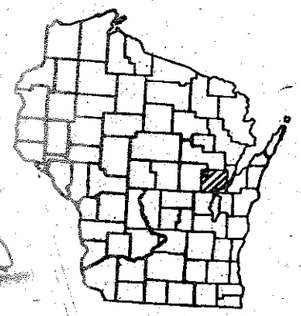
B-44-120 D
BRANCH OF EMBARRASS

C-44

Sheet No. 8 Cross Sections
TOTAL SHEETS = 18



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

T.H. 76 — NORTH COUNTY LINE ROAD

BRANCH OF EMBARRASS RIVER BRIDGE AND APPROACHES

C.T.H. "D"

OUTAGAMIE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6528-4-71	BRS 1377(1)	1

STATE PROJECT NUMBER
6528-4-71

2 FT. PLAN & PROFILE — 20 FT. — 0
5 FT CROSS SECTIONS — 5 FT — 0
SCALE

AS BUILT PLAN
NO.

SUPERVISOR AGRIS ROZITE
RESIDENT DON NEMETZ
CONTRACTOR PHEIFER BROS.
COMPLETED 11-14-89

APPROVED
FOR
OUTAGAMIE COUNTY
11-6-87
DATE
COUNTY HIGHWAY COMMISSIONER

CHARLES H. CHRISTENSEN E-18274 GREEN BAY PROFESSIONAL ENGINEER

PLAN PREPARED BY
AYRES ASSOCIATES
CONSULTING ENGINEERS
GREEN BAY, WISCONSIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor AYRES ASSOC. District Checker
Designer AYRES ASSOC. C.O. Checker
District Supervisor J.E.P. C.O. Coordinator

APPROVED:
DATE: 11/9/88
DISTRICT TRANSPORTATION DIRECTOR

APPROVED:
DATE: 11/30/88
for STATE DESIGN ENGINEER FOR HBYS.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION

APPROVED:

DESIGN DESIGNATION

A.D.T.	1988	= 530
A.D.T.	2008	= 710
D.H.V.	2008	= 80
D.		= 60/40
T.		= 18
V.		= 55

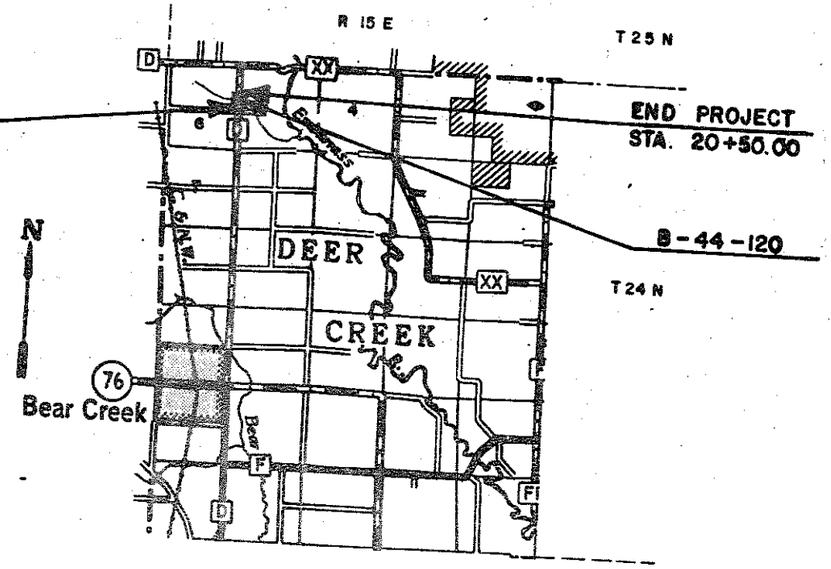
CONVENTIONAL SIGNS

- COUNTY LINE
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- CONTROLLED LINE
- SLOPE INTERCEPT
- ORIGINAL GROUND
- EARTH OR ROCK PROFILE
- PAVEMENT IN PLACE
- PAVEMENT REQUIRED
- SLOPE REQUIRED (Profile)
- COMBUSTIBLE FLUIDS (UNDER PRESSURE)
- UNDERGROUND UTILITIES
  - GAS — G —
  - ELECTRIC — E —
  - TELEPHONE — T —
  - SERVICE PEDESTAL
  - CABLE MARKER
- POWER POLE
- TELEPHONE POLE
- RAILROADS
- MARSH
- WOODED AREA

BEGIN PROJECT
STA. 19+50.00
* X = 2,326,100 (± 100')
* Y = 278,630 (± 100')

END PROJECT
STA. 20+50.00

B-44-120



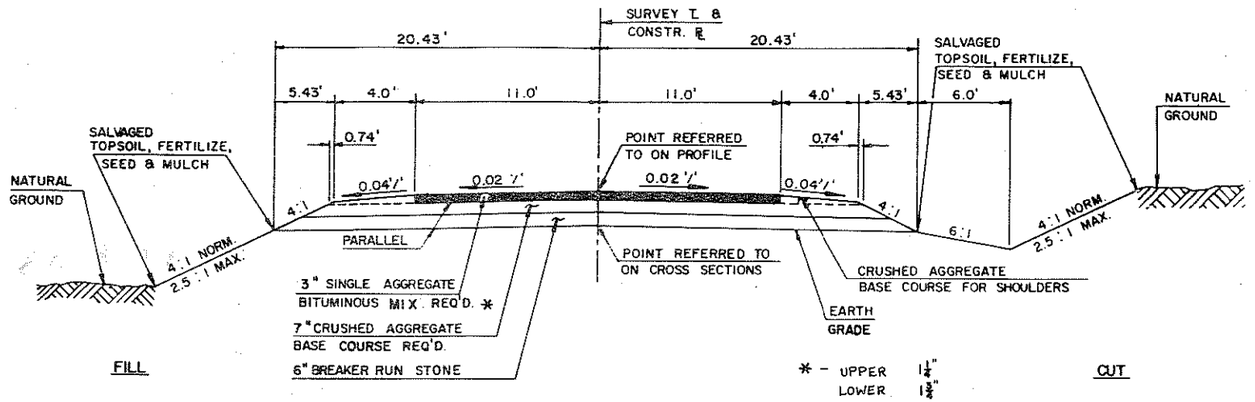
LAYOUT
SCALE 0 — MI.

TOTAL NET LENGTH OF CENTERLINE = 0.019 MI.(RURAL)

* - COORDINATES SCALED FROM U.S.G.S. 7.5 MINUTE TOPOGRAPHIC MAP, BEAR CREEK, WI., CENTRAL ZONE, FOR IDENTIFICATION ONLY.

STATE PROJECT NUMBER	SHEET NO.
6528-4-71	2

TYPICAL SECTION, GENERAL NOTES, UTILITIES, STANDARD DETAIL DRAWINGS, & MISCELLANEOUS QUANTITIES
FOR
C.T.H. "D" OUTAGAMIE COUNTY



TYPICAL SECTION FOR
C.T.H. "D"

STANDARD DETAIL DRAWINGS

SILT FENCE	8E9 - 3
NAME PLATE-STRUCTURES	12A3 - 4
CLASS "A" STEEL PLATE BEAM GUARD (TWO SHEETS)	14B2 - 8 a & b
CONSTRUCTION BARRICADES AND STANDARD SIGNS	15C1 - 7
TRAFFIC CONTROL TO CLOSE HIGHWAY UNDER CONSTRUCTION	15C2 - 1
PAVEMENT MARKING	15C8 - 1
EROSION MAT	8E7-i

UTILITIES

WISCONSIN ELECTRIC POWER COMPANY — TELEPHONE 1-414-735-0705
APPLETON CENTER P.O. BOX 1699
APPLETON, WISCONSIN 54913-1699
ATTENTION: MR. N. P. SCHEMM

DIGGERS HOTLINE — TELEPHONE 1-800-242-8511 TOLL FREE

URBAN TELEPHONE COMPANY — TELEPHONE 1-715-823-5151
P.O. BOX 209
CLINTONVILLE, WISCONSIN 54929
ATTENTION: MR. RON BUELOW - ASSISTANT PLANT SUPERINTENDENT

GENERAL NOTES

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

THE UTILITIES SHALL ADJUST THEIR FACILITIES TO FIT THE NEW HIGHWAY CONSTRUCTION.

CUBIC YARDS OF FILL AS SHOWN ON THE PLAN SHEETS PERTAINS TO EMBANKMENT CONSTRUCTED FROM BORROW EXCAVATION AND UNCLASSIFED EXCAVATION. THE VOLUME OF THE FILL WAS EXPANDED BY 43% TO DETERMINE THE AMOUNT OF MATERIAL NECESSARY TO COMPLETE THE EMBANKMENT. THE VOLUME OF FILL REPRESENTS MATERIAL REQUIRED BETWEEN THE TOP OF THE STRUCTURE AND THE BOTTOM OF THE ROADWAY.

ALL DISTANCES ARE GROUND DISTANCES.

ALL TIES ON THIS PLAN ARE HORIZONTAL.

PROPERTY LINES AS SHOWN ARE APPROXIMATE.

BEARINGS ON THIS PLAN ARE MAGNETIC BEARINGS.

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE FERTILIZED, SEEDED (#1) AND MULCHED, AS DIRECTED BY THE ENGINEER.

SILT FENCE SHALL MEET THE MATERIAL SPECIFICATIONS FOR SILTY SOIL.

POLYETHYLENE SHEETING SHALL BE USED FOR EROSION PROTECTION IF THE CONTRACTOR CONSTRUCTS A BY-PASS CHANNEL DURING THE CONSTRUCTION OF THE STRUCTURE.

THE EXACT LOCATION AND LIMITS OF THE SILT FENCE SHALL BE AS DIRECTED BY THE ENGINEER.

THE WISCONSIN DEPARTMENT OF TRANSPORTATION WILL FURNISH A MONUMENT TO BE SET BY THE CONTRACTOR AS DESIGNATED BY THE ENGINEER.

SAW CUTTING SHALL BE CONSIDERED INCIDENTAL

SILT FENCE

LOCATION	QUANTITY (LIN. FT.)
NORTHEAST QUADRANT	30
NORTHWEST QUADRANT	30
SOUTHEAST QUADRANT	30
SOUTHWEST QUADRANT	30

STEEL PLATE BEAM GUARD

LOCATION	QUANTITY (LIN. FT.)	ANCHORAGES
EAST SIDE	158	2
WEST SIDE	158	2

EROSION MAT

LOCATION	S.Y.
DISCHARGE END OF CULVERT	15

DATE 01/27/89

ESTIMATE OF QUANTITIES

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6528-04-71 QUANTITY
20353	REMOVING OLD BRIDGE, STATION 20+00	L.S.	1.00	1.00
20503	UNCLASSIFIED EXCAVATION	C.Y.	96.00	96.00
20622	EXCAVATION FOR STRUCTURES, CULVERTS B-44-120	L.S.	1.00	1.00
20801	BORROW EXCAVATION	C.Y.	28.00	28.00
21303	FINISHING ROADWAY, PROJECT 6528-3-71	L.S.	1.00	1.00
30404	CRUSHED AGGREGATE BASE COURSE	TON	163.00	163.00
50401	CONCRETE MASONRY, CULVERTS	C.Y.	138.00	138.00
50505	HIGH-STRENGTH BAR STEEL REINFORCEMENT, CULVERTS	LB.	18,470.00	18,470.00
61406	ANCHORAGES FOR STEEL PLATE BEAM GUARD	EACH	4.00	4.00
61408	STEEL PLATE BEAM GUARD, CLASS A	L.F.	316.00	316.00
61910	MOBILIZATION	L.S.	.40	.40
62505	SALVAGED TOPSOIL	S.Y.	500.00	500.00
62702	MULCHING	S.Y.	500.00	500.00
62905	FERTILIZER, TYPE B	CWT.	.50	.50
63002	SEEDING	LB.	10.00	10.00
64204	FIELD OFFICE, TYPE A, PROJECT 6528-3-71	L.S.	1.00	1.00
64303	TRAFFIC CONTROL, PROJECT 6528-3-71	L.S.	1.00	1.00
64402	PAVEMENT MARKING, COLD PAINT	L.F.	25.00	25.00
90359	BREAKER RUN STONE	TON	143.00	143.00
90379	SINGLE AGGREGATE BITUMINOUS MIX	TON	43.00	43.00
90644	EROSION MAT, DELIVERED	S.Y.	15.00	15.00
90645	EROSION MAT, INSTALLED	S.Y.	15.00	15.00
90646	SILT FENCE, DELIVERED	L.F.	120.00	120.00
90647	SILT FENCE, INSTALLED	L.F.	120.00	120.00
90648	SILT FENCE MAINTENANCE	L.F.	240.00	240.00
90651	POLYETHYLENE SHEETING, DELIVERED	S.Y.	150.00	150.00
90652	POLYETHYLENE SHEETING, INSTALLED	S.Y.	150.00	150.00

SHEET 3.

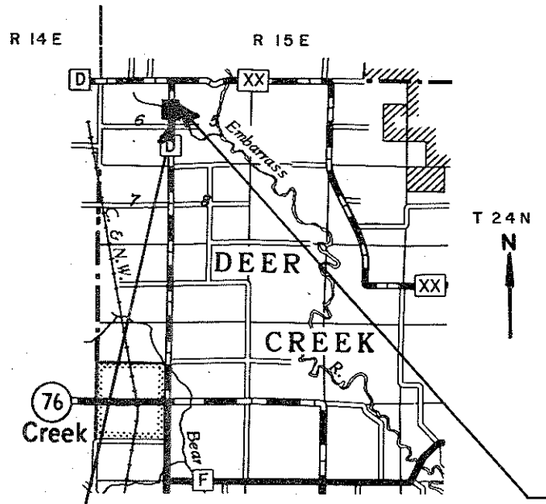
STATE OF WISCONSIN

OUTAGAMIE COUNTY HIGHWAY DEPARTMENT

PLAT OF RIGHT OF WAY REQUIRED FOR

C.T.H. "D"

REVISION DATE	R/W PROJECT NUMBER 6528-4-00	SHEET NUMBER 4.0
	FEDERAL PROJECT NUMBER	
	PLAT OF RIGHT OF WAY REQUIRED FOR C.T.H. "D" OUTAGAMIE COUNTY SCALE 0 100 200Ft. DATE	
	CONSTRUCTION PROJECT NUMBER 6528-4-71	4



Layout

SCALE 0 1 2 MILES

TOTAL LENGTH OF RELOCATION ORDER = 0.038 MILES

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNERSHIP	INTEREST REQUIRED	TOTAL ACRES ~~OR SQUARE FEET~~	R/W ACRES ~~OR SQUARE FEET~~ NEW	EXISTING	TOTAL	TOTAL ACRES REMAINING	L.H.E. ACRES (TEMP.)
1	NORMAN & LUCILLE PIETZ	FEE TITLE	79.75	0.04	0.15	0.19	79.56	—
2	RANDAL T. & CAROL A. ERICKSON	FEE TITLE	95.61	0.04	0.15	0.19	95.42	—
3								

NOTE:

ALL BEARINGS SHOWN ON THIS PLAT ARE MAGNETIC BEARINGS OF EACH TANGENT.

ALL COORDINATES SHOWN ON THIS PLAT ARE SCALED FROM THE U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE QUADRANGLE, BEAR CREEK, WISCONSIN, CENTRAL ZONE, FOR IDENTIFICATION ONLY.

AREAS SHOWN IN THE TOTAL REMAINING ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

END RELOCATION ORDER
STA. 21+00.00
LOCATED 1,925.46 FEET SOUTH AND 38.30 FEET WEST OF THE NORTH-EAST CORNER OF SECTION 6, TOWNSHIP 24 NORTH, RANGE 15 EAST.

BEGIN RELOCATION ORDER
STA. 19+00.00
X = 2,326,100 (±100')
Y = 276,540 (±100')
LOCATED 1,134.94 FEET NORTH AND 23.30 FEET EAST OF THE WEST ONE-QUARTER CORNER OF SECTION 5, TOWNSHIP 24 NORTH, RANGE 15 EAST.

TOWN OF DEER CREEK

N

SE - NE 6 - 24 - 15

NE - NE 6 - 24 - 15

NW - NW 5 - 24 - 15

SW - NW 5 - 24 - 15

PINE ROAD

C.T.H. "XX"

C.T.H. "D"

NORMAN AND LUCILLE PIETZ (1)

GERALD L. AND ANN M. HOFFMANN

RANDAL T. AND CAROL A. ERICKSON (2)

C.T.H. "D" CONST. R

EXISTING R/W LINE

EXISTING R/W LINE

SECTION LINE

N01°-07'-16"E 964.35'

N01°-07'-16"E 1925.81'

66'

N01°-00'-00"E 100.00'

N01°-00'-00"E 200.02'

N01°-00'-00"E 100.00'

N 12°-42'-02" W 51.46'

N 15°-09'-26" E 51.57'

N 14°-17'-25" E 51.38'

N 11°-32'-34" W 52.43'

+00 32.81' +50 46 20 +50 46 +00 52.56'

+00 35.19' +50 46 +00 46 +00 53.64'

17 23

HD.

FOUND 2" P.K. NAIL

FOUND 5/8" REBAR

T 25 N R 15 E 1 6 31 32 5

T 24 N R 15 E 6 5

APPROVED FOR OUTAGAMIE COUNTY

11-5-87 DATE

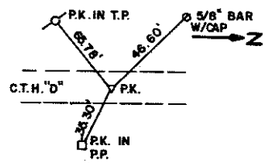
COUNTY HIGHWAY COMMISSIONER

PLAT PREPARED BY

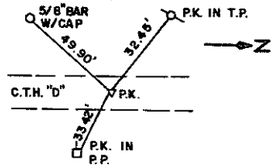
AYRES ASSOCIATES
CONSULTING ENGINEERS

GREEN BAY, WISCONSIN

STATE PROJECT NUMBER	SHEET NO.
6528-4-71	5
C.T.H. "D"	OUTAGAMIE CO.



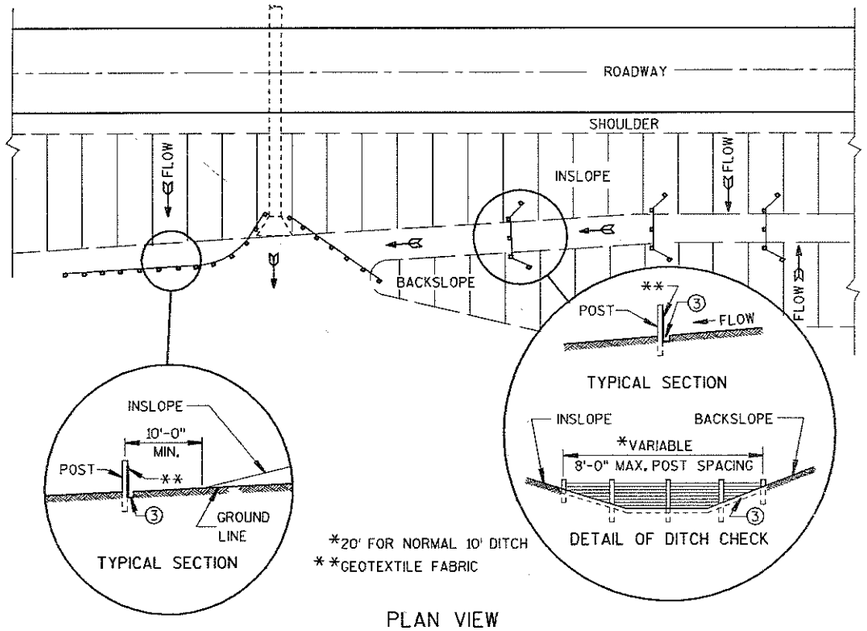
STA. 17+00.00 C.T.H. "D"



STA. 23+00.00 C.T.H. "D"

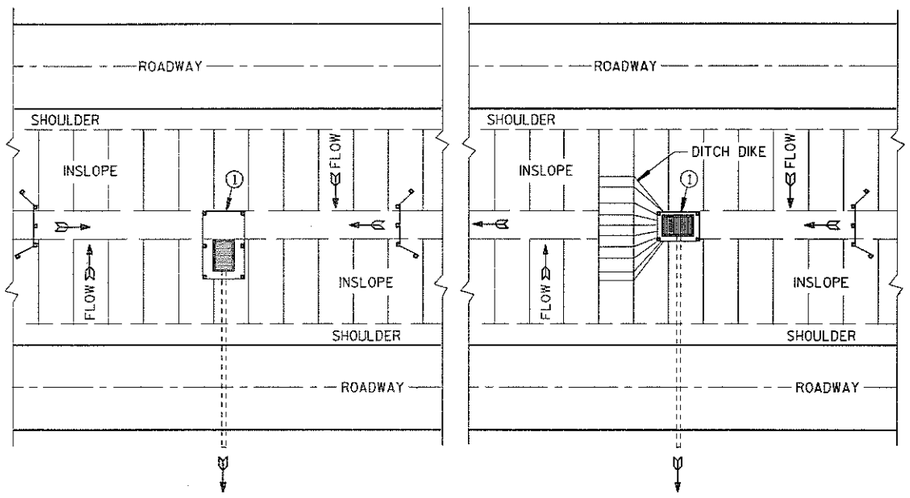
BENCH MARKS

NO.	STA.	DESCRIPTION		ELEV.
2	16+88	6" SPIKE IN P.P. NO. 3136-C3	32' RT	790.97
3	19+88	CHIS. BOX S.W. COR. ABUT.	14.5' RT	790.20
4	24+75	6" SPIKE IN P.P. NO. 3030-C2	33' RT.	795.10



PLAN VIEW

TYPICAL APPLICATIONS OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

WHEN POSSIBLE THE SILT FENCE SHOULD BE CONSTRUCTED IN AN ARC OR HORSESHOE SHAPE, WITH THE ENDS POINTING UPSLOPE TO MAXIMIZE BOTH STRENGTH AND EFFECTIVENESS.

① CROSS BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.

② MINIMUM 14 GAGE WIRE REQUIRED, FOLD FABRIC 3" OVER THE WIRE AND STAPLE OR PLACE WIRE RINGS ON 12" C-C.

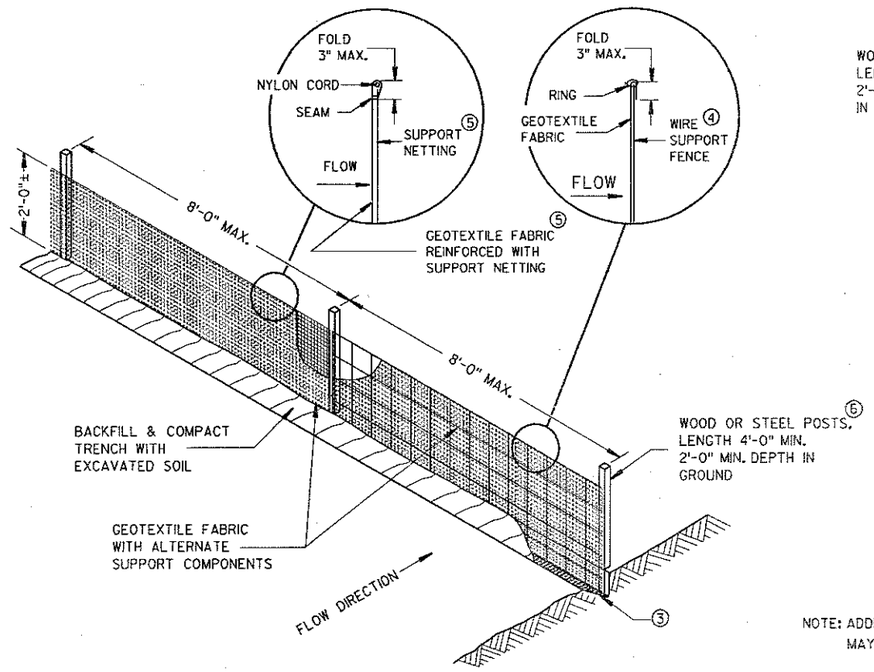
③ EXCAVATE A TRENCH A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

④ WIRE SUPPORT FENCE SHALL BE 14 GAGE MINIMUM WOVEN WIRE WITH A MAXIMUM MESH SPACING OF 6". SECURE TOP OF GEOTEXTILE FABRIC TO TOP OF FENCE WITH STAPLES OR WIRE RINGS AT 12" C-C.

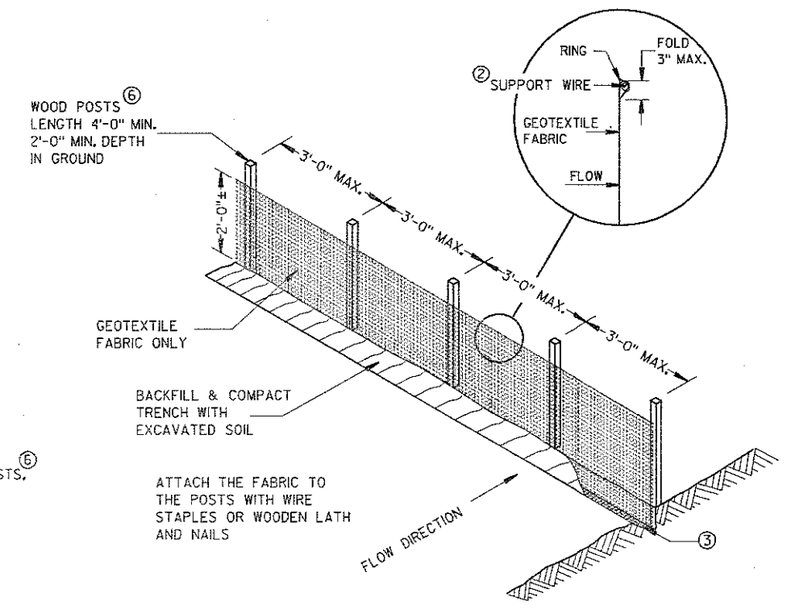
⑤ GEOTEXTILE FABRIC SHALL BE REINFORCED WITH AN INDUSTRIAL POLYPROPYLENE NETTING WITH A MAXIMUM MESH SPACING OF 3/4" OR EQUAL. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUIVALENT IS REQUIRED.

⑥ STEEL POSTS SHALL BE STUDDED "TEE" OR "U" TYPE WITH A MINIMUM WEIGHT OF 1.28 LBS/LINEAL FOOT (WITHOUT ANCHOR). FIN ANCHORS SUFFICIENT TO RESIST POST MOVEMENT ARE REQUIRED. WOOD POSTS SHALL BE A MINIMUM SIZE OF 4" DIA. OR 1½" X 3½" EXCEPT WOOD POSTS FOR GEOTEXTILE FABRIC REINFORCED WITH NETTING SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OAK OR HICKORY.

ALTERNATES A & B ARE EQUAL AND EITHER MAY BE USED.

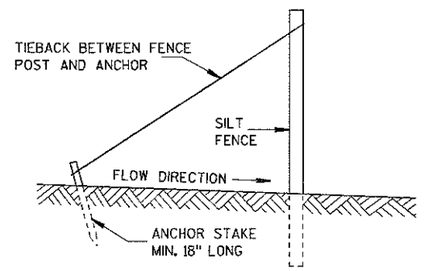


ALTERNATE "A"



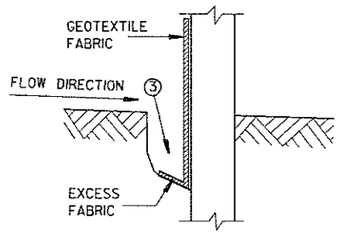
ALTERNATE "B"

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)



TRENCH DETAIL

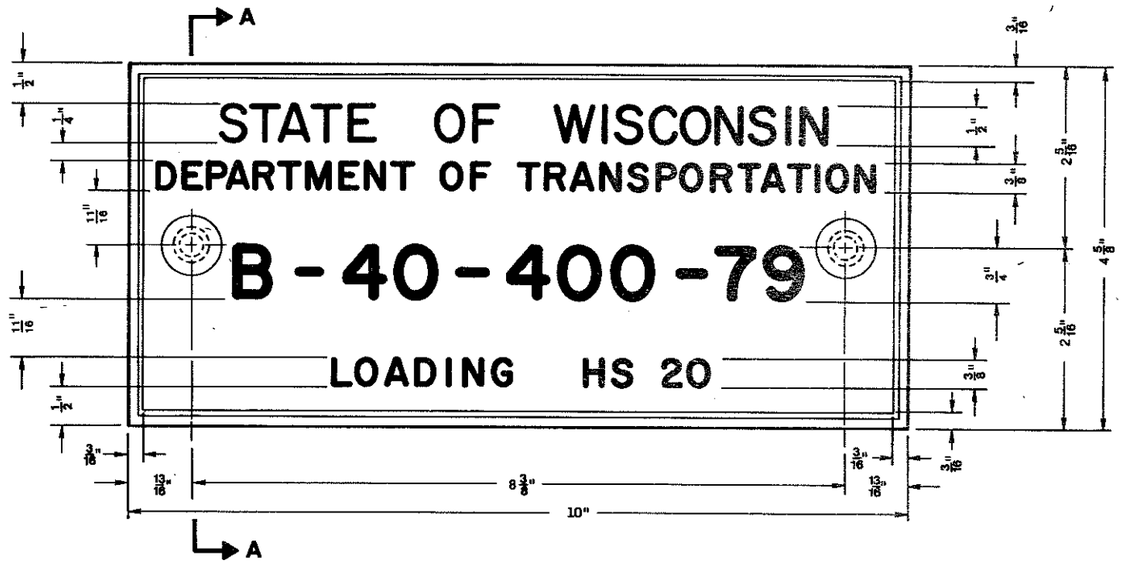
SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 8-31-88 DATE — STATE DESIGN ENGINEER FOR HWYS

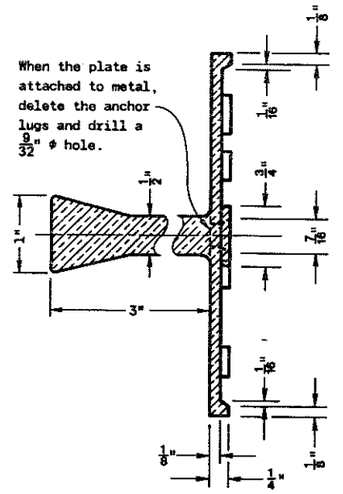
FHWA

S.D.D. 8 E 9-

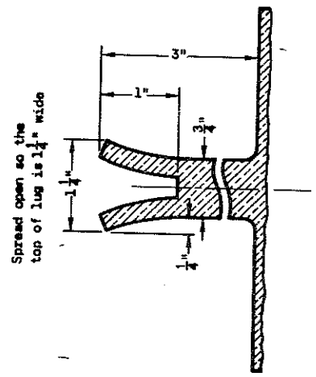


TYPICAL NAME PLATE

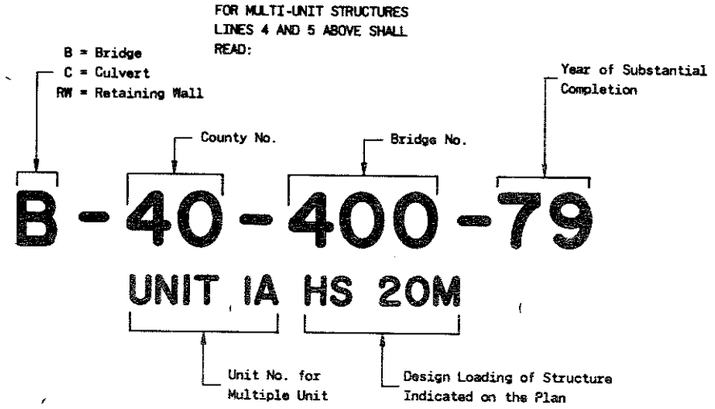
(BRIDGES, CULVERTS, AND RETAINING WALLS)



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.

S.D.D. 12 A 3-4

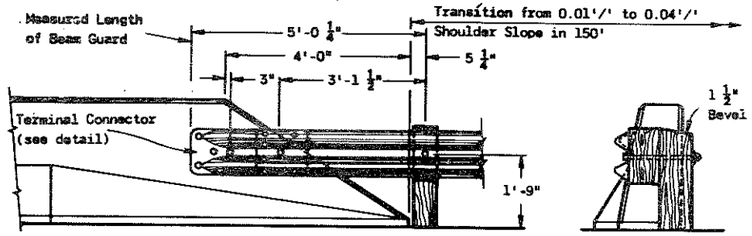
NAME PLATE (STRUCTURES)

State of Wisconsin
Department of Transportation
Division of Transportation Facilities

APPROVED 9-27-79 DATE

CHIEF DESIGN ENGINEER

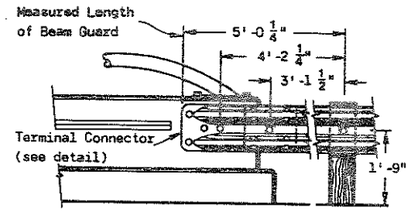
FHWA



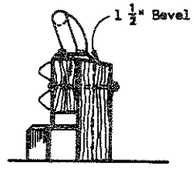
FRONT VIEW

END VIEW

SLOPED FACE PARAPET

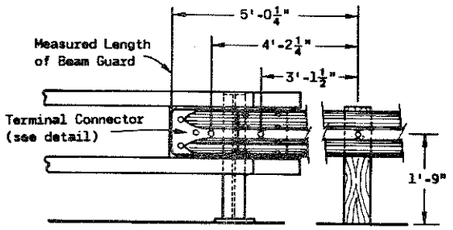


FRONT VIEW

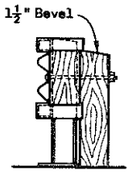


END VIEW

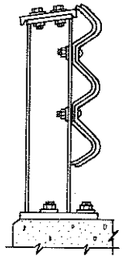
VERTICAL FACE PARAPET



FRONT VIEW

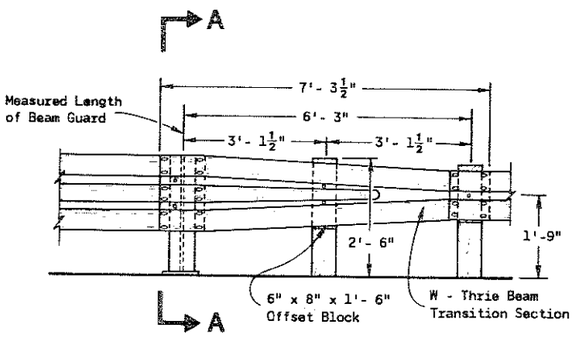


END VIEW



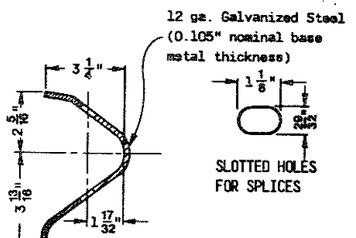
SECTION A-A

RAILING TYPE "F"



FRONT VIEW

RAILING TYPE "W"



SECTION THRU RAIL ELEMENT

GENERAL NOTES

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

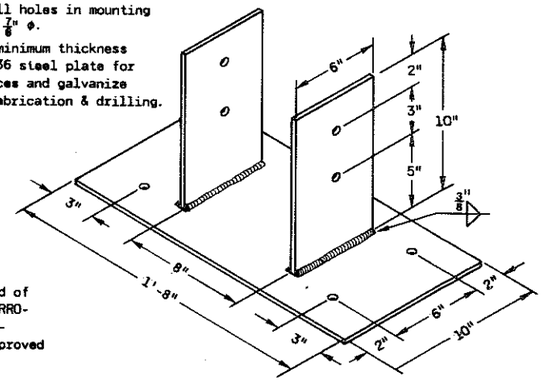
(1) The minimum clearance from the front face of beam guard to obstacle shall be 4 feet unless otherwise shown on contract plans. When clearance is less than 4 feet, post spacing shall be reduced to 3 feet-1 1/2 inches C-C.

(2) This section shall include at least one 12'-6" Rail Element and a Terminal Connector or W-Thrie Beam Transition Section as required for structure mounting.

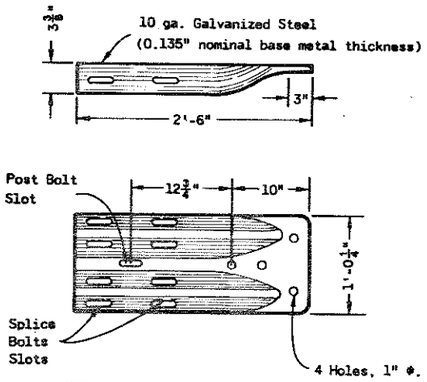
NOTE:

Drill all holes in mounting bracket 7/16" ϕ.

Use 3/8" minimum thickness ASTM A 36 steel plate for all pieces and galvanize after fabrication & drilling.



POST MOUNTING BRACKET

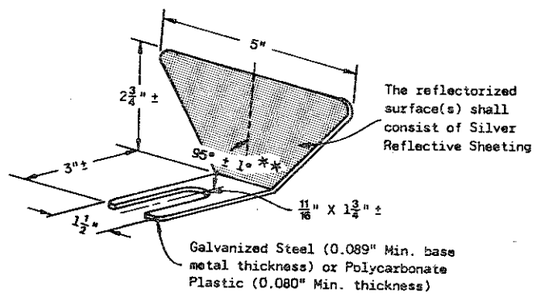


NOTE:

1" I.D., 2" O.D. (0.134" Nominal thickness) galvanized metal washer required under the head of splice bolts used in the Terminal Connector only.

TERMINAL CONNECTOR

STRUCTURE MOUNTING DETAILS



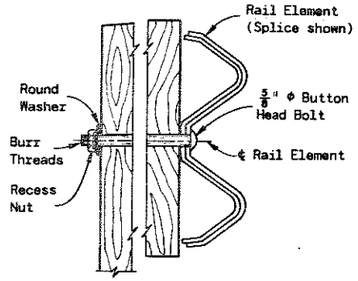
REFLECTOR SPACING

	Beam Guard Length	Reflector Spacing	No. Surfaces Reflectorized	Min. No. Reflectors
One Way Traffic	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
Two Way Traffic	< 200' *	25' C-C	1 *	6
	> 200' *	50' C-C	1 *	
Two Way Traffic	< 200'	50' C-C	2 **	3
	> 200'	100' C-C	2 **	

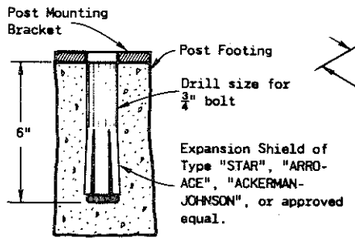
* Every other reflector reversed for 2-way visibility. Contractor may furnish two-sided reflectors in lieu of one-sided reflectors.

** Angle of bend to be 90° ± 1° for two-sided reflectors.

REFLECTOR DETAIL

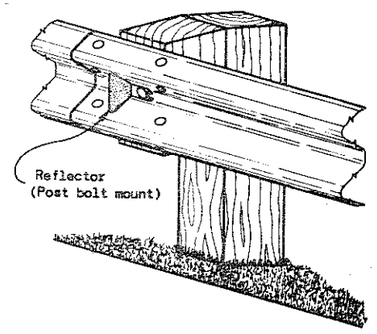


BUTTON HEAD BOLT DETAIL

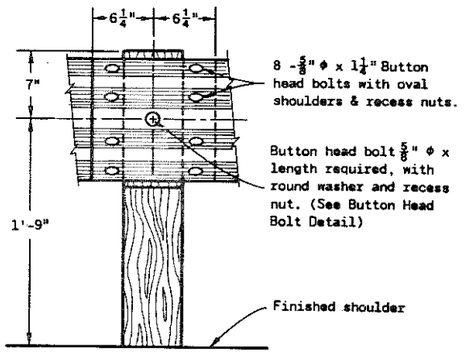


EXPANSION SHIELD DETAIL

POST FOOTING DETAIL AT PIERS



TYPICAL INSTALLATION



RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL

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 8c IS ALSO REQUIRED.

CLASS "A"
STEEL PLATE BEAM GUARD

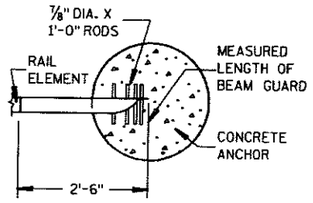
State of Wisconsin
Department of Transportation

APPROVED 1-31-85
DATE
CHIEF DESIGN ENGINEER

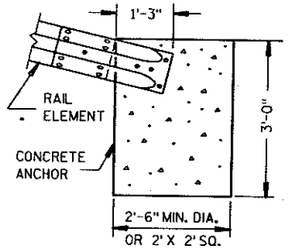
FHWA

S.D.D. 14 B 2-8a

SDD 14 B 2-8a



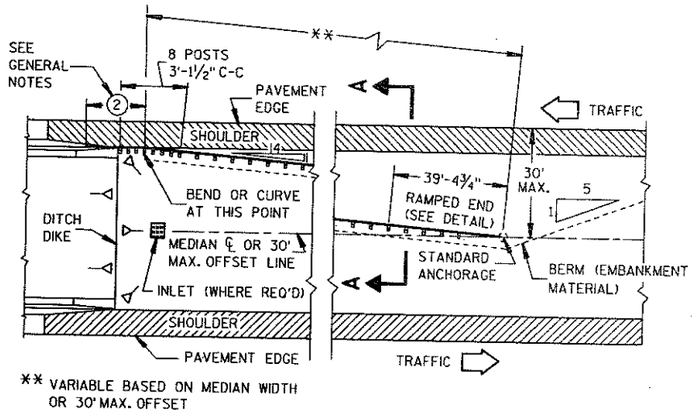
PLAN VIEW IN SECTION



FRONT VIEW IN SECTION

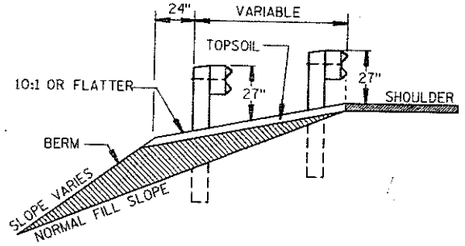
STANDARD ANCHORAGE DETAIL

(STANDARD SPECIFICATION ITEM "ANCHORAGE FOR STEEL PLATE BEAM GUARD")



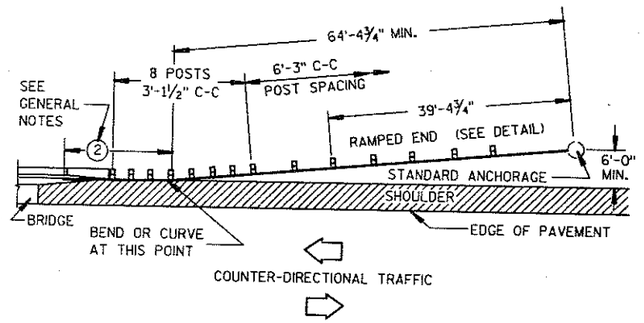
** VARIABLE BASED ON MEDIAN WIDTH OR 30' MAX. OFFSET

PLAN VIEW



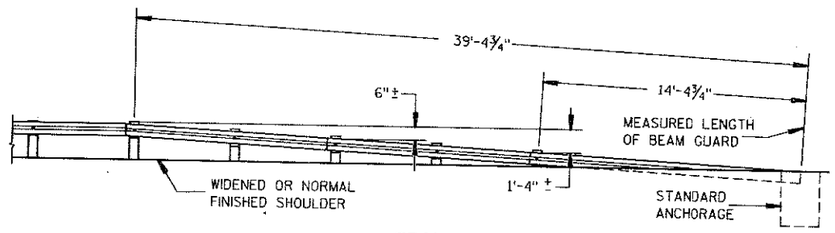
SECTION A-A

TYPICAL MEDIAN INSTALLATION AT STRUCTURES



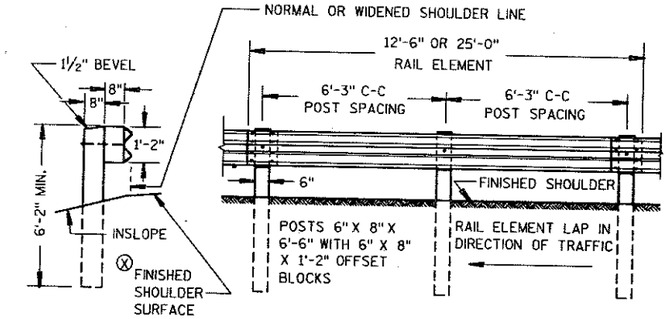
PLAN VIEW

TYPICAL INSTALLATION AT FULL WIDTH STRUCTURES



FRONT VIEW

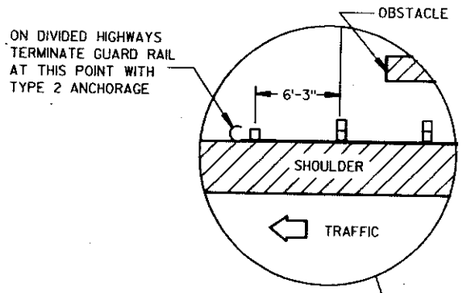
TYPICAL RAMPED END

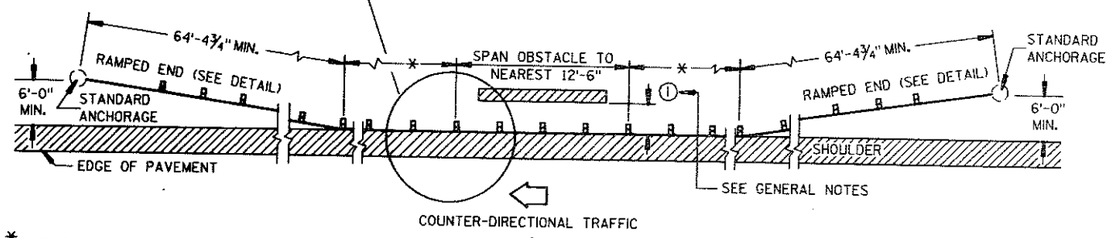


END VIEW FRONT VIEW

TYPICAL STEEL PLATE BEAM GUARD INSTALLATION

Ⓧ SHOULDER OR EMBANKMENT SLOPE IN FRONT OF BEAM GUARD SHALL BE 10:1 OR FLATTER

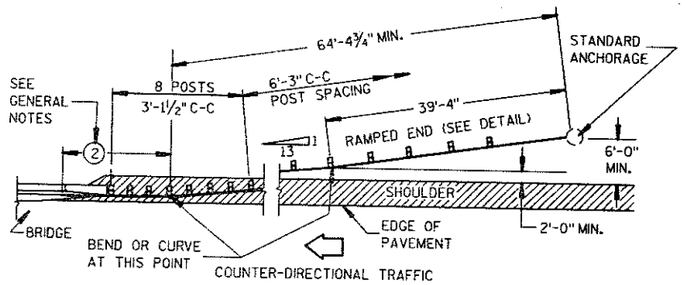




* VARIABLE BASED ON SIZE AND LOCATION OF OBSTACLE

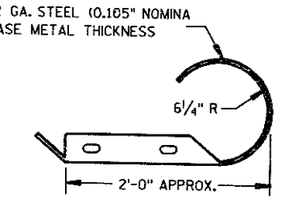
PLAN VIEW

TYPICAL INSTALLATION AT OBSTACLES



PLAN VIEW

TYPICAL INSTALLATION AT NARROW STRUCTURES



PLAN VIEW

END SECTION (ROUNDED)

CLASS "A" STEEL PLATE BEAM GUARD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

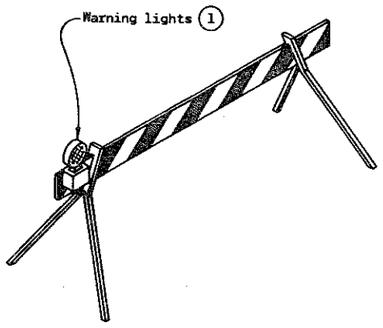
S.D.D. 14B 2-8b

S.D.D. 14B 2-8b

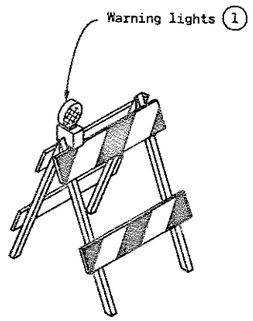
TABLE OF BARRICADE CHARACTERISTICS

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

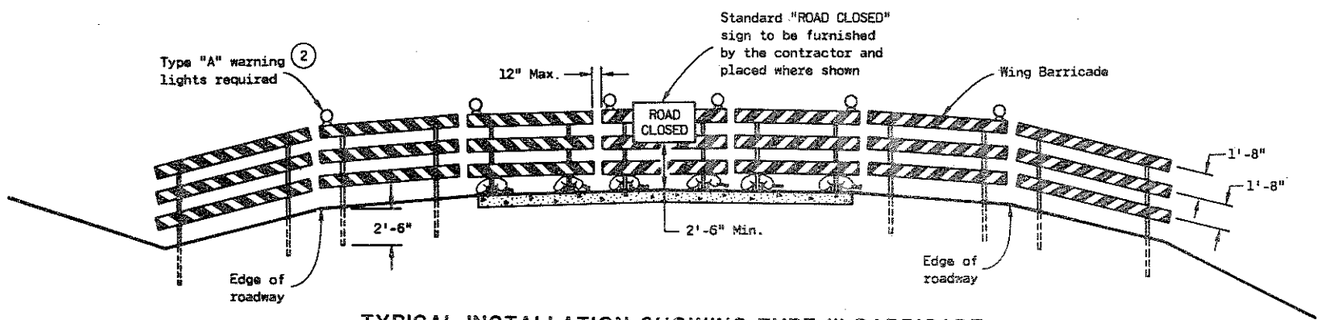
*Nominal dimensions when barricade is constructed of lumber.
**Shall be 4" for rail lengths less than 3'.



TYPICAL TYPE I BARRICADE



TYPICAL TYPE II BARRICADE



TYPICAL INSTALLATION SHOWING TYPE III BARRICADE

CONSTRUCTION BARRICADES

R11-2

48" x 30"

Black Lettering on Reflective White Background

Letter Series "D"
Letter height 8"

W20-3

48" x 48"

Black Lettering on Reflective Orange Background

Letter Series "D"
Letter height 7"

STANDARD SIGNS - TYPE II

GENERAL NOTES

The contractor shall furnish, erect and maintain barricades and signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of barricades and signs shall conform to this drawing, the 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 $\frac{3}{4}$ 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.

(1) 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.

(2) 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.

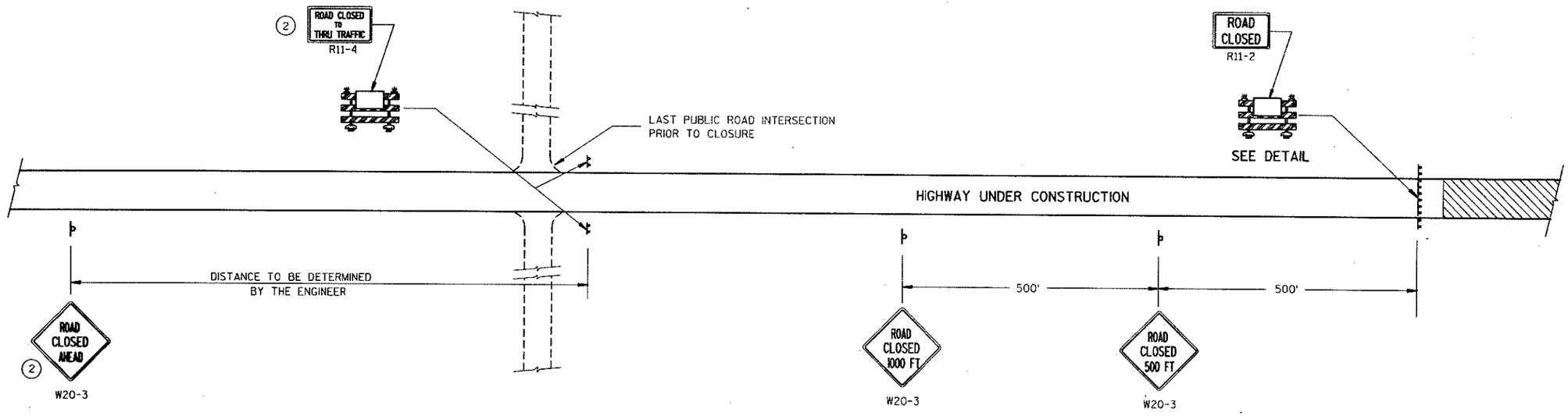
CONSTRUCTION BARRICADES & STANDARD SIGNS

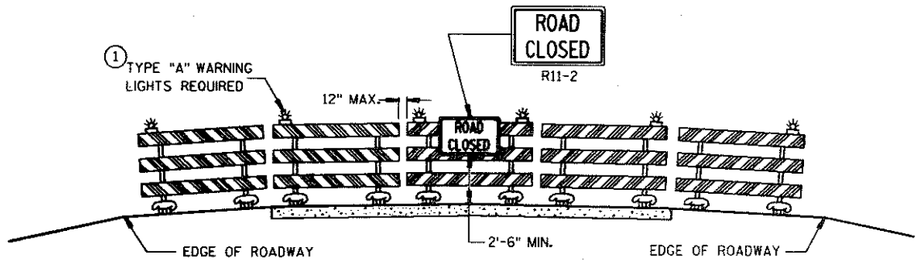
State of Wisconsin
Department of Transportation

APPROVED 9-14-81 DATE
CHIEF DESIGN ENGINEER
FHWA

S.D.D. 15 C 1-7

S.D.D. 15 C 1-7





APPROACH VIEW

ROAD CLOSURE BARRICADE

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADE (TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT(S) REQUIRED FOR NIGHTTIME USE)
- TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT
- WORK AREA

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL ON TRAFFIC CONTROL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

(1) 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.

(2) THESE SIGNS ARE NOT REQUIRED IF THE INTERSECTION IS THE BEGINNING OF THE MARKED DETOUR.

TRAFFIC CONTROL TO CLOSE HIGHWAY UNDER CONSTRUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

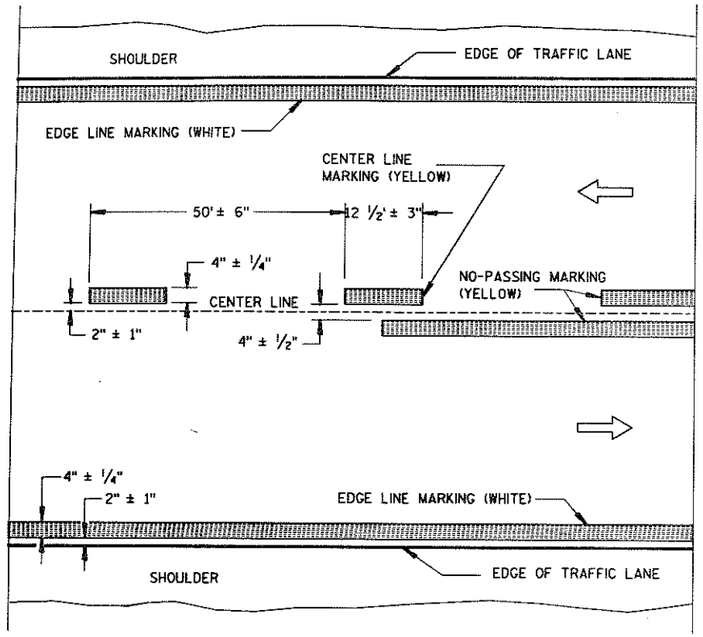
APPROVED
6-5-85
DATE

CHIEF TRAFFIC ENGINEER

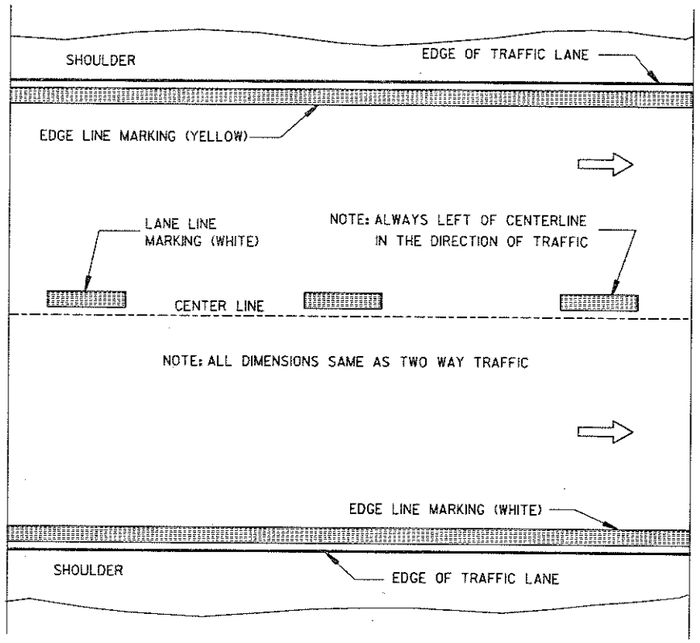
FHWA

S.D.D. 15 C 2-1

S.D.D. 15 C 2-1

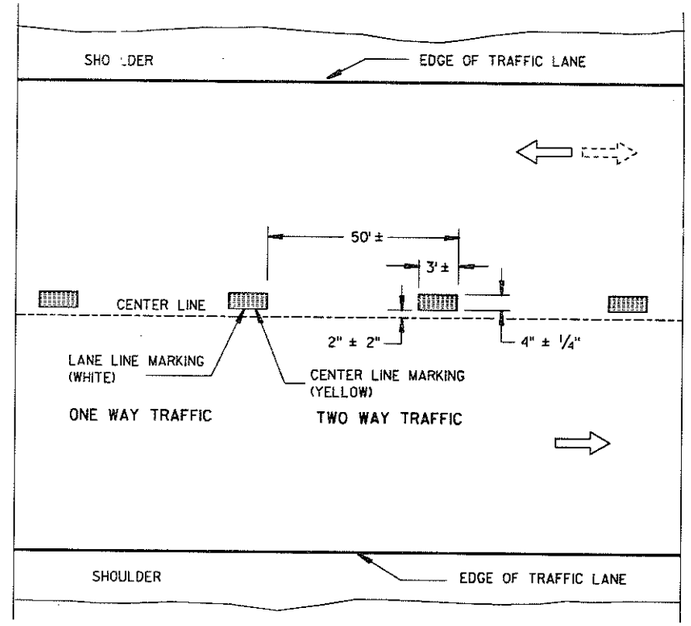


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TEMPORARY PAVEMENT MARKING

GENERAL NOTES

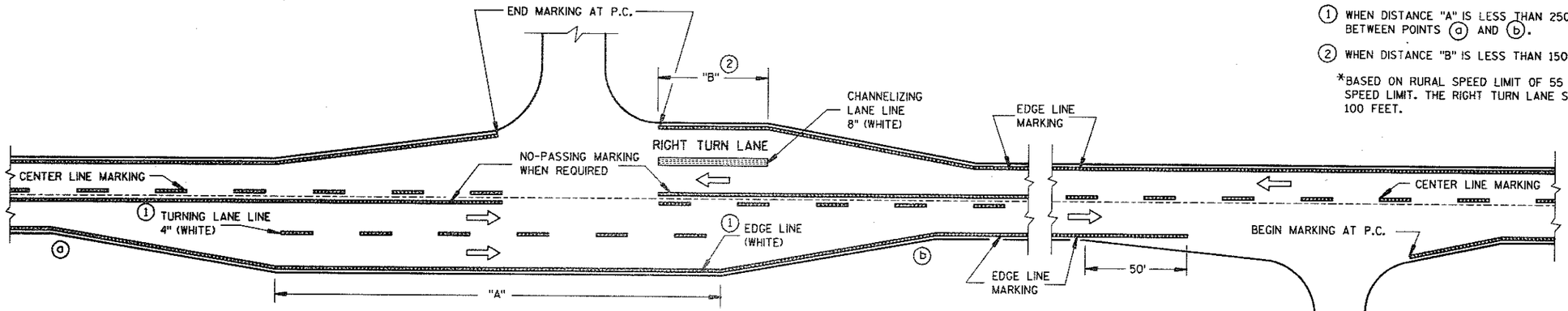
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 * FEET, OMIT TURNING LANE MARKING AND EDGE LINE BETWEEN POINTS (a) AND (b).

(2) WHEN DISTANCE "B" IS LESS THAN 150 * FEET, OMIT CHANNELIZING LANE LINE.

*BASED ON RURAL SPEED LIMIT OF 55 MPH. REDUCE VALUES IN PROPORTION TO POSTED SPEED LIMIT. THE RIGHT TURN LANE SHOULD HAVE A DESIRABLE MINIMUM LENGTH OF 100 FEET.



MAJOR INTERSECTION

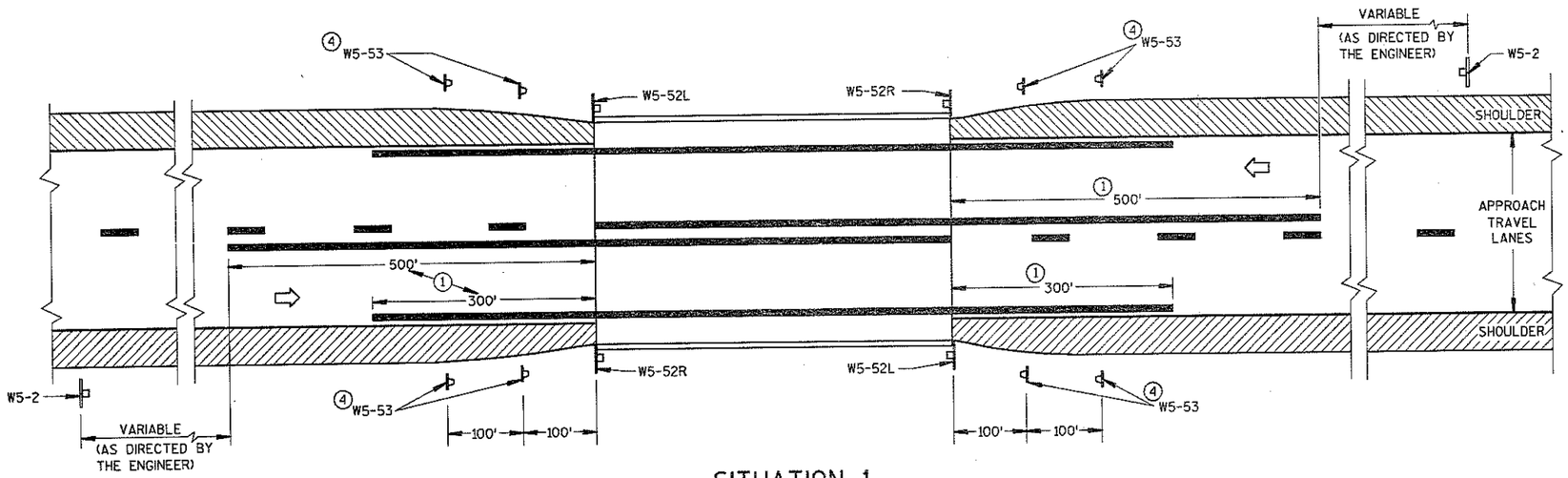
MINOR INTERSECTION

TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

PAVEMENT MARKING
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 5-23-96 DATE STATE TRAFFIC ENGINEER FOR HWYS FHWA

S.D.D. 15 C 8-1

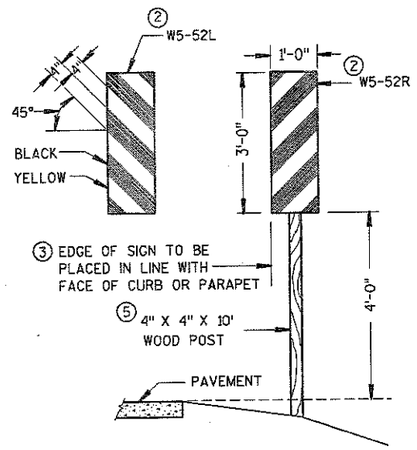
S.D.D. 15 C 8-1

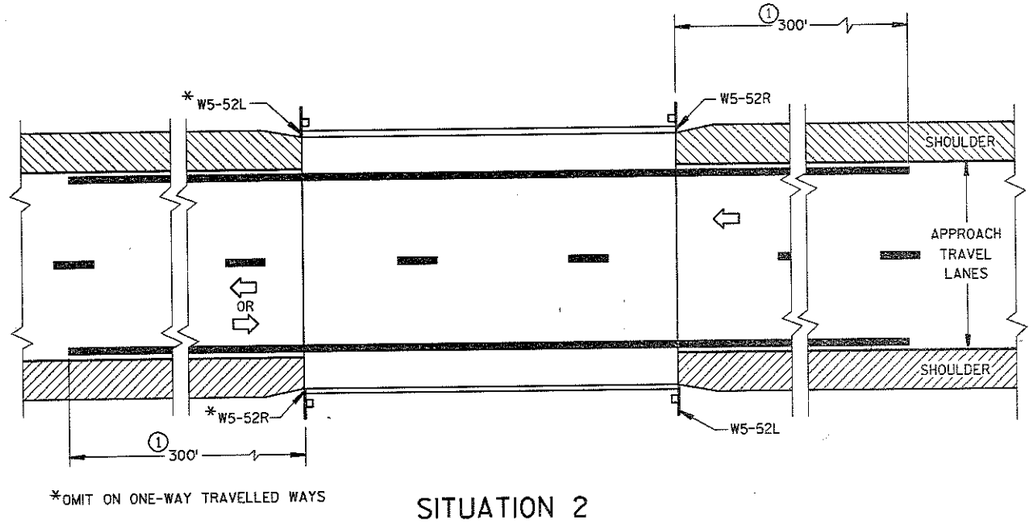


SITUATION 1

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 18 FEET BUT LESS THAN 24 FEET OR
2. BRIDGE WIDTH IS LESS THAN 3 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.



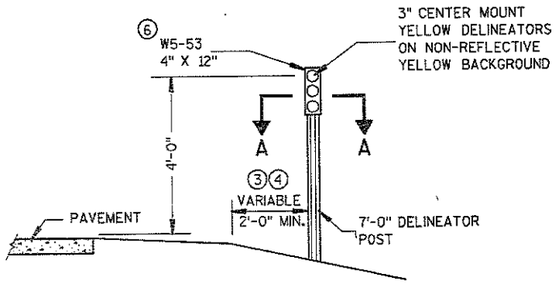


*OMIT ON ONE-WAY TRAVELLED WAYS

SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS AT LEAST 3 FEET WIDER BUT LESS THAN 8 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.



OBJECT MARKER PLACEMENT

GENERAL NOTES

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

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

① MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.

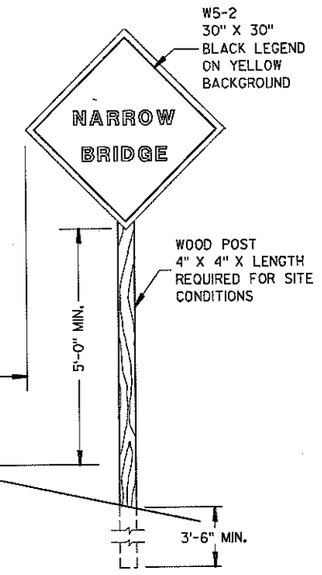
② FACE OF OBJECT MARKERS W5-52R AND W5-52L SHALL BE COVERED WITH TYPE H REFLECTIVE SHEETING.

③ LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.

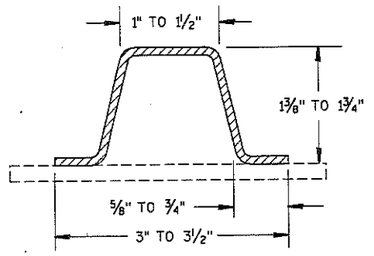
④ OBJECT MARKERS (W5-53) SHALL BE LOCATED ALONG A LINE FLARED AWAY FROM THE BRIDGE CORNER TO DELINEATE THE NARROWING OF THE SHOULDER OR BERM.

⑤ A 10 FOOT DELINEATOR POST MAY BE USED INSTEAD OF A WOOD POST.

⑥ NON-BID ITEM. INCIDENTAL TO OTHER ITEMS.



SIGN PLACEMENT



SECTION A-A

(MINIMUM WEIGHT 1.9 LBS. PER FT. AFTER GALVANIZING)

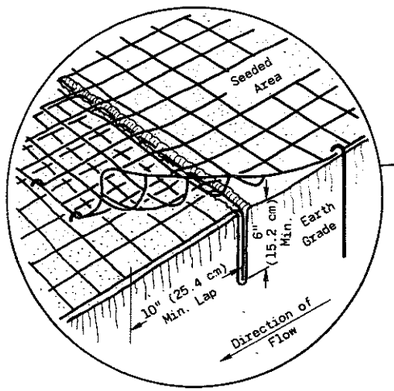
TRAFFIC CONTROL DEVICES FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 8-14-87 DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

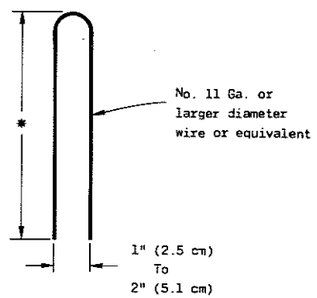
S.D.D. 15 C 6-2

S.D.D. 15 C 6-2



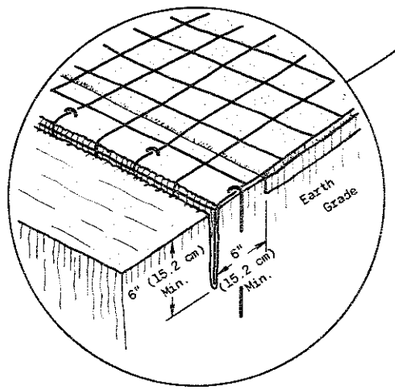
JUNCTION SLOT
(SEED ONLY)

JUNCTION SLOT
(SOD ONLY)

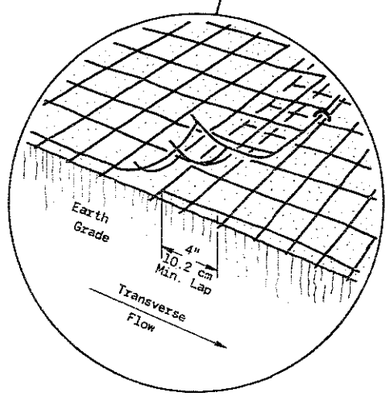


DETAIL OF TYPICAL STAPLE

* 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 payed 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
1'-0" (30.5 cm)
1'-0" (30.5 cm)
BASIS: 1 in. = EXACTLY 25.4 mm

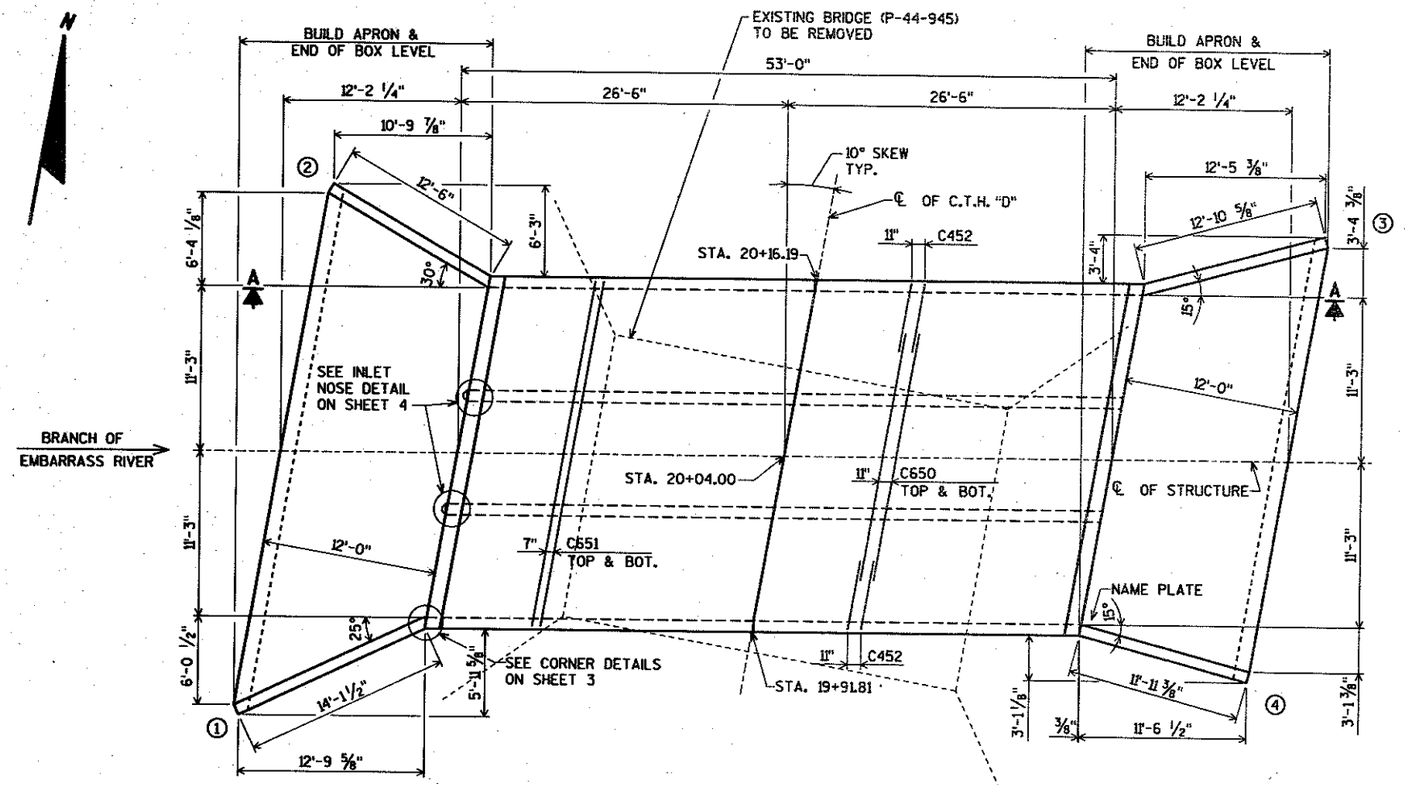
EROSION MAT

State of Wisconsin
Department of Transportation
Division of Highways

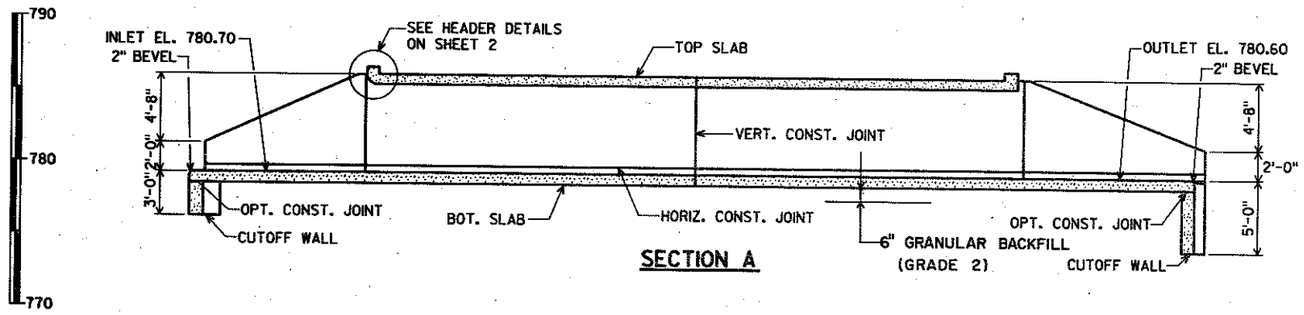
RECOMMENDED FOR APPROVAL:
12-3-73 DATE — CHIEF of FACILITIES DEVELOPMENT
APPROVED
1-15-74 DATE — STATE HIGHWAY ENGINEER

S.D.D. 8E7-1

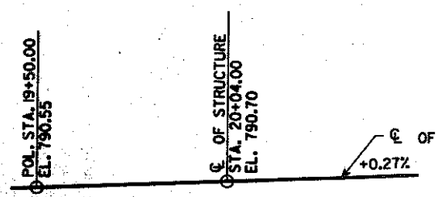
STATE PROJECT NUMBER	SHEET NO.
6528-4-71	8



PLAN
(3-CELL BOX CULVERT)



SECTION A



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

BENCH MARK:
CHISELED BOX IN CORNER CONC. ABUT
STA. 19+88.4, 14.5' LT. OF ℄
EL. 790.20

TOTAL ESTIMATED QUANTITIES

	BID ITEMS	AMOUNT
20101	REMOVING OLD BRIDGE, STA. 20+00	1 L.S.
20600	EXCAVATION FOR STRUCTURES, CULVERTS B-44-120	1 L.S.
30401	CONCRETE MASONRY, CULVERTS	138 C.Y.
20505	HIGH-STRENGTH BAR STEEL REINFORCEMENT, CULVERTS	18,470 LB.
20001	GRANULAR BACKFILL	C.Y.

NON-BID ITEMS	
FILLER	¾ SIZE
POLYVINYL CHLORIDE WATERSTOP	25 L.F.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

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

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M 153, TYPE I, II OR III OR A.A.S.H.T.O DESIGNATION M 213.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" SHALL BE THE EXISTING GROUND LINE.

THE ALTERNATE CUTOFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUTOFF WALLS. PAYMENT SHALL BE BASED ON THE CONCRETE CUTOFF WALLS.

THE CONCRETE IN THE CUTOFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE BOX.

THE EXISTING BRIDGE P-44-945 IS A SINGLE SPAN CONCRETE DECK GIRDER TYPE BRIDGE, 23.6 FEET LONG AND HAS A WIDTH OF 27.7 FEET.

ALL SPACES CREATED BY THE REMOVAL OF THE OLD BRIDGE THAT LAY OUTSIDE THE LIMITS OF EXCAVATION FOR STRUCTURES SHOULD BE BACKFILLED WITH GRANULAR BACKFILL TO THE ELEVATION OF EXISTING GROUND.

DESIGN DATA

LIVE LOAD: HS-20

EARTH LOAD: 4'-0"

ALLOWABLE DESIGN STRESSES:

CONCRETE MASONRY ____ f'_c = 3,500 p.s.i.

HIGH STRENGTH BAR STEEL REINFORCEMENT (GRADE 60) ____ f_y = 60,000 p.s.i.

HYDRAULIC DATA:

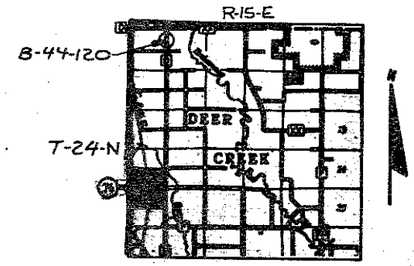
DRAINAGE AREA = 5.4 sq. mi.
WATERWAY AREA = 144 sq. ft.
V = 7.3 f.p.s.
Q_{100} = 1,050 c.f.s.
HIGH WATER $_{100}$ EL. 788.0
RDWY. OVERFLOW = N/A

TRAFFIC DATA:

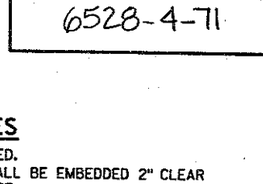
A.D.T. = 530 (1988)
A.D.T. = 710 (2008)
R.D.S. = 55 M.P.H.

LIST OF DRAWINGS (X81875)

1. GENERAL PLAN
2. BOX AND WING DETAILS
3. APRON DETAILS
4. BILL OF BARS AND DETAILS
5. SUBSURFACE EXPLORATION



LAYOUT



10/12/87

No.	Date	Revision	By

PLANS PREPARED BY
AYRES ASSOCIATES
Engineers/Architects
Planners/Surveyors
Owen Ayres & Associates Inc.
Eau Claire, Wisconsin

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-120

C.T.H. "D" OVER BRANCH OF EMBARRASS R.

County OUTAGAMIE		Town/City/Village DEER CREEK	
Design Spec. A.A.S.H.T.O. '85		Load HS-20	Const. Spec. 1981
Designed By GMW	Design Checked DHP	Drawn By G.L.D.	Plans Checked DHP

Approved Stanley H. Woods, State Bridge Engineer — 11-18-88 Date

GENERAL PLAN

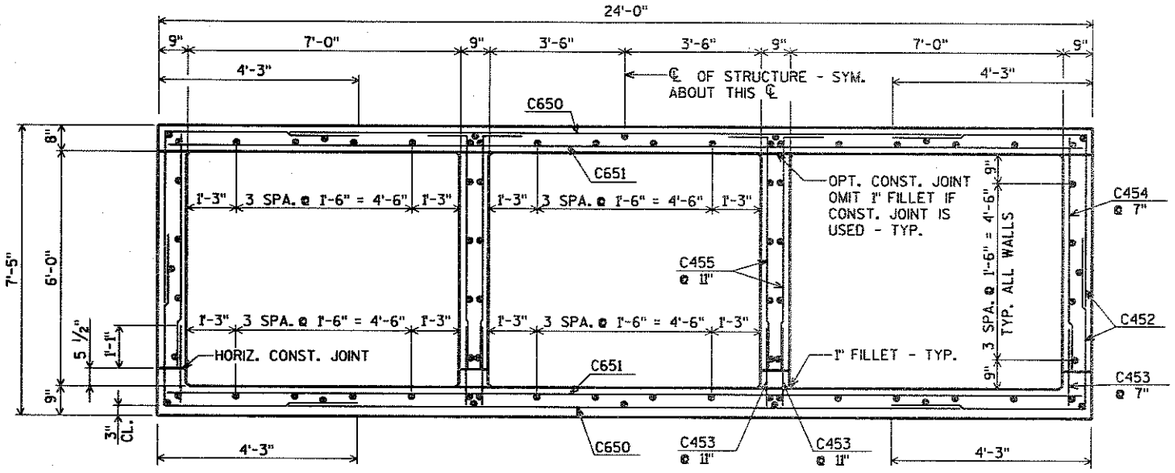
SHEET 1 OF 5

X 81875

SUBSET:
FILE NAME: 07126GP

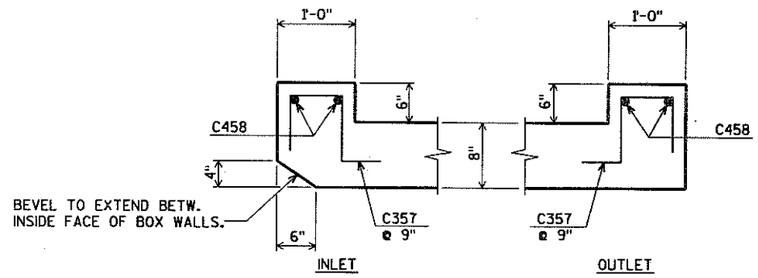
LEVELS ON 42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STATE PROJECT NUMBER	SHEET NO.
6528-4-71	8.1

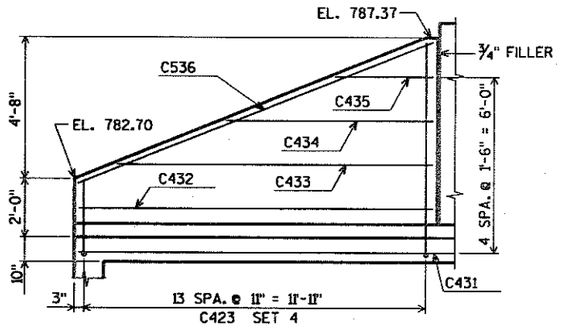


TYP. SECTION THRU BOX

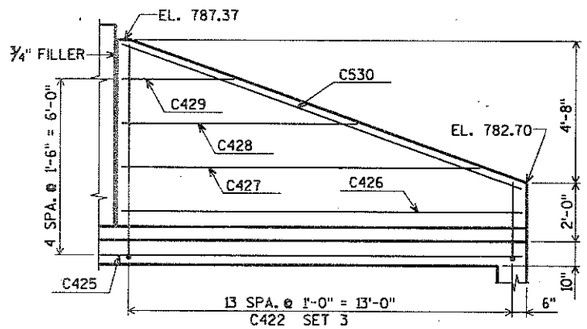
NOTE: ALL LONGITUDINAL BARS IN BOX ARE C449



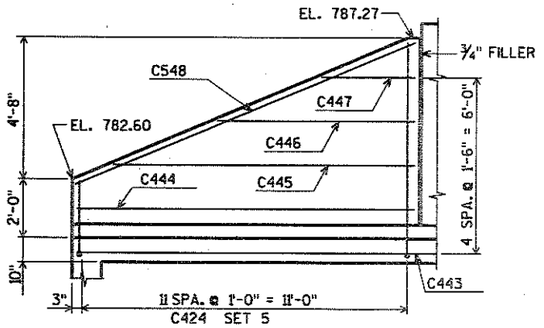
HEADER DETAILS



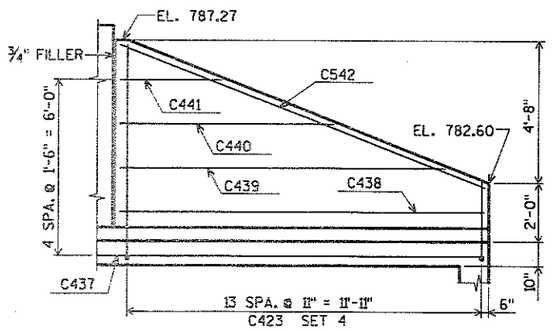
ELEVATION - WING 2



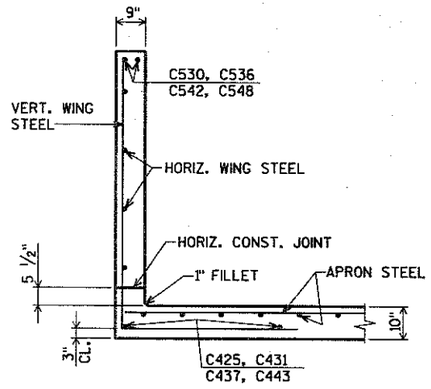
ELEVATION - WING 1



ELEVATION - WING 4



ELEVATION - WING 3



TYP. SECTION THRU WING

No.	Date	Revision	By

PLANS PREPARED BY
AYRES ASSOCIATES
Engineers/Architects
Planners/Surveyors
Owen Ayres & Associates Inc.
Eau Claire, Wisconsin

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-120

Const. Spec.	1981	Drawn By	G.L.O.	Plans Checked	DHP

BOX AND WING DETAILS

SHEET 2 OF 5

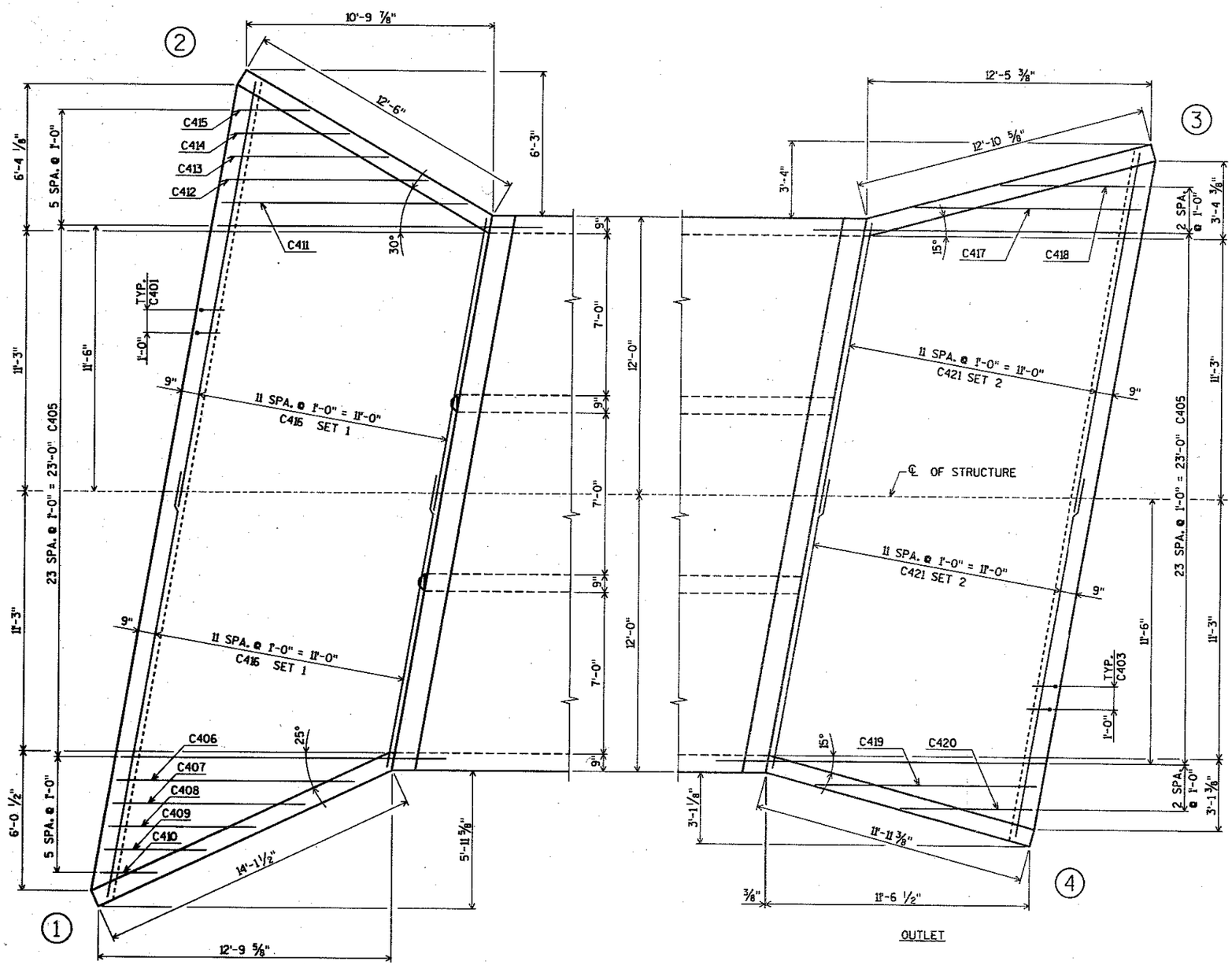
X 81875

SUBSET: TRBRIDGE
FILE NAME: 0T126CUL

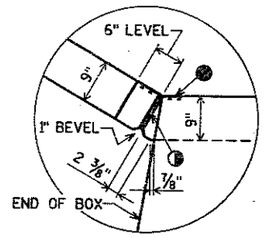
LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59, 61,62,63

CONNECTED BY: DATE:
CHECKED BY: DATE:

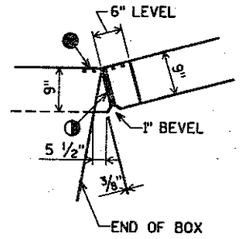
STATE PROJECT NUMBER	SHEET NO.
6528-4-71	8.2



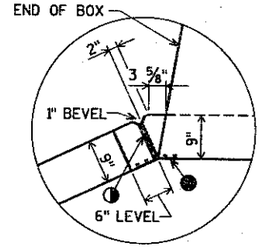
PLAN OF APRONS



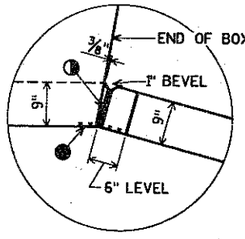
WING 2



WING 3



WING 1



WING 4

NOTE: DO NOT RUN ANY BAR STEEL REINF. THRU JOINT FILLER.

CORNER DETAILS

- POLYVINYL CHLORIDE WATERSTOP - EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL. (FLUSH WITH FACE OF CONCRETE.)
- ◑ 3/4" FILLER TO EXTEND FROM HORIZ. CONST. JT. TO TOP OF WING.

No.	Date	Revision	By

PLANS PREPARED BY
AYRES ASSOCIATES
Engineers/Architects
Planners/Surveyors
Owen Ayres & Associates Inc.
Eau Claire, Wisconsin

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-120

Const. Spec.	Drawn By	Plans Checked
1981	G.L.D.	DHP

APRON DETAILS

SHEET 3 OF 5

X 81875

SUBSET: TRBRIDGE
FILE NAME: 0712GCUL

LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59, 61,62,63

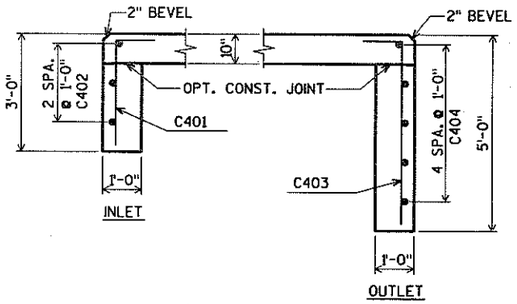
CHECKED BY: DATE:
BACK CHECKED BY: DATE:
CORRECTED BY: DATE:

SUBSET: TRBRIDGE
FILE NAME: 07126CUL

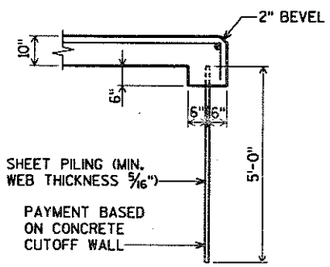
STATE PROJECT NUMBER	SHEET NO.
6528-4-71	8.3

BILL OF BARS

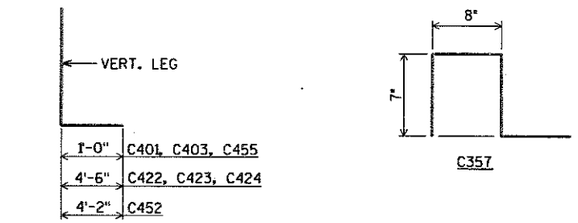
BAR. NO.	NO. REQ'D.	LENGTH	BENT BAR	COATED BAR	CUT DIAGR.	18,470# UNCOATED LOCATION
C401	36	3-7	X			CUTOFF WALL - INLET
C402	3	35-4				CUTOFF WALL - INLET
C403	31	5-7	X			CUTOFF WALL - OUTLET
C404	5	29-6				CUTOFF WALL - OUTLET
C405	48	14-3				APRON - INLET & OUTLET
C406	1	10-5				APRON - INLET @ WING 1
C407	1	8-5				APRON - INLET @ WING 1
C408	1	6-6				APRON - INLET @ WING 1
C409	1	4-6				APRON - INLET @ WING 1
C410	1	2-6				APRON - INLET @ WING 1
C411	1	10-9				APRON - INLET @ WING 2
C412	1	8-10				APRON - INLET @ WING 2
C413	1	7-0				APRON - INLET @ WING 2
C414	1	5-1				APRON - INLET @ WING 2
C415	1	3-2				APRON - INLET @ WING 2
C416	12	31-6			X	APRON - INLET SET 1
C417	1	9-11				APRON - OUTLET @ WING 3
C418	1	6-5				APRON - OUTLET @ WING 3
C419	1	9-9				APRON - OUTLET @ WING 4
C420	1	5-10				APRON - OUTLET @ WING 4
C421	12	28-7			X	APRON - OUTLET SET 2
C422	7	18-6	X		X	WING 1 - VERT. SET 3
C423	7	18-6	X		X	WING 2 & 3 - VERT. SET 4
C424	6	18-6	X		X	WING 4 - VERT. SET 5
C425	2	16-4				WING 1 - HORIZ.
C426	1	13-8				WING 1 - HORIZ.
C427	1	12-4				WING 1 - HORIZ.
C428	1	8-1				WING 1 - HORIZ.
C429	1	3-10				WING 1 - HORIZ.
C530	2	14-6				WING 1 - DIAG.
C431	2	14-7				WING 2 - HORIZ.
C432	1	12-1				WING 2 - HORIZ.
C433	1	10-10				WING 2 - HORIZ.
C434	1	7-2				WING 2 - HORIZ.
C435	1	3-5				WING 2 - HORIZ.
C536	2	13-1				WING 2 - DIAG.
C437	2	15-1				WING 3 - HORIZ.
C438	1	12-6				WING 3 - HORIZ.
C439	1	11-2				WING 3 - HORIZ.
C440	1	7-4				WING 3 - HORIZ.
C441	1	3-6				WING 3 - HORIZ.
C542	2	13-5				WING 3 - DIAG.
C443	2	14-1				WING 4 - HORIZ.
C444	1	11-6				WING 4 - HORIZ.
C445	1	10-4				WING 4 - HORIZ.
C446	1	6-10				WING 4 - HORIZ.
C447	1	3-3				WING 4 - HORIZ.
C548	2	12-7				WING 4 - DIAG.
C449	152	26-2				BOX - LONG.
C650	116	18-8				BOX - TRANS. BOT. & TOP SLAB
C651	182	24-0				BOX - TRANS. BOT. & TOP SLAB
C452	232	8-4	X			BOX - EXT. CORNERS
C453	414	2-1				BOX - WALL DOWELS
C454	182	6-0				BOX - EXT. WALL VERT.
C455	232	6-11	X			BOX - INT. WALL VERT.
C556	72	4-0				BOX - VERT. CONST. JOINT
C357	64	2-4	X			BOX - HEADER
C458	4	24-0				BOX - HEADER



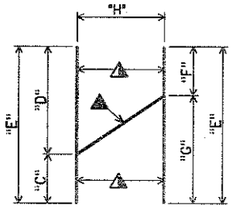
SECTION THRU CUTOFF WALL



SECTION THRU ALTERNATE CUTOFF WALL



BENDING DIMENSIONS ARE OUT TO OUT OF BARS.



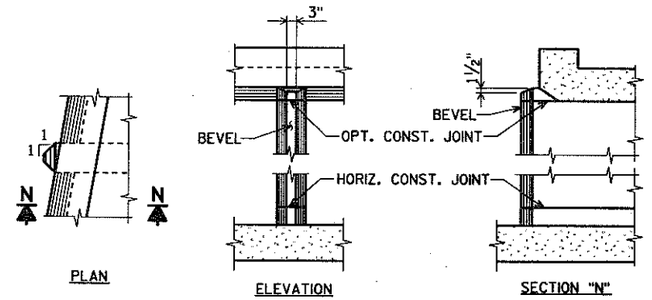
H - NUMBER OF BARS BEFORE CUTTING.

A - BUNDLE AND MARK CUT BARS WITH BAR AND SET NUMBER.

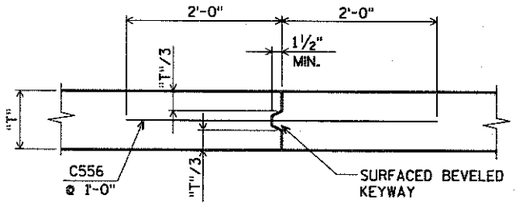
A - MARK AND CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.

CUTTING DIAGRAM

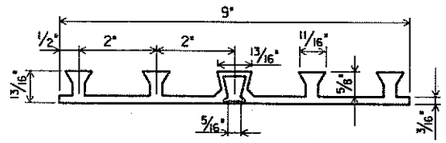
BAR NO.		C	D	E	F	G	H	SETS REQ'D.
C416	SET 1	12'-9"	18'-9"	31'-6"	12'-9"	18'-9"	12	1
C421	SET 2	12'-9"	15'-10"	28'-7"	12'-9"	15'-10"	12	1
C422	SET 3	6'-10"	11'-8"	18'-6"	9'-1"	9'-5"	7	1
C423	SET 4	6'-10"	11'-8"	18'-6"	9'-1"	9'-5"	7	2
C424	SET 5	6'-10"	11'-8"	18'-6"	9'-1"	9'-5"	6	1



INLET NOSE DETAIL



VERT. CONST. JOINT
(ALL WALLS AND SLABS)



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

No.	Date	Revision	By

PLANS PREPARED BY
AYRES ASSOCIATES
Engineers/Architects
Planners/Surveyors
Owen Ayres & Associates Inc.
Eau Claire, Wisconsin

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-120

Const. Spec.	1981	Drawn By	G.L.O.	Plans Checked	DHP

BILL OF BARS AND DETAILS

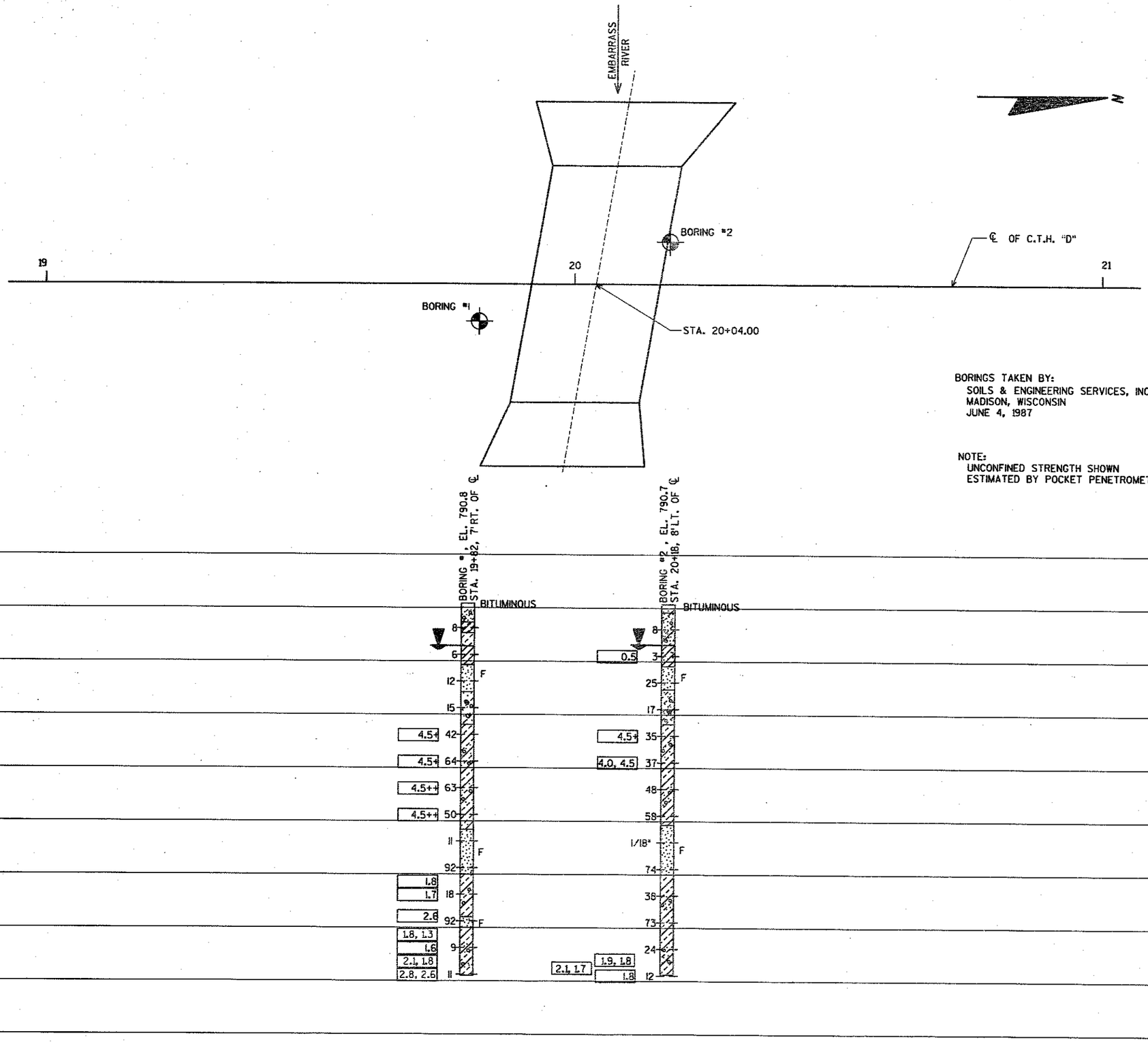
SHEET 4 OF 5

X 81875

LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49

CORRECTED BY | DATE

SUBSET:
FILE NAME: 07126GP



BORINGS TAKEN BY:
SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN
JUNE 4, 1987

NOTE:
UNCONFINED STRENGTH SHOWN
ESTIMATED BY POCKET PENETROMETER.

STATE PROJECT NUMBER	SHEET NO.
6528-4-71	84

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# wt.
Falling 18" on a 2" O.D. Point.
7 Average Blows Per Foot
Refusal 95/6

LEGEND OF BORING
Boring No., Elev.
Sta. & Offset
Unconfined Strength → 7.7
7 * Blows Per Foot Using 140# 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

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 DEPT. OF TRANSPORTATION 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
AYRES ASSOCIATES
Engineers/Architects
Planners/Surveyors
Owen Ayres & Associates Inc.
Eau Claire, Wisconsin

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-120

Const. Spec.	Drawn By	Plans Checked
1981	G.L.D.	DWP

SUBSURFACE EXPLORATION

SHEET 5 OF 5

X 81875

LEVELS ON 42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63
DATA:
DATA:
DATE:
WORK GROUND BY:
CORRECTED BY:

STATE PROJECT NUMBER: 6528-4-71 | SHEET NUMBER: 9

C.T.H. "D"

STATION | DISTANCE | VARDAGE: EXCAVATION: UNCL. | FILL

18+00 790
18+50 790
19+00 790
19+50 790
19+50 790
20+00 790
20+00 790
20+50 790
21+00 790
21+50 790

BEGIN PROJECT STA 19+50

END PROJECT STA 20+50

SURVEY ℄

STRUCT.

51

65

45

SHEET TOTAL 56 85