

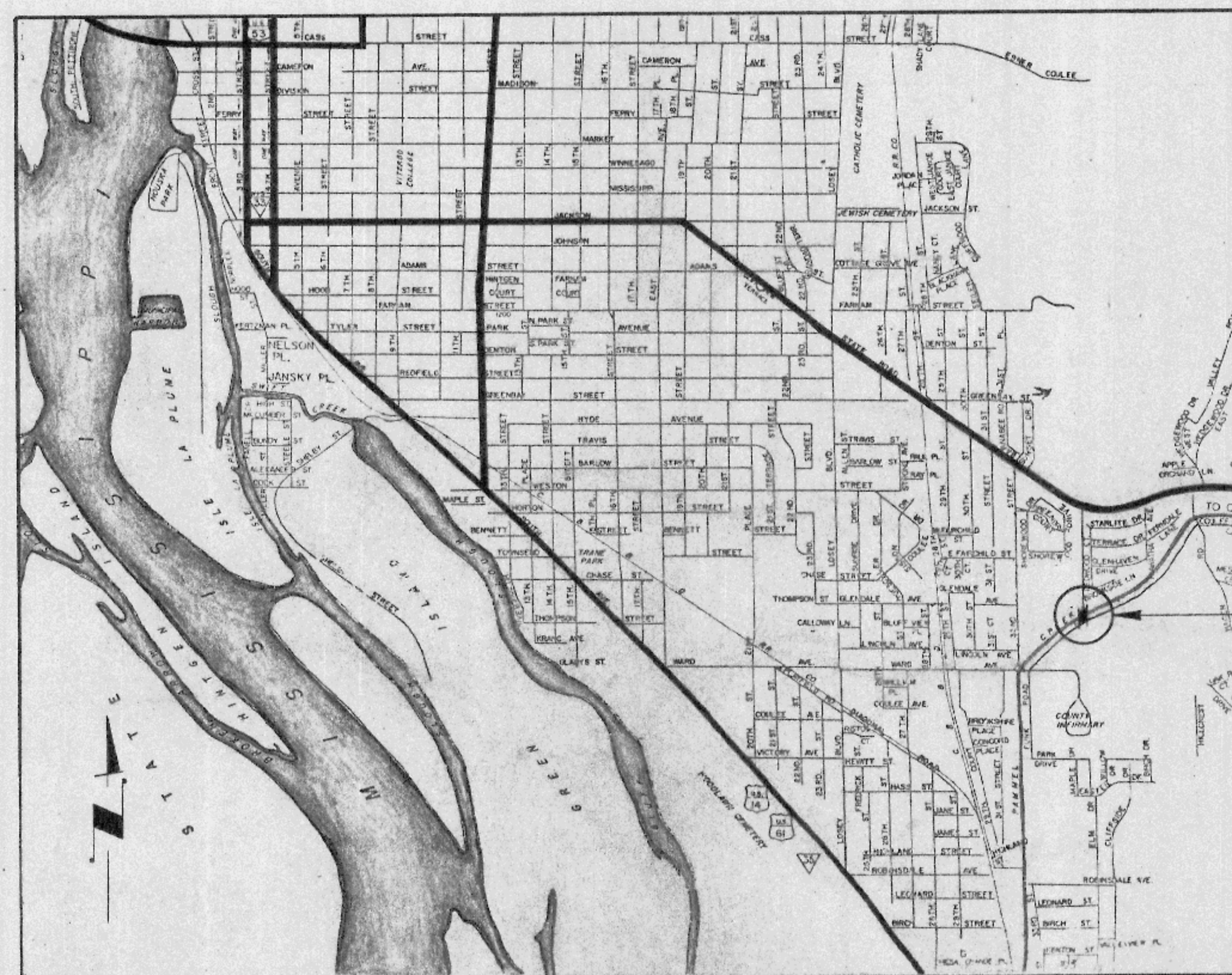
# PAMMEL CREEK BRIDGE

## THE TRANE COMPANY

### LA CROSSE, WISCONSIN

#### INDEX OF SHEETS

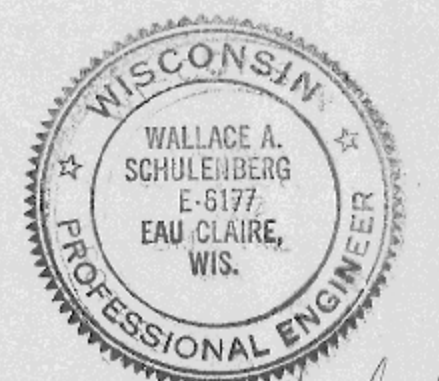
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PAMMEL CREEK BRIDGE

LOCATION PLAN

PLAN NO. 548



*W.A. Schulerberg*  
2/6/70

DR. BY	SCALE
CHK. BY	JOB NO.
DATE	

PAMMEL CREEK BRIDGE



548

SHEET 1 OF 5 SHEETS





**TOTAL ESTIMATED QUANTITIES**

BID ITEMS	UNIT	SUPER	S. ABUT.	N. ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.		41	41	82
GRANULAR BACKFILL	C.Y.		10	10	20
CONCRETE MASONRY	C.Y.	102	41	41	184
BAR STEEL REINFORCEMENT	L.B.	21,770	2,370	2,370	26,510
STRUCTURAL CARBON STEEL	L.B.	4,395			4,395
STRUCTURAL LOW-ALLOY STEEL	L.B.	45,565			45,565
TREATED TIMBER PILING - DEL	L.F.		480	480	960
TREATED TIMBER PILING - DRIVEN	L.F.		456	456	912
TUBULAR STEEL RAILING	L.F.	135	26.5	26.5	188
* CHANNEL EXCAVATION (S.P.)	C.Y.				766
BEARING PADS	S.F.		4	4	8
NON BID ITEMS					
1/8" ALUM. OR ZINC PLATES	S.F.	5			5
FILLER	SIZE	1/2"			1/2"

\* SEE SPECIAL PROVISIONS

**GENERAL NOTES**

DRAWINGS SHALL NOT BE SCALED.  
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL FIELD CONNECTIONS SHALL BE MADE WITH 3/4" DIA. FRICTION TYPE HIGH TENSILE STRENGTH BOLTS UNLESS SHOWN OR NOTED OTHERWISE.

THE UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" SHALL BE THE TOP OF BERM AT THE ABUTMENTS.

AT THE ABUTMENTS ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL. PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS FOR "EXCAVATION FOR STRUCTURES."

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER CONFORMING TO A.S.A. A-116-1-1960 (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE).

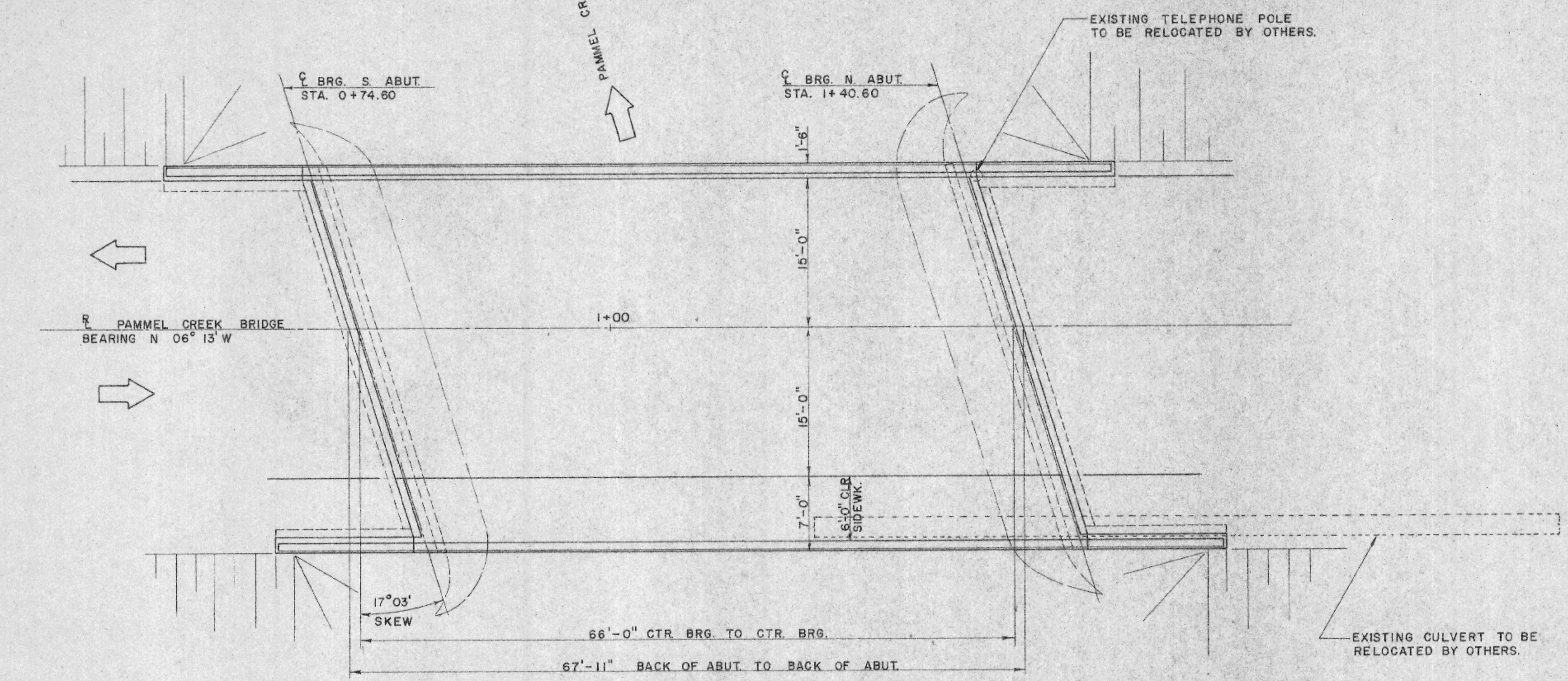
JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M/53.

**DESIGN DATA**

LIVE LOAD: 1969 A.A.S.H.O. HS20  
CONCRETE MASONRY, GRADE "AA" FC = 1,400 P.S.I.  
SLAB FC = 1,200 P.S.I.  
STRUCTURAL CARBON STEEL FS = 20,000 P.S.I.  
STRUCTURAL LOW-ALLOY STEEL THICKNESS 3/4" OR LESS & ALL WF SECTIONS FS = 27,000 P.S.I.  
OVER 3/4" TO & INCLUDING 1-1/2" THICK FS = 25,000 P.S.I.

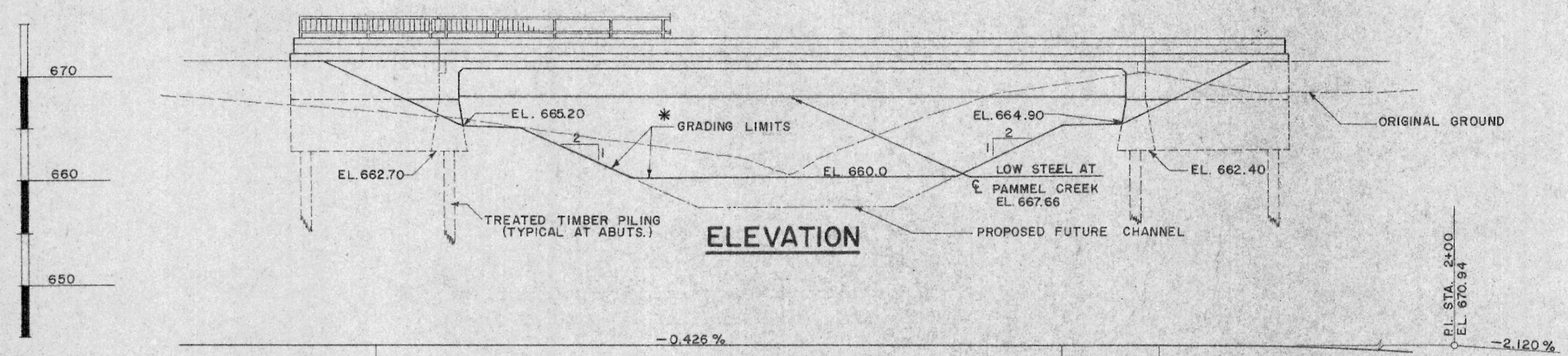
**FOUNDATION DATA**

PLACE ABUTMENTS ON 12" Ø TREATED TIMBER PILING DRIVEN TO 24 TONS/PILE MIN. BRG. EST. PILE LENGTH 40'-0".



**PLAN**

\* CONTRACTOR SHALL EXCAVATE EXISTING CHANNEL TO GRADING LIMITS SHOWN IN ELEVATION, A DISTANCE OF NOT LESS THAN 10 FT. EITHER SIDE OF STRUCTURE. CONTRACTOR SHALL TAPER EXCAVATED CHANNEL BACK TO EXISTING GROUND WITHIN 60 FT. OF BRIDGE. (SEE SPECIAL PROVISIONS)

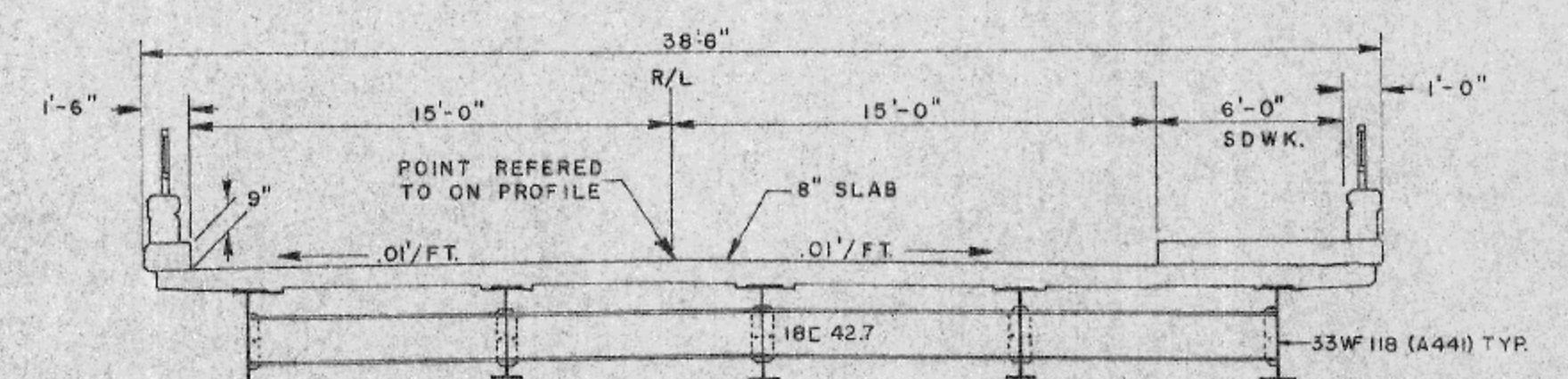


**ELEVATION**

**BENCH MARKS**

MONUMENT: 2" IRON PIPE SET IN CONCRETE ON S.W. CORNER OF CHAIN LINK FENCE PROPERTY LINE OF STATE ROAD SCHOOL. EL. 674.15  
TOP OF FIRE HYDRANT AT N.W. CORNER OF INTERSECTION OF WARD AVE. AND 32 ND. ST. EL. 666.49

**PROFILE - PAMMEL CREEK BRIDGE**



**CROSS-SECTION THRU ROADWAY**

DR. BY J. L. F.	SCALE
CHK. BY W. A. S.	JOB NO.
DATE 1-30-70	

**PAMMEL CREEK BRIDGE**

OWEN AYRES & Associates  
EAU CLAIRE - MENOMONIE - WAUSAU, WISCONSIN

**GENERAL PLAN**

SHEET 2
OF
5 SHEETS.

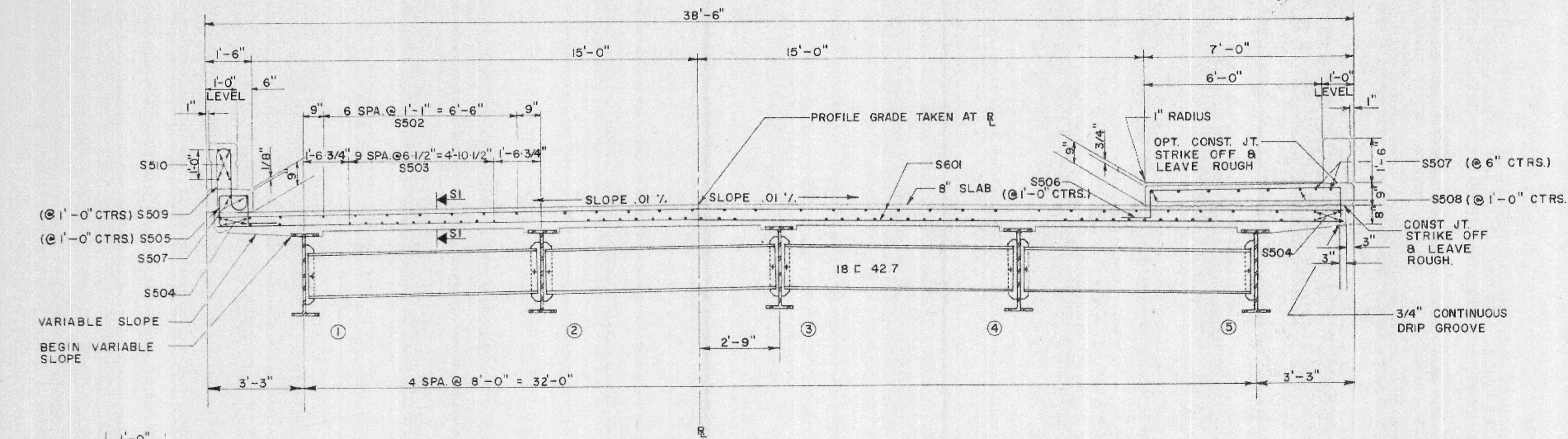




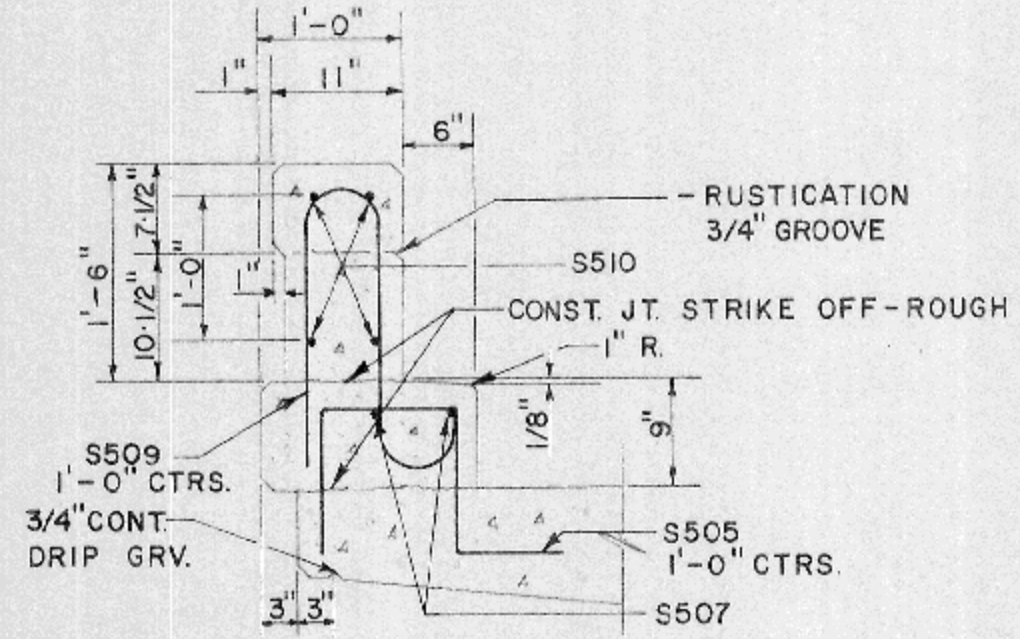


**BILL OF BARS**

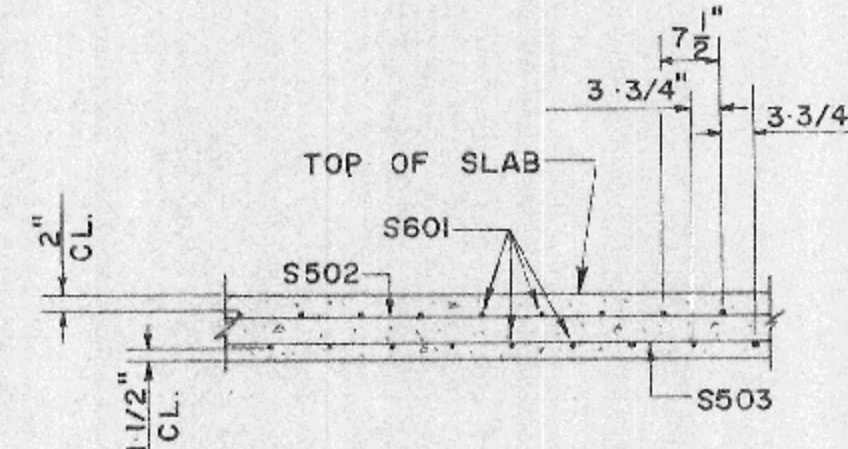
MARK	NO. REQ'D.	LENGTH	BENT	LOCATION
S601	211	39'-4"		SLAB - TRANS TOP & BOTTOM
S502	60	33'-11"		SLAB - LONG TOP
S503	84	33'-11"		SLAB - LONG BOTTOM
S504	16	34'-9"		SLAB - LONG TOP & BOTTOM
S505	68	3'-11"	X	SLAB & CURB
S506	68	9'-3"	X	SLAB & SIDEWALK
S507	8	34'-8"		CURB - LONG - SPAN
S508	12	33'-11"		CURB - LONG - SPAN
S509	138	4'-10"	X	CURB & RAIL PARAPET
S510	24	22'-3"		RAIL PARAPET
S511	152	2'-0"		SLAB & END BLOCK
S412	76	8'-2"	X	SLAB & END BLOCK



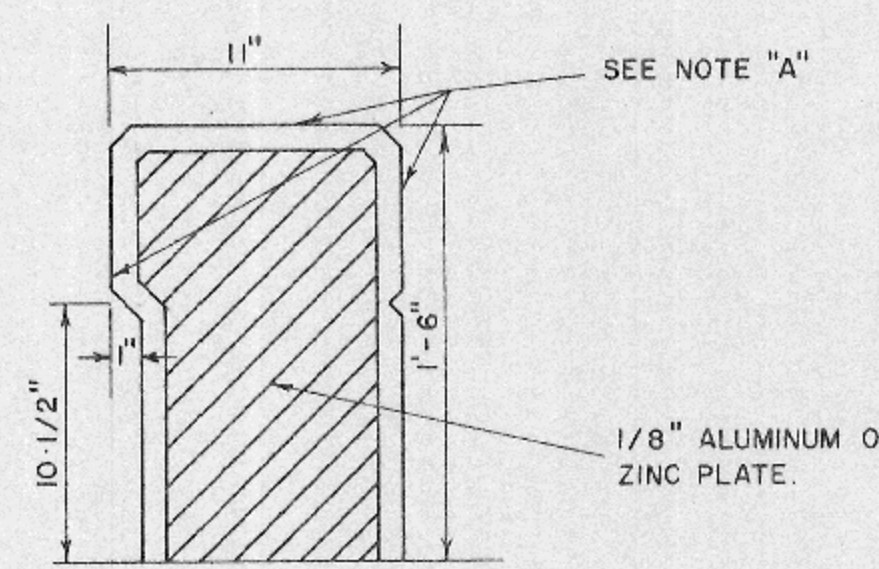
**CROSS SECTION THRU ROADWAY**  
AT RT. 2'S TO & RDWY, LOOKING NORTH



**SECTION S2**



**SECTION S1**

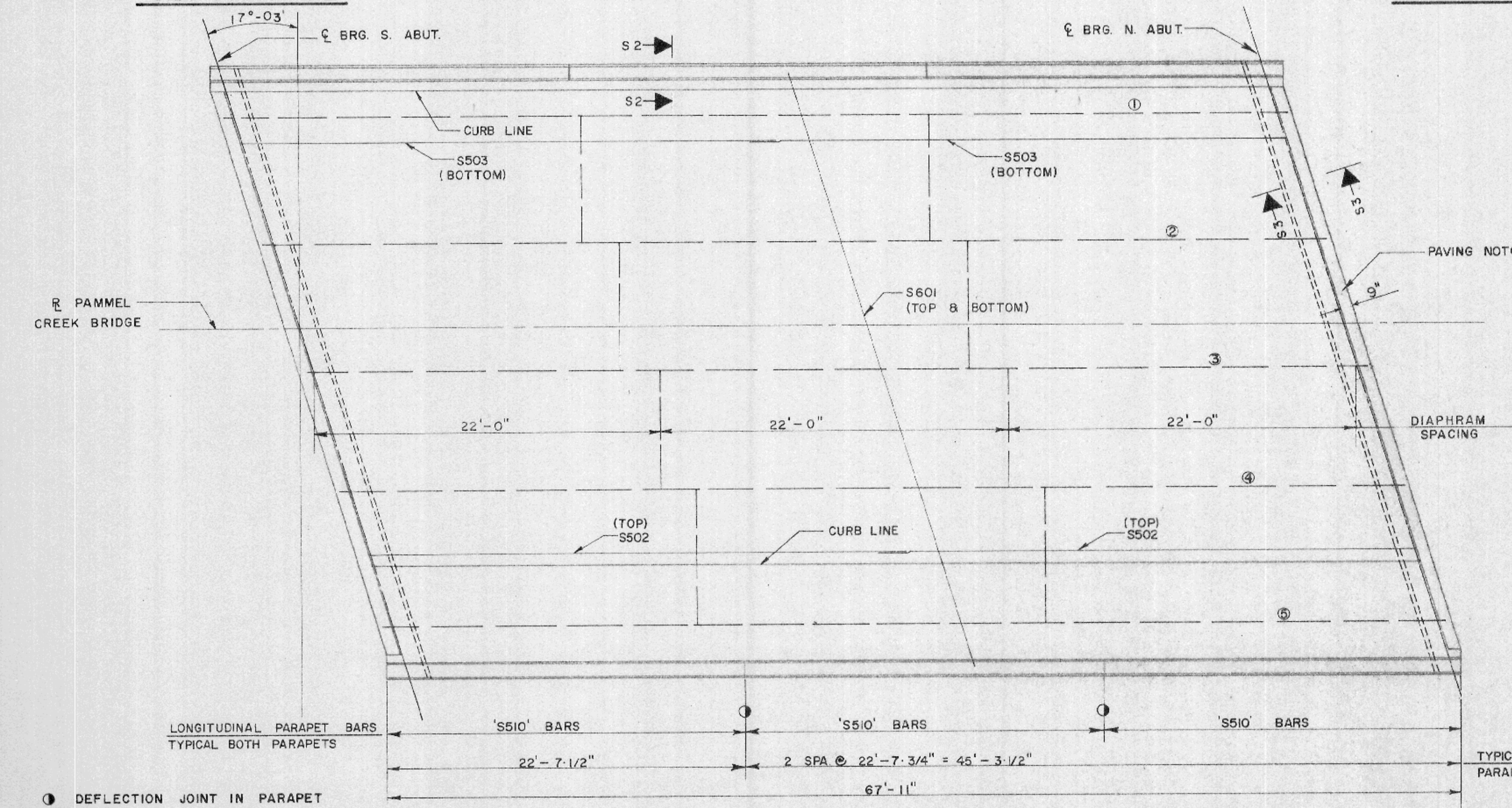


**PARAPET DEFLECTION JOINT DETAIL**

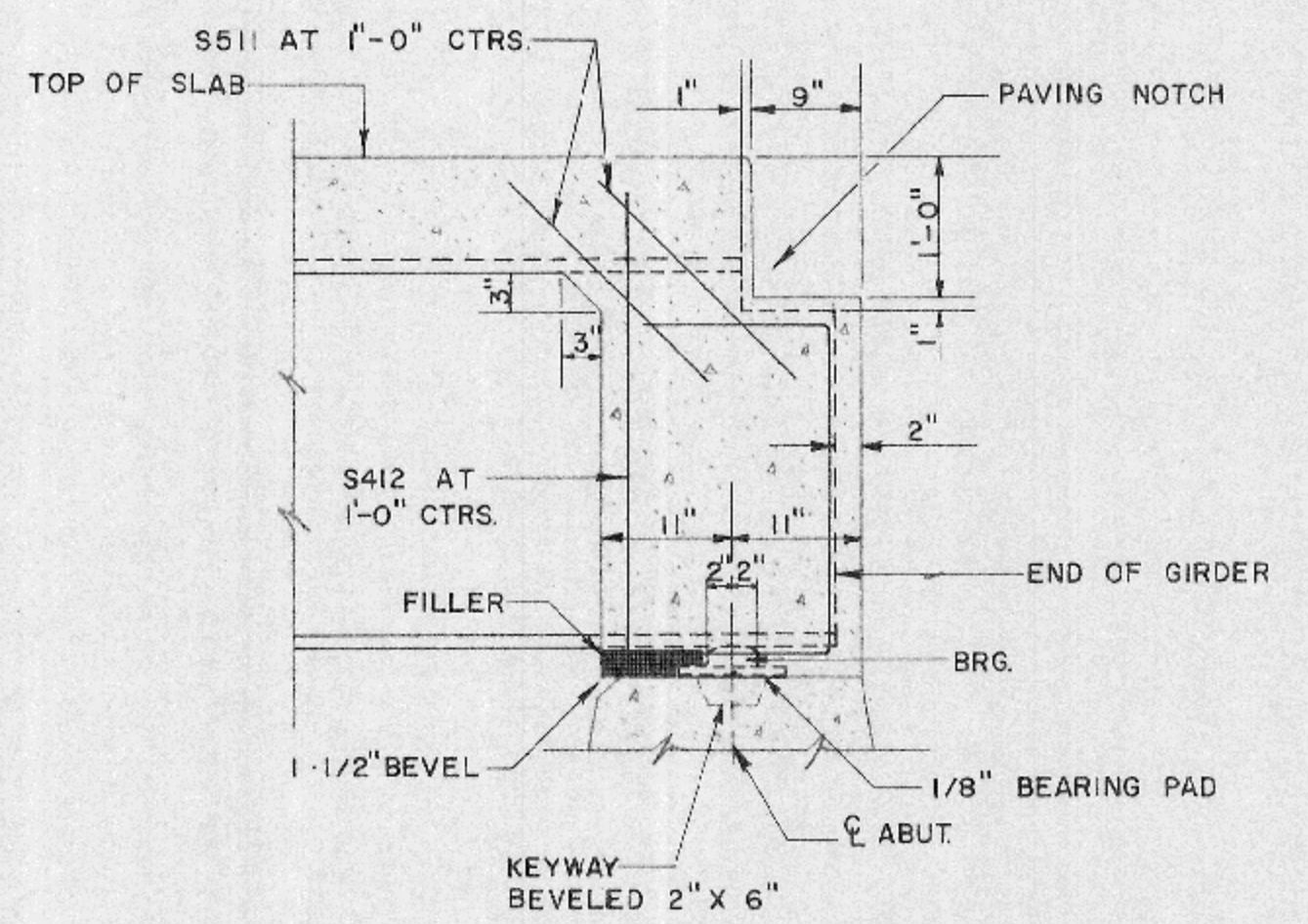
**NOTES**

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

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



**SLAB PLAN**



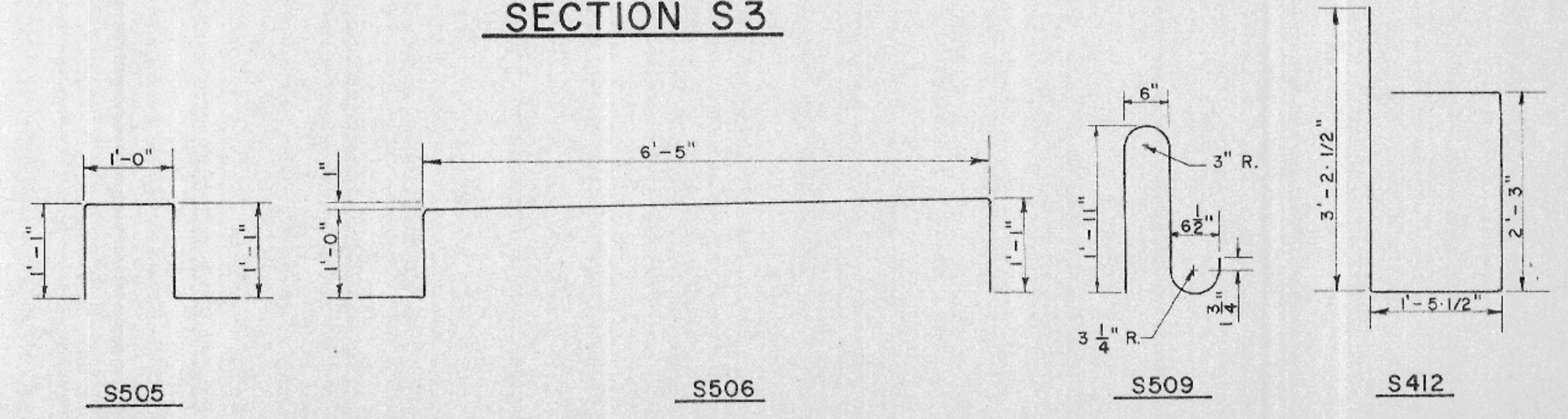
**SECTION S3**

**BEARING**

TOP PLATE 4" X 1-1/2" X 11-1/2" MACHINE TOP TO 9" R. BOTTOM PLATE 9" X 1" X 11-1/2" 1/4" FILLET WELDS. & FS. TO TOP PLATE. SET BEARING PLATES NORMAL TO & GIRDERS.

**NOTES**

BLOCK AROUND FRONT FACE OF BEARINGS WITH PREFORMED FILLER 1-1/2" UNDER FLG. & 1" CONTINUOUS. PROVIDE 1/8" BEARING PAD SAME SIZE AS BEARING PLATE UNDER WHICH IT IS PLACED. ALL BAR DIMENSIONS ARE OUT TO OUT. THE FIRST DIGIT OF A MARK SIGNIFIES THE BAR SIZE.



DR. BY P. W. B.	SCALE
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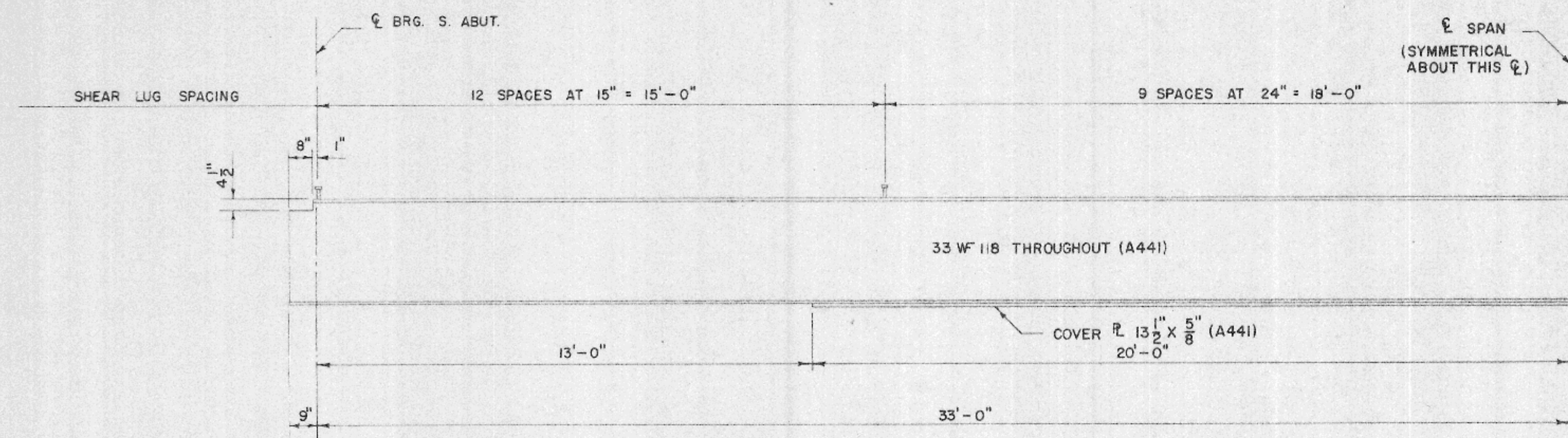
**PAMMEL CREEK BRIDGE**



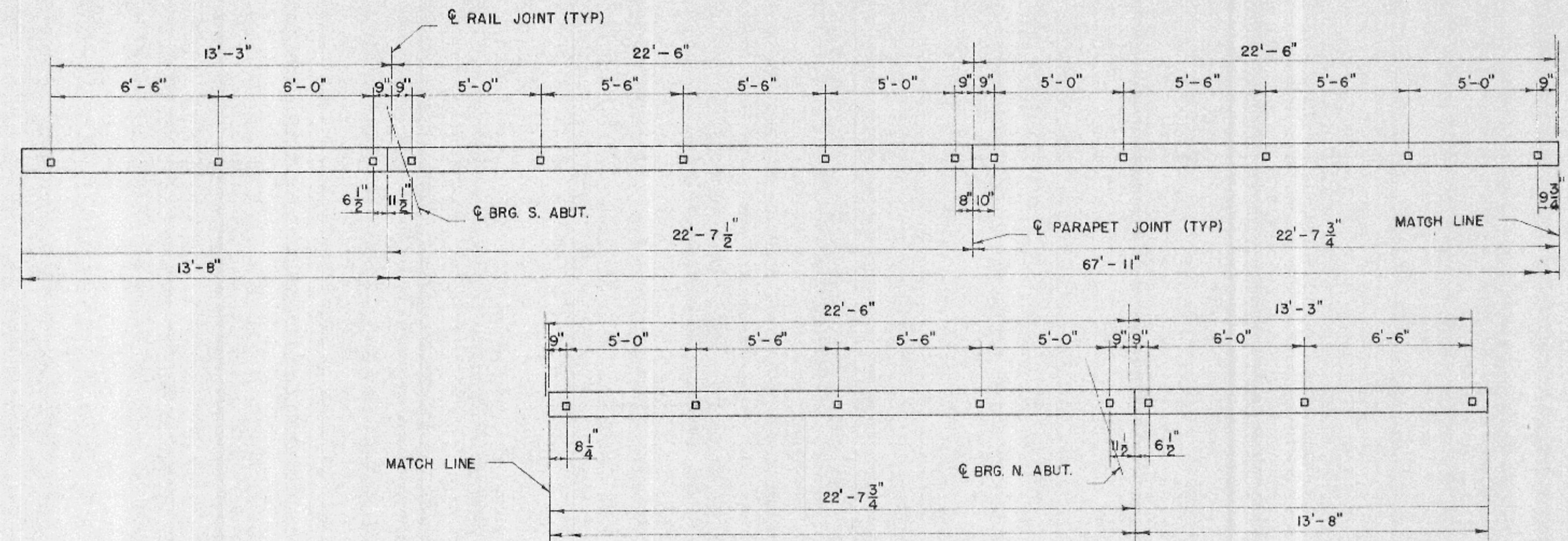
**SUPERSTRUCTURE**

SHEET NO. 4
OF
5 SHEETS





**1/2 GIRDER ELEVATIONS**  
(TYPICAL ALL GIRDERS)

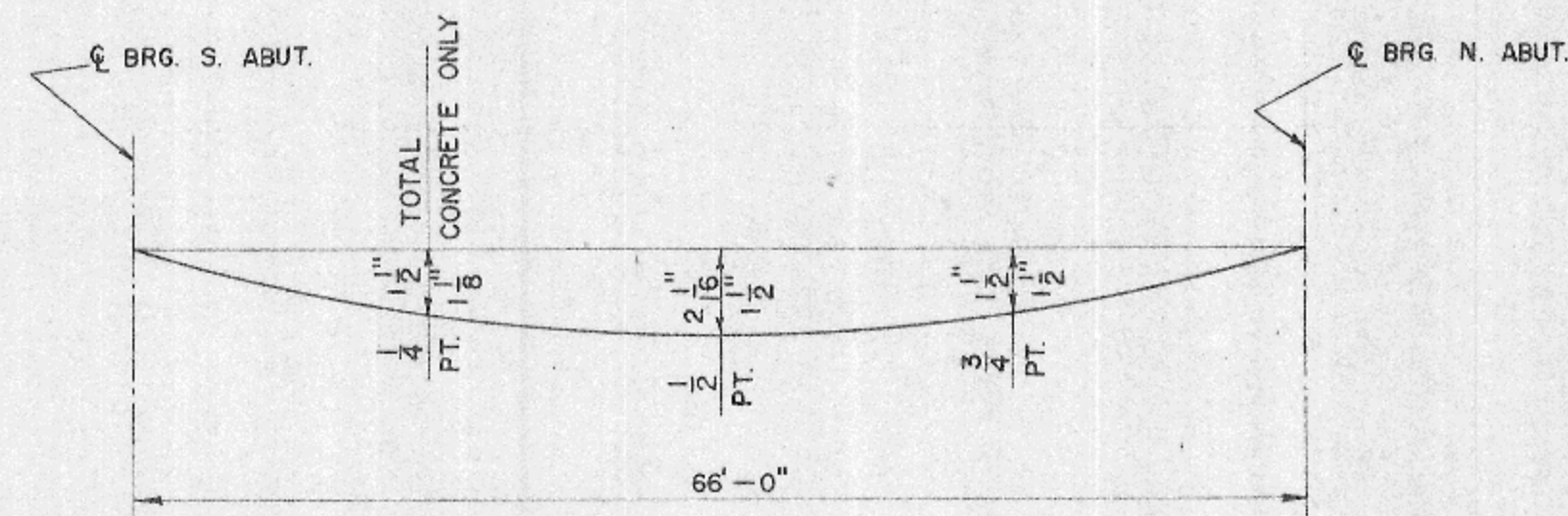


**HAND RAIL POST SPACING**  
(BOTH RAILS)

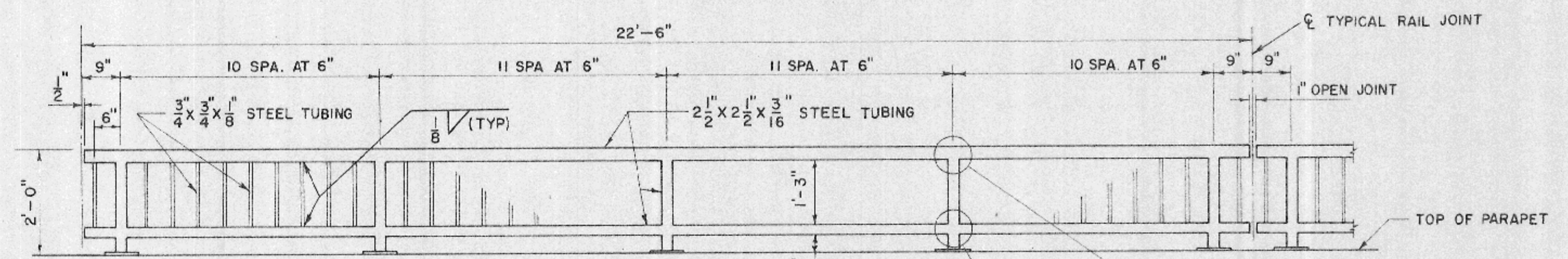
LOCATION		CL BRG. S. ABUT.	1/4 POINT	1/2 POINT	3/4 POINT	CL BRG. N. ABUT.
GIRDER 1	T.D.	670.42	670.35	670.28	670.21	670.14
	T.S.	669.71				669.43
GIRDER 2	T.D.	670.49	670.42	670.35	670.28	670.21
	T.S.	669.78				669.50
GIRDER 3	T.D.	670.50	670.43	670.36	670.29	670.22
	T.S.	669.79				669.51
GIRDER 4	T.D.	670.41	670.34	670.27	670.20	670.13
	T.S.	669.70				669.42
GIRDER 5	T.D.	670.36	670.29	670.22	670.15	670.08
	T.S.	669.65				669.37

**TOP OF DECK (T.D.) AND TOP OF STEEL (T.S.) ELEVATIONS**

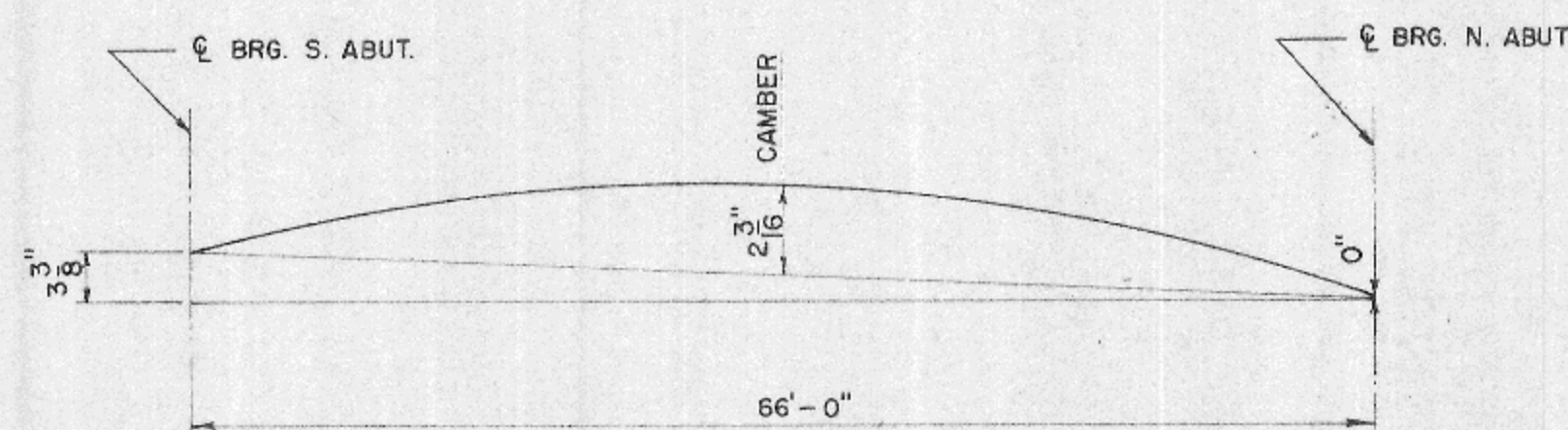
T.S.: THESE ELEVATIONS ARE TO TOP OF STEEL AND THEY ARE FOR THE MATERIAL AS ERECTED.



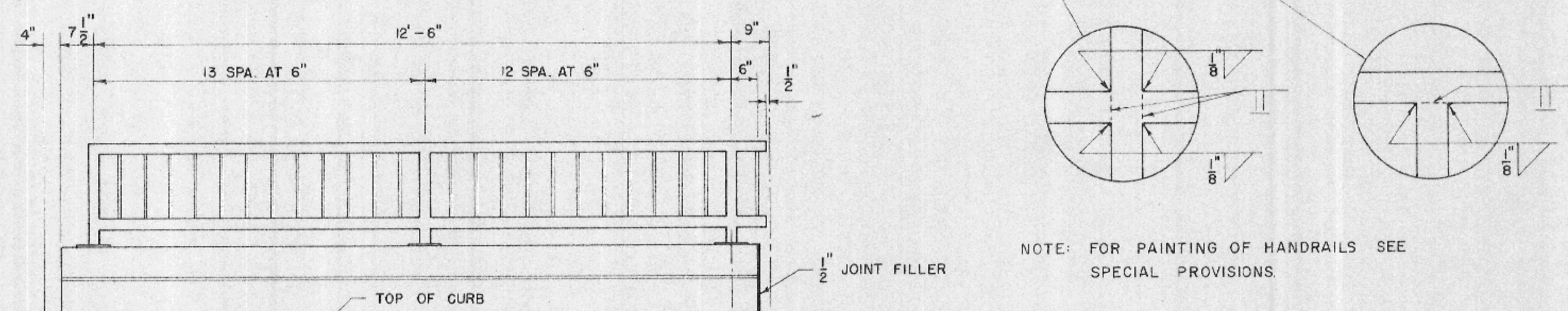
**DEFLECTION DIAGRAM**



**TYPICAL HANDRAIL PANEL**  
(ON BRIDGE)

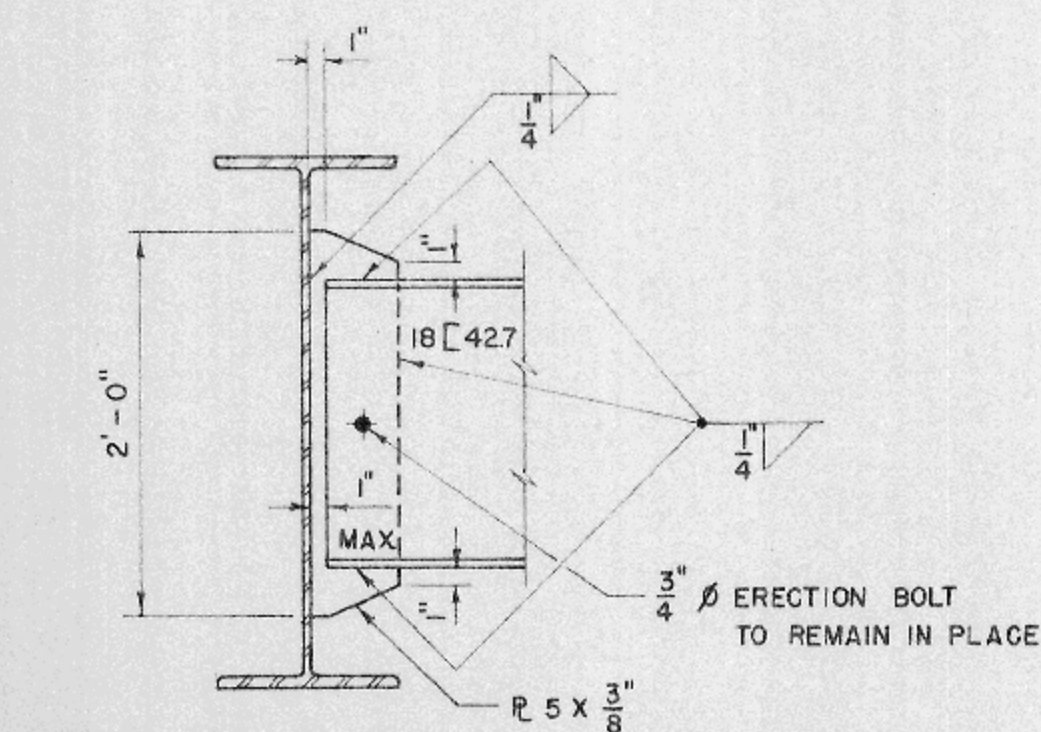


**BLOCKING DIAGRAM**

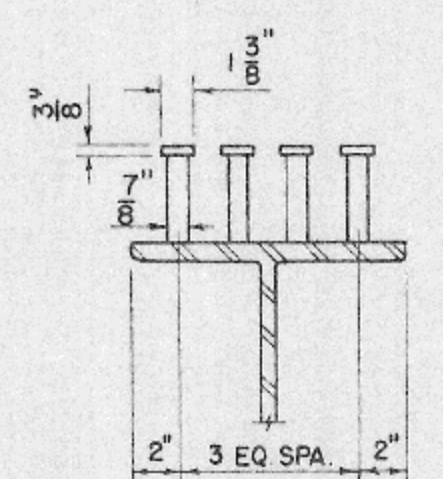


**TYPICAL HANDRAIL PANEL**  
(ON WING WALL)

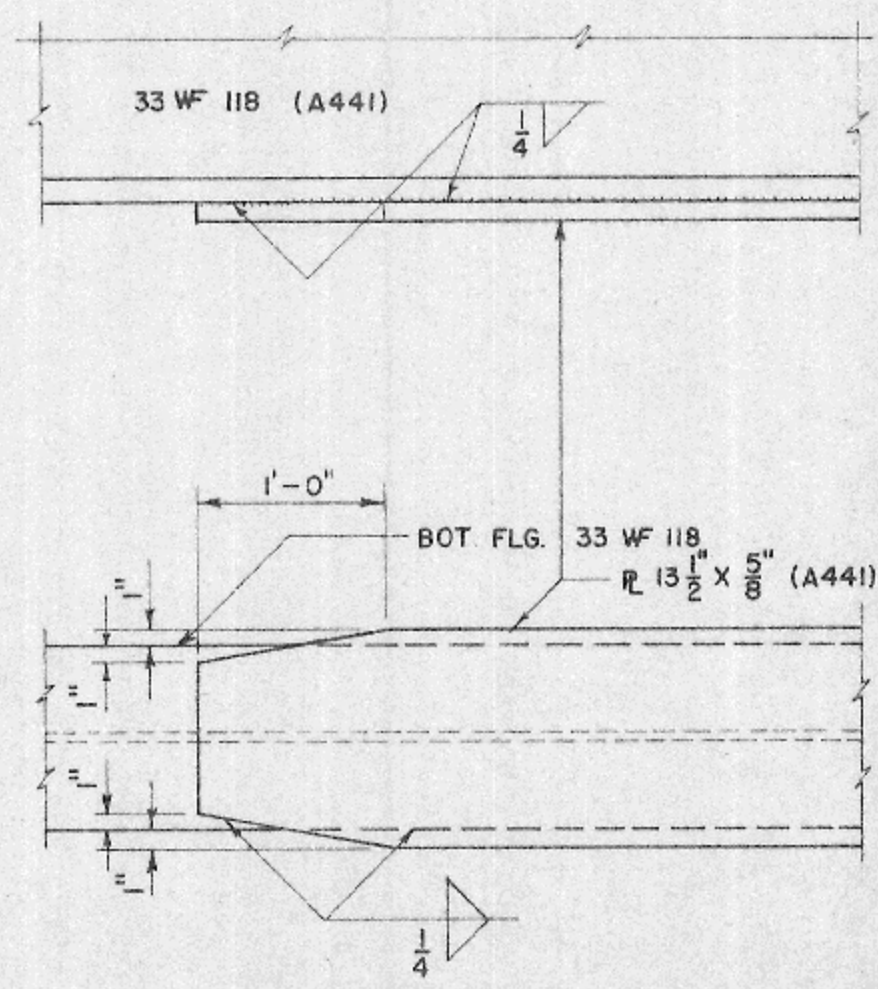
NOTE: FOR PAINTING OF HANDRAILS SEE SPECIAL PROVISIONS.



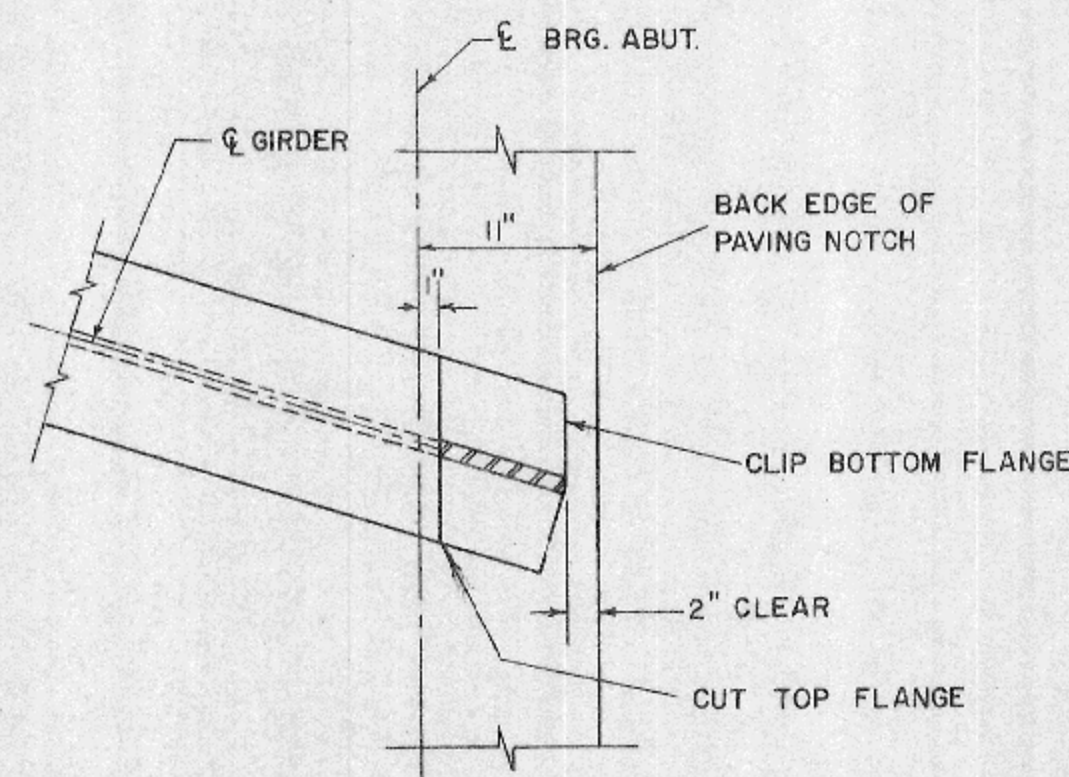
**WELDED DIAPHRAGM CONNECTION DETAILS**



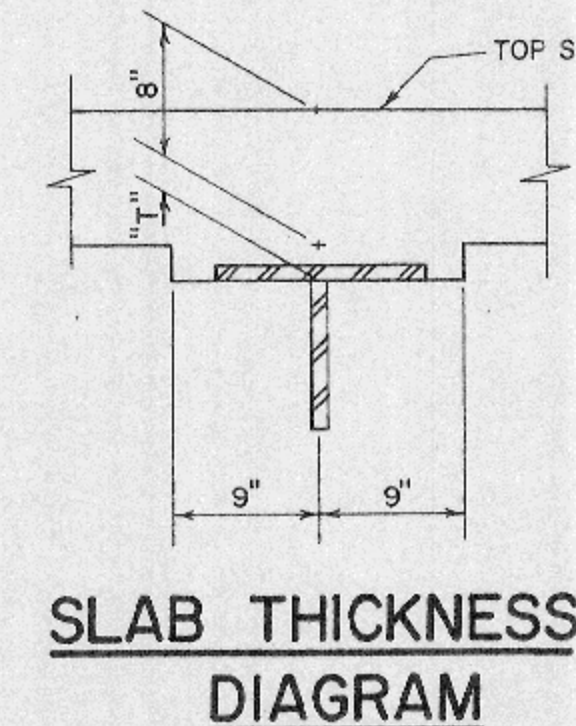
**SHEAR LUG DETAILS**



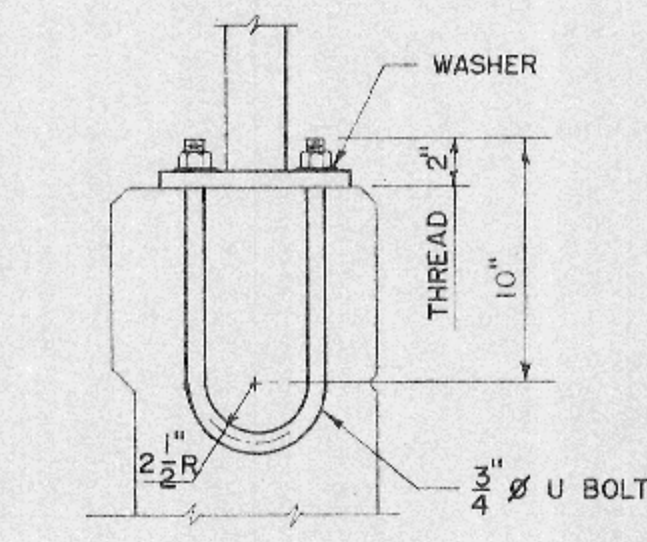
**COVER PLATE DETAILS**



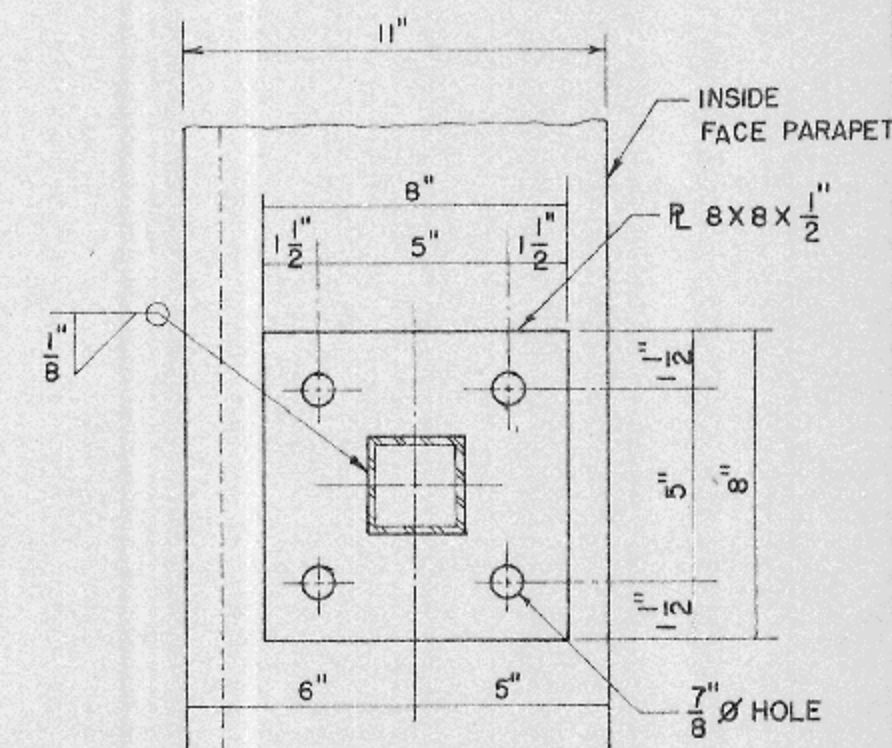
**GIRDER END DETAIL**



**SLAB THICKNESS DIAGRAM**



**HAND RAIL POST ANCHOR**



**HAND RAIL POST BASE PLATE**

TO DETERMINE "T" AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OR TOP OF SPLICE PLATES WHICHEVER APPLIES, SHALL BE TAKEN AT THE CL OF BEARINGS, AND AT QUARTER POINTS OF THE SPAN THESE ELEVATIONS SUBTRACTED FROM THE GRADE ELEVATIONS, ADJUSTED FOR THE DEAD LOAD DEFLECTIONS OF THE CONCRETE, MINUS THE SLAB DEPTH PLUS THE STEEL THICKNESS TO BOTTOM OF TOP FLANGE, EQUALS THE HAUNCH DEPTH OF "T".