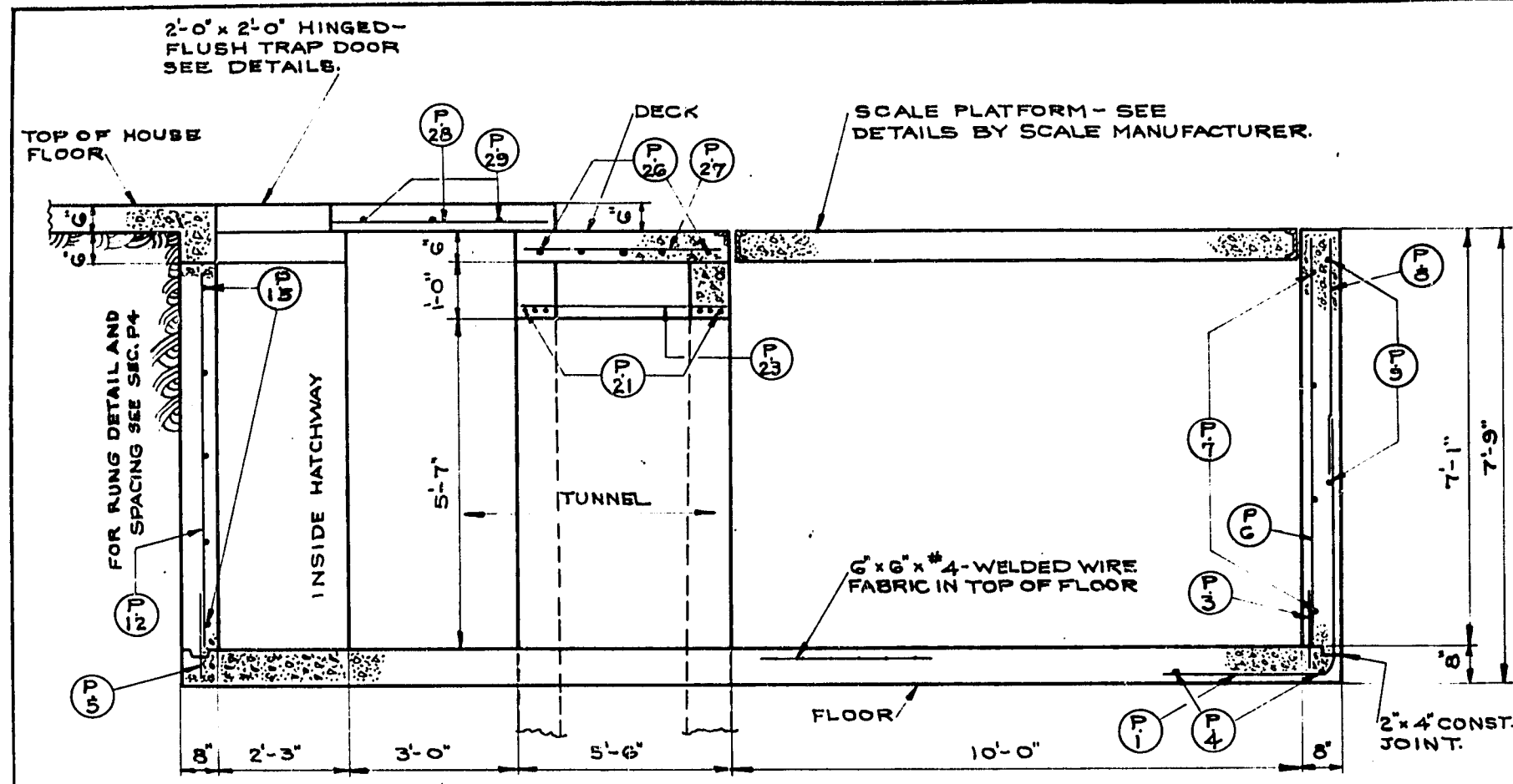
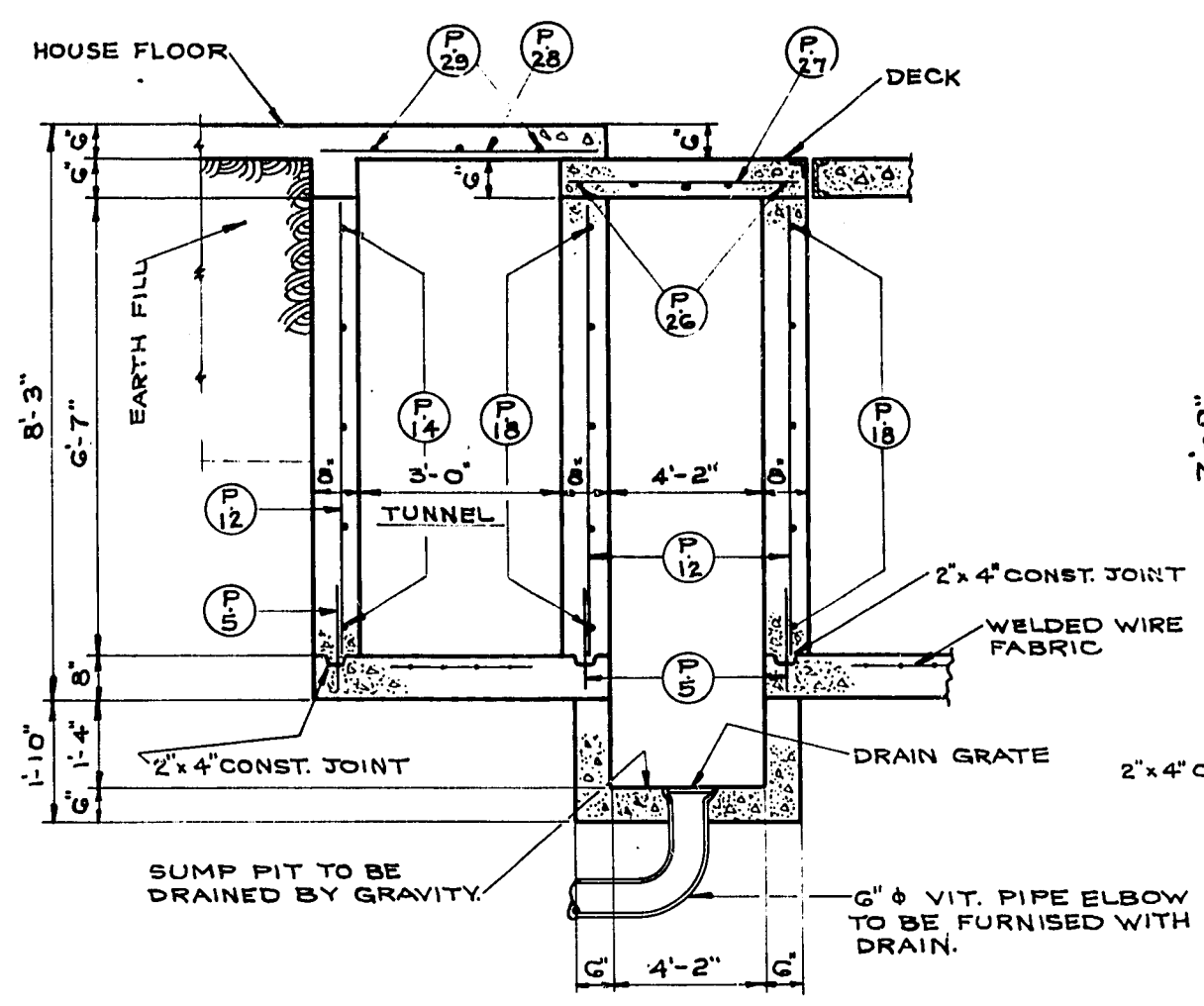


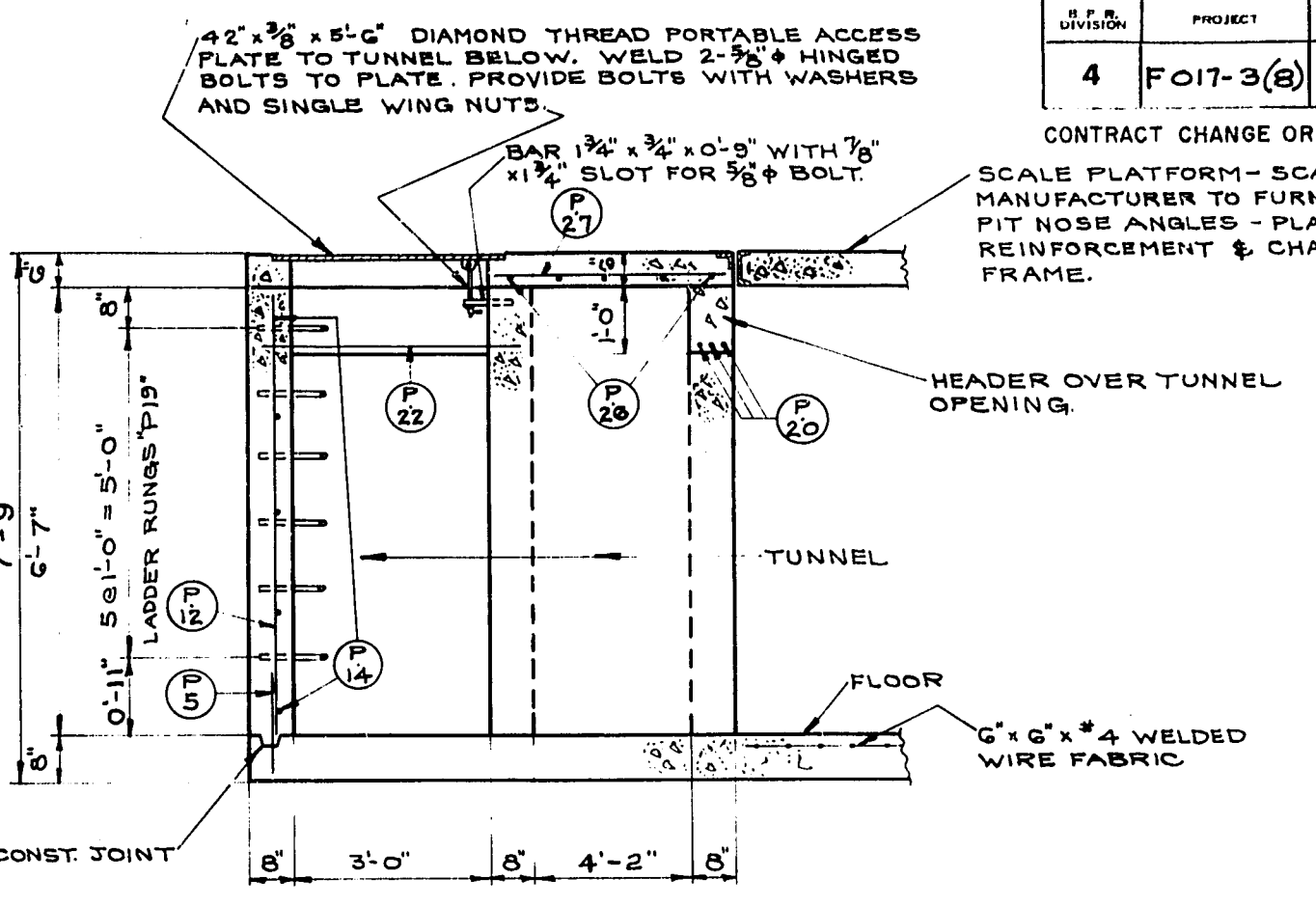
CONTRACT CHANGE ORDER
SCALE PLATFORM - SCALE MANUFACTURER TO FURNISH PIT NOSE ANGLES - PLATFORM REINFORCEMENT & CHANNEL FRAME.



SECTION P2



SECTION P3



SECTION P4

BILL OF BARS

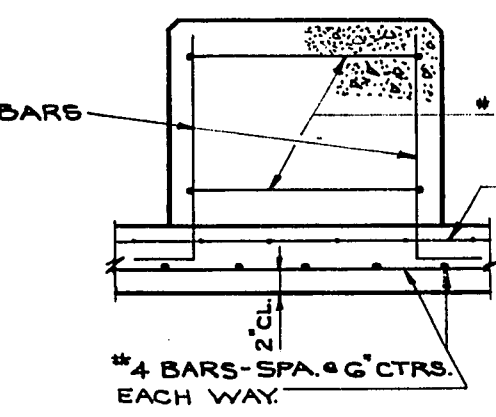
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

FOUR MARK	NO.	SIZE NO.	LENGTH	SPACING	LOCATION	DET.
FLOOR	P1	20G	5	7-6	G SIDE & END WALLS	B
	P2	8	4	11-0	3-0 FLOOR (TIE FOR "P1")	
	P3	50	4	1-6	2-0 SIDE & END WALLS	
	P4	4	4	30-9	3-0 FLOOR (TIE FOR "P1")	
	P5	74	4	1-6	2-0 TUNNEL WALLS	
WALLS	PG	50	4	7-0	2-0 SIDE & END WALLS	
	P7	8	4	30-9	2-0 " WALLS	
	P8	100	4	4-3	1-0 SIDE & END WALLS	
	P9	4	4	30-9	SHOWN " WALLS	
	P10	8	4	11-0	" END & SIDE WALLS	
	P11	16	4	11-0	2-0 " "	
	P12	74	4	6-6	2-0 WALLS	
	P13	10	4	8-9	1-6 " "	
	P14	10	4	17-6	1-6 " "	
	P15	5	4	3-6	1-6 " "	
	P16	10	4	2-9	1-6 " "	
	P17	20	4	5-3	1-6 " "	
	P18	20	4	13-3	1-6 " "	
	P19	18	G	3-6	1-0 LADDER RUNGS	A
	P20	G	4	4-9	2 1/2 TUNNEL HEADERS	
DECK	P21	G	4	4-3	2 1/2 " "	
	P22	G	4	4-0	2 1/2 " "	
	P23	3	4	5-3	2 1/2 " "	
	P24	10	4	4-0	1-0 DECK	
HOUSE FLOOR	P25	G	4	3-9	1-0 " "	
	P26	10	4	19-6	SHOWN " "	
	P27	38	4	5-3	1-0 " "	
	P28	20	4	4-0	1-0 FLOOR	
	P29	3	4	19-9	1-0 " "	

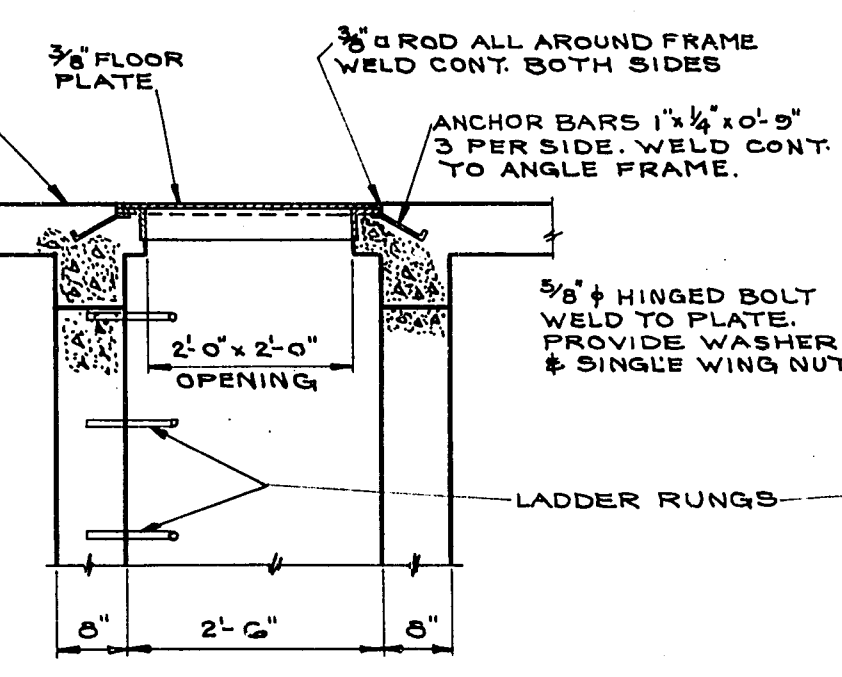
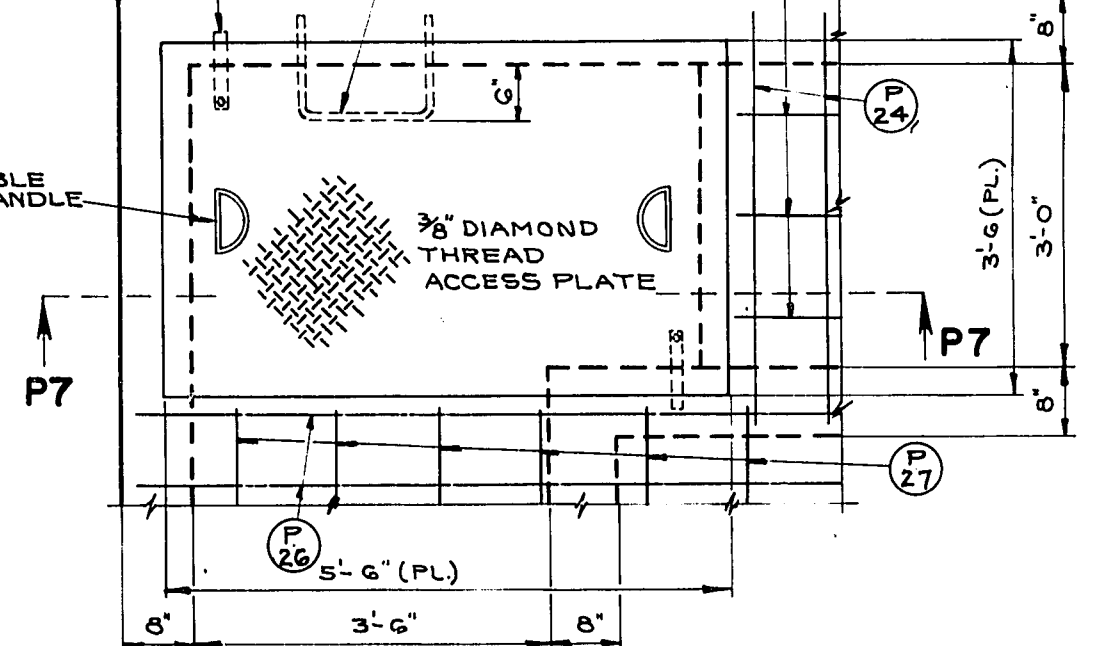
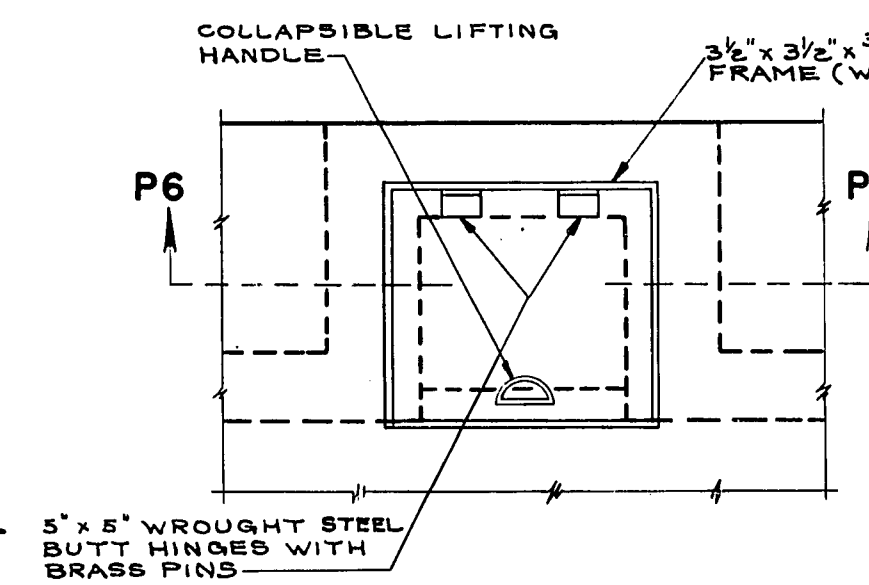
PLAN OF TYPICAL BEARING SEAT

PLAN OF INSIDE HATCHWAY

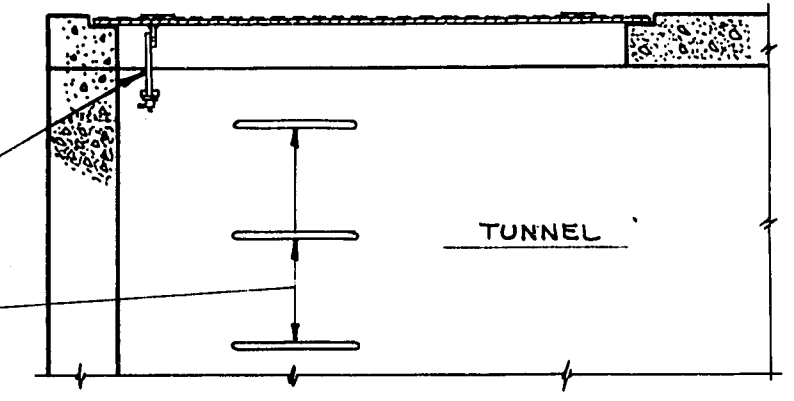
PLAN OF ACCESS PLATE



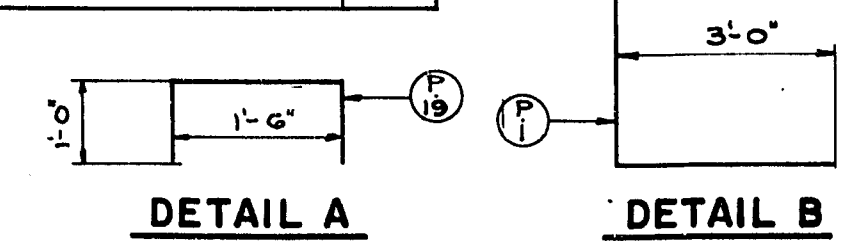
SECTION P5



SECTION P6



SECTION P7



BILL OF BARS
DIMENSIONS IN BENDING ARE
OUT TO OUT

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT	S.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
20.1	17.3	11.8	WIS. 4	F017-3(9)	45	269

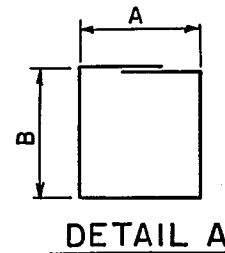
PIERS

4,480#						
POUR	MARK	NO.	SIZE NO.	LENGTH	SPACING	LOCATION
FTGS	P1	46	4	4-0	1-0	FOOTING
	P2	10	4	22-6	1-0	FOOTING
	P3	100	5	8-0	0-9	FOOTING & PIERS
PIERS	P4	96	5	12-9	0-9	PIERS
	P5	4	5	8-6	SHOWN	"
	P6	44	5	17-0	1-3	"
	P7	4	5	24-0	1-3	"
	P8	8	5	31-0	1-3	CANTILEVER
	P9	4	5	18-0	SHOWN	PIERS
	P10	16	8	8-0	"	CANTILEVER
	P11	12	4	9-0	"	"
	P12	44	5	4-9	1-3	PIERS
	P13	48	4	2-0	SHOWN	GRID
	P14	48	4	3-6	"	"
	P15	8	4	7-0	"	CANTILEVER

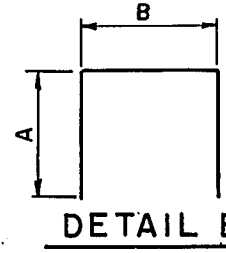
SUPERSTRUCTURE

17,300#						
POUR	MARK	NO.	SIZE NO.	LENGTH	SPACING	LOCATION
POUR 1	S1	26	4	3-0	1-6	CURBS
	S2	8	7	4-0	SHOWN	CURBS-SYM. ABT. & POSTS
	S3	4	6	17-6	"	CURBS
	S4	58	5	32-0	0-7	FLOOR-TOP & BOTTOM
	S5	25	4	16-9	0-8	FLOOR-BOTTOM
	S6	31	4	16-9	1-0	FLOOR-TOP
	S7	2	7	32-0	SHOWN	CONSTRUCTION JOINT
	S8	10	7	5-3	"	"
	S9	30	2	3-6	1-0	"
POUR 2	S1	48	4	3-0	1-6	CURBS
	S2	16	7	4-0	SHOWN	CURBS-SYM. ABT. & POSTS
	S4	120	5	32-0	0-7	FLOOR-TOP & BOTTOM
	S7	4	7	32-0	SHOWN	CONSTRUCTION JOINT
	S8	20	7	5-3	"	"
	S9	60	2	3-6	1-0	"
	S10	8	6	18-3	SHOWN	CURBS
	S11	50	4	18-3	"	FLOOR-BOTTOM
	S12	62	4	18-3	1-0	FLOOR-TOP
POUR 3	S1	58	4	3-0	1-6	CURBS
	S2	20	7	4-0	SHOWN	CURBS-SYM. ABT. & POSTS
	S4	144	5	32-0	0-7	FLOOR-TOP & BOTTOM
	S7	2	7	32-0	SHOWN	CONSTRUCTION JOINT
	S8	10	7	5-3	"	"
	S9	30	2	3-6	1-0	"
	S13	30	4	18-0	1-0	FLOOR-TOP OVER PIER
	S14	8	6	21-9	SHOWN	CURBS
	S15	50	4	21-6	0-8	FLOOR-BOTTOM

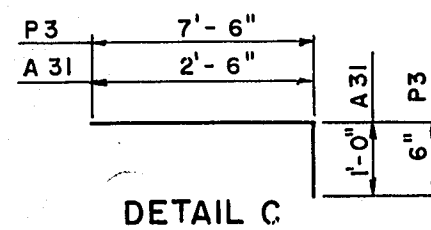
* BEND IN FIELD



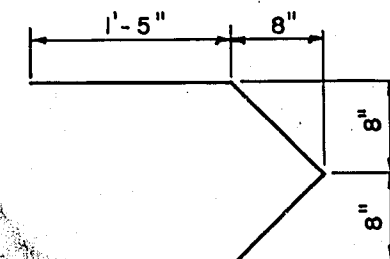
MARK	A	B
A 5	2-2	9-0
A 6	2-2	7-10 1/2
A 7	2-2	6-9
A 8	2-2	5-7 1/2
A 9	2-2	4-6
A 10	2-2	3-4 1/2
A 14	3-5	3-8
P 11	1-4	2-8



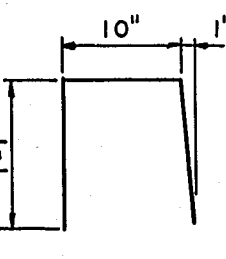
MARK	A	B
A 18	2-9 1/2	1-2
A 22	4-6 1/2	1-2
A 23	2-0 1/2	1-2
A 24	3-0 1/2	1-2
P 14	1-1	1-4



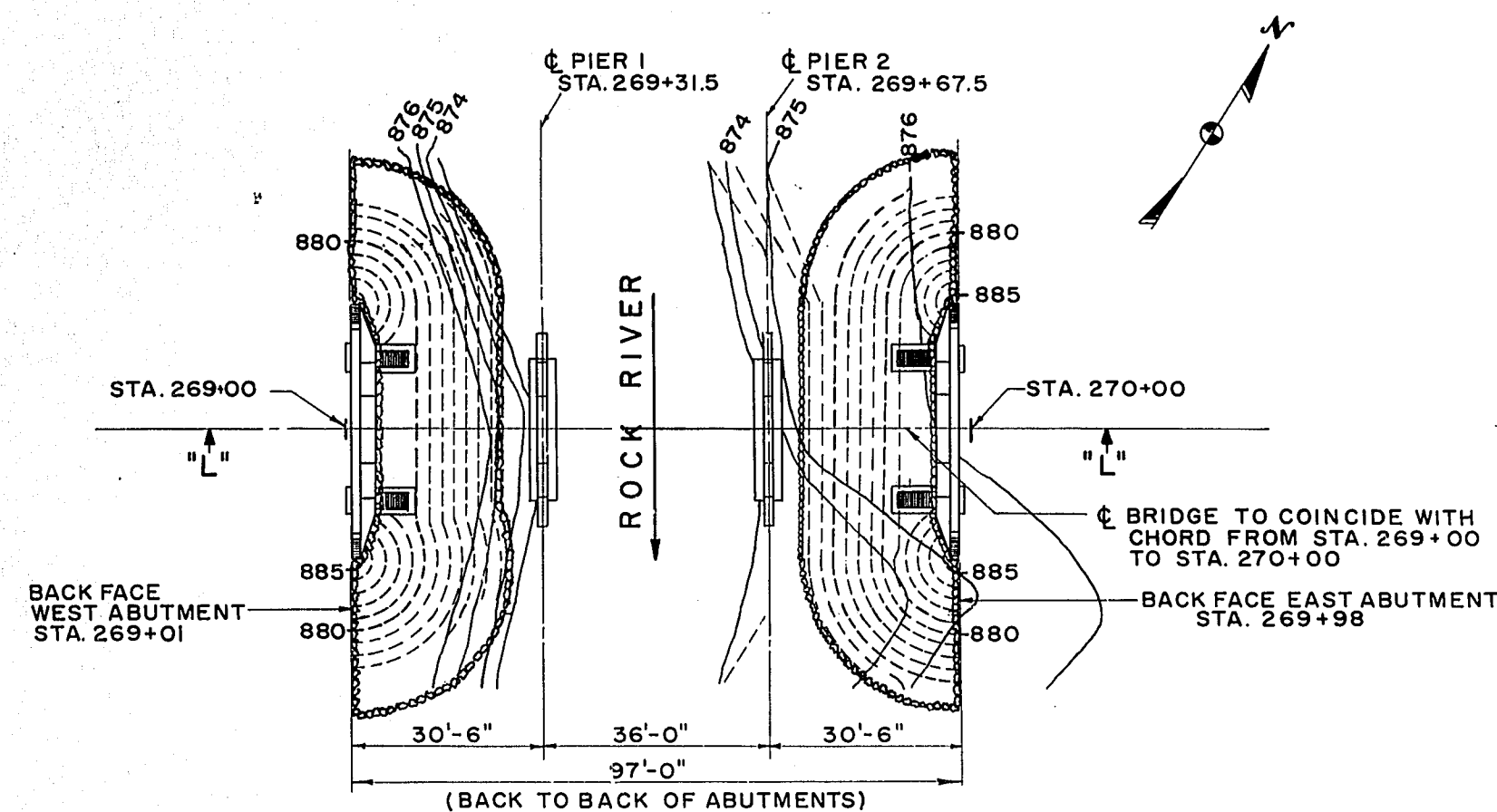
DETAIL C



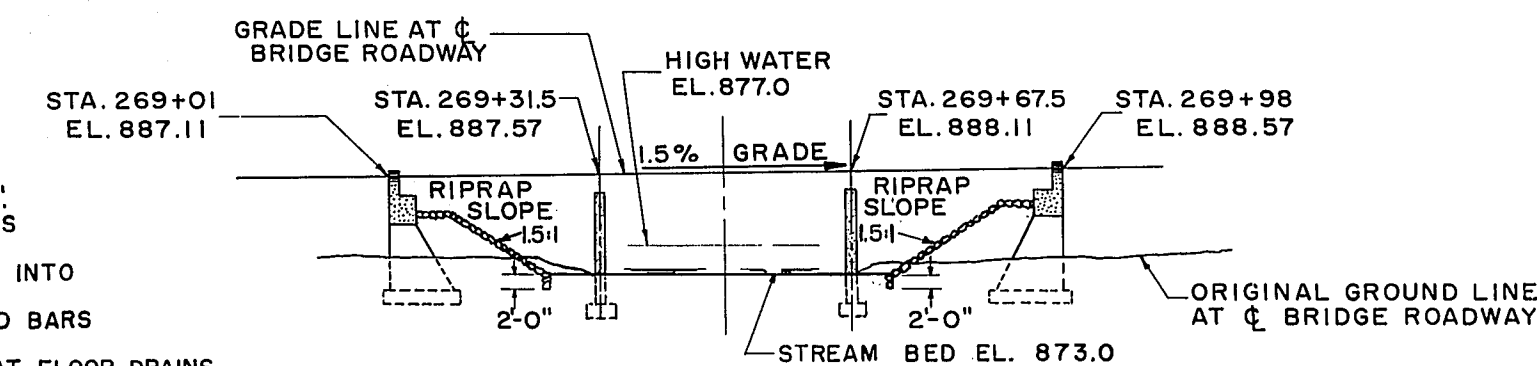
DETAIL D



DETAIL E



LAYOUT



SECTION "L"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
ALL CONCRETE MASONRY SHALL BE GRADE "AA".
BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
FOOTINGS SHALL BE KEYED A MINIMUM OF 1'-0" INTO ROCK OR HARDPAN.
BAR STEEL REINFORCEMENT SHALL BE DEFORMED BARS.
BAR STEEL REINFORCEMENT SHALL BE CUT OFF AT FLOOR DRAINS.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
ALL SHOP AND FIELD CONNECTIONS SHALL BE 3/4" RIVETS UNLESS OTHERWISE SPECIFIED.
THE TOP AND SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE RIPRAPPED AS SHOWN IN ABUTMENT DETAILS AND SECTION "L" ABOVE, AND TO THE EXTENT SHOWN IN "LAYOUT" ON THIS DRAWING.
THE DESIGN OF THIS STRUCTURE IS IN ACCORDANCE WITH THE 1953 A.A.S.H.O. SPECIFICATIONS.

LIST OF DRAWINGS

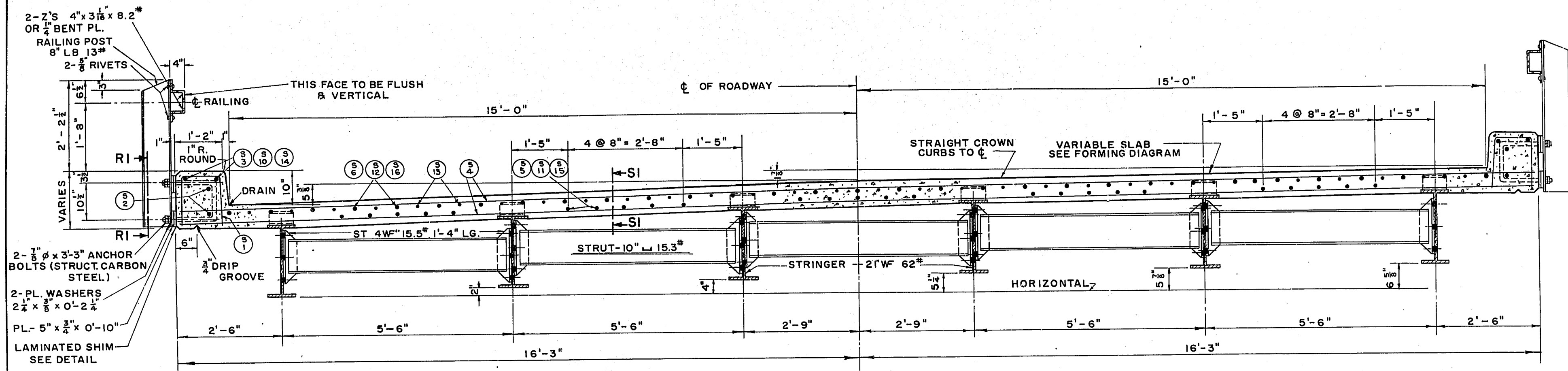
1. LAYOUT AND BILL OF BARS _____ X 14713
2. SUPERSTRUCTURE _____ X 14714
3. SUPERSTRUCTURE AND PIERS _____ X 14715
4. EAST ABUTMENT _____ X 14716
5. WEST ABUTMENT _____ X 14717

TOTAL ESTIMATED QUANTITIES

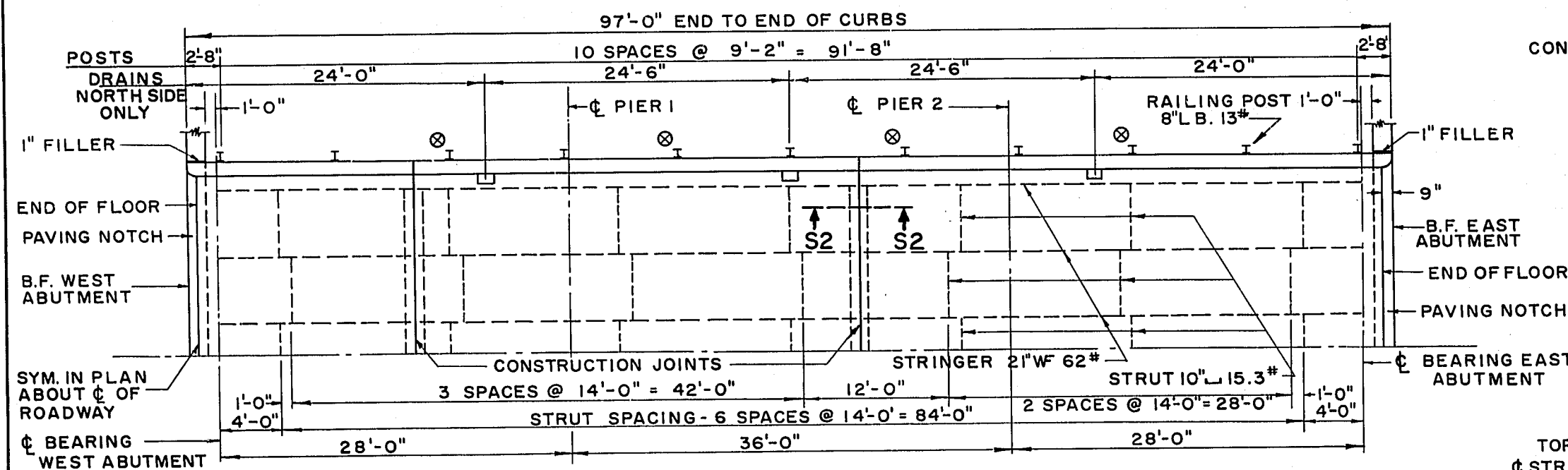
BID ITEMS	UNIT	SUPER-STRUCTURE	WEST ABUT.	PIER 1	PIER 2	EAST ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	—	55	50	45	65	215
CONCRETE MASONRY	C.Y.	77.7	41.7	30.0	30.0	44.0	223.4
BAR STEEL REINFORCEMENT	LB.	17,300	2,320	2,240	2,240	2,380	26,480
STRUCTURAL CARBON STEEL	LB.	51,800	—	195	195	—	52,190
SHEET LEAD	LB.	312	—	—	—	—	312
SHEET ZINC	LB.	115	—	—	—	—	115
FLOOR DRAINS	EA.	3	—	—	—	—	3
RIPRAP	C.Y.	—	55	—	—	60	115
NON-BID ITEMS							
EXPANSION JOINT FILLER	SIZE	1"	—	—	—	—	1"

MEAD AND HUNT INC.
CONSULTING ENGINEERS
MADISON, WISCONSIN

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	LAYOUT & BILL OF BARS		
	CO. FOND DU LAC	TOWN WAUPUN	STA. 269+49.5
	SECTION 24	TOWN 14 N	RANGE 15 E
	DATE 3/1/55	DRWN. J.G.	CHKD. R.D. SPEC. 1951 LOAD H 20
	CORRECTED	G. W. Kish	
	APPROVED	E. L. Rottman	
	STRUCTURE B-20-21		
	SHEET 1 OF 5		

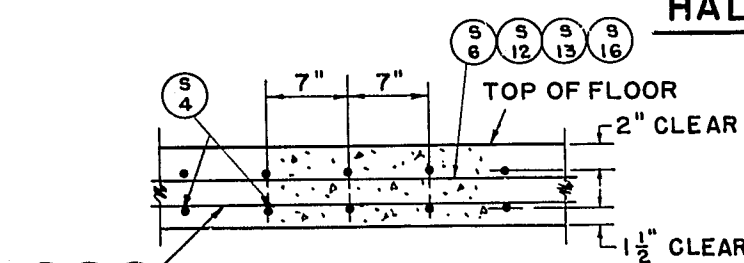


CROSS SECTION THRU ROADWAY LOOKING EAST
TAKEN AT RIGHT ANGLES TO ϕ ROADWAY



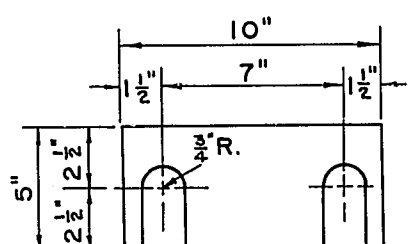
HALF PLAN - NORTH SIDE OF ROADWAY

$\otimes$ DENOTES PERMISSIBLE RAIL SPLICE

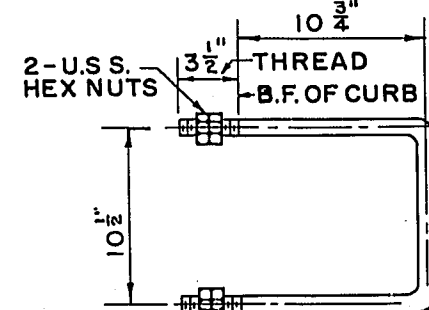


SECTION S1

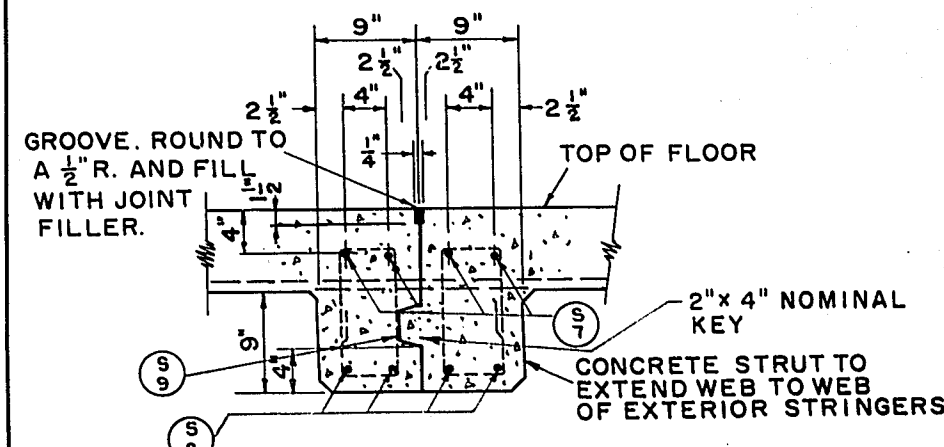
BEGIN SPACING OF "S4" BARS AT FACE OF CONCRETE STRUT AT CONSTRUCTION JOINT.



LAMINATED SHIM

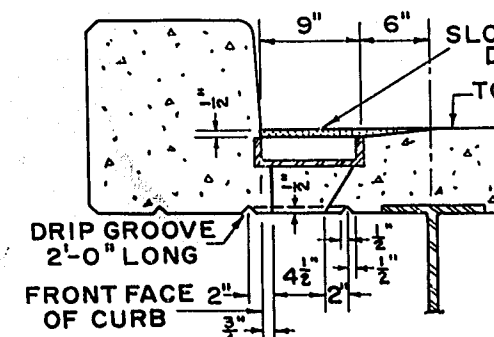


ANCHOR BOLTS

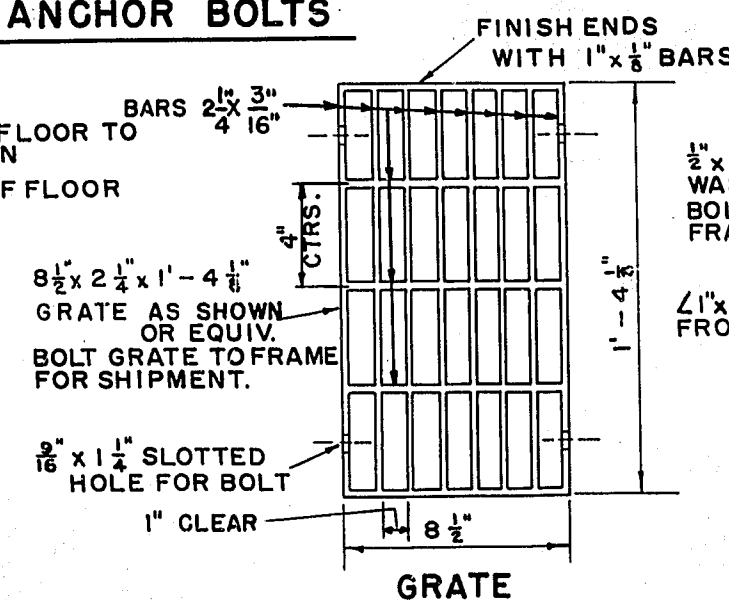


SECTION S2

DO NOT RUN LONG BAR STEEL REINFORCEMENT THRU CONSTRUCTION JOINT. GROOVE AS SHOWN TO EXTEND FACE TO FACE OF CURBS. FRONT FACE TO BE EDGED, TOP OF CURBS TO BE EDGED AND FILLED WITH JOINT FILLER, OUTER FACE TO BE BEVELED 1"

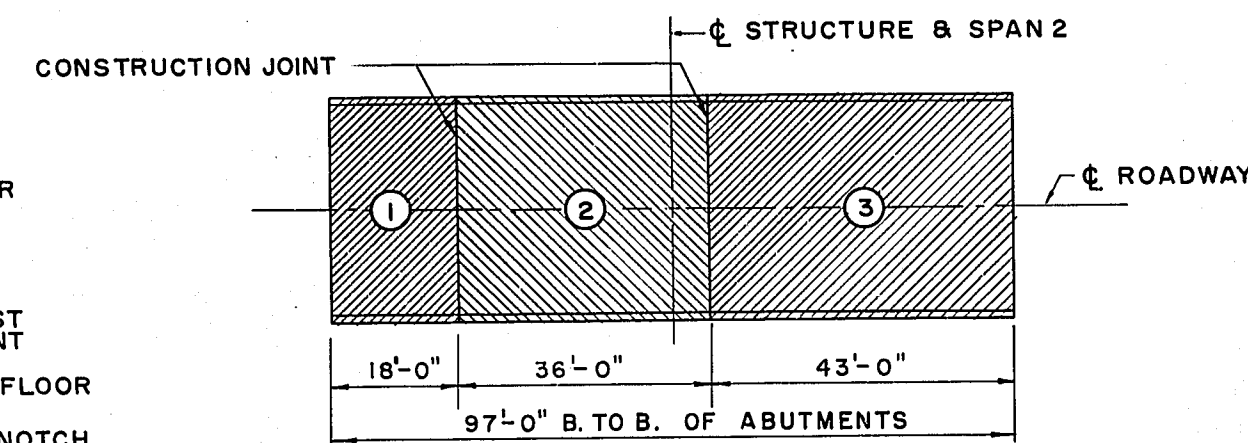


SECTION THRU DRAIN



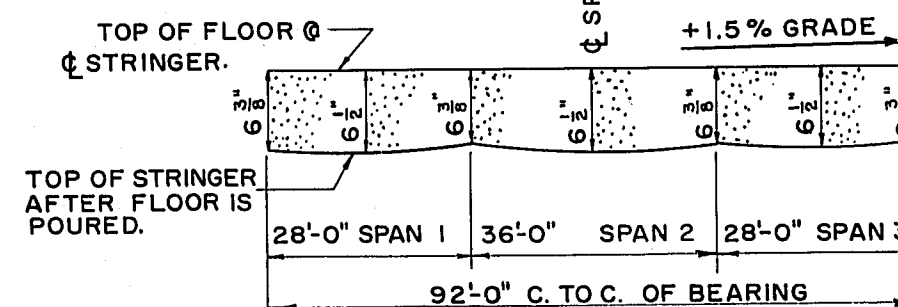
GRATE

DRAIN DETAILS - 3 REQ'D

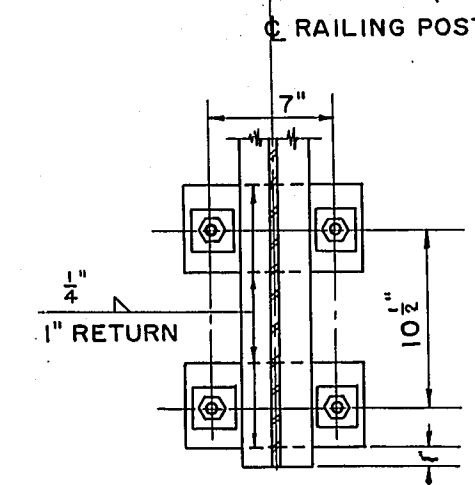


POUR DIAGRAM

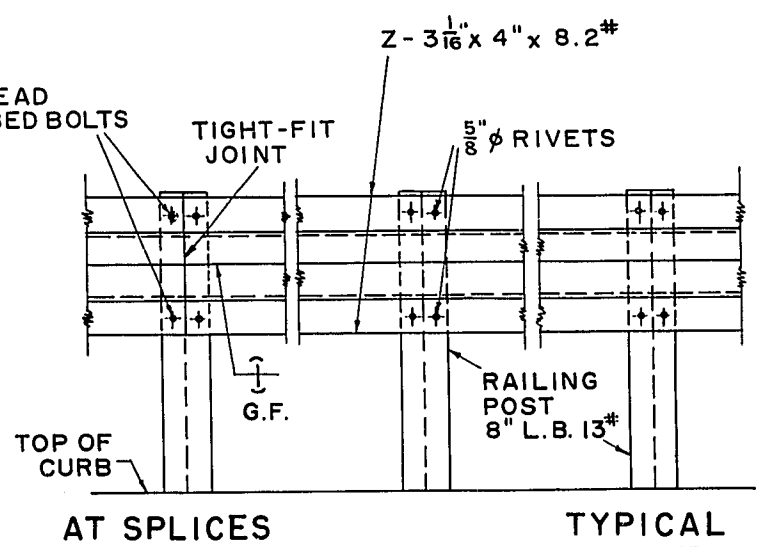
POURS SHALL BE MADE IN THE SEQUENCE SHOWN



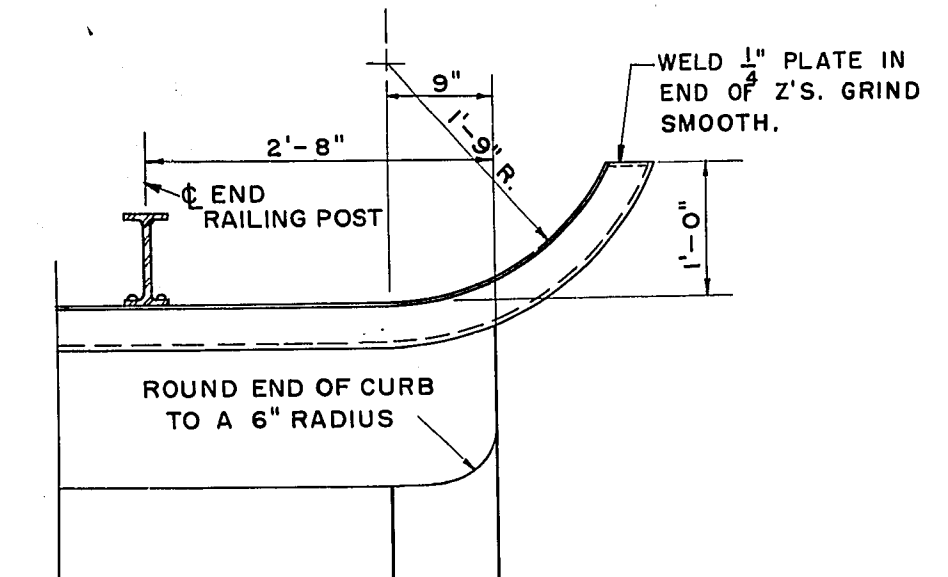
FORMING DIAGRAM



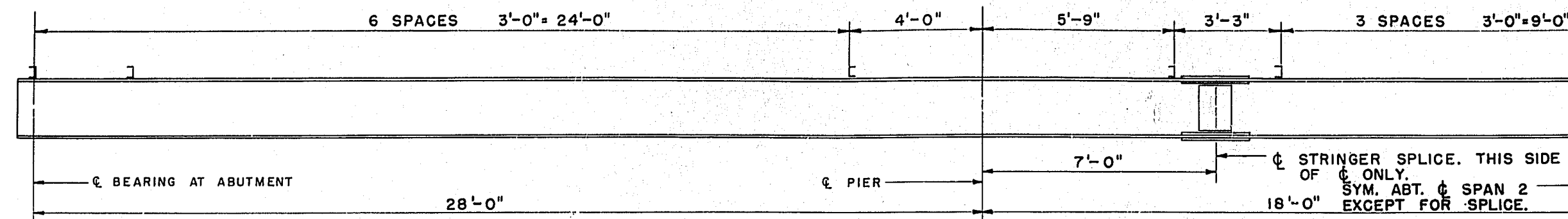
SECTION RI



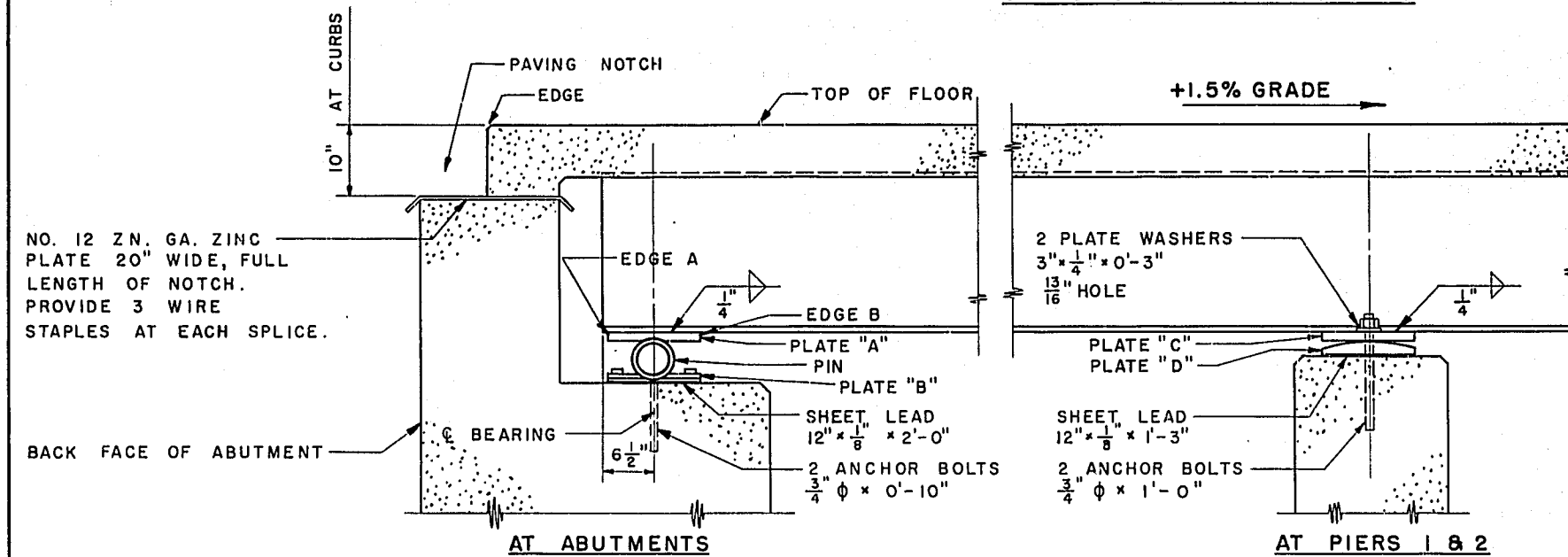
RAILING DETAIL



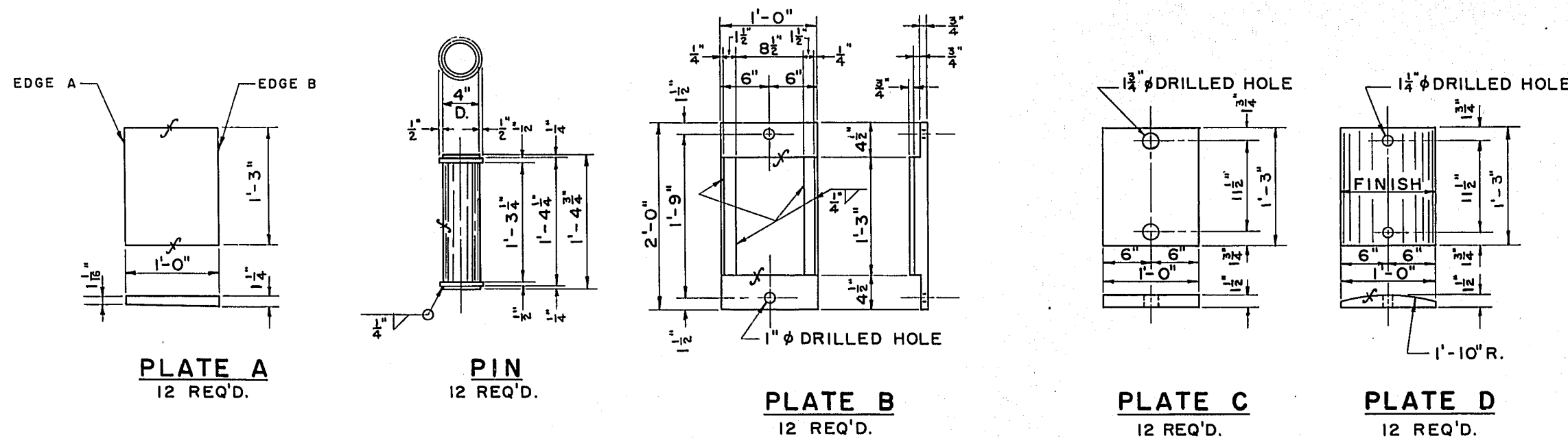
TYPICAL PART PLAN



SLAB ANCHOR SPACING

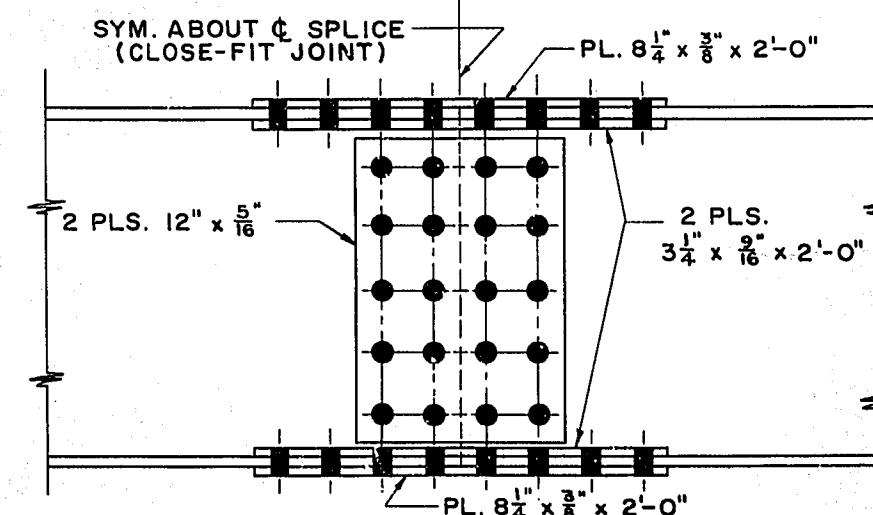


**ELEVATION OF BEARINGS
LOOKING NORTH**



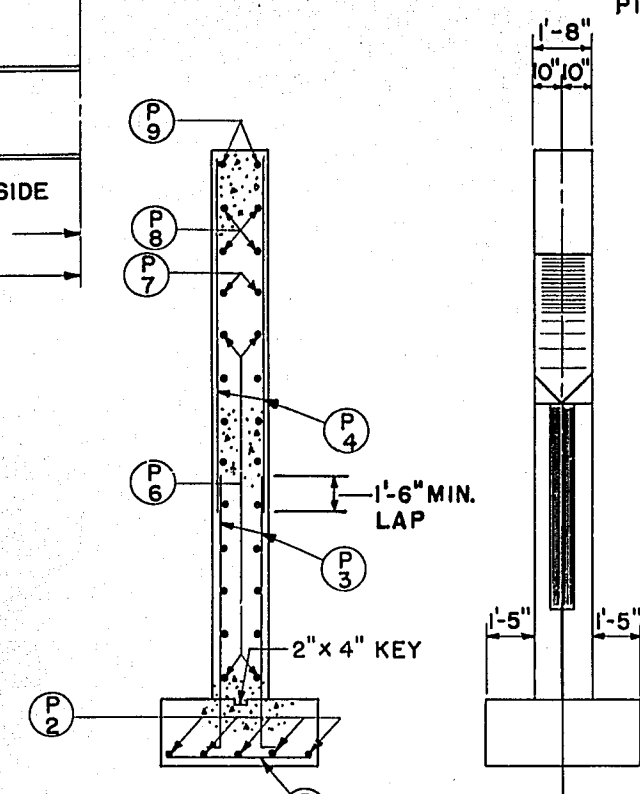
BEARING DETAILS

ALL STRUCTURAL CARBON STEEL PLATES FOR BEARINGS 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.

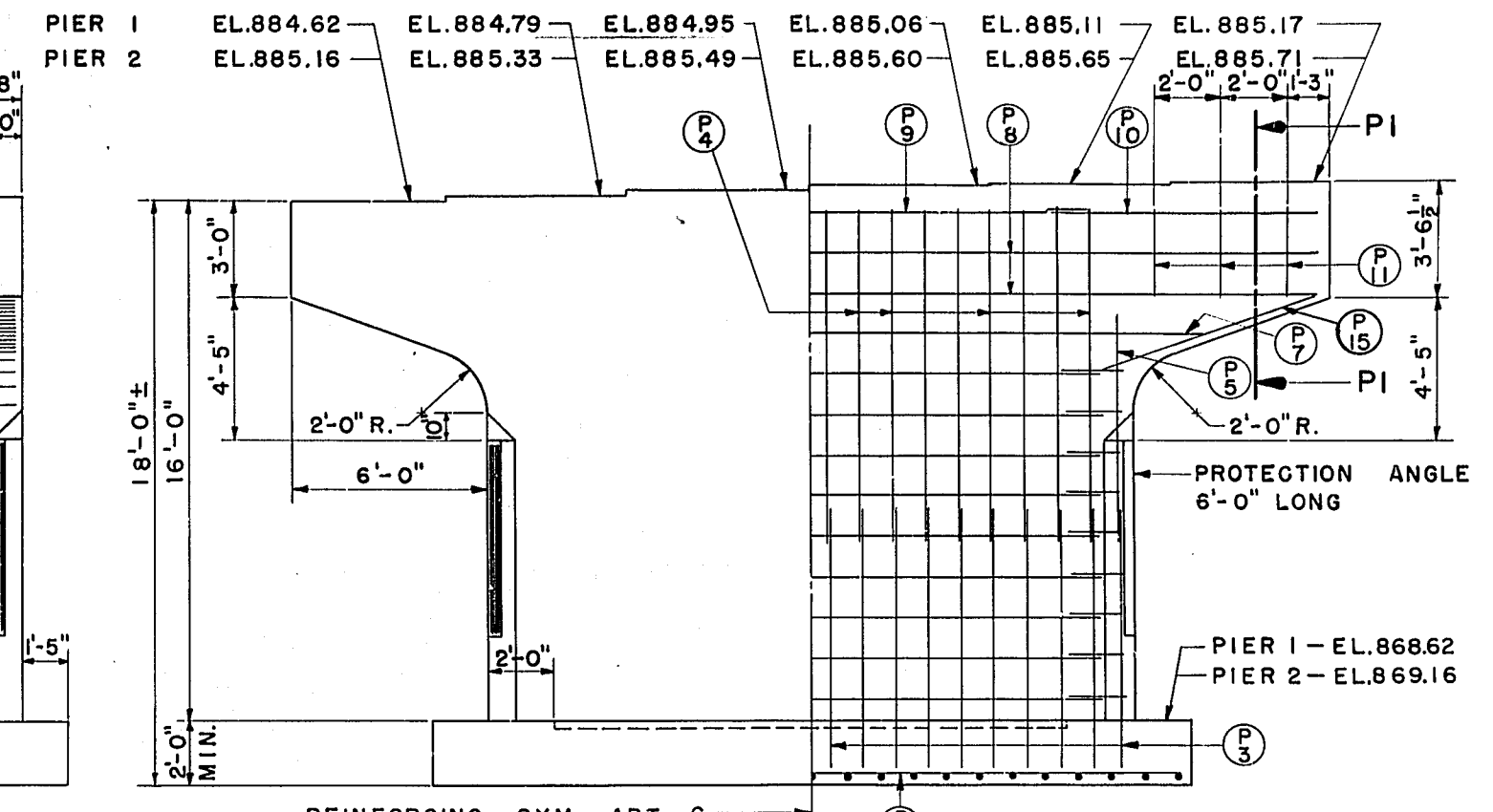


STRINGER SPLICE

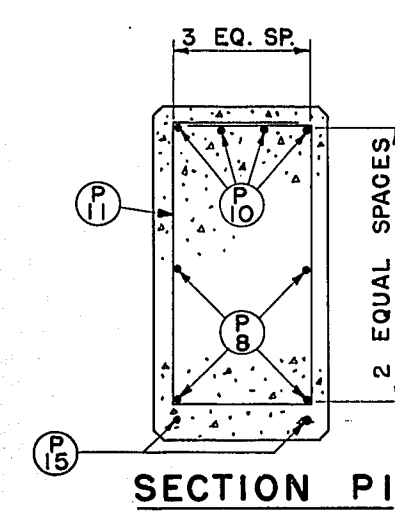
FOR LOCATION OF STRINGER SPLICE SEE "SLAB ANCHOR SPACING" ABOVE. SHOP ASSEMBLE STRINGERS. SEE P 2407.03 OF STANDARD SPEC.
ALL RIVETS TO BE 3/8" φ.



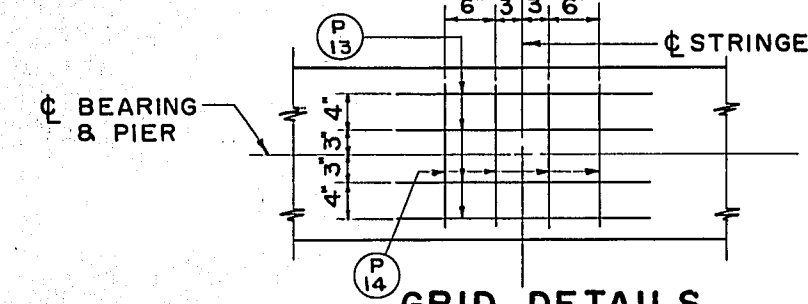
VERTICAL SECTION THROUGH PIER



ELEVATION LOOKING EAST

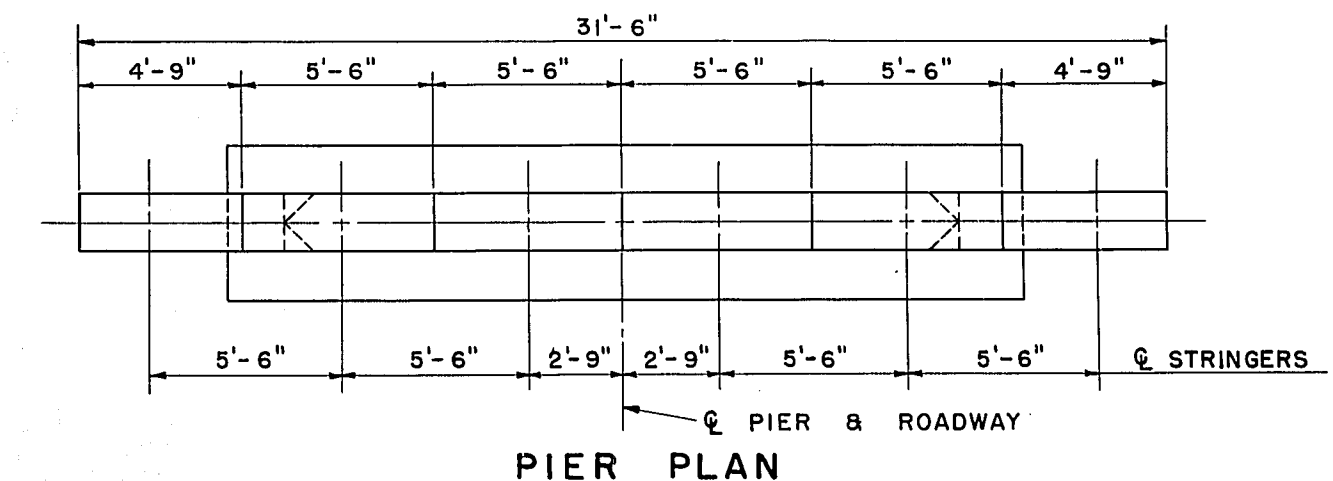


SECTION P1

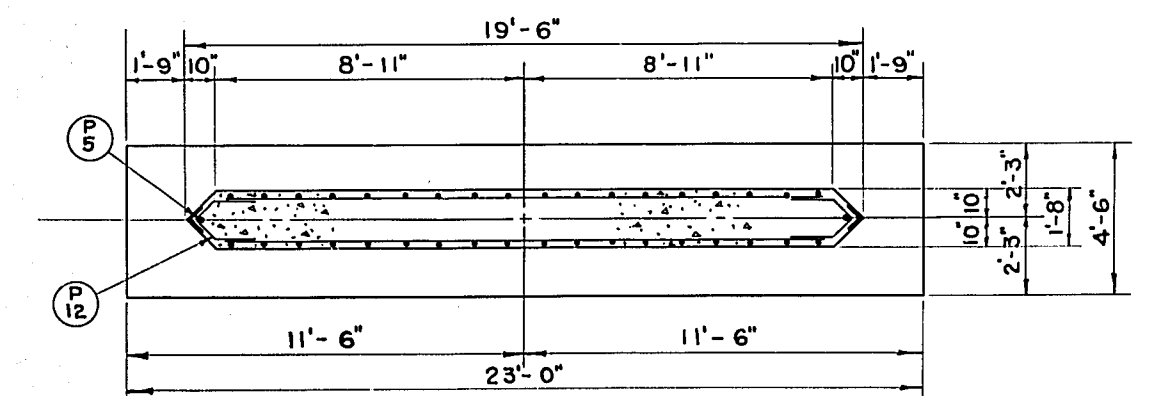


GRID DETAILS

IMBED TOP GRID BARS 2" BELOW TOP OF BRIDGE SEAT. CARE SHOULD BE TAKEN IN PLACING GRID BARS TO AVOID INTERFERENCE WHEN DRILLING HOLES FOR ANCHORS.



PIER PLAN

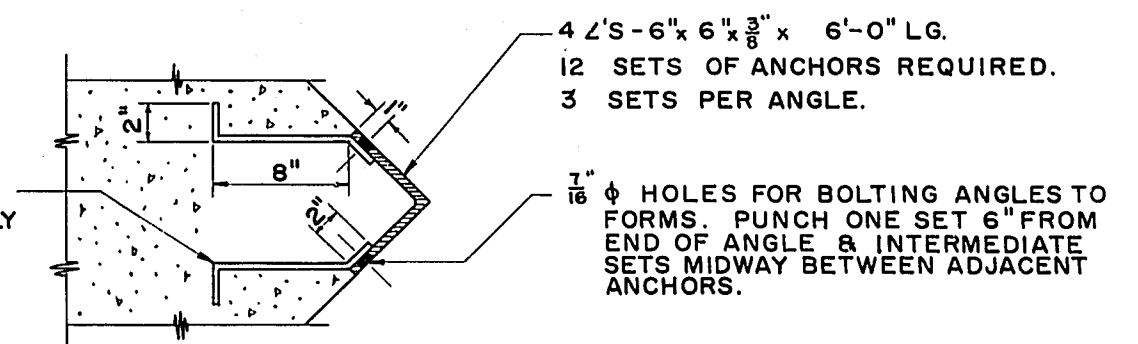


PIER PLAN SECTION

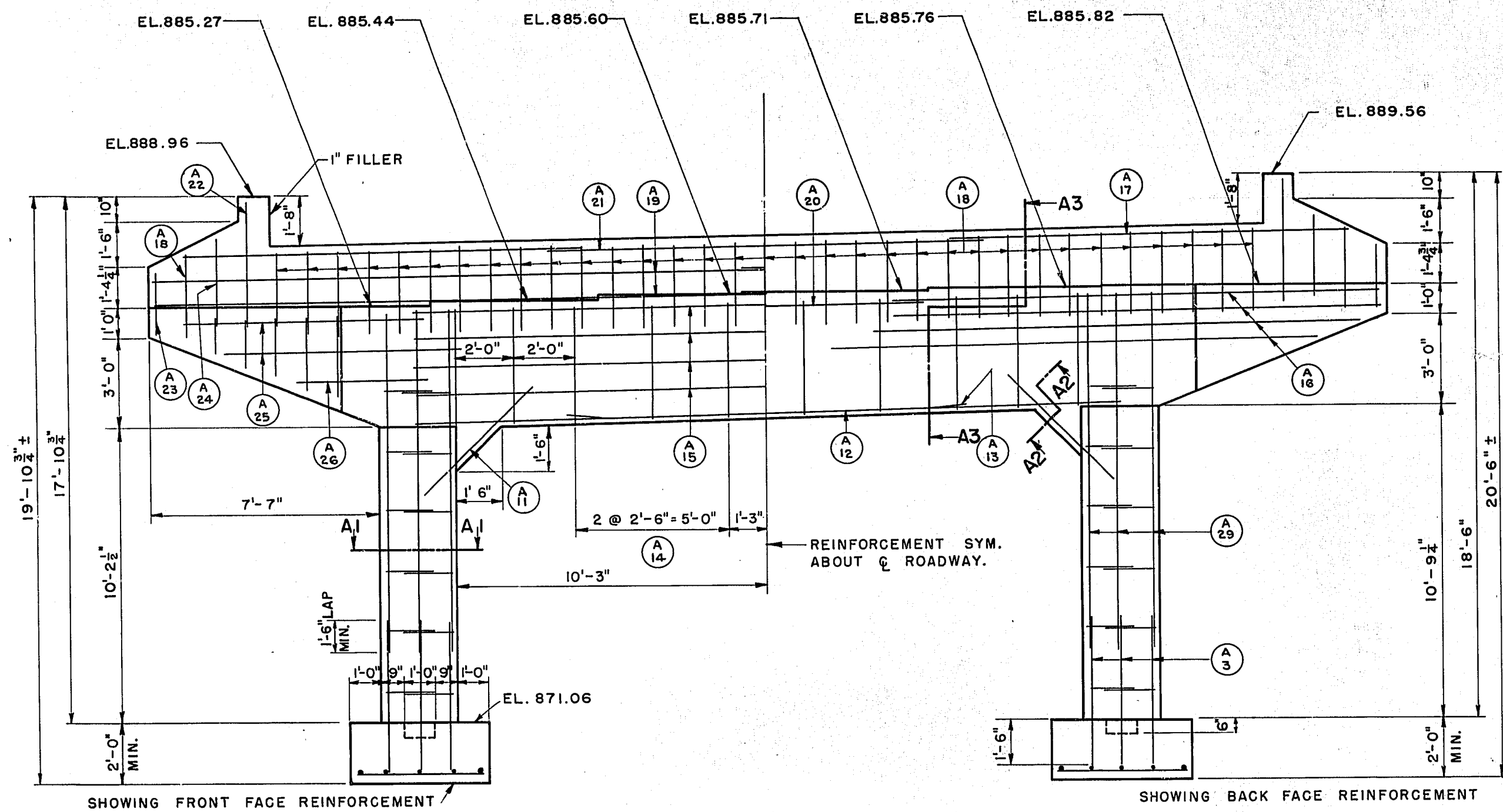
NOTE: MAXIMUM DESIGN BEARING PRESSURE = 4,600 LB./SQ. FT.

1" x 3/8" x 1'-0" ANCHORS. CONT. WELD TO ANGLE. SPACE ANCHORS EQUALLY WITH END SETS 1'-0" FROM END OF ANGLE.

PROTECTION ANGLE DETAIL

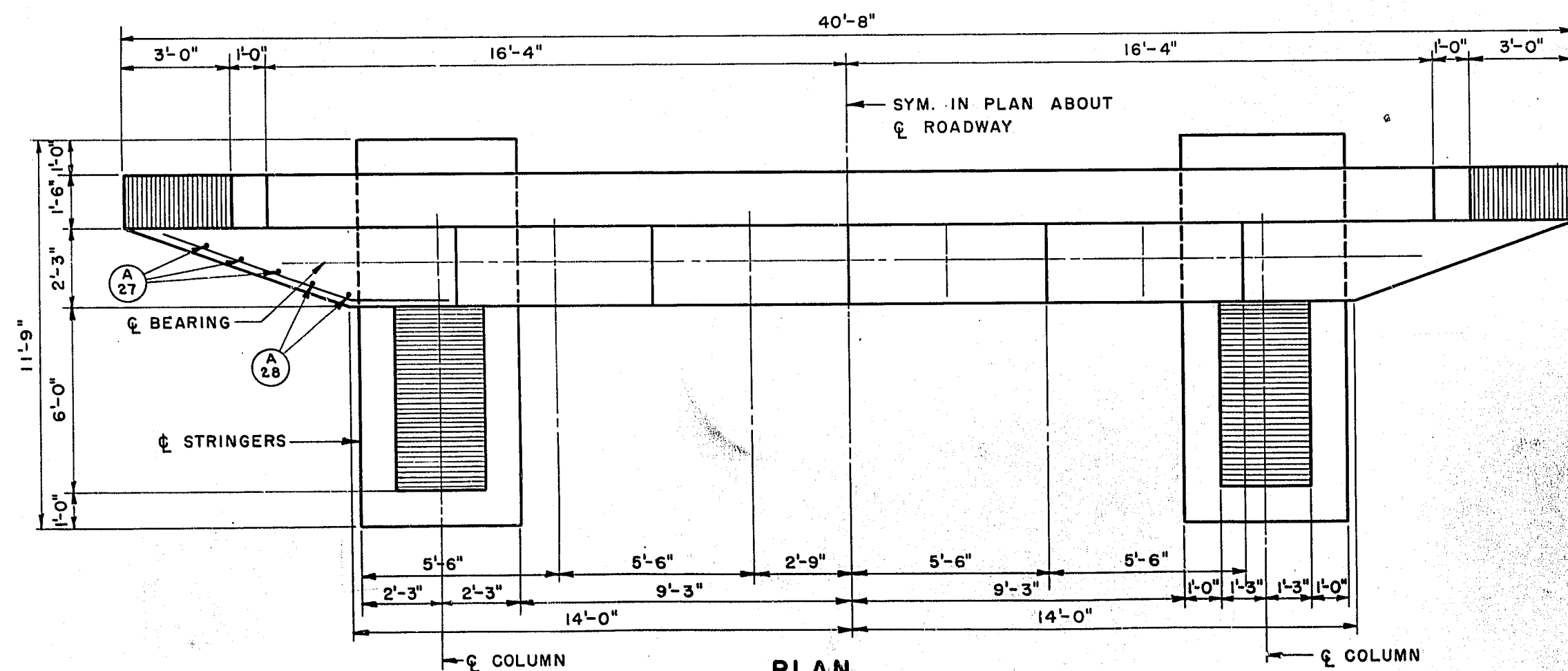


STATE HIGHWAY COMMISSION OF WISCONSIN				
SUPERSTRUCTURE & PIERS				
DATE	3/1/55	DESIGN	R.T.	CHKD.
SPEC.		1951	LOAD	
H20				
STRUCTURE		B - 20 - 21		SHEET
				3 OF 5

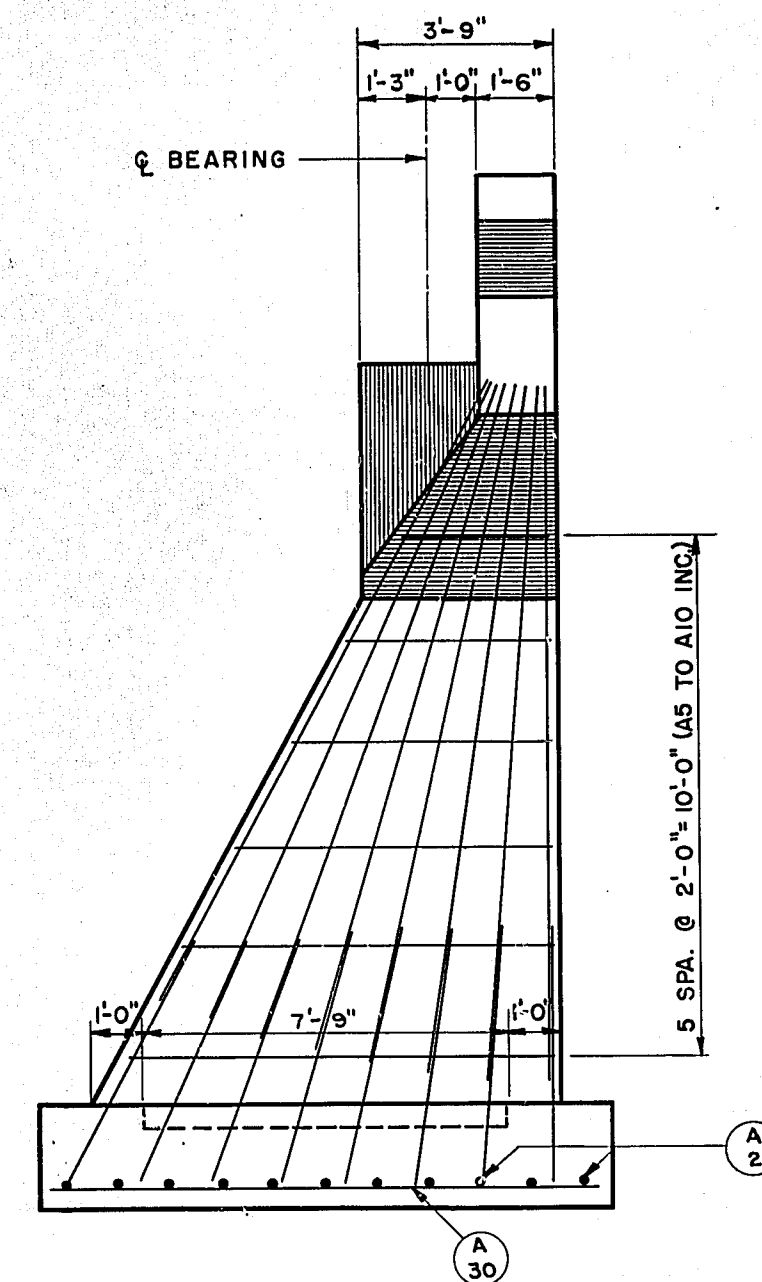


ELEVATION EAST ABUTMENT-LOOKING EAST

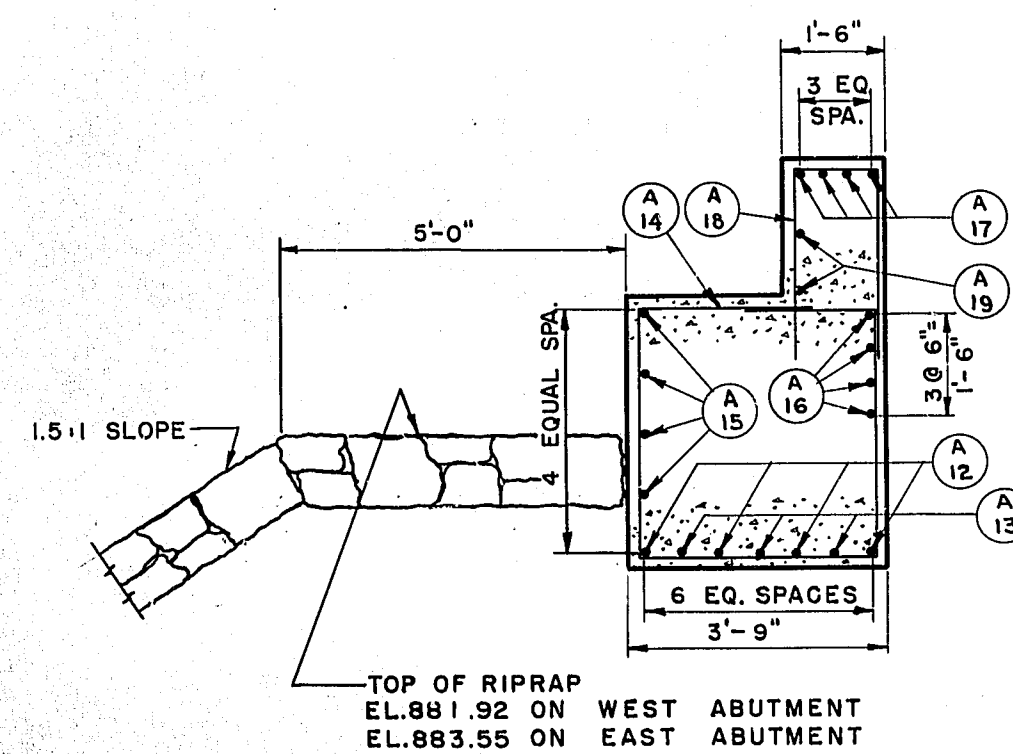
NOTE: MAXIMUM DESIGN BEARING PRESSURE = 4,600 LB./SQ. FT.



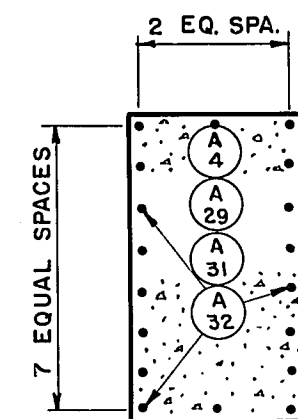
PLAN



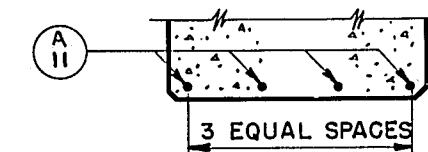
END VIEW



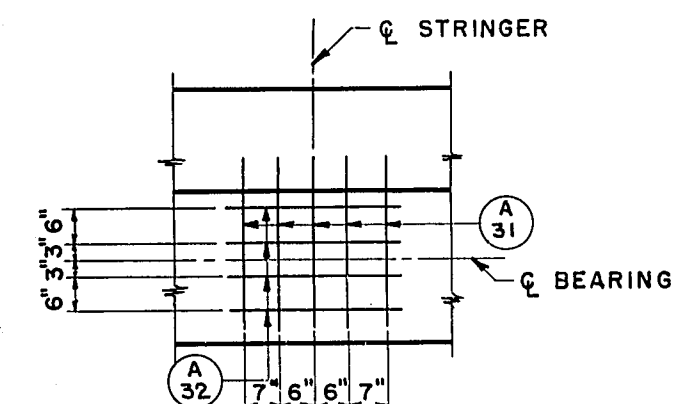
SECTION A3



SECTION A1



SECTION A2

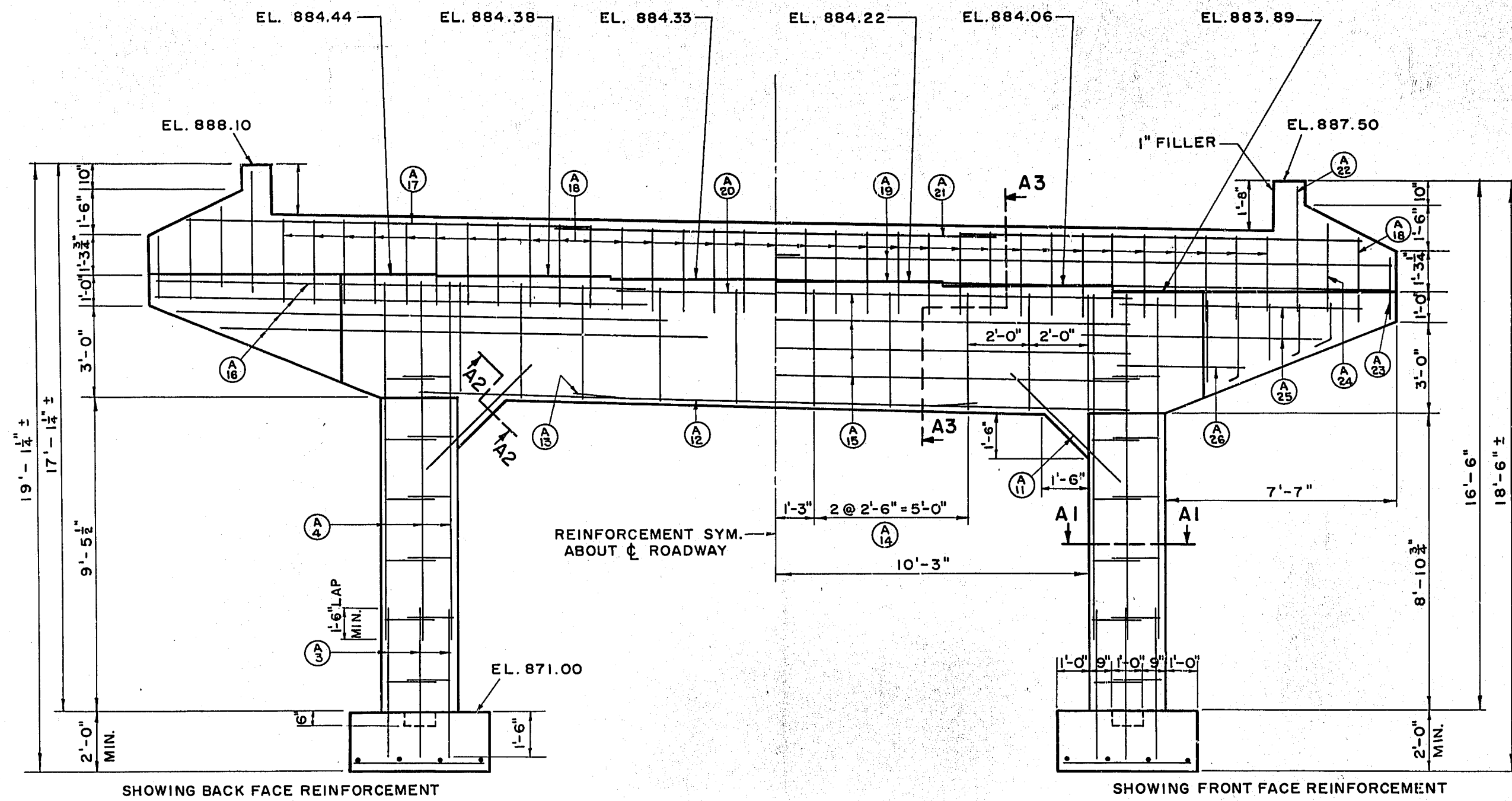


GRID DETAILS

IMBED TOP GRID BARS 2" BELOW TOP OF BRIDGE SEAT. CARE SHOULD BE TAKEN IN PLACING GRID BARS TO AVOID INTERFERENCE WHEN DRILLING HOLES FOR ANCHORS.

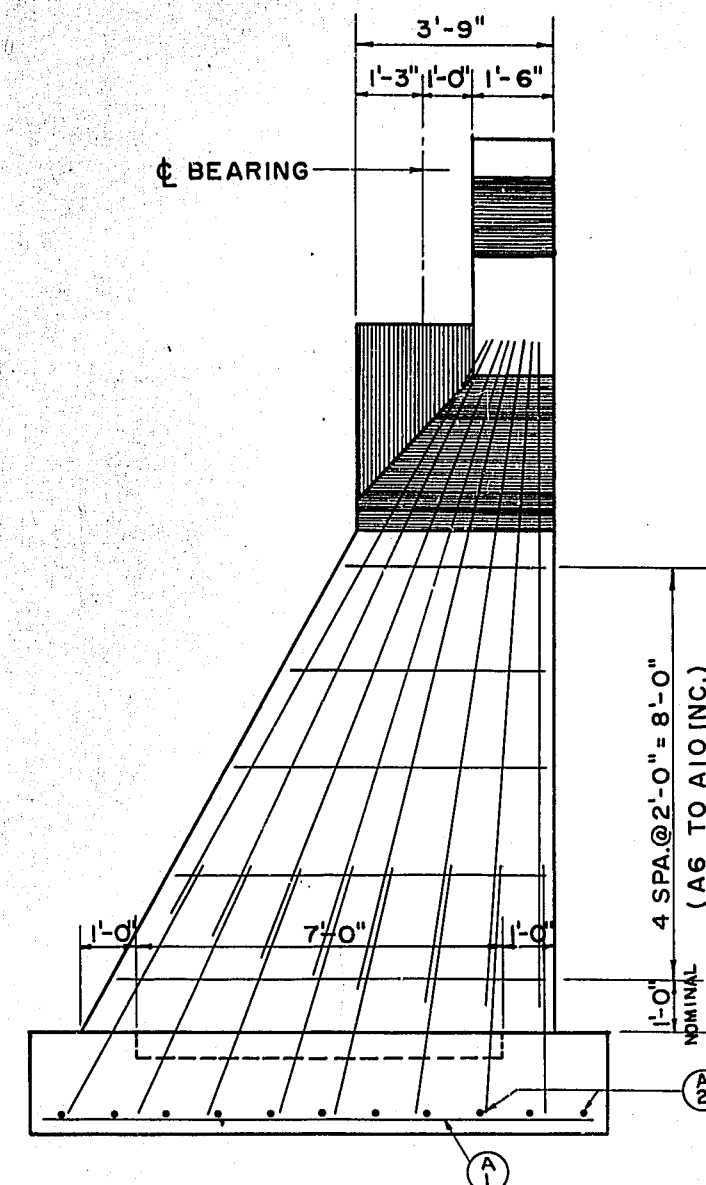
STATE HIGHWAY COMMISSION OF WISCONSIN					
EAST ABUTMENT					
DATE	3/1/55	DESIGNED BY	JG	CHECKED BY	R.D.
STRUCTURE	B - 20-21			SHEET	4 OF 5

D. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F017-3(8)	49	269

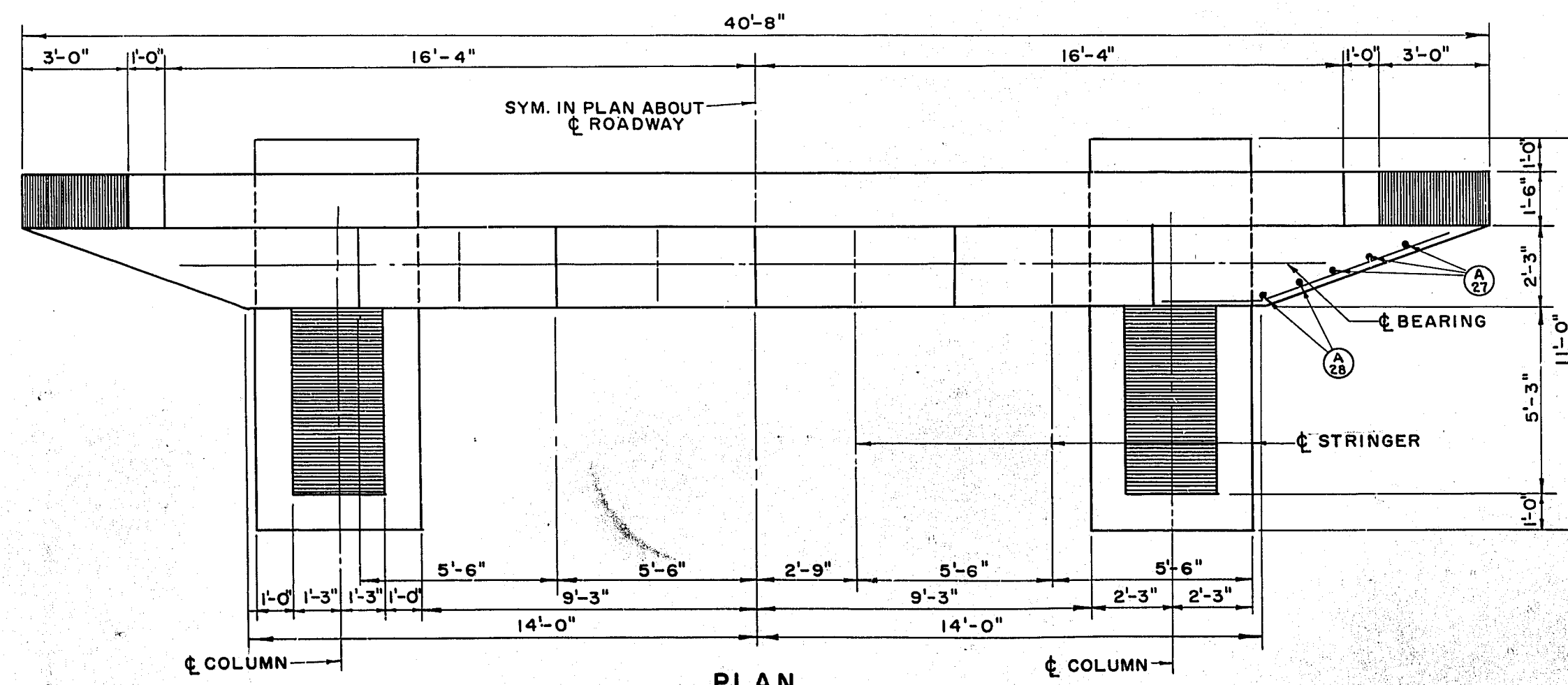


ELEVATION WEST ABUTMENT - LOOKING WEST

NOTE: MAXIMUM DESIGN BEARING
PRESSURE = 4,600 LB./SQ. FT.



END VIEW



PLAN

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	WEST ABUTMENT
DATE 3/1/54	DRAWN J.G. CHK. R.D. SPEC. 1951 LOAD H20
STRUCTURE B - 20 - 21	SHEET 5 OF 5

X14717

BILL OF BARS

DIMENSIONS IN BENDING ARE OUT TO OUT

PIERS

4,420#

	MARK	NO.	SIZE NO.	LENGTH	SPACING	LOCATION	DET.
FTGS	P 1	46	5	5-0	1-0	FOOTING	
	P 2	12	5	22-6	1-0	FOOTING	
	P 3	100	5	8-0	0-9	FOOTING & PIERS	C
PIERS	P 4	96	5	11-6	0-9	PIERS	
	P 5	4	5	6-6	SHOWN	"	
	P 6	36	5	17-0	1-3	"	
	P 7	4	5	24-0	1-3	"	
	P 8	8	5	31-0	1-3	CANTILEVER	
	P 9	4	5	18-0	SHOWN	PIERS	
	P 10	16	8	8-0	"	CANTILEVER	
	P 11	12	4	9-0	"	"	A
	P 12	36	5	4-9	1-3	PIERS	D
	P 13	48	4	2-0	SHOWN	GRID	
	P 14	48	4	3-6	"	"	B
	P 15	8	4	7-0	"	CANTILEVER	

ABUTMENTS

5,590#

	MARK	NO.	SIZE NO.	LENGTH	SPACING	LOCATION	DET.
FTGS	A 1	40	5	12-6	1-0	FOOTING	
	A 2	80	5	7-6	0-8	"	
	A 3	72	5	7-0	SHOWN	FOOTING & COLUMNS	
COLUMNS & GIRDERS	A 4	72	5	10-0	SHOWN	COLUMNS	
	A 5	4	4	21-9	2-0	"	A
	A 6	4	4	19-9	2-0	"	A
	A 7	4	4	17-9	2-0	"	A
	A 8	4	4	15-9	2-0	"	A
	A 9	4	4	13-9	2-0	"	A
	A 10	4	4	11-9	2-0	"	A
	A 11	16	5	5-0	SHOWN	HAUNCH	
	A 12	8	9	23-0	"	GIRDER	
	A 13	6	9	16-0	"	"	
	A 14	20	4	15-3	"	"	
	A 15	8	6	21-0	"	"	
	A 16	16	5	14-0	"	GIRDER & WINGS	
	A 17	16	6	13-0	"	PARAPET	
	A 18	70	4	6-9	1-0	"	B
	A 19	8	4	20-9	SHOWN	"	
	A 20	2	4	14-6	"	GIRDER	
	A 21	4	4	14-3	"	PARAPET	
	A 22	4	4	10-3	1-0	WINGS	B
	A 23	4	4	5-3	1-0	"	B
	A 24	4	4	7-3	1-0	"	B
	A 25	8	4	8-3	1-0	"	
	A 26	4	4	5-9	1-0	"	
	A 27	12	4	2-0	1-0	"	*
	A 28	8	4	2-9	1-0	"	*
	A 29	60	4	3-6	SHOWN	GRID	C
	A 30	48	4	2-6	SHOWN	GRID	

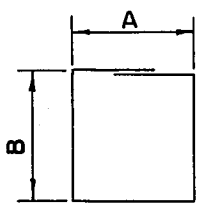
* BEND IN FIELD

SUPERSTRUCTURE

17,490#

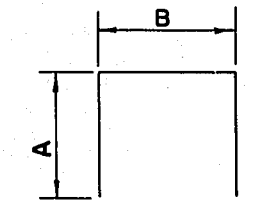
	MARK	NO.	SIZE NO.	LENGTH	SPACING	LOCATION	DET.
POUR 1	S 1	26	4	3-0	1-6	CURBS	E
	S 2	8	7	4-0	SHOWN	CURBS-SYM.ABT. & POSTS	
	S 3	4	6	17-6	SHOWN	CURBS	
	S 4	58	5	32-0	0-7	FLOOR-TOP & BOTTOM	
	S 5	25	4	16-9	0-8	FLOOR-BOTTOM	
	S 6	31	4	16-9	1-0	FLOOR-TOP	
	S 7	2	7	32-0	SHOWN	CONSTRUCTION JOINT	
	S 8	10	7	5-3	"	"	
	S 9	30	2	3-6	1-0	"	*
POUR 2	S 1	50	4	3-0	1-6	CURBS	E
	S 2	16	7	4-0	SHOWN	CURBS-SYM.ABT. & POSTS	
	S 4	122	5	32-0	0-7	FLOOR-TOP & BOTTOM	
	S 7	4	7	32-0	SHOWN	CONSTRUCTION JOINT	
	S 8	20	7	5-3	"	"	
	S 9	60	2	3-6	1-0	"	*
	S 10	8	6	18-6	SHOWN	CURBS	
	S 11	50	4	18-6	"	FLOOR-BOTTOM	
	S 12	62	4	18-6	1-0	FLOOR-TOP	
POUR 3	S 13	30	4	18-0	1-0	FLOOR-TOP OVER PIER	
	S 1	60	4	3-0	1-6	CURBS	E
	S 2	20	7	4-0	SHOWN	CURBS-SYM.ABT. & POSTS	
	S 4	146	5	32-0	0-7	FLOOR-TOP & BOTTOM	
	S 7	2	7	32-0	SHOWN	CONSTRUCTION JOINT	
	S 8	10	7	5-3	"	"	
	S 9	30	2	3-6	1-0	"	*
	S 13	30	4	18-0	1-0	FLOOR-TOP OVER PIER	
	S 14	8	6	22-0	SHOWN	CURBS	
POUR 4	S 15	50	4	21-9	0-8	FLOOR-BOTTOM	
	S 16	62	4	21-9	1-0	FLOOR-TOP	

* BEND IN FIELD



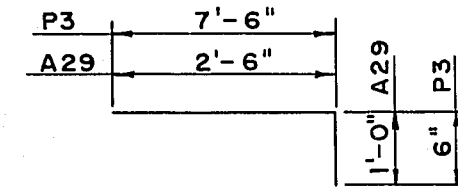
DETAIL A

MARK	A	B
A 5	2-2	8-2
A 6	2-2	7-2
A 7	2-2	6-2
A 8	2-2	5-2
A 9	2-2	4-2
A 10	2-2	3-2
A 14	3-5	3-8
P 11	1-4	2-8

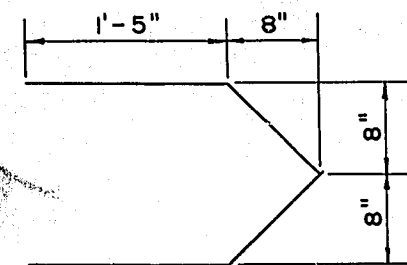


DETAIL B

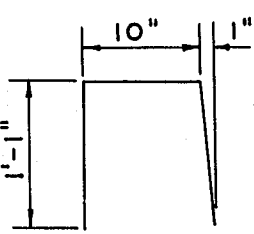
MARK	A	B
A 18	2-9 1/2	1-2
A 22	4-6 1/2	1-2
A 23	2-0 1/2	1-2
A 24	3-0 1/2	1-2
P 14	1-1	1-4



DETAIL C



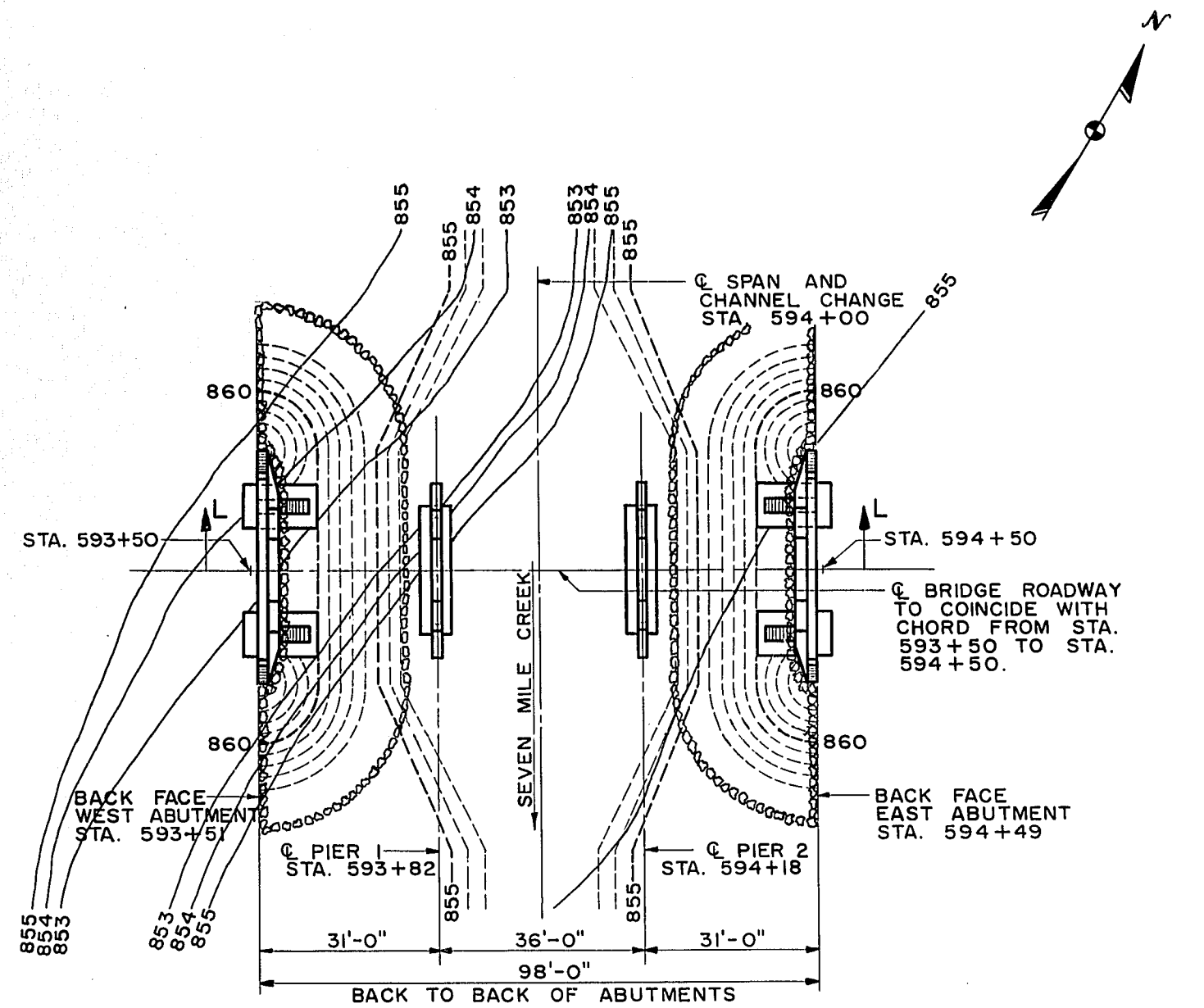
DETAIL D



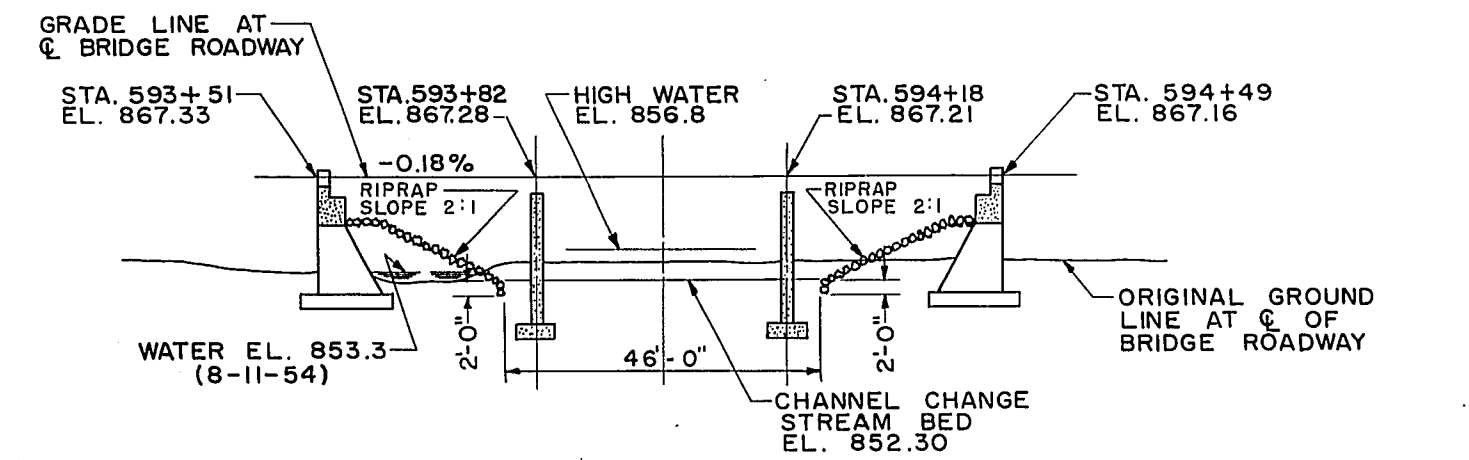
DETAIL E

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
ALL CONCRETE MASONRY SHALL BE GRADE "AA".
BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
BAR STEEL REINFORCEMENT SHALL BE CUT OFF AT FLOOR DRAINS.
BAR STEEL REINFORCEMENT SHALL BE DEFORMED BARS.
ALL SHOP AND FIELD CONNECTIONS SHALL BE 4" Ø RIVETS UNLESS OTHERWISE SPECIFIED.
THE TOP AND SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE RIPRAPPED AS SHOWN IN ABUTMENT DETAILS AND SECTION "L" ABOVE, AND TO THE EXTENT SHOWN IN "LAYOUT" ON THIS DRAWING.
THE DESIGN OF THIS STRUCTURE IS IN ACCORDANCE WITH THE 1953 A.A.S.H.O. SPECIFICATIONS.



LAYOUT



SECTION L

LIST OF DRAWINGS

- 1. LAYOUT AND BILL OF BARS.....X 14707
- 2. SUPERSTRUCTURE.....X 14708
- 3. SUPERSTRUCTURE & PIERS.....X 14709
- 4. ABUTMENTS.....X 14710

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER-STRUCTURE	WEST ABUT.	PIER 1	PIER 2	EAST ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	—	70	70	75	95	310
CONCRETE MASONRY	C.Y.	78.7	51.1	32.0	32.0	51.1	244.9
BAR STEEL REINFORCEMENT	LB.	17,490	2,795	2,210	2,210	2,795	27,500
STRUCTURAL CARBON STEEL	LB.	52,520	—	195	195	—	52,910
SHEET LEAD	LB.	312	—	—	—	—	312
SHEET ZINC	LB.	115	—	—	—	—	115
FLOOR DRAINS	EACH	3	—	—	—	—	3
RIPRAP	C.Y.	—	85	—	—	85	170
NON-BID ITEMS							
EXPANSION JOINT FILLER	SIZE	1"	—	—	—	—	1"

MEAD AND HUNT INC.
CONSULTING ENGINEERS
MADISON, WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

LAYOUT & BILL OF BARS

CO. FOND DU LAC TOWN LAMARTINE STA. 594+0.0

SECTION 34 TOWN 14 N RANGE 16 E

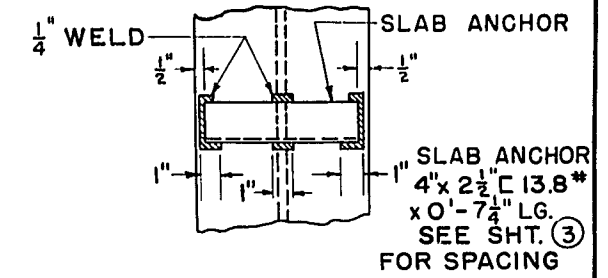
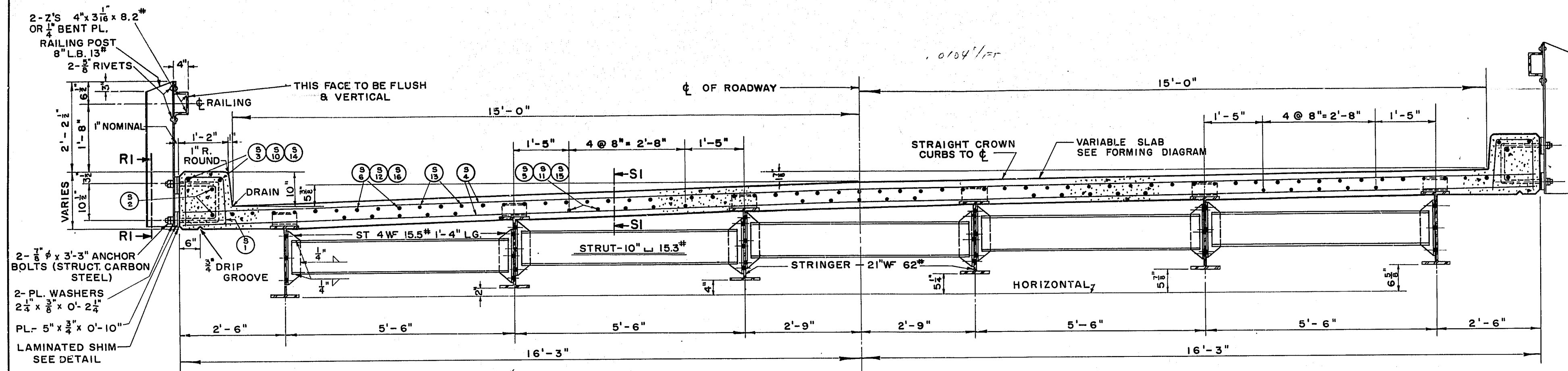
DATE 2/28/55 DRWN. J.A.S. CKD. F.K. SPEC. 1951 LOAD H20

CORRECT: *E. N. K.* BRIDGE ENGINEER

APPROVED: *E. L. Portier* STATE HIGHWAY ENGINEER

STRUCTURE B-20-17 SHEET 1 OF 4

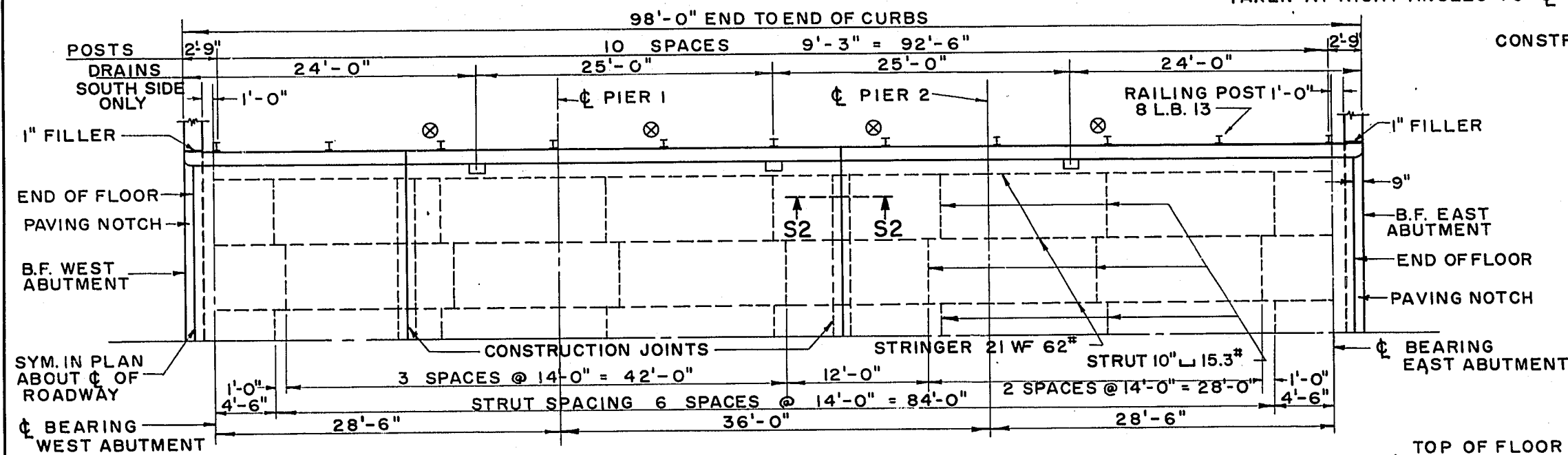
X14707



SLAB ANCHOR DETAIL

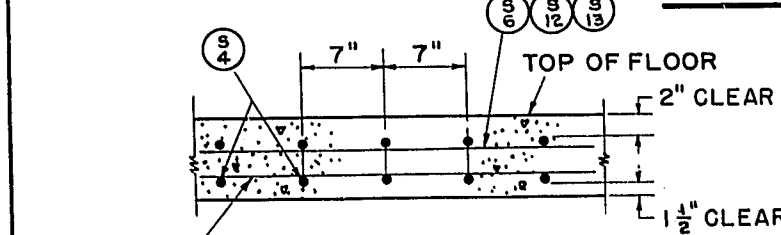
CROSS SECTION THRU ROADWAY LOOKING WEST

TAKEN AT RIGHT ANGLES TO CL ROADWAY



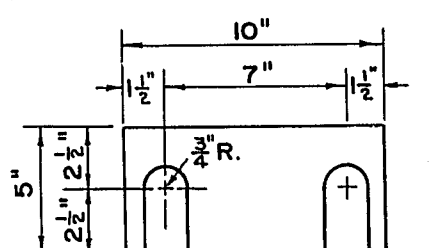
HALF PLAN - NORTH SIDE OF ROADWAY

⊗ DENOTES PERMISSIBLE RAIL SPLICE

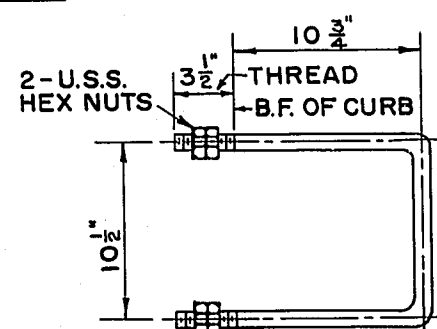


SECTION S1

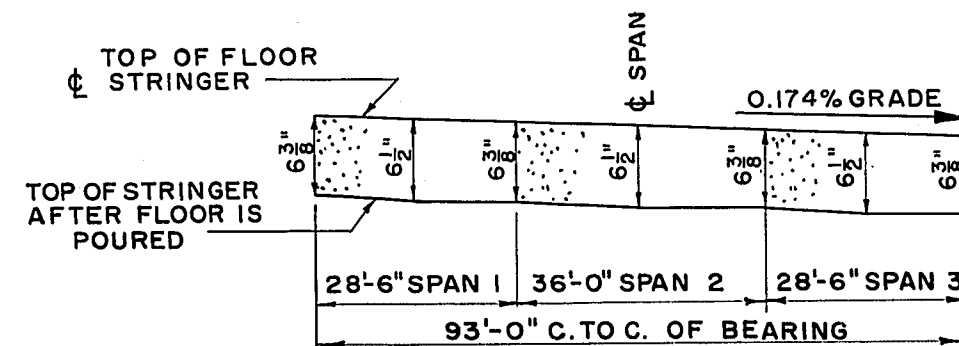
BEGIN SPACING OF "S4" BARS AT FACE OF CONCRETE STRUT AT CONSTRUCTION JOINT.



LAMINATED SHIM

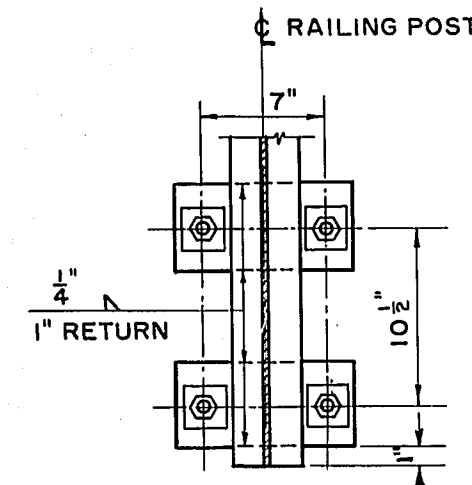


ANCHOR BOLTS

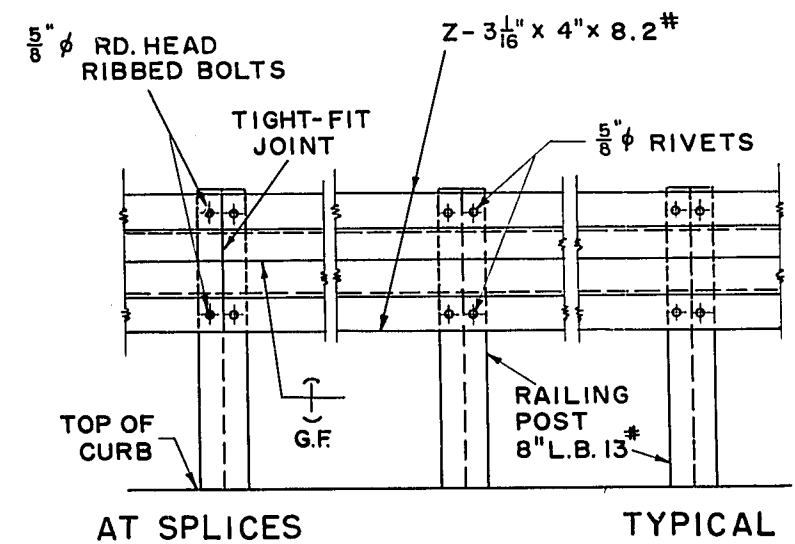


FORMING DIAGRAM

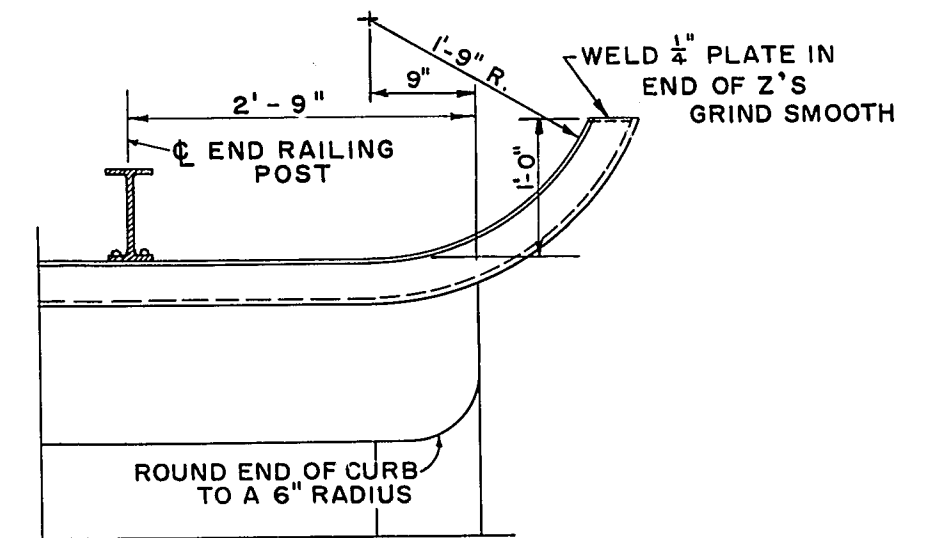
POURS SHALL BE MADE IN THE SEQUENCE SHOWN



SECTION R1

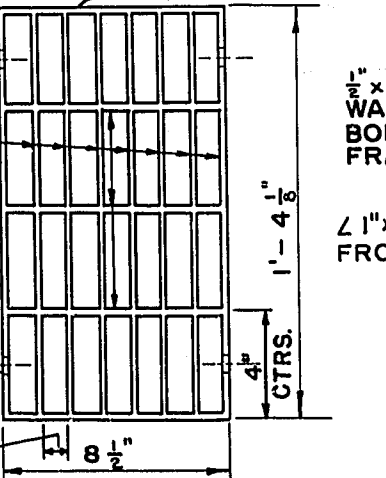


RAILING DETAIL

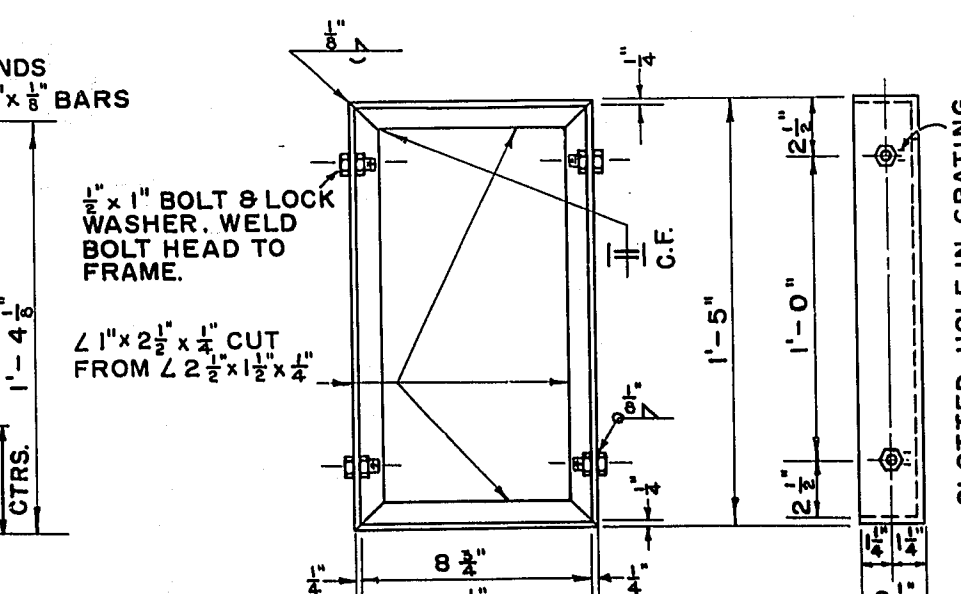


TYPICAL PART PLAN

FINISH ENDS WITH 1" x 1/8" BARS

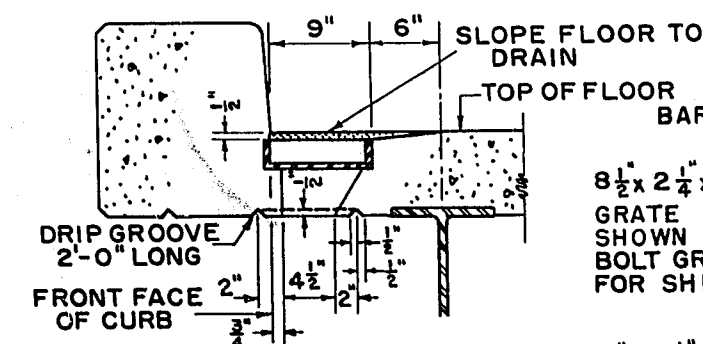


GRATE



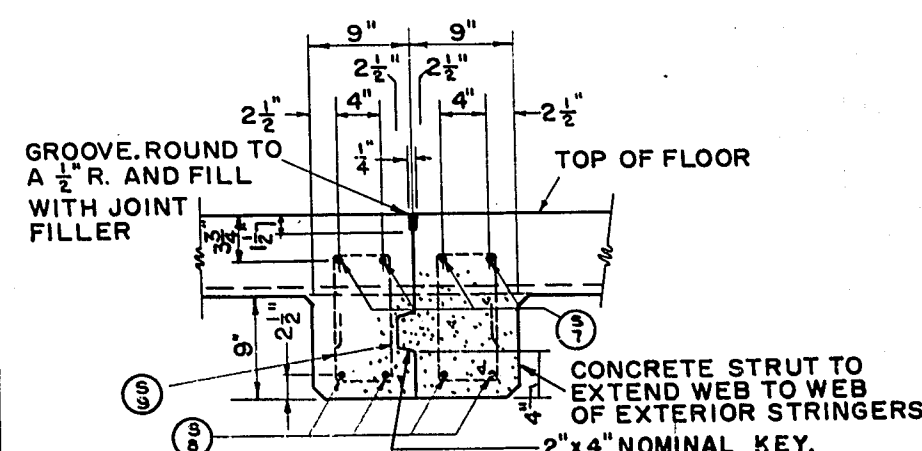
FRAME

NOTE: BOLT GRATE TO FRAME FOR SHIPMENT.



SECTION THRU DRAIN

DRAIN DETAILS - 3 REQ'D



SECTION S2

DO NOT RUN LONG BAR STEEL REINFORCEMENT THRU CONSTRUCTION JOINT. GROOVE AS SHOWN TO EXTEND FACE TO FACE OF CURBS. FRONT FACE TO BE EDGED, TOP OF CURBS TO BE EDGED AND FILLED WITH JOINT FILLER, OUTER FACE TO BE BEVELED 1"

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
DATE 2/26/57	DRAWN R.T. CHK. F.K. SPEC. 1951 LOAD H20
STRUCTURE B - 20-17	SHEET 2 OF 4

SUPERSTRUCTURE

30,630*

POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SPAN 1 & 2	S14	161	4	3-0	9 SOUTH CURB	F
	S15	80	4	3-3	1-6 SOUTH CURB	
	S1	80	4	3-9	1-6 NORTH CURB	A
	S2	48	5	30-6	1-0 CURBS	
	S3	404	5	32-6	7 FLOOR-TOP AND BOTTOM	
	S4	100	4	30-6	8 FLOOR-BOTTOM	
	S5	124	4	30-6	1-0 FLOOR-TOP	
	S9	120	2	4-0	1-0 CONST. JOINTS	*
	S10	12	7	32-6	SHOWN " "	
	S11	60	7	5-6	" " " "	
SPAN 3	S12	80	4	2-0	1-6 NORTH CURB	
	S13	161	4	6-6	9 SOUTH CURB	
	S1	29	4	3-9	1-6 NORTH CURB	A
	S3	140	5	32-6	7 FLOOR-TOP AND BOTTOM	
	S6	50	4	21-3	8 FLOOR-BOTTOM	
	S7	62	4	21-3	1-0 FLOOR-TOP	
	S8	24	5	21-3	1-0 CURBS	
	S9	30	2	4-0	1-0 CONST. JOINTS	*
	S10	3	7	32-6	SHOWN " "	
	S11	15	7	5-6	" " " "	
SPAN 4	S12	29	4	2-0	1-6 NORTH CURB	
	S13	56	4	6-6	9 SOUTH CURB	
	S14	56	4	3-0	9 " "	F
	S15	29	4	3-3	1-6 " "	

* BEND IN FIELD.

ABUTMENT

1,640*

POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
ABUTMENT	A1	13	4	15-3	1-0 BODY	B
	A2	23	4	16-3	1-0 " "	B
	A3	12	4	25-0	1-0 " "	*
	A4	1	4	23-3	SHOWN " "	
	A5	4	4	11-3	1-0 PARAPET	C
	A6	42	4	24-3	1-0 " "	C
	A7	14	4	24-9	1-10 BODY	
	A8	12	4	19-0	1-0 " "	
	A9	36	4	5-6	1-0 " "	
	A10	3	4	10-3	1-0 WINGS	C
	A11	1	4	13-6	1-0 " "	B
	A12	2	4	13-9	1-0 " "	B
	A13	2	4	14-0	1-0 " "	B
	A14	1	4	14-0	1-0 " "	B
	A15	2	4	14-3	1-0 " "	B
	A16	2	4	14-6	1-0 " "	B
	A17	2	4	14-9	1-0 " "	B
	A18	1	4	15-0	1-0 " "	B
	A19	24	4	2-6	SHOWN GRIDS	
	A20	36	4	3-6	" "	A

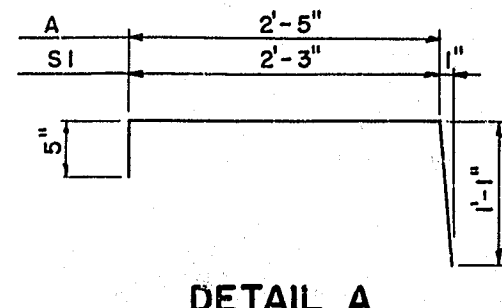
* BEND IN FIELD.

PIERS

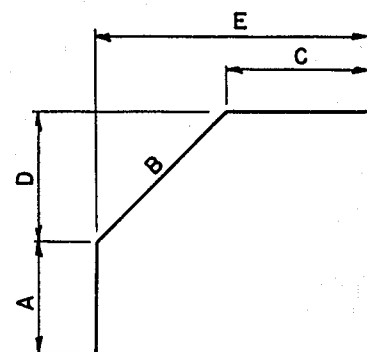
10,100*

POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
FOOTINGS	P1	96	6	9-0	6 FOOTING	
	P2	60	5	8-0	1-0 " "	
	P3	84	6	10-6	SHOWN FOOTING AND COLUMNS	
COLUMNS & GIRDERS	P4	48	4	14-9	SHOWN COLUMNS	C
	P5	84	6	11-3	" "	
	P6	18	8	19-6	" GIRDER	
	P7	30	4	5-0	" GIRDER AND COLUMNS	
	P8	12	4	6-9	" CANTILEVER	
	P9	12	11	13-6	" " "	
	P10	6	4	8-0	" GIRDER	
	P11	57	4	13-9	" GIRDER AND CANTILEVER	D
	P12	36	4	2-6	" GRID	
	P13	72	4	5-3	" GRID	C
PARAPET - PIER 1	P21	24	10	13-6	" CANTILEVER	
	P14	22	6	3-6	1-6 PARAPET	
	P15	11	4	3-6	3-0 " "	
	P16	6	4	23-9	1-0 " "	
	P17	11	4	7-3	1-0 WINGS	
	P18	10	4	23-0	1-0 " "	
	P19	22	4	7-3	1-6 PARAPET	E
	P20	8	6	18-0	SHOWN " "	
	P22	4	4	5-0	" CANTILEVER	
	P23	3	4	8-3	1-0 " SOUTH SIDE	
	P24	3	4	5-6	1-0 " NORTH SIDE	
	P25	11	4	7-3	1-0 WINGS	E

DIMENSION IN BENDING DETAILS ARE OUT TO OUT

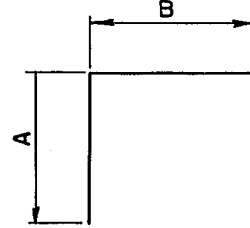


DETAIL A



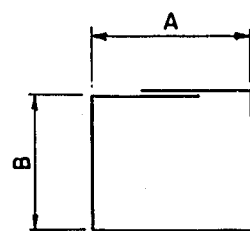
DETAIL B

MARK	A	B	C	D	E
A1	2-3	4-0	3-5	3-4	5-8
A2	2-3	4-9	3-1	3-11	5-8
A11	2-3	4-2	1-4	3-4	3-7
A12	2-3	4-2	1-7	3-4	3-10
A13	2-3	4-2	1-10	3-4	2-2
A14	2-3	4-2	2-2	3-4	4-6
A15	2-3	4-2	2-5	3-4	4-10
A16	2-3	4-2	2-9	3-4	5-1
A17	2-3	4-2	3-0	3-4	5-4
A18	2-3	4-2	3-4	3-4	5-8



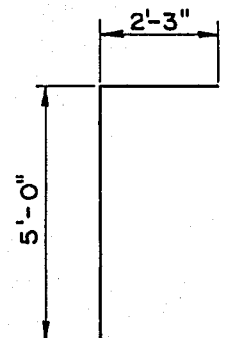
DETAIL C

MARK	A	B
A5	5-0	1-2
A6	3-6	1-2
A10	4-6	1-2
P13	1-0	3-2



DETAIL D

MARK	A	B
P4	3-2	3-8
P11	3-2	3-2



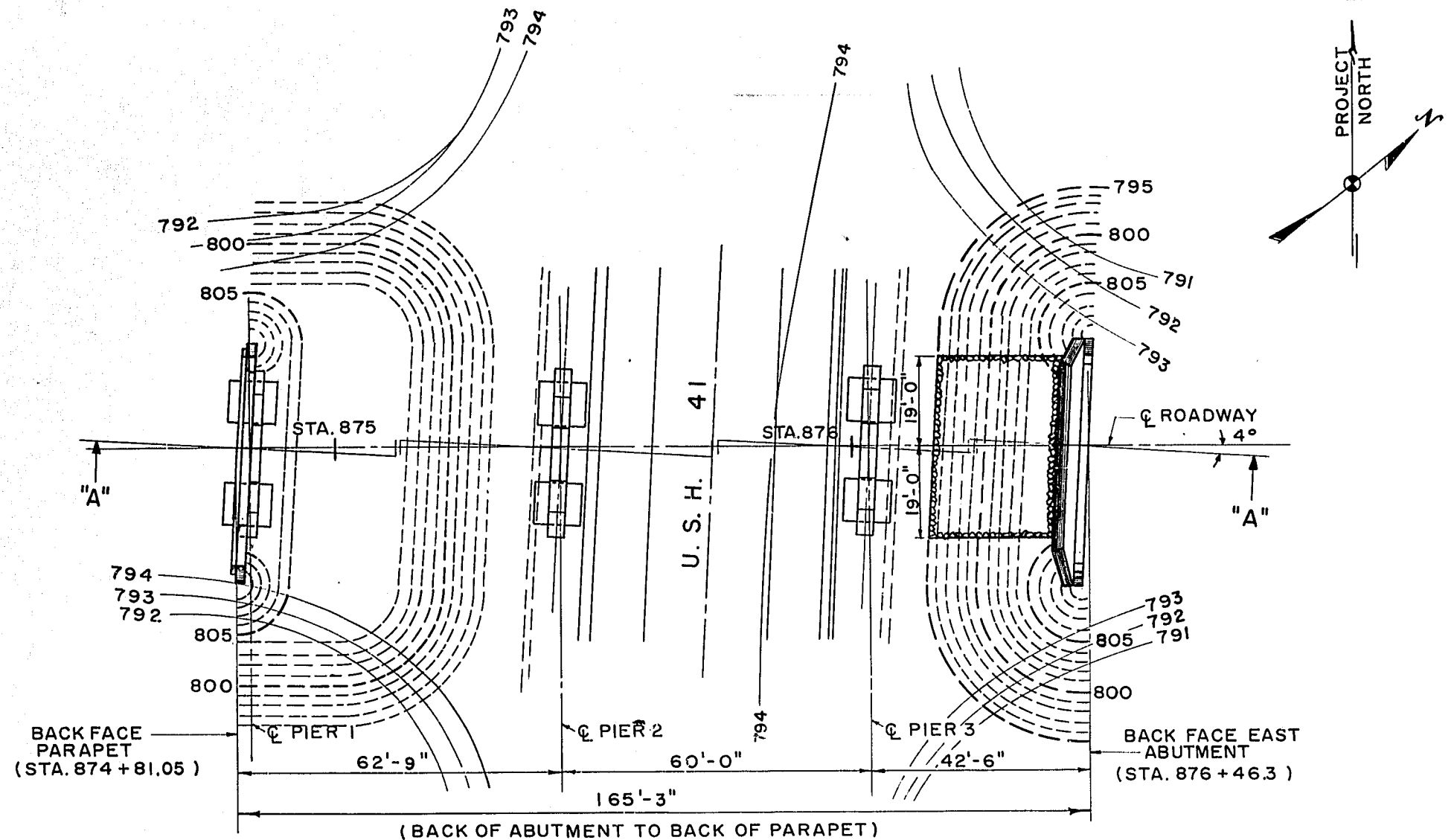
DETAIL E

DETAIL F

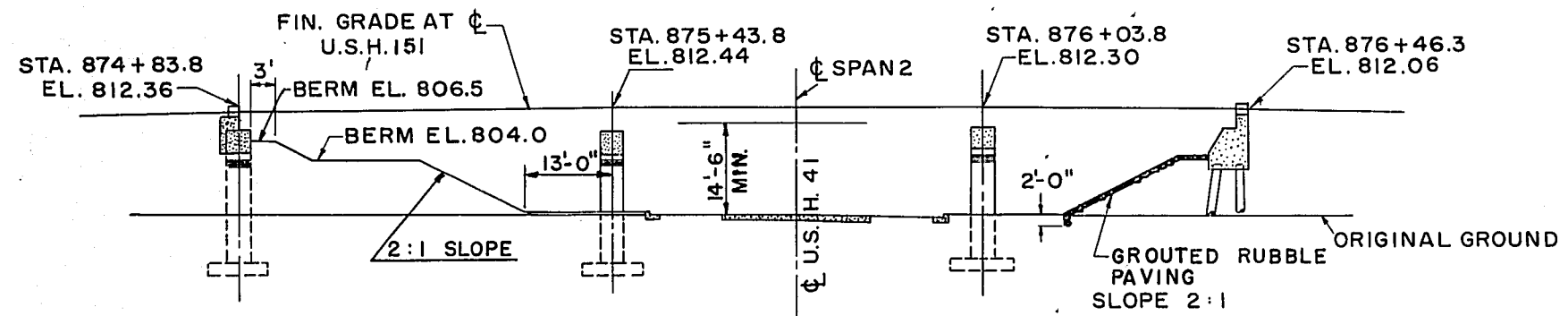
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
ALL CONCRETE MASONRY SHALL BE GRADE "AA".
BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN.
BAR STEEL REINFORCEMENT SHALL BE DEFORMED BARS.

BAR STEEL REINFORCEMENT SHALL BE CUT OFF AT FLOOR DRAINS.
ALL FIELD CONNECTIONS SHALL BE 3/4" RIVETS OR RIBBED BOLTS UNLESS OTHERWISE SPECIFIED. HOLES TO BE PUNCHED FULL SIZE.
THE EXCAVATION QUANTITY FOR PIER NO. 1 IS FIGURED FROM THE SURFACE OF EXISTING GROUND.
PIER NO. 1 IS DESIGNED WITH A TEMPORARY PARAPET WALL TO ACT AS AN ABUTMENT UNTIL FUTURE 40' SPAN IS ADDED.
CARE SHALL BE EXERCISED WHEN FILLING AROUND PIERS, ESPECIALLY PIER NO. 1, SO THAT NO UNEQUAL PRESSURES ARE EXERTED.
FILL IS TO BE PLACED BY THE GRADING CONTRACTOR TO ELEV. 804.28 FOR THE EAST ABUTMENT (2'-0" ABOVE BOTTOM OF SILL). EXCAVATION FOR THE ABUTMENT SHALL BE COMPUTED FROM THIS ELEVATION.
THE TOP AND SLOPE OF THE BERM OF THE ABUTMENT SHALL HAVE GROUTED RUBBLE PAVING PLACED ON IT AS SHOWN IN ABUTMENT DETAILS AND TO THE EXTENT SHOWN IN THE "LAYOUT" ABOVE. NO BERM PROTECTION WILL BE REQUIRED FOR PIER NO. 1.
THE DESIGN IS IN ACCORDANCE WITH THE 1953 A.A.S.H.O. SPECIFICATIONS.
THE SIDEWALK ON THE SOUTH SIDE OF THE STRUCTURE SHALL NOT BE PLACED UNTIL THE ROADWAY SLAB HAS BEEN CURED FOR A MINIMUM PERIOD OF 7 DAYS.
FALSE WORK SUPPORTING THE SIDEWALK SHALL REMAIN IN PLACE FOR A PERIOD OF NOT LESS THAN 21 DAYS.



LAYOUT



SECTION "A-A"

LIST OF DRAWINGS

- LAYOUT & BILL OF BARS X14836
- SUPERSTRUCTURE X14837
- SUPERSTRUCTURE-DETAILS X14838
- SUPERSTRUCTURE & DETAILS X14839
- EAST ABUTMENT X14840
- PIERS AND PARAPET X14841

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER-STRUCTURE	PIER 1	PIER 2	PIER 3	EAST ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	—	85	85	75	35	280
CONCRETE MASONRY	C.Y.	165.7	67.5	45.8	45.8	63.2	388.0
BAR STEEL REINFORCEMENT	LB.	30,630	3,940	3,080	3,080	1,640	42,370
STRUCTURAL CARBON STEEL	LB.	173,130	—	—	—	—	173,130
SHEET LEAD	LB.	515	—	—	—	—	515
SHEET ZINC	LB.	162	—	—	—	—	162
UNTREATED TIMBER TEST PILING *	L.S.	—	—	—	—	—	1
TREATED TIMBER PILING (DEL.)	L.F.	—	—	—	—	350	350
TREATED TIMBER PILING (DRV.)	L.F.	—	—	—	—	350	350
FLOOR DRAINS	E.A.	10	—	—	—	—	10
GROUTED RUBBLE PAVING	S.Y.	—	—	—	—	122	122
NON-BID ITEMS							
EXPANSION JOINT FILLER	SIZE	1" & 1"	—	—	—	—	1" & 1"

* TO BE DRIVEN AT EAST ABUTMENT (1 @ 40')

MEAD AND HUNT INC.
CONSULTING ENGINEERS
MADISON, WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

LAYOUT & BILL OF BARS

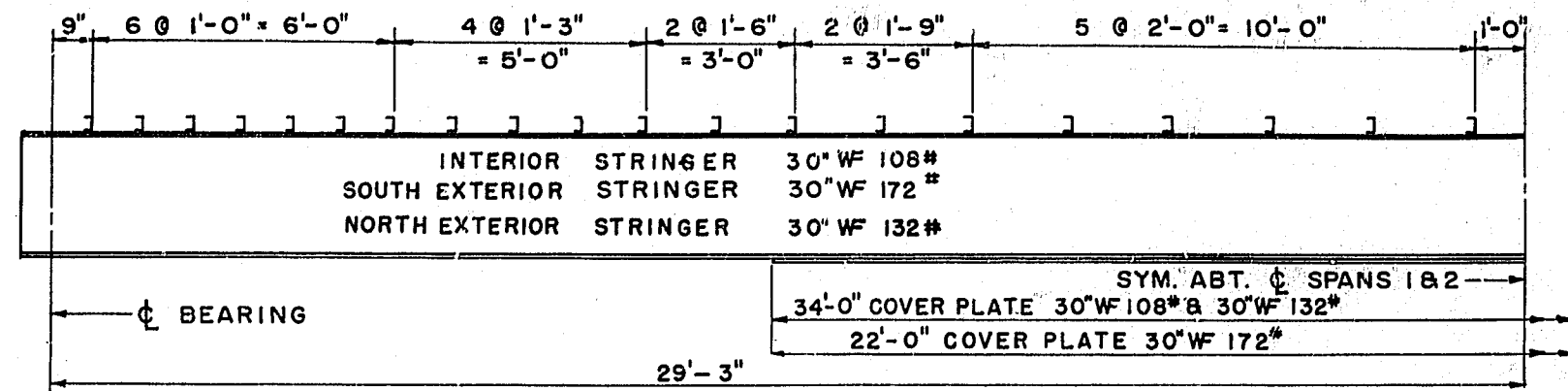
CO. FOND DU LAC FOND DU LAC STA. 875
SECTION 21 TOWN 15 N RANGE 17 E
DATE 4-22-55 DRWN. J.J. CKD. W.W.W. SPEC. 1951 LOAD H20

CORRECT: G. J. K. S.
APPROVED: E. J. R. S.
BRIDGE ENGINEER
STATE HIGHWAY ENGINEER

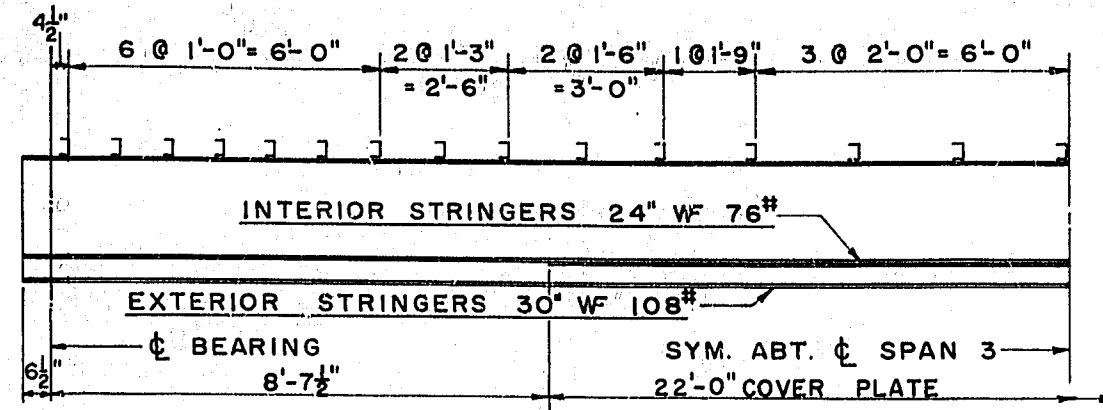
STRUCTURE B-20-22

SHEET 1 OF 6

X14836

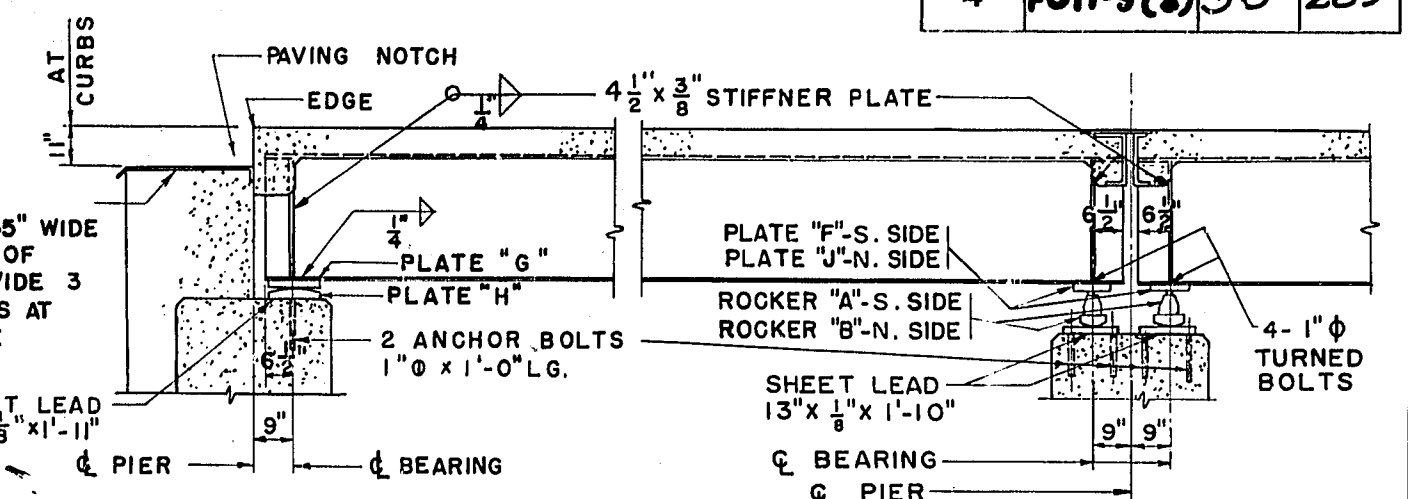


SHEAR LUG SPACING - SPANS 1 & 2



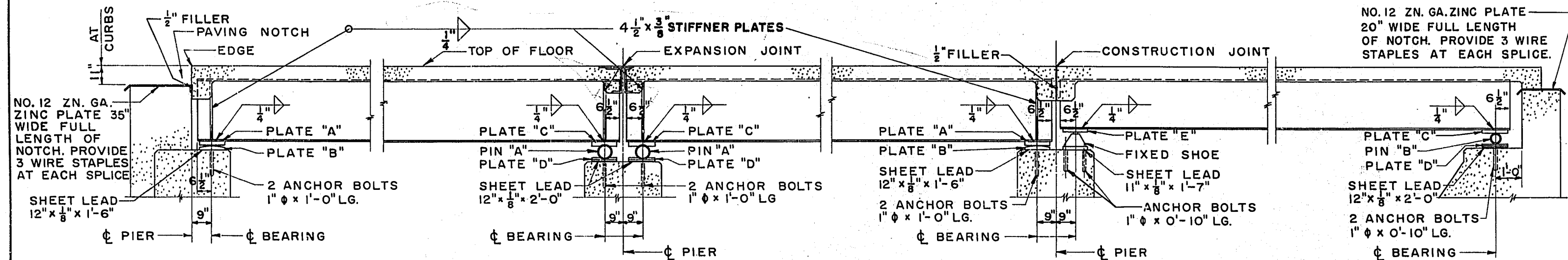
SHEAR LUG SPACING - SPAN 3

NO. 12 ZN. GA. ZINC PLATE 35" WIDE FULL LENGTH OF NOTCH. PROVIDE 3 WIRE STAPLES AT EACH SPLICE



AT PIER 1

AT PIER 2



AT PIER 1

AT PIER 2

AT PIER 3

AT ABUTMENT

AT PIER 3

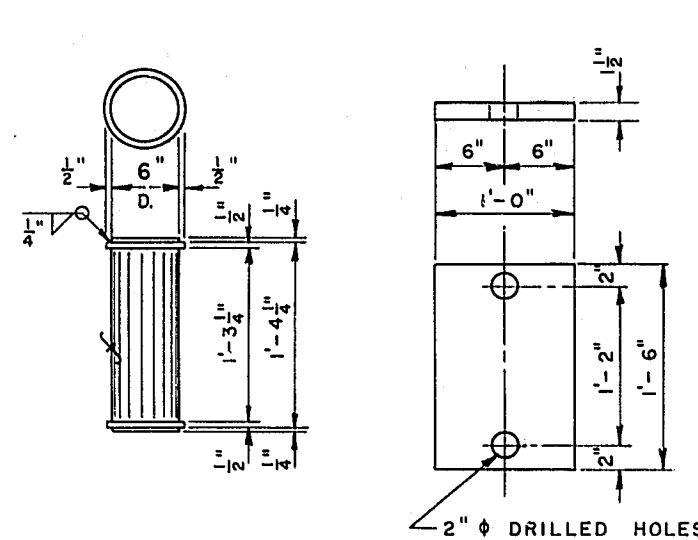
AT ABUTMENT

NOTE: ANCHOR BOLTS SHALL BE THREADED 3". PROVIDE ONE 1/4" PLATE WASHER AND ONE HEX. NUT PER ANCHOR BOLT.

**ELEVATION OF BEARINGS - INTERIOR STRINGERS
LOOKING NORTH**

FOR DETAILS OF CURB EXPANSION JOINT SEE SHEET 5.

**ELEVATION OF BEARINGS - EXTERIOR STRINGERS
LOOKING NORTH**



PIN A
10 REQUIRED

PLATE A
9 REQUIRED

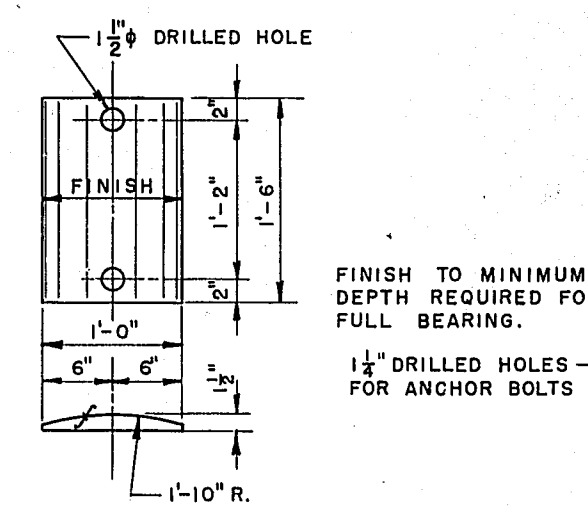
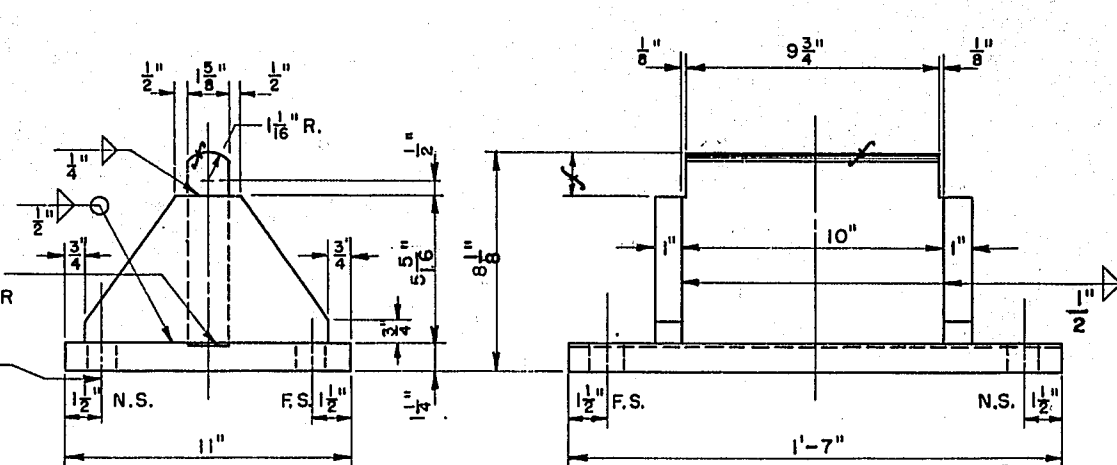


PLATE B
10 REQUIRED



FIXED BEARING
4 REQUIRED
WT. 136 EACH
INCL. ANCHOR BOLTS

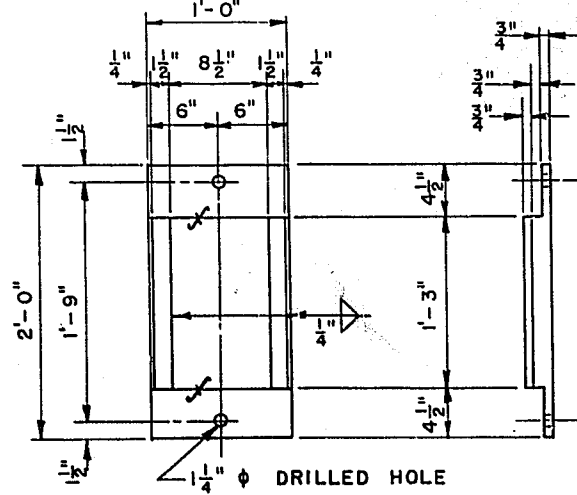


PLATE D
14 REQUIRED

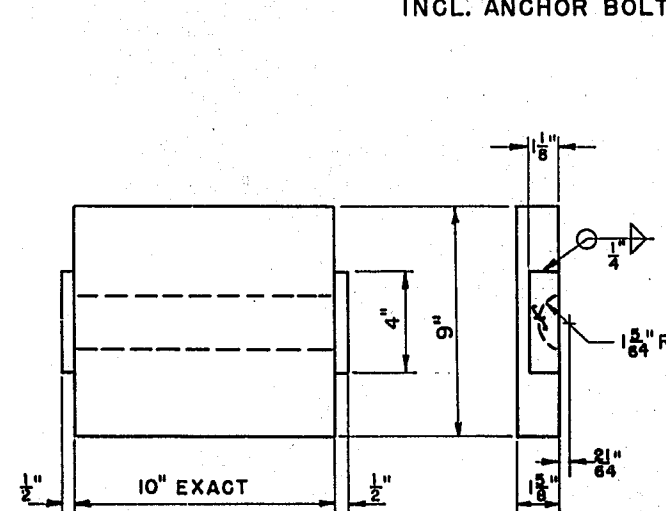


PLATE E
4 REQUIRED
WT. 43# EACH

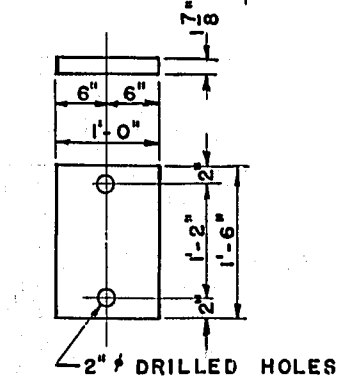
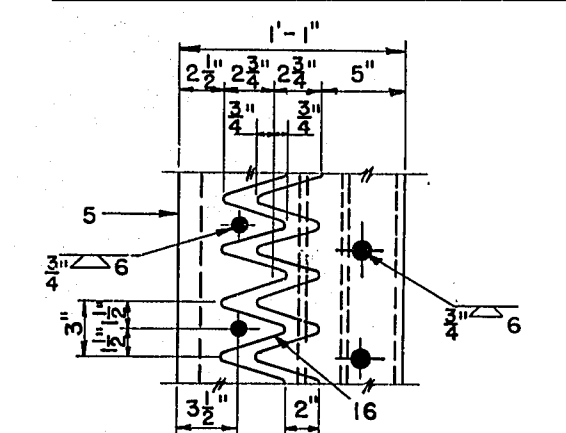


PLATE K
1 REQUIRED

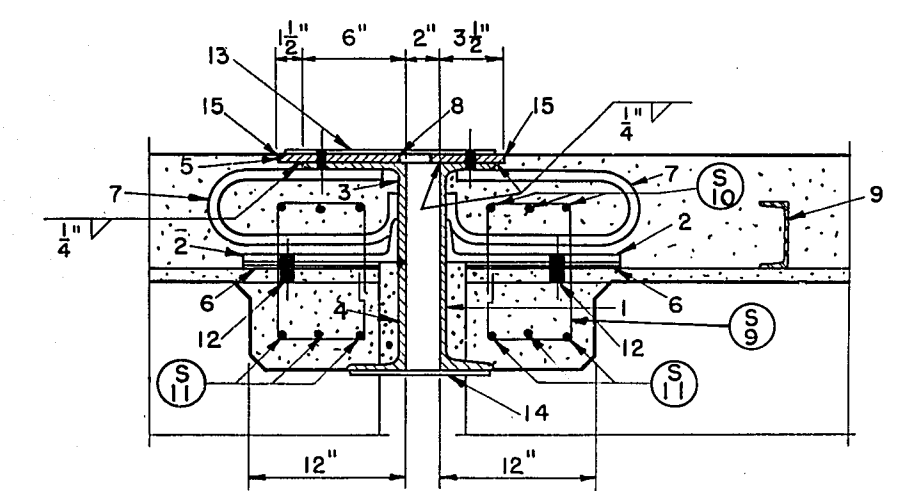
BEARING DETAILS

ALL STRUCTURAL CARBON STEEL PLATES FOR BEARINGS 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. PAY QUANTITIES FOR ALL PLATES ON WELDED BEARINGS WILL BE BASED ON ACTUAL SIZE. ALL SURFACES MARKED "A" SHALL BE MACHINE FINISHED. PINTLES SHALL BE MACHINED TO A DRIVING FIT.

PART PLAN OF EXPANSION JOINT



EXPANSION PLATE DETAIL



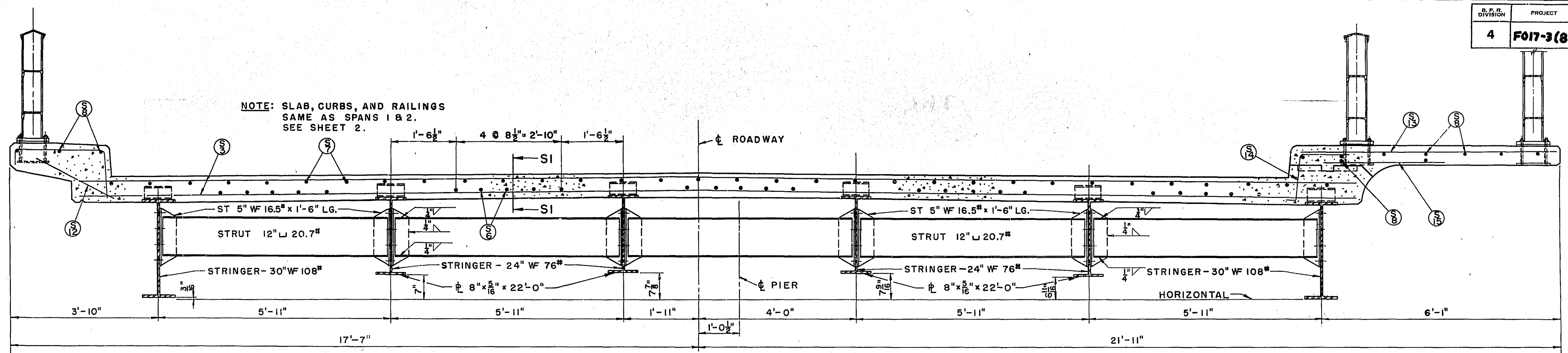
SECTION THROUGH EXPANSION JOINT

MAKE-UP OF EXPANSION JOINT

- 12" C 20.7* CUT OUT BOTTOM FLANGE FOR STRINGER WEBS.
- 12" C 20.7* 10'-10" LG. SHEAR OFF ONE FLANGE. 1/4" CONT. WELD TO 1 AND 3.
- 6" x 6" x 3/8" L. CONTINUOUS WELD TO 4.
- 6" x 3 1/2" x 3/8" L. CUT OUT LEGS FOR STRINGER WEBS.
- 1/4" PLATE, MACHINE FLAME CUT AS SHOWN. SQUARE PEAKS OR 1/4" RADIUS.
- 3/8" LAMINATED SHIMS.
- 3/8" x 2'-6" ANCHORS. 5/16" CONT. WELD TO #1 & #3. SPACE 2 EQUALLY BETWEEN STRINGERS & ONE OUTSIDE OF NORTH EXTERIOR STRINGER.
- EXPANSION JOINT SHALL CONFORM TO ROADWAY CROWN.
- END SHEAR LUG.
- ROUND CORNERS TO 1/2" RADIUS.
- CHAMFER CORNERS 1", AT OUTSIDE FACE OF CURB.
- 2- 3/4" RIBBED BOLTS. BEVELLED WASHERS IF STRINGER FLANGE IS BEVELLED. DRILL STRINGERS IN FIELD.
- 1/4" x 1" x 1'-0" LG. SHIPPING STRAP WITH 2- 3/8" BOLTS (HEADS UP) @ 3'-0" CTRS. REMOVE IMMEDIATELY AFTER C'S ARE FASTENED TO STRINGERS AND PLUG WELD BOTH HOLES.
- 1/4" x 1" x 0'-8" LG. SHIPPING STRAP WITH 2- 3/8" BOLTS (HEADS DOWN) @ 3'-0" CTRS. REMOVE IMMEDIATELY AFTER C'S ARE FASTENED TO STRINGERS AND PLUG WELD BOTH HOLES.
- ROUND WITH AN EDGING TOOL AND FILL WITH JOINT FILLER.
- 1/4" CONT. SEALER WELD.

NOTE: FOR SIDEWALK EXPANSION JOINT SEE SHEET 5.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
SUPERSTRUCTURE - DETAILS	
DATE 4-22-55	THROWN R.T. CRO W.W.W. SPEC. 1951 LOAN H20
STRUCTURE B -- 20 -- 22	SHEET 3 OF 6



SPAN 3 - CROSS SECTION OF ROADWAY - LOOKING EAST

TAKEN AT RIGHT ANGLES TO ϕ ROADWAY
FOR DIMENSIONS NOT SHOWN SEE SHEET 2

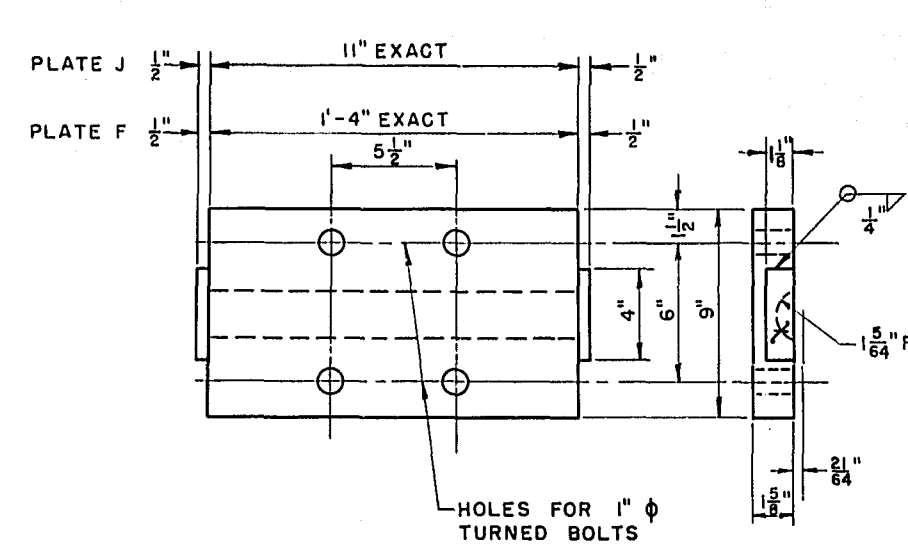


PLATE F & J
2" F" REQUIRED - WT. = 57*
2" J" REQUIRED - WT. = 50*

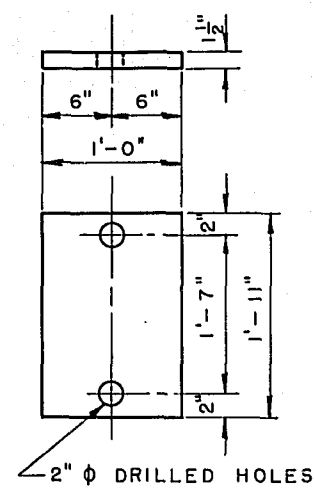


PLATE G
4 REQUIRED

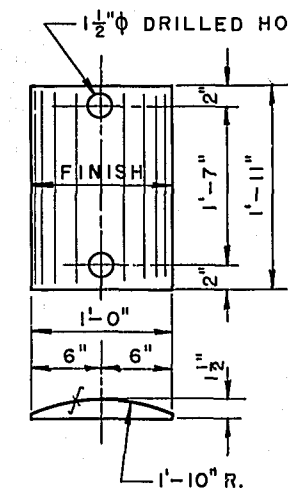
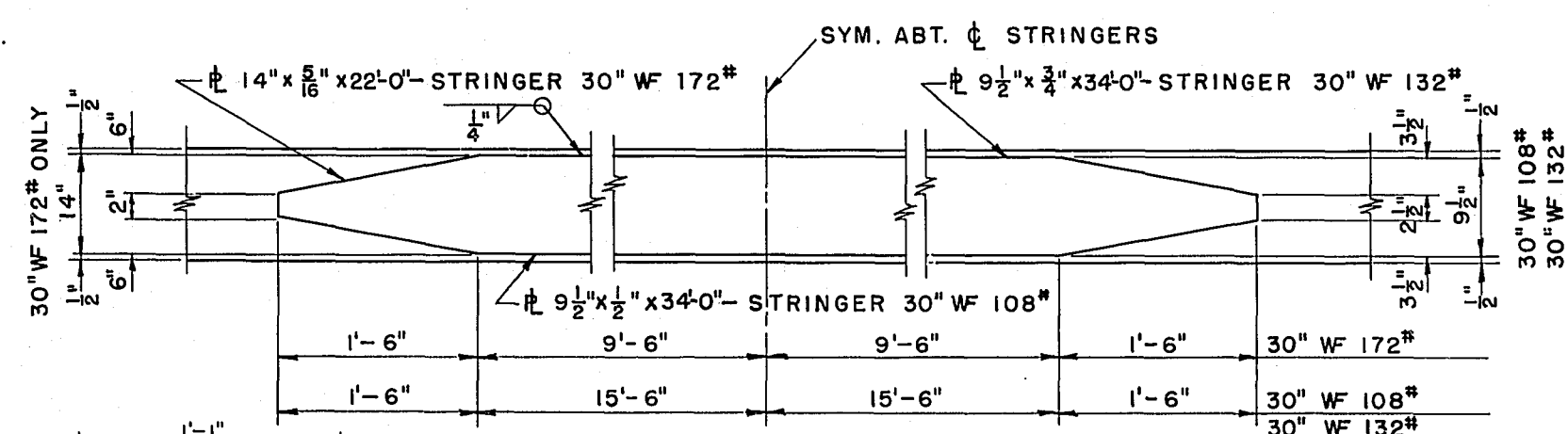
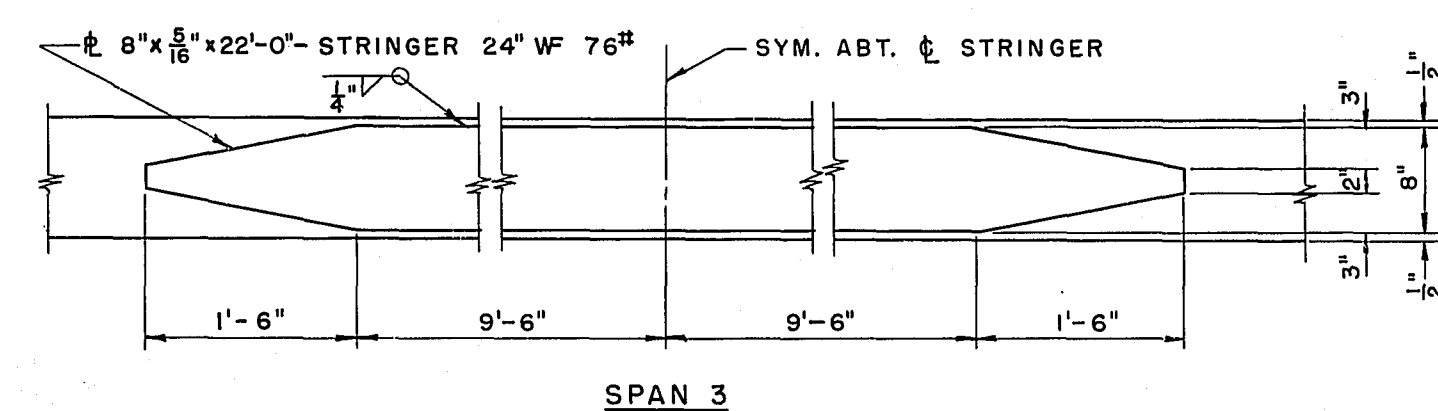
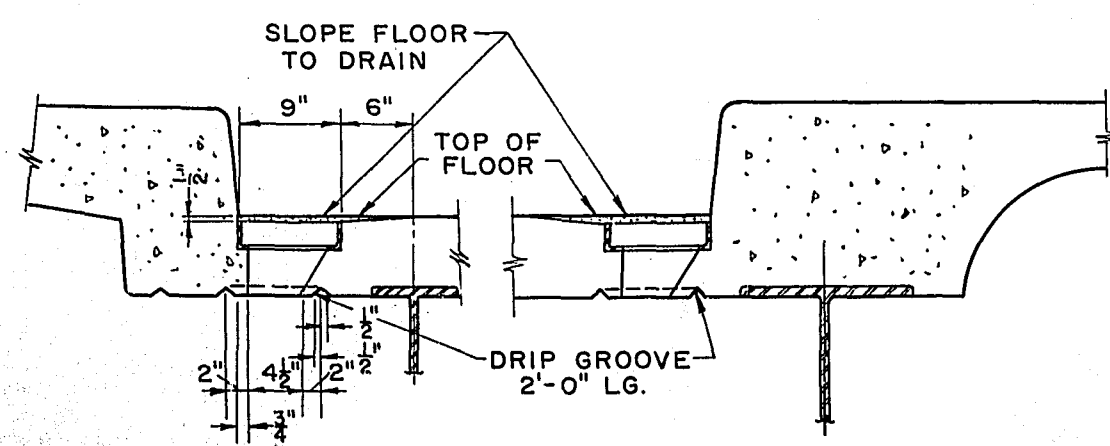


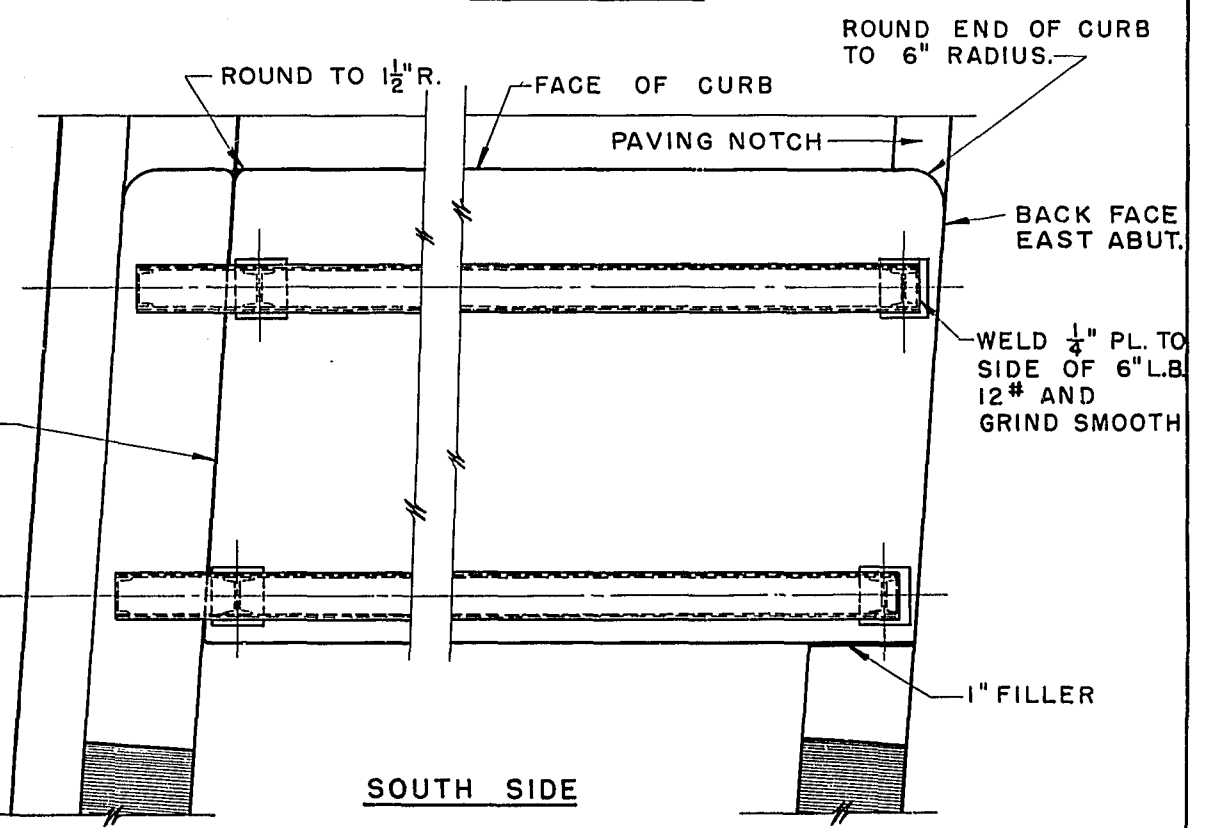
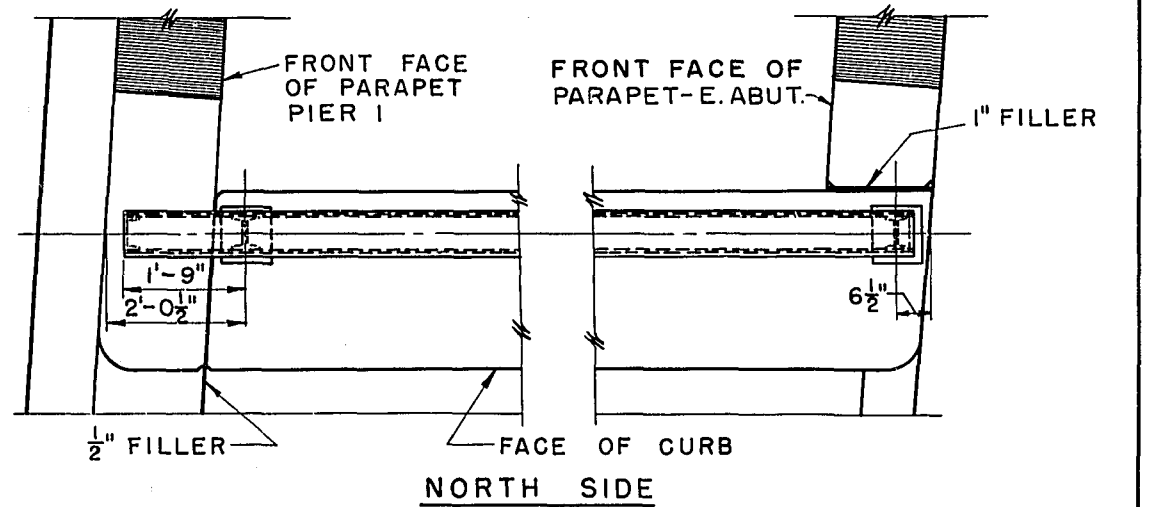
PLATE H
4 REQUIRED



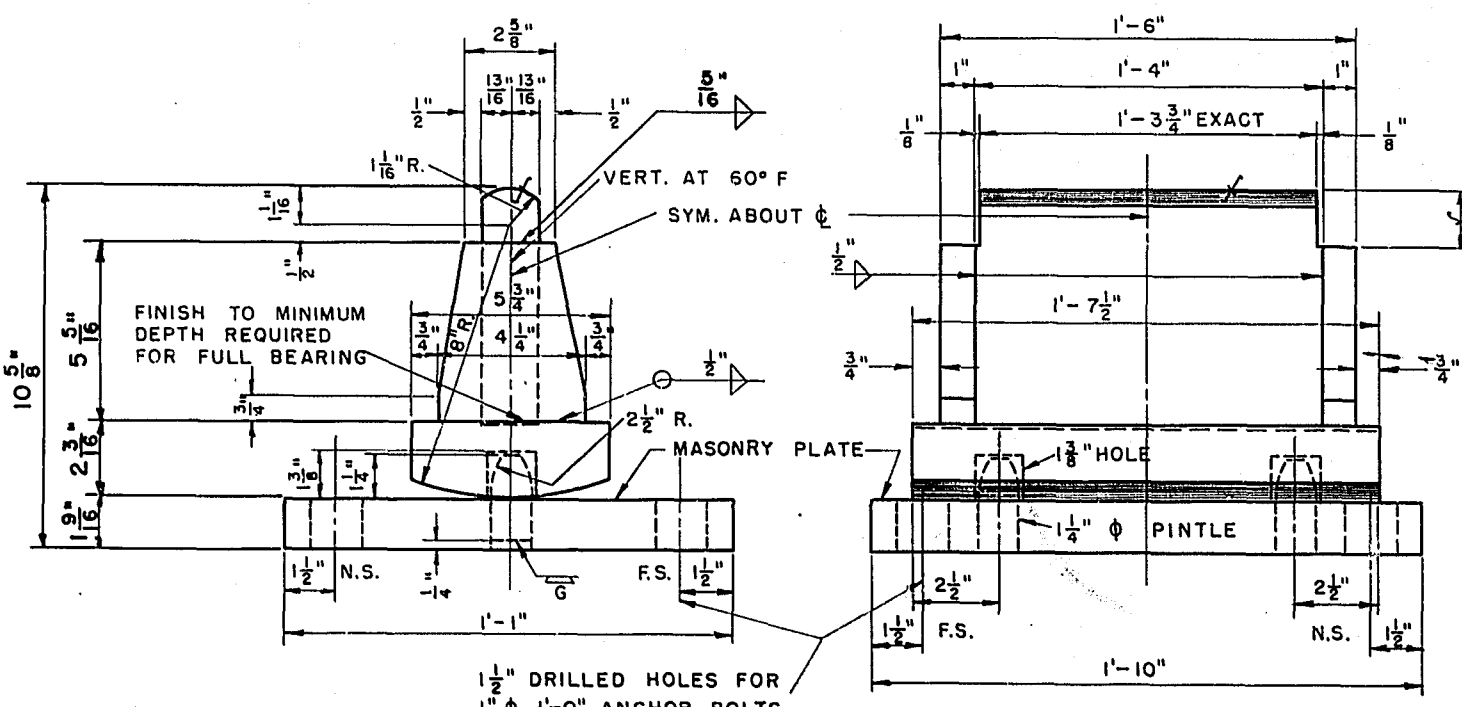
BOTTOM FLANGE COVER PLATES



SECTIONS THROUGH DRAINS

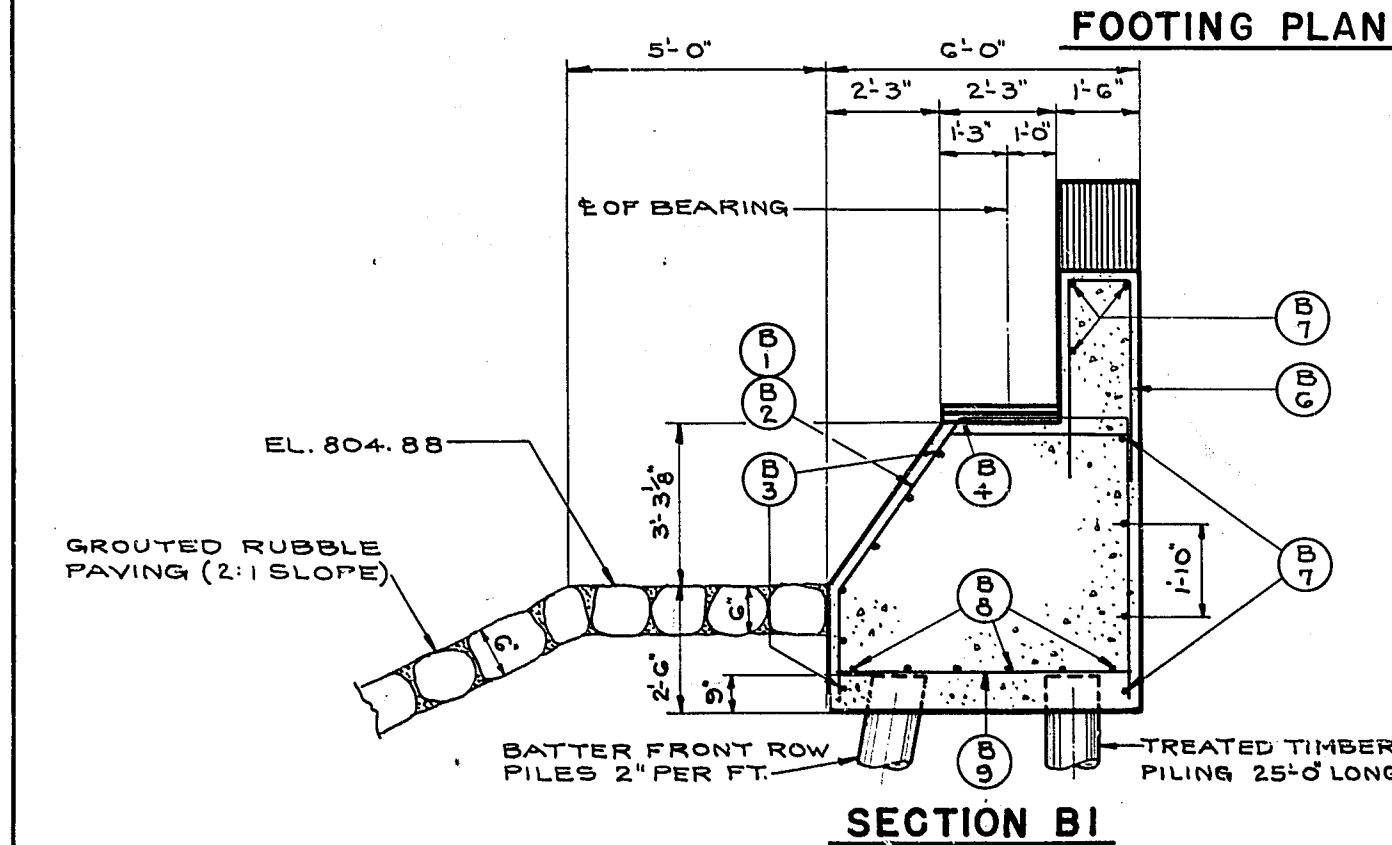
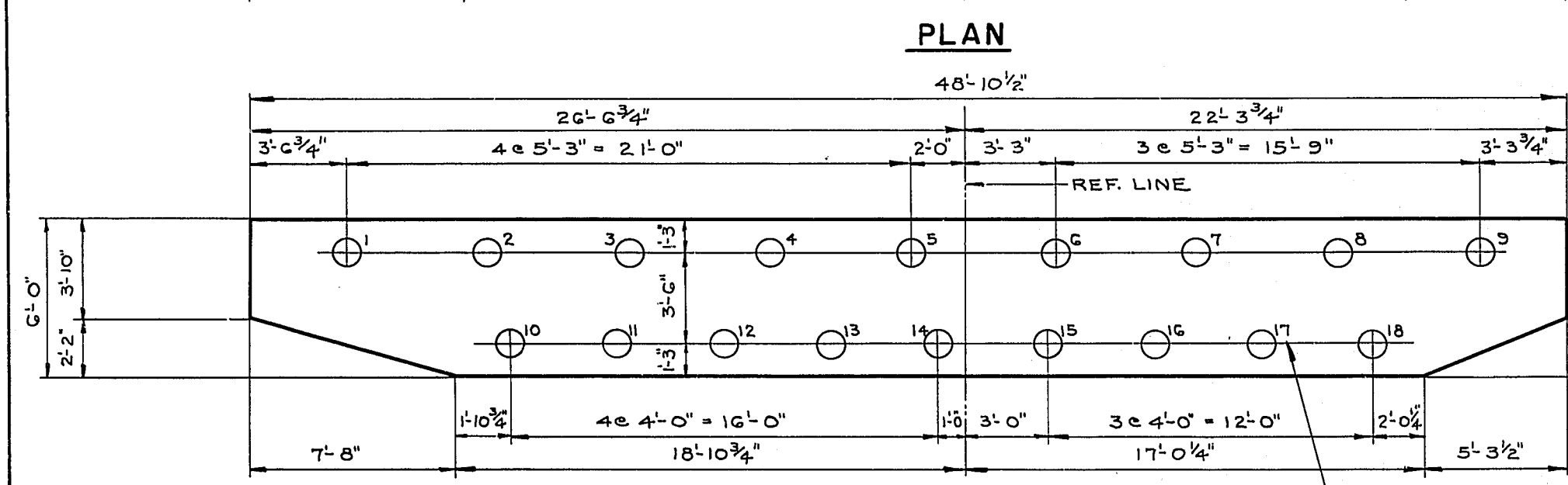
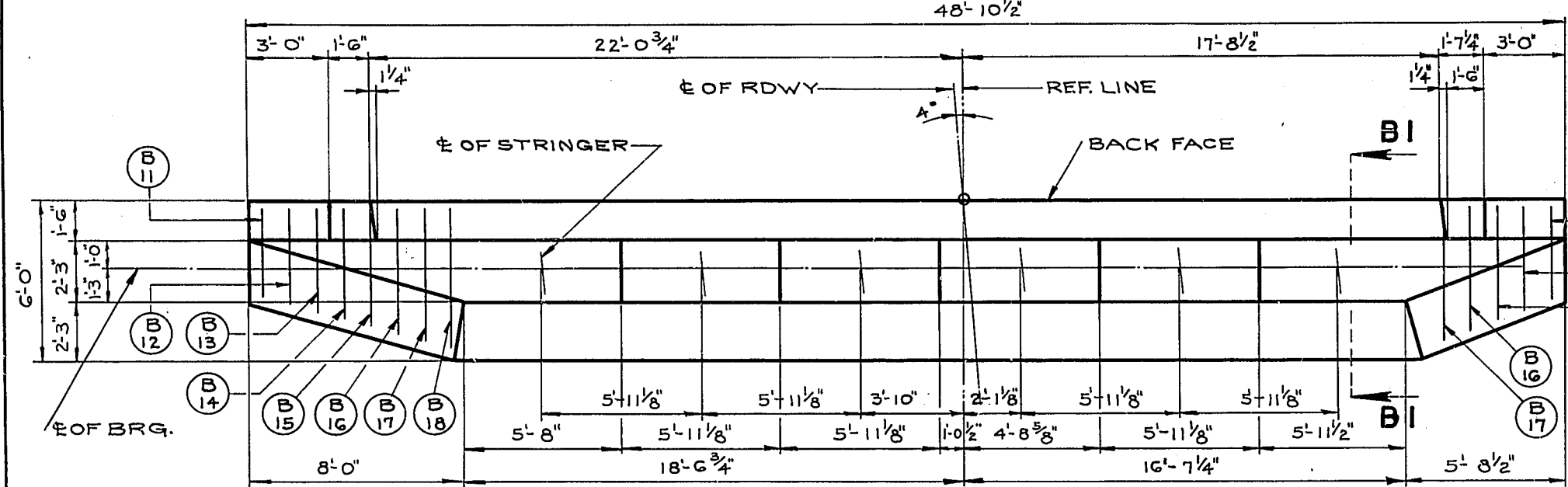
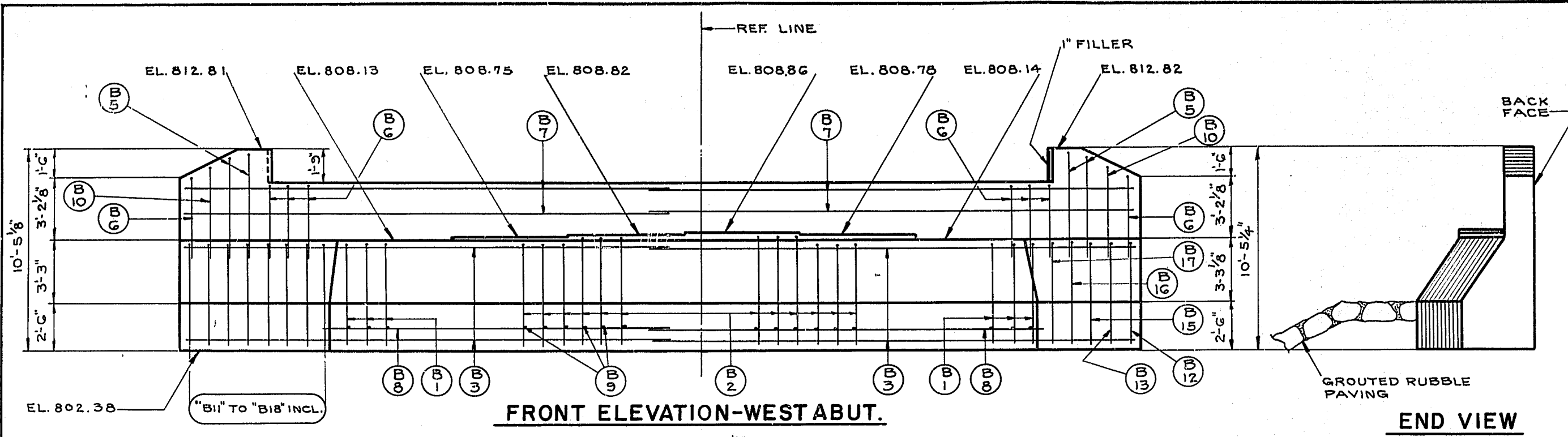


PART PLAN AT ABUTMENT & PARAPET



ROCKER BEARINGS
4 REQUIRED (2A & 2B)
ROCKER "A" WEIGHT = 264* EACH
ROCKER "B" WEIGHT = 248* EACH
WEIGHTS INCLUDE PINTLES, MASONRY PLATES, AND ANCHOR BOLTS.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE & DETAILS
4-22-55	DRWN R.T. CHD W.W.W. SPEC. 1951 LOAD H20
STRUCTURE B - 20 - 22	SHEET 4 OF 6



ADDITIONAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	W. ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	170	170	
CONCRETE MASONRY	C.Y.	43.3	62.7	106.0
BAR STEEL REINFORCEMENT	LB.	7,790	1,650	9,440
STRUCTURAL CARBON STEEL	LB.	35,380		35,380
SHEET LEAD	LB.	257		257
SHEET ZINC	LB.	70		70
TREATED TIMBER PILING, DEL.	L.F.	450		450
TREATED TIMBER PILING, DRY.	L.F.	450		450
FLOOR DRAINS	EACH	2		2
GROUTED RUBBLE PAVING	S.Y.	122		122
NON-BID ITEMS				
EXPANSION JOINT FILLER	SIZE	1"		1"

BILL OF BARS DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

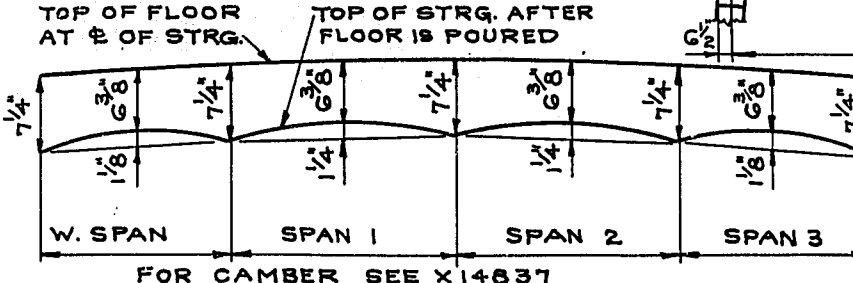
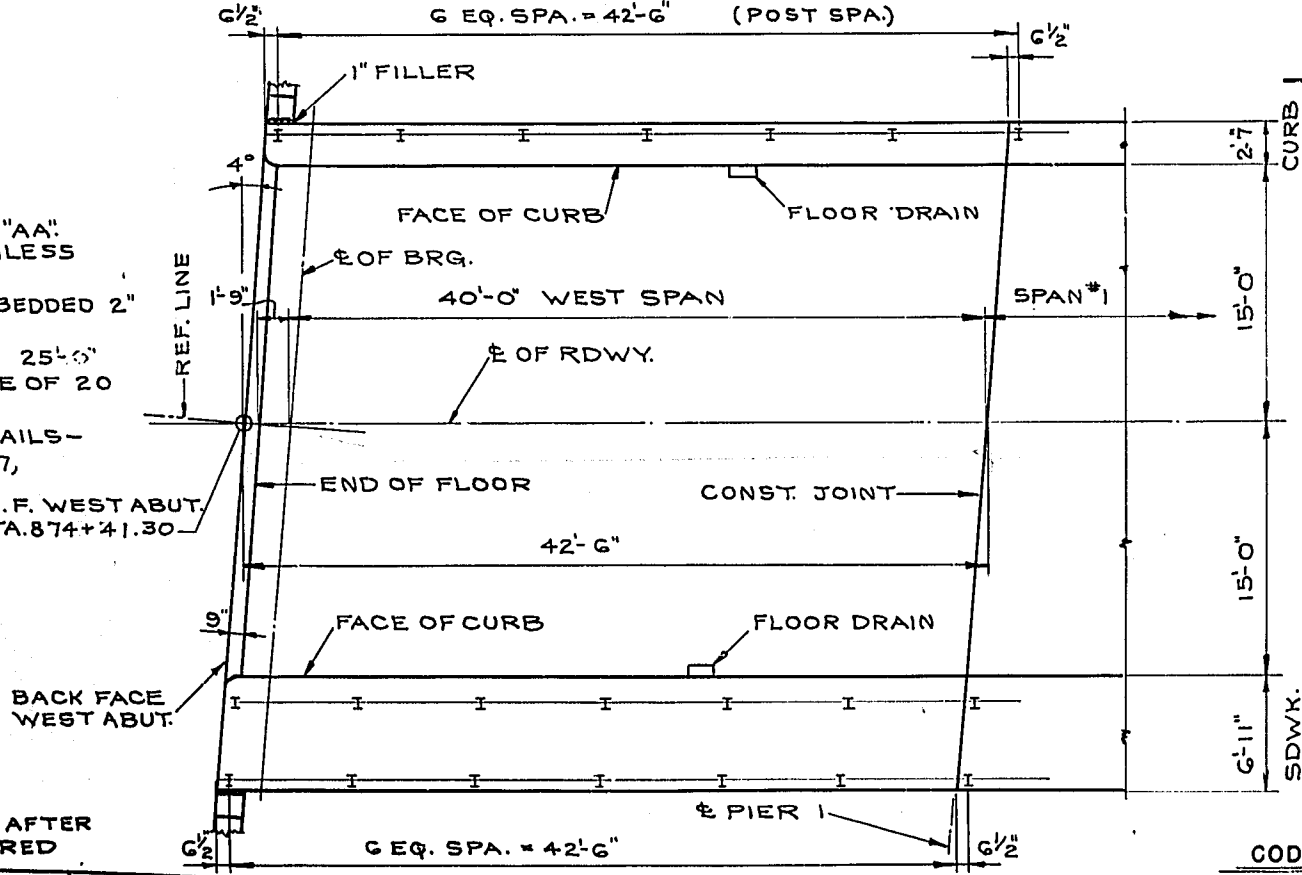
POUR	MARK	NO.	SIZE	LENGTH	SPA.	LOCATION	DETAIL
WEST SPAN	S1	29	4	3-9	1-G	NORTH CURB	A
	S3	140	5	32-G	7	FLOOR-TOP & BOT.	
	S6	50	4	21-3	8 1/2	" BOT.	
	S7	62	4	21-3	1-0	" TOP	
	S8	24	5	21-3	1-0	CURBS	
	S9	30	2	4-0	1-0	CONST. JOINT	*
	S10	3	7	32-G	SHOWN	"	
	S11	15	7	5-G	"	"	
	S12	29	4	2-0	1-G	NORTH CURB	
	S13	56	4	6-G	9	SOUTH	
	S14	56	4	3-0	9	"	E
	S15	29	4	3-3	1-G	"	

POUR	MARK	NO.	SIZE	LENGTH	SPA.	LOCATION	DETAIL
WEST ABUT.	B1	13	4	15-3	1-0	BODY	B
	B2	23	4	16-3	1-0	"	B
	B3	12	4	25-0	1-0	"	*
	B4	1	4	23-3	SHOWN	"	
	B5	4	4	11-3	1-0	PARAPET	C
	B6	43	4	8-3	1-0	"	C
	B7	14	4	24-9	SHOWN	BODY	
	B8	12	4	19-0	1-0	"	
	B9	36	4	5-6	1-0	"	
	B10	2	4	10-3	1-0	WINGS	C
	B11	1	4	13-6	1-0	"	B
	B12	2	4	13-9	1-0	"	B
	B13	2	4	14-0	1-0	"	B
	B14	1	4	14-0	1-0	"	B
	B15	2	4	14-3	1-0	"	B
	B16	2	4	14-6	1-0	"	B
	B17	2	4	14-9	1-0	"	B
	B18	1	4	15-0	1-0	"	B
	B19	24	4	2-G	SHOWN	GRID	
	B20	36	4	3-G	"	"	D

* BEND IN FIELD

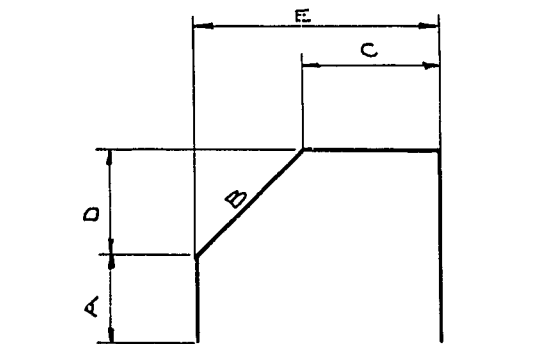
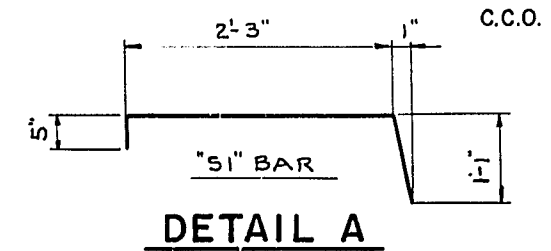
NOTES

DRAWINGS SHALL NOT BE SCALED.
ALL CONCRETE MASONRY SHALL BE GRADE "AA".
BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2".
CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
PILES SHALL BE TREATED TIMBER PILING 25" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 20 TONS PER PILE.
FOR ADDITIONAL SUPERSTRUCTURE DETAILS- STRINGERS, STRUTS & BEARINGS SEE X14837, X14838 & X14839 OF ORIGINAL PLANS.



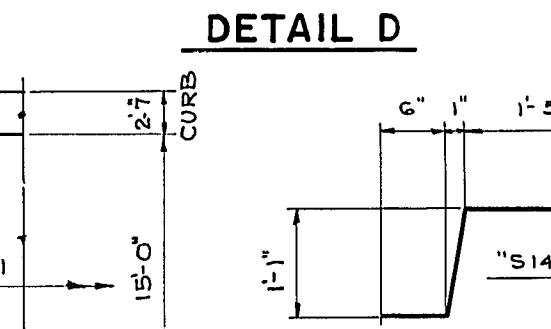
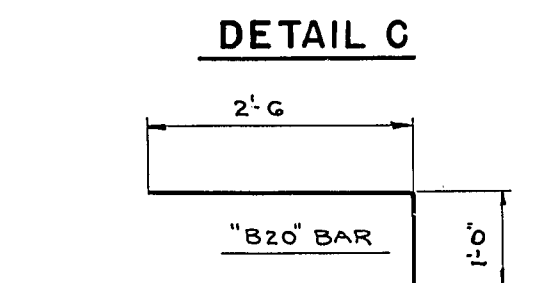
PLAN OF WEST SPAN

NOTE: DETAILS FOR WEST SPAN ARE SIMILAR TO SPAN 3.



MARK	A	B	C	D	E
B1	2-3	4-0	3-5	3-4	5-8
B2	2-3	4-9	3-1	3-11	5-8
B11	2-3	4-2	1-4	3-4	3-7
B12	2-3	4-2	1-7	3-4	3-10
B13	2-3	4-2	1-10	3-4	2-2
B14	2-3	4-2	2-2	3-4	4-6
B15	2-3	4-2	2-5	3-4	4-10
B16	2-3	4-2	2-9	3-4	5-1
B17	2-3	4-2	3-0	3-4	5-4
B18	2-3	4-2	3-4	3-4	5-8

MARK	A	B
B5	5-0	1-2
B6	3-6	1-2
B10	4-6	1-2



DETAIL E

STATE HIGHWAY COMMISSION OF WISCONSIN

WEST SPAN ADDITION B-20-22

TN. OF FOND DU LAC — FOND DU LAC CO.

12/7/55
DEF 12/7/55
1951 SPEC H20 LOADING