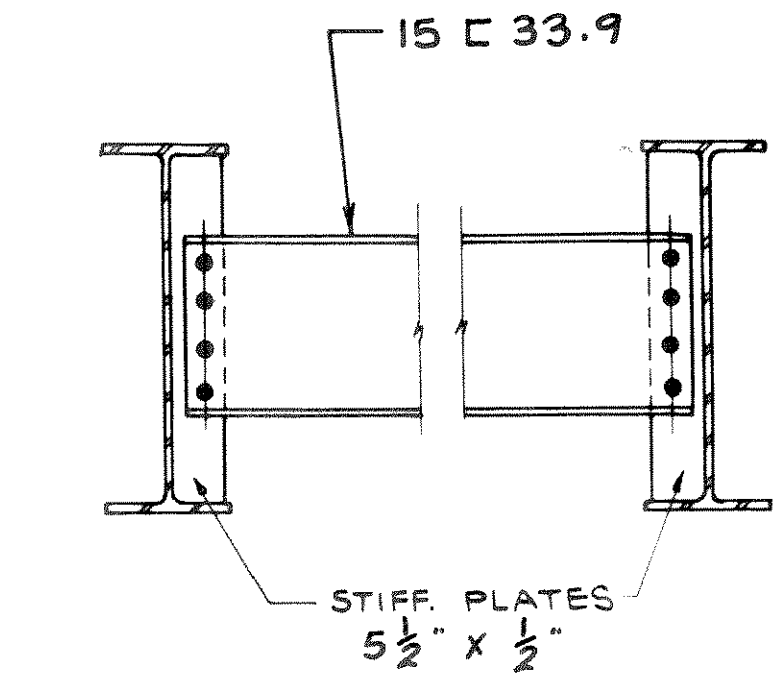


NOTE:

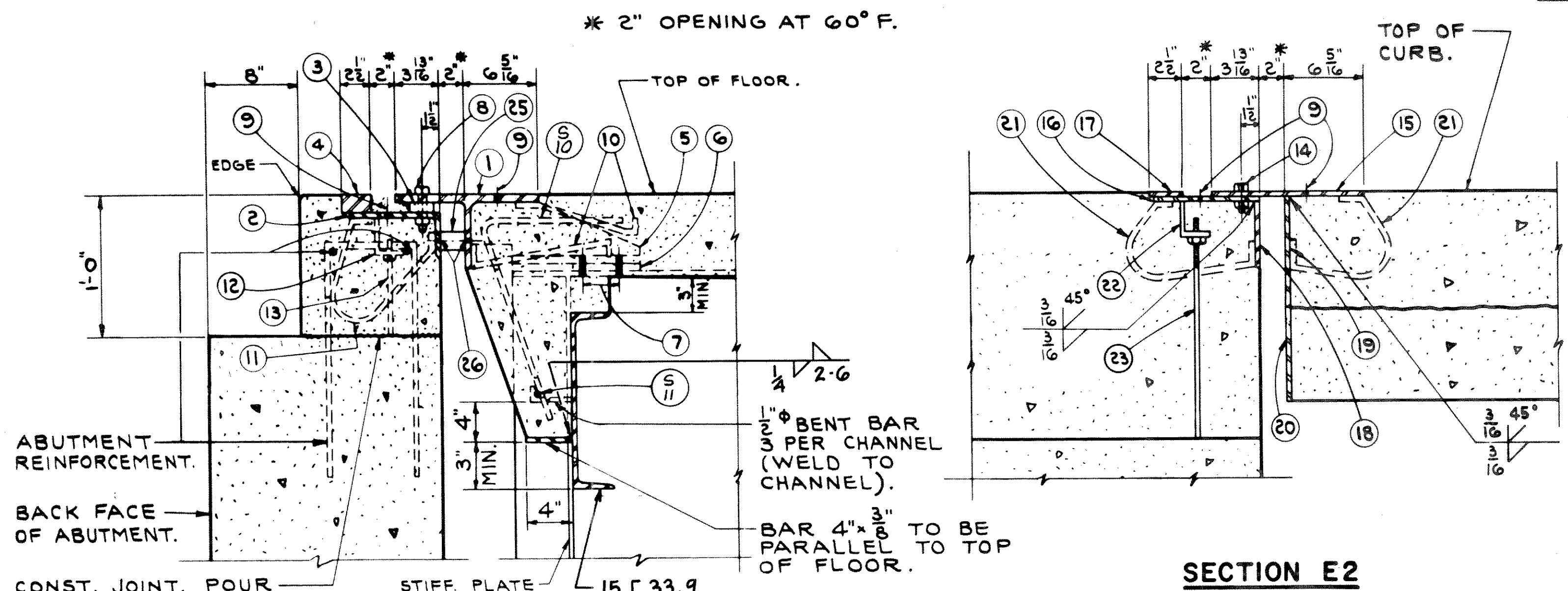
ITEMS 1, 2, 3, 4 AND 15, 16, 17, 18, 19, 20 SO MARKED #, SHALL BE MADE OF A242 STEEL WITH A CORROSION RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.  
ALL MATERIAL IN EXPANSION JOINT SHALL BE PAID FOR AS "STRUCTURAL LOW ALLOY STEEL".

**LEGEND**

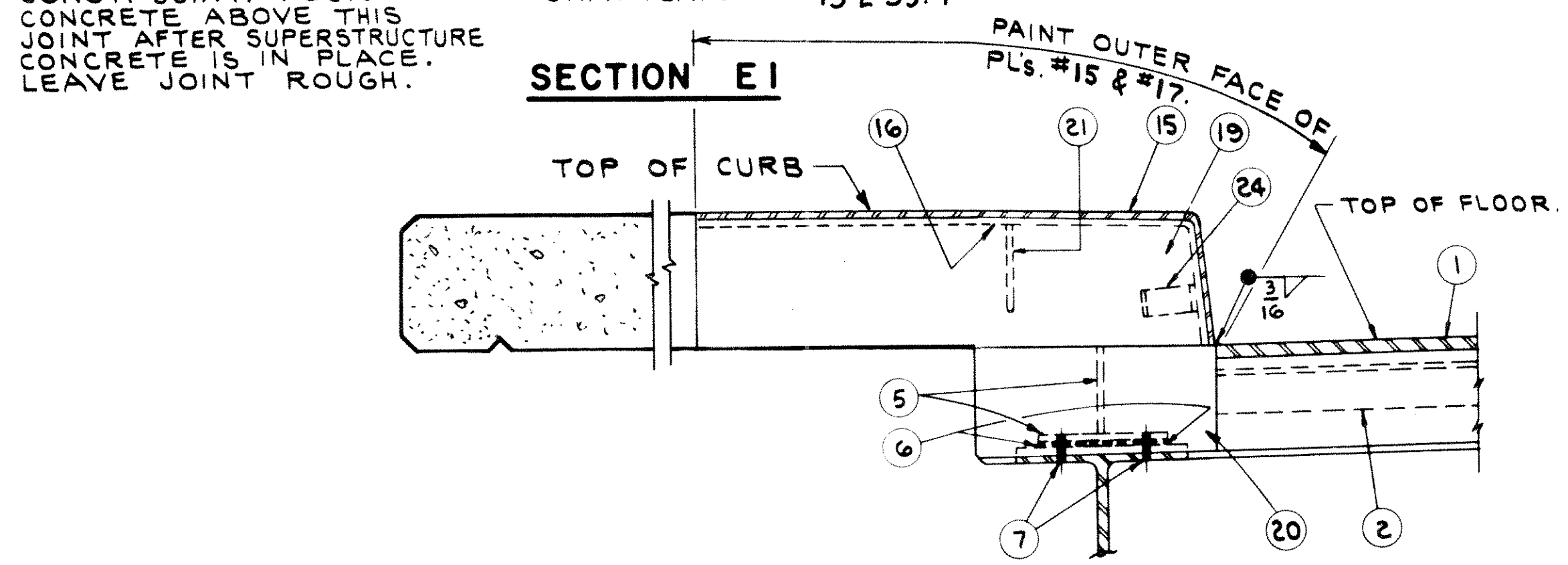
- # 1. S.T. 6" W.F. 39.5# x ROADWAY WIDTH.
- # 2. L 8" x 4" x 1/4" x ROADWAY WIDTH.
- # 3. BAR 2" x 3/4" x RDWY. WIDTH. WELD TO L#2 WITH 2 LINES OF 1/4" FILLET WELD. 2 @ 6".
- # 4. BAR 2 1/2" x 1 1/2" x RDWY. WIDTH. WELD TO L#2 WITH 2 LINES OF 1/4" FILLET WELD. 2 @ 6".
- # 5. FABRICATE FROM 3/8" WELDED PLATE. WELD TO STEM & FLG. OF S.T.#1 WITH 1/4" FILLET WELD NEAR AND FAR SIDE.
- # 6. 5/8" MIN. LAMINATED & SLOTTED SHIM.
- # 7. DRILL HOLES IN STRINGER FLG. IN FIELD FOR 3/4" BOLTS.
- # 8. 3/4" BOLT WITH SQ. NUT @ 2'-0" CTRS. TACK WELD NUT TO L#2. GREASE FOR EASY REMOVAL. 1 3/16" x 1 3/4" SLOTTED HOLE IN S.T.#1. LONG DIMENSION OF SLOTTED HOLE TO BE PARALLEL TO C. OF RDWY. 1 3/16" HOLE IN BAR#3 & L#2.
- # 9. VENT HOLES. 1 3/16" PLACED AT 2'-0" CENTERS ON L#2 AND S.T.#1 AND AT 9" CENTERS ON PL'S #15 AND #16.
- # 10. 5/8" BENT BAR @ 0'-9" ALTERNATE CENTERS BETWEEN STRINGERS. 1'-3" LONG. WELD TO S.T.#1.
- # 11. 5/8" BENT BAR @ 1'-0" CENTERS. 2'-0" LONG. WELD TO L#2.
- # 12. L 3" x 2 1/2" x 3/8" x 0'-3" @ 3'-0" CENTERS. WELD TO L#2. PROVIDE 5/8" HOLE IN 2 1/2" LEG FOR BOLT #13.
- # 13. 1/2" BOLT x 0'-9" LG. & NUT. TACK WELD NUT TO L#2.
- # 14. 3/4" BOLT. SAME AS BOLT #8 EXCEPT FOR LENGTH.
- # 15. PL. 12 1/8" x 3/8" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL.#19 AS SHOWN. FIELD WELD TO S.T.#1.
- # 16. PL. 8" x 3/8" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL.#18 AS SHOWN.
- # 17. PL. 2 1/2" x 3/8" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL.#16 WITH 1 LINE OF 3/16" FILLET WELD. FIELD WELD TO BAR#4.
- # 18. 6" x 3/8" PLATE. CUT TO CURB LIMITS AS SHOWN.
- # 19. 3/8" PLATE. CUT TO CURB LIMITS AS SHOWN. FIELD WELD TO PL.#20.
- # 20. 3/8" PLATE. CUT TO CURB LIMITS AS SHOWN. SHOP WELD TO S.T.#1 AND SUPPORT #5.
- # 21. 5/8" BENT BAR. 1'-6" LONG. WELD TO PL'S #16 & #18 AND PL'S #15 & #19 WITH 3/16" FILLET WELDS ALL AROUND.
- # 22. L 3" x 2 1/2" x 3/8" x 0'-3". WELD TO PL.#16.
- # 23. 1/2" BOLT x 1'-7" LG. & NUT. TACK WELD NUT TO L#22.
- # 24. ANCHOR BAR - 2 1/2" x 3/8" x 1'-0" L WELD TO PL'S #15 & #16. AND 1/2" BOLT.
- # 25. BLOCK & BOLT FOR SHIPMENT WITH PIPE SLEEVE
- # 26. PROVIDE 3/16" HOLES AT 3'-0" CENTERS IN S.T.#1 & L#2 FOR 1/2" BOLT.



TYPICAL DIAPHRAGM DETAIL



SECTION E2

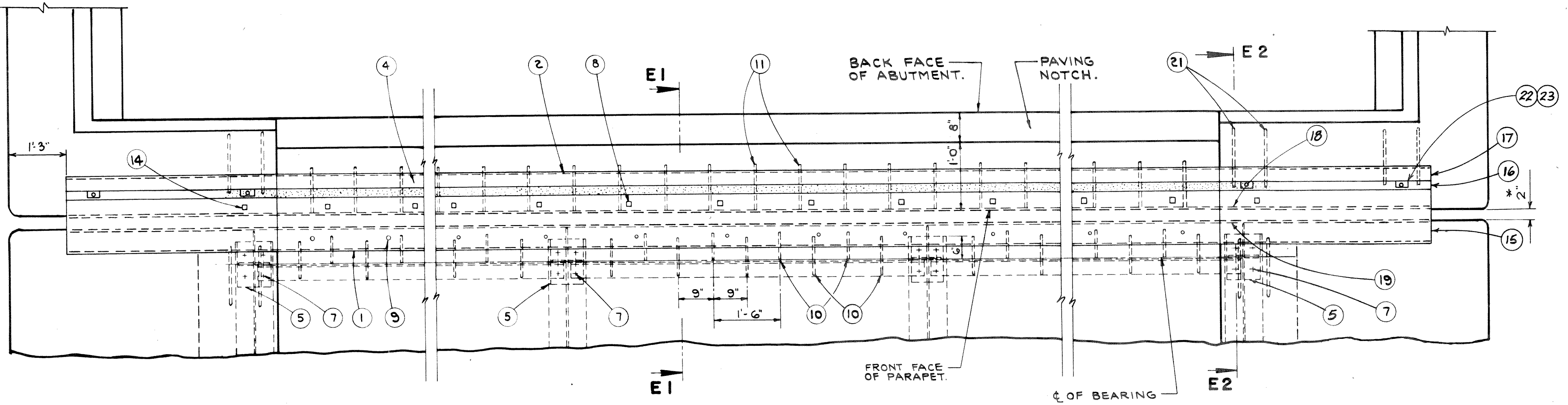


SECTION THRU JOINT AT CURB

**NOTES**

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO RDWY. CROWN & GRADE. AFTER CONCRETE HAS SET REMOVE BOLTS NO. 8 & NO. 14 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER. NO PAINT SHALL BE APPLIED TO EXPANSION JOINT EXCEPT AS NOTED. AFTER CONCRETE HAS SET THE JOINT SHALL BE THOROUGHLY CLEANED. APPLY 1/16" COAT OF BITUMASTIC TO METAL SURFACES FORMING THE JOINT AND FILL WITH HOT POURED ELASTIC TYPE JOINT SEALER.

2 EXPANSION JOINTS REQUIRED.



PART PLAN

|           |                                       |              |                     |
|-----------|---------------------------------------|--------------|---------------------|
| REVISED   | STATE HIGHWAY COMMISSION OF WISCONSIN |              |                     |
|           | <b>EXPANSION JOINT</b>                |              |                     |
|           | DESIGN SPEC. A.A.S.H.O. 61            | LOADING      | CONVT. 1963         |
|           | DATE 9-23-64                          | DESIGN ST'D. | DRAWN DB. CRD. J.B. |
| STRUCTURE | B-35-15                               | SHEET        | 6 OF 14             |

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