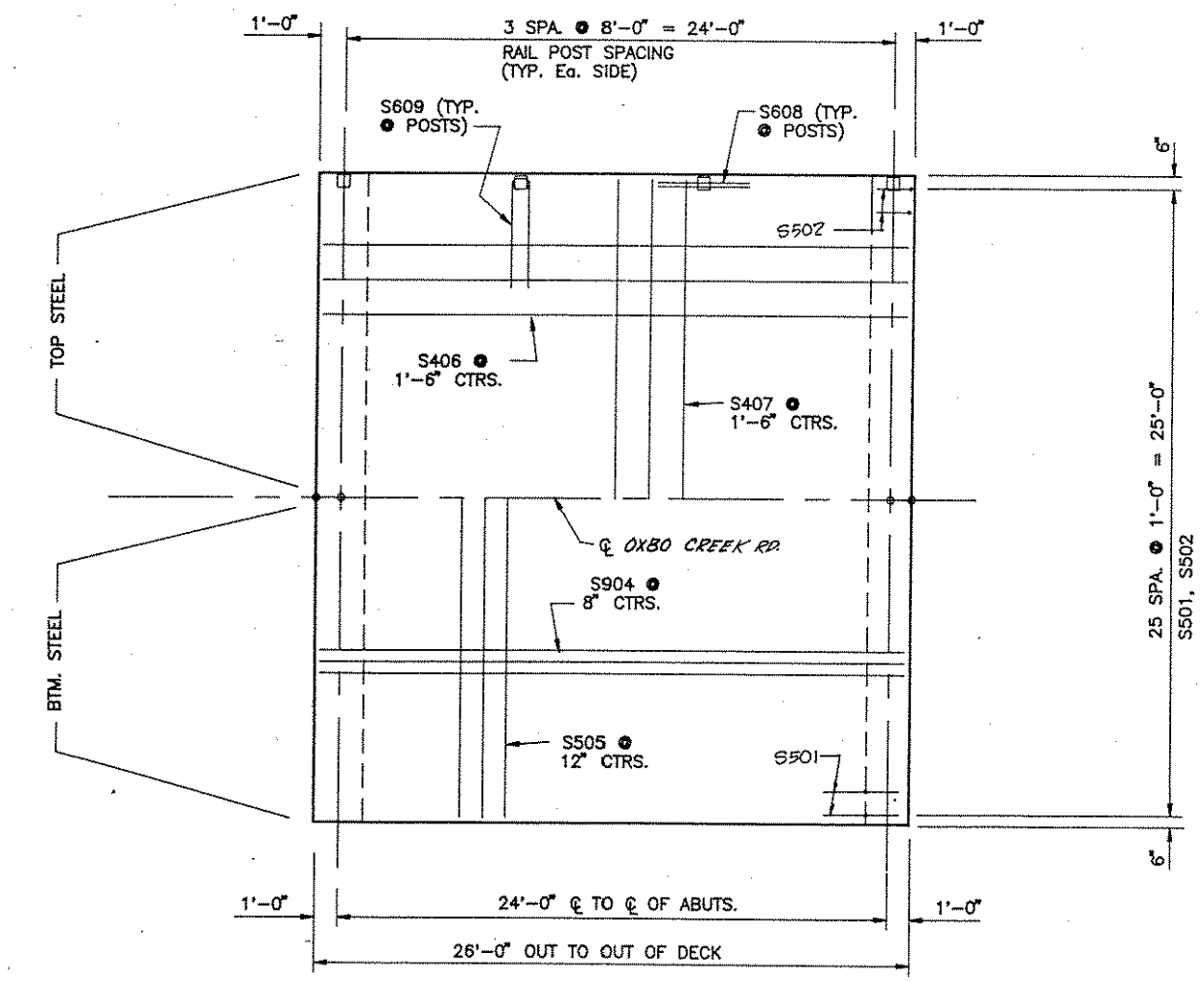
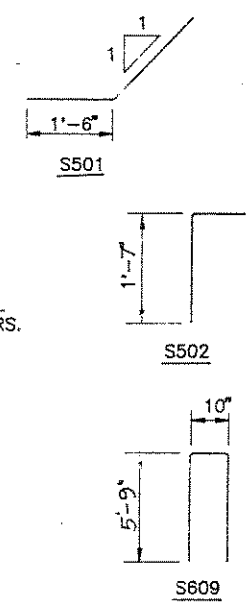


CROSS SECTION THRU ROADWAY



PLAN

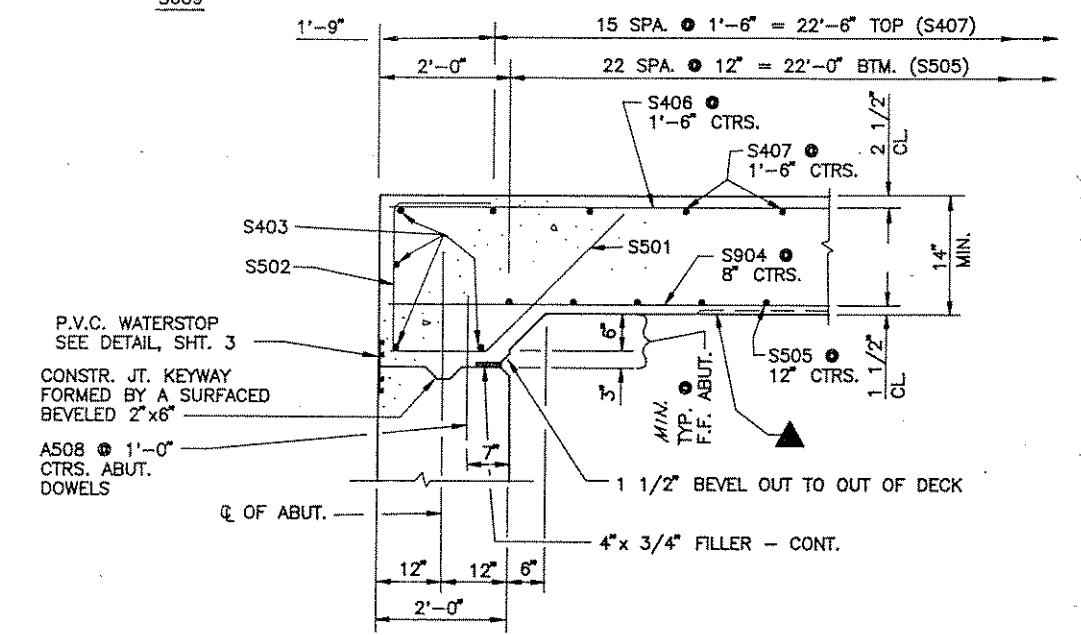
NOTE: ALTERNATE TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CTRS. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CTRS.



BILL OF BARS 4,370 (UNCOATED) 1,275 (COATED)

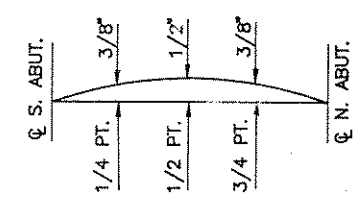
MARK	NO.	LENGTH	COAT	BENT	LOCATION
S501	52	3'-6"	X	X	HAUNCH @ ABUT. - VERT. STIRRUP
S502	52	2'-9"	X	X	HAUNCH @ ABUT. - VERT. STIRRUP
S403	8	25'-8"	X		HAUNCH @ ABUT. HORIZ.
S904	43	25'-8"			SLAB - LONGIT. - BTM.
S505	23	25'-8"			SLAB - TRANSV. - BTM.
S406	18	25'-8"	X		SLAB - LONGIT. - TOP
S407	16	25'-8"	X		SLAB - TRANSV. - TOP
S608	16	4'-0"	X		SLAB @ RAIL POSTS - 2 Ea. POSTS
S609	8	12'-0"	X	X	SLAB @ RAIL POSTS

THE FIRST DIGIT, OR THE FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE. DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.



PARTIAL LONGITUDINAL SECTION

▲ 3/4" CONTINUOUS "V" DRIP GROOVE TERMINATE 2'-0" FROM Ea. ABUTMENT



CAMBER DIAGRAM

PROVIDE CAMBER AS SHOWN ABOVE TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE PLASTIC FLOW THIS DOES NOT INCLUDE AN ALLOWANCE FOR FORM SETTLEMENT. DEAD LOAD DEFLECTION ONLY EQUALS APPROXIMATELY 1/4 OF CAMBER VALUES SHOWN.

No.	Date.	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-35-107			
Const. Spec.	WIS '89	Drawn By	T.L.
		Plans Checked	L.M.B.
SUPERSTRUCTURE			SHEET 5 OF 6
			X 82701