

CURRENT BRIDGE CONDITION INFORMATION (10/31/2012)														BRIDGE REHABILITATION ALTERNATIVE								BRIDGE RECONSTRUCTION ALTERNATIVE					RECOMMENDATION		COMMENTS	
No.	Bridge No.	Feature 'On'	Feature 'Under'	Girder Type	Year Built	Year Widened /Raised	Year Overlay/ New Deck	Current Deck State	NBI Deck	NBI Super	NBI Sub	SUFF. Rating	Inventory Rating (HS-##)	Existing Vertical Clearance	Est. Vertical Clearance	Required Vertical Clearance	Actual Bridge Width	Proposed Bridge Width	Outside or Inside Bridge Widening	Existing Bridge Length	Existing Bridge Jacked	Rehab Cost Estimate	Desired Vertical Clearance	Minimum Vertical Clearance	Proposed Bridge Width	Proposed Bridge Length	Recon Cost Estimate	Structure Age in 2018		Rehabilitation or Reconstruction
2	B-70-0049 130.7	USH 41 SB	CECIL ST	Prestress Concrete Deck Girder	1969	1993	---	ORIGINAL & WIDENED	7	8	7	98	28	14.95	14.32	14.50 or ES	71.25	85.00	16.75	137.05	Y	\$ 1,013,734	15.25	14.75	85.00	165.3	\$ 1,545,555	49	Reconstruction	Use reconstruction since bridges are nearly 50 years old at time of construction. Assume 3-span 36.6'-87.9'-36.6' with 36"-36"W-36" beams.
3	B-70-0050 130.7	USH 41 NB	CECIL ST	Prestress Concrete Deck Girder	1969	1993	---	ORIGINAL	6	8	7	97	28	15.45	15.45	14.50 or ES	71.25	81.25	8.75	135.88	N	\$ 721,836	15.25	14.75	81.25	165.3	\$ 1,477,369	49	Reconstruction	Use reconstruction since bridges are nearly 50 years old at time of construction. Assume 3-span 36.6'-87.9'-36.6' with 36"-36"W-36" beams.
4	B-70-0123 131.0	USH 41 SB	WIS 114	Prestress Concrete Deck Girder	1993	---	---	ORIGINAL	8	8	7	95.5	23	17.13	17.13	16.00 or ES	59.25	77.00	20.75	199.52	N	\$ 1,128,784	16.75	16.33	77.00	237	\$ 2,007,390	25	Reconstruction	Use reconstruction since side road alignment is affected by roundabout orientation impacting center pier location. Assume 4-span 38.2'-79.3'-79.3'-38.2' with 36"-36"W-36"W-36" beams.
5	B-70-0124 131.0	USH 41 NB	WIS 114	Prestress Concrete Deck Girder	1994	---	---	ORIGINAL	7	8	7	98	23	17.09	16.16	16.00 or ES	59.25	77.00	20.75	199.52	N	\$ 1,128,784	16.75	16.33	77.00	237	\$ 2,007,390	24	Reconstruction	Use reconstruction since side road alignment is affected by roundabout orientation impacting center pier location. Assume 4-span 38.2'-79.3'-79.3'-38.2' with 36"-36"W-36"W-36" beams.
6	B-70-0125 132.0	USH 41 SB	MAIN ST	Prestress Concrete Deck Girder	1994	---	---	ORIGINAL	7	8	7	96.2	23	15.62	12.53	15.62 or ES	78.02	100.08	24.75	149.50	N	\$ 1,082,724	16.75	16.33	100.08	190.2	\$ 2,093,874	24	Reconstruction	Use reconstruction since side road profile impacts vertical clearance greatly with widening. Assume 2-span 93.1'-93.1' with 36"W-36"W beams.
7	B-70-0126 132.0	USH 41 NB	MAIN ST	Prestress Concrete Deck Girder	1994	---	---	ORIGINAL	7	8	7	98.2	25	17.89	17.79	16.00 or ES	59.25	89.00	32.75	149.50	N	\$ 1,043,136	16.75	16.33	89.00	190.2	\$ 1,862,058	24	Reconstruction	Use reconstruction since side road profile impacts vertical clearance greatly with widening. Assume 2-span 93.1'-93.1' with 36"W-36"W beams.
8	B-70-0127 132.2	USH 41 SB	NORTH ST	Prestress Concrete Deck Girder	1994	---	---	ORIGINAL	7	8	7	95.1	22	15.15	14.17	14.50 or ES	71.25	89.00	21.25	136.77	Y	\$ 1,075,670	15.25	14.75	89.00	164.5	\$ 1,610,455	24	Rehabilitation	Assumes bridge jacking costs rather than ES.
9	B-70-0128 132.2	USH 41 NB	NORTH ST	Prestress Concrete Deck Girder	1994	---	---	ORIGINAL	7	8	7	97.2	22	17.25	17.00	14.50 or ES	59.25	77.00	20.75	136.77	N	\$ 773,776	15.25	14.75	89.00	164.5	\$ 1,610,455	24	Rehabilitation	No bridge jacking is anticipated for this structure.
10	B-70-0129 132.87	USH 41 SB	CTH II	Prestress Concrete Deck Girder	1994	---	---	ORIGINAL	7	8	7	98	22	17.25	16.61	16.00 or ES	59.00	77.00	21.75	208.60	N	\$ 1,190,585	16.75	16.33	77.00	217.0	\$ 1,837,990	24	Rehabilitation	No bridge jacking is anticipated for this structure.
11	B-70-0130 132.87	USH 41 NB	CTH II	Prestress Concrete Deck Girder	1994	---	---	ORIGINAL	7	8	7	100	22	18.28	18.08	16.00 or ES	59.00	77.00	21.75	208.56	N	\$ 1,190,356	16.75	16.33	77.00	217.0	\$ 1,837,990	24	Rehabilitation	No bridge jacking is anticipated for this structure.
12	B-70-0131 132.87 133.0	USH 41 SB	AMERICAN DRIVE / N. GREEN BAY RD.	Continuous Steel Deck Girder	1994	---	---	ORIGINAL	7	7	7	96	21	24.42	24.42	24.42	71.00	89.00	30.75	281.50	N	\$ 1,936,016	16.75	16.33	89.00	340	\$ 3,328,600	24	Reconstruction	Assumes reconstruction with similar span configuration to realign the deficient horizontal curve.
13	B-70-0132 132.87 133.0	USH 41 NB	AMERICAN DRIVE / N. GREEN BAY RD.	Continuous Steel Deck Girder	1994	---	---	ORIGINAL	5	7	7	98	21	23.18	21.50	23.18	71.00	101.00	32.75	281.50	N	\$ 2,166,846	16.75	16.33	101.00	340	\$ 3,777,400	24	Reconstruction	Assumes reconstruction with similar span configuration to realign the deficient horizontal curve.
14	B-70-0210 133.7	N. LAKE ST/ JACOBSEN RD	USH 41	Steel Deck Girder	2001	---	---	ORIGINAL	7	7	7	98.8	27	16.24	16.00	16.00 or ES	47.89	47.89	0.00	391.92	Y	\$ 1,326,143	16.75	16.33	47.89	391.92	\$ 2,064,595	17	Rehabilitation	It is assumed that with the updating of the NB mainline pavement section for current superelevation requirements, that the minimum vertical clearance will not be met. Minimum maintenance rehabilitation work including bridge jacking will be required after 17 year life. Sideroad paving improvements will also be needed to match in. Assumes any retaining walls placed near existing slope paving will be maintained within reconstruction project.
16	B-70-0133 134.8	USH 41 SB	MENASHA CREEK	Prestress Concrete Deck Girder	1992	---	---	ORIGINAL	6	8	7	90.8	26	N/A	N/A	N/A	72.00	85.00	18.25	41.69	Y	\$ 450,661	N/A	N/A	85.00	41.69	\$ 389,802	26	Rehabilitation	It is assumed that the bridge will need to be jacked by approximately 4-inches or more to accommodate the widened structure so they will not create a worse 100-year pressure flow situation for the bridge.
17	B-70-0134 134.8	USH 41 NB	MENASHA CREEK	Prestress Concrete Deck Girder	1992	---	---	ORIGINAL	6	8	7	92.4	26	N/A	N/A	N/A	72.00	85.00	18.25	41.69	N	\$ 250,661	N/A	N/A	85.00	41.69	\$ 389,802	26	Rehabilitation	No bridge jacking is anticipated for this structure.
18	B-70-0135 136.0	USH 41 SB	CTH BB	Prestress Concrete Deck Girder	1992	---	---	ORIGINAL	6	8	7	98	21	17.17	17.17	16.00 or ES	60	77.00	20.75	181.67	N	\$ 1,027,798	16.75	16.33	77.00	249.20	\$ 2,110,724	26	Reconstruction	Use reconstruction since side road alignment is affected by roundabout orientation impacting center pier location. Assume 4-span 38'-77'-77'-38' with 36"-36"W-36"W-36" beams.
19	B-70-0136 136.0	USH 41 NB	CTH BB	Prestress Concrete Deck Girder	1992	---	---	ORIGINAL	7	8	7	98	21	16.42	15.63	16.00 or ES	60	77.00	20.75	181.67	Y	\$ 1,227,798	16.75	16.33	77.00	249.20	\$ 2,110,724	26	Reconstruction	Use reconstruction since side road alignment is affected by roundabout orientation impacting center pier location. Assume 4-span 38'-77'-77'-38' with 36"-36"W-36"W-36" beams.
20	B-44-0163 137.0	USH 41 SB	SPENCER ST	Continuous Concrete Haunch Slab	1992	---	---	ORIGINAL	8	8	8	96	27	15.25	14.78	14.50 or ES	82.81	93.27	26.02	112.67	N	\$ 777,108	15.25	14.75	93.27	144.00	\$ 1,477,397	26	Reconstruction	If rehabilitated, the bridge would be over halfway reconstructed due to the ramp cross slope needing removal of continuous concrete deck slab. Likely WIS 125 on-ramp will further impact bridge width. Use reconstruction. Assume 3 span 35'-70'-35' with 36" beams.
21	B-44-0164 137.0	USH 41 NB	SPENCER ST	Continuous Concrete Haunch Slab	1992	---	---	ORIGINAL	7	7	8	98	27	15.67	14.81	14.50 or ES	71.35	89.52	24.18	112.67	N	\$ 741,391	15.25	14.75	89.52	144.00	\$ 1,417,997	26	Reconstruction	If rehabilitated, the bridge would be over halfway reconstructed due to the ramp cross slope needing removal of continuous concrete deck slab. Use reconstruction. Assume 3 span 35'-70'-35' with 36" beams.
22	B-44-0155 137.25	USH 41 SB	WIS 125	Prestress Concrete Deck Girder	1992	---	---	ORIGINAL	8	8	8	95.9	23	17.00	16.48	16.00 or ES	60	89.00	32.75	195.50	N	\$ 1,364,101	16.75	16.33	89.00	290.00	\$ 2,839,100	26	Reconstruction	Assume reconstruction due to side road width requirements. Assume 4 span 38'-105'-105'-38' with 45W beams.
23	B-44-0156 137.25	USH 41 NB	WIS 125	Prestress Concrete Deck Girder	1992	---	---	ORIGINAL	7	7	7	95.9	23	17.34	17.06	16.00 or ES	60	77.00	20.75	195.50	N	\$ 1,106,041	16.75	16.33	77.00	290.00	\$ 2,456,300	26	Reconstruction	Assume reconstruction due to side road width requirements. Assume 4 span 38'-105'-105'-38' with 45W beams.
24	B-44-0157 138.0	USH 41 SB	WIS 96	Continuous Steel Deck Girder	1992	---	---	ORIGINAL	7	7	7	96.7	24	16.25	15.97	16.00 or ES	60	77.00	20.75	198.50	Y	\$ 1,323,014	16.75	16.33	77.00	290.00	\$ 2,456,300	26	Reconstruction	Assume reconstruction due to side road width requirements. Assume 4 span 38'-105'-105'-38' with 45W beams.
25	B-44-0158 138.0	USH 41 NB	WIS 96	Continuous Steel Deck Girder	1992	---	---	ORIGINAL	7	7	7	96.7	24	16.25	15.73	16.00 or ES	60	89.00	32.75	198.50	Y	\$ 1,585,034	16.75	16.33	89.00	290.00	\$ 2,839,100	26	Reconstruction	Assume reconstruction due to side road width requirements. Assume 4 span 38'-105'-105'-38' with 45W beams.
26	B-44-0162 138.3	USH 41 SB	FOX VALLEY RAILROAD	Continuous Steel Deck Girder	1992	---	---	ORIGINAL	7	7	8	98	22	23.32	22.84	23.32	62	89.00	30.75	214.96	Y	\$ 1,678,387	23.30	23.00	89.00	218.00	\$ 2,134,220	26	Reconstruction	Assume reconstruction since ratio of reconstruction to rehabilitation costs is very low. Assume concrete 36W beams.
27	B-44-0161 138.3	USH 41 NB	FOX VALLEY RAILROAD	Continuous Steel Deck Girder	1992	---	---	ORIGINAL	7	8	8	98	22	23.51	23.03	23.51	62	89.00	30.75	214.96	N	\$ 1,478,387	23.30	23.00	89.00	218.00	\$ 2,134,220	26	Reconstruction	Assume reconstruction since ratio of reconstruction to rehabilitation costs is very low. Assume concrete 36W beams.
28	B-44-0190 138.7	BICYCLE/PEDESTRIAN	USH 41	Continuous Steel Deck Girder	2002	---	---	ORIGINAL	8	8	8	PED	PED	19.00	18.89	17.00 or ES	11.8	12.00	0.00	222.00	N	\$ 159,840	17.75	17.25	12.00	222.00	\$ 293,040	16	Rehabilitation	Rehabilitation assumes that bridge will have barrier retaining earth on SB side and a full height retaining wall along the NB side in front of the existing abutments.

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29	B-44-0177 139.0	WIS 15	USH 41	Prestress Concrete Deck Girder	1997	---	---	ORIGINAL	7	8	8	97	22	16.54	16.42	16.00 or ES	51	57.00	7.50	205.83	N	\$ 781,125	16.75	16.33	57.00	254.00	\$ 1,592,580	21	Rehabilitation	Assume rehabilitation. Bridges can be widened to accommodate the three thru movements. Vertical clearances over 16' are maintained. To improve the vertical clearance, the bridge path could be elevated rather than at deck level. Reconstruction bridge length could be reduced if retaining walls along shoulder are implemented.
30	B-44-0178 139.0	WIS 15	USH 41	Prestress Concrete Deck Girder	1997	---	---	ORIGINAL	7	8	8	98	22	16.50	16.42	16.00 or ES	39	43.00	5.50	205.83	N	\$ 587,645	16.75	16.33	43.00	254.00	\$ 1,201,420	21	Rehabilitation	Assume rehabilitation. Bridges can be widened to accommodate the three thru movements. Vertical clearances over 16' are maintained. Reconstruction bridge length could be reduced if retaining walls along shoulder are implemented.
31	B-44-0024 139.55	CAPITAL DR.	USH 41	Continuous Steel Deck Girder	1960	2009	---	ORIGINAL & RAISED	8	6	7	82.4	18	16.28	16.22	16.00 or ES	28.89	36.00	9.00	258.89	N	\$ 675,703	16.75	16.33	36.00	320.00	\$ 1,267,200	58	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Bridge length could be reduced if retaining walls along shoulder are implemented. 2-span would have 72W beams. 4-span would have 45W beams.
32	B-44-0140 140.9	CTH A	USH 41	Prestress Concrete Deck Girder	2005	---	---	ORIGINAL	8	8	8	91.9	21	17.25	17.25	16.00 or ES	90	93.45	0.00	213.83	N	\$ 1,198,945	15.25	14.75	93.50	214.00	\$ 2,200,990	13	Rehabilitation	Assume rehabilitation for bridge once 32 years old. Roadway section is adequate.
33	B-44-0020 141.0	USH 41 SB	SOO LINE	Prestress Concrete Deck Girder	1960	---	2006	ORIGINAL & CONCRETE OVERLAY	7	7	6	81	30	22.62	22.44	23.00	36	65.00	35.00	135.50	Y	\$ 965,575	23.30	23.00	65.00	139.00	\$ 993,850	58	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Assumed 28-inch beams.
34	B-44-0021 141.0	USH 41 NB	SOO LINE	Prestress Concrete Deck Girder	1960	---	2006	ORIGINAL & CONCRETE OVERLAY	8	7	6	81	30	22.62	22.44	23.00	36	65.00	35.00	135.50	Y	\$ 965,575	23.30	23.00	65.00	139.00	\$ 993,850	58	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Assumed 28-inch beams.
35	B-44-0028 141.25	USH 41 SB	GILLETT ST	Continuous Concrete Haunch Slab	1961	---	2006	ORIGINAL & CONCRETE OVERLAY	7	7	6	80	21	15.00	14.78	14.50 or ES	36	65.00	35.00	109.00	N	\$ 615,850	15.25	14.75	65.00	142.00	\$ 1,015,300	57	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Assumed 36-inch beams.
36	B-44-0029 141.25	USH 41 NB	GILLETT ST	Continuous Concrete Haunch Slab	1961	---	2006	ORIGINAL & CONCRETE OVERLAY	7	7	6	80	21	15.42	15.24	14.50 or ES	36	65.00	35.00	109.00	N	\$ 615,850	15.25	14.75	65.00	142.00	\$ 1,015,300	57	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Assumed 36-inch beams.
37	B-44-0035 142.0	WIS 47 SB	USH 41	Prestress Concrete Deck Girder	1961	---	1982	ORIGINAL & CONCRETE OVERLAY	5	5	5	67.4	20	15.05	14.95	16.00 or ES	39	44.50	12.00	236.83	Y	\$ 974,434	16.75	16.33	44.50	222.00	\$ 1,086,690	57	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. 2-span would have 45W beams. 4-span would have 36W beams.
38	B-44-0036 142.0	WIS 47 NB	USH 41	Prestress Concrete Deck Girder	1961	---	1983	ORIGINAL & CONCRETE OVERLAY	5	5	5	67.3	21	15.16	15.06	16.00 or ES	39	44.50	12.00	236.83	Y	\$ 974,434	16.75	16.33	44.50	222.00	\$ 1,086,690	57	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. 2-span would have 45W beams. 4-span would have 36W beams.
39	B-44-0171 142.0	MEADE ST	USH 41	Concrete Deck Girder	1996	---	---	ORIGINAL	8	8	8	95.4	22	17.06	17.06	16.00 or ES	67.6	67.50	0.00	211.83	N	\$ 857,912	16.75	16.33	78.50	247.00	\$ 2,132,845	22	Rehabilitation	Assume rehabilitation for this bridge. The bridge does not need to be raised.
40	B-44-0172 144.0	CTH E (BALLARD RD)	USH 41	Prestress Concrete Deck Girder	1995	---	---	ORIGINAL	8	8	8	95.6	22	17.09	N/A	N/A	103.6	N/A	N/A	N/A	N/A	N/A	16.75	16.33	93.00	203.50	\$ 2,081,805	23	Reconstruction	Assumed reconstruction since rehabilitation is not an option due to auxiliary lane impacts on north abutment. Assume 2-span 45W with retaining walls or vertical abutments to accommodate layout.
41	B-44-0129 144.95	WIS 441 NB	USH 41	Continuous Steel Deck Girder	1993	---	---	ORIGINAL	7	6	8	100	27	16.80	N/A	N/A	43	N/A	N/A	N/A	N/A	N/A	16.75	16.33	45.00	219.50	\$ 1,086,525	25	Reconstruction	Assumed reconstruction since rehabilitation is not an option due to auxiliary lane and ramp impacts on north abutment. Assume 2-span 45W with retaining walls or vertical abutments to accommodate roundabout layout.
42	B-44-0130 144.95	WIS 441 SB	USH 41	Continuous Steel Deck Girder	1993	---	---	ORIGINAL	8	6	8	99	28	16.50	N/A	N/A	43	N/A	N/A	239.33	N/A	\$ 154,368	N/A	N/A	N/A	N/A	N/A	25	Remove	Demolition of existing bridge for new interchange configuration.
	B-44-XXX NEW	WIS 441 NB to SB 41 Flyover	USH 41	Continuous Steel Tub Girder	N/A	---	---	NEW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	16.75	16.33	36.00	1525.00	\$ 6,588,000	#VALUE!	New Construction	New Flyover ramp construction.
43	B-44-0132 145.1	FRENCH RD	USH 41	Continuous Steel Deck Girder	1992	---	---	ORIGINAL	8	8	8	91.7	27	16.28	N/A	N/A	35	N/A	N/A	N/A	N/A	N/A	16.75	16.33	75.00	476.30	\$ 3,929,475	26	Reconstruction	Assume reconstruction due to new interchange configuration. Assumes a 5-span 45W bridge.
44	B-44-0033 146.1	HOLLAND RD	USH 41	Prestress Concrete Deck Girder	1960	2008	---	ORIGINAL & RAISED	8	7	7	87.4	17	16.40	16.24	16.00 or ES	28.91	43.00	17.00	209.33	N	\$ 718,002	16.75	16.33	43.00	223.00	\$ 1,054,790	58	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Assume 2-span 45W bridge.
45	B-44-0034 146.6	VANDENBROEK RD	USH 41	Prestress Concrete Deck Girder	1960	2009	1983	ORIGINAL, CONCRETE OVERLAY, & RAISED	8	6	7	81.8	15	16.31	16.17	16.00 or ES	28.91	43.00	17.00	209.33	N	\$ 718,002	16.75	16.33	43.00	223.00	\$ 1,054,790	58	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Assume 2-span 45W bridge.
46	B-44-0179 147.1	CTH N	USH 41	Concrete Deck Girder	2002	---	---	ORIGINAL	8	8	8	97.5	24	16.40	16.40	16.00 or ES	102.17	102.17	0.00	220.50	N	\$ 1,351,709	16.75	16.33	103.17	223.00	\$ 2,530,760	16	Rehabilitation	Bridge cross section meets requirements of Alternative 2. Assume rehabilitation with no raising required.
47	B-44-0038 147.6	BUCHANAN ST	USH 41	Prestress Concrete Deck Girder	1961	2009	1984	ORIGINAL, CONCRETE OVERLAY, & RAISED	7	7	8	79.5	20	16.54	16.36	16.00 or ES	28.91	43.00	17.00	209.33	N	\$ 718,002	16.75	16.33	43.00	223.00	\$ 1,054,790	57	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Assume 2-span 45W bridge.
48	B-44-0039 148.3	CTH CC	USH 41	Prestress Concrete Deck Girder	1961	---	1993	ORIGINAL & NEW DECK	8	7	7	76.8	16	17.03	16.89	16.00 or ES	32.00	43.00	14.00	211.33	N	\$ 693,162	16.75	16.33	43.00	223.00	\$ 1,054,790	57	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Assume 2-span 45W bridge.
49	B-44-0040 149.1	USH 41 SB	WIS 55	Continuous Concrete Haunch Slab	1961	---	2009	ORIGINAL & CONCRETE OVERLAY	7	7	8	95.1	20	15.05	N/A	N/A	43.33	N/A	N/A	119.27	N/A	N/A	16.75	16.33	65.00	226.00	\$ 1,615,900	57	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Assume 2-span 45W bridge.
50	B-44-0041 149.1	USH 41 NB	WIS 55	Continuous Concrete Haunch Slab	1961	---	2009	ORIGINAL & CONCRETE OVERLAY	7	7	8	93.1	21	15.39	N/A	N/A	43.00	N/A	N/A	119.27	N/A	N/A	16.75	16.33	65.00	226.00	\$ 1,615,900	57	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. Assume 2-span 45W bridge.
51	B-44-0042 149.35	USH 41 SB	MALONEY RD	Continuous Concrete Haunch Slab	1961	---	2009	ORIGINAL & CONCRETE OVERLAY	7	7	7	90.6	16	15.33	N/A	N/A	43.33	N/A	N/A	110.77	N/A	N/A	15.25	14.75	73.20	131.00	\$ 1,054,812	57	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. 1-span 54W or 3-span 28" will work.
52	B-44-0043 149.35	USH 41 NB	MALONEY RD	Continuous Concrete Haunch Slab	1961	---	2009	ORIGINAL & CONCRETE OVERLAY	7	6	7	90.6	16	15.17	N/A	N/A	58.45	N/A	N/A	110.77	N/A	N/A	15.25	14.75	77.62	131.00	\$ 1,118,504	57	Reconstruction	Assume reconstruction since age of bridge will be over 50-years in 2037. 1-span 54W or 3-span 28" will work.

CURRENT BRIDGE CONDITION INFORMATION (10/31/2012)														BRIDGE REHABILITATION ALTERNATIVE										BRIDGE RECONSTRUCTION ALTERNATIVE					RECOMMENDATION		COMMENTS
No	Bridge No.	Feature 'On'	Feature 'Under'	Girder Type	Year Built	Year Widened /Raised	Year Overlay/ New Deck	Current Deck State	NBI * Deck	NBI Super	NBI Sub	SUFF. Rating	Inventory Rating (HS-##)	Existing Vertical Clearance	Est. Vertical Clearance	Required Vertical Clearance	Actual Bridge Width	Proposed Bridge Width	Outside or Inside Bridge Widening	Existing Bridge Length	Existing Bridge Jacked	Rehab Cost Estimate	Desired Vertical Clearance	Minimum Vertical Clearance	Proposed Bridge Width	Proposed Bridge Length	Recon Cost Estimate	Structure Age in 2018	Rehabilitation or Reconstruction		
53	B-44-0044	CTH J	USH 41	Prestress Conc.	1961		2010	NEW DECK	8	7	8	99	20	16.32				36.8					\$ -	16.75	16.33			\$ -	57	Reconstruction	
54	B-44-0071	USH 41	CTH JJ SB	Prestress Conc.	2000		2000	ORIGINAL	7	7	7	95.4	22	15.32				42					\$ -	16.75	16.33			\$ -	18		
55	B-44-0072	USH 41	CTH JJ NB	Prestress Conc.	1999		1999	ORIGINAL	7	8	8	95.7	21	15.03				42.3					\$ -	16.75	16.33			\$ -	19		
56	B-44-0073	USH 41 SB	WRIGHTSTOWN RD	Prestress Conc.	2000		2000	ORIGINAL	7	7	7	96.4	22	15.12				42.3					\$ -	16.75	16.33			\$ -	18		
57	B-44-0074	USH 41 NB	WRIGHTSTOWN RD	Prestress Conc.	2000		2000	ORIGINAL	8	8	8	95.7	22	15.03				42.3					\$ -	16.75	16.33			\$ -	18		
58	B-44-0159	USH 41 SB	CTH U	Prestress Conc.	1999		1999	ORIGINAL	8	8	7	97	22	17.68				42.3					\$ -	16.75	16.33			\$ -	19		
59	B-44-0160	USH 41 NB	CTH U	Prestress Conc.	1999		1999	ORIGINAL	8	8	7	99	22	17.68				42.3					\$ -	16.75	16.33			\$ -	19		
60	B-05-0080	USH 41 SB	APPLE CREEK	Cont. Steel	1987		1987	BIT OVERLAY	6	6	7	93.1	18	N/A				43					\$ -	N/A	N/A			\$ -	31		
61	B-05-0053	USH 41 NB	APPLE CREEK	Cont. Steel	1963		1963	BIT OVERLAY	5	6	7	95	21	N/A				43					\$ -	N/A	N/A			\$ -	55	Reconstruction	
62	B-05-0162	CTH S	USH 41	Prestress Conc.	1999		1999	ORIGINAL	7	7	8	94	21	18.50				67					\$ -	16.75	16.33			\$ -	19		
63	B-05-0165	USH 41 SB	LITTLE RAPIDS RD	Prestress Conc.	2000		2000	ORIGINAL	7	7	7	100	23	15.03				43					\$ -	15.25	14.75			\$ -	18		
64	B-05-0200	USH 41 NB	LITTLE RAPIDS RD	Prestress Conc.	2000		2000	ORIGINAL	7	8	7	100	23	15.03				43					\$ -	15.25	14.75			\$ -	18		

150.3
151.5
152.4
154.6
155.0
157.5
158.4
160.4 Orange lane

* NBI = National Bridge Index

Rehab Deck Replacement SF Cost = 60
Rehab Deck Widening SF Cost = 110
Rehab Bridge Jacking LS Cost = 200
Bridge reconstruction SF Cost = 110
Bridge demolition SF Cost = 15
New Bridge Construction SF Cost = 120

DESIGN DATA

LIVELOAD:

DESIGN RATING: HS20 MODIFIED
 INVENTORY RATING: HS20
 OPERATIONAL RATING: HS1
 MAX. STANDARD PERMIT VEHICLE LOAD: 250 KIPS
 STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ALLOWABLE DESIGN STRESSES:

CONCRETE MASONRY - SLAB $f'_c = 4,000$ P.S.I.
 - ALL OTHER $f'_c = 3,500$ P.S.I.
 HIGH-STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 $f_y = 60,000$ P.S.I.
 45" PRESTRESSED GIRDERS - CONCRETE MASONRY $f'_c = 6,000$ P.S.I.
 STRANDS - 1/2" DIA. WITH AN ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON 10 3/4" DIA. C.I.P. CONCRETE PILING DRIVEN TO A MINIMUM BEARING VALUE OF 30 TONS PER PILE. ESTIMATED 65'-0" LONG AT ABUTMENTS. PILES AT ABUTMENTS SHALL BE PREBORED ± 10'-0" TO EL. 745.0 BEFORE DRIVING PILES.
 PIERS TO BE SUPPORTED ON 10 3/4" DIA. C.I.P. CONCRETE PILING DRIVEN TO A MINIMUM BEARING VALUE OF 50 TONS PER PILE. ESTIMATED 75'-0" LONG AT PIERS.

CURVE DATA

(B-70-49)

AUX. R.S.B. LANE, U.S.H. 41

P.I. STA. 1142'SB'+68.97

 $\Delta = 22^\circ-03'-45.33''$ $D = 1^\circ-28'-06.90''$ $T = 760.57'$ $L = 1502.31'$ $R = 3901.43'$ $S.E. = 0.041\%$

(B-70-50)

R.N.B. LANE, U.S.H. 41

P.I. STA. 1142'NB'+178.72

 $\Delta = 22^\circ-03'-45.33''$ $D = 1^\circ-27'-00''$ $T = 770.32'$ $L = 1521.56'$ $R = 3951.43'$ $S.E. = 0.041\%$

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & GRADE LINES
3. QUANTITIES & NOTES
4. SUBSURFACE EXPLORATION
5. CONSTRUCTION STAGING
6. CONSTRUCTION STAGING
7. SOUTH ABUTMENT
8. SOUTH ABUTMENT
9. SOUTH ABUTMENT
10. SOUTH ABUTMENT DETAILS
11. NORTH ABUTMENT
12. NORTH ABUTMENT
13. NORTH ABUTMENT
14. NORTH ABUTMENT DETAILS
15. PIER 1
16. PIER 1 DETAILS
17. PIER 2
18. PIER 2 DETAILS
19. 45" PRESTRESSED GIRDER DETAILS
20. STEEL INTERMEDIATE DIAPHRAGMS
21. SUPERSTRUCTURE
22. SUPERSTRUCTURE
23. SUPERSTRUCTURE
24. SUPERSTRUCTURE
25. SUPERSTRUCTURE
26. SUPERSTRUCTURE
27. SLOPED FACE PARAPET 'B'
28. UNDERDECK LIGHTING DETAILS

TRAFFIC VOLUME

U.S.H. 41

A.D.T. (1992) = 41,650

A.D.T. (2012) = 53,050

CECIL STREET

A.D.T. (1992) = 3,900

A.D.T. (2012) = 4,900

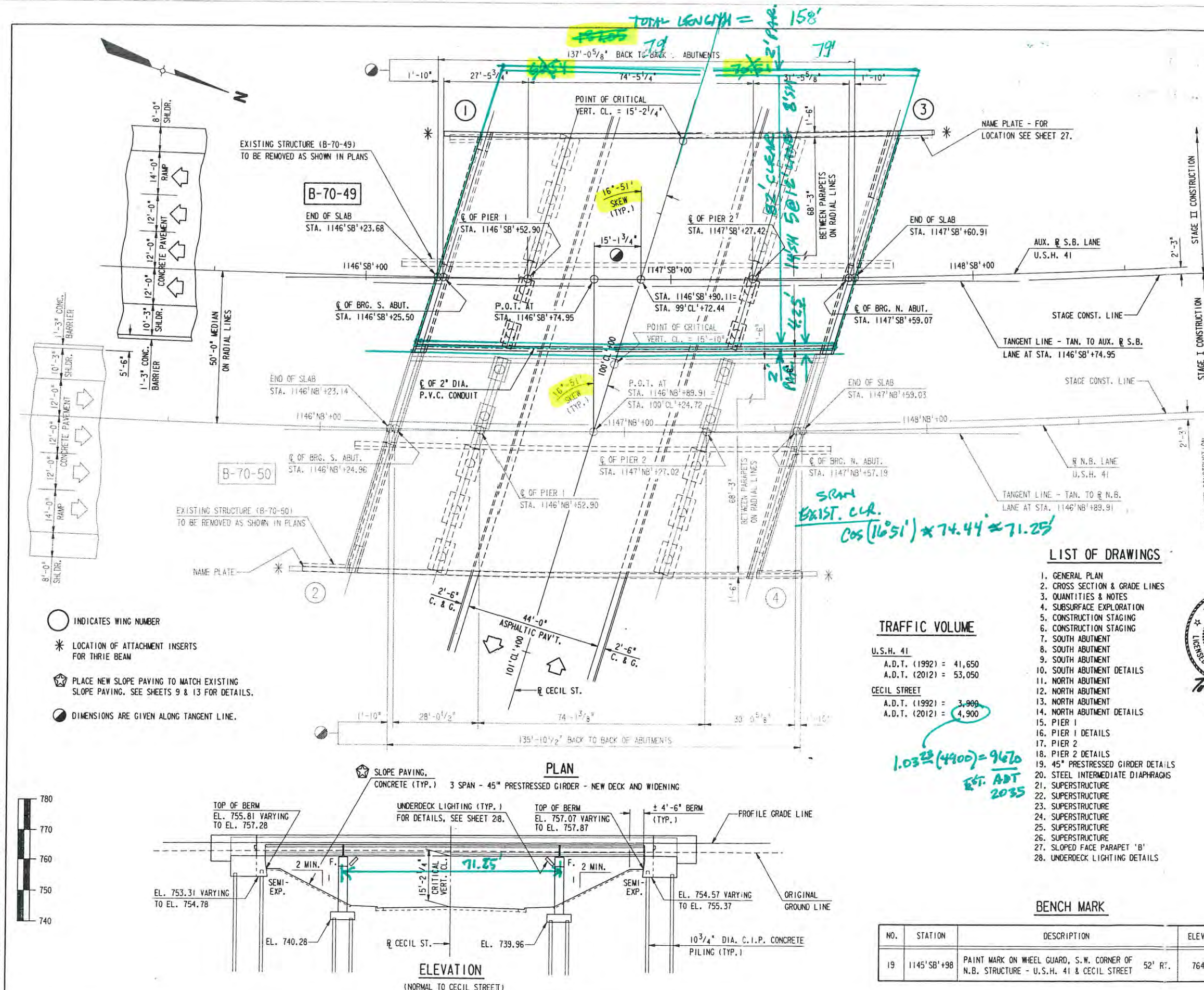
BENCH MARK

NO.	STATION	DESCRIPTION	ELEVATION
19	1145'SB'+98	PAINT MARK ON WHEEL GUARD, S.W. CORNER OF N.B. STRUCTURE - U.S.H. 41 & CECIL STREET 52' R.T.	764.73

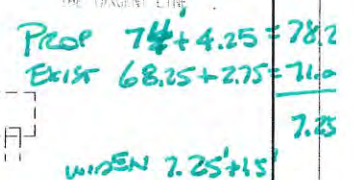


BRIDGE OFFICE CONTACT
 DAVE BABLER (608) 264-9425

No.	Date	Revision	By
SEC DONOHUE Environment & Infrastructure			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-70-49 U.S.H. 41 (S.B.) OVER CECIL STREET			
County	WINNEBAGO	City	NEENAH
Design Spec.	A.A.S.H.T.O. 1991	Load	HS20 MOD.
Design By	T.J.R.	Design Checked	T.E.P.
Drawn By	D.F.K.	Plans Checked	LEN
Approved		<i>Stanley W. Woods</i> State Bridge Engineer	
Date		11-13-92	
GENERAL PLAN			SHEET 1 OF 28

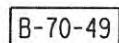


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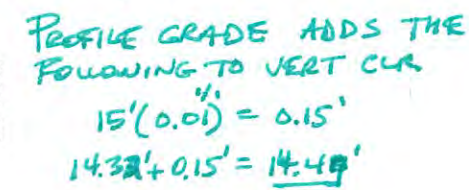


NO CLEARANCE ISSUES FOR
B-70-50

NOTE:
ALL HORIZONTAL DIMENSIONS SHOWN ARE
GIVEN ALONG RADIAL LINES, EXCEPT AS NOTED.



8-73-50



No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-70-49			
Const. Spec.	WIS. 1989	Drawn By	D.F.K. Plans Checked
CROSS SECTION & GRADE LINES			SHEET 2 OF 28

Minimum Vertical Clearance for Existing Bridges which are not Being Replaced and for Existing Bridges on which the Superstructure is not Being Replaced^{1,2}

Overpass Facility →	Freeway, Expressway, or STH		Railroad ⁵ , CTH, Town Road, Local Road, or Street	Pedestrian or Shared-use Structures	Sign Structures ⁶
Underpass Facility ↓	Interchange	Grade Separation			
Non-arterial either STH, CTH, Town Road, Local Road, or Street	15'-3" min. or ES ³	If existing is < 14'-0" then increase to 14'-0" min. or ES ³	16'-3" min. or ES ³		18'-0" min. or ES ³ for existing sign structures on new construction projects or reconstruction projects;
		If existing is ≥ 14'-0", but < 14'-6" then maintain existing min. or ES ³			
		If existing is ≥ 14'-6" then 14'-6" min. or ES ³ 14.95			
Arterial either CTH, Town Road, Local Road, or Street (excludes freeway and expressway; also excludes arterial STH)	If existing is < 15'-3" then increase to 15'-3" min. or ES ³	If existing is < 14'-0" then increase to 14'-0" min. or ES ³	17'-0" min. or ES ³		17'-0" or ES ³ for existing sign structures on 3R projects
	If existing is ≥ 15'-3", but < 16'-0" then maintain existing min. or ES ³	If existing is ≥ 14'-0", but < 14'-6" then maintain existing min. or ES ³			
	If existing is ≥ 16'-0" then 16'-0" min. or ES ³	If existing is ≥ 14'-6" then 14'-6" min. or ES ³			
Arterial STH (excludes freeway and expressway)	If existing is < 15'-3" then increase to 15'-3" min. or ES ³	If existing is < 14'-0" then increase to 14'-0" min. or ES ³	17'-0" min. or ES ³		
	If existing is ≥ 15'-3", but < 16'-0" then maintain existing min. or ES ³	If existing is ≥ 14'-0", but < 16'-0" then maintain existing min. or ES ³			
	If existing is ≥ 16'-0" then 16'-0" min. or ES ³	If existing is ≥ 16'-0" then 16'-0" min. or ES ³			
Freeway ⁴ or Expressway	16'-0" min. or ES ³				
Railroad ⁵	Maintain existing vertical clearance - if existing clearance is < 23'-0" then confer with BTLR Railroads and Harbors Section to determine the adequacy of the existing clearance.				

General notes:**REHAB SCOPE: RAISE, WIDEN, & REDECK****14.95 RAISE 0.62'****14.33**

- ¹ Vertical clearance is needed for the entire roadway width (critical point, to include traveled way, auxiliary lanes, turn lanes, and shoulders), according to the above table. Provide greater than minimum clearance if evaluation shows that greater clearance is needed because bridge superstructure is susceptible to being hit by under-passing vehicles.

Vertical clearance for railroads is measured from the top of rail and is required over an area 8 feet 6 inches from the track centerline on each side of a railroad track.

- ² Include a low clearance sign (W12-2), on structures if its use is in accordance with WisDOT MUTCD 2C.22.

- ³ ES = approved Exceptions To Standards Report required (see FDM 11-1-2 and FDM 11-1-4).

- ⁴ See FDM 11-44-1 for vertical clearance guidance specific to Interstate freeways.

- ⁵ Consult with the Region Railroad Coordinator if the over-passing or under-passing facility is either a railroad or a "rails-to-trails" trail; or if a structure is owned by a railroad company.

- ⁶ See LRFD Bridge Manual Chapter 39 for design considerations for vertical clearance on Sign Structures (http://on.dot.wi.gov/dtid_bos/extranet/structures/LRFD/LRFDManualIndex.htm).

Vertical Clearance for Construction of New Bridges, Replacement Bridges, and Bridges on which the Superstructure is being replaced¹

Overpass Facility →	Freeway, Expressway, or STH		Railroad ⁴ , CTH, Town Road, Local Road, or Street	Pedestrian or Shared-use Structures	Sign Structures ²
Underpass Facility ↓	Interchange	Grade Separation			
Non-arterial either STH, CTH, Town Road, Local Road, or Street	15'-9" Desirable	15'-3" Desirable	16'-9" Desirable	16'-3" Minimum	18'-3" Minimum
	15'-3" Minimum	14'-9" Minimum			
Arterial either CTH, Town Road, Local Road, or Street (excludes freeway and expressway; also excludes arterial STH)	16'-9" Desirable	15'-3" Desirable	17'-9" Desirable	17'-3" Minimum	
	16'-3" Minimum	14'-9" Minimum			
Freeway ³ or Expressway or arterial STH	16'-9" Desirable		17'-9" Desirable	17'-4" Minimum	
	16'-4" Minimum				
Railroad ^{4,5,6,7}	23'-0" Minimum to 23'-3½" Maximum				

General notes:

RECONSTRUCT SCOPE: VSS 15.25' MIN.

- ¹ Vertical clearance is needed for the entire roadway width (critical point; to include traveled way, auxiliary lanes, turn lanes, and shoulders), according to the above table.

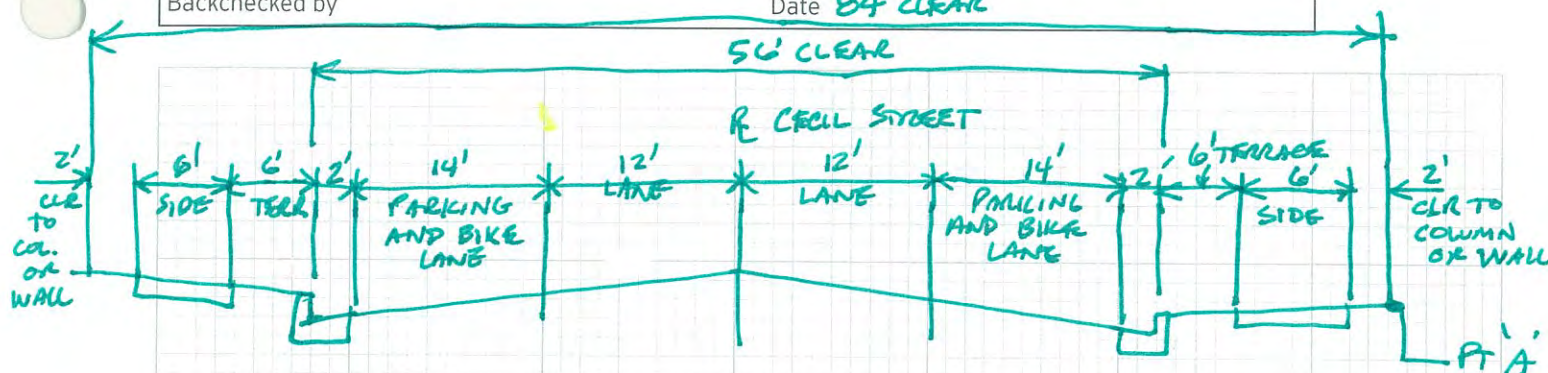
Vertical clearance for railroads is measured from the top of rail and is required over an area 8 feet 6 inches from the track centerline on each side of a railroad track.

Do not exceed the desirable vertical clearance shown unless justified. Depending on topography and other specific situations vertical clearance for any structure may be greater than that shown when justified. Some things to consider are: over height loads traveling on the roadway; the level of development in the area, the projected growth in traffic volume and importance of the roadway, and the possibility of reclassification.

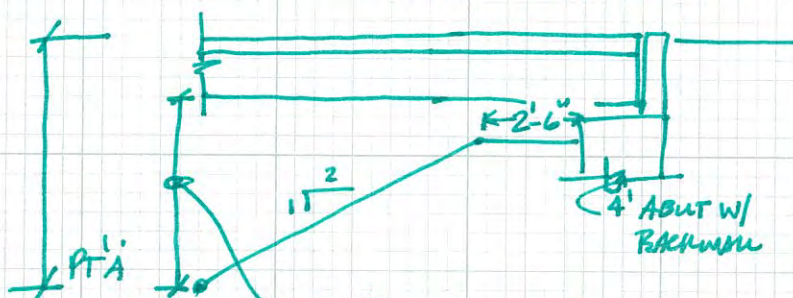
- ² See LRFD Bridge Manual Chapter 39 (http://on.dot.wi.gov/dtid_bos/extranet/structures/LRFD/LRFDManualIndex.htm) and LRFD Standard Details 39.02 and 39.10 for design considerations and requirements for vertical clearance on new and replacement Sign Structures.
- ³ See FDM 11-44-1 for vertical clearance guidance specific to Interstate freeways.
- ⁴ Consult with the Region Railroad Coordinator if the over-passing or under-passing facility is either a railroad or a "rails-to-trails" trail; or if a structure is owned by a railroad company.
- ⁵ A vertical clearance <23'-0" requires both an approved Exception to Standards (see FDM 11-1-2 and FDM 11-1-4) and early coordination with BTLR R&H, Railroads and Harbors Section (RHS) through the Region Railroad Coordinator. The Exception to Standards shall contain documentation that the Office of the Commissioner of Railroads (OCR) has been petitioned.
- See Chapter 17 for additional information.
- ⁶ Provide justification for a vertical clearance >23'-3 ½" to the RHS.
- ⁷ Vertical clearance less than 23'-0" may be acceptable or desirable in certain situations, such as for spur tracks, lead tracks, some branch lines and even mainline tracks when other impediments to 23'-0" exist. Review such situations with the Railroad Project Coordination Engineer in RHS. Early coordination with RHS is required.

Calculations for	Job No.	Sheet No.
Made by	Date	
Checked by	Date	
Backchecked by	Date	84' CLEAR

HNTB



URBAN CLASS 26
POSTED 40 MPH OR LESS



USE OBG. VERT CLR. AS CONSERVATIVE = 15.25'

$$\begin{aligned}
 15.25 \times 2 &= 30.50' \\
 + 2.50' & \\
 + 4.00' & \\
 \hline
 &= 37'
 \end{aligned}$$

$$\cos 17^\circ \text{ SKEW} = 0.956$$

$$\text{BRIDGE LENGTH} = 84' + 2(37) = \boxed{158 \text{ TOTAL}}$$

$$\text{BRIDGE LENGTH} = \frac{158}{0.956} = 165.3$$

$$\text{MIDDLE SPAN} = \frac{84'}{0.956} = 87.9'$$

$$\text{END SPAN} = \frac{165.3' - 87.9'}{2} = 38.7'$$

$$\begin{aligned}
 \frac{2'}{0.956} &= 2.1 \\
 38.7 & \\
 - 2.1 & \\
 \hline
 &= 36.6' \text{ BEAM END SPAN}
 \end{aligned}$$

BRIDGE INSPECTION REPORT
Wisconsin Dept. of Transportation
DT2007 2003 s.84.17 Wis. Stats. Type = ROUTINE INSPECTION

page 1

Inventory Data

Feature On: USH 41 SB		Maintainer: STATE HIGHWAY DEPT		Structure No: B-70-0049
Feature Under: CECIL ST		Sect/Twn/Rng: S29 T20N R17E		
Location: 0.6M S JCT STH 114 T		County: WINNEBAG	Municipality: CITY-NEENAH (70261)	
Inv Rating: HS28	Rdwy Width (ft): 68.2	Deck Width (ft): 71.2	Existing Posting:	
Oper Rating: HS51	Total Length (ft): 135.8	Deck Area(ft2): 9668	ADT On: 34355 Yr: 2003	ADT Under: 9960 Yr: 1980

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	03-28-11						
Frequency	24						
Recom. Freq.							
	Initial*	Damage	Interim	Load Posted	SI & A Field Review*		
Last Insp.							
Frequency	N/A						
Recom. Freq.	N/A				Item No. Needing Change		

Load Rating Information

Overburden	Measurement (in): 0.0	Date:	Deck Surface Type: CONCRETE	
Section Loss	File Meas. (%):	File Insp. Date: 03-17-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:		Date Last Rated:	

Expansion Joints

		Temp:			Signing Condition			
Location	Type	File Insp. Date	File Insp. (in)	New Insp. (in)	Type of Marker	File	Y/N	Comments
					Bridge Markers			
					Narrow Bridge			
					One Lane Road			
					Vertical Clearance			
					Weight Limit Post			
					Other(Addl. Sign)	Y	Y	4 soffit lig

Clearances(Cardinal = N or E)

	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)	14.95		
Min. Vertical Clearance Under (non-Cardinal)			
Min. Vertical Clearance On			

Structure Type

Material	Configuration	# of Spans	Overall Length (ft)	Construction/Rehabilitation History			
				Year	Work Performed	Plan	Shop
CONT PREST CO	DECK GIRDER		31.5	1969	NEW STRUCTURE	C079	C079
CONT PREST CO	DECK GIRDER		74.5	1991	REPAIR DECK		
CONT PREST CO	DECK GIRDER		27.5	1993	WIDEN STRUCTU		
				9999	NOT BUILT		

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control						
Access Equipment						
Other						

Inspector Information

Team Leader Name and No. Printed: Michaelson, Neil (3010)	Team Member(s) Name(s) Printed: Dale Weber	
Team Leader Signature:	Inspection Date: 03-28-11	Inspection Agency: STATE HIGHWAY DEPARTMENT (1)
District/Local Manager and No. Printed:	District/Local Manager Signature:	Review Date:

Quantity in Condition States

[illegible]

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NBI	File	New	NBI	File	New
Deck	7	7	Culvert	N	N
Superstructure	8	8	Channel	N	N
Substructure	7	7	Waterway	N	N

Maintenance Item: Approach - Patch Concrete
Amount: Date(YYYY-MM-DD):
Maintenance item comment: North approach - Patch center lane 2'X2' area

Amount:	Date(MM-DD-YY):
Maintenance item comment:	

Amount:	Date(MM-DD-YY):
Maintenance item comment:	

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BRIDGE INSPECTION REPORT
Wisconsin Dept. of Transportation
DT2007 2003 s.84.17 Wis. Stats. Type = ROUTINE INSPECTION

page 1

Inventory Data

Feature On: USH 41 NB		Maintainer: STATE HIGHWAY DEPT		Structure No: B-70-0050	
Feature Under: CECIL ST		Sect/Twn/Rng: S29 T20N R17E			
Location: 6.2M N JCT USH 45 TO		County: WINNEBAG	Municipality: CITY-NEENAH (70261)		
Inv Rating: HS28	Rdwy Width (ft): 68.2	Deck Width (ft): 71.2	Existing Posting:		
Oper Rating: HS51	Total Length (ft): 134.2	Deck Area(ft2): 9555	ADT On: 34355 Yr: 2003	ADT Under: 6230 Yr: 1980	

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	03-28-11						
Frequency	24						
Recom. Freq.							
	Initial*	Damage	Interim	Load Posted	SI & A Field Review*		
Last Insp.							
Frequency	N/A						
Recom. Freq.	N/A				Item No. Needing Change		

Load Rating Information

Overburden	Measurement (in): 0.0	Date:	Deck Surface Type: CONCRETE		
Section Loss	File Meas. (%):	File Insp. Date: 03-17-09	Insp. Measurement (%):	Describe:	
Re-rate for load capacity?		Reason:		Date Last Rated:	

Expansion Joints

Location	Type	Temp:		Signing Condition				Comments
		File Insp. Date	File Insp. (in)	New Insp. (in)	Type of Marker	File	Y/N	
					Bridge Markers			
					Narrow Bridge			
					One Lane Road			
					Vertical Clearance			
					Weight Limit Post			
					Other(Addl. Sign)	Y	Y	4 soffit lig

Clearances(Cardinal = N or E)

	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)	15.45		
Min. Vertical Clearance Under (non-Cardinal)			
Min. Vertical Clearance On			

Structure Type

Material	Configuration	# of Spans	Overall Length (ft)	Construction/Rehabilitation History			
				Year	Work Performed	Plan	Shop
CONT PREST CO	DECK GIRDER		28.0	1969	NEW STRUCTURE	C079	C079
CONT PREST CO	DECK GIRDER		74.0	1993	WIDEN STRUCTU		
CONT PREST CO	DECK GIRDER		30.0				

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control						
Access Equipment						
Other						

Inspector Information

Team Leader Name and No. Printed: Weber, Dale (3007)		Team Member(s) Name(s) Printed: Neil M			
Team Leader Signature:		Inspection Date: 03-28-11		Inspection Agency: STATE HIGHWAY DEPARTMENT (1)	
District/Local Manager and No. Printed:		District/Local Manager Signature:		Review Date:	

Element Inspection (X) Check Elements Inspected					Quantity in Condition States				
Ck	Elem./Env.	Description	Unit	Total QTY.	1	2	3	4	5
X	26 / 4	Conc Deck/Coatd Bars	SF	9555		9555			
		Diag, long, & trans crs, leaching Patched 2006. Patch Failed.							
X	109 / 4	P/S Conc Open Girder	LF	1197	1197				
X	171 / 4	Unpainted Steel Diap	EA	24	24				
		Beginning to show sigs of corrosion.							
X	205 / 4	R/Conc Column	EA	10	10				
X	215 / 4	R/Conc Abutment	LF	150	143	7			
		CS-2 (N Abut 4" & S Abut 3")							
X	234 / 4	R/Conc Cap	LF	144	144				
X	250 / 4	Concrete Diaphragm	EA	16	16				
X	321 / 4	R/Conc Approach Slab	EA	2		2			
X	331 / 4	Conc Bridge Railing	LF	295	250	45			
X	340 / 1	Concrete Slope Prote	EA	2	1	1			
		Both cracked.							
X	358 / 4	Deck Cracking SmFlag	EA	1		1			
X	359 / 4	Und Dk Surf Sm Flag	EA	1		1			
		Efflorescence.							
X	400 / 4	Concrete Wingwall	EA	2	1		1		
		Spall and exposed rebar in SE wing							

General Inspection/Maintenance Notes

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Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Approach - Patch Concrete

Amount: Date(YYYY-MM-DD):

Maintenance item comment: S approach Rt lane 6'X3'

Maintenance Item: Deck - Patching

Amount: Date(MM-DD-YY):

Maintenance item comment: S edge of deck at center lane 4'X3'

NBI Ratings

NBI	File	New	NBI	File	New
Deck	6	6	Culvert	N	N
Superstructure	8	8	Channel	N	N
Substructure	7	7	Waterway	N	N

Maintenance Item: Deck - Seal Surface Cracks

Amount: Date(MM-DD-YY):

Maintenance item comment:

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8. 70

LIVELOAD:

DESIGN RATING: HS20 MODIFIED
INVENTORY RATING: HS23
OPERATIONAL RATING: HS43
MAX. STANDARD PERMIT VEHICLE LOAD: 250 KIPS
STRUCTURE IS DESIGNED FOR A FUTURE WEARING
SURFACE OF 20 POUNDS PER SQUARE FOOT.

ALLOWABLE DESIGN STRESSES:

ALLOWABLE DESIGN STRESSES	
CONCRETE MASONRY - SLAB	$f'_c = 4,000$ P.S.I.
- ALL OTHER	$f'_c = 3,500$ P.S.I.
HIGH-STRENGTH BAR STEEL	
REINFORCEMENT, GRADE 60	$f_y = 60,000$ P.S.I.
54" PRESTRESSED GIRDERS - CONCRETE MASONRY	$f'_c = 6,000$ P.S.I.
STRANDS - $1/2"$ DIA. WITH AN ULTIMATE TENSILE STRENGTH OF	270,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON HP 10 x 42 STEEL PILING
DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE.
ESTIMATED 25'-0" LONG.

PIER TO BE SUPPORTED ON A SPREAD FOOTING WITH A
MAXIMUM DESIGN SOIL PRESSURE OF 5 TONS PER SQUARE FOOT.
EMBED FOOTING 6" INTO SOUND ROCK.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & GRADE LINES
3. QUANTITIES & NOTES
4. SUBSURFACE EXPLORATION
5. SOUTH ABUTMENT
6. SOUTH ABUTMENT
7. SOUTH ABUTMENT DETAILS
8. NORTH ABUTMENT
9. NORTH ABUTMENT
10. NORTH ABUTMENT DETAILS
11. PIER
12. PIER DETAILS
13. 54" PRESTRESSED GIRDER DETAILS
14. STEEL INTERMEDIATE DIAPHRAGMS
15. SUPERSTRUCTURE
16. SUPERSTRUCTURE
17. SUPERSTRUCTURE
18. SUPERSTRUCTURE
19. SUPERSTRUCTURE
20. SLOPED FACE PARAPET 'B'
21. UNDERDECK LIGHTING DETAILS



BRIDGE OFFICE CONTACT:
C. RAY (608) 266-8486

TRAFFIC VOLUME

U.S.H. 41
A.D.T. (1992) = 41,650
A.D.T. (2012) = 53,050

S.T.H. 114

A.D.T. (1992)	=	21,550
A.D.T. (2012)	=	28,350

CURVE DATA

(B-70-123)
AUX. R S.B. LANE, U.S.H. 4

P.I. STA. 1170'SB'+08.28
 $\Delta = 27^{\circ}-05'-02.08''$
 $D = 1^{\circ}-57'-56.49''$
 $T = 702.04'$
 $L = 1377.83'$
 $R = 2914.79'$
 $S.E. = 0.050 \%$

(B-7C-124)
R. N. B. LANE, U.S.H. 41

P.1. 57A. 1169 N5°+96.2°
 $\Delta = 27^{\circ}-05^{\circ}-02.08^{\circ}$
 $\theta = 2^{\circ}-00^{\circ}-00.00^{\circ}$
 $T = 669.99$
 $L = 1354.79^{\circ}$
 $R = 2864.72^{\circ}$
 $S.E. = 0.050 \%$

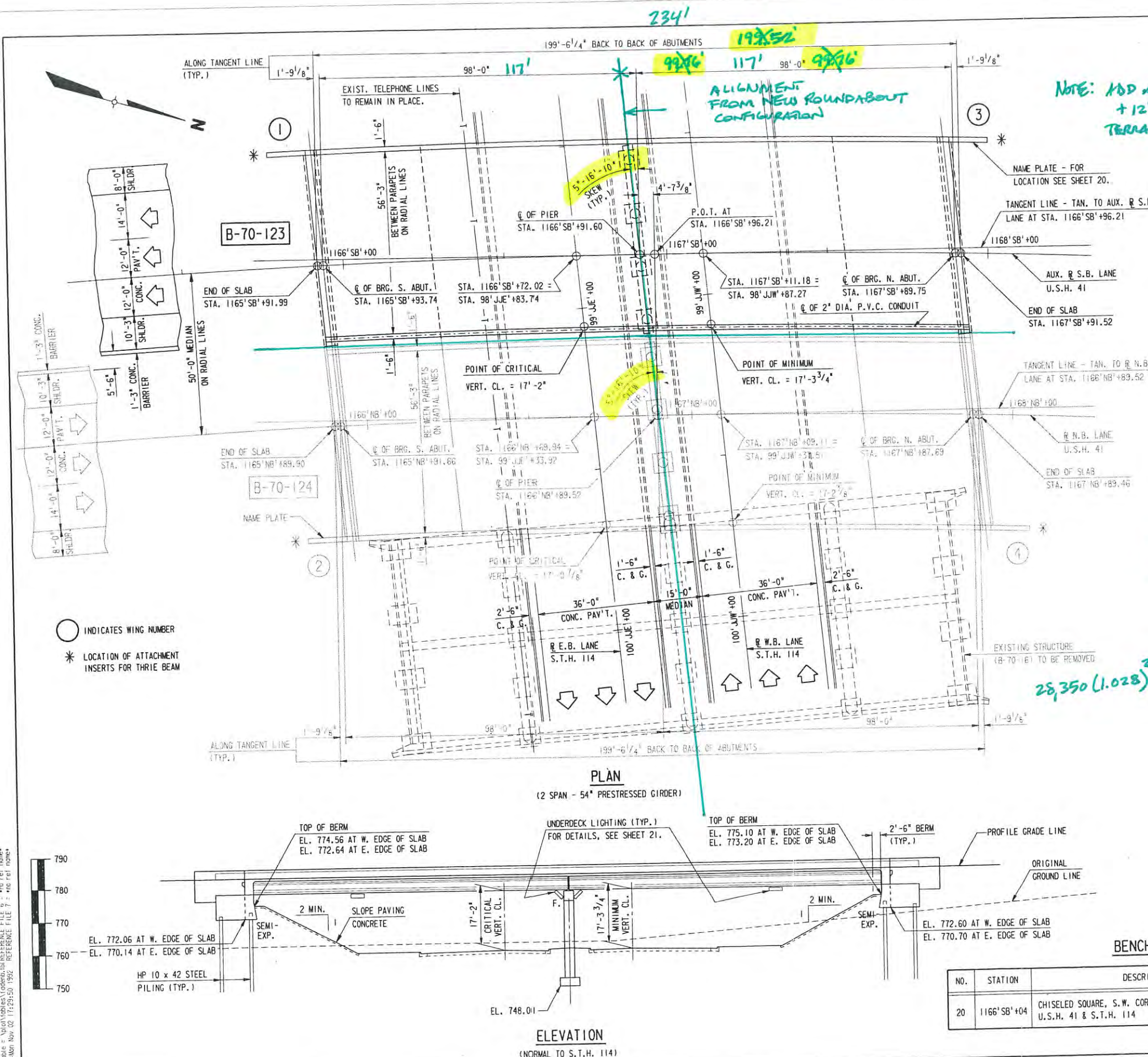
BENCH MARK

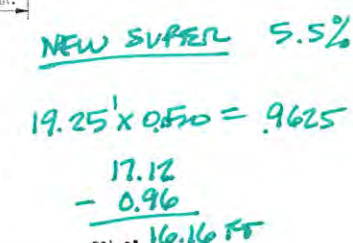
NO.	STATION	DESCRIPTION	ELEVATION
20	1166'SB'+04	CHISELED SQUARE, S.W. CORNER S.B. STRUCTURE U.S.H. 41 & S.T.H. 114	86' RT. 779.14

GENERAL PLAN

SHEET 1 OF 21

D.A. 18433.952

[illegible]



16.16 ft

36'-0"

20'-0"

7'-6"

12'-0"

12'-0"

12'-0"

12'-0"

8'-0"

1'-6"

C. & G.

R. S.T.H. 114

2'-6"

C. & G.

FUTURE LANE

SYMM. ABOUT THIS LINE

€ OF PIER

.04 1/2

.02 1/2

.02 1/2

.02 1/2

.04 1/2

2 MIN.

CROWN POINT

POINT REFERRED TO ON PROFILE GRADE LINE

STOP SLOPE PAVING 0.12' ABOVE POINT REFERRED TO ON PROFILE GRADE LINE (TYP.)

[illegible]

P.C. STA. 1162+00
EL. 779.02

1650 ft.

1.24%

2.24%

1.76%
P.T. STA. 1170+00
EL. 781.30

782.30

E. OF BRG. SOUTH ABUT.
STA. 1143+00
EL. 782.09

E. PIER
STA. 1166+00
EL. 782.48

E. OF BRG. NORTH ABUT.
STA. 1167+00
EL. 782.57

STATION 1176+00
EL. 774.91

N.B. LANE
S.B. LANE

Diagram of a sag vertical curve with three grades: -2.280% , 0.580% , and -0.580% . The curve is labeled "300' V.C.". The road is labeled "R.E.B. & W.B. LANE" and "S.T.H. 114". The vertical curve starts at P.C. STA. 96+JE' +80.00 (EL. 762.58) and ends at P.T. STA. 99+JE' +80.00 (EL. 758.28). The lowest point is at P.I. STA. 98+JE' +30.00 (EL. 759.15).

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-70-123			
Const. Spec.	WIS. 1989	Drawn By	D.F.K. Plans Checked
CROSS SECTION & GRADE LINES			LEN
			SHEET 2 OF 21

Minimum Vertical Clearance for Existing Bridges which are not Being Replaced and for Existing Bridges on which the Superstructure is not Being Replaced^{1,2}

Overpass Facility →	Freeway, Expressway, or STH		Railroad ⁵ , CTH, Town Road, Local Road, or Street	Pedestrian or Shared-use Structures	Sign Structures ⁶
Underpass Facility ↓	Interchange	Grade Separation			
Non-arterial either STH, CTH, Town Road, Local Road, or Street	15'-3" min. or ES ³	If existing is < 14'-0" then increase to 14'-0" min. or ES ³	16'-3" min. or ES ³		
		If existing is ≥ 14'-0", but < 14'-6" then maintain existing min. or ES ³			
		If existing is ≥ 14'-6" then 14'-6" min. or ES ³			
Arterial (minor) either CTH, Town Road, Local Road, or Street (excludes freeway and expressway; also excludes arterial STH)	If existing is < 15'-3" then increase to 15'-3" min. or ES ³	If existing is < 14'-0" then increase to 14'-0" min. or ES ³	17'-0" min. or ES ³		18'-0" min. or ES ³ for existing sign structures on new construction projects or reconstruction projects;
	If existing is ≥ 15'-3", but < 16'-0" then maintain existing min. or ES ³	If existing is ≥ 14'-0", but < 14'-6" then maintain existing min. or ES ³			
	If existing is ≥ 16'-0" then 16'-0" min. or ES ³ 17.12'	If existing is ≥ 14'-6" then 14'-6" min. or ES ³			
Arterial STH (excludes freeway and expressway)	If existing is < 15'-3" then increase to 15'-3" min. or ES ³	If existing is < 14'-0" then increase to 14'-0" min. or ES ³	17'-0" min. or ES ³		17'-0" or ES ³ for existing sign structures on 3R projects
	If existing is ≥ 15'-3", but < 16'-0" then maintain existing min. or ES ³	If existing is ≥ 14'-0", but < 16'-0" then maintain existing min. or ES ³			
	If existing is ≥ 16'-0" then 16'-0" min. or ES ³	If existing is ≥ 16'-0" then 16'-0" min. or ES ³			
Freeway ⁴ or Expressway	16'-0" min. or ES ³				
Railroad ⁵	Maintain existing vertical clearance - if existing clearance is < 23'-0" then confer with BTLR Railroads and Harbors Section to determine the adequacy of the existing clearance.				

General notes:

PERMITS SCOPE: WIDEN & REDECK

- ¹ Vertical clearance is needed for the entire roadway width (critical point; to include traveled way, auxiliary lanes, turn lanes, and shoulders), according to the above table. Provide greater than minimum clearance if evaluation shows that greater clearance is needed because bridge superstructure is susceptible to being hit by under-passing vehicles.

Vertical clearance for railroads is measured from the top of rail and is required over an area 8 feet 6 inches from the track centerline on each side of a railroad track.

- ² Include a low clearance sign (W12-2), on structures if its use is in accordance with WisDOT MUTCD 2C.22.

- ³ ES = approved Exceptions To Standards Report required (see [FDM 11-1-2](#) and [FDM 11-1-4](#)).

- ⁴ See [FDM 11-44-1](#) for vertical clearance guidance specific to Interstate freeways.

- ⁵ Consult with the Region Railroad Coordinator if the over-passing or under-passing facility is either a railroad or a "rails-to-trails" trail; or if a structure is owned by a railroad company.

- ⁶ See LRFD Bridge Manual Chapter 39 for design considerations for vertical clearance on Sign Structures (http://on.dot.wi.gov/dtid_bos/extranet/structures/LRFD/LRFDManualIndex.htm).

Vertical Clearance for Construction of New Bridges, Replacement Bridges, and Bridges on which the Superstructure is being replaced¹

Overpass Facility →	Freeway, Expressway, or STH		Railroad ⁴ , CTH, Town Road, Local Road, or Street	Pedestrian or Shared-use Structures	Sign Structures ²
Underpass Facility ↓	Interchange	Grade Separation			
Non-arterial either STH, CTH, Town Road, Local Road, or Street	15'-9" Desirable 15'-3" Minimum	15'-3" Desirable 14'-9" Minimum		16'- 9" Desirable 16'-3" Minimum	18'-3" Minimum
Arterial (minor) either CTH, Town Road, Local Road, or Street (excludes freeway and expressway; also excludes arterial STH)	16'-9" Desirable 16'-3" Minimum	15'-3" Desirable 14'-9" Minimum		17'- 9" Desirable 17'-3" Minimum	
Freeway ³ or Expressway or arterial STH	16'-9" Desirable 16'-4" Minimum			17'- 9" Desirable 17'-4" Minimum	
Railroad ^{4,5,6,7}	23'-0" Minimum to 23'-3½" Maximum				

General notes:

RECONSTRUCT SCOPE: 16'-9"

USE RECONSTRUCT DUE TO 2035 INT. LAYOUT IMPACT CENTER PIER ORIENTATION

- ¹ Vertical clearance is needed for the entire roadway width (critical point; to include traveled way, auxiliary lanes, turn lanes, and shoulders), according to the above table.

Vertical clearance for railroads is measured from the top of rail and is required over an area 8 feet 6 inches from the track centerline on each side of a railroad track.

Do not exceed the desirable vertical clearance shown unless justified. Depending on topography and other specific situations vertical clearance for any structure may be greater than that shown when justified. Some things to consider are: over height loads traveling on the roadway; the level of development in the area, the projected growth in traffic volume and importance of the roadway, and the possibility of reclassification.

- ² See LRFD Bridge Manual Chapter 39 (http://on.dot.wi.gov/dtid_bos/extranet/structures/LRFD/LRFDManualIndex.htm) and LRFD Standard Details 39.02 and 39.10 for design considerations and requirements for vertical clearance on new and replacement Sign Structures.
- ³ See FDM 11-44-1 for vertical clearance guidance specific to Interstate freeways.
- ⁴ Consult with the Region Railroad Coordinator if the over-passing or under-passing facility is either a railroad or a "rails-to-trails" trail; or if a structure is owned by a railroad company.
- ⁵ A vertical clearance <23'-0" requires both an approved Exception to Standards (see FDM 11-1-2 and FDM 11-1-4) and early coordination with BTLR R&H, Railroads and Harbors Section (RHS) through the Region Railroad Coordinator. The Exception to Standards shall contain documentation that the Office of the Commissioner of Railroads (OCR) has been petitioned.
- See Chapter 17 for additional information.
- ⁶ Provide justification for a vertical clearance >23'-3 ½" to the RHS.
- ⁷ Vertical clearance less than 23'-0" may be acceptable or desirable in certain situations, such as for spur tracks, lead tracks, some branch lines and even mainline tracks when other impediments to 23'-0" exist. Review such situations with the Railroad Project Coordination Engineer in RHS. Early coordination with RHS is required.

BRIDGE INSPECTION REPORT
 Wisconsin Dept. of Transportation
 DT2007 2003 s.84.17 Wis. Stats. Type = ROUTINE INSPECTION

page 1

Inventory Data

Feature On: USH 41 SB		Maintainer: STATE HIGHWAY DEPT		Structure No: B-70-0123
Feature Under: STH 114		Sect/Twn/Rng: S29 T20N R17E		
Location: 1.8M S JCT CTH II		County: WINNEBAG	Municipality: TOWN-NEENAH (70010)	
Inv Rating: HS23	Rdwy Width (ft): 56.2	Deck Width (ft): 59.2	Existing Posting:	
Oper Rating: HS43	Total Length (ft): 199.5	Deck Area(ft2): 11810	ADT On: 52564 Yr: 2003	ADT Under: 19250 Yr: 2003

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	03-28-11						
Frequency	24						
Recom. Freq.							
	Initial*	Damage	Interim	Load Posted	SI & A Field Review*		
Last Insp.							
Frequency	N/A						
Recom. Freq.	N/A				Item No. Needing Change		

Load Rating Information

Overburden	Measurement (in): 0.0	Date:	Deck Surface Type: CONCRETE	
Section Loss	File Meas. (%):	File Insp. Date: 03-17-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:		Date Last Rated: 02-16-93	

Expansion Joints

		Temp:			Signing Condition			
Location	Type	File Insp. Date	File Insp. (in)	New Insp. (in)	Type of Marker	File	Y/N	Comments
					Bridge Markers			
					Narrow Bridge			
					One Lane Road			
					Vertical Clearance			
					Weight Limit Post			
					Other(Addl. Sign)	Y	Y	4 soffit lig

Clearances(Cardinal = N or E)

	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)	17.12 FB		
Min. Vertical Clearance Under (non-Cardinal)	17.32 WB		
Min. Vertical Clearance On			

Structure Type

Construction/Rehabilitation History

Material	Configuration	# of Spans	Overall Length (ft)	Year	Work Performed	Plan	Shop
CONT PREST CO	DECK GIRDER		98.0	1993	NEW STRUCTURE		
CONT PREST CO	DECK GIRDER		98.0				

Inspection Information

Special Requirements	Y/N	Comments			
Traffic Control					
Access Equipment					
Other					

Inspector Information

Team Leader Name and No. Printed: Michaelson, Neil (3010)		Team Member(s) Name(s) Printed: Dale Weber	
Team Leader Signature:		Inspection Date: 03-28-11	Inspection Agency: STATE HIGHWAY DEPARTMENT (1)
District/Local Manager and No. Printed:		District/Local Manager Signature:	Review Date:

Element Inspection (X) Check Elements Inspected					Quantity in Condition States				
Ck	Elem./Env.	Description	Unit	Total QTY.	1	2	3	4	5
X	26 / 4	Conc Deck/Coatd Bars	SF	11810	11810				
		Diag, long, & trans crs leaching							
X	109 / 4	P/S Conc Open Girder	LF	1568	1568				
X	172 / 4	Painted Steel Diaphr	EA	28	28				
X	205 / 4	R/Conc Column	EA	4	4				
X	215 / 4	R/Conc Abutment	LF	118	93	20	5		
		Spalls on NW corner. Fine cracks and efflorescence. Large spall on South abutment with exposed rebar. Some small spalls on backwall of both abutments							
X	234 / 4	R/Conc Cap	LF	55	55				
X	250 / 4	Concrete Diaphragm	EA	7	7				
X	321 / 4	R/Conc Approach Slab	EA	2		2			
		Spalls on both ends, slab is pulled away from deck							
X	331 / 4	Conc Bridge Railing	LF	400	350	50			
		Vertical cracks. Snow covered for 3-2011 Inspection							
X	340 / 1	Concrete Slope Prote	EA	2		2			
		Cracked and Settled. Pulling away from abutment							
X	358 / 4	Deck Cracking SmFlag	EA	1	1				
X	359 / 4	Und Dk Surf Sm Flag	EA	1		1			
		Efflorescence.							
X	400 / 4	Concrete Wingwall	EA	2	1	1			

General Inspection/Maintenance Notes

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NBI Ratings

NBI	File	New	NBI	File	New
Deck	8	8	Culvert	N	N
Superstructure	8	8	Channel	N	N
Substructure	7	7	Waterway	N	N

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Approach - Patch Concrete
Amount: Date(YYYY-MM-DD):
Maintenance item comment: South approach - Patch center lane 2'x1'

Maintenance Item:
Amount: Date(MM-DD-YY):
Maintenance item comment:

Maintenance Item:
Amount: Date(MM-DD-YY):
Maintenance item comment:

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BRIDGE INSPECTION REPORT
Wisconsin Dept. of Transportation
DT2007 2003 s.84.17 Wis. Stats. Type = ROUTINE INSPECTION

page 1

Inventory Data

Feature On: USH 41 NB		Maintainer: STATE HIGHWAY DEPT		Structure No: B-70-0124
Feature Under: STH 114		Sect/Twn/Rng: S29 T20N R17E		
Location: 6.6M N JCT USH 45 TO		County: WINNEBAG	Municipality: TOWN-NEENAH (70010)	
Inv Rating: HS23	Rdwy Width (ft): 56.3	Deck Width (ft): 59.3	Existing Posting:	
Oper Rating: HS43	Total Length (ft): 199.5	Deck Area(ft2): 11830	ADT On: 41840 Yr: 2003	ADT Under: 19250 Yr: 2003

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	03-28-11						
Frequency	24						
Recom. Freq.							
	Initial*	Damage	Interim	Load Posted	SI & A Field Review*		
Last Insp.							
Frequency	N/A						
Recom. Freq.	N/A				Item No. Needing Change		

Load Rating Information

Overburden	Measurement (in): 0.0	Date:	Deck Surface Type: CONCRETE	
Section Loss	File Meas. (%):	File Insp. Date: 03-17-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:		Date Last Rated: 11-09-93	

Expansion Joints

Location	Type	Temp:		New Insp. (in)	Signing Condition			Comments
		File Insp. Date	File Insp. (in)		Type of Marker	File	Y/N	
					Bridge Markers			
					Narrow Bridge			
					One Lane Road			
					Vertical Clearance			
					Weight Limit Post			
					Other(Addl. Sign)	Y	Y	4 soffit lig

Clearances(Cardinal = N or E)

	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)	17.09		
Min. Vertical Clearance Under (non-Cardinal)	17.29		
Min. Vertical Clearance On			

Structure Type

Construction/Rehabilitation History

Material	Configuration	# of Spans	Overall Length (ft)	Year	Work Performed	Plan	Shop
CONT PREST CO	DECK GIRDER		98.0	1994	NEW STRUCTURE		
CONT PREST CO	DECK GIRDER		98.0				

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control						
Access Equipment						
Other						

Inspector Information

Team Leader Name and No. Printed: Weber, Dale (3007)		Team Member(s) Name(s) Printed: Neil M	
Team Leader Signature:		Inspection Date: 03-28-11	Inspection Agency: STATE HIGHWAY DEPARTMENT (1)
District/Local Manager and No. Printed:		District/Local Manager Signature:	Review Date:

Element Inspection (X) Check Elements Inspected

					Quantity in Condition States				
Ck	Elem./Env.	Description	Unit	Total QTY.	1	2	3	4	5
X	26 / 4	Conc Deck/Coatd Bars	SF	11830	11830				
		Diag, long & trans crs leaching							
X	109 / 4	P/S Conc Open Girder	LF	1568	1568				
X	172 / 4	Painted Steel Diaphr	EA	28	28				
X	205 / 4	R/Conc Column	EA	4	4				
X	215 / 4	R/Conc Abutment	LF	118	112	6			
		Fine cracks with efflorescence. CS-2 (N Abut 3" & S Abut 3")							
X	234 / 4	R/Conc Cap	LF	55	55				
X	250 / 4	Concrete Diaphragm	EA	7	6	1			
		Spall on south side of pier @ G1.							
X	321 / 4	R/Conc Approach Slab	EA	2			1	1	
		Spalls. Pulling away from deck, Crack and Settled							
X	331 / 4	Conc Bridge Railing	LF	400	350	50			
		Vertical cracks.							
X	340 / 1	Concrete Slope Prote	EA	2		2			
		Cracked and Settled							
X	358 / 4	Deck Cracking SmFlag	EA	1	1				
X	359 / 4	Und Dk Surf Sm Flag	EA	1	1				
		Efflorescence.							
X	400 / 4	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

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NBI Ratings

NBI	File	New	NBI	File	New
Deck	7	7	Culvert	N	N
Superstructure	8	8	Channel	N	N
Substructure	7	7	Waterway	N	N

Maintenance Recommendations (See standard code items & numbers)

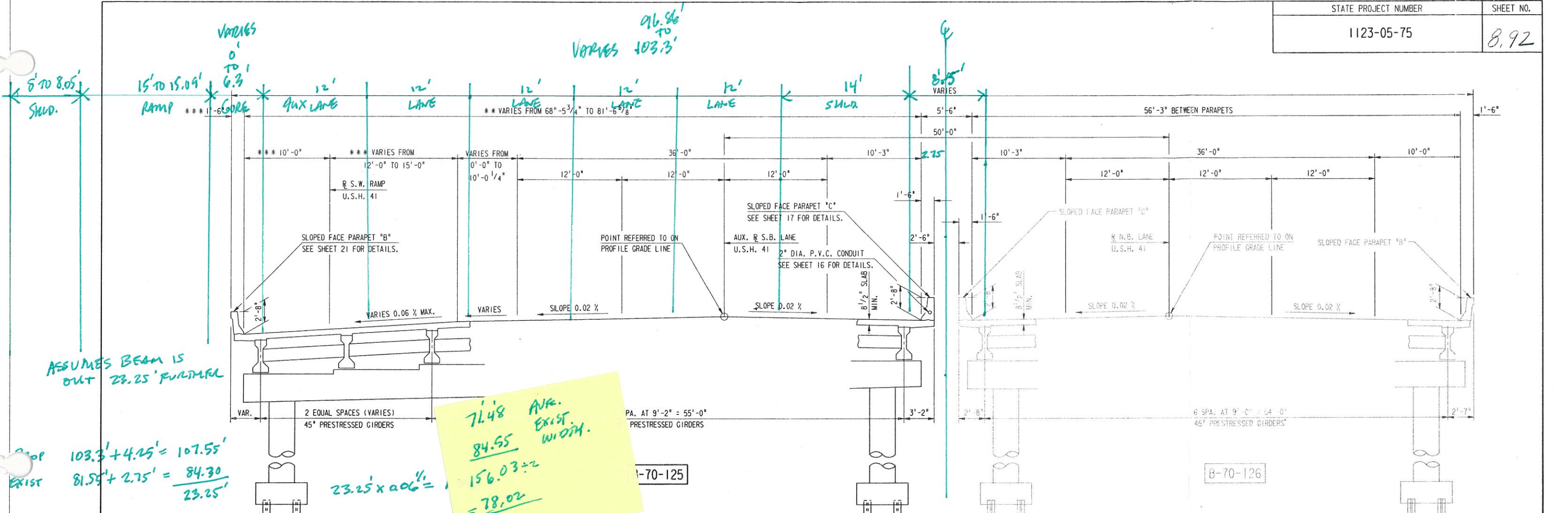
Maintenance Item: Approach - Patch Concrete
Amount: Date(YYYY-MM-DD):
Maintenance item comment: S Approach Lt lane 2'X4', S Approach Center lane 2'X4'

Maintenance Item: Approach - Mud Jacking
Amount: Date(MM-DD-YY):
Maintenance item comment: N Approach

Maintenance Item: Approach - Wedge Approach
Amount: Date(MM-DD-YY):
Maintenance item comment: S Approach Rt shoulder

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13-May-2011



ASSUMES BEAM IS OUT 23.25' R/W LINE

EXIST 103.3' + 4.25' = 107.55'

EXIST 81.54' + 2.75' = 84.30'

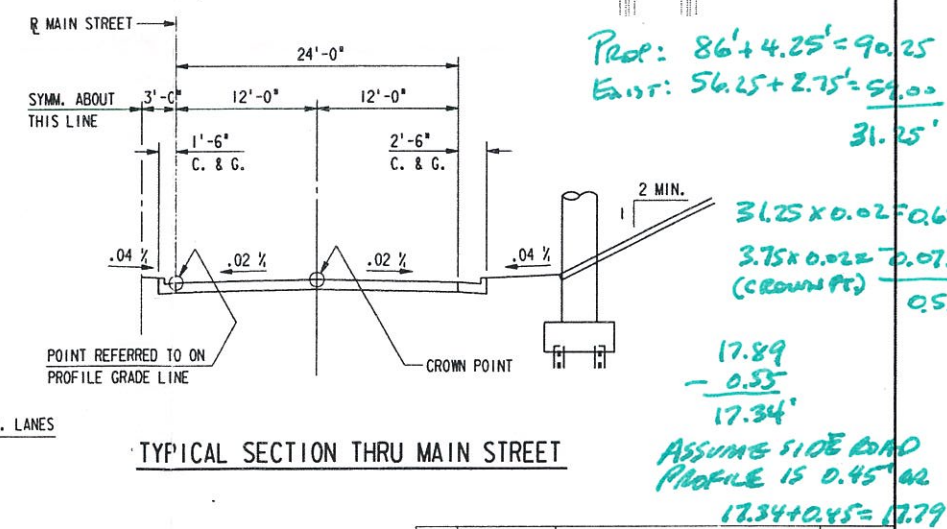
23.25'

71.48' AVG. EXIST. WIDTH.

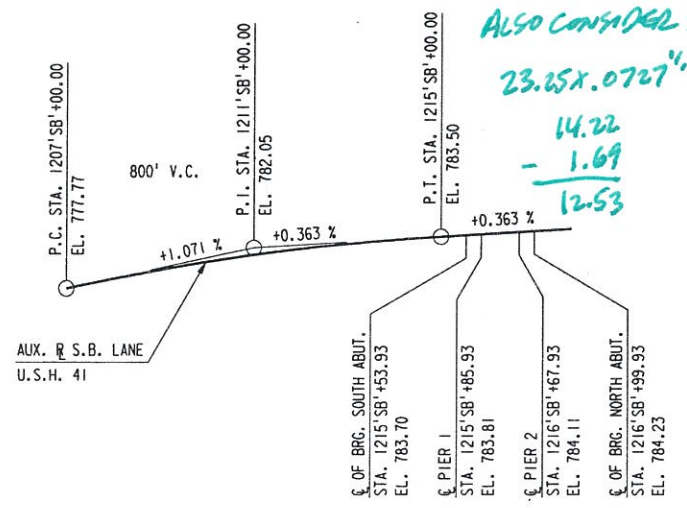
84.55'

156.03 ÷ 2 = 78.02'

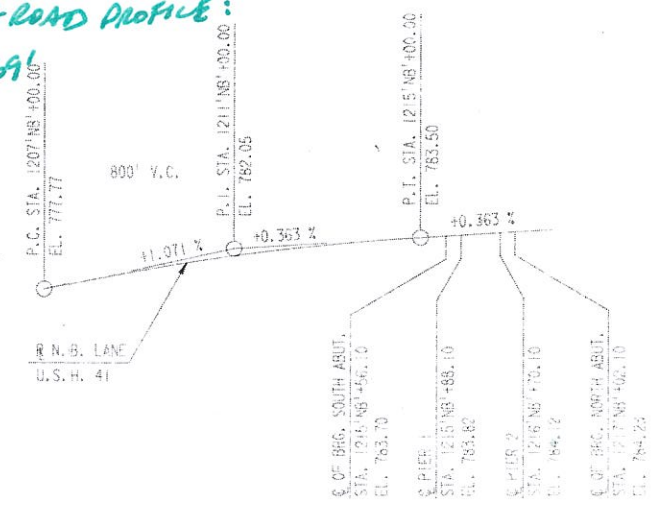
CROSS SECTION THRU ROADWAY
(LOOKING NORTH)



TYPICAL SECTION THRU MAIN STREET



PROFILE GRADE LINE, U.S.H. 41



PROFILE GRADE LINE, MAIN STREET
(R E.B. LANE SHOWN, R W.B. LANE SIMILAR)

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-70-125			
Const. Spec.	WIS. 1989	Drawn By	D.F.K.
		Plans Checked	LEN
CROSS SECTION & GRADE LINES			SHEET 2 OF 22

DSN: 20001002, 178
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Levels are 1-63
Printer is BECKS
Plotter is BECKS
User: 15, 10/1/21
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