

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-70-0133
Feature Under: MENASHA CREEK		Sect/Twn/Rng: S09 T20N R17E		
Location: 2.7M S JCT STH 125 T		County: WINNEBAG	Municipality: TOWN-MENASHA (70008)	
Inv Rating: HS26	Rdwy Width (ft): 69.0	Deck Width (ft): 72.0	Existing Posting:	
Oper Rating: HS35	Total Length (ft): 41.7	Deck Area(ft2): 3002	ADT On: 51280 Yr: 1991	ADT Under: 0 Yr: 0

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	03-16-11					03-16-09	
Frequency	24					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: 03-16-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:	Date Last Rated: 02-18-92		

Expansion Joints

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

Clearances(Cardinal = N or E)

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

Structure Type

Material	Configuration	# of Spans	Overall Length (ft)	Year	Work Performed	Plan	Shop
PREST CONCRET	DECK GIRDER		38.0	1992	NEW STRUCTURE	PLAN	

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control						
Access Equipment						
Other						

Inspector Information

Team Leader Name and No. Printed: Blazek, Chris (3009)		Team Member(s) Name(s) Printed:	
Team Leader Signature:		Inspection Date: 03-16-11	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	3002		3002			
		Num diag, long & trans crs. Long cracks running length of structure. Spall in median lane @ north end of deck.							
X	109 / 2	P/S Conc Open Girder	LF	305	305				
X	171 / 2	Unpainted Steel Diap	EA	7	7				
		Galvanized							
X	215 / 3	R/Conc Abutment	LF	150	145	5			
		Leaching bet abut & backwall. Spalling @ NW corner							
X	321 / 4	R/Conc Approach Slab	EA	2	1	1			
		Spall in north approach.							
X	331 / 4	Conc Bridge Railing	LF	147	130	17			
		Vertical cracks on outside rail approaches.							
X	342 / 3	RipRap Slope Protect	EA	2	2				
X	358 / 4	Deck Cracking SmFlag	EA	1		1			
		Diagonal, Trans., and Long cracks.							
X	359 / 4	Und Dk Surf Sm Flag	EA	1		1			
		Efflorescence.							
X	400 / 3	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Deck - Patching
Amount: Date(YYYY-MM-DD):
Maintenance item comment: Patch spalls in deck and north approach.

Maintenance Item: Deck - Seal Surface Cracks
Amount: Date(MM-DD-YY):
Maintenance item comment:

NBI Ratings

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

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

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-70-0134
Feature Under: MENASHA CREEK		Sect/Twn/Rng: S09 T20N R17E		
Location: 2.2M N JCT CTH II		County: WINNEBAG	Municipality: TOWN-MENASHA (70008)	
Inv Rating: HS26	Rdwy Width (ft): 69.0	Deck Width (ft): 72.0	Existing Posting:	
Oper Rating: HS35	Total Length (ft): 41.7	Deck Area(ft2): 3002	ADT On: 40070 Yr: 2003	ADT Under: Yr:

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	03-16-11					05-06-10	
Frequency	24					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: 05-06-10	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:			Date Last Rated: 02-18-92

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)			

Clearances(Cardinal = N or E)

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

Structure Type

				Construction/Rehabilitation History			
Material	Configuration	# of Spans	Overall Length (ft)	Year	Work Performed	Plan	Shop
PREST CONCRET	DECK GIRDER		38.0	1992	NEW STRUCTURE	PLAN	

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control						
Access Equipment						
Other						

Inspector Information

Team Leader Name and No. Printed: Blazek, Chris (3009)		Team Member(s) Name(s) Printed:	
Team Leader Signature:		Inspection Date: 03-16-11	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	3002		3002			
		Numerous diag crs & long crs, leaching. Small spall @ north edge of deck @ outside edge line.							
X	109 / 2	P/S Conc Open Girder	LF	305	305				
X	172 / 3	Painted Steel Diaphr	EA	7	7				
X	215 / 3	R/Conc Abutment	LF	150	146	4			
		Leaching bet seat & wall							
X	321 / 4	R/Conc Approach Slab	EA	2	1	1			
		Shoulder cracking & settling. Spall in north approach.							
X	331 / 4	Conc Bridge Railing	LF	124	110	14			
		Popouts and vertical cracks.							
X	342 / 3	RipRap Slope Protect	EA	2	2				
X	358 / 4	Deck Cracking SmFlag	EA	1		1			
		Diagonal and Long. cracks.							
X	359 / 4	Und Dk Surf Sm Flag	EA	1		1			
		Efflorescence.							
X	400 / 3	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Deck - Patching
Amount: Date(YYYY-MM-DD):
Maintenance item comment: Repair spall in deck at north edge and in north approach.
Maintenance Item: Deck - Seal Surface Cracks
Amount: Date(MM-DD-YY):
Maintenance item comment:

NBI Ratings

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

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

STATE PROJECT NUMBER	SHEET NO.
1123-05-82	8.62

DESIGN DATA

LIVELOAD:
DESIGN RATING: HS20 MODIFIED
INVENTORY RATING: HS 21
OPERATIONAL RATING: HS 38
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 & PIER TO BE SUPPORTED ON HP 10 x 42 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE. ESTIMATED 35'-0" LONG AT S. ABUT., 20'-0" AT PIER AND 35'-0" AT N. ABUT.

LIST OF DRAWINGS (X83839)

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

CURVE DATA

(B-70-135)
AUX. R. S.B. LANE, U.S.H. 41
P.I. STA. 1431'SB'+45.55
 $\Delta = 15^\circ-11'-02.80''$
 $D = 1^\circ-28'-50.23''$
 $T = 515.79'$
 $L = 1025.53'$
 $R = 3869.72'$
 $S.E. = 0.041\%$

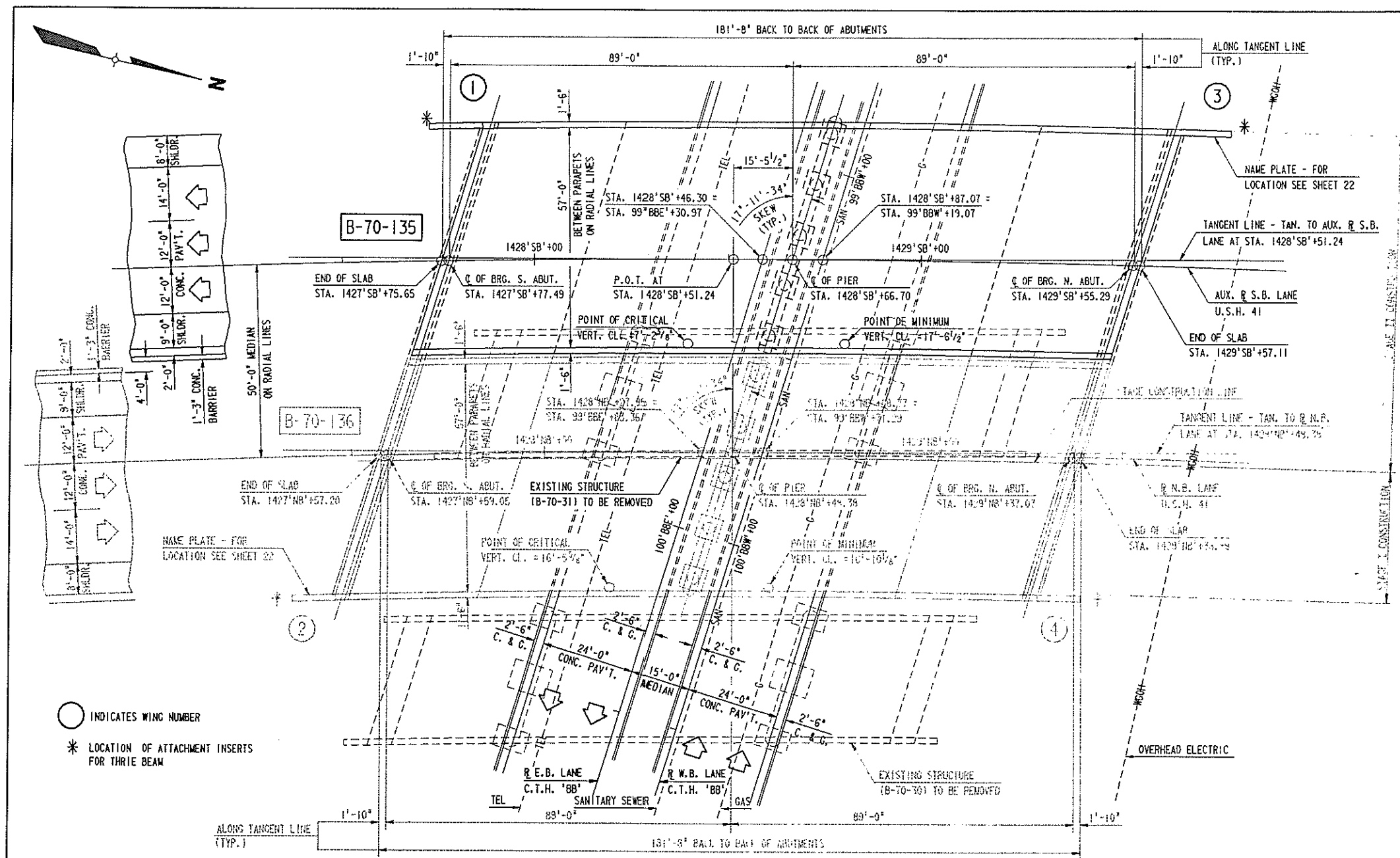
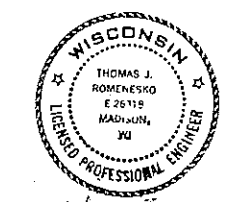
(B-70-136)
S.B.S. LANE, U.S.H. 41
P.I. STA. 1431'SB'+45.55
 $\Delta = 15^\circ-11'-02.80''$
 $D = 1^\circ-28'-50.23''$
 $T = 515.79'$
 $L = 1025.53'$
 $R = 3869.72'$
 $S.E. = 0.041\%$

TRAFFIC VOLUME

U.S.H. 41
A.D.T. (1992) = 55,400
A.D.T. (2012) = 69,500
C.T.H. 'BB'
A.D.T. (1992) = 12,800
A.D.T. (2012) = 17,550

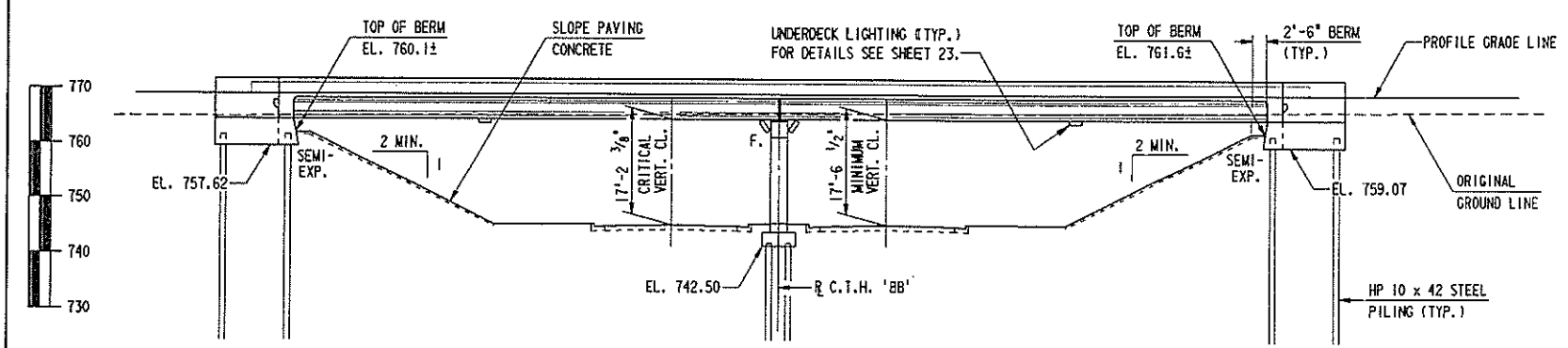
BENCH MARK

NO.	STATION	DESCRIPTION	ELEVATION
35	1427'SB'+63	ALUM. CAP. S.E. CORNER N.B. STRUCTURE U.S.H. 41 & C.T.H. 'BB'	124' RT. 768.13



PLAN

2 SPAN - 45° PRESTRESSED GIRDER

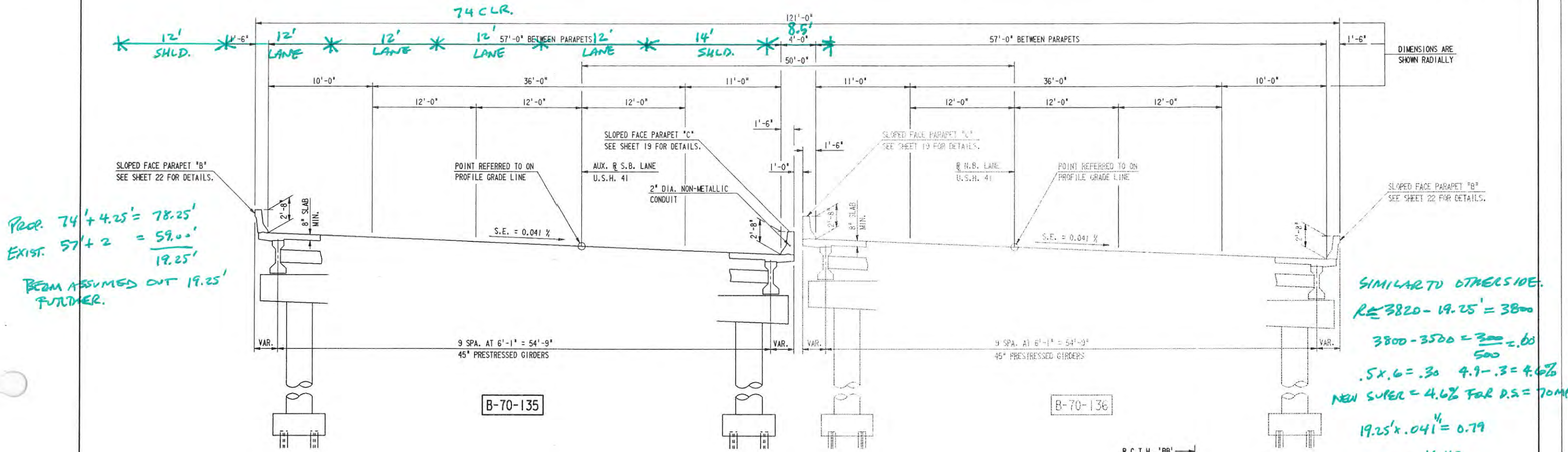


ELEVATION

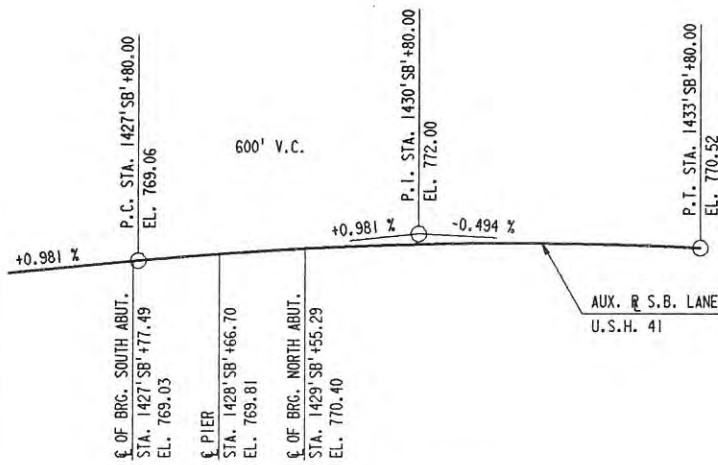
(NORMAL TO C.T.H. 'BB')

DOH - 2000 (m)
User: ts 143121
PWF: 00131.001
Levels: 0 to 149.51-63
Portion: PRIMARY
Project: 1123-05-82
DATE: 11/19/91
11/19/91 11:56:57 1991

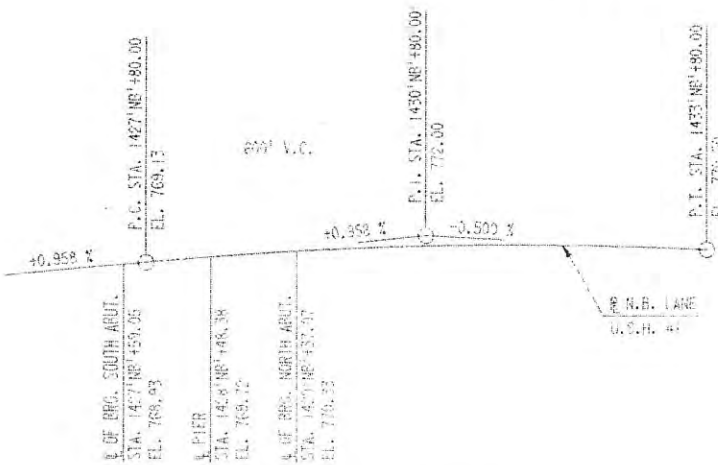
STATE PROJECT NUMBER	SHEET NO.
1123-05-82	8.63



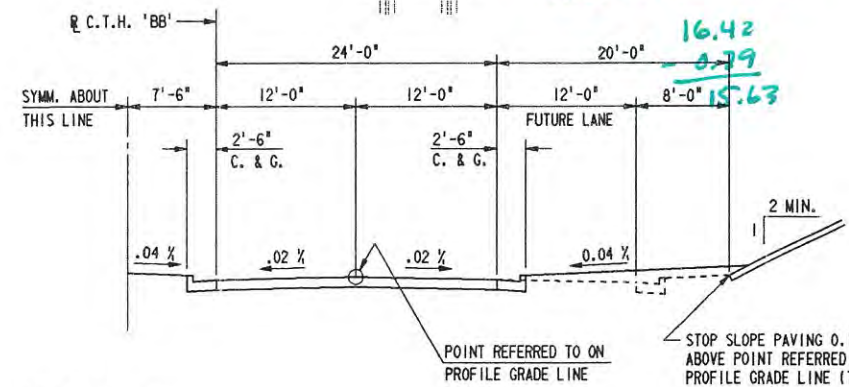
CROSS SECTION THRU ROADWAY
(LOOKING NORTH)



B-70-135



B-70-136



TYPICAL SECTION THRU C.T.H. 'BB'

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-70-135			
Const. Spec.	WIS. 1989	Drawn By D.F.K.	Plans Checked LEN
CROSS SECTION & GRADE LINES			SHEET 2 OF 23
			X83839

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			
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:

- 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:

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-70-0135
Feature Under: BB		Sect/Twn/Rng: S04 T20N R17E		
Location: 1.5M S JCT STH 125 T		County: WINNEBAG	Municipality: TOWN-MENASHA (70008)	
Inv Rating: HS21	Rdwy Width (ft): 57.0	Deck Width (ft): 60.0	Existing Posting:	
Oper Rating: HS38	Total Length (ft): 181.7	Deck Area(ft2): 10902	ADT On: 51280 Yr: 1991	ADT Under: 42289 Yr: 2003

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	03-16-11						
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: 03-16-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:		Date Last Rated: 02-18-92	

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)	17.17		
Min. Vertical Clearance Under (non-Cardinal)	17.5		
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		89.0	1992	NEW STRUCTURE		
CONT PREST CO	DECK GIRDER		89.0				

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control						
Access Equipment						
Other						

Inspector Information

Team Leader Name and No. Printed: Blazek, Chris (3009)		Team Member(s) Name(s) Printed:	
Team Leader Signature:		Inspection Date: 03-16-11	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	10902		10902			
		Asphalt patch on south end.							
X	109 / 4	P/S Conc Open Girder	LF	1781	1781				
X	172 / 4	Painted Steel Diaphr	EA	36	36				
X	205 / 4	R/Conc Column	EA	5	5				
X	215 / 4	R/Conc Abutment	LF	124	106	15	3		
		Leaching between the seat & wall. Spalls S abut. W side; Diagonal cracks on south and north abut. Spall on north abut. Spall on south abutment on west end.							
X	234 / 4	R/Conc Cap	LF	59	58	1			
X	250 / 4	Concrete Diaphragm	EA	9	8	1			
X	321 / 4	R/Conc Approach Slab	EA	2	1	1			
		Outside lane of south approach cracked.							
X	331 / 4	Conc Bridge Railing	LF	403	353	50			
X	340 / 4	Concrete Slope Prote	EA	2		2			
		Settled and pulled away from abutments.							
X	358 / 4	Deck Cracking SmFlag	EA	1	1				
X	359 / 4	Und Dk Surf Sm Flag	EA	1		1			
		Efflorescence. Diagonal cracks on south end.							
X	400 / 4	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Deck - Seal Surface Cracks
Amount: Date(YYYY-MM-DD):
Maintenance item comment:

Maintenance Item: Deck - Seal Surface Cracks
Amount: Date(MM-DD-YY):
Maintenance item comment: Seal ends of deck with hot rubber.

NBI Ratings

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

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

This page intentionally left blank

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

page 1

Inventory Data

Feature On: USH 10 WB-USH 41 NB		Maintainer: STATE HIGHWAY DEPT		Structure No: B-70-0136	
Feature Under: BB		Sect/Twn/Rng: S04 T20N R17E			
Location: 3.4M N JCT CTH II		County: WINNEBAG		Municipality: TOWN-MENASHA (70008)	
Inv Rating: HS21	Rdwy Width (ft): 57.0	Deck Width (ft): 60.0	Existing Posting:		
Oper Rating: HS38	Total Length (ft): 181.7	Deck Area(ft2): 10902	ADT On: 37500 Yr: 2004	ADT Under: 6500 Yr: 1980	

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	03-16-11						
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: 03-16-09	Insp. Measurement (%):	Describe:	
Re-rate for load capacity?		Reason:		Date Last Rated: 02-18-92	

Expansion Joints

Location	Type	Temp:			Signing Condition			
		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)			

Clearances(Cardinal = N or E)

	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)	16.42		
Min. Vertical Clearance Under (non-Cardinal)	16.83		
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		89.0	1992	NEW STRUCTURE		
CONT PREST CO	DECK GIRDER		89.0				

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control						
Access Equipment						
Other						

Inspector Information

Team Leader Name and No. Printed: Blazeck, Chris (3009)		Team Member(s) Name(s) Printed:			
Team Leader Signature:		Inspection Date: 03-16-11		Inspection Agency: STATE HIGHWAY DEPARTMENT (1)	
District/Local Manager and No. Printed:		District/Local Manager Signature:		Review Date:	

Element Inspection (X) Check Elements Inspected

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	10902	10902				
		Trans, diag crs, leaching							
X	109 / 4	P/S Conc Open Girder	LF	1781	1781				
		Repaired areas. Flange on girder 5, span 2.							
X	172 / 4	Painted Steel Diaphr	EA	36	36				
X	205 / 4	R/Conc Column	EA	5	5				
X	215 / 4	R/Conc Abutment	LF	124	116	8			
		Leaching bet seat & diaphragm, N abut.							
X	234 / 4	R/Conc Cap	LF	59	59				
X	250 / 4	Concrete Diaphragm	EA	9	7	2			
X	321 / 4	R/Conc Approach Slab	EA	2		2			
		Shoulders settling, small spalls @ south end.							
X	331 / 4	Conc Bridge Railing	LF	403	353	50			
		Cracks and scaling.							
X	340 / 4	Concrete Slope Prote	EA	2		2			
		Settling and cracking. Pulled away from north abutment 6.5 inches. Pulled away from south abutment 10 inches.							
X	358 / 4	Deck Cracking SmFlag	EA	1	1				
		Long., trans., and diag. cracking on NE corner over piers.							
X	359 / 4	Und Dk Surf Sm Flag	EA	1		1			
X	400 / 4	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

Washing out under NE approach slab.

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Deck - Other Work

Amount: Date(YYYY-MM-DD):

Maintenance item comment: Seal ends of deck with hot rubber.

Maintenance Item: Approach - Other Work

Amount: Date(MM-DD-YY):

Maintenance item comment: Repair spalls in South approach and repair undermining of North approach.

NBI Ratings

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

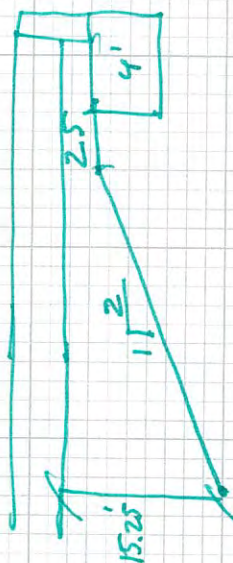
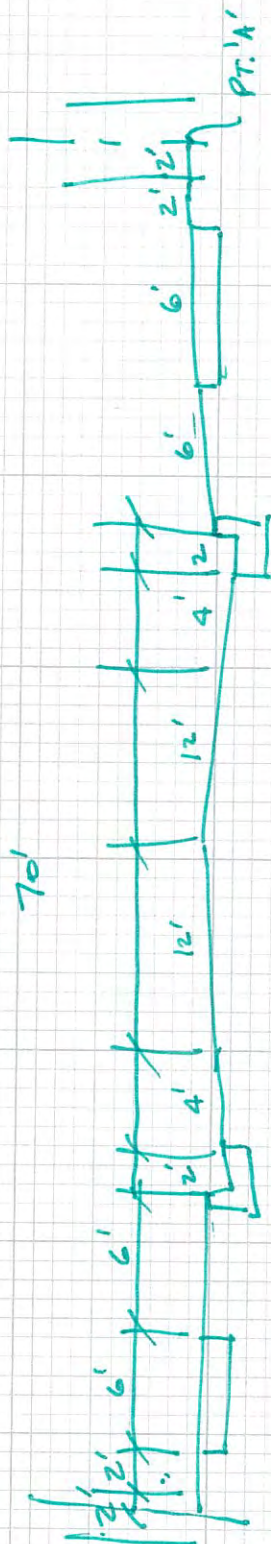
Maintenance Item: Deck - Seal Surface Cracks

Amount: Date(MM-DD-YY):

Maintenance item comment:

This page intentionally left blank

Calculations for	Job No.	Sheet No.
Made by	Date	
Checked by	Date	
Backchecked by	Date	



$$15.25 \times 2 = 30.5$$

$$\begin{array}{r} 30.5 \\ 2.5 \\ \hline 4.0 \\ \hline 37.0 \end{array}$$

$$\text{BRIDGE LENGTH} = 37' + 70' + 37' = 144'$$

$$\text{SPANS} \quad 35' - 70' - 35'$$

$$0.5640^\circ \text{ SKEW}$$

$$\cos(0.564^\circ) = 0.99987$$

$$\frac{144}{0.99987} = 144.02 \approx \text{SAY } 0^\circ \text{ SKEW}$$

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			
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:

- 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	18'-3" Minimum	
	15'-3" Minimum	14'-9" Minimum	16'-3" 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		
	16'-3" Minimum	14'-9" Minimum	17'-3" Minimum		
Freeway ³ or Expressway or arterial STH	16'-9" Desirable		17'- 9" Desirable		
	16'-4" Minimum		17'-4" Minimum		
Railroad ^{4,5,6,7}	23'-0" Minimum to 23'-3½" Maximum				

General notes:

- 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/dtd/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-44-163
Feature Under: SPENCER ST		Sect/Twn/Rng: S29 T21N R17E		
Location: 0.5M S JCT STH 125 T		County: OUTAGAMI	Municipality: TOWN-GRAND CHUTE (44020)	
Inv Rating: HS27	Rdwy Width (ft): 81.6	Deck Width (ft): 84.6, 81.0	Existing Posting:	
Oper Rating: HS45	Total Length (ft): 112.7	Deck Area(ft2): 9331	ADT On: 44940 Yr: 1991	ADT Under: 3330 Yr: 1980

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	10-12-11						
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: 10-13-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:		Date Last Rated: 01-21-92	

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)	15.25		
Min. Vertical Clearance Under (non-Cardinal)	15.25		
Min. Vertical Clearance On			

Structure Type

Construction/Rehabilitation History

Material	Configuration	# of Spans	Overall Length (ft)	Year	Work Performed	Plan	Shop
CONT CONCRETE	HAUNCHED SLAB		27.0	1992	NEW STRUCTURE	C334	
CONT CONCRETE	HAUNCHED SLAB		55.0				
CONT CONCRETE	HAUNCHED SLAB		29.0				

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control	Y					
Access Equipment	Y					
Other	Y					

Inspector Information

Team Leader Name and No. Printed: Michaelson, Neil (3010)		Team Member(s) Name(s) Printed: Dale Weber	
Team Leader Signature:		Inspection Date: 10-12-11	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	52 / 4	Conc Slab/Coatd Bars	SF	9332	9332				
		numerous long. dia. cracks @ ends, all leaching.							
X	205 / 3	R/Conc Column	EA	12	12				
X	215 / 4	R/Conc Abutment	LF	160	124	36			
		north abut 6 vertical; south abut 30 feet, horizontal cracking near top of abutment							
X	321 / 4	R/Conc Approach Slab	EA	2		2			
		breaking up @ end of slab; north slab settled slightly							
X	331 / 4	Conc Bridge Railing	LF	265	163	100	2		
		numerous vert. cracks; south end of east railing has a large spall							
X	340 / 4	Concrete Slope Prote	EA	2	2				
X	358 / 4	Deck Cracking SmFlag	EA	1	1				
X	359 / 4	Und Dk Surf Sm Flag	EA	1		1			
X	400 / 4	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Approach - Seal Approach to Paving Block
Amount: Date(YYYY-MM-DD):
Maintenance item comment: seal the south end of the bridge deck

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

NBI Ratings

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

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

Element Inspection (X) Check Elements Inspected

					Quantity in Condition States				
Ck	Elem./Env.	Description	Unit	Total QTY.	1	2	3	4	5
X	52 / 4	Conc Slab/Coatd Bars	SF	9332	9332				
		numerous long. dia. cracks @ ends, all leaching.							
X	205 / 3	R/Conc Column	EA	12	12				
X	215 / 4	R/Conc Abutment	LF	160	124	36			
		north abut 6 vertical; south abut 30 feet, horizontal cracking near top of abutment							
X	321 / 4	R/Conc Approach Slab	EA	2		2			
		breaking up @ end of slab; north slab settled slightly							
X	331 / 4	Conc Bridge Railing	LF	265	163	100	2		
		numerous vert. cracks; south end of east railing has a large spall							
X	340 / 4	Concrete Slope Prote	EA	2	2				
X	358 / 4	Deck Cracking SmFlag	EA	1	1				
X	359 / 4	Und Dk Surf Sm Flag	EA	1		1			
X	400 / 4	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Approach - Seal Approach to Paving Block

Amount: Date(YYYY-MM-DD):

Maintenance item comment: seal the south end of the bridge deck

Maintenance Item:

Amount: Date(MM-DD-YY):

Maintenance item comment:

NBI Ratings

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

Maintenance Item:

Amount: Date(MM-DD-YY):

Maintenance item comment:

STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-44-163
USH 41 SB over SPENCER ST

- (3) Municipality:
(16) Latitude(° ' "):
(17) Longitude(° ' "):

LOCATION

TOWN-GRAND CHUTE (44020)
44°15'31.60"N
88°27'59.97"W

- (28A) Lanes On:
(28B) Lanes Under:
(102) Traffic Pattern On:
(102) Traffic Pattern Under:
(19) Detour Length(mi):

TRAFFIC SERVICE

4
2
-NO TRAFFIC X-ONE WAY TRAFFIC -TWO WAY TRAFFIC
-NO TRAFFIC -ONE WAY TRAFFIC X-TWO WAY TRAFFIC
0

- (49) Structure Length(ft):
(50) Sidewalk Width(ft):
(50) Curb Width(ft):
(52) Culvert Barrel Length(ft):
(34) Skew:

GEOMETRY

112.7	
Left: 0.0	Right: 0.0
0.0	
Angle(°): 0	Direction: -RIGHT FORWARD -LEFT FORWARD
Cardinal Width	Non-Cardinal Width
81.6	78.0
84.6	81.0
80	0
Cardinal Under Clearance	Non-Cardinal Under Clearance
52.0	52.0
15.0	15.0
13.0	13.0

- (51) Bridge Roadway(ft):
(52) Deck(ft):
(32) Approach Roadway(ft):
(47) Minimum Horizontal(ft):
(55) Minimum Right Lateral(ft):
(55) Minimum Left Lateral(ft):

RAILING APPRAISAL

- (36A) Bridge Rail Adequacy:
(36B) Transition Adequacy:
(36C) Approach Guardrail Adequacy:
(36D) Guardrail Termination Adequacy:
Outer Rail:

-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
Left	Right	Type
		TYPE F (TWO SQUARE TUBES) - STEEL(8)
		TYPE F (3 SQUARE TUBES) - STEEL(65)
		TYPE F (4 SQUARE TUBES) - STEEL(72)
		TYPE M-STEEL 3 SQUARE TUBES(93)
		SLOPED FACE PARAPET LF(91)
		SLOPED FACE PARAPET HF(92)
		VERTICAL FACE PARAPET TYPE A(74)
		TYPE W-THRIE BEAM(79)
		TYPE H ON VERTICAL PARAPET(80)
		TIMBER(38)
X	X	OTHER(99) (Please specify) Left: NJ SLOPING PARAPET(61) Right: NJ VERTICAL PARAPET(62)
Transition Type:		
		CONT GUARD RAIL
		NO APP GRDRL
		NO ATTACHMENT
5		22 MM(7/8") BOLT (Please enter quantity)
		25 MM(1") BOLT (Please enter quantity)
		OTHER (Please specify)
Guardrail Termination Type:		
		(01) ENERGY ABSORBING TERMINAL/EAT
		(02) TURN DOWN
		(99) OTHER (Please specify)

- (72) Approach Alignment Appraisal:

ROADWAY ALIGNMENT APPRAISAL

	(3) INTOLERABLE- Horizontal or Vertical curvature requires a substantial reduction in vehicle operating speed
	(6) FAIR- Horizontal or Vertical curvature requires a very minor speed reduction
X	(8) GOOD- No speed reduction required

This page intentionally left blank

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

page 1

Inventory Data

Feature On: USH 10 WB-USH 41 NB		Maintainer: STATE HIGHWAY DEPT		Structure No: B-44-164
Feature Under: SPENCER ST		Sect/Twn/Rng: S29 T21N R17E		
Location: 3.0M W JCT STH 441 T		County: OUTAGAMI	Municipality: TOWN-GRAND CHUTE (44020)	
Inv Rating: HS27	Rdwy Width (ft): 70.4	Deck Width (ft): 73.4, 69.3	Existing Posting:	
Oper Rating: HS45	Total Length (ft): 112.7	Deck Area(ft ²): 8041	ADT On: 44580 Yr: 2003	ADT Under: 3330 Yr: 1980

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	10-12-11						
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: 10-13-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:			Date Last Rated: 01-21-92

Expansion Joints

		Temp:		Signing Condition			
Location	Type	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)	15.67		
Min. Vertical Clearance Under (non-Cardinal)	15.67		
Min. Vertical Clearance On			

Structure Type

Construction/Rehabilitation History

Material	Configuration	# of Spans	Overall Length (ft)	Year	Work Performed	Plan	Shop
CONT CONCRETE	HAUNCHED SLAB		27.0	1992	NEW STRUCTURE	C334	
CONT CONCRETE	HAUNCHED SLAB		55.0				
CONT CONCRETE	HAUNCHED SLAB		29.0				

Inspection Information

Special Requirements	Y/N	Comments
Traffic Control	Y	
Access Equipment	Y	
Other	Y	

Inspector Information

Team Leader Name and No. Printed: Weber, Dale (3007)		Team Member(s) Name(s) Printed:	
Team Leader Signature:		Inspection Date: 10-12-11	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	52 / 4	Conc Slab/Coatd Bars	SF	8041	8041				
		Dia. & Long cracks, leaching							
X	205 / 3	R/Conc Column	EA	10	10				
X	215 / 4	R/Conc Abutment	LF	144	130	12	2		
		CS-2 (N Abut 5" & S Abut 7") CS-3 (N Abut 1" & S Abut 1")							
X	321 / 4	R/Conc Approach Slab	EA	2	2				
		breaking up @ ends							
X	331 / 4	Conc Bridge Railing	LF	265	200	65			
		Frequent vert. cracks.							
X	340 / 4	Concrete Slope Prote	EA	2	2				
X	358 / 4	Deck Cracking SmFlag	EA	1	1				
		Cracks not sealed							
X	359 / 4	Und Dk Surf Sm Flag	EA	1		1			
X	400 / 4	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Deck - Seal Surface Cracks

Amount: Date(YYYY-MM-DD):

Maintenance item comment:

Maintenance Item:

Amount: Date(MM-DD-YY):

Maintenance item comment:

NBI Ratings

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

Maintenance Item:

Amount: Date(MM-DD-YY):

Maintenance item comment:

STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-44-164
USH 10 WB-US 41 NB over SPENCER ST

- (3) Municipality:
 (16) Latitude(° ' "):
 (17) Longitude(° ' "):

LOCATION

TOWN-GRAND CHUTE (44020)
44°15'30.52"N
88°27'57.88"W

- (28A) Lanes On:
 (28B) Lanes Under:
 (102) Traffic Pattern On:
 (102) Traffic Pattern Under:
 (19) Detour Length(mi):

TRAFFIC SERVICE

4
2
-NO TRAFFIC X-ONE WAY TRAFFIC -TWO WAY TRAFFIC
-NO TRAFFIC -ONE WAY TRAFFIC X-TWO WAY TRAFFIC
0

- (49) Structure Length(ft):
 (50) Sidewalk Width(ft):
 (50) Curb Width(ft):
 (52) Culvert Barrel Length(ft):
 (34) Skew:

GEOMETRY

112.7	
Left: 0.0	Right: 0.0
0.0	
Angle(°): 0	Direction: -RIGHT FORWARD -LEFT FORWARD
Cardinal Width	Non-Cardinal Width
70.4	66.3
73.4	69.3
66	0
Cardinal Under Clearance	Non-Cardinal Under Clearance
52.0	52.0
15.0	15.0
13.0	13.0

- (51) Bridge Roadway(ft):
 (52) Deck(ft):
 (32) Approach Roadway(ft):
 (47) Minimum Horizontal(ft):
 (55) Minimum Right Lateral(ft):
 (55) Minimum Left Lateral(ft):

RAILING APPRAISAL

- (36A) Bridge Rail Adequacy:
 (36B) Transition Adequacy:
 (36C) Approach Guardrail Adequacy:
 (36D) Guardrail Termination Adequacy:
 Outer Rail:

-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
Left	Right	Type
		TYPE F (TWO SQUARE TUBES) - STEEL(8)
		TYPE F (3 SQUARE TUBES) - STEEL(65)
		TYPE F (4 SQUARE TUBES) - STEEL(72)
		TYPE M-STEEL 3 SQUARE TUBES(93)
		SLOPED FACE PARAPET LF(91)
		SLOPED FACE PARAPET HF(92)
		VERTICAL FACE PARAPET TYPE A(74)
		TYPE W-THREE BEAM(79)
		TYPE H ON VERTICAL PARAPET(80)
		TIMBER(38)
X	X	OTHER(99) (Please specify) Left: NJ VERTICAL PARAPET(62) Right: NJ SLOPING PARAPET(61)
Transition Type:		
CONT GUARD RAIL		
NO APP GRDRL		
NO ATTACHMENT		
5		22 MM(7/8") BOLT (Please enter quantity)
		25 MM(1") BOLT (Please enter quantity)
		OTHER (Please specify)
Guardrail Termination Type:		
X		(01) ENERGY ABSORBING TERMINAL/EAT
		(02) TURN DOWN
		(99) OTHER (Please specify)

- (72) Approach Alignment Appraisal:

ROADWAY ALIGNMENT APPRAISAL

	(3) INTOLERABLE- Horizontal or Vertical curvature requires a substantial reduction in vehicle operating speed
	(6) FAIR- Horizontal or Vertical curvature requires a very minor speed reduction
X	(8) GOOD- No speed reduction required

This page intentionally left blank

CONCLUDE COMPUTER AIDED DESIGN & DRAFTING

B-44-15

Prop. 86' + 4.25' = 90.25'
 EXIST. 57' + 2' = 59.00'
 31.25'

$31.25 + 1.5 = 32.75$

$31.25 \times 0.021 = 0.625$

CROWN CORRECTION
 $14' + 12' + 4.25' = 30.25'$
 $12' + 11' + 2' = 25'$

$5.25 \times 0.021 = 0.105$
 0.52'

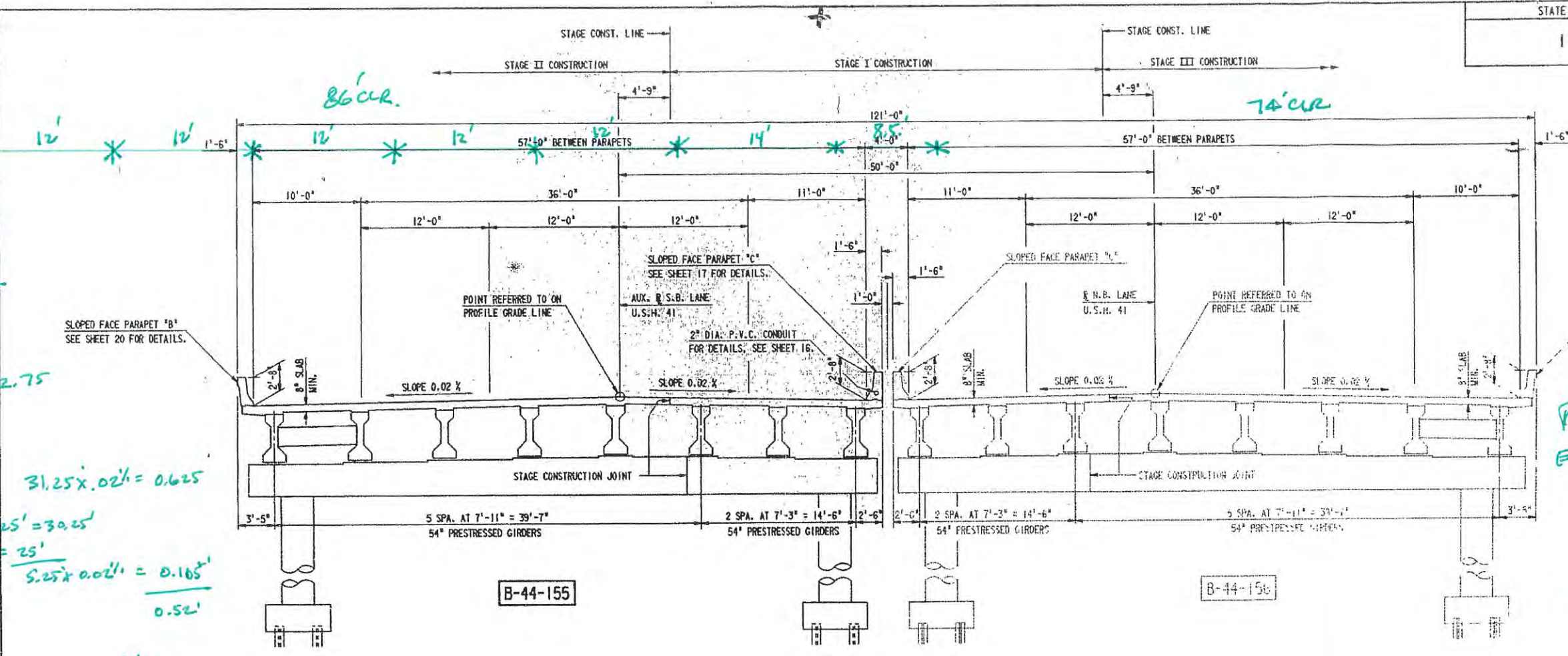
$\frac{17.00 - 0.52}{16.48'}$

Prop. 74' + 4.25' = 78.25'
 EXIST. 57' + 2' = 59.00'
 19.25'

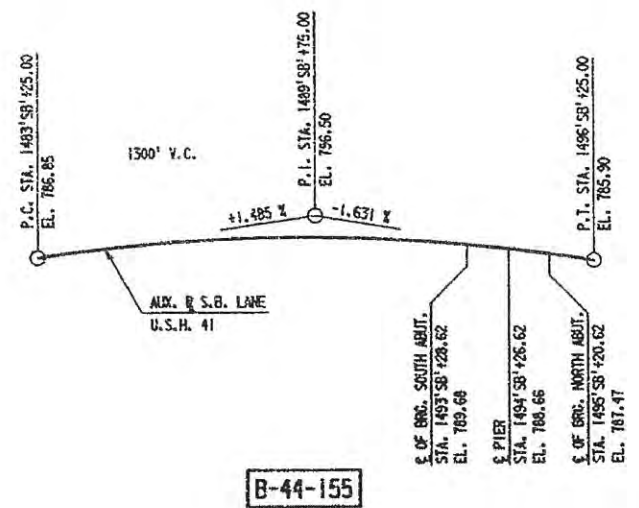
$19.25 (0.02) = 0.385$
 CROWN CORR. 0.105
 0.28

$\frac{17.34 - 0.28}{17.06}$

REFERENCE FILE 1 : border-57
 REFERENCE FILE 2 : no ref name
 REFERENCE FILE 3 : no ref name
 REFERENCE FILE 4 : no ref name
 REFERENCE FILE 5 : no ref name
 REFERENCE FILE 6 : no ref name
 REFERENCE FILE 7 : no ref name
 DATE Thu Oct 10 13:24:16 1991

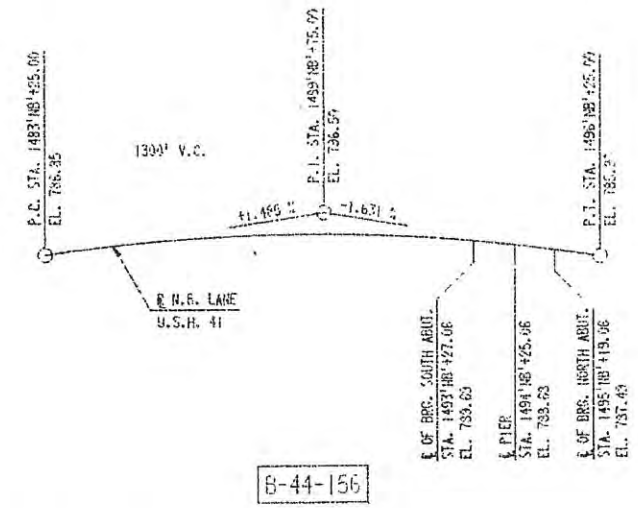


CROSS SECTION THRU ROADWAY
 (LOOKING NORTH)

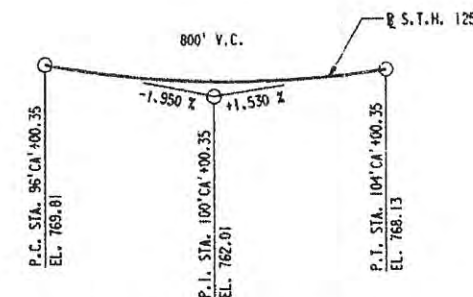


B-44-155

PROFILE GRADE LINE, U.S.H. 41



B-44-156



PROFILE GRADE LINE, S.T.H. 125

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-44-155			
Const. Spec.	WIS. 1989	Drawn By	D.F.K.
Checked		Trans. Checked	LEN
CROSS SECTION & GRADE LINES		SHEET 2 OF 2	
X83754			

B-44-155

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			
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:

- 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:

- 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-44-155
Feature Under: STH 125		Sect/Twn/Rng: S29 T21N R17E		
Location: 1.1M S JCT STH 96 TO		County: OUTAGAMI	Municipality: TOWN-GRAND CHUTE (44020)	
Inv Rating: HS23	Rdwy Width (ft): 57.0	Deck Width (ft): 60.0	Existing Posting:	
Oper Rating: HS39	Total Length (ft): 195.5	Deck Area(ft2): 11730	ADT On: 44940 Yr: 1991	ADT Under: 28100 Yr: 2003

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	10-12-11						
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: 10-13-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:		Date Last Rated: 01-21-92	

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	8 soffit lig

Clearances(Cardinal = N or E)

	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)	17.0		
Min. Vertical Clearance Under (non-Cardinal)	16.59		
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		94.0	1992	NEW STRUCTURE	C334	C334
CONT PREST CO	DECK GIRDER		98.0				

Inspection Information

Special Requirements	Y/N	Comments			
Traffic Control	Y				
Access Equipment	Y				
Other	Y				

Inspector Information

Team Leader Name and No. Printed: Michaelson, Neil (3010)		Team Member(s) Name(s) Printed: Dale Weber		
Team Leader Signature:		Inspection Date: 10-12-11	Inspection Agency: STATE HIGHWAY DEPARTMENT (1)	
District/Local Manager and No. Printed:		District/Local Manager Signature:	Review Date:	

Element Inspection (X) Check Elements Inspected

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	11730	11730				
		dis cracks @ ends, leaching							
X	109 / 4	P/S Conc Open Girder	LF	1535	1535				
X	172 / 4	Painted Steel Diaphr	EA	28	28				
X	205 / 4	R/Conc Column	EA	5	5				
X	215 / 4	R/Conc Abutment	LF	121	115	6			
		leaching between the bridge seat & backwall on the north abutment							
X	234 / 4	R/Conc Cap	LF	55	52	3			
X	250 / 4	Concrete Diaphragm	EA	7	5	2			
		Spalled on West end							
X	321 / 4	R/Conc Approach Slab	EA	2		2			
		pulling away 1/1-2" from deck & spalling in areas; South approach has begun to settle							
X	331 / 4	Conc Bridge Railing	LF	432	300	132			
X	342 / 4	RipRap Slope Protect	EA	2		2			
X	358 / 4	Deck Cracking SmFlag	EA	1	1				
X	359 / 4	Und Dk Surf Sm Flag	EA	1			1		
		data entry error. check quantities							
X	400 / 4	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

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

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

NBI Ratings

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

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

STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-44-155
USH 41 SB over STH 125

- (3) Municipality:
(16) Latitude(° ' "):
(17) Longitude(° ' "):

LOCATION	
TOWN-GRAND CHUTE (44020)	
44°15'43.74"N	
88°27'59.59"W	

- (28A) Lanes On:
(28B) Lanes Under:
(102) Traffic Pattern On:
(102) Traffic Pattern Under:
(19) Detour Length(mi):

TRAFFIC SERVICE	
3	
6	
-NO TRAFFIC X-ONE WAY TRAFFIC -TWO WAY TRAFFIC	
-NO TRAFFIC -ONE WAY TRAFFIC X-TWO WAY TRAFFIC	
1	

- (49) Structure Length(ft):
(50) Sidewalk Width(ft):
(50) Curb Width(ft):
(52) Culvert Barrel Length(ft):
(34) Skew:

GEOMETRY	
195.5	
Left: 0.0	Right: 0.0
0.0	
Angle(°): 1	Direction: -RIGHT FORWARD X-LEFT FORWARD
Cardinal Width	Non-Cardinal Width
57.0	57.0
60.0	60.0
57	0
Cardinal Under Clearance	Non-Cardinal Under Clearance
60.0	60.0
19.5	19.5
4.5	4.5

- (51) Bridge Roadway(ft):
(52) Deck(ft):
(32) Approach Roadway(ft):
(47) Minimum Horizontal(ft):
(55) Minimum Right Lateral(ft):
(55) Minimum Left Lateral(ft):

- (36A) Bridge Rail Adequacy:
(36B) Transition Adequacy:
(36C) Approach Guardrail Adequacy:
(36D) Guardrail Termination Adequacy:
Outer Rail:

RAILING APPRAISAL		
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
Left	Right	Type
		TYPE F (TWO SQUARE TUBES) - STEEL(8)
		TYPE F (3 SQUARE TUBES) - STEEL(65)
		TYPE F (4 SQUARE TUBES) - STEEL(72)
		TYPE M-STEEL 3 SQUARE TUBES(93)
		SLOPED FACE PARAPET LF(91)
		SLOPED FACE PARAPET HF(92)
		VERTICAL FACE PARAPET TYPE A(74)
		TYPE W-THRIE BEAM(79)
		TYPE H ON VERTICAL PARAPET(80)
		TIMBER(38)
X	X	OTHER(99) (Please specify) Left: NJ VERTICAL PARAPET(62) Right: NJ SLOPING PARAPET(61)
Transition Type:		
CONT GUARD RAIL		
NO APP GRDRL		
NO ATTACHMENT		
S		22 MM(7/8") BOLT (Please enter quantity)
		25 MM(1") BOLT (Please enter quantity)
		OTHER (Please specify)
Guardrail Termination Type:		
(01) ENERGY ABSORBING TERMINAL/EAT		
(02) TURN DOWN		
(99) OTHER (Please specify)		

- (72) Approach Alignment Appraisal:

ROADWAY ALIGNMENT APPRAISAL	
	(3) INTOLERABLE- Horizontal or Vertical curvature requires a substantial reduction in vehicle operating speed
	(6) FAIR- Horizontal or Vertical curvature requires a very minor speed reduction
X	(8) GOOD- No speed reduction 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 10 WB-USH 41 NB		Maintainer: STATE HIGHWAY DEPT		Structure No: B-44-156
Feature Under: STH 125		Sect/Twn/Rng: S29 T21N R17E		
Location: 4.6M N JCT CTH II		County: OUTAGAMI	Municipality: TOWN-GRAND CHUTE (44020)	
Inv Rating: HS23	Rdwy Width (ft): 57.0	Deck Width (ft): 60.0	Existing Posting:	
Oper Rating: HS39	Total Length (ft): 195.5	Deck Area(ft2): 11730	ADT On: 44940 Yr: 1991	ADT Under: 28100 Yr: 2003

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	10-12-11						
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: 10-13-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:		Date Last Rated: 01-21-92	

Expansion Joints

Location	Type	Temp:	File Insp. (in)	New Insp. (in)	Signing Condition			Comments
		File Insp. Date			Type of Marker	File	Y/N	
					Bridge Markers			
					Narrow Bridge			
					One Lane Road			
					Vertical Clearance			
					Weight Limit Post			
					Other(Addl. Sign)	Y	Y	8 Soffit Lig

Clearances(Cardinal = N or E)

	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)	17.34		
Min. Vertical Clearance Under (non-Cardinal)	16.84		
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	1992	NEW STRUCTURE	C334	C334
CONT PREST CO	DECK GIRDER		94.0				

Inspection Information

Special Requirements	Y/N	Comments			
Traffic Control	Y				
Access Equipment	Y				
Other	Y				

Inspector Information

Team Leader Name and No. Printed: Weber, Dale (3007)		Team Member(s) Name(s) Printed:	
Team Leader Signature:		Inspection Date: 10-12-11	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	11730	11730				
		numerous trans. & dia. cracks, leaching							
X	109 / 4	P/S Conc Open Girder	LF	1535	1535				
X	172 / 4	Painted Steel Diaphr	EA	28	28				
X	205 / 4	R/Conc Column	EA	5	5				
X	215 / 4	R/Conc Abutment	LF	121	110	8	3		
		CS-2 (N Abut 6" & S Abut 2") CS-3 (N Abut 3")							
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	1	1			
		pulling away from deck. N approach settled.							
X	331 / 4	Conc Bridge Railing	LF	433	200	100	133		
		numerous vert. cracks							
X	342 / 4	RipRap Slope Protect	EA	2		2			
		Both settling							
X	358 / 4	Deck Cracking SmFlag	EA	1		1			
		Cracks not sealed							
X	359 / 4	Und Dk Surf Sm Flag	EA	1			1		
X	400 / 4	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Approach - Seal Approach to Paving Block
--

Amount:	Date(YYYY-MM-DD):
---------	-------------------

Maintenance item comment: w/rubber

Maintenance Item: Deck - Seal Surface Cracks
--

Amount:	Date(MM-DD-YY):
---------	-----------------

Maintenance item comment:

NBI Ratings

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

Maintenance Item: Misc - Cut Brush

Amount:	Date(MM-DD-YY):
---------	-----------------

Maintenance item comment: Remove small tree from the south slope paving on the east side
--

STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-44-156
USH 10 WB-USH 41 NB over STH 125

(3) Municipality:
(16) Latitude(° ' "):
(17) Longitude(° ' "):

LOCATION	
TOWN-GRAND CHUTE (44020)	
44°15'41.79"N	
88°27'57.96"W	

(28A) Lanes On:
(28B) Lanes Under:
(102) Traffic Pattern On:
(102) Traffic Pattern Under:
(19) Detour Length(mi):

TRAFFIC SERVICE	
3	
6	
-NO TRAFFIC	X-ONE WAY TRAFFIC -TWO WAY TRAFFIC
-NO TRAFFIC	-ONE WAY TRAFFIC X-TWO WAY TRAFFIC
1	

(49) Structure Length(ft):
(50) Sidewalk Width(ft):
(50) Curb Width(ft):
(52) Culvert Barrel Length(ft):
(34) Skew:

GEOMETRY	
195.5	
Left: 0.0	Right: 0.0
0.0	
Angle(°): 1	Direction: -RIGHT FORWARD X-LEFT FORWARD
Cardinal Width	Non-Cardinal Width
57.0	57.0
60.0	60.0
57	0
Cardinal Under Clearance	Non-Cardinal Under Clearance
70.5	70.5
19.5	19.5
5.0	5.0

(51) Bridge Roadway(ft):
(52) Deck(ft):
(32) Approach Roadway(ft):
(47) Minimum Horizontal(ft):
(55) Minimum Right Lateral(ft):
(55) Minimum Left Lateral(ft):

(36A) Bridge Rail Adequacy:
(36B) Transition Adequacy:
(36C) Approach Guardrail Adequacy:
(36D) Guardrail Termination Adequacy:
Outer Rail:

RAILING APPRAISAL	
-SUB-STANDARD	X-STANDARD -NOT APPLICABLE
-SUB-STANDARD	X-STANDARD -NOT APPLICABLE
-SUB-STANDARD	X-STANDARD -NOT APPLICABLE
-SUB-STANDARD	X-STANDARD -NOT APPLICABLE
Left	Right Type
	TYPE F (TWO SQUARE TUBES) - STEEL(8)
	TYPE F (3 SQUARE TUBES) - STEEL(65)
	TYPE F (4 SQUARE TUBES) - STEEL(72)
	TYPE M-STEEL 3 SQUARE TUBES(93)
	SLOPED FACE PARAPET LF(91)
	SLOPED FACE PARAPET HF(92)
	VERTICAL FACE PARAPET TYPE A(74)
	TYPE W-THREE BEAM(79)
	TYPE H ON VERTICAL PARAPET(80)
	TIMBER(38)
X	X OTHER(99) (Please specify)
	Left: NJ VERTICAL PARAPET(62)
	Right: NJ SLOPING PARAPET(61)
Transition Type:	
	CONT GUARD RAIL
	NO APP GRDRL
	NO ATTACHMENT
5	22 MM(7/8") BOLT (Please enter quantity)
	25 MM(1") BOLT (Please enter quantity)
	OTHER (Please specify)
Guardrail Termination Type:	
X	(01) ENERGY ABSORBING TERMINAL/EAT
	(02) TURN DOWN
	(99) OTHER (Please specify)

(72) Approach Alignment Appraisal:

ROADWAY ALIGNMENT APPRAISAL	
	(3) INTOLERABLE- Horizontal or Vertical curvature requires a substantial reduction in vehicle operating speed
	(6) FAIR- Horizontal or Vertical curvature requires a very minor speed reduction
X	(8) GOOD- No speed reduction required

DESIGN DATA

LIVELOAD

DESIGN RATING: HS20 MODIFIED
 INVENTORY RATING: HS20
 OPERATIONAL RATING: HS20
 MAX. STANDARD WEIGHT VEHICLE: 1000, 250 KIPS
 STRUCTURE IS DESIGNED FOR A FUTURE BEARING 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 $f_y = 60,000$ P.S.I.
 HIGH-STRENGTH STRUCTURAL STEEL (A.S.T.M. A572) $f_y = 50,000$ P.S.I.
 STRUCTURAL CARBON STEEL (A.S.T.M. A36) $f_y = 36,000$ P.S.I.

FOUNDATION DATA

ABUTMENTS & PIER TO BE SUPPORTED ON 10" X 42" STEEL PILING.

"AS BUILT"

AVE. LENGTH AVE. BRG.

PIER 14.2' 56.4 T

S. ABUT. 26.3' 48.8 T

N. ABUT. 29.7' 50.0 T

TRAFFIC VOLUME

U.S.H. 41

A.D.T. (1992) = 41,500

A.D.T. (2012) = 56,300

U.S.H. 10

A.D.T. (1992) = 30,900

A.D.T. (2012) = 40,700

LIST OF DRAWINGS (X83676)

1. GENERAL PLAN
2. CROSS SECTION & GRADE LINES
3. SHEET PILE DETAIL
4. SUPERSTRUCTURE
5. FRAMING PLAN
6. UNDER DETAILS
7. UNDER CONNECTION DETAILS
8. BEARING DETAILS
9. ELEVATION AND BLOCKING DIAGRAM

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 THIS CONTRACT INCLUDES ONLY THE FABRICATION, STORING AND TRANSPORTING TO THE PROJECT SITE OF THE FABRICATED STRUCTURAL STEEL AND BEARING ASSEMBLIES.
 DETAILS SHOWN FOR OTHER PORTIONS OF THE STRUCTURE ARE FOR INFORMATION ONLY.
 ALL FIELD CONNECTIONS SHALL BE MADE WITH $\frac{3}{4}$ " DIA. FRICTION TYPE HIGH-TENSILE STRENGTH BOLTS (A.S.T.M. A325) WITH DOUBLE WASHERS UNLESS OTHERWISE SHOWN OR NOTED.
 THE COLOR OF THE FINISH TOP COAT SHALL BE BROWN (FEDERAL STANDARD COLOR No. 20152), OR SIMILAR COLOR APPROVED BY THE ENGINEER.
 THE STEEL GIRDER WEB PLATES, FLANGE PLATES AND SPLICE PLATES SHALL BE HIGH-STRENGTH STRUCTURAL STEEL (A.S.T.M. A572). ALL OTHER STEEL SHALL BE STRUCTURAL CARBON STEEL (A.S.T.M. A36) UNLESS OTHERWISE SPECIFIED.

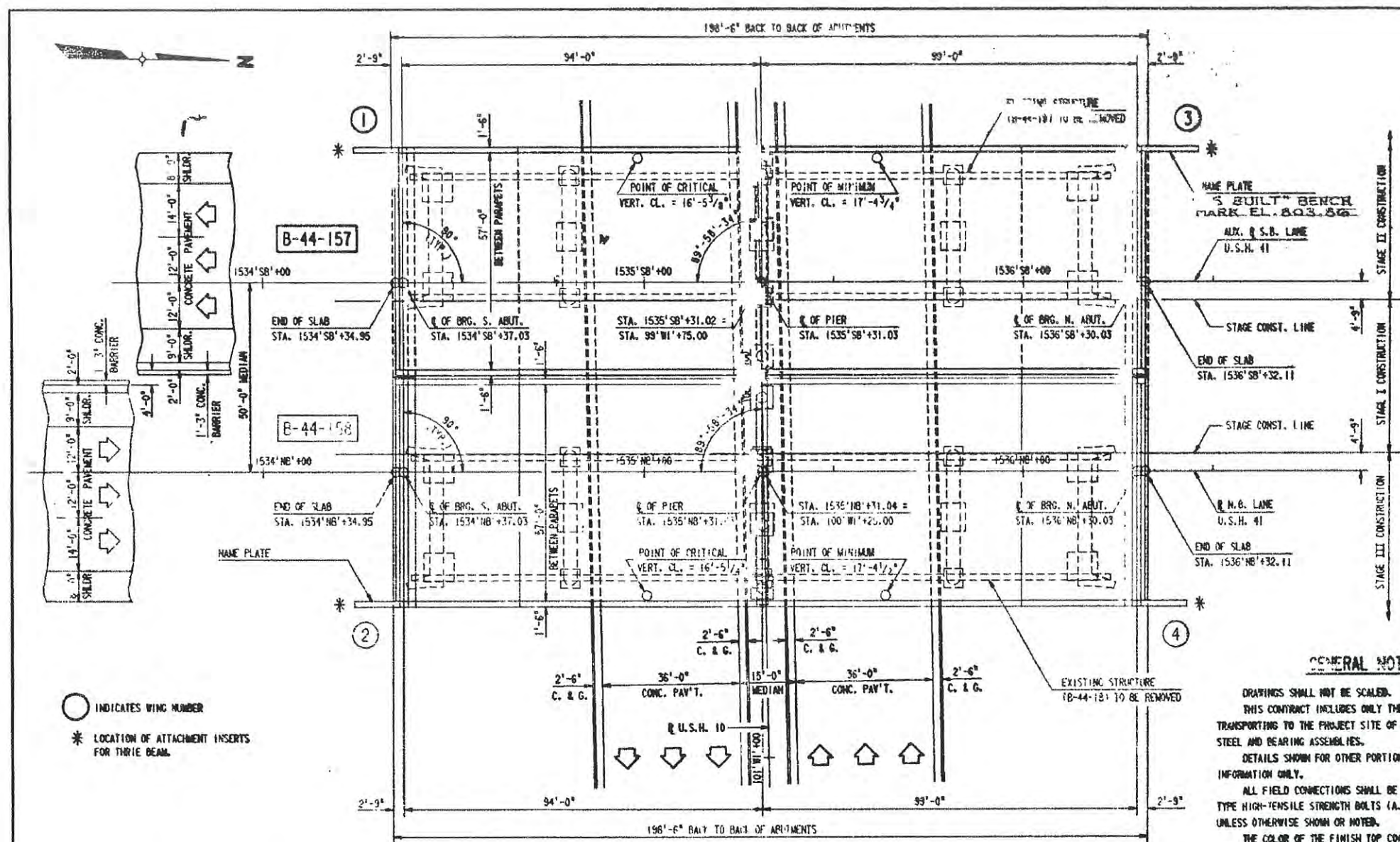
TOTAL ESTIMATED QUANTITIES

FABRICATED STRUCTURAL CARBON STEEL 31,000 LB.
 FABRICATED HIGH-STRENGTH STRUCTURAL STEEL 276,270 LB.
 FABRICATED FIXED BEARING ASSEMBLIES 9 EACH
 FABRICATED EXPANSION BEARING ASSEMBLIES 10 EACH

BENCH MARK

AS BUILT PLAN
 DATE: MAY 1993

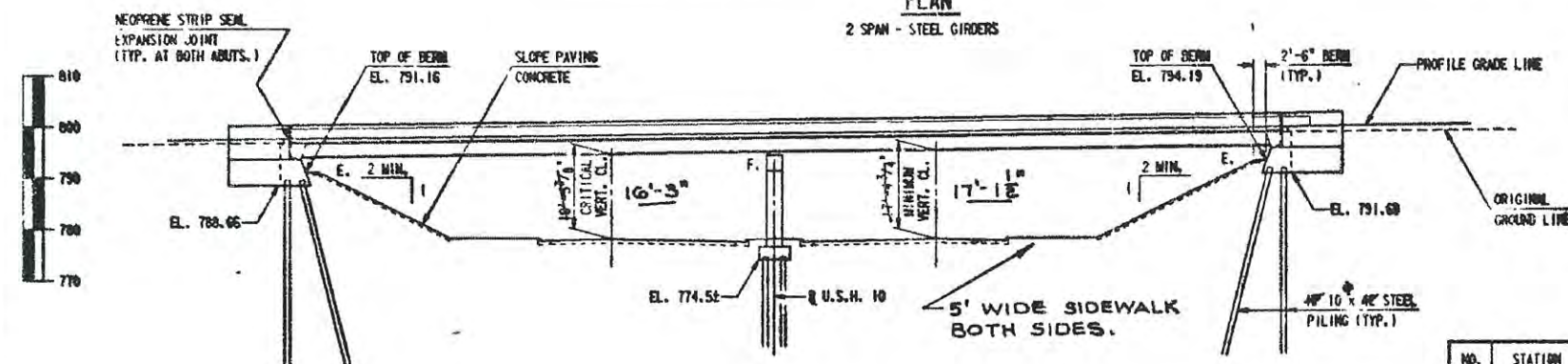
NO.	STATION	DESCRIPTION	ELEVATION
41	1534'SB'+45	ALUM. CAP. S.E. CORNER, N.B. STRUCTURE U.S.H. 41 & U.S.H. 10	78' RT. 798.00



○ INDICATES WING NUMBER
 * LOCATION OF ATTACHMENT INSERTS FOR TRIPLE BEAM

PLAN

2 SPAN - STEEL GIRDERS

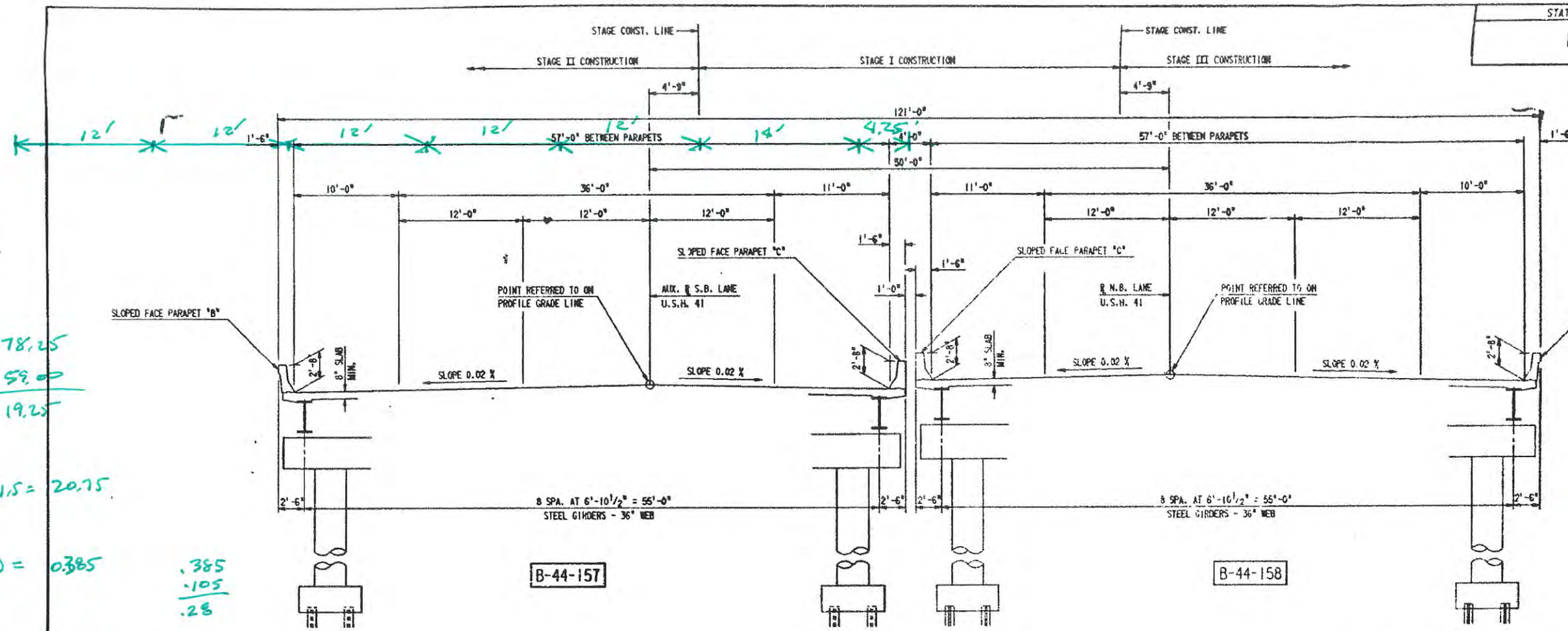


ELEVATION

(NORMAL TO U.S.H. 10)

DATE: MAY 1993
 DRAWN BY: J. L. B. (JLB)
 CHECKED BY: J. L. B. (JLB)
 DESIGNED BY: J. L. B. (JLB)
 PROJECT: 1123-05-72
 SHEET: 3 OF 9
 SCALE: 1" = 10'-0"

1123-05-72



$86' + 4.25' = 90.25'$
 $57 + 2 = 59.00'$
 $31.25'$
 $31.25' + 1.5' = 32.75'$

Prop. $74 + 4.25 = 78.25'$
 EXIST. $57 + 2 = 59.00'$
 $19.25'$

$19.25 + 1.5 = 20.75'$

$19.25(0.02) = 0.385$

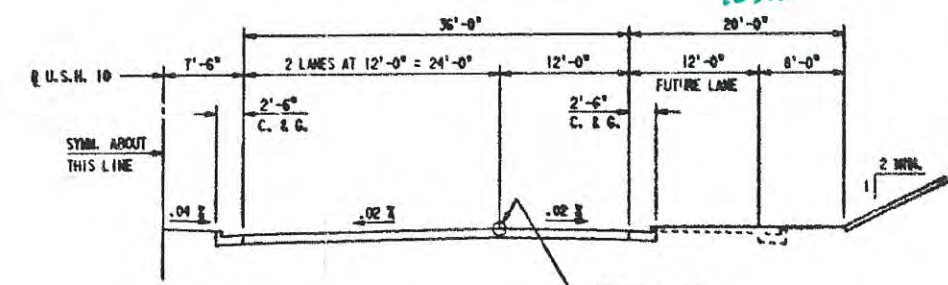
$\begin{array}{r} .385 \\ -.105 \\ \hline .28 \end{array}$

CROWN CORN. $14 + 12 + 4.25 = 30.25'$
 $-(2' + 1' + 2') = 5.25'$
 $5.25'(0.021) = .105$

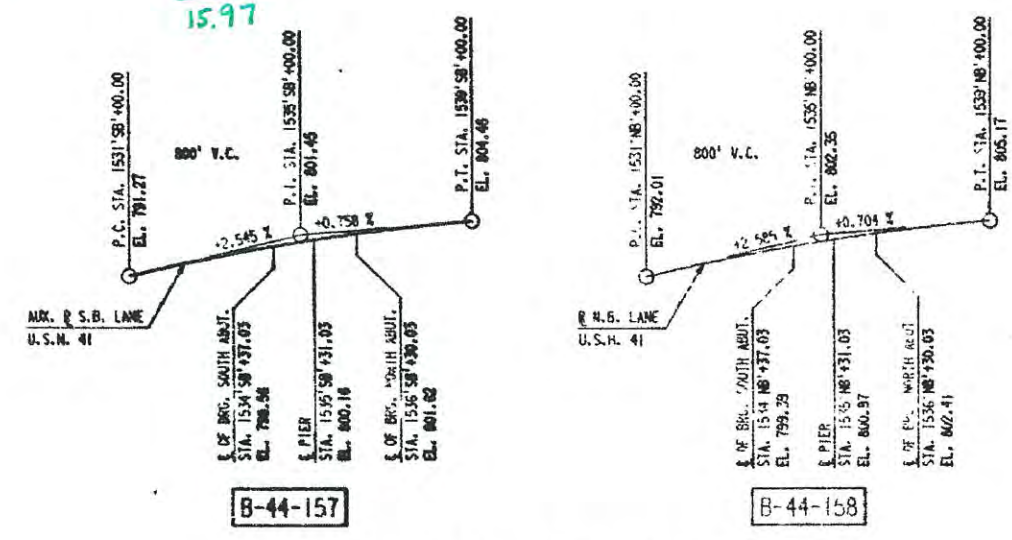
$31.25'(0.02) = 0.625$
 $- 0.105$
 $\hline .52$

$\begin{array}{r} 16.25 \\ -.52 \\ \hline 15.73' \end{array}$

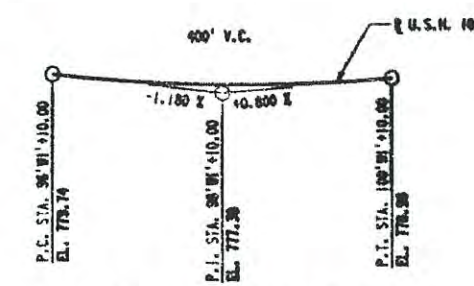
CROSS SECTION THRU ROADWAY
(LOOKING NORTH)



TYPICAL SECTION THRU U.S.H. 10



PROFILE GRADE LINE, U.S.H. 41



PROFILE GRADE LINE, U.S.H. 10

No.	Date	Description	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE 8-44-157			
Const. Year	WIS. 1989	Design	D.F.K.
CROSS SECTION & GRADE LINES		SHEET 2 OF 9	
		X83676	

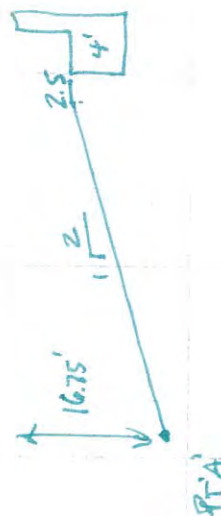
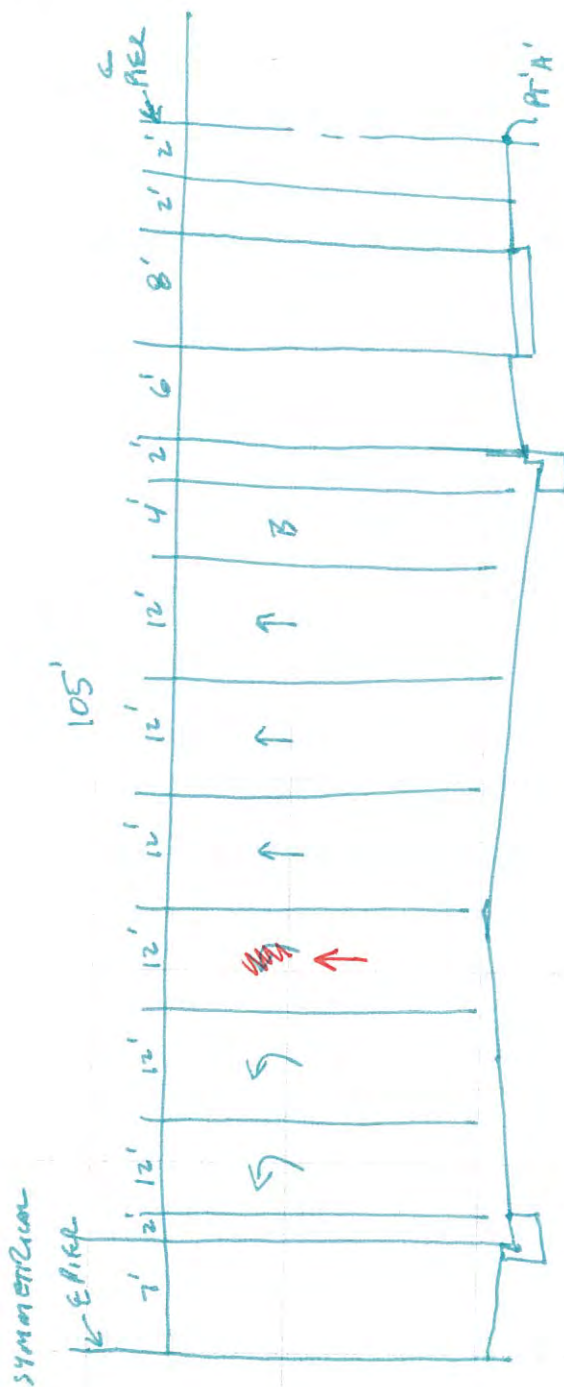
D.A. 18433.961

DONOR: COMPUTER AIDED DESIGN & DRAFTING

B-44-157/158

Calculations for	Job No.	Sheet No.
Made by	Date	
Checked by	Date	
Backchecked by	Date	

HNTB



$$BR. LF. ON 40' - 105' - 105' - 40' = 290'$$

$$16.75' (4) = 33.50$$

$$\begin{array}{r} 2.50 \\ + 4.00 \\ \hline 40.00 \end{array}$$

$$SKW 38' - 105' - 105' - 38'$$

$$1.75^\circ \text{ SKW} -$$

$$B. \sim \frac{290}{.99953} = 290.14 \sim 290'$$

$$\cos(1.75^\circ) = .99953$$

SIM NO SKW

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			
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:

- 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	18'-3" Minimum	
	15'-3" Minimum	14'-9" Minimum	16'-3" 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		
	16'-3" Minimum	14'-9" Minimum	17'-3" Minimum		
Freeway ³ or Expressway or arterial STH	16'-9" Desirable		17'- 9" Desirable		
	16'-4" Minimum		17'-4" Minimum		
Railroad ^{4,5,6,7}	23'-0" Minimum to 23'-3½" Maximum				

General notes:

- 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-44-157	
Feature Under: STH 96		Sect/Twn/Rng: S20 T21N R17E			
Location: 4.3M S JCT STH 47 TO		County: OUTAGAMI		Municipality: TOWN-GRAND CHUTE (44020)	
Inv Rating: HS24	Rdwy Width (ft): 57.0	Deck Width (ft): 60.0		Existing Posting:	
Oper Rating: HS51	Total Length (ft): 197.2	Deck Area(ft2): 11832		ADT On: 27720 Yr: 2003	ADT Under: 30030 Yr: 2003

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	10-13-11						
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: 10-13-09	Insp. Measurement (%):	Describe:	
Re-rate for load capacity?	Reason:		Date Last Rated:		

Expansion Joints

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

Clearances(Cardinal = N or E)

	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)	16.25		
Min. Vertical Clearance Under (non-Cardinal)	17.08		
Min. Vertical Clearance On			

Structure Type

				Construction/Rehabilitation History			
Material	Configuration	# of Spans	Overall Length (ft)	Year	Work Performed	Plan	Shop
CONT STEEL	DECK GIRDER		99.0	1992	STEEL FABRICA	C334	C334
CONT STEEL	DECK GIRDER		94.0	1992	NEW STRUCTURE	PLAN	

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control	Y					
Access Equipment	Y					
Other	Y					

Inspector Information

Team Leader Name and No. Printed: Weber, Dale (3007)		Team Member(s) Name(s) Printed:	
Team Leader Signature:		Inspection Date: 10-13-11	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	11832	11832				
		trans. cracks, leaching							
X	107 / 4	Paint Stl Opn Girder	LF	1745	445	1298	2		
X	172 / 4	Painted Steel Diaphr	EA	72	30	42			
X	205 / 4	R/Conc Column	EA	5	5				
X	215 / 4	R/Conc Abutment	LF	120	106	14			
		CS-2 (S Abut 6" & N Abut 8")							
X	234 / 4	R/Conc Cap	LF	72	72				
X	300 / 4	Strip Seal Exp Joint	LF	121		121			
		Filled w/rubber							
X	311 / 4	Moveable Bearing	EA	18	16	2			
X	313 / 4	Fixed Bearing	EA	9	9				
X	321 / 4	R/Conc Approach Slab	EA	2	2				
		has been mud jacked							
X	331 / 4	Conc Bridge Railing	LF	436	350	86			
		frequent vert. cracks.							
X	340 / 4	Concrete Slope Prote	EA	2	2				
X	357 / 4	Pack Rust Smart Flag	EA	1	1				
X	358 / 4	Deck Cracking SmFlag	EA	1	1				

Element Inspection (X) Check Elements Inspected

					Quantity in Condition States				
Ck	Elem./Env.	Description	Unit	Total QTY.	1	2	3	4	5
X	359 / 4	Und Dk Surf Sm Flag	EA	1			1		
X	400 / 4	Concrete Wingwall	EA	2		2			
		SW & NW wings cracked & spalled							

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Substructure - Other Work
Amount: Date(YYYY-MM-DD):
Maintenance item comment: Remove debris from N abutment beam seats

Maintenance Item: Deck - Patching
Amount: Date(MM-DD-YY):
Maintenance item comment: 12'X3' Middle lane, 12X3' Rt lane, 6'X3" Lt lane

NBI Ratings

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

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

STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-44-157
USH 41 SB over STH 96

(3) Municipality:
(16) Latitude(° ' "):
(17) Longitude(° ' "):

LOCATION	
TOWN-GRAND CHUTE (44020)	
44°16'24.00"N	
88°28'00.00"W	

(28A) Lanes On:
(28B) Lanes Under:
(102) Traffic Pattern On:
(102) Traffic Pattern Under:
(19) Detour Length(mi):

TRAFFIC SERVICE	
3	
6	
-NO TRAFFIC X-ONE WAY TRAFFIC -TWO WAY TRAFFIC	
-NO TRAFFIC -ONE WAY TRAFFIC X-TWO WAY TRAFFIC	
1	

(49) Structure Length(ft):
(50) Sidewalk Width(ft):
(50) Curb Width(ft):
(52) Culvert Barrel Length(ft):
(34) Skew:

(51) Bridge Roadway(ft):
(52) Deck(ft):
(32) Approach Roadway(ft):

(47) Minimum Horizontal(ft):
(55) Minimum Right Lateral(ft):
(55) Minimum Left Lateral(ft):

GEOMETRY	
197.2	
Left: 0.0	Right: 0.0
Angle(°): 0	Direction: -RIGHT FORWARD -LEFT FORWARD
Cardinal Width	Non-Cardinal Width
57.0	57.0
60.0	60.0
57	0
Cardinal Under Clearance	Non-Cardinal Under Clearance
61.0	61.0
20.0	20.0
5.0	5.0

(36A) Bridge Rail Adequacy:
(36B) Transition Adequacy:
(36C) Approach Guardrail Adequacy:
(36D) Guardrail Termination Adequacy:
Outer Rail:

RAILING APPRAISAL		
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
Left	Right	Type
		TYPE F (TWO SQUARE TUBES) - STEEL(8)
		TYPE F (3 SQUARE TUBES) - STEEL(65)
		TYPE F (4 SQUARE TUBES) - STEEL(72)
		TYPE M-STEEL 3 SQUARE TUBES(93)
		SLOPED FACE PARAPET LF(91)
		SLOPED FACE PARAPET HF(92)
		VERTICAL FACE PARAPET TYPE A(74)
		TYPE W-THRIE BEAM(79)
		TYPE H ON VERTICAL PARAPET(80)
		TIMBER(38)
X	X	OTHER(99) (Please specify) Left: NJ SLOPING PARAPET(61) Right: NJ VERTICAL PARAPET(62)
Transition Type:		
		CONT GUARD RAIL
		NO APP GRDRL
		NO ATTACHMENT
5		22 MM(7/8") BOLT (Please enter quantity)
		25 MM(1") BOLT (Please enter quantity)
		OTHER (Please specify)
Guardrail Termination Type:		
X		(01) ENERGY ABSORBING TERMINAL/EAT
		(02) TURN DOWN
		(99) OTHER (Please specify)

(72) Approach Alignment Appraisal:

ROADWAY ALIGNMENT APPRAISAL	
	(3) INTOLERABLE- Horizontal or Vertical curvature requires a substantial reduction in vehicle operating speed
	(6) FAIR- Horizontal or Vertical curvature requires a very minor speed reduction
X	(8) GOOD- No speed reduction 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 NB		Maintainer: STATE HIGHWAY DEPT		Structure No: B-44-158
Feature Under: STH 96		Sect/Twn/Rng: S20 T21N R17E		
Location: 1.2M N JCT STH 125 T		County: OUTAGAMI	Municipality: TOWN-GRAND CHUTE (44020)	
Inv Rating: HS24	Rdwy Width (ft): 57.0	Deck Width (ft): 60.0	Existing Posting:	
Oper Rating: HS51	Total Length (ft): 197.2	Deck Area(ft2): 11832	ADT On: 26870 Yr: 2003	ADT Under: 30030 Yr: 2003

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	10-13-11						
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: 10-13-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:		Date Last Rated:	

Expansion Joints

		Temp:	40	60	Signing Condition			
Location	Type	File Insp. Date	File Insp. (in)	New Insp. (in)	Type of Marker	File	Y/N	Comments
SOUTH AB	STRIPSEA		0.7	0.3	Bridge Markers			
NORTH AB	STRIPSEA		1.2	0.6	Narrow Bridge			
					One Lane Road			
					Vertical Clearance			
					Weight Limit Post			
					Other(Addl. Sign)			

Clearances(Cardinal = N or E)	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)	16.25		
Min. Vertical Clearance Under (non-Cardinal)	17.25		
Min. Vertical Clearance On			

Structure Type

Construction/Rehabilitation History

Material	Configuration	# of Spans	Overall Length (ft)	Year	Work Performed	Plan	Shop
CONT STEEL	DECK GIRDER		94.0	1992	STEEL FABRICA	C334	C334
CONT STEEL	DECK GIRDER		99.0	1992	NEW STRUCTURE	PLAN	

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control	Y					
Access Equipment	Y					
Other	Y					

Inspector Information

Team Leader Name and No. Printed: Weber, Dale (3007)		Team Member(s) Name(s) Printed:	
Team Leader Signature:		Inspection Date: 10-13-11	Inspection Agency: STATE HIGHWAY DEPARTMENT (1)
District/Local Manager and No. Printed:		District/Local Manager Signature:	Review Date:

Element Inspection (X) Check Elements Inspected

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	11832	11832				
		frequent trans. cracks, leaching							
X	107 / 4	Paint Stl Opn Girder	LF	1745	345	1400			
		Bottom flange outside girder							
X	172 / 4	Painted Steel Diaphr	EA	72	32	40			
X	205 / 4	R/Conc Column	EA	5	5				
X	215 / 4	R/Conc Abutment	LF	120	108	12			
		CS-2 (N Abut 6" & S Abut 6")							
X	234 / 4	R/Conc Cap	LF	55	55				
X	300 / 4	Strip Seal Exp Joint	LF	121	101	20			
		Seals are very tight section on North end is missing							
X	311 / 4	Moveable Bearing	EA	18	8	10			
X	313 / 4	Fixed Bearing	EA	9	9				
X	321 / 4	R/Conc Approach Slab	EA	2	2				
X	331 / 4	Conc Bridge Railing	LF	436	300	136			
		frequent vert. cracks							
X	340 / 4	Concrete Slope Prote	EA	2	2				
X	358 / 4	Deck Cracking SmFlag	EA	1	1				
X	359 / 4	Und Dk Surf Sm Flag	EA	1			1		
X	400 / 4	Concrete Wingwall	EA	2	1		1		
		SE wing spalling							

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

Maintenance Item: Substructure - Other Work
Amount: Date(YYYY-MM-DD):
Maintenance item comment: Remove debris from N Abutment beam seats

Maintenance Item: Drainage - Repair/Construct Drainage Flumes

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

NBI Ratings

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

Maintenance Item: Deck - Patching

Amount: Date(MM-DD-YY):
Maintenance item comment: 4'X10' Middle lane, 4'X10' Lt lane

STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-44-158
USH 41 NB over STH 96

LOCATION

(3) Municipality:
(16) Latitude(" " " "):
(17) Longitude(" " " "):

TOWN-GRAND CHUTE (44020)
44°16'22.39"N
88°27'57.80"W

TRAFFIC SERVICE

(28A) Lanes On:
(28B) Lanes Under:
(102) Traffic Pattern On:
(102) Traffic Pattern Under:
(19) Detour Length(mi):

TRAFFIC SERVICE		
3		
6		
-NO TRAFFIC	X-ONE WAY TRAFFIC	-TWO WAY TRAFFIC
-NO TRAFFIC	-ONE WAY TRAFFIC	X-TWO WAY TRAFFIC
1		

GEOMETRY

(49) Structure Length(ft):
(50) Sidewalk Width(ft):
(50) Curb Width(ft):
(52) Culvert Barrel Length(ft):
(34) Skew:

GEOMETRY	
197.2	
Left: 0.0	Right: 0.0
Angle(°): 0	Direction: -RIGHT FORWARD -LEFT FORWARD
Cardinal Width	Non-Cardinal Width
57.0	57.0
60.0	60.0
57	0
Cardinal Under Clearance	Non-Cardinal Under Clearance
61.0	61.0
20.0	20.0
5.0	5.0

(51) Bridge Roadway(ft):
(52) Deck(ft):
(32) Approach Roadway(ft):

(47) Minimum Horizontal(ft):
(55) Minimum Right Lateral(ft):
(55) Minimum Left Lateral(ft):

RAILING APPRAISAL

(36A) Bridge Rail Adequacy:
(36B) Transition Adequacy:
(36C) Approach Guardrail Adequacy:
(36D) Guardrail Termination Adequacy:
Outer Rail:

RAILING APPLICABLE		
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
Left	Right	Type
		TYPE F (TWO SQUARE TUBES) - STEEL(8)
		TYPE F (3 SQUARE TUBES) - STEEL(65)
		TYPE F (4 SQUARE TUBES) - STEEL(72)
		TYPE M-STEEL 3 SQUARE TUBES(93)
		SLOPED FACE PARAPET LF(91)
		SLOPED FACE PARAPET HF(92)
		VERTICAL FACE PARAPET TYPE A(74)
		TYPE W-THRIE BEAM(79)
		TYPE H ON VERTICAL PARAPET(80)
		TIMBER(38)
X	X	OTHER(99) (Please specify) Left: NJ VERTICAL PARAPET(62) Right: NJ SLOPING PARAPET(61)
		CONT GUARD RAIL
		NO APP GRDRL
		NO ATTACHMENT
5		22 MM(7/8") BOLT (Please enter quantity) 25 MM(1") BOLT (Please enter quantity) OTHER (Please specify)
X		(01) ENERGY ABSORBING TERMINAL/EAT (02) TURN DOWN (99) OTHER (Please specify)

Transition Type:

Guardrail Termination Type:

ROADWAY ALIGNMENT APPRAISAL

(72) Approach Alignment Appraisal:

	(3) INTOLERABLE- Horizontal or Vertical curvature requires a substantial reduction in vehicle operating speed
	(6) FAIR- Horizontal or Vertical curvature requires a very minor speed reduction
X	(8) GOOD- No speed reduction required

TRAFFIC VOLUME

U.S.H. 41
A.D.T. (1992) = 41,500
A.D.T. (2012) = 56,300

LIST OF DRAWINGS (X83679)

1. GENERAL PLAN
2. CROSS SECTION & GRADE LINES
3. SUPERSTRUCTURE
4. SUPERSTRUCTURE
5. DRAWING PLAN
6. GIRDER DETAILS
7. GIRDER CONNECTION DETAILS
8. BEARING DETAILS
9. ELEVATIONS AND BLOCKING DIAGRAM

"AS BUILT"

PIER	AVE. LENGTH	AVE. BRG.
PIER 1	15.2'	45.8'
PIER 2	16.5'	48.6'
S. ABUT.	38.5'	44.4'
N. ABUT.	33.7'	41.3'

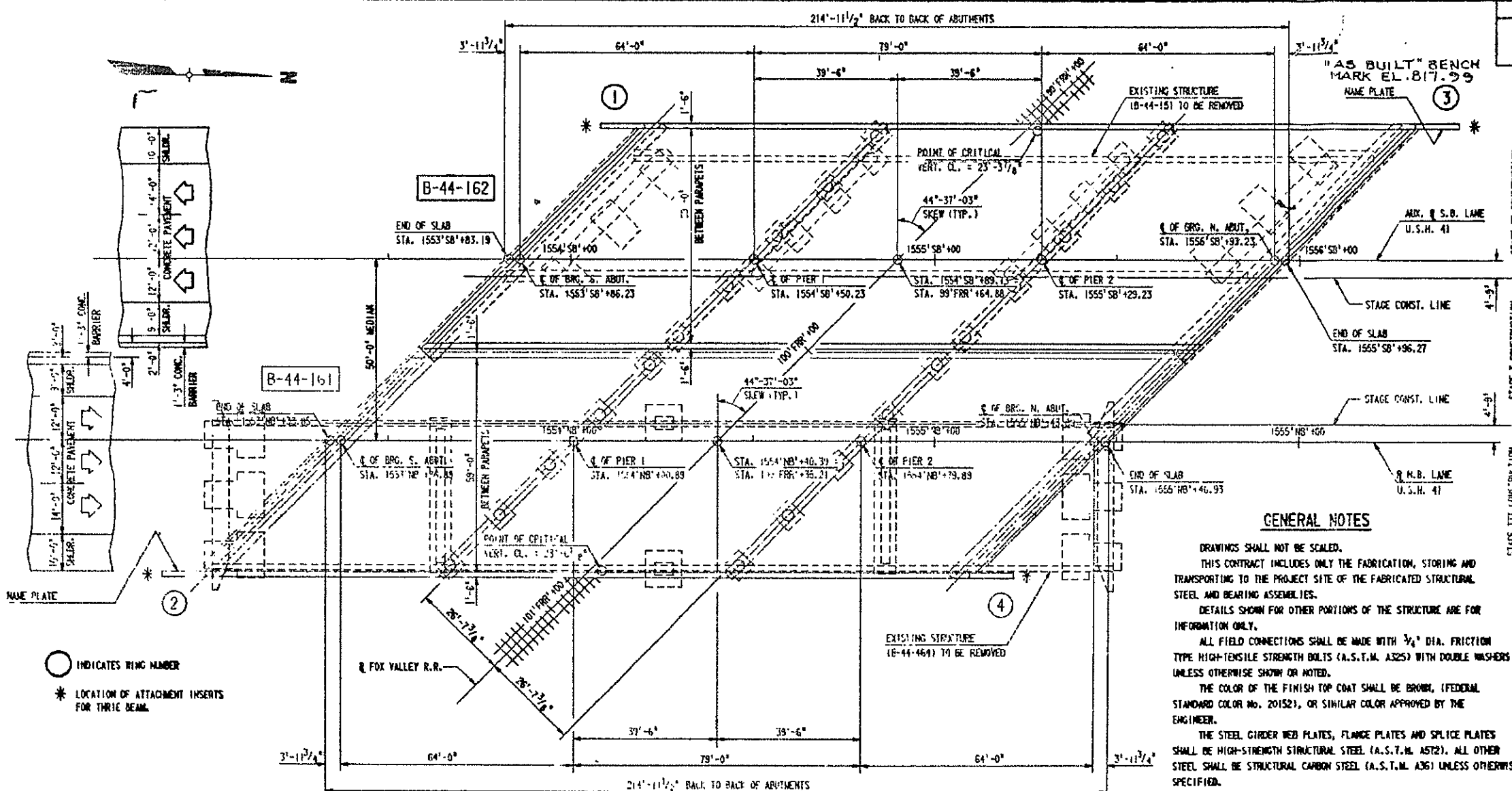
TOTAL ESTIMATED QUANTITIES

FABRICATED STRUCTURAL CARBON STEEL _____ 43,500 LB.
FABRICATED HIGH-STRENGTH STRUCTURAL STEEL _____ 230,450 LB.
FABRICATED FIXED BEARING ASSEMBLIES _____ 16 EACH
FABRICATED EXPANSION BEARING ASSEMBLIES _____ 16 EACH

AS BUILT PLAN
DATE MAY 12, 93



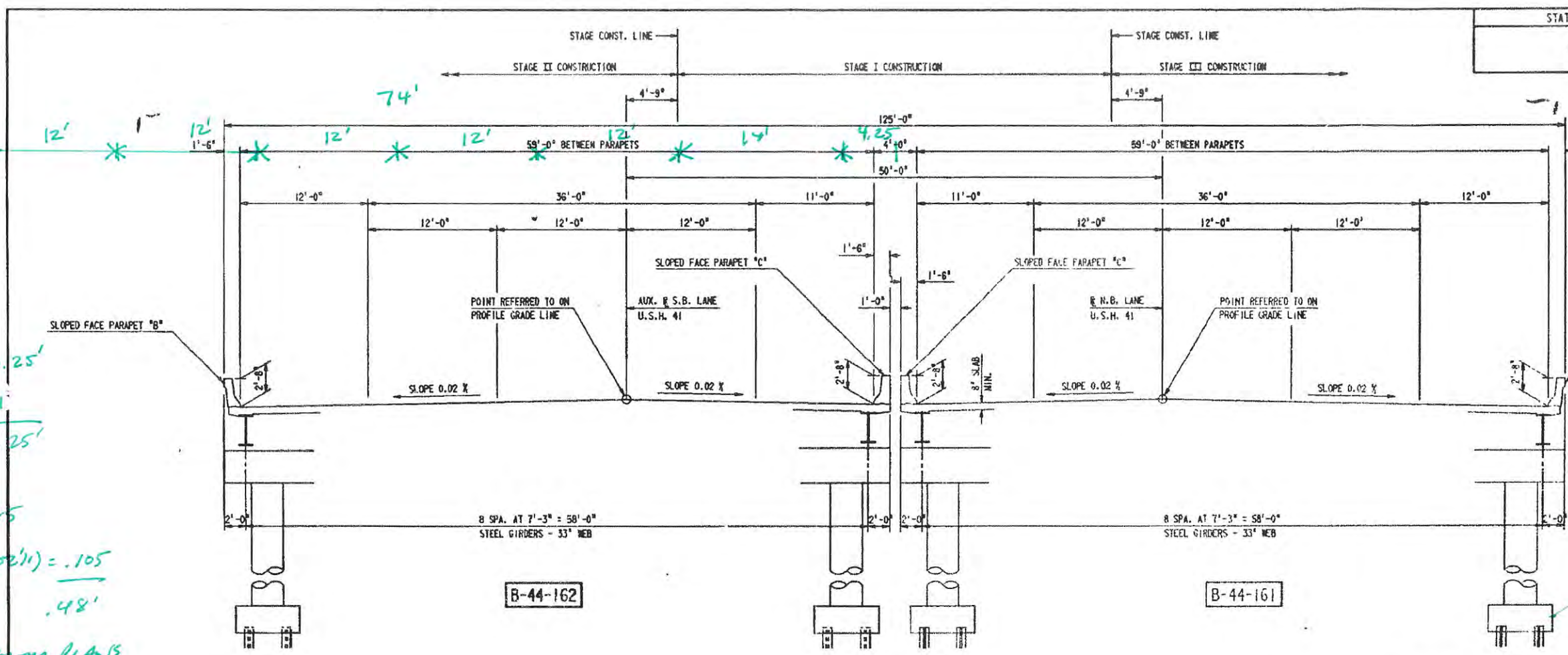
BRIDGE OFFICE CONTACT:
D. BARLER (608) 266-8486



Prop. = 86' + 4.25' = 90.25'
 Exst. = 59' + 2' = 61'
 29.25'

$29.25(0.02'') = 0.585$
 Crown Cor. = $5.25(0.02'') = .105$
 DIA .48'

CLP. 23'-3 7/8" FROM PLANS
 23.32'
 .48'
 22.84' < 23'

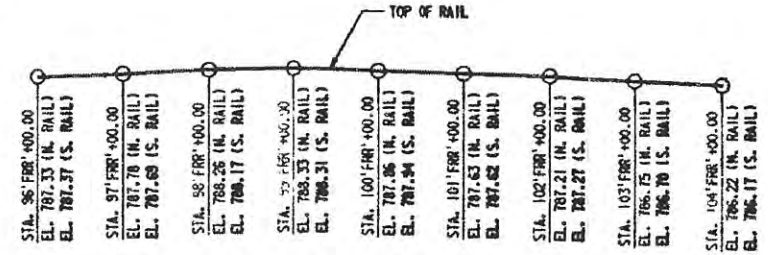
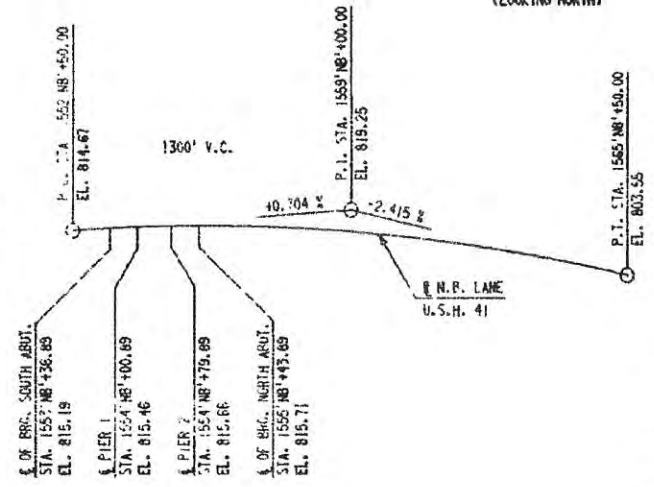
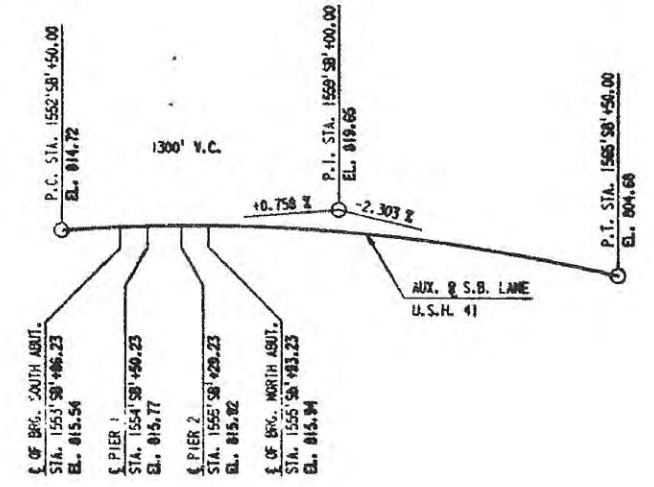


SAME
 CLP. 23'-6 1/8" or 23.51
 23.51
 .48
 23.03 > 23.

CROSS SECTION THRU ROADWAY (LOOKING NORTH)

TYPICAL SECTION THRU FOX VALLEY RAILROAD

1. 11/15/89
 2. 11/15/89
 3. 11/15/89
 4. 11/15/89
 5. 11/15/89
 6. 11/15/89
 7. 11/15/89
 8. 11/15/89
 9. 11/15/89
 10. 11/15/89
 11. 11/15/89
 12. 11/15/89
 13. 11/15/89
 14. 11/15/89
 15. 11/15/89
 16. 11/15/89
 17. 11/15/89
 18. 11/15/89
 19. 11/15/89
 20. 11/15/89
 21. 11/15/89
 22. 11/15/89
 23. 11/15/89
 24. 11/15/89
 25. 11/15/89
 26. 11/15/89
 27. 11/15/89
 28. 11/15/89
 29. 11/15/89
 30. 11/15/89
 31. 11/15/89
 32. 11/15/89
 33. 11/15/89
 34. 11/15/89
 35. 11/15/89
 36. 11/15/89
 37. 11/15/89
 38. 11/15/89
 39. 11/15/89
 40. 11/15/89
 41. 11/15/89
 42. 11/15/89
 43. 11/15/89
 44. 11/15/89
 45. 11/15/89
 46. 11/15/89
 47. 11/15/89
 48. 11/15/89
 49. 11/15/89
 50. 11/15/89
 51. 11/15/89
 52. 11/15/89
 53. 11/15/89
 54. 11/15/89
 55. 11/15/89
 56. 11/15/89
 57. 11/15/89
 58. 11/15/89
 59. 11/15/89
 60. 11/15/89
 61. 11/15/89
 62. 11/15/89
 63. 11/15/89
 64. 11/15/89
 65. 11/15/89
 66. 11/15/89
 67. 11/15/89
 68. 11/15/89
 69. 11/15/89
 70. 11/15/89
 71. 11/15/89
 72. 11/15/89
 73. 11/15/89
 74. 11/15/89
 75. 11/15/89
 76. 11/15/89
 77. 11/15/89
 78. 11/15/89
 79. 11/15/89
 80. 11/15/89
 81. 11/15/89
 82. 11/15/89
 83. 11/15/89
 84. 11/15/89
 85. 11/15/89
 86. 11/15/89
 87. 11/15/89
 88. 11/15/89
 89. 11/15/89
 90. 11/15/89
 91. 11/15/89
 92. 11/15/89
 93. 11/15/89
 94. 11/15/89
 95. 11/15/89
 96. 11/15/89
 97. 11/15/89
 98. 11/15/89
 99. 11/15/89
 100. 11/15/89



No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE 8-44-162			
1	WIS. 1989	10/00	D.F.K.
CROSS SECTION & GRADE LINES			SHEET 2 OF 9
			X93679

B-44-161/162

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			
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:

- 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	18'-3" Minimum	
	15'-3" Minimum	14'-9" Minimum	16'-3" 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		
	16'-3" Minimum	14'-9" Minimum	17'-3" Minimum		
Freeway ³ or Expressway or arterial STH	16'-9" Desirable		17'- 9" Desirable		
	16'-4" Minimum		17'-4" Minimum		
Railroad ^{4,5,6,7}	23'-0" Minimum to 23'-3½" Maximum				

General notes:

- 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-44-162
Feature Under: FOX VALLEY RAILROAD		Sect/Twn/Rng: S20 T21N R17E		
Location: 3.9M S JCT STH 47 TO		County: OUTAGAMI	Municipality: TOWN-GRAND CHUTE (44020)	
Inv Rating: HS22	Rdwy Width (ft): 59.0	Deck Width (ft): 62.0	Existing Posting:	
Oper Rating: HS46	Total Length (ft): 213.1	Deck Area(ft2): 13212	ADT On: 27720 Yr: 2003	ADT Under: Yr:

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	10-13-11						
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: 10-13-09	Insp. Measurement (%):	Describe:	
Re-rate for load capacity?		Reason:	Date Last Rated:		

Expansion Joints

Location	Type	Temp:	45	60	Signing Condition			Comments
		File Insp. Date	File Insp. (in)	New Insp. (in)	Type of Marker	File	Y/N	
NORTH AB	STRIPSEA		0.7	0.5	Bridge Markers			
SOUTH AB	STRIPSEA		0.7	0.5	Narrow Bridge			
					One Lane Road			
					Vertical Clearance			
					Weight Limit Post			
					Other(Addl. Sign)			

Clearances(Cardinal = N or E)

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

Structure Type

Construction/Rehabilitation History

Material	Configuration	# of Spans	Overall Length (ft)	Year	Work Performed	Plan	Shop
CONT STEEL	DECK GIRDER		64.0	1992	STEEL FABRICA	PLAN	C334
CONT STEEL	DECK GIRDER		79.0	1992	NEW STRUCTURE	C334	
CONT STEEL	DECK GIRDER		64.0				

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control	Y					
Access Equipment	Y					
Other	Y					

Inspector Information

Team Leader Name and No. Printed: Weber, Dale (3007)		Team Member(s) Name(s) Printed:			
Team Leader Signature:		Inspection Date: 10-13-11		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	13212	13212				
		Diag cracks at ends. Frequent trans crs, leaching.							
X	107 / 2	Paint Stl Opn Girder	LF	1889	1689	200			
X	172 / 3	Painted Steel Diaphr	EA	98	98				
X	205 / 2	R/Conc Column	EA	12	12				
X	215 / 3	R/Conc Abutment	LF	173	159	14			
		CS-2 (S Abut 5" & N Abut 9")							
X	234 / 4	R/Conc Cap	LF	170	170				
X	300 / 4	Strip Seal Exp Joint	LF	170	170				
X	311 / 4	Moveable Bearing	EA	18	16	2			
		Not centered on stiffener							
X	313 / 4	Fixed Bearing	EA	18	18				
X	321 / 4	R/Conc Approach Slab	EA	2	2				
X	331 / 4	Conc Bridge Railing	LF	469	400	69			
		Frequent vert cracks, some scaling.							
X	342 / 4	RipRap Slope Protect	EA	2	2				
X	358 / 4	Deck Cracking SmFlag	EA	1		1			
X	359 / 4	Und Dk Surf Sm Flag	EA	1		1			
X	400 / 3	Concrete Wingwall	EA	2	2				

General Inspection/Maintenance Notes

--

Maintenance Recommendations (See standard code items & numbers)

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

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

NBI Ratings

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

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

B-44-162
USH 41 SB over FOX VALLEY RAILROAD

(3) Municipality:
(16) Latitude(° ' ") :
(17) Longitude(° ' ") :

TOWN-GRAND CHUTE(44020)
44°16'44.03"N
88°27'59.36"W

(28A) Lanes On:
(28B) Lanes Under:
(102) Traffic Pattern On:
(102) Traffic Pattern Under:
(19) Detour Length(mi):

TRAFFIC SERVICE		
3		
0		
-NO TRAFFIC	X-ONE WAY TRAFFIC	-TWO WAY TRAFFIC
X-NO TRAFFIC	-ONE WAY TRAFFIC	-TWO WAY TRAFFIC
0		

(49) Structure Length(ft):
(50) Sidewalk Width(ft):
(50) Curb Width(ft):
(52) Culvert Barrel Length(ft):
(34) Skew:

GEOMETRY	
213.1	
Left: 0.0	Right: 0.0
Angle(°): 44	Direction: -RIGHT FORWARD X-LEFT FORWARD
Cardinal Width	Non-Cardinal Width
59.0	59.0
62.0	62.0
59	0
Cardinal Under Clearance	Non-Cardinal Under Clearance

(36A) Bridge Rail Adequacy:
(36B) Transition Adequacy:
(36C) Approach Guardrail Adequacy:
(36D) Guardrail Termination Adequacy:
Outer Rail:

RAILING APPRAISAL		
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
Left	Right	Type
		TYPE F (TWO SQUARE TUBES) - STEEL(8)
		TYPE F (3 SQUARE TUBES) - STEEL(65)
		TYPE F (4 SQUARE TUBES) - STEEL(72)
		TYPE M-STEEL 3 SQUARE TUBES(93)
		SLOPED FACE PARAPET LF(91)
		SLOPED FACE PARAPET HF(92)
		VERTICAL FACE PARAPET TYPE A(74)
		TYPE W-THRIE BEAM(79)
		TYPE H ON VERTICAL PARAPET(80)
		TIMBER(38)
X	X	OTHER(99) (Please specify) Left: NJ VERTICAL PARAPET(62) Right: NJ SLOPING PARAPET(61)
		CONT GUARD RAIL
		NO APP GRDRL
		NO ATTACHMENT
5		22 MM(7/8") BOLT (Please enter quantity)
		25 MM(1") BOLT (Please enter quantity)
		OTHER (Please specify)
X		(01) ENERGY ABSORBING TERMINAL/EAT (02) TURN DOWN (99) OTHER (Please specify)

(72) Approach Alignment Appraisal:

	(3) INTOLERABLE- Horizontal or Vertical curvature requires a substantial reduction in vehicle operating speed
	(6) FAIR- Horizontal or Vertical curvature requires a very minor speed reduction
X	(8) GOOD- No speed reduction 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 NB		Maintainer: STATE HIGHWAY DEPT		Structure No: B-44-161
Feature Under: FOX VALLEY RAILROAD		Sect/Twn/Rng: S20 T21N R17E		
Location: 0.6M N JCT USH 10 TO		County: OUTAGAMI	Municipality: TOWN-GRAND CHUTE (44020)	
Inv Rating: HS22	Rdwy Width (ft): 59.0	Deck Width (ft): 62.0	Existing Posting:	
Oper Rating: HS46	Total Length (ft): 213.1	Deck Area(ft2): 13212	ADT On: 26870 Yr: 2003	ADT Under: Yr:

Inspection Type (* = Supplemental Form Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv*	UW-Probe/Visual*	Movable*
Last Insp.	10-13-11						
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: 01-01-01	Deck Surface Type: CONCRETE	
Section Loss	File Meas. (%):	File Insp. Date: 10-13-09	Insp. Measurement (%):	Describe:
Re-rate for load capacity?	Reason:		Date Last Rated:	

Expansion Joints

Location	Type	Temp:		Signing Condition		File	Y/N	Comments
		File Insp. Date	45 File Insp. (in)	60 New Insp. (in)	Type of Marker			
SOUTH AB	STRIPSEA		0.7	0.3	Bridge Markers			
NORTH AB	STRIPSEA		0.8	0.7	Narrow Bridge			
					One Lane Road			
					Vertical Clearance			
					Weight Limit Post			
					Other(Addl. Sign)			

Clearances(Cardinal = N or E)

	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)			
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 STEEL	DECK GIRDER		64.0	1992	STEEL FABRICA	PLAN	C334
CONT STEEL	DECK GIRDER		79.0	1992	NEW STRUCTURE	C334	
CONT STEEL	DECK GIRDER		64.0				

Inspection Information

Special Requirements	Y/N	Comments				
Traffic Control	Y					
Access Equipment	Y					
Other	Y					

Inspector Information

Team Leader Name and No. Printed: Weber, Dale (3007)		Team Member(s) Name(s) Printed:	
Team Leader Signature:		Inspection Date: 10-13-11	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	13212	13212				
		Frequent trans crs, minor leaching							
X	107 / 2	Paint Stl Opn Girder	LF	1889	1589	300			
		Outside Girders							
X	172 / 2	Painted Steel Diaphr	EA	98	98				
X	205 / 2	R/Conc Column	EA	12	12				
X	215 / 3	R/Conc Abutment	LF	173	162	10	1		
		CS-2 (N Abut 5" & S Abut 5") CS-3 (S Abut 1")							
X	234 / 4	R/Conc Cap	LF	170	170				
X	300 / 4	Strip Seal Exp Joint	LF	170	169	1			
X	311 / 4	Moveable Bearing	EA	18	18				
		Some are not centered over stiffener							
X	313 / 4	Fixed Bearing	EA	18	16	2			
X	321 / 4	R/Conc Approach Slab	EA	2	2				
		Cracked							
X	331 / 4	Conc Bridge Railing	LF	472	346	126			
		numerous vert. cracks							
X	342 / 4	RipRap Slope Protect	EA	2	2				
X	358 / 4	Deck Cracking SmFlag	EA	1	1				
X	359 / 4	Und Dk Surf Sm Flag	EA	1			1		
X	400 / 3	Concrete Wingwall	EA	2	2				

NBI Ratings

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

Maintenance Recommendations (See standard code items & numbers)

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

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

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

STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-44-161

USH 41 NB over FOX VALLEY RAILROAD

- (3) Municipality:
(16) Latitude(° ' "):
(17) Longitude(° ' "):

LOCATION	
TOWN-GRAND CHUTE (44020)	
44°16'40.78"N	
88°27'57.70"W	

- (28A) Lanes On:
(28B) Lanes Under:
(102) Traffic Pattern On:
(102) Traffic Pattern Under:
(19) Detour Length(mi):

TRAFFIC SERVICE		
3		
0		
-NO TRAFFIC	X-ONE WAY TRAFFIC	-TWO WAY TRAFFIC
X-NO TRAFFIC	-ONE WAY TRAFFIC	-TWO WAY TRAFFIC
0		

- (49) Structure Length(ft):
(50) Sidewalk Width(ft):
(51) Curb Width(ft):
(52) Culvert Barrel Length(ft):
(34) Skew:

GEOMETRY	
213.1	
Left: 0.0	Right: 0.0
Angle(°): 44	Direction: -RIGHT FORWARD X-LEFT FORWARD
Cardinal Width	Non-Cardinal Width
59.0	59.0
62.0	62.0
59	0
Cardinal Under Clearance	Non-Cardinal Under Clearance

- (51) Bridge Roadway(ft):
(52) Deck(ft):
(32) Approach Roadway(ft):
(47) Minimum Horizontal(ft):
(55) Minimum Right Lateral(ft):
(55) Minimum Left Lateral(ft):

- (36A) Bridge Rail Adequacy:
(36B) Transition Adequacy:
(36C) Approach Guardrail Adequacy:
(36D) Guardrail Termination Adequacy:
Outer Rail:

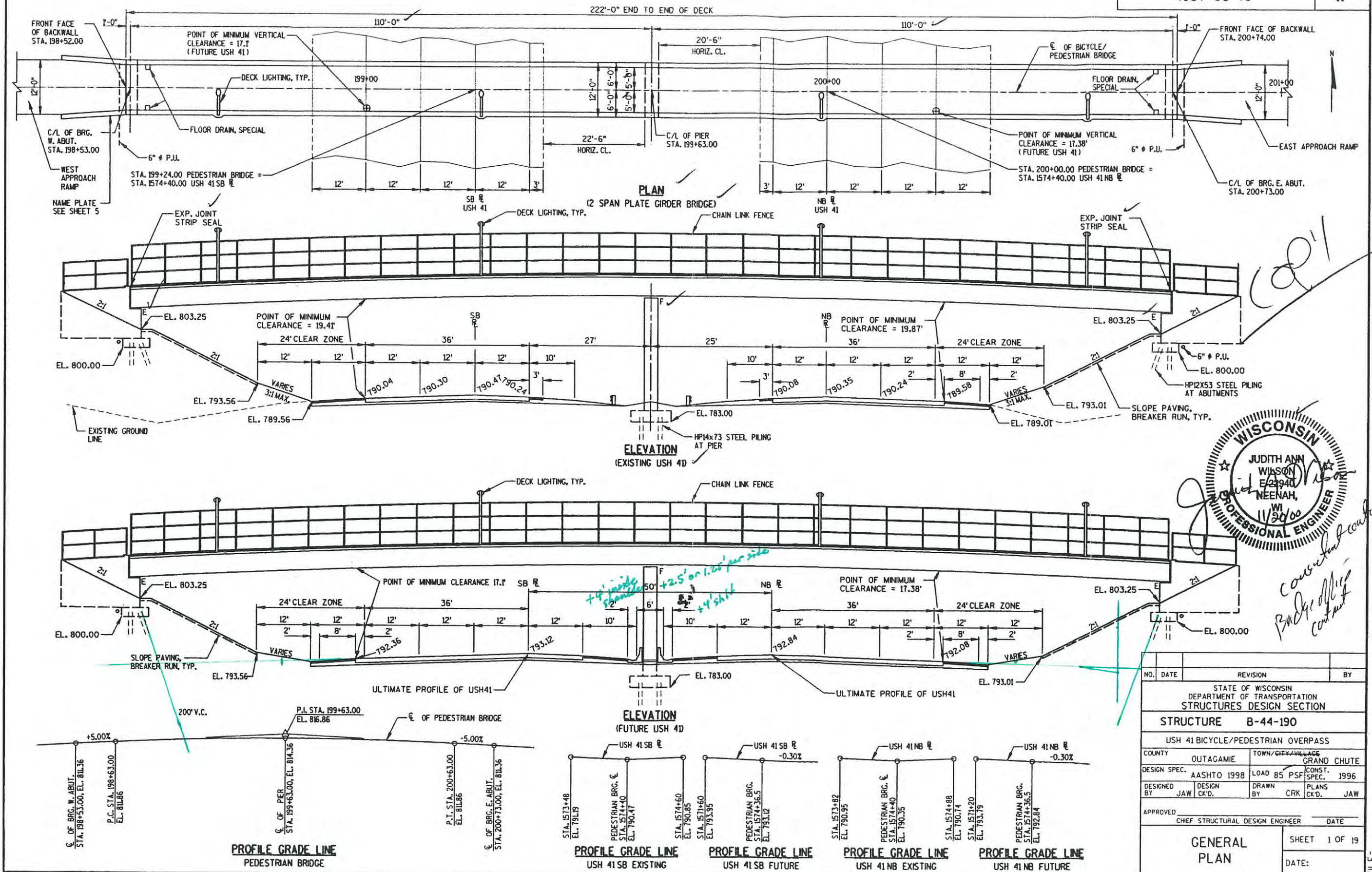
RAILING APPRAISAL		
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
-SUB-STANDARD	X-STANDARD	-NOT APPLICABLE
Left	Right	Type
		TYPE F (TWO SQUARE TUBES) - STEEL(8)
		TYPE F (3 SQUARE TUBES) - STEEL(65)
		TYPE F (4 SQUARE TUBES) - STEEL(72)
		TYPE M-STEEL 3 SQUARE TUBES(93)
		SLOPED FACE PARAPET LF(91)
		SLOPED FACE PARAPET HF(92)
		VERTICAL FACE PARAPET TYPE A(74)
		TYPE W-THREE BEAM(79)
		TYPE H ON VERTICAL PARAPET(80)
		TIMBER(38)
X	X	OTHER(99) (Please specify) Left: NJ VERTICAL PARAPET(62) Right: NJ SLOPING PARAPET(61)
Transition Type:		
		CONT GUARD RAIL
		NO APP GRDRL
		NO ATTACHMENT
5		22 MM(7/8") BOLT (Please enter quantity)
		25 MM(1") BOLT (Please enter quantity)
		OTHER (Please specify)
Guardrail Termination Type:		
X		(01) ENERGY ABSORBING TERMINAL/EAT
		(02) TURN DOWN
		(99) OTHER (Please specify)

- (72) Approach Alignment Appraisal:

ROADWAY ALIGNMENT APPRAISAL	
	(3) INTOLERABLE- Horizontal or Vertical curvature requires a substantial reduction in vehicle operating speed
	(6) FAIR- Horizontal or Vertical curvature requires a very minor speed reduction
X	(8) GOOD- No speed reduction required

4657-05-71

..



TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	W.ABUT.	PIER	E.ABUT.	SUPER	TOTALS
EXCAVATION FOR STRUCTURES, BRIDGES B-44-190	L.S.					1
STRUCTURE BACKFILL	C.Y.	35		35		70
CONCRETE MASONRY, BRIDGES	C.Y.	32.8	23.0	32.8	71.4	160
PROTECTIVE SURFACE TREATMENT	S.Y.				325	325
EXPANSION DEVICE, STRUCTURE B-44-190	L.S.					1
HIGH-STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	1475	280	1475		3230
COATED HIGH STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	320	2970	320	13,250	16,860
STRUCTURAL CARBON STEEL	LB.				4,600	4,600
HIGH-STRENGTH STRUCTURAL STEEL	LB.				81,500	81,500
FLOOR DRAIN, SPECIAL	EACH				4	4
WELDED STUD SHEAR CONNECTORS, 3/8" X 5-INCH	EACH				564	564
FIXED BEARING ASSEMBLIES, STRUCTURE B-44-190	EACH		2			2
EXPANSION BEARING ASSEMBLIES, STRUCTURE B-44-190	EACH	2		2		4
6" PIPE UNDERDRAIN	L.F.	30		25		55
DECK LIGHTING SYSTEM	L.S.					1
STEEL PILING, DELIVERED AND DRIVEN, HP 12 X 53	L.F.	245		350		595
STEEL PILING, DELIVERED AND DRIVEN, HP 14 X 73	L.F.		102			102
PILE POINTS	EACH	7	6	7		20
RUBBERIZED MEMBRANE WATERPROOFING	S.Y.	2		2		4
CHAIN LINK FENCE	L.S.					1
PAINTING, EPOXY SYSTEM	L.S.					1
SLOPE PAVING, BREAKER RUN	S.Y.	36		36		72
NON-BID ITEMS						
FILLER	SIZE					1/2" & 3/4"

BENCH MARKS

NO.	DESCRIPTION	ELEV.
1	SW BOLT SIGN BASE FOR TRAFFIC EXIT SIGN	793.41

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION, NOTES & QUANTITIES
3. SUBSURFACE EXPLORATION
4. ABUTMENTS
5. ABUTMENT DETAILS
6. PIER
7. PIER DETAILS
8. FRAMING PLAN & ELEVATION
9. GIRDER DETAILS
10. ELEVATIONS AND DEFLECTION DIAGRAMS
11. SLAB PLAN
12. SUPERSTRUCTURE DETAILS
13. BEARING DETAILS
14. EXPANSION JOINT DETAILS
15. LIGHTING AND FENCE DETAILS
16. POST ATTACHMENT DETAILS
17. LIGHTING DETAILS PLAN
18. CHAIN LINK FENCE DETAILS
19. FLOOR DRAIN, SPECIAL

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

THE SLOPE OF FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING TO THE EXTENT SHOWN ON THE GENERAL PLAN.

ALL FIELD CONNECTIONS SHALL BE MADE WITH 3/4" DIAMETER FRICTION TYPE HIGH-TENSILE STRENGTH BOLTS UNLESS SHOWN OR NOTED OTHERWISE.

THE EXISTING GROUND LINE WAS USED AS THE UPPER LIMITS OF EXCAVATION FOR THE COMPUTATION OF EXCAVATION AT THE PIER.

GIRDERS AND STRUCTURAL STEEL SHALL BE PAINTED BROWN, NO. 20059 IN ACCORDANCE WITH FEDERAL STANDARD NO. 595B.

THE FINISHED GRADED SECTION SHALL BE THE UPPER LIMITS OF EXCAVATION FOR ABUTMENTS.

AT THE BACK FACE OF ABUTMENTS ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE BRIDGE DECK, INSIDE VERTICAL FACE AND TOP OF CURB.

DESIGN DATA:

LIVE LOAD: 85 LB./S.F.

ULTIMATE DESIGN STRESSES:

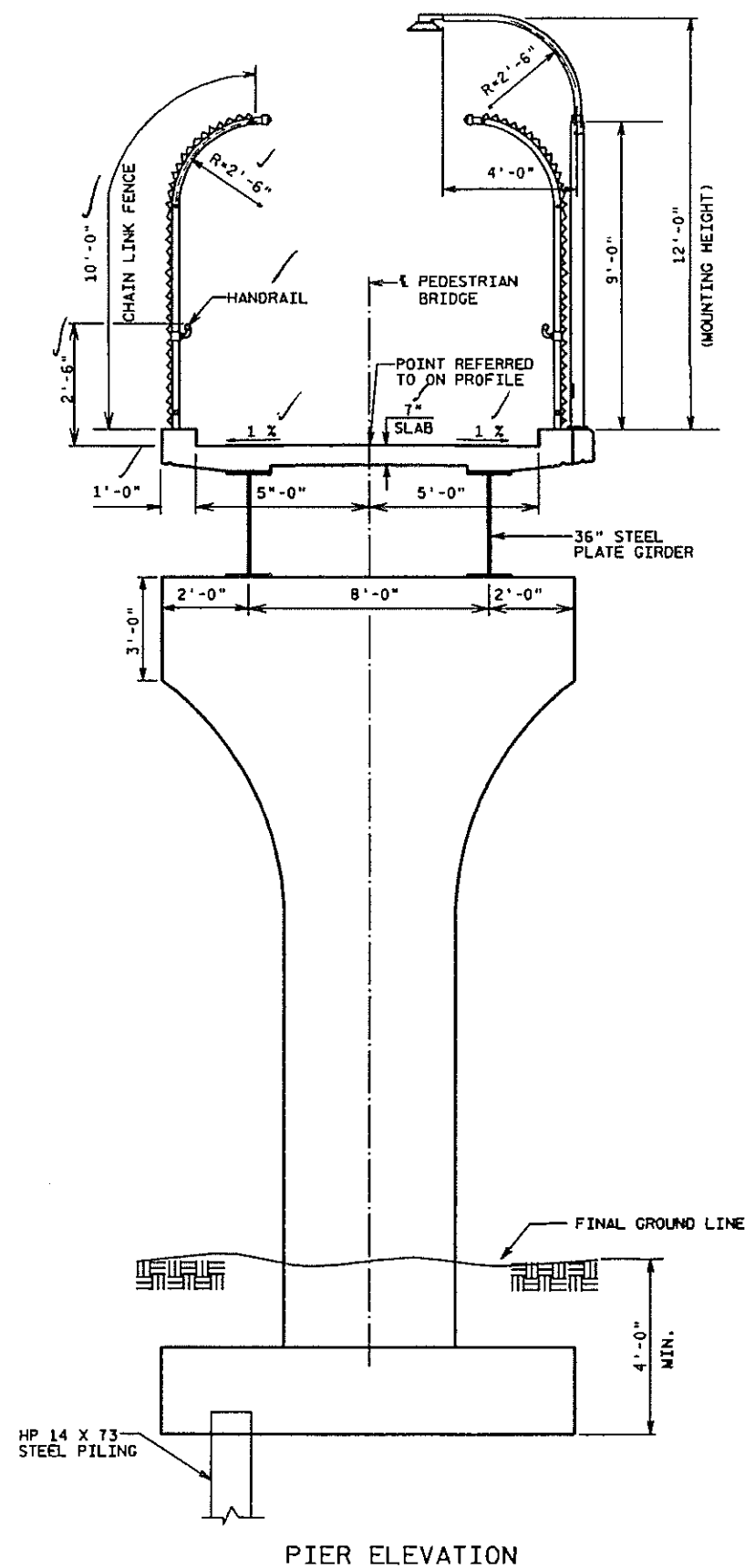
CONCRETE MASONRY—SLAB — $f'_c = 4,000$ psi
ALL OTHER — $f'_c = 3,500$ psiHIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60, — $f_y = 60,000$ psiSTRUCTURAL HIGH-STRENGTH LOW ALLOY STEEL ASTM A709, GRADE 50 — $f_y = 50,000$ psiSTRUCTURAL CARBON STEEL ASTM A709, GRADE 36 — $f_y = 36,000$ psi

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON HP 12 X 53 STEEL PILING DRIVEN TO 55 TONS/PILE MINIMUM BEARING VALUE. ESTIMATED LENGTH OF 35' AT W.ABUTMENT AND 50' AT E. ABUTMENT.

PIER TO BE SUPPORTED ON HP 14 X 73 STEEL PILING DRIVEN TO 55 TONS/PILE MINIMUM BEARING VALUE. ESTIMATED LENGTH 17'-0".

ALL PILES SHALL BE FITTED WITH PILE POINTS TO FACILITATE DRIVING OF PILES.



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-44-190			
CONST. SPEC.	1996	DRAWN BY SSO	PLANS CKD. JAW
TYP. SECTION, NOTES & QUANT.		SHEET 2 OF 19	
		DATE:	

FILE =
SCALE =