



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for B-36-110

IH 43 SB over CENTER ROAD
May 23,2017



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

Latitude 43°56'29.90"N
Longitude 87°44'36.77"W

Owner STATE HIGHWAY DEPT
Maintainer STATE HIGHWAY DEPT

Time Log

Team members

Hours	Minutes	
0	40	

Inspector	Name	Number	Signature	Date
	Weber, Dale	3007	<i>Dale Weber</i> E-signed by Dale Weber(dotdsw)	05-24-17

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

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Identification & Location

Feature On: IH 43 SB	Section Town Range: S16 T17N R23E	Structure Number: B-36-110
Feature Under: CENTER ROAD	County: MANITOWOC	
Location 9.2M S JCT USH 151	Municipality: CENTERVILLE	Structure Name:

Geometry

measurements in feet, except where noted

Approach Roadway Width: 40	Bridge Roadway Width: 40.0	Total Length: 127.1
Approach Pavement Width: 24	Deck Width: 43.0	Deck Area (sq ft): 5465

Traffic

	Lanes	ADT	ADT year	Traffic Pattern
On	2	10950	2017	ONE WAY TRAFFIC
Under	2	100	2020	TWO WAY TRAFFIC

Capacity

Load Rating

Inventory rating: HS20	Overburden depth (in): 2.0	Last rating date: 07-22-15	Controlling: SLAB Positive Moment
Operating rating: HS33	Deck surface material: CONCRETE	Re-rate for capacity (Y/N):	Control location: 0.5 SPAN 2
Posting:	Re-rate notes:		

Hydraulic

Classification

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

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	CONT CONCRETE	HAUNCHED SLAB		33.5	
2	CONT CONCRETE	HAUNCHED SLAB		55.0	Y
3	CONT CONCRETE	HAUNCHED SLAB		38.0	

Expansion joint(s)

Temperature:

File:	New:
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Clearance

Item	File Measurement (ft)	File Date	New Measurement (ft)
Highway Min Vertical Under Cardinal	15.0		
Highway Min Vertical Under Non-Cardinal			
Horizontal Under Cardinal	40.0		
Horizontal Under Non-Cardinal			
Highway Min Vertical On Cardinal			
Horizontal On Cardinal			

Construction History

Year	Work Performed	FOS id
2016	OVERLAY - CONCRETE	1224-21-71
9999	NOT BUILT	1224-00-21
2001	OVERLAY - BITUMINOUS	1224-06-71
1978	NEW STRUCTURE	1224-01-80

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Structure No.: **B-36-110**

Maintenance Items

Item	Priority	Recommended by	Status	Status change
Approach - Seal Approach to Paving Block	MEDIUM	Weber, Dale (3007)	IDENTIFIED	05/24/17
w/rubber				
Deck - Seal Surface Cracks	MEDIUM	Weber, Dale (3007)	IDENTIFIED	05/24/17
w/MMA				

Elements

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State			
						1	2	3	4
X	38		Reinforced Concrete Slab	SF	5,465	5,184	281	0	0
		1080	Delamination - Spall - Patched Area CS-2(S3-1 SF) Solid patch at NW corner	SF		0	1	0	0
		1130	Cracking (RC) CS-2(S1-80 SF,S2-120 SF,S3-80 SF) Diag. & long. w/eff.	SF		0	280	0	0
		8514	Concrete Overlay New 2016	SF	5,465	3,065	2,400	0	0
		3220	Crack (Wearing Surface) CS-2(2400 SF) Diag, trans, & long. cracking - some sealed	SF		0	2,400	0	0
X	205		Reinforced Concrete Column	EA	8	8	0	0	0
X	215		Reinforced Concrete Abutment	LF	98	93	5	0	0
		1080	Delamination - Spall - Patched Area CS-2(N Abut 1') Solid patch at NW corner	LF		0	1	0	0
		1130	Cracking (RC) CS-2(N Abut 2' & S Abut 2') Vert. & horz. cracking	LF		0	4	0	0
X	331		Reinforced Concrete Bridge Rail	LF	291	273	18	0	0
			Repaired 2016						
		1080	Delamination - Spall - Patched Area	LF		0	0	0	0
		1130	Cracking (RC) CS-2(East Side 8' & West Side 10') Vertical cracking	LF		0	18	0	0
X	8400		Integral Wingwall	EA	4	3	0	1	0
		8903	Wall Deterioration CS-3(1 EA) Spall in SE wing	EA		0	0	1	0

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Structure No.: **B-36-110**

Assessments

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State			
						1	2	3	4
X	9001		Drainage - Approach Inlet at NW quadrant	EA	4	4	0	0	0
X	9043		Slope Protection- Crushed Aggregate with Bit.	EA	2	2	0	0	0
X	9323		Approach Roadway - Asphalt New 2016	EA	2	2	0	0	0

NBI Ratings

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

Structure Specific Notes

Bit. overlayed in 2001
PCC Overlay 2016

Inspection Specific Notes

Inspector Site-Specific Safety Considerations

Structure Inspection Procedures

Special Requirements

Chk Hours Cost Comments

Routine

Document Comment/Description

CS-3 Spall at SE wing (5/23/17)



STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-36-110
IH 43 SB over CENTER ROAD

LOCATION

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

CENTERVILLE
43°56'29.90"N
87°44'36.77"W

TRAFFIC SERVICE

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

2
2
-NO TRAFFIC ☒ ONE WAY TRAFFIC -TWO WAY TRAFFIC
-NO TRAFFIC -ONE WAY TRAFFIC ☒ TWO WAY TRAFFIC
15

GEOMETRY

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

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

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

127.1	
Left: 0.0	Right: 0.0
Angle(°): 30	Direction: -RIGHT FORWARD ☒ LEFT FORWARD
Cardinal	Non-Cardinal
40.0	40.0
43.0	43.0
40	0
Cardinal Under Clearance	Non-Cardinal Under Clearance
40.0	
6.0	
11.0	

RAILING APPRAISAL

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

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

Transition Type:

Approach Attachment Rail Note:
Guardrail Termination Type:

Guardrail Termination Note:

ROADWAY ALIGNMENT APPRAISAL

(72) Approach Alignment Appraisal:

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

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

Bridge B360110

Structure No.: B360110	Municipality: CENTERVILLE	Section:	Town:	Range:	Maintenance Agency: STATE HIGHWAY DEPT	Owner: STATE HIGHWAY DEPT
Replaced Structure No.:	Historical Sig.: 5	Latitude: 435629. 9	Longitude: 874436.77	County: MANITOWOC (3 6)	District: 3	

ABUTMENT DATA (CARDINAL)

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

ABUTMENT DATA (NON-CARDINAL)

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

GEOMETRIC DATA

1. Structure Length: 127.1 ft (Back to Back Abuts. Along Rdwy. Centerline)
2. No. Lanes On: 2
3. L. Sdk. Width On: 0.0 ft
4. R. Sdk. Width On: 0.0 ft
5. Median Type:
6. Median Width: 0.0 ft
7. Skew Angle: 30 Deg.
8. Direction Skew Angle: LEFT
9. Horizontal Curve: 5729.59 Radius, ft
10. Dir.-Hor. Curve: LEFT
11. Girder Spacing: 0.0 ft
12. Height: ft (Top Pier Footing to Top Deck or Streambed Elev. to Top Deck)
13. NBI Bridge Length Met: true

APPROACH DATA

1. Appr. Pavement Width: 24 ft
2. Rt. Shoulder Width: 10 ft
3. Lt. Shoulder Width: 6 ft
4. Total Width (Sum Above): 40 ft
5. Guardrail Termination: 1
6. Guardrail Adequacy: 1
7. Railing Attachment Type: 5 - 22 MM (7/8") BOLTS
8. Railing Design Year: 1965 AASHO
9. Left Outer Railing Type:
10. Right Outer Railing Type:
11. Left Inner Railing Type:
12. Right Inner Railing Type:

CAPACITY DATA

1. Design MS: HS20M
2. Inventory MS: HS20
3. Operating MS: HS33
4. Max. Veh. Wt.: 250 kips
5. Load Rating Basis.: LFR
6. Load Governing Member: SLAB
7. Deck Composition: NONE
8a. Deck Membrane: OTHER
8b. Deck Surface: CONCRETE

HYDRAULIC DATA

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

STRUCTURE SERVICE DATA

1. Hwy. On Detour Length: 15 ft
2. Type Service On: HIGHWAY
3. Type Service Under: HIGHWAY

APPRAISAL UPDATE

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

PLANNING DATA

1. Functional Classification: INTERSTATE-RURAL (01)
2. ADT: 10950
3. ADT-Year: 2017
4. Truck ADT %: 20
5. Future ADT: 23600
6. Future ADT-Year: 2020

CONDITION DATA

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

Bridge B360110

CONSTRUCTION DATE

Project ID	Construction Contractor	Construction Designer	Construction Year	Plans Reel Number	Letting Date	Survey Received	Work Performed
1224-21-71	NORTHEAST ASPHALT, INC.	OMNNI	2016		12-Jan-2016		OVERLAY - CONCRETE
1224-00-21		OMNNI	9999			01-Apr-2014	NOT BUILT
1224-06-71	NORTHEAST ASPHALT, INC.	BRIDGE SECTION	2001		12-Oct-2000	27-Aug-1997	OVERLAY - BITUMINOUS
1224-01-80	WONDERLIC H-HOFFMAN	BRIDGE SECTION	1978	C159		01-Aug-1976	NEW STRUCTURE

CLEARANCE DATA

Clearance Lane Number	Minimum Vertical	Minimum Vertical Date	Minimum Horizontal Distance	Right Minimum Lateral
1	15.24	13-Jun-2018	40.0	6.0

Left Minimum Lateral	Railroad Right Minimum Lateral	Railroad Left Minimum Lateral	Railroad Vertical Distance	Railroad Horizontal Distance
11.0				

ROUTE DATA

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

Number	Structure Route Location	Highway Feature Name	Structure Route Local System	Highway Feature Designation
043	9.2M S JCT USH 151	IH 43 SB	IH	MAINLINE
	0.8M E JCT CTH N	CENTER ROAD	LRD	MAINLINE

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

PIER DATA

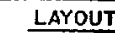
Number	Pier Type	Piling Type	Piling Size	Pier Skew Angle	Direction of Skew
1	INDIV COL IN LINE	PILING - CAST IN PLACE (CIP)	254 OR 273 MM (10 OR 10-3/4")		
2	INDIV COL IN LINE	PILING - CAST IN PLACE (CIP)	254 OR 273 MM (10 OR 10-3/4")		

SPAN DATA

Number	Type	Length	Configuration	Material	Girder or Truss Height	Girder or Truss Spacing
1		33.5	HAUNCHED SLAB	CONT CONCRETE		0.0
2		55.0	HAUNCHED SLAB	CONT CONCRETE		0.0
3		38.0	HAUNCHED SLAB	CONT CONCRETE		0.0

EXPANSIONJOINT DATA

Number	Location	Type	Inactive Date
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No.	Date	Revision	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-110			
INTERSTATE 43 OVER CEDAR VIEW ROAD			
County	Village		
MANITOWOC	WYN CENTERVILLE		
Design Span	AA.B.H.T.O.	1975	
Design	MOB.	MOB.	1975
Designed By	Checked	MOB.	MOB.
C.W.	MOB.	MOB.	MOB.
Approved	W. Kline		9-21-77
Chief Bridge Engineer			Date
GENERAL PLAN			
SHEET I OF II			
X 58545			

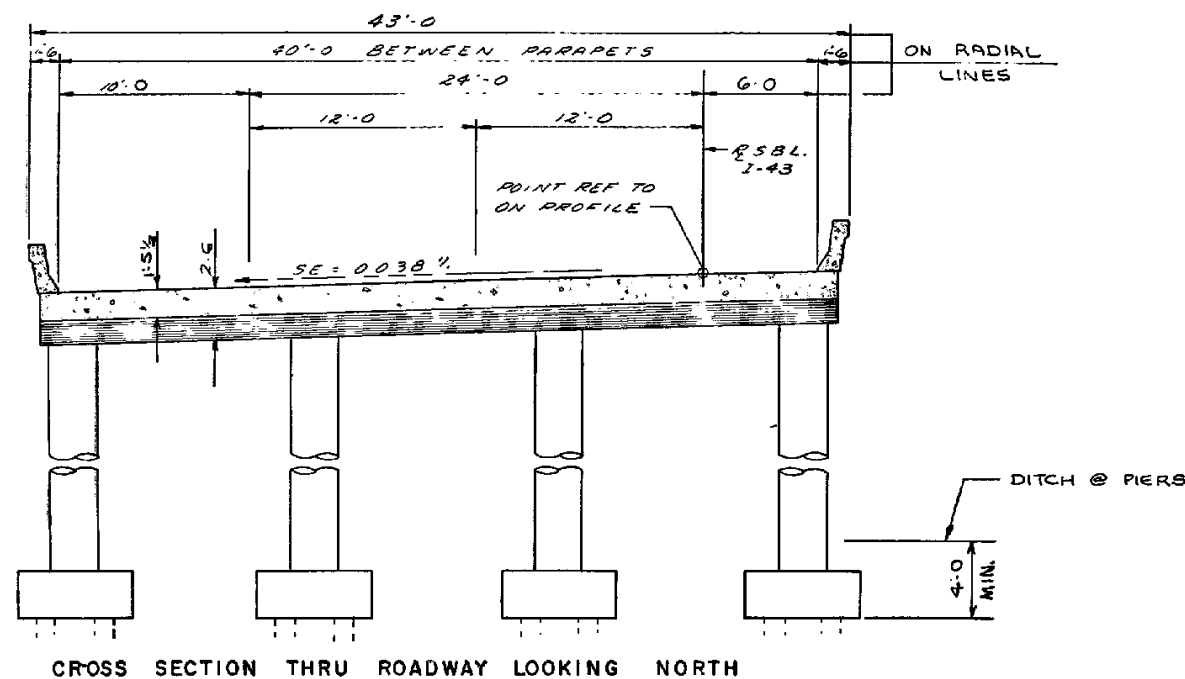
1.D 1224-01-005

B-36-110/
1976

PROJECT NO.	1224-1-80	SHEET NUMBER	7.1	TOTAL SHEETS	
FEDERAL PROJECT DESIGNATION					

GENERAL NOTES

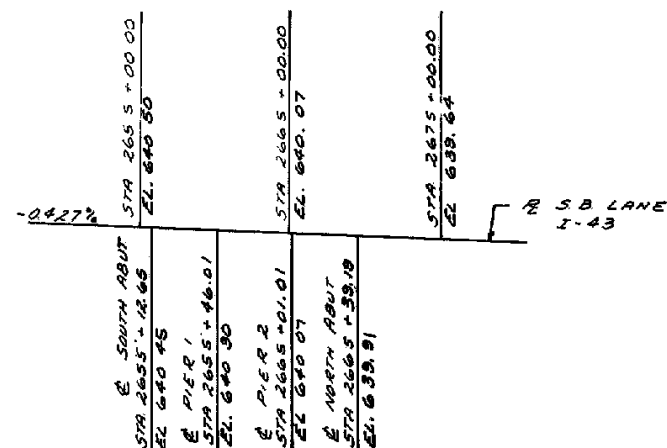
DRAWINGS SHALL NOT BE SCALED
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED
 2' CLEAR UNLESS OTHERWISE SHOWN OR NOTED
 THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES
 FOR PIERS SHALL BE THE FINISHED GRADED SECTION.
 THE SLOPE OF THE FILL IN FRONT OF THE
 ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING TO
 THE EXTENT SHOWN ON SHEET 1 AND IN THE
 ABUTMENT DETAILS
 PREBORE ABUTMENT PILING TO ORIGINAL
 GROUND LINE



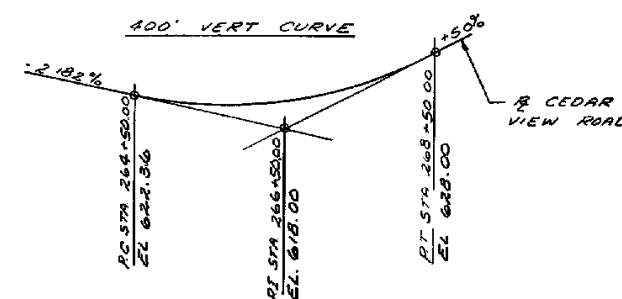
CROSS SECTION THRU ROADWAY LOOKING NORTH

TOTAL ESTIMATED QUANTITIES

BID ITEM	UNIT	SUPER	S. ABUT	PIER 1	PIER 2	N. ABUT	TOTAL
EXCAVATION FOR STRUCTURES	LS						1
CONCRETE MASONRY	CY	355.5	35.1	23.3	24.2	34.9	473.0
HIGH STRENGTH BAR STEEL REINFORCEMENT	LB	69,310	2,190	3,090	3,240	2,100	79,930
STRUCTURAL CARBON STEEL	LB	510					510
CAST IN PLACE CONCRETE PILING, DEL & DRIVEN 10 1/2 INCH	LF		350	800	800	350	2,300
PREBORING, CAST IN PLACE CONCRETE PILING	LF		111			93	204
SLOPE PAVING, CRUSHED AGGREGATE	SV		179			200	379
NON-BID ITEM							
ALUMINUM OR ZINC PLATE	SF	23					23
FILLER	SIZE	4 1/2 INCH					4 1/2 INCH
POLYVINYL CHLORIDE WATERSTOP	LF		51			51	102



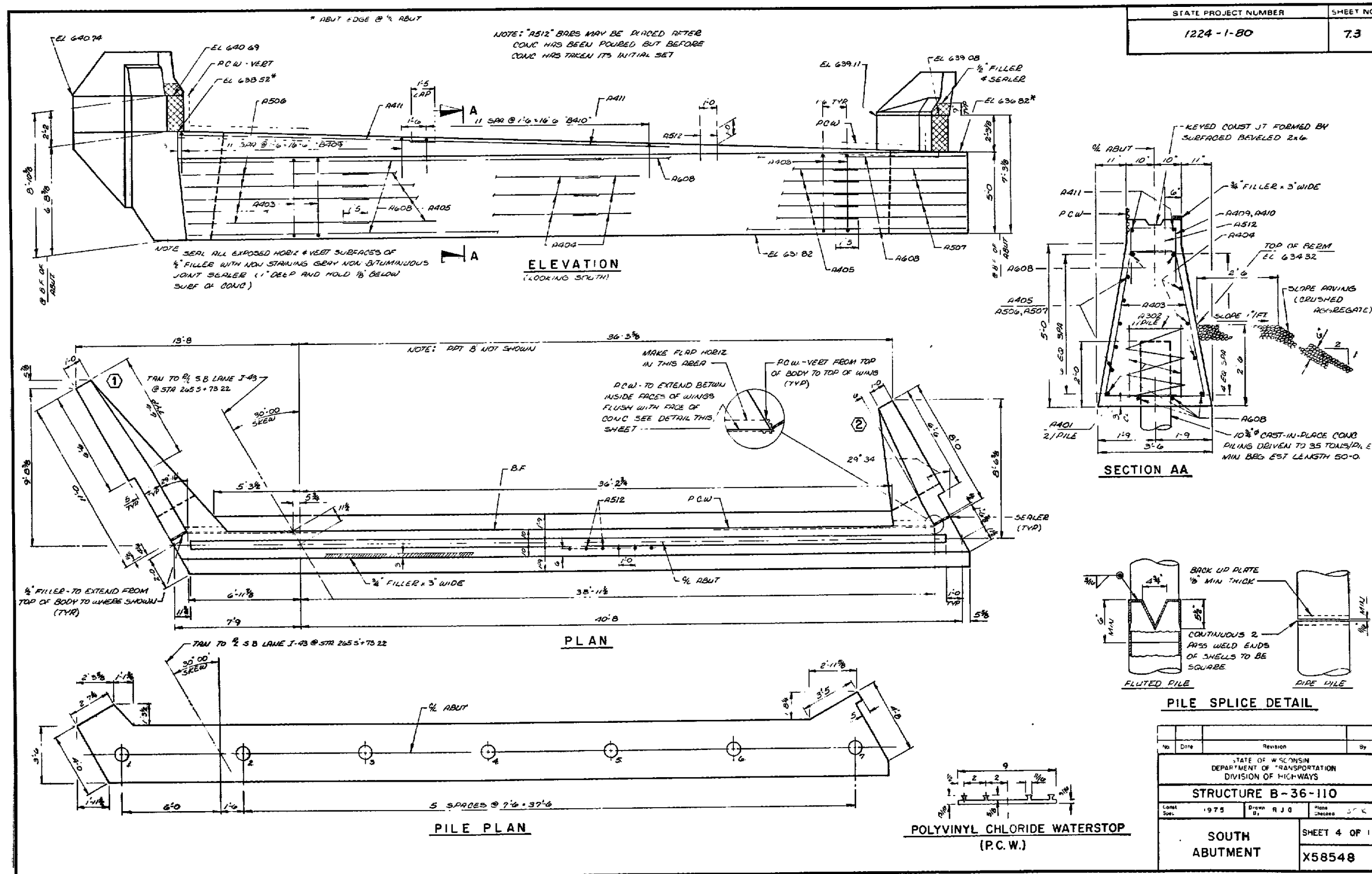
PROFILE GRADE LINE SOUTHBOUND LANE I-43



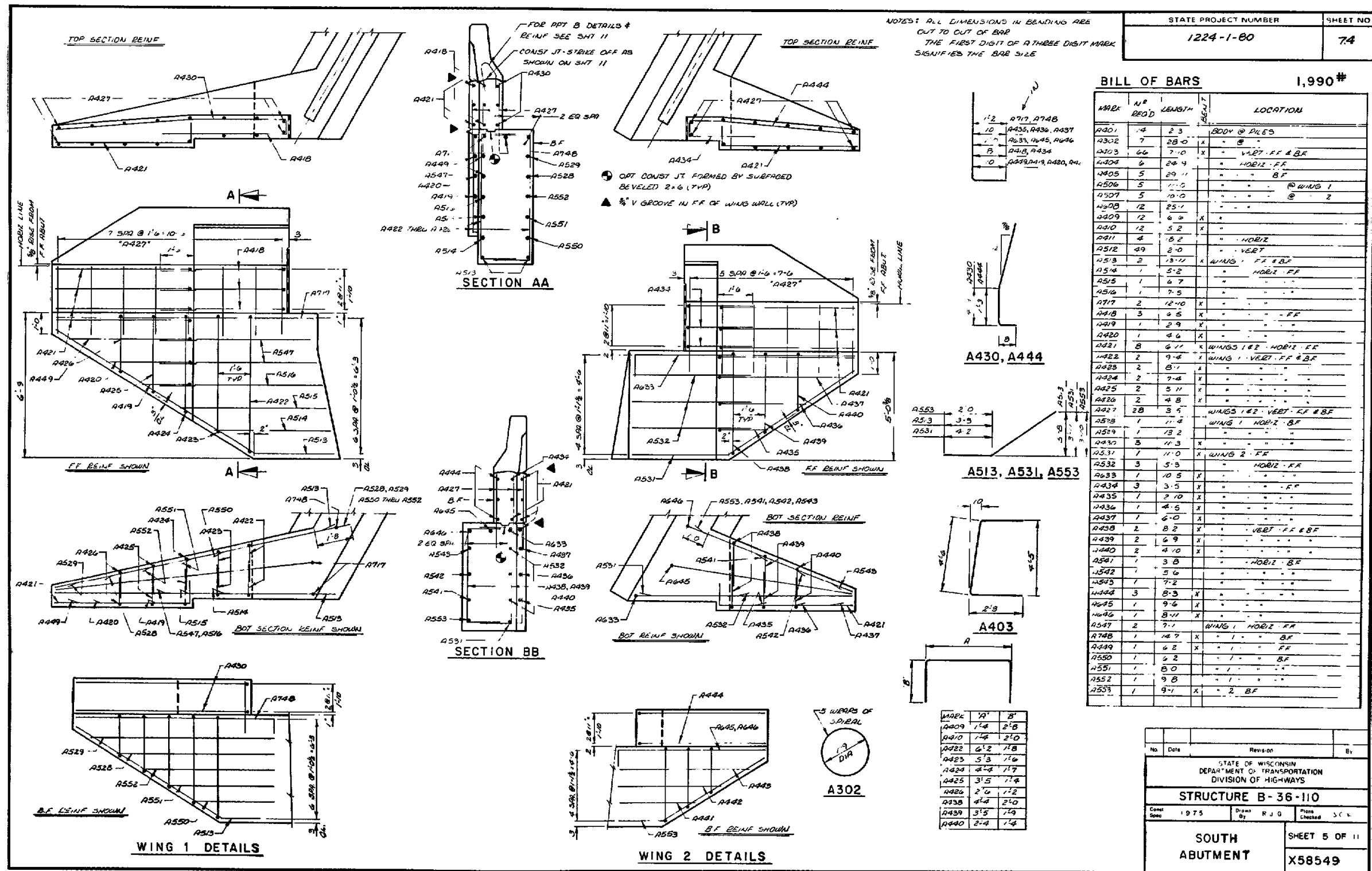
PROFILE GRADE LINE CEDAR VIEW ROAD

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-110			
Const. Spec. 1975	Drawn By DB	Checked J.C.K.	
NOTES AND QUANTITIES		SHEET 2 OF 11 X 58546	

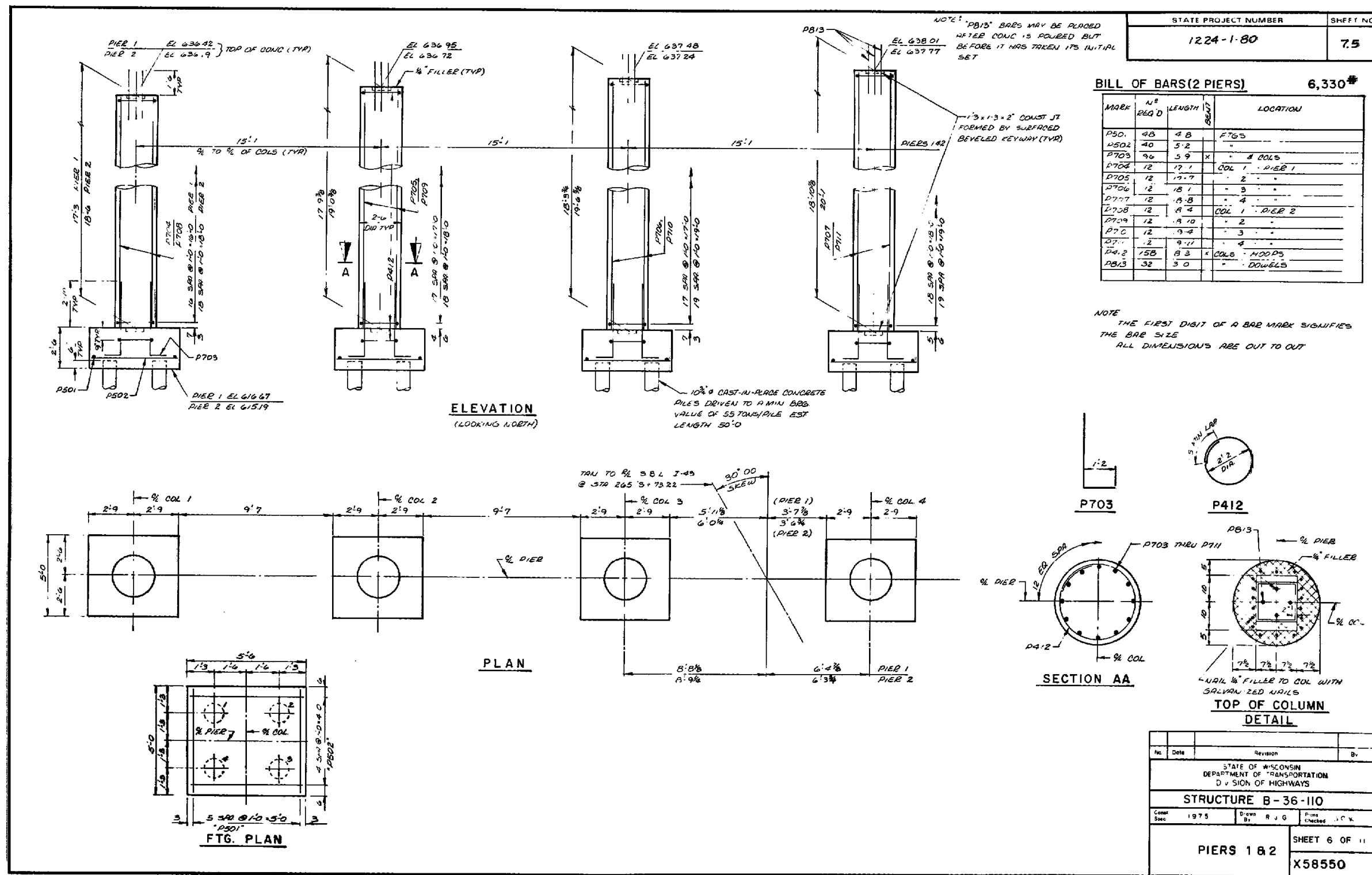
B-36-110/11
 1976

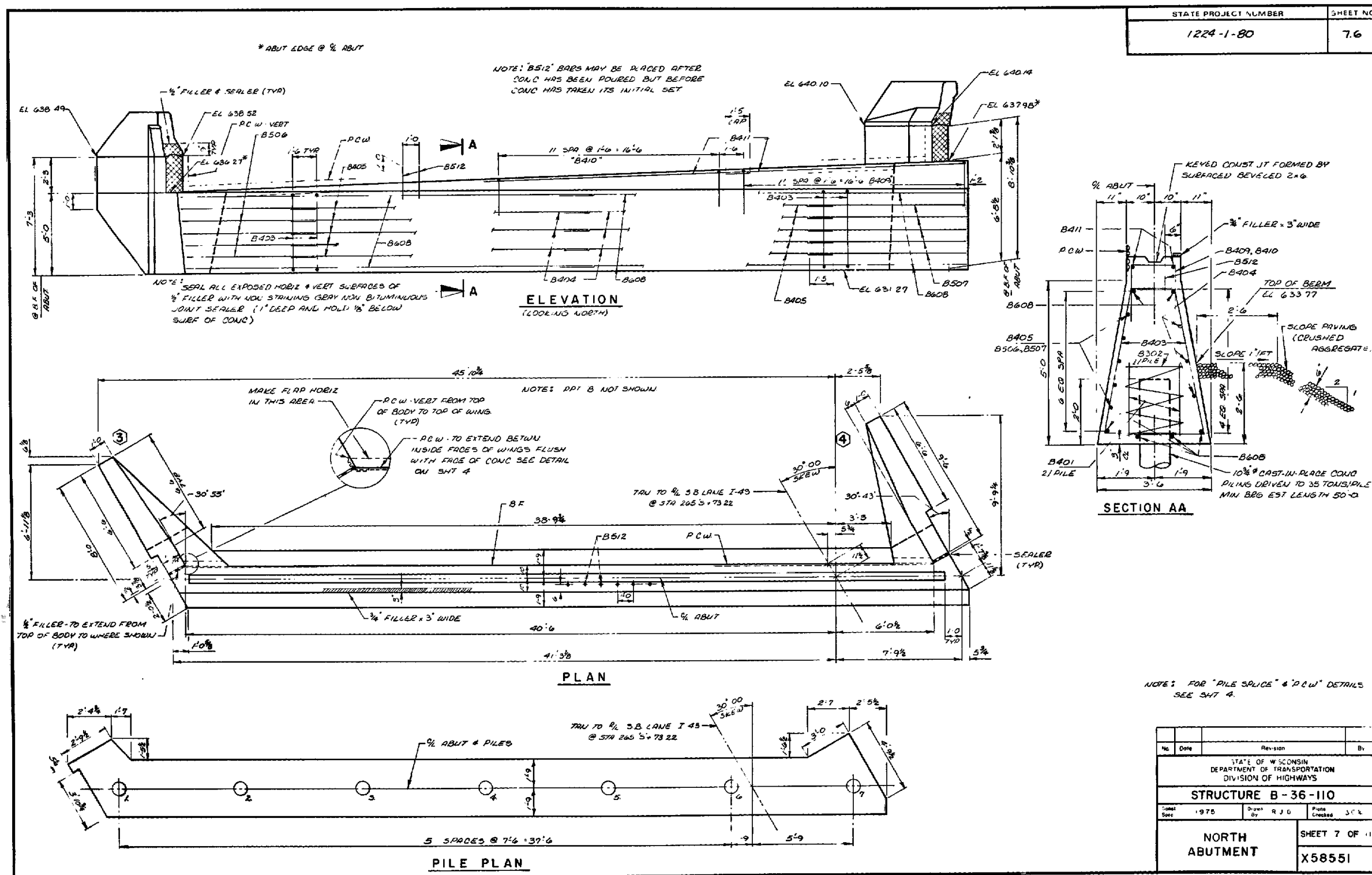


B-36-110/
1976

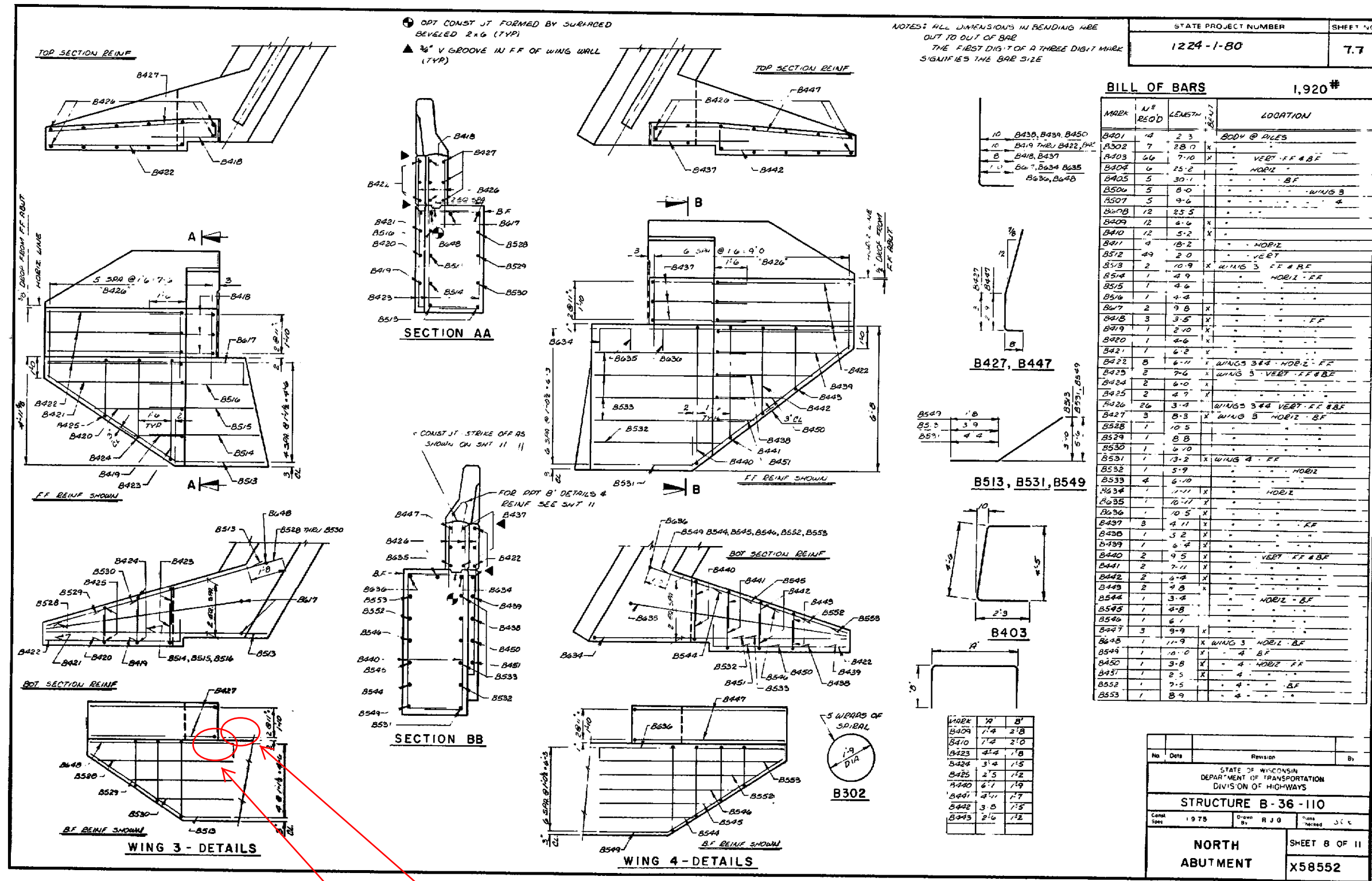


B-36-110/1
1976





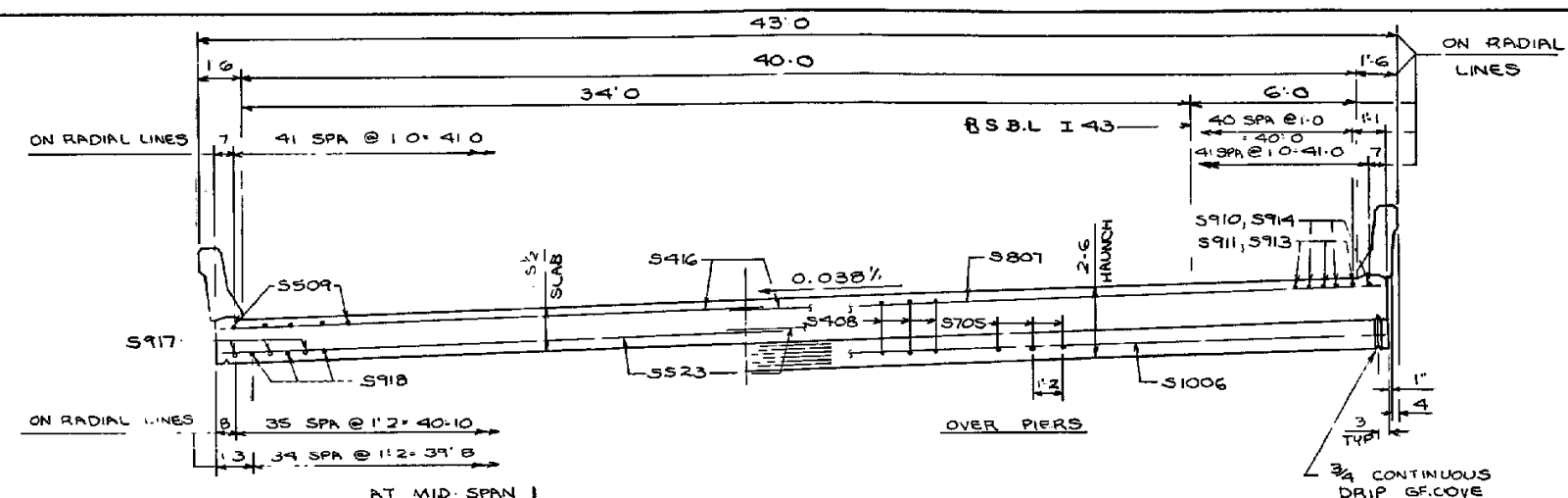
B-36-110
1976



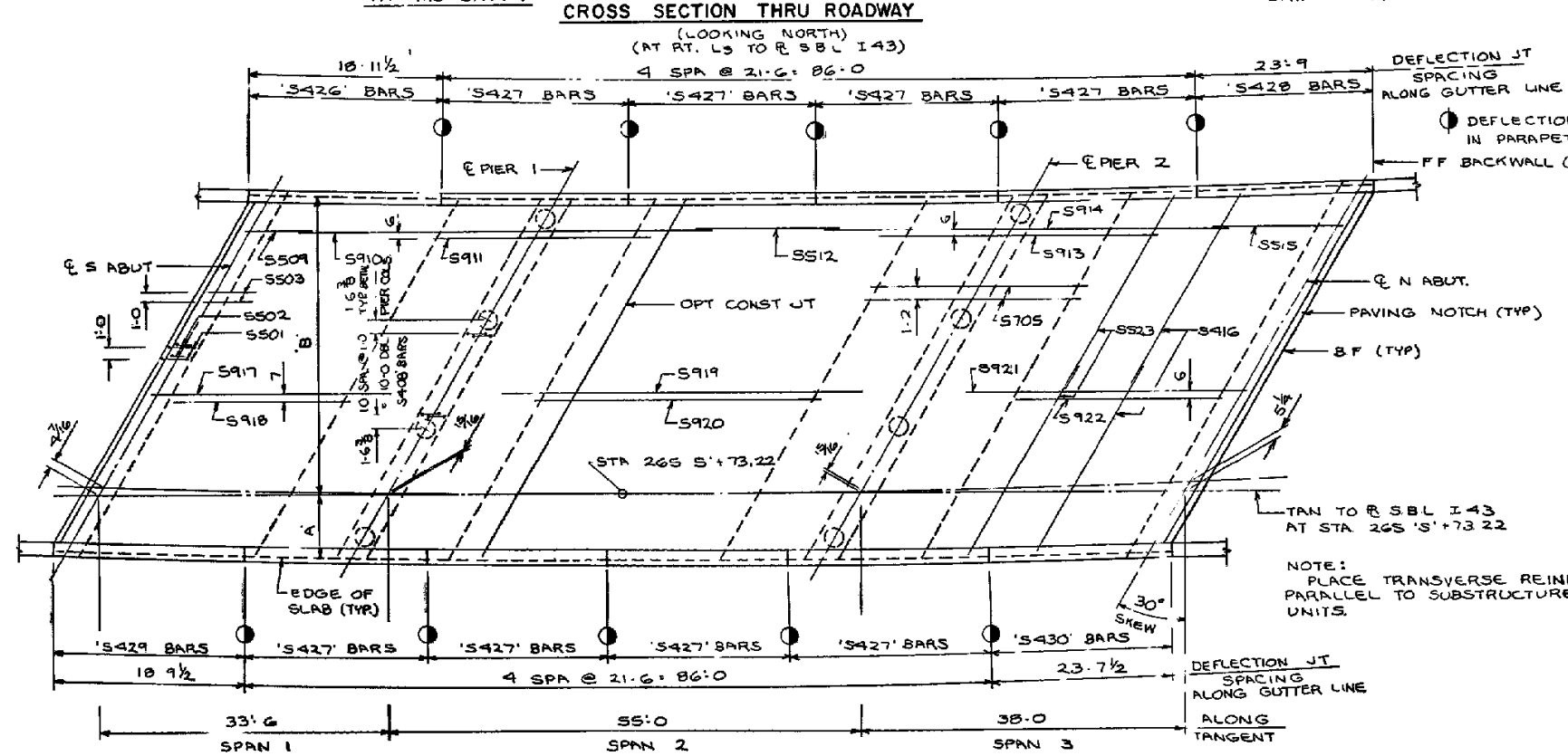
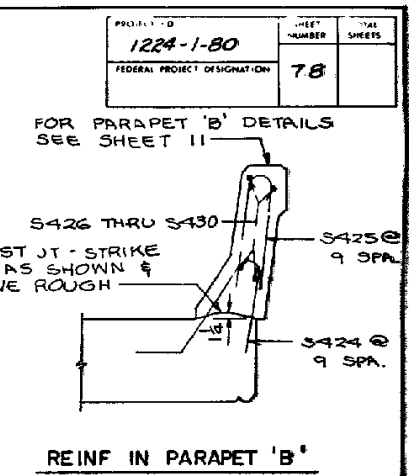
NW abutment corner/superstructure
3' x 3' & 4' x 4' = 25 SF Concrete Repair
509.1500

B-36-110,
1976

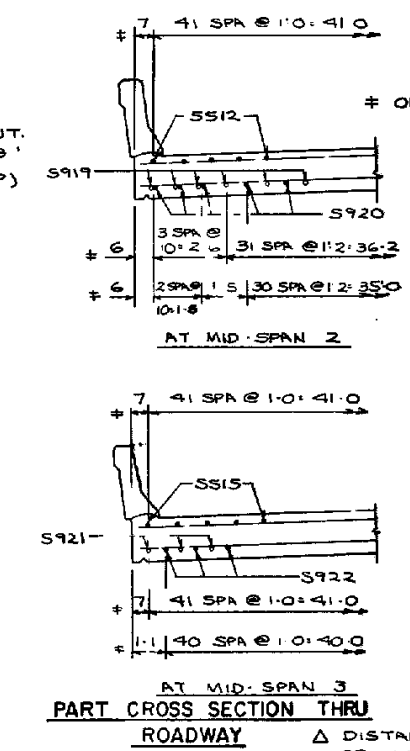
WISDOT DTID



NOTE:
ALTERNATE TOP TRANSVERSE
BARS IN SLAB SHALL BE SUPPORTED
BY INDIVIDUAL BAR CHAIRS AT
APPROX 3'0" CENTERS. BOTTOM
LONGITUDINAL BARS SHALL BE
SUPPORTED BY CONTINUOUS
BAR CHAIRS AT APPROX. 4'0"
CENTERS.



PLAN



TANGENT OFFSET
TABLE

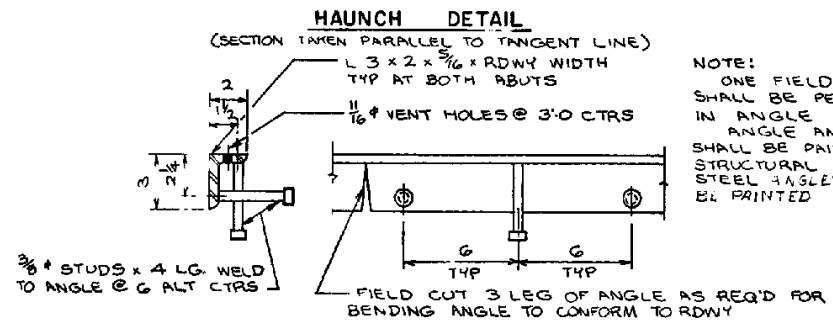
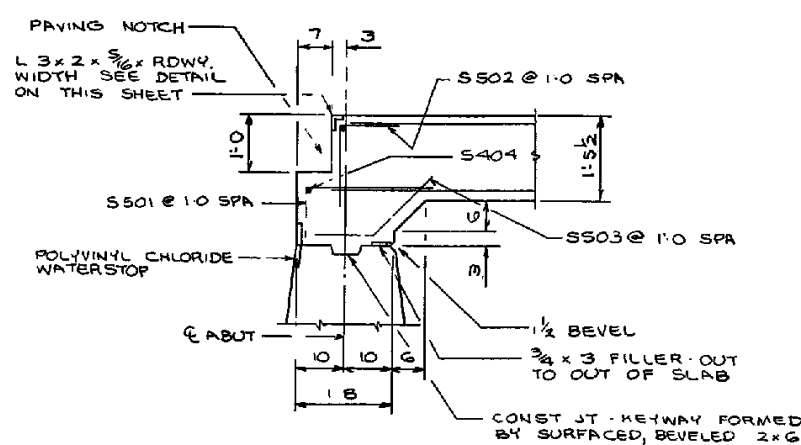
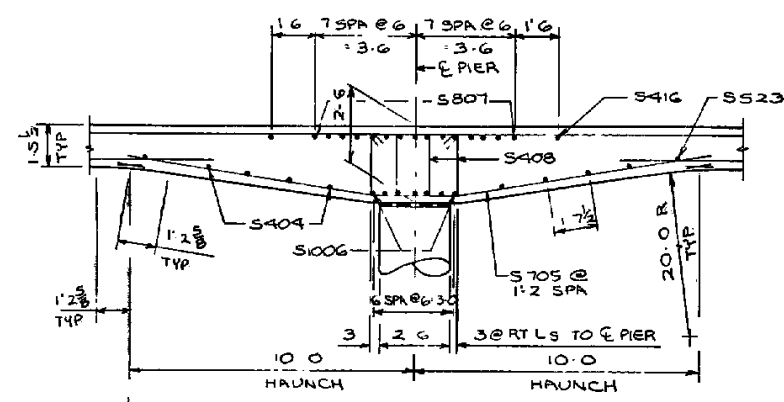
Δ	A	B
0'	7'0 1/2"	35'0 5/8"
10'	7'0 3/8"	35'1 1/8"
20'	7'0 1/2"	35'1 5/8"
30'	6'11 15/16"	35'2 1/8"
40'	6'11 1/4"	35'2 5/8"
50'	6'10 5/8"	35'3 1/4"
60'	6'9 1/8"	35'4 1/4"
70'	6'7 3/4"	35'6 1/8"
80'	6'6 1/4"	35'7 1/2"
90'	6'4 7/8"	35'9 1/2"

Δ DISTANCE IN FEET RIGHT
OR LEFT OF P.O.T STA
265'S+73.22 ALONG TANGENT
LINE.

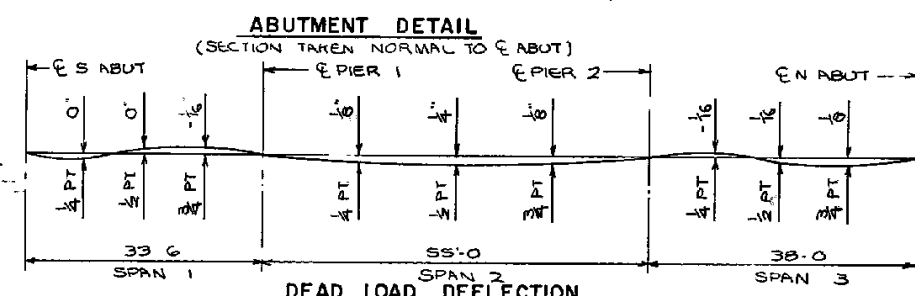
No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-110			
Comp. Date	1975	Drawn By	OB
Check		Plotted	JK
SUPERSTRUCTURE			SHEET 9 OF 11
			X 58553

B-36-110/
1976

WISDOT DTID

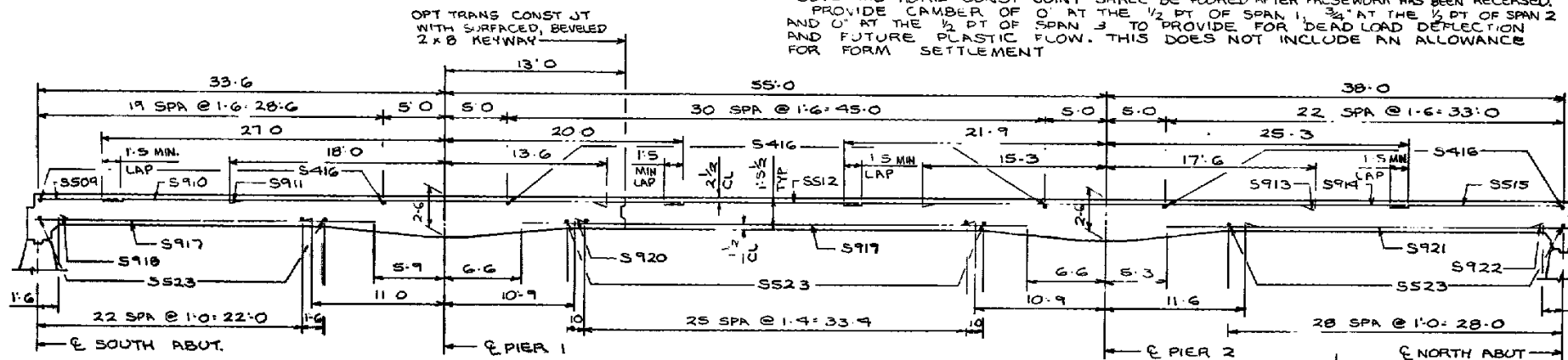


NOTE:
ONE FIELD SPLICE SHALL BE PERMITTED IN ANGLE AND STUDS SHALL BE PAID FOR AS STRUCTURAL CARBON. STEEL ANGLES SHALL NOT BE PRINTED.



ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+). PARAPETS SHOWN ABOVE THE HORIZ CONST JOINT SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED. PROVIDE CAMBER OF 0" AT THE 1/2 PT OF SPAN 1, 3/4" AT THE 1/2 PT OF SPAN 2 AND 0" AT THE 1/2 PT OF SPAN 3 TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE PLASTIC FLOW. THIS DOES NOT INCLUDE AN ALLOWANCE FOR FORM SETTLEMENT.

PAVING NOTCH ANGLE DETAIL



NOTE:
SEE 'ABUTMENT DETAIL' ON THIS SHEET FOR BAR STEEL REINF. AND DIMENSIONS.

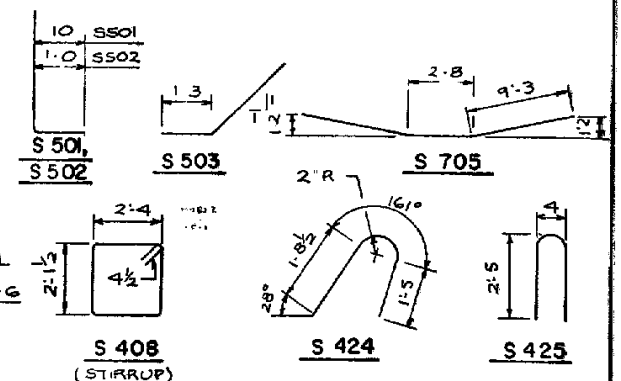
NOTE:
SEE 'HAUNCH DETAIL' ON THIS SHEET FOR BAR STEEL REINF AND DIMENSIONS.

LONGITUDINAL SECTION
(ALONG TANGENT LINE)

BILL OF BARS 69,310*

MARK	NO	LENGTH	IDENT	LOCATION
S501	84	2.10	X	SLAB AT ABUTS
S502	84	2.7	X	" " " "
S503	84	3.0	X	" " " "
S404	36	24.4		" " " " & PIERS
S705	72	21.2	X	SLAB AT PIERS
S1006	14	48.3		" " " " - BOTTOM
S807	30	48.3		" " " " - TOP
S408	132	9.5	X	" " " " " "
S509	42	8.1		SLAB - LONGIT. TOP - SPAN 1
S910	42	47.0		" " " " " " 1 1/2
S911	41	31.6		" " " " " " 1 1/2
S512	42	16.1		" " " " " " 2
S913	41	32.9		" " " " " " 2 1/2
S914	42	47.0		" " " " " " 2 1/2
S515	42	14.4		" " " " " " 3
S416	48	24.11		SLAB - TRANS TOP
S917	32	27.11		SLAB - LONGIT - BOTTOM SPAN 1
S918	35	21.0		" " " " " " 1
S919	38	42.0		" " " " " " 2
S920	37	33.6		" " " " " " 2
S921	42	32.11		" " " " " " 3
S922	41	25.0		" " " " " " 3
S523	162	24.10		SLAB - TRANS - BOTTOM
S424	344	4.3	X	SLAB & PARAPET B
S425	344	5.0	X	PARAPET B
S426	4	18.5		" " " " " "
S427	32	21.2		" " " " " "
S428	4	23.3		" " " " " "
S429	4	18.3		" " " " " "
S430	4	23.1		" " " " " "

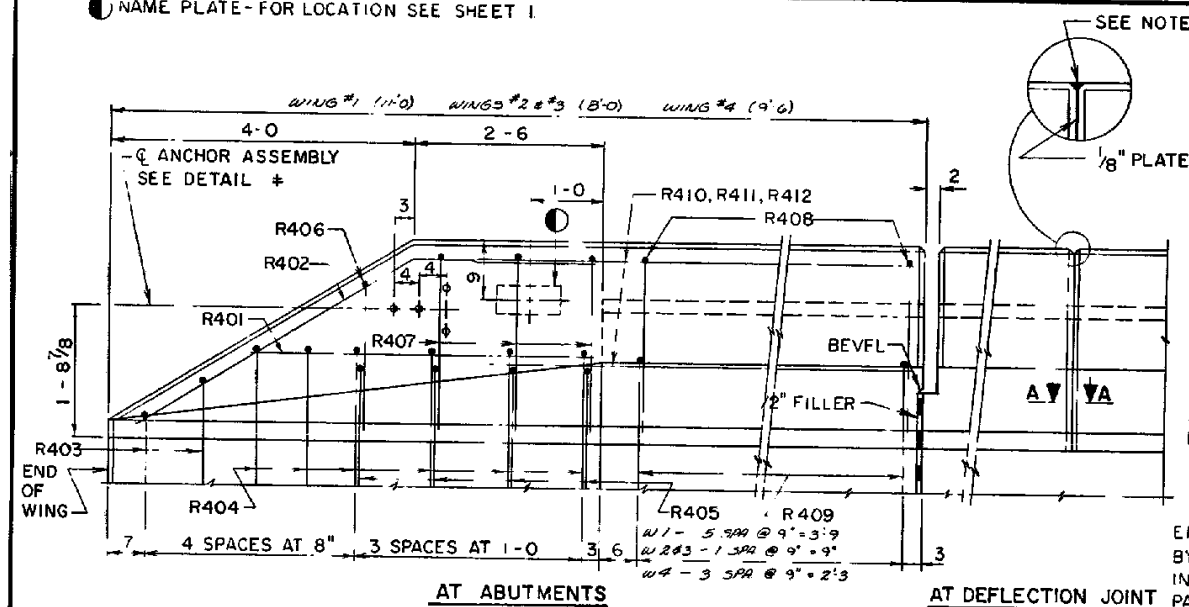
NOTE:
THE FIRST DIGIT OF A THREE DIGIT MARK & THE FIRST TWO DIGITS OF A FOUR DIGIT MARK SIGNIFIES THE BAR SIZE.



No.	Date	Revised	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-110			
Const Spec	1975	Drawn By	DB
SUPERSTRUCTURE DETAILS		Plans Checked	JCL
SHEET 10 OF 11		X 58554	

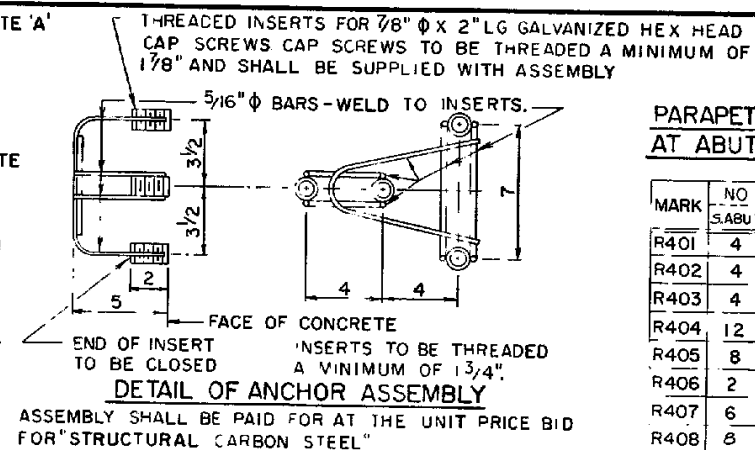
B-36-110/
1976

NAME PLATE - FOR LOCATION SEE SHEET 1.



AT ABUTMENTS

AT DEFLECTION JOINT



DETAIL OF ANCHOR ASSEMBLY

ASSEMBLY SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL CARBON STEEL"

NOTES

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

NOTE 'A'- FILL WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER

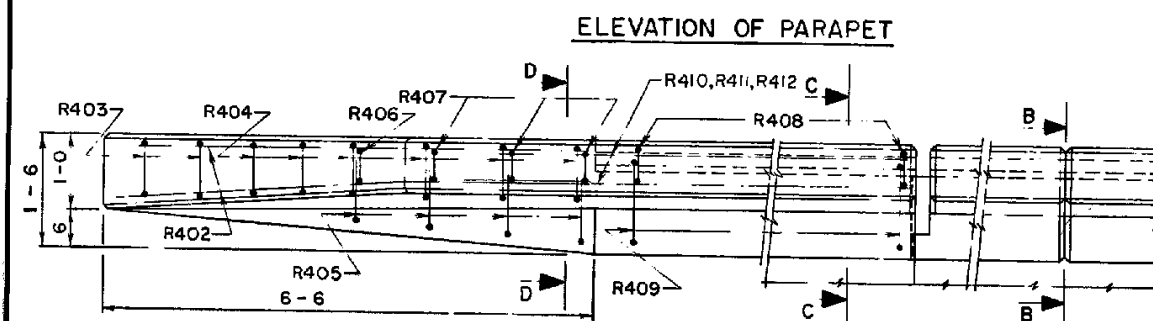
* PLACE ANCHOR ASSEMBLY AT ALL ABUTMENT WINGS
WHERE ATTACHMENT FOR BEAM GUARD RAIL IS NEEDED SEE
SHEET I

PARAPET BILL OF BARS AT ABUTMENTS

200 # S ABUT *

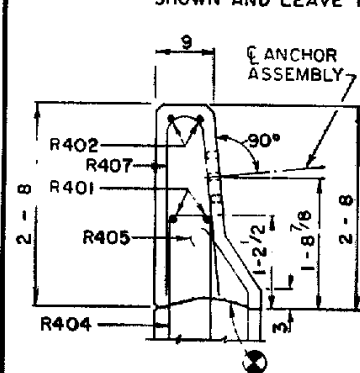
[illegible]

* ABUTMENT TOTAL ESTIMATED QUANTITIES
INCLUDE THIS WEIGHT.

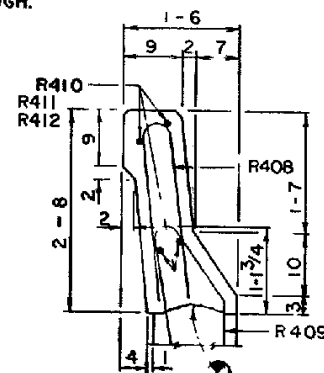


PLAN OF PARAPET

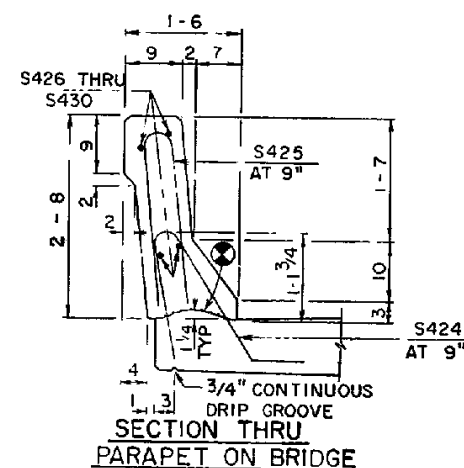
⊗ CONST JOINT- STRIKE OFF AS SHOWN AND LEAVE ROUGH.



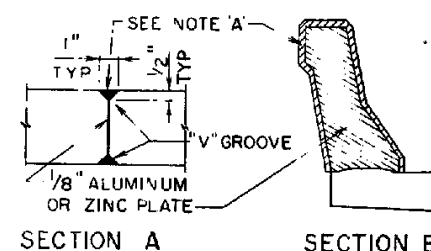
SECTION D



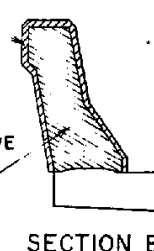
SECTION C



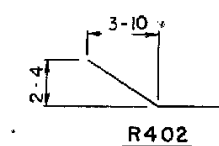
SECTION THRU
PARAPET ON BRIDGE



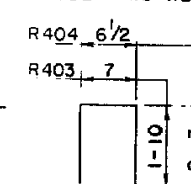
SECTION A



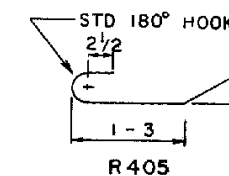
SECTION B



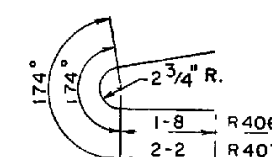
R402



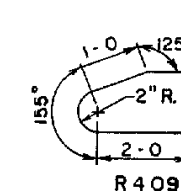
R 403,R404



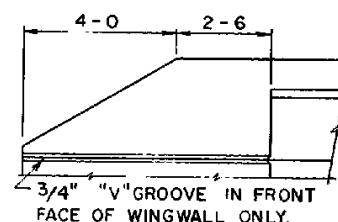
R 405



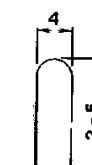
R 406, R 407



R 409



VIEW SHOWING FRONT
FACE OF PARAPET



R 408

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-110			
Const. Spec.	9/25	Drawn By	R J G
		Phone Checked	J C W
SLOPED FACE PARAPET "B"			SHEET 11 OF 11 X58555

Form E-8-1-1-1

B-36-110/111
1976

CURVE DATA

I-43 SB LANE

P.I. = STA 1133+72.95
 Δ = 31°20'47"
D = 1°00'00"
T = 1607.62'
L = 3134.64'
R = 5729.58'
S.E. = 0.038%
R.O. = 200'

DESIGN DATA

LIVE LOAD:

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

MATERIAL PROPERTIES:

CONCRETE MASONRY OVERLAY
DECKS & PARAPETS: f'_c = 4,000 p.s.i.
BAR STEEL REINFORCEMENT
GRADE 60: f_y = 60,000 p.s.i.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS ARE BASED ON EXISTING STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

TOTAL ESTIMATED QUANTITIES

509.5100.S POLYMER OVERLAY — 692 SY

TRAFFIC DATA

ADT = 11,800 (2036)
RDS = 70 M.P.H.

LIST OF DRAWINGS

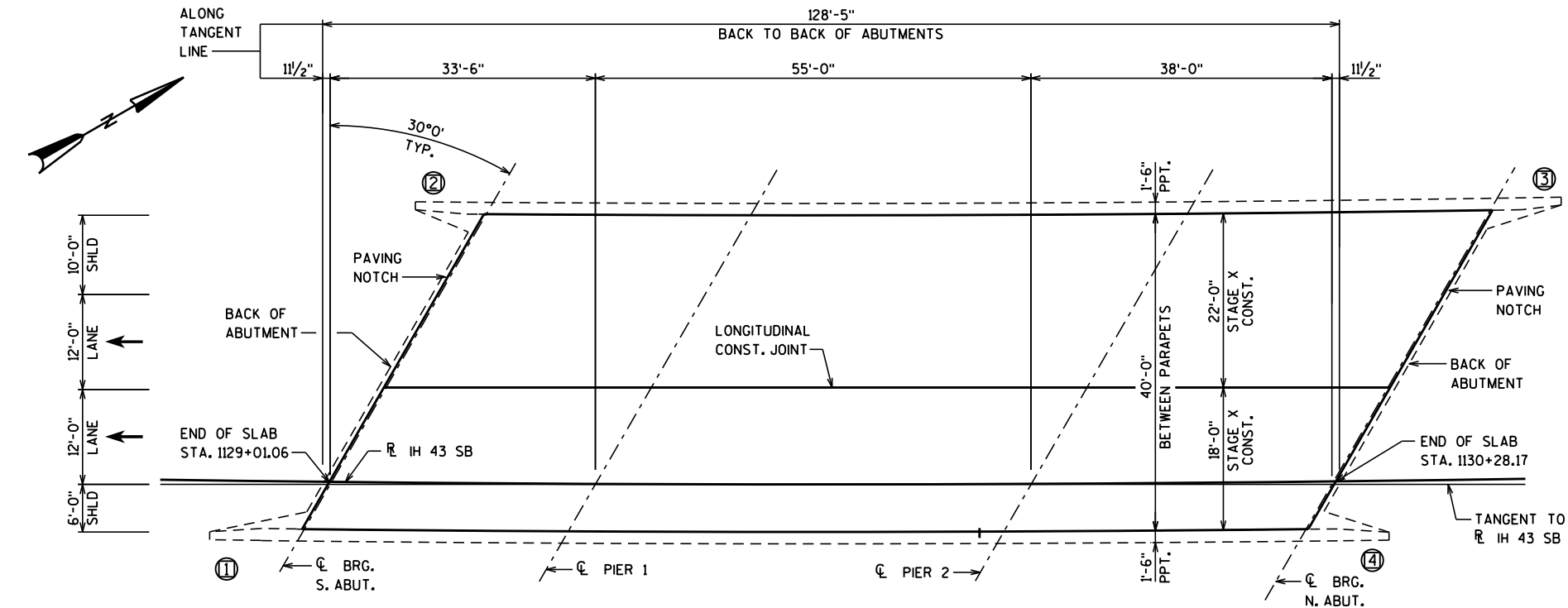
1. GENERAL PLAN

BRIDGE OFFICE CONTACT

WILLIAM DREHER
(608) 266-8489

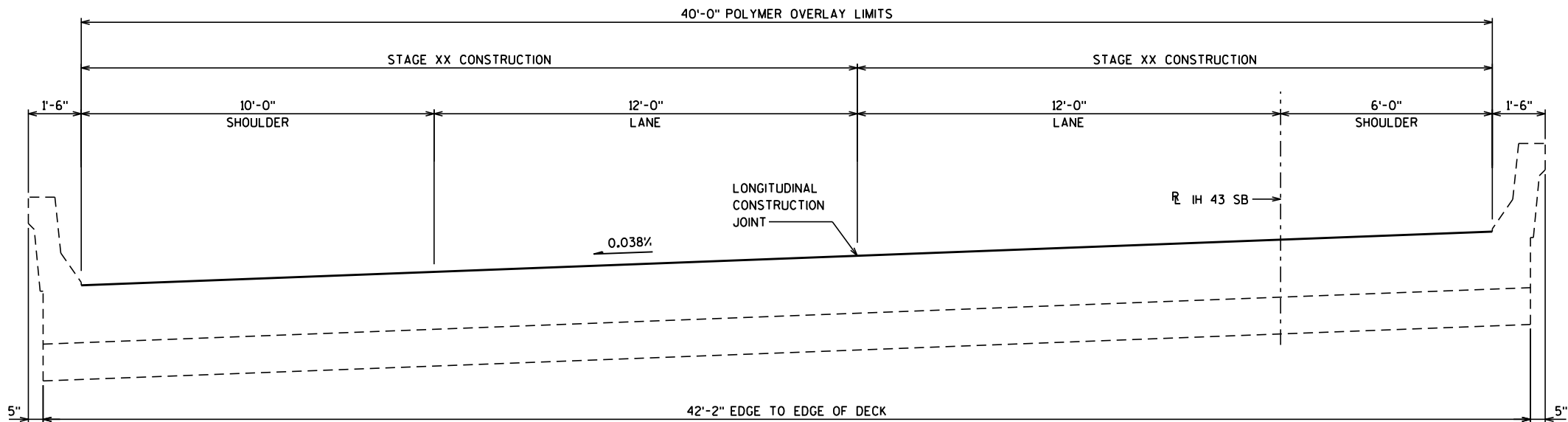
CONSULTANT CONTACT

KRISTOFER OLSON
OMNI ASSOCIATES
(920) 735-6900



(X) INDICATES WING NUMBER

PLAN



NOTE: ALL WIDTH DIMENSIONS ON CROSS SECTION ARE RADIAL TO THE CURVE.

CROSS SECTION THRU EXISTING ROADWAY

(LOOKING NORTH)

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
Omni ASSOCIATES			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED		CHIEF STRUCTURES DESIGN ENGINEER	DATE
STRUCTURE B-36-110			
IH 43 SB OVER CEDAR VIEW ROAD			
COUNTY	MANITOWOC	TOWN	CENTERVILLE
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	BRE	DESIGN CK'D.	KRO
DRAWN BY	BRE	PLANS CK'D.	KRO
GENERAL PLAN			SHEET 1 OF 1

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

(Design ID: 1224-06-71)

COUNTY: MANITOWOC

15-D-1
1-1-1

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

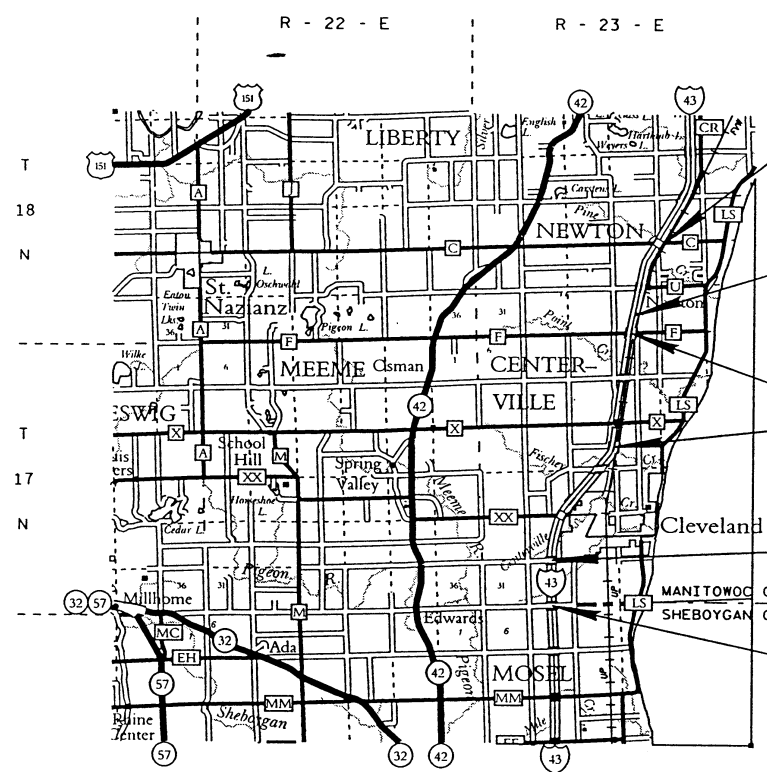


DESIGN DESIGNATION			
A.D.T. 1999	=	10 100 NB	10 800 SB
A.D.T. 2019	=	16 100 NB	17 100 SB
D.H.V.	=	2 238 NB	2 377 SB
D.	=	60/40	
T.	=	13.5%	
V.	=	100 km/h	
ESALS	=	9 256 400	

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

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

STATE PROJECT NUMBER
1224-06-71



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

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

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

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

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

LAYOUT
SCALE 0 5 km

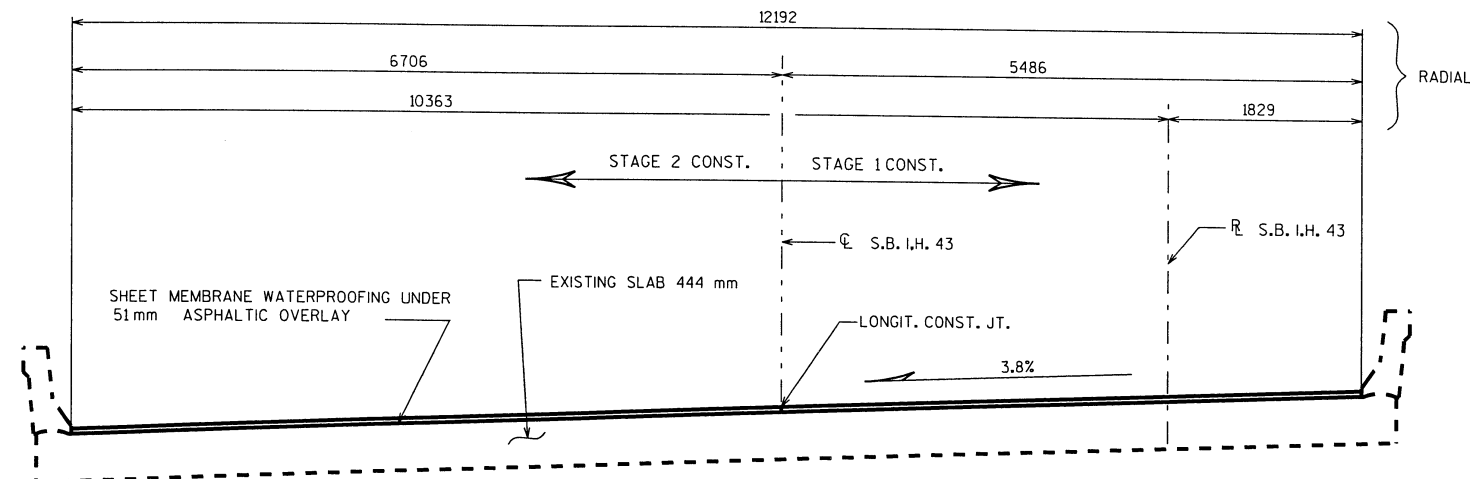
TOTAL NET LENGTH OF CENTERLINE = 10.177 km

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

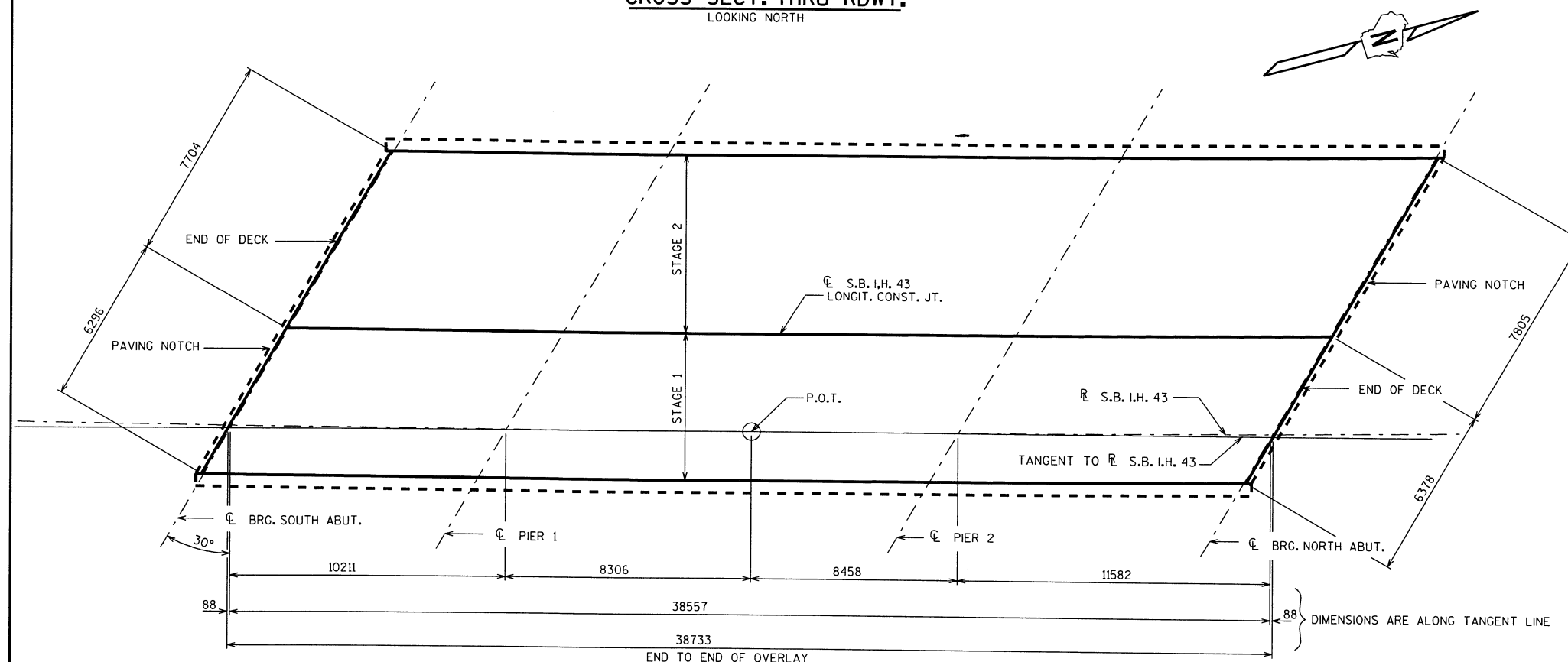
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1224-06-71	IM 2001 (022)	1

THIS PLAN IS SUBJECT TO FEDERAL OVERSIGHT

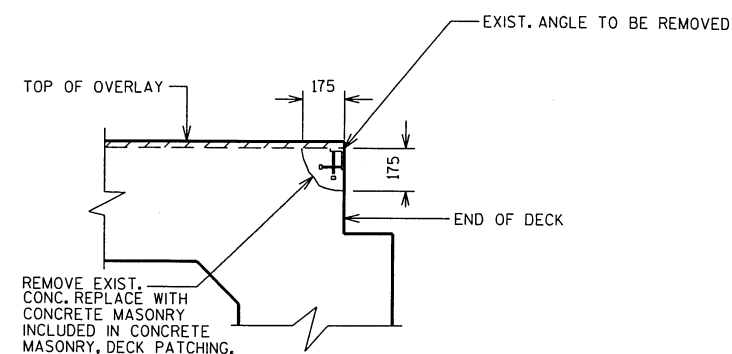
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	_____
Designer	R. L. ROOYAKKERS
District Examiner	_____
District Supervisor	S. C. NOEL
Proj. Dev. Engineer	_____
C.O. Examiner	N.R. AFFELDT
APPROVED FOR DISTRICT OFFICE	
DATE: 6/29/00	(Signature)
AUTHORIZED FOR BUREAU OF HIGHWAY DEVELOPMENT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



CROSS SECT. THRU RDWY.
LOOKING NORTH



PLAN



DETAIL AT ABUT.

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	TOTAL
SHEET MEMBRANE WATERPROOFING	m ²	472
ASPHALTIC CONCRETE PAVEMENT, SUPERPAVE	Mg	55
ASPHALTIC MATERIAL FOR PLANT MIXES	Mg	3
PREPARATION, DECKS TYPE 1	m ²	10
PREPARATION, DECKS TYPE 2	m ²	2
SAWING PAVEMENT, DECK PREPARATION AREAS	m	36
GROUTING BRIDGE DECKS	L.S.	1
CURB RESURFACING	m	77
CONCRETE MASONRY, DECK PATCHING	m ³	1
EPOXY CRACK SEALING	m	40

LIST OF DRAWINGS

1. GENERAL PLAN

DESIGN DATA

LIVE LOAD:
INVENTORY RATING: MS-19
OPERATIONAL RATING: MS-31
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 1110 KN

ULTIMATE DESIGN STRESSES:

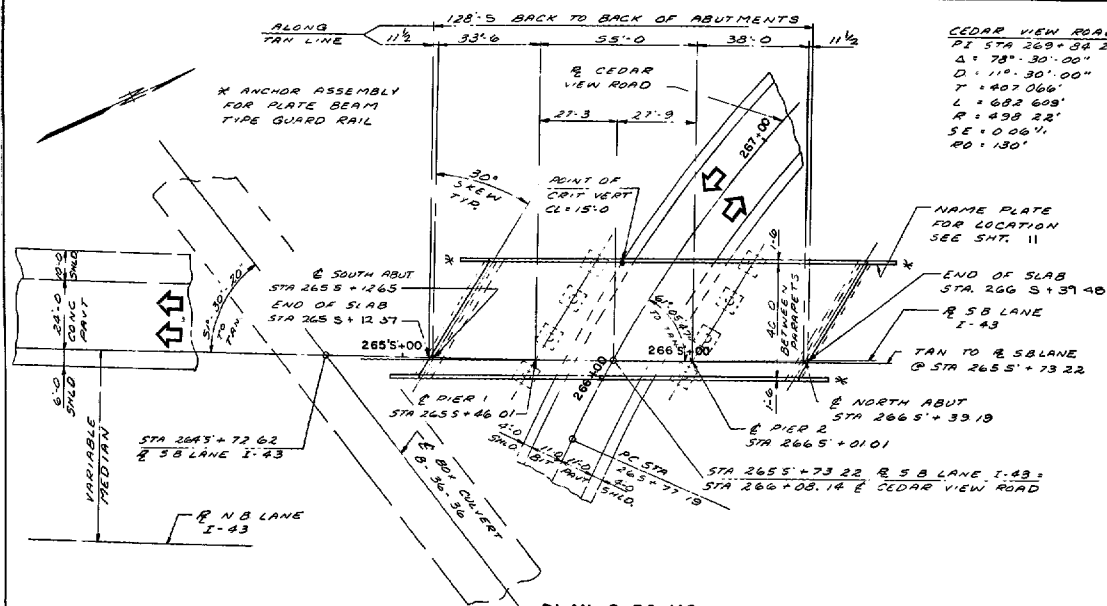
CONCRETE MASONRY SLAB — $f'_c = 28 \text{ MPa}$

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
ALL DIMENSIONS MILLIMETERS (mm) UNLESS OTHERWISE NOTED.
DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL
STRUCTURE PLANS.
EPOXY CRACK SEALING REQ'D. IN AREAS DIRECTED BY THE
ENGINEER

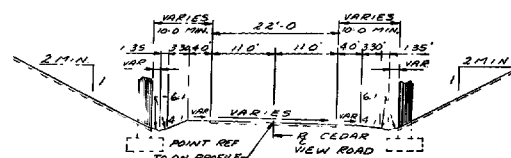
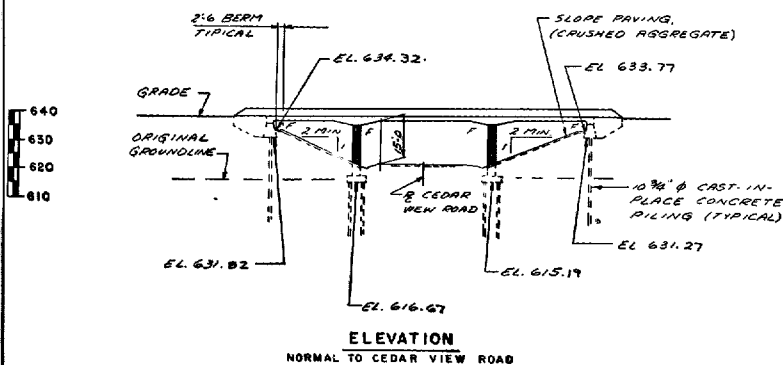
BRIDGE OFFICE CONTACT :
KENT BAHLER (608) 266-8490
JACK KLEMM (608) 266-5093

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-110			
INTERSTATE 43 OVER CEDAR VIEW RD.			
COUNTY	MANITOWOC	TOWN/CITY/VILLAGE	CENTERVILLE
DESIGN SPEC.	AASHTO 1996	LOAD	CONST. SPEC. 1996
DESIGNED BY	SDR	DESIGN CK'D.	MGW
		DRAWN BY	<i>g</i>
		PLANS CK'D.	<i>J.C.K.</i>
APPROVED	<i>B.H. Anderson</i>		<i>08-03-00</i>
	CHIEF BRIDGE DESIGN ENGINEER		DATE
GENERAL PLAN		SHEET 1 OF 1	
		DATE: JAN. 98	



BENCH MARK

NO	STATION	DESCRIPTION	ELEV.
284	266+80	PT MK TOP WING SW CORNER STRUCTURE 220' RT	622.22



CURVE DATA

INTERSTATE 43
SOUTHBOUND LANE
PI STA 2675+88.96
Δ: 78° 30' 00"
D: 110° 30' 00"
T: 407.068'
L: 682.608'
R: 498.22'
SE: 0.06%
RD: 130'

INTERSTATE 43
NORTHBOUND LANE
PI STA 2684+06.92
Δ: 312° 20' 47"
D: 17° 00' 00"
T: 1607.62'
L: 3134.64'
R: 5729.58'
SE: 0.038%
RD: 200'

TRAFFIC VOLUME

INTERSTATE 43
ADT: 7350 (1994)
RDS: 70 MPH
CEDAR VIEW ROAD
ADT: 100 (1994)
RDS: 25 MPH

DESIGN DATA

LIVE LOAD:
DESIGN RATING: HS 20 MOD
INVENTORY RATING: HS 21
OPERATIONAL RATING: HS 39
STRUCTURE IS DESIGNED FOR A FUTURE WEARING
SURFACE OF 20 POUNDS PER SQUARE FOOT.
ALLOWABLE DESIGN STRESSES:
CONCRETE MASONRY SLAB: $f_c = 4000$ PSI
ALL OTHER: $f_c = 3500$ PSI
BAR STEEL REINFORCEMENT, GRADE 60: $f_y = 60000$ PSI

FOUNDATION DATA

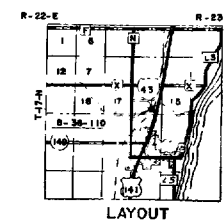
PLACE ABUTMENTS ON 10 3/4" DIA CAST-IN-PLACE
CONCRETE PILING DRIVEN TO 35 TONS PER PILE
MINIMUM BEARING EST PILE LENGTH 50'-0"
PLACE PIERS ON 10 3/4" DIA CAST-IN-PLACE
CONCRETE PILING DRIVEN TO 55 TONS PER PILE
MINIMUM BEARING EST PILE LENGTH 50'-0"

LIST OF DRAWINGS

1	GENERAL PLAN	X	58545
2	NOTES AND QUANTITIES	X	58546
3	SUBSURFACE EXPLORATION	X	58547
4	SOUTH ABUTMENT	X	58548
5	SOUTH ABUTMENT	X	58549
6	PIERS 1 & 2	X	58550
7	NORTH ABUTMENT	X	58551
8	NORTH ABUTMENT	X	58552
9	SUPERSTRUCTURE	X	58553
10	SUPERSTRUCTURE DETAILS	X	58554
11	SLOPED FACE PARAPET 'B'	X	58555

AS BUILT PLAN

DATES: 2008 BY: DP



No.	Date	Revision	By
STATE OF MICHIGAN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-110			
INTERSTATE 43 OVER CEDAR VIEW ROAD			
County	MANITOWIC	Township	TH CENTERVILLE
Design Year	1975	Design	1975
Designed By	W.A. Kline	Checked	DB
Approved	W.A. Kline	Date	9-21-77
Chief Bridge Engineer			
GENERAL PLAN			
SHEET 1 OF 11			
X 58545			

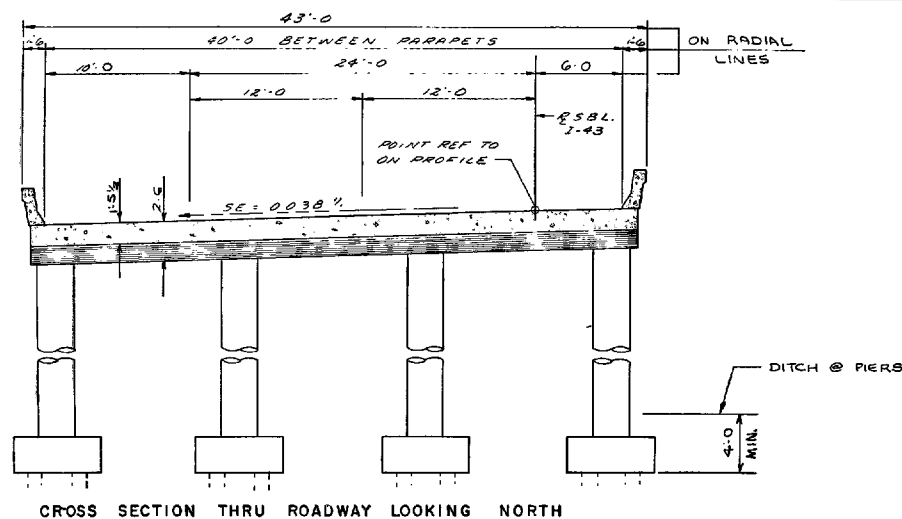
1.D. 1224-01-005

B-36-110/1
1976

PROJECT NO.	1224-1-80	SHEET NUMBER	7.1	TOTAL SHEETS	11
FEDERAL PROJECT DESIGNATION					

GENERAL NOTES

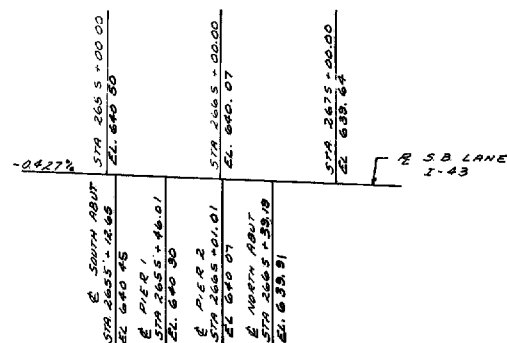
DRAWINGS SHALL NOT BE SCALED
 BAR STEEL REINFORCEMENT SHALL BE MBEDED
 2' CLEAR UNLESS OTHERWISE SHOWN OR NOTED
 THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES
 FOR PIERS SHALL BE THE FINISHED GRADED SECTION.
 THE SLOPE OF THE FILL IN FRONT OF THE
 ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING TO
 THE EXTENT SHOWN ON SHEET 1 AND IN THE
 ABUTMENT DETAILS
 PREBORE ABUTMENT PILING TO ORIGINAL
 GROUND LINE



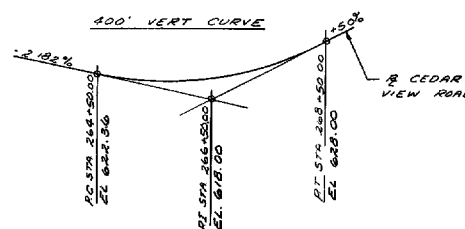
CROSS SECTION THRU ROADWAY LOOKING NORTH

TOTAL ESTIMATED QUANTITIES

BID ITEM	UNIT	SUPER	S ABUT	PIER 1	PIER 2	N ABUT	TOTAL
EXCAVATION FOR STRUCTURES	LS						1
CONCRETE MASONRY	CY	355.5	35.1	23.3	24.2	34.9	473.0
HIGH STRENGTH BAR STEEL REINFORCEMENT	LB	63,310	2,190	3,090	3,240	2,100	79,930
STRUCTURAL CARBON STEEL	LB	510					510
CAST IN PLACE CONCRETE PILING, DEL # DRIVEN 10 1/2 INCH	LF		350	800	800	150	2,300
PREBORING, CAST IN PLACE CONCRETE PILING	LF		111			43	204
SLOPE PAVING, CRUSHED AGGREGATE	SF		179			200	379
NON-BID ITEM							
ALUMINUM OR ZINC PLATE	SF	23					23
FILLER	SIZE	1/2 INCH					1/2 INCH
POLYVINYL CHLORIDE WATERSTOP	LF	51				51	102



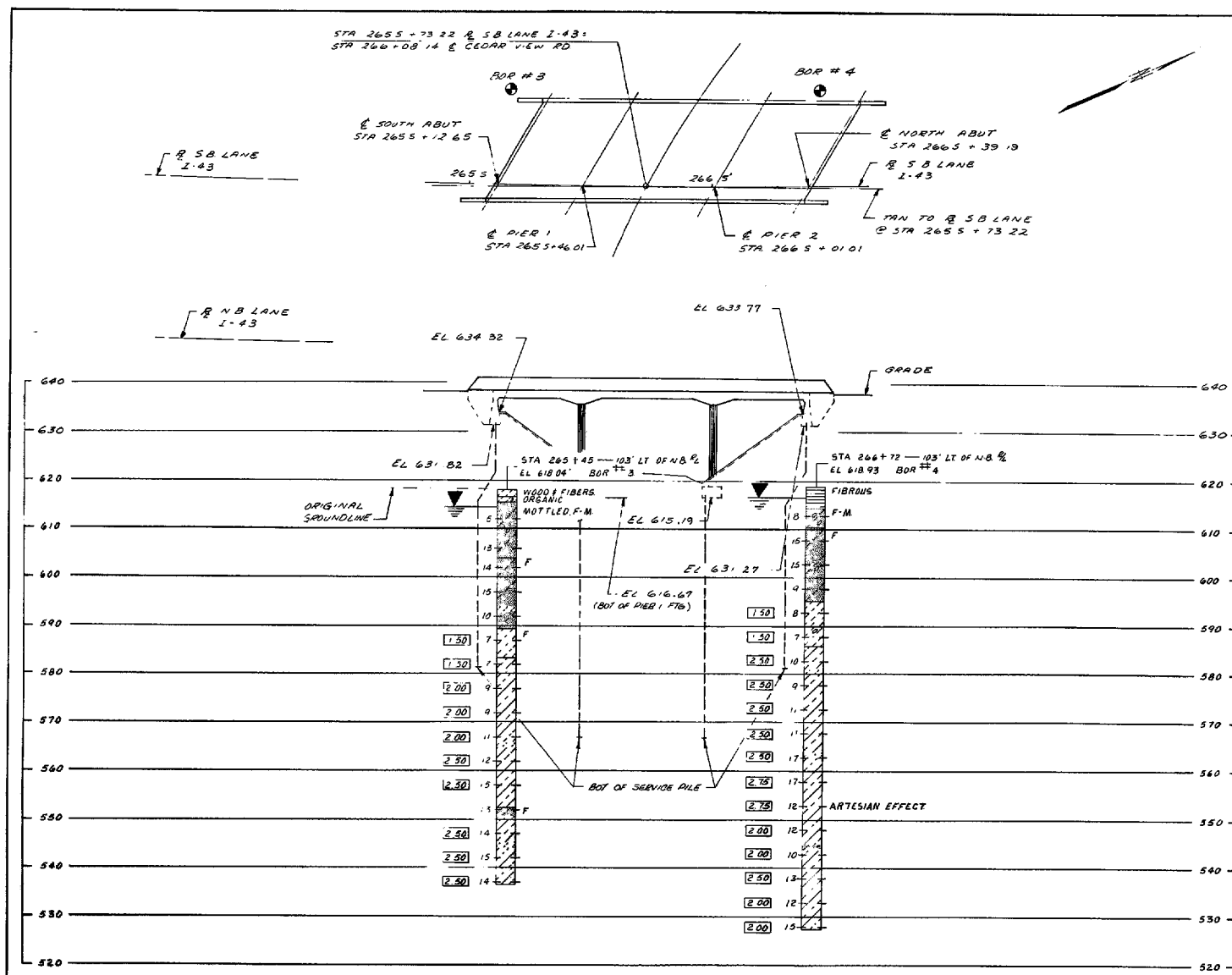
PROFILE GRADE LINE SOUTHBOUND LANE I-43



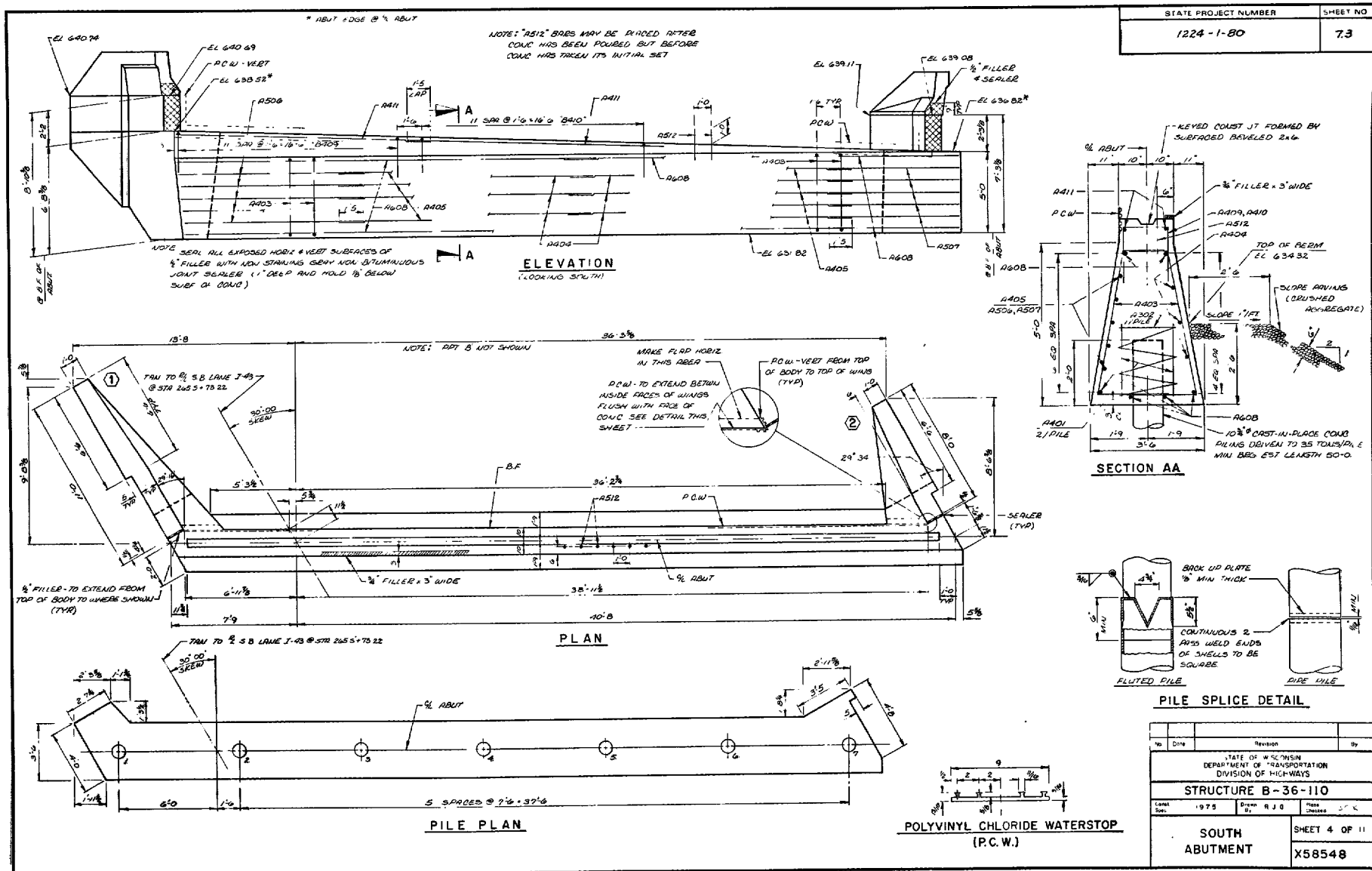
PROFILE GRADE LINE CEDAR VIEW ROAD

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-110			
Drawn Spec 1975	By DB	Check J.C.V.	
NOTES AND QUANTITIES		SHEET 2 OF 11 X 58546	

B-36-110/11
 1976

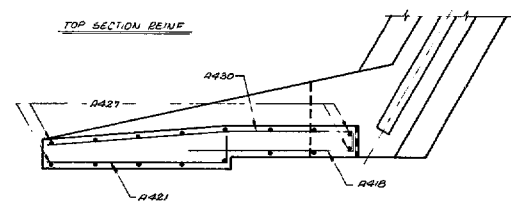


B-36-110/1
1976

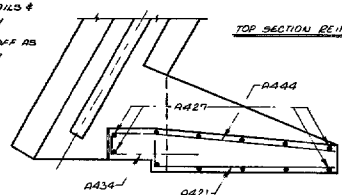


B-36-110
1976

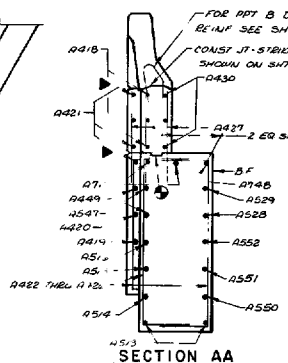
TOP SECTION REINF



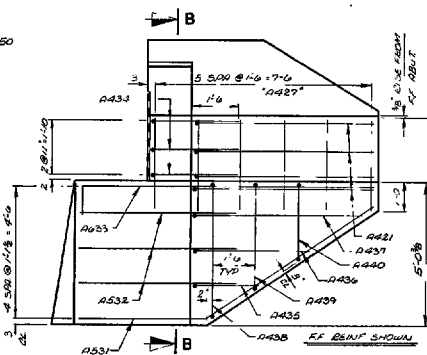
TOP SECTION REINF



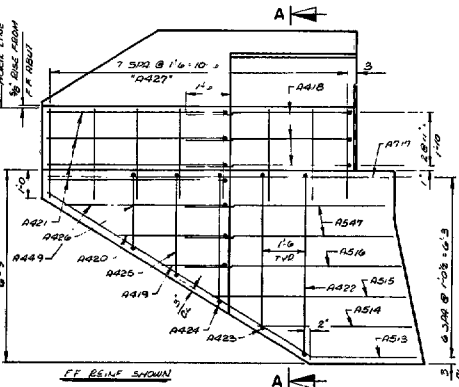
NOTE: ALL DIMENSIONS IN BENDING ARE OUT TO OUT OF BAR THE FIRST DIGIT OF A THREE DIGIT MARK SIGNIFIES THE BAR SIZE



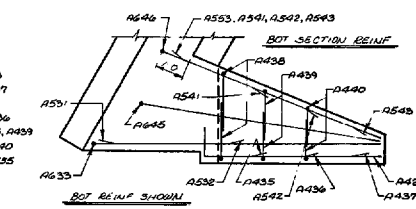
SECTION AA



SECTION BB



WING 1 DETAILS



WING 2 DETAILS

A430, A444

A513, A531, A553

A403

A302

BILL OF BARS 1,990 #

BAR	N°	BRG	LENGTH	LOCATION
A401	4	2 3	2.3	BOOT @ R453
A402	7	2 8 0	2.8	"
A403	66	7 1 0	7.1	VERT FF & BF
A404	6	2 4 3	2.4	HOBE FF
A405	5	2 3 1	2.3	BF
A406	5	1 1 0	1.1	"
A407	5	1 1 0	1.1	"
A408	12	2 5 1	2.5	"
A409	12	6 4 0	6.4	"
A410	12	5 2 1	5.2	"
A411	4	1 8 2	1.8	HOBE
A412	49	2 0	2.0	VERT
A413	2	1 3 1	1.3	WINGS FF & BF
A414	1	5 2	5.2	HOBE FF
A415	1	4 7	4.7	"
A416	1	7 5	7.5	"
A417	2	1 2 10	1.2	"
A418	3	4 6	4.6	"
A419	1	2 9	2.9	"
A420	1	4 6	4.6	"
A421	8	6 1	6.1	WINGS 1 & 2 HOBE FF
A422	2	9 4	9.4	WINGS 1 VERT FF & BF
A423	3	6 1	6.1	"
A424	2	9 4	9.4	"
A425	2	5 1	5.1	"
A426	2	4 8	4.8	"
A427	28	3 5	3.5	WINGS 1 & 2 VERT FF & BF
A428	1	1 4	1.4	WINGS 1 HOBE BF
A429	1	1 3 2	1.3	"
A430	3	1 1 3	1.1	"
A431	7	1 1 0	1.1	WINGS 2 FF
A432	3	5 3	5.3	HOBE FF
A433	1	1 0 5	1.0	"
A434	3	3 5	3.5	"
A435	1	2 10	2.1	"
A436	1	4 5	4.5	"
A437	1	6 0	6.0	"
A438	2	8 2	8.2	VERT FF & BF
A439	2	6 9	6.9	"
A440	2	4 10	4.1	"
A441	1	3 8	3.8	HOBE BF
A442	1	5 6	5.6	"
A443	1	7 2	7.2	"
A444	3	8 3	8.3	"
A445	1	9 4	9.4	"
A446	1	8 1	8.1	"
A447	2	7 1	7.1	WINGS 1 HOBE FF
A448	1	1 4 7	1.4	"
A449	1	6 2	6.2	"
A450	1	5 2	5.2	"
A451	1	8 0	8.0	"
A452	1	9 8	9.8	"
A453	1	9 1	9.1	"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

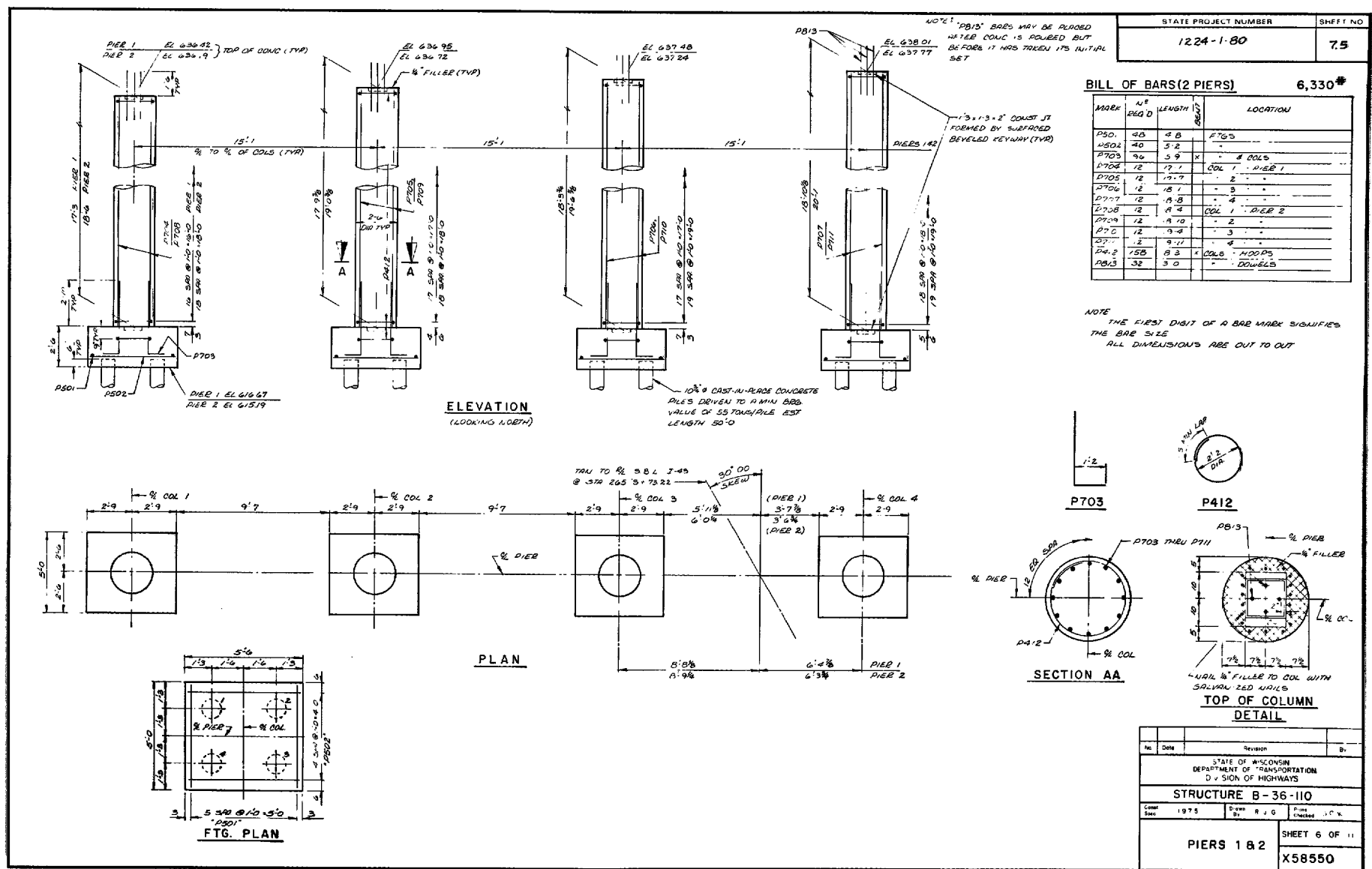
STRUCTURE B-36-110

South Abutment

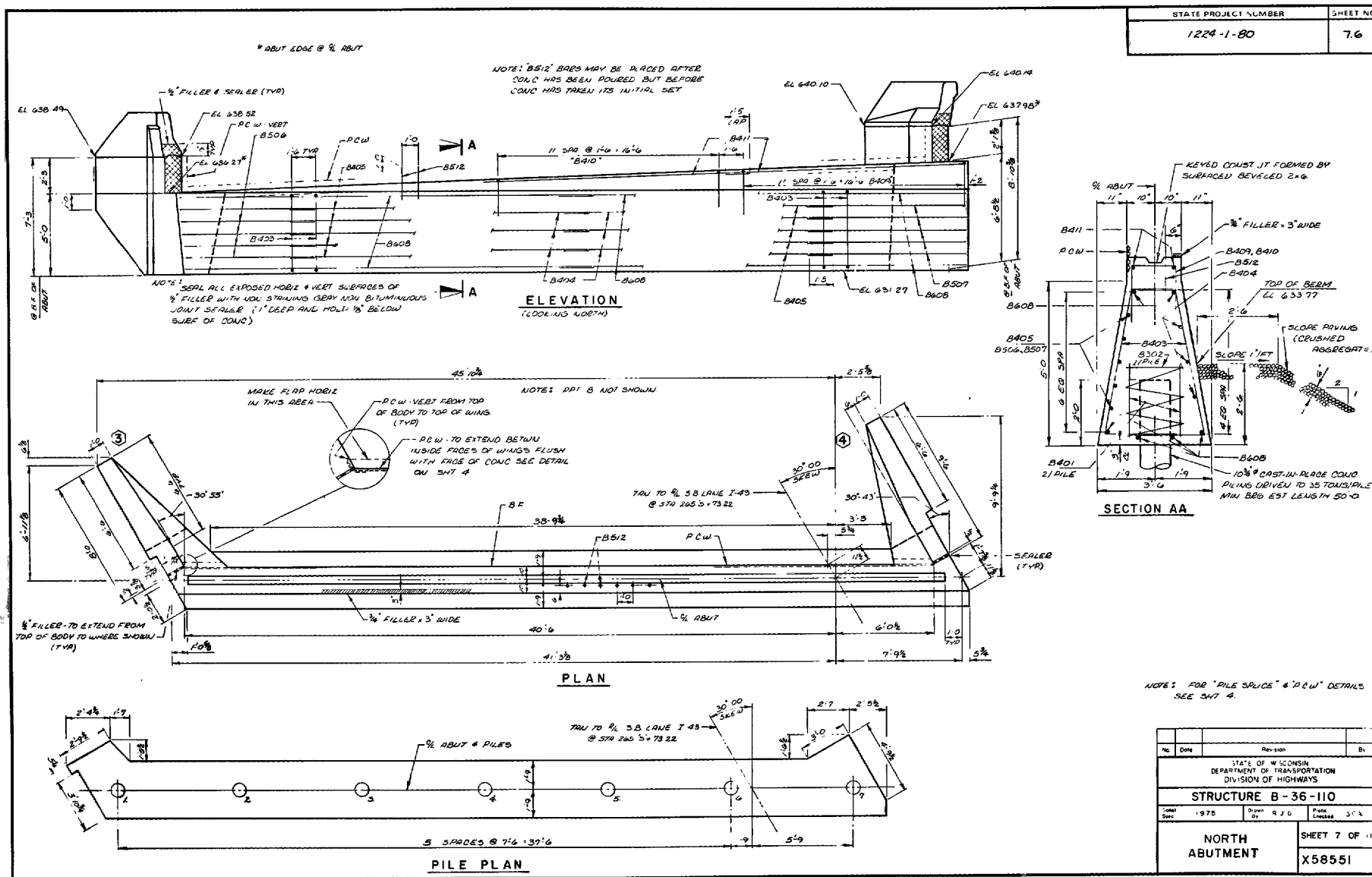
SHEET 5 OF 11

X58549

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1976

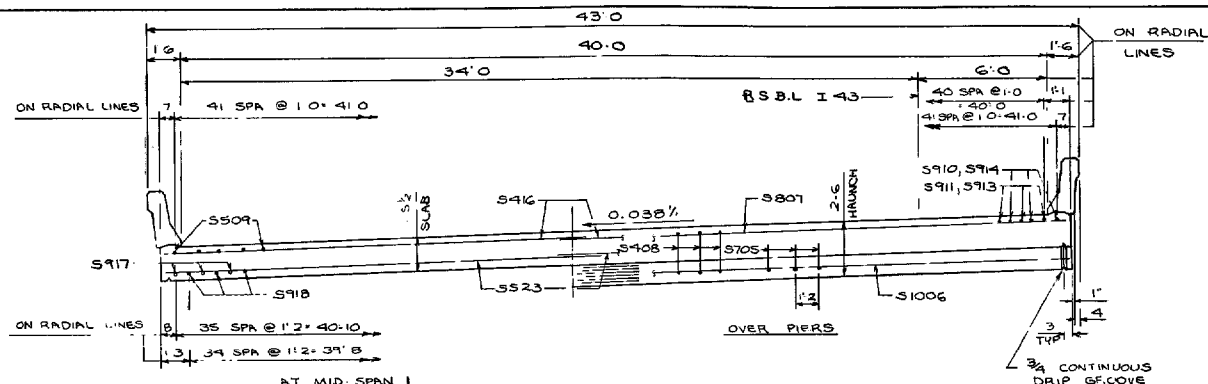


B-36-1
197



B-36-110
1976

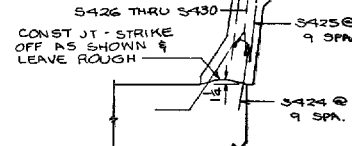
B-36-110,
1976



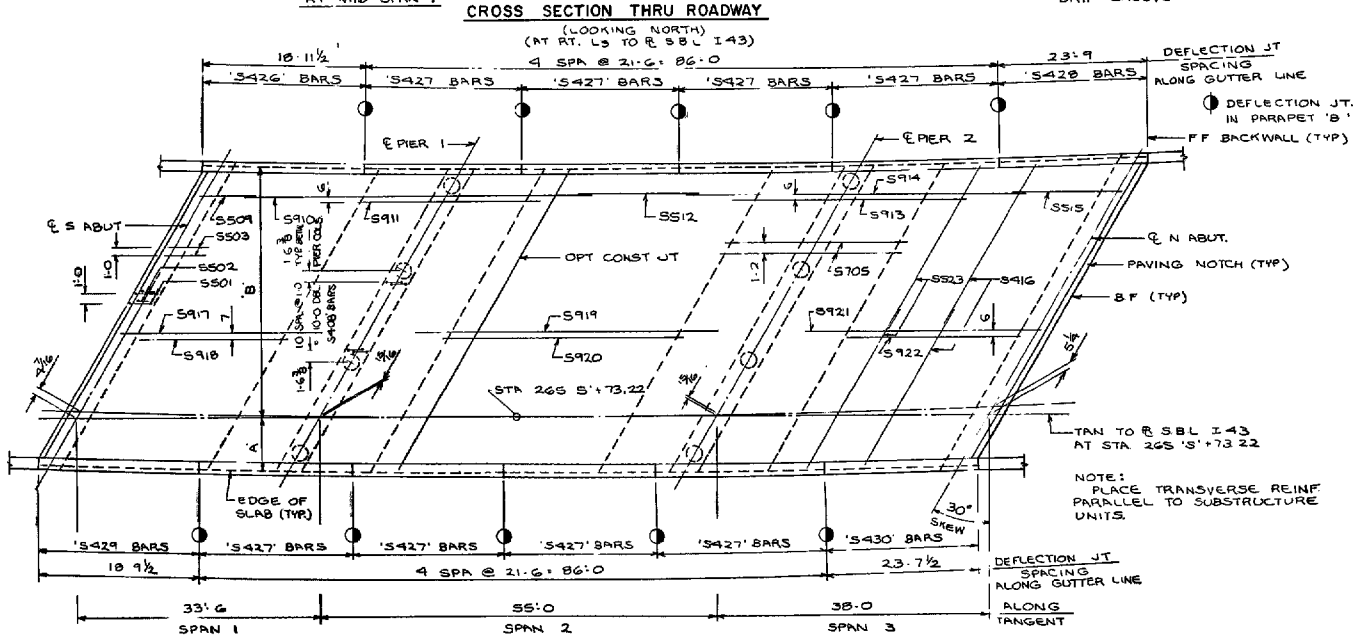
NOTE:
ALTERNATE TOP TRANSVERSE
BARS IN SLAB SHALL BE SUPPORTED
BY INDIVIDUAL BAR CHAIRS AT
APPROX 3'0" CENTERS. BOTTOM
LONGITUDINAL BARS SHALL BE
SUPPORTED BY CONTINUOUS
BAR CHAIRS AT APPROX. 4'0"
CENTERS.

PROJECT NO.	1224-1-80	SHEET NUMBER	78	TOTAL SHEETS	
FEDERAL PROJECT DESIGNATION					

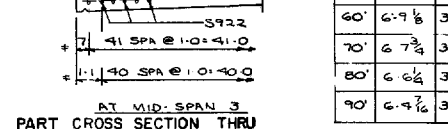
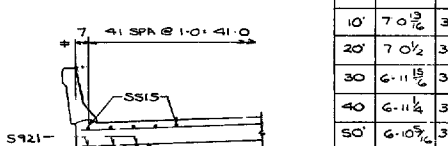
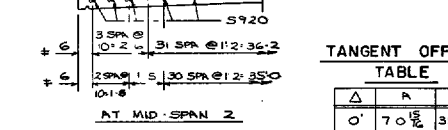
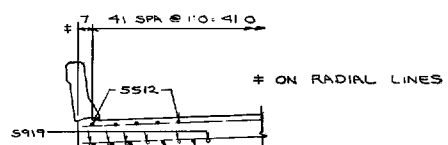
FOR PARAPET 'B' DETAILS
SEE SHEET 11



REINF IN PARAPET 'B'



PLAN



PART CROSS SECTION THRU
ROADWAY

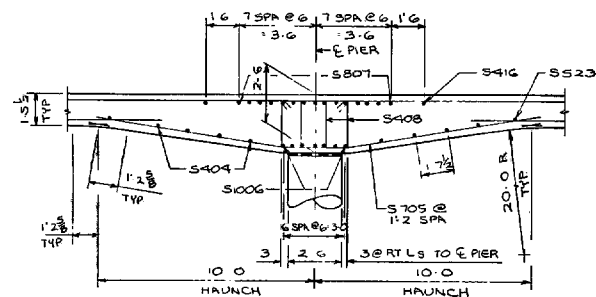
TANGENT OFFSET
TABLE

Δ	A	B
0'	7'0 1/2"	35'0 1/2"
10'	7'0 1/2"	35'1 1/2"
20'	7'0 1/2"	35'1 3/4"
30'	6'11 1/2"	35'1 5/8"
40'	6'11 1/2"	35'2 1/8"
50'	6'10 3/4"	35'3 1/4"
60'	6'9 1/2"	35'4 1/8"
70'	6'7 3/4"	35'4 1/2"
80'	6'6 1/2"	35'4 3/4"
90'	6'4 1/2"	35'4 3/4"

Δ DISTANCE IN FEET RIGHT
OR LEFT OF P.O.T. STA
265'S+73.22 ALONG TANGENT
LINE.

No.	Date	Person	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-110			
Scale	1975	Sheet	08
Drawn	By	Check	J.C.C.
SUPERSTRUCTURE			SHEET 9 OF 11
			X 58553

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1976



HAUNCH DETAIL

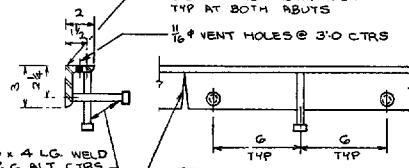
(SECTION TAKEN PARALLEL TO TANGENT LINE)

$\sqrt{L} \times 3 \times 2 \times \frac{5}{16} \times \text{RDWY WIDTH}$

2 / TYP AT BOTH ABUTS

11. VENT LOOPS @ 300 FT HS

NOTE:
ONE FIELD SPLICE
SHALL BE PERMITTED
IN ANGLE
ANGLE AND STUDS
SHALL BE PAID FOR AS
STRUCTURAL CARBON
STEEL ANGLES SHALL NO
BE PRINTED

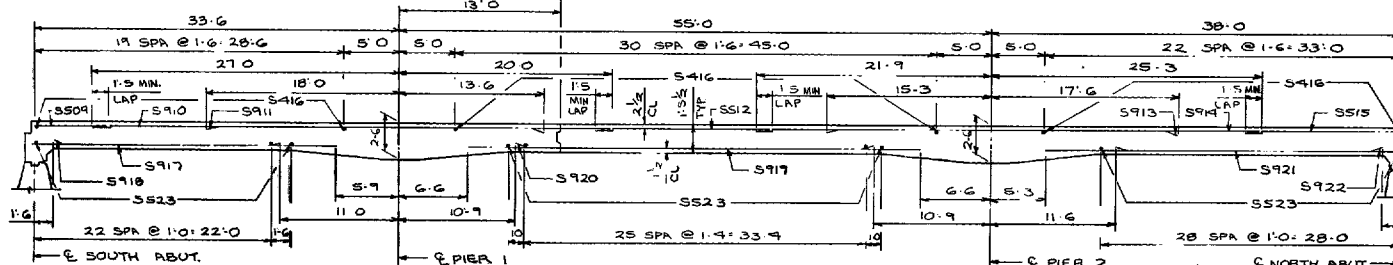


3/8" STUDS x 4 LG. WELD
TO ANGLE @ 6 ALT CTNS

FIELD CUT 3 LEG OF ANGLE AS REQ'D FOR
BENDING CUT TO CONFORM TO RDWY

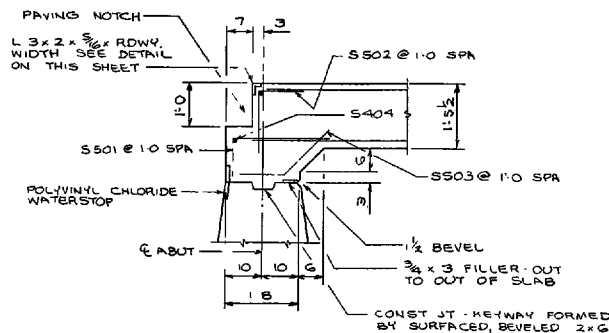
PAVING NOTCH ANGLE DETAIL

OPT TRANS CONST JT
WITH SURFACED, BEVELED
2 x 8 KENWICK



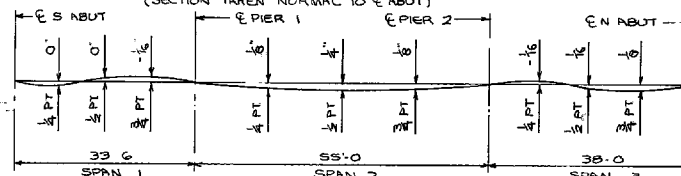
NOTE:
SEE 'ABUTMENT DETAIL' ON
THIS SHEET FOR BAR STEEL
REINF. AND DIMENSIONS.

LONGITUDINAL SECTION
(ALONG TANGENT LINE)



ABUTMENT DETAIL

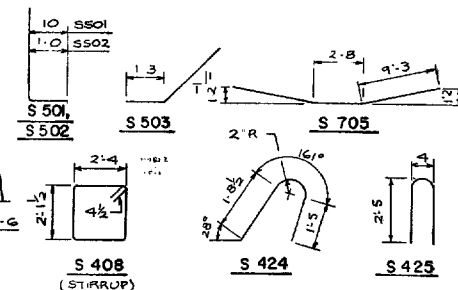
ABUTMENT DETAIL
(SECTION TAKEN NORMAL TO & ABUTMENT)

DEAD LOAD DEFLECTION ^{SPAN 2}

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLACED SEPARATELY SHOWN ABOVE THE HORIZ. CONST. JOINT SHALL BE POURED AFTER FANWORK HAS BEEN RELEASED. PROVIDE CAMBER OF 0" AT THE 1/2 PT. OF SPAN 1, 3/4" AT THE 1/2 PT. OF SPAN 2 AND 0" AT THE 1/2 PT. OF SPAN 3 TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE SETTLEMENT. THIS DOES NOT INCLUDE AN ALLOWANCE FOR FORM SETTLEMENT.

BILL OF BARS			69, 310*	
MARK	NO	LENGTH	AMT	LOCATION
S501	84	2-10	X	SLAB AT ABUTS
S502	84	2-7	X	" " "
S503	84	3-0	X	" " "
S404	36	24-4		" " " & PIERS
S'05	72	21-2	X	SLAB AT PIERS
S'006	14	48-3		" " " - BOTTOM
S807	30	48-3		" " " - TOP
S'008	12	1-5	X	" " " "
S509	42	8-1		SLAB - LONGIT. TOP. SPAN 1
S'10	42	47-0		" " " " 1 2
S'11	41	31-6		" " " " 2 2
S512	42	16-1		" " " " 2
S'13	41	32-9		" " " " 2 3
S'14	42	47-0		" " " " 2 3
S'15	42	14-4		" " " " 3
S'16	48	24-11		SLAB - TRANS. TOP
S'17	36	2-11		SLAB - LONGIT. BOTTOM SPAN 1
S'18	36	2-11		" " " " 1
S'19	38	42-0		" " " " 2
S'20	37	33-6		" " " " 2
S'21	42	32-11		" " " " 3
S'22	41	25-0		" " " " 3
S'23	162	24-10		SLAB - TRANS - BOTTOM
S'24	344	4-3	X	SLAB & PARAPET B.
S'25	344	5-0	X	PARAPET B.
S'26	4	18-5		" " " "
S'27	32	21-2		" " " "
S'28	3	23-3		" " " "
S'29	4	18-3		" " " "
S'30	4	23-1		" " " "

NOTE:
THE FIRST DIGIT OF A THREE DIGIT MARK & THE
FIRST TWO DIGITS OF A FOUR DIGIT MARK SIGNIFIES
THE BAR SIZE.



No.	Date	Revision			By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS					
STRUCTURE B-36-110					
Contract Name	1975	Section By	D8	Plans Numbered	↓ C 1
SUPERSTRUCTURE DETAILS				SHEET 10 OF 11	
				X 58554	

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1976

B-36-110/111
1976



1. GENERAL PLAN

LIVE LOAD:
INVENTORY RATING: MS-19
OPERATIONAL RATING: MS-31
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 1110 KN

CONCRETE MASONRY SLAB — $f'_c = 28 \text{ MPa}$

DRAWINGS SHALL NOT BE SCALED.
ALL DIMENSIONS MILLIMETERS (mm) UNLESS OTHERWISE NOTED.
DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL
STRUCTURE PLANS.
EPOXY CRACK SEALING REQ'D. IN AREAS DIRECTED BY THE
ENGINEER

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

BID ITEMS	UNIT	TOTALS
SHEET MEMBRANE WATERPROOFING	m ²	472
ASPHALTIC CONCRETE PAVEMENT, SUPERPAVE	Mg	55
ASPHALTIC MATERIAL FOR PLANT MIXES	Mg	3
PREPARATION, DECKS TYPE 1	m ²	10
PREPARATION, DECKS TYPE 2	m ²	2
SAWING PAVEMENT, DECK PREPARATION AREAS	m	36
GROUTING BRIDGE DECKS	L.S.	1
CURB RESURFACING	m	77
CONCRETE MASONRY, DECK PATCHING	m ³	1
EPOXY CRACK SEALING	m	40

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-36-110			
INTERSTATE 43 OVER CEDAR VIEW RD.			
COUNTY	TOWN/CITY/VILLAGE		
	MANITOWOC	CITY/VILLAGE	CENTERVILLE
DESIGN SPEC.	AASHTO 1996	LOAD	CONST. SPEC. 1996
DESIGNED BY	SDR	DRAWN BY	g
	DESIGN CK'D. MGW		PLANS CK'D. J.C.K.
APPROVED	<i>W.A. Anderson</i>		08-03-00
	CHIEF BRIDGE DESIGN ENGINEER		DATE
GENERAL PLAN		SHEET 1 OF 1	
		DATE: JAN. 98	

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

Bridge Data (used in this rating)

Bridge Number: B36-110	Section Loss(%): *
Feature Carried: IH 43 SB	SL Description: *
Rating Date: 24-May-2013	Overburden Depth(in): 2.0
Span Type: HAUNCHED SLAB	Overburden Type: BITUMINOUS
Span Material: CONT CONCRETE	Last Inspection Date: 12-Sep-2011*

* Inspection data reflects last inspection prior to rating. Latest inspection is on 04-Sep-2013

Bridge Load Rating Summary

Rating Method: LFR	Rating Vehicle: HS20			
	Rating	Controlling Element	Controlling Location (ft)	Live Load Distribution Factor
Inventory:	HS21.6	SLAB Positive Moment	0.5 SPAN 2	0.14
Operating:	HS35.9	SLAB Positive Moment	0.5 SPAN 2	0.14

Wisconsin Standard Permit Vehicle (Wis-SPV)

	MVW (kips)	Controlling Element	Controlling Location (ft)	Live Load Distribution Factor
Single Trip:	319	SLAB Moment	1.0 SPAN 2	0.08
Multi Trip:	190	SLAB Moment	1.0 SPAN 2	0.14

Posting Vehicle Type*	Vehicle GVW (kips)	Operating Rating (kips)	Controlling Element/Controlling Check	Controlling Location (ft)	Live Load Distribution Factor
WISSPV 250	0.0	317	SLAB Moment	1.0 SPAN 2	0.08
WISSPV 250	0.0	189	SLAB Moment	1.0 SPAN 2	0.14

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

Remarks/Recommendations:	Load Rating Engineer
	Name: Dietsche, Joshua Date: 24-May-2013 PE Stamp Here

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