(3)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT: STATE	CLASS AND AGREEMENT: FEDERAL	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
35.6	570.0		11.4	WIS. 4	1	30

INDEX OF SHEETS

STATE OF WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED

IRMA - BLOOMVILLE ROAD

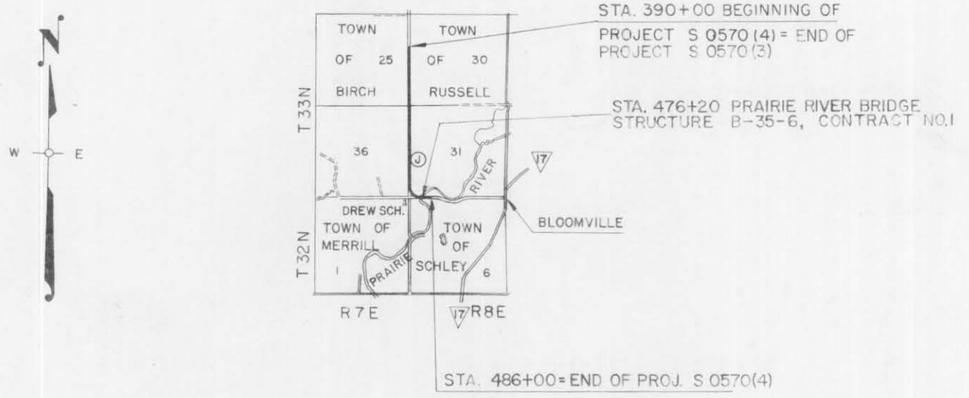
C.T.H. "J"

LINCOLN COUNTY

PROJECT S0570(4)

COMMENCING AT A POINT ± 2294 FEET SOUTH OF THE NORTHEAST CORNER SECTION 25, T33N, R7E AND EXTENDING SOUTHERLY AND EASTERLY TO A POINT ± 1570 FEET EAST OF THE SOUTHWEST CORNER OF SECTION 31, T33N, R8E.

SCALES { PLAN 1 IN. = 100 FT.
PROFILE HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.



APPROVED FOR LINCOLN COUNTY

Francis X. Fox

8/24/57 COUNTY HIGHWAY COMMISSIONER

Date Title

CONVENTIONAL SIGNS

STATE LINE		CULVERTS IN PLACE	
COUNTY LINE		CULVERTS REQUIRED	
TOWNSHIP OR RANGE LINE		DROP INLET	
SECTION LINE		POWER POLE	
NEW RIGHT OF WAY LINE		TELEPHONE OR TELEGRAPH POLE	
PRESENT RIGHT OF WAY LINE		RIGHT OF WAY MARKERS	
WIRE FENCE { WOVEN / BARBED		REFERENCE STAKE FOR HUBS ONLY	183.2 / 23.9
LOT LINE		MARSH	
CORPORATE OR CITY LIMITS		HEDGE	
PROPERTY LINE	PL + 326	TREES	
TRAVELED WAY OR P.E.		GROUND ELEVATION	DATUM LINE 739
RAILROADS			
BASE OR SURVEY LINE	30	GRADE ELEVATION	DATUM LINE 7516

LAYOUT

SCALE 0 1/2 1

TOTAL NET LENGTH OF CENTERLINE = 1.818 MI.

STATE HIGHWAY COMMISSION OF WISCONSIN
MADISON, WIS.

SURVEYOR RUTTER NOTE BOOK 8483
DIVISION COMPUTER HESS M. D. CHECKED
DISTRICT CHECKER SEIDLER CORRECT

CORRECT:
DATE 6-26-57 Raymond D. Jackson
ACTING DISTRICT ENGINEER

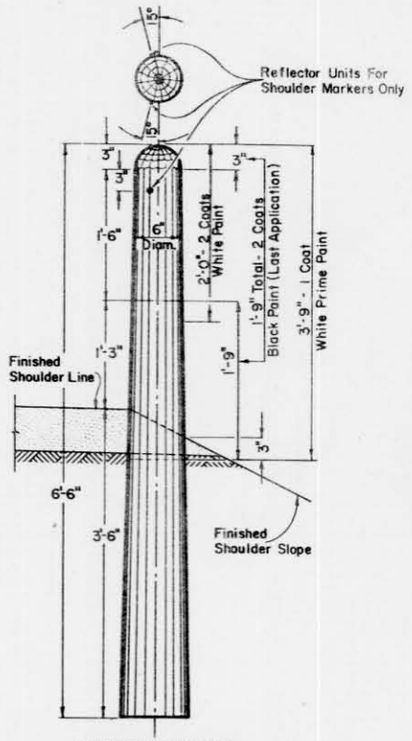
RECOMMENDED FOR APPROVAL:
DATE 7/3/57 J. S. Pelt
ENGINEER OF DESIGN

APPROVED:
DATE 7/3/57 E. L. Ruettiger
STATE HIGHWAY ENGINEER

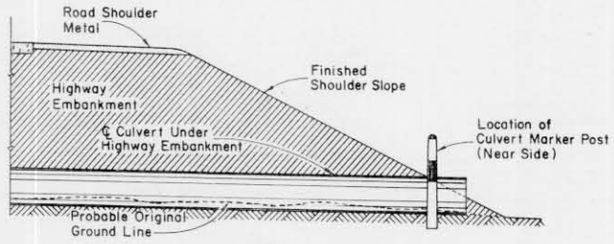
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:
DATE
DISTRICT ENGINEER

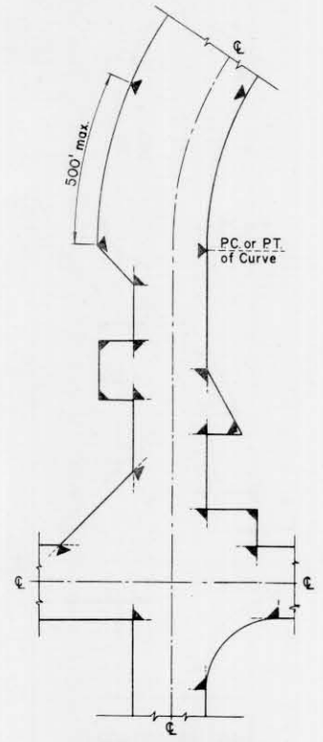
S0570(4)



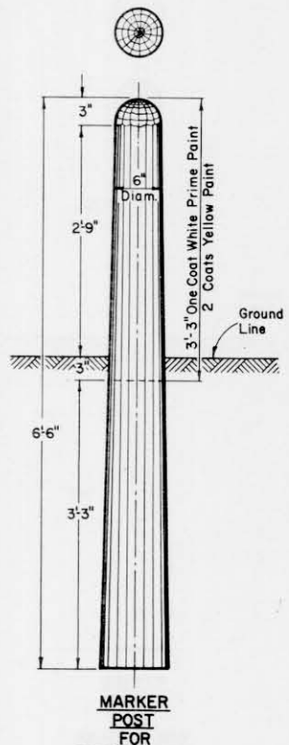
MARKER POST FOR ROAD SHOULDERS AND CULVERTS



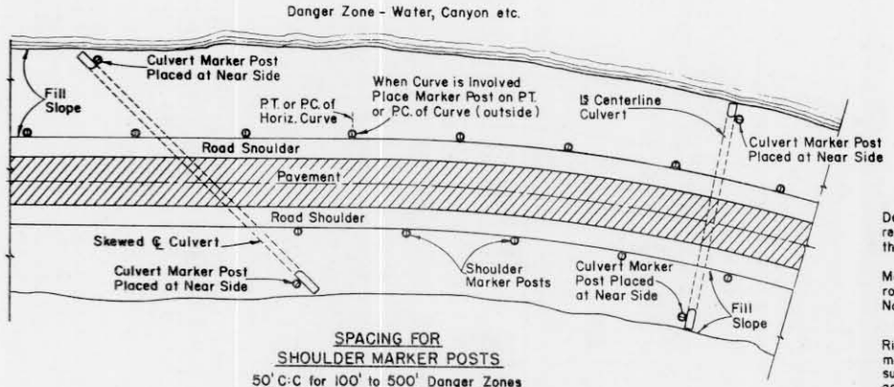
SECTION
SHOWING RELATIVE LOCATION OF
MARKER POST FOR CULVERTS



LOCATION DIAGRAM
SHOWING TYPICAL LOCATIONS OF
MARKER POSTS FOR RIGHT OF WAY



MARKER POST FOR RIGHT OF WAY



SPACING FOR
SHOULDER MARKER POSTS
50' C:C for 100' to 500' Danger Zones
100 C:C for Over 500' Danger Zones

LOCATION DIAGRAM
SHOWING RELATIVE LOCATIONS OF SHOULDER MARKER POSTS
AND CULVERT MARKER POSTS

MARKER POSTS FOR ROAD SHOULDERS AND CULVERTS

MARKER POST FOR RIGHT OF WAY

GENERAL NOTES:

Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications Sections 2523, 4124 and 4125 and the applicable Special Provisions.

All posts for Road Shoulder Markers, Culvert Markers and Right of Way Markers are identical except for Painting and Reflector Units. All Posts shall be round and untreated and shall be either Northern White Cedar, Southern Yellow Pine, Norway Pine, White Pine or Jack Pine.

MARKER POSTS FOR RIGHT OF WAY

Right of Way Marker Posts shall be erected in advance of Grading Operations. Posts may be shaped and painted prior to erection. Any damaged areas occurring to paint surface during erection or other subsequent operations must be repainted prior to acceptance.

Posts shall be placed at the outer limits of the Highway Right of Way, but entirely within the Right of Way, and shall be so placed that the outer edge of the posts shall be tangent to the Right of Way line or lines extended. The exact location of all Right of Way Posts shall be staked in the field by the Engineer.

Reflector Units for Right of Way Marker Posts will not be required.

REFLECTOR UNITS

Reflector Units shall have plastic crystal lens 7/8" in diameter. Unit assembly shall be a minimum of 7/8" in length. Reflector Units shall be furnished with flared expanding metal clips for wood mounting. Units shall be mounted in tightest fit possible and securely stayed in posts. Reflector Units shall be installed in Road Shoulder Marker Posts only.

BID ITEMS

No. 2523-5 Marker Posts ..... Each
No. 2523-6 Marker Posts for Right of Way ..... Each

MARKER POSTS &
MARKER POSTS FOR RIGHT OF WAY

STATE HIGHWAY COMMISSION OF WISCONSIN

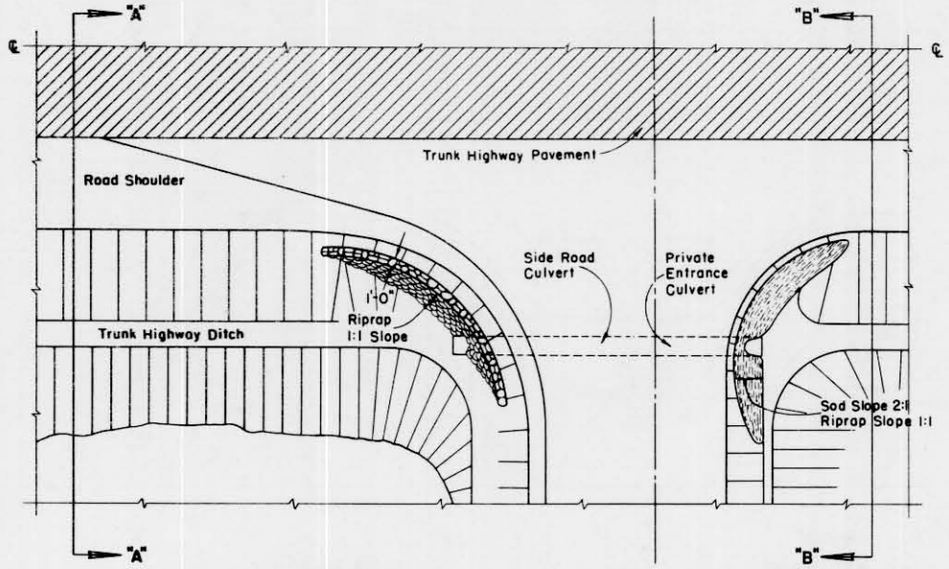
RECOMMENDED FOR APPROVAL

5/16/57 DATE — ENGINEER OF DESIGN

APPROVED:

5/16/57 DATE — STATE HIGHWAY ENGINEER

PLATE NO. 7-1.3.3.

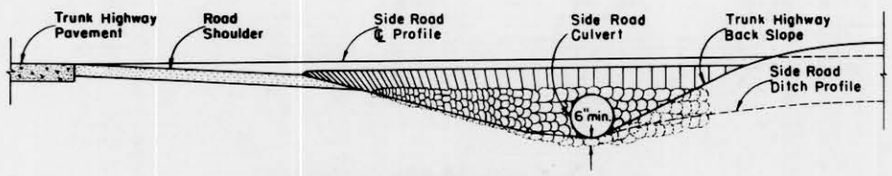


PLAN VIEW
HALF SECTION SHOWING
RIPRAP PLACED AT
SIDE ROAD CULVERT

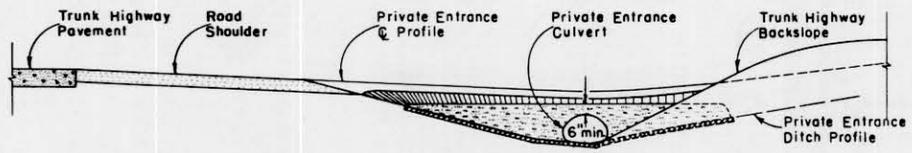
PLAN VIEW
HALF SECTION SHOWING
SOD OR RIPRAP PLACED AT
PRIVATE ENTRANCE CULVERT

TABLE OF QUANTITIES

SIDE ROAD CULVERTS		PRIVATE ENTRANCE CULVERTS		
Size of Culvert Pipe	Cu. Yds. Riprap One End	Size of Culvert Pipe	Cu. Yds. Riprap One End	Sq. Yds. Sod One End
—	—	18"	0.7	4
24"	1.0	24"	1.0	5
30"	1.3	30"	1.3	6
36"	2.0	36"	2.0	7
42"	2.7	42"	2.7	8
48"	3.6	48"	3.6	10



ELEVATION VIEW SECTION "A-A"
SHOWING RIPRAP PLACED AT SIDE ROAD CULVERT



ELEVATION VIEW SECTION "B-B"
SHOWING SOD OR RIPRAP PLACED AT PRIVATE ENTRANCE CULVERT

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Section 2512 for Riprap, and Section 2533 for Sodding, and the applicable Special Provisions.

BID ITEMS

No. 2512 - 1 Riprap _____ Cu. Yds.
No. 2533 - 1 Sodding _____ Sq. Yds.

RIPRAP AT SIDE ROAD CULVERTS & RIPRAP OR SOD AT PRIVATE ENTRANCE CULVERTS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

4/15/55
DATE

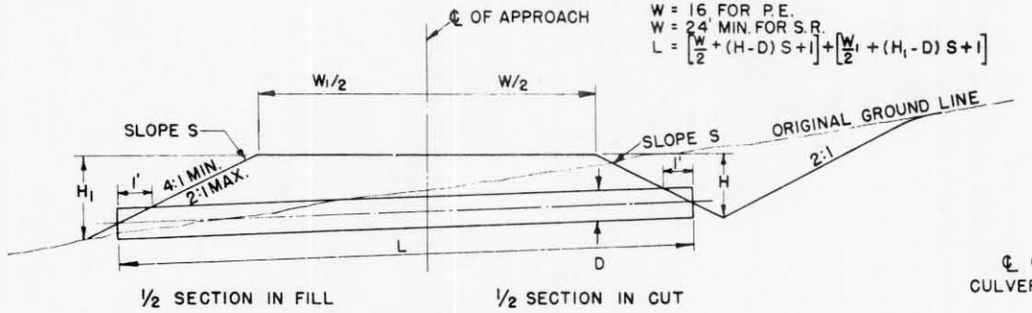
J. J. Pilf
ENGINEER OF DESIGN

APPROVED:

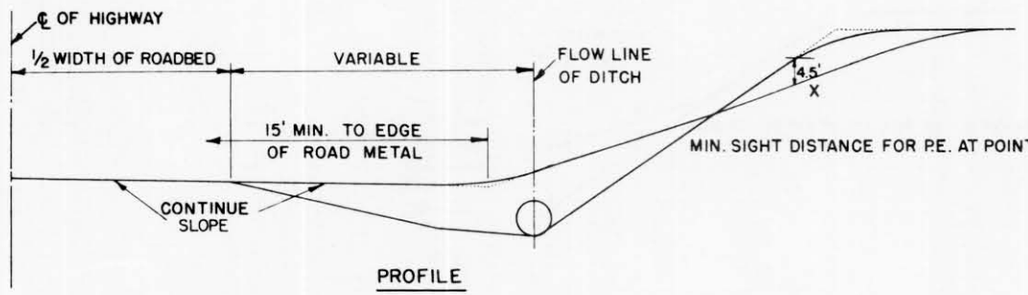
4/15/55
DATE

E. G. Rottiger
STATE HIGHWAY ENGINEER

PLATE NO. 6-2.5.1.

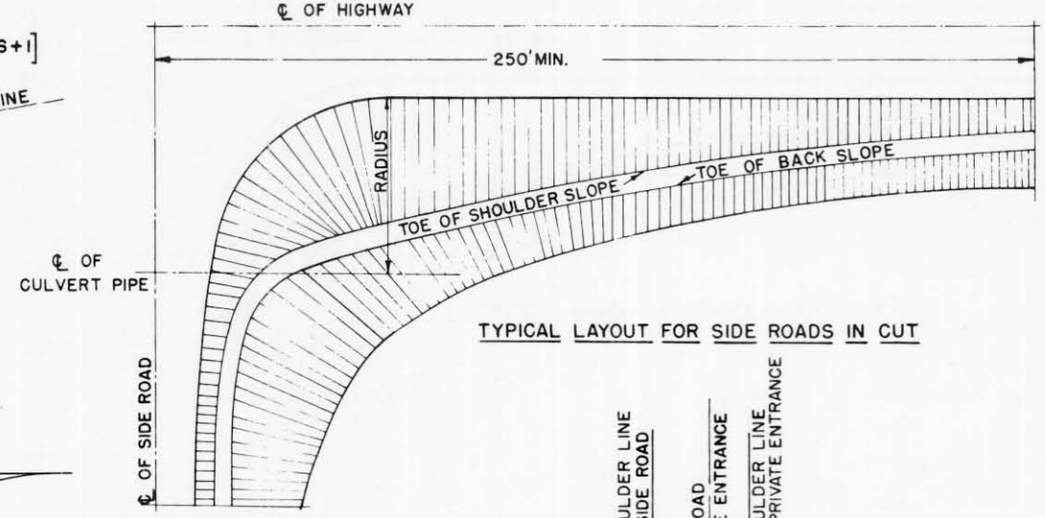


TYPICAL CROSS SECTION



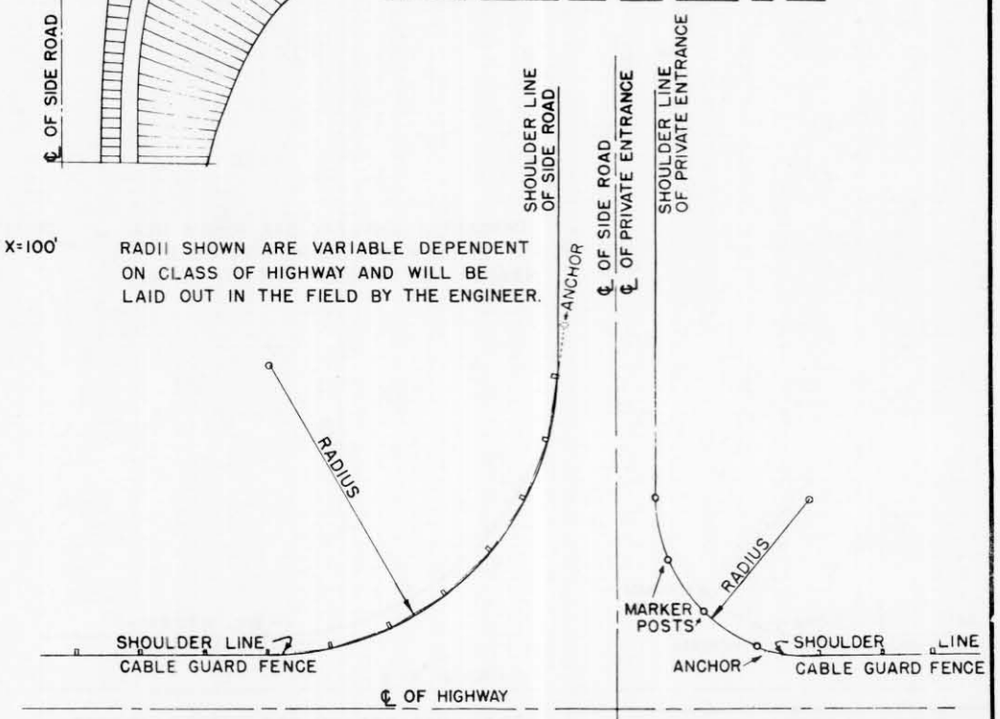
MIN. SIGHT DISTANCE FOR P.E. AT POINT X=100'

PROFILE



TYPICAL LAYOUT FOR SIDE ROADS IN CUT

RADII SHOWN ARE VARIABLE DEPENDENT ON CLASS OF HIGHWAY AND WILL BE LAID OUT IN THE FIELD BY THE ENGINEER.



TYPICAL LAYOUT FOR PRIVATE ENTRANCES AND SIDE ROADS IN HIGH FILLS

DETAILS OF PRIVATE ENTRANCE AND SIDE ROAD APPROACHES

STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL:

Frank Crane
DESIGN ENGINEER

DATE

CONSTRUCTION ENGINEER

APPROVED:- OCT. 1, 1945

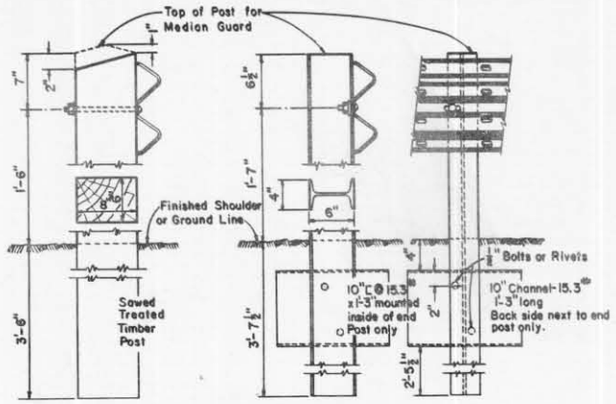
DRAWN

CHECKED

DATE

STATE HIGHWAY ENGINEER

I-3.1.1

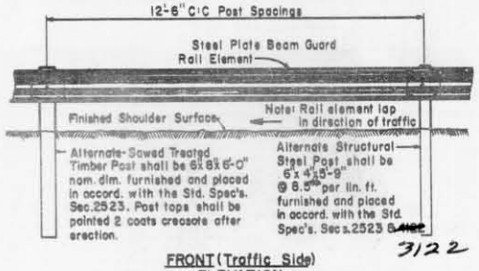


Side ELEVATION TIMBER POST

Side ELEVATION STEEL POST

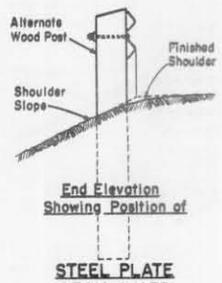
Front ELEVATION

ALTERNATE TYPE POSTS FOR STEEL PLATE BEAM GUARD AND STEEL PLATE BEAM (MEDIAN) GUARD



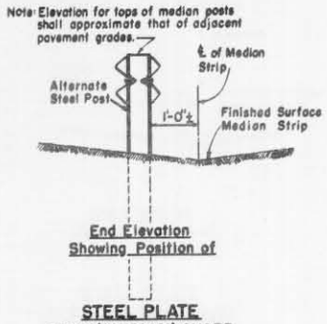
FRONT (Traffic Side) ELEVATION

STEEL PLATE BEAM GUARD OR STEEL PLATE BEAM (MEDIAN) GUARD



End Elevation Showing Position of

STEEL PLATE BEAM GUARD



End Elevation Showing Position of

STEEL PLATE BEAM (MEDIAN) GUARD

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

The Steel Plate Beam Guard or (Median) Guard shall consist of steel plate made of open hearth or electric furnace steel.

Plates shall be blanked to proper shape, fabricated and ready for assembly when received in the field. The plates shall be true to plan dimensions and of uniform section. Warped or deformed plates will be rejected. The edges of the plates shall be rolled or rounded so that they present no sharp edges. All connections and splices shall be formed with flat round headed bolts, or similar detail so that no appreciable projection will be presented on the road side of the guard. The rail element shall be spliced by lapping in the direction of traffic or by butt joint with splice plate. Plate ends in lap splices or plate ends and splice plate in butt splices shall make contact throughout the entire area of the splice.

TESTS

The elongation of a 2 inch specimen of the steel plate used in the rail element shall be not less than 12 percent tested in tension. The minimum tensile strength of the rail element shall, when tested in conjuntion with splices and end connections, be 50,000 lbs. The rail element when loaded as a simple beam, freely supported at each end on 12'-0" centers shall support a concentrated load of 1,500 lbs., applied at the center point, with a maximum deflection of 2¾ inches and shall support a concentrated load of 2,000 lbs. when tested in like manner with a maximum deflection of 5½ inches.

PAINTING

SHOP COAT - Promptly following fabrication, the plates for steel rail element and steel posts shall be thoroughly cleaned and painted with red lead primer or, upon the Engineer's approval, an alternate of rust inhibitive primer may be used. All parts, hardware and appurtenant fittings for the complete beam guard assembly shall likewise be painted when not furnished galvanized.

FIELD COAT - Following erection the steel rail elements, parts, hardware, appurtenant fittings and steel posts shall be painted in accordance with the Standard Specifications for and with aluminum paint as provided in Section 3125.

Any damaged areas occuring to the shop coat during transportation or erection shall be cleaned and painted with red lead or an approved rust inhibitive primer prior to any field coat painting.

Where the steel plate elements make contact with the post mountings ect all such areas which are inaccessible to paint after erection shall be painted prior to erection.

All threaded portions of fittings, fasteners and cut ends of bolts shall be painted as specified immediately following erection.

CIRCULAR STEEL PLATE ELEMENT

Steel plate beam elements for beam guard or (median) guard for radii of 20 ft to 150 ft shall be shop-curved prior to shop coat painting. Steel plate beam elements shall be bent to true circular curvature, void of kinks. Kinks shall be cause for rejection.

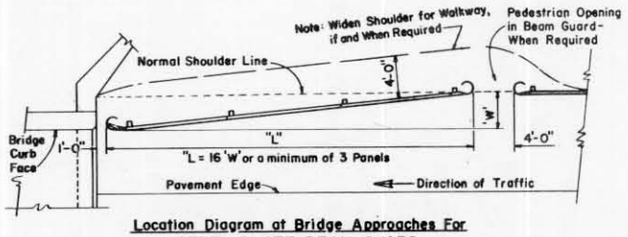
Steel plate beam elements shall have a minimum bending radius of 20 feet.

ALTERNATE POSTS

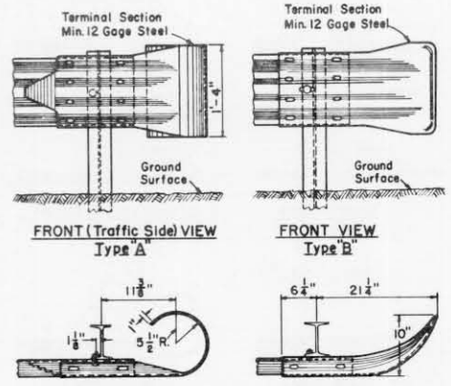
One type of post shall be used for Steel Plate Beam Guard and/or Steel Plate Beam (Median) Guard throughout the length of each project unless specific authorization is obtained from the Engineer to use alternate types.

MEASUREMENT & PAYMENT

The items of Class 'B' Steel Plate Beam Guard and Class 'B' Steel Plate Beam (Median) Guard shall be measured and paid for at the contract unit price per linear foot, measured in place by length in linear feet from end to end-out to out of steel plate terminal sections, which price shall be full compensation for furnishing and placing all materials and performing all work to completion in accordance with the plans and the Standard Specifications Section 2523 and the applicable Special Provisions.



Location Diagram at Bridge Approaches For STEEL PLATE BEAM GUARD



FRONT (Traffic Side) VIEW Type "A"

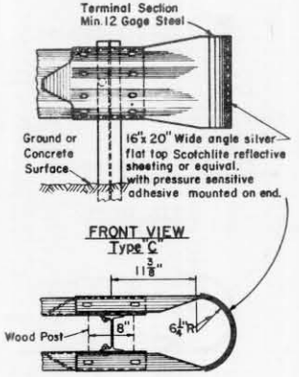
FRONT VIEW Type "B"

PLAN VIEW

PLAN VIEW

Alternate Types

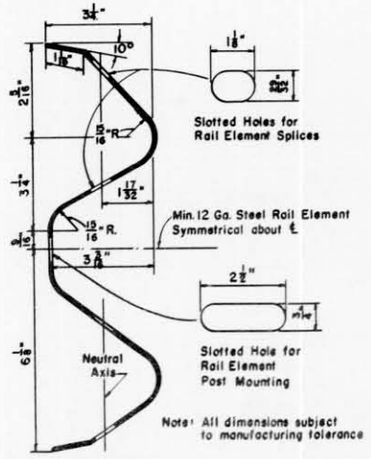
TERMINAL SECTION DETAILS FOR STEEL PLATE BEAM GUARD



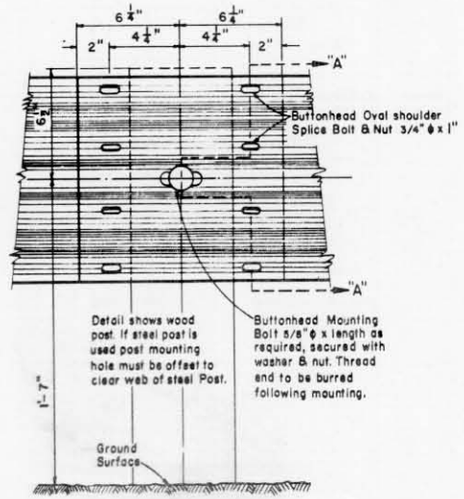
FRONT VIEW Type "C"

PLAN VIEW

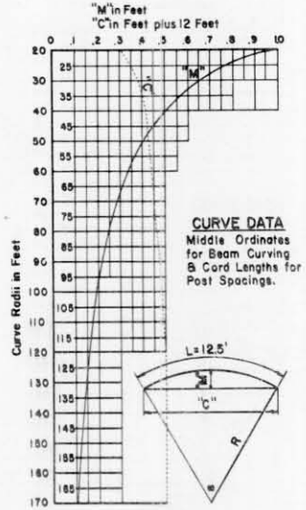
TERMINAL SECTION DETAILS FOR STEEL PLATE BEAM (MEDIAN) GUARD



SECTION "AA" RAIL ELEMENT SECTION (Min. 12 GAGE STEEL)



RAIL ELEMENT SPLICING & POST MOUNTING DETAILS



CURVE DATA

Middle Ordinates for Beam Curving & Cord Lengths for Post Spacings.

BID ITEMS

No. 2523-3 Steel Plate Beam Guard..... Lin. Ft.

No. 2523-4 Steel Plate Beam (Median) Guard..... Lin. Ft.

STEEL PLATE BEAM GUARD & STEEL PLATE BEAM (MEDIAN) GUARD

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE: 3-28-57 — J. S. Pitt, ENGINEER OF DESIGN

APPROVED:

DATE: 3/28/57 — E. C. Rottiers, STATE HIGHWAY ENGINEER

PLATE NO. 7-2.4.2

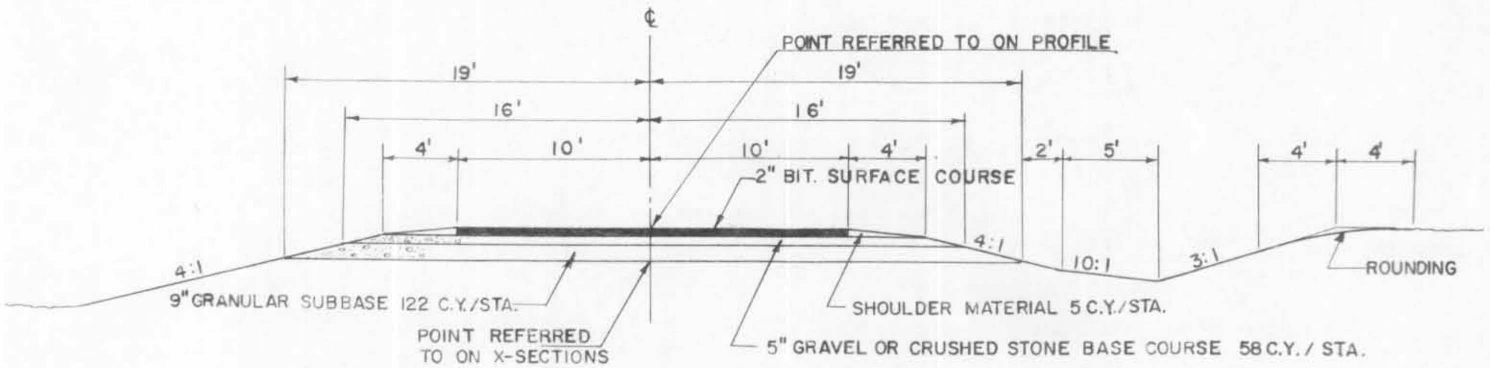
ESTIMATE OF QUANTITIES

CONTRACT NO. 1

PROJECT	SHEET NUMBER	TOTAL SHEETS
S 0570(4)	2	30

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN — EDITION OF 1957 — SUBMITTED FOR APPROVAL MARCH 28, 1957
FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED JAN. 31, 1955 AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

STATION TO STATION		NET LENGTH OF CENTER LINE	CLEAR-ING	GRUBB-ING	EXCAVATION			SAND GRAVEL FILL	FIN-ISHING ROAD-WAY	OBLIT-ERATING OLD ROAD	GRAVEL OR CRUSHED STONE COURSE		CULVERT PIPE						GUARD FENCE		MARK-ER POSTS	MARK-ER POSTS FOR R/W	EXCAVATION FOR STRUCTURES, BRIDGES	CONCRETE MASONRY, BRIDGES	BAR STEEL REINFORCEMENT, BRIDGES	STRUCTURAL CARBON STEEL	SHEET LEAD	UNTREATED TIMBER TEST PILES 2 AT 40'0"	UNTREATED TIMBER PILING DELIVERED	UNTREATED TIMBER PILING, DRIVEN	PILE SHOES	RIPRAP	STEEL RAILING		NON-BID ITEMS: AMERICAN EXPANSION BOLTS OR EQIVALENT	4" DIA. TILE DRAINS	EXPANSION JOINT FILLER	MEMBRANE WATER-PROOFING		TOPSOIL SAL-VAGED	FER-TIL-IZER	SEEDING	
	ITEM NO.		2101-	210	210 -	210 -	210 -	2110-1	2114-1	2116-1	2	2							2523-	2523-	2523-3	2523	2107-1	2401-1	2406-1	2407-1	2407-9	2501-1	2501-2	2501-3	2501-6	2512-1	2510-2										
	UNIT	LIN. FT.			C.Y.	C.Y.	C.Y.	C.Y.	STA.	STA.	C.Y.	C.Y.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	C.Y.	LIN. FT.		EACH	EACH	C.Y.	C.Y.	LB.	LB.	LB.	L.S.	LIN. FT.	LIN. FT.	EACH	C.Y.	LIN. FT.		EACH	LIN. FT.	SIZE	SQ. FT.		SQ. YD.	CWT.	SQ. YD.	
STA. 476+02.75-476+37.25		34.5																					315	96.3	5530	7750	36	1	700	700	28	55	70		47	8	½" & ¼"	54					



TYPICAL FINISHED APPROACH SECTION
NOT A PART OF THIS CONTRACT

APPLICABLE STANDARD DRAWINGS

STEEL PLATE BEAM GUARD 7-2.4.2

ESTIMATE OF QUANTITIES

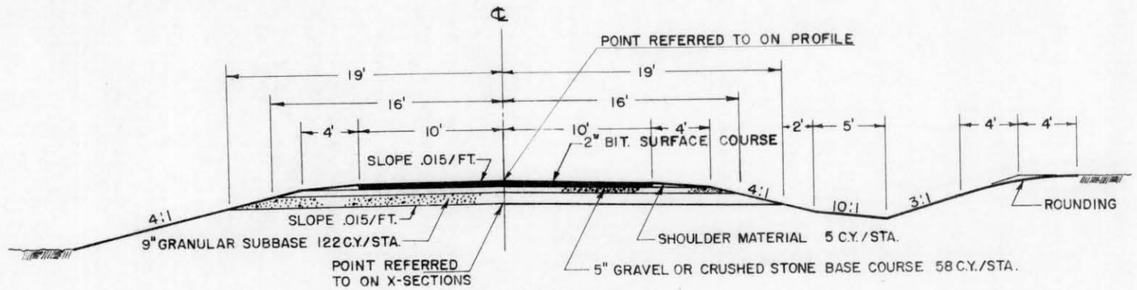
CONTRACT NO. 2

PROJECT	SHEET NUMBER	TOTAL SHEETS
S-0570(4)	2.1	30

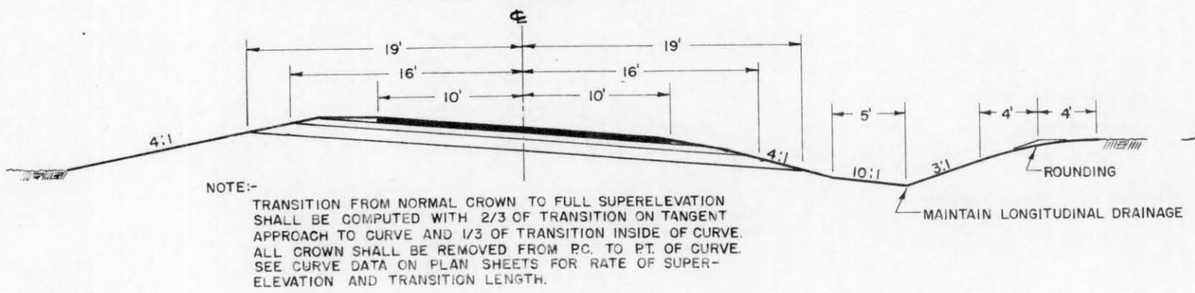
THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN — EDITION OF 1957 SUBMITTED FOR APPROVAL MARCH 28, 1957
FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED JAN. 31, 1955 AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSAL

STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	EXCAVATION			GRANULAR SUBBASE COURSE	FINISHING ROADWAY	OBLITERATING OLD ROAD	GRAVEL OR CRUSHED STONE BASE COURSE		CULVERT PIPE				RIP-RAP	GUARD FENCE		MARKER POSTS	MARKER POSTS FOR R/W	BITUMINOUS ROAD MIX SURFACE	AGGREGATES FOR BIT. ROAD MIX SURFACE	BIT. MATERIAL FOR SURFACE COURSE	SODDING	TOPSOIL		FERTILIZER	SEEDING
				MARSH	UNCLASSIFIED	BORROW						18"	24"	30"	36"											SALVAGED		
ITEM NO.		2101-1	2101-4	2106-4	2106-5	2109-1	2201-1	2114-1	2116-1	2203-1	2	2411-1	2411-2	2411-3	2411-4	2512-1	2523-	2523-	2523-5	2523	2313-1	2313-2	2313-3	2533-1				
UNIT	LIN. FT.	STA.	STA.	C.Y.	C.Y.	C.Y.	C.Y.	L.S.	STA.	C.Y.	C.Y.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	C.Y.	LIN. FT.	EACH	EACH	SQ.YD.	C.Y.	GAL.	SQ.YD.		SQ.YD.	CWT.	SQ. YD.
390+00 - 486+00	9600		7	10,500	11,000	38,900	11,900	1		6600		210	56	186	50				8		21,400	1500*	27,000	130				

★TO MEET REQUIREMENTS FOR GRAVEL OR CRUSHED STONE BASE COURSE GRADATION NO. 2



TYPICAL FINISHED SECTION



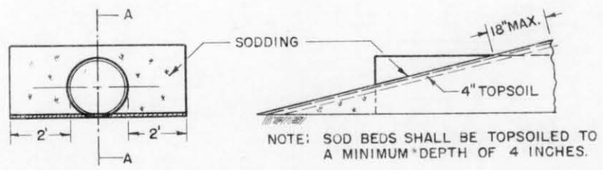
NOTE:-
TRANSITION FROM NORMAL CROWN TO FULL SUPERELEVATION SHALL BE COMPUTED WITH 2/3 OF TRANSITION ON TANGENT APPROACH TO CURVE AND 1/3 OF TRANSITION INSIDE OF CURVE. ALL CROWN SHALL BE REMOVED FROM P.C. TO P.T. OF CURVE. SEE CURVE DATA ON PLAN SHEETS FOR RATE OF SUPER-ELEVATION AND TRANSITION LENGTH.

TYPICAL FINISHED SECTION ON CURVES

APPLICABLE STANDARD DRAWINGS

DETAILS OF PRIVATE ENTRANCE AND SIDE ROAD APPROACH	1 - 3.1.1.
SODDING AT PRIVATE ENTRANCE CULVERTS	6 - 2.5.1.
MARKER POSTS	7 - 1.3.2.

TYPICAL MARSH EXCAVATION SECTION



NOTE: SOD BEDS SHALL BE TOPSOILED TO A MINIMUM DEPTH OF 4 INCHES.

SPECIAL SECTION SHOWING SODDING AT CENTERLINE CULVERTS

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

UNCLASSIFIED EXCAVATION:

Location	Cu.Yds.
Cross Sections	10,743
Sta. 420+00 -Offtake ditch Rt.	20
Sta. 425+08 - " " Rt.	20
Sta. 469+00 -Special ditch Rt.	25
Sta. 474+00 " " Rt.	50
Undistributed	142
Total	11,000

GRUBBING:

Sta. - Sta.	Stations
390+00-476+00	0
476+00-483+00	7
483+00-486+00	0
Total	7

GRAVEL OR CRUSHED STONE BASE COURSE:

Location	Cu.Yds.
390+00 - 486+00 Base	5,568
390+00 - 486+00 Shoulders	480
20 P.E.'s at 15 CY/each	300
Town Road Sta. 472+00	125
Undistributed	127
Total	6,600

GRANULAR SUBBASE COURSE:

Location	Cu.Yds.
390+00 - 486+00	11,712
Side Roads & P.E.'s	188
Total	11,900

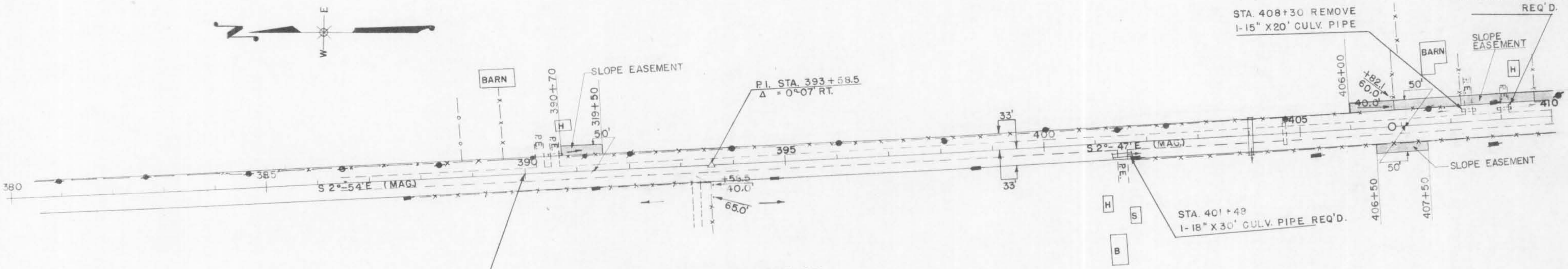
CULVERT PIPE:

Station	LOCATION Ø	Lt.	Rt.	CULVERT PIPE 18"	24"	30"	36"	SOD	MARKER POSTS
401+48			X	30				8	
404+00	X					52		12	2
409+05		X		30				8	
420+05	X					52		12	2
429+80	X					52		12	2
436+47		X		30				8	
443+60	X				56			10	2
447+93		X		30				8	
472+00			X				50	16	
474+50		X				30		12	
482+82			X	30				8	
Undistributed				60				16	
TOTAL				210	56	186	50	130	8

PROJECT	SHEET NO	TOTAL SHEETS
S 0570(4)	3	30

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0570(4)	4	30

PLAN	BY	DATE
NOTE BOOK No. 8483 — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED	J. KAY / E. H. M.	11-56 / 2-57



STA. 393+25 CONST. P.E.

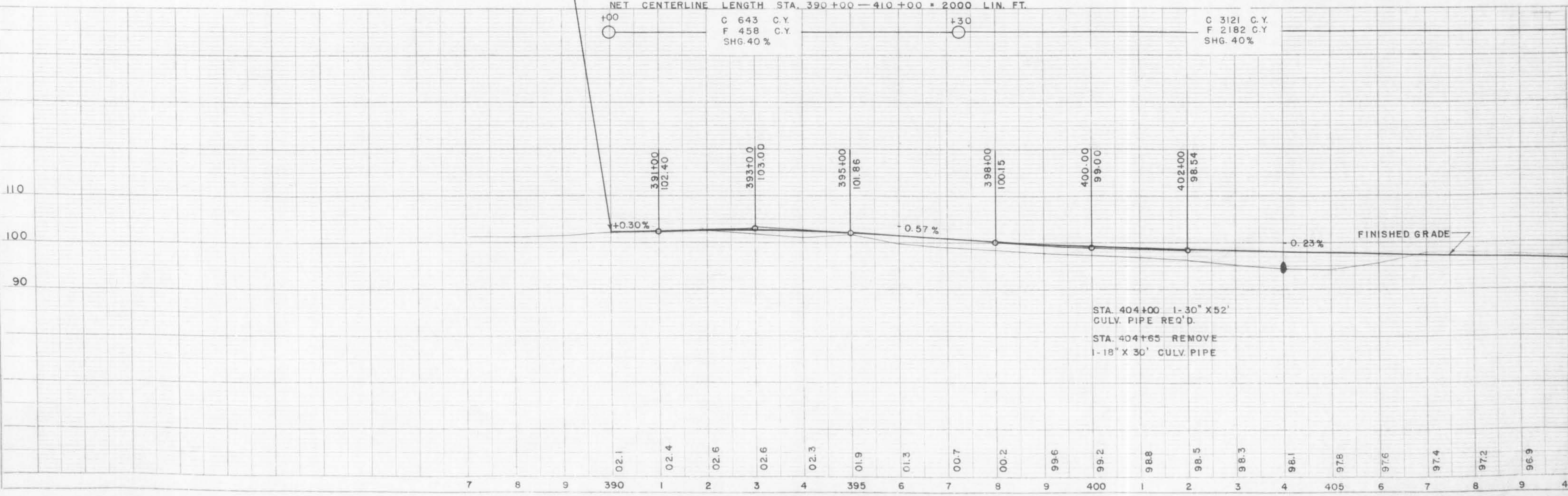
STATION 390+00
BEGINNING PROJECT S 0570 (4) = END OF PROJECT S 0570 (3)

BENCH MARKS

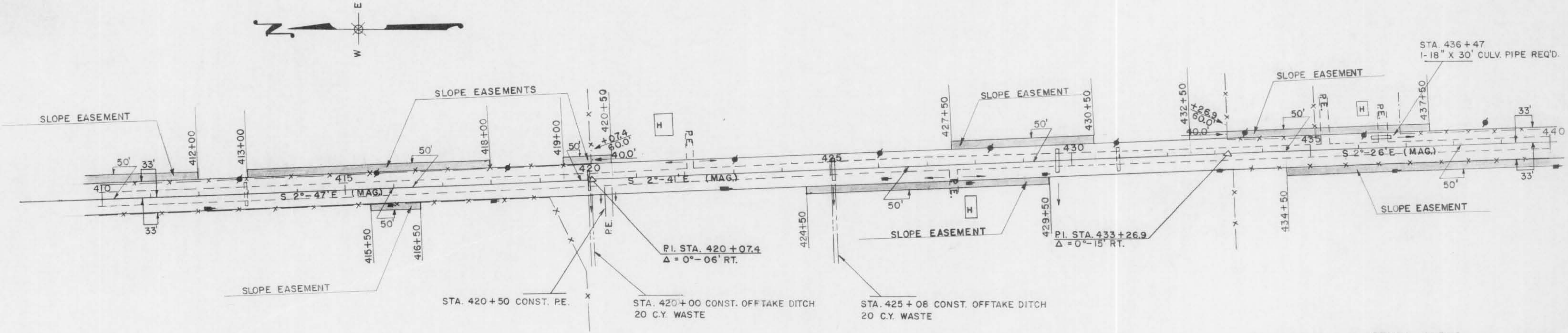
NO.	STA.	DESCRIPTION		ELEV.
38	391+00	SPIKE IN 14" W. PINE	30' LT.	102.88
39	401+70	SPIKE IN P. POLE	33' RT.	97.74
39A	408+75	SPIKE IN 14" ELM	40' LT.	99.55

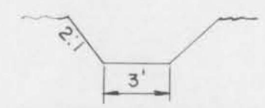
NET CENTERLINE LENGTH STA. 390+00 — 410+00 = 2000 LIN. FT.

PROFILE	BY	DATE
NOTE BOOK No. 8483 — SURVEYED / PLOTTED / GRADES CHECKED / B.M.'S NOTED / STRUCTURE NOTATIONS CHKD.	J. KAY	12-56



E.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0570 (4)	5	30





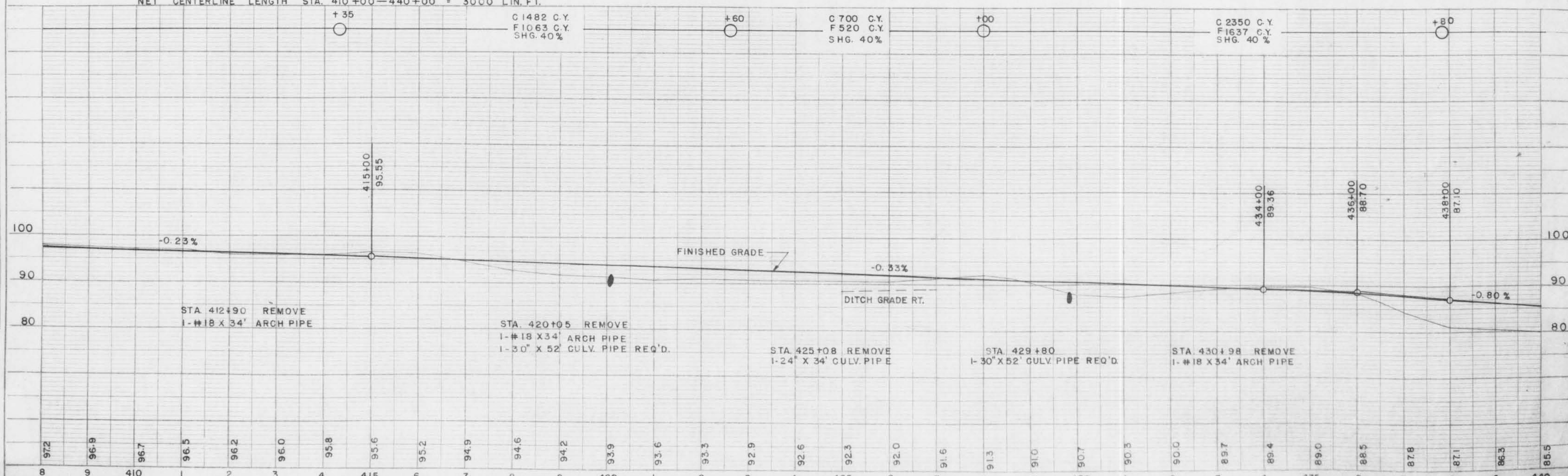
OFFTAKE DITCH SECTION

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO. 8483	PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED	L. KAY E. H. M.	11-56 2-57

BENCH MARKS

NO.	STA.	DESCRIPTION		ELEV.
40	412+20	SPIKE IN P POLE	33' RT.	96.26
41	422+70	SPIKE IN P POLE	33' RT.	91.54
42	434+30	SPIKE IN 10" POPLAR	50' RT.	86.01
43	440+05	SPIKE IN P POLE	35' RT.	80.50

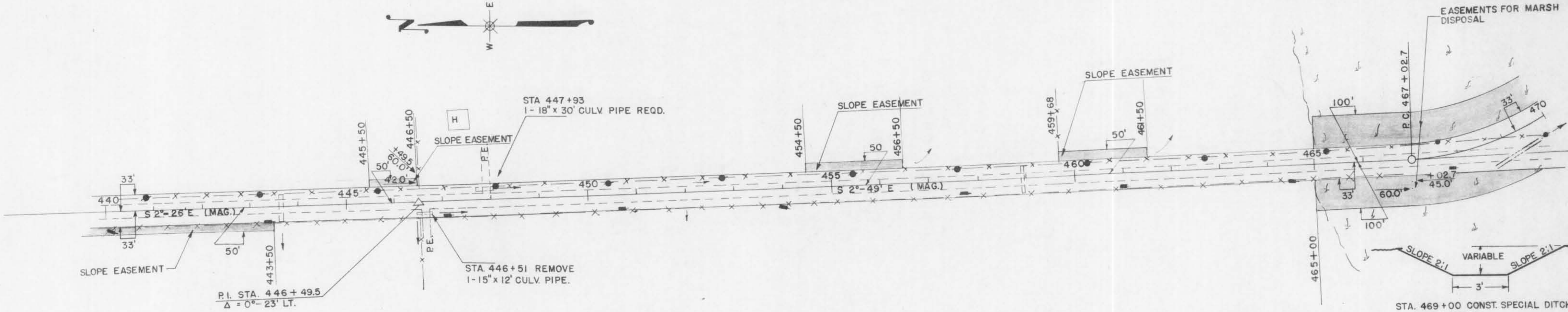
NET CENTERLINE LENGTH STA. 410+00—440+00 = 3000 LIN. FT.



PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO. 8483	PLOTTED, GRADES CHECKED, B.M.'S NOTED, STRUCTURE NOTATIONS CHKD.	J. KAY	12-56

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0570 (4)	6	30

PLAN	BY	DATE
SURVEYED	J. KAY	11-56
PLOTTED	E. H. M.	2-57
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
NOTE BOOK No. 8483		



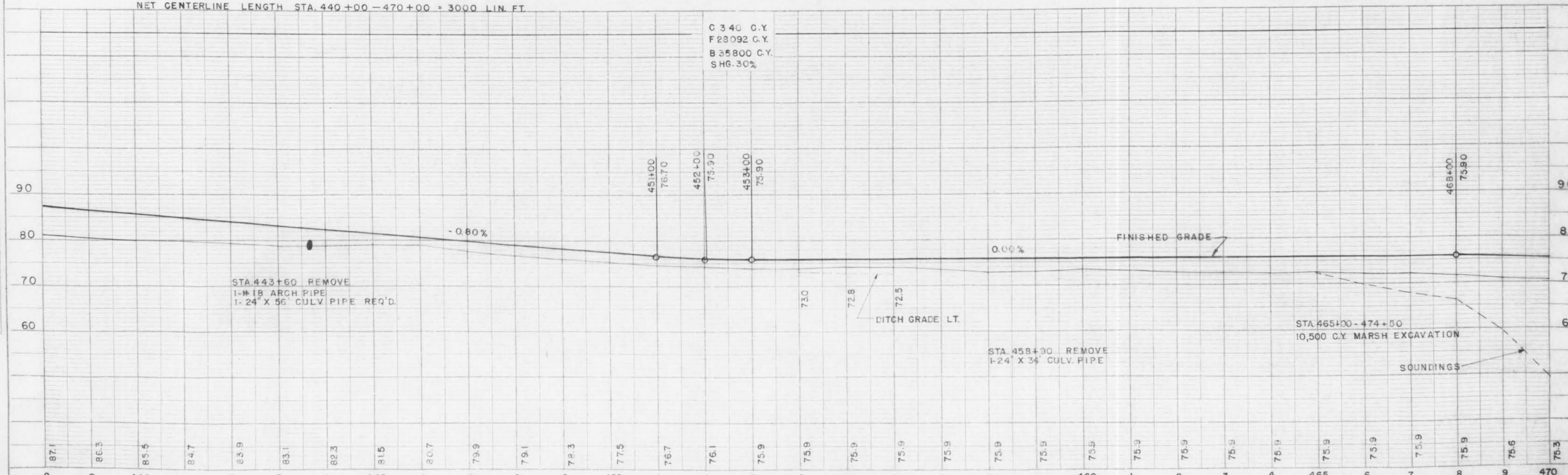
STA. 469 +00 CONST. SPECIAL DITCH.
25 C.Y. WASTE

BENCH MARKS

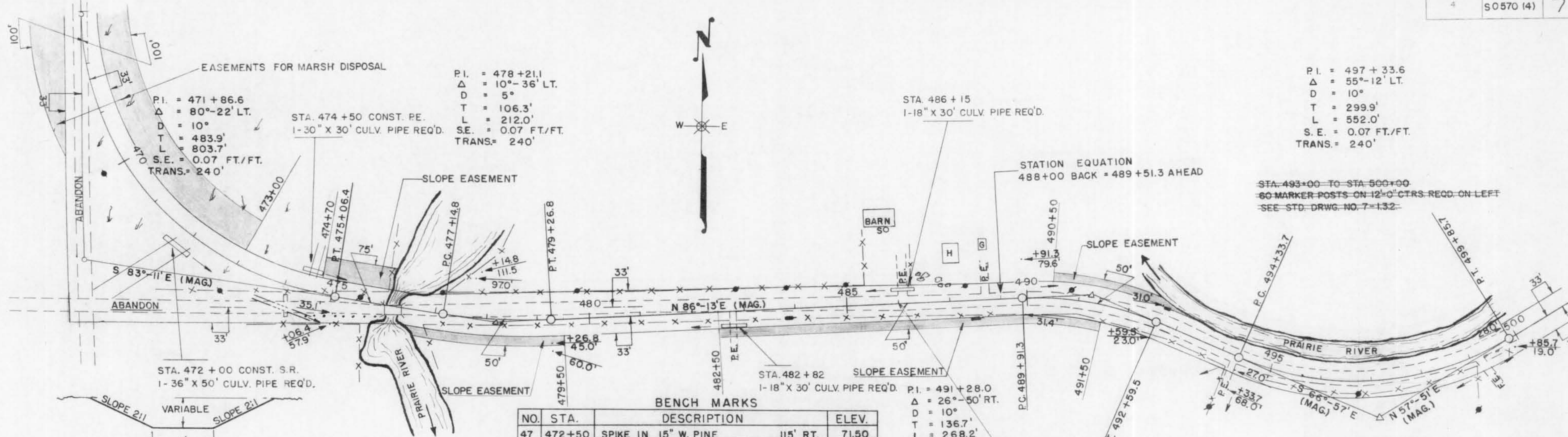
NO.	STA.	DESCRIPTION		ELEV.
43	440+05	SPIKE IN P. POLE	35' RT.	80.50
44	445+00	SPIKE IN 14" MAPLE	60' RT.	79.85
45	453+95	SPIKE IN P. POLE	33' RT.	73.90
46	464+50	SPIKE IN P. POLE	35' RT.	73.33
47	472+50	SPIKE IN 15" W. PINE	115' RT.	71.50

NET CENTERLINE LENGTH STA. 440 +00 – 470 +00 = 3000 LIN. FT.

PROFILE	BY	DATE
SURVEYED	J. KAY	12-56
PLOTTED		
GRADES CHECKED		
B. M.'s NOTED		
STRUCTURE NOTATNS CHKD.		
NOTE BOOK No. 8483		



B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S0570 (4)	7	30

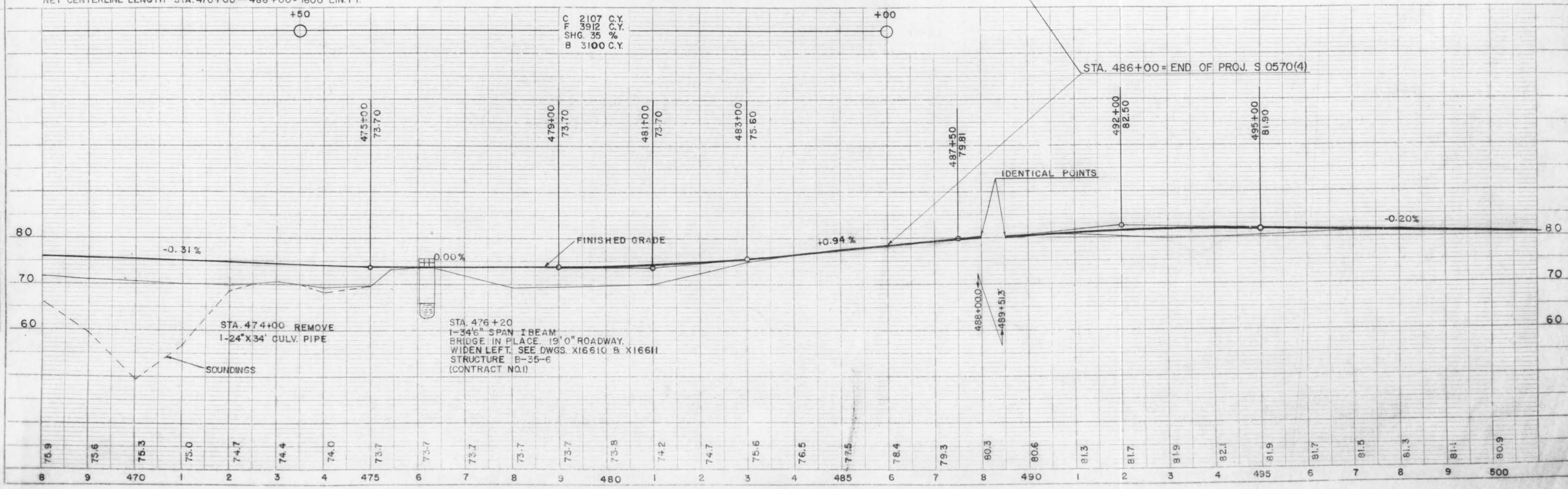


STA.473+50 - 475+00 CONST. SPECIAL DITCH
50 C.Y. WASTE

BENCH MARKS

NO.	STA.	DESCRIPTION		ELEV.
47	472+50	SPIKE IN 15" W. PINE	115' RT.	71.50
48	483+30	SPIKE IN 36" ELM	220' LT.	71.96
49	494+15	SPIKE IN 24" ELM	300' RT.	79.99
50	503+00	SPIKE IN 18" POPLAR	35' RT.	83.20

NET CENTERLINE LENGTH STA. 470+00—486+00= 1600 LIN. FT.



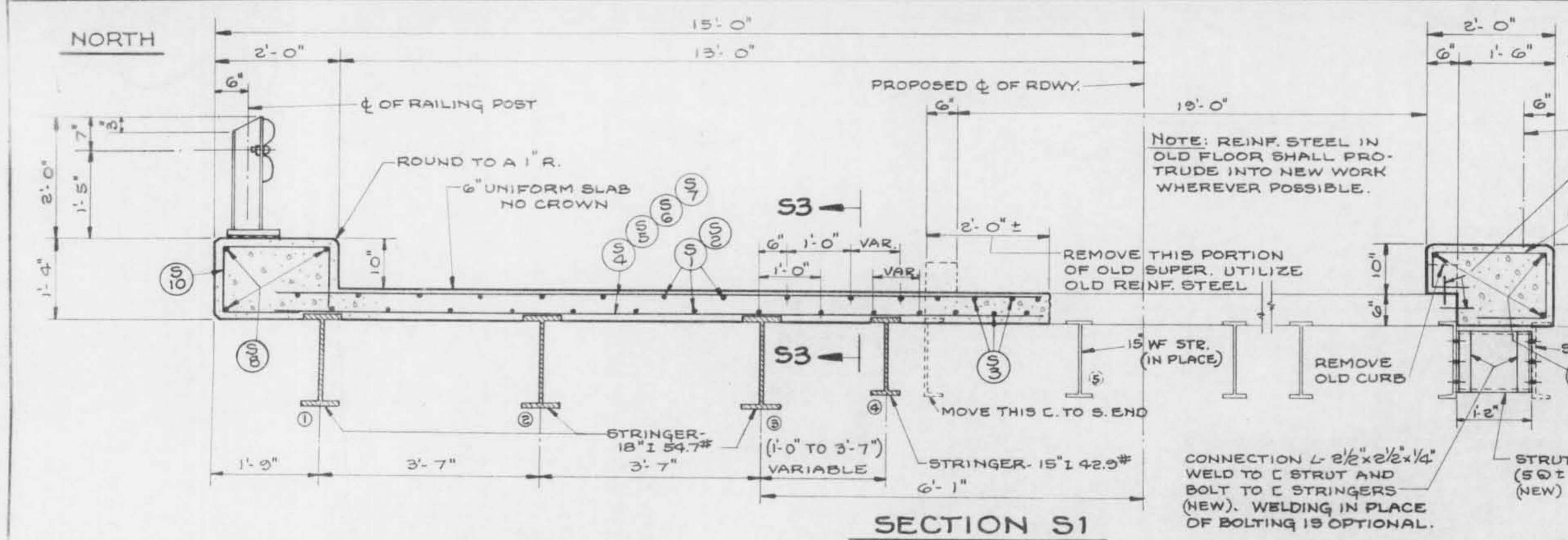
PLAN — NOTE BOOK NO. 8483 — BY J. KAY, E. H. M. — DATE 11-56, 2-57

PROFILE — NOTE BOOK NO. 8483 — BY J. KAY — DATE 12-56

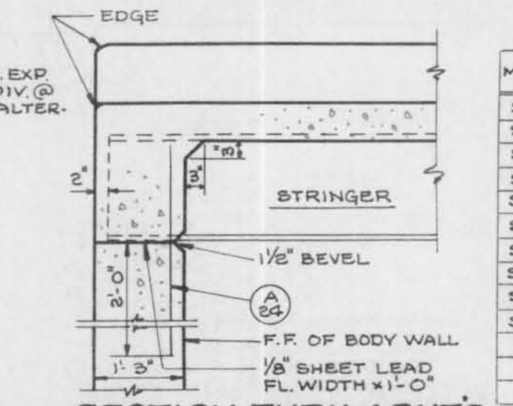
COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	S. E. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
35.6	570.0		11.4	4	S0570(4)	12	30

BENCH MARK

NO.	STA.	DESCRIPTION	ELEV.
47	472+50	SPIKE IN 14"W. PINE 115' RT.	71.50



SECTION S1

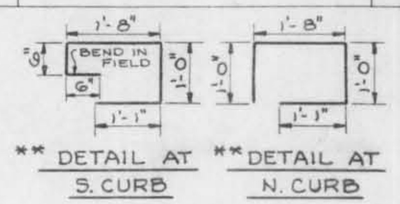


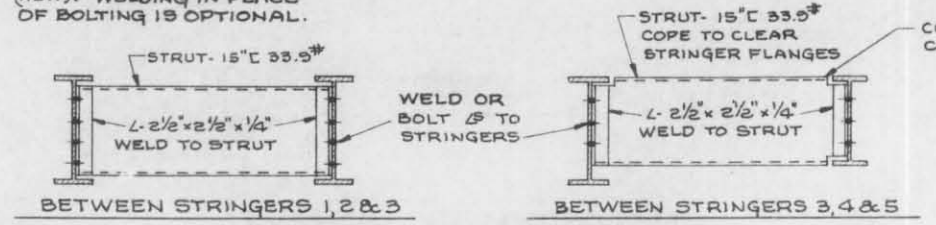
SECTION THRU ABUT'S.

BILL OF BARS 2490#

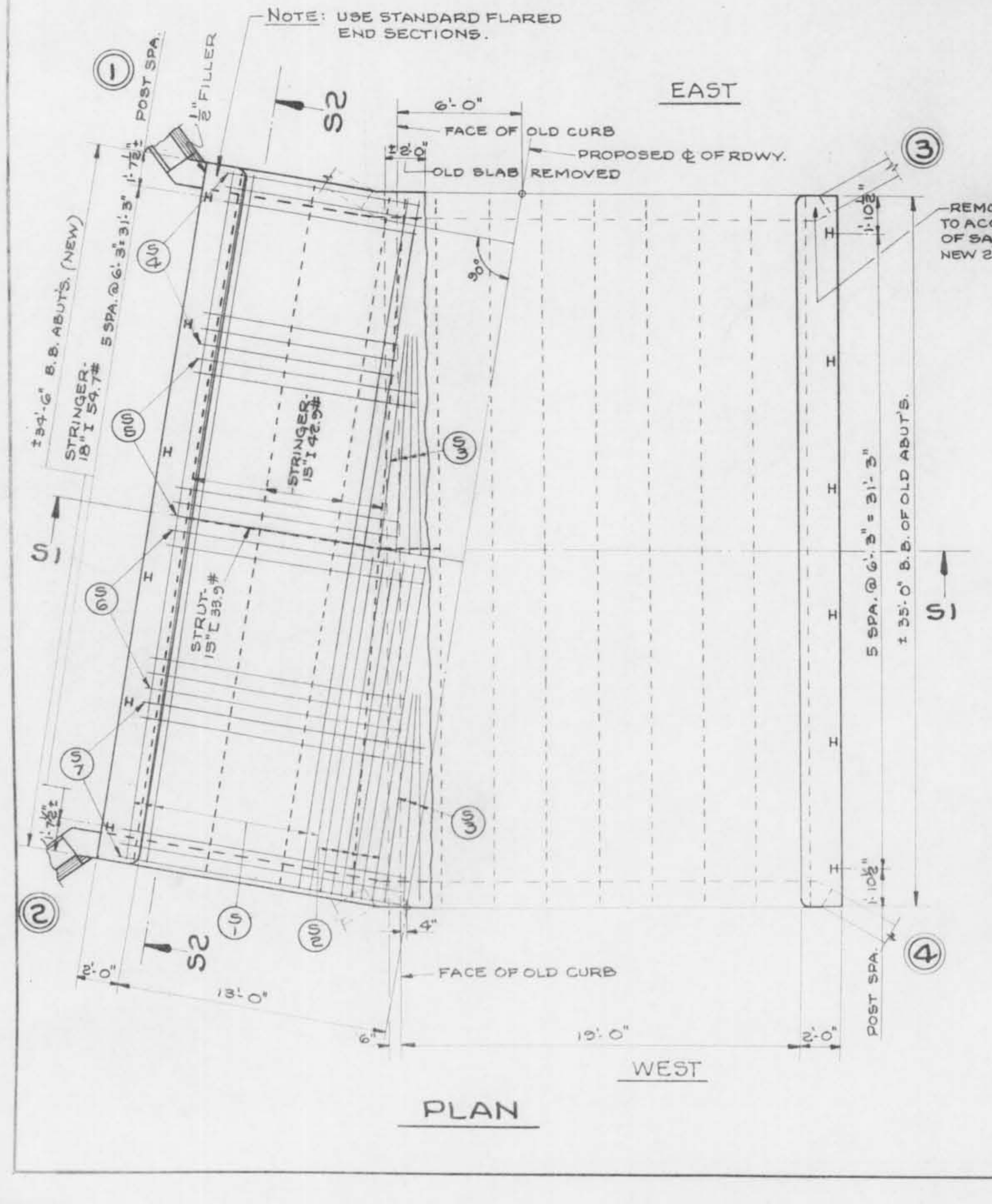
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT

MARK	NO.	SIZE NO.	LENGTH	SPACING	LOCATION	DETAIL
S1	19	5	34-0	SHOWN	SLAB - LONG. - TOP & BOTTOM	
S2	6	5	16-6	SHOWN	" " " " "	
S3	7	5	11-0	SHOWN	" " " " "	
S4	26	5	9-6	8½	" TRANS. " " "	
S5	24	5	11-0	8½	" " " " "	
S6	24	5	12-6	8½	" " " " "	
S7	24	5	14-0	8½	" " " " "	
S8	3	5	34-0	SHOWN	N. CURB - LONG.	
S9	3	5	34-6	SHOWN	S. " "	
S10	69	4	4-9	1-0	CURBS - TRANS.	**

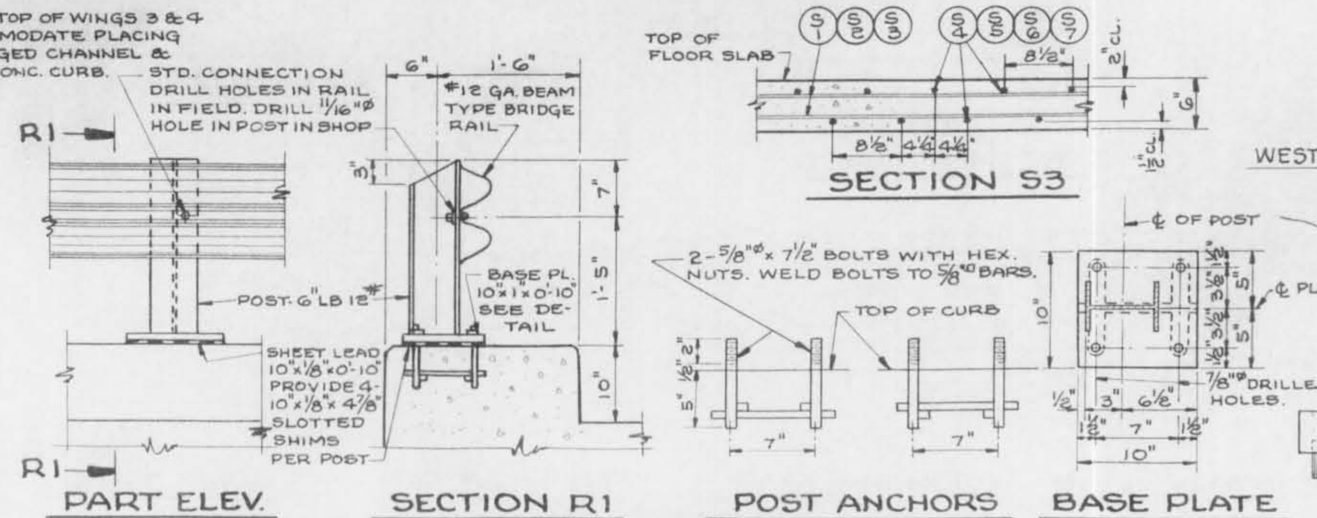




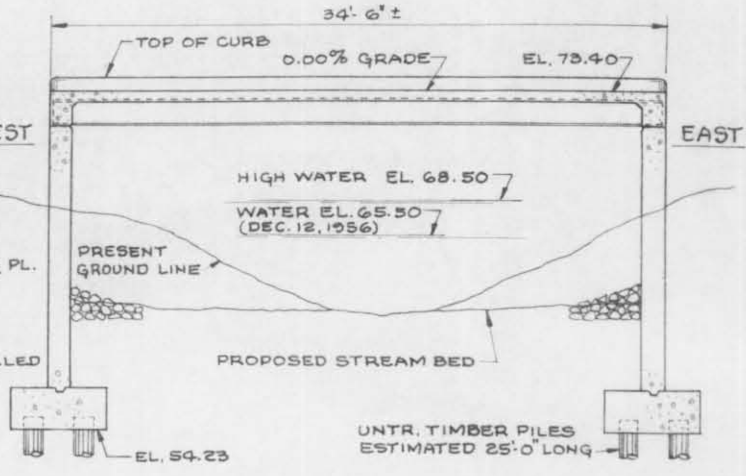
TYPICAL CONNECTIONS



PLAN



RAILING DETAILS



SECTION S2

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN OR NOTED.

ALL CONCRETE MASONRY SHALL BE GRADE "AA".

THE USE OF STRUCTURAL GRADE BAR STEEL REINFORCEMENT IS PROHIBITED.

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE NOTED.

PILING SHALL BE UNTREATED TIMBER PILING ESTIMATED 25'-0" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 18 TONS PER PILE.

THE BODY OF THE ABUTMENTS SHALL BE RIPRAPPED AS SHOWN IN "SECTION THRU RIPRAP" ON X-16611. AFTER THE FILL IS IN PLACE THE SLOPE OF THE FILL AROUND THE ENDS OF THE WINGS SHALL BE RIPRAPPED TO A MINIMUM THICKNESS OF 1'-0" AS DIRECTED BY THE ENGINEER.

TOTAL ESTIMATED QUANTITIES

BID ITEMS:	UNIT	SUPER.	WEST ABUT.	EAST ABUT.	TOTAL
EXCAVATION FOR STRUCTURES:	C.Y.	—	150	165	315
CONCRETE MASONRY:	C.Y.	15.2	39.0	42.1	96.3
BAR STEEL REINFORCEMENT:	LB.	2490	1580	1460	5530
STRUCTURAL CARBON STEEL:	LB.	7750	—	—	7750
SHEET LEAD:	LB.	36	—	—	36
***UNTREATED TIMBER TEST PIL. (@40'):	L.S.	—	—	—	1
UNTREATED TIMBER PILING-DELIV.:	L.F.	—	325	375	700
UNTREATED TIMBER PILING-DRIVEN:	L.F.	—	325	375	700
PILE SHOES:	EACH	—	13	15	28
STEEL RAILING:	L.F.	70	—	—	70
RIPRAP:	C.Y.	—	30	25	55
NON- BID ITEMS:					
4"⌀ TILE DRAINS:	L.F.	—	4	4	8
AMER. EXPAN. BOLTS OR EQUIV.:	EACH	47	—	—	47
EXPAN. JOINT FILLER:	SIZE	½"	¼"	¼"	½" & ¼"
MEMBRANE WATERPROOFING:	S.F.	—	27	27	54

***PLACE ONE AT EACH ABUTMENT.

* THE DESIGN OF THIS STRUCTURE IS IN ACCORDANCE WITH THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, A.A.S.H.O., EDITION OF 1953."

LIST OF DRAWINGS

1- SUPERSTRUCTURE: — X-16610
2- ABUTMENTS: — X-16611

STATE HIGHWAY COMMISSION OF WISCONSIN

SUPERSTRUCTURE

CO. LINCOLN | TN. RUSSELL & SCHLEY | STA. 476+
SECTION 31 & 6 | TOWN 33 & 32 N. | RANGE 8 E.
DATE 5-3-57 | DRWN. BMKZ | CKD. 7173 | SPEC. 1957 | LOAD H 15

CORRECT: H. B. Schultz, BRIDGE ENGINEER

APPROVED: E. L. Roettiger, STATE HIGHWAY ENGINEER

REVISED

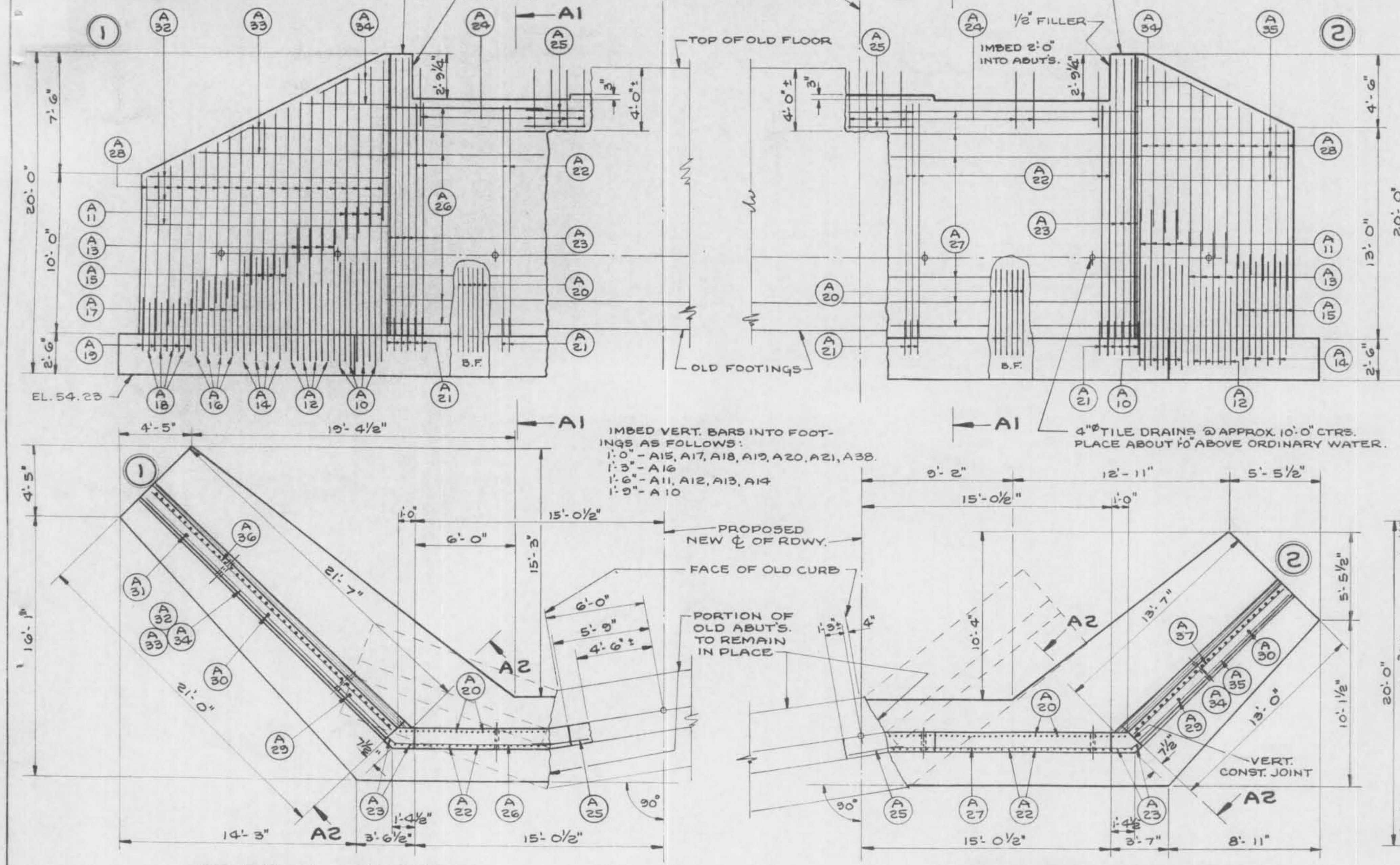
STRUCTURE B-35-6 | SHEET 1 OF 2

X 16610

NOTE: EXPOSED OLD REINF. STEEL SHALL PROTRUDE INTO NEW WORK WHEREVER POSSIBLE.

NOTE: ABUTMENT BACKFILL NOT TO BE PLACED UNTIL THE SUPERSTRUCTURE IS COMPLETED.

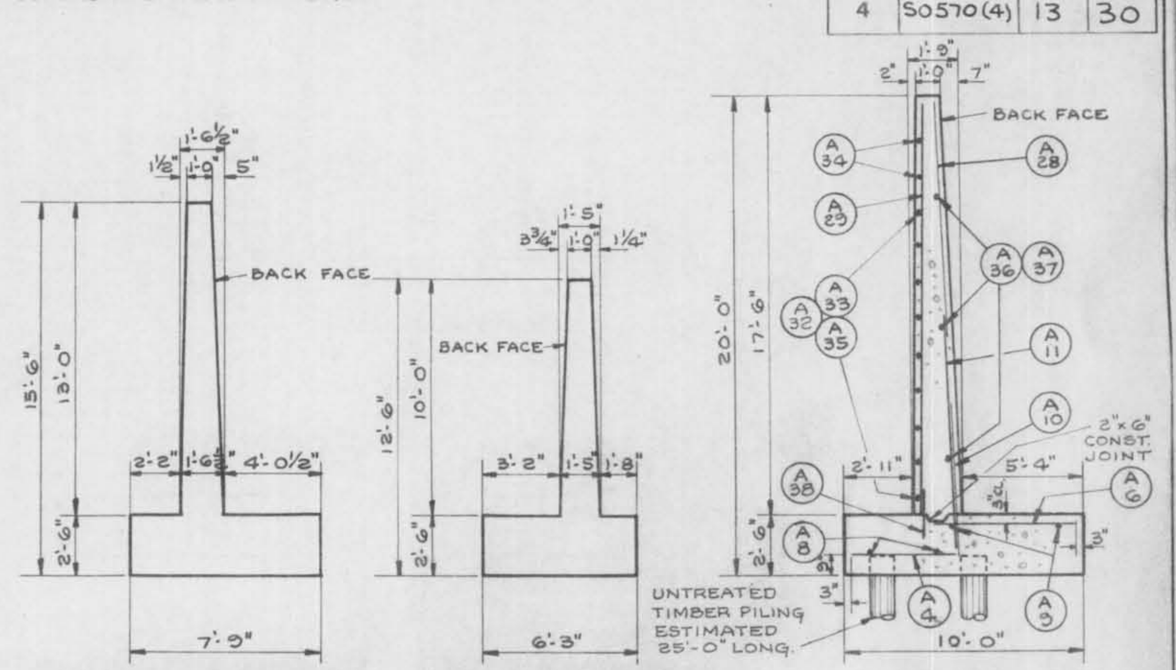
B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	S0570(4)	13	30



AT EAST ABUTMENT

AT WEST ABUTMENT

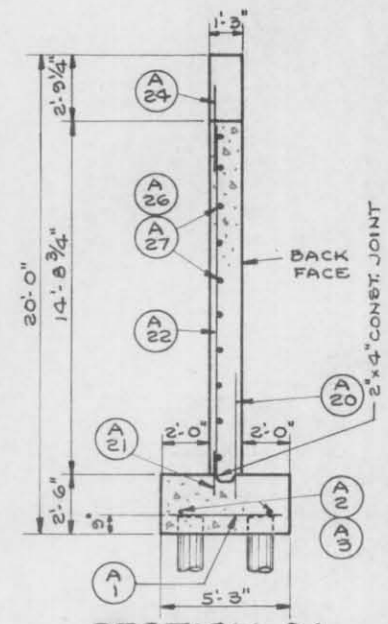
PART ELEVATION & PLAN



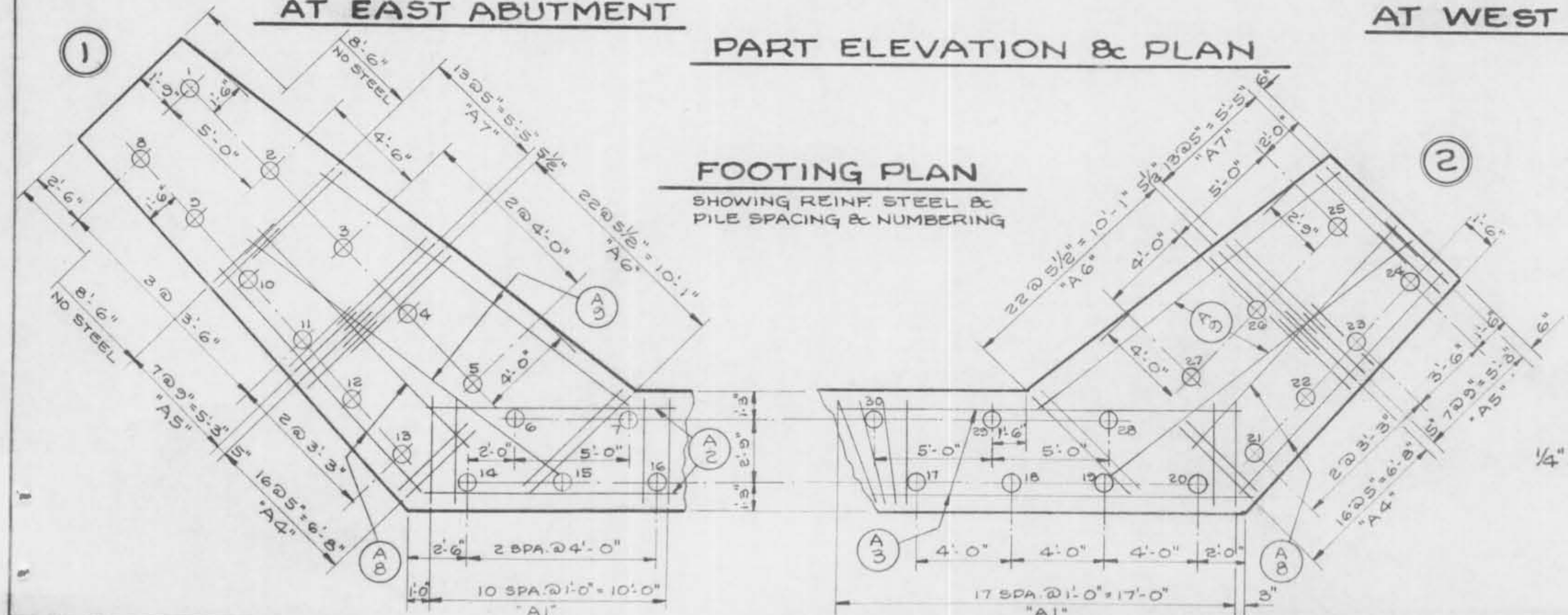
END VIEW-WING 2

END VIEW-WING 1

SECTION A2

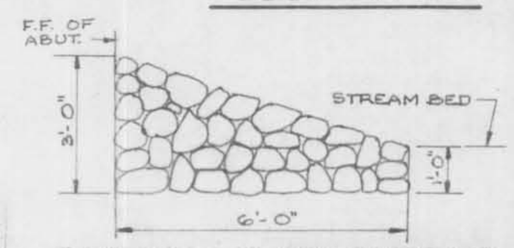


SECTION A1

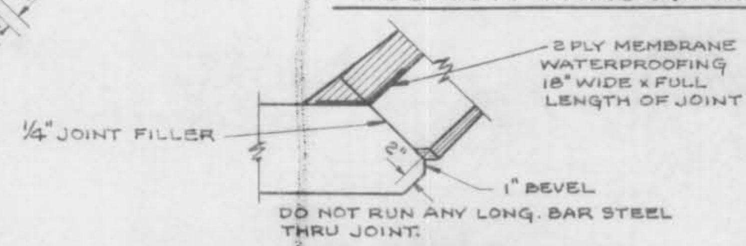


FOOTING PLAN

SHOWING REINF. STEEL & PILE SPACING & NUMBERING



SECTION THRU RIPRAP



VERT. CONST. JOINT

BILL OF BARS 3040#

POUR	NO.	MARK	SIZE NO.	LENGTH	SPACING	LOCATION
FOOTINGS	29	A 1	4	4-9	1-0	BODY FOOTING - BOTH ABUTS.
	2	A 2	4	11-0	SHOWN	" " - EAST ABUT. - TIES
	2	A 3	4	17-0	SHOWN	" " - WEST ABUT. - "
	34	A 4	4	4-3	5	WINGS 1 & 2 FOOTING - TOE
	16	A 5	4	3-9	9	" " " "
	46	A 6	5	6-0	5½	" " " HEEL
	28	A 7	4	5-6	5	" " " "
	4	A 8	4	13-0	SHOWN	" " " TOE - TIES
	4	A 9	4	16-3	SHOWN	" " " HEEL - "
	8	A 10	7	6-6	1-0	VERT. WINGS 1 & 2 - B.F.
	8	A 11	6	9-6	1-0	" " " "
	8	A 12	6	4-9	1-0	" " " "
	8	A 13	6	8-0	1-0	" " " "
	8	A 14	6	6-6	1-0	" " " "
	9	A 15	4	6-3	1-0	" " " "
	4	A 16	5	4-9	1-0	" " 1 "
	4	A 17	4	4-9	1-0	" " 1 "
	4	A 18	4	3-0	1-0	" " 1 "
	5	A 19	4	3-3	1-0	" " 1 "
	70	A 20	4	5-3	4	" BODY - B.F.
	61	A 21	4	2-0	5	" " F.F.
	5	A 38	4	2-0	SHOWN	WINGS 1 & 2 F.F.
BODY & WINGS	53	A 22	4	14-6	5	VERT. BODY - F.F.
	8	A 23	4	17-3	5	" " "
	27	A 24	5	3-6	1-0	" " " - TOP
	4	A 25	4	4-0	SHOWN	HOR. " "
	10	A 26	4	9-9	1-6	" " " - E. ABUT.
	10	A 27	4	15-0	1-6	" " " - W. ABUT.
	34	A 28	4	10-0	1-0	VERT. WINGS 1 & 2 - B.F.
	2	A 29	4	16-0	SHOWN	" " " F.F.
	2	A 30	4	13-6	SHOWN	" " " F.F.
	1	A 31	4	11-0	SHOWN	" " 1 F.F.
	7	A 32	4	20-6	1-6	HOR. " 1 F.F.
	2	A 33	4	16-6	1-6	" " 1 F.F.
	4	A 34	4	8-0	1-6	" " 1 & 2 F.F.
	9	A 35	4	12-6	1-6	" " 2 F.F.
	3	A 36	4	20-6	SHOWN	" " 1 B.F.
	3	A 37	4	12-6	SHOWN	" " 2 B.F.

STATE HIGHWAY COMMISSION OF WISCONSIN

ABUTMENTS

5-3-57 | BMZ | 7/7/22 | 1957 | H15

STRUCTURE B-35-6 | SHEET 2 OF 2

X 16611