

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9860-I-70		1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

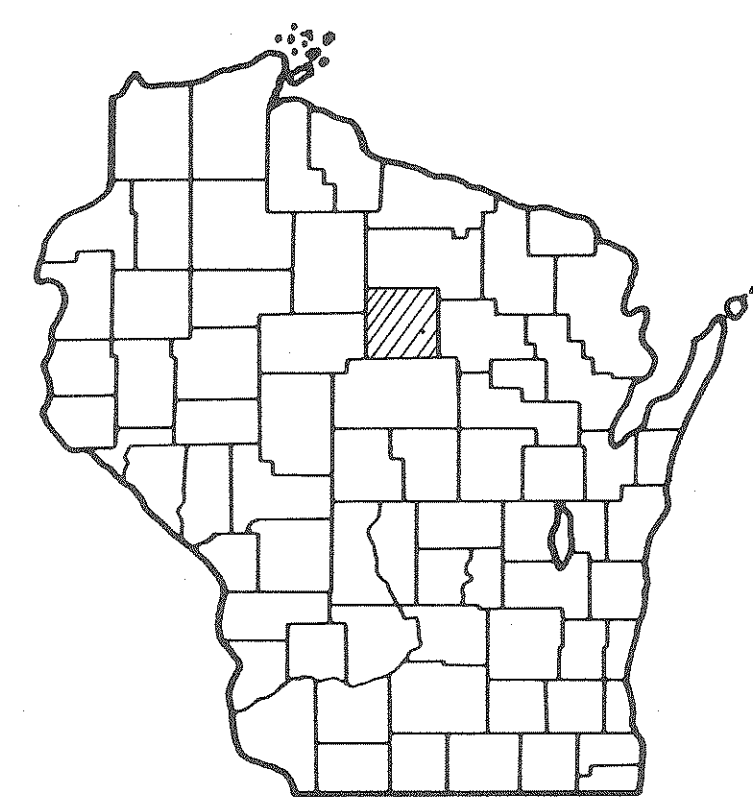
PLAN OF PROPOSED IMPROVEMENT

BIG HAY MEADOW CREEK BRIDGE AND APPROACHES TOWN HALL ROAD LINCOLN COUNTY

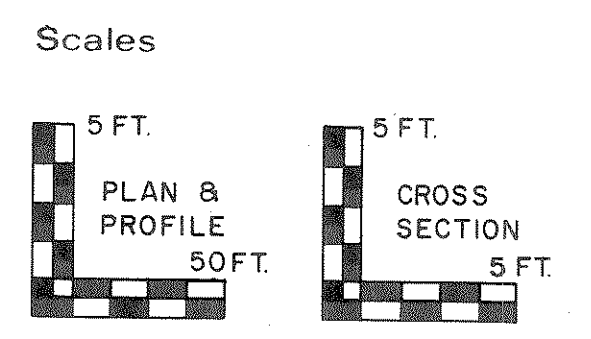
Index of Sheets

Sheet No. 1	Title
Sheet No.	Typical Sections and Details
Sheet No.	Estimate of Quantities
Sheet No.	Miscellaneous Quantities
Sheet No.	Right of Way Plat
Sheet No.	Plan and Profile Sta. 6+50 - Sta. 13+50
Sheet No.	Standard Detail Drawings
Sheet No.	Standard Sign Plates
Sheet No.	Structure Plans
Sheet No.	Computer Earthwork Data
Sheet No.	Cross Sections

TOTAL SHEETS =



STATE PROJECT NUMBER
9860-I-70

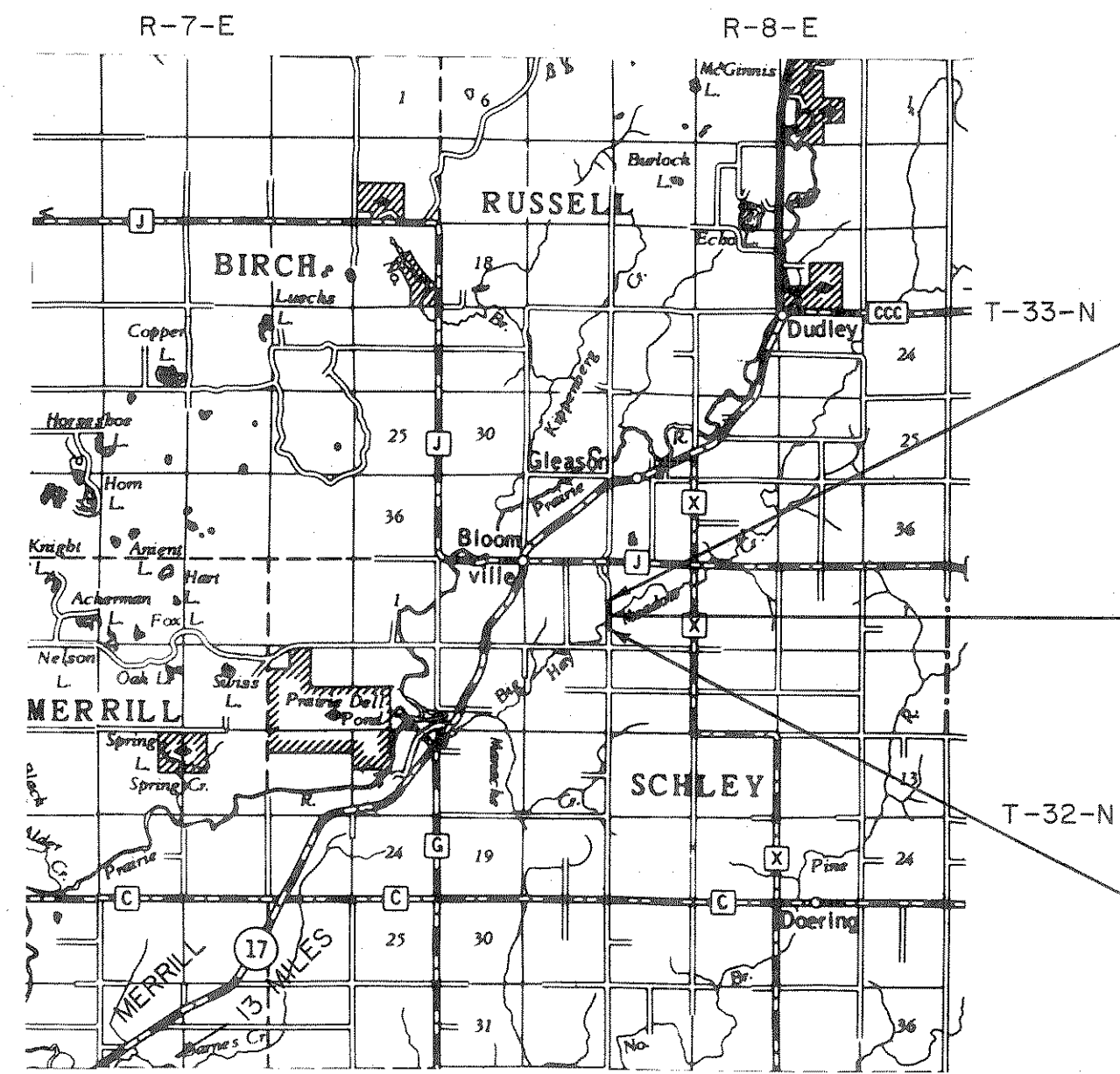


Design Designation

A.D.T. (1980)	= 134
A.D.T. (2000)	= 242
D.H.V. (2000)	= 36
D.	= 60%
T.	= 12% DHV
V.	= 50 MPH

Conventional Signs

County Line	-----	Caution Symbol (Combustible fluids under pressure)	
Township or Range Line	-----	Railroads	-----
Section Line	-----	Fence	-----
Corporate or City Limits	-----	Culverts in Place	-----
Property line	-----	Culverts Required	-----
Lot Line	-----	Power Pole	-----
Existing Right of Way Line	-----	Telephone or Telegraph Pole	-----
New Right of Way Line	-----	Right of Way Markers	-----
Base or Survey Line	-----	Marsh	-----
Slope Intercept	-----	Wooded Area	-----
Existing Roadway or Private Entrance	-----	Grade Elevation	-----



END PROJECT
STA. 13+50
N 529,600 (±200)
E 2,126,900 (±200)

STRUCTURE B-35-83

BEGIN PROJECT
STA. 6+50
N 528,900 (±200)
E 2,126,900 (±200)

Layout
Scale 0 1Mi. 2Mi.

Total Net Length of Centerline = 0.133 Mi.

NOTE: ALL COORDINATES SHOWN ON THIS PLAN ARE BASED ON THE WISCONSIN COORDINATE SYSTEM CENTRAL ZONE AND ARE SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, TOMAHAWK, WISCONSIN, QUADRANGLE FOR IDENTIFICATION ONLY.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO U.S.C. & G.S. DATUM.

AUG 5 1980
DONOHUE & ASSOC. INC.

APPROVED FOR SCHLEY TOWNSHIP

APPROVED FOR LINCOLN COUNTY

ORIGINAL
PLANS PREPARED BY
DONOHUE & ASSOCIATES INC.
CONSULTING ENGINEERS



Donohue & Assoc. Inc.
Date 5-28-80

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor DONOHUE & ASSOC. INC. District Checker
Designer DONOHUE & ASSOC. INC. C.O. Checker
District Supervisor R.J.S. C.O. Coordinator

Approved: _____
Date _____ District Transportation Director

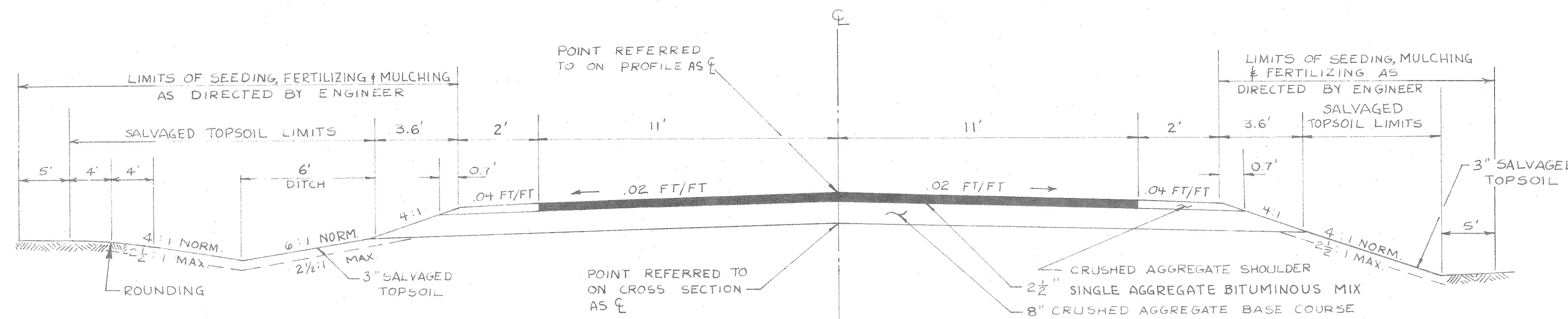
Approved: _____
Date _____ Chief Design Engineer

Approved: _____
Date _____ Director of Development

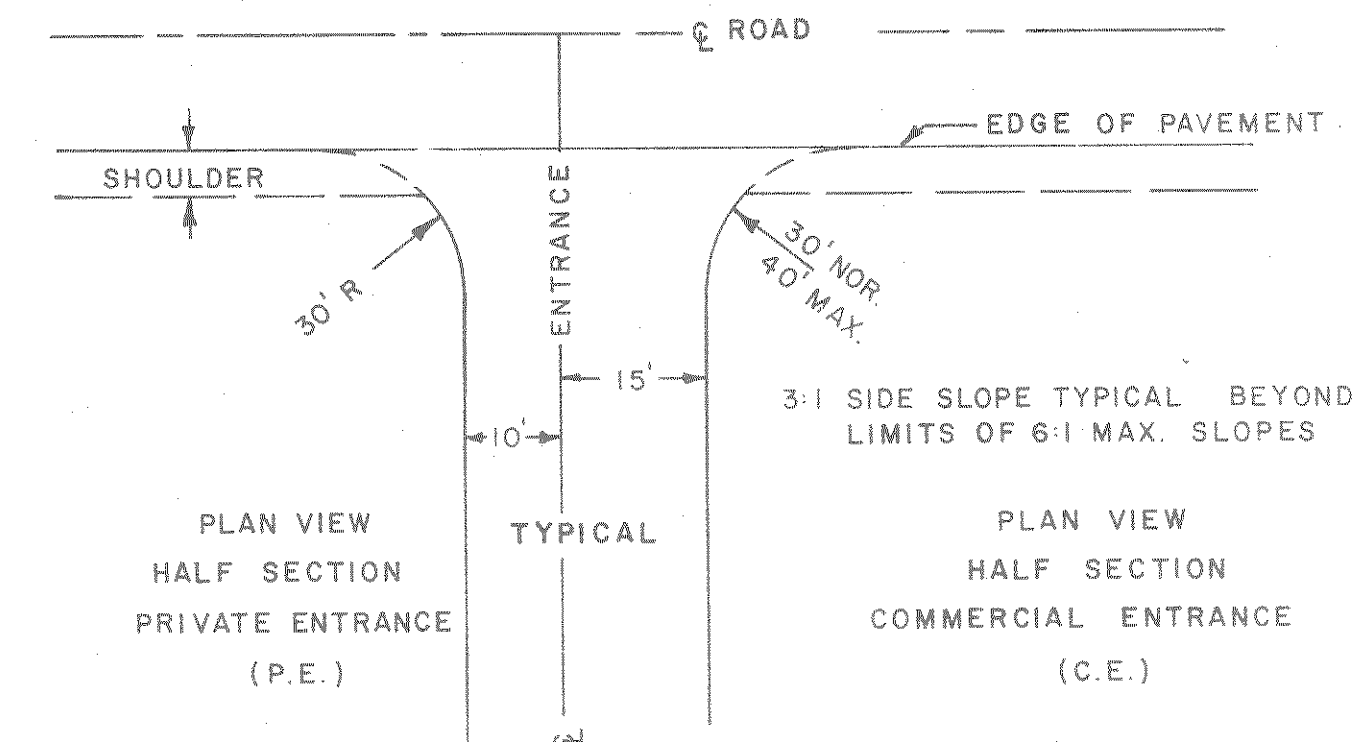
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 5 WISCONSIN DIVISION

Approved: _____
Date _____ Division Administrator

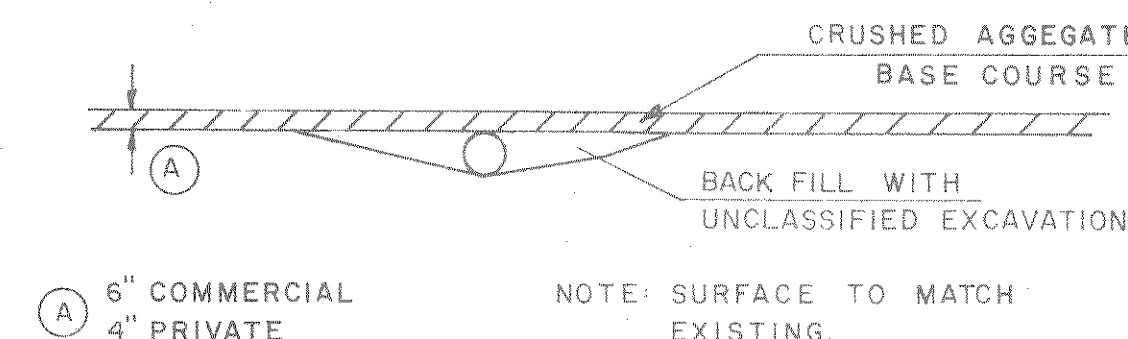
Priority Rating #2



TYPICAL SECTION



PLAN OF ENTRANCES



PROFILE OF ENTRANCES

GENERAL NOTES

UTILITY LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD.

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EXACT SIZE & LOCATION OF ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

WHERE THE QUANTITY OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE CUBIC YARD, THE DEPTH OF THICKNESS OF THE COURSE AS SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

WHEN PLACING NEW BITUMINOUS SURFACING ADJACENT TO EXISTING BITUMINOUS SURFACING, A SUFFICIENT AMOUNT OF THE EXISTING SURFACING SHALL BE REMOVED TO ALLOW THE NEW SURFACING TO FORM A BUTT JOINT FULL DEPTH OF THE MAT.

EROSION BALES TO BE PLACED AS DIRECTED BY THE ENGINEER.

SEED MIXTURE NO. 2 SHALL BE USED.

STANDARD ABBREVIATIONS

A.D.T.	AVERAGE DAILY TRAFFIC	NO.	NUMBER
BIT.	BITUMINOUS	PAV'T.	PAVEMENT
BM.	BENCH MARK	P.C.	POINT OF CURVATURE
C.	CENTERLINE	P.E.	PRIVATE ENTRANCE
C.P.	CULVERT PIPE	P.I.	POINT OF INTERSECTION
C.T.H.	COUNTY TRUNK HIGHWAY	PK	PARKER-KALON FASTENER
CWT.	HUNDREDWEIGHT	P.O.T.	POINT OF TANGENT
CU. YD.	CUBIC YARD	P.T.	POINT OF TANGENCY
D.	DIRECTIONAL SPLIT	R.	RADIUS
D.H.V.	DESIGN HOUR VOLUME	RD.	ROAD
EA.	EACH	REQ'D	REQUIRED
ELEV.	ELEVATION	SHG.	SHRINKAGE
EXC.	EXCAVATION	S _L	SURVEY LINE
F.P.	FENCE POST	SQ.	SQUARE
FT.	FOOT	STA.	STATION
IN.	INCH	SQ. YD.	SQUARE YARD
LB.	POUND	T.	PERCENT TRUCK TRAFFIC
LIN. FT.	LINEAR FOOT	TEL. PED.	TELEPHONE PEDESTAL
LOC.	LOCATION	TYP.	TYPICAL
L.S.	LUMP SUM	UNCL.	UNCLASSIFIED
MAX.	MAXIMUM	V.	DESIGN SPEED
MI.	MILE	V.C.	VERTICAL CURVE
M.P.H.	MILES PER HOUR	VAR.	VARIABLE
N.	NORTH		
NORM.	NORMAL		

APPLICABLE STANDARD DETAIL DRAWINGS

- 8E8-1 TYPICAL INSTALLATION OF EROSION BALES
- 8F1-8 APRON END WALLS FOR CULVERT PIPE AND PIPE ARCH
- 12A3-4 NAME PLATES (STRUCTURES)
- 14B2- CLASS "A" STEEL PLATE BEAM GUARD &
- 4A & B STEEL PLATE BEAM MEDIAN GUARD (TWO SHEETS)
- 15C1-6 CONSTRUCTION BARRICADES AND STANDARD SIGNS

UTILITIES

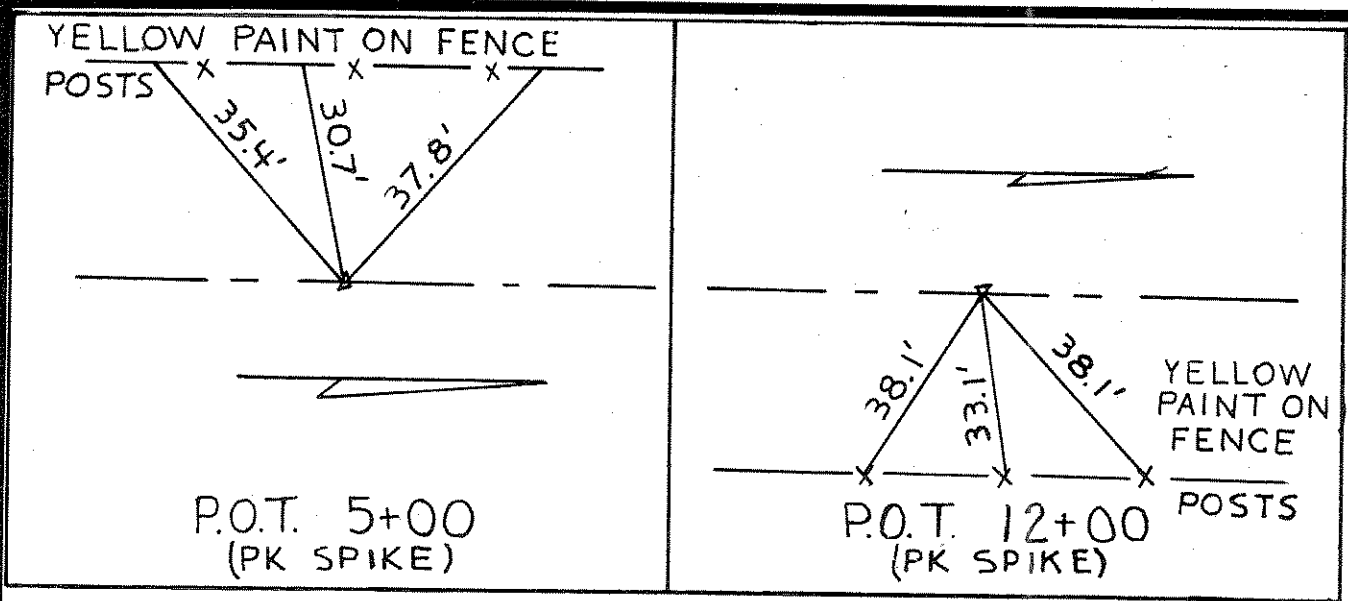
WISCONSIN PUBLIC SERVICE CORP.
300 EAST 2ND ST.
MERRILL, WI 54452

ATTENTION: MR. D. W. KOLL
TELEPHONE: (715) 536-5541

GLEASON TELEPHONE CO.
HAWKINS, WI 54530

ATTENTION: MR. WILMER AHRENHOLZ
TELEPHONE: (715) 585-6301

STATE PROJECT NUMBER	SHEET NO.
9860-1-70	



BEGIN PROJECT
STA. 6+50

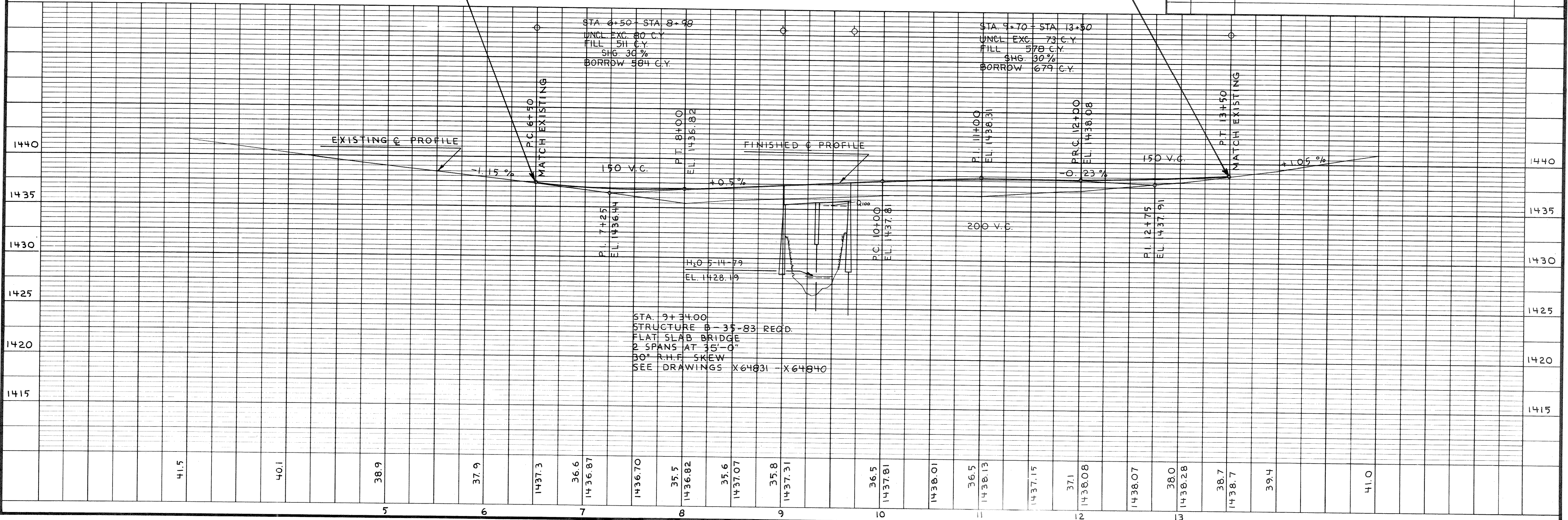
STA. 9+34
REMOVE EXIST. STEEL
THRU PLATE GIRDER (P-83)
& CONC. ABUTMENTS
AVE. LENGTH 50 FT.
AVE. WIDTH 16 FT.

END PROJECT
STA. 13+50

STA. 8+15 RT.
RESTORE P.E.
1-30" C.P. REQ'D.

NET CENTERLINE LENGTH - STA. 6+50 TO STA. 13+50 - 700 LIN. FT.

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
	9+11	CHISELED "D" W/YELLOW PAINT SE WING WALL 10' RT.	1435.92



BENCH MARK		
STA.	DESCRIPTION	ELEV.
9+11	CHISELED "D" W/YELLOW PAINT S.E. WING WALL 10' RT.	1435.92

DESIGN DATA

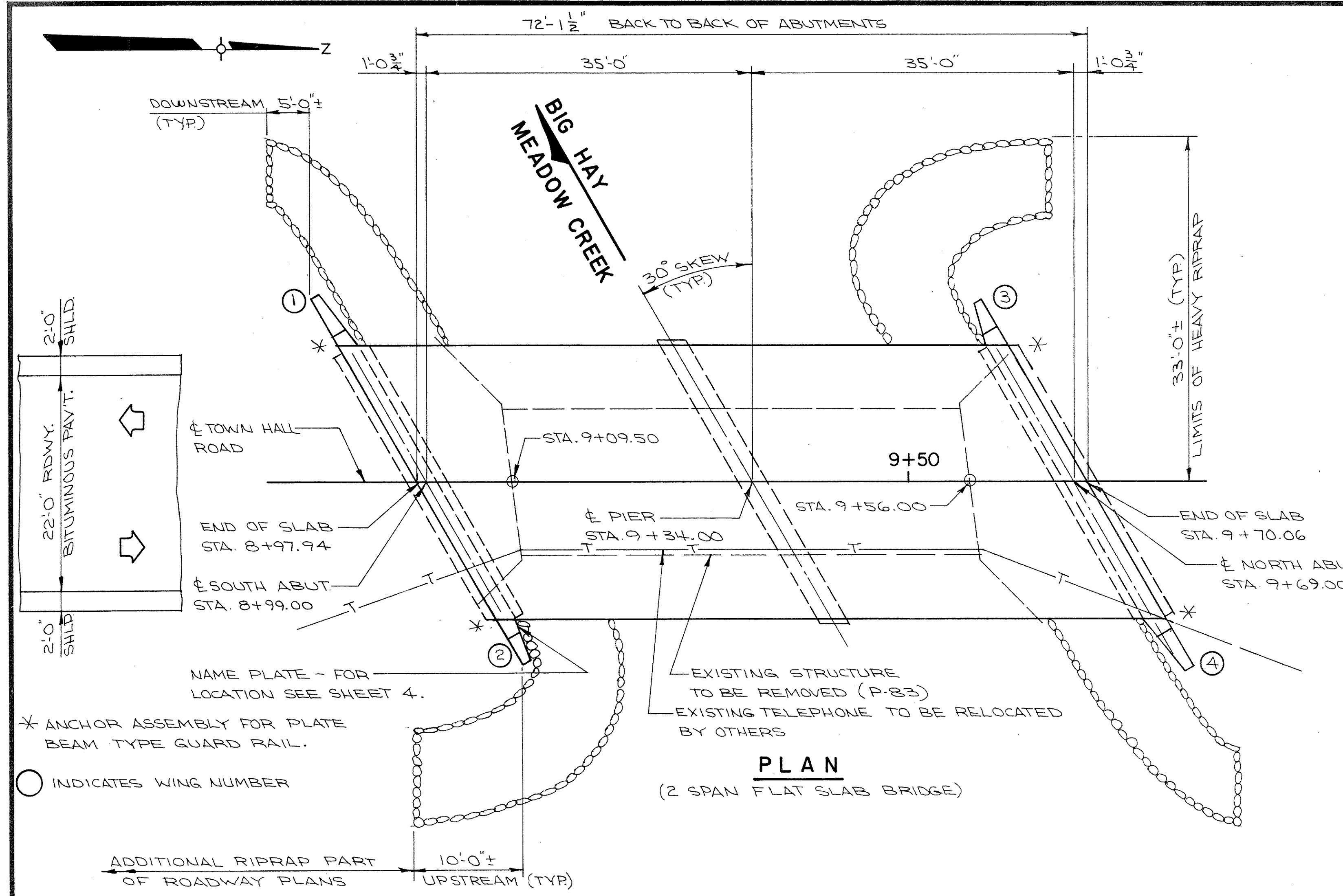
LIVE LOAD:
 DESIGN RATING: H20
 INVENTORY RATING: H23
 OPERATIONAL RATING: HS37
 STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

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 $f_y = 60,000$ P.S.I.

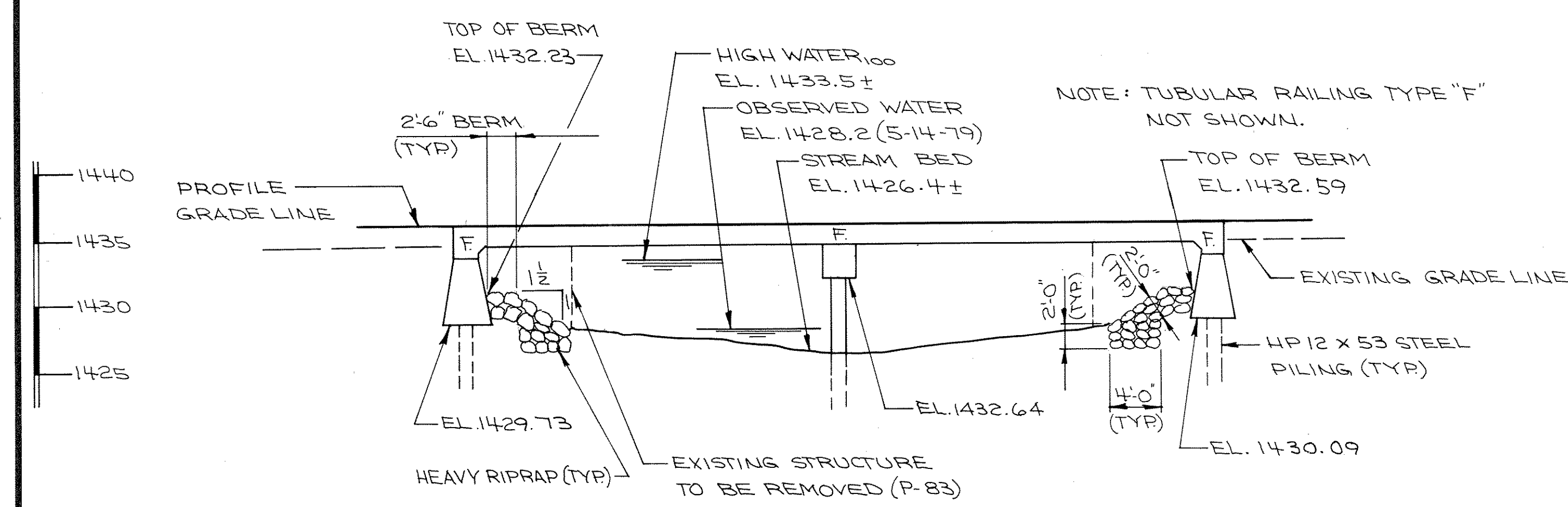
FOUNDATION DATA:
 ABUTMENTS AND PIER TO BE SUPPORTED ON HP12 X 53 STEEL PILING DRIVEN TO A MIN. BRG. VALUE OF 55 TONS PER PILE. ESTIMATED LENGTH OF 30'-0" AT ABUTMENTS AND PIER.

HYDRAULIC DATA:
 100 YEAR FREQUENCY $Q_{100} = 1,600$ C.F.S.
 DRAINAGE AREA = 34.1 SQ. MI.
 WATERWAY AREA = 221 SQ. FT.
 VELOCITY = 7.2 F.P.S.
 HIGH WATER₁₀₀ ELEVATION = 1433.5

TRAFFIC DATA:
 A.D.T. (1980) = 134
 A.D.T. (2000) = 242
 DESIGN SPEED = 50 M.P.H.



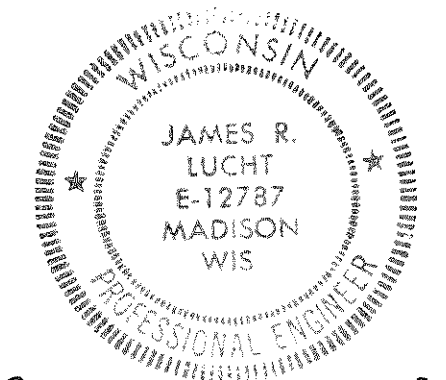
PLAN
(2 SPAN FLAT SLAB BRIDGE)



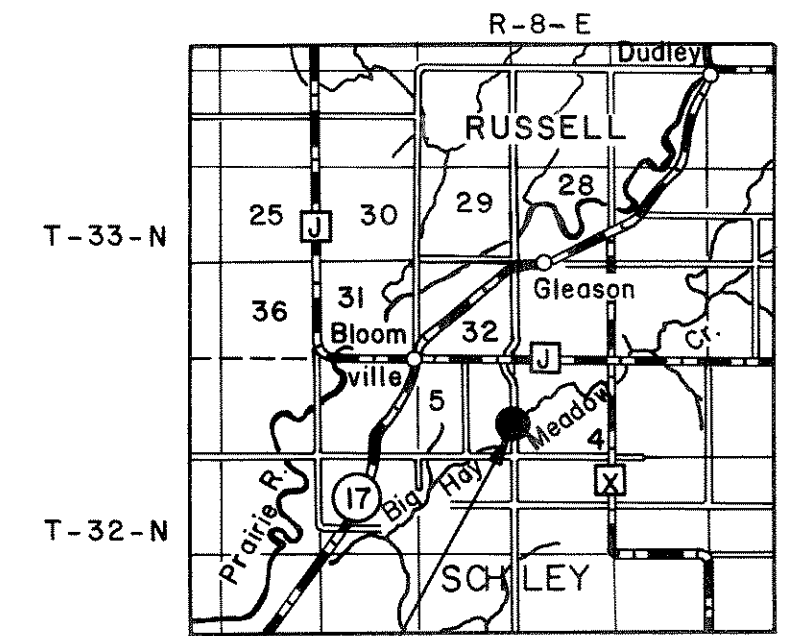
ELEVATION
NORMAL TO BIG HAY MEADOW CREEK

LIST OF DRAWINGS

- 1- GENERAL PLAN _____ X64831
- 2- GENERAL PLAN _____ X64832
- 3- SUBSURFACE EXPLORATION _____ X64833
- 4- SOUTH ABUTMENT _____ X64834
- 5- NORTH ABUTMENT _____ X64835
- 6- WING DETAILS _____ X64836
- 7- PIER _____ X64837
- 8- SUPERSTRUCTURE _____ X64838
- 9- SUPERSTRUCTURE _____ X64839
- 10- TUBULAR RAILING, TYPE F _____ X64840



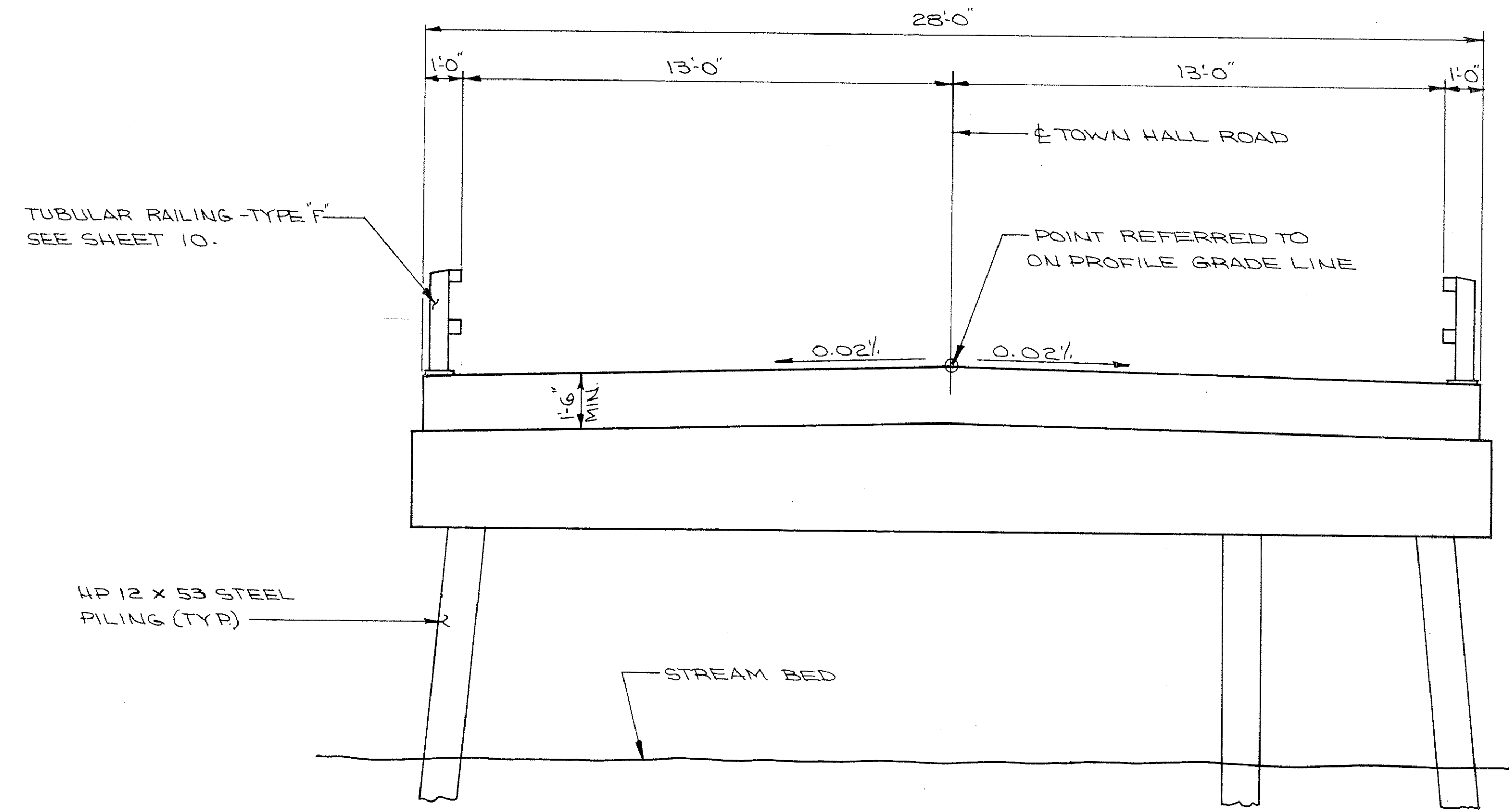
James R. Lucht



PROJECT LOCATION

LAYOUT

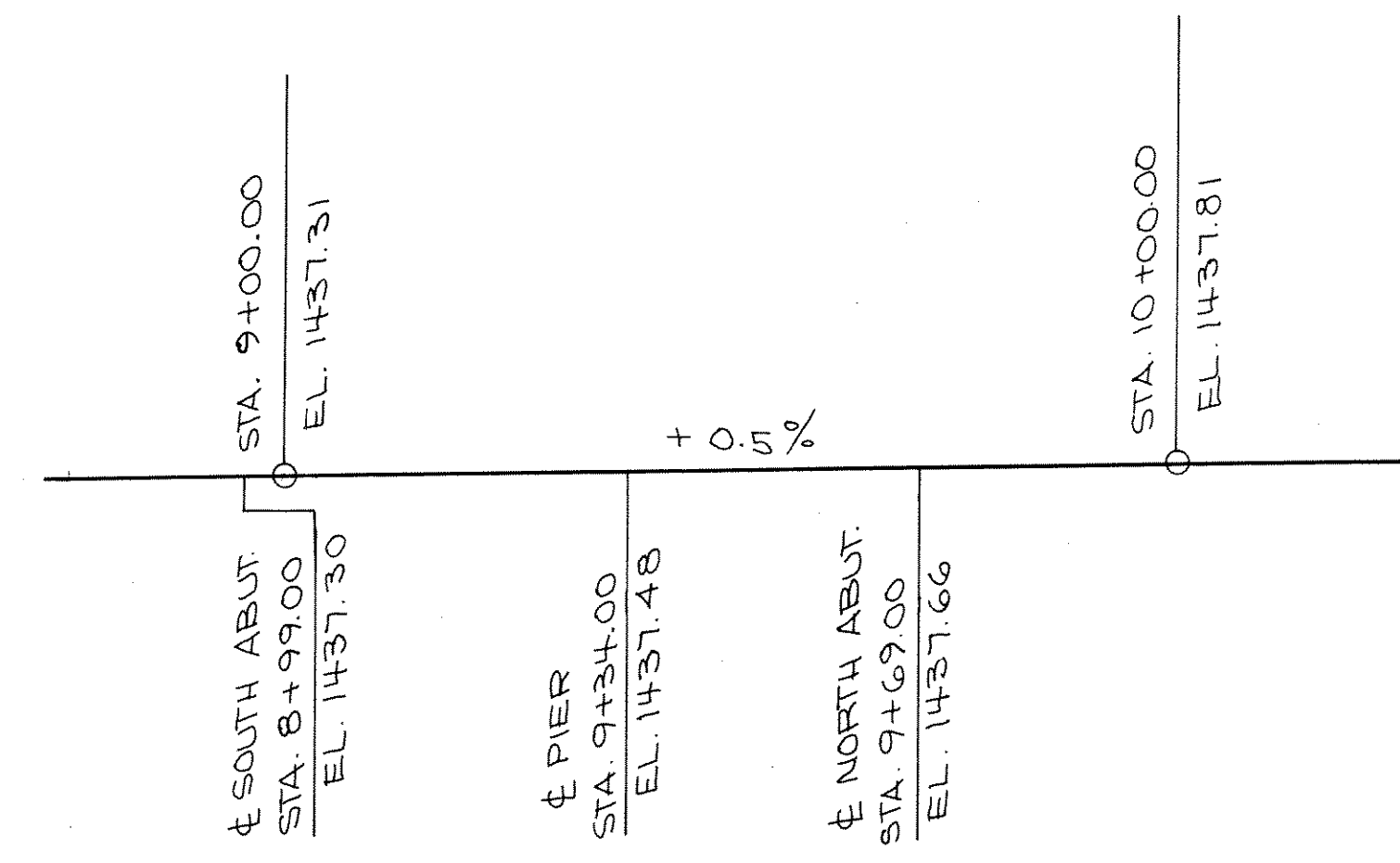
No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-35-83			
TOWN HALL ROAD OVER BIG HAY MEADOW CR.			
County	LINCOLN	Town/Village	SCHLEY
Design Spec.	A.A.S.H.T.O. 1977 B INTERIMS	Load	H-20
Designed By	PD.Z.	Drawn By	J.A.R.
Checked	J.T.T.	Plans Checked	A.P.L.
Approved _____		Date _____	
Chief Bridge Engineer			
GENERAL PLAN			SHEET 1 OF 10
X 64831			



CROSS SECTION THRU ROADWAY
LOOKING NORTH

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	SO. ABUT.	PIER	NO. ABUT.	TOTAL
REMOVING OLD BRIDGE, STATION 9+34	L.S.					1
EXCAVATION FOR STRUCTURES B-35-83	L.S.					1
CONCRETE MASONRY, BRIDGES	C.Y.	115.9	20.2	9.7	20.2	166.
HIGH STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LBS.	18610	1235	1090	1235	22170.
STRUCTURAL CARBON STEEL	LBS.	320				320.
STEEL PILING, DELIVERED AND DRIVEN, HP 12-INCH 53 POUND	L.F.		150	150	150	450.
TUBULAR RAILING, TYPE 'F', STRUCTURE B-35-83	L.S.	1				1
HEAVY RIPRAP	C.Y.		40		40	80.
NON-BID ITEMS						
FILLER	SIZE					1/2" & 3/4"
POLYVINYL CHLORIDE WATERSTOP	L.F.		37		37	74.



PROFILE GRADE LINE - TOWN HALL ROAD

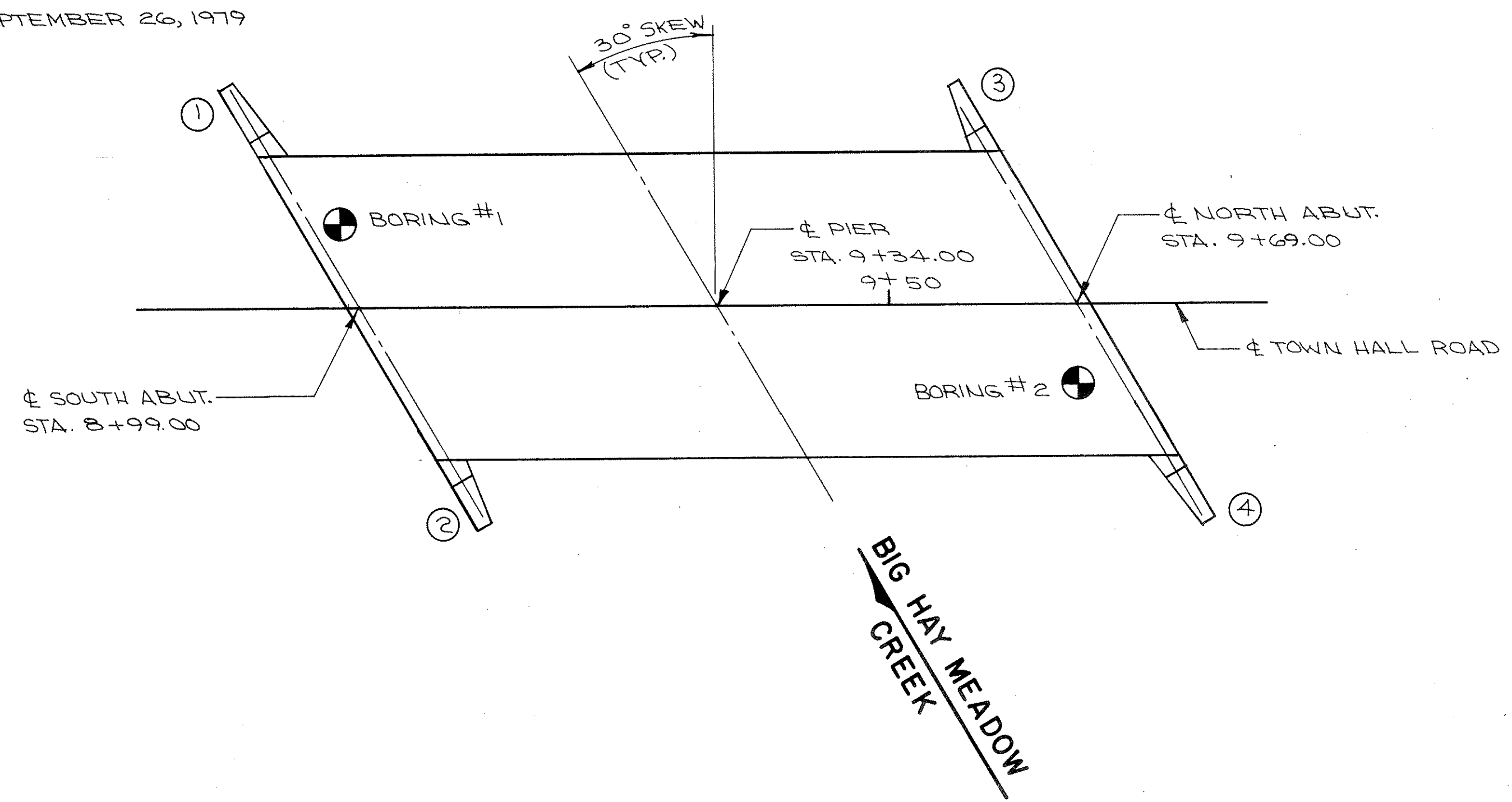
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
 THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP TO THE EXTENT SHOWN ON THE FRONT SHEET AND IN THE ABUTMENT DETAILS OR AS DIRECTED BY THE ENGINEER.
 FILLER SHALL CONFORM TO A.A.S.H.T.O. DESIGNATION M153, TYPE I, II OR III OR M213.
 SLAB FALSEWORK SHALL BE SUPPORTED ON PILING.
 THE FIRST DIGIT OF A THREE DIGIT MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT MARK SIGNIFIES THE BAR SIZE.

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-35-83			
Const. Spec.	WIS. 1975	Drawn By	JAR.
Plans Checked	A.P.L.		
GENERAL PLAN			SHEET 2 OF 10
			X 64832

SOIL BORINGS PERFORMED BY: SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

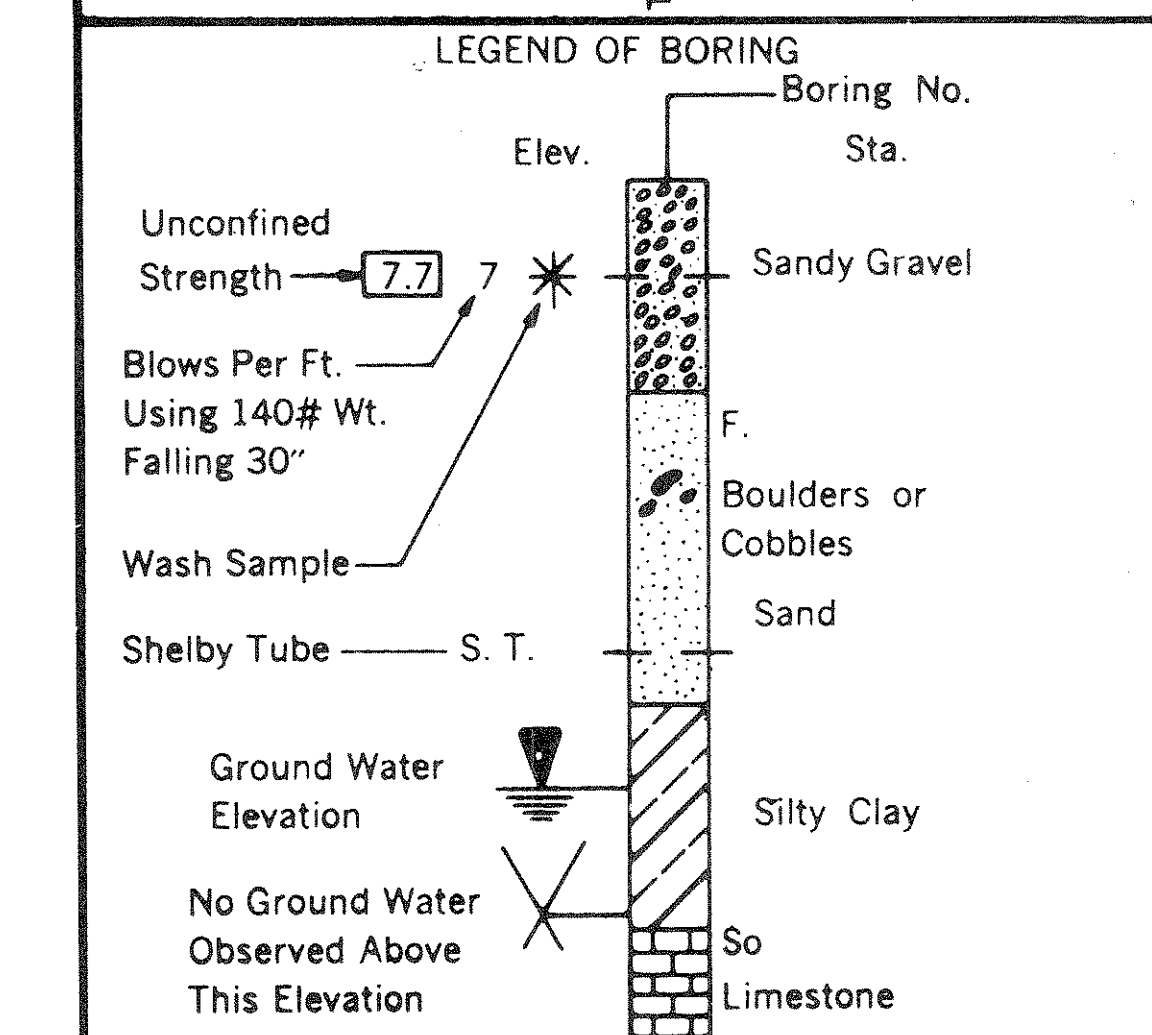
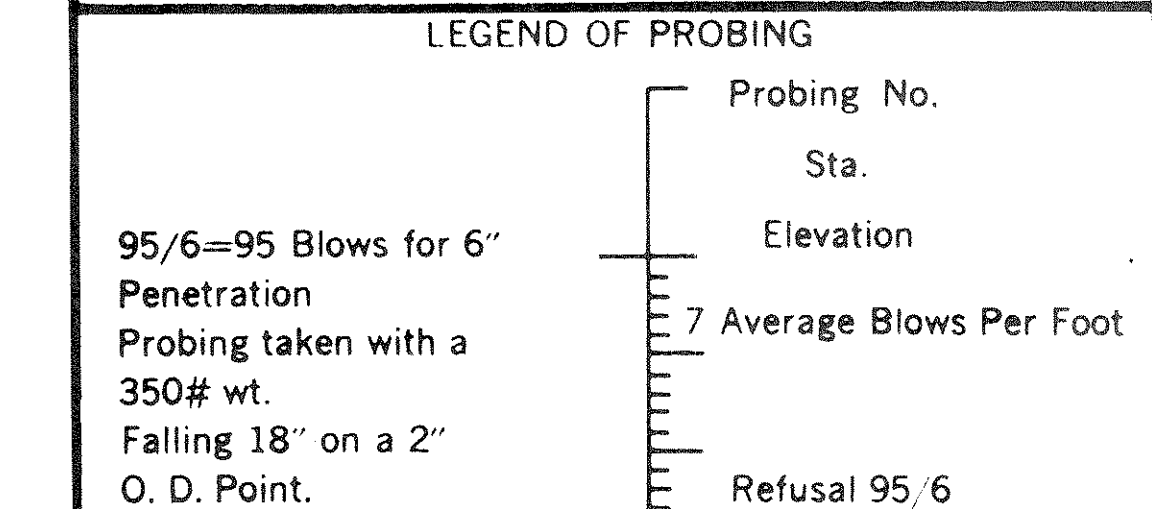
SOIL BORINGS PERFORMED ON: SEPTEMBER 26, 1979



STATE PROJECT NUMBER	SHEET NO.
9860-1-70	

ABBREVIATIONS		
F — Fine	M — Medium	C — Coarse
Ws — Weathered	So — Sound	

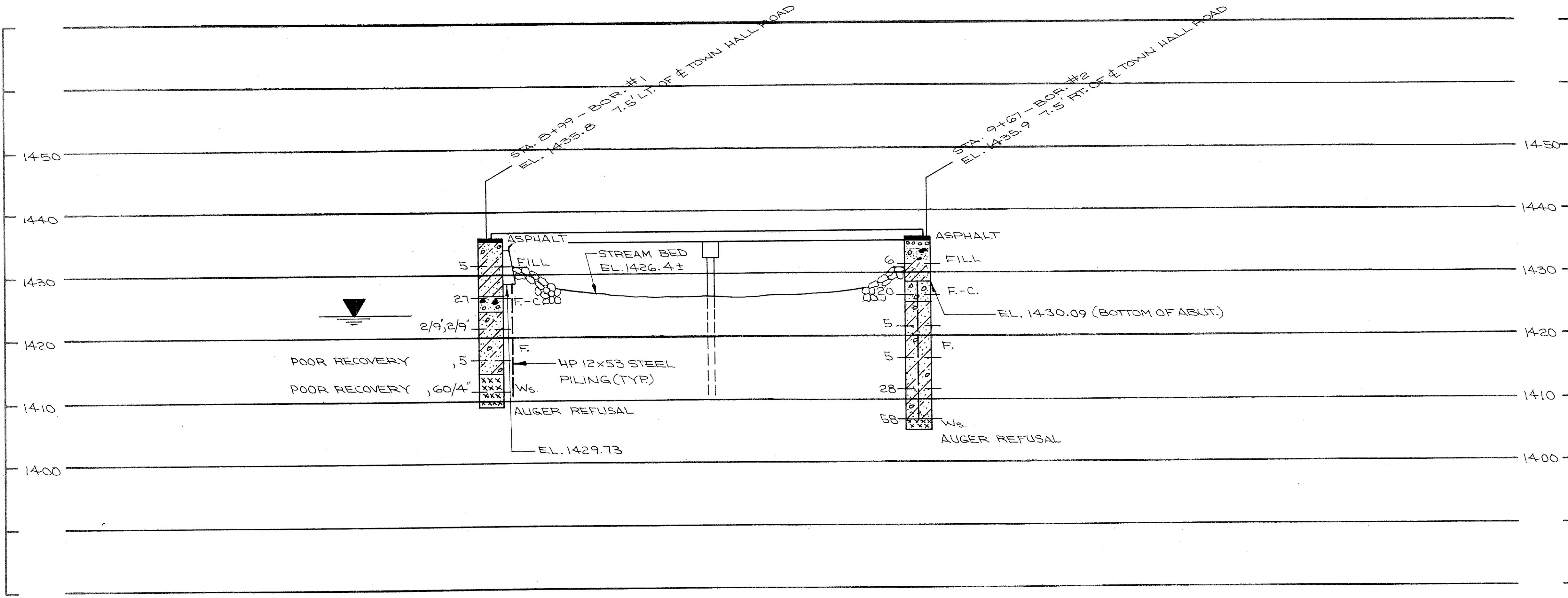
MATERIAL SYMBOLS		



Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O. D. x 1.4" I. D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.



No.	Date	Revision	By
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

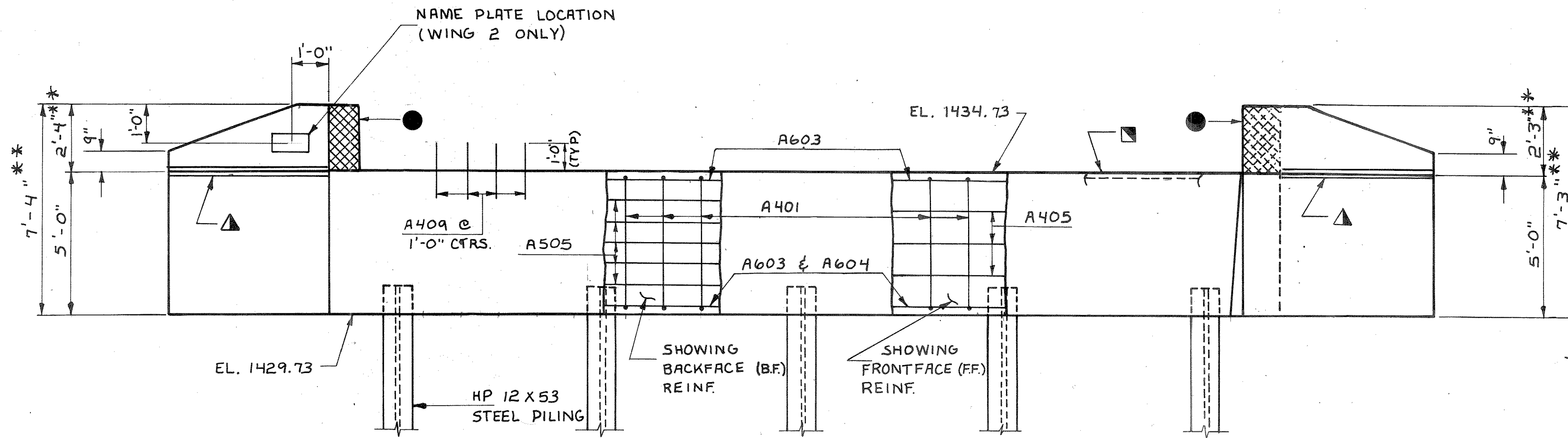
STRUCTURE B - 35 - 83

Const. Spec.	WIS. 1975	Drawn By	J. A. R.	Plans Checked	A. P. L.
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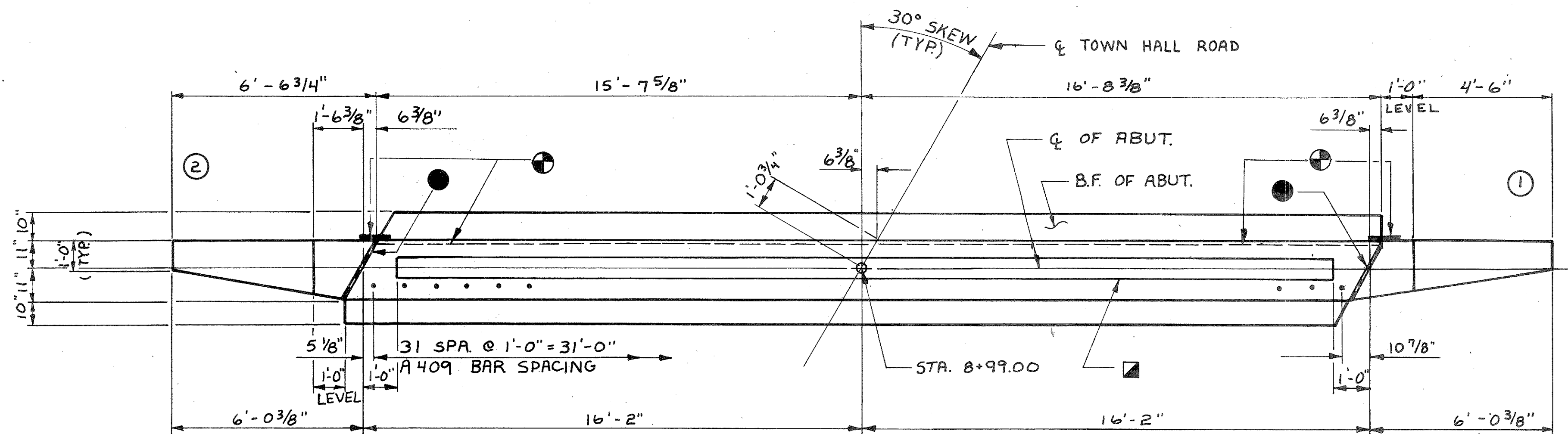
SUBSURFACE EXPLORATION

SHEET 3 OF 10

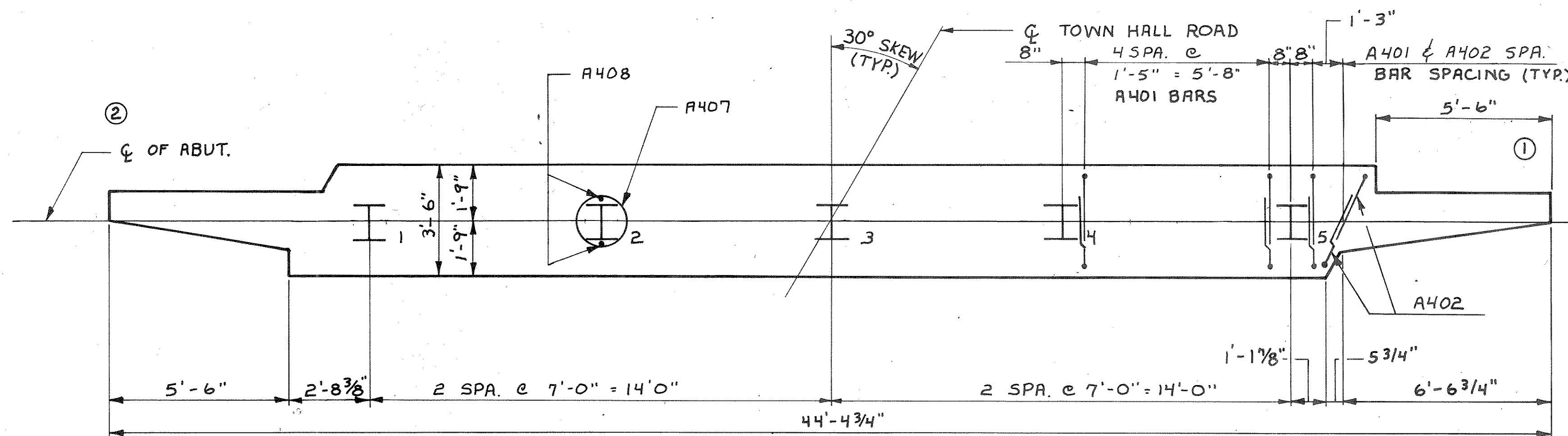
X 64833



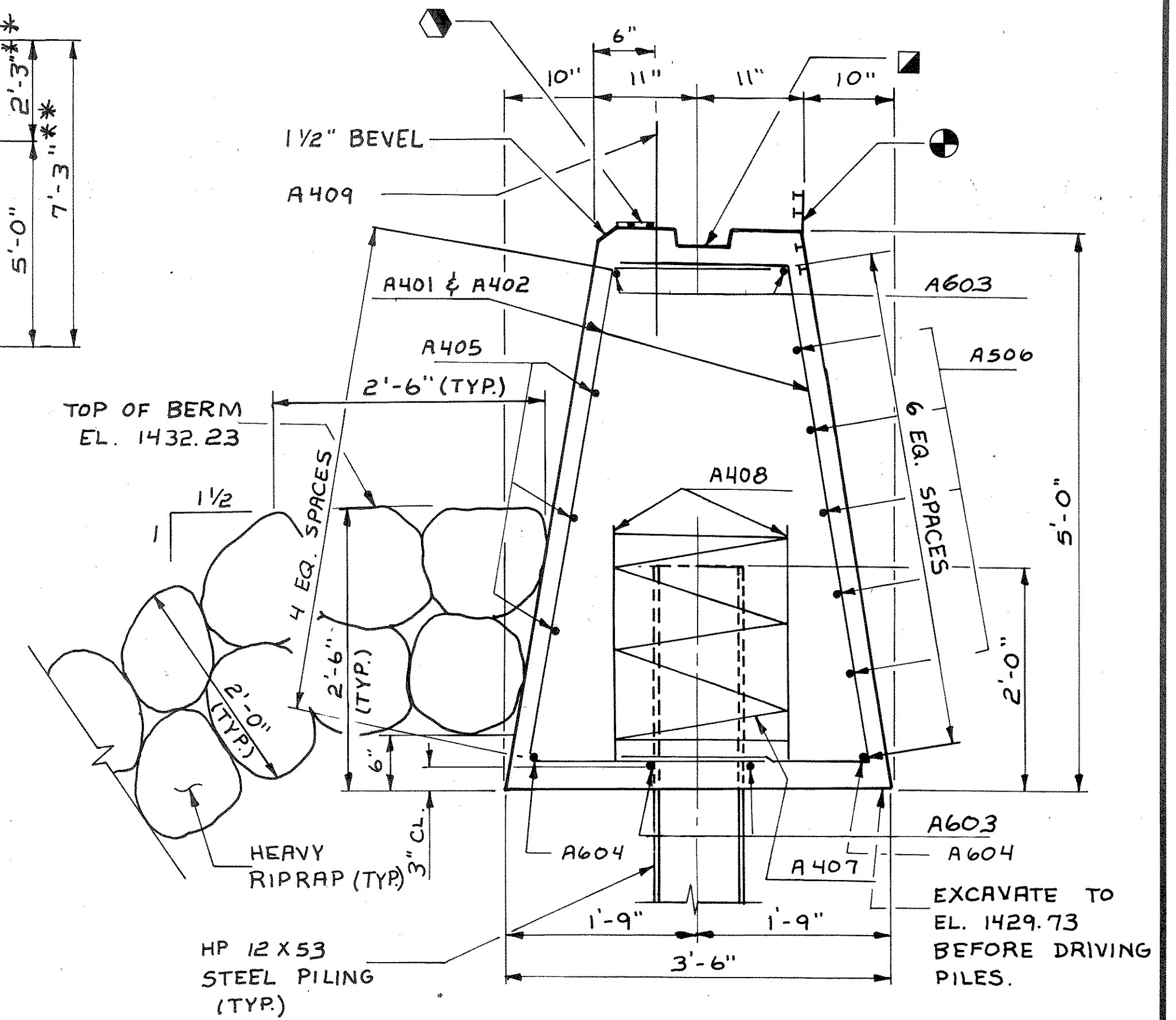
ELEVATION
(LOOKING SOUTH)



PLAN



PILE PLAN

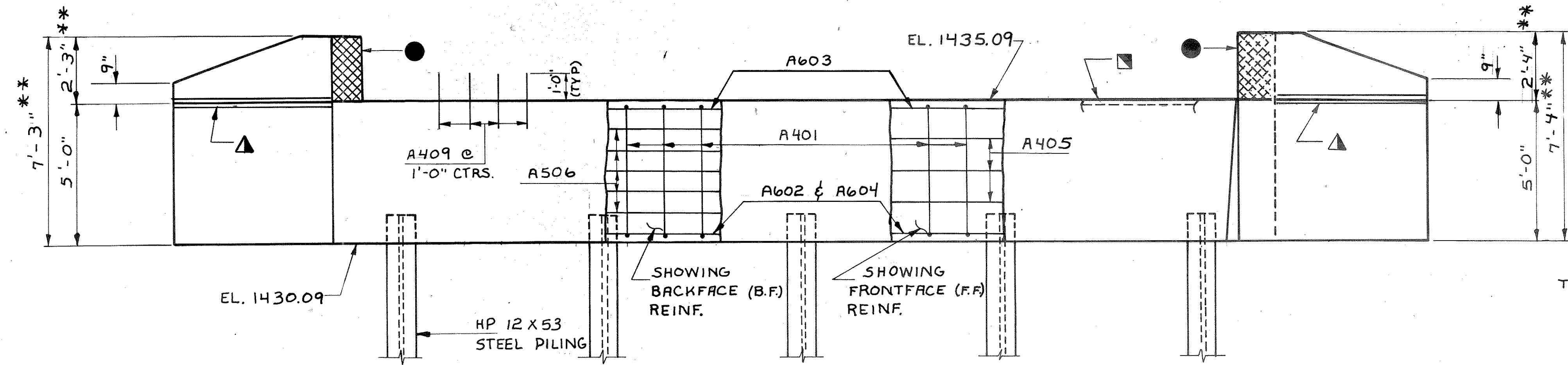


SECTION THRU BODY

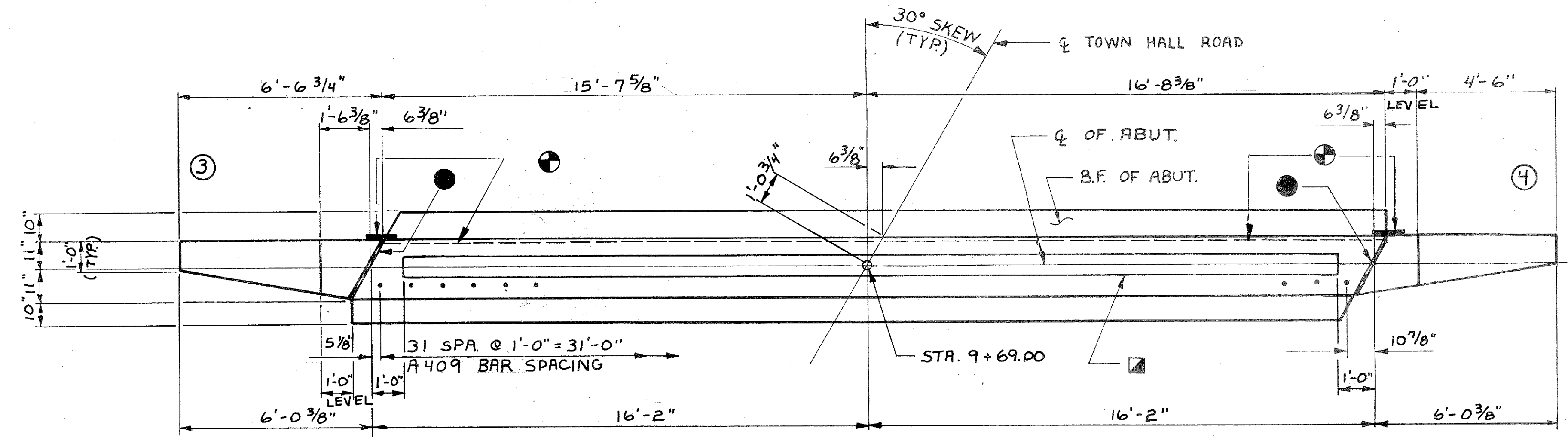
NOTES

- ▲ FOR SYMBOL DESIGNATION SEE SHEET 6
- 1/2" FILLER - TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)
- ⊕ POLYVINYL CHLORIDE WATERSTOP (P.C.W.) - TO EXTEND HORIZONTAL BETWEEN WINGS AND VERTICAL FROM TOP OF ABUTMENT BODY TO TOP OF WING. VULCANIZE OR EPOXY AT JUNCTIONS OF HORIZONTAL & VERTICAL P.C.W.'S. (HOLD FLUSH WITH FACE OF CONCRETE.) FOR DETAIL SEE SHEET 6.
- ▣ KEYED CONSTRUCTION JOINT FORMED BY A SURFACED BEVELED 2" X 6".
- ** DIMENSIONS ARE GIVEN AT ABUTMENT BODY. SEE SHEET 6 FOR TOP OF WING ELEVATIONS.
- ▽ 3/4" X 3" WIDE FILLER - TO EXTEND BETWEEN EDGES OF SLAB.
- PILE NOTE: HP 12 X 53 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE. ESTIMATED LENGTH OF 30'-0". SEE SHEET 6 FOR PILE SPICE DETAILS.
- NOTE: A409 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE THE INITIAL SET HAS TAKEN PLACE.

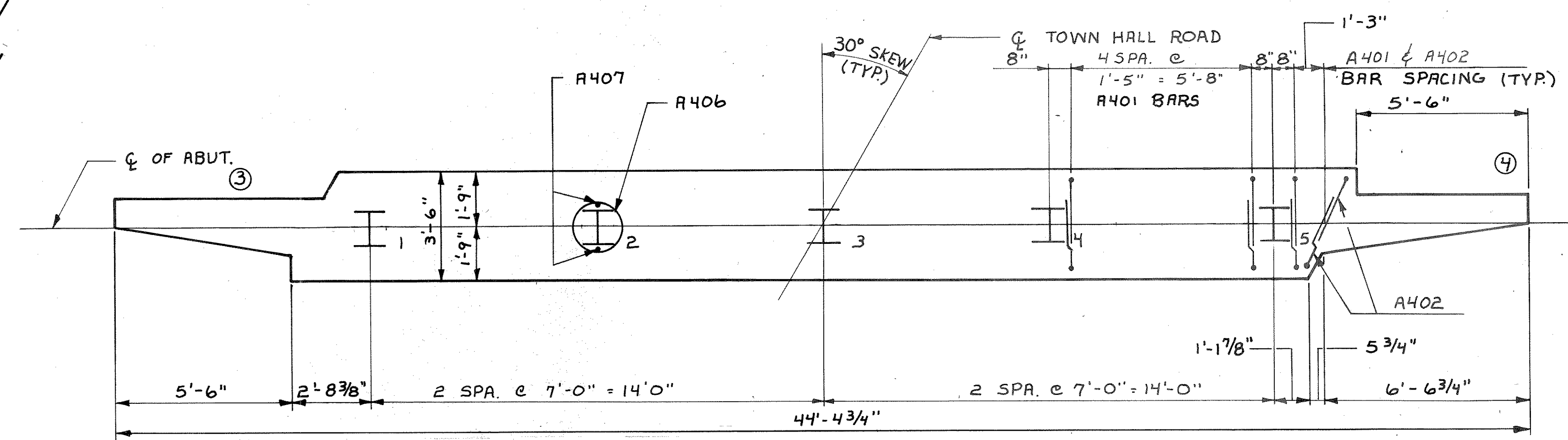
No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-35-83			
Const. Spec.	WIS. 1975	Drawn By	L.A.E.
		Plans Checked	J.A.R.
SOUTH ABUTMENT			SHEET 4 OF 10
X 64834			



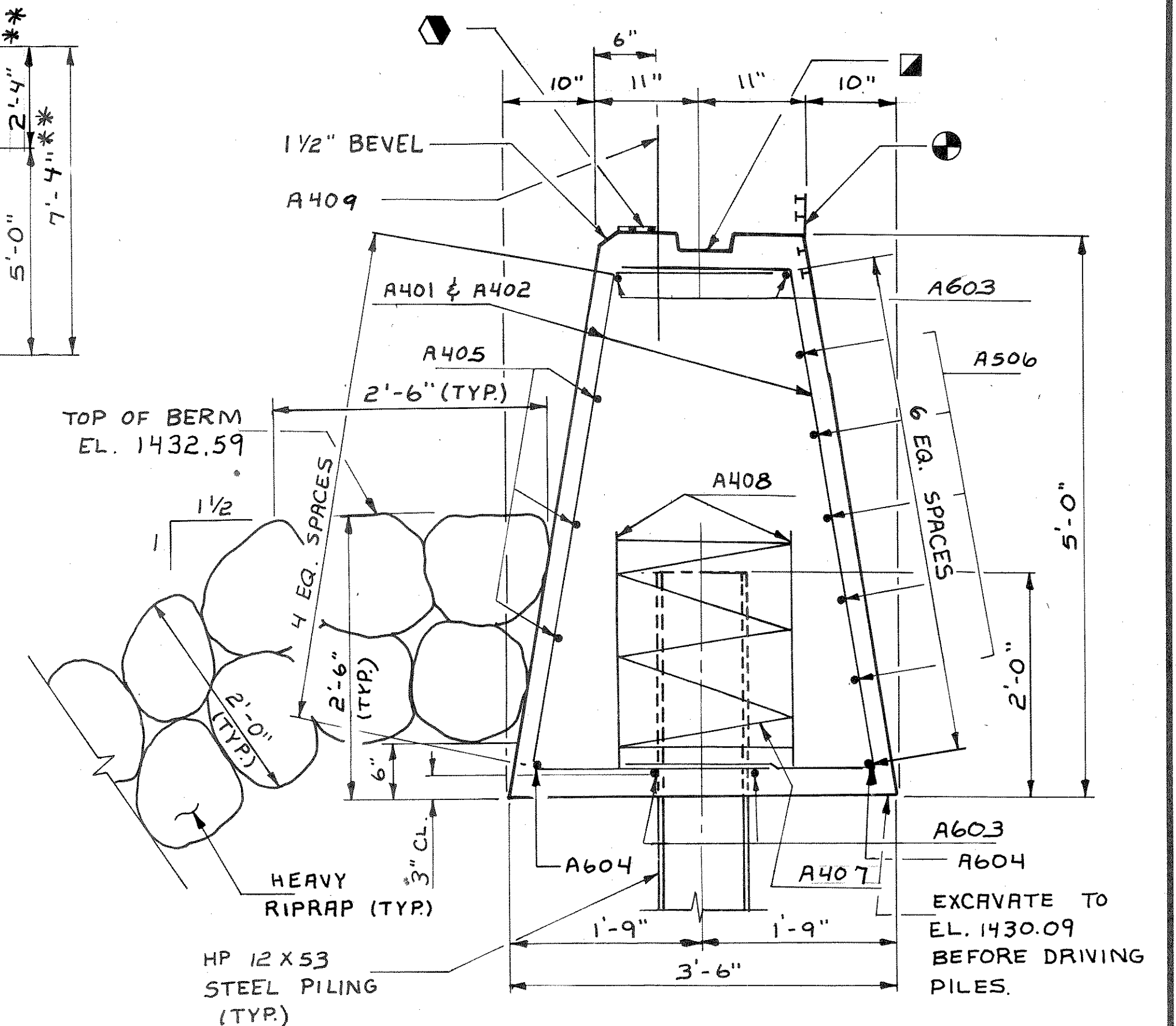
ELEVATION
(LOOKING NORTH)



PLAN



PILE PLAN



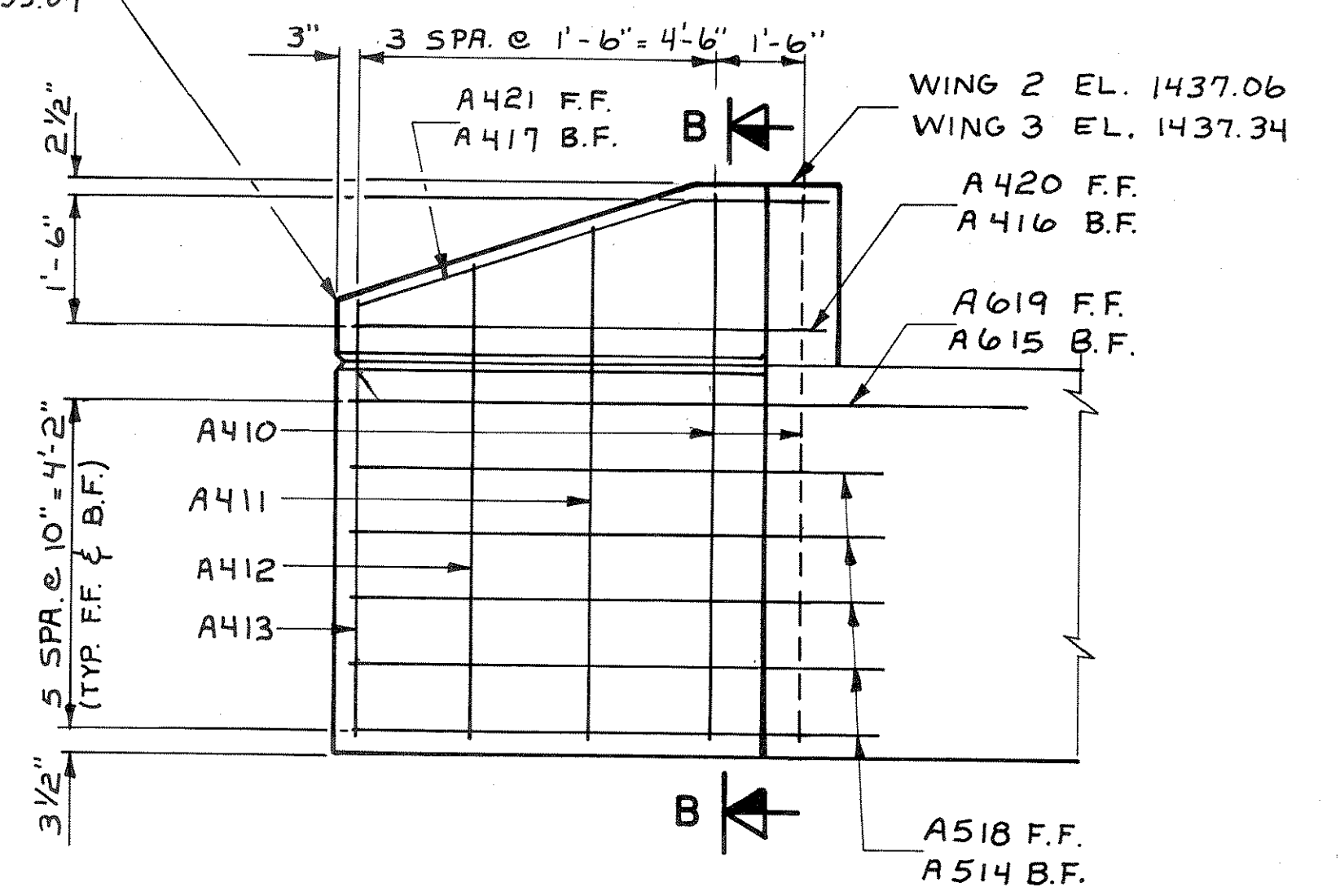
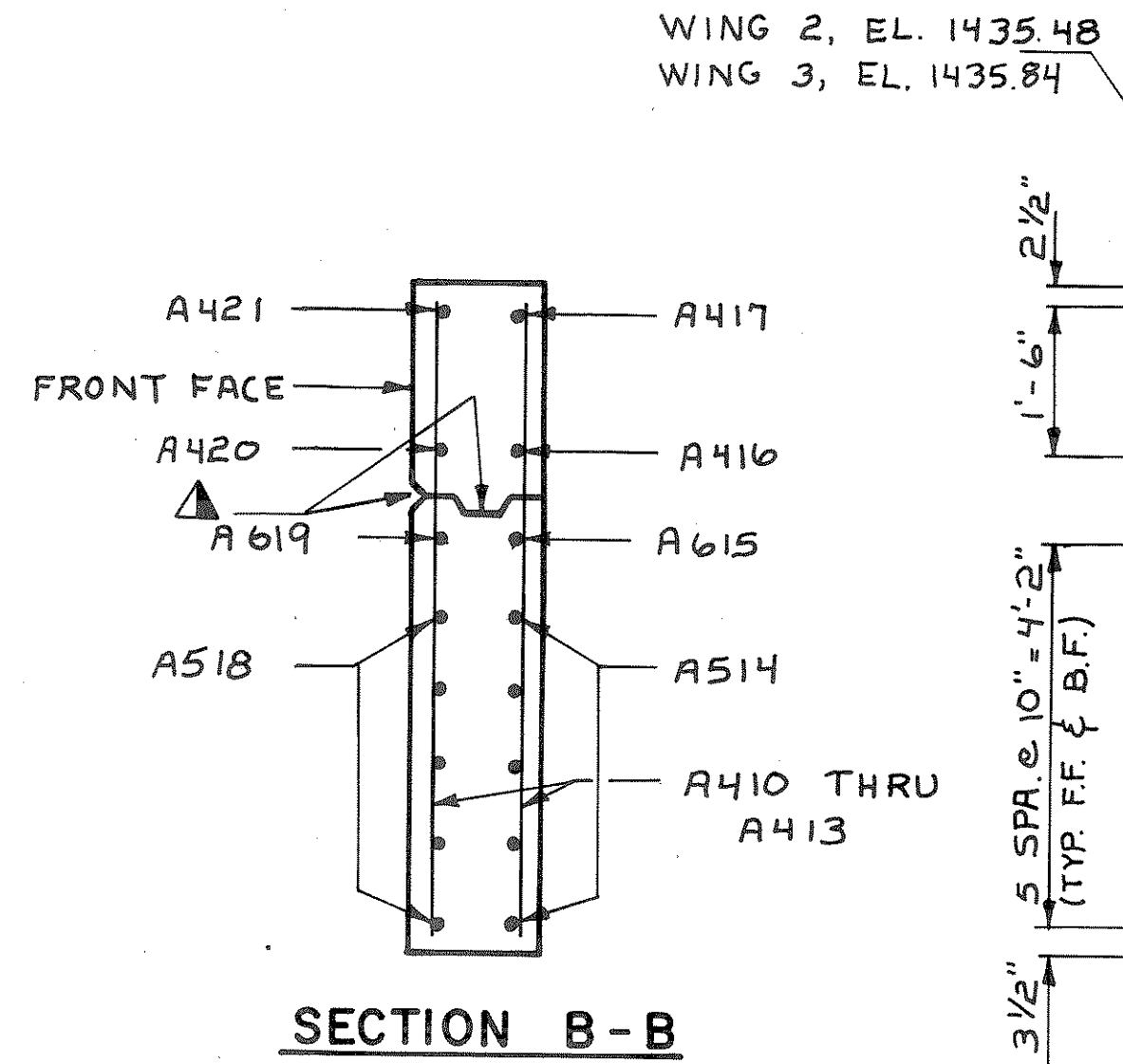
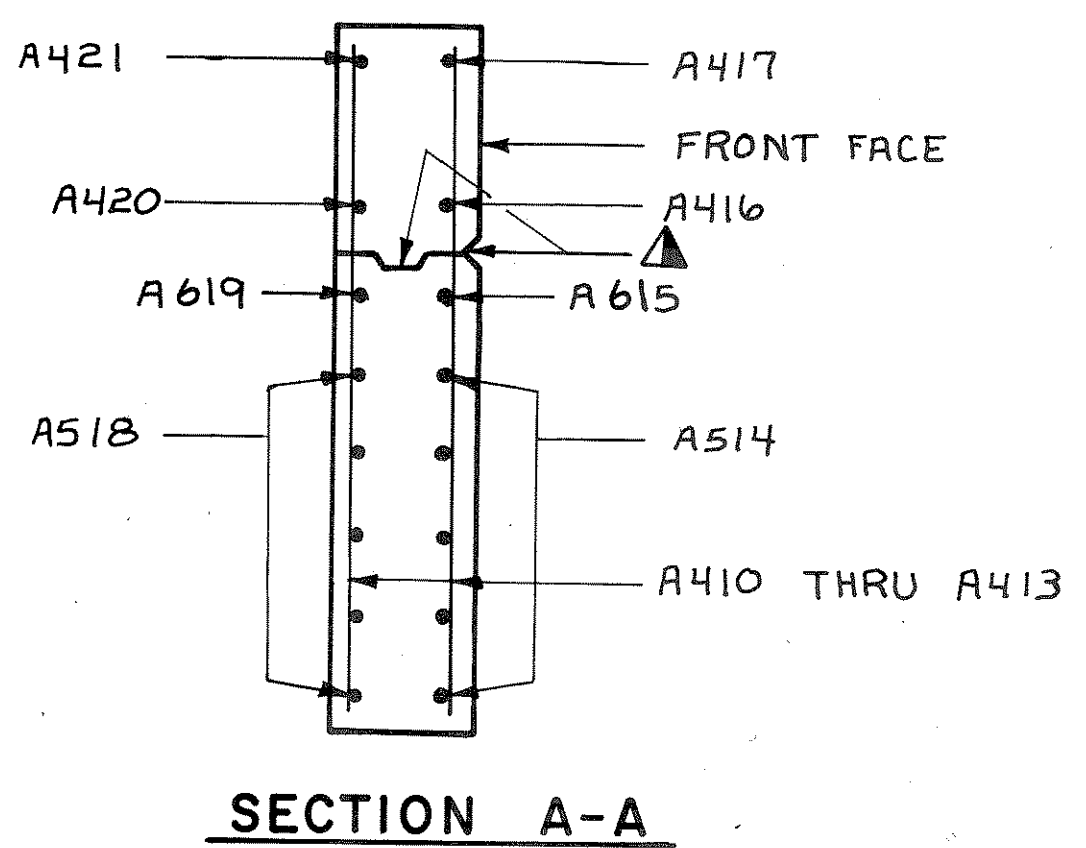
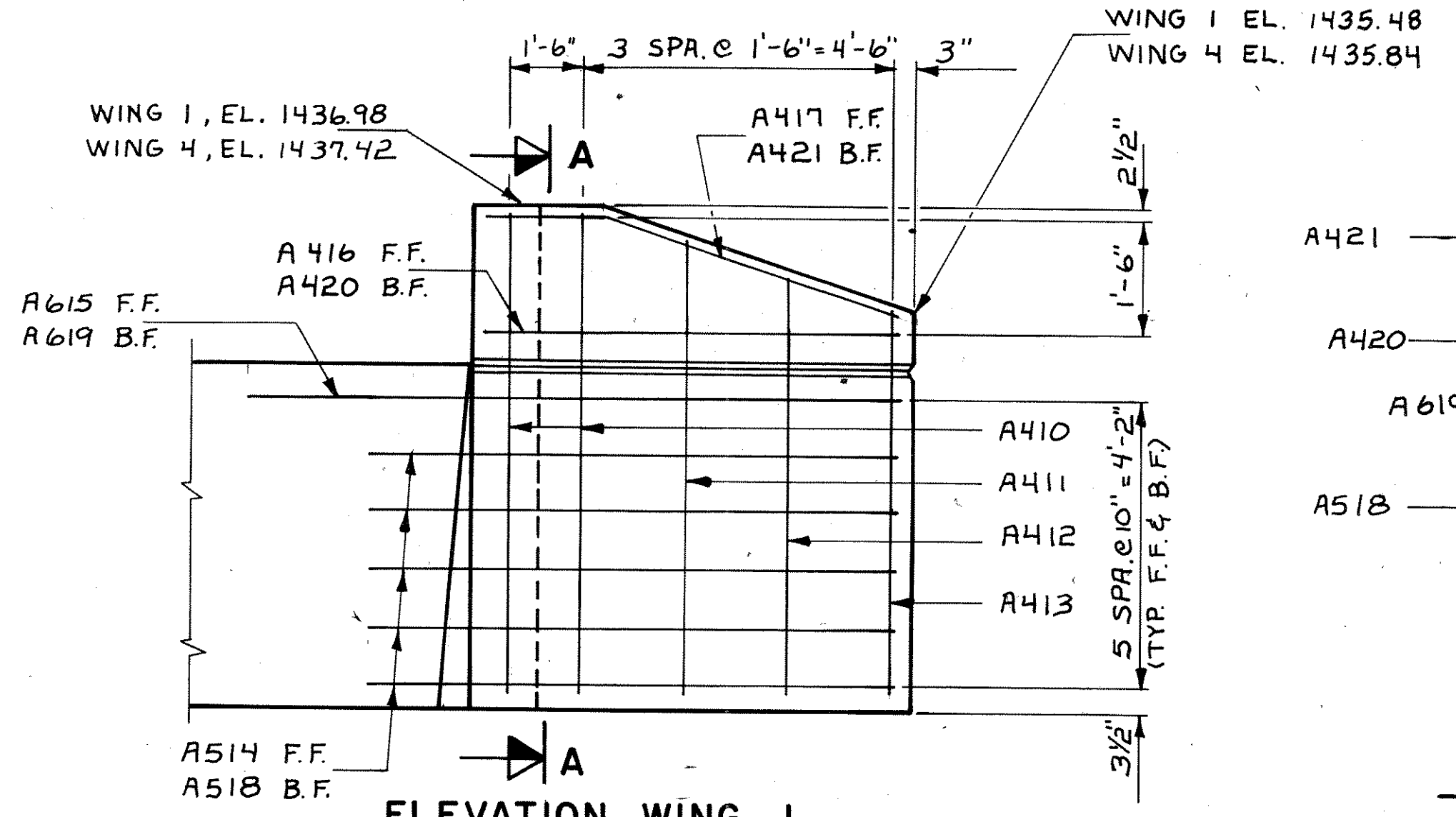
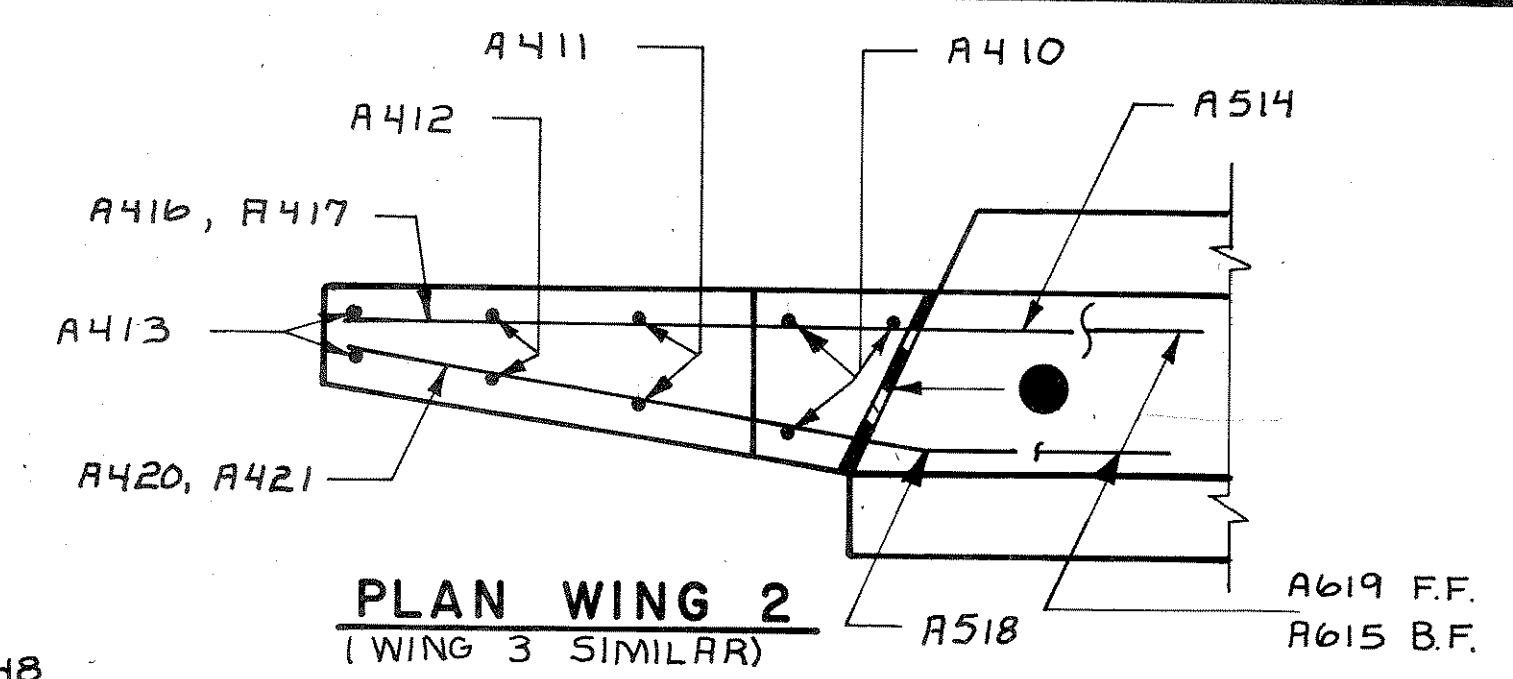
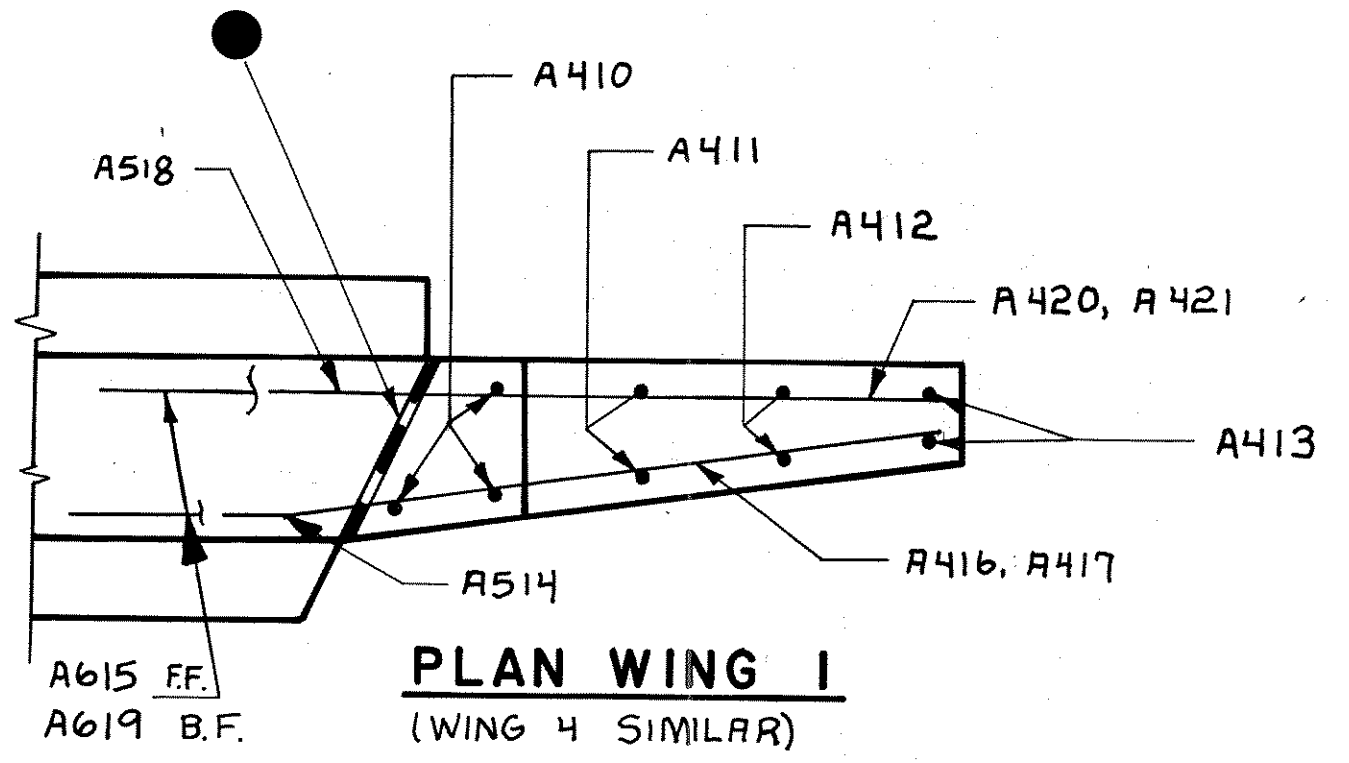
SECTION THRU BODY

NOTES

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No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-35-83			
Const. Spec.	WIS. 1975	Drawn By	L.A.E.
		Plans Checked	J.A.R.
NORTH ABUTMENT			SHEET 5 OF 10
X 64835			

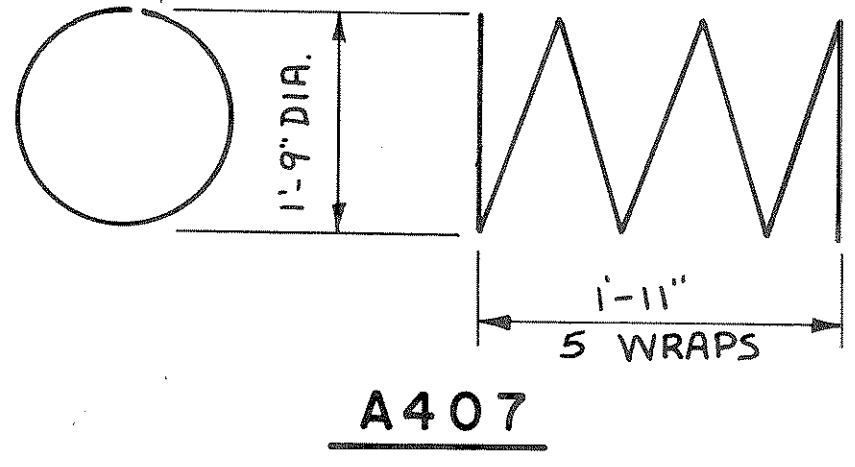
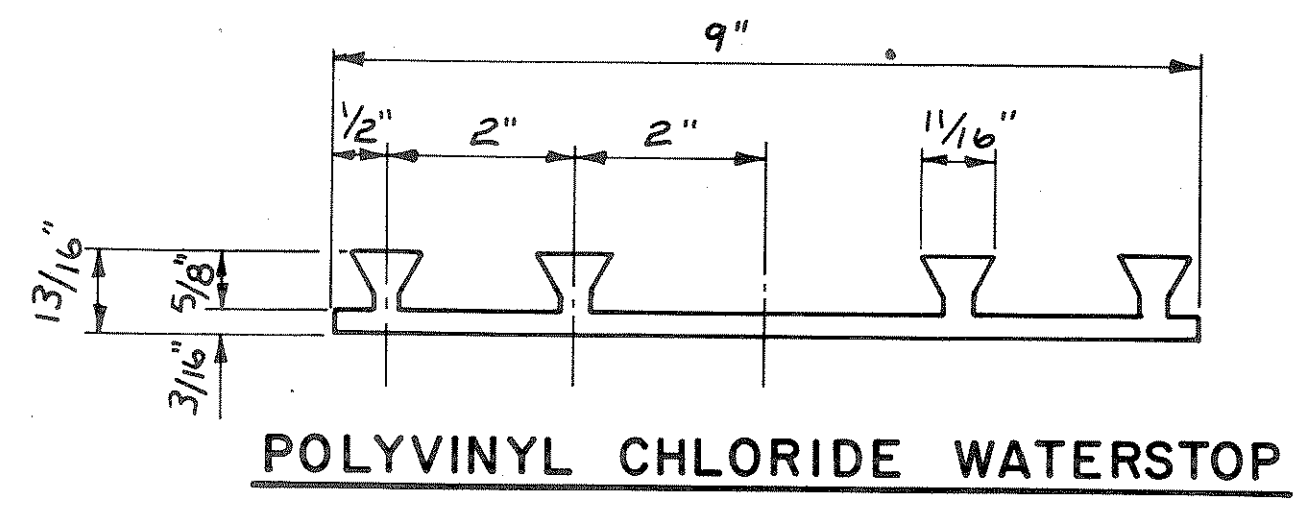
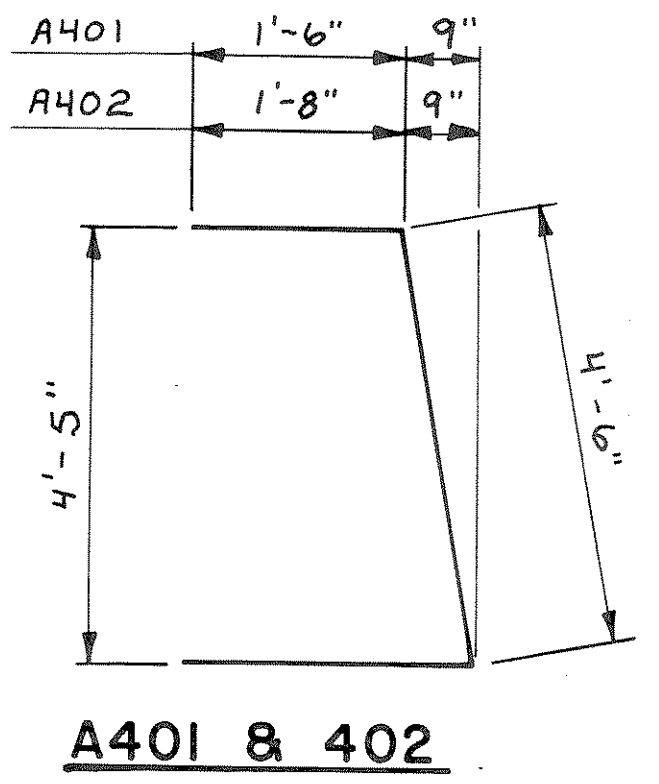
▲ OPTIONAL KEYED CONSTRUCTION JOINT AND 3/4" V-GROOVE JOINT FORMED BY A SURFACED, BEVELED 2" X 6". V-GROOVE SHALL BE ON FRONT FACE OF WINGWALL ONLY. OMIT V-GROOVE IF JOINT IS NOT USED.
● FOR SYMBOL DESIGNATION SEE SHEET 4.



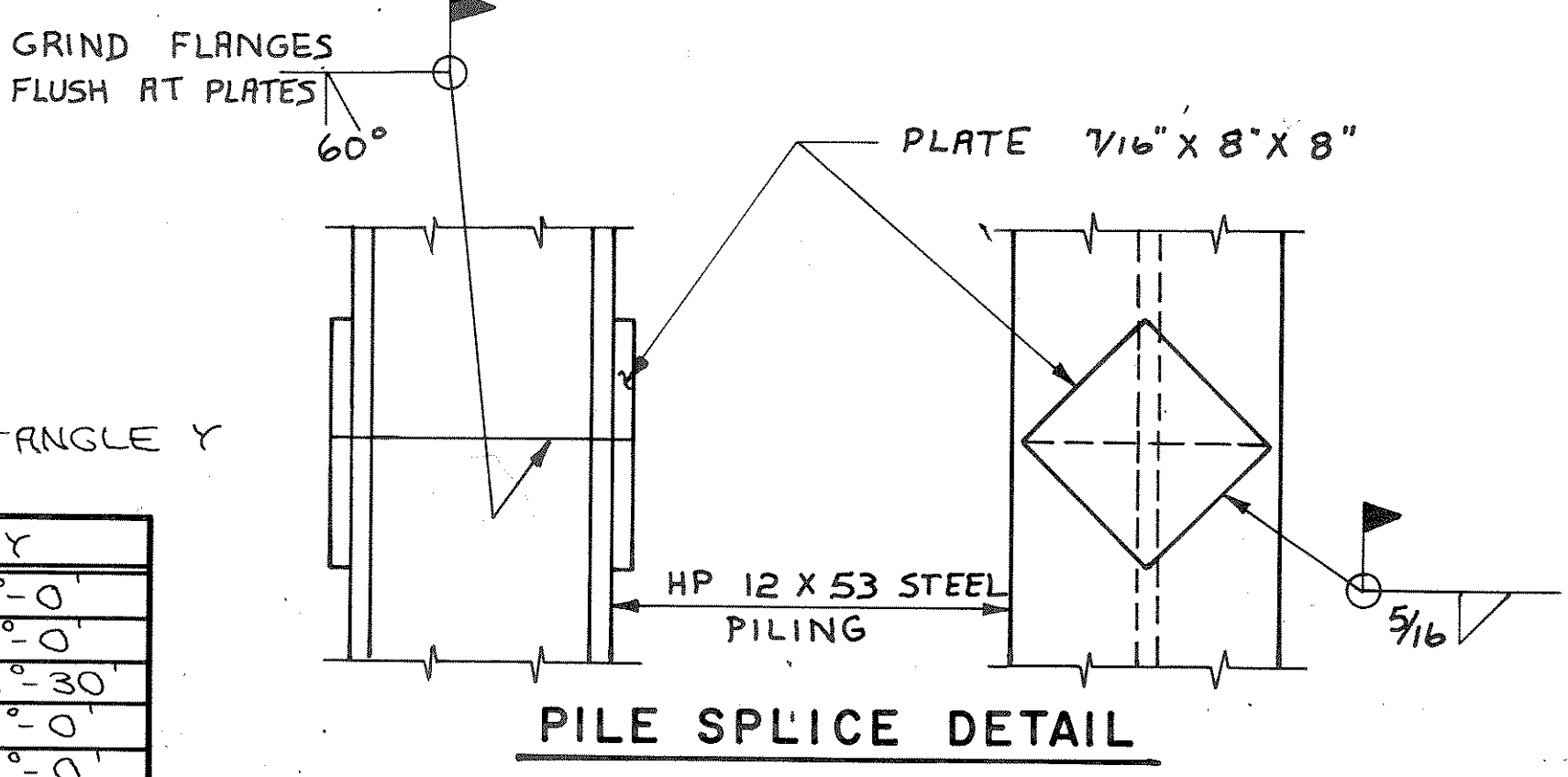
BILL OF BARS

BOTH ABUTMENTS ARE INCLUDED IN THIS BILL. DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	LOCATION	TOTAL WT. 2470 LBS.
A401	88	8'-1"	X	BODY - F.F. & B.F. - VERT.	
A402	4	8'-5"	X	" " " " " @ EXT. PILES	
A603	8	32'-0"		" " " " - HORIZ.	
A604	4	31'-5"		" " " " - " "	
A405	6	32'-0"		" " " " - HORIZ.	
A506	10	32'-0"		" " - B.F. - " "	
A407	10	28'-0"	X	" - 1 PER PILE - 5 SPIRAL WRAPS	
A408	20	2'-3"		" - 2 " " - VERT	
A409	64	2'-0"		" - DOWELS - VERT.	
A410	12	6'-11"		WINGS - F.F. & B.F. - VERT.	
A411	8	6'-7"		" " " " " "	
A412	8	6'-2"		" " " " " "	
A413	8	5'-11"		" " " " " "	
A514	20	7'-9"	X	" - 1 & 4 - F.F. - HORIZ.; WINGS 2 & 3 - B.F. - HORIZ.	
A615	4	9'-5"	X	" " " " " " ; " " " " " "	
A416	4	5'-10"		" " " " " " ; " " " " " "	
A417	4	5'-10"	X	" " " " " " ; " " " " " "	
A518	20	7'-0"	X	" " " " - B.F. - " " ; " " " " - F.F. - " "	
A619	4	8'-8"	X	" " " " " " ; " " " " " "	
A420	4	5'-3"		" " " " " " ; " " " " " "	
A421	4	5'-3"	X	" " " " " " ; " " " " " "	



MARK	X	Y
A514	6'-6"	9°-0'
A615	6'-6"	9°-0'
A417	4'-6"	18°-30'
A518	5'-9"	9°-0'
A619	5'-9"	9°-0'
A421	4'-6"	18°-30'

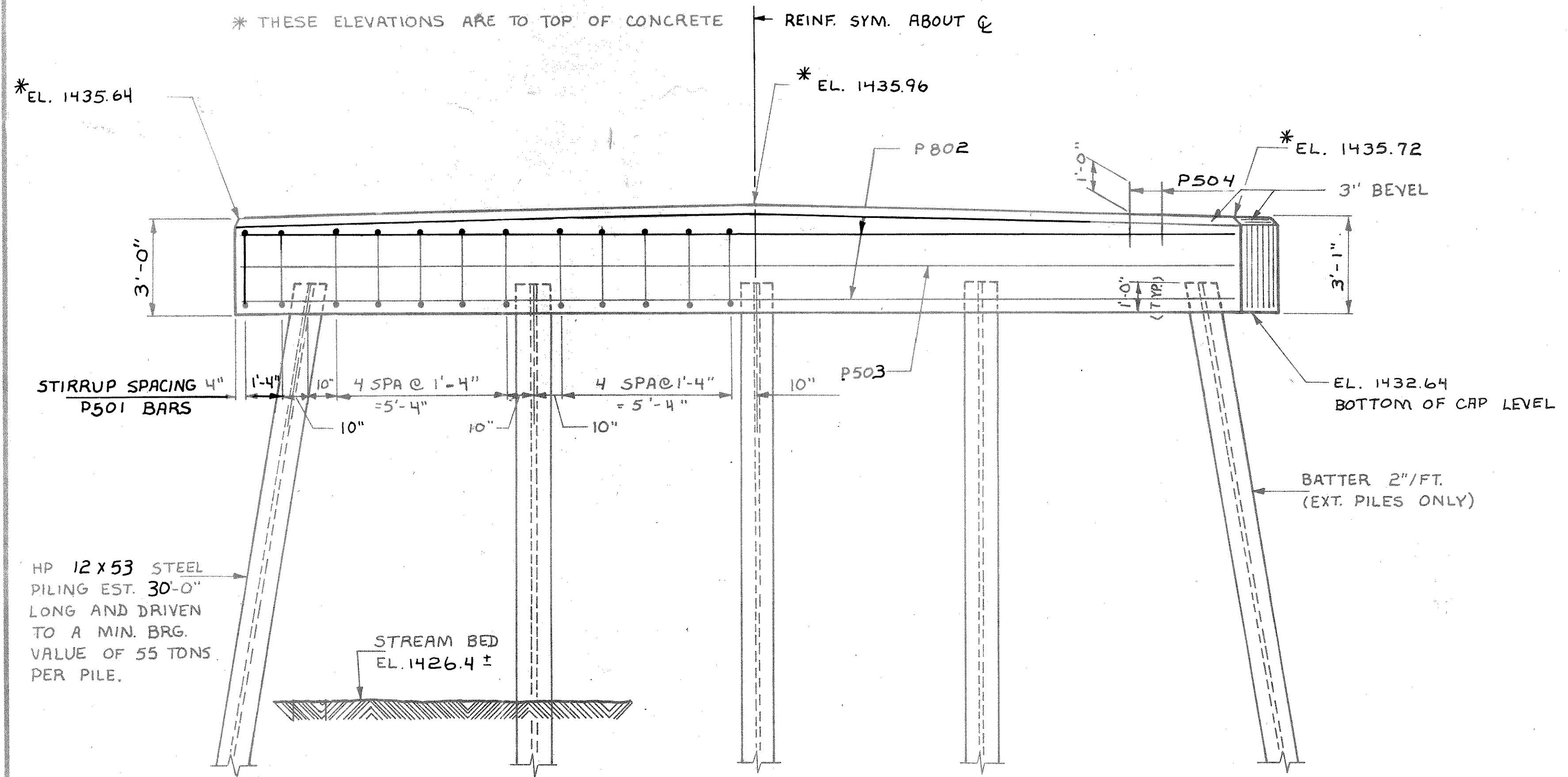


No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-35-83			
Const. Spec. WIS. 1975	Drawn By L.A.E.	Plans Checked J.A.R.	
WING DETAILS			SHEET 6 OF 10
			X 64836

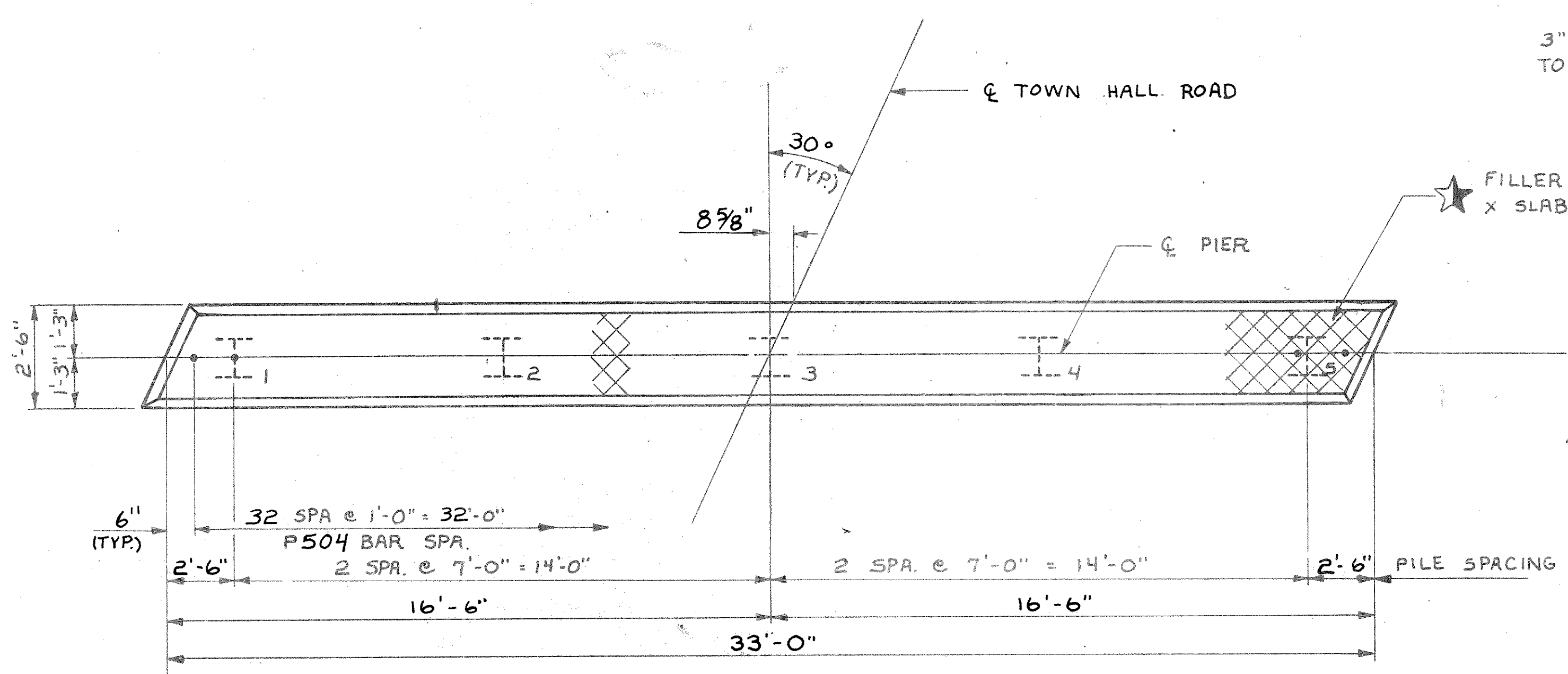
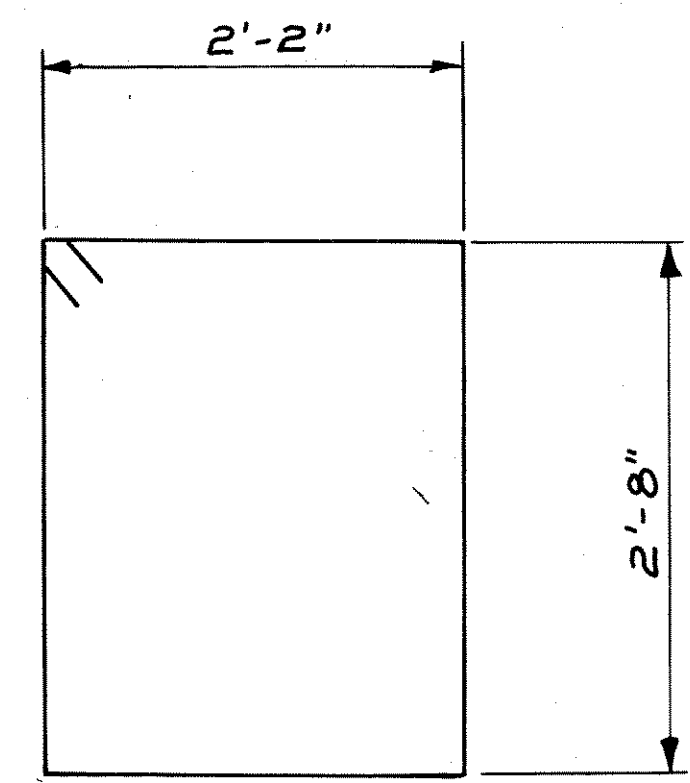
BILL OF BARS

MARK	NO. REQ'D	LENGTH	BENT	LOCATION	TOTAL WT. 1,000 LBS.
P501	24	10'-2"	X	CAP - STIRRUPS	
P802	8	32'-8"		" - HORIZ. - TOP & BOTTOM	
P503	2	32'-8"		" - "	
P504	33	2'-0"		" - VERT. - DOWELS	

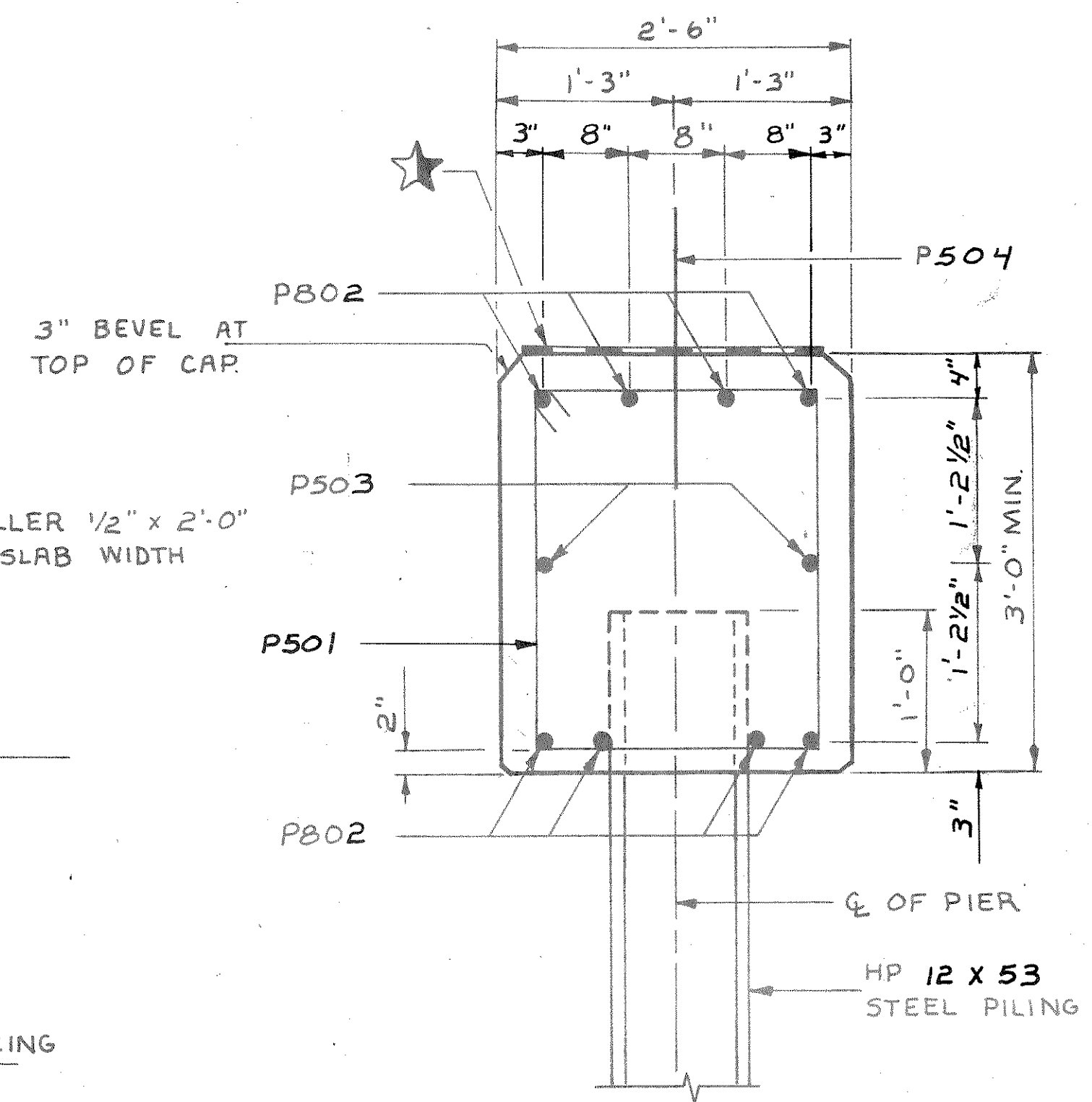
NOTES:
 DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
 FOR PILE SPLICE DETAIL, SEE SHEET 6.
 P504 BARS MAY BE PLACED AFTER CONCRETE IS POURED,
 BUT BEFORE THE INITIAL SET HAS TAKEN PLACE.



ELEVATION
(LOOKING NORTH)



PLAN



SECTION THRU PIER CAP

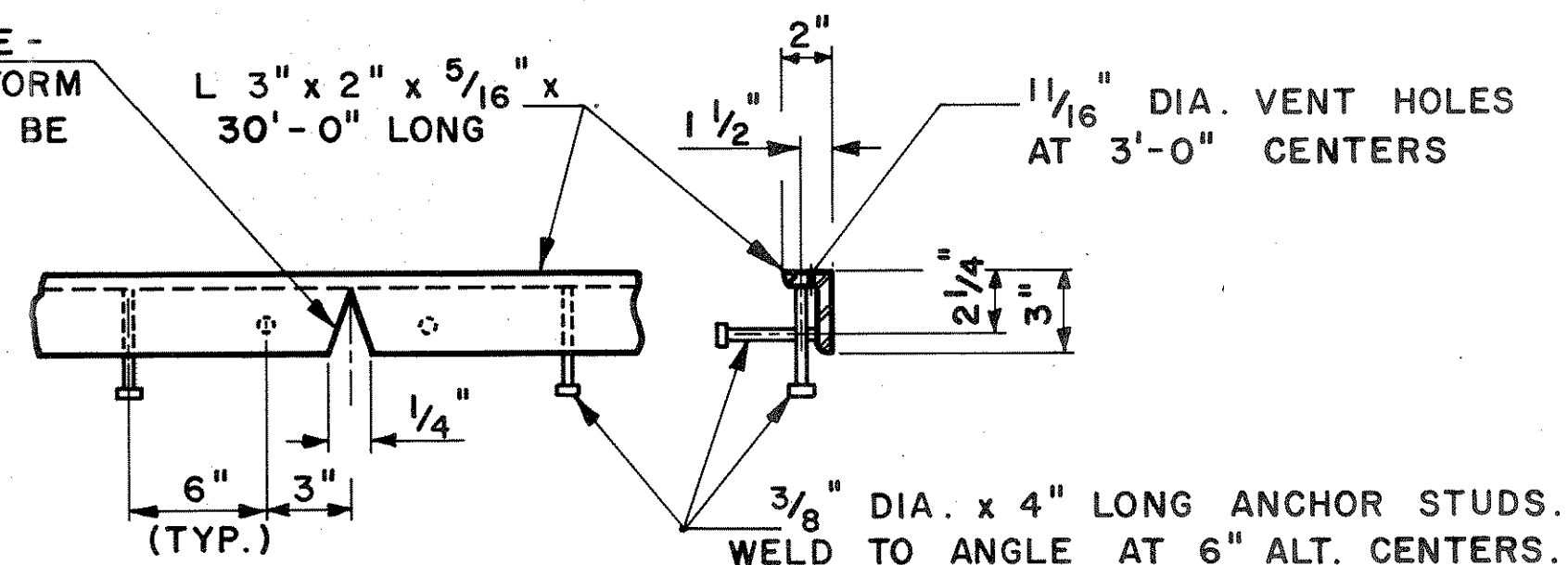
No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-35-83			
Const. Spec.	WIS. 1975	Drawn By	L.A.E.
		Plans Checked	J.A.R.
PIER			SHEET 7 OF 10
			X 64837

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

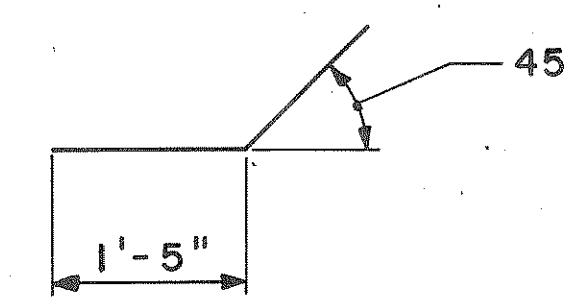
MARK	NO. REQ'D.	LENGTH	BENT	LOCATION	TOTAL WT. = 18,770 LBS.
S501	56	3-5	X	ABUTMENT DIAPH.	
S502	56	2-11	X	"	VERT.
S903	48	35-8		SLAB - BOTTOM	LONGIT.
S904	42	23-0		"	"
S405	38	22-5		" - TOP	"
S906	34	31-0		"	"
S907	33	9-0		"	"
S508	68	31-10		" - BOTTOM	TRANS.
S409	55	31-10		" - TOP	"
S610	40	4-0		" - " - 2 PER POST	LONGIT.
S611	20	10-0	X	" - " - 1 " "	TRANS.
S612	22	4-8		" - BOTTOM OVER PIER	

FIELD CUT 3" LEG OF ANGLE AS REQUIRED FOR BENDING ANGLE TO CONFORM TO ROADWAY CROWN. ONE CUT SHALL BE AT THE CROWN.

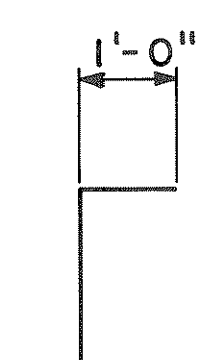


PROTECTION ANGLE DETAIL

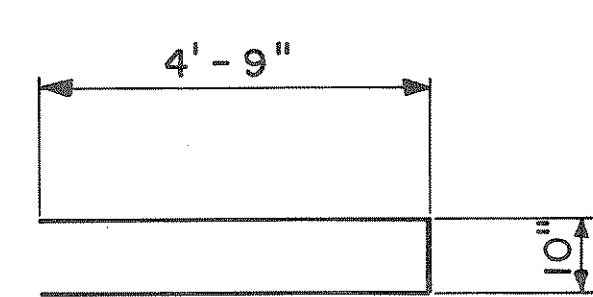
NOTE: ANGLE AND STUDS SHALL BE PAID FOR AS "STRUCTURAL CARBON STEEL". NO PAINT REQUIRED.



S501



S502

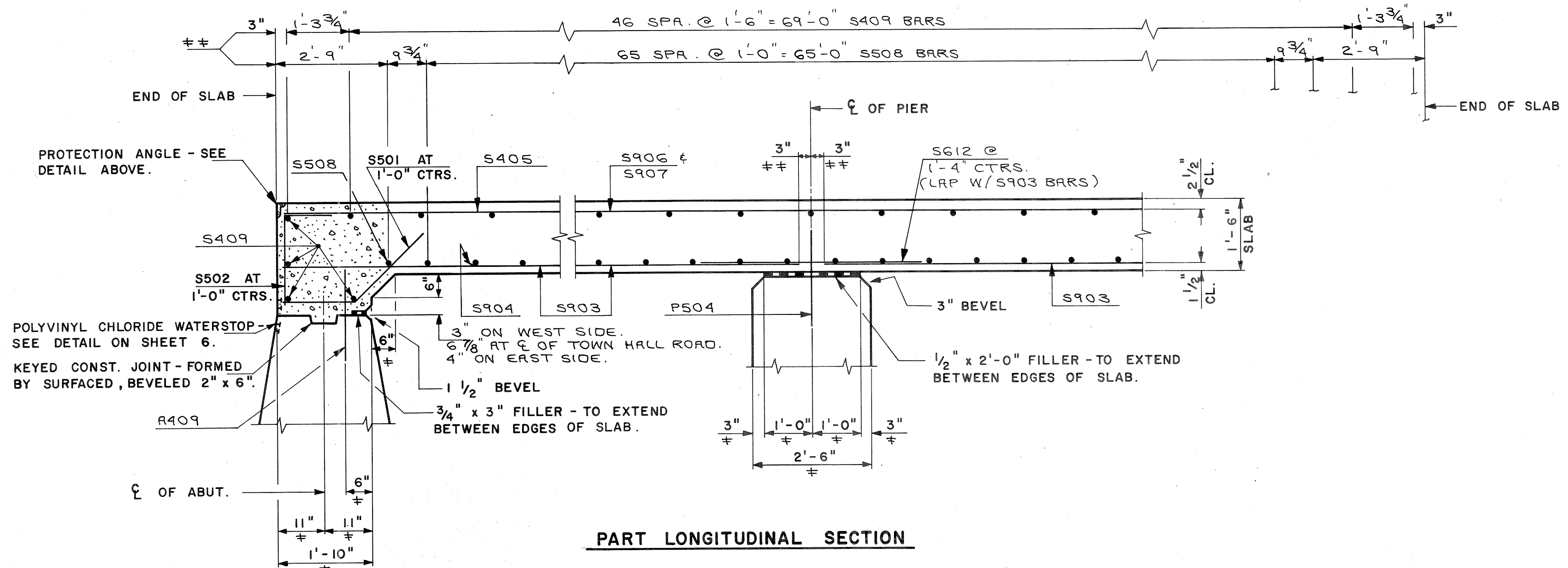


S611

WIRE BARS TOGETHER AT 2'-0" CENTERS



BUNDLING DETAIL



PART LONGITUDINAL SECTION

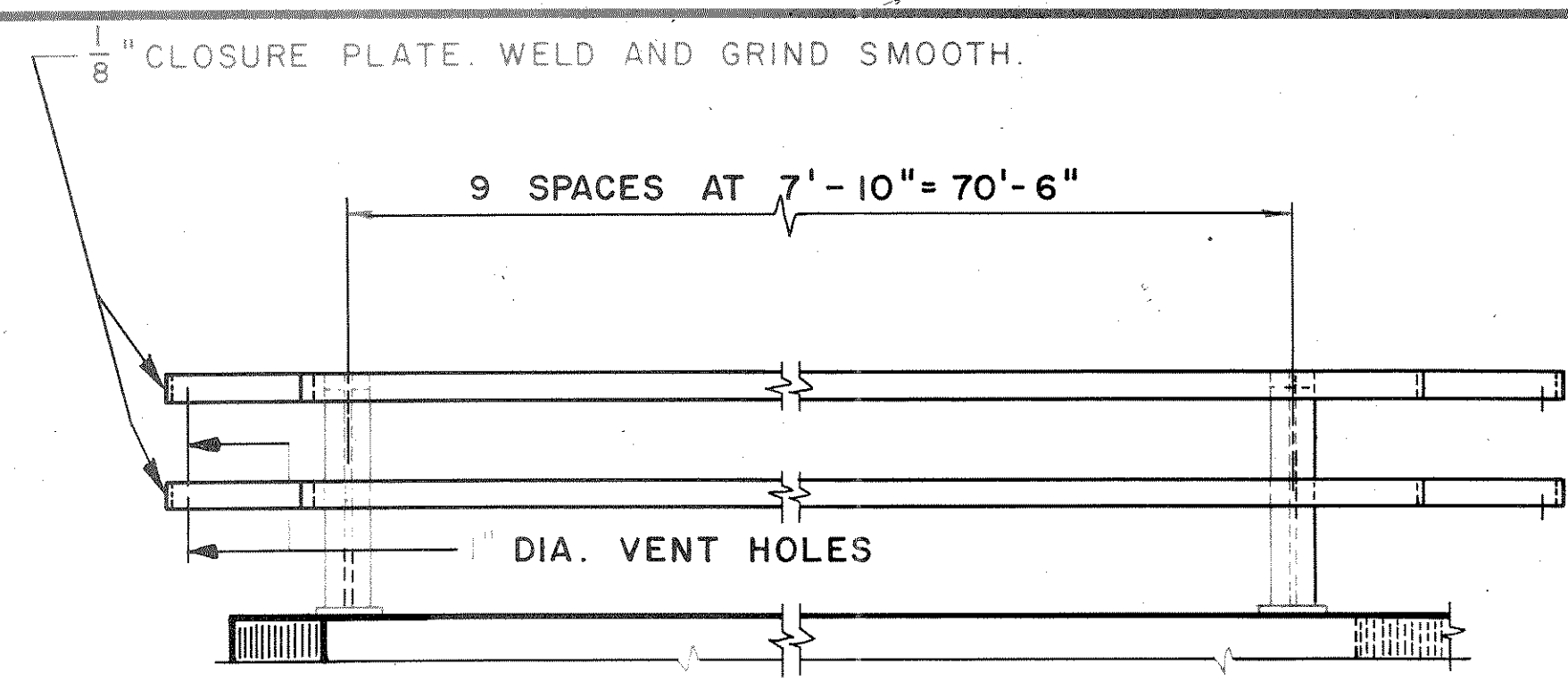
≠≠ DIMENSIONS ARE GIVEN PARALLEL TO THE CL OF TOWN HALL ROAD.
 ≠ DIMENSIONS ARE GIVEN NORMAL TO THE CL OF THE SUBSTRUCTURE UNITS.

NOTE: S501 & S502 BARS TO BE PLACED PARALLEL TO CL OF TOWN HALL ROAD.

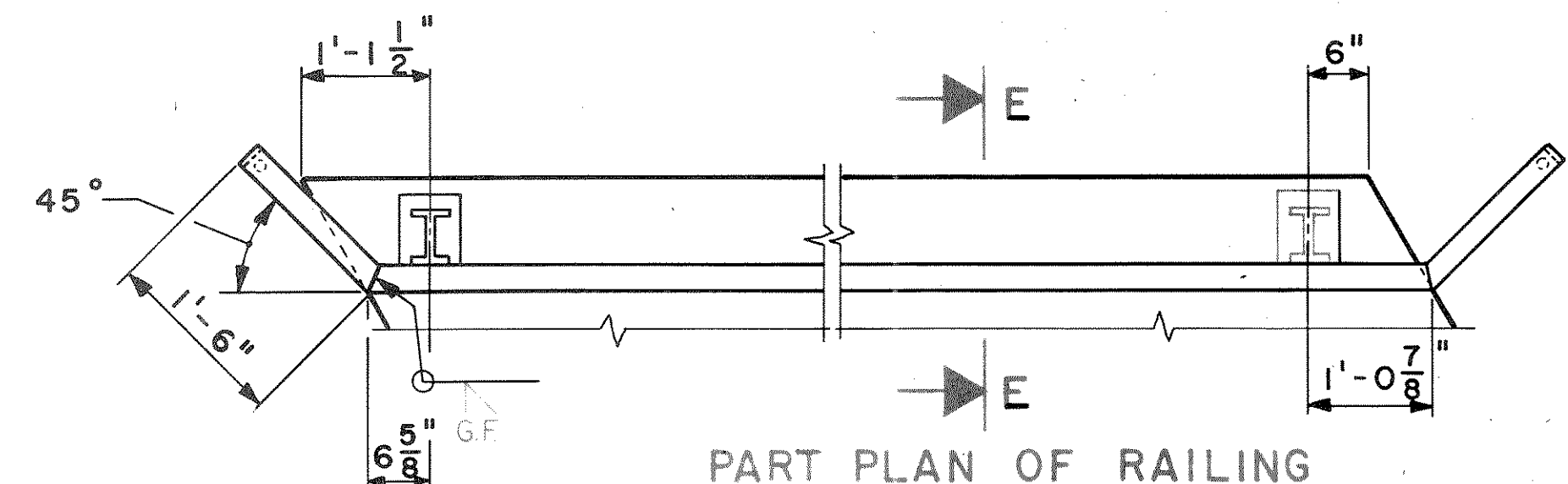
No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B - 35 - 83			
Const. Spec.	WIS. 1975	Drawn By	L.N.F.
		Plans Checked	J.A.R.
SUPERSTRUCTURE			SHEET 9 OF 10
			X 64839

GENERAL NOTES

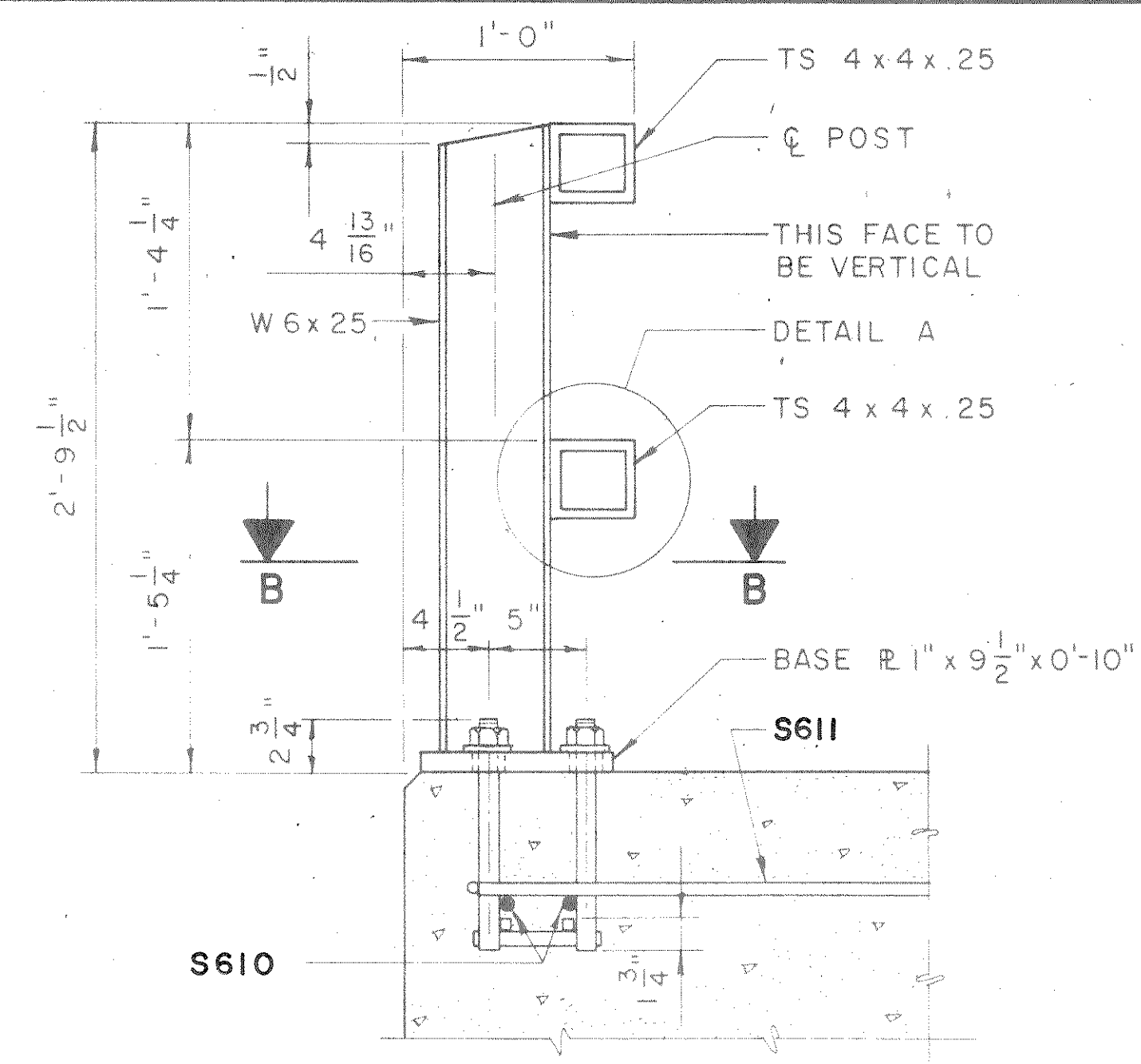
- BID ITEM SHALL BE "TUBULAR RAILING, TYPE F"
- POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.
- RAILING SHALL BE 4x4x.25 STRUCTURAL TUBING CONFORMING TO A.S.T.M. DESIGNATION A36.
- ANCHOR BOLTS SHALL BE 7/8" DIA NOMINAL CONFORMING TO A.S.T.M. A449 WITH 3" THREAD AND HIGH STRENGTH NUTS AND WASHERS.
- CAULK EXPOSED OPENINGS BETWEEN SHIMS.
- POSTS, BASE PLATES AND SHIMS SHALL BE MADE FROM MATERIAL CONFORMING TO A.S.T.M. DESIGNATION A36. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST NORMAL TO GRADE LINE.
- PLACE ANCHOR BOLTS NORMAL TO BASE PLATE.
- ALL MEMBERS, INCLUDING UPPER 4" OF ANCHOR BOLTS, SHALL BE GALVANIZED OR PAINTED AFTER FABRICATION.
- BEAM GUARD ATTACHMENT MAY BE WELDED TO RAILS AND RAILS MAY BE WELDED TO POSTS.
- FILL POST ANCHOR BOLT HOLES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.
- RAILING SHALL BE FABRICATED IN 2 OR 3 PANEL LENGTHS
- STEEL SHIMS SHALL BE USED UNDER POSTS WHERE REQUIRED FOR ALIGNMENT
- FIELD ERECTION JOINTS SHALL BE ALTERNATIVE 1 OR ALTERNATIVE 2.



PART ELEVATION OF RAILING

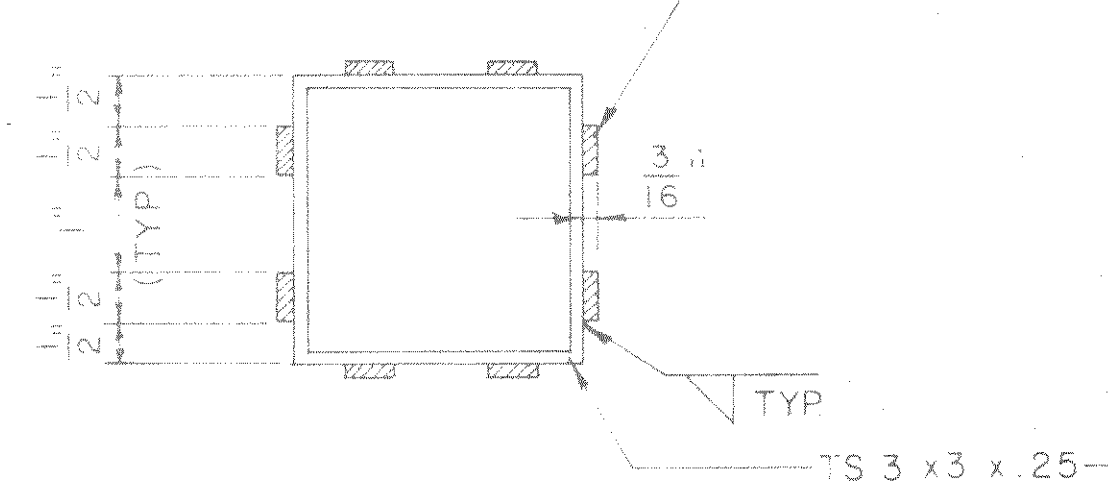


PART PLAN OF RAILING



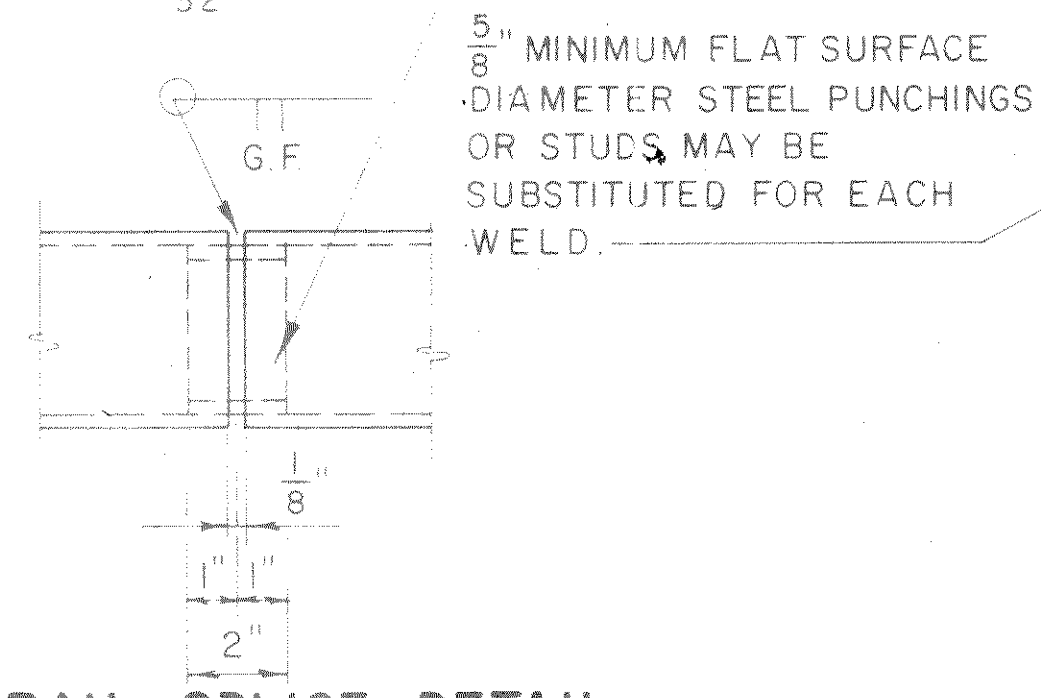
SECTION E

BAR 1/2" x 3/16" x 0'-6". GRIND AS REQUIRED FOR SLIDING FIT. SPACING OF BARS MAY BE ADJUSTED TO CLEAR SEAM ON INSIDE OF RAIL MEMBER.



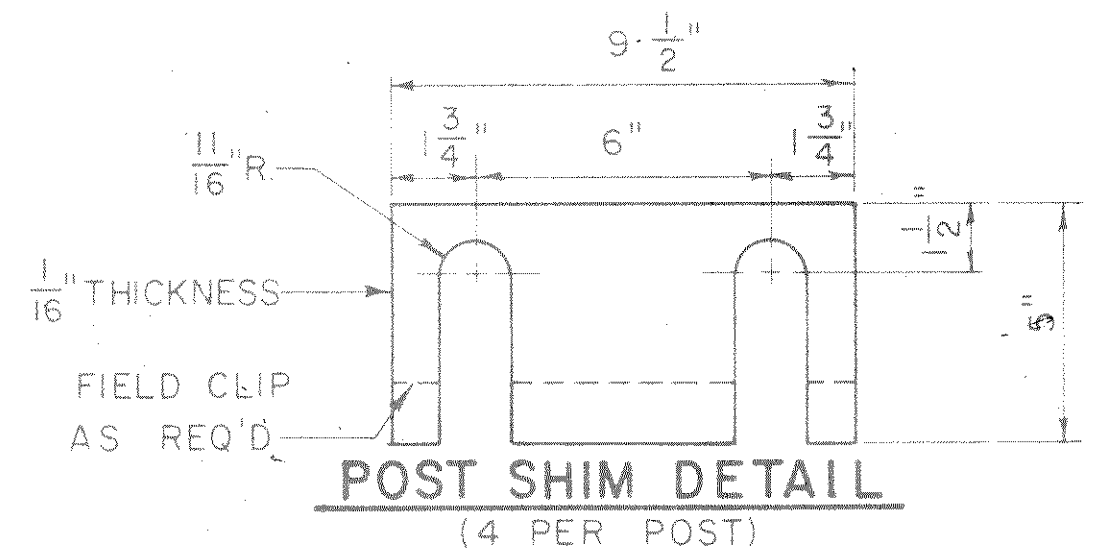
SECTION THRU SLEEVE

SLEEVE FABRICATED FROM 1/4" PLATE. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF 3 13/32"

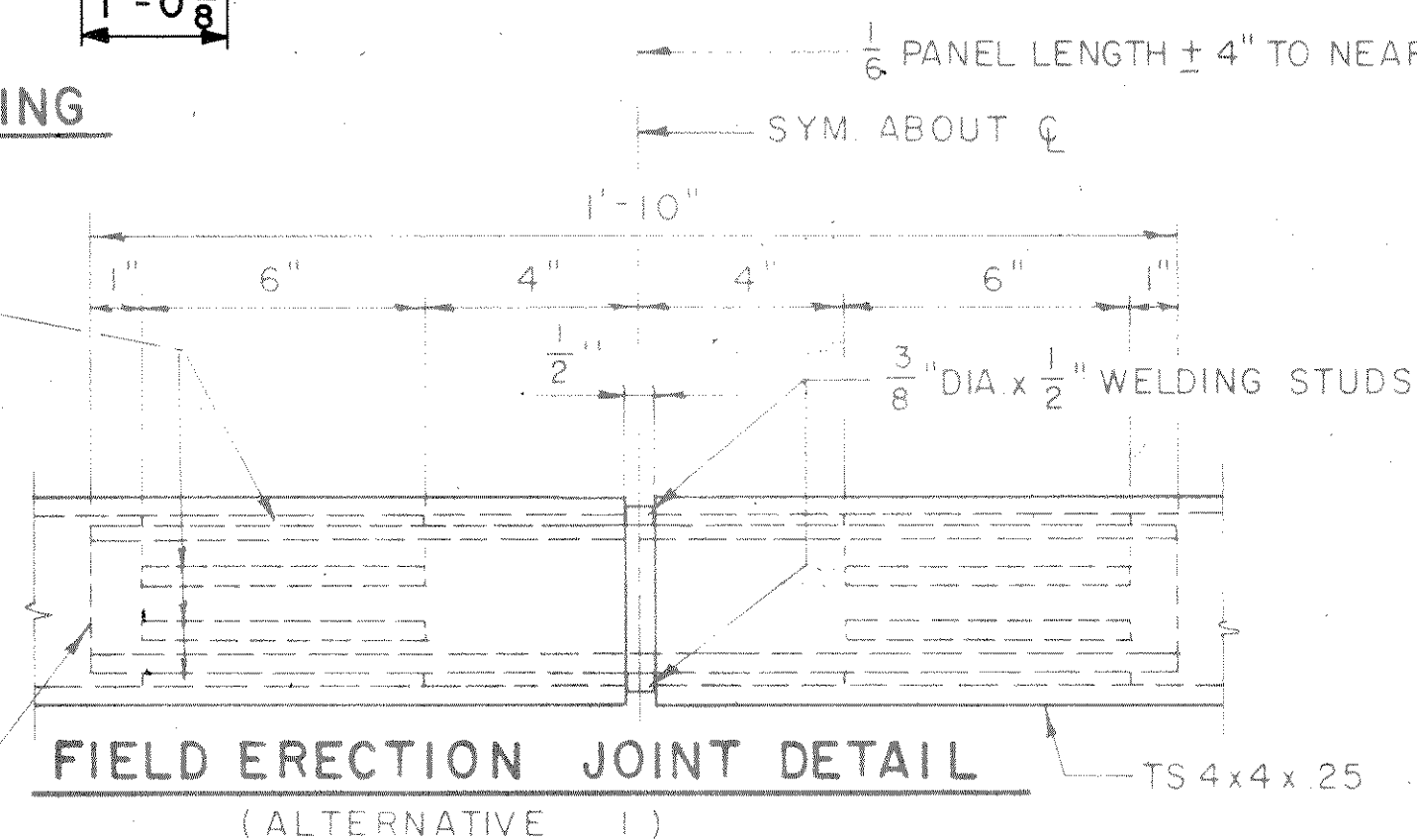


SHOP RAIL SPLICE DETAIL

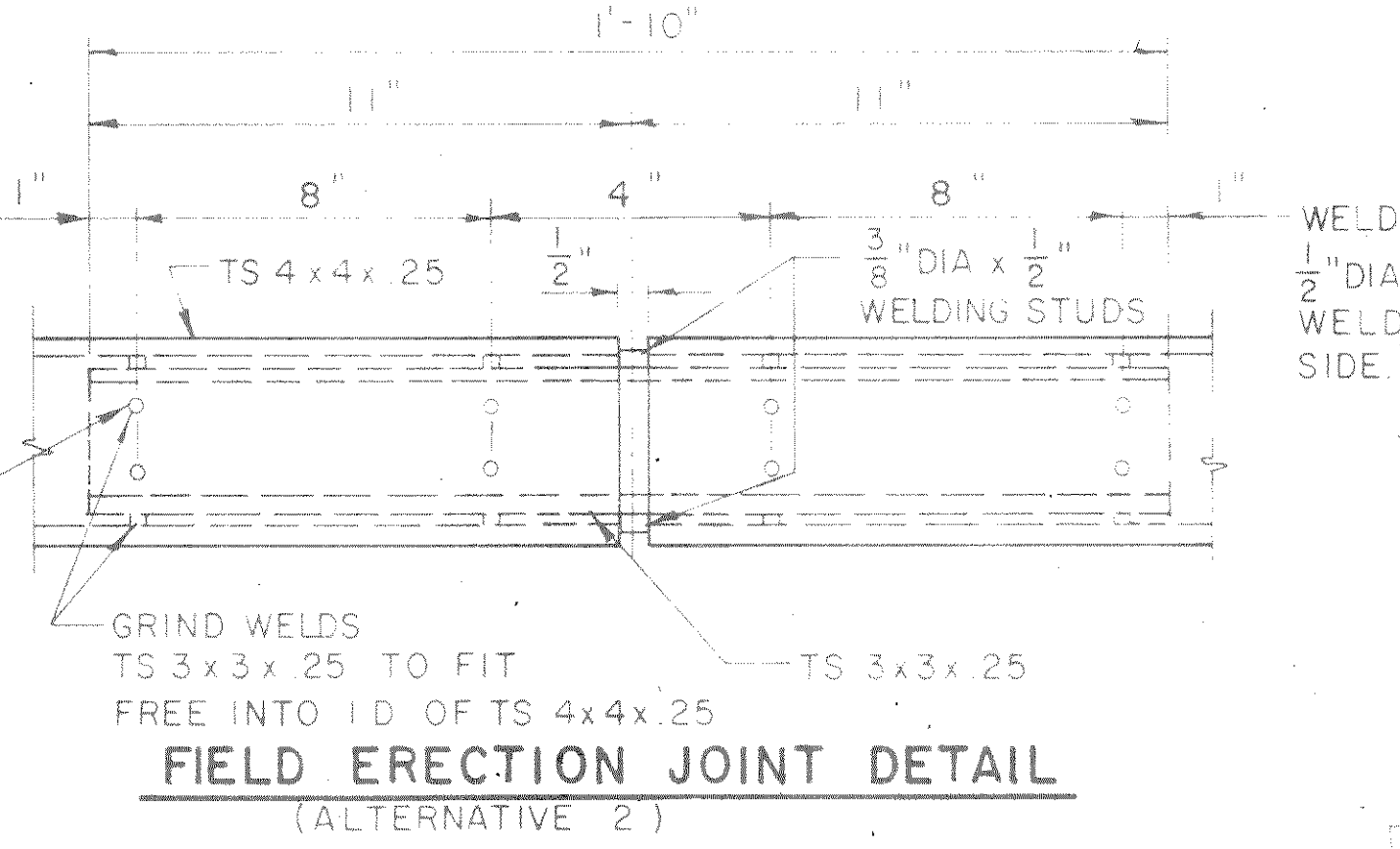
LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS



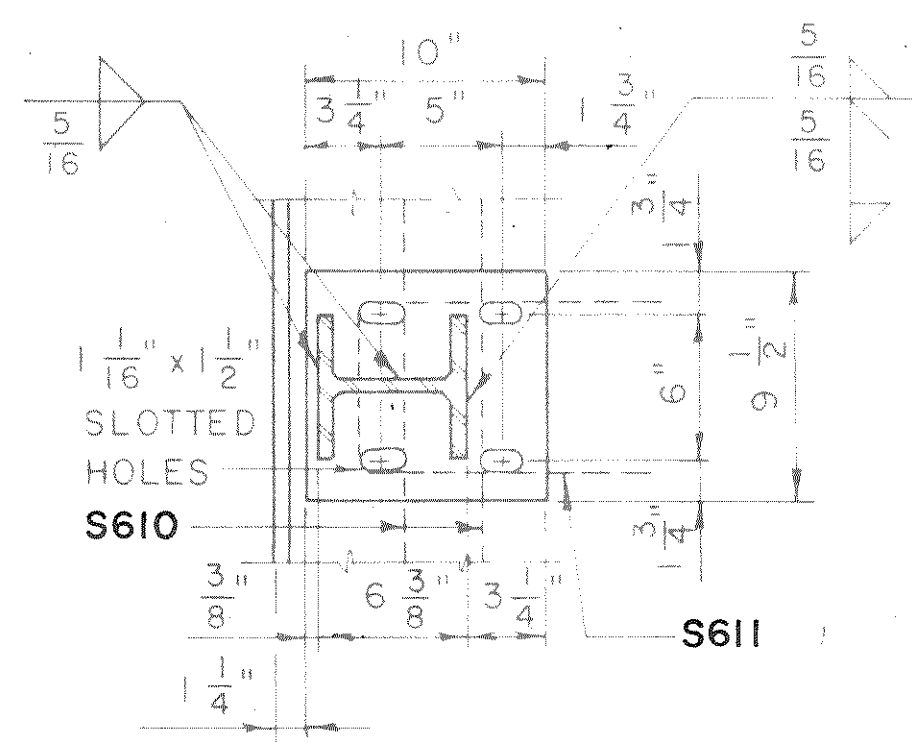
POST SHIM DETAIL
(4 PER POST)



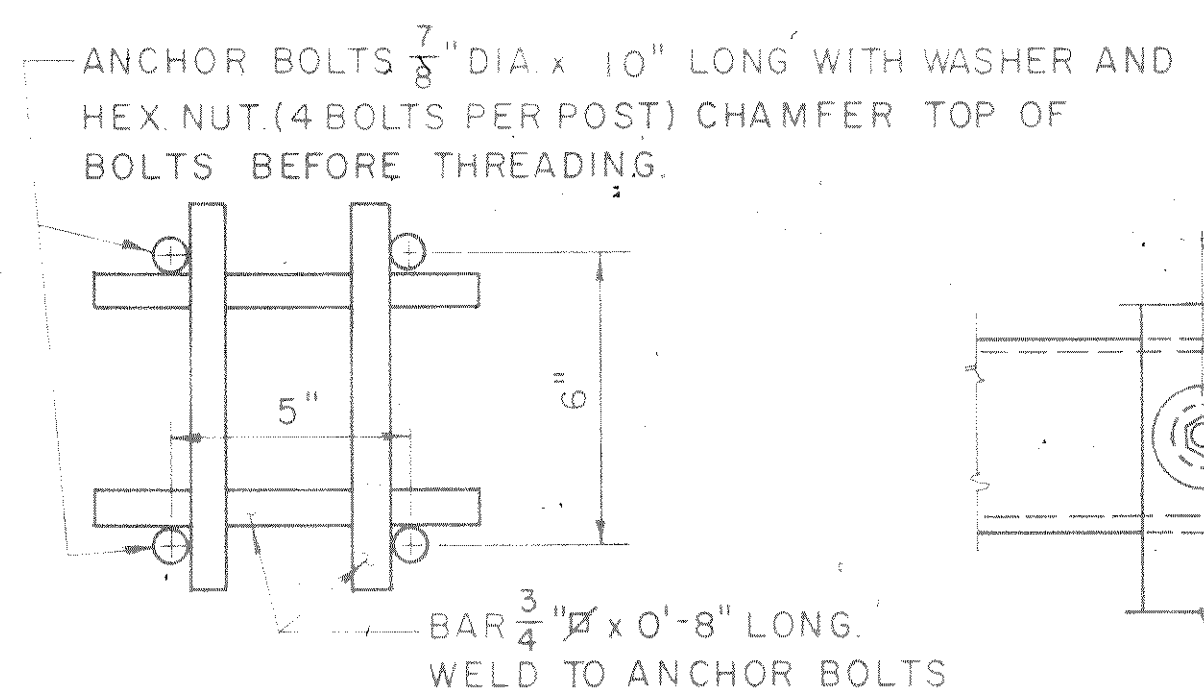
FIELD ERECTION JOINT DETAIL
(ALTERNATIVE 1)



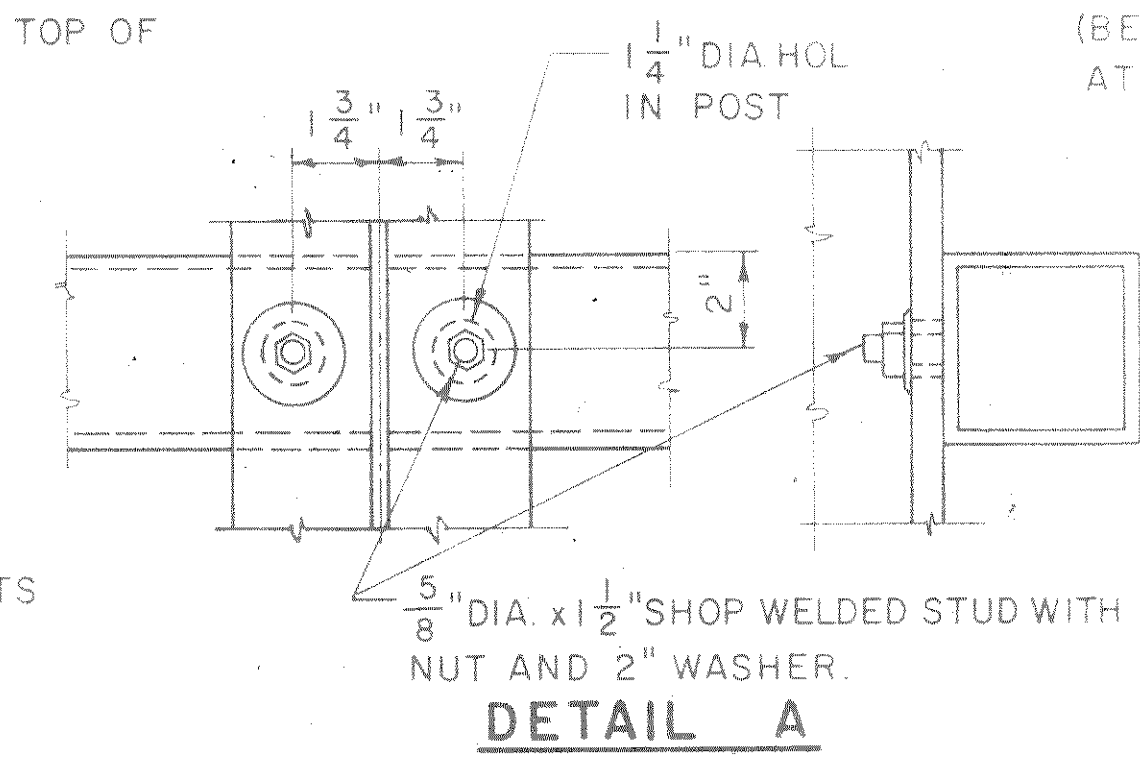
FIELD ERECTION JOINT DETAIL
(ALTERNATIVE 2)



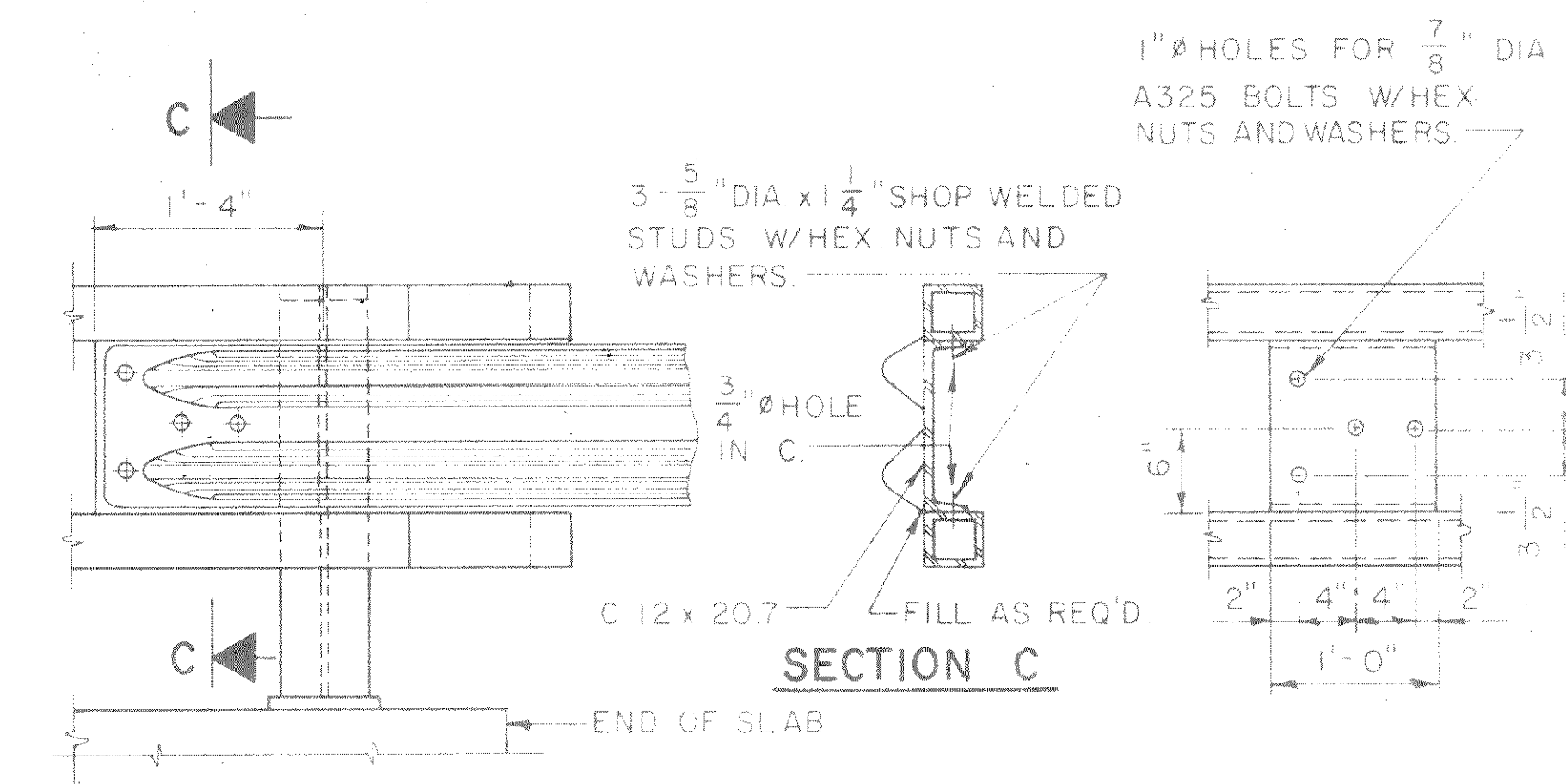
SECTION B



ANCHOR BOLT DETAIL



DETAIL A



SECTION C

DETAIL AT END POST

(BEAM GUARD RAIL ATTACHMENT REQUIRED AT ALL FOUR WINGS)

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-35-83			
Const. Spt.	WIS. 1975	Drawn By	L.N.F.
		Plans Checked	J.A.R.
TUBULAR RAILING, TYPE F			SHEET-10 OF 10
			X64840