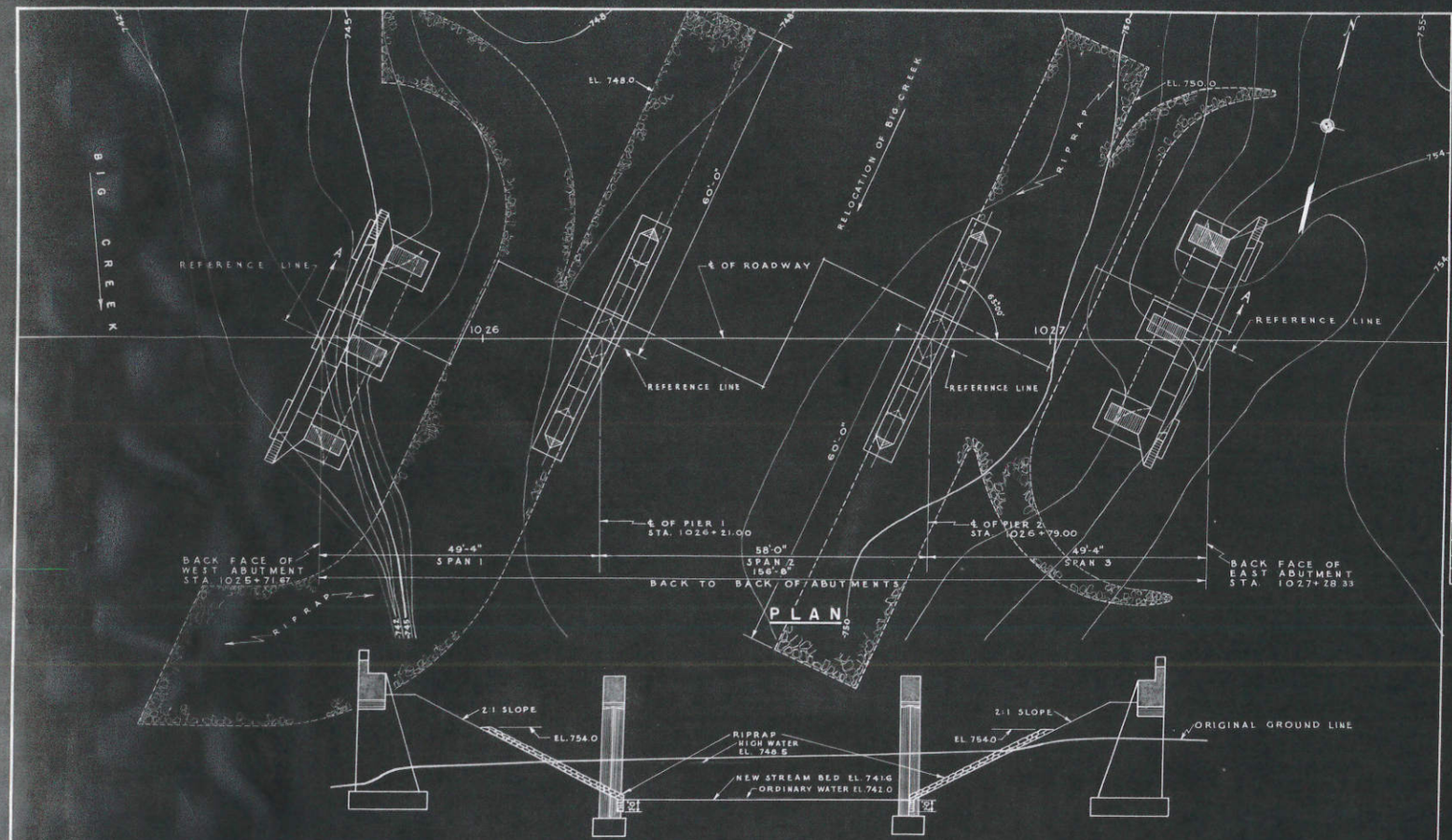
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WIS.	28 (2)	33	193

DIVISION JOB NO. 5713



ELEVATION THRU SECTION A-A

PILES NOT SHOWN

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER-STRUCTURE	ABUT-MENTS	PIERS	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	—	350	400	750
CONCRETE MASONRY	C.Y.	114.3	243.8	193.1	551.2
BAR STEEL REINFORCEMENT	LB.	25,920	8,340	10,920	45,180
STRUCTURAL STEEL	LB.	132,370	—	3,830	136,200
SHEET LEAD	LB.	502	—	—	502
ZINC PLATES	LB.	127	—	—	127
UNTREATED TIMBER PILING-DELIVERERED	L.F.	—	2,700	1,800	4,500
UNTREATED TIMBER PILING-DRIVEN	L.F.	—	2,700	1,800	4,500
UNTREATED TIMBER TEST PILING	LUMP SUM	—	—	—	1
FLOOR DRAINS	EACH	8	—	—	8
RIPRAP	C.Y.	—	330	—	330
NON-BID ITEMS					
EXPANSION JOINT FILLER	SIZE	1"	—	—	1"

DESIGN DATA

THESE PLANS ARE IN ACCORDANCE WITH THE 1935 EDITION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE 1937 SUPPLEMENT TO THE ABOVE.

LIST OF DRAWINGS

1. GENERAL PLAN	X-9316
2. SUPERSTRUCTURE DETAILS	X-9317
3. SUPERSTRUCTURE DETAILS	X-9318
4. ABUTMENT DETAILS	X-9319
5. BILL OF BARS AND PIER DETAILS	X-9320
6. RAILING, DRAINS, & PROTECTION ANGLE DETAILS	62

GENERAL NOTES

ALL CONCRETE SHALL BE GRADE "AA".
DRAWINGS SHALL NOT BE SCALED.
BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
BAR STEEL DIMENSIONS APPLY ALONG ℄ OF BAR.
PILES SHALL BE DRIVEN TO A MINIMUM BEARING VALUE OF 18 TONS PER PILE.
PILES SHALL BE 30'-0" LONG.
RIPRAP THE TOE OF THE FILL AT BOTH ABUTMENTS WITHIN THE LIMITS OF THE BACK FACES OF THE ABUTMENTS AS SHOWN ON X-9316. MINIMUM THICKNESS OF THE RIPRAP SHALL BE 1'-0"
ALL RIVETS SHALL BE ⅞" UNLESS OTHERWISE SPECIFIED.
RAILING POSTS SHALL BE ADJUSTED SO THAT THE RAILING WILL FOLLOW THE GRADE OF THE STRUCTURE AND NOT THE DEFLECTION OF THE BEAMS.
THE STRUCTURAL STEEL QUANTITIES ARE BASED ON THE SECTIONS SHOWN OR CALLED FOR. IF EQUIVALENT SECTIONS ARE PROVIDED OF GREATER WEIGHT THAN THE SECTIONS SHOWN OR CALLED FOR, THE CONTRACTOR SHALL BEAR THE COST OF THE ADDITIONAL WEIGHT.

TABLE OF ELEVATIONS

LOCATION	STATION	GRADE	BOTTOM OF FOOTING
BACK FACE OF WEST ABUTMENT	1025+71.67	766.64	739.98
℄ OF PIER 1	1026+21.00	766.40	735.15
℄ OF PIER 2	1026+79.00	766.40	735.44
BACK FACE OF EAST ABUTMENT	1027+28.33	766.86	739.18

1 OF 6

STRUCTURE JOB NO. 5460

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

GENERAL PLAN FOR BRIDGE NO. 555

STA. 1026+50.00

TOWN OF BURNS-LA CROSSE CO.

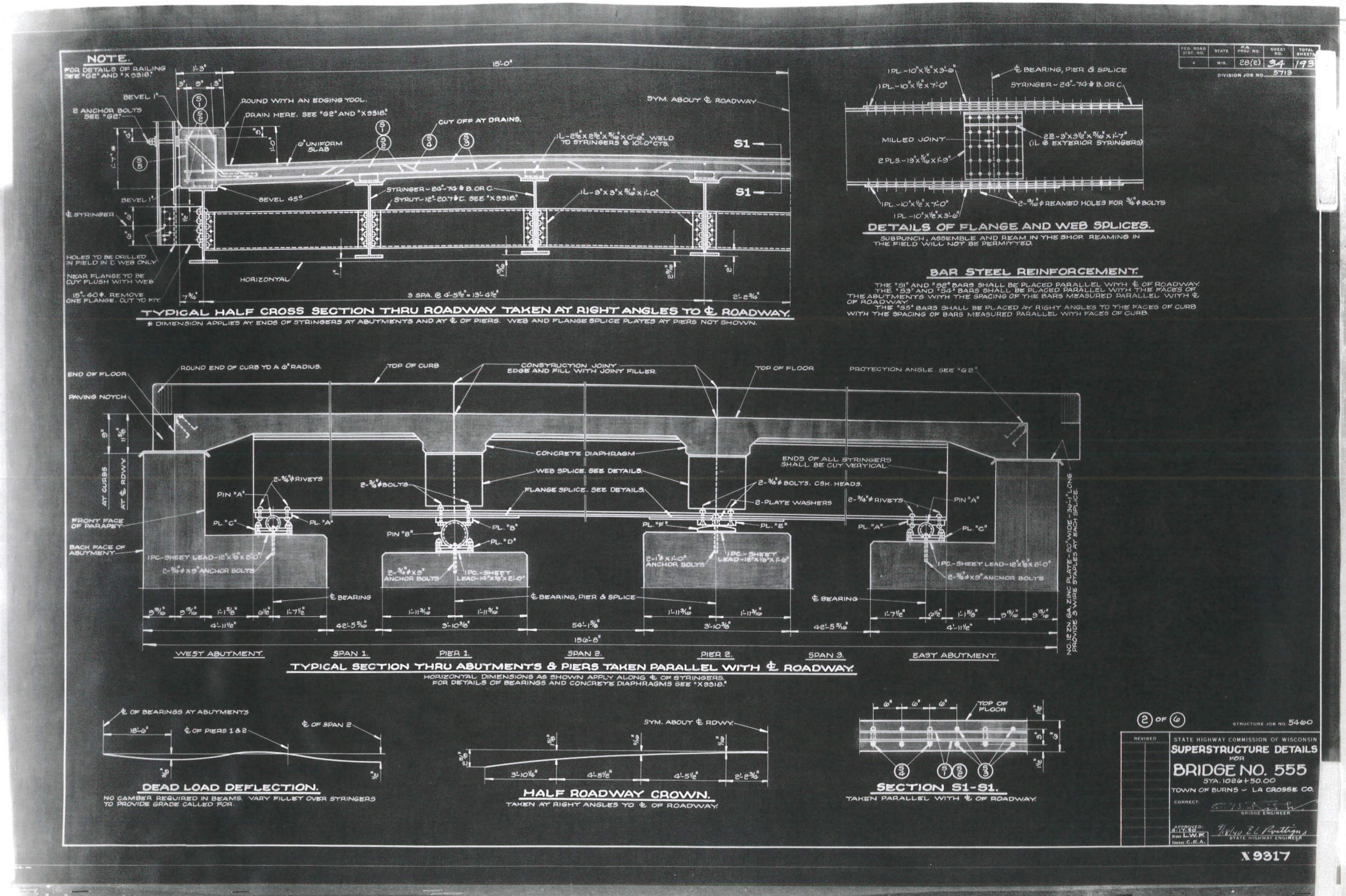
CORRECT

BRIDGE ENGINEER

APPROVED 4-15-38
Bur. C. E. B.
Insp. C.E.A.

STATE HIGHWAY ENGINEER

X-9316


NOTE.
FOR DETAILS OF RAILING SEE "G2" AND "X9318."
BEVEL 1"
2 ANCHOR BOLTS SEE "G2"
ROUND WITH AN EDGING TOOL.
DRAIN HERE. SEE "G2" AND "X9318."
CUT OFF AT DRAINS.
6" UNIFORM SLAB
SYM. ABOUT ℄ ROADWAY
1L-2½"x2½"x5/16"x0'-6". WELD TO STRINGERS @ 10'-0" CTS.
S1
STRINGER-24"-74# B. OR C.
STRUT-12"-20.7# [. SEE "X9318."
1L-3"x3"x5/16"x1'-0"
BEVEL 45°
℄ STRINGER
HOLES TO BE DRILLED IN FIELD IN [WEB ONLY.
NEAR FLANGE TO BE CUT FLUSH WITH WEB.
15"-40#. REMOVE ONE FLANGE. CUT TO FIT.
HORIZONTAL
3 SPA. @ 4'-5½" = 13'-4½"
15'-0"
TYPICAL HALF CROSS SECTION THRU ROADWAY TAKEN AT RIGHT ANGLES TO ℄ ROADWAY.
* DIMENSION APPLIES AT ENDS OF STRINGERS AT ABUTMENTS AND AT ℄ OF PIERS. WEB AND FLANGE SPLICE PLATES AT PIERS NOT SHOWN.
1PL.-10"x½"x3'-6"
1PL.-10"x½"x7'-0"
℄ BEARING, PIER & SPLICE
STRINGER-24"-74# B. OR C.
MILLED JOINT
2B-3"x3½"x5/16"x1'-7" (1L @ EXTERIOR STRINGERS)
2PLS.-19"x5/16"x1'-9"
2-13/16" REAMED HOLES FOR ¾" BOLTS
DETAILS OF FLANGE AND WEB SPLICES.
SUBPUNCH, ASSEMBLE AND REAM IN THE SHOP. REAMING IN THE FIELD WILL NOT BE PERMITTED.
BAR STEEL REINFORCEMENT.
THE "S1" AND "S2" BARS SHALL BE PLACED PARALLEL WITH ℄ OF ROADWAY. THE "S3" AND "S4" BARS SHALL BE PLACED PARALLEL WITH THE FACES OF THE ABUTMENTS WITH THE SPACING OF THE BARS MEASURED PARALLEL WITH ℄ OF ROADWAY.
THE "S5" BARS SHALL BE PLACED AT RIGHT ANGLES TO THE FACES OF CURB WITH THE SPACING OF BARS MEASURED PARALLEL WITH FACES OF CURB.
END OF FLOOR
PAVING NOTCH
ROUND END OF CURB TO A 6" RADIUS.
TOP OF CURB
CONSTRUCTION JOINT EDGE AND FILL WITH JOINT FILLER.
TOP OF FLOOR
PROTECTION ANGLE. SEE "G2."
CONCRETE DIAPHRAGM
WEB SPLICE. SEE DETAILS.
FLANGE SPLICE. SEE DETAILS.
ENDS OF ALL STRINGERS SHALL BE CUT VERTICAL.
2-¾" RIVETS
2-¾" BOLTS
2-¾" BOLTS. CSK. HEADS.
2-PLATE WASHERS
PIN "A"
PIN "B"
PL. "A"
PL. "B"
PL. "C"
PL. "D"
PL. "E"
PL. "F"
FRONT FACE OF PARAPET
BACK FACE OF ABUTMENT
1PC.-SHEET LEAD-12"x⅛"x2'-0"
2-¾"x9" ANCHOR BOLTS
1PC.-SHEET LEAD-14"x⅛"x2'-0"
2-1"x1'-0" ANCHOR BOLTS
1PC.-SHEET LEAD-18"x⅛"x1'-6"
AT CURBS
AT ℄ RDWY.
℄ BEARING
℄ BEARING, PIER & SPLICE
4'-11⅛"
42'-5 5/16"
3'-10⅜"
54'-1⅝"
156'-8"
WEST ABUTMENT.
SPAN 1.
PIER 1.
SPAN 2.
PIER 2.
SPAN 3.
EAST ABUTMENT.
NO. 12 ZN. GA. ZINC PLATE-20" WIDE-36'-1" LONG. PROVIDE 3 WIRE STAPLES AT EACH SPLICE.
TYPICAL SECTION THRU ABUTMENTS & PIERS TAKEN PARALLEL WITH ℄ ROADWAY.
HORIZONTAL DIMENSIONS AS SHOWN APPLY ALONG ℄ OF STRINGERS. FOR DETAILS OF BEARINGS AND CONCRETE DIAPHRAGMS SEE "X9318."
℄ OF BEARINGS AT ABUTMENTS
℄ OF PIERS 1 & 2
℄ OF SPAN 2
18'-6"
DEAD LOAD DEFLECTION.
NO CAMBER REQUIRED IN BEAMS. VARY FILLET OVER STRINGERS TO PROVIDE GRADE CALLED FOR.
SYM. ABOUT ℄ RDWY.
3'-10⅛"
4'-5½"
4'-5½"
2'-2¾"
HALF ROADWAY CROWN.
TAKEN AT RIGHT ANGLES TO ℄ OF ROADWAY.
TOP OF FLOOR
SECTION S1-S1.
TAKEN PARALLEL WITH ℄ OF ROADWAY.
FED. ROAD DIST. NO. 4
STATE WIS.
F.A. PROJ. NO. 28(2)
SHEET NO. 34
TOTAL SHEETS 193
DIVISION JOB NO. 5713
2 OF 6
STRUCTURE JOB NO. 5460
REVISED
STATE HIGHWAY COMMISSION OF WISCONSIN
SUPERSTRUCTURE DETAILS FOR
BRIDGE NO. 555
STA. 1026+50.00
TOWN OF BURNS - LA CROSSE CO.
CORRECT:
BRIDGE ENGINEER
APPROVED:
STATE HIGHWAY ENGINEER
Drawn L.W.F.
Checked C.E.A.
X 9317

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WIS.	28(2)	35	193

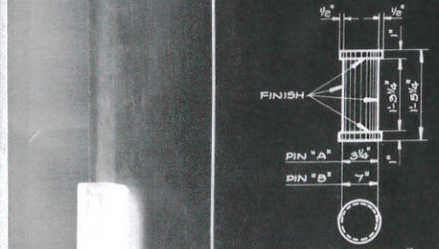
DIVISION JOB NO. 5719

HALF PLAN SHOWING DRAIN · STRUT & RAILING POST SPACING.

● INDICATES FIELD SPLICE IN RAILING.

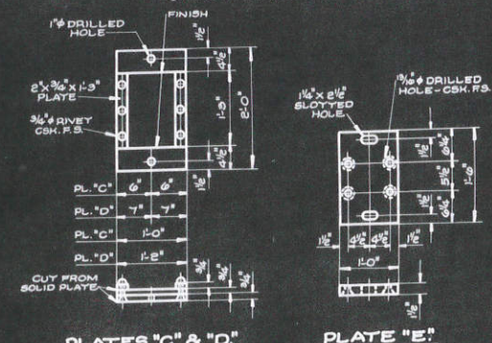
NOTES.

STRUT SPACING AS GIVEN APPLIES AT BACK FACE OF E WEB.
RAILING POST SPACING AS GIVEN APPLIES ℄ TO ℄ OF POSTS.
CONNECTION CHANNELS FOR RAILING POSTS SHALL BE PLACED AS SHOWN TO FACILITATE DRILLING OF FIELD CONNECTIONS. PROVIDE A 3" CLEAR OPENING BETWEEN ENDS OF ALL HORIZONTAL MEMBERS OF RAILINGS MIDWAY BETWEEN ADJACENT POSTS AT PIERS.
ALL RAILING DETAILS SHOWN ON THIS SHEET SHALL SUPERCEDE THOSE SHOWN ON "GE"



PINS "A" & "B".
PIN "A" - 16 REQD.
PIN "B" - 8 REQD.

PLATES "A" & "B"
PLATE "A" - 16 REQD.
PLATE "B" - 8 REQD.



PLATES "C" & "D".
PLATE "C" - 16 REQD.
PLATE "D" - 8 REQD.

PLATE "E".
8 REQD.

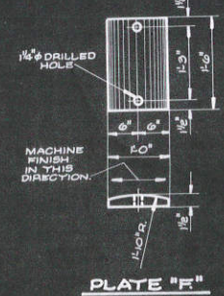
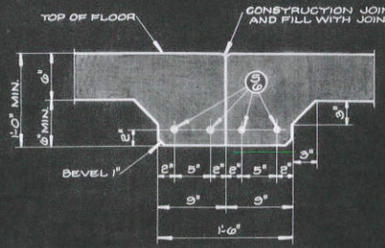


PLATE "F".
8 REQD.

DETAILS OF BEARINGS.

PINS "A" AND "B" SHALL BE STRUCTURAL STEEL AND SHALL BE CUT FROM SOLID METAL. STRUCTURAL STEEL BEARING PLATES "A" TO "F" INCLUSIVE SHALL BE FLAT ROLLED STEEL PLATES WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL CUTS SHALL BE MACHINE FLAME CUTS. CURVED SURFACE OF PLATE "F" SHALL BE MACHINE FINISHED AS INDICATED.



SECTION S2-S2.

TAKEN AT RIGHT ANGLES TO ℄ PIER.

(3) OF (6)

STRUCTURE JOB NO. 5460

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

SUPERSTRUCTURE DETAILS FOR BRIDGE NO. 555

STA. 102ϕ + 30.00

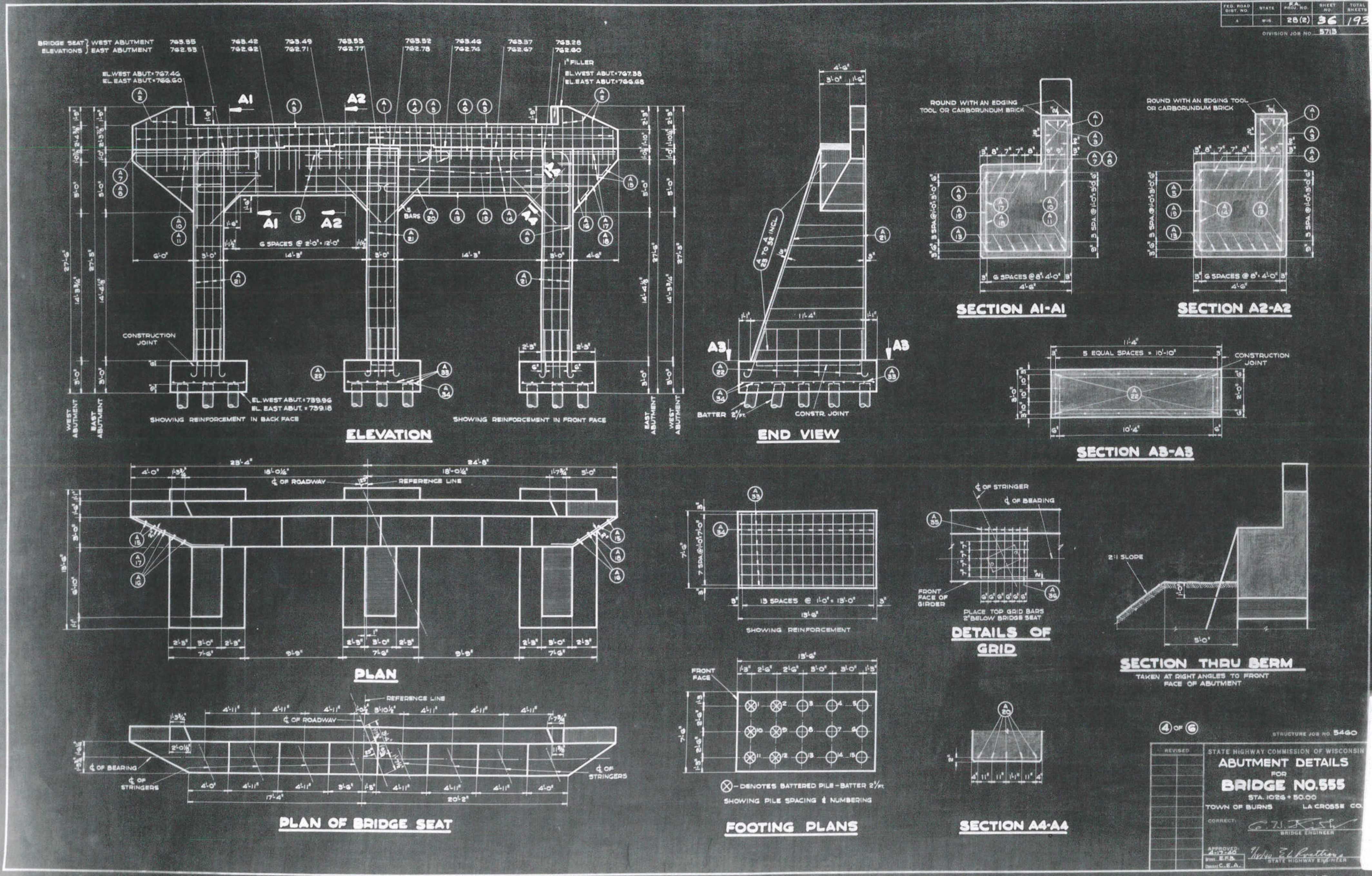
TOWN OF BURNS - LA CROSSE CO.

CORRECT: G. J. Kusch
BRIDGE ENGINEER

APPROVED: R. G. Huebner
STATE HIGHWAY ENGINEER

DRAWN L.W.P.
CHECKED C.E.A.

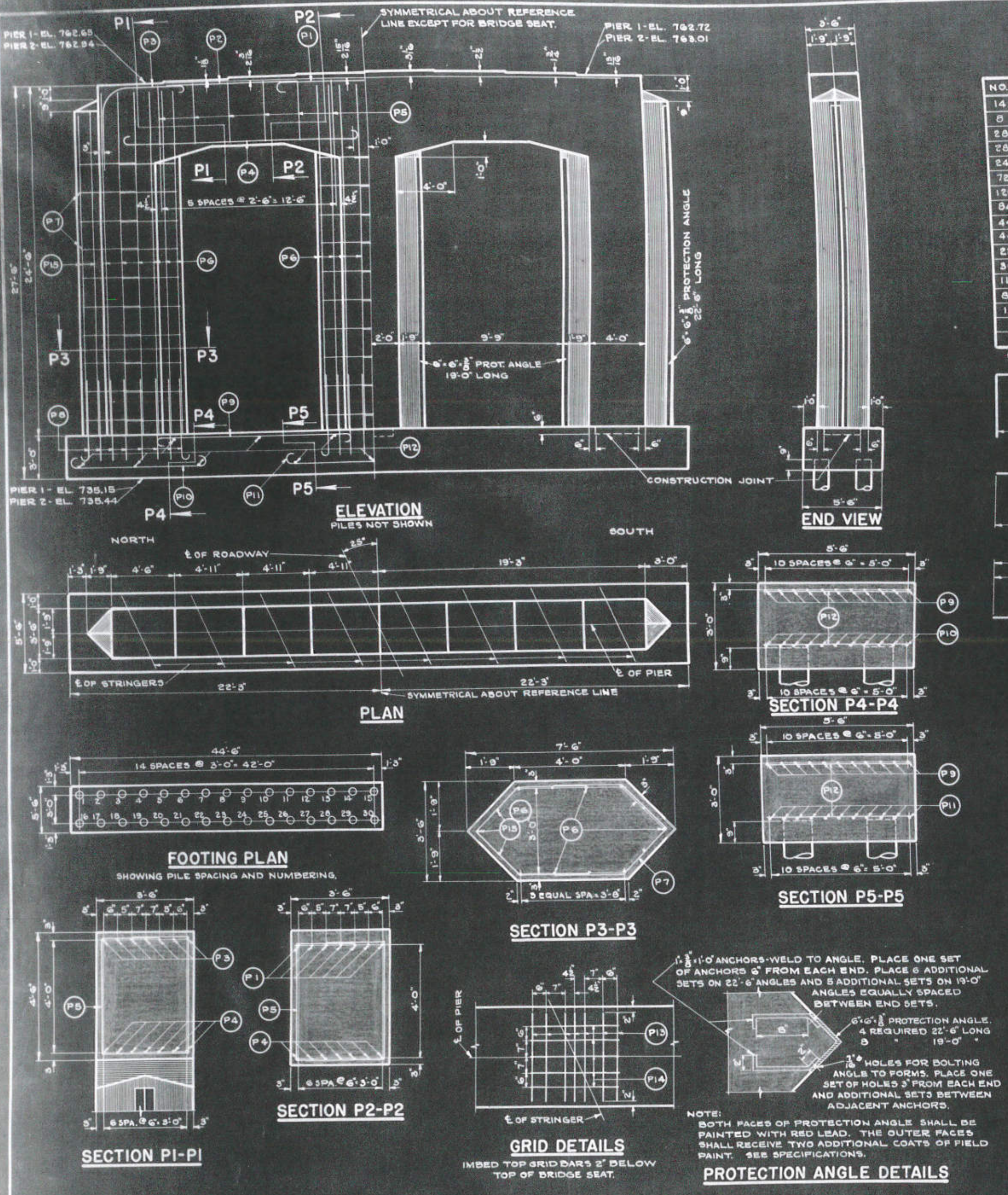
X 9318


FED. ROAD DIST. NO. | STATE | P.A. PROJ. NO. | SHEET NO. | TOTAL SHEETS
WIS. 28(2) 36 193
DIVISION JOB NO. 5713
BRIDGE SEAT ELEVATIONS WEST ABUTMENT EAST ABUTMENT
ELEVATION
SHOWING REINFORCEMENT IN BACK FACE
SHOWING REINFORCEMENT IN FRONT FACE
CONSTRUCTION JOINT
WEST ABUTMENT
EAST ABUTMENT
END VIEW
BATTER 2"/FT.
CONSTR. JOINT
ROUND WITH AN EDGING TOOL OR CARBORUNDUM BRICK
SECTION A1-A1
SECTION A2-A2
SECTION A3-A3
PLAN
¢ OF ROADWAY
REFERENCE LINE
SHOWING REINFORCEMENT
DETAILS OF GRID
¢ OF STRINGER
¢ OF BEARING
FRONT FACE OF GIRDER
PLACE TOP GRID BARS 2" BELOW BRIDGE SEAT
2:1 SLOPE
SECTION THRU BERM
TAKEN AT RIGHT ANGLES TO FRONT FACE OF ABUTMENT
PLAN OF BRIDGE SEAT
¢ OF STRINGERS
FRONT FACE
⊗ - DENOTES BATTERED PILE - BATTER 2"/FT.
SHOWING PILE SPACING & NUMBERING
FOOTING PLANS
SECTION A4-A4
4 OF 6
STRUCTURE JOB NO. 5460
REVISED
STATE HIGHWAY COMMISSION OF WISCONSIN
ABUTMENT DETAILS
FOR
BRIDGE NO. 555
STA. 1026 + 50.00
TOWN OF BURNS LA CROSSE CO.
CORRECT:
BRIDGE ENGINEER
APPROVED 4-17-40
STATE HIGHWAY ENGINEER
X9319

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WIS.	28 (2)	37	19[illegible]

DIVISION JOB NO. 5713

BILL OF BARS



PIER 1 - EL. 762.65
PIER 2 - EL. 762.94
P1
P2
SYMMETRICAL ABOUT REFERENCE LINE EXCEPT FOR BRIDGE SEAT.
PIER 1 - EL. 762.72
PIER 2 - EL. 763.01
5 SPACES @ 2'-6" = 12'-6"
6"×6"×5/8" PROT. ANGLE 19'-0" LONG
PROTECTION ANGLE 6"×6"×5/8" × 22'-6" LONG
CONSTRUCTION JOINT
PIER 1 - EL. 735.15
PIER 2 - EL. 735.44
ELEVATION
PILES NOT SHOWN
END VIEW
NORTH
SOUTH
℄ OF ROADWAY
℄ OF STRINGERS
℄ OF PIER
SYMMETRICAL ABOUT REFERENCE LINE
PLAN
10 SPACES @ 6" = 5'-0"
SECTION P4-P4
SECTION P5-P5
14 SPACES @ 3'-0" = 42'-0"
FOOTING PLAN
SHOWING PILE SPACING AND NUMBERING.
5 EQUAL SPA. = 3'-6"
SECTION P3-P3
SECTION P1-P1
SECTION P2-P2
℄ OF PIER
℄ OF STRINGER
GRID DETAILS
IMBED TOP GRID BARS 2" BELOW TOP OF BRIDGE SEAT.
1 3/8" × 1'-0" ANCHORS - WELD TO ANGLE. PLACE ONE SET OF ANCHORS 6" FROM EACH END. PLACE 6 ADDITIONAL SETS ON 22'-6" ANGLES AND 5 ADDITIONAL SETS ON 19'-0" ANGLES EQUALLY SPACED BETWEEN END SETS.
6"×6"×5/8" PROTECTION ANGLE. 4 REQUIRED 22'-6" LONG 8 " 19'-0" "
13/16" HOLES FOR BOLTING ANGLE TO FORMS. PLACE ONE SET OF HOLES 3" FROM EACH END AND ADDITIONAL SETS BETWEEN ADJACENT ANCHORS.
NOTE:
BOTH FACES OF PROTECTION ANGLE SHALL BE PAINTED WITH RED LEAD. THE OUTER FACES SHALL RECEIVE TWO ADDITIONAL COATS OF FIELD PAINT. SEE SPECIFICATIONS.
PROTECTION ANGLE DETAILS

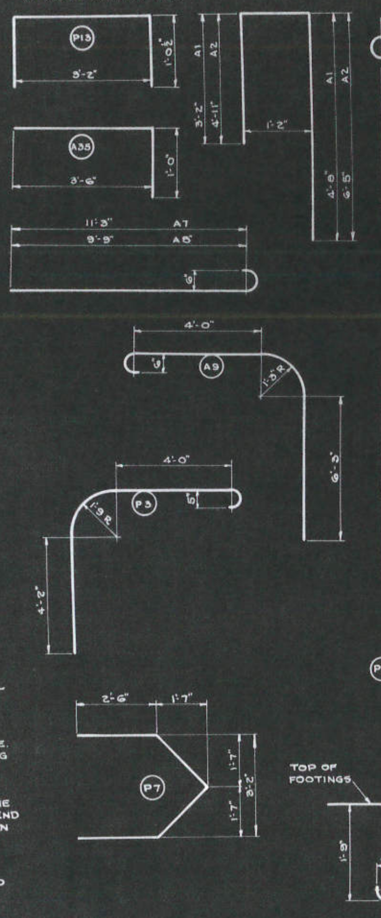
PIERS

NO.	MARK	SIZE	LENGTH	SPACING	LOCATION	
14	P1	1" Φ	14'-9"	SHOWN	HORIZONTAL IN TOP OF GIRDER	*
8	P2	1/2" □	9'-0"	"	" " " " "	
28	P3	5/8" Φ	11'-9"	"	IN TOP OF GIRDER AND EXTERIOR COLUMNS	*
28	P4	3/4" Φ	16'-3"	6" CTS.	HORIZONTAL IN BOTTOM OF GIRDER	*
24	P5	1/2" □	15'-9"	2'-6" "	STIRRUPS IN GIRDER	*
72	P6	3/4" Φ	24'-0"	SHOWN	VERTICAL IN COLUMNS	
120	P7	1/2" □	9'-6"	2'-0" CTS.	HOOPS IN COLUMNS	*
84	P8	3/4" Φ	6'-3"	SHOWN	DOWELS INTO FOOTINGS	*
44	P9	3/4" Φ	15'-6"	6" CTS.	LONGITUDINAL IN TOP OF FOOTINGS	*
44	P10	1" Φ	11'-9"	6" "	" " BOTTOM OF FOOTINGS	*
22	P11	1" Φ	14'-9"	6" "	" " " " "	*
30	P12	1/2" □	5'-3"	SHOWN	TRANSVERSE IN FOOTINGS	
112	P13	1/2" □	5'-3"	"	LONGITUDINAL IN GRIDS	*
80	P14	1/2" □	3'-3"	"	TRANSVERSE IN GRIDS	
12	P15	3/4" Φ	22'-6"	SHOWN	VERTICAL IN EXTERIOR COLUMNS	

* SEE DETAILS OF BAR.

ABUTMENTS

	NO.	MARK	SIZE	LENGTH	SPACING	LOCATION	
*	82	A1	1/2" □	9'-0"	1'-0" CTS.	VERTICAL IN PARAPET	
	14	A2	1/2" □	12'-6"	1'-0" "	" " "	
*	12	A3	1/2" □	25'-0"	SHOWN	HORIZONTAL IN PARAPET	
*	6	A4	7/8" Φ	10'-6"	"	HORIZONTAL IN TOP OF GIRDER	
*	8	A5	7/8" Φ	14'-6"	"	" " " " "	
	8	A6	1/2" □	9'-6"	"	" " " " "	
*	6	A7	3/4" Φ	12'-3"	"	" " " " " & LONG WING	
*	6	A8	3/4" Φ	10'-9"	"	" " " " " & SHORT WING	
*	16	A9	3/4" Φ	13'-3"	"	" " " " "	
*	8	A10	1/2" □	11'-3"	1'-0" CTS.	HORIZONTAL IN LONG WING BACK FACE	
*	8	A11	1/2" □	9'-9"	1'-0" "	" " SHORT " " "	
	8	A12	1/2" □	11'-0"	1'-0" "	HORIZONTAL IN GIRDER " "	
*	28	A13	3/4" Φ	19'-9"	8" "	" " BOTTOM OF GIRDER	*
	16	A14	1/2" □	17'-3"	1'-0" "	" " GIRDER FRONT FACE	
	8	A15	1/2" □	2'-6"	1'-0" "	VERTICAL IN WINGS " "	
	10	A16	1/2" □	5'-3"	1'-0" "	" " " " "	
	8	A17	1/2" □	10'-6"	1'-0" "	HORIZONTAL IN LONG WING " "	
	8	A18	1/2" □	9'-0"	1'-0" "	" " SHORT " " "	
	28	A19	1/2" □	18'-0"	2'-0" "	STIRRUPS IN GIRDER	*
	40	A20	1/2" □	7'-6"	SHOWN	IN HAUNCHES	
	48	A21	1/2" □	21'-0"	"	VERTICAL IN COLUMNS	
	96	A22	5/8" Φ	5'-3"	"	DOWELS INTO FOOTINGS	*
	6	A23	1/2" □	15'-6"	2'-0" CTS.	HOOPS IN COLUMNS	*
	6	A24	1/2" □	17'-0"	2'-0" "	" " "	*
	6	A25	1/2" □	18'-3"	2'-0" "	" " "	*
	6	A26	1/2" □	19'-6"	2'-0" "	" " "	*
	6	A27	1/2" □	21'-0"	2'-0" "	" " "	*
	6	A28	1/2" □	22'-3"	2'-0" "	" " "	*
	6	A29	1/2" □	23'-6"	2'-0" "	" " "	*
	6	A30	1/2" □	25'-0"	2'-0" "	" " "	*
	6	A31	1/2" □	26'-3"	2'-0" "	" " "	*
	6	A32	1/2" □	27'-6"	2'-0" "	" " "	*
	48	A33	1/2" □	13'-3"	1'-0" "	LONGITUDINAL IN FOOTINGS	
	84	A34	1/2" □	7'-3"	1'-0" "	TRANSVERSE IN FOOTINGS	
	112	A35	1/2" □	4'-6"	6" "	LONGITUDINAL IN GRIDS	*
	80	A36	1/2" □	3'-3"	7" "	TRANSVERSE IN GRIDS	

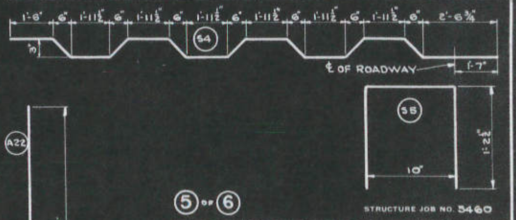


BAR	A	B
A4	7"	8'-2"
A5	7"	12'-2"
A13	6"	17'-9"
P1	8"	12'-1"
P4	6"	16'-3"
P9	6"	13'-6"
P10	8"	9'-1"
P11	8"	12'-1"

BAR	A	B
A19	4'-2"	4'-2"
A23	2'-8"	4'-7"
A24	2'-8"	5'-3"
A25	2'-8"	5'-11"
A26	2'-8"	6'-7"
A27	2'-8"	7'-3"
A28	2'-8"	7'-11"
A29	2'-8"	8'-7"
A30	2'-8"	9'-3"
A31	2'-8"	9'-11"
A32	2'-8"	10'-7"
P5	3'-2"	4'-2"

SUPERSTRUCTURE

NO.	MARK	SIZE	LENGTH	SPACING	LOCATION	
252	S1	1/2" □	17'-9"	SHOWN	LONGITUDINAL IN FLOOR & CURB - SPANS 1 & 3	
126	S2	1/2" □	21'-0"	"	" " " " " " 2	
624	S3	5/8" Φ	19'-6"	1'-0" CTS.	TRANSVERSE IN FLOOR - ALL SPANS	
308	S4	5/8" Φ	19'-9"	1'-0" "	" " " " "	*
156	S5	1/2" □	3'-3"	2'-0" "	TRANSVERSE IN CURBS - ALL SPANS	*
56	S6	3/4" Φ	4'-9"	5" "	TRANSVERSE IN DIAPHRAGMS - ALL SPANS	



5 OF 6

STRUCTURE JOB NO. 5460

REVISED	

STATE HIGHWAY COMMISSION OF WISCONSIN

BILL OF BARS AND PIER DETAILS FOR BRIDGE NO. 555

STA. 1026+50.00

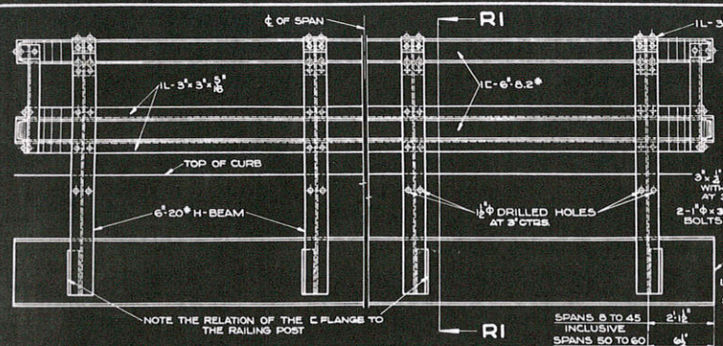
TOWN OF BURNS — LA CROSSE CO

CORRECT: E. T. Kirk[illegible] BRIDGE ENGINEER

APPROVED: 4-17-40 — 4/18/40 E L Roettiger, STATE HIGHWAY ENGINEER

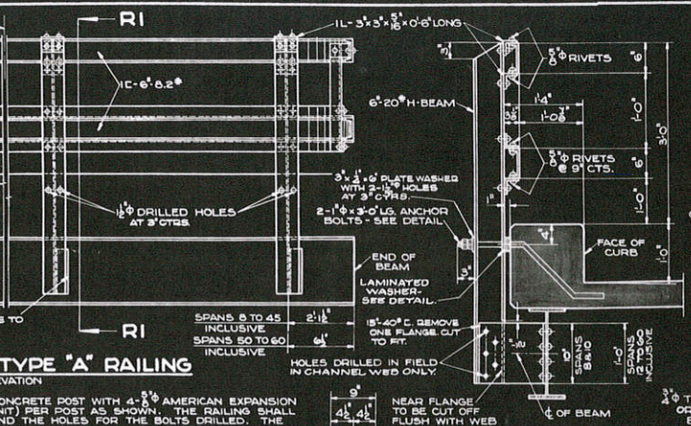
Drawn: G.A. Checked: C.E.A.

X9320



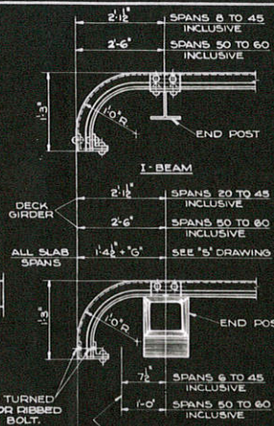
PART ELEVATION OF TYPE "A" RAILING

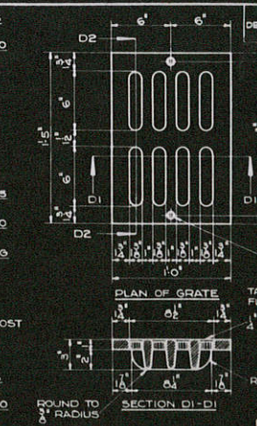
OUTSIDE ELEVATION

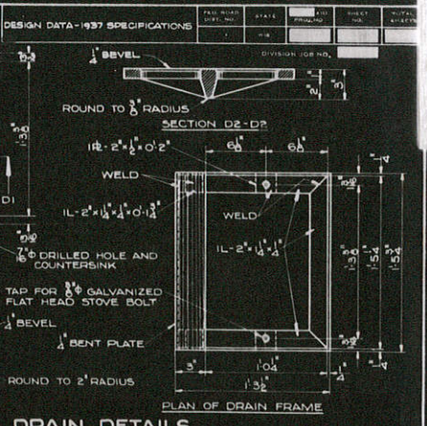


SECTION R1-R1

TYPE "A" RAILING







DRAIN DETAILS

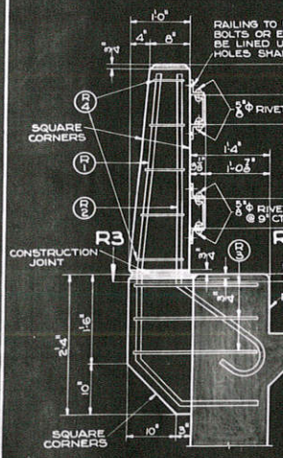
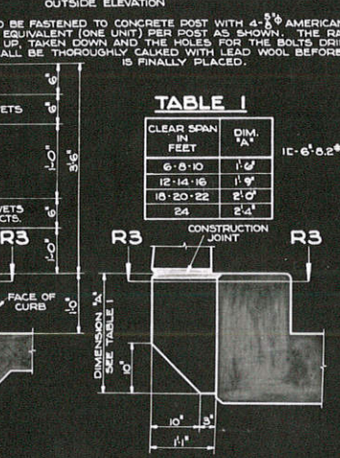


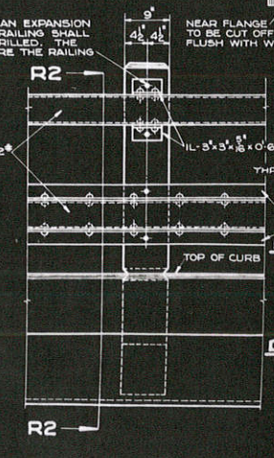
TABLE 1

CLEAR SPAN IN FEET	DIM. "A"
6-8-10	1'-0"
12-14-16	1'-9"
18-20-22	2'-0"
24	2'-4"



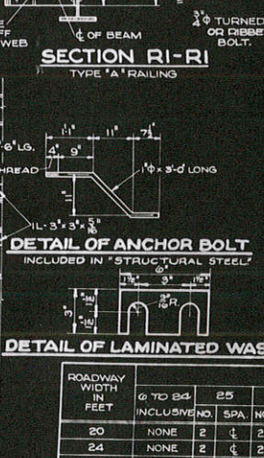
SECTION R2-R2

TYPE "B" RAILING



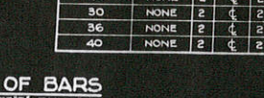
PART ELEVATION OF TYPE "B" RAILING

INSIDE ELEVATION

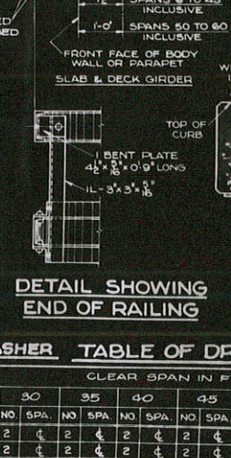


DETAIL OF ANCHOR BOLT

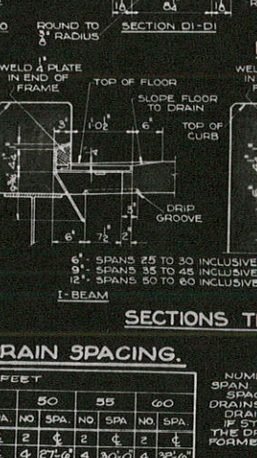
INCLUDED IN "STRUCTURAL STEEL"

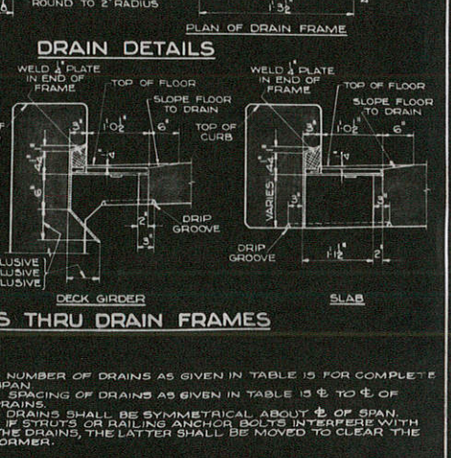


DETAIL OF LAMINATED WASHER



DETAIL SHOWING END OF RAILING



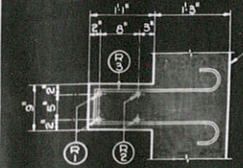


SECTIONS THRU DRAIN FRAMES

TABLE OF DRAIN SPACING.

ROADWAY WIDTH IN FEET	CLEAR SPAN IN FEET: @ TO BE INCLUSIVE	25 NO.	25 SPA.	30 NO.	30 SPA.	35 NO.	35 SPA.	40 NO.	40 SPA.	45 NO.	45 SPA.	50 NO.	50 SPA.	55 NO.	55 SPA.	60 NO.	60 SPA.
20	NONE	2	℄	2	℄	2	℄	2	℄	2	℄	2	℄	2	℄	2	℄
24	NONE	2	℄	2	℄	2	℄	2	℄	2	℄	4	27'-6"	4	30'-0"	4	32'-6"
30	NONE	2	℄	2	℄	2	℄	2	℄	2	℄	4	27'-6"	4	30'-0"	4	32'-6"
36	NONE	2	℄	2	℄	2	℄	4	20'-9"	4	23'-3"	4	27'-6"	4	30'-0"	4	32'-6"
40	NONE	2	℄	2	℄	4	18'-3"	4	20'-9"	4	23'-3"	4	27'-6"	4	30'-0"	4	32'-6"

NUMBER OF DRAINS AS GIVEN IN TABLE IS FOR COMPLETE SPAN.
SPACING OF DRAINS AS GIVEN IN TABLE IS ℄ TO ℄ OF DRAINS.
DRAINS SHALL BE SYMMETRICAL ABOUT ℄ OF SPAN.
IF STRUTS OR RAILING ANCHOR BOLTS INTERFERE WITH THE DRAINS, THE LATTER SHALL BE MOVED TO CLEAR THE FORMER.



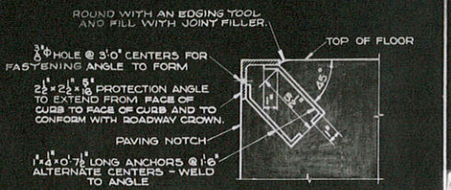
SECTION R3-R3

TYPE "B" RAILING

BILL OF BARS

FOR TYPE "B" RAILING

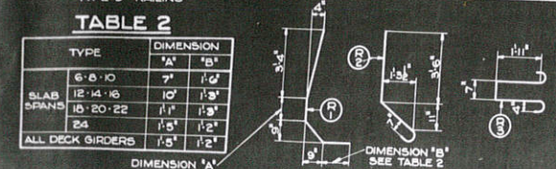
MARK	SIZE	SPACING	LOCATION	CLEAR SPAN IN FEET: SLAB SPANS 6-8-10 NO.	LENGTH	12-14-16 NO.	LENGTH	18-20-22 NO.	LENGTH	24 NO.	LENGTH	DECK GIRDER SPANS 20 NO.	LENGTH	25-30 NO.	LENGTH	35 NO.	LENGTH	40 NO.	LENGTH	45 NO.	LENGTH	50 NO.	LENGTH	55 NO.	LENGTH	60 NO.	LENGTH
R1	7/8"Φ	SHOWN	VERTICAL IN POSTS - SEE BAR DETAIL	8	6'-6"	12	6'-6"	16	6'-9"	20	7'-0"	16	7'-0"	20	7'-0"	24	7'-0"	28	7'-0"	32	7'-0"	36	7'-0"	40	7'-0"	44	7'-0"
R2	7/8"Φ	SHOWN	VERTICAL IN POSTS - SEE BAR DETAIL	8	6'-3"	12	6'-3"	16	6'-3"	20	6'-3"	16	6'-3"	20	6'-3"	24	6'-3"	28	6'-3"	32	6'-3"	36	6'-3"	40	6'-3"	44	6'-3"
R3	1/2"□	SHOWN	HORIZONTAL IN POST SUPPORT - SEE BAR DETAIL	12	5'-9"	18	5'-9"	24	5'-9"	30	5'-9"	24	5'-9"	30	5'-9"	36	5'-9"	42	5'-9"	48	5'-9"	54	5'-9"	60	5'-9"	66	5'-9"
R4	1/4"Φ	9" CTS.	STIRRUPS IN POSTS - BEND IN FIELD	20	3'-0"	30	3'-0"	40	3'-0"	50	3'-0"	40	3'-0"	50	3'-0"	60	3'-0"	70	3'-0"	80	3'-0"	90	3'-0"	100	3'-0"	110	3'-0"



DETAIL OF PROTECTION ANGLE

TABLE 2

TYPE		DIMENSION "A"	DIMENSION "B"
SLAB SPANS	6-8-10	1'-7"	1'-0"
	12-14-16	1'-10"	1'-3"
	18-20-22	2'-1"	1'-3"
	24	2'-5"	1'-2"
ALL DECK GIRDERS		1'-5"	1'-2"



BAR DETAILS

BAR STEEL REINFORCEMENT DIMENSIONS ARE TO ℄ OF BAR

TABLE OF INTERMEDIATE POST SPACING

FOR TYPE "A" AND "B" RAILING

CLEAR SPAN IN FEET	6	8	10	12	14	16	18	20	22	24	25	30	35	40	45	50	55	60
NUMBER OF INTERMEDIATE POSTS (ONE SIDE ONLY)	NONE	NONE	NONE	1	1	1	2	2	2	3	3	3	4	5	6	7	8	9

NOTE:- POSTS SHALL BE EQUALLY SPACED.

GENERAL NOTES

ALL CONCRETE MASONRY SHALL BE GRADE "AA".
TYPE "A" RAILING SHALL BE FITTED TO EXTERIOR BEAMS IN SHOP TO INSURE PROPER FIT.
ONE SPLICE IN EACH RAILING WILL BE PERMITTED IN SPANS 35 TO 60 FEET INCLUSIVE. SPLICE TO BE TIGHT FIT AND MADE AT INTERMEDIATE POSTS.
RAILING FOR STRUCTURES ON A GRADE SHALL BE BUILT TO VERTICAL LINES.
ALL SHOP AND FIELD CONNECTIONS SHALL BE 3/4"Φ RIVETS UNLESS OTHERWISE SPECIFIED.

REVISED	
5-14-37	C.R.M.
8-11-55	C.F.E.
2-17-59	H.C.S.
4-18-59	C.F.E.

WISCONSIN HIGHWAY COMMISSION

RAILING - DRAIN PROTECTION ANGLE DETAILS

STRUCTURE JOB NO.

CORRECT: G. T. Kurtz, BRIDGE ENGINEER

APPROVED: E. L. Ruettgers, STATE HIGHWAY ENGINEER

5-14-55-C.F.E.
3-18-59 Rev.

G2

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WIS.	397-A(2) 28 (2) 107(2)	1	193

DIVISION JOB NO. 5713-5718

INDEX OF SHEETS

SHEET NO. 1 TITLE
SHEET NO. 2-82A TYPICAL CROSS SECTIONS & MISC. DETAILS
SHEET NO. 3-3H ESTIMATE OF QUANTITIES
SHEET NO. 3I-3J MISCELLANEOUS QUANTITIES
SHEET NO. 4A-4E RIGHT OF WAY PLAT
SHEET NO. 5-22 PLAN AND PROFILE STA. 572+00 TO STA. 1086+45
SHEET NO. 23-25 STANDARD DETAILS
SHEET NO. 26-59 DRAINAGE STRUCTURES
SHEET NO. 60-193 CROSS SECTIONS

STATE OF WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED

SPARTA — LA CROSSE

WEST SALEM — SPARTA

LACROSSE & MONROE COUNTIES

F.A.P. 397-A (2)

BEGINNING AT A POINT 1600 FEET SOUTH AND 200 FEET EAST OF THE NORTH 1/4 CORNER OF SEC. 34 T 17N, R6W; THENCE EASTERLY TO A POINT 870 FEET SOUTH AND 300 FEET WEST OF THE NORTH EAST CORNER OF SECTION 33, T 17N, R5W. EXCEPT BRIDGE NO. 552, STA. 594+05.75 - STA. 597+10.25 - NET LENGTH 0.058 MILES.

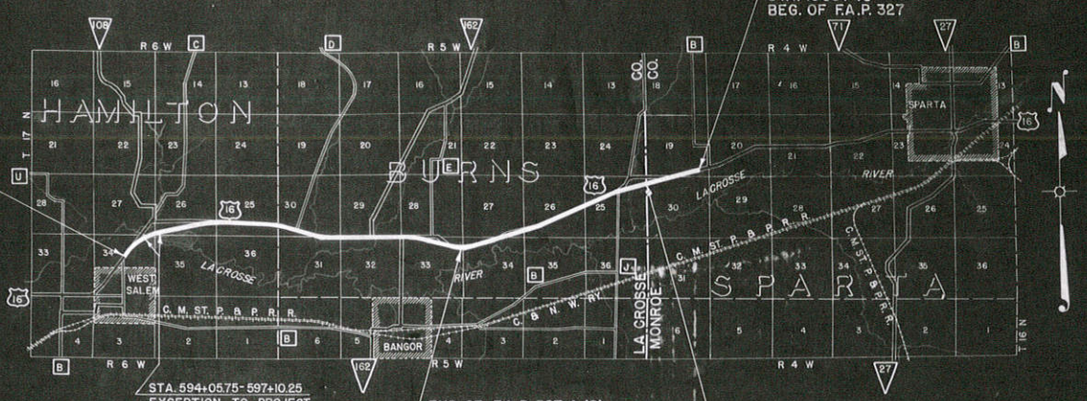
F.A.P. 28 (2)

BEGINNING AT A POINT 870 FEET SOUTH AND 300 FEET WEST OF THE NORTHEAST CORNER OF SECTION 33, T 17R, R5W; THENCE NORTHEASTERLY TO A POINT ON THE LACROSSE-MONROE COUNTY LINE 480 FEET SOUTH OF THE NORTHEAST CORNER OF SECTION 25, T17N, R5W.

F.A.P. 107 (2)

BEGINNING AT A POINT ON THE LACROSSE-MONROE COUNTY LINE, 480 FEET SOUTH OF THE NORTHWEST CORNER OF SEC. 30, T17N, R4W; THENCE NORTHEASTERLY TO A POINT 740 FEET NORTH AND 720 FEET WEST OF THE SOUTHEAST CORNER OF OF SECTION 19, T 17N, R4W.

SCALES
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.



BEG. OF F.A.P. 397-A (2)
END OF F.A.P. 397-B SEC. III
STA. 572+00

STA. 594+05.75 - 597+10.25
EXCEPTION TO PROJECT

END OF F.A.P. 397-A (2)
BEG. OF F.A.P. 28 (2)
STA. 869+98.9

END OF F.A.P. 28 (2)
BEG. OF F.A.P. 107 (2)
STA. 1039+44.3

END OF F.A.P. 107 (2)
STA. 1086+45
BEG. OF F.A.P. 327

CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
TOWNSHIP OR RANGE LINE
SECTION LINE
NEW RIGHT OF WAY LINE
PRESENT RIGHT OF WAY LINE
WIRE FENCE { WOVEN / BARBED
LOT LINE
CORPORATE OR CITY LIMITS
PROPERTY LINE — P.L. + 32.6
TRAVELED WAY OR P.E.
RAILROADS
BASE OR SURVEY LINE — 30
TREES TO BE CUT (REMOVED)
TREES TO BE PLANTED

CULVERTS IN PLACE
CULVERTS REQUIRED
DROP INLET
POWER POLE
TELEPHONE OR TELEGRAPH POLE
RIGHT OF WAY MARKERS
REFERENCE STAKE FOR HUBS ONLY — 181.7 / 23.3
MARSH
HEDGE
TREES
GROUND ELEVATION ..... DATUM LINE — 739
GRADE ELEVATION ..... DATUM LINE — 756

LAYOUT

SCALE 1/2 0 MILES

TOTAL NET LENGTH OF CENTERLINE = 9.726 MI.
FEDERAL AID PROJECT 397-A(2) - 5.589 MI.
FEDERAL AID PROJECT 28 (2) - 3.247 MI.
FEDERAL AID PROJECT 107 (2) - 0.890 MI.

STATE HIGHWAY COMMISSION OF WISCONSIN
MADISON, WIS.

SURVEYOR V.A.S. NOTE BOOK 85, 86, 96, 97, 802
DIVISION COMPUTER D.H.K. M.O. CHECKER N.F.C.
DIVISION CHECKER R.G.J. CORRECT 9-19-40

CORRECT:
DATE 9/19/40 T. M. Bojarski DIVISION ENGINEER

RECOMMENDED FOR APPROVAL: DATE 9/16/1940
DESIGN ENGINEER CONSTRUCTION ENGINEER

APPROVED: DATE 9/16/1940
E. L. Roethe STATE HIGHWAY ENGINEER

FIELD INVESTIGATED BY: R. C. Black ASST. DIV. ENGR.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECOMMENDED FOR APPROVAL:
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

APPROVED:
COMMISSIONER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

H. J. TAYLOR
P. R. A. REPRESENTATIVE

28(2)-107(2)-397A

ESTIMATE OF QUANTITIES (BRIDGE NO. 555)

CONTRACT NO. 4

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	28(2)	3-D	193

DIVISION JOB NO. 5713

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN - EDITION OF 1935. AS APPROVED NOV. 1, 1935; SUPPLEMENTARY SPECIFICATIONS AS SUBMITTED JULY 26, 1937; AND SPECIAL PROVISIONS AS APPROVED OCT. 16, 1939.

EARTH WORK

MILE NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	EXCAVATION: COMMON	EXCAVATION: ROCK	EXCAVATION: MARSH	EXCAVATION: BORROW	SAND GRAVEL FILL	FINISHING R'D'WAY.
	ITEM NO.		202-1	202-2	203-1	203-2	206-1	206-2	206-3	209-1	210-1	214-1
	UNIT	LIN. FT.	ACRE	IN.DIA	ACRE	IN.DIA.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	STA.
10	1025+72.5 - 1027+27.5	155.0*										

* NET LENGTH INCLUDED IN GRADING ESTIMATE

BASE COURSE

SURFACE COURSES

MILE NO.	CONCRETE PAVEMENT	CONCRETE HEADERS	LIP CURB: 2"	LIP CURB: 3"	LIP CURB: 4"	CONC. SURFACE DRAIN	CONC. PAV'T. REINF.	STRUCTURAL STEEL CONC. PAV'T.	GRAVEL TRAFFIC BOUND	CR'D STONE TRAFFIC BOUND
	401-1	401-6	401-7	401-8	401-9	401-10	401-11	401-13	406-2	406-3
	SQ. YD.	SQ. YD.	LIN. FT.	LIN. FT.	LIN. FT.	C.Y.	SQ. YD.	LBS.	C.Y.	C.Y.

BRIDGES (OVER 20' SPAN) B-555

MILE NO.	COMMON EXCAVATION	EXCAVATION	CONCRETE MASONRY	BAR STEEL REINF.	STRUCTURAL STEEL	CAST STEEL	SHEET LEAD	ZINC PLATES	UNTR'D TIMBER PILING DELIV'D	UNTR'D TIMBER PILING DRIVEN	TR'T'D TIMBER PILING DELIV'D	TR'T'D TIMBER PILING DRIVEN	FLOOR DRAINS	WATER PROOFING	RIP RAP	UNTR'D TIMBER TEST PILING	TR'T'D LUMBER AND TIMBER
	206-1	207-1	501-1	506-1	507-1	507-2	507-8	507-10	601-1	601-2	601-3	601-4	608-1	609-1	611-1	601-5	605-1
	C.Y.	C.Y.	C.Y.	LB.	LB.	LB.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. FT.	C.Y.	L. SUM	M.B.M.
10		750	551.2	45,180	136,200		502	127	4,500	4,500			8			1	
T		750	551.2	45,180	136,200		502	127	4,500	4,500			8			1	

CULVERTS (20' SPAN & UNDER)

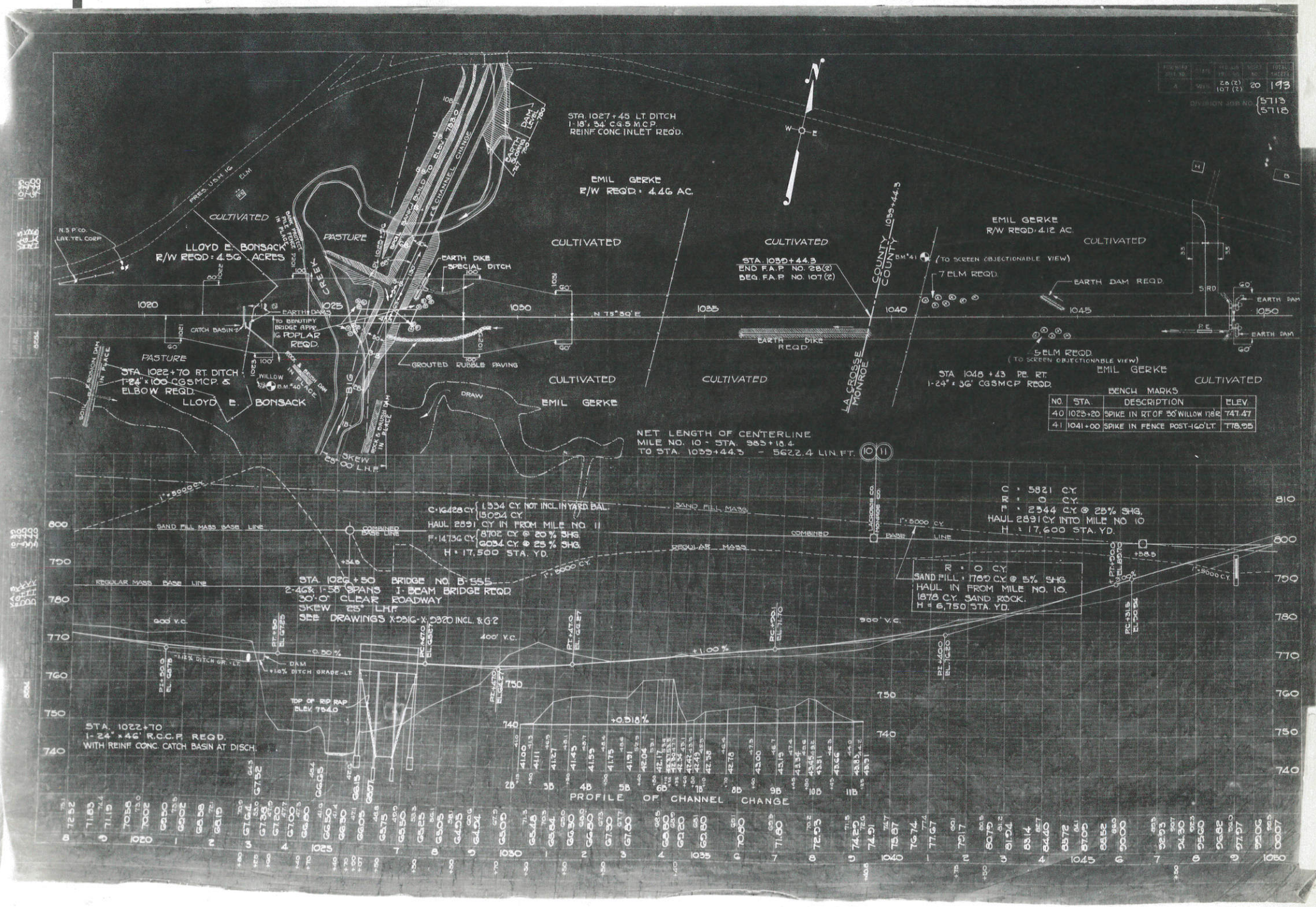
MILE NO.	COMMON EXCAVATION	EXCAVATION	CONCRETE MASONRY	BAR STEEL REINF.	STRUCTURAL STEEL	CAST STEEL	SHEET LEAD	ZINC PLATES	UNTR'D TIMBER PILING DELIV'D	UNTR'D TIMBER PILING DRIVEN	TR'T'D TIMBER PILING DELIV'D	TR'T'D TIMBER PILING DRIVEN	FLOOR DRAINS	WATER PROOFING	RIP RAP	UNTR'D TIMBER TEST PILING	TR'T'D LUMBER AND TIMBER
	206-1	207-2	504-1	506-2	507-1	507-2	507-8	507-10	601-1	601-2	601-3	601-4	608-1	609-1	611-1	601-5	605-1
	C.Y.	C.Y.	C.Y.	LB.	LB.	LB.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. FT.	C.Y.	LIN. FT.	M.B.M.

CULVERT PIPE

MILE NO.															
	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.
	C.Y.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	EACH	EACH	

INCIDENTAL CONSTRUCTION

MILE NO.	RIP RAP	PIPE UNDER DRAIN	STORM SEWER	STORM SEWER	STORM SEWER	STORM SEWER	STORM SEWER	CATCH BASINS	MANHOLES	INLETS		CONCRETE CURB	CONC. GUTTER	CONCRETE CURB & GUTTER	SIDEWALK	CABLE GUARD FENCE	ANCHORAGES FOR GUARD FENCE	MARKER POSTS	SEEDING	PROJECT MARKER POSTS
	611-1	614-1	616-	616-	616-	616-	616-	617-1(a)	617-2(a)	617-3(a)		618-11	618-21	618-31	619-11	620-1	620-5	620-6	625-1	
	C.Y.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	LIN. FT.	LIN. FT.	LIN. FT.		L. FT.	EACH	EACH	SQ. YD.	EACH


STA. 1027+43 LT. DITCH
1-18"x 34' CG-S M.C.P.
REINF. CONC. INLET REQ'D.
EMIL GERKE
R/W REQ'D. = 4.46 AC.
LLOYD E. BONSACK
R/W REQ'D = 4.56 ACRES
CULTIVATED
PASTURE
CREEK
BIG
DRAW
EARTH DIKE
SPECIAL DITCH
EARTH DAMS
TO BEAUTIFY BRIDGE APPR. POPLAR REQ'D.
CATCH BASIN
GROUTED RUBBLE PAVING
STA. 1022+70 RT. DITCH
1-24"x 100' CGSMCP. & ELBOW REQ'D.
LLOYD E. BONSACK
STA. 1030+44.3
END F.A.P. NO. 28(2)
BEG. F.A.P. NO. 107(2)
COUNTY
EMIL GERKE
R/W REQ'D. 4.12 AC.
(TO SCREEN OBJECTIONABLE VIEW)
7 ELM REQ'D.
EARTH DAM REQ'D.
5 ELM REQ'D.
EARTH DAM
EARTH DIKE REQ'D.
LA CROSSE MONROE
STA. 1048+43 PE. RT.
1-24"x 36' CGSMCP REQ'D.
N. 75° 30' E
SKEW 25° 00' L.H.F.
NET LENGTH OF CENTERLINE
MILE NO. 10 - STA. 983+18.4
TO STA. 1039+44.3 = 5622.4 LIN. FT.
BENCH MARKS
NO. 40 | STA. 1023+20 | SPIKE IN RT OF 30" WILLOW 118' | ELEV. 747.47
NO. 41 | STA. 1041+00 | SPIKE IN FENCE POST 160' LT. | ELEV. 778.95
C = 1,428 C.Y. { 1,334 C.Y. NOT INCL. IN YARD BAL. / 1,094 C.Y.
HAUL 2891 C.Y. IN FROM MILE NO. 11
F = 14,736 C.Y. { 8702 C.Y. @ 20% SHG. / 6034 C.Y. @ 25% SHG.
H = 17,500 STA. YD.
C = 5821 C.Y.
R = 0 C.Y.
F = 2344 C.Y. @ 25% SHG.
HAUL 2891 C.Y. INTO MILE NO. 10
H = 17,600 STA. YD.
R = 0 C.Y.
SAND FILL = 1769 C.Y. @ 5% SHG
HAUL IN FROM MILE NO. 10.
1878 C.Y. SAND ROCK.
H = 6,750 STA. YD.
SAND FILL MASS
REGULAR MASS
COMBINED BASE LINE
REGULAR MASS BASE LINE
1"=8000 C.Y.
1"=5000 C.Y.
1"=3000 C.Y.
STA. 1022+50 BRIDGE NO. B-555
2-46'-1-58' SPANS I-BEAM BRIDGE REQ'D.
30'-0" CLEAR ROADWAY
SKEW 25° LH.F.
SEE DRAWINGS X-2316-X-2320 INCL. & G-2
600' V.C.
400' V.C.
900' V.C.
-0.50%
+1.00%
+0.518%
-1.12% DITCH GR. -LT.
+10% DITCH GRADE-LT.
DAM
TOP OF RIP RAP ELEV. 754.0
STA. 1022+70
1-24"x 46' R.C.C.P. REQ'D.
WITH REINF. CONC. CATCH BASIN AT DISCH.
PROFILE OF CHANNEL CHANGE
20 193
5713
5718

BILL OF BARS.

* SEE "BAR DETAILS."

SUPERSTRUCTURE.

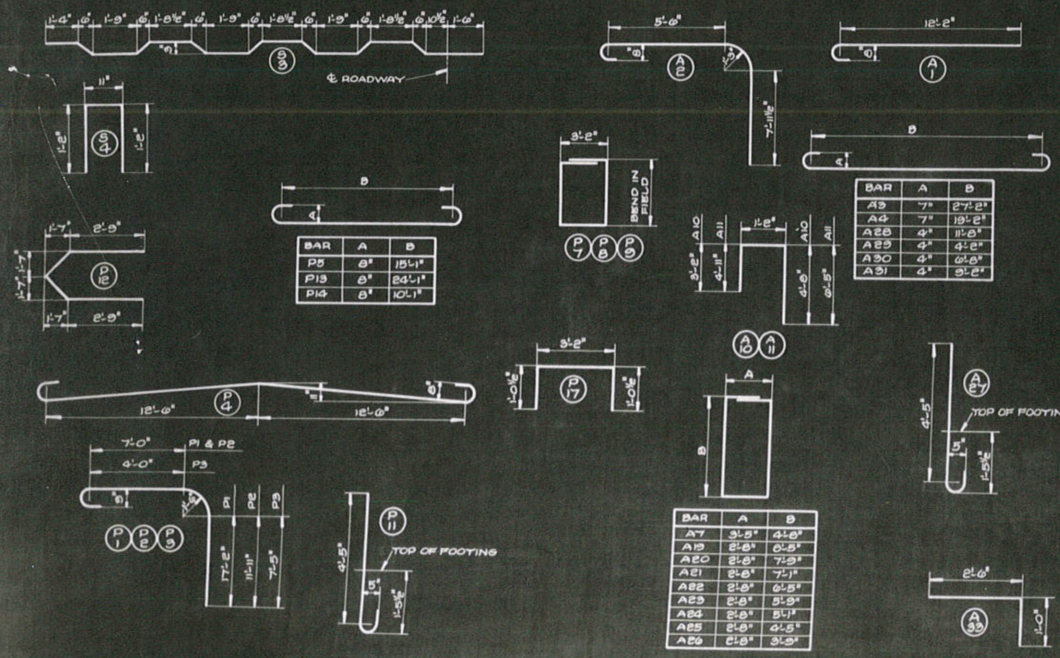
NO.	MARK	SIZE	LENGTH	SPACING	LOCATION	
252	S1	½"▫	18'-9"	SHOWN	LONGITUDINAL - FLOOR & CURBS.	
408	S2	⅝"φ	17'-9"	1'-0" CTS.	TRANSVERSE - FLOOR.	
204	S3	⅝"φ	18'-0"	"	" "	*
104	S4	½"▫	3'-3"	2'-0" CTS.	IN CURBS.	*

PIER.

NO.	MARK	SIZE	LENGTH	SPACING	LOCATION	
4	P1	1⅛"▫	28'-0"	SHOWN	VERTICAL - COLUMN & TOP OF GIRDER.	*
8	P2	1⅛"▫	22'-9"	"	" " " " " "	*
8	P3	1⅛"▫	15'-3"	"	" " " " " "	*
6	P4	1"▫	27'-9"	"	LONGITUDINAL - BOTTOM OF GIRDER.	*
4	P5	1"▫	17'-9"	"	" " " "	*
2	P6	½"▫	19'-0"	3'-0" CTS.	TIES - TOP OF GIRDER.	
3	P7	½"▫	15'-0"	2'-6" CTS.	STIRRUPS - GIRDER.	*
4	P8	½"▫	15'-9"	"	" "	*
4	P9	½"▫	16'-6"	"	" "	*
20	P10	½"▫	18'-9"	SHOWN	VERTICAL - COLUMNS.	
24	P11	⅝"φ	5'-3"	"	DOWELS - P1 & P10 BARS.	*
28	P12	½"▫	10'-0"	2'-0" CTS.	HOOPS - COLUMNS.	*
10	P13	1"▫	26'-9"	SHOWN	TRANSVERSE - TOP OF FOOTING.	*
22	P14	1"▫	12'-9"	"	TRANSVERSE - BOTTOM OF FOOTING.	*
5	P15	½"▫	5'-0"	6'-0" CTS.	LONGITUDINAL - TOP OF FOOTING.	
4	P16	½"▫	5'-0"	10'-0" CTS.	LONGITUDINAL - BOTTOM OF FOOTING.	
40	P17	½"▫	5'-3"	SHOWN	LONGITUDINAL - GRIDS.	*
56	P18	½"▫	2'-6"	"	TRANSVERSE - GRIDS.	

ABUTMENTS.

NO.	MARK	SIZE	LENGTH	SPACING	LOCATION	
12	A1	1"φ	13'-6"	SHOWN	LONGITUDINAL - TOP OF GIRDER.	*
16	A2	1"φ	16'-9"	"	" " " "	*
14	A3	⅞"φ	29'-6"	"	LONGITUDINAL - BOTTOM OF GIRDER.	*
14	A4	⅞"φ	21'-6"	"	" " " "	*
12	A5	¾"φ	31'-0"	"	HORIZONTAL - FRONT FACE OF GIRDER.	
4	A6	½"▫	22'-0"	9'-3" CTS.	TIES - TOP OF GIRDER.	
20	A7	½"▫	17'-3"	3'-0" CTS.	STIRRUPS - GIRDER.	*
8	A8	½"▫	22'-3"	SHOWN	HORIZONTAL - TOP OF PARAPET & WINGS.	
8	A9	½"▫	23'-9"	"	HORIZONTAL - FRONT FACE OF PARAPET & WINGS.	
74	A10	½"▫	9'-0"	1'-0" CTS.	VERTICAL - BOTH FACES OF PARAPET & WINGS.	*
16	A11	½"▫	12'-6"	"	VERTICAL - BOTH FACES OF WINGS.	*
4	A12	½"▫	6'-3"	SHOWN	TIES - All BARS - BACK FACE ONLY.	
8	A13	½"▫	3'-6"	1'-0" CTS.	VERTICAL - FRONT FACE OF WINGS.	
8	A14	½"▫	5'-6"	"	" " " " "	
20	A15	½"▫	7'-6"	"	HORIZONTAL - FRONT FACE OF WINGS.	
20	A16	½"▫	10'-9"	"	HORIZONTAL - BACK FACE OF WINGS.	
16	A17	½"▫	16'-6"	10" CTS.	VERTICAL - FRONT FACE OF COLUMNS.	
16	A18	½"▫	15'-9"	"	VERTICAL - BACK FACE OF COLUMNS.	
4	A19	½"▫	23'-3"	2'-0" CTS.	HOOPS - COLUMNS.	*
4	A20	½"▫	21'-9"	"	" "	*
4	A21	½"▫	20'-6"	"	" "	*
4	A22	½"▫	19'-3"	"	" "	*
4	A23	½"▫	17'-9"	"	" "	*
4	A24	½"▫	16'-6"	"	" "	*
4	A25	½"▫	15'-3"	"	" "	*
4	A26	½"▫	13'-9"	"	" "	*
64	A27	⅝"φ	5'-3"	SHOWN	DOWELS - COLUMNS & FOOTINGS.	*
60	A28	½"▫	13'-0"	"	LONGITUDINAL - BOTTOM OF FOOTINGS.	*
16	A29	½"▫	5'-6"	"	" " " "	*
40	A30	½"▫	8'-0"	"	TRANSVERSE - BOTTOM OF FOOTINGS.	*
40	A31	½"▫	10'-6"	"	" " " "	*
64	A32	½"▫	2'-3"	"	TRANSVERSE - GRIDS.	
80	A33	½"▫	3'-6"	"	LONGITUDINAL - GRIDS.	*



BAR	A	B
P5	8"	15'-1"
P13	8"	24'-1"
P14	8"	10'-1"

BAR	A	B
A3	7"	27'-2"
A4	7"	19'-2"
A28	4"	11'-8"
A29	4"	4'-2"
A30	4"	6'-8"
A31	4"	9'-2"

BAR	A	B
A7	3'-5"	4'-8"
A19	2'-8"	8'-5"
A20	2'-8"	7'-9"
A21	2'-8"	7'-1"
A22	2'-8"	6'-5"
A23	2'-8"	5'-9"
A24	2'-8"	5'-1"
A25	2'-8"	4'-5"
A26	2'-8"	3'-9"

BAR DETAILS.

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WIS.	397-A(2)	28	193

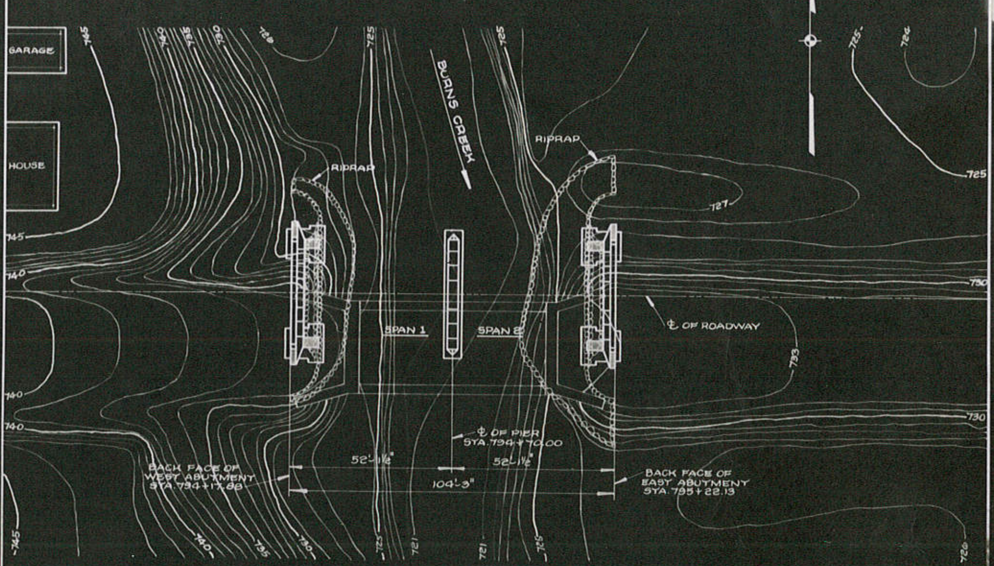
DIVISION JOB NO. 5713

TABLE OF ELEVATIONS.

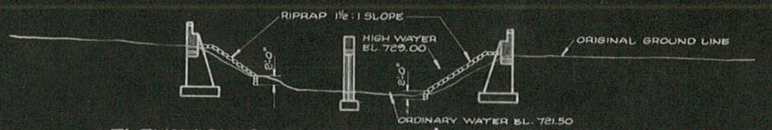
LOCATION	GRADE AT ℄ OF ROADWAY	BOTTOM OF FOOTING
BACK FACE OF WEST ABUTMENT	742.02	719.80
℄ OF PIER	741.76	715.66
BACK FACE OF EAST ABUTMENT	741.50	719.28

DESIGN DATA.

THESE PLANS ARE IN ACCORDANCE WITH THE 1935 EDITION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE 1937 SUPPLEMENT TO THE ABOVE.



PLAN.



ELEVATION OF SECTION ON ℄ OF ROADWAY.

TOTAL ESTIMATED QUANTITIES.

BID ITEMS	UNIT	SUPER-STRUCTURE	ABUT-MENTS	PIER	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	——	305	80	385
CONCRETE MASONRY	C.Y.	72.7	154.2	69.7	296.6
BAR STEEL REINFORCEMENT	LB.	15,690	7,990	5,660	29,340
STRUCTURAL STEEL	LB.	105,010	——	990	106,000
SHEET LEAD	LB.	416	——	——	416
ZINC PLATES	LB.	115	——	——	115
UNTREATED TIMBER PILING DELIVERED	L.F.	——	1,360	480	1,840
UNTREATED TIMBER PILING DRIVEN	L.F.	——	1,360	480	1,840
UNTREATED TIMBER TEST PILING	LUMP SUM	——	——	——	1
FLOOR DRAINS	NO.	4	——	——	4
RIPRAP	C.Y.	——	115	——	115
NON-BID ITEMS					
EXPANSION JOINT FILLER	SIZE	——	1"	——	1"

LIST OF DRAWINGS.

1-BAR DETAILS & LAYOUT —— X9426.
2-SUPERSTRUCTURE DETAILS —— X9427.
3-ABUTMENT DETAILS —— X9428.
4-PIER DETAILS —— X9429.
5-RAILING, DRAIN & PROTECTION ANGLE DETAILS —— 62.

(1) OF (5)

STRUCTURE JOB NO. 5459

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

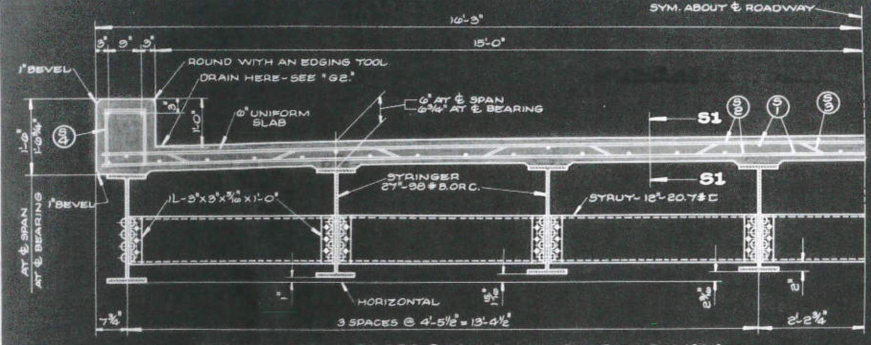
BAR DETAILS & LAYOUT FOR BRIDGE NO. 554

STA. 794+70.00
TOWN OF BURNS - LA CROSSE CO.

CORRECT: G. N. K[illegible] BRIDGE ENGINEER

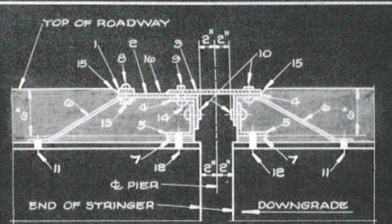
APPROVED: 7-8-40 Traced L.W.F. Checked [illegible]
7/18/40 E. L. Roettiger STATE HIGHWAY ENGINEER

X9426



TYPICAL HALF CROSS SECTION THRU ROADWAY.

RAILING NOT SHOWN. USE TYPE "A" - SEE "G2."



SECTION THRU EXPANSION JOINT AT PIER.

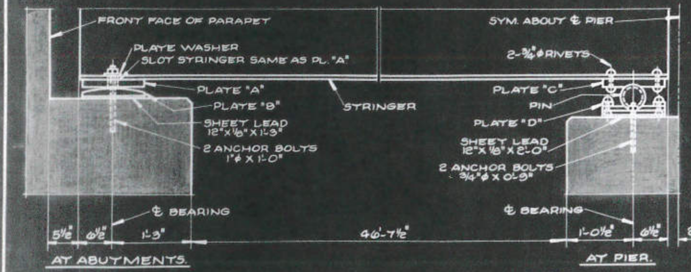
EXPANSION JOINT SHALL CONFORM WITH ROADWAY CROWN.
EXPANSION JOINT OPENING AS SHOWN IS BASED ON A NORMAL TEMPERATURE OF 60° F.

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WIS.	397-A(2)	29	193

DIVISION JOB NO. 5713

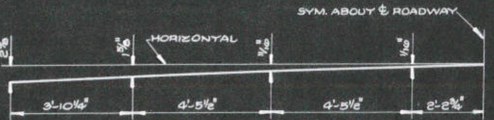
MAKEUP OF EXPANSION JOINT.

1 — 1 PL.-2"X5/8"X30'-2". TOP OF PLATE TO BE FLUSH WITH TOP OF ROADWAY.
2 — 1 PL.-9½"X3/8"X30'-2".
3 — 1 CHECKERED PL.-12"X½"X29'-11." BEVEL 45° AS SHOWN.
4 — 1 L-3½"X4"X3/8"X30'-2".
5 — 1 L-3½"X4"X3/8"X32'-6".
6 — ANCHOR - 1 BENT PL.-2"X5/16"X1'-3". WELD ONE AT EACH STRINGER TO PLATE OR ANGLE.
7 — LAMINATED BEVELLED SHIM.
8 — 3/8"⌀ RIVETS AT 6" CTS.
9 — TEMPORARY CONNECTION (3/8"⌀ MACHINE BOLTS AT 4'-0" CTS. WITH HEADS UP) TO BE REMOVED BEFORE CONCRETE IS POURED. HOLES TO BE FILLED WITH JOINT FILLER.
10 — 3/4"⌀ RIVETS AT 6" CTS. FLATTEN HEADS TO 1/4" AS SHOWN.
11 — 3/4"⌀ RIVET. DRILL HOLE IN STRINGER FLANGE IN FIELD.
12 — 2-3/4"⌀ DARDELET RIVET-BOLT OR EQUIVALENT. DRILL HOLE IN STRINGER FLANGE IN FIELD.
13 — 3/4" U.S.S. NUT. WELD ONE TO 9½"X3/8" PLATE AT EACH STRINGER.
14 — 3/4"⌀ RIVETS AT 6" CTS. COUNTERSINK HEADS AND GRIND SMOOTH WITH TOP OF PLATE AS SHOWN.
15 — ROUND WITH AN EDGING TOOL AND FILL WITH JOINT FILLER.
16 — THIS SPACE TO BE FILLED WITH JOINT FILLER BEFORE CONCRETE IS POURED.

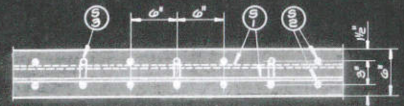


HALF ELEVATION OF BEARINGS.

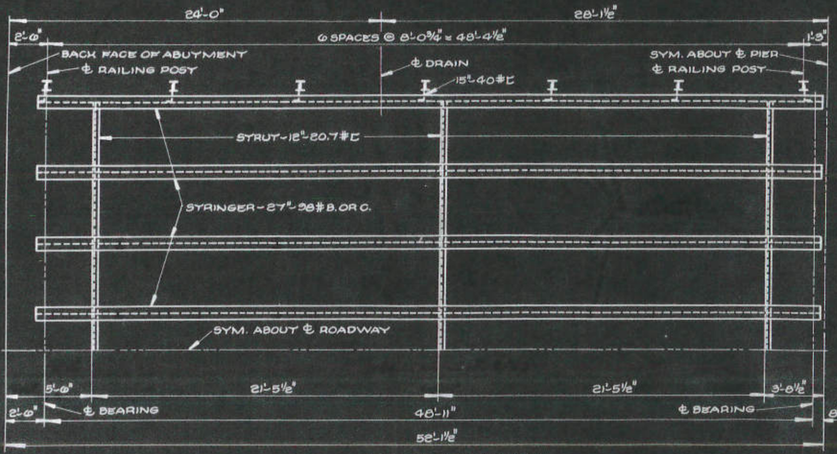
A 1½" FABRICATED CAMBER CONFORMING TO AN ARC OF A CIRCLE SHALL BE PROVIDED IN EACH STRINGER.



HALF ROADWAY CROWN.

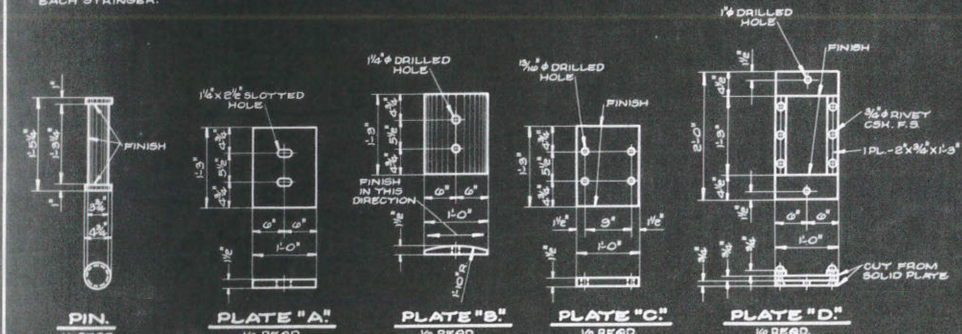


SECTION S1-S1.



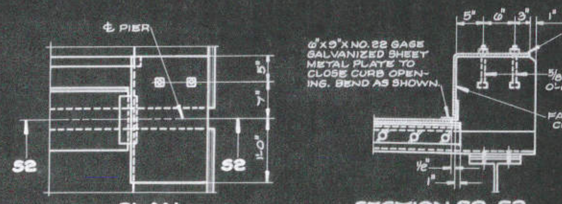
QUARTER PLAN.

THE 15"-40# CONNECTION CHANNELS FOR RAILING POSTS SHALL BE PLACED AS SHOWN TO FACILITATE THE DRILLING OF THE FIELD CONNECTIONS. RAILINGS SHALL BE BUILT TO VERTICAL LINES. PROVIDE A 4" CLEAR OPENING BETWEEN ENDS OF HORIZONTAL MEMBERS OF RAILING AT PIER - OPENING TO BE SYMMETRICAL ABOUT THE ℄ OF PIER.



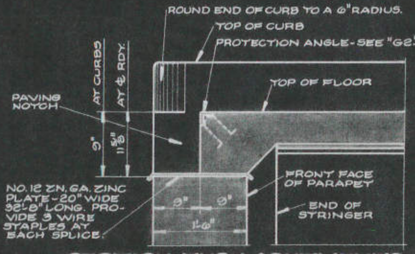
DETAILS OF BEARINGS.

PINS SHALL BE STRUCTURAL STEEL AND SHALL BE CUT FROM SOLID METAL. STRUCTURAL STEEL BEARING PLATES "A" TO "D" INCLUSIVE SHALL BE FLAT ROLLED STEEL PLATES WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL CUTS SHALL BE MACHINE FLAME CUTS. CURVED SURFACE OF PLATE "B" SHALL BE MACHINE FINISHED IN THE DIRECTION SHOWN.



DETAILS OF CURB PLATES AT PIER.

2 REQD. - 1R. & 1L.



SECTION THRU ABUTMENTS.

GENERAL NOTES.

DRAWINGS SHALL NOT BE SCALED.
ALL CONCRETE SHALL BE GRADE "AA."
BEVEL ALL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
ALL RIVETS SHALL BE 3/4"⌀ UNLESS OTHERWISE SPECIFIED.
BAR STEEL REINFORCEMENT DIMENSIONS APPLY ALONG ℄ OF BAR.
TRANSVERSE FLOOR BARS SHALL BE CUT OFF AT FLOOR DRAINS.

PILES SHALL BE OF UNTREATED TIMBER 20'-0" LONG AND SHALL BE DRIVEN TO A MINIMUM BEARING VALUE OF 18 TONS PER PILE.

SLOPE OF THE FILL AT BOTH ABUTMENTS WITHIN THE LIMITS OF THE BACK FACES OF ABUTMENTS SHALL BE RIPRAPPED AS SHOWN ON X9426 AND SECTION "A1-A1" ON X9428.

THE STRUCTURAL STEEL QUANTITIES ARE BASED ON THE SECTIONS AS CALLED FOR OR SHOWN. IF EQUIVALENT SECTIONS OF GREATER WEIGHT THAN THOSE SPECIFIED ARE PROVIDED, THE CONTRACTOR SHALL BEAR THE COST OF THE ADDITIONAL WEIGHT.

THE MINIMUM THICKNESS OF RIPRAP SHALL BE 1'-0."

2 OF 5

STRUCTURE JOB NO. 5459

REVISED	

STATE HIGHWAY COMMISSION OF WISCONSIN

SUPERSTRUCTURE DETAILS FOR BRIDGE NO. 554

STA. 794+70.00
TOWN OF BURNS - LA CROSSE CO.

CORRECT: G. H. [illegible] — BRIDGE ENGINEER

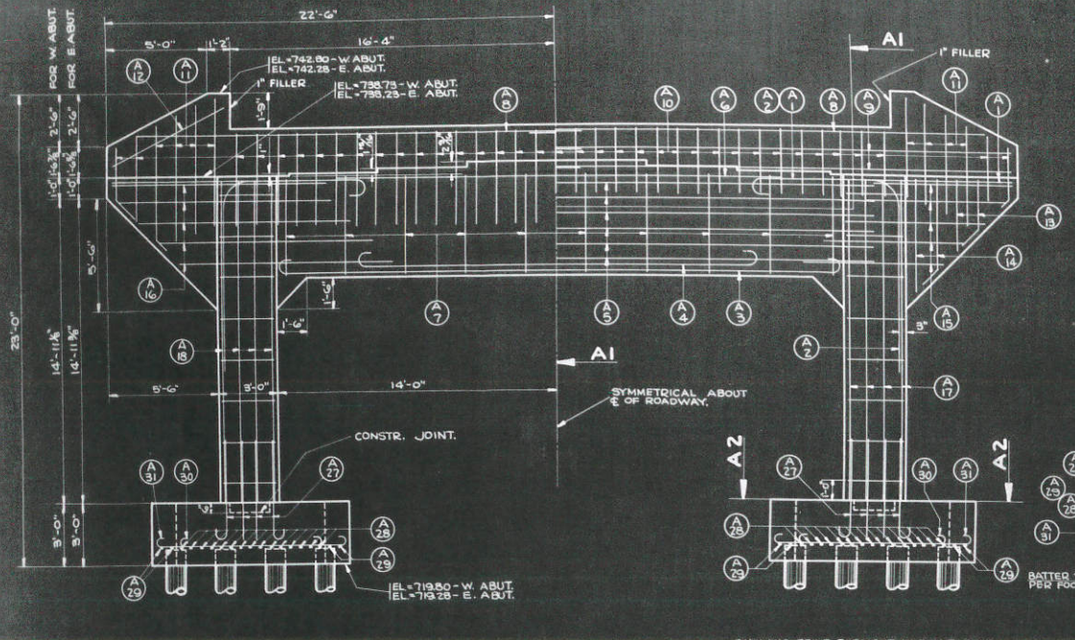
APPROVED 7-8-40 — 7/8/40 E. L. Roettiger — STATE HIGHWAY ENGINEER

L.W.F.

X9427

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WIS.	29T-A(4)	30	193

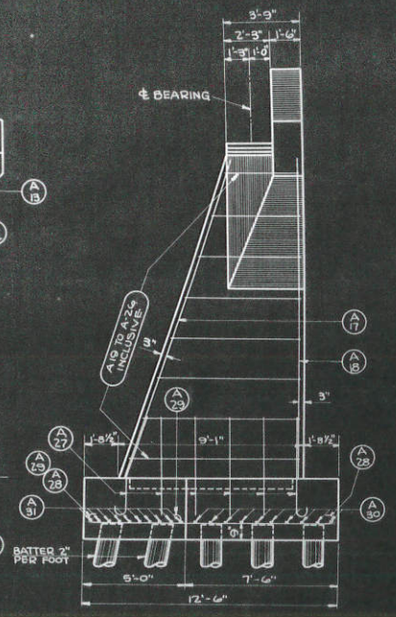
DIVISION JOB NO 5713



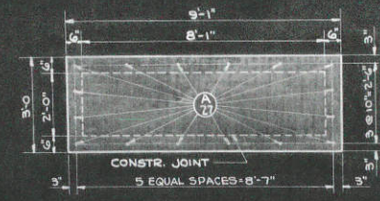
SHOWING REINFORCEMENT IN BACK FACE

SHOWING REINFORCEMENT IN FRONT FACE

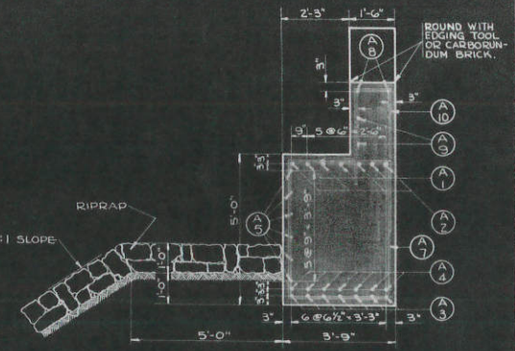
ELEVATION



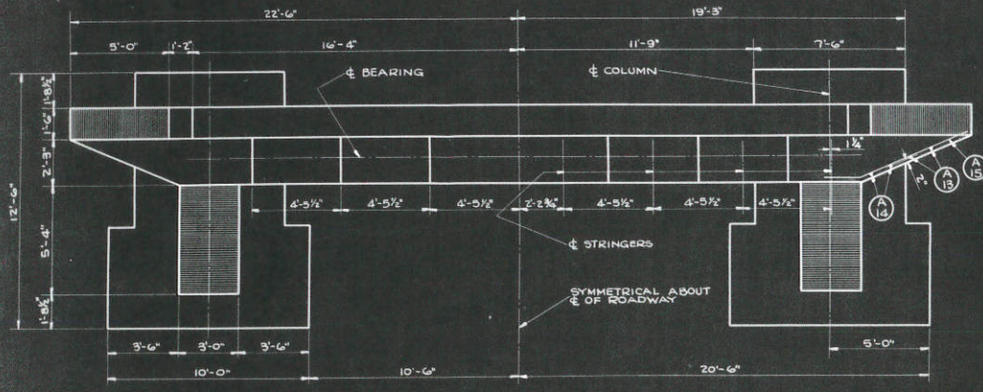
END VIEW



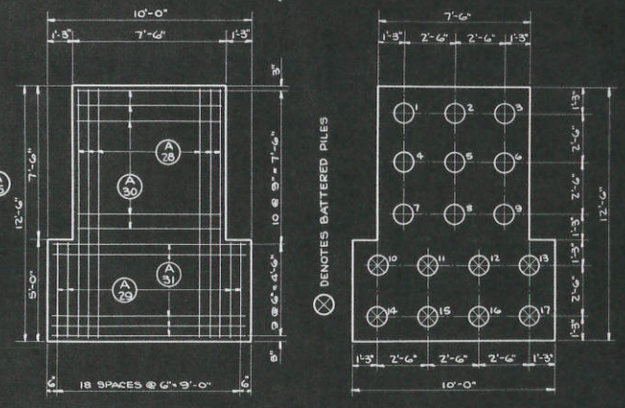
SECTION A2-A2



SECTION A1-A1



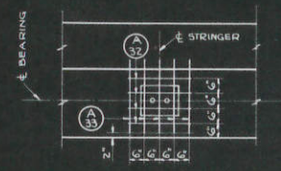
PLAN



SHOWING REINFORCEMENT

SHOWING PILE LAYOUT

FOOTING PLANS



NOTE: IMBED TOP GRID BAR 2" BELOW BRIDGE SEAT. CARE SHALL BE TAKEN TO SEE THAT THEY DO NOT INTERFERE WITH THE ANCHOR BOLTS.

GRID DETAILS

3 OF 5

STRUCTURE JOB NO. 5459

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

ABUTMENT DETAILS FOR BRIDGE NO. 554

STA. 794+70.00

TOWN OF BURNS LA CROSSE COUNTY

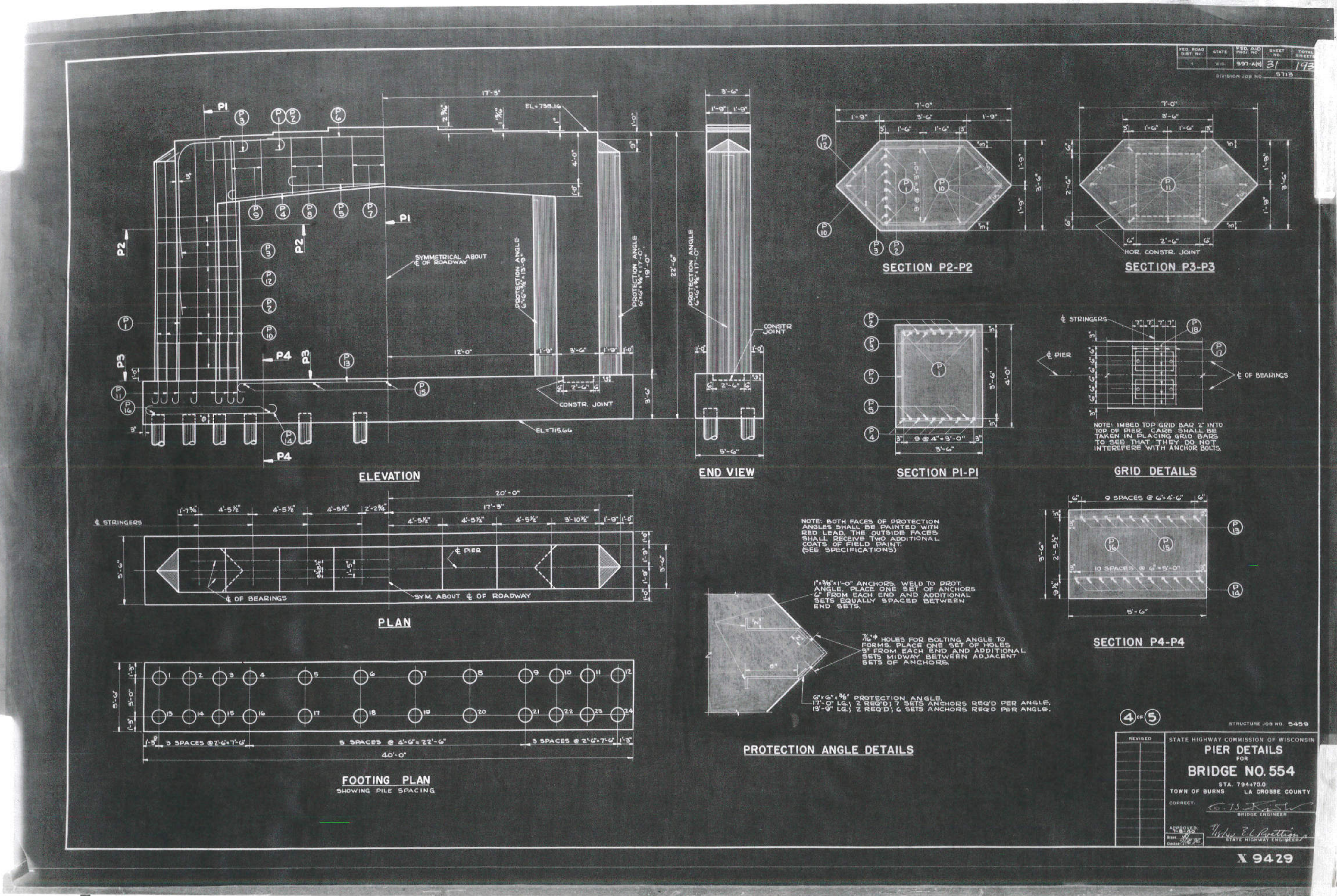
CORRECT:

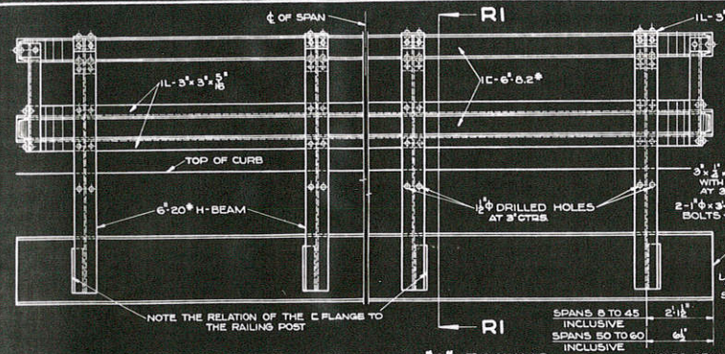
BRIDGE ENGINEER

APPROVED 1-8-58

STATE HIGHWAY ENGINEER

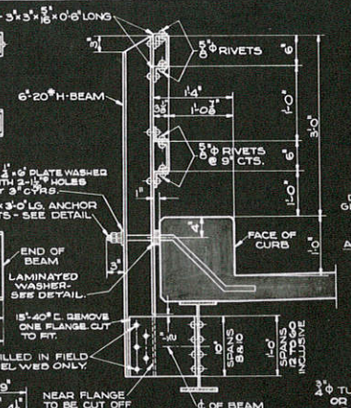
X 9428


ELEVATION
EL.=738.16
EL.=715.66
SYMMETRICAL ABOUT ℄ OF ROADWAY
PROTECTION ANGLE
CONSTR. JOINT
END VIEW
SECTION P2-P2
SECTION P3-P3
HOR. CONSTR. JOINT
SECTION P1-P1
GRID DETAILS
℄ STRINGERS
℄ PIER
℄ OF BEARINGS
NOTE: IMBED TOP GRID BAR 2" INTO TOP OF PIER. CARE SHALL BE TAKEN IN PLACING GRID BARS TO SEE THAT THEY DO NOT INTERFERE WITH ANCHOR BOLTS.
PLAN
SYM. ABOUT ℄ OF ROADWAY
FOOTING PLAN
SHOWING PILE SPACING
NOTE: BOTH FACES OF PROTECTION ANGLES SHALL BE PAINTED WITH RED LEAD. THE OUTSIDE FACES SHALL RECEIVE TWO ADDITIONAL COATS OF FIELD PAINT. (SEE SPECIFICATIONS)
1"×3/8"×1'-0" ANCHORS. WELD TO PROT. ANGLE. PLACE ONE SET OF ANCHORS 6" FROM EACH END AND ADDITIONAL SETS EQUALLY SPACED BETWEEN END SETS.
7/16"φ HOLES FOR BOLTING ANGLE TO FORMS. PLACE ONE SET OF HOLES 3" FROM EACH END AND ADDITIONAL SETS MIDWAY BETWEEN ADJACENT SETS OF ANCHORS.
6"×6"×3/8" PROTECTION ANGLE.
17'-0" LG.; 2 REQ'D; 7 SETS ANCHORS REQ'D PER ANGLE.
13'-9" LG.; 2 REQ'D; 6 SETS ANCHORS REQ'D PER ANGLE.
PROTECTION ANGLE DETAILS
SECTION P4-P4
4 OF 5
STRUCTURE JOB NO. 5459
STATE HIGHWAY COMMISSION OF WISCONSIN
PIER DETAILS
FOR
BRIDGE NO. 554
STA. 794+70.0
TOWN OF BURNS LA CROSSE COUNTY
CORRECT:
BRIDGE ENGINEER
APPROVED: 7-8-40
STATE HIGHWAY ENGINEER
X 9429



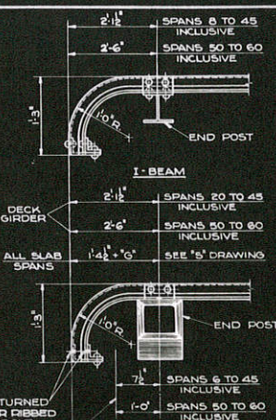
PART ELEVATION OF TYPE "A" RAILING

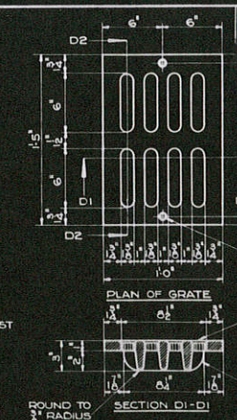
OUTSIDE ELEVATION

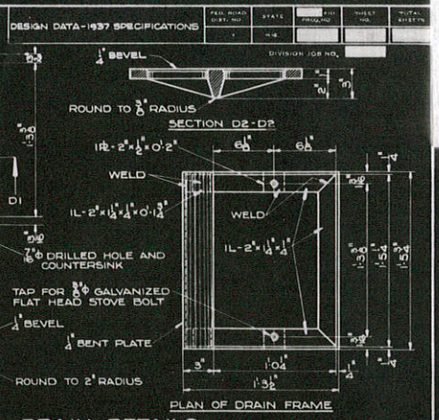


SECTION R1-R1

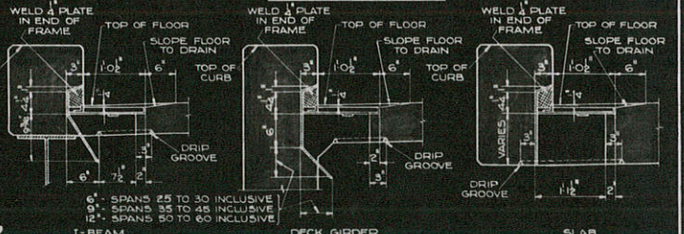
TYPE "A" RAILING







DRAIN DETAILS



SECTIONS THRU DRAIN FRAMES

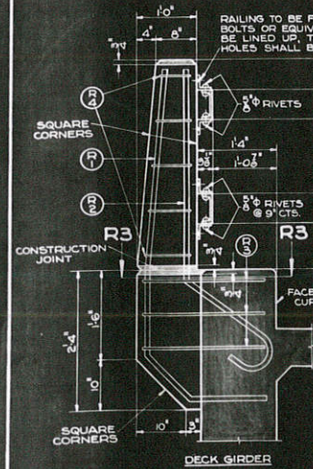
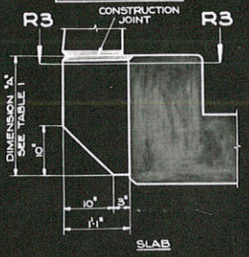


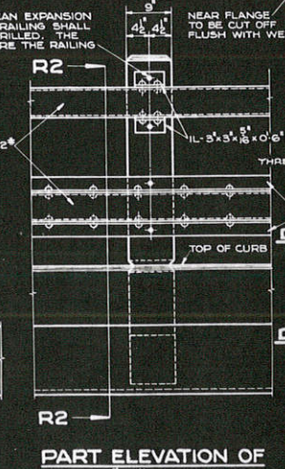
TABLE 1

CLEAR SPAN IN FEET	DIM. "A"
6-8-10	1'-0"
12-14-16	1'-9"
18-20-22	2'-0"
24	2'-4"



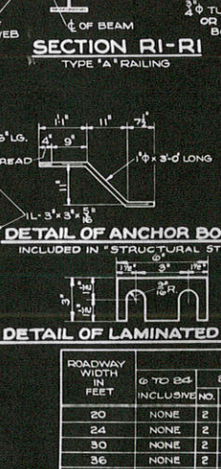
SECTION R2-R2

TYPE "B" RAILING



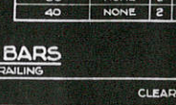
PART ELEVATION OF TYPE "B" RAILING

INSIDE ELEVATION

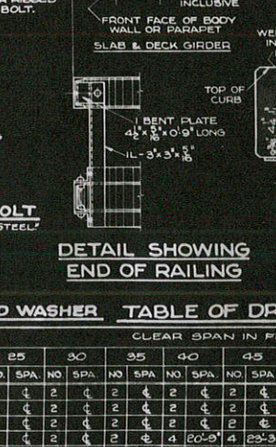


DETAIL OF ANCHOR BOLT

INCLUDED IN "STRUCTURAL STEEL"



DETAIL OF LAMINATED WASHER

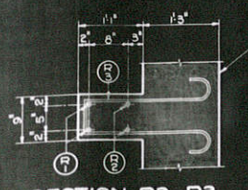


DETAIL SHOWING END OF RAILING

TABLE OF DRAIN SPACING.

ROADWAY WIDTH IN FEET	CLEAR SPAN IN FEET: 6 TO 24 INCLUSIVE	25 NO.	25 SPA.	30 NO.	30 SPA.	35 NO.	35 SPA.	40 NO.	40 SPA.	45 NO.	45 SPA.	50 NO.	50 SPA.	55 NO.	55 SPA.	60 NO.	60 SPA.
20	NONE	2	℄	2	℄	2	℄	2	℄	2	℄	2	℄	2	℄	2	℄
24	NONE	2	℄	2	℄	2	℄	2	℄	2	℄	4	27'-6"	4	30'-0"	4	32'-6"
30	NONE	2	℄	2	℄	2	℄	2	℄	2	℄	4	27'-6"	4	30'-0"	4	32'-6"
36	NONE	2	℄	2	℄	2	℄	4	20'-9"	4	23'-3"	4	27'-6"	4	30'-0"	4	32'-6"
40	NONE	2	℄	2	℄	4	18'-3"	4	20'-9"	4	23'-3"	4	27'-6"	4	30'-0"	4	32'-6"

NUMBER OF DRAINS AS GIVEN IN TABLE IS FOR COMPLETE SPAN.
SPACING OF DRAINS AS GIVEN IN TABLE IS ℄ TO ℄ OF DRAINS.
DRAINS SHALL BE SYMMETRICAL ABOUT ℄ OF SPAN. IF STRUTS OR RAILING ANCHOR BOLTS INTERFERE WITH THE DRAINS, THE LATTER SHALL BE MOVED TO CLEAR THE FORMER.



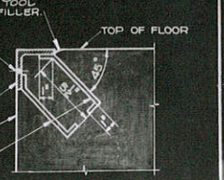
SECTION R3-R3

TYPE "B" RAILING

BILL OF BARS

FOR TYPE "B" RAILING

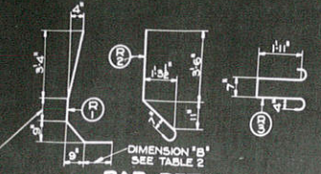
MARK	SIZE	SPACING	LOCATION	CLEAR SPAN IN FEET: SLAB SPANS 6-8-10 NO.	LENGTH	12-14-16 NO.	LENGTH	18-20-22 NO.	LENGTH	24 NO.	LENGTH	DECK GIRDER SPANS 20 NO.	LENGTH	25-30 NO.	LENGTH	35 NO.	LENGTH	40 NO.	LENGTH	45 NO.	LENGTH	50 NO.	LENGTH	55 NO.	LENGTH	60 NO.	LENGTH
R1	7/8"Φ	SHOWN	VERTICAL IN POSTS - SEE BAR DETAIL	8	6'-6"	12	6'-6"	16	6'-9"	20	7'-0"	16	7'-0"	20	7'-0"	24	7'-0"	28	7'-0"	32	7'-0"	36	7'-0"	40	7'-0"	44	7'-0"
R2	7/8"Φ	SHOWN	VERTICAL IN POSTS - SEE BAR DETAIL	8	6'-3"	12	6'-3"	16	6'-3"	20	6'-3"	16	6'-3"	20	6'-3"	24	6'-3"	28	6'-3"	32	6'-3"	36	6'-3"	40	6'-3"	44	6'-3"
R3	1/2"Φ	SHOWN	HORIZONTAL IN POST SUPPORT - SEE BAR DETAIL	12	5'-9"	18	5'-9"	24	5'-9"	30	5'-9"	24	5'-9"	30	5'-9"	36	5'-9"	42	5'-9"	48	5'-9"	54	5'-9"	60	5'-9"	66	5'-9"
R4	1/4"Φ	9" CTS.	STIRRUPS IN POSTS - BEND IN FIELD	20	3'-0"	30	3'-0"	40	3'-0"	50	3'-0"	40	3'-0"	50	3'-0"	60	3'-0"	70	3'-0"	80	3'-0"	90	3'-0"	100	3'-0"	110	3'-0"



DETAIL OF PROTECTION ANGLE

TABLE 2

TYPE	DIMENSION "A"	DIMENSION "B"
SLAB SPANS 6-8-10	7"	1'-0"
SLAB SPANS 12-14-16	10"	1'-3"
SLAB SPANS 18-20-22	1'-1"	1'-3"
SLAB SPANS 24	1'-5"	1'-2"
ALL DECK GIRDERS	1'-5"	1'-2"



BAR DETAILS

BAR STEEL REINFORCEMENT DIMENSIONS ARE TO ℄ OF BAR

TABLE OF INTERMEDIATE POST SPACING

FOR TYPE "A" AND "B" RAILING

CLEAR SPAN IN FEET	6	8	10	12	14	16	18	20	22	24	25	30	35	40	45	50	55	60
NUMBER OF INTERMEDIATE POSTS (ONE SIDE ONLY)	NONE	NONE	NONE	1	1	1	2	2	2	3	3	3	4	5	6	7	8	9

NOTE:- POSTS SHALL BE EQUALLY SPACED.

GENERAL NOTES

ALL CONCRETE MASONRY SHALL BE GRADE "AA".
TYPE "A" RAILING SHALL BE FITTED TO EXTERIOR BEAMS IN SHOP TO INSURE PROPER FIT.
ONE SPLICE IN EACH RAILING WILL BE PERMITTED IN SPANS 35 TO 60 FEET INCLUSIVE. SPLICE TO BE TIGHT FIT AND MADE AT INTERMEDIATE POSTS.
RAILING FOR STRUCTURES ON A GRADE SHALL BE BUILT TO VERTICAL LINES.
ALL SHOP AND FIELD CONNECTIONS SHALL BE 3/4"Φ RIVETS UNLESS OTHERWISE SPECIFIED.

5-14-35-C.F.E.
3-1-38

REVISED	
L.W.P. 5-14-37	C.F.E.
R.W.M. 9-11-38	C.F.E.
L.W.P. 2-17-39	H.C.S.
L.W.P. 10-18-39	H.C.S.

WISCONSIN HIGHWAY COMMISSION

RAILING - DRAIN PROTECTION ANGLE DETAILS

CORRECT: G. T. Kosh, BRIDGE ENGINEER

APPROVED: E. L. Ratcliff, STATE HIGHWAY ENGINEER

Drawn
Checked

STRUCTURE JOB NO.

G2

INDEX OF SHEETS

SHEET NO. 1 TITLE
SHEET NO.2 82A TYPICAL CROSS SECTIONS & MISC. DETAILS
SHEET NO.3 -3H ESTIMATE OF QUANTITIES
SHEET NO.3I;3J MISCELLANEOUS QUANTITIES
SHEET NO.4A-4E RIGHT OF WAY PLAT
SHEET NO.5 -22 PLAN AND PROFILE STA.572+00 TO STA.1086+45
SHEET NO.23-25 STANDARD DETAILS
SHEET NO.26-59 DRAINAGE STRUCTURES
SHEET NO.60-193 CROSS SECTIONS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WIS	397-A(2) 28(2) 107(2)	1	193

DIVISION JOB NO. 5713-5718

STATE OF WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED

SPARTA — LA CROSSE

WEST SALEM — SPARTA

LACROSSE & MONROE COUNTIES

F.A.P. 397-A (2)

BEGINNING AT A POINT 1600 FEET SOUTH AND 200 FEET EAST OF THE NORTH 1/4 CORNER OF SEC. 34 T 17N, R6W ; THENCE EASTERLY TO A POINT 870 FEET SOUTH AND 300 FEET WEST OF THE NORTH EAST CORNER OF SECTION 33 , T 17N, R5W.
EXCEPT BRIDGE NO.552, STA. 594+05.75 - STA. 597+10.25 - NET LENGTH 0.058 MILES.

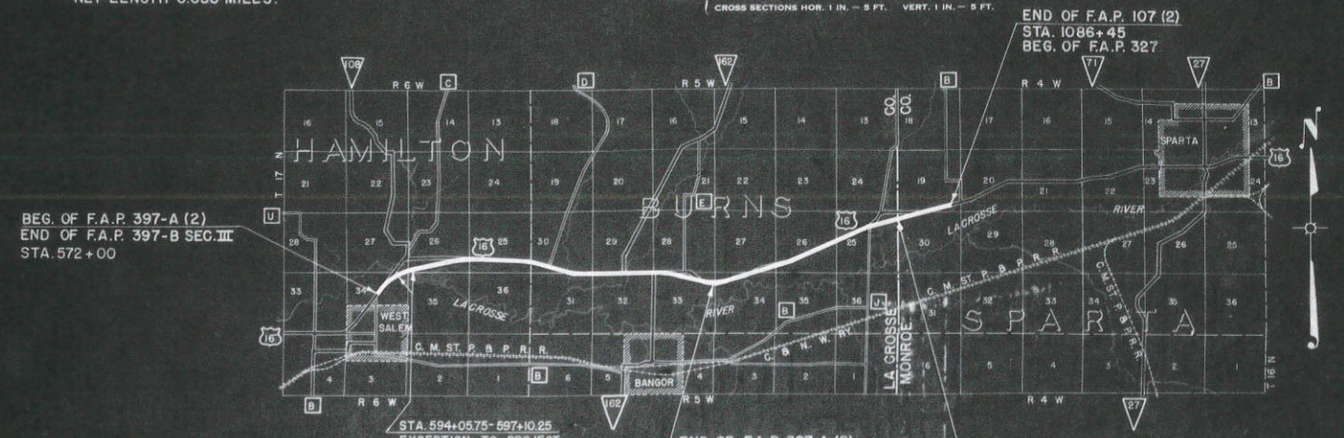
F.A.P. 28 (2)

BEGINNING AT A POINT 870 FEET SOUTH AND 300 FEET WEST OF THE NORTHEAST CORNER OF SECTION 33, T 17R, R5W ; THENCE NORTHEASTERLY TO A POINT ON THE LACROSSE-MONROE COUNTY LINE 480 FEET SOUTH OF THE NORTHEAST CORNER OF SECTION 25, T17N, R5W.

F.A.P. 107 (2)

BEGINNING AT A POINT ON THE LACROSSE-MONROE COUNTY LINE, 480 FEET SOUTH OF THE NORTHWEST CORNER OF SEC. 30, T17N, R4W; THENCE NORTHEASTERLY TO A POINT 740 FEET NORTH AND 720 FEET WEST OF THE SOUTHEAST CORNER OF OF SECTION 19, T 17N , R4W.

SCALES { 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.



BEG. OF F.A.P. 397-A (2)
END OF F.A.P. 397-B SEC. III
STA. 572+00

END OF F.A.P. 107 (2)
STA. 1086+45
BEG. OF F.A.P. 327

STA. 594+05.75 - 597+10.25
EXCEPTION TO PROJECT

END OF F.A.P. 397-A (2)
BEG. OF F.A.P. 28 (2)
STA. 869+98.9

END OF F.A.P. 28 (2)
BEG. OF F.A.P. 107 (2)
STA. 1039+44.3

CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
TOWNSHIP OR RANGE LINE
SECTION LINE
NEW RIGHT OF WAY LINE
PRESENT RIGHT OF WAY LINE
WIRE FENCE { WOVEN / BARBED
LOT LINE
CORPORATE OR CITY LIMITS
PROPERTY LINE — P.L. + 32.6
TRAVELED WAY OR P.E.
RAILROADS
BASE OR SURVEY LINE — 30
TREES TO BE CUT (REMOVED)
TREES TO BE PLANTED

CULVERTS IN PLACE
CULVERTS REQUIRED
DROP INLET
POWER POLE
TELEPHONE OR TELEGRAPH POLE
RIGHT OF WAY MARKERS
REFERENCE STAKE FOR HUBS ONLY — 181.7 / 183
MARSH
HEDGE
TREES
GROUND ELEVATION ..... DATUM LINE 739
GRADE ELEVATION ..... DATUM LINE 735.16

LAYOUT

SCALE 1/2 0 MILES

TOTAL NET LENGTH OF CENTERLINE = 9.726 MI.
FEDERAL AID PROJECT 397-A(2) - 5.589 MI.
FEDERAL AID PROJECT 28 (2) - 3.247 MI.
FEDERAL AID PROJECT 107 (2) - 0.890 MI.

STATE HIGHWAY COMMISSION OF WISCONSIN
MADISON, WIS.

SURVEYOR: V.A.S. NOTE BOOK 82B1,82,83,84, 85,86,96,97,830
DIVISION COMPUTER: D.H.K. M.O. CHECKER: N.F.C.
DIVISION CHECKER: R.C.J. CORRECT 9-19-40

CORRECT:
DATE 9/14/40 T. M. Rogowski DIVISION ENGINEER

RECOMMENDED FOR APPROVAL: DATE 9/16/1940
DESIGN ENGINEER — CONSTRUCTION ENGINEER

APPROVED: DATE 9/16/1940
E L Roethe
STATE HIGHWAY ENGINEER

FIELD INVESTIGATED BY: R. C. Blank
ASST. DIV. ENGR.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECOMMENDED FOR APPROVAL:
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

APPROVED:
COMMISSIONER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

H. J. TAYLOR
P. R. A. REPRESENTATIVE

28(2)-107(2)-397A(2)

ESTIMATE OF QUANTITIES (BRIDGE NO. 554)

CONTRACT NO. 3

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	507-A(2)	3-C	193

DIVISION JOB NO. 5713

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN - EDITION OF 1935. AS APPROVED NOV. 1, 1935; SUPPLEMENTARY SPECIFICATIONS AS SUBMITTED JULY 26, 1937; AND SPECIAL PROVISIONS AS APPROVED OCT. 16, 1939.

EARTH WORK

MILE NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	EXCAVATION					SAND GRAVEL FILL	FINISHING R'D'WAY.
					COMMON	ROCK	MARSH	BORROW			
	ITEM NO.		202-1	202-2	203-1	203-2	206-1	206-2	206-3	209-1	210-1	214-1
	UNIT	LIN. FT.	ACRE	IN.DIA	ACRE	IN.DIA	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	STA.
5	704+18.63-705+21.38	102.75*										

* NET LENGTH INCLUDED IN GRADING ESTIMATE

BASE COURSE

SURFACE COURSES

CONCRETE PAVEMENT	CONCRETE HEADERS	LIP CURB			CONC. SURFACE DRAIN	CONC. PAV'T. REINF.	STRUCTURAL STEEL CONC. PAV'T.	GRAVEL OR CR'D STONE TRAFFIC BOUND	
		2"	3"	4"					
401-1	401-6	401-7	401-8	401-9	401-10	401-11	401-13	406-2	406-3
SQ. YD.	SQ. YD.	LIN. FT.	LIN. FT.	LIN. FT.	C.Y.	SQ. YD.	LBS.	C.Y.	C.Y.

BRIDGES (OVER 20' SPAN) B-554

MILE NO.	COMMON EXCAVATION	EXCAVATION	CONCRETE MASONRY	BAR STEEL REINF.	STRUCTURAL STEEL	CAST STEEL	SHEET LEAD	ZINC PLATES	UNTR'D TIMBER PILING DELIV'D	UNTR'D TIMBER PILING DRIVEN	TR'T'D TIMBER PILING DELIV'D	TR'T'D TIMBER PILING DRIVEN	FLOOR DRAINS	WATER PROOFING	RIP RAP	REMOVING OLD BRIDGE	UNTR'D TIMBER TEST PILING	TR'T'D LUMBER AND TIMBER
	206-1	207-1	501-1	506-1	507-1	507-2	507-8	507-10	601-1	601-2	601-3	601-4	608-1	609-1	611-1	204-1(b)	601-5	605-1
	C.Y.	C.Y.	C.Y.	LB.	LB.	LB.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. FT.	C.Y.	L.SUM	L.SUM	M.B.M.
5		385	256.6	20,340	106,000		416	115	1840	1840			4			1	1	
T		385	256.6	20,340	106,000		416	115	1840	1840			4			1	1	

CULVERTS (20' SPAN & UNDER)

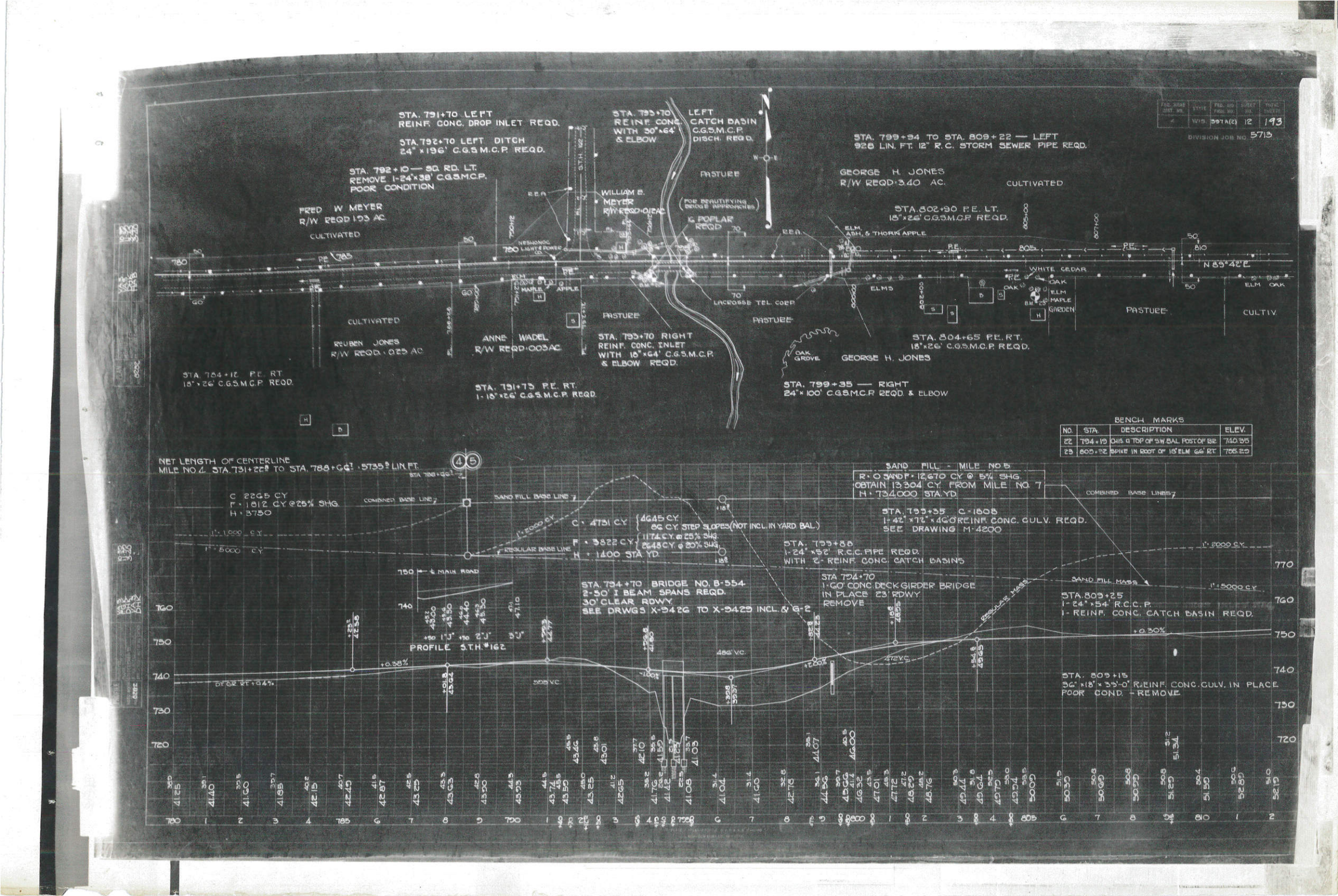
COMMON EXCAVATION	EXCAVATION	CONCRETE MASONRY	BAR STEEL REINF.	STRUCTURAL STEEL	CAST STEEL	SHEET LEAD	ZINC PLATES	UNTR'D TIMBER PILING DELIV'D	UNTR'D TIMBER PILING DRIVEN	TR'T'D TIMBER PILING DELIV'D	TR'T'D TIMBER PILING DRIVEN	FLOOR DRAINS	WATER PROOFING	RIP RAP	UNTR'D TIMBER TEST PILING	TR'T'D LUMBER AND TIMBER
206-1	207-2	504-1	506-2	507-1	507-2	507-8	507-10	601-1	601-2	601-3	601-4	608-1	609-1	611-1	601-5	605-1
C.Y.	C.Y.	C.Y.	LB.	LB.	LB.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. FT.	C.Y.	LIN. FT.	M.B.M.

CULVERT PIPE

MILE NO.															
	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.

INCIDENTAL CONSTRUCTION

MILE NO.	RIP RAP	PIPE UNDER DRAIN	STORM SEWER			STORM SEWER			CATCH BASINS	MANHOLES	INLETS		CONCRETE CURB	CONC GUTTER	CONCRETE CURB & GUTTER	SIDEWALK	CABLE GUARD FENCE	ANCHORAGES FOR GUARD FENCE	MARKER POSTS	SEEDING	PROJECT MARKER POSTS
	611-1	614-1	616-	616-	616-	616-	616-	616-	617-1(a)	617-2(a)	617-3(a)		618-11	618-21	618-31	619-11	620-1	620-5	620-6	625-1	
	C.Y.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	LIN. FT.	LIN. FT.	LIN. FT.		L. FT.	EACH	EACH	SQ. YD.	EACH


STA. 791+70 LEFT
REINF. CONC. DROP INLET REQD.
STA. 792+70 LEFT DITCH
24" x 196' C.G.S.M.C.P. REQD.
STA. 792+10 — SD. RD. LT.
REMOVE 1-24"x38' C.G.S.M.C.P.
POOR CONDITION
FRED W MEYER
R/W REQD 1.03 AC.
CULTIVATED
STA. 793+70 REINF. CONC. WITH 30"x64' & ELBOW
LEFT CATCH BASIN C.G.S.M.C.P. DISCH. REQD.
WILLIAM E. MEYER
R/W REQD 0.1 AC.
PASTURE
(FOR BEAUTIFYING BRIDGE APPROACHES)
6 POPLAR REQD
STA. 799+94 TO STA. 809+22 — LEFT
928 LIN. FT. 12" R.C. STORM SEWER PIPE REQD.
GEORGE H. JONES
R/W REQD 3.40 AC.
CULTIVATED
STA. 802+90 P.E. LT.
18"x26' C.G.S.M.C.P. REQD.
ELM, ASH, & THORN APPLE
WHITE CEDAR
OAK
ELM
MAPLE
GARDEN
PASTURE
CULTIV.
N 85°42' E
NESHONOC LIGHT & POWER
LACROSSE TEL. COMP.
REUBEN JONES
R/W REQD 0.25 AC
ANNE WADEL
R/W REQD 0.03 AC.
STA. 793+70 RIGHT
REINF. CONC. INLET
WITH 18"x64' C.G.S.M.C.P.
& ELBOW REQD.
STA. 804+65 P.E. RT.
18"x26' C.G.S.M.C.P. REQD.
OAK GROVE
GEORGE H. JONES
STA. 784+12 P.E. RT.
18"x26' C.G.S.M.C.P. REQD.
STA. 791+75 P.E. RT.
1-18"x26' C.G.S.M.C.P. REQD.
STA. 799+35 — RIGHT
24"x 100' C.G.S.M.C.P. REQD. & ELBOW
DIVISION JOB NO. 5713
BENCH MARKS
NO. STA. DESCRIPTION ELEV.
22 794+19 CHIS. ON TOP OF SW. BAL. POST OF BR 740.35
23 805+82 SPIKE IN ROOT OF 15" ELM 66' RT. 755.25
NET LENGTH OF CENTERLINE
MILE NO 4. STA. 731+22.8 TO STA. 788+66.1 = 5735.3 LIN. FT.
C = 2265 C.Y.
F = 1812 C.Y. @ 25% SHG.
H = 3750
COMBINED BASE LINE
SAND FILL BASE LINE
REGULAR BASE LINE
1"=1000 C.Y.
1"=5000 C.Y.
C = 4731 C.Y. { 4645 C.Y. 86 C.Y. STEP SLOPES (NOT INCL. IN YARD BAL.)
F = 3822 C.Y. { 1174 C.Y. @ 25% SHG. 2648 C.Y. @ 20% SHG.
H = 1400 STA. YD
SAND FILL - MILE NO 5
R = 0 SAND F = 12,670 C.Y. @ 5% SHG.
OBTAIN 13,304 C.Y. FROM MILE NO. 7
H = 734,000 STA. YD
STA. 793+55 C = 1808
1-42" x 72" x 46'-0" REINF. CONC. CULV. REQD.
SEE DRAWING M-4200
STA. 795+88
1-24" x 52' R.C.C. PIPE REQD.
WITH 2- REINF. CONC. CATCH BASINS
STA 794+70
1-60' CONC. DECK GIRDER BRIDGE
IN PLACE 23' RDWY.
REMOVE
STA. 794+70 BRIDGE NO. B-554
2-50' I BEAM SPANS REQD.
30' CLEAR RDWY.
SEE DRWGS X-9426 TO X-9429 INCL. & G-2
PROFILE S.T.H. #162
STA. 809+25
1-24" x 54" R.C.C.P.
1-REINF. CONC. CATCH BASIN REQD.
STA. 809+15
36" x 18" x 39'-0" R. REINF. CONC. CULV. IN PLACE
POOR COND. - REMOVE
+0.38%
+0.30%
-1.00%
+2.20%
485 V.C.
558 V.C.
476 V.C.
DITCH RT +0.4%
770
760
750
740
730
720