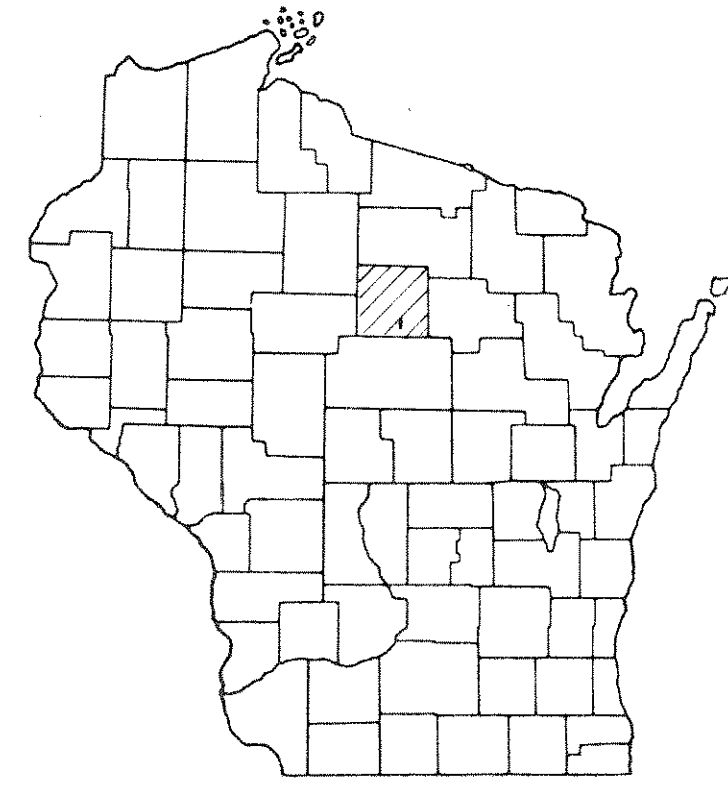


INDEX OF SHEETS

SHEET NO.	TITLE
SHEET NO. 1	TYPICAL CROSS SECTIONS
SHEET NO.	ESTIMATE OF QUANTITIES
SHEET NO.	MISCELLANEOUS QUANTITIES
SHEET NO.	RIGHT OF WAY PLAT
SHEET NO.	PLAN AND PROFILE STA. 11+50 TO STA. 15+00
SHEET NO.	STANDARD DETAILS
SHEET NO.	DRAINAGE STRUCTURES
SHEET NO.	CROSS SECTIONS

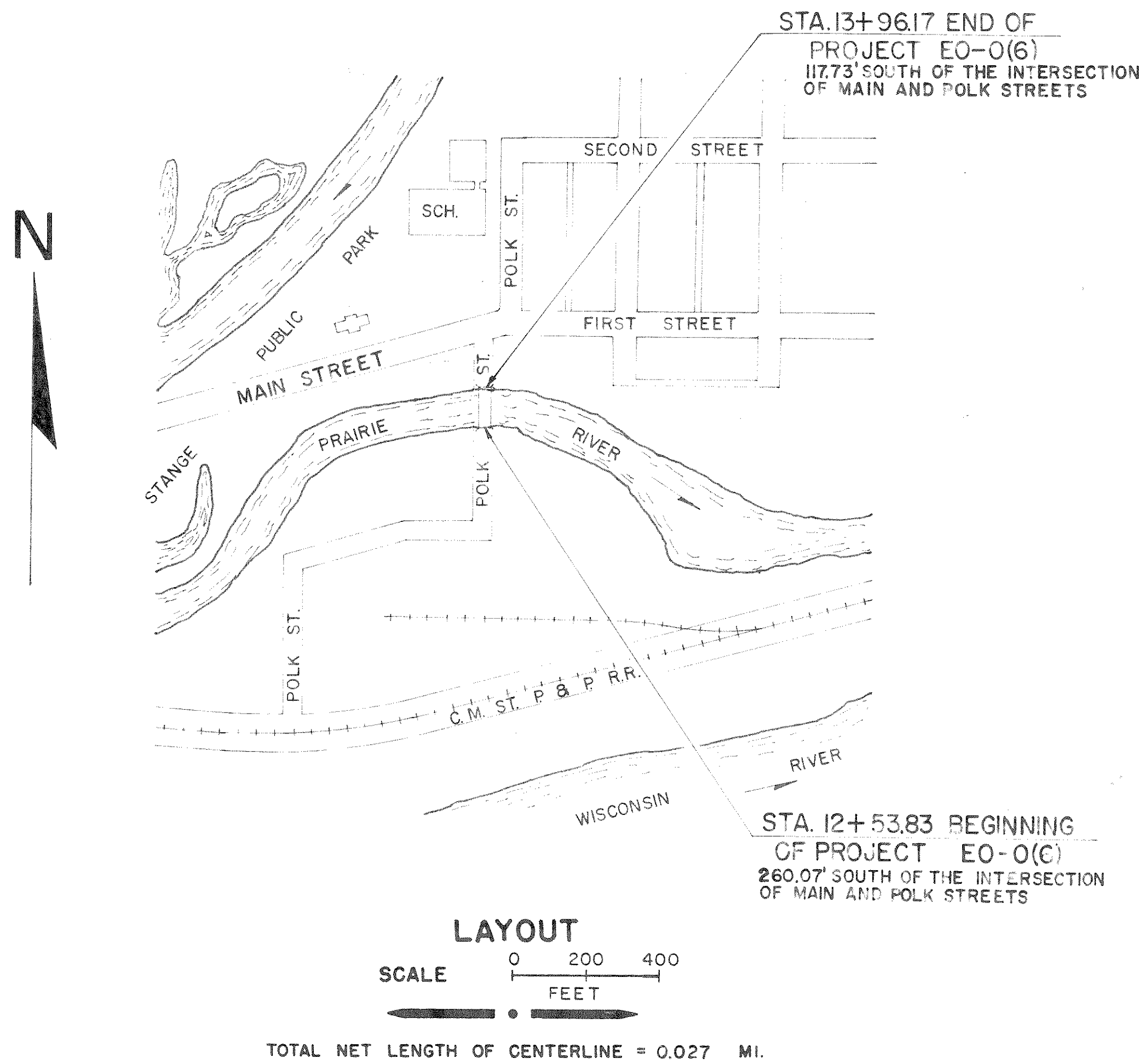


STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED
POLK STREET BRIDGE
POLK STREET - CITY OF MERRILL
LINCOLN COUNTY
PROJECT EO-0(6)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
35.9	0.0			4 WIS.	1	4

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.



CONVENTIONAL SIGNS

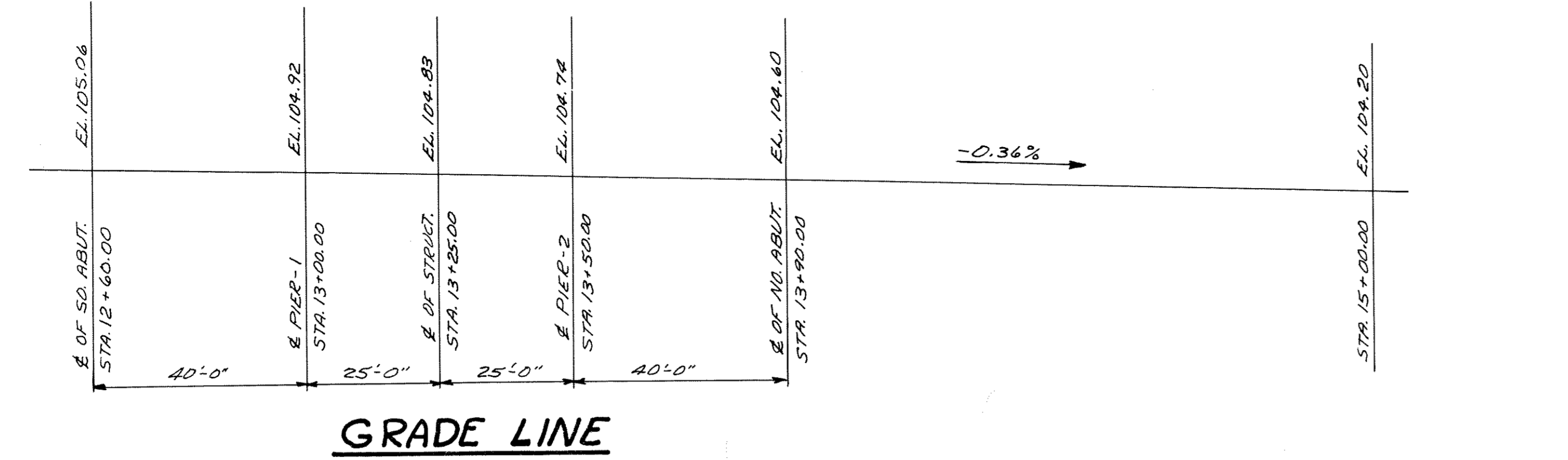
STATE LINE	-----	CULVERTS IN PLACE	-----
COUNTY LINE	-----	CULVERTS REQUIRED	-----
TOWNSHIP OR RANGE LINE	-----	DROP INLET	-----
SECTION LINE	-----	POWER POLE	-----
NEW RIGHT OF WAY LINE	-----	TELEPHONE OR TELEGRAPH POLE	-----
PRESENT RIGHT OF WAY LINE	-----	RIGHT OF WAY MARKERS	-----
WIRE FENCE { WOVEN	-----	REFERENCE STAKE FOR HUBS ONLY	-----
{ BARBED	-----	MARSH	-----
LOT LINE	-----	HEDGE	-----
CORPORATE OR CITY LIMITS	-----	TREES	-----
PROPERTY LINE	-----	GROUND ELEVATION	DATUM LINE 73.9
TRAVELED WAY OR P.E.	-----	GRADE ELEVATION	DATUM LINE 75.16
RAILROADS	-----		
BASE OR SURVEY LINE	-----		

STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR	NOTE BOOK
DIVISION COMPUTER	M. O. CHECKER
DISTRICT CHECKER	CORRECT
CORRECT:	
DATE	DISTRICT ENGINEER
RECOMMENDED FOR APPROVAL	
DATE	ENGINEER OF DESIGN
APPROVED:	
DATE	STATE HIGHWAY ENGINEER
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED: [Redacted] DATE	
[Redacted] DIVISION ENGINEER	

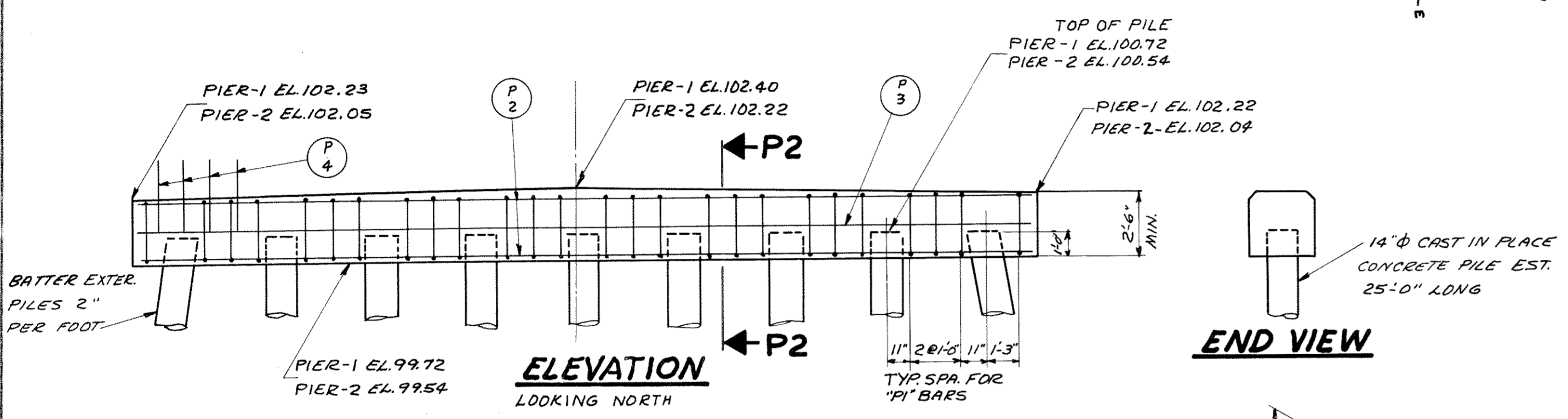
BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
1	12+70.00	SPIKE IN 12" ELM	79' AT. 100.00

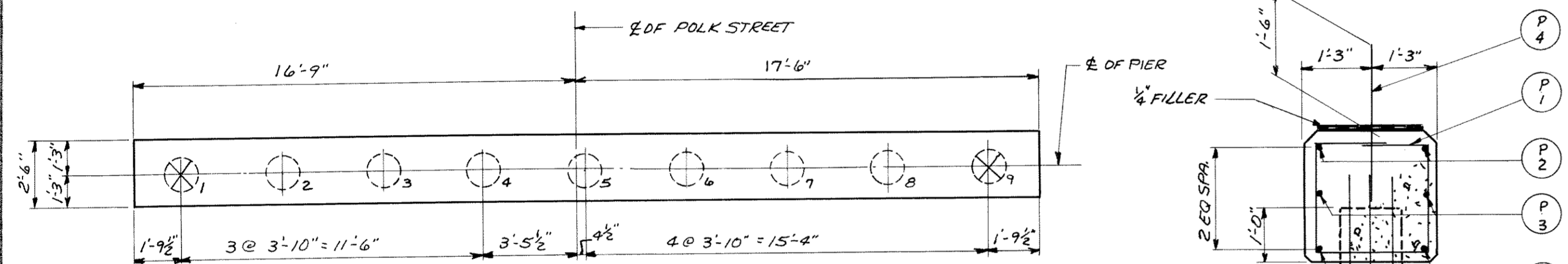
COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT	B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
35.9	0.0	3.6	4			



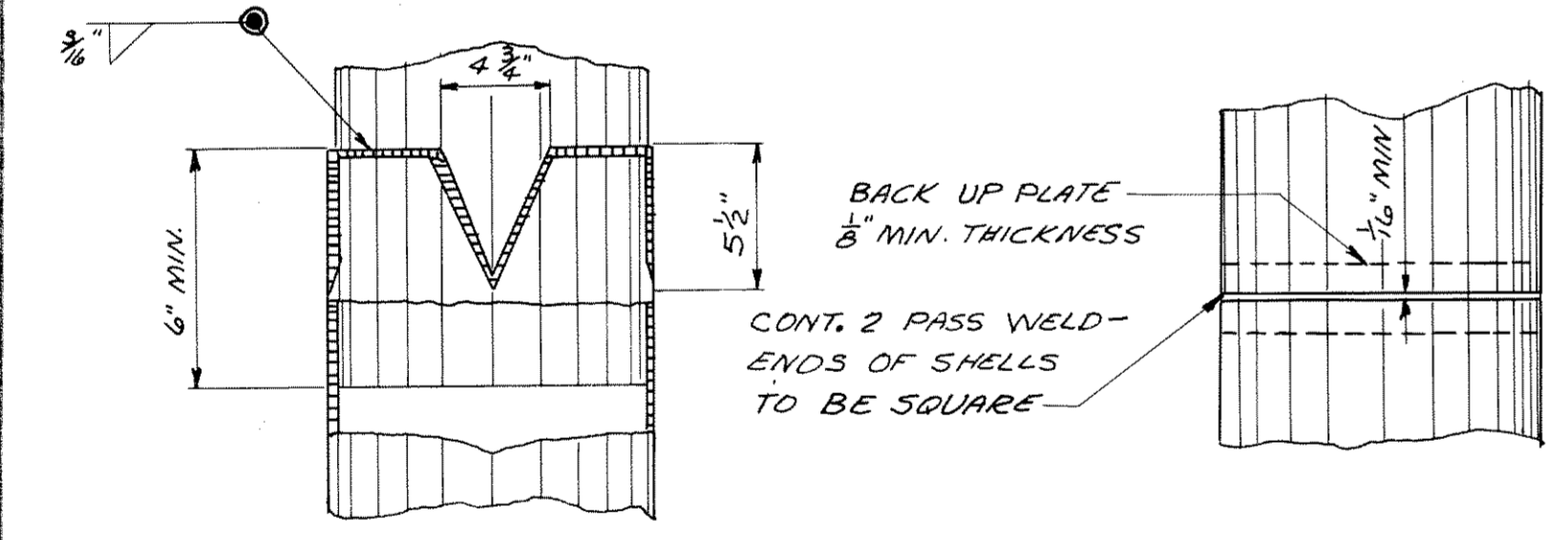
GRADE LINE



ELEVATION
LOOKING NORTH



PLAN



FLUTED PILE

PIPE PILE

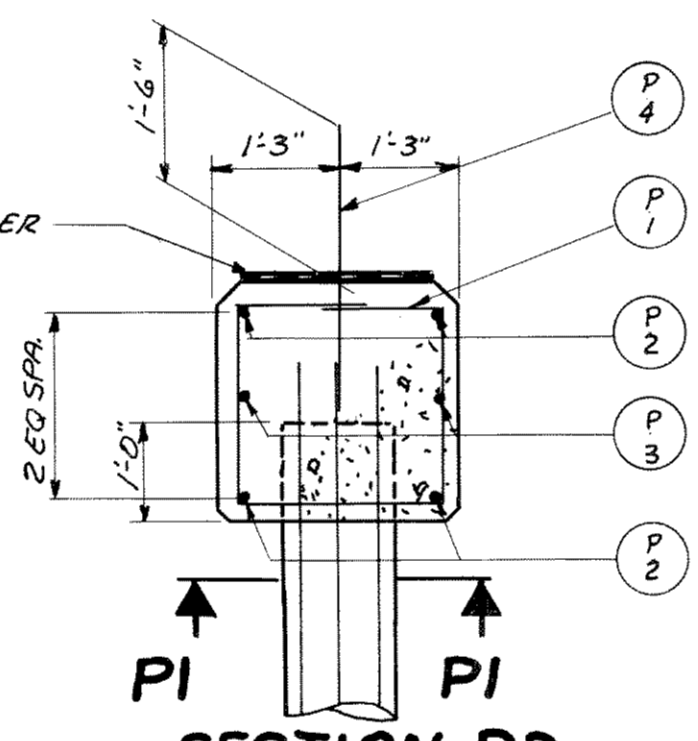
PILE SPLICE DETAILS

BILL OF BARS

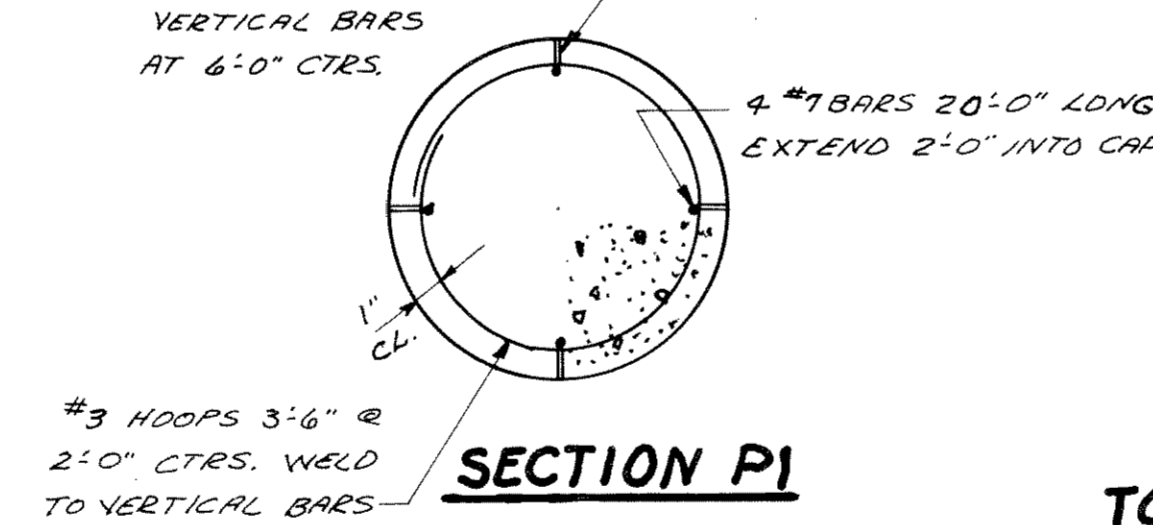
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT. 930#

POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
P1	52	4	9-9	SHOWN	CAP-STIRRUPS	A
P2	8	5	33-9	SHOWN	" - LONGITUDINAL	
P3	8	4	17-6	SHOWN	" - "	
P4	68	5	3-0	1-0	" & SUPERSTRUCTURE	

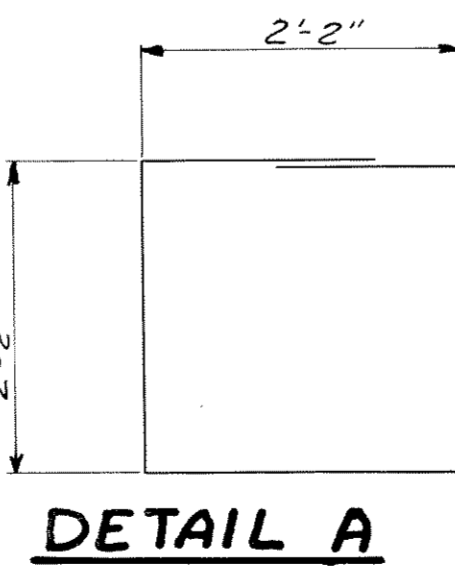
END VIEW



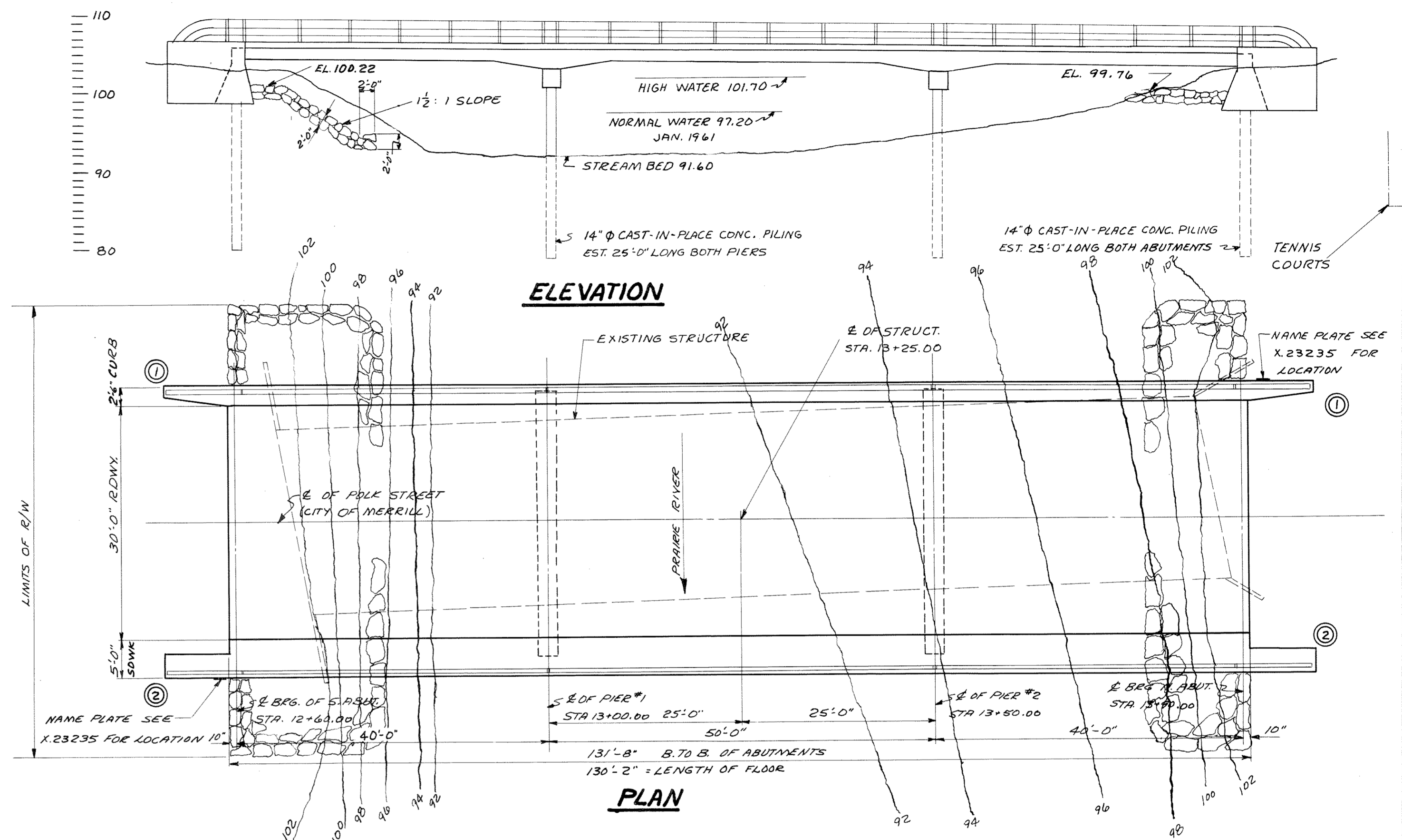
SECTION P2



SECTION P1



DETAIL A



ELEVATION

PLAN

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 ALL CONCRETE MASONRY SHALL BE GRADE "A"
 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.
 THE ABUTMENTS SHALL BE RIPRAPPED AS SHOWN ABOVE IN ELEVATION AND ON X.23236

PIILING AT PIERS AND ABUTMENTS SHALL BE 14" Ø CAST-IN-PLACE CONCRETE PILING ESTIMATED 25'-0" LONG. PILING AT ABUTMENTS SHALL BE DRIVEN TO A MINIMUM BEARING VALUE OF 30 TONS PER PILE AND A MINIMUM BEARING VALUE OF 37 TONS PER PILE AT PIERS.

EXISTING STRUCTURE
 TIMBER SUPERSTRUCTURE (8 SPANS AT 14'-6") ON CONCRETE ABUTMENTS AND TIMBER PIERS.

NEW STRUCTURE
 THREE SPAN CONT. R.C. SLAB (20'-0", 50'-0", 40'-0") WITH A 30'-0" CLEAR RDWY. AND A 4'-0" CLEAR SDWK. ON THE EAST SIDE AND A SAFETY CURB ON THE WEST SIDE. SUBSTRUCTURES - R.C. SILL TYPE ABUTS. ON CAST-IN-PLACE PILES AND PIER CAP ON CAST-IN-PLACE PILES.

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	PIERS.	S. ABUT.	N. ABUT.	TOTAL
REMOVING OLD BRIDGE	L.S.	—	—	—	—	1
EXCAVATION FOR STRUCTURES	C.Y.	—	—	40	80	140
GRANULAR BACKFILL	C.Y.	—	—	25	30	55
CONCRETE MASONRY	C.Y.	281.3	16.4	24.9	24.9	347.5
BAR STEEL REINFORCEMENT	L.B.	58,250	930	900	900	60,980
* CAST-IN-PLACE CONCRETE TEST PILE (2835#)	L.S.	—	x	—	x	1
CAST-IN-PLACE CONCRETE PILING - DELIVERED	L.F.	—	425	150	125	700
CAST-IN-PLACE CONCRETE PILING - DRIVEN	L.F.	—	272	150	125	547
FLOOR DRAINS	EACH	6	—	—	—	6
STEEL RAILING	L.F.	283	—	—	—	283
HEAVY RIPRAP	C.Y.	—	—	90	60	150
NON-BID ITEMS						
FILLER	SIZE	1/2 + 1/4	—	—	—	1/2 + 1/4
ALUMINUM OR ZINC PLATES	SF	11	—	—	—	11

* DRIVE ONE 35'-0" LONG C.I.P. CONCRETE TEST PILE AT N. ABUT. AND ONE 35'-0" LONG C.I.P. CONCRETE TEST PILE AT PIER 2

LIST OF DRAWINGS

- 1. LAYOUT & PIERS X.23233
- 2. SUPERSTRUCTURE X.23234
- 3. RAILING & DRAIN X.23235
- 4. ABUTMENTS X.23236
- 5. SUBSURFACE EXPLORATION X.23237

STATE HIGHWAY COMMISSION OF WISCONSIN

LAYOUT & PIERS

CO. LINCOLN TOWN MERRILL STA. 13+25.00

SECTION 11 TOWN 31N RANGE 6E

DESIGN SPEC. A.A.S.H.O. 57 LOADING H20 CONSP. 1957

DATE 4-11-61 DESIGN WG DRAWN JF CKE: BAZ

SUBMITTED *J.V.B. Schultz* ENGINEER OF BRIDGE

APPROVED *E.C. Ruttig* STATE HIGHWAY ENGINEER

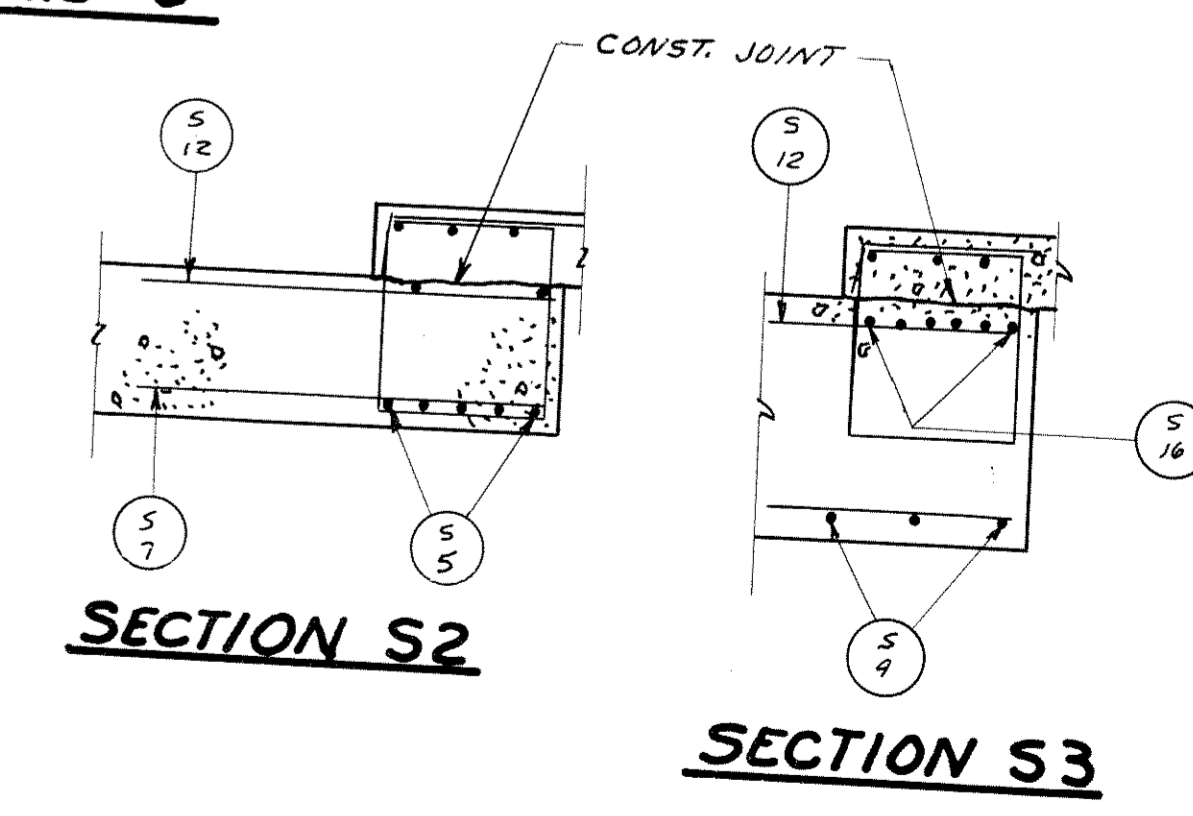
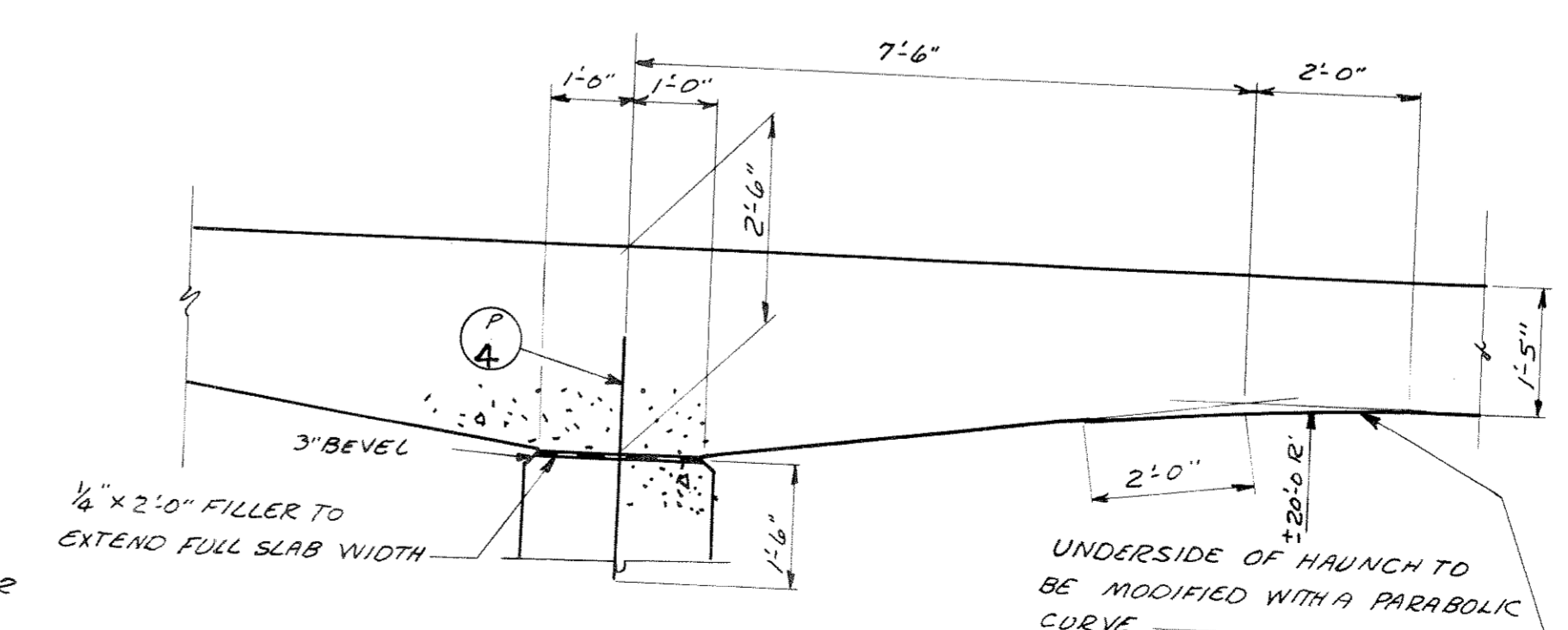
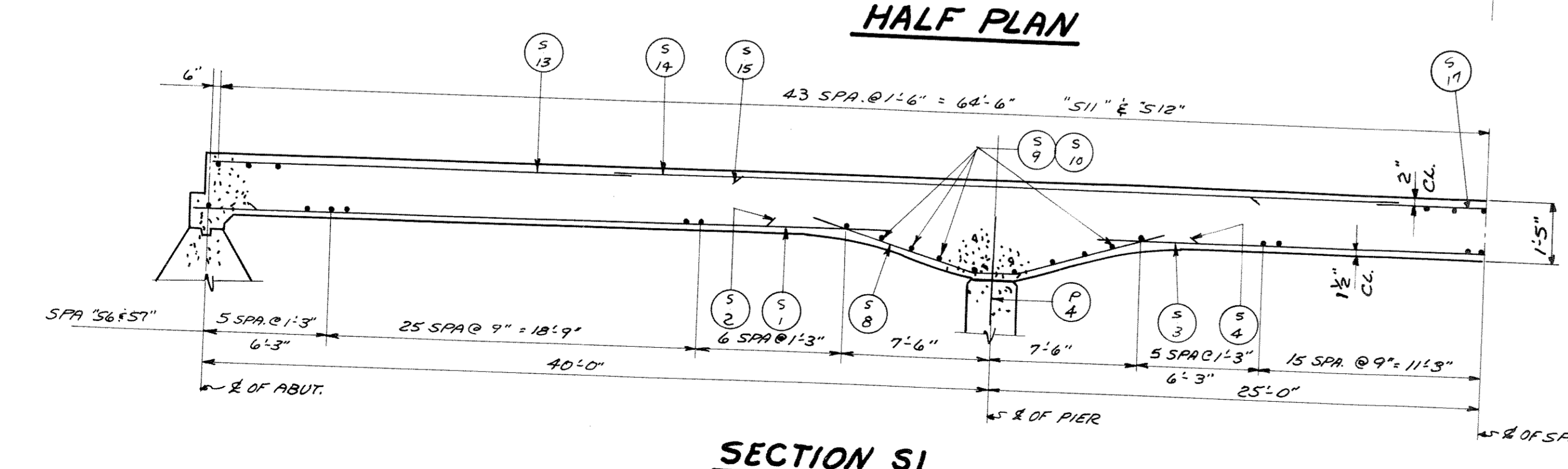
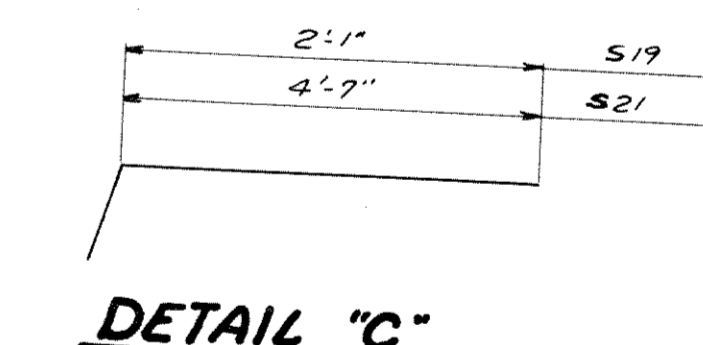
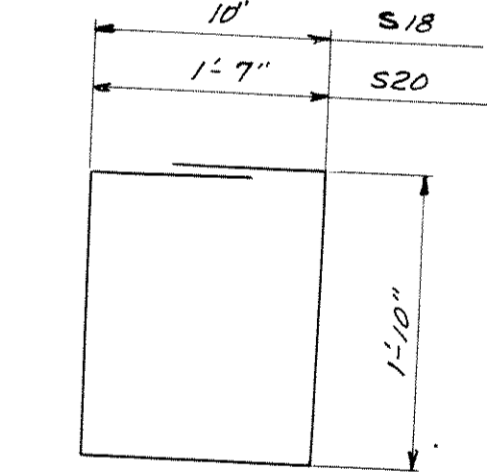
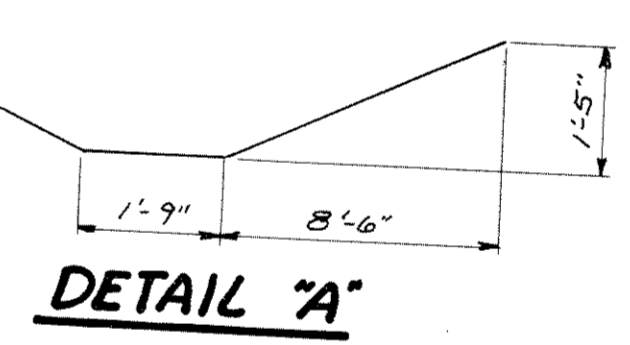
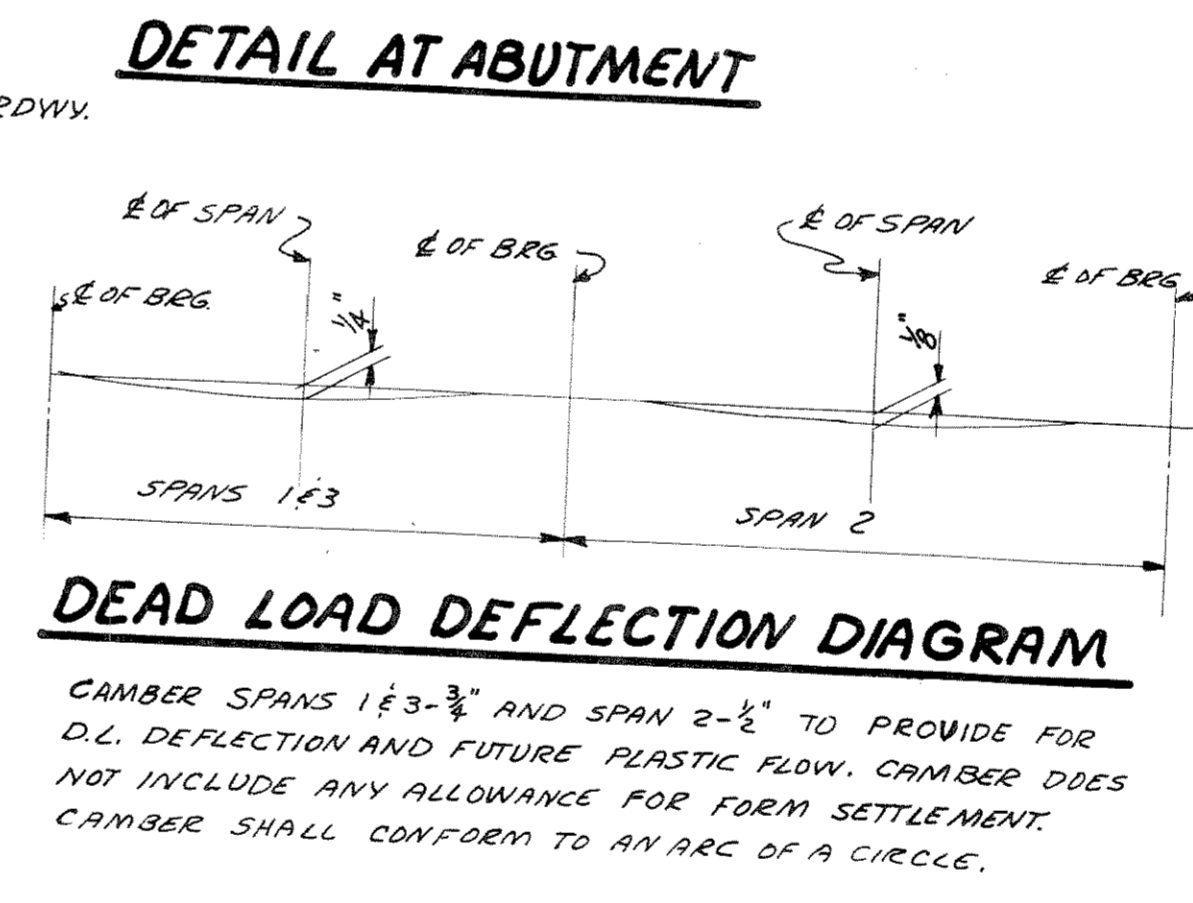
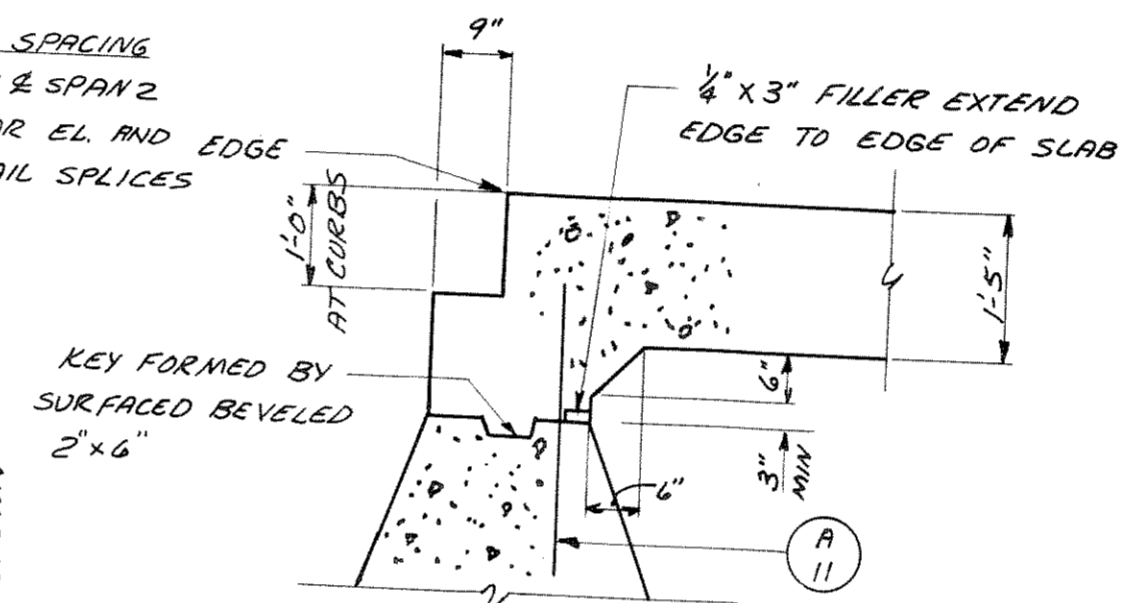
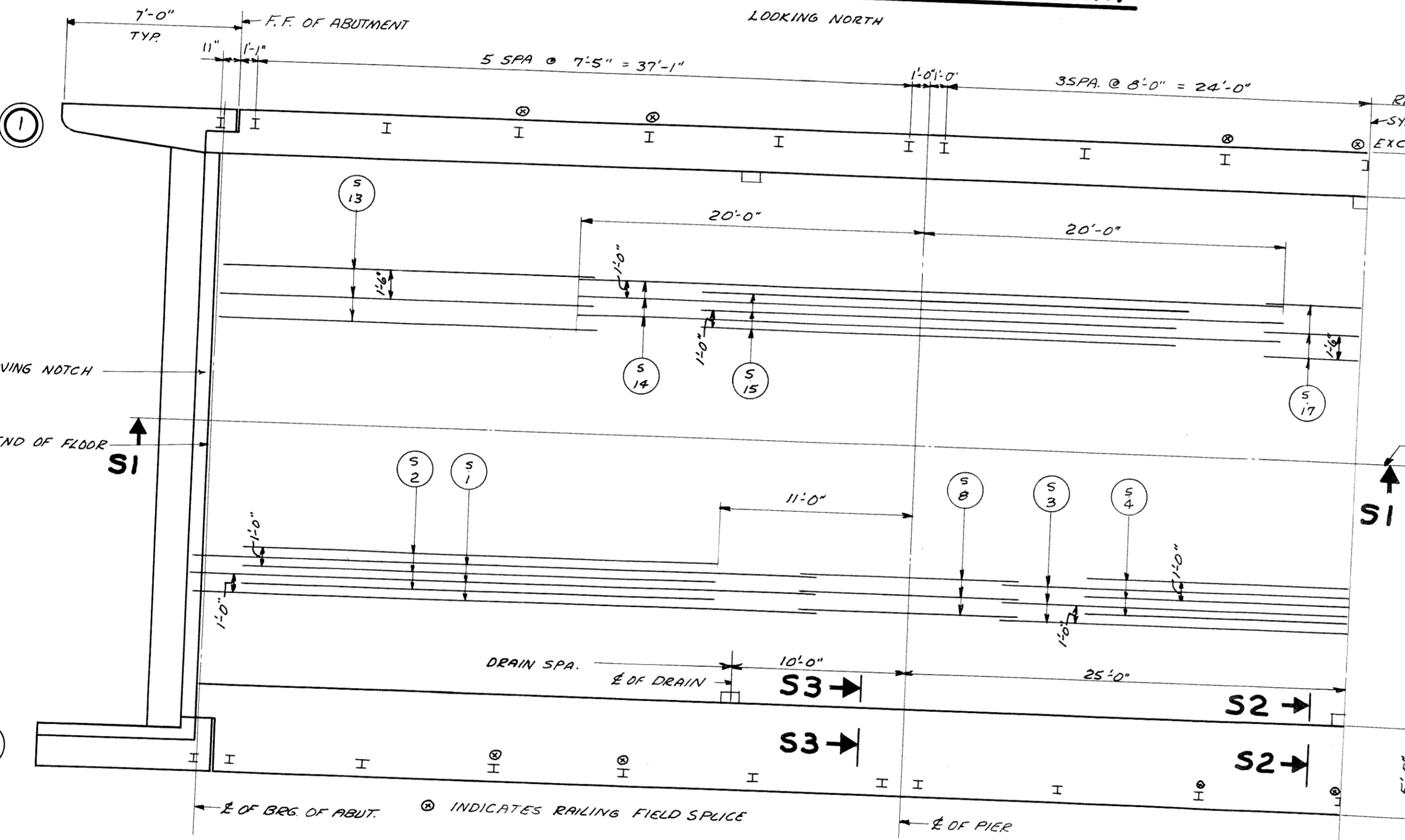
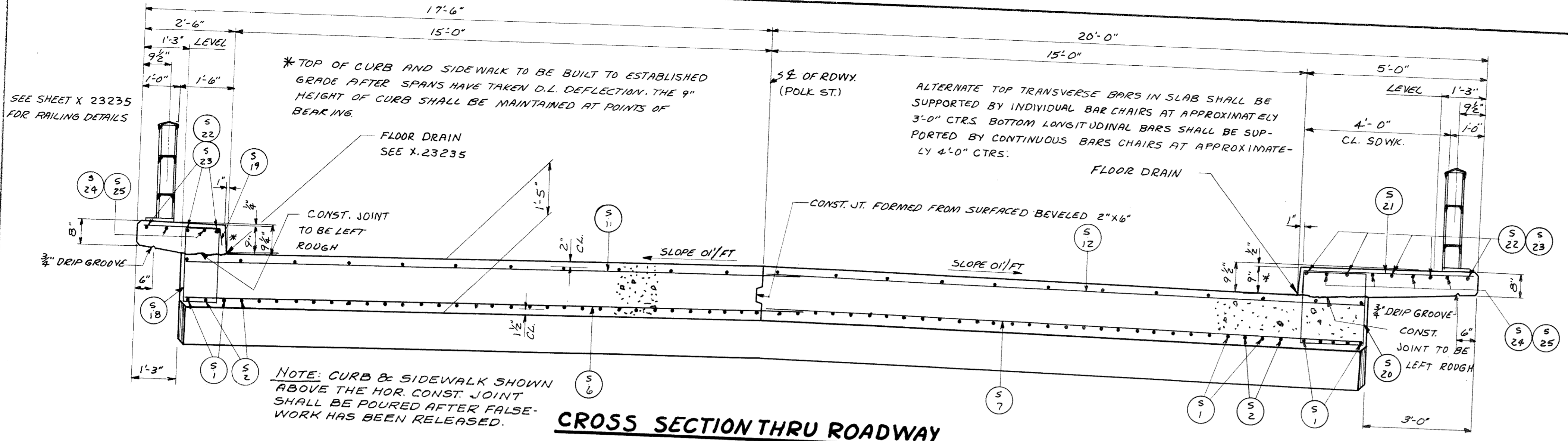
STRUCTURE **B-35-12** SHEET **1** OF **5**

X.23233

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4			

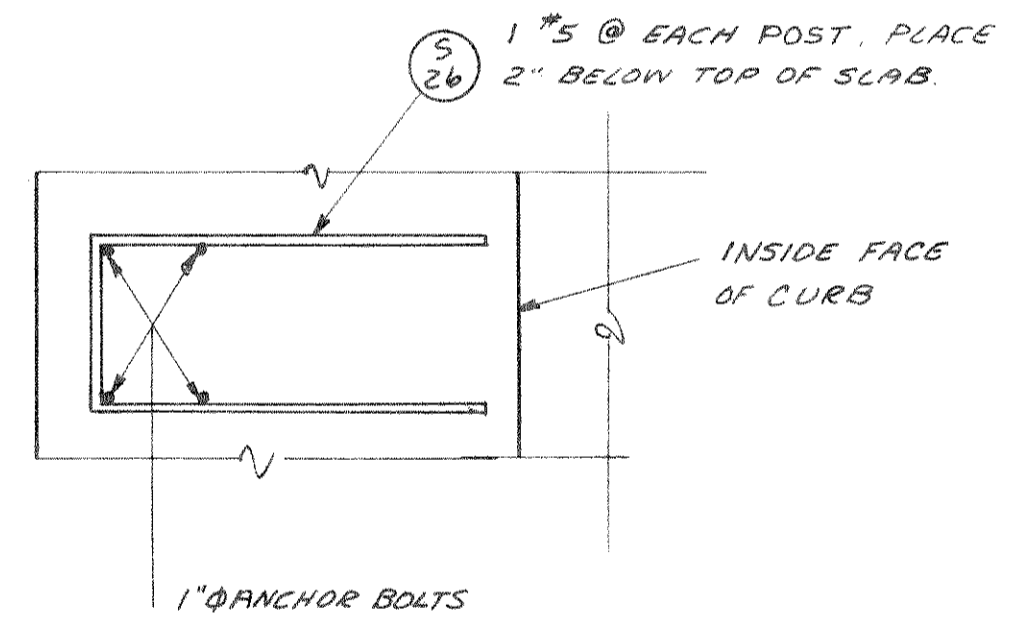
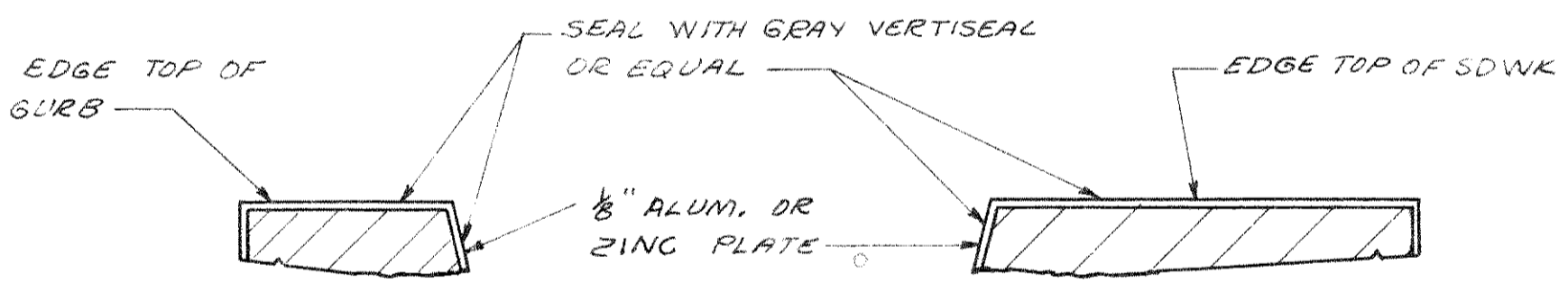
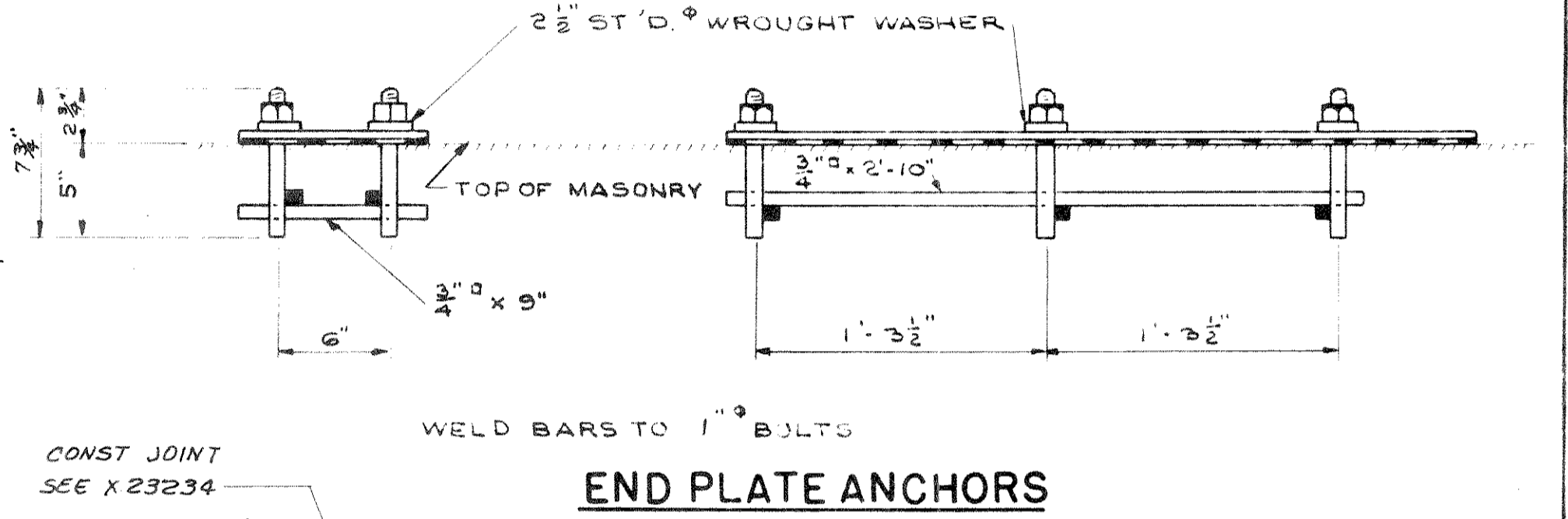
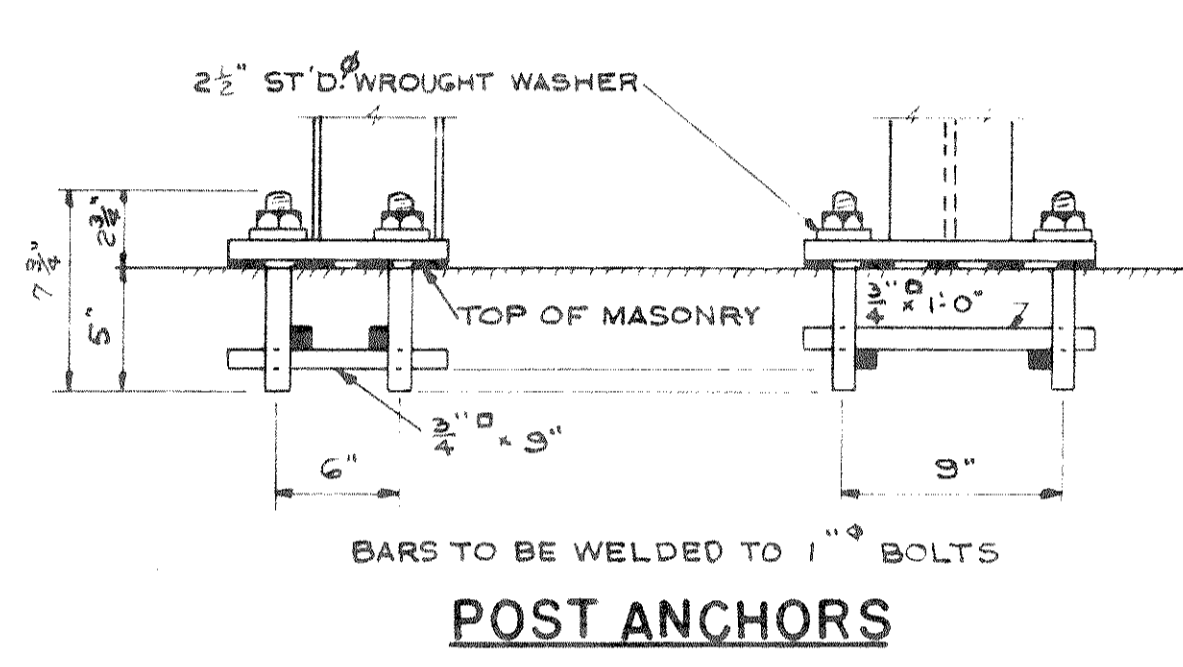
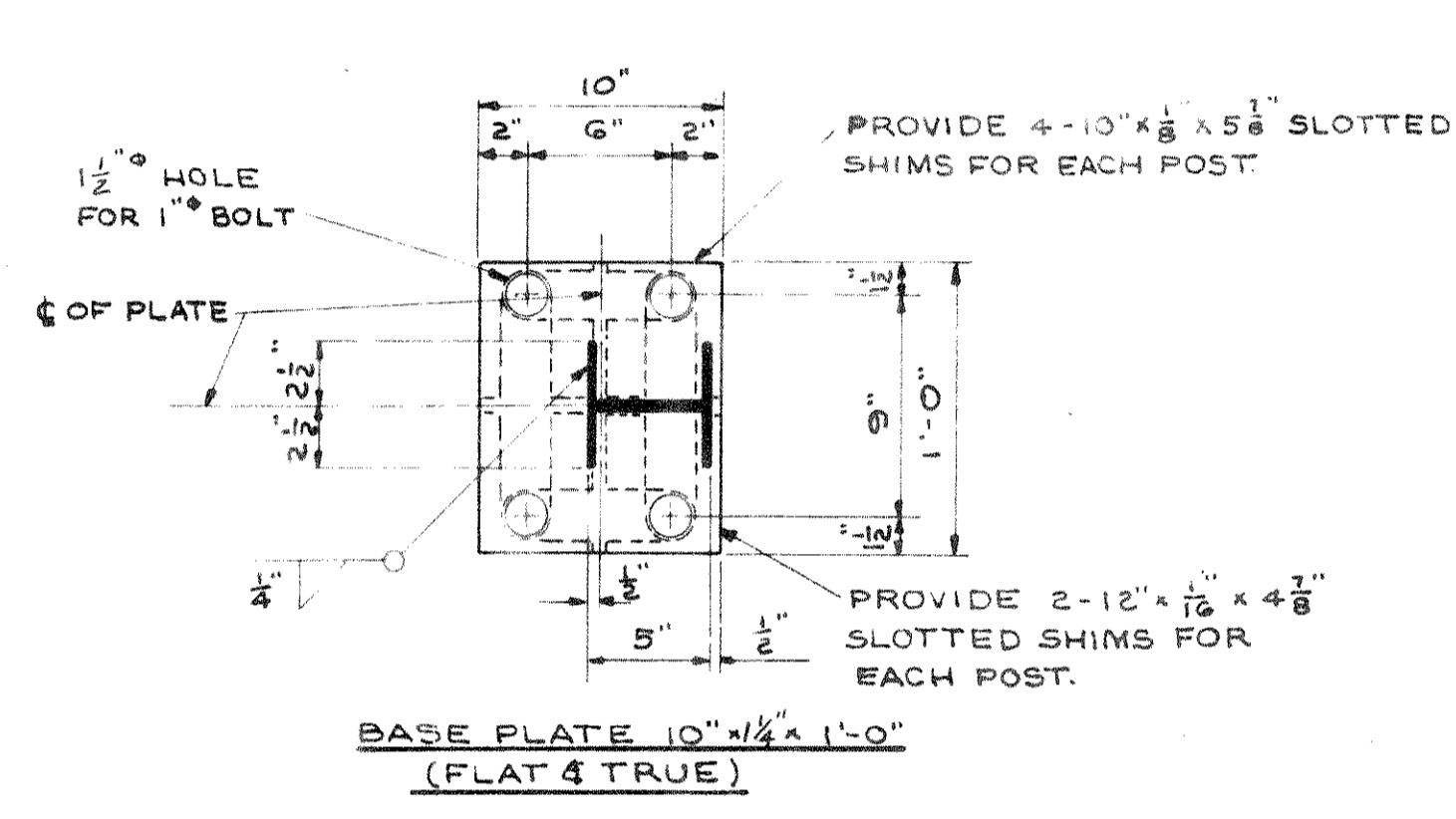
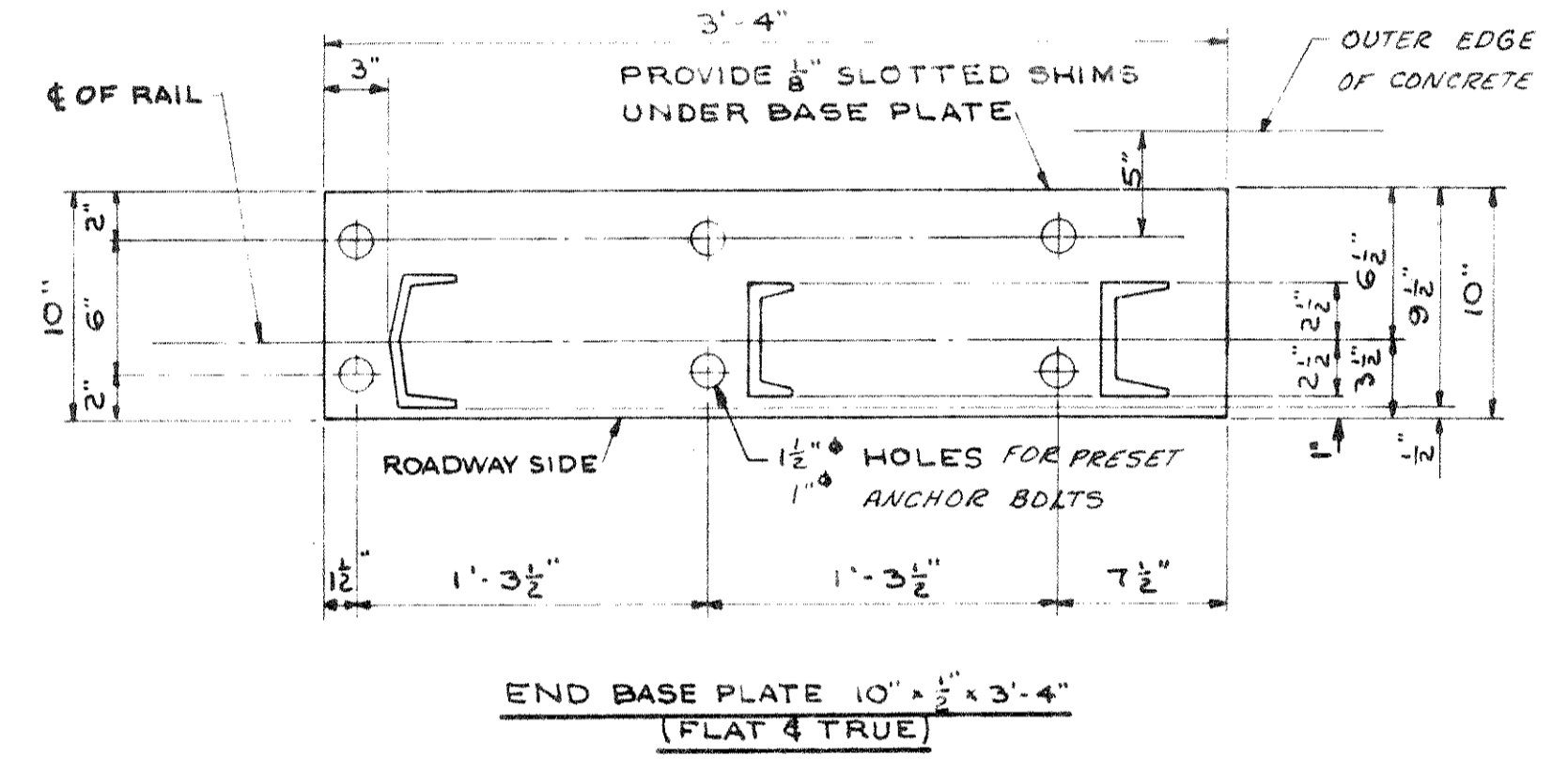
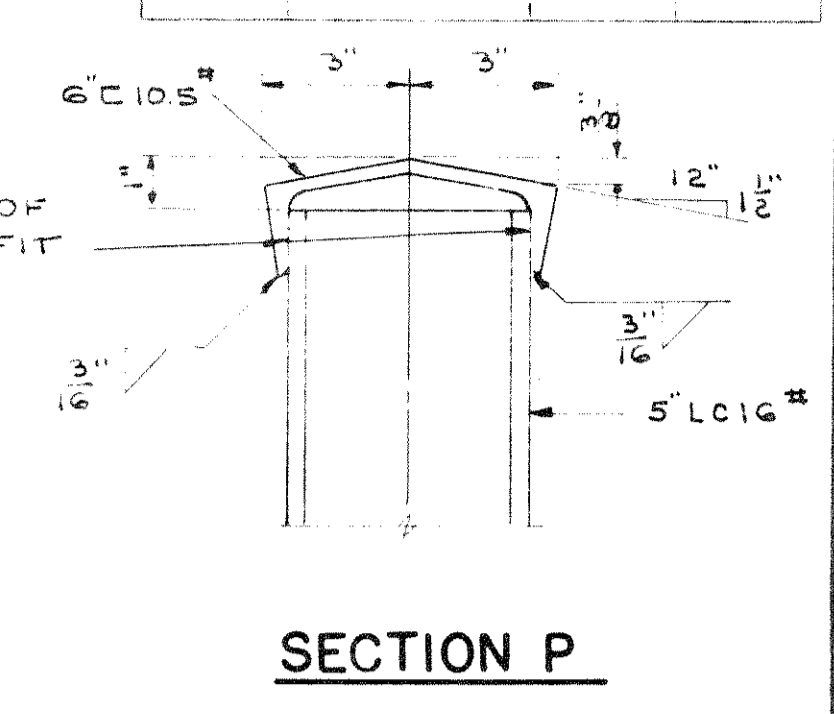
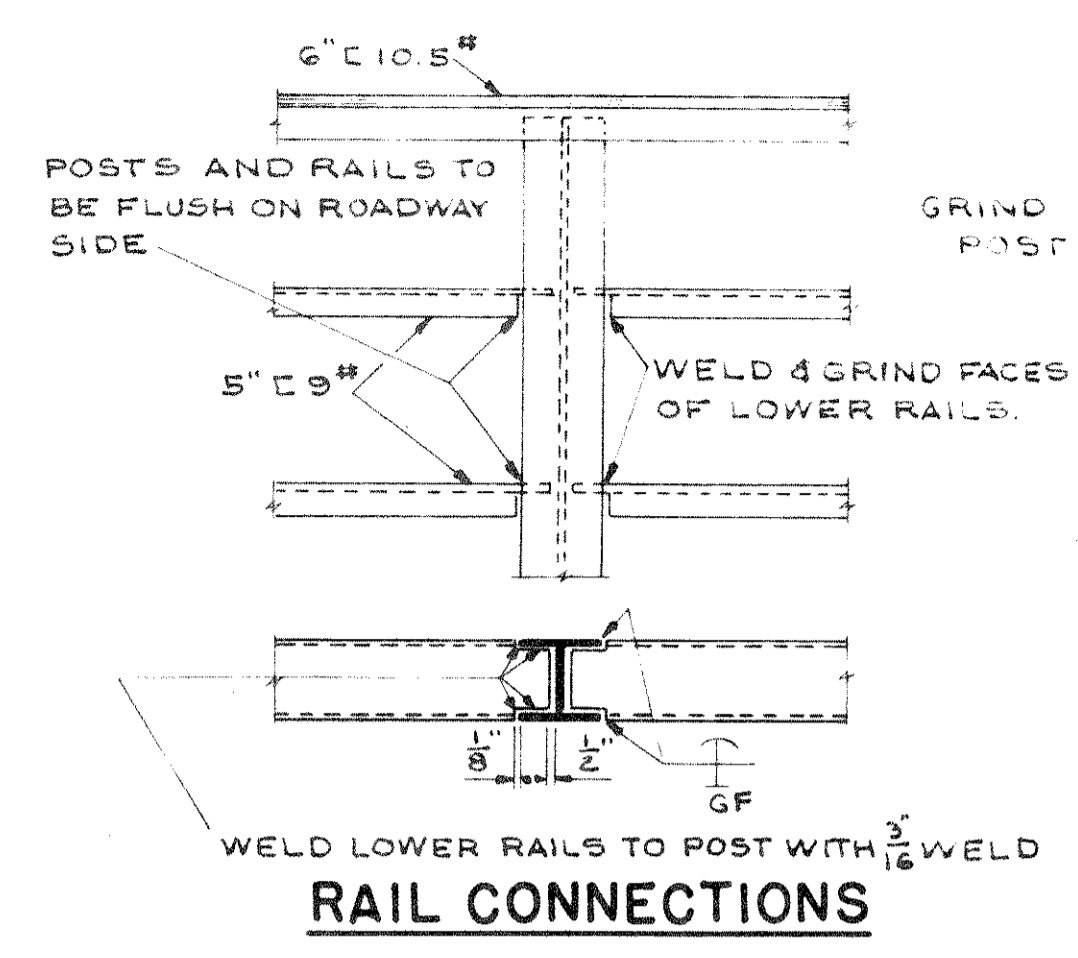
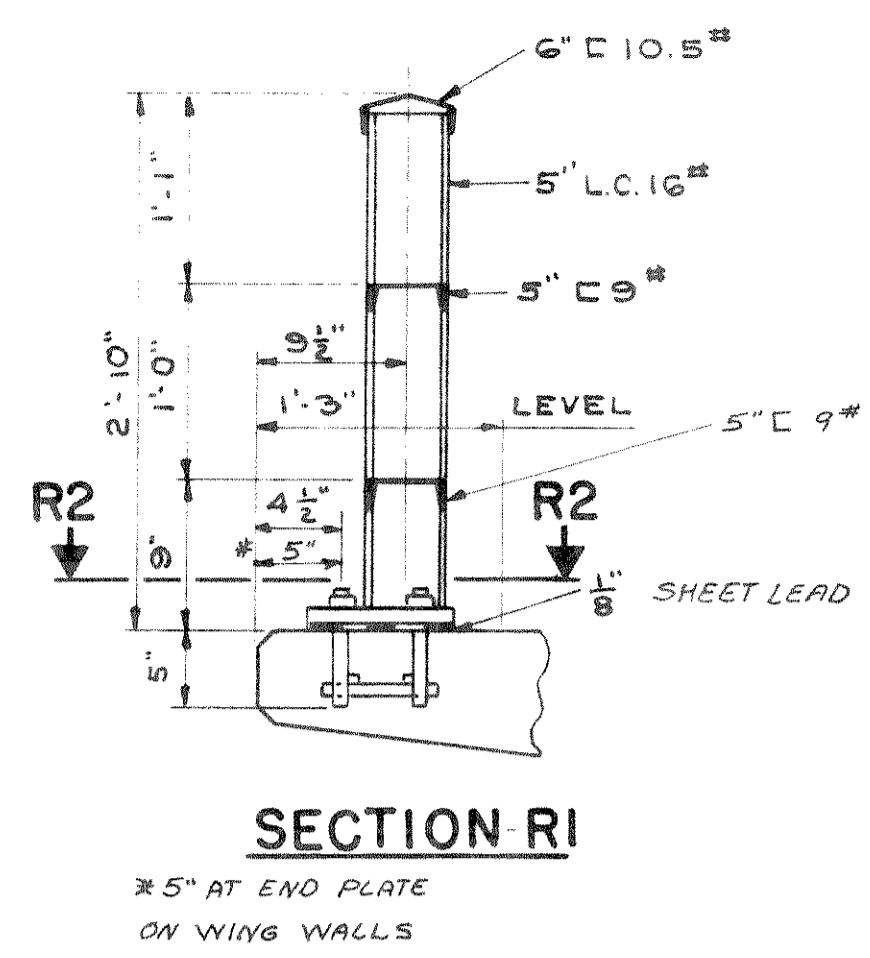
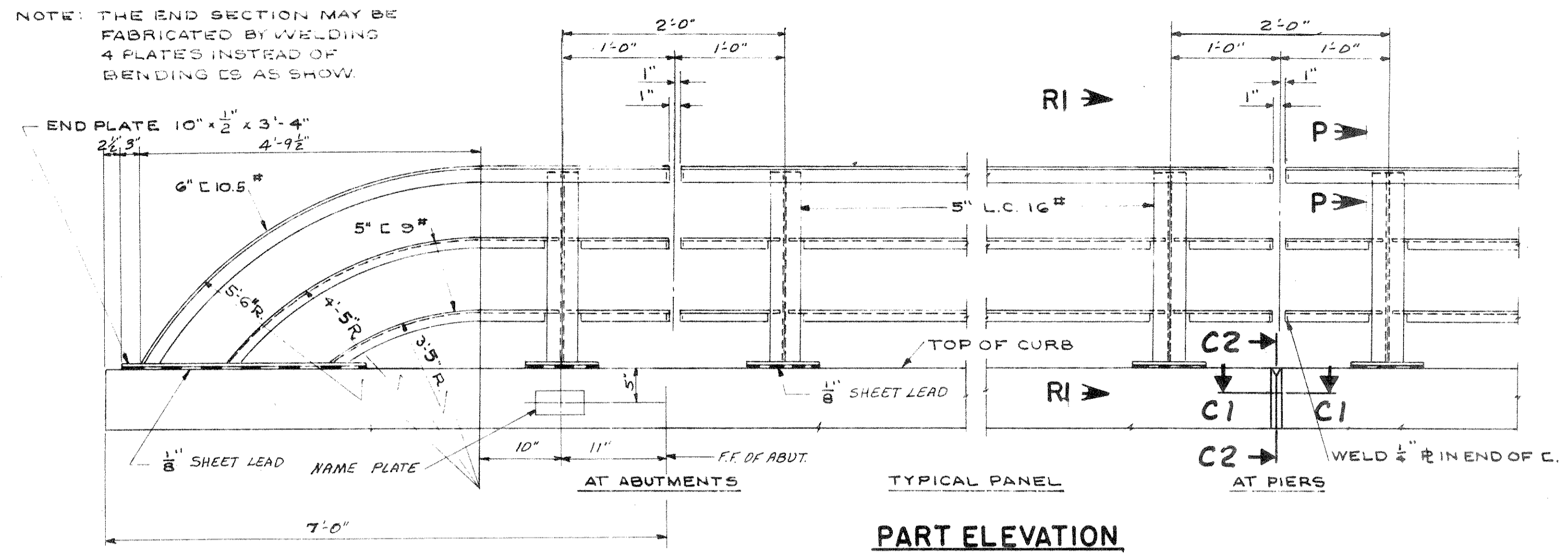
BILL OF BARS 58,250#
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
S1	72	10	35-0	1-0	BOTTOM OF SLAB - LONG. SPANS 1 & 3	
S2	62	10	27-0	1-0	" " " " " " 1 & 3	
S3	31	9	40-0	1-0	" " " " " " 2	
S4	31	10	30-0	1-0	" " " " " " 2	
S5	5	10	40-0	1-0	SHOWN BOTTOM OF SLAB AT SIDEWALK SPAN 2	
S6	115	5	17-6	SHOWN	TRANSVERSE - BOTTOM OF SLAB	
S7	115	5	16-6	SHOWN	" " " " " "	
S8	66	5	19-0	1-0	LONG. AT HAUNCH	A
S9	16	4	17-9	SHOWN	TRANSVERSE - BOTTOM OF HAUNCH	
S10	16	4	16-6	SHOWN	" " " " " "	
S11	87	4	17-3	1-6	TOP TRANSVERSE	
S12	87	4	16-6	1-6	" " " " " "	
S13	44	4	20-9	1-6	" " " " " "	
S14	62	9	40-0	1-0	LONG. TOP OF SLAB - SPANS 1 & 3	
S15	62	10	28-0	1-0	" " " " " " PERS 1 & 2	
S16	12	11	40-0	SHOWN	TOP OF SLAB AT SIDEWALK PERS 1 & 2	
S17	22	4	12-0	1-6	" " " " " "	
S18	130	5	6-3	1-0	CURB	B
S19	128	5	2-6	1-0	" " " " " "	C
S20	130	5	7-6	1-0	SIDEWALK	B
S21	128	5	5-0	1-0	" " " " " "	C
S22	32	5	28-0	SHOWN	CURB & SIDEWALK SPANS 1 & 3	
S23	16	5	25-3	SHOWN	" " " " " " 2	
S24	12	5	8-0	SHOWN	SPANS 1 & 3 AT PERS 1 & 2	
S25	12	5	10-0	SHOWN	SPAN 2 AT PERS 1 & 2	



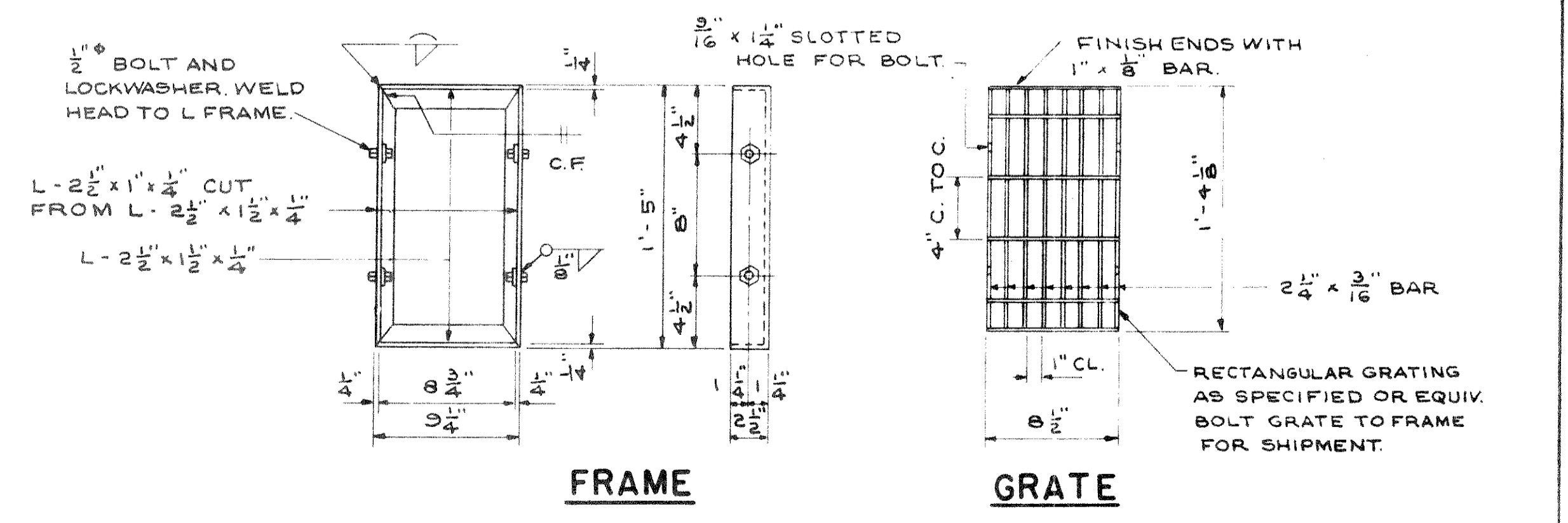
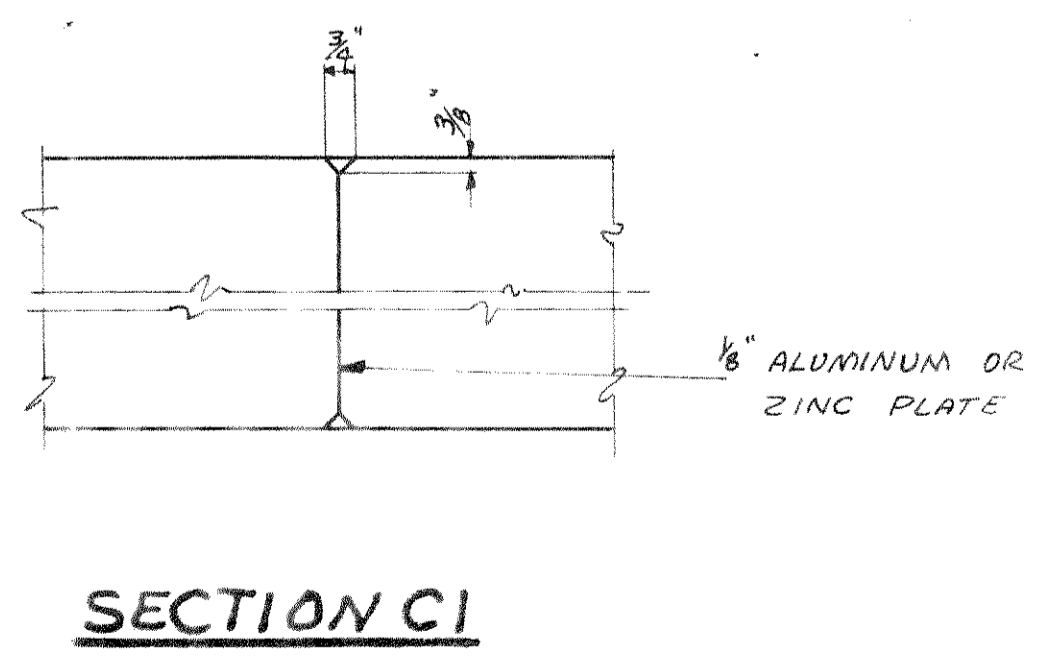
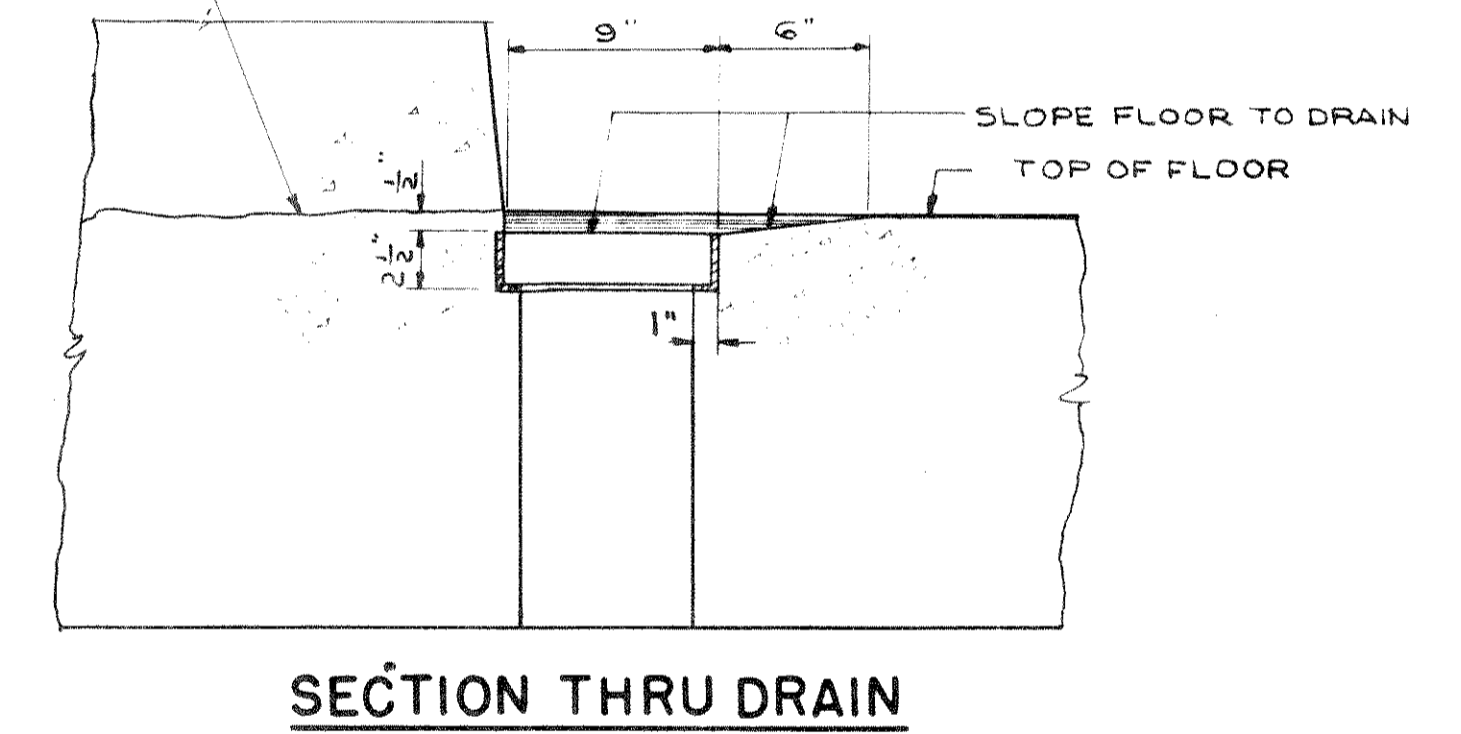
ALL SLAB THICKNESS DIMENSIONS SHOWN ARE MINIMUM. ANY TOLERANCE NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES SHALL BE PLUS (+)

NOTE: THE END SECTION MAY BE FABRICATED BY WELDING 4 PLATES INSTEAD OF BENDING CS AS SHOWN.



DETAIL AT RAIL POST

UNDER POSTS ON SPAN ONLY (NOT UNDER POSTS ON WINGS)



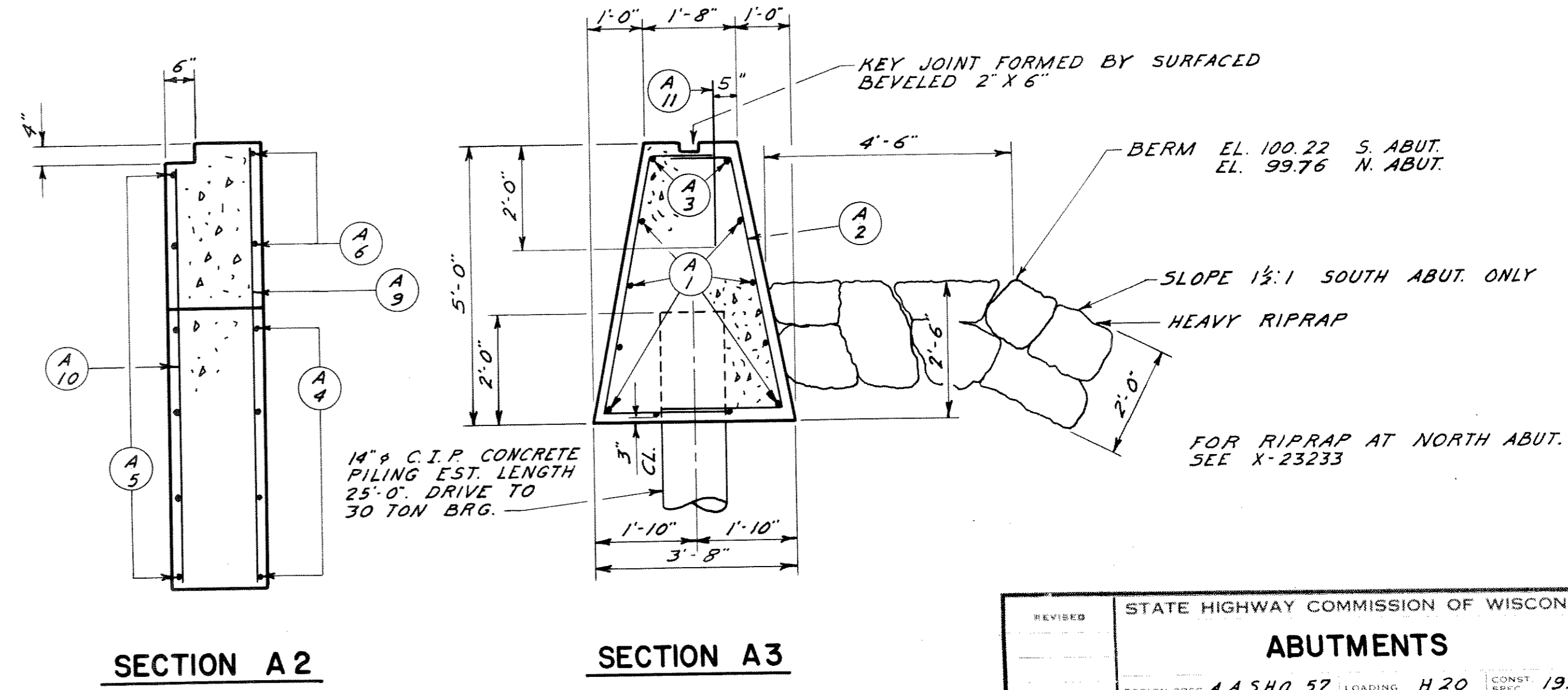
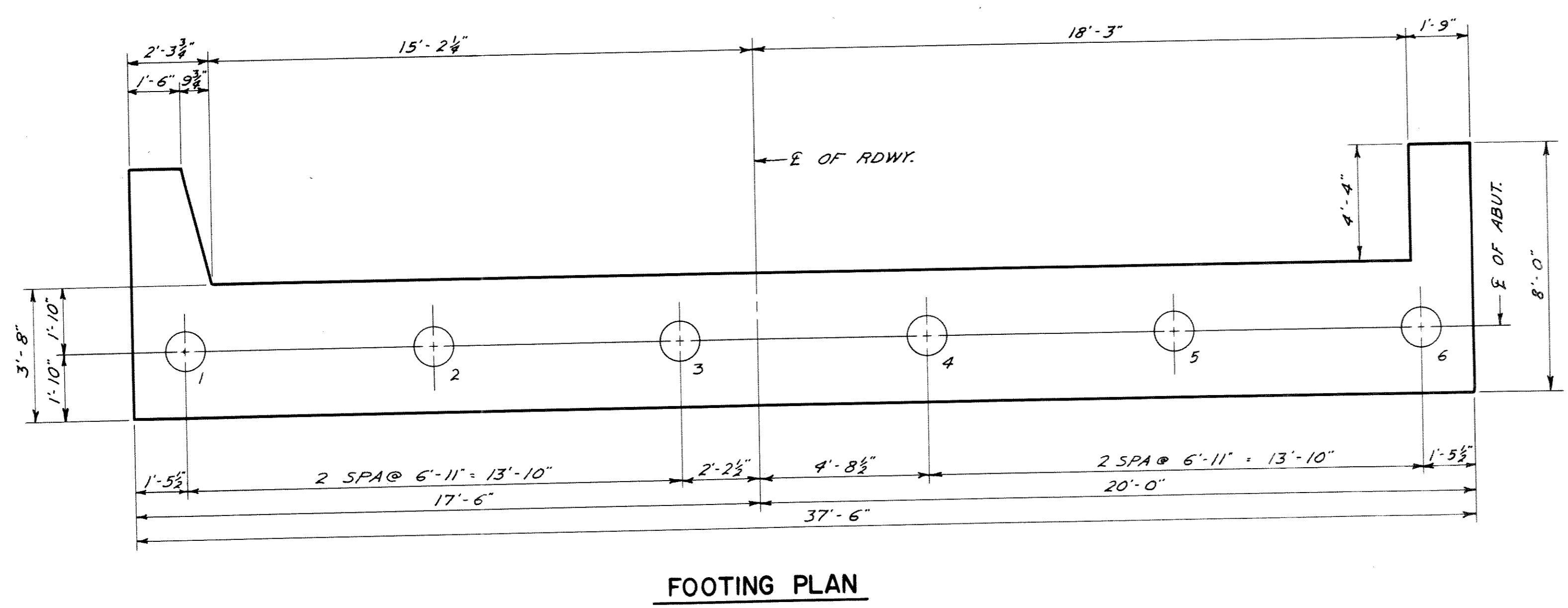
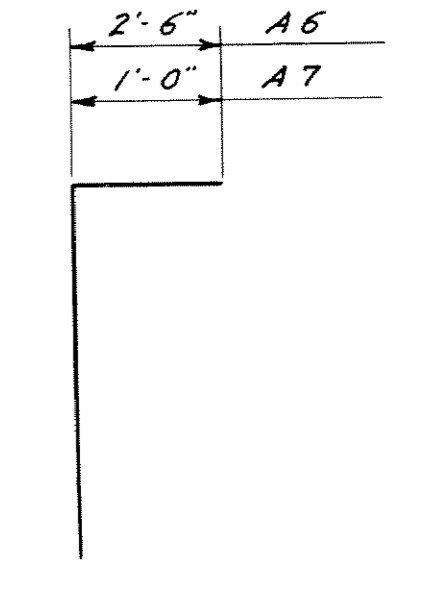
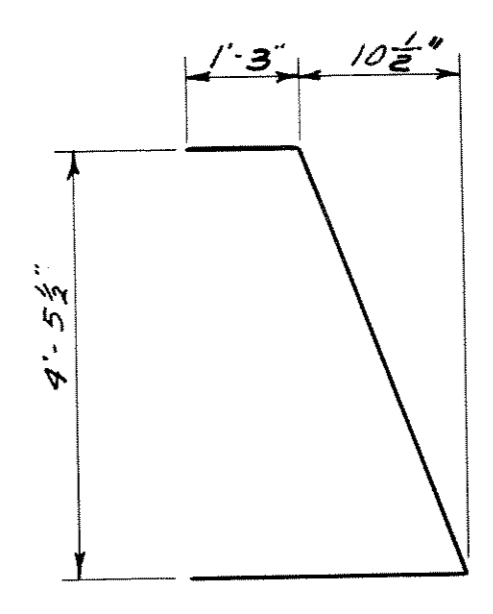
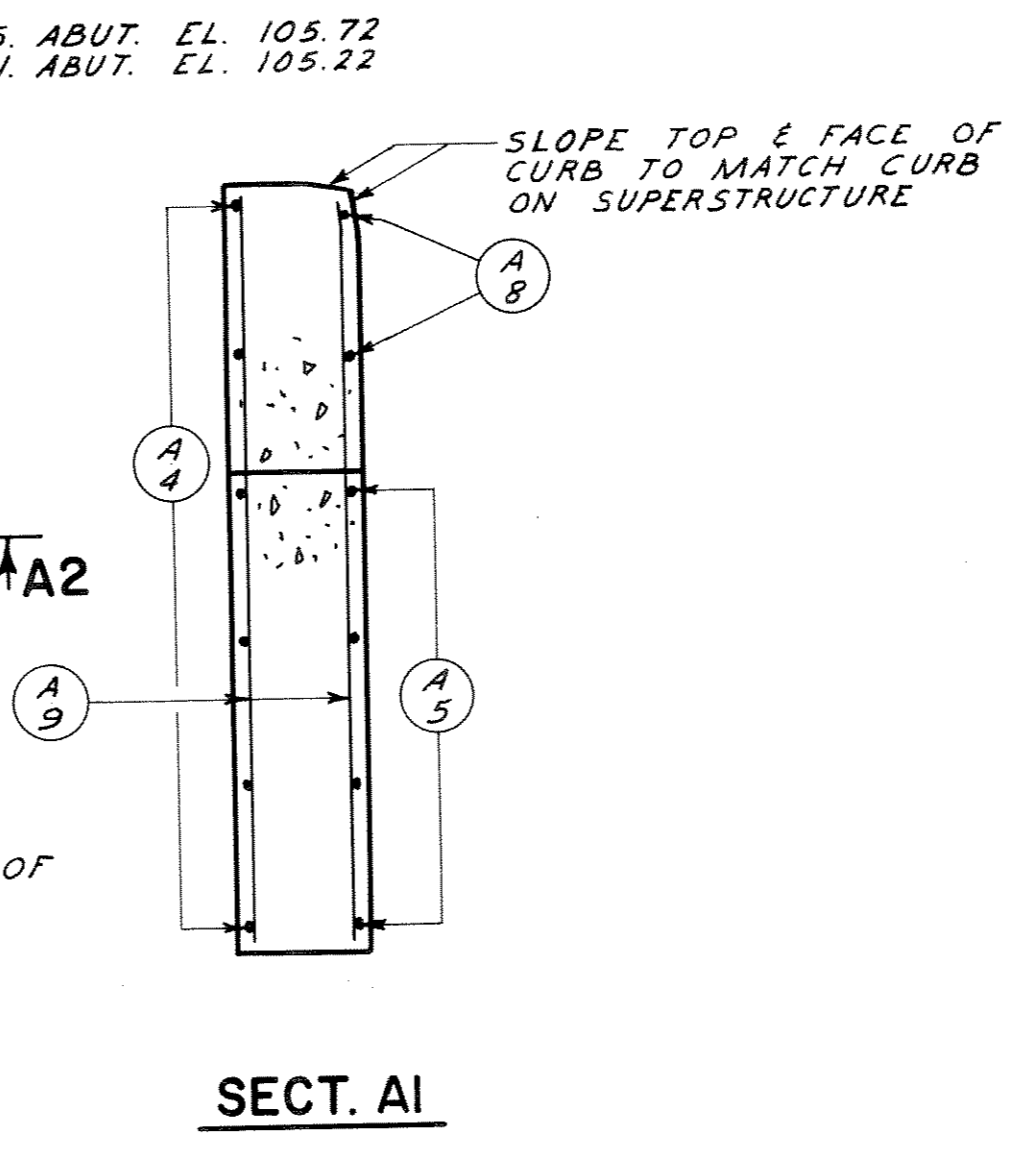
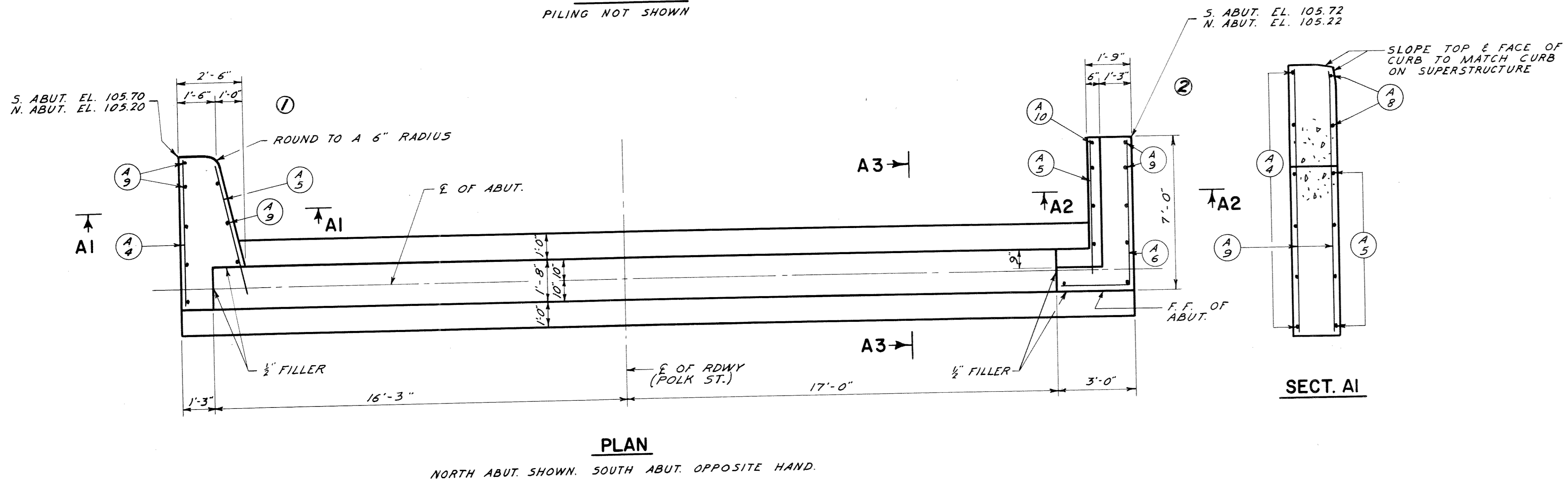
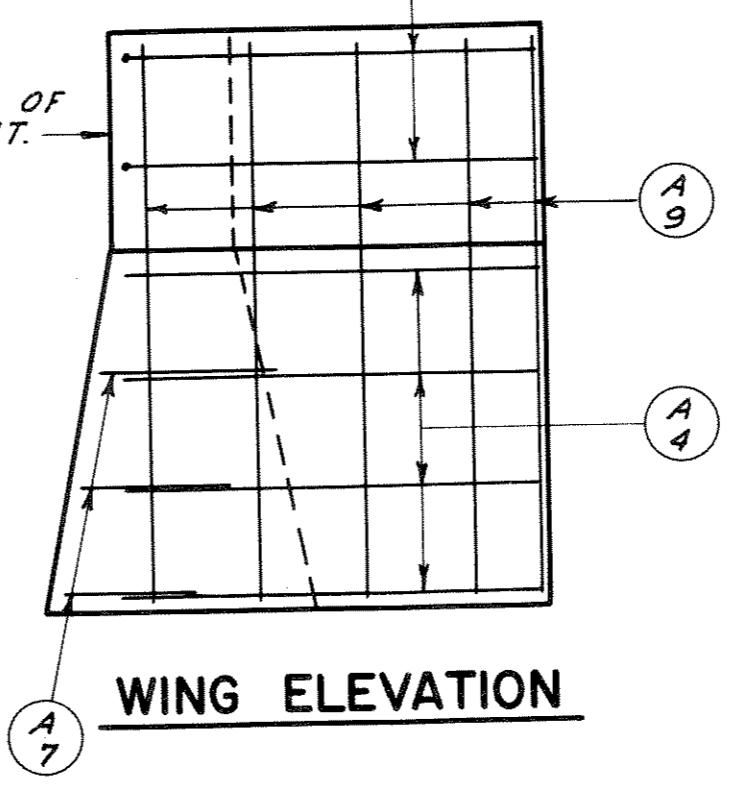
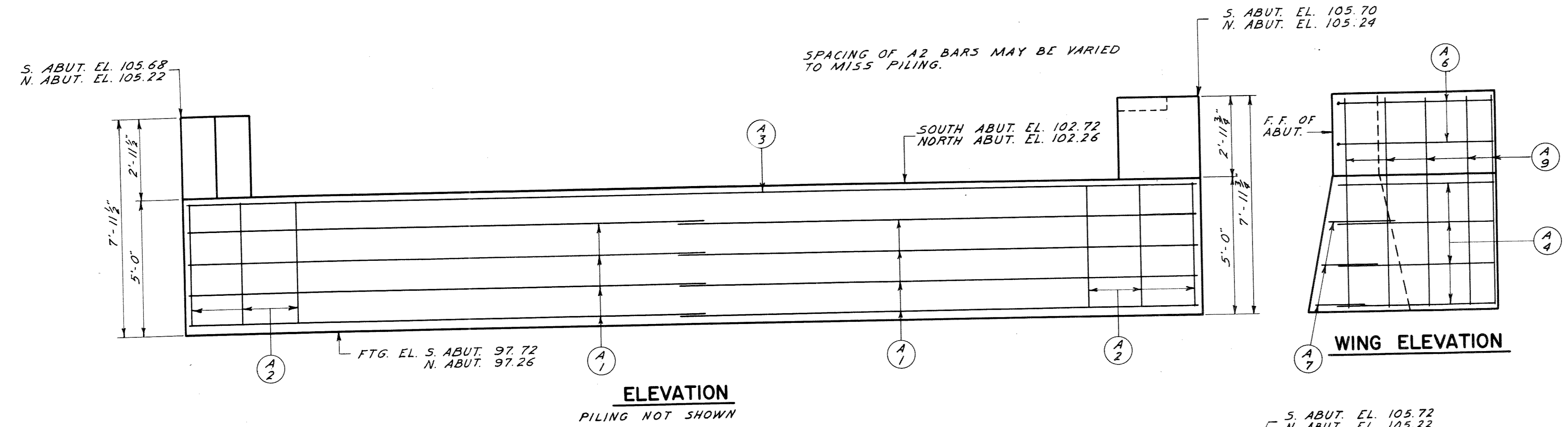
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	RAILING AND DRAIN		
DESIGN FILE	AASHO '57	LOADING H20	1957
DATE	4-11-67	DESIGN STD	DRAWN BY CND
STRUCTURE	B -35 -12	SHEET	3 OF 5

BILL OF BARS

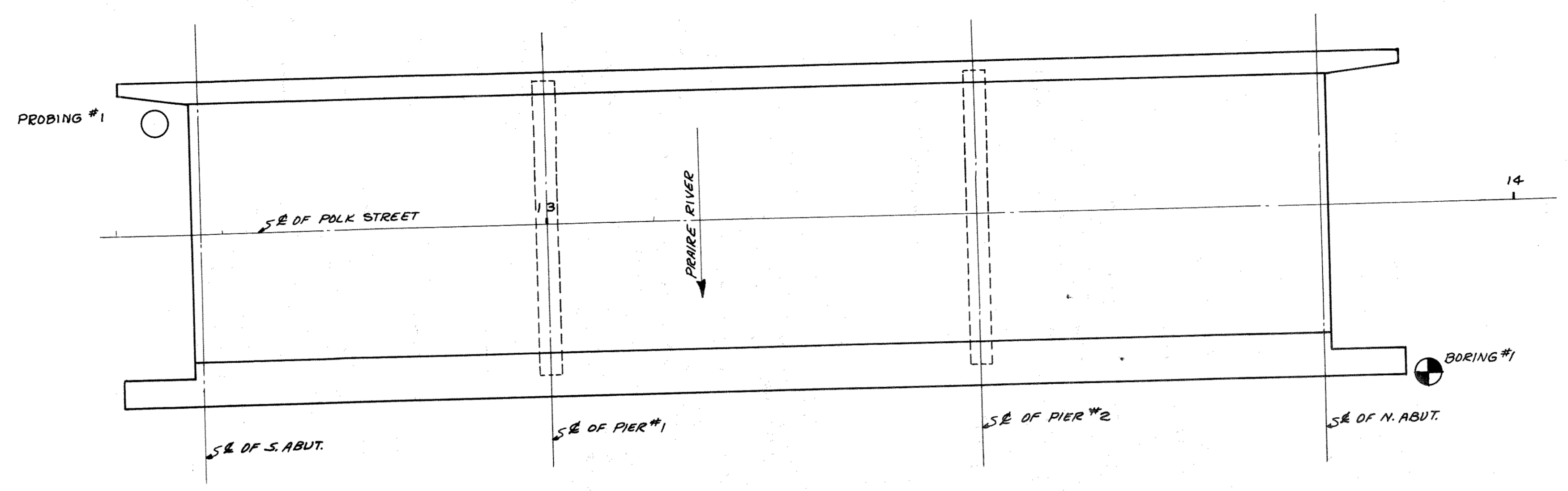
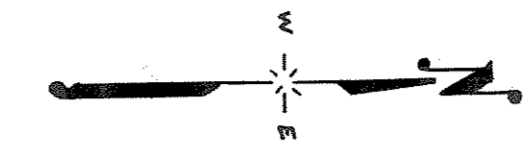
1,800 #

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
ABUTMENTS	A1	40	4	19'-0"	SHOWN	LONG. BODY	
	A2	76	4	8'-0"		BODY STIRRUPS	A
	A3	4	6	37'-0"	SHOWN	LONG. TOP OF BODY	
	A4	20	4	6'-9"	1'-6"	WINGS HORIZ. F.F.	
	A5	20	4	6'-0"	1'-6"	WINGS	B.F.
	A6	4	4	9'-0"	1'-6"	WING 2	F.F.
	A7	12	4	3'-0"	SHOWN	CORNER OF WINGS & BODY	B
	A8	4	4	5'-0"	1'-6"	WING 1 HORIZ. B.F.	
	A9	28	4	7'-6"	1'-6"	WINGS VERT.	
	A10	8	4	7'-3"	1'-6"	WING 2 VERT. B.F.	
	A11	66	5	3'-6"	1'-0"	DOWELS INTO SUPER.	



REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	ABUTMENTS		
DESIGN SPEC	A.A.S.H.O. 57	LOADING	H 20
DATE	4-11-67	DESIGN	W. G.
		DRAWN	J.K.G.
		CHKD	BAZ
STRUCTURE	B-35-12	SHEET	4 OF 5



SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN

FOR THE DESIGN OF THE STRUCTURE FOUNDATION, 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 WITH THE LOG OF SUCH EXPLORATION DATA AS INTERPRETED FOR SUCH DESIGN PURPOSE AS SHOWN. THE EXPLORATIONS WERE MADE BY ORDINARY AND CONVENTIONAL METHODS AND CARE DEEMED ADEQUATE FOR SUCH PURPOSE. HOWEVER, SINCE IT IS A MATTER OF COMMON KNOWLEDGE THAT THE EXACT CHARACTER OF ANY MATERIAL AND ITS REACTION IS DIFFICULT TO DETERMINE FROM SUCH SUBSURFACE EXPLORATION AND THAT THE KIND AND CHARACTER OF MATERIAL AT THE SITE WHERE THE FOUNDATIONS ARE BUILT MAY VARY SUBSTANTIALLY FROM THAT INDICATED BY THE LOG THEY ARE MADE AVAILABLE TO THE BIDDERS SIMPLY FOR WHAT THEY ARE WORTH, WITHOUT ANY WARRANTY, EXPRESS OR IMPLIED THAT THE MATERIAL TO BE ENCOUNTERED IN BUILDING THE FOUNDATION WILL CONFORM THEREWITH. IF THE LOG IS USED BY THE CONTRACTOR IN MAKING HIS BID, IT IS HEREBY EXPRESSLY STIPULATED THAT THE COMMISSION ACCEPTS NO RESPONSIBILITY FOR SAID USE.

UNLESS OTHERWISE SPECIFIED THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" OD x 1.4" ID SPLIT SPOON SAMPLER WITH A 140 LB. HAMMER HAVING A FREE FALL OF 30 INCHES. THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

GROUND ELEVATION	LOG	BORING NUMBER	DESCRIPTION OF MATERIAL	LOCATION OF BLOW COUNT	MATERIAL CHANGE	GROUND WATER ELEV.
EL. 103.80	STA. 12+54.00 32' 7.6"	PROBING #1				
EL. 103.30	STA. 13+97.00 12' 1.6"	BORING #1	PAVEMENT			
16	8		LOOSE BR. MED-COARSE SAND, SOME GRAVEL			
44	51		VERY DENSE BR. MED-COARSE SAND & GRAVEL, TR. SILT.			
94	30		DENSE BR. SAND & GRAVEL			
63	10		LOOSE BR. MED-COARSE SAND SOME GRAVEL			
52 1/2			FIRM BR. SAND & GRAVEL SOME CLAY, TR. SILT			
EL. 78.00			VERY DENSE WEATHERED GREEN GRANITE			
			GROUND WATER ELEV. 96.8 (DURING DRILLING)			
EL. 77.00			REFUSAL			