES

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
10/14/75
DATE
I. O. Henrich
CHIEF OF FACILITIES DEVELOPMENT

APPROVED:
10/16/75
DATE
W. J. Sidler
STATE HIGHWAY ENGINEER

REINFORCED CONCRETE APRON ENDWALLS

* Maximum

PIPE DIA. PER SECTION (in.)	A	B	C	D	E	G
12	530	2	24	48 7/8	72 7/8	24
15	740	2 1/2	6	46	73	30
18	990	2 1/2	9	46	73 1/2	36
21	1,280	2 3/4	9	36	37 1/2	42
24	1,520	3	9 1/2	43 1/2	43 1/2	48
27	1,930	3 1/2	10 1/2	49 1/2	49 1/2	54
30	2,190	3 3/4	12	54	54	60
36	4,100	4	15	63	34 3/4	72
42	5,380	4 1/2	21	63	35	98
48	6,550	5	24	72	26	98
54	8,040	5 1/2	27	65	33 1/2 - 35	98 1/2 - 100
60	8,730	6	30	60	30 - 35	99
66	10,630	6 1/2	30	60	24 - 30	102
72	12,520	7	36	78	24 - 36	108
78	14,430	7 1/2	36	78	24 - 36	114
84	18,160	8	36	78	24 - 36	120

APPROX. DIMENSIONS (inches)

METAL APRON ENDWALLS FOR CIRCULAR PIPE

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

PIPE DIA. (in.)	MIN. THICKNESS (inches)	A	B	C	D	E	G
12	0.064	0.060	6	6	6	6	24
15	0.064	0.060	9	12	18	29 3/8	42
18	0.064	0.060	10	13	18	37 1/2	48
21	0.075	0.075	12	16	18	52 1/2	60
24	0.079	0.075	14	19	24	59 3/4	72
27	0.079	0.075	16	22	24	76 3/8	84
30	0.079	0.075	18	27	24	81	90
36	0.109	0.105	18	27	24	81	90
42	0.109	0.105	22	33	30	84	90
48	0.109	0.105	24	36	30	84	90
54	0.135	0.135	30	42	30	84	90
60	0.164	0.164	33	48	30	84	90
66	0.164	0.164	36	54	30	84	90
72	0.164	0.164	42	63	30	84	90
78	0.164	0.164	48	72	30	84	90
84	0.164	0.164	54	81	30	84	90

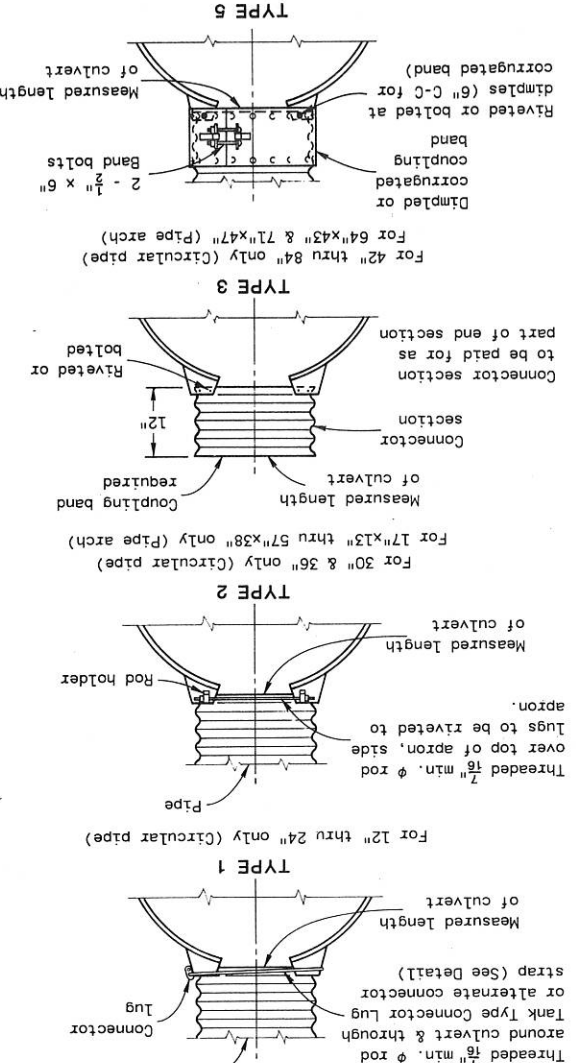
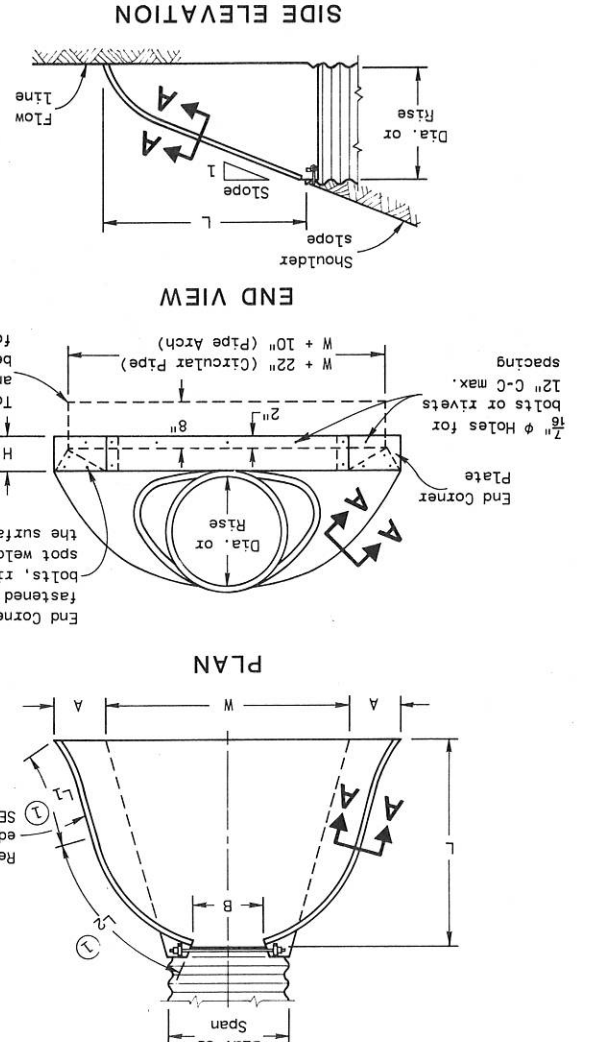
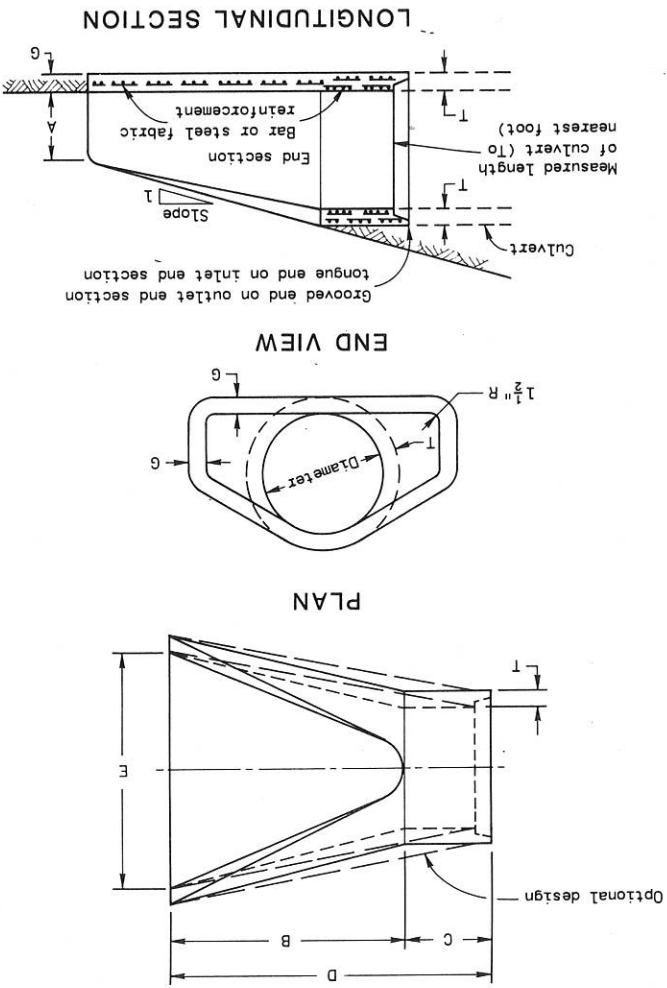
APPROX. DIMENSIONS (inches)

METAL APRON ENDWALLS FOR PIPE ARCHES

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

PIPE DIA. (inches)	A	B	C	D	E	G
17	13	0.064	0.060	7	9	6
21	15	0.060	0.060	7	10	6
24	18	0.060	0.060	8	12	6
28	20	0.064	0.075	9	14	6
35	24	0.079	0.075	10	16	6
42	29	0.079	0.105	12	18	8
49	33	0.109	0.105	13	21	9
57	38	0.135	0.135	18	26	12
64	43	0.164	0.164	24	30	15
71	47	0.164	0.164	30	33	18
77	52	0.164	0.164	36	36	21
83	57	0.164	0.164	42	39	24

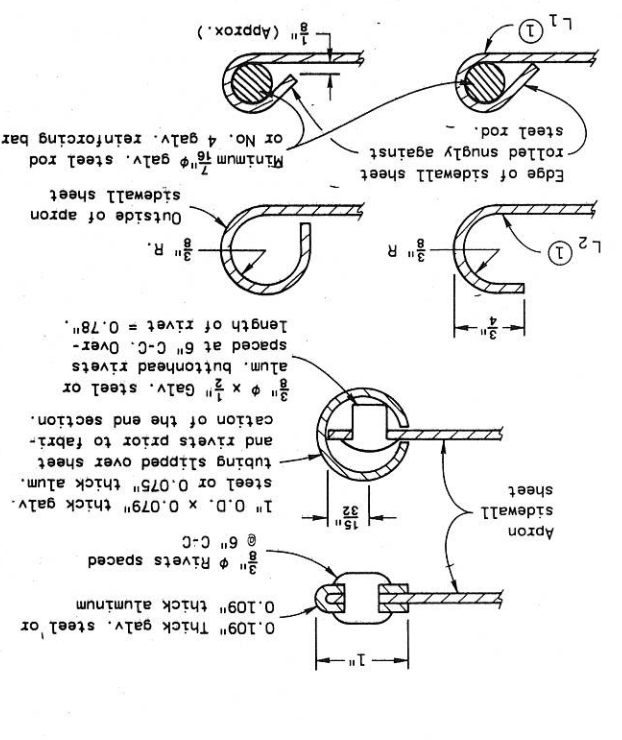
APPROX. DIMENSIONS (inches)



GENERAL NOTES

Details of construction, materials and workmanship not shown on Standard Specifications and the applicable Special Provisions. Variations of the dimensions and designs shown herein will be permitted providing equivalent capacity and structural integrity are attained, and prior approval of the Engineer is obtained. Concrete culvert endwall 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 1/8" thick or greater. Such material would be an asphalt impregnated fabric, a sheet plastic, a rubber gasket or other non-degradable material of substantial strength. When two or more pipe arches with apron endwalls are to be laid 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 diameter plus 6 inches. A combination of steel rod rolled into edge sidewall (L1), and 180° roll on edge of sidewall (L2), is permitted for metal apron pipe, and 7 1/2" x 52" x 52" for pipe arches.

SECTION A-A



APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCHES

State of Wisconsin Department of Transportation

DATE: 2-15-82

APPROVED: [Signature]

CHIEF DESIGN ENGINEER

PIPE ARCH

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

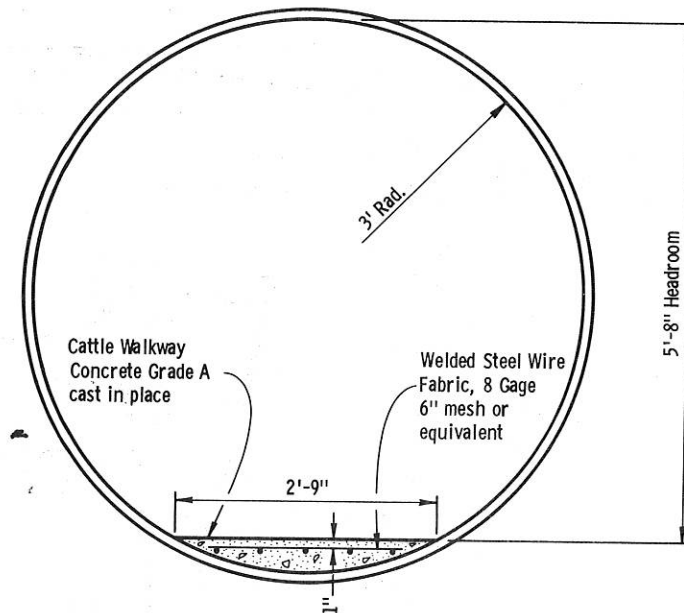
For helically corrugated pipes with two circumferentially corrugations at each end use Endwall Connection Details 1, 2 or 3.

Use Endwall Connection Details 1, 2 or 5 as applicable.

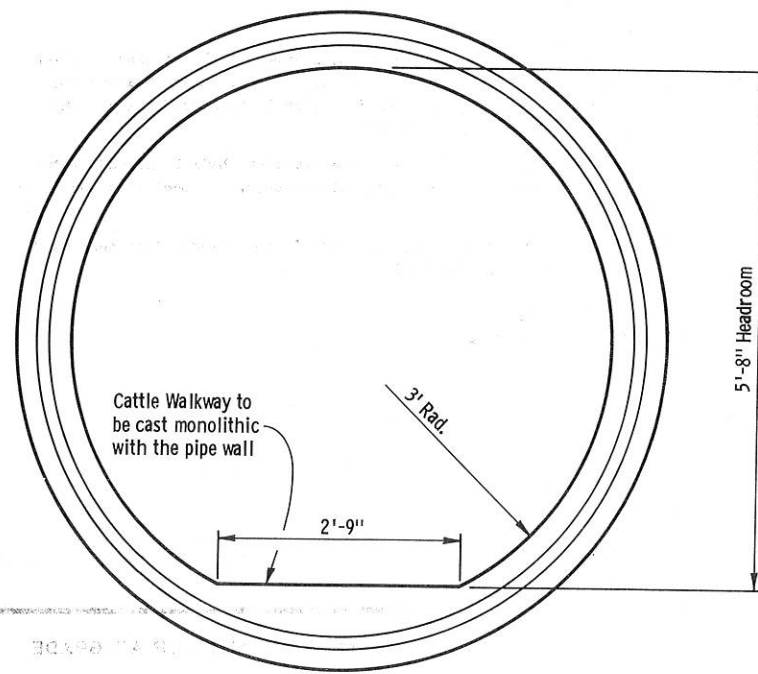
CIRCULAR PIPE

For circumferentially corrugated pipe use Endwall Connection Details 1, 2, 3 or 5 as applicable.

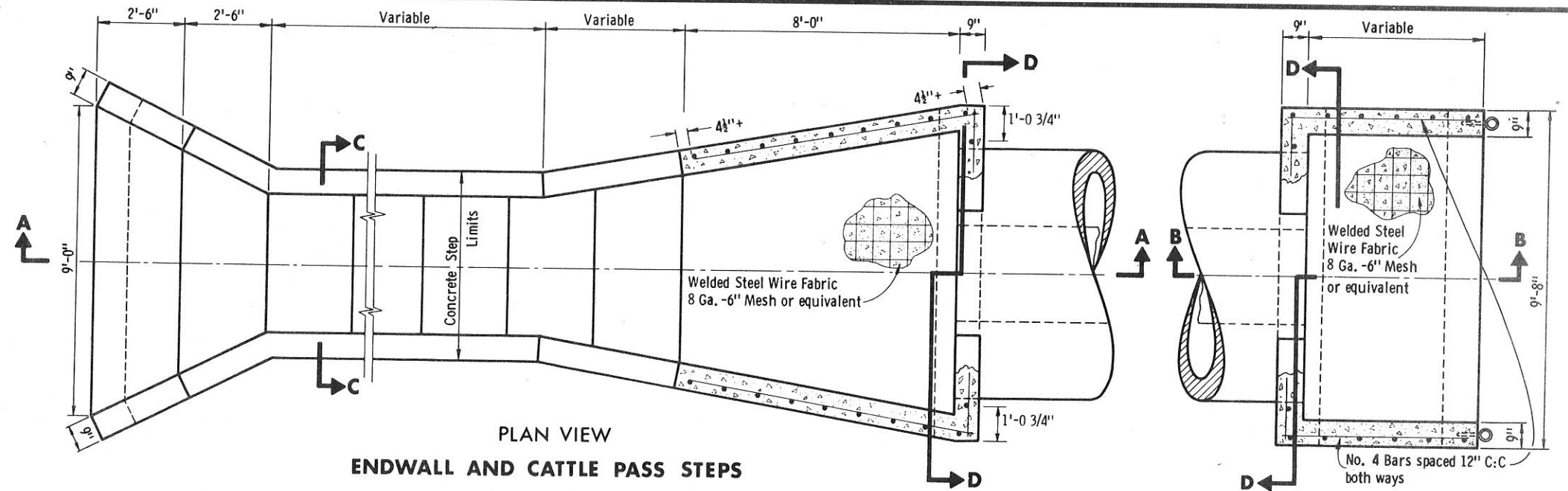
For helically corrugated pipe use Endwall Connection Details 1, 2 or 5.



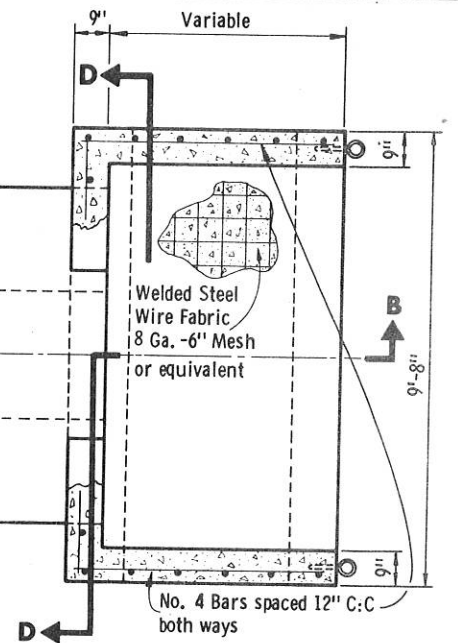
CROSS SECTION
CORRUGATED METAL PIPE CATTLE PASS



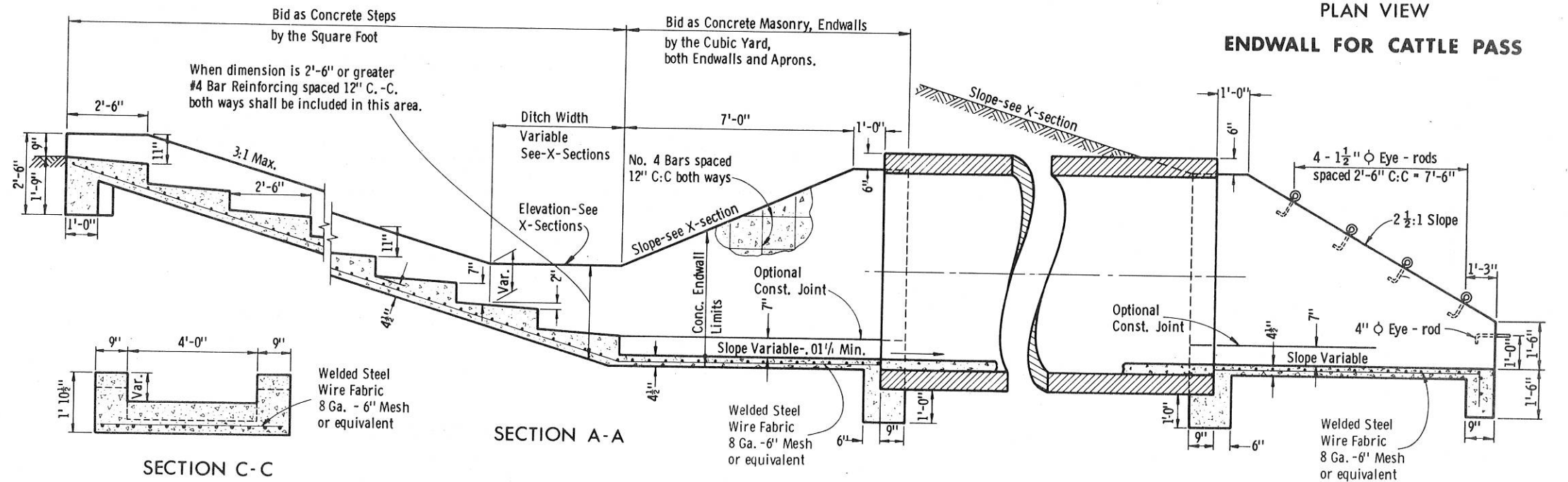
END VIEW
REINFORCED CONCRETE PIPE CATTLE PASS



PLAN VIEW
ENDWALL AND CATTLE PASS STEPS



PLAN VIEW
ENDWALL FOR CATTLE PASS



SECTION A-A

SECTION B-B

GENERAL NOTES

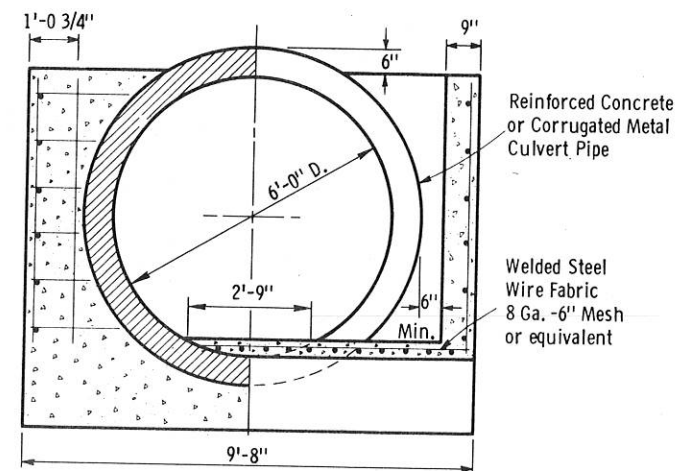
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

All steel reinforcement in Endwalls and Cattle Pass Steps shall be embedded 2 inches clear unless otherwise noted.

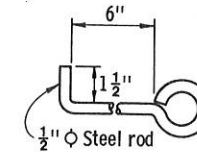
All steel reinforcement or fabric used as shown above shall be incidental to the bid item of which it is an integral part.

Eye-rods for fence connections shall be provided by the contractor as an incidental to the bid item of CONCRETE MASONRY, ENDWALLS and shall be galvanized.

Concrete used for the Cattle Walkway within the pipe shall be incidental to the bid item of PIPE CATTLE PASS.



SECTION D-D



EYE - ROD ANCHOR

**DETAILS FOR PIPE CATTLE PASS,
CONCRETE ENDWALLS AND STEPS**

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

6-6-75

DATE

APPROVED

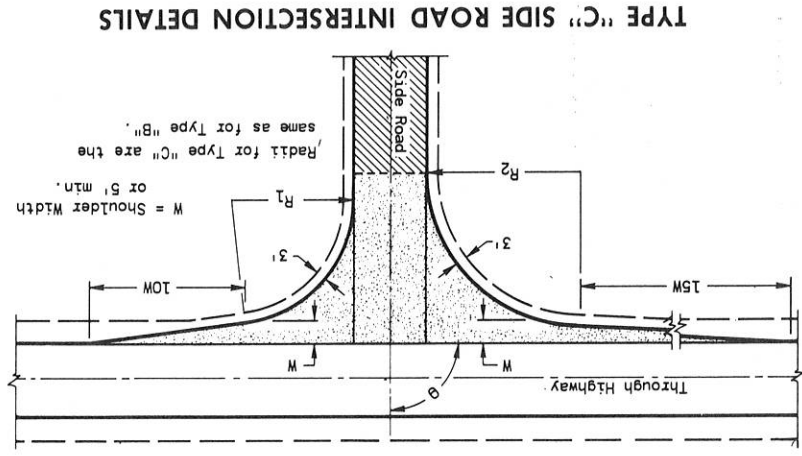
6-6-75

DATE

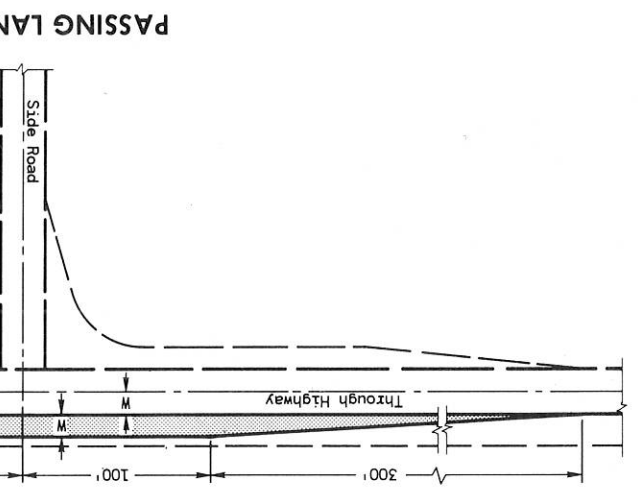
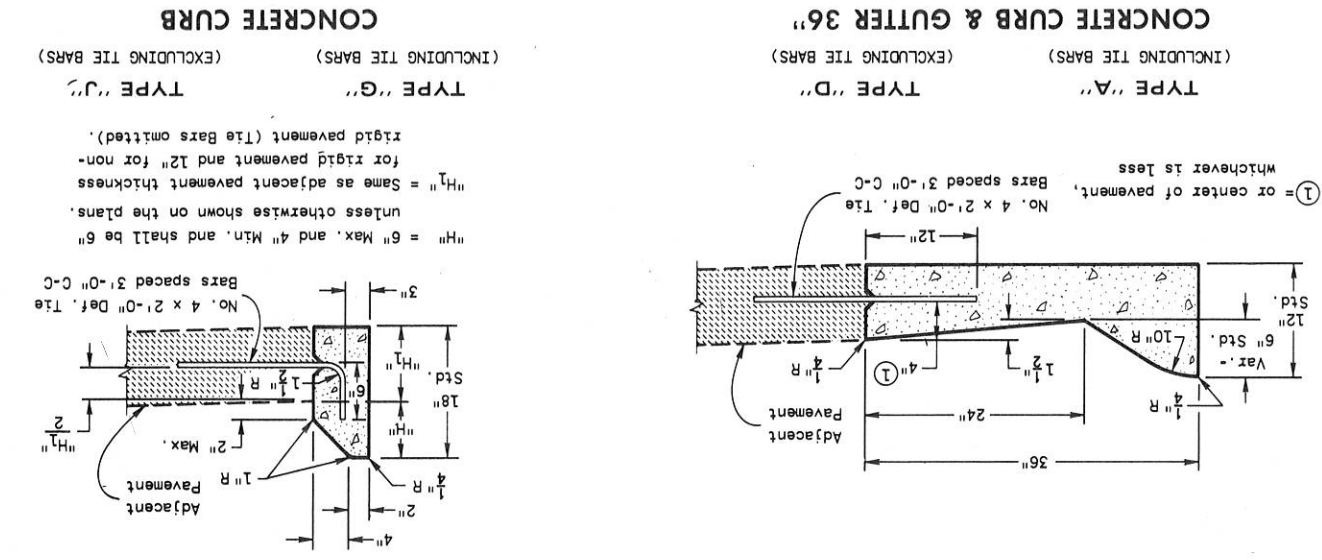
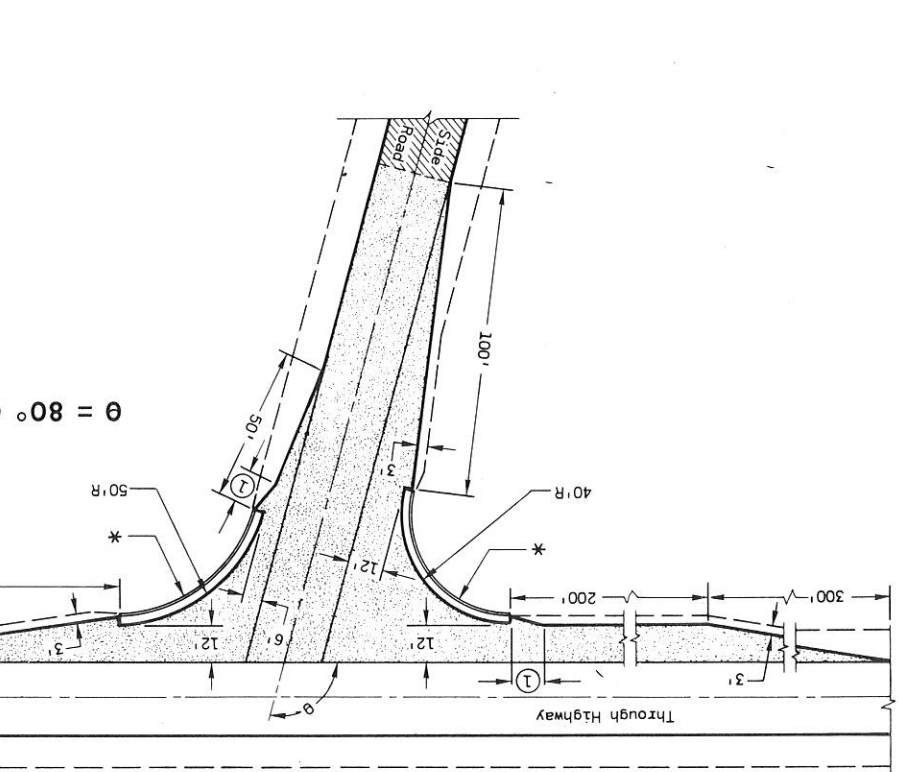
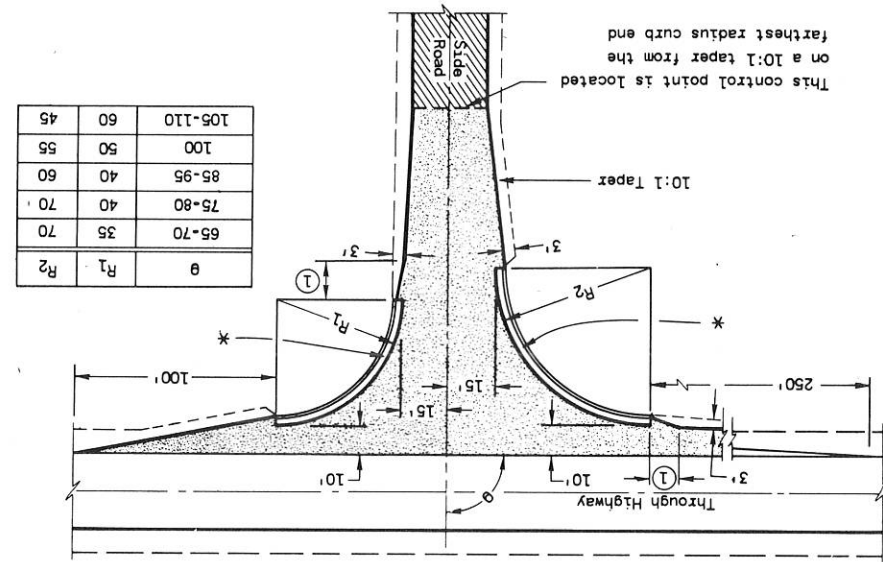
J.C. McDaniel
CHIEF OF FACILITIES DEVELOPMENT

H.J. Siedler
STATE HIGHWAY ENGINEER

APPROVED
DATE 12-15-80
CHIEF DESIGN ENGINEER
State of Wisconsin
Department of Transportation
SIDE ROAD INTERSECTIONS
LAYOUT DETAILS FOR AT-GRADE



TYPE "B" SIDE ROAD INTERSECTION DETAILS

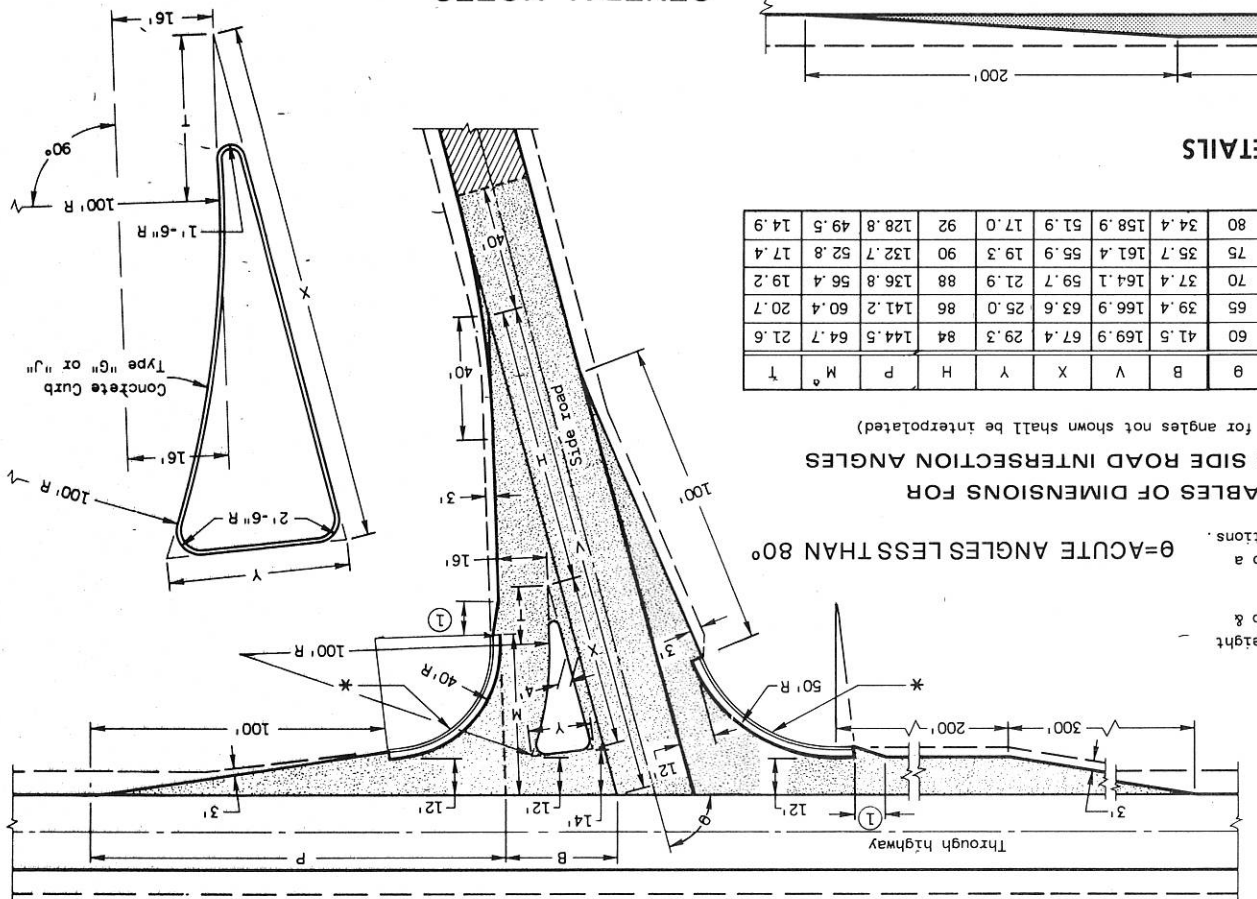


TYPE "A" SIDE ROAD INTERSECTION DETAILS

θ	B	V	X	Y	H	P	M	T
80	34.4	158.9	51.9	17.0	92	128.8	49.5	14.9
75	35.7	161.4	55.9	19.3	90	132.7	52.8	17.4
70	37.4	164.1	59.7	21.9	88	136.8	56.4	19.2
65	39.4	166.9	63.6	25.0	86	141.2	60.4	20.7
60	41.5	169.9	67.4	29.3	84	144.5	64.7	21.6

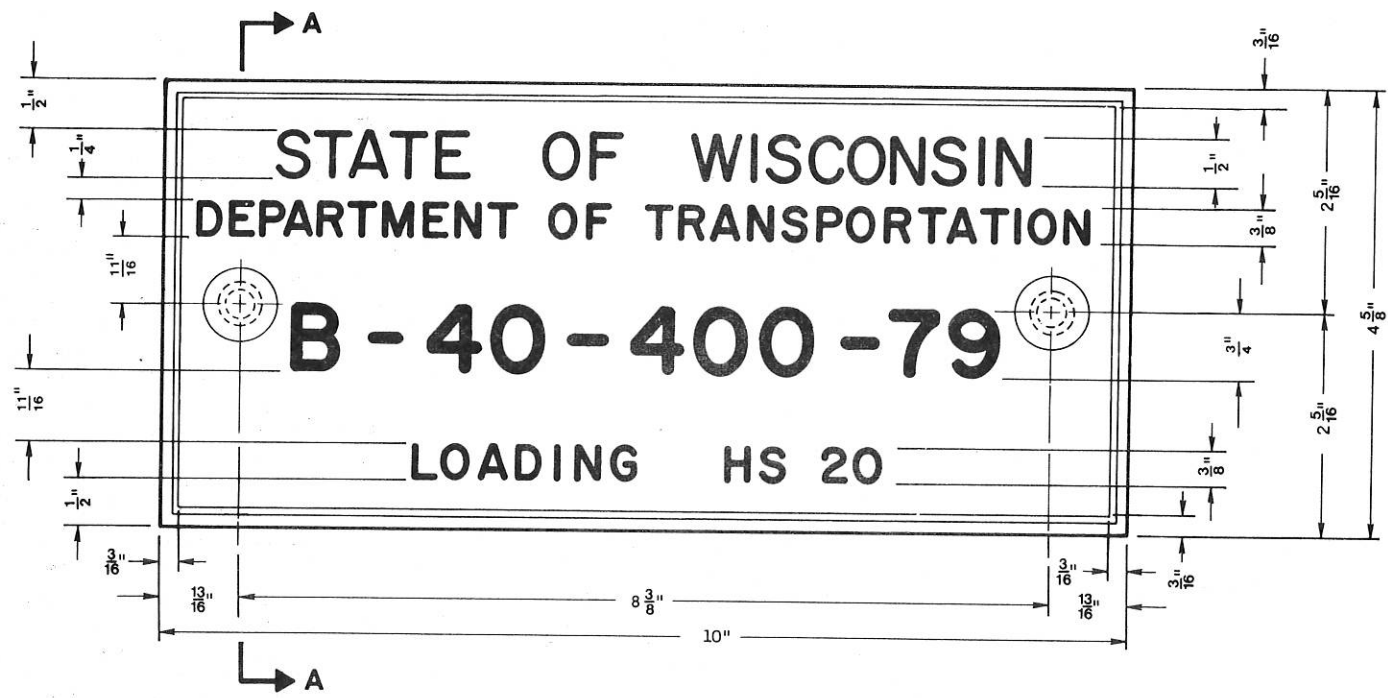
TABLES OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

θ = ACUTE ANGLES LESS THAN 80°
 * Concrete Curb & Gutter 36". Taper curb height 0" to 6" in 10'-0" length at ends of curb & gutter sections.
 Provide sod or salvaged topsoil & seed to a 3'-0" width in back of curb & gutter sections.
 (Values for angles not shown shall be interpolated.)

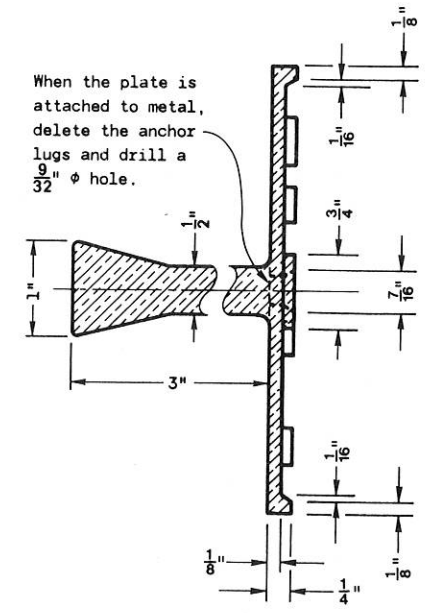


GENERAL NOTES

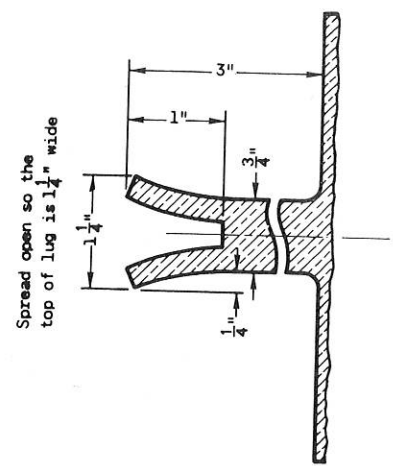
Existing Surface
 New Pavement
 If the side road is the construction project, the intersection surfacing shall be the same as for the project.



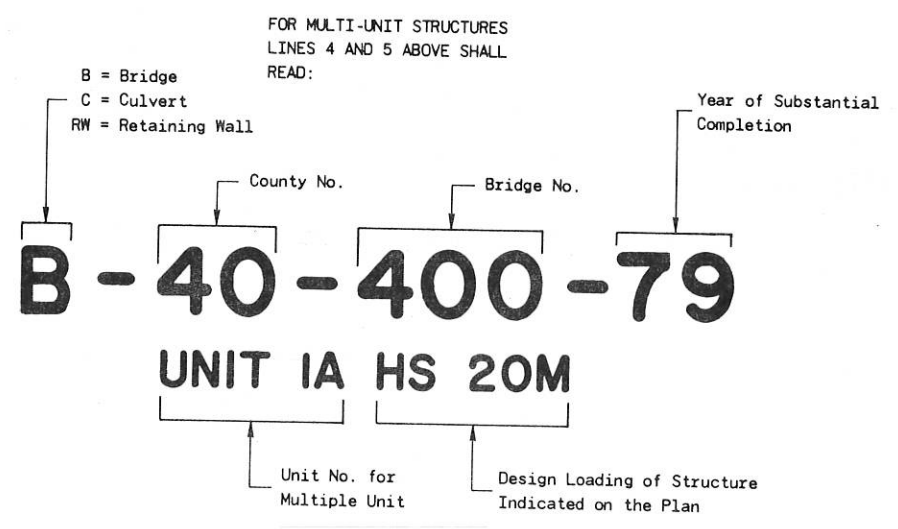
TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



SECTION A-A



ALTERNATE LUG



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.

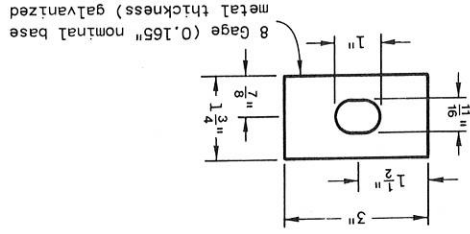
The Bridge Number and Design Loading shown on this drawing are examples only. See Construction Plans for individual numbering and design loading.

NAME PLATE (STRUCTURES)	
State of Wisconsin Department of Transportation Division of Transportation Facilities	
APPROVED DATE 9-27-79	<i>D. J. [Signature]</i> CHIEF DESIGN ENGINEER
<small>FHWA</small>	

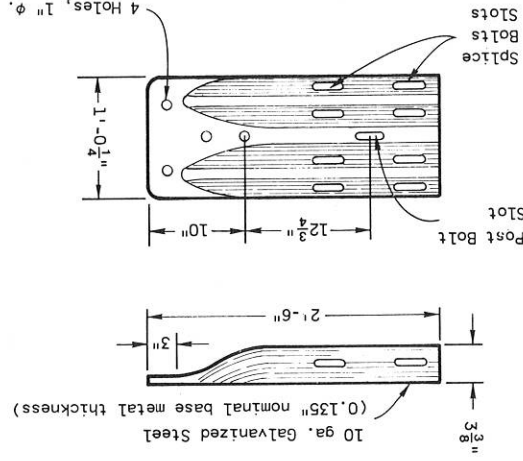
S.D.D. 12 A 3-4

RECTANGULAR PLATE WASHER

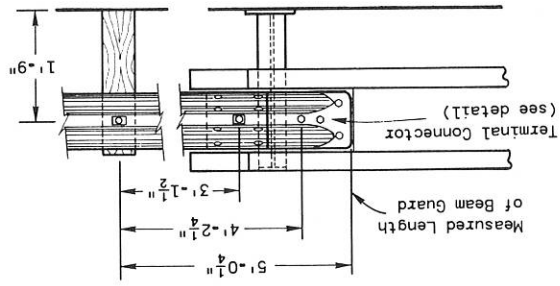
(Shall be omitted at selected locations when Type 1 Anchorages are used. See TANGENT OFFSETS, Sheet 5c)



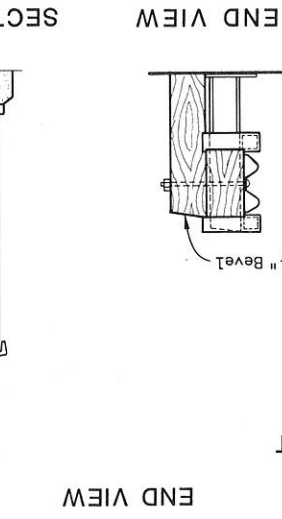
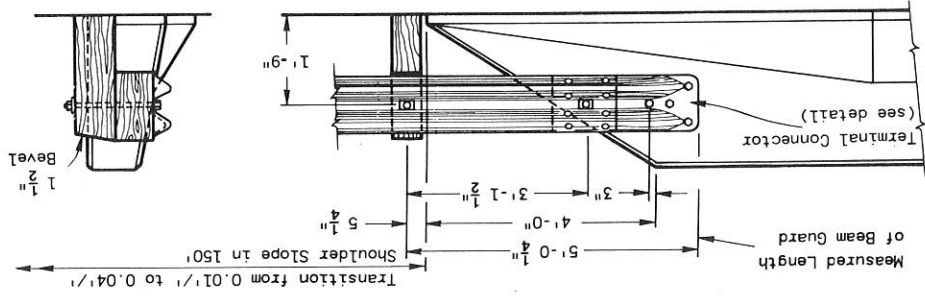
TERMINAL CONNECTOR



RAILING TYPE "F"

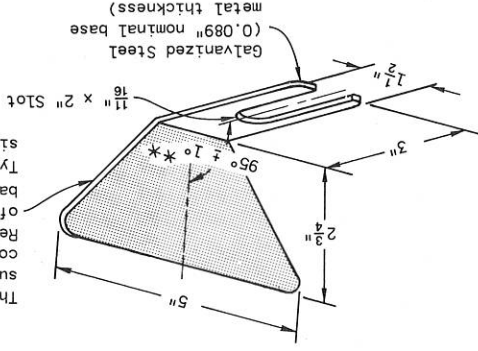


SLOPED FACE PARAPET



STRUCTURE MOUNTING DETAILS

The reflectorized surface(s) shall consist of Silver Reflective Sheeting of the type used as background on Type I, Type II, or Type III signs.

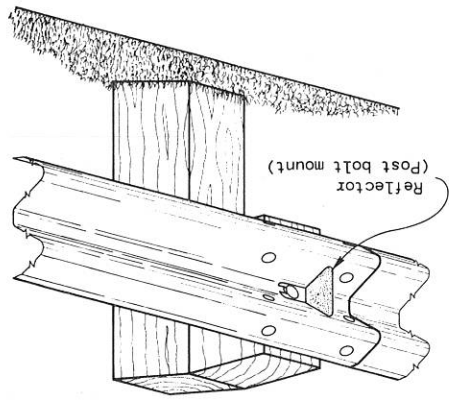


REFLECTOR SPACING

Beam Guard Reflector Length	Reflector Spacing	No. Surfaces Reflectors	Min. No.
One Way < 200'	> 200'	50' C-C	1
Two Way < 200'	> 200'	25' C-C	1 *
Two Way < 200'	> 200'	50' C-C	1 *
Two Way < 200'	> 200'	100' C-C	2 **
Traffic < 200'	> 200'	100' C-C	2 **

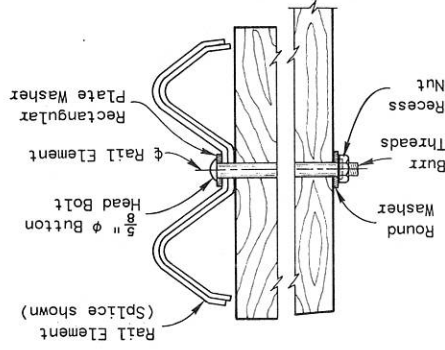
* Every other reflector reversed for 2-way visibility. Contractor may furnish two-sided reflectors in lieu of one-sided reflectors.
** Angle of bend to be 90° ± 1° for two-sided reflectors.

REFLECTOR DETAIL

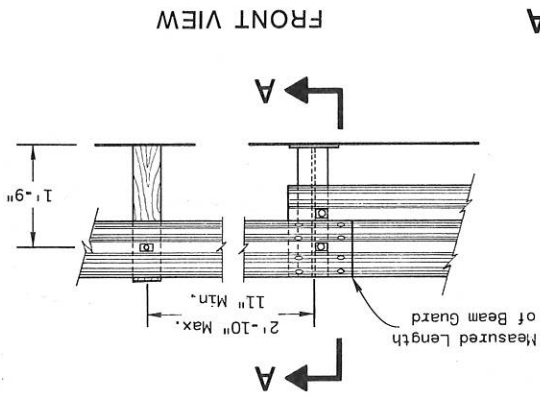


TYPICAL INSTALLATION

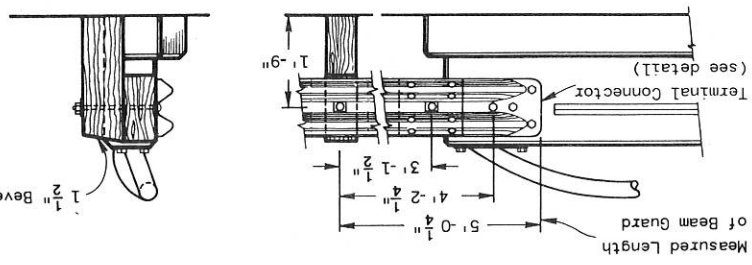
BUTTON HEAD BOLT DETAIL



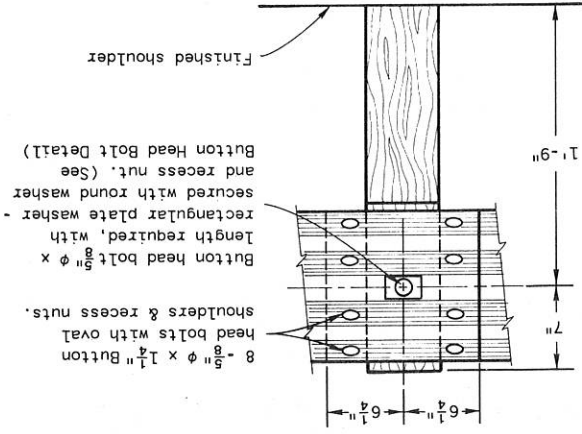
RAILING TYPE "W"



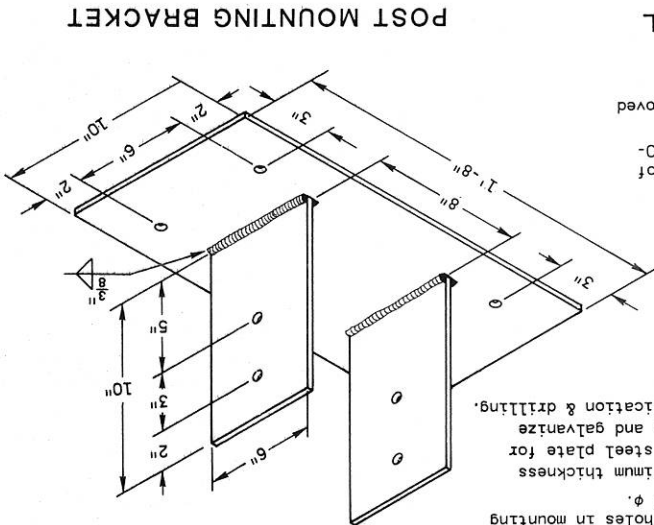
VERTICAL FACE PARAPET



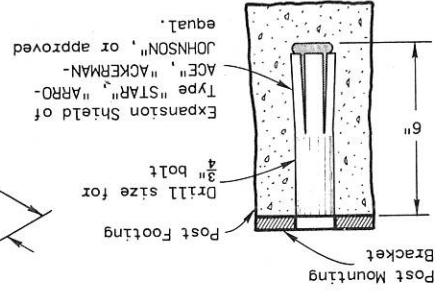
RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL



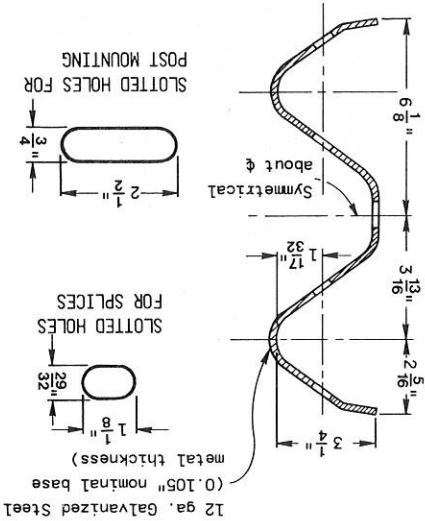
POST FOOTING DETAIL AT PIERS



EXPANSION SHIELD DETAIL



SECTION THRU RAIL ELEMENT



GENERAL NOTES

- The "Post Footing Details at Piers" shall be used when beam guard posts are over structure footings and less than 3 feet 6 inches of earth is provided over the top of the footing. The minimum clearance from the front face of beam guard to obstacle shall be 4 feet unless otherwise shown on contract plans. When clearance is less than 4 feet, post spacing shall be reduced to 3 feet - 1 1/2" C-C.
 - This section shall include at least one 12'-6" Rail Element and a Terminal Connector when required for structure mounting.
- 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 type of anchorage and the exact location of the beginning and end of each beam guard installation shall be as shown on the plans or as directed by the Engineer.
- Shoulder widening to accommodate the anchored end of the beam guard shall be accomplished at a rate of widening not to exceed 5 to 1.
- Standard Anchorages - Upon approval of the Engineer, the 6 foot offset may be reduced to nothing 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 "Post Footing Details at Piers" shall be used when beam guard posts are over structure footings and less than 3 feet 6 inches of earth is provided over the top of the footing. The minimum clearance from the front face of beam guard to obstacle shall be 4 feet unless otherwise shown on contract plans. When clearance is less than 4 feet, post spacing shall be reduced to 3 feet - 1 1/2" C-C.

NOTE: Drill all holes in mounting bracket 7/8" diameter. Use 5/8" minimum thickness ASTM A 36 steel plate for all pieces and galvanize after fabrication & drilling.

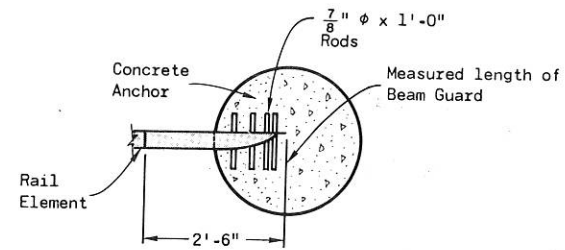
POST MOUNTING BRACKET

NOTE: THIS STANDARD DETAIL DRAWING CONSISTS OF TWO SHEETS AND BOTH SHEETS ARE REQUIRED WHEN THIS DRAWING IS CALLED FOR IN CONTRACT PLANS. CAUTION: WHEN SPECIAL ANCHORAGES ARE SPECIFIED, SHEET 6c IS ALSO REQUIRED.

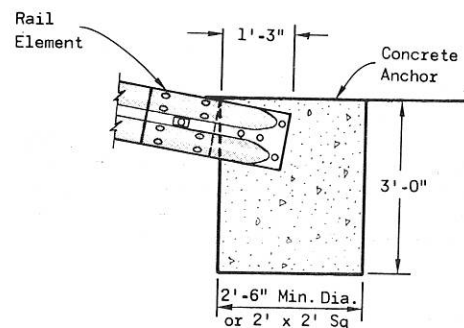
CLASS "A" STEEL PLATE BEAM GUARD

State of Wisconsin
Department of Transportation

APPROVED
DATE 4-29-83
CHIEF DESIGN ENGINEER

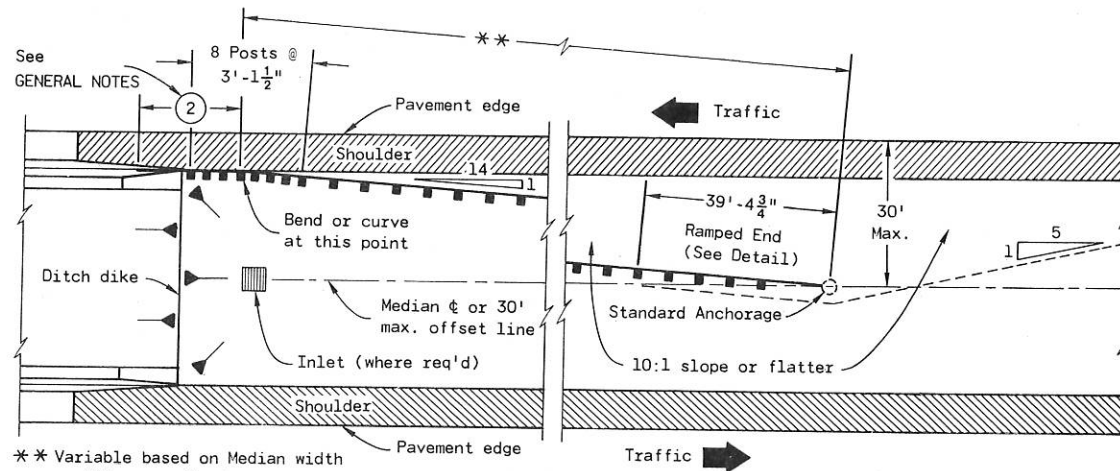


PLAN VIEW IN SECTION



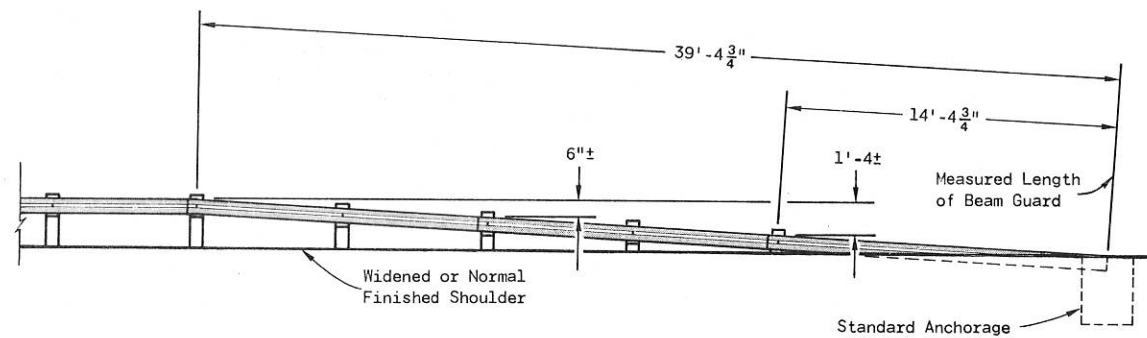
FRONT VIEW IN SECTION
STANDARD ANCHORAGE DETAIL

(Standard Specification Item "Anchorage for Steel Plate Beam Guard")

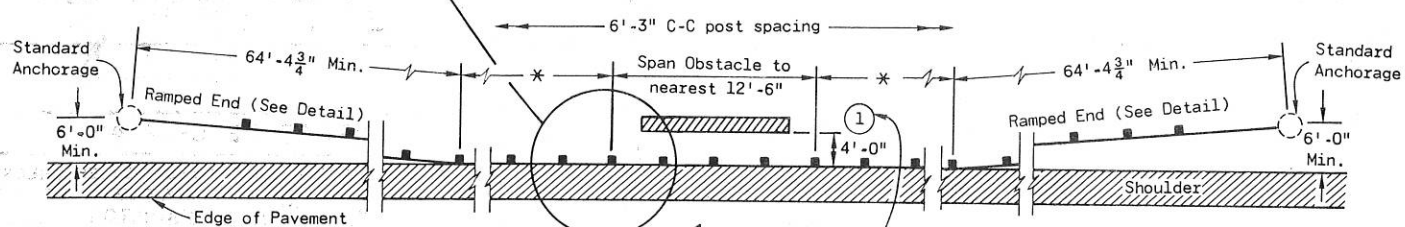
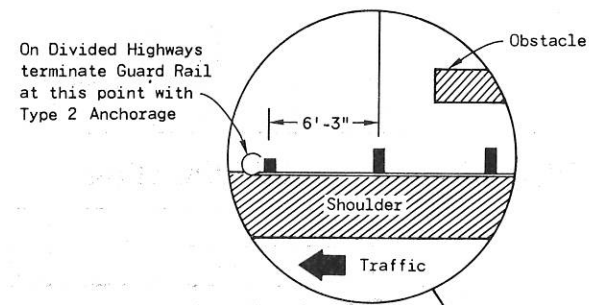


PLAN VIEW
TYPICAL MEDIAN INSTALLATION AT STRUCTURES

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

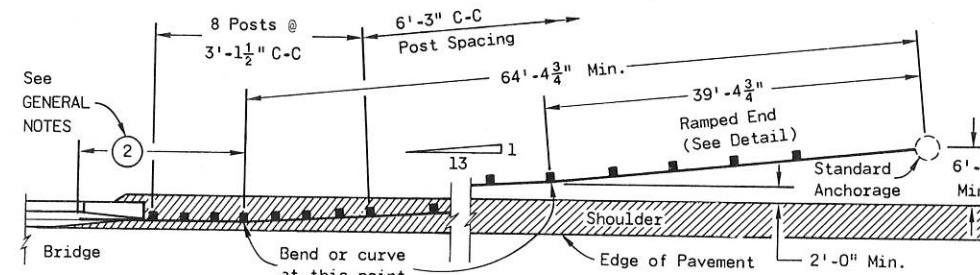


FRONT VIEW
TYPICAL RAMPED END

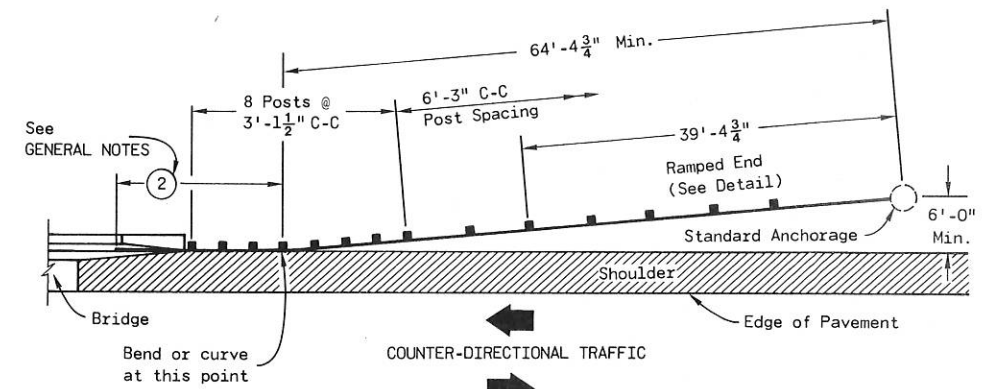


* Variable based on size and location of obstacle

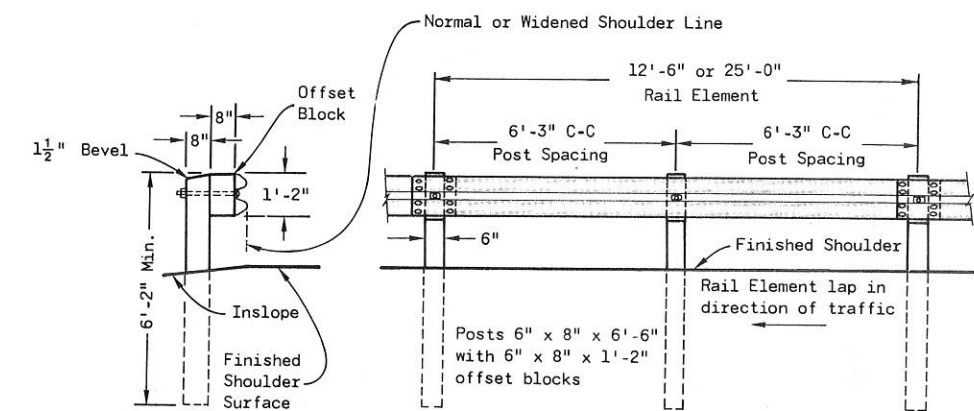
PLAN VIEW
TYPICAL INSTALLATION AT OBSTACLES



PLAN VIEW
TYPICAL INSTALLATION AT NARROW STRUCTURES



PLAN VIEW
TYPICAL INSTALLATION AT FULL WIDTH STRUCTURES

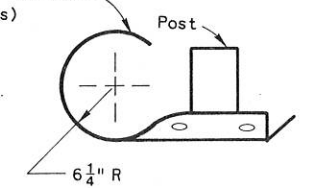


END VIEW

FRONT VIEW

TYPICAL STEEL PLATE BEAM GUARD INSTALLATION

End Section (Rounded) Min.
12 ga. steel (0.105" nominal base metal thickness)



PLAN VIEW
END SECTION (ROUNDED)

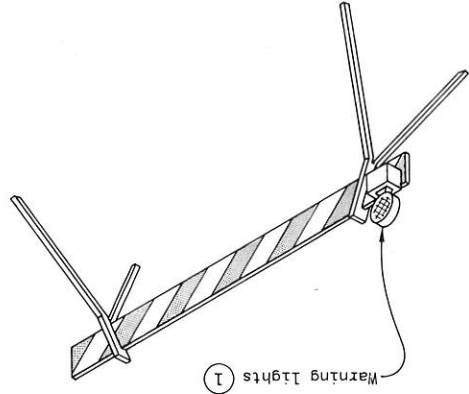
CLASS "A"
STEEL PLATE BEAM GUARD

State of Wisconsin
Department of Transportation

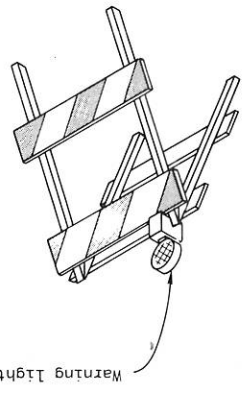
BARRICADE TYPE		I	II	III
Height	3' Minimum	5' Minimum		
*Rail Width	8" Minimum to 12" Maximum			
Rail Length	2' Minimum	4' Minimum		
*Strip Width	6" at 45° Angle			
Stripe Colors	Reflectorized Orange & White			

TABLE OF BARRICADE CHARACTERISTICS

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



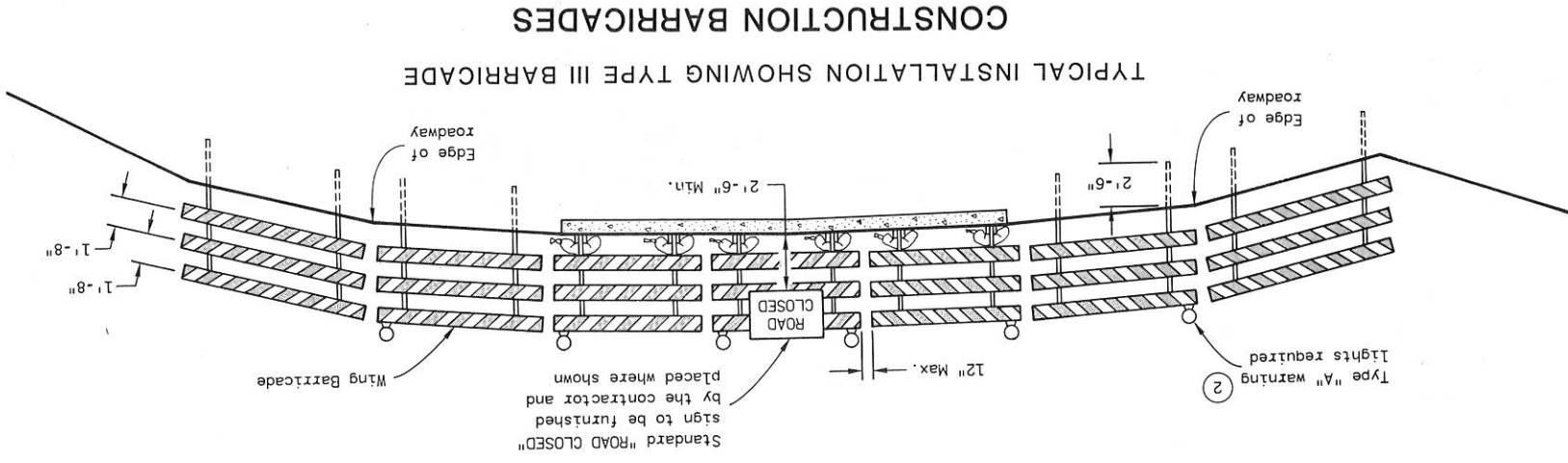
Warning Lights ①



Warning Lights ①

TYPICAL TYPE I BARRICADE

TYPICAL TYPE II BARRICADE



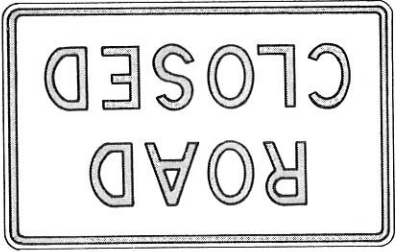
TYPICAL INSTALLATION SHOWING TYPE III BARRICADE
 CONSTRUCTION BARRICADES

STANDARD SIGNS - TYPE II



W20-3
 48" x 48"

Black Lettering on Reflective
 Orange Background
 Letter Series "D"
 Letter height 7"



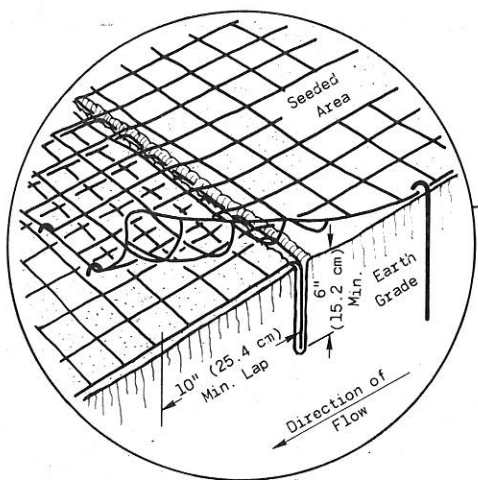
R11-2
 48" x 30"

Black Lettering on Reflective
 White Background
 Letter Series "D"
 Letter height 8"

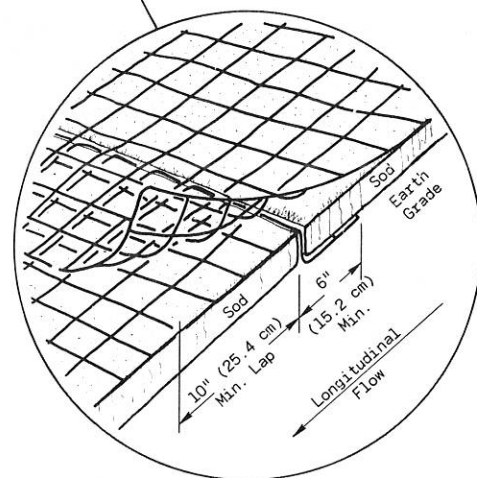
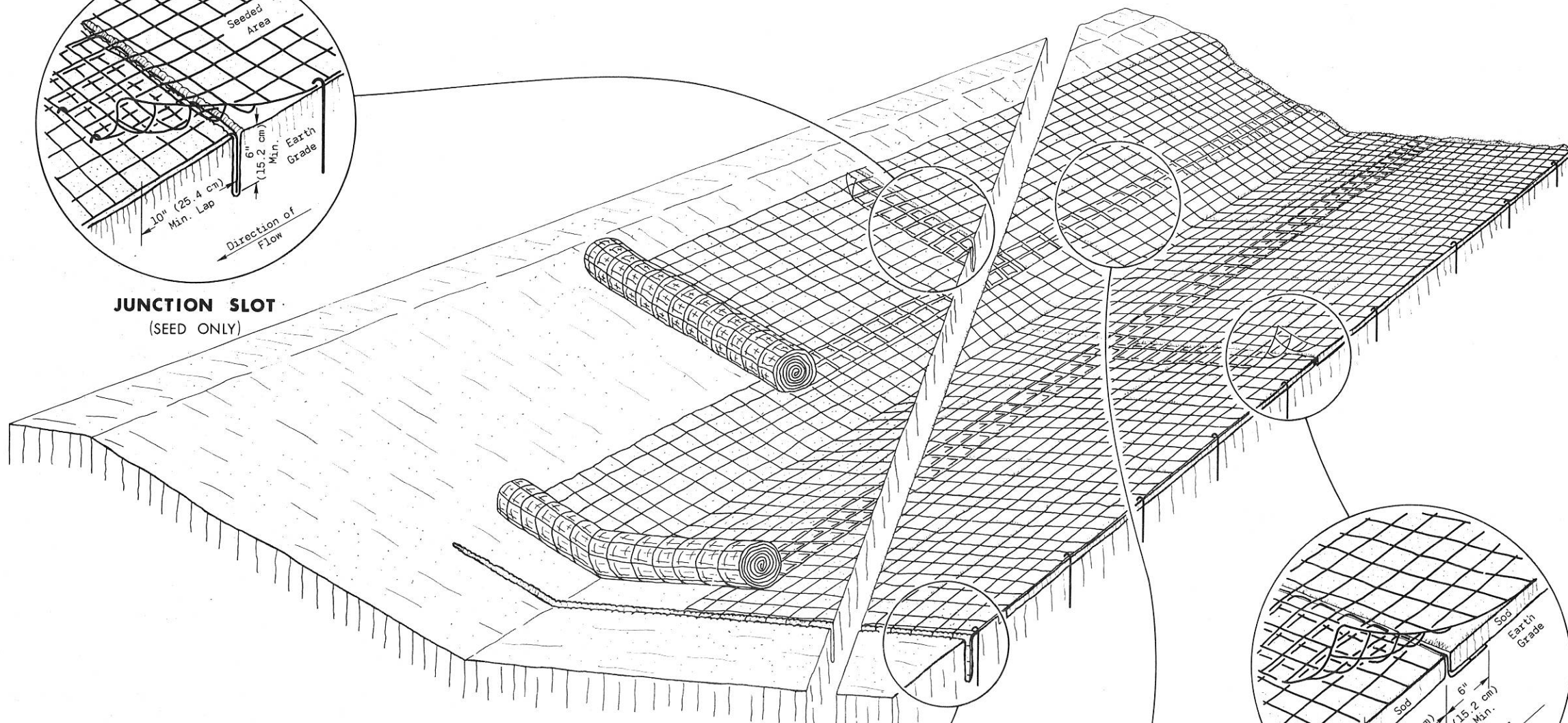
The contractor shall furnish, erect and maintain barricades and signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of barricades and signs shall conform to this drawing, the Manual On Uniform Traffic Control Devices, the Standard 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 construction 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 3/8 inch in height on the barricade rails. Prior to May 1, 1983, such information may be shown on either front or back faces of the barricade rails. After May 1, 1983, all printed information or identification markings shall be shown only on the back side of barricade rails. Type I Barricades may include other unstriped horizontal panels necessary to provide stability. On high speed expressways or in other situations where barricades may be susceptible to overturning in the wind, sandbags should be used for ballasting. Sandbags may be placed on lower parts of the frame or stays to provide the required ballast but shall not be placed on top of any striped rail. Unless otherwise provided elsewhere in the contract, warning lights are required on all barricades which will be located near traffic operations during periods of inclement weather or hours of darkness. Barricades used to shield isolated hazards shall be equipped with Type "A" (low intensity - flashing) lights unless Type "B" (high intensity - flashing) lights are specified elsewhere in the contract documents. Barricades used for channelization or delineation of the travel path shall be equipped with Type "C" (steady burn) lights except for the initial barricade(s) in sequence, which shall be equipped with Type "A" or "B" lights as previously noted. Two warning lights shall be provided on the center barricade and at least one warning light shall be provided on each of the other barricades within the roadway limits. Spacing of the warning lights shall be uniform to the edge of roadway as shown.

GENERAL NOTES

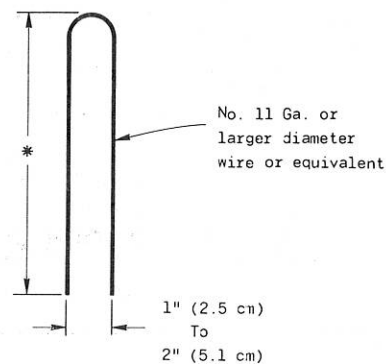
CONSTRUCTION BARRICADES & STANDARD SIGNS	
State of Wisconsin Department of Transportation	
APPROVED 9-14-81	DATE CHIEF DESIGN ENGINEER



JUNCTION SLOT
(SEED ONLY)

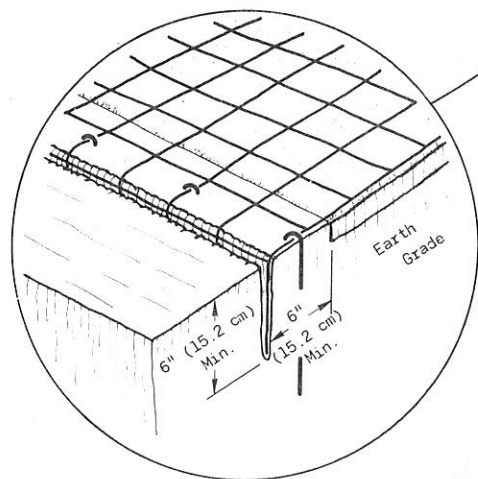


JUNCTION SLOT
(SOD ONLY)

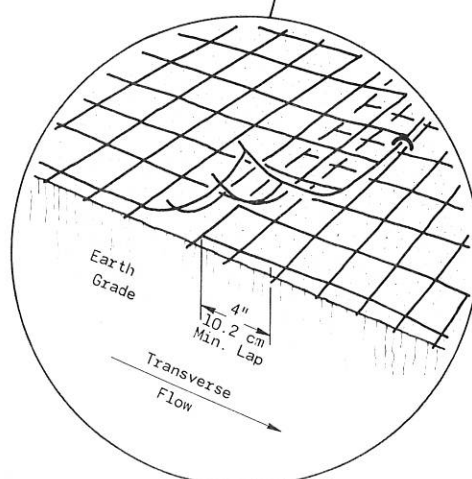


DETAIL OF
TYPICAL STAPLE

- * 6" (15.2 cm) Min for firm soils
- 12" (30.5 cm) Min for loose soils
- 8" (20.3 cm) Min. where both sod and mats are being used.



ANCHOR SLOT
AT BEGINNING AND END OF EROSION MAT
(SEED AND SOD)



LAP JOINT
(SEED AND SOD)

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 in the dimensions or materials shown hereon shall be permitted if they provide equivalent protection and material strength and if prior approval of the Engineer is obtained.

Lap Joints shall not be placed in the bottom of V-shaped ditches.

Junction Slots on adjacent strips of Matting shall be staggered a minimum of 4 feet (1.219 m) apart.

Edges of the Erosion Mat shall be impressed in the soil.

Erosion Mat shall be measured and paid for in accordance with the Standard Specifications.

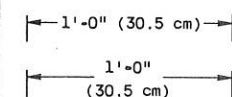
EROSION MAT OVER SOD

- a. Only Jute Fabric will be permitted over sod.
- b. Wood Stakes for Sod may be omitted by the Engineer if the existing slope and soil conditions so warrant.
- c. The width of Erosion Mat shall always equal the Sod width.
- d. Sod strips may be placed either longitudinally or transversely to the flow line of the Ditch.

EROSION MAT OVER SEEDING

Junction or Anchor Slots shall be at minimum intervals of 100 feet (30.48 m) on grades up to and including 3 percent, and 50 feet (15.24 m) on grades exceeding 3 percent.

METHOD OF DIMENSIONING



BASIS: 1 In. = EXACTLY 25.4 mm

EROSION MAT

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

12-5-73
DATE

J.C. Henrich
CHIEF OF FACILITIES DEVELOPMENT

APPROVED
1-15-74
DATE

W.J. Siedler
STATE HIGHWAY ENGINEER

GENERAL PLAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

WALKER ROAD OVER EGGENS COULEE CREEK
STRUCTURE C-32-48

LA CROSSE
TOWN, WISCONSIN

HS 20
LOAD MOD.

WALKER ROAD

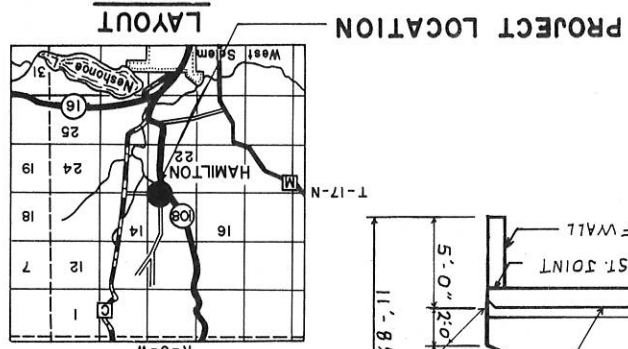
DATE: 8-10-83

APPROVED: [Signature]

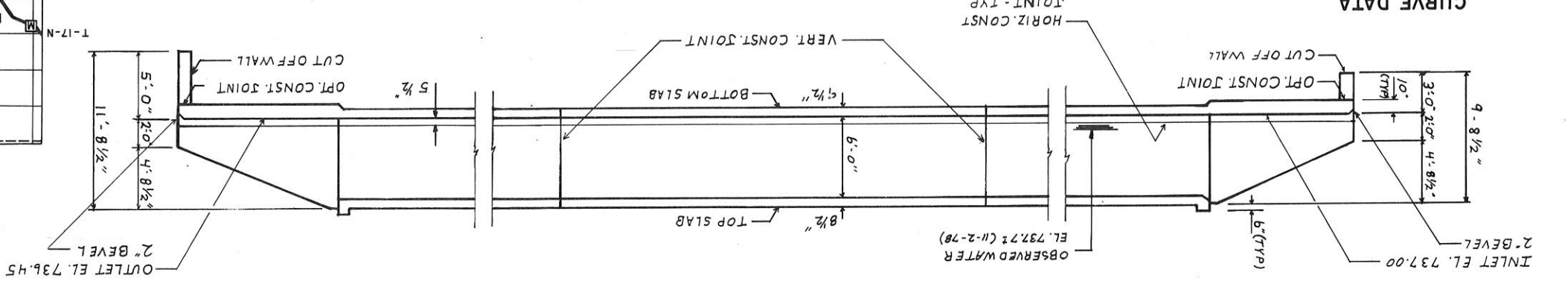
CHECKED: [Signature]

DESIGNED: [Signature]

BY: [Signature]



SECTION A



CURVE DATA

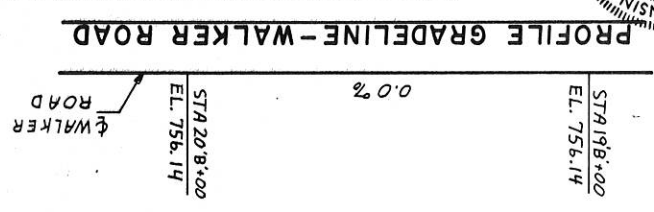
WALKER ROAD

R.I. STA 20'+8'+14.3 L=423.51
D=10°.00
A=42°-21'-03"
V.C. STA 18'+8'+17.75
P.T. STA 22'+8'+41.25
T=221.95

BID ITEM

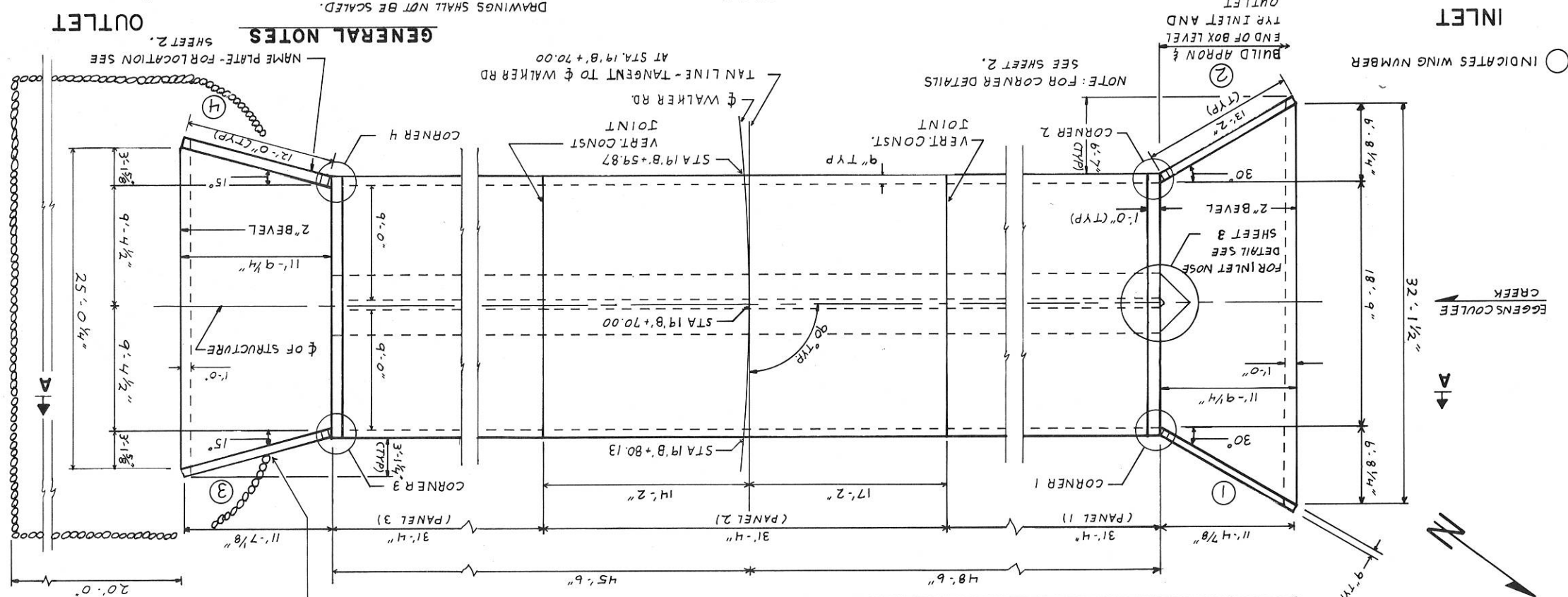
REMOVING OLD BRIDGE STA. 20'+8'+00
EXCAVATION FOR STRUCTURES, CULVERTS C-32-48 1 L.S.
CONCRETE MASONRY, CULVERTS 192 C.Y.
HIGH-STRENGTH BAR STEEL REINFORCEMENT, CULVERTS 23,120 LBS.
HEAVY RIPRAP 70 C.Y.
NON-BID ITEM 3/4" SIZE
FILLER POLYVINYL CHLORIDE WATERSTOP 25 L.F.

TOTAL ESTIMATED QUANTITIES



DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
FILLER SHALL CONFORM TO A.S.H.T.O. DESIGNATION M153, TYPE I, II OR III OR M213.
THE FIRST DIGIT OF A THREE DIGIT MARK SIGNIFIES THE BAR SIZE. THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" SHALL BE THE EXISTING GROUND LINE.
THE ALTERNATE CUT OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

PLAN



GENERAL NOTES

DESIGN DATA

LIVE LOAD: DESIGN RATING: HS 20 MODIFIED

EARTH LOAD: DESIGNED FOR 12 FEET OF FILL

ALLOYABLE DESIGN STRESSES: $f_c = 3500$ PSI

CONCRETE MASONRY: HIGH STRENGTH BAR STEEL REINFORCEMENT - $f_y = 60000$ PSI

HYDRAULIC DATA: 100 YEAR FREQUENCY: 800 CFS

DRAINAGE AREA: 1.71 SQ. MI.

WATERWAY AREA: 108 SQ. FT.

VELOCITY: 12.1 FPS

HIGH WATER ELEVATION: 743.9 ±

TRAFFIC DATA: ADT (1980): 50

ADT (2000): 80

DESIGN SPEED: 50 MPH

LIST OF DRAWINGS

X66726 1-GENERAL PLAN

X66727 2-APRON DETAILS

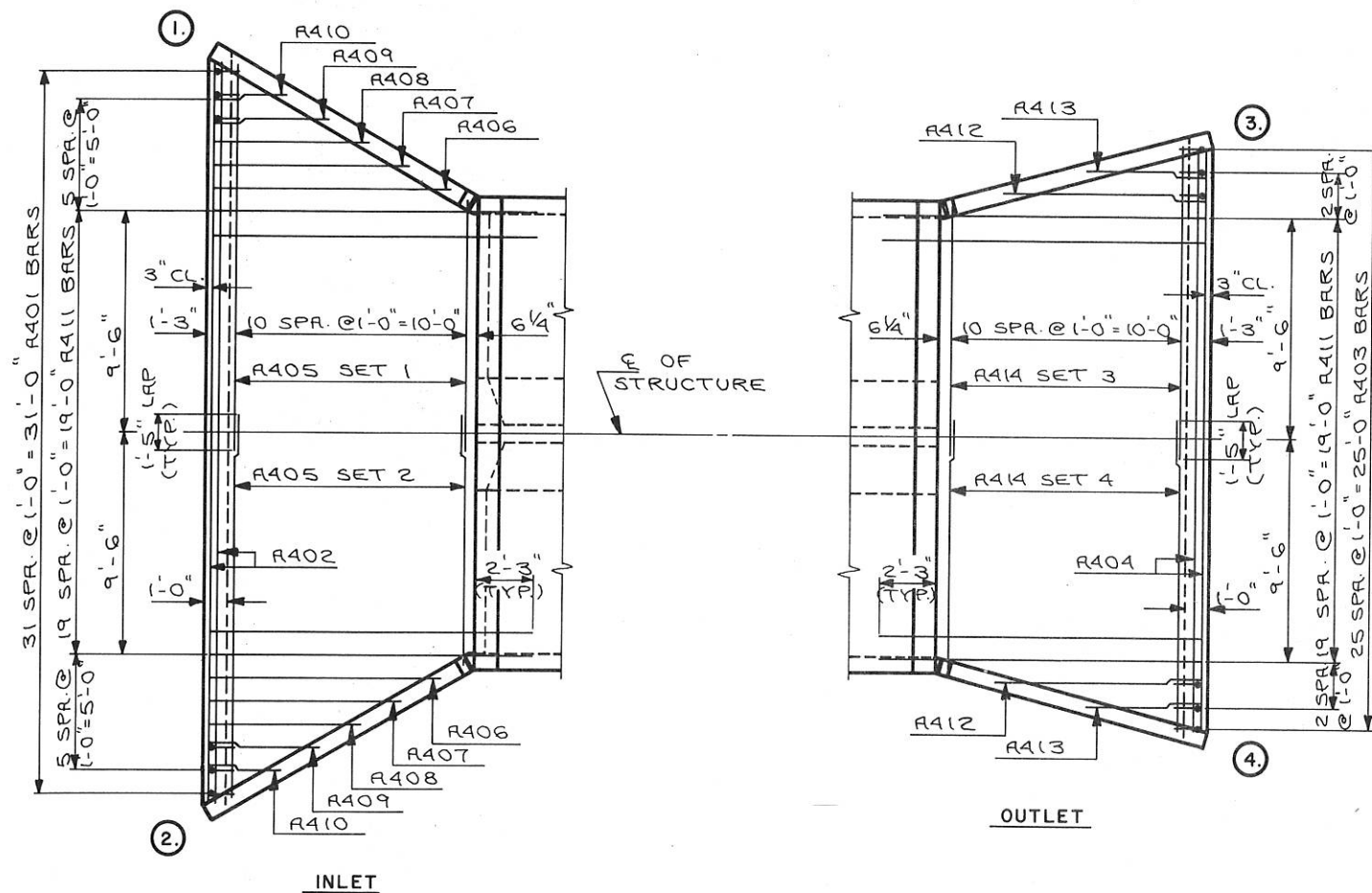
X66728 3-BOX DETAILS

X66729 4-BAR DETAILS

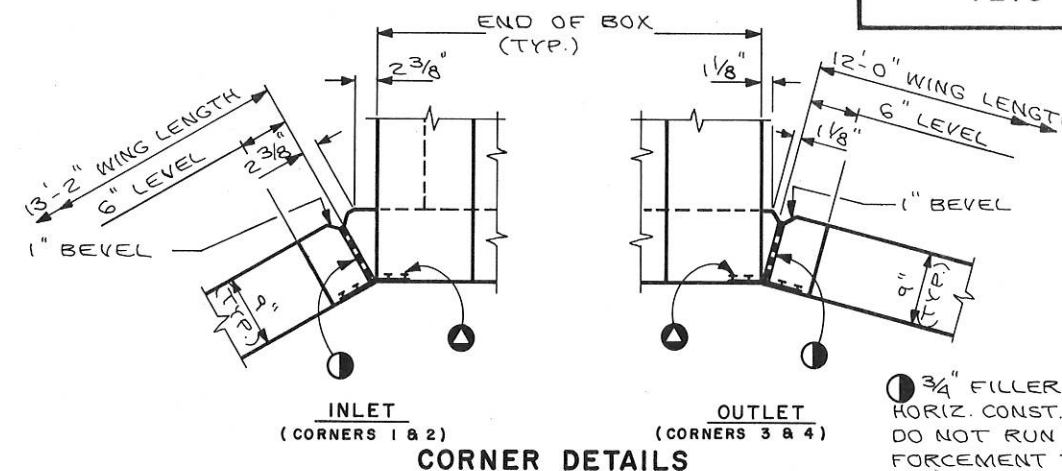
X66730 5-SUBSURFACE EXPLORATION

BENCH MARK

STA.	DESCRIPTION	ELEV.
20'+5.0	N. WALL OF CONC. CHANNEL - W. END CHISELED 'X' - PAINTED ORANGE	749.51



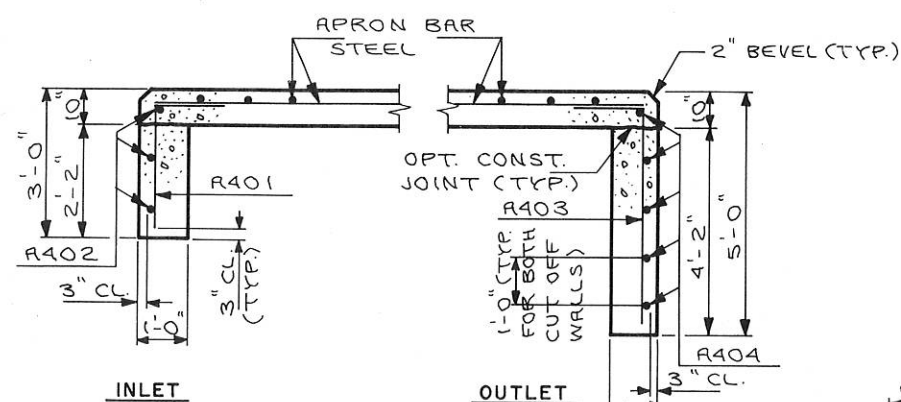
APRON DETAILS



CORNER DETAILS

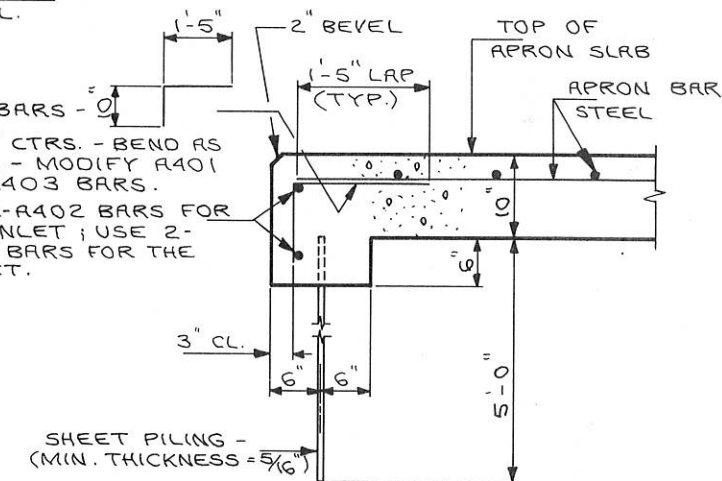
● 3/4" FILLER - EXTEND FILLER FROM HORIZ. CONST. JOINT TO TOP OF WING. DO NOT RUN ANY BAR STEEL REINFORCEMENT THRU THE JOINT FILLER.

● POLYVINYL CHLORIDE WATERSTOP - EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WALL. (FLUSH WITH FACE OF CONCRETE). SEE DETAIL ON SHEET 4.



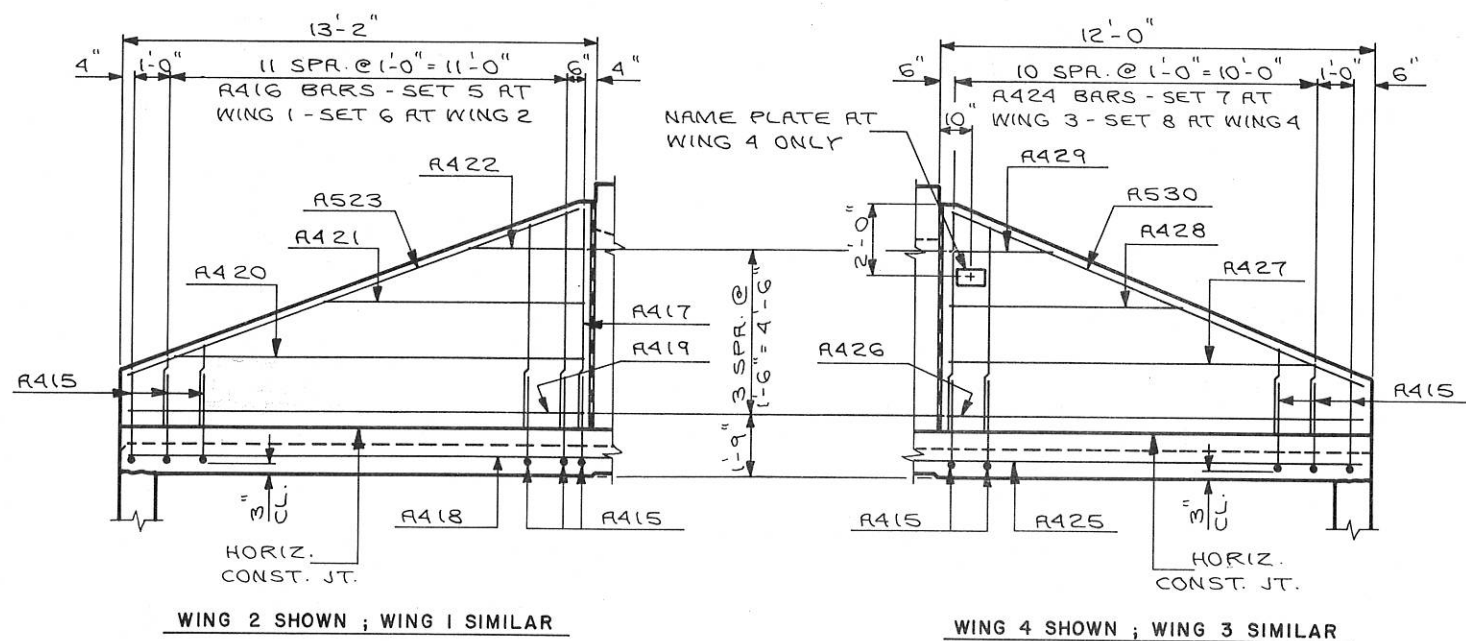
CUT OFF WALL DETAILS

NO. 4 BARS - @ 1'-0" CTRS. - BEND AS SHOWN - MODIFY R401 AND R403 BARS. USE 2-R402 BARS FOR THE INLET; USE 2-R404 BARS FOR THE OUTLET.

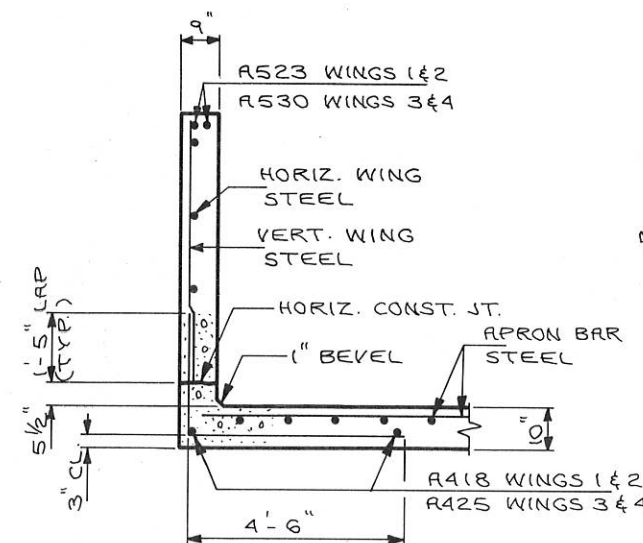


ALTERNATE CUT OFF WALL DETAILS

NOTE: THE ABOVE ALTERNATE MAY BE USED IN LIEU OF THE CONCRETE CUT OFF WALL. THE QUANTITIES AND PAYMENT IS BASED ON THE CONCRETE CUT OFF WALL.



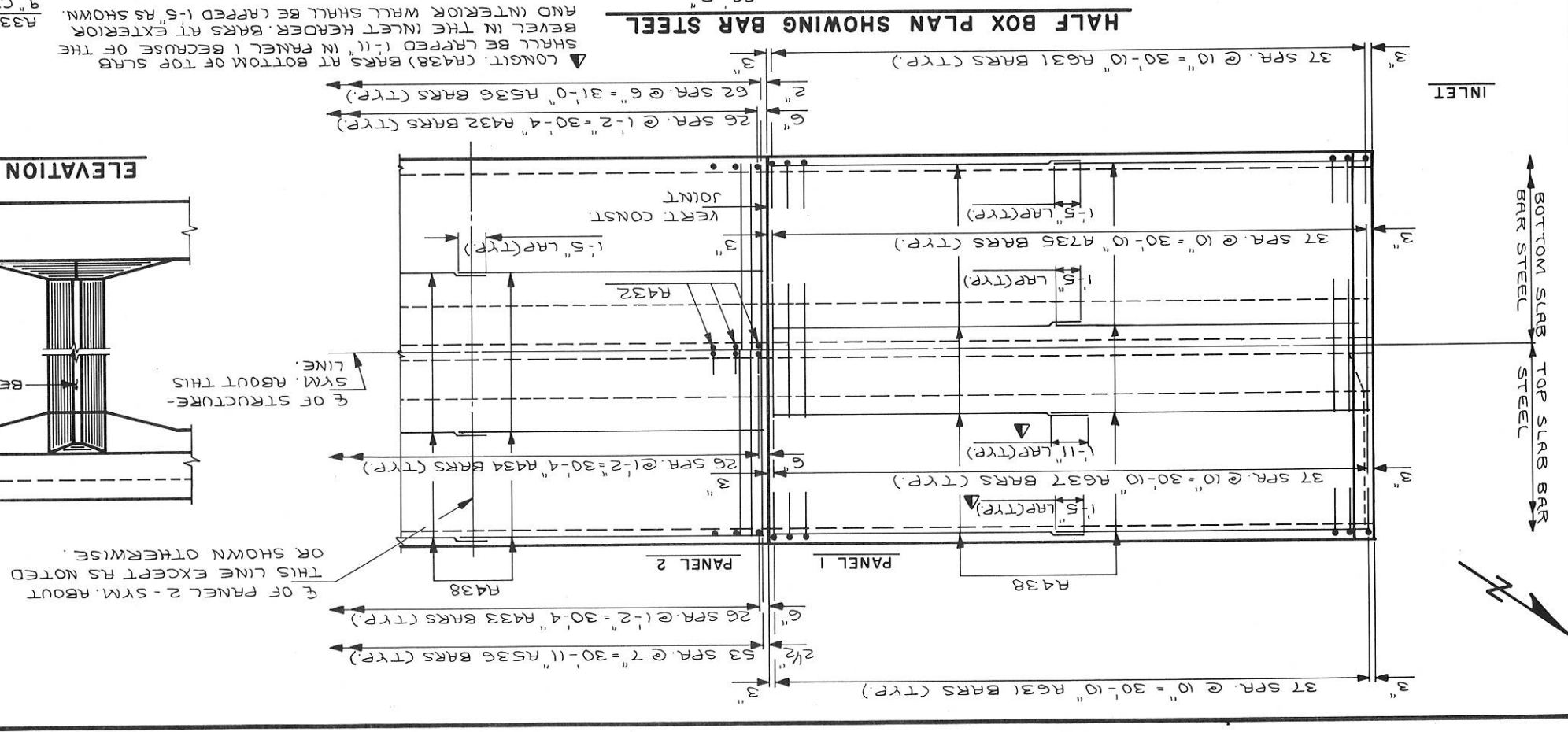
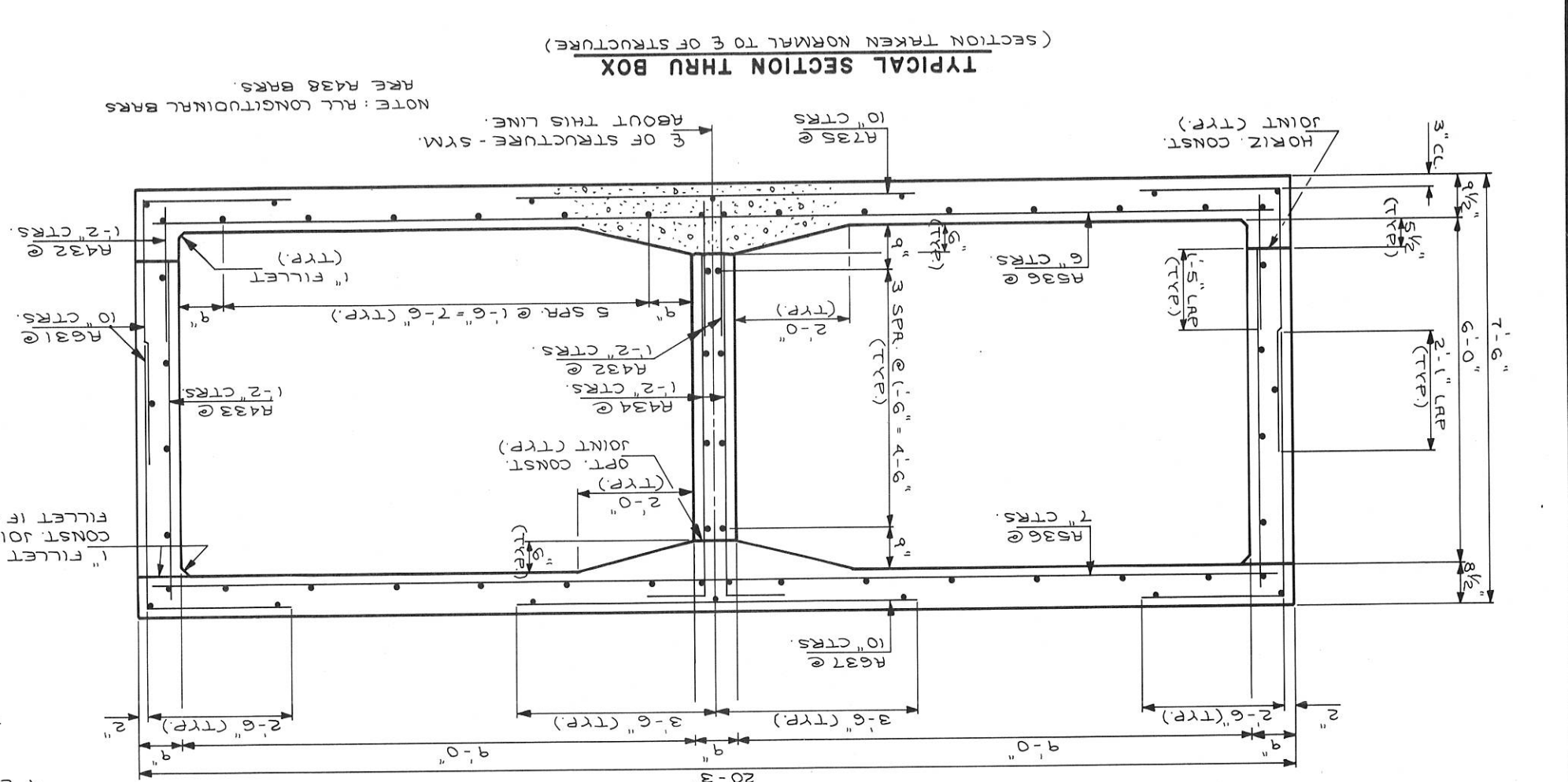
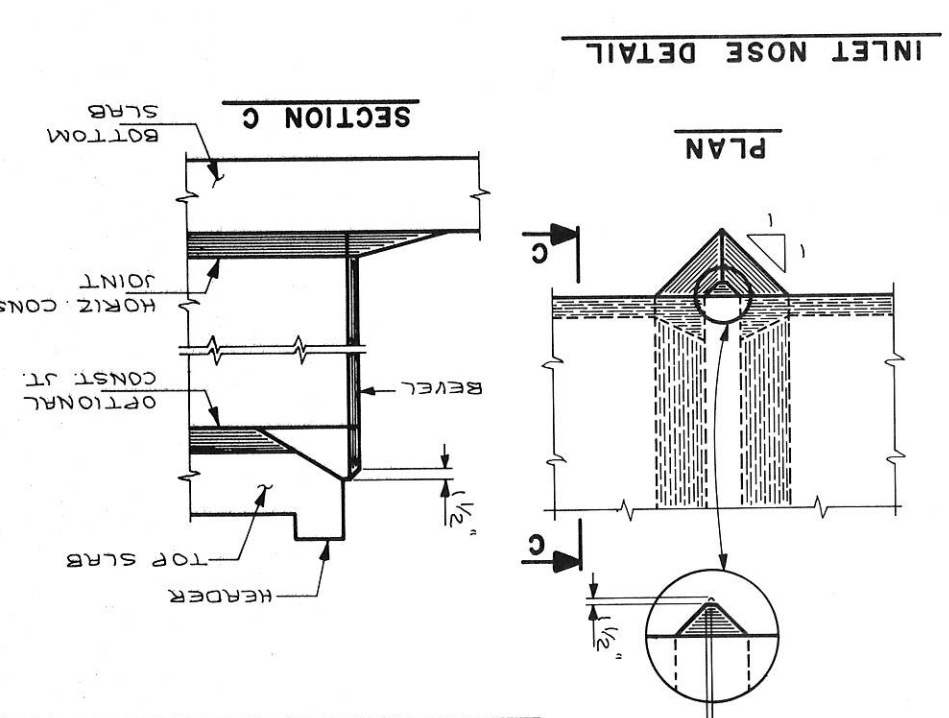
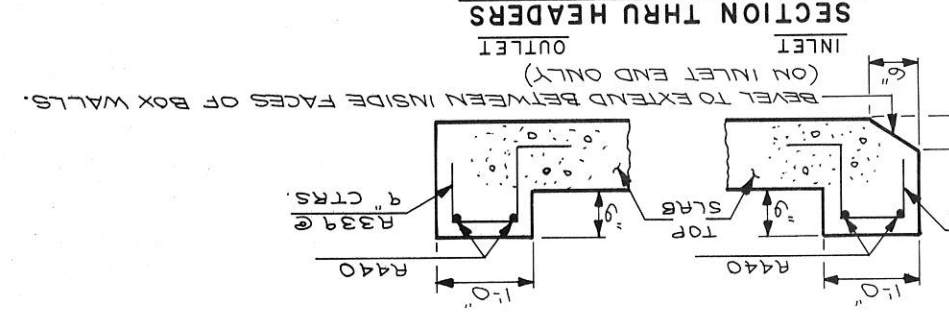
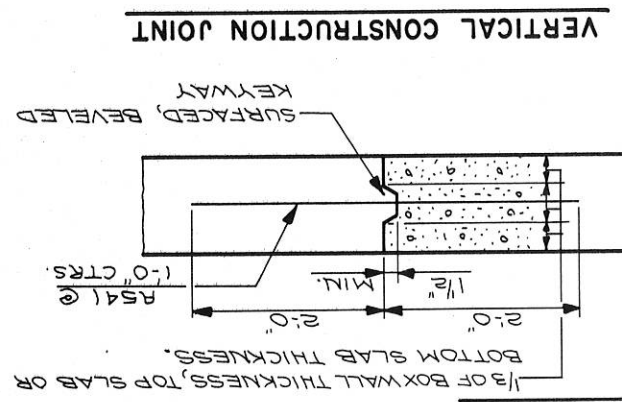
WING DETAILS



TYPICAL SECTION THRU WINGS

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE C-32-48			
Const. Spec.	WIS. 1975	Drawn By	L.N.F.
		Plans Checked	J.A.R.
APRON DETAILS			SHEET 2 OF 5
			X66727

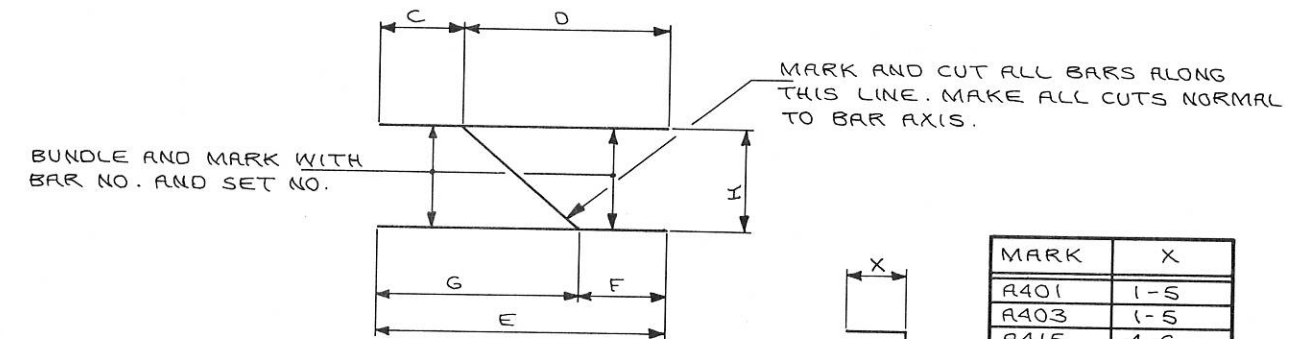
SHEET NO.		7270-03-73	
STATE PROJECT NUMBER		7270-03-73	
8.2			
Revision		BY	
DEPARTMENT OF TRANSPORTATION STATE OF WISCONSIN			
STRUCTURE C-32-48			
Drawn L.N.F.		Checked J.A.R.	
Spec. WIS. 1975			
SHEET 3 OF 5			
BOX DETAILS			
X66728			



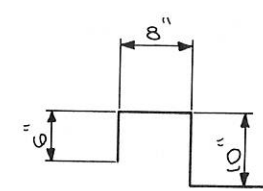
CUTTING DIAGRAM

NOTE 'H' IS THE NUMBER OF BARS REQUIRED BEFORE THE CUT.

MARK		C	D	E	F	G	H	SETS REQUIRED
R405	SET 1	10-9		27-3		16-6	11	1 SET 1
	SET 2		16-6		10-9			1 SET 2
R414	SET 3	10-9		24-2		13-5	11	1 SET 3
	SET 4		13-5		10-9			1 SET 4
R416	SET 5	1-10		7-9		5-11	12	1 SET 5
	SET 6		5-11		1-10			1 SET 6
R424	SET 7	1-11		7-11		6-0	11	1 SET 7
	SET 8		6-0		1-11			1 SET 8



MARK	X
R401	1-5
R403	1-5
R415	4-6
R631	2-6
R434	1-0

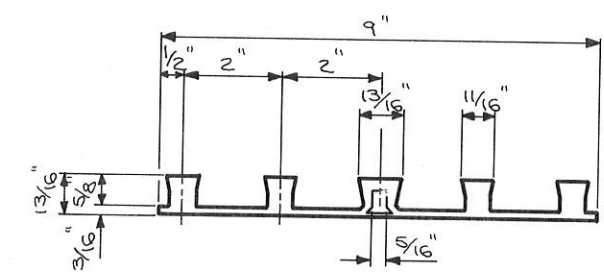


A339

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D.	LENGTH	BENT	CUT. DIAG.	LOCATION	TOTAL WEIGHT = 23,120 LBS.
R401	32	3-9	X		CUT OFF WALL - INLET	VERT.
R402	3	32-2			" " " "	HORIZ.
R403	26	5-9	X		" " " " - OUTLET	VERT.
R404	5	25-0			" " " " "	HORIZ.
R405	11	27-3		X	APRON - INLET	"
R406	2	10-3			" - "	"
R407	2	8-6			" - "	"
R408	2	6-9			" - "	"
R409	2	5-0			" - "	"
R410	2	3-3			" - "	"
R411	40	13-9			" - " & OUTLET	"
R412	2	9-0			" - OUTLET	"
R413	2	5-3			" - "	"
R414	11	24-2		X	" - "	"
R415	52	7-0	X		ALL WINGS	VERT.
R416	12	7-9	X		WINGS 1 & 2	"
R417	2	6-1			" " & "	"
R418	4	14-8			" " & " - BOTTOM	HORIZ.
R419	2	12-9			" " & "	"
R420	2	11-5			" " & "	"
R421	2	7-4			" " & "	"
R422	2	3-3			" " & "	"
R523	4	13-3			" " & " @ TOP	"
R424	11	7-11	X		" 3 & 4	VERT.
R425	4	13-6			" " & " - BOTTOM	HORIZ.
R426	2	11-7			" " & "	"
R427	2	10-2			" " & "	"
R428	2	6-6			" " & "	"
R429	2	2-10			" " & "	"
R530	4	12-4			" " & " @ TOP	"
R631	456	6-11	X		BOX - CORNERS	VERT.
R432	324	2-4			" - EXTERIOR & INTERIOR WALLS	"
R433	162	5-10			" - " WALLS	"
R434	162	6-10	X		" - INTERIOR "	"
R735	114	7-0			" - BOTTOM SLAB	TRANS.
R536	351	19-6			" - " & TOP SLAB	"
R637	114	7-0			" - TOP SLAB	"
R438	384	16-3			" - ALL LONGIT. BARS	"
R339	54	2-3	X		HEADERS	VERT.
R440	4	19-10			"	TRANS.
R541	118	4-0			VERTICAL CONST. JOINT	"



POLYVINYL CHLORIDE WATERSTOP

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE C-32-48			
Const. Spec.	WIS. 1975	Drawn By	L.N.F.
Plans Checked	J.A.R.		
BAR DETAILS			SHEET 4 OF 5
			X66729

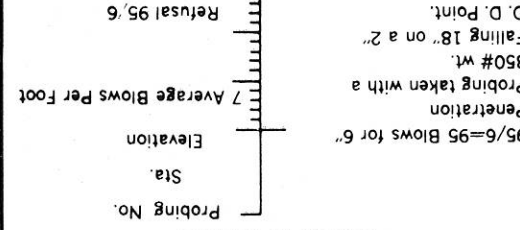
ABBREVIATIONS

F	Fine
M	Medium
C	Coarse
Ws	Weathered
So	Sound

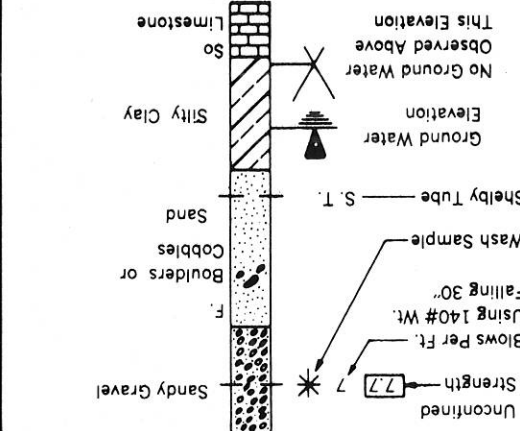
MATERIAL SYMBOLS

	Sandstone		Silt
	Limestone		Peat
	Gneiss Rock		Clay
	Gravel		Sand

LEGEND OF PROBING



LEGEND OF BORING

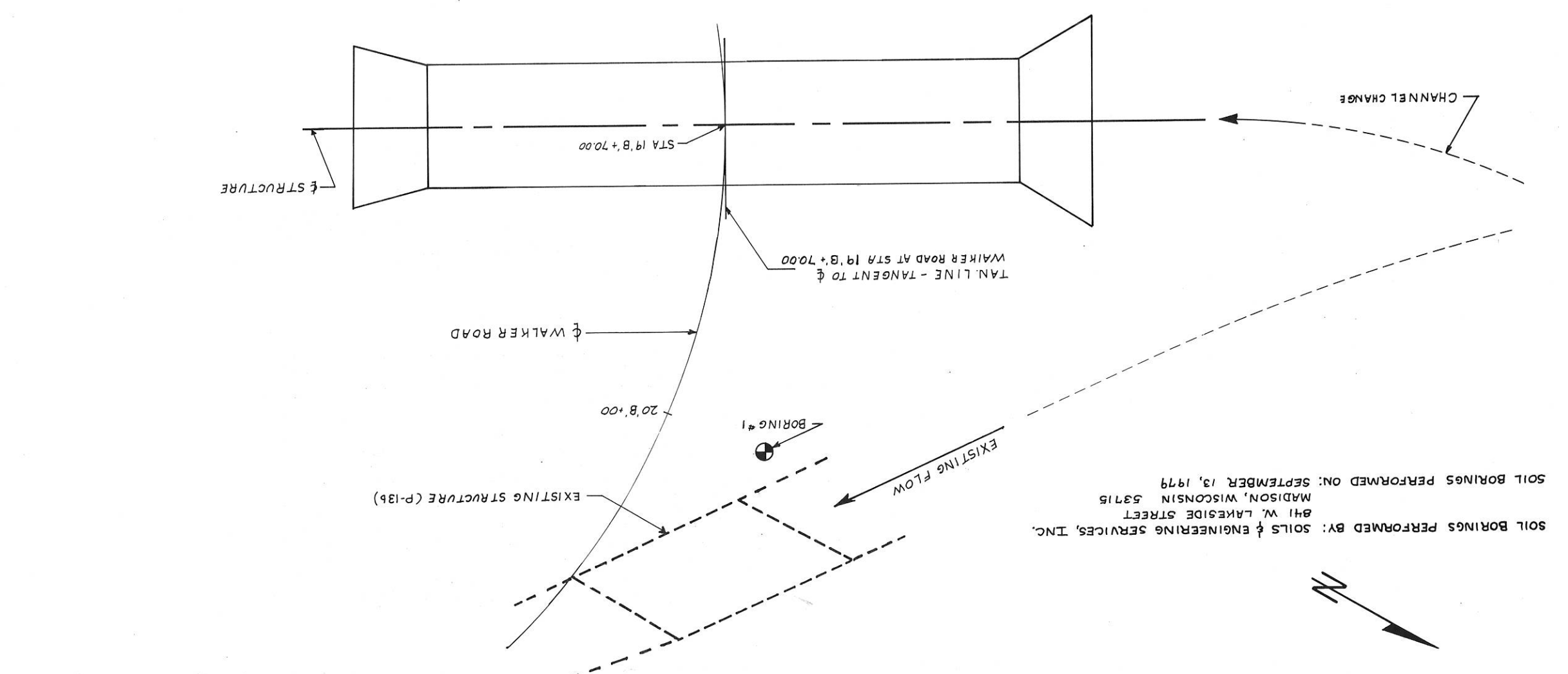
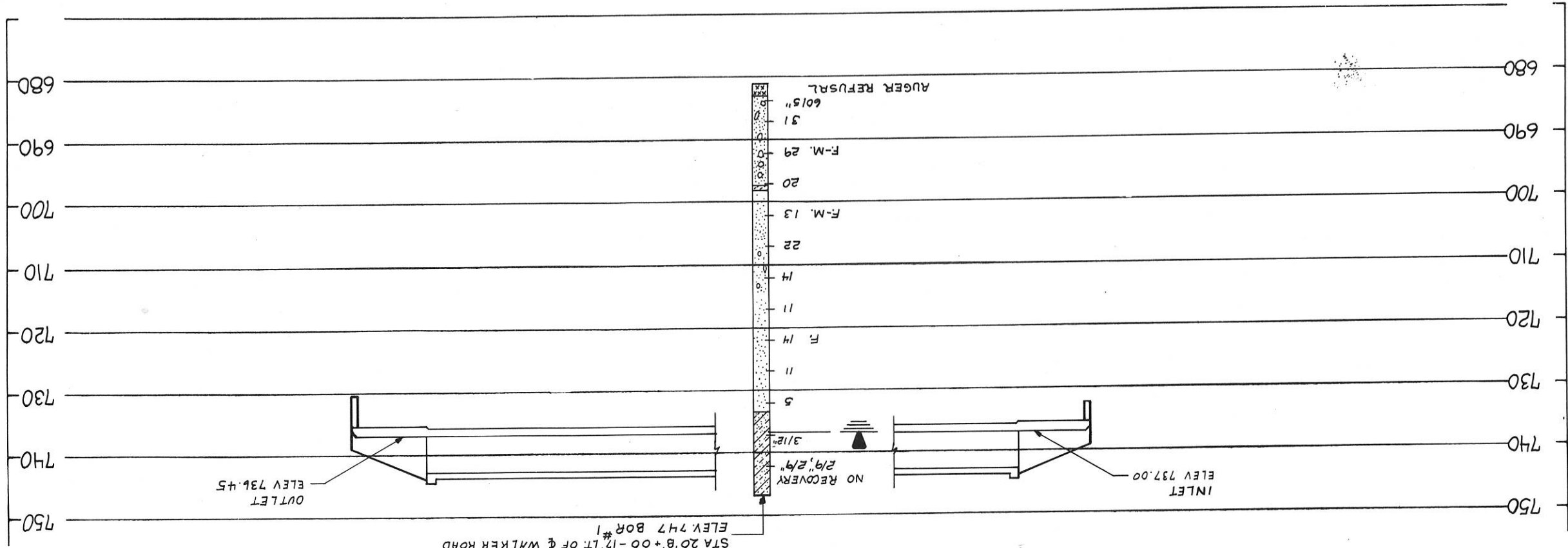


Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O. D. x 1.4" I. D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

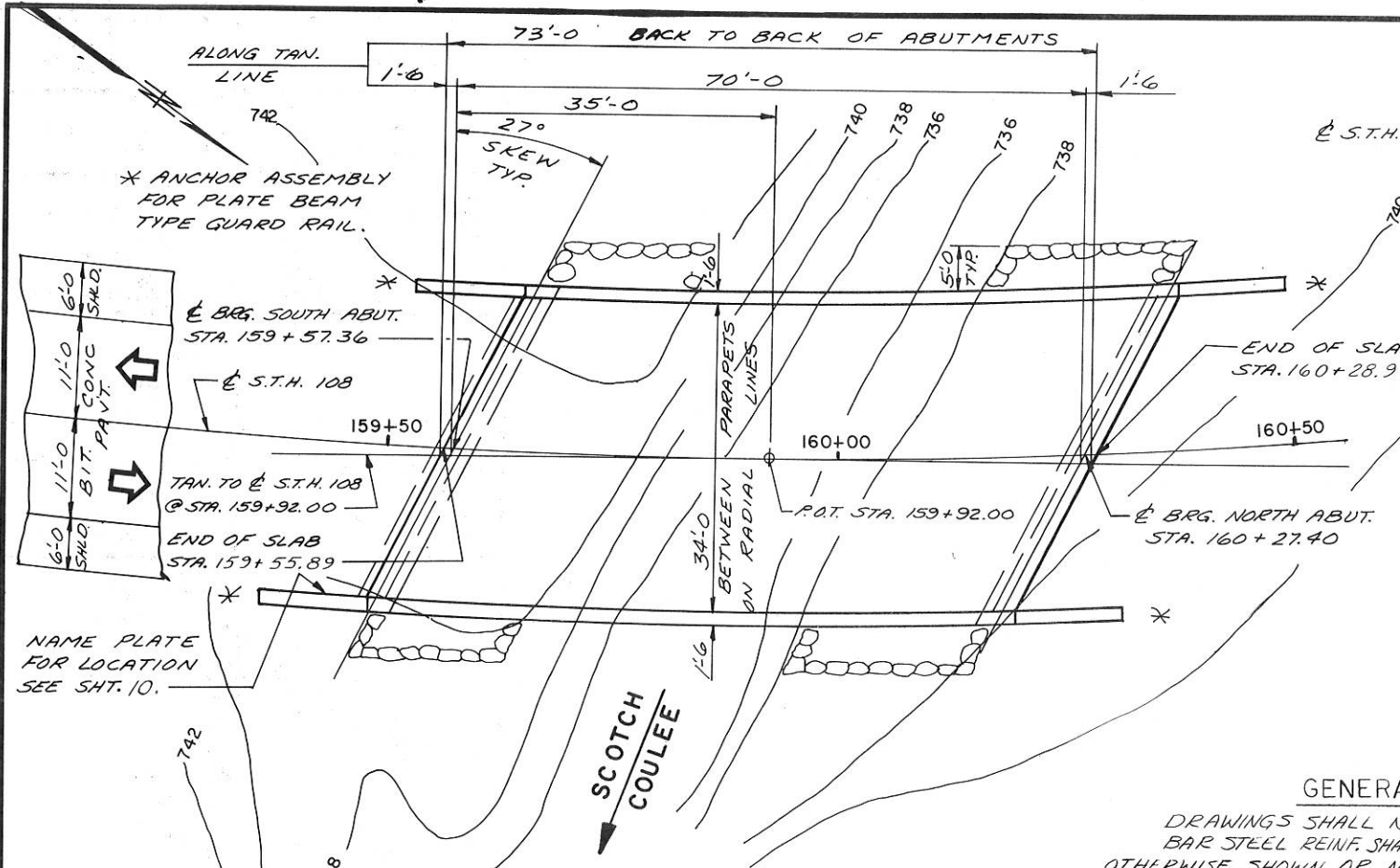
SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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.

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
STRUCTURE C-32-48
Const. WIS 1973 Drawn L.A.E./J.L.T. Checked J.A.R.
SHEET 5 OF 5 X66730

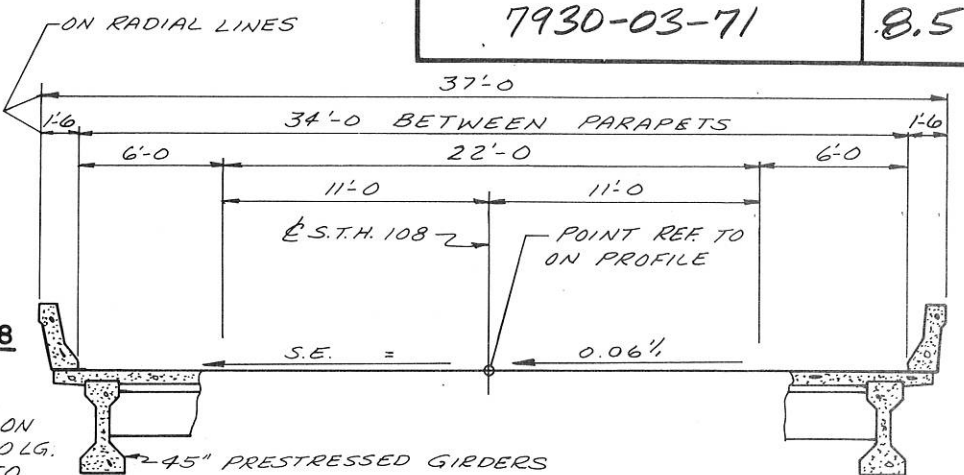


SOIL BORINGS PERFORMED BY: SOILS & ENGINEERING SERVICES, INC.
 841 W. LAKE SIDE STREET
 MADISON, WISCONSIN 53715
 SOIL BORINGS PERFORMED ON: SEPTEMBER 13, 1979



PROFILE GRADE LINE, S.T.H. 108

FOUNDATION DATA
 ABUTMENTS TO BE SUPPORTED ON HP10 x 42 STEEL PILING EST. 70'-0" LG. & DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.



CROSS SECTION THRU ROADWAY LOOKING NORTH

DESIGN DATA

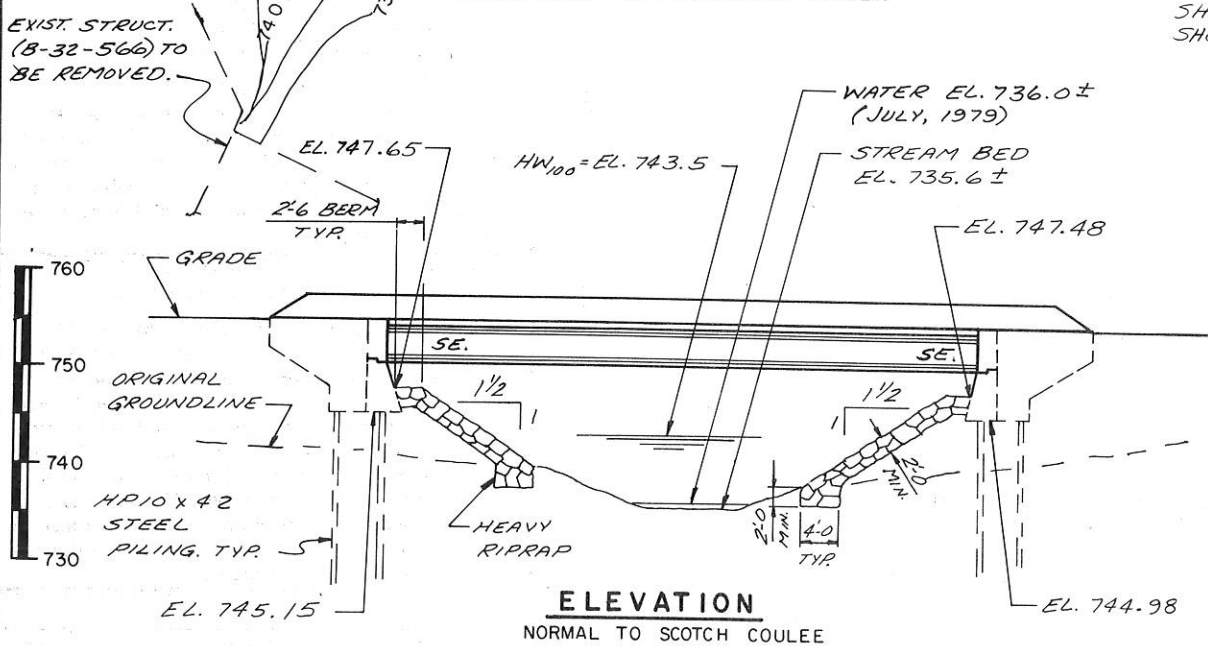
LIVE LOAD:
 DESIGN RATING; HS20
 INVENTORY RATING; HS 23
 OPERATIONAL RATING; HS 40
 STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ALLOWABLE DESIGN STRESSES:
 CONCRETE MASONRY SLAB $f_c = 4,000$ P.S.I.
 ALL OTHER $f_c = 3,500$ P.S.I.
 BAR STEEL REINFORCEMENT, GRADE 60 $f_y = 60,000$ P.S.I.
 45" PRESTRESSED GIRDERS, CONCRETE MASONRY $f_c = 6,000$ P.S.I.
 STRANDS - 1/2" ϕ WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 BAR STEEL REINF. SHALL BE IMBEDDED 2" CL. UNLESS OTHERWISE SHOWN OR NOTED.
 ELASTOMERIC BRG. PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH & TRUE.
 THE SLOPE OF THE FILL IN FRONT OF THE ABUTS. SHALL BE COVERED WITH HEAVY RIPRAP TO THE EXTENT SHOWN ON THIS SHEET & IN THE ABUT. DETAILS.

PLAN - B-32-89
 SINGLE SPAN - 45" PRESTRESSED GIRDER



ELEVATION
 NORMAL TO SCOTCH COULEE

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	S. ABUT	N. ABUT	SUPER.	TOTAL
EXCAVATION FOR STRUCTURES	L.S.				1
CONCRETE MASONRY	C.Y.	44	44	111	199
PRESTRESSED GIRDER, I TYPE, 45"	L.F.			284	284
HIGH-STRENGTH BAR STEEL REINF.	LBS.	2860	2630	13,140	18,630
COATED HIGH-STRENGTH BAR STEEL REINF.	LBS.	290	310	8250	8,850
BEARING PADS, ELASTOMERIC	S.F.			12	12
STEEL PILING, DELIVERED & DRIVEN, HP 10 INCH 42 POUND	L.F.	560	560		1120
REMOVING OLD BRIDGE	L.S.				1
HEAVY RIPRAP	C.Y.	70	80		150
NON-BID ITEMS					
FILLER	SIZE	1/2", 3/4"	1/2", 3/4"		1/2", 3/4"
POLYVINYL CHLORIDE WATERSTOP	L.F.	33	35		68
ALUMINUM OR ZINC PLATE	S.F.			14	14
1/8" BUTYL RUBBER SHEETING	S.F.	15	15		30
CORK	SIZE	3/4"	3/4"		3/4"
30 MIL POLYETHYLENE SHEETING	S.F.	220	230		450

LIST OF DRAWINGS

1. GENERAL PLAN _____ x 68996
2. SUBSURFACE EXPLORATION _____ x 68997
3. SOUTH ABUTMENT _____ x 68998
4. SOUTH ABUTMENT DETAILS _____ x 68999
5. NORTH ABUTMENT _____ x 69000
6. NORTH ABUTMENT DETAILS _____ x 69001
7. SUPERSTRUCTURE _____ x 69002
8. SUPERSTRUCTURE _____ x 69003
9. 45" PRESTRESSED GIRDER DETAILS _____ x 69004
10. SLOPED FACE PARAPET 'B' _____ x 69005

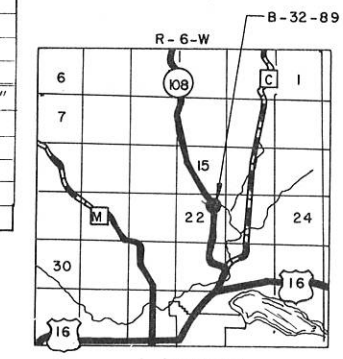
CURVE DATA
 P.I. STA. 160+25.96
 $\Delta = 56^\circ - 47' - 51.5"$
 $D = 7^\circ - 00'$
 $T = 442.55'$
 $L = 811.40'$
 $R = 818.51'$
 $S.E. = 0.06\%$
 P.C. STA. 155+83.42
 P.T. STA. 163+94.81

HYDRAULIC DATA
 100 YEAR FREQUENCY
 $Q_{100} = 1900$ C.F.S.
 $VEL. = 9.5$ F.P.S.
 $HW = EL. 743.5$
 WATERWAY AREA = 200 SQ. FT.
 DRAINAGE AREA = 3.73 SQ. MI.
 OVERTOPPING ROAD = NA.

TRAFFIC VOLUME
 S.T.H. 108
 A.D.T. = 850 (2001)
 R.D.S. 50 M.P.H.

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
2	159+63	K'IEL MARK ON N.W. COR. BRI. - 83' RT.	747.310



LAYOUT

No.	Date	Revision	By

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
STRUCTURE B-32-89
 S.T.H. 108 OVER SCOTCH COULEE

County LA CROSSE Town/City/Village HAMILTON

Design Spec. A.A.S.H.T.O. 1981 Load HS20 Const. Spec. 1981
 Designed By F.R.W. Design Checked C.D.W. Drawn By J.H.G. Plans Checked Bodd
 Approved Stanley W. Woodruff 8-10-83 Chief Bridge Engineer Date

GENERAL PLAN SHEET 1 OF 10
X 68996

F — Fine
M — Medium
C — Coarse
Ws — Weathered
So — Sound

MATERIAL SYMBOLS

	Topsoil		Sand
	Silt		Limestone
	Sandstone		Peat
	Igneous Rock		Clay
	Gravel		Gravel

LEGEND OF PROBING

95/6=95 Blows for 6"
Penetration
Probing taken with a
350# wt.
Falling 18" on a 2"
O. D. Point.
Elevation
Sta.
Probing No.

LEGEND OF BORING

Unconfined
Strength 7.7
Blows Per Ft.
Using 140# Wt.
Falling 30"
Wash Sample
S. T.
Shelby Tube
Sand
Cobbles
Boulders or
Sandy Gravel
Elev.
Boring No.
Sta.

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# 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	By

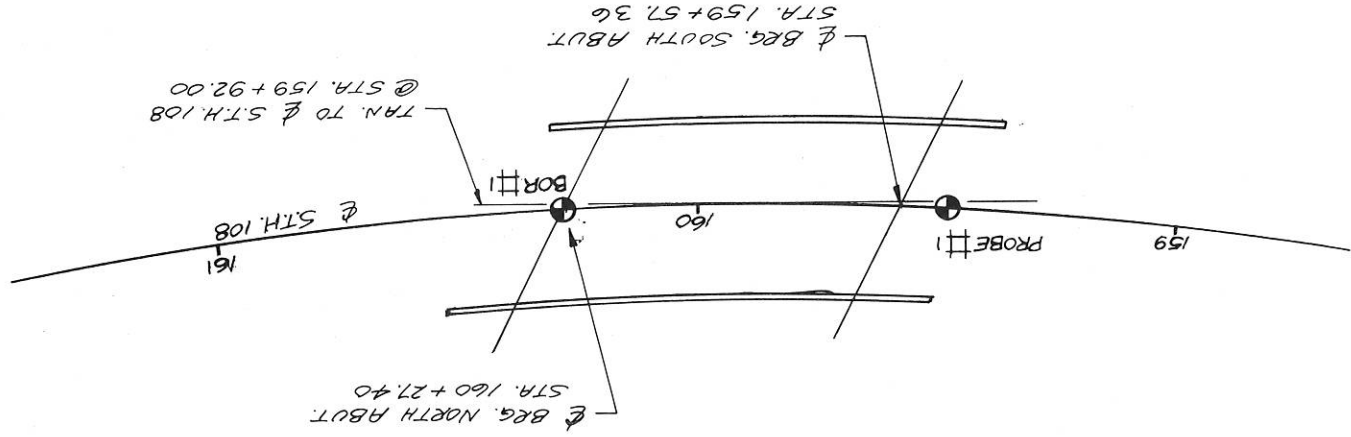
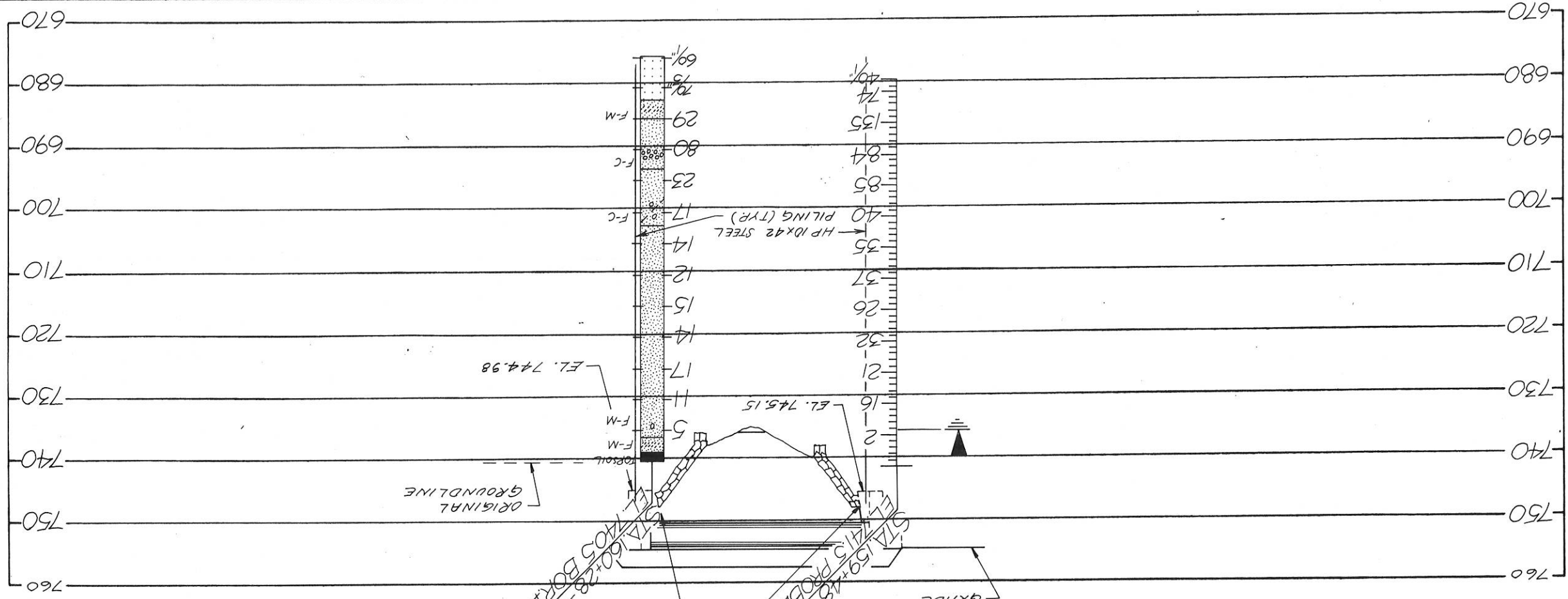
STATE OF WISCONSIN

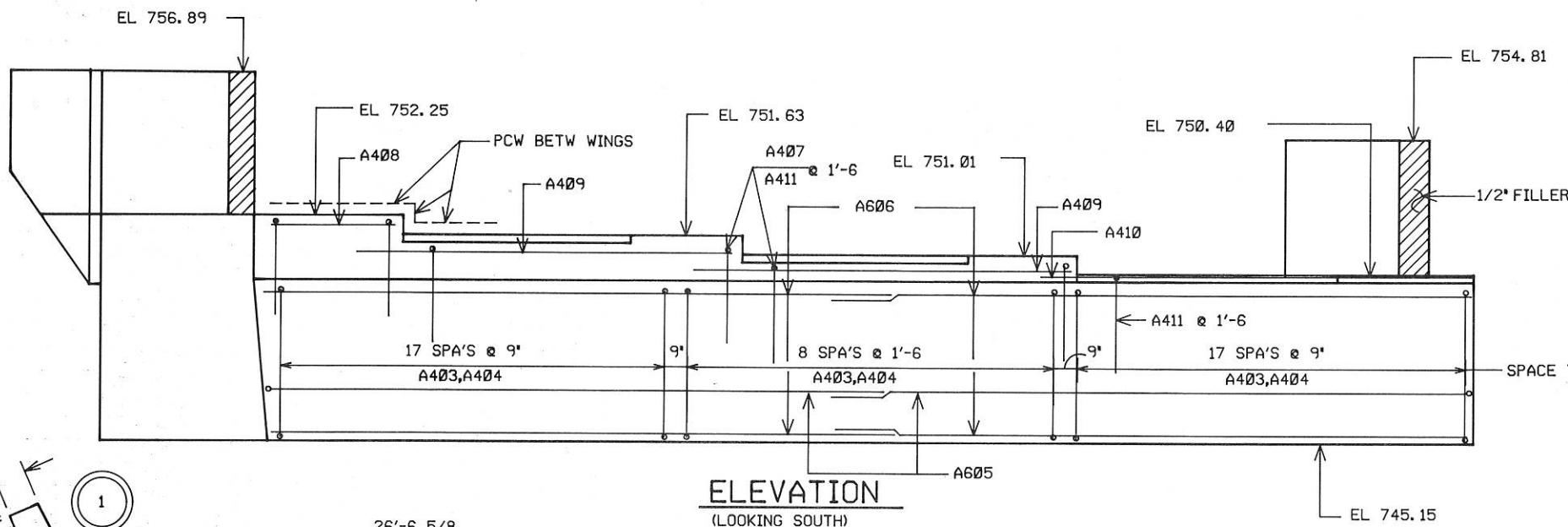
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-89

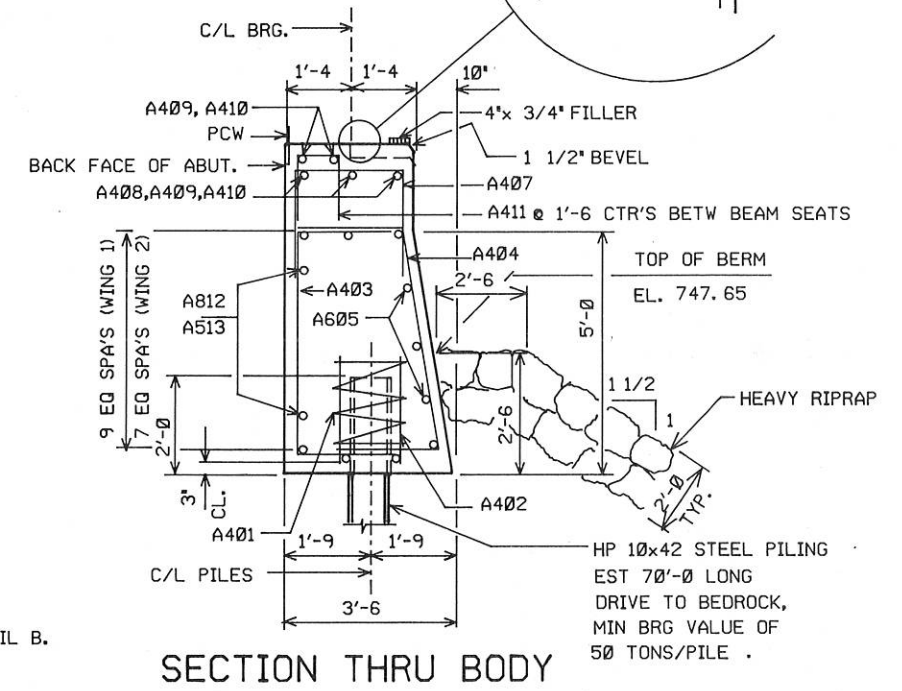
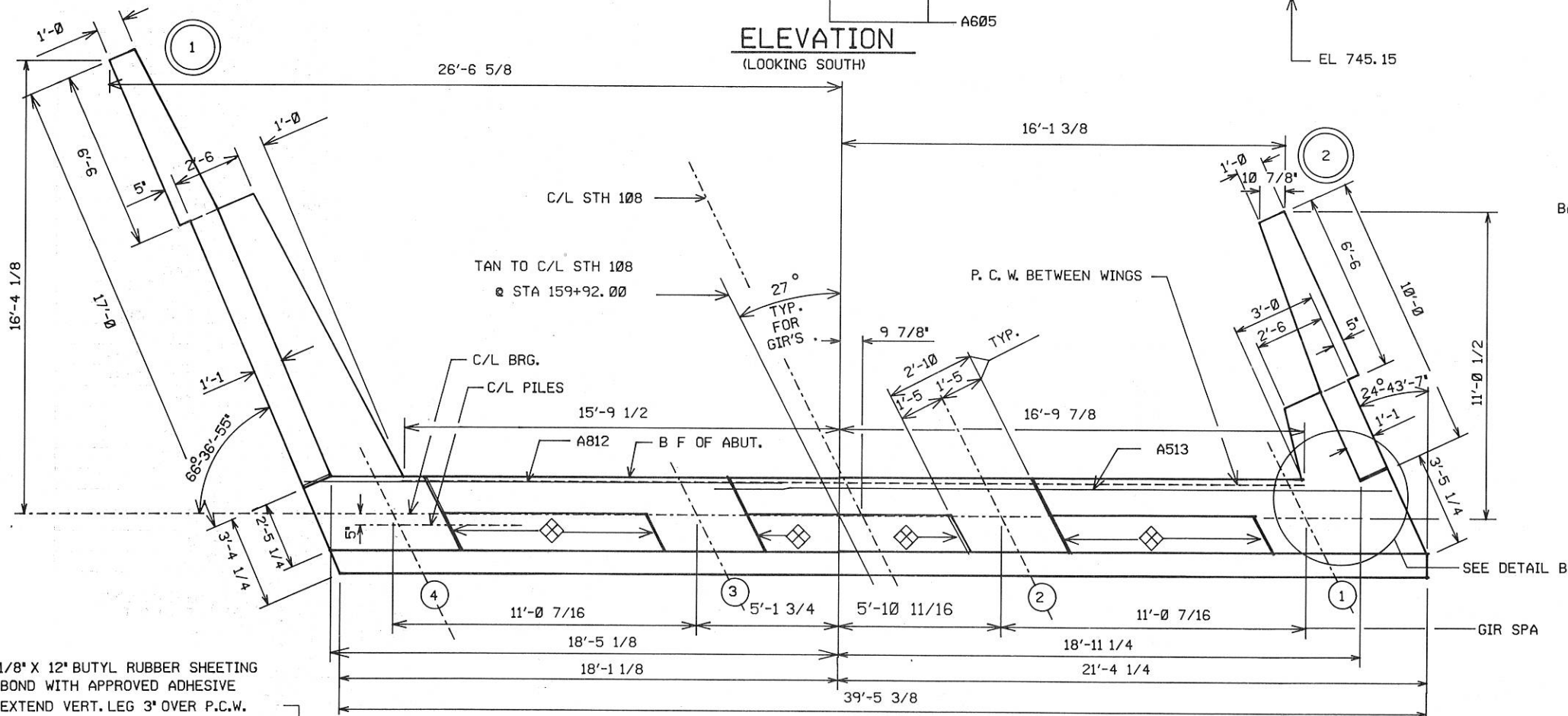
Const. 1981
Drawn By *M. Fisher*
Checked By *B. Budd*

SUBSURFACE EXPLORATION





STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE 2 LAYERS OF .030" THICK POLY-ETHYLENE SHEETS OVER ENTIRE ABUT. TOP BEFORE PLACING BRG. PADS AND SUPERSTRUCTURE.

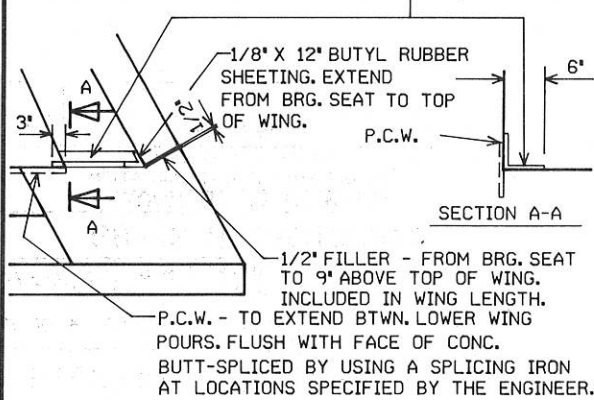


SECTION THRU BODY

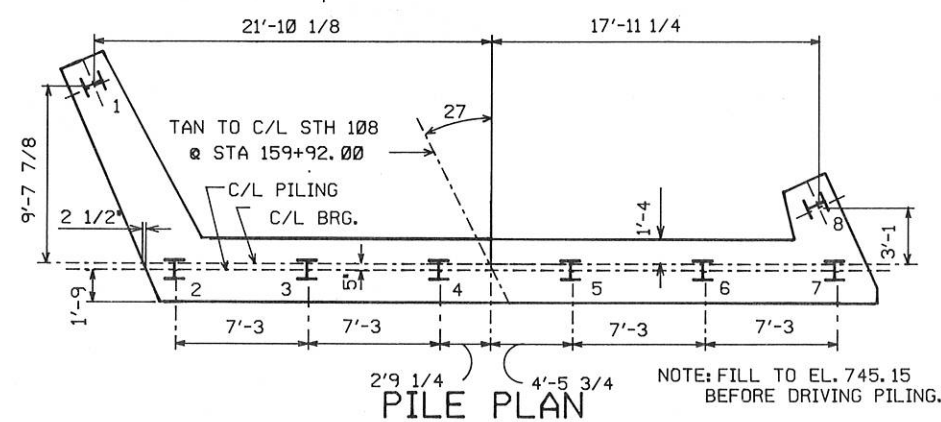
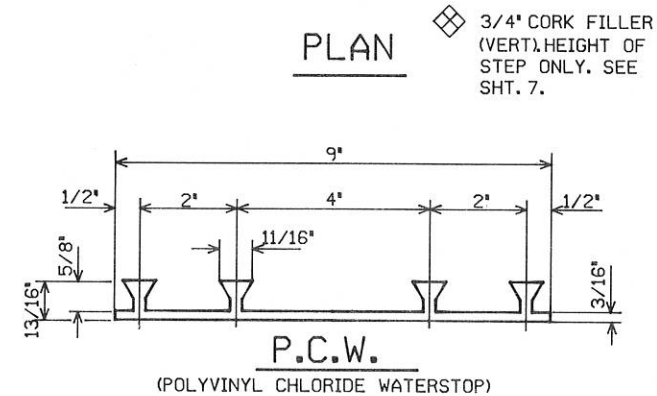
BARS NOT OTHERWISE IDENTIFIED ARE A606 BARS.

NOTE: FOR PILE SPLICE DETAIL SEE SHEET 6.

1/8" X 12" BUTYL RUBBER SHEETING BOND WITH APPROVED ADHESIVE EXTEND VERT. LEG 3" OVER P.C.W.



DETAIL B



PILE PLAN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-32-89			
CONST. SPEC.	1981	DRAWN BY JHG	PLANS CKD. Bodd
SOUTH ABUTMENT			SHEET 3 OF 10 X 68998

MARK	NO.	DATE	REVISION
A403	2-3	2-4	4-5
A407	2-8	2-4	4-5
A411	1-3	1-0	1-0
A414	2-2	6-6	6-6
A424	2-2	4-8	4-8
A437	2-4	6-6	6-6

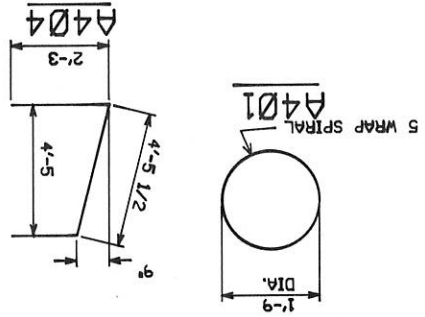
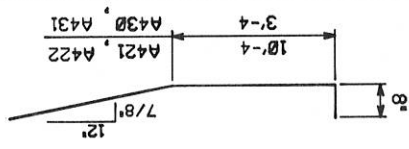
NOTE: BENDING DIMS. ARE OUT TO OUT OF BAR.

BAR	MARK	NO.	REQ'D	LENGTH	REMARKS	CUT. DLE	LOCATION
A401		6	28'-0"			X	BODY PILES
A402		12	2'-3"			X	BODY PILES
A403		45	8'-9"			X	BODY VERT
A404		45	8'-1"			X	BODY VERT
A405		6	22'-0"			X	BODY F F HORIZ
A406		14	21'-2"				BODY HORIZ
A407		17	7'-6"			X	BODY VERT TOP
A408		3	4'-1"				BODY HORIZ TOP
A409		10	12'-9"				BODY HORIZ TOP
A410		2	14'-5"				BODY HORIZ TOP
A411		18	3'-4"			X	BODY VERT TOP
A412		8	17'-0"				BODY HORIZ B F WING 1
A413		6	25'-3"				BODY HORIZ B F WING 2
A414		8	10'-8"			X	WING 1 STIRRUP VERT
A715		5	14'-0"				WING 1 B F HORIZ
A516		5	12'-7"				WING 1 F F HORIZ
A517		2	12'-9"				WING 1 HORIZ
A718		1	14'-0"				WING 1 B F HORIZ
A419		18	5'-8"				WING 1 F F & B F VERT
A420		4	12'-5"			X	WING 1 F F HORIZ
A421		1	14'-10"			X	WING 1 B F HORIZ
A422		4	17'-3"			X	WING 1 B F HORIZ
A423		3	6'-10"			X	WING 1 F F HORIZ
A424		8	8'-10"			X	WING 2 STIRRUP VERT
A525		6	5'-6"				WING 2 F F & B F HORIZ
A526		2	5'-4"				WING 2 F F & B F HORIZ
A527		4	5'-0"				WING 2 F F & B F HORIZ
A428		9	5'-5"				WING 2 F F & B F VERT
A429		4	5'-5"			X	WING 2 F F HORIZ
A430		1	8'-6"			X	WING 2 B F HORIZ
A431		4	10'-3"			X	WING 2 B F HORIZ
A432		3	6'-10"			X	WING 2 F F HORIZ
A433		5	9'-6"			X	WING 2 VERT
A434		5	9'-2"				WING 1 VERT
A435		1	4'-9"			X	WING 1 F F HORIZ
A436		1	5'-9"			X	WING 2 F F HORIZ
A437		7	11'-0"			X	WING 1 STIRRUP VERT.

BILL OF BARS

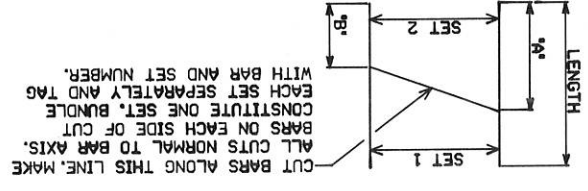
NOTE: THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

MARK	NO.	DATE
A605	1-0	8
A420	8	8
A423	10	8
A429	8	8
A432	10	8
A435	10	8
A436	10	8

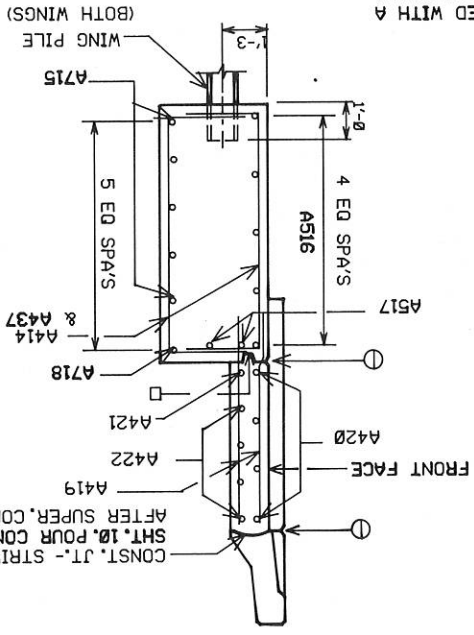


MARK	NO. OF BARS/SET	NO. OF EACH SET
A433	6'-3"	3'-3"
A434	5'-11"	3'-3"

CUTTING DIAGRAM



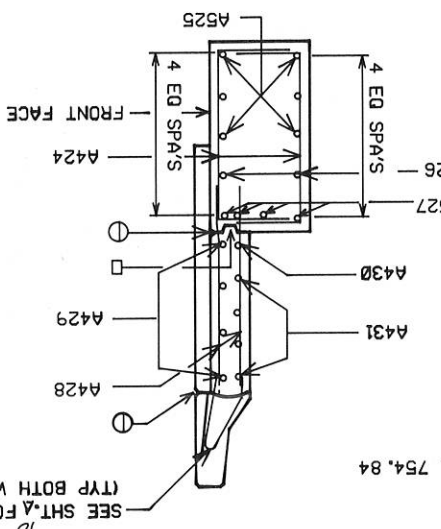
SECTION 1 WING 1



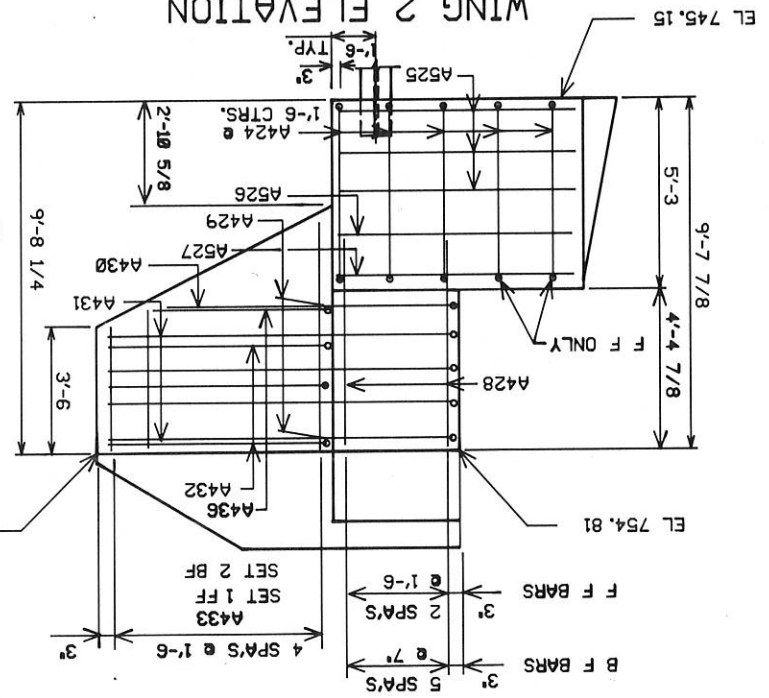
OPT. CONST. JOINT FORMED WITH A SURFACED, BEVELLED 2" x 6" KEYWAY.

3/4" V-GROOVE ON F F OF WINGWALL.

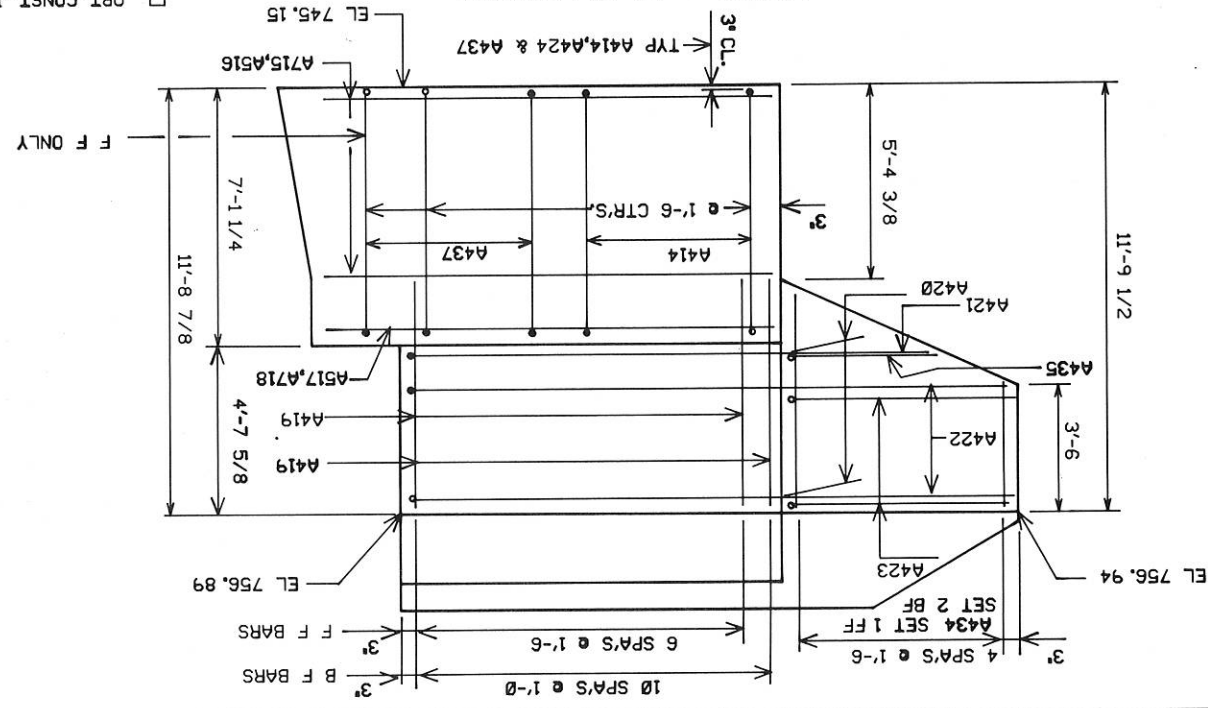
SECTION 2 WING 2



WING 2 ELEVATION

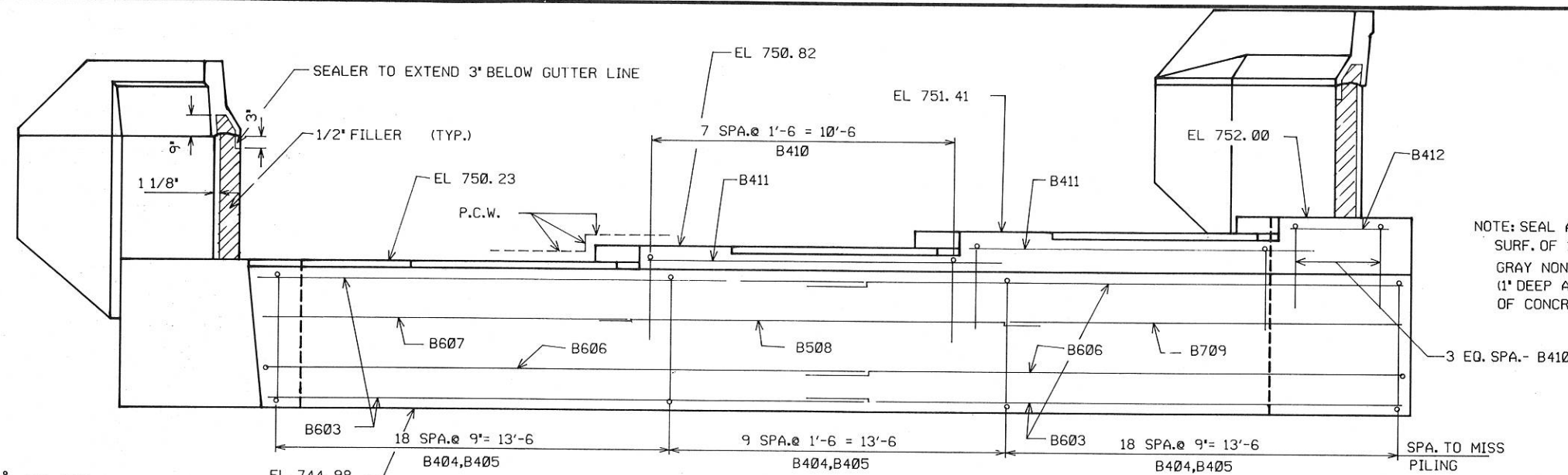


WING 1 ELEVATION

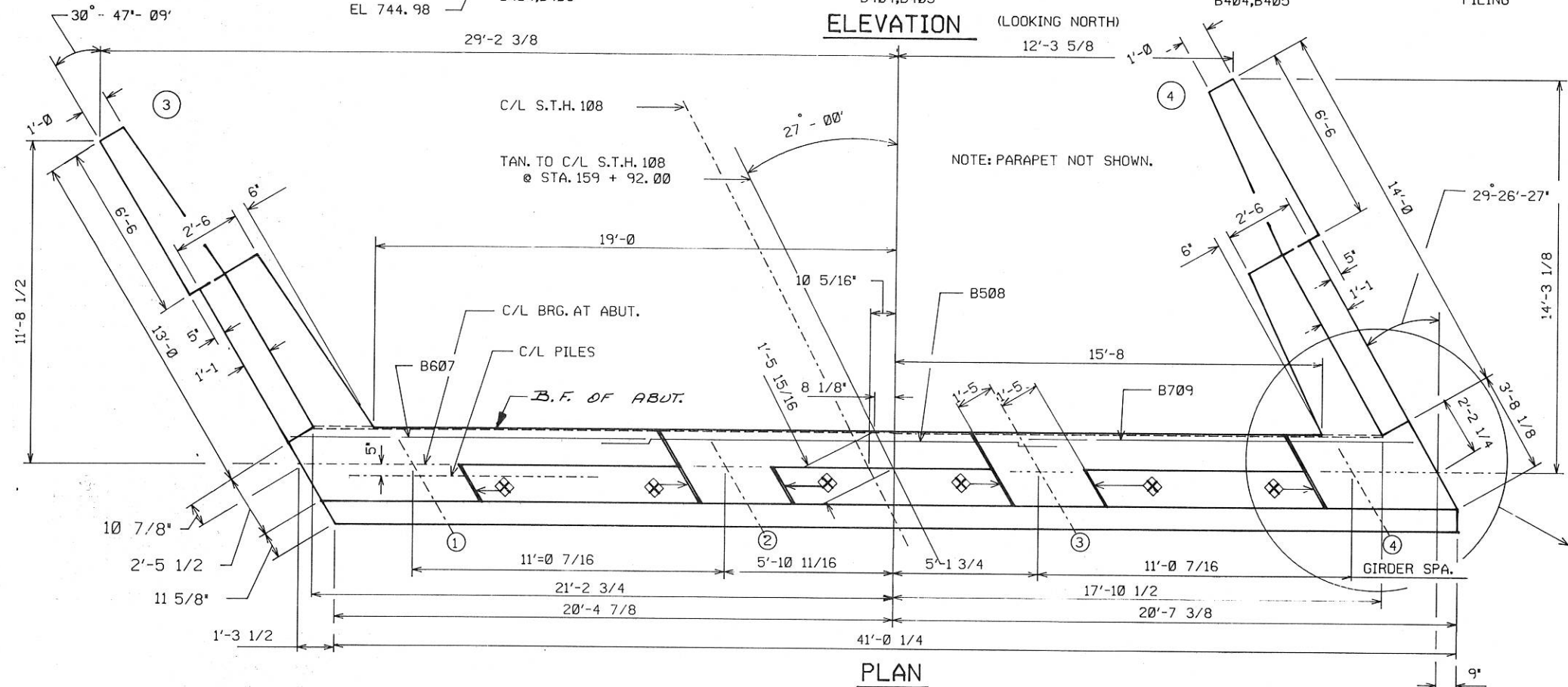


STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE 2 LAYERS OF .030" THICK POLY-ETHYLENE SHEETS OVER ENTIRE ABUT. TOP BEFORE PLACING BRG. PADS AND SUPERSTRUCTURE.

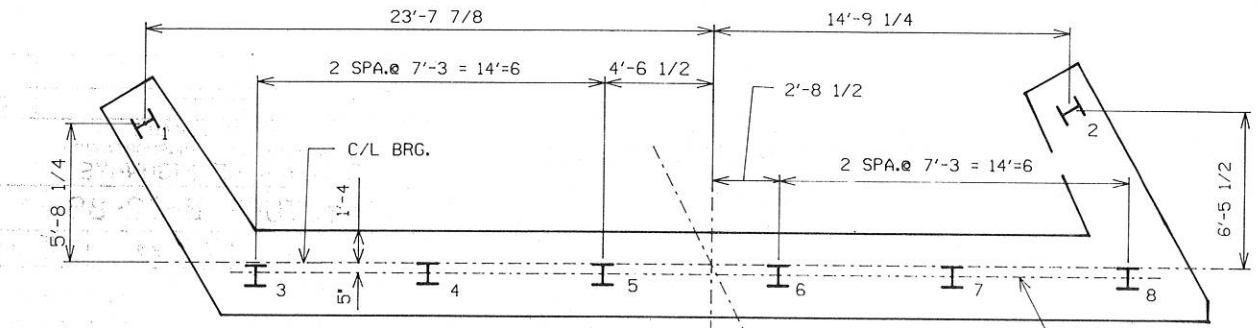
NOTE: SEAL ALL EXPOSED HORIZ. AND VERT. SURF. OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)



ELEVATION (LOOKING NORTH)



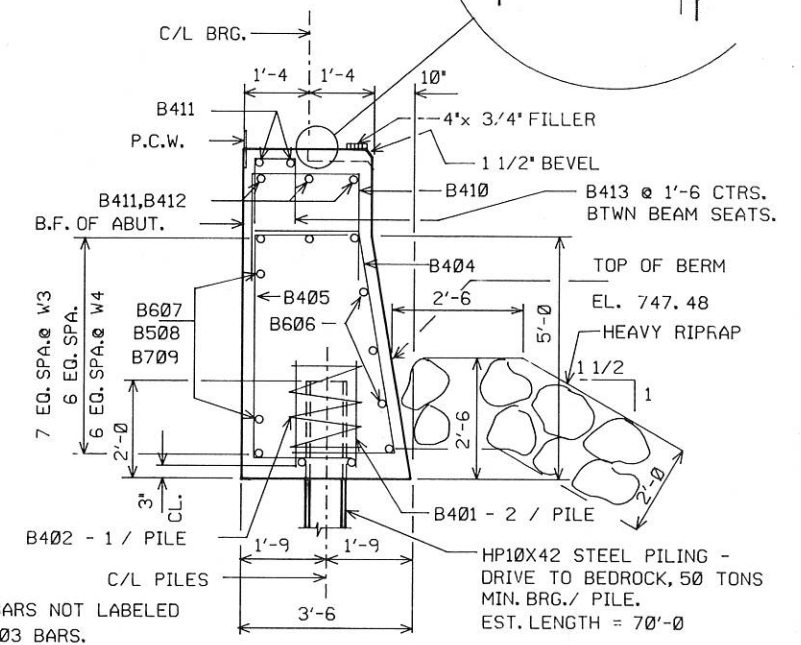
PLAN



PILE PLAN

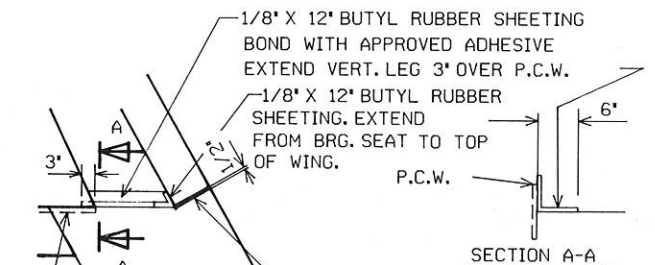
3/4" CORK FILLER ON VERT. SURFACES. SEE SHT. 7.

NOTE: FILL TO EL 744.98 BEFORE DRIVING PILING.



SECTION THRU BODY

NOTE: ALL BARS NOT LABELED ARE B603 BARS.



SECTION A-A

1/2" FILLER - FROM BRG. SEAT TO 9" ABOVE TOP OF WING. INCLUDED IN WING LENGTH. P.C.W. - TO EXTEND BTWN. LOWER WING POURS. FLUSH WITH FACE OF CONC. BUTT-SPLICED BY USING A SPLICING IRON AT LOCATIONS SPECIFIED BY THE ENGINEER.

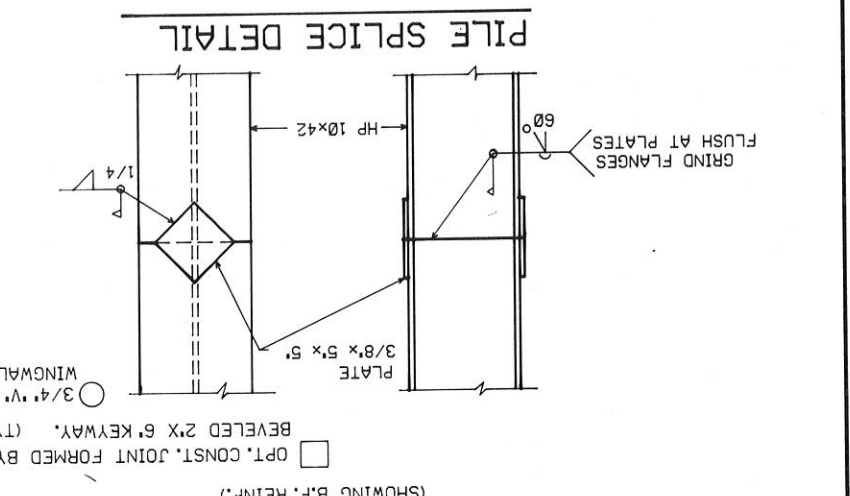
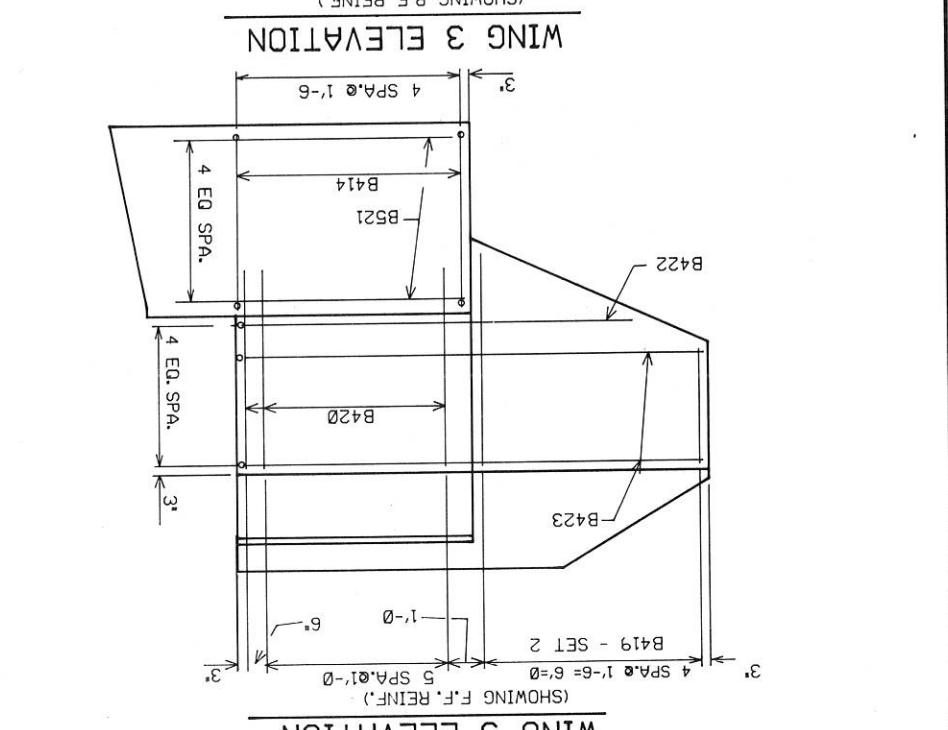
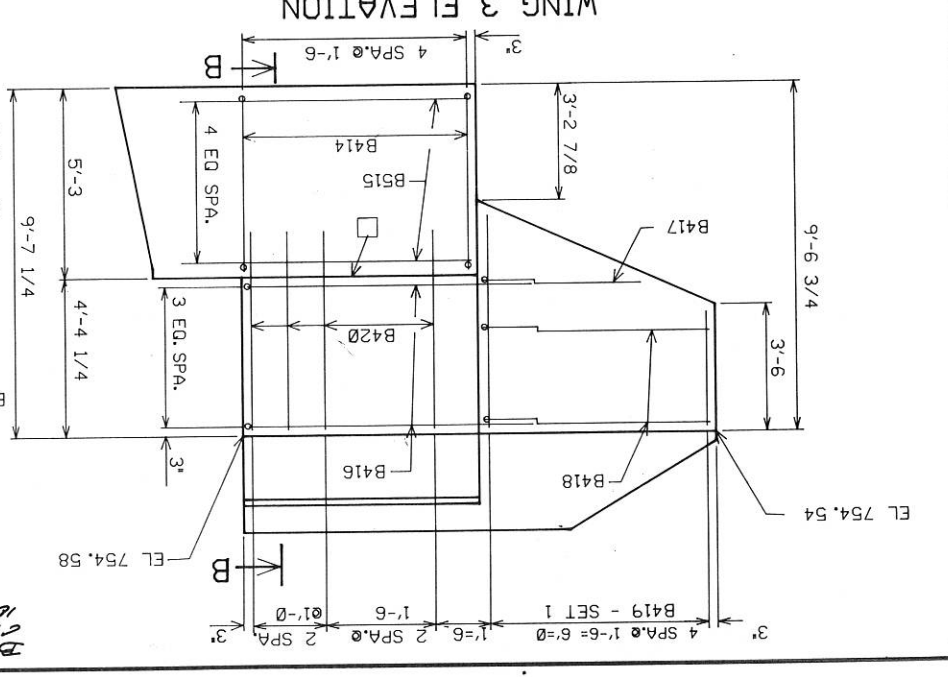
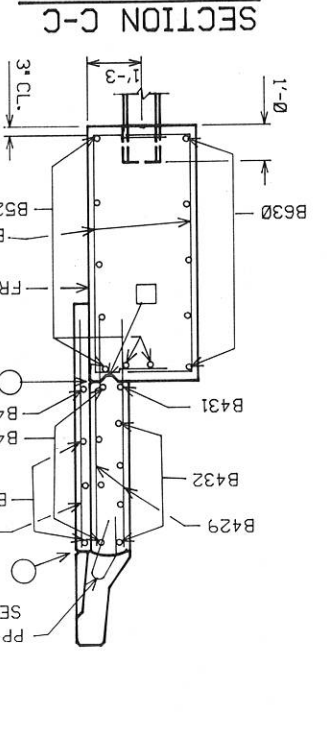
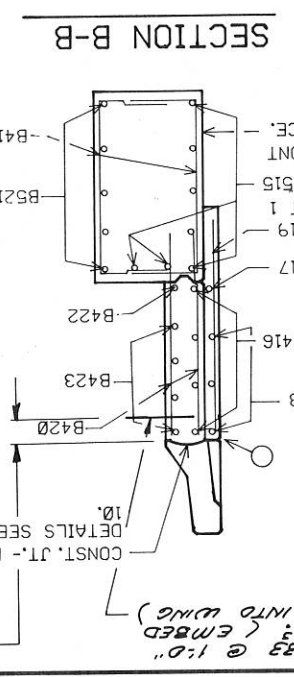
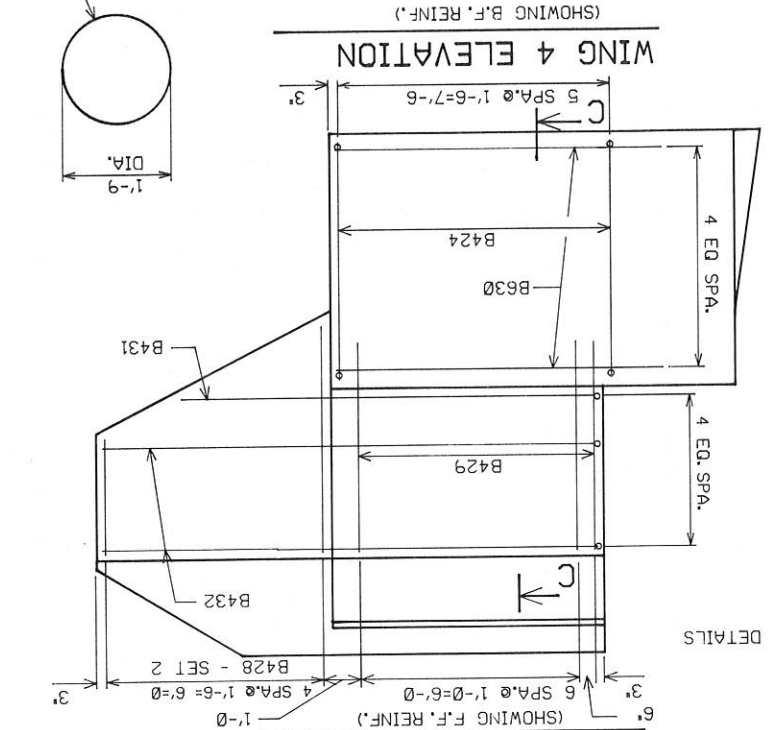
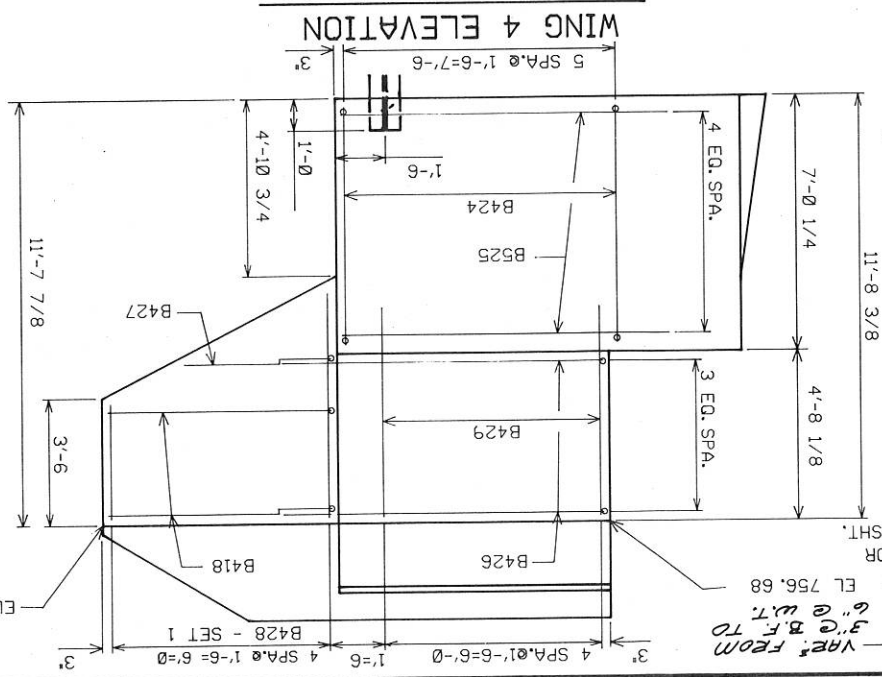
DETAIL B

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-32-89			
CONST. SPEC. 1981	DRAWN BY B.W.	PLANS CK'D. BUDD	
NORTH ABUTMENT			SHEET 5 OF 10 X 69000

NOTE:
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SILE.
BENDING DIMS ARE OUT TO OUT OF BAR.

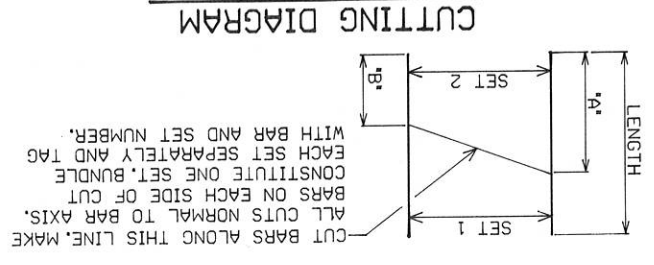
BILL OF BARS

BAR MARK	COAT	NO.	REVD.	LENGTH	BENT CUT. BUN.	DIAG. DLE	LOCATION
B401		12	2'-3"				BODY - PILES
B402		6	28'-0"		X		BODY - PILES
B603		14	22'-1"				BODY - HORIZ.
B404		46	8'-1"		X		BODY - VERT.
B405		46	8'-9"		X		BODY - VERT.
B606		6	22'-11"		X		BODY - HORIZ.
B607		6	13'-0"				BODY - HORIZ.
B508		5	19'-1"				BODY - HORIZ.
B709		5	14'-0"				BODY - HORIZ.
B410		20	8'-4"		X		BODY - VERT.
B411		10	12'-6"				BODY - HORIZ.
B412		3	4'-5"				BODY - VERT.
B413		18	3'-4"		X		BODY - VERT.
B414		10	8'-10"		X		WING 3 - VERT.
B515		7	8'-6"				WING 3 - HORIZ.
B416		4	8'-5"		X		WING 3 - HORIZ.
B417		1	5'-0"		X		WING 3 - HORIZ.
B418		6	6'-11"		X		WING 3 & 4 HORIZ.
B419		5	9'-1"		X		WING 3 - VERT.
B420		12	5'-5"				WING 3 - VERT.
B521		5	9'-0"				WING 3 - HORIZ.
B422		1	11'-4"		X		WING 3 - HORIZ.
B423		4	13'-3"		X		WING 3 - HORIZ.
B424		12	10'-7"		X		WING 4 - VERT.
B525		7	9'-6"				WING 4 - HORIZ.
B426		4	9'-5"		X		WING 4 - HORIZ.
B427		1	4'-7"		X		WING 4 - HORIZ.
B428		5	9'-5"		X		WING 4 - VERT.
B429		13	5'-9"				WING 4 - VERT.
B630		5	8'-6"				WING 4 - HORIZ.
B630		5	8'-6"				WING 4 - HORIZ.
B431		1	11'-11"		X		WING 4 - HORIZ.
B432		4	14'-3"		X		WING 4 - HORIZ.

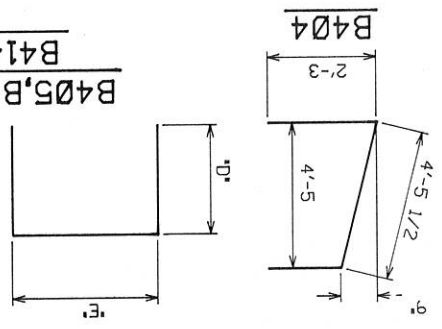


CUTTING DIAGRAM

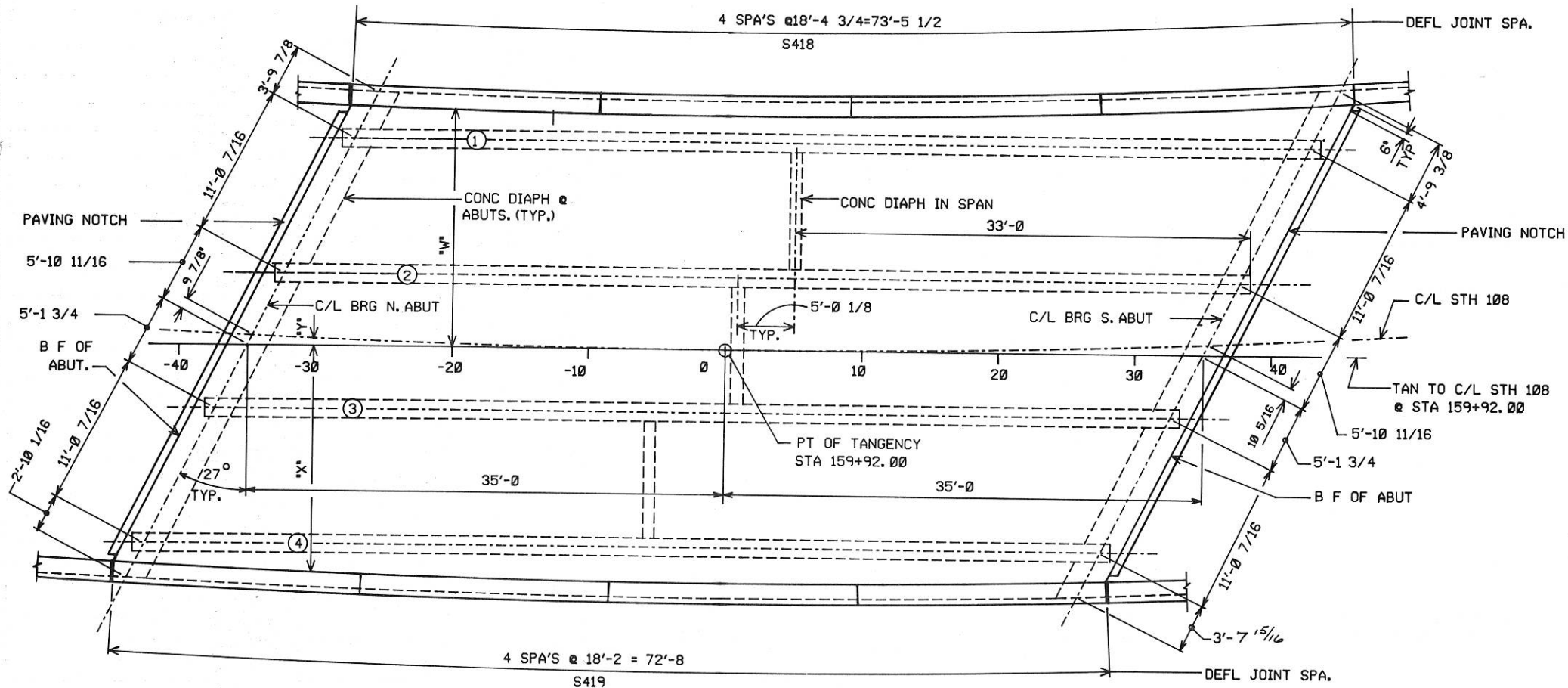
MARK	A'	B'	NO. OF BARS/SET EACH SET	NO. OF SETS	NO. OF MARKS
B428	6'-2"	3'-3"	5	1	1
B419	5'-10"	3'-3"	5	1	1



MARK	C'	D'	E'
B606	1'-0"		
B416	8'		
B417	10'		
B418	10'		
B426	8'		
B427	10'		



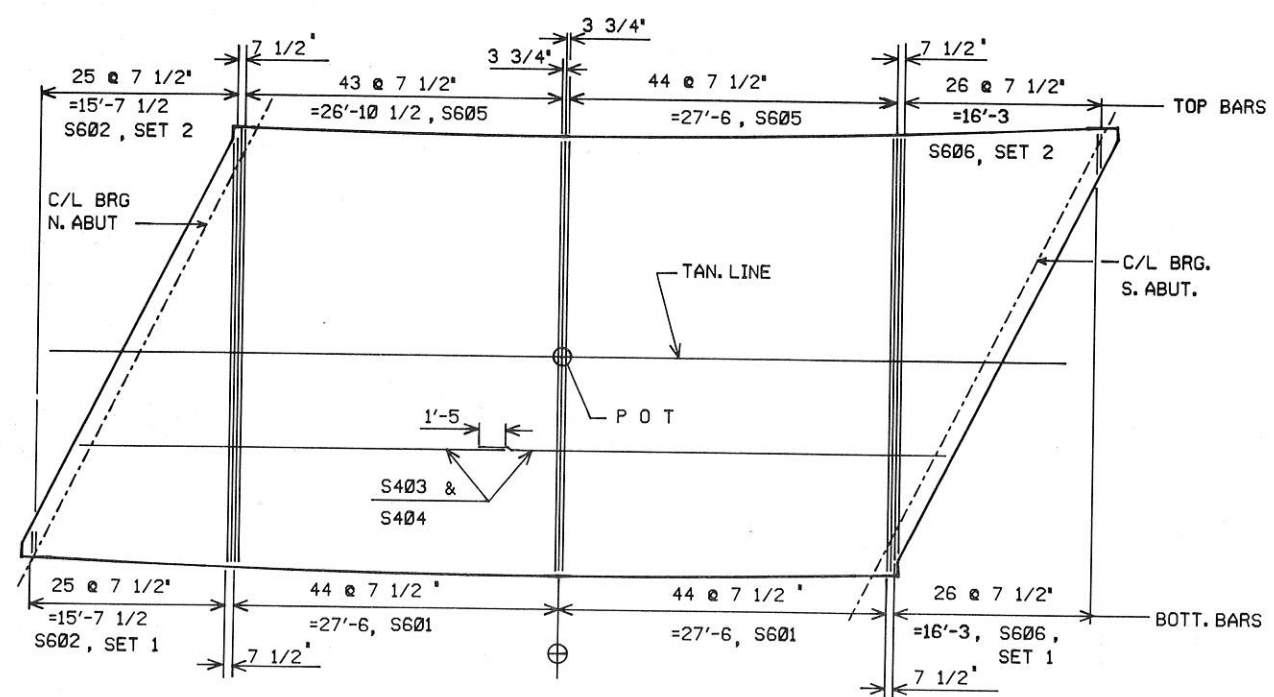
MARK	D'	E'
B405	2'-3"	4'-5"
B410	3'-1"	2'-4"
B413	1'-3"	1'-0"
B414	2'-1"	4'-10"
B424	2'-1"	6'-7"



PLAN

TABLE OF TANGENT OFFSETS
(OFFSETS ARE NORMAL TO TAN LINE)

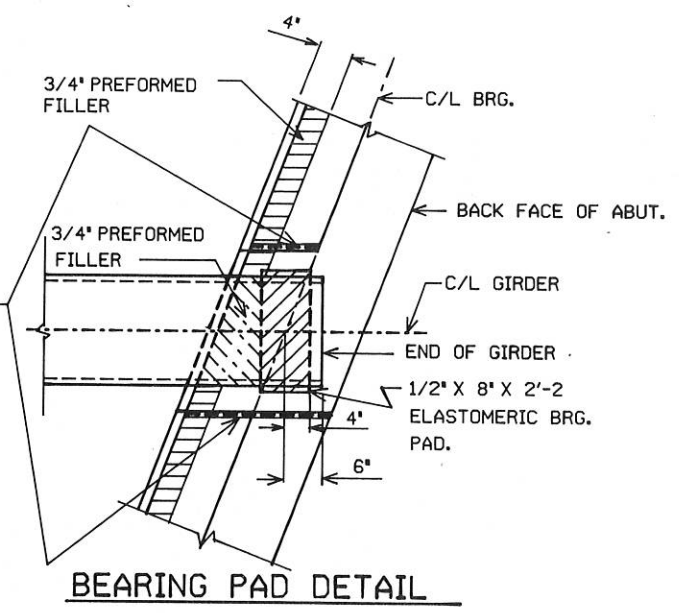
DISTANCE	*W*	*X*	*Y*
-50	18'-6 3/4	15'-6	1'-6 3/8
-40	18'-0	16'-0 1/2	11 3/4"
-30	17'-6 3/4	16'-5 1/2	6 5/8"
-20	17'-3	16'-9 1/8	2 7/8"
-10	17'-0 3/4	16'-11 1/4	3/4"
0	17'-0	17'-0	0"
10	17'-0 3/4	16'-11 1/4	3/4"
20	17'-3	16'-9 1/8	2 7/8"
30	17'-6 3/4	16'-5 1/2	6 5/8"
40	18'-0	16'-0 1/2	11 3/4"
50	18'-6 3/4	15'-6	1'-6 3/8



REINF. PLAN

⊕ PLACE FIRST BAR @ P O T .
PLACE BARS NORMAL TO TAN. LINE.

3/4" CORK FILLER (VERT) .
HEIGHT OF STEP ONLY
(CORK FILLER MUST BE
COMPRESSIBLE TO 50%
OF ITS ORIGINAL
THICKNESS WITHOUT
EXTRUSION.)



BEARING PAD DETAIL

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE		B-32-89	
CONST. SPEC.	1981	DRAWN BY	J H G
SUPERSTRUCTURE		PLANS CK'D.	2002
			SHEET 7 OF 10
			X 69002

DIMS IN BENDING DETAILS ARE OUT TO OUT OF BAR. THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

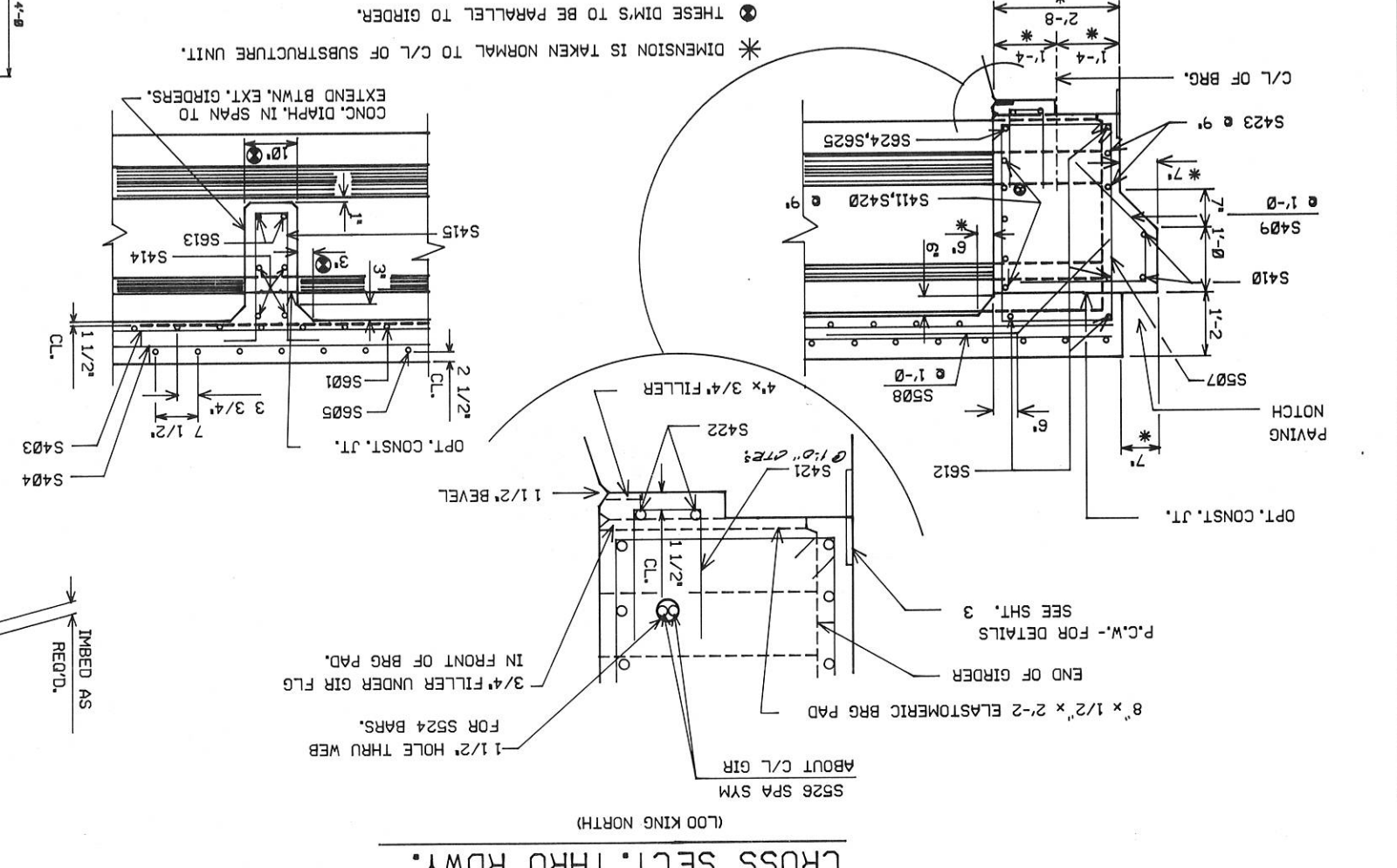
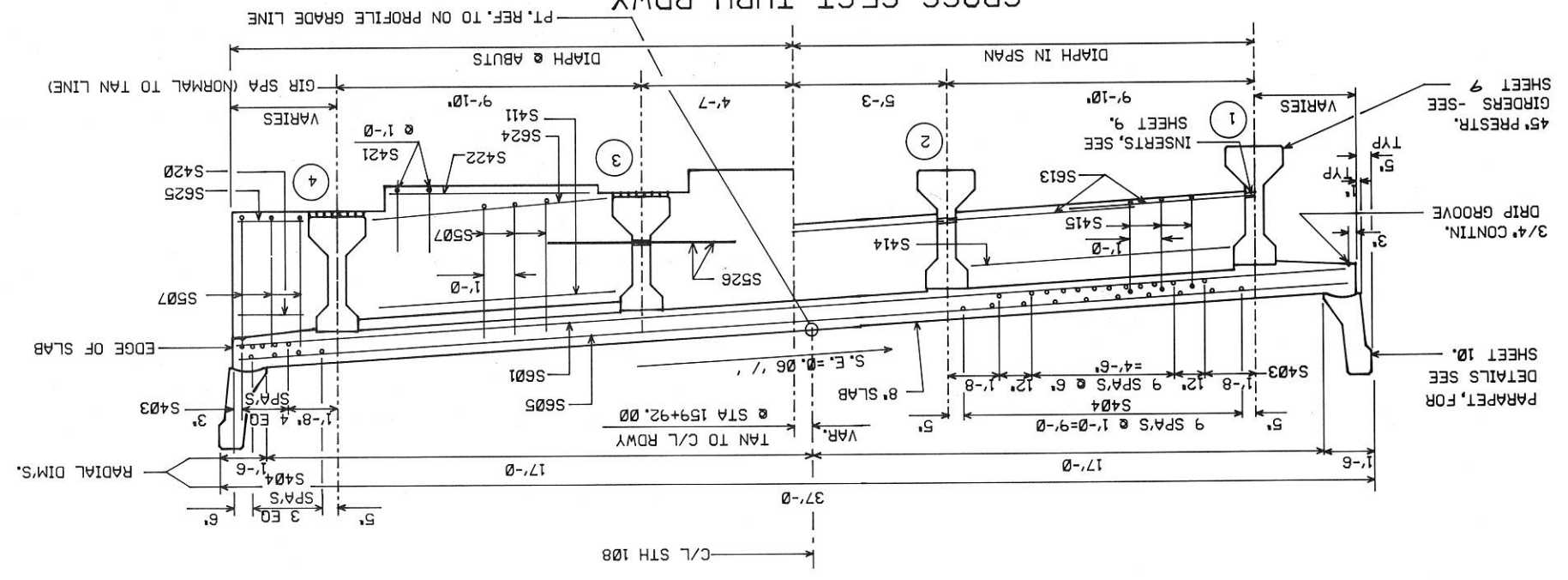
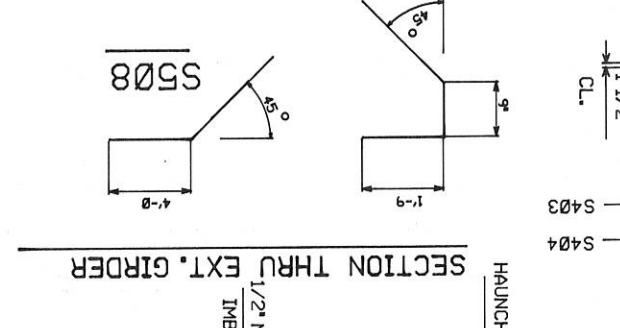
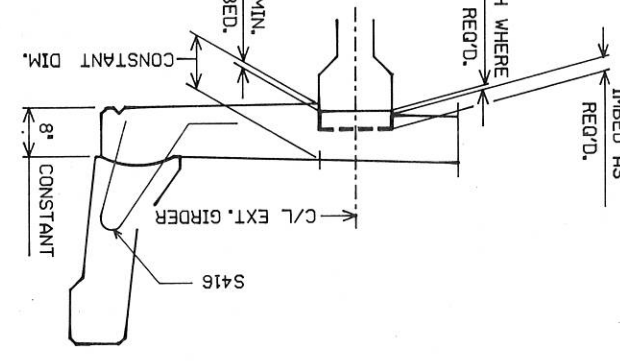
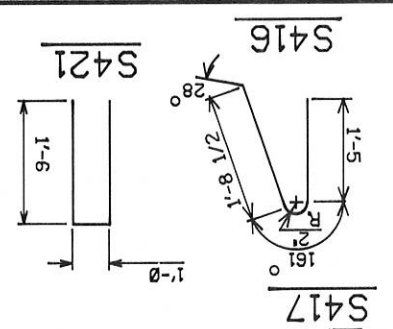
MARK	NO.	REQ'D.	BENT	LENGTH	LOCATION
S601	89	35'-10"			SLAB, TRANS, BOT.
S602	26	35'-9"	X		SLAB TRANS.
S403	92	37'-2"			SLAB, LONG, BOT.
S404	76	37'-2"			SLAB, LONG, TOP
S605	89	35'-10"			SLAB, TRANS, TOP
S606	27	36'-11"	X		SLAB TRANS.
S507	66	13'-8"	X		ABUT, DIAPH, STIRRUP
S508	66	6'-0"	X		ABUT, DIAPH
S409	62	4'-10"	X		ABUT, CORBEL
S410	8	20'-7"			ABUT, CORBEL
S411	30	8'-5"			ABUT, DIAPH
S612	16	21'-11"			ABUT, DIAPH
S613	12	6'-3"			IN SPAN DIAPH
S414	12	8'-2"			IN SPAN DIAPH
S415	27	7'-0"	X		IN SPAN DIAPH
S416	196	4'-3"	X		SLAB & PARAPET
S417	196	4'-10"	X		PARAPET
S418	16	18'-0"			PARAPET, LONG
S419	16	17'-10"			PARAPET, LONG
S420	20	1'-8"			ABUT DIAPH - OUTSIDE EXT GIR'S
S421	48	3'-10"	X		ABUT DIAPH
S422	12	7'-4"			ABUT DIAPH
S423	8	21'-11"			ABUT DIAPH
S624	6	8'-7"			ABUT DIAPH
S625	4	1'-7"			ABUT DIAPH
S526	16	6'-0"			ABUT DIAPH - FIELD BEND TO SKEW

INDICATES COATED BARS, (SET 2 OF S602 & S606 BARS SHALL BE COATED AFTER CUTTING).
 * PLAIN BAR THRD. ONE END 3".
 CUT BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS. BARS ON EACH SIDE OF CUT CONSTITUTE ONE SET. BUNDLE EACH SET SEPARATELY AND TAG WITH BAR AND SET NUMBER.

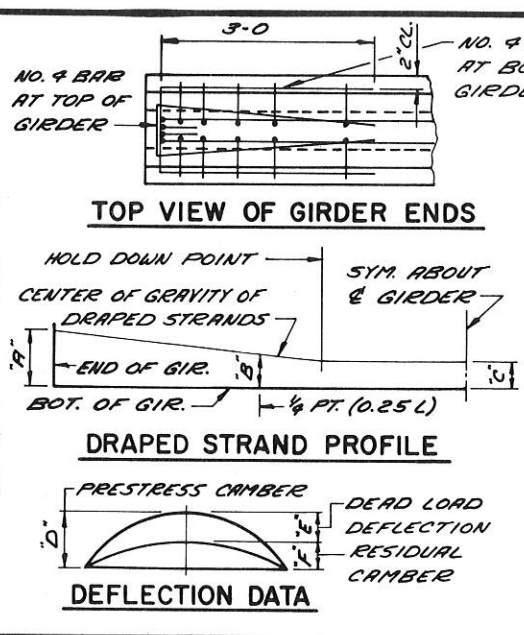
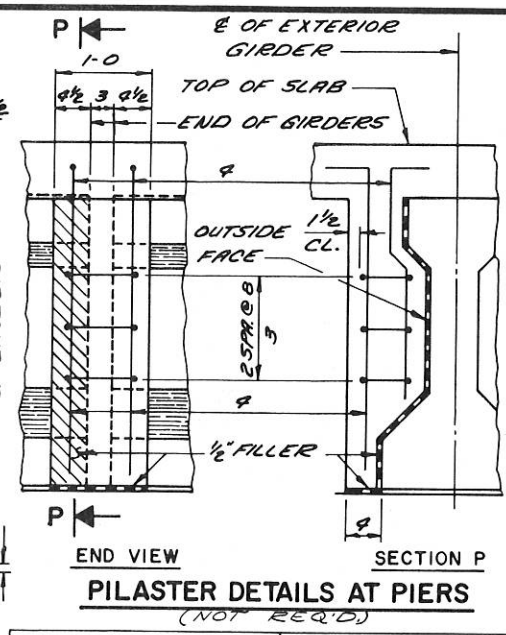
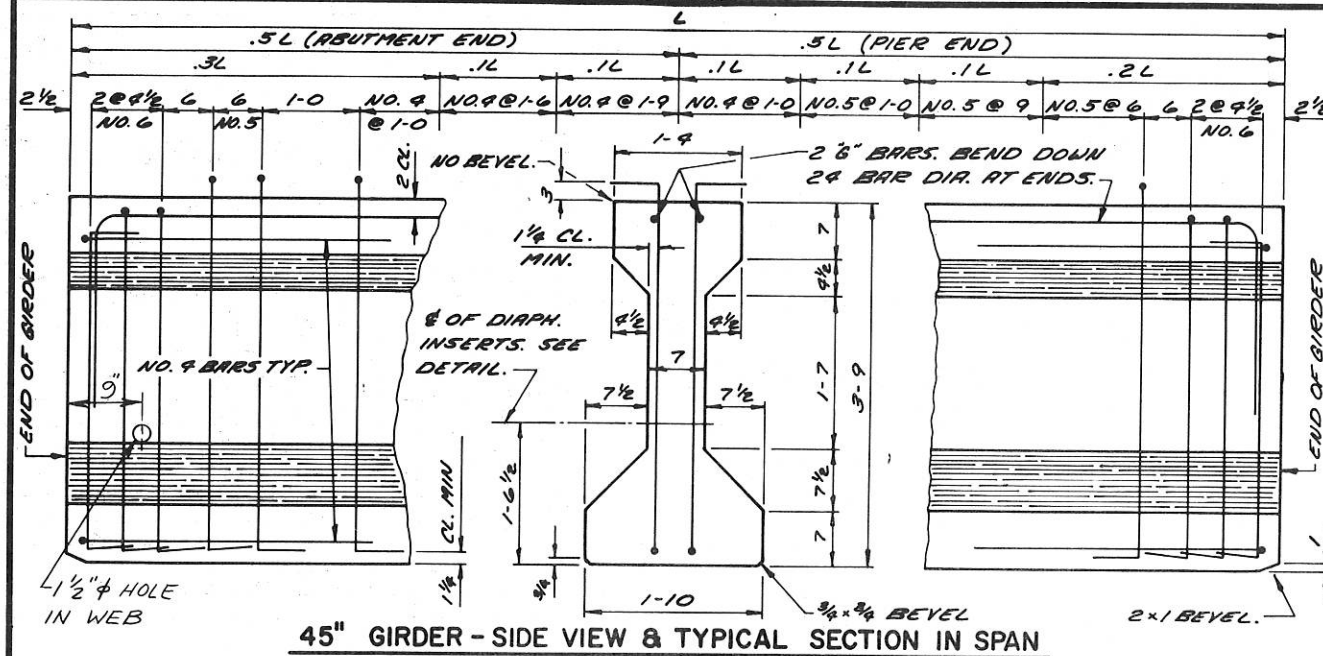
CUTTING DIAGRAM

MARK	NO. OF BARS/SET	'A'	'B'	NO. OF SETS
S602	33'-11"	2'-6"		1
S606	33'-8"	2'-6"		1

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 STRUCTURE B-32-89
 1981
 DRAWN BY J. H. G.
 PLANS BY J. H. G.
 SHEET 8 OF 10
 X 69003



NOTE: CONC DIAPH & ABUTS TO EXTEND OUT TO OUT OF ABUTS.



GIRDER NOTES

TOP OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB. THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING & ERECTING THE GIRDERS. ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

PRESTRESSING STRANDS SHALL BE 1/2" - 7 WIRE STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 P.S.I. AND SHALL BE FLUSH WITH THE ENDS OF THE GIRDER.

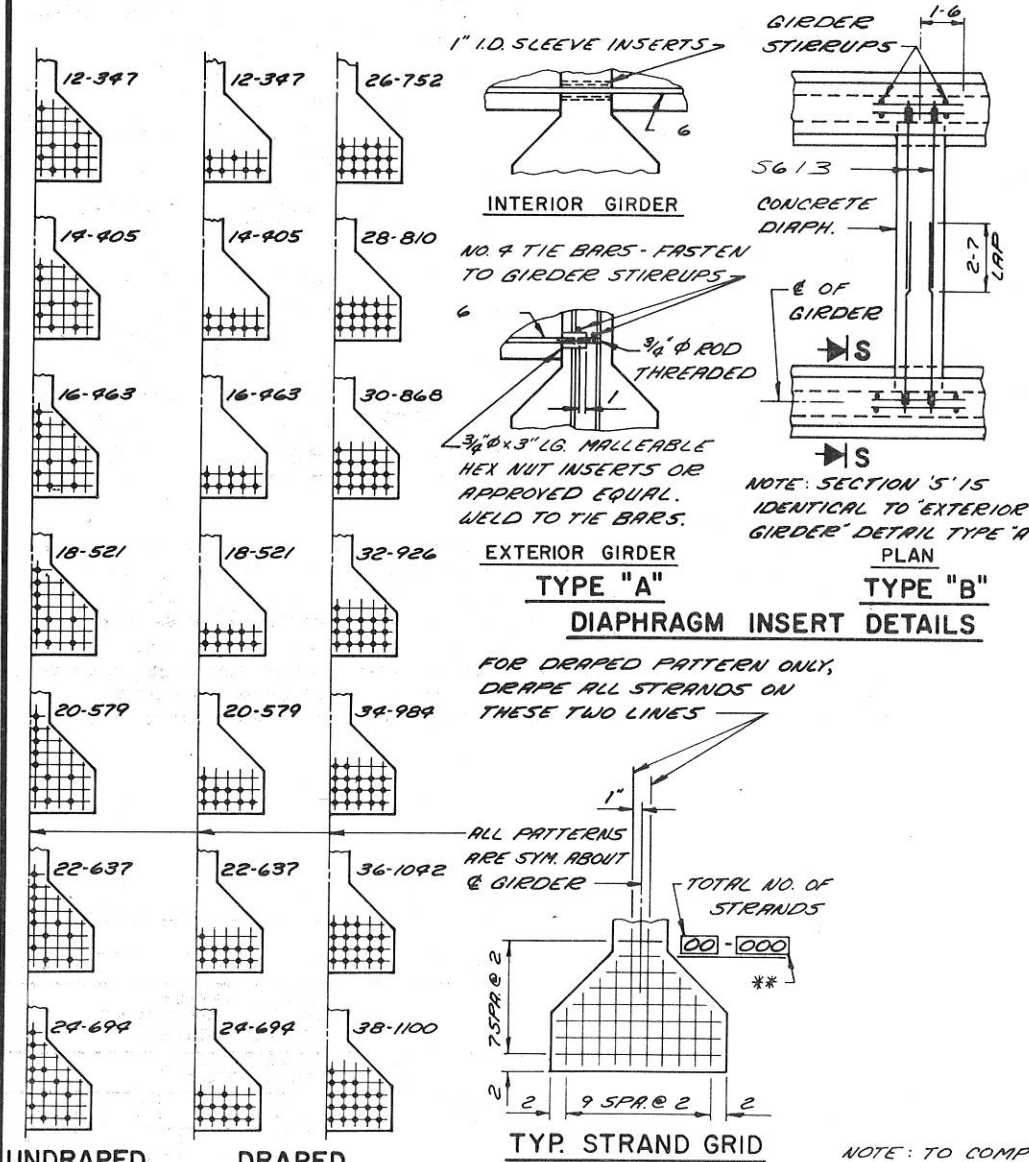
INSERTS SHALL BE PLACED ON 4" CTES. SYMMETRICALLY ABOUT THE C.G. OF DIAPHRAGMS IN SPANS. ALL STIRRUPS SHALL BE IN PAIRS AND THE SPRING SHOWN IN "SIDE VIEW" IS MAXIMUM. THE LOCATION SHALL BE SHOWN IN THE SHOP DRAWINGS.

BEND EACH END OF NO. 4 AND NO. 5 STIRRUPS 6" AND NO. 6 STIRRUPS 6 1/2".

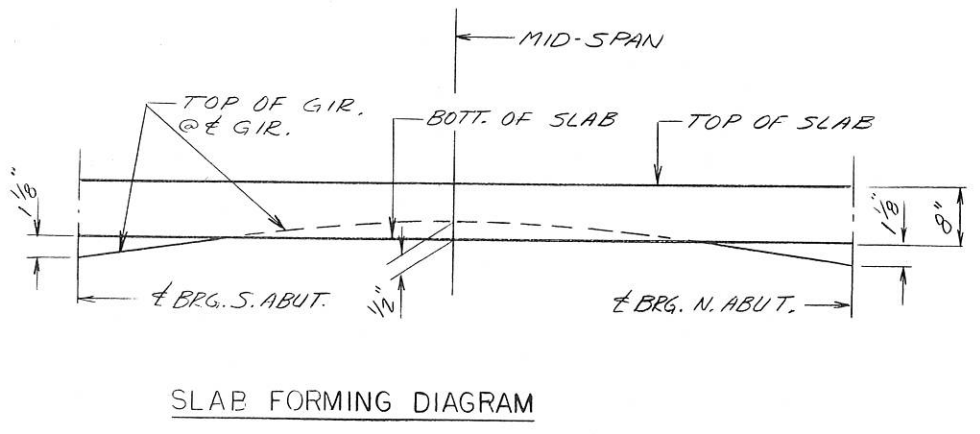
ENDS OF STRANDS SHALL BE PRINTED WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (THIS APPLIES ONLY TO THOSE ENDS OF GIRDERS THAT ARE FINALLY EXPOSED.)

DATA SHOWN IN "DEFLECTION DATA" IS THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESS CONDITIONS AND PRESTRESS LOSSES. BARS "B" MAY BE SPLICED AT THE 1/3 POINTS OF GIRDER. USE LAP LENGTH SHOWN IN "GIRDER DATA."

GIRDER DATA		USE DIAPH. INSERT DETAIL TYPE "B"					USE NO. 5 "G" BARS WITH A 3'-0" LG. LAP					UNDRAPED STRANDS		
GIRDER SPAN LENGTH "L"	DEFLECTION DATA (IN.)	TYPE OF STRANDS	DRAPED STRANDS (INCHES)				TOTAL NO. OF STRANDS	f'ci * (P.S.I.)	"A" MIN.	"B" MAX.	"C" MIN.	"D" MAX.	TOTAL NO. OF STRANDS	f'ci * (P.S.I.)
			"A"	"B"	"C"	"D"								
71'-0"	1 7/8"	STRESS RELIEVED	34	5268	34	12 1/4	15 1/4	5						
		LOW RELAXATION	34	5240	34	12 1/4	15 1/4	5						
		STRESS RELIEVED												
		LOW RELAXATION												



* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.



TYP. STRAND GRID

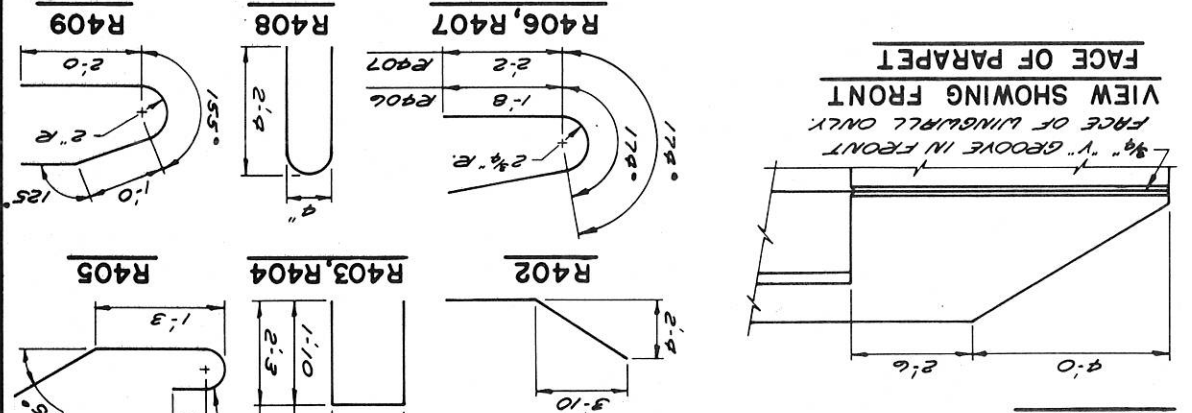
** TOTAL INITIAL PRESTRESS FORCE IN KIPS.

NOTE: TO COMPENSATE FOR VARIATIONS IN PRESTRESS CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES, THE IMBEDMENT OF THE GIRDER INTO THE SLAB MAY BE VARIED WITH A MAXIMUM OF 1 1/2" ALLOWABLE AND THE SLAB HELD TO PLAN THICKNESS. IF THE VARIATIONS ARE OF SUCH A MAGNITUDE THAT THE 1 1/2" ALLOWABLE IMBEDMENT WILL BE EXCEEDED, THE HAUNCH OR IMBEDMENT DIMENSIONS AT THE C.G. OF SUBSTRUCTURE UNITS AND THE GRADE LINE SHALL BE REVISED. THE 1 1/2" IMBEDMENT AND THE PLAN SLAB THICKNESS SHALL BE HELD.

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-32-89			
Const. Spec.	1961	Drawn By	JHG
		Plans Checked	Budd
45" PRESTRESSED GIRDER DETAILS			SHEET 9 OF 10
			X 69004

PARAPET
BILL OF BARS
 NOTE: EPOXY COAT PARAPET REINF. LISTED.

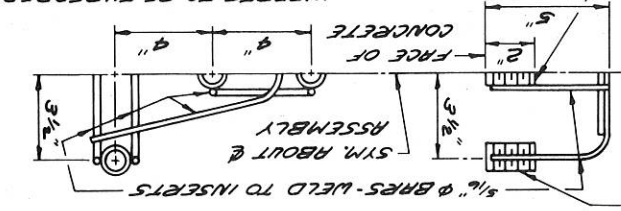
MARK	NO. REOD.	NO. OF BARS	LENGTH	BEVEL	LOCATION
R401	4	4	4'-6"	X	WINGS
R402	4	4	4'-8"	X	"
R403	4	4	4'-1"	X	"
R404	12	12	4'-11"	X	"
R405	8	8	3'-1"	X	"
R406	2	2	4'-0"	X	"
R407	6	6	5'-0"	X	"
R408	19	19	4'-10"	X	"
R409	19	19	4'-7"	X	"
R410	4	4	12'-6"	"	WING 1
R411	4	4	5'-6"	"	"
R412	4	4	8'-6"	"	"
R413	4	4	9'-6"	"	"



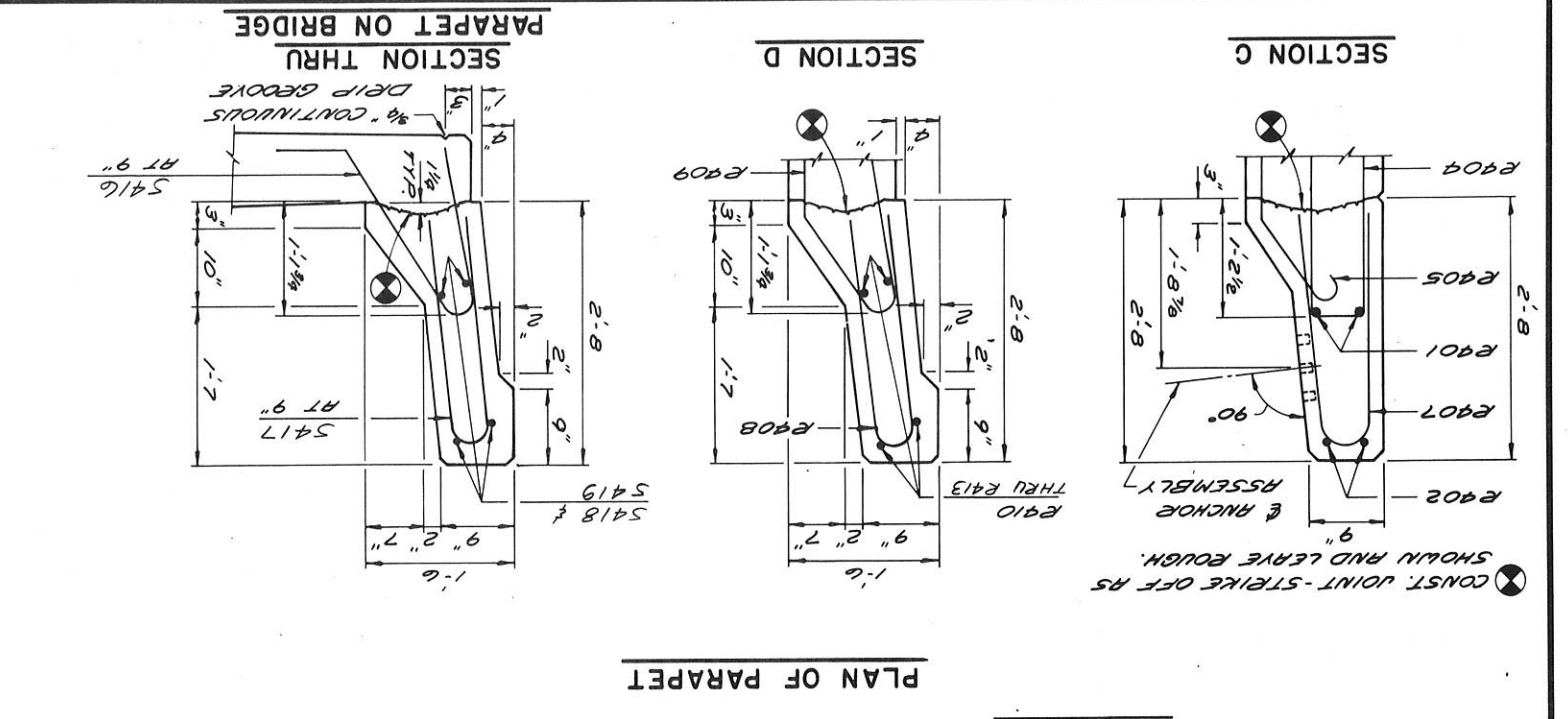
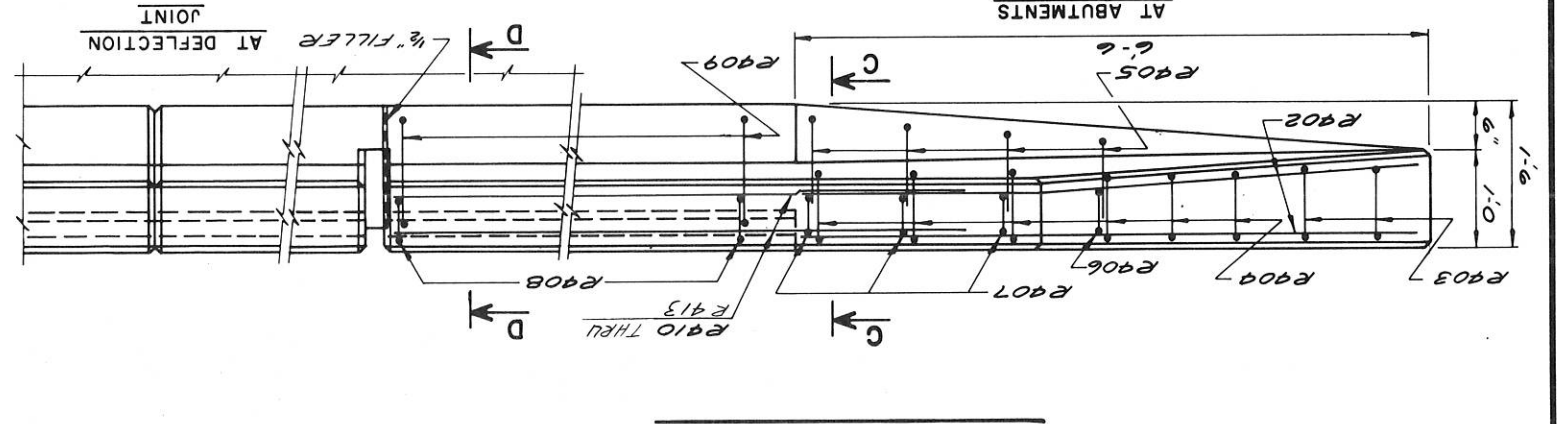
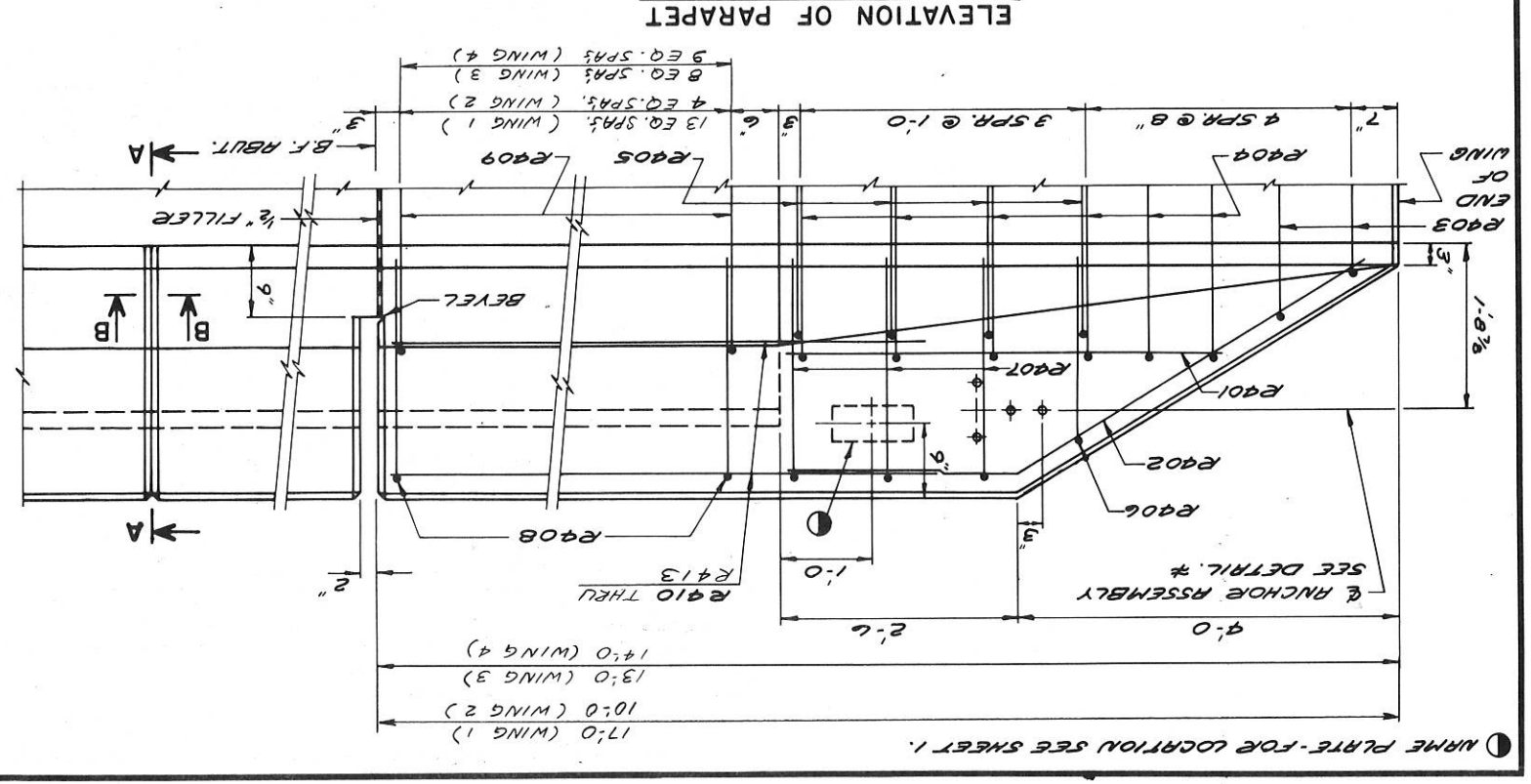
PARAPET NOTES
 WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ALUMINUM OR ZINC PLATE CUT AS SHOWN IN SECTION "A". BITUMINOUS JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND THE PLATE SEPARATORS MAY BE OMITTED. * PLACE ANCHOR ASSEMBLY AT ALL ABUTMENT WINGS UNLESS ATTACHMENT FOR BEAM GUARD RAIL IS NEEDED. SEE SHEET 1.

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 STRUCTURE B-32-89
 1981
 Drawn By: JHG
 Checked By: Budd
 SHEET 10 OF 10
 X 69005
 SLOPED FACE PARAPET "B"

THREADED INSERTS FOR 1/2" x 2" LONG GALVANIZED HEX HEAD CAP SCREWS. CAP SCREWS TO BE THREADED A MIN. OF 1 1/2" AND SHALL BE SUPPLIED, INCLUDING A GALV WASHER PER SCREW, WITH ASSEMBLY.



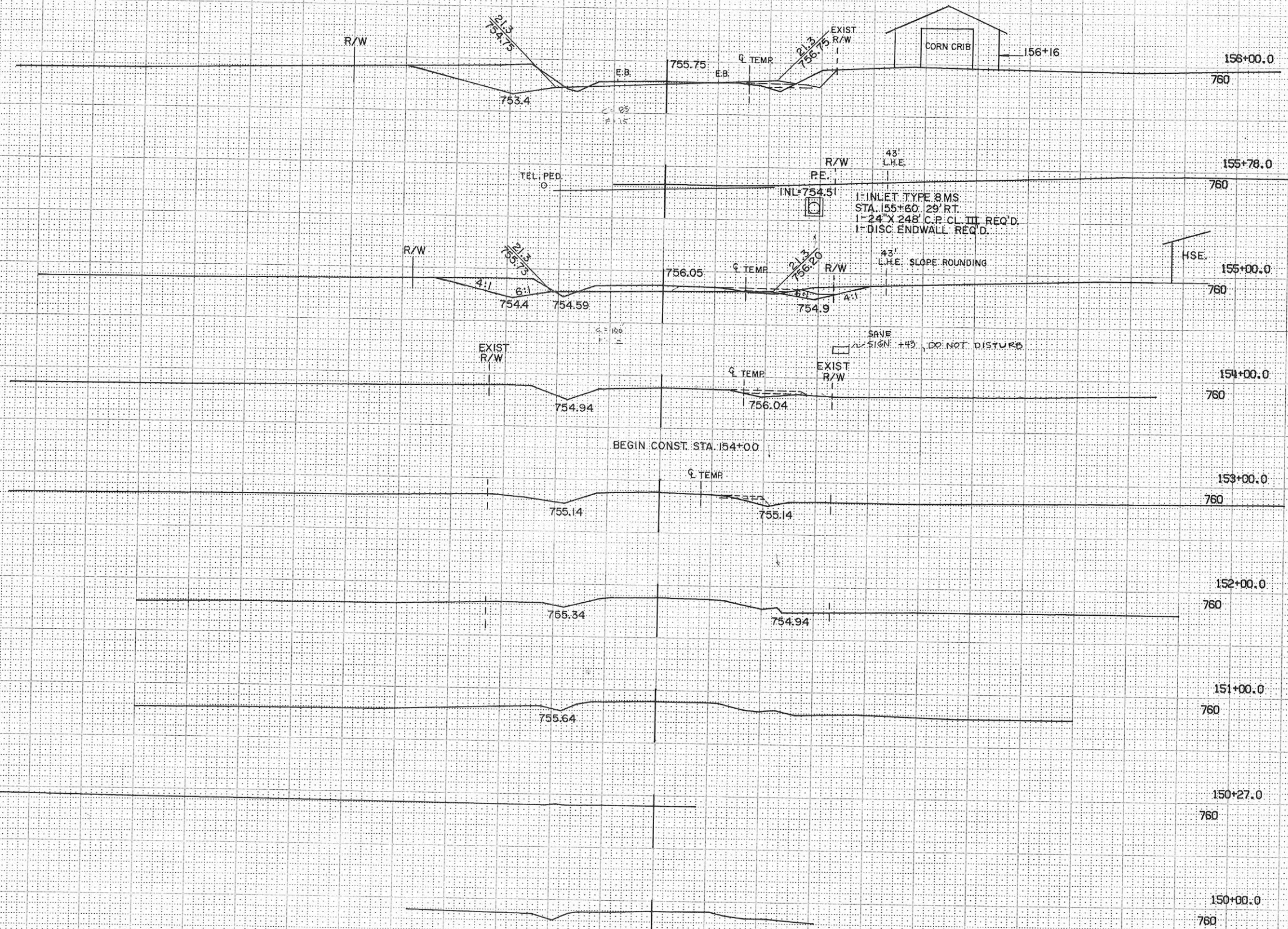
INSERTS TO BE THREADED TO BE CLOSED
 END OF INSERT A MINIMUM OF 1 1/2"
 ASSEMBLY SHALL BE PAID FOR AT THE UNIT
 PRICE BID FOR CONCRETE MASONRY.
 FILL WITH NON-STRAINING GROUT
 NON-BITUMINOUS JOINT SEALER
 1" TYR
 1/2" ALUMINUM OR ZINC PLATE



NAME PLATE - FOR LOCATION SEE SHEET 1.

STATE PROJECT NUMBER
7930-03-71

SHEET NUMBER
9

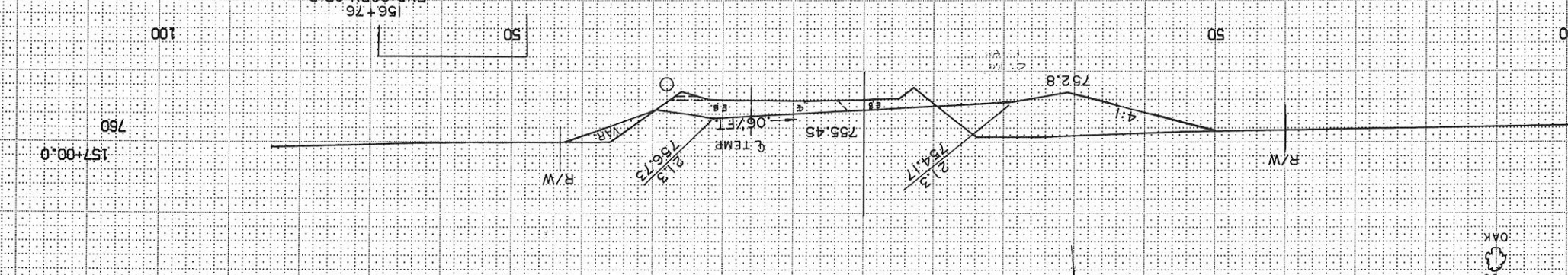
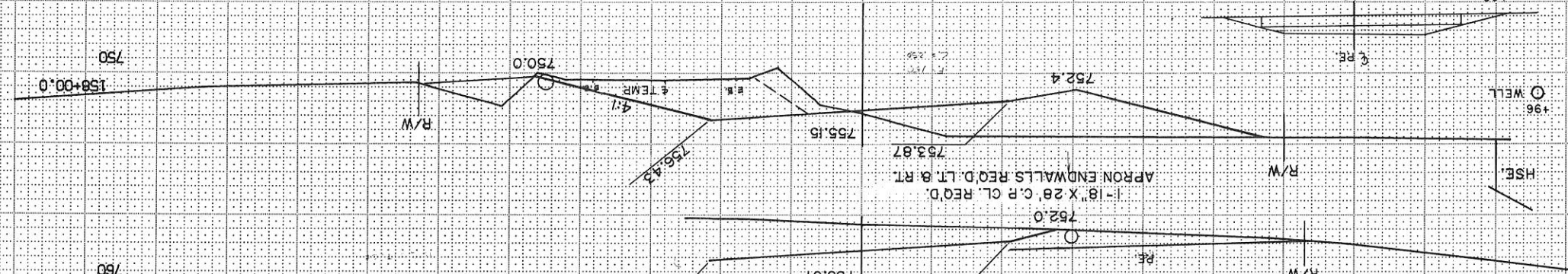
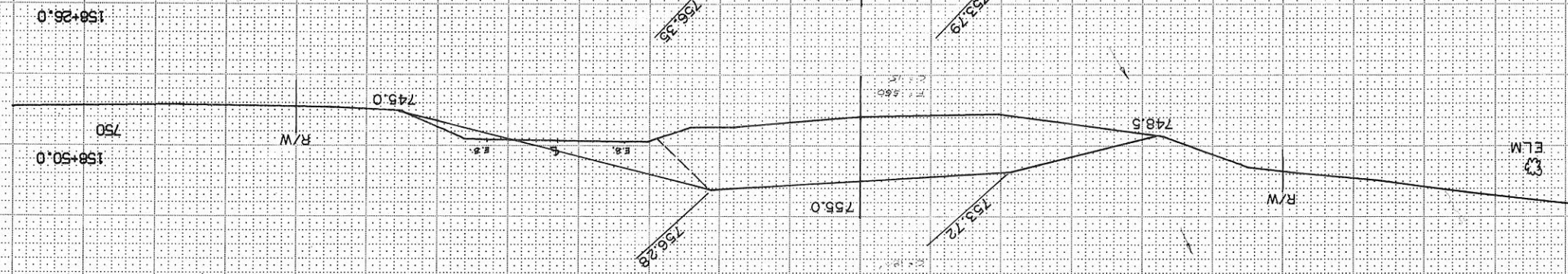
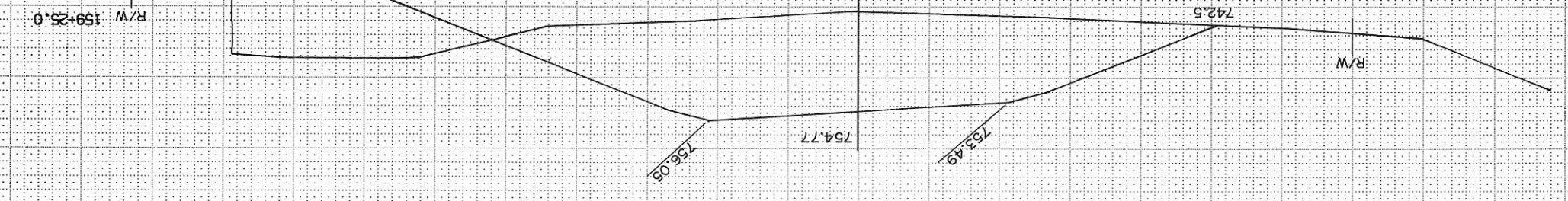


STATION	DISTANCE	YARDAGE	
		UNCL	FILL
154+00.00	100	185	4
155+00.00	100	343	31
TOTALS		528	35

1" = 10' HOR
1" = 10' VER
SS30 1

STATE PROJECT NUMBER 7930-03-71
SHEET NUMBER 91

DISTANCE	STATION		TOTALS
	EXCAVATION	FILL	
00	454	00	151
00	759	00	158
00	245	50	158
50	181	50	159
25	201	00	158
00	1840	00	158
			79
			3584



1" = 10' HORIZ
1" = 10' VERT
5530

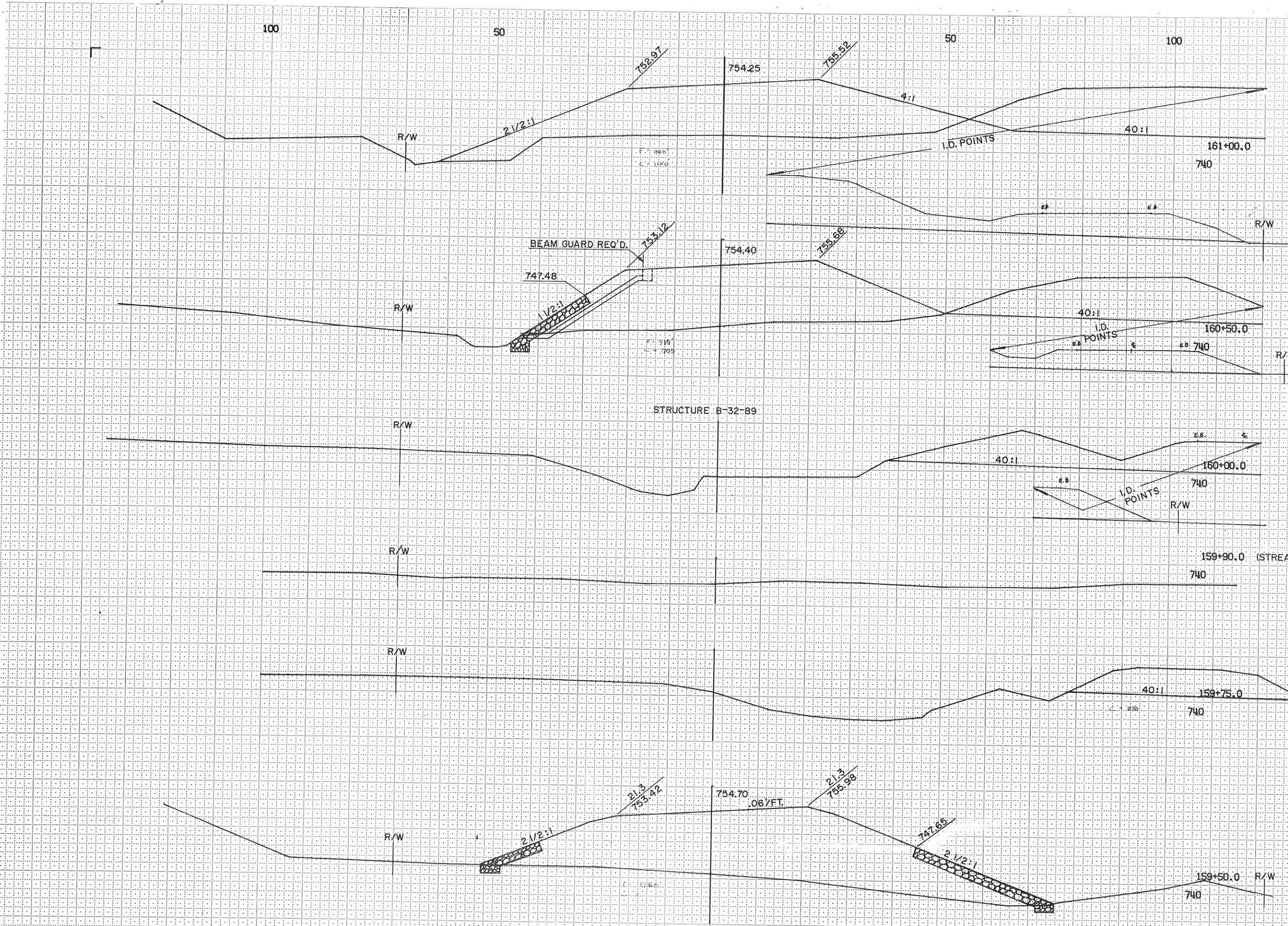
END CORN CRIB
156+76

100 50 50 100

STATE PROJECT NUMBER
7930-03-71

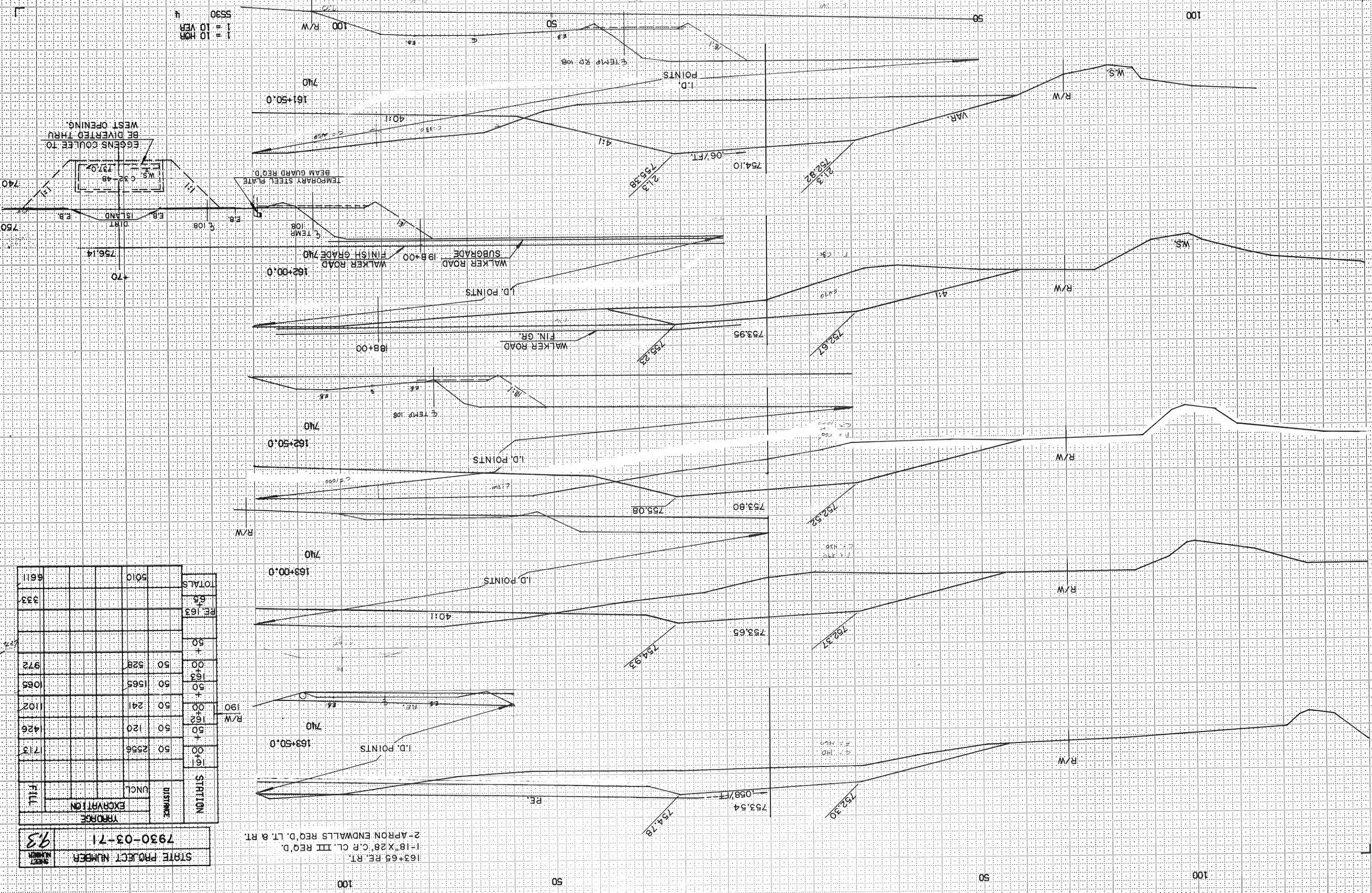
SHEET NUMBER
9.2

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
159+25	25	118	1014
+50	28	0	653
+78	B 32-89		
160+05	28	366	474
+33	17	444	576
+50	50	745	718
161+00			
TOTALS		2673	4435



1 = 10 HOR
1 = 10 VER
5530 3

SS30
1" = 10 HOR
1" = 10 VEB



EGGERS CULVERT TO BE DIVERTED THRU WEST OPENING

TEMPORARY STEEL PLATE BEAM GUARD REQ'D

WALKER ROAD SUBGRADE

WALKER ROAD FINISH GRADE

DITCH

ISLAND

DIRT

TEMP 108

FIN. GR.

WALKER ROAD

I.D. POINTS

R/W

40:1

2:1

2.5:1

0.6% FT.

1.1%

WALKER ROAD FIN. GR.

WALKER ROAD I.D. POINTS

R/W

40:1

2:1

2.5:1

0.6% FT.

1.1%

WALKER ROAD I.D. POINTS

R/W

40:1

2:1

2.5:1

0.58% FT.

1.1%

163+65 RE. RT.

1-18" X 28" C.R. CL. III REQ'D

2-APRON ENDWALLS REQ'D, LT. & RT.

STATION	TOTALS	UNCL.	EXCAVATION	FILL
161+50	65			
162+00	163			
162+50	50	1565		
163+00	50	241		
163+50	50	120		
164+00	50	2556		
TOTALS	661			

STATE PROJECT NUMBER 7930-03-71

DATE 12/13/73

100

50

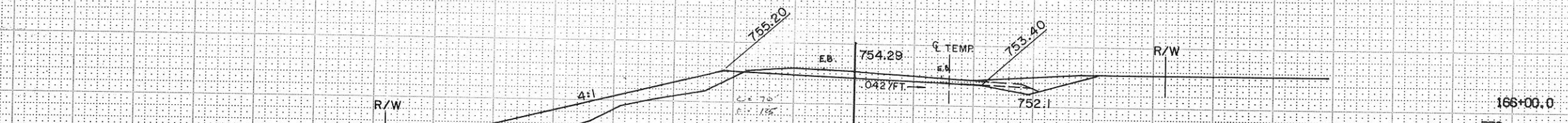
50

100

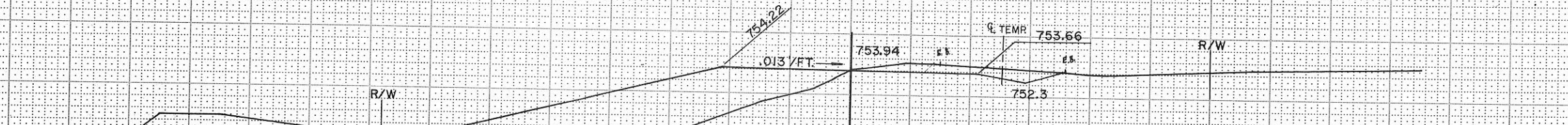
STATE PROJECT NUMBER
7930-03-71

SHEET NUMBER
9.4

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
163+50	50	231	602
164+00	30	117	317
165+30	61	158	152
166+00	39	58	722
166+30	70	143	629
TOTALS		707	3422



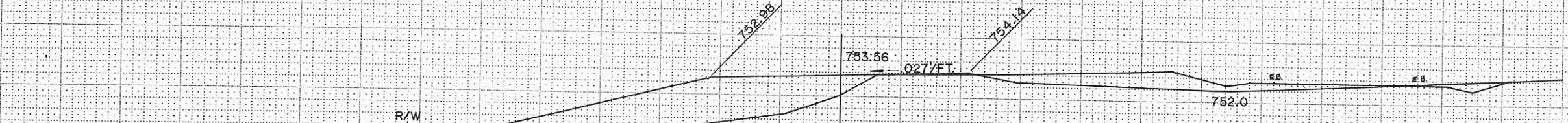
166+00.0



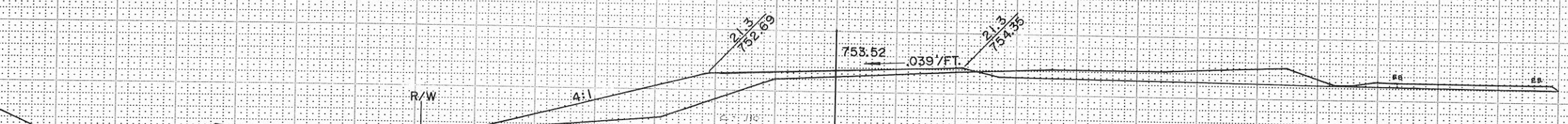
165+30.0



164+91.0

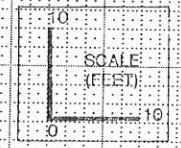


164+30.0



164+00.0

R/W - 150'



1" = 10' HOR
1" = 10' VERT
5530 5

100

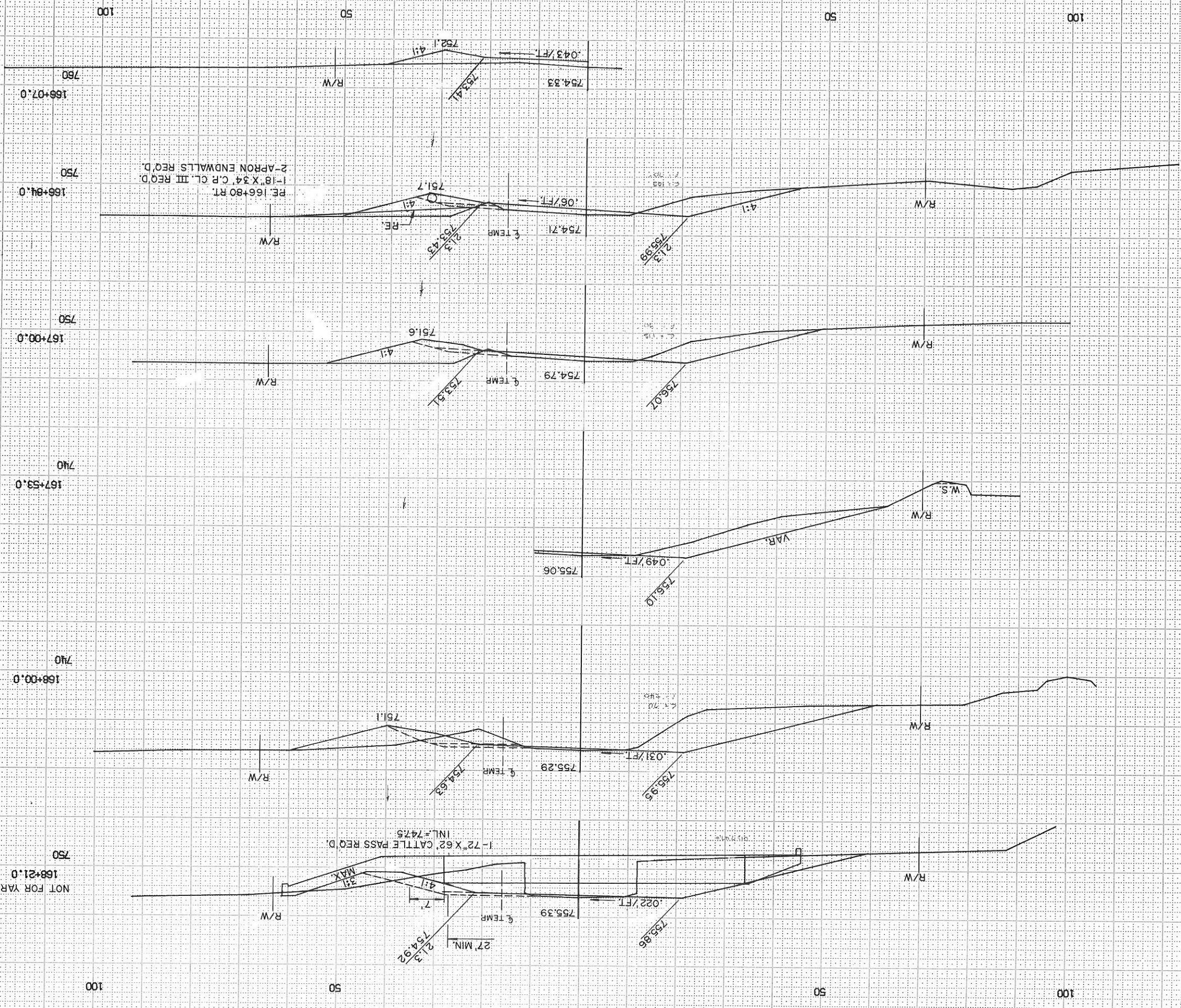
50

50

100



1" = 10' HOR
1" = 10' VERT
SS30
6



NOT FOR YARDAGE
168+21.0

STATION	DISTANCE		TOTALS
	UNCL	CL	
168+00.0	00	00	00
167+47.84	167	168	168
167+00.0	611	00	611
168+00.0	00	00	00
168+80	80	80	80
168+21.0	92	00	92
168+00.0	00	00	00
167+53.0	00	00	00
167+00.0	00	00	00
166+84.0	00	00	00
166+07.0	00	00	00
TOTALS	680	680	680

STATE PROJECT NUMBER
7930-03-71
SHEET NUMBER
95

100

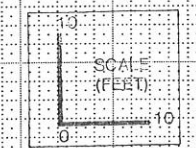
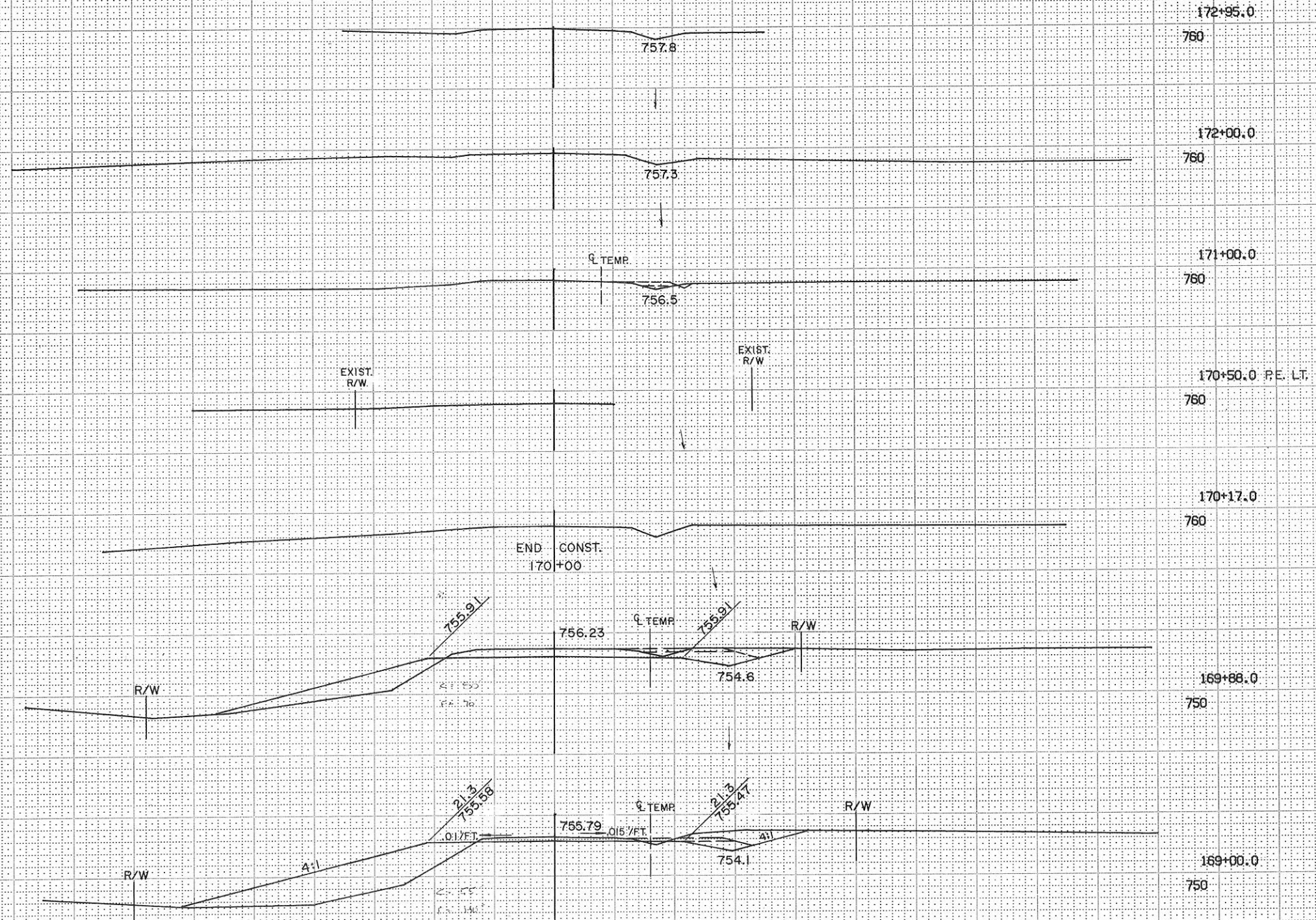
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50

100

STATE PROJECT NUMBER		SHEET NUMBER
7930-03-71		96

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
168+00	00	23	796
169+00	88	220	424
170+00	12	18	16
TOTALS		469	1236



1" = 10' HOR
 1" = 10' VER
 5530 7

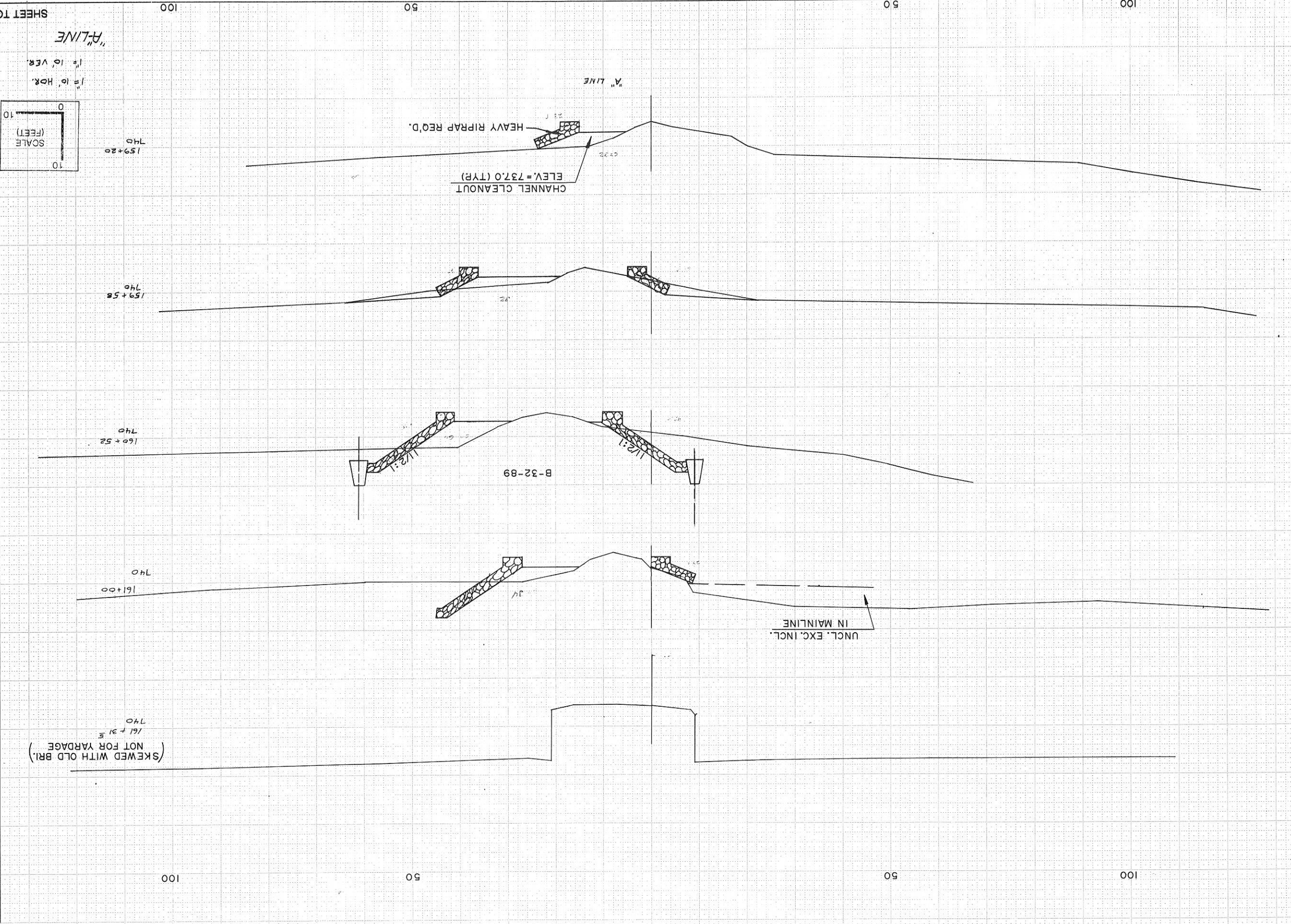
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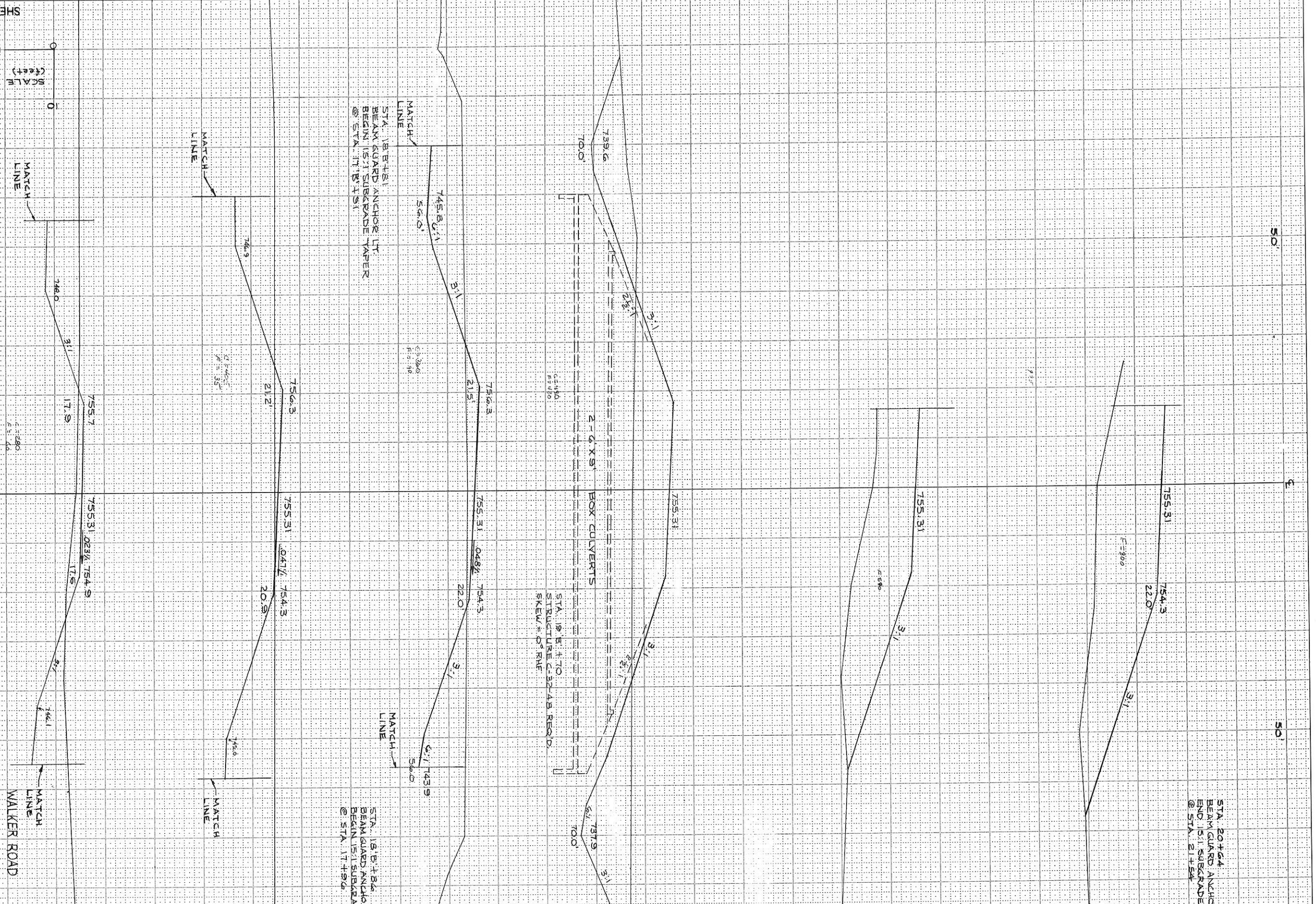
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100

STATE PROJECT NUMBER		7930-03-71		9/7	
SHEET NUMBER		301		SHEET TOTAL	
DISTANCE	UNCL.	12	80	20	38
	YARDAGE	45	58	94	160
STATION	UNCL.	161	160	52	48
	FILL	84	161	160	52



SHEET NUMBER	99
STATE PROJECT NUMBER	1270-03-73
YARDAGE	
DISTANCE	
STATION	
UNCL.	

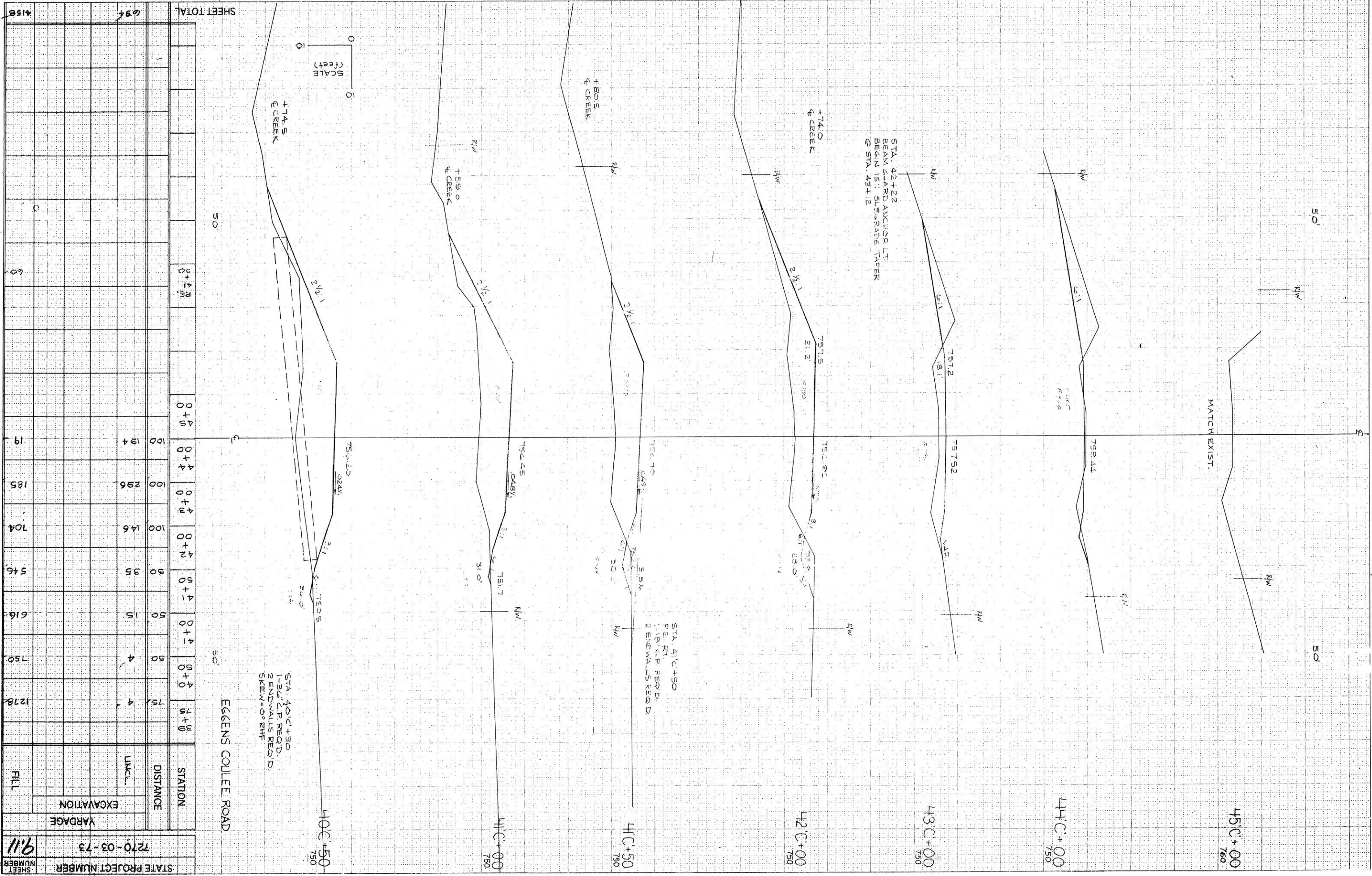


B-LINE WALKER ROAD

Catalog No. 2130-C121



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
20+50	50	0	1093
21+00	50	22	528
21+50	50	44	324
22+00	100	63	380
23+00	100	139	113
24+00	100	120	50
25+00			
SHEET TOTAL		388	2468



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
40C+50	0		
41C+00	100	19	185
41C+50	200	104	546
42C+00	300	616	750
43C+00	400	1278	
44C+00	500		
45C+00	600		
TOTAL	694	19	185
SHEET TOTAL		19	185