



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for
B-36-042

IH 43 SB over WESTVIEW ROAD
May 01,2017



Type	Prior	Frequency (mos)	Performed
Routine	09-01-15	24	X
Deck Evaluation	06-15-16	0	
SIA Review	09-01-15	48	X

Latitude 43°55'33.17"N
Longitude 87°45'41.20"W

Owner STATE HIGHWAY DEPT
Maintainer STATE HIGHWAY DEPT

Time Log

Team members

Hours	Minutes	
0	40	

Inspector	Name	Number	Signature	Date
	Weber, Dale	3007	<i>Dale Weber</i> E-signed by Dale Weber(dotdsw)	05-02-17

BRIDGE INSPECTION REPORT
Wisconsin Department of Transportation
DT2007 2003 s.84.17 Wis. Stats.

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Identification & Location

Feature On: IH 43 SB	Section Town Range: S20 T17N R23E	Structure Number: B-36-042
Feature Under: WESTVIEW ROAD	County: MANITOWOC	
Location 9.8M S JCT USH 151	Municipality: CENTERVILLE	Structure Name:

Geometry

measurements in feet, except where noted

Approach Roadway Width: 40	Bridge Roadway Width: 40.0	Total Length: 185.8
Approach Pavement Width: 0	Deck Width: 43.0	Deck Area (sq ft): 7989

Traffic

	Lanes	ADT	ADT year	Traffic Pattern
On	2	10950	2017	ONE WAY TRAFFIC
Under	2	300	2017	TWO WAY TRAFFIC

Capacity

Load Rating

Inventory rating: HS19	Overburden depth (in): 2.0	Last rating date: 07-21-15	Controlling: INTERIOR DECK GIRDER Positive Moment
Operating rating: HS29	Deck surface material: CONCRETE	Re-rate for capacity (Y/N):	Control location: SPAN 2
Posting:	Re-rate notes:		

Hydraulic

Classification

Scour Critical Code(113): (N) NO WATERWAY	Q100 (ft3/sec): 0	
High water elevation (ft): 0.0	Velocity (ft/sec): 0.0	Sufficiency #:

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	PREST CONCRETE	DECK GIRDER	45	46.0	
2	PREST CONCRETE	DECK GIRDER	45	86.5	Y
3	PREST CONCRETE	DECK GIRDER	45	46.0	

Expansion joint(s)

Temperature:

Joint #	Location	Type	Last inspection date	File:84 Last measure (in)	New:60 New measure (in)
1	SOUTH ABUTMENT	STRIPSEAL	08-04-16	2.0	1.8
2	NORTH ABUTMENT	STRIPSEAL	08-04-16	1.8	1.8

Clearance

Item	File Measurement (ft)	File Date	New Measurement (ft)
Highway Min Vertical Under Cardinal	15.33		
Highway Min Vertical Under Non-Cardinal			
Horizontal Under Cardinal	53.5		
Horizontal Under Non-Cardinal			
Highway Min Vertical On Cardinal			
Horizontal On Cardinal			

Construction History

Year	Work Performed	FOS id
2016	OVERLAY - CONCRETE	1224-21-71
2001	OVERLAY - BITUMINOUS	1224-06-71
1985	PAINT BEARING	
1977	NEW STRUCTURE	1224-01-76

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Structure No.: **B-36-042**

Maintenance Items

Item	Priority	Recommended by	Status	Status change
Expansion Joints - Clean	MEDIUM	Weber, Dale (3007)	IDENTIFIED	05/02/17
Deck - Seal Surface Cracks	MEDIUM	Weber, Dale (3007)	IDENTIFIED	05/02/17
w/MMA				

Elements

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State			
						1	2	3	4
X	12		Reinforced Concrete Deck-Coated Reinforcing	SF	7,989	7,727	262	0	0
		1080	Delamination - Spall - Patched Area CS-2(S2-3 SF,S3-19 SF) Solid patches	SF		0	22	0	0
		1130	Cracking (RC) CS-2(S1-40 SF,S2-120 SF,S3-80 SF) Trans. cracking w/eff. at piers	SF		0	240	0	0
	8514		Concrete Overlay Overlaid in 2016	SF	7,431	4,431	3,000	0	0
		3220	Crack (Wearing Surface) CS-2(3000 SF) Diag.,trans. & long. cracking - some sealed	SF		0	3,000	0	0
X	109		Prestressed Concrete Open Girder	LF	1,092	1,088	1	3	0
		1080	Delamination - Spall - Patched Area CS-2(Span 3-1') G6 end solid patch at N. Abut. CS-3(Span 1-3') G1 & G4 ends at S. Abut.	LF		0	1	3	0
X	205		Reinforced Concrete Column	EA	6	6	0	0	0
X	215		Reinforced Concrete Abutment	LF	120	110	10	0	0
		1130	Cracking (RC) CS-2(S Abut 6' & N Abut 4') Vert. cracking	LF		0	10	0	0
X	234		Reinforced Concrete Cap	LF	121	119	1	1	0
		1080	Delamination - Spall - Patched Area CS-2(Pier 2-1') Small spall at bottom of cap between C1 & C2 CS-3(Pier 2-1') Spall with exposed rebar on east end of bottom of cap	LF		0	1	1	0
X	300		Strip Seal Expansion Joint Replaced in 2016	LF	131	131	0	0	0
X	310		Elastomeric Bearing At North & South Abutments	EA	12	12	0	0	0
X	331		Reinforced Concrete Bridge Rail Repaired & sealed in 2016	LF	409	381	28	0	0
		1080	Delamination - Spall - Patched Area CS-2(W Side 3' & E Side 10') Solid patches	LF		0	13	0	0
		1130	Cracking (RC) CS-2(W Side 5' & E Side 10') Vert. cracking	LF		0	15	0	0

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Structure No.: **B-36-042**

X	8400		Integral Wingwall	EA	4	2	2	0	0
		8903	Wall Deterioration CS-2(2 EA) SE & SW wings cracked	EA		0	2	0	0

Assessments

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State			
						1	2	3	4
X	9001		Drainage - Approach Inlets at SE & SW quadrants Replaced in 2016	EA	4	4	0	0	0
X	9043		Slope Protection- Crushed Aggregate with Bit. Both settling	EA	2	0	2	0	0
X	9168		Concrete Diaphragm CS-2(P1-1 EA & P2-1 EA) Minor spalls	EA	30	28	2	0	0
X	9322		Approach Roadway - Concrete (non-structural) S Approach Replaced in 2016	EA	1	1	0	0	0
X	9323		Approach Roadway - Asphalt N Approach Replaced in 2016	EA	1	1	0	0	0

NBI Ratings

	File	New
Deck	8	7
Superstructure	7	7
Substructure	7	7
Culvert	N	N
Channel	N	N
Waterway	N	N

Structure Specific Notes

Inspection Specific Notes

Inspector Site-Specific Safety Considerations

Structure Inspection Procedures

Special Requirements

Chk Hours Cost Comments

Routine

Document Comment/Description

CS-3 Spall on East End of Cap 9/1/15 (Same 5/1/17)



Routine

Document Comment/Description

CS-3 G1 End Spall at S. Abut. 9/1/15 (Same 5/1/17)



STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-36-042
IH 43 SB over WESTVIEW ROAD

LOCATION

(3) Municipality:
(16) Latitude(° ' "):
(17) Longitude(° ' "):

CENTERVILLE
43°55'33.17"N
87°45'41.20"W

TRAFFIC SERVICE

(28A) Lanes On:
(28B) Lanes Under:
(102) Traffic Pattern On:
(102) Traffic Pattern Under:
(19) Detour Length(mi):

2
2
-NO TRAFFIC ☒ -ONE WAY TRAFFIC -TWO WAY TRAFFIC
-NO TRAFFIC -ONE WAY TRAFFIC ☒ -TWO WAY TRAFFIC
1

GEOMETRY

(49) Structure Length(ft):
(50) Sidewalk Width(ft):
(50) Curb Width(ft):
(52) Culvert Barrel Length(ft):
(34) Skew:

(51) Bridge Roadway Width(ft):
(52) Deck Width(ft):
Right Wingwall Length(ft):
Left Wingwall Length(ft):
(32) Approach Roadway Width(ft):

(47) Minimum Horizontal(ft):
(55) Minimum Right Lateral(ft):
(56) Minimum Left Lateral(ft):

185.8	
Left: 0.0	Right: 0.0
Angle(°): 49	Direction: -RIGHT FORWARD ☒ -LEFT FORWARD
Cardinal	Non-Cardinal
40.0	40.0
43.0	43.0
40	0
Cardinal Under Clearance	Non-Cardinal Under Clearance
53.5	
14.5	
17.0	

RAILING APPRAISAL

(36A) Bridge Rail Adequacy:
(36B) Transition Adequacy:
(36C) Approach Guardrail Adequacy:
(36D) Guardrail Termination Adequacy:
Outer Rail:

-SUB-STANDARD ☒ -STANDARD -NOT APPLICABLE		
-SUB-STANDARD ☒ -STANDARD -NOT APPLICABLE		
-SUB-STANDARD ☒ -STANDARD -NOT APPLICABLE		
-SUB-STANDARD ☒ -STANDARD -NOT APPLICABLE		
Left	Right	Type
		TYPE F (TWO SQUARE TUBES) - STEEL(8)
		TYPE F (3 SQUARE TUBES) - STEEL(65)
		TYPE F (4 SQUARE TUBES) - STEEL(72)
		TYPE M-STEEL 3 SQUARE TUBES(93)
		SLOPED FACE PARAPET LF(91)
		SLOPED FACE PARAPET HF(92)
		VERTICAL FACE PARAPET TYPE A(74)
		TYPE W-THRIE BEAM(79)
		TYPE H ON VERTICAL PARAPET(80)
		TIMBER(38)
X	X	OTHER(99) (Please specify) Left: NJ SLOPING PARAPET(61) Right: NJ SLOPING PARAPET(61)
		CONT GUARD RAIL
		NO APP GRDRL
		NO ATTACHMENT
5		22 MM(7/8") BOLT (Please enter quantity)
		25 MM(1") BOLT (Please enter quantity)
		OTHER (Please specify)
X		(01) ENERGY ABSORBING TERMINAL/EAT
		(02) TURN DOWN
		(99) OTHER (Please specify)

Transition Type:

Approach Attachment Rail Note:
Guardrail Termination Type:

Guardrail Termination Note:

ROADWAY ALIGNMENT APPRAISAL

(72) Approach Alignment Appraisal:

	3 Intolerable- Substantial speed reduction
	6 Fair- Minor speed reduction
X	8 Good- No speed reduction

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**Wisconsin Dept. of Transportation
Structure Inventory Data**

Bridge B360042

Structure No.: B360042	Municipality: CENTERVILLE	Section:	Town:	Range:	Maintenance Agency: STATE HIGHWAY DEPT	Owner: STATE HIGHWAY DEPT
Replaced Structure No.:	Historical Sig.: 5	Latitude: 435533.17	Longitude: 874541.2	County: MANITOWOC(36)	District: 3	

ABUTMENT DATA (CARDINAL)

1. Abutment Type: SILL WITH BRGS
2. Pile Type: PILING - CAST IN PLACE (CIP)
3. Pile Size: 254 OR 273 MM (10 OR 10-3/4")
4. Slope Protection Type: STAB CR STONE
5. Rdwy. Width: 40.0 ft
6. Deck Width: 43.0 ft
7. Wing Type:

ABUTMENT DATA (NON-CARDINAL)

1. Abutment Type: SILL WITH BRGS
2. Pile Type: PILING - CAST IN PLACE (CIP)
3. Pile Size: 254 OR 273 MM (10 OR 10-3/4")
4. Slope Protection Type: STAB CR STONE
5. Rdwy. Width: 40.0 ft
6. Deck Width: 43.0 ft
7. Wing Type:

GEOMETRIC DATA

1. Structure Length: 185.8 ft (Back to Back Abuts. Along Rdwy. Centerline)
2. No. Lanes On: 2
3. L. Sdk. Width On: 0.0 ft
4. R. Sdk. Width On: 0.0 ft
5. Median Type:
6. Median Width: 0.0 ft
7. Skew Angle: 49 Deg.
8. Direction Skew Angle: LEFT
9. Horizontal Curve: 0.0 Radius, ft
10. Dir.-Hor. Curve:
11. Girder Spacing: 7.2 ft
12. Height: 45.0 ft (Top Pier Footing to Top Deck or Streambed Elev. to Top Deck)
13. NBI Bridge Length Met: true

APPROACH DATA

1. Appr. Pavement Width: 0 ft
2. Rt. Shoulder Width: 0 ft
3. Lt. Shoulder Width: 0 ft
4. Total Width (Sum Above): 40 ft
5. Guardrail Termination: 1
6. Guardrail Adequacy: 1
7. Railing Attachment Type: 5 - 22 MM (7/8") BOLTS
8. Railing Design Year:
9. Left Outer Railing Type:
10. Right Outer Railing Type:
11. Left Inner Railing Type:
12. Right Inner Railing Type:

CAPACITY DATA

1. Design MS: HS20M
2. Inventory MS: HS19
3. Operating MS: HS29
4. Max. Veh. Wt.: 250 kips
5. Load Rating Basis.: LFR
6. Load Governing Member: INTERIOR DECK GIRDER
7. Deck Composition: NONE
8a. Deck Membrane: OTHER
8b. Deck Surface: CONCRETE

HYDRAULIC DATA

1. Design Flood Frequency: 0 yrs
2. Design Discharge: 0 cu-ft/s
3. Max. Velocity: 0.0 ft/s
4. Drainage Area: 0.0 sq. ft
5. High Water Elev.: 0.0 ft
6. Scour Critical Code: N
7. Scour Calculated?: false

STRUCTURE SERVICE DATA

1. Hwy. On Detour Length: 1 ft
2. Type Service On: HIGHWAY
3. Type Service Under: HIGHWAY

APPRAISAL UPDATE

1. Load Capacity: 5-LEGAL LOAD STRESS NOT EXCEEDED
2. Geom. On: 7-COND BETTER THAN MIN CRITERIA
3. Geom. Under: 6-COND EQUAL TO MIN CRITERIA
4. Appr. Align: 8-COND EQUAL DESIRABLE CRITERIA
5. Horiz. Align:
6. Vert. Align:

PLANNING DATA

1. Functional Classification: INTERSTATE-RURAL(01)
2. ADT: 10950
3. ADT-Year: 2017
4. Truck ADT %: 20
5. Future ADT: 23600
6. Future ADT-Year: 2017

CONDITION DATA

Deck:	SuperStructure:	SubStructure:	Channel:
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Culvert:	Waterway:
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Bridge B360042

CONSTRUCTION DATE

Project ID	Construction Contractor	Construction Designer	Construction Year	Plans Reel Number	Letting Date	Survey Received	Work Performed
1224-21-71	NORTHEAST ASPHALT, INC.	OMNNI	2016		12-Jan-2016	01-Apr-2014	OVERLAY - CONCRETE
1224-06-71	NORTHEAST ASPHALT, INC.	BRIDGE SECTION	2001		12-Oct-2000	27-Aug-1997	OVERLAY - BITUMINOUS
	UNKNOWN	UNKNOWN	1985				PAINT BEARING
1224-01-76	LUNDA CONST	BRIDGE SECTION	1977	C157		01-Apr-1975	NEW STRUCTURE

CLEARANCE DATA

Clearance Lane Number	Minimum Vertical	Minimum Vertical Date	Minimum Horizontal Distance	Right Minimum Lateral
1	15.32	13-Jun-2018	53.5	14.5

Left Minimum Lateral	Railroad Right Minimum Lateral	Railroad Left Minimum Lateral	Railroad Vertical Distance	Railroad Horizontal Distance
17.0				

ROUTE DATA

Number	Direction	Type	Structure Route On / Under	Structure Route Cardinal / NonCardinal
043	S		0	N
	N		U	C

Number	Structure Route Location	Highway Feature Name	Structure Route Local System	Highway Feature Designation
043	9.8M S JCT USH 151	IH 43 SB	IH	MAINLINE
	0.4M N JCT CTH XX	WESTVIEW ROAD	LRD	MAINLINE

Number	Structure Route Primary Flag	Designed National Network Flag	Structure Defense Highway Designation	Highway On Inventory Route
043	Y	Y	1	NHI
	Y	N	0	NON

PIER DATA

Number	Pier Type	Piling Type	Piling Size	Pier Skew Angle	Direction of Skew
1	ROUND COL BENT	PILING - CAST IN PLACE (CIP)	254 OR 273 MM (10 OR 10-3/4")		
2	ROUND COL BENT	PILING - CAST IN PLACE (CIP)	254 OR 273 MM (10 OR 10-3/4")		

SPAN DATA

Number	Type	Length	Configuration	Material	Girder or Truss Height	Girder or Truss Spacing
1		46.0	DECK GIRDER	PREST CONCRETE	45.0	7.2
2		86.5	DECK GIRDER	PREST CONCRETE	45.0	7.2
3		46.0	DECK GIRDER	PREST CONCRETE	45.0	7.2

EXPANSIONJOINT DATA

Number	Location	Type	Inactive Date
1	SOUTH ABUTMENT	STRIP SEAL	
2	NORTH ABUTMENT	STRIP SEAL	

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BENCH MARK

NO.	STATION	DATE	BY	REMARKS	ELEV.
1	187+00	1/14/76	AS	660 FT	693.74

* ATTACH BEAM TYPE GUARD
RAIL TO WING PARAPET

E BRG SOUTH ABUT
STA 189.5 + 87.19

END OF SLAB
STA 189.5 + 83.53

East parapet wall
6' x 2' = 12 SF Concrete Repair
509.1500

END OF SLAB
STA 189.410 64

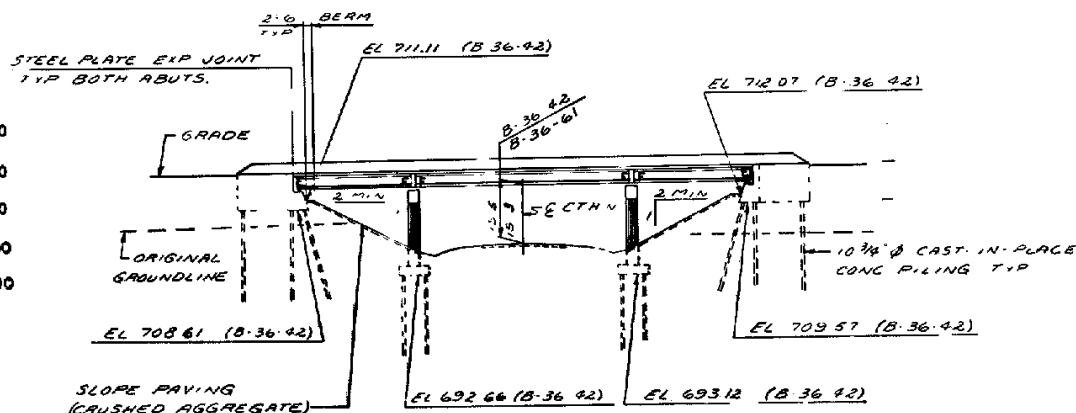
E BRG SOUTH ABUT
STA 189.410 64

NAME PLATE
FOR LOCATION
SEE SH1 13

BEGIN TAPER (02%)
C STA 189.410 00
(40.0 RIGHT)

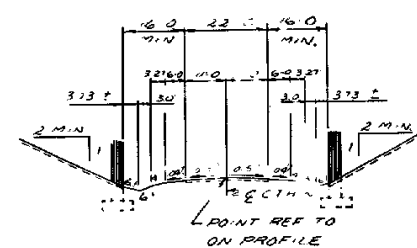
PLAN - B-36-42/61

3 SPAN - 45' PRESTRESSED GIRDERS



ELEVATION

NORMAL TO CTH N



TYPICAL SECTION THRU CTH N

TRAFFIC VOLUME

PRJ. NO.	SHEET NUMBER	SHEET
1224-1-76	716	

West parapet wall
2' x 2' = 4 SF Concrete Repair
509.1500

FOUNDATION DATA

ABUTMENTS AND PIERS TO BE SUPPORTED ON
10" ϕ CAST-IN-PLACE CONCRETE PILING DRIVEN TO
A MIN BRG VALUE OF 55 TONS PER PILE. PILES
EST TO BE 40.0 LONG AT ABUTMENTS AND 30.0
LONG AT PIERS

East parapet wall
2' x 2' = 4 SF Concrete Repair
509.1500

DESIGN DATA

LIVE LOAD

DESIGN RATING HS 20 MOD

INVENTORY RATING HS 21

OPERATIONAL RATING HS 40

STRUCTURE IS DESIGNED FOR A FUTURE WEARING
SURFACE OF 20 POUNDS PER SQUARE FOOT.

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY SLAB f_c 4000 PSI

ALL OTHER f_c 3500 PSI

BAR STEEL REINFORCEMENT, GRADE 60 f_y 60,000 PSI

45' PRESTRESSED GIRDERS CONCRETE MASONRY f_c 6,000 PSI

STRANDS - 1/2 ϕ WITH ULTIMATE TENSILE STRENGTH OF 270,000 PSI

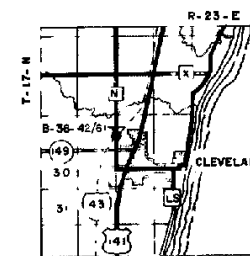
LIST OF DRAWINGS

1. GENERAL PLAN	X56960
2. CROSS SECTION AND QUANTITIES	X56961
3. SUBSURFACE EXPLORATION	X56962
4. SOUTH ABUTMENT	X56963
5. NORTH ABUTMENT	X56964
6. ABUTMENT DETAILS	X56965
7. PIERS	X56966
8. BEARING DETAILS	X56967
9. PRESTRESSED GIRDER DETAILS	X56968
10. SUPERSTRUCTURE	X56969
11. SUPERSTRUCTURE	X56970
12. EXPANSION JOINT	X56971
13. SLOPED FACE PARAPET	X56972

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2"
CLEAR UNLESS OTHERWISE SHOWN OR NOTED
ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY
MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS
SHALL BE COVERED WITH SLOPE PAVING, CRUSHED AGGREGATE,
TO THE EXTENT SHOWN ON THIS SHEET AND IN THE
ABUTMENT DETAILS
THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES FOR
PIERS SHALL BE THE FINISHED GRADED SECTION
JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS
OF AASHTO DESIGNATION M153 OR M213

AS BUILT PLAN
DATE: 11/20/94

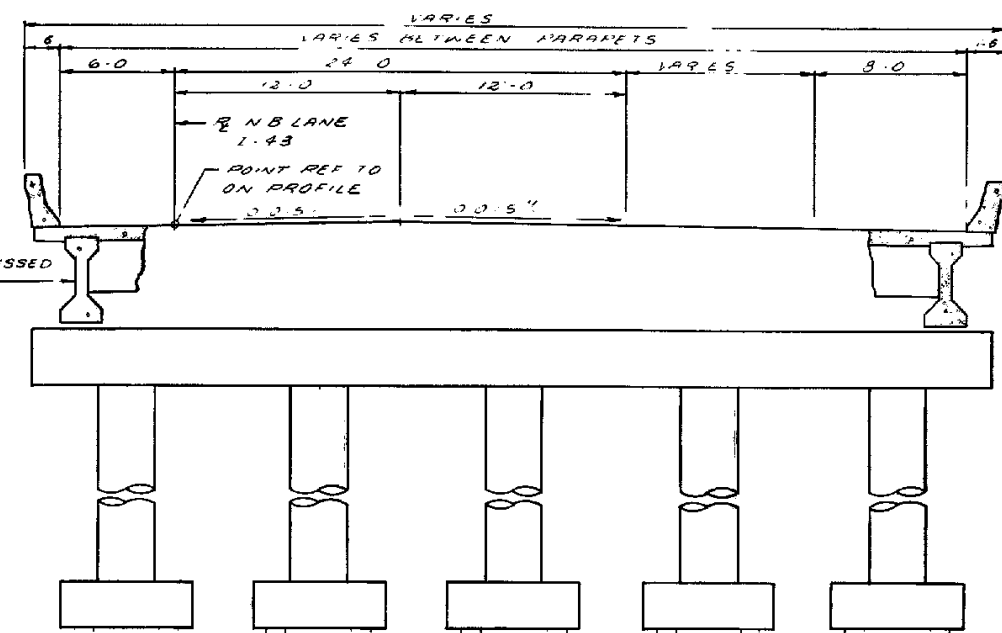
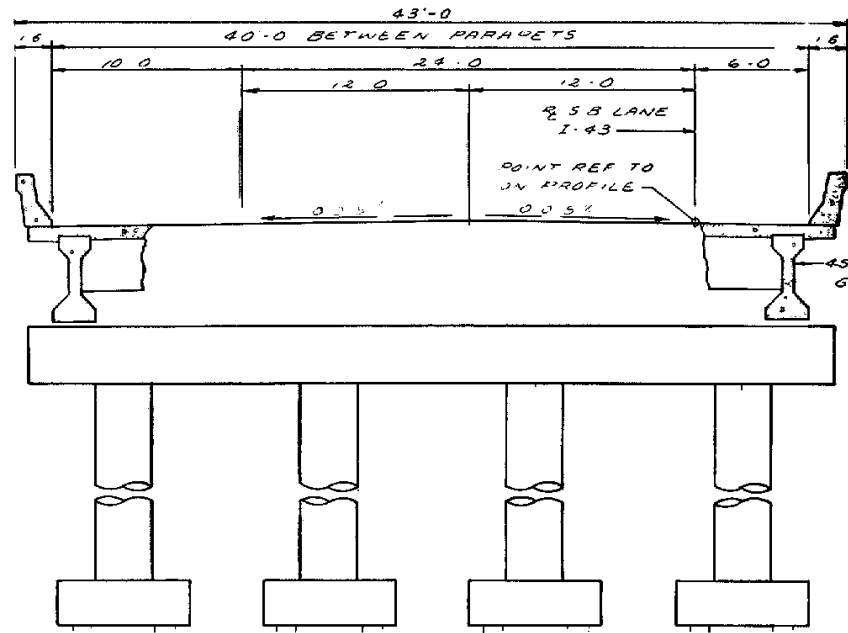


LAYOUT

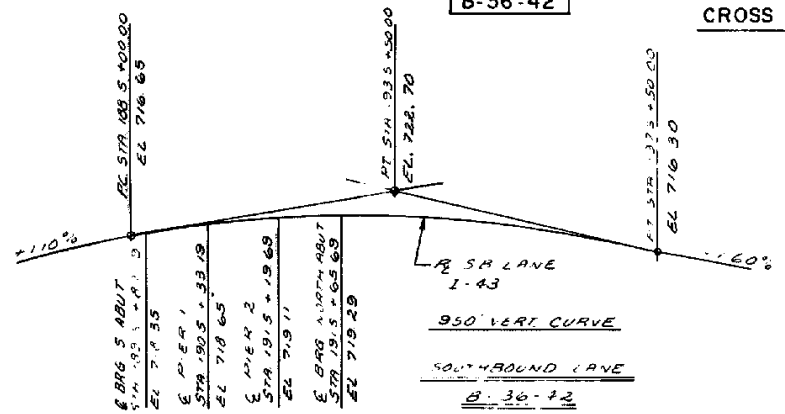
No.	Date	Revision	By
1			

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-42			
INTERSTATE 43 OVER CTH N			
County	MANITOWOC	Town	CENTERVILLE
Design Spec	AASHTO 1975	Loc	HS20
Designed By	H.W.M.	Checked By	J.A.R.
Drawn By	S.A.S.	Plotted By	J.T.M.
Approved	W.A. Kline	Date	11-9-76
Chief Design Engineer			

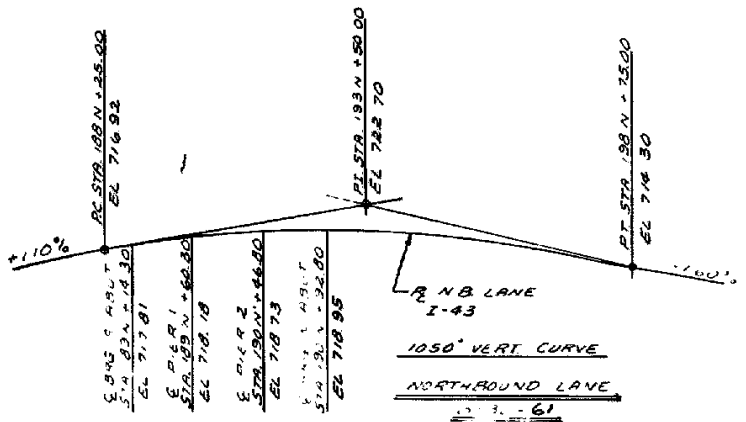
GENERAL PLAN	SHEET 1 OF 13
X56960	



CROSS SECTION THRU ROADWAY LOOKING NORTH



B-36-42

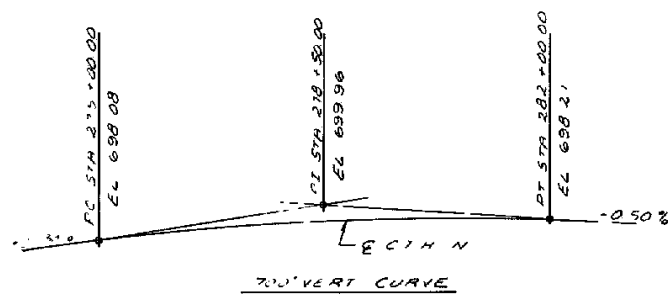


PROFILE GRADE LINES INTERSTATE 43

TOTAL ESTIMATED QUANTITIES

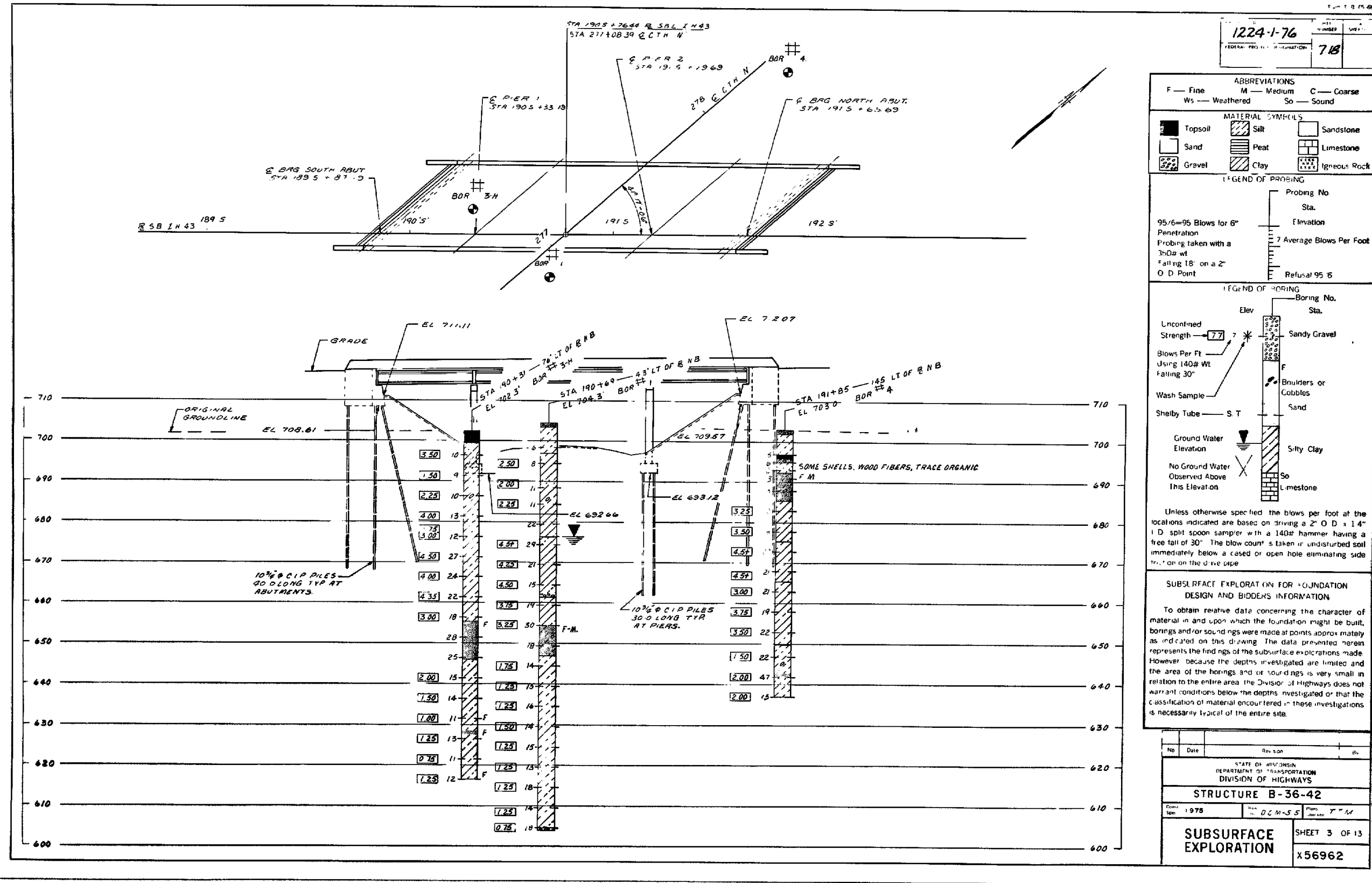
B-36-42

BID ITEMS	UNITS	ABUT.	PIER 1	PIER 2	N	3UT	SUPER	TOTAL
EXCAVATION FOR STRUCTURES	CY	103	55	55	102	257		572
CONCRETE MASONRY	LF					1074		1074
PRESTRESSED GIRDER TYPE 45 INCH	LB	4530	7420	7420	4530	62440	86340	8640
HIGH STRENGTH BAR STEEL REINFORCEMENT	LB					8550	8550	2079
STRUCTURAL CARBON STEEL	LB					2040	2040	
STRUCTURAL LOW ALLOY STEEL	LB					191	191	
LUBRICATED BRONZE PLATES	SF					17	17	
BEARING PADS	SF					42	42	
BEARING PADS ELASTOMERIC	SF							
CAST IN PLACE CONCRETE PILING DELIVERED	LF	977	457	469	825		2180	2726
AND DRIVEN 24 INCH								
SLOPE PAVING CRUSHED AGGREGATE	SY	230			250			480
NON BID ITEMS								
1/8" ZINC OR ALUMINUM PLATE	SF					38	38	
POLYVINYL CHLORIDE WATERSTOP	LF	67			67			134
1/2" FILLER	SF					8	8	
3/4" FILLER	SF					100	100	



PROFILE GRADE LINE CTH N

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-42			
Drawn 1976	By SAS	Checked TAM	
CROSS SECTION AND QUANTITIES		SHEET 2 OF 3 X56961	



B-36-42
1975

61' x 3' = 183 SF Concrete Repair
509.1500

South backwall	
61' x 2' = 122 SF Concrete Repair	
509.1500	

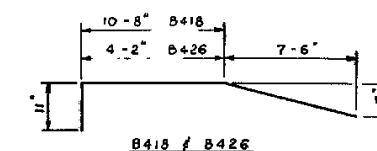
- CONST JT - POUR CONC ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS POURED
- VERT CONST JT - KEYWAY FORMED BY SURFACED, BEVELED 2"x8" BEVEL EXPOSED EDGES 1"
- ◎ OPT KEYED CONST JT - FORMED BY SURFACED, BEVELED 2"x6"

4,190 LBS.

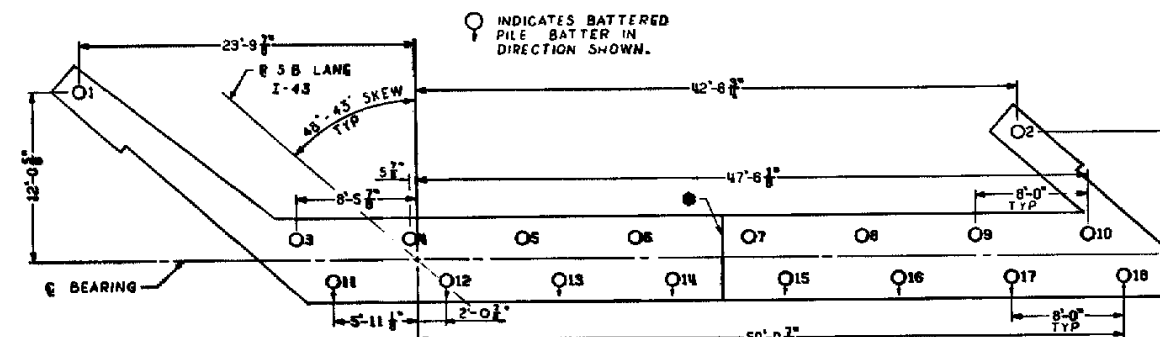
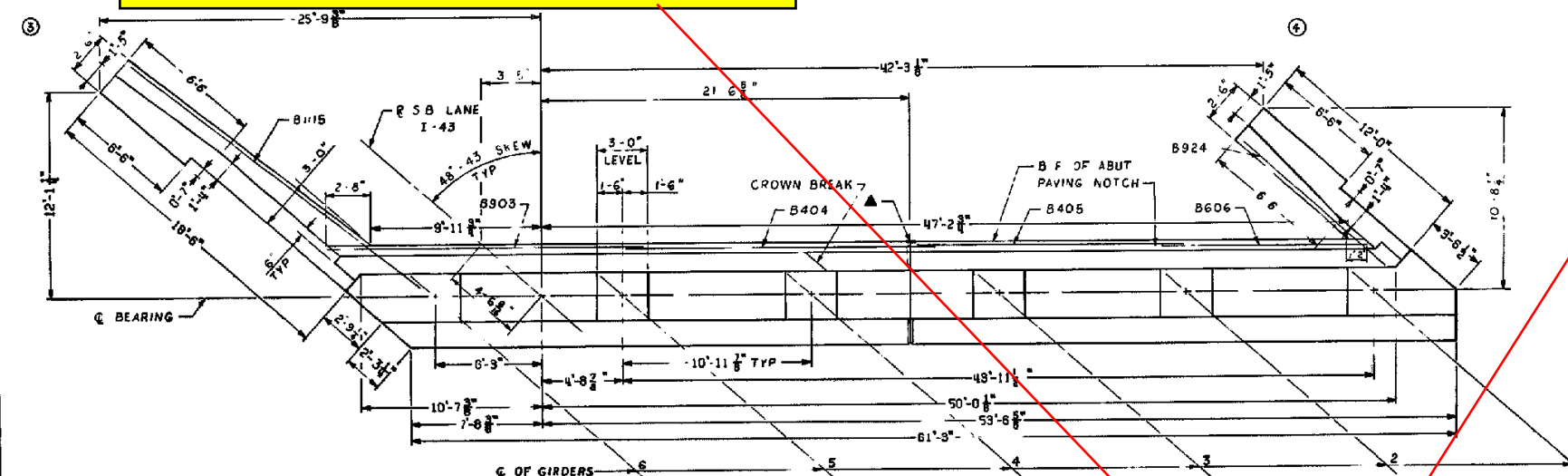
BAR SIZE		ALL BAR DIMENSIONS ARE OUT TO OUT		LOCATION	
MARK	NO	LENGTH	BENT		
B401	7	36-3		BODY - HORIZ - FF & BOTT	
B402	7	28-9			
B903	4	18-6		"	BF
B404	4	8-2		"	"
B405	4	15-10		"	"
B606	4	12-0		"	"
B407	31	9-3	X	"	VERT
B408	31	11-2	X	"	"
B609	3	36-3		"	HORIZ TOP
B610	3	28-9		"	"
B511	60	10-5	X	"	VERT BACKWALL
B512	60	4-8	X	"	PAVING BLOCK
B413	16	7-6		"	HORIZ
B414	26	8-0	X	WING 3 - VERT - FF & BF	
B115	5	21-6		"	3 HORIZ BF
B416	4	14-0		"	3 FF
B417	16	7-1	X	"	3 1/4 "
B418	4	19-0	X	"	3 BF
B419	4	13-2	X	"	3 FF
B420	13	5-5		"	3 VERT
B521	13	5-8		"	3 BF
B422	10	7-8	X	"	4 FF & BF
B423	8	7-2	X	"	4 "
B924	5	11-6		"	4 HORIZ BF
B426	4	8-2		"	4 FF
B427	4	12-5	X	"	4 BF
B428	4	7-8	X	"	4 FF
B528	9	5-9		"	4 VERT BF
B429	9	5-6		"	4 FF
B430	6	33-7		BODY - HORIZ BACKWALL	
B431	8	28-4		"	"

Diagram of a right triangle with a horizontal base of 4'-0", a vertical height of 1'-4", and a hypotenuse of 2'-8". The angle between the base and the hypotenuse is 4.8°.

MARK	DIM 4	DIM
B407	4 - 5	2 -
B511	1 - 4	4 -
B512	0 - 9	2 -
B414	4 - 6	1 -
B422	4 - 8	1 -
B423	4 - 8	1 -

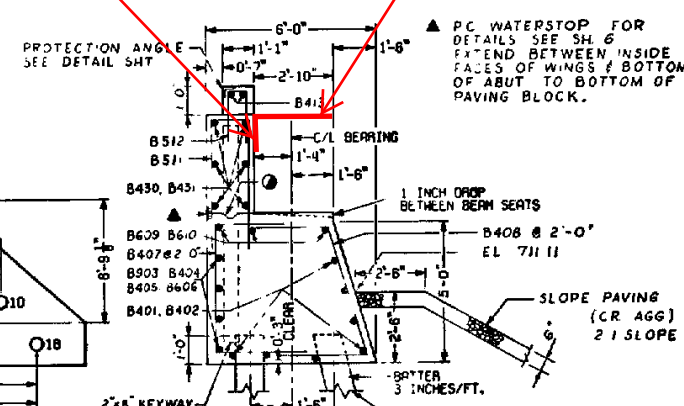


No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-42			
Cast Spec.	1975	Drawn By	HWM
		Plans Checked	Y. T. A.
SOUTH ABUTMENT		SHEET 4 OF X56963	



PILE PLAN

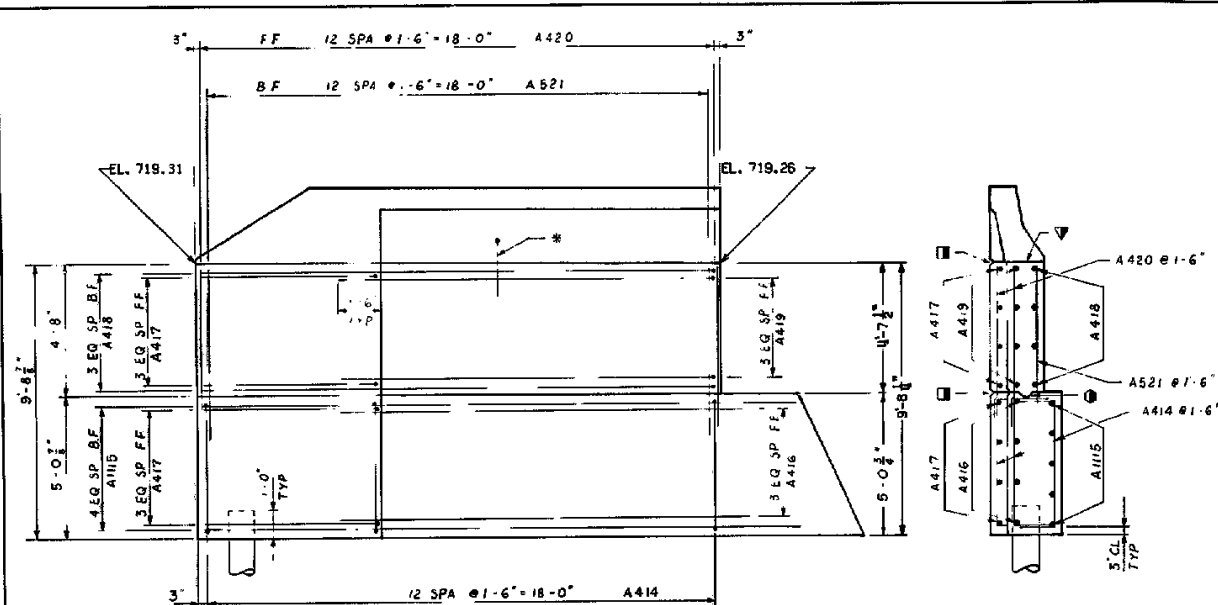
NOTE: FILL TO EL 708.61
BEFORE DRIVING PILING



BODY SECTION

FOR PILE SPLICE DETAIL SEE SH. 6

B-36-42
1975

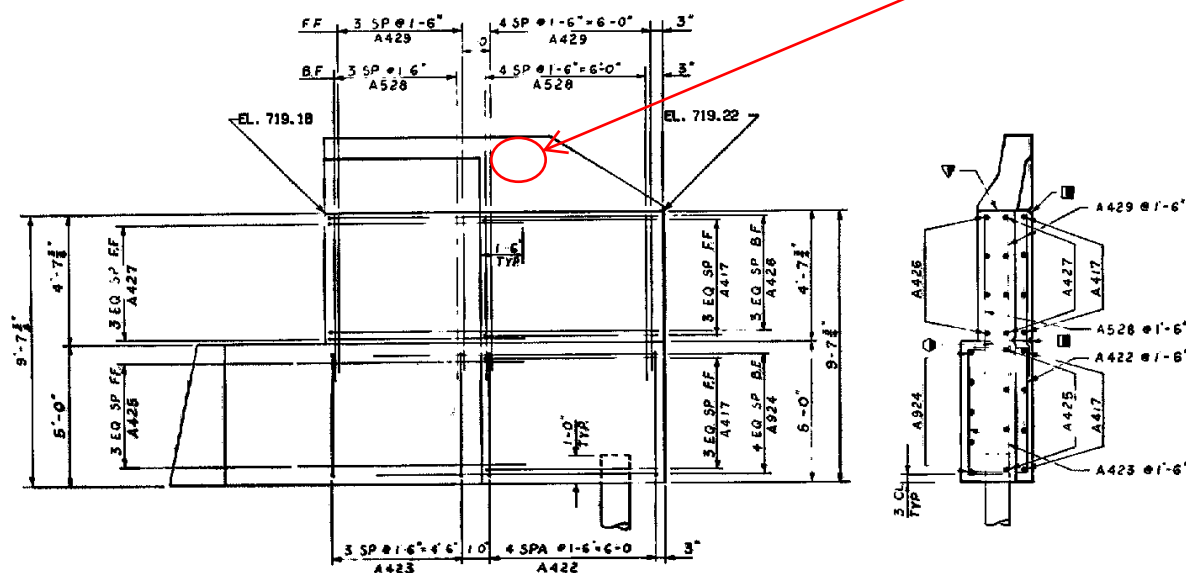


WING 1 ELEVATION

WING 1 SECTION

- * PARAPET REINFORCEMENT IMBEDDED IN WING SHALL BE PLACED BEFORE WING IS POURED FOR DETAILS SEE SH 13.
- 1/2" V-GROOVE ON FF OF WINGWALL.
- CONST. JT. STRIKE OFF LEVEL AND LEAVE ROUGH.
- OPT KEYED CONST. JT FORMED BY SURFACED, BEVELED 2"x6"

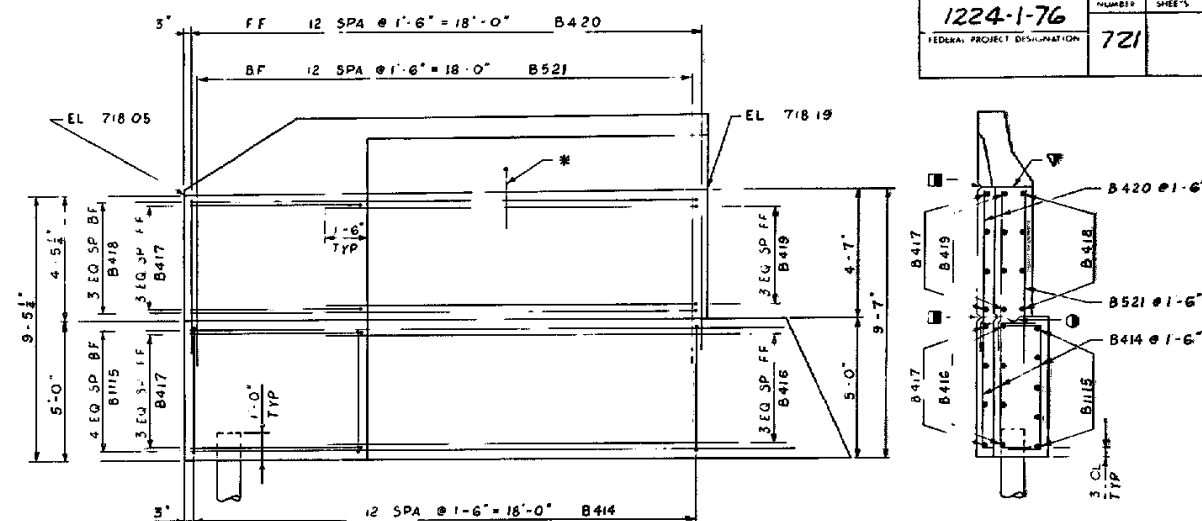
NE parapet at wing
2' x 2' = 4 SF Concrete Repair
509.1500



WING 2 ELEVATION

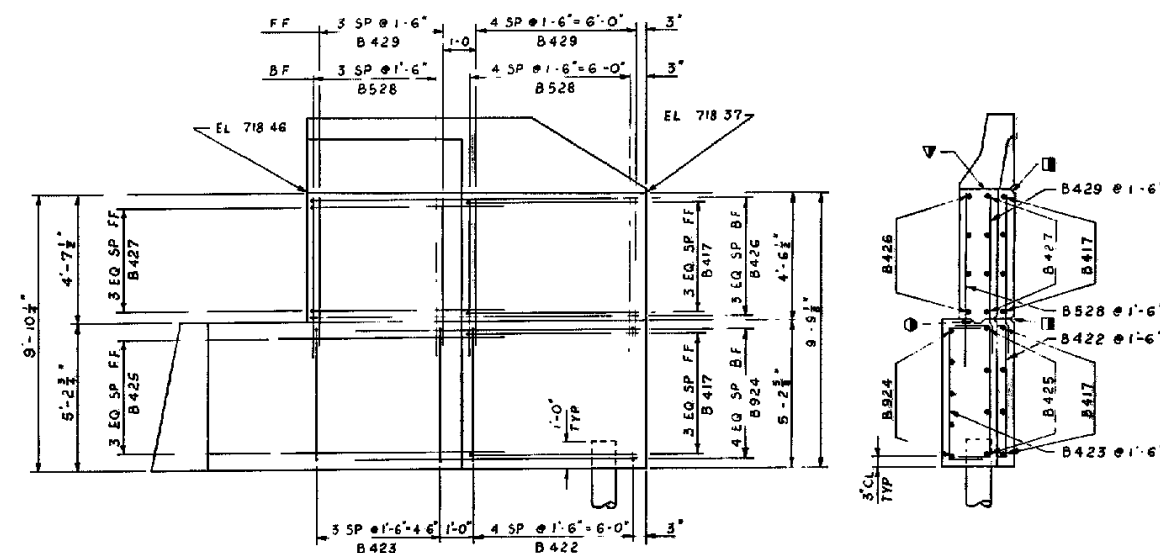
WING 2 SECTION

NORTH ABUTMENT



WING 3 ELEVATION

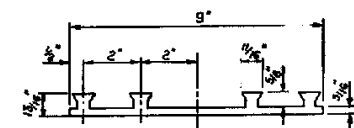
WING 3 SECTION



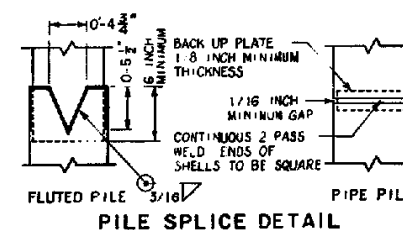
WING 4 ELEVATION

WING 4 SECTION

SOUTH ABUTMENT



POLYVINYL CHLORIDE
WATERSTOP DETAILS

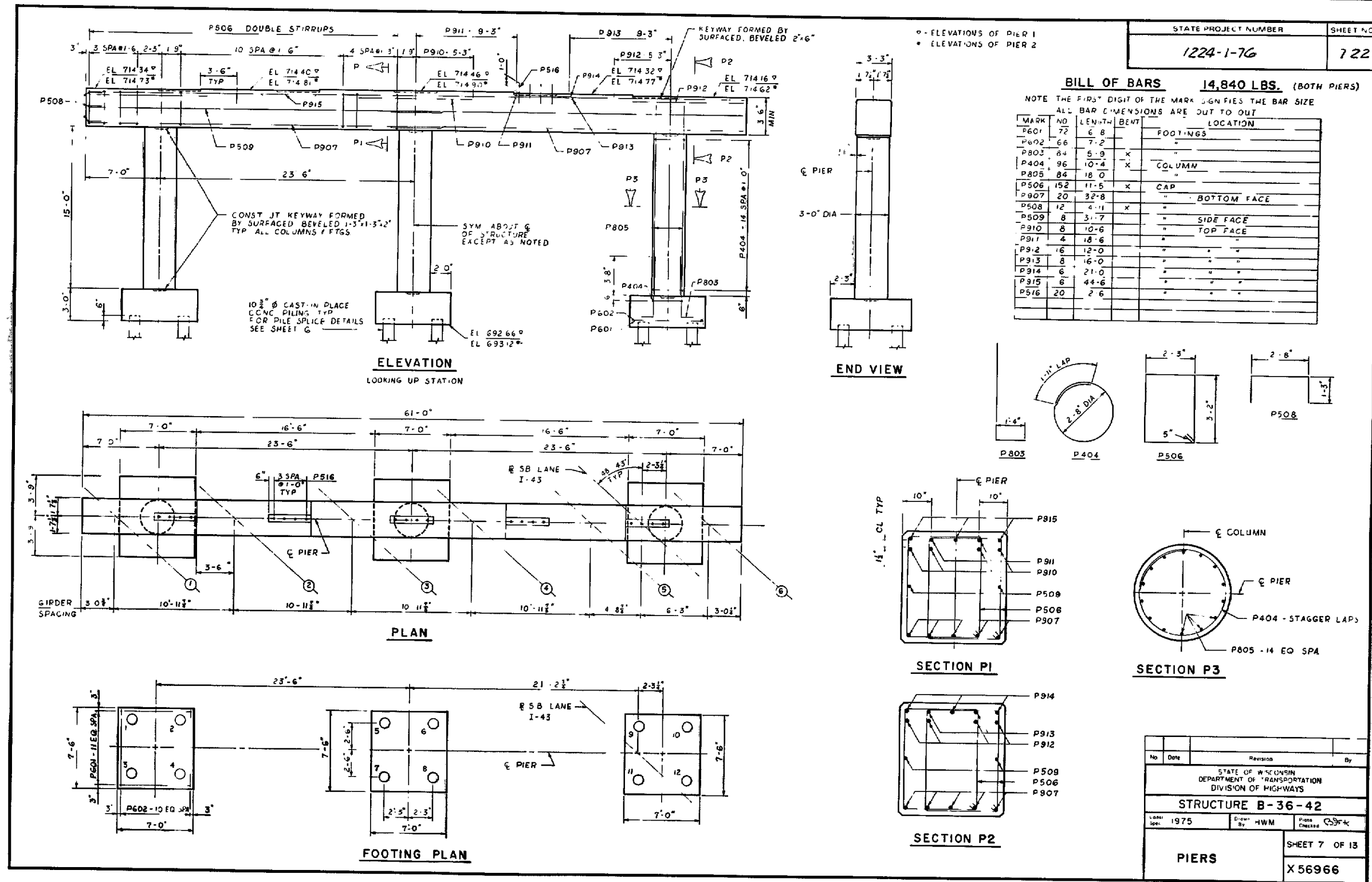


PILE SPlice DETAIL

No.	Date	Revision	By
1	1975		HWM

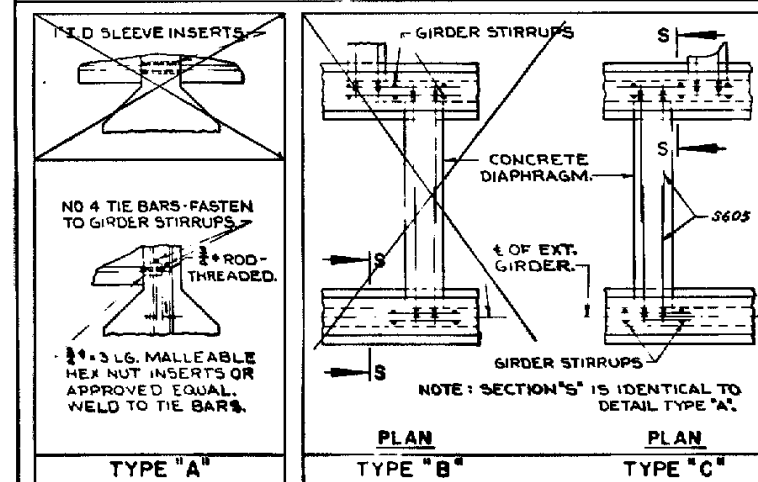
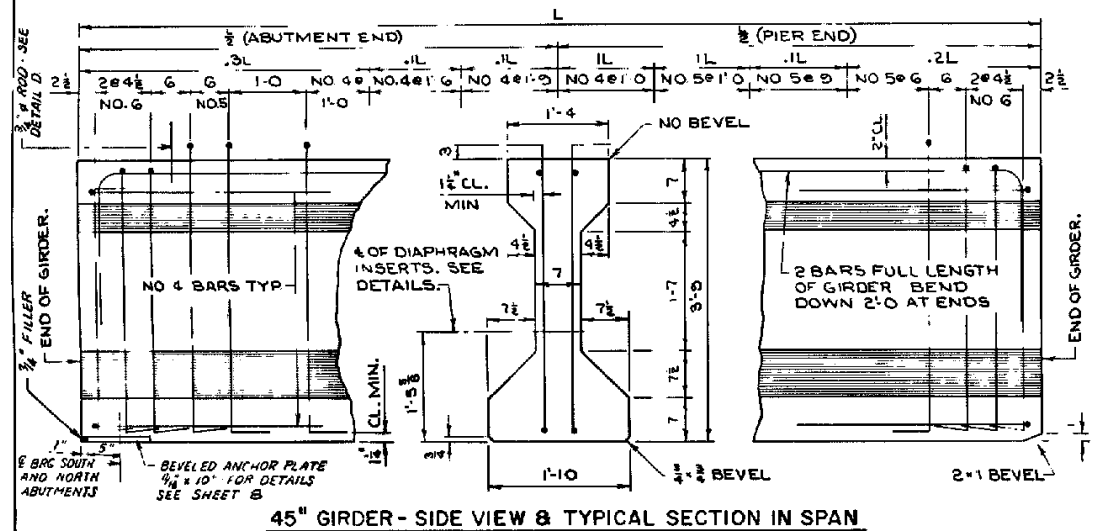
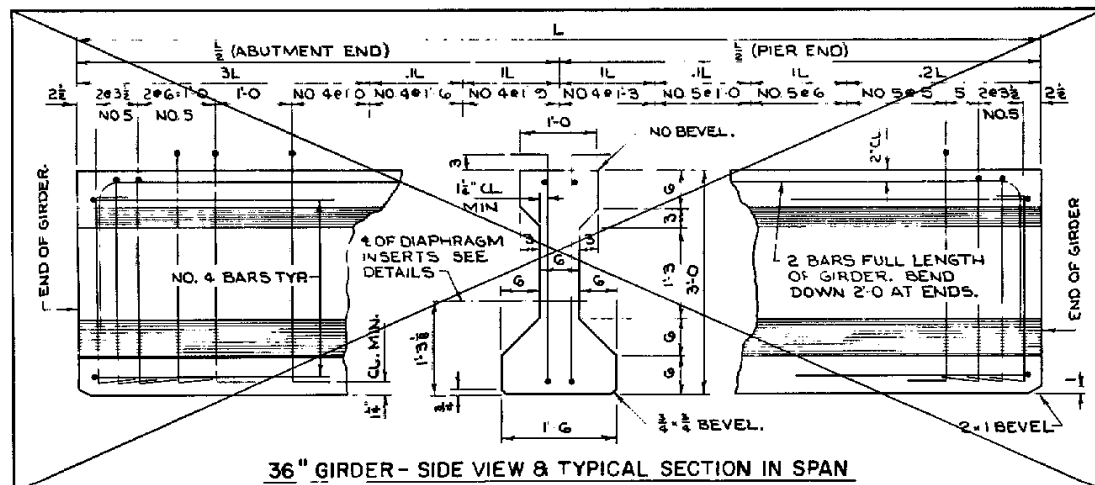
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
STRUCTURE B-36-42	
Comp. Spec. 1975	Drawn By HWM
Checked T. J. M.	
ABUTMENT DETAILS	SHEET 6 OF 13 X 56965

B-36-42/1
1975

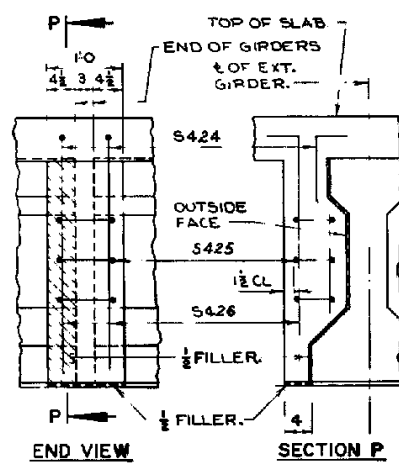


B-36-42/6
1975

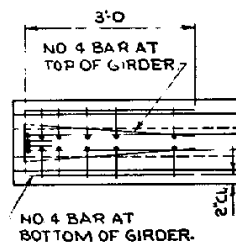
SPR Divisions	Project	Sheet Number	Total Sheets
+	1224-1-76	724	



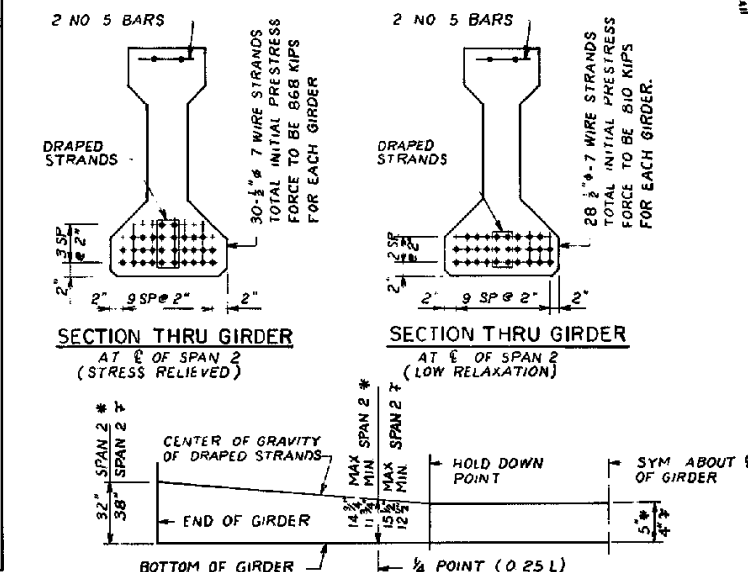
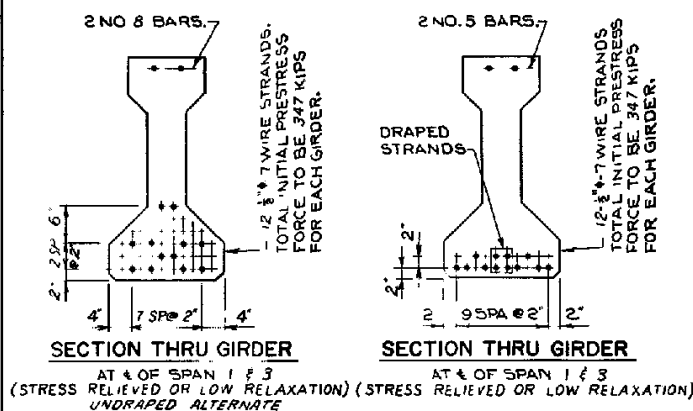
DIAPHRAGM INSERT DETAILS



END VIEW
PIER DETAIL AT PIERS

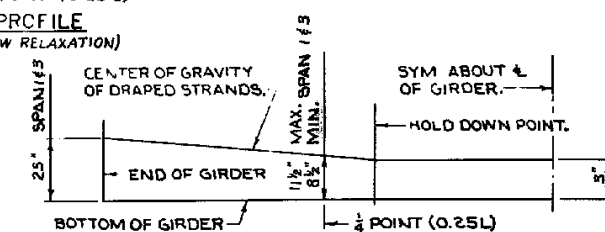


TOP VIEW OF
GIRDER ENDS



DRAPED STRAND PROFILE
(* STRESS RELIEVED) († LOW RELAXATION)

* MINIMUM CYLINDER
STRENGTH OF CONCRETE
AT TIME OF TRANSFER
OF PRESTRESS FORCE.



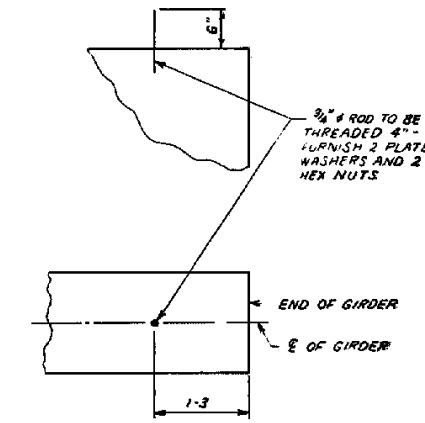
DRAPED STRAND PROFILE
(STRESS RELIEVED OR LOW RELAXATION)

GIRDER DATA			
GIRDER SIZE REQUIRED 45"			
GIRDER LENGTH "L" REQUIRED	SPAN 1	SPAN 2	SPAN 3
	46 4 1/2	86 3	46 4 1/2
Deflection Data **	DRAPED PATTERN	4800	4800
	SPREAD PATTERN	4800	4800
DEFLECTION DATA **	PRESTRESS CAMBER "D"	3/8"	2"
	DEAD LOAD DEFLECTION "E"	1/8"	1/8"
	RESIDUAL CAMBER "F"	1/4"	1/4"
USE DIAPHRAGM INSERT DETAIL TYPE "A" & "C"			

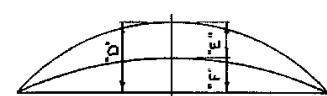
NOTES

TOP OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB.
THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN. PRESTRESSING STRANDS SHALL HAVE AN ULTIMATE STRENGTH OF 270,000 PSI AND SHALL BE FLUSH WITH THE ENDS OF THE GIRDER. INSERTS SHALL BE PLACED ON 4" CENTERS SYMMETRICALLY ABOUT THE 1/2 OF DIAPHRAGMS IN SPANS. ALL STIRRUPS SHALL BE IN PAIRS AND THE SPACING SHOWN IN "SIDE VIEW" IS MAXIMUM. THE LOCATION SHALL BE SHOWN IN THE SHOP DRAWINGS. BEND EACH END OF NO. 4 AND NO. 5 STIRRUPS 6" AND NO. 6 STIRRUPS 6 1/2". ENDS OF STRANDS SHALL BE PAINTED WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (THIS APPLIES ONLY TO THOSE ENDS OF GIRDERS THAT ARE FINALLY EXPOSED.) TOP LONGITUDINAL BARS IN GIRDER MAY BE SPLICED BY USING 3S BAR DIAMETER LAPS. PLACE ONE LAP AT 1/4 OF GIRDER IF LENGTH IS 4' TO 10'. PLACE LAPS AT THE 1/3 RD POINTS OF GIRDER IF LENGTH IS 11' TO 10'.



DETAIL D



** DATA SHOWN IS THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESS CONDITIONS AND PRESTRESS LOSSES.

No.	Date	Revision	By

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-42			
Comp. Spec.	1975	Drawn By	H B N
Checked		Phone	Checked
PRESTRESSED GIRDER DETAILS		SHEET 9 OF 13	
		X56968	

B-36-42/61
1975

1224-1-76

7 25

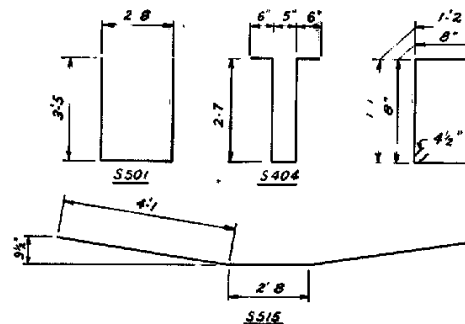
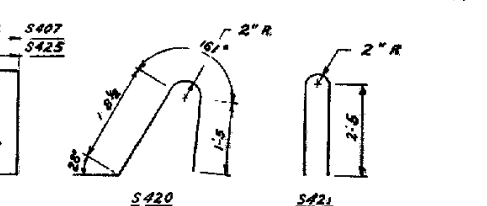
BILL OF BARS 62,440 LBS.

MARK	NC REQD	LENGTH	BENT	CUT DIA	LOCATION
S501	80	9-3	X		DIAPH AT PIERS
S402	80	7-8			"
S403	40	9-7			"
S404	120	6-3	X		" IN SPAN
S605	80	4-5			"
S406	40	6-4			"
S407	90	5-0	X		" AT ABUTS
S708	30	9-6			"
S409	20	9-6			"
S510	182	41-8	X		SLAB TRANS AT ABUTS
S511	544	47-10			"
S412	160	23-4			" LONG AT ABUTS
S413	120	28-3			" SPAN 2
S514	10	37-5			" EDGE BEAM
S515	80	10-10	X		" LONG AT PIER
S416	82	9-8			" ABUTS
S417	47	23-5			" SPAN 2
S718	82	49-0			" OVER PIERS
S719	72	48-0			"
S420	484	4-3	X		PARAPET
S421	484	5-0	X		"
S522	32	23-6			" SPANS 1 & 3
S523	32	21-3			" SPAN 2
S424	8	3-0	X		PILASTER
S425	12	3-2	X		"
S426	8	4-4	X		"

ALL DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST DIGIT OF A THREE DIGIT MARK SIGNIFIES THE BAR SIZE
H IS THE NUMBER OF BARS

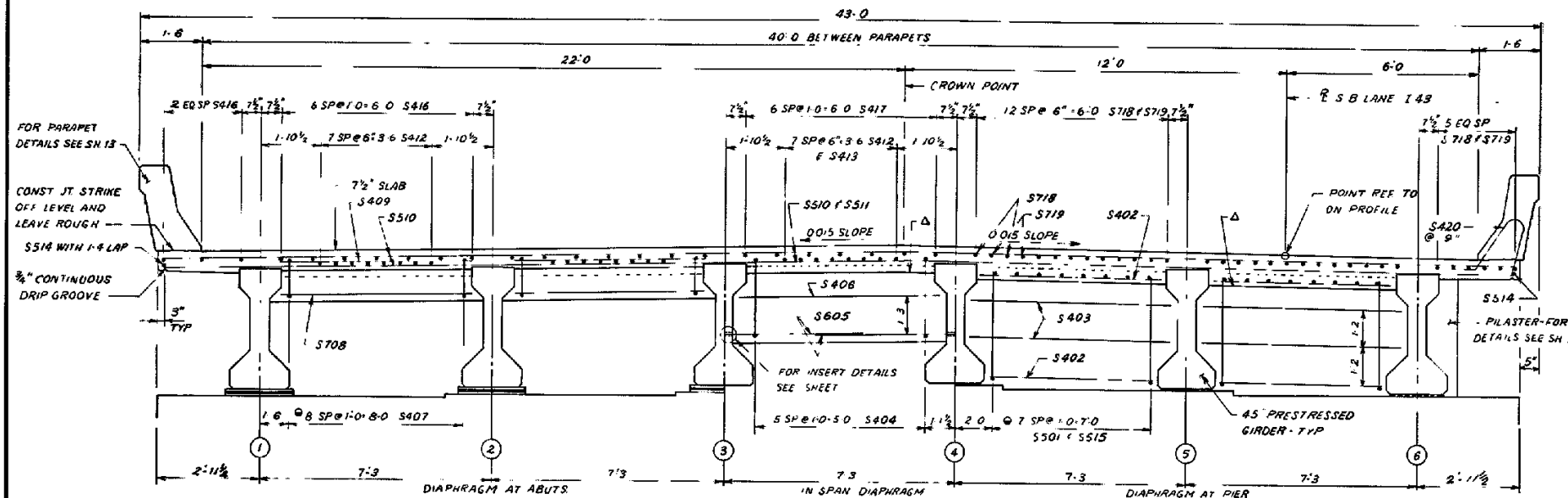
MARK	C	D	E	F	G	H	SETS REQD
S510	SET 1	1-0		40-6			2
S510	SET 2		40-8		1-2	91	2

CUTTING DIAGRAM
BEFORE CUTTING
CUT BARS ALONG THIS LINE MAKE ALL CUTS NORMAL TO BAR AXIS. BARS ON EACH SIDE OF CUT CONSTITUTE ONE SET. BUNDLE EACH SET SEPARATELY AND TAG WITH BAR MARK AND SET NUMBER.



S426

S424

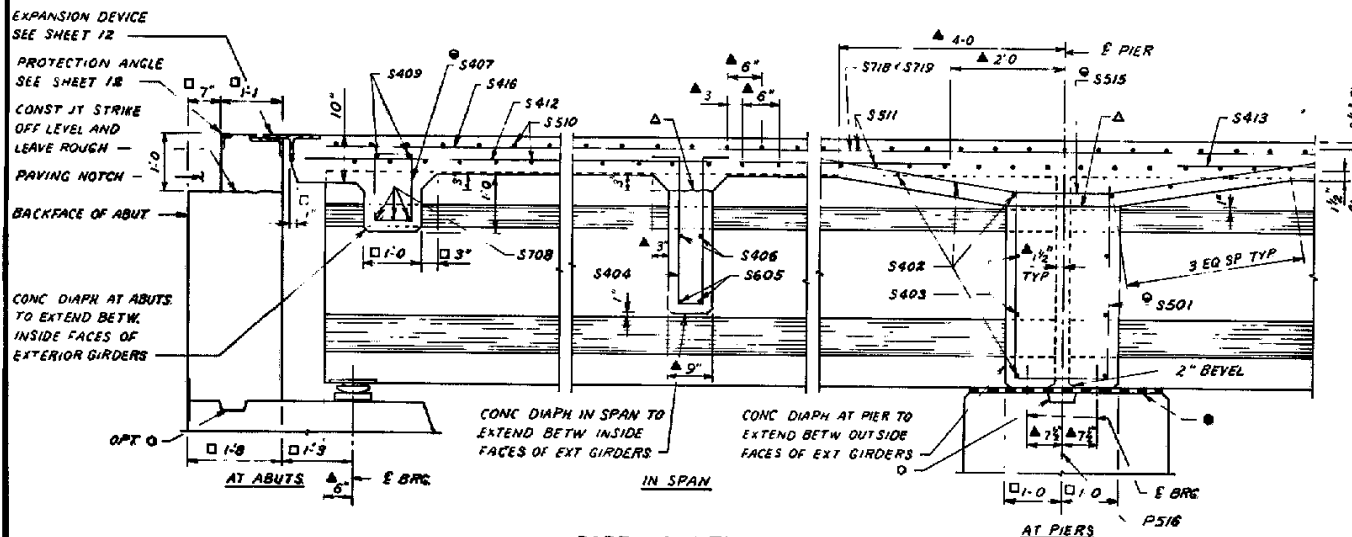
43-0
40-0 BETWEEN PARAPETSCROSS SECTION THRU ROADWAY
LOOKING NORTH

- △ OPT. CONST. JOINT
- KEYED CONST. JOINT KEYWAY FORMED BY SURFACED BEVELLED 2"x6"
- 1/2" ELASTOMERIC BEARING PAD AND 1/4" PREFORMED FILLER, FOR DETAILS SEE SH. B

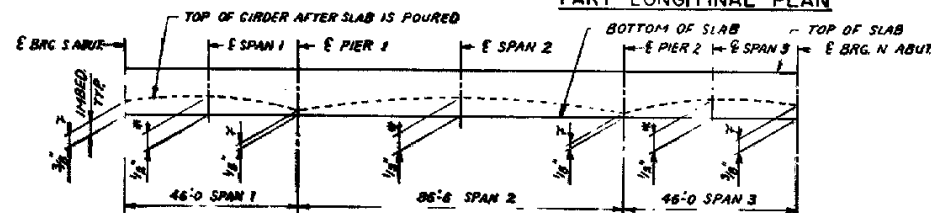
- DIMENSION IS TAKEN NORMAL TO E OF SUBSTRUCTURE UNITS.
- △ THESE DIMENSIONS TO BE PARALLEL TO GIRDERS
- PLACE PARALLEL TO GIRDERS AT 1'0" CENTERS MEASURED ALONG THE SKEW
- ** 3/4" ROD THREADED 4" ONE END.

NOTES

BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER AND BY INDIVIDUAL BAR CHAIRS PLACED AT 3'0" CTRS. APPROXIMATELY MIDWAY BETWEEN GIRDERS.
TOP LONGITUDINAL BAR STEEL SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROX. 4'0" CENTERS.
CONCRETE IN ANY ONE SPAN SHALL BE PLACED WITHIN FOUR HOURS OF THE TIME THAT CONCRETE WAS PLACED OVER AN ADJACENT PIER.



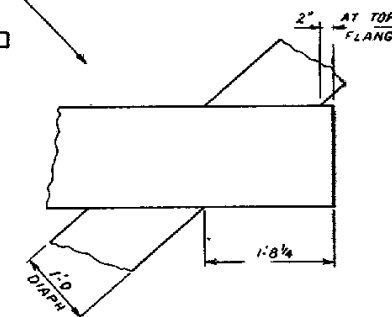
PART LONGITUDINAL PLAN



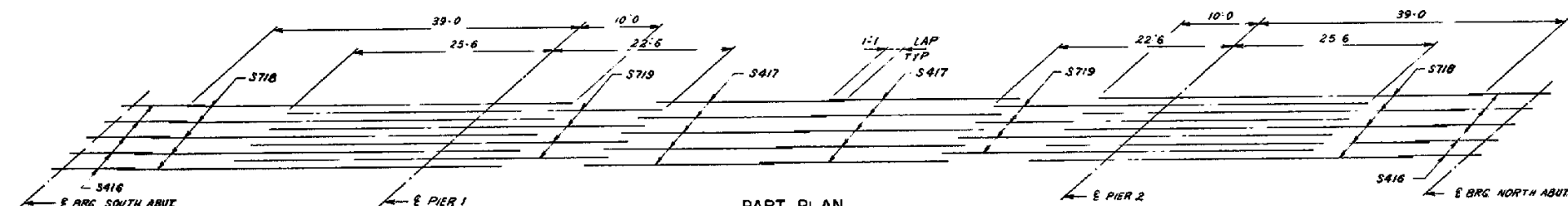
SLAB FORMING DIAGRAM

- * TO COMPENSATE FOR VARIATIONS IN PRESTRESS CAMBER AND OTHER MINOR CONST. DISCREPANCIES THE IMBEDMENT AT THE E OF SPAN MAY BE VARIED WITH A MAX. OF 1 1/2" ALLOWABLE IMBEDMENT AND THE SLAB HELD TO PLAN THICKNESS
- † IF VARIATIONS IN PRESTRESS CAMBER AND OTHER CONST. DISCREPANCIES ARE OF SUCH A MAGNITUDE THAT THE MAX. ALLOWABLE IMBEDMENT AS NOTED ABOVE WILL BE EXCEEDED THESE DIMENSIONS SHALL BE REVISED THE 1 1/2" IMBEDMENT AND THE PLAN SLAB THICKNESS SHALL BE HELD WHILE THE GRADE LINE WILL BE REVISED

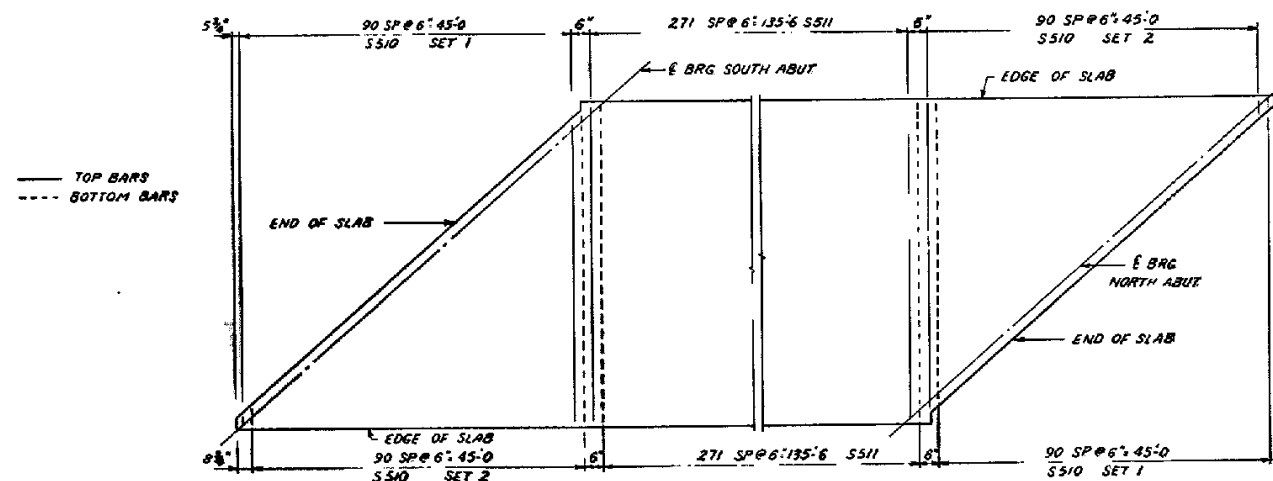
No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-42			
Drawn Spec.	1975	Checked By	H.B.H. 7 7 7
SUPERSTRUCTURE			SHEET 10 OF 13
			X 56969



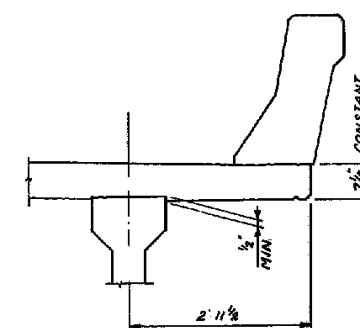
PLAN



PART PLAN
SHOWING TOP LONG BAR STEEL



PART PLAN



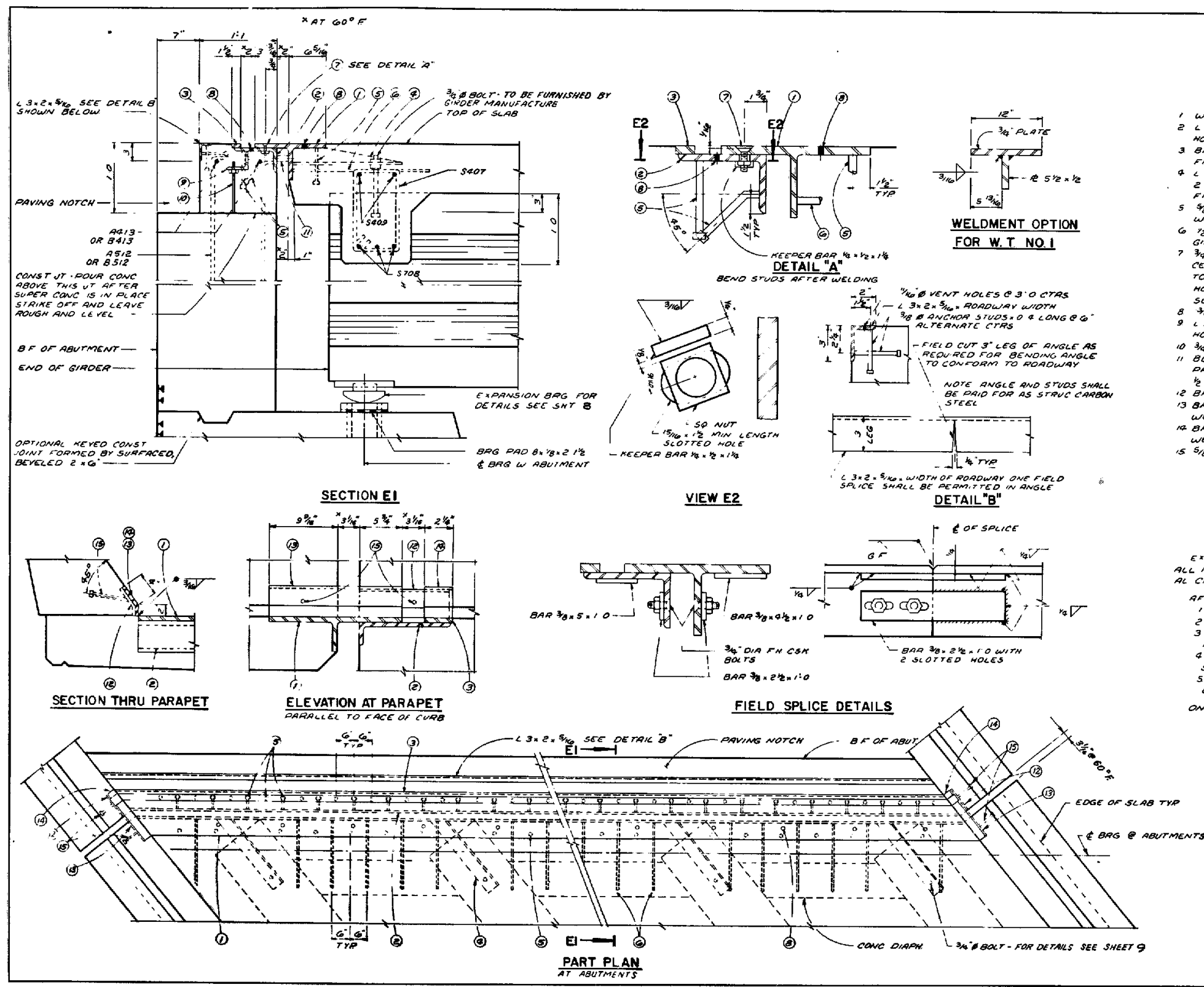
SLAB DETAIL AT EXT. GIRDER

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-42			
Cost Specd	1975	Drawn By	HBN Post Checked
SUPERSTRUCTURE			SHEET 11 OF 13 X 56970

$$E_0(\mathbf{r}) = E_0 e^{-\mathbf{k} \cdot \mathbf{r}} + 2 \mathbf{r} \cdot \mathbf{k} E_0 e^{-\mathbf{k} \cdot \mathbf{r}}$$

B-36-42/6
1975

WISDOT DTID

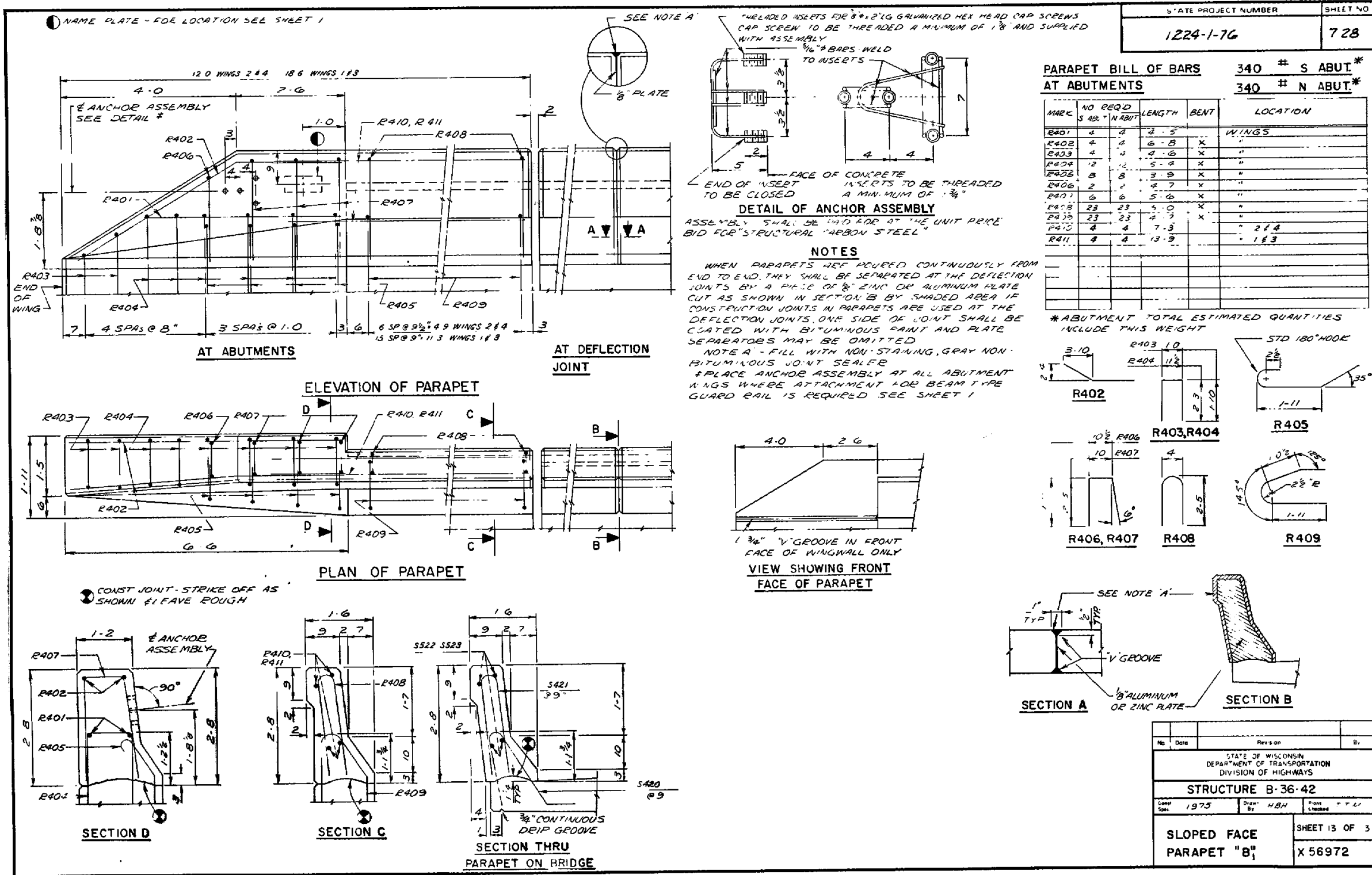


TEMPERATURE TABLE SHADDED UNDERSIDE OF DECK TEMPERATURE

°F	30°	40°	50°	60°	70°	80°	90°
JOINT OPENING (INCHES)	2 1/8	2 1/2	2 3/8	2	2	1 15/16	1 1/2

No.	Date	Revised	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-42			
Cont. No.	975	Drawn by	H.B.H.
Scale		Notes	3/8" = 1'
EXPANSION JOINT		SHEET 12 OF 13 X 56971	

B-36-42/61
1975



B-36-42/61
1975

PROJECT ID: 1224-06-71
WITH: N/A

(Design ID: 1224-06-71)

COUNTY: MANITOWOC

15-D-1
1-1-1

INDEX OF SHEETS		
Sheet No.	1	Title
Sheet No.	2.1-2.10	Typical Sections and Details
Sheet No.	3.1-3.3	Estimate of Quantities
Sheet No.	3A-3M	Miscellaneous Quantities
Sheet No.	_____	Right of Way Plat
Sheet No.	5.1-5.8	Plan and Profile
Sheet No.	6.1-6.24	Standard Detail Drawings
Sheet No.	7.1	Sign Plates
Sheet No.	8.1-8.15	Structure Plans
Sheet No.	_____	Computer Earthwork Data
Sheet No.	_____	Cross Sections
TOTAL SHEETS = 75		

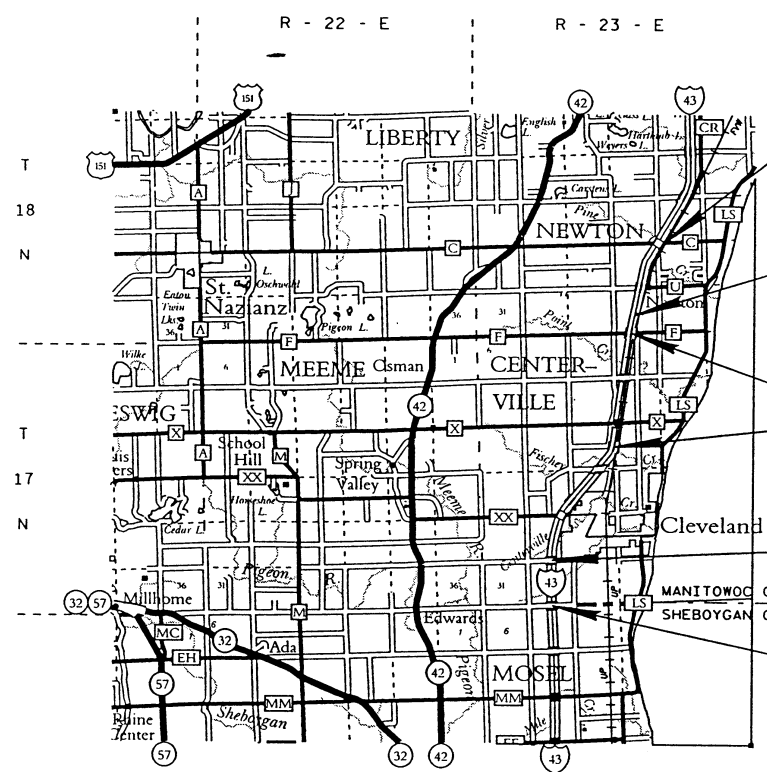


DESIGN DESIGNATION			
A.D.T. 1999	=	10 100 NB	10 800 SB
A.D.T. 2019	=	16 100 NB	17 100 SB
D.H.V.	=	2 238 NB	2 377 SB
D.	=	60/40	
T.	=	13.5%	
V.	=	100 km/h	
ESALS	=	9 256 400	

CONVENTIONAL SYMBOLS	
COUNTY LINE	-----
CORPORATE LIMITS	-----
PROPERTY LINE	-----
LOT LINE	-----
LIMITED EASEMENT	-----
EXISTING RIGHT OF WAY	-----
PROPOSED OR NEW R/W LINE	-----
SURVEY LINE	-----
SLOPE INTERCEPT	-----
ORIGINAL GROUND	-----
MARSH OR ROCK PROFILE	-----
EXISTING CULVERT	-----
PROPOSED CULVERT (Box or Pipe)	-----
CULVERT (Profile View)	-----
COMBUSTIBLE FLUIDS	-----
UNDERGROUND UTILITIES	-----
GAS	-----
ELECTRIC	-----
TELEPHONE OR TELEGRAPH	-----
SERVICE PEDESTAL	-----
CABLE MARKER	-----
POWER POLE	-----
TELEPHONE POLE	-----
RAILROAD	-----
MARSH AREA	-----
WOODED OR SHRUB AREA	-----

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
SOUTH COUNTY LINE - CTH C
IH 43
MANITOWOC COUNTY

STATE PROJECT NUMBER
1224-06-71



END PROJECT 1224-06-71
STA. 15+909.340 NB R
(END CONSTRUCTION STA 15+907 SB R)

EQUATION
STA 12+877.920 NB R AH=
STA 12+878.214 NB R BK

EXCEPTION TO NET & LENGTH
STA 8+702 TO 12+434 NB R

EXCEPTION TO NET & LENGTH
STA 3+500 TO 3+580 NB R

BEGIN PROJECT 1224-06-71
STA. 1+920.683 NB R
(BEGIN CONSTRUCTION STA 1+920.683 SB R)
X = 786,038 (± 60 m)
Y = 212,870 (± 60 m)

LAYOUT
SCALE 0 5 km

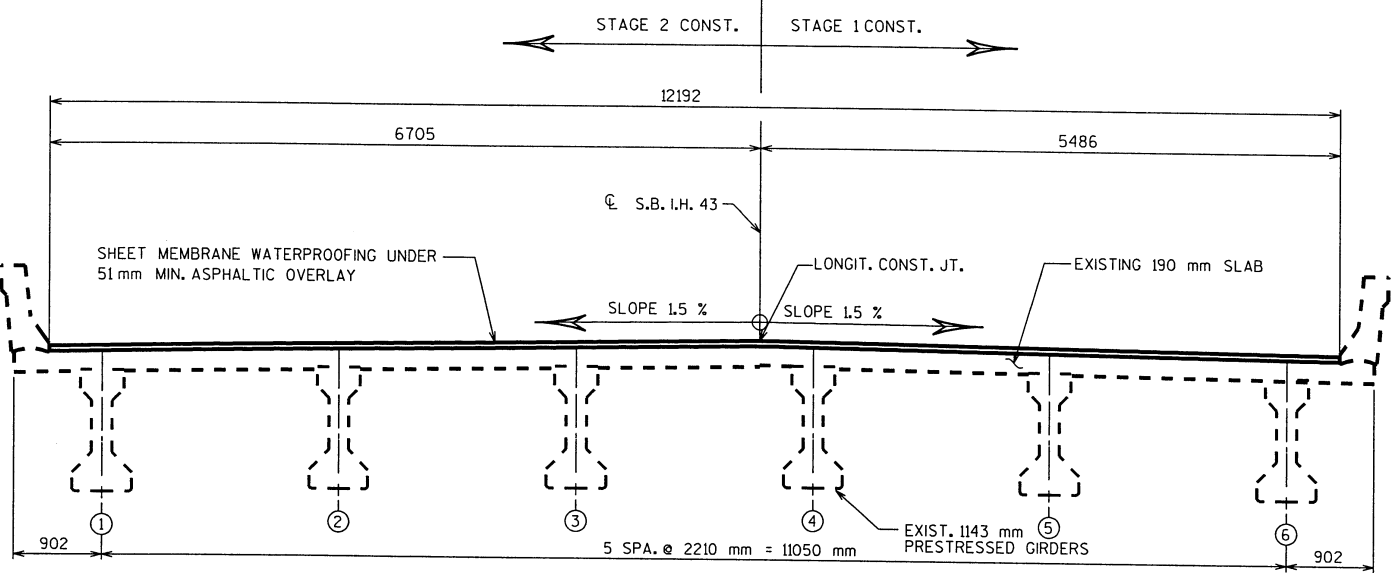
TOTAL NET LENGTH OF CENTERLINE = 10.177 km

COORDINATES ARE SCALED FROM USGS TOPOGRAPHIC MAP
CLEVELAND WEST, WISCONSIN QUADRANGLE, FOR IDENTIFICATION ONLY.
ALL COORDINATES ON THIS PLAN ARE REFERENCED TO
THE WISCONSIN COORDINATE SYSTEM SOUTH ZONE.

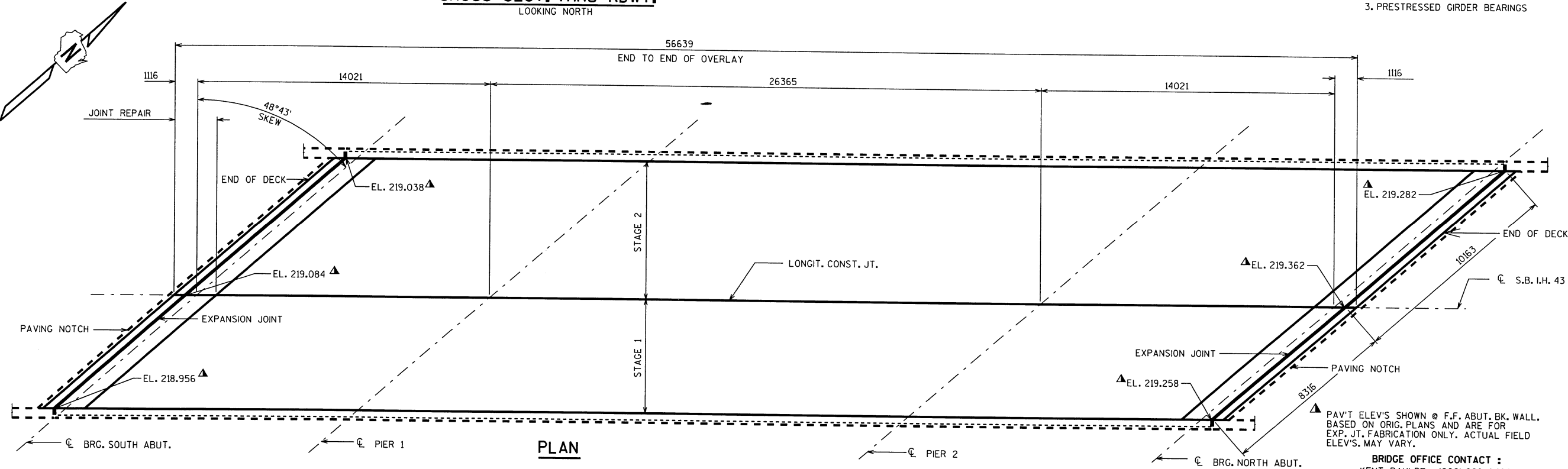
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1224-06-71	IM 2001 (022)	1

THIS PLAN IS SUBJECT TO FEDERAL OVERSIGHT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	_____
Designer	R. L. ROOYAKKERS
District Examiner	_____
District Supervisor	S. C. NOEL
Proj. Dev. Engineer	_____
C.O. Examiner	N.R. AFFELDT
APPROVED FOR DISTRICT OFFICE	
DATE: 6/29/00	(Signature)
AUTHORIZED FOR BUREAU OF HIGHWAY DEVELOPMENT	
DATE: 7/27/00	(Signature)



CROSS SECT. THRU RDWY.
LOOKING NORTH

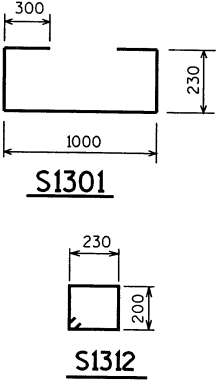


PLAN

BILL OF BARS

NOTE: THE FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COMT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
SI301		70	1940	X		DIAPH. VERT.
SI902		48	2550			STG. 1 & 2-BETW. GIR. 1-3 & 4-6 STG.
SI903		12	1050			BETW. GIR. 3, 4 STG. 1
SI904		12	2100			BETW. GIR. 3, 4 STG. 2
SI605		24	9000			SLAB STG. 1
SI606		24	10200			SLAB STG. 2
SI307		16	2550			@ EXP. JT. STG. 1 & 2-BETW. GIRS. 1-3 & 4-6
SI308		4	850			@ EXP. JT. STG. 1
SI309		4	2150			@ EXP. JT. STG. 2
SI610		24	2500			PAVE. BLOCK HOR. STG. 1
SI611		30	2350			PAVE. BLOCK HOR. STG. 2
SI312		124	1040	X		PAVE. BLOCK VERT.



TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	TOTALS
PROTECTIVE SURFACE TREATMENT	m ²	49
CONCRETE MASONRY, DECK PATCHING	m ³	2
SHEET MEMBRANE WATERPROOFING	m ²	640
ASPHALTIC CONCRETE PAVEMENT, SUPERPAVE	Mg	74
ASPHALTIC MATERIAL FOR PLANT MIXES	Mg	4.5
PREPARATION, DECKS TYPE 1	m ²	14
PREPARATION, DECKS TYPE 2	m ²	3
SAWING PAVEMENT, DECK PREPARATION AREAS	m	51
CONCRETE MASONRY, BRIDGES	m ³	19
EXPANSION DEVICE, B-36-42	L.S.	1
CURB RESURFACING	m	113
JOINT REPAIR	m ²	49
REMOVING BEARINGS	EACH	12
LAMINATED ELASTOMERIC BEARING PADS	EACH	12
HIGH-STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	Kg	1591

DESIGN DATA

LIVE LOAD:
INVENTORY RATING: MS-20
OPERATIONAL RATING: MS-42
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 1110 KN

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY SLAB — $f'c = 28 \text{ MPa}$ ALL OTHER — $f'c = 24 \text{ MPa}$
BAR STEEL REINFORCEMENT, AASHTO M-31, GRADE 420 — $f_y = 420 \text{ MPa}$

GENERAL NOTES

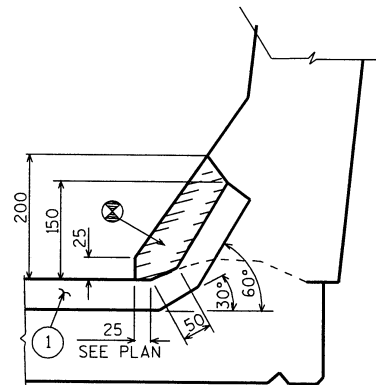
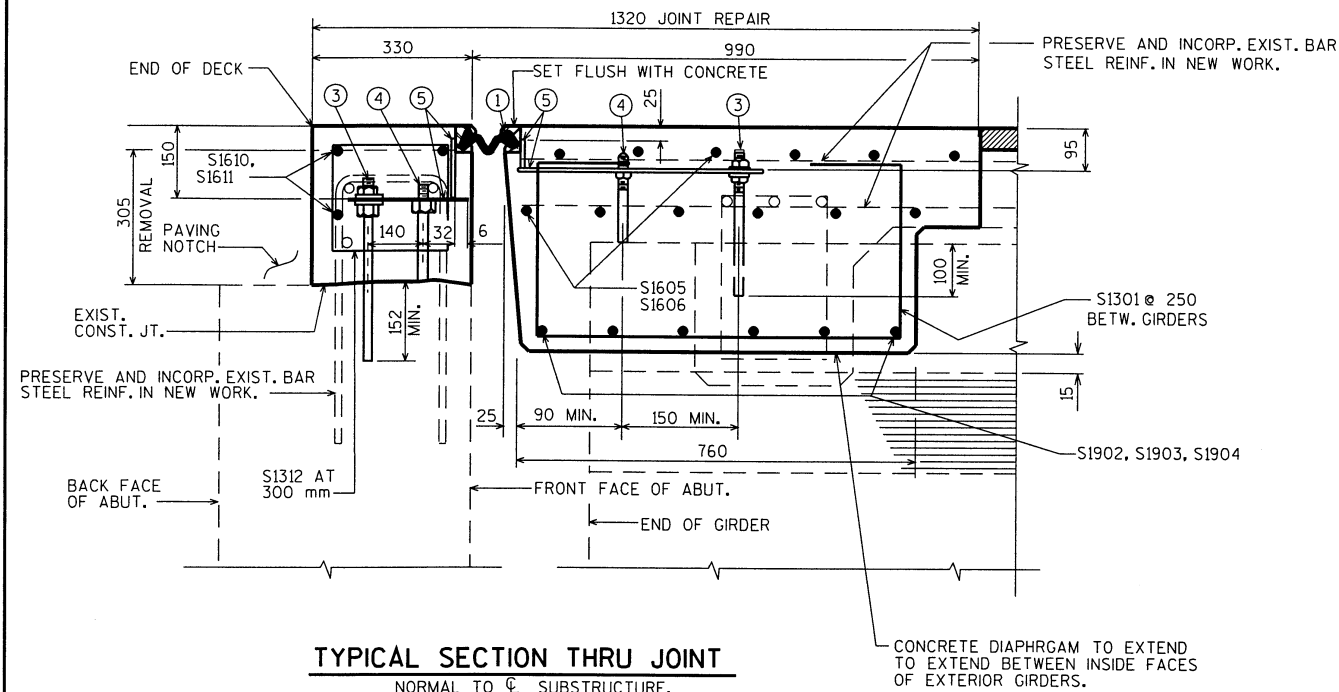
DRAWINGS SHALL NOT BE SCALED.
ALL DIMENSIONS MILLIMETERS (mm) UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE IN METERS.
ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY OR PAVING BLOCK AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "JOINT REPAIR"
DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

LIST OF DRAWINGS

1. GENERAL PLAN
2. EXPANSION DEVICE
3. PRESTRESSED GIRDER BEARINGS

BRIDGE OFFICE CONTACT :
KENT BAHLER (608) 266-8490
JACK KLEMM (608) 266-5093

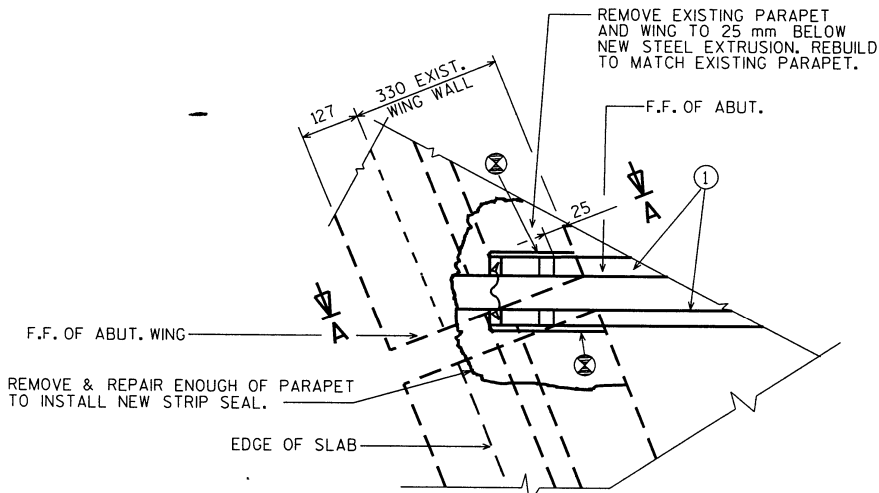
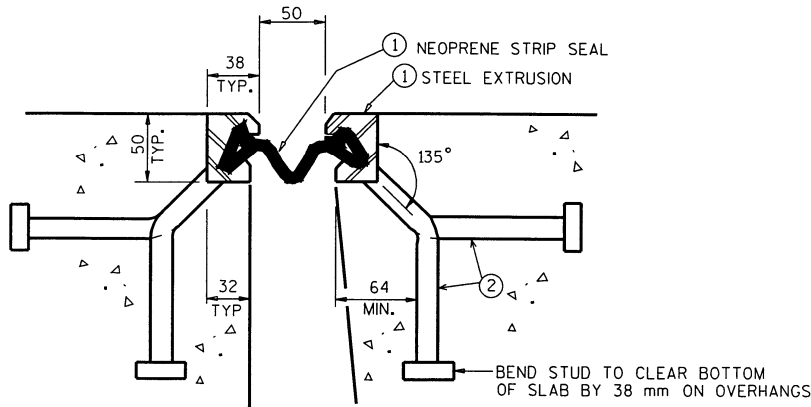
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-42			
INTERSTATE 43 OVER WESTVIEW RD.			
COUNTY	MANITOWOC	TOWN/CITY/VILLAGE	CENTERVILLE
DESIGN SPEC.	AASHTO 1996	LOAD	MS-18
DESIGNED BY	SDR	CONSTR. SPEC.	1996
DRAWN BY	MGW	PLANS CK'D.	J.C.K.
APPROVED	CHIEF BRIDGE DESIGN ENGINEER		DATE
GENERAL PLAN			SHEET 1 OF 3
			DATE: JAN. 98



SECTION A-A

LEGEND

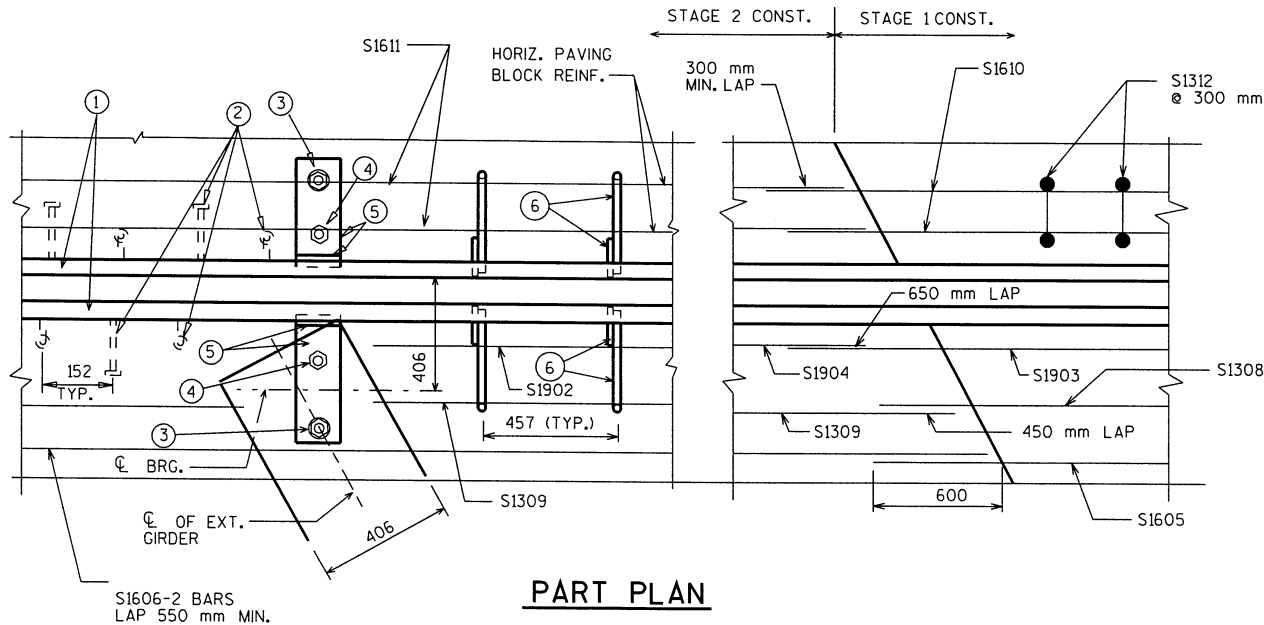
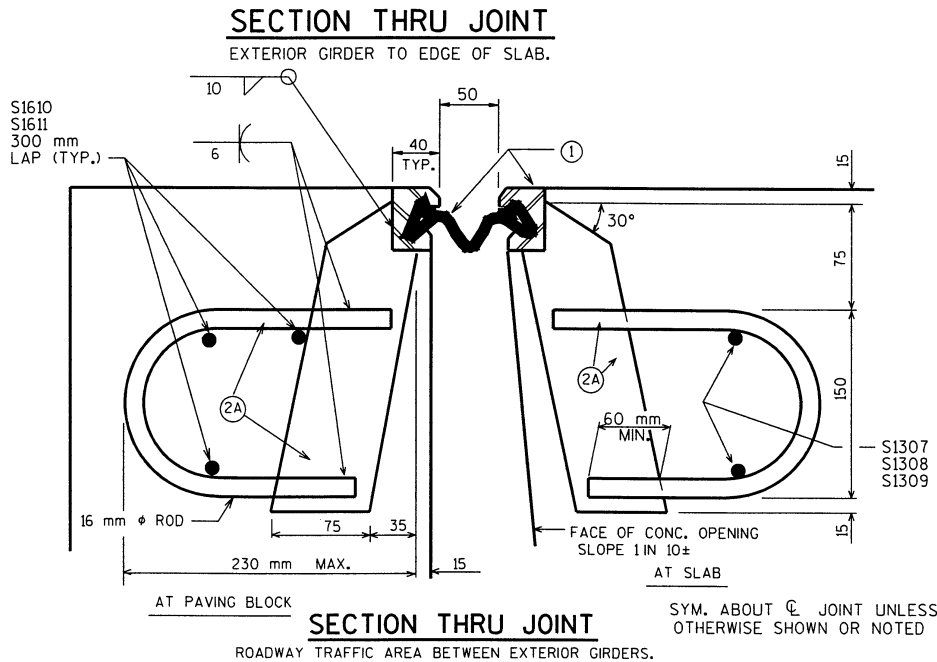
1. NEOPRENE STRIP SEAL 100 mm & STEEL EXTRUSIONS
2. STUDS 16 mm X 162 mm LONG AT 152 mm ALTERNATE CENTERS WELD TO EXTRUSIONS & BEND AS SHOWN AFTER WELDING.
3. 19 mm DIA. THREADED ROD WITH 2 NUTS AND WASHERS. FIELD SET ON ϕ OF GIRDER A MINIMUM OF 102 mm FROM END OF GIRDER, ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. 19 mm DIA. THREADED ROD WITH NUT, TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 76 mm X 13 mm BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE, FIELD OR SHOP WELD TO NO. 1. PROVIDE 38 mm ϕ HOLE FOR NO. 3 & 25 mm HOLE FOR NO. 4.
6. 13 mm ANCHOR PLATE WITH 16 mm ϕ ROD, WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO #1 AT 457 mm CTRS. BETWEEN GIRDERS.



DETAIL AT PARAPET

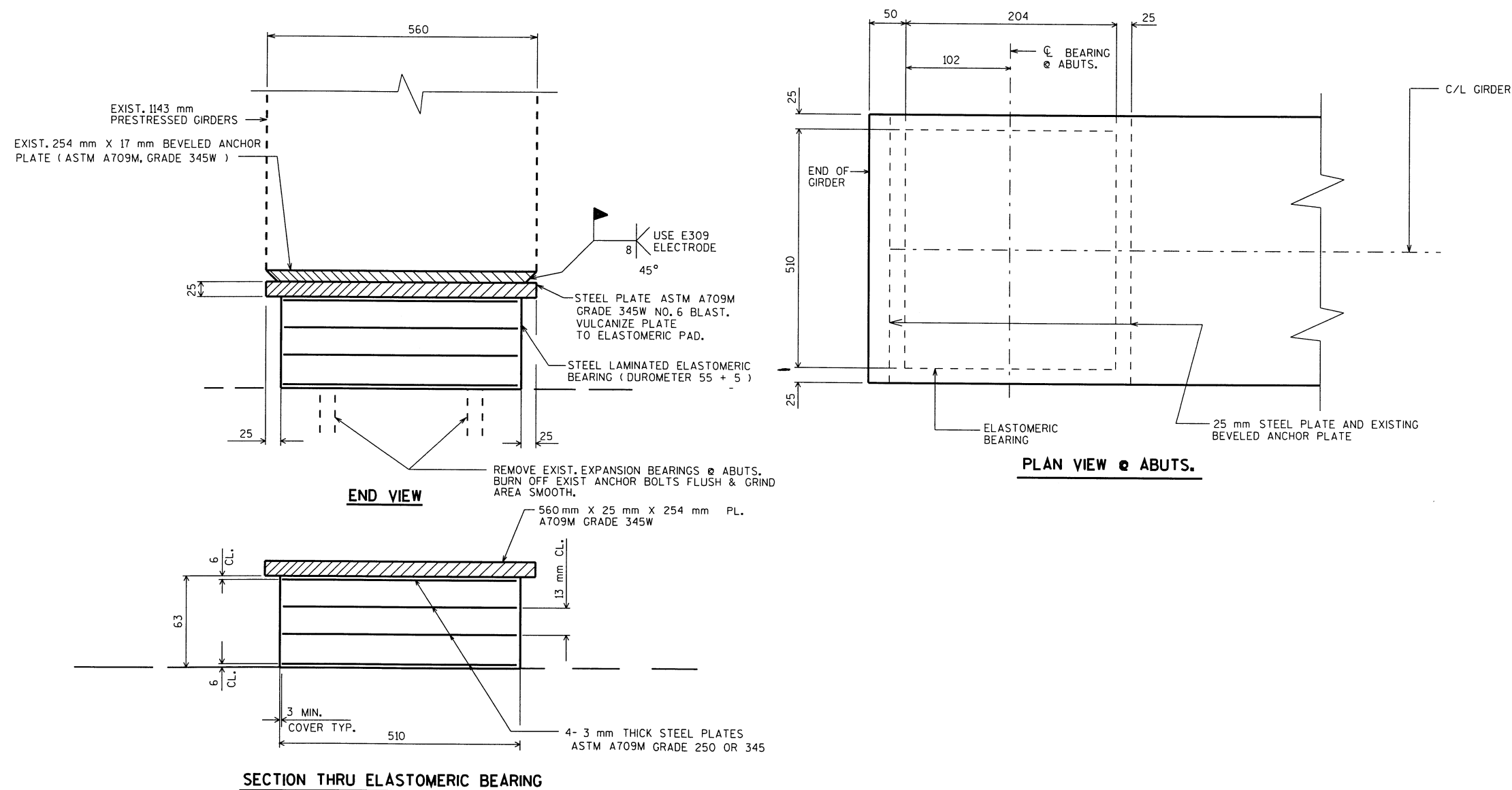
NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL. AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP. SAND BLAST PLATES & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP#6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING THE PLATES & EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. FABRICATOR SHALL PROVIDE MEANS OF KEEPING COATED EXTRUSIONS CLEAN DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION. STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS & HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE". SALVAGE AND REUSE EXISTING BAR STEEL REINFORCEMENT WHERE POSSIBLE AND BEND INTO NEW WORK.



PART PLAN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-42			
CONST. SPEC.	1996	DRAWN BY	PLANS CKD. J.C.K.
EXPANSION DEVICE			SHEET 2

**BEARING NOTES**

ALL MATERIAL USED FOR BEARINGS SHALL BE PAID AT THE UNIT PRICE BID FOR "LAMINATED ELASTOMERIC BEARING PAD."

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.

ALL DIMENSIONS ARE IN MILLIMETERS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-42			
CONST. SPEC.	1996	DRAWN BY	PLANS CK'D.
PRESTRESSED GIRDER BEARINGS		SHEET 3	

**WISCONSIN DEPARTMENT OF TRANSPORTATION
BRIDGE LOAD RATING SUMMARY**

Bridge Data (used in this rating)

Bridge Number: B36-042	Section Loss(%): *
Feature Carried: IH 43 SB	SL Description: *
Rating Date: 24-Jul-2013	Overburden Depth(in): 2.0
Span Type: DECK GIRDER	Overburden Type: BITUMINOUS
Span Material: PREST CONCRETE	Last Inspection Date: 12-Sep-2011*

* Inspection data reflects last inspection prior to rating. Latest inspection is on 03-Sep-2013

Bridge Load Rating Summary

Rating Method: LFR	Rating Vehicle: HS20			
	Rating	Controlling Element	Controlling Location (ft)	Live Load Distribution Factor
Inventory:	HS20.4	DECK GIRDER Positive Moment	SPAN 2	1.32
Operating:	HS48.9	DECK GIRDER Positive Moment	SPAN 1	1.32

Wisconsin Standard Permit Vehicle (Wis-SPV)

	MVW (kips)	Controlling Element	Controlling Location (ft)	Live Load Distribution Factor
:				
:				

Posting Vehicle Type*	Vehicle GVW (kips)	Operating Rating (kips)	Controlling Element/Controlling Check	Controlling Location (ft)	Live Load Distribution Factor
WISSPV 250	0.0	276	DECK GIRDER Negative Moment	SPAN 1	1.32
WISSPV 250	0.0	351	DECK GIRDER Negative Moment	SPAN 1	1.04

* Posting Vehicle Analysis (Run only when HL-93 Operating RF <1.0 or when HS20 Operating RF <1.0)

Remarks/Recommendations:

	Load Rating Engineer
	Name: Dietsche, Joshua
	Date: 24-Jul-2013
	PE Stamp Here

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