



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for B-36-086

IH 43 SB over K
Jul 17, 2018



Type	Prior	Frequency (mos)	Performed
Routine	09-19-17	24	
Interim	06-16-16	0	X
Deck Evaluation	06-16-16	48	X
SIA Review	09-19-17	48	

Start Coordinates		End Coordinates (optional)	
Latitude	44°13'33.27"N	Latitude	
Longitude	87°46'02.87"W	Longitude	
Owner	STATE HIGHWAY DEPT	Maintainer	STATE HIGHWAY DEPT

Time Log

Hours	Minutes	Team members
1	0	AECOM NDT Group

Team members

Name	Number	Signature	Signature Date
Inspector			
RegionSET, Ne	3014	<i>Ne RegionSET</i> E-signed by Brady Seston(sestonb)	10-01-18

BRIDGE INSPECTION REPORT
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DT2007 2003 s.84.17 Wis. Stats.

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Identification & Location

Feature On: IH 43 SB	Section Town Range: S05 T20N R23E	Structure Number: B-36-086
Feature Under: K	County: MANITOWOC	
Location 3.6M S JCT STH 147	Municipality: KOSSUTH	Structure Name:

Geometry

measurements in feet, except where noted

Approach Roadway Width: 40	Bridge Roadway Width: 40.0	Total Length: 215.1
Approach Pavement Width: 24	Deck Width: 43.0	Deck Area (sq ft): 9249

Traffic

	Lanes	ADT	ADT year	Traffic Pattern
On	2	9450	2017	ONE WAY TRAFFIC
Under	2	1200	2017	TWO WAY TRAFFIC

Capacity

Load Rating

Inventory rating: HS18	Overburden depth (in): 2.0	Last rating date: 02-21-09	Controlling: INTERIOR DECK GIRDER Positive Moment
Operating rating: HS41	Deck surface material: CONCRETE	Re-rate for capacity (Y/N):	Control location: SPAN 1
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 #: 96.1

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	CONT PREST CONC	DECK GIRDER	54	105.0	Y
2	CONT PREST CONC	DECK GIRDER	54	105.0	

Expansion joint(s)

Temperature:

File:70	New:
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Clearance

Item	File Measurement (ft)	File Date	New Measurement (ft)
Highway Min Vertical Under Cardinal	17.08		
Highway Min Vertical Under Non-Cardinal	17.08		
Horizontal Under Cardinal	46.2		
Horizontal Under Non-Cardinal	46.2		
Highway Min Vertical On Cardinal			
Horizontal On Cardinal			

Special Components

Component	Year	Work Performed	Note
OVERLAY - PROTECTO WRAP MEMBRANE			

Construction History

Year	Work Performed	FOS id
2010	OVERLAY - CONCRETE - NEW JOINTS	1227-10-60
1996	OVERLAY - BITUMINOUS	1225-02-71
1991	REPAIR DECK	
1985	PAINT BEARING	
1977	NEW STRUCTURE	1226-01-74

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Structure No.: **B-36-086**

Maintenance Items History

Item	Recommended by	Status	Status change	Year completed
Approach - Seal Approach to Paving Block	Rades, Brady (3015)	COMPLETE	02/07/17	2017
Hot rubber joint				

Maintenance Items

Item	Priority	Recommended by	Status	Status change
Drainage - Repair Washouts / Erosion	MEDIUM	Weber, Dale (3007)	IDENTIFIED	09/20/17
Repair inlet at SE corner				
Deck - Seal Surface Cracks	MEDIUM	Weber, Dale (3007)	DEFERRED	12/18/17
Epoxy Overlay - Program through Backbone				
Misc - Other Work	LOW	Weber, Dale (3007)	IDENTIFIED	09/20/17
Seal parapet w/pigmented sealer				

Elements

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State			
						1	2	3	4
X	12		Reinforced Concrete Deck	SF	9,421	9,368	50	3	0
		1080	Delamination - Spall - Patched Area CS-3(S Span 3 SF) Delam. & spalled areas between G4 & G6 at S abutment	SF		0	0	3	0
		1130	Cracking (RC) CS-2(S Span 50 SF) Diagonal Cracking at South Abutment	SF		0	50	0	0
		8514	Concrete Overlay Concrete overlaid in 2010	SF	9,421	0	9,421	0	0
		3210	Debonding/Spall/Patched Area/Pothole 7/17/18 - Level 1 IR <2% Approximate 66 sqft of defects	SF		0	66	0	0
		3220	Crack (Wearing Surface) CS-2(9355 SF) Map Cracking throughout	SF		0	9,355	0	0
	109		Prestressed Concrete Open Girder	LF	1,272	1,242	30	0	0
		1110	Cracking (PSC) CS-2(N Span 30') Horizontal cracking on north girder ends @ north abutment.	LF		0	30	0	0
	205		Reinforced Concrete Column	EA	3	3	0	0	0
	215		Reinforced Concrete Abutment	LF	107	97	10	0	0
			Moisture coming through at center of North abutment and at SE abutment corner						
		1130	Cracking (RC) CS-2(S Abut 4' & N Abut 6') Vertical cracking	LF		0	10	0	0
	234		Reinforced Concrete Cap	LF	52	52	0	0	0

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	300	Strip Seal Expansion Joint North Abutment Replaced in 2010	LF	55	55	0	0	0
	310	Elastomeric Bearing North Abutment New in 1996	EA	6	6	0	0	0
	331	Reinforced Concrete Bridge Rail Surface scaling and popouts throughout.	LF	485	341	114	30	0
		1080 Delamination - Spall - Patched Area CS-2(E Side 30') Solid patched areas CS-3(W Side 10' & E Side 20') Spalled & delaminated areas	LF		0	30	30	0
		1130 Cracking (RC) CS-2(W Side 32' & E Side 52') Vert. & horz. cracking	LF		0	84	0	0
	8400	Integral Wingwall	EA	4	2	1	1	0
		8902 Wall Movement CS-3(1 EA) SW wing tipped 4-1/2" & strapped (2017)	EA		0	0	1	0
		8903 Wall Deterioration CS-2(1 EA) Crack in NE wing	EA		0	1	0	0

Assessments

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State			
						1	2	3	4
	9001		Drainage - Ends of Structure Inlet at SE quadrant. Slope eroding behind inlet.	EA	4	3	1	0	0
	9043		Slope Protection- Crushed Aggregate with Bit. Repaired in 2010 with select crushed	EA	2	2	0	0	0
	9168		Concrete Diaphragm Chips and spalls at pier.	EA	25	20	5	0	0
	9323		Approach Roadway - Asphalt Replaced in 2010 North approach settled 3/4" & cracked	EA	2	1	1	0	0

NBI Ratings

	File	New
Deck	6	6
Superstructure	7	7
Substructure	7	7
Culvert	N	N
Channel	N	N
Waterway	N	N

Structure Specific Notes

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Structure No.: **B-36-086**

Inspection Specific Notes

10/1/18 - This evaluation is to upload IR data for future reference during routine inspections. The IR inspection occurred on 7/17/18.
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Inspector Site-Specific Safety Considerations

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Structure Inspection Procedures

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Special Requirements

Chk	Hours	Cost	Comments
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Non-Image Documents

Type	Document	Document Comment/Description	Attached
Deck Evaluation	b36-086_18_Kd1.pdf		X

Wisconsin Dept. of Transportation
Structure Inventory Data

Bridge B360086

Structure No.: B360086	Municipality: KOSSUTH	Section:	Town:	Range:	Maintenance Agency: STATE HIGHWAY DEPT	Owner: STATE HIGHWAY DEPT
Replaced Structure No.:	Historical Sig.: 5	Latitude: 441333. 27	Longitude: 874602.87	County: MANITOWOC (3 6)	District: 3	

ABUTMENT DATA (CARDINAL)

1. Abutment Type: SILL WITH BRGS
2. Pile Type: PILING - TREATED TIMBER
3. Pile Size: 305 MM (12")
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 FIXED
2. Pile Type: PILING - TREATED TIMBER
3. Pile Size: 305 MM (12")
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: 215.1 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: 39 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: 54.0 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: 24 ft
2. Rt. Shoulder Width: 10 ft
3. Lt. Shoulder Width: 6 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: HS18
3. Operating MS: HS41
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: PROTECTO WRAP
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: 0 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: 9-COND EXCEED DESIRABLE 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: 9450
3. ADT-Year: 2017
4. Truck ADT %: 16
5. Future ADT: 17202
6. Future ADT-Year: 2023

CONDITION DATA

Deck:	SuperStructure:	SubStructure:	Channel:
Culvert:	Waterway:		

Bridge B360086

CONSTRUCTION DATE

Project ID	Construction Contractor	Construction Designer	Construction Year	Plans Reel Number	Letting Date	Survey Received	Work Performed
1227-10-60	NORTHEAST ASPHALT, INC.	BRIDGE SECTION	2010		23-Jun-2009	31-Jul-2008	OVERLAY - CONCRETE - NEW JOINTS
1225-02-71	B.R. AMON & SONS, INC.	BRIDGE SECTION DESIGN UNIT 1	1996		19-Mar-1996	17-Feb-1995	OVERLAY - BITUMINOUS
	UNKNOWN	UNKNOWN	1991				REPAIR DECK
	UNKNOWN	UNKNOWN	1985				PAINT BEARING
1226-01-74	LUNDA CONST	BRIDGE SECTION	1977	C159		01-Mar-1975	NEW STRUCTURE

CLEARANCE DATA

Clearance Lane Number	Minimum Vertical	Minimum Vertical Date	Minimum Horizontal Distance	Right Minimum Lateral
1	16.96	11-Jun-2018	46.2	24.0
1	17.03	11-Jun-2018	46.2	24.0

Left Minimum Lateral	Railroad Right Minimum Lateral	Railroad Left Minimum Lateral	Railroad Vertical Distance	Railroad Horizontal Distance
8.2				
8.2				

ROUTE DATA

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

Number	Structure Route Location	Highway Feature Name	Structure Route Local System	Highway Feature Designation
043	3.6M S JCT STH 147	IH 43 SB	IH	MAINLINE
	1.7M E JCT CTH T	K	CTH	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 - TREATED TIMBER	305 MM (12")		

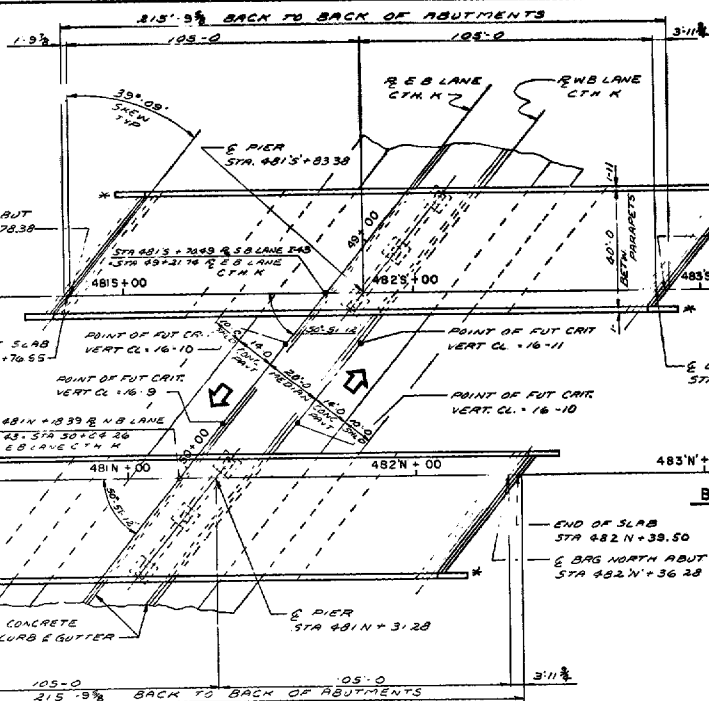
SPAN DATA

Number	Type	Length	Configuration	Material	Girder or Truss Height	Girder or Truss Spacing
1		105.0	DECK GIRDER	CONT PREST CONC	54.0	7.2
2		105.0	DECK GIRDER	CONT PREST CONC	54.0	7.2

EXPANSIONJOINT DATA

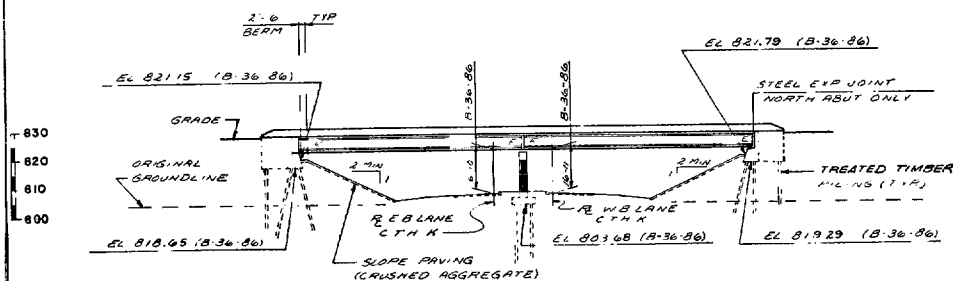
Number	Location	Type	Inactive Date
1	NORTH ABUTMENT	STRIP SEAL	

* ATTACH BEAM TYPE
GUARD RAIL TO
WING PARAPETS

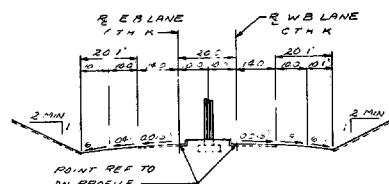


PLAN

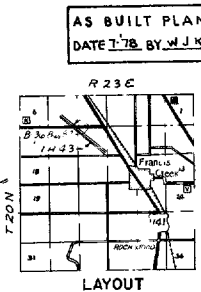
2 SPAN - 54' PRESTRESSED GIRDERS



ELEVATION NORMAL TO C.T.H.K

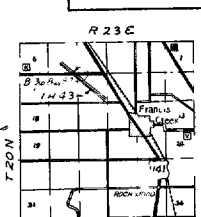


TYPICAL SECTION THRU C.T.H.K



LAYOUT

AS BUILT PLAN
DATE 7-78 BY WJK



GENERAL PLAN

SHEET 1 OF 13

X56409

TRAFFIC VOLUME

C.T.H.K

ADT: 1,501 (99%)

ADT: 4,250 (199%)

ADT: 70 MPM

ADT: 70 MPM

ADT: 70 MPM

ADT: 70 MPM

ADT: 70 MPM

ADT: 70 MPM

ADT: 70 MPM

ADT: 70 MPM

ADT: 70 MPM

ADT: 70 MPM

ADT: 70 MPM

ADT: 70 MPM

FOUNDATION DATA

ABUTMENTS AND PIER SHALL BE SUPPORTED ON TREATED
TIMBER PILING DRIVEN TO A MINIMUM BPG CAPACITY OF
30 TONS PER PILE. ESTIMATED LENGTH OF PILING AT
ABUTMENTS IS 40'-0". ESTIMATED LENGTH OF PILING AT
PIER IS 20'-0".

GENERAL NOTES

AT ABUTMENTS ALL EXCAVATED VOLUME NOT OCCUPIED BY THE
NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL.
DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CL.
UNLESS OTHERWISE SHOWN OR NOTED.
THE SLOPE OF 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 THE PIER SHALL BE THE ORIGINAL GROUND LINE.
JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS
OF AASHTO DESIGNATION M153 OR M213.
ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY
MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND
TRUE.
PREPARE ABUTMENT PILING TO ORIGINAL GROUND LINE.

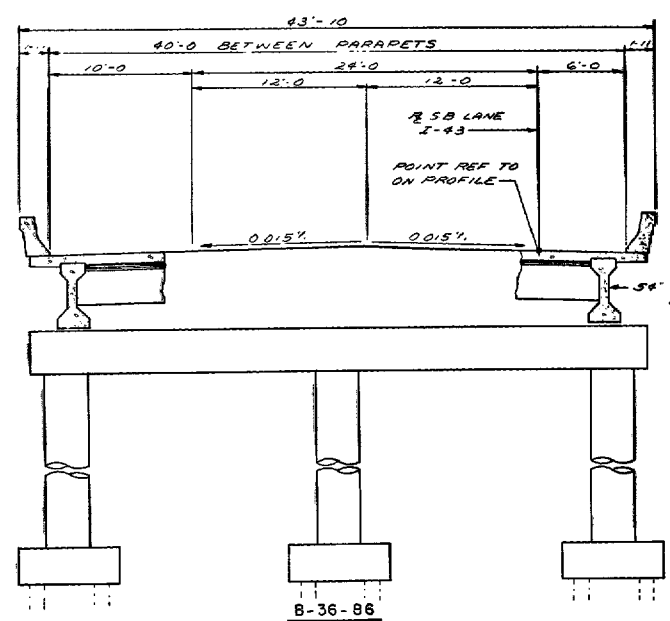
LIST OF DRAWINGS

1 GENERAL PLAN	X 56409
2 CROSS SECTION & QUANTITIES	X 564
3 SUBSURFACE EXPLORATION	X 5641
4 SOUTH ABUTMENT	X 5641B
5 PIER	X 5641C
6 NORTH ABUTMENT	X 5641D
7 ABUTMENT BILL OF BARS	X 5641E
8 BEARING DETAILS	X 5641F
9 54' PRESTRESSED GIRDER DETAILS	X 5641G
10 SUPERSTRUCTURE	X 5641H
11 SUPERSTRUCTURE	X 5641I
12 EXPANSION JOINT	X 5641J
13 SLOPED FACE PARAPET 'A'	X 5641K

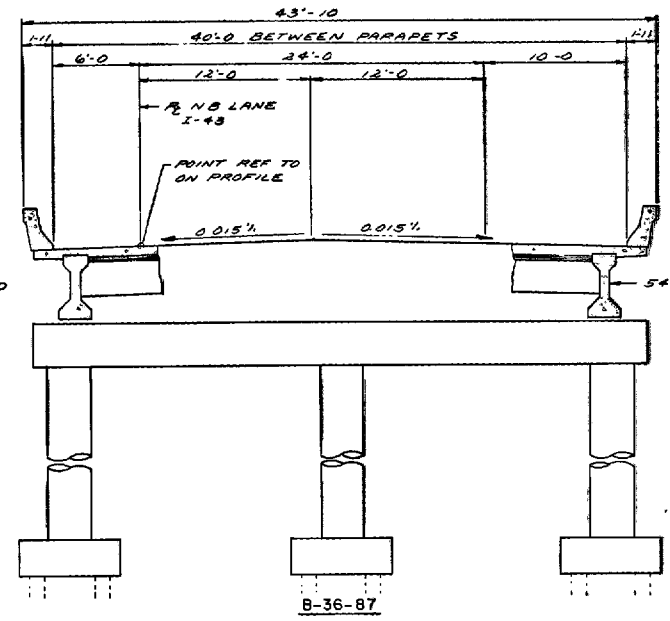
DESIGN DATA

LIVE LOAD
DESIGN RATING HS20 MOD
INVENTORY RATING HS25
OPERATIONAL RATING HS53
STRUCTURE IS DESIGNED FOR A FUTURE WEARING
SURFACE OF 20 POUNDS PER SQUARE FOOT
ALLOWABLE DESIGN STRESSES:
CONCRETE MASONRY SLAB
ALL OTHER
BAR STEEL REINFORCEMENT GRADE 60
54' PRESTRESSED GIRDERS, CONCRETE MASONRY
STRANDS - 12 @ WITH ULTIMATE TENSILE STRENGTH OF 270,000 PSI.

No.	Code	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-86			
INTERSTATE 43 OVER C.T.H.K			
Drawn	MANITOWOC	Check	T.M. HOSBETH
Design Spec	AASHTO 1975	Spec	HS20
Designed	J.A.B. Dreyer	By	LOV
Approved	P. J. Dreyer	Check	Bridge Eng. Rep.
GENERAL PLAN			
SHEET 1 OF 13			
X56409			

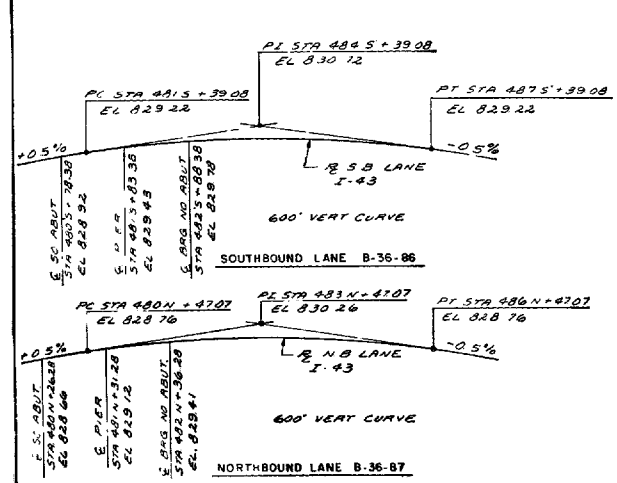


B-36-86

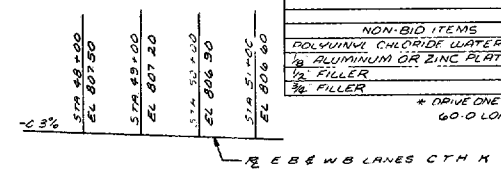


B-36-87

CROSS SECTION THRU ROADWAY LOOKING NORTH



PROFILE GRADE LINES INTERSTATE 43



PROFILE GRADE LINE CTH.K

TOTAL ESTIMATED QUANTITIES

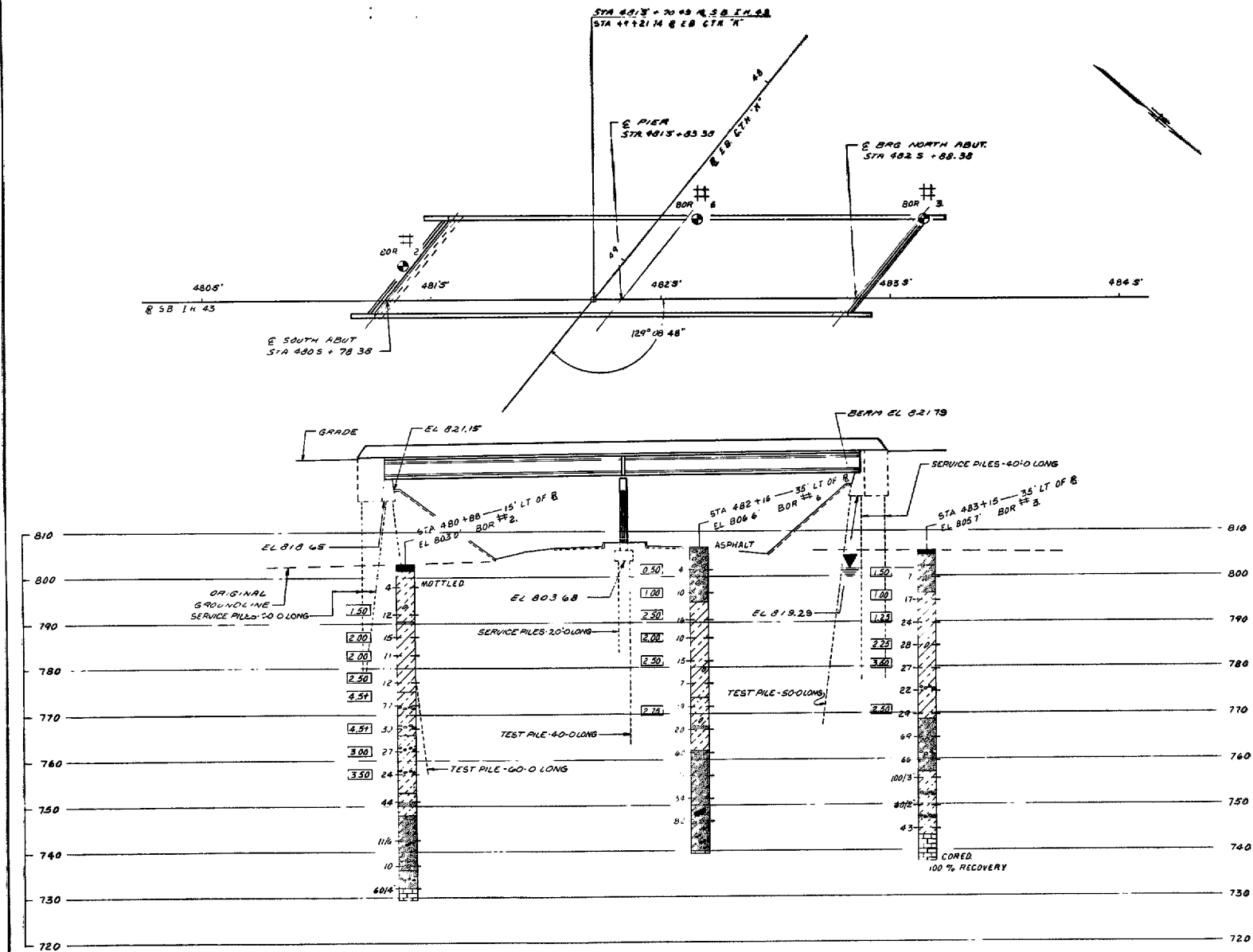
BID ITEMS	UNIT	SOUTH ABUT.	PIER	NORTH ABUT.	SUPER	TOTAL
EXCAVATION FOR STRUCTURES	LS					1
CONCRETE MASONRY	CY	66	75	92	242	475
PRESTRESSED GIRDER I TYPE 54 INCH	LF				1265	1265
HIGH STRENGTH BARR STEEL REINFORCEMENT	LBS	5300	10080	4390	8020	31790
STRUCTURAL CARBON STEEL	LBS				3910	3910
STRUCTURAL LOW ALLOY STEEL	LBS				1170	1170
LUBRICATED BRONZE PLATES	LBS				114	114
BEARING PADS	SF				10	10
BEARING PADS, ELASTOMERIC	SF				34	34
TREATED TIMBER PILING DELIVERED	LF	720	760	680		2160
TREATED TIMBER PILING DRIVEN	LF	720	760	680		2160
TREATED TIMBER TEST PILING	LS					1
PREBORING TIMBER PILING	LF	300		240		540
SLOPE PAVING, CRUSHED AGGREGATE	SY	245		250		495
NON-BID ITEMS						
POLYVINYL CHLORIDE WATERSTOP	LF	53		58		111
1/8 ALUMINUM OR ZINC PLATE	SF				47	47
1/2 FILLER	SF				20	20
3/4 FILLER	SF				75	75

* DRIVE ONE TREATED TIMBER TEST PILE AT EACH SUBSTRUCTURE UNIT - 60'-0" LONG AT SOUTH ABUT - 40'-0" LONG AT PIER - 50'-0" LONG AT NORTH ABUT

285.3
"AS BUILT"

518.3

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-86			
DATE 1975	DESIGNED BY L.O.T.	CHECKED BY B.M.W.	
CROSS SECTION AND QUANTITIES			SHEET 2 OF 13 X56410



1226-1-74
 TOTAL PROJECT DISTANCE
 72

ABRICATIONS		
F — Fine	M — Medium	C — Coarse
W — Weathered	So — Sound	

MATERIAL SYMBOLS		
Topsoil	Silt	Sandstone
Sand	Peat	Limestone
Gravel	Clay	Igneous Rock

LEGEND OF PROBING	
95/5 = 95 Blows for 5' Penetration	Probing No.
Probing taken with a 150# wt. Falling 18" on a 2" O. D. Point	Sta.
	Elevation
	7 Average Blows Per Foot
	Ref. 1: 95.6

LEGEND OF BORING	
Unconfined Strength	Boring No.
Blows Per Ft. Using 140# Wt. Falling 30"	Sta.
Wash Sample	Elev.
Shelby Tube — S. T.	
Ground Water Elevation	
No Ground Water Observed Above This Elevation	

Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2 O. D. x 1 1/4 I. D. split spoon sampler with a 140# hammer having free fall of 30". The blow count is taken in undisturbed immediately below a cased or open hole eliminating friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented here represents the findings of the subsurface explorations made. However, because the depths investigated are limited, the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

No.	Date	Revision	By
STATE OF MICHIGAN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-86			
1975	By	LDY	BTM
SUBSURFACE EXPLORATION			SHEET 3 OF 13 X56411

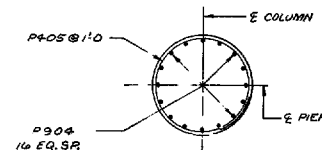
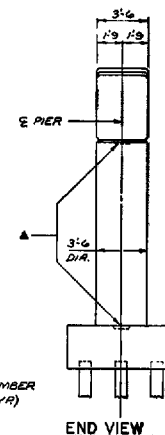
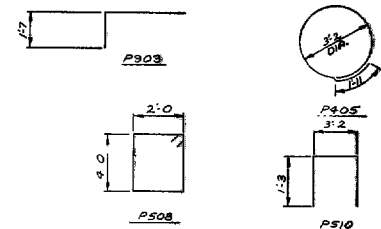
PROJECT NO.	1226-1-74
SHEET NUMBER	74
TOTAL PROJECT DESIGNATION	

* P508 BARS MAY BE PLACED AFTER CAP IS POURED BUT BEFORE CONC. HAS TAKEN ITS INITIAL SET.
 ▲ 1/3 x 1/3 x 2" CONST. JT. FORMED BY SURFACED, BEVELED 2"x6" KEYWAY. TYP ALL COLUMNS.

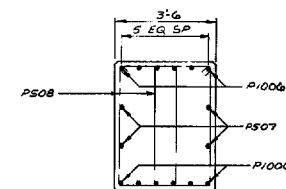
BILL OF BARS 10,080 LBS.

MARK	NO	LENGTH	BENT	LOCATION
P801	39	7'-2"		FOOTINGS
P702	45	12'-2"		
P903	48	8'-6"	X	" DOWELS
P904	48	16'-6"		COLUMNS
P405	42	1'-11"	X	" FOOTINGS
P1006	12	50'-5"		CAP TOP & BOTTOM
P507	8	25'-11"		" SIDES
P508	72	12'-4"	X	" STIRRUPS
P509	15	2'-6"		" DOWELS
P510	8	5'-5"	X	" ENDS

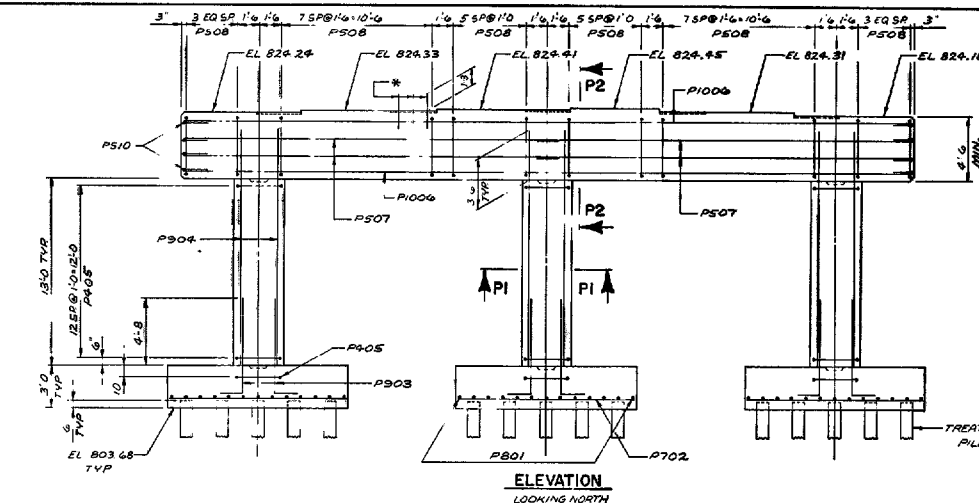
THE FIRST DIGIT OF A THREE DIGIT MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT MARK SIGNIFIES THE BAR SIZE.
 DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.



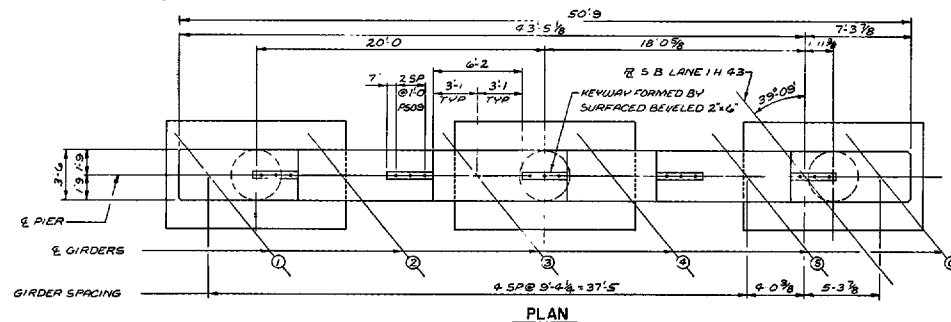
SECTION P1



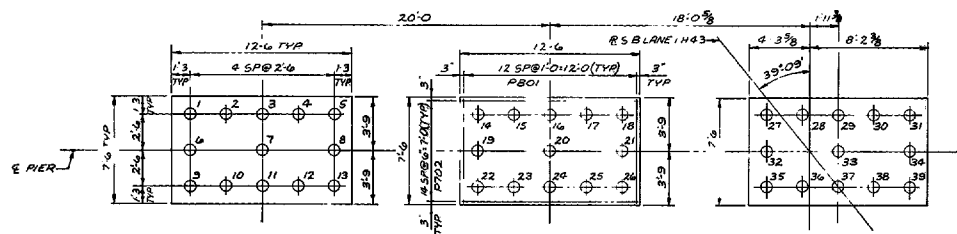
SECTION P2



ELEVATION
LOOKING NORTH

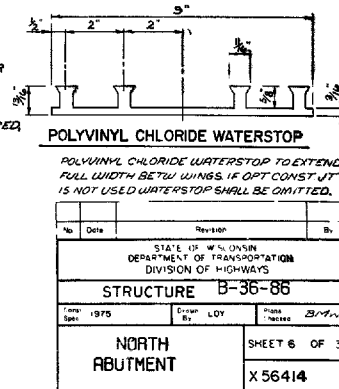
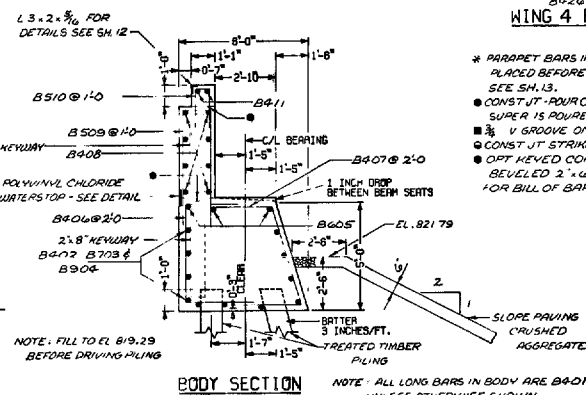
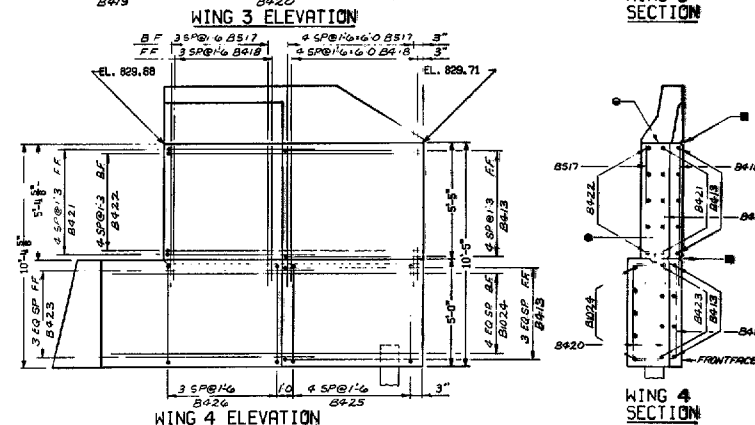
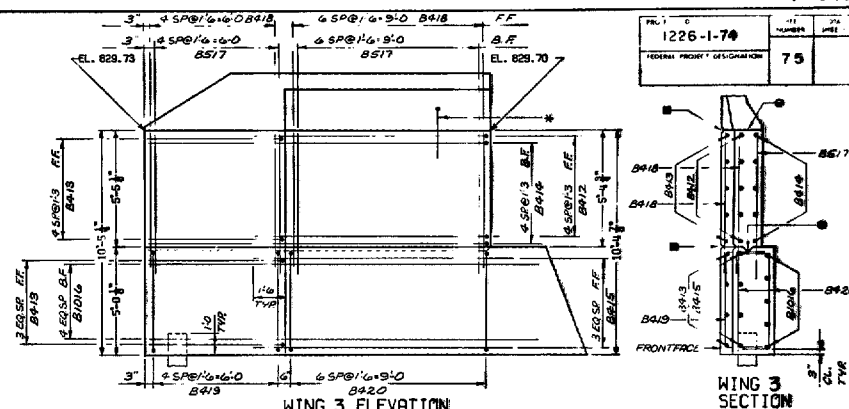


PLAN



PILE PLAN

No.	Date	Revision	By
STATE OF ARIZONA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-86			
Drawn 1975	Checked LOI	Designed BWW	
PIER			SHEET 5 OF 13 X 56413



BILL OF BARS
SOUTH ABUT.

2,880 LBS.

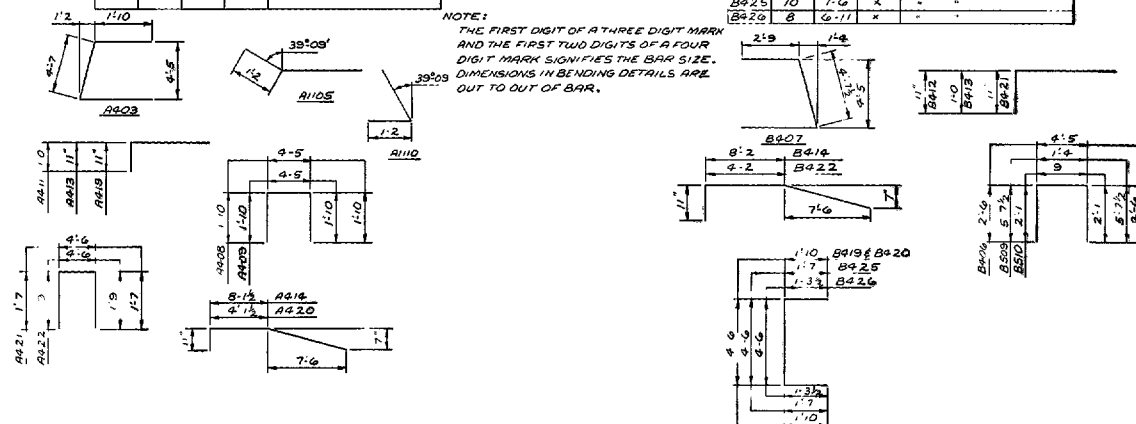
MARK	NO.	LENGTH	BENT	LOCATION
A401	12	27.10		BODY
A402	6	28.1		- TOP
A403	50	9.3	X	
A404	27	2.6		
A405	6	16.0	X	- B.F. @ WING 1
A406	6	27.3		
A407	8	12.0		- @ WING 2
A408	10	7.11	X	WING 1
A409	14	7.11	X	
A410	5	21.2	X	- B.F.
A411	18	7.1	X	WINGS - FF
A412	4	12.0		WING 1 - "
A413	5	11.8	X	
A414	5	16.5	X	- B.F.
A415	12	4.0		- FF
A416	12	6.3		- B.F.
A417	5	13.7		- 2. "
A418	4	8.0		- FF
A419	5	7.7	X	
A420	5	12.5	X	- B.F.
A421	8	7.6	X	
A422	10	7.10	X	
A423	8	5.11		- FF
A424	9	6.2		- B.F.

BILL OF BARS
NORTH ABUT.

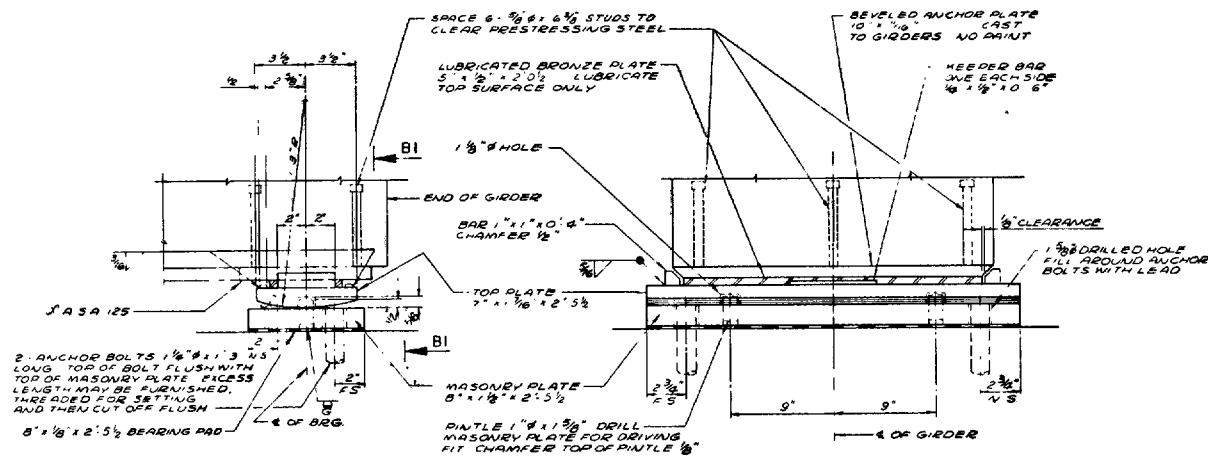
3,970 LBS.

MARK	NO.	LENGTH	BENT	LOCATION
B401	14	21.10		BODY
B402	4	27.8		
B403	4	12.0		- @ WING 4
B404	4	18.0		- 3
B405	6	18.1		- TOP
B406	27	9.3	X	
B407	27	11.4	X	
B408	16	27.4		BACKWALL
B509	52	12.4	X	
B510	52	4.8	X	- 1 PAU BLOCK
B411	13	7.1	X	
B412	5	11.8	X	WING 3 - FF
B413	18	7	X	WINGS - "
B414	5	16.4	X	WING 3 - B.F.
B415	4	12.0		- FF
B416	5	18.3		- B.F.
B517	21	6.4		WINGS - B.F.
B418	21	6.3		- FF
B419	10	8.0	X	WING 3
B420	14	8.0	X	
B421	5	7.8	X	- 4 - FF
B422	5	12.4	X	- B.F.
B423	4	8.0		- FF
B424	5	12.7		- B.F.
B425	10	7.4	X	
B426	8	6.11	X	

NOTE:
THE FIRST DIGIT OF A THREE DIGIT MARK AND THE FIRST TWO DIGITS OF A FOUR DIGIT MARK SIGNIFIES THE BAR SIZE. DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.



No.	Date	Revised	By
STATE OF ARIZONA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-86			
Drawn 1975	By L.O.T.	Checked B.M.	
ABUTMENT BILL OF BARS		SHEET 7 OF 13 X 56415	



SECTION BI

EXPANSION BEARING
6 REQ'D @ N ABUT ONLY

BEARING NOTES

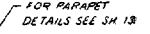
ALL MATERIAL EXCEPT ANCHOR BOLTS & PINTLES SHALL BE MADE OF
A588 STEEL PINTLES SHALL BE MADE OF A999 STEEL

ALL BEARING MATERIAL EXCEPT BRONZE PLATES, BEARING
PADS, AND ANCHOR PLATES SHALL BE PAID FOR AT THE UNIT
PRICE BID FOR "STRUCTURAL LOW ALLOY STEEL"

ALL STRUCTURAL STEEL PLATES SHALL BE FLAT ROLLED STEEL PLATES WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL SURFACES MARKED J SHALL BE MACHINE FINISHED
BY AN AUTOMATIC PROCESS

STRUCTURE B-36-86		
1975	H B H	B/W
BEARING DETAILS	SHEET 8 OF 13	
	X 56416	



PROJECT ID	DATE	TIME
1226-1-74	NUMBER	SHEET
FEDERAL PROJECT DESIGNATION	7.9	

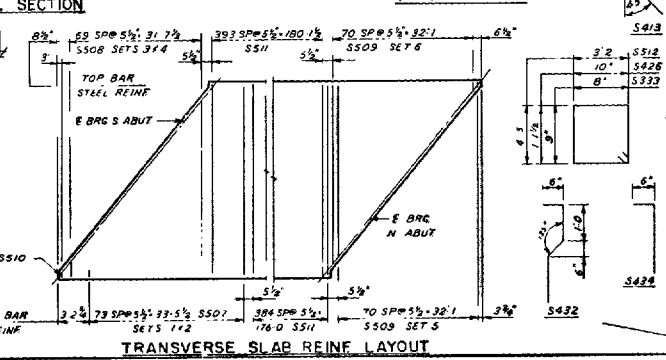
MARK	NO REQD	LENGTH	BEND	CUT BUM DIA WELD	LOCATION
S40	10	35-7			SLAB LONG BOT
S40	12	36-5			" " EDGE BEAM
S403	41	22-6			" " TOP @ S ABUT
S404	41	22-1			" " @ N ABUT
S405	188	51-9			" " "
S406	160	29-6		X	" " "
S407	37	22-7	X		" " TRANS BOT @ S AB.
S408	35	42-0	X		" " TOP
S409	71	42-1	X		" " @ N ABUT
S410	1	1-0			" " TOP @ S ABUT
S411	779	42-4			" " @ N ABUT
S412	41	15-9	X		" " DIAPH @ S ABUT
S413	41	4-10	X		" " " CORB.
S414	10	27-10			" " "
S415	6	26-1			" " CORB.
S416	6	3-3			" " "
S417	2	2-3			" " "
S418	10	B-0			" " "
S419	5	6-1			" " "
S420	120	7-3	X		" " IN SPAN
S421	80	4-6			" " "
S422	80	6-3			" " "
S423	35	10-6	X		" " @ PIER
S424	35	10-4	X		" " "
S425	6-0	6-1			" " "
S426	35	4-5	X		" " @ N ABUT
S427	15	6-9			" " "
S428	10	6-9			" " "
S429	428	4-9	X		" " PARAPET @ SLAB
S430	428	5-0	X		" " "
S431	100	21-0			" " "
S432	6	3-10	X		" " PLASTER @ PIER
S433	3	3-4	X		" " "
S434	4	5-0	X		" " "

MARK		C	D	E	F	G	H	SETS RECD
SSD1	SET 1	0.9	---	42.7	---	21.0	37	1
	SET 2	---	41.10	---	21.7	---	---	1
SSD8	SET 3	1.7	---	42.0	---	20.9	35	1
	SET 4	---	40.5	---	21.3	---	---	1
SSD9	SET 5	1.2	---	42.1	---	40.7	71	1
	SET 6	---	40.11	---	1.6	---	---	1

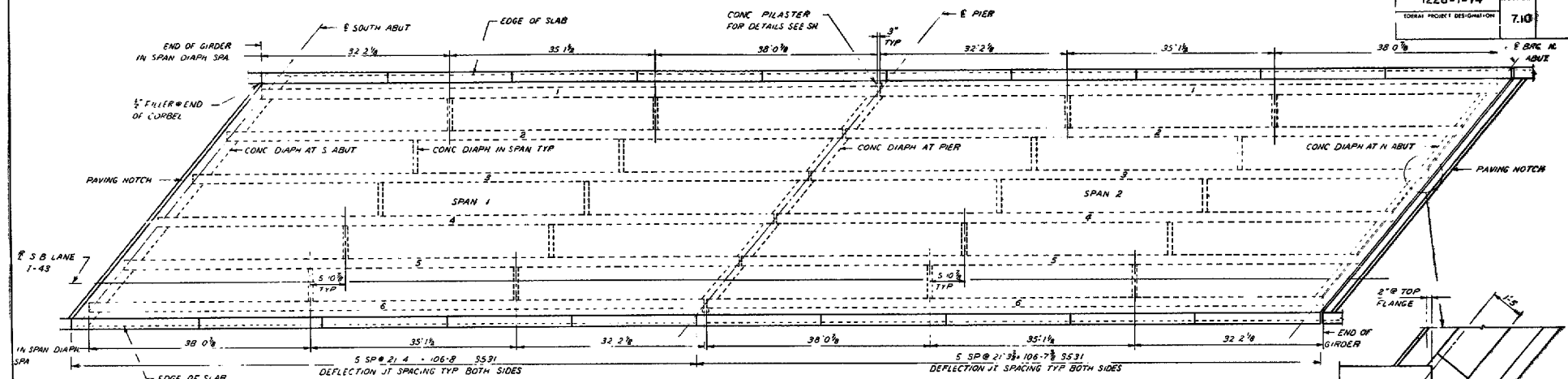
F 3/4" PLAIN BAR-
THREAD ONE END 3'



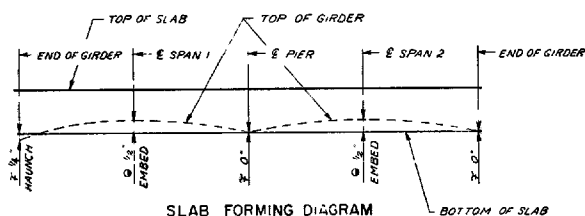
AT NORTH ABUTMENT



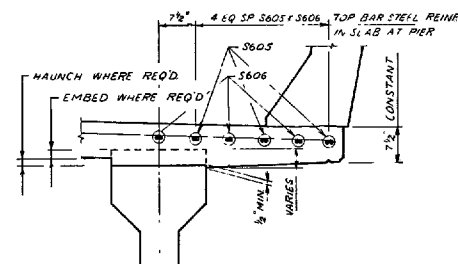
TRANSVERSE SLAB REINF. LAYOUT



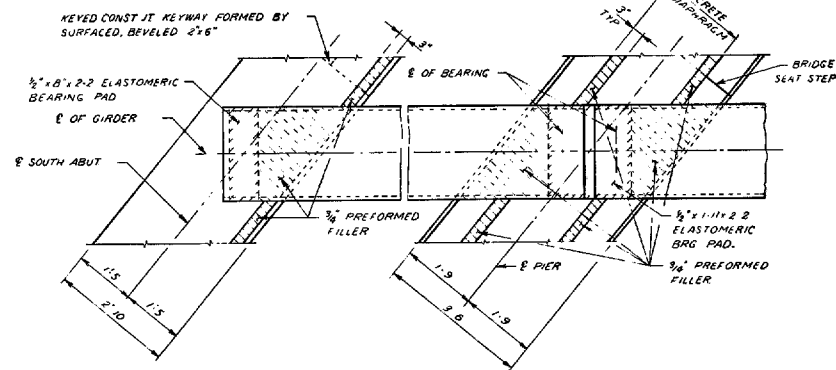
PLAN



SLAB FORMING DIAGRAM



SECTION AT EXTERIOR GIRDER



BEARING PAD AND FILLER DETAIL

- 4. TO COMPENSATE FOR VARIATIONS IN PRESTRESS CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES THE EMBEDMENT AT THE END OF THE SPAN MAY BE VARIED WITH A MAXIMUM OF $1\frac{1}{2}$ " ALLOWABLE IMBEDMENT AND THE SLAB HELD TO PLAN THICKNESS
- 5. IF VARIATIONS IN PRESTRESS CAMBER AND OTHER CONSTRUCTION DISCREPANCIES ARE OF SUCH A MAGNITUDE THAT THE MAXIMUM ALLOWABLE EMBEDMENT AS NOTED ABOVE WILL BE EXCEEDED THESE DISCREPANCIES SHALL BE REVISED THE $1\frac{1}{2}$ " EMBEDMENT AND THE PLAN SLAB THICKNESS SHALL BE HELD WHILE THE GRADE LINE WILL BE REVISED.

NOTES

BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER AND BY INDIVIDUAL BAR CHAIRS AT 3-0 CENTERS APPROXIMATELY MIDWAY BETWEEN GIRDERS.

TOP LONGITUDINAL BAR STEEL SHALL
BE SUPPORTED BY CONTINUOUS BAR CHAIRS
AT APPROXIMATELY 40 CENTERS

CONCRETE IN ANY ONE SPAN SHALL BE PLACED WITHIN FOUR HOURS OF THE TIME CONCRETE WAS PLACED OVER THE PIER.

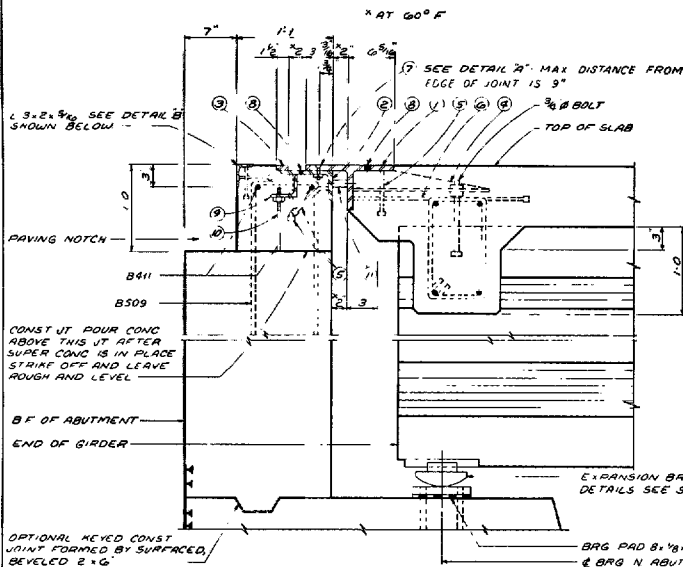
No.	Date	Revision			By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS					
STRUCTURE B-36-86					
Contract No.	1975	Drawn By	H B H	Files Checked	29/7/75
SUPERSTRUCTURE				SHEET 11 OF 12	
				X56419	

1226-1-74

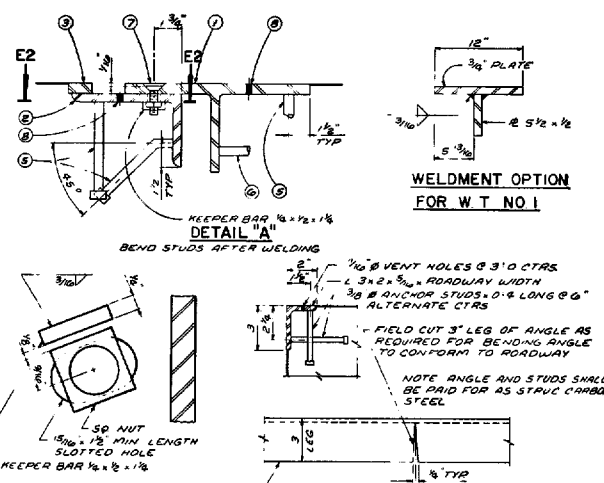
DATE	DESIGNATION
7.11	

LEGEND

1. WT 6 x 39.5, ROADWAY WIDTH WELDMENT MAY BE USED
2. L 7 x 4 x 3/8, ROADWAY WIDTH LONG DIMENSION OF 3/16 x 1/2" SLOTTED HOLE TO BE PARALLEL TO DIRECTION OF MOVEMENT
3. BAR 1 1/2 x 3/8, ROADWAY WIDTH WELD TO L NO 2 WITH 2 LINES OF 1/4" FILLET WELD, 200
4. L 4 x 4 x 3/8 WITH 1 1/2" HOLE FOR 3/4" BOLT WITH 2 NUTS AND 2 WASHERS, WELD TO STEM AND FLANGE OF WT NO 1 WITH 1/4" FILLET WELD NS (FS)
5. 3/8" STUDS AT 6" ALTERNATE CENTERS, 0 6/8" LONG, WELD TO WT NO 1 AND L NO 2
6. 1/2" B DEFORMED BAR AT 6" ALTERNATE CENTERS BETWEEN GIRDERS, 2' 0" LONG, WELD TO WT NO 1, ALTERNATE WITH NO 5
7. 3/8" PLATE HEAR CAP SCREW 10 2" LONG WITH SQUARE NUT AT 0' 0" CENTERS, GREASE FOR EASY REMOVAL 1/4 x 1/2 x 1/4 KEPPER BAR WELD TO L NO 2 TO KEEP SQUARE NUT FROM TURNING, 3/8 x 1 1/2 SLOTTED HOLE IN L NO 2, 3/4" HOLE CSK 1/4" DEEP IN WT NO 1, MAKE SLOT IN L NO 2 PARALLEL TO DIRECTION OF MOVEMENT
8. 3/8" VENT HOLES PLACED AT 0' 0" CENTERS ON L NO 2 AND WT NO 1
9. L 3 x 2 x 3/8 x 0' 3" AT 3' 0" CENTERS WELD TO L NO 2, PROVIDE 1/16" HOLE IN 2 1/2" LEG FOR ROD NO 10
10. 3/8" ROD x 0' 9" LONG AND NUT, TACK WELD NUT TO L NO 3, THREAD 3"
11. BLOCK AND BOLT FOR SHIPMENT WITH PIPE SLEEVE AND 1/2" BOLT, PROVIDE 3/16" B HOLES AT 3' 0" CENTERS IN WT NO 1 AND L NO 2 FOR 1/2" BOLT
12. BAR 3/8 x 0' 9 1/2" WELD TO PL 1/4 W/2 LINES OF 3/8" FILLET WELD
13. PLATE 3/8 x 1 3/8" PLACE FLUSH WITH FACE OF CURB AS SHOWN FIELD WELD TO WT NO 1
14. BAR 3/8 x 0' 1 1/2" PLACE FLUSH WITH FACE OF CURB AS SHOWN FIELD WELD TO BAR NO 3
15. 3/8" STUDS 0' 6 3/8" LONG, WELD TO BAR NO 12 AND PLATE 13

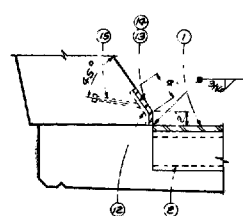
WELDMENT OPTION
FOR WT NO 1

SECTION E1

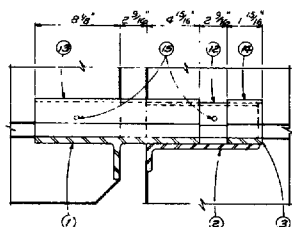
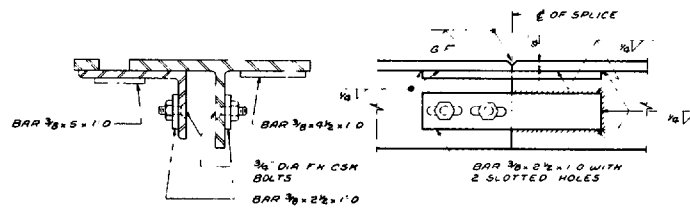


VIEW E2

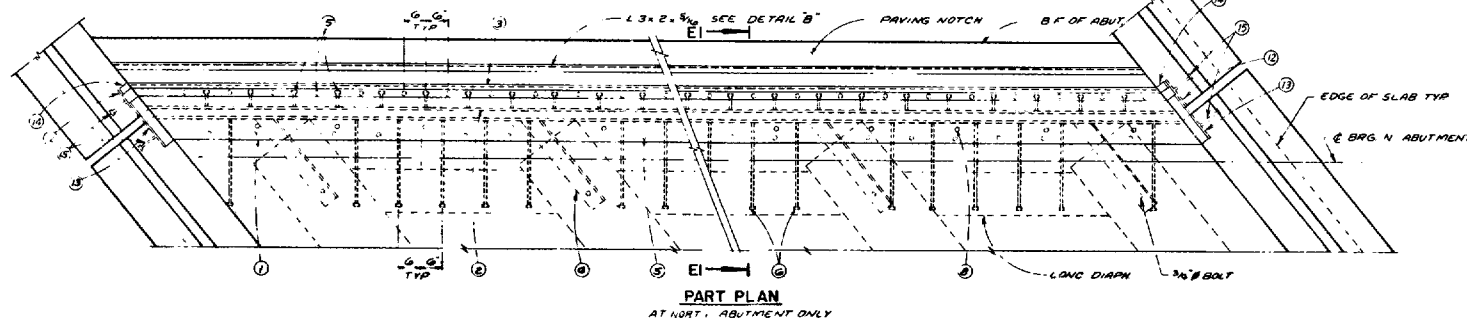
DETAIL "B"



SECTION THRU PARAPET

ELEVATION AT PARAPET
PARALLEL TO FACE OF CURB

FIELD SPICE DETAILS

PART PLAN
AT NORTH ABUTMENT ONLY

NOTES

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO ROADWAY CROWN AND GRADE. ALL MATERIAL IN EXPANSION JOINT SHALL BE PAID FOR AS STRUCTURAL CARBON STEEL.

AFTER CONCRETE HAS SET

1. THE JOINT OPENING SHALL BE THOROUGHLY CLEANED
 2. REMOVE SCREWS NO 7
 3. PRIME VERTICAL JOINT SURFACES ACCORDING TO SEALANT MANUFACTURER'S RECOMMENDATIONS
 4. COVER BOTTOM OF JOINT OPENING WITH A BOND BREAKER SUCH AS ALUMINUM FOIL
 5. FILL OPENING AND HOLES FOR SCREWS WITH HOT POURING ELASTIC TYPE JOINT SEALER CONFORMING TO ASTM D1190
- ONE FIELD SPICE SHALL BE PERMITTED

JOINT OR WELD FINISHES	SHADED UNDERSIDE OF DECK TEMPERATURE					
	30"	40"	50"	60"	70"	80"
	2 1/8"	2 1/4"	2 3/8"	2"	1 7/8"	1 3/4"

No.	Date	Rev.	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-86			
Scale	1975	Drawn	By
EXPANSION JOINT		SHEET 17 OF 13 X56420	

8.4



INVENTORY RATING; HS-21
OPERATIONAL RATING; HS-47
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 250 KIPS.
ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY SLAB — $f'_c = 4,000$ P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — $f_y = 60,000$ P.S.I.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL DIMS. ARE PLUS (+) OR MINUS (-).

THE CONTRACTOR SHALL VERIFY DIMENSIONS IN THE FIELD.

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY OR PAVING BLOCK AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "ASPHALTIC CONCRETE PAVEMENT".

TOTAL ESTIMATED QUANTITIES

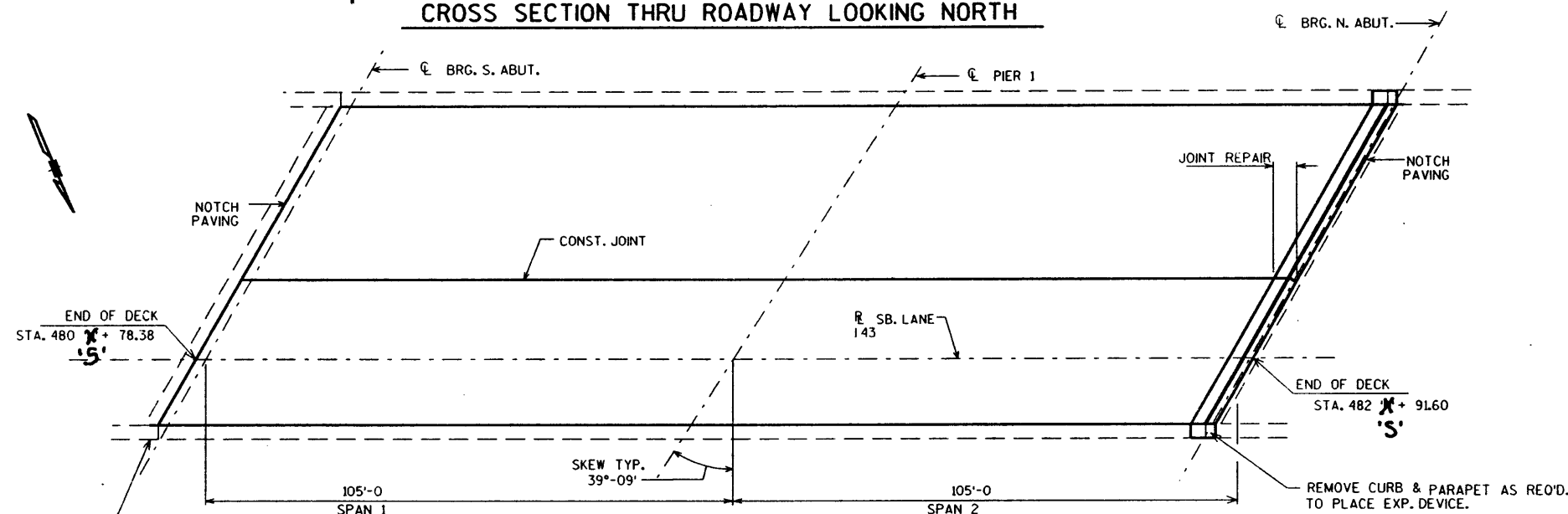
SURFACE PREPARATION FOR SHEET MEMBRANE WATERPROOFING	929	S.Y.
SHEET MEMBRANE WATERPROOFING	929	S.Y.
ASPHALTIC CONCRETE PAVEMENT, TYPE 'HV'	100	TON
ASPHALTIC MATERIAL FOR PLANT MIXES	6	TON
PREPARATION, DECKS	20	S.Y.
CONCRETE MASONRY, DECK PATCHING	2	C.Y.
SAWING PAVEMENT, DECK PREPARATION AREAS	180	L.F.
PARAPET RESURFACING	430	L.F.
PROTECTIVE SURFACE TREATMENT	2	GAL.
HIGH-STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	1870	LB.
CONCRETE MASONRY, BRIDGES	9	C.Y.
EXPANSION DEVICE	1	L.S.
JOINT REPAIR	23	S.Y.
ROUTING BRIDGE DECK, B-36-86	1	EACH
LAMINATED ELASTOMERIC BEARING PADS	6	EACH
REMOVING BEARINGS	6	EACH

LIST OF DRAWINGS

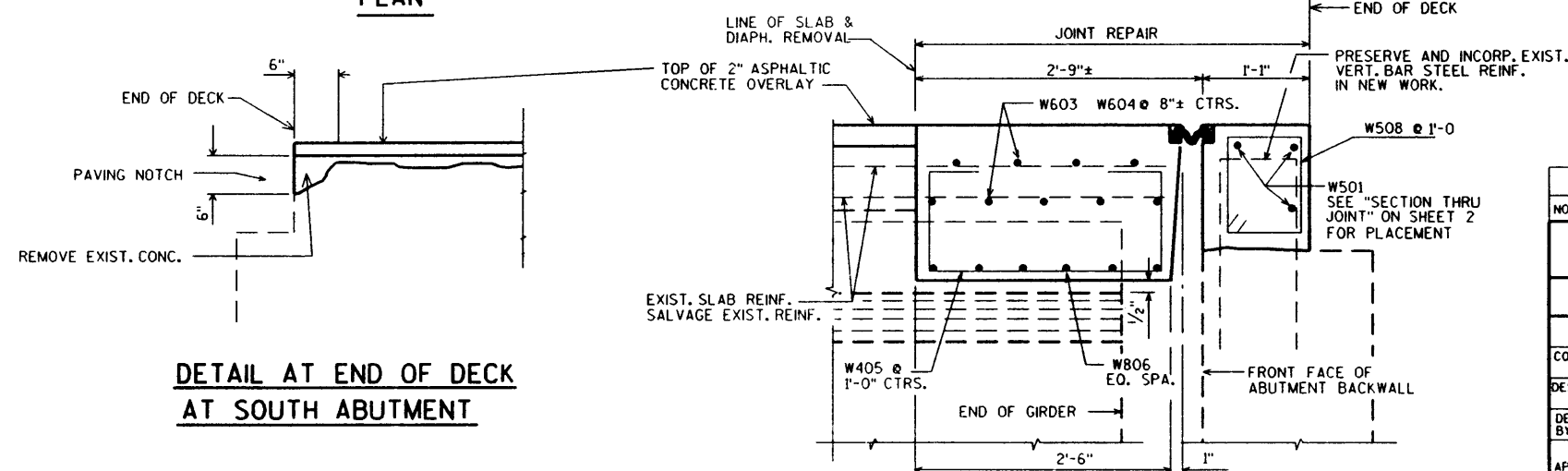
- 1 ASPHALT OVERLAY
- 2 EXPANSION DEVICE
3. BEARING REPLACEMENT

BRIDGE OFFICE CONTACTS :
FINN HUBBARD (608) 266-8489

NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS					
STRUCTURE B-36-86					
IH 43 SOUTHBOUND OVER CTH. K					
COUNTY	MANITOWOC		TOWN/VILLAGE	KOSSUTH	
DESIGN SPEC.	AASHTO 1995		LOAD	CONST. SPEC. 198	
DESIGNED BY	DESIGN T.M.B.	CHK'D.	DRAWN BY	ZIRK	PLANS CK'D. CR
APPROVED	 CHIEF BRIDGE DESIGN ENGINEER			01-17- DATE	
ASPHALT OVERLAY				SHEET 1 OF DATE: 5-95	

[illegible]

PLAN



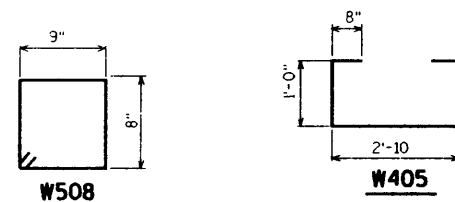
TYPICAL SECTION THRU JOINT NORTH ABUTMENT

NORMAL TO ϕ SUBSTRUCTURE.
CONC. DIAPH. TO EXTEND BETWEEN INSIDE FACES OF EXTERIOR GIRDERS.

BILL OF BARS

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

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION	
W501		21	8-6		PAVING BLOCK	HORIZ
W402		10	9-4		SLAB @ JOINT	HORIZ
W603		9	25-0		SLAB STAGE 1	TRANS
W604		9	28-4		SLAB STAGE 2	TRANS
W405		40	5-7	X	DIAPH. ABUTS.	VERT
W806		30	6-9		DIAPH. ABUTS.	HORIZ
W507		10	2-10		PARAPET @ EXP. DEVICE	
W508		52	3-4	X	PAVING BLOCK STIRRUP	



1225-02-71

8.5

LEGEND

1. NEOPRENE STRIP SEAL & STEEL EXTRUSIONS D.S. BROWN SSA-400A2, LEWIS ENGINEERING W-400L, STRUCTURAL ACCESSORIES SA2-40SS, WATSON-BOWMAN-ACME COMPANIES A3-400SE. EXTRUSIONS TO BE A.S.T.M. A36.
2. STUDS $\frac{5}{8}$ " X $6\frac{3}{4}$ " LONG AT 6" ALTERNATE CENTERS WELD TO EXTRUSIONS & BEND AS SHOWN AFTER WELDING.
3. $\frac{3}{4}$ " DIA. THREADED ROD WITH 2 NUTS AND WASHERS. FIELD SET ON ϕ OF GIRDER A MINIMUM OF 4" FROM END OF GIRDER, ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. $\frac{3}{4}$ " DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" X $\frac{1}{2}$ " BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. FIELD OR SHOP WELD TO NO. 1. PROVIDE $\frac{1}{2}$ " ϕ HOLE FOR NO. 3 & 1" HOLE FOR NO. 4.
6. 3" X $\frac{1}{2}$ " ANCHOR PLATE WITH $\frac{5}{8}$ " ROD. WELD ROD TO ANCHOR PLATE. WELD ANCHOR PL. TO #1 AT 1'-6" CTRS. BETWEEN GIRDERS.

NOTES

ONE FIELD SPLICE REQUIRED IN STEEL EXTRUSIONS. DETAILS SHALL BE SUBMITTED. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

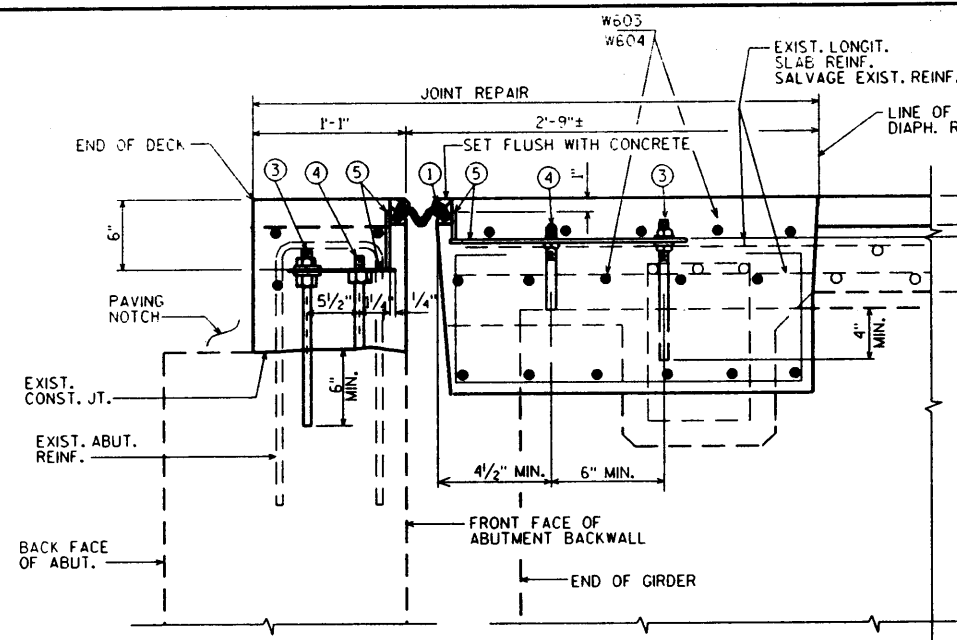
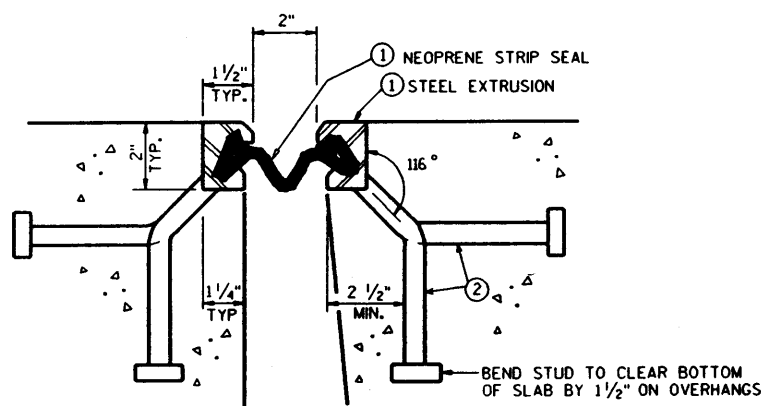
AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP.

AFTER FABRICATION, SAND BLAST CLEAN STEEL EXTRUSION PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

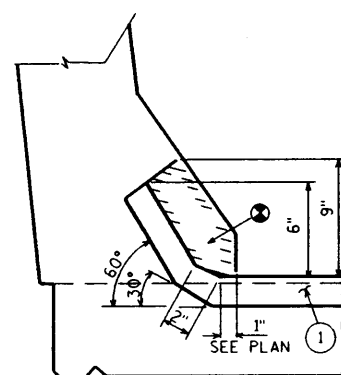
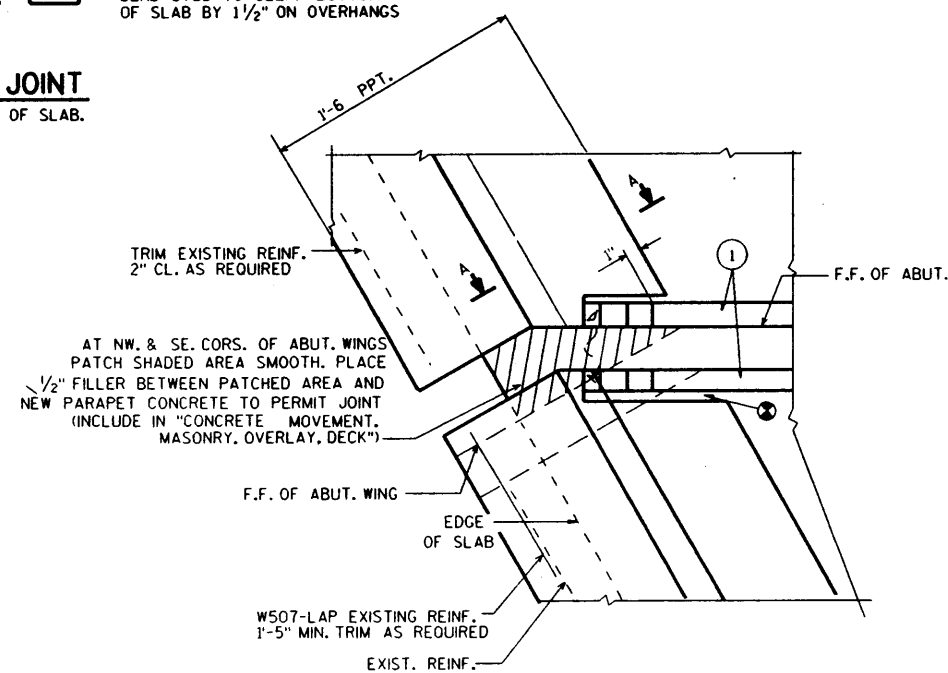
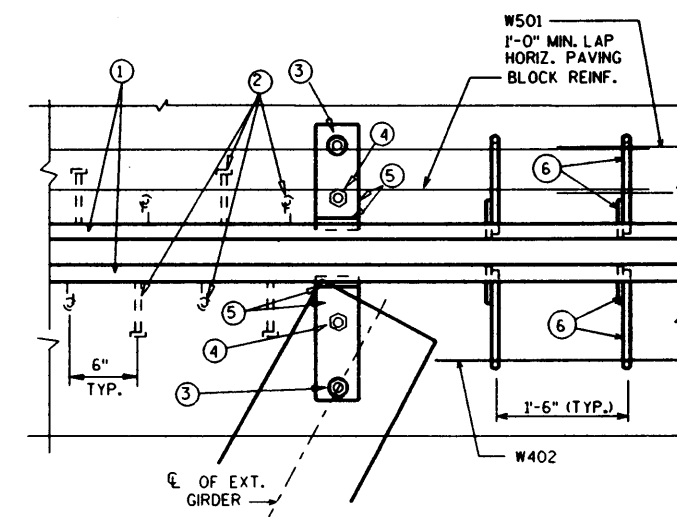
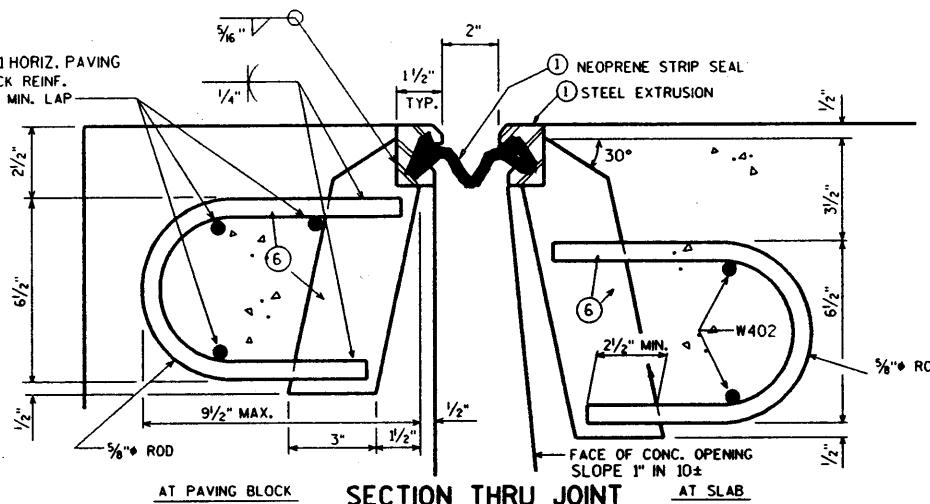
MATERIAL FOR #2A SHALL CONFORM TO A709 GRADE 36 STEEL.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS & HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE"

⊗ BLOCK OUT CONCRETE 2" EACH SIDE FOR JOINT OPENING

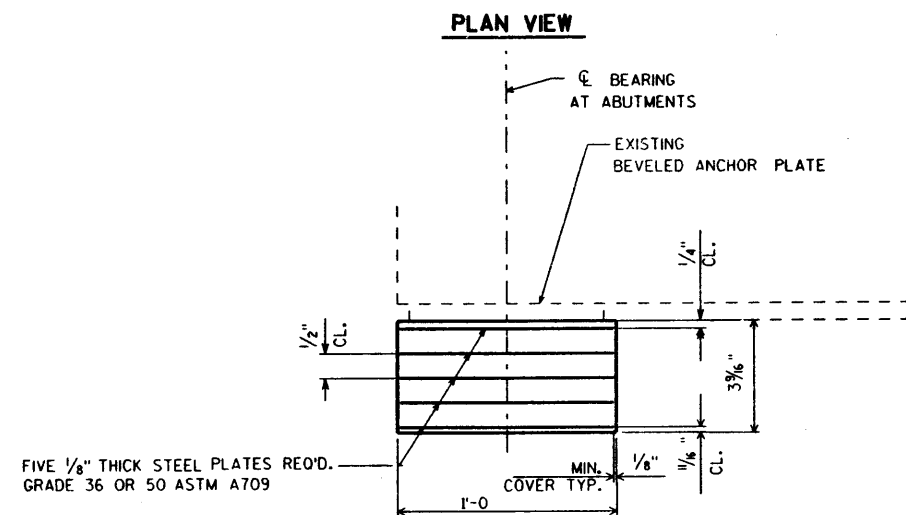
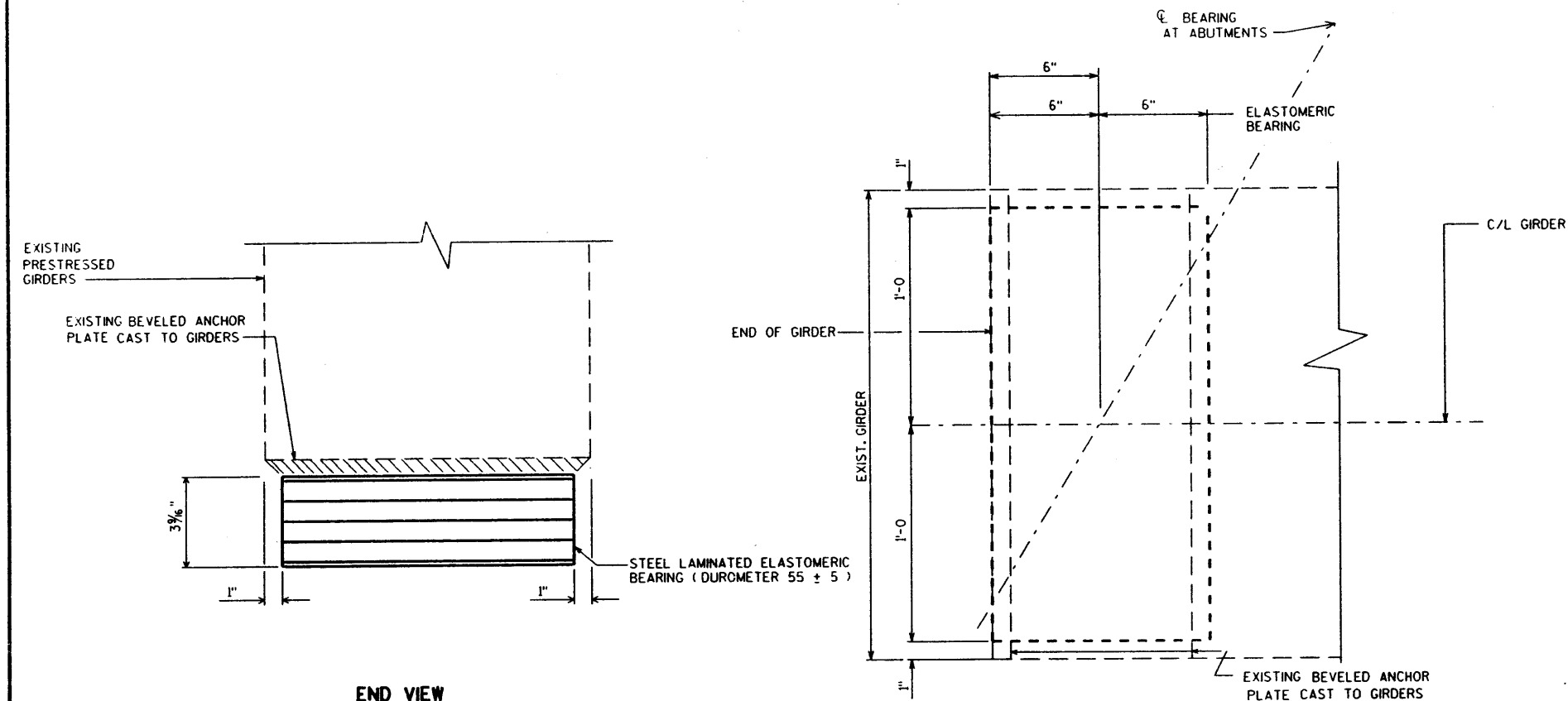
**TYPICAL SECTION THRU JOINT NORTH ABUTMENTS**NORMAL TO ϕ SUBSTRUCTURE.**SECTION THRU JOINT**

EXTERIOR GIRDER TO EDGE OF SLAB.

**SECTION A-A****PLAN AT PARAPET****PART PLAN**

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-86			
CONST. SPEC.	1989	DRAWN BY ZIRK	PLANS CKD.
EXPANSION DEVICE		SHEET 2	

BRB3689:89JT.DGN



GENERAL NOTES

BEARING NOTES

BEARINGS SHALL NOT BE PLACED AT A TEMPERATURE GREATER THAN 70° F.

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

CLEAN EXISTING BEVELED ANCHOR PLATE.

ATTACH LAMINATED ELASTOMERIC BEARINGS TO EXISTING BEVELED ANCHOR PLATE WITH AN APPROVED EPOXY.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-86			
CONST. SPEC.	1989	DRAWN BY ZIRK	PLANS CKD.
BEARING REPLACEMENT			SHEET 3

FILE=

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HS-20
INVENTORY RATING: HS-xx
OPERATING RATING: HS-xx
WISCONSIN STANDARD PERMIT
VEHICLE (WIS-SPV): 250 KIPS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DIMENSIONS ARE BASED ON EXISTING STRUCTURE PLANS.
DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

TOTAL ESTIMATED QUANTITIES

509.5100.S POLYMER OVERLAY 956 SY

TRAFFIC DATA

ADT = 11,800 (2036)
RDS = 60 M.P.H.

LIST OF DRAWINGS

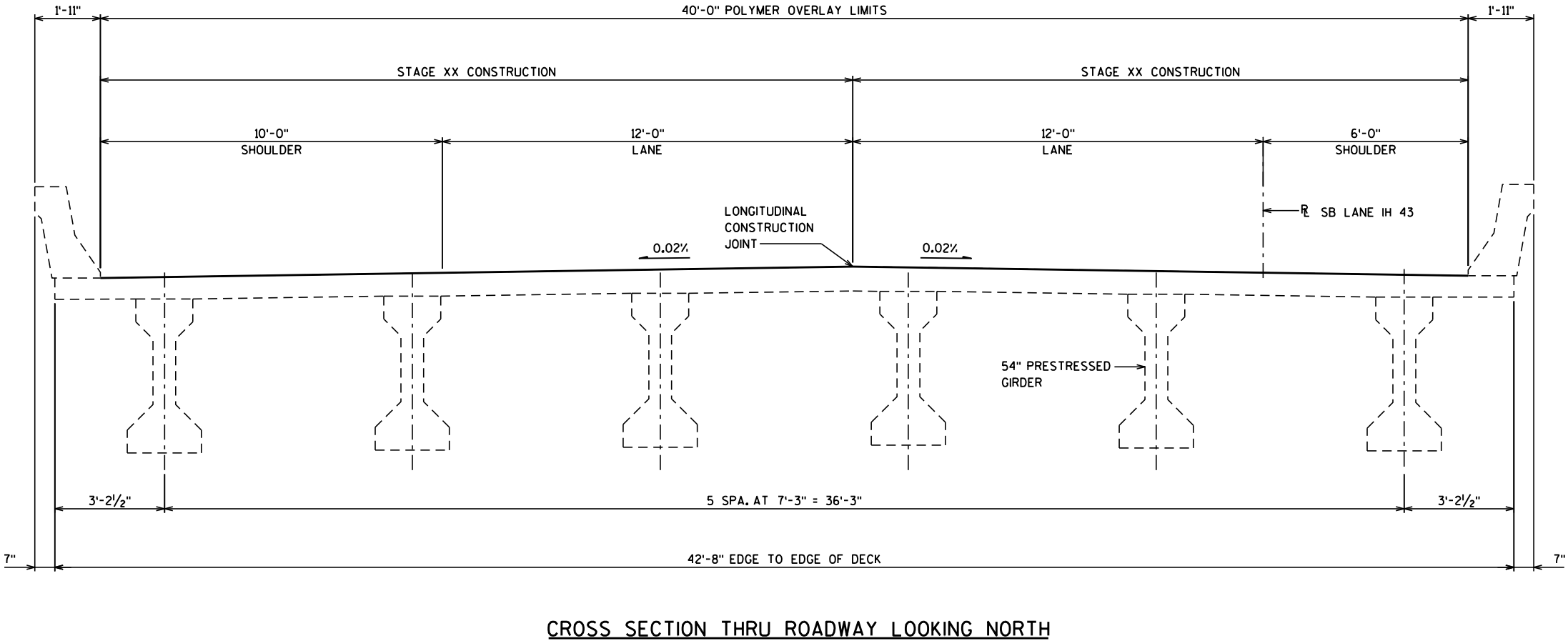
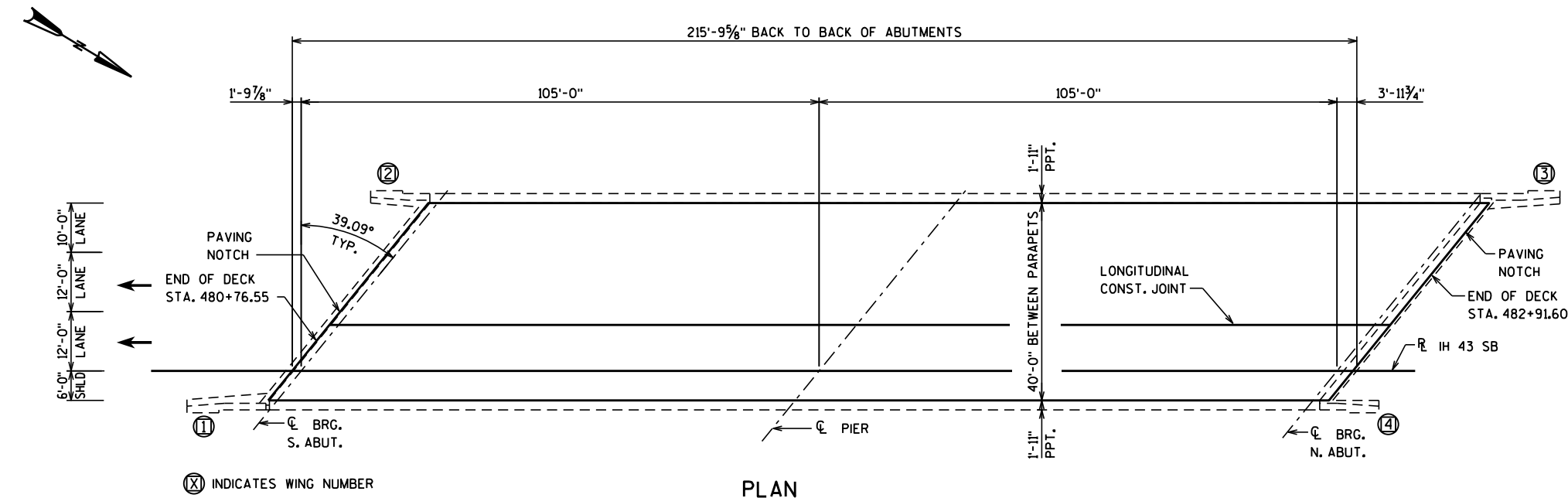
1. GENERAL PLAN

BRIDGE OFFICE CONTACT

WILLIAM DREHER
(608) 266-8489

CONSULTANT CONTACT

KRISTOFER OLSON
OMNI ASSOCIATES
(920) 735-6900



NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
Omni ASSOCIATES			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED		CHIEF STRUCTURES DESIGN ENGINEER	DATE
STRUCTURE B-36-86			
IH 43 SB OVER CTH K			
COUNTY	MANITOWOC	TOWN	KOSSUTH
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	BRE	DESIGN CK'D.	KRO
DRAWN BY	NRT	PLANS CK'D.	KRO
GENERAL PLAN			SHEET 1 OF 1

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

Bridge Data (used in this rating)

Bridge Number: B36-086	Section Loss(%): *
Feature Carried: IH 43 SB	SL Description: *
Rating Date: 10-Jun-2011	Overburden Depth(in): 2.0
Span Type: DECK GIRDER	Overburden Type: CONCRETE
Span Material: CONT PREST CONC	Last Inspection Date: 22-Jun-2010*

* Inspection data reflects last inspection prior to rating. Latest inspection is on 10-Sep-2013

Bridge Load Rating Summary

Rating Method: LFR	Rating Vehicle: HS20			
	Rating	Controlling Element	Controlling Location (ft)	Live Load Distribution Factor
Inventory:	HS18.5	DECK GIRDER Positive Moment	SPAN 1	1.32
Operating:	HS41.6	DECK GIRDER Negative 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	260	DECK GIRDER Positive Moment	SPAN 1	1.32
WISSPV 250	0.0	332	DECK GIRDER Positive 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: 10-Jun-2011
	PE Stamp Here

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