

BENCH MARKS

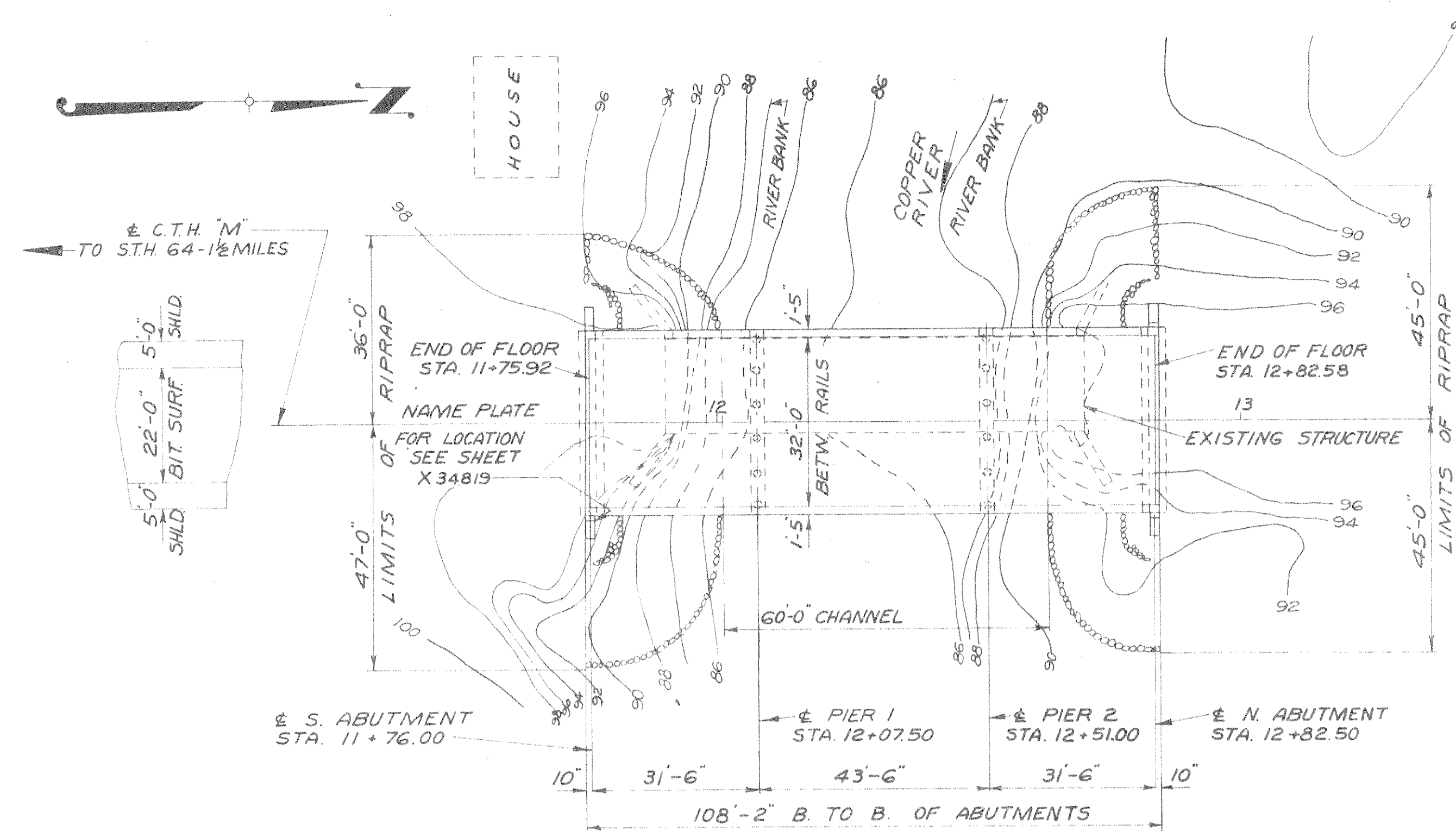
NO.	STATION	DESCRIPTION	ELEV.
1	10+88	SPIKE IN 18" ELM	60' LT. 100.00
2	13+66	SPIKE IN 20" ELM	60' LT. 93.00

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT	FEDERAL	STATE	F.P.F. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
356	00	3.13			4	E 0-0(13)	4	11

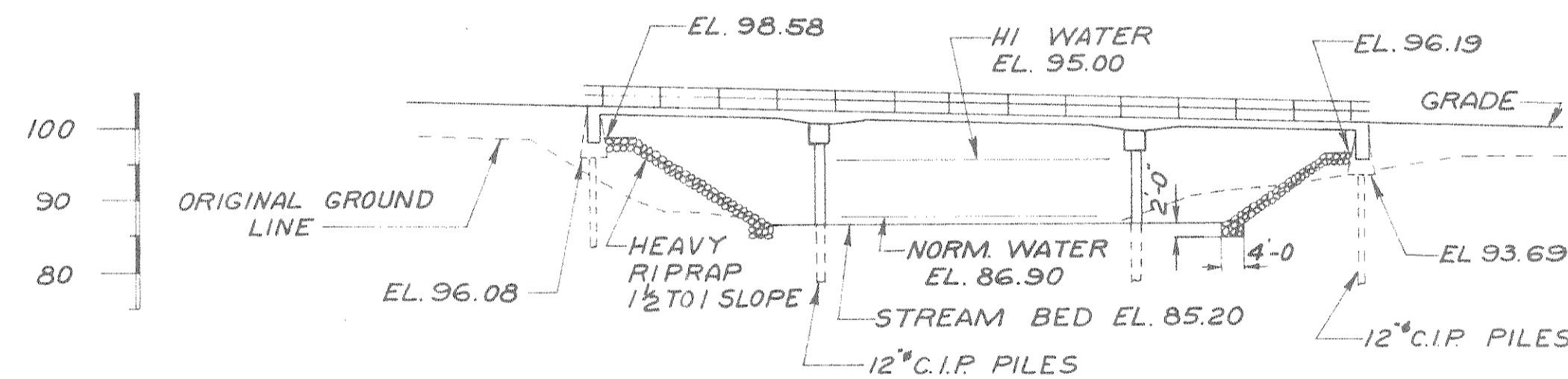
TOTAL ESTIMATED QUANTITIES

BID-ITEMS	UNIT	SUPER	S. ABUT	PIER 1	PIER 2	N. ABUT.	TOTAL
REMOVING OLD BRIDGE	L.S.						1
EXCAVATION FOR STRUCTURES	C.Y.		5			5	10
GRANULAR BACKFILL	C.Y.		5			5	10
CONCRETE MASONRY	C.Y.	169.1	20.1	9.9	9.9	20.1	229.1
BAR STEEL REINFORCEMENT	LB.	38,100	750	3,300	3,300	750	46,200
* CAST-IN-PLACE CONCRETE TEST PILING	L.S.						1
CAST-IN-PLACE CONCRETE PILING DELIVERED	L.F.		80	210	210	80	580
CAST-IN-PLACE CONCRETE PILING DRIVEN	L.F.		80	132	138	80	430
TUBULAR RAILING TYPE "F"	L.F.	222					222
HEAVY RIPRAP	C.Y.		210			195	405
NON-BID ITEMS							
FILLER	SIZE	2" x 4"					2" x 4"

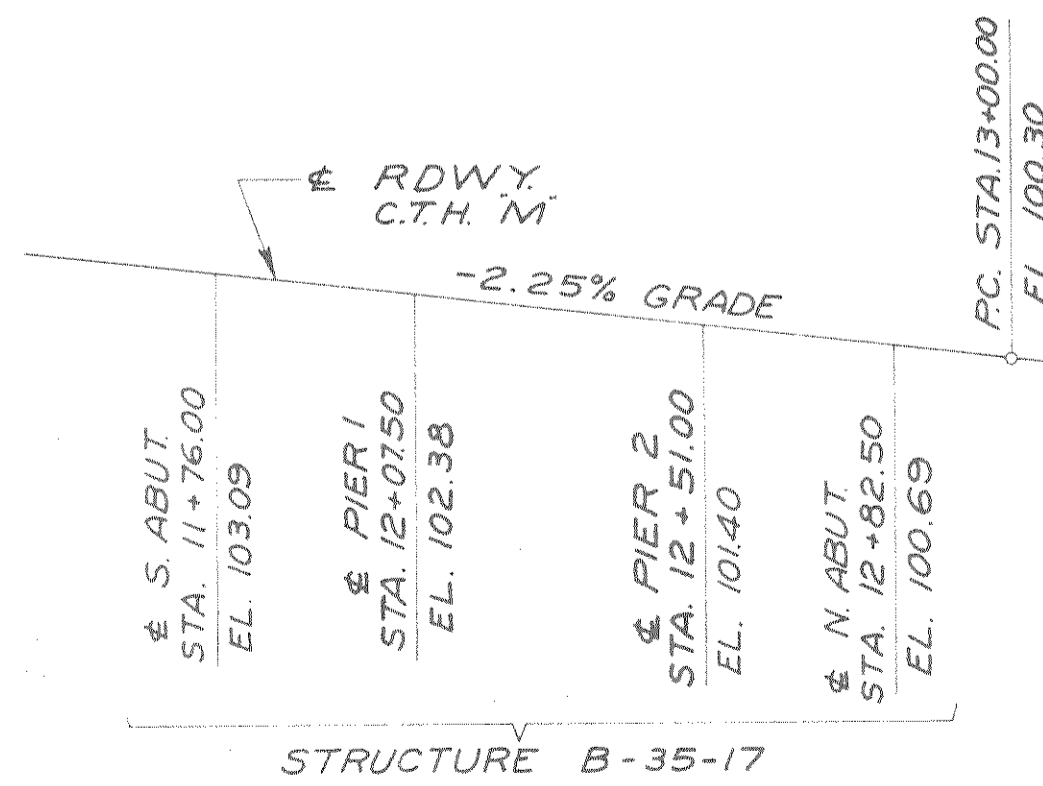
* DRIVE ONE 30'-0" TEST PILE AT EACH ABUTMENT



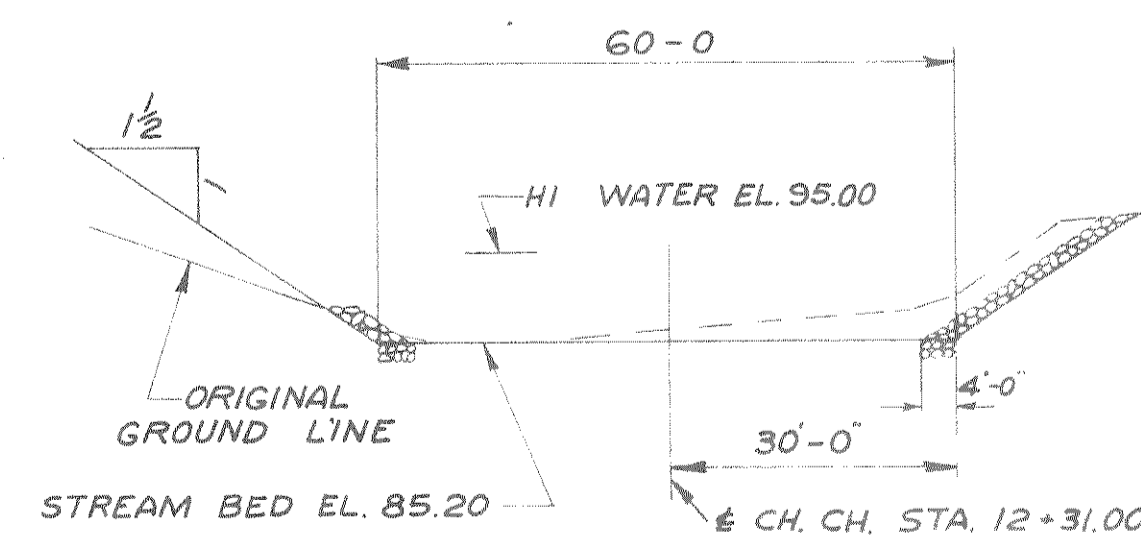
PLAN
3 SPAN CONTINUOUS SLAB



ELEVATION



PROFILE GRADE LINE C.T.H.M.



SECTION THRU CH. CH.
NORMAL TO CH. CH. CONSTR. &

GENERAL NOTES

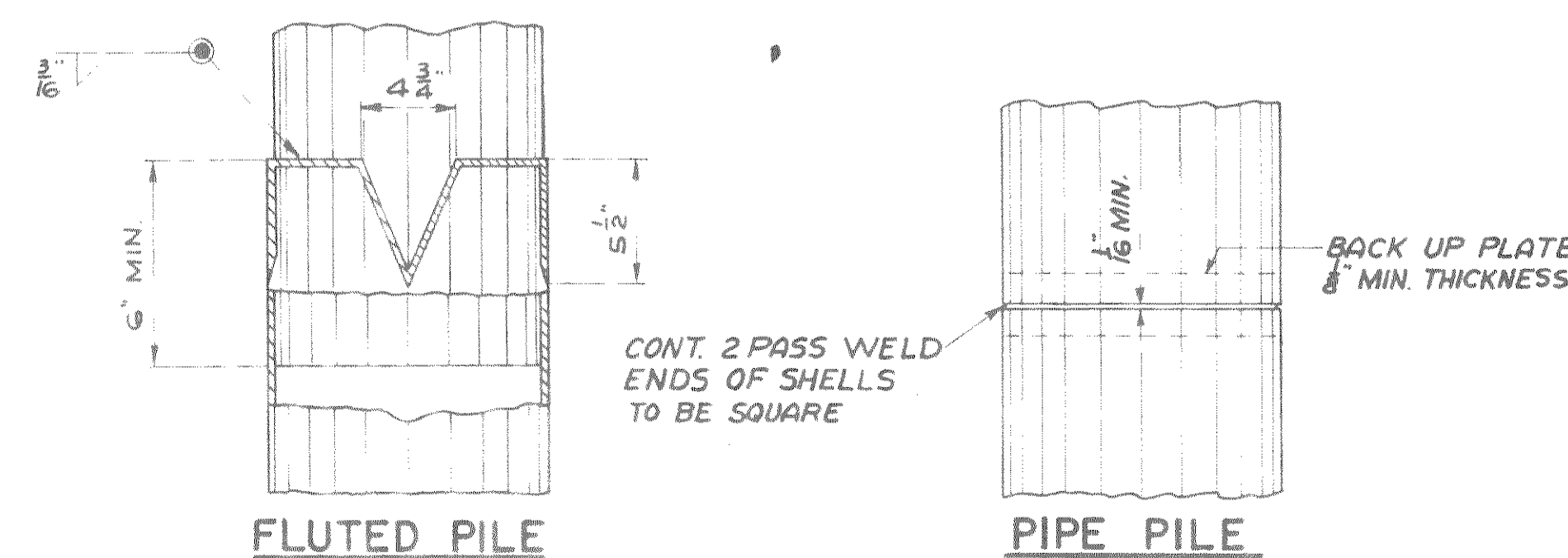
DRAWINGS SHALL NOT BE SCALED.
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
 EXPANSION JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M153, TYPE I.
 UPPER LIMITS OF EXCAVATION FOR STRUCTURES FOR THE ABUTMENTS IS CONSIDERED TO BE THE BOTTOM OF THE SLOPE PROTECTION AND THE ESTIMATED QUANTITIES ARE COMPUTED FROM THIS LINE. SEE SHEET X-34819.
 ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENTS SHALL BE BACKFILLED WITH GRANULAR BACKFILL. PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS SPECIFIED FOR EXCAVATION FOR STRUCTURES.
 THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AS SHOWN ON THIS SHEET AND ON SHEET X-34819.
 THE EL. & SLOPE BELOW THE RIPRAP IS REFERRED TO AS THE "FINISHED GRADED SECTION".
 SLAB FALSEWORK SHALL BE SUPPORTED ON PILES.
 CYLINDRICAL TYPE STEEL PILE SHELLS, IF USED SHALL HAVE A MINIMUM NOMINAL (AVERAGE) SHELL THICKNESS OF 0.188 INCH AND CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION A252, GRADE 2.

LIST OF DRAWINGS

1. GENERAL PLAN	X 34815
2. SUPERSTRUCTURE	X 34816
3. TUBULAR STEEL RAILING TYPE "F"	X 34817
4. TUBULAR ALUMINUM RAILING TYPE "F"	X 34818
5. ABUTMENTS	X 34819
6. PIERS 1 & 2	X 34820
7. BILL OF BARS	X 34821
8. SUBSURFACE EXPLORATION	X 34822

DESIGN DATA

LIVELOAD H15
 ALLOWABLE DESIGN STRESSES
 CONCRETE MASONRY GRADE "AA" $f_c = 1,400$ P.S.I.
 BAR STEEL REINFORCEMENT $f_s = 20,000$ P.S.I.
 FOUNDATION DATA
 ABUTMENTS TO BE SUPPORTED ON 12" C.I.P. CONC. PILING EST. 20'-0" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 25 TONS PER PILE.
 PIER CAPS TO BE SUPPORTED ON 12" C.I.P. CONC. PILING EST. 35'-0" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 40 TONS PER PILE.
 PILES TO BE DRIVEN TO EL. 65.00 BY AID OF JETS OR PRE-BORING, IF NECESSARY, AT PIERS.



PILE SPLICE DETAIL

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN			
	GENERAL PLAN			
	RD. LINCOLN	CORNING	STA. 12+31.00	
	SECTION 2, 3	TOWN 31 N	RANGE 5 E	
	DES. IN. SPEC. A.A.S.H.O. 61	LOADING H15	CONTRACT 1963	
	DATE 4-21-66	DESIGN G.E.Z.	DRAWN L.B.J.	CHECK ENZ
	RECOMMENDED BY <i>T. B. Schultz</i>			
	APPROVED BY <i>H. J. [Signature]</i>			
	STRUCTURE B-35-17			SHEET 1 OF 8