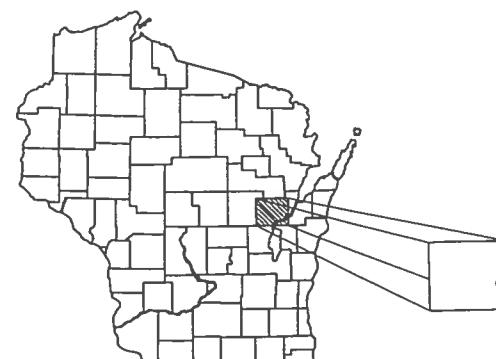


INDEX OF SHEETS

Sheet No.	1	Title
Sheet No.		Typical Sections and Details
Sheet No.		Estimate of Quantities
Sheet No.		Miscellaneous Quantities
Sheet No.		Plan and Profile
Sheet No.		Standard Detail Drawings
Sheet No.		Sign Plates
Sheet No.		Structure Plans

TOTAL SHEETS =



OUTAGAMIE COUNTY
HIGHWAY DEPARTMENT
REHABILITATION - MAINTENANCE PROJECT
USH 41 TO CTH UU ROAD

(APPLE CREEK BRIDGE AND APPROACHES)

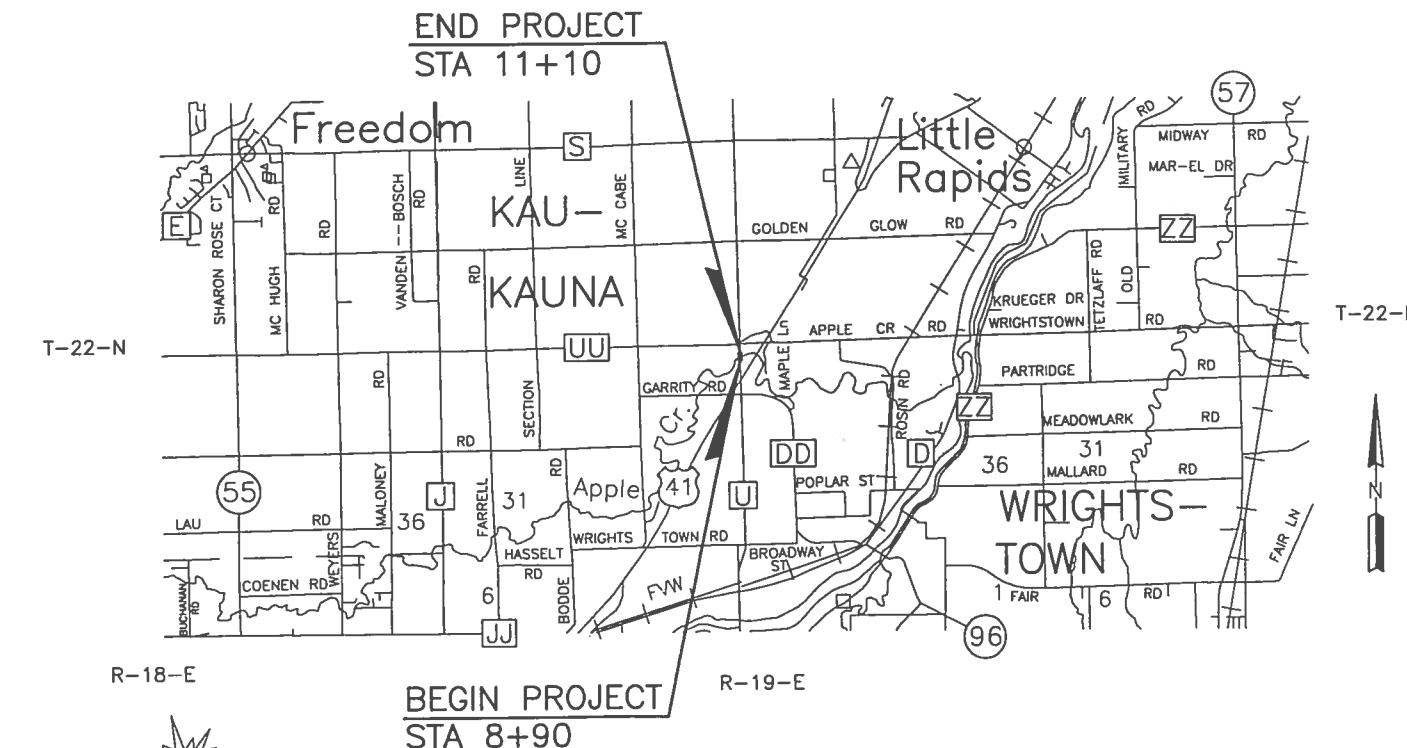
CTH U

OUTAGAMIE COUNTY

B-44-0051

CONVENTIONAL SIGNS

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



U-14

TOTAL NET LENGTH OF CENTERLINE = 0.042 MI. (RURAL)

COORDINATES ON THIS PLAN ARE ASSUMED.

ROMENESKO ENGINEERING, LLC	
213 JACKSON STREET SAUK CITY, WI. 53583	
FAX (608) 644-1602 romenesko@charter.net	
ACCEPTED FOR COUNTY of OUTAGAMIE	
DATE: _____ (Commissioner)	
ORIGINAL PLANS PREPARED BY ROMENESKO ENGINEERING MADISON, WISCONSIN	
DATE: _____ (Signature)	
PREPARED BY Surveyor Designer	
MOORE SURVEYING ROMENESKO ENGINEERING	

GENERAL NOTES

STEEL THRIE BEAM STRUCTURE APPROACH

STA. TO STA.	LOCATION	L.F.
10+55 - 10+88	LT.	33
10+55 - 10+88	RT.	33
TOTAL		66

STEEL PLATE BEAM GUARD, CLASS A

STA. TO STA.	LOCATION	L.F.
10+88 - 11+31	RT.	50
TOTAL		50

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STA. TO STA.	LOCATION	EACH
10+88 - 11+38	LT.	1
		TOTAL
		1

ANCHORAGES FOR STEEL PLATE BEAM GUARD, TYPE 2

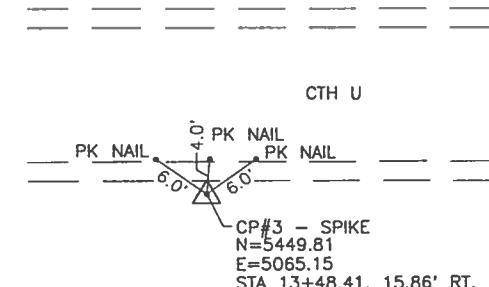
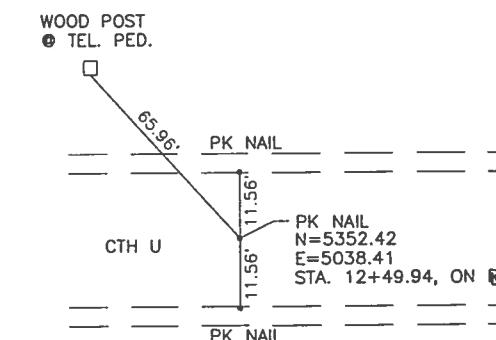
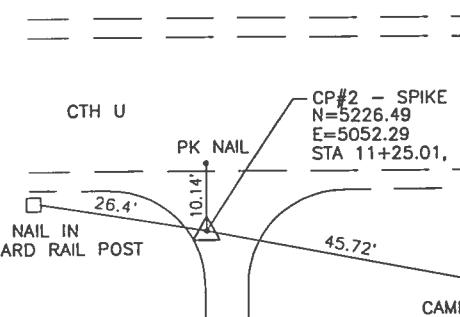
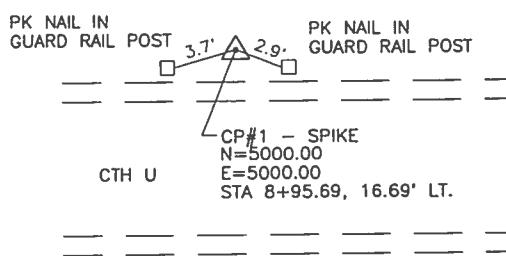
STATION	LOCATION	EACH
11+30	RT.	1
		TOTAL
		1

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

WHEN PORTIONS OF EXISTING PAVEMENTS ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAWCUT JOINT THROUGH THE ASPHALT SO THAT REMOVAL OF THE PAVEMENT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTIONS.

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

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES



CONTROL POINT TIES

STANDARD ABBREVIATIONS

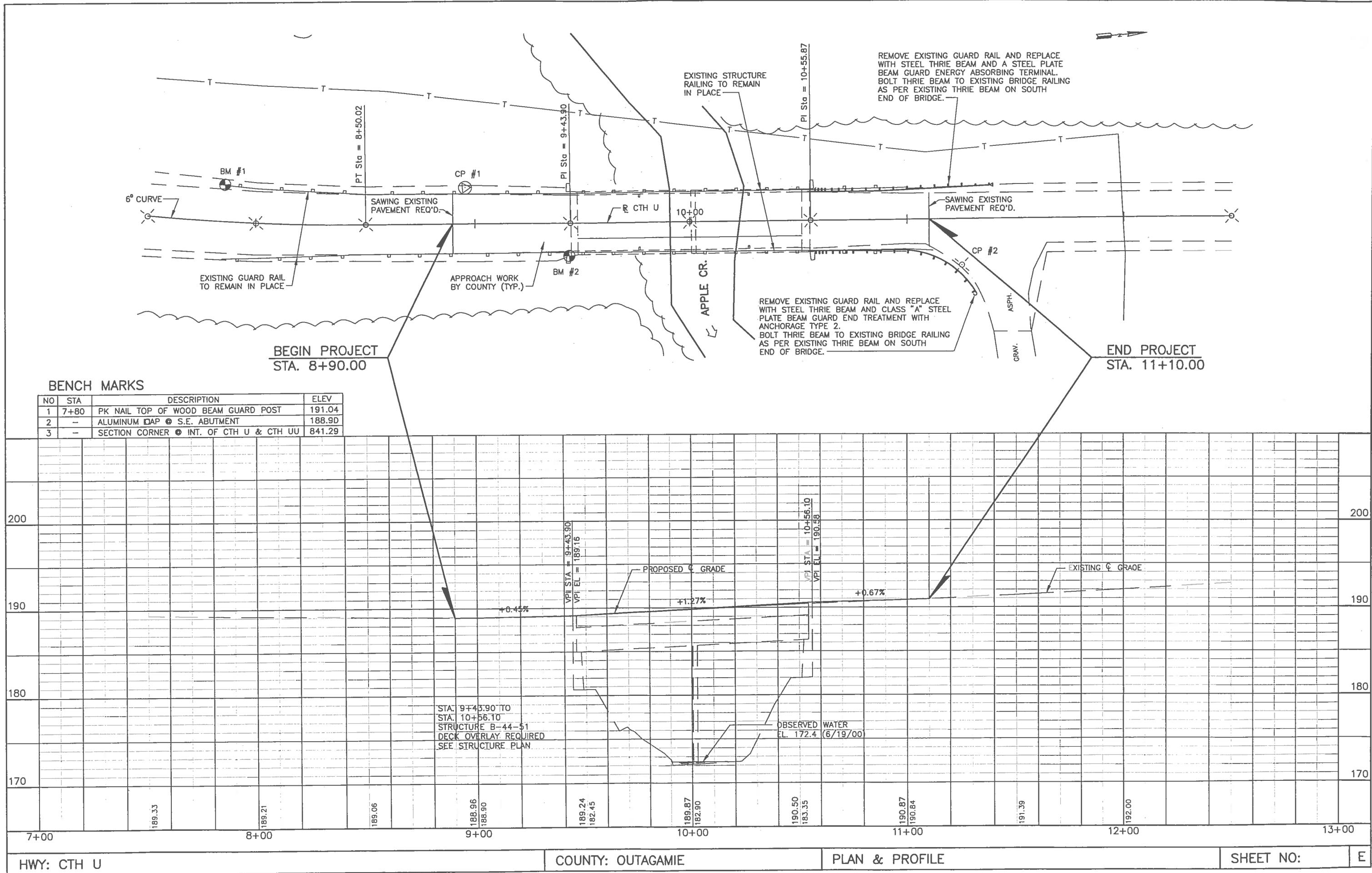
ADT	AVERAGE DAILY TRAFFIC	PE	PRIVATE ENTRANCE
ASPH	ASPHALT	PVC	POINT OF VERTICAL CURVATURE
BLDG	BUILDING	PVI	POINT OF VERTICAL INTERSECTION
CE	COMMERCIAL ENTRANCE	PVT	POINT OF VERTICAL TANGENCY
CONC	CENTER LINE	R	RANGE
CONCRETE	CONCRETE	RT	RIGHT
CP	CULVERT PIPE	R/W	RIGHT OF WAY
CWT	HUNDREDWEIGHT	REQ'D	REQUIRED
CY	CUBIC YARD	SHLDR	SHOULDER
E	EAST	S	SOUTH
ELEV	ELEVATION	SY	SQUARE YARD
FE	FIELD ENTRANCE	SF	SQUARE FOOT
FT	FOOT	STA	STATION
GRAV	GRAVEL	SE	SUPERELEVATION
HW 100	HUNDRED YEAR HIGH WATER	TYP	TYPICAL
LF	LINEAR FOOT	UNCL	UNCLASSIFIED
LT	LEFT	VAR	VARIABLE
MAX	MAXIMUM	VC	VERTICAL CURVE
MI	MILE	W	WEST
MIN	MINIMUM	X	EAST GRID COORDINATE
N	NORTH	Y	NORTH GRID COORDINATE
NOR	NORMAL		

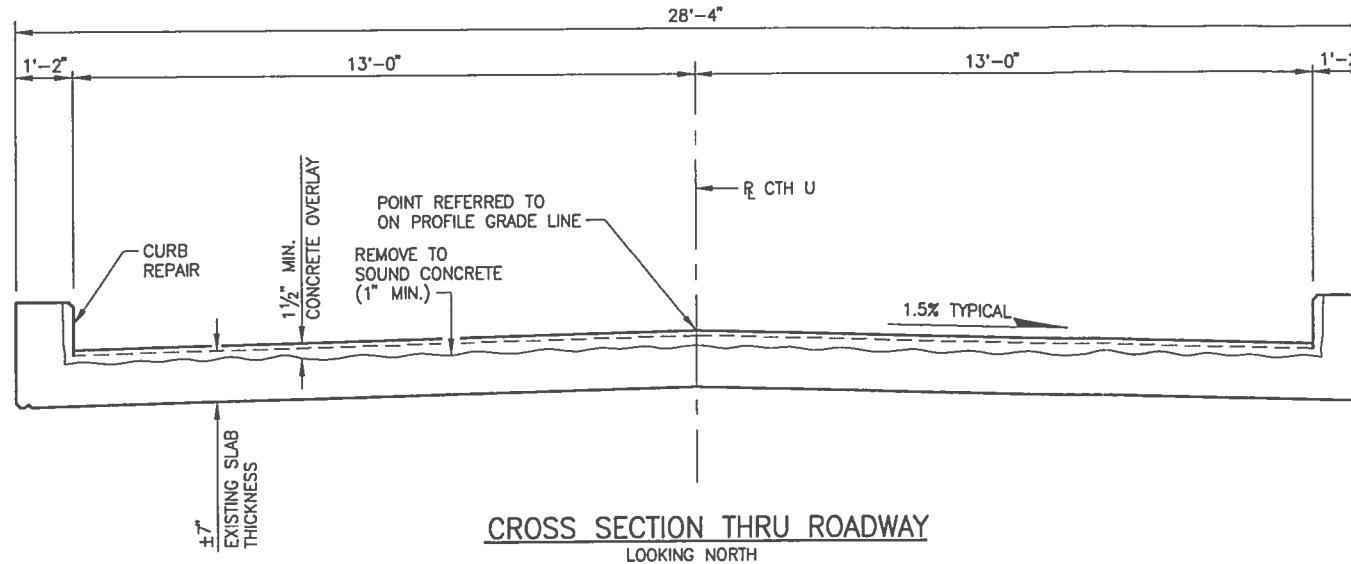


DESIGN CONTACTS

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213 JACKSON ST.
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ATTN: VICKI ROMENESKO
(608) 644-1502
FAX (608) 644-1602
romenesko@charter.net





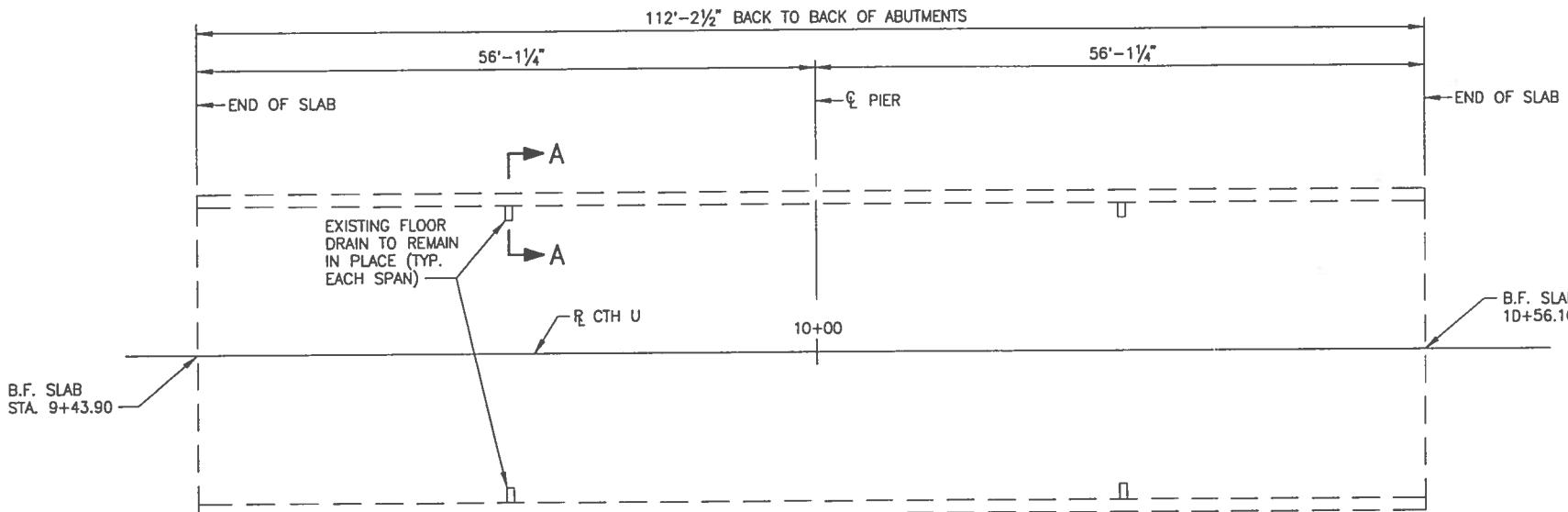
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON FIELD MEASUREMENTS.

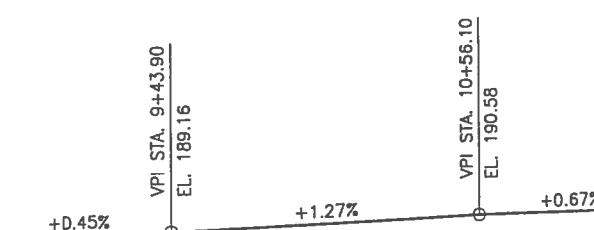
THE CONCRETE OVERLAY THICKNESS SHALL BE 1 1/2" MINIMUM AND 3 1/2" MAXIMUM. ADJUST 1.5% CROSS SLOPE TO MAINTAIN THIS RANGE OF DEPTH IF NECESSARY.

ALL CONCRETE REMOVAL NOT COVERED BY CONCRETE OVERLAY SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

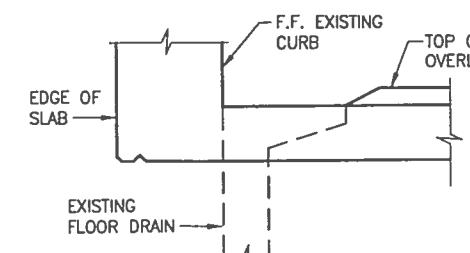


TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	TOTAL
CONCRETE MASONRY, OVERLAY, DECKS	C.Y.	28
CLEANING, DECKS	S.Y.	325
PREPARATION, DECKS, TYPE 1	S.Y.	60
PREPARATION, DECKS, TYPE 2	S.Y.	20
PROTECTIVE SURFACE TREATMENT	S.Y.	325
CURB REPAIR	L.F.	225
CONCRETE SURFACE REPAIR	S.F.	12
BRIDGE JACKING, STRUCTURE B-44-51	L.S.	1
BEARING REPLACEMENT	EA.	8
EXPANSION DEVICE, STRUCTURE B-44-51	L.S.	1
JOINT REPAIR	S.Y.	19



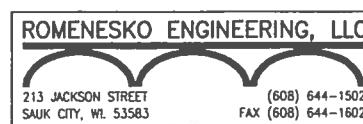
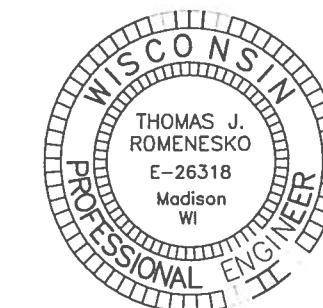
PROFILE GRADE LINE



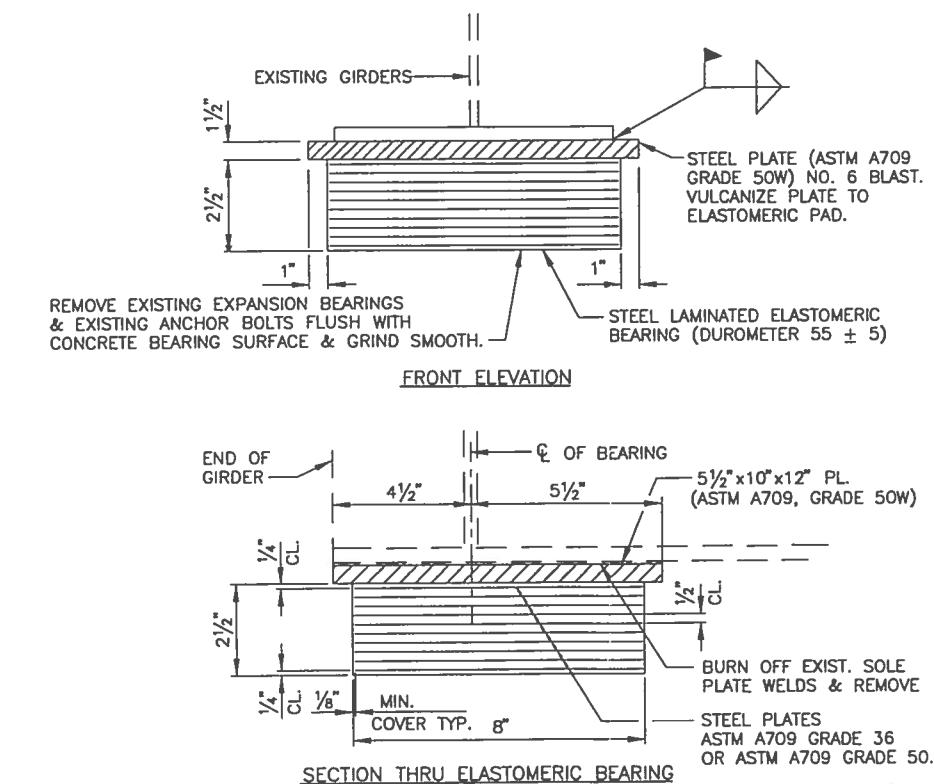
**SECTION A-A AT
EXISTING FLOOR DRAIN**

BENCH MARKS

NO	STA	DESCRIPTION	ELEV
1	7+80	PK NAIL TOP OF WOOD BEAM GUARD RAIL	191.04
2	-	ALUMINUM CAP @ S.E. ABUTMENT	188.90
3	-	SECTION CORNER @ INT. OF CTH U & CTH UU	200.00

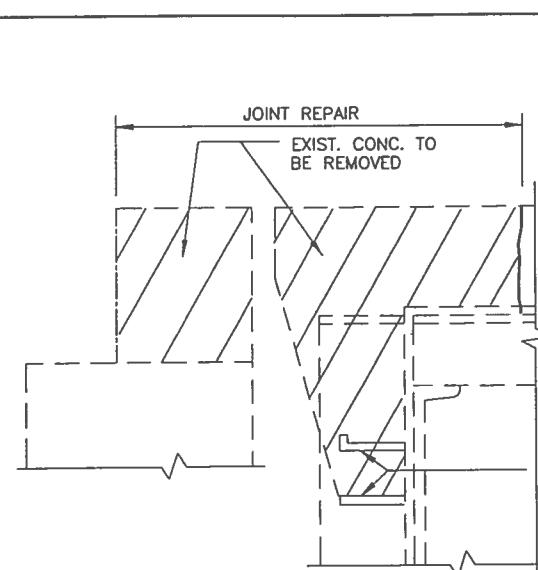


No.	Date.	Revision	By
Designed By	Design Ck'd. VR	Drawn By	Plane Checked TR
GENERAL PLAN			SHEET 1 OF 3

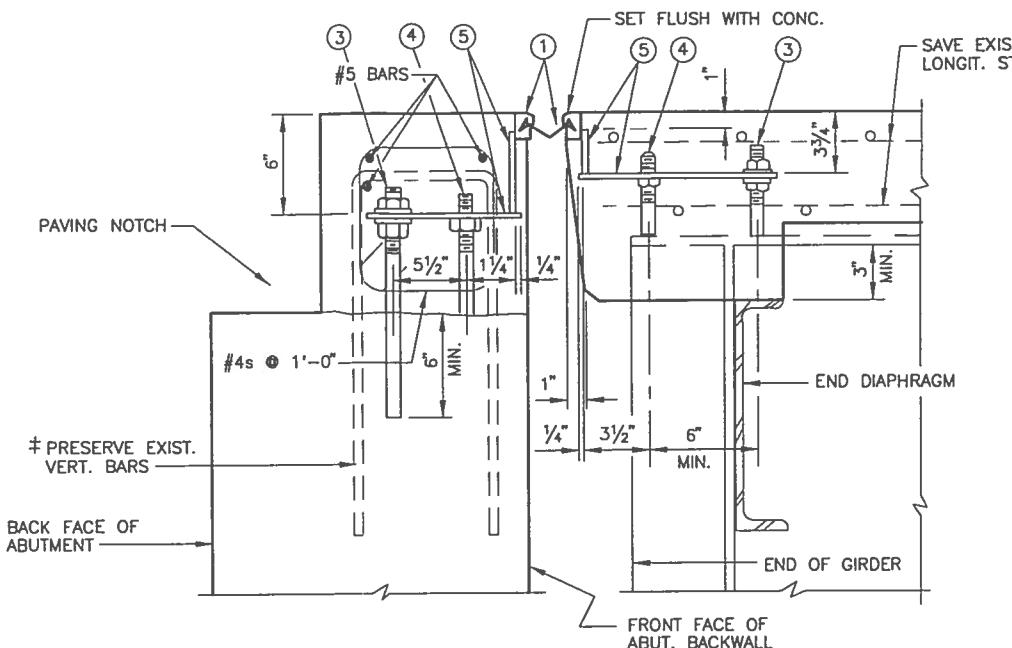


ELASTOMERIC EXPANSION BEARING REPLACEMENT DETAIL

No.	Date.	Revision	By
Designed By	Design Ck'd. VR	Drawn By	Plans Checked TR
BEARING REPLACEMENT DETAILS			
SHEET 2 OF 3			



JOINT REPAIR-REMOVAL



LEGEND

- ① NEOPRENE STRIP SEAL 4-INCH AND STEEL EXTRUSIONS.
- ② STUDS $\frac{5}{8}$ " \varnothing x $6\frac{3}{8}$ " LONG AT 6" ALTERNATE CENTERS.
WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
- ②A $\frac{1}{2}$ " THICK ANCHOR PLATE WITH $\frac{5}{8}$ " \varnothing ROO. WELD ROD
TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. ① AT 1'-6"
CENTERS BETWEEN GIRDERS.
- ③ $\frac{3}{4}$ " \varnothing THREADED ROD WITH 2 NUTS AND WASHERS, WELD THREADED
ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE, ON
ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES
IN ABUTMENT BACKWALL AS SHOWN.
- ④ $\frac{3}{4}$ " \varnothing THREADED ROD WITH NUT. TACK WELD NUT TO NO. ⑤
- ⑤ FABRICATE SUPPORT FROM 3" x $\frac{1}{2}$ " BAR AS SHOWN OR EQUIVALENT.
ONE PER GIRDER PER SIDE., SHOP WELD OR FIELD WELD TO NO. ①
IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING
MATERIAL. PROVIDE $1\frac{1}{2}$ " \varnothing HOLE FOR NO. ③ AND A 1" \varnothing HOLE
FOR NO. ④.

NOTES

ONE FIELD SPLICING PERMITTED IN STEEL EXTRUSIONS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

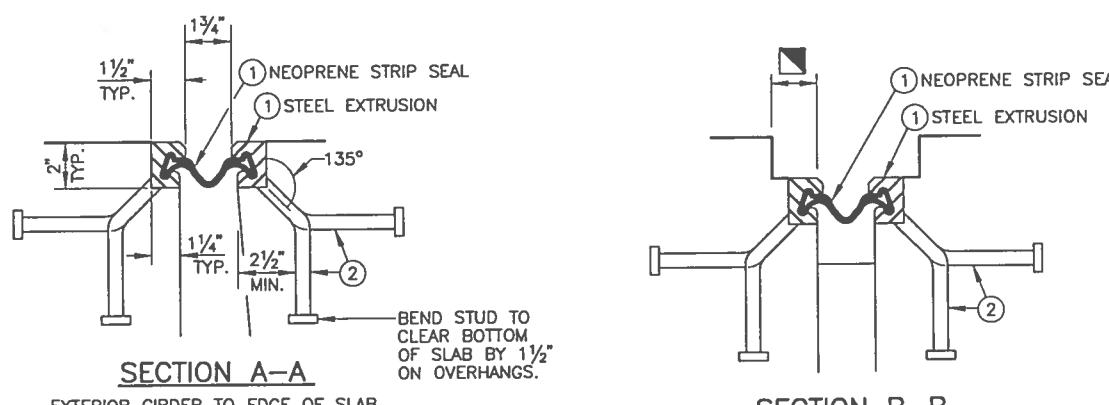
AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES & EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

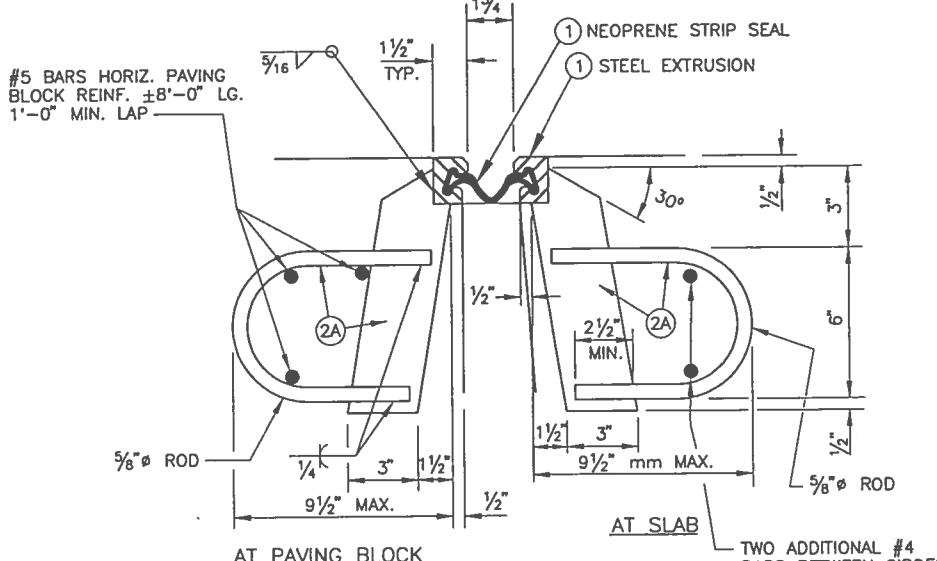
STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS & HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE".

COST FOR PROVIDING AND INSTALLING REINFORCEMENT BARS SHOULD BE INCLUDED IN COST OF "JOINT REPAIR".

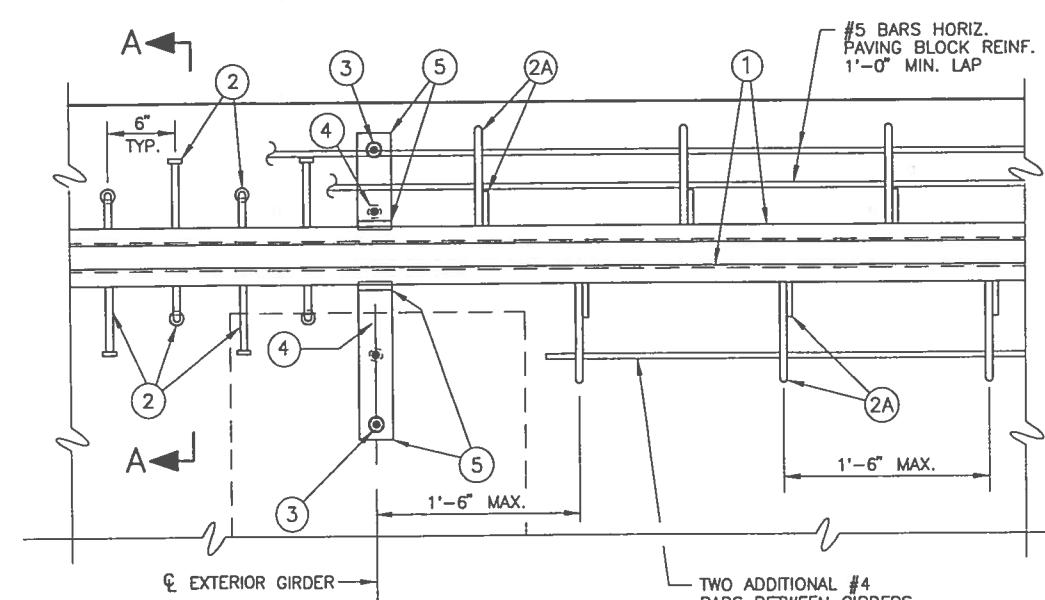


TYPICAL SECTION THRU EXPANSION JOINT

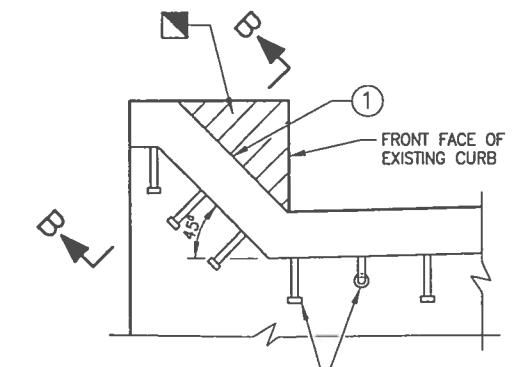
‡ IF EXISTING BARS ARE SEVERELY CORRODED OR DAMAGED DURING CONCRETE REMOVAL, REPLACE WITH CONCRETE MASONRY ANCHORS, TYPE S, NO. 5 BAR EMBEDDED 7". MINIMUM PULLOUT LOAD = 18 KIPS. PLACE 4" CLEAR MINIMUM OF CONCRETE FACE. USE L-SHAPED #5 COATED REBAR.



SECTION THRU JOINT
BETWEEN EXTERIOR GIRDERS
NORMAL TO 6' OF SUBSTRUCTURE



PARTIAL PLA



SECTION THRU EXPANSION
JOINT AT EXISTING CURB

		Revision				By	
No.	Date.	Design Ck'd.	VR	Drawn By	TL	Plans Checked	TR
Designed By	TR					SHEET 3 OF 3	
STRIP SEAL EXPANSION JOINT DETAILS							