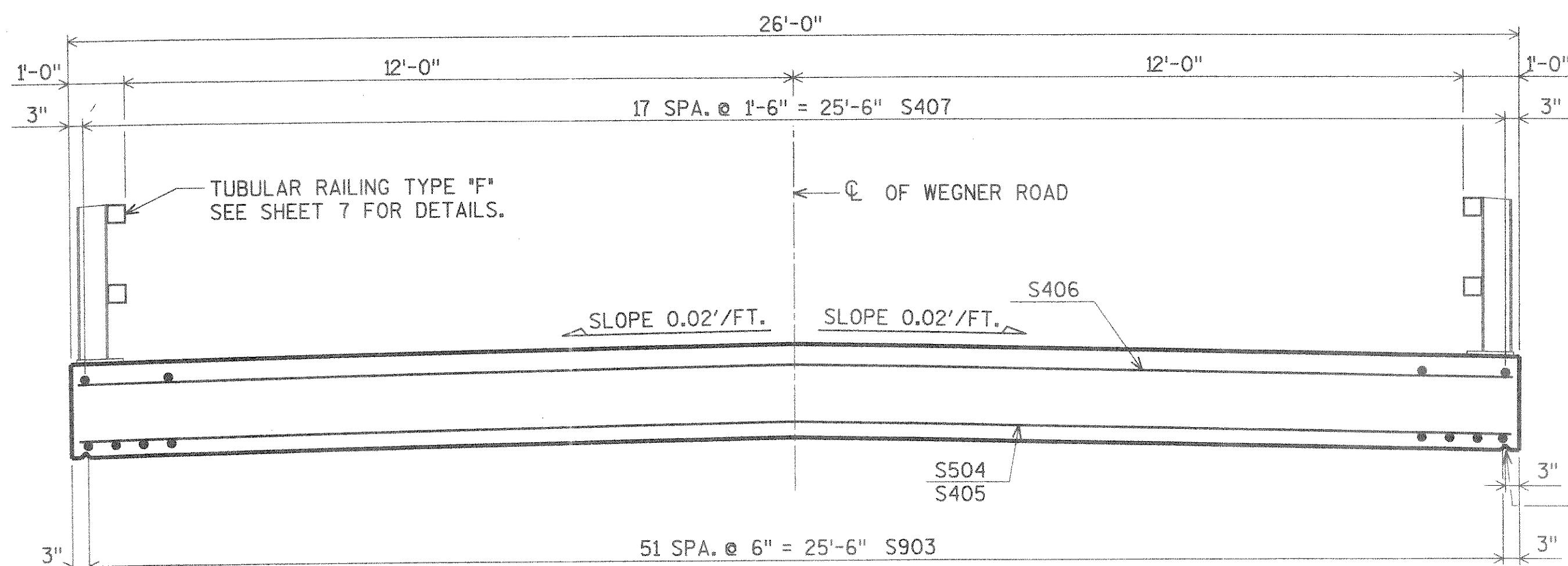


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 DATE OF PLOT = 01/21/94
 DESIGN FILE IS /usr/work/trbridge/5018sup.dgn
 DGN LEVELS ON = 1-63

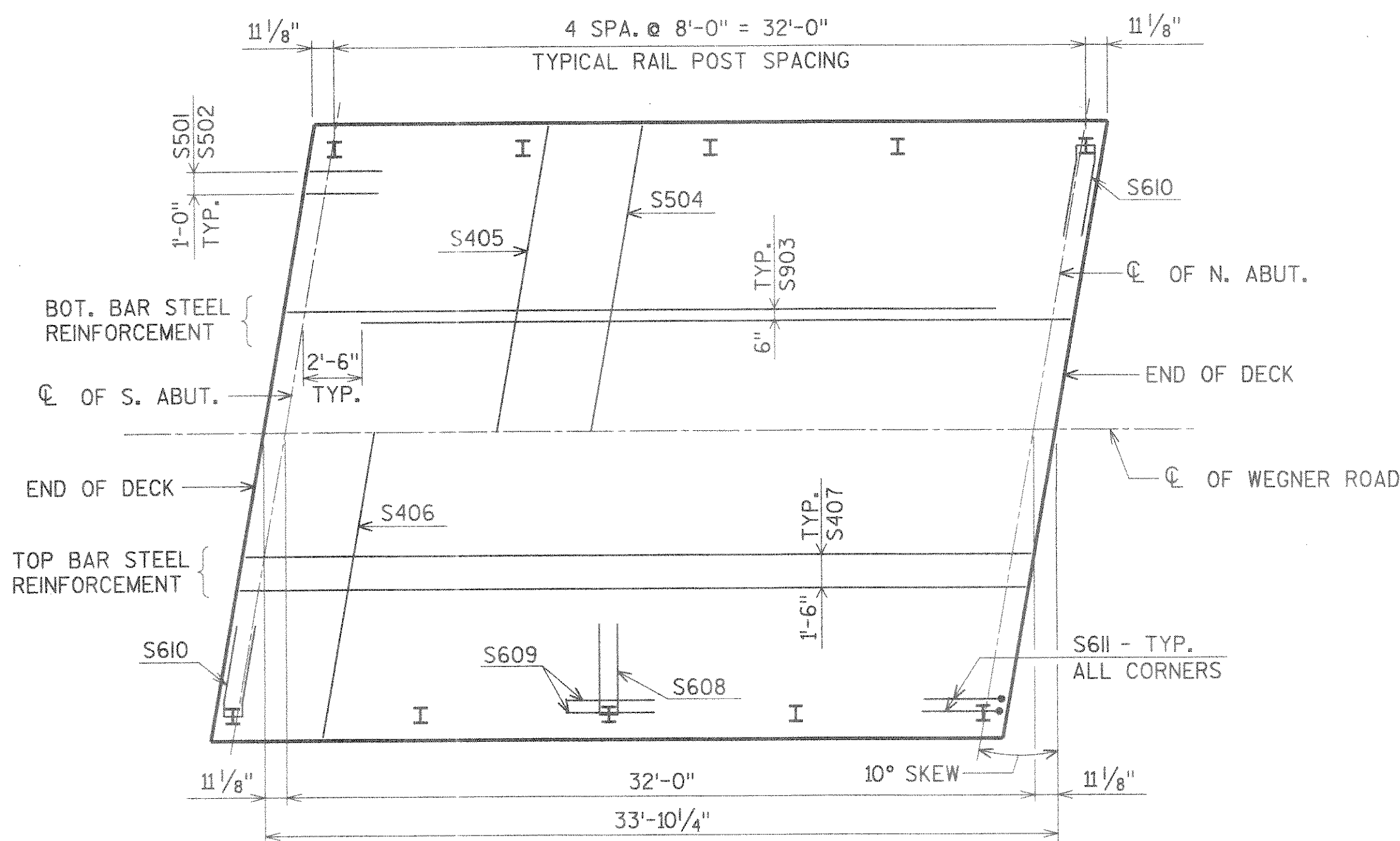


CROSS SECTION THRU ROADWAY

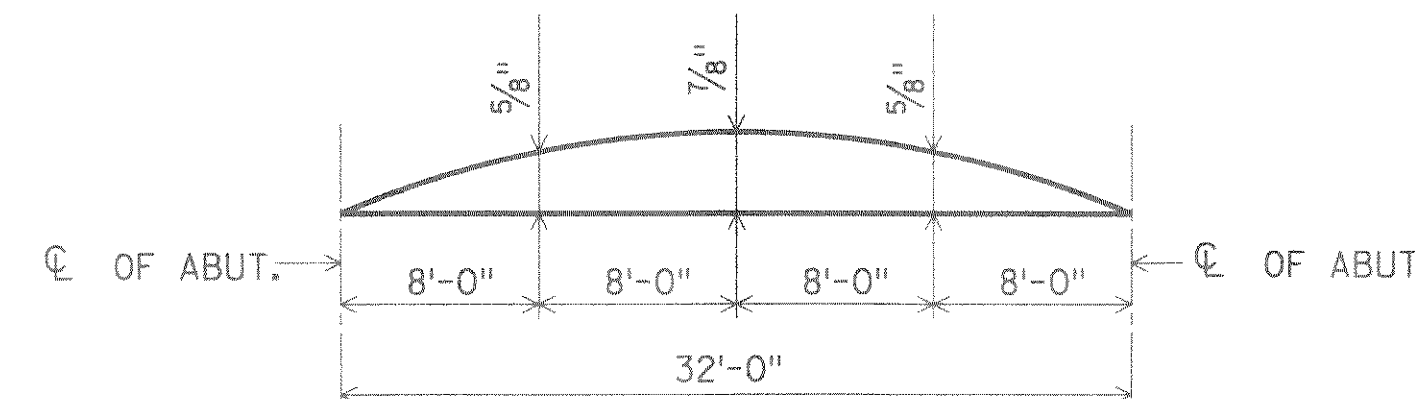
ALTERNATE TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

3/4" CONTINUOUS DRIP GROOVE BEGIN 2'-0" FROM ABUTMENTS

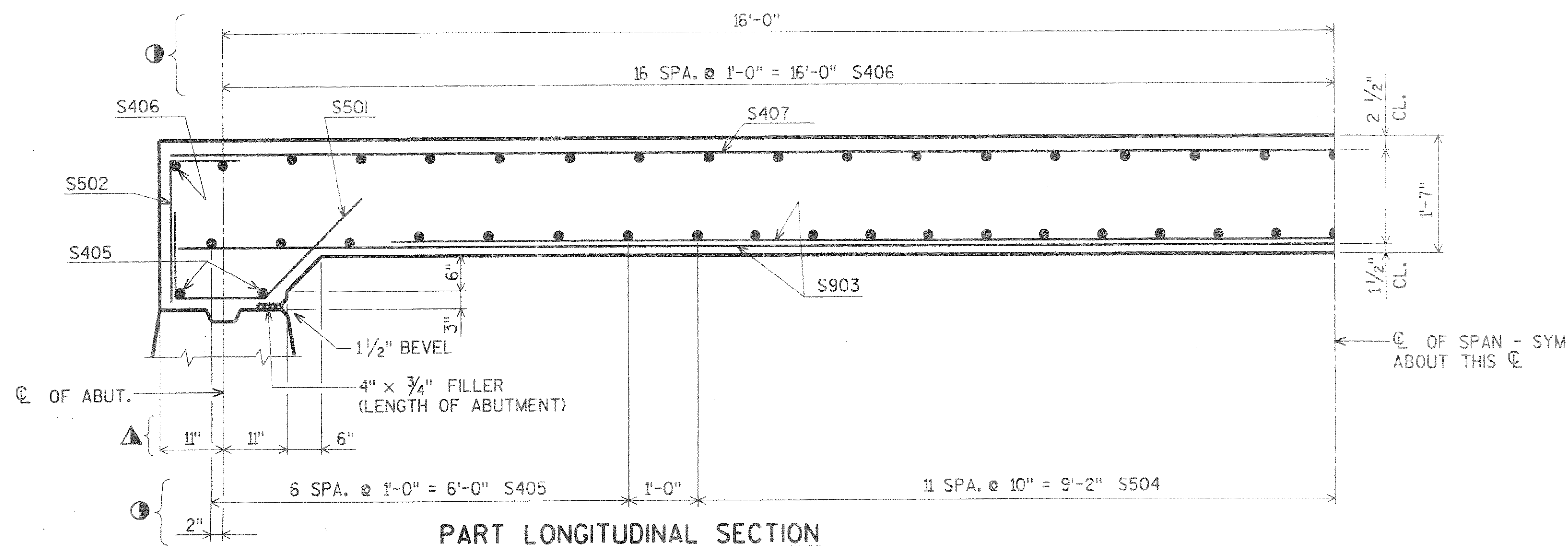
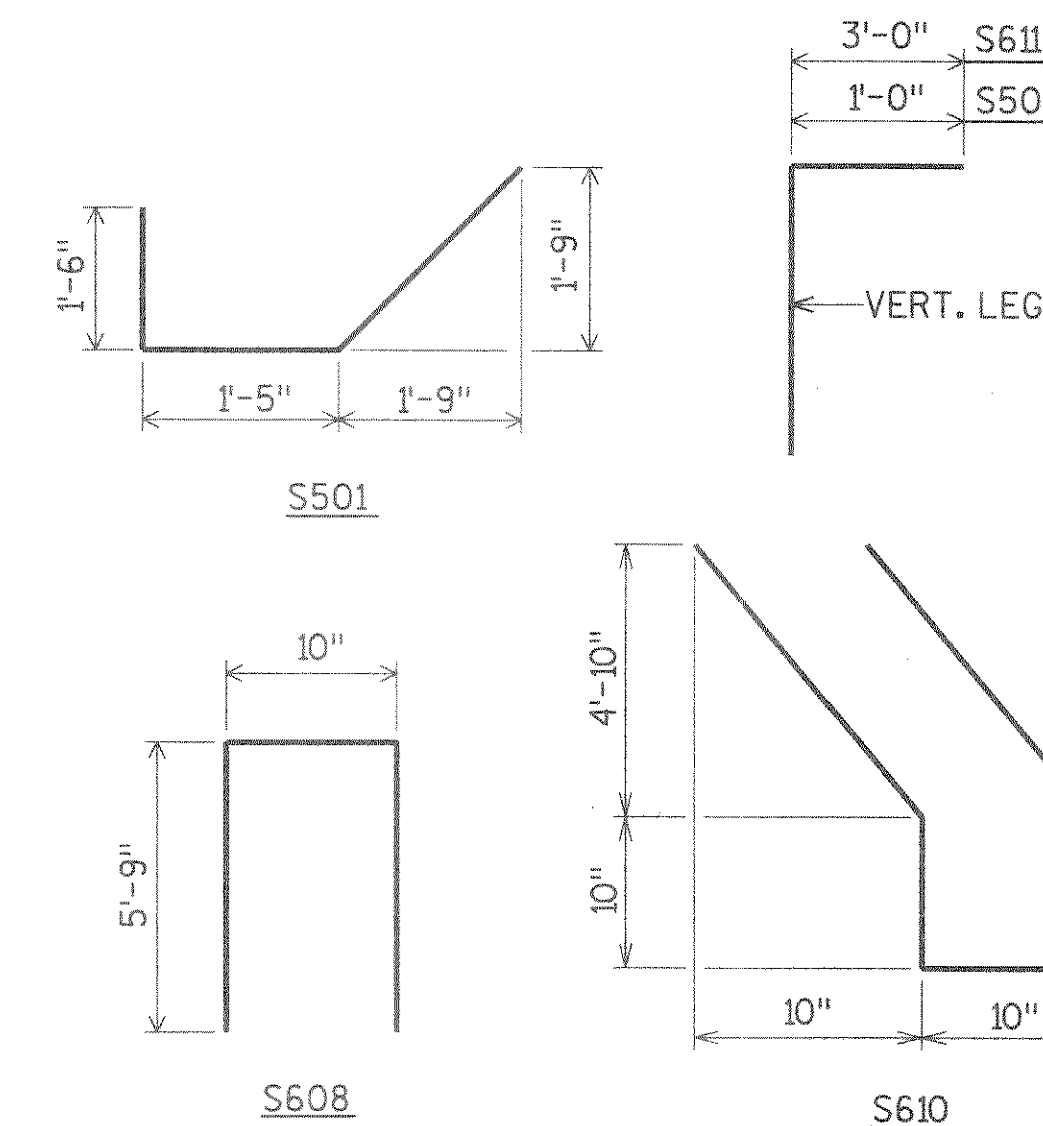


PLAN



CAMBER DIAGRAM

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEADLOAD DEFLECTION & FUTURE PLASTIC FLOW. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.



PART LONGITUDINAL SECTION

⊙ DIMENSIONS MEASURED ALONG CL. OF WEGNER ROAD.

▲ DIMENSIONS MEASURED NORMAL TO CL. OF SUBSTRUCTURE.

BILL OF BARS

BAR NO.	NO. REQ'D.	LENGTH	BENT BAR	COATED BAR	CUT. DIAGR.	1,460# COATED 6,570# UNCOATED	
							LOCATION
S501	52	5-3	X				SLAB @ ABUT.
S502	52	2-10	X	X			SLAB @ ABUT.
S903	52	30-3					SLAB LONG. BOT.
S504	23	26-0					SLAB TRANS. BOT.
S405	18	26-0					SLAB TRANS. BOT.
S406	35	26-0	X				SLAB TRANS. TOP
S407	18	33-6	X				SLAB LONG. TOP
S608	8	12-0	X	X			SLAB @ RAIL POSTS
S609	12	4-0	X				SLAB @ RAIL POSTS
S610	2	12-0	X	X			SLAB @ EXT. RAIL POSTS
S611	8	4-0	X	X			SLAB @ EXT. RAIL POSTS

BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

REF NC REF LN
 REF NB REF LN
 REF NA REF LN
 CHECKED BY: DATE:
 BACK CHECKED BY: DATE:
 CORRECTED BY: DATE:

No.	Date	Revision	By
PLANS PREPARED BY AYRES ASSOCIATES Engineers/Architects Planners/Surveyors Owen Ayres & Associates Inc. Eau Claire, Wisconsin			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-35-I26			
Const. Spec.	1989	Drawn By: CLS	Plans Checked: C.B.M.
SUPERSTRUCTURE			SHEET 6 OF 7