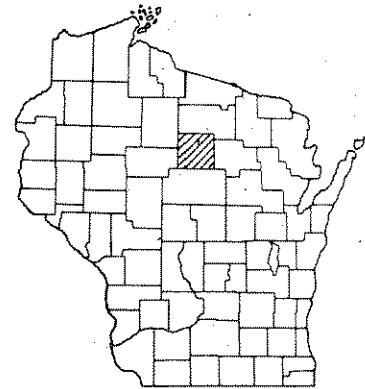


INDEX OF SHEETS

- SHEET NO. 1 TITLE
- SHEET NO. 2 TYPICAL CROSS SECTIONS
- SHEET NO. 2 ESTIMATE OF QUANTITIES
- SHEET NO. - MISCELLANEOUS QUANTITIES
- SHEET NO. - RIGHT OF WAY PLAT
- SHEET NO. 3 PLAN AND PROFILE STA. 20+19.75 TO STA. 21+28.25
- SHEET NO. 4 STANDARD DETAILS
- SHEET NO. 5-13 DRAINAGE STRUCTURES
- SHEET NO. - CROSS SECTIONS



DESIGN DESIGNATION

- A. D. T. 1967 - 590
- A. D. T. 1968 - 1180
- D. H. V. = 200
- D. = 65%
- T. = 12%
- V. = 50 M. P. H.

CONVENTIONAL SIGNS

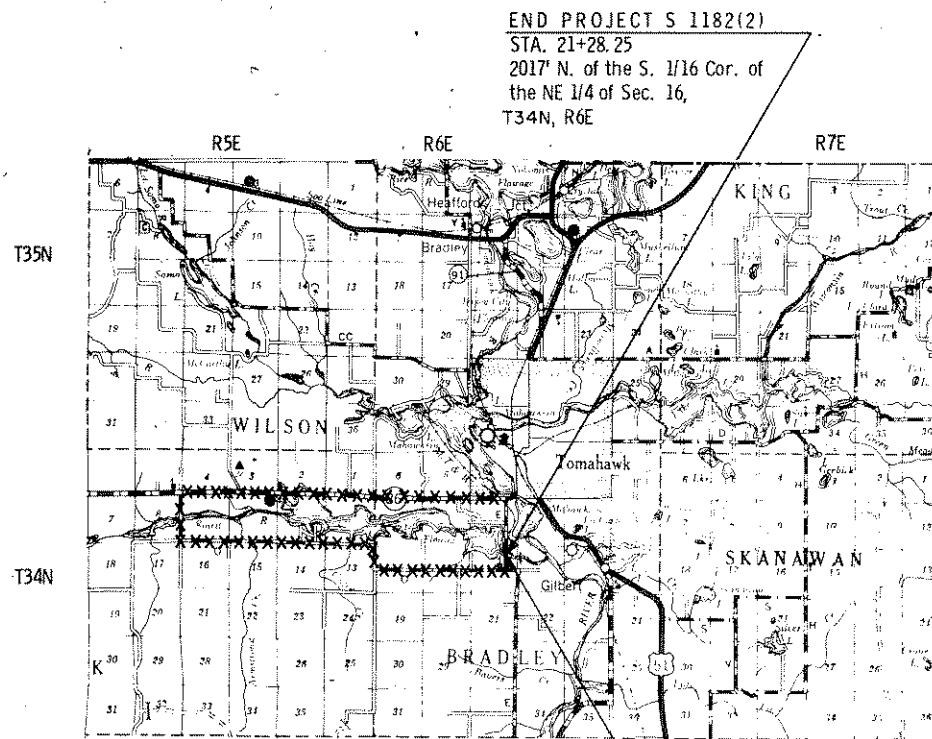
- | | | | |
|---------------------------|-------|-------------------------------|-------|
| STATE LINE | ----- | CULVERTS IN PLACE | ----- |
| COUNTY LINE | ----- | CULVERTS REQUIRED | ----- |
| TOWNSHIP OR RANGE LINE | ----- | DROP INLET | ----- |
| SECTION LINE | ----- | POWER POLE | ----- |
| NEW 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. | ----- | | |
| RAILROADS | ----- | | |
| BASE OR SURVEY LINE | ----- | | |

STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED
SPIRIT RIVER BRIDGE
C.T.H. "E"
LINCOLN COUNTY
PROJECT S1182(2)

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.

B-35-18



END PROJECT S 1182(2)
STA. 21+28.25
2017' N. of the S. 1/16 Cor. of
the NE 1/4 of Sec. 16,
T34N, R6E

BEGIN PROJECT S 1182(2)
STA. 20+19.75
1908.5' N. of the S. 1/16 Cor. of
the NE 1/4 of Sec. 16, T34N, R6E

LAYOUT
SCALE 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.021 MI.

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B.P.P. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
35.6	1182.0		11.2	4 WIS.	1	13

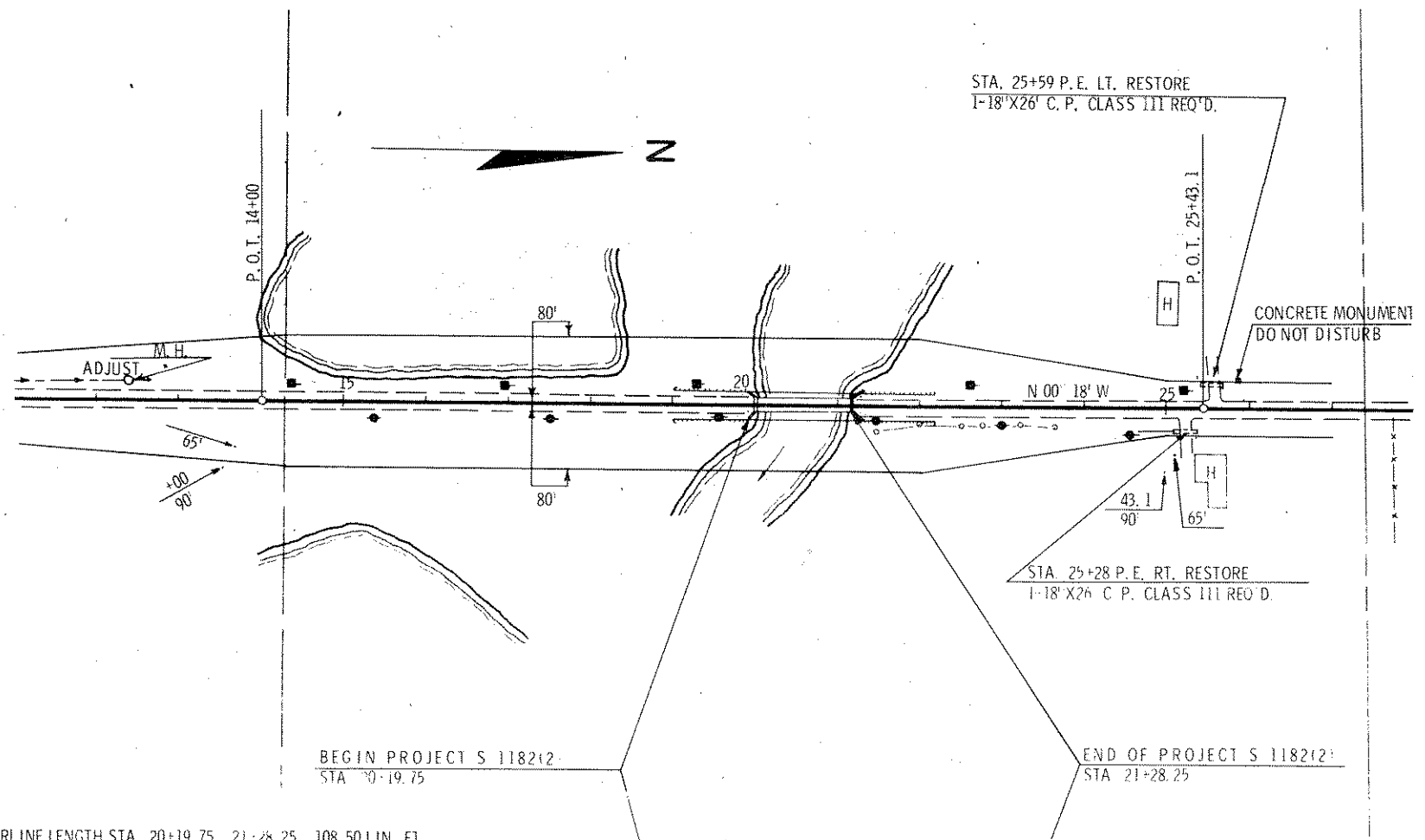
N

APPROVED FOR LINCOLN COUNTY

Francis X Fox

May 18 67 COUNTY HIGHWAY COMMISSIONER
Date Title

STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR J. WALLIN	NOTE BOOK 309
DIVISION COMPUTER W. CAIN	M. O. CHECKER W.H.B.
DISTRICT CHECKER G. WINAT	CORRECT
CORRECT:	
DATE 4/24/67	<i>Man Jutte</i> DISTRICT ENGINEER
RECOMMENDED FOR APPROVAL:	
DATE 4/28/67	<i>E.J. Bork</i> CHIEF DESIGN ENGINEER
APPROVED:	
DATE 5/1/67	<i>A. Burmeister</i> STATE HIGHWAY ENGINEER
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	
DATE	
DIVISION ENGINEER	



NET CENTERLINE LENGTH STA. 20+19.75 - 21+28.25 108.50 LIN. FT

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
0	8+60	P.K. NAIL IN MASONRY MANHOLE 21' RT.	127.27
1	18+24	SPIKE IN 12" MAPLE 40' RT.	93.78
2	23+61	SPIKE IN 20" N. PINE 89' LT.	102.24

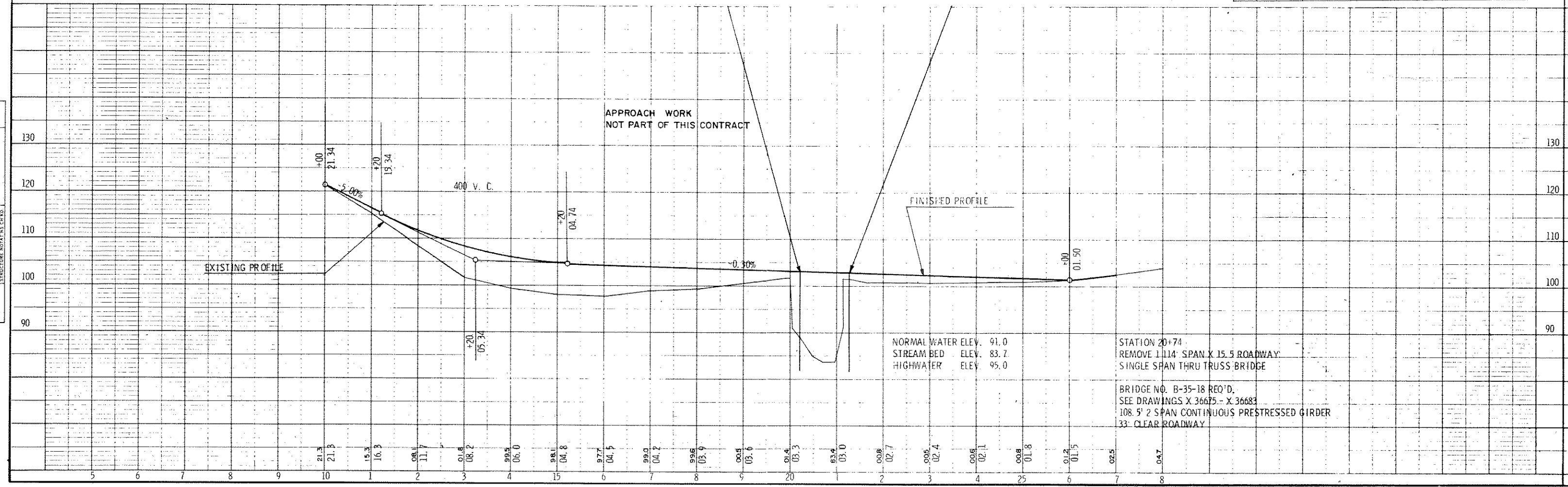


PLATE 1 - PLAN PROFILE

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	FEDERAL	B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
35.6	1182.0		11.2	4	51182(2)	5	13

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
 BEVEL EXPOSED EDGES 1" UNLESS SHOWN OR NOTED OTHERWISE.
 JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M153, TYPE I.
 AT PAVING NOTCH PROVIDE 3" x 12" PLANK BY WIDTH OF ROADWAY. 3/4" DIAMETER BOLTS WITH THREADED INSERTS LOCATED 5" BELOW ROADWAY SURFACE AND PLACED AT APPROXIMATELY 3'-0" CENTERS SHALL ATTACH PLANK TO CONCRETE. BOLTS AND PLANK SHALL BE REMOVED WHEN PLACING APPROACH SLAB CONCRETE. (NON-BID ITEM)
 TOP AND BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER, AND BY INDIVIDUAL BAR CHAIRS AT 3'-0" CENTERS AT APPROXIMATELY THE 1/3 POINTS BETWEEN GIRDERS.
 ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.
 CYLINDRICAL TYPE STEEL PILE SHELLS, IF USED, SHALL HAVE A MINIMUM NOMINAL (AVERAGE) SHELL THICKNESS OF 0.219 INCH AND CONFORM TO THE REQUIREMENT OF A.S.T.M. DESIGNATION A252, GRADE 2. FLUTED PILES, IF USED, SHALL HAVE A MINIMUM SHELL THICKNESS OF NOT LESS THAN #5 GAUGE.
 PILE SPLICES AT PIERS, IF USED, SHALL BE MADE BY A CERTIFIED WELDER.
 THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH MEDIUM RANDOM RIPRAP TO THE EXTENT SHOWN ON THIS SHEET AND IN THE ABUTMENT DETAILS.
 AT ABUTMENTS THE UPPER LIMIT FOR "EXCAVATION FOR STRUCTURES" SHALL BE AS SHOWN ON X36681.
 AT ABUTMENTS ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL. PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS FOR "EXCAVATION FOR STRUCTURES".

DESIGN DATA

LIVE LOAD H20
 ALLOWABLE DESIGN STRESSES
 CONCRETE MASONRY, GRADE "AA"..... $f_c = 1,400$ p.s.i.
 BAR STEEL REINFORCEMENT..... $f_s = 20,000$ p.s.i.
 PRESTRESSED GIRDER
 CONCRETE MASONRY..... $f_c = 6,000$ p.s.i.
 STRANDS-1/2" DIA. WITH ULTIMATE TENSILE STRENGTH OF..... 270,000 p.s.i.

FOUNDATION DATA

PLACE ABUTMENTS ON TREATED TIMBER PILING DRIVEN TO 24 TONS/PILE MINIMUM BEARING. ESTIMATED PILE LENGTH 30 FEET.
 PLACE PIER ON 14" DIA. CAST-IN-PLACE CONCRETE PILING DRIVEN TO 50 TONS/PILE MINIMUM BEARING. ESTIMATED PILE LENGTH 40 FEET.

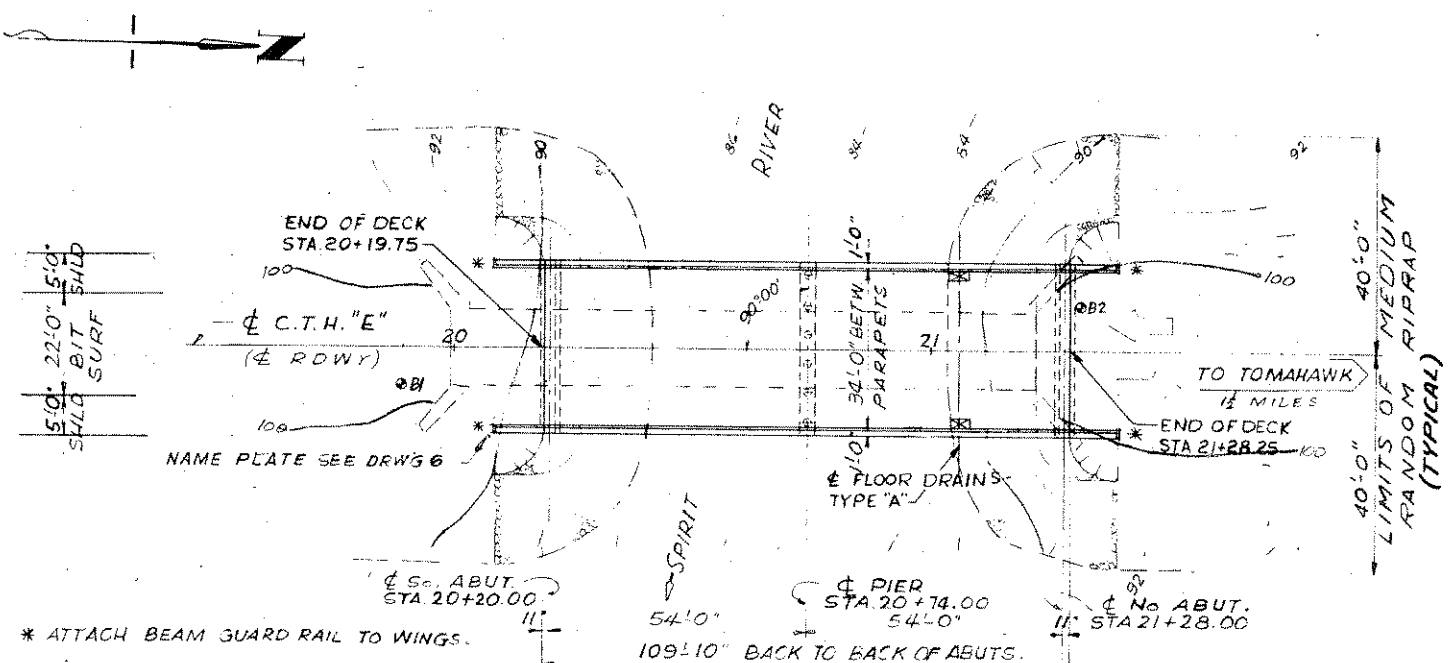
TOTAL ESTIMATED QUANTITIES

BID ITEM	UNIT	SUPER	S. ABUT.	PIER	N. ABUT.	TOTAL
REMOVING OLD BRIDGE STA. 20+74.00	L.S.					1
EXCAVATION FOR STRUCTURES	C.Y.		15		35	50
GRANULAR BACKFILL	C.Y.		10		20	30
CONCRETE MASONRY	C.Y.	134.9	31.4	10.1	31.4	207.8
PRESTRESSED GIRDER I TYPE, 36 INCH	L.F.	433				433
BAR STEEL REINFORCEMENT	L.B.	40,150	1,620	1,650	1,620	45,040
BEARING PADS, ELASTOMERIC	S.F.	20				20
TREATED TIMBER TEST PILING	L.S.					1
TREATED TIMBER PILING, DELIVERED	L.F.		270		270	540
TREATED TIMBER PILING, DRIVEN	L.F.		270		270	540
CAST-IN-PLACE CONCRETE TEST PILING	L.S.					1
CAST-IN-PLACE CONC. PILING, DELIVERED	L.F.			200		200
CAST-IN-PLACE CONC. PILING, DRIVEN	L.F.			135		135
TUBULAR RAILING, TYPE "G"	L.F.	249				249
FLOOR DRAINS, TYPE "A"	EA.	2				2
MEDIUM RANDOM RIPRAP	C.Y.		100		110	210
NON-BID ITEM						
1/8" ALUMINUM OR ZINC PLATE FILLER	S.F.	15				15
3 x 12 HARDWOOD PLANK AND HARDWARE	L.F.	66				66

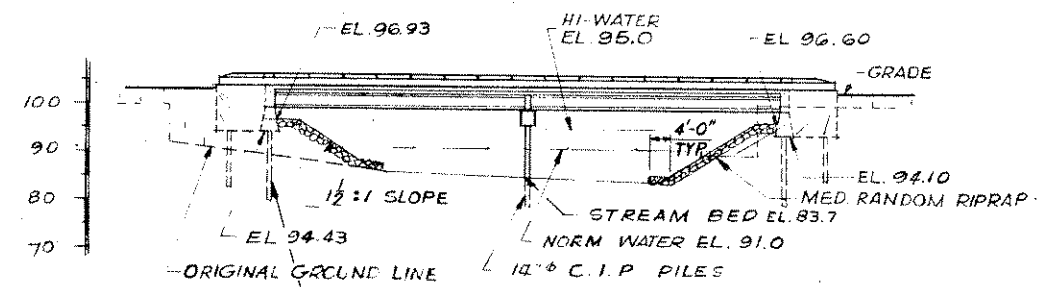
02-45 FOOT PILES REQUIRED. DRIVE ONE AT EACH ABUTMENT.
 001-60 FOOT PILE REQUIRED. DRIVE AT PIER.

LIST OF DRAWINGS

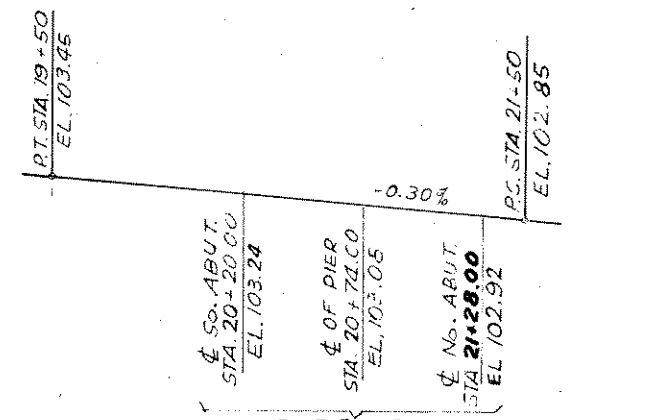
- GENERAL PLAN _____ X36675
- SUPERSTRUCTURE _____ X36676
- 36" PRESTRESSED GIRDER DETAILS _____ X36677
- FLOOR DRAIN DETAILS _____ X36678
- DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING _____ X36679
- RAIL PARAPET DETAILS _____ X36680
- PIER AND ABUTMENTS _____ X36681
- BILL OF BARS _____ X36682
- SUBSURFACE EXPLORATION _____ X36683



PLAN LAYOUT B-35-18
 2 SPAN CONTINUOUS PRESTRESSED GIRDER SUPERSTRUCTURE.



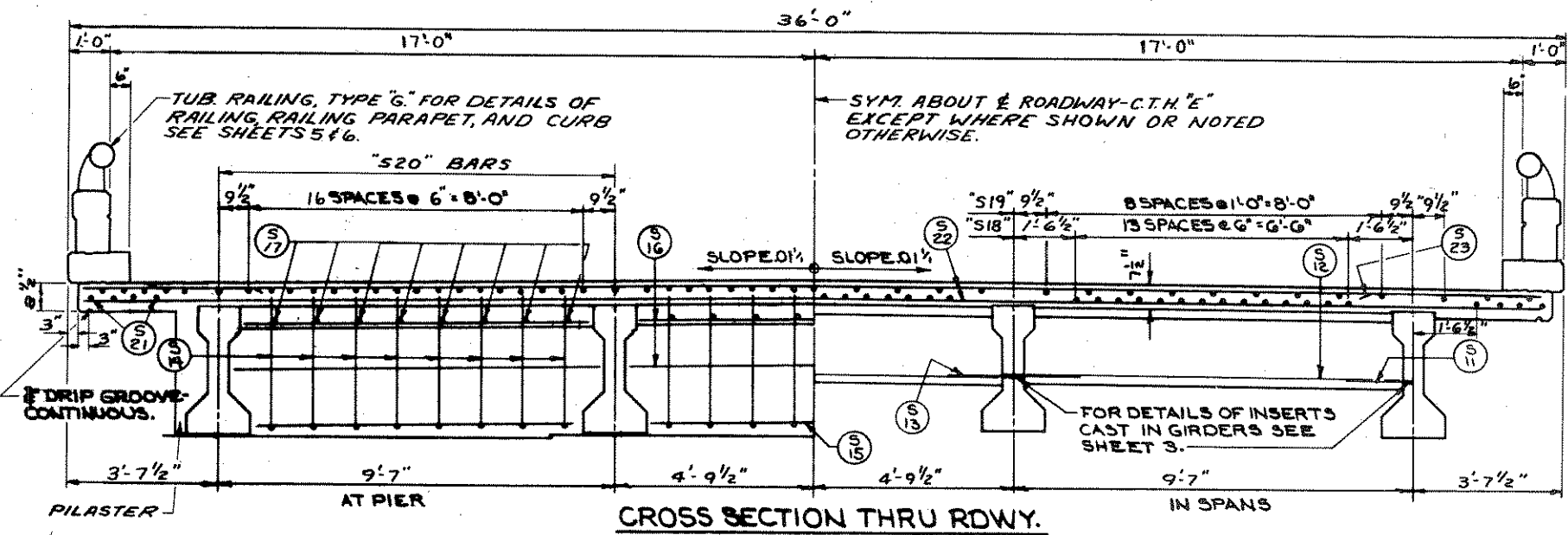
TREATED TIMBER PILES-TYP
 ELEVATION



PROFILE GRADE LINE C.T.H. "E"

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	GENERAL PLAN		
	CO. LINCOLN	TN. BRADLEY	STA. 20+74.00
	SECTION 16	TOWN 34N	RANGE 6E
	DESIGN SPEC. AASHO '61	LOADING H20	CONCRETE SPEC. 1963
	DATE 1/12/67	DESIGN CRD	DRAWN PAGE CRD. F.R.W.
RECOMMENDED	W.A. Kline CHIEF BRIDGE ENGINEER		
APPROVED	H. J. B... STATE HIGHWAY ENGINEER		
STRUCTURE B-35-18		SHEET 1 OF 9	

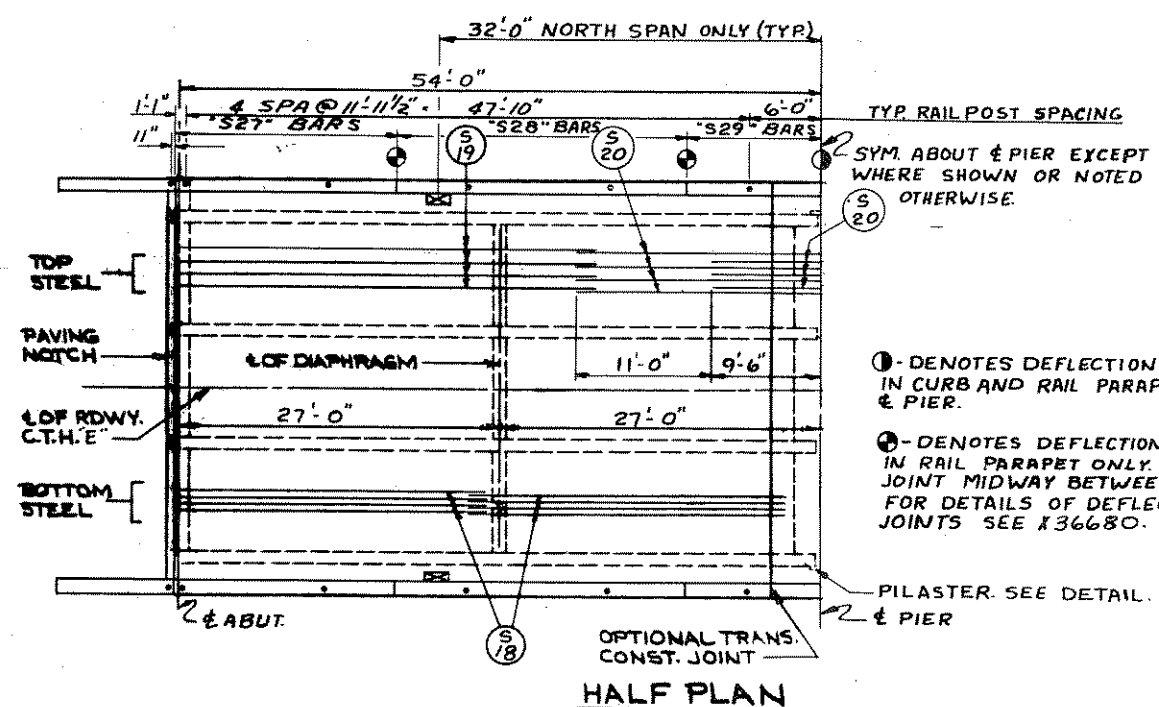
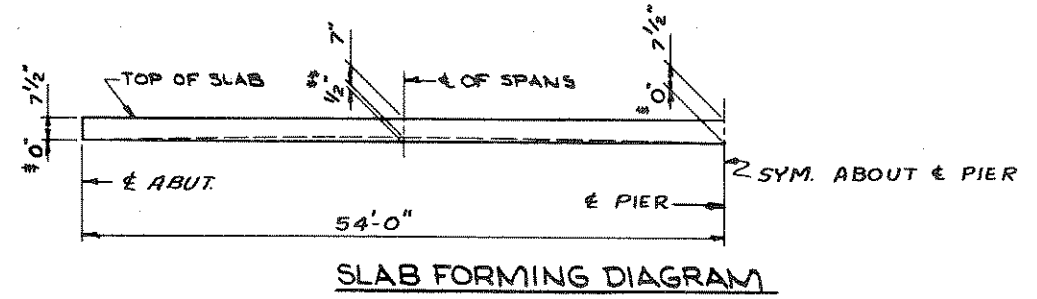
S. F. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	51182(2)	6	13



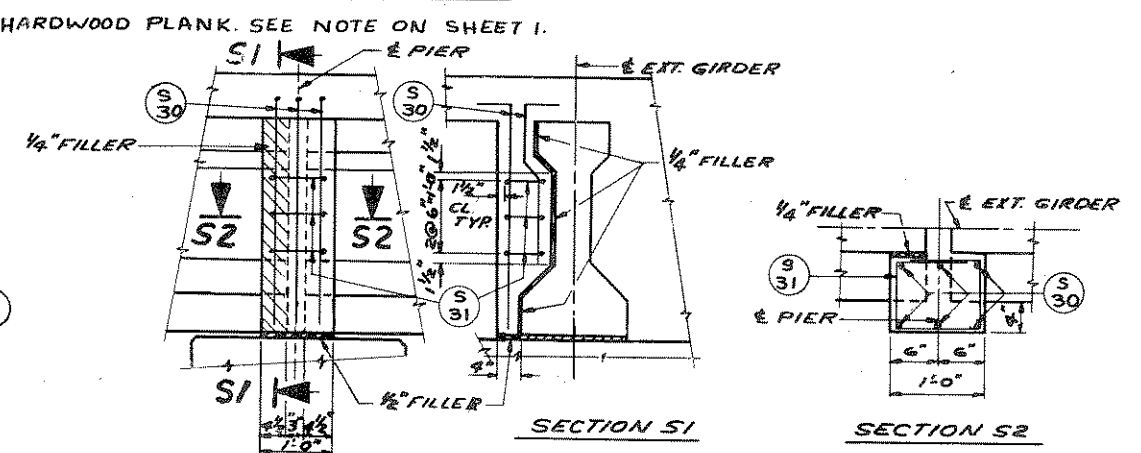
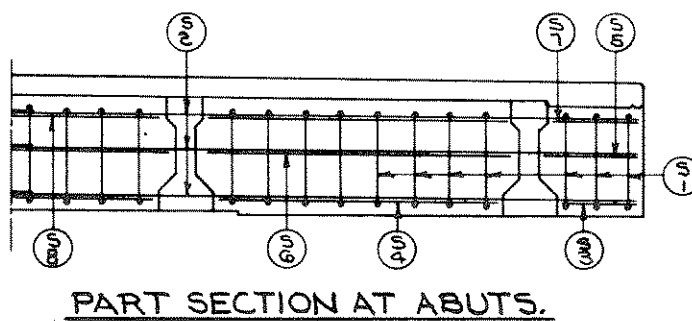
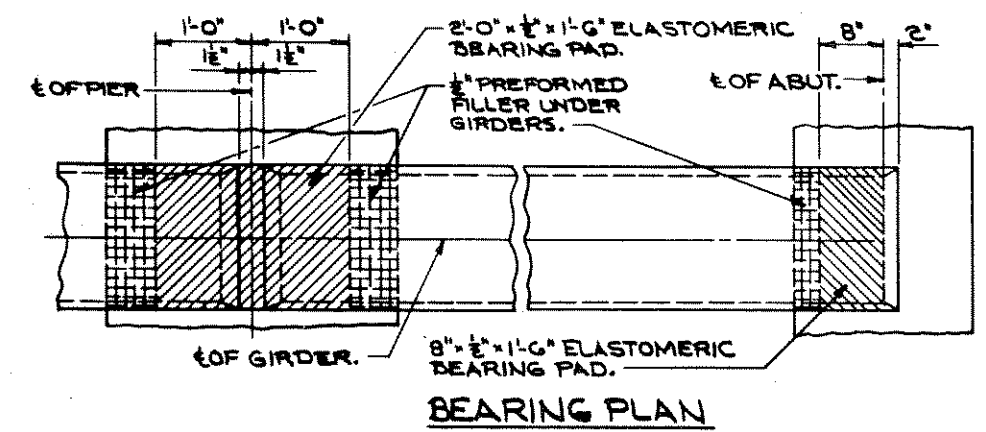
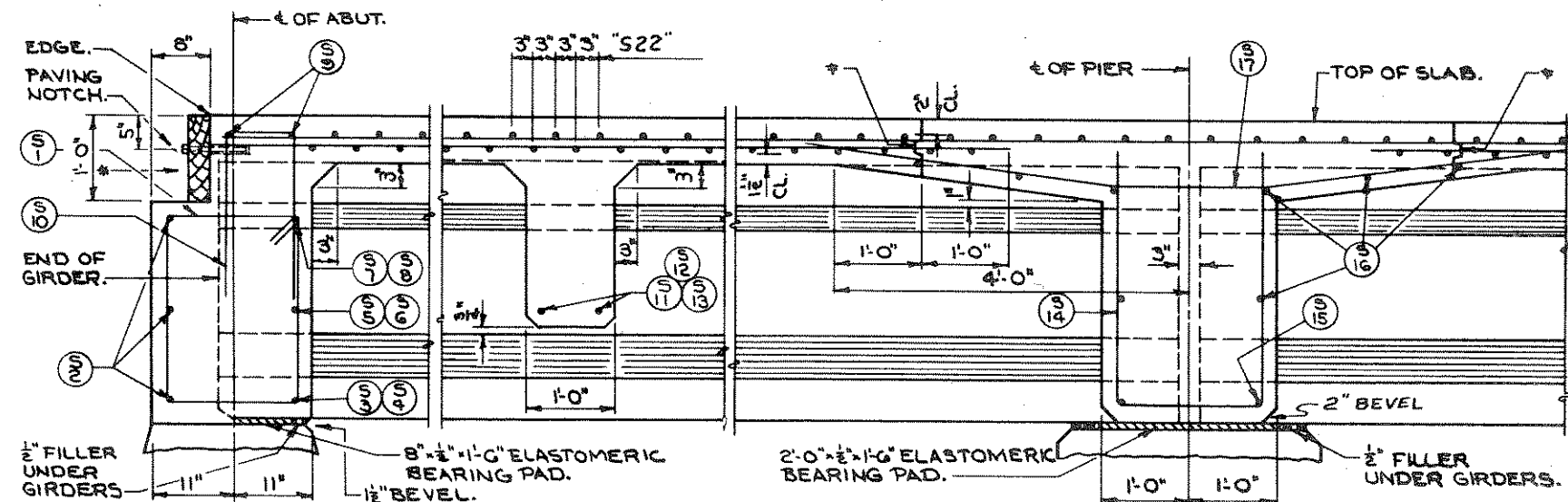
* OPTIONAL TRANSVERSE CONSTRUCTION JOINTS. CONCRETE BETWEEN JOINTS OVER PIERS TO BE PLACED AFTER CONCRETE SLAB IN BOTH SPANS IS IN PLACE. CONSTRUCTION JOINTS MAY BE OMITTED IF PLACEMENT OF EACH SPAN CAN BE MADE IN NOT LONGER THAN A FIVE HOUR PERIOD.

** TO COMPENSATE FOR VARIATIONS IN PRESTRESS CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES THE IMBEDMENT AT THE & OF THE SPAN MAY BE VARIED WITH A MAXIMUM OF 1/2" ALLOWABLE IMBEDMENT AND THE SLAB HELD TO PLAN THICKNESS.

‡ IF VARIATION IN PRESTRESS CAMBER AND OTHER CONSTRUCTION DISCREPANCIES ARE OF SUCH MAGNITUDE SO THAT THE MAXIMUM ALLOWABLE IMBEDMENT AS NOTED ABOVE WILL BE EXCEEDED THESE DIMENSIONS WILL BE REVISED. THE 1/2" IMBEDMENT AND THE PLAN SLAB THICKNESS WILL BE HELD WHILE THE GRADE LINE WILL BE REVISED.



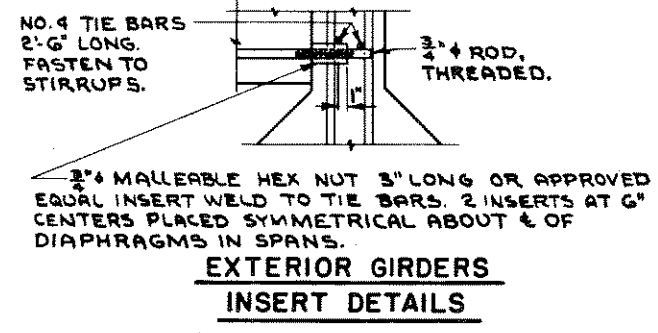
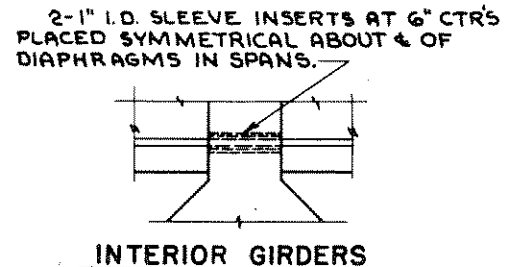
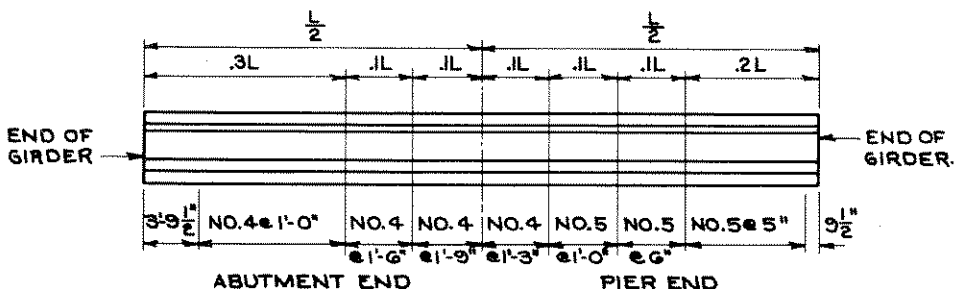
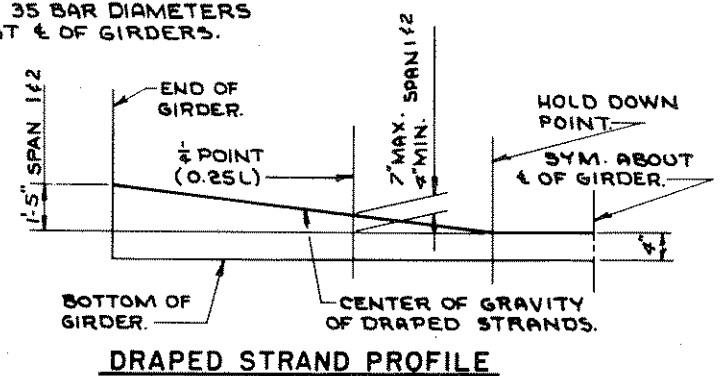
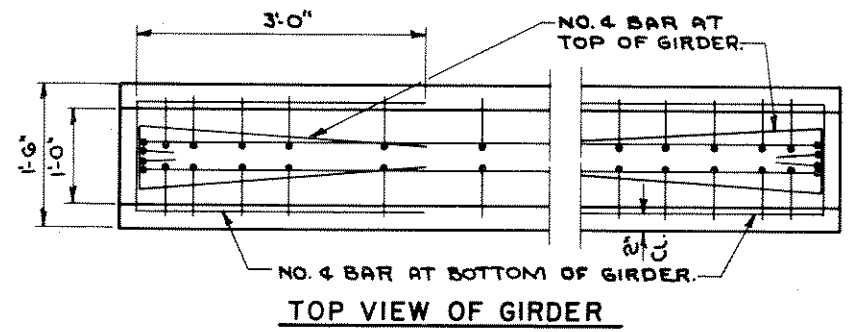
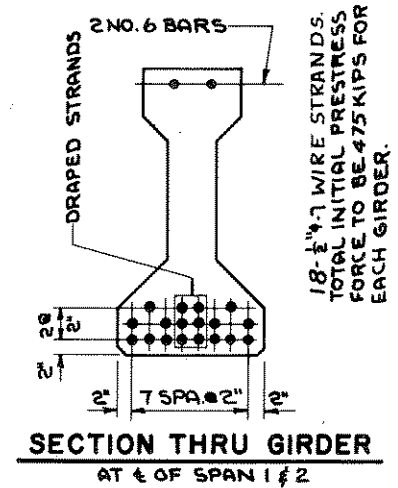
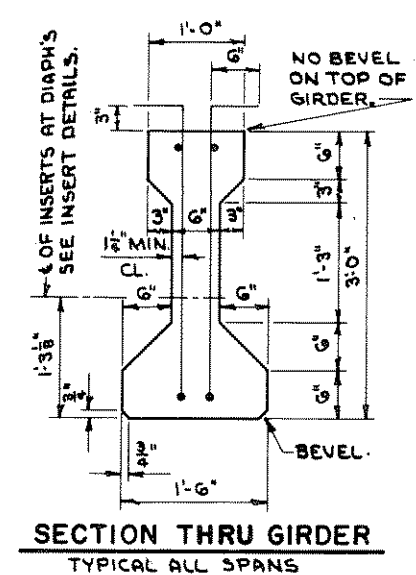
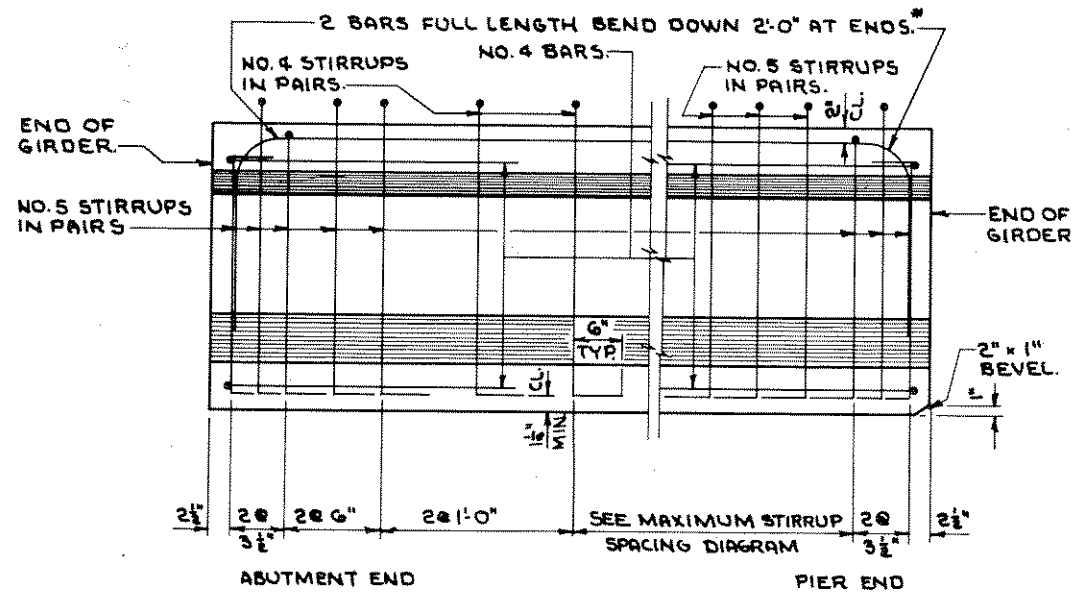
- ① - DENOTES DEFLECTION JOINT IN CURB AND RAIL PARAPET AT & PIER.
- ② - DENOTES DEFLECTION JOINT IN RAIL PARAPET ONLY. PLACE JOINT MIDWAY BETWEEN POSTS. FOR DETAILS OF DEFLECTION JOINTS SEE X36680.



PILASTER DETAIL

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	DESIGN SPEC. AASHO-G1 LOADING H20 CORR. 1963
	DATE 12-67 DESIGN CRD DRAWN PAGE CHK. F.R.W.
STRUCTURE B-35-18	SHEET 2 OF 9

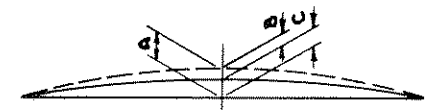
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	51182(2)	7	13



MAXIMUM STIRRUP SPACING DIAGRAM
 ALL STIRRUPS TO BE IN PAIRS AS SHOWN ABOVE. THE LOCATION OF STIRRUPS SHALL BE SHOWN ON SHOP DRAWINGS. THE OVERALL LENGTH OF GIRDERS "L" IS 54'-0 1/2" FOR GIRDERS IN SPAN 1/2.

DEFLECTION DATA

	CAMBER	SPAN 1/2
*A:	PRE-STRESS CAMBER	1 1/8"
*B:	DEAD LOAD DEFLECTION	5/8"
*C:	RESIDUAL CAMBER	1/2"



* DATA SHOWN IS THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESSING CONDITIONS AND PRESTRESS LOSSES.

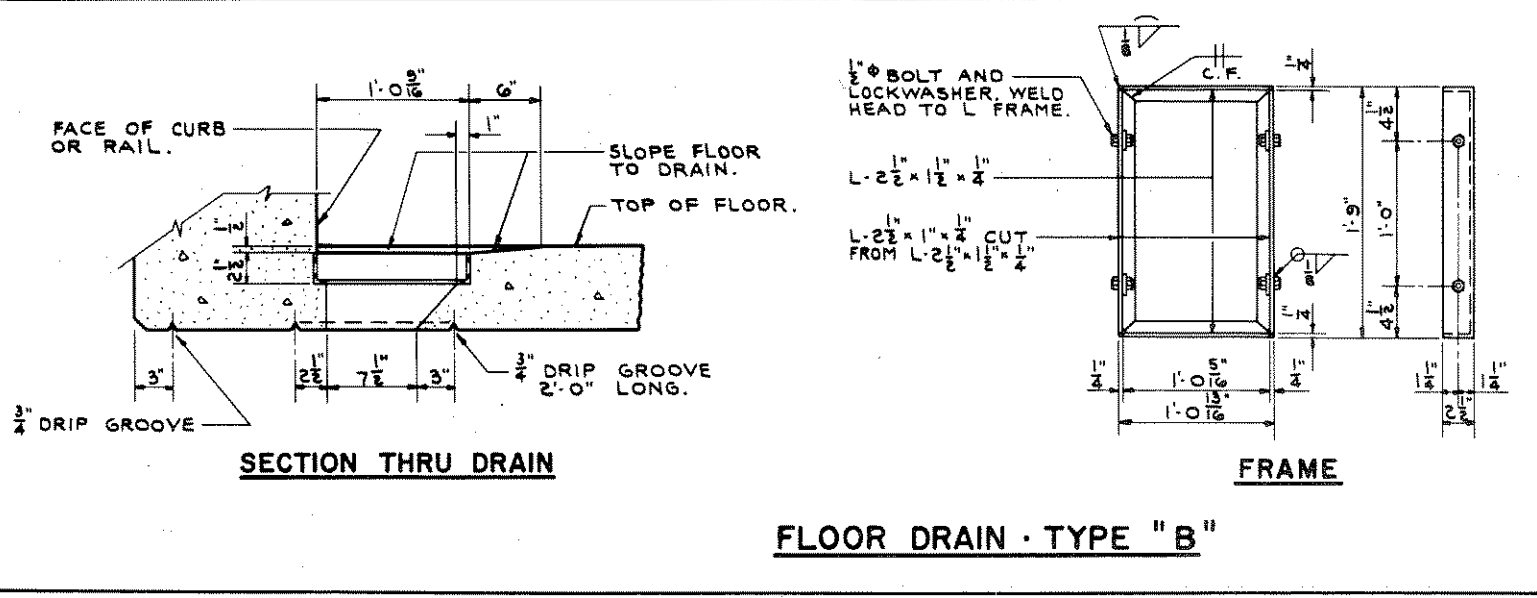
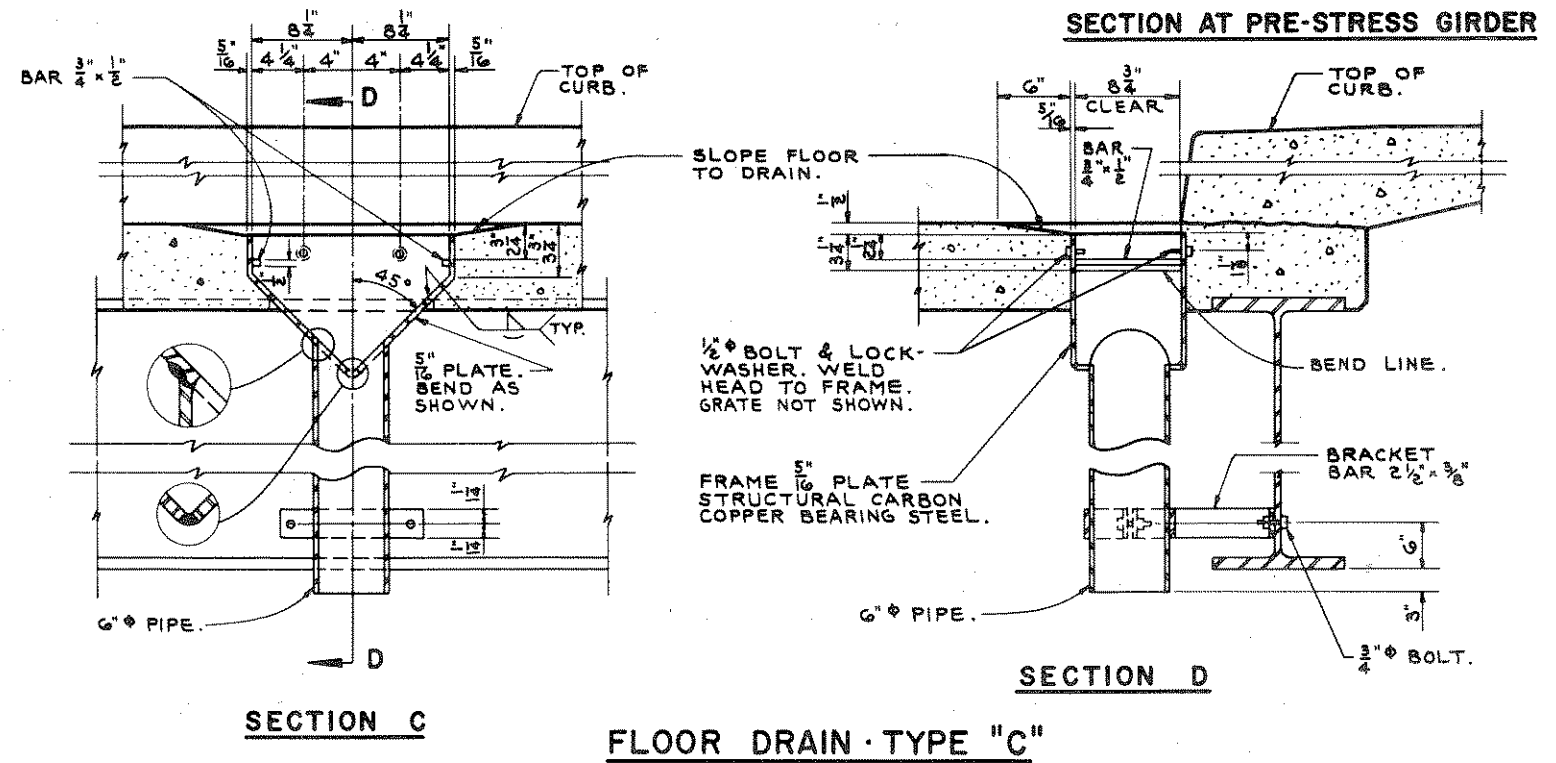
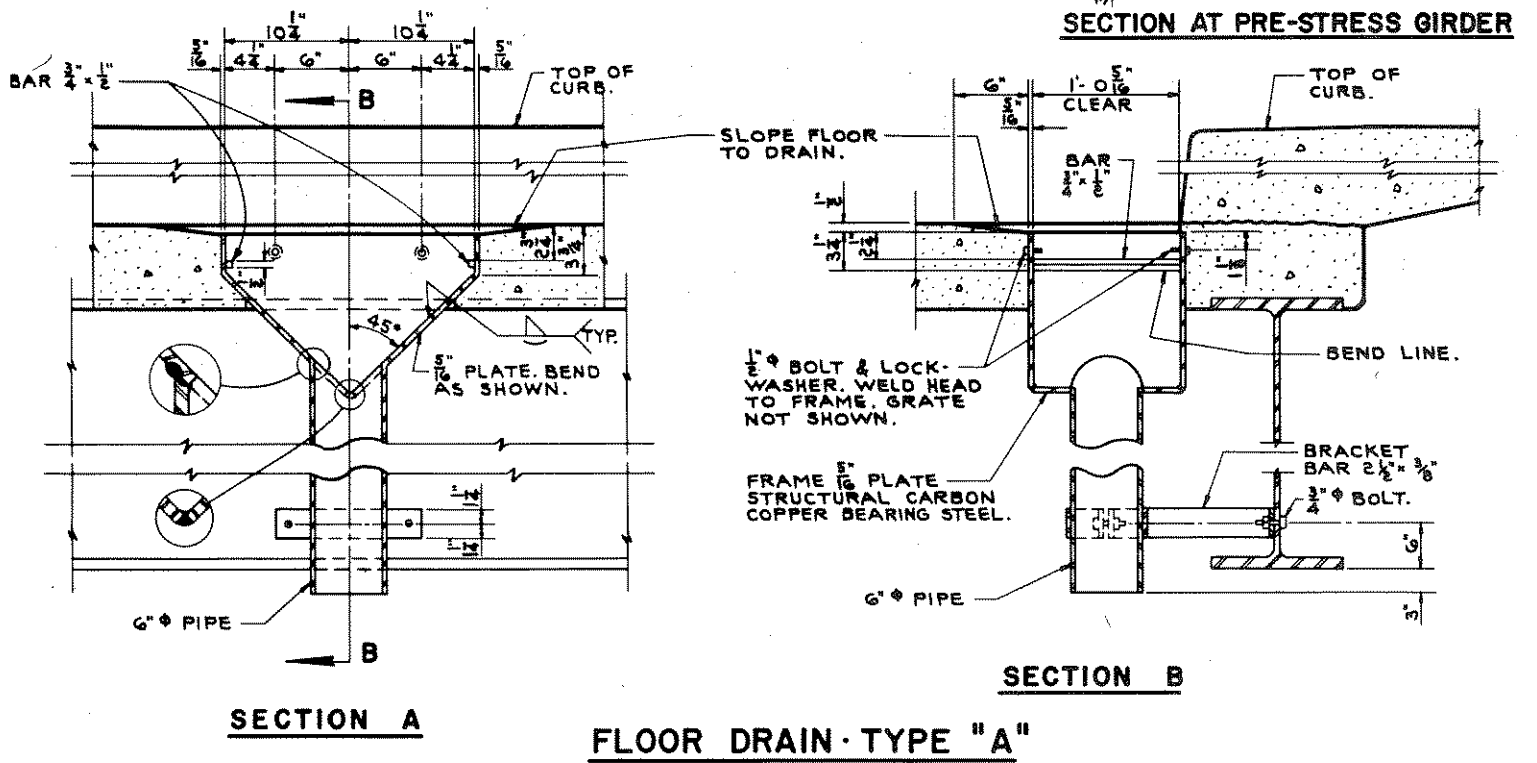
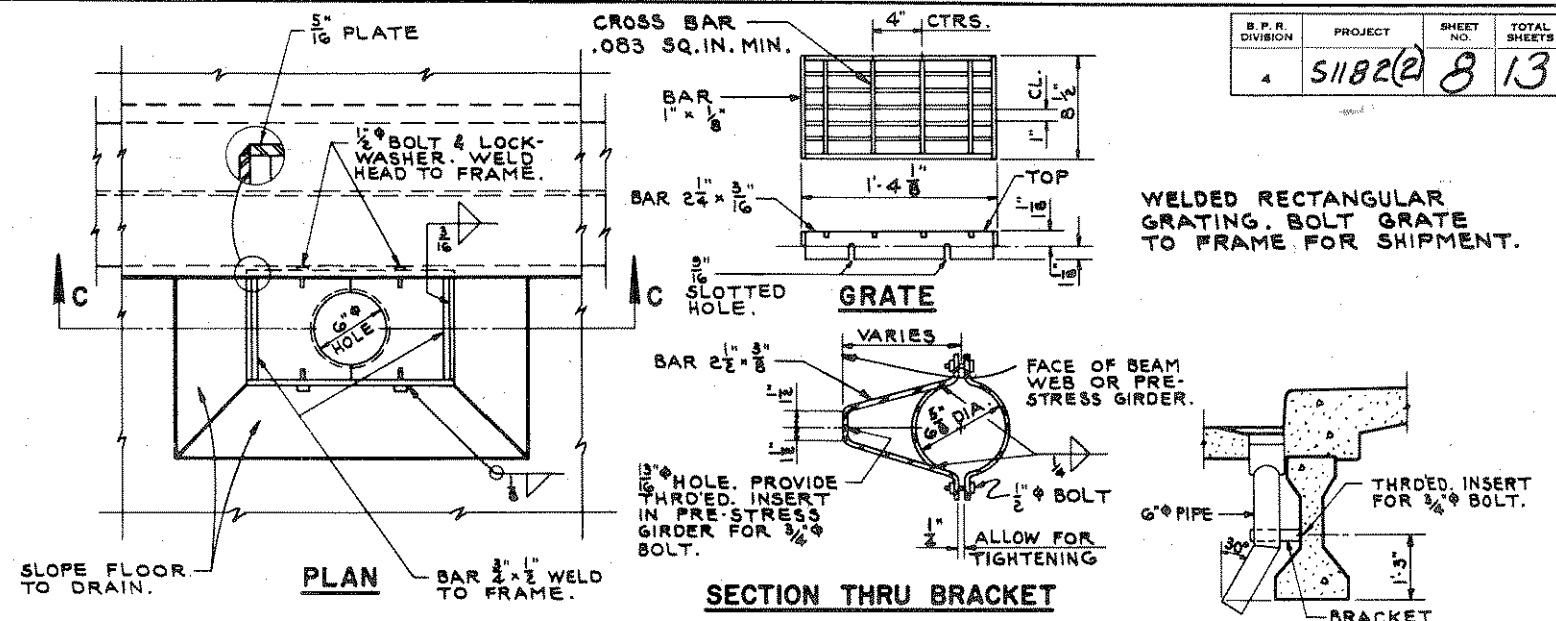
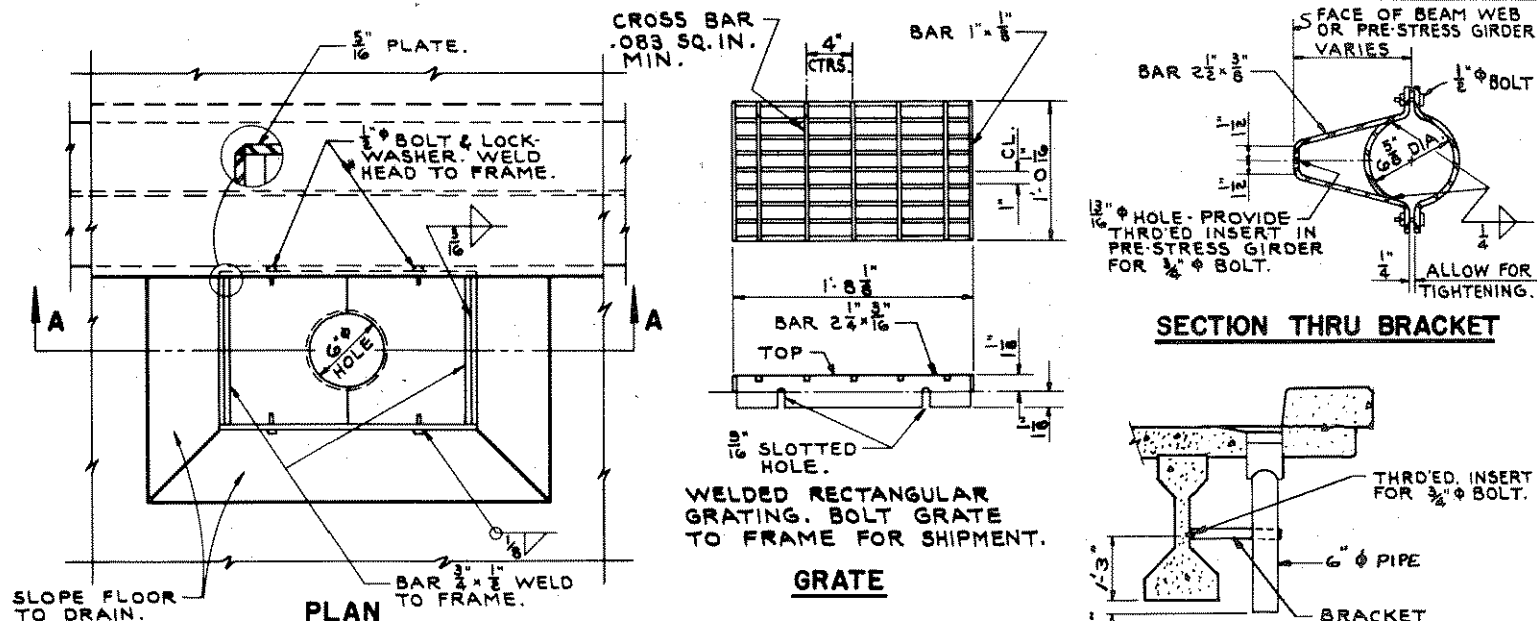
MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRE-STRESS FORCE f_{ci} (psi)

GIRDER TYPE	SPAN 1/2
DRAPED PATTERN	4,800
SPREAD PATTERN	

GENERAL NOTES
 TOP OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB.
 THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. THE DETAILS OF THE LIFTING DEVICE USED SHALL BE SUBMITTED FOR APPROVAL.
 ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN. WIRES SHALL BE FLUSH WITH END OF GIRDERS.
 PRESTRESSING WIRES SHALL HAVE AN ULTIMATE STRENGTH OF 270,000 psi.
 ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOULDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	36" PRESTRESSED GIRDER DETAILS		
	DESIGN SPEC. AASHO-G1	LOADING H20	CONCRETE SPEC. 1963
	DATE 1/2-67	DESIGN ST'D.	DRAWN PAGE CRD. F.R.W.
STRUCTURE B-35-18		SHEET 3 OF 9	

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	51182(2)	8	13



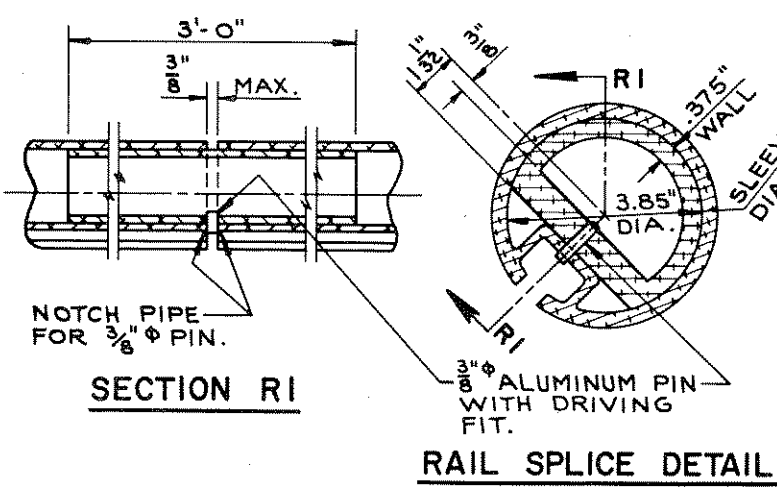
NOTE: WELDS ON COPPER BEARING STEEL SHALL BE MADE WITH LOW HYDROGEN ELECTRODES.

FLOOR DRAIN - TYPE	A
FLOOR DRAINS REQ'D.	2

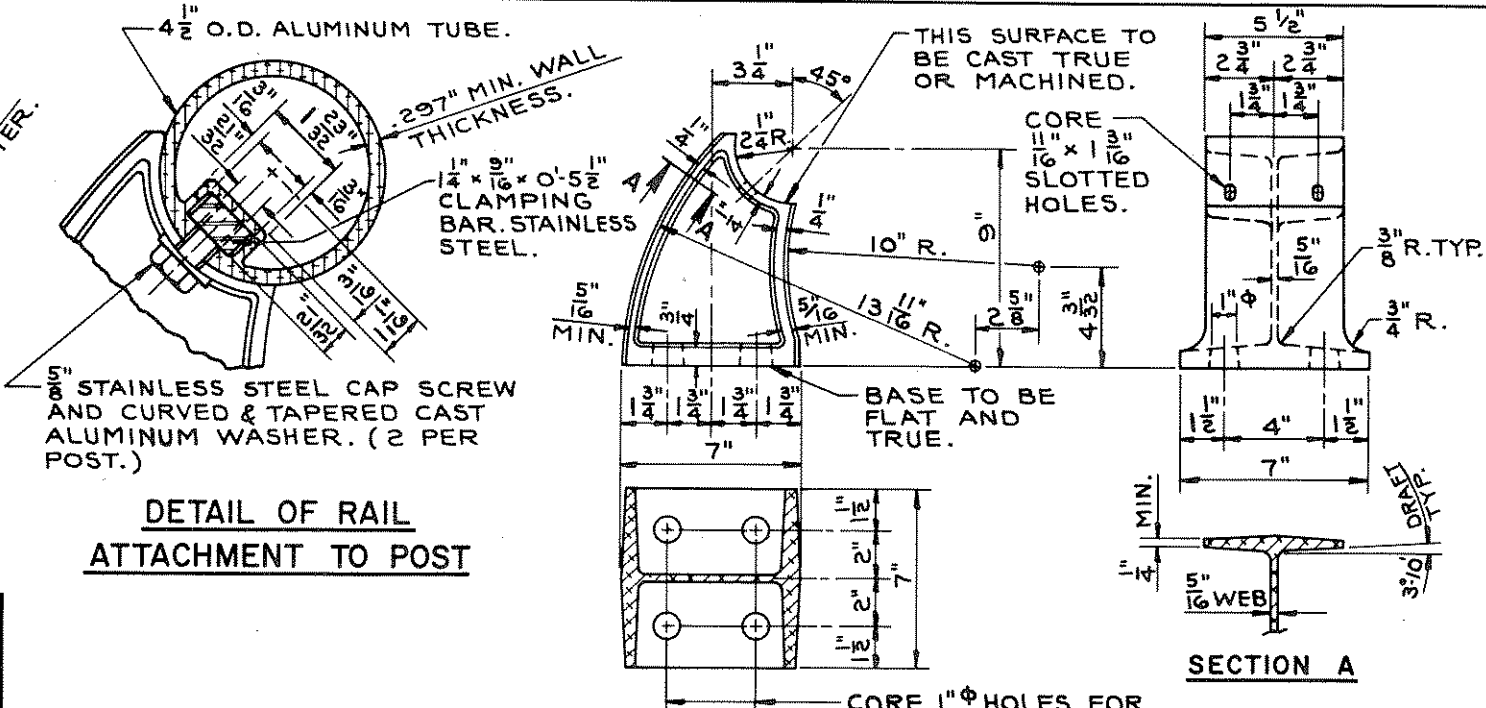
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	FLOOR DRAIN DETAILS
DESIGN SPEC. A.A.S.H.O. 1961	LOADING H20
DATE 1/12/67	CONTR. 1963
DESIGN CRD	DRAWN PAGE
STRUCTURE B-35-18	SHEET 4 OF 9

X36678

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
	51182(2)	9	13

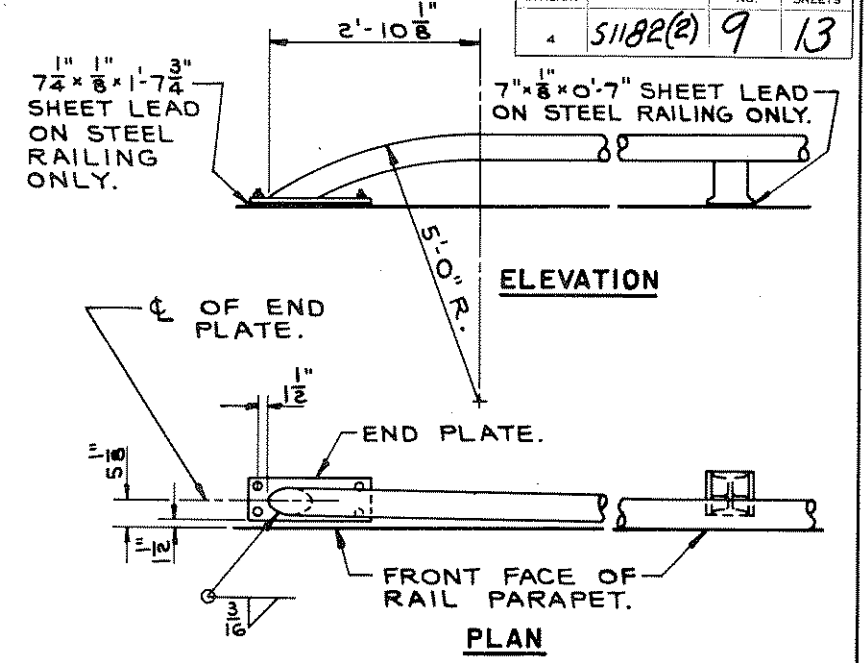


SECTION RI RAIL SPLICE DETAIL ALUMINUM RAILING DETAILS



DETAIL OF RAIL ATTACHMENT TO POST

SECTION A ALUMINUM POST CASTING



DETAIL OF RAIL BEND AT ABUTMENTS

NOTES

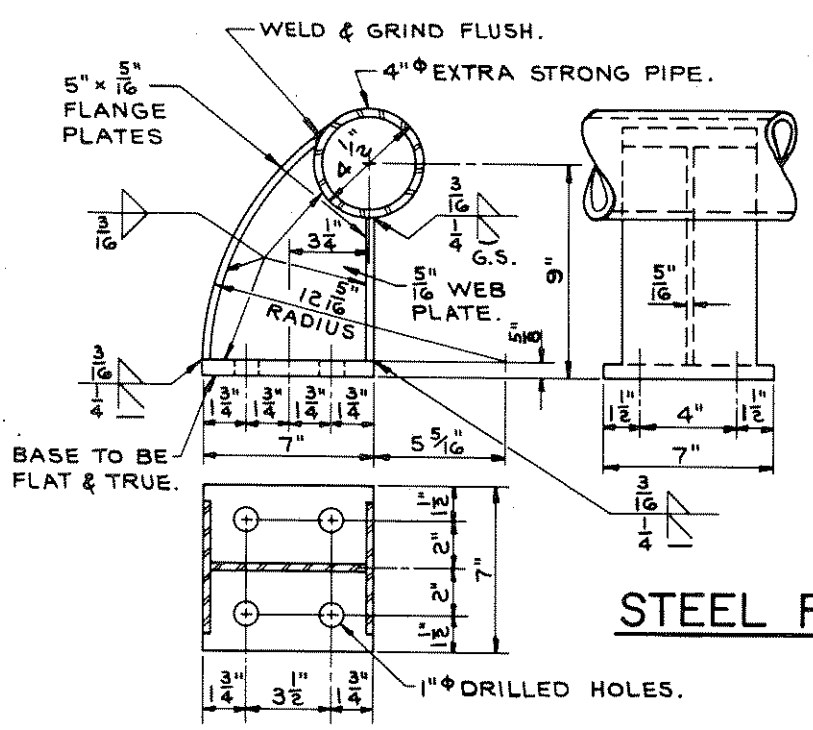
RAILING SPLICES SHALL BE LOCATED SUCH THAT ϕ OF SPLICE IS $\frac{1}{6}$ PANEL LENGTH ± 4 " OFF NEAREST POST.

ALUMINUM SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.

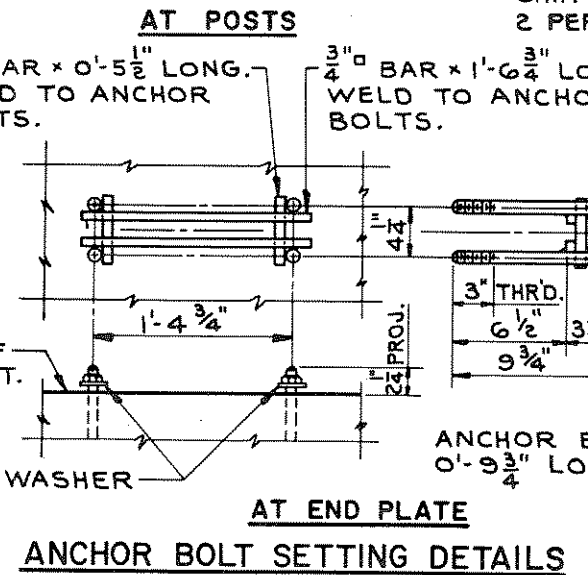
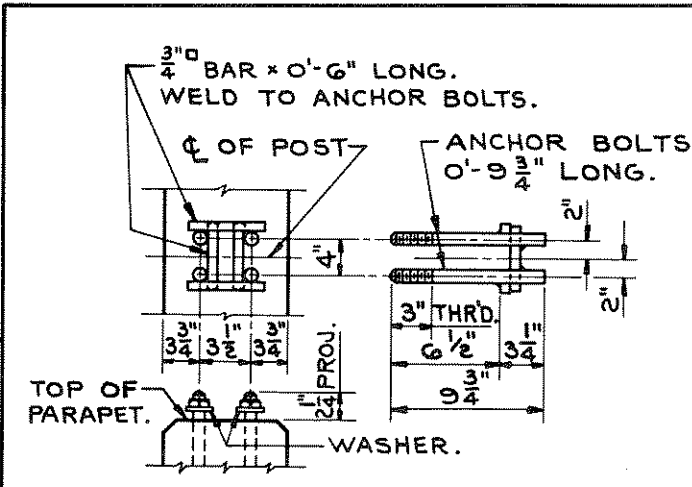
RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.

ANCHOR BOLTS, NUTS & WASHERS TO BE STAINLESS STEEL.

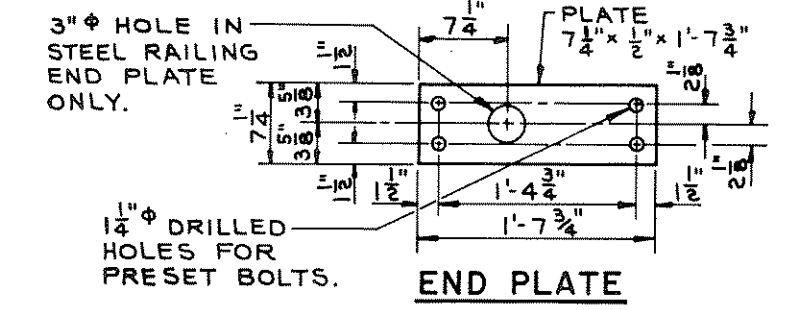
WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MINIMUM NOMINAL AVERAGE WALL THICKNESS.



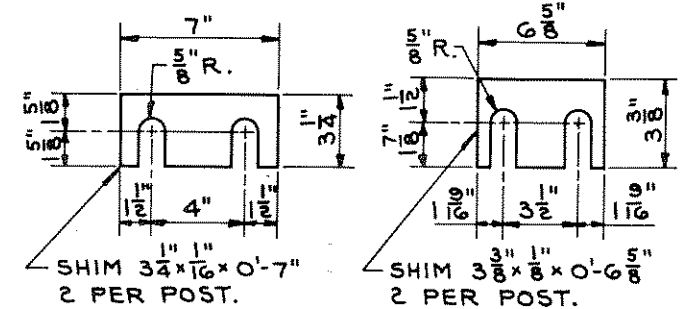
STEEL RAILING DETAILS



THE SHANK AND ROOT OF THREAD DIAMETER FOR ANCHOR BOLTS SHALL BE A MINIMUM OF 0.62 INCHES.

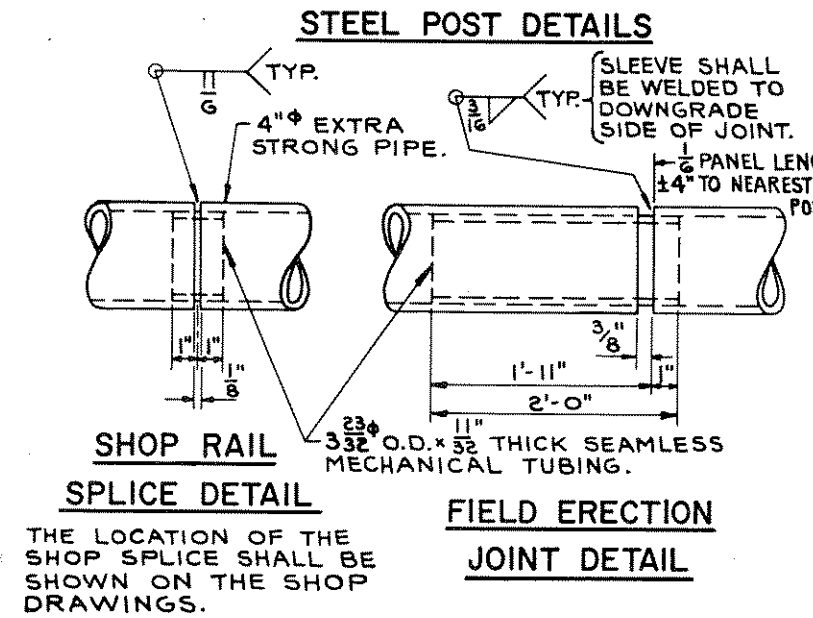


END PLATE SHIM DETAILS



POST SHIM DETAILS

WORK THIS SHEET WITH SHEET TITLED "RAIL PARAPET DETAILS"



STEEL POST DETAILS

SHOP RAIL

FIELD ERECTION JOINT DETAIL

THE LOCATION OF THE SHOP SPLICE SHALL BE SHOWN ON THE SHOP DRAWINGS.

NOTES

RAILING SHALL BE FABRICATED IN 2 & 3 PANEL LENGTHS.

STEEL SHIMS SHALL BE USED UNDER POSTS AND UNDER END PLATES WHERE REQUIRED FOR ALIGNMENT.

THE FOLLOWING MATERIALS SHALL BE USED:

RAILING SHALL BE 4" EXTRA STRONG PIPE CONFORMING TO ASTM DESIGNATION A53, GRADE B.

SLEEVES SHALL BE 3 3/8" O.D. x 1 1/32" THICK SEAMLESS MECHANICAL TUBING MADE OF STEEL WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I. AND A MINIMUM ELONGATION OF 10%.

POSTS SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A36.

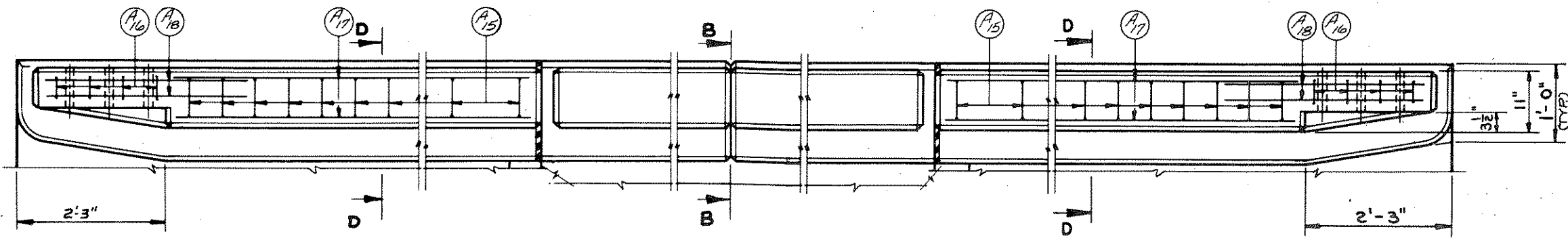
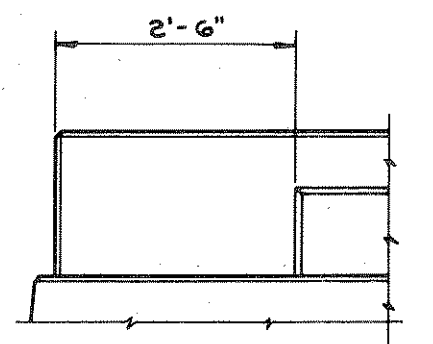
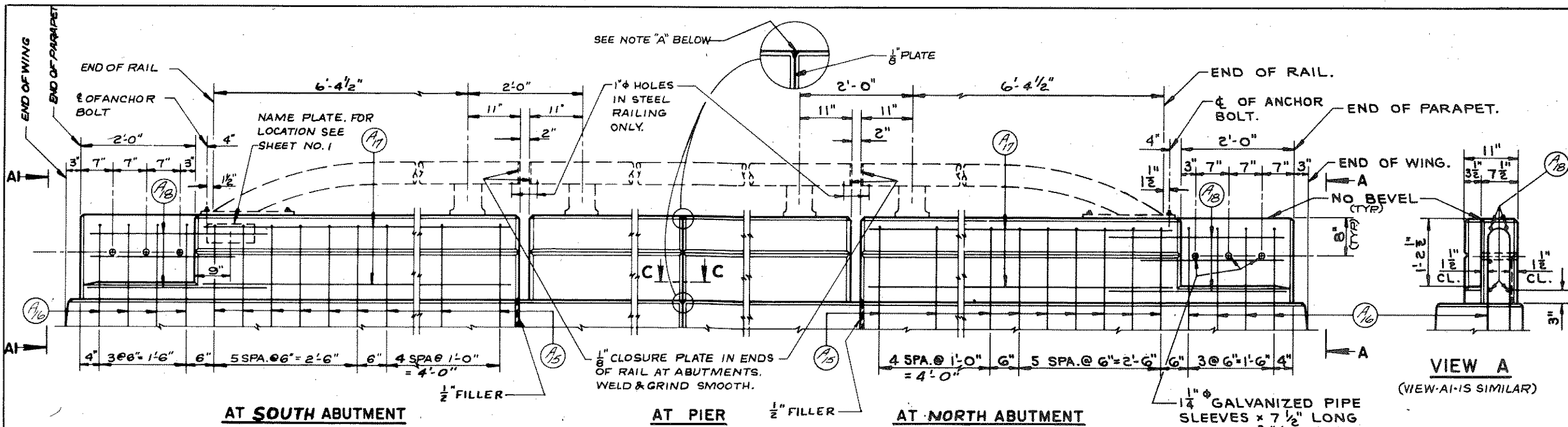
ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM A307.

CAULK EXPOSED OPENINGS BETWEEN SHIMS WITH LEAD WOOL.

GALVANIZE ENTIRE RAILING AFTER FABRICATION INCLUDING NUTS, WASHERS, SHIMS AND TOP 3 1/2" OF ANCHOR BOLTS.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING
DESIGN SPEC. A.A.S.H.O. 6	LOADING
DATE: 1-12-67	DESIGN: CONY
	DRAWN: PAGE
	CHK: F.R.W.
STRUCTURE: B-35-18	SHEET 5 OF 9

R.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	5182(2)	10	13



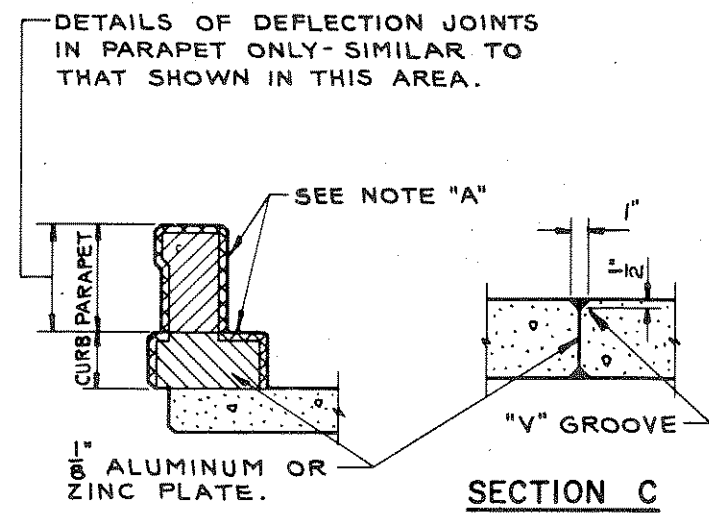
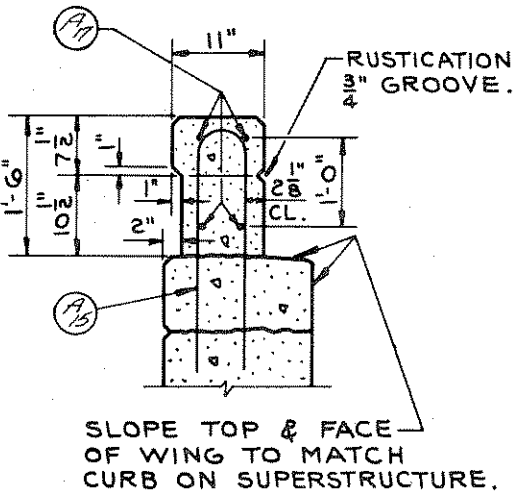
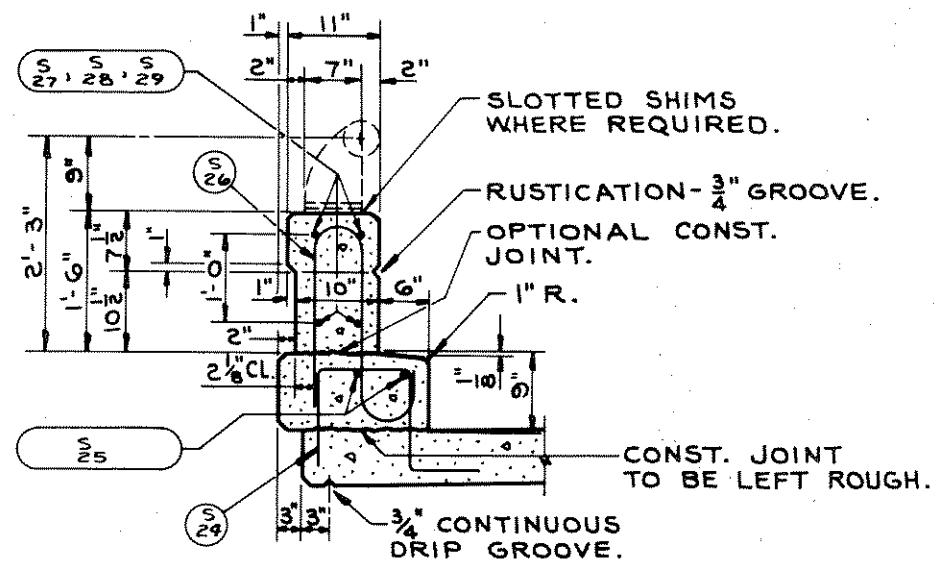
NOTES

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 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.

COST OF 1/4" GALVANIZED PIPE SLEEVES AND 3/4" BAR TO BE INCLUDED IN UNIT PRICE BID FOR CONCRETE MASONRY.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "G" TUBULAR ALUMINUM AND STEEL RAILING".

ALL POST SPACINGS ARE TAKEN HORIZONTALLY ALONG CL OF RAILING AT BASE OF POSTS. ALL POSTS SHALL BE SET NORMAL TO GRADE.

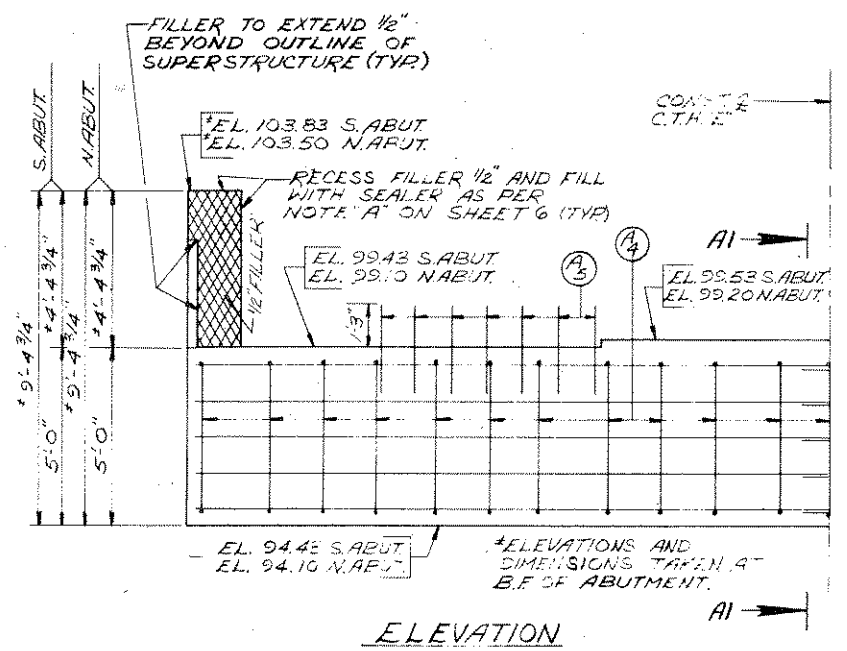


NOTE "A": FILL WITH NON-STAINING GRAY TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, CONFORMING TO A.S.A. - A-116.1-1960.

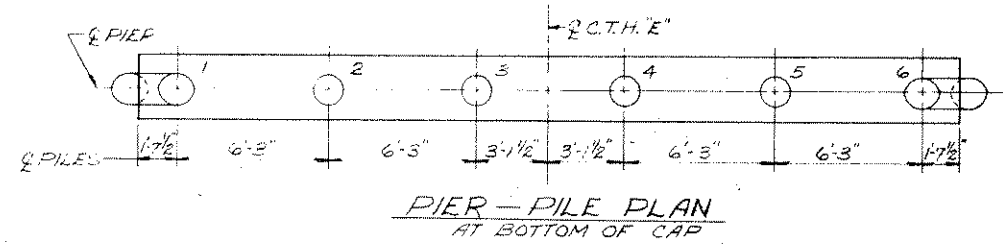
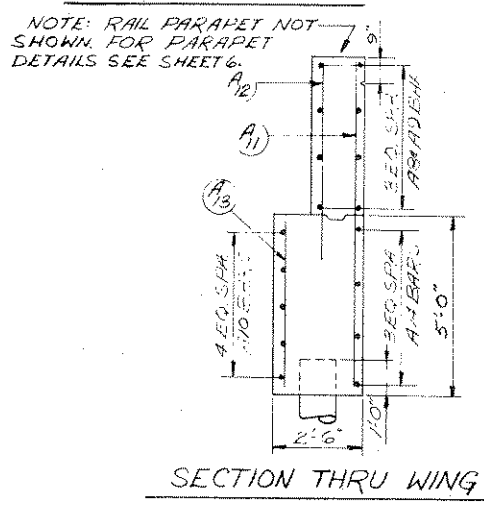
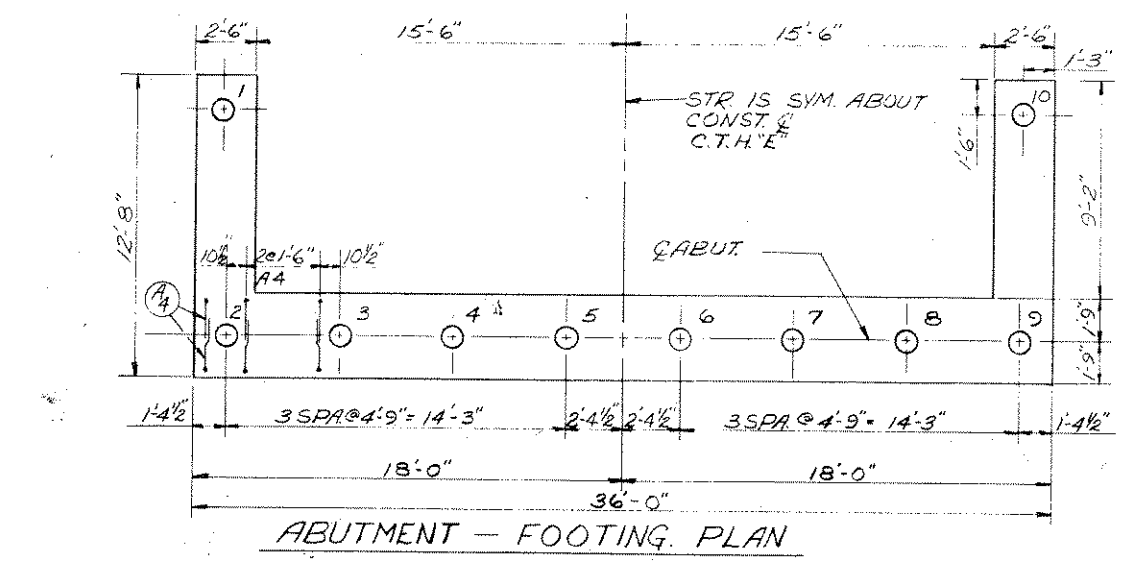
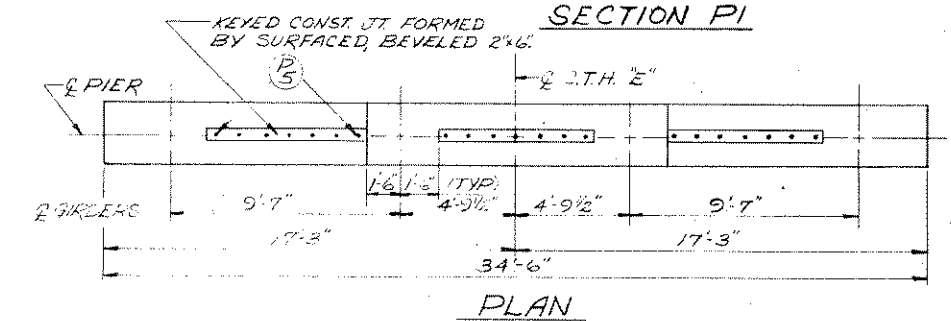
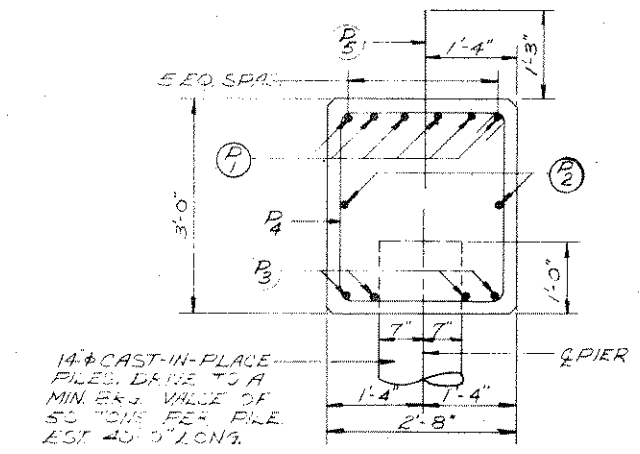
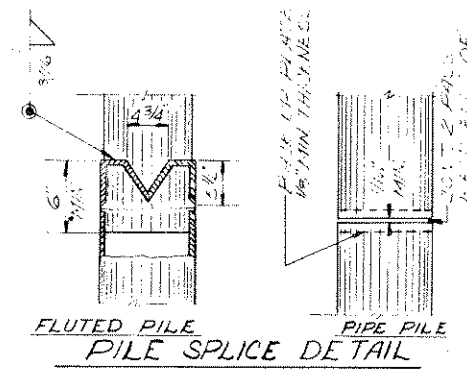
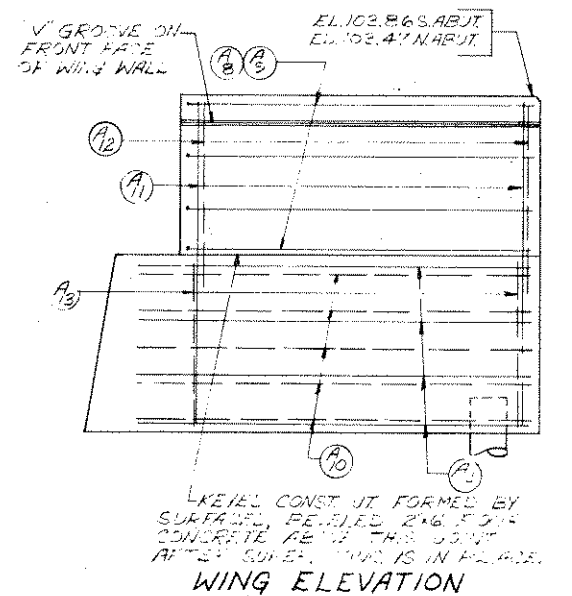
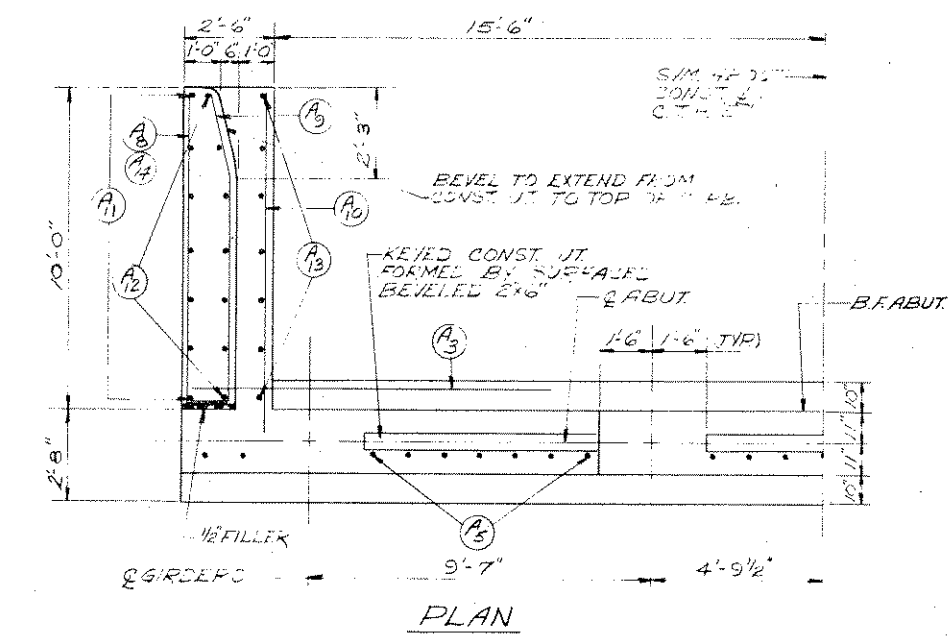
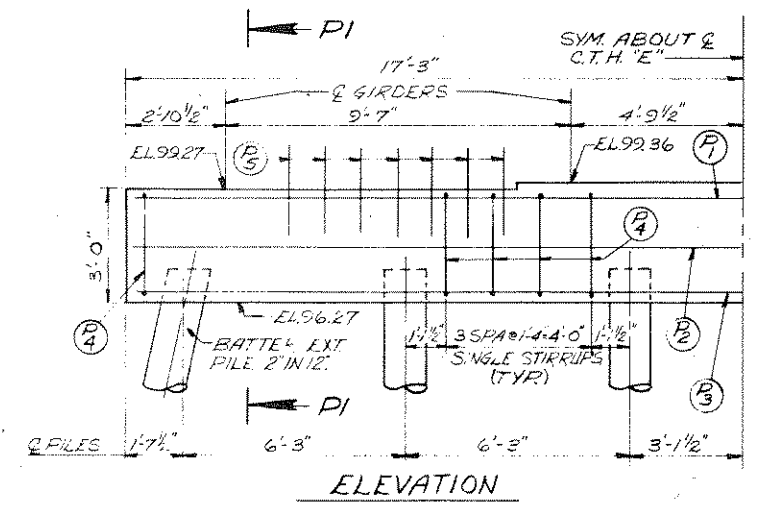
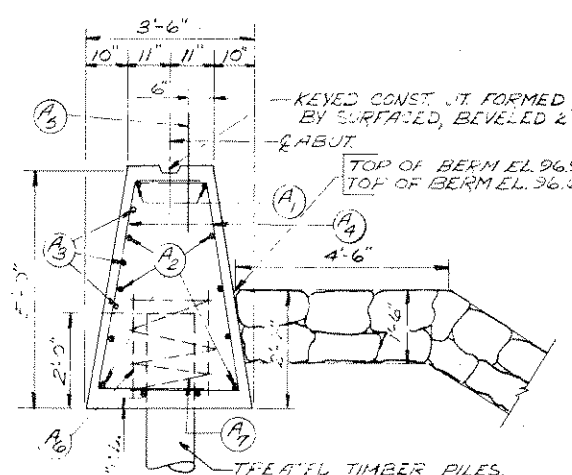
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	RAIL PARAPET DETAILS		
	DESIGN SPEC. AASHO '61	LOADING	CONST. SPEC. 1963
	DATE 12-67	DESIGN	DRAWN PAGE CRG. FR.W.
STRUCTURE	B-35-18	SHEET	6 OF 9

X36680

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	51182(2)	11	13



NOTE: THE UPPER LIMIT OF EXCAVATION FOR STRUCTURES SHALL BE THE BOTTOM OF BERM PROTECTION OR THE EXISTING GRADE LINE WHICHEVER IS HIGHER. WHERE FLOWED FILL TO BOTTOM OF BERM PROTECTION BEFORE DRIVING PILING.



REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	PIER & ABUTMENTS
	DESIGN SPEC. A.R.S. HQ 6/1 LOADING H20 CONCR. 1963
	DATE: 1-12-67 DESIGN: C.R.D. DRAWN: C.R.D. CHK: F.R.W.
STRUCTURE B-35-18	SHEET 7 OF 9

X36681

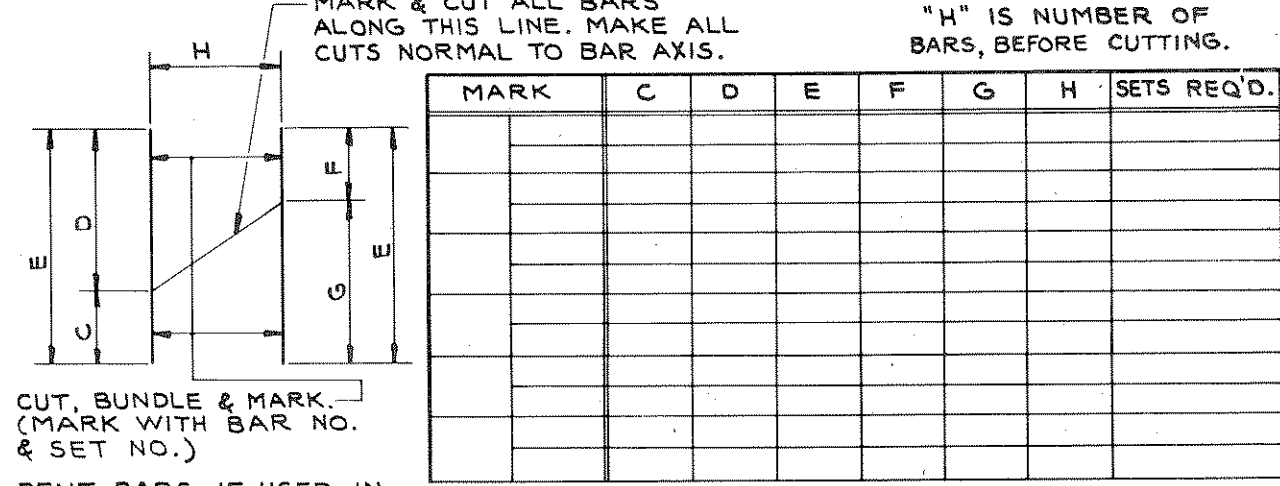
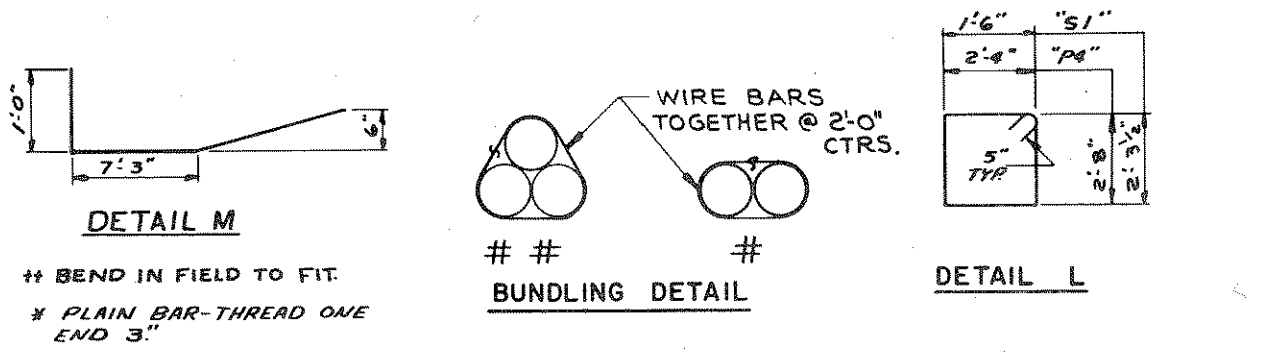
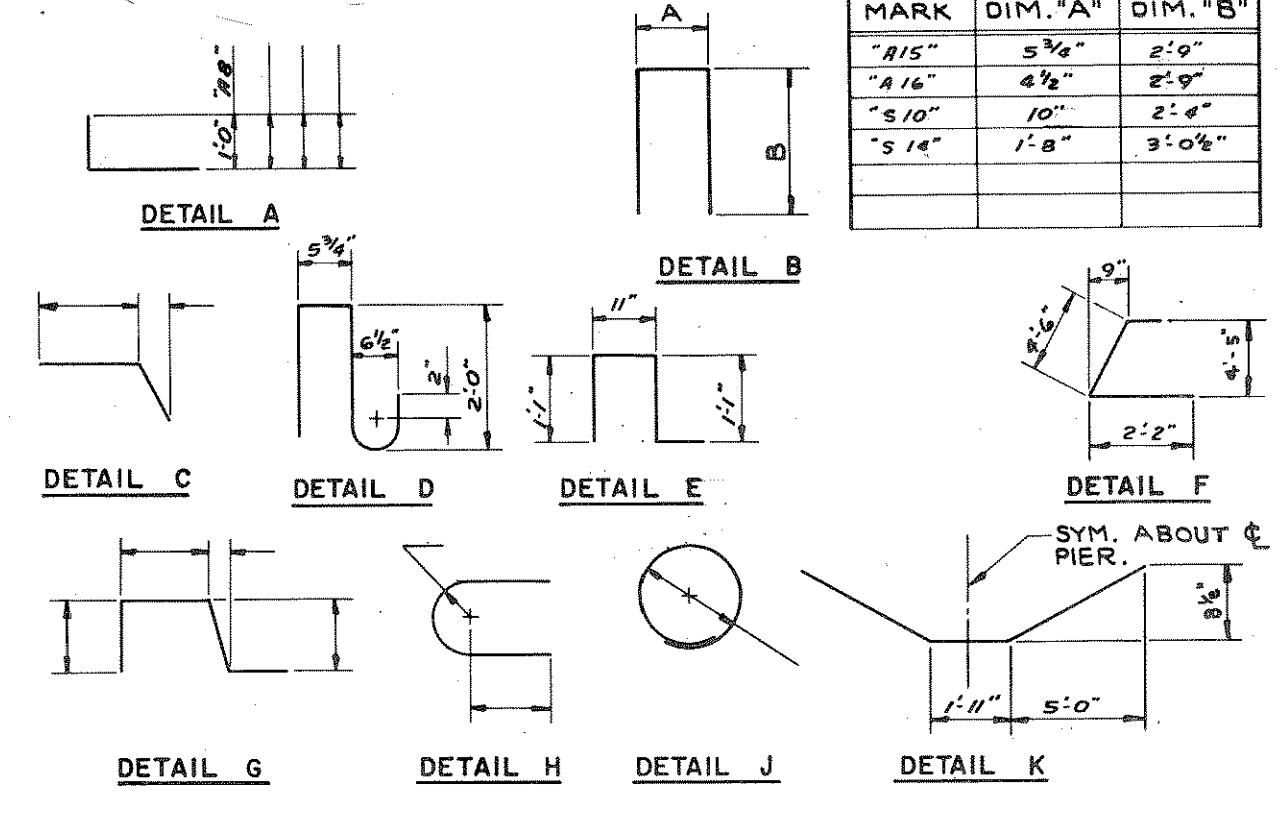
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.	
40, 150 #	SUPER STRUCTURE	S 1	60	5	8-6	1-0	Diaphragm at Abutments-Stirrups	L
		S 2	12	4	18-6	Shown	" " "	
		S 3	4	4	2-3	"	" " "	
		S 4	6	4	7-9	"	" " "	
		S 5	4	4	2-9	"	" " "	
		S 6	6	4	8-9	"	" " "	
		S 7	4	4	2-6	"	" " "	
		S 8	6	4	8-3	"	" " "	
		S 9	8	4	18-6	"	Slab at Abutments	
		S10	60	5	5-6	1-0	" " "	B
		S11	8	6	1-6	Shown	Diaphragm in Spans	*
		S12	12	6	8-9	"	" " "	
		S13	8	6	3-0	"	" " "	
		S14	24	5	7-9	1-0	" at Pier	B
		S15	6	4	7-9	Shown	" " "	
		S16	24	4	8-3	"	" " "	
		S17	24	5	12-0	1-0	" " "	K
		S18	200	5	26-9	Shown	Slab-Longitudinal-Bottom	
		S19	66	5	35-0	"	" " Top	
		S20	65	7	30-0	"	" " Top over Pier	
		S21	8	6	8-0	"	" " Bottom over Pier	
		S22	422	6	35-0	6	" Transverse	
		S23	72	5	5-3	3-0	" " Top	
		S24	220	5	3-9	1-0	" & Curb-Stirrup	E
		S25	16	5	27-9	Shown	Curb-Longitudinal	
		S26	220	5	5-0	1-0	" & Rail Parapet-Stirrup	D
		S27	16	5	18-6	Shown	Rail Parapet	
		S28	16	5	23-6	"	" " "	
		S29	16	5	11-6	"	" " "	
		S30	12	3	3-6	SHOWN	PILASTER @ PIER VERTICAL	††
S31	6	3	3-3	SHOWN	" " STIRRUP	††		
3, 240 #	ABUTMENTS	A 1	8	6	18-9	Shown	Body-Horizontal-Top	
		A 2	40	4	18-6	"	" " "	
		A 3	12	5	10-0	"	" at Wings	F
		A 4	92	4	8-0	"	" Vertical	
		A 5	50	5	2-6	1-0	" Dowels	
		A 6	32	4	2-3	Shown	" " 2 Per Pile	
		A 7	16	3	28-0	"	Body-5 Wraps 21" Φ Spiral-1 Per Pile	
		A 8	16	4	10-6	"	Wings-Horizontal	A
		A 9	16	4	10-6	"	" " "	M
		A10	20	5	11-3	"	" " "	
A11	28	4	9-0	1-6	" Vertical			
A12	28	5	5-9	1-6	" " "			
A13	28	4	4-6	1-6	" " "			
A14	16	4	11-6	Shown	" " "			
A15	44	5	6-0	"	Wings-Rail Parapet-Vertical	B		
A16	16	5	6-0	"	" " "	B		
A17	16	5	7-3	"	" " Horizontal			
A18	16	5	3-3	"	" " "			
1, 650 #	PIER	P 1	6	8	34-0	Shown	Pier Cap-Top	
		P 2	2	5	34-0	"	" " "	
		P 3	4	11	34-0	"	" Bottom	
		P 4	22	5	11-0	"	" Stirrups	L
		P 5	21	5	2-6	1-0	" Dowels	

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.

BAR BENDING DETAILS
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT. OMIT DETAILS WHERE DIMENSIONS ARE BLANK.

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
	51182(2)	12	13

MARK	DIM. "A"	DIM. "B"
"R15"	5 1/2"	2'-9"
"A16"	4 1/2"	2'-9"
"S10"	10"	2'-8"
"S14"	1'-8"	3'-0 1/2"



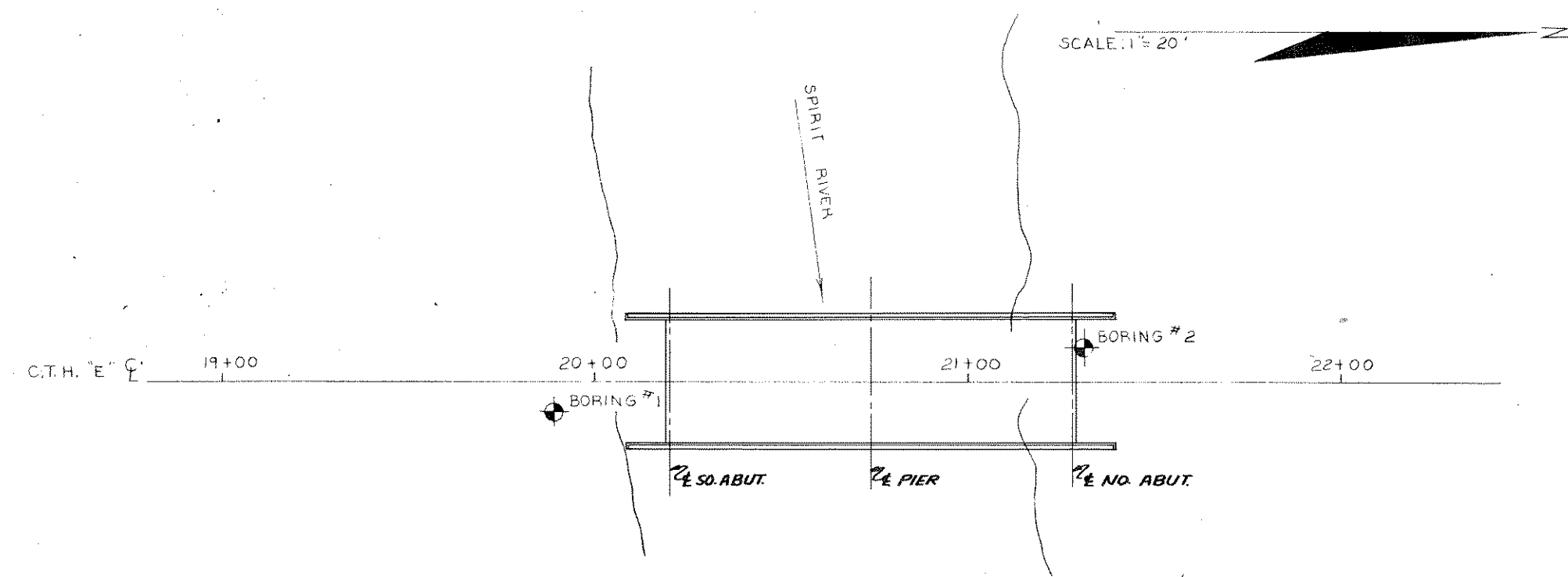
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	BILL OF BARS
DESIGN SPEC: AASH.O'61	LOADING:
DATE: 12-67	COMPD. SPEC. 1963
DESIGN:	DRAWN: PAGE
STRUCTURE B-35-18	SHEET 8 OF 9

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	51182(2)	13	13

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN

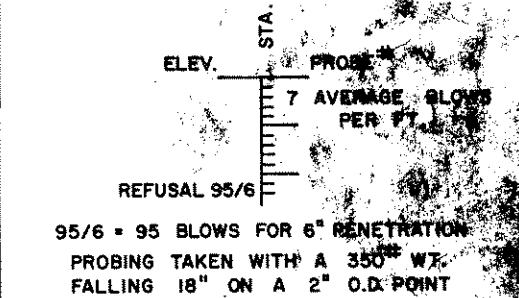
FOR THE DESIGN OF THE STRUCTURE FOUNDATION, TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING WITH THE LOG OF SUCH EXPLORATION DATA AS INTERPRETED FOR SUCH 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.

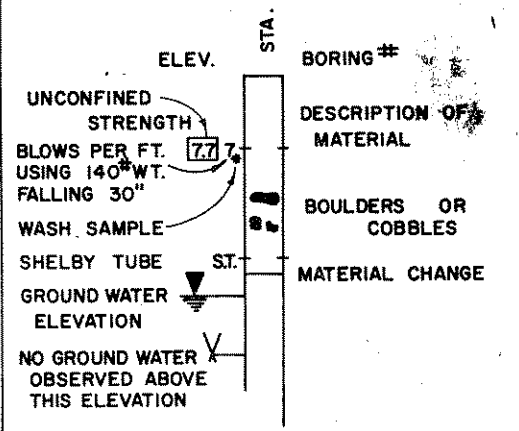


TEMPORARY B.M. = SQUARE CHISELED IN THE N.E. ABUTMENT OF PRESENT STRUCTURE
ELEV. = 100.0

LEGEND OF PROBING



LEGEND OF BORING



ELEV.	BORING #1	ELEV.	BORING #2
110		110	
100	4	100	4
90	60/2"	90	4
80	8	80	15
70	19	70	7
60	6	60	6
50	14	50	30
	53		35
	51/3"		62
	50/2"		60/3"
	49/12"		

STA. 19+89 - 8' RT. OF C.T.H. 'E'

STA. 21+31 - 9' LT. OF C.T.H. 'E'

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	SUBSURFACE EXPLORATION		
DESIGN SPEC.	LOADING	CONSTR. SPEC.	
DATE 12-67	DESIGN	DRAWN	CHKD. F.R.W.
STRUCTURE	B-35-18	SHEET	9 OF 9

X36683