

PLAN #622

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
U. S. H. 41 — APPLETON ROAD
 EAST BRANCH MUD CREEK BRIDGE AND APPROACHES
 C. T. H. "BB"
 WINNEBAGO COUNTY

STATE PROJECT NUMBER
4992-0-14

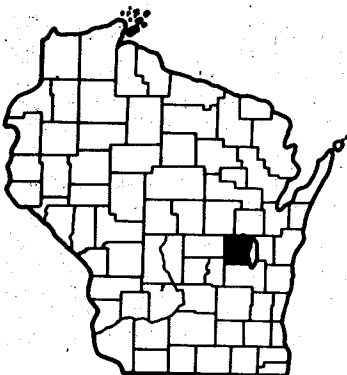
AS BUILT PLAN
 NO. *622*

SUPERVISOR R. L. BERG
 RESIDENT T. CARROLL
 CONTRACTOR PHEIFER BROT.
 COMPLETED 7-14-77

Index of Sheets

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Sheet No. 3	Estimate of Quantities
Sheet No. 3	Miscellaneous Quantities
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Sheet No. 7-7.8	Structure Plans
Sheet No. —	Computer Earthwork Data
Sheet No. 8-8.1	Cross Sections

TOTAL SHEETS = 25



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

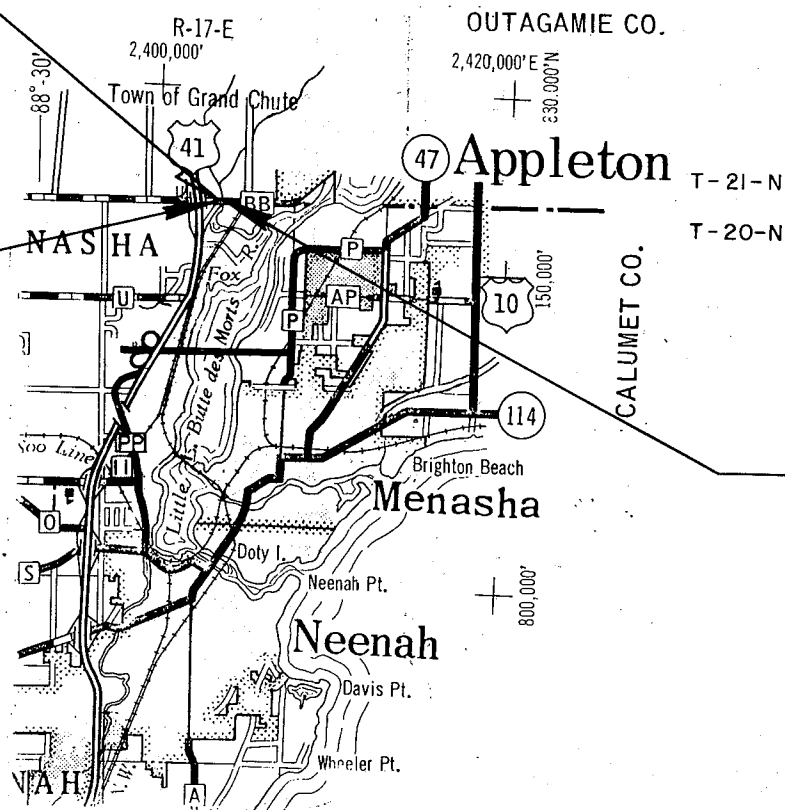
Design Designation

A.D.T. (1975)	= 7,500
A.D.T. (1996)	= 13,700
D.H.V. (1996)	= 2,000
D.	= 60-40%
T.	= 8%
V.	= 50 M.P.H.

STRUCTURE B-44/70-80

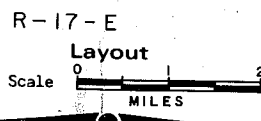
BEGIN PROJECT 4992-0-14
STA. 42+65
 N = 821,650 (± 200 FT.)
 E = 2,403,450 (± 200 FT.)
 APPROX. 80' S. & 1160' E. OF THE N.W. COR.
 SEC. 3, T-20-N, R-17-E

END PROJECT 4992-0-14
STA. 45+00
 N = 821,706 (± 200 FT.)
 E = 2,403,678 (± 200 FT.)
 APPROX. 30' S. & 1390' E. OF THE N.W. COR.
 SEC. 3, T-20-N, R-17-E.



Conventional Signs

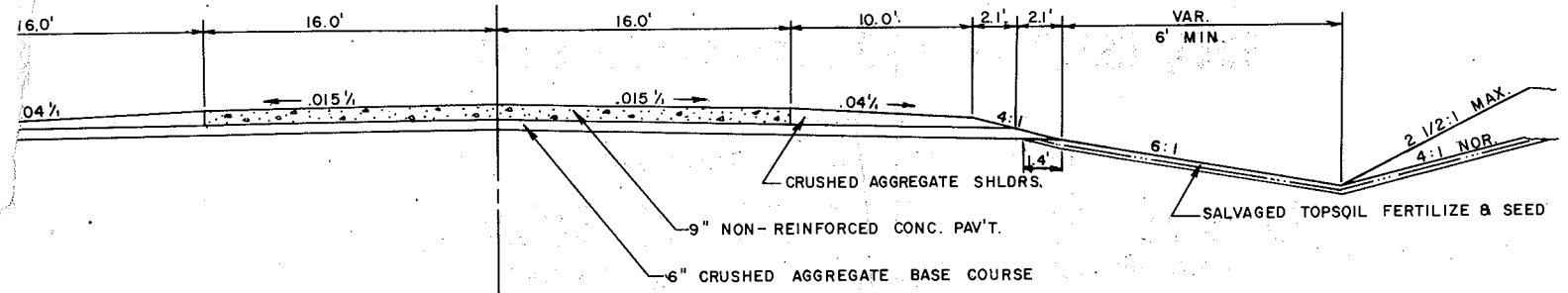
County Line	— — — — —	Culverts in Place	— — — — —
Township or Range Line	— · — · — ·	Culverts Required	— — — — —
Section Line	— — — — —	Drop Inlet	— — — — —
New Right of Way Line	— — — — —	Power Pole	— — — — —
Present Right of Way Line	— — — — —	Telephone or Telegraph Pole	— — — — —
Wire Fence	— (type)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



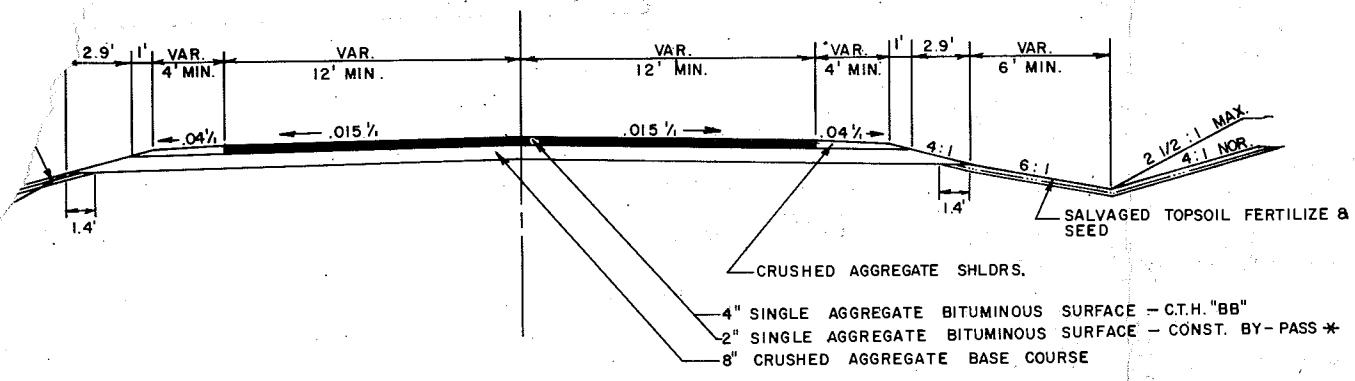
Total Net Length of Centerline = .045 Mi.

Correct:
 Date *2/*
 Recornr
 Date *3*

ALL COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN-CO-ORDINATE SYSTEM, SOUTHERN ZONE, AND ARE SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, NEENAH, WISCONSIN QUADRANGLE. FOR IDENTIFICATION ONLY.



TYPICAL ROAD SECTION FOR C.T.H. "BB"
STA. 42+65 TO STA. 43+00



TYPICAL ROAD SECTION FOR C.T.H. "BB" & CONSTRUCTION BY-PASS
STA. 44+20 TO STA. 45+00 C.T.H. "BB"
STA. 41+40 TO STA. 46+00 CONST. BY-PASS *

* NOTE:
CONST. BY-PASS TO BE CONSTRUCTED
BY OTHERS.

- UTILITIES**
- ELECTRIC - WISCONSIN-MICHIGAN POWER CO. APPLETON - RON NICHOLS 414-734-1411 807 SOUTH ONEIDA ST. APPLETON, WISCONSIN 54911
 - GAS - WISCONSIN-MICHIGAN POWER CO. APPLETON JERRY HERB 414-734-1411 807 SOUTH ONEIDA ST. APPLETON, WISCONSIN 54911
 - TELEPHONE - WISCONSIN TELEPHONE CO. APPLETON KENNETH ZULEGER 414-734-0300 221 W. WASHINGTON ST. APPLETON, WISCONSIN 54911
 - SANITARY SEWER - BUTTE DES MORTS UTILITY DISTRICT DOUG HUNTOON 414-731-6319 3111 W. PROSPECT AVE. APPLETON, WISCONSIN 54911

GENERAL NOTES

CURVE DATA IS BASED ON ARC DEFINITION.

BEARINGS SHOWN ON THE PLANS ARE TRUE BEARINGS.

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

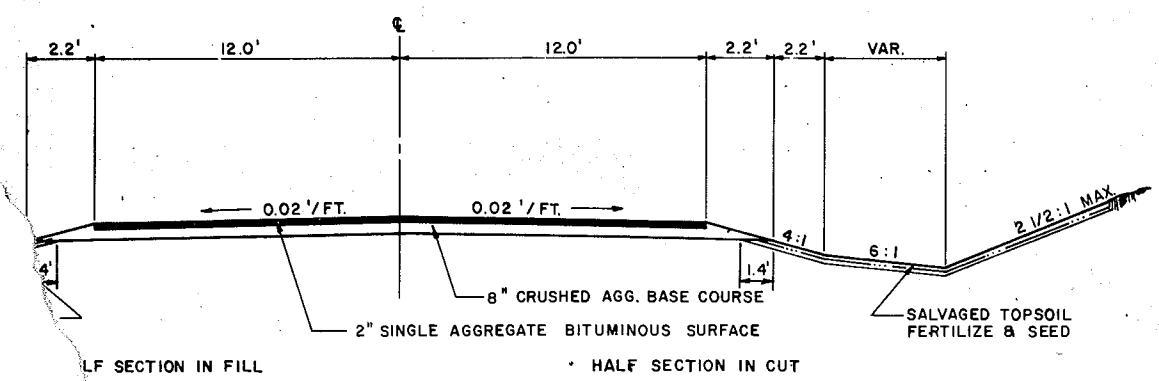
DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCLUSIVE OF THE ROADBED, ARE TO BE FERTILIZED AND SODDED AS DIRECTED BY THE ENGINEER. TOPSOIL SHALL BE PLACED ON THE SLOPES TO THE POINT OF INTERCEPT WITH ORIGINAL GROUND, AS SHOWN ON CROSS SECTIONS, TO A DEPTH OF 4 INCHES AT TIME OF PLACEMENT.

EXACT LOCATIONS OF PRIVATE AND FIELD ENTRANCES TO BE DETERMINED BY THE ENGINEER.

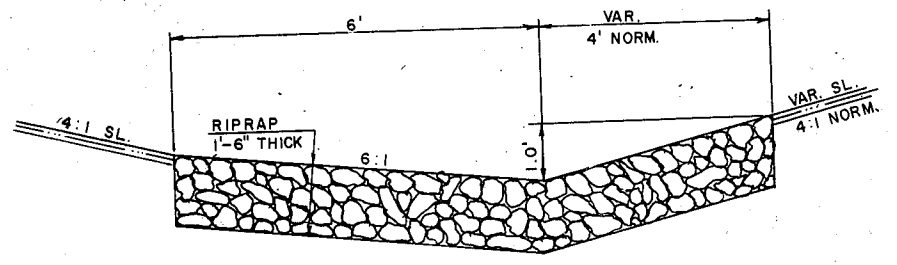
WHEN THE QUANTITY OF THE ITEMS OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

CERTAIN UNDERGROUND UTILITY STRUCTURES HAVE BEEN LOCATED ON THESE PLANS. VERIFICATION AS TO THE LOCATION TO THE SATISFACTION OF THE CONTRACTOR OF ALL UNDERGROUND UTILITY STRUCTURES, WHETHER SHOWN ON THE PLANS OR NOT, SHALL BE ASSUMED AS A CONDITION OF THE CONTRACT.

- STANDARD DETAIL DRAWINGS**
- 8A5-2 CATCH BASIN, MANHOLE & INLET COVERS
 - 8C1-3 INLETS, TYPE 1 & 2
 - 8D3-1 SURFACE DRAIN DROP INLET TYPE
 - 8F1-6 APRON ENDWALLS FOR CULVERT PIPE & PIPE ARCH
 - 12A3-1 NAME PLATE (STRUCTURES)
 - 13C1-2 LONGITUDINAL JOINTS-CONCRETE PAVEMENT
 - 13C4-3 TRANSVERSE JOINTS IN NON-REINFORCED CONCRETE PAVEMENT
 - 15C1-4 CONSTRUCTION BARRICADES & STANDARD SIGNS
 - 8E8-1 EROSION BALES
 - 13A1-2 CONCRETE PAVEMENT REINFORCEMENT



SECTION FOR P.E. STA. 45+67 LT.



RIPRAP DITCH DETAIL
STA. 43+06 - 43+40 RT.

ESTIMATE OF QUANTITIES

CONTRACT NO. 1
 GRADING, BASE COURSE,
 SURFACING &
 STRUCTURE B-44/70-80

STATE PROJECT NUMBER SHEET NO.

4992-0-14

3

CONTRACT NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	REMOVING PAVEMENT	UNCLAS-SIFIED EXCAVATION	FINISHING ROADWAY	CRUSHED AGGREGATE BASE COURSE	SINGLE AGGREGATE BITUMINOUS SURFACE	CONCRETE PAVEMENT 9-INCH	CONCRETE SURFACE DRAINS	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 12-INCH	CONCRETE SIDEWALK 5-INCH	RIPRAP	REINFORCED CONCRETE PIPE CLASS III STORM SEWER 12-INCH	INLET TYPE "1"	INLET COVER TYPE "A"	ADJUSTING MANHOLE COVERS
		LIN. FT.	STA.	STA.	S.Y.	C.Y.	L.S.	C.Y.	TON	S.Y.	C.Y.	EACH	S.F.	C.Y.	L.F.	EACH	EACH	EACH
I	STA 42+65 TO STA. 45+00	237.42	2	2	230	554	1	314	85	223	5	1	180	18	66	2	2	2
I	TOTAL	237.42	2	2	230	554	1	314	85	223	5	1	180	18	66	2	2	2

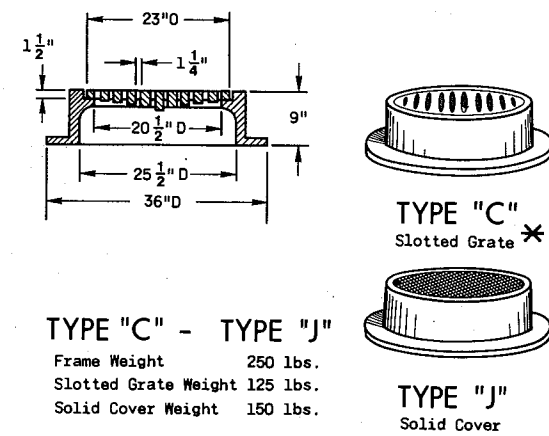
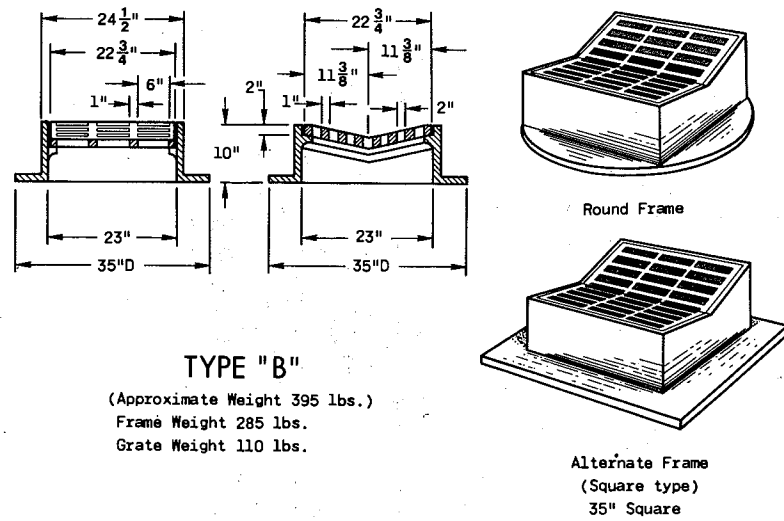
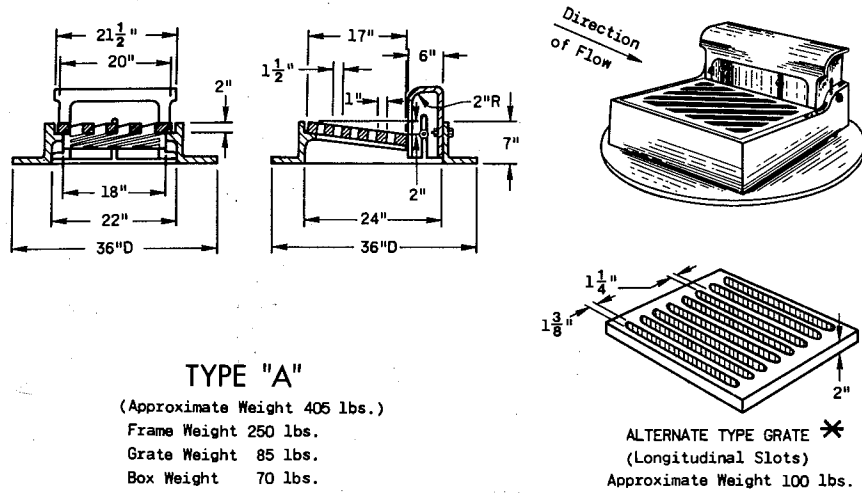
BRIDGES (STRUCTURES OVER 20 FT SPAN)

CONTRACT NO.	STRUCTURE B-44/70-80	REMOVING OLD BRIDGE STA. 43+60 LT.	REMOVING OLD BRIDGE STA. 43+60 RT.	EXCAVATION FOR STRUCTURES B-80	CONCRETE MASONRY	PRESTRESSED GIRDER I-TYPE 45 INCH	HIGH-STRENGTH BAR STEEL REINFORCEMENT	STRUCTURAL CARBON STEEL	BEARING PADS ELASTOMERIC	STEEL PILING, DELIVERED & DRIVEN HP 10-INCH 42 POUND	TUBULAR RAILING TYPE "H" STRUCTURE B-80	HEAVY RIPRAP
		L.S.	L.S.	L.S.	C.Y.	L.F.	LB.	LB.	S.F.	L.F.	L.S.	C.Y.
I	B-44/70-80	1	1	1	261	710	37,840	580	22	660	1	360
I	TOTAL	1	1	1	261	710	37,840	580	22	660	1	360

MOBILIZATION	SALVAGED TOPSOIL	EROSION BALES	FERTILIZER	SODDING	SEEDING	FIELD OFFICE TYPE "A"
L.S.	S.Y.	EACH	CWT.	S.Y.	LBS.	L.S.
61910	62505	62810	62901	63101	63002	64201
1	1120	20	1	592	10	1
I	1120	20	1	592	10	1

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

CLEARING & GRUBBING	(NONREINFORCED) CONCRETE PAVEMENT 9"	RIPRAP	ADJUSTING MANHOLE COVERS	SODDING																																																																																																																									
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Diagonal Slots shall be oriented to the direction of flow as shown hereon. Hence RIGHT and LEFT Grates shall be furnished depending on direction of flow. (See Sketch Below)

Direction of Flow

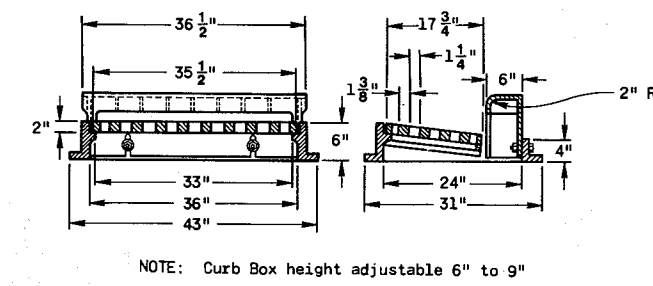
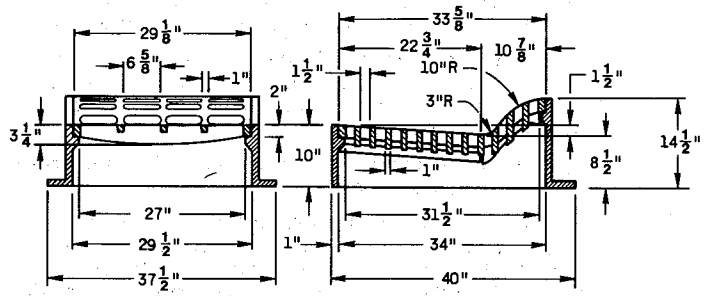
Curb

RIGHT GRATE

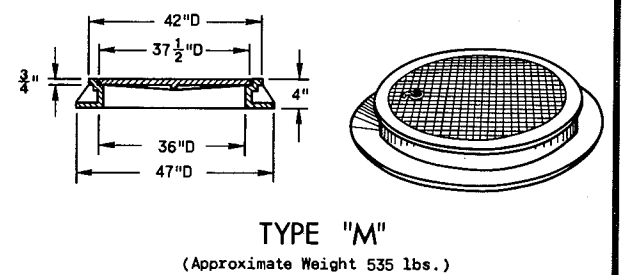
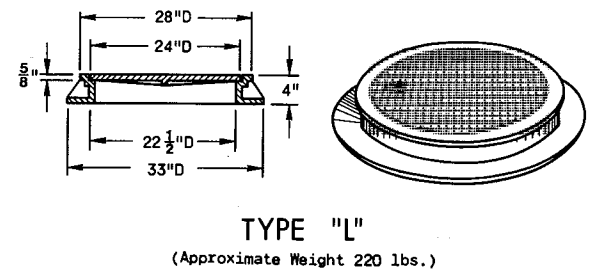
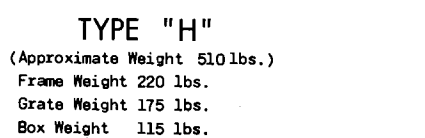
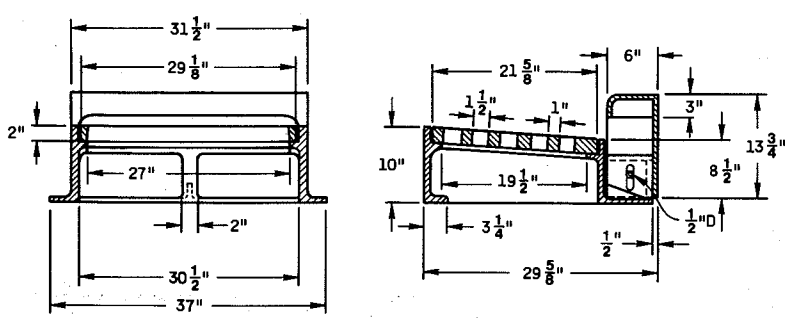
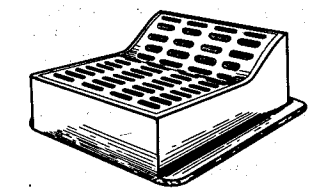
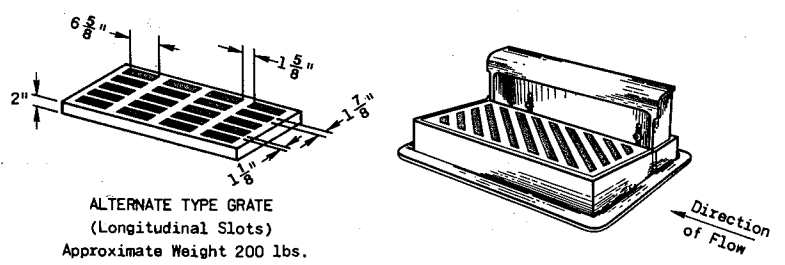
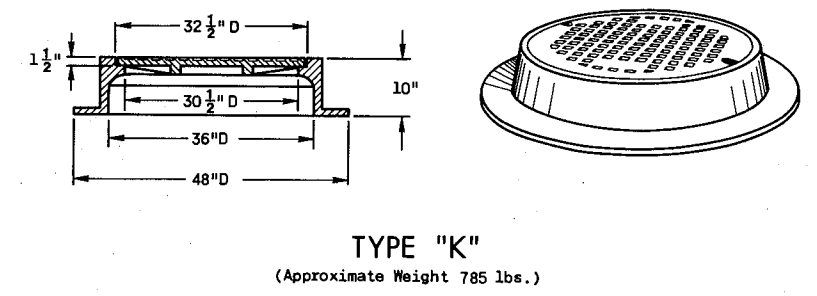
Curb

LEFT GRATE

Direction of Flow



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



GENERAL NOTES

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

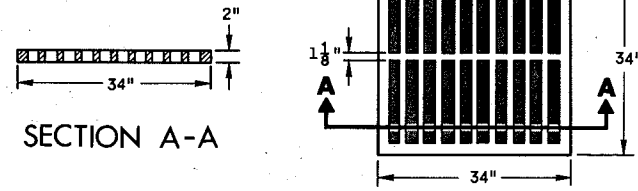
Detail drawings for proposed alternate designs for Catch Basin, Manhole and Inlet Covers shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

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

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

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

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



**CATCH BASIN
 MANHOLE AND
 INLET COVERS**

State of Wisconsin
 Department of Transportation
 Division of Highways

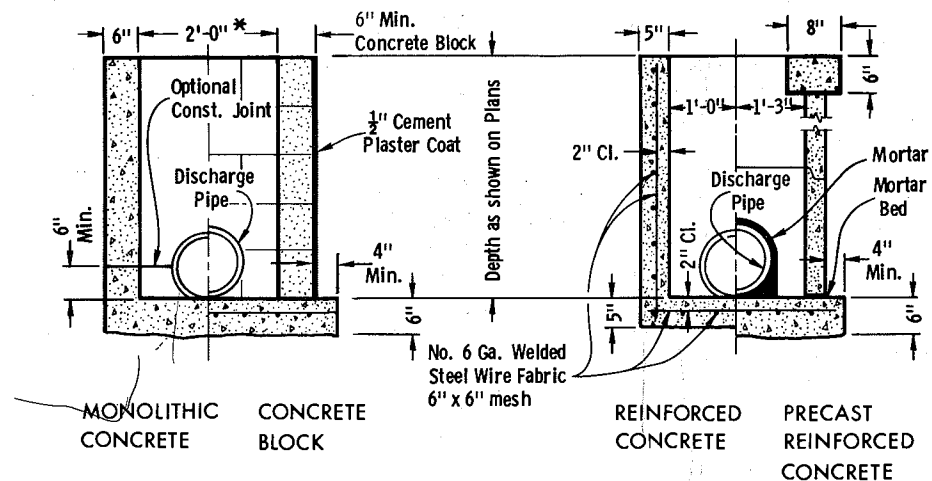
RECOMMENDED FOR APPROVAL:
 12-3-75
 DATE

APPROVED
 12-9-75
 DATE

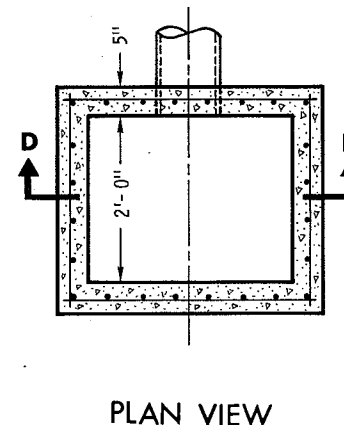
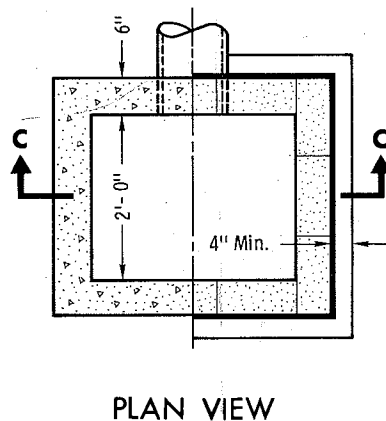
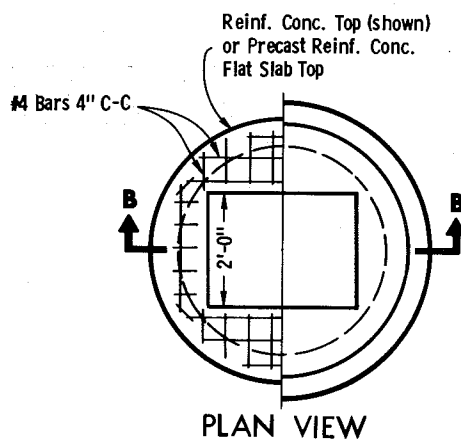
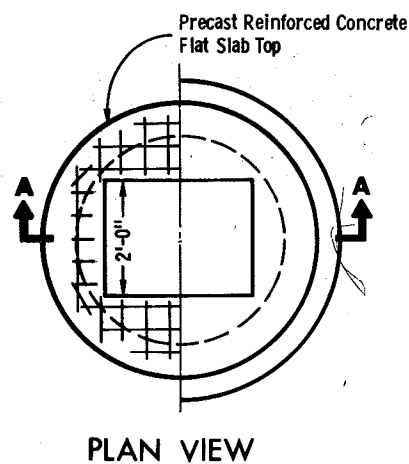
CHIEF OF FACILITIES DEVELOPMENT

STATE HIGHWAY ENGINEER

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



INLETS TYPE 1



GENERAL NOTES

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

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

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

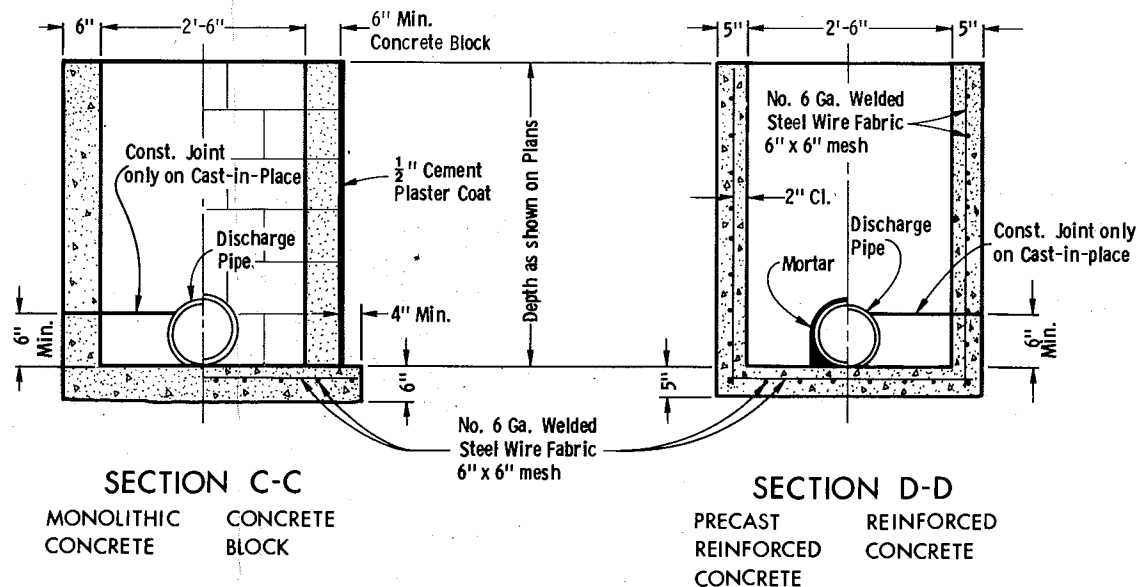
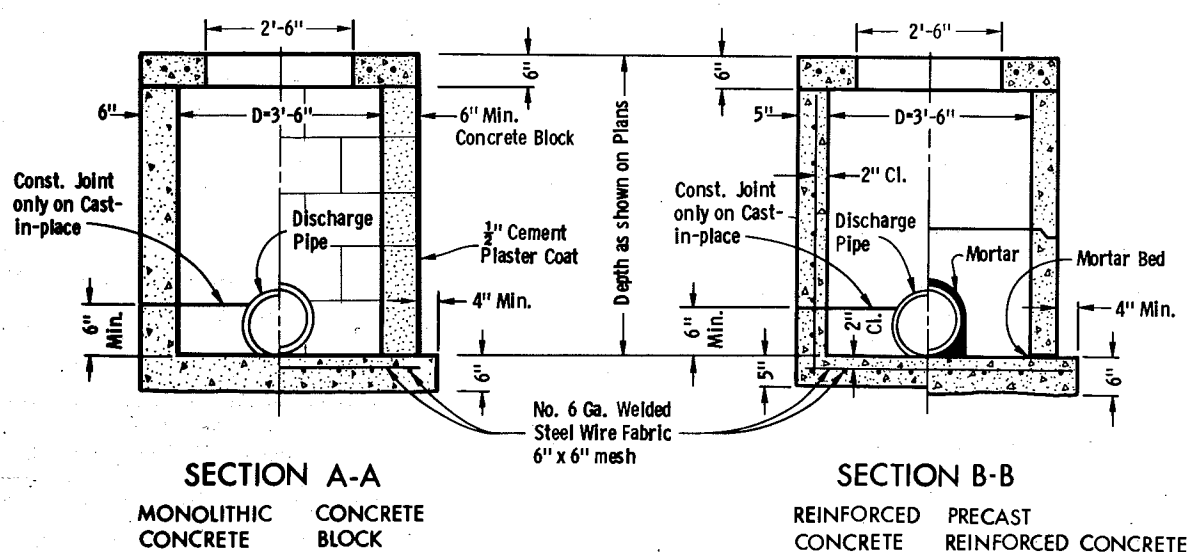
All drainage structures are designated on the plans as "Manholes 1 - C", "Catch Basins 1 - B", "Inlets 1 - H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

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

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

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

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



INLETS TYPE 2

INLETS TYPE 1 & 2

State of Wisconsin
Division of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

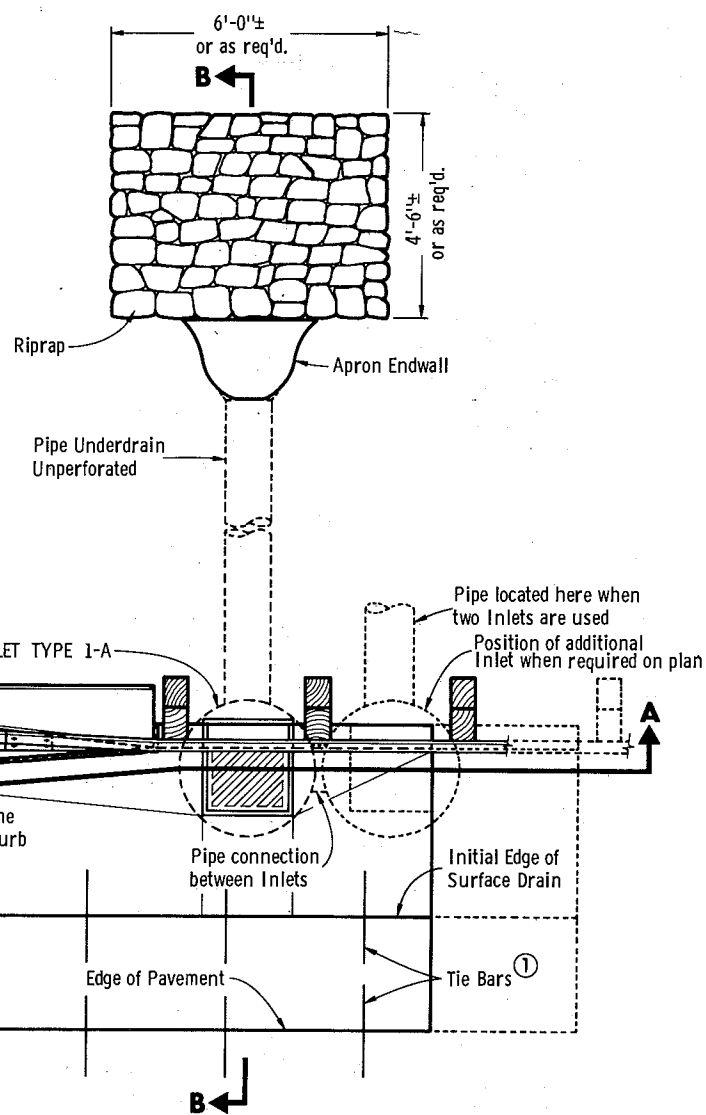
10-16-75
DATE

J. C. Starnes
CHIEF OF FACILITIES DEVELOPMENT

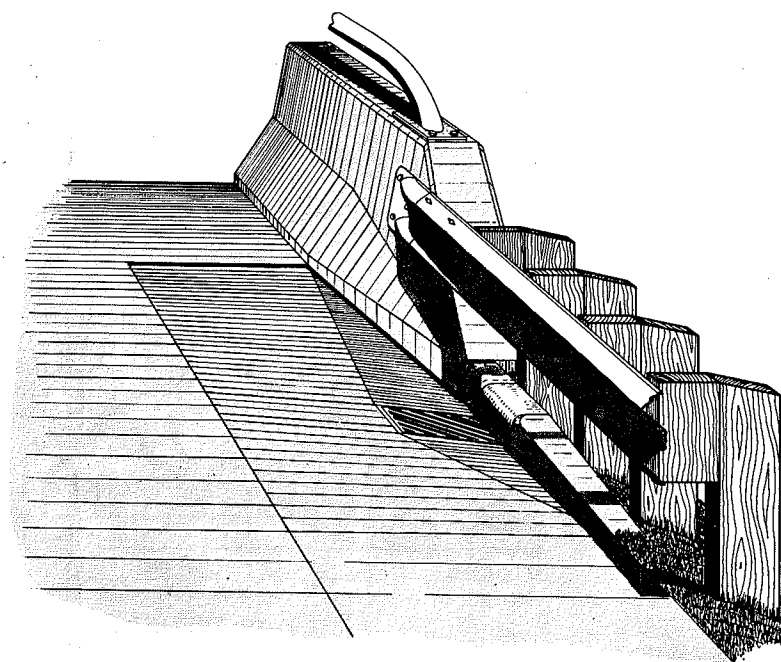
APPROVED

10-16-75
DATE

H. J. Sudler
STATE HIGHWAY ENGINEER

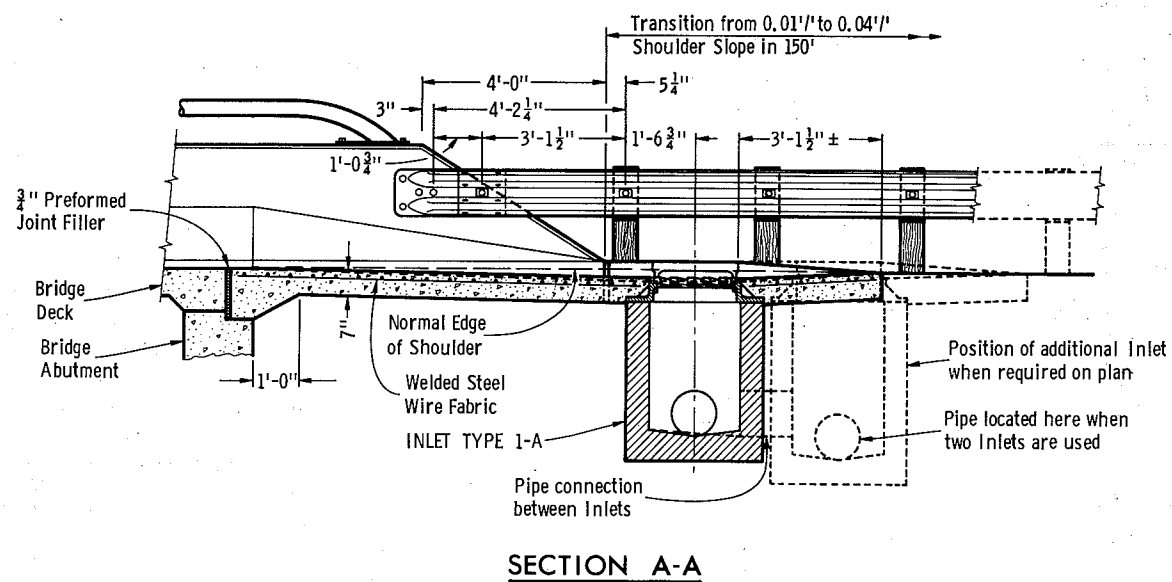


PLAN VIEW

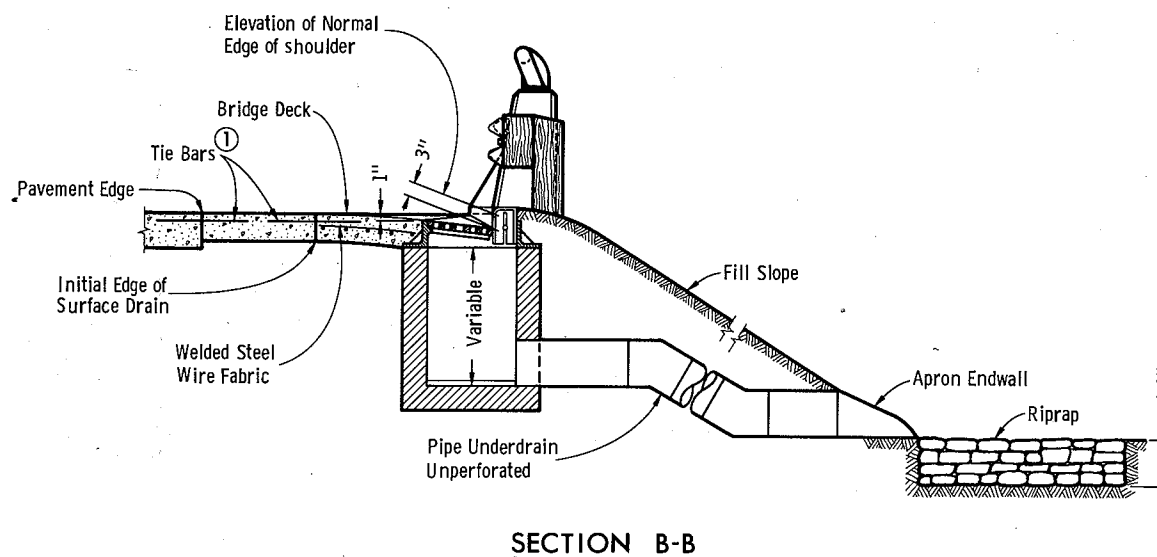


TYPICAL INSTALLATION

- ① Tie Bars
4 x 2'-0" tie bars spaced at 3'-0" centers to be used only when adjacent to P. C. concrete
- ② Based on drainage requirements



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.

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

See Standard Detail Drawing "INLETS TYPE 1" for construction details of Inlet.

See Standard Detail Drawing "Class 'A' STEEL PLATE BEAM GUARD & STEEL PLATE BEAM MEDIAN GUARD" for construction and layout details not shown on this sheet.

REINFORCEMENT

Welded Steel Wire Fabric shall conform to the Standard Specifications for Welded Steel Wire Fabric for concrete pavement.

BASIS OF PAYMENT

The curb and initial portion of 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, Inlet, Inlet Cover and Riprap shall be paid for under the pertinent Contract Items.

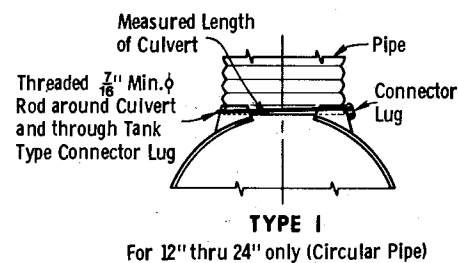
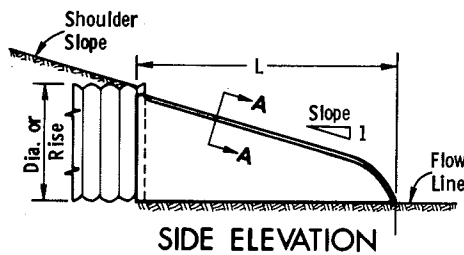
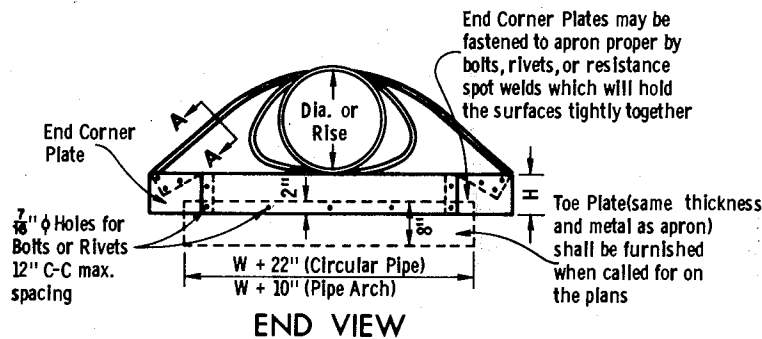
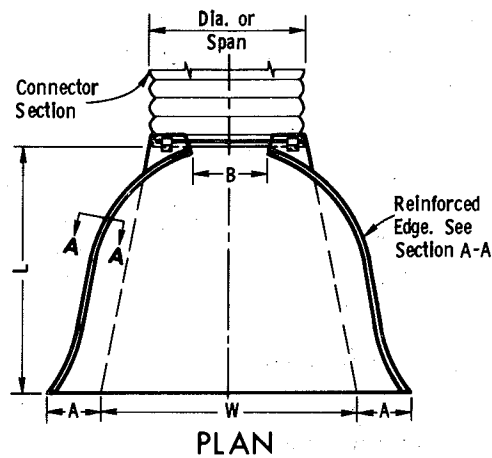
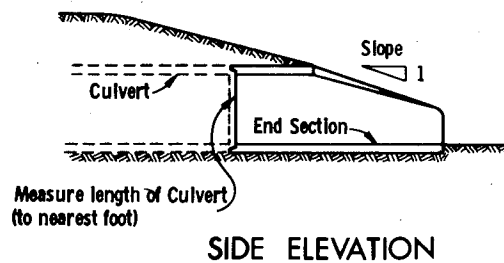
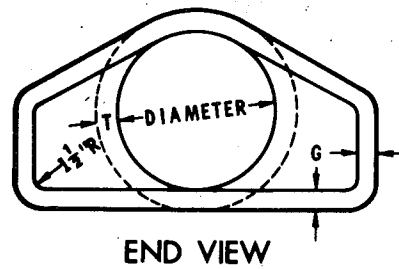
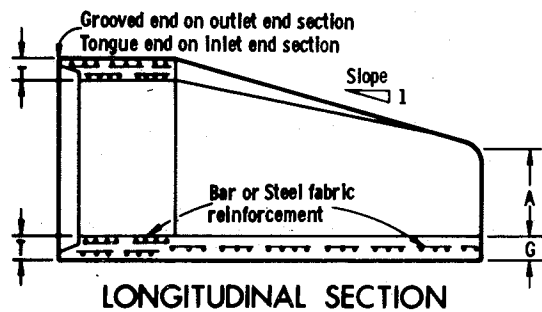
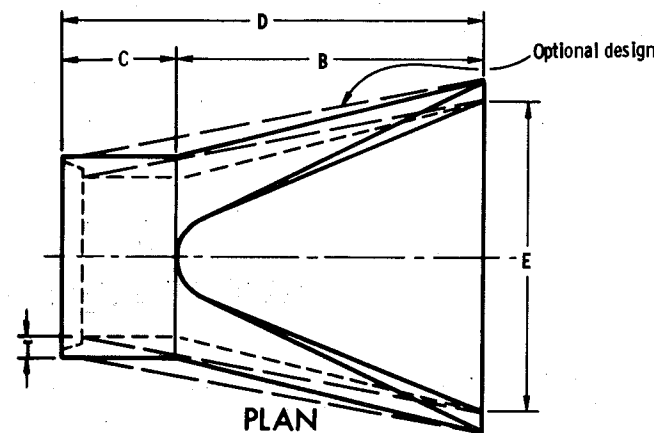
**SURFACE DRAIN
DROP INLET TYPE**

State of Wisconsin
Department of Transportation
Division of Highways

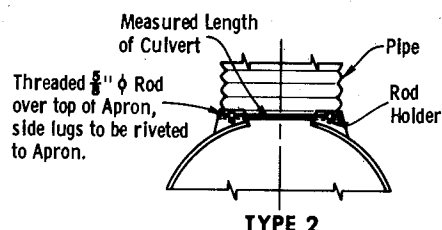
RECOMMENDED FOR APPROVAL:
DATE 5/13/71
APPROVED:
DATE 5/13/71

L. C. Bernard
ACTING CHIEF DESIGN ENGINEER

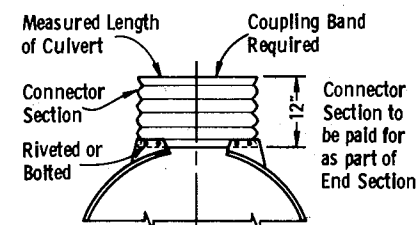
H. J. Dammister
STATE HIGHWAY ENGINEER



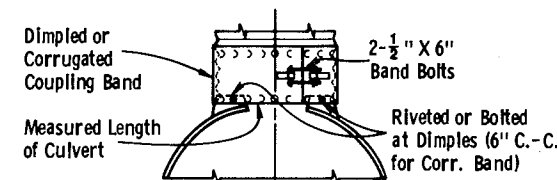
TYPE 1
For 12" thru 24" only (Circular Pipe)



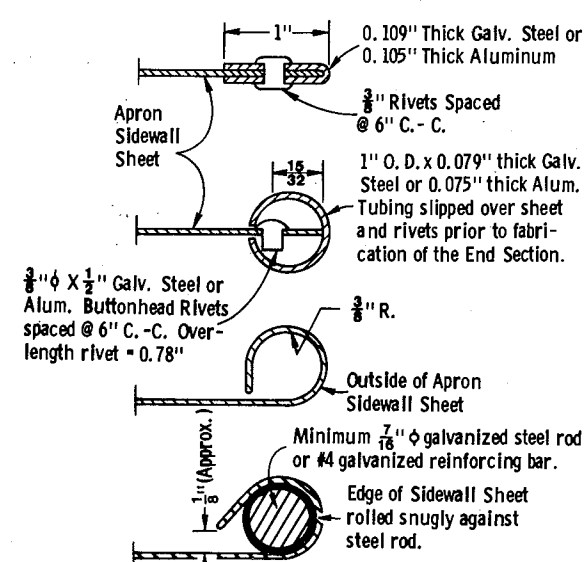
TYPE 2
For 30" and 36" only (Circular Pipe)
For 17" X 13" thru 57" X 38" only (Pipe Arch)



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



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



SECTION A-A
GENERAL NOTES

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

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

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

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

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

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

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

** Minimum
* Maximum
REINFORCED CONCRETE APRON ENDWALLS

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

NOTE: All splices to be lap riveted or bolted
METAL OR ALUMINUM APRON ENDWALLS FOR CIRCULAR PIPES

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

NOTE: All splices to be lap riveted or bolted
METAL APRON ENDWALLS FOR PIPE ARCHES

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

CONNECTION DETAILS

CIRCULAR PIPE
For Circumferentially Corrugated Pipe use Endwall Connection Details 1, 2, 3, or 5 as applicable.
For Helically Corrugated Pipe use Endwall Connection Details 1, 2 or 5.
For Helically Corrugated Pipes with two Circumferential Corrugations at each end use Endwall Connection Details 1, 2, or 3

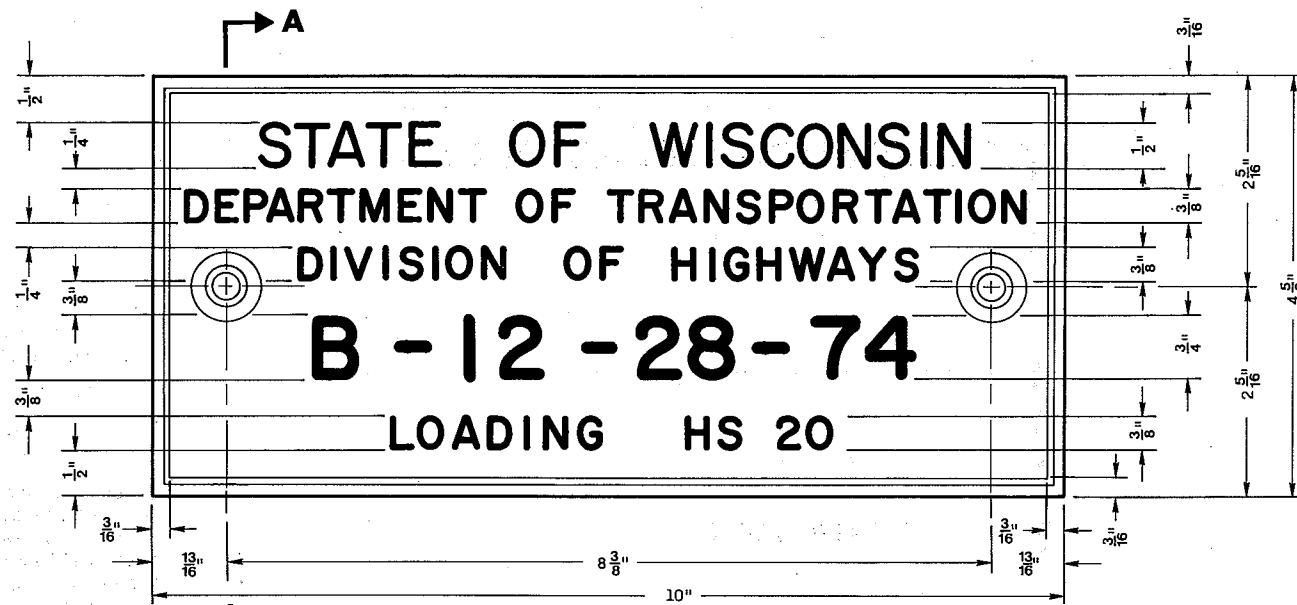
PIPE ARCH
Use Endwall Connection Details 2, 3, or 5 as applicable.

APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

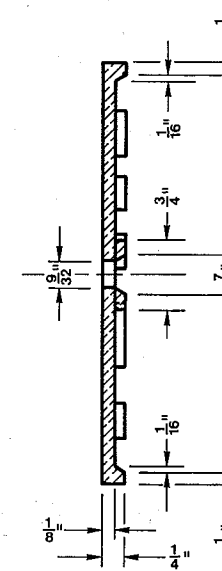
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
7-29-75
DATE
L. C. DeMunnick
CHIEF OF FACILITIES DEVELOPMENT

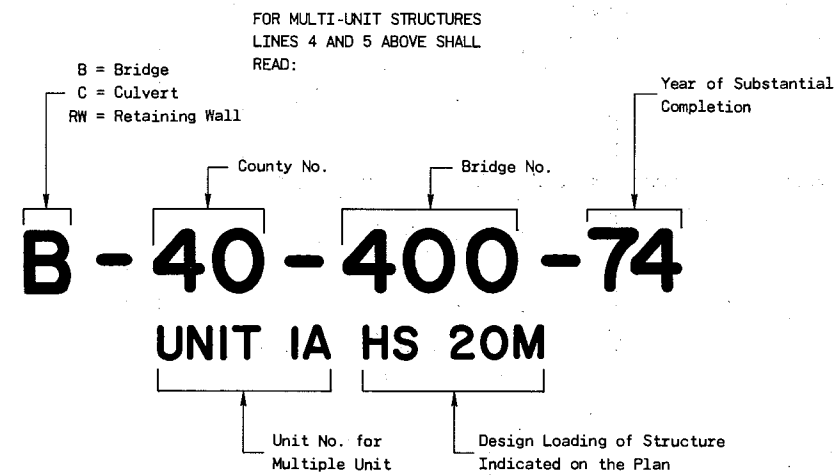
APPROVED:
7-29-75
DATE
H. J. Siedler
STATE HIGHWAY ENGINEER



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



SECTION A-A



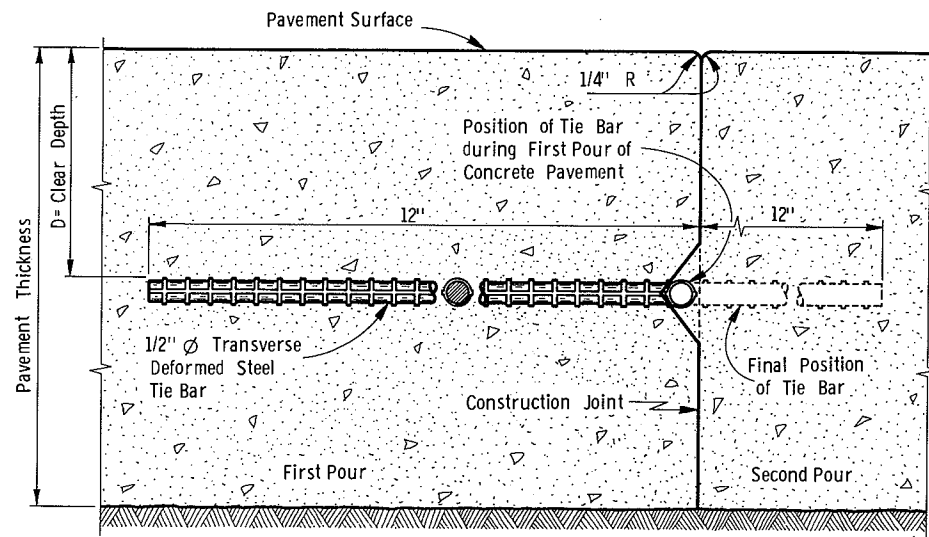
**NUMBERING AND LOADING DESIGNATION
MULTI-UNIT STRUCTURES**

GENERAL NOTES

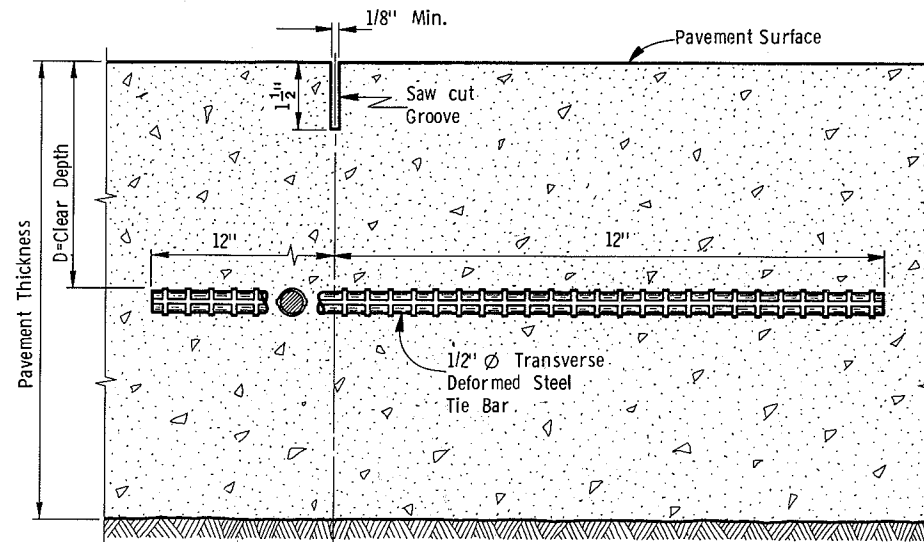
Name Plates to be installed on Bridges, Culverts, and Retaining Walls shall conform to the requirements of Section 506.2.4 of the Standard Specifications.

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

NAME PLATE (STRUCTURES)	
State of Wisconsin Department of Transportation Division of Highways	
RECOMMENDED FOR APPROVAL: DATE 4-16-74	<i>J. C. Hennrich</i> CHIEF OF FACILITIES DEVELOPMENT
APPROVED DATE 4-16-74	<i>W. J. Siedler</i> STATE HIGHWAY ENGINEER

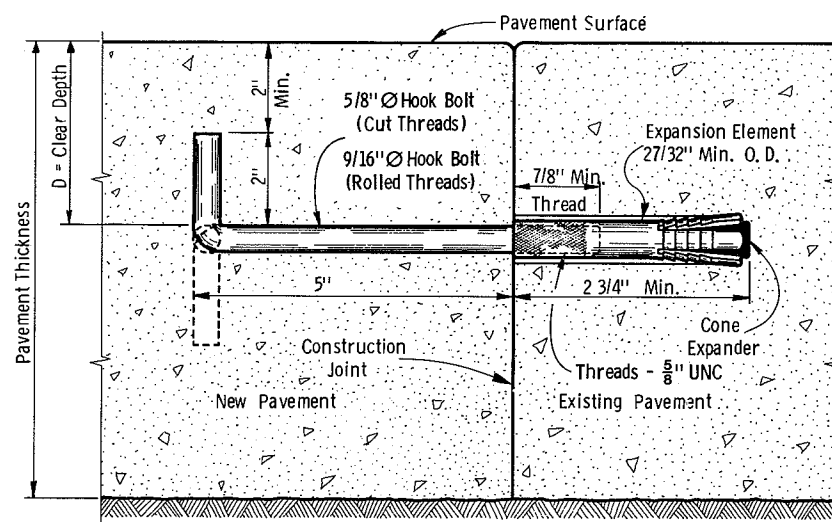


SECTION
CONSTRUCTION JOINT
(TIE BAR)

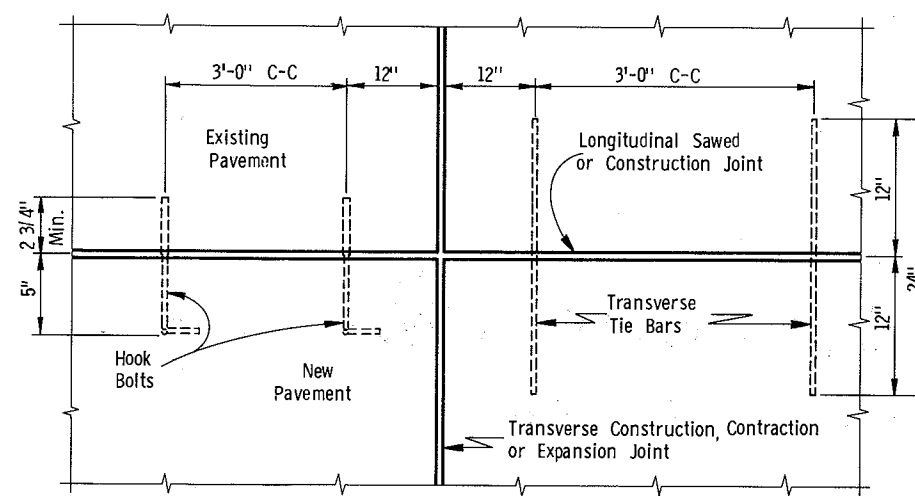


SECTION
SAWED JOINT
(TIE BAR)

Pavement Thickness	"D"	
	Tie Bar	Hook Bolt
8"	2 - 4 3/4"	4 - 4 3/4"
9"	2 - 5 1/2"	4 - 5 1/2"
10"	2 - 5 3/4"	4 - 5 3/4"



SECTION
CONSTRUCTION JOINT
(HOOK BOLT)



PLAN VIEW
Showing Location Details for
Hook Bolts and Tie Bars

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.

Hook Bolts shall be used only when specified in the contract plans.

The Hook Bolts shall conform to ASTM specification A 307, except that the requirements of paragraph 1 (c) shall not apply.

The Expansion Anchor shall be an internally threaded anchor which consists of an externally slit Expansion Element and a single Cone Expander. The Expansion Element shall contain a minimum of three grips. The Expansion Element shall be threaded in such a manner as to prevent the machine bolt from coming in contact with the Cone Expander at any time.

The Expansion Anchor shall be set in existing pavement according to manufacturer's instructions. The holes shall be of the recommended diameter and depth and shall be drilled by methods recommended by the manufacturer of the particular anchor. The drilled holes shall be left rough, not reamed, and free from any drill dust.

Alternate designs of construction joint installations may be used upon written approval of the Engineer.

Longitudinal Joints shall not be sealed.

Tie Bars shall be placed at the required location by devices or methods approved by the Engineer.

LONGITUDINAL JOINTS
CONCRETE PAVEMENT

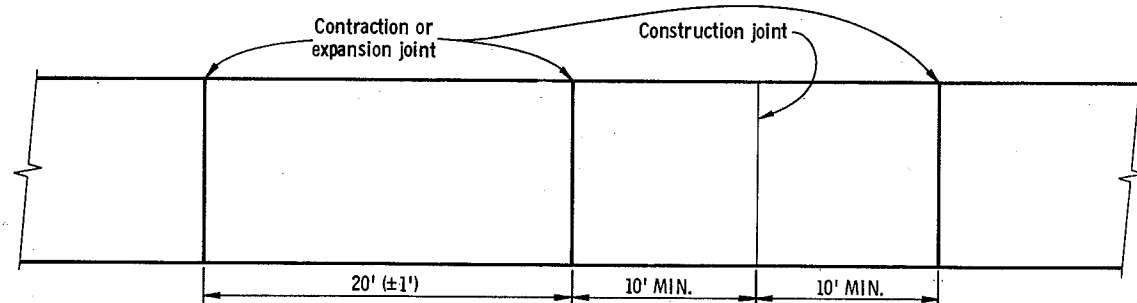
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
DATE 5/23/72

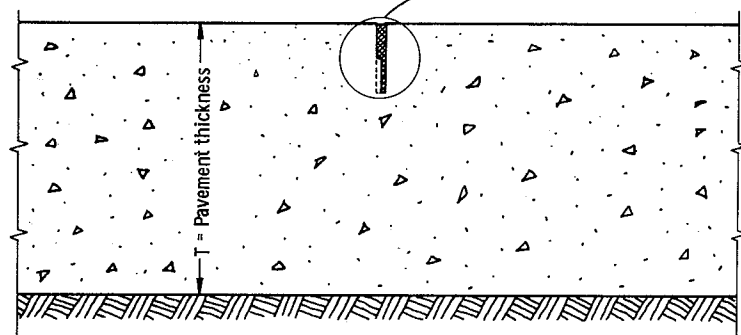
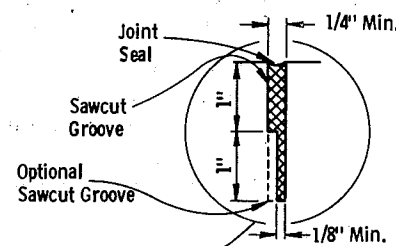
L. C. Hennrich
CHIEF DESIGN ENGINEER

APPROVED
DATE 5/24/72

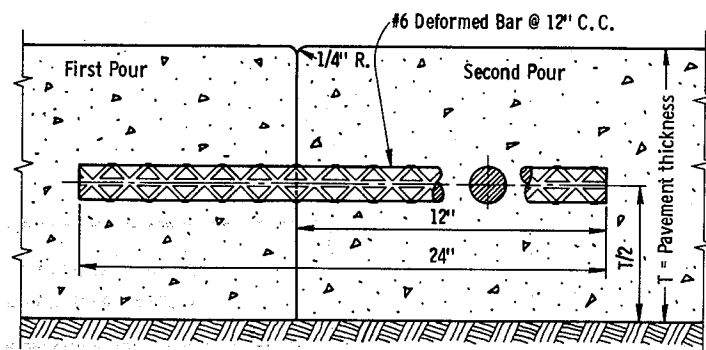
S. E. Hicks
STATE HIGHWAY ENGINEER



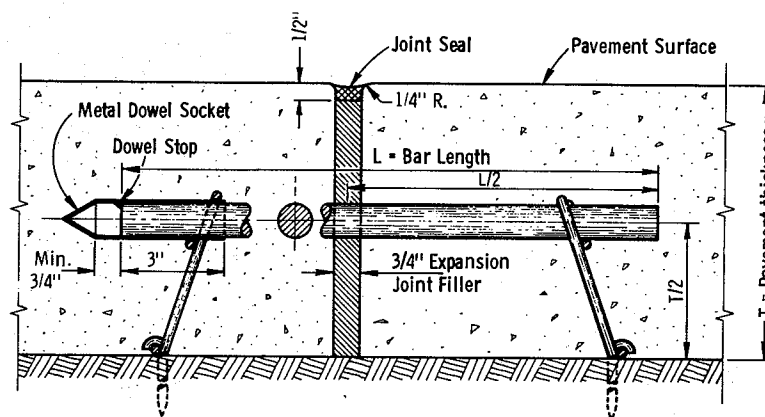
SCHMATIC SHOWING JOINT LOCATIONS



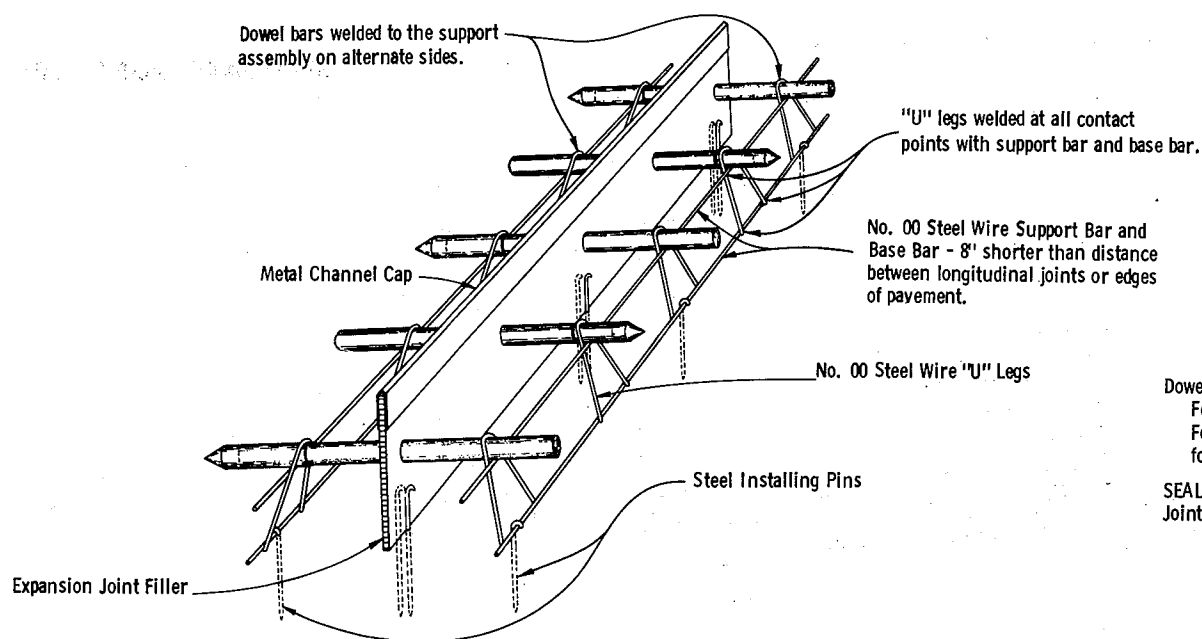
CONTRACTION JOINT



CONSTRUCTION JOINT



EXPANSION JOINT



INSTALLING DEVICE FOR LOAD TRANSFER DOWELS AND EXPANSION JOINT ASSEMBLY

GENERAL NOTES

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

Steel installing pins of sufficient number, length and rigidity shall be used to prevent movement of the joint assembly during construction operations.

ALTERNATE DESIGNS

Alternate designs for load transfer dowels at expansion joints and appurtenances other than shown here may be used upon written approval of the Engineer.

CONTRACTION JOINTS

Contraction joints shall be installed at 20' (± 1') spacing from adjacent contraction or expansion joints, except that lesser spacings shall be used:

1. At locations or spacing indicated on the plans.
2. As extensions of transverse joints or cracks in abutting pavement lanes.
3. At locations designated by the Engineer where there are manholes or other fixtures in the pavement.

CONSTRUCTION JOINTS

Construction joints shall be installed a minimum of 10' from the nearest joint.

Deformed bars shall be spaced at 12" C-C and 6" from the edge of pavement.

Deformed bars may be inserted after the concrete has been poured.

EXPANSION JOINTS

Expansion joints are required only at structure approaches and/or where shown on the plans. Locations may be shifted to avoid stationary fixtures in the pavement.

Expansion joint filler shall be secured with sufficient number of steel pins to prevent horizontal movement during the placing of concrete.

DOWEL BARS

Dowel bars shall be spaced at 12" C-C and 6" from the edge of pavement.

Dowel bars shall have at least one end sawed and be free of all burrs and protruding edges.

Dowel bars having one end sawed and one end sheared shall be oriented so that the sheared end is welded to the support assembly and the sawed end remains free.

Metal dowel socket (CAP), 1 1/16" or 1 5/16" Dia., 24 gauge, closed on one end shall be placed alternately on the free end of each dowel bar for proper pavement expansion.

Dowel bars shall be installed in accordance with the plans and the section of the Standard Specifications entitled "TRANSVERSE JOINTS IN CONCRETE PAVEMENT" except as hereinafter provided.

Dowel bars shall be coated by one of the following processes:

1. Type I - Adhesive thermoplastic resin system coating in accordance with Federal Specification L - C530 B except the coating thickness shall be 17 mils nominal (± 3 mils) and the adhesive thickness shall be 4 mils nominal (+ 4 mils, - 1 mil). or
2. Type II - Thermosetting epoxy system in accordance with Federal Specification L - C530B except the total minimum thickness shall be 10 mils. The bars shall be coated with SAE # 140 oil or similar lubricant after installing in the support assembly.

The ends of the dowel bars need not be coated.

Coating of the welds where the dowel bars are attached to the support assembly is not required.

Selection of Type I or Type II coating is optional; however, one type shall be used throughout the project.

Dowel Bar Dimensions:
 For 7" P. C. Pavement = 1" ϕ x 18"
 For 8" P. C. Pavement = 1" ϕ x 18"
 For 9" P. C. Pavement = 1 1/4" ϕ x 18"

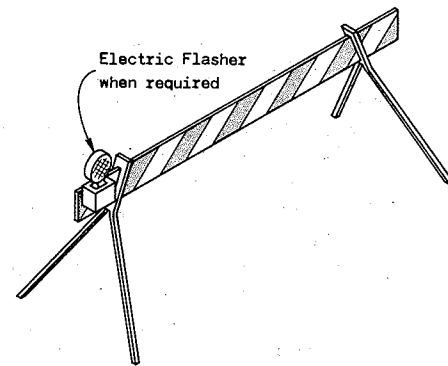
SEALING JOINTS
 Joints shall be sealed as shown.

TRANSVERSE JOINTS IN NON-REINFORCED CONCRETE PAVEMENT	
State of Wisconsin Department of Transportation Division of Highways	
RECOMMENDED FOR APPROVAL: DATE 6-12-73	<i>J.C. Hennrich</i> CHIEF OF FACILITIES DEVELOPMENT
APPROVED DATE 6-19-73	<i>W.S. Suddler</i> STATE HIGHWAY ENGINEER

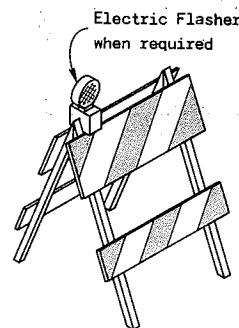
TABLE OF BARRICADE CHARACTERISTICS

BARRICADE TYPE	I	II	III
Height	3'(91.4 cm) Min.		5'(152.4 cm) Min.
* Rail Width	8"(20.3 cm) Min. to 12"(30.5 cm) Max.		
Rail Length	2'(61.0 cm) Min. to Variable Maximum		
** Stripe Width	6" (15.2 cm) at 45° Angle		
Stripe Colors	Reflectorized Orange & White		

* Nominal dimensions when barricade is constructed of lumber.
 ** May be 4"(10.2 cm) for rail lengths less than 3'(91.4 cm).



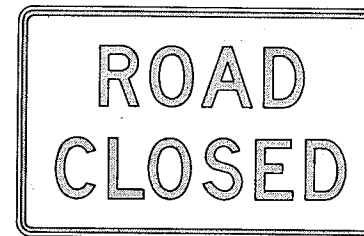
TYPICAL TYPE I BARRICADE



TYPICAL TYPE II BARRICADE

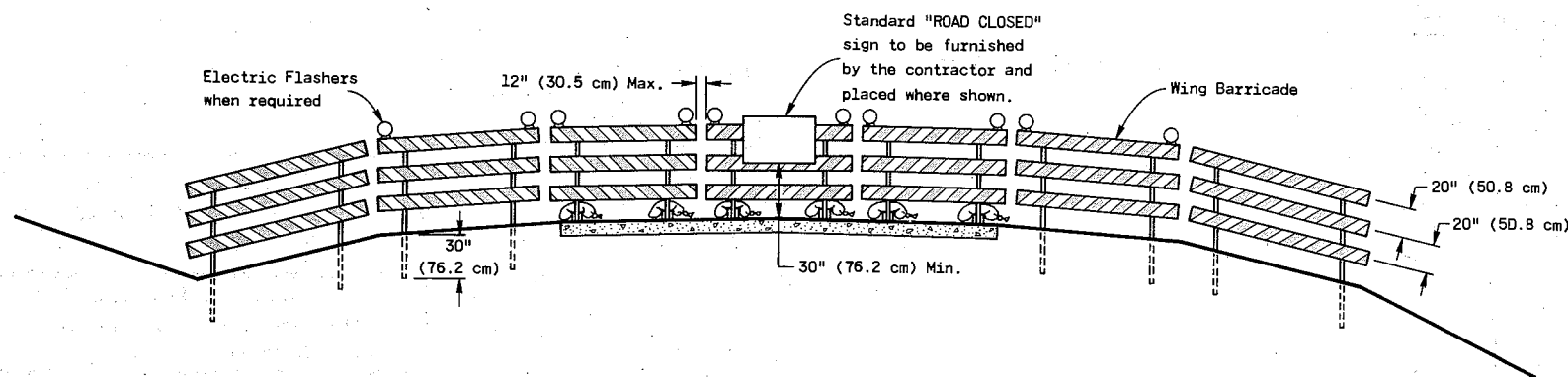


W20-3
 48"(121.9 cm) x 48"(121.9 cm)
 Black Lettering on Reflective Orange Background
 Letter Series "D"
 Letter height 7" (17.8 cm)



R11-2
 48"(121.9 cm) x 30"(76.2 cm)
 Black Lettering on Reflective White Background
 Letter Series "D"
 Letter height 8" (20.3 cm)

STANDARD SIGNS-TYPE II



TYPICAL INSTALLATION SHOWING TYPE III BARRICADE

CONSTRUCTION BARRICADES

GENERAL NOTES

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

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

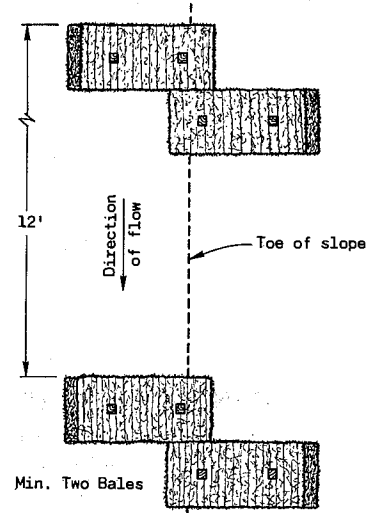
Type I and II Barricades shall be used on projects when traffic is to be maintained through the construction area.

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

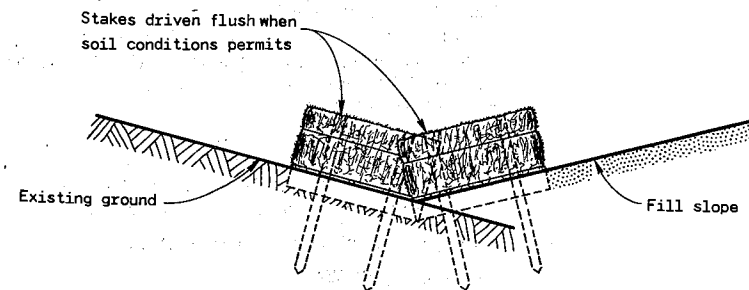
CONSTRUCTION BARRICADES & STANDARD SIGNS

State of Wisconsin
 Department of Transportation
 Division of Highways

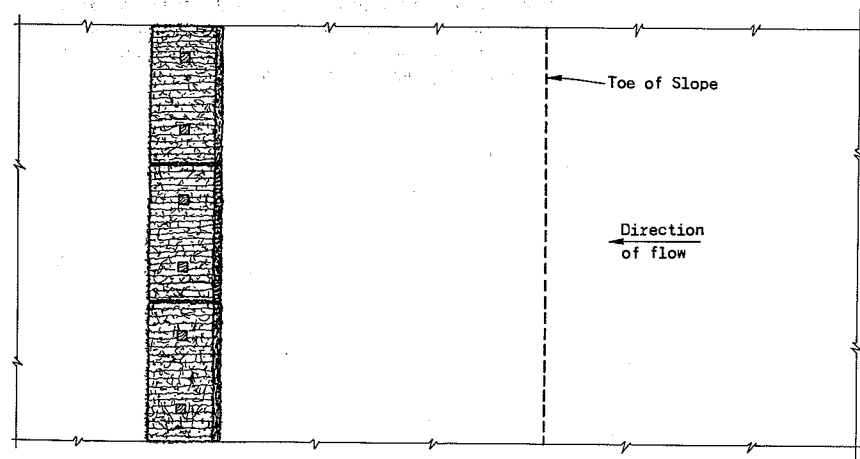
RECOMMENDED FOR APPROVAL:
 DATE 6-6-75
 APPROVED: [Signature]
 DATE 6-6-75
 STATE HIGHWAY ENGINEER



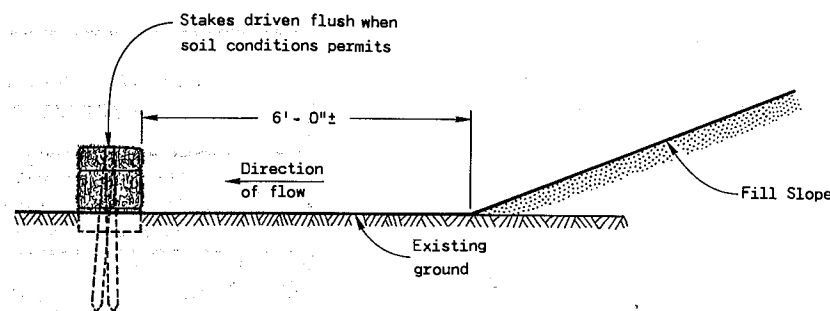
PLAN VIEW



FRONT ELEVATION
WHEN EXISTING GROUND
SLOPES TOWARD FILL SLOPE

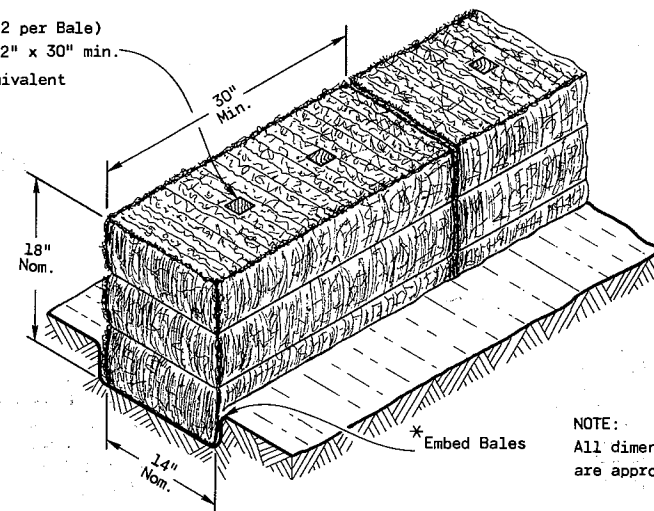


PLAN VIEW



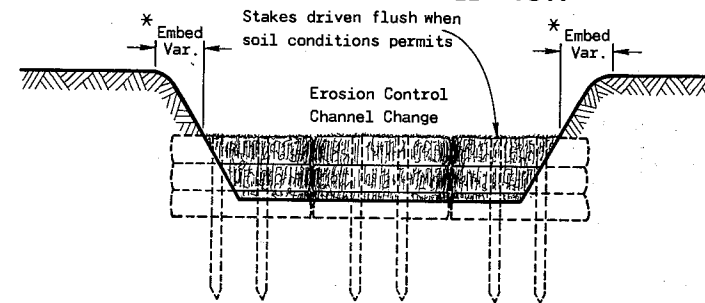
FRONT ELEVATION
EROSION BALES AT TOE OF SLOPE
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

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

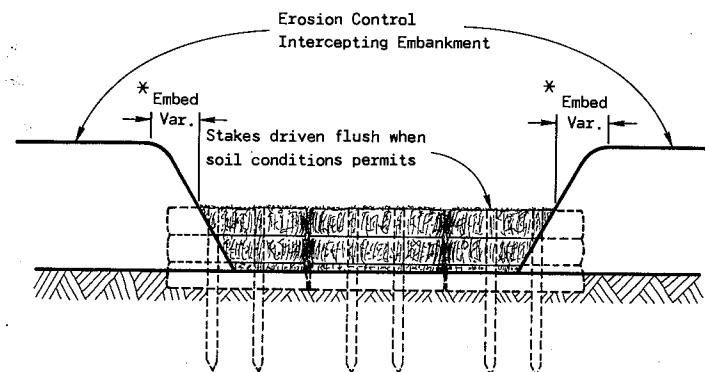


NOTE:
All dimensions
are approximate

DETAIL OF EROSION BALE INSTALLATION



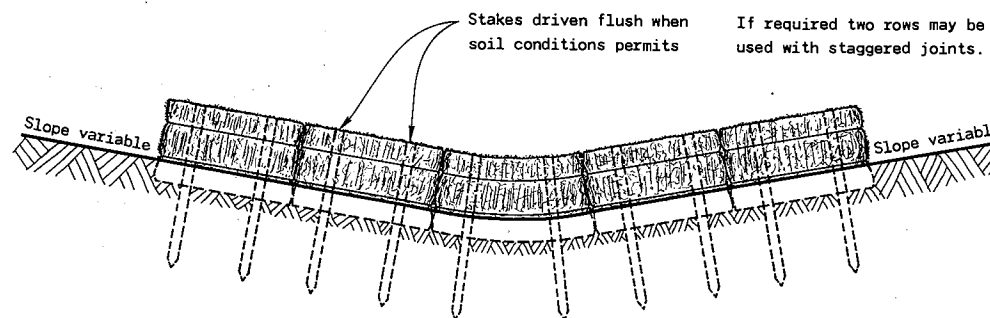
EROSION CONTROL CHANNEL CHANGE



EROSION CONTROL INTERCEPTING EMBANKMENT



PLAN VIEW



FRONT ELEVATION
EROSION BALES ACROSS DITCH BOTTOM

GENERAL NOTES

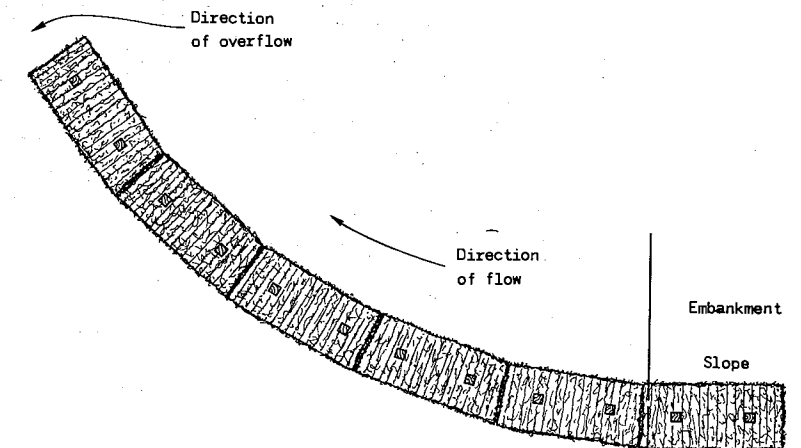
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

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.

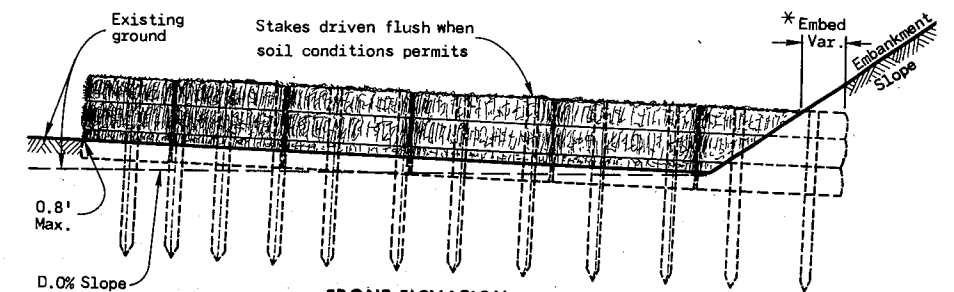
Bales shall be placed with twine or tie wires parallel to the ground.

Stakes to be battered in opposite directions.

* As determined by the Engineer.



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:

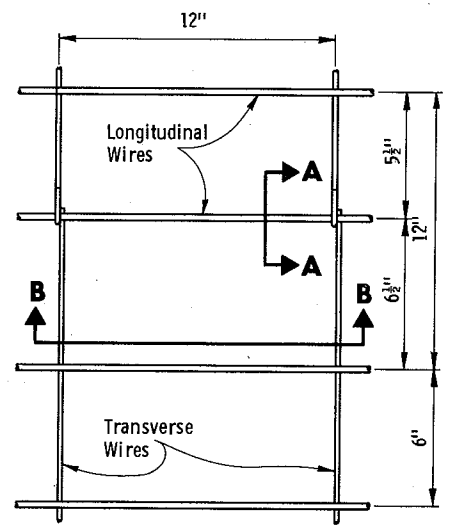
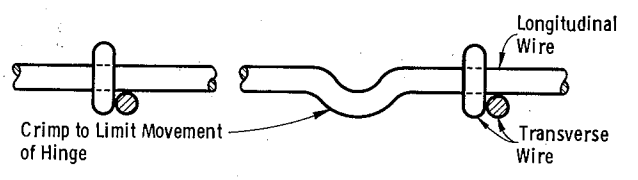
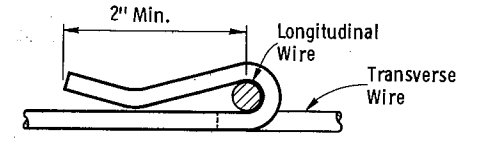
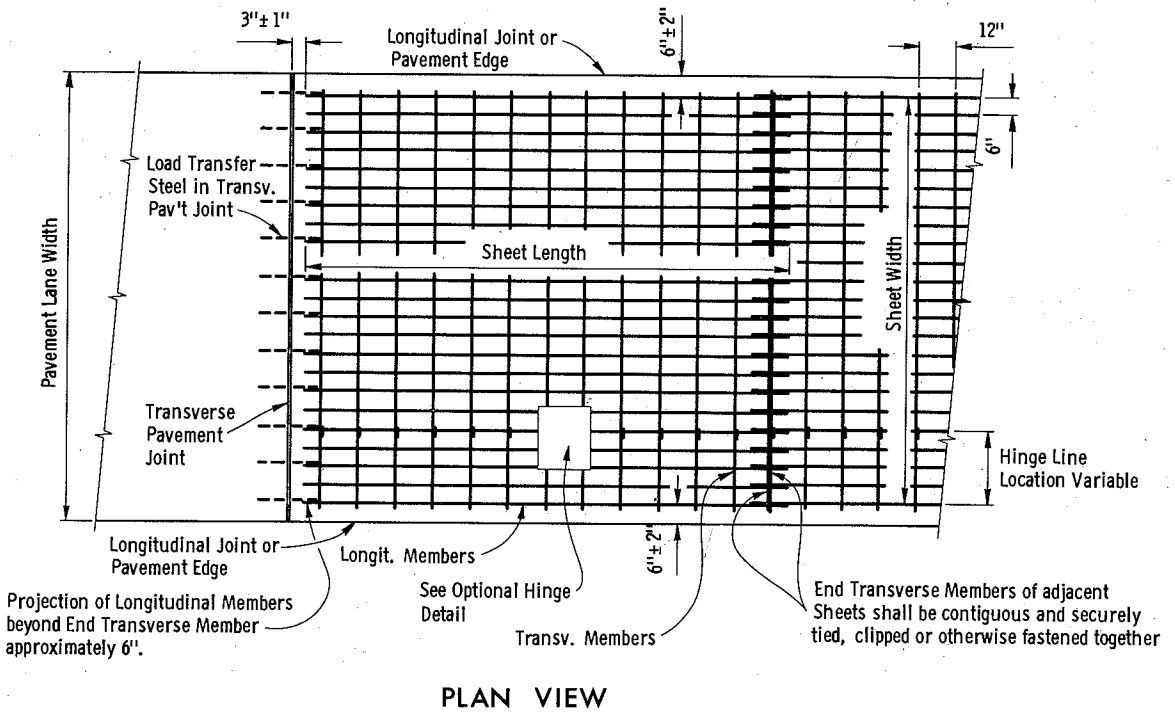
10/14/75
DATE

J.C. Hennrich
CHIEF OF FACILITIES DEVELOPMENT

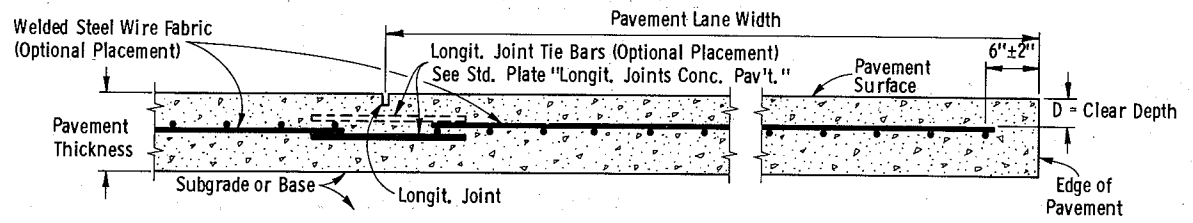
APPROVED

10/16/75
DATE

W.F. Suddow
STATE HIGHWAY ENGINEER



OPTIONAL HINGE DETAIL



WELDED STEEL WIRE FABRIC

Pavement Thickness	"D"
8"	2'-4"
9"	2'-4 1/2"
10"	2'-5"

GENERAL NOTES

Details of construction and materials not shown hereon shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Alternate hinge designs may be used upon approval of the Engineer.

WELDED STEEL WIRE FABRIC

Welded Steel Wire Fabric shall conform to the requirements of the Standard Specification for Welded Steel Wire Fabric for Concrete Reinforcement A. A. S. H. O. Designation M 55 except as shown hereon.

Welded Steel Wire Fabric Specifications:

- Approximate weight per 100 sq. ft. = 69.0 lbs.
- Longitudinal Steel - Gage No. 0 = 0.3065" D at 6" C - C.
- Transverse Steel - Gage No. 4 = 0.2253" D at 12" C - C.

Side lap of adjacent sheets shall be approximately 6".

SPECIAL REQUIREMENTS

Welded Steel Wire Fabric shall be shipped to the job site in flat sheets.

One longitudinal hinge line will be permitted in each Welded Steel Wire Fabric sheet for convenience in shipping. This hinge shall encircle the longitudinal wire such that no more than one (1) inch of transverse movement of the hinge exists. The longitudinal wire around which the hinge rotates shall be crimped adjacent to the hinge such that no more than one (1) inch of longitudinal movement of the hinge exists.

CONCRETE PAVEMENT REINFORCEMENT

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

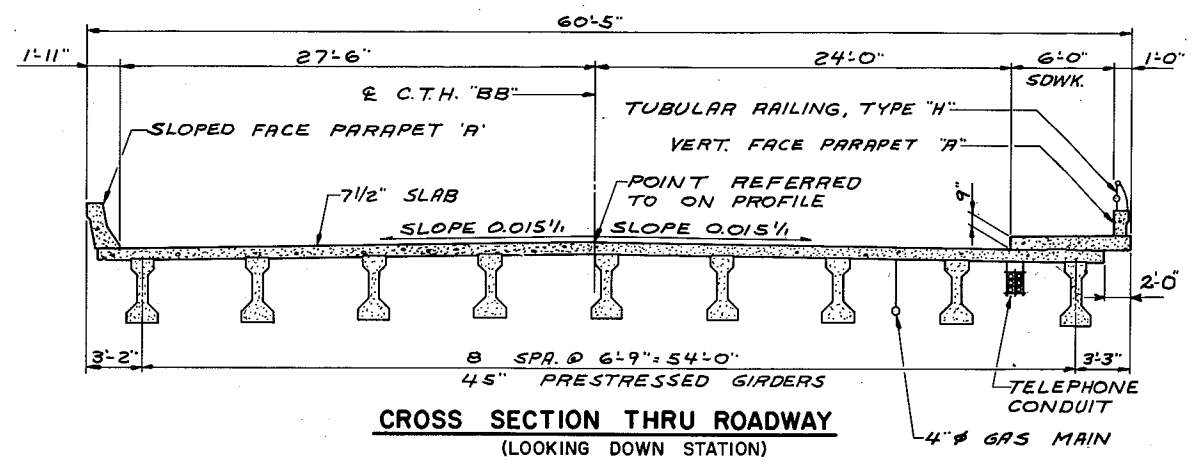
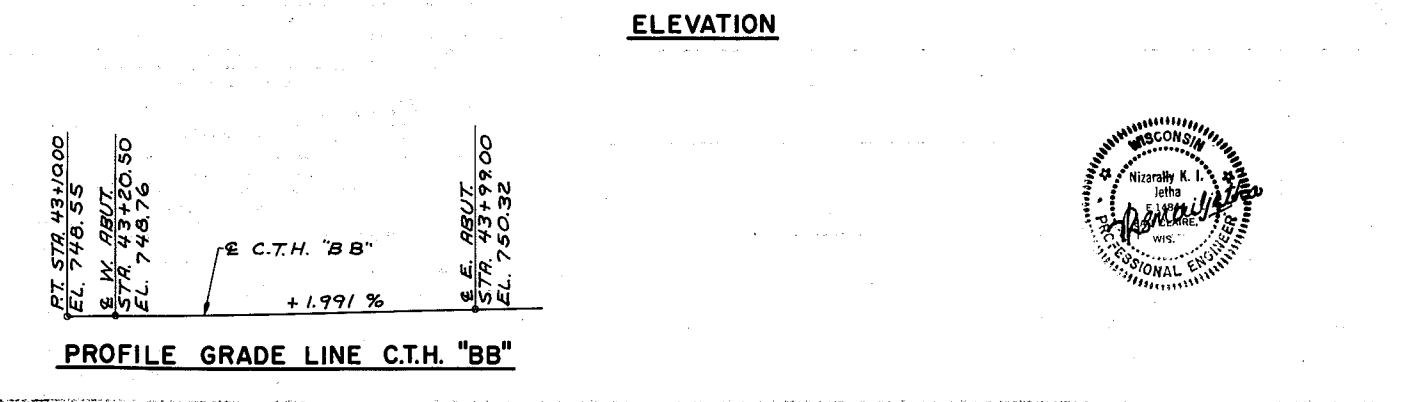
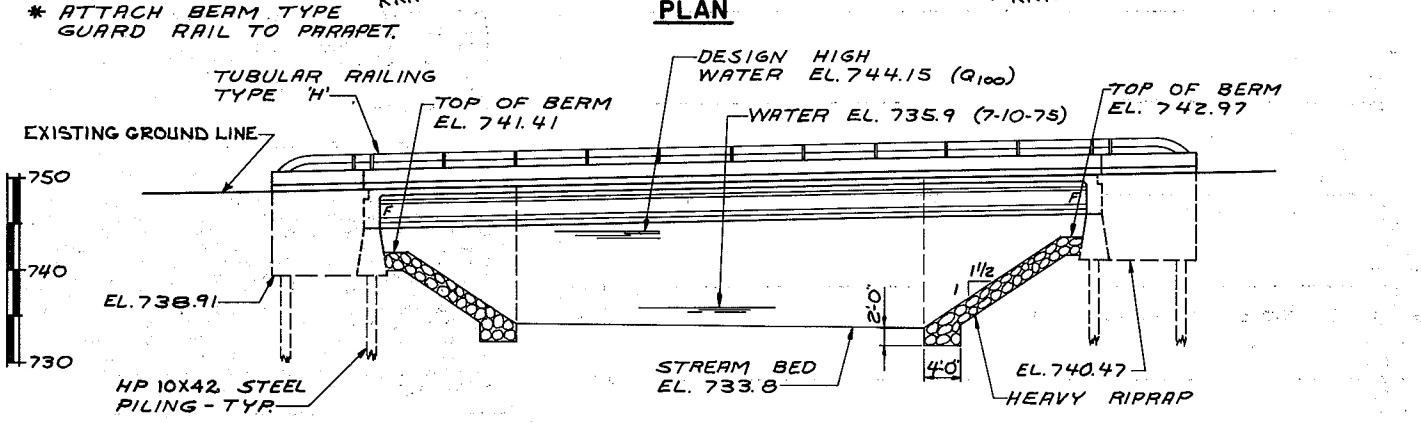
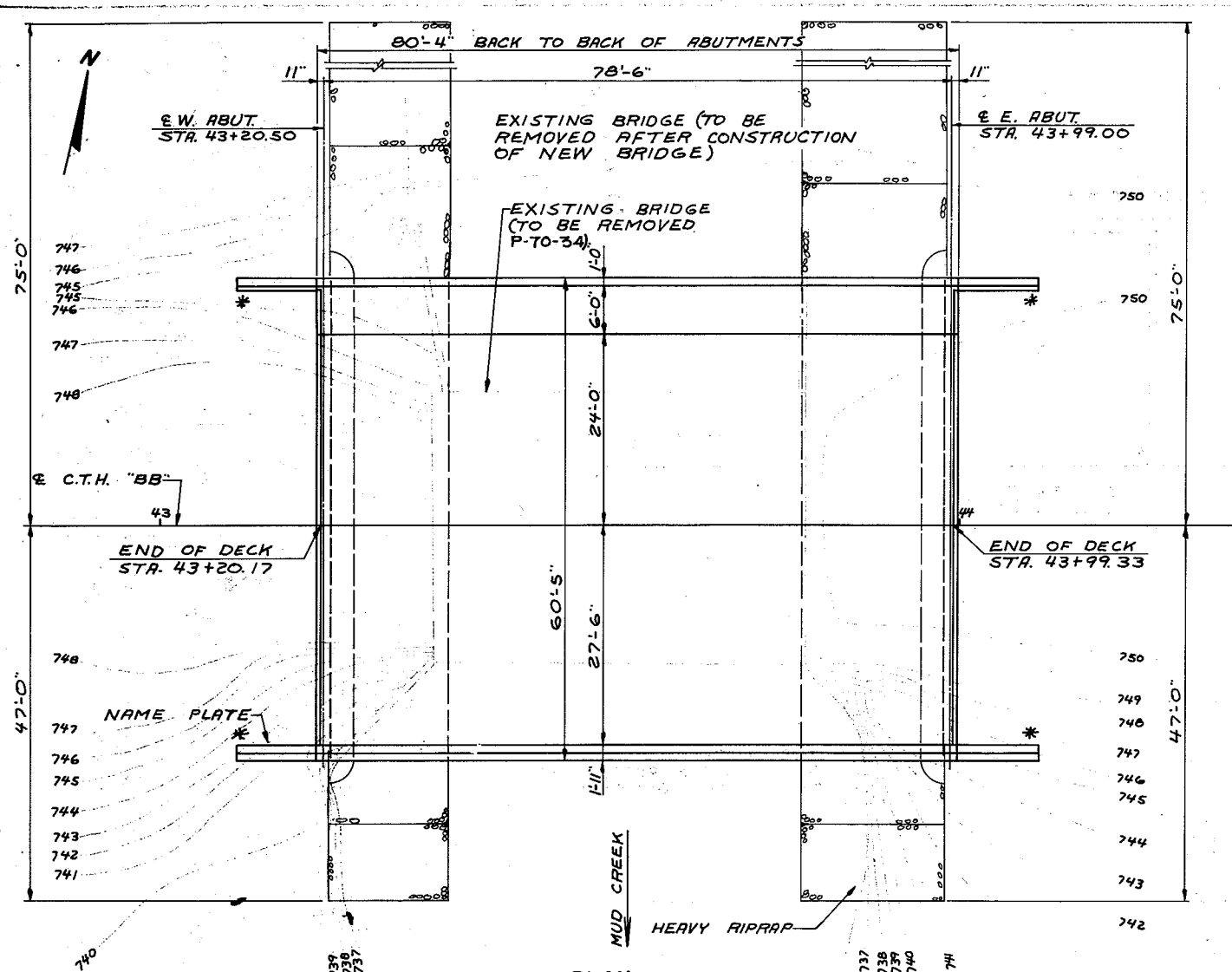
11-30-72
DATE

J.C. Heinal
CHIEF DESIGN ENGINEER

APPROVED

12-1-72
DATE

H.S. Sudler
STATE HIGHWAY ENGINEER



TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	W. ABUT.	E. ABUT.	SUPER.	TOTAL
REMOVING OLD BRIDGE (STR. 43+60)	L.S.				1
EXCAVATION FOR STRUCTURES	L.S.				1
CONCRETE MASONRY	C.Y.	46.5	46.5	168.0	261
PRESTRESSED GIRDER I-TYPE 45 INCH	L.F.			710	710
HIGH-STRENGTH BAR STEEL REINFORCEMENT	LB.	2,625	2,625	32,590	37,840
BEARING PADS, ELASTOMERIC	S.F.			22	22
STEEL PILING, DEL. E DR. HP 10X42	L.F.	420	240		660
TUBULAR RAILING, TYPE "H"	L.S.				1
HEAVY RIPRAP	C.Y.	165	195		360
STRUCTURAL CARBON STEEL	LB.			580	580
REMOVING OLD BRIDGE (STR. 43+60, 50' LT.)	L.S.				1
NON-BID ITEMS					
1/8" ALUMINUM OR ZINC PLATE	S.F.			13	13
FILLER	SIZE				1/2, 3/4
POLYVINYL CHLORIDE WATERSTOP	L.F.	60	60		120

DESIGN DATA

LIVE LOAD: HS-20 (STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20#/FT.²)

ALLOWABLE DESIGN STRESSES:

CONCRETE MASONRY { SLAB: $f_c = 4000$ p.s.i.
ALL OTHER: $f_c = 3500$ p.s.i.

HIGH-STRENGTH BAR STEEL REINFORCEMENT (GRADE 60): $f_y = 60000$ p.s.i.

PRESTRESSED GIRDER CONCRETE MASONRY: $f_c = 6000$ p.s.i.

STRANDS - 1/2" # WITH ULTIMATE TENSILE STRENGTH OF 270000 p.s.i.

HYDRAULIC DATA:

DRAINAGE AREA = 14.8 sq. mi.

WATERWAY AREA = 630 sq. ft.

V = 4.3 f.p.s.

$Q_{100} = 2,700$ c.f.s.

DESIGN HIGH WATER EL. 744.15

FOUNDATION DATA:

PLACE W. ABUT. ON HP 10x42 STEEL PILING DRIVEN TO 55 TONS PILE MIN. BRG. VALUE. ESTIMATED LENGTH 35'-0"

PLACE E. ABUT. ON HP 10x42 STEEL PILING DRIVEN TO 55 TONS PILE MIN. BRG. VALUE. ESTIMATED LENGTH 20'-0"

TRAFFIC DATA:

A.D.T. = 7,500 (1975)

A.D.T. = 13,700 (1996)

D.H.V. = 2,000 (1996)

RATINGS:

INVENTORY =

OPERATING =

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST DIGIT OF A THREE DIGIT BAR NO. AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR NO. SIGNIFIES THE BAR SIZE.

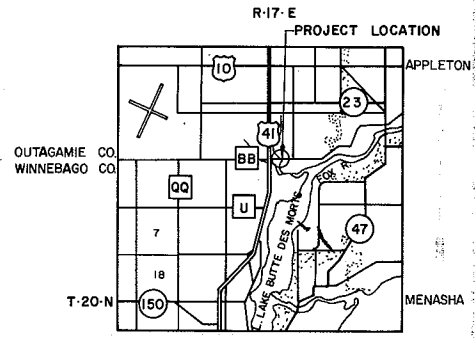
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP TO THE EXTENT SHOWN ON THIS SHEET AND IN THE ABUTMENT DETAILS.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

JOINT FILLER SHALL CONFORM TO A.A.S.H.T.O. DESIGNATION M153 OR M213.

LIST OF DRAWINGS

1. GENERAL PLAN	X55497
2. SUBSURFACE EXPLORATION	X55498
3. WEST ABUTMENT	X55499
4. EAST ABUTMENT	X55500
5. 45" PRESTRESSED GIRDER DETAILS	X55501
6. SUPERSTRUCTURE	X55502
7. SLOPED FACE PARAPET "A"	X55503
8. VERTICAL FACE PARAPET "A"	X55504
9. TUBULAR RAILING TYPE "H"	X55505



B-44/70-80

C.T.H. "BB" OVER MUD CREEK

WINNEBAGO

A.A.S.H.T.O. '73 INTERIM '75

N.K.I.J. J.A.G.

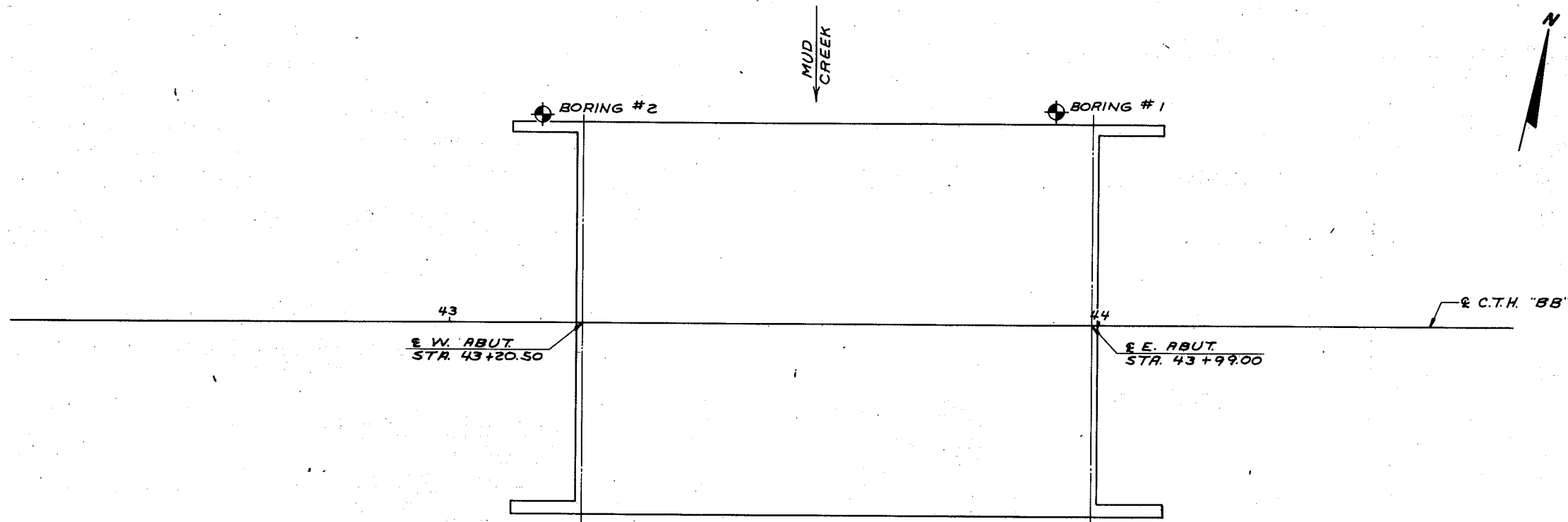
W.A. Kline

3-9-76

HS-20 1975

G.L.D. N.K.I.J.

GENERAL PLAN



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

MATERIAL SYMBOLS

TOPSOIL	SILT	SANDSTONE
SAND	PEAT	LIMESTONE
GRAVEL	CLAY	IGNEOUS ROCK

LEGEND OF PROBING

PROBING NO. _____

STATION ELEVATION _____

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

7 AVERAGE BLOWS PER FOOT

REFUSAL 95/6

LEGEND OF BORING

BORING NO. _____

STATION ELEVATION _____

UNCONFINED STRENGTH $\frac{7}{7}$

BLOWS PER FT. USING A 140 LB. WT. FALLING 30"

WASH SAMPLE

SHELBY TUBE — S.T.

GROUND WATER ELEVATION _____

NO GROUND WATER OBSERVED ABOVE THIS ELEVATION

SANDY GRAVEL

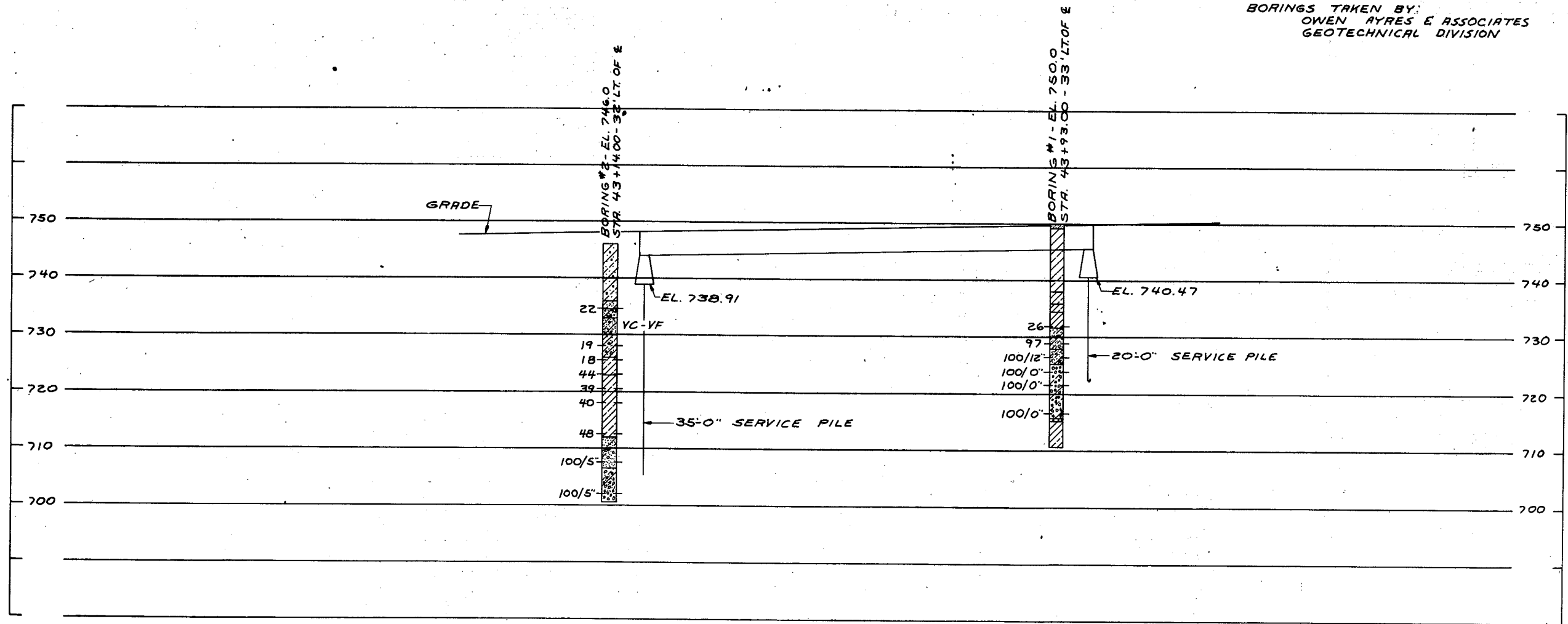
F BOULDERS OR COBBLES

SAND

SILTY CLAY

SO LIMESTONE

BORINGS TAKEN BY:
 OWEN AYRES & ASSOCIATES
 GEOTECHNICAL DIVISION



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 14" I.D. SPLIT SPOON SAMPLER WITH A 140 LB. HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY
PLANS PREPARED BY			
OWEN AYRES & Associates			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-44/70-80			
Const. Spec. 1975	Drawn By G.L.D.	Plans Checked N.K.I.J.	
SUBSURFACE EXPLORATION			SHEET 2 OF 9
			X55498

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

* ELEVATIONS AND DIMENSIONS TAKEN AT FRONT OF WING.
 ** ELEVATIONS TAKEN AT E. ABUT.

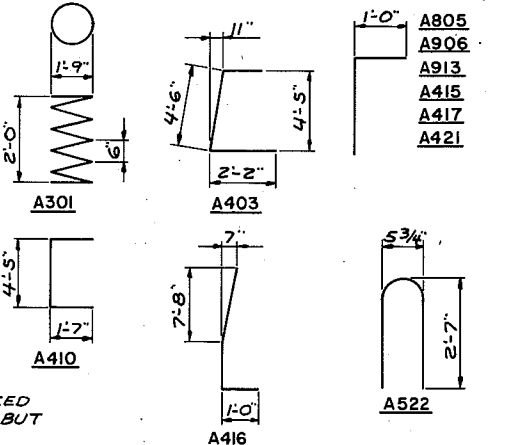
PARAPET NOT SHOWN FOR DETAILS SEE SHEETS 7 & 8.

PROJECT ID	4992-0-14	SHEET NUMBER	7.2	TOTAL SHEETS	
FEDERAL PROJECT DESIGNATION					

BILL OF BARS

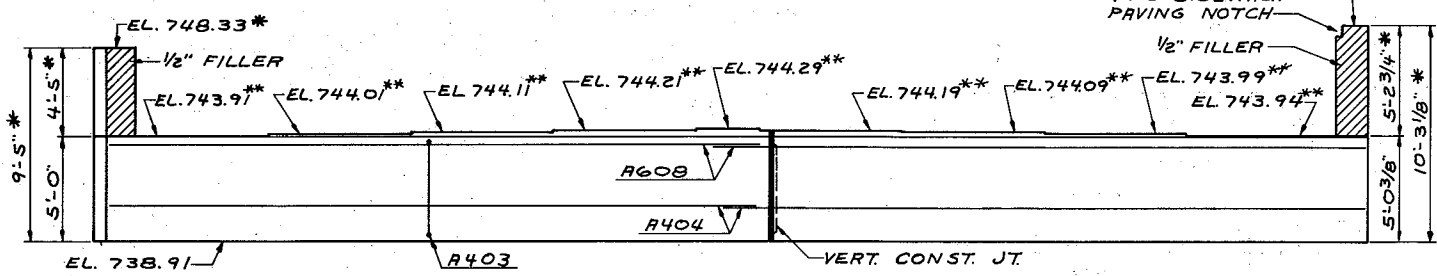
BAR NO	NO REQD	LENGTH	BENT	LOCATION
2,450#				
LOCATION				
A301	12	28-0	X	BODY @ PILES
A402	24	2-3		
A403	76	7-10	X	VERT.
A404	12	30-3		HORIZ.
AB05	4	10-9	X	WING 1
A906	4	10-9	X	" 2
A407	8	21-0		
A608	4	30-11		
A509	35	2-6		DOWELS
A410	30	7-5	X	WING 1E2 VERT. F.F. & B.F.
A511	7	6-0		" 1 " B.F.
A412	8	5-6		" 1 " F.F.
A913	10	12-3	X	1E2 HORIZ. B.F.
A414	4	6-0		" 1 " F.F.
A415	7	7-1	X	" 1 " F.F.
A416	3	10-7	X	" 1 " B.F.
A417	3	5-5	X	" 1 " F.F.
A518	7	6-6		" 2 VERT. B.F.
A419	7	6-3		" 2 " F.F.
A420	4	11-0		" 2 HORIZ. F.F.
A421	8	10-7	X	" 2 " F.F. & B.F.
A522	14	5-5	X	" 2 PARAPET VERT.
A523	4	9-4		" 2 " HORIZ.

F.F. DENOTES FRONT FACE.
 B.F. DENOTES BACK FACE.
 FOR LOCATION OF A522 & A523 SEE SHEET 8
 FOR PARAPET STEEL IN WING 1 SEE SHEET 7
 BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

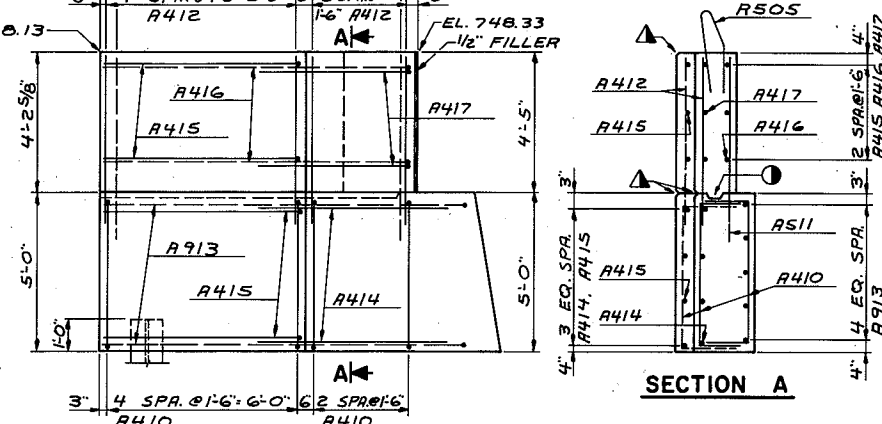


FOR PILE SPLICE DETAIL SEE SHEET 4.

NO.	DATE	REVISION	BY
PLANS PREPARED BY			
STRUCTURE B-44/70-80			
Scale	1975	Drawn By	G.L.D.
		Plotted	N.K.L.J.
WEST ABUTMENT			SHEET 3 OF 9
55499			

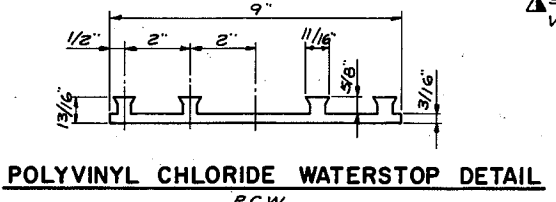


ELEVATION

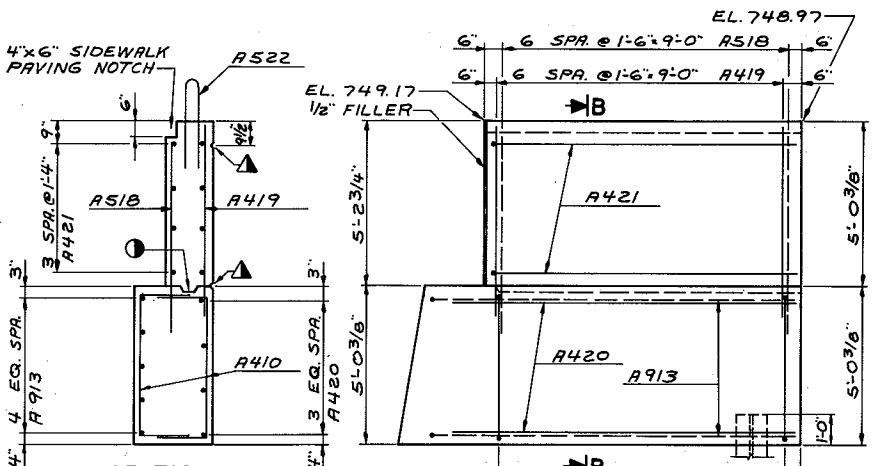


ELEVATION - WING 1

SECTION A

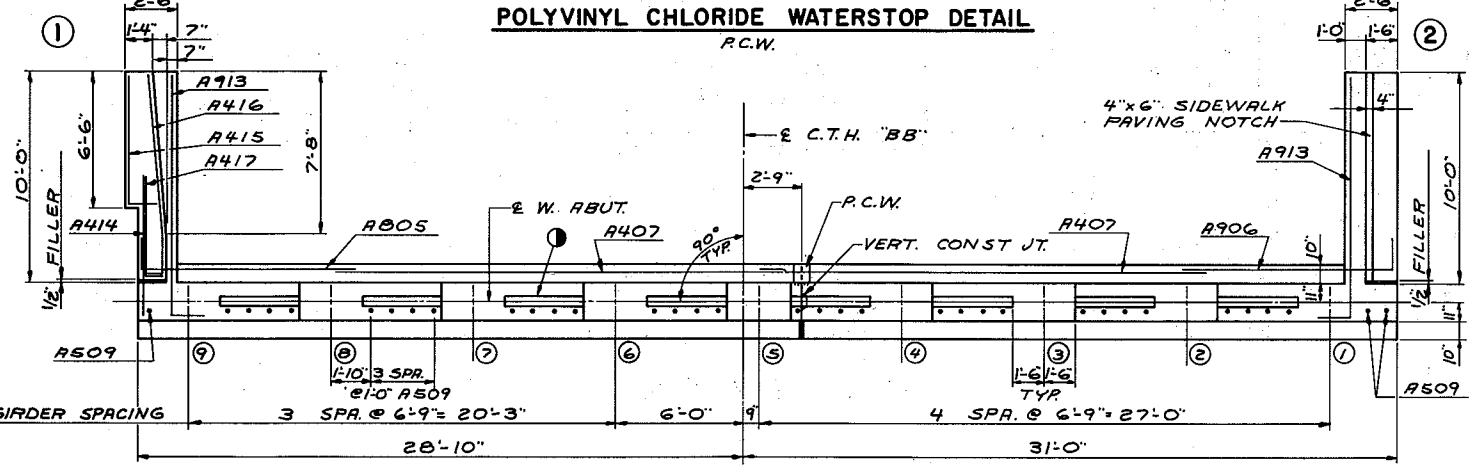


POLYVINYL CHLORIDE WATERSTOP DETAIL

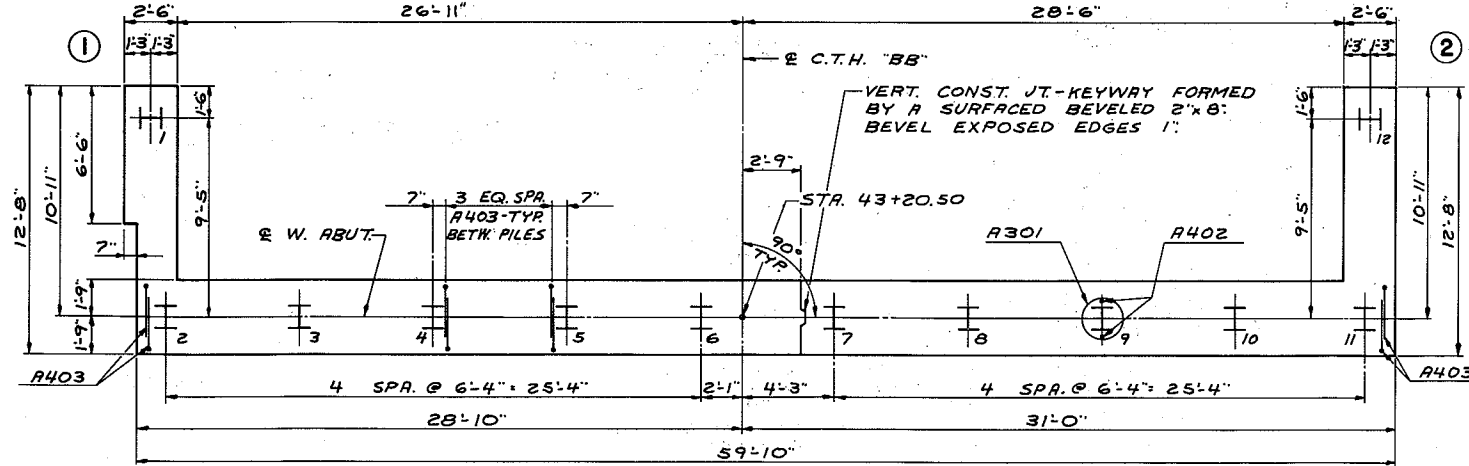


SECTION B

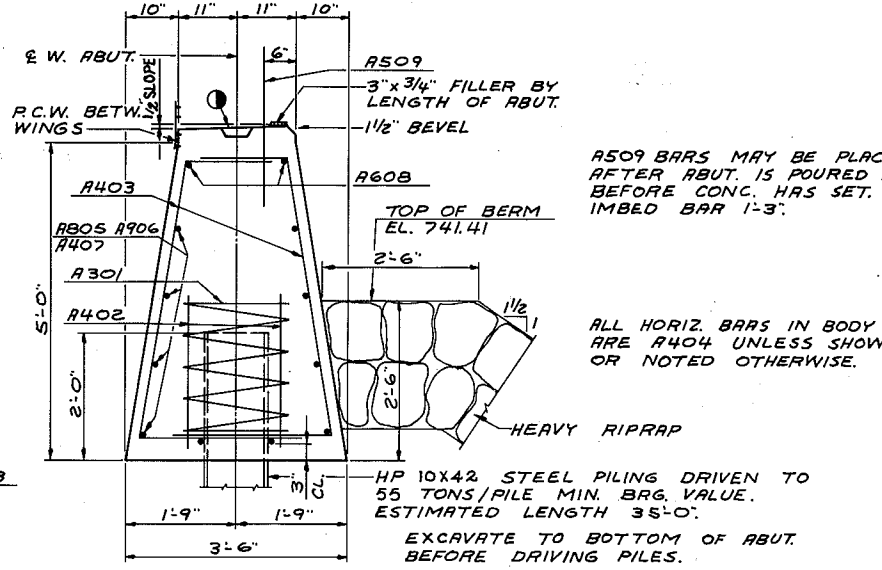
ELEVATION WING 2



PLAN



PILE LAYOUT



SECTION THRU BODY

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

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

HP 10x42 STEEL PILING DRIVEN TO 55 TONS/PILE MIN. BRG. VALUE. ESTIMATED LENGTH 35'-0".

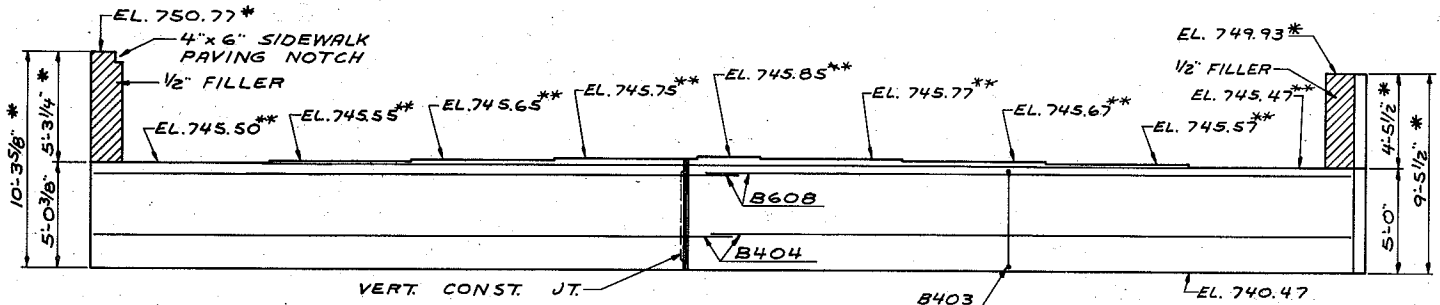
EXCAVATE TO BOTTOM OF ABUT. BEFORE DRIVING PILES.

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

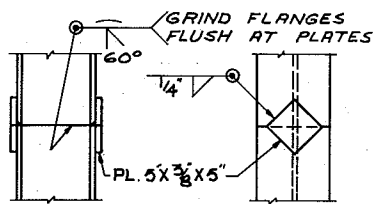
* ELEVATIONS AND DIMENSIONS TAKEN AT FRONT OF WING.

PARAPET NOT SHOWN. FOR DETAILS SEE SHEETS 7 & 8.

** ELEVATIONS TAKEN AT E. ABUT.



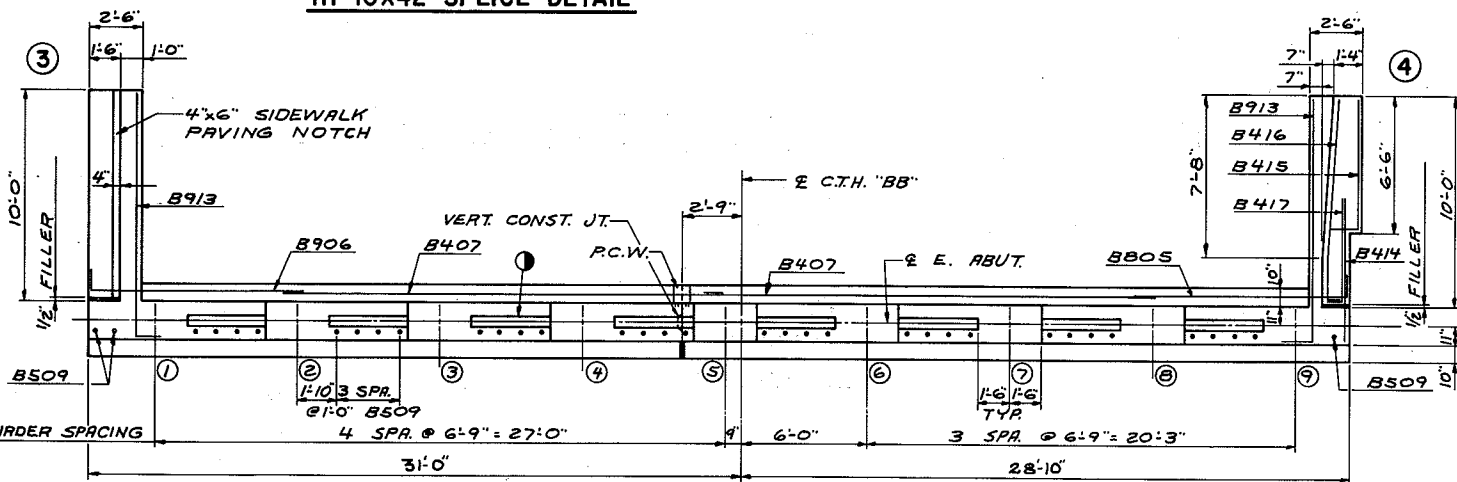
ELEVATION



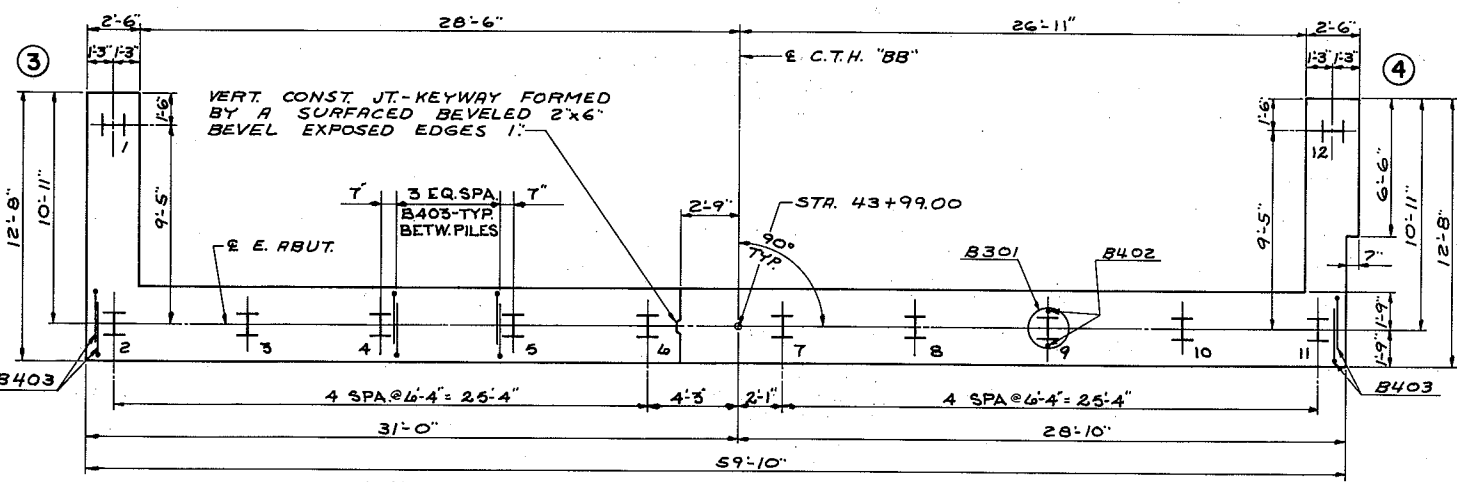
HP 10x42 SPLICE DETAIL

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

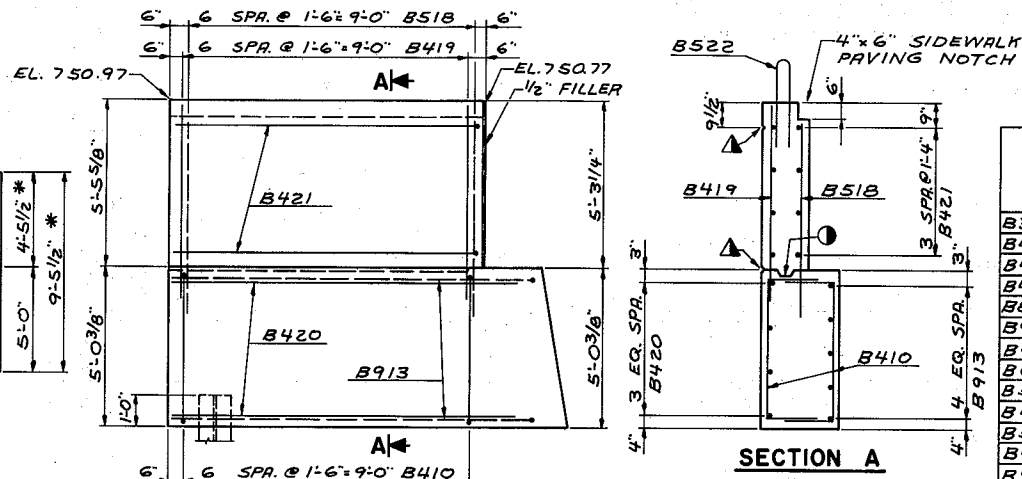
3/4" V GROOVE IN F.F. OF WING WALL.



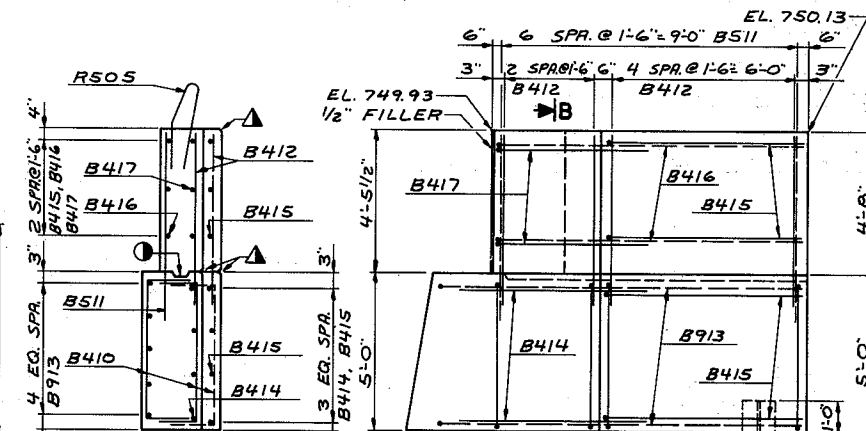
PLAN



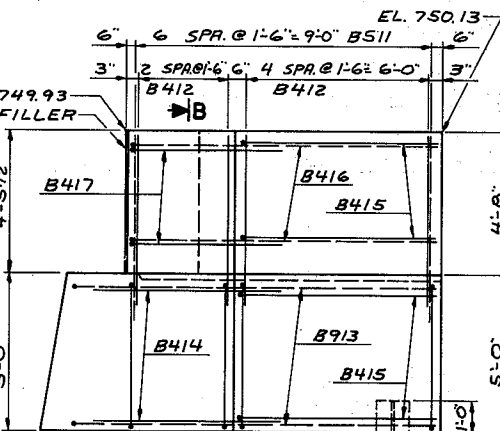
PILE LAYOUT



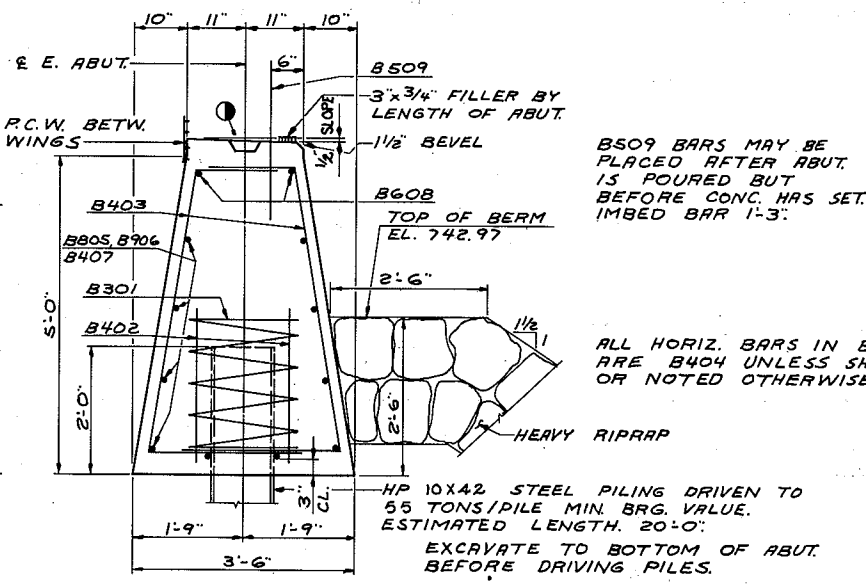
ELEVATION-WING 3



SECTION B



ELEVATION-WING 4



SECTION THRU BODY

B509 BARS MAY BE PLACED AFTER ABUT. IS POURED BUT BEFORE CONC. HAS SET. IMBED BAR 1-3".

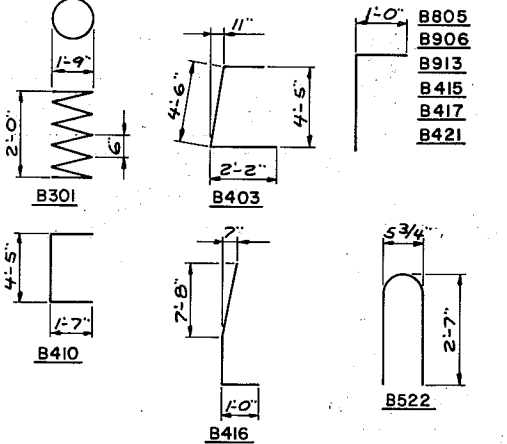
ALL HORIZ. BARS IN BODY ARE B404 UNLESS SHOWN OR NOTED OTHERWISE.

HP 10x42 STEEL PILING DRIVEN TO 55 TONS/PILE MIN. BRG. VALUE. ESTIMATED LENGTH. 20'-0". EXCAVATE TO BOTTOM OF ABUT. BEFORE DRIVING PILES.

PROJECT ID	4992-014	SHEET NUMBER	7-3	TOTAL SHEETS	
FEDERAL PROJECT DESIGNATION					

BILL OF BARS					2,450 #
BAR NO	NO. REQD	LENGTH	BENT	LOCATION	
B301	12	28-0	X	BODY @ PILES	
B402	24	2-3		VERT.	
B403	76	7-10	X	HORIZ.	
B404	12	30-3		WING 4	
B805	4	10-9	X	3	
B906	4	10-9	X	3	
B407	8	21-0		DOWELS	
B608	4	30-11		WING 3 & 4 VERT. F.F. & B.F.	
B509	35	2-6		B.F.	
B410	30	7-5	X	F.F.	
B511	7	6-0		F.F.	
B412	8	5-6		F.F.	
B913	10	12-3	X	F.F.	
B414	4	6-0		F.F.	
B415	7	7-1	X	F.F.	
B416	3	10-7	X	F.F.	
B417	3	5-5	X	F.F.	
B518	7	6-6		VERT. B.F.	
B419	7	6-3		F.F.	
B420	4	11-0		HORIZ. F.F.	
B421	8	10-7	X	F.F. & B.F.	
B522	14	5-5	X	PARAPET VERT.	
B523	4	9-4		HORIZ.	

F.F. DENOTES FRONT FACE. B.F. DENOTES BACK FACE. FOR LOCATION OF B522 & B523 SEE SHEET 8. FOR PARAPET STEEL IN WING 4 SEE SHEET 7. BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

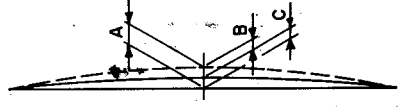


P.C.W. DENOTES POLYVINYL CHLORIDE WATERSTOP. FOR DETAILS SEE SHEET 3.

NO.	DATE	REVISION	BY
PLANS PREPARED BY			
GIVEN AYRES & Associates			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-44/70-80			
Const. 1975	Drawn by G.L.D.	Plans Checked N.K.I.J.	
EAST ABUTMENT			SHEET 4 OF 9
X55500			

DEFLECTION DATA

CAMBER	SPAN	SPAN	SPAN
* A = PRESTRESS CAMBER	1 7/8"		
* B = DEAD LOAD DEFLECTION	7/8"		
* C = RESIDUAL CAMBER	1"		
* A = PRESTRESS CAMBER	1 3/4"		
* B = DEAD LOAD DEFLECTION	7/8"		
* C = RESIDUAL CAMBER	7/8"		



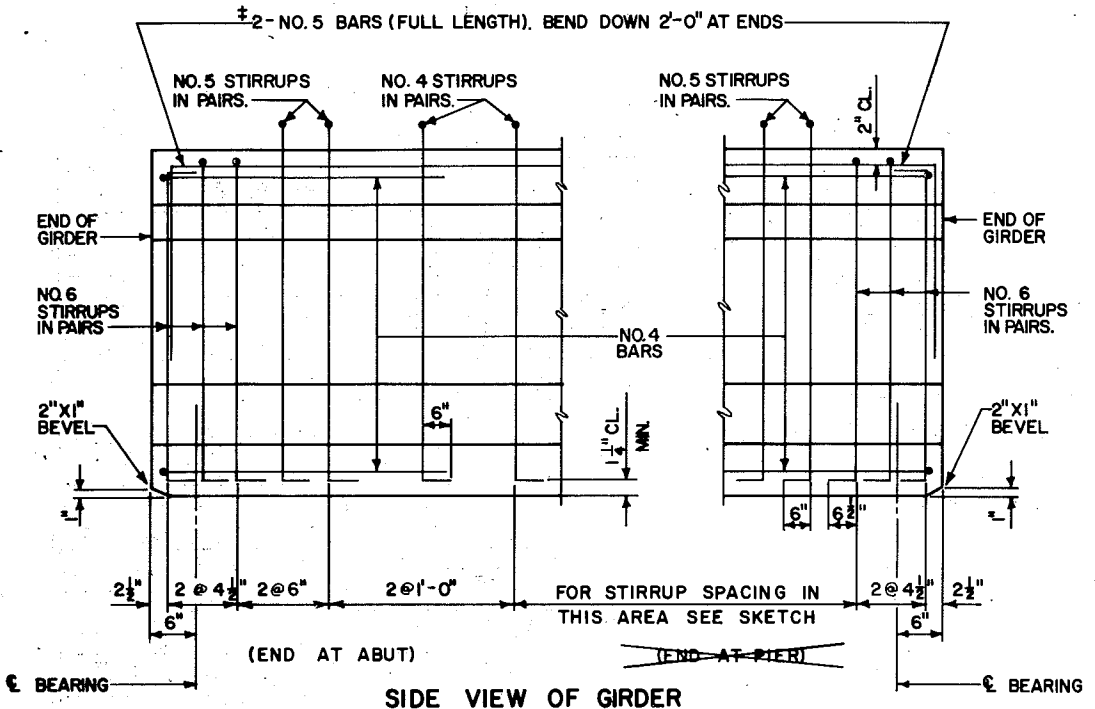
* PRESTRESS CAMBER AND DEAD LOAD DEFLECTION DATA SHOWN ARE THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESSING CONDITIONS AND PRESTRESS LOSSES.

MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRESTRESS FORCE f'ci (p.s.i.)

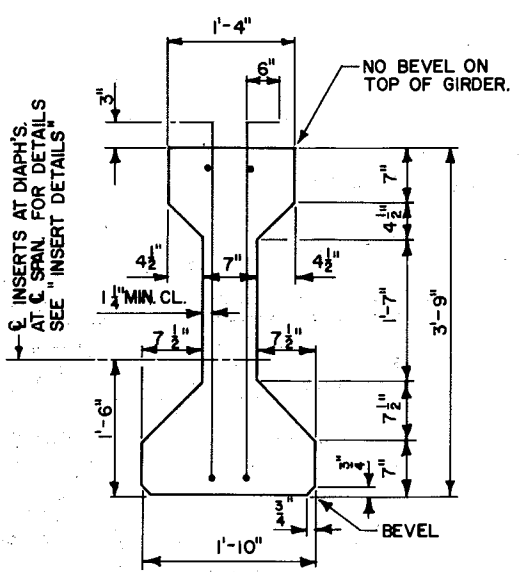
GIRDER TYPE	SPAN	SPAN	SPAN
DRAPED PATTERN □	4800		
DRAPED PATTERN ▲	4800		
SPREAD PATTERN			

GENERAL NOTES

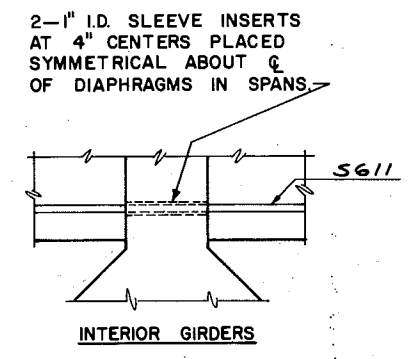
TOP OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB.
 THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.
 ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN. STRANDS SHALL BE FLUSH WITH END OF GIRDERS.
 PRESTRESSING STRANDS SHALL HAVE AN ULTIMATE STRENGTH OF 270,000 p.s.i.



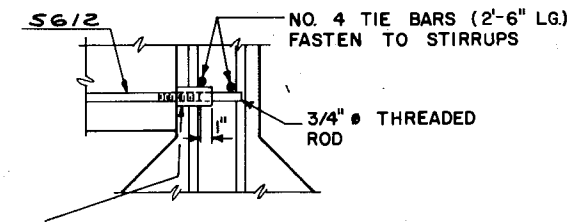
SIDE VIEW OF GIRDER



SECTION THRU GIRDER



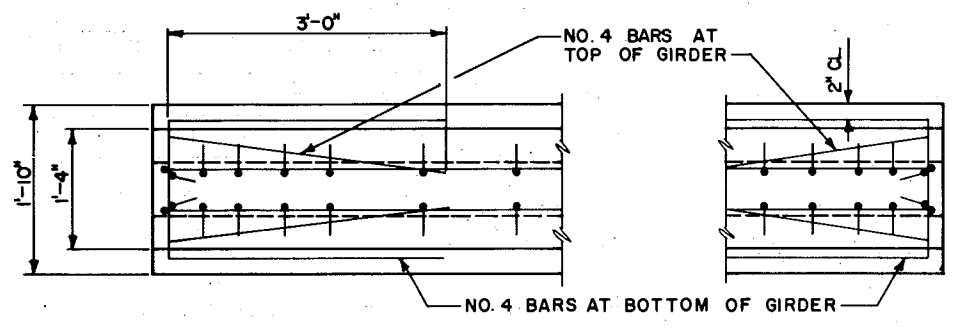
INTERIOR GIRDERS



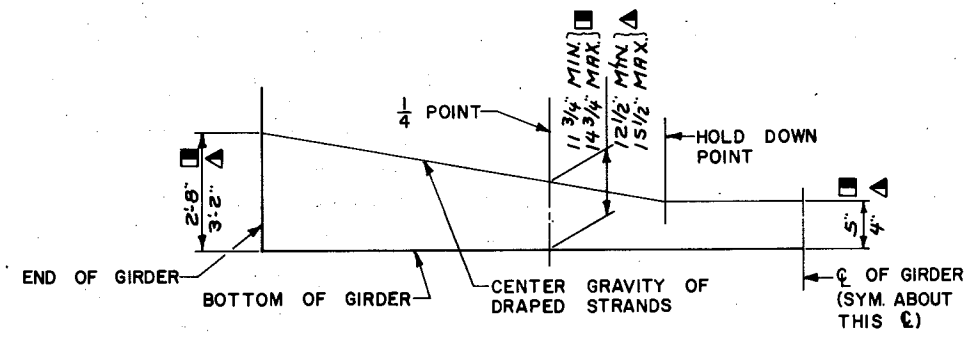
EXTERIOR GIRDERS

INSERT DETAILS

3/4" MALLEABLE HEX. NUT 3" LONG OR APPROVED EQUAL INSERT. WELD TO TIE BARS. 2 INSERTS AT 4" CENTERS PLACED SYMMETRICAL ABOUT ϵ OF DIAPHRAGMS IN SPANS.

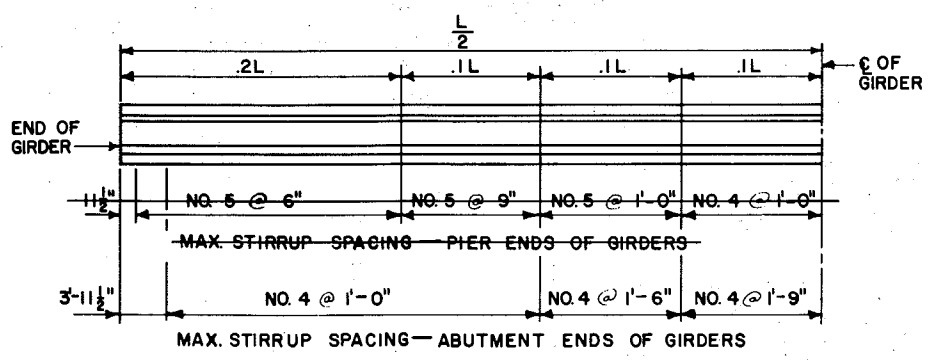


TOP VIEW OF GIRDER



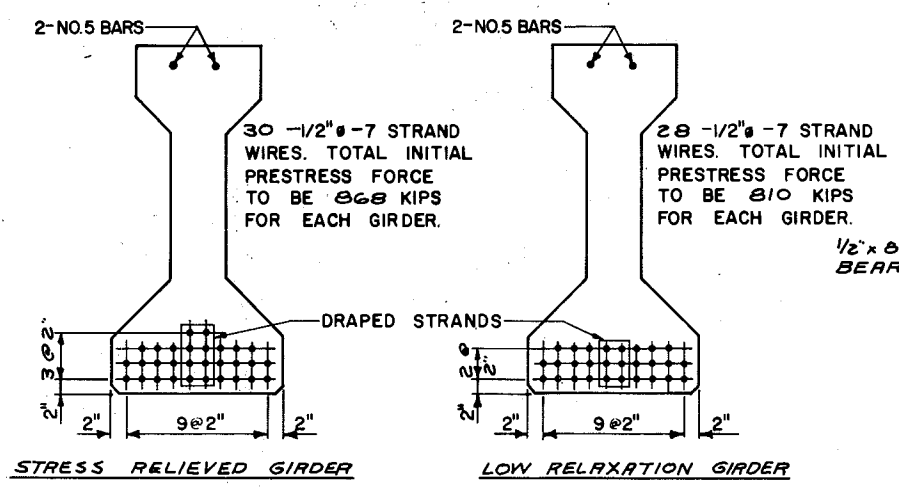
DRAPED STRAND PROFILE

* WHEN GIRDER LENGTH IS $\geq 65'-0"$, A LAP OF 35 DIA. AT THE 1/3 PTS. IS PERMITTED.

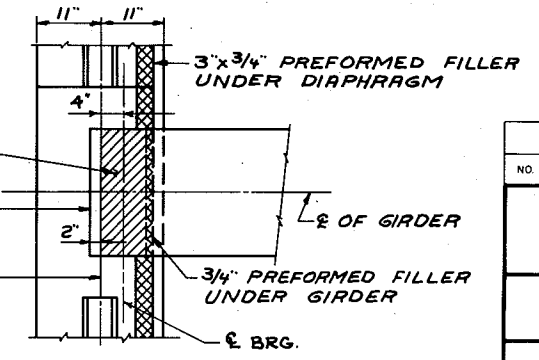


SKETCH SHOWING MAXIMUM STIRRUP SPACING

ALL STIRRUPS TO BE IN PAIRS AS SHOWN ABOVE. THE LOCATION OF STIRRUPS SHALL BE SUBMITTED FOR APPROVAL ON THE SHOP DRAWINGS.
 THE OVERALL LENGTH OF GIRDERS "L" IS 78'-10"



SECTION THRU GIRDER TAKEN AT ϵ OF SPAN

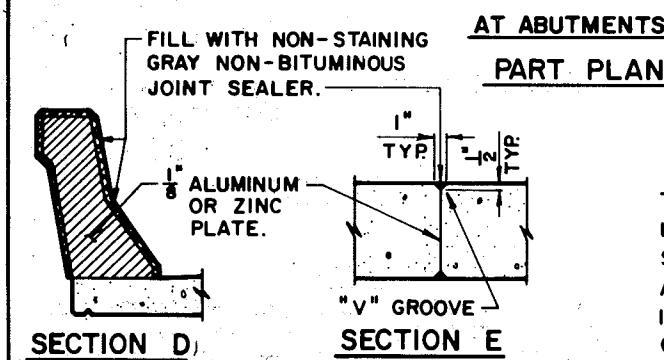
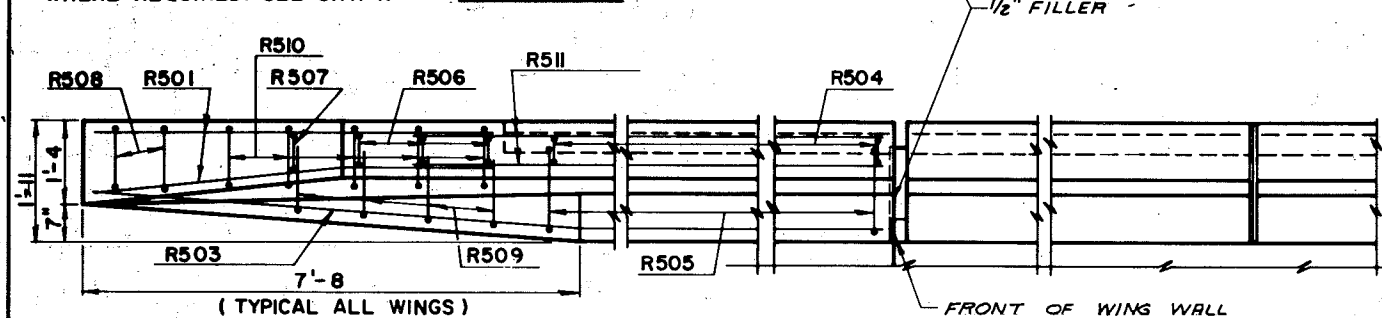
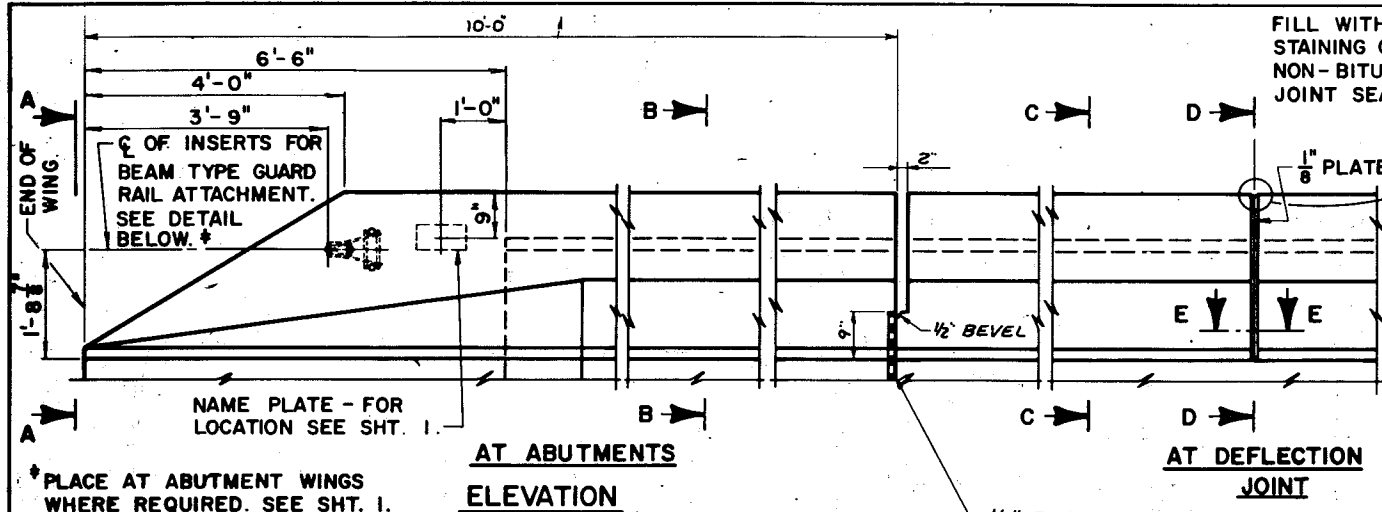


BEARING PLAN

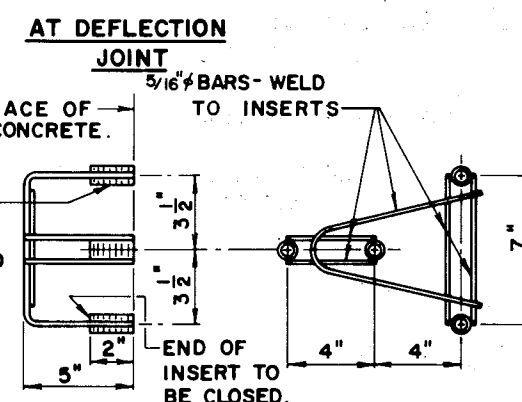
□ DENOTES STRESS RELIEVED GIRDER
 ▲ DENOTES LOW RELAXATION GIRDER

NO.	DATE	REVISION	BY
PLANS PREPARED BY OWEN AYRES Associates			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-44/70-80			
Const. Spec. 1975	Drawn By G.L.D.	Plans Checked NK.I.J.	
45" PRESTRESSED GIRDER DETAILS			SHEET 5 OF 9 X5550I

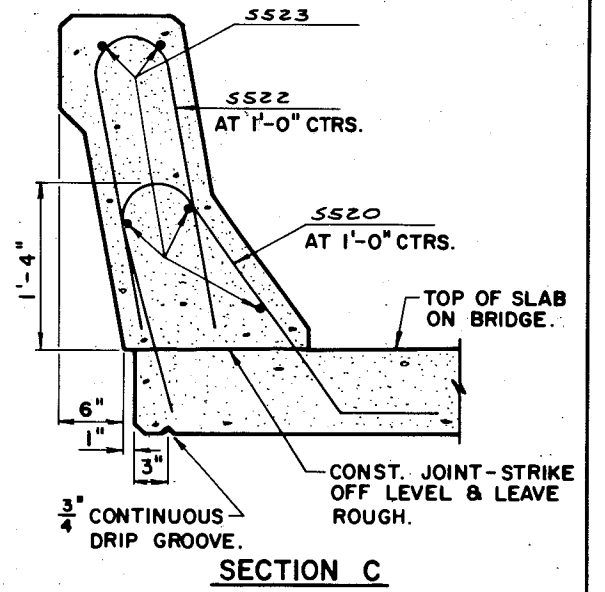
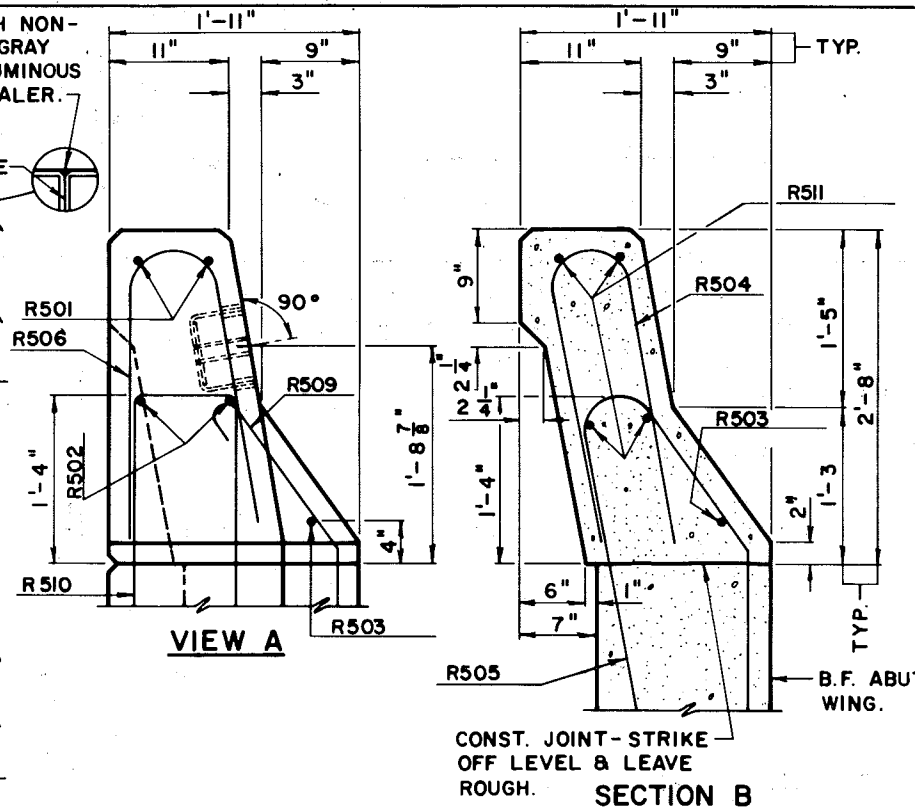
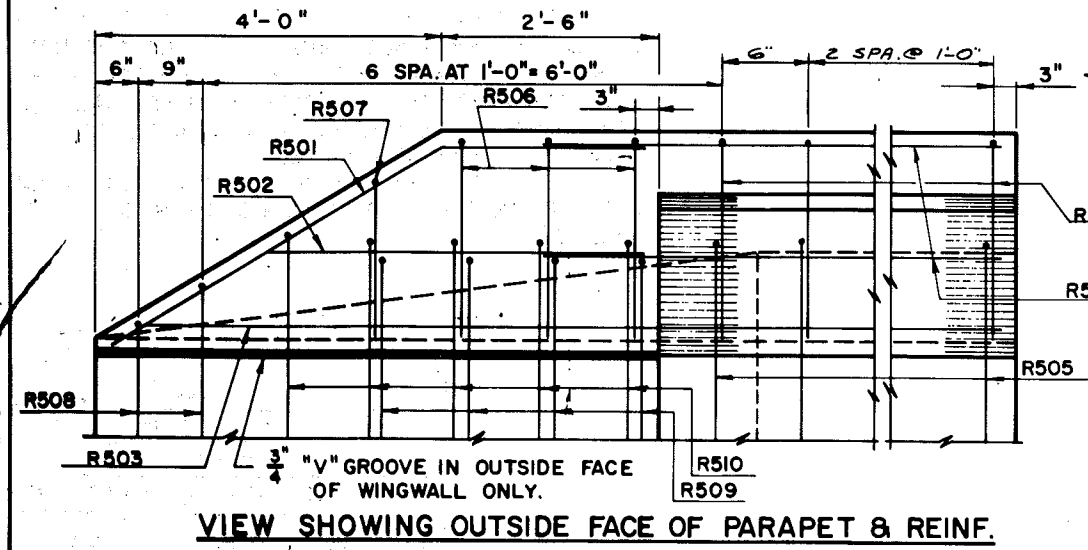
PROJECT ID 4992-0-14	SHEET NUMBER 7.6	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION		



THREADED INSERTS FOR 7/8" x 0'-2" LONG GALVANIZED HEX. HEAD CAP SCREWS. CAP SCREWS TO BE THREADED A MINIMUM OF 1 1/8". INSERTS TO BE THREADED A MINIMUM OF 1 3/4".



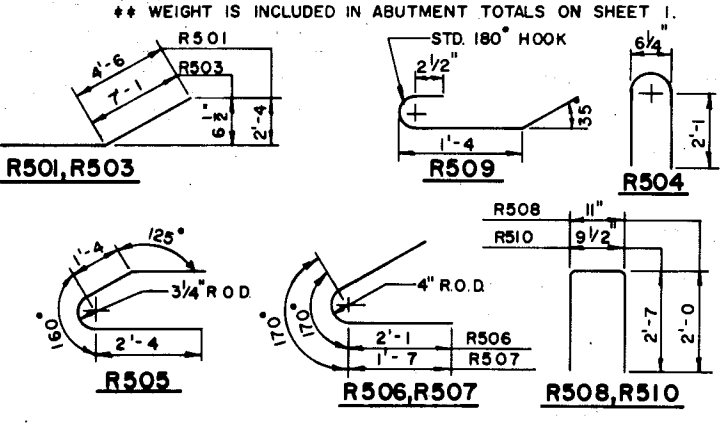
DETAIL OF ANCHOR ASSEMBLY FOR BEAM TYPE GUARD RAIL
ANCHOR ASSEMBLY SHALL BE PAID FOR AT THE UNIT PRICE BID FOR STRUCTURAL CARBON STEEL.



NOTE: BENDING DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

PARAPET (BOTH ABUTS)
BILL OF BARS @ ABUTS 350 LBS.**

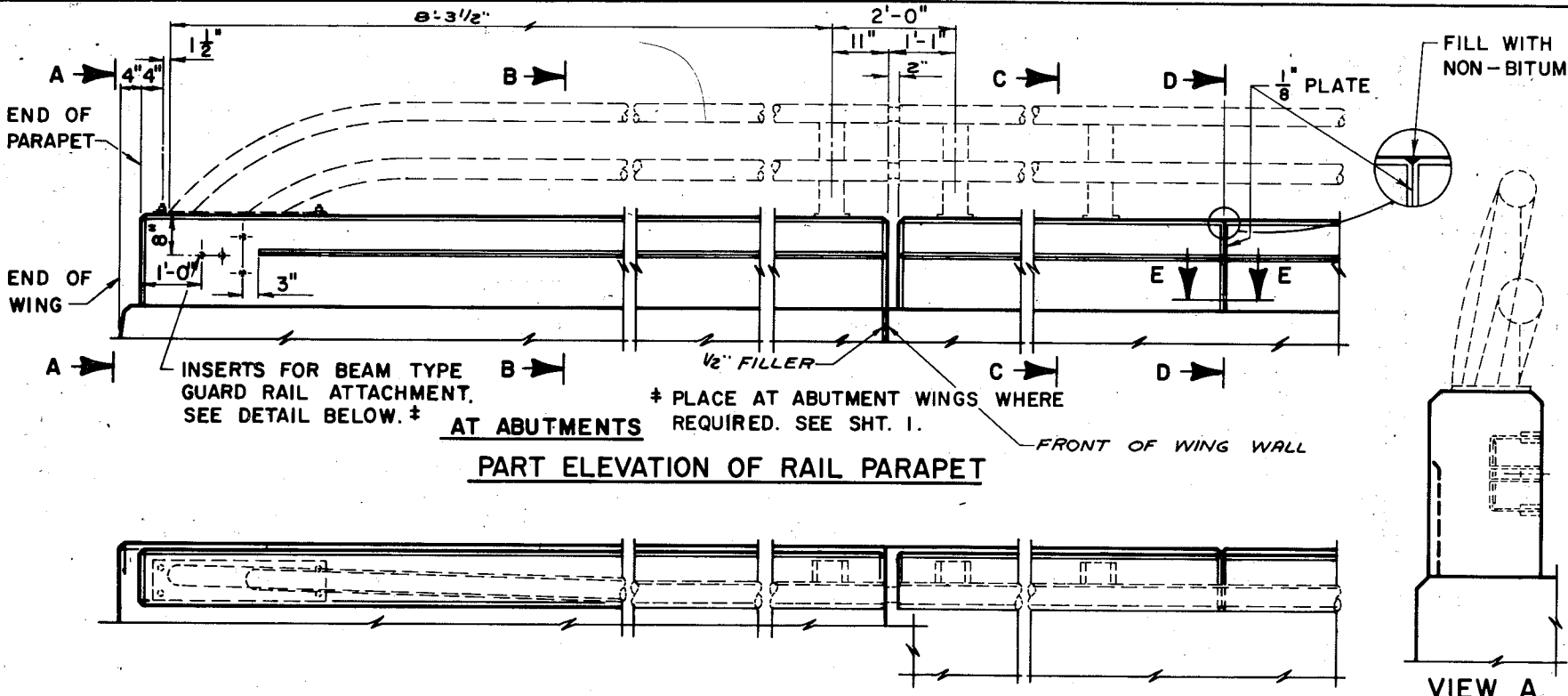
MARK	NO. REQ'D.	LENGTH	BENT	LOCATION
R501	4	6-10	X	WINGS 1 AND 4
R502	4	4-5		" " " " 4
R503	2	9-3	X	" " " " 4
R504	8	5-0	X	" " " " 4
R505	8	5-10	X	" " " " 4
R506	6	5-2	X	" " " " 4
R507	2	4-2	X	" " " " 4
R508	4	4-10	X	" " " " 4
R509	8	3-3	X	" " " " 4
R510	10	5-10	X	" " " " 4
R511	8	5-0		" " " " 4



NOTES
WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "D" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

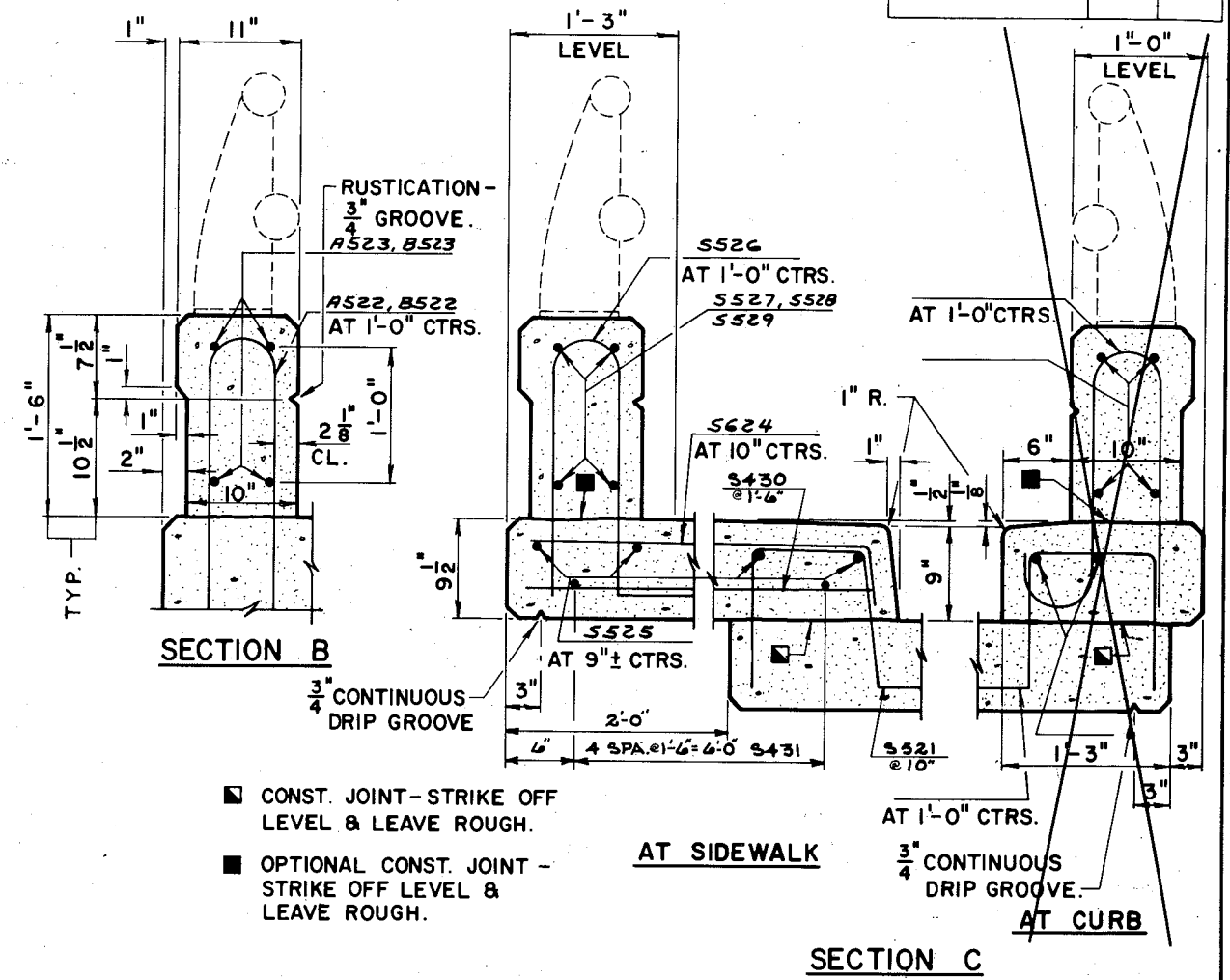
No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-44/70-80			
Const. Spec. 1975	Drawn By G.L.D.	Plans Checked N.K.L.L.	
SLOPED FACE PARAPET "A"			SHEET 7 OF 9
			X55503

PROJECT ID 4992-0-14	SHEET NUMBER 7.7	TOTAL SHEETS 7.7
FEDERAL PROJECT DESIGNATION		

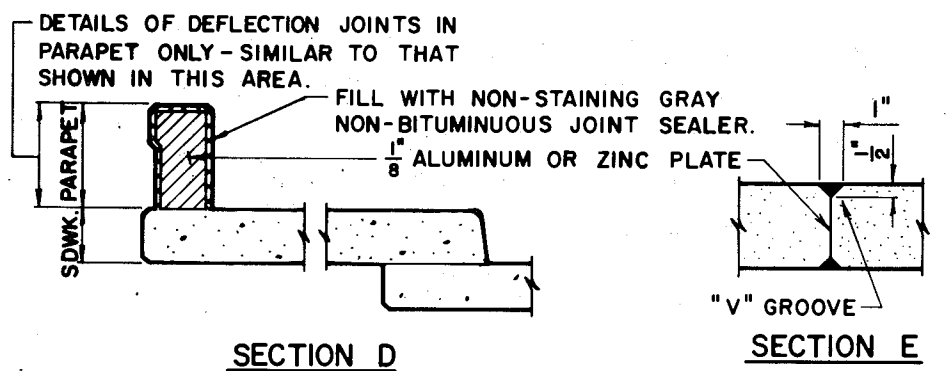


PART ELEVATION OF RAIL PARAPET

PART PLAN OF RAIL PARAPET

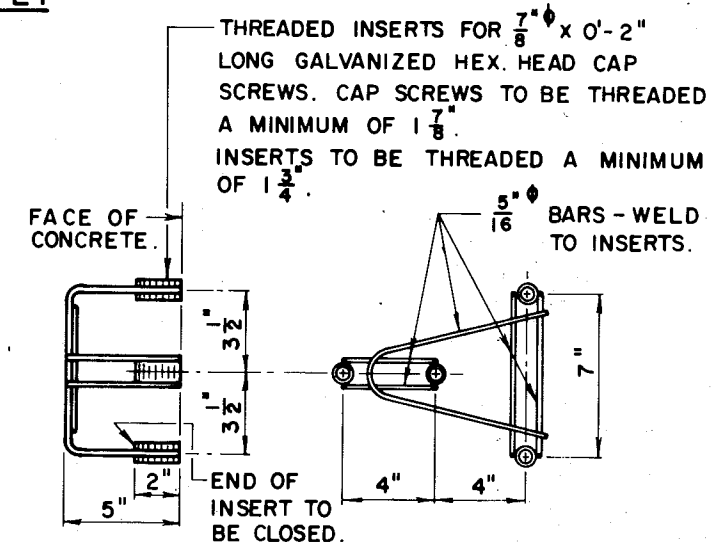


- CONST. JOINT - STRIKE OFF LEVEL & LEAVE ROUGH.
- OPTIONAL CONST. JOINT - STRIKE OFF LEVEL & LEAVE ROUGH.



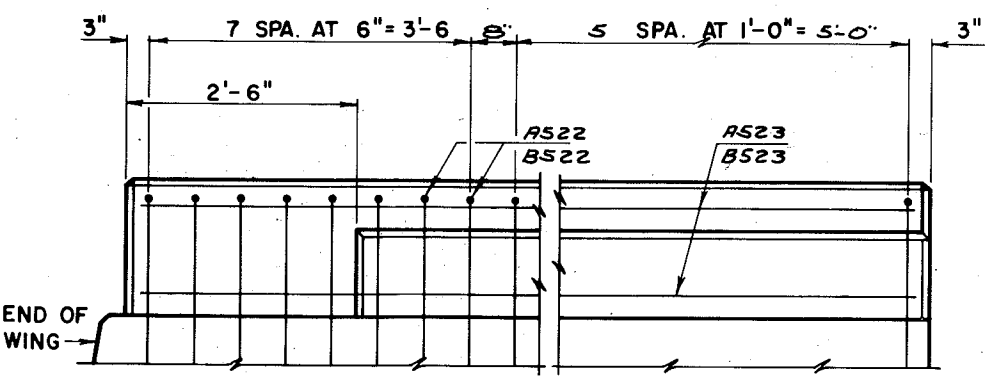
SECTION D
(SHOWING DEFLECTION JOINT IN PARAPET)

SECTION E



DETAIL OF ANCHOR ASSEMBLY FOR BEAM TYPE GUARD RAIL

ANCHOR ASSEMBLY SHALL BE PAID FOR AT THE UNIT PRICE BID FOR STRUCTURAL CARBON STEEL.



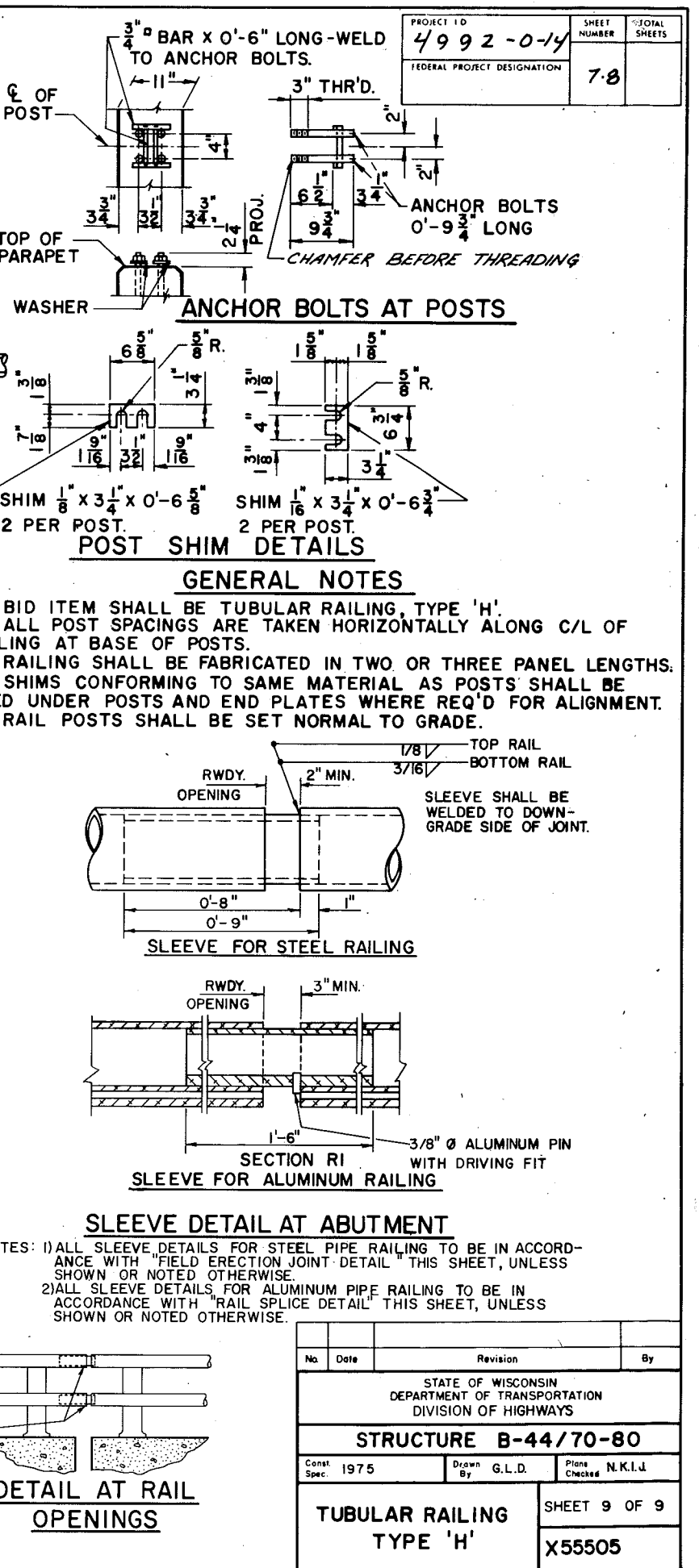
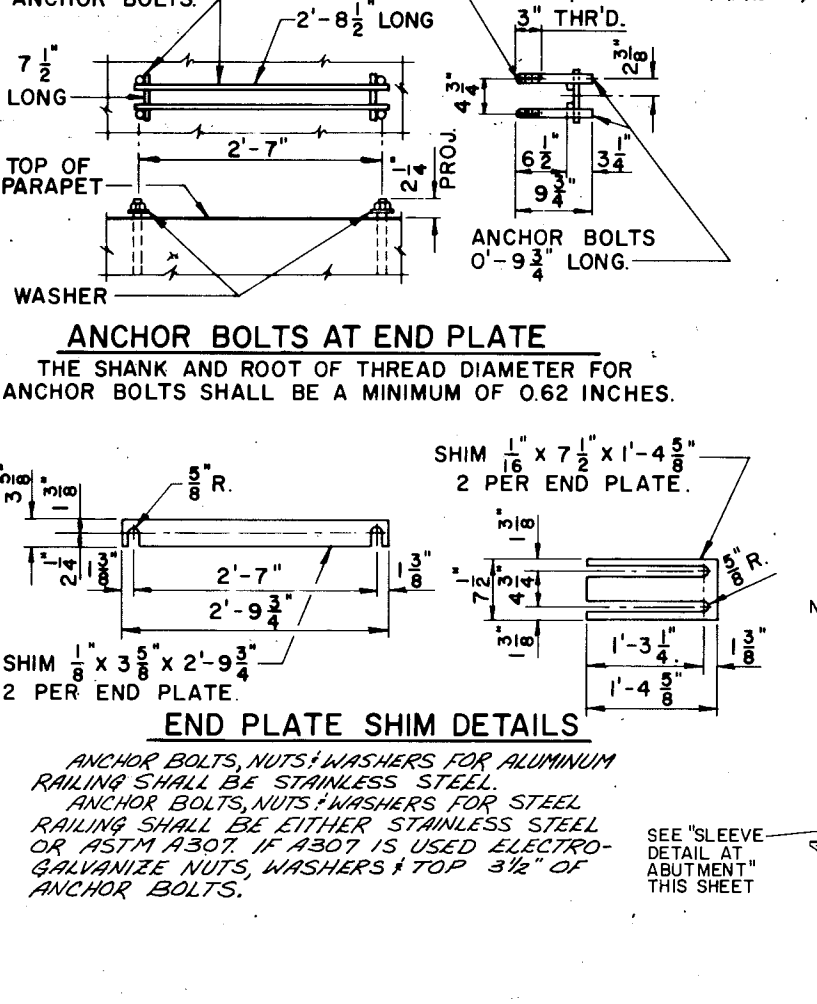
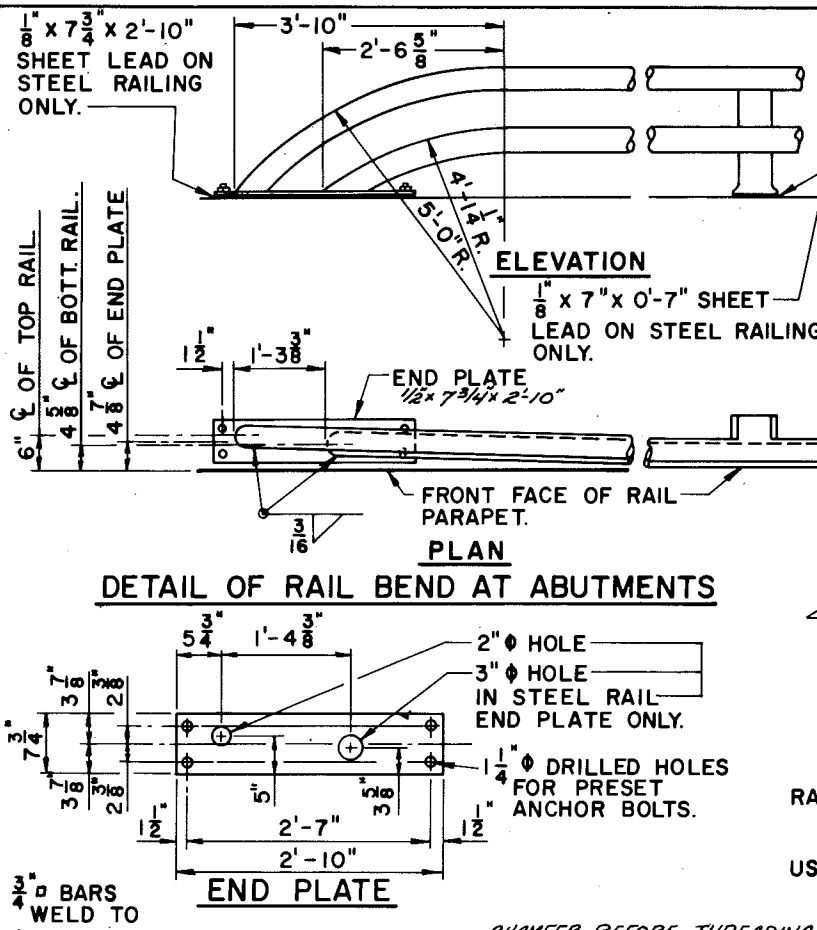
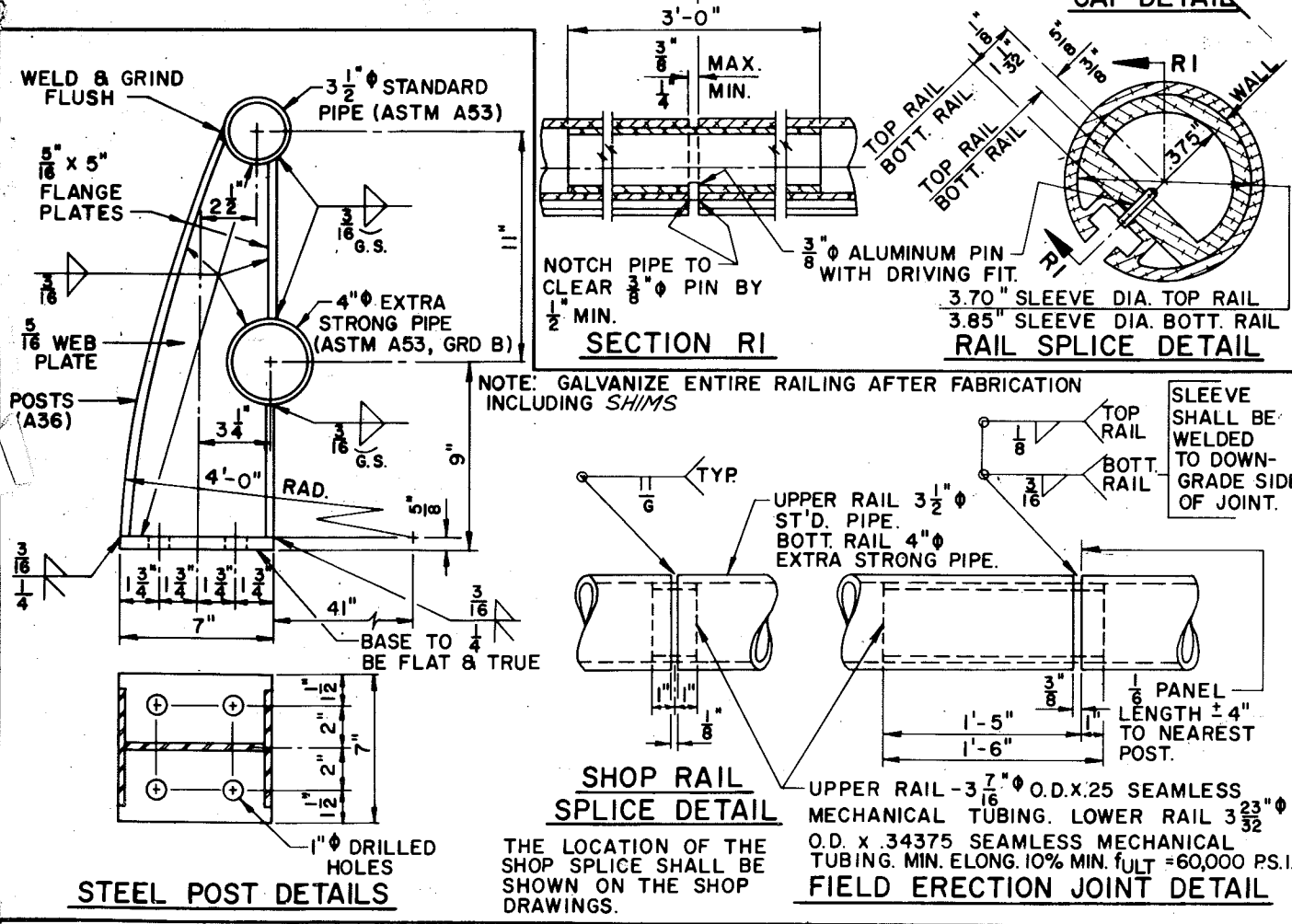
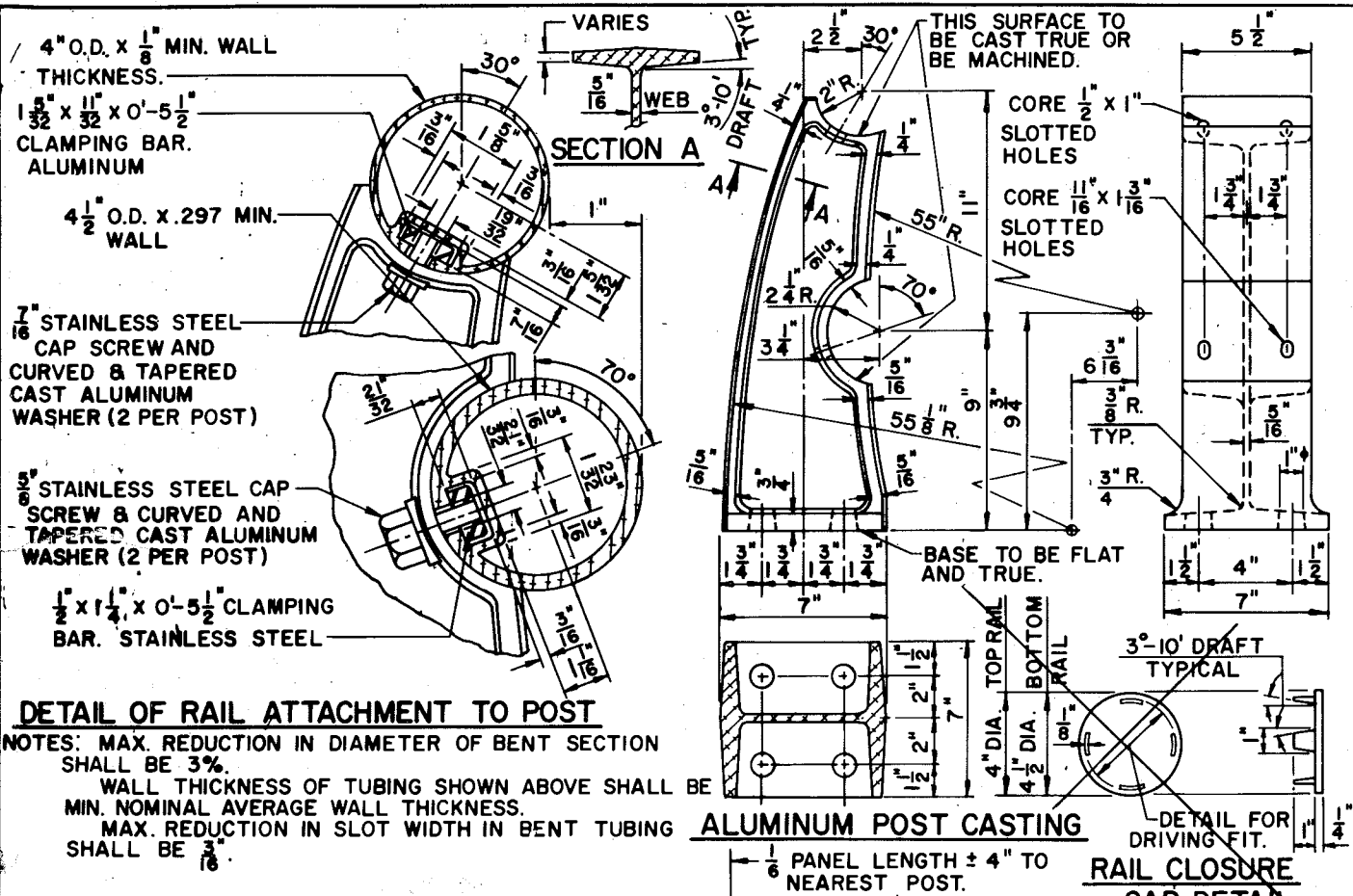
VIEW SHOWING OUTSIDE FACE OF PARAPET & REINF.

NOTES

WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "D" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS AND CURBS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE 'H' TUBULAR ALUMINUM OR STEEL RAILING."

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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-44/70-80			
Const. Spec. 1975	Drawn By G. L. D.	Plans Checked N.K.I.J.	
VERTICAL FACE PARAPET "A"			SHEET 8 OF 9
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-44/70-80			
Const. Spec. 1975	Drawn By G.L.D.	Phone	Checked N.K.I.J.
TUBULAR RAILING TYPE 'H'		SHEET 9 OF 9	
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