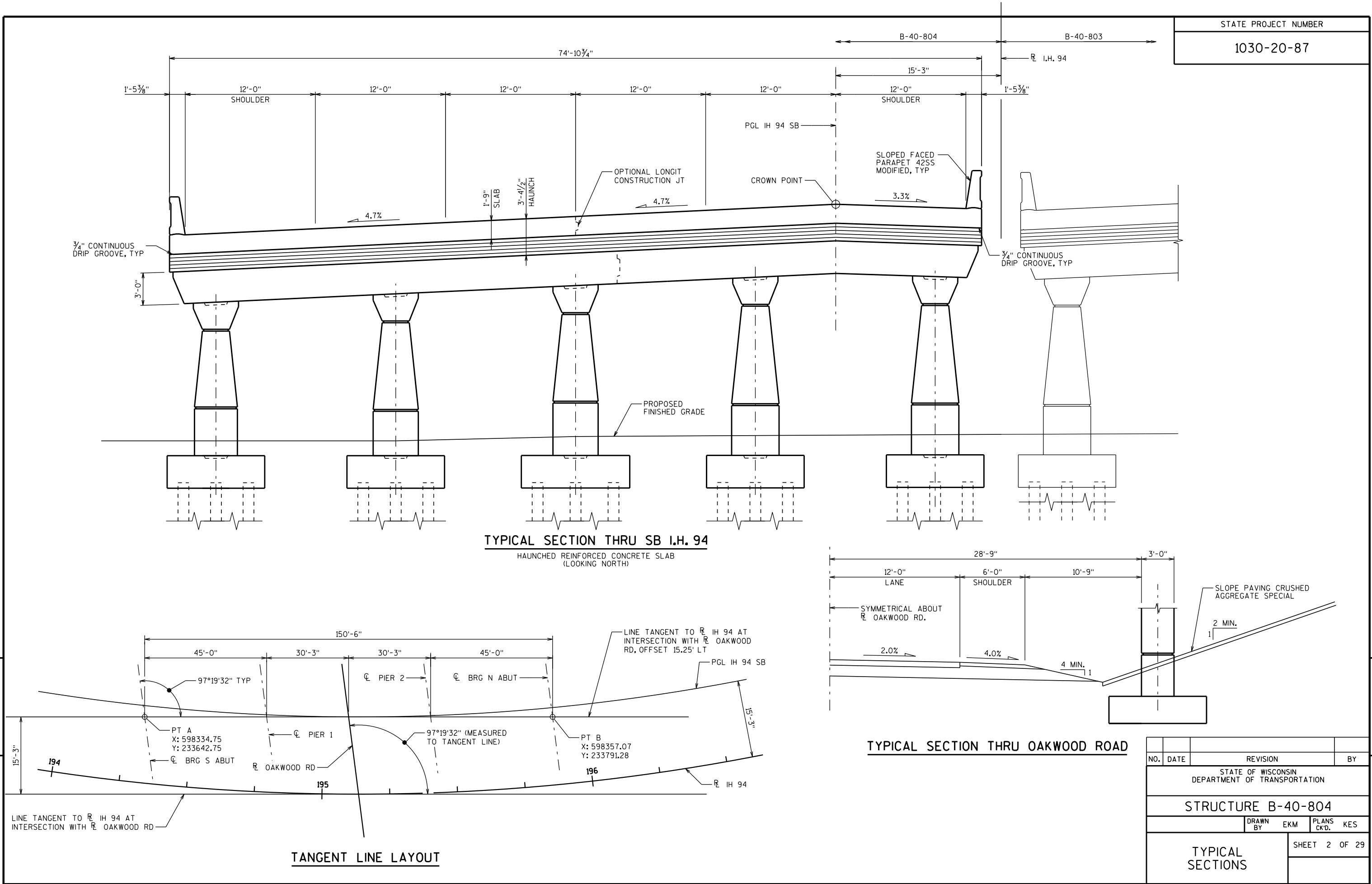




STATE PROJECT NUMBER
1030-20-87

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CKD. KES
TYPICAL SECTIONS		SHEET 2 OF 29	

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	SOUTH APPROACH SLAB	SOUTH ABUTMENT	PIER 1	PIER 2	NORTH ABUTMENT	NORTH APPROACH SLAB	SUPER	TOTAL
203.0200.0006	REMOVING OLD STRUCTURE STATION 195+15	LS	-----	-----	-----	-----	-----	-----	-----	1
206.1000.4804	EXCAVATION FOR STRUCTURES BRIDGES B-40-804	LS	-----	-----	-----	-----	-----	-----	-----	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	-----	255	-----	-----	255	-----	-----	510
305.0125	BASE AGGREGATE DENSE 1 1/4-INCH	CY	150	-----	-----	-----	-----	150	-----	300
502.0100	CONCRETE MASONRY BRIDGES	CY	22	61	109	104	61	22	-----	379
502.3200	PROTECTIVE SURFACE TREATMENT	SY	170	-----	-----	-----	-----	170	1,215	1,555
502.3210	PIGMENTED SURFACE SEALER	SY	20	-----	-----	-----	-----	20	150	190
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	-----	-----	5,600	5,090	-----	-----	-----	10,690
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	16,750	6,150	28,520	28,520	6,150	16,750	159,290	262,130
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	-----	-----	-----	-----	-----	-----	690	690
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	-----	17	-----	-----	17	-----	-----	34
517.1010.S.4009	CONCRETE STAINING B-40-804	SF	75	440	1,515	1,515	440	75	2,140	6,200
550.0600	PILE REDRIVING	EACH	-----	3	6	6	3	-----	-----	18
550.2128	PILING CIP CONCRETE 12 3/4 X 0.50-INCH	LF	-----	605	3,400	3,400	660	-----	-----	8,065
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	-----	25	-----	-----	25	-----	-----	50
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	-----	90	-----	-----	90	-----	-----	180
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	-----	75	-----	-----	75	-----	-----	150
SPV.0035.4000	HPC MASONRY STRUCTURES	CY	80	-----	-----	-----	-----	80	908	1,068
SPV.0165.4001	LONGITUDINAL GROOVING BRIDGE DECK	SF	1,380	-----	-----	-----	-----	1,380	10,930	13,690
SPV.0180.4800	SLOPE PAVING CRUSHED AGGREGATE SPECIAL	SY	-----	470	-----	-----	470	-----	-----	940
	NON-BID ITEMS									
	PREFORMED JOINT FILLER	SIZE								1/2" & 3/4"
	NON-BITUMINOUS JOINT FILLER	SIZE								1/2" & 3/4"
	CORK FILLER	SIZE								3/4"
	NAME PLATE	EACH								1
	PRECAST PIER COLUMNS ①									
	GROUTED BAR COUPLERS ①									

ALL BID ITEMS ARE CATEGORY 2240

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING CRUSHED AGGREGATE SPECIAL TO THE EXTENT SHOWN ON THE GENERAL PLAN SHEET AND THE SLOPE PAVING DETAILS SHEET.

REMOVE PILING TO A MINIMUM OF 2'-0" BELOW FINISHED GRADE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

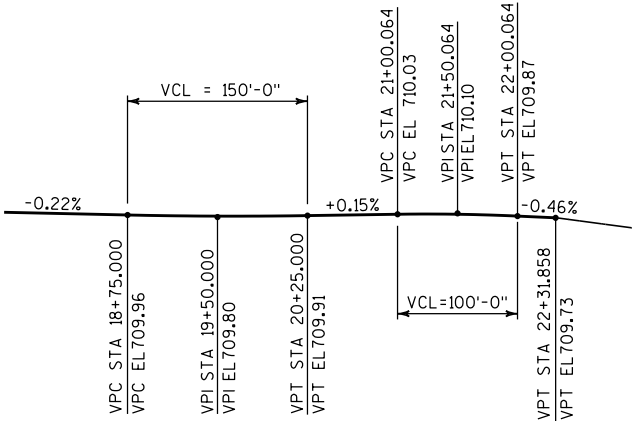
ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MILWAUKEE COUNTY ZONE, NAD 83 (2007). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 (2007).

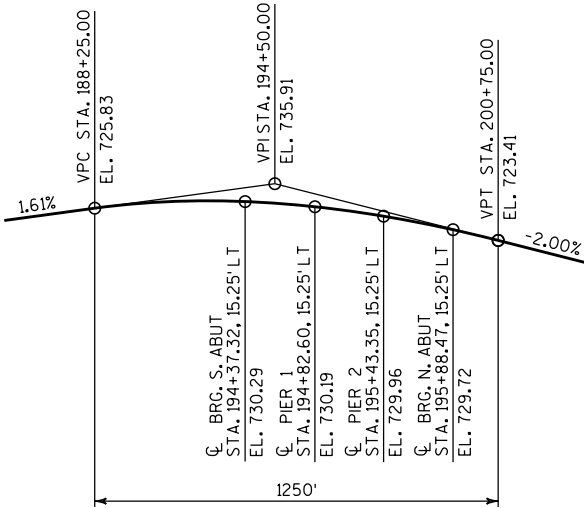
2-WAY TRAFFIC ON I-94 WILL BE MAINTAINED ON THE EXISTING I-94 NORTHBOUND LANES AND BRIDGE OVER OAKWOOD RD (B-40-224) DURING REMOVAL OF THE EXISTING I-94 SOUTHBOUND STRUCTURE (B-40-223) AND CONSTRUCTION OF THE REPLACEMENT I-94 SOUTHBOUND STRUCTURE (B-40-804).

OAKWOOD ROAD WILL BE CLOSED DURING CONSTRUCTION OF B-40-804.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATIONS AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE. UTILITIES LABELED AS PROPOSED MAY BE INSTALLED BY OTHERS PRIOR TO THIS CONTRACT.



PROFILE GRADE LINE OAKWOOD ROAD



PROFILE GRADE LINE I.H. 94 SB

STATE PROJECT NUMBER

1030-20-87

DESIGN DATA

DESIGN SPECIFICATION: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION WITH 2016 INTERIMS

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.16
OPERATING RATING FACTOR: RF = 1.50
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS

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

MATERIAL PROPERTIES

CONCRETE MASONRY:
SUPERSTRUCTURE (HPC)..... f'c = 4,000 psi
SUBSTRUCTURE..... f'c = 4,000 psi
C-I-P CONCRETE PILING..... f'c = 3,500 psi
BAR STEEL REINFORCEMENT..... fy = 60,000 psi
STAINLESS STEEL BAR REINFORCEMENT..... fy = 60,000 psi
STEEL PILING SHELL..... fy = 45,000 psi

FOUNDATION DATA

ABUTMENTS AND PIER SHALL BE SUPPORTED ON 12¾" DIAMETER CAST-IN-PLACE CONCRETE PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE AS DETERMINED BY THE MODIFIED GATES ACCEPTANCE METHOD. DRIVE PILING TO PLAN LENGTH UNLESS THE REQUIRED BEARING IS OBTAINED AT A SHORTER LENGTH. IF THE REQUIRED BEARING IS NOT OBTAINED WHEN THE PILE IS DRIVEN TO PLAN LENGTH, CONTACT THE BUREAU OF STRUCTURES.

THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING THE MODIFIED GATES ACCEPTANCE METHOD TO DETERMINE DRIVEN PILE CAPACITY.

SUBSTRUCTURE UNIT:	ESTIMATED PILE LENGTHS:	REQ'D DRIVING RESISTANCE
SOUTH ABUT	55 FEET	140 TONS
PIER 1	85 FEET	210 TONS
PIER 2	85 FEET	210 TONS
NORTH ABUT	60 FEET	140 TONS

LEGEND

① PRECAST PIER NON-BID ITEMS (PRECAST PIER COLUMNS & GROUTED BAR COUPLERS) ARE FOR INFORMATIONAL PURPOSES ONLY. IF THE CONTRACTOR ELECTS TO UTILIZE PRECAST PIER COLUMNS, THE NON-BID ITEM SPECIAL PROVISIONS WITHIN THIS CONTRACT SHALL GOVERN THE WORK. PAYMENT FOR THE PRECAST PIER SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES" FOR THE CAST-IN-PLACE PIER.

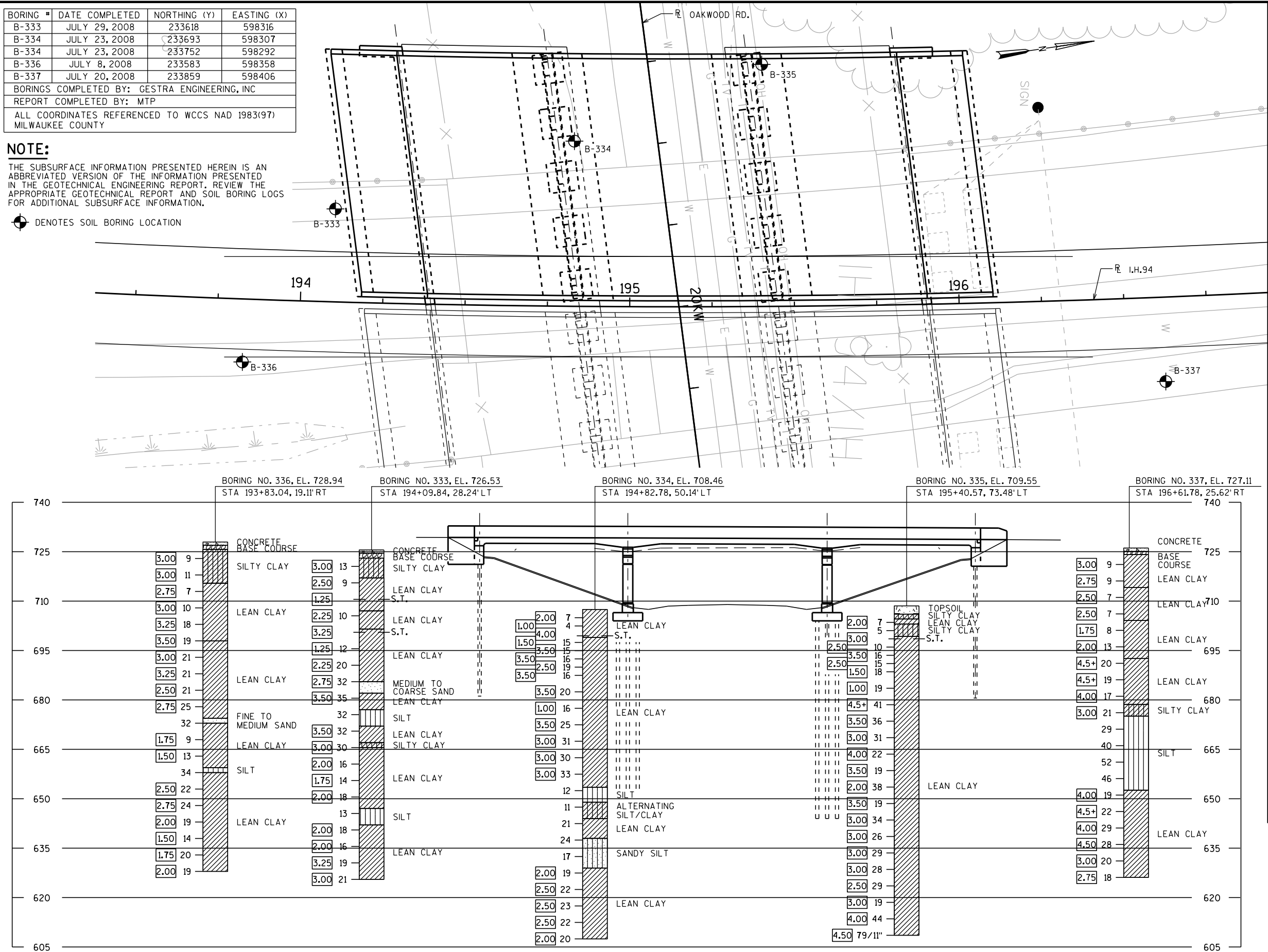
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
	DRAWN BY	EKM	PLANS CK'D. KES
QUANTITIES & PROFILE GRADE LINES		SHEET 3 OF 29	

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-333	JULY 29, 2008	233618	598316
B-334	JULY 23, 2008	233693	598307
B-334	JULY 23, 2008	233752	598292
B-336	JULY 8, 2008	233583	598358
B-337	JULY 20, 2008	233859	598406
BORINGS COMPLETED BY: GESTRA ENGINEERING, INC			
REPORT COMPLETED BY: MTP			
ALL COORDINATES REFERENCED TO WCCS NAD 1983(97) MILWAUKEE COUNTY			

NOTE:

THE SUBSURFACE INFORMATION PRESENTED HEREIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

⊙ DENOTES SOIL BORING LOCATION



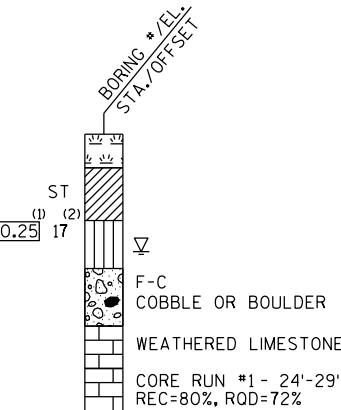
STATE PROJECT NUMBER

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MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING
▼ END OF DRILLING
▼ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

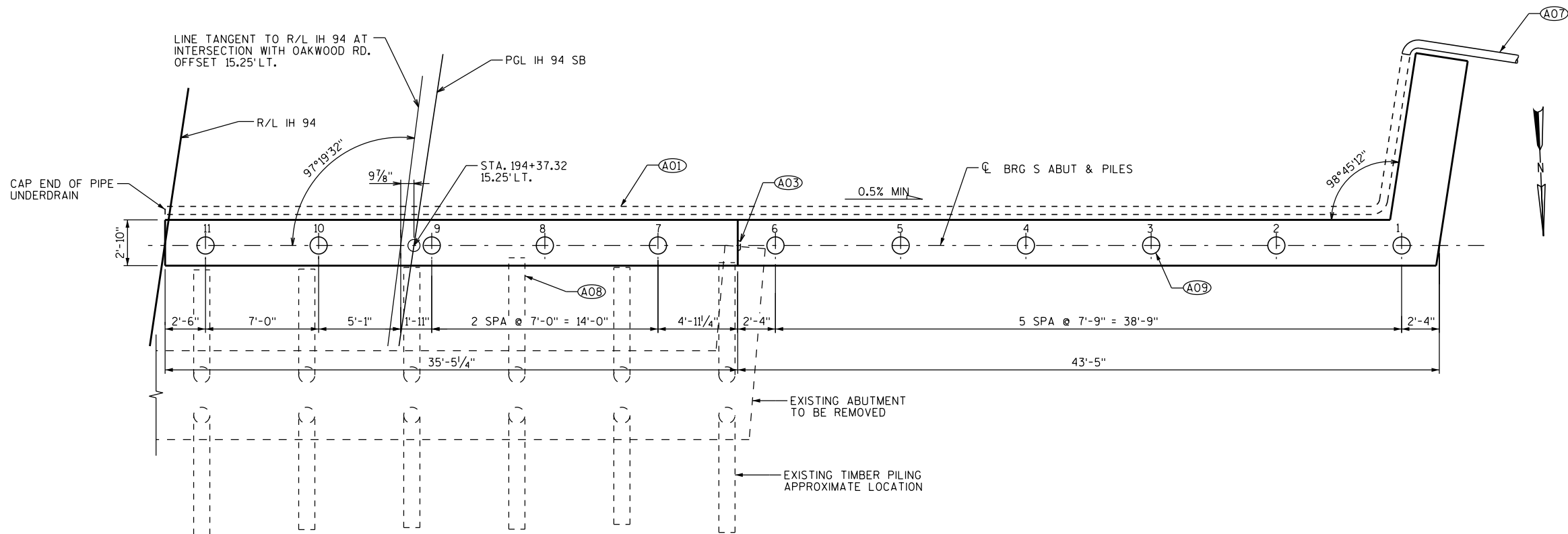
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CKD. KES
SUBSURFACE EXPLORATION		SHEET 4 OF 29	



- (A02) 4" X ¾" FILLER
- (A03) VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY BEVELED 2" X 8". PLACE ¾" 'V' GROOVE @ THE FRONT FACE OF CONST JT.
- (A04) PLACE STIRRUPS AND U-SHAPED BARS NORMAL TO ABUTMENT BODY
- (A05) 18" RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE OF ABUTMENT
- (A06) ½" FILLER FROM ABUT SEAT TO TOP OF WING. SEAL ALL EXPOSED VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER, COLOR TO MATCH CONCRETE STAIN. (1" DEEP AND HOLD ⅙" BELOW SURFACE OF CONCRETE).

☆ ELEVATIONS GIVEN AT THE C. BRG S ABUT

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
SOUTH ABUTMENT		SHEET 5 OF 29	



PILE PLAN

NOTES

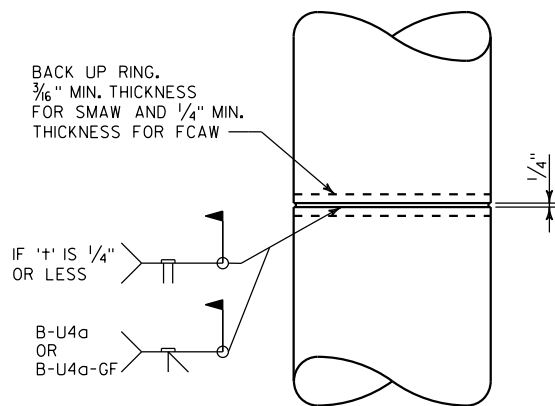
- (A01) PIPE UNDERDRAIN WRAPPED 6-INCH, SLOPE 0.5% MIN TO DRAIN
- (A03) VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY BEVELED 2" X 8". PLACE $\frac{3}{4}$ " V-GROOVE @ THE FRONT FACE OF CONST JOINT
- (A07) PIPE UNDERDRAIN UNPERFORATED 6-INCH, OUTLET TO EMBANKMENT SLOPE. INSTALL RODENT SHIELD AT OUTLET END OF PIPE UNDERDRAIN PER STANDARD DETAIL DRAWING 8F6-4 (RODENT SHIELD INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN UNPERFORATED 6-INCH").

- (A08) LOCATION AND PROJECTION OF EXISTING BATTERED PILES IS SHOWN BASED ON EXISTING STRUCTURE PLANS. VERIFY EXISTING PILE LOCATIONS IMMEDIATELY AFTER EXPOSURE AND NOTIFY THE ENGINEER OF ANY EXISTING PILES THAT INTERFERE WITH PROPOSED NEW PILES.

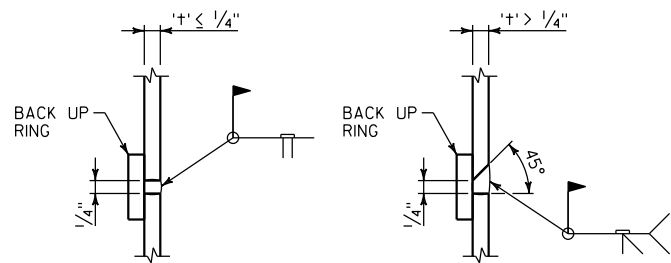
IF NECESSARY, PROPOSED PILES THAT CONFLICT WITH EXISTING PILES MAY BE RELOCATED NOT MORE THAN 9" ALONG $\bar{C}$ BRG FROM THE PROPOSED LOCATION SHOWN IN THE PLAN TO AVOID CONFLICTING WITH THE EXISTING PILES. DISTANCE FROM EDGE OF PILING TO EDGE OF FOOTING SHALL BE 9" MIN.

- (A09) 12 $\frac{3}{4}$ -INCH CAST-IN-PLACE CONCRETE PILING WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES METHOD. ESTIMATED PILE LENGTH = 55 FEET.

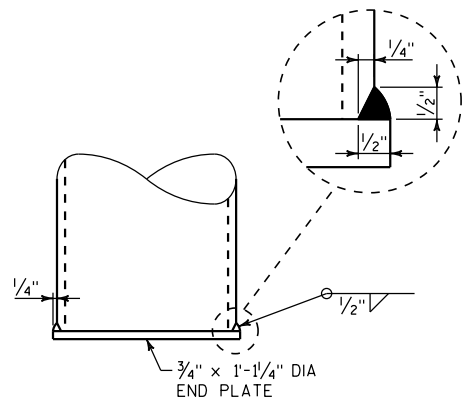
DRIVE PILING TO PLAN LENGTH UNLESS THE REQUIRED BEARING IS OBTAINED AT A SHORTER LENGTH. IF THE REQUIRED BEARING IS NOT OBTAINED WHEN THE PILE IS DRIVEN TO PLAN LENGTH, CONTACT THE BUREAU OF STRUCTURES.



CAST-IN-PLACE 'PIPE PILE' SPLICE

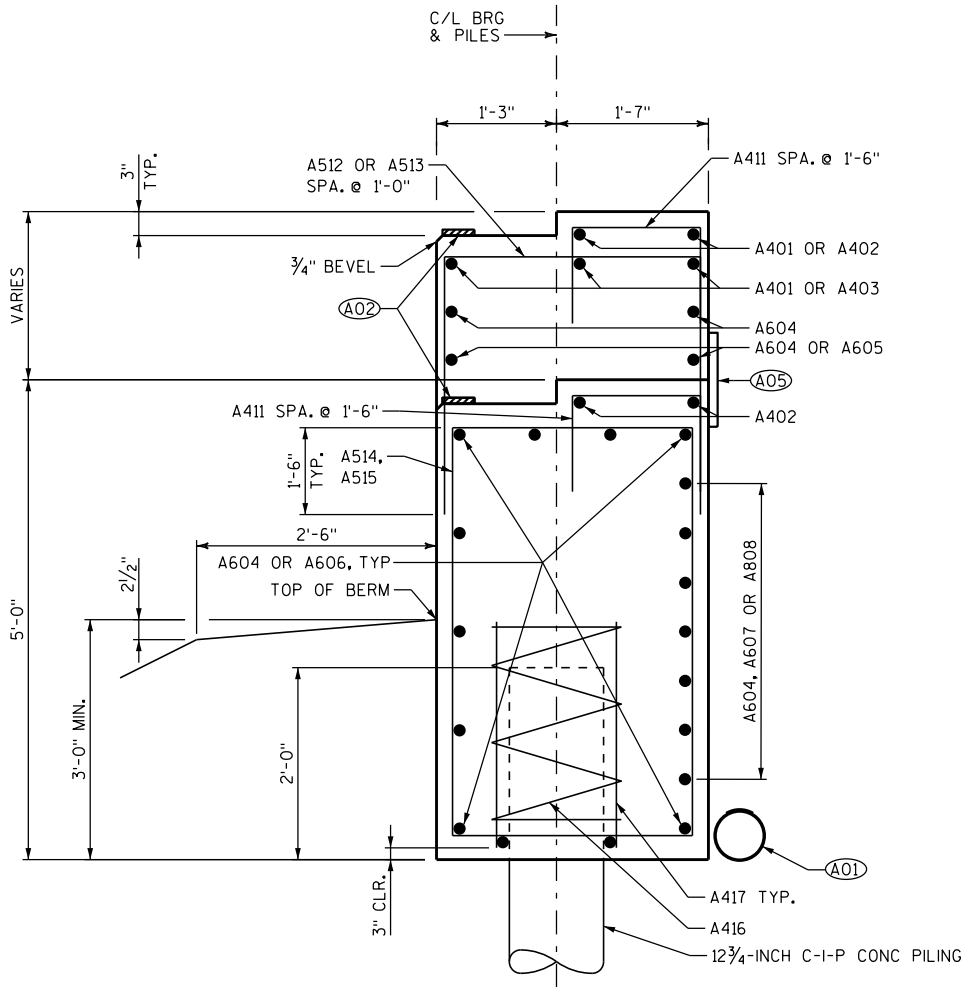


CIP PILE WELD DETAIL

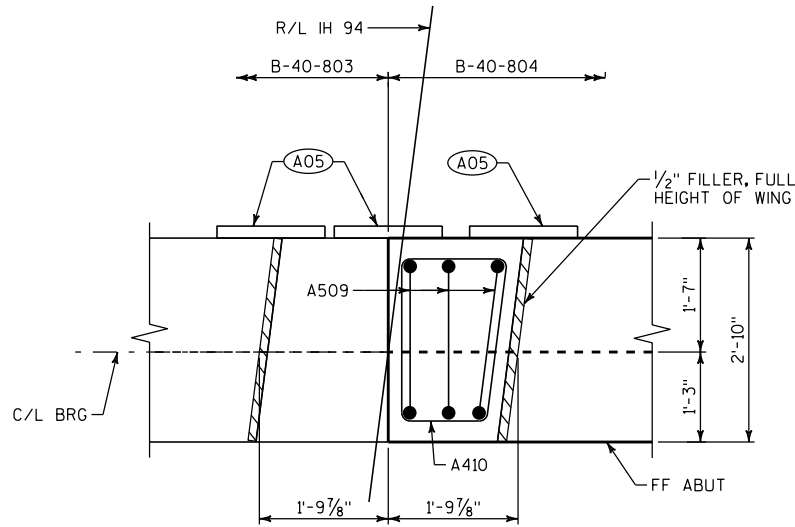


CIP PILE END PLATE DETAIL

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
SOUTH ABUTMENT PILE PLAN		SHEET 6 OF 29	



SECTION THRU ABUTMENT BODY



MEDIAN WING PLAN

NOTES

(A01) PIPE UNDERDRAIN WRAPPED 6-INCH, SLOPE 0.5% MIN, OUTLET TO EMBANKMENT SLOPE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

(A02) 4" X 3/4" FILLER

(A05) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-40-804" SHALL BE THE EXISTING GROUNDLINE.

BACKFILL PAY LIMITS. BACKFILL BEYOND THE PAY LIMITS SHALL BE INCIDENTAL TO THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-40-804".

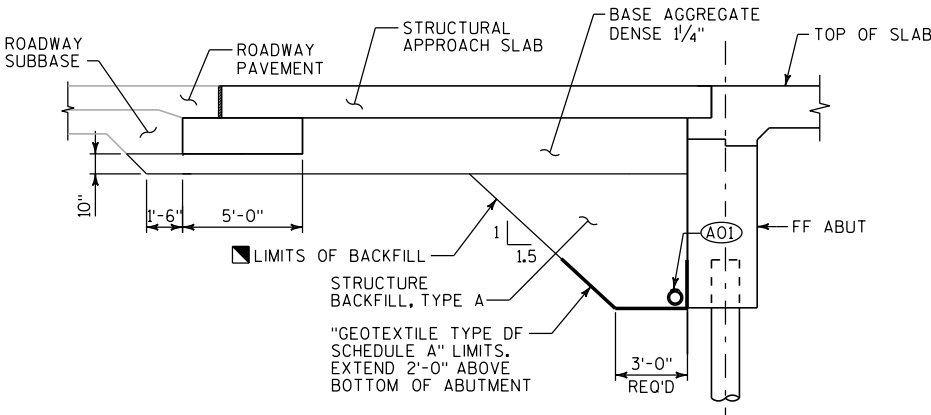
AT THE BACKFACE OF ABUTMENT, ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL. ALSO INCLUDED IS THE BASE AGGREGATE DENSE 1/4" AS DETAILED ON THE STRUCTURAL APPROACH SLAB SHEETS.

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE FABRIC AND PIPE UNDERDRAIN SHALL BE SET AT THE BOTTOM OF EXCAVATION. GEOTEXTILE FABRIC SHALL EXTEND 2'-0" ABOVE THE BOTTOM OF ABUTMENT.

DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

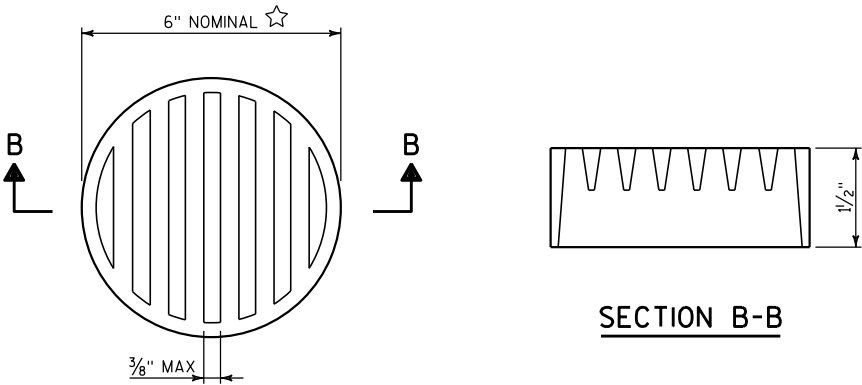
THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN UNPERFORATED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



BACKFILL LIMITS

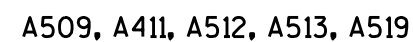
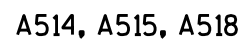
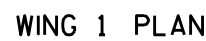
(DIMENSIONS ARE MEASURED NORMAL TO ABUTMENT)



RODENT SHIELD DETAIL

SECTION B-B

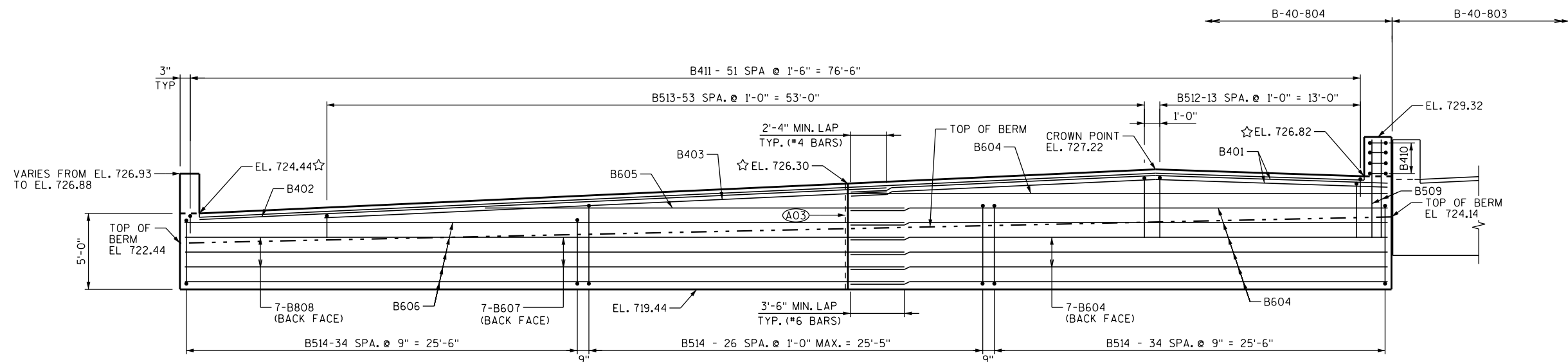
NO.	DATE	REVISION	BY
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STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
SOUTH ABUTMENT DETAILS		SHEET 7 OF 29	



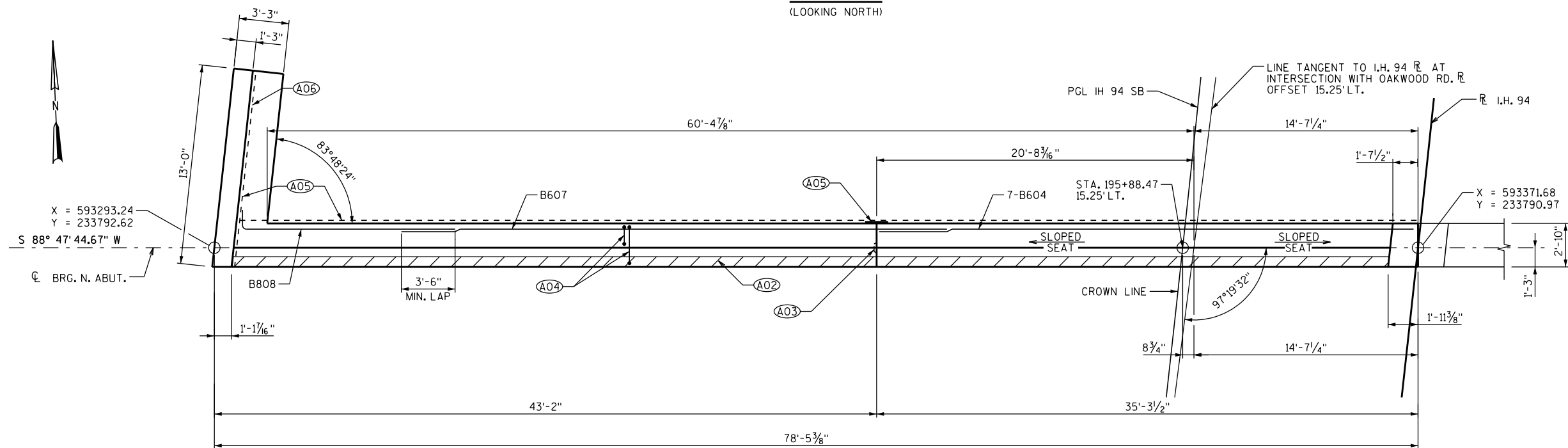
BAR MARK	COAT	NO.	LENGTH	BENT	BAR SERIES	LOCATION
A401	X	5	35'-1"			BODY - HORIZ - TOP
A402	X	2	45'-9"			BODY - HORIZ - TOP
A403	X	3	38'-0"			BODY - HORIZ - TOP
A604	X	22	35'-1"			BODY - HORIZ.
A605	X	2	27'-6"			BODY - HORIZ.
A606	X	11	47'-0"			BODY - HORIZ.
A607	X	7	36'-0"			BODY - HORIZ.
A808	X	7	15'-0"	X		BODY - HORIZ.
A509	X	3	11'-2"	X		BODY - MEDIAN VERT.
A410	X	4	8'-2"	X		BODY - MEDIAN STIRRUP
A411	X	52	3'-7"	X		BODY - VERTICAL - TOP
A512	X	29	9'-2"	X		BODY - VERTICAL - TOP
A513	X	39	7'-10"	X		BODY - VERTICAL - TOP
A514	X	35	14'-2"	X		BODY - STIRRUP
A515	X	62	16'-0"	X		BODY - STIRRUP
A416	X	11	28'-0"	X		BODY PILES - 1 PER PILE
A417	X	22	2'-3"			BODY PILES - 2 PER PILE
A518	X	11	15'-6"	X		WING - STIRRUP
A519	X	18	9'-4"	X		WING - VERTICAL
A420	X	8	12'-5"			WING - HORIZ.
A521	X	6	12'-5"			WING - HORIZ.
A622	X	8	12'-3"			WING - HORIZ.
A423	X	4	2'-10"	X		WING - HORIZ.

NO.	DATE	REVISION	BY
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STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
SOUTH ABUTMENT WING DETAILS			SHEET 8 OF 2

(A10) KEYWAY FORMED BY BEVELED 2" X 6"



ELEVATION
(LOOKING NORTH)

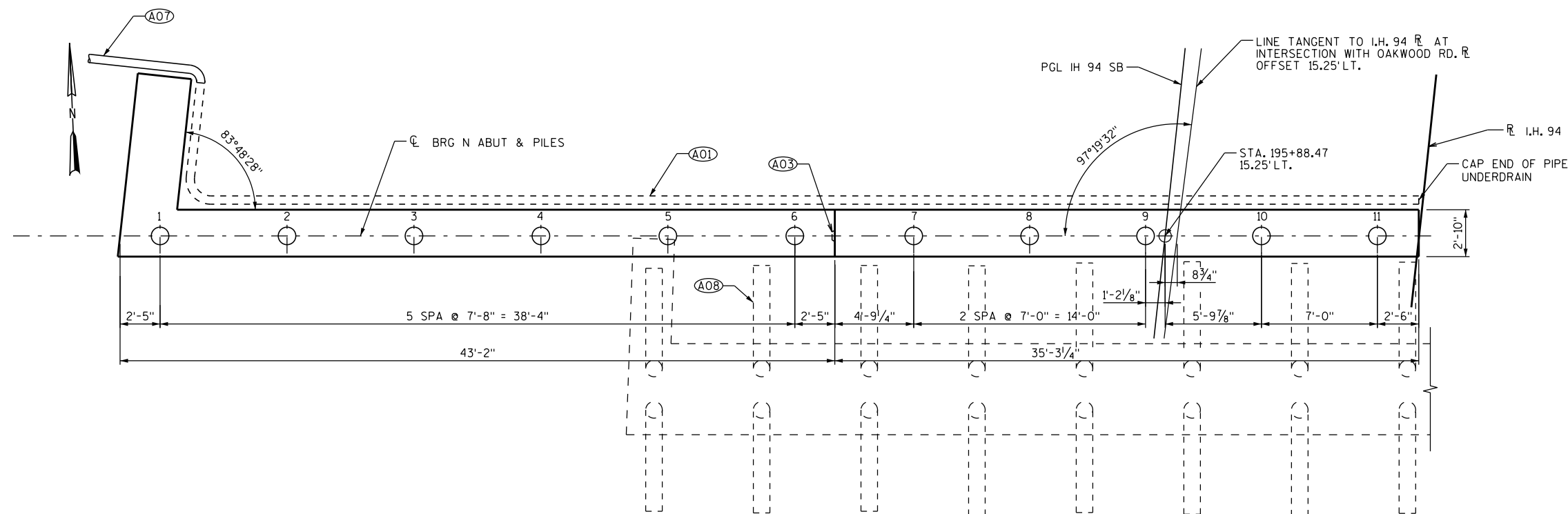


PLAN

NOTES

- (A02) 4" X 3/4" FILLER
- (A03) VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY BEVELED 2" X 8". PLACE 3/4" 'V' GROOVE @ THE FRONT FACE OF CONST JT.
- (A04) PLACE STIRRUPS AND U-SHAPED BARS NORMAL TO ABUTMENT BODY
- (A05) 18" RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE OF ABUTMENT
- (A06) 1/2" FILLER FROM ABUT SEAT TO TOP OF WING. SEAL ALL EXPOSED VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER, COLOR TO MATCH CONCRETE STAIN. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE).
- ☆ ELEVATIONS GIVEN AT THE BRG N ABUT

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
NORTH ABUTMENT		SHEET 9 OF 29	



FOOTING PLAN

(A01) PIPE UNDERDRAIN WRAPPED 6-INCH, SLOPE 0.5% MIN TO DRAIN

(A03) VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY BEVELED 2" X 8".
PLACE $\frac{3}{4}$ " 'V' GROOVE @ THE FRONT FACE OF CONST JOINT

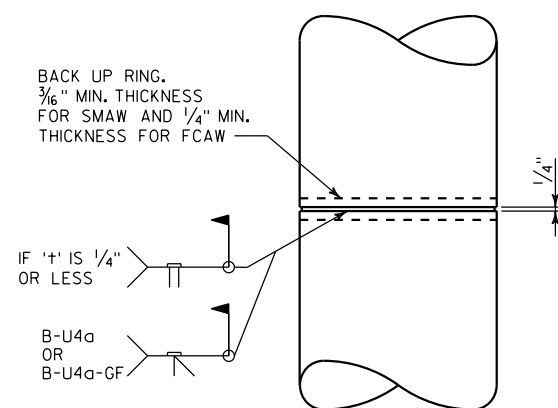
(A07) PIPE UNDERDRAIN UNPERFORATED 6-INCH, OUTLET TO EMBANKMENT SLOPE.
INSTALL RODENT SHIELD AT OUTLET END OF PIPE UNDERDRAIN PER
STANDARD DETAIL DRAWING 8F6-4 (RODENT SHIELD INCIDENTAL TO THE
BID ITEM "PIPE UNDERDRAIN UNPERFORATED 6-INCH".

- (A08) LOCATION AND PROJECTION OF EXISTING BATTERED PILES IS SHOWN BASED ON EXISTING STRUCTURE PLANS. VERIFY EXISTING PILE LOCATIONS IMMEDIATELY AFTER EXPOSURE AND NOTIFY THE ENGINEER OF ANY EXISTING PILES THAT INTERFERE WITH PROPOSED NEW PILES.

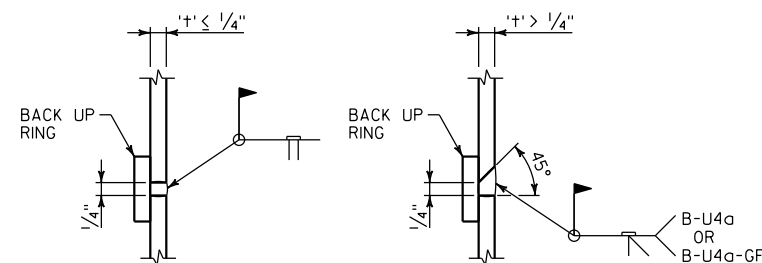
IF NECESSARY, PROPOSED PILES THAT CONFLICT WITH EXISTING PILES MAY BE RELOCATED NOT MORE THAN 9" ALONG C. BRG FROM THE PROPOSED LOCATION SHOWN IN THE PLAN TO AVOID CONFLICTING WITH THE EXISTING PILES. DISTANCE FROM EDGE OF PILING TO EDGE OF ABUTMENT SHALL BE 9" MIN.

- (A09) 12 $\frac{3}{4}$ -INCH CAST-IN-PLACE CONCRETE PILING WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES METHOD. ESTIMATED PILE LENGTH = 60 FEET.

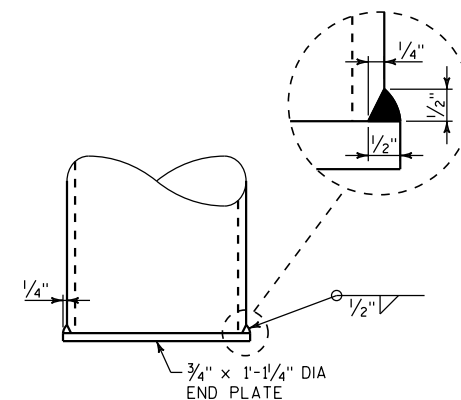
DRIVE PILING TO PLAN LENGTH UNLESS THE REQUIRED BEARING IS OBTAINED AT A SHORTER LENGTH. IF THE REQUIRED BEARING IS NOT OBTAINED WHEN THE PILE IS DRIVEN TO PLAN LENGTH, CONTACT THE BUREAU OF STRUCTURES.



CAST-IN-PLACE 'PIPE PILE' SPLICE

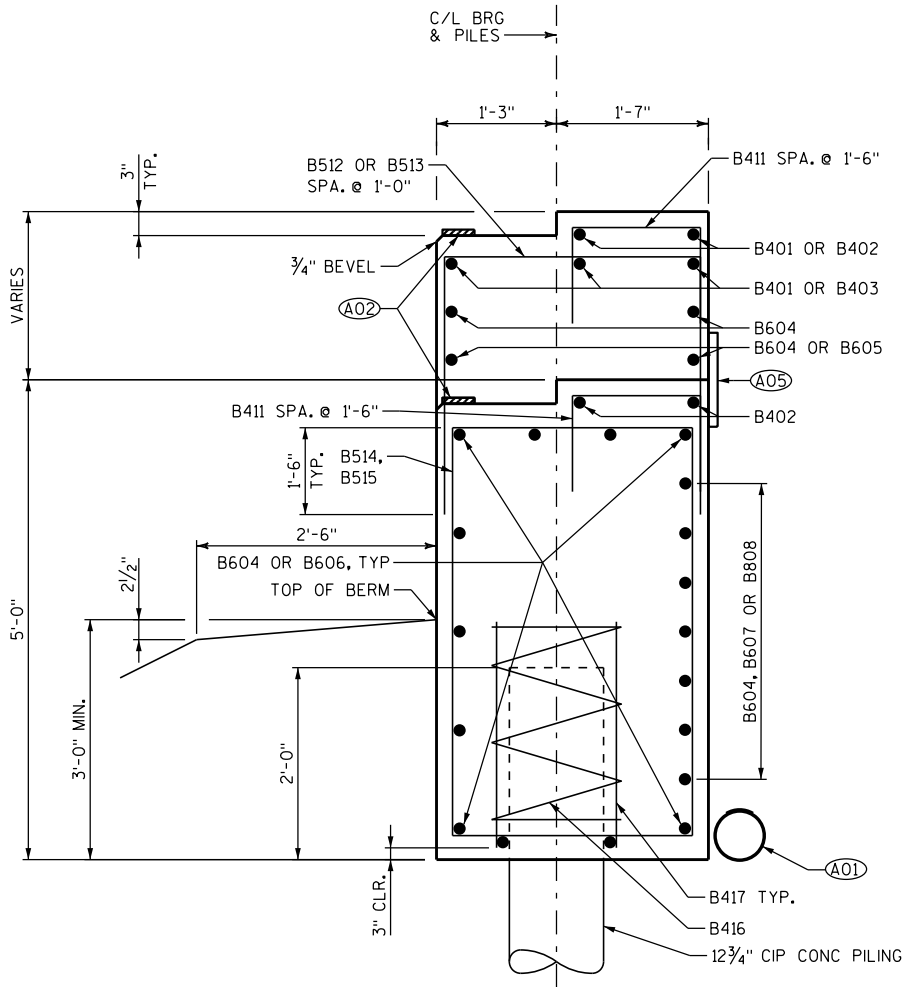


CIP PILE WELD DETAIL

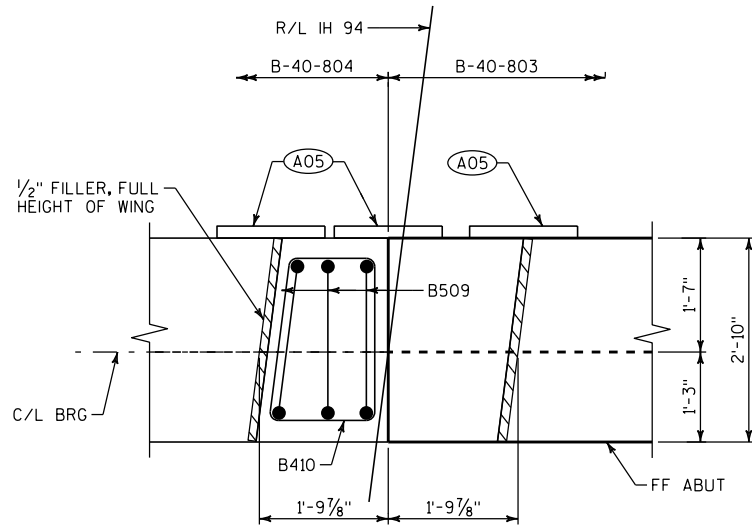


CIP PILE END PLATE DETAIL

NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION					
STRUCTURE B-40-804					
		DRAWN BY	EKM	PLANS CK'D.	KES
NORTH ABUTMENT PILE PLAN				SHEET 10 OF 2	



SECTION THRU ABUTMENT BODY



MEDIAN WING PLAN

NOTES

A01 PIPE UNDERDRAIN WRAPPED 6-INCH, SLOPE 0.5% MIN, OUTLET TO EMBANKMENT SLOPE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

A02 4" X 3/4" FILLER

A05 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-40-804" SHALL BE THE EXISTING GROUNDLINE.

BACKFILL PAY LIMITS. BACKFILL BEYOND THE PAY LIMITS SHALL BE INCIDENTAL TO THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-40-804".

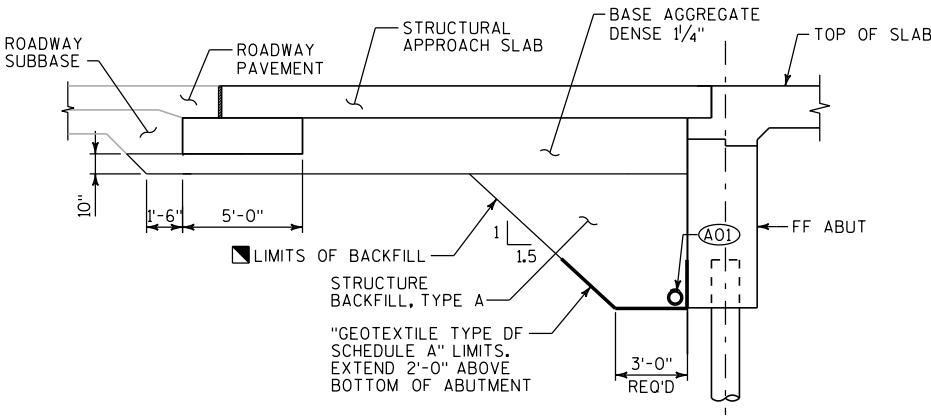
AT THE BACKFACE OF ABUTMENT, ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL. ALSO INCLUDED IS THE BASE AGGREGATE DENSE 1 1/4" AS DETAILED ON THE STRUCTURAL APPROACH SLAB SHEETS.

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE FABRIC AND PIPE UNDERDRAIN SHALL BE SET AT THE BOTTOM OF EXCAVATION. GEOTEXTILE FABRIC SHALL EXTEND 2'-0" ABOVE THE BOTTOM OF ABUTMENT.

DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

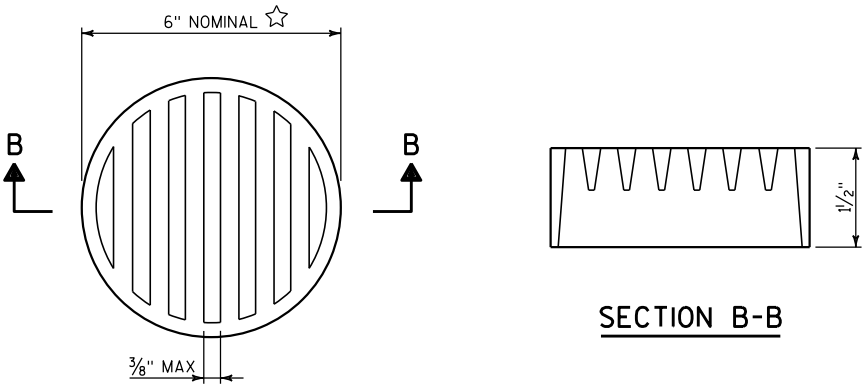
THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN UNPERFORATED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



BACKFILL LIMITS

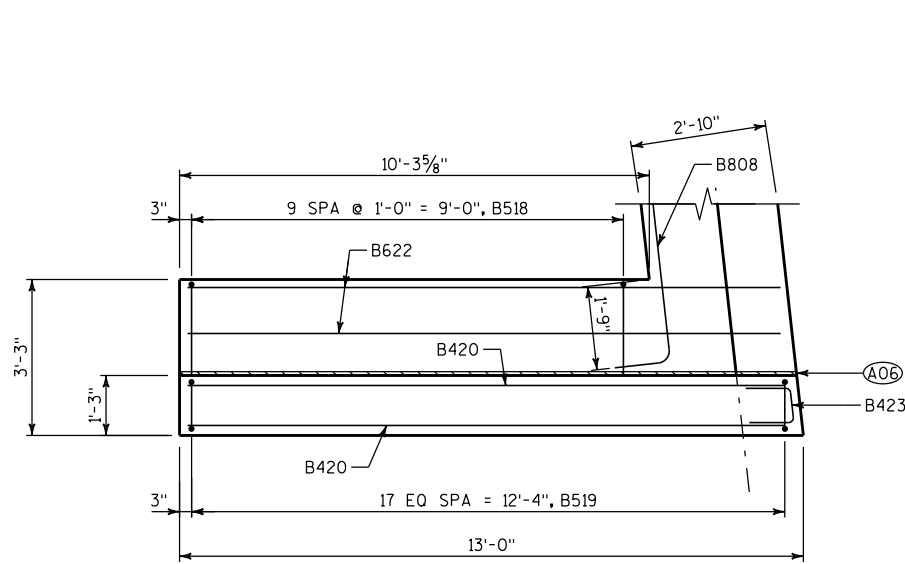
(DIMENSIONS ARE MEASURED NORMAL TO ABUTMENT)



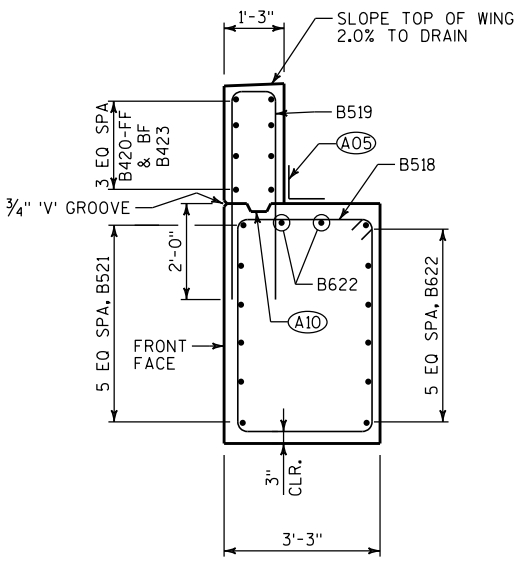
RODENT SHIELD DETAIL

SECTION B-B

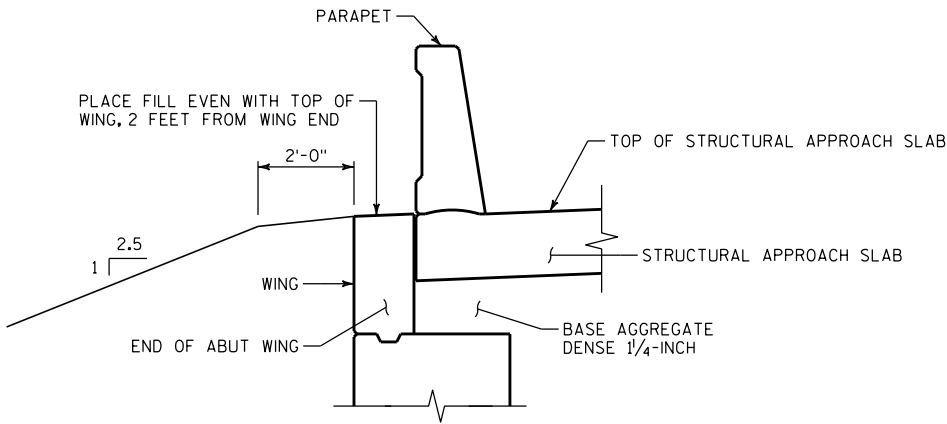
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
		DRAWN BY	EKM PLANS CK'D. KES
NORTH ABUTMENT DETAILS		SHEET 11 OF 29	



WING 2 PLAN



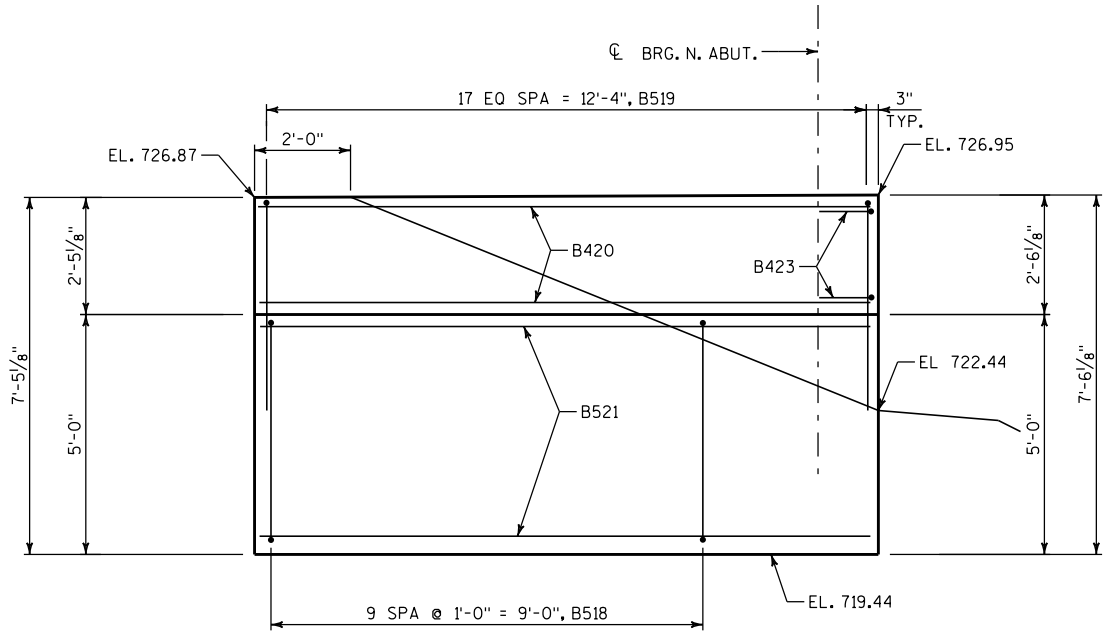
WING SECTION



TYPICAL FILL SECTION AT END OF WING

BILL OF BARS

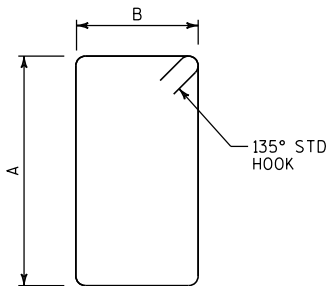
BAR MARK	COAT	NO.	LENGTH	BENT	BAR SERIES	LOCATION
B401	X	5	35'-1"			BODY - HORIZ - TOP
B402	X	2	45'-0"			BODY - HORIZ - TOP
B403	X	3	38'-0"			BODY - HORIZ - TOP
B604	X	22	35'-1"			BODY - HORIZ.
B605	X	2	27'-6"			BODY - HORIZ.
B606	X	11	47'-0"			BODY - HORIZ.
B607	X	7	36'-0"			BODY - HORIZ.
B808	X	7	15'-0"	X		BODY - HORIZ.
B509	X	3	11'-2"	X		BODY - MEDIAN VERT.
B410	X	4	8'-2"	X		BODY - MEDIAN STIRRUP
B411	X	52	3'-7"	X		BODY - VERTICAL - TOP
B512	X	29	9'-2"	X		BODY - VERTICAL - TOP
B513	X	39	7'-10"	X		BODY - VERTICAL - TOP
B514	X	35	14'-2"	X		BODY - STIRRUP
B515	X	62	16'-0"	X		BODY - STIRRUP
B416	X	11	28'-0"	X		BODY PILES - 1 PER PILE
B417	X	22	2'-3"			BODY PILES - 2 PER PILE
B518	X	11	15'-6"	X		WING - STIRRUP
B519	X	18	9'-4"	X		WING - VERTICAL
B420	X	8	12'-5"			WING - HORIZ.
B521	X	6	12'-5"			WING - HORIZ.
B622	X	8	12'-3"			WING - HORIZ.
B423	X	4	2'-10"	X		WING - HORIZ.



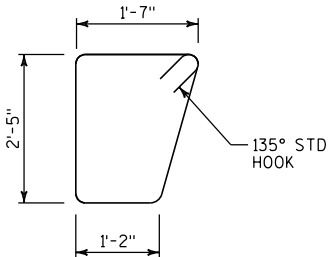
WING 2 ELEVATION
(FRONT FACE)

NOTES:

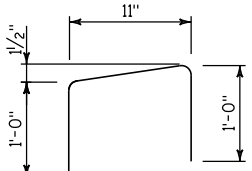
- (A05) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINT ON BACKFACE OF ABUT.
- (A06) 1/2" FILLER. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE), COLOR TO MATCH CONCRETE STAIN.
- (A10) KEYWAY FORMED BY BEVELED 2" X 6"



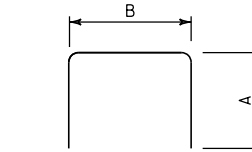
B514, B515, B518



B410

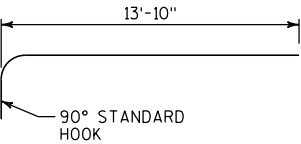


B423

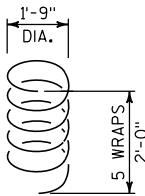


B509, B411, B512, B513, B519

BAR MARK	DIM "A"	DIM "B"
B509	4'-6"	2'-5"
B411	1'-3"	1'-3"
B512	3'-6"	2'-5"
B513	2'-10"	2'-5"
B519	4'-4"	11"



B808



B416

NO.	DATE	REVISION	BY
		STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
		STRUCTURE B-40-804	
		DRAWN BY EKM	PLANS CKD. KES
		NORTH ABUTMENT WING DETAILS	SHEET 12 OF 29

NOTES

(P01) KEYED CONSTRUCTION JOINT FORMED BY A SURFACE BEVELED 2" x 6".

(P02) LOCATION OF EXISTING TIMBER PILES IS SHOWN BASED ON EXISTING STRUCTURE PLANS. VERIFY EXISTING PILE LOCATIONS IMMEDIATELY AFTER EXPOSURE AND NOTIFY THE ENGINEER OF ANY EXISTING PILES THAT INTERFERE WITH PROPOSED NEW PILES.

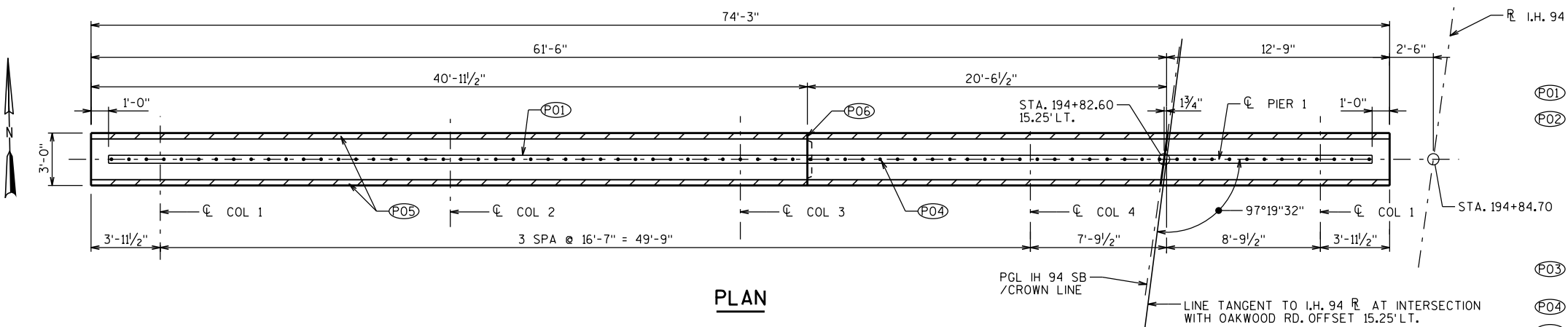
IF NECESSARY, PROPOSED PILES THAT CONFLICT WITH EXISTING PILES MAY BE RELOCATED NOT MORE THAN 9" FROM THE PROPOSED LOCATION SHOWN IN THE PLAN TO AVOID CONFLICTING WITH EXISTING PILES. EXISTING PILES MAY BE EXTRACTED AND THE HOLE THEN FILLED WITH SAND. REMOVAL OF EXISTING PILES AND PLACEMENT OF SAND IS INCLUDED IN THE PAY ITEM "REMOVING OLD STRUCTURE STA 195+15".

(P03) KEYED CONSTRUCTION JOINT FORMED BY SURFACED BEVELED 1'-3" x 2'-0" x 4". TYPICAL AT TOP AND BOTTOM OF COLUMNS.

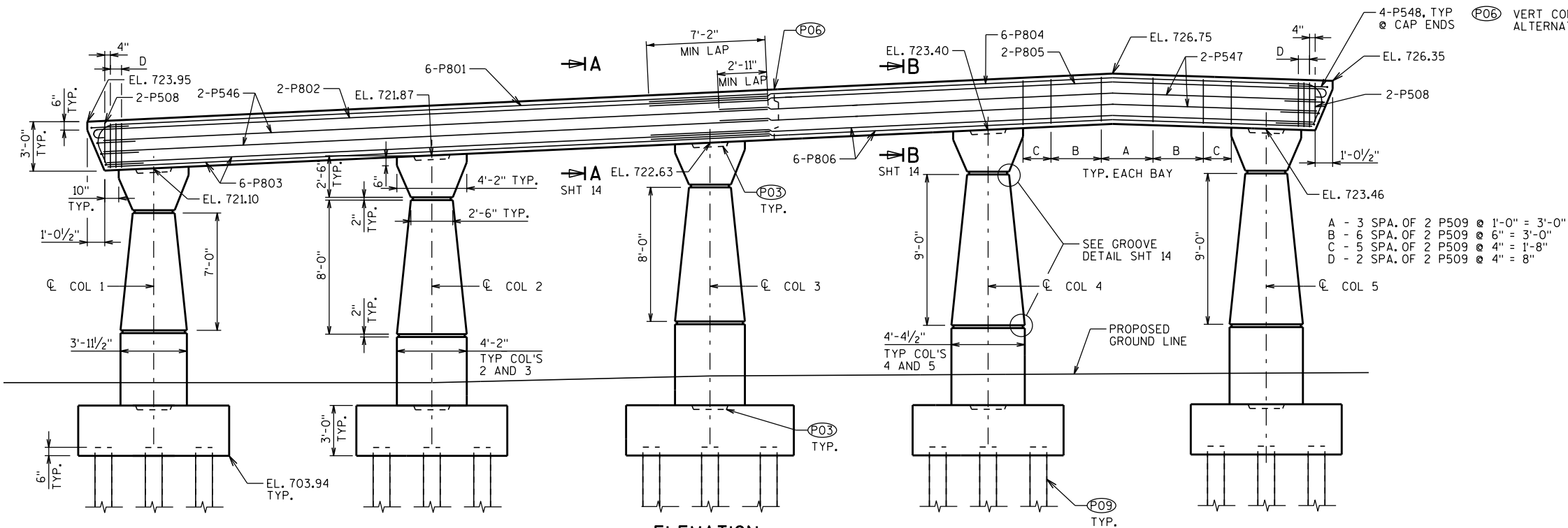
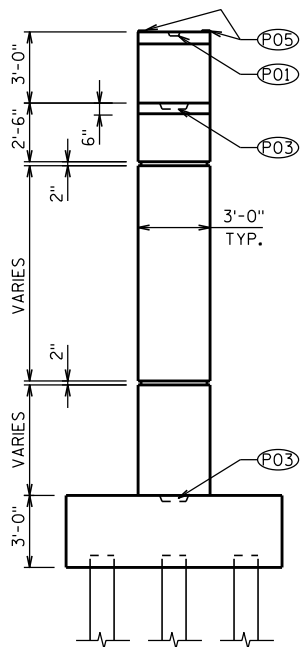
(P04) P507 BARS AT 1'-0" CENTERS MUST BE EMBEDDED 1'-0" INTO CONCRETE.

(P05) 4" x 3/4" FILLER

(P06) VERT CONSTR JOINT FORMED BY SURFACED BEVELED 2" x 6" x 1'-6" KEYWAY. ALTERNATE CONSTRUCTION JOINT DETAIL NOT ALLOWED.



PLAN

ELEVATION
(LOOKING NORTH)

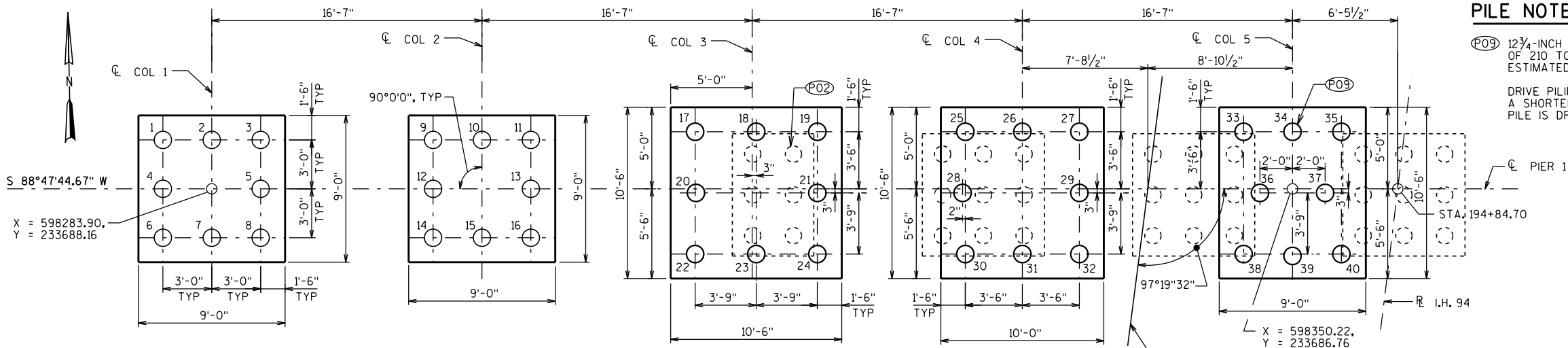
END VIEW

SEE SHEET 14 FOR COLUMN REINFORCING DETAIL

PILE NOTES

(P09) 12 3/4-INCH CAST-IN-PLACE CONCRETE PILING WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES METHOD. ESTIMATED PILE LENGTH = 85 FEET.

DRIVE PILING TO PLAN LENGTH UNLESS THE REQUIRED BEARING IS OBTAINED AT A SHORTER LENGTH. IF THE REQUIRED BEARING IS NOT OBTAINED WHEN THE PILE IS DRIVEN TO PLAN LENGTH, CONTACT THE BUREAU OF STRUCTURES.



FOOTING PLAN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CKD. KES
PIER 1		SHEET 13 OF 29	

COLUMN NO.	W	X	Y	Z
1	3'-11½"	1'-11¾"	4'-3⅞"	7'-0"
2	4'-2"	2'-1"	4'-1⅞"	8'-0"
3	4'-2"	2'-1"	4'-10¼"	8'-0"
4	4'-4½"	2'-2¼"	4'-7½"	9'-0"
5	4'-4½"	2'-2¼"	4'-8¼"	9'-0"

COLUMN NO.	*	A	B	**	G	H
1	13 EQ SPA	P526	P429	8 EQ SPA	P432	P535
2	15 EQ SPA	P527	P430	8 EQ SPA	P433	P536
3	15 EQ SPA	P527	P430	9 EQ SPA	P433	P536
4	17 EQ SPA	P528	P431	9 EQ SPA	P434	P537
5	17 EQ SPA	P528	P431	9 EQ SPA	P434	P537

COLUMN NO.	C	D	E	F
1	P1111	P1117	P1115	P1121
2	P1112	P1118	P1116	P1122
3	P1113	P1119	P1116	P1123
4 & 5	P1114	P1120	P1116	P1124

- (P01) KEYED CONSTRUCTION JOINT FORMED BY A SURFACE BEVELED 2" X 6".
- (P03) KEYED CONSTRUCTION JOINT FORMED BY SURFACED BEVELED 3" X 1'-0" X 2'-2". TYPICAL AT TOP AND BOTTOM OF COLUMNS.
- (P04) P507 BARS AT 1'-0" CENTERS MUST BE EMBEDDED 1'-0" INTO CONCRETE.
- (P07) ALTERNATE HOOKED ENDS OF #4 TIES.
- (P10) SEE SHT 15 FOR FOOTING REINFORCEMENT BAR MARKS & SPACING

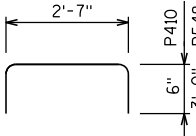
NO.		DATE		REVISION		BY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION							
STRUCTURE B-40-804							
				DRAWN BY		EKM	
				PLANS CK'D.		KES	
PIER 1 DETAILS (1 OF 2)						SHEET 14 OF 29	



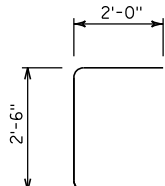
BILL OF BARS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
P801	X	6	42'-4"	X		PIER CAP TOP
P802	X	2	41'-4"	X		PIER CAP TOP
P803	X	6	39'-9"			PIER CAP BOTTOM
P804	X	6	42'-11"	X		PIER CAP TOP
P805	X	2	41'-5"	X		PIER CAP TOP
P806	X	6	39'-9"	X		PIER CAP BOTTOM
P507	X	73	2'-0"			PIER CAP - DOWEL - VERT
P508	X	4	8'-6"	X		PIER CAP STIRRUP
P509	X	220	9'-2"	X		PIER CAP STIRRUP
P410	X	37	3'-5"	X		PIER CAP - TIE
P1111	X	10	14'-1"	X		COLUMN 1 - VERT - FTG DOWEL
P1112	X	10	14'-1"	X		COLUMN 2 - VERT - FTG DOWEL
P1113	X	10	14'-1"	X		COLUMN 3 - VERT FTG DOWEL
P1114	X	20	14'-1"	X		COL 4-5 - VERT - FTG DOWEL
P1115	X	14	12'-2"	X		COLUMN 1 - VERT - FTG DOWEL
P1116	X	56	12'-8"	X		COL 2-5 - VERT - FTG DOWEL
P1117	X	10	16'-6"	X		COLUMN 1 - VERT
P1118	X	10	17'-3"	X		COLUMN 2 - VERT
P1119	X	10	18'-0"	X		COLUMN 3 - VERT
P1120	X	20	18'-10"	X		COLUMN 4 & 5 - VERT
P1121	X	6	17'-11"	X		COLUMN 1 - VERT - TOP
P1122	X	6	18'-9"	X		COLUMN 2 - VERT - TOP
P1123	X	6	19'-6"	X		COLUMN 3 - VERT - TOP
P1124	X	12	20'-3"	X		COLUMN 4 & 5 - VERT - TOP
P1125	X	30	14'-2"	X		COL 1-5 - VERT - FTG DOWEL
P526	X	14	11'-1"	X	△	COLUMN 1 - TIES - MIDDLE
P527	X	32	11'-4"	X	△	COLUMN 2 & 3 - TIES - MIDDLE
P528	X	36	11'-6"	X	△	COLUMN 4 & 5 - TIES - MIDDLE
P429	X	14	3'-5"	X	△	COLUMN 1 - TIES - MIDDLE
P430	X	32	3'-6"	X	△	COLUMN 2 & 3 - TIES - MIDDLE
P431	X	36	3'-7"	X	△	COLUMN 4 & 5 - TIES - MIDDLE
P432	X	9	4'-2"	X		COLUMN 1 - TIES - BOTTOM
P433	X	19	4'-4"	X		COLUMN 2 & 3 - TIES - BOTT
P434	X	20	4'-7"	X		COLUMN 4 & 5 - TIES - BOTT
P535	X	9	12'-7"	X		COLUMN 1 - TIES - BOTTOM
P536	X	19	13'-0"	X		COLUMN 2 & 3 - TIES - BOTT
P537	X	20	13'-5"	X		COLUMN 4 & 5 - TIES - BOTT
P538	X	155	8'-8"	X		COLUMN - TIES
P439	X	15	2'-11"	X		COLUMN - TIES - TOP
P440	X	15	10'-0"	X		COLUMN - TIES - TOP
P441	X	30	6'-4"	X		COLUMN - TIES - TOP
P542	X	50	10'-6"	X		COLUMN - VERT - TOP
P543		65	8'-8"			FOOTING - TOP
P744		45	8'-8"			FOOTING - BOTTOM
P945		30	8'-8"			FOOTING - BOTTOM
P546	X	4	39'-10"			PIER CAP - HORIZ - SIDES
P547	X	4	35'-6"			PIER CAP - HORIZ - SIDES
P548	X	8	8'-4"	X		PIER CAP - HORIZ - ENDS
P549		53	10'-2"			FOOTING - TOP
P950		62	10'-2"			FOOTING - BOTTOM
P751		23	9'-8"			FOOTING - TOP
P552		17	9'-8"			FOOTING - BOTTOM

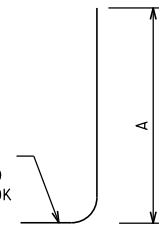
△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATION (SEE BAR SERIES TABLE FOR ACTUAL LENGTH)



P410, P548

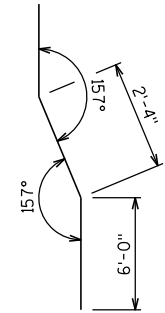


P441

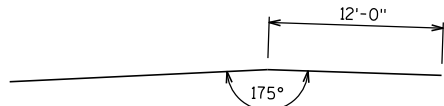


P1115, P1116, P1125

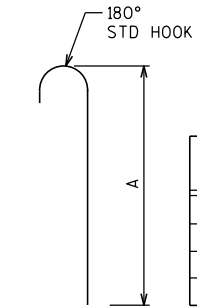
BAR MARK	A
P1115	10'-6"
P1116	11'-0"
P1125	12'-6"



P542

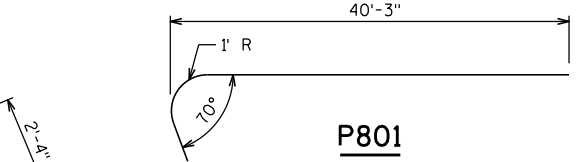


P806, P547

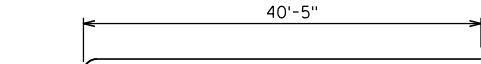


P1121, P1122, P1123, P1124

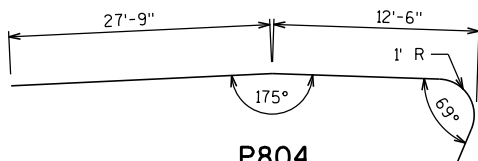
BAR MARK	A
P1121	16'-4"
P1122	17'-2"
P1123	17'-11"
P1124	18'-8"



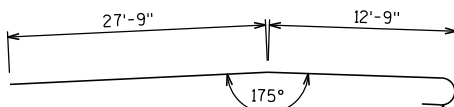
P801



P802



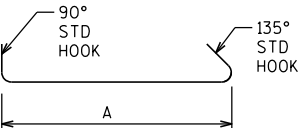
P804



P805

BAR MARK	A
P429	2'-0" TO 3'-5"
P430	2'-0" TO 3'-7 1/2"
P431	2'-0" TO 3'-10"
P432	3'-5 1/2"
P433	3'-8"
P434	3'-10 1/2"
P439	2'-3"

P429, P430, P431, P432, P433, P434, P439



BAR SERIES TABLE

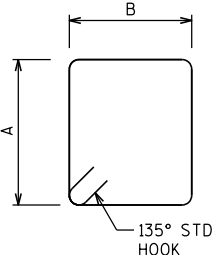
COLUMN NO.	BAR MARK	NO. REQ'D	LENGTH
1	P526	1 SERIES OF 14	9'-8" TO 12'-6"
2, 3	P527	2 SERIES OF 16	9'-8" TO 12'-11"
4, 5	P528	2 SERIES OF 18	9'-8" TO 13'-4"
1	P429	1 SERIES OF 14	2'-8" TO 4'-1"
2, 3	P430	2 SERIES OF 16	2'-8" TO 4'-4"
4, 5	P431	2 SERIES OF 18	2'-8" TO 4'-6"

BAR MARK	A	B
P508	2'-3"	1'-8"
P509	2'-7"	1'-8"
P526	2'-6"	2'-0" TO 3'-5"
P527	2'-6"	2'-0" TO 3'-7 1/2"
P528	2'-6"	2'-0" TO 3'-10"
P535	2'-6"	3'-5 1/2"
P536	2'-6"	3'-8"
P537	2'-6"	3'-10 1/2"
P538	2'-6"	1'-6"
P440	2'-6"	2'-3"

P508, P509, P526, P527, P538, P535, P536, P537, P538, P440

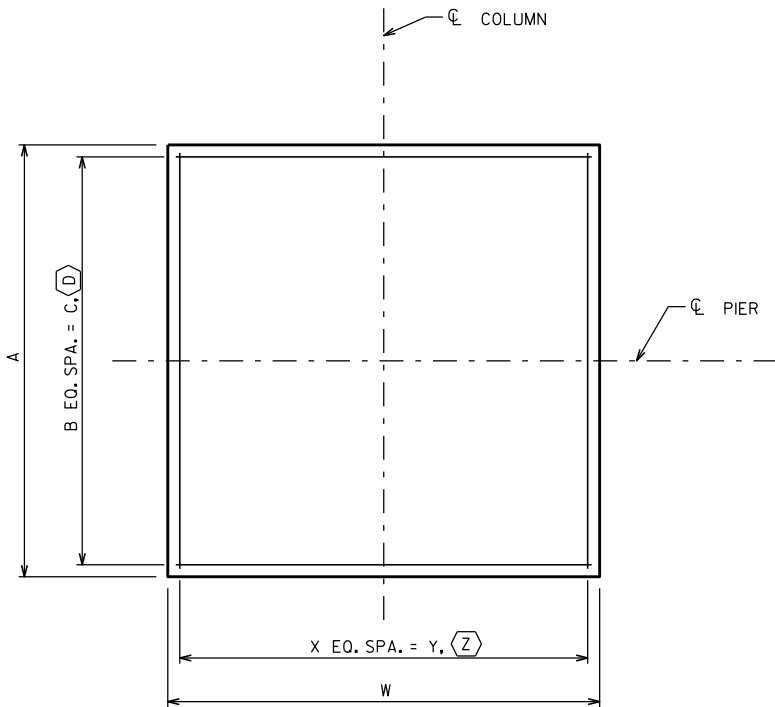
COLUMN NO.	BAR MARK	A	B
1	P1111	6'-10"	5'-7"
2	P1112	6'-8"	5'-9"
3	P1113	7'-4"	5'-1"
4 & 5	P1114	7'-2"	5'-3"

P1111, P1112, P1113, P1114



STATE PROJECT NUMBER

1030-20-87



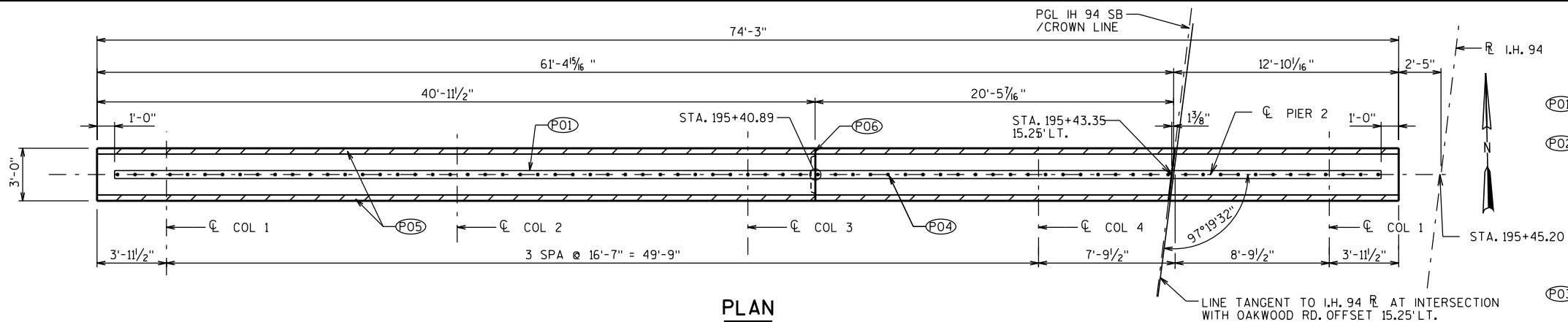
FOOTING REINFORCEMENT PLAN

FOOTING NO.	REINF LOCATION	A	B	C	D	W	X	Y	Z
1	TOP	9'-0"	13	8'-6"	P543	9'-0"	10	8'-6"	P543
1	BOTTOM		14		P744		14		P945
2	TOP	9'-0"	13	8'-6"	P543	9'-0"	10	8'-6"	P543
2	BOTTOM		14		P744		14		P945
3	TOP	10'-6"	13	10'-0"	P549	10'-6"	13	10'-0"	P549
3	BOTTOM		17		P950		20		P950
4	TOP	10'-6"	16	10'-0"	P552	10'-0"	13	9'-6"	P549
4	BOTTOM		22		P751		20		P950
5	TOP	10'-6"	14	10'-0"	P543	9'-0"	10	8'-6"	P549
5	BOTTOM		14		P744		19		P950

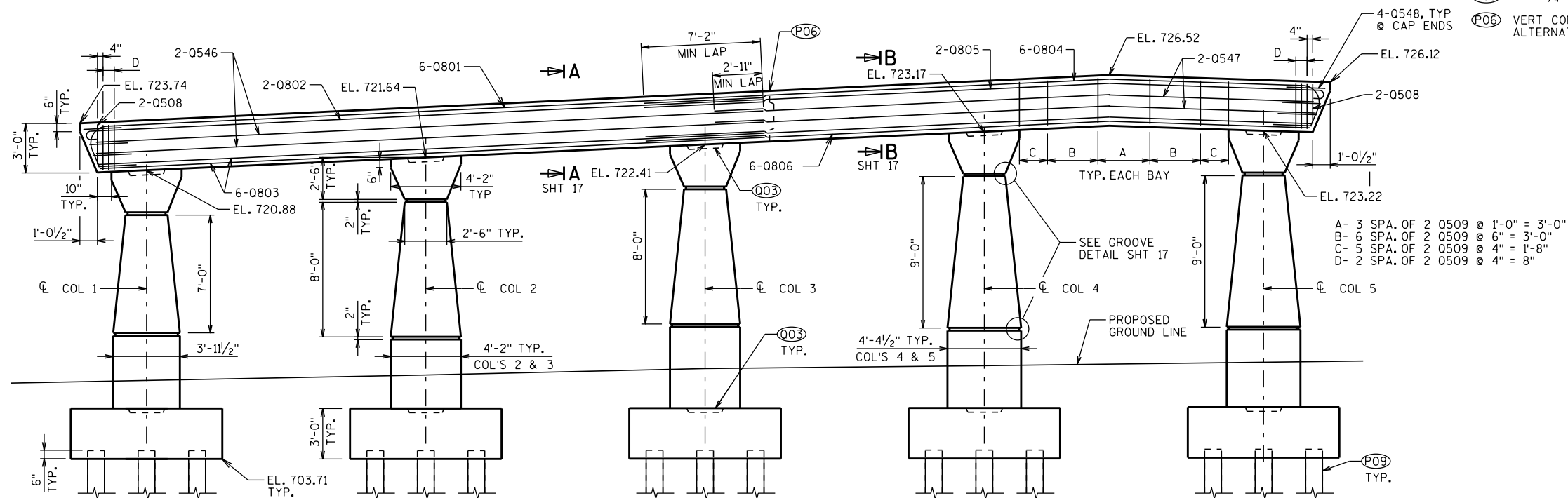
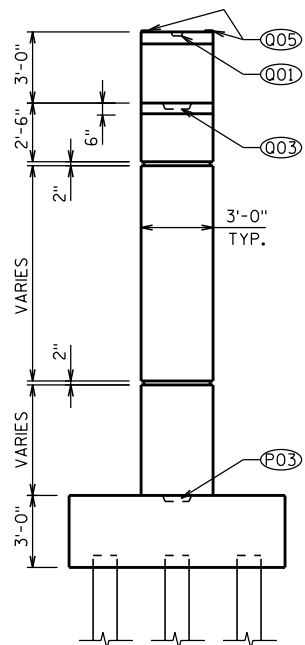
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
PIER 1 DETAILS (2 OF 2)			SHEET 15 OF 29

NOTES

- (P01) KEYED CONSTRUCTION JOINT FORMED BY A SURFACE BEVELED 2" X 6" BETWEEN BEAM SEATS.
- (P02) LOCATION OF EXISTING TIMBER PILES IS SHOWN BASED ON EXISTING STRUCTURE PLANS. VERIFY EXISTING PILE LOCATIONS IMMEDIATELY AFTER EXPOSURE AND NOTIFY THE ENGINEER OF ANY EXISTING PILES THAT INTERFERE WITH PROPOSED NEW PILES.
- IF NECESSARY, PROPOSED PILES THAT CONFLICT WITH EXISTING PILES MAY BE RELOCATED NOT MORE THAN 9" FROM THE PROPOSED LOCATION SHOWN IN THE PLAN TO AVOID CONFLICTING WITH EXISTING PILES. EXISTING PILES MAY BE EXTRACTED AND THE HOLE THEN FILLED WITH SAND. REMOVAL OF EXISTING PILES AND PLACEMENT OF SAND IS INCLUDED IN THE PAY ITEM "REMOVING OLD STRUCTURE STA 195+15".
- (P03) KEYED CONSTRUCTION JOINT FORMED BY SURFACED BEVELED 1'-3" X 2'-0" X 4", TYPICAL AT TOP AND BOTTOM OF COLUMNS.
- (P04) P507 BARS AT 1'-0" CENTERS MUST BE EMBEDDED 1'-0" INTO CONCRETE.
- (P05) 4" X 3/4" FILLER
- (P06) VERT CONSTR JOINT FORMED BY SURFACED BEVELED 2" X 6" X 1'-6" KEYWAY. ALTERNATE CONSTRUCTION JOINT DETAIL NOT ALLOWED.



PLAN

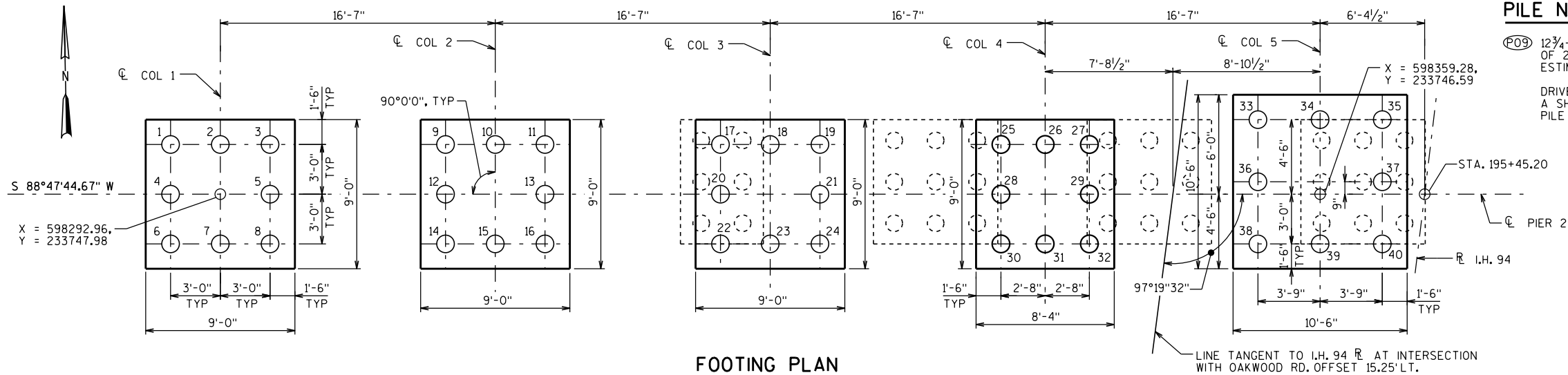
ELEVATION
(LOOKING NORTH)

END VIEW

SEE SHEET 17 FOR COLUMN REINFORCING DETAIL

PILE NOTES

- (P09) 12 3/4-INCH CAST-IN-PLACE CONCRETE PILING WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES METHOD. ESTIMATED PILE LENGTH = 85 FEET.
- DRIVE PILING TO PLAN LENGTH UNLESS THE REQUIRED BEARING IS OBTAINED AT A SHORTER LENGTH. IF THE REQUIRED BEARING IS NOT OBTAINED WHEN THE PILE IS DRIVEN TO PLAN LENGTH, CONTACT THE BUREAU OF STRUCTURES.



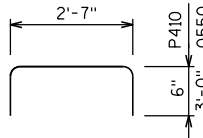
FOOTING PLAN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CKD. KES
PIER 2		SHEET 16 OF 29	

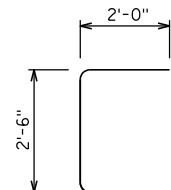
BILL OF BARS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
Q801	X	6	42'-4"	X		PIER CAP TOP
Q802	X	2	41'-4"	X		PIER CAP TOP
Q803	X	6	39'-9"			PIER CAP BOTTOM
Q804	X	6	42'-11"	X		PIER CAP TOP
Q805	X	2	41'-5"	X		PIER CAP TOP
Q806	X	6	39'-9"	X		PIER CAP BOTTOM
Q507	X	73	2'-0"			PIER CAP - DOWEL - VERT
Q508	X	4	8'-6"	X		PIER CAP STIRRUP
Q509	X	220	9'-2"	X		PIER CAP STIRRUP
Q410	X	37	3'-5"	X		PIER CAP - TIE
Q1111	X	10	14'-1"	X		COLUMN 1 - VERT - FTG DOWEL
Q1112	X	10	14'-1"	X		COLUMN 2 - VERT - FTG DOWEL
Q1113	X	10	14'-1"	X		COLUMN 3 - VERT FTG DOWEL
Q1114	X	20	14'-1"	X		COL 4-5 - VERT - FTG DOWEL
Q1115	X	14	12'-2"	X		COLUMN 1 - VERT - FTG DOWEL
Q1116	X	56	12'-8"	X		COL 2-5 - VERT - FTG DOWEL
Q1117	X	10	16'-6"	X		COLUMN 1 - VERT
Q1118	X	10	17'-3"	X		COLUMN 2 - VERT
Q1119	X	10	18'-0"	X		COLUMN 3 - VERT
Q1120	X	20	18'-10"	X		COLUMN 4 & 5 - VERT
Q1121	X	6	17'-11"	X		COLUMN 1 - VERT - TOP
Q1122	X	6	18'-9"	X		COLUMN 2 - VERT - TOP
Q1123	X	6	19'-6"	X		COLUMN 3 - VERT - TOP
Q1124	X	12	20'-3"	X		COLUMN 4 & 5 - VERT - TOP
Q1125	X	30	14'-2"	X		COL 1-5 - VERT - FTG DOWEL
Q526	X	14	11'-1"	X	△	COLUMN 1 - TIES - MIDDLE
Q527	X	32	11'-4"	X	△	COLUMN 2 & 3 - TIES - MIDDLE
Q528	X	36	11'-6"	X	△	COLUMN 4 & 5 - TIES - MIDDLE
Q429	X	14	3'-5"	X	△	COLUMN 1 - TIES - MIDDLE
Q430	X	32	3'-6"	X	△	COLUMN 2 & 3 - TIES - MIDDLE
Q431	X	36	3'-7"	X	△	COLUMN 4 & 5 - TIES - MIDDLE
Q432	X	9	4'-2"	X		COLUMN 1 - TIES - BOTTOM
Q433	X	19	4'-4"	X		COLUMN 2 & 3 - TIES - BOTT
Q434	X	20	4'-7"	X		COLUMN 4 & 5 - TIES - BOTT
Q535	X	9	12'-7"	X		COLUMN 1 - TIES - BOTTOM
Q536	X	19	13'-0"	X		COLUMN 2 & 3 - TIES - BOTT
Q537	X	20	13'-5"	X		COLUMN 4 & 5 - TIES - BOTT
Q538	X	155	8'-8"	X		COLUMN - TIES
Q439	X	15	2'-11"	X		COLUMN - TIES - TOP
Q440	X	15	10'-0"	X		COLUMN - TIES - TOP
Q441	X	30	6'-4"	X		COLUMN - TIES - TOP
Q542	X	50	10'-6"	X		COLUMN - VERT - TOP
Q543		86	8'-8"			FOOTING - TOP
Q744		46	8'-8"			FOOTING - BOTTOM
Q945		60	8'-8"			FOOTING - BOTTOM
Q546	X	4	39'-10"			PIER CAP - HORIZ - SIDES
Q547	X	4	35'-6"			PIER CAP - HORIZ - SIDES
Q548	X	8	8'-4"	X		PIER CAP - HORIZ - ENDS
Q549		28	10'-2"			FOOTING - TOP
Q950		20	10'-2"			FOOTING - BOTTOM
Q751		19	10'-2"			FOOTING - BOTTOM
Q552		14	8'-0"			FOOTING - TOP
Q753		14	8'-0"			FOOTING - BOTTOM

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATION (SEE BAR SERIES TABLE FOR ACTUAL LENGTH)



Q410, Q550



Q441



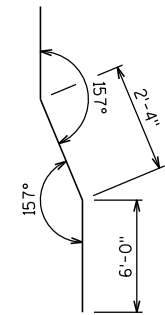
Q806, Q547, Q849

COLUMN NO.	BAR MARK	A	B	C
1	Q1117	4'-6"	7'-2"	9"
2	Q1118	4'-3"	8'-2"	10 1/4"
3	Q1119	5'-0"	8'-2"	10 1/4"
4 & 5	Q1120	4'-10"	9'-2"	11 1/2"

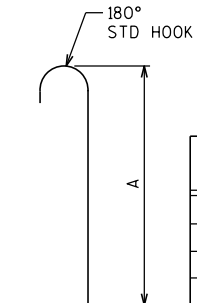
Q1117, Q1118, Q1119, Q1120

BAR MARK	A
Q1115	10'-6"
Q1116	11'-0"
Q1125	12'-6"

Q1115, Q1116, Q1125



Q542

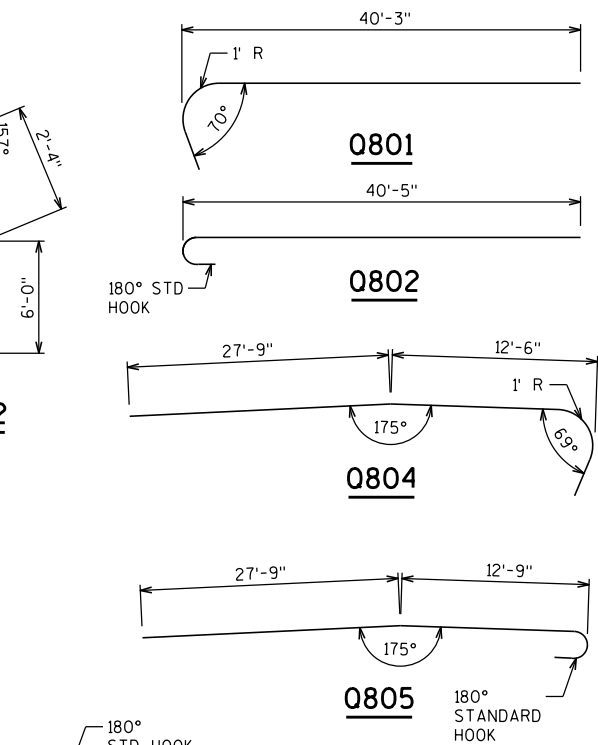


Q1121, Q1122, Q1123, Q1124

BAR MARK	A
Q1121	16'-4"
Q1122	17'-2"
Q1123	17'-11"
Q1124	18'-8"

BAR MARK	A
Q429	2'-0" TO 3'-5"
Q430	2'-0" TO 3'-7 1/2"
Q431	2'-0" TO 3'-10"
Q432	3'-5 1/2"
Q433	3'-8"
Q434	3'-10 1/2"
Q439	2'-3"

Q429, Q430, Q431, Q432, Q433, Q434, Q439



BAR SERIES TABLE

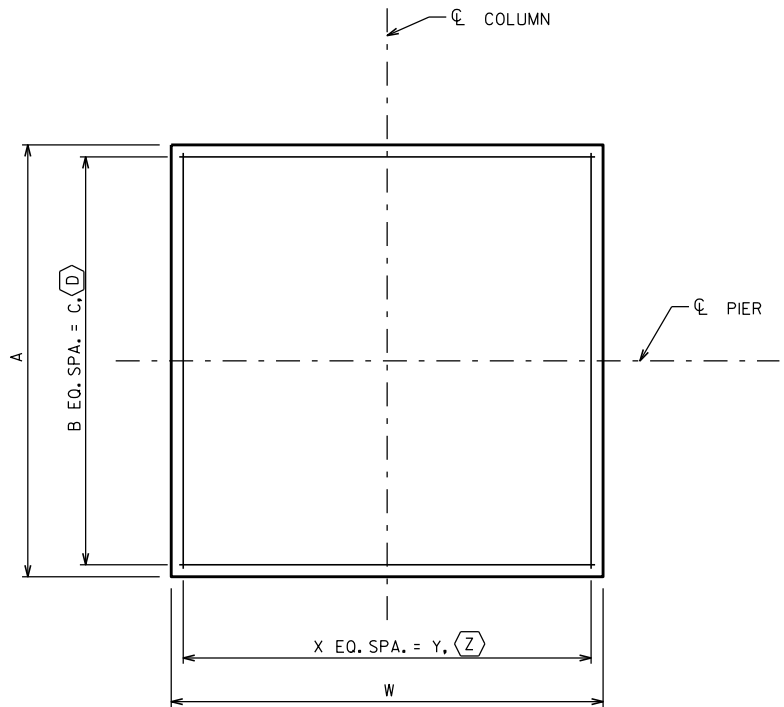
COLUMN NO.	BAR MARK	NO. REQ'D	LENGTH
1	Q526	1 SERIES OF 14 (PER COL.)	9'-8" TO 12'-6"
2, 3	Q527	1 SERIES OF 16 (PER COL.)	9'-8" TO 12'-11"
4, 5	Q528	1 SERIES OF 18 (PER COL.)	9'-8" TO 13'-4"
1	Q429	1 SERIES OF 14 (PER COL.)	2'-8" TO 4'-1"
2, 3	Q430	1 SERIES OF 16 (PER COL.)	2'-8" TO 4'-4"
4, 5	Q431	1 SERIES OF 18 (PER COL.)	2'-8" TO 4'-6"

BAR MARK	A	B
Q508	2'-3"	1'-8"
Q509	2'-7"	1'-8"
Q526	2'-6"	2'-0" TO 3'-5"
Q527	2'-6"	2'-0" TO 3'-7 1/2"
Q528	2'-6"	2'-1" TO 3'-10"
Q535	2'-6"	3'-5 1/2"
Q536	2'-6"	3'-8"
Q537	2'-6"	3'-10 1/2"
Q538	2'-6"	1'-6"
Q440	2'-6"	2'-3"

Q508, Q509, Q526, Q527, Q528, Q535, Q536, Q537, Q538, Q440

STATE PROJECT NUMBER

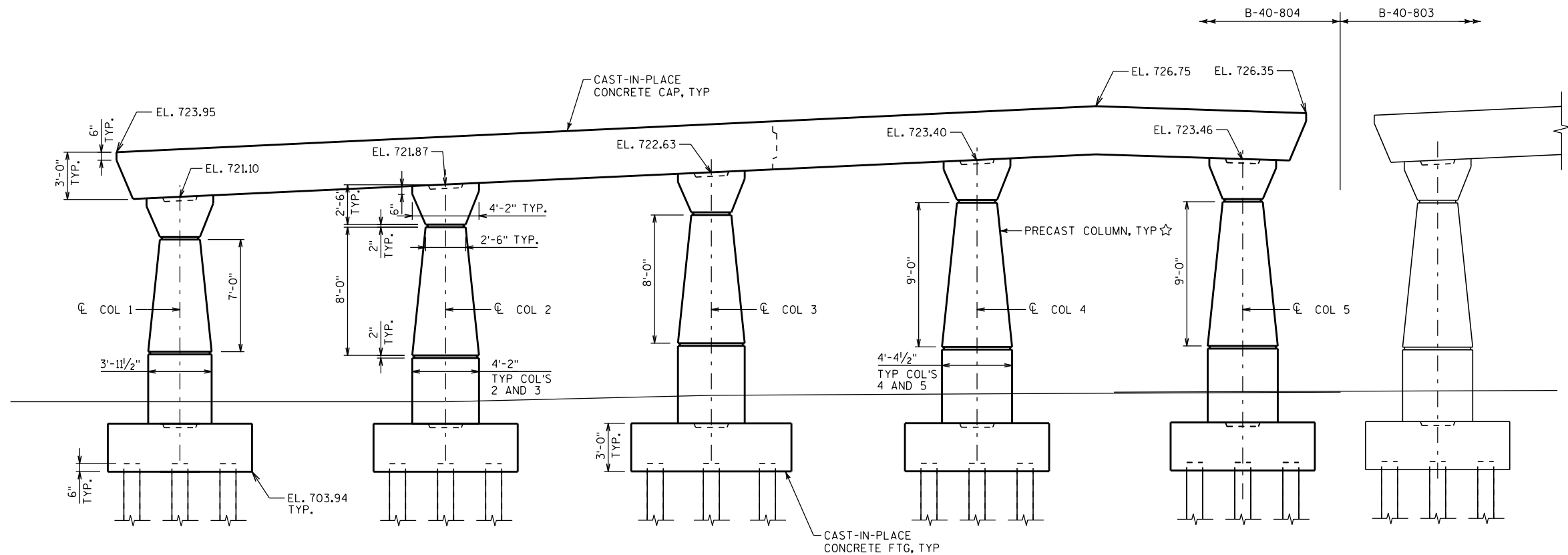
1030-20-87



FOOTING REINFORCEMENT PLAN

FOOTING NO.	REINF LOCATION	A	B	C	D	W	X	Y	Z
1	TOP	9'-0"	13	8'-6"	Q543	9'-0"	10	8'-6"	Q543
1	BOTTOM		14		Q744		14		Q945
2	TOP	9'-0"	13	8'-6"	Q543	9'-0"	10	8'-6"	Q543
2	BOTTOM		14		Q744		14		Q945
3	TOP	9'-0"	13	8'-6"	Q543	9'-0"	10	8'-6"	Q543
3	BOTTOM		15		Q744		14		Q945
4	TOP	9'-0"	13	8'-6"	Q552	8'-4"	10	7'-10"	Q543
4	BOTTOM		13		Q753		14		Q945
5	TOP	10'-6"	15	10'-0"	Q549	10'-6"	11	10'-0"	Q549
5	BOTTOM		18		Q751		19		Q950

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
PIER 2 DETAILS (2 OF 2)			SHEET 18 OF 29



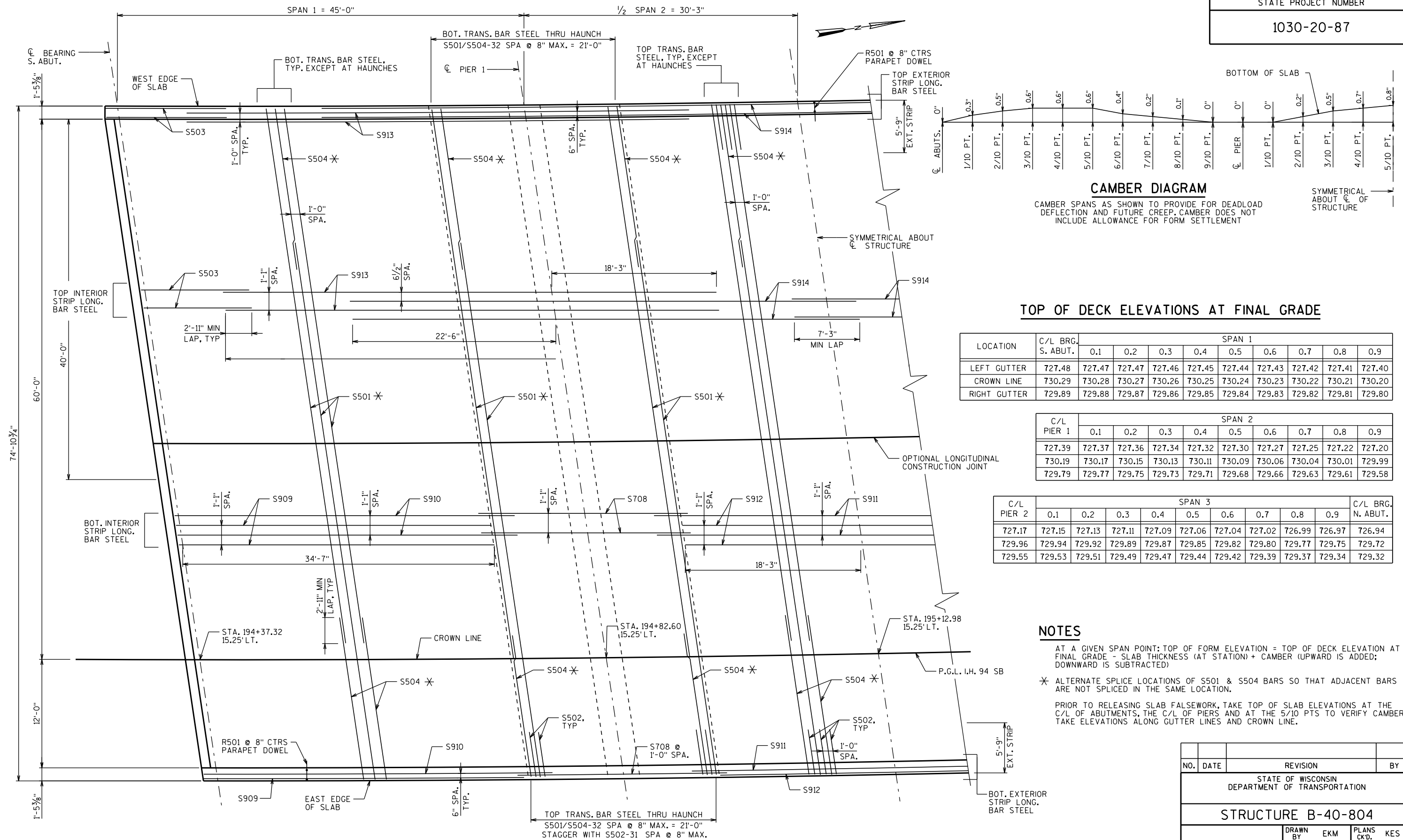
ELEVATION OF OPTIONAL PRECAST PIER

(FOR INFORMATION ONLY - PIER 1 SHOWN, PIER 2 SIMILAR)
CONTACT BUREAU OF STRUCTURES FOR PRECAST DETAILS

LEGEND

☆ THE CONTRACTOR MAY FURNISH PRECAST CONCRETE COLUMNS ONLY IN LIEU OF THE CAST-IN-PLACE COLUMNS WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE COLUMNS SHALL CONFORM TO THE PRECAST DETAILS IN CHAPTER 7 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL AND NON-BID ITEM SPECIAL PROVISIONS (PRECAST PIER COLUMNS AND GROUTED BAR COUPLERS) INCLUDED IN THIS CONTRACT. PAYMENT FOR THE PRECAST COLUMNS SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES" FOR THE CAST-IN-PLACE PIER.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
PIER PRECAST ALTERNATE		SHEET 19 OF 29	



CAMBER DIAGRAM

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

SYMMETRICAL —
ABOUT $\mathbb{Q}$ OF
STRUCTURE

TOP OF DECK ELEVATIONS AT FINAL GRADE

LOCATION	C/L BRO. S. ABUT.	SPAN 1								
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
LEFT GUTTER	727.48	727.47	727.47	727.46	727.45	727.44	727.43	727.42	727.41	727.40
CROWN LINE	730.29	730.28	730.27	730.26	730.25	730.24	730.23	730.22	730.21	730.20
RIGHT GUTTER	729.89	729.88	729.87	729.86	729.85	729.84	729.83	729.82	729.81	729.80

C/L PIER 1	SPAN 2								
	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
727.39	727.37	727.36	727.34	727.32	727.30	727.27	727.25	727.22	727.20
730.19	730.17	730.15	730.13	730.11	730.09	730.06	730.04	730.01	729.99
729.79	729.77	729.75	729.73	729.71	729.68	729.66	729.63	729.61	729.58

C/L PIER 2	SPAN 3									C/L BRG. N. ABUT.
	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	
727.17	727.15	727.13	727.11	727.09	727.06	727.04	727.02	726.99	726.97	726.94
729.96	729.94	729.92	729.89	729.87	729.85	729.82	729.80	729.77	729.75	729.72
729.55	729.53	729.51	729.49	729.47	729.44	729.42	729.39	729.37	729.34	729.32

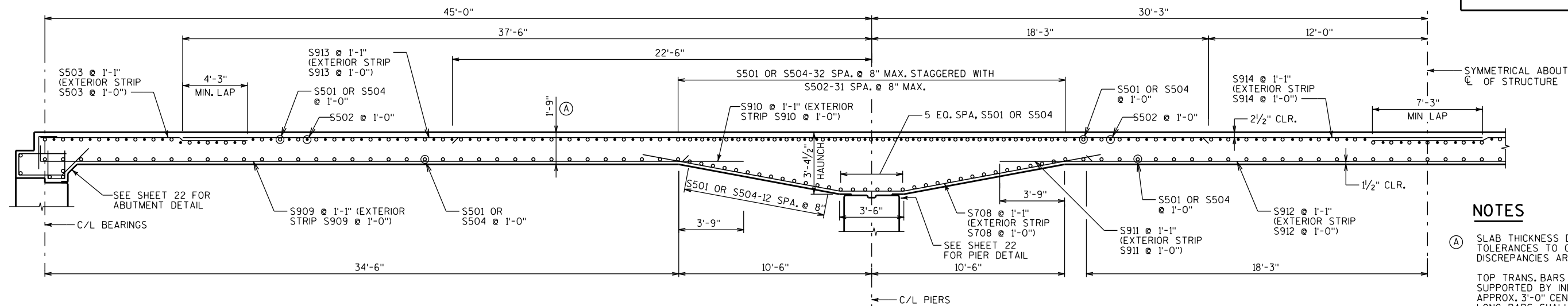
NOTES

AT A GIVEN SPAN POINT: TOP OF FORM ELEVATION = TOP OF DECK ELEVATION AT
FINAL GRADE - SLAB THICKNESS (AT STATION) + CAMBER (UPWARD IS ADDED;
DOWNWARD IS SUBTRACTED)

* ALTERNATE SPLICE LOCATIONS OF S501 & S504 BARS SO THAT ADJACENT BARS ARE NOT SPLICED IN THE SAME LOCATION.

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE C/L OF ABUTMENTS, THE C/L OF PIERS AND AT THE 5/10 PTS TO VERIFY CAMBER. TAKE ELEVATIONS ALONG GUTTER LINES AND CROWN LINE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
SUPERSTRUCTURE			SHEET 20 OF 29



LONGITUDINAL SECTION

NOTES

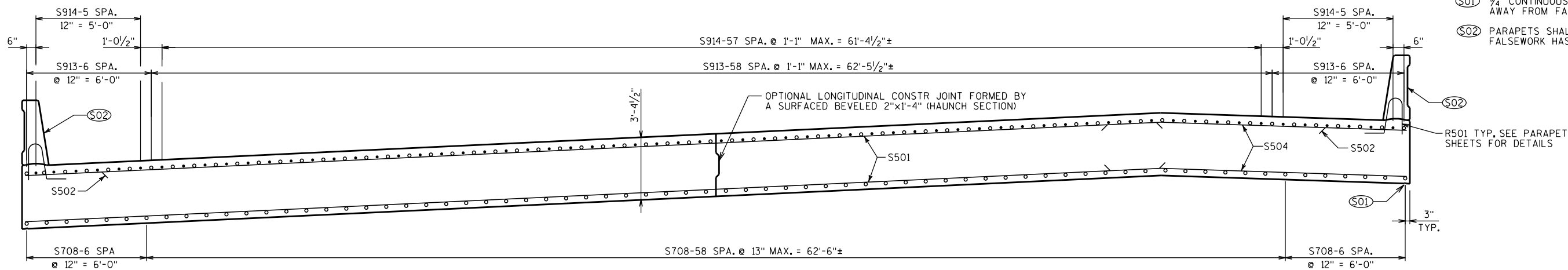
(A) SLAB THICKNESS DIMENSION IS MINIMUM. ANY TOLERANCES TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

TOP TRANS. BARS IN THE SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROX. 3'-0" CENTERS EACH WAY. BOTTOM LONG. BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROX. 4'-0" CENTERS.

TRANSVERSE BARS SHALL BE PLACED PARALLEL TO THE C/L OF SUBSTRUCTURE UNITS.

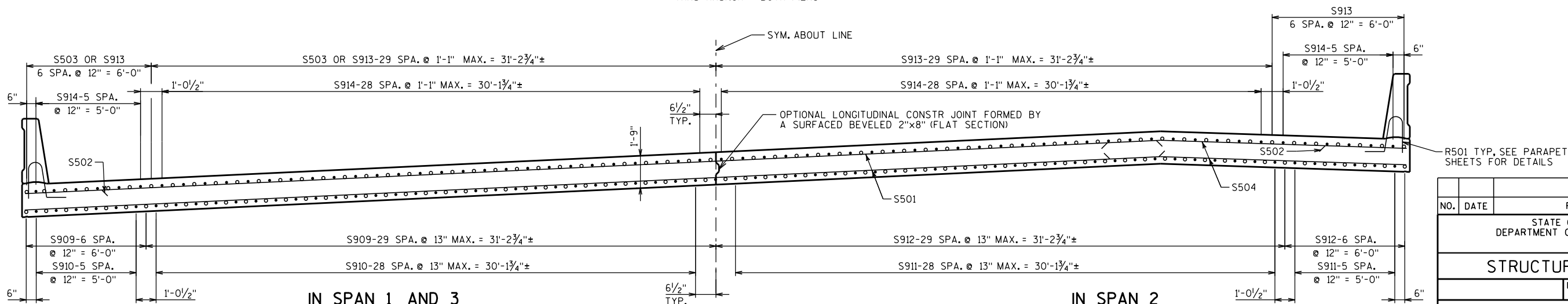
(S01) 3/4" CONTINUOUS DRIP GROOVE TO END 6" AWAY FROM FACE OF ABUTMENT.

(S02) PARAPETS SHALL BE PLACED AFTER FALSEWORK HAS BEEN RELEASED.



CROSS SECTION THRU SUPERSTRUCTURE

THRU HAUNCH - BOTH PIERS



CROSS SECTION THRU SUPERSTRUCTURE

IN SPAN

IN SPAN 2

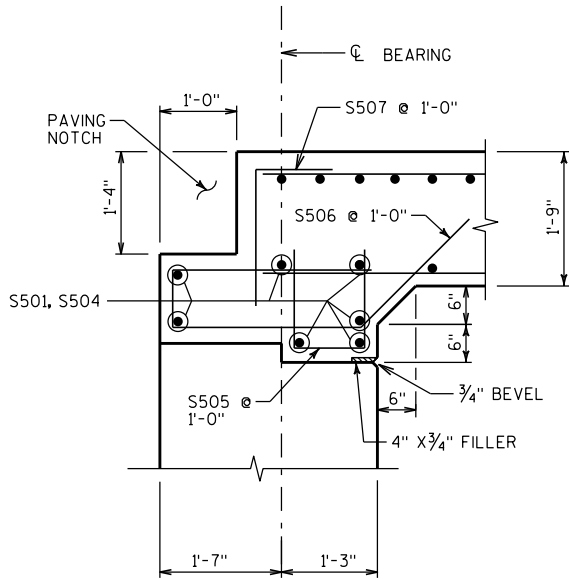
(AT C/L STRUCTURE)

NO.	DATE	REVISION	BY
		STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
		STRUCTURE B-40-804	
		DRAWN BY EKM	PLANS CKD. KES
		SUPERSTRUCTURE DETAILS (1 OF 2)	SHEET 21 OF 29

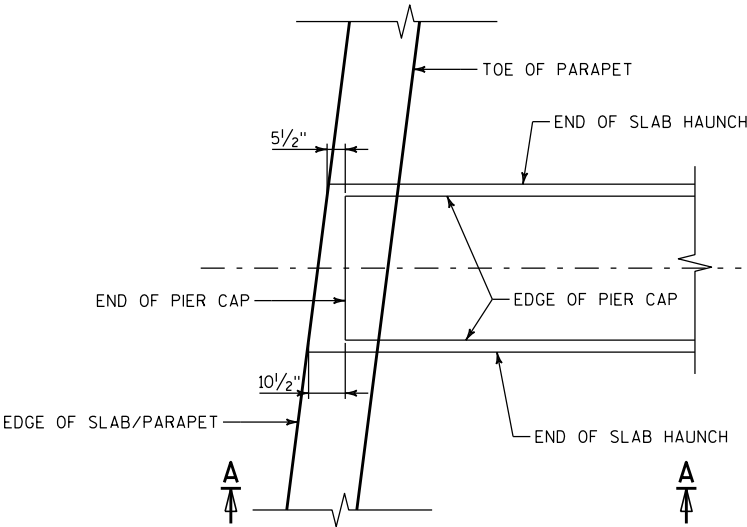
BILL OF BARS

BAR MARK	C ₀₄ T	NO. REQ'D	LENGTH	BENT	LOCATION
S501	X	358	60'-0"		SLAB TRANS. TOP & BOT.
S502	X	348	4'-9"		SLAB TRANS. TOP
S503	X	142	11'-7"		SLAB LONGIT. TOP SPANS 1 & 3
S504	X	358	19'-8"		SLAB TRANS. TOP & BOT.
S505	X	152	2'-4"	X	ABUT. DIAPH.
S506	X	152	6'-1"	X	ABUT. DIAPH.
S507	X	152	3'-2"	X	ABUT. DIAPH.
S708	X	142	25'-0"	X	HAUNCH LONGIT. BOT.
S909	X	142	35'-0"		SLAB LONGIT. BOT. SPANS 1 & 3
S910	X	140	38'-7"		SLAB LONGIT. BOT. SPANS 1 & 3
S911	X	70	47'-0"		SLAB LONGIT. BOT. SPAN 2
S912	X	71	36'-6"		SLAB LONGIT. BOT. SPAN 2
S913	X	142	55'-9"		SLAB LONGIT. TOP
S914	X	140	56'-5"		SLAB LONGIT. TOP
SS601		152	3'-0"		SLAB END @ ABUT TO APPR SLAB

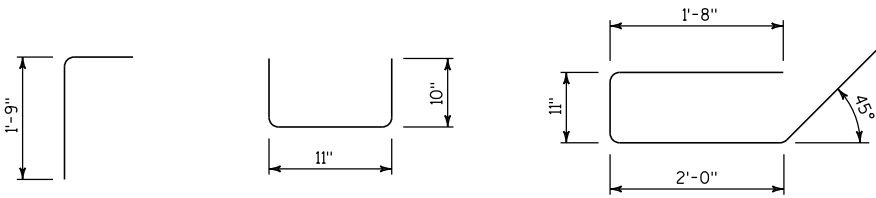
STAINLESS STEEL



ABUTMENT DETAIL



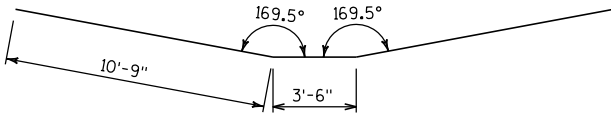
PLAN OF PIER



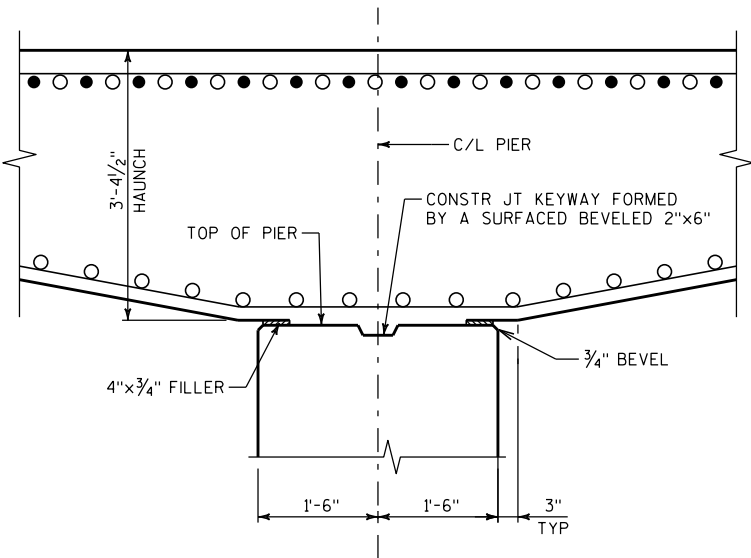
S507

S505

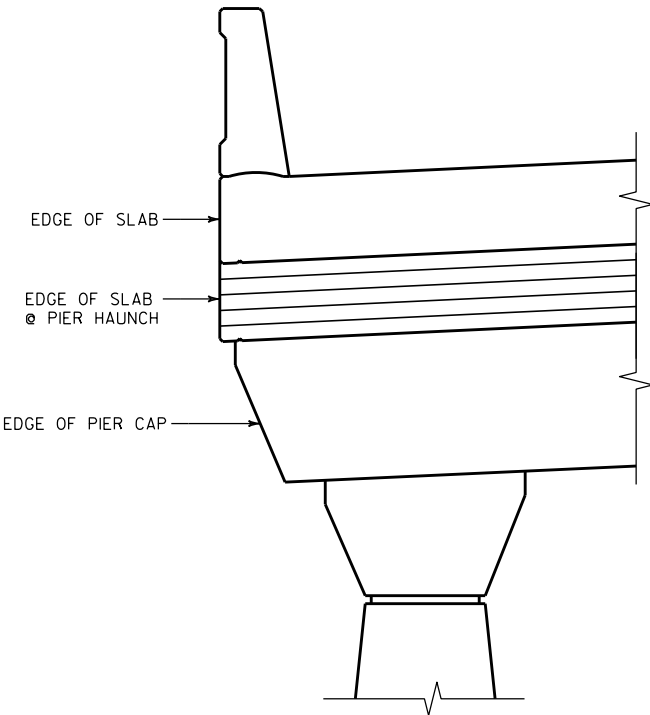
S506



S708

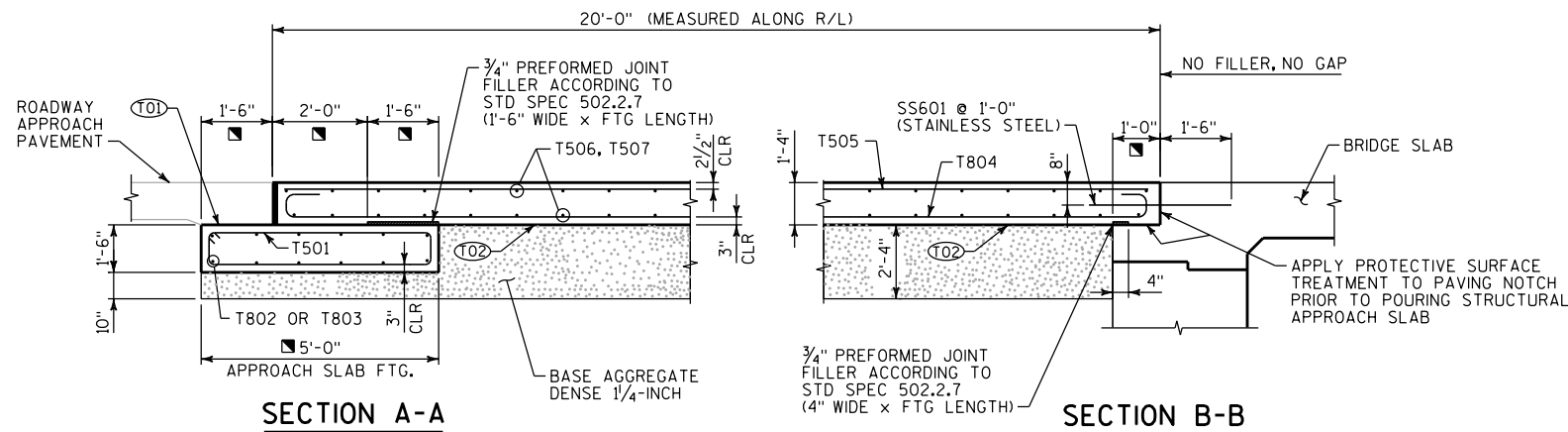
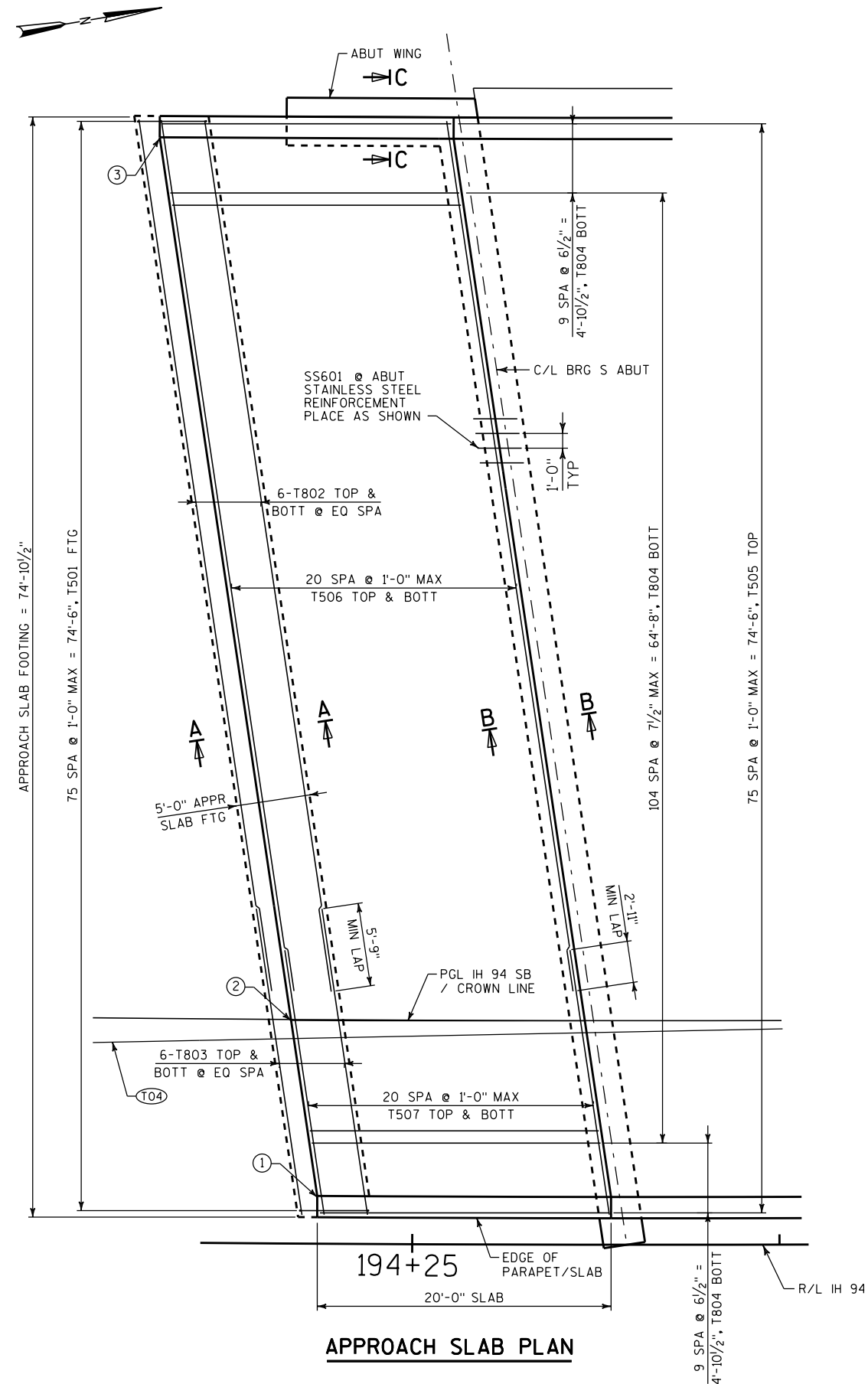


PIER DETAIL



SECTION A-A

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
SUPERSTRUCTURE DETAILS (2 OF 2)			SHEET 22 OF 29

**SECTION THRU APPROACH SLAB**

MEASURED NORMAL TO ABUTMENT

ELEVATIONS

- ① STA 194+19.51, 3.25' RT, EL
 ② STA 194+21.35, 15.25 RT, EL
 ③ STA 194+30.44, 75.26 RT, EL

NOTES

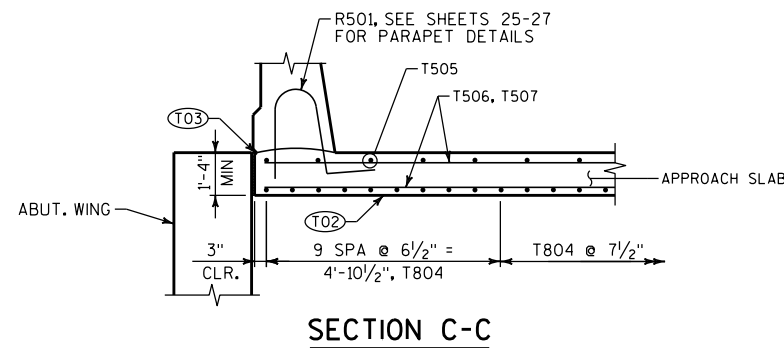
THE APPROACH SLAB SHALL HAVE LONGITUDINAL GROOVING, SEE SPECIAL PROVISIONS.

APPLY PROTECTIVE SURFACE TREATMENT TO THE TOP OF THE APPROACH SLAB AND AREAS OUTLINED IN THE SECTION THRU APPROACH SLAB.

POLYETHYLENE SHEETS SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

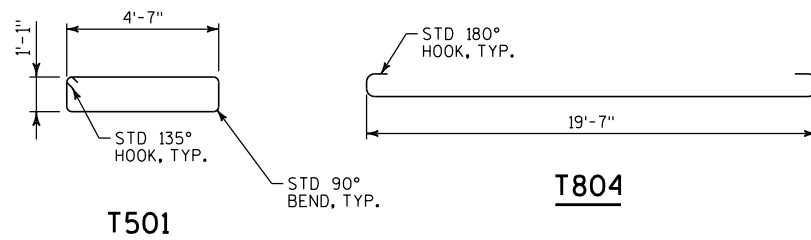
LEGEND

- (T01) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.
- (T02) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.
- (T03) 1/2" PREFORMED JOINT FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.
- (T04) LINE TANGENT TO R/L IH 94 @ INTERSECTION WITH R/L OAKWOOD RD, 15.25' OFFSET RIGHT

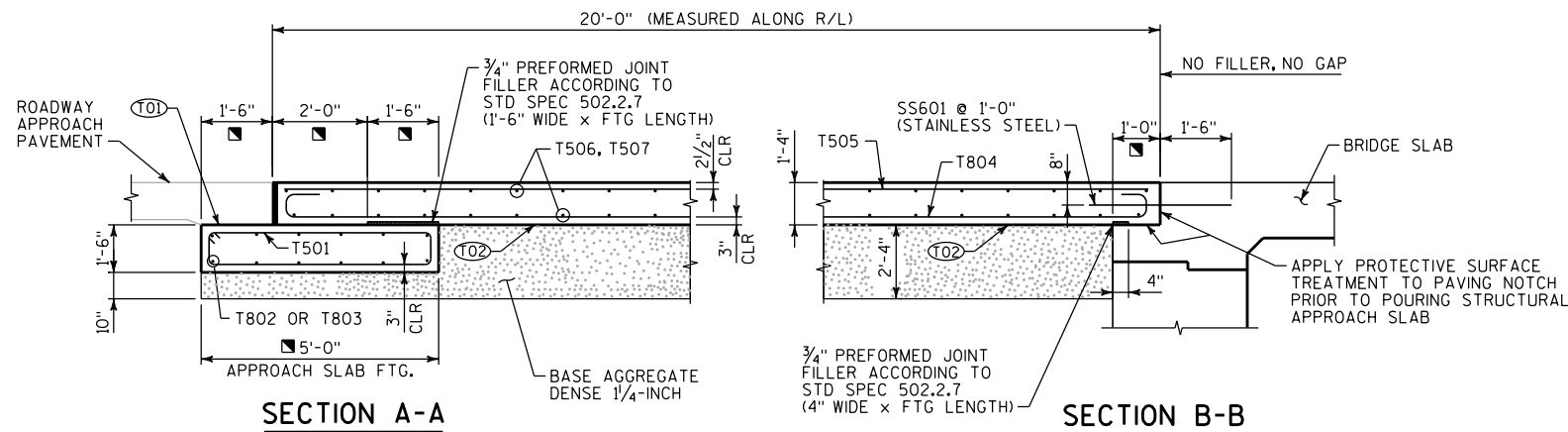
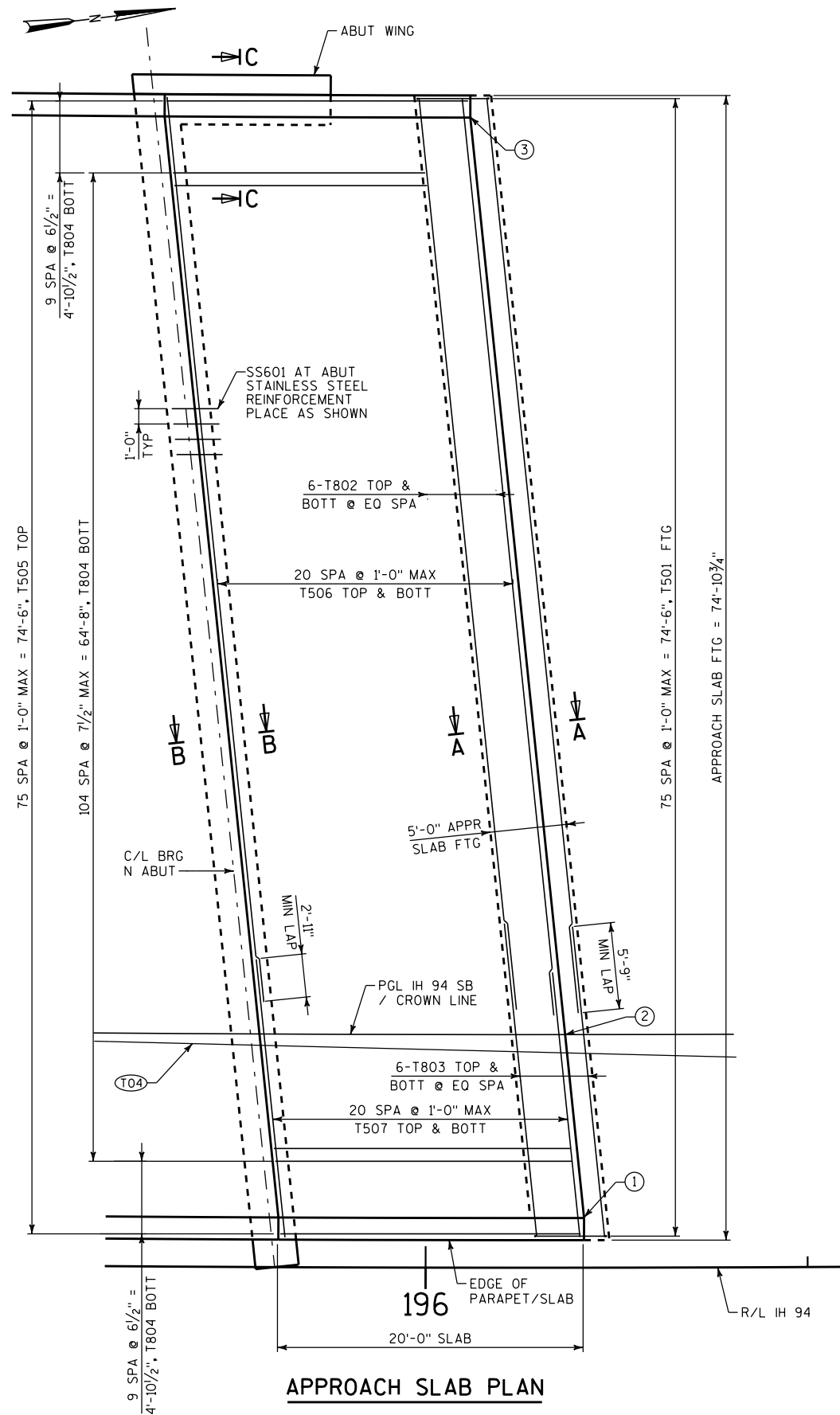
**BILL OF BARS**

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

BAR MARK	COAT	NO. REQ'D		LENGTH	BENT	LOCATION
		S ABUT	N ABUT			
T501	X	76	76	12'-0"	X	APPROACH SLAB FTG. - STIRRUP
T802	X	12	12	60'-0"		APPROACH SLAB FTG. - TRANS
T803	X	12	12	21'-3"		APPROACH SLAB FTG. - TRANS
T804	X	123	123	21'-10"	X	APPROACH SLAB - LONG. - BOT
T505	X	76	76	19'-8"		APPROACH SLAB - LONG. - TOP
T506	X	42	42	60'-0"		APPROACH SLAB - TRANS. - BOT
T507	X	42	42	18'-4"		APPROACH SLAB - TRANS. - BOT



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
SOUTH STRUCTURAL APPROACH SLAB		SHEET 23 OF 29	



SECTION THRU APPROACH SLAB

MEASURED NORMAL TO ABUTMENT

ELEVATIONS

- ① STA 196+11.04, 3.25' RT, EL
- ② STA 196+12.26, 15.25 RT, EL
- ③ STA 196+18.75, 75.26 RT, EL

NOTES

THE APPROACH SLAB SHALL HAVE LONGITUDINAL GROOVING, SEE SPECIAL PROVISIONS.

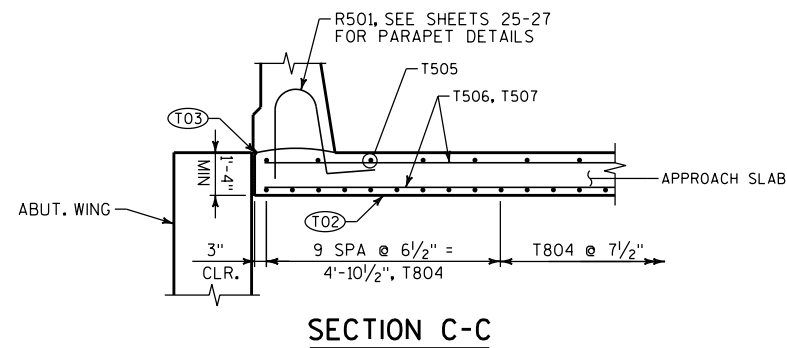
APPLY PROTECTIVE SURFACE TREATMENT TO THE TOP OF THE APPROACH SLAB AND AREAS OUTLINED IN THE SECTION THRU APPROACH SLAB.

POLYETHYLENE SHEETS SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

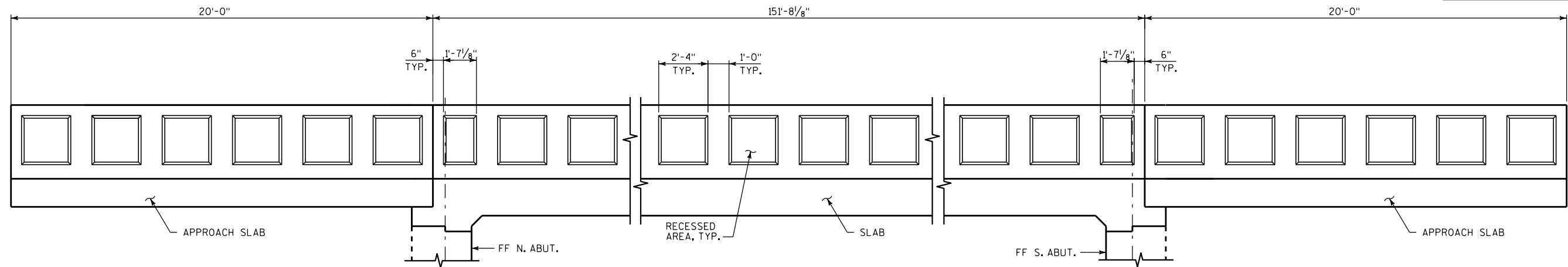
FOR BILL OF BARS AND BAR BEND DIAGRAMS, SEE SHT 23.

LEGEND

- ① STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.
- ② PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.
- ③ 1/2" PREFORMED JOINT FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE).
- ④ LINE TANGENT TO R/L IH 94 @ INTERSECTION WITH R/L OAKWOOD RD, 15.25' OFFSET RIGHT

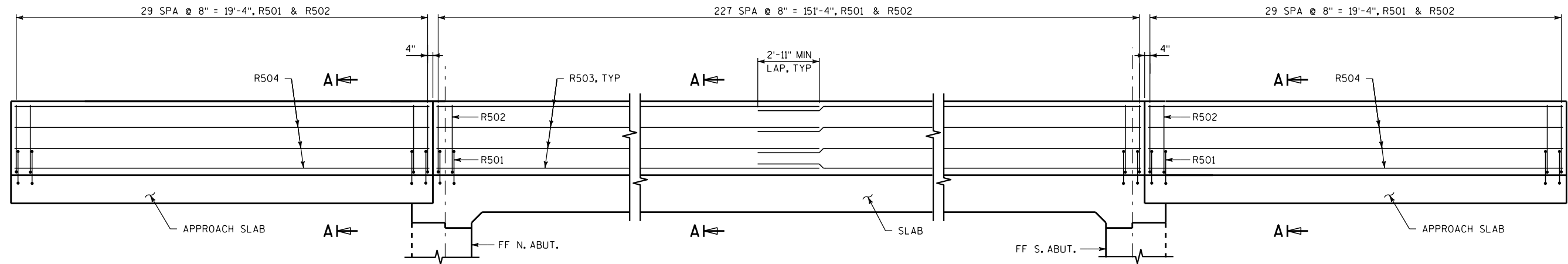


NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
NORTH STRUCTURAL APPROACH SLAB			SHEET 24 OF 29



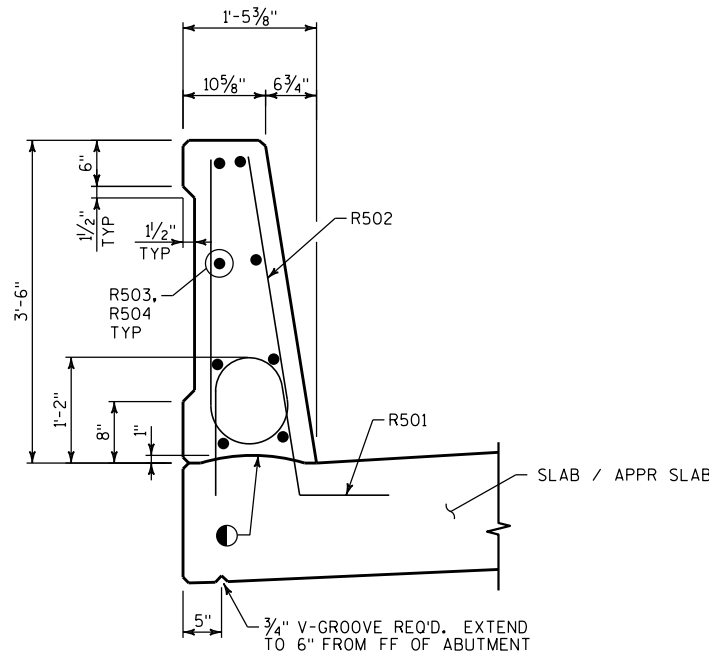
OUTSIDE ELEVATION OF WEST PARAPET

DIMENSIONS MEASURED ALONG OUTSIDE EDGE OF DECK / OUTSIDE FACE OF PARAPET (LOOKING EAST)



OUTSIDE ELEVATION OF WEST PARAPET SHOWING REINFORCEMENT

DIMENSIONS MEASURED ALONG OUTSIDE EDGE OF DECK / OUTSIDE FACE OF PARAPET (LOOKING EAST)



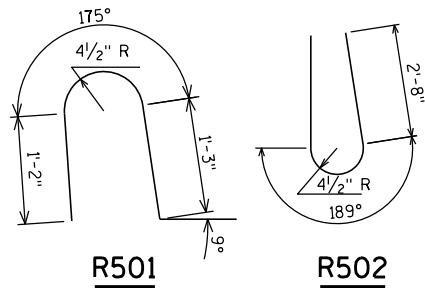
SECTION A

CONSTRUCTION JOINT - STRIKE OFF AS SHOWN

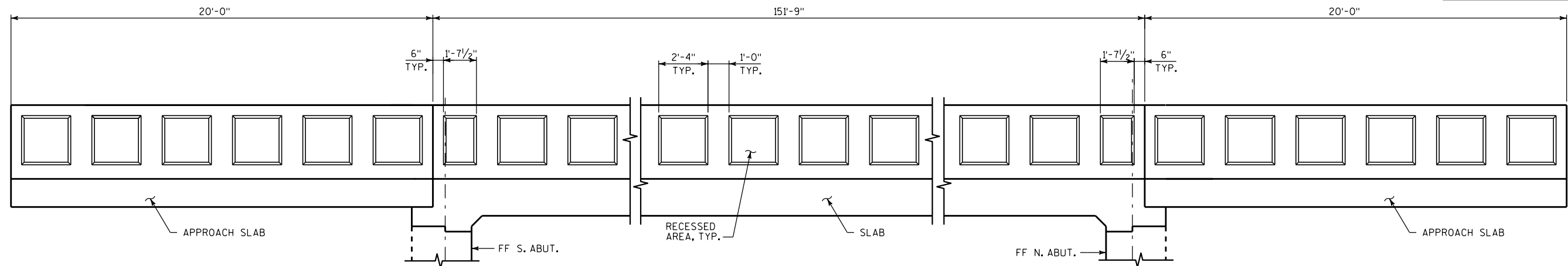
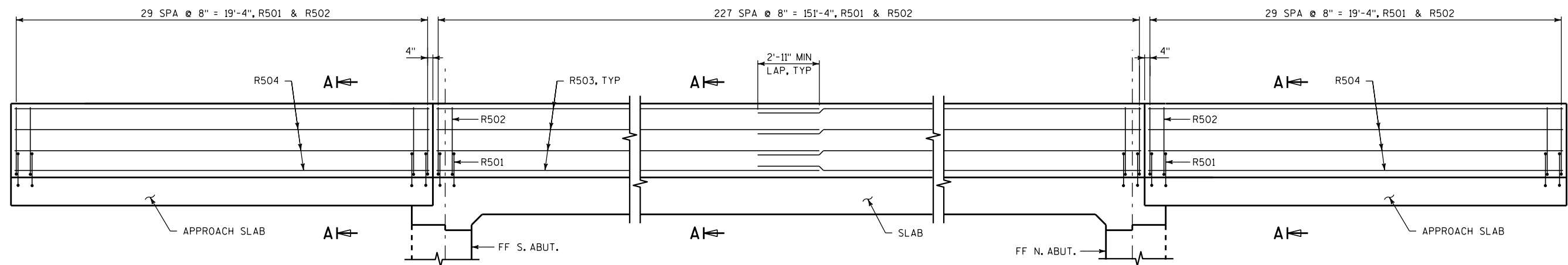
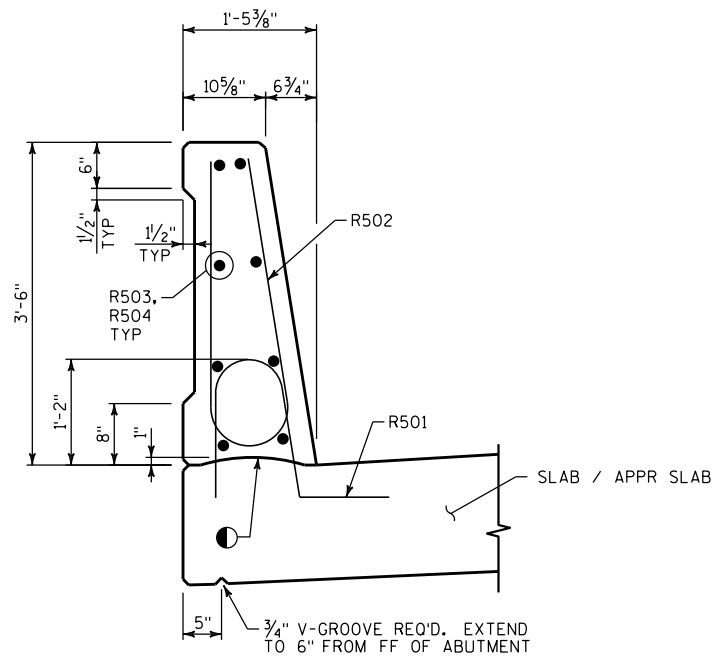
BILL OF BARS

BAR MARK	COAT	NO. REQ'D		LENGTH	BENT	BAR SERIES	LOCATION
		WEST	EAST				
R501	X	288	288	4'-7"	X		PARAPET VERT.
R502	X	288	288	6'-8"	X		PARAPET VERT.
R503	X	24	24	52'-6"			PARAPET HORIZ
R504	X	16	16	19'-8"			PARAPET HORIZ

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



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
SINGLE SLOPE PARAPET 42SS MODIFIED (1 OF 2)		SHEET 25 OF 29	

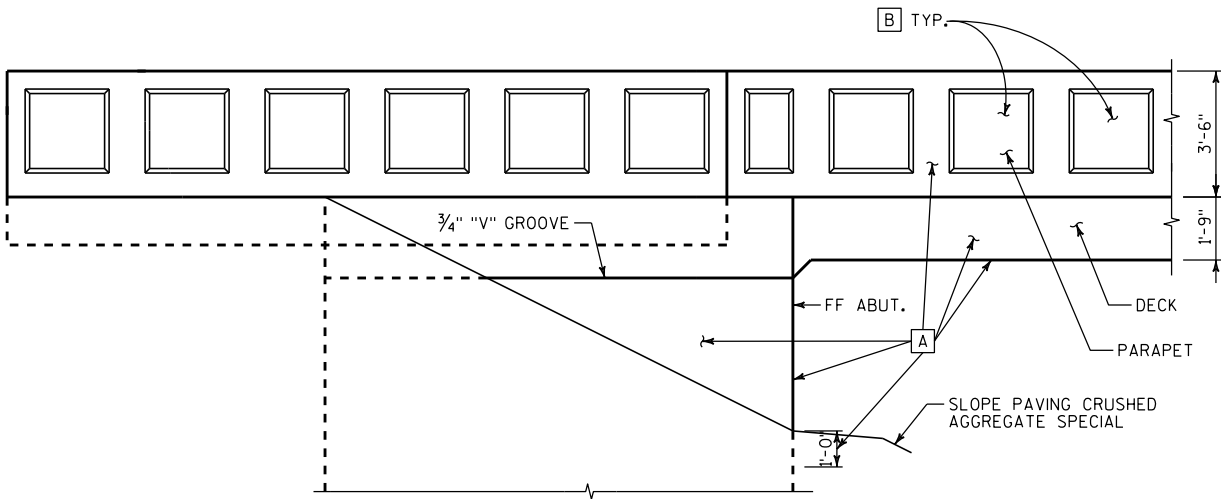
**OUTSIDE ELEVATION OF EAST PARAPET**DIMENSIONS MEASURED ALONG OUTSIDE EDGE OF DECK / OUTSIDE FACE OF PARAPET
(LOOKING WEST)**OUTSIDE ELEVATION OF EAST PARAPET SHOWING REINFORCEMENT**DIMENSIONS MEASURED ALONG OUTSIDE EDGE OF DECK / OUTSIDE FACE OF PARAPET
(LOOKING WEST)**SECTION A**

● CONSTRUCTION JOINT - STRIKE OFF AS SHOWN

NOTES

FOR BILL OF BARS AND BAR BENDING DIAGRAM, SEE SHEET 25.

NO.	DATE	REVISION	BY
		STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
		STRUCTURE B-40-804	
		DRAWN BY EKM PLANS CK'D. KES	
		SINGLE SLOPE PARAPET 42SS MODIFIED (2 OF 2)	SHEET 26 OF 29

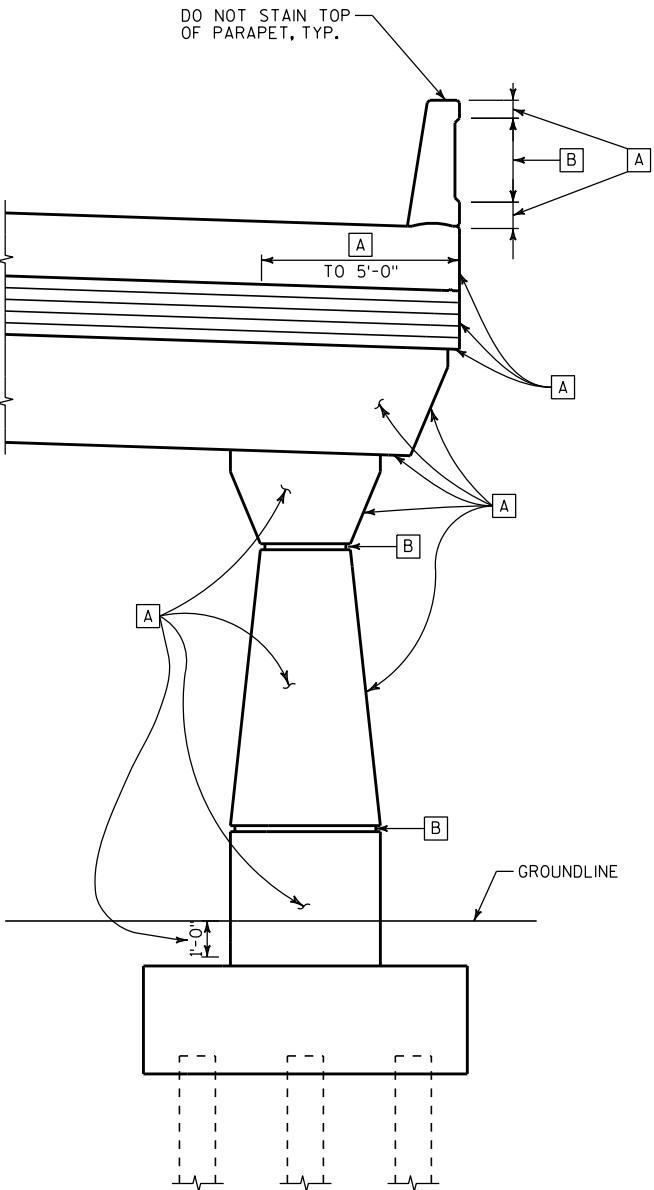


OUTSIDE ELEVATION OF PARAPET

CONCRETE STAINING SCHEDULE

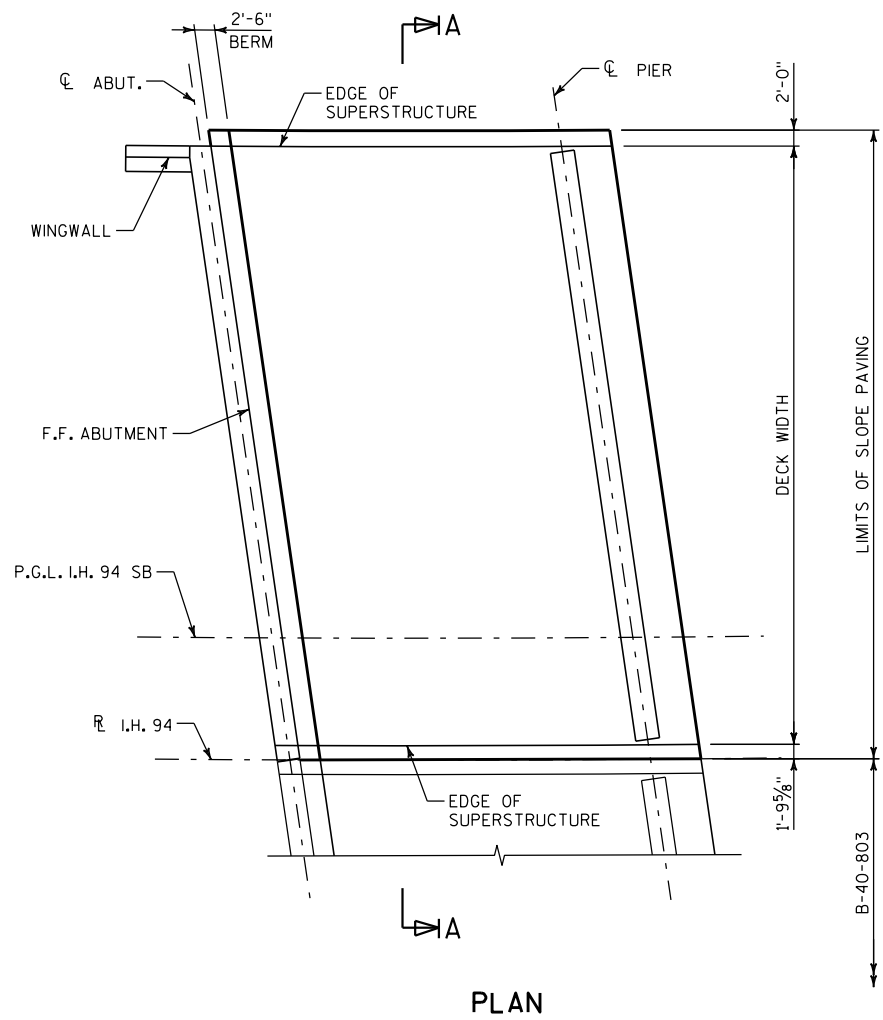
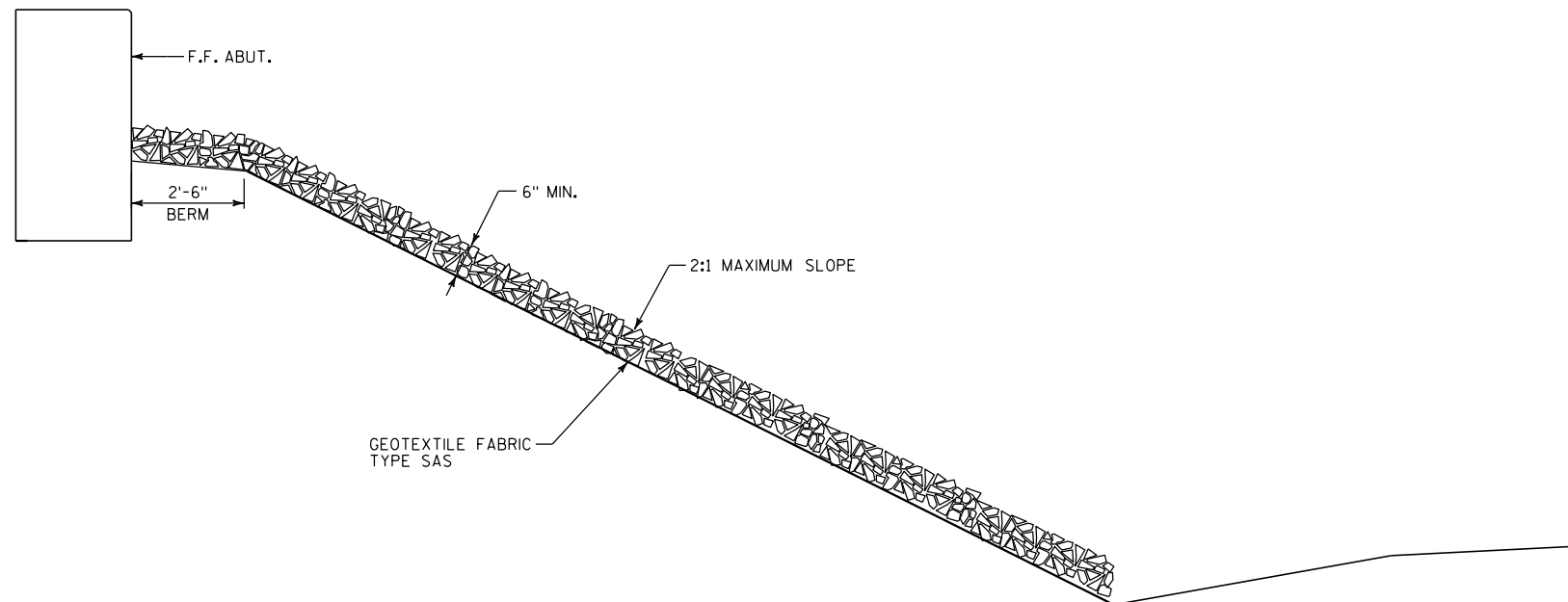
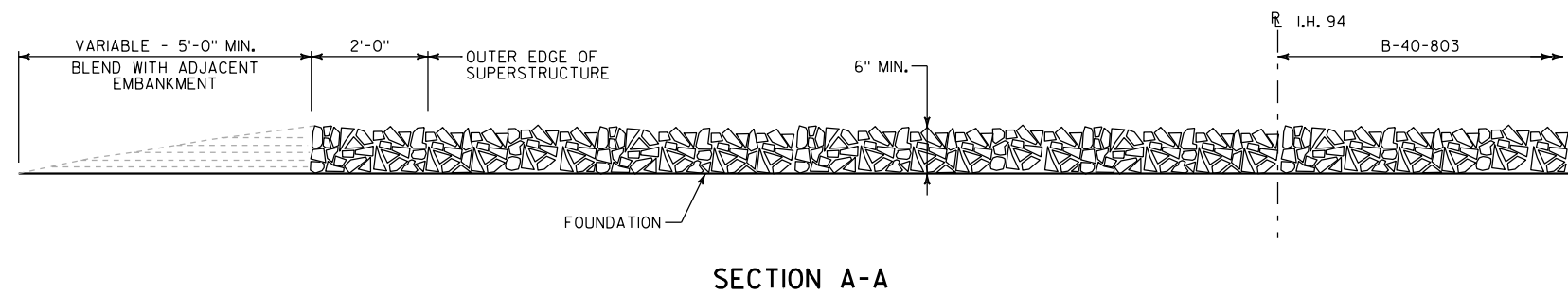
MARK	COLOR	LOCATION	NOTES
A	BASE COLOR	PARAPETS	EXTERIOR, EXCEPT AS NOTED FOR ACCENT COLORS, DO NOT STAIN TOP OR FRONT
		DECK	FASCIA & EXTERIOR 5'-0" OF EXPOSED UNDERSIDE
		ABUTMENT	WINGWALLS, ENDS, AND FRONT FACE FROM SLAB TO 1'-0" BELOW FINAL GRADE
		PIERS	PIER CAP & COLUMNS, EXCEPT AS NOTED FOR ACCENT COLORS, FROM BEAM SEAT TO 1'-0" BELOW FINAL GRADE
B	ACCENT COLOR #1	PARAPETS	RECESSED PANELS
		COLUMNS	HORIZONTAL RUSTICATIONS

THE FINAL COLOR OF THE CONCRETE FOLLOWING APPLICATION OF THE STAIN SYSTEM SHALL MATCH THE FEDERAL STANDARD COLOR SYSTEM LISTED:
BASE COLOR: 33564
ACCENT COLOR #1: 33448



ELEVATION OF PIER
LOOKING NORTH

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
AESTHETIC DETAILS		SHEET 27 OF 29	

**NOTES**

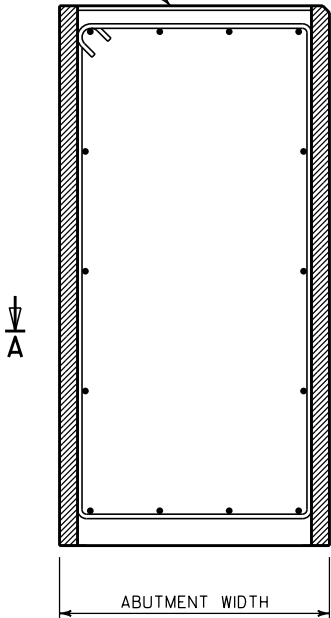
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

PLACE GEOTEXTILE FABRIC TYPE SAS UNDER ALL AREAS OF SLOPE PAVING. GEOTEXTILE TYPE SAS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SLOPE PAVING CRUSHED AGGREGATE SPECIAL".

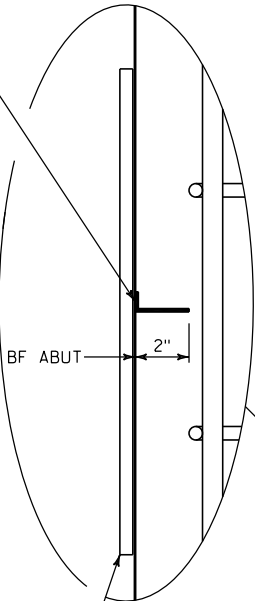
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
SLOPE PAVING DETAILS		SHEET 28 OF 29	

USE A JOINT TOOL TO
FORM A CONTRACTION
JOINT APPROXIMATELY 1/2" DEEP



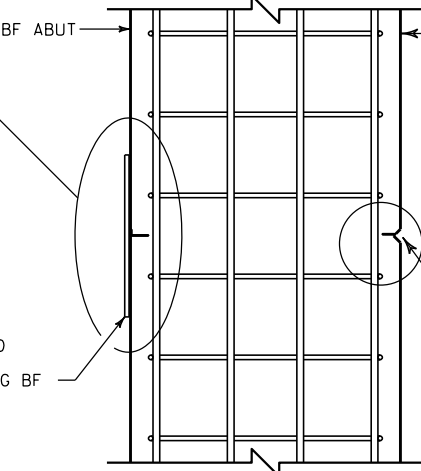
SECTION THRU ABUTMENT BODY

BENT ZINC OR PLASTIC
STRIP, (1/16" TO 1/8" THICK)
TACK TO FORM WORK. (NO
WELDING TO REINFORCING STEEL)



BF ABUT

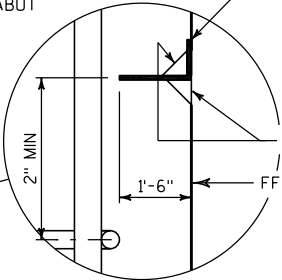
18" RUBBERIZED
MEMBRANE
WATERPROOFING BF



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

BENT ZINC OR PLASTIC
STRIP, (1/16" TO 1/8" THICK)
TACK TO FORM WORK. NO WELDING
TO REINFORCING STEEL. REMOVE OR
TRIM AFTER FORM REMOVAL



FILL WITH NON-STAINING NON-BITUMINOUS
JOINT SEALER (COLOR TO MATCH CONCRETE
STAIN) AFTER TRIMMING OR REMOVING STRIP

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED
AS AN ALTERNATE CONSTRUCTION JOINT WITH THE
PERMISSION OF THE ENGINEER AT THE CONTRACTOR'S
EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED
WHEN USING AN ALTERNATIVE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND
BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT
OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

ALTERNATE CONSTRUCTION JOINT IS NOT ALLOWED IN
PIER CAP.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-804			
DRAWN BY		EKM	PLANS CK'D. KES
ALTERNATE CONSTRUCTION JOINT DETAIL		SHEET 29 OF 29	