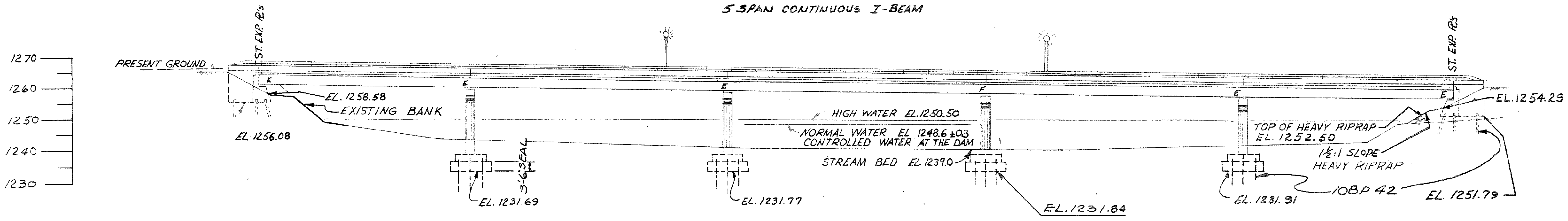
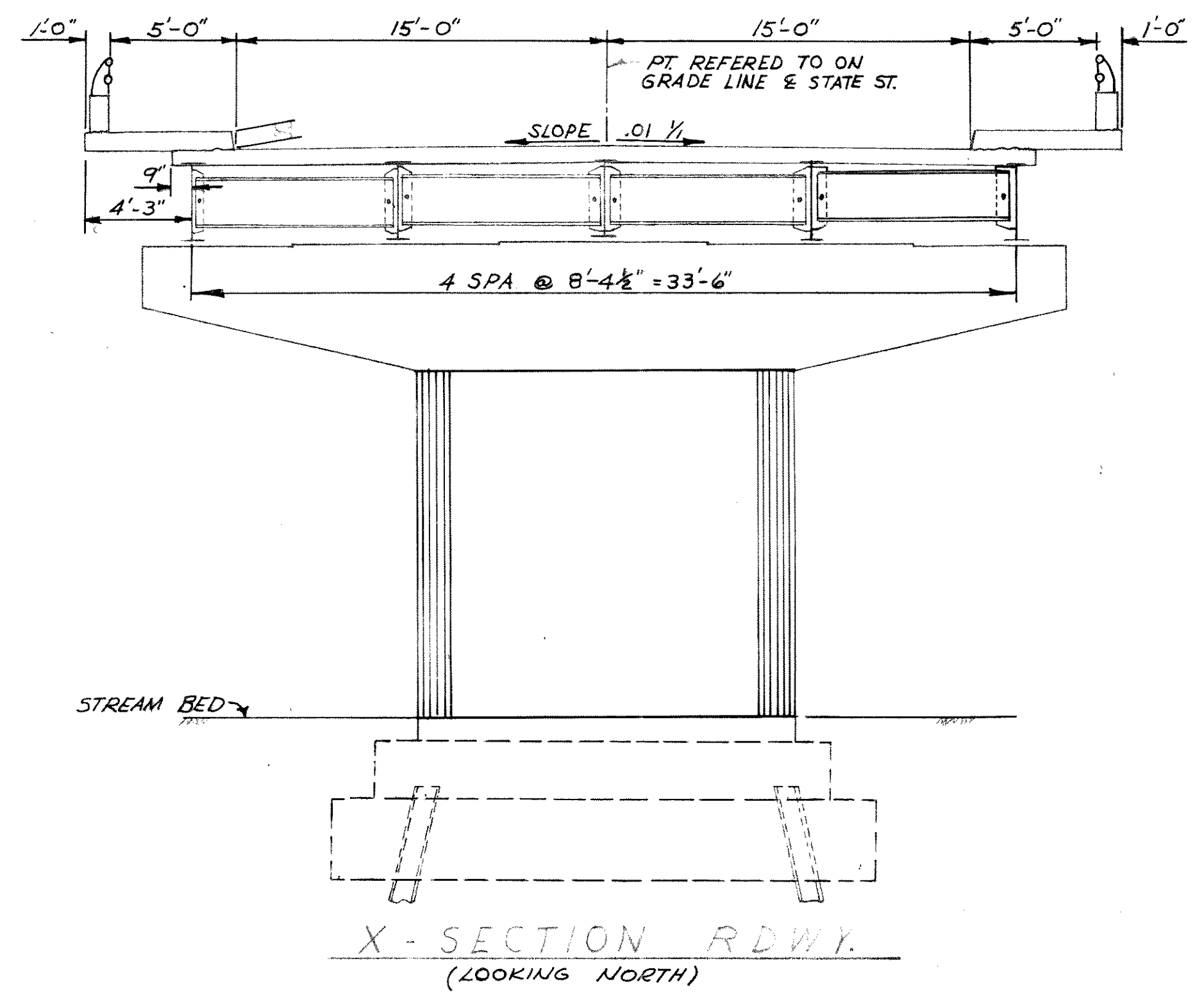


GRADE LINE ON PROPOSED E STATE ST.

PLAN
5 SPAN CONTINUOUS I-BEAM



ELEVATION



X-SECTION RDWY.
(LOOKING NORTH)

LIST OF DRAWINGS

1. GENERAL PLAN	X 29558	9. FLOOR DRAIN DETAILS	X 29566
2. SUPERSTRUCTURE	X 29559	10. LIGHTING DETAILS	X 29567
3. SUPERSTRUCTURE	X 29560	11. SOUTH ABUTMENT	X 29568
4. BEARING DETAILS	X 29561	12. PIERS	X 29569
5. BEARING DETAILS	X 29562	13. NORTH ABUTMENT	X 29570
6. EXPANSION JOINT	X 29563	14. SUBSURFACE EXPLORATION	X 29571
7. TUBULAR ALUMINUM RAILING - TYPE "H"	X 29564		
8. TUBULAR STEEL RAILING - TYPE "H"	X 29565		

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER	S. ABUT.	PIER 1	PIER 2	PIER 3	PIER 4	N. ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.		50	100	100	100	100	50	500
GRANULAR BACKFILL	C.Y.		30					30	60
CONCRETE MASONRY	C.Y.	498.7	61.2	51.7	50.8	49.8	48.8	61.2	822.2
BAR STEEL REINFORCEMENT	LB	138,140	1950	9520	9370	9220	9070	1950	179,220
STRUCTURAL CARBON STEEL	LB	213,100							213,100
STRUCTURAL LOW-ALLOY STEEL	LB	184,490							184,490
FLOOR DRAINS - TYPE A	EA	16							16
BEARING PADS	S.F.	42							42
CONCRETE MASONRY, SEAL	C.Y.			33.2	33.2	33.2	33.2		132.8
STEEL PILING - DEL.	L.F.		372	306	306	306	340	432	2062
STEEL PILING - DRIVEN	L.F.		372	306	306	306	340	432	2062
TUBULAR RAILING TYPE H	L.F.	837							837
HEAVY RIP-RAP	C.Y.							30	30
ELECTRICAL WORK	L.S.								1
LUBRICATED BRONZE PLATES	LB	415							415
NON-BID ITEMS									
ALUMINUM OR ZINC PLATE	S.F.	85							85

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 ALL CONCRETE MASONRY SHALL BE GRADE "A-A".
 $f_c = 1400$ R.S.I. EXCEPT PIER FOOTING SEALS.
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED
 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
 BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
 ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION.
 EXPANSION JOINT FILLER SHALL CONFORM TO AASHTO DESIGNATION M153, TYPE II FOR ONE INCH THICKNESS AND TYPE I FOR THICKNESSES UNDER ONE INCH.
 ALL FIELD CONNECTIONS SHALL BE $\frac{3}{4}$ " HIGH STRENGTH STEEL BOLTS UNLESS SHOWN OTHERWISE.
 PILING AT ABUTMENTS SHALL BE 10BP42 STEEL PILING, DRIVEN TO A MINIMUM BEARING OF 27 TONS PER PILE. SOUTH ABUT. (31'-0" LONG) NORTH ABUT. (36'-0" LONG)
 PILING AT PIERS SHALL BE 10BP42 STEEL PILING, DRIVEN TO A MINIMUM BEARING OF 55 TONS PER PILE. PIERS 1, 2 & 3 (18'-0" LONG), PIER 4 (20'-0" LONG)

DESIGN DATA

DESIGN STRESSES
 f_s STRUCTURAL STEEL (ASTM A36) = 20,000 P.S.I.
 f_s " (ASTM A441) = " "
 f_s " 3/4 OR UNDER = 27,000 R.S.I.
 OVER 3/4 TO 1/2 INCLUSIVE = 25,000 R.S.I.
 f_s REINFORCING BARS = 20,000 R.S.I.
 f_s FLEXURE FOR CONCRETE (GRADE A-A) = 1400 R.S.I.
 $n = 10$
 TRAFFIC VOLUME
 A.D.T. = 595 (1962)

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	GENERAL PLAN		
CO. LINCOLN	CITY MERRILL	STA. 19+33.50	
SECTION 14	TOWN 31 N	RANGE 6 E	
DESIGN SPEC. AASHTO 1961	LOADING H20-44	CONST. SPEC. 1963	
DATE 9-23-64	DESIGN JB	DRAWN E.J.G.	CKD. J.B.
SUBMITTED:	H.B. Schultz ENGINEER OF BRIDGES		
APPROVED:	E. R. Kuntz STATE HIGHWAY ENGINEER		
STRUCTURE B-35-15	SHEET 1 OF 14		