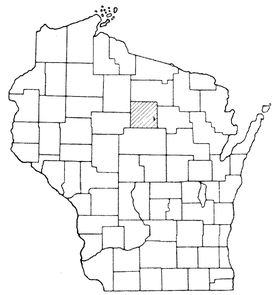
COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
35.6	570.0		11.10	4 WIS.	1	13

INDEX OF SHEETS



STATE OF WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED

BIG HAYMEADOW CREEK BRIDGE AND APPROACHES

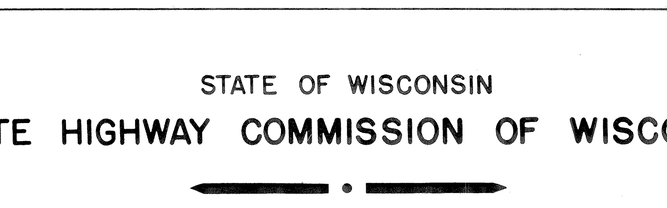
C.T.H "X"

LINCOLN COUNTY

PROJECT S 0570(10)

N

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.



BEGINNING OF PROJECT S 0570(10)
STA. 53+00
1628.2 FT. S. OF N.W. COR.
SEC. 3, T32N, R8E

END OF PROJECT S 0570(10)
STA. 62+00
728.6 FT. S. OF N.W. COR.
SEC. 3, T32N, R8E

STA. 57+15.08 - STA. 57+86.92
BRIDGE B-35-4
CONTRACT NO. 1

CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
TOWNSHIP OR RANGE LINE
SECTION LINE
NEW RIGHT OF WAY LINE
PRESENT RIGHT OF WAY LINE
WIRE FENCE { WOVEN, BARBED
LOT LINE
CORPORATE OR CITY LIMITS
PROPERTY LINE P.L. + 326
TRAVELED WAY OR P.E.
RAILROADS
BASE OR SURVEY LINE 30

CULVERTS IN PLACE
CULVERTS REQUIRED
DROP INLET
POWER POLE
TELEPHONE OR TELEGRAPH POLE
RIGHT OF WAY MARKERS
REFERENCE STAKE FOR HUBS ONLY +61.7 25.9
MARSH
HEDGE
TREES
GROUND ELEVATION DATUM LINE 739
GRADE ELEVATION DATUM LINE 751.6

LAYOUT

SCALE 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.170 MI.

STATE HIGHWAY
COMMISSION OF WISCONSIN
MADISON, WIS.

SURVEYOR P. JOHNSON NOTE BOOK 8193
DIVISION COMPUTER E.H.M. M. O. CHECKER W.H.B.
DISTRICT CHECKER CORRECT

CORRECT:
DATE 6/17/64 Max Juettner DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:
DATE 6/24/64 CHIEF DESIGN ENGINEER

APPROVED:
DATE 6/24/64 STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:
[redacted] DATE

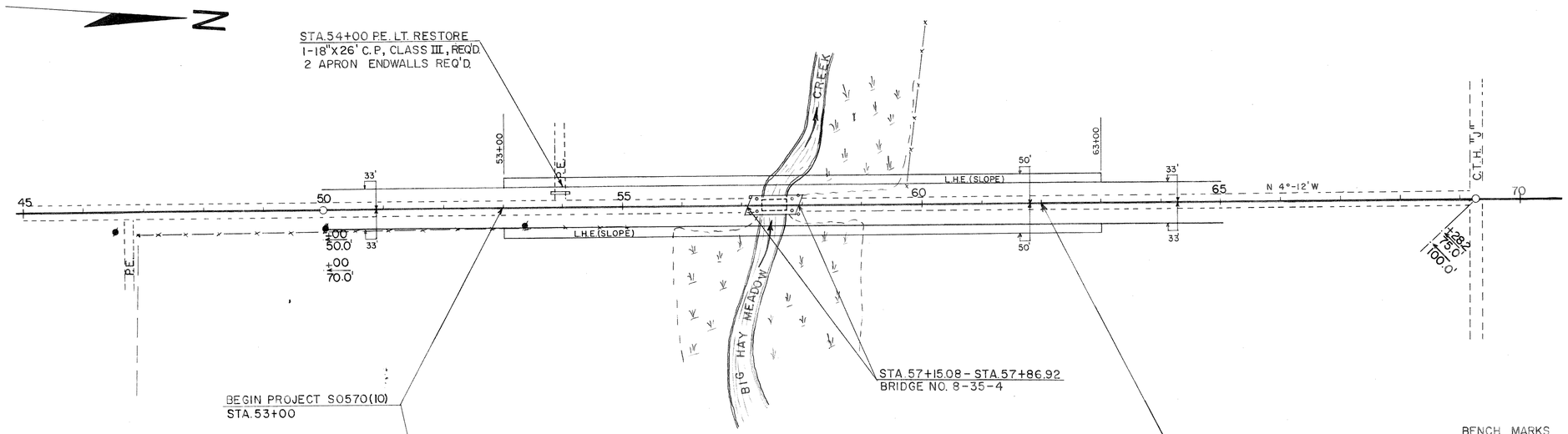
[redacted] DIVISION ENGINEER

S 0570(10)

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S0570(10)	3	13

PLAN — SURVEYED — PLOTTED — GRADES CHECKED — ALIGNMENT CHECKED — R.M.'S NOTED — RT. OF WAY CHECKED — STRUCTURE NOTATIONS CHKD. — NOTE BOOK NO. 8193 — BY P.M. JOHNSON — DATE 1-62

PROFILE — SURVEYED — PLOTTED — GRADES CHECKED — R.M.'S NOTED — STRUCTURE NOTATIONS CHKD. — NOTE BOOK NO. 8193 — BY P.M. JOHNSON — DATE 1-62

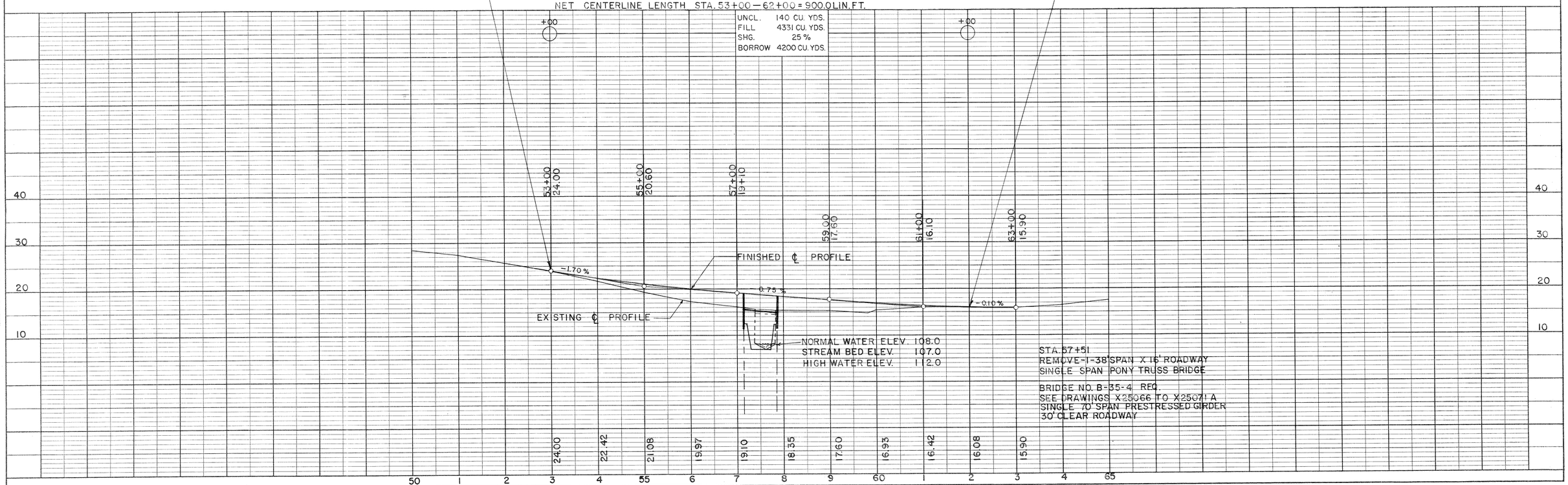


BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
1	56+50	SPIKE IN 13" ELM	65' LT.	118.94
2	68+00	" " 15" BLACK ASH	45' RT.	120.44

NET CENTERLINE LENGTH STA. 53+00 — 62+00 = 900.0 LIN. FT.

UNCL.	140 CU. YDS.
FILL	4331 CU. YDS.
SHG.	25 %
BORROW	4200 CU. YDS.



STA. 57+51
REMOVE-1-38' SPAN X 16' ROADWAY
SINGLE SPAN PONY TRUSS BRIDGE

BRIDGE NO. B-35-4 REQ.
SEE DRAWINGS X25066 TO X25071 A
SINGLE 70' SPAN PRESTRESSED GIRDER
30' CLEAR ROADWAY

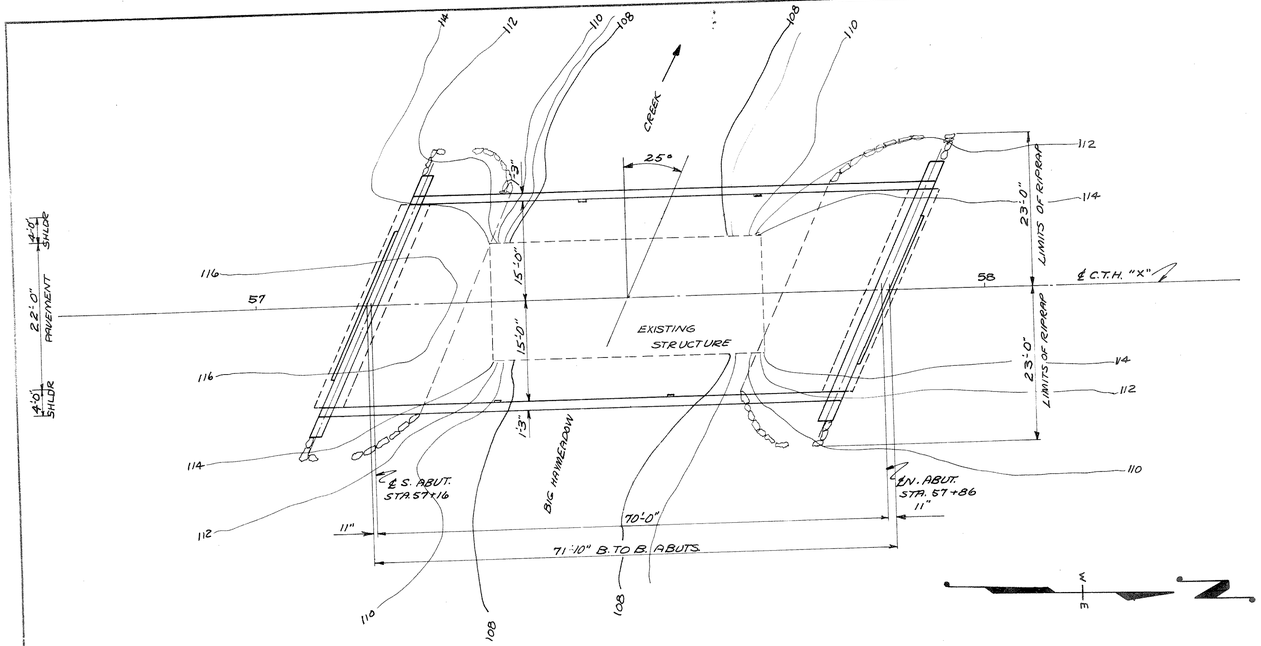
BRUNING NO. 601 3350

PLATE 1 — PLAN — PROFILE O. P. R. & R. E.
MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
35.6	5700	3.8		4	30570(10)	5	13

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
1	56+50	SPIKE IN 13" ELM 65'-LT.	118.94



PLAN

NEW STRUCTURE

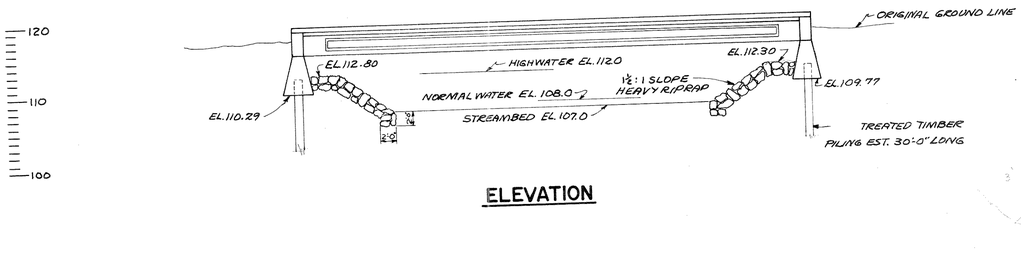
SUPERSTRUCTURE: A SINGLE SPAN (1@ 70'-0") PRESTRESSED GIRDER WITH A 30'-0" CLEAR ROADWAY AND TWO 1'-3" CURBS.

SUBSTRUCTURE: A.R.C. SILL TYPE ABUTMENT ON TREATED TIMBER PILES.

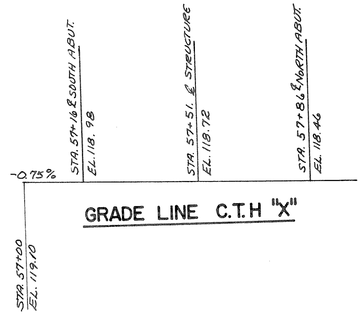
EXISTING STRUCTURE

SUPERSTRUCTURE: A SINGLE SPAN (37'-6" CLEAR SPAN) I-BEAM WITH A 16'-0" CLEAR ROWY.

SUBSTRUCTURE: CONCRETE ABUTMENTS



ELEVATION



GRADE LINE C.T.H "X"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL CONCRETE MASONRY SHALL BE GRADE "A.R." WITH f_c = 1400 P.S.I.

BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.

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

THE USE OF STRUCTURAL GRADE BAR STEEL REINFORCEMENT IS PROHIBITED.

PILING AT THE ABUTMENTS SHALL BE TREATED TIMBER PILING ESTIMATED 30'-0" LONG AND DRIVEN TO A DESIGN BEARING VALUE OF 22 TONS PER PILE.

THE SLOPE IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP TO A MINIMUN THICKNESS OF 2'-0" AS SHOWN ON THIS SHEET AND ON X25070 AND X25071.

ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH "GRANULAR BACKFILL" TO THE ORIGINAL GROUND LINE. PAYMENT WILL BE MADE ONLY FOR MATERIAL ACCTUALLY PLACED WITHIN THE LIMITS SPECIFIED FOR "EXCAVATION FOR STRUCTURE."

EXPANSION JOINT FILLER SHALL CONFORM TO AASHO DESIGNATION M 153, TYPE I.

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER	SO. ABUT.	NO. ABUT.	TOTAL
REMOVING OLD BRIDGE	L.S.	——	——	——	1
EXCAVATION FOR STRUCTURE	C.Y.	——	60	50	110
GRANULAR BACKFILL	C.Y.	——	40	30	70
CONCRETE MASONRY	C.Y.	65.2	24.3	24.3	113.8
BAR STEEL REINFORCEMENT	LB.	15,020	900	900	16,820
FLOOR DRAINS TYPE "G"	EA.	4	——	——	4
* TREATED TIMBER TEST PILE	L.S.	——	——	——	1
TREATED TIMBER PILING (DEL.)	L.F.	——	270	300	570
TREATED TIMBER PILING (DRIVEN)	L.F.	——	270	300	570
HEAVY RIPRAP	C.Y.	——	55	55	110
PRESTRESSED GIRDER, 36"-I TYPE	L.F.	426	——	——	426
BEARING PADS	S.F.	22	——	——	22
STEEL RAILING, TYPE "E"	L.F.	150	——	——	150
NON BID ITEMS					
FILLER	SIZE				¼ & ½

* DRIVE ONE TEST PILE @ S. ABUT. 45'-0" LONG

LIST OF DRAWINGS

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

GENERAL PLAN

CO. LINCOLN | T.N. SCHLEY | STA. 57+51.00

SECTION 3-4 | TOWN 32 N | RANGE 8E

DESIGN SPEC. R.A.S.H.O. 61 | LOADING H15 | CONST. SPEC. 1963

DATE 4-17-62 | DESIGN JH | DRAWN J | CKD DEF

SUBMITTED W. C. Schultz ENGINEER OF BRIDGES

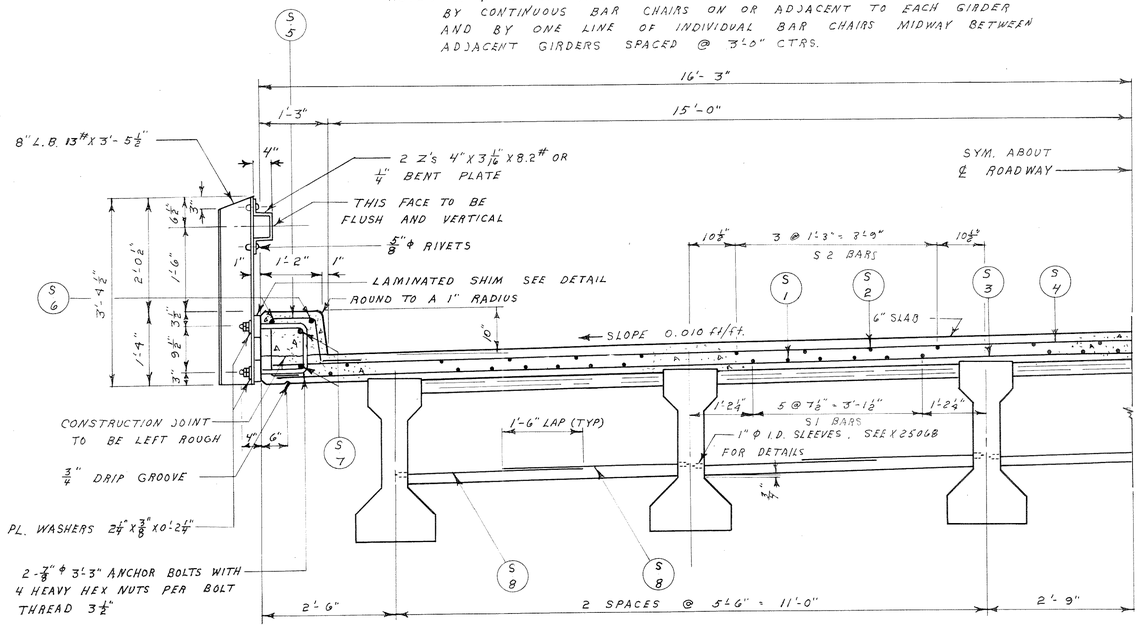
APPROVED: STATE HIGHWAY ENGINEER

STRUCTURE B-35-4 | SHEET 1 OF 7

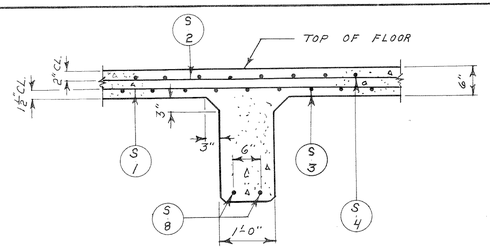
X25066

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	50570(10)	6	13

NOTE: TOP & BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER AND BY ONE LINE OF INDIVIDUAL BAR CHAIRS MIDWAY BETWEEN ADJACENT GIRDERS SPACED @ 3'-0" CTRS.



HALF CROSS SECTION THRU ROADWAY



SECTION S2

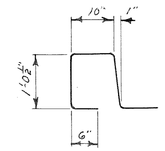
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

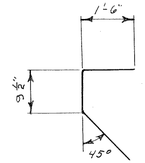
15020 #

MARK	NO	SIZE	LENGTH	SPACING	LOCATION	DET.
S1	69	5	36-6	7 1/2	FLOOR LONG. BOTTOM	
S2	99	5	36-6	1-3	" " TOP	
S3	123	5	35-3	7	" TRANS. BOTTOM	
S4	122	5	35-3	7	" " TOP	
S5	149	5	4-3	1-0	FLOOR AND CURB	A
S6	8	6	36-6	SHOWN	CURB	
S7	32	6	4-6	"	FLOOR AND CURB (SYM. ABOUT ℄ POST)	
S8	40	6	3-9	"	DIAPHRAGM	*
S9	96	5	2-0	1-0	CURTAIN WALL	
S10	4	4	23-9	SHOWN	PAVING NOTCH	
S11	50	4	3-6	1-0	" "	B

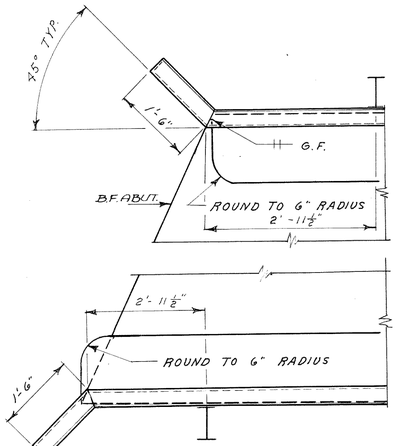
* THREAD ONE END 3" — PLAIN BAR



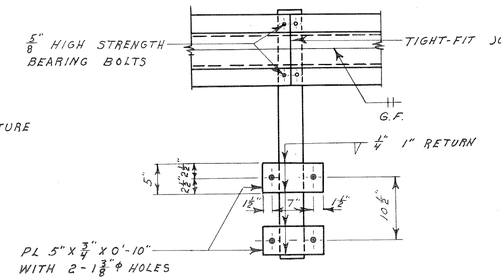
DETAIL A



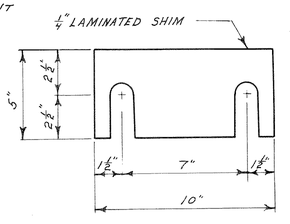
DETAIL B



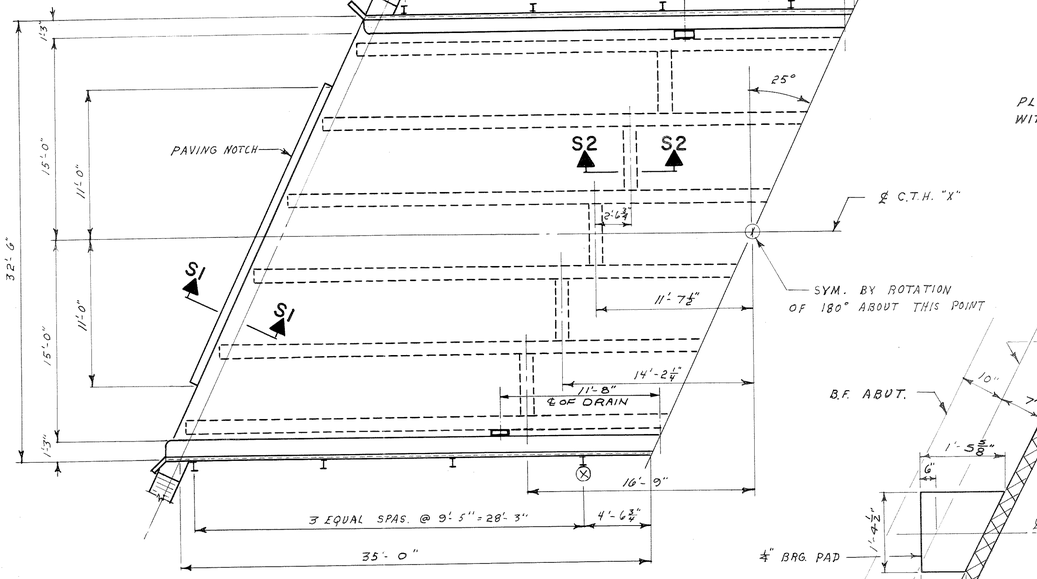
PART PLAN AT ABUT.



POST DETAIL

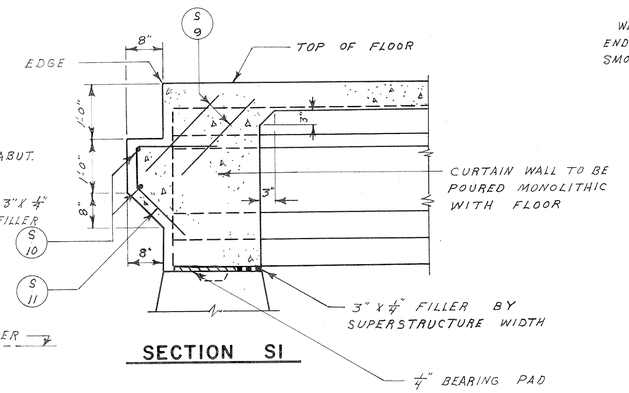


LAMINATED SHIM



PART PLAN

BEARING PAD DETAIL



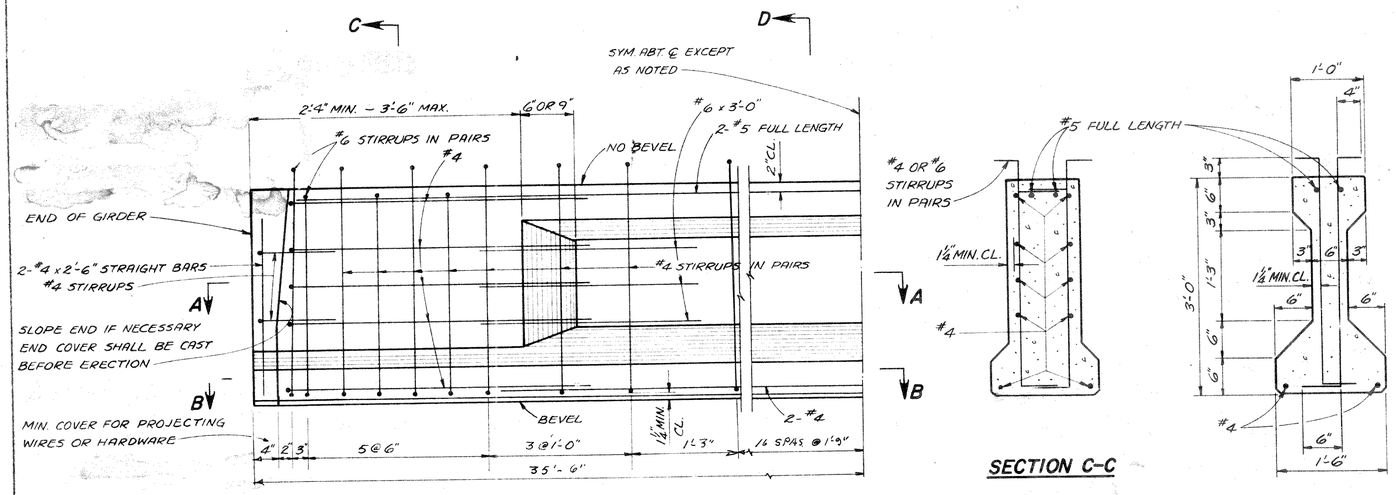
SECTION S1

⊗ DENOTES PERMISSIBLE RAILING SPLICE.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	DESIGN SPEC. AASHO '61 LOADING H-15 CONST. SPEC. 1963
	DATE 4-17-62 DESIGN J H DRAWN MHH CKD DEF
STRUCTURE B-35-4	SHEET 2 OF 7

X25067

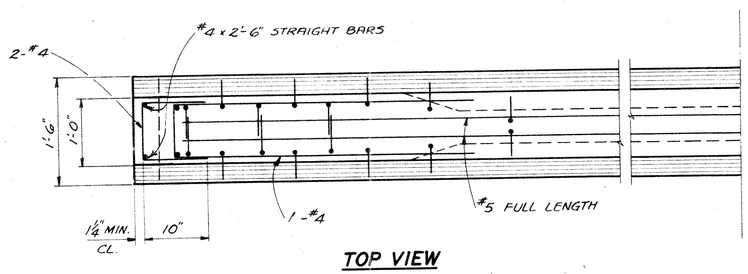
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	30570(10)	7	13



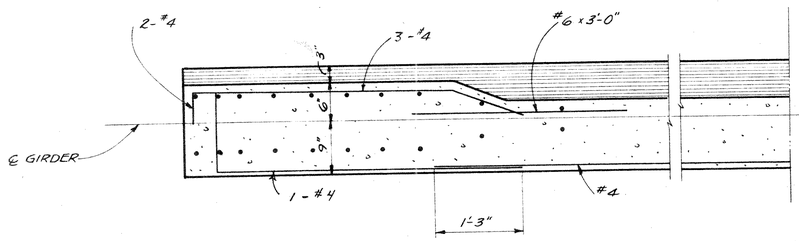
SIDE VIEW

SECTION C-C

SECTION D-D



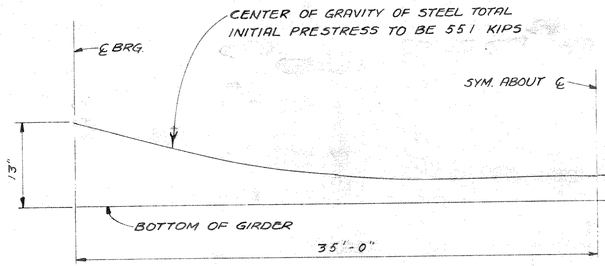
TOP VIEW



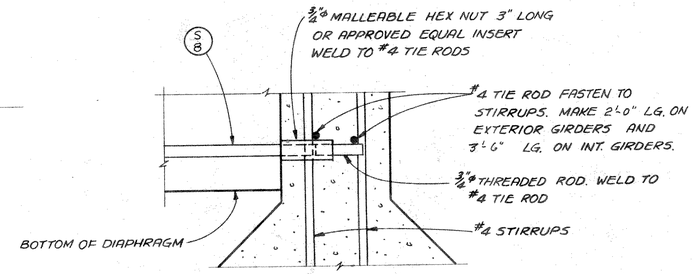
HALF SECTIONS A-A & B-B

MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRE-STRESS FORCE (fci)

	fci
ALL GIRDERS	4645 psi



STEEL PROFILE



PLACE 2 INSERTS IN EACH GIRDER FOR EACH DIAPHRAGM

INSERT DETAIL

(INSERTS FOR DRAINS SIMILAR)

NOTE:

A 4" MINIMUM END COVER SHALL BE PROVIDED TO COVER HARDWARE. COVER SHALL BE CAST BEFORE ERECTION.

TOPS OF GIRDERS SHALL BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB.

THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. DETAILS OF THE LIFTING DEVICE TO BE USED SHALL BE SUBMITTED FOR APPROVAL.

FOR ANTICIPATED INITIAL CAMBER, DEAD LOAD DEFLECTION AND RESIDUAL CAMBER FOR THE POST TENSIONED GIRDERS, SEE DEFLECTION DATA TABLE ON SHEET X25069.

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

POST TENSIONED GIRDER DETAILS

DESIGN SPEC. A.A.S.H.O. '61 LOADING H15 CURRENT SPEC. 1963

DATE 4-17-62 DESIGN JH DRAWN MHH CKD. DEF

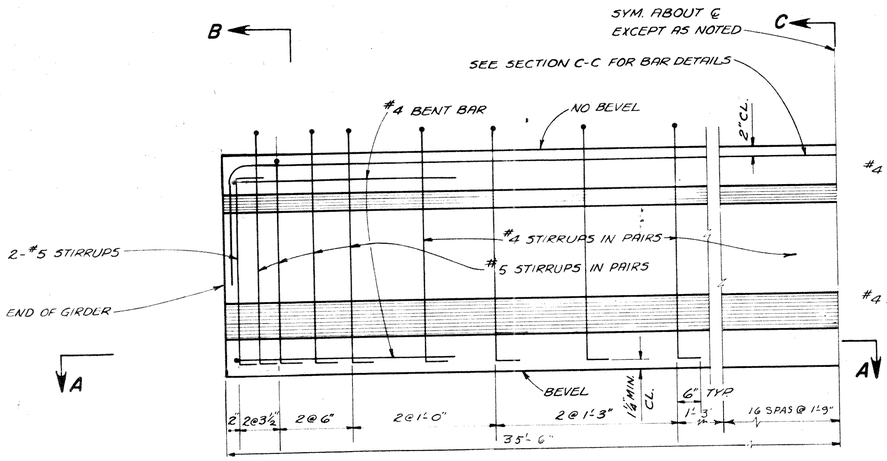
STRUCTURE B-35-4 | SHEET 3 OF 7

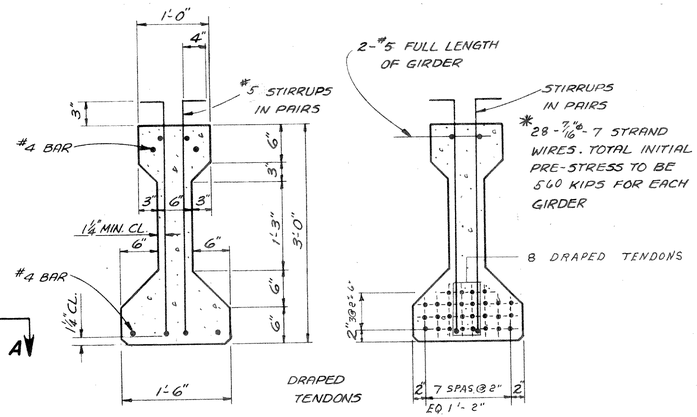
X 25068

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	3057(10)	8	13

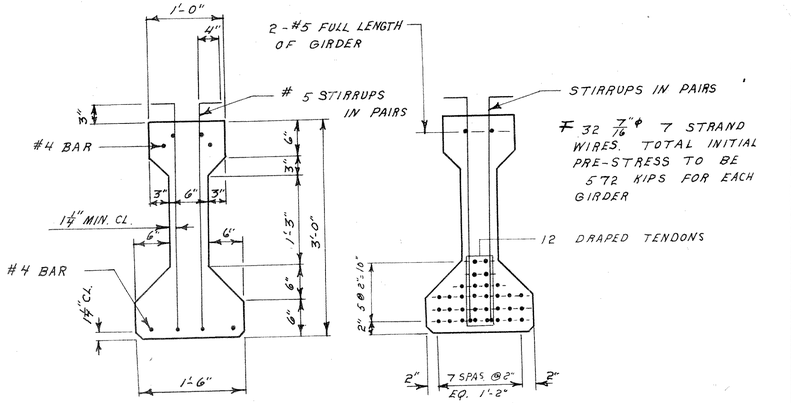
* SEE BELOW FOR NUMBER OF STRANDS AND ARRANGEMENT FOR $\frac{7}{16}$" STRANDS WITH A CROSS-SECTION AREA OF 0.1152 SQ. INCH AND AN ULTIMATE STRENGTH OF 270,000 PSI

† SEE BELOW FOR NUMBER OF STRANDS AND ARRANGEMENT FOR $\frac{7}{16}$" STRANDS WITH A CROSS-SECTION AREA OF 0.1089 SQ. INCH AND AN ULTIMATE STRENGTH OF 250,000 PSI

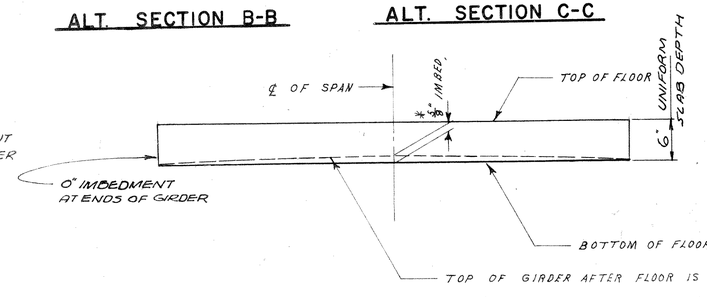




SECTION B-B **SECTION C-C**

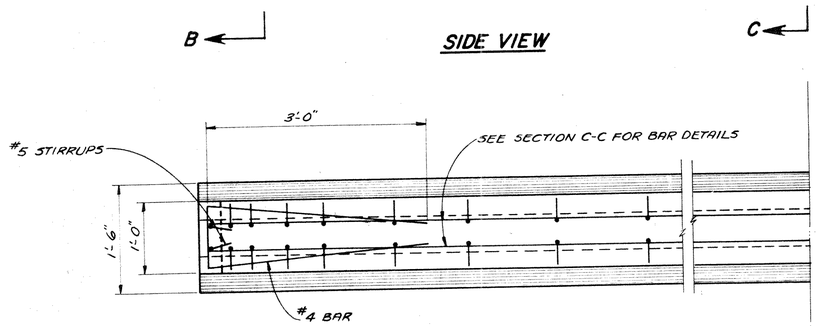


ALT. SECTION B-B **ALT. SECTION C-C**

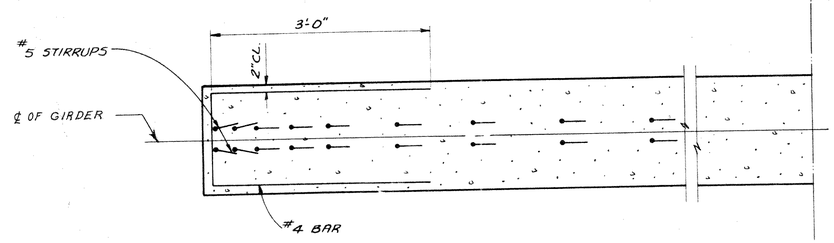


SLAB FORMING

* TO COMPENSATE FOR VARIATION IN PRESTRESS CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES, THE IMBEDMENT SHOWN AT ℄ MAY BE INCREASED TO A MAXIMUM OF 1½", IF IMBEDMENT AT ℄ OF SPAN EXCEEDS 1½", THE BOTTOM TRANSVERSE BAR STEEL SHALL BE TIED DOWN TO HOLD 1½" CLEAR COVER MIDWAY BETWEEN GIRDERS

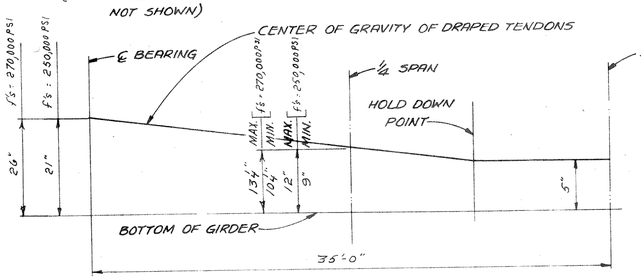


TOP VIEW



SECTION A-A

SIDE VIEW



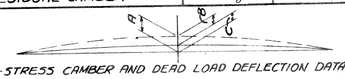
DRAPED TENDON PROFILE

MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRE-STRESS FORCE (f'ci)

GIRDER	f'ci
PRE-TENSION f's 250 KSI	4450 PSI
PRE-TENSION f's 270 KSI	4330 PSI

DEFLECTION DATA

CAMBER	PRE-TEN. f's=250	PRE-TEN. f's=270	POST-TENS. f's=250
*A = PRE-STRESSED CAMBER	1 $\frac{1}{2}$	1 $\frac{5}{8}$	1 $\frac{1}{8}$
*B = DEAD LOAD DEFLECTION	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$
*C = RESIDUAL CAMBER	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{5}{8}$



* PRE-STRESS CAMBER AND DEAD LOAD DEFLECTION DATA SHOWN ARE THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRE-STRESSING CONDITIONS AND PRE-STRESS LOSSES.

NOTES:

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN. WIRES SHALL BE FLUSH WITH END OF GIRDER AND PAINTED WITH GRAY "VERTISEAL" OR EQUAL.

TOPS OF GIRDERS SHALL BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB.

THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. DETAILS OF THE LIFTING DEVICE TO BE USED SHALL BE SUBMITTED FOR APPROVAL

FOR DETAILS OF SHIPPING FRAME SEE SHEET X 25068.

DETAILS OF INSERTS FOR DIAPHRAGMS SIMILAR TO THOSE OF POST-TENSIONED GIRDERS. SEE SHEET X 25068.

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

PRE-TENSIONED GIRDER DETAILS

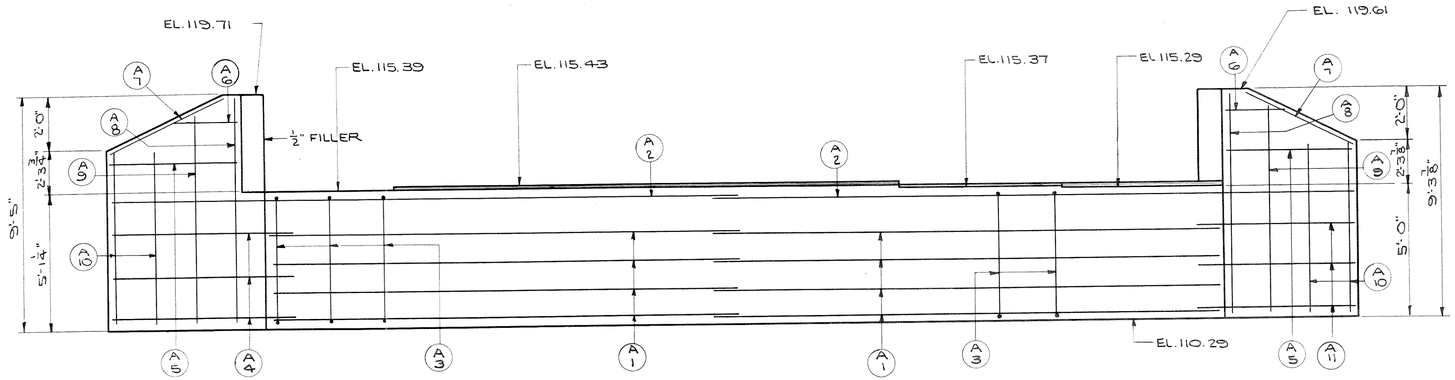
DESIGN SPEC. A.A.S.H.O. '61 | LOADING H15 | CONST. SPEC. 1963

DATE 4-17-62 DESIGN J.H | DRAWN M.H.H. | CKD. D.E.F.

STRUCTURE B-35-4 | SHEET 4 OF 7

X25069

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	30570(10)	9	13



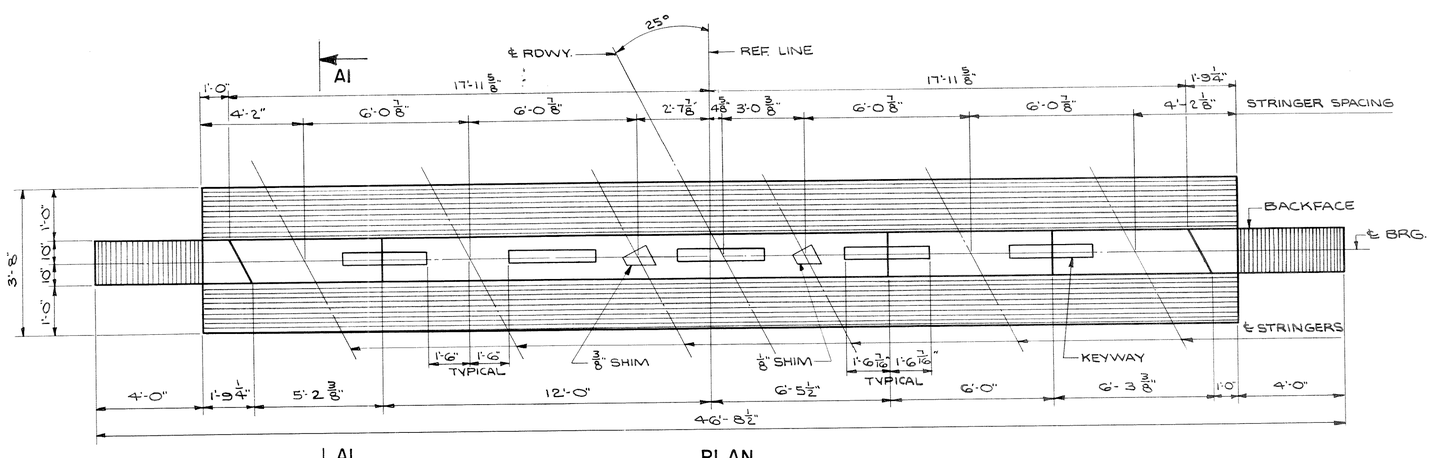
ELEVATION

BILL OF BARS

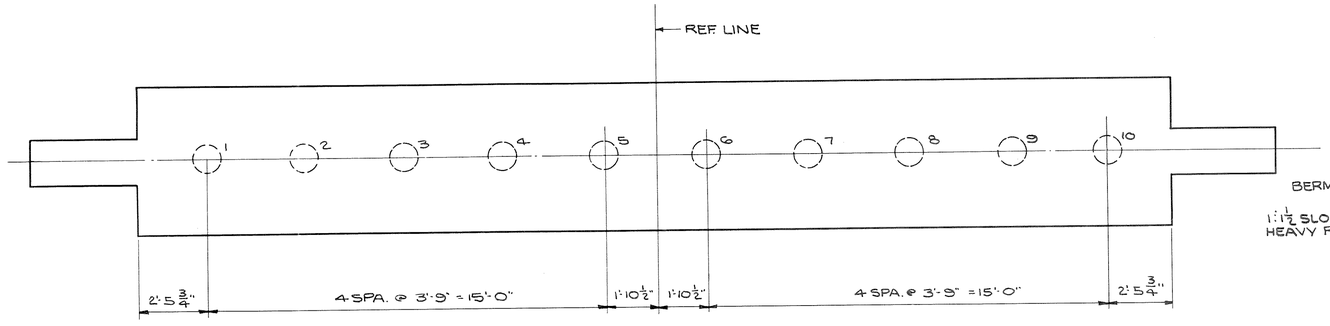
900#

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

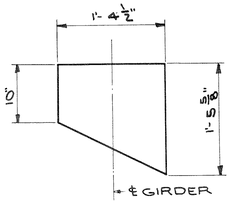
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	A1	16	4	20-0	SHOWN	BODY - HORIZ.	
	A2	4	6	24-0	"	" - "	
	A3	40	4	8-0	2-0	" - STIRRUPS	A
	A4	6	4	5-9	1-6	WINGS - FRONTFACE	
	A5	4	4	4-6	1-6	" - BOTH FACES	
	A6	4	4	2-6	1-6	" - " "	
	A7	4	4	4-6	SHOWN	" - " "	
	A8	4	4	3-0	1-6	" - " "	
	A9	4	4	8-6	1-6	" - " "	
	A10	8	4	7-0	1-6	" - " "	
	A11	6	5	5-9	1-6	" - BACK FACE	
	A12	36	5	4-0	1-0	BODY - VERT.	



PLAN

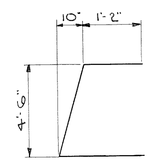


FOOTING PLAN

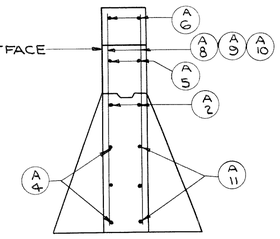


SHIM DETAIL

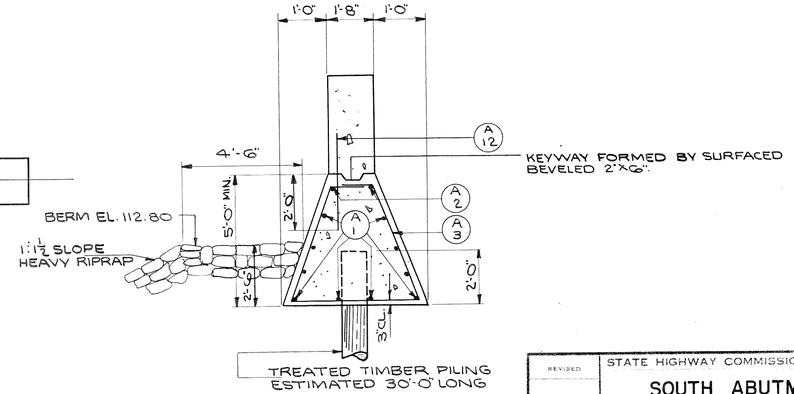
SHIMS TO BE STRUCTURAL CARBONSSTEEL. (TO BE INCLUDED IN BID PRICE FOR STEEL RAILING)



DETAIL A



END VIEW

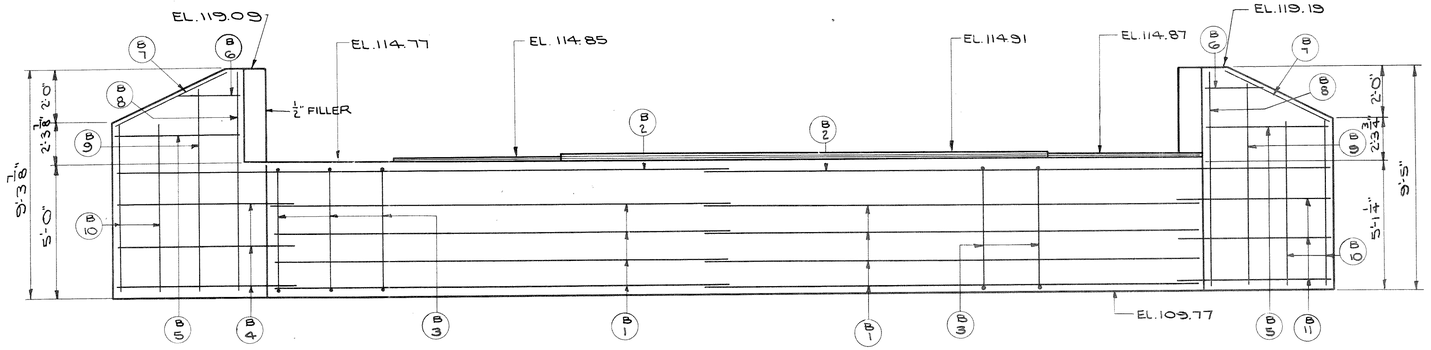


SECTION A1

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SOUTH ABUTMENT
	DESIGN SPEC. AASHO '61 LOADING H15 CONST. SPEC. 1963
	DATE 4-17-62 DESIGN MHH DRAWN SIPPLE CK. DEF
STRUCTURE B-35-4	SHEET 5 OF 7

25070

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	30570(10)	10	13



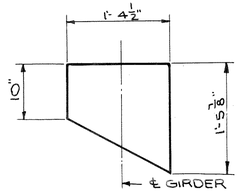
ELEVATION

BILL OF BARS

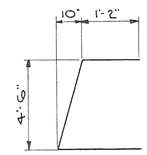
900#

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	B1	16	4	20-0	SHOWN	BODY - HORIZ.	
	B2	4	6	24-0	"	" - "	
	B3	40	4	8-0	2-0	" - STIRRUPS	A
	B4	6	4	5-9	1-6	WINGS - FRONTFACE	
	B5	4	4	4-6	1-6	" - BOTH FACES	
	B6	4	4	2-6	1-6	" - " "	
	B7	4	4	4-6	SHOWN	" - " "	
	B8	4	4	9-0	1-6	" - " "	
	B9	4	4	8-6	1-6	" - " "	
	B10	8	4	7-0	1-6	" - " "	
	B11	6	5	5-9	1-6	" - BACKFACE	
	B12	36	5	4-0	1-0	BODY VERT.	

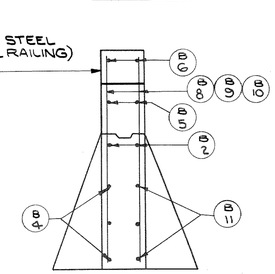


SHIM DETAIL

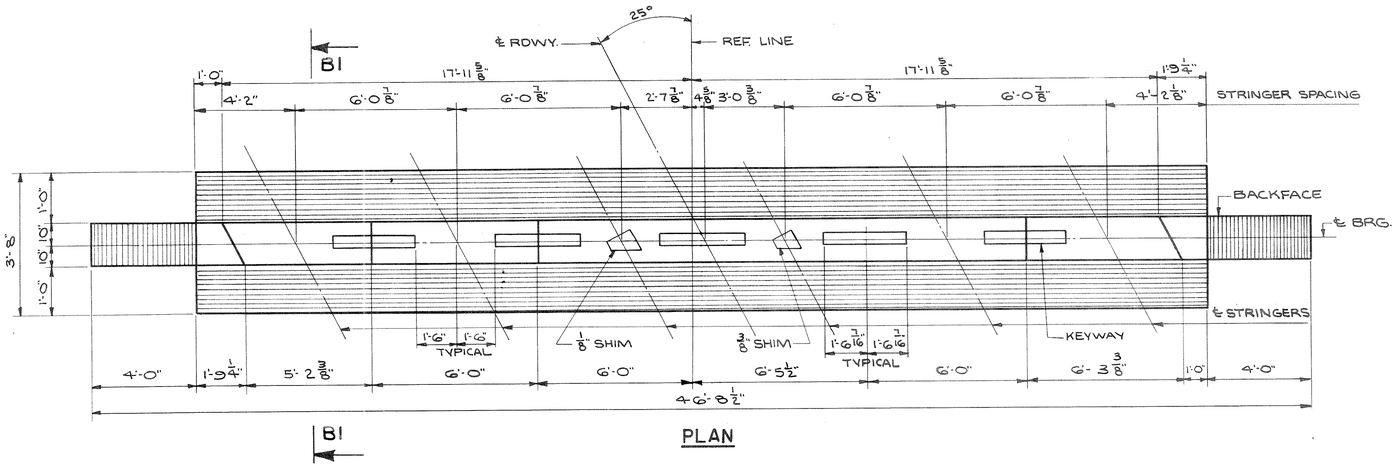


DETAIL A

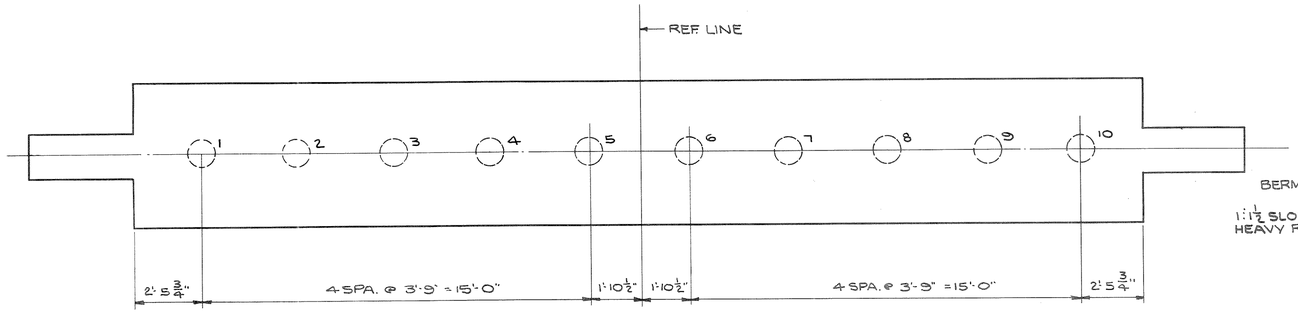
SHIMS TO BE STRUCTURAL CARBON STEEL
(TO BE INCLUDED IN BID PRICE FOR STEEL RAILING)



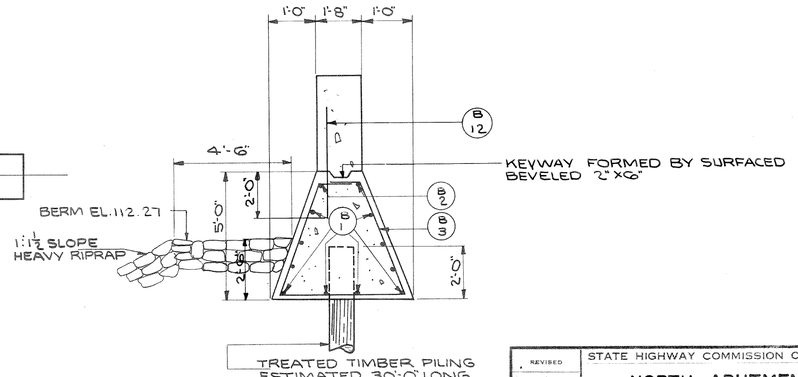
END VIEW



PLAN



FOOTING PLAN



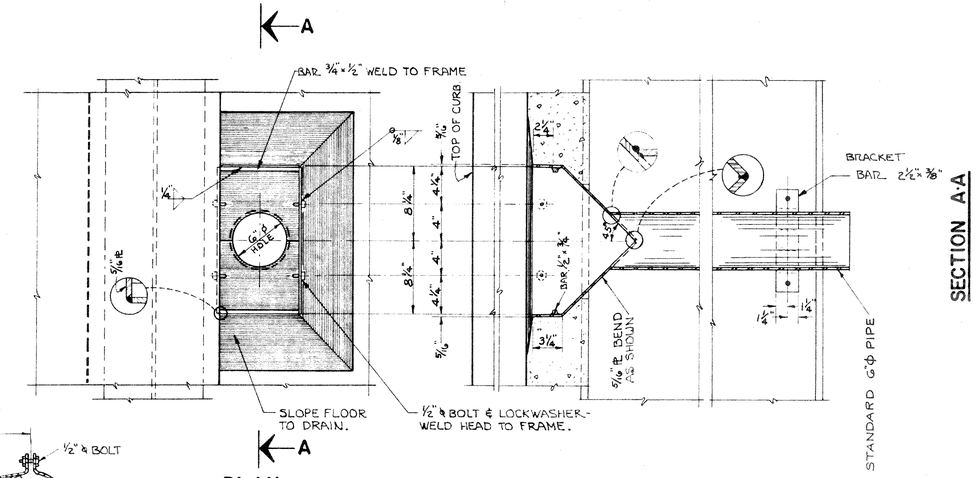
SECTION B1

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	NORTH ABUTMENT
	DESIGN SPEC AASHO '61 LOADING H15 CONST SPEC 1963
	DATE 4-11-62 DESIGN JH DRAWN SIPPLE CKD DEF
STRUCTURE B-35-4	SHEET 6 OF 7

25071

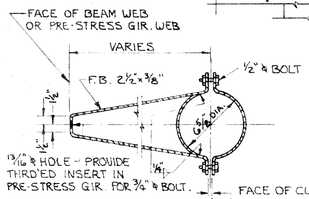
FLOOR DRAIN TYPE	NO. REQ'D
TYPE "B"	
TYPE "C"	4

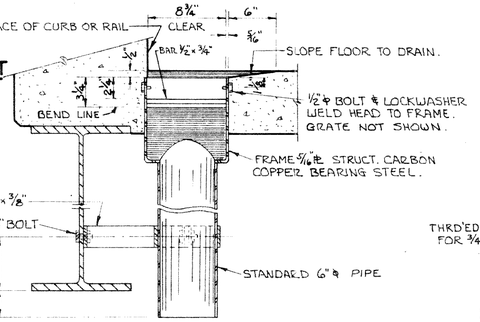
B.F.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	50570(10)	11	13



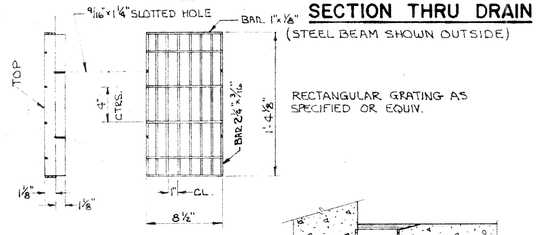
SECTION A-A

PLAN



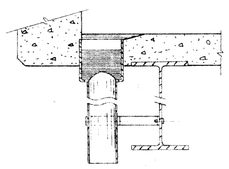


SECTION THRU BRACKET

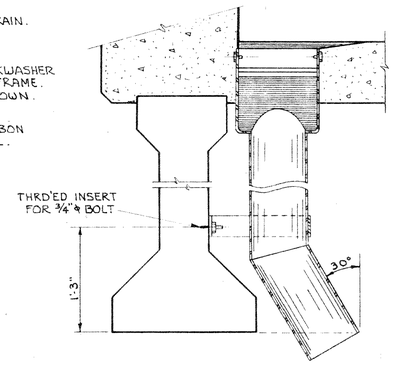


NOTE: BOLT GRATE TO FRAME FOR SHIPMENT.

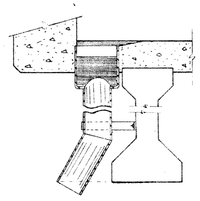
GRATE



SECTION THRU DRAIN
(STEEL BEAM SHOWN INSIDE)

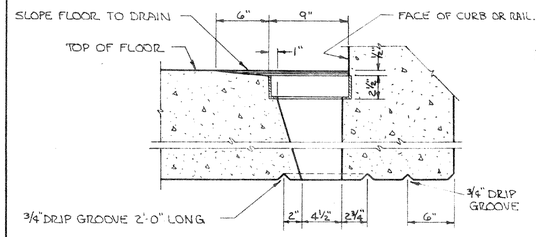


SECTION THRU DRAIN
(PRE-STRESSED GIRDER, SHOWN OUTSIDE)

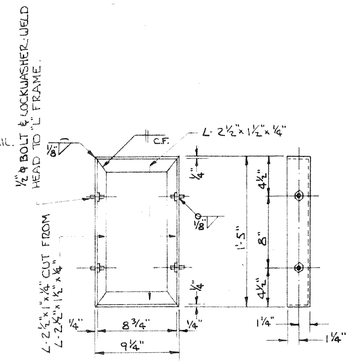


SECTION THRU DRAIN
(PRE-STRESSED GIRDER, SHOWN INSIDE)

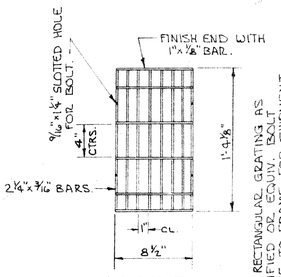
FLOOR DRAIN · TYPE "C"



SECTION THRU DRAIN



FRAME



GRATE

RECTANGULAR GRATING AS SPECIFIED OR EQUIV. BOLT GRATE TO FRAME FOR SHIPMENT.

FLOOR DRAIN · TYPE "B"

STATE HIGHWAY COMMISSION OF WISCONSIN

FLOOR DRAIN DETAILS

DESIGN AASHO-61 LOADING H15 SOURCE STYLE 1963
DATE 4/17/62 DESIGN STD. DRAWN MHH CKD. DEP

STRUCTURE B-35-4 | SHEET 7 OF 7

X25071A