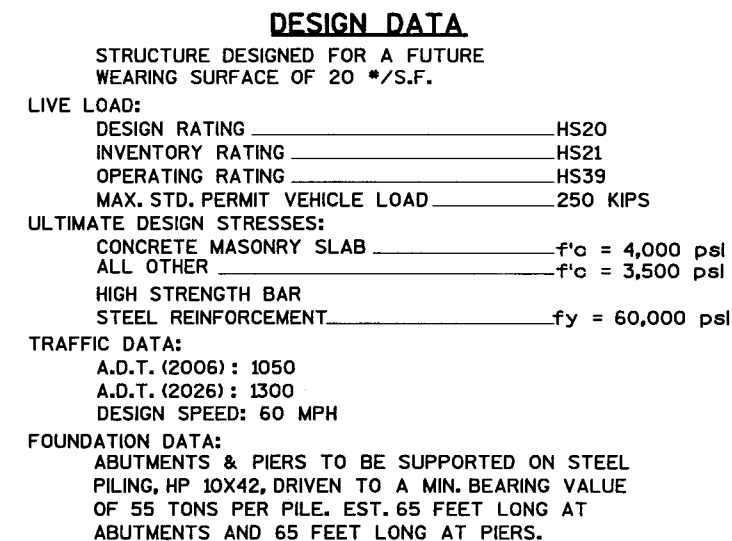
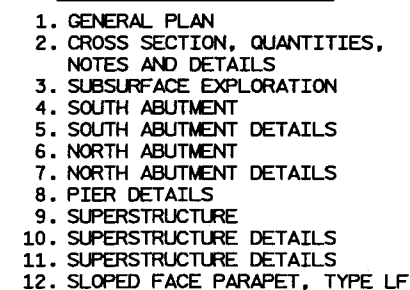




Q ₁₀₀	11,500 C.F.S.
VELOCITY	4.0 F.P.S.
HW ₁₀₀ ELEV.	715.37 FT.
WATERWAY AREA	1248 S.F.
DRAINAGE AREA	100.1 SQ. MI.
Q _{Bridge}	5014 C.F.S.
Q _{Roadway}	6486 C.F.S.
ROADWAY OVERTOPPING FREQ.	25 YRS.
OVERTOPPING Q	8000 C.F.S.
OVERTOPPING ELEVATION	714.75 FT.
REGULATORY Q ₁₀₀	11,500 C.F.S.
REGULATORY HW ₁₀₀	715.37 FT.
Q ₂	2200 C.F.S.
HW ₂	709.44 FT.



NO.	DATE	REVISION		BY



STRAND
ASSOCIATES, INC.
ENGINEERS

910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM



WISDOT

BUREAU OF STRUCTURES

STRUCTURE B-25-151

STH 130 OVER OTTER CREEK

COUNTY	IOWA	TOWN/CITY/VILLAGE	CLYDE
DESIGN SPEC. AASHTO	STD. SPEC. 2002	LOAD HS-20	CONST. SPEC. 1996
DESIGNED BY CDH	DESIGN CK'D. DJW	DRAWN BY CDH	PLANS CK'D. DJW

APPROVED *Eric Haulton*
 CHIEF STRUCTURAL DESIGN ENGINEER

12-9-02
 DATE

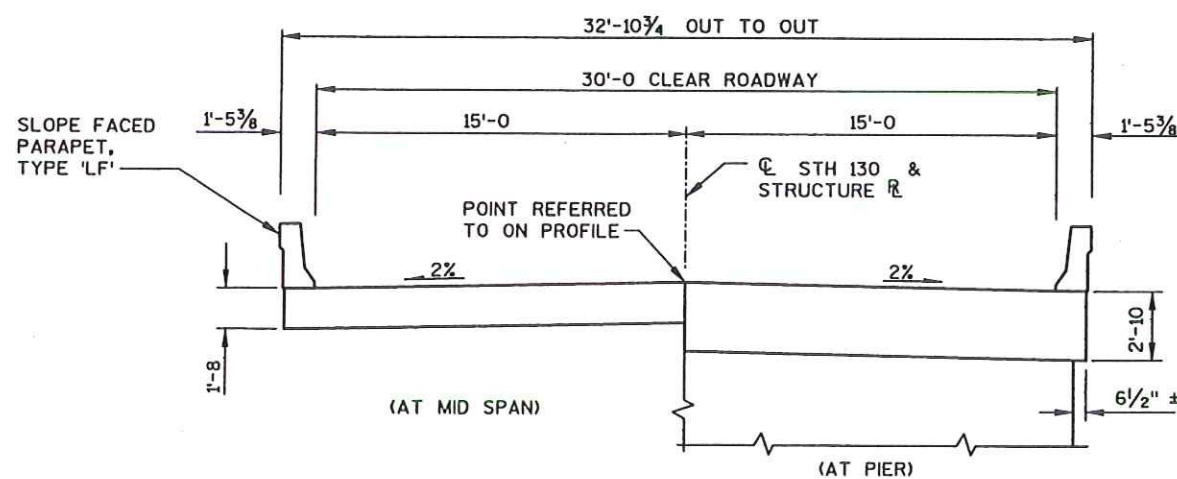
GENERAL PLAN

SHEET 1 OF 12

 DATE: 52

BID ITEMS	UNIT	SOUTH ABUT.	PIER 1	PIER 2	NORTH ABUT.	SUPERS.	TOTALS
REMOVING OLD STRUCTURE, STA. 100+00	L.S.	--	--	--	--	--	1
EXCAVATION FOR STRUCTURES BRIDGES B-25-153	L.S.	--	--	--	--	--	1
BACKFILL STRUCTURE	C.Y.	100	--	--	100	--	200
CONCRETE MASONRY BRIDGES	C.Y.	28.5	38.8	38.8	28.5	374.4	509
OMP CONCRETE STRUCTURES	C.Y.	28.5	38.8	38.8	28.5	374.4	509
INCENTIVE STRENGTH CONCRETE STRUCTURES	DOL.	--	--	--	--	--	5090
PROTECTIVE SURFACE TREATMENT	S.Y.	--	--	--	--	635	635
BAR STEEL REINFORCEMENT HS BRIDGES	LB.	1735	1810	1810	1735	--	7090
BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB.	1140	--	--	1120	67,485	69,745
PILING STEEL DELIVERED & DRIVEN HP 10-INCH X 42 LB	L.F.	325	585	585	325	--	1820
RUBBERIZED MEMBRANE WATERPROOFING	S.Y.	8.5	--	--	8.5	--	17
RIPRAP HEAVY	C.Y.	95	12	13	100	--	220
PIPE UNDERDRAIN 6 INCH	L.F.	42	--	--	42	--	84
PIPE UNDERDRAIN UNPERFORATED 6-INCH	L.F.	44	--	--	44	--	88
ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EA	--	--	--	--	4	4
GEOTEXTILE FABRIC TYPE DF - SCHEDULE A	S.Y.	33	--	--	33	--	66
GEOTEXTILE FABRIC TYPE HR	S.Y.	160	55	55	165	--	435
CONSTRUCTION STAKING STRUCTURE LAYOUT B-25-153	L.S.	--	--	--	--	--	1
NON-BID ITEMS							
FILLER	SIZE	1/2" & 3/4"	3/4"	3/4"	1/2" & 3/4"	—	1/2" & 3/4"

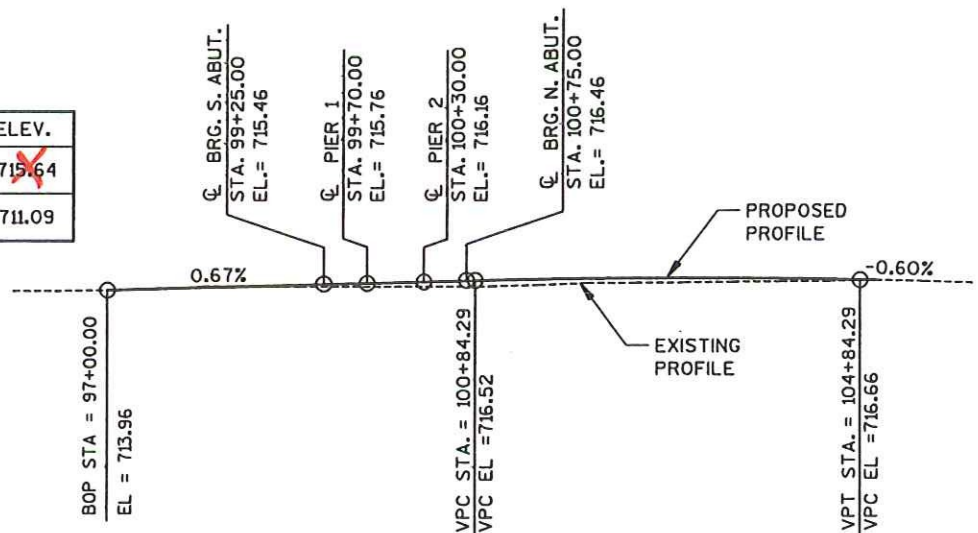
SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE UNLESS AN ALTERNATIVE METHOD IS APPROVED BY THE ENGINEER.



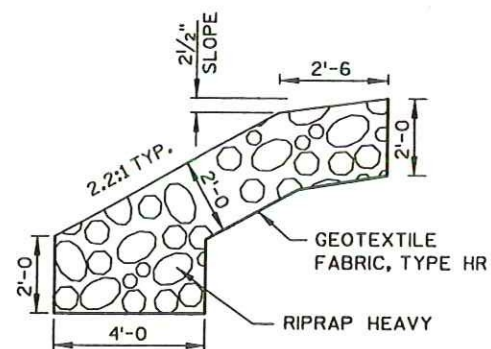
 BENCH MARK

B.M. NO.	STATION	OFFSET	DESCRIPTION	ELEV.
304	99+39.71	11.94' RT	CHISELED SQUARE ON SE CORNER OF STRUCT.	715.64
305	108+09.18	24.39' RT	CHISELED 'X' ON PIPE	711.09

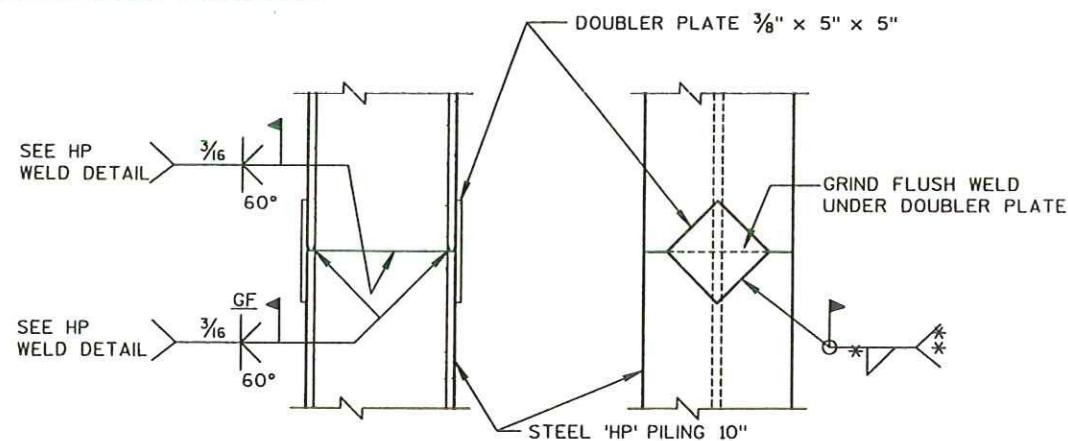
PROTECTIVE SURFACE TREATMENT
DECK = TK-290 WDOT TRI-SILOXANE
COLORED STAIN - PARAPETS
TK-DOT BATCH # 606004



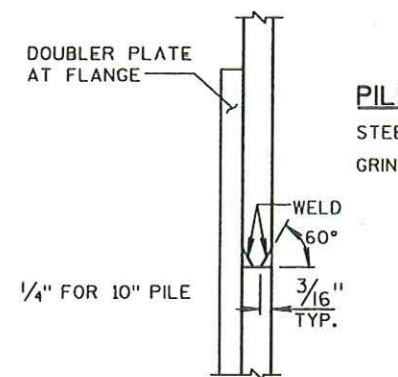
PROFILE GRADE LINE



HEAVY RIPRAP DETAIL



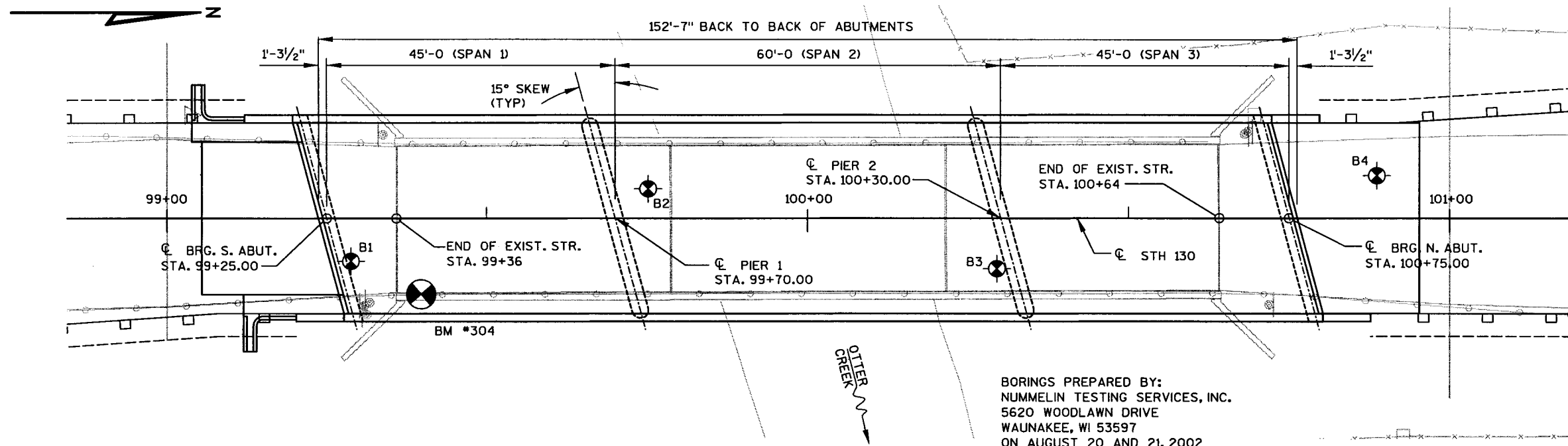
PILE SPLICE DETAILS



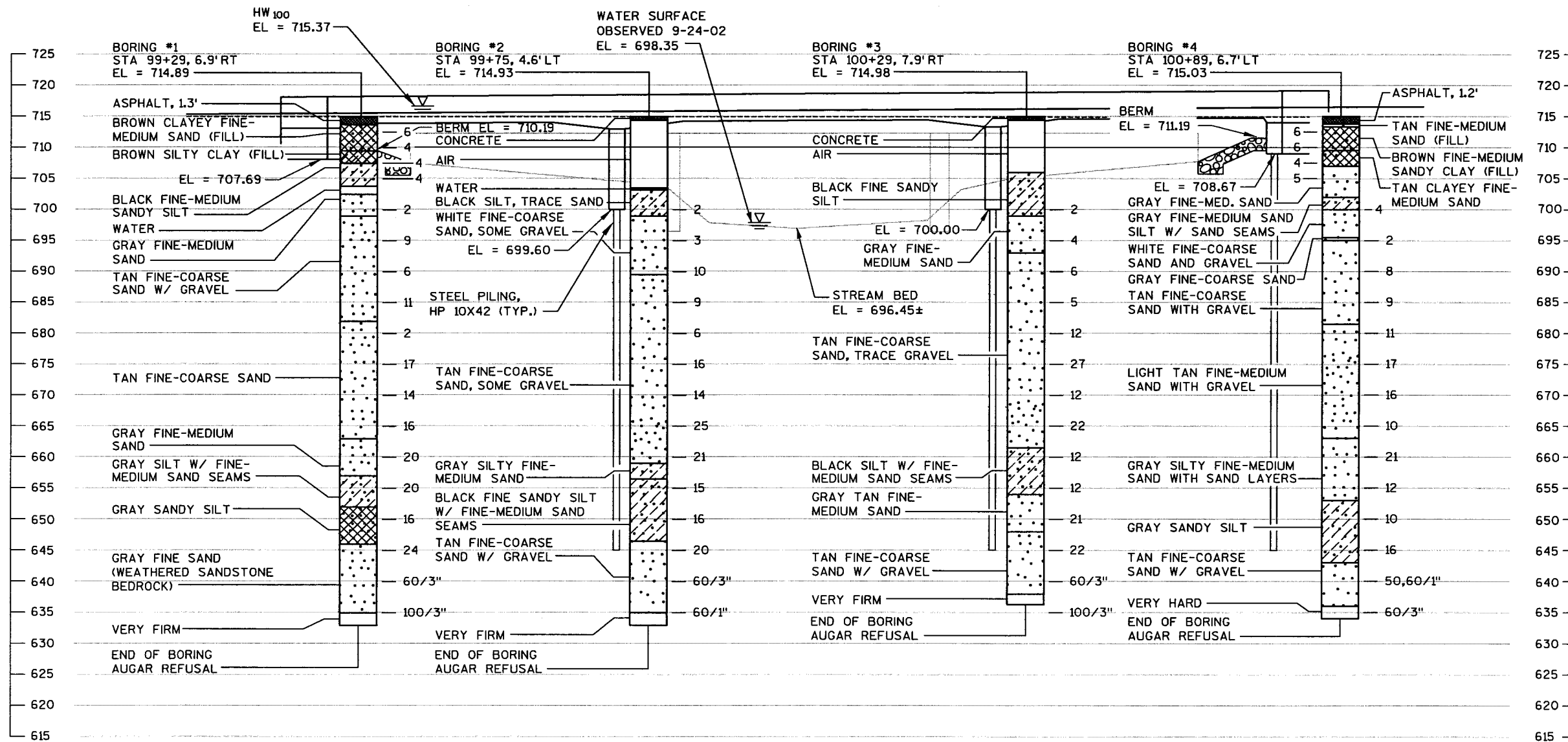
WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

STEEL 'HP' PILE MATERIAL SHALL BE A.S.T.M. DESIGNATION A36.
GRINDING MAY BE USED IN LIEU OF BACKGOUGING.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-25-151			
CONST. SPEC.	1996	DRAWN BY	CDH PLANS CK'D. DJW
CROSS SECTION, QUANTITIES, NOTES AND DETAILS		SHEET 2	
		53	



BORINGS PREPARED BY:
NUMMELIN TESTING SERVICES, INC.
5620 WOODLAWN DRIVE
WAUNAKEE, WI 53597
ON AUGUST 20 AND 21, 2002



STATE PROJECT NUMBER
5770-00-74

ABBREVIATIONS
F— FINE M— MEDIUM C— COARSE
WS— WEATHERED SO— SOUND

MATERIAL SYMBOLS

LEGEND OF PROBING

LEGEND OF BORING

UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140* HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE 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 HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION 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 WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION
STRUCTURE B-25-151

CONST. SPEC.	1996	DRAWN BY	CDH	PLANS CK'D.	DJW

SUBSURFACE EXPLORATION

SHEET 3

54

PIPE UNDERDRAIN,
UNPERFORATED, 6 INCH
SLOPE 1 1/2 MIN.

NOTES

- 1/2" FILLER. EXTEND FROM ABUT. SEAT TO TOP OF WING. INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE. EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

- 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

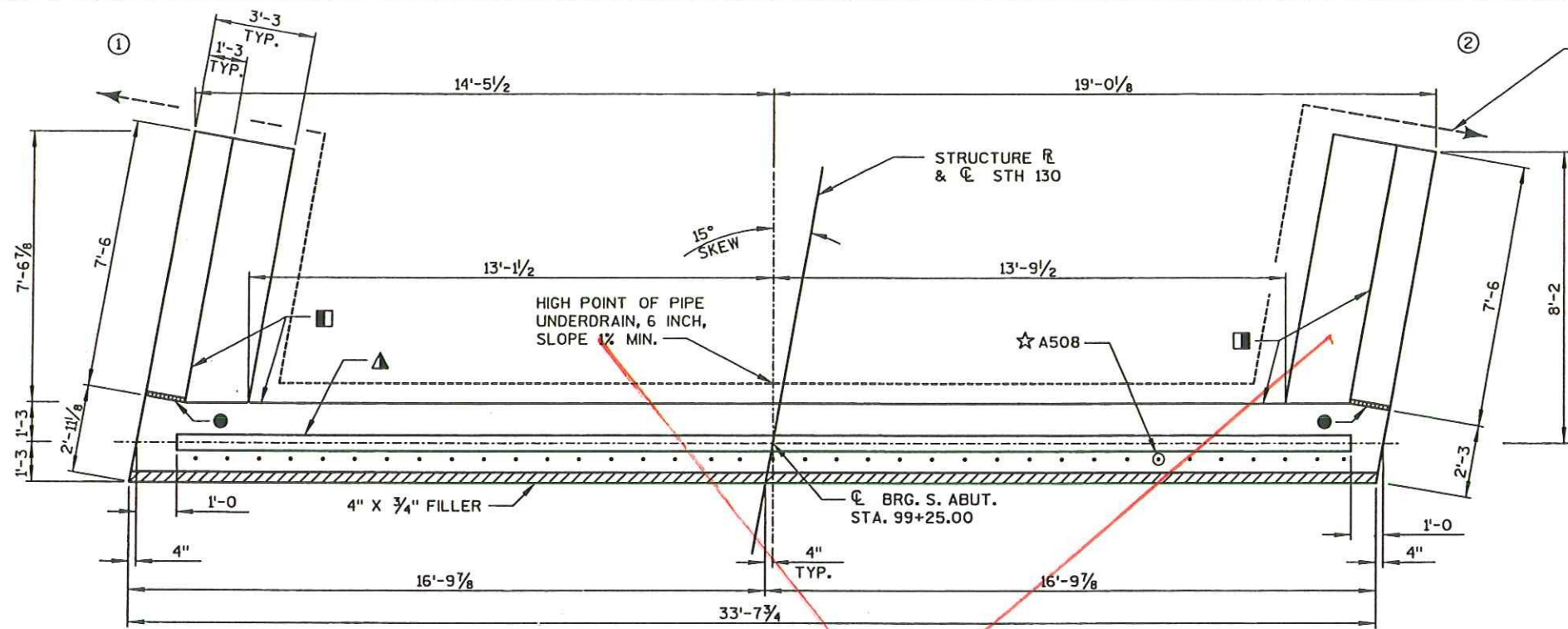
- ▲ KEYED CONST. JOINT FORMED BY BEVELED 2" X 6".

- ☆ A508 BARS AT 1'-0", THESE BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.

ADJUST A401 BARS INTERFERING WITH PILES.

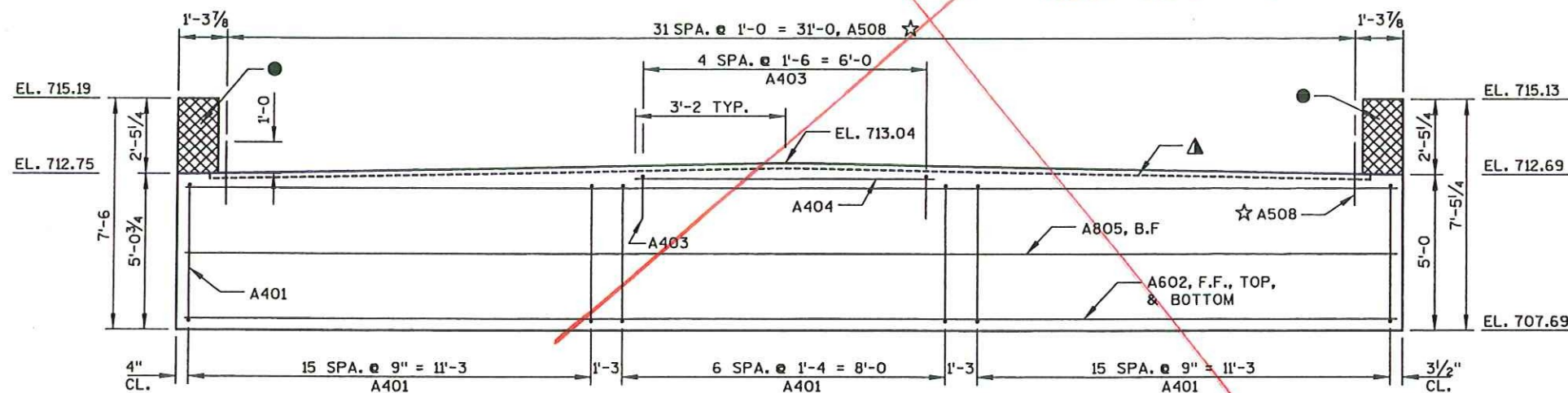
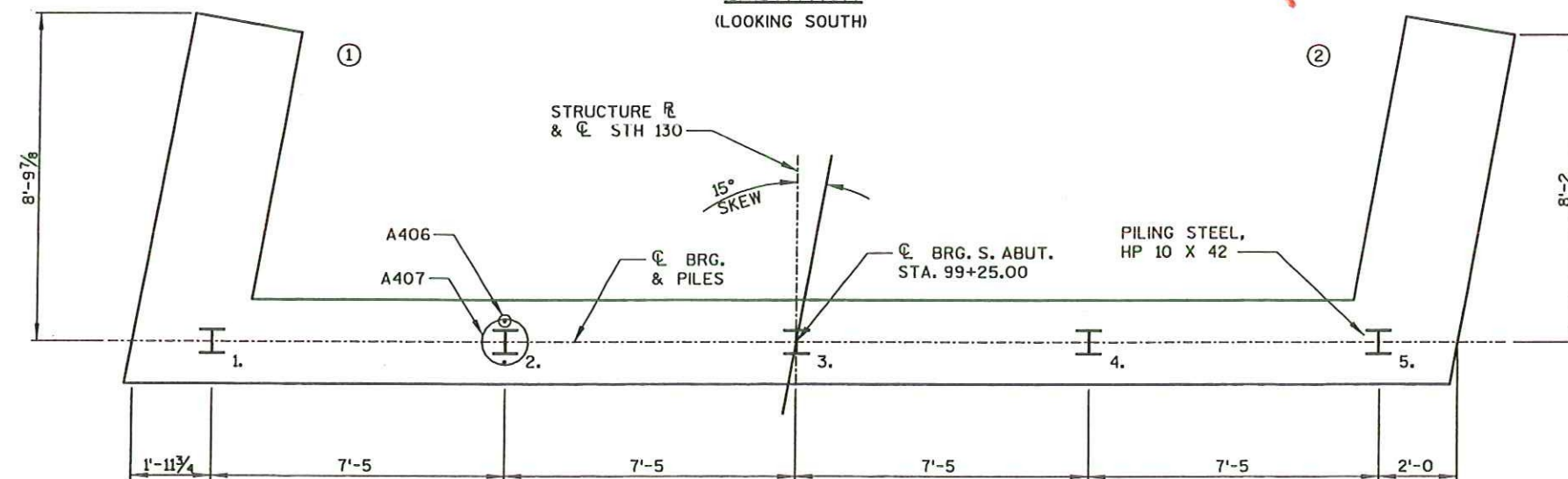
SEE SHEET 2 FOR PILE SPLICE DETAIL.

SEE SHEET 5 FOR REINFORCING DETAILS.

SOUTH ABUTMENT SUPPORTED ON PILING STEEL
HP 10 X 42, DRIVEN TO A MIN. BEARING VALUE
OF 55 TONS PER PILE. EST. LENGTH = 65 FT.

PLAN

USE SHT 55A

ELEVATION
(LOOKING SOUTH)

PILE PLAN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-25-151			
CONST. SPEC.	1996	DRAWN BY	CDH
SOUTH ABUTMENT		PLANS CKD.	DJW
		SHEET	4
		55	

PIPE UNDERDRAIN,
UNPERFORATED, 6 INCH
SLOPE 1 1/2 MIN.

NOTES

- 1/2" FILLER. EXTEND FROM ABUT. SEAT TO TOP OF WING. INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE. EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.
- ▲ KEYED CONST. JOINT FORMED BY BEVELED 2" X 6".
- ☆ A508 BARS AT 1'-0", THESE BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.

ADJUST A401 BARS INTERFERING WITH PILES.

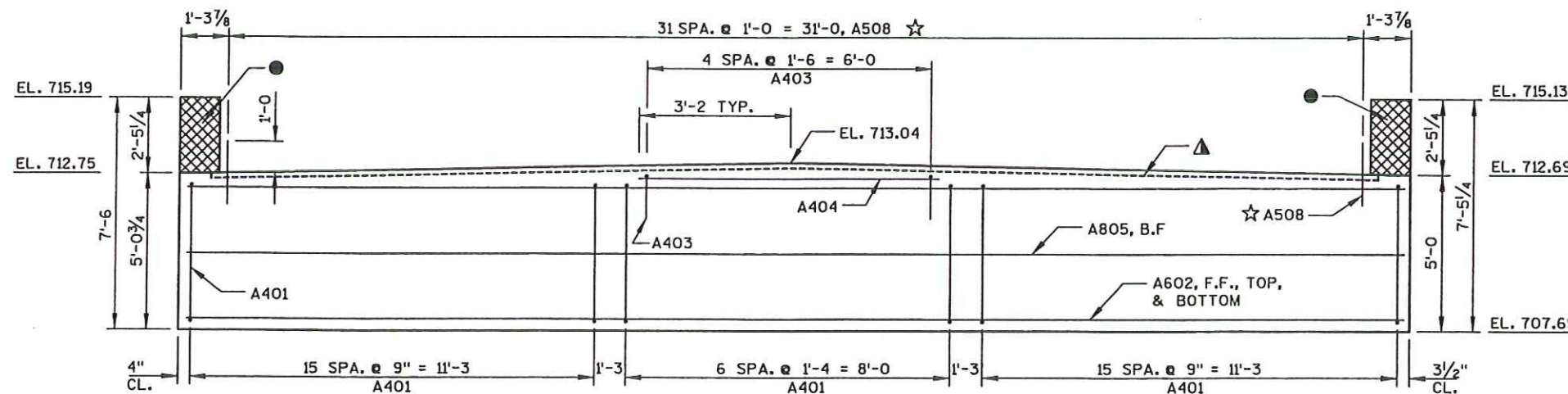
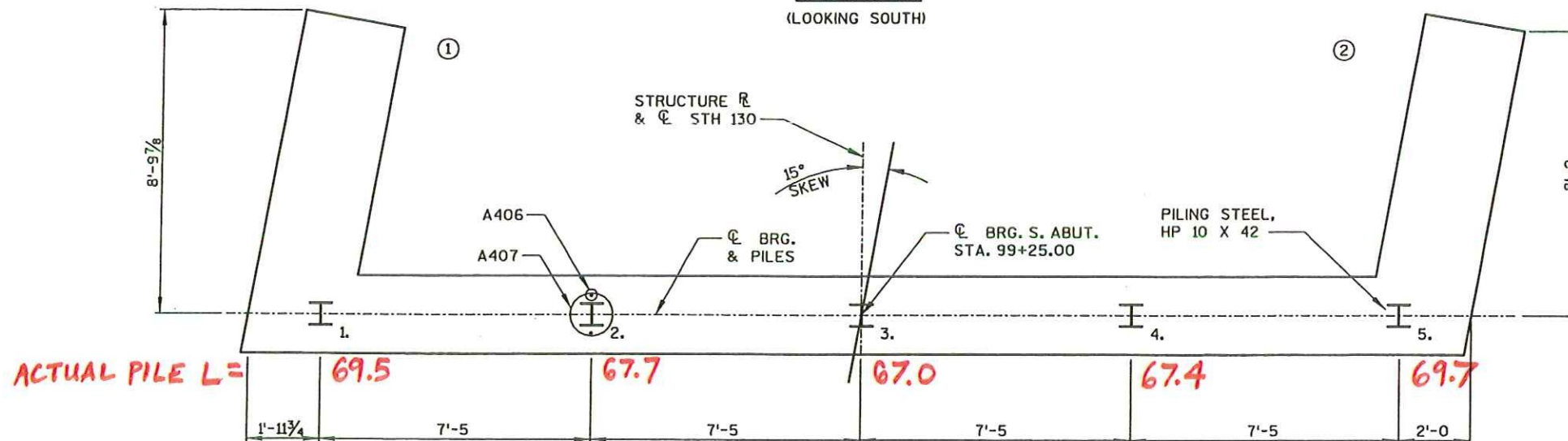
SEE SHEET 2 FOR PILE SPLICE DETAIL.

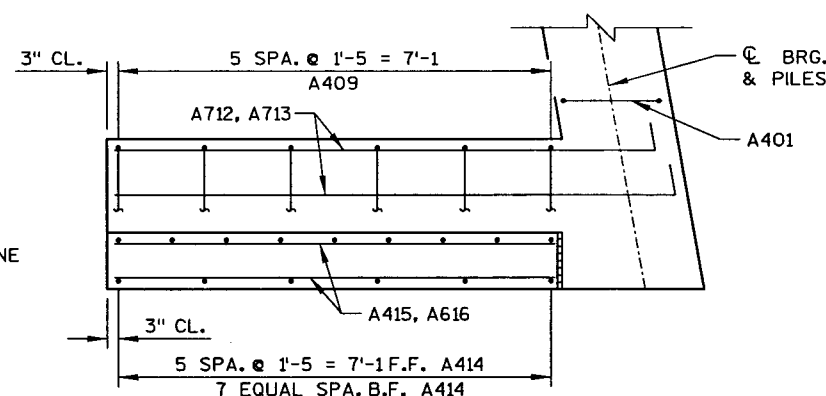
SEE SHEET 5 FOR REINFORCING DETAILS.

SOUTH ABUTMENT SUPPORTED ON PILING STEEL
HP 10 X 42, DRIVEN TO A MIN. BEARING VALUE
OF 55 TONS PER PILE. EST. LENGTH = 65 FT.
ACTUAL LENGTHS SHOWN BELOW

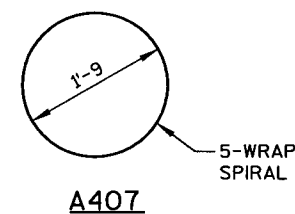
N

PLAN

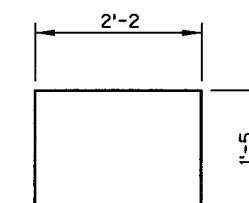
ELEVATION
(LOOKING SOUTH)



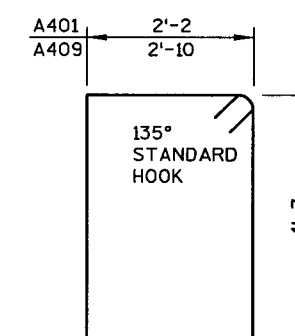
WING PLAN
(WING 1 SHOWN, WING 2 SIMILAR)



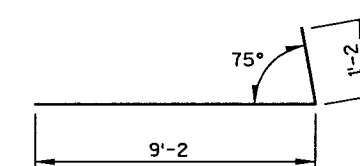
A407



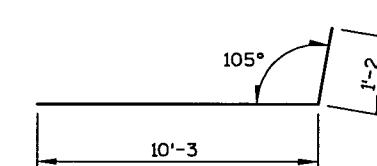
A403



A401, A409

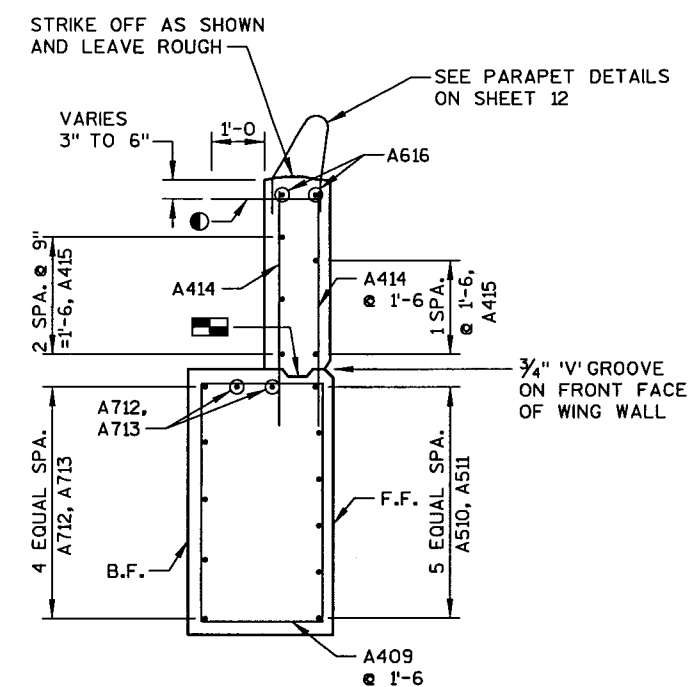


A712



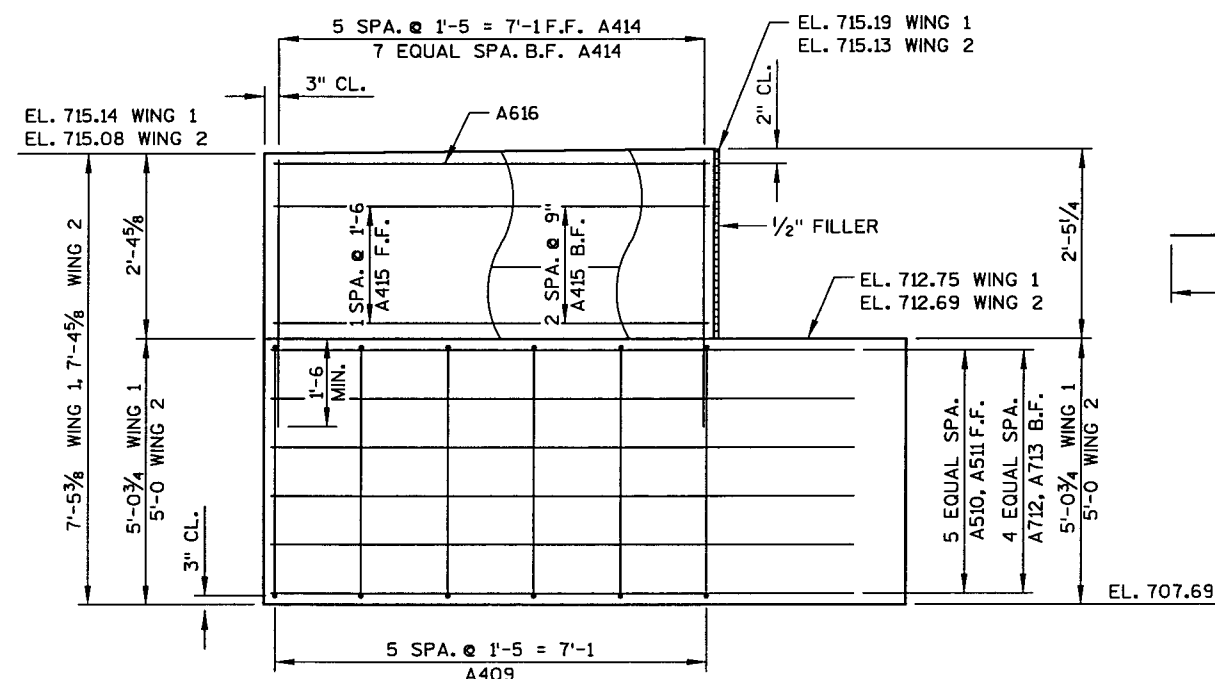
A713

TYPICAL SECTION
THRU BODY



① A417 AT 1'-0 ALONG ENTIRE WING LENGTH,
PLACE IN WING ADJACENT TO SURFACE DRAIN
APRON ONLY.

WING SECTION



WING ELEVATION

MARK	NO.	LENGTH	BENT	COAT	LOCATION
A401	39	13'-11	X		BODY - VERT. - STIRRUPS
A602	11	33'-2			BODY - TOP & BOTTOM - F.F. - HORIZ.
A403	5	4'-10	X		BODY - TOP - VERT.
A404	3	6'-4			BODY - TOP - HORIZ.
A805	7	33'-2			BODY - B.F. - HORIZ.
A406	10	2'-3			BODY - PILES - VERT.
A407	5	28'-0	X		BODY - PILES
A508	32	2'-0			BODY - TOP - VERT. - DOWELS
A409	12	15'-3	X	X	WING 1 & 2 - VERT. - STIRRUPS
A510	6	10'-0		X	WING 1 - F.F. - HORIZ.
A511	6	9'-5		X	WING 2 - F.F. - HORIZ.
A712	7	10'-2	X	X	WING 1 - B.F. - TOP - HORIZ.
A713	7	11'-3	X	X	WING 2 - B.F. - TOP - HORIZ.
A414	28	3'-10		X	WING 1 & 2 - F.F. & B.F. - VERT.
A415	10	7'-0		X	WING 1 & 2 - F.F. & B.F. - HORIZ.
A616	4	7'-0		X	WING 1 & 2 - TOP - HORIZ.
A417	16	2'-0		X	SURFACE DRAIN ANCHORS

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

NO.	DATE	REVISION		BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION				
STRUCTURE B-25-151				
CONST. SPEC.	1996	DRAWN BY	CDH	PLANS CK'D. DJ
SOUTH ABUT. DETAILS			SHEET 5	
			56	

PIPE UNDERDRAIN,
UNPERFORATED, 6 INCH
SLOPE 1 1/2 MIN.

NOTES

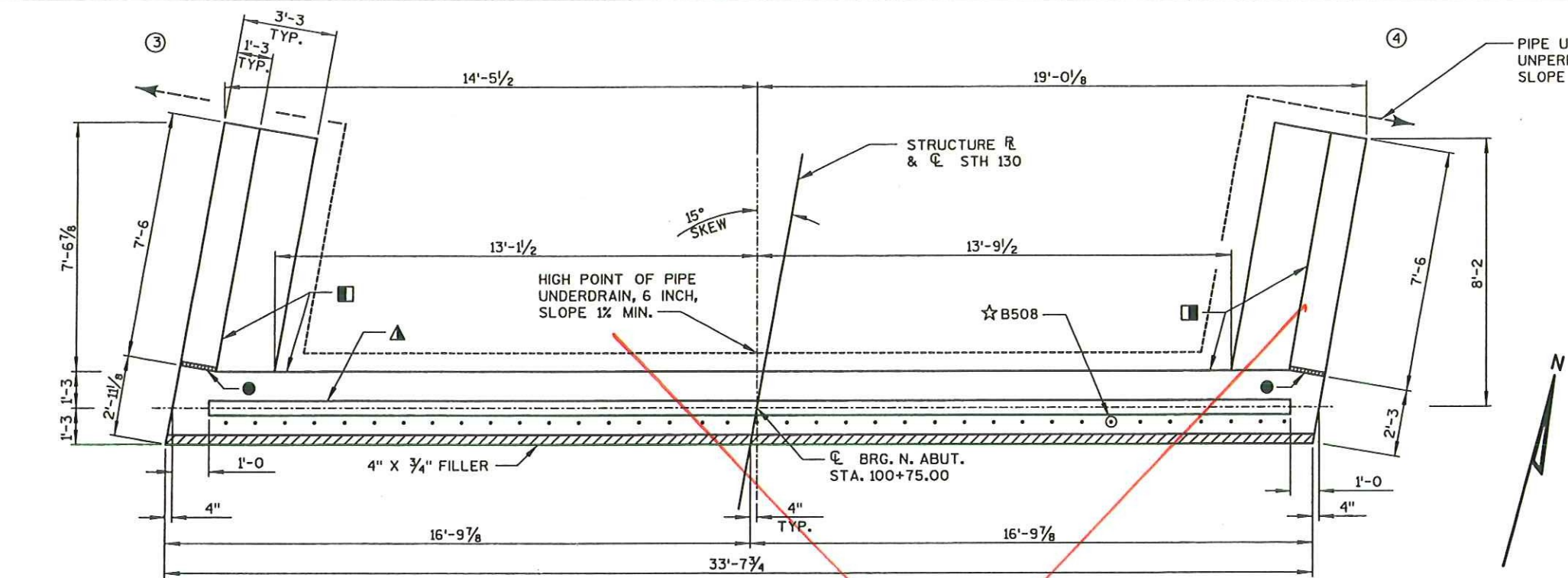
- 1/2" FILLER. EXTEND FROM ABUT. SEAT TO TOP OF WING. INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE. EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.
- ▲ KEYED CONST. JOINT FORMED BY BEVELED 2" X 6".
- ☆ B508 BARS AT 1'-0", THESE BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.

ADJUST B401 BARS INTERFERING WITH PILES.

SEE SHEET 2 FOR PILE SPLICE DETAIL.

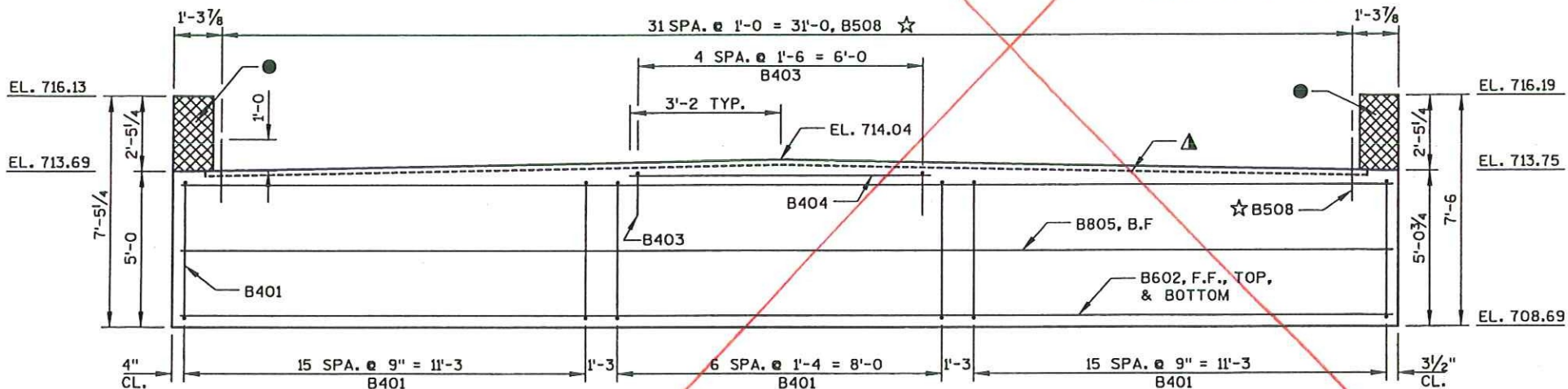
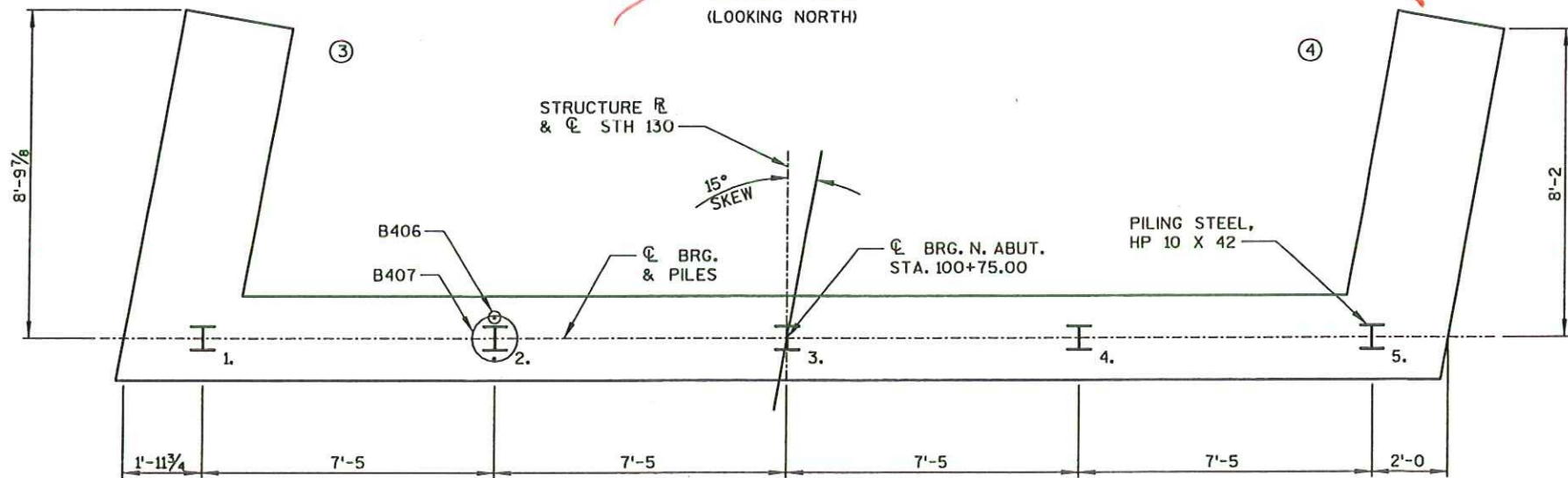
SEE SHEET 7 FOR REINFORCING DETAILS.

NORTH ABUTMENT SUPPORTED ON PILING STEEL
HP 10 X 42, DRIVEN TO A MIN. BEARING VALUE
OF 55 TONS PER PILE. EST. LENGTH = 65 FT.



PLAN

USE SHT 57A

ELEVATION
(LOOKING NORTH)

PILE PLAN

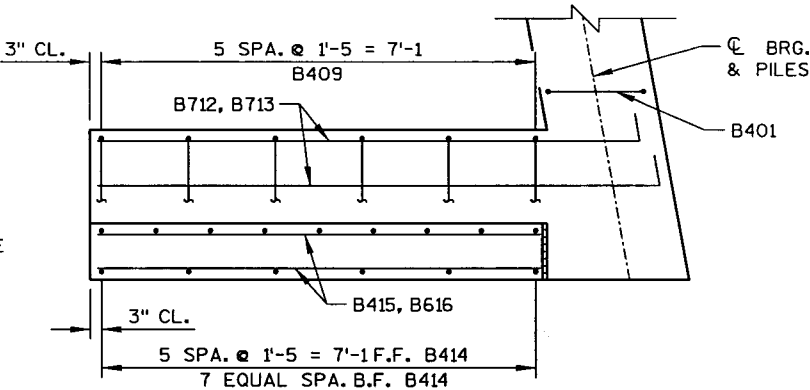
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-25-151			
CONST. SPEC.	1996	DRAWN BY	CDH
PLANS CK'D.			OJW
NORTH ABUTMENT			SHEET 6
			51

NORTH ABUTMENT
BILL OF BARS

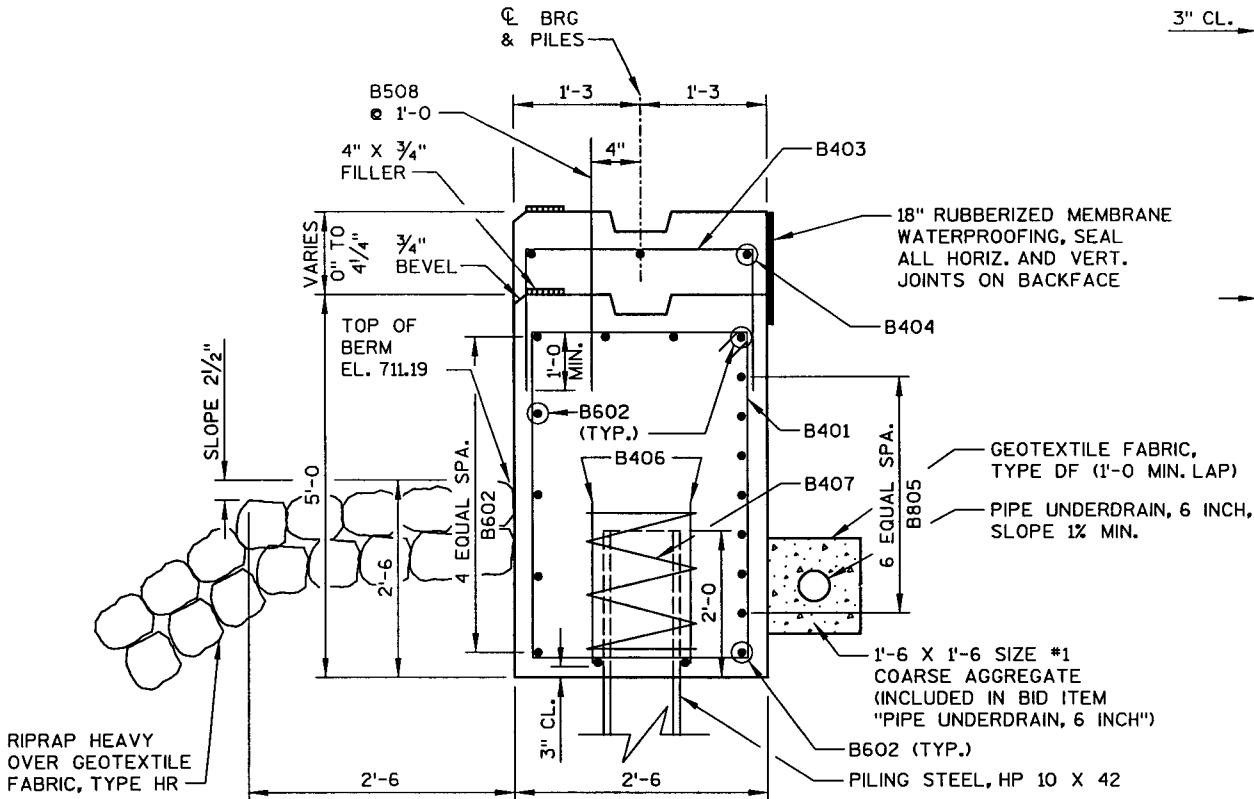
COATED: 710 LBS
UNCOATED: 1735 LBS

MARK	NO.	LENGTH	BENT	COAT	LOCATION
B401	39	13'-11"	X		BODY - VERT. - STIRRUPS
B602	11	33'-2"			BODY - TOP & BOTTOM - F.F. - HORIZ.
B403	5	4'-10"	X		BODY - TOP - VERT.
B404	3	6'-4"			BODY - TOP - HORIZ.
B805	7	33'-2"			BODY - B.F. - HORIZ.
B406	10	2'-3"			BODY - PILES - VERT.
B407	5	28'-0"	X		BODY - PILES
B508	32	2'-0"			BODY - TOP - VERT. - DOWELS
B409	12	15'-3"	X	X	WING 3 & 4 - VERT. - STIRRUPS
B510	6	10'-0"		X	WING 3 - F.F. - HORIZ.
B511	6	9'-5"		X	WING 4 - F.F. - HORIZ.
B712	7	10'-2"	X	X	WING 3 - B.F. - TOP - HORIZ.
B713	7	11'-3"	X	X	WING 4 - B.F. - TOP - HORIZ.
B414	28	3'-10"	X		WING 3 & 4 - F.F. & B.F. - VERT.
B415	10	7'-0"		X	WING 3 & 4 - F.F. & B.F. - HORIZ.
B616	4	7'-0"		X	WING 3 & 4 - TOP - HORIZ.

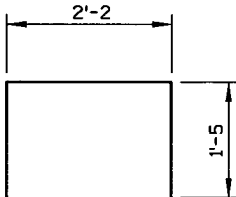
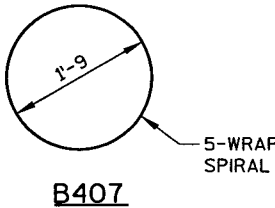
NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
BENDING DIMENSIONS ARE OUT TO OUT OF BARS.



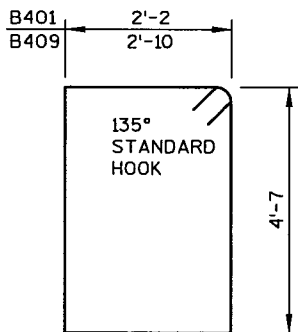
WING PLAN
(WING 3 SHOWN, WING 4 SIMILAR)



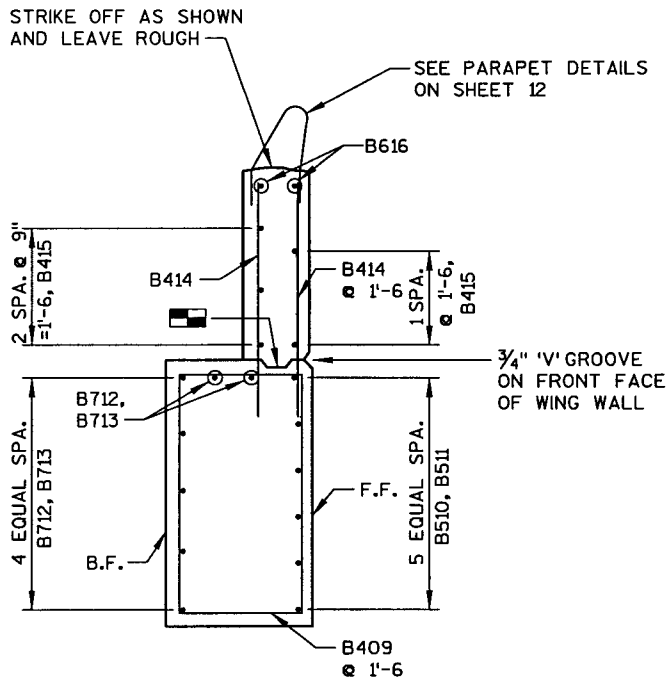
TYPICAL SECTION
THRU BODY



B403

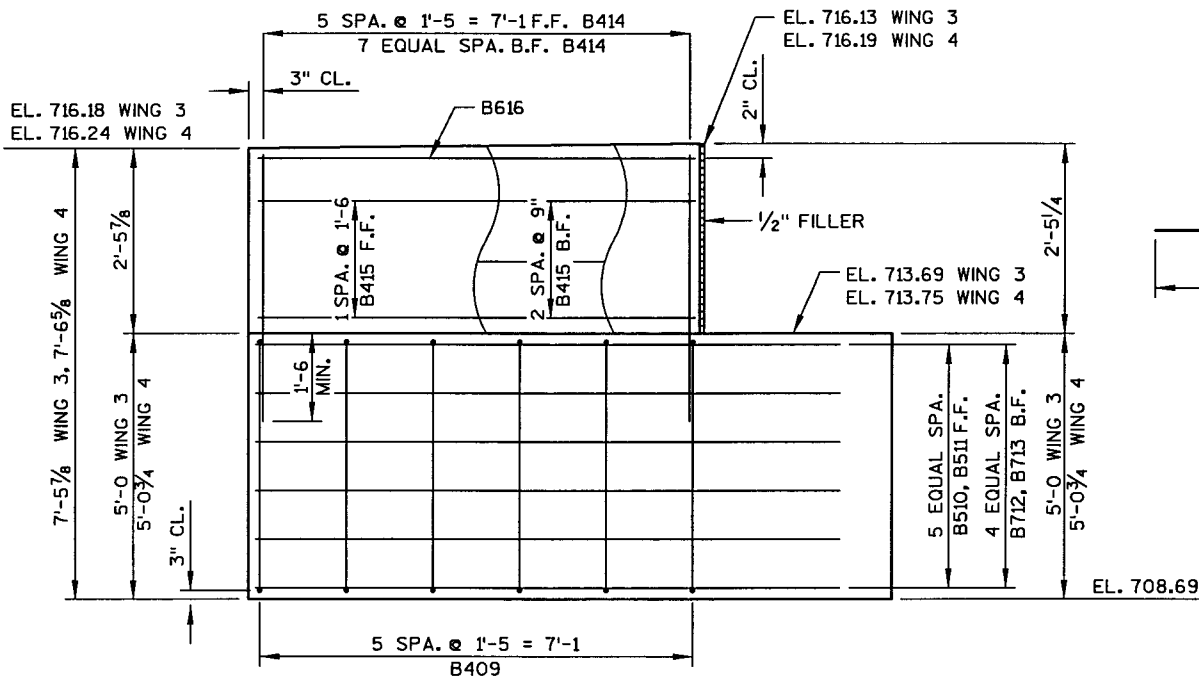


B401, B409

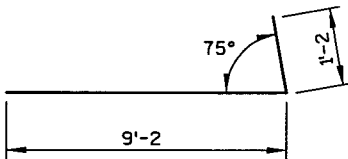


OPTIONAL CONST. JOINT FORMED BY BEVEL
2" X 6" KEYWAY WITH 18" RUBBERIZED
MEMBRANE WATERPROOFING ON BACKFACE.

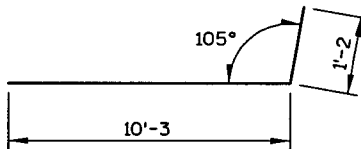
WING SECTION



WING ELEVATION

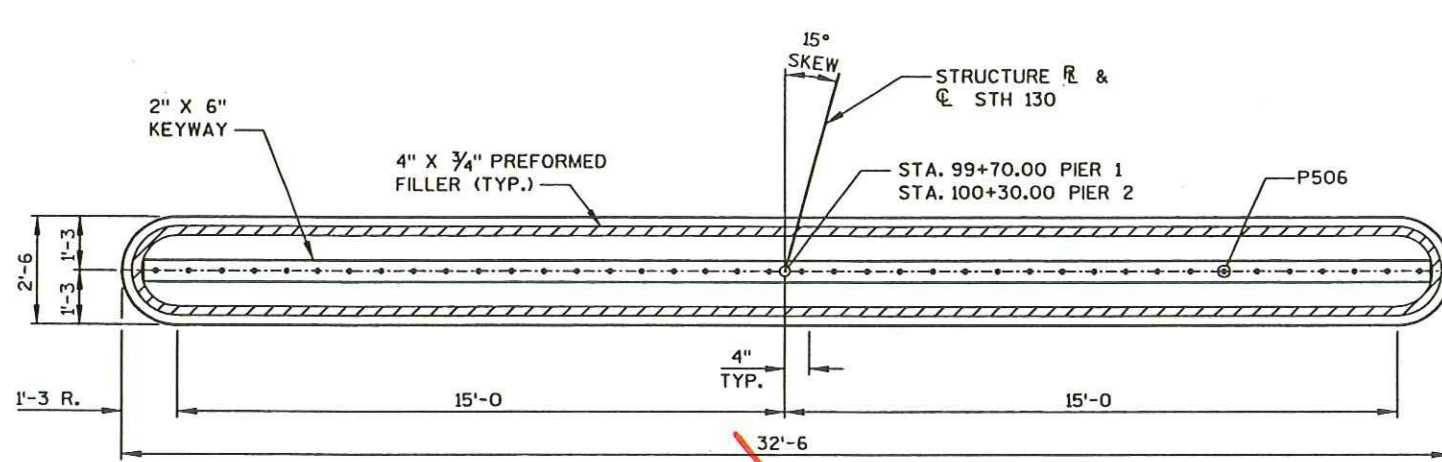


B712

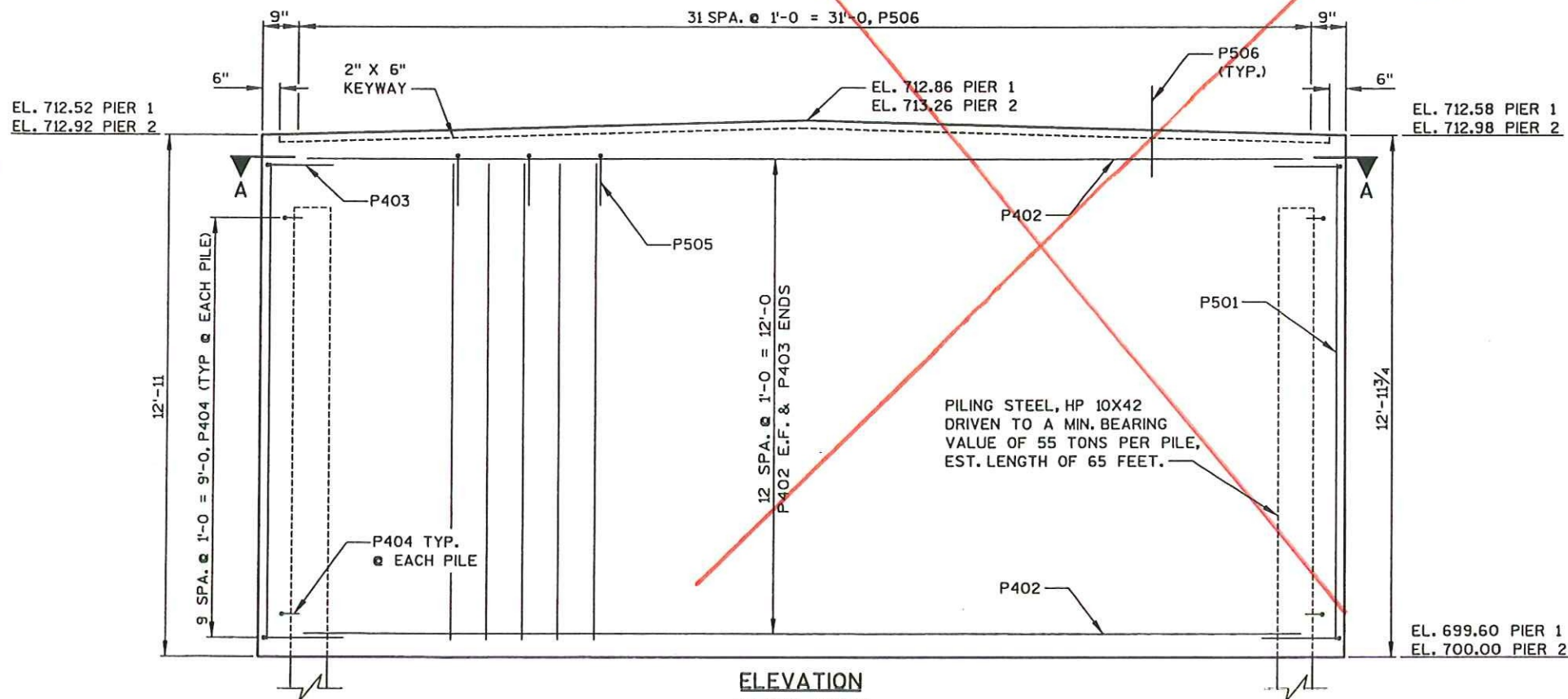
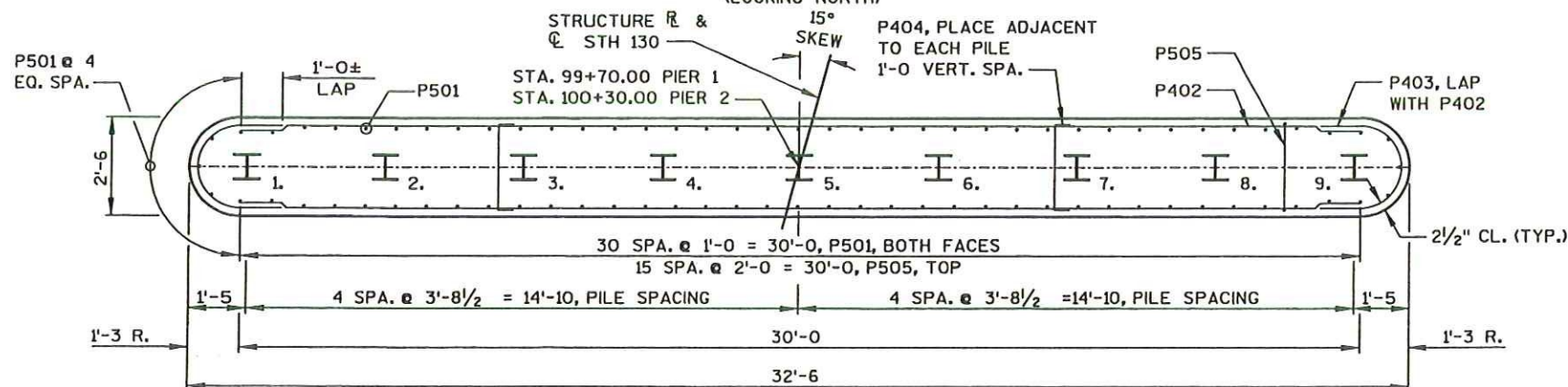


B713

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-25-151			
CONST. SPEC.	1996	DRAWN BY CDH	PLANS CK'D. DJW
NORTH ABUT. DETAILS			SHEET 7



PIER PLAN

ELEVATION
(LOOKING NORTH)

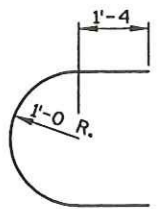
SECTION A-A

PIERS 1 & 2
BILL OF BARS

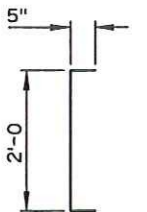
UNCOATED 3620 LBS

MARK	NO. REQ'D		LENGTH	BENT	LOCATION
	PIER 1	PIER 2			
P501	68	68	12'-3		VERT. - E.F.
P402	26	26	29'-10		HORIZ. - E.F.
P403	26	26	5'-9	X	HORIZ. - ENDS
P404	90	90	2'-8	X	HORIZ. @ PILES
P505	16	16	5'-10	X	VERT. - TOP
P506	32	32	2'-0		DOWELS

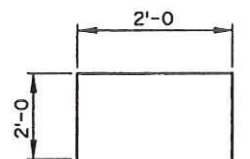
NOTE: THE FIRST ONE OR TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

USE SHT
59A

P403

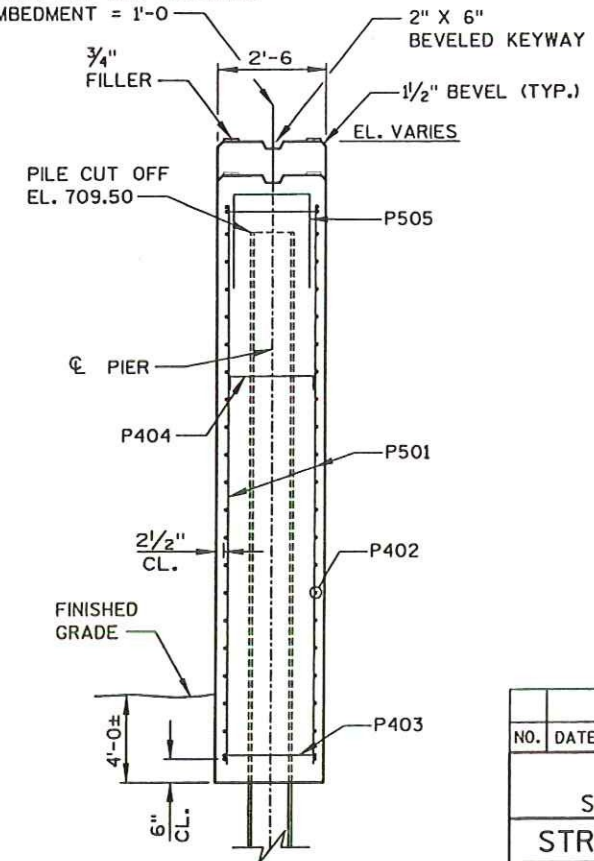


P404



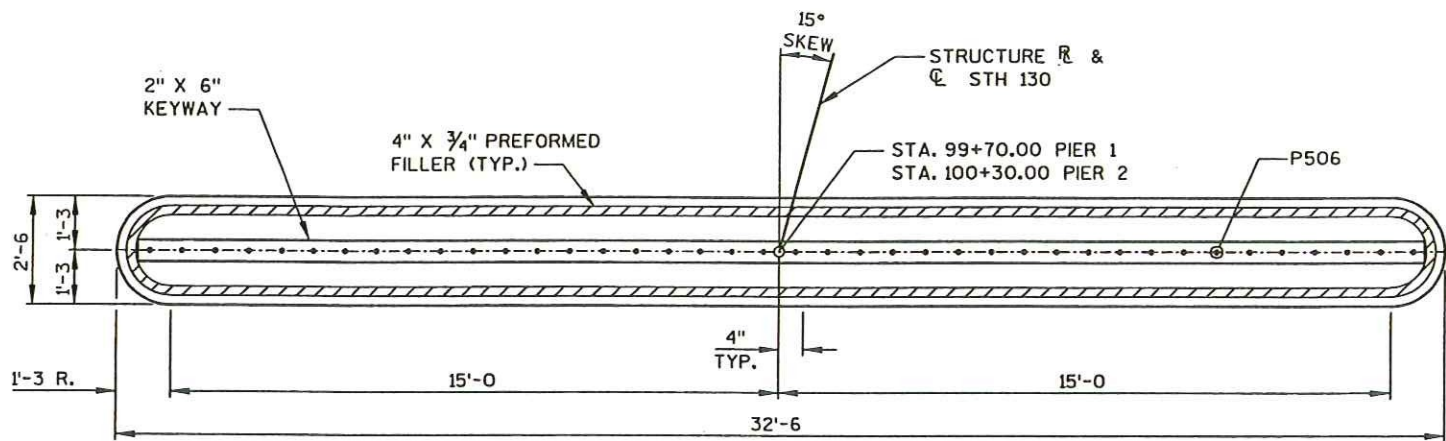
P505

P506 @ 1'-0 CTRS. MAY BE PLACED AFTER CONC. IS POURED BUT BEFORE INITIAL SET HAS OCCURED. EMBEDMENT = 1'-0

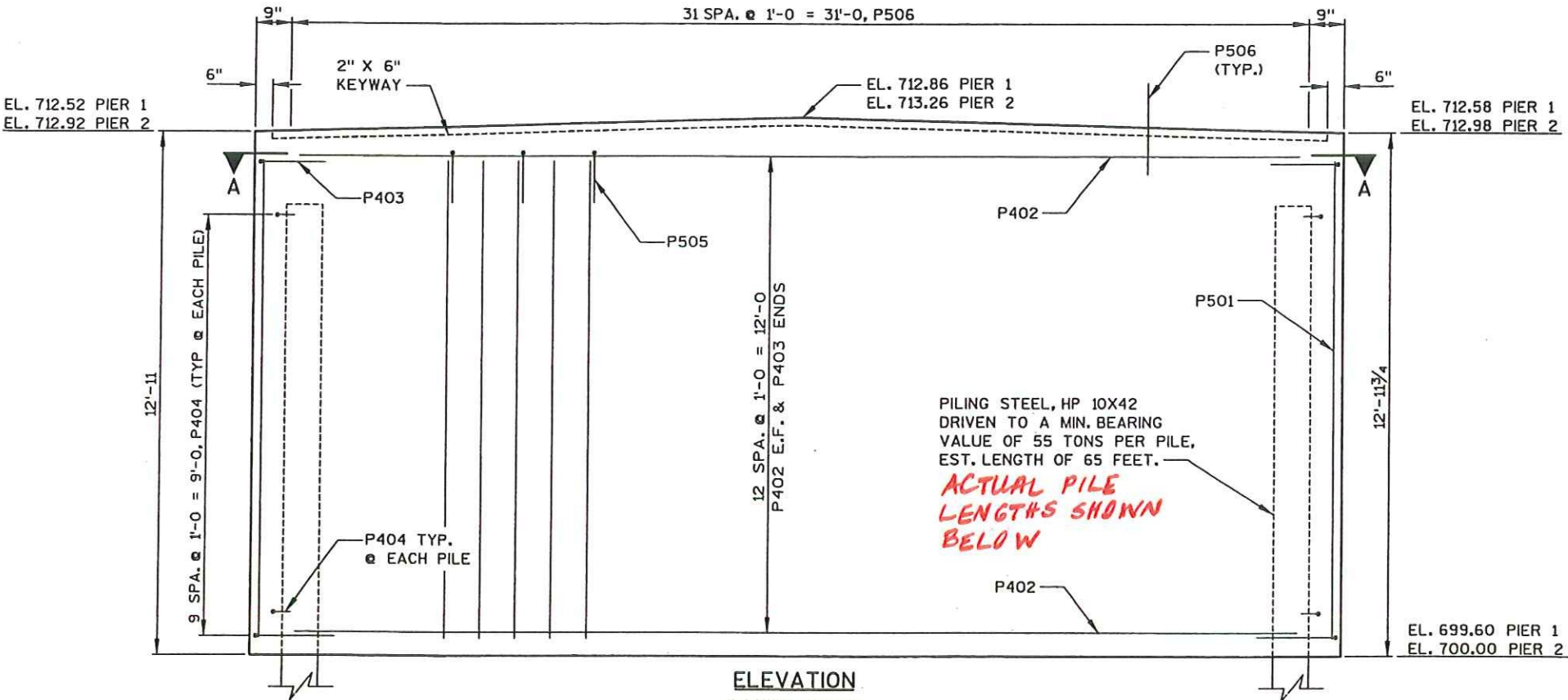


END VIEW

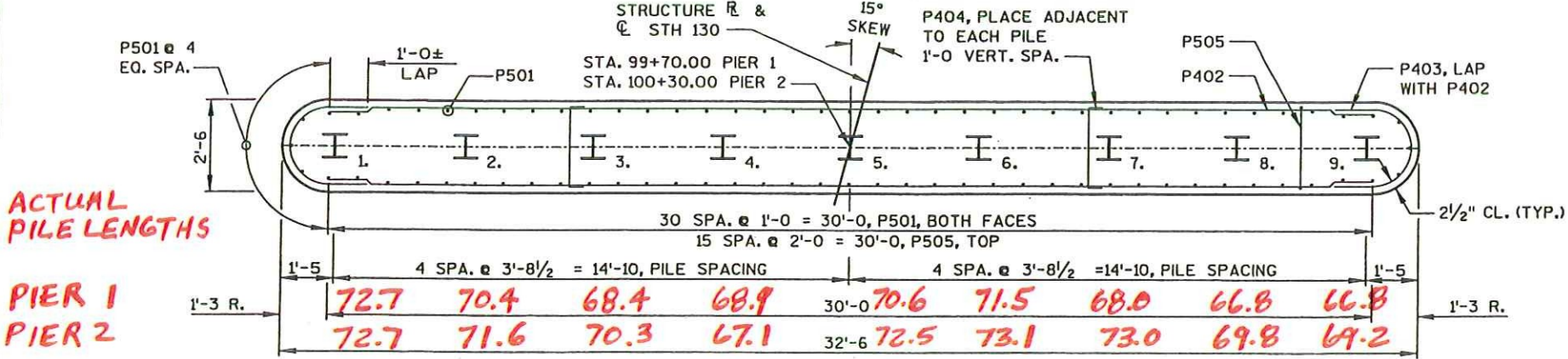
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-25-151			
CONST. SPEC.	1996	DRAWN BY CDH	PLANS CKD. DJW
PIER DETAILS			SHEET 8



PIER PLAN



ELEVATION
(LOOKING NORTH)



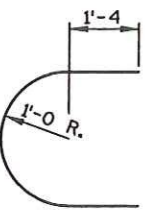
SECTION A-A

PIERS 1 & 2
BILL OF BARS

UNCOATED 3620 LBS

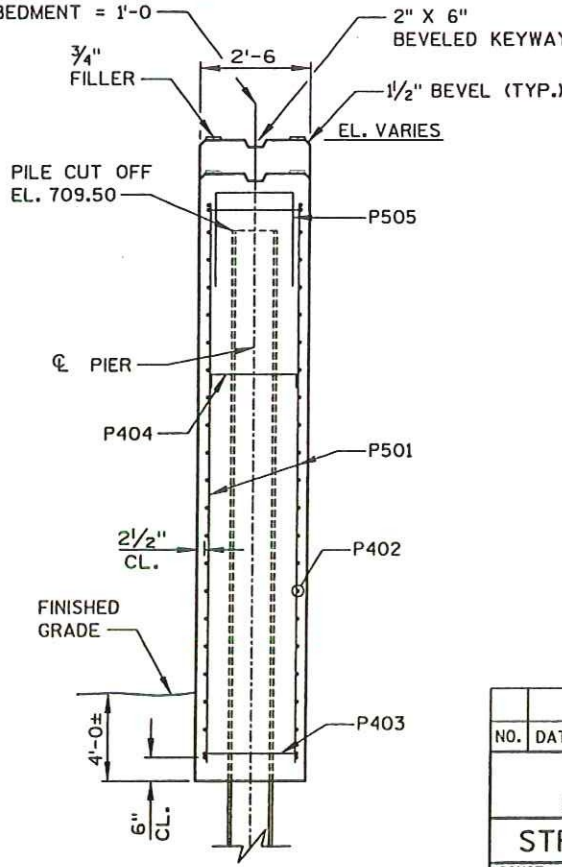
MARK	NO. REQ'D		LENGTH	BENT	LOCATION
	PIER 1	PIER 2			
P501	68	68	12'-3		VERT. - E.F.
P402	26	26	29'-10		HORIZ. - E.F.
P403	26	26	5'-9	X	HORIZ. - ENDS
P404	90	90	2'-8	X	HORIZ. @ PILES
P505	16	16	5'-10	X	VERT. - TOP
P506	32	32	2'-0		DOWELS

NOTE: THE FIRST ONE OR TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

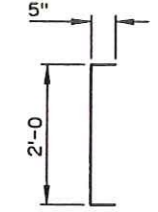


P403

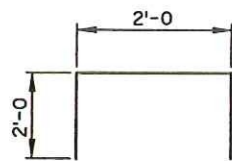
P506 @ 1'-0 CTRS. MAY BE PLACED AFTER CONC. IS POURED BUT BEFORE INITIAL SET HAS OCCURED. EMBEDMENT = 1'-0



END VIEW

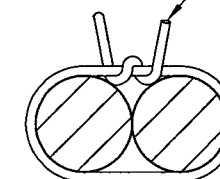


P404



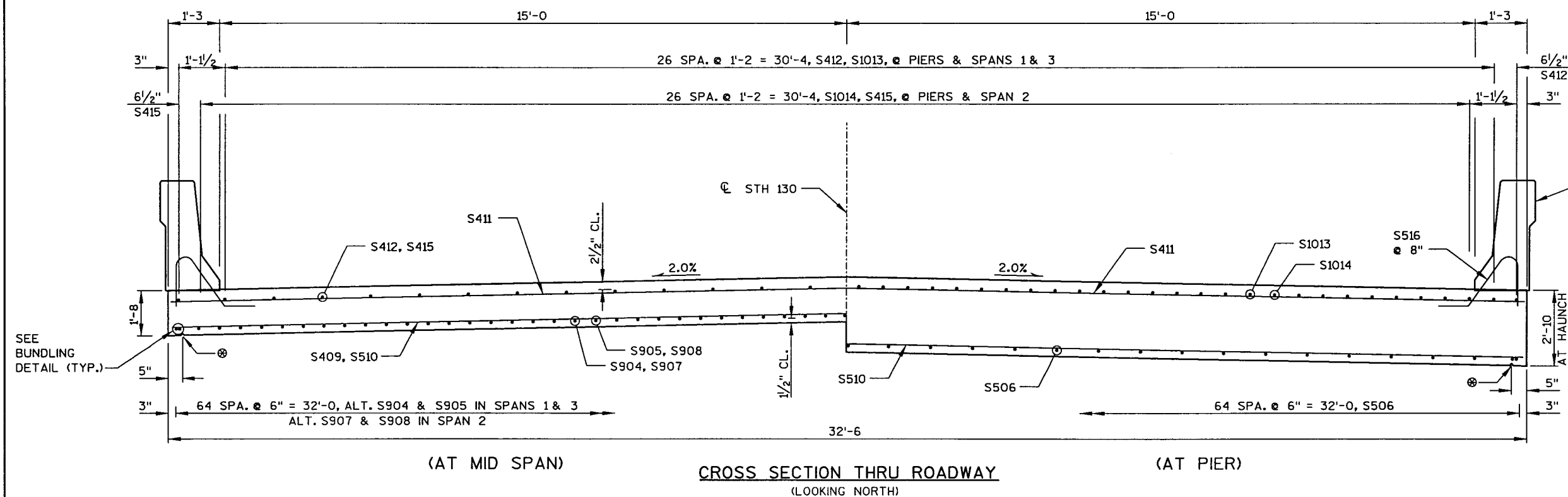
P505

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-25-151			
CONST. SPEC.	1996	DRAWN BY	CDH
		PLANS CKD.	DJW
PIER DETAILS			SHEET 8



TYP. AT EACH EDGE OF DECK
(S904 OR S907)

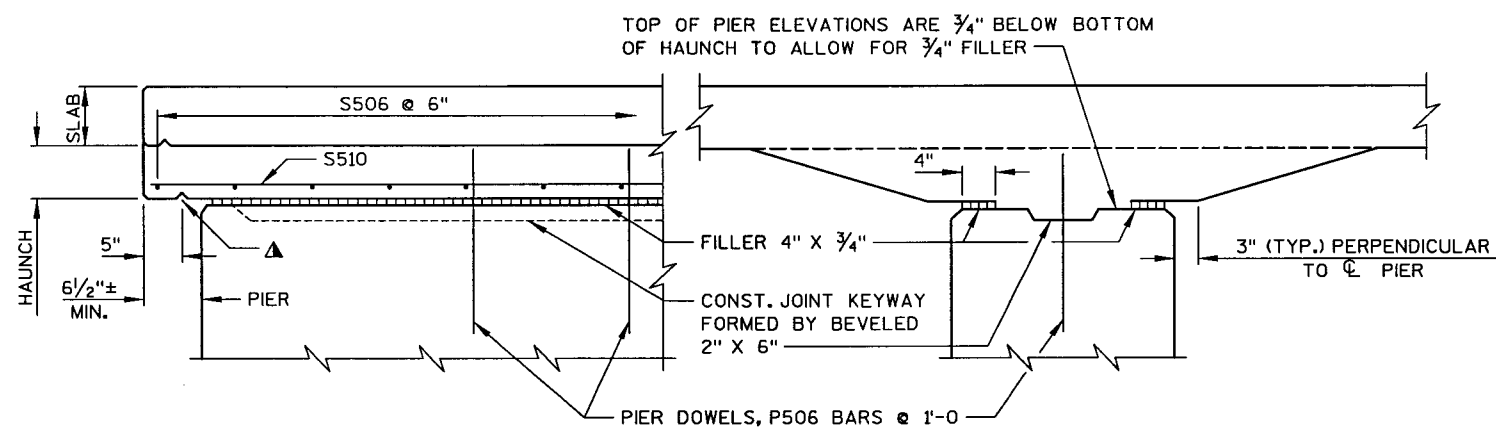
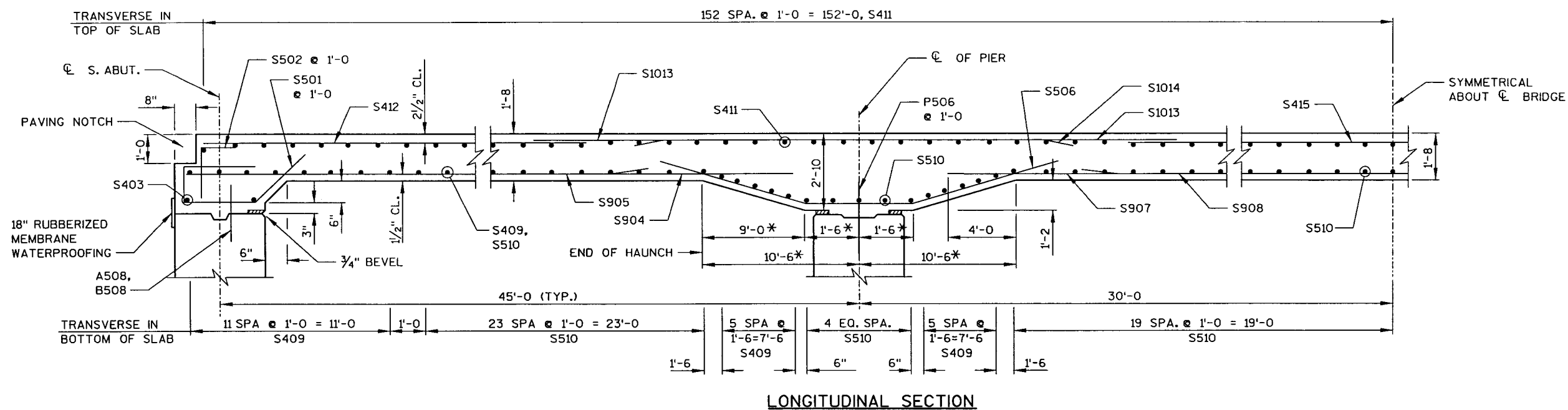
PLAN



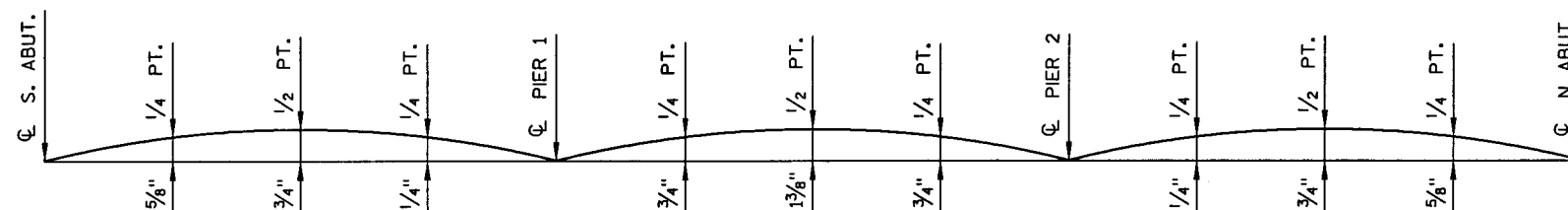
— SLOPED FACE
PARAPET, TYPE 'LF'

⊗ 3/4" CONTINUOUS DRIP GROOVE.
END 2'-0 FROM FACE OF ABUT.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-25-151			
CONST. SPEC.	1996	DRAWN BY	CDH
		PLANS CK'D.	DJ
SUPERSTRUCTURE		SHEET 9	
		60	



SECTIONS AT PIER



CAMBER DIAGRAM

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

NOTES

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

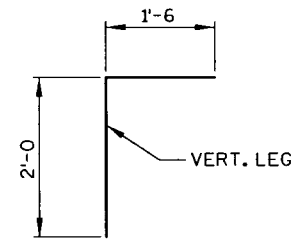
- ▲ 3/4" CONTINUOUS DRIP GROOVE TO END 2'-0 AWAY FROM FACE OF ABUTMENT.

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS. BOTH LEGS OF THE SIDEWALK DOWEL BARS (S416) SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS.

PARAPET SHOWN ABOVE THE HORIZONTAL CONSTRUCTION
JOINT SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

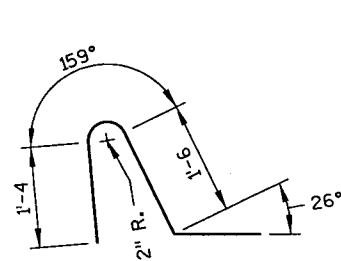
- * DIM. PERPENDICULAR TO $\odot$ BRG. OF SUBSTRUCTURE UNIT.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-25-151			
CONST. SPEC.	1996	DRAWN BY	CDH PLANS CK'D. DJW
SUPERSTRUCTURE DETAILS		SHEET 10	
		61	

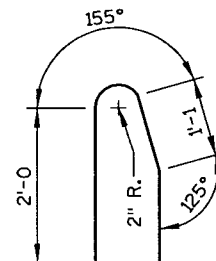


S501

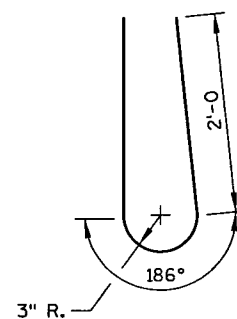
S502



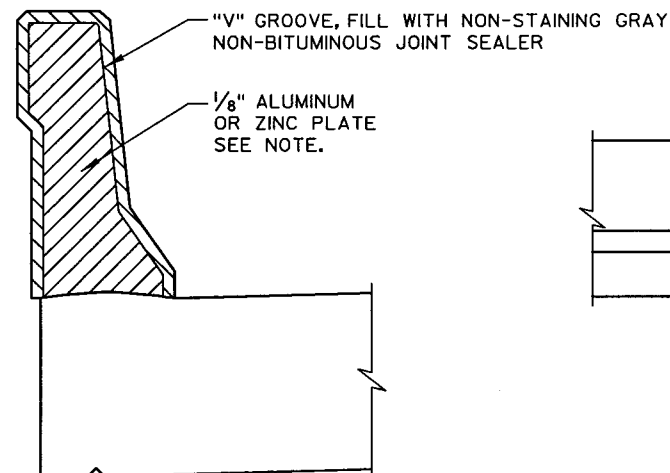
S516



S517

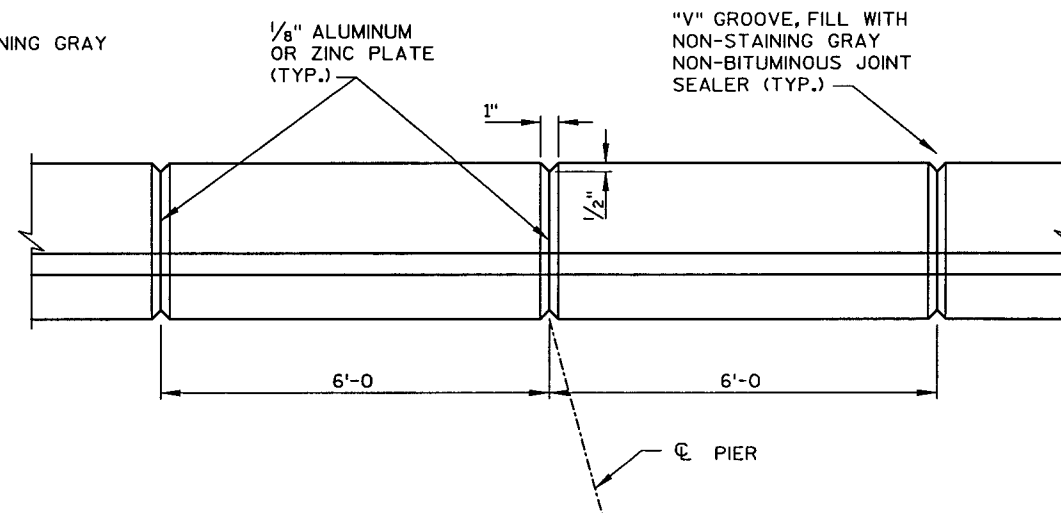


S518



SECTION

(SHOWING DEFLECTION JOINT IN PARAPET)



PLAN

(TYP. AT PIERS)

VERTICAL DEFLECTION JOINT DETAILS

COATED 67,485 LBS

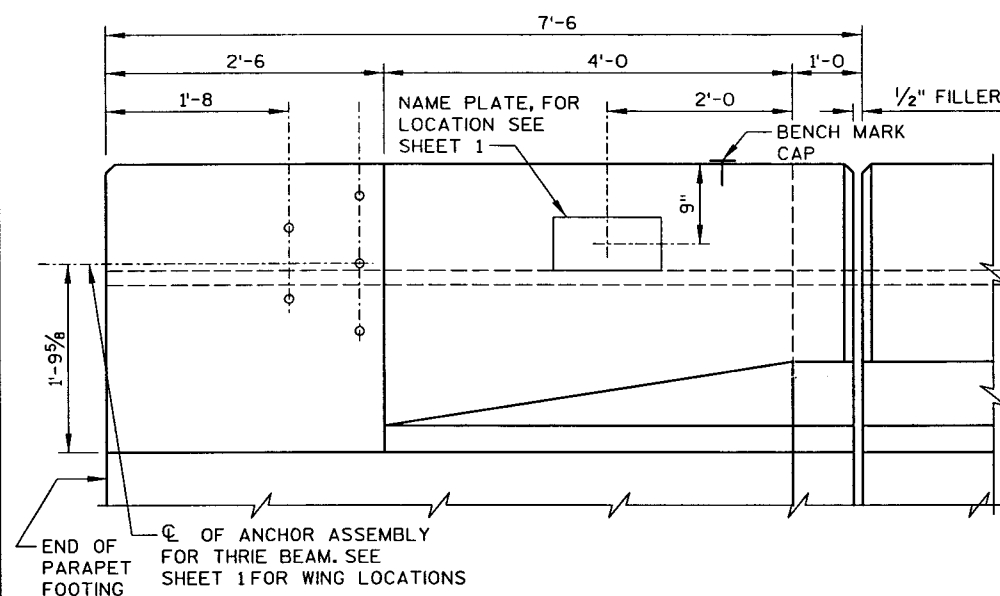
[illegible]

NOTE: THE FIRST ONE OR TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

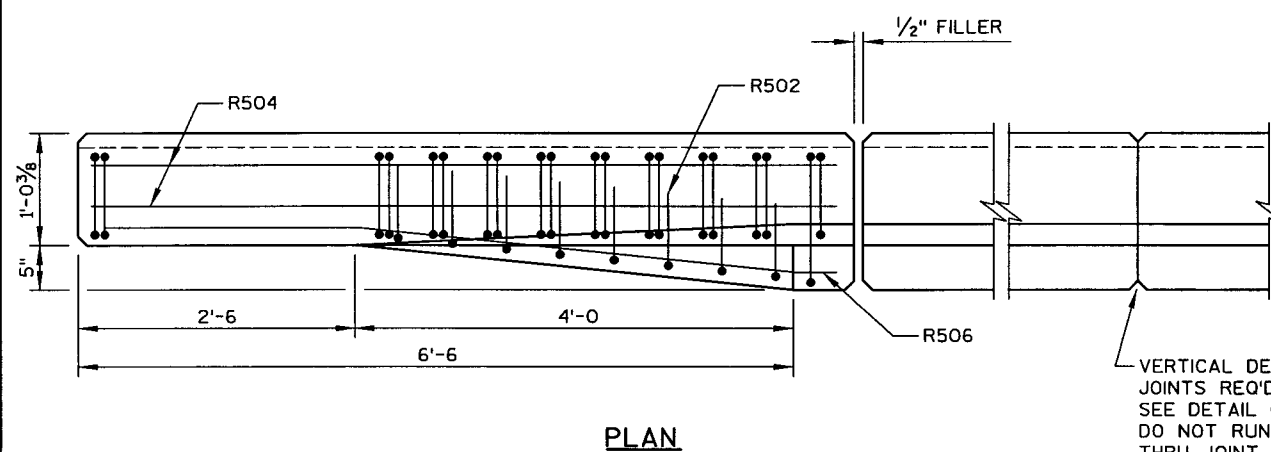
NOTE

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF $\frac{1}{8}$ " ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "D" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPET ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

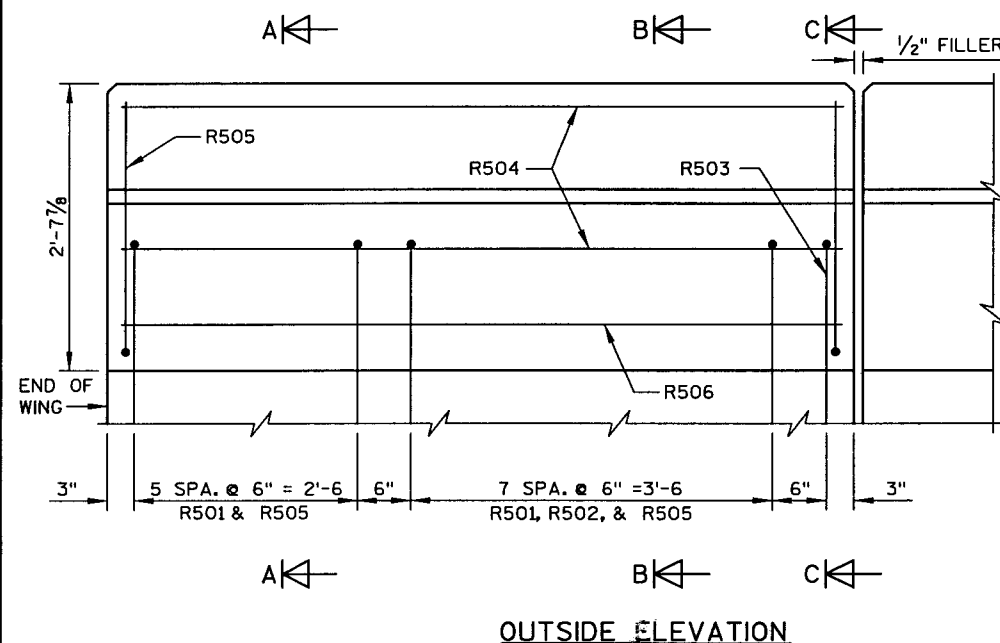
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-25-151			
CONST. SPEC.	1996	DRAWN BY	CDH
		PLANS CK'D.	DJW
SUPERSTRUCTURE DETAILS		SHEET 11	
		62	



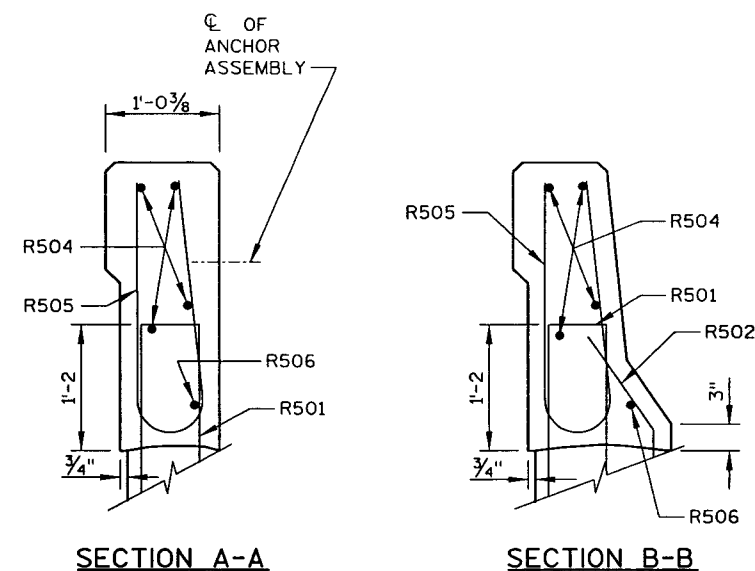
INSIDE ELEVATION



PLAN

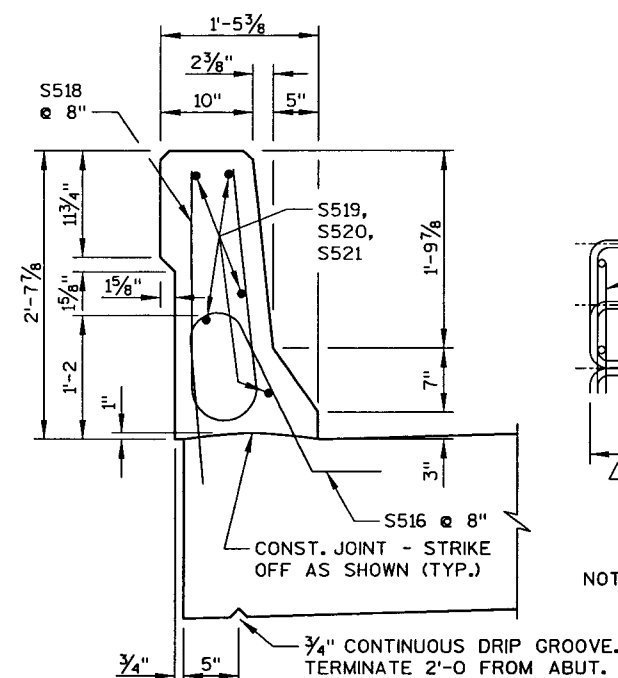


OUTSIDE ELEVATION

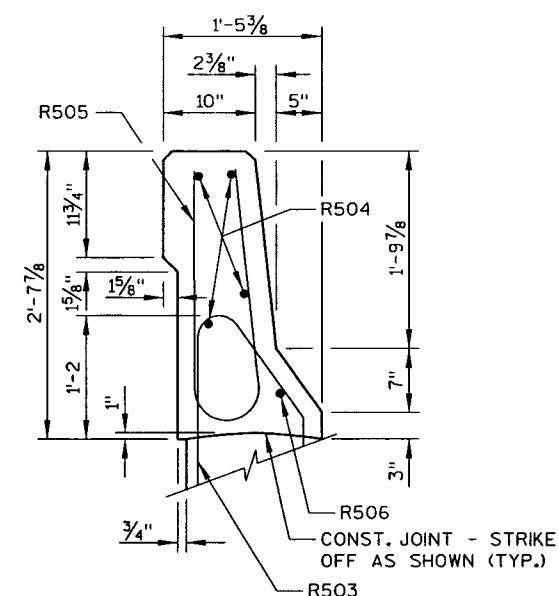


SECTION A-A

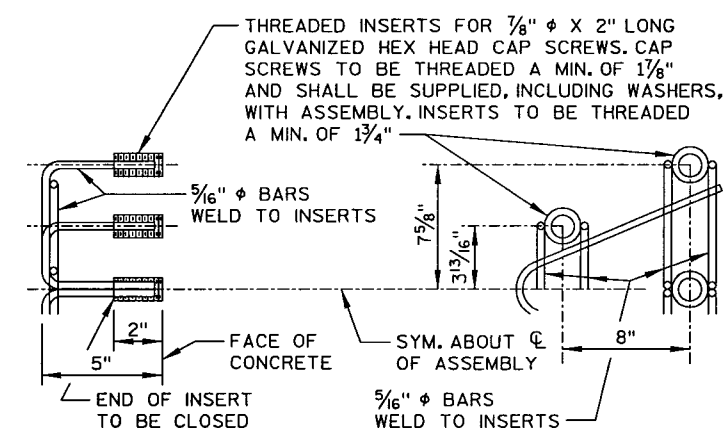
SECTION B-B



SECTION THRU PARAPET ON BRIDGE



SECTION C-C

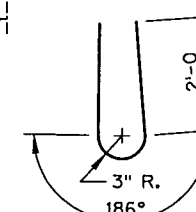


DETAIL OF ANCHOR ASSEMBLY

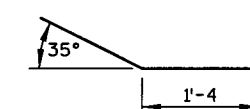
NOTES: HEX. HEAD SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH A.A.S.H.T.O. M232 CLASS C.

SEE SHEET 1 FOR LOCATION.

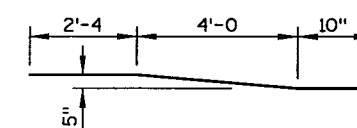
ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLY FOR BEAM GUARD", EACH.



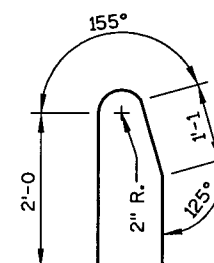
R505



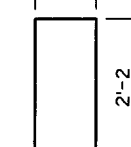
R502



R506



R503



R501

WING PARAPET
BILL OF BARS

COATED: 820 LBS

MARK	NO.	LENGTH	BENT	COAT	LOCATION
R501	56	4'-7	X	X	PARAPET - VERT.
R502	32	2'-4	X	X	PARAPET - VERT.
R503	4	4'-6	X	X	PARAPET - VERT.
R504	16	7'-1		X	PARAPET - HORIZ.
R505	60	4'-10	X	X	PARAPET - VERT.
R506	4	7'-2	X	X	PARAPET - HORIZ. - BOT.

NOTE: THE FIRST ONE OR TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-25-151			
CONST. SPEC.	1996	DRAWN BY	CDH
		PLANS CK'D.	DJW
SLOPED FACE PARAPET, TYPE "LF"			SHEET 12