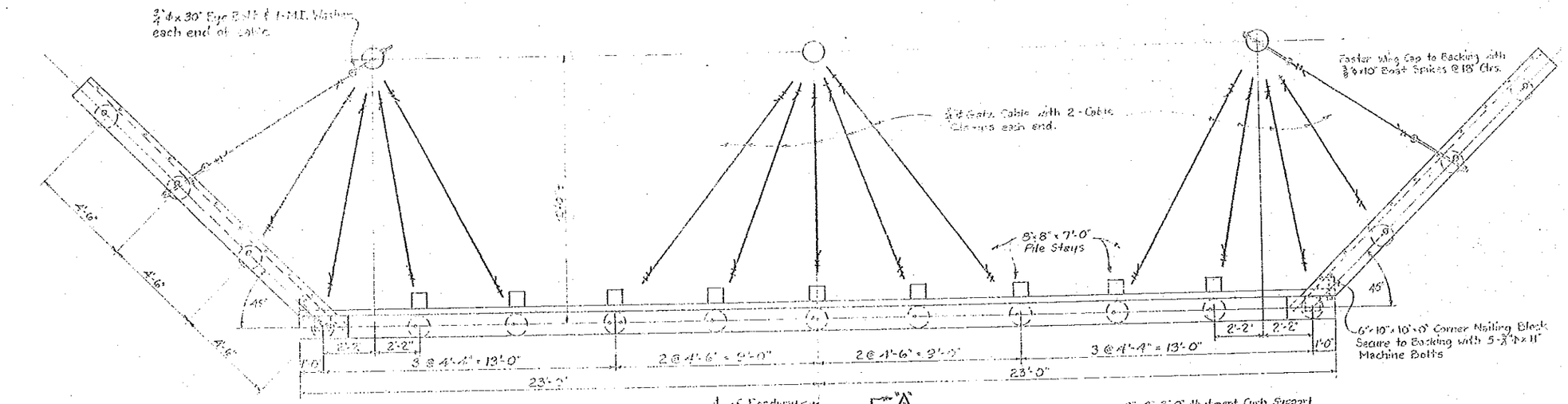
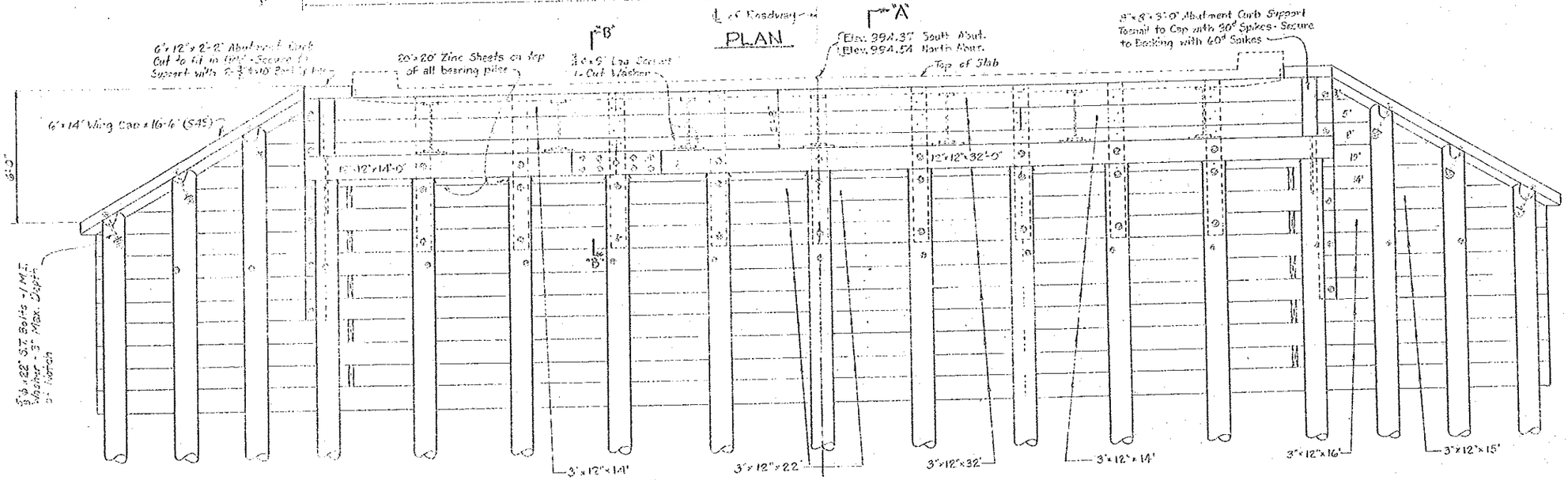
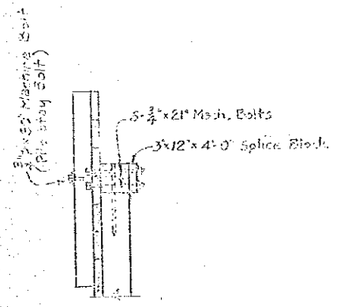


PLAN



Secure Backing Plank to Piles with 2-60d Spikes at Each Intersection.

ELEVATION "A"



SECTION "B-B"

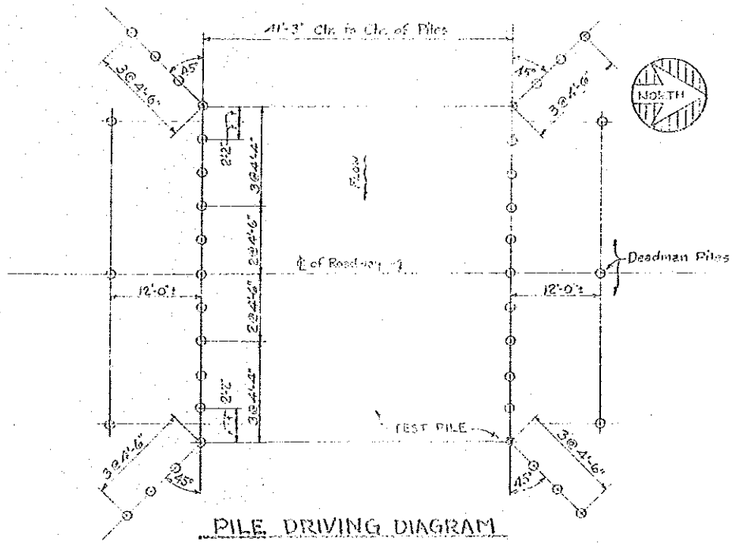
PILE NOTES
2 - 35' Test Piles
32 - 25' Abutment Piles Est.
6 - 20' Deadman Piles
40 - Treated Timber Piles
Drive all bearing piles to 20 Ton Bearing

C.A.R. "Q"
ABUTMENT DETAILS
42'-3" SPAN ~ 37'-6" ROADWAY
OLMSTED COUNTY
CASCADE TOWNSHIP

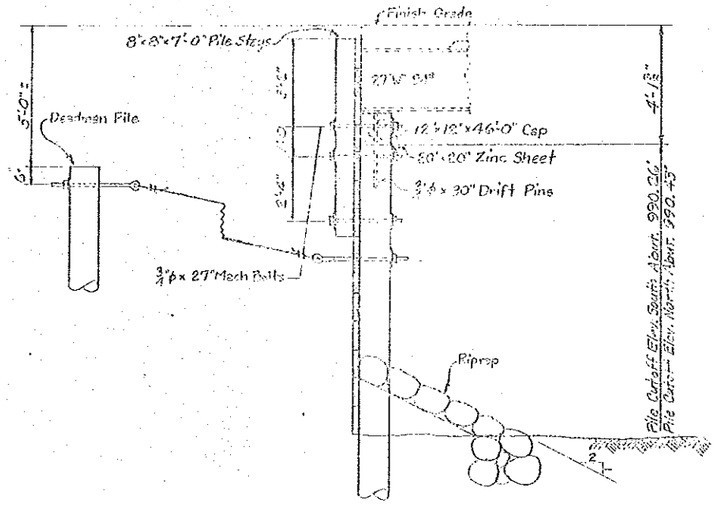
WHEELER LUMBER BRIDGE & SUPPLY CO.

ARTHUR SCHELLHAMMER ~ ENGINEER — MARCH 20, 1962

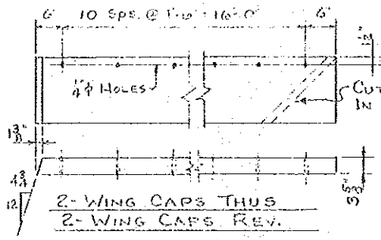
SHEET NO. OF



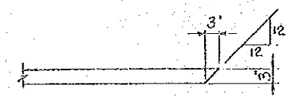
PILE DRIVING DIAGRAM



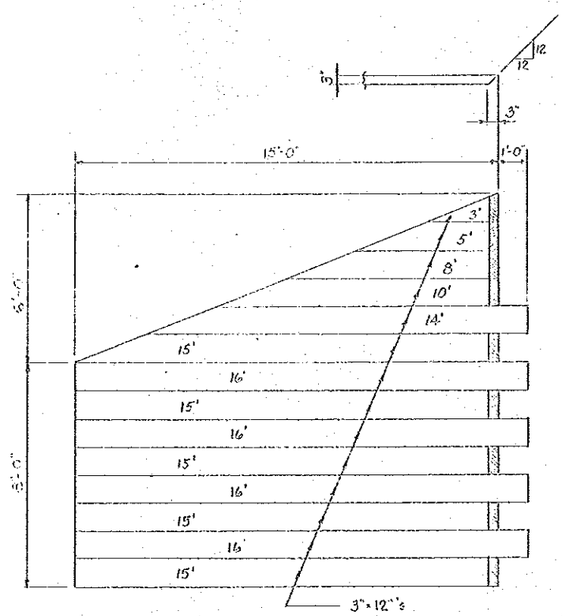
SECTION "A-A"



2- WINGS THUS
2- WINGS REV.



BEVEL ONE END OF THE FOLLOWING ABUT. BACKING PLANKS:
10 - 3" x 12" x 22'-0"



2- WINGS THUS
2- WINGS REV

C.A.R. "Q"
ABUTMENT DETAILS
42'-3" SPAN ~ 37'-6" ROADWAY
OLMSTED COUNTY
CASCADE TOWNSHIP

WHEELER LUMBER BRIDGE & SUPPLY CO.

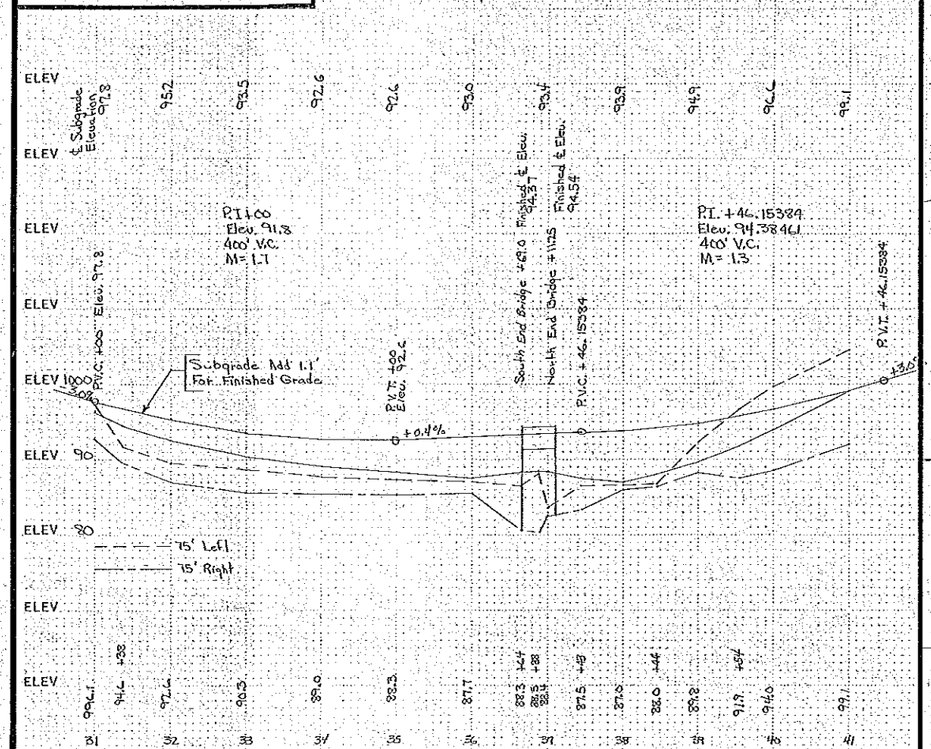
ARTHUR SCHELLHAMMER - ENGINEER — MARCH 20, 1969

KAS

SHEET NO. 02

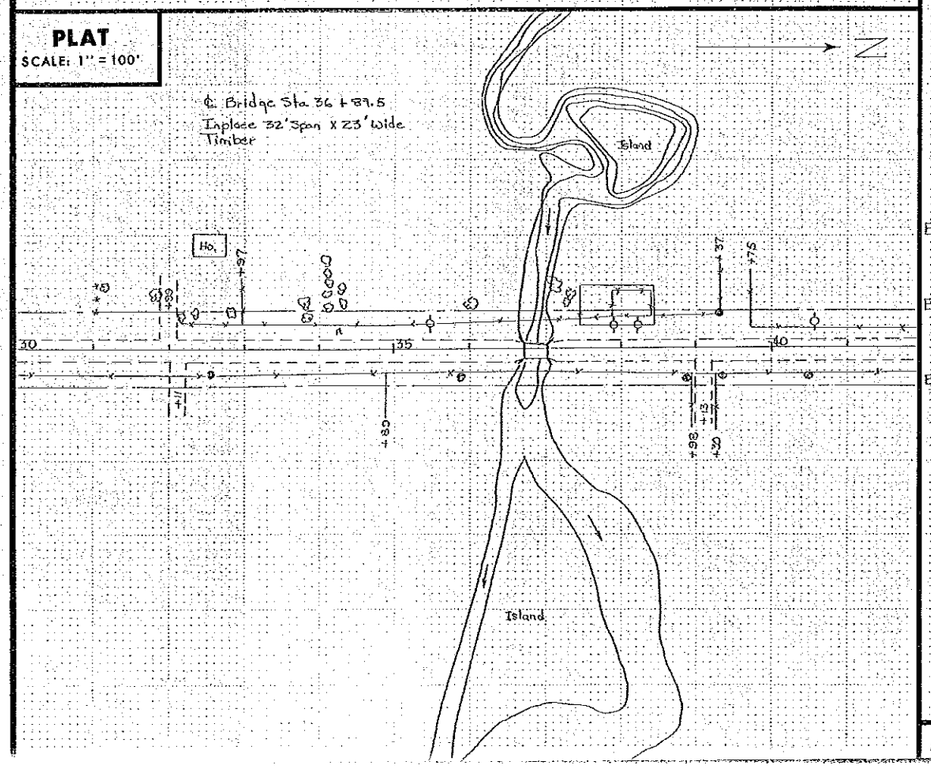
CONTRACTED PROFILE

SCALE: HOR. 1" = 100' VER. 1" = 10'



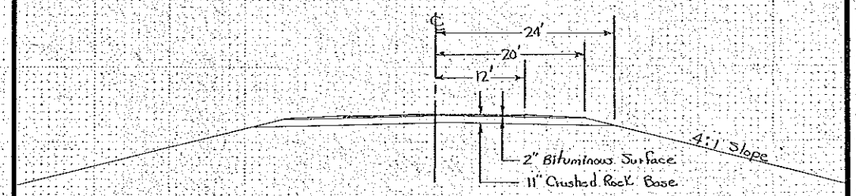
PLAT

SCALE: 1" = 100'

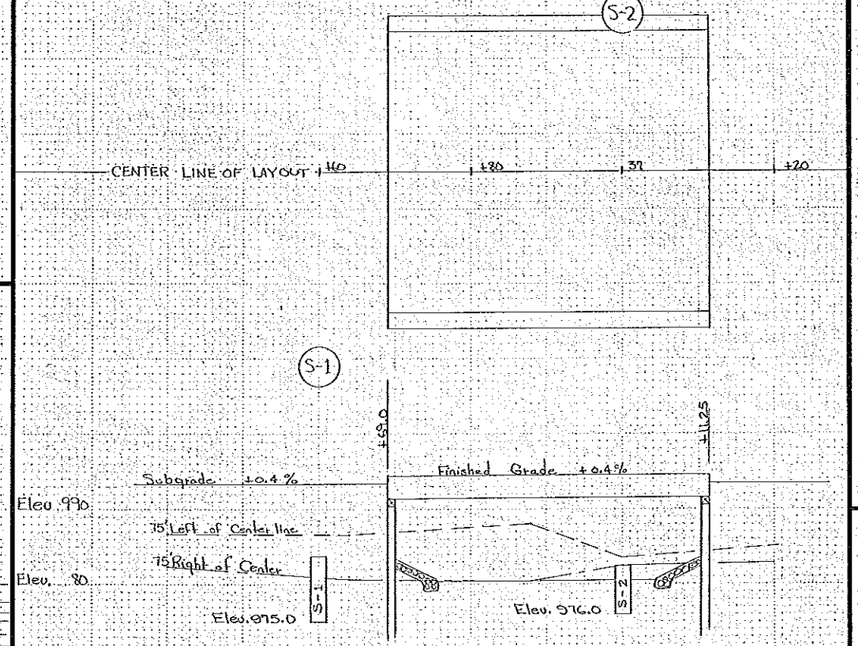


TYPICAL SECTIONS & PERTINENT DATA

SCALES AS SHOWN



TYPICAL HIGHWAY SECTION

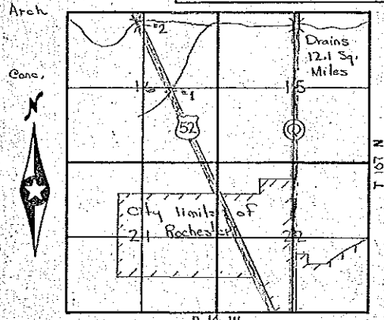


B.M. ELEV 988.52 (M.S.L. 19 ADJ.)
Bolt on N.W. Corner Abut of Bridge

Soundings taken with 25# Hammer ½" Rod and 30" Drop. = By County

SEE SHEET OF SHEETS FOR PLAN AND PROFILE

Fed. Proj. No.



INDEX MAP
(FOUR SECTIONS)

FOLLOW SEPARATE "INSTRUCTIONS FOR PREPARATION OF BRIDGE SURVEYS" WHEN MAKING BRIDGE SURVEYS.

DATA

1. Preliminary recommendations of Engineer in charge of Bridge Survey:
   a. Net span length and type of bridge: 40' Min. Span Timber Abutments
   b. Width of roadway on bridge: 40' Curb to Curb
   c. Number and width of sidewalks, if any: None
   d. Locate center of bridge at station: Sta. 36+89.0
   e. If a skew bridge is recommended, the angle of skew should be: Straight
   f. Is piling required? Yes
2. Special features: Waterfalls, dams, exceptional floods, ice, driftwood, sliding banks, logging, etc.
3. Changes: In height or length from that of old bridge, and reasons why
4. Other bridges in vicinity:
   a. Over same stream (particularly structures which carry high water without overflow of roadway); give location, length, height above water, net cross-sectional area at high water stage and estimated age: 0.9 Mile Up Stream 10'-8" Span C.M. 1.0 Miles Up Stream Cons. Box Culv. 10'-10" Triple. Both Structures are under T.H. 52
   b. Over or under same highway or railroad; give location, length, horizontal and vertical clearances and estimated age
   c. Reasons why these bridges are, or are not, fair indications of what length the proposed bridge should be
5. If structure is over a drainage ditch, is ditch gradient liable to be altered?
6. Navigation clearances required, if any
7. Information and evidence in regard to high water stages was obtained as follows:
8. Must contractor provide for traffic during construction of proposed bridge? Yes
   If so, by what means? Single-Lane By-Pass

HYDRAULIC ENGINEERS RECOMMENDATION

HIGH AND LOW WATER ELEVATIONS

Data obtained from reflects highest water elevation in the area of this construction to be and the lowest water elevation to be The above figures are for informational purposes only. The state neither warrants nor represents that these figures for high water and low water are in any way indicative of the high water or low water to be expected or encountered during this construction.

SHIPPING POINT

Proposed Bridge is 1.0 miles North of *North City limits of Rochester which is the nearest Railroad shipping point.

*(Give name of town, station or siding)

Date Project or County Engineer

Date District Engineer

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS

BRIDGE SURVEY

FOR

PROPOSED BRIDGE LOCATED 1.0 MILES North OF Rochester (TOWN OR CITY) ON (STH, CSAH OR C.A.R. NUMBER) 9

SEC. 15 TWP. T107 N. R. 14 W.

TOWNSHIP Cascade COUNTY Olmsted

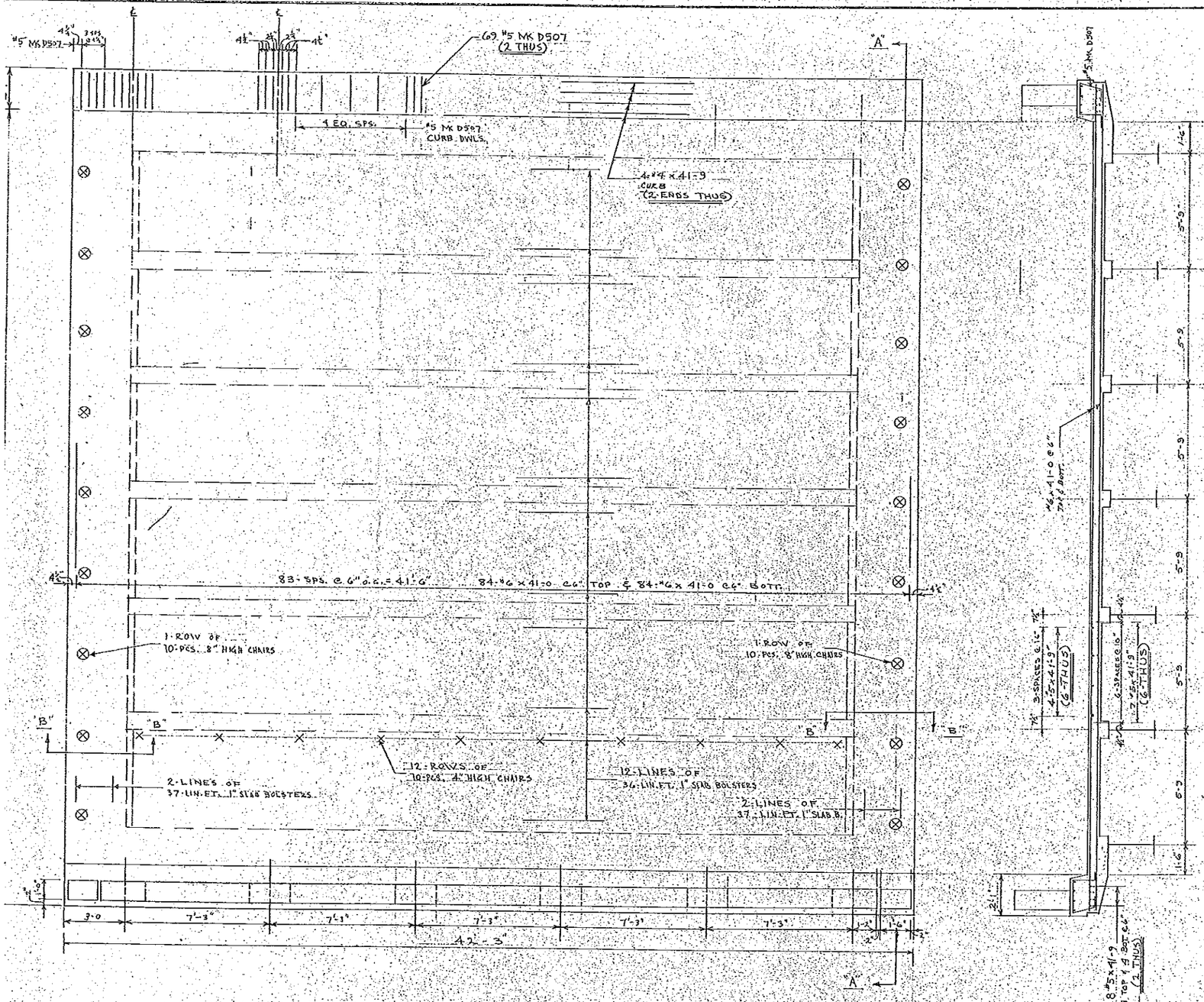
SURVEY MADE DURING MONTH OF July 1968

SURVEY MADE BY T. Halloran

BRIDGE NO.

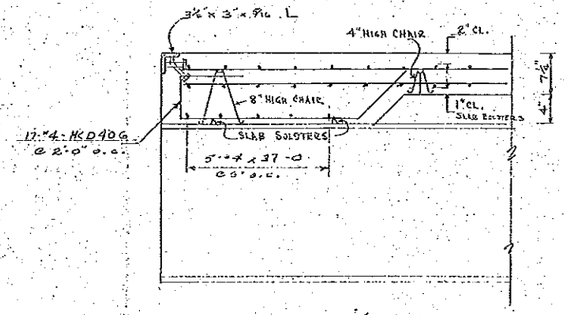
Area No. Job No. C. R. "G" 69 State Proj. No. Sheet No. of Sheets

Bridge Survey Sheet (Sheet 1 of 2)



ELEVATION OF RAILING

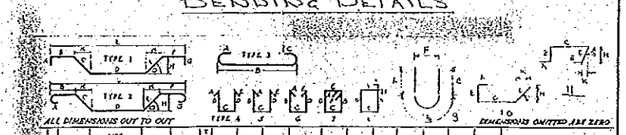
OPP. SIDE SAME



SECT. "B-B" (2-THUS)

SECT. "A-A"

BENDING DETAILS



MK	NO. PCS.	SIZE	OUT TO OUT	WEIGHT	BEND	A	B	C	D	E	F	G	H	K	L	O	REMARKS
1		#4	4'-5"	2.401	1	1'-0	0'-8	1'-1	0'-8	1	4½						
2		#3	5'-0	1.530	3	2'-5	1'-0	1'-5			2'-7						
3		#6	6'-1	8.633	9	2'-5	1'-3	2'-5			2'-3½						
4		#4	2'-4	.414	1		3¾	3¾	3¾								
5		#3	3'-8	2.335	7	1'-3¾	2'-5	3'-5	2'-5	4"							
6		#4	1'-4	1.424	10	6	0'-7	2'-6	0'-9				7	7		18	
7		#5	5'-4	8.501	11	2'-0	1'-7	1'-0	0'-8				1'-0	0'-3		19½	
8																	
9																	
10																	
11																	
12																	
13																	
14																	
15																	

ACCESSORIES

600 LIN. FT. SLAB BOLSTERS 1" HIGH TYPE (SB)
140 PCS. IND. HIGH CHAIRS 4" " " " (HC)
38 PCS. " " " " 8" " " " (HC)
20 LIN. FT. BEAM BOLSTERS 1½" " " " (BB)

THE MAXSON CORPORATION
FORMERLY ST. PAUL FOUNDRY AND MANUFACTURING COMPANY
ST. PAUL ⓜ MINNESOTA

TITLE: BRIDGE C.A.R. "Q"
JOB: OLMSTED COUNTY
LOCATION: ORONOCA TOWNSHIP
ARCHITECT
CONTRACTOR: TOMAX CONTR. CO.

DR. BY	REV.	①	2	3	4	ORD. NO. 20648
R.A.						