

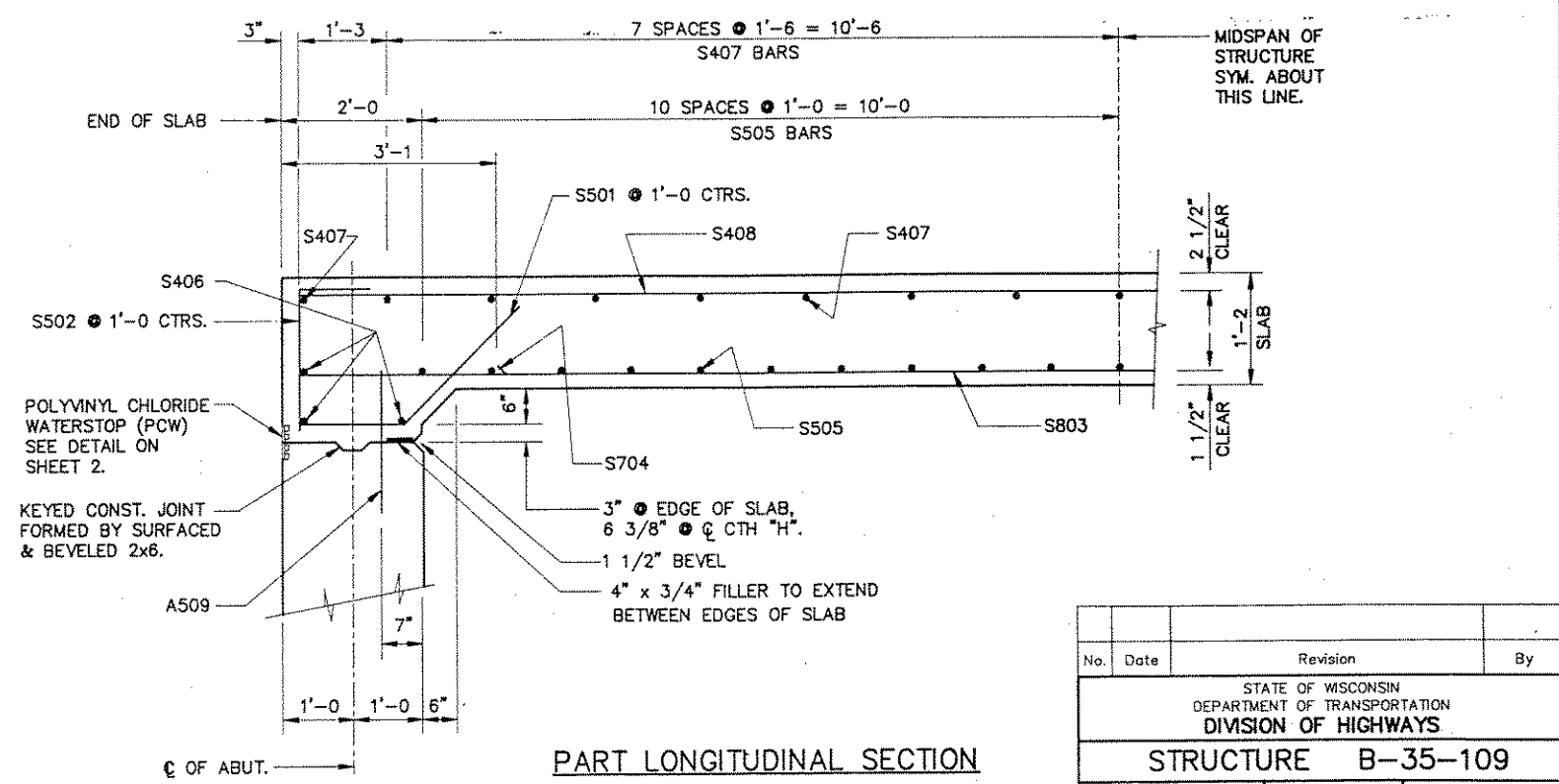
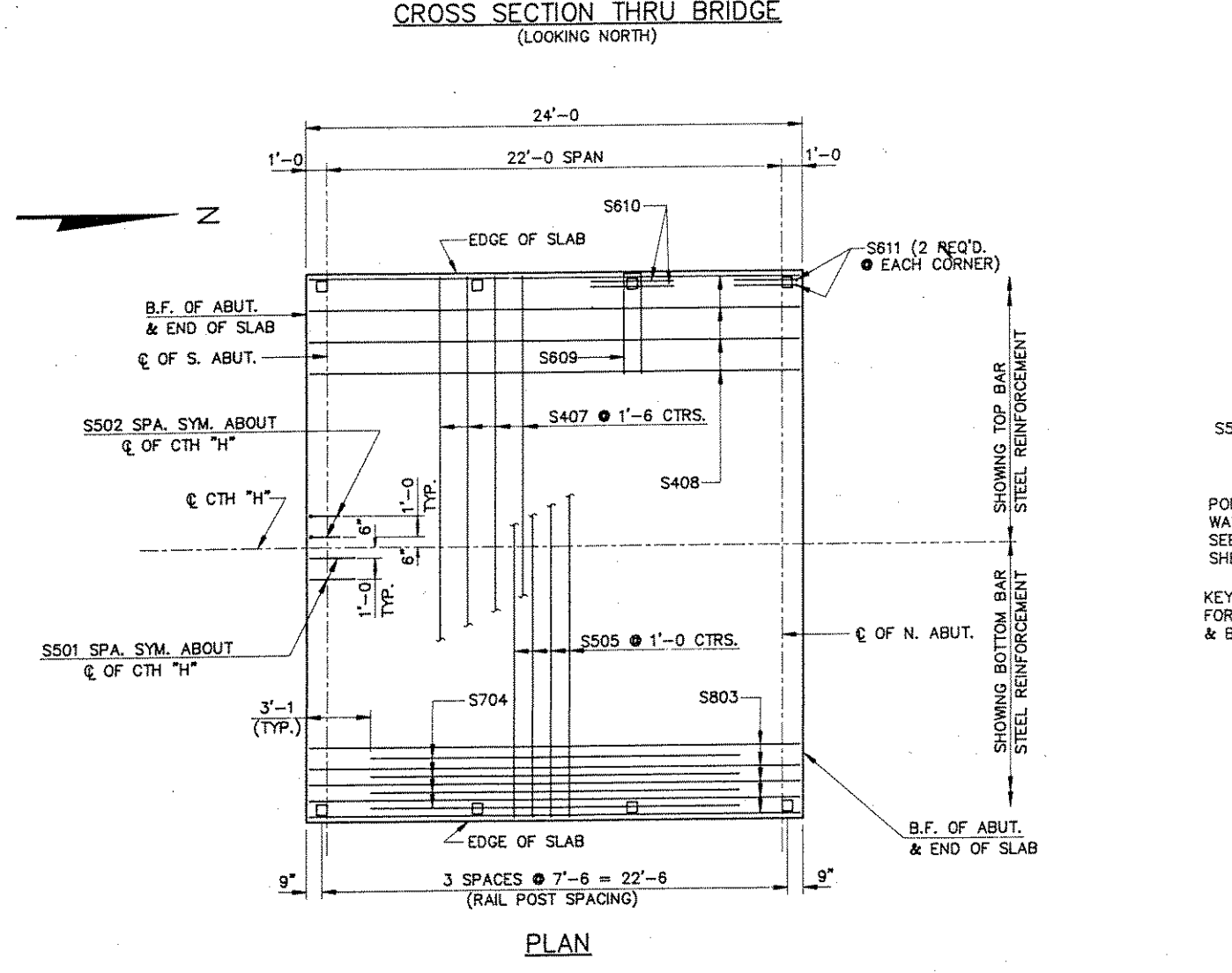
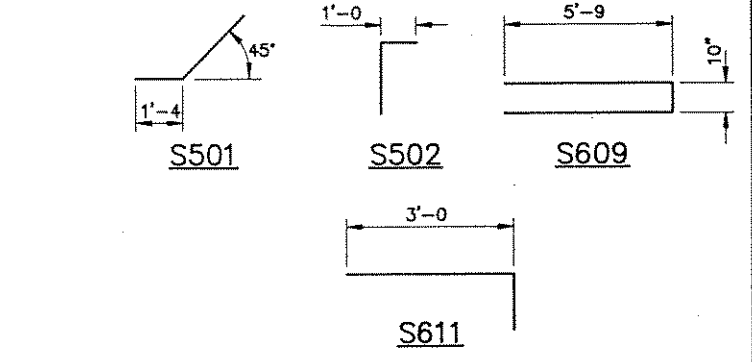
CAMBER SPANS AS SHOWN TO PROVIDE FOR DEADLOAD DEFLECTION AND FUTURE PLASTIC FLOW. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. DEADLOAD DEFLECTION ONLY APPROXIMATELY 1/4 OF CAMBER VALUES SHOWN.

GENERAL NOTES

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).
ALTERNATE TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

BILL OF BARS

MARK	NO. REQ'D.		LENGTH	BENT	LOCATION
	COATED	UN-COATED			
S501	56		3-6	X	DIAPHRAGM ABUTS. -- LONGIT.
S502		56	2-7	X	DIAPHRAGM ABUTS. -- VERT.
S803	30		23-8		SLAB BOTTOM -- LONGIT.
S704	29		17-10		SLAB TOP -- LONGIT.
S505	21		27-8		TRANS. -- ABUT.
S406	6		27-8		TRANS. -- ABUT.
S407	17		27-8		TRANS. -- ABUT.
S408	20		23-8		TRANS. -- ABUT.
S609	8		12-0	X	RAIL POST, ONE PER POST
S610	8		4-0	X	CORNER POSTS AS NOTED
S611	8		4-0	X	CORNER POSTS AS NOTED



No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-35-109			
Const. Spec. WI "89"	Drawn By RLR	Plans Checked PAC	
SUPERSTRUCTURE			SHEET 6 OF 7
X82781			