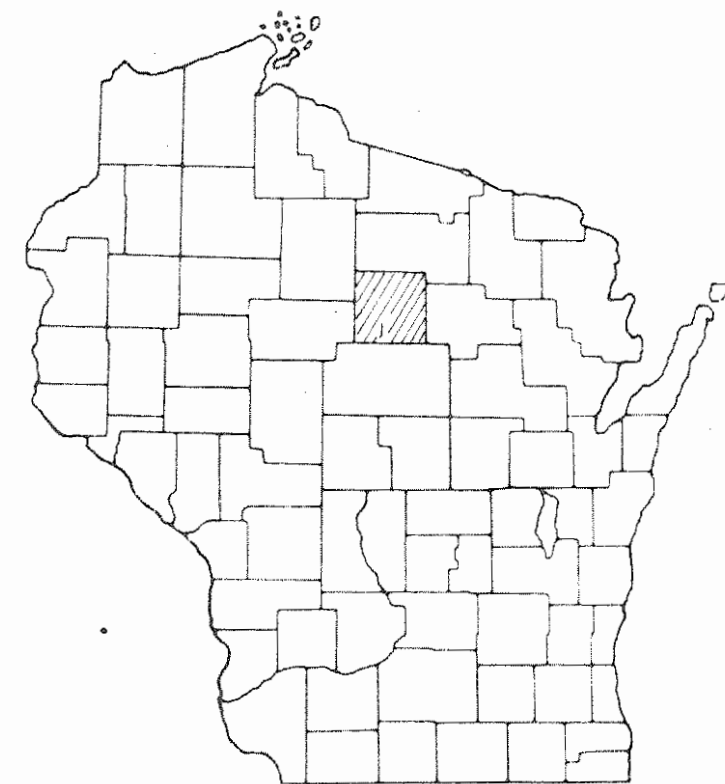


INDEX OF SHEETS

- SHEET NO. 1 TITLE
- SHEET NO. 2 TYPICAL CROSS SECTIONS
- SHEET NO. 3 ESTIMATE OF QUANTITIES
- SHEET NO. 3A MISCELLANEOUS QUANTITIES
- SHEET NO. — RIGHT OF WAY PLAT
- SHEET NO. 4-9 PLAN AND PROFILE STA. 8+17 TO STA. 37+17.3
- SHEET NO. 10-106 STANDARD DETAILS
- SHEET NO. 11-24 DRAINAGE STRUCTURES
- SHEET NO. 25-33 CROSS SECTIONS



STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

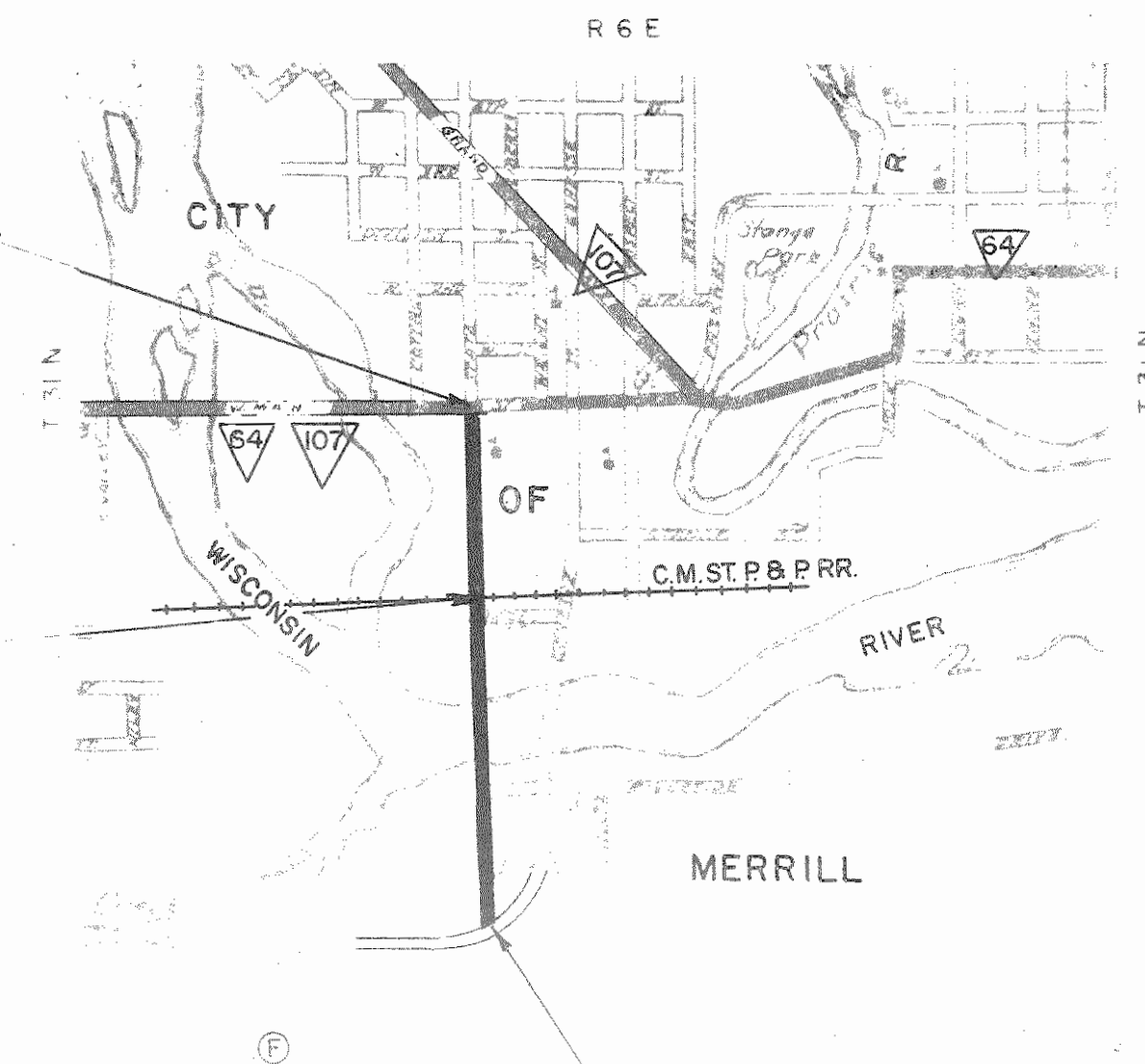
PLAN AND PROFILE OF PROPOSED
SOUTH STATE STREET BRIDGE & APPROACHES
CITY OF MERRILL
LINCOLN COUNTY
PROJECT SU 0593(4)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		S.P.D. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
35.6	593.0		12.4	4 WIS	1	33

PLAN 1 IN. = 20 FT.
PROFILE HOR. 1 IN. = 20 FT. VERT. 1 IN. = 2 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.

END OF PROJECT SU 0593(4)
STA. 37+17.3
SOUTH LINE OF WEST MAIN STREET

STA 30+74.81 TO 30+67.74 &
STA 32+49.90 TO 32+65.71
EXCEPTIONS TO NET C LENGTH



(E.) NORTH LINE OF PROJECT SU 0593(4)
STA. 8+17 = STA. 38+60 STATE PROJ. 7064
NORTH LINE OF "C.H.F."

LAYOUT

SCALE 1/4 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.544 MI.

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		
TRAVELED WAY OR P.E.	GROUND ELEVATION	DATUM LINE 739
RAILROADS	GRADE ELEVATION	DATUM LINE 7516
BASE OR SURVEY LINE		

3/10/65 *Max Juttler*

CHIEF DESIGN ENGINEER

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	SU 0593(4)	4	33

NOTE: CURB HEIGHT TO BE TAPERED TO 2 INCHES ON THE LAST TEN FOOT SECTION AT RADIUS RETURNS
FLUME RETURN ENDS LT. & RT.
44 SQ. YDS. OF SODDING REQ'D.

STA. 8+20 - 9+00 LT.
115 LIN. FT. CONCRETE CURB & GUTTER 30" TYPE "D" REQ'D.

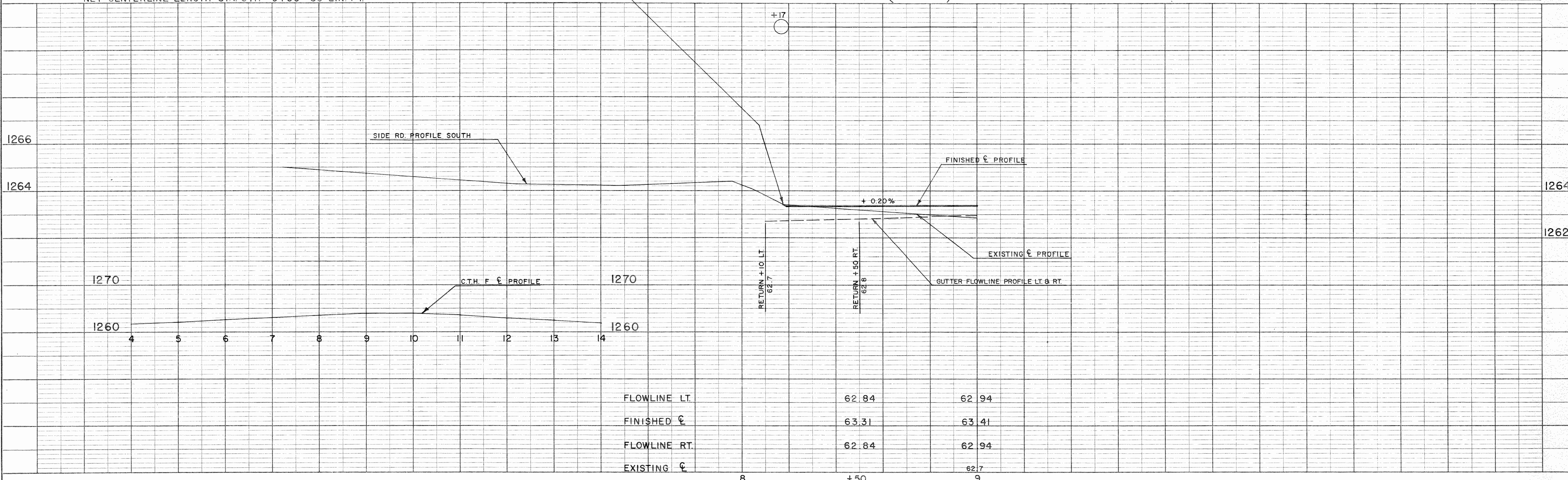
STA. 8+40 - STA 9+00 RT.
84 LIN. FT. CONCRETE CURB & GUTTER 30" TYPE "D" REQ'D.

BENCH MARK			
NO	STATION	DESCRIPTION	ELEV.
1	6+80	N.W. COR. OF 1ST. STEP	90' RT. 1264.38

NET CENTERLINE LENGTH STA. 8+17-9+00 = 83 LIN. FT.

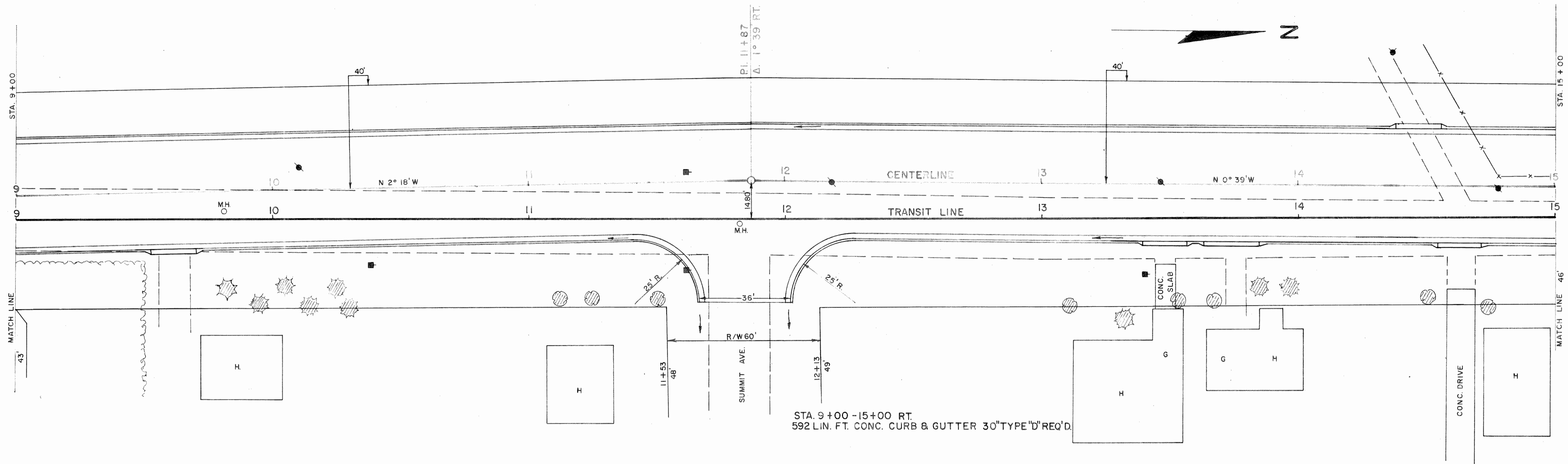
DATE 11-63
BY E.F.S.
SURVEYED
NOTE BOOK ALIGNED CHECKED
NO. 240

DATE 11-63
BY E.F.S.
PROFILE
NOTE BOOK GRADES CHECKED
NO. 240
STRUCTURE NOTATIONS CHKD.



STA. 9+00 - 15+00 LT.
600 LIN. FT. CONC. CURB & GUTTER 30" TYPE "D" REQ'D.

PLAN
DATE: 0-1-63
BY: E.L.S.
SURVEYED: E.L.S.
NOTE BOOK NO. 240
ALIGNMENT CHECKED: E.L.S.
RT. OF WAY CHECKED: E.L.S.

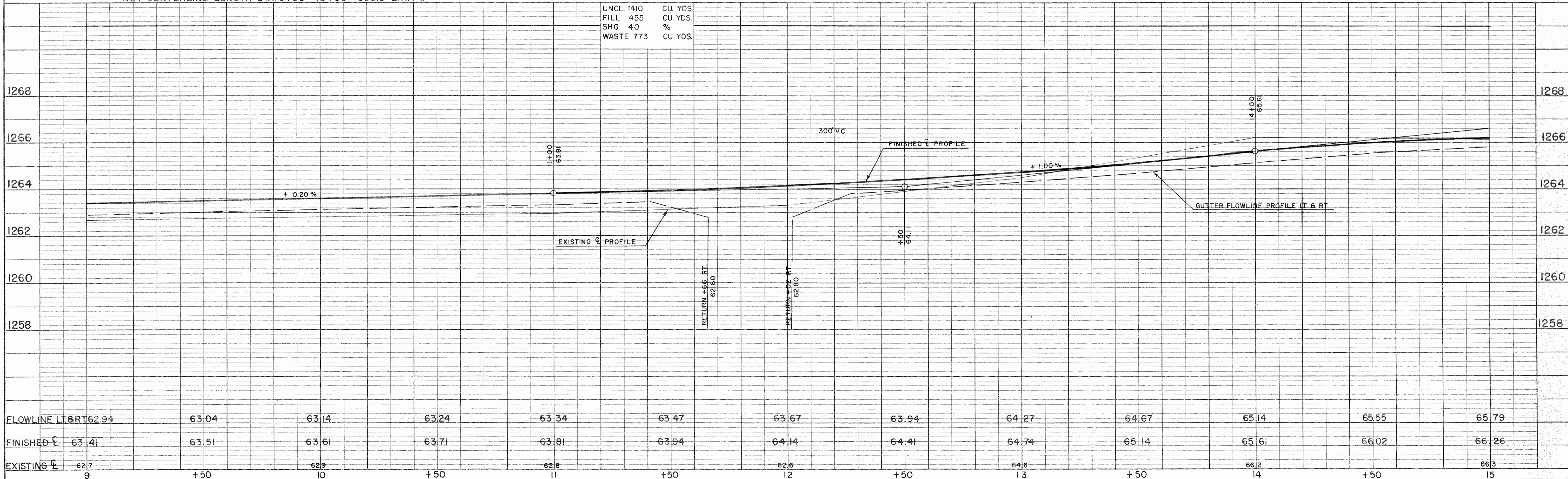


STA. 9+00 - 15+00 RT.
592 LIN. FT. CONC. CURB & GUTTER 30" TYPE "D" REQ'D.

NET CENTERLINE LENGTH STA. 9+00 - 15+00 = 600.0 LIN. FT.

UNCL. 1410 CU. YDS.
FILL 455 CU. YDS.
SHG. 40 %
WASTE 773 CU. YDS.

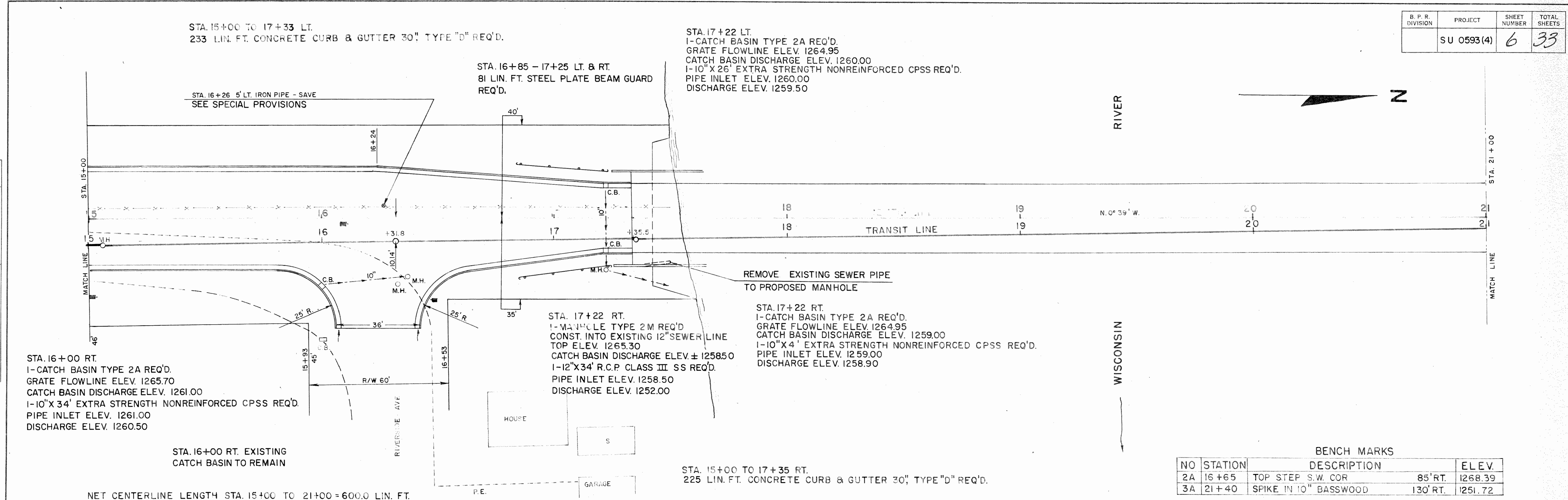
PROFILE
DATE: 0-1-63
BY: E.L.S.
SURVEYED: E.L.S.
NOTE BOOK NO. 240
GRADES CHECKED: E.L.S.
STRUCTURE NOTATIONS CRD.



B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	SU 0593(4)	6	33

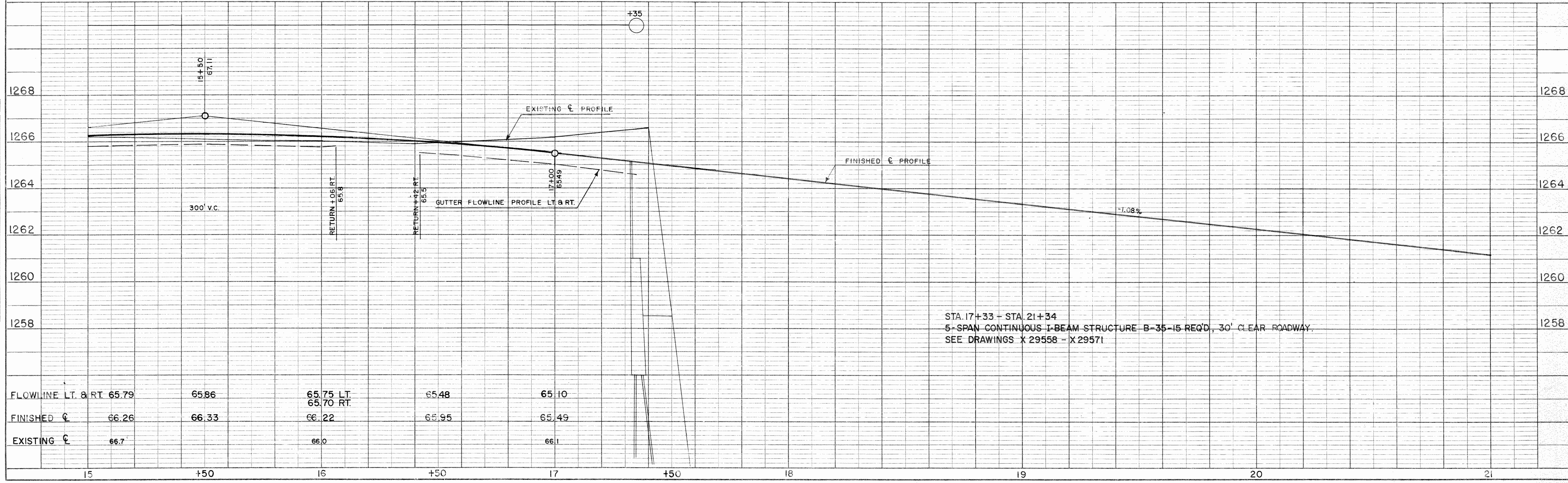
PLAN	DATE	11-63
	BY	E.F.S.
SURVEYED	DATE	11-63
	BY	D.L.V.
NOTE BOOK	NO.	240
	RT. OF WAY CHECKED	

PROFILE	DATE	11-63
	BY	D.L.V.
SURVEYED	DATE	11-63
	BY	D.L.V.
NOTE BOOK	NO.	240
	STRUCTURE NOTATIONS CHKD.	



BENCH MARKS

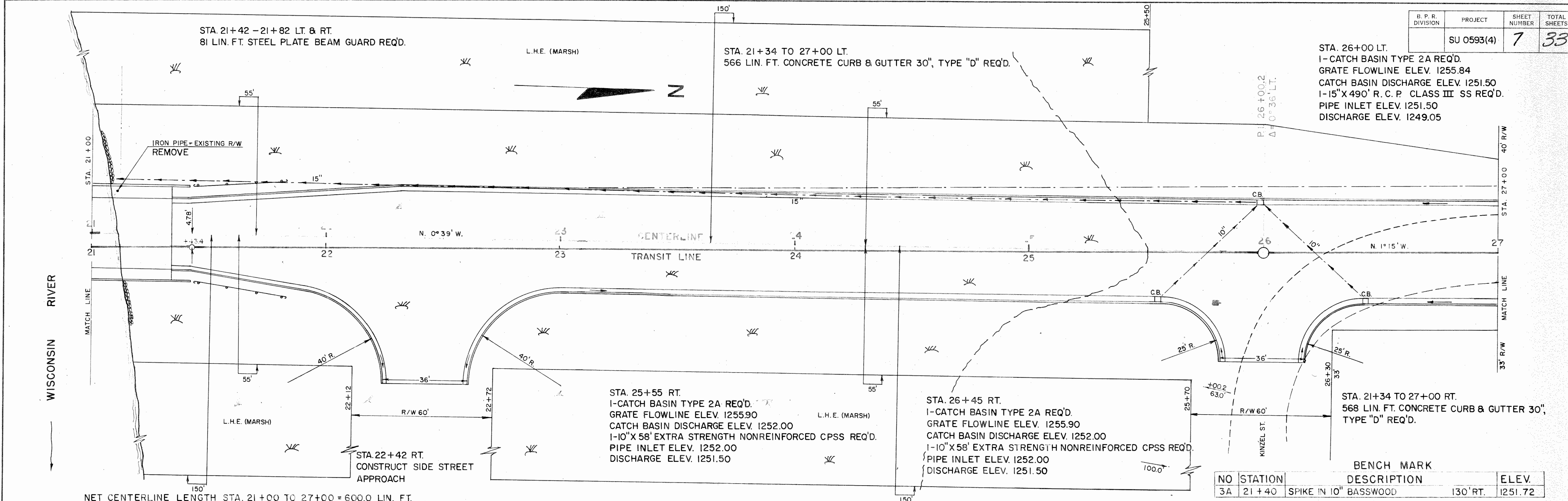
NO	STATION	DESCRIPTION	ELEV.
2A	16+65	TOP STEP S.W. COR	85' RT. 1268.39
3A	21+40	SPIKE IN 10" BASSWOOD	130' RT. 1251.72



DATE: 11-63
 4-64
 E.F.S.
 D.L.J.
 F.E.
 SURVEYED
 PLOTTED
 NOTE BOOK ALIGNED CHECKED
 RT. OF WAY CHECKED
 NO. 240

DATE: 11-63
 4-64
 E.F.S.
 D.L.J.
 F.E.
 SURVEYED
 PLOTTED
 NOTE BOOK GRADIS CHECKED
 STRUCTURE NOTAS OK'D.
 NO. 240

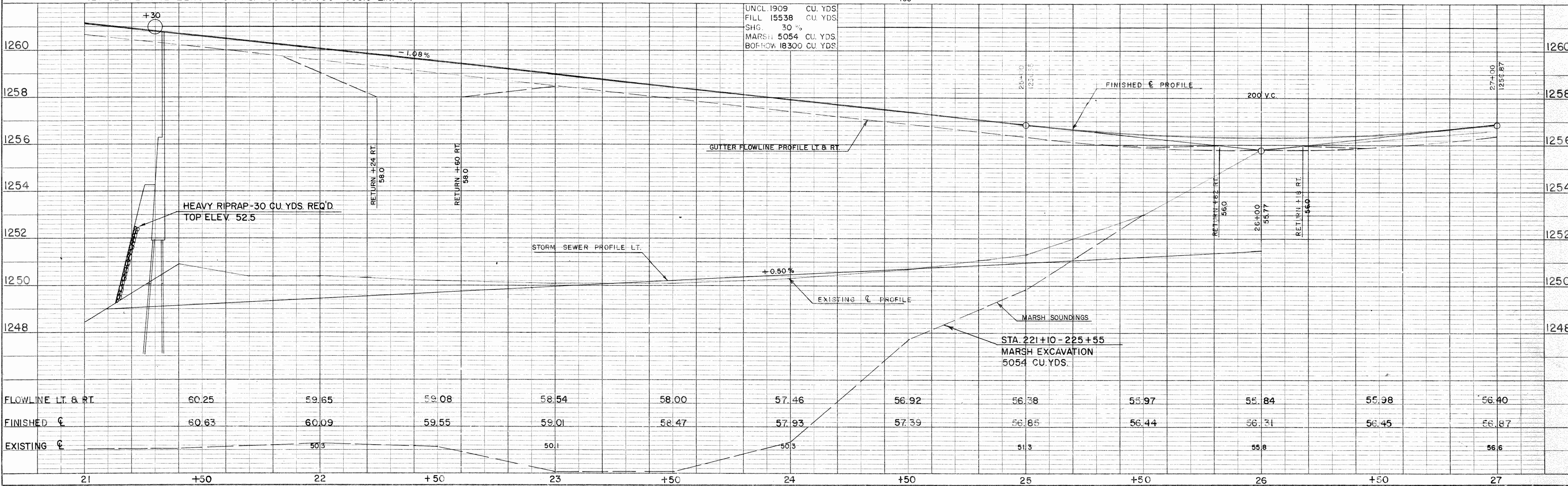
B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
SU 0593(4)		7	33



NET CENTERLINE LENGTH STA. 21+00 TO 27+00 = 600.0 LIN. FT.

NO	STATION	DESCRIPTION	ELEV.
3A	21+40	SPIKE IN 10" BASSWOOD	130' RT. 1251.72

UNCL 1909	CU. YDS.
FILL 15538	CU. YDS.
SHG. 30 %	
MARSH 5054	CU. YDS.
BOFROW 18300	CU. YDS.



	21	+50	22	+50	23	+50	24	+50	25	+50	26	+50	27
FLOWLINE LT. & RT.	60.25	59.65	59.08	58.54	58.00	57.46	56.92	56.38	55.97	55.84	55.98	56.40	
FINISHED E	60.63	60.09	59.55	59.01	58.47	57.93	57.39	56.85	56.44	56.31	56.45	56.87	
EXISTING E		50.3		50.1		50.3		51.3		55.8		56.6	

STA. 27+00 TO 33+00 LT.
566 LIN. FT. CONCRETE CURB & GUTTER 30", TYPE "D" REQ'D.

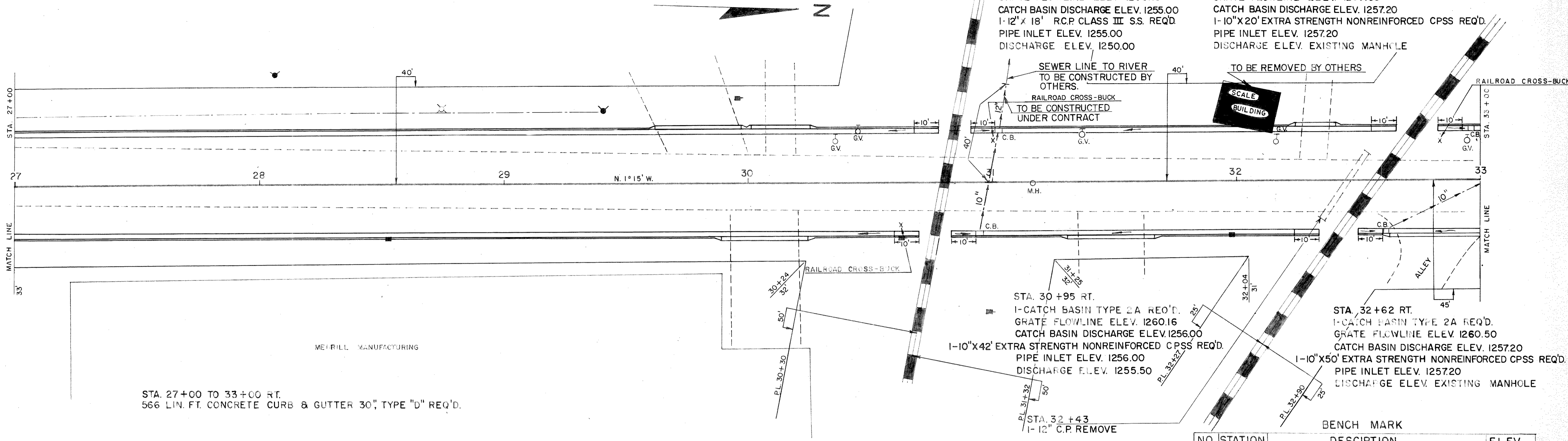
NOTE:
CURB HEIGHT TO BE TAPERED TO 2" ON
THE END 10' SECTION AT RAILROAD CROSSINGS

STA. 31+05 LT.
1- CATCH BASIN TYPE 2A REQ'D.
GRATE FLOWLINE ELEV. 1260.19
CATCH BASIN DISCHARGE ELEV. 1255.00
1- 12" X 18" R.C.P. CLASS III S.S. REQ'D.
PIPE INLET ELEV. 1255.00
DISCHARGE ELEV. 1250.00

STA. 32+96 LT.
1- CATCH BASIN TYPE 2A REQ'D.
GRATE FLOWLINE ELEV. 1260.56
CATCH BASIN DISCHARGE ELEV. 1257.20
1- 10" X 20' EXTRA STRENGTH NONREINFORCED CPSS REQ'D.
PIPE INLET ELEV. 1257.20
DISCHARGE ELEV. EXISTING MANHOLE

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	SU 0593(4)	8	33

DATE	11-13-54
BY	E.F.S.
BY	E.L.V.
DATE	4-5-54
BY	P.E.
DATE	4-5-54
BY	P.E.
NO.	240

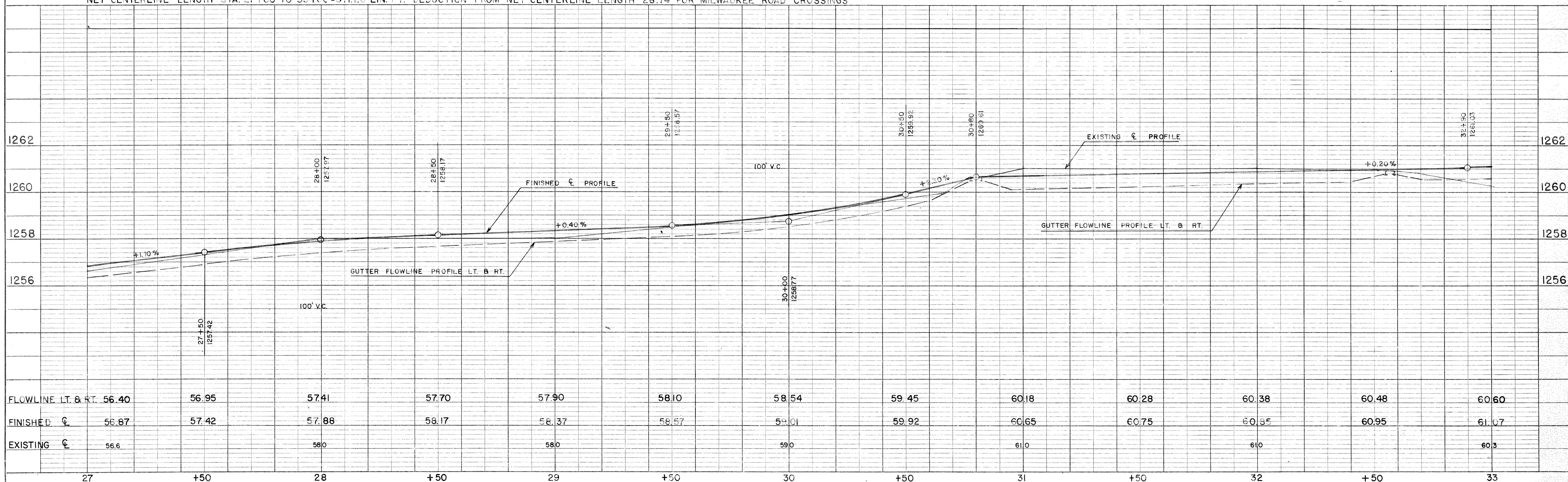


STA. 27+00 TO 33+00 RT.
566 LIN. FT. CONCRETE CURB & GUTTER 30", TYPE "D" REQ'D.

NO	STATION	DESCRIPTION	ELEV.
4A	28+20	S.W. COR. OF BOTTOM STEP	33' RT. 1259.49

NET CENTERLINE LENGTH STA. 27+00 TO 33+00 = 571.26 LIN. FT. DEDUCTION FROM NET CENTERLINE LENGTH 28.74 FOR MILWAUKEE ROAD CROSSINGS

DATE	11-13-54
BY	E.F.S.
BY	E.L.V.
DATE	4-5-54
BY	P.E.
DATE	4-5-54
BY	P.E.
NO.	240

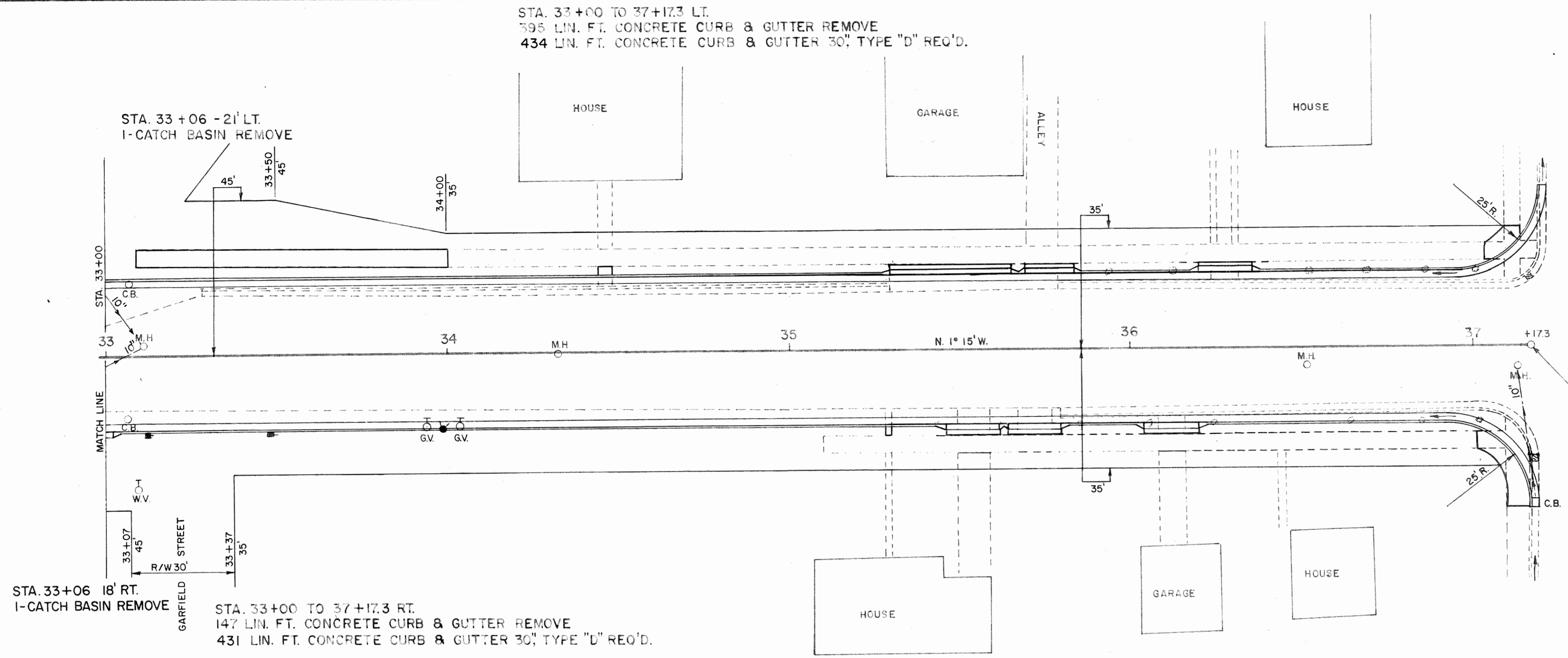


STATION	27	+50	28	+50	29	+50	30	+50	31	+50	32	+50	33
FLOWLINE LT. & RT.	56.40	56.95	57.41	57.70	57.90	58.10	58.54	59.45	60.18	60.28	60.38	60.48	60.60
FINISHED C	56.87	57.42	57.88	58.17	58.37	58.57	59.01	59.92	60.65	60.75	60.85	60.95	61.07
EXISTING C	56.6		58.0		58.0		59.0		61.0		61.0		60.3

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
SU 0593(4)		9	33

DATE	11-63
BY	E.F.S.
CHECKED	D.L.J.
NO. 240	

DATE	11-63
BY	E.F.S.
CHECKED	D.L.J.
NO. 240	



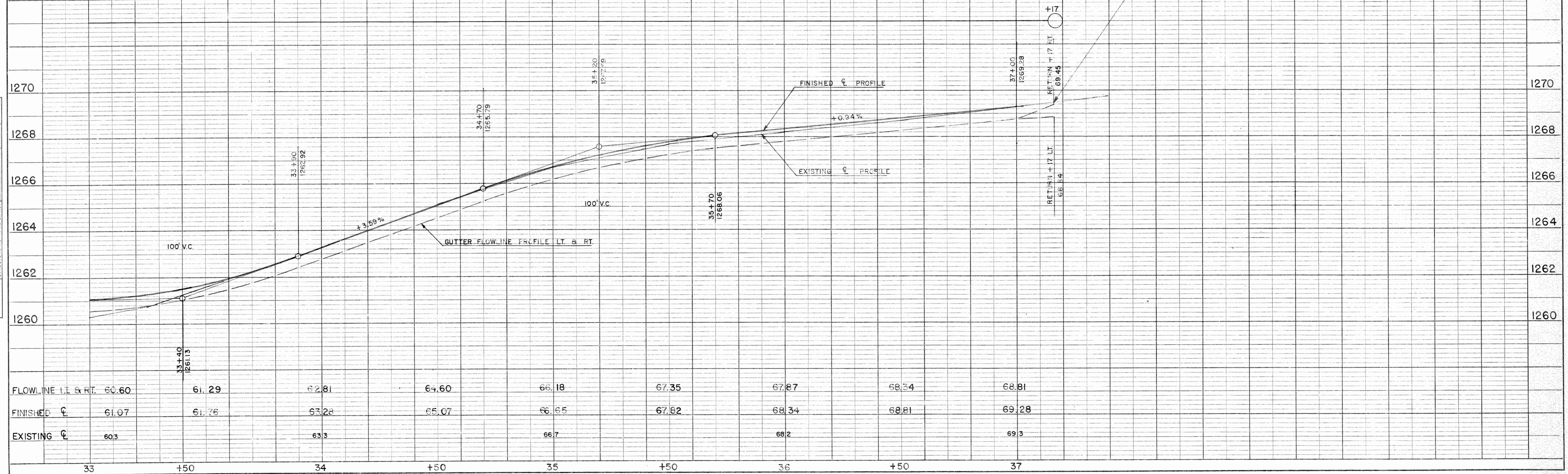
STA. 37+17 LT.
EXISTING CATCH BASIN REMOVE

STA. 37+17 RT.
EXISTING CATCH BASIN REMOVE
1-CATCH BASIN TYPE 2A REQ'D.
GRATE FLOWLINE ELEV. 1269.45
CATCH BASIN DISCHARGE ELEV. 1266.00
1-10" X 36' EXTRA STRENGTH NONREINFORCED CPSS REQ'D.
PIPE INLET ELEV. 1266.00
DISCHARGE ELEV. 1265.50

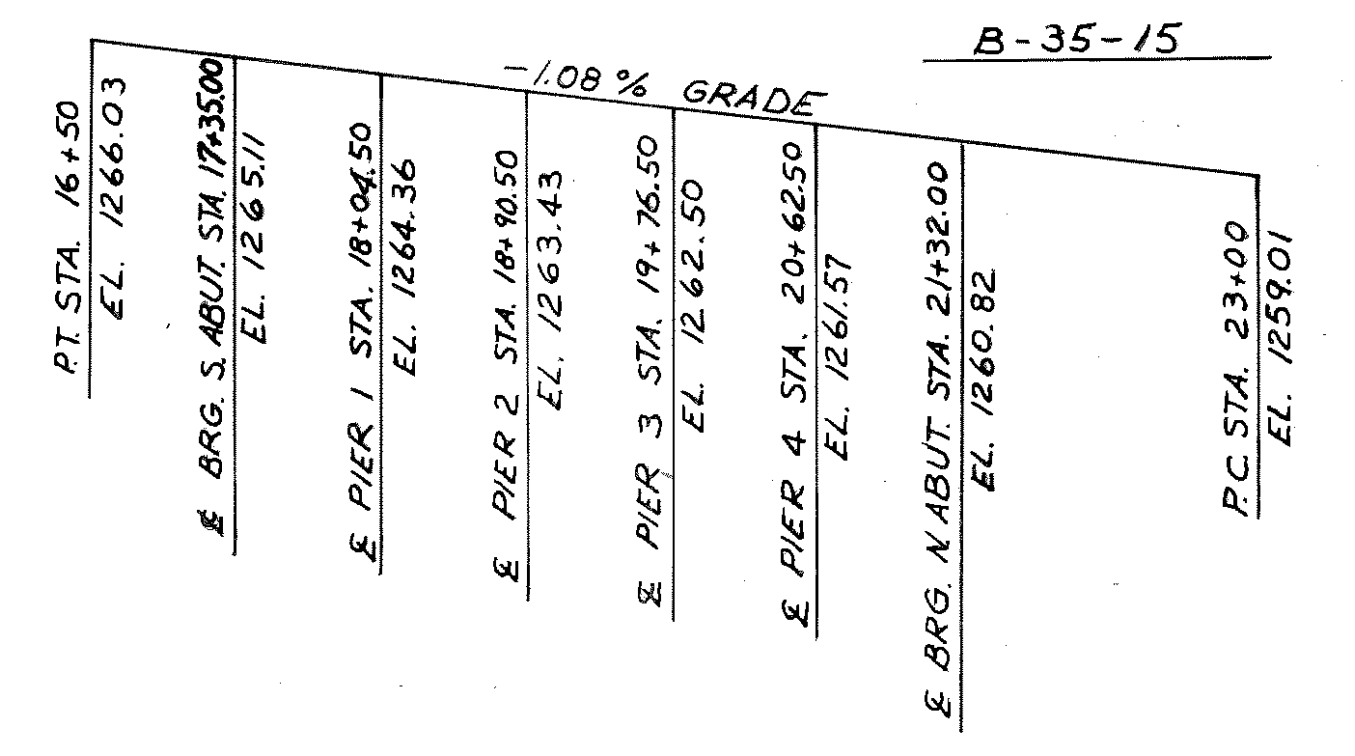
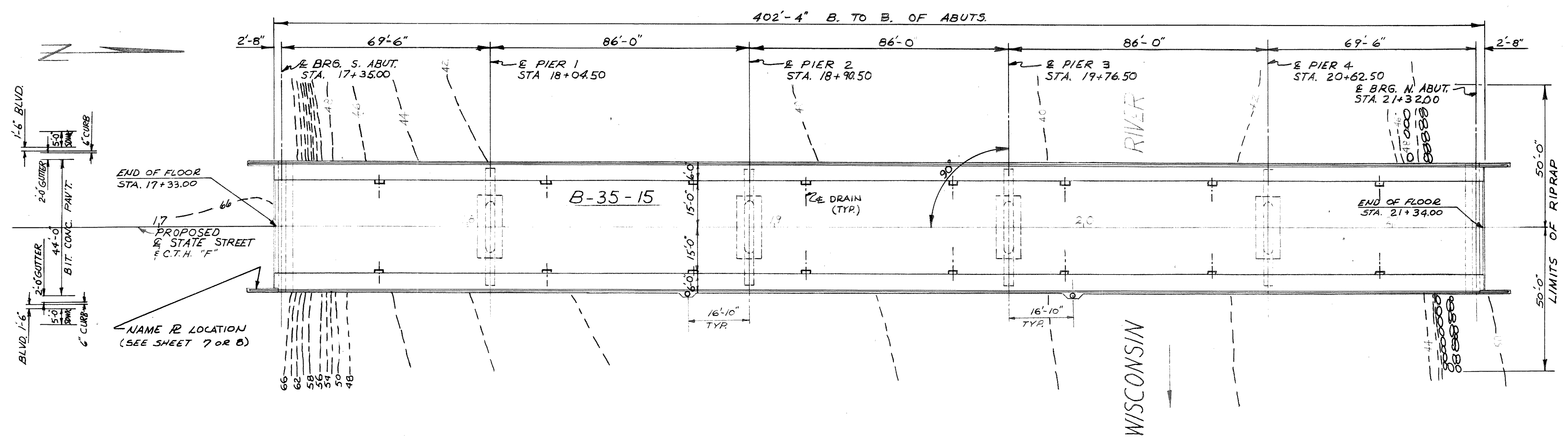
END OF PROJECT SU 0593(4) STA. 37+17.3

BENCH MARK		DESCRIPTION	ELEV.
NO	STATION		
5A	35+30	S. COR. BOTTOM STEP	50' RT. 1268.38

NET CENTERLINE LENGTH STA. 33+00 TO 37+17.3 = 4173 LIN. FT.

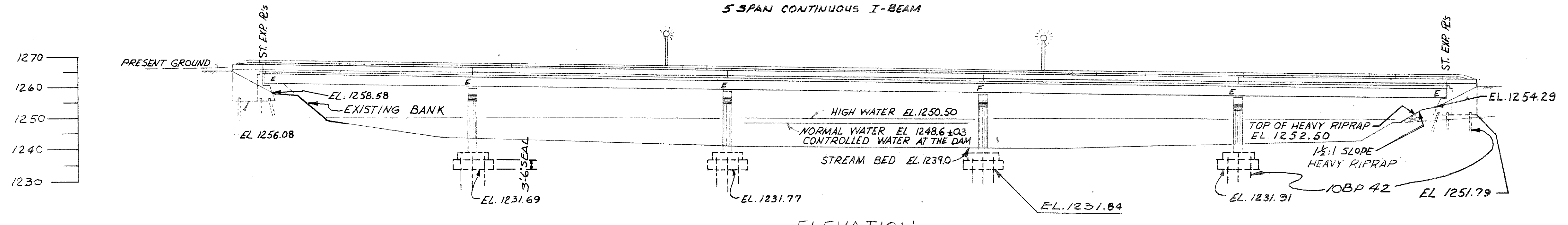


COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT	STATE	FEDERAL	DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
35.6	5930.3.11				4	500593(4)	11	33



GRADE LINE ON PROPOSED STATE ST.

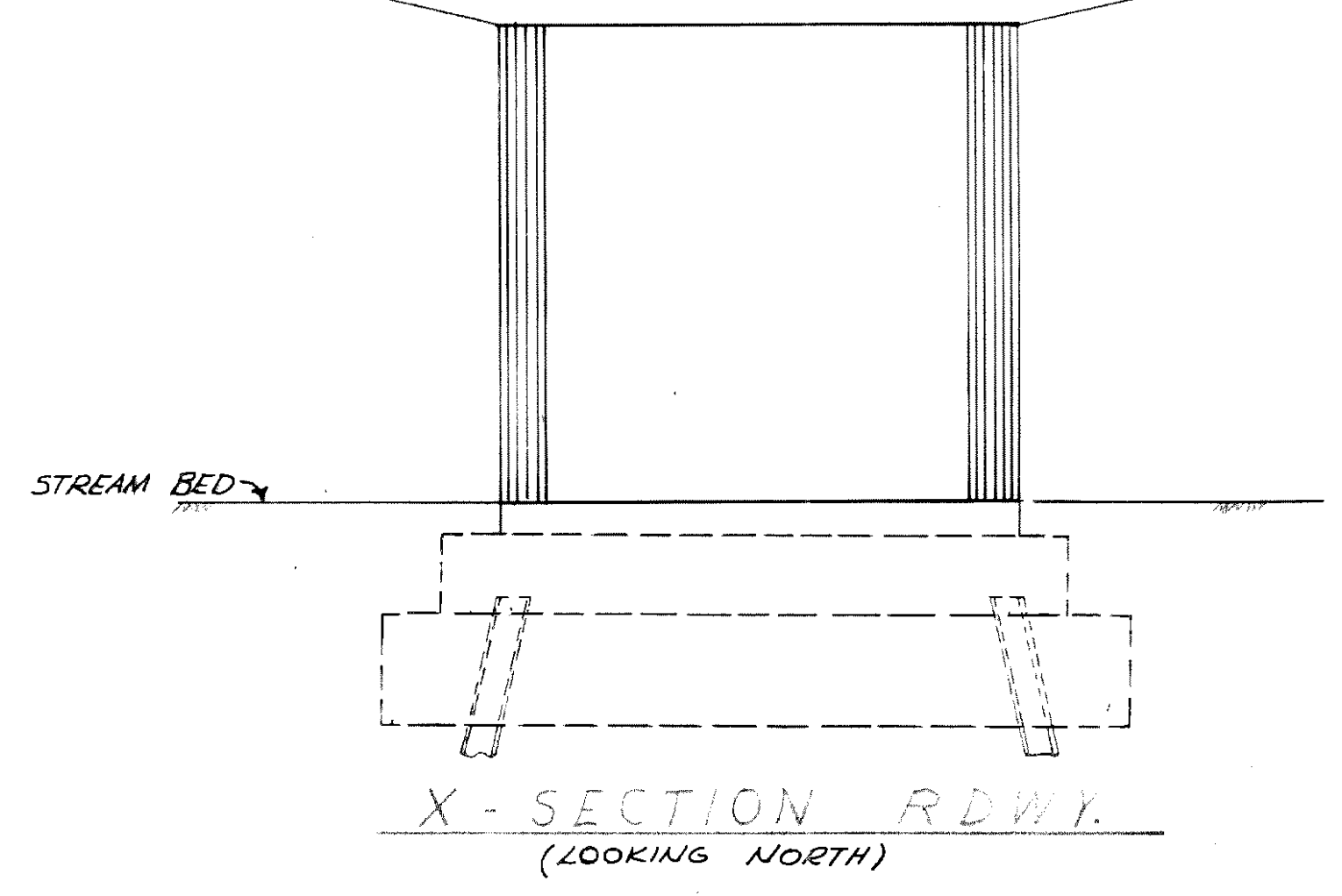
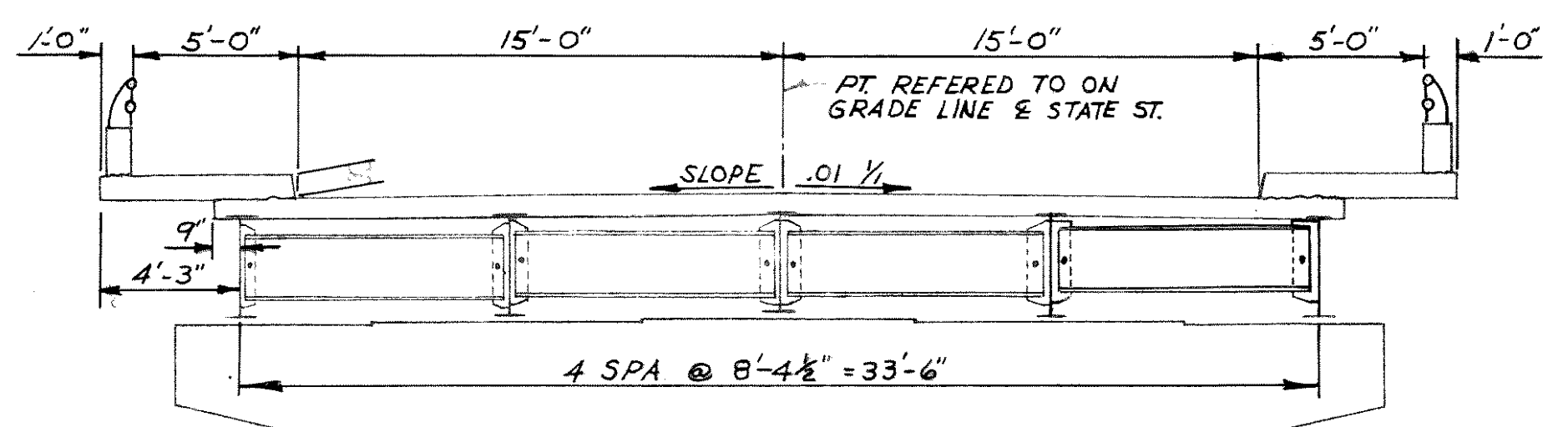
PLAN
5 SPAN CONTINUOUS I-BEAM



ELEVATION

LIST OF DRAWINGS

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



X-SECTION RDWY.
(LOOKING NORTH)

TOTAL ESTIMATED QUANTITIES

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

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 ALL CONCRETE MASONRY SHALL BE GRADE "A-A".
 $f_c = 1400$ P.S.I. EXCEPT PIER FOOTING SEALS.
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
 BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
 ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION.
 EXPANSION JOINT FILLER SHALL CONFORM TO AASHTO DESIGNATION M153, TYPE II FOR ONE INCH THICKNESS AND TYPE I FOR THICKNESSES UNDER ONE INCH.
 ALL FIELD CONNECTIONS SHALL BE $\frac{3}{4}$ " HIGH STRENGTH STEEL BOLTS UNLESS SHOWN OTHERWISE.
 PILING AT ABUTMENTS SHALL BE 10 BP 42 STEEL PILING, DRIVEN TO A MINIMUM BEARING OF 27 TONS PER PILE. SOUTH ABUT. (31'-0" LONG) NORTH ABUT. (36'-0" LONG)
 PILING AT PIERS SHALL BE 10 BP 42 STEEL PILING, DRIVEN TO A MINIMUM BEARING OF 55 TONS PER PILE. PIERS 1, 2 & 3 (18'-0" LONG), PIER 4 (20'-0" LONG)

DESIGN DATA

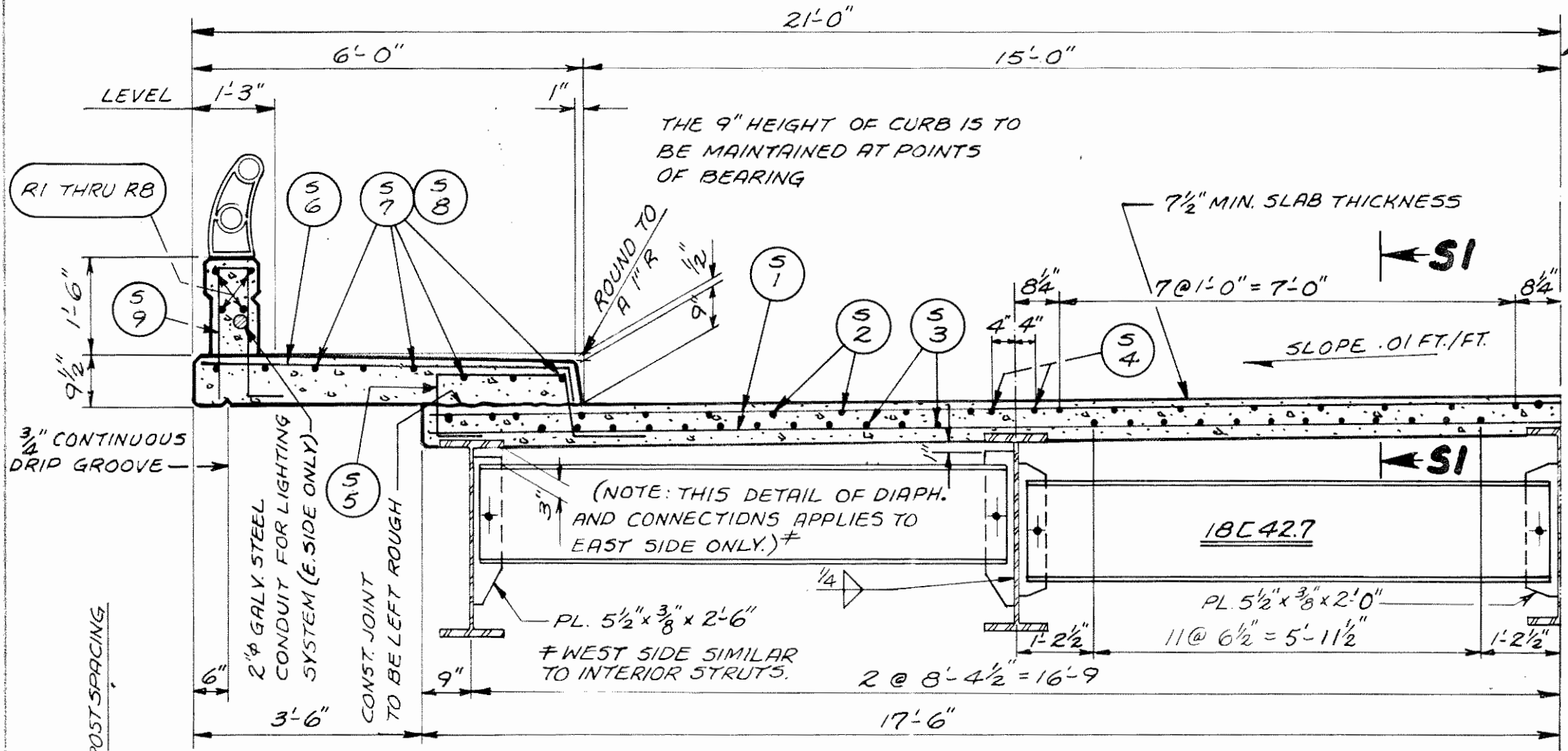
DESIGN STRESSES
 f_s STRUCTURAL STEEL (ASTM A36) = 20,000 P.S.I.
 f_s " (ASTM A491) = " "
 f_s " 3/4 OR UNDER = 27,000 P.S.I.
 OVER 3/4 TO 1/2 INCLUSIVE = 25,000 P.S.I.
 f_s REINFORCING BARS = 20,000 P.S.I.
 f_s FLEXURE FOR CONCRETE (GRADE A-A) = 1400 P.S.I.
 $n = 10$
 TRAFFIC VOLUME
 A.D.T. = 595 (1962)

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	GENERAL PLAN		
CO. LINCOLN	CITY MERRILL	STA. 17+35.50	
SECTION 14	TOWN 31 N.	RANGE 6 E	
DESIGN SPEC. AASHO 1961	LOADING H20-44	CONST. 1963	
DATE: 9-23-64	DESIGN B	DRAWN B.J.G.	CKD. J.B.
SUBMITTED:	H. B. Schultz ENGINEER OF BRIDGES		
APPROVED:	E. R. Kautz STATE HIGHWAY ENGINEER		
STRUCTURE B-35-15	SHEET 1 OF 14		

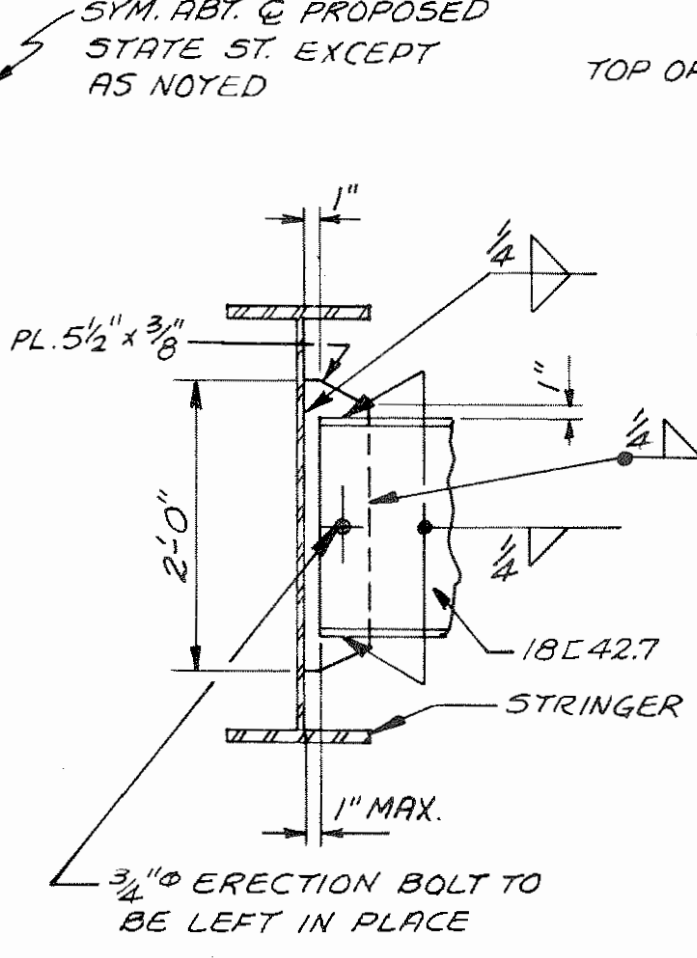
X 29558

NOTE: FOR RAILING DETAILS SEE SHEET 7 OR 8.

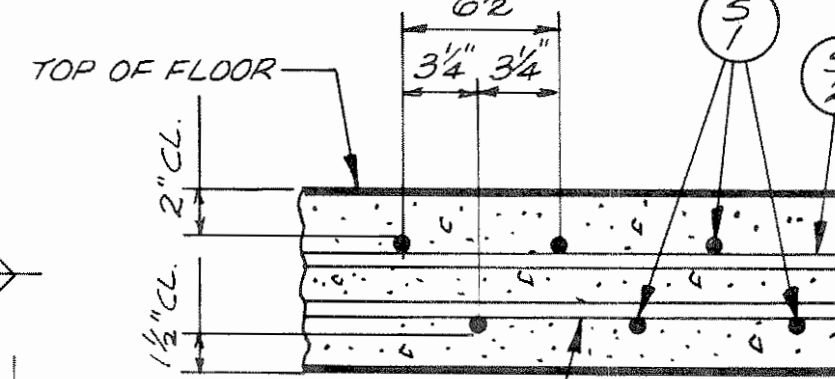
NOTE: TOP AND BOT. TRANS BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER AND BY INDIVIDUAL BAR CHAIRS AT 3'-0" CTRS. APPROXIMATELY MIDWAY BETWEEN GIRDERS.



HALF CROSS SECTION THRU RDWY.



CONNECTION DETAIL

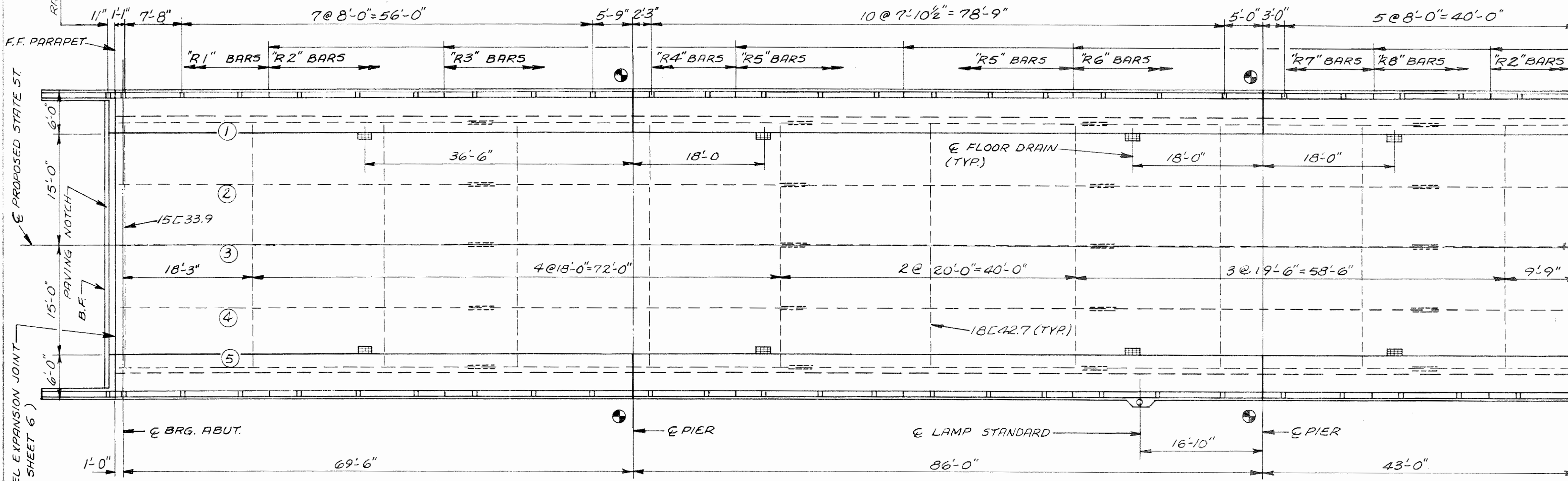


SECTION S1

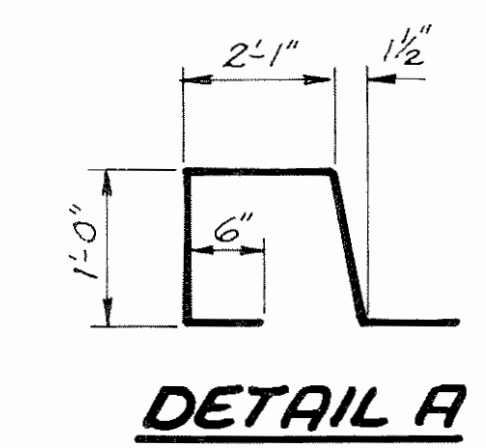
BILL OF BARS 138,140*

POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.	
FLOOR AND SIDEWALKS	S1	1470	6	34'-6"	6 1/2"	FLOOR- TRANS.- TOP & BOT.	
	S2	352	5	37'-0"	1'-0"	" - LONG - " TOP	
	S3	528	5	37'-0"	6 1/2"	" - " - BOT.	
	S4	40	5	15'-0"	SHOWN	" - " - SYM. ABT. & PIERS	
	S5	956	5	5'-6"	10"	SDWK. - TRANS.	A
	S6	956	6	6'-0"	10"	" - "	B
	S7	32	5	36'-0"	SHOWN	" - LONG. - SPANS 1 & 5	
	S8	144	5	29'-6"	SHOWN	" - " - " 2, 3 & 4	
	S9	798	5	5'-0"	1'-0"	" # RAIL PARAPET	C
	S10	48	5	2'-6"	1'-6"	END OF FLOOR AT ABUTS.	D
	S11	8	4	7'-9"	SHOWN	" - " - "	
	S12	8	5	4'-6"	SHOWN	FLOOR @ LIGHT STD.	
	S13	4	4	2'-0"	SHOWN	" - " - "	
	S14	6	5	5'-3"	SHOWN	RAIL PARAPET & LIGHT STD.	
RAIL PARAPET	R1	16	5	20'-3"	SHOWN	RAIL PARAPET	
	R2	24	5	24'-6"	SHOWN	" - "	
	R3	16	5	25'-3"	SHOWN	" - "	
	R4	16	5	13'-6"	SHOWN	" - "	
	R5	32	5	23'-3"	SHOWN	" - "	
	R6	16	5	23'-6"	SHOWN	" - "	
	R7	16	5	14'-6"	SHOWN	" - "	
	R8	16	5	15'-6"	SHOWN	" - "	

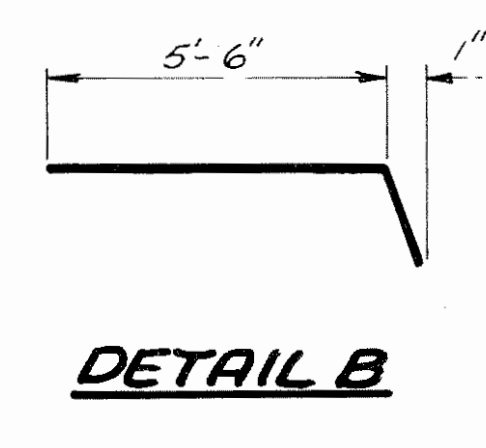
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.



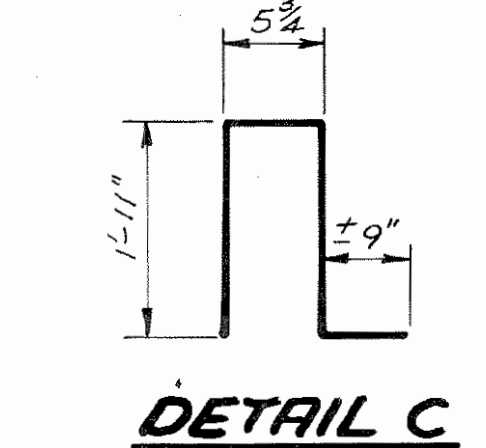
HALF PLAN



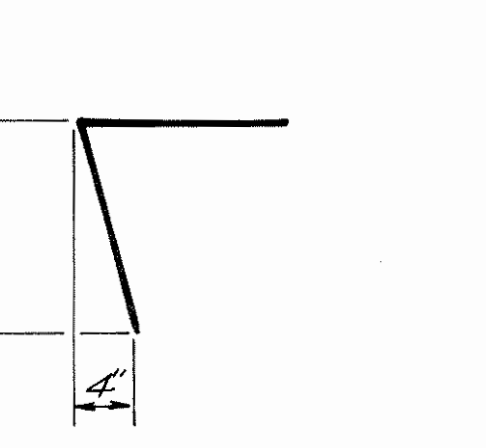
DETAIL A



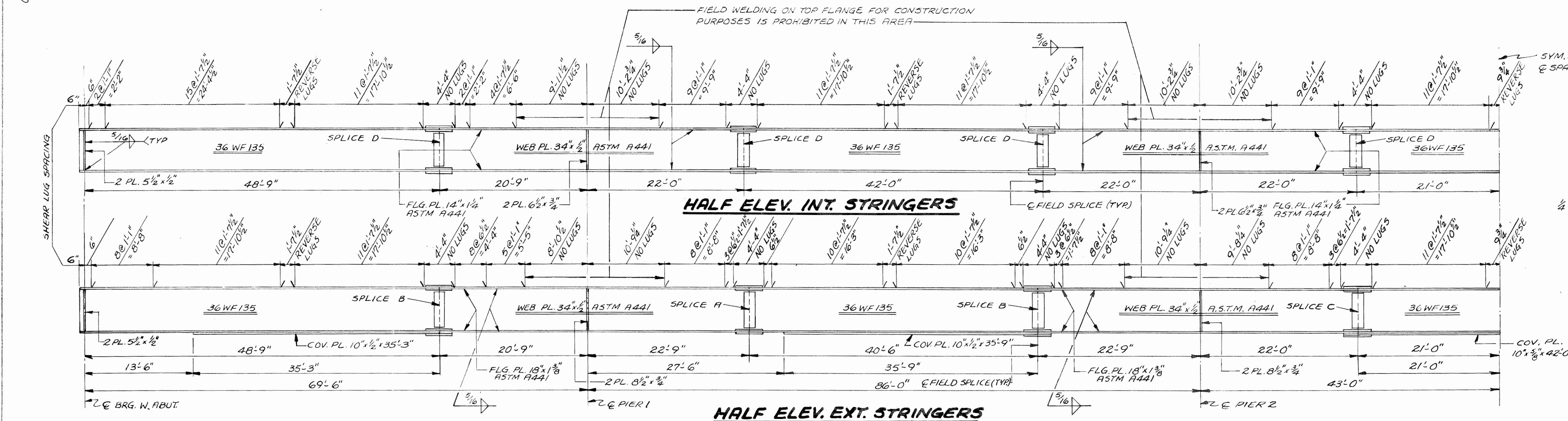
DETAIL B



DETAIL C

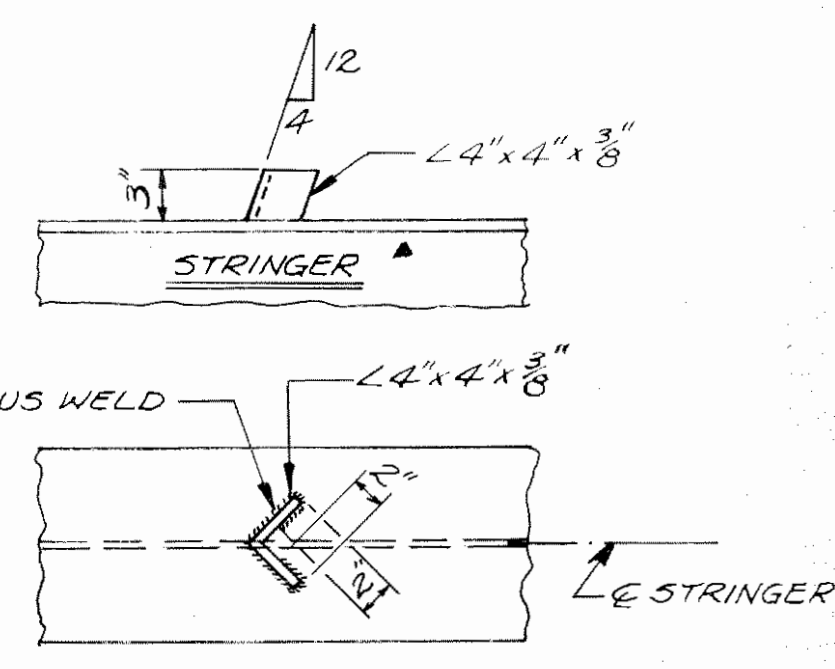


DETAIL D



HALF ELEV. INT. STRINGERS

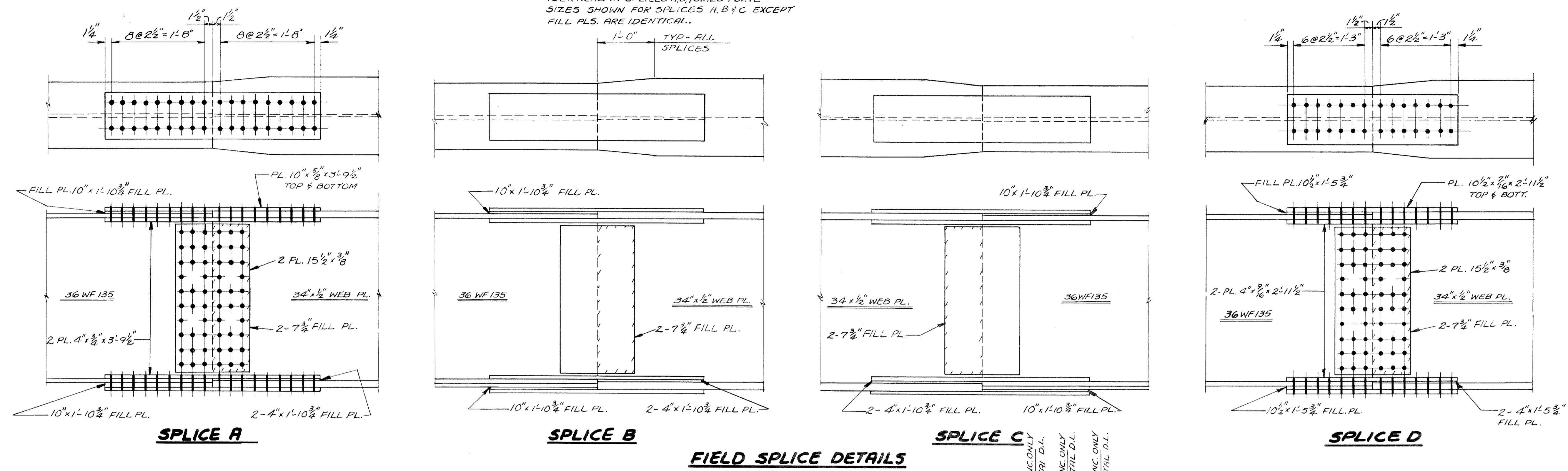
HALF ELEV. EXT. STRINGERS



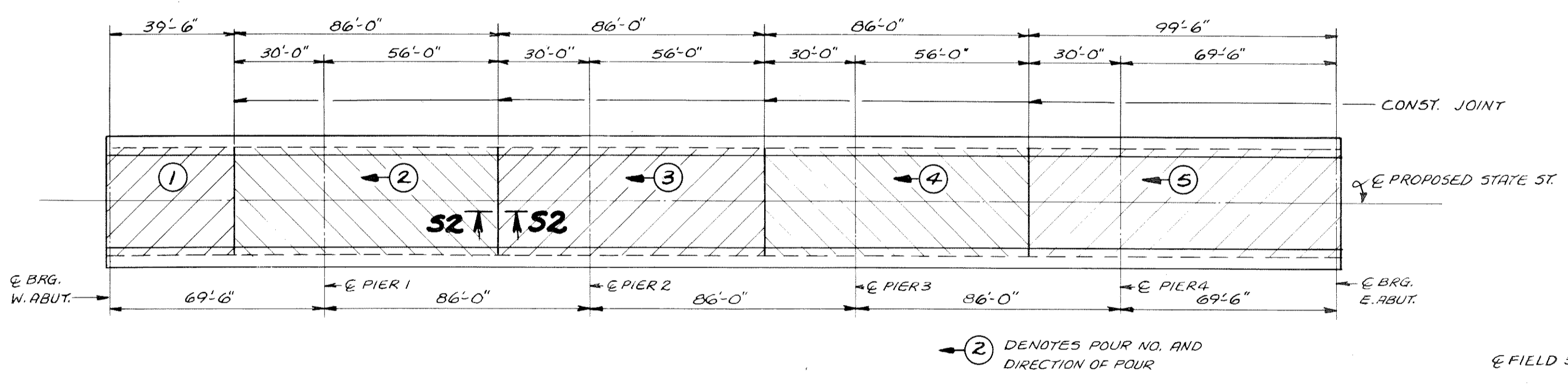
SHEAR LUG DETAILS

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
SUPERSTRUCTURE	
DESIGN SPEC. A.A.S.H.O. 1961	LOADING H20-44
DATE 9-23-64	DESIGN J. B. LINHAW
STRUCTURE B-35-15	SHEET 2 OF 14

NOTE: NUMBER OF BOLTS AND SPACING IDENTICAL IN SPLICES A,B & C. ALL PLATE SIZES SHOWN FOR SPLICES A,B & C EXCEPT FILL PLS. ARE IDENTICAL.

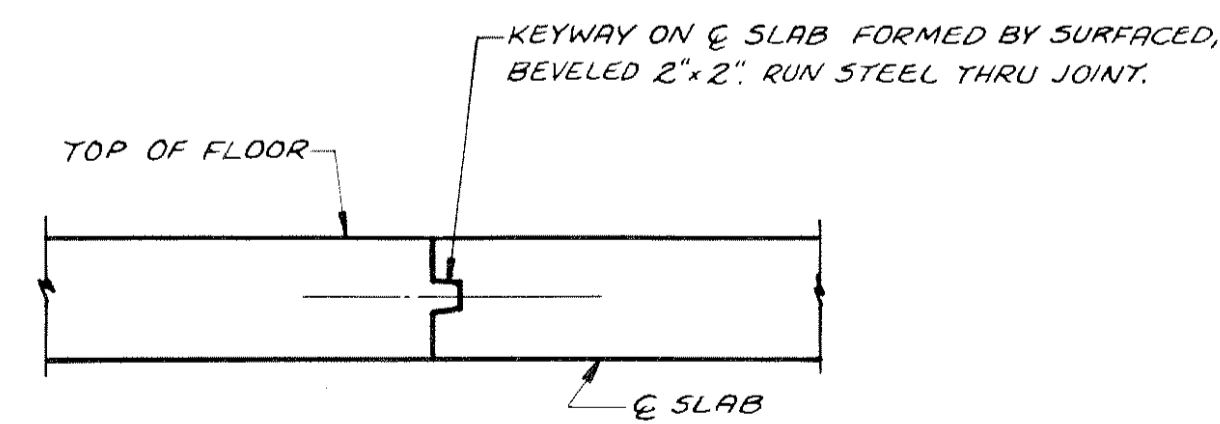


FIELD SPLICE DETAILS

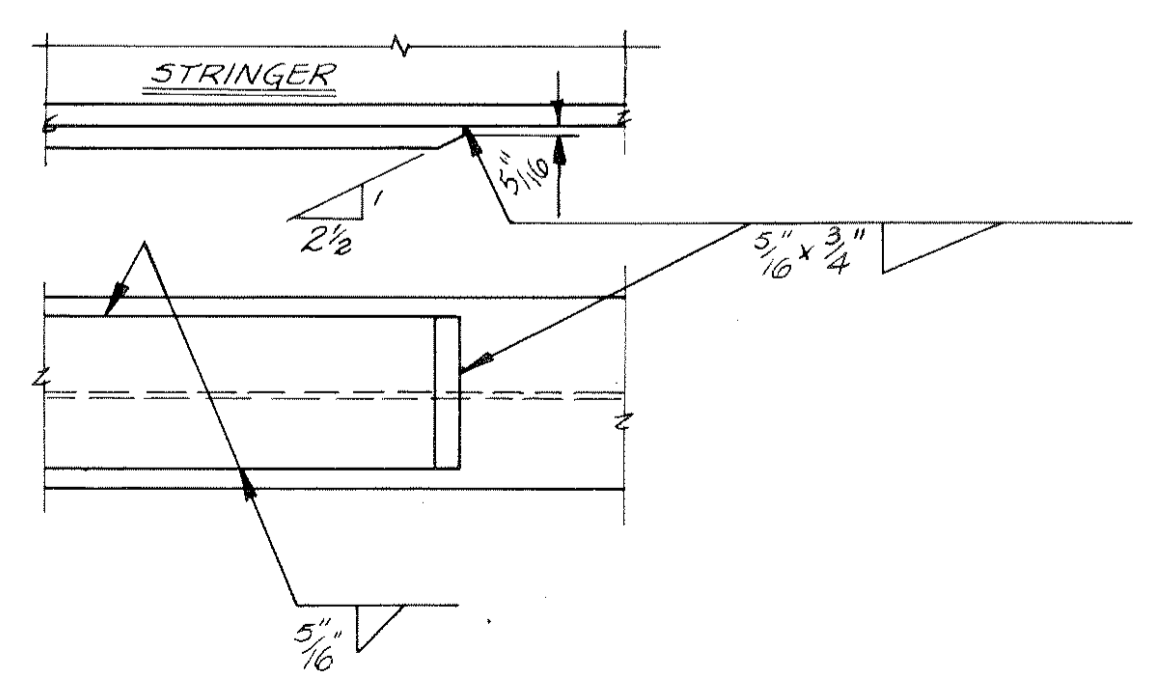


POURING DIAGRAM

NOTE: 2 OR MORE POURS MAY BE COMBINED AND THE TRANSVERSE CONST. JOINTS OMITTED IF THE POUR FOR AN ENTIRE SPAN OR THE PORTION OF A SPAN TO A CONSTRUCTION JOINT CAN BE COMPLETED WITHIN 4 HOURS AFTER CONCRETE OVER THE ADJACENT PIER IS PLACED. DIRECTION OF POUR MAY BE REVERSED IF PORTION OF POUR FROM THE PIER CAN BE COMPLETED IN A 4 HOUR PERIOD.

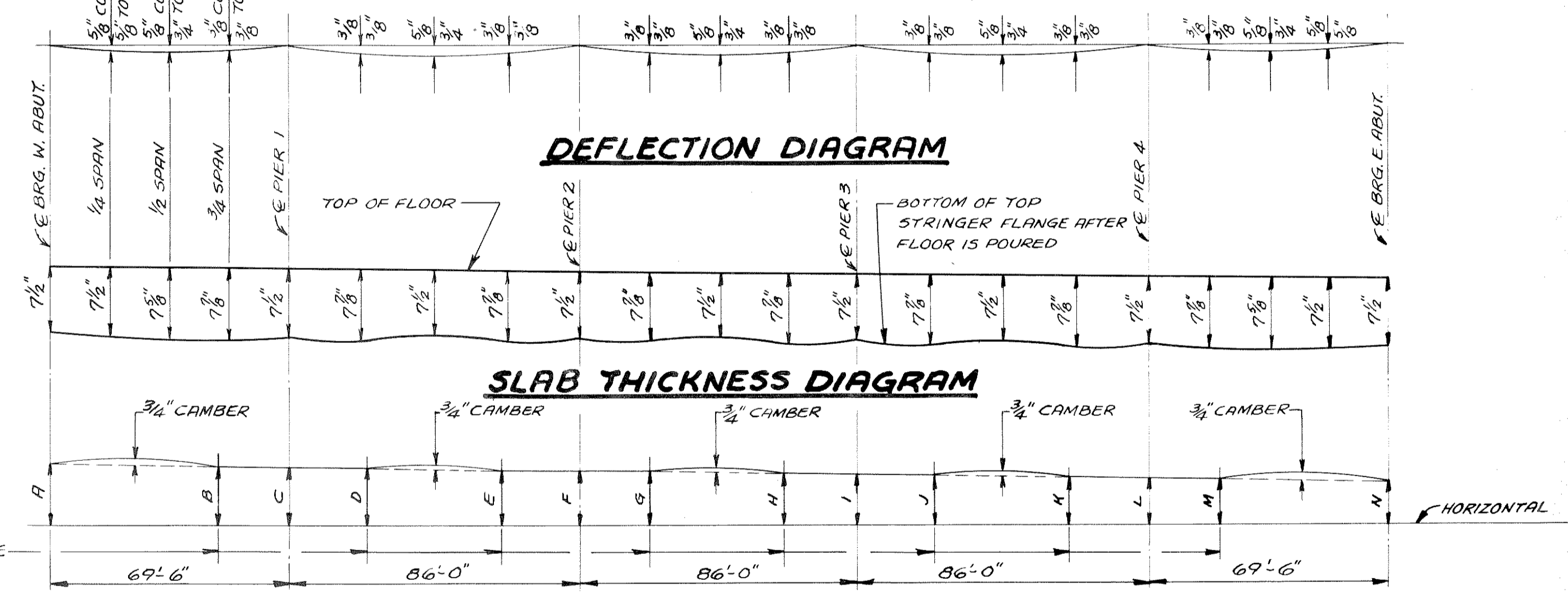


SECTION S2



COVER PLATE TERMINATION

NOTE: BEVELED EDGE TO BE USED ONLY WHERE COVER PLATE DOES NOT PROJECT INTO FIELD SPLICE.

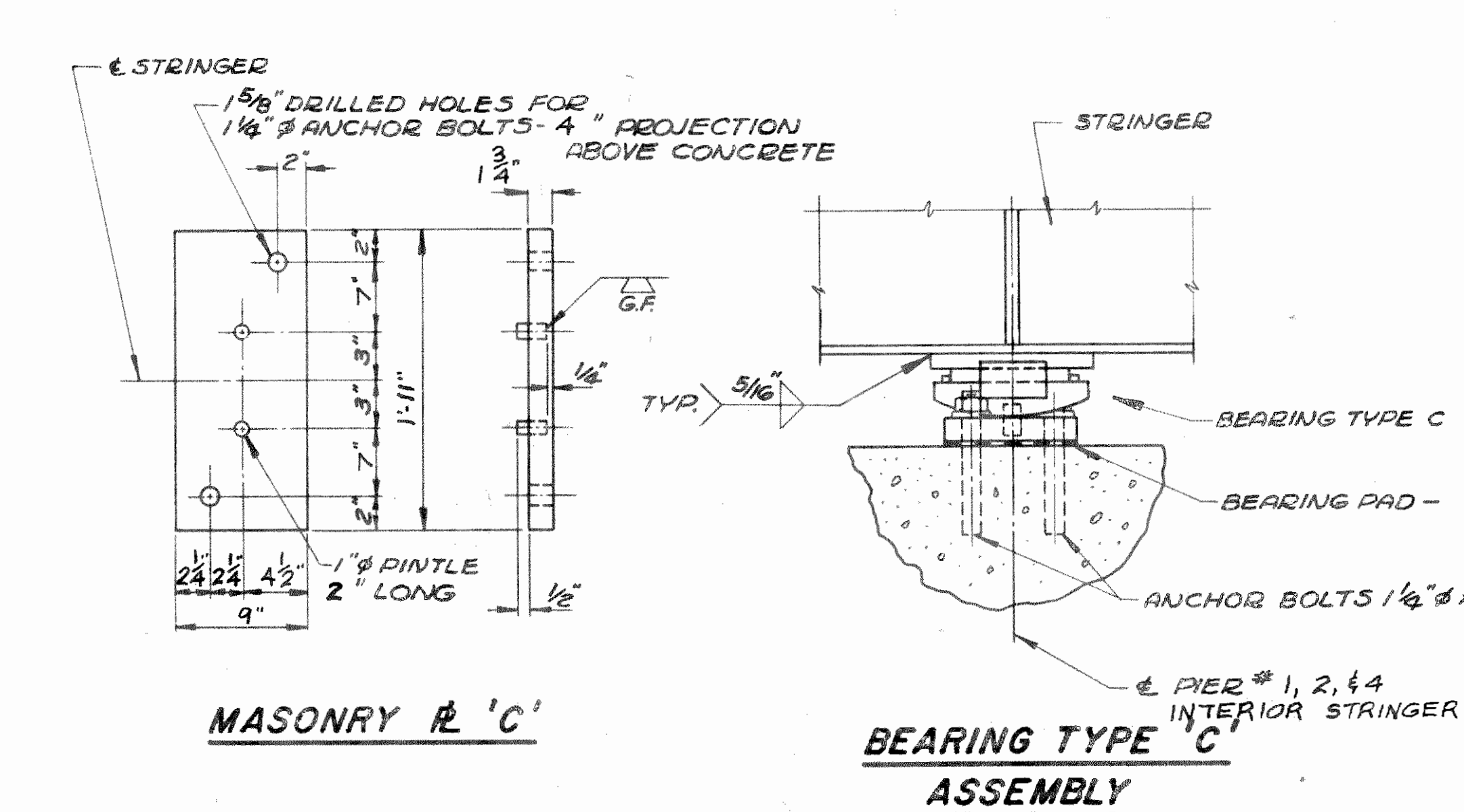
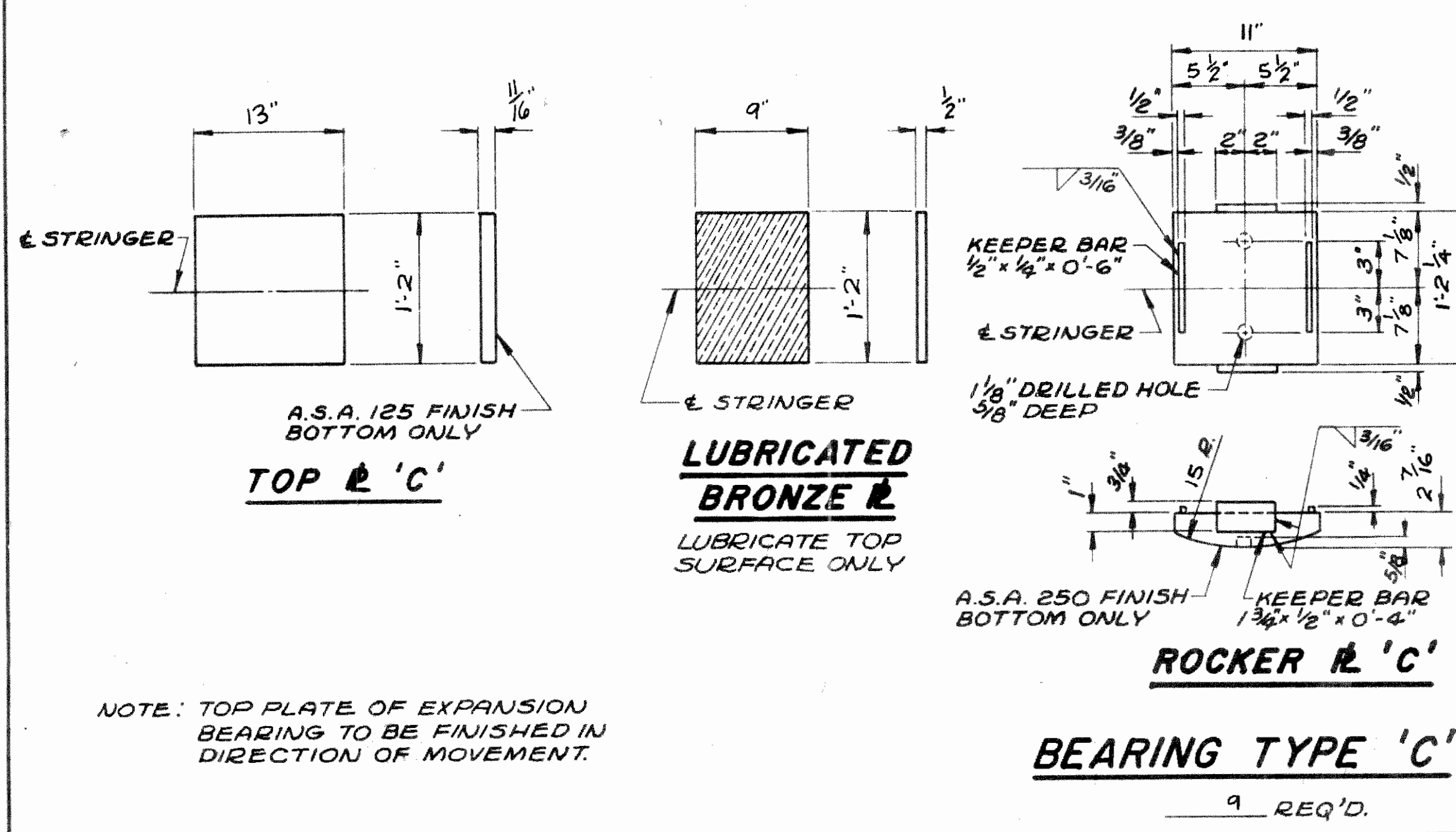
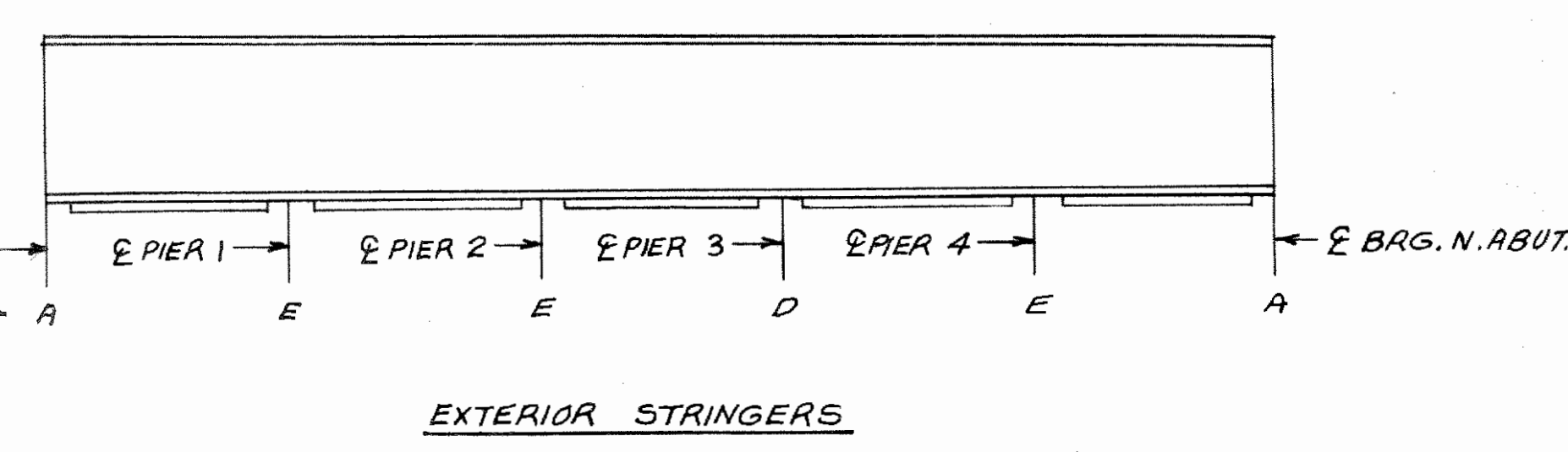
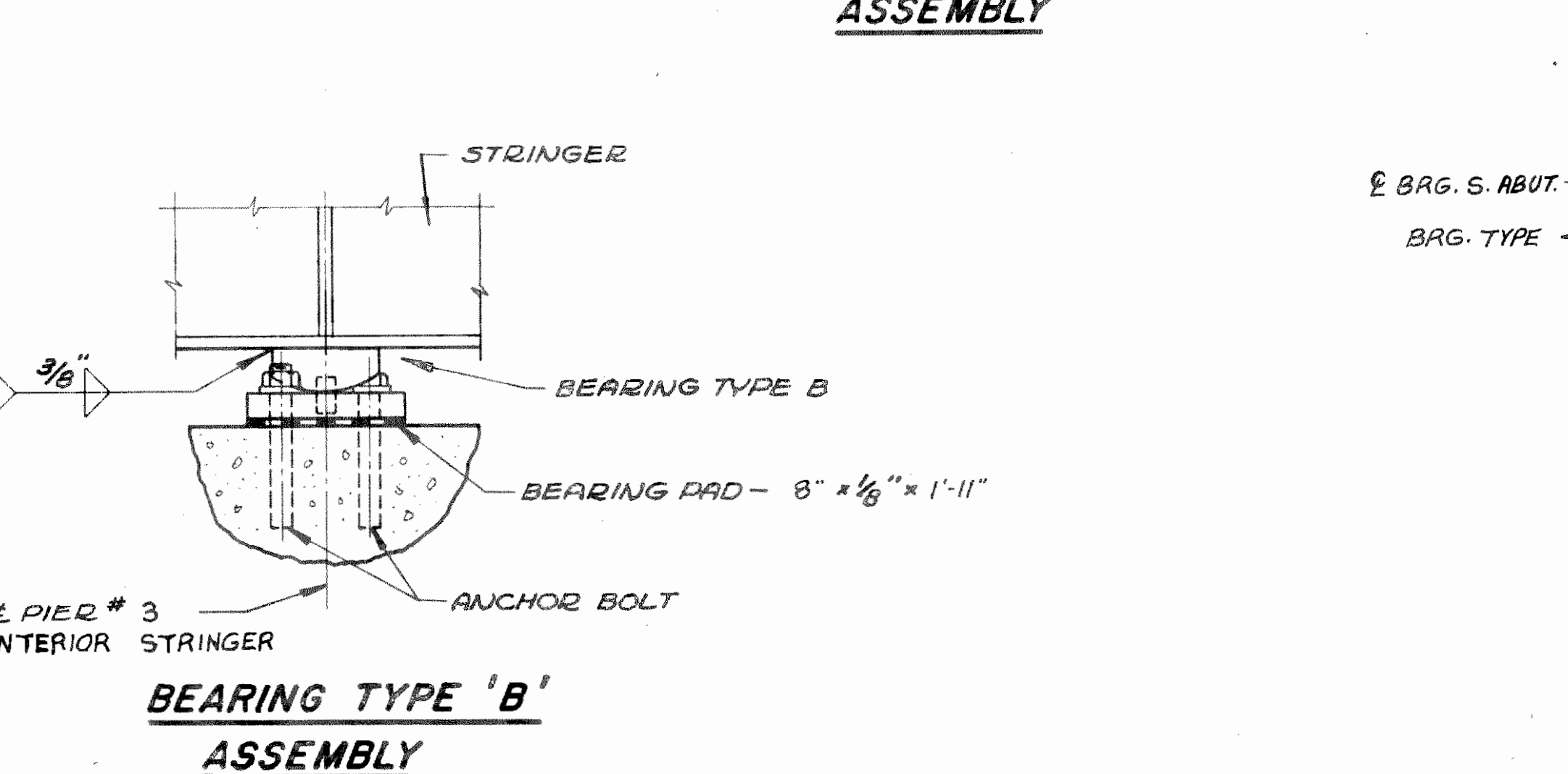
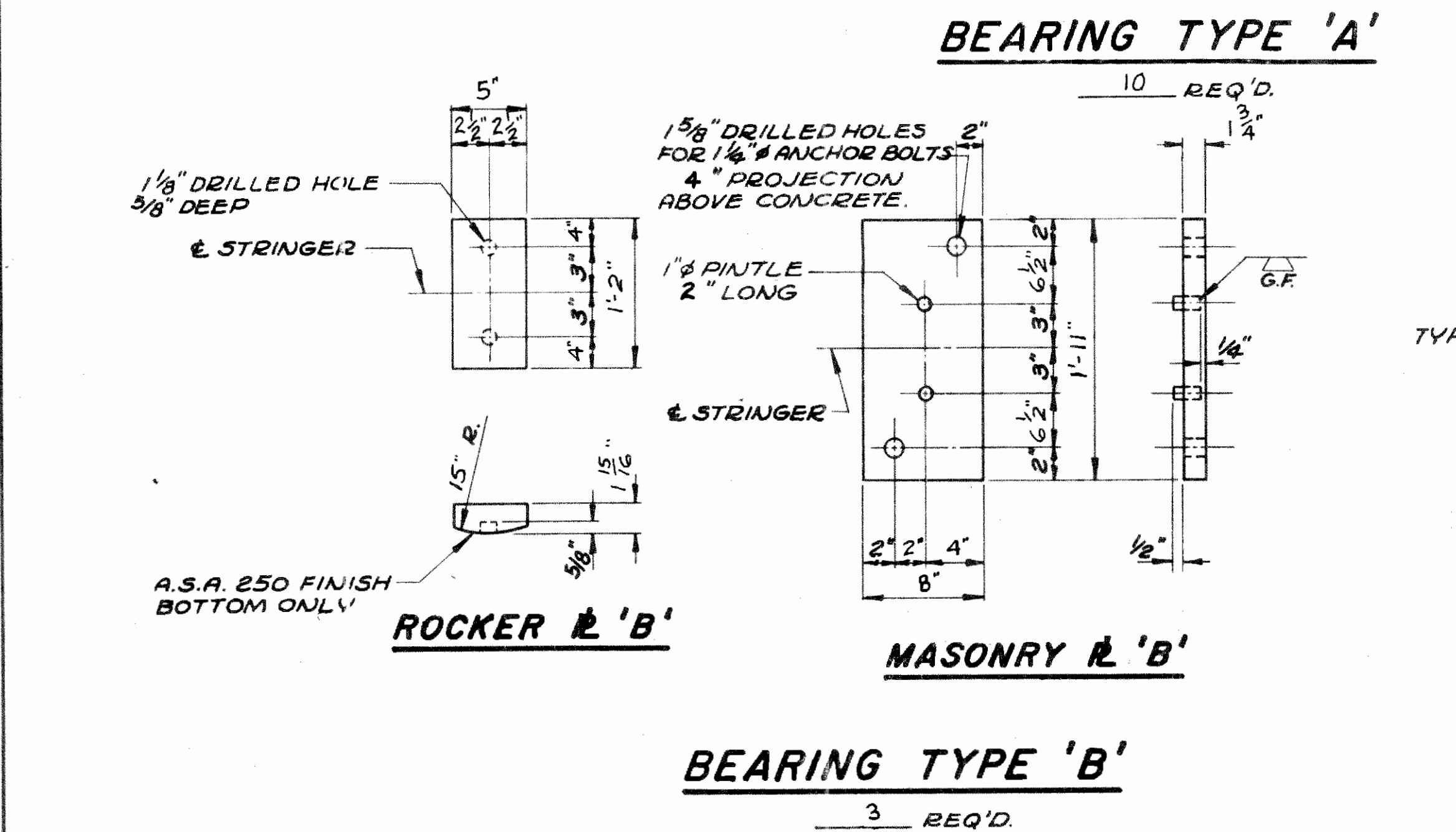
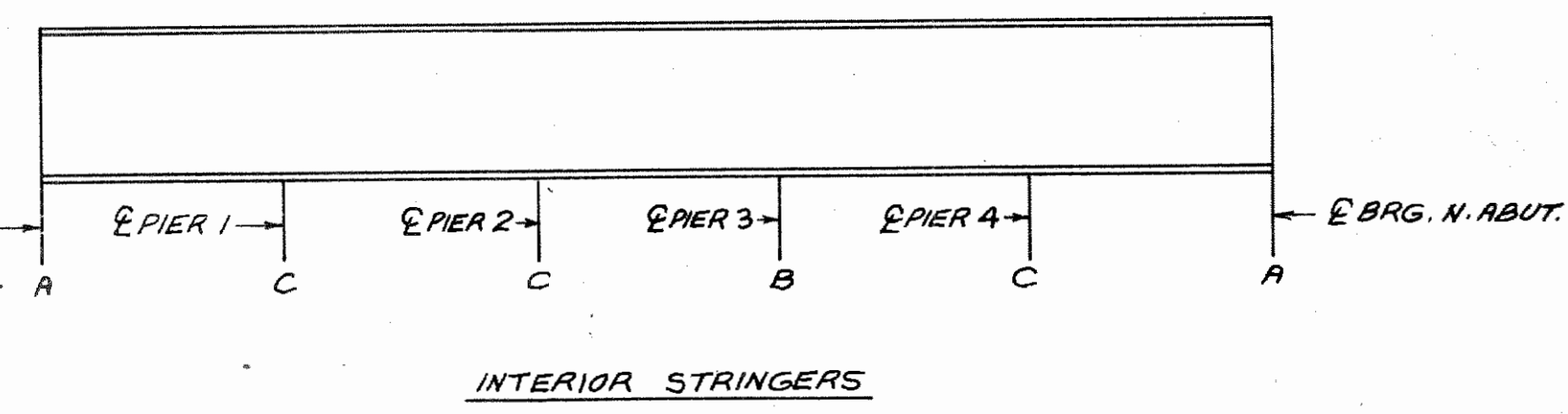
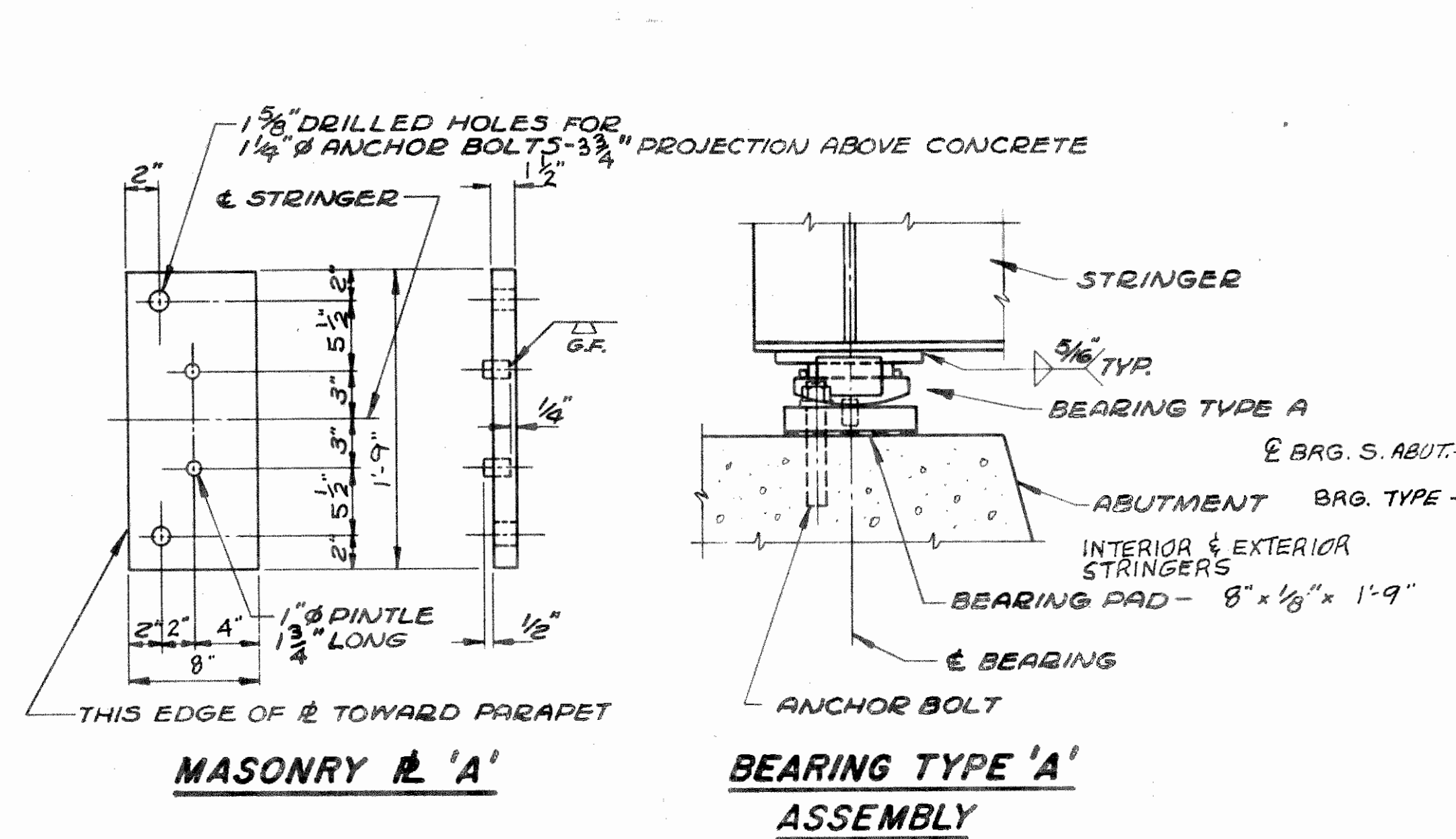
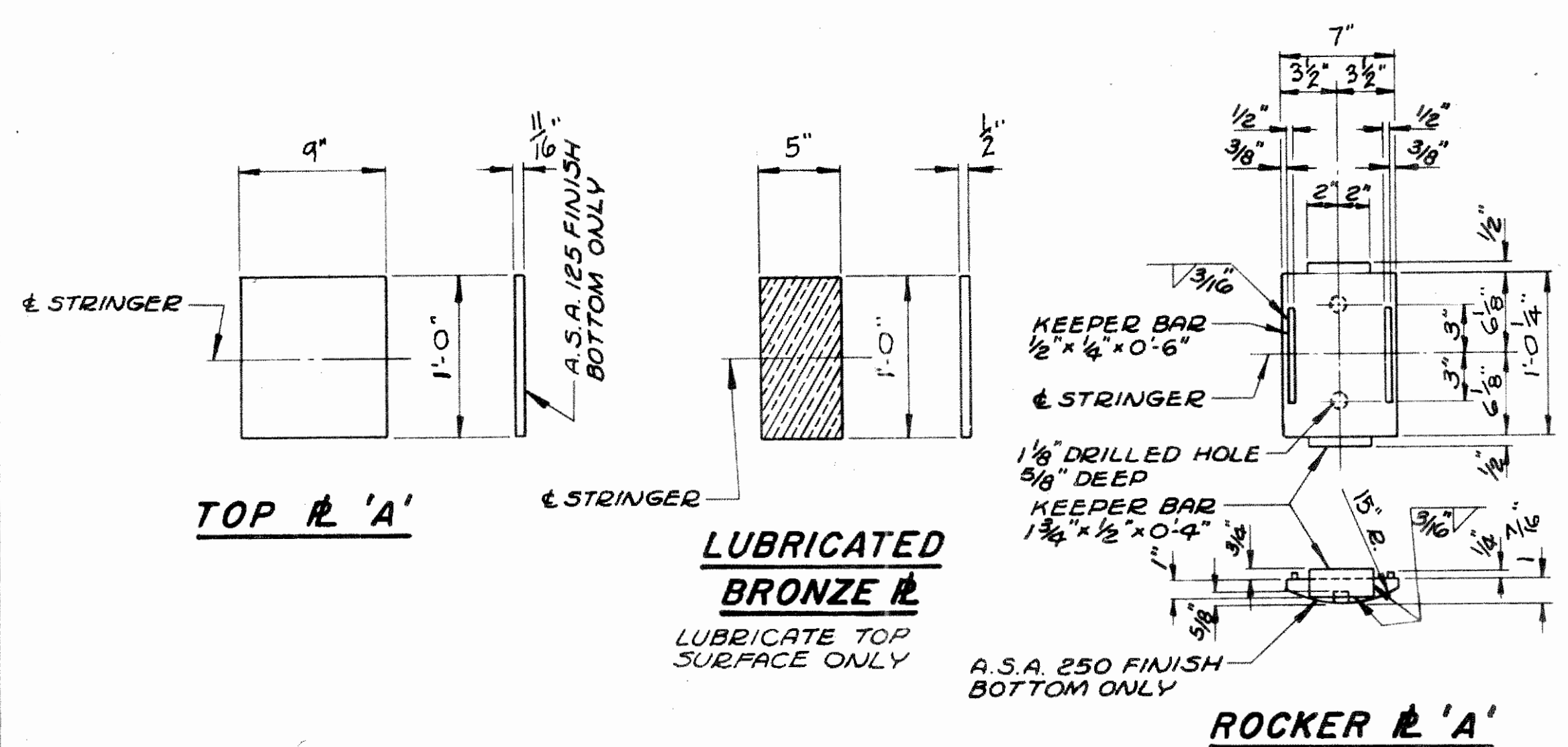


DEFLECTION DIAGRAM

SLAB THICKNESS DIAGRAM

BLOCKING DIAGRAM

DIMENSION	A	B	C	D	E	F	G	H	I	J	K	L	M	N
GIRDERS 1 & 5	4'-3 1/2"	3'-9 1/8"	3'-6 1/2"	3'-3 1/2"	2'-10 1/4"	2'-7 1/4"	2'-4 3/8"	1'-11"	1'-8 1/8"	1'-5 1/4"	1'-0"	0'-9"	0'-6 3/8"	0
GIRDERS 2, 3, & 4	4'-3 1/2"	3'-9 1/8"	3'-6 1/2"	3'-3 3/8"	2'-10 1/8"	2'-7 1/4"	2'-4 1/2"	1'-11"	1'-8 1/8"	1'-5 1/4"	0'-11 7/8"	0'-9"	0'-6 3/8"	0



BEARING NOTES

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED STEEL PLATES 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.

ALL SURFACES MARKED *f* SHALL BE MACHINE FINISHED.

ANCHOR BOLTS SHALL BE THREADED 3". PROVIDE ONE STANDARD WROUGHT WASHER AND ONE HEX. NUT PER BOLT.

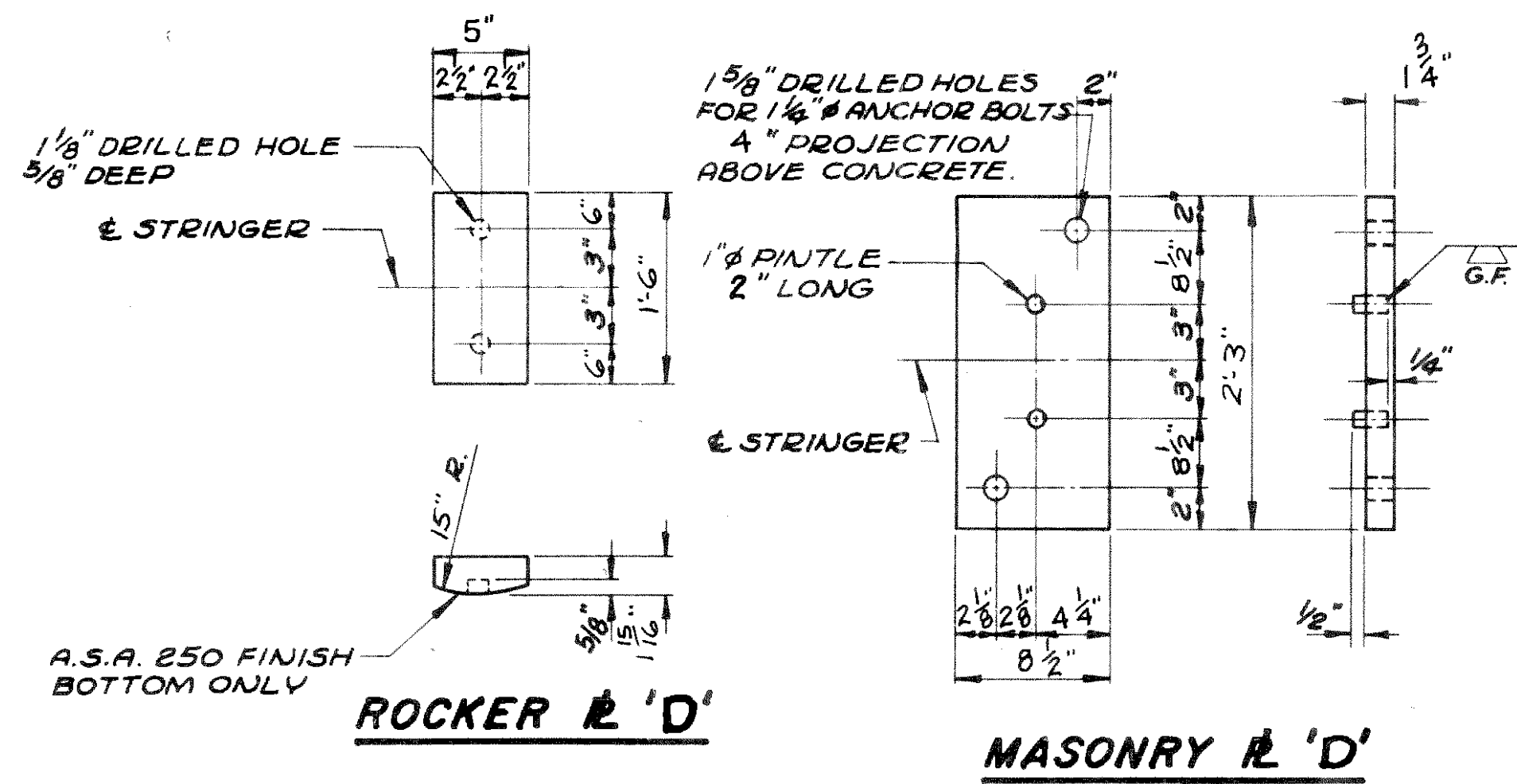
ALL MATERIAL INCLUDING SHIMS BUT EXCLUDING ANCHOR BOLTS, NUTS AND WASHERS SHALL BE MADE OF A242 STEEL WITH A CORROSIVE RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.

THE TOP 4 1/2" OF ANCHOR BOLTS, WASHERS AND NUTS SHALL BE GALVANIZED.

ALL MATERIAL IN BEARINGS EXCLUDING BRONZE BRONZE PLATES AND BEARING PADS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR STRUCTURAL LOW ALLOY STEEL.

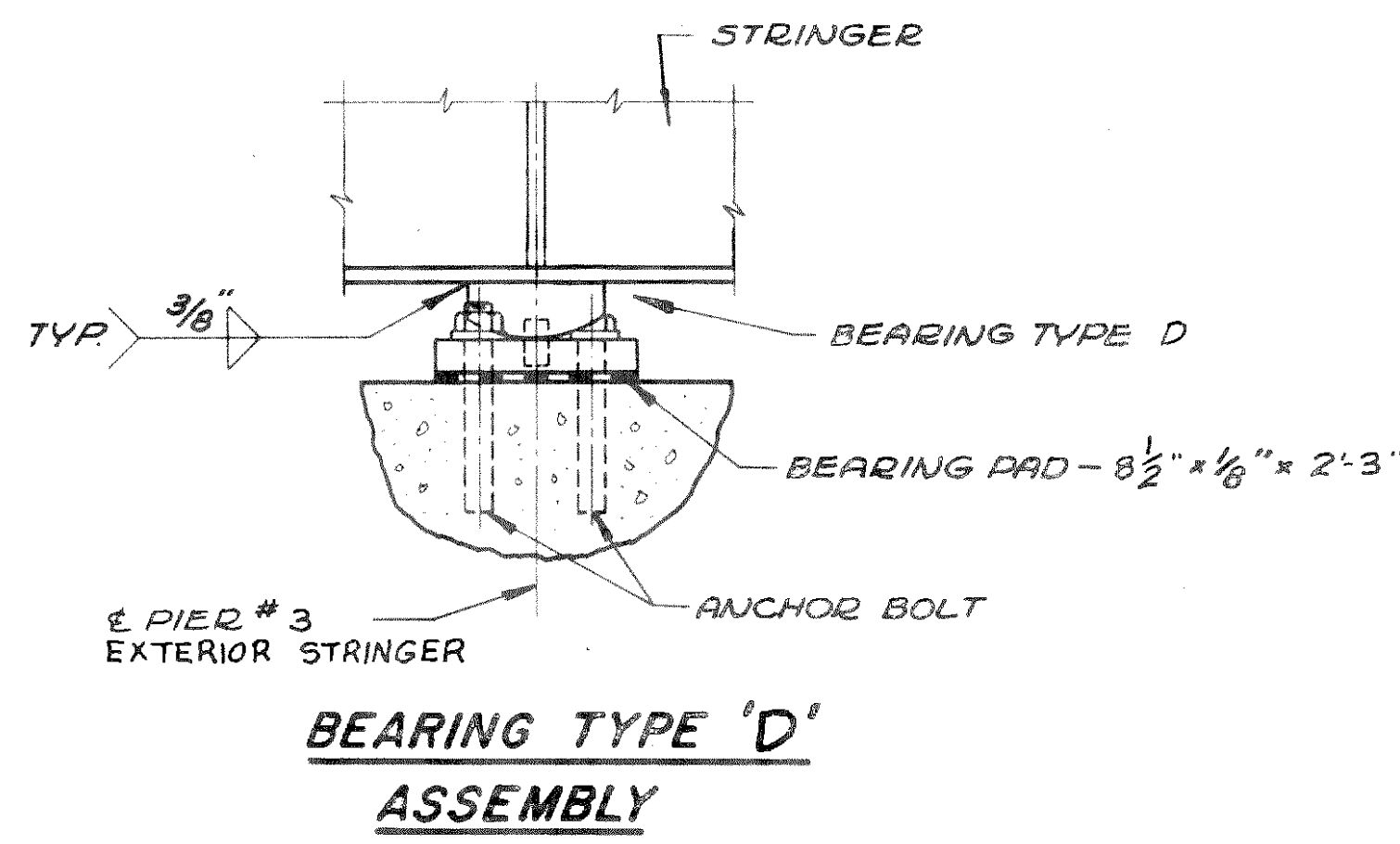
NOTE: TOP PLATE OF EXPANSION BEARING TO BE FINISHED IN DIRECTION OF MOVEMENT.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	BEARING DETAILS		
DESIGN SPEC.	AASHO '61	LOADING H20-516	CONC. SPEC. 1963
DATE	9-23-64	DESIGN	JB
		DRAWN	DB
		CRD.	J.B.
STRUCTURE	B-35-15		SHEET 4 OF 14



BEARING TYPE 'D'

2 REQ'D.



BEARING NOTES

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED STEEL PLATES 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.

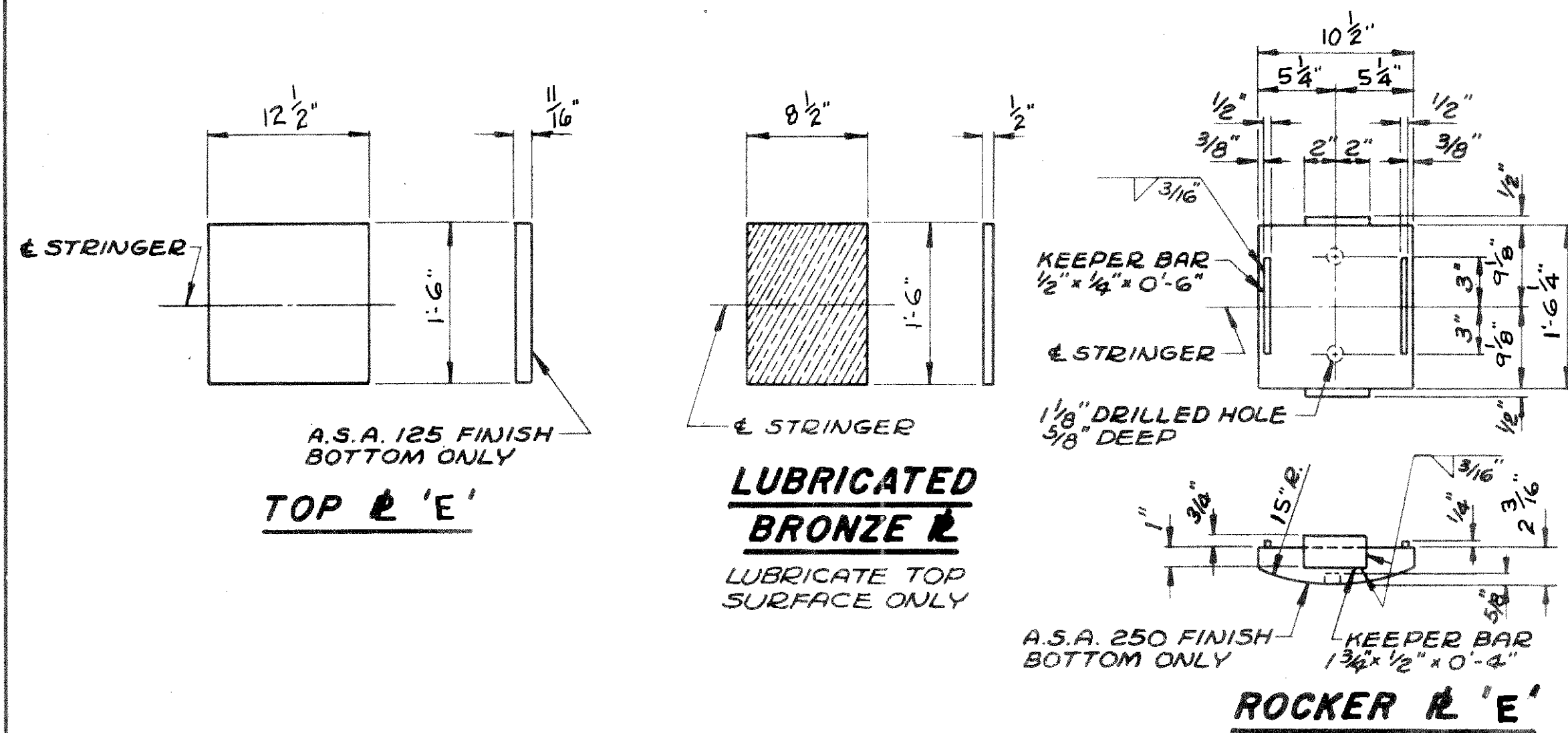
ALL SURFACES MARKED *f* SHALL BE MACHINE FINISHED.

ANCHOR BOLTS SHALL BE THREADED 3". PROVIDE ONE STANDARD WROUGHT WASHER AND ONE HEX. NUT PER BOLT.

ALL MATERIAL INCLUDING SHIMS BUT EXCLUDING ANCHOR BOLTS, NUTS AND WASHERS SHALL BE MADE OF A242 STEEL WITH A CORROSIVE RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.

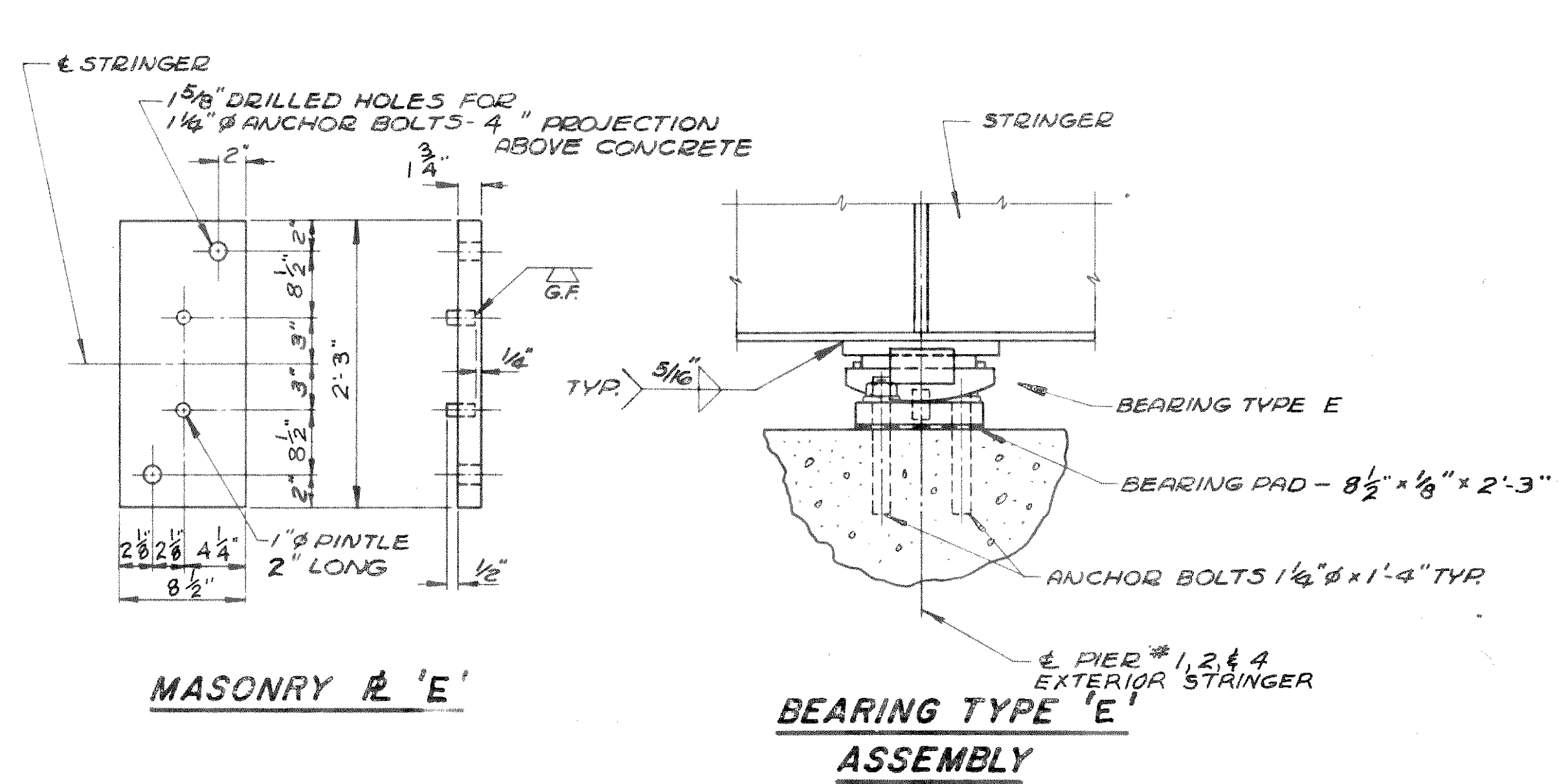
THE TOP 4 1/2" OF ANCHOR BOLTS, WASHERS AND NUTS SHALL BE GALVANIZED.

ALL MATERIAL IN BEARINGS EXCLUDING BRONZE PLATES AND BEARING PADS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR STRUCTURAL LOW ALLOY STEEL.



BEARING TYPE 'E'

6 REQ'D.



NOTE: TOP PLATE OF EXPANSION BEARING TO BE FINISHED IN DIRECTION OF MOVEMENT.

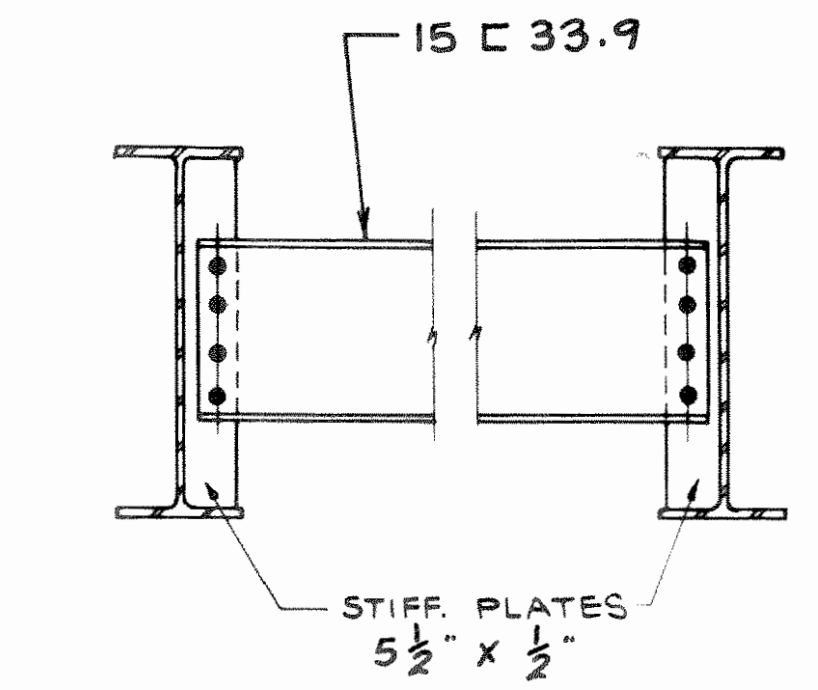
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	BEARING DETAILS		
DESIGN SPEC	AASHO '61	LOADING	HSR-SIG
DATE	9-23-64	DESIGN	J.B.
		DRAWN	D.B.
		CHECKED	J.B.
STRUCTURE	B-35-15	SHEET	5 OF 14

NOTE:

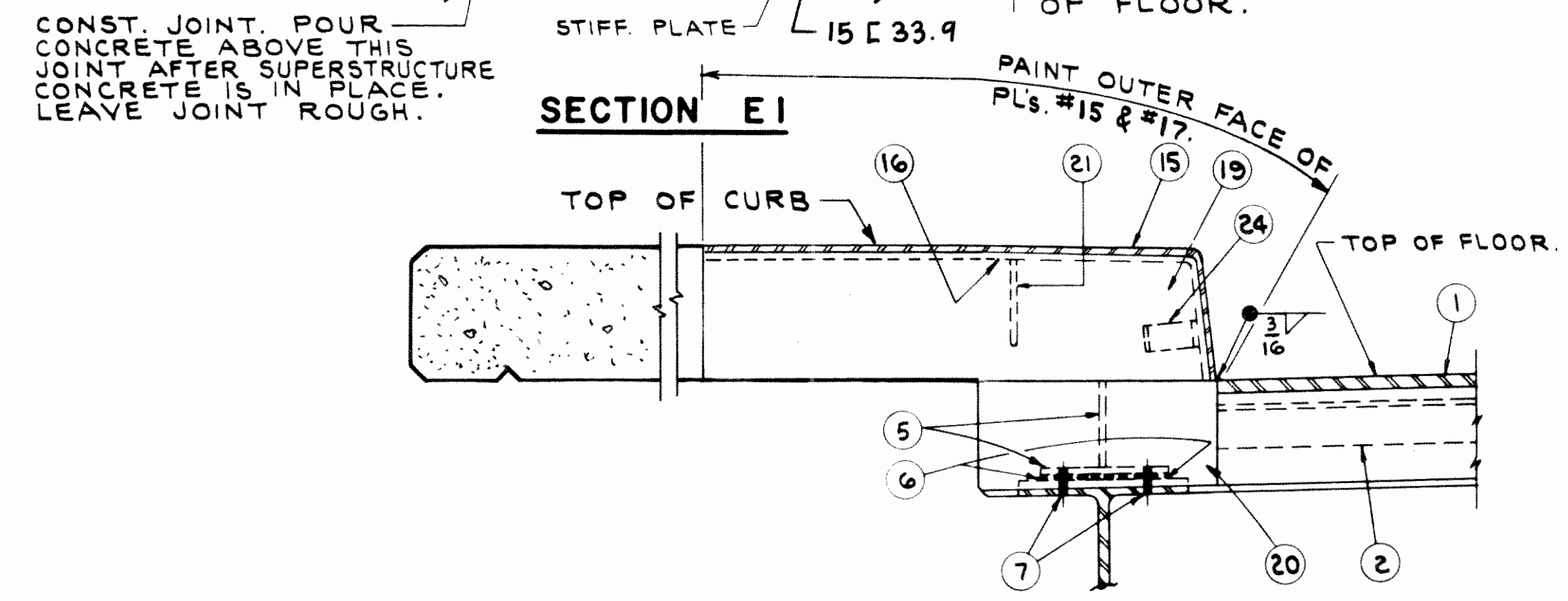
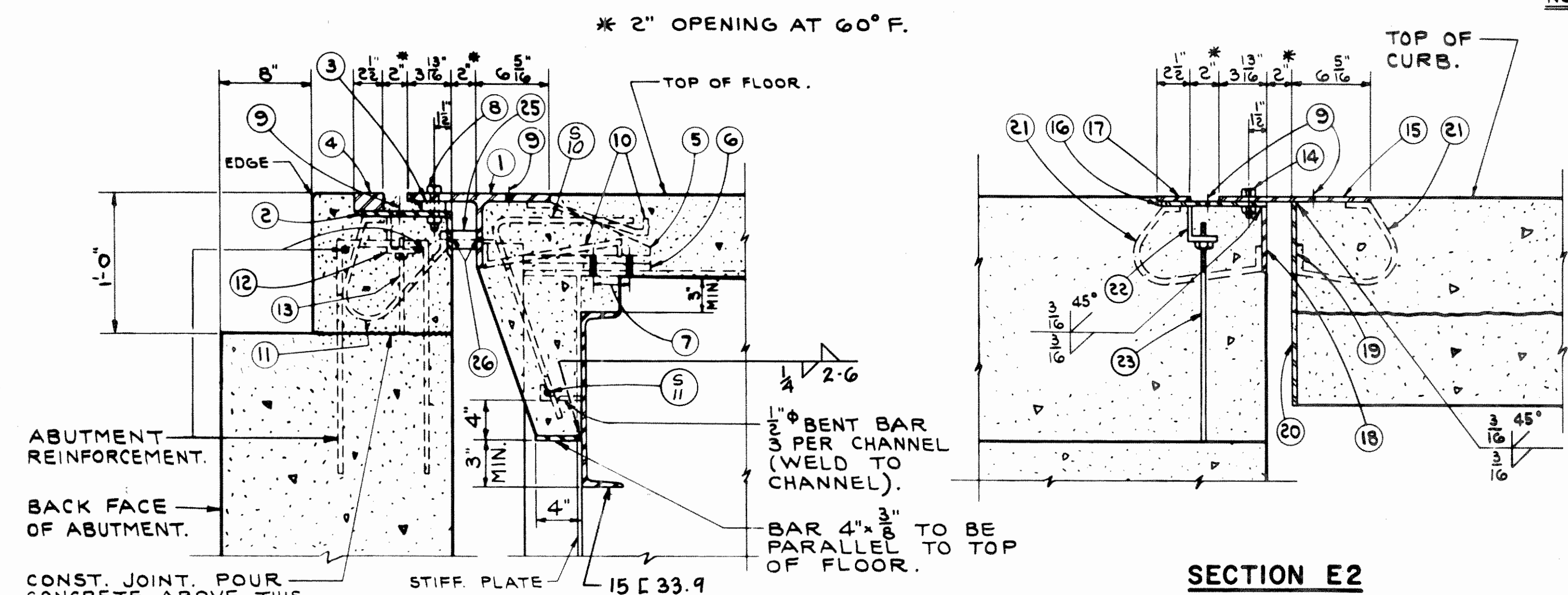
ITEMS 1, 2, 3, 4 AND 15, 16, 17, 18, 19, 20 SO MARKED #, SHALL BE MADE OF A242 STEEL WITH A CORROSIVE RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.
ALL MATERIAL IN EXPANSION JOINT SHALL BE PAID FOR AS "STRUCTURAL LOW ALLOY STEEL".

LEGEND

- # 1. S.T. 6" W.F. 39.5" x ROADWAY WIDTH.
- # 2. L 8" x 4" x 1/4" x ROADWAY WIDTH.
- # 3. BAR 2" x 3/4" x RDWY. WIDTH. WELD TO L#2 WITH 2 LINES OF 1/4" FILLET WELD. 2 @ 6".
- # 4. BAR 2 1/2" x 1 1/2" x RDWY. WIDTH. WELD TO L#2 WITH 2 LINES OF 1/4" FILLET WELD. 2 @ 6".
- # 5. FABRICATE FROM 3/8" WELDED PLATE. WELD TO STEM & FLG. OF S.T.#1 WITH 1/4" FILLET WELD NEAR AND FAR SIDE.
- # 6. 5/8" MIN. LAMINATED & SLOTTED SHIM.
- # 7. DRILL HOLES IN STRINGER FLG. IN FIELD FOR 3/4" BOLTS.
- # 8. 3/4" BOLT WITH SQ. NUT @ 2'-0" CTRS. TACK WELD NUT TO L#2. GREASE FOR EASY REMOVAL. 3/16" x 1 3/4" SLOTTED HOLE IN S.T.#1. LONG DIMENSION OF SLOTTED HOLE TO BE PARALLEL TO C OF RDWY. 1 3/16" HOLE IN BAR #3 & L#2.
- # 9. VENT HOLES. 3/16" PLACED AT 2'-0" CENTERS ON L#2 AND S.T.#1 AND AT 9" CENTERS ON PL'S.#15 AND #16.
- # 10. 5/8" BENT BAR @ 0'-9" ALTERNATE CENTERS BETWEEN STRINGERS. 1'-3" LONG. WELD TO S.T.#1.
- # 11. 5/8" BENT BAR @ 1'-0" CENTERS. 2'-0" LONG. WELD TO L#2.
- # 12. L 3" x 2 1/2" x 3/8" x 0'-3" @ 3'-0" CENTERS. WELD TO L#2.
- # 13. 1/2" BOLT x 0'-9" LG. & NUT. TACK WELD NUT TO L#12.
- # 14. 3/4" BOLT. SAME AS BOLT #8 EXCEPT FOR LENGTH.
- # 15. PL. 12 1/8" x 3/8" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL#19 AS SHOWN. FIELD WELD TO S.T.#1.
- # 16. PL. 8" x 3/8" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL#18 AS SHOWN.
- # 17. PL. 2 1/2" x 3/8" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL#16 WITH 1 LINE OF 3/16" FILLET WELD. FIELD WELD TO BAR #4.
- # 18. 6" x 3/8" PLATE. CUT TO CURB LIMITS AS SHOWN.
- # 19. 3/8" PLATE. CUT TO CURB LIMITS AS SHOWN. FIELD WELD TO PL#20.
- # 20. 3/8" PLATE. CUT TO CURB LIMITS AS SHOWN. SHOP WELD TO S.T.#1 AND SUPPORT #5.
- # 21. 5/8" BENT BAR. 1'-6" LONG. WELD TO PL'S #16 & #18 AND PL'S #15 & #19 WITH 3/16" FILLET WELDS ALL AROUND.
- # 22. L 3" x 2 1/2" x 3/8" x 0'-3". WELD TO PL#16.
- # 23. 1/2" BOLT x 1'-7" LG. & NUT. TACK WELD NUT TO L#22.
- # 24. ANCHOR BAR - 2 1/2" x 3/8" x 1'-0" L WELD TO PL'S #15 & #16 AND 1/2" BOLT.
- # 25. BLOCK & BOLT FOR SHIPMENT WITH PIPE SLEEVE
- # 26. PROVIDE 9/16" HOLES AT 3'-0" CENTERS IN S.T.#1 & L#2 FOR 1/2" BOLT.



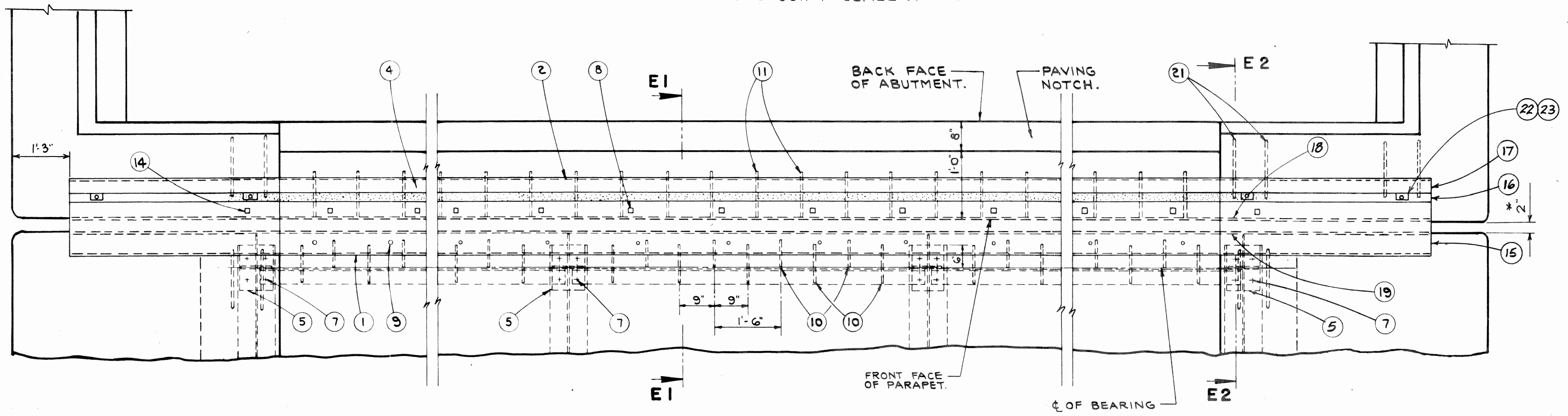
* 2" OPENING AT 60° F.



SECTION THRU JOINT AT CURB

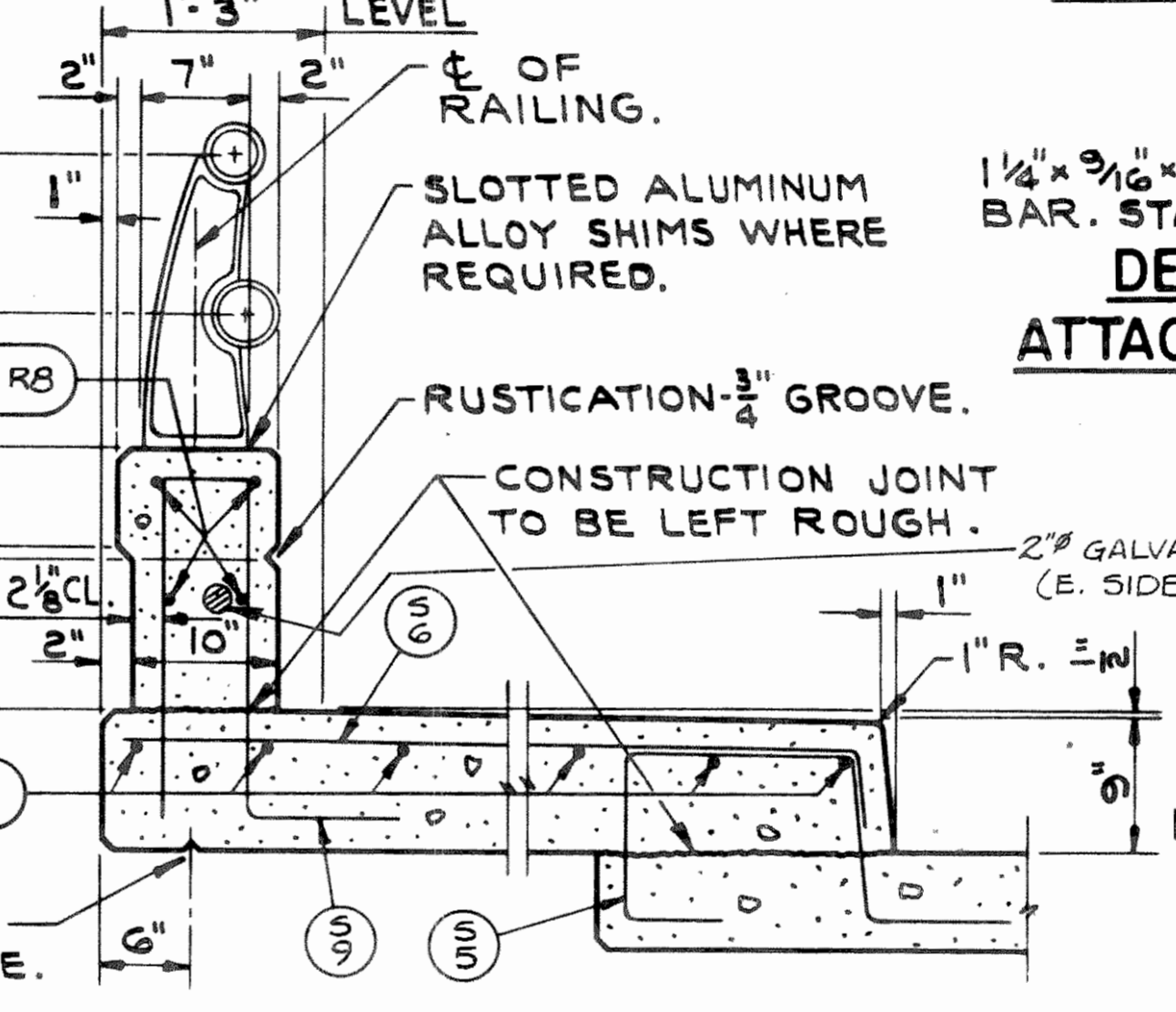
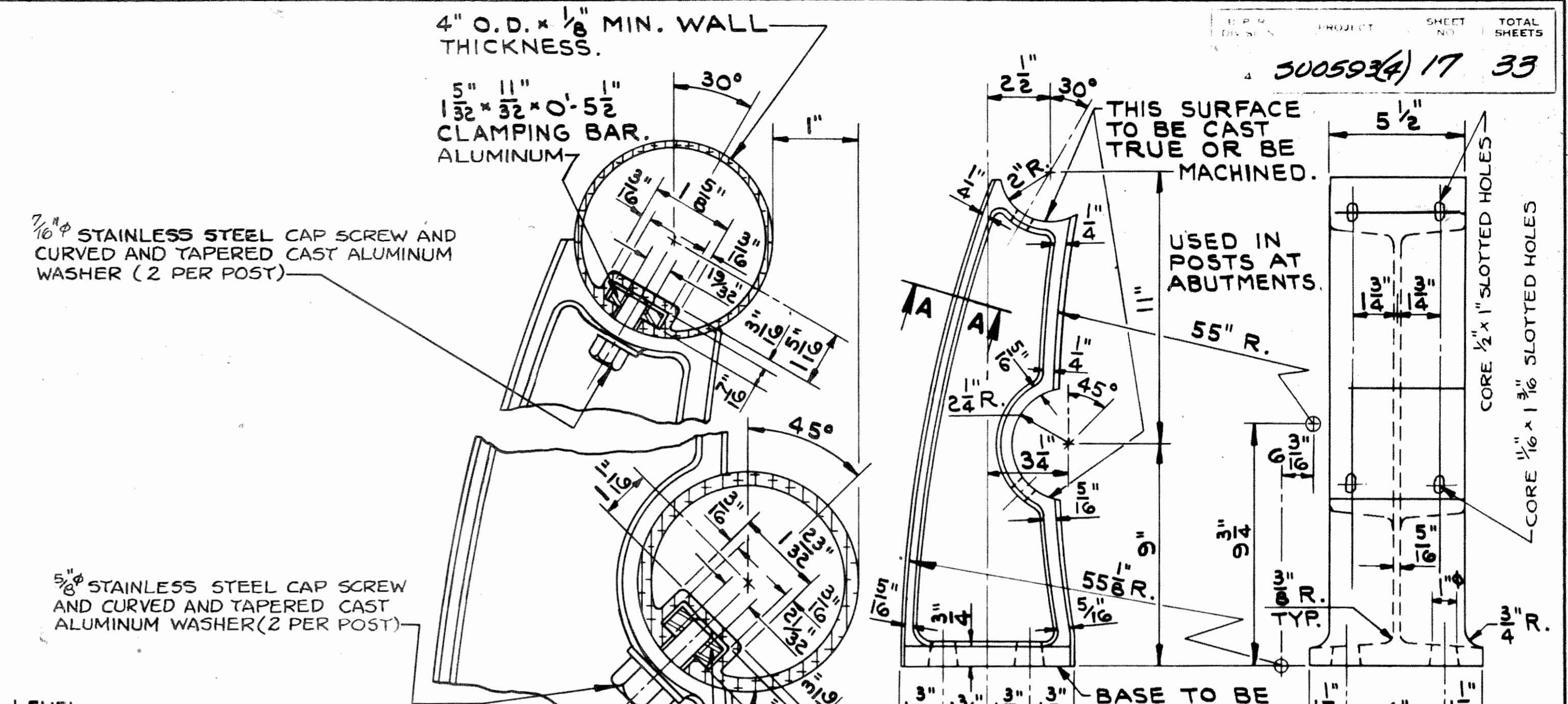
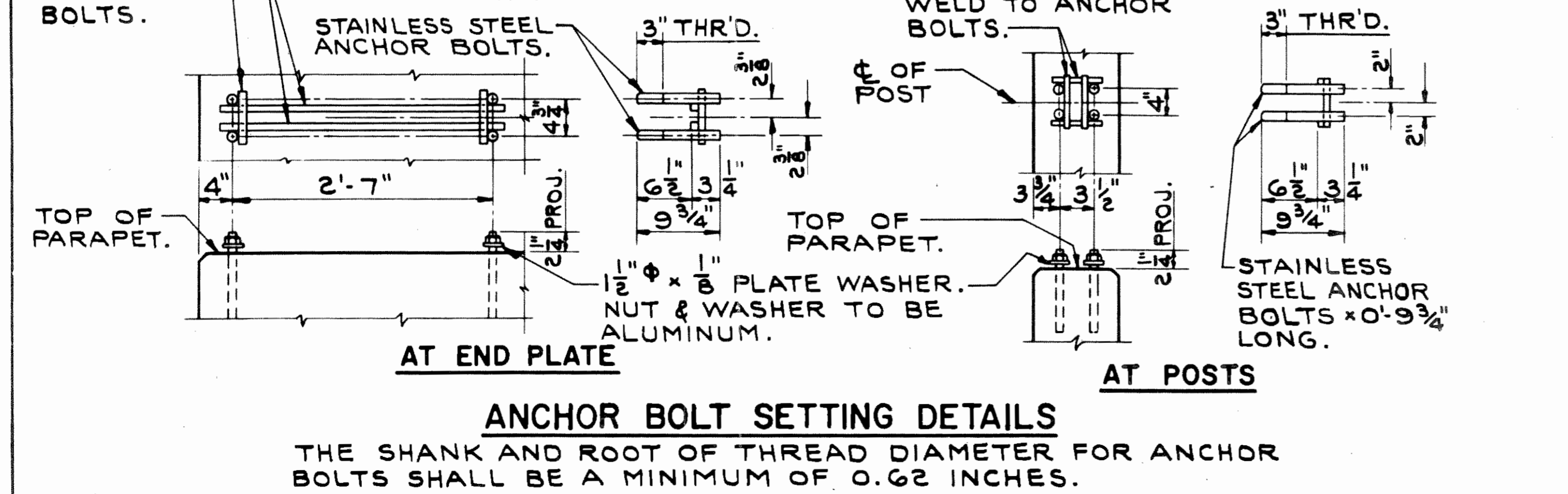
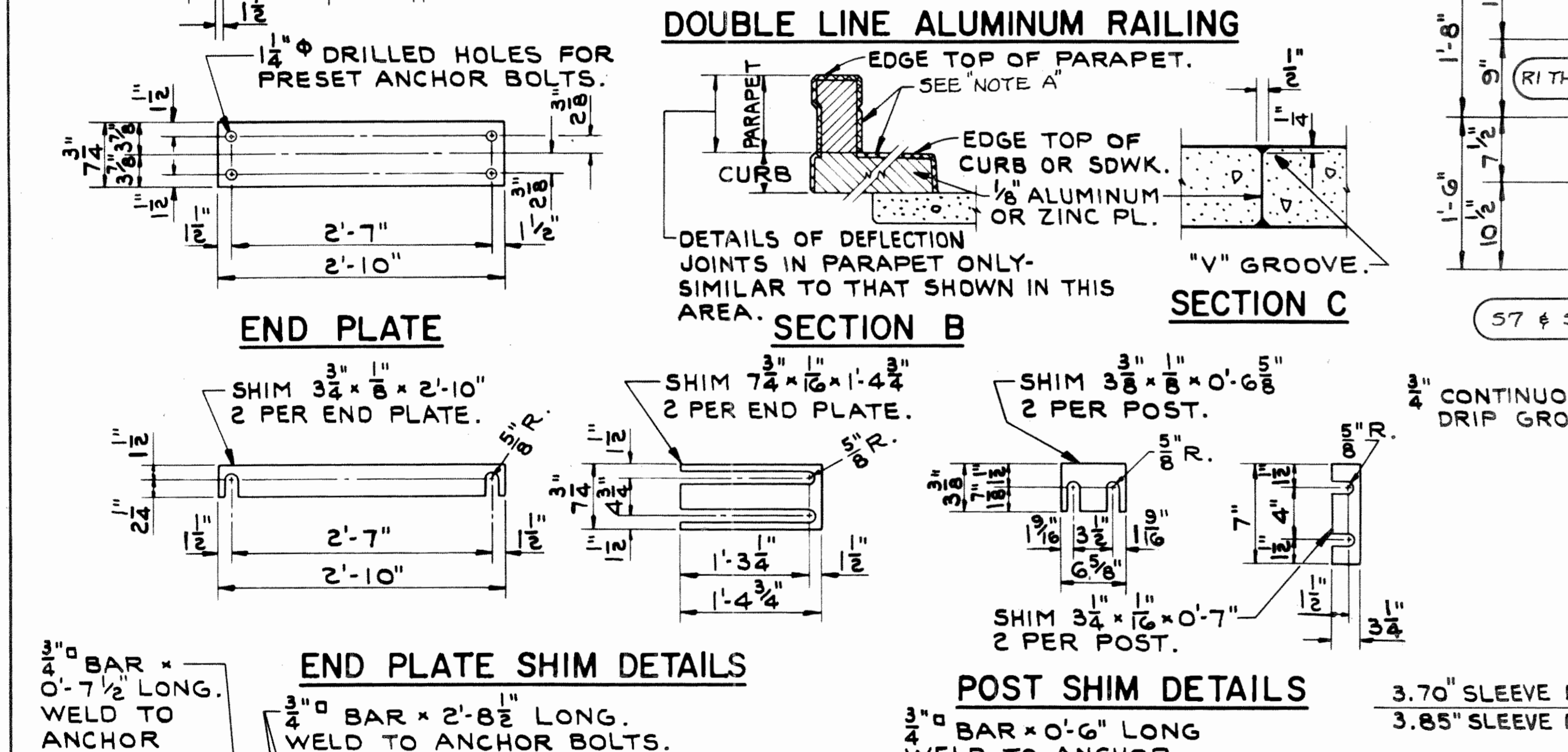
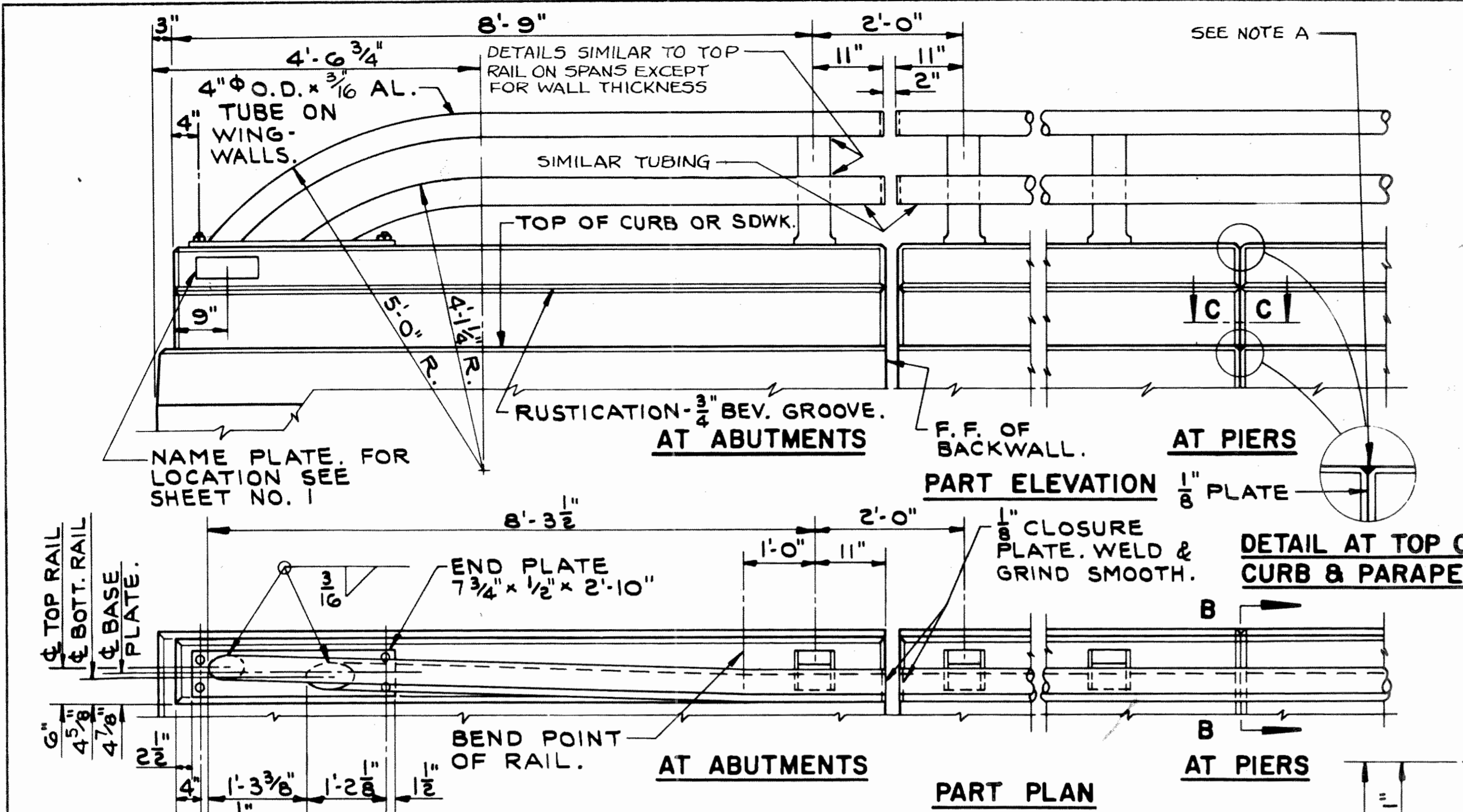
NOTES

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO RDWY. CROWN & GRADE. AFTER CONCRETE HAS SET REMOVE BOLTS NO. 8 & NO. 14 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER. NO PAINT SHALL BE APPLIED TO EXPANSION JOINT EXCEPT AS NOTED. AFTER CONCRETE HAS SET THE JOINT SHALL BE THOROUGHLY CLEANED. APPLY ± 1/16" COAT OF BITUMASTIC TO METAL SURFACES FORMING THE JOINT AND FILL WITH HOT POURED ELASTIC TYPE JOINT SEALER.



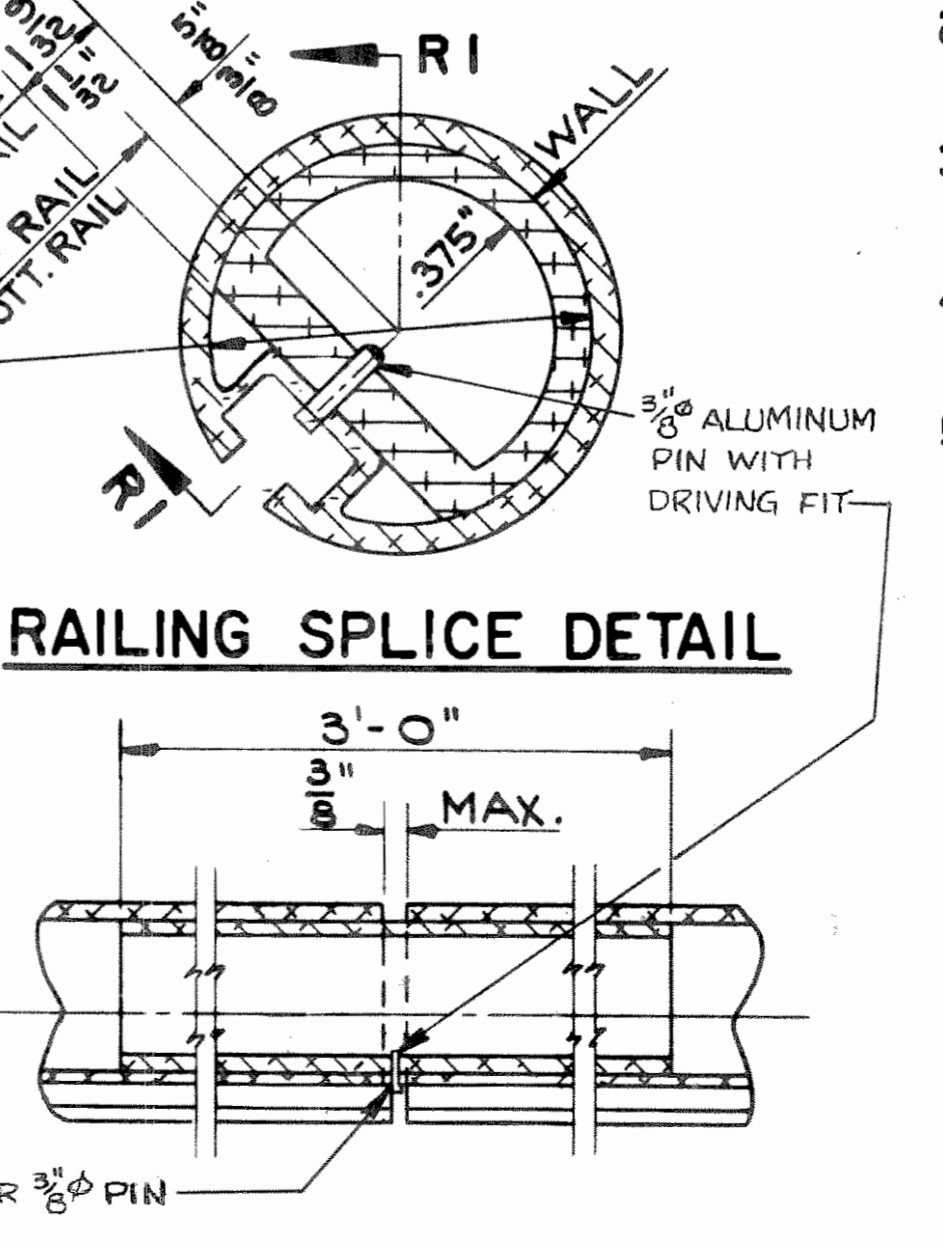
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	EXPANSION JOINT		
DESIGN SPEC	A.A.S.H.O. 61	LOADING	CORRY 1963
DATE	9-23-64	DESIGN	ST'D. DRAWN DB. CRD J.B.
STRUCTURE	B-35-15	SHEET	6 OF 14

X29563



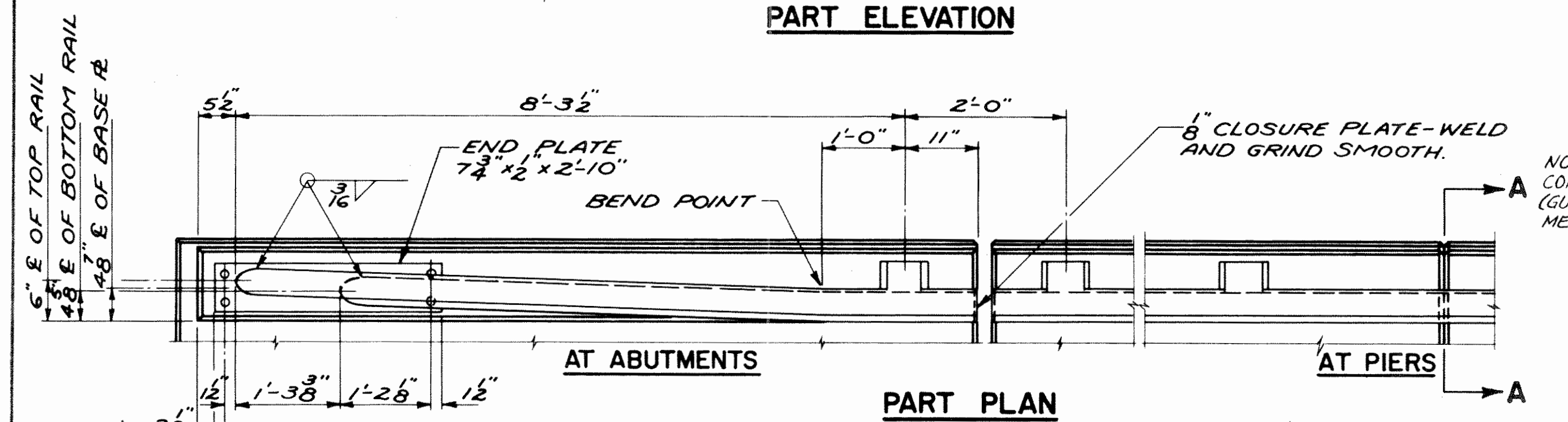
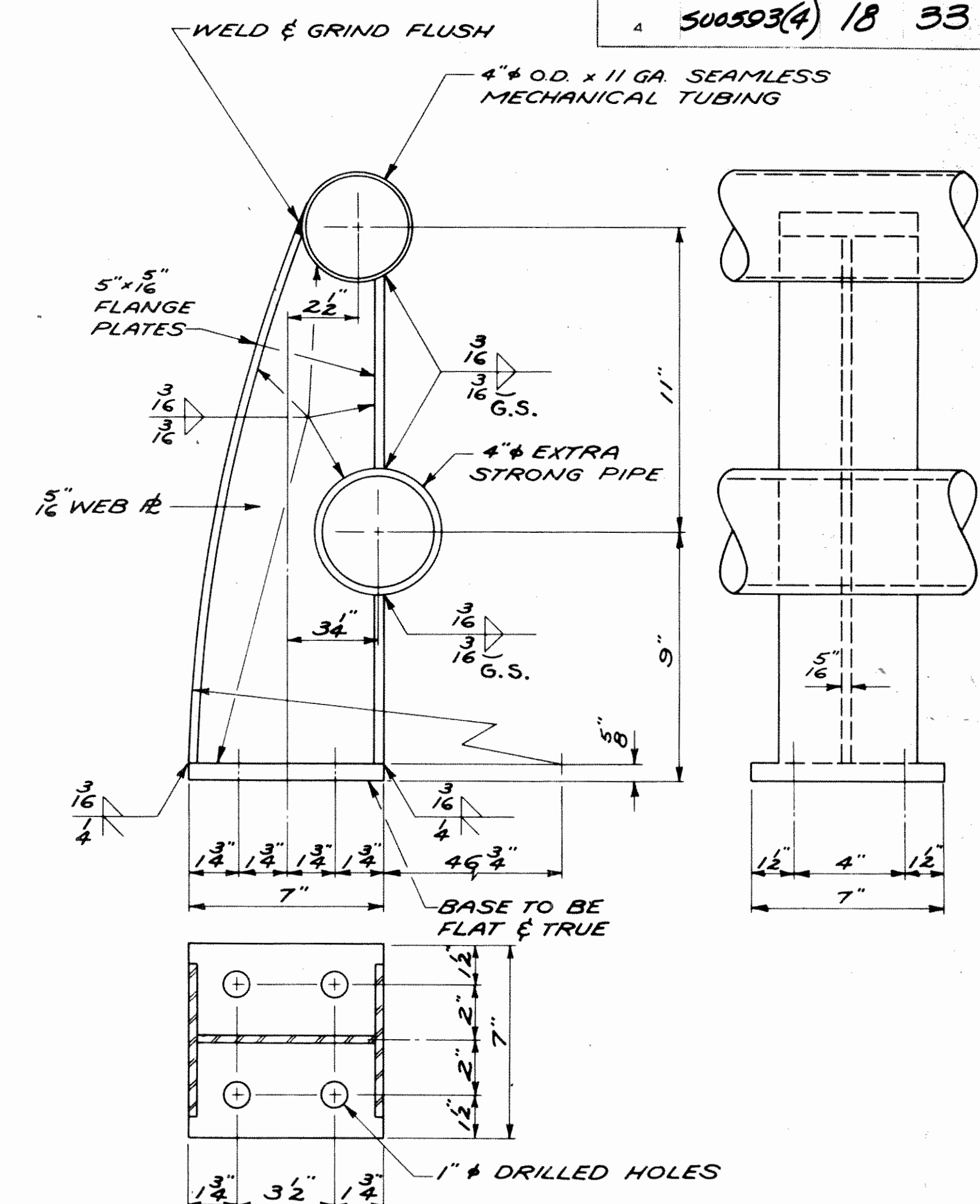
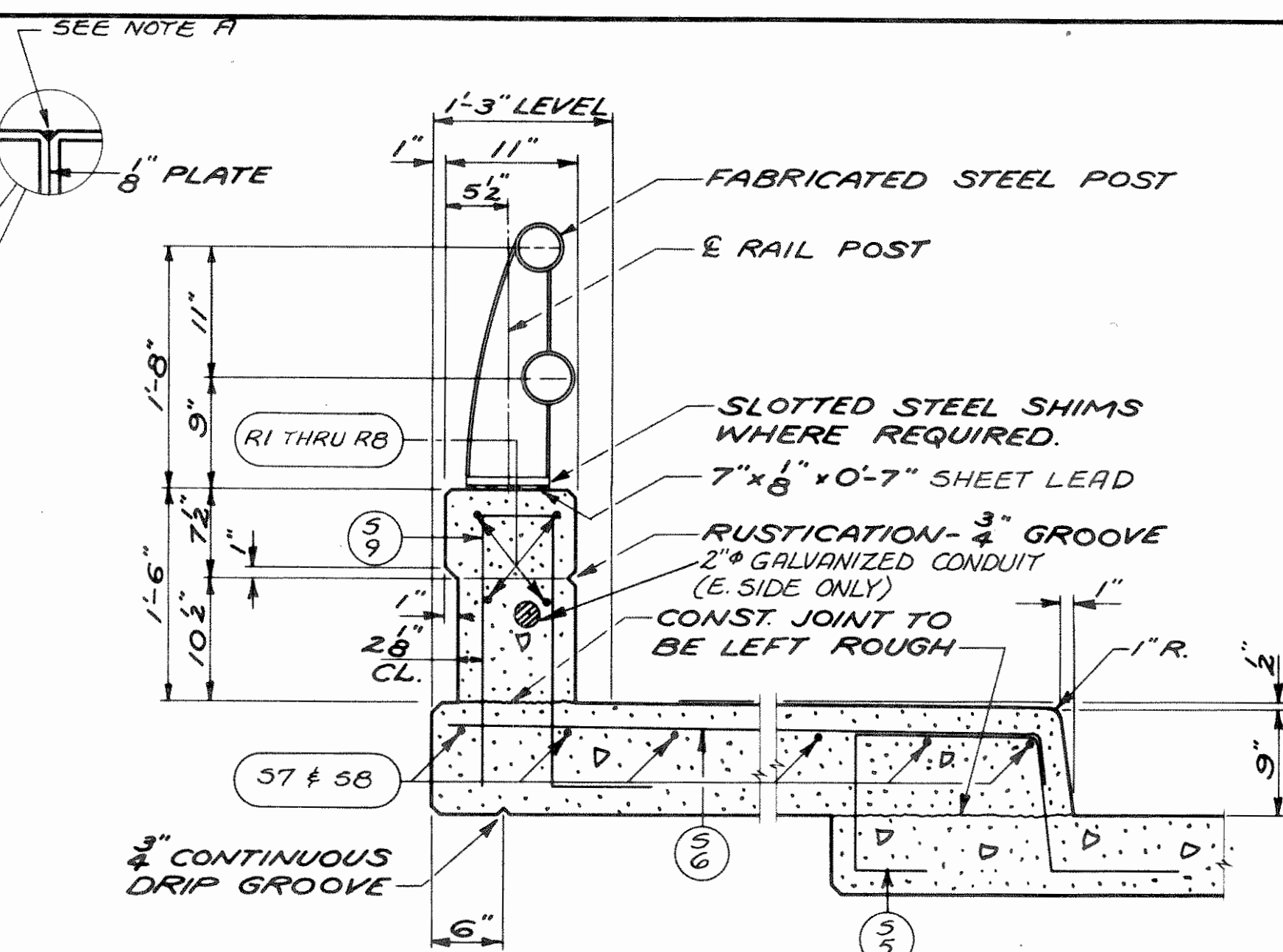
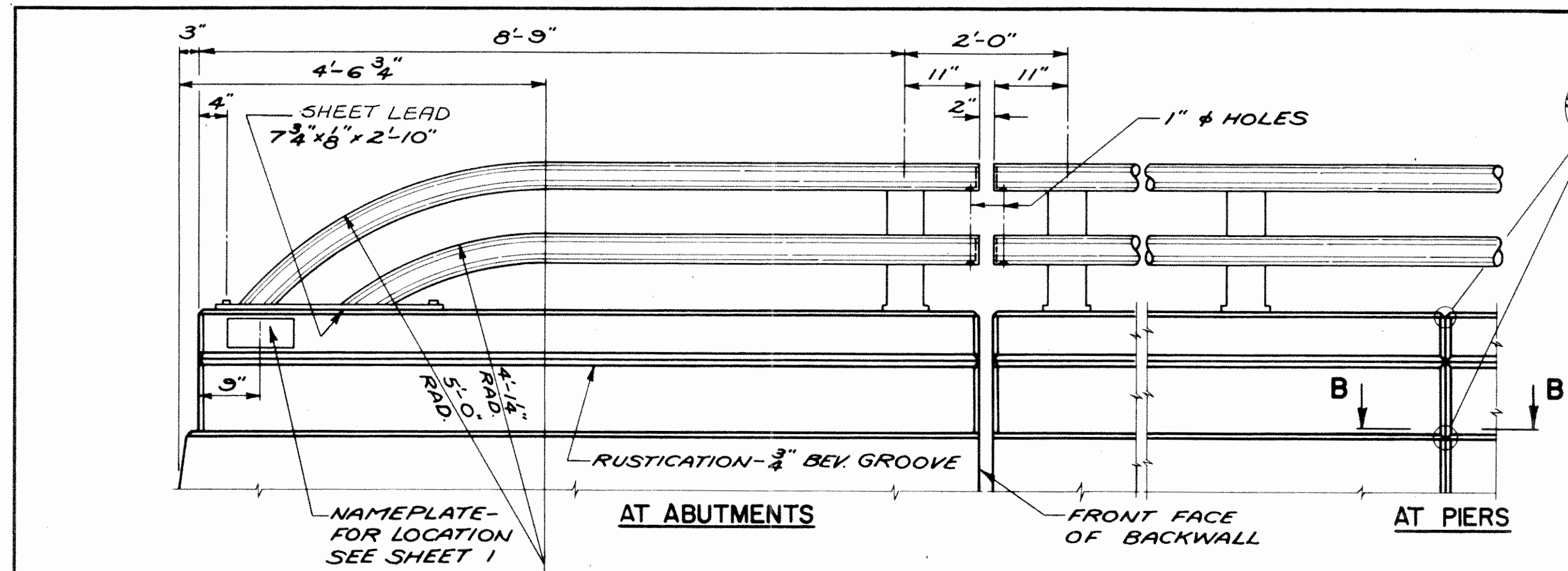
- GENERAL NOTES**
1. WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "B" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPET AND CURBS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.
 2. ALL POST SPACINGS ARE TAKEN HORIZONTALLY ALONG CL. OF RAILING AT BASE OF POSTS.
 3. RAILING SPLICES SHALL BE LOCATED APPROXIMATELY AT 1/4 POINTS BETWEEN POSTS.
 4. ALUMINUM SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.
 5. RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.

NOTE A: FILL WITH NON-STAINING GRAY TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, MEETING APPROVAL OF THE ENGINEER.

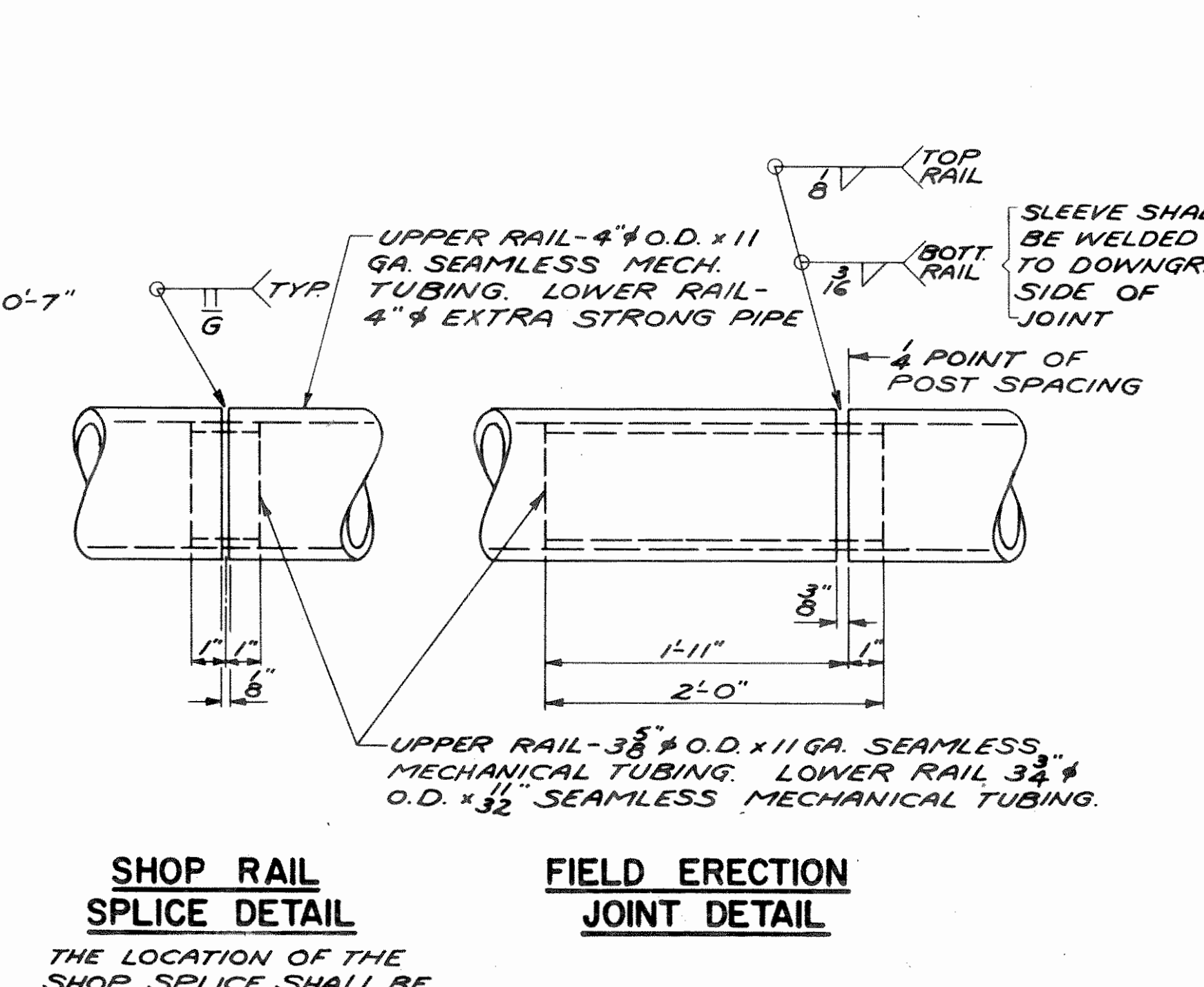
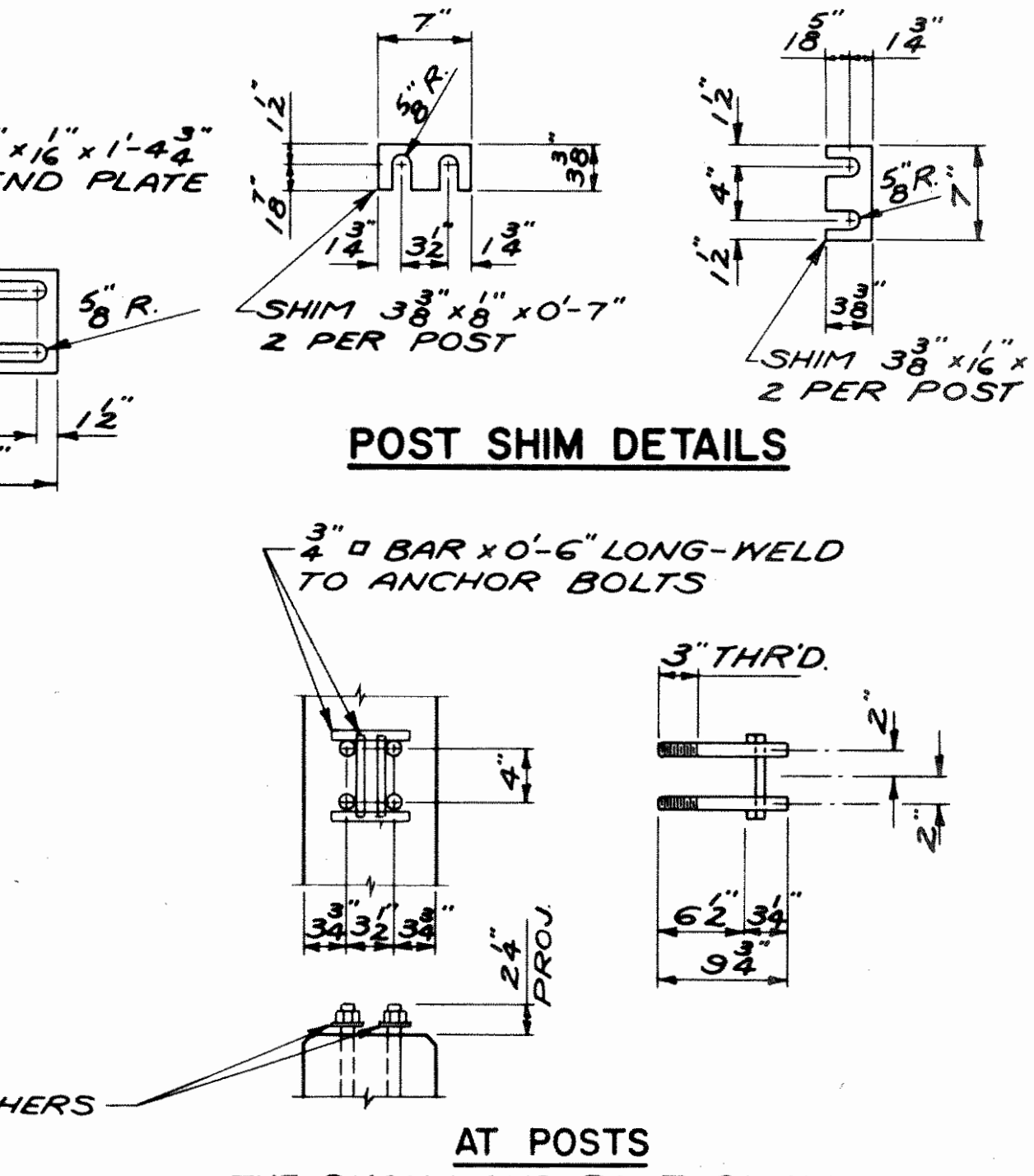
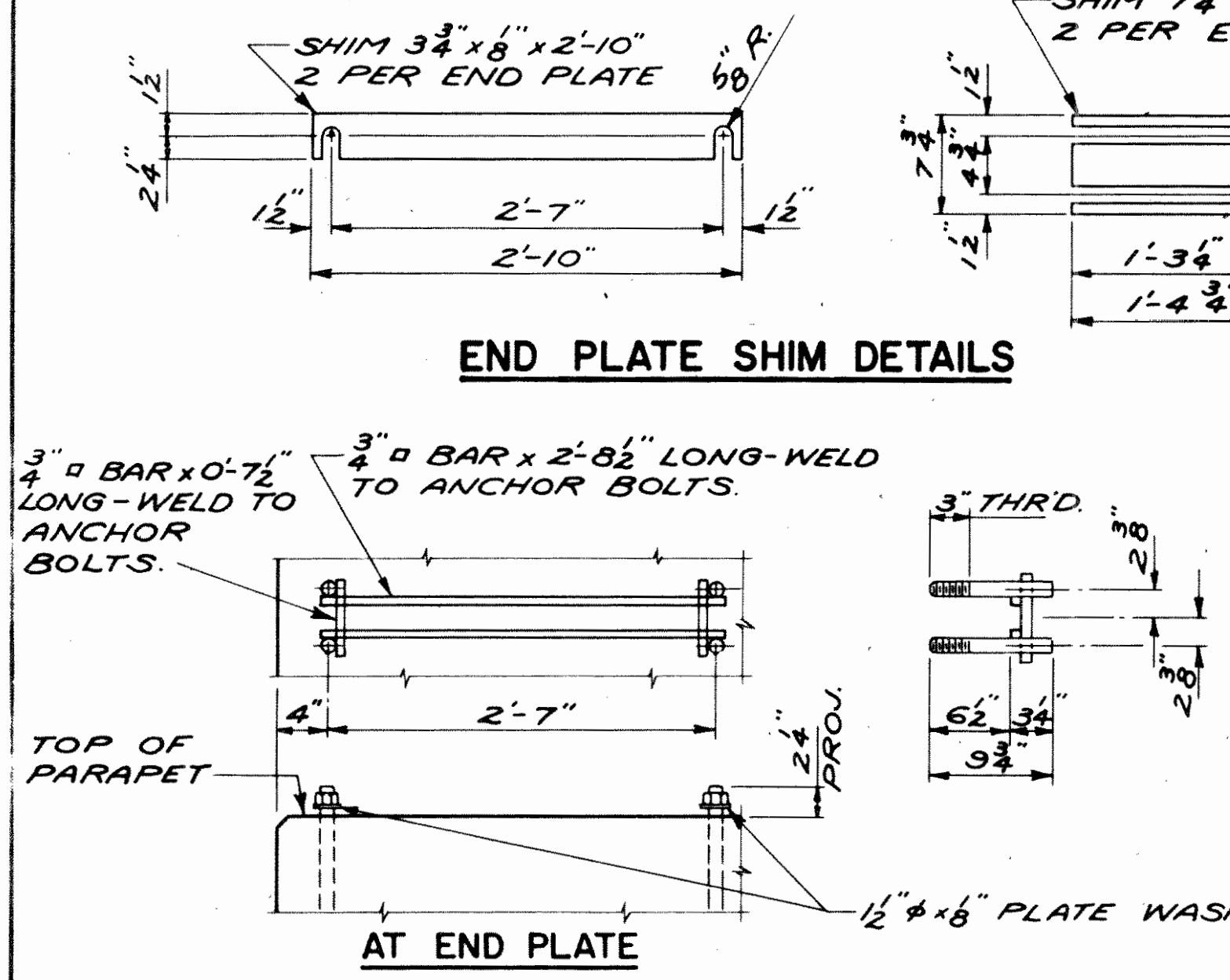
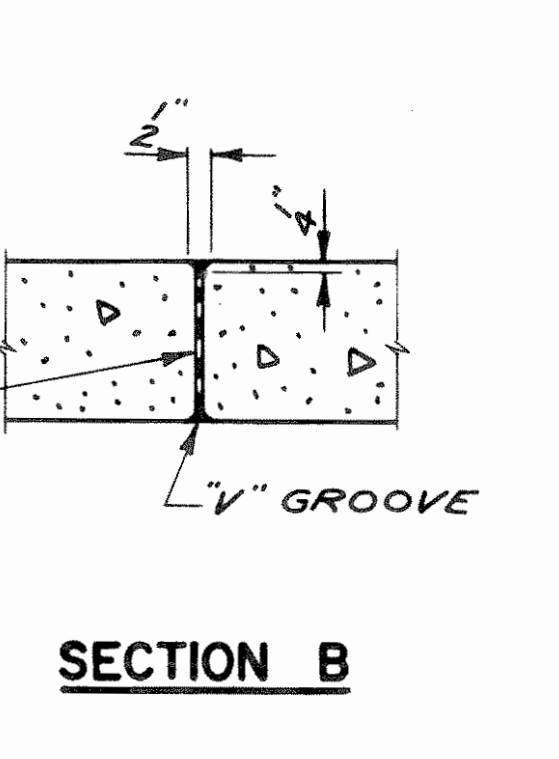
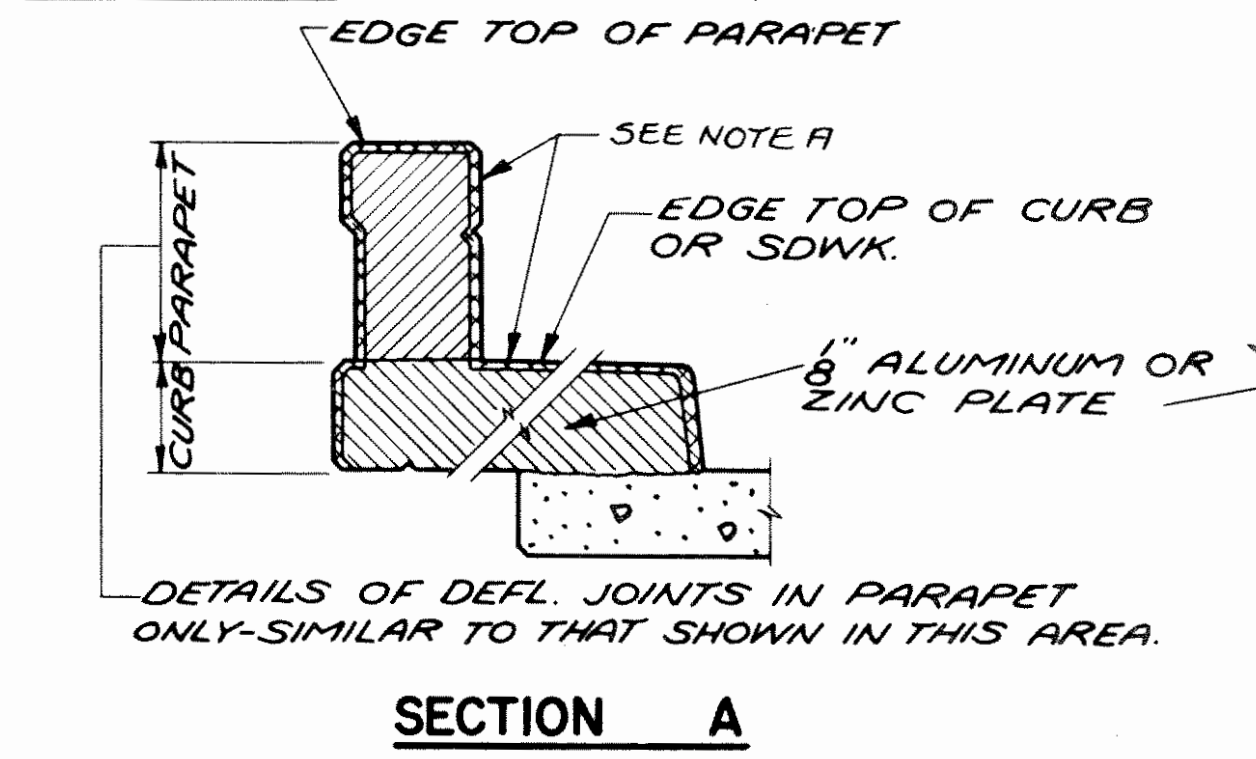
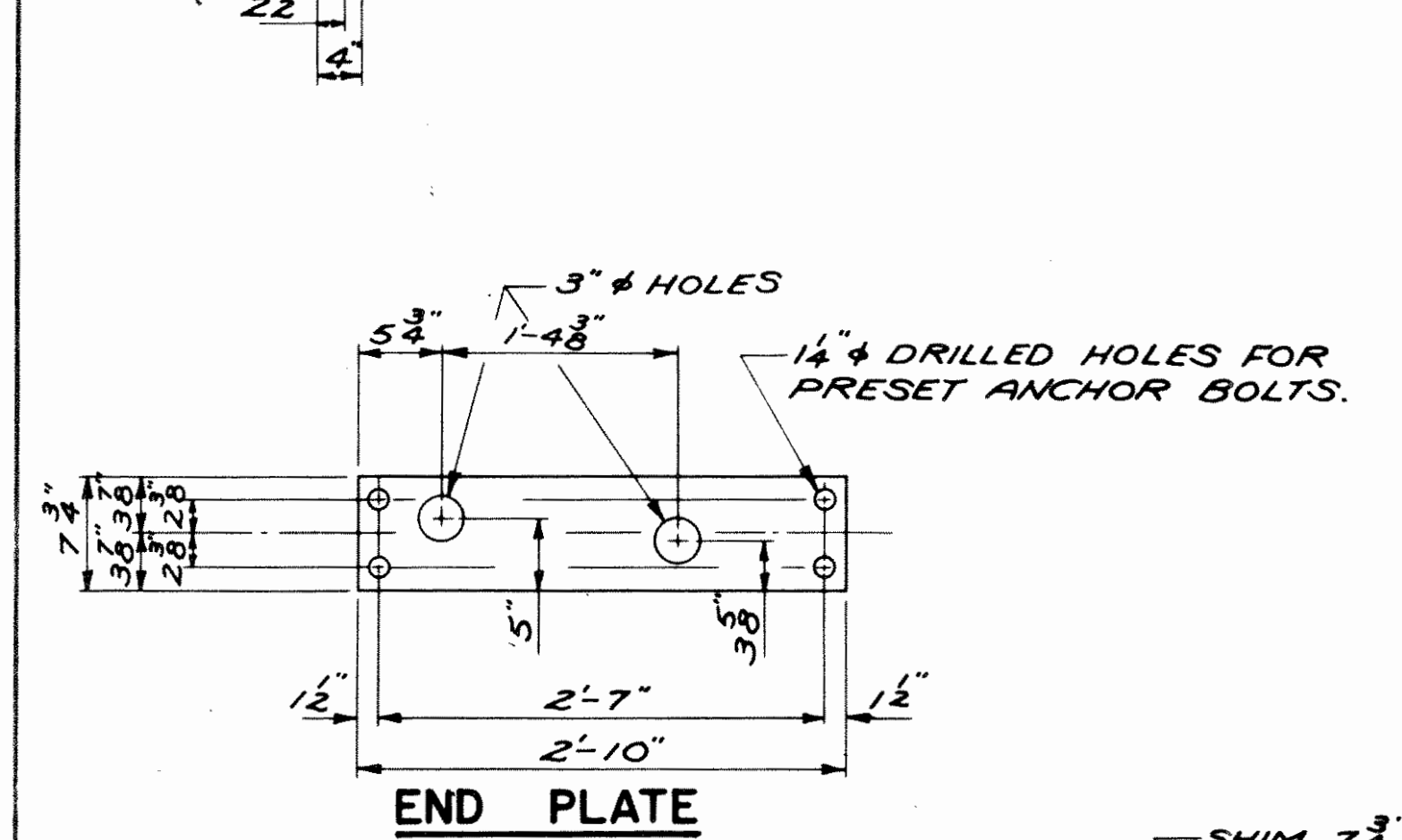


STATE HIGHWAY COMMISSION OF WISCONSIN			
TUBULAR ALUMINUM RAILING TYPE "H"			
A.A.S.H.O.G.I.	1963		
9-23-64	STD.	J.B.	
STRUCTURE B-35-15	SHEET 7 OF 14		

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	500593(4)	18	33

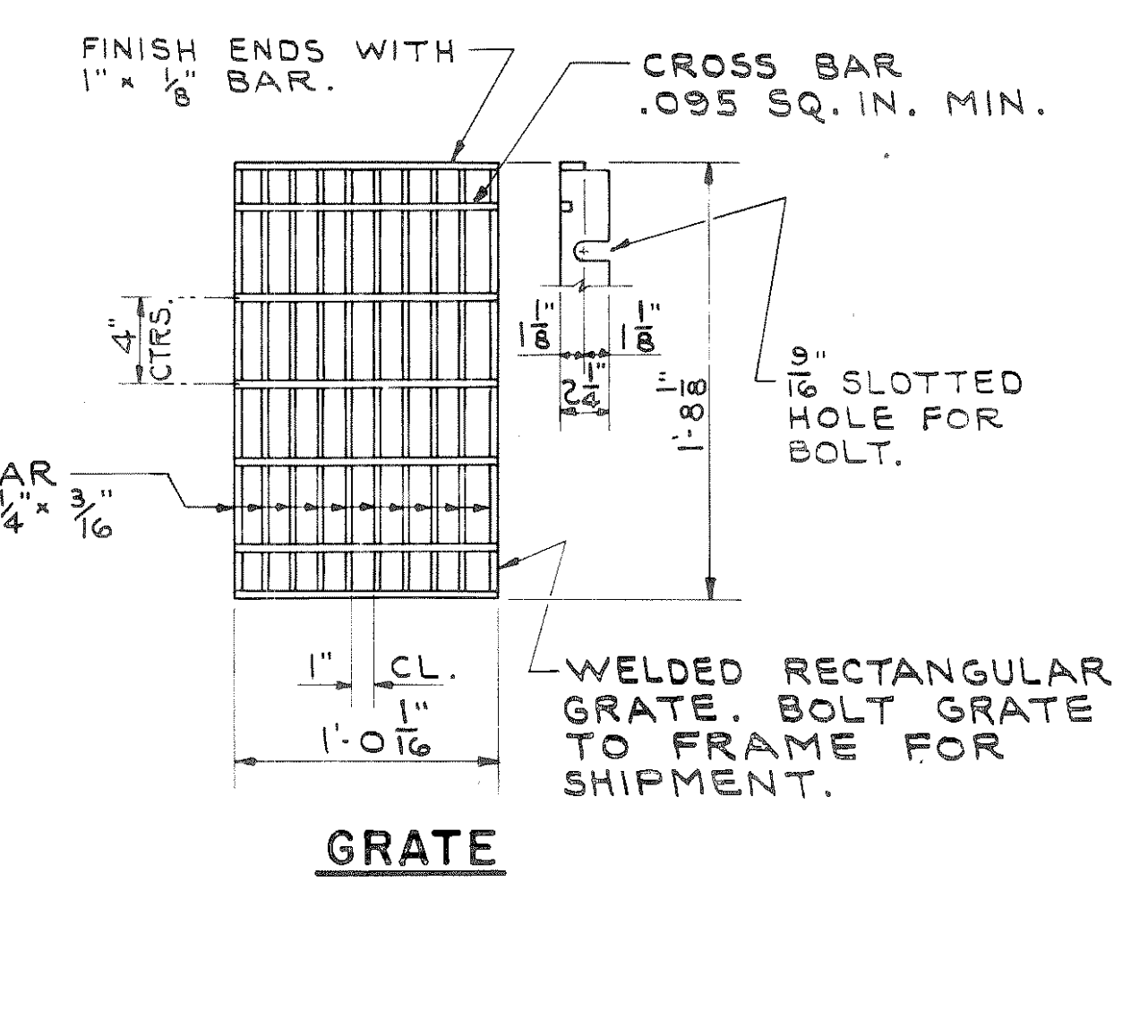
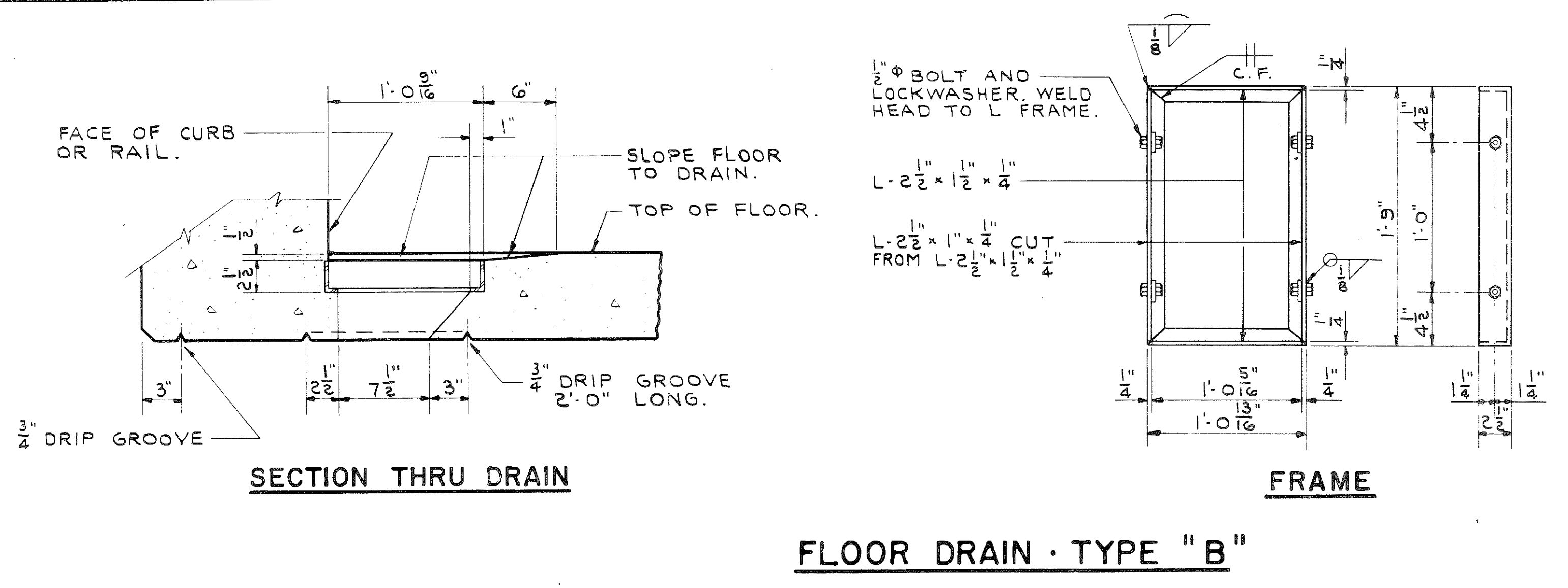
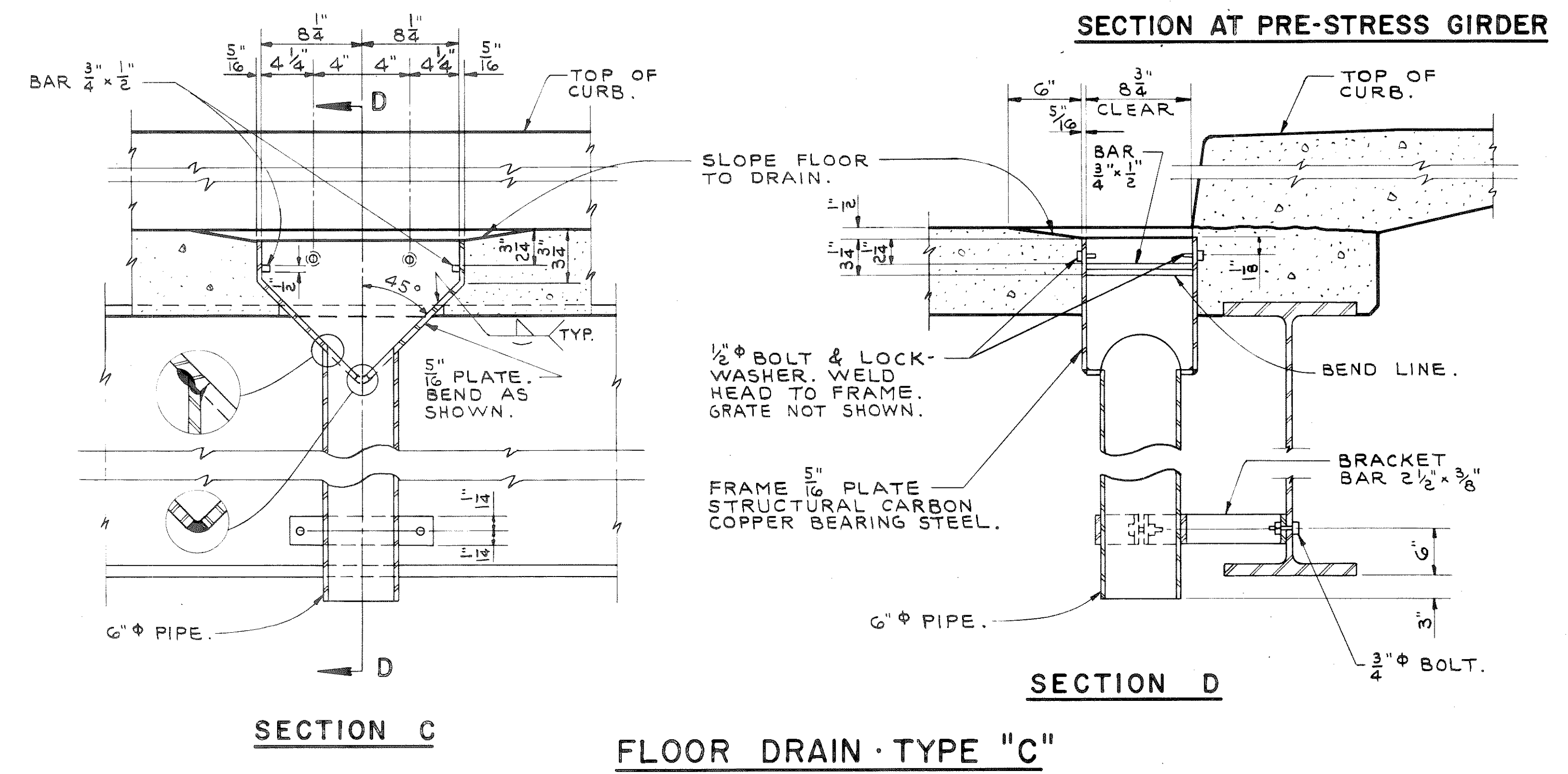
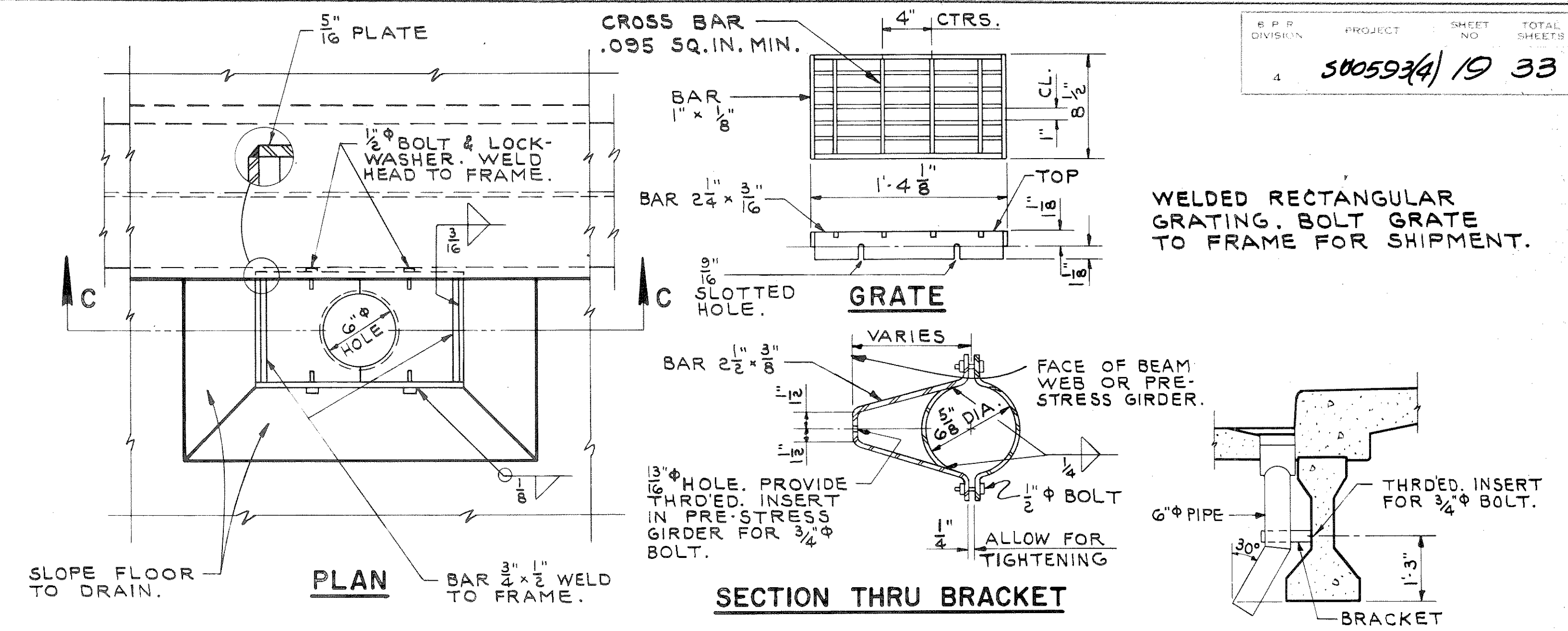
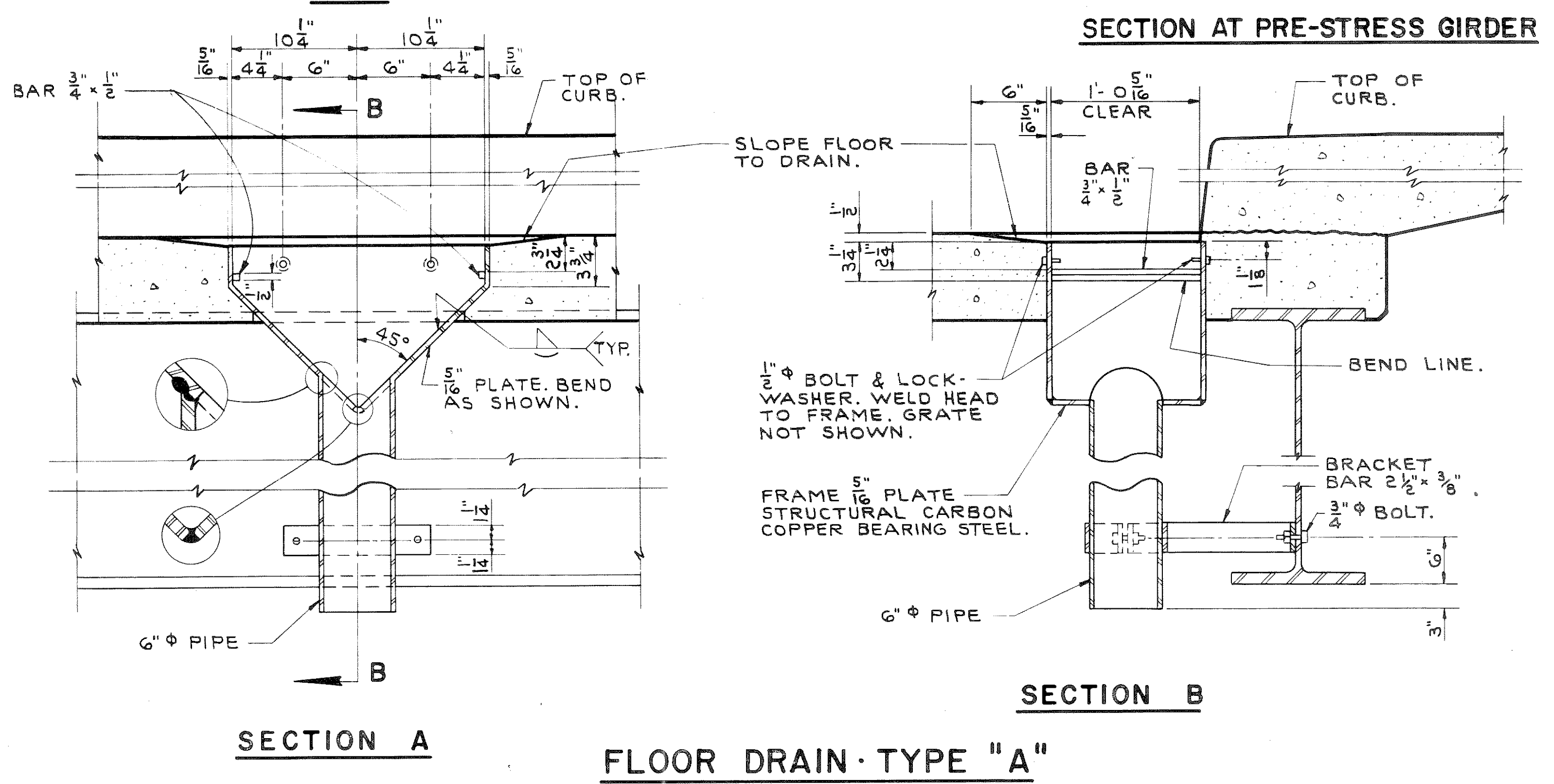
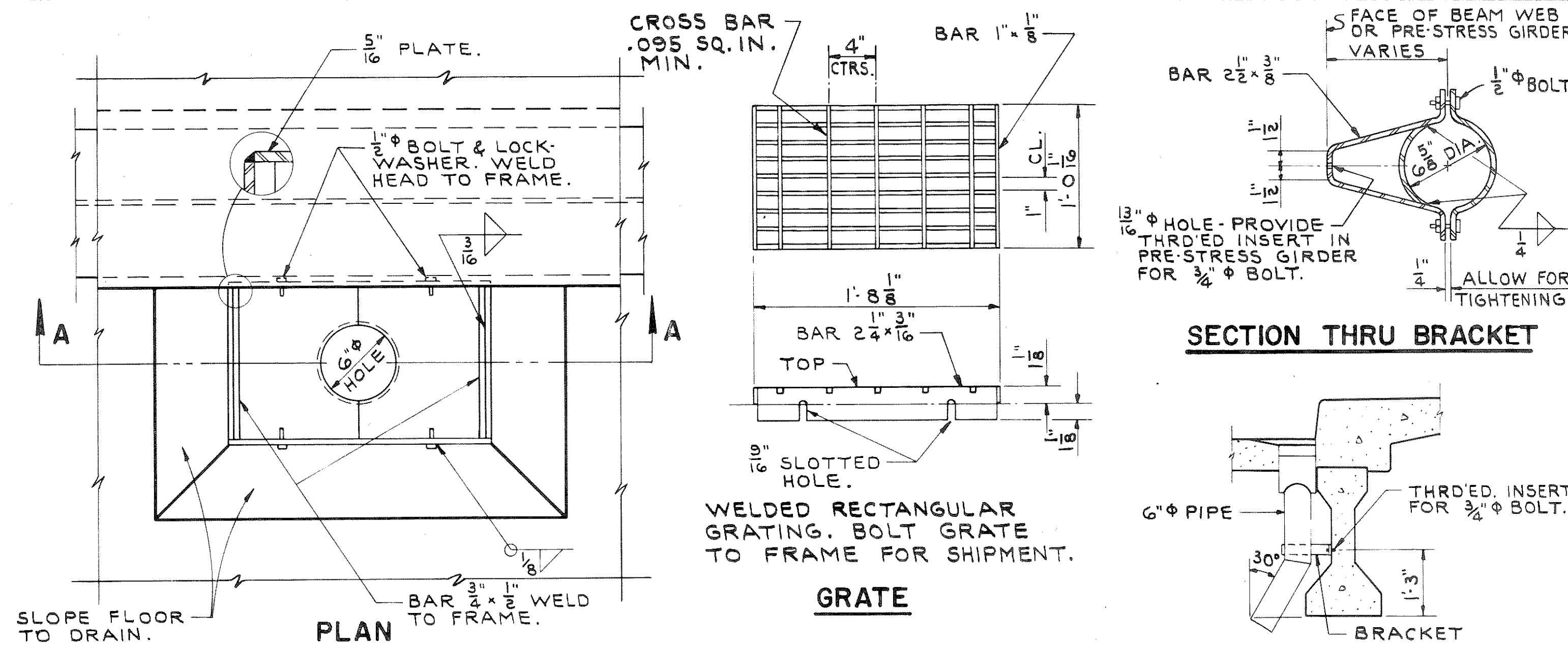


NOTE A: FILL WITH NON-STAINING TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER MEETING APPROVAL OF THE ENGINEER.



- NOTES**
1. STEEL RAIL POSTS SHALL BE SET NORMAL TO GRADE.
 2. RAILING SHALL BE FABRICATED IN 2 & 3 PANEL LENGTHS.
 3. STEEL SHIMS SHALL BE USED UNDER POSTS AND UNDER END PLATES WHERE PARAPETS ARE REQUIRED FOR ALIGNMENT.
 4. WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "A" BY SHADDED AREA. IF CONST. JOINTS IN PARAPETS AND CURBS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.
 5. THE FOLLOWING MATERIALS SHALL BE USED:
 UPPER RAIL SHALL BE 4" Ø O.D. x 11 GA. SEAMLESS MECHANICAL TUBING MADE OF STEEL WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I. AND A MINIMUM ELONGATION OF 10%.
 LOWER RAIL SHALL BE 4" Ø EXTRA STRONG PIPE CONFORMING TO ASTM DESIGNATION A53, GRADE B.
 SLEEVES FOR UPPER RAIL SHALL BE 3 3/8" Ø O.D. x 11 GA. SEAMLESS MECHANICAL TUBING. SLEEVES FOR LOWER RAIL SHALL BE 3 3/8" Ø O.D. x 3/2" SEAMLESS MECHANICAL TUBING. BOTH SLEEVES SHALL BE MADE OF STEEL WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I. AND A MINIMUM ELONGATION OF 10%.
 POST SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A36.
 ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM DESIGNATION A307.
 6. CAULK EXPOSED OPENING BETWEEN SHIMS WITH LEAD WOOL.
 7. GALVANIZE ENTIRE RAILING AFTER FABRICATION INCLUDING NUTS, WASHERS, SHIMS AND TOP 3/2" OF ANCHOR BOLTS.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	TUBULAR STEEL RAILING
	TYPE "H"
DESIGN SPEC. A.A.S.H.O. 61	LOADING
DATE 9-23-64	DESIGN STD. DRAWN W.L. & J.B.
STRUCTURE B-35-15	SHEET 8 OF 14

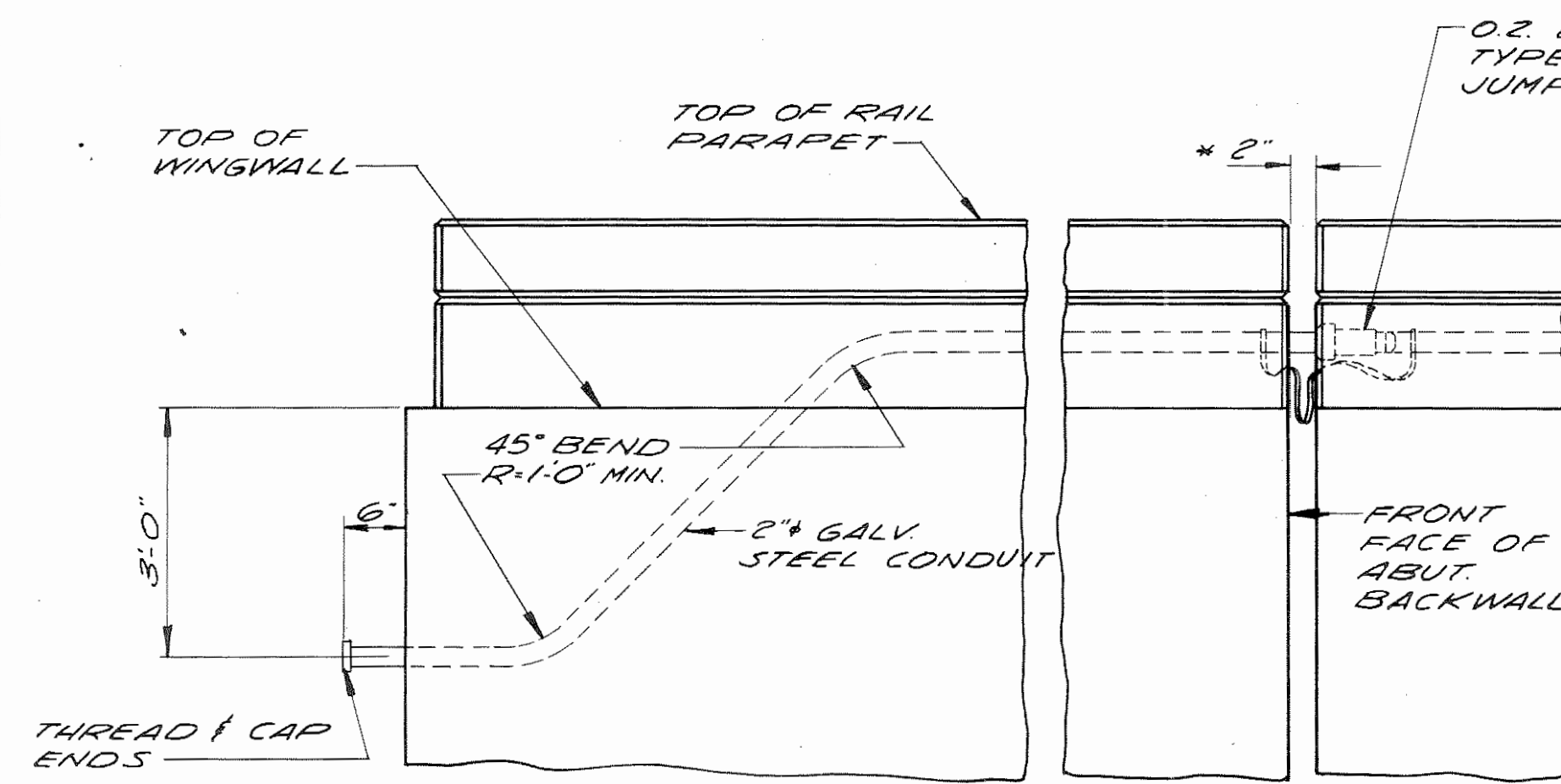


NOTE: WELDS ON COPPER BEARING STEEL SHALL BE MADE WITH LOW HYDROGEN ELECTRODES.

FLOOR DRAIN - TYPE	A
FLOOR DRAINS REQ'D.	16

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	FLOOR DRAIN DETAILS
DESIGN A.A.S.H.O. 1961	DATE 9-23-64
DATE 9-23-64	DATE 9-23-64
STRUCTURE B-35-15	SHEET 9 OF 14

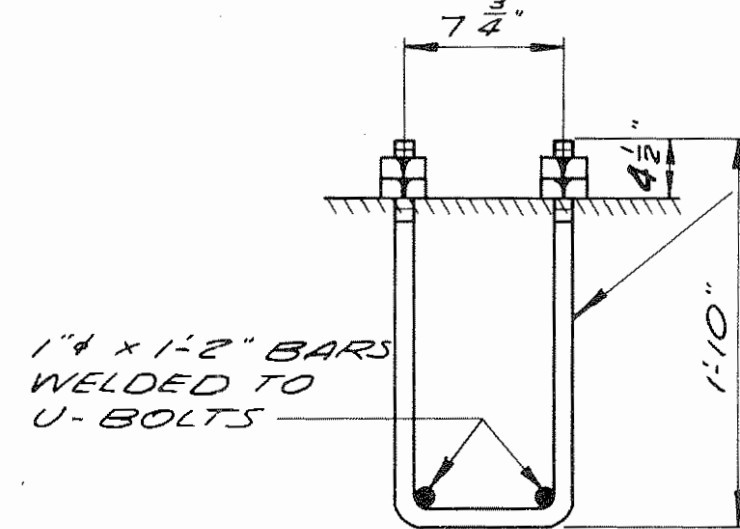
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	5005924	20	33



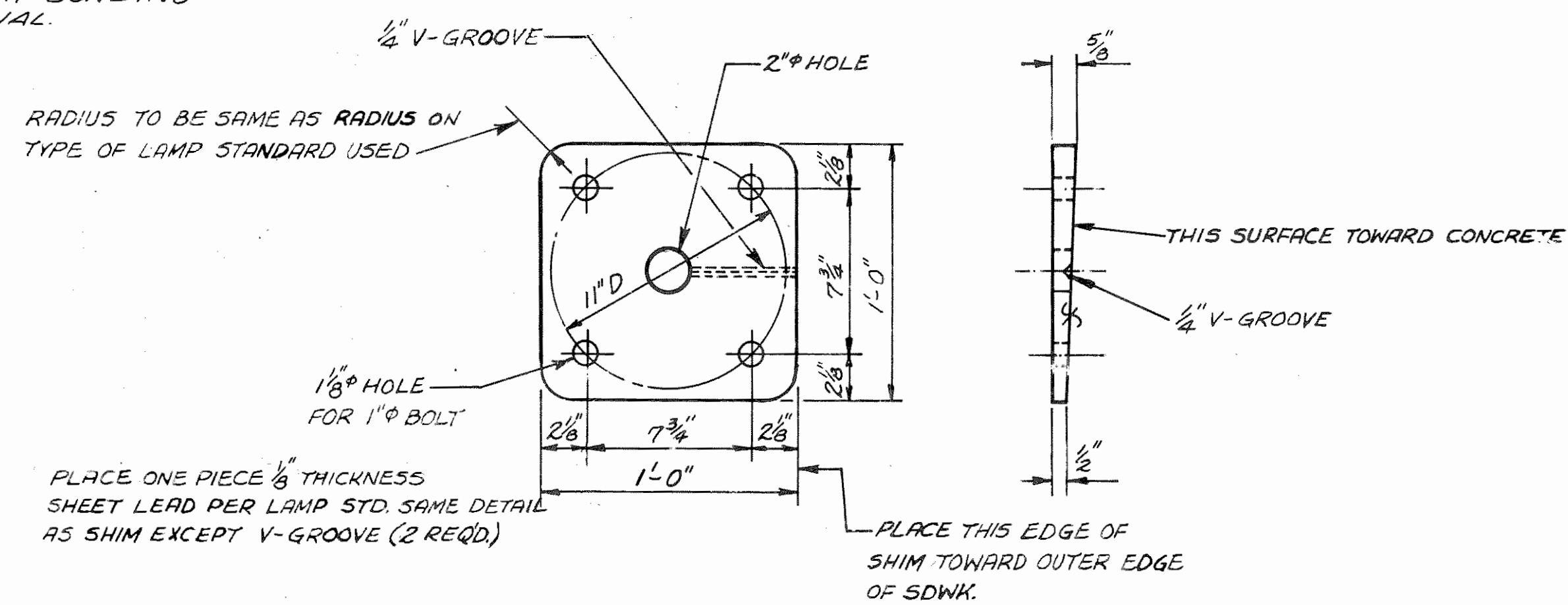
DETAILS AT ABUTMENTS

* 2" OPENING AT 60° F

2-1" U-BOLTS, TOP 4" OF BOLTS, NUTS & WASHERS SHALL BE HOT DIPPED GALV. PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALV.

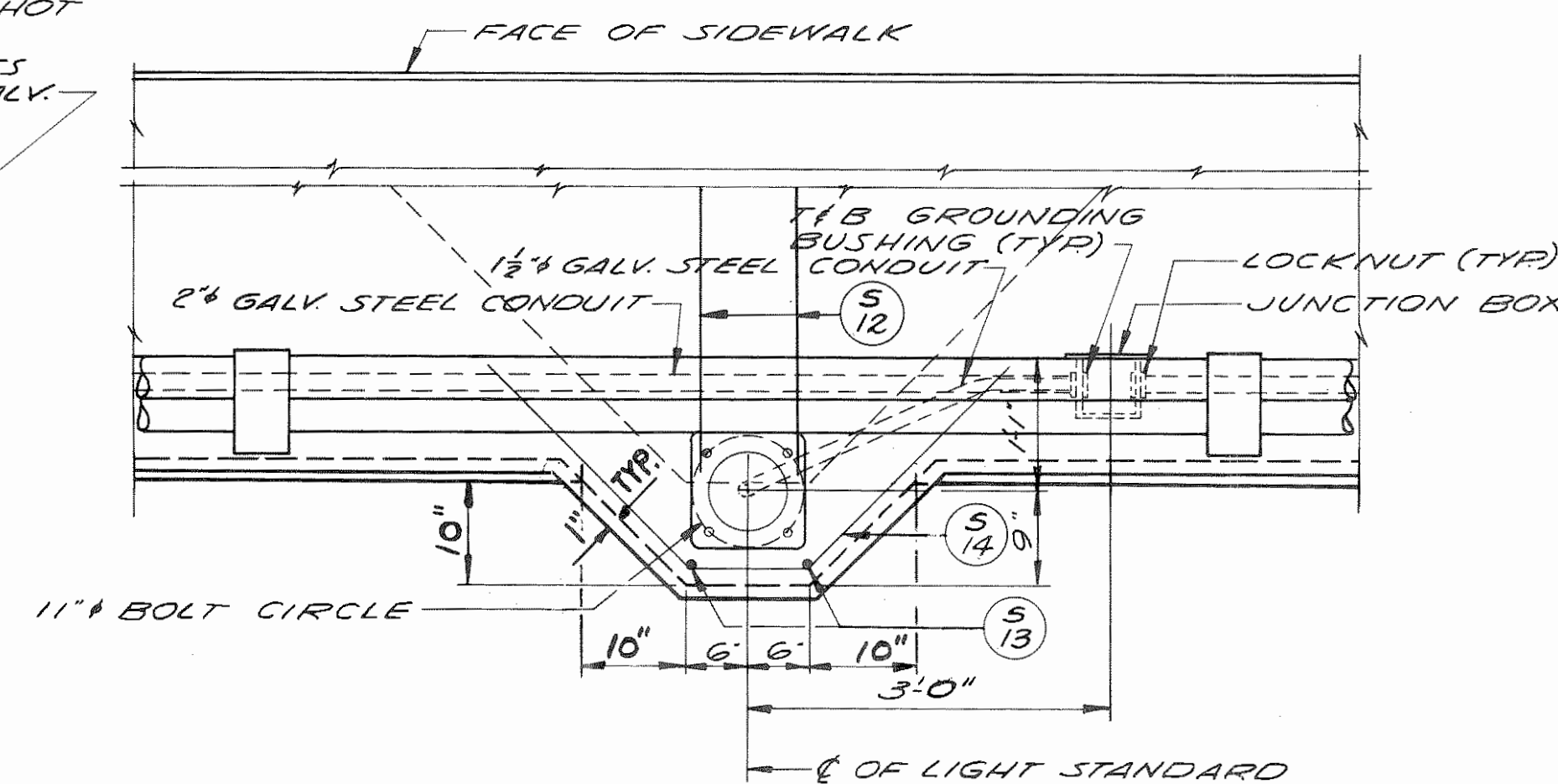


ANCHOR BOLT DETAIL

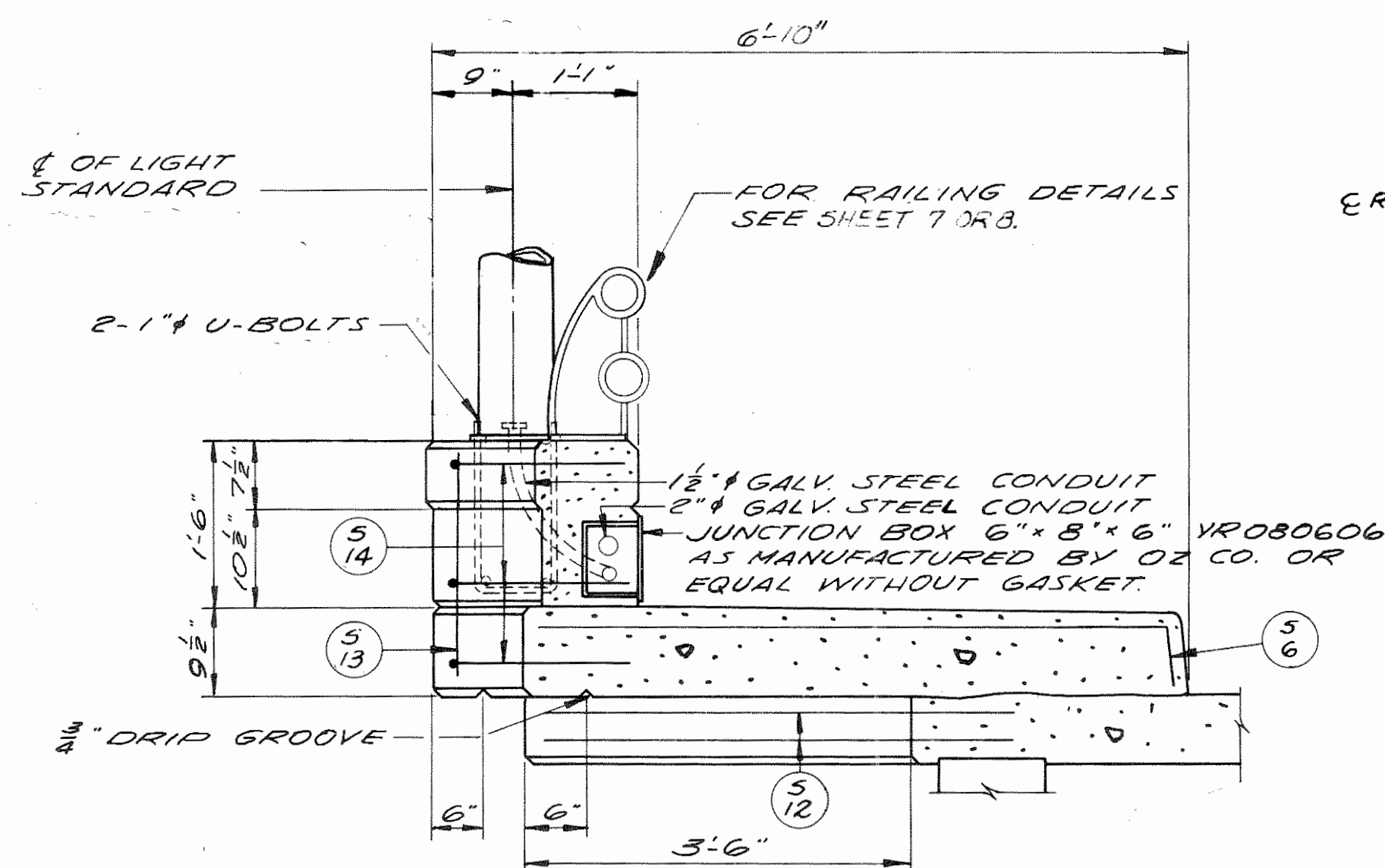


SHEET LEAD AND LAMP STD. SHIM DETAILS

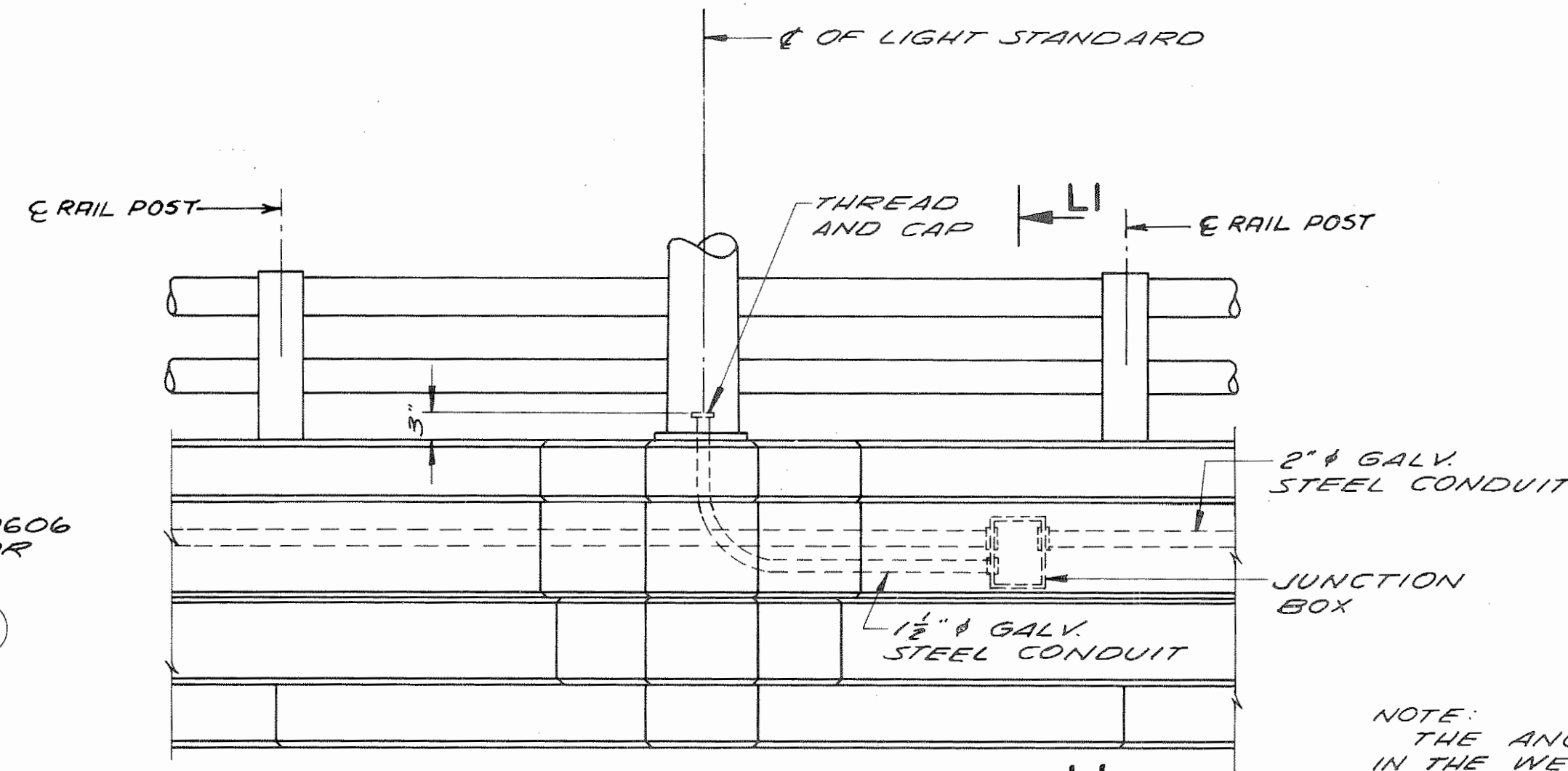
NOTE: SHIMS SHALL BE GALVANIZED IN ACCORDANCE WITH REQUIREMENTS OF ASTM: A123. (2 SHIMS REQ'D.)



PLAN VIEW AT LIGHT STANDARD



SECTION LI



ELEVATION AT LIGHT STANDARD

ESTIMATE OF QUANTITIES FOR ELECTRICAL WORK

ITEM	UNIT	QUANTITY
LIGHTING STANDARD, MAST ARM, LUMINAIRE, LAMP	EACH	2
2" GALV. STEEL RIGID CONDUIT	L.F.	420
1/2" GALV. STEEL RIGID CONDUIT	L.F.	4
6" x 8" x 6" JUNCTION BOX	EACH	2
AX200 EXPANSION FITTING	EACH	2
#8 AWG. SINGLE CONDUCTOR, BUTYL. INSUL. NEO. JACK. CABLE	L.F.	1100
SHEET LEAD	S.F.	2
1" GALV. STEEL RIGID CONDUIT	L.F.	25
30 AMP. RCOC OPEN RELAY	EACH	1

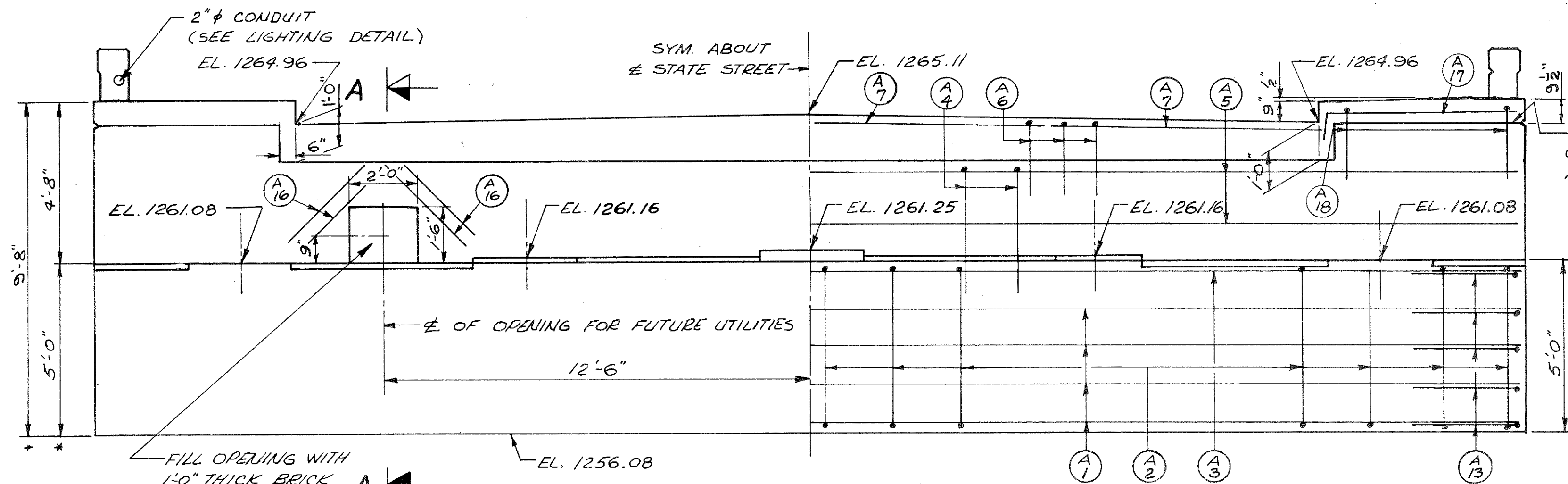
NOTE: THE ANCHOR BOLT ASSEMBLIES AND SHIMS ARE INCLUDED IN THE WEIGHT OF STRUCTURAL LOW ALLOY STEEL. PAINT ALL EMBEDDED CONDUITS, 18" ON EACH SIDE OF DEFLECTION JOINTS, IN PARAPET AT PIER ONLY WITH A HEAVY COAT OF BITUMINOUS PAINT.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
LIGHTING DETAILS	
DESIGN SPEC. A.A.S. H.O. 6	LOADING
DATE 9-23-64	DESIGN
CONST. SPEC. 1963	CONST. SPEC.
DRAWN	CHKD.
STRUCTURE B-35-15	SHEET 10 OF 14

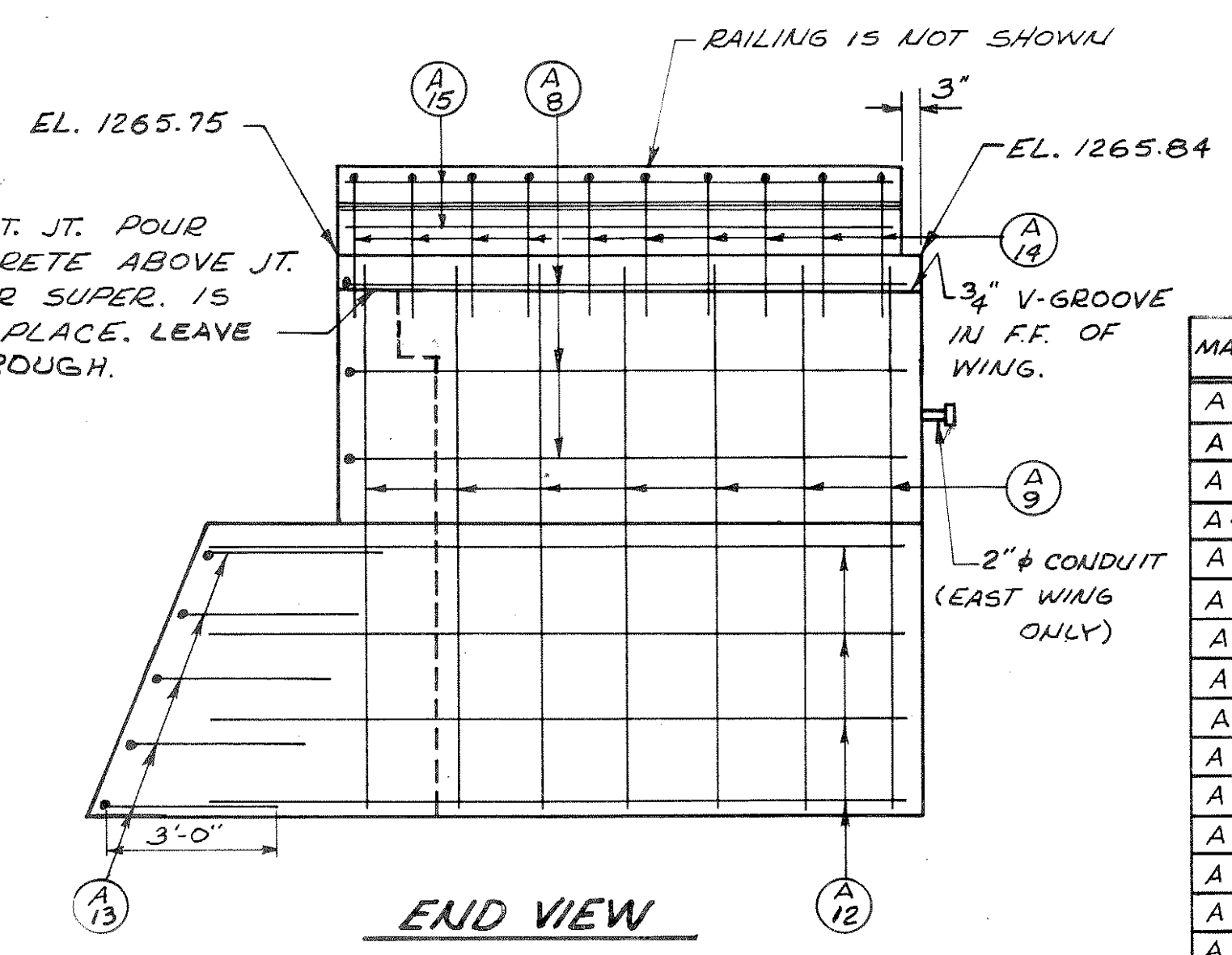
BILL OF BARS 1950

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

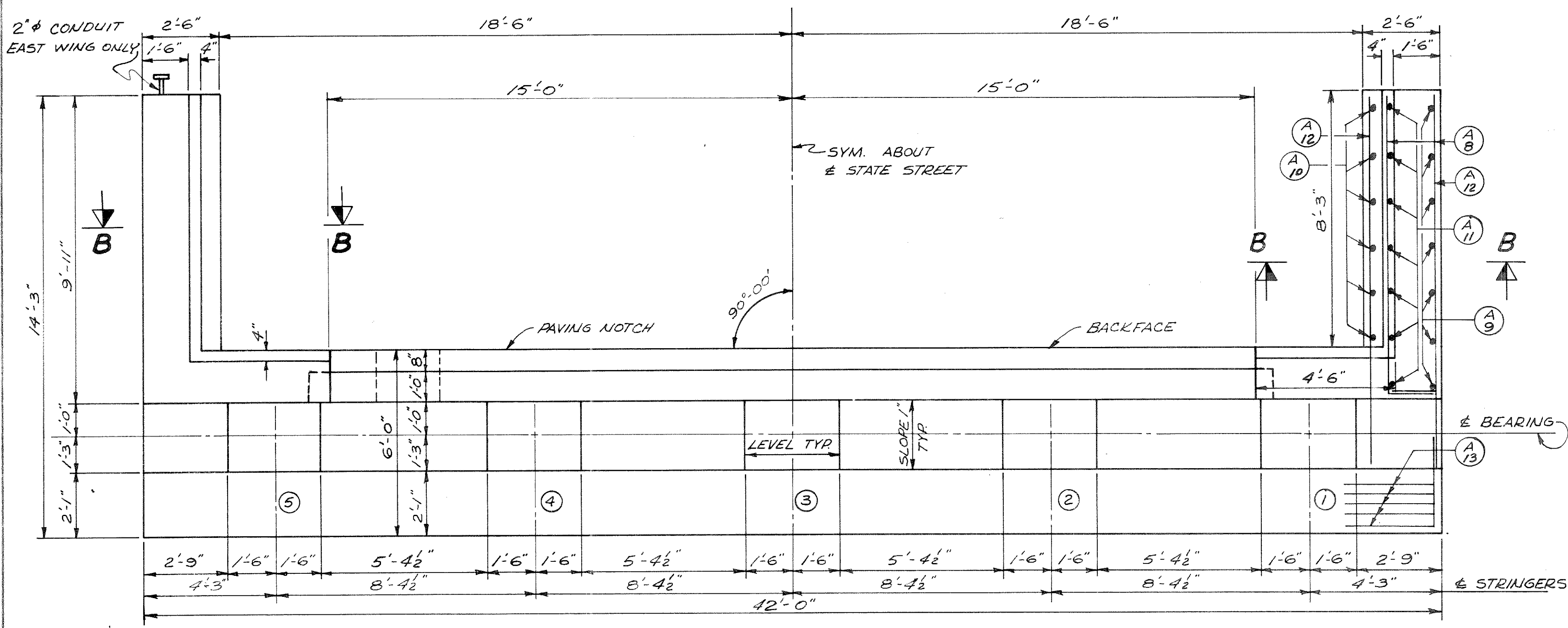
MARK	NO	SIZE	LENGTH	SPACING	LOCATION	DET
A1	14	4	21-6	SHOWN	BODY - HORIZ.	
A2	22	4	13-3	2-0	" - VERT.	A
A3	6	6	21-6	SHOWN	" - HORIZ.	
A4	29	6	9-9	1-6	" - VERT.	B
A5	6	4	21-6	SHOWN	" - HORIZ.	
A6	30	5	4-9	1-0	" - VERT.	B
A7	8	4	8-0	SHOWN	" - HORIZ. DO NOT LAP	
A8	10	4	10-9	1-6	WINGS - HORIZ.	C
A9	14	4	8-6	1-6	" - VERT.	
A10	12	4	4-6	1-6	" - "	
A11	14	4	4-3	1-6	" - "	
A12	16	4	11-3	1-6	" - HORIZ.	
A13	10	4	5-0	SHOWN	WINGS & BODY	C
A14	20	5	5-9	1-0	RAIL PARAPET	B
A15	8	5	9-3	SHOWN	"	
A16	8	5	2-6	SHOWN	AT OPENING	
A17	4	4	6-0	10	SDWK - TRANS	D
A18	8	4	4-6	1-6	"	B



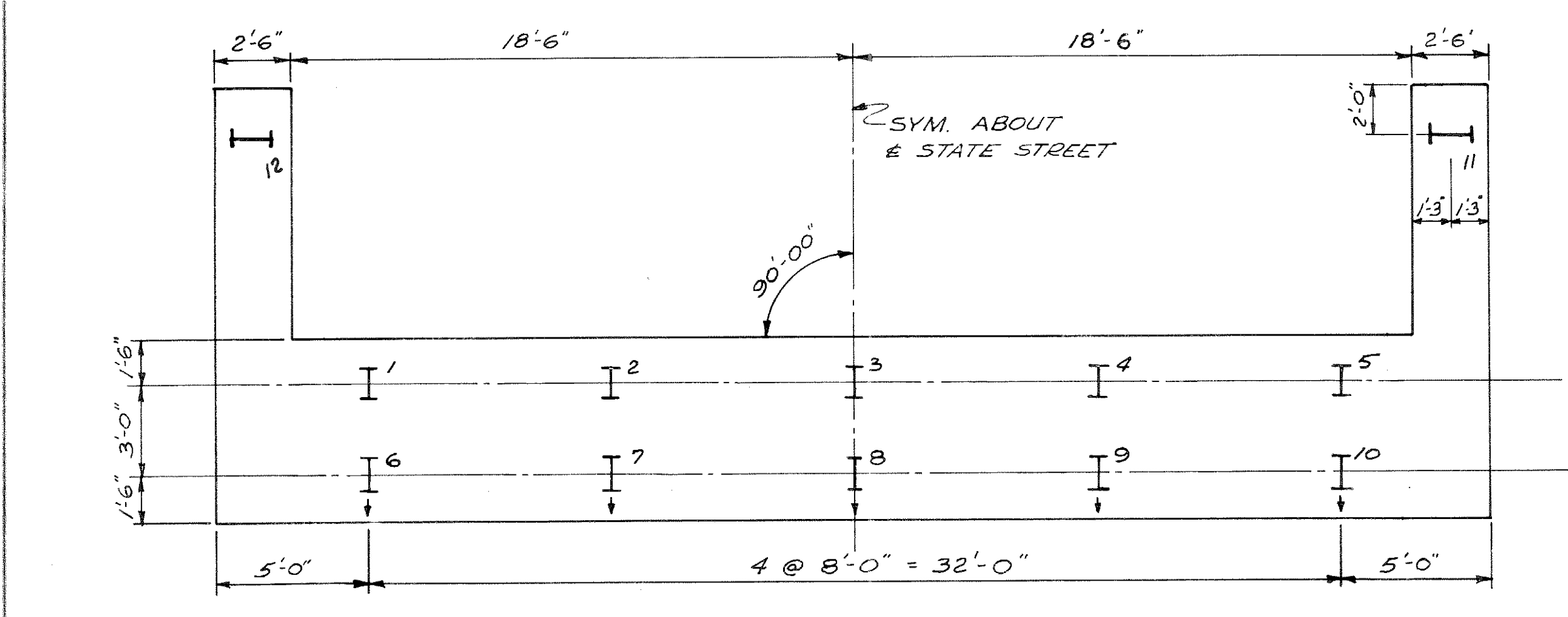
ELEVATION
LOOKING SOUTH



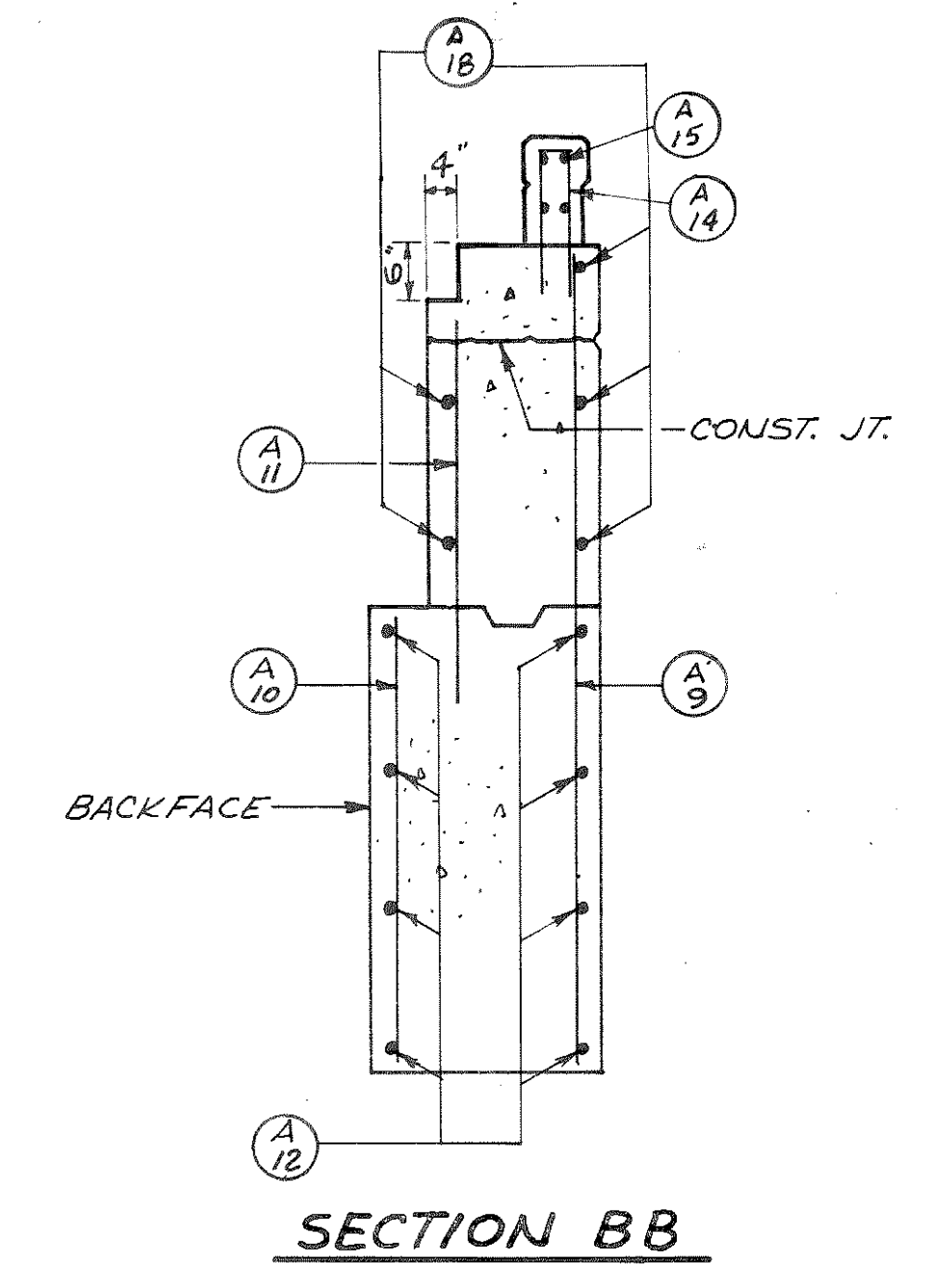
END VIEW



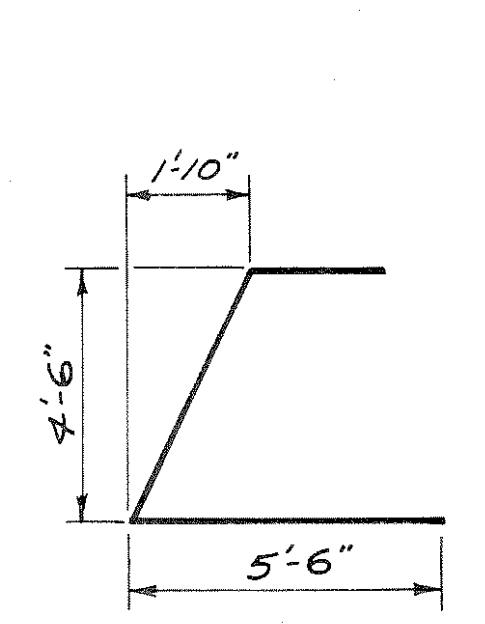
PLAN



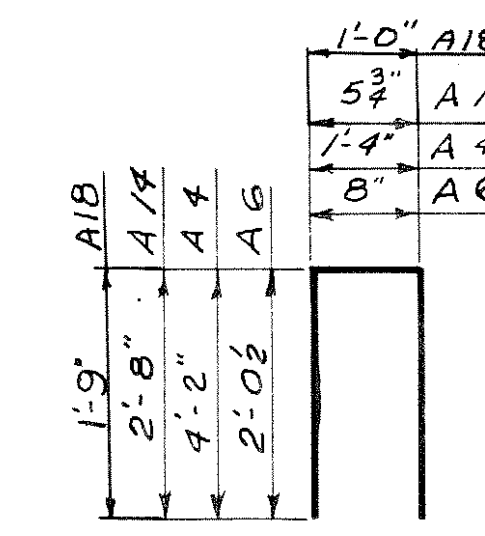
PILE SPACING



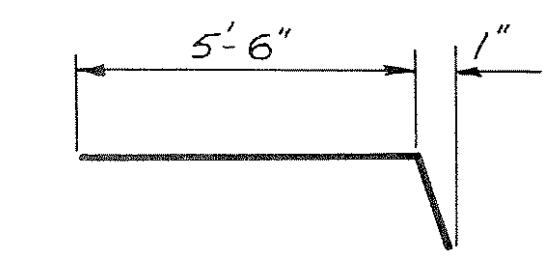
SECTION BB



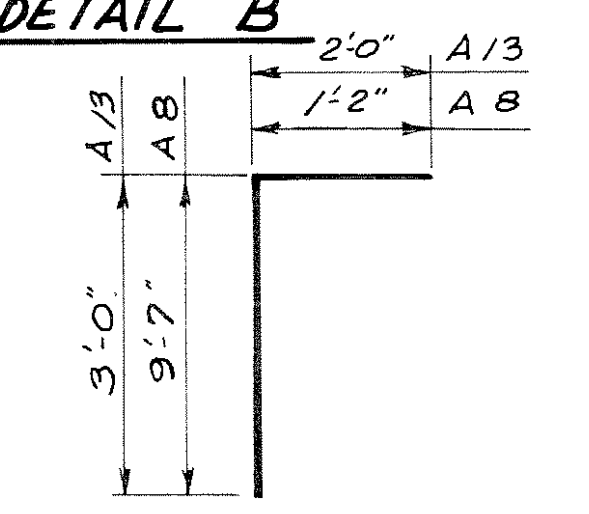
DETAIL 'A'



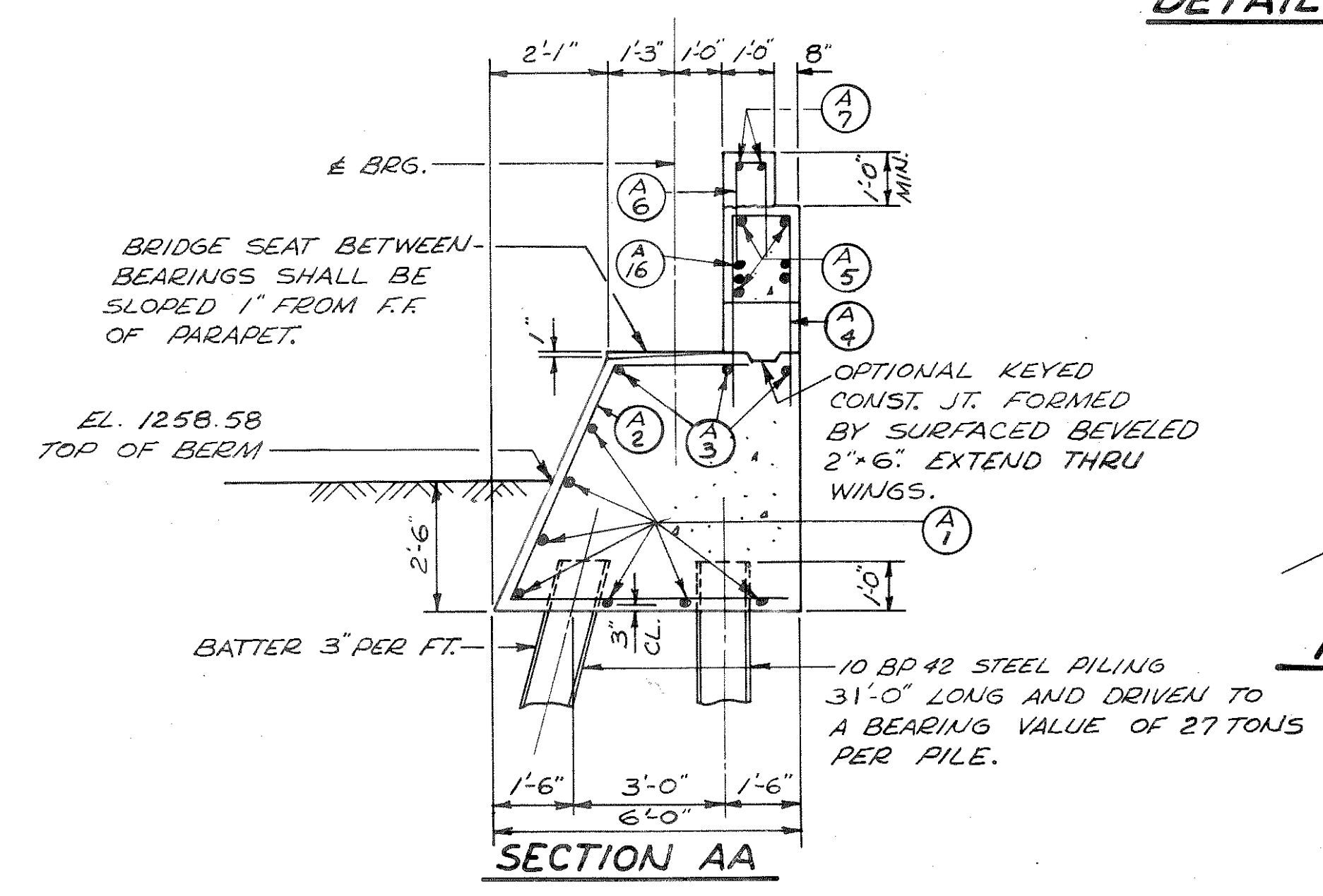
DETAIL 'B'



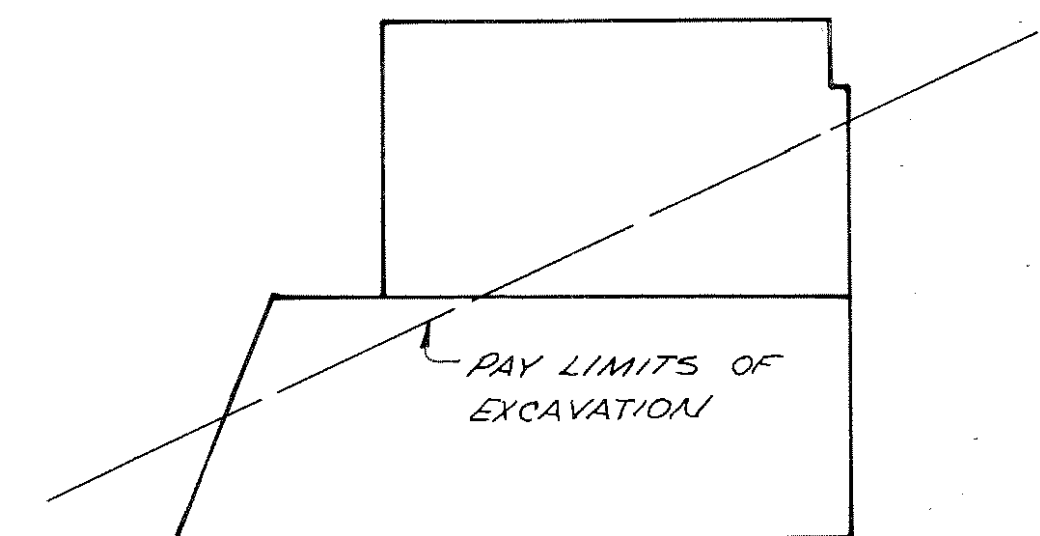
DETAIL 'D'



DETAIL 'C'



SECTION AA



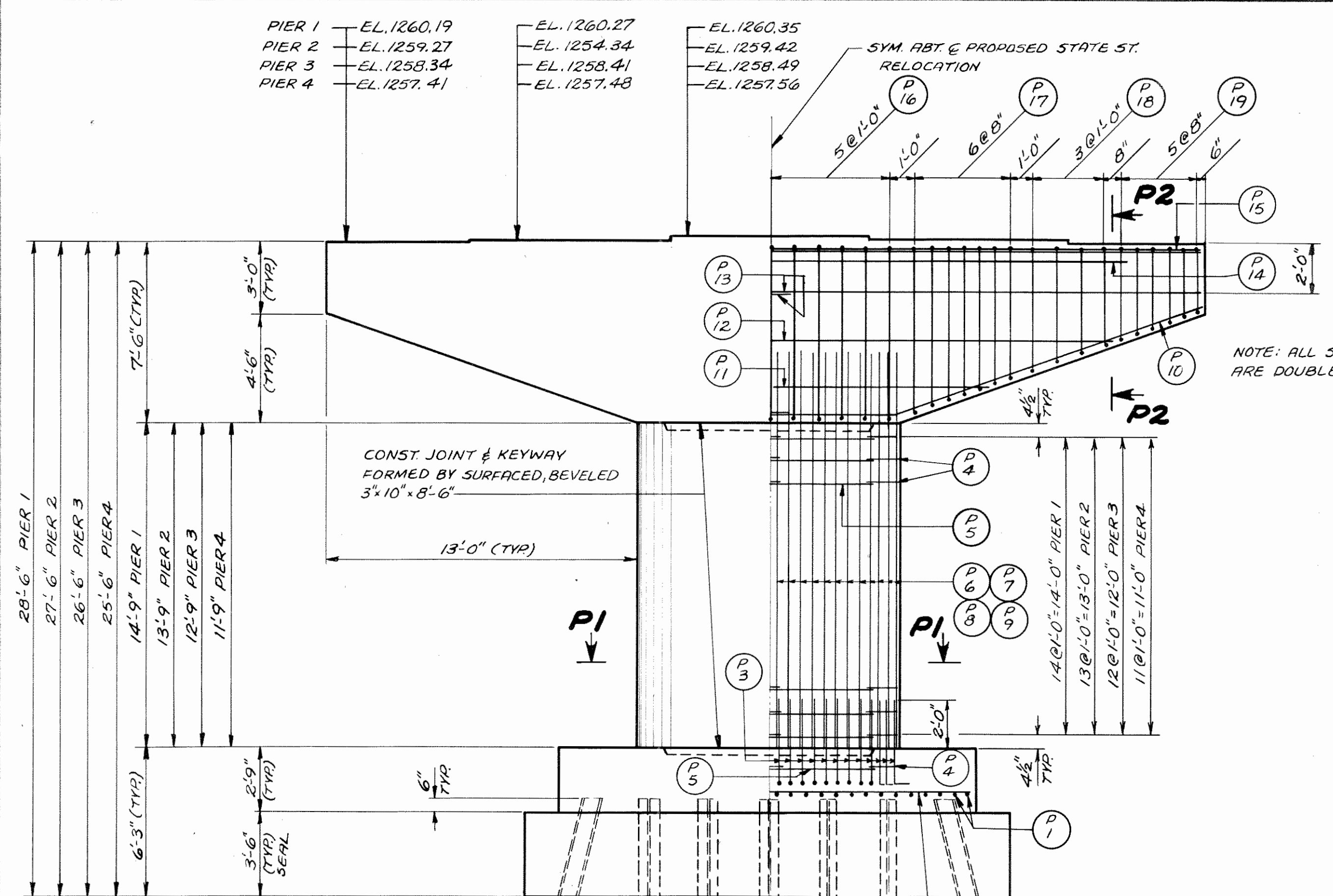
PAY LIMITS FOR "EXCAVATION FOR STRUCTURES"

REVISION	STATE HIGHWAY COMMISSION OF WISCONSIN
	SOUTH ABUTMENT
DESIGN SPEC. A.A.S.H.O. 61	LOADING H20-44
DATE 9-23-64	DESIGN B
STRUCTURE B-35-15	SHEET 11 OF 14

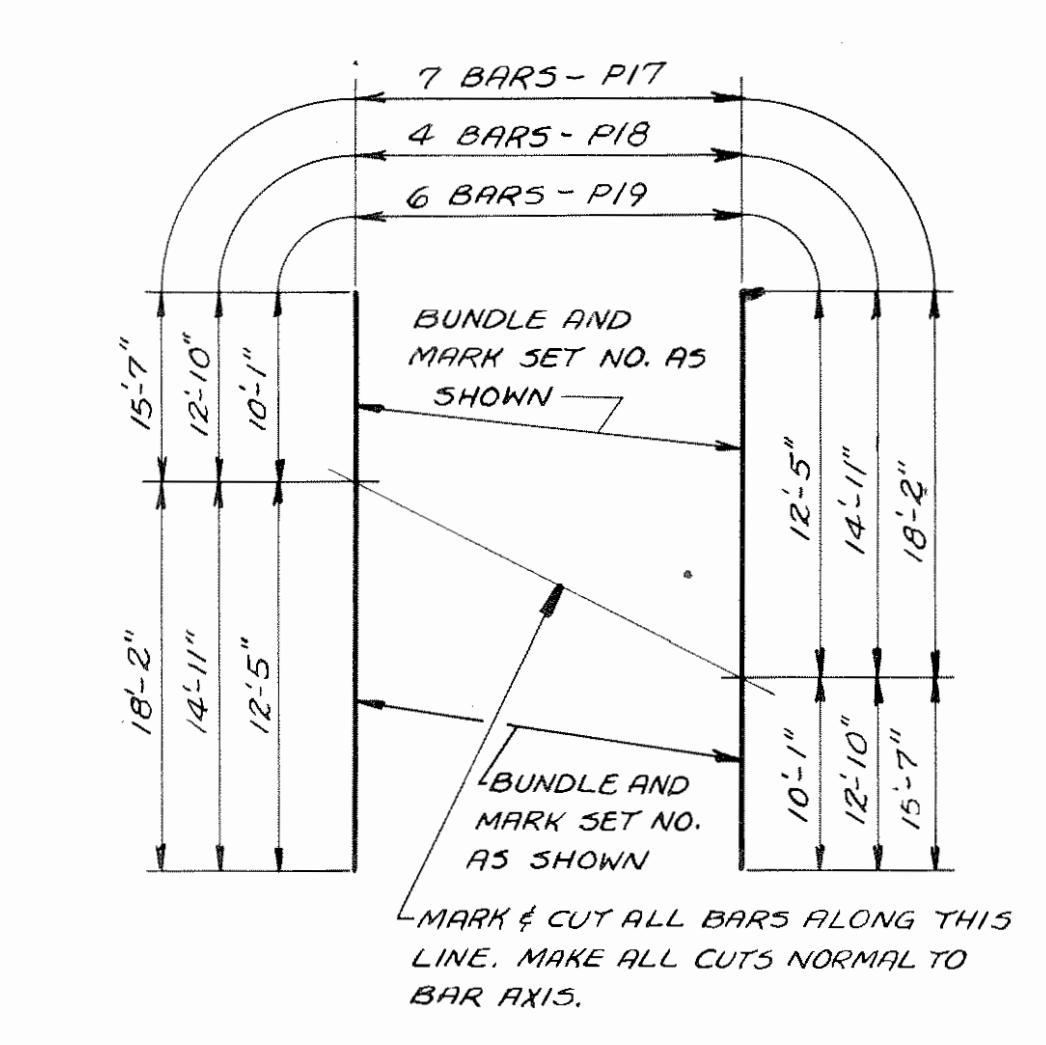
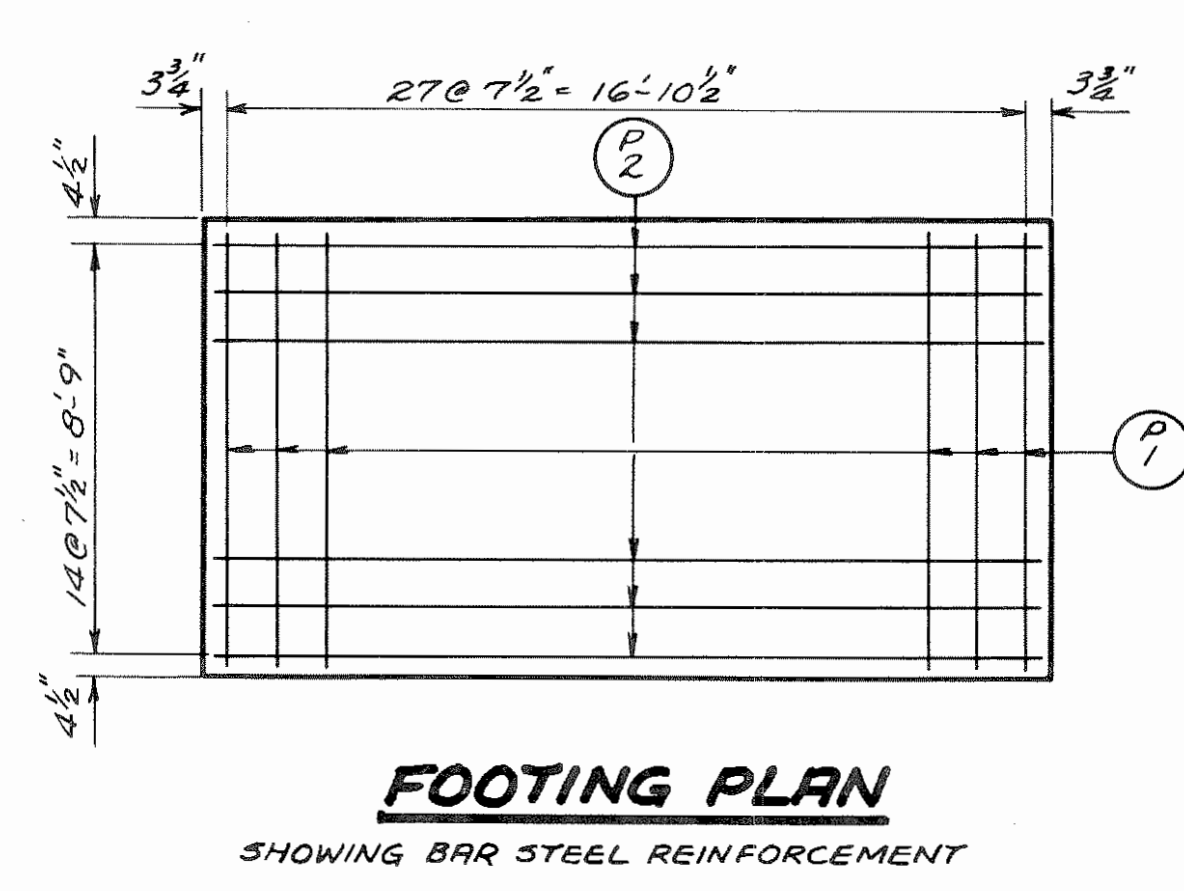
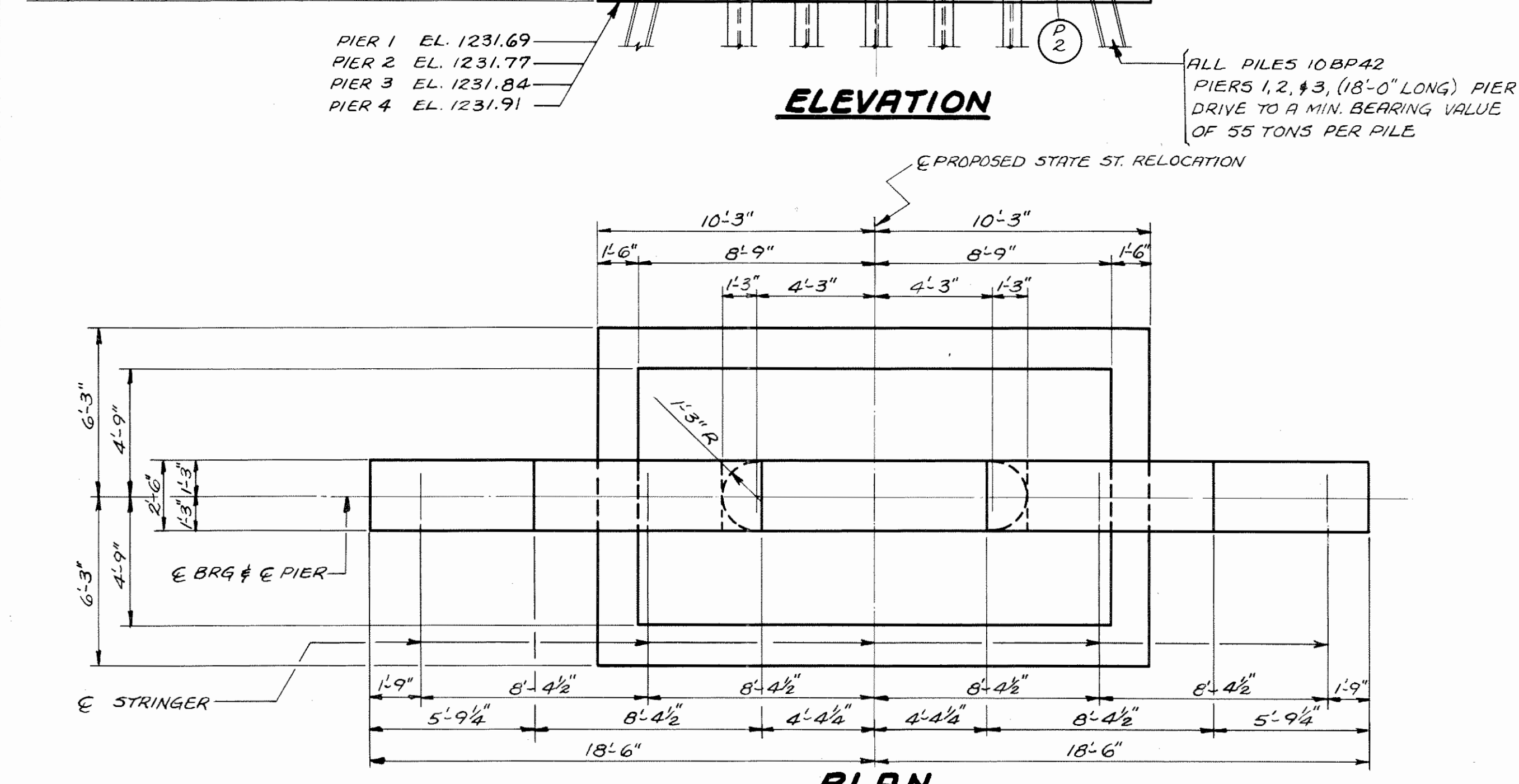
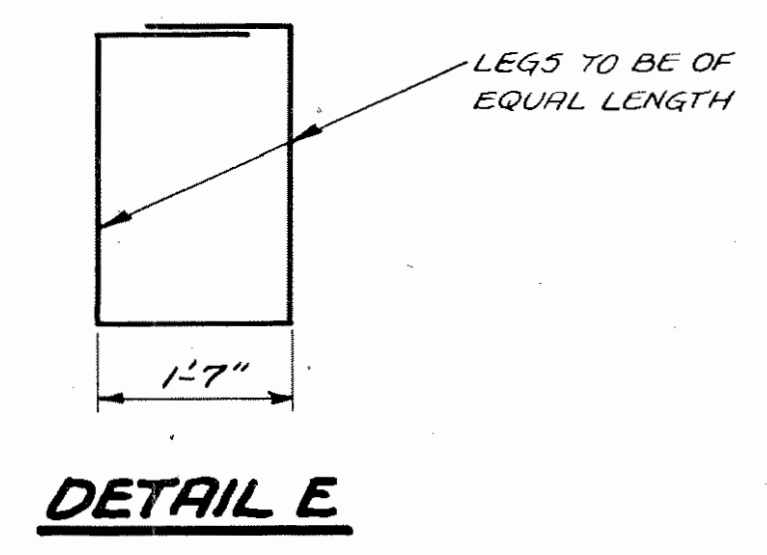
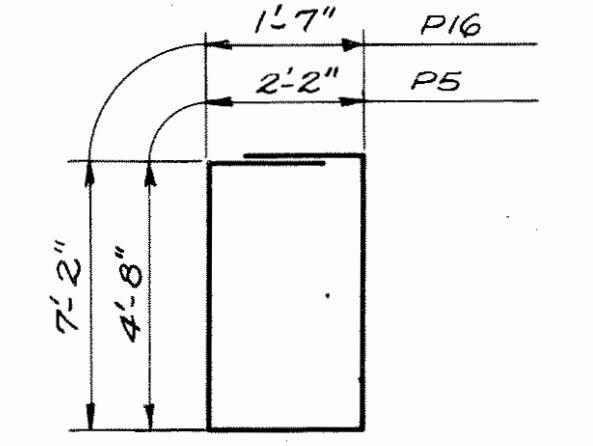
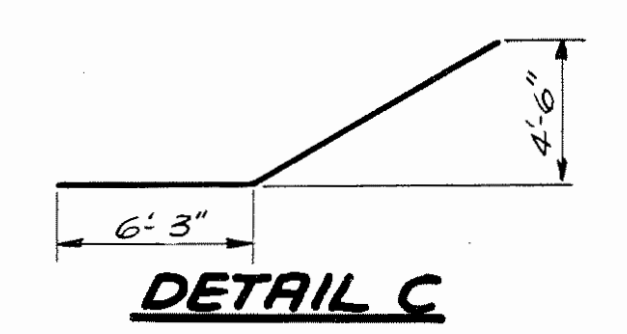
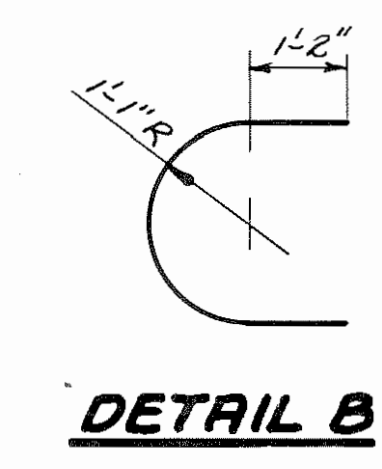
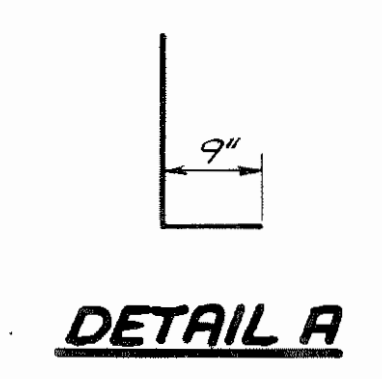
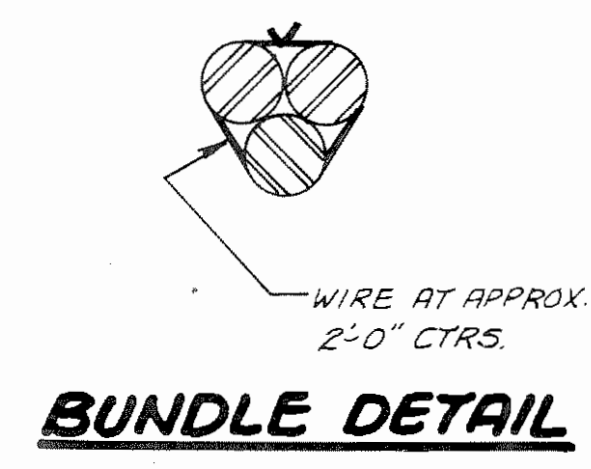
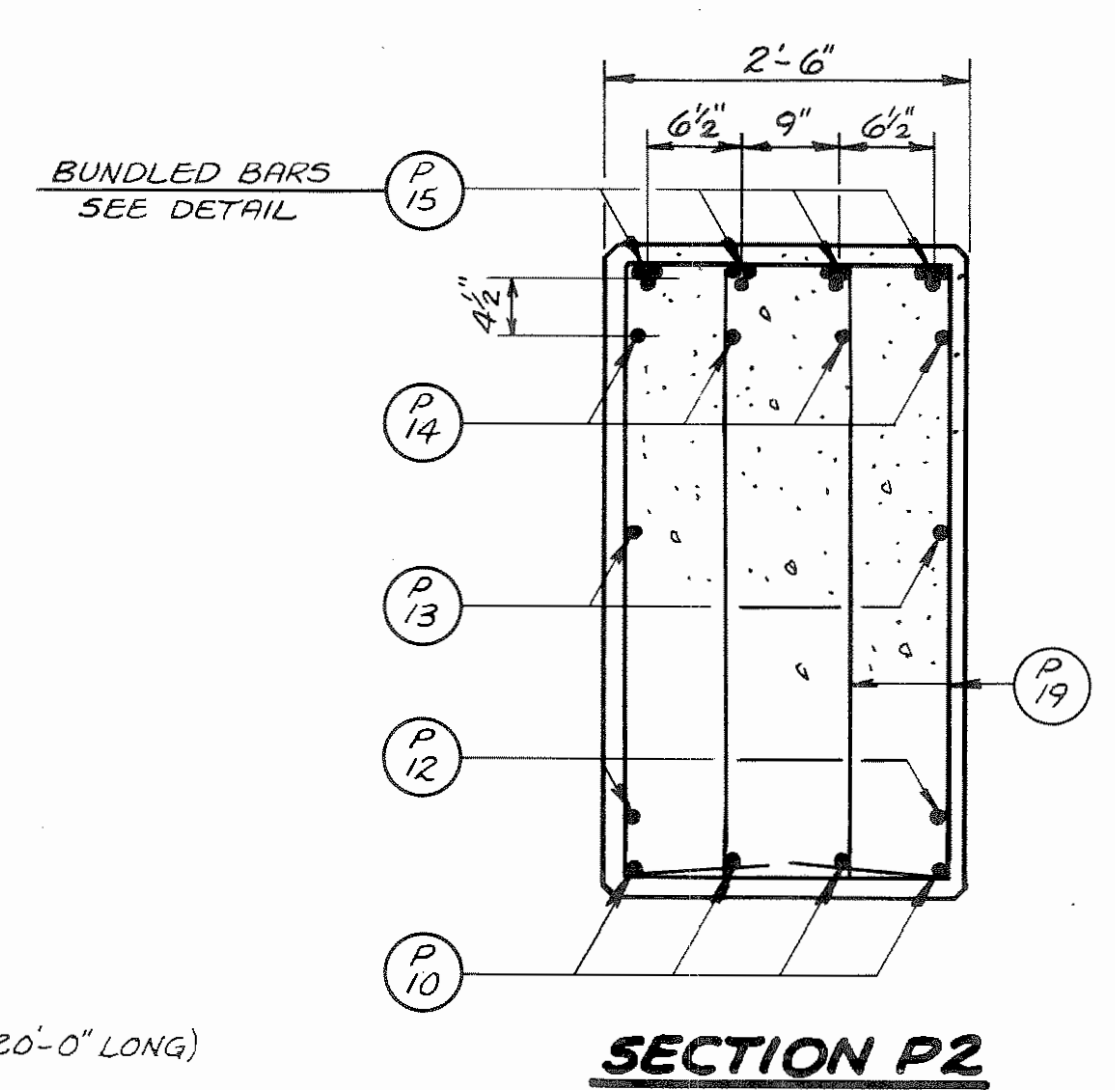
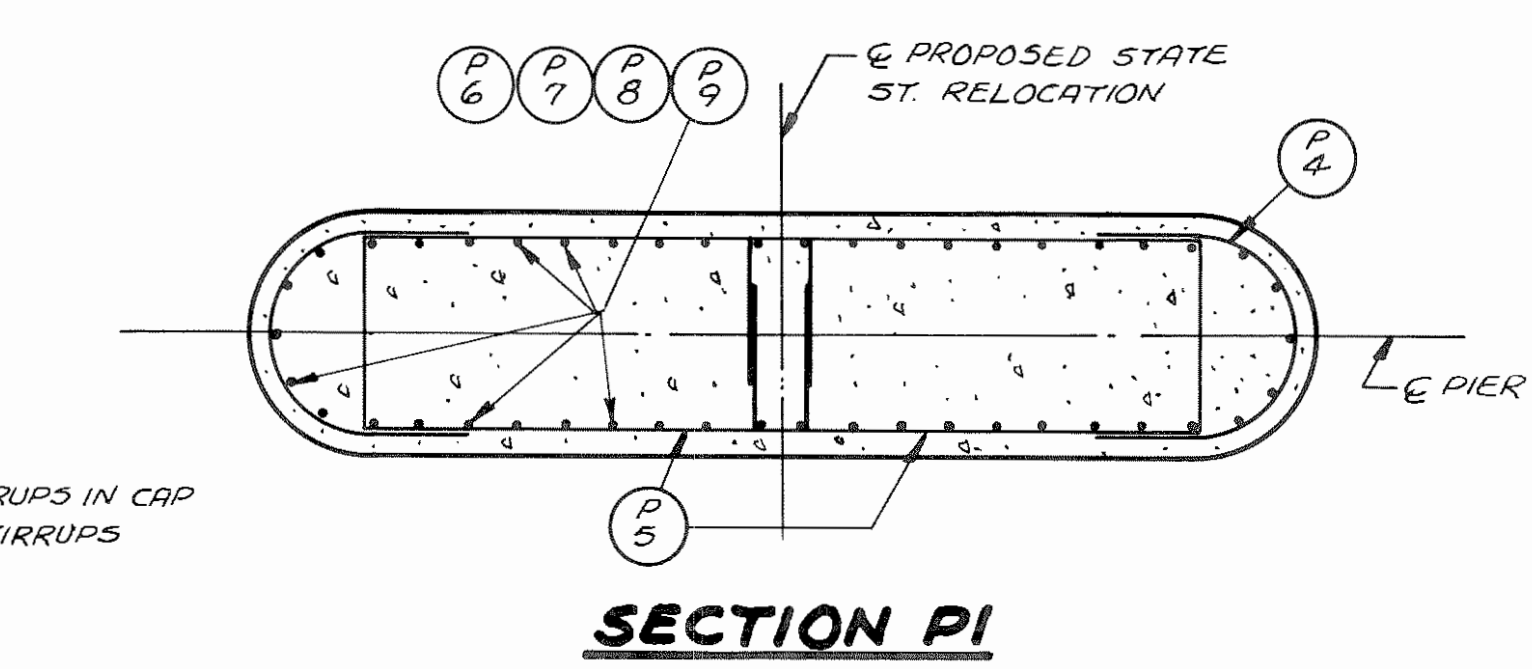
BILL OF BARS 37,190 #

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
FOOTING	P1	112	10	9-0	7 1/2	FOOTING	
	P2	60	8	17-0	7 1/2	"	
	P3	184	8	4-0	SHOWN	" # STEM	A
	P4	8	4	6-0	1-0	"	B
	P5	8	4	14-9	1-0	"	D
STEM & CAP	P4	108	4	6-0	1-0	STEM	B
	P5	108	4	14-9	1-0	"	D
	P6	46	8	17-9	SHOWN	" - PIER 1	
	P7	46	8	16-9	SHOWN	" - " 2	
	P8	46	8	15-9	SHOWN	" - " 3	
	P9	46	8	14-9	SHOWN	" - " 4	
	P10	32	5	19-9	SHOWN	CAP	C
	P11	8	4	19-0	2-0	"	
	P12	8	4	30-0	2-0	"	
	P13	16	4	18-9	2-0	"	
	P14	16	11	30-0	SHOWN	"	
	P15	48	11	36-0	SHOWN	" BUNDLED BARS	
	P16	88	5	18-6	SHOWN	"	D
	P17	56	5	33-9	SHOWN	"	E*
P18	32	5	27-9	SHOWN	"	E*	
P19	48	5	22-6	SHOWN	"	E*	

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.
* = SEE CUTTING DIAGRAM

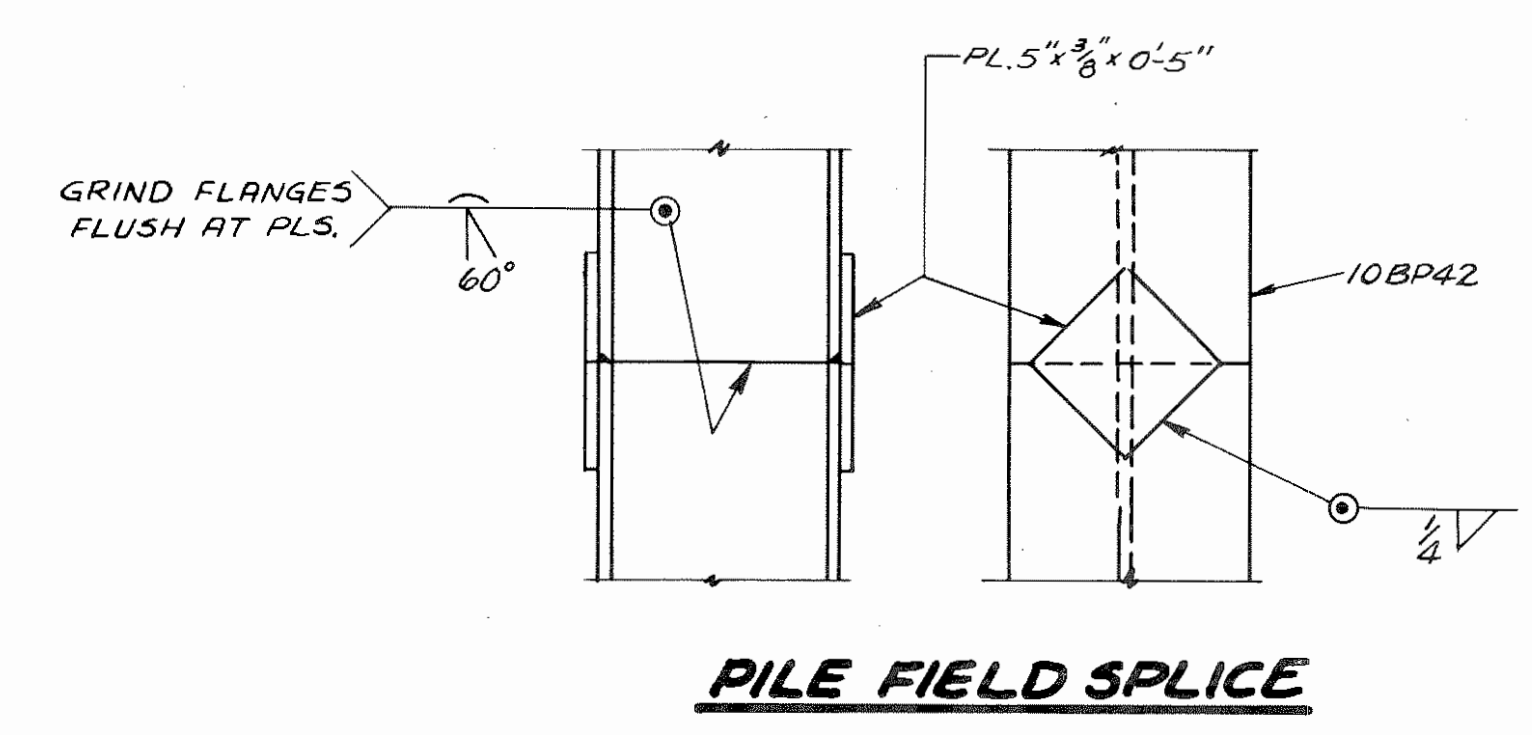
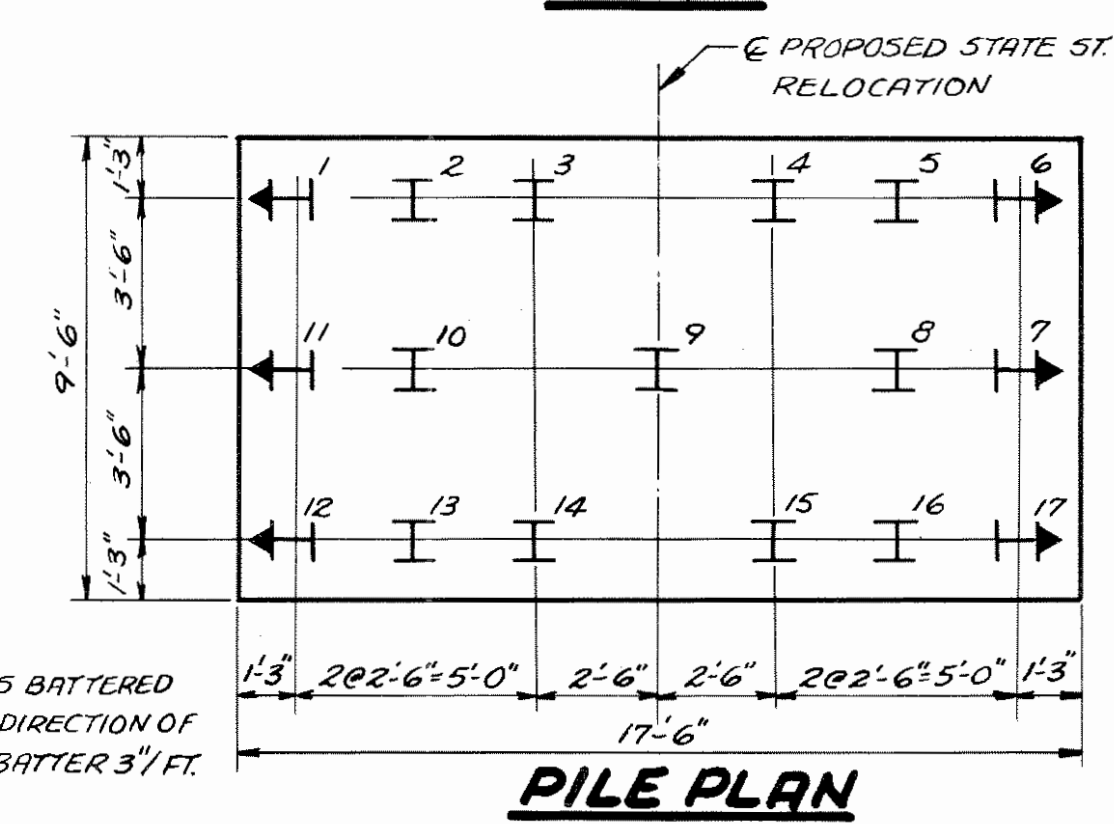


ELEVATION



7- P17 BARS MAKE 2 SET 1 - 16 SET 1 REQ'D. (56 P17 BARS)
4- P18 BARS MAKE 2 SET 2 - 16 SET 2 REQ'D. (32 P18 BARS)
6- P19 BARS MAKE 2 SET 3 - 16 SET 3 REQ'D. (48 P19 BARS)

NOTE: AFTER CUTTING BEND ALL BARS AS SHOWN IN DETAIL 'E'.

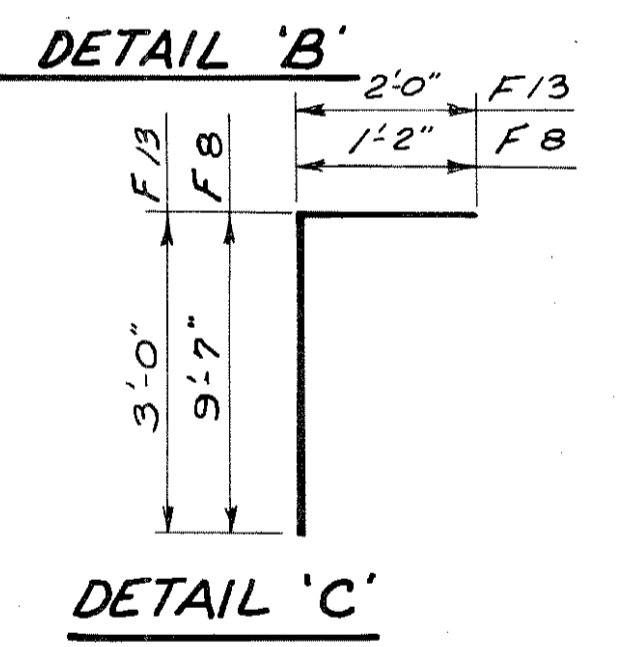
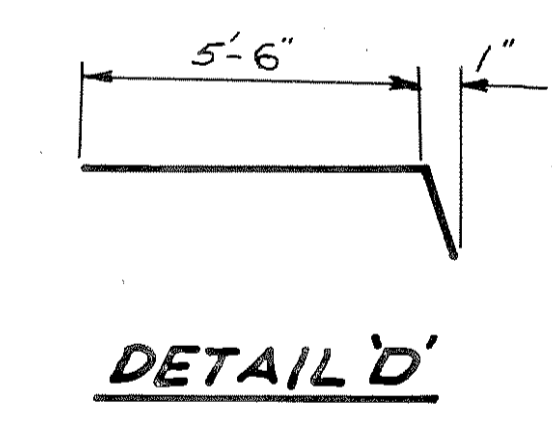
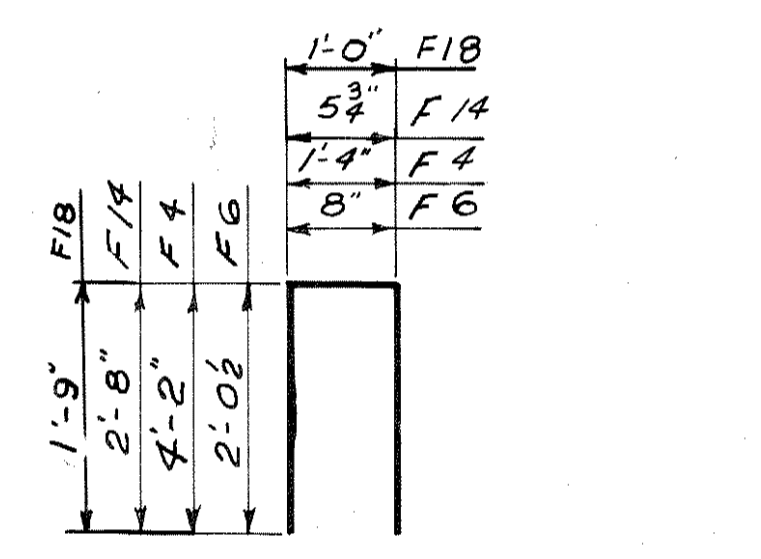
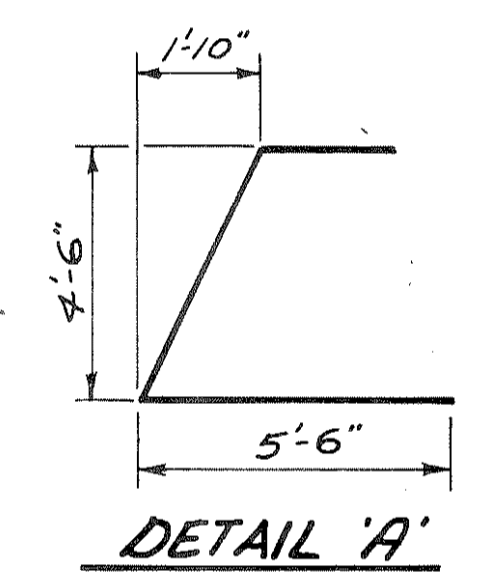
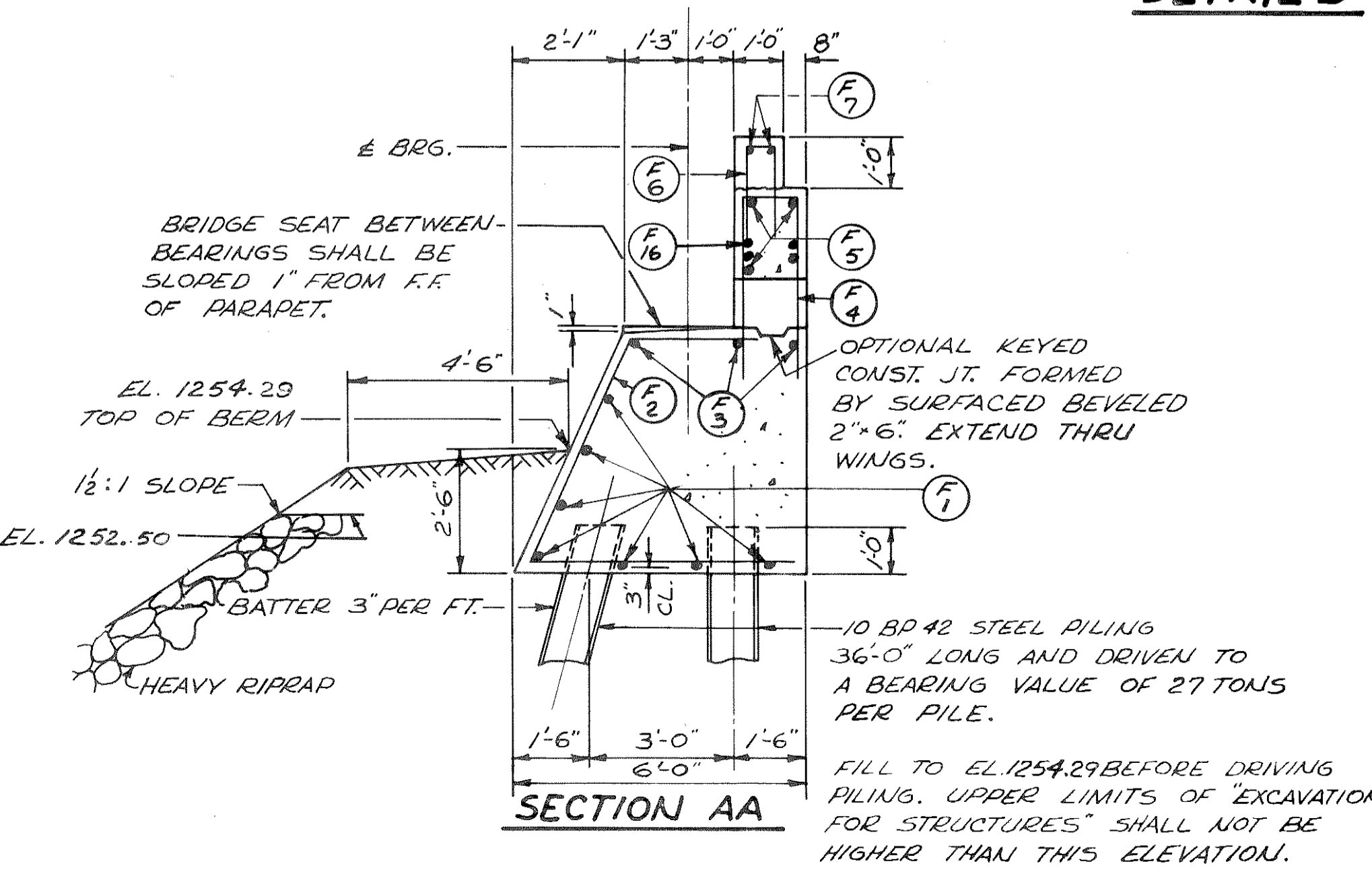
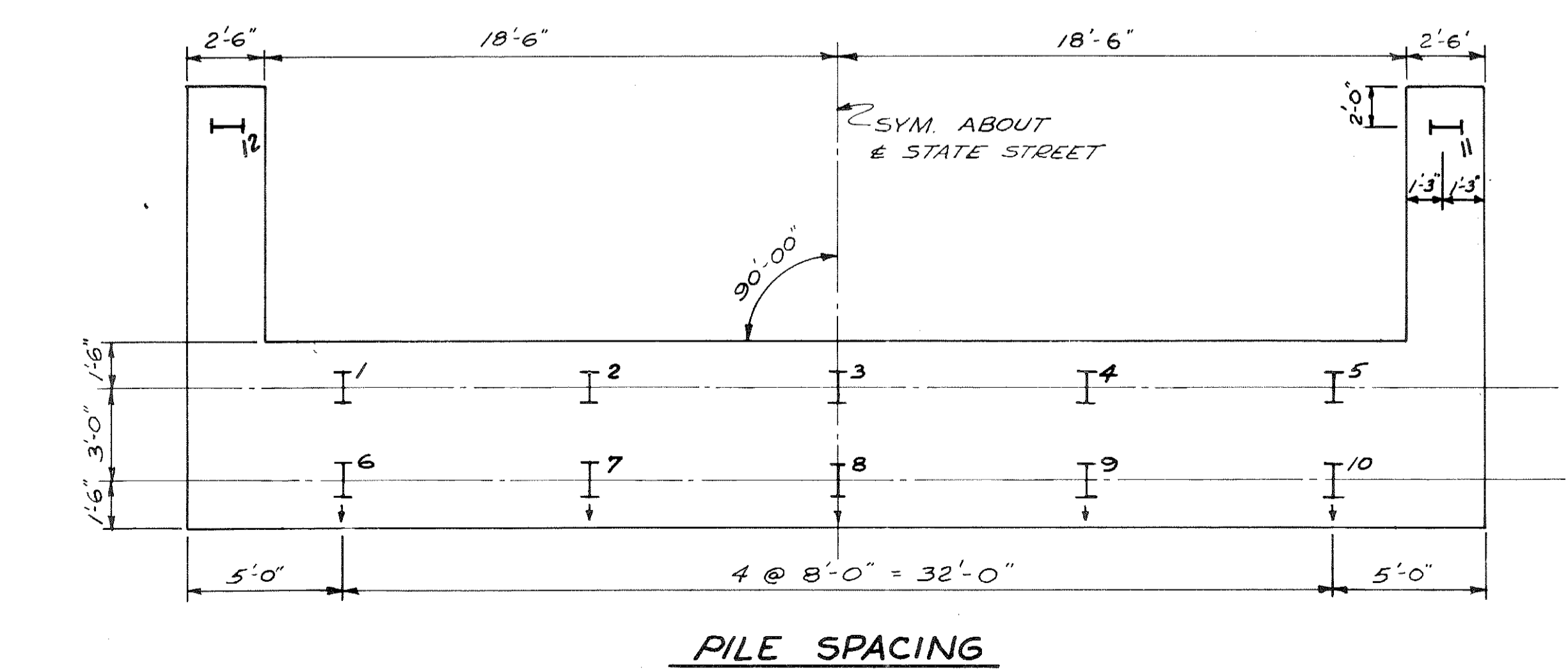
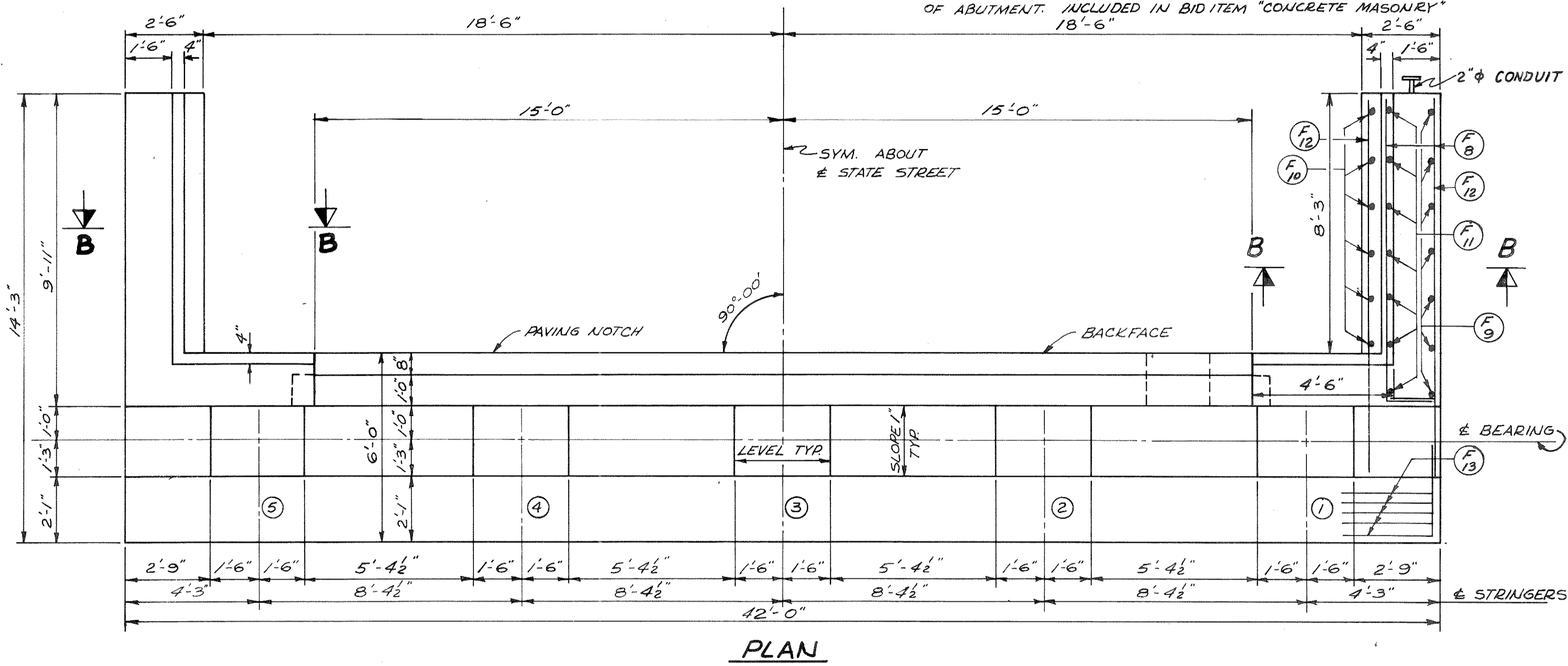
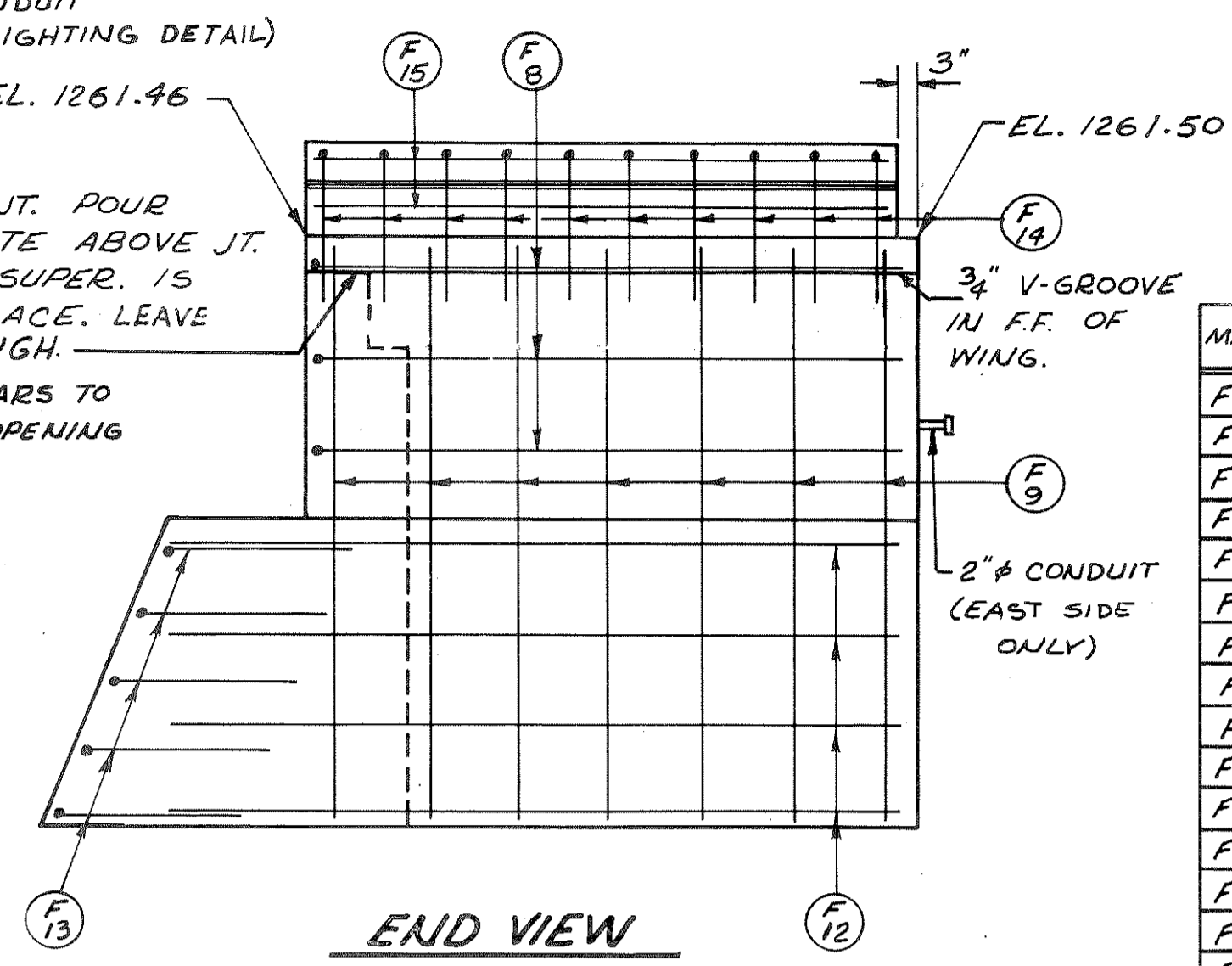
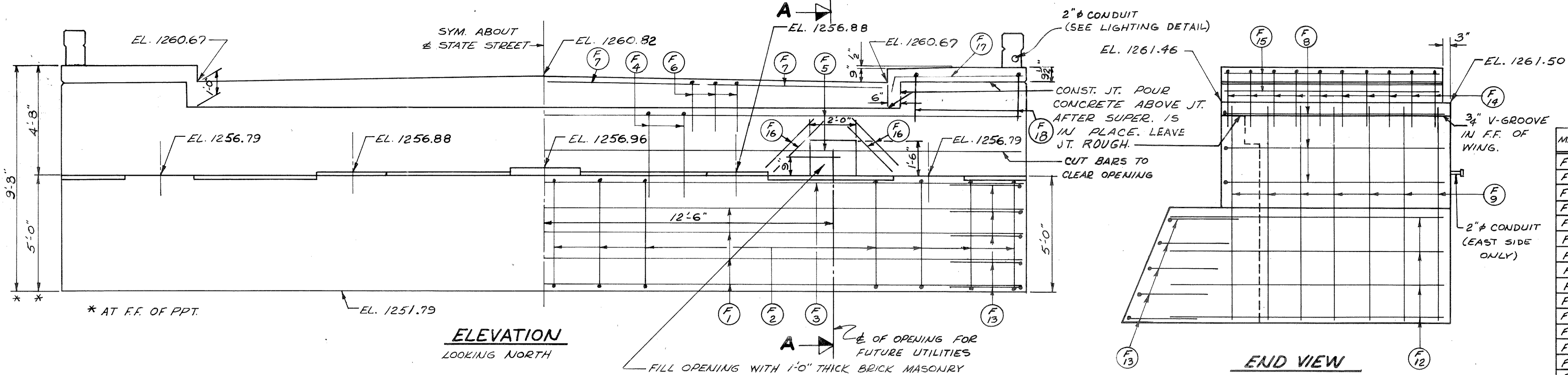


REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	PIERS		
DESIGN SPEC.	R.R.S.H.O. 61	LOADING H20-44	CONST. SPEC. 1963
DATE	9-23-64	DESIGN	J.B.
		DRAWN	M.L.
STRUCTURE	B-35-15		SHEET 12 OF 14

BILL OF BARS 1950

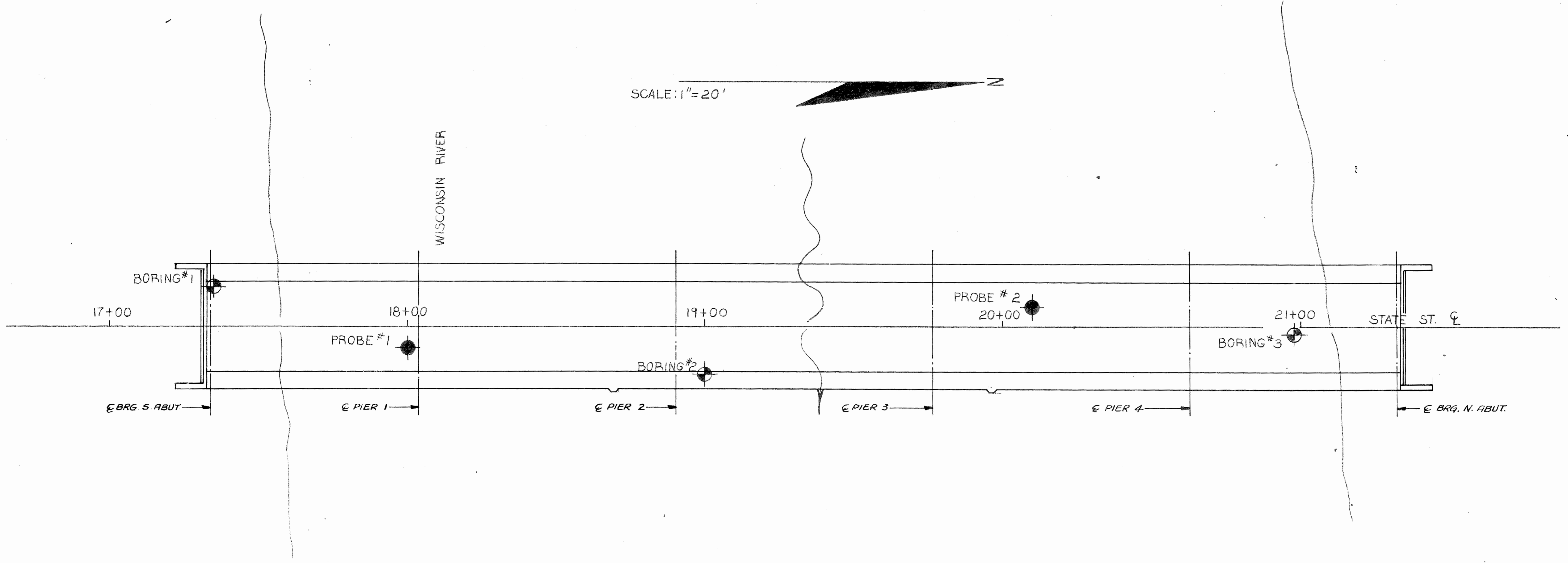
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

MARK	NO	SIZE	LENGTH	SPACING	LOCATION	DET
F1	14	4	21-6	SHOWN	BODY - HORIZ.	
F2	22	4	13-3	2-0	" - VERT.	A
F3	6	6	21-6	SHOWN	" - HORIZ.	
F4	29	6	9-9	1-6	" - VERT.	B
F5	6	4	21-6	SHOWN	" - HORIZ.	
F6	30	5	4-9	1-0	" - VERT.	B
F7	8	4	8-0	SHOWN	" - HORIZ. DO NOT LAP	
F8	10	4	10-9	1-6	WINGS - HORIZ.	C
F9	14	4	8-6	1-6	" - VERT.	
F10	12	4	4-6	1-6	" - "	
F11	14	4	4-3	1-6	" - "	
F12	16	4	11-3	1-6	" - HORIZ.	
F13	10	4	5-0	SHOWN	WINGS & BODY	C
F14	20	5	5-9	1-0	RAIL PARAPET	B
F15	8	5	9-3	SHOWN	"	
F16	8	5	2-6	SHOWN	AT OPENING	
F17	4	4	6-0	10	SDWK - TRANS	D
F18	8	4	4-6	1-6	"	B



REVISION	STATE HIGHWAY COMMISSION OF
	NORTH ABUTMENT
DESIGN SPEC. A.A.S. HO. 61	LOADING H20-44
DATE 9-23-61	DESIGN B DRAWN R.L.G.
STRUCTURE B-35-15	SHEET 11

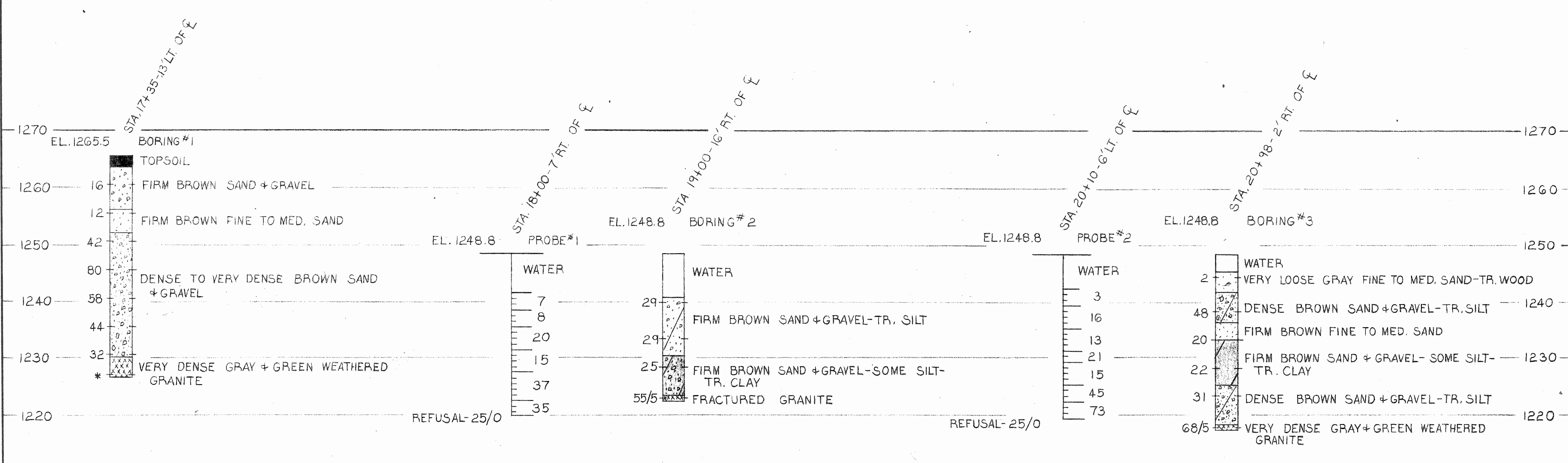
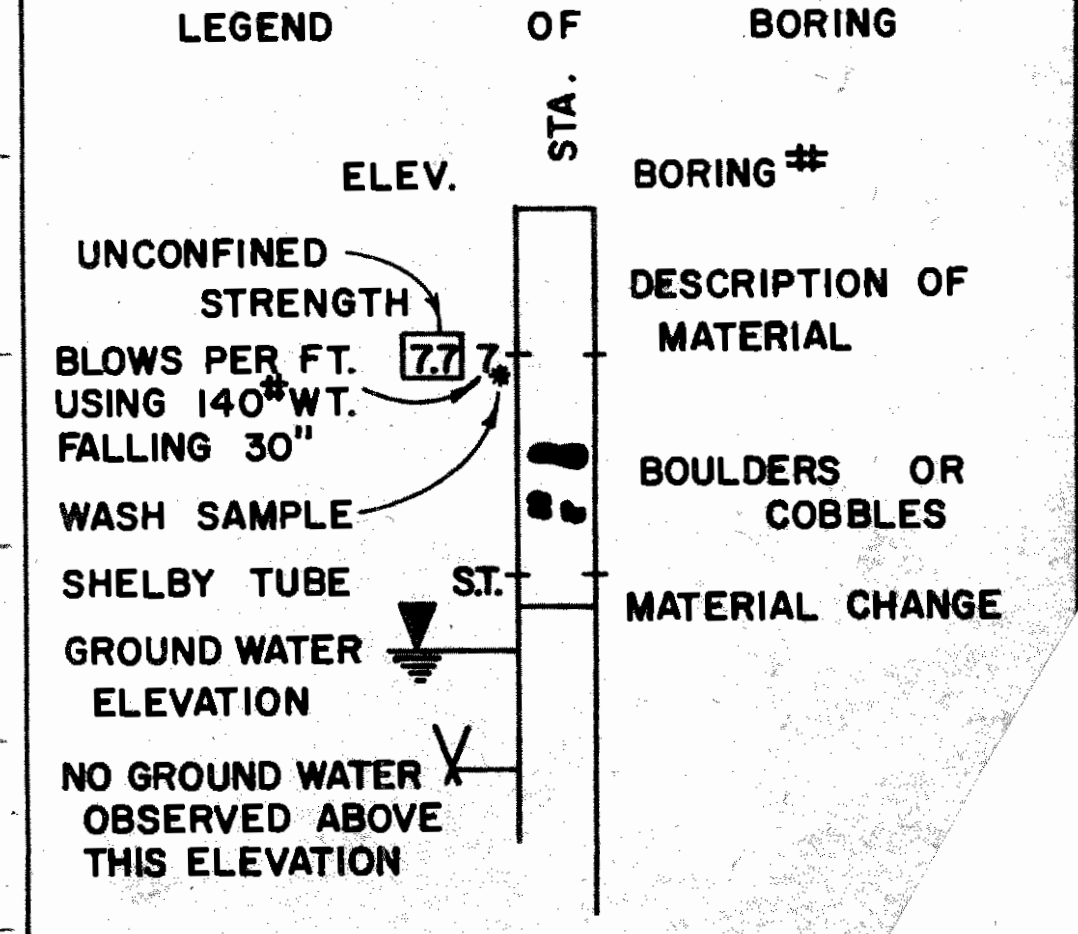
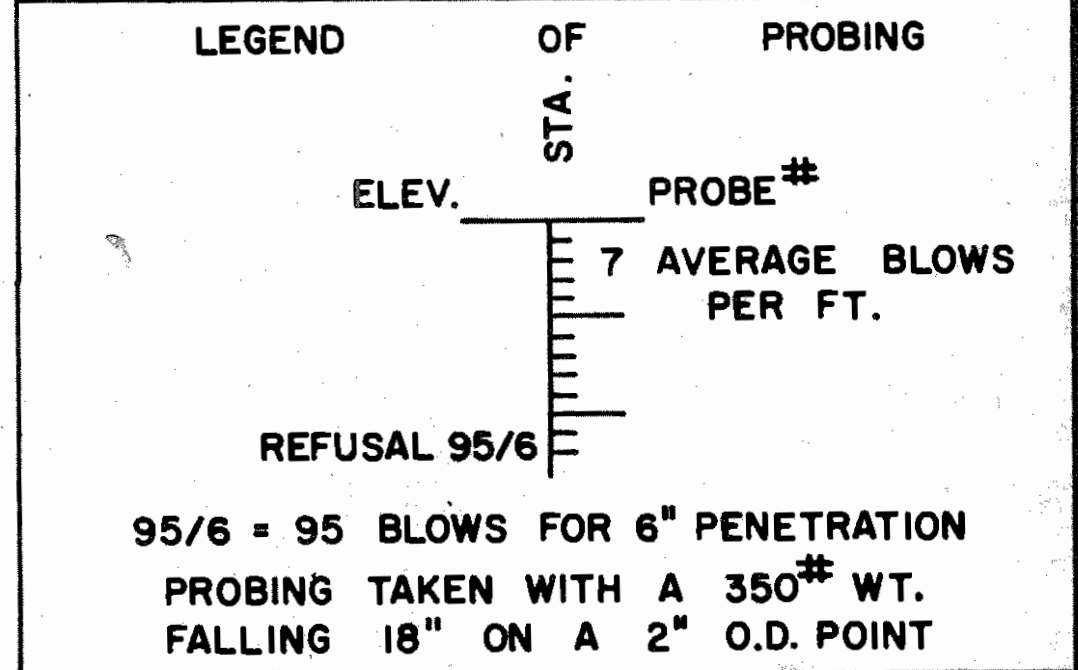
SCALE: 1" = 20'



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, EXPRESSED 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". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.



REVISED	STATE HIGHWAY COMMISSION OF W		
	SUBSURFACE EXPLORATION		
	DESIGN SPEC. A.A.S.H.O. 1961	LOADING H20-44	
	DATE 9-23-64	DESIGN	DRAWN 3/18
STRUCTURE B-35-15			SHEET 24