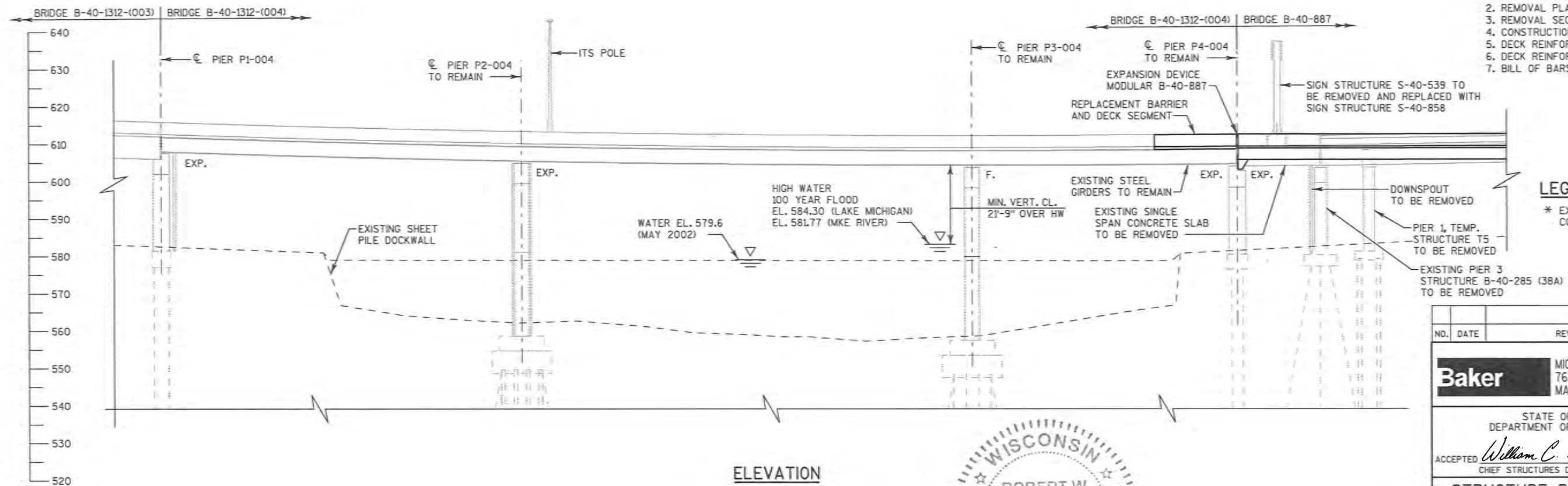


## LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. REMOVAL PLAN NOTES AND QUANTITIES
3. REMOVAL SECTIONS
4. CONSTRUCTION PLAN
5. DECK REINFORCEMENT (1 OF 2)
6. DECK REINFORCEMENT (2 OF 2)
7. BILL OF BARS



## LEGEND

\* EXISTING SINGLE SPAN  
CONCRETE FLAT SLABS

NO.	DATE	REVISION	BY
<b>Baker</b> MICHAEL BAKER JR., INC. 7633 GANSEY WAY, SUITE 206, MADISON, WI 53719			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION ACCEPTED <i>William C. Dreher</i> <b>5/15/13</b> CHIEF STRUCTURES DESIGN ENGINEER DATE			
<b>STRUCTURE B-40-1312-004</b> I-794 EB OVER MILWAUKEE RIVER			
COUNTY	MILWAUKEE	TOWN/CITY/VILLAGE	MILWAUKEE
DESIGN SPEC.	AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS		
DESIGNED BY	DESIGN CKD.	DRAWN BY	PLANS CKD. SRA
<b>GENERAL PLAN AND ELEVATION</b>			SHEET 1 OF 7

## STRUCTURE DESIGN CONTACTS

BUREAU OF STRUCTURES:  
WILLIAM DREHER (608) 266-8489  
CONSULTANT:  
CHAD HALVERSON (608) 821-8703

GENERAL NOTES

- DRAWINGS SHALL NOT BE SCALED.
- ALL STATIONS AND ELEVATIONS ARE IN FEET.
- THE FIRST OF A THREE DIGIT BAR MARK OR FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.
- BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
- DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
- REUSE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.
- AFTER CONCRETE HAS BEEN REMOVED TO THE CUT LINES SHOWN IN THE PLANS, ALL LOOSE AND UNSOUND MATERIALS SHALL BE COMPLETELY REMOVED BY MECHANICAL OR HAND METHODS ACCEPTABLE TO THE ENGINEER. THE REMAINING SURFACES SHALL BE BLOWN FREE OF DUST AND LOOSE AGGREGATE PARTICLES WITH COMPRESSED AIR. THE AIR LINE MUST CONTAIN AN OIL TRAP TO PREVENT OIL FROM BEING DEPOSITED FROM THE COMPRESSOR. SURFACE DIRT ON THE AREAS ADJACENT TO THE CUT SURFACE SHALL BE REMOVED BY BLAST CLEANING. THE SURFACES PRESENTED AS A RESULT OF THIS REMOVAL SHALL BE REASONABLY TRUE AND EVEN, WITH SHARP, STRAIGHT CORNERS THAT WILL PERMIT CONSTRUCTING A NEAT AND WORKMANLIKE JOINT WITH THE NEW CONSTRUCTION OR BE SATISFACTORY FOR THE PURPOSE INTENDED.
- THE EXISTING TRANSVERSE DECK REINFORCEMENT BARS ARE TO EXTEND INTO THE NEW CONSTRUCTION AND SPLICED WITH NEW REINFORCEMENT AS SHOWN ON THE DRAWING. THE CONCRETE SHALL BE REMOVED SO AS TO LEAVE THE PROJECTING REINFORCING STEEL UNDAMAGED. REINFORCEMENT BARS TO BE INCORPORATED INTO NEW CONSTRUCTION SHALL BE BLAST CLEANED TO GRAY METAL. WHERE EXISTING REINFORCING STEEL IS NOT TO EXTEND INTO THE NEW CONSTRUCTION, THE REINFORCING STEEL SHALL BE CUT OFF FLUSH WITH THE SURFACE OF THE REMAINING PORTIONS.
- CARE SHALL BE EXERCISED TO PREVENT CUTTING, STRETCHING OR OTHERWISE DAMAGING EXISTING REINFORCING STEEL TO BE USED IN NEW CONSTRUCTION. REINFORCING BARS SO DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE SUPPLEMENTED BY NEW BARS SPLICED INTO PLACE OR BY EMBEDDED (DRILLED AND GROUTED) REINFORCING STEEL OR ANCHORAGE, EQUAL TO OR GREATER THAN THE ORIGINAL REINFORCING STEEL. SUCH SUPPLEMENTAL BARS OR ANCHORAGE SHALL BE FURNISHED AND PLACED BY THE CONTRACTOR AT NO ADDITIONAL COST AND WITHOUT CAUSE FOR THE CONTRACTOR CLAIMING DELAY.

LEGEND

- \* DIMENSION MEASURED NORMAL TO  $\varnothing$  PIER P4-004
- $\triangle$  LINE OF REMOVAL DEFINED BY  $\frac{1}{2}$ " SAW CUT REMOVE TO THE LIMITS SHOWN IN SECTIONS C-C AND D-D.
- $\blacktriangle$  LINE OF REMOVAL DEFINED BY  $\frac{1}{2}$ " SAW CUT
- $\bullet$  FRONT FACE OF EXISTING PARAPET
- $\square$  LIMITS OF REMOVAL

DESIGN DATA

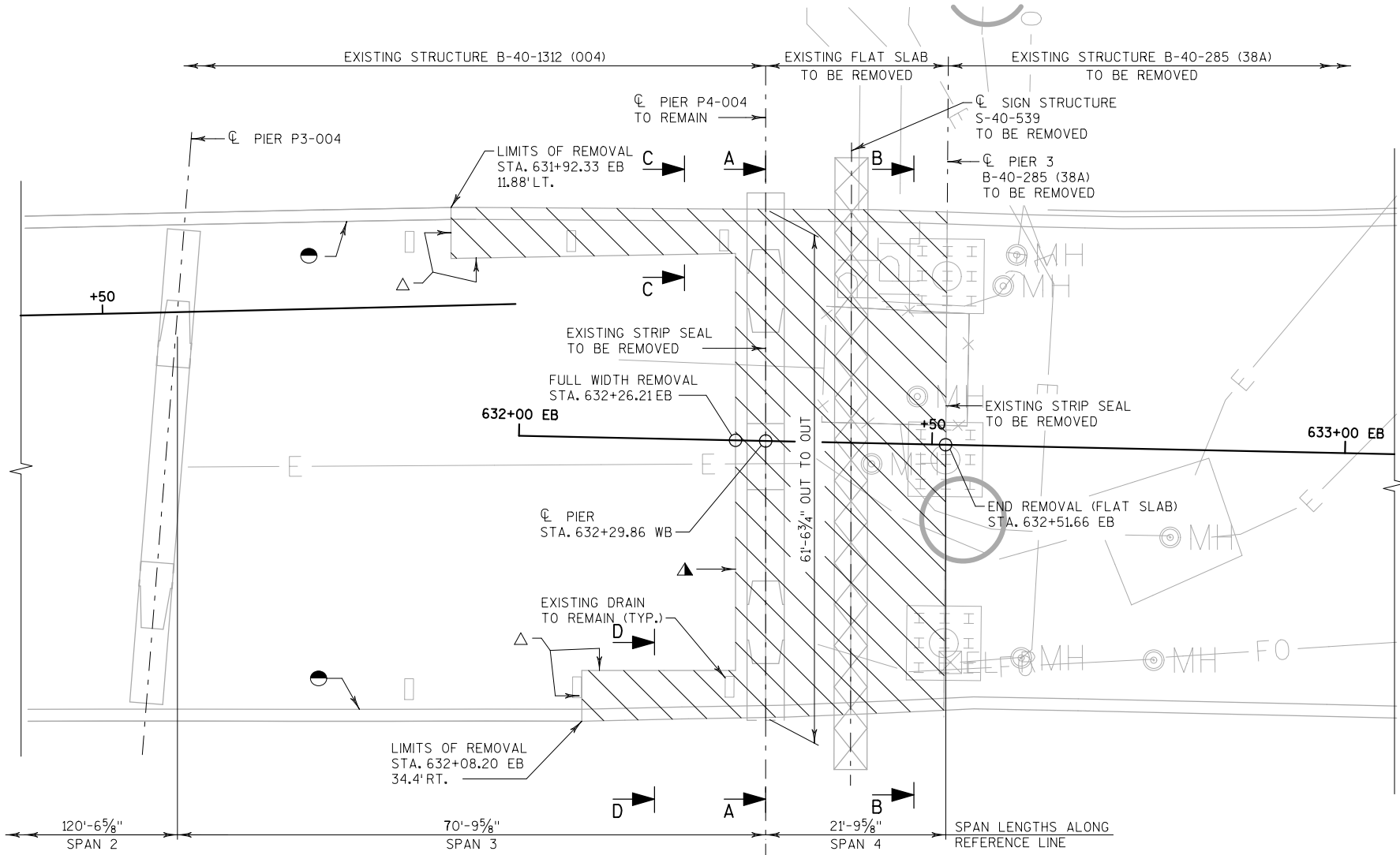
LIVE LOAD:

DESIGN LOADING: HS-25

ULTIMATE DESIGN STRESSES (NEW WORK):

CONCRETE MASONRY  
SUPERSTRUCTURE.....f'c = 4,000 P.S.I.

BAR STEEL REINFORCEMENT  
HIGH STRENGTH  
AASHTO M31 GRADE 60.....fy = 60,000 P.S.I.



CONSTRUCTION PLAN

ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	SUPER
203.0600.S.5097	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS, STATION 632+25 EB	LS	1
502.0100	CONCRETE MASONRY BRIDGES	CY	29
502.3200	PROTECTIVE SURFACE TREATMENT	SY	84
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	5,941
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	61
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	2
SPV.0165.5006	CONCRETE STAINING B-40-1312 SPECIAL	SF	404

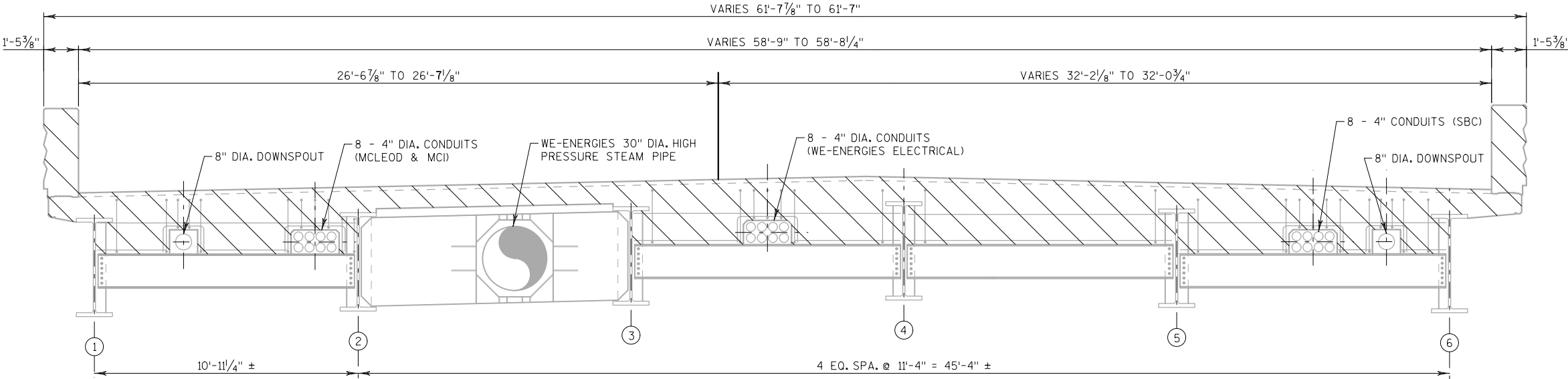
THE FOLLOWING PROJECT WIDE WORK IS INCLUDED ON THIS STRUCTURE BUT NOT SPECIFICALLY CALLED OUT AS PART OF THE PAY ITEMS FOR THIS UNIT;

ABATEMENT OF ASBESTOS CONTAINING MATERIAL PROJECT 1300-13-70  
DEBRIS CONTAINMENT PROJECT 1300-13-70

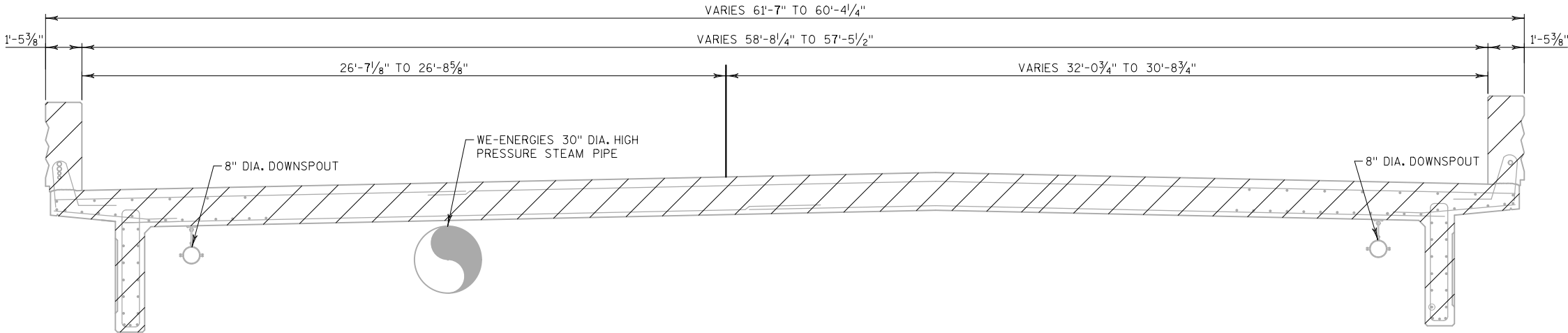
NOTES

FOR SECTIONS C-C AND D-D SEE SHEET 3

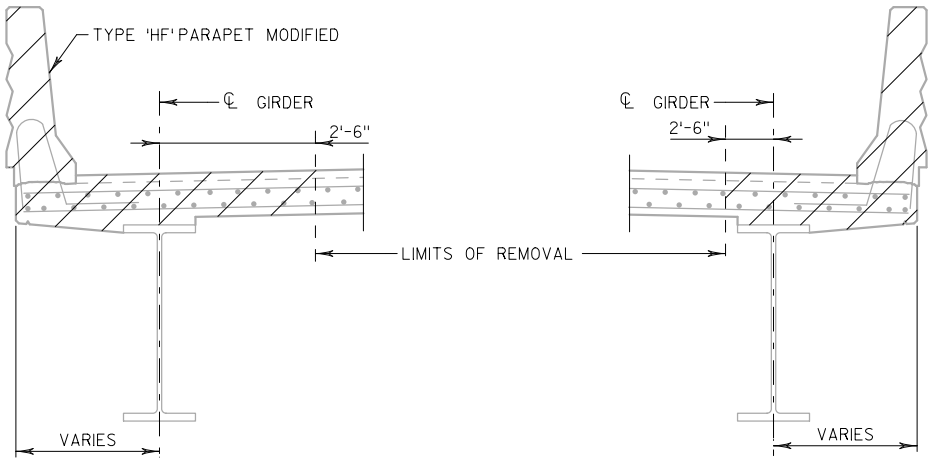
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-1312-004			
DRAWN BY VJD		PLANS CK'D. SRA	
REMOVAL PLAN NOTES AND QUANTITIES			SHEET 2 OF 7



SECTION A-A REMOVAL CROSS SECTION



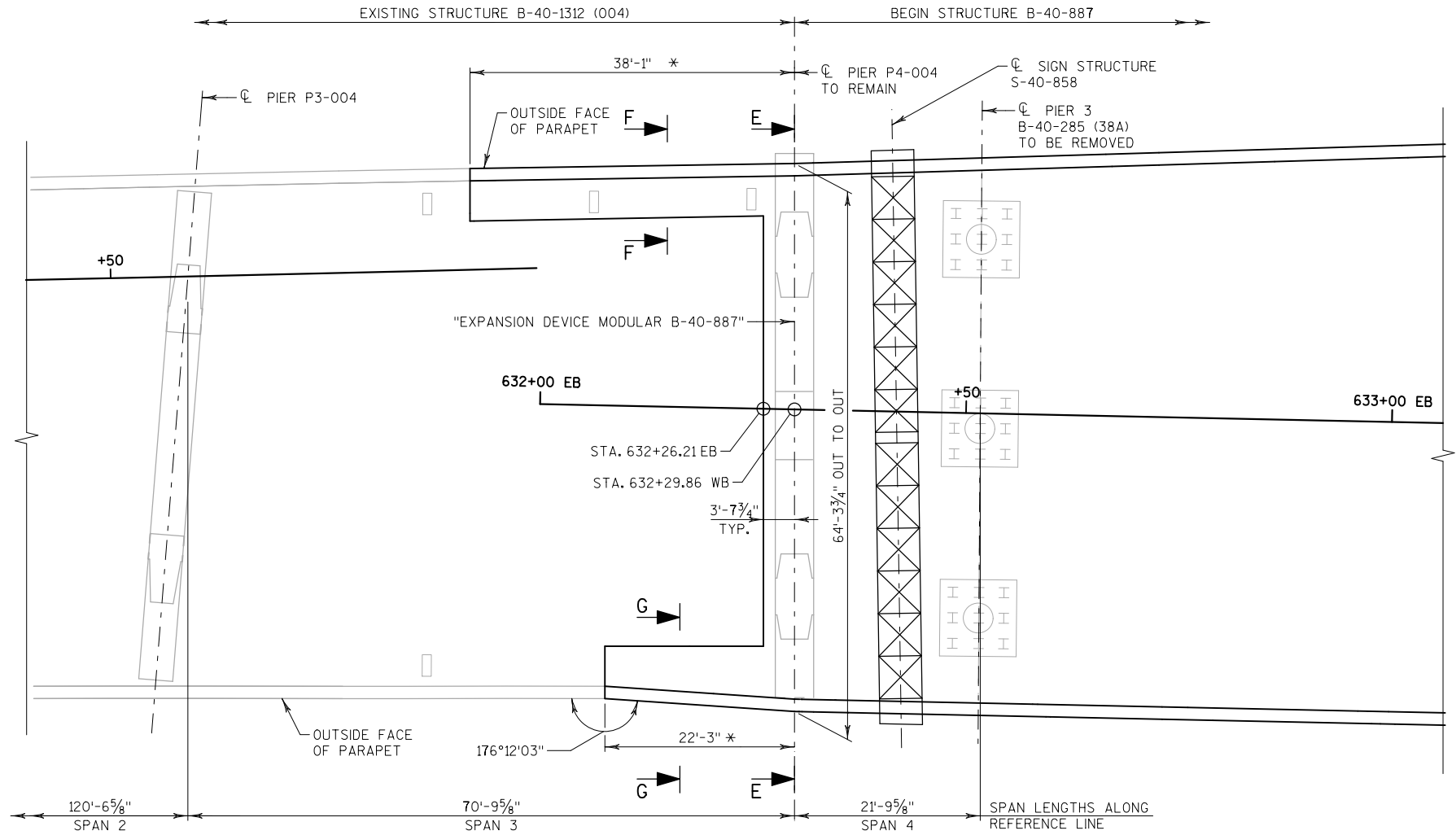
SECTION B-B FLAT SLAB REMOVAL SECTION



SECTION C-C

SECTION D-D

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-1312-004			
DRAWN BY VJD		PLANS CK'D. SRA	
REMOVAL SECTIONS		SHEET 3 OF 7	



CONSTRUCTION PLAN

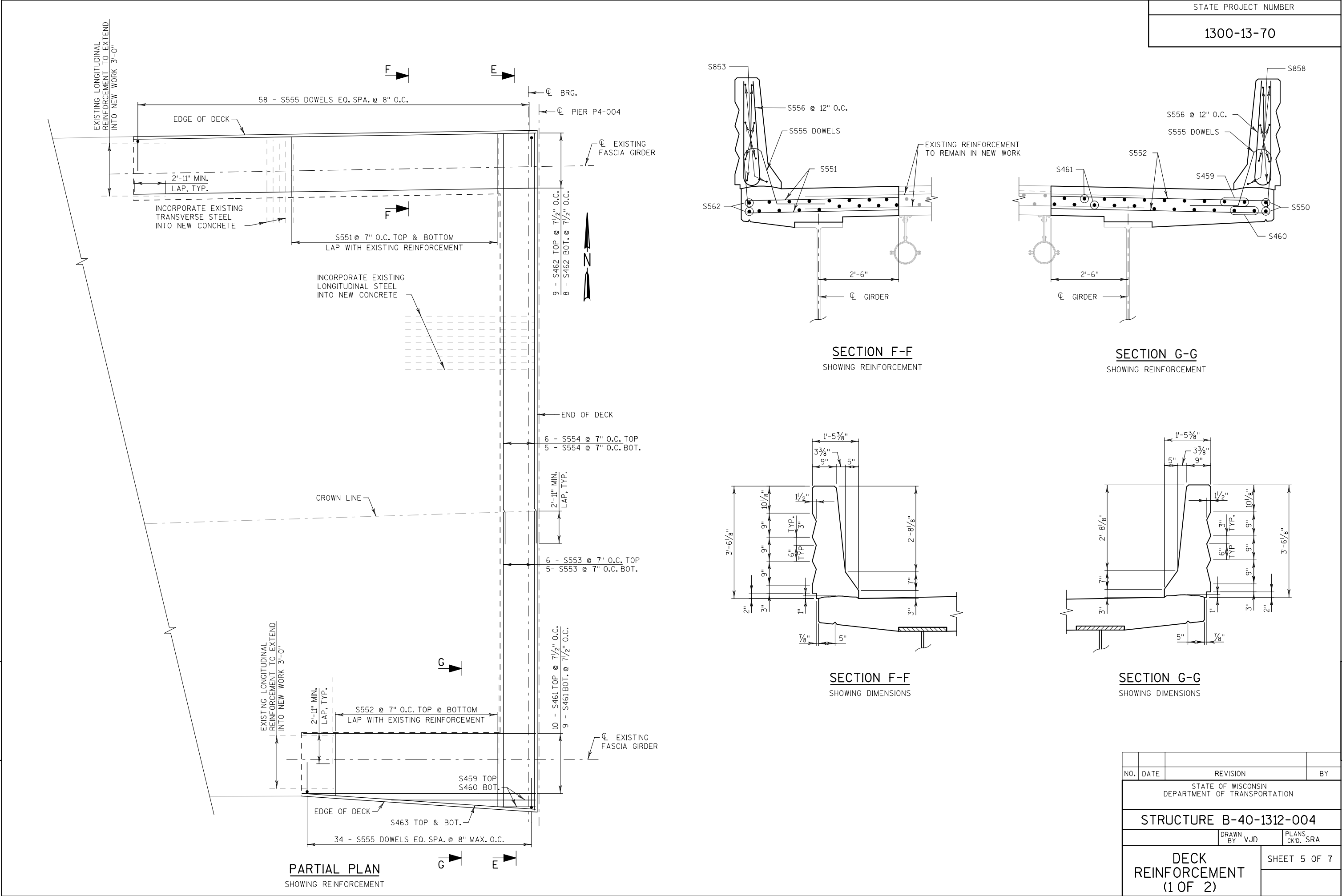
NOTES

1. FOR SECTIONS F-F AND G-G, SEE SHEET 5.

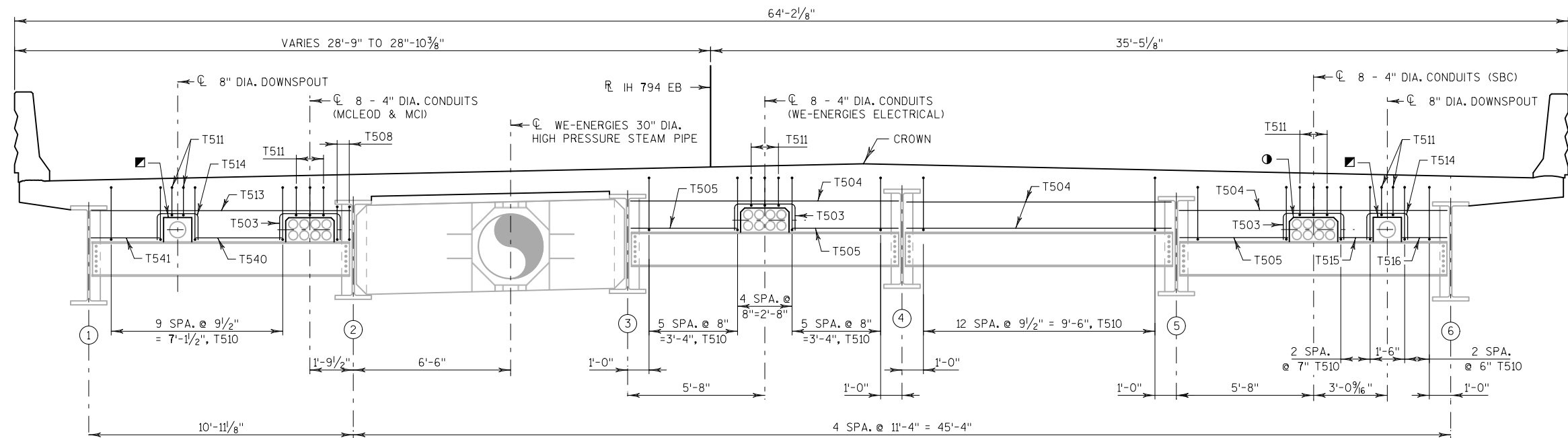
LEGEND

\* DIMENSION MEASURED NORMAL TO CL PIER P4-004.

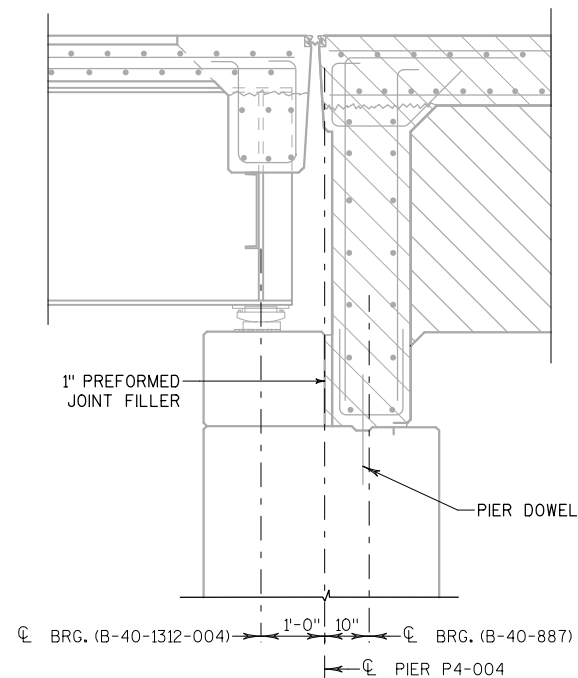
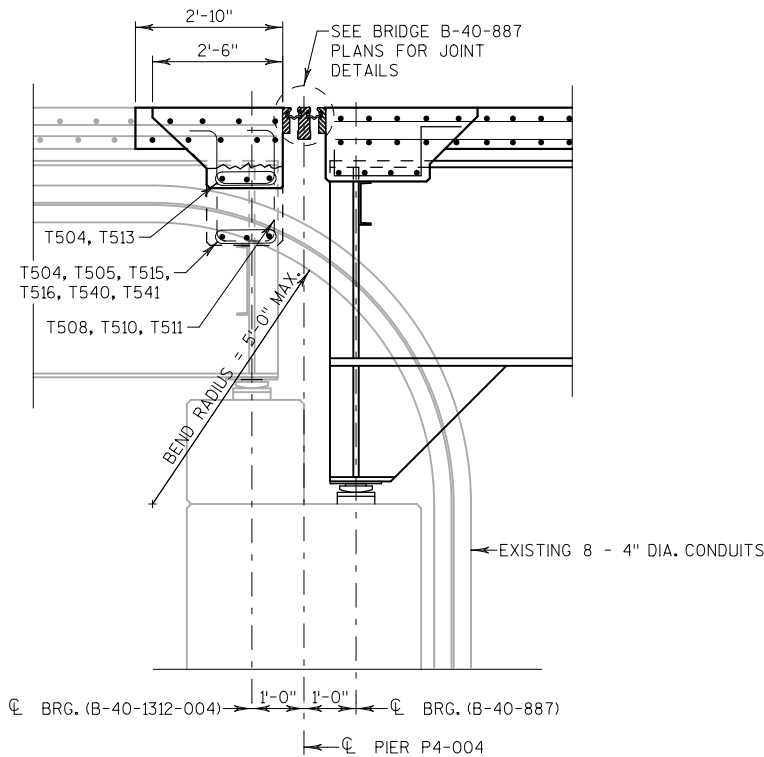
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-1312-004			
DRAWN BY VJD		PLANS CK'D. SRA	
CONSTRUCTION PLAN		SHEET 4 OF 7	



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-1312-004			
DRAWN BY VJD		PLANS CK'D. SRA	
DECK REINFORCEMENT (1 OF 2)			SHEET 5 OF 7

**CONSTRUCTION SECTION E-E**

SHOWING HAUNCH REINFORCEMENT

**EXISTING SECTION AT JOINT****SECTION AT JOINT**

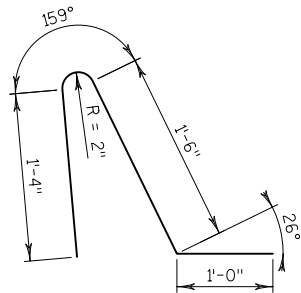
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-1312-004			
DRAWN BY VJD		PLANS CK'D. SRA	
DECK REINFORCEMENT (2 OF 2)		SHEET 6 OF 7	

SUPERSTRUCTURE BILL OF BARS						COATED: 5141 LBS
						UNCOATED: 0 LBS
MARK	COATED	NO REQ'D	LENGTH	BAR SERIES	BENT	LOCATION
T503	X	7	5'-4"		X	DIAPHRAGM AT BICOCCUT
T504	X	12	10'-10"			DIAPHRAGM HORIZONTAL IN BAYS
T505	X	9	4'-3"			DIAPHRAGM HORIZONTAL IN BAYS
T508	X	2	5'-3"		X	DIAPHRAGM VERTICAL IN END BAY
T510	X	47	5'-7"		X	DIAPHRAGM VERTICAL P4-004
T511	X	13	2'-9"		X	DIAPHRAGM VERTICAL P4-004
T513	X	3	10'-7"			DIAPHRAGM HORIZONTAL P4-004
T514	X	6	4'-4"		X	DIAPHRAGM OVER DOWNSPOUT
T515	X	3	1'-2"			DIAPHRAGM HORIZONTAL END BAY
T516	X	3	1'-10"			DIAPHRAGM HORIZONTAL END BAY
T540	X	3	3'-6"			DIAPHRAGM HORIZONTAL END BAY
T541	X	3	2'-8"			DIAPHRAGM HORIZONTAL END BAY
S551	X	68	5'-6"			TRANSVERSE TOP AND BOT. NORTH OVERHANG
S552	X	54	6'-4"	X		TRANSVERSE TOP AND BOT. SOUTH OVERHANG
S553	X	6	27'-11"	X		TRANVERSE END OF DECK
S554	X	11	38'-3"		X	TRANSVERSE END OF DECK TOP
S555	X	92	4'-2"		X	PARAPET DOWELS
S556	X	92	6'-6"		X	PARAPET STIRRUPS
S459	X	2	7'-11"	X		SOUTH FLARE TOP LONGITUDINAL
S460	X	2	12'-6"	X		SOUTH FLARE BOTTOM LONGITUDINAL
S461	X	19	21'-8"			SOUTH LONGITUDINAL TOP AND BOT.
S462	X	17	37'-6"			NORTH LONGITUDINAL TOP AND BOT.
S463	X	2	21'-10"			SOUTH EDGE OF DECK TOP AND BOT.
S864	X	8	21'-10"			SOUTH PARAPET LONGITUDINAL
S865	X	8	37'-6"			NORTH PARAPET LONGITUDINAL
S566	X	5	27'-11"	X		TRANSVERSE END OF DECK BOT.

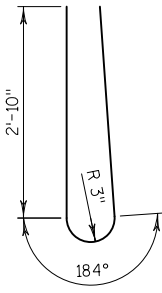
△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE		
MARK	NO. REQ'D	LENGTH
S552	2 SERIES OF 27	6'-10" TO 6'-10"
S553	1 SERIES OF 6	27'-9" TO 28'-0"
S459	1 SERIES OF 2	3'-4" TO 12'-6"
S460	1 SERIES OF 2	7'-11" TO 17'-1"
S566	1 SERIES OF 5	27'-9" TO 28'-0"

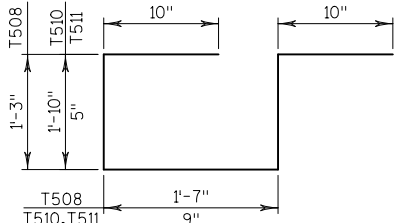
BUNDLE AND TAG SEPARATELY



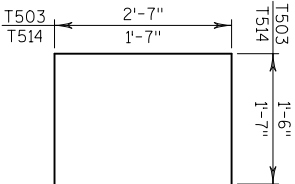
S555



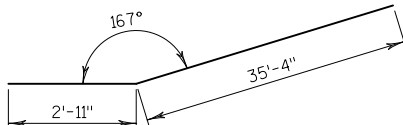
S556



T508, T510, T511



T503, T514



S554

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-1312-004			
		DRAWN BY VJD	PLANS CK'D. SRA
BILL OF BARS		SHEET 7 OF 7	