

B-44-126 TYPICAL SECTION – CONCEPT 5

This concept, Figure 10, widens the bridge on the east side of the existing structure. The centerline of the new roadway is shifted 44'-8" east of the existing centerline.

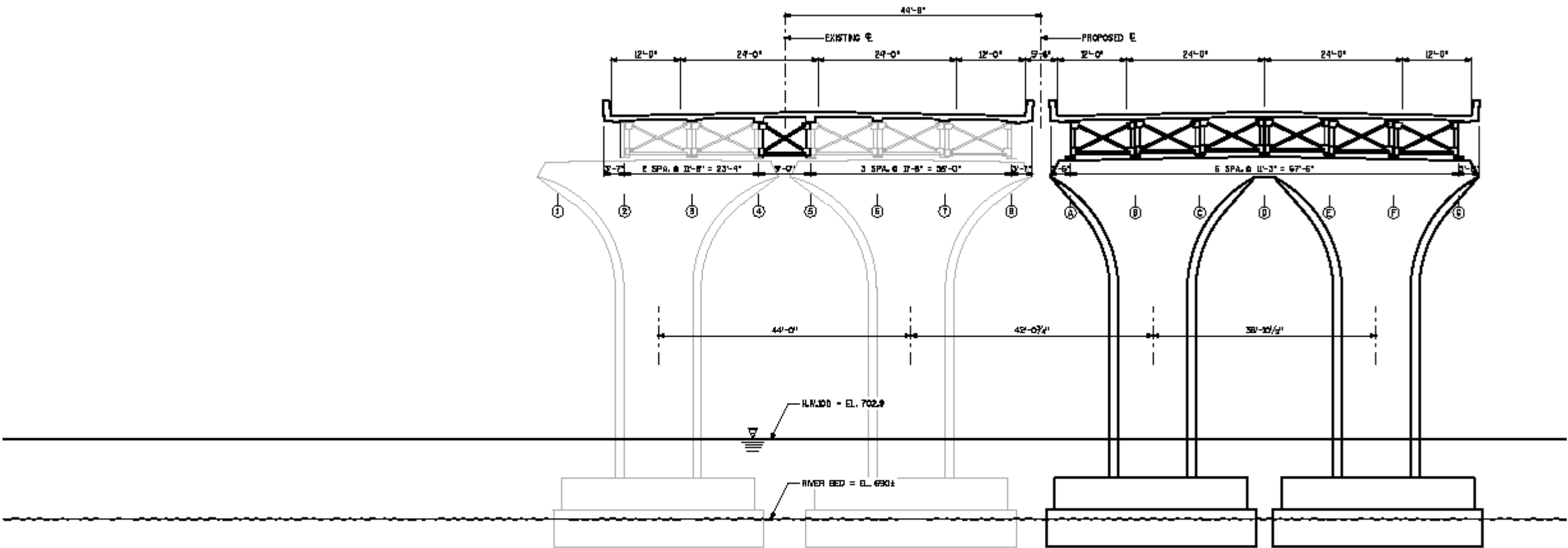
Seven new girder lines and a new set of piers for the northbound traffic is required. Existing girders 4 and 5 are retrofitted with cross frames between them and existing girder 1 is removed.

There is adequate horizontal clearance in span 3 to maintain the 100'-0" wide navigation channel; however the channel will need to be shifted 13'-2" north to clear the added piers.

Vertical clearance over the CN tracks and STH 96 will be controlled by the existing girders and will remain unchanged. Horizontal clearance to the tracks is controlled by the existing pier and will remain unchanged.

Figure 11 shows the plan view of the roadway transition to the new location of B-44-126. Slope intercept lines are also shown in Figure 11 to show approximate impacts. The geometry of the roadway is centered along the existing alignment; however, shifting the alignment to the east from College Ave (CTH CE) to the Fox River could reduce the total number of parcels impacted by the roadway expansion.

There is existing storm sewer in the southeast quadrant of B-44-126. For more detailed information the on the existing storm sewer see section "Existing Storm Sewer" on page 24.



B-44-126 TYPICAL SECTION - CONCEPT 5
LOOKING NORTH

Figure 10

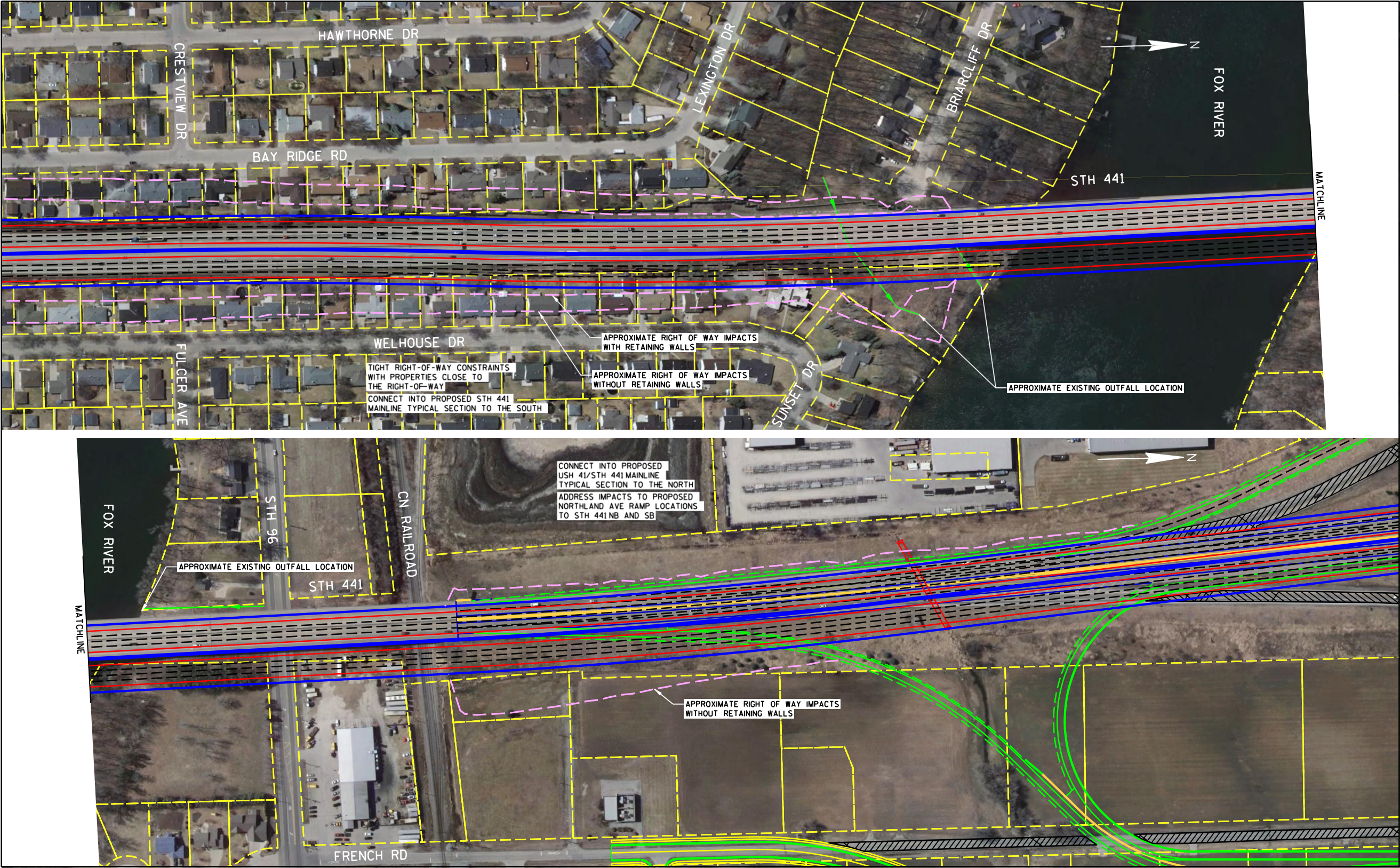


Figure 11