COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
32.1	8.3	22.26		WIS. 4	1	34

INDEX OF SHEETS

STATE OF WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

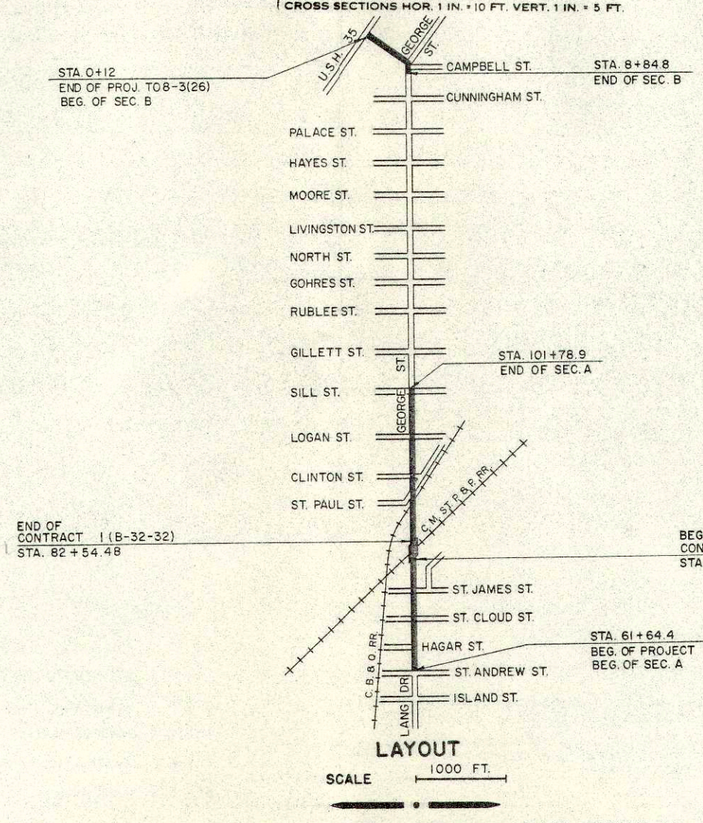
PLAN AND PROFILE OF PROPOSED

LANG DRIVE - GEORGE STREET EXTENSION, CITY OF LA CROSSE

S.T.H. CONNECTING STREET
LA CROSSE COUNTY
PROJECT TO 8-3(26)

BEGINNING AT A POINT 977.58 FEET SOUTH AND 5 FEET WEST OF THE NORTH QUARTER CORNER OF SECTION 29 T 16 N, R 7 W, THENCE NORTH PARALLEL TO AND 5' WEST OF THE NORTH-SOUTH QUARTER LINE OF SAID SECTION 29, A DISTANCE OF 451.40 FEET.

SCALES { PLAN 1 IN. = 20 FT.
PROFILE HOR. 1IN. = 20 FT. VERT. 1 IN. = 5 FT.
CROSS SECTIONS HOR. 1 IN. = 10 FT. VERT. 1 IN. = 5 FT.



LAYOUT

SCALE 1000 FT.

TOTAL NET LENGTH OF CENTERLINE = 0.086 MI. (CONTRACT 1)

CONVENTIONAL SIGNS

STATE LINE		CULVERTS IN PLACE	
COUNTY LINE		CULVERTS REQUIRED	
TOWNSHIP OR RANGE LINE		DROP INLET	
SECTION LINE		POWER POLE	
NEW RIGHT OF WAY LINE		TELEPHONE OR TELEGRAPH POLE	
PRESENT RIGHT OF WAY LINE		RIGHT OF WAY MARKERS	
WIRE FENCE WOVEN		REFERENCE STAKE FOR HUBS ONLY	+61.7 25.9
WIRE FENCE BARBED		MARSH	
LOT LINE		HEDGE	
CORPORATE OR CITY LIMITS		TREES	
PROPERTY LINE	P.L. + 32.6	GROUND ELEVATION	DATUM LINE 73.9
TRAVELED WAY OR P.E.			
RAILROADS		GRADE ELEVATION	DATUM LINE 75.16
BASE OR SURVEY LINE	30		

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
CHICAGO, ILLINOIS

CORRECT:
DATE 7.26.61 A. Benesch

APPROVED FOR
CITY OF LA CROSSE

APPROVED:
DATE 8/14/61 Fmond Gorder
CITY ENGINEER

STATE HIGHWAY
COMMISSION OF WISCONSIN
MADISON, WIS.

SURVEYOR _____ NOTE BOOK _____
DIVISION COMPUTER _____ M. O. CHECKER W.H.B.
DISTRICT CHECKER _____ CORRECT _____

CORRECT:
DATE 8-14-61 G. W. Arndt
DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:
DATE 8-28-61 J. S. Pilz
ENGINEER OF DESIGN

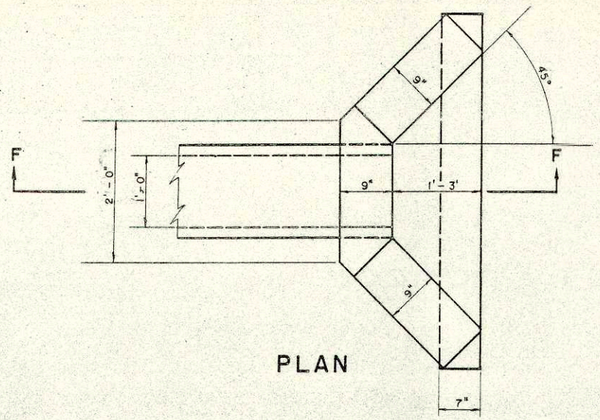
APPROVED:
DATE 8/28/61 E. C. Whittier
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

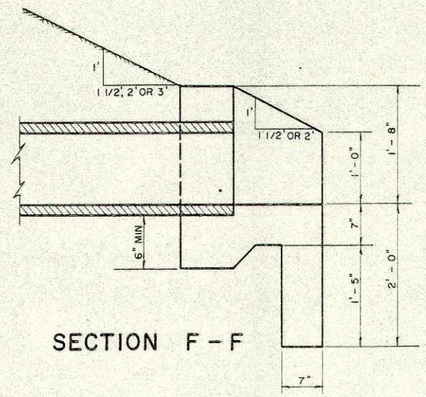
APPROVED:
DATE

DISTRICT ENGINEER

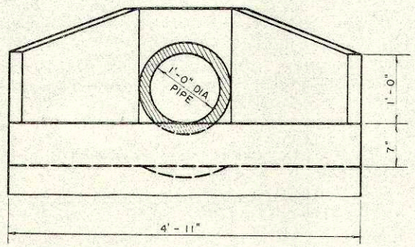
B P R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
NO. 4	TO 8-3(26)	2	34



PLAN

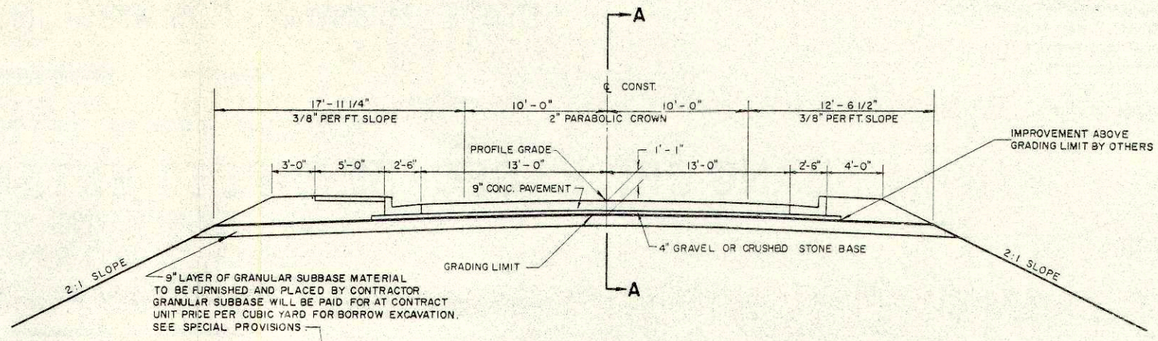


SECTION F-F

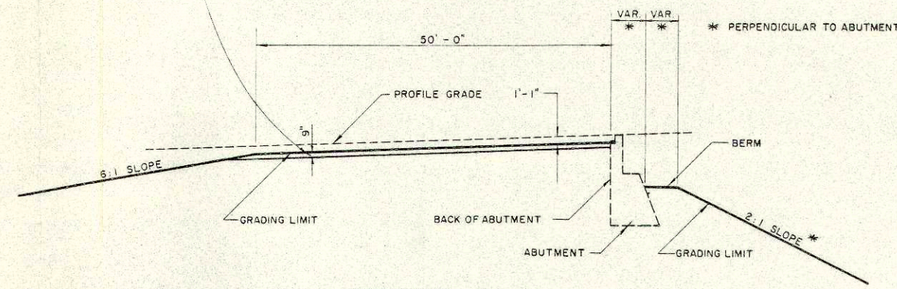


END VIEW

PLAIN CONCRETE HEADWALL
STA. 81+56 LT.



TYPICAL SECTION



SECTION A-A

GENERAL NOTES:

1. SEE PLANS AND CROSS-SECTIONS FOR VARIATIONS IN CONSTRUCTION NOT SHOWN ON TYPICAL SECTIONS.
2. CONCRETE PAVEMENT, CONCRETE SIDEWALK, CONCRETE CURB AND GUTTER, TOPSOIL AND SEEDING ARE NOT PART OF THIS CONTRACT.

STANDARD DETAIL DRAWINGS

5-3.7.1	MANHOLES
5-3.8.2	MANHOLE COVERS
7-4.1.2	CONSTRUCTION BARRICADE
8-3.3.4	SLOPE PAVING

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION
OF WISCONSIN

LANG DRIVE - GEORGE ST. EXTENSION LA CROSSE WISCONSIN

TYPICAL SECTIONS & DETAILS

SCALE: AS SHOWN
DESIGNED M.B. DATE
DRAWN: ERZ DATE
CHECKED M.B. DATE

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. NO. SHEET OF

ESTIMATE OF QUANTITIES

CONTRACT NO. 1

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T08-3(26)	3	34

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN — EDITION OF 1957 AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSAL.

SEC. NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	REMOVING OLD CULVERT		SALVAGED FENCE	EXCAVATION				GRANULAR BACKFILL	FINISHING ROADWAY	OBLITERATING OLD ROAD	GRANULAR SUBBASE COURSE	CONCRETE	BASE COURSE		CONCRETE PAVEMENT		CONCRETE DRIVEWAYS	CONCRETE HEADERS	CONCRETE SURFACE DRAINS	CONCRETE PAVEMENT REINF	PREP ROADBED FOR BITUM. SURF.	BITUM. MAT FOR PRIME COAT	SINGLE AGGREGATE BITUMINOUS SURFACE	BITUMINOUS CONCRETE PAVEMENT	BITUM. MAT. FOR SURFACE COURSE
	ITEM NO.		2101-1	2101-2	2101-4	2101-5	2104-1					2106-5	2106-2	2106-4	2109-1	2110-1	2112-1	2116-1	2201-1	2202-1	220	220	2301-1	2301-	2301-7	2301-9	2301-10	2301-11	2310-1	2311-1	2315-1	2317-1	23
	UNIT	LIN. FT.	STA.	IN DIA	STA	IN DIA	L.S.					C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	L.S.	STA.		SQ. YD.			SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	C.Y.	SQ. YD.	STA.		TON	TON	
1	LANG DRIVE-GEORGE ST OVERPASS	451.40																														
2	APPROACHES			109		41		100				95			53,550																	
TOTAL				109		41		100				95			53,550																	

BRIDGES (STRUCTURES OVER 20 FT. SPAN)

SEC. NO.	EXCAVATION FOR STRUCTURES	GRANULAR BACKFILL	CONCRETE MASONRY	BAR STEEL REINF	STRUCTURAL CARBON STEEL	STRUCTURAL LOW-ALLOY STEEL	CAST-IN-PLACE CONCRETE TEST PILING 2@ 80'-0" 2@ 55'-0" 1@ 45'-0"	CAST-IN-PLACE CONCRETE PILING DELIVERED	CAST-IN-PLACE CONCRETE PILING DRIVEN	TREATED TIMBER PILING DELIVERED	TREATED TIMBER PILING DRIVEN	CONC. TEST PILING	CONCRETE PILING DELIVERED	CONCRETE PILING DRIVEN
	2107-1	2110-1	2401-1	2406-1	2407-1	2407-2	2505-1	2505-2	2505-3	2501-4	2501-5	2502-1	2502-2	2502-3
	C.Y.	C.Y.	C.Y.	LB.	LB.	LB.	L.S.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	L.S.	LIN. FT.	LIN. FT.
1	555	288	1,153	197,200	540,460	32,400	1	5,805	5,805					
2														
TOTAL	555	288	1,153	197,200	540,460	32,400	1	5,805	5,805					

CULVERTS (STRUCTURES 20 FT. SPAN & UNDER)

SEC. NO.	FLOOR DRAINS	SLOPE PAVING (CONC. BLOCK)	LUBRICATED BRONZE PLATES	BEARING PADS	6 INCH DRAIN PIPE	ALUMINUM RAILING	ELECTRICAL WORK	REMOVE OLD CULV'T STA	COMMON EXC.	EXCAVATION FOR STRUCTURES	GRANULAR BACK FILL	CONCRETE MASONRY	BAR STEEL REINF	STRUCTURAL CARBON STEEL	SHEET LEAD	SHEET ZINC	TR'T'D LUMBER AND TIMBER	UNTR'D TIMBER TEST PILING	TREATED TIMBER PILING DELIVERED	TREATED TIMBER PILING DRIVEN	FLOOR DRAINS	RIP-RAP
	2508-1	2515-2	S.P.	S.P.	S.P.	S.P.	S.P.	2104-1	2106-1	2107-2	2110-1	2404-1	2406-2	2407-1	2407-9	2407-11	2408-2	2501-1	2501-4	2501-5	2508-1	2512-1
	EACH	SQ. YD.	LB.	SQ. FT.	LIN. FT.	LIN. FT.	L.S.	L.S.	C.Y.	C.Y.	C.Y.	C.Y.	LB	LB.	LB.	LB.	M.B.M.	L.S.	LIN. FT.	LIN. FT.	EACH	C.Y.
1	8	770	118	49	120	961	1															
2																						
TOTAL	8	770	118	49	120	961	1															

SEC. NO.	CONCRETE MASONRY HEADWALLS	CONCRETE MASONRY DRY	CULVERT PIPE											RIP-RAP	HEAVY RIPRAP	SLOPE PAVING		DITCH CHECKS		PIPE UNDER DRAIN	STORM SEWER REINFORCED CONCRETE CULVERT PIPE 12"				MANHOLES TYPE 2-M		ACCESS ROAD		CONCRETE CURB	CONCRETE CURB AND GUTTER	CONCRETE SIDE WALKS	CABLE GUARD FENCE	STEEL PLATE BEAM GUARD	MARKER POSTS	MARKER POSTS FOR R-O-W	ANCHORAGES FOR CABLE GUARD FENCE	CALCIUM CHLORIDE SURFACE TREATMENT	TOP-SOIL	SALVAGED TOP-SOIL	FERTILIZER	SEEDING	SODDING
	2404-5	2409-3	2411-	2411-	2411-	2411-	2411-	2411-	2411-	2411-	2411-	2411-	2411-	2512-1	2512-2	2515-1	2515-2	2516-	2516-	2517-1	2519-31	2519-	2519-	2519-	2520-	2520-	2520-11	2520-	S.P.	2520-	2521-1	2521-11	2522-1	2523-	2523-	2523-5	2523-6	2523-7	2525-1	2528-1	2528-2	2531-1	2532-1	2533-1
	C.Y.	C.Y.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	C.Y.	C.Y.	SQ. YD.	SQ. YD.		C.Y.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	L.S.	EACH	LIN. FT.	LIN. FT.	SQ. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	TON		SQ. YD.	CWT.	SQ. YD.	SQ. YD.
1																																											
2	1																			94					1		1																	
TOT.	1																			94					1		1																	

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DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

PROJECT	SHEET NUMBER	TOTAL SHEETS
T08-3(26)	3A	34

CLEARING AND GRUBBING

STATION	CLEARING INCH. DIA.	GRUBBING INCH. DIA.
LANG DR-GEORGE ST.		
78+28.00 LT.	20"	—
83+30.00 LT.	6"	—
83+32.00 LT.	10"	10"
83+35.00 LT.	11"	11"
83+48.00 LT.	11"	—
83+59.00 RT.	10"	—
83+65.00 RT.	8"	8"
83+66.00 LT.	10"	—
83+66.00 RT.	11"	—
83+67.00 LT.	12"	12"

SALVAGED FENCE

LOCATION	LIN. FT.
LANG DR.-GEORGE ST.	
STA. 77+46 TO STA. 78+46.00-57' RT.	100

PIPE CULVERTS

SEC. NO.	STATION	DIAMETER INCHES	LENGTH LIN. FT.	TYPE	℄ ROY	P.E. & S.R. L	P.E. & S.R. R.	RIP RAP	MARKERS
	81+25	12	94	RCCP	V				

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	TOB-3(26)	4	34

PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO	GRADES CHECKED		
	R.W. NOTED		
	STRUCTURE NOTATIONS CHECKED		

HOUSE

DITCH ELEV. 40.6

℄ DITCH 7

-0.50%

TOE OF SLOPE

2:1 SLOPE

C.M. ST. P. & P.

18" 15"

TOP OF SLOPE

T/L

25'

48°-41'

78+92.3

30' AC. TO AC.

74 9" C.I. SOIL PIPE 89°-35'

75 LANG DRIVE - GEORGE ST. 76 EXTENSION 77

275'

225'

5'

BACK OF ABUTMENT STA. 78+02.19

78 L-4-6 BEAM 20°

79

80+

℄ PIER No. 2

QUARTER SEC. LINE

STONE MON.

PROPOSED ℄ 6:1 SLOPE

STA. 77+52.19 N℄ LINE

VAR.

DITCH ELEV. 41.6

TOP OF SLOPE

VARIABLE SLOPE

FILL TO ELEV. 42.0

R.R.

TOE OF SLOPE

1½:1 SLOPE

74+64.5

BEGINNING OF CONTRACT 1
STA. 76+03.08

B.M. ELEV. 42.53
TOP NUT OF HYDRANT
30.9' LT. OF STA. 73+88

NOTE: CONCRETE PAVEMENT, GUARD RAIL, CONCRETE SIDEWALK, CONCRETE CURB AND GUTTER, TOP SOIL AND SEEDING ARE NOT PART OF CONTRACT 1

SALVAGE FENCE
STA. 77+46 TO STA. 78+46 - 57' RT.

P.V.I. STA. 78+89
ELEV. 75.01
150' V.C.

-0.50%

PROFILE GRADE 71.63

OFFSET = 0.82'

P.V.C. 78+14 ELEV. 72.09

P.V.T. STA. 79+64
ELEV. 74.63

SUBGRADE ELEV. 70.55 @ BACK OF ABUTMENT STA. 78+02.19

SUBGRADE ELEV. 68.61 @ STA. 77+52.19

+3.89%

PROFILE GRADE LANG DRIVE-GEORGE STREET EXTENSION

STA. 80+14.82
STRUCTURE B-32-32 REQ.
1-I BEAM SPAN
3-CONTINUOUS WELDED PLATE GIRDER SPANS
30' CLEAR RDY.
SEE DRGS. X 23862 - X 23884

CONTRACT #1
SO. ABUTMENT APPROACH FILL
EXCAVATION = 9 C.Y.
FILL = 20,110 @ 20% SHG.
BORROW = 20,038 C.Y.

EXISTING GROUND ALONG T/L

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO	GRADES CHECKED		
	R.W. NOTED		
	STRUCTURE NOTATIONS CHECKED		

70 65 60 55 50 45 40 35

CENTERLINE	57.94	59.88	61.83	63.77	65.72	67.66	69.61	71.55	73.30	74.36	74.68	74.45
74	75	76	77	78	79	80						

PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO NEW YORK

5 of 31

B.P.R.	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	TOB-3(26)	5	34

MANHOLE 2-M
STA. 81+25, 20.50' LT.
RIM ELEV. 42.40
PIPE INV. ELEV. 38.37

HEADWALL
STA. 81+56, 47.50' LT.
PIPE INV. ELEV. 37.57

C.M. ST. P. & P.

R.R.

RIM LINE

ACCESS ROAD 20'-0"

1-7½

40'-12" R.C.C.P.

81+14.4

OFFICE

T/L

10' 12" R.C.C.P.

SHED

TREE

44' 18" R.C.C.P. SEE BRIDGE SHEET 22

TEAMS

LOADING PLATFORM

ICE HOUSE

10' ROAD

START OF BRUSH AND SMALL TREES

TOE OF SLOPE

TOP OF SLOPE

2:1 SLOPE

6:1 SLOPE

PIER No. 3
STA. 81+51.82

BACK OF ABUTMENT
STA. 82+53.37

4-3'-1" DIA. PIERS

180°54'
STA. 83+05.37

1/4 LINE

0°54' RIGHT
CURVE

LANG DRIVE - GEORGE ST. EXTENSION

℄ PROPOSED

QUARTER SEC. LINE

MON.

25'

5'

215'

230'

END OF CONTRACT 1
STA. 82+54.48

NOTE: CONCRETE PAVEMENT, GUARD RAIL, CONCRETE SIDEWALK, CONCRETE CURB AND GUTTER, TOP SOIL AND SEEDING ARE NOT PART OF CONTRACT 1

B.M. ELEV. 52.66
TOP NUT OF HYDRANT
15' RT. OF STA. 87+86

PROFILE GRADE LANG DRIVE-GEORGE STREET EXTENSION

-0.50%

PROFILE GRADE 73.17

P.V.I. STA 83+50

P.V.C. STA 82+75
ELEV. 73.08

ELEV. 72.70
150' V.C.

OFFSET = 0.63'

P.V.T. STA 84+25
ELEV. 69.81

-3.85%

SUBGRADE ELEV. 72.09 @ BACK OF ABUTMENT STA. 82+35.37

SUBGRADE ELEV. 71.45 @ STA. 83+05.37

1.82

1.16

CONTRACT #1
NORTH ABUTMENT APPROACH FILL
EXCAVATION = 0
FILL = 24,593 C.Y. @ 20% SWG.
BORROW = 23,512 C.Y.

EXISTING GROUND ALONG T/L

CENTERLINE	74.20	73.93	73.70	73.45	73.20	72.88	72.07	70.70	68.85	66.93	65.00	63.08

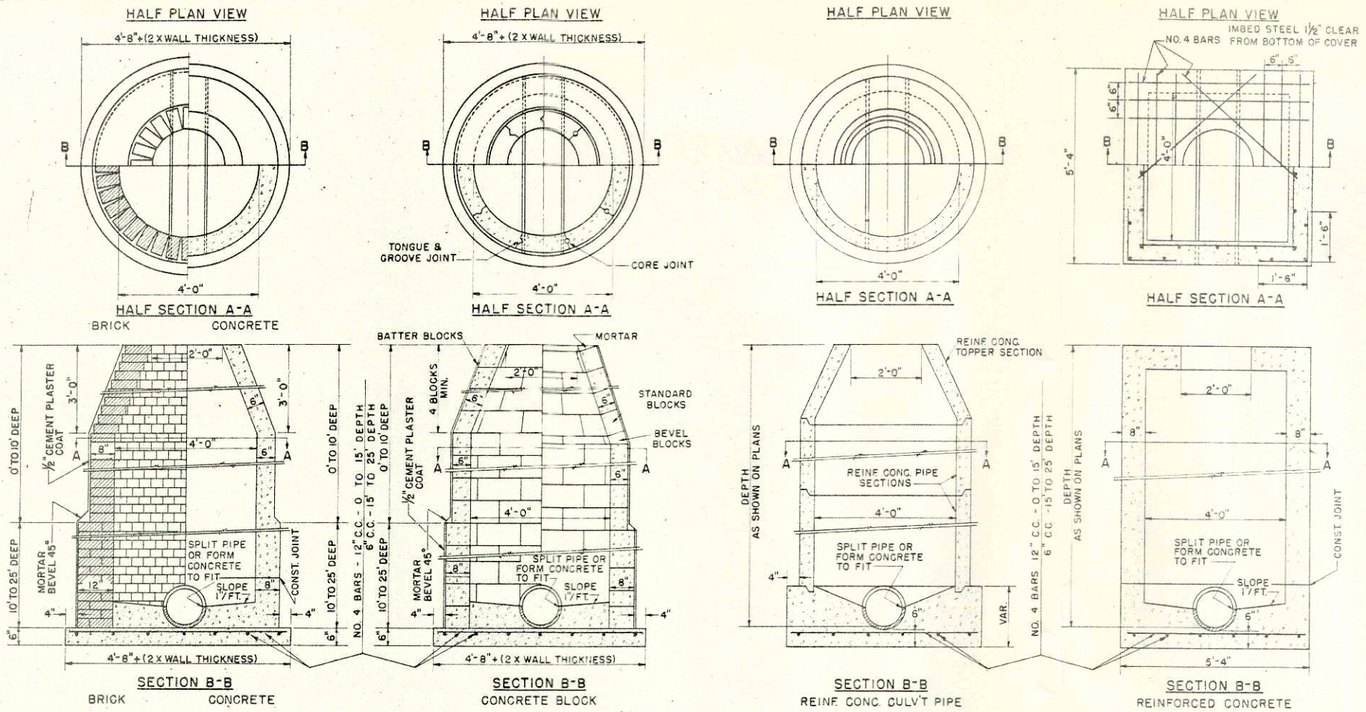
70 65 60 55 50 45 40 35

80 81 82 83 84 85 86

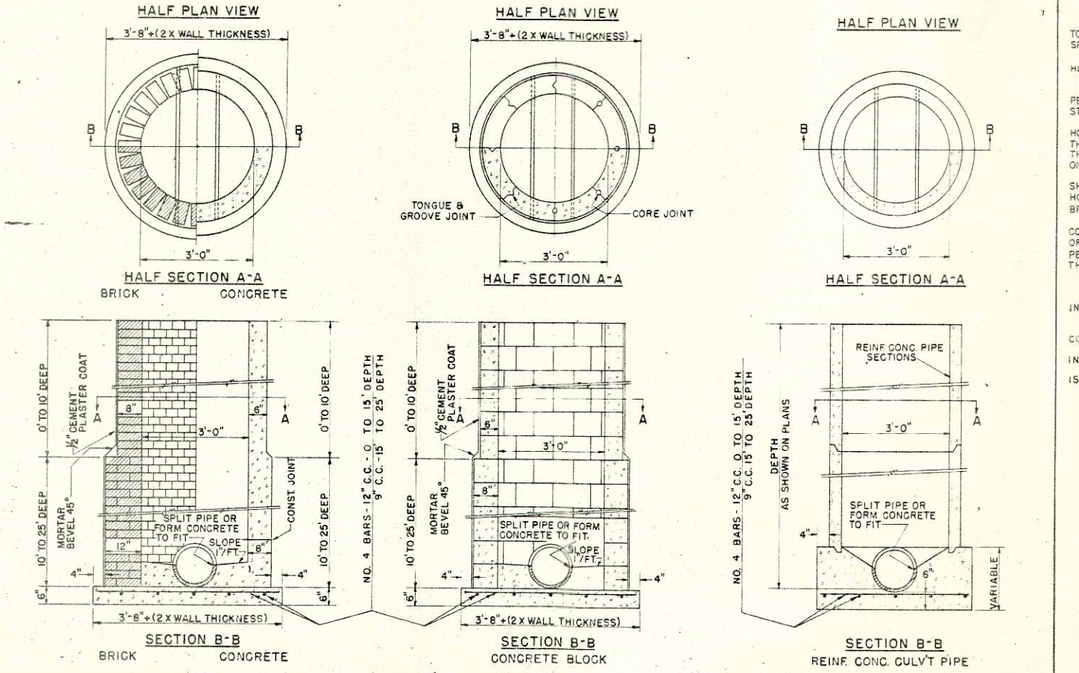
PLATE 1 PLAN - PROFILE B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO NEW YORK

B.M. = NOTED ON STRUCTURE ABOVE AS CHKD

NO.



TYPE 1



TYPE 2

CONSTRUCTION NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

STEPS SHALL BE INSTALLED IN ALL MANHOLES.

VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSABLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.

STRUCTURES ARE CALLED FOR ON THE PLANS AS "MANHOLES 1-J", "MANHOLES 2-K" ETC, THE NUMERAL DESIGNATES THE OPTIONAL MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON.

THE REINFORCED CONCRETE TOPPER SECTION AS SHOWN FOR TYPE 1, REINF. CONC. CULV'T PIPE MANHOLE, MAY BE USED AS AN ALTERNATE CONE ON TYPE 1 BRICK, CONCRETE OR CONCRETE BLOCK MANHOLES.

WHEN ANY STRUCTURE IS CONSTRUCTED OF CONCRETE, CONCRETE BLOCK OR REINF. CONC. CULV'T PIPE, THE TOP OF THE MASONRY SHALL BE LEFT SUFFICIENTLY LOW TO PERMIT PROPER ADJUSTMENT OF COVER TO GRADE BY THE USE OF MORTAR AND BRICK.

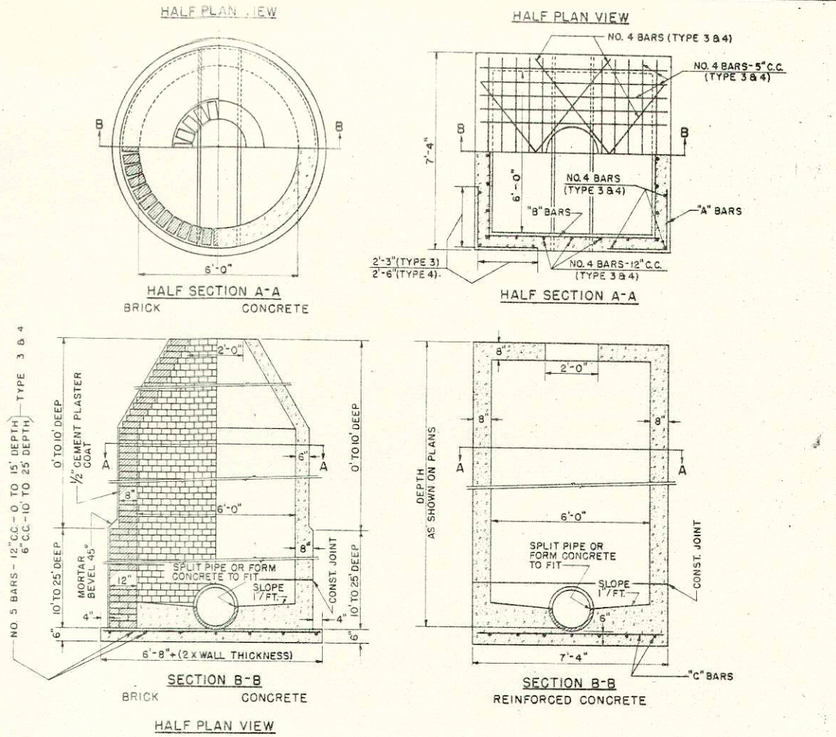
DESIGN NOTES

INSIDE DIMENSIONS FOR MANHOLES:

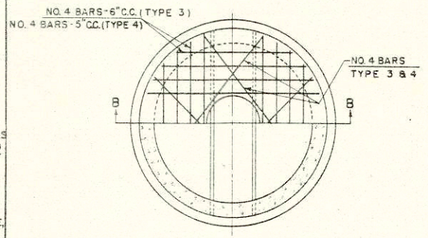
USE 3' DIAMETER WHEN NECESSARY TO PLACE IN CONSTRICTED AREAS.

USE 4' DIAMETER WHEN SEWER IS UNDER 18" IN DIAMETER.

USE 6' DIAMETER OR 6' SQUARE WHEN SEWER IS 18" TO 54" DIAMETER.



HALF PLAN VIEW



TYPE 3

"A" BARS - NO. 4 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH

"B" BARS - NO. 4 BARS - 12" C.C. - 0 TO 25' DEPTH

"C" BARS - NO. 5 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH

TYPE 4

FOR SEWER GREATER THAN 54" DIAMETER SPECIAL DESIGN IS REQUIRED SHOWING INSIDE DIMENSION OF MANHOLE TO BE DIAMETER OF SEWER PLUS 18". SPECIAL DESIGN SHALL CONFORM TO THE GENERAL DETAILS FOR TYPE 3.

"A" BARS - NO. 5 BARS - 12" C.C. - 0 TO 10' DEPTH.
6" C.C. - 10' TO 25' DEPTH.

"B" BARS - NO. 4 BARS - 12" C.C. - 0 TO 10' DEPTH.
10" C.C. - 10' TO 25' DEPTH.

"C" BARS - NO. 5 BARS - 10" C.C. - 0 TO 10' DEPTH.
5" C.C. 10' TO 25' DEPTH.

MANHOLES

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

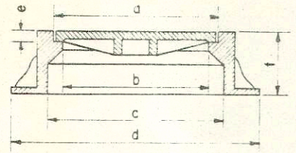
DATE 1/27/53 — CONSTRUCTION ENGINEER

APPROVED:

DATE 1/27/53 — STATE HIGHWAY ENGINEER

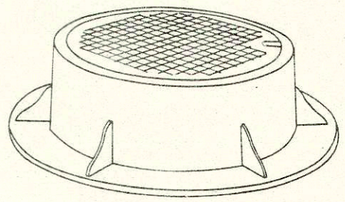
DRAWN LJD
CHECKED -

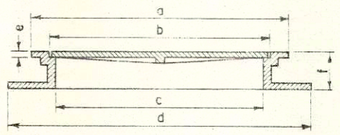
5-3.7.1.



	a	b	c	d	e	f	Weight
TYPE "J"	23"	20½"	25½"	36"	1½"	9	400 Lbs.
TYPE "K"	32½"	30"	36"	46"	1½"	10"	750 Lbs.

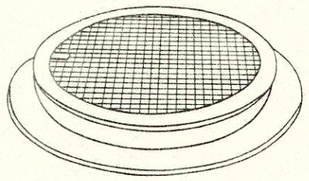
TYPE "J" & "K"





	a	b	c	d	e	f	Weight
TYPE "L"	25"	24"	22½"	33"	5/8"	4"	210 Lbs.
TYPE "M"	42"	37½"	36"	47"	3/4"	4"	475 Lbs.

TYPE "L" & "M"



CONSTRUCTION NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSABLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.

MANHOLES ARE CALLED FOR ON THE PLANS AS "MANHOLES 1-J", "MANHOLES 2-K" ETC., THE NUMERAL DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE FIXTURE TO BE USED THEREON. MANHOLE FRAMES AND COVERS SUBJECT TO TRAFFIC TO BE MACHINED OR NON-ROCKING TYPE.

DESIGN NOTES

TYPES "J" & "K" TO BE USED WHERE FACILITY WILL BE SUBJECT TO TRAFFIC.

TYPES "L" & "M" TO BE USED WHERE FACILITY WILL NOT BE SUBJECT TO TRAFFIC.

MANHOLE COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

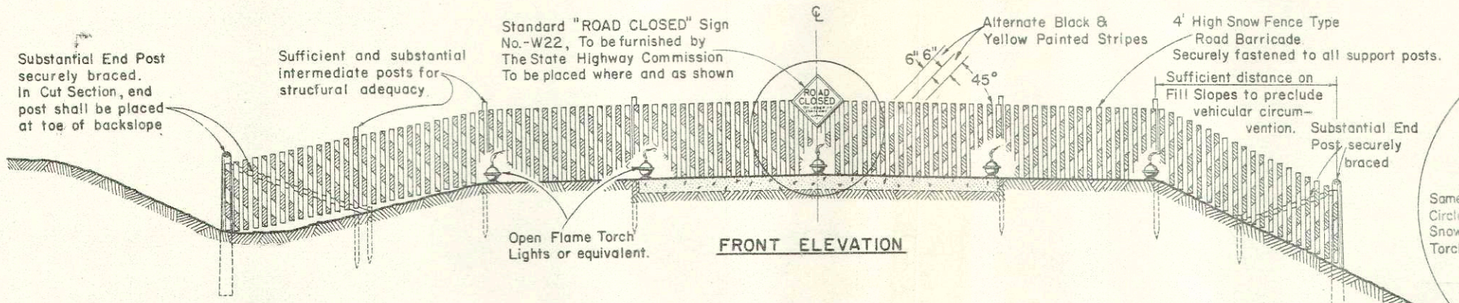
RECOMMENDED FOR APPROVAL:

DATE 1/27/53 Ans Black
CONSTRUCTION ENGINEER

APPROVED:

DATE 1/27/53 E. G. Rostrum
STATE HIGHWAY ENGINEER

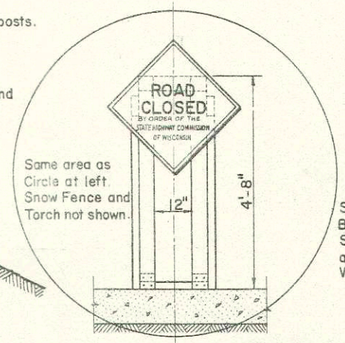
DRAWN LJD
CHECKED

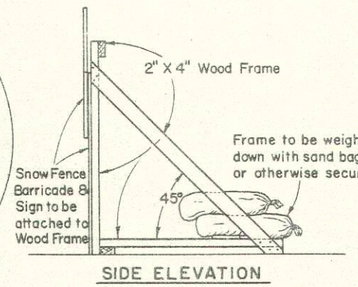


FRONT ELEVATION

STANDARD ROAD CONSTRUCTION BARRICADE

SNOW FENCE TYPE-"A"





SIDE ELEVATION

WOOD FRAME SUPPORT AT ℄
FOR SNOWFENCE TYPE BARRICADE
When Barricade is Erected on Rigid Type Surfacing

GENERAL NOTES

The Contractor shall construct, place and maintain barricades as shown on this drawing and as required by the Standard Specifications Section 1107 for the duration of the project. Barricades shall be painted and structurally maintained for maximum visibility at all times.

Provision shall be made in the construction of barricades to provide for ingress and egress for local access as may be required.

ALTERNATE DESIGNS

Contractors may submit to the Engineer for approval, designs for Barricades other than shown on this drawing, and upon the Engineer's approval may be used as alternates.

MEASUREMENT & PAYMENT

All Barricades, unless otherwise provided for in the Plans and/or Special Provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.

CONSTRUCTION BARRICADE

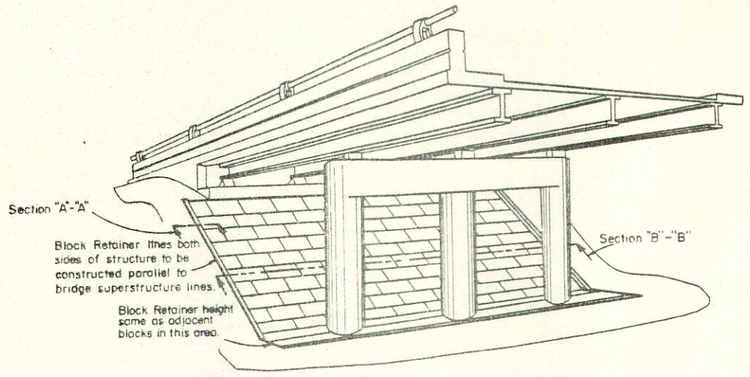
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

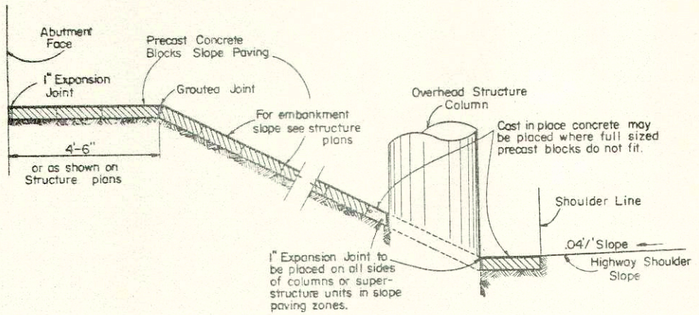
6/2/55 — DATE — J. L. Pelt — ENGINEER OF DESIGN

APPROVED:

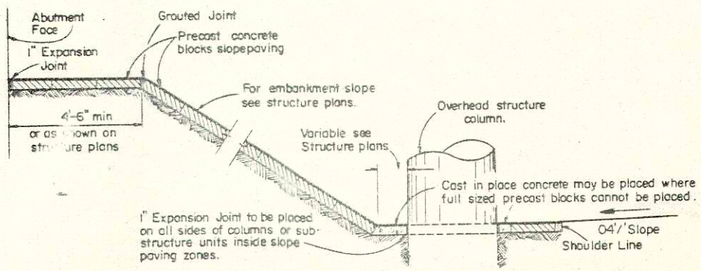
6/2/55 — DATE — E. C. Ruttinger — STATE HIGHWAY ENGINEER



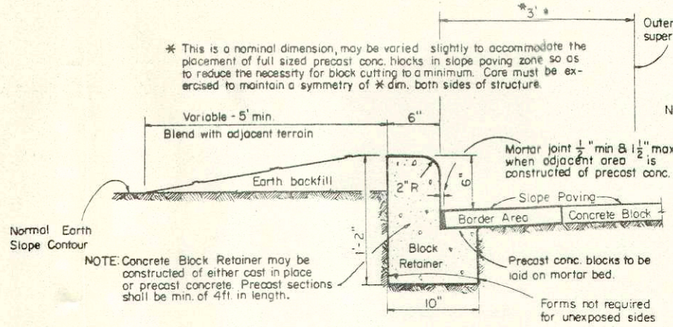
TYPICAL LOCATION DIAGRAM FOR
SLOPE PAVING UNDER STRUCTURES



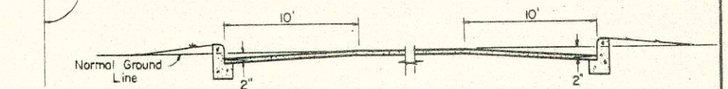
TYPICAL RURAL SECTION
HIGHWAY GRADE SEPARATION



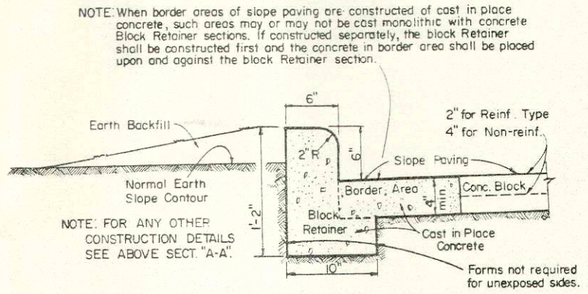
TYPICAL RURAL SECTION
HIGHWAY GRADE SEPARATION



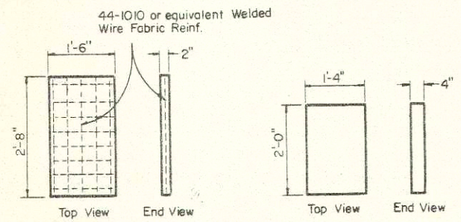
SECTION "A-A"
SHOWING CONCRETE BLOCK RETAINER DETAILS
WHEN BORDER AREA IS CONSTRUCTED OF PRECAST CONCRETE BLOCKS



SECTION "B-B"

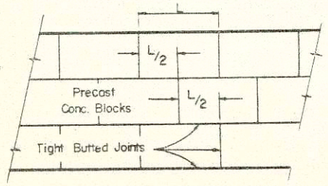


SECTION "A-A"
SHOWING CONCRETE BLOCK RETAINER DETAILS
WHEN BORDER AREA IS CONSTRUCTED OF CAST IN PLACE CONCRETE



REINFORCED TYPE NONREINFORCED TYPE

PRECAST CONCRETE
BLOCKS



PLACEMENT DIAGRAM FOR
PRECAST CONCRETE BLOCKS

GENERAL NOTES -

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications Section 2515 and the applicable Special Provisions.

DESCRIPTION OF WORK

The work under the item Slope Paving shall consist of the furnishing and placing of precast concrete blocks, cast in place concrete or sawn precast concrete blocks for such areas where full sized precast concrete blocks do not fit, concrete block retainers, grouting, expansion and other joints as hereon shown and/or as described in the Standard Specifications.

CONCRETE

The concrete mix for precast concrete blocks shall be of such proportions and consistency as to produce a block true to shape and dimension. The aggregates shall be so graded and proportioned with cement and water so as to produce a homogeneous concrete meeting the required strength and density. In no case however, shall the proportions of portland cement in the mixture be less than 6 bags per cu. yd. of concrete. The units shall indicate by laboratory test a minimum modulus of rupture of 400 p.s.i. and water absorption of not more than 8 percent of dry weight before use in the work. The precast concrete blocks shall be true to shape and dimension having smooth faces free from honeycomb, and free from cracks that would impair their strength.
The concrete mix for cast-in-place concrete shall be Grade AA of the Stand. Specs. The cement mortar shall be furnished in accord. with Section 3103 of the Standard Specifications.
In the areas where cast in place concrete is permitted and used it shall have a minimum thickness of 4". The surface thereof shall be scored or marked with an edging tool 1/4" min. in depth to present the appearance of joints as though precast concrete blocks had been used.

EXPANSION JOINTS

Expansion joint filler where used as shown hereon shall conform to the Standard Specifications Sect. 3112.

MEASUREMENT & PAYMENT

The work under this item shall be measured and paid for in accord with Sections 2515.04 and 2515.05 of the Standard Specifications, the measurements therein described shall include all precast and cast in place concrete for blocks, block retainers, borders, grouting, joints and all other incidentals within the perimeter of such measurement limits.

SLOPE PAVING
(CONCRETE BLOCKS)

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

10-11-60
DATE

J. S. Pilt
Engineer Of Design

APPROVED:

10/25/60
DATE

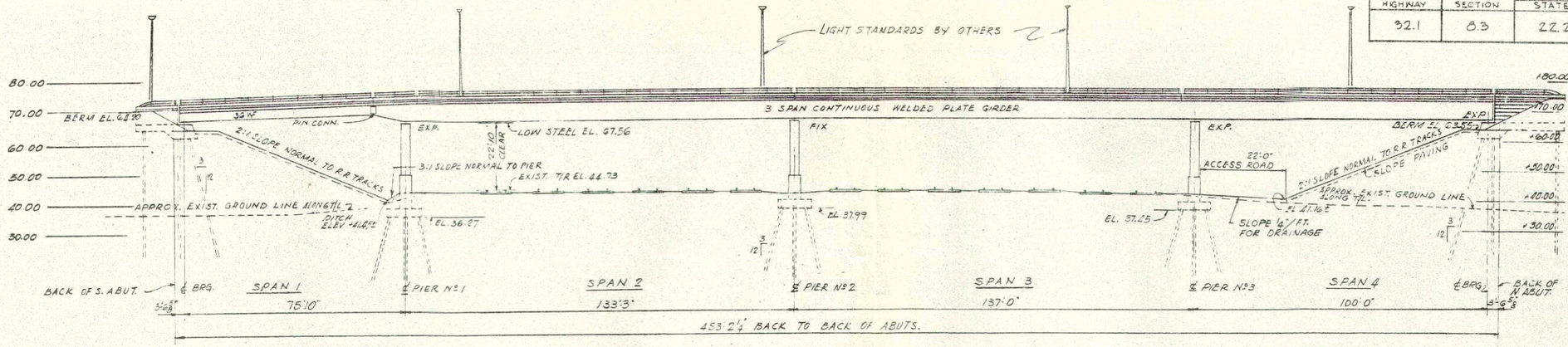
E. G. Ruettiger
State Highway Engineer

PLATE NO. 8.334

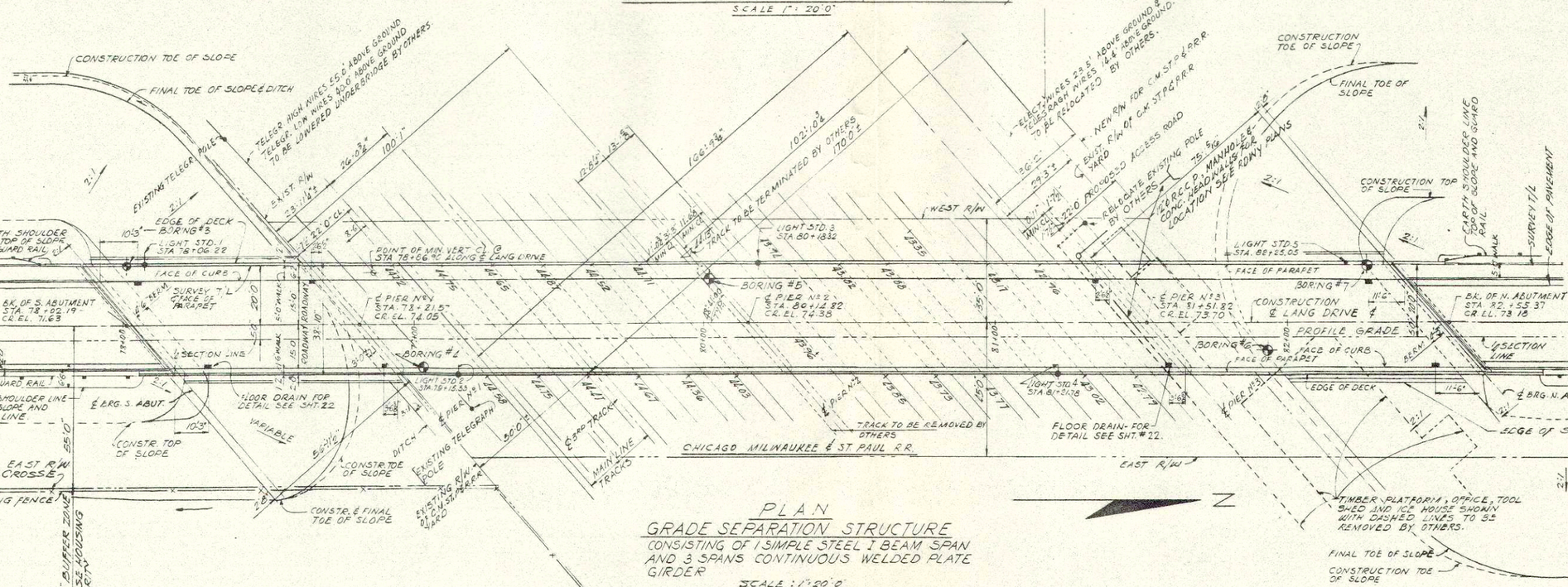
COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	FEDERAL	B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
32.1	8.3	22.26		WISC. 4	T08-3(26)	10	34

LIST OF DRAWINGS

SHEET NO.	TITLE	DRAWING NO.
1.	GENERAL PLAN	X23862
2.	QUANTITIES, GENERAL NOTES, BORINGS & PROFILES	X23863
3.	SOUTH ABUTMENT	X23864
4.	NORTH ABUTMENT	X23865
5.	ABUTMENT WINGWALLS & DETAILS	X23866
6.	PIER 1 & 3	X23867
7.	PIER 2	X23868
8.	BEARING DETAILS	X23869
9.	STRUCTURAL STEEL FRAMING PLANS (SOUTH HALF SHOWN)	X23870
10.	STRUCTURAL STEEL FRAMING PLANS (NORTH HALF SHOWN)	X23871
11.	STEEL DETAILS	X23872
12.	STEEL DETAILS	X23873
13.	STEEL DETAILS	X23874
14.	EXPANSION DEVICE	X23875
15.	PLAN OF DECK REINFORCEMENT (SOUTH HALF SHOWN)	X23876
16.	PLAN OF DECK REINFORCEMENT (NORTH HALF SHOWN)	X23877
17.	DECK REINFORCEMENT DETAILS	X23878
18.	TOP OF DECK ELEVATIONS (SOUTH HALF SHOWN)	X23879
19.	TOP OF DECK ELEVATIONS (NORTH HALF SHOWN)	X23880
20.	ORNAMENTAL ALUMINUM RAILING ELEVATIONS	X23881
21.	ORNAMENTAL ALUMINUM RAILING DETAILS	X23882
22.	DRAINAGE DETAILS	X23883
23.	BAR REINFORCEMENT LISTS	X23884



EAST ELEVATION (LOOKING WEST)
SCALE 1" = 20'-0"



PLAN
GRADE SEPARATION STRUCTURE
CONSISTING OF 1 SIMPLE STEEL I BEAM SPAN AND 3 SPANS CONTINUOUS WELDED PLATE GIRDER
SCALE 1" = 20'-0"

LA CROSSE HOUSING AUTHORITY PROPERTY

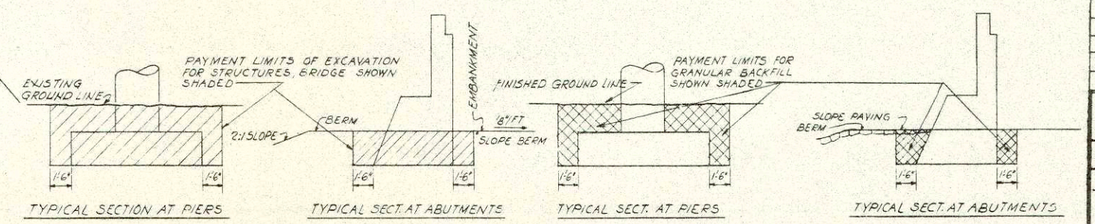
DESIGN NOTES

DESIGN STRESSES

f_s	STRUCTURAL LOW ALLOY STEEL (3/4" & UNDER) -	27,000 P.S.I.
	(OVER 3/4" TO 1-1/2") -	24,000 P.S.I.
	(OVER 1-1/2" TO 4") -	22,000 P.S.I.
f_s	STRUCTURAL STEEL -	18,000 P.S.I.
f_s	REINFORCING BARS -	20,000 P.S.I.
f_c	FLEXURE FOR CONCRETE (GRADE A-A) IN SUPERSTRUCTURE SLAB -	1,400 P.S.I.
f_c	FLEXURE FOR OTHER CONCRETE (GRADE A-A)	1,400 P.S.I.
n =	10	

FOUNDATIONS

PIERS AND ABUTMENTS TO BE ON 12" Ø CAST IN PLACE CONCRETE PILES DRIVEN TO A MINIMUM BEARING CAPACITY OF 40 TONS PER PILE.



TYPICAL SECTION AT PIERS | TYPICAL SECT. AT ABUTMENTS | TYPICAL SECT. AT PIERS | TYPICAL SECT. AT ABUTMENTS

LIMITS OF PAYMENT-EXCAVATION FOR STRUCTURES, BRIDGES

LIMITS OF PAYMENT-GRANULAR BACKFILL

STATE HIGHWAY COMMISSION OF WISCONSIN
GENERAL PLAN

CO. LA CROSSE	CITY VIL. TN. LA CROSSE		STA. 80+14.82
SECTION 29	TOWN T16N		RANGE R7W
DATE 7-28-61	DRWN. DR	CKD.	SPEC.
			LOAD H10-S16

CORRECTION J. W. B. Schmitt BRIDGE ENGINEER
APPROVED E. C. Rutteyes STATE HIGHWAY ENGINEER

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN
LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN
C. M. ST. P. & P. RAIL ROAD OVER PASS
BRIDGE NO. B-32-32
GENERAL PLAN

SCALE: AS NOTED
DESIGNED: DC DATE
DRAWN: MR DATE
CHECKED: CEC DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DRG. No. X23862 SHEET 1 OF 25

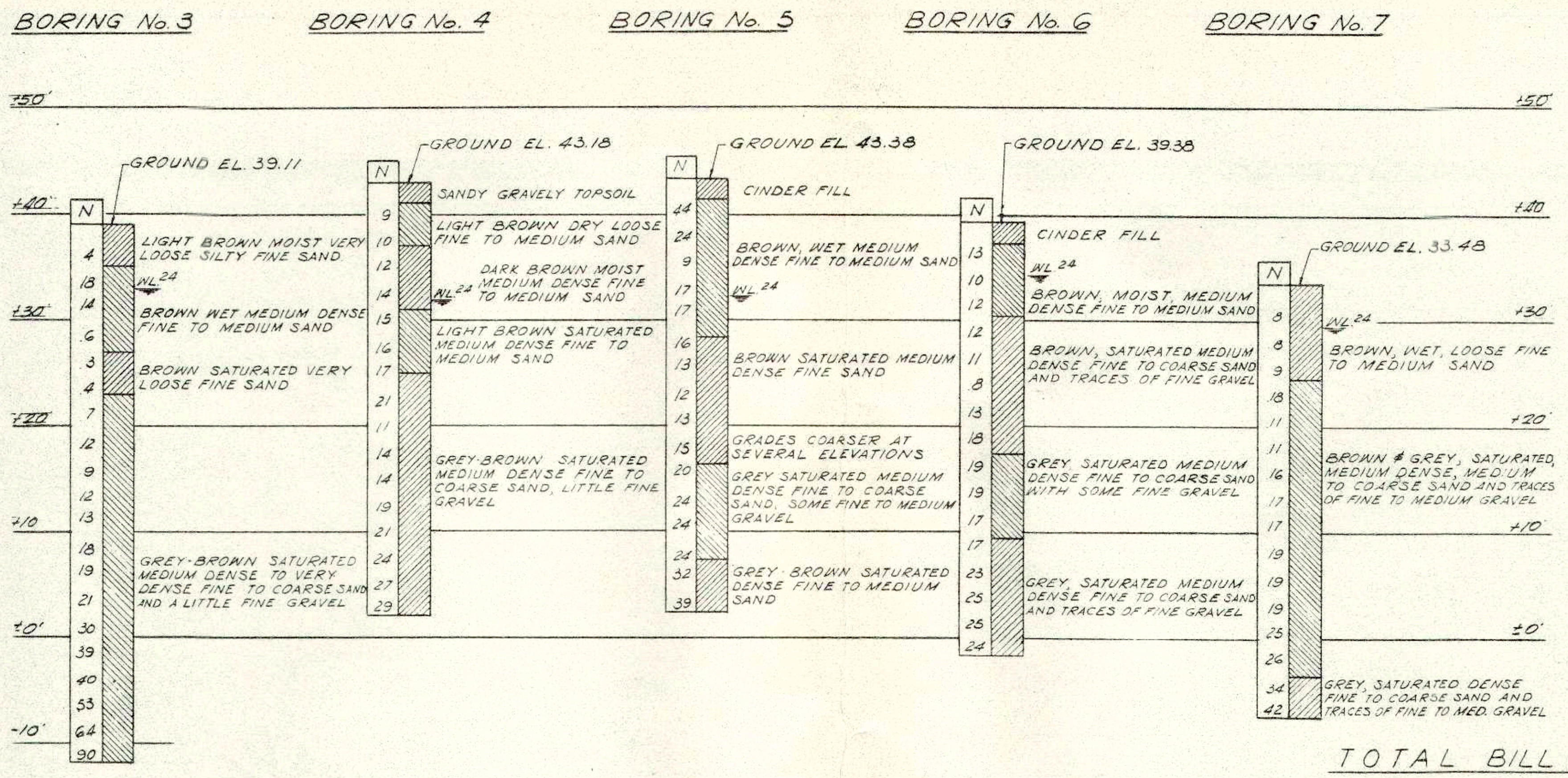
7 of 31

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	T08-3(26)	11	34

GENERAL NOTES

1. SPECIFICATIONS:
   A. DESIGN OF STRUCTURE SHALL BE IN ACCORDANCE WITH A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1957 EDITION.
   B. WELDING SHALL BE IN ACCORDANCE WITH CURRENT SPECIFICATIONS FOR WELDED HIGHWAY AND RAILWAY BRIDGES OF THE AMERICAN WELDING SOCIETY.
2. ALL DETAILS, CONSTRUCTION, MATERIALS AND FABRICATION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN (1957) EXCEPT AS OTHERWISE NOTED.
   A. STEEL WIDE FLANGE BEAMS AND THE COVER PLATES AND PIN CONNECTION PLATES FOR THE WIDE FLANGE BEAMS SHALL BE STRUCTURAL CARBON STEEL FOR WELDING CONFORMING TO A.S.T.M. A373.
   B. ALL FLANGE, WEB, BEARING STIFFENER, SOLE AND PIN CONNECTION PLATES OF THE WELDED PLATE GIRDERS SHALL BE STRUCTURAL CARBON STEEL FOR WELDING CONFORMING TO A.S.T.M. A373 EXCEPT THE FLANGE AND WEB PLATES MARKED ON THE PLANS TO BE LOW ALLOY. ALL MATERIAL MARKED LOW ALLOY SHALL BE HIGH-STRENGTH LOW ALLOY STRUCTURAL MANGANESE VANADIUM STEEL CONFORMING TO A.S.T.M. A441.
   C. PINS SUPPORTING SUSPENDED STRINGERS SHALL BE FORGED IN ACCORDANCE WITH A.S.T.M. A235, CLASS F.
   D. ALL OTHER STEEL SHALL BE STRUCTURAL CARBON STEEL CONFORMING TO A.S.T.M. A7.
   E. FOR LUBRICATED BRONZE PLATE REQUIREMENTS: SEE SPECIAL PROVISIONS.
   F. ALL SHOP CONNECTIONS SHALL BE WELDED, EXCEPT WHERE OTHERWISE SHOWN OR NOTED. ALL FIELD CONNECTIONS SHALL BE BOLTED WITH 3/4" Ø HIGH TENSILE STRENGTH BOLTS EXCEPT WHERE OTHERWISE SHOWN OR NOTED. RIVETS MAY BE USED IN LIEU OF BOLTS. HOLES SHALL BE 1/16" LARGER THAN BOLT OR RIVET DIAMETER.
   G. EXPANSION DEVICE SHALL BE FULLY ASSEMBLED IN THE SHOP IN PROPER POSITION AND LEFT ASSEMBLED FOR INSPECTION.
   H. STRUCTURAL STEEL SHALL BE SHOP INSPECTED BY THE STATE HIGHWAY COMMISSION BEFORE PAINTING.
   I. STRUCTURAL STEEL SHALL RECEIVE ONE SHOP COAT OF RED LEAD PAINT AND TWO FIELD COATS OF ALUMINUM PAINT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
3. ALL CONCRETE MASONRY SHALL BE GRADE AA.
4. BEVEL ALL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN OR NOTED.
5. KEYWAYS SHALL BE FORMED FROM BEVELED SURFACED LUMBER OF THE SIZE SHOWN.
6. ALL BAR REINFORCEMENT SHALL HAVE A 2" MINIMUM COVER UNLESS OTHERWISE SHOWN OR NOTED.
7. THE USE OF STRUCTURAL GRADE STEEL BAR REINFORCEMENT IS PROHIBITED.
8. THE CONTRACTOR SHALL DRIVE AND POUR ONE CAST-IN-PLACE CONCRETE TEST PILE AT BOTH ABUTMENTS AND PIERS 1, 2, 3 IN A LOCATION WITHIN THE ABUTMENT CAP AND PIER FOOTINGS AS DIRECTED BY THE ENGINEER. THE TEST PILE SHALL REMAIN IN PLACE AND BE USED AS A PERMANENT PILE.
9. ALL ELEVATIONS ARE REFERRED TO THE CITY OF LA CROSSE DATUM.
10. DRAWINGS SHALL NOT BE SCALED.
11. SLAB HAS BEEN DESIGNED IN ACCORDANCE WITH ARTICLE 1.3.2 OF THE SPECIFICATIONS AS MODIFIED BY T-8(59) WITH fc USED AS 1400 PSI.

SOIL TEST BORINGS

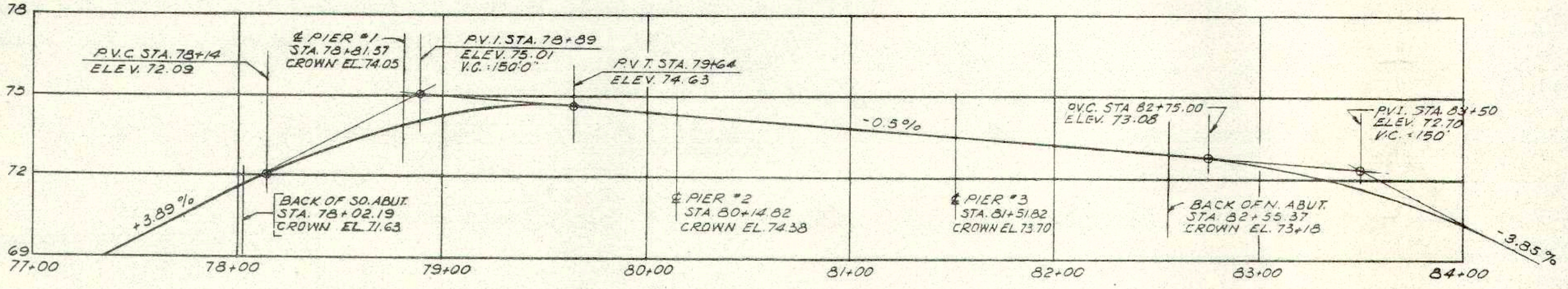


SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN

For the design of the structure foundation, to obtain relative data concerning the character of material in and upon which the foundation might be built, borings and, or soundings were made at points approximately as indicated on the drawings with the log of such exploration data as interpreted for such design purpose as shown. The explorations were made by ordinary and conventional methods and care, deemed adequate for such purpose. However, since it is a matter of common knowledge that the exact character of any material and its reaction is difficult to determine from such subsurface exploration and that the kind and character of material at the site where the foundations are built may vary substantially from that indicated by the log they are made available to the bidders simply for what they are worth, without any warranty, express or implied that the material to be encountered in building the foundation will conform therewith. If the log is used by the contractor in making his bid, it is hereby expressly stipulated that the Commission accepts no responsibility for said use.

NOTES

1. FOR LOCATION OF BORINGS SEE SHEET 1.
2. "N" INDICATES NUMBER OF BLOWS REQUIRED TO DRIVE A SPLIT SPOON 12" WITH 140 LB. HAMMER FALLING 30 INCHES.



PROFILE GRADE

SCALE: HORIZONTAL 1" = 40'-0"
VERTICAL 1" = 3'-0"

TOTAL BILL OF MATERIAL

S.H.C.W. SPEC. REF.	BID ITEM	UNIT	BRIDGE NO. S. ABUT.	PIER 1	PIER 2	PIER 3	N. ABUT.	SUPER.	TOTAL
2107-1	EXCAVATION FOR STRUCTURES, BRIDGES	C.Y.	50	160	173	126	46	—	555
2110-1	GRANULAR BACKFILL	C.Y.	21	89	93	66	19	—	288
2401-1	CONCRETE MASONRY, BRIDGES	C.Y.	80	146	157	129	101	540	1153
2406-1	BAR STEEL REINFORCEMENT BRIDGES	LB.	4850	15,700	21,050	15,450	6350	133,800	197,200
2407-1	STRUCTURAL CARBON STEEL	LB.	730	3,210	1,720	4,050	870	529,880	540,460
2407-2	STRUCTURAL LOW-ALLOY STEEL	LB.	—	—	—	—	—	32,400	32,400
2505-1	CAST-IN-PLACE CONCRETE TEST PILING (SEE TABLE)	LUMP SUM	—	—	—	—	—	—	1
2505-2	CAST-IN-PLACE CONCRETE PILING 12", DELIVERED	LIN. FT.	1190	1170	1015	1170	1260	—	5805
2505-3	CAST-IN-PLACE CONCRETE PILING 12", DRIVEN	LIN. FT.	1190	1170	1015	1170	1260	—	5805
2508-1	FLOOR DRAINS	EACH	—	—	—	—	—	8	8
2515-2	SLOPE PAVING, (CONCRETE BLOCKS)	SQ.YD.	400	—	—	—	370	—	770
S.P.	LUBRICATED BRONZE PLATE	LB.	56	—	—	—	62	—	118
S.P.	BEARING PADS	SQ.FT.	6	11	12	13	7	—	49
S.P.	6" DRAIN PIPE	LIN. FT.	—	55	—	65	—	—	120
S.P.	ALUMINUM RAILING	LIN. FT.	26'	—	—	—	38	897'	961
S.P.	ELECTRICAL WORK	L.S.	—	—	—	—	—	—	1

TEST PILE TABLE

ITEM NO.	LOCATION	LENGTH
2505-1	S. ABUT.	1 @ 80'
	PIER 1	1 @ 55'
	PIER 2	1 @ 45'
	PIER 3	1 @ 55'
	N. ABUT.	1 @ 80'

NON-BID ITEMS
WATERPROOFING
JOINT FILLER

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION
OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS
BRIDGE NO. B-32-32
QUANTITIES, GENERAL NOTES
BORINGS & PROFILES

SCALE: AS NOTED
DESIGNED: DVR DATE
DRAWN: V.B. DATE
CHECKED: DVR DATE 7-10-61

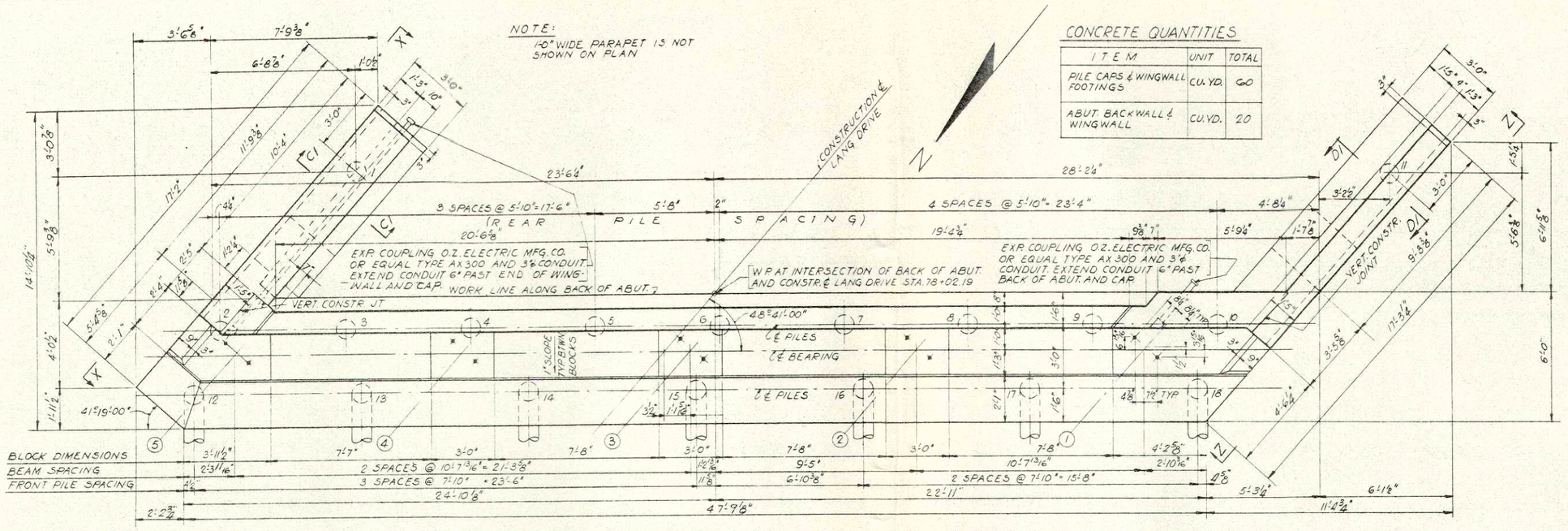
ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
18 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X 73863 SHEET 2 OF 23

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	FD8-3(26)	1234	

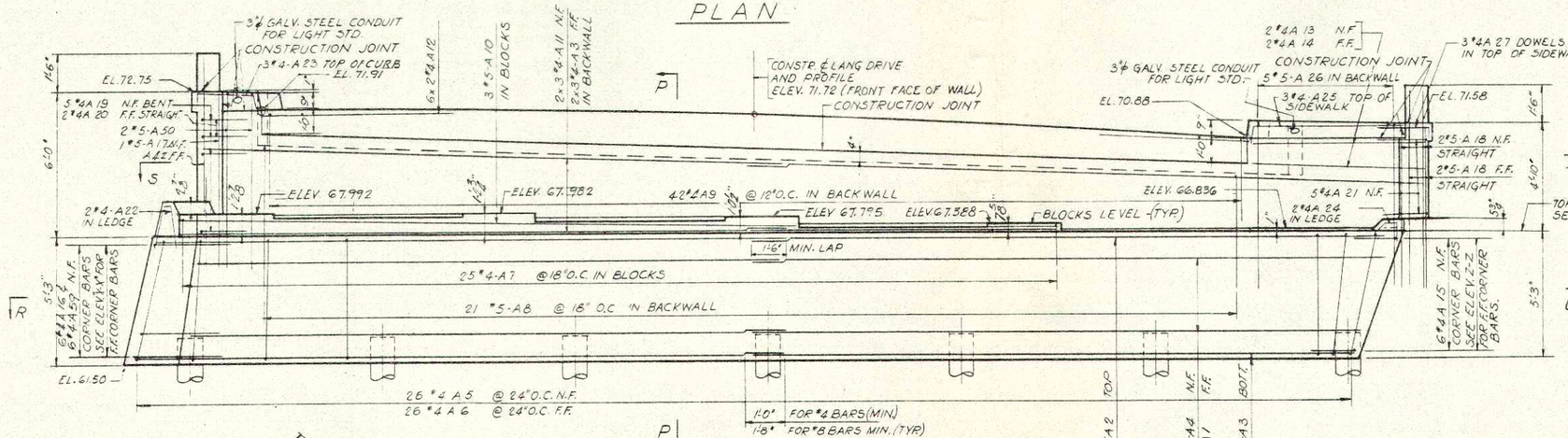
NOTE:
1'-0" WIDE PARAPET IS NOT SHOWN ON PLAN

CONCRETE QUANTITIES

ITEM	UNIT	TOTAL
PILE CAPS & WINGWALL FOOTINGS	CU. YD.	60
ABUT. BACKWALL & WINGWALL	CU. YD.	20



PLAN



FRONT ELEVATION

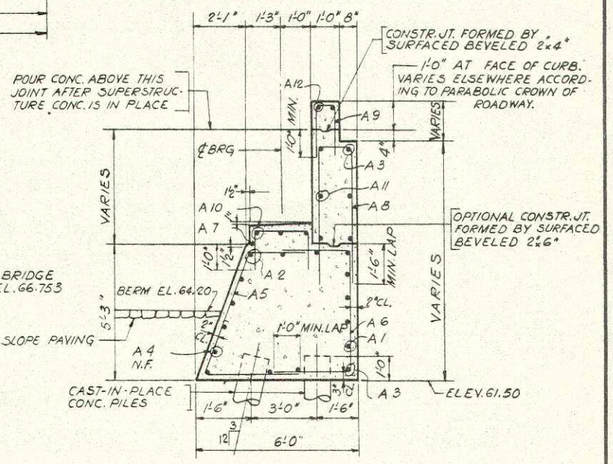
NOTES FOR ABUTMENTS:

BARS INDICATED THUS 6 x 2"-4 ETC. INDICATES 6 LENGTHS OF BARS PER LINE WITH 2 LINES OF BARS FOR ROADWAY CROWN DETAILS SEE ROADWAY DRAWINGS.
SEE SHT. 23 FOR REINFORCEMENT BAR LIST.
SEE SHT 5 FOR ELEVATIONS "X-X" & "Z-Z"
SEE SHT. 21 FOR LOCATION AND FURNISHING OF CONDUITS AND EXPANSION COUPLINGS. ADJUST STIRRUPS TO AVOID INTERFERENCE WITH DRILLING OF HOLES FOR ANCHOR BOLTS.
BLOCKS TO BE POURED MONOLITHIC WITH PILE CAP.
WORK THIS SHT. WITH SHT. 5

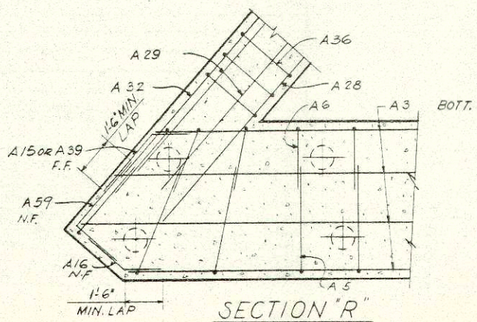
PROFILE ELEVATIONS SHOWN ARE ALONG FRONT FACE OF ABUT.

SUMMARY OF PILING

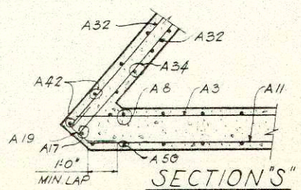
17-12 3/4" CAST-IN-PLACE CONCRETE PILE x 70' ESTIMATED LENGTH
1-12 3/4" CAST-IN-PLACE CONCRETE PILE x 80' ESTIMATED LENGTH
CAPACITY = 40 TONS PER PILE



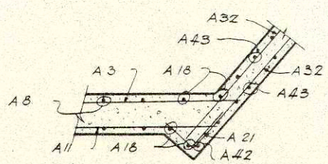
SECTION P-P



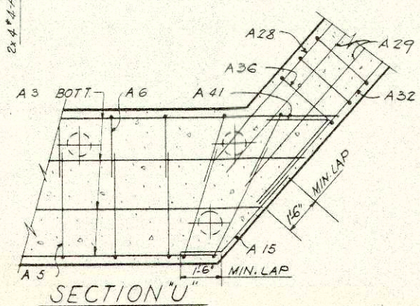
SECTION "R"
SECTION R1 - SIMILAR



SECTION "S"
SECTION "S1" - SIMILAR



SECTION "T"
SECTION "T1" - SIMILAR



SECTION "U"
SECTION "U1" - SIMILAR

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LACROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS
BRIDGE NO. B-32-32

SOUTH ABUTMENT

SCALE: 3/8" = 1'-0"
DESIGNED: DR DATE
DRAWN: VP DATE
CHECKED: DR DATE 7-10-61

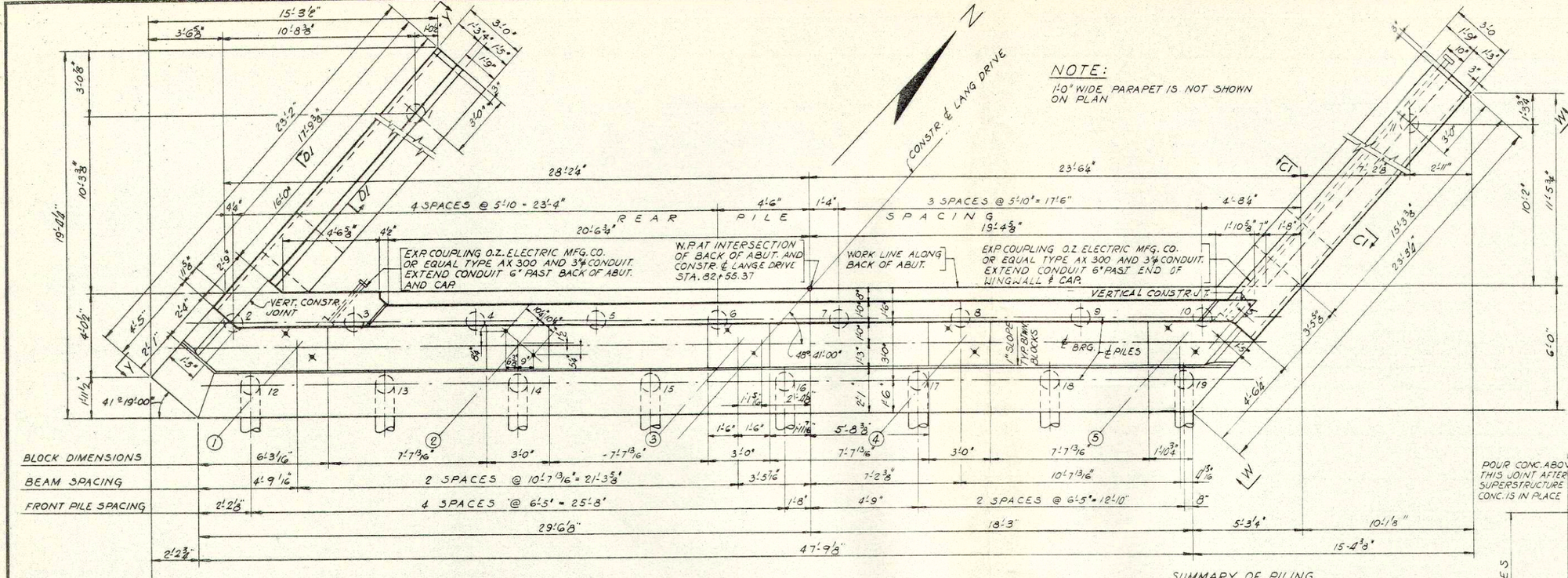
ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X-23864 SHEET 3 OF 7 SHTS.

7 of 31

S. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	I 08-3(12)	13	34

NOTE:
1'-0" WIDE PARAPET IS NOT SHOWN ON PLAN

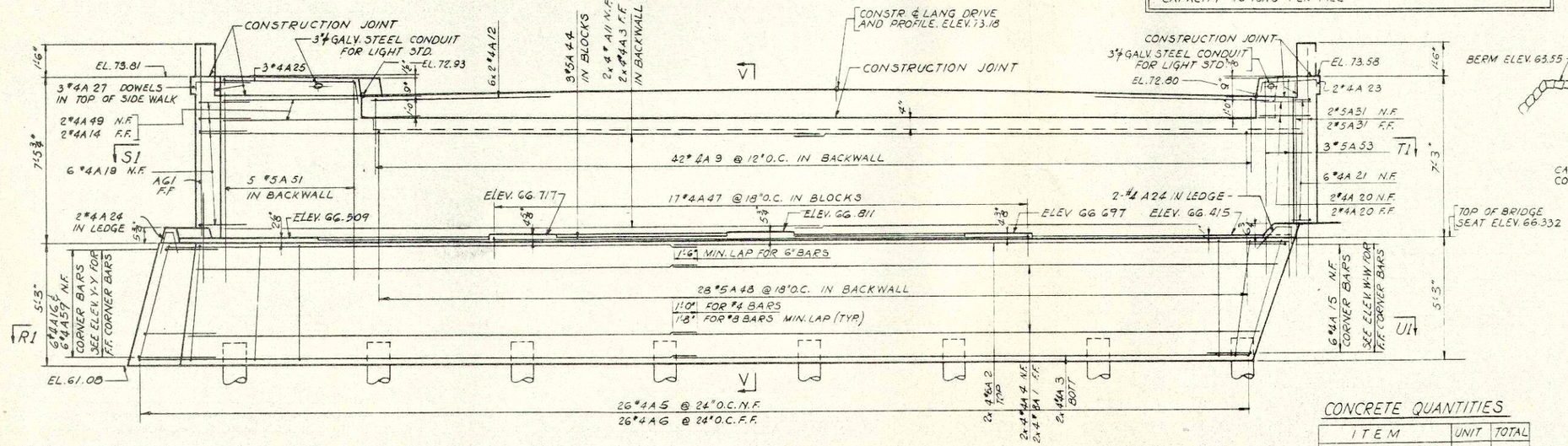
NOTE:
FOR GENERAL ABUT. NOTES SEE SHT. 3
WORK THIS SHEET WITH SHT. 5
FOR SECTIONS R-R, S-S, T-T & U-U SEE SHT. 3
FOR ELEVATIONS Y-Y & W-W SEE SHT. 5



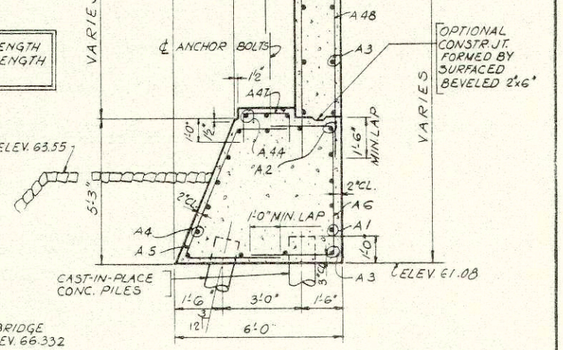
PLAN

SUMMARY OF PILING

18-12¾ CAST-IN-PLACE CONCRETE PILES x 70' ESTIMATED LENGTH
1-12¾ CAST-IN-PLACE CONCRETE PILE x 80' ESTIMATED LENGTH
CAPACITY 40 TONS PER PILE



FRONT ELEVATION



SECTION V-V

CONCRETE QUANTITIES

ITEM	UNIT	TOTAL
PILE CAPS & WINGWALL FOOTINGS	CU. YD.	68
ABUT. BACKWALL & WINGWALL	CU YD	33

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P & P. RAIL ROAD OVER PASS

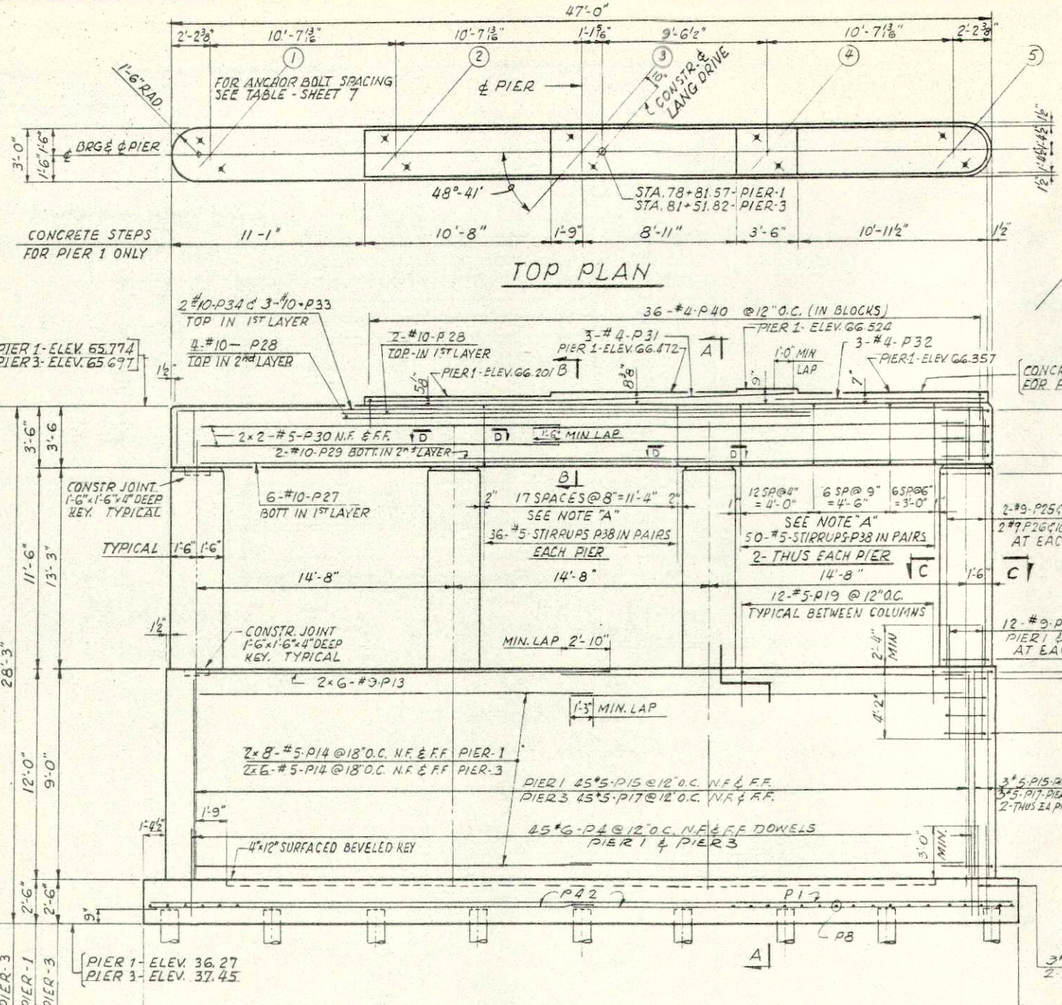
BRIDGE NO. B-32-37

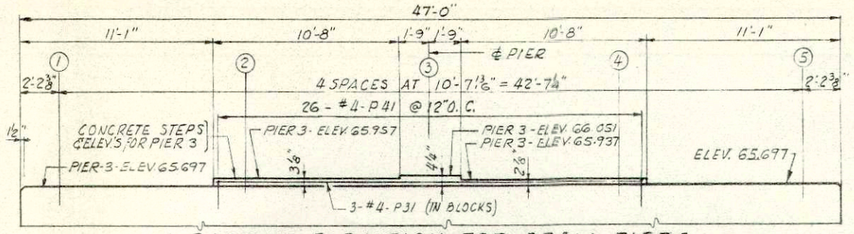
NORTH ABUTMENT

SCALE: 3/8" = 1'-0"
DESIGNED: DR DATE
DRAWN: VB DATE
CHECKED: DR DATE 7-10-61

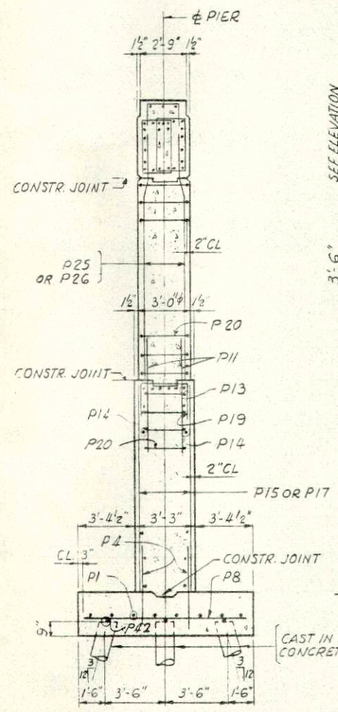
ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X 23865 SHEET 4 OF 23.

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	TOB - 3(26)	15	34

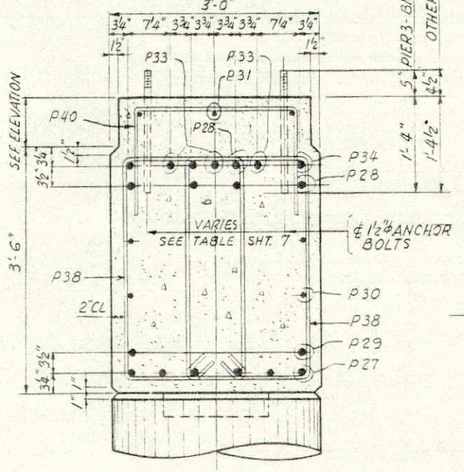




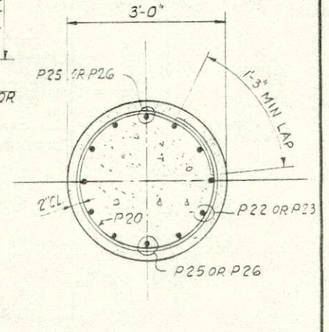
PARTIAL ELEVATION TOP BEAM - PIER 3
PORTION OF PIER 3 NOT SHOWN SIMILAR TO PIER 1



SECTION A-A

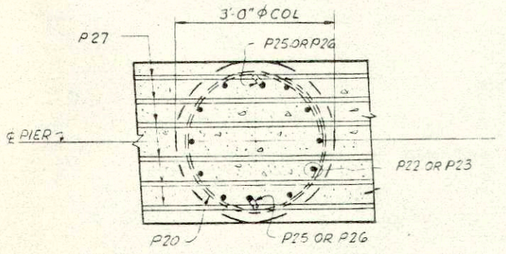


SECTION B-B
SCALE: 1" = 1'-0"



SECTION C-C
SCALE: 3/4" = 1'-0"

NOTE "A" ADJUST STIRRUP SPACING TO AVOID INTERFERENCE WITH DRILLING OF HOLES FOR ANCHOR BOLTS.



SECTION D-D
INTERIOR COLUMN SHOWN
EXTERIOR COLUMN SIMILAR
SCALE: 3/4" = 1'-0"

NOTE:
SEE SHEET 23 FOR REINFORCEMENT BAR LIST.
BEARING BLOCKS TO BE POURED MONOLITHICALLY WITH TOP BEAM.
N.F. - INDICATES NEAR FACE.
F.F. - INDICATES FAR FACE.
BARS MARKED THUS 2x8-#5 E.T.C. INDICATES 2 IDENTICAL LENGTHS OF BARS PER LINE WITH 8 LINES OF BARS.

SUMMARY OF CONCRETE QUANTITIES

PIER	UNIT	FOOTING	CRASHWALL	COLUMNS	CAP	TOTAL
1	C.Y.	46	28	12	20	106
3	C.Y.	46	50	14	19	129

SUMMARY OF PILING (1 PIER NOTED)

26 - 12" ø CAST-IN-PLACE CONCRETE PILE x 45'-0" ESTIMATED LENGTH
1 - 12" ø CAST-IN-PLACE CONCRETE PILE x 55'-0" ESTIMATED LENGTH
CAPACITY = 40 TONS PER PILE

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

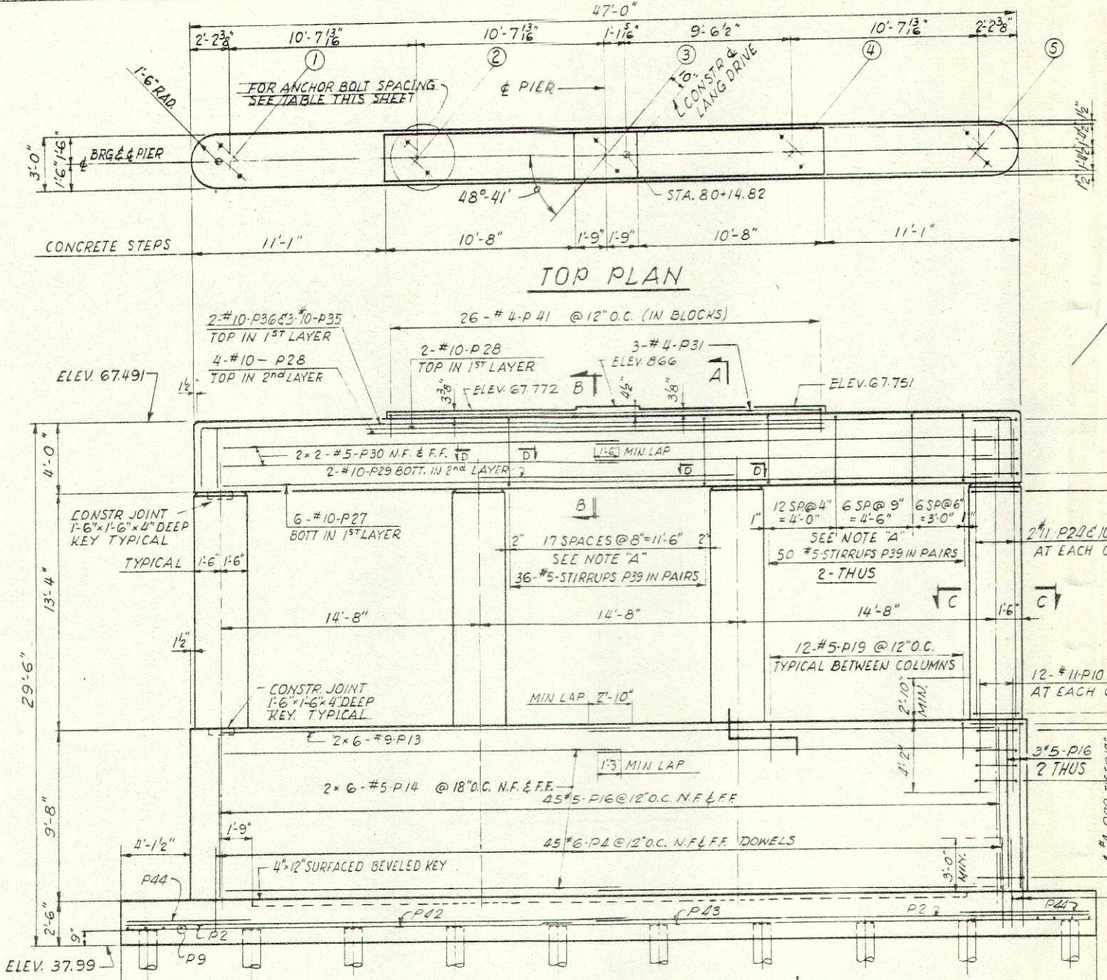
LANG DRIVE - GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

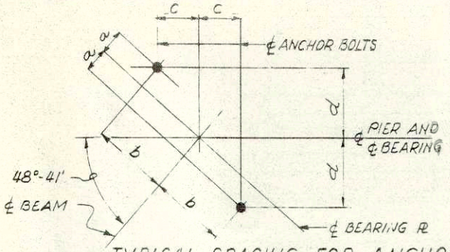
C. M. ST. P. & P. RAIL ROAD OVER PASS
BRIDGE NO. B-32-32
PIER 1 & 3

SCALE: AS NOTED
DESIGNED: D.V.R. DATE
DRAWN: A.S.F. DATE
CHECKED: D.V.R. DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X 2386T SHEET 6 OF 23

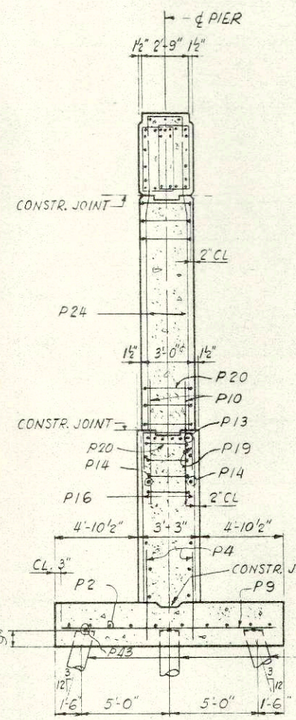
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	TOB-3(26)	1634	



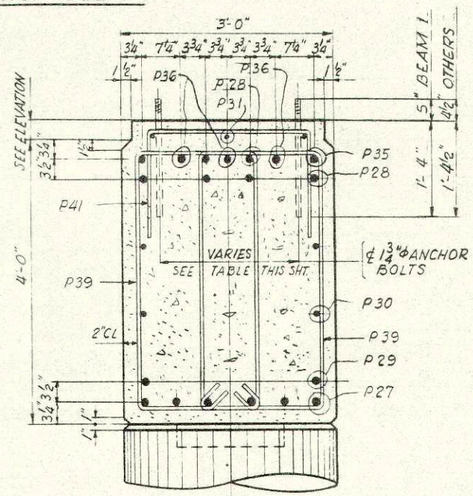


TYPICAL SPACING FOR ANCHOR BOLTS

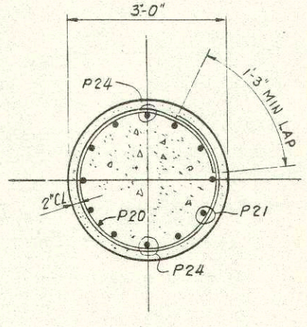
LOCATION	BEAM	a	b	c	d
PIER 1	1 THRU 5	4"	11½"	6"	10 9/16"
PIER 2	1	4"	1'-1"	7⅞"	11 9/16"
	2 THRU 4	4"	1'-0½"	6¾"	11¼"
	5	3"	11½"	6⅝"	9 13/16"
PIER 3	1 THRU 4	4"	1'-2"	7⅞"	1'-0¼"
	5	4"	1'-1"	7⅛"	11 9/16"



SECTION A-A

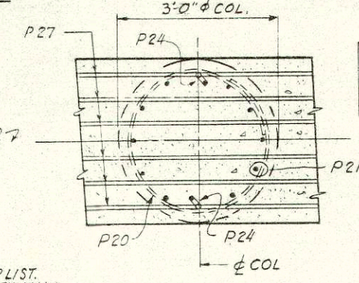


SECTION B-B
SCALE: 1"=1'-0"



SECTION C-C
SCALE: 3/4"=1'-0"

NOTE "A": ADJUST STIRRUP SPACING TO AVOID INTERFERENCE WITH DRILLING OF HOLES FOR ANCHOR BOLTS.



SECTION D-D
INTERIOR COLUMN SHOWN
EXTERIOR COLUMN SIMILAR
SCALE: 3/4"=1'-0"

NOTE:
SEE SHEET 23 FOR REINFORCEMENT BAR LIST.
BEARING BLOCKS TO BE POURED MONOLITHICALLY WITH TOP BEAM.
N.F. - INDICATES NEAR FACE.
F.F. - INDICATES FAR FACE.
BARS MARKED THUS 2-6-#5 E.T.C INDICATES 2 IDENTICAL LENGTHS OF BARS PER LINE WITH 6 LINES OF BARS.

SUMMARY OF CONCRETE QUANTITIES

PIER	UNIT	FOOTING	CRASHWALL	COLUMNS	CAP	TOTAL
2	C.Y.	67	54	14	22	157

SUMMARY OF PILING

29 - 12"ϕ CAST-IN-PLACE CONCRETE PILE × 35'0" ESTIMATED LENGTH
1 - 12"ϕ CAST-IN-PLACE CONCRETE PILE × 45'0" ESTIMATED LENGTH
CAPACITY = 40 TONS PER PILE

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE - GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P & P. RAIL ROAD OVER PASS

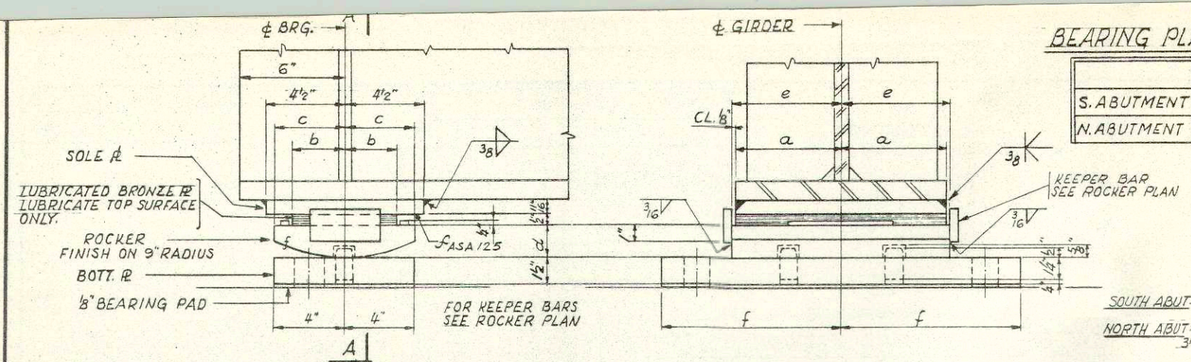
BRIDGE NO. B-32-32

PIER 2

SCALE: AS NOTED		ALFRED BENESCH & ASSOCIATES	
DESIGNED: D.V.R.	DATE	CONSULTING ENGINEERS	
DRAWN: A.S.F.	DATE	10 SO. WABASH AVE., CHICAGO 3, ILLINOIS	
CHECKED: D.V.R.	DATE 7-10-61	DWG. No. X-2386B SHEET 7 OF 23	

13 of 31

C.P.-R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	T08-3(26)	17	37



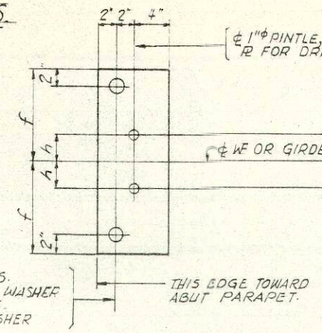
ELEVATION
SCALE: 3"=1'-0"

SECTION A-A
SCALE: 3"=1'-0"

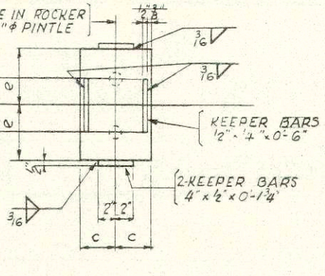
BEARING PLATE DIMENSIONS AT ABUTMENTS.

	a	b	c	d	e	f	h
S. ABUTMENT	6"	3"	4"	1⅛"	6'8"	10¼"	3"
N. ABUTMENT	8"	2½"	3½"	1 7/16"	8'8"	1'-0¼"	4"

SOUTH ABUT: 1⅝"ϕ HOLES FOR 1¼"ϕ×1'-4" LONG ANCHOR BOLTS. 3½" PROJECTION, STD. HEX. NUT AND 3" O.D. STD WRT. WASHER
NORTH ABUT: 1⅝"ϕ HOLES FOR 1¼"ϕ×1'-4" LONG ANCHOR BOLTS. 3½" PROJECTION, STD. HEX. NUT AND 3" O.D. STD WRT. WASHER

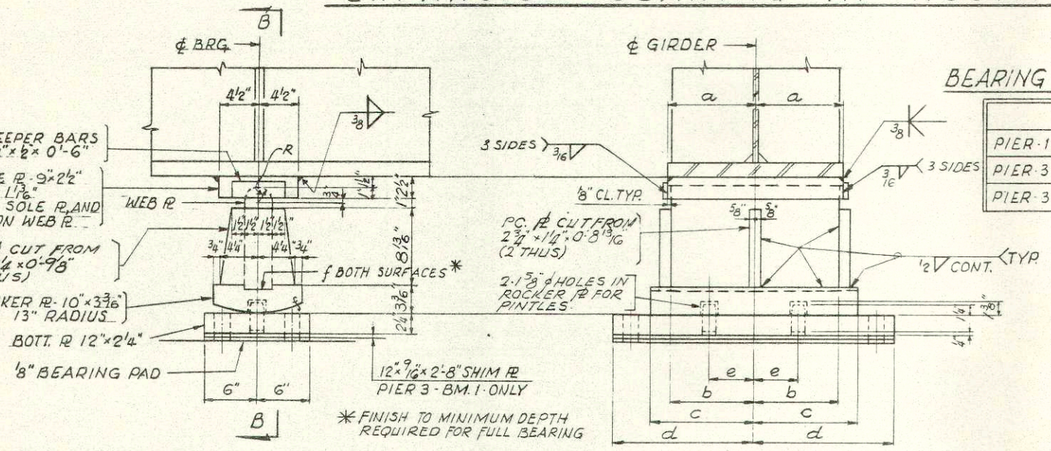


BOTTOM PLATE PLAN
SCALE: 1½"=1'-0"



ROCKER PLAN
SCALE: 1½"=1'-0"

EXPANSION BEARING AT ABUTMENTS.

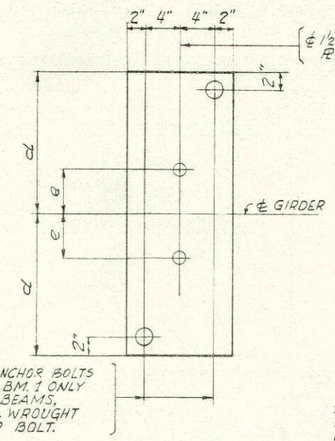


ELEVATION
SCALE: 1½"=1'-0"

SECTION B-B
SCALE: 1½"=1'-0"

BEARING PLATE DIMENSIONS AT PIER 1 AND 3

	a	b	c	d	e
PIER 1 ALL BEAMS	7"	6'8"	9¼"	1'-1½"	4"
PIER 3 BEAM 1 THRU 4	10"	9'8"	11¾"	1'-4"	5"
PIER 3 BEAM 5	9"	8'8"	10¾"	1'-3"	5"



BOTTOM PLATE PLAN
SCALE: 1½"=1'-0"

NOTES:-

ALL BEARING PLATES SHALL BE STRUCTURAL CARBON STEEL FLAT ROLLED PLATES WITH ALL SURFACES SMOOTH AND FREE FROM WARP, AND ALL EDGES SMOOTH, STRAIGHT, AND VERTICAL.

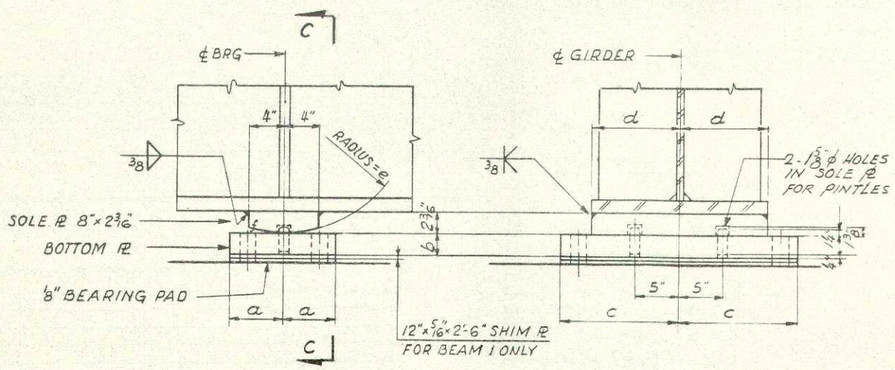
ALL PLATE-CUTS SHALL BE MACHINE OR MACHINE-FLAME CUTS.

ALL SURFACES MARKED "f" SHALL BE MACHINE FINISHED TO A.S.A. 250 UNLESS OTHERWISE NOTED.

ALL STEEL FOR WELDED ROCKERS SHALL BE STRUCTURAL CARBON STEEL FOR WELDING CONFORMING TO A.S.T.M. A373.

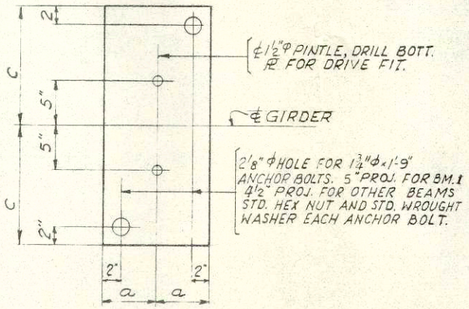
SOLE ℞s AT ABUTMENTS ON EXPANSION BEARINGS SHALL BE FINISHED IN DIRECTION OF MOVEMENT.

EXPANSION BEARING AT PIER 1 AND 3.

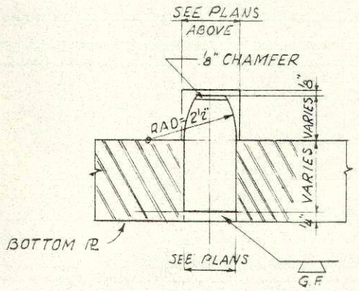


ELEVATION
SCALE: 1½"=1'-0"

SECTION C-C
SCALE: 1½"=1'-0"



BOTTOM PLATE PLAN
SCALE: 1½"=1'-0"



PINTLE DETAIL
½ SIZE

BEARING PLATE DIMENSIONS AT PIER 2

	a	b	c	d	e
BEAM 1	6"	2½"	1'-3"	10"	24"
BEAM 2, 3, 4	6"	2¼"	1'-2½"	10"	24"
BEAM 5	5"	2¼"	1'-1½"	9"	24"

FIXED BEARING AT PIER 2

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS

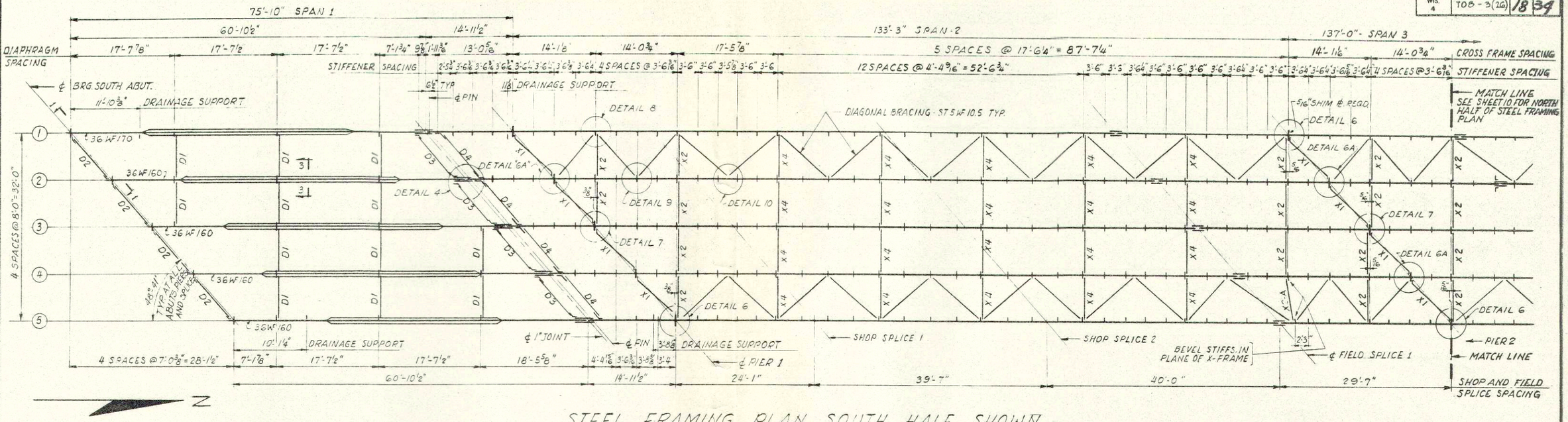
BRIDGE NO. B-32-32

BEARING DETAILS

SCALE: AS NOTED
DESIGNED: O.V.R. DATE
DRAWN: A.S.F. DATE
CHECKED: O.V.R. DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
18 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X23869 SHEET 8 OF 23

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	T08-3(20)	18	39



STEEL FRAMING PLAN SOUTH HALF SHOWN

SCALE: ⅛" = 1'-0"

NOTES

DIMENSIONS SHOWN ON PLANS ARE HORIZONTAL.

WORK THIS SHEET WITH SHT. 10 THRU 13.

FOR DRAINAGE SUPPORT DETAIL SEE SHEET 22.

TABLE OF ELEVATIONS ALONG TOP OF GIRDER

LOCATION / BEAM	℄ BRG. S. ABUT.	PIN CONNECT.	℄ PIER 1	FIELD SPLICE 1	℄ PIER 2	FIELD SPLICE 2	FIELD SPLICE 3	℄ PIER 3	FIELD SPLICE 4	℄ BRG. N. ABUT.
1	70.232	72.396	72.774	73.764	73.543	73.344	72.954	72.858	72.659	72.306
2	70.776	72.866	73.214	74.008	73.756	73.559	73.170	73.074	72.874	72.519
3	71.180	73.169	73.487	74.105	73.853	73.654	73.264	73.168	72.969	72.616
4	71.368	73.245	73.529	73.984	73.732	73.533	73.143	73.047	72.848	72.495
5	71.375	73.115	73.370	73.675	73.455	73.276	72.886	72.770	72.591	72.218

ELEVATIONS GIVEN ARE TO TOP OF CAMBERED GIRDERS (TOP OF FLANGE) BEFORE DEFLECTION AND ARE FOR FABRICATION ONLY.
ELEVATIONS AT FIELD SPLICES ARE TO TOP OF FLANGE SPLICE PLATE.

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS
BRIDGE NO. B-32-32

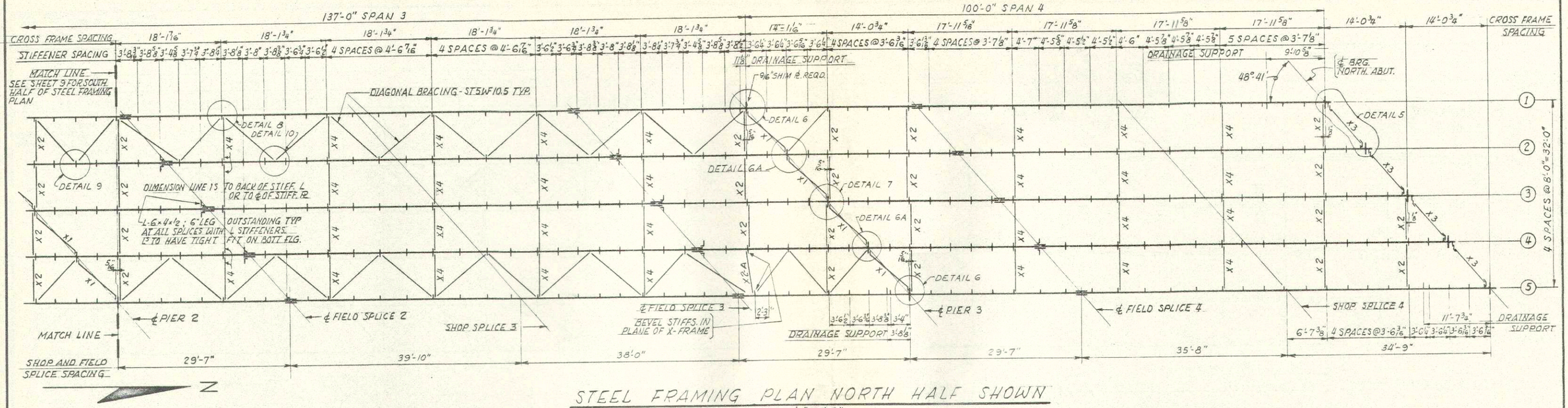
STRUCTURAL STEEL FRAMING PLAN (SOUTH HALF SHOWN)

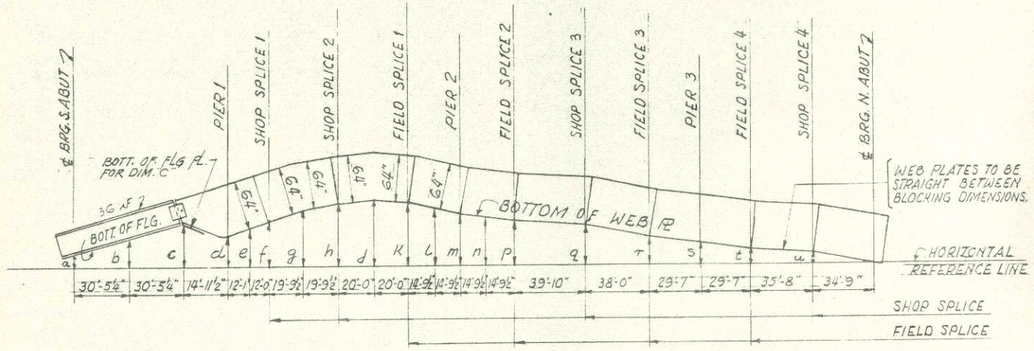
SCALE: AS NOTED
DESIGNED: OVR DATE
DRAWN: AF DATE
CHECKED: OVR DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
REG. NO. X 23870 SHEET 9 OF 25

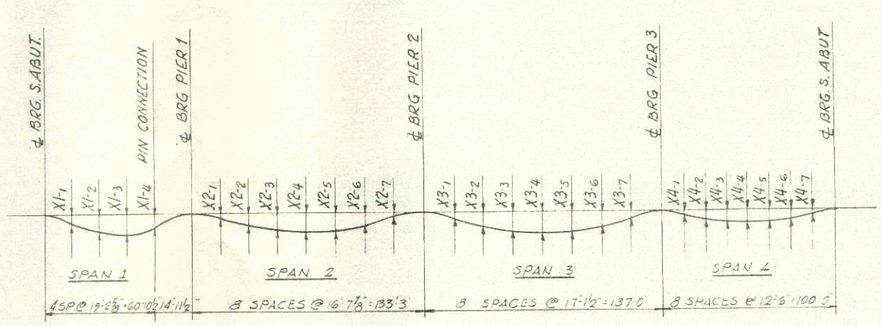
15931

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	T08-3(26)	1937	





CAMBER BLOCKING DIAGRAM



DEAD LOAD DEFLECTION DIAGRAM

NOTE: ALL DIMENSIONS SHOWN ON PLAN ARE HORIZONTAL AND TAKEN ALONG THE CENTER LINE OF GIRDER FOR GRADE, SLOPE, AND GENERAL DIMENSIONS OF DECK SEE GENERAL PLAN, PROFILES AND SLAB PLAN ON SHT. 1, 2, 15 & 16. OMIT INTERMEDIATE STIFFENERS ON OUTSIDE OF EXTERIOR GIRDERS 1 & 5. ALL GIRDERS SHALL BE FABRICATED TO BLOCKING DIAGRAM AS SHOWN. FOR TYPICAL ELEVATIONS OF GIRDERS SEE SHT. 11. FOR ELEVATION OF CROSS-FRAME SEE SHT. 13. FOR TYPICAL DETAIL OF FIELD SPLICE AND FOR DETAIL OF END DIAPHRAGMS SEE SHT. 12 FOR DETAIL OF DIAGONAL BRACING SEE SHT. 13. FOR DETAIL OF DRAINAGE SUPPORTS SEE SHT. 22.

NOTE: DIMENSIONS IN TABLE BELOW FOR CAMBER INCLUDE TOTAL DEAD LOAD DEFLECTION AND VERTICAL CURVE ADJUSTMENT.

CAMBER BLOCKING DIMENSION

BEAM	a	b	c	d	e	f	g	h	d	k	l	m	n	p	q	r	s	t	u
1	3 3/8"	1'-7 1/4"	2'-5 11/16"	5 7/8"	8 3/8"	11 5/8"	1'-3 1/2"	1'-5 3/4"	1'-6 1/8"	1'-4 7/8"	1'-2 3/4"	1'-1 3/4"	1'-0 7/8"	1'-0"	10 5/16"	7 1/4"	5 1/2"	3 3/4"	2 7/8"
2	7 11/16"	1'-10 7/8"	2'-8 13/16"	7 1/8"	10 3/4"	1'-1 5/8"	1'-5 1/2"	1'-7 1/8"	1'-7 1/8"	1'-5 3/8"	1'-2 1/2"	1'-1 7/8"	1'-0 15/16"	1'-0"	10 5/16"	7 1/4"	5 5/8"	3 3/4"	3"
3	11 3/8"	2'-2 7/8"	2'-11 1/4"	9 15/16"	1'-0 5/8"	1'-3 1/8"	1'-6 1/4"	1'-7 5/8"	1'-7 5/8"	1'-5 3/8"	1'-2 3/4"	1'-1 7/8"	1'-0 15/16"	1'-0"	10 5/16"	7 1/4"	5 5/8"	3 3/4"	3"
4	1'-3 1/8"	2'-5 3/16"	3'-1 11/16"	11 7/8"	1'-2 1/4"	1'-4 1/2"	1'-7 1/8"	1'-8"	1'-7 5/8"	1'-5 3/8"	1'-2 1/2"	1'-1 7/8"	1'-0 15/16"	1'-0"	10 5/16"	7 1/4"	5 5/8"	3 3/4"	3"
5	1'-6 1/2"	2'-8 5/8"	3'-3 3/8"	1'-1 5/16"	1'-3 5/8"	1'-5 11/16"	1'-7 1/2"	1'-7 3/4"	1'-6 3/4"	1'-5"	1'-3 1/8"	1'-2"	1'-1 1/16"	1'-0 3/16"	10 5/8"	7 1/2"	5 3/4"	4"	2 7/8"

DEAD LOAD DEFLECTION TABLE

BEAM	LOCATION	X1-1	X1-2	X1-3	X1-4	X2-1	X2-2	X2-3	X2-4	X2-5	X2-6	X2-7	X3-1	X3-2	X3-3	X3-4	X3-5	X3-6	X3-7	X4-1	X4-2	X4-3	X4-4	X4-5	X4-6	X4-7
1	CONCRETE ONLY	3/4"	1"	3/4"	1/32"	1/16"	7/16"	13/16"	1 5/8"	1 1/2"	3/4"	1/4"	-1/4"	-3/16"	1/16"	7/16"	1/4"	1/16"	-1/16"	0"	1/8"	5/16"	7/16"	1/2"	7/16"	1/4"
	TOTAL DEAD LOAD	1"	1 5/16"	1"	1/16"	1/8"	11/16"	1 1/4"	1 9/16"	1 1/2"	1"	3/8"	-5/16"	-1/4"	1/8"	1/4"	5/16"	1/8"	-1/8"	0"	3/16"	7/16"	5/8"	3/4"	5/8"	3/8"
2-4	CONCRETE ONLY	3/4"	1"	3/4"	1/32"	3/16"	11/16"	1 1/4"	1 1/2"	1 7/16"	1"	5/16"	-3/16"	-1/16"	3/16"	7/16"	3/8"	1/8"	-3/32"	0"	1/8"	3/8"	9/16"	5/8"	9/16"	5/16"
	TOTAL DEAD LOAD	1"	1 5/16"	1"	1/16"	1/4"	15/16"	1 5/8"	2"	1 7/8"	1 5/16"	7/16"	-1/4"	-1/8"	1/4"	1/2"	7/16"	3/16"	-1/16"	0"	3/16"	1/2"	3/4"	7/8"	3/4"	7/16"
5	CONCRETE ONLY	3/4"	1"	3/4"	1/32"	1/16"	7/16"	13/16"	1/8"	1/16"	3/4"	1/4"	-1/4"	-3/16"	1/16"	3/16"	1/4"	1/16"	-1/16"	0"	1/8"	5/16"	7/16"	1/2"	7/16"	1/4"
	TOTAL DEAD LOAD	1"	1 5/16"	1"	1/16"	1/8"	11/16"	1 1/4"	1 9/16"	1 1/2"	1"	3/8"	-5/16"	-1/4"	1/8"	1/4"	5/16"	1/8"	-1/8"	0"	3/16"	7/16"	5/8"	3/4"	5/8"	3/8"

NOTE: WEIGHT OF STRUCTURAL STEEL IS INCLUDED IN TOTAL D.L. DEFLECTION "CONCRETE ONLY" SUBTRACTED FROM "TOTAL DEAD LOAD" EQUALS THE DEFLECTIONS EXPECTED TO OCCUR IN THE GIRDER BEFORE THE CONCRETE IS PLACED. IN PLACING FORMS FOR THE CONCRETE DECK, ALLOWANCE SHALL BE MADE FOR THE CONCRETE DEFLECTION ONLY. (-) NEGATIVE VALUE D.L. DEFLECTIONS ARE UPWARD DEFLECTIONS.

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE - GEORGE ST. EXTENSION LACROSSE, WISCONSIN

C. M. ST. P & P. RAIL ROAD OVER PASS

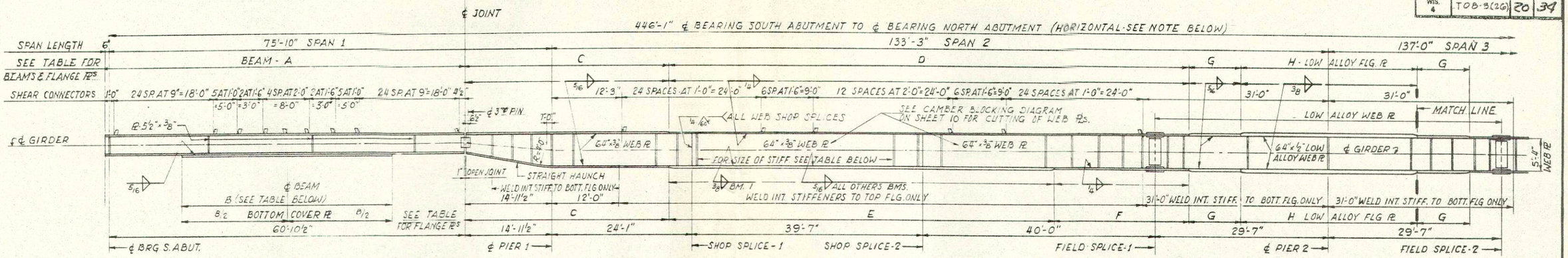
BRIDGE NO. B-32-32

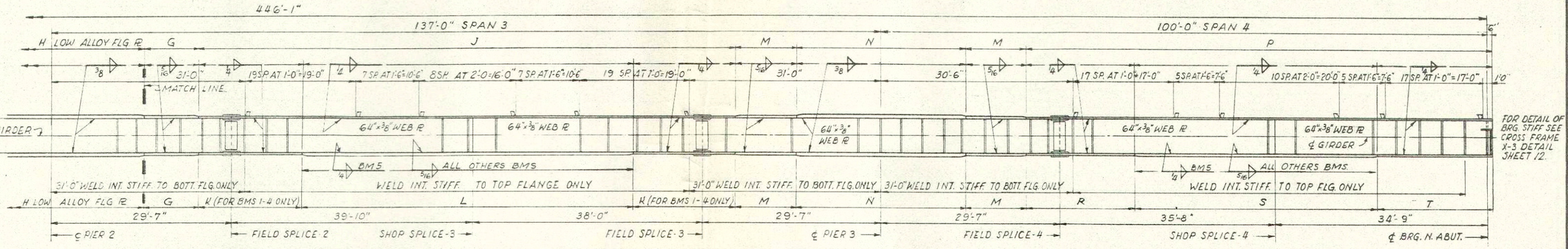
STRUCTURAL STEEL FRAMING PLAN (NORTH HALF SHOWN)

SCALE: AS NOTED
DESIGNED: OVR DATE
DRAWN: AF DATE
CHECKED: O.V.R. DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X 23871 SHEET 10 OF 23

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	TOB-3(26)	20	34





NOTE: FOR STIFFENER SPACING SEE FRAMING PLAN. FOR STIFF. SIZE NOT NOTED ON ELEVATION - SEE TABLE

TYPICAL ELEVATION OF GIRDERS

SCALE: 1/8" = 1'-0"

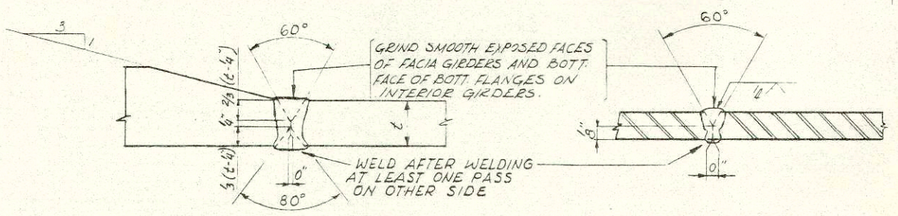
COVER PLATE AND WELDED PLATE GIRDER FLANGE PLATE SCHEDULE

NOTE: LENGTH OF PLATES SHOWN IN PLATE SCHEDULE BELOW ARE BASED ON HORIZONTAL DIMENSIONS ALONG ℄ OF GIRDER.

BM	A	B	C	D	E	F	G	H - LOW ALLOY	J	K	L	M	N	P	R	S	T
1	36 WF 170	PL 11"×3/4"×36'-0"	PL 14"×1 1/8"×34'-11 1/2"	PL 14"×3/4"×89'-3"	PL 18"×1 1/8"×66'-3"	PL 16"×3/4"×23'-0"	PL 18"×1/4"×9'-0"	PL 20"×1 3/4"×30'-0"	PL 14"×5/8"×89'-0"	PL 16"×3/4"×17'-0"	PL 16"×1 1/4"×55'-0"	PL 18"×1"×10'-0"	PL 20"×1 3/4"×28'-0"	PL 14"×5/8"×76'-6"	PL 16"×3 1/4"×18'-0"	PL 16"×1 1/4"×40'-0"	PL 16"×3 1/4"×18'-6"
2-4	36 WF 160	PL 11"×7/8"×37'-0"	PL 14"×1 1/8"×45'-2 1/2"	PL 14"×5/8"×79'-0"	PL 18"×1 3/4"×53'-0"	PL 16"×3/4"×26'-0"	PL 18"×1/4"×10'-0"	PL 20"×1 5/8"×28'-0"	PL 14"×5/8"×91'-0"	PL 16"×3/4"×25'-0"	PL 16"×7/8"×41'-0"	PL 18"×1"×10'-0"	PL 20"×1 5/8"×24'-0"	PL 14"×5/8"×78'-6"	PL 16"×3 1/4"×20'0"	PL 16"×7/8"×38'-0"	PL 16"×3/4"×20'6"
5	36 WF 160	PL 11"×1/2"×30'-0"	PL 14"×1 1/8"×45'-2 1/2"	PL 14"×5/8"×81'-0"	PL 16"×1 3/8"×50'-0"	PL 16"×3/4"×31'-0"	PL 18"×7/8"×10'-0"	PL 18"×1 1/2"×24'-0"	PL 14"×5/8"×93'-0"	FOR K & L	PL 16"×3/4"×93'-0"	PL 16"×7/8"×10'-0"	PL 18"×1 1/2"×24'-0"	PL 14"×5/8"×78'-6"	FOR R, S & T	PL 16"×3/4"×78'-6"	
	SPAN 1			SPAN 2				SPAN 3						SPAN 4			

STIFFENER TABLE

BM	S. ABUT.	PIER 1	PIER 2	PIER 3	N. ABUT.	INT.
1	5"×5/8"	6"×1/4"	9"×1/8"	9"×1/8"	7"×3/8"	6"×1/2"
2-4	5"×5/8"	6"×1/4"	9"×1/8"	9"×1/8"	7"×3/8"	6"×1/2"
5	5"×5/8"	6"×1/4"	8"×1/8"	8"×1/8"	7"×3/4"	6"×1/2"

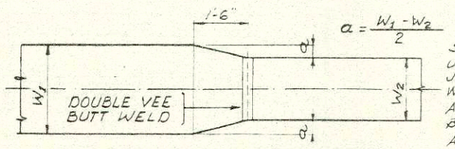


FLANGE PL BEVEL AND SHOP SPLICE

SCALE HALF SIZE

WEB SHOP SPLICE

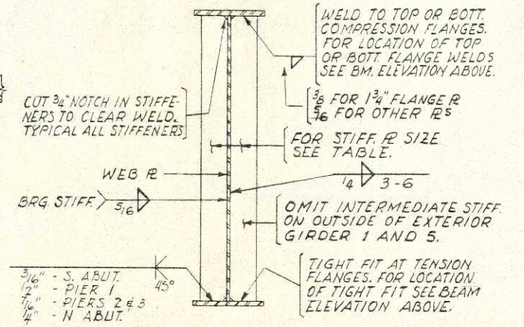
SCALE FULL SIZE



WELDING NOTE: SUBMERGED ARC WELDING SHALL BE USED ON WELDED GIRDERS AT JUNCTION OF FLANGE PLATES AND WEB, AND SHOP BUTT SPLICES. ALL OTHER WELDING SHALL BE BY THE MANUAL SHIELDED METAL ARC METHOD.

FLANGE TRANSITION DETAIL

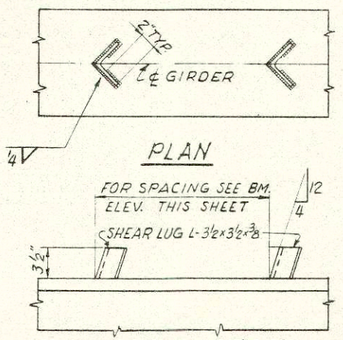
NO SCALE



BEARING STIFFENER — INTERMEDIATE STIFFENER

TYPICAL INTERMEDIATE AND BEARING STIFFENER

SCALE: 3/4" = 1'-0"



PLAN

NOTE: ADJUST SHEAR CONNECTOR SPACING TO AVOID INTERFERENCE WITH FLANGE WELDS AND FIELD SPLICES REVERSE DIRECTION OF SLOPE AT CENTER OF SHEAR LUG GROUP

ELEVATION SHEAR LUG DETAIL

SCALE: 1 1/2" = 1'-0"

NOTES:

WHERE INTERMEDIATE STIFFENERS ARE CLOSER THAN 3" FROM ℄ OF A SHOP WELDED FLANGE OR WEB SPLICE, STIFFENERS SHALL NOT BE WELDED TO FLANGE.
FOR FRAMING PLAN SEE SHEETS 9 AND 10.
ALL LONGITUDINAL DIMENSIONS SHOWN ON THIS ELEVATION ARE HORIZONTAL AND TAKEN ALONG THE CENTER LINE OF GIRDER.
ALL MATERIAL TO BE STRUCTURAL CARBON STEEL EXCEPT AS OTHERWISE NOTED.
FOR CAMBER AND DEAD LOAD DEFLECTION SEE SHT. 10.

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS

BRIDGE NO. B-32-32

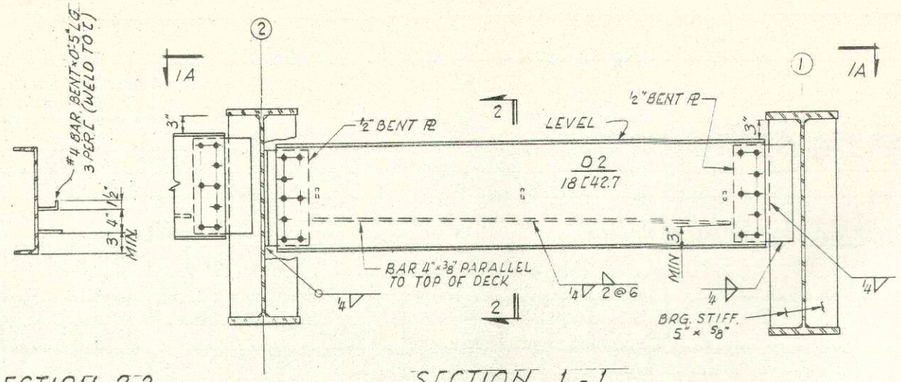
STEEL DETAILS

SCALE: AS NOTED
DESIGNED: DJR DATE
DRAWN: AF DATE
CHECKED: CEC DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X 23872 SHEET 11 OF 23

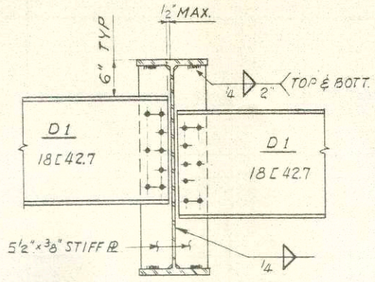
17 of 31

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	T08-3(26)	21	34

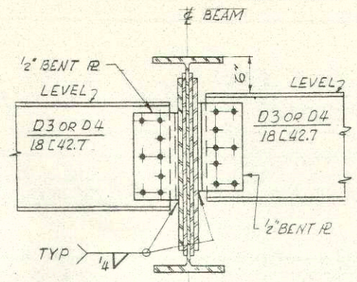


SECTION 2-2

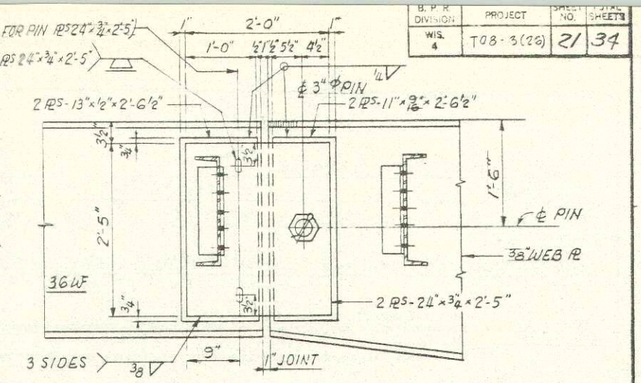
SECTION 1-1
SCALE : 1"=1'-0"



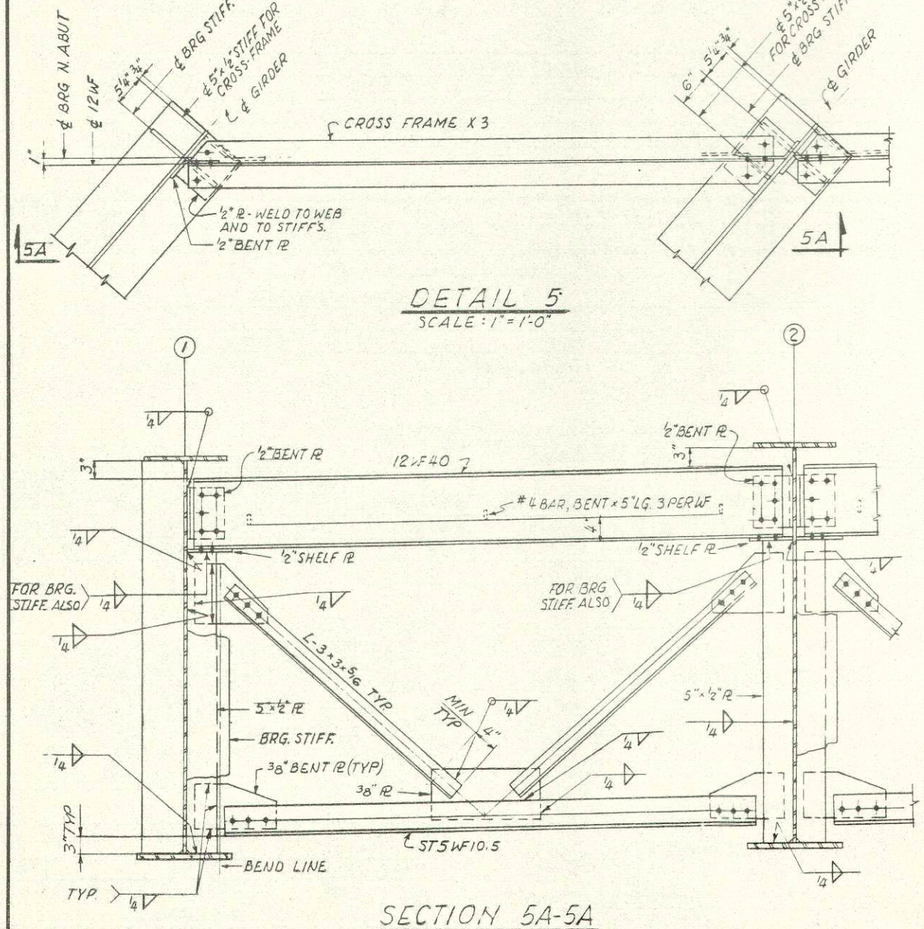
SECTION 3-3
SCALE : 1"=1'-0"



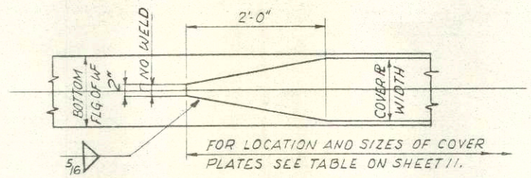
SECTION 4A-4A
SCALE : 1"=1'-0"



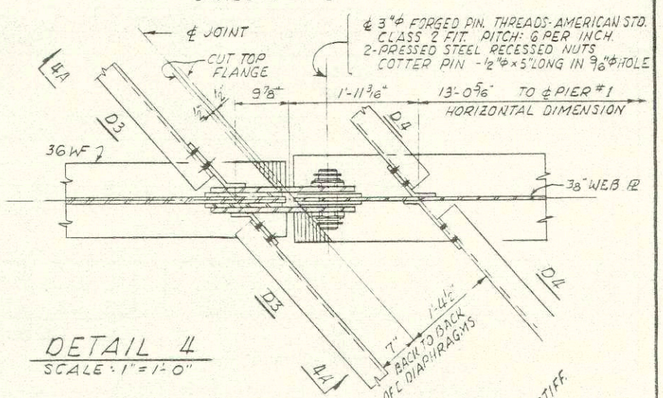
PIN ELEVATION
SCALE : 1"=1'-0"



DETAIL 5
SCALE : 1"=1'-0"

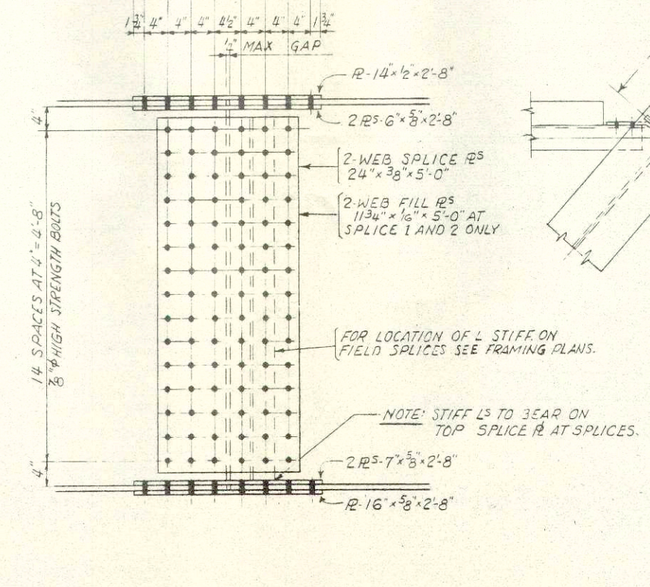


TYPICAL COVER PLATE DETAIL FOR 36 WF
SCALE : 1"=1'-0"

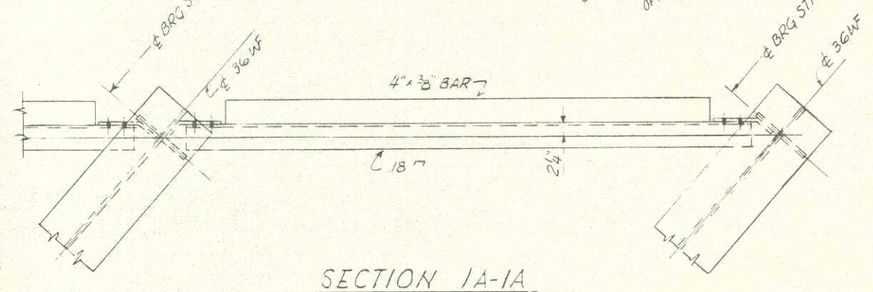


DETAIL 4
SCALE : 1"=1'-0"

SECTION 5A-5A
CROSS FRAME X3 AT NORTH ABUTMENT
SCALE : 1"=1'-0"



FIELD SPLICE DETAIL
SCALE : 1"=1'-0"



SECTION 1A-1A
SCALE : 1"=1'-0"

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

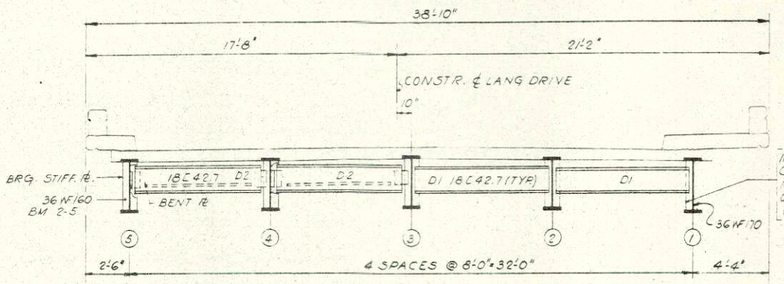
C. M. ST. P & P. RAIL ROAD OVER PASS
BRIDGE NO. B-32-32

STEEL DETAILS

SCALE: AS NOTED
DESIGNED: D.V.R. DATE
DRAWN: A.F. DATE
CHECKED: D.V.R. DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X 23873 SHEET 12 OF 23

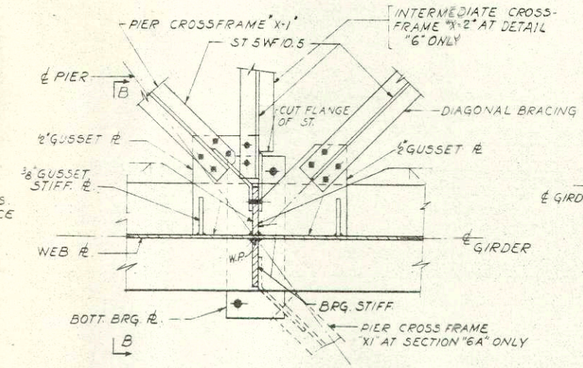
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	T08-3(26)	22	34



END DIAPHRAGMS INTERIOR DIAPHRAGMS

TYPICAL ELEVATION OF DIAPHRAGMS

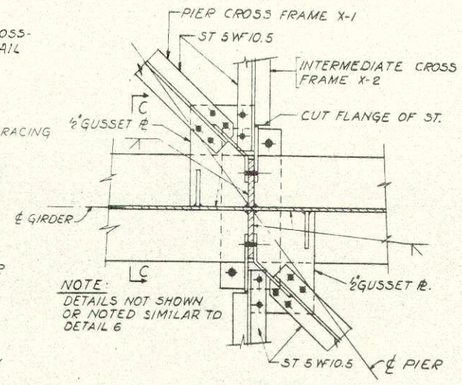
SCALE: 1/4"=1'-0"



DETAIL "6"

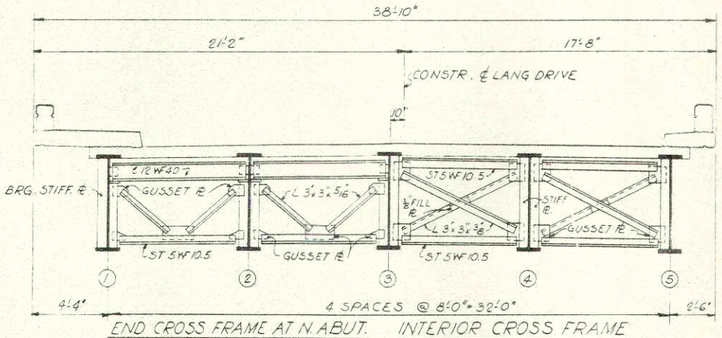
DETAIL "6A" (SIMILAR)

SCALE: 1"=1'-0"



DETAIL "7"

SCALE: 1"=1'-0"

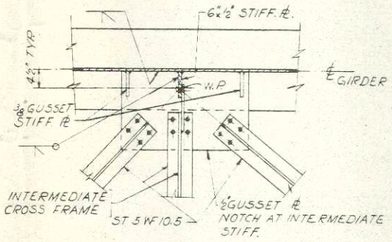


END CROSS FRAME AT N. ABUT. INTERIOR CROSS FRAME

TYPICAL ELEVATION OF CROSS-FRAMES

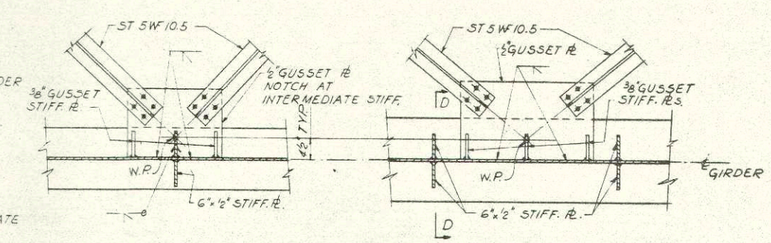
(PIER CROSS FRAMES SIMILAR TO INTERIOR CROSS FRAMES)

SCALE: 1/4"=1'-0"



DETAIL 8

SCALE: 3/4"=1'-0"

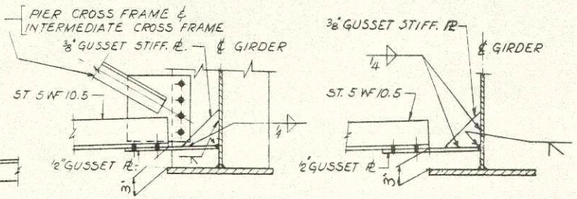


DETAIL "9"

SCALE: 3/4"=1'-0"

DETAIL "10"

SCALE: 3/4"=1'-0"



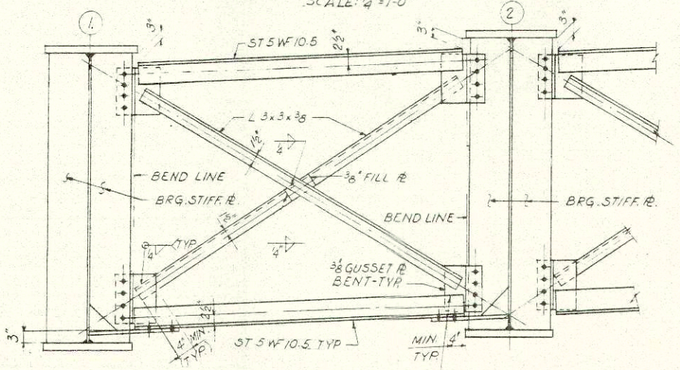
SECTION B-B

SECTION C-C (SIMILAR)

SCALE: 1"=1'-0"

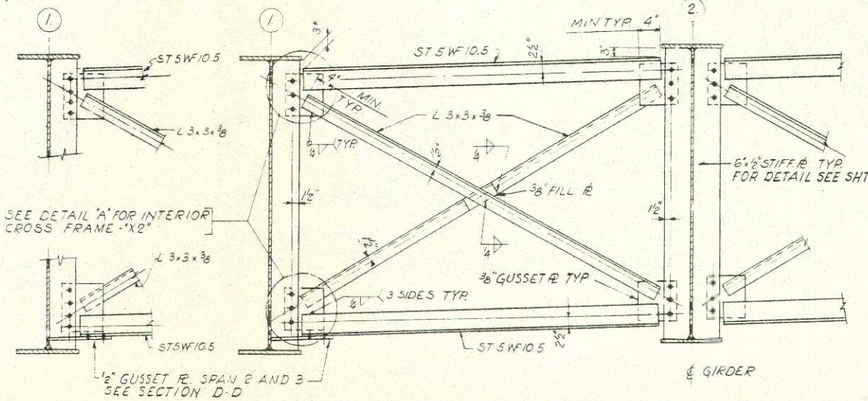
SECTION D-D

SCALE: 1"=1'-0"



PIER CROSS FRAME "X1"

SCALE: 3/4"=1'-0"



DETAIL "A"

SCALE: 3/4"=1'-0"

INTERIOR CROSS FRAME "X4" SHOWN

INTERIOR CROSS FRAME "X2" NOTED

SCALE: 3/4"=1'-0"

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS

BRIDGE NO. B-32-32

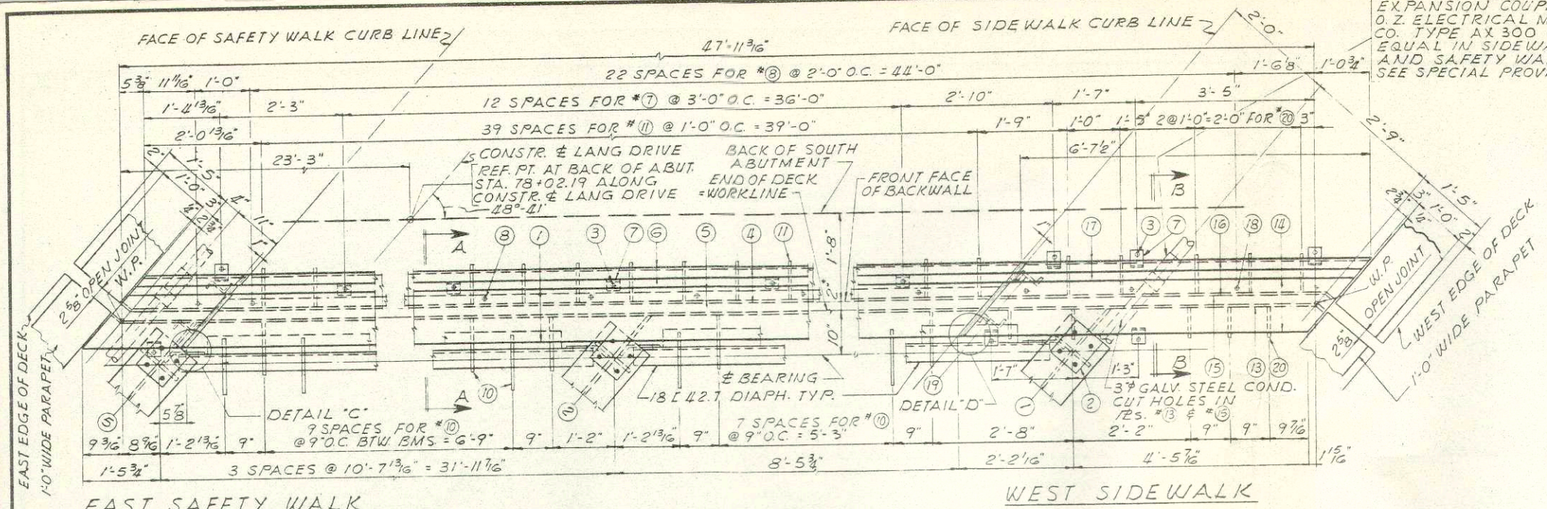
STEEL DETAILS

SCALE: AS NOTED
DESIGNED: D.V.R. DATE
DRAWN: A.F. DATE
CHECKED: D.V.R. DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X 25874 SHEET 15 OF 23

19 of 31

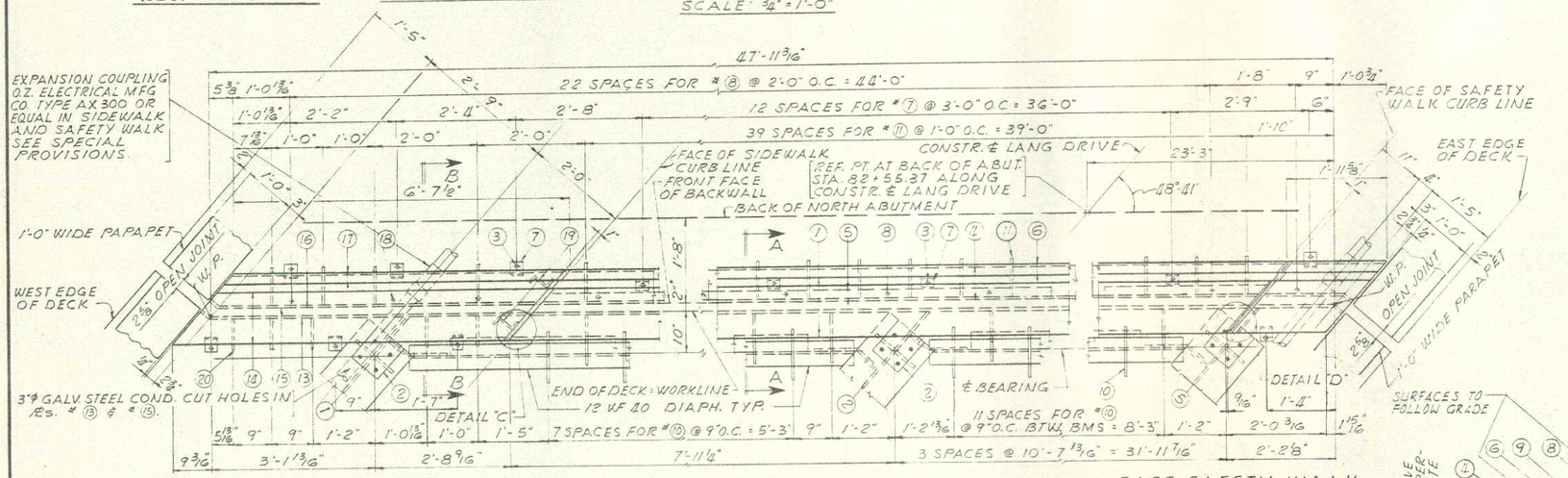
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	T08-3(26)	23	34



EAST SAFETY WALK
DETAILS NOT NOTED SIMILAR TO WEST SIDEWALK

WEST SIDEWALK

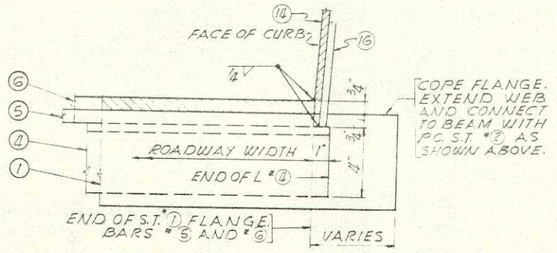
PART PLAN OF EXPANSION DEVICE AT SOUTH ABUTMENT
SCALE: 3/4" = 1'-0"



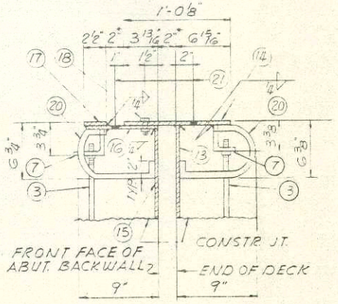
WEST SIDEWALK

PART PLAN OF EXPANSION DEVICE AT NORTH ABUTMENT
SCALE: 3/4" = 1'-0"

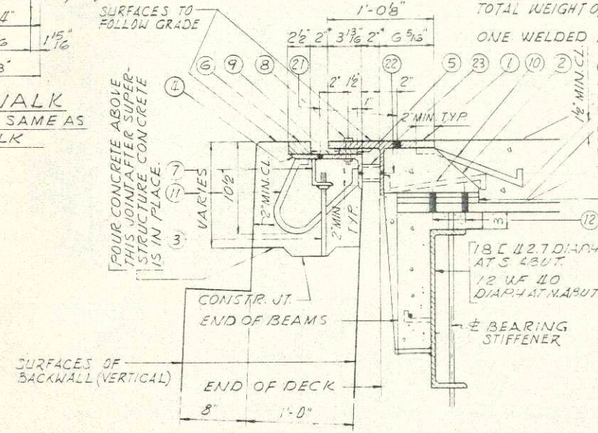
EAST SAFETY WALK
DETAILS NOT NOTED SAME AS AT WEST SIDEWALK



DETAIL "D"
DETAIL "C" OPPOSITE HAND
SCALE: 3" = 1'-0"



SECTION B-B
SCALE: 1 1/2" = 1'-0"



SECTION A - A
SCALE: 1/2" = 1'-0"
S. ABUT. SHOWN - N. ABUT. SIMILAR

LEGEND

① S.T. 6" WF 39.5#.

② PC. S.T. 6" WF 20#. WELD TO STEM AND FLANGE OF S.T. #① WITH 2 LINES OF 1/4" CONTINUOUS FILLET WELD.

③ 1/2"∅ x VARIABLE LENGTH ADJUSTING BOLT AT 3'-0" O.C. THREAD 4", TACK WELD NUT TO ∠ #⑦.

④ ∠ 8" x 4" x 7/16".

⑤ BAR 2" x 3/4". WELD TO ∠ #④ WITH 2 LINES OF 1/4" FILLET WELDS, 2" LONG @ 6" O.C.

⑥ BAR 2 1/2" x 1 1/2". WELD TO ∠ #④ WITH 2 LINES OF 1/4" FILLET WELDS, 2" LONG @ 6" O.C.

⑦ ∠ 3" x 2 1/2" x 3/8" x 0'-3" LONG, WELD TO ∠ #④, PS.# ⑭, AND # ⑯, WITH 2 LINES OF 1/4" CONTINUOUS FILLET WELDS. PROVIDE 9/16"∅ HOLE IN 2 1/2" LEG FOR BOLT #③.

⑧ 3/4"∅ BOLT WITH SQUARE HEAD AT 2'-0" O.C. GREASE FOR EASY REMOVAL. 13/16" x 1 3/4" SLOTTED HOLE IN S.T. #①. LONG DIMENSION OF SLOTTED HOLE PARALLEL TO ℄ OF ROADWAY. 13/16"∅ HOLES IN ∠ #④ AND BAR #⑤. TACK WELD SQUARE NUT TO ∠ #④. AFTER CONCRETE HAS SET, REMOVE BOLTS AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

⑨ APPLY + 1/16" COAT OF BITUMASTIC TO THIS SURFACE. AFTER CONCRETE HAS SET, FILL JOINT WITH HOT POURED ELASTIC TYPE JOINT SEALER.

⑩ 5/8"∅ BENT BAR ALTERNATING AT 9" O.C., BETWEEN GIRDERS. WELD TO S.T. #① WITH 1/4" FILLET WELD ALL AROUND.

⑪ 5/8"∅ BENT BAR AT 1'-0" O.C. WELD TO ∠ #④ WITH 1/4" FILLET WELD ALL AROUND.

⑫ PROVIDE 13/16"∅ HOLES IN S.T. #② AND 5/8" LAMINATED SHIM PLATES AND DRILL 13/16"∅ HOLES IN GIRDER FLANGE IN FIELD, FOR 4 - 3/4"∅ ERECTION BOLTS.

⑬ 3/8" PLATE CUT TO LIMITS OF SIDEWALK AND SAFETY WALK.

⑭ PL. 12 1/8" x 3/8". BEND DOWN PLUSH WITH FACE OF CURB. WELD TO PL.# ⑬ WITH 2 LINES OF 1/4" FILLET WELDS. FIELD WELD TO S.T. #①.

⑮ 3/8" PLATE CUT TO LIMITS OF SIDEWALK AND SAFETY WALK.

⑯ PL. 8" x 3/8". BEND DOWN PARALLEL WITH FACE OF CURB. WELD TO PL.# ⑮ WITH 1 LINE OF 1/4" FILLET WELDS. FIELD WELD TO ∠ #④.

⑰ BAR 2 1/2" x 3/8". BEND DOWN PLUSH WITH FACE OF CURB. WELD TO PL.# ⑯ WITH 2 LINES OF CONTINUOUS 1/4" FILLET WELDS. FIELD WELD TO BAR #⑤.

⑱ 1/2"∅ BOLT. SAME AS #⑧ EXCEPT FOR LENGTH. 9/16" x 1 1/2" SLOTTED HOLES IN PL. #⑭, & 9/16"∅ HOLES IN PL.# ⑯.

⑲ ANCHOR BAR 2 1/2" x 3/8" x 1'-0" ⌐ . WELD TO PL.# ⑭ AND PL.# ⑯.

⑳ 5/8"∅ BENT BAR. WELD TO PS.# ⑬ & # ⑭, PS.# ⑮ & # ⑯ WITH 1/4" FILLET WELDS ALL AROUND.

㉑ 13/16"∅ VENT HOLES AT 2'-0" O.C. IN S.T. #①, ∠ #④, PS.# ⑭ & # ⑯

㉒ 9/16"∅ HOLES AT 3'-0" O.C. IN 4" LEG OF ∠ #④ AND STEM OF S.T. #①.

㉓ PROVIDE 1/2"∅ BOLT AND NUT WITH PIPE SLEEVE AT EACH LOCATION OF HOLE # ㉒ AND SHIP ASSEMBLED. REMOVE PRIOR TO FINAL ASSEMBLY IN FIELD.

NOTES:

ALL DIMENSIONS, SPACING, ETC. ARE HORIZONTAL.
FOR CROSS SECTION OF ROADWAY SEE SHT. #17
EXPANSION DEVICE SHALL BE FABRICATED TO CONFORM TO ROADWAY CROWN AND GRADE.
ASSEMBLE IN SHOP FOR INSPECTION.
ALL SURFACES INACCESSIBLE AFTER ERECTION SHALL RECEIVE TWO SHOP COATS OF RED LEAD PAINT EXCEPT SURFACES IMBEDDED IN CONCRETE.
TOTAL WEIGHT OF EXPANSION DEVICE IS: S. ABUT. 3890#
N. ABUT. 3890#
ONE WELDED FIELD SPLICE SHALL BE PERMITTED IN ROADWAY SECTION OF EXPANSION JOINT.

* — AT RIGHT ANGLE TO BACK OF ABUTMENT AT 60° F.

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

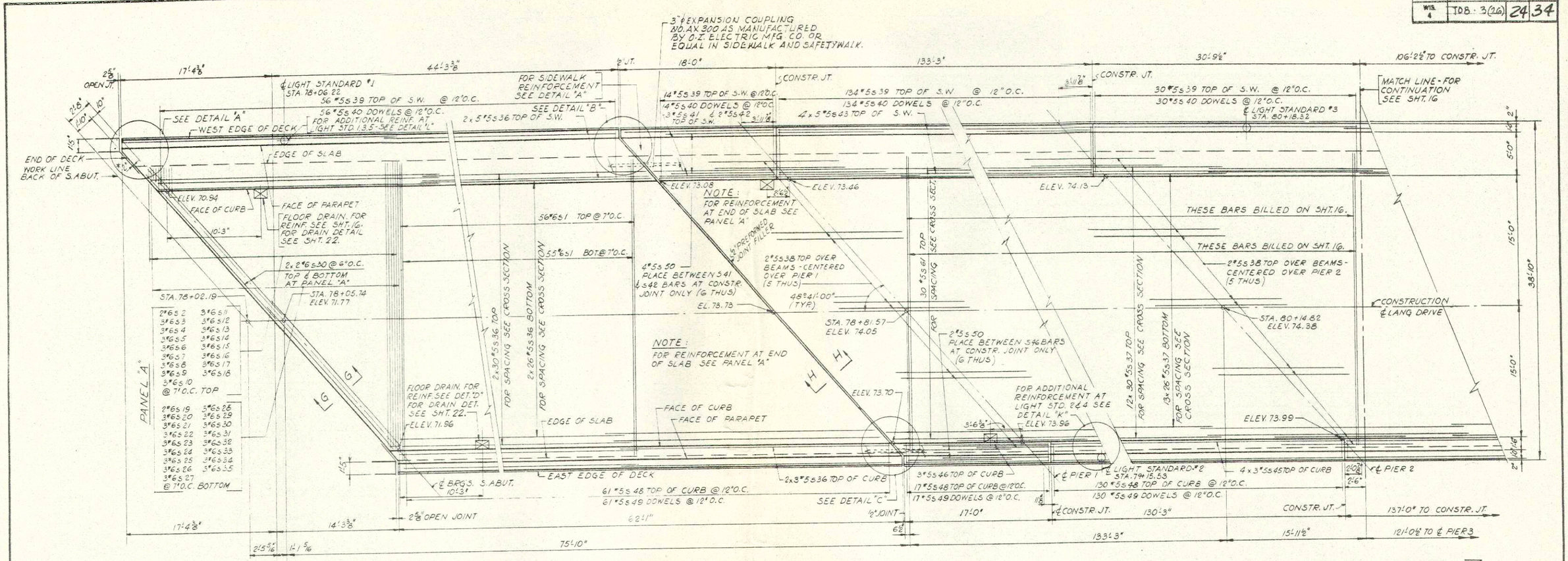
C. M. ST. P. & P. RAIL ROAD OVER PASS
BRIDGE NO. B-32-52

EXPANSION DEVICE

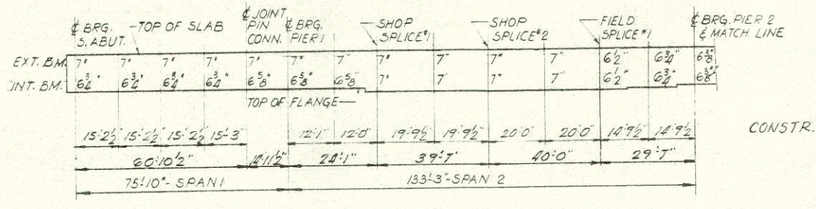
SCALE: AS NOTED
DESIGNED: DR DATE
DRAWN: I.O. DATE
CHECKED: DR DATE 7-1061

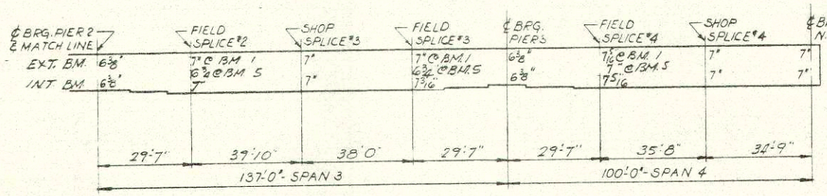
ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X 23875 SHEET 14 OF 23

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	IDB.-3(26)	24	34



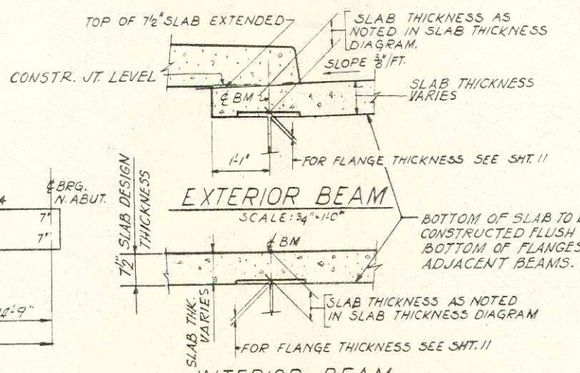
PART PLAN - DECK REINFORCEMENT
(SOUTH HALF SHOWN)
SCALE: 3/16" = 1'-0"

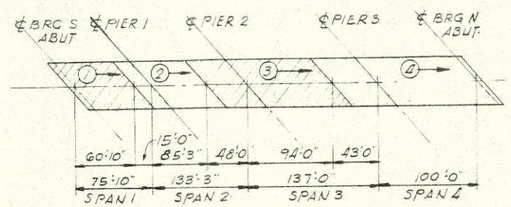




SLAB THICKNESS DIAGRAM

NOTE:
SLAB THICKNESS FIGURES ARE THEORETICAL AND ARE SUBJECT TO CORRECTION TO COMPENSATE FOR VARIATIONS OF CAMBERS AND WF BEAMS AND WELDED PLATE GIRDERS AND OTHER CONSTRUCTION DISCREPANCIES.
FOR DEADLOAD DEFLECTION AND BLOCKING DIAGRAM SEE SHT. 10.
SLAB THICKNESS AT FIELD SPLICES AS NOTED ABOVE ARE TO THE TOP OF SPLICE PLATES.





SLAB POUR SEQUENCE DIAGRAM

① INDICATES POUR AND DIRECTION
TWO OR MORE POURS MAY BE COMBINED AND TRANSVERSE CONSTRUCTION JOINTS OMITTED IF THE ENTIRE POUR IS MADE IN A CONTINUOUS 10 HOUR PERIOD.

CONCRETE QUANTITIES

ITEM	UNIT	TOTAL
DECK	C.Y.	490
PARAPET	C.Y.	50

NOTES FOR DECK:

1. WORK THIS SHEET WITH SHEETS 16 & 17.
2. TOP AND BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER AND BY INDIVIDUAL BAR CHAIRS AT 3'0" CENTERS APPROXIMATELY AT THE ⅓ POINTS BETWEEN GIRDERS.
3. FOR REINFORCEMENT BARS IN PARAPET RAILING AND LIGHT STANDARD DETAILS SEE SHT. 20 & 21.
4. S.W. = SIDEWALK
5. BARS MARKED THUS 2 x 30 #5 ETC. INDICATES 2 IDENTICAL LENGTHS OF BARS PER LINE WITH 30 LINES OF BARS.
6. FOR EXPANSION DEVICE SEE SHT. 14.
7. FOR REINFORCEMENT BAR LIST SEE SHT. 23.

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE - GEORGE ST. EXTENSION . LA CROSSE, WISCONSIN

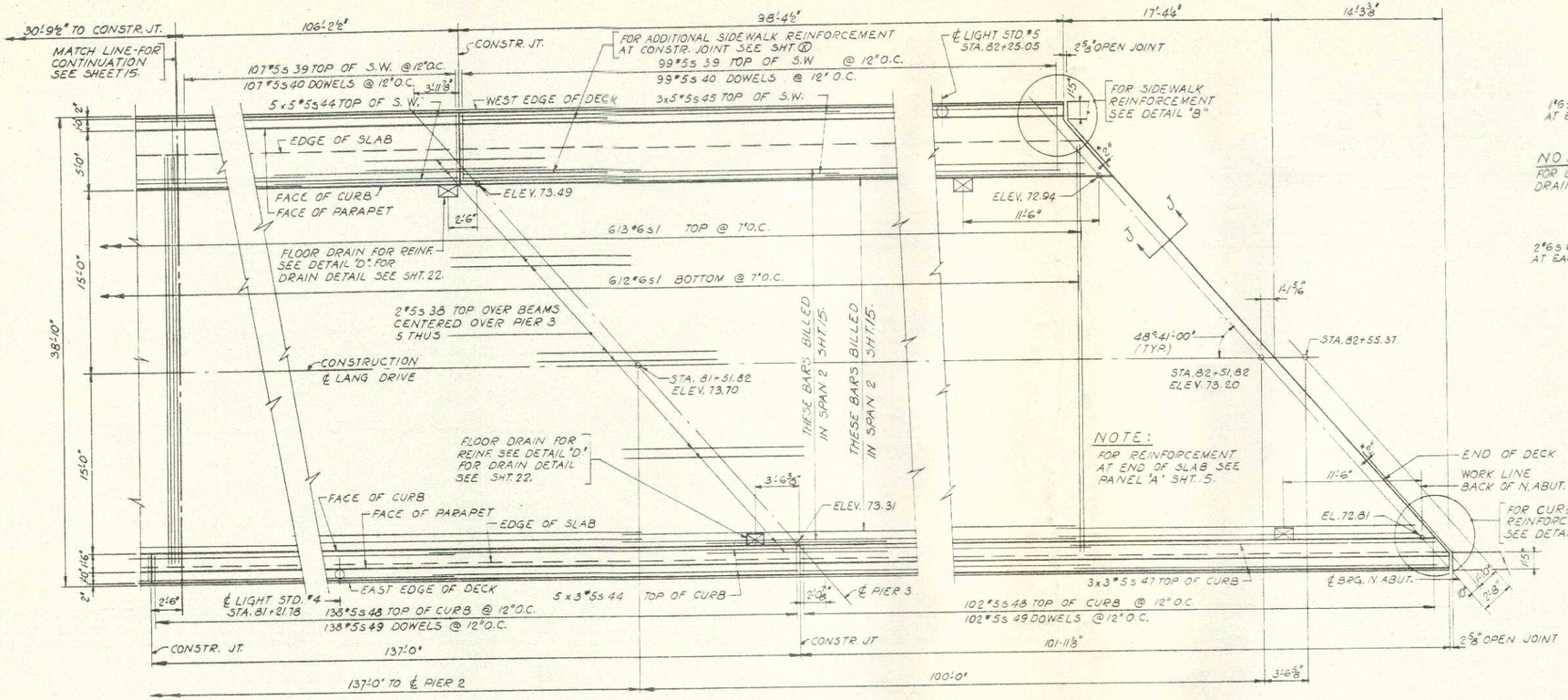
C. M. ST. P. & P. RAIL ROAD OVER PASS
BRIDGE NO. B-32-32

PLAN OF DECK REINFORCEMENT (SOUTH HALF SHOWN)

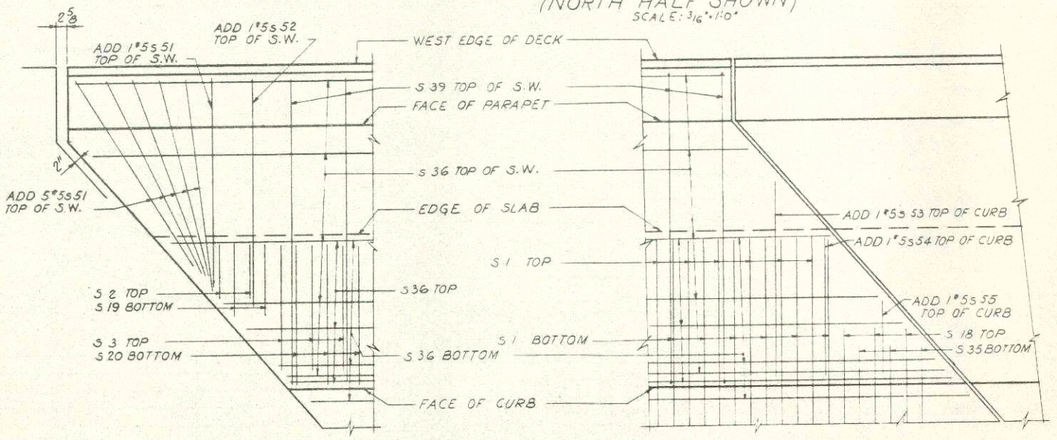
SCALE: AS NOTED
DESIGNED: DR DATE
DRAWN: VB DATE
CHECKED: DR DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
BEN. No. X 2386 SHEET 15 OF 25

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 6	T08-3(26)	25	34

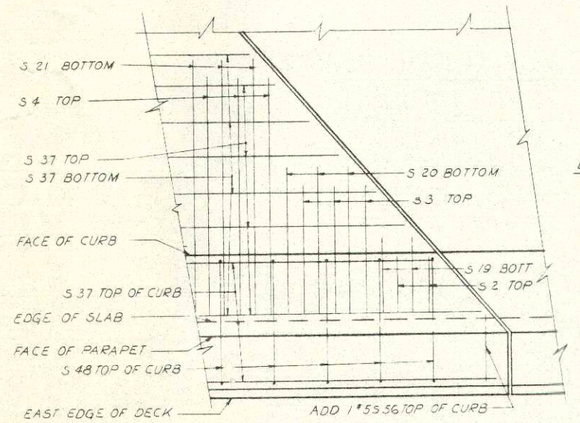


PART PLAN-DECK REINFORCEMENT
(NORTH HALF SHOWN)
SCALE: 3/16" = 1'-0"

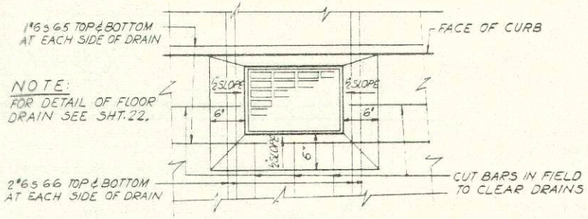


DETAIL "A"
SCALE: 3/4" = 1'-0"

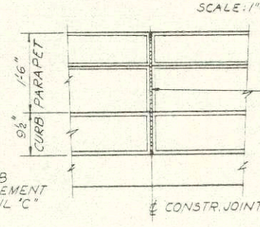
DETAIL "B"
SCALE: 3/4" = 1'-0"



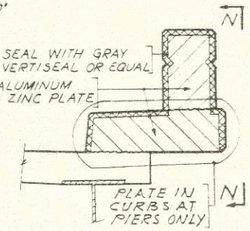
DETAIL "C"
SCALE: 3/4" = 1'-0"



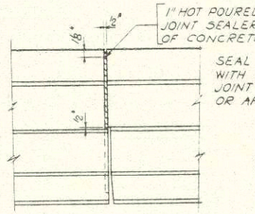
DETAIL "D" (8 THUS)
SHOWING ADDITIONAL REINFORCEMENT AT FLOOR DRAIN
SCALE: 1" = 1'-0"



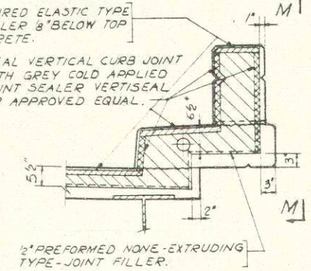
ELEVATION N-N
SCALE: 3/4" = 1'-0"



SECTION THRU CONSTR. JT. FOR SAFETY WALK
(SIDEWALK SIMILAR) SCALE: 3/4" = 1'-0"



ELEVATION M-M
SCALE: 3/4" = 1'-0"



SECTION THRU SAFETY-WALK AT PIN-CONNECTION
(SIDEWALK SIMILAR)
SCALE: 3/4" = 1'-0"

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS

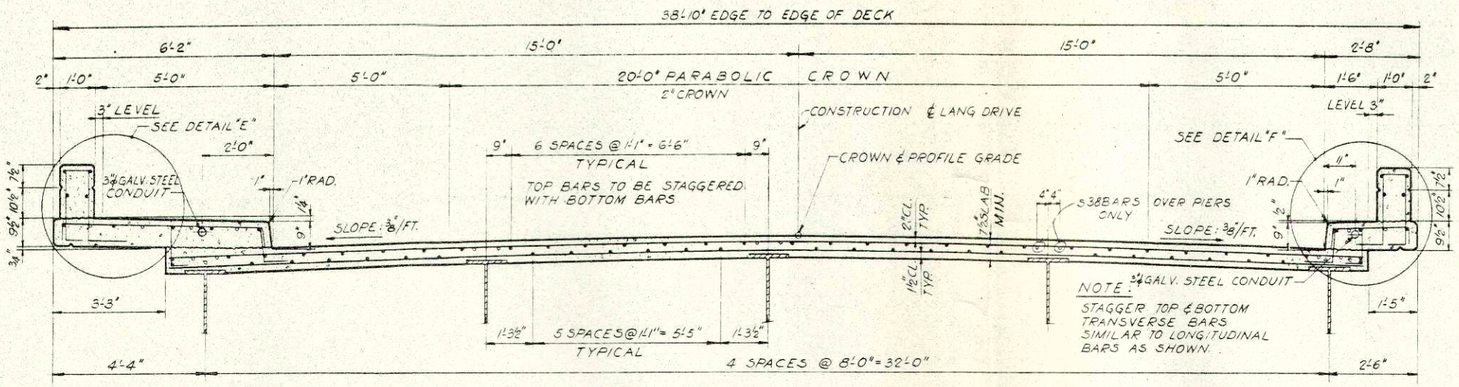
BRIDGE No. B-32-32

PLAN OF DECK REINFORCEMENT (NORTH HALF SHOWN)

SCALE: AS NOTED
DESIGNED: DR DATE
DRAWN: YB DATE
CHECKED: DR DATE 7-10-61

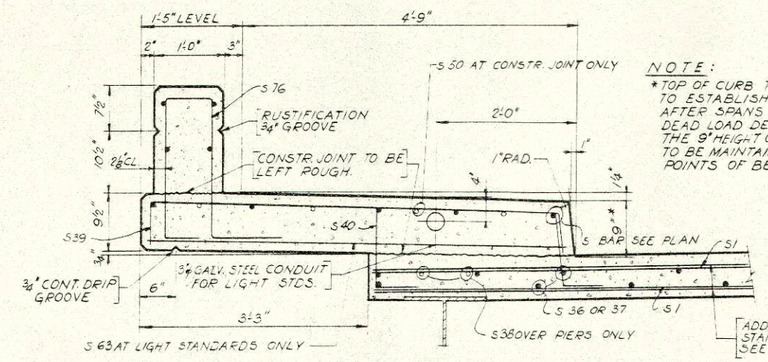
ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
18 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X23877 SHEET 16 OF 23

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	T08-3(12)	26	34



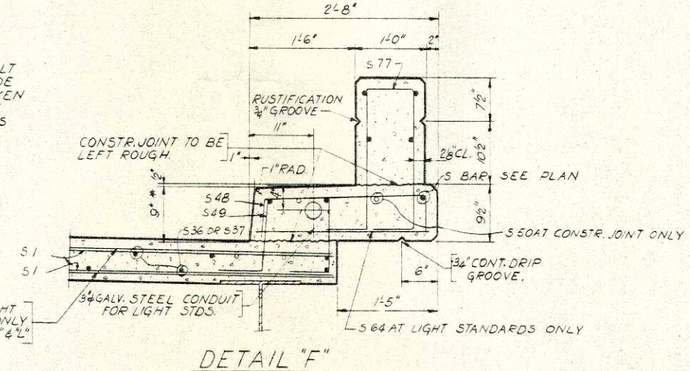
CROSS SECTION

SCALE: 1/2" = 1'-0"



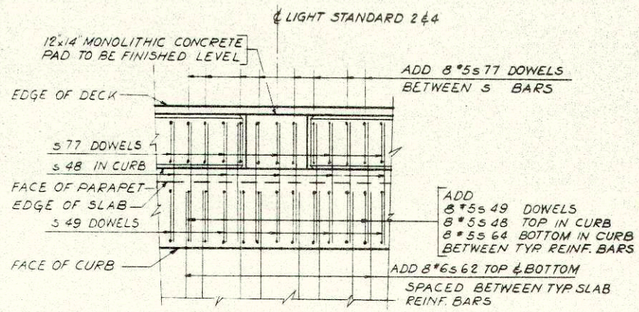
DETAIL "E"

SCALE: 1 1/2" = 1'-0"



DETAIL "F"

SCALE: 1" = 1'-0"

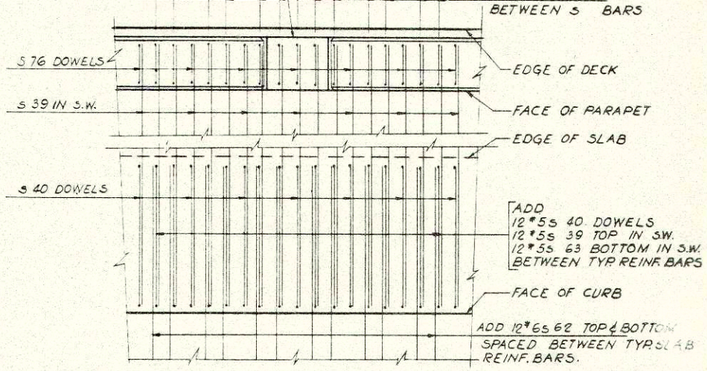


DETAIL "K"

SAFETY WALK REINFORCEMENT AT LIGHT STANDARD

(2 THUS)

SCALE: 1" = 1'-0"

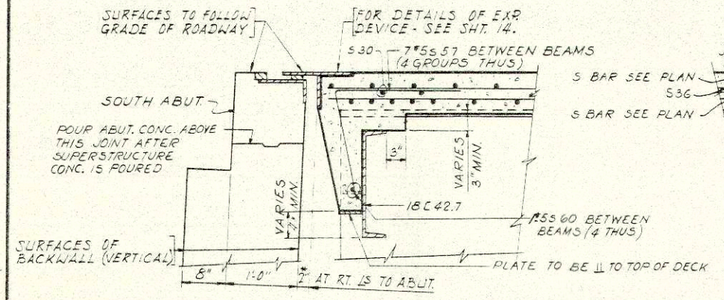


DETAIL "L"

SIDE WALK REINFORCEMENT AT LIGHT STANDARD

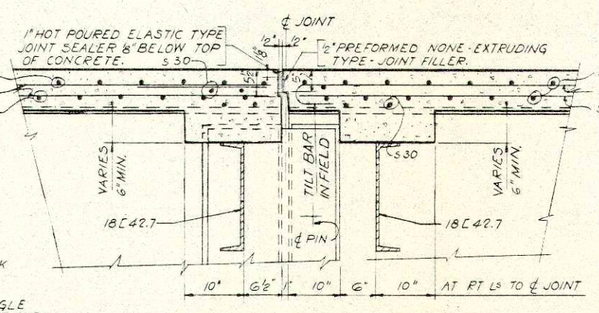
(3 THUS)

SCALE: 1" = 1'-0"



SECTION G-G

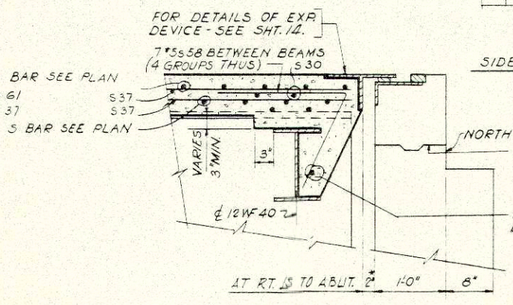
SCALE: 1" = 1'-0"



* 2" OPENING AT RIGHT ANGLE TO BACK OF ABUTMENT AT 60° F.

SECTION H-H

SCALE: 1" = 1'-0"



SECTION J-J

SCALE: 1" = 1'-0"

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE - GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS

BRIDGE NO. B-32-32

DECK REINFORCEMENT DETAILS

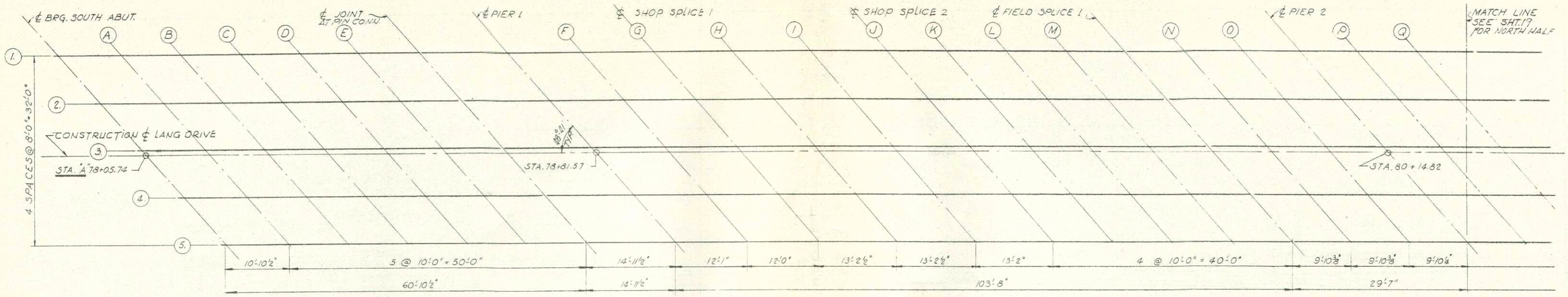
SCALE: AS NOTED — DESIGNED: DR — DRAWN: VB — CHECKED: DR

DATE — DATE — DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X 23878 SHEET 17 OF 25

23 of 31

B. P. R. DIVISION	PROJECT	SHEET	TOTAL SHEETS
WIS. 4	T08-3(26)	27	34



TOP OF SLAB ELEVATION PLAN

SOUTH HALF SHOWN

SCALE: 8"=1'0"

N

SPAN 1

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection
℄ Brg.	2	7797.975	8.833	71.339	71.339
So. Abut.	3	7805.007	.833	71.742	71.742
	4	7812.040 -	7.166	71.931	71.931
	2	7808.850	8.833	71.762	71.819
A	3	7815.882	.833	72.164	72.221
	4	7822.915 -	7.166	72.342	72.399
	2	7818.850	8.833	72.148	72.241
B	3	7825.882	.833	72.533	72.627
	4	7832.915 -	7.166	72.690	72.784
	2	7828.850	8.833	72.508	72.617
C	3	7835.882	.833	72.873	72.982
	4	7842.915 -	7.166	73.009	73.119
	2	7838.850	8.833	72.839	72.938
D	3	7845.882	.833	73.183	73.282
	4	7852.915 -	7.166	73.299	73.398
	2	7848.850	8.833	73.140	73.203
E	3	7855.882	.833	73.464	73.526
	4	7862.915 -	7.166	73.560	73.622
℄ Joint	2	7858.850	8.833	73.413	73.418
@ Pin Conn	3	7865.882	.833	73.716	73.721
	4	7872.915 -	7.166	73.791	73.796
	2	7873.809	8.833	73.766	73.766
℄ Brg. Pier #1	3	7880.841	.833	74.038	74.038
	4	7887.873 -	7.166	74.082	74.082

SPAN 2

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection
	2	7885.892	8.833	74.003	74.013
F	3	7892.924	.833	74.250	74.260
	4	7899.956 -	7.166	74.269	74.280
℄ Shop Spl.1	2	7897.892	8.833	74.196	74.232
G	3	7904.924	.833	74.419	74.455
	4	7911.956 -	7.166	74.413	74.450
	2	7911.100	8.833	74.360	74.454
H	3	7918.132	.833	74.555	74.649
	4	7925.165 -	7.166	74.523	74.617
	2	7924.308	8.833	74.473	74.608
I	3	7931.341	.833	74.641	74.776
	4	7938.373 -	7.166	74.581	74.717
℄ Shop Spl.2	2	7937.475	8.833	74.535	74.691
J	3	7944.507	.833	74.676	74.832
	4	7951.540 -	7.166	74.589	74.745
	2	7947.475	8.833	74.548	74.714
K	3	7954.507	.833	74.668	74.835
	4	7961.540 -	7.166	74.561	74.728
	2	7957.475	8.833	74.531	74.698
L	3	7964.507	.833	74.631	74.798
	4	7971.540 -	7.166	74.512	74.678
	2	7967.475	8.833	74.488	74.633
M	3	7974.507	.833	74.581	74.727
	4	7981.540 -	7.166	74.462	74.608
	2	7977.475	8.833	74.438	74.552
℄ Fld. Spl.1	3	7984.507	.833	74.531	74.646
	4	7991.540 -	7.166	74.412	74.526
	2	7987.340	8.833	74.388	74.472
N	3	7994.372	.833	74.482	74.565
	4	8001.404 -	7.166	74.362	74.446
	2	7997.204	8.833	74.339	74.370
O	3	8004.237	.833	74.433	74.464
	4	8011.269 -	7.166	74.313	74.344
℄ Brg.	2	8007.059	8.833	74.290	74.290
Pier #2	3	8014.091	.833	74.383	74.383
	4	8021.123 -	7.166	74.264	74.264

SPAN 1

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection
℄ Brg.	1	7790.943	16.833	70.815	70.815
So. Abut.	5	7819.072 -	15.166	71.958	71.958
	1	7801.818	16.833	71.238	71.295
A	5	7829.947 -	15.166	72.347	72.405
	1	7811.818	16.833	71.627	71.721
B	5	7839.947 -	15.166	72.675	72.769
	1	7821.818	16.833	72.007	72.116
C	5	7849.947 -	15.166	72.973	73.083
	1	7831.818	16.833	72.359	72.458
D	5	7859.947 -	15.166	73.242	73.341
	1	7841.818	16.833	72.681	72.743
E	5	7869.947 -	15.166	73.482	73.545
℄ Joint	1	7851.818	16.833	72.974	72.979
@ Pin Conn	5	7879.947 -	15.166	73.693	73.698
℄ Brg.	1	7866.776	16.833	73.357	73.357
Pier 1	5	7894.905 -	15.166	73.953	73.953

SPAN 2

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection
	1	7878.860	16.833	73.619	73.625
F	5	7906.989 -	15.166	74.116	74.121
℄ Shop Spl. 1	1	7890.860	16.833	73.837	73.869
G	5	7918.989 -	15.166	74.235	74.276
	1	7904.068	16.833	74.028	74.086
H	5	7932.197 -	15.166	74.318	74.375
	1	7917.276	16.833	74.169	74.273
I	5	7945.405 -	15.166	74.349	74.453
℄ Shop Spl. 2	1	7930.443	16.833	74.257	74.377
J	5	7958.572 -	15.166	74.329	74.449
	1	7940.443	16.833	74.291	74.421
K	5	7968.572 -	15.166	74.284	74.414
	1	7950.443	16.833	74.295	74.426
L	5	7978.572 -	15.166	74.234	74.364
	1	7960.443	16.833	74.270	74.380
M	5	7988.572 -	15.166	74.184	74.293
℄ Fld. Spl. 1	1	7970.443	16.833	74.222	74.306
	5	7998.572 -	15.166	74.134	74.217
	1	7980.307	16.833	74.173	74.230
N	5	8008.437 -	15.166	74.084	74.142
	1	7990.172	16.833	74.124	74.150
O	5	8018.301 -	15.166	74.035	74.061
℄ Brg.	1	8000.026	16.833	74.074	74.074
Pier 2	5	8028.155 -	15.166	73.986	73.986

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS

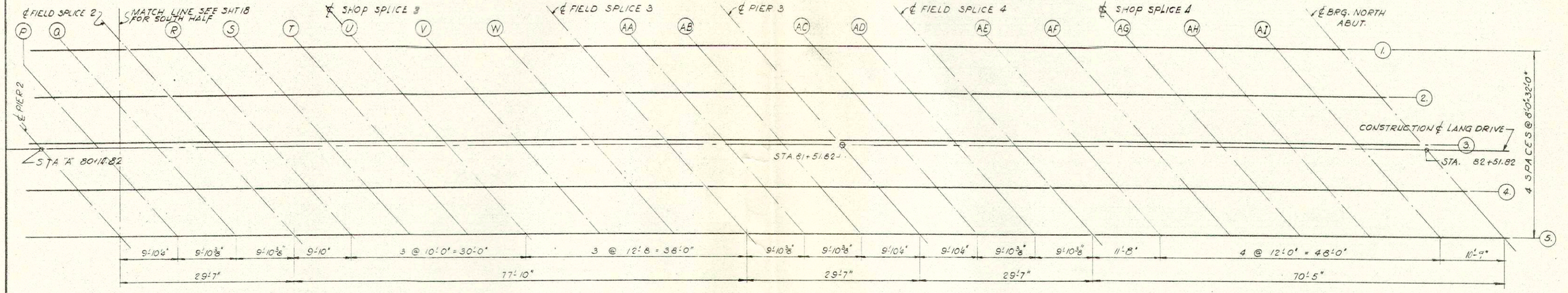
BRIDGE NO. B-32-32

TOP OF DECK ELEVATIONS (SOUTH HALF SHOWN)

SCALE: AS NOTED
DESIGNED: DR DATE
DRAWN: VB DATE
CHECKED: DR DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X-23879 SHEET 18 OF 23

B P R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	TDB-3(16)	28	34



TOP OF SLAB ELEVATION PLAN
NORTH HALF SHOWN
SCALE: 8"=1'-0"

N

SPAN 3

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection
	2	8007.055	8.833	74.290	74.290
℄ Brg.	3	8014.087	.833	74.383	74.383
Pier 2	4	8021.120	- 7.166	74.264	74.264
	2	8016.909	8.833	74.240	74.241
P	3	8023.942	.833	74.334	74.334
	4	8030.974	- 7.166	74.215	74.215
	2	8026.774	8.833	74.191	74.191
Q	3	8033.806	.833	74.285	74.285
	4	8040.839	- 7.166	74.165	74.165
	2	8036.639	8.833	74.142	74.142
℄ Fld Spl 2	3	8043.671	.833	74.236	74.236
	4	8050.703	- 7.166	74.116	74.116
	2	8046.472	8.833	74.093	74.103
R	3	8053.504	.833	74.186	74.197
	4	8060.536	- 7.166	74.067	74.077
	2	8056.472	8.833	74.043	74.063
S	3	8063.504	.833	74.136	74.157
	4	8070.536	- 7.166	74.017	74.038
	2	8066.472	8.833	73.993	74.029
T	3	8073.504	.833	74.086	74.123
	4	8080.536	- 7.166	73.967	74.003
	2	8076.472	8.833	73.943	73.984
℄ Shop Spl 3	3	8083.504	.833	74.036	74.078
U	4	8090.536	- 7.166	73.917	73.958
	2	8089.139	8.833	73.879	73.916
V	3	8096.171	.833	73.973	74.010
	4	8103.203	- 7.166	73.853	73.890
	2	8101.805	8.833	73.816	73.847
W	3	8108.838	.833	73.910	73.941
	4	8115.870	- 7.166	73.790	73.821
	2	8114.472	8.833	73.753	73.768
℄ Fld Spl 3	3	8121.504	.833	73.846	73.862
	4	8128.537	- 7.166	73.727	73.742
	2	8124.337	8.833	73.703	73.703
AA	3	8131.369	.833	73.797	73.797
	4	8138.401	- 7.166	73.677	73.677
	2	8134.201	8.833	73.654	73.654
AB	3	8141.233	.833	73.748	73.748
	4	8148.266	- 7.166	73.628	73.628
	2	8144.055	8.833	73.605	73.605
℄ Brg.	3	8151.088	.833	73.698	73.698
Pier 3	4	8158.120	- 7.166	73.579	73.579

SPAN 4

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection
	2	8153.910	8.833	73.555	73.556
AC	3	8160.942	.833	73.649	73.649
	4	8167.974	- 7.166	73.530	73.530
	2	8163.774	8.833	73.506	73.511
AD	3	8170.806	.833	73.600	73.605
	4	8177.839	- 7.166	73.480	73.485
	2	8173.639	8.833	73.457	73.483
℄ Fld Spl 4	3	8180.671	.833	73.551	73.577
	4	8187.703	- 7.166	73.431	73.457
	2	8185.306	8.833	73.398	73.445
AE	3	8192.338	.833	73.492	73.539
	4	8199.370	- 7.166	73.373	73.419
	2	8197.306	8.833	73.338	73.401
AF	3	8204.338	.833	73.432	73.495
	4	8211.370	- 7.166	73.313	73.375
	2	8209.306	8.833	73.278	73.351
AG	3	8216.338	.833	73.372	73.445
	4	8223.370	- 7.166	73.253	73.325
	2	8221.306	8.833	73.218	73.281
AH	3	8228.338	.833	73.312	73.375
	4	8235.370	- 7.166	73.193	73.255
	2	8233.306	8.833	73.158	73.211
AI	3	8240.338	.833	73.252	73.304
	4	8247.370	- 7.166	73.133	73.185
	2	8244.056	8.833	73.105	73.105
℄ Brg.	3	8251.088	.833	73.198	73.198
No. Abut	4	8258.120	- 7.166	73.079	73.079

SPAN 3

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection
℄ Brg.	1	8000.023	16.833	74.074	74.074
Pier 2	5	8028.152	- 15.166	73.986	73.986
	1	8009.877	16.833	74.025	74.025
P	5	8038.006	- 15.166	73.937	73.937
	1	8019.742	16.833	73.976	73.976
Q	5	8047.871	- 15.166	73.887	73.887
℄ Fld Spl 2	1	8029.606	16.833	73.926	73.927
	5	8057.735	- 15.166	73.838	73.838
	1	8039.440	16.833	73.877	73.882
R	5	8067.569	- 15.166	73.789	73.794
	1	8049.440	16.833	73.827	73.838
S	5	8077.569	- 15.166	73.739	73.749
	1	8059.440	16.833	73.777	73.793
T	5	8087.569	- 15.166	73.689	73.704
℄ Shop Spl 3	1	8069.440	16.833	73.727	73.748
U	5	8097.569	- 15.166	73.639	73.660
	1	8082.106	16.833	73.664	73.685
V	5	8110.235	- 15.166	73.575	73.596
	1	8094.773	16.833	73.601	73.611
W	5	8122.902	- 15.166	73.512	73.522
℄ Fld Spl 3	1	8107.440	16.833	73.537	73.537
	5	8135.569	- 15.166	73.449	73.449
	1	8117.304	16.833	73.488	73.488
AA	5	8145.433	- 15.166	73.399	73.400
	1	8127.169	16.833	73.439	73.439
AB	5	8155.298	- 15.166	73.350	73.350
℄ Brg.	1	8137.023	16.833	73.389	73.389
Pier 3	5	8165.152	- 15.166	73.301	73.301

SPAN 4

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection
	1	8146.877	16.833	73.340	73.340
AC	5	8175.006	- 15.166	73.252	73.252
	1	8156.742	16.833	73.291	73.296
AD	5	8184.871	- 15.166	73.202	73.207
	1	8166.607	16.833	73.241	73.267
℄ Fld Spl 4	5	8194.736	- 15.166	73.153	73.179
	1	8178.273	16.833	73.183	73.225
AE	5	8206.402	- 15.166	73.095	73.137
	1	8190.273	16.833	73.123	73.180
AF	5	8218.402	- 15.166	73.035	73.092
	1	8202.273	16.833	73.063	73.125
AG	5	8230.402	- 15.166	72.975	73.037
	1	8214.273	16.833	73.003	73.055
AH	5	8242.402	- 15.166	72.915	72.966
	1	8226.273	16.833	72.943	72.974
AI	5	8254.402	- 15.166	72.855	72.885
℄ Brg.	1	8237.023	16.833	72.889	72.889
No. Abut	5	8265.152	- 15.166	72.801	72.801

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LACROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS

BRIDGE NO. B-32-32

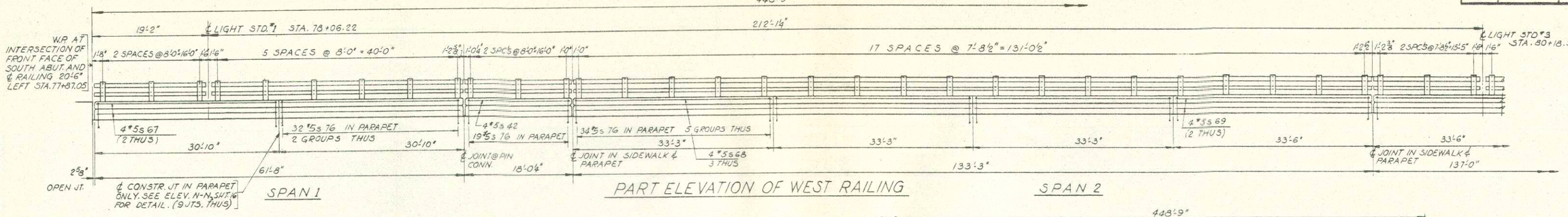
TOP OF DECK ELEVATIONS (NORTH HALF SHOWN)

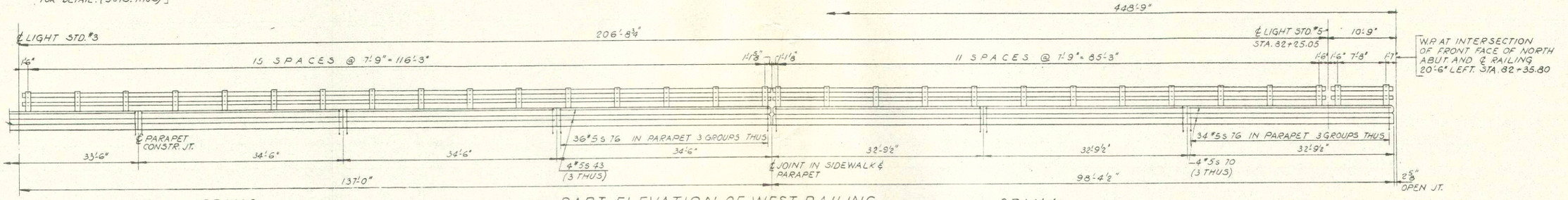
SCALE: AS NOTED
DESIGNED: DR DATE
DRAWN: VB DATE
CHECKED: DR DATE 7-10-61

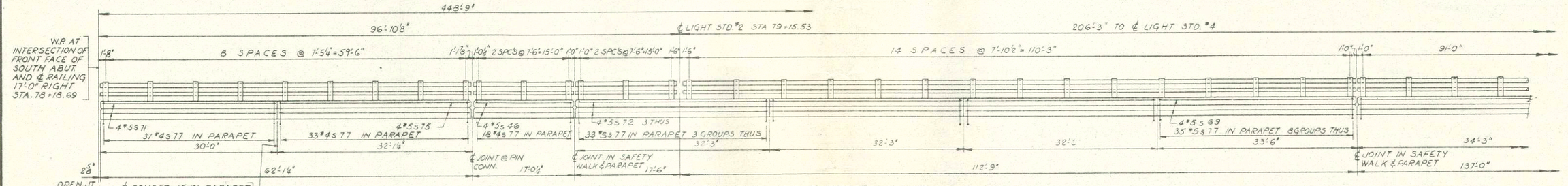
ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DRG. No. X-23860 SHEET 19 OF 25

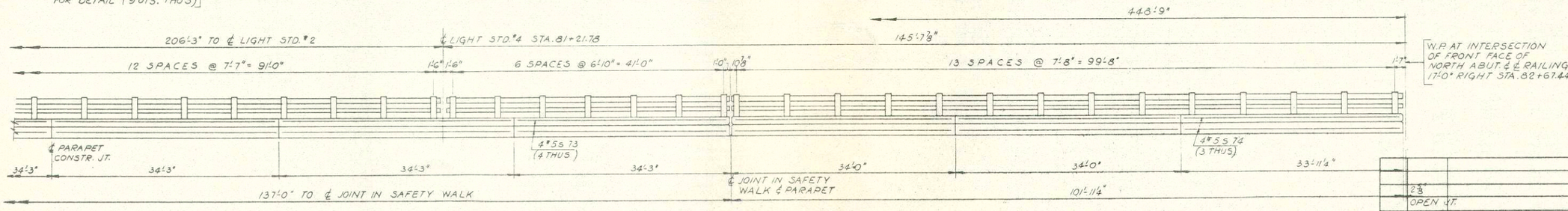
25 of 3'

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	I.D.B. 3(26)	29	37









NOTES:

1. RAILING AND PARAPET DIMENSIONS ARE TAKEN HORIZONTAL ALONG TOP OF PARAPET AND ℄ RAILING.
2. BARS INDICATED THUS 2ⓢ4 ETC. INDICATES 2 LENGTHS OF BARS PER LINE WITH 4 LINES OF BARS.
3. FOR REINFORCEMENT BAR LIST SEE SHT. 23.
4. FOR RAILING ON ABUT. WINGWALLS & RAILING DETAILS SEE SHT. 5.
5. FOR DETAIL OF PARAPET REINF. SEE SHT. 17.
6. ALUMINUM RAILING POSTS TO BE SET NORMAL TO GRADE.
7. LIGHT STANDARDS TO BE SET TRULY VERTICAL.
8. THE HEX. NUTS, WASHERS AND THE UPPER 3" OF 1"ø x 9¾" LONG ANCHOR BOLTS SHALL BE GALVANIZED OR CADMIUM PLATED. THE ANCHOR BOLT HOLES, BASE OF RAILING POSTS AND ANCHOR BOLTS, NUTS AND WASHERS SHALL BE COATED WITH AN ALUMINUM IMPREGNATED CAULKING COMPOUND. (SEE "SPECIAL PROVISIONS") ANCHOR BOLTS, HEX. NUTS AND WASHERS TO BE STRUCTURAL CARBON STEEL. ALL ANCHOR BOLTS TO BE PRESET.
9. ALUMINUM TUBING SHALL BE FABRICATED IN 2 OR 3 PANEL LENGTHS.
10. ALUMINUM ALLOY SHIMS SHALL BE USED UNDER POSTS AND UNDER END PLATES WHERE, REQUIRED FOR ALIGMENT MAXIMUM THICKNESS ⅛" WHERE MORE TILTING OF POSTS IS REQUIRED THE CONCRETE BEARING AREA SHALL BE GROUND DOWN.
11. WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE PIERS BY A PIECE OF ⅛" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION THRU SAFETY WALK SHEET 16. IF CONSTRUCTION JOINTS IN PARAPETS AND CURBS ARE USED AT THE PIERS ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.
12. ALUMINUM TUBING SHALL BE CONTINUOUS THRU POSTS ADJACENT TO CONSTRUCTION JOINTS AT PIERS. OPEN JOINTS AT ABUTMENTS AND LIGHT STANDARDS AND SHALL BE DRILLED AND BOLTED INTO PLACE.

NO.	DATE	REVISION	BY
		2⅝" OPEN JT.	

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LACROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS

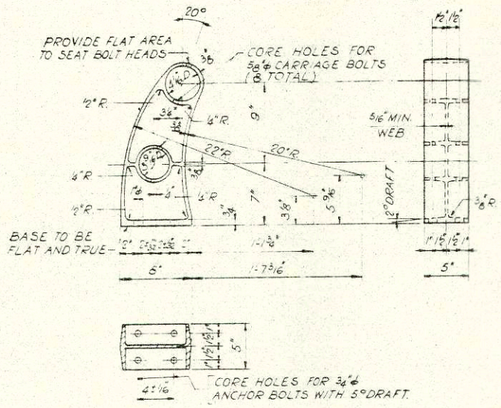
BRIDGE No. B-32-32

ORNAMENTAL ALUMINUM RAILING ELEVATIONS

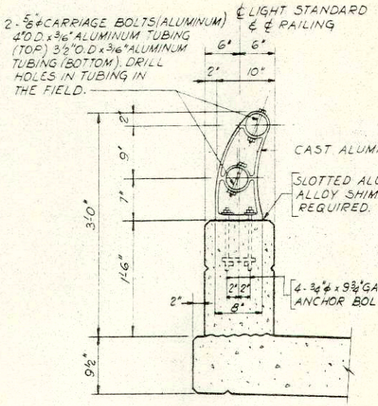
SCALE: AS NOTED
DESIGNED DR DATE
DRAWN VB DATE
CHECKED DR DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DRG. No. X 2388 | SHEET 20 OF 23

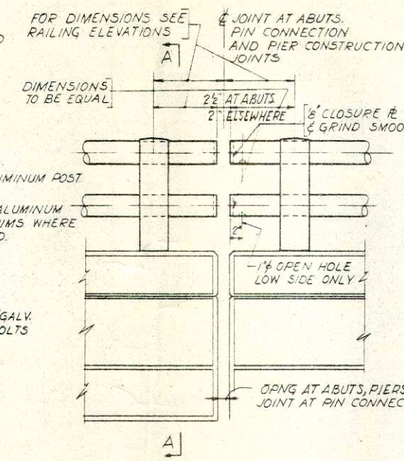
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	TQB-3(26)	30	34



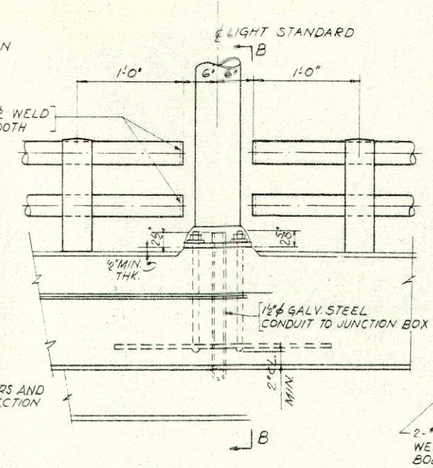
ALUMINUM POST CASTING



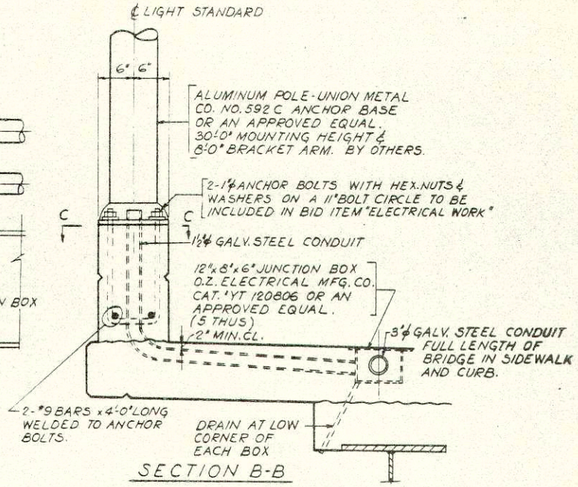
SECTION A-A



TYP. POSTS AT JOINTS



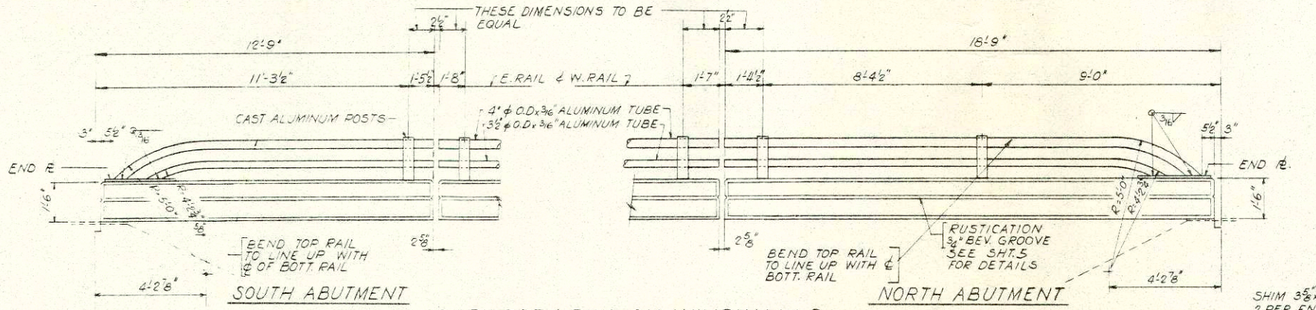
POSTS AT LIGHT STD.



SECTION B-B

RAILING DETAILS

SCALE 1" = 1'-0"

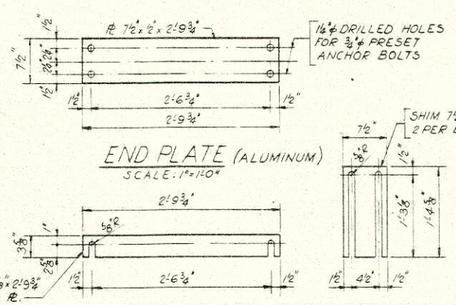


SOUTH ABUTMENT

NORTH ABUTMENT

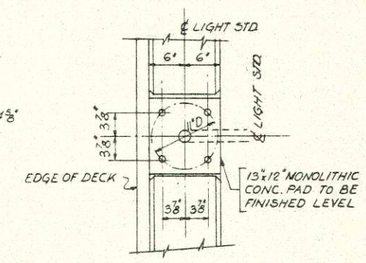
PARAPET & RAIL ON WINGWALLS

SCALE: 3/8" = 1'-0"

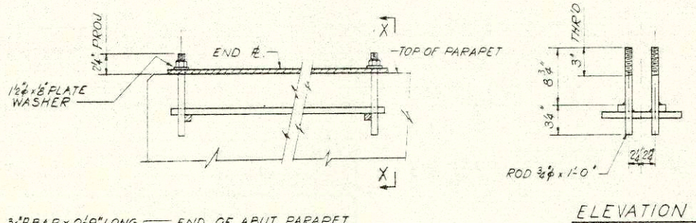


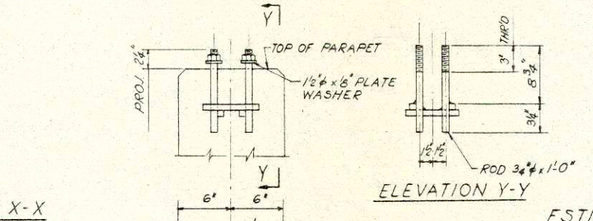
END PLATE SHIM DETAILS

SCALE: 1" = 1'-0"



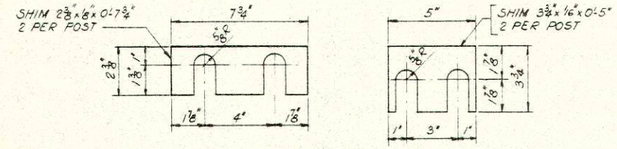
SECTION C-C





ANCHOR BOLT SETTING DETAILS

SCALE: 1½" = 1'-0"



POST SHIM DETAILS

SCALE: 3" = 1'-0"

ESTIMATE OF QUANTITIES

ELECTRICAL WORK

ITEM	UNIT	QUANTITY
GALV. STEEL CONDUIT - 3" ϕ	LIN. FT.	940
GALV. STEEL CONDUIT - 1½" ϕ	LIN. FT.	30
EXPANSION COUPLINGS - 3" ϕ	EACH	6
CAP 3" ϕ	EACH	4
CAP 1½" ϕ	EACH	5
JUNCTION BOX 12" x 8" x 6"	EACH	5
LIGHT STANDARD ANCHOR BOLT ASSEMBLY	EACH	5

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LACROSSE WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS

BRIDGE NO. B-32-32

ORNAMENTAL ALUMINUM RAILING DETAILS

SCALE: AS NOTED

DESIGNED: DR DATE

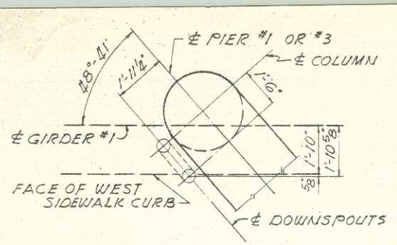
DRAWN: VB DATE

CHECKED: DR DATE 7-10-61

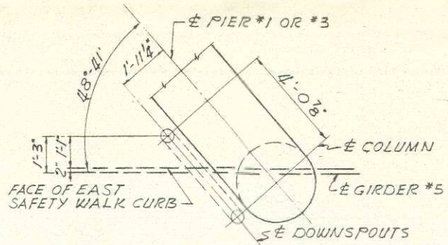
ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS

DWG. No. X25862 SHEET 21 OF 23

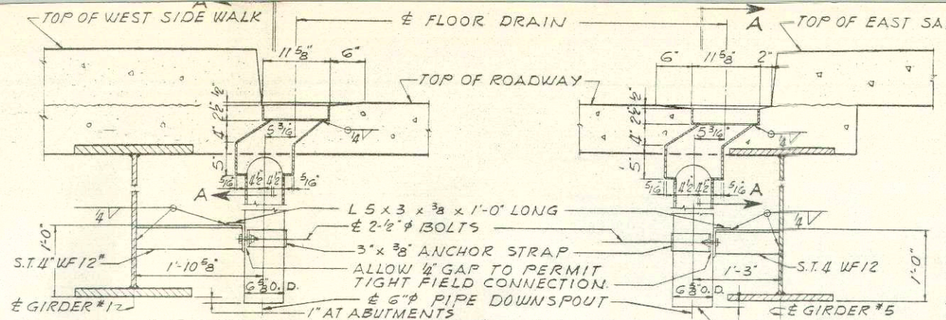
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	TOB-3(20)	31	34



SECTION B-B
SCALE: ⅜"=1'-0"



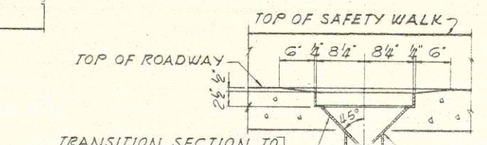
SECTION C-C
SCALE: ⅜"=1'-0"



SECTION THRU FLOOR DRAIN
SCALE: 1"=1'-0"

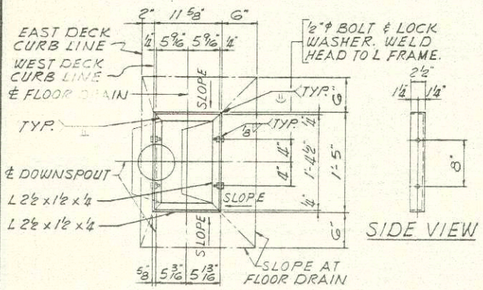
COST OF ANCHOR STRAPS AND BOLTS FOR ATTACHING THE FLOOR DRAINS TO THE STEEL SUPPORT TO BE INCLUDED IN CONTRACT UNIT PRICE FOR FLOOR DRAINS.

NOTE: WATER FROM FLOOR DRAINS AT ABUTMENTS TO SPILL ONTO SLOPE PAVING.

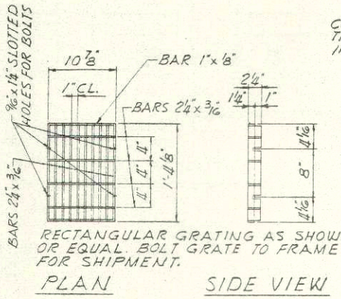


TRANSITION SECTION TO BE FABRICATED FROM ⅝" STRUCT. CARBON COPPER BEARING STEEL PLATE. ALL JOINTS WELDED. TYPICAL FOR ALL SECTS. INCLUDED FOR PAYMENT WITH FLOOR DRAIN.

SECTION A-A
SCALE: 1"=1'-0"



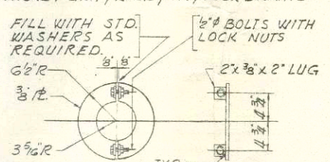
SIDE VIEW



RECTANGULAR GRATING AS SHOWN OR EQUAL. BOLT GRATE TO FRAME FOR SHIPMENT.

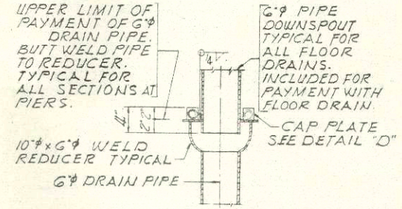
PLAN SIDE VIEW

FLOOR DRAIN FRAME
DRAIN GRATE
FLOOR DRAIN DETAIL
SCALE: 1"=1'-0"

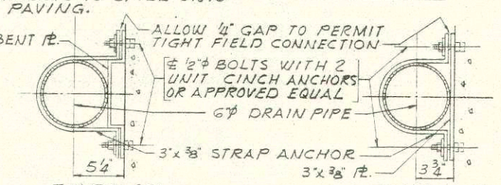


COST TO BE INCLUDED IN CONTRACT UNIT PRICE PER LINEAL FOOT FOR 6"ϕ DRAIN PIPE.

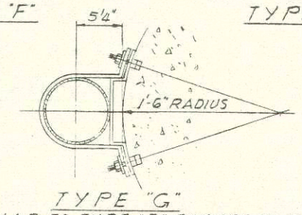
CAP PLATE DETAIL 'D'
SCALE: 1"=1'-0"



DETAIL "E"
SCALE: 1"=1'-0"



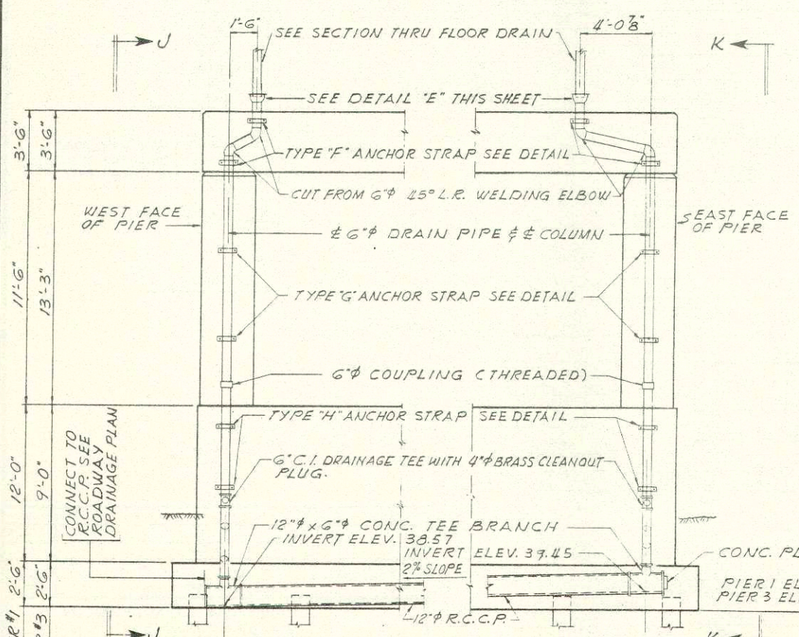
TYPE "F" TYPE "H"



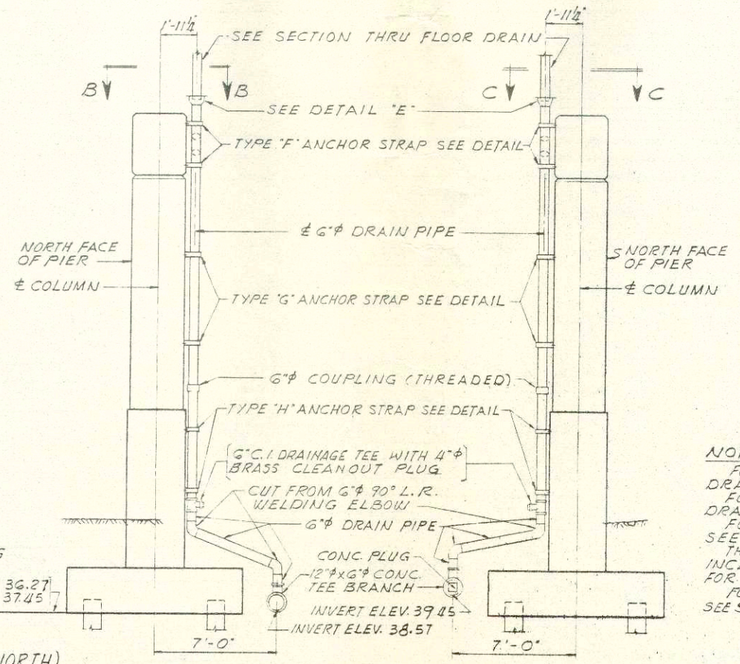
TYPE "G"
SIMILAR TO TYPE "F" EXCEPT AS SHOWN

ANCHOR STRAP DETAIL
SCALE: 1½"=1'-0"

COST OF ANCHOR STRAPS FOR ATTACHING DRAIN PIPE TO CONCRETE TO BE INCLUDED IN CONTRACT UNIT PRICE PER LINEAL FOOT FOR 6"ϕ DRAIN PIPE.

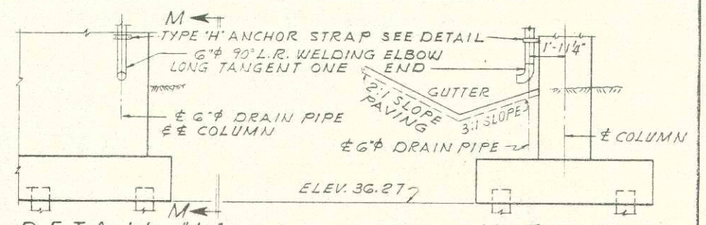


PART SOUTH ELEVATION OF PIER NO. 3 SHOWN (LOOKING NORTH)
PIER NO. 1 SIMILAR EXCEPT AS SHOWN IN DETAIL "L"
SCALE: ½"=1'-0"



VIEW J-J
SCALE: ½"=1'-0"

VIEW K-K
SCALE: ½"=1'-0"



DETAIL "L"
TYPICAL AT PIER #1 ONLY
SCALE: ½"=1'-0"

VIEW M-M
SCALE: ½"=1'-0"

NOTES:
FOR FURTHER INFORMATION ON DRAINAGE SEE ROADWAY DRAWINGS.
FOR REINFORCEMENT AT FLOOR DRAINS SEE SHEET NO. 16.
FOR LOCATION OF FLOOR DRAINS SEE SHEETS NO. 1, 15 & 16.
THE ST 4" WF PIPE SUPPORTS TO BE INCLUDED IN CONTRACT UNIT PRICE FOR STRUCTURAL CARBON STEEL.
FOR ADDITIONAL DRAIN PIPE REQUIREMENTS SEE SPECIAL PROVISIONS.

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS

BRIDGE NO. B-32-32

DRAINAGE DETAILS

SCALE: AS NOTED
DESIGNED: DR DATE
DRAWN: S.D. DATE
CHECKED: DR DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DRG. No. X-23883 SHEET 22 OF 23

REINFORCEMENT BAR LISTS

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
WIS. 4	TAB-3(26)	32	39

SUPERSTRUCTURE

NO REQUIRED SPANS 1	2,3&4	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	K	J
					BENT										
68	408	*5	6-11	S39	16		6"	5-10	7"					3/4"	7"
68	408	*5	6-3	S40	16	9½"	1-1½	2-6	1-1	9"				1½"	1-1
61	403	*5	3-4	S48	16		6"	2-4	7"					3/4"	7"
61	403	*5	4-9	S49	16	9½"	1-1½	1-0	1-1	9"				1½"	1-1
28		*5	3-5	S57	T5		1-9	1-8						4"	1-7
	28	*5	3-2	S58	T5		1-9	1-5						6½	1-4
	30	*5	31-7	S61	1	7	31-0								5
					STRAIGHT										
111	1225	*6	33-9	S1											
4	4	*6	1-3	S2											
6	6	*6	2-6	S3											
6	6	*6	4-6	S4											
6	6	*6	6-6	S5											
6	6	*6	8-6	S6											
6	6	*6	10-6	S7											
6	6	*6	12-6	S8											
6	6	*6	14-6	S9											
6	6	*6	16-6	S10											
6	6	*6	18-6	S11											
6	6	*6	20-6	S12											
6	6	*6	22-3	S13											
6	6	*6	24-3	S14											
6	6	*6	26-3	S15											
6	6	*6	28-3	S16											
6	6	*6	30-3	S17											
6	6	*6	32-3	S18											
4	4	*6	1-6	S19											
6	6	*6	2-9	S20											
6	6	*6	4-9	S21											
6	6	*6	6-9	S22											
6	6	*6	8-9	S23											
6	6	*6	10-9	S24											
6	6	*6	12-9	S25											
6	6	*6	14-9	S26											
6	6	*6	16-9	S27											
6	6	*6	18-9	S28											
6	6	*6	20-9	S29											
22	22	*6	22-6	S30											
					PARAPET STRAIGHT										
	4	*5	17-6	S42											
	12	*5	34-3	S43											
	4	*5	16-6	S46											
8		*5	30-6	S67											
	12	*5	33-0	S68											
	12	*5	33-3	S69											
					BENT										
76	423	*5	6-2	S76	S5	6"	2-0	7½	2-0					1-0½	
64	413	*5	5-9	S77	S5	6"	2-0	7½	2-0					7½	

NO. REQUIRED SPANS 1	2,3&4	SIZE	LENGTH	MARK
6	6	*6	24-6	S31
6	6	*6	26-6	S32
6	6	*6	28-6	S33
6	6	*6	30-6	S34
6	6	*6	32-6	S35
24	80	*6	10-0	S62
8	24	*6	9-0	S65
16	48	*6	5-0	S66
128		*5	31-6	S36
	698	*5	31-0	S37
	30	*5	15-0	S38
	3	*5	13-3	S41
	2	*5	17-6	S42
	20	*5	34-3	S43
	40	*5	28-6	S44
	27	*5	33-6	S45
	3	*5	16-6	S46
	9	*5	34-9	S47
	36	*5	12-0	S50
6	6	*5	4-0	S51
1	1	*5	4-6	S52
1	1	*5	3-9	S53
1	1	*5	2-6	S54
1	1	*5	1-6	S55
1	1	*5	1-3	S56
4	4	*5	10-6	S60
12	24	*5	5-9	S63
	16	*5	2-3	S64
	4	*5	32-6	S70
4		*5	29-9	S71
	12	*5	32-0	S72
	16	*5	34-0	S73
	12	*5	33-9	S74
4		*5	31-9	S75

ABUTMENTS

NO REQUIRED ABUTMENTS SOUTH	NORTH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	K	J
					PILE CAP BENT										
8	8	*8	12-0	A35	3		6-0	6-0					4-3	4-3	
21		*5	11-10	A8	2	5-3	1-4					5-3			
5		*5	13-4	A26	2	5-9	1-10					5-9			
21	33	*5	9-10	A36	T1	6"	2-8	1-9	2-8	1-9		6"			
	28	*5	12-4	A48	2	6-6	1-4					6-6			
2		*5	15-0	A50	2	7-0	1-0					7-0			
	5	*5	19-4	A51	2	8-9	1-10					8-9			
	3	*5	18-0	A53	2	8-6	1-0					8-6			
26	26	*4	11-5	A5	T5	3-9	5-1½	2-6½				1-10½	4-9		
26	26	*4	10-3	A6	2	2-6	4-9					3-0			
25		*4	5-11	A7	2	2-0	1-11					2-0			
9	9	*4	4-6	A15	3			1-6	3-0				1-1½	1-0	
6	6	*4	3-3	A16	3			1-9	1-6				1-0	1-1½	
2		*4	4-8	A22	16		2-0	5"	2-3				1-0	2-0½	
2	4	*4	2-7	A24	16		1-0	5"	1-2				6½	1-0½	
3	3	*4	6-0	A39	3			1-6	4-6				1-1½	1-0	
3	3	*4	4-6	A40	21	1-6	3-0						1-0	1-1½	
3	3	*4	6-0	A41	21	1-6	4-6						1-0	1-1½	
	17	*4	4-11	A47	2	1-6	1-11					1-6			
6	6	*4	4-9	A59	2	3-0	1-9								
					STRAIGHT										
8		*10	12-6	A28											
	8	*10	19-0	A57											
6		*8	12-6	A29											
8	8	*8	26-9	A1											
	6	*8	19-0	A30											
8	8	*6	26-6	A2											
3		*5	24-3	A10											
1		*5	7-6	A17											
4		*5	6-3	A18											
	4	*5	10-0	A31											
6		*5	12-6	A32											
30	42	*5	4-0	A33											
	3	*5	24-0	A44											
	6	*5	19-0	A56											
8	8	*4	26-3	A3											
8	8	*4	25-0	A4											

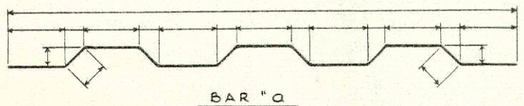
ABUTMENTS & PIERS

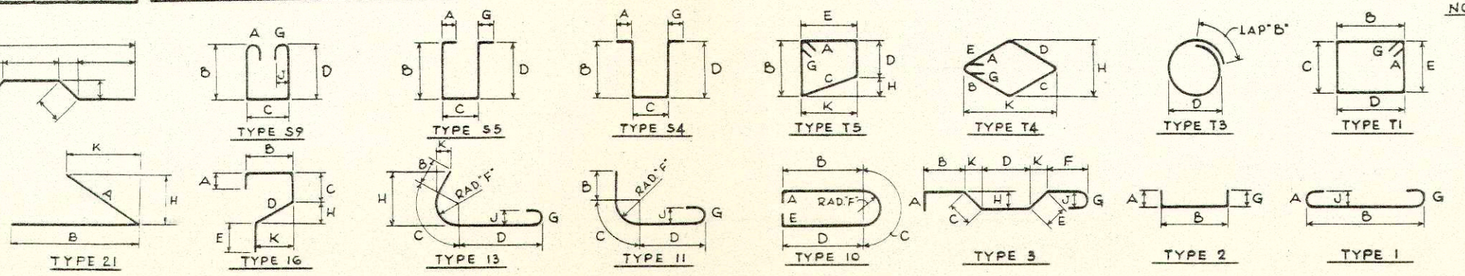
NO REQUIRED ABUTMENTS SOUTH	NORTH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	K	J
					WALLS BENT										
13	19	*5	4-5	A37	16	6"	1-9	9"	1-5				1-0	1-0	
13	19	*5	3-8	A38	16	6"	1-3	9"	1-2				10"	10"	
42	42	*4	5-2	A9	2	2-3	8"					2-3			
5	6	*4	2-10	A19	16		1-0	10"	1-0				8"	9"	
5	6	*4	3-3	A21	2	1-6	1-9								
3	3	*4	3-4	A23	16		6"	2-3	7"				3/4"	7"	
3	3	*4	6-6	A25	16			5-9	9"				3/4"	9"	
3	3	*4	3-0	A27	2	6"	2-6								
					STRAIGHT										
4		*5	10-0	A31											
16		*5	12-6	A32											
18		*5	7-0	A34											
5		*5	5-9	A42											
17		*5	6-0	A43											
2		*5	11-6	A45											
	30	*5	9-3	A52											
	22	*5	18-6	A54											
	3	*5	8-0	A55											
	4	*5	16-9	A56											
	29	*5	9-0	A60											
	2	*5	8-6	A61											
6	8	*4	26-3	A3											
6	8	*4	25-6	A11											
12	12	*4	7-6	A12											
2		*4	8-0	A13											
2	2	*4	7-0	A14											
2	4	*4	2-3	A20											
	2	*4	5-9	A49											
					PARAPET BENT										
26	38	*5	3-2	A62	2	1-3	8"				1-3				
					STRAIGHT										
8		*5	12-3	A63											
	8	*5	18-3	A64											

NO. REQUIRED PIERS 1	2	3	SIZE	LENGTH	MARK
			PIERS FOOTING STRAIGHT		
8		8	*8	49-6	P1
	20		*8	28-9	P2
	24		*8	11-0	P3
67		67	*8	9-6	P8
	111		*8	12-6	P9
	10		*8	7-3	P44
96	96	96	*6	5-3	P4
6	3	6	*4	25-6	P42
	3		*4	51-3	P43

PIERS

NO REQUIRED PIERS 1	2	3	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	K	J
					PIERS CONT. WALLS STRAIGHT											
48			*11	7-0	P10											
48		48	*9	6-6	P11											
12	12	12	*9	23-6	P13											
32	24	24	*5	22-9	P14											
96			*5	11-9	P15											
	96		*5	9-6	P16											
		96	*5	8-9	P17											
					BENT											
18	14	14	*5	7-0	P18	10		1-3	4-6	1-3		1-5			2-10	
36	36	36	*5	5-5	P19	2	1-3	2-11					1-3			
16	16	16	*4	9-8	P20	T3		1-3		2-8						
					COLUMNS STRAIGHT											
	40		*11	16-6	P21											
40			*9	14-3	P22											
	40		*9	16-0	P23											
					BENT											
	8		*11	16-6	P24	3		12-1	1-0	3-5					3"	1-0
8			*9	14-3	P25	3		10-3	1-0	3-0					3"	1-0
	8		*9	16-0	P26	3		12-0	1-0	3-0					3"	1-0
48	56	56	*4	9-8	P20	T3		1-3½		2-8						
					CAPS STRAIGHT											
6	6	6	*10	44-0	P27											
6	6	6	*10	24-9	P28											
2	2	2	*10	14-9	P29											
8	8	8	*5	22-9	P30											
3	3	3	*4	24-6	P31											
3			*4	11-9	P32											
					BENT											
3		3	*10	52-2	P33	2	3-0	46-2						3-0		
2		2	*10	50-0	P34	2	3-0	44-0						3-0		
	3		*10	53-2	P35	2	3-6	46-2						3-6		
	2		*10	51-0	P36	2	3-6	44-0						3-6		
8	8	8	*6	7-0	P37	10		1-6	4-0	1-6		1-4			2-6½	
136		136	*5	10-11	P38	T1	6"	1-9½	3-2	1-9½	3-2			6"		
	136		*5	11-11	P39	T1	6"	1-9½	3-8	1-9½	3-8			6"		
36			*4	5-10	P40	2	1-9	2-4						1-9		
	26	26	*4	4-10	P41	2	1-3	2-4						1-3		





NOTE!
ALL DIMENSIONS ARE OUT TO OUT.
DIMENSIONS OMITTED ARE ZERO.

NO.	DATE	REVISION	BY

STATE HIGHWAY COMMISSION OF WISCONSIN

LANG DRIVE-GEORGE ST. EXTENSION LA CROSSE, WISCONSIN

C. M. ST. P. & P. RAIL ROAD OVER PASS
BRIDGE NO B-32-32

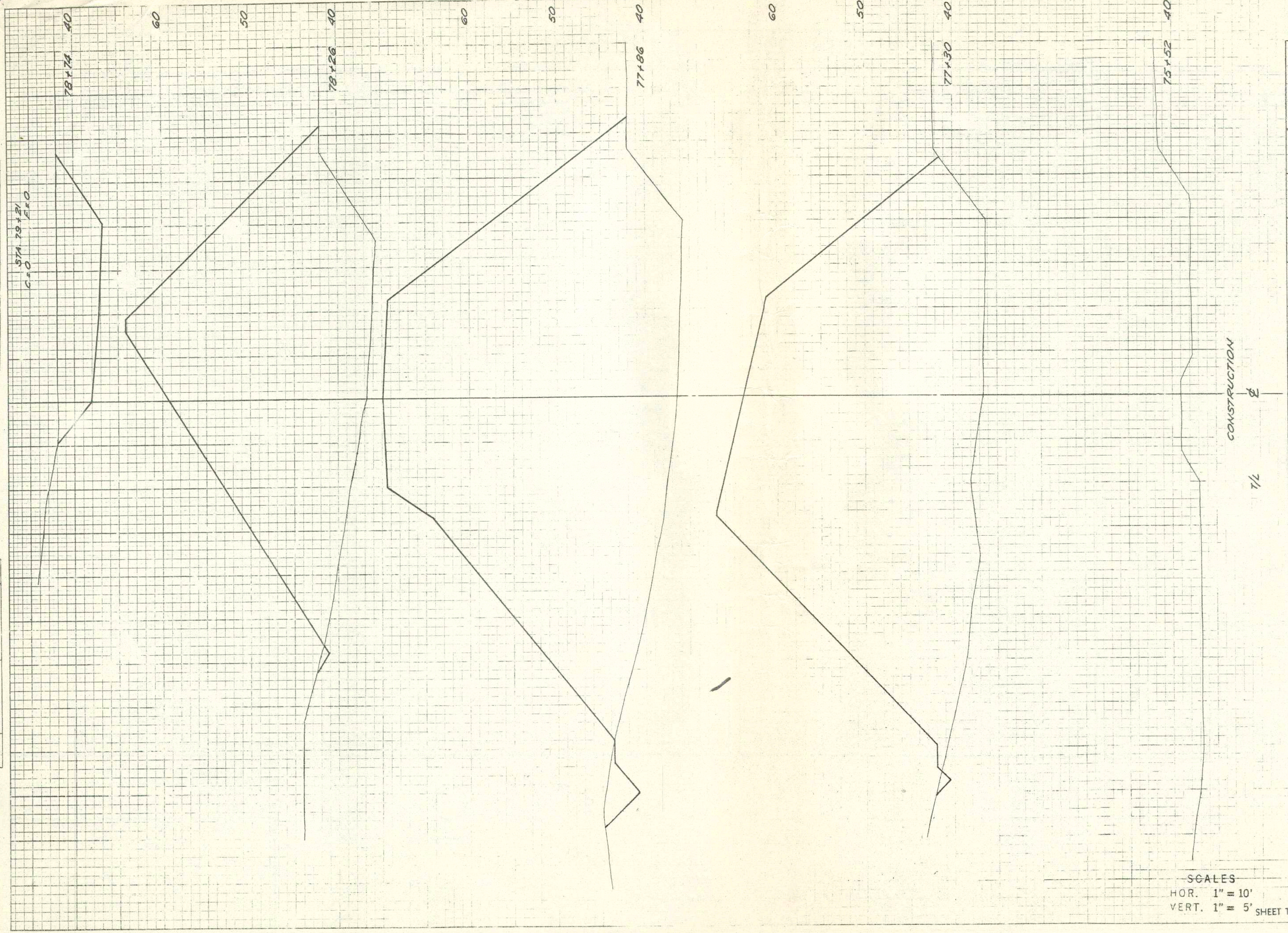
BAR REINFORCEMENT LISTS

SCALE: NONE
DESIGNED: AJ DATE
DRAWN: DATE
CHECKED: JG DATE 7-10-61

ALFRED BENESCH & ASSOCIATES
CONSULTING ENGINEERS
10 SO. WABASH AVE., CHICAGO 3, ILLINOIS
DWG. No. X23884 SHEET 7 OF 25

27 of 31

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T08-3(26)	33	34



STATION	DISTANCE	YARDAGE: EXCAVATION		UNCL	FILL
75+52					
	178			26	8676
77+30					
	56			40	5855
77+86					
	40			25	3536
78+26					
	48			4	1806
78+74					
	47			0	237
79+21					
SHEET TOTAL				95	20110

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS	
	AREAS CHECKED	

STATION	DISTANCE
81 + 70	57
82 + 27	43
82 + 70	56
83 + 26	141
84 + 67	

84+67 45 70 60 50 40

83+26 35 70 60 50 45 40

82+70 40 60 50 40

82+27 40

81+70

80 60 40 60 80

CONSTRUCTION ℄

B.P.R. OFFICE WIS. 4

SCALES
HOR. 1" = 10'
VERT. 1" = 5'

SHEET TOTAL