STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for B-36-111

IH 43 NB 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°56'27.59"N	Owner	STATE HIGHWAY DEPT
Longitude	87°44'36.34"W	Maintainer	STATE HIGHWAY DEPT

Time Log

Hours	Minutes
0	40

Team members

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

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

Identification & Location

Feature On: IH 43 NB	Section Town Range: S16 T17N R23E	Structure Number: **B-36-111**
Feature Under: CENTER ROAD	County: MANITOWOC	
Location 2.0M N JCT CTH XX	Municipality: CENTERVILLE	Structure Name:

Geometry

measurements in feet, except where noted

Approach Roadway Width: 40	Bridge Roadway Width: 40.0	Total Length: 121.2
Approach Pavement Width: 24	Deck Width: 43.0	Deck Area (sq ft): 5211

Traffic

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

Capacity

Load Rating

Inventory rating: HS10	Overburden depth (in): 2.0	Last rating date: 07-22-15	Controlling: INTERIOR DECK GIRDER Positive Moment
Operating rating: HS24	Deck surface material: CONCRETE	Re-rate for capacity (Y/N):	Control location: SPAN 1
Posting:	Re-rate notes:		

Hydraulic

Classification

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

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	PREST CONCRETE	DECK GIRDER	70	118.5	Y

Expansion joint(s)

Temperature:

File:	New:

Clearance

Item	File Measurement (ft)	File Date	New Measurement (ft)
Highway Min Vertical Under Cardinal	15.67		
Highway Min Vertical Under Non-Cardinal			
Horizontal Under Cardinal	42.0		
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
1985	REPAIR RAIL	
1978	NEW STRUCTURE	1224-01-80

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				
Drainage - Repair Washouts / Erosion	MEDIUM	Weber, Dale (3007)	IDENTIFIED	05/24/17
Repair washout at SW wing & possibly add flume				

Elements

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**12**		**Reinforced Concrete Deck**	SF	5,212	5,131	81	0	0
		1080	Delamination - Spall - Patched Area **CS-2(1 SF) Solid patch**	SF		0	1	0	0
		1130	Cracking (RC) CS-2(80 SF) Trans. at abutments w/eff.	SF		0	80	0	0
	8514		Concrete Overlay **Overlaid in** 2016	SF	5,212	3,612	1,600	0	0
		3220	Crack (Wearing Surface) **CS-2(1600 SF) Diag, trans, & long. cracking - some** sealed	SF		0	1,600	0	0
X	**109**		**Prestressed Concrete Open Girder**	LF	708	708	0	0	0
X	**215**		**Reinforced Concrete Abutment**	LF	94	76	16	2	0
		1080	Delamination - Spall - Patched Area **CS-2(N Abut 4') Solid patches** CS-3(S Abut **1**' & N Abut **1**') Spalls **at SW & NW corners**	LF		0	4	2	0
		1130	Cracking (RC) CS-2 (S Abut **7**' & N Abut **5**') Vert. cracking	LF		0	12	0	0
X	**331**		**Reinforced Concrete Bridge Rail**	LF	308	300	8	0	0
		1130	Cracking (RC) **CS-2(W Side 3' & E** Side 5') Vert. cracking	LF		0	8	0	0
X	**8400**		**Integral Wingwall**	EA	4	2	2	0	0
		8902	Wall Movement CS-2(1 EA) SW wing tipped **2 1/4**" and strapped **(2017)**	EA		0	1	0	0
		8903	Wall Deterioration **CS-2**(1 EA) **Solid patch in** NW wing	EA		0	1	0	0

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

Structure No.:**B-36-111**

Assessments

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**9001**		**Drainage - Approach** Inlet at NW quadrant **Washing around SW wing**	EA	4	3	0	1	0
X	**9043**		**Slope Protection- Crushed Aggregate with Bit.** **South slope covered in** vegitation	EA	2	2	0	0	0
X	**9168**		**Concrete Diaphragm**	EA	10	10	0	0	0
X	**9323**		**Approach Roadway - Asphalt** **Replaced in 2016**	EA	2	2	0	0	0

NBI Ratings

	File	New
Deck	7	6
Superstructure	7	7
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 W corner of N abut (5/23/17)

Routine

Document Comment/Description

CS-3 spall at W corner of S abut. and SW wing strapping (5/23/17)

STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-36-111
IH 43 NB over CENTER ROAD

LOCATION

(3) Municipality:	CENTERVILLE
(16) Latitiude(° ' "):	43°56'27.59"N
(17) Longitude(° ' "):	87°44'36.34"W

TRAFFIC SERVICE

(28A) Lanes On:	2
(28B) Lanes Under:	2
(102) Traffic Pattern On:	-NO TRAFFIC X-ONE WAY TRAFFIC -TWO WAY TRAFFIC
(102) Traffic Pattern Under:	-NO TRAFFIC -ONE WAY TRAFFIC X-TWO WAY TRAFFIC
(19) Detour Length(mi):	27

GEOMETRY

(49) Structure Length(ft):	121.2	
(50) Sidewalk Width(ft):	**Left:** 0.0	**Right:** 0.0
(50) Curb Width(ft):		
(52) Culvert Barrel Length(ft):		
(34) Skew:	**Angle(°):** 25	**Direction:** -RIGHT FORWARD X-LEFT FORWARD
	Cardinal	**Non-Cardinal**
(51) Bridge Roadway Width(ft):	40.0	40.0
(52) Deck Width(ft):	43.0	43.0
Right Wingwall Length(ft):		
Left Wingwall Length(ft):		
(32) Approach Roadway Width(ft):	40	0
	Cardinal Under Clearance	**Non-Cardinal Under Clearance**
(47) Minimum Horizontal(ft):	42.0	
(55) Minimum Right Lateral(ft):	12.0	
(56) Minimum Left Lateral(ft):	8.0	

RAILING APPRAISAL

(36A) Bridge Rail Adequacy:	-SUB-STANDARD X-STANDARD -NOT APPLICABLE
(36B) Transition Adequacy:	-SUB-STANDARD X-STANDARD -NOT APPLICABLE
(36C) Approach Guardrail Adequacy:	-SUB-STANDARD X-STANDARD -NOT APPLICABLE
(36D) Guardrail Termination Adequacy:	-SUB-STANDARD X-STANDARD -NOT APPLICABLE

Outer Rail: 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)

Transition Type:	
	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)

Approach Attachment Rail Note:	
Guardrail Termination Type:	X (01) ENERGY ABSORBING TERMINAL/EAT
	(02) TURN DOWN
	(99) OTHER (Please specify)
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

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Wisconsin Dept. of Transportation
Structure Inventory Data

Bridge B360111

Structure No.: B360111	Municipality: CENTERVILLE	Section:	Town:	Range:	Maintenance Agency: STATE HIGHWAY DEPT	Owner: STATE HIGHWAY DEPT
Replaced Structure No.:	Historical Sig.: 5	Latitude: 435627.59	Longitude: 874436.34		County: MANITOWOC(36)	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: 121.2 ft (Back to Back Abuts. Along Rrdwy. 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: 25 Deg.
8. Direction Skew Angle: LEFT
9. Horizontal Curve: 5729.59 Radius, ft
10. Dir.-Hor. Curve: LEFT
11. Girder Spacing: 7.3 ft
12. Height: 70.0 ft (Top Pier Footing to Top Deck or Streambed Elev. to Top Deck)
13. NBI Bridge Length Met: true

APPROACH DATA

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

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

CAPACITY DATA

1. Design MS: HS20M
2. Inventory MS: HS10
3. Operating MS: HS24
4. Max. Veh. Wt.: 250 kips
5. Load Rating Basis.: LFR
6. Load Governing Member: INTERIOR DECK GIRDER
7. Deck Composition: NONE
8a. Deck Membrane: OTHER
8b. Deck Surface: CONCRETE

STRUCTURE SERVICE DATA

1. Hwy. On Detour Length: 27 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: 2017

CONDITION DATA

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

Bridge B360111

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
	UNKNOWN	UNKNOWN	1985				REPAIR RAIL
1224-01-80	WONDERLICH-HOFFMAN	BRIDGE SECTION	1978	C159		01-Aug-1976	NEW STRUCTURE

CLEARANCE DATA

Clearance Lane Number	Minimum Vertical	Minimum Vertical Date	Minumum Horizontal Distance	Right Minimum Lateral
1	15.53	13-Jun-2018	42.0	12.0

Left Minimum Lateral	Railroad Right Minimum Lateral	Railroad Left Minimum Lateral	Railroad Vertical Distance	Railroad Horizontal Distance
8.0				

ROUTE DATA

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

Number	Structure Route Location	Highway Feature Name	Structure Route Local System	Highway Feature Designation
043	2.0M N JCT CTH XX	IH 43 NB	IH	MAINLINE
	0.9M 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

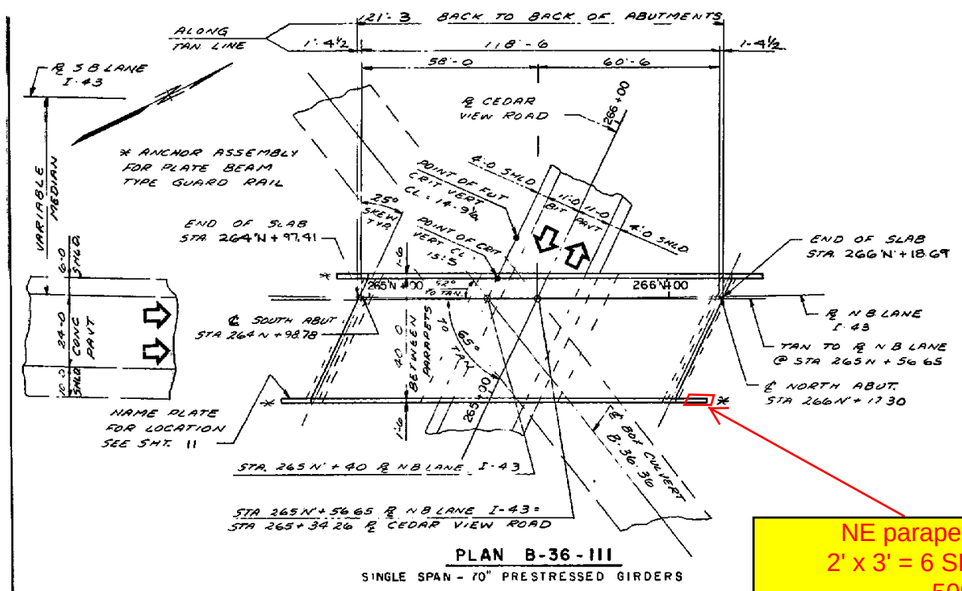
Number	Pier Type	Piling Type	Piling Size	Pier Skew Angle	Direction of Skew

SPAN DATA

Number	Type	Length	Configuration	Material	Girder or Truss Height	Girder or Truss Spacing
1		118.5	DECK GIRDER	PREST CONCRETE	70.0	7.3

EXPANSIONJOINT DATA

Number	Location	Type	Inactive Date

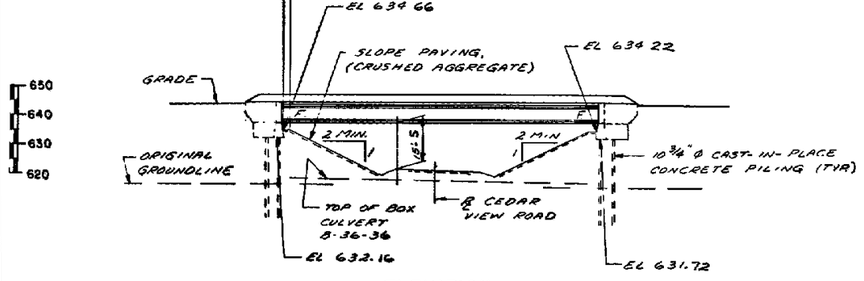


PLAN B-36-111

SINGLE SPAN - 70" PRESTRESSED GIRDERS

NE parapet at beam guard
2' x 3' = 6 SF Concrete Repair
509.1500

West parapet
2' x 3' = 6 SF Concrete Repair
509.1500



ELEVATION

NORMAL TO CEDAR VIEW ROAD

BENCH MARK

NO	STATION	DESCRIPTION		ELEV
244	266+80	PT MK TOP WING SW CORNER STRUCTURE	220' RT	622.22

CURVE DATA

CEDAR VIEW ROAD
PI STA 269+84.26
Δ = 78°-30'-00"
D = 11°-30'-00"
T = 407.066'
L = 682.609'
R = 498.22'
SE = 0.06%
RO = 130'

INTERSTATE 43 SOUTHBOUND LANE
PI = STA 267.5 + 88.96
Δ = 31°-20'-47"
D = 1°-00'-00"
T = 1607.62'
L = 3134.64'
R = 5729.58'
SE = 0.038%
RO = 200'

INTERSTATE 43 NORTHBOUND LANE
PI = STA 268'N+06.92
Δ = 31°-20'-47"
D = 1°-00'-00"
T = 1607.62'
L = 3134.64'
R = 5729.58
SE = 0.038%
RO = 200'

PROJECT ID	SHEET NUMBER	TOTAL SHEETS
1224-1-80	7.11	
FEDERAL PROJECT DESIGNATION		

TRAFFIC VOLUME

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

DESIGN DATA

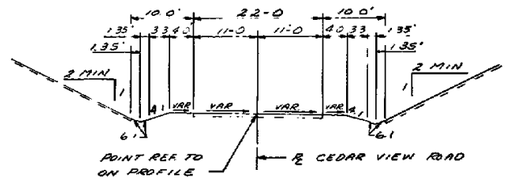
LIVE LOAD:
DESIGN RATING HS 20 MOD.
INVENTORY RATING HS 22
OPERATIONAL RATING;
STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ALLOWABLE DESIGN STRESSES:
CONCRETE MASONRY SLAB — f_c = 4,000 PSI.
ALL OTHER — f_c = 3,500 PSI.
BAR STEEL REINFORCEMENT, GRADE 60 — f_y = 60,000 PSI.
70" PRESTRESSED GIRDERS, CONCRETE MASONRY — f_c = 6,000 PSI.
STRANDS - ½"∅ WITH ULTIMATE TENSILE STRENGTH OF 270,000 PSI.

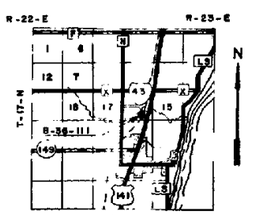
FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON 10¾"∅ CAST-IN-PLACE CONCRETE PILING DRIVEN TO 55 TONS PER PILE MINIMUM BEARING.
EST. PILE LENGTH 70'-0.

LIST OF DRAWINGS



TYPICAL SECTION THRU CEDAR VIEW ROAD



LAYOUT

AS BUILT PLAN
DATE 5-20-80 BY DB

No	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

INTERSTATE 43 OVER CEDAR VIEW ROAD

County MANITOWOC — Structure Number TN CENTERVILLE
Design Spec AASHTO 1973 — Load HS20 MOD. — Const Spec 1975
Designed By CRH — Design Checked MSR — Drawn By DB — Plans Checked JCK
Approved W A Kleine, Chief Bridge Engineer — 9-27-77 Date

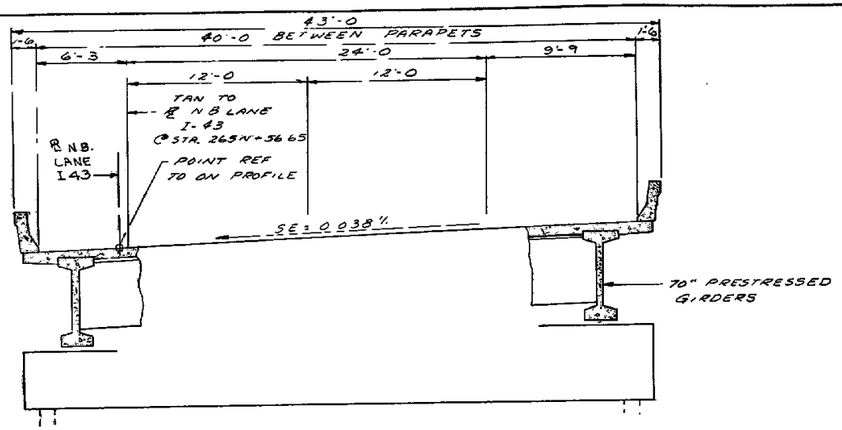
GENERAL PLAN — SHEET 1 OF 11 — X 58556

ID 1224-01-005

B-36-110/
1976

FORM E 8-3-69

PROJECT ID	SHEET NUMBER	TOTAL SHEETS
1224-1-80	7.12	
FEDERAL PROJECT DESIGNATION		



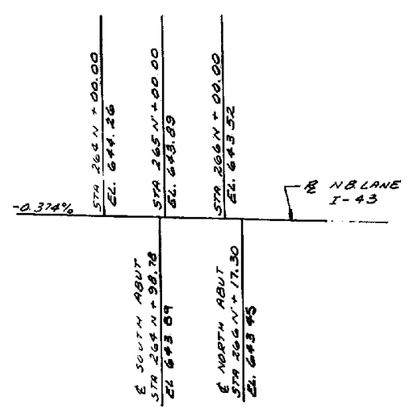
CROSS SECTION THRU ROADWAY LOOKING NORTH

GENERAL NOTES

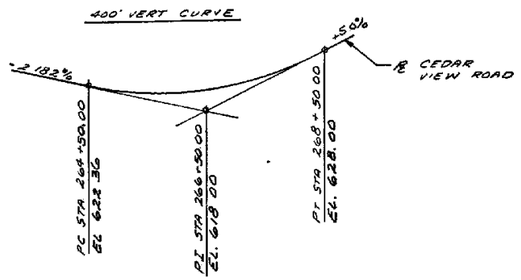
DRAWINGS SHALL NOT BE SCALED
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.
FILLER SHALL CONFORM TO AASHO DESIGNATION M153 OR M213.
PREBORE ABUTMENT PILING TO ORIGINAL GROUND LINE.

TOTAL ESTIMATED QUANTITIES

BID ITEM	UNIT	SUPER	S ABUT	N ABUT	TOTAL
EXCAVATION FOR STRUCTURES	LS	—	—	—	1
CONCRETE MASONRY	CY	195 5	53 2	51.3	300
HIGH STRENGTH BAR STEEL REINFORCEMENT	LB	32,490	3,980	3,660	40,130
PRESTRESSED GIRDER, I-TYPE, 70 INCH	LF	717	—	—	717
BEARING PADS, ELASTOMERIC	SF	18	—	—	18
STRUCTURAL CARBON STEEL	LB	490	—	—	490
CAST-IN PLACE CONCRETE PILING, DELIVERED & DRIVEN, 10¾ INCH	LF	—	910	910	1,820
PREBORING, CAST IN PLACE CONCRETE PILING	LF	—	210	204	414
SLOPE PAVING, CRUSHED AGGREGATE	SY	—	176	186	362
NON-BID ITEM					
FILLER	SIZE	½ & ¾	—	—	½ & ¾
⅛ ALUMINUM OR ZINC PLATE	SF	23	—	—	23
POLYVINYL CHLORIDE WATERSTOP	LF	—	58	58	116



PROFILE GRADE LINE NORTHBOUND LANE, I-43



PROFILE GRADE LINE CEDAR VIEW ROAD

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

Const. Spec. 1975	Drawn By DB	Plans Checked J.P.K.

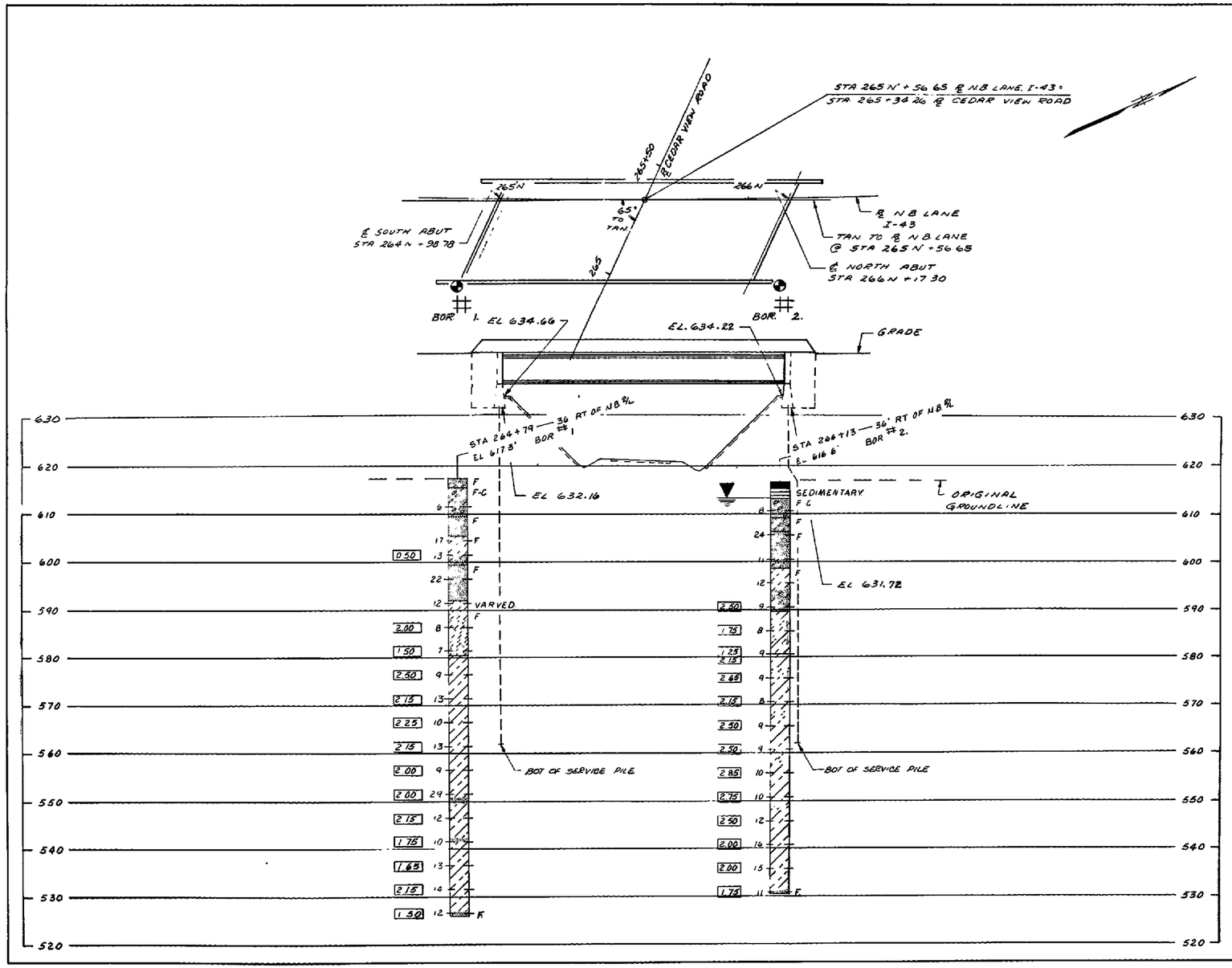
NOTES AND QUANTITIES

SHEET 2 OF 11

X 58557

B-36-110/1
1976

WISDOT DTID



STATE PROJECT NUMBER	SHEET NO
1224-1-80	713

ABBREVIATIONS

F — Fine M — Medium C — Coarse
Ws — Weathered So — Sound

MATERIAL SYMBOLS

Topsoil, Silt, Sandstone, Sand, Peat, Limestone, Gravel, Clay, Igneous Rock

LEGEND OF PROBING

Probing No.
Sta.
Elevation
7 Average Blows Per Foot
Refusal 95 6

95-6=95 Blows for 6" Penetration
Probing taken with a 350# wt Falling 18" on a 2" O D Point

LEGEND OF BORING

Boring No.
Sta.
Elev
Unconfined Strength — 7.7
Blows Per Ft Using 140# Wt Falling 30"
Wash Sample
Shelby Tube — S T
Ground Water Elevation
No Ground Water Observed Above This Elevation
Sandy Gravel
F
Boulders or Cobbles
Sand
Silty Clay
So
Limestone

Unless otherwise specified the blows per foot at the locations indicated are based on driving a 2" O D x 1.4" I D split spoon sampler with a 140# hammer having a free fall of 30" The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

No	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

Const Date	Drawn By	Plan Unit no.
1975	DCM 9/8	30 K

SUBSURFACE EXPLORATION

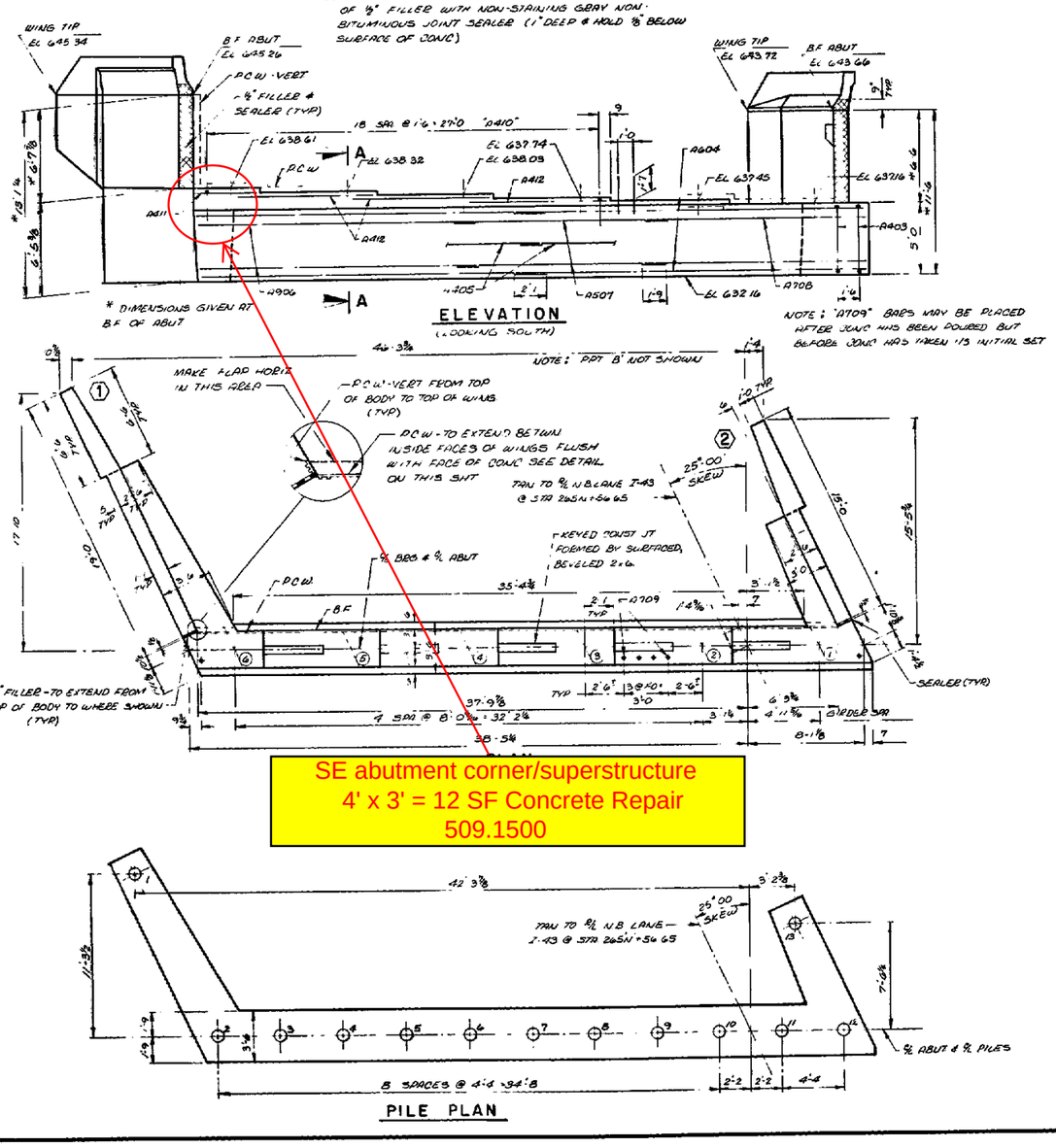
SHEET 3 OF 11

X58558

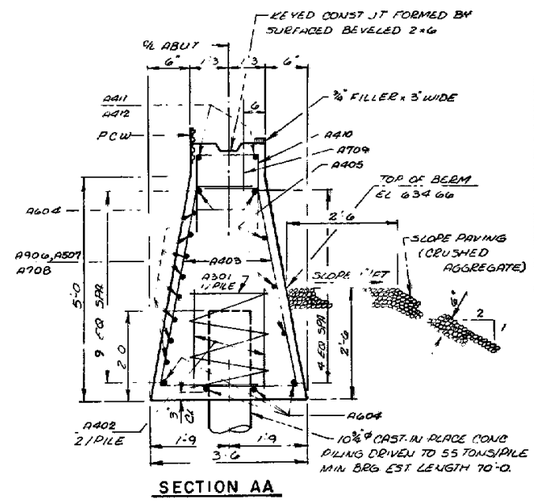
WISDOT DTID

B-36-11C
1976

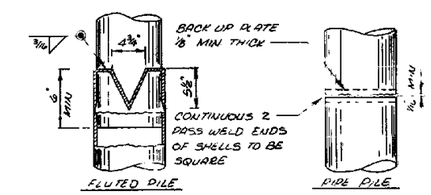
STATE PROJECT NUMBER	SHEET NO
1224-1-80	7.14



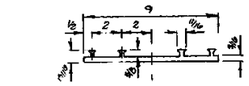
PILE PLAN



SECTION AA



PILE SPLICE DETAIL



POLYVINYL CHLORIDE WATERSTOP P.C.W.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

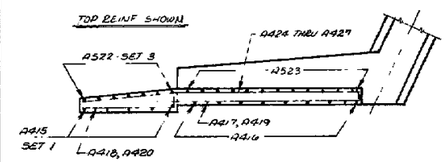
Const. Spec. 1975	Drawn By R.J.G.	Plans Checked J.F.K.
SOUTH ABUTMENT	SHEET 4 OF 11	
	X58559	

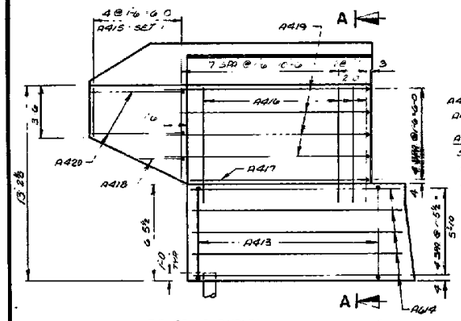
Form L-B-12-69

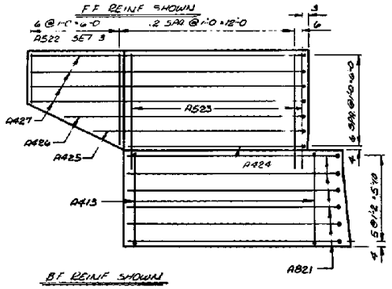
B-36-111
1976

WISDOT DTID

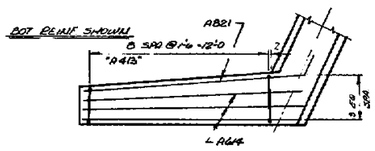
STATE PROJECT NUMBER	SHEET NO
1224-1-80	715



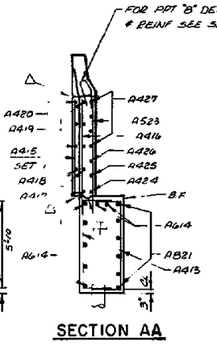




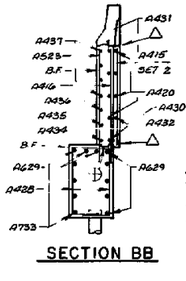
B.F. REINF SHOWN



WING 1 DETAILS



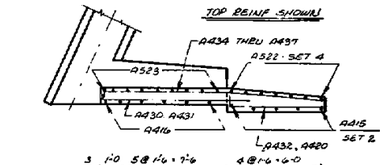
SECTION AA

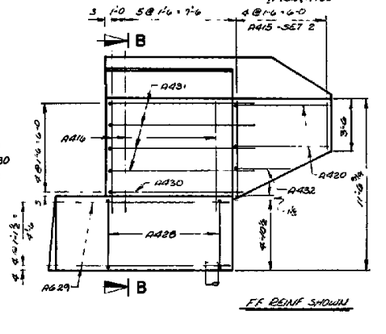


SECTION BB

△ 3/8" V-GROOVE IN F.F. OF WING WALL (TYP)

⊕ ODT CONST JT FORMED BY SUPERIMPOSED BEVELED 2x6 (TYP)





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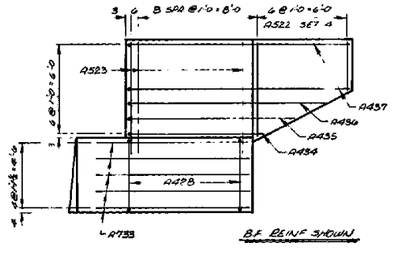

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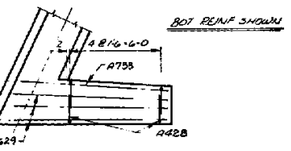
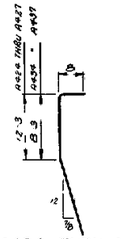
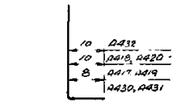
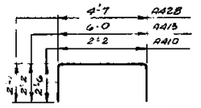


WING 2 DETAILS

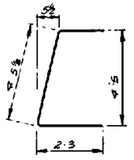


A424 THRU A427
A434 THRU A437





A410, A413, A428



A403

5 · WRAPS OF SPIRAL

A301

A821

BILL OF BARS

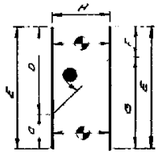
3,610 #

MARK	NO REQ'D	LENGTH	BENT	OUT DIA	LOCATION
A37	11	28-0	x		BODY @ PILES
H#37	22	2 3			" @ "
A413	62	8-6	x		" VERT
H414	12	24 2			" HORIZ
A415	6	23 10			" F.F.
A906	8	19 0			" B.F.
A577	8	15 8			" " "
A718	8	15-0			" " "
H709	22	3 2			" VERT
A910	19	7 0	x		" BRG SEATS
H41	2	4 2			" " " HORIZ
A412	6	9-0			" " " "
A413	18	10 2	x		WINGS 1 VERT F.F & B.F
H6 4	7	4-4			" 1 HORIZ F.F
A415	5	9 1		x	WINGS #2 VERT F.F. SETS 1 & 2
A416	15	7 9			" 1 & 2 " "
A417		12 11	x		WING 1 HORIZ - F.F
A418		5-10	x		" 1 " " "
A419	4	14 5	x		" 1 " " "
A420	5	6 11	x		WINGS 1 & 2 - HORIZ F.F
AB21	4	16 6	x		WING 1 HORIZ B.F
A522	7	9 1		x	WINGS 1 & 2 VERT B.F - SETS 3 & 4
A523	23	7-9			" " 1 & 2 " " "
H424		30 1	x		WING 1 HORIZ B.F
H425		5 2	x		" 1 " "
H426		16 11	x		" 1 " "
H427	4	19 3	x		" 1 " "
A428	10	8 7	x		WING 2 VERT F.F & B.F
H629	7	0 4			2 HORIZ F.F
A430		9 2	x		" 2 " "
A431	4	10 5	x		" 2 " "
A432		9 10	x		" 2 " "
A733	5	9 11			" 2 " B.F
A434		9-1	x		" 2 " "
A435		11 2	x		" 2 " "
A436		13 3	x		" 2 " "
H437	4	15 3	x		" 2 " "

NOTES: ALL DIMENSIONS ARE OUT TO OUT OF BAR
THE FIRST DIGIT OF A THREE DIGIT MARK SIGNIFIES THE BAR SIZE.

CUTTING DIAGRAM

MARK		C	D	E	F	G	H	SETS REQ'D
A413	SET 1	3	—	9-1	—	6-6	5	1
	" 2	—	6-0		3-1	—		1
A522	" 3	3	—	9 1	—	6-0	7	1
	" 4	—	6-0		3-1	—		1



● MARK & CUT ALL BARS ALONG THIS LINE MAKE ALL CUTS NORMAL TO BAR AXIS

BUNDLE & MARK OUT BARS WITH BAR & SET NUMBERS. "H" IS THE NUMBER OF BARS IN CUTTING DIAGRAM BEFORE CUTTING.

No	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

Const Spec 1975	Drawn By R.J.G	Plans Revised

SOUTH ABUTMENT WING DETAILS

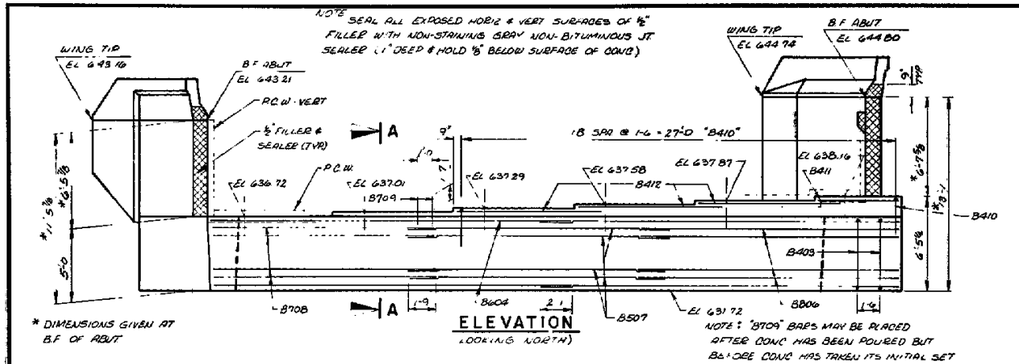
SHEET 5 OF 1

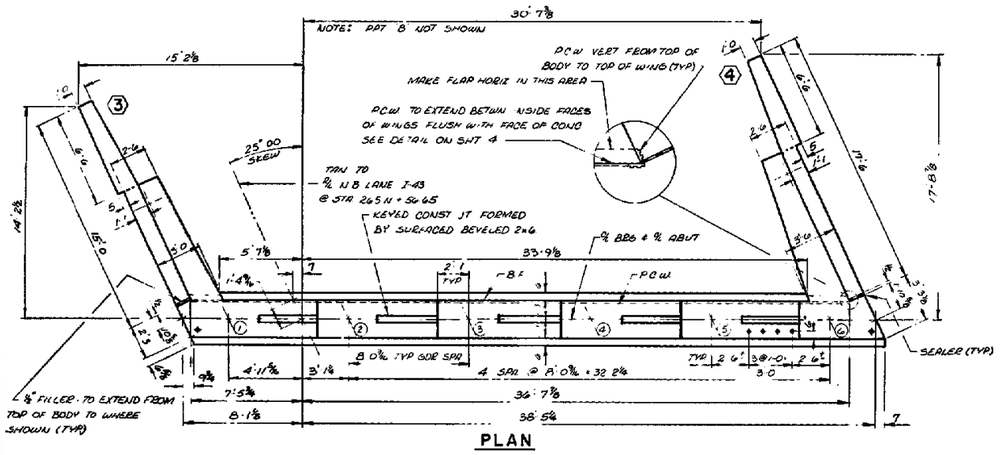
X58560

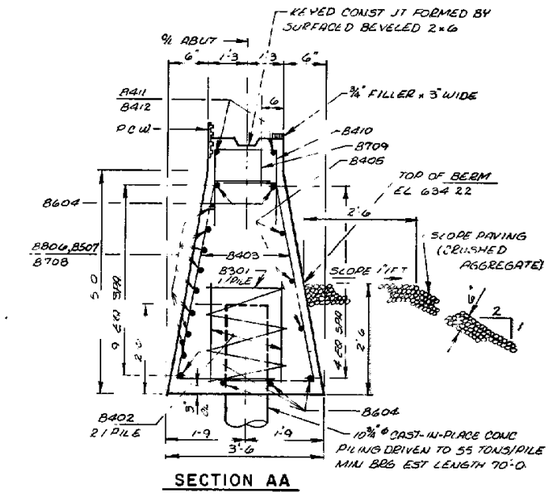
Form S-B-11-69

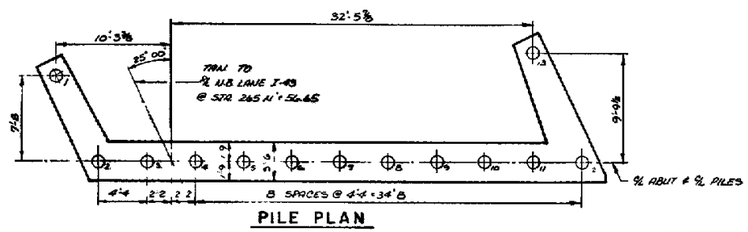
B-36-110/
1976

STATE PROJECT NUMBER	SHEET NO
1224-1-80	7.16









NOTE SEE SHT 4 FOR "PILE SPLICE DETAIL" & "POLYVINYL CHLORIDE WATERSTOP"

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

Const Spec .975	Drawn By R J H	Proj Checked S C K

NORTH ABUTMENT

SHEET 6 OF 11

X58561

WISDOT DTID

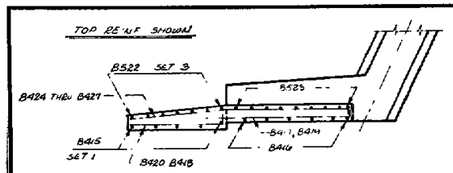
B-36-11C
1976

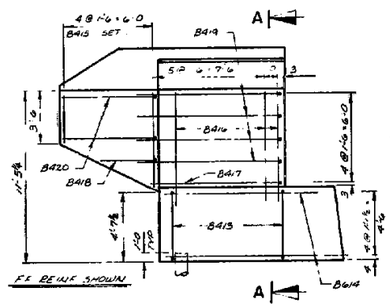
STATE PROJECT NUMBER	SHEET NO
1224-1-80	7.17

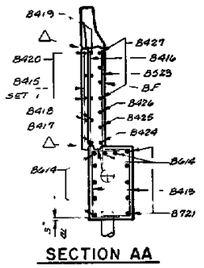
BILL OF BARS

3,310#

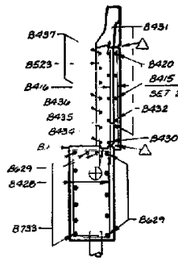
MARK	NO REQ'D	LENGTH	BEND DETAIL	LOCATION
B301	11	28-0	X	BODY @ PILES
B402	22	2 3		" @ "
B403	62	8-4	X	" VERT
B404	12	24-2		" HORIZ
B405	4	23-10		" " FF
B806	8	17-6		" " " BF
B507	8	19 2		" " " "
5708	8	15-0		" " " "
B709	22	3 2		" VERT
B410	19	7 0	X	" BRG SEATS
B411	2	4 3		" " " HORIZ
B412	6	9 0		" " " " "
B413	12	8 5	X	WING 3 VERT FF & BF
B414	7	10 3		" 3 HORIZ "
B415	4	9 2		X WINGS 3 & 4 VERT FF SETS 1 & 2
B416	16	7 9		" " 3 & 4 "
B417	1	9-7	X	WING 3 HORIZ FF
B418	1	4 2	X	" 3 " "
B419	4	10 5	X	" 3 " "
B420	6	6 11	X	WINGS 3 & 4 " "
B721	1	11 10	X	WING 3 HORIZ BF
B522	7	9 2		X WINGS 3 & 4 VERT BF SETS 3 & 4
B523	27	7 9		" 3 & 4 " "
B424	1	9 8	X	WING 3 HORIZ BF
B425	1	11 7	X	" 3 " "
B426	1	13 5	X	" 3 " "
B427	4	15-3	X	" 3 " "
B428	14	9 10	X	" 4 VERT FF & BF
B429	7	12 9		" 4 HORIZ FF
B430	1	11-8	X	" 4 " "
B431	4	12 11	X	" 4 " "
B432	1	3 10	X	" 4 " "
B733	6	12 3		" 4 " BF
B434	1	11 9	X	" 4 " "
B435	1	13 8	X	" 4 " "
B436	1	15-8	X	" 4 " "
B437	4	17 9	X	" 4 " "







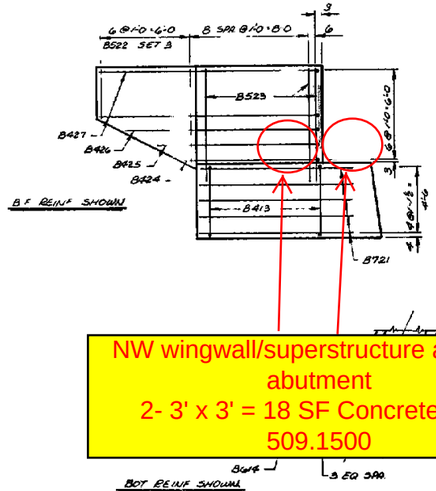
SECTION AA



SECTION BB

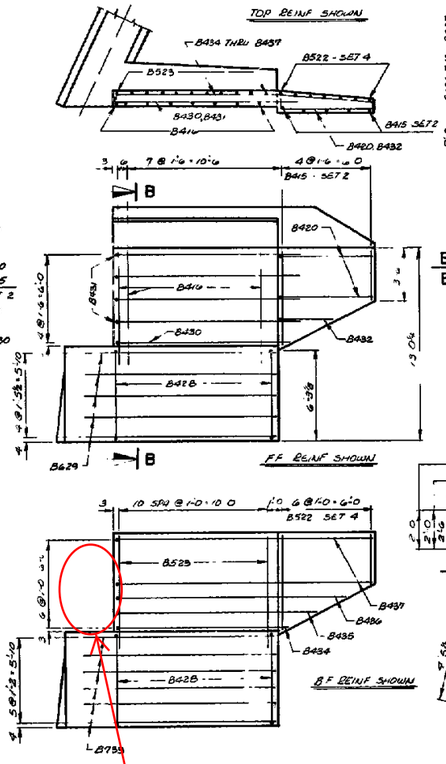
△ ¾" V GROOVE IN FF OF WING WALL (TYP)

Ⓘ CAST CONST JT FORMED BY SURFACED BEVELED 2x6 (TYP)

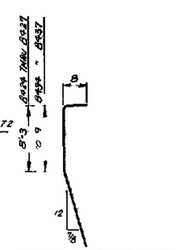


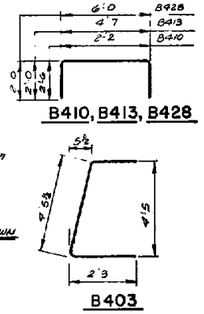
NW wingwall/superstructure above abutment
2- 3' x 3' = 18 SF Concrete Repair
509.1500

WING 3 DETAILS



NE abutment corner/superstructure
2' x 4' = 8 SF Concrete Repair
509.1500

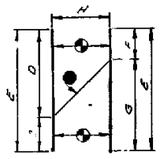




NOTES: ALL DIMENSIONS ARE OUT TO OUT OF BAR
THE FIRST DIGIT OF A THREE DIGIT MARK SIGNIFIES THE BAR SIZE.

CUTTING DIAGRAM

MARK		C	D	E	F	G	M	SETS REQ'D
BARS	SET 1	3-1		9-2		6-1	5	1
	" 2		6-1		3"			1
B522	" 3	3-1		9 2		6-1	7	1
	" 4		6-1		3"			1



● MARK & CUT ALL BARS ALONG THIS LINE MAKE ALL CUTS NORMAL TO BAR AXIS.
BUNDLE & MARK CUT BARS WITH BAR & SET NUMBERS "N" = IS THE NUMBER OF BARS IN CUTTING DIAGRAM BEFORE CUTTING.

No	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

Const Spec .1975	Drawn By R J O	Plans Checked S F K

NORTH ABUTMENT WING DETAILS

SHEET 7 OF 11

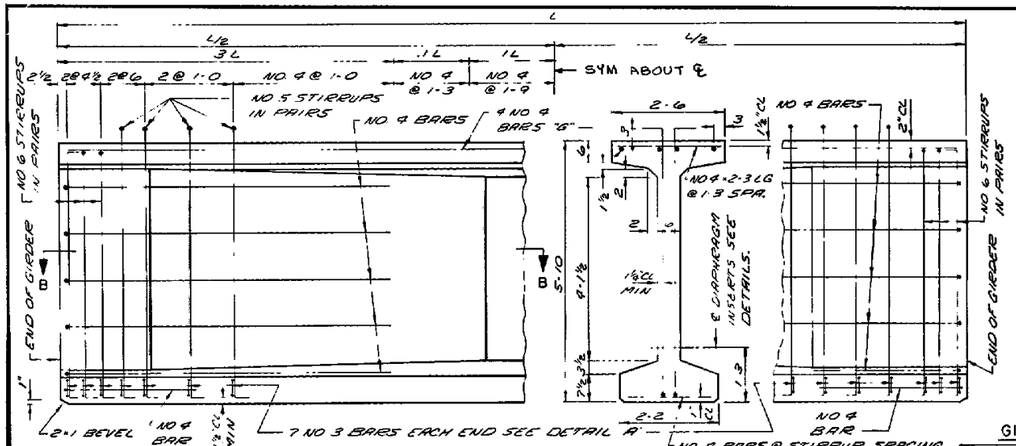
X58562

WISDOT DTID

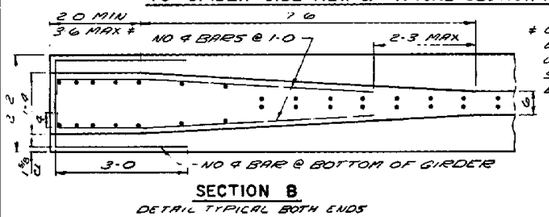
B-36-11(

1976

STATE PROJECT NUMBER	SHEET NO
1224-1-80	718



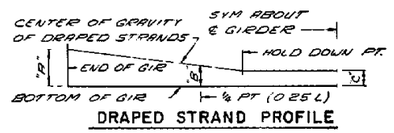
70" GIRDER - SIDE VIEW & TYPICAL SECTION IN SPAN



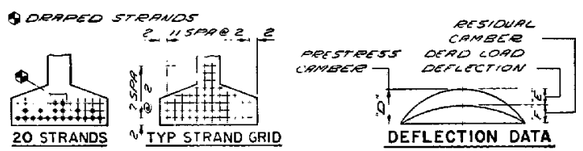
SECTION B

DETAIL TYPICAL BOTH ENDS

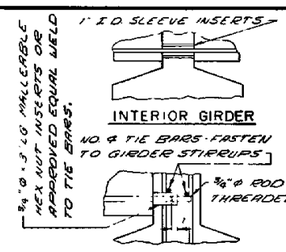
* ON MULTIPLE SPAN STRUCTURES, SET THE END BLOCK LENGTHS OF GIRDERS RESTING ON THE SAME PIER TO ± 2 ON SIMPLE SPANS, SET THE END BLOCK LENGTH ON BOTH GIRDER ENDS TO ±1'

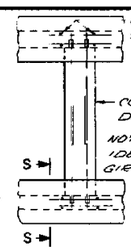


DRAPED STRAND PROFILE



DRAPED STRANDS



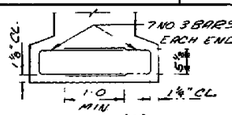


PLAN

TYPE "B"

DIAPHRAGM INSERT DETAILS

NOTE SECTION 'S' IS IDENTICAL TO EXTERIOR GIRDER DETAIL TYPE 'A'



DETAIL 'A'

* MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRESTRESS FORCE

** TOTAL INITIAL PRESTRESS FORCE IN KIPS

GIRDER DATA

SPAN	GIRDER LENGTH L'	DEFLECTION DATA (IN.) D"	E	F	USE DIAPH INSERT DETAIL TYPE "B" TYPE OF STRANDS	NO OF STRANDS	f'c *	P**	A (INCHES)	B MIN	B MAX	C"
	119-6	2⅜	1⅛	14	STRESS RELIEVED	42	4800	1215	53	7¾	10⅜	6
					LOW RELAXATION	40	4800	1157	52	11½	10½	6
					STRESS RELIEVED							
					LOW RELAXATION							

NOTES

TOP OF GIRDERS TO BE ROUGH FLOATED & BROOMED TRANSVERSELY FOR BONDING TO THE SLAB

THE GIRDER MANUFACTURE SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING & ERECTING THE GIRDERS

PRESTRESSING STRANDS SHALL BE ½"Ø - 7 WIRE STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi AND SHALL BE FLUSH WITH THE ENDS OF THE GIRDER

INSERTS SHALL BE PLACED ON 8" CTRS SYMMETRICALLY ABOUT THE ℄ OF DIAPHRAGMS IN SPANS

ALL STIRRUPS SHALL BE IN PAIRS & THE SPACING SHOWN IN "SIDE VIEW" IS MAXIMUM THE LOCATION SHALL BE SHOWN IN THE SHOP DRAWINGS

BEND EACH END OF NO 4 AND NO 5 STIRRUPS 6" AND NO 6 STIRRUPS 6½"

ENDS OF STRANDS SHALL BE PAINTED WITH NON STRINING GRAY NON BITUMINOUS JOINT SEALER (THIS APPLIES ONLY TO THOSE ENDS OF GIRDER THAT ARE FINALLY EXPOSED)

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN

IF THE CONTRACTOR USES BOTTOM FLANGES TO SUPPORT CONSTRUCTION FORMS, THE CONTRACTOR SHALL PROVIDE ADDITIONAL BAR STEEL IN BOTTOM FLANGE TO SUPPORT THE FORMS SUBJECT TO APPROVAL OF THE ENGINEER

BARS 'G' MAY BE SPLICED AT THE ⅛ POINTS OF GIRDER LAP LENGTH 1-11

DATA SHOWN IN "DEFLECTION DATA" IS THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESS CONDITIONS AND PRESTRESS LOSSES

No	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

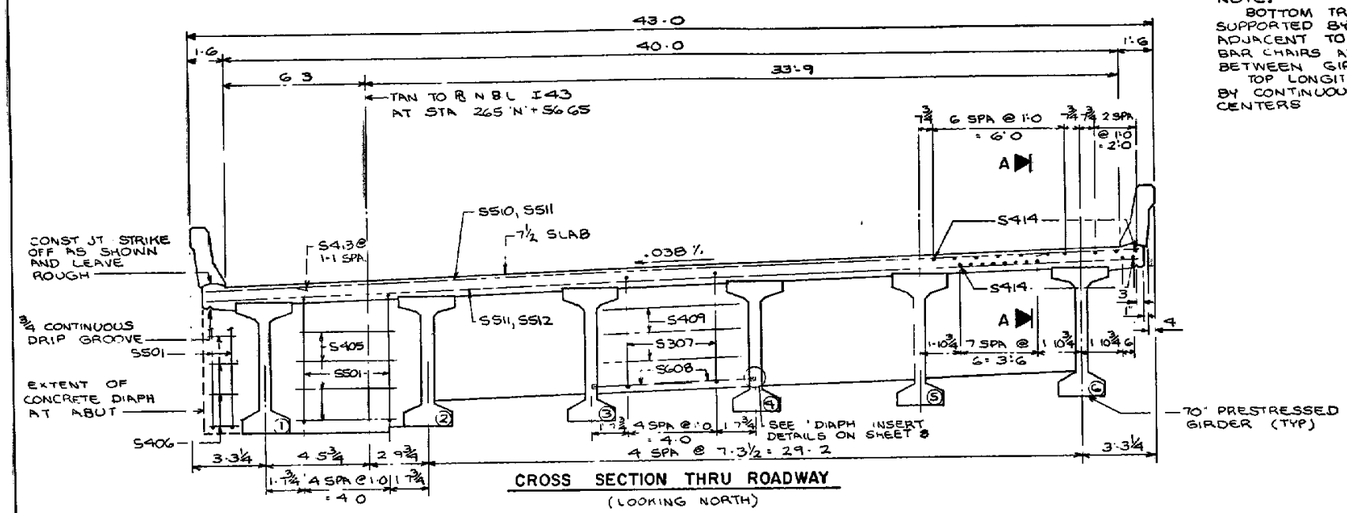
Const Spec 1975	Drawn By DB	Proof Checked JCK

70" PRESTRESSED GIRDER DETAILS	SHEET 8 OF 11
	X 58563

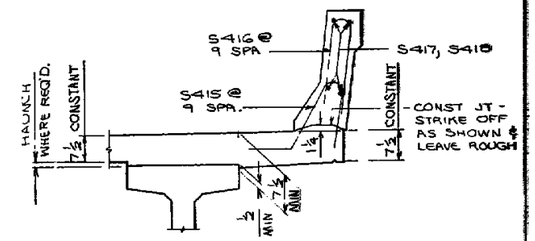
B-36-11
1976

NOTE:
BOTTOM TRANS BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER AND BY INDIVIDUAL BAR CHAIRS AT 3.0 CTRS AT APPROX MIDWAY BETWEEN GIRDERS
TOP LONGIT BAR STEEL SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROX 4.0 CENTERS

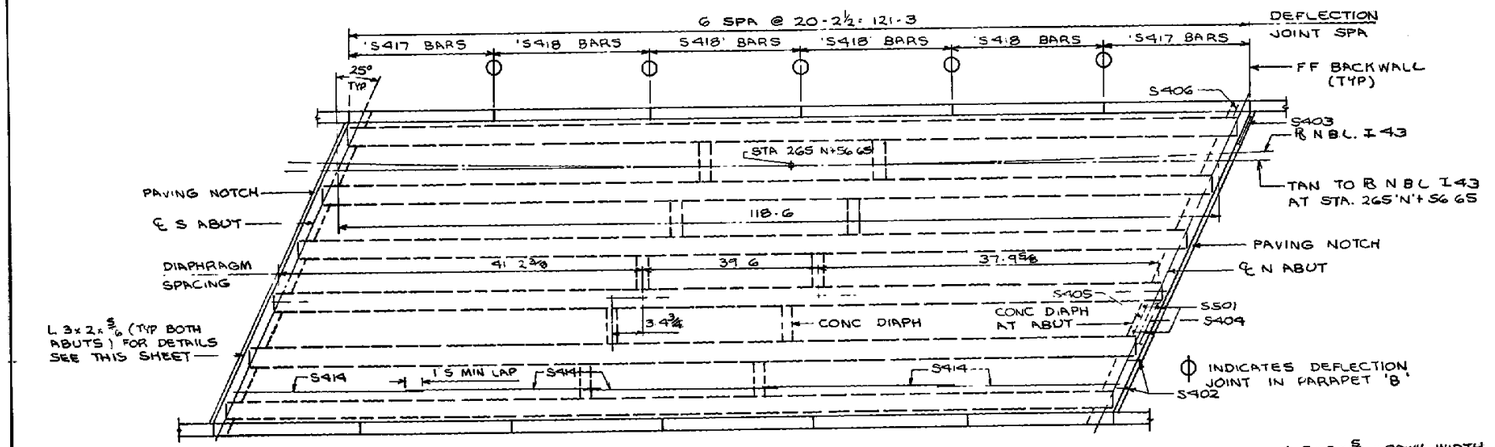
PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1224-1-80	7.19	
FEDERAL PROJECT DESIGNATION		



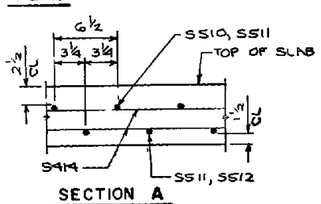
CROSS SECTION THRU ROADWAY
(LOOKING NORTH)



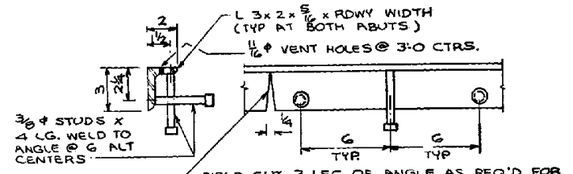
SLAB FORMING AT EXT. GIRDERS AND PARAPET 'B' REINF.



PLAN

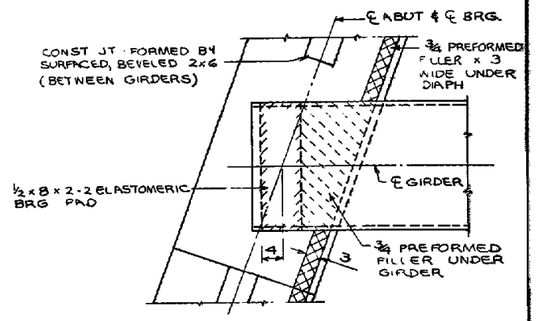


SECTION A



PAVING NOTCH ANGLE DETAIL

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



BEARING PAD DETAIL

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

Const. Spec	1976	Drawn By	DB	Plans Checked	JCK

SUPERSTRUCTURE

SHEET 9 OF 11

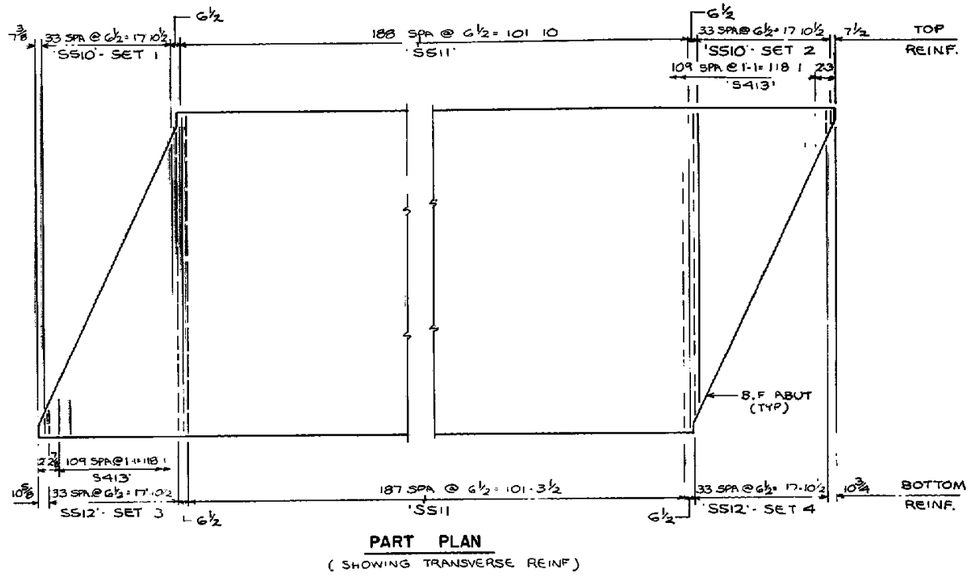
X 58564

B-36-110/1
1976

WISDOT DTID

FORM F 8-12-69

PROJECT ID	SHEET NUMBER	TOTAL SHEETS
1224-1-80	720	
FEDERAL PROJECT DESIGNATION		



PART PLAN
(SHOWING TRANSVERSE REINF)

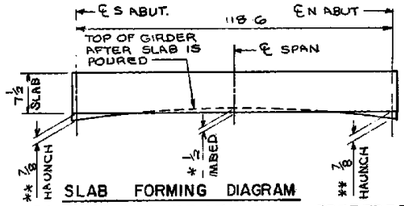
BILL OF BARS - 32,490

	MARK	NO	LENGTH	BENT	CUT DIA	LOCATION
	S501	58	6-10	X		ABUT DIAPH. - VERT
	S402	58	4-2	X		" " "
	S403	8	22 8			" " - HORIZ.
	S404	24	23-10			" " "
	S405	40	5-0			" " "
	S406	6	1-6			" " "
	S307	50	10-11	X		DIAPH. IN SPAN - VERT
#	S608	40	4-10			" " " - HORIZ.
#	S409	60	6-3			" " " "
	SS10	34	4 4		X	SLAB - TRANS - TOP
	SS11	377	41-10			" " - TOP & BOTTOM
	SS12	34	42-4		X	" " - BOTTOM
**	S413	220	4-6			" " - TOP - OVERHANG
	S414	425	25-4			" - LONGIT - TOP & BOTTOM
	S415	324	4-3	X		SLAB & PARAPET 'B'
	S416	324	5-0	X		PARAPET 'B'
	S417	6	19-8			" 'B'
	S418	32	19-10			" 'B'

NOTE:
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE

¾ ϕ PLAIN BAR. THREAD ONE END 3.

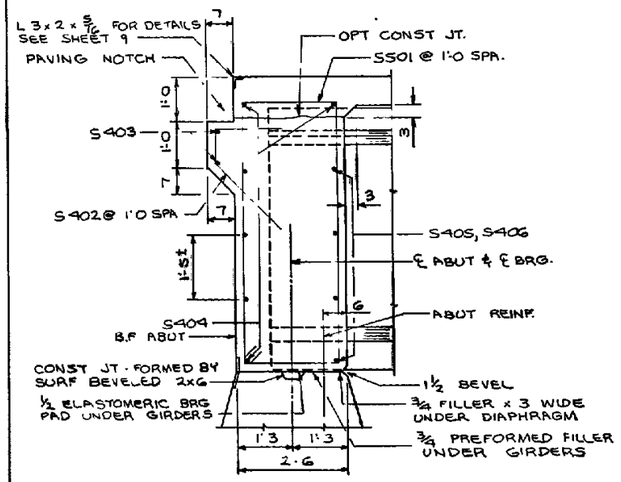
** BUNDLED. WIRE TO 'SS10' AND 'SS11' AT 2-0 CTRS WHERE APPLICABLE.



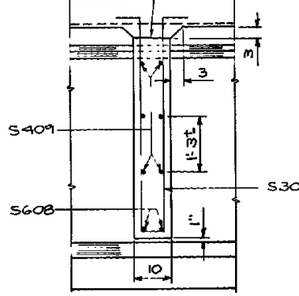
SLAB FORMING DIAGRAM

* TO COMPENSATE FOR VARIATIONS IN PRESTRESS CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES THE EMBEDMENT OF THE GIRDER INTO SLAB MAY BE VARIED WITH A MAXIMUM OF 1½ ALLOWABLE EMBEDMENT AND THE SLAB HELD TO PLAN THICKNESS.

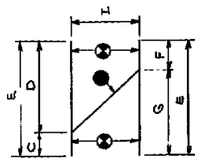
** IF VARIATIONS IN PRESTRESS CAMBER AND OTHER CONSTRUCTION DISCREPANCIES ARE OF SUCH A MAGNITUDE THAT THE MAXIMUM ALLOWABLE EMBEDMENT AS NOTED ABOVE WILL BE EXCEEDED THESE DIMENSIONS SHALL BE REVISED. THE 1½ EMBEDMENT AND THE PLAN SLAB THICKNESS SHALL BE HELD WHILE THE GRADE LINE WILL BE REVISED.



SECTION THRU ABUTMENT DIAPHRAGM
(NORMAL TO ℄ ABUT)



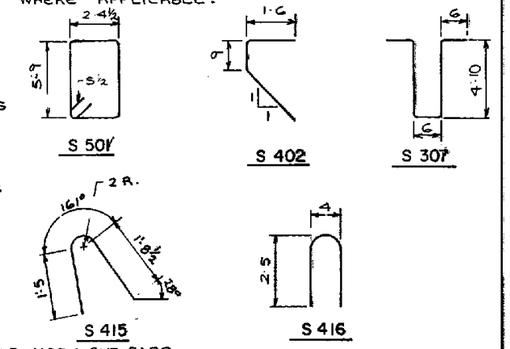
SECTION THRU DIAPHRAGM IN SPAN
(PARALLEL TO ℄ GIRDER)



H IS NUMBER OF BARS BEFORE CUTTING

CUTTING DIAGRAM

MARK		C.	D	E	F	G	H	SETS REQ'D
SS10	SET 1	1 6	—	41-4	—	39 10	34	1
	SET 2	—	39-10		1-6	—		1
SS12	SET 3	2 0	—	42-4	—	40 4	34	1
	SET 4	—	40 4		2 0	—		1



S 501 S 402 S 307

S 415 S 416

⊠ BUNDLE AND MARK CUT BARS WITH BAR AND SET NUMBER.

● MARK AND CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.

No	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

Const Spec 1975	Drawn By DB	Plans Checked

SUPERSTRUCTURE DETAILS

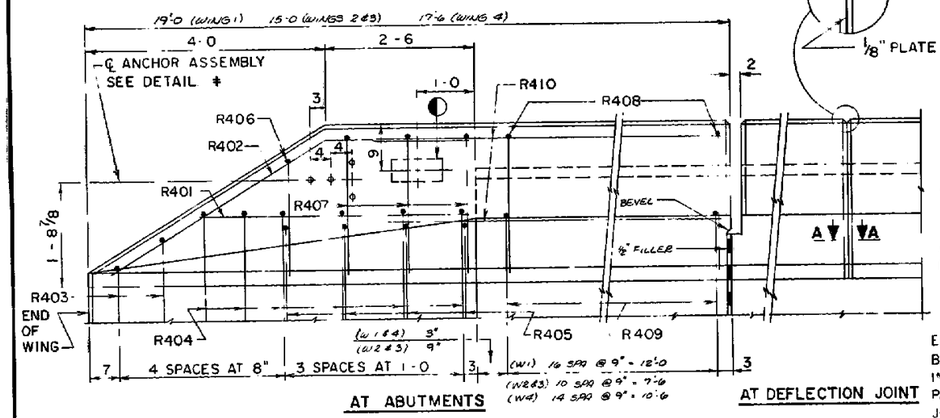
SHEET 10 OF 11

X 58565

WISDOT DTID

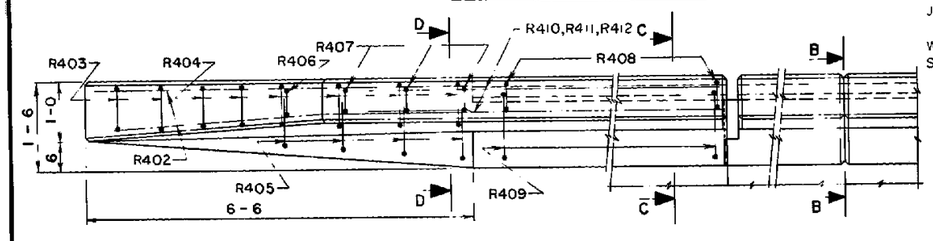
B-36-110/
1976

NAME PLATE - FOR LOCATION SEE SHEET 1.



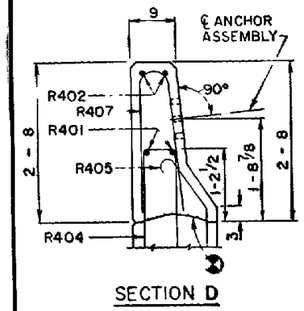
AT ABUTMENTS AT DEFLECTION JOINT

ELEVATION OF PARAPET

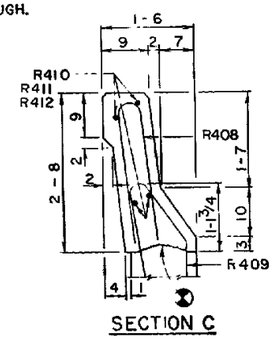


PLAN OF PARAPET

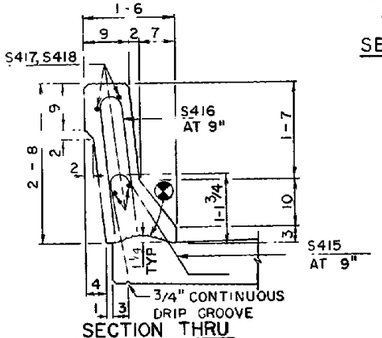
CONST JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.



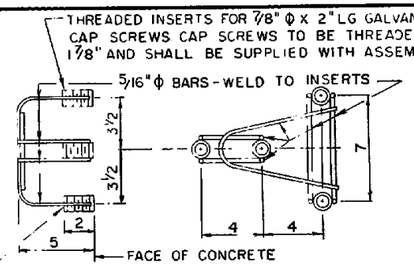
SECTION D



SECTION C



SECTION THRU PARAPET ON BRIDGE



DETAIL OF ANCHOR ASSEMBLY

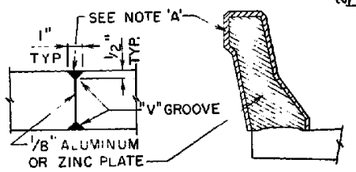
ASSEMBLY SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL CARBON STEEL".

NOTES

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 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 OMMITED

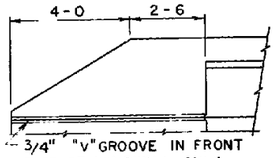
NOTE 'A' - FILL WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER

* PLACE ANCHOR ASSEMBLY AT ALL ABUTMENT WINGS WHERE ATTACHMENT FOR BEAM GUARD RAIL IS NEEDED SEE SHEET 1



SECTION A

SECTION B



VIEW SHOWING FRONT FACE OF PARAPET

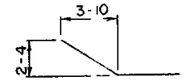
STATE PROJECT NUMBER	SHEET NO
1224-1-80	7.21

PARAPET BILL OF BARS AT ABUTMENTS

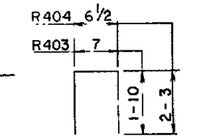
370# S. ABUT. *
350# N. ABUT *

MARK	NO REQ'D S ABUT	NO REQ'D N ABUT	LENGTH	BENT	LOCATION
R401	4	4	4-6		WINGS
R402	4	4	6-8	X	"
R403	4	4	4-1	X	"
R404	12	12	4-11	X	"
R405	8	8	3-1	X	"
R406	2	2	4-0	X	"
R407	6	6	5-0	X	"
R408	28	26	5-0	X	"
R409	28	26	4-7	X	"
R410	4	-	14-5		WING 1
R411	4	4	10 5		WINGS 2 & 3
R412	-	4	12-11		WING 4

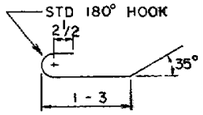
* ABUTMENT TOTAL ESTIMATED QUANTITIES INCLUDE THIS WEIGHT



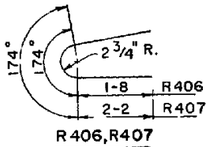
R402



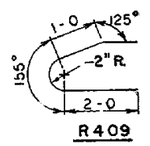
R403, R404



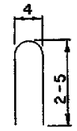
R405



R406, R407



R409



R408

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-36-111

Const. Spec. 975	Drawn By R.T.G.	Plans Checked J.C.K.

SLOPED FACE PARAPET "B"

SHEET 11 OF 11

X58566

Form E-B-12 69

B-36-11C
1976

WISDOT DTID

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

(DESIGN ID: 1224-06-71)

COUNTY: MANITOWOC

INDEX OF SHEETS

TOTAL SHEETS = 75

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

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

23

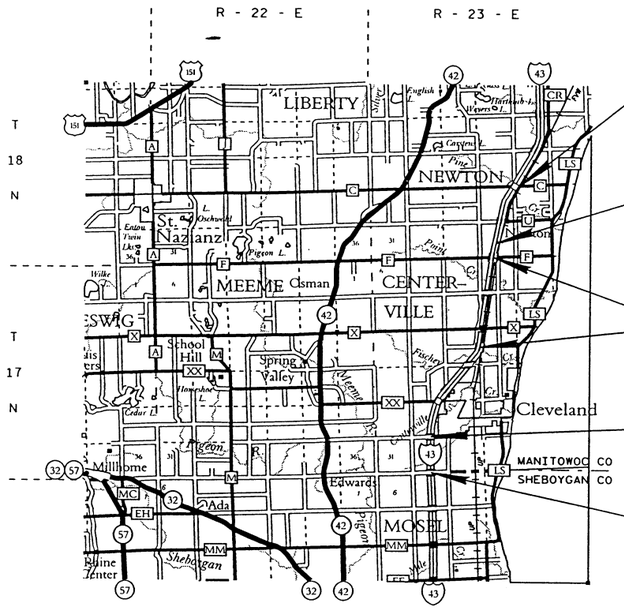
DESIGN DESIGNATION

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
CORPORATE LIMITS
PROPERTY LINE (P.L. + 58.1)
LOT LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
SURVEY LINE
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE
EXISTING CULVERT
PROPOSED CULVERT (Box or Pipe)
CULVERT (Profile View)

COMBUSTIBLE FLUIDS (CAUTION)
UNDERGROUND UTILITIES
GAS (G)
ELECTRIC (E)
TELEPHONE OR TELEGRAPH (T)
SERVICE PEDESTAL
CABLE MARKER (P)
POWER POLE
TELEPHONE POLE
RAILROAD
MARSH AREA
WOODED OR SHRUB AREA



LAYOUT
SCALE 0 5 km

TOTAL NET LENGTH OF CENTERLINE = 10.177 km

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

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

EXCEPTION TO NET ℄ LENGTH
STA 8+702 TO 12+434 NB ℄

EXCEPTION TO NET ℄ LENGTH
STA 3+500 TO 3+580 NB ℄

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

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.

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

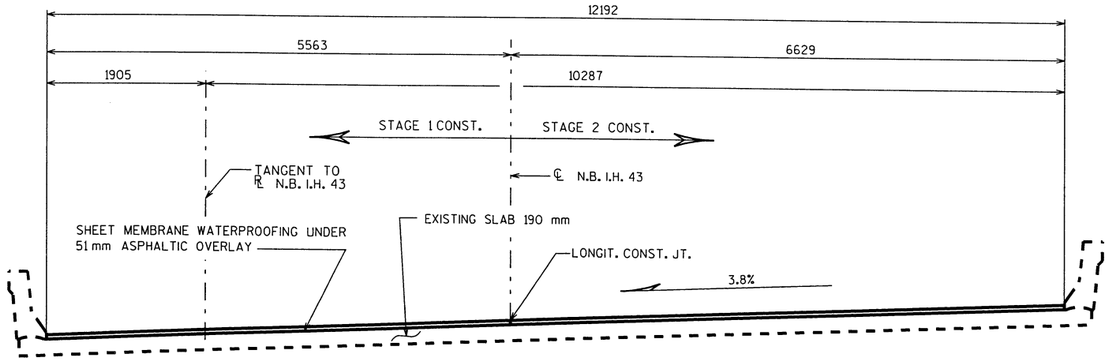
APPROVED FOR DISTRICT OFFICE
DATE: 7/29/00 (Signature)

AUTHORIZED FOR BUREAU OF HIGHWAY DEVELOPMENT
DATE: 7/27/00 (Signature)

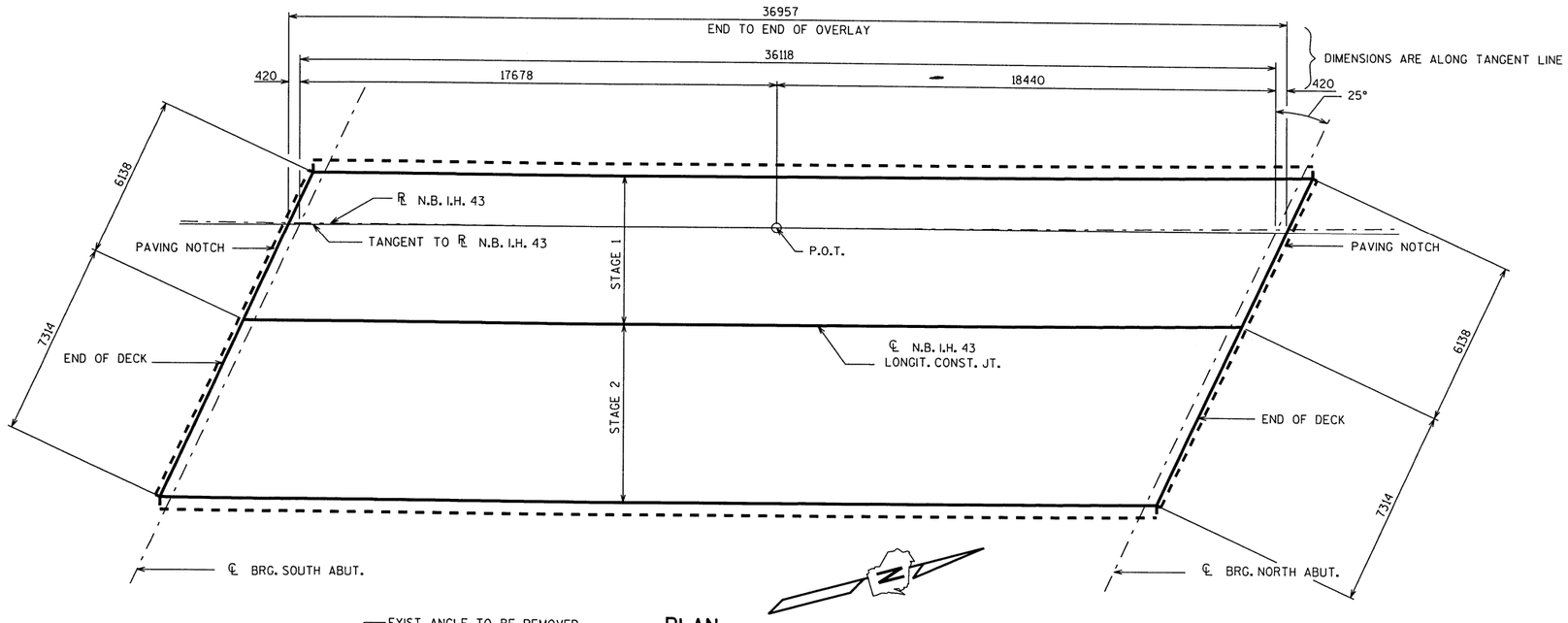
M

-15-D
1 of 1

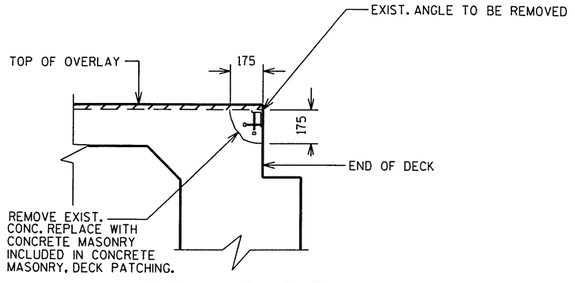
STATE PROJECT NUMBER	SHEET NO.
1224-06-71	8.15



CROSS SECT. THRU RDWY.
LOOKING NORTH



PLAN



DETAIL AT ABUT.

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	TOTALS
SHEET MEMBRANE WATERPROOFING	m²	450
ASPHALTIC CONCRETE PAVEMENT, SUPERPAVE	Mg	52
ASPHALTIC MATERIAL FOR PLANT MIXES	Mg	3
PREPARATION, DECKS TYPE 1	m²	23
PREPARATION, DECKS TYPE 2	m²	5
SAWING PAVEMENT, DECK PREPARATION AREAS	m	84
GROUTING BRIDGE DECKS	L.S.	1
CURB RESURFACING	m	74
CONCRETE MASONRY, DECK PATCHING	m³	2
EPOXY CRACK SEALING	m	40

LIST OF DRAWINGS
1. GENERAL PLAN

DESIGN DATA
LIVE LOAD:
INVENTORY RATING; MS-19
OPERATIONAL RATING; MS-38
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 1110 KN

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY SLAB — f'c = 28 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-36-111

INTERSTATE 43 OVER CEDAR VIEW RD.

COUNTY: MANITOWOC		TOWN/~~CITY/VILLAGE~~: CENTERVILLE	
DESIGN SPEC.: AASHTO 1996	LOAD: MS-18	CONST. SPEC.: 1996	
DESIGNED BY: SDR	DESIGN CK'D.: MGW	DRAWN BY: G	PLANS CK'D.: J.C.K.

APPROVED M.H. Anderson CHIEF BRIDGE DESIGN ENGINEER — DATE 08-03-00

GENERAL PLAN

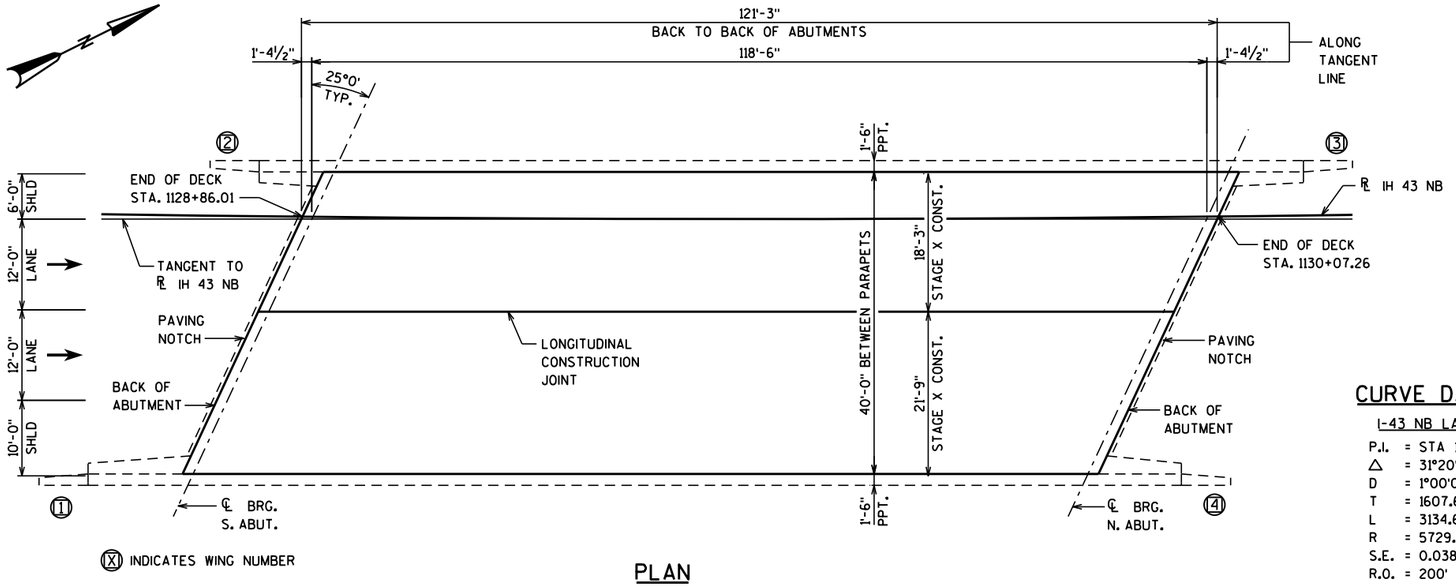
SHEET 1 OF 1

DATE: JAN. 98

BR B36111GP.DGN

I.D. 1224-06-00C

STATE PROJECT NUMBER
1225-10-71



PLAN

CURVE DATA

I-43 NB LANE

P.I. = STA 1133+72.95
△ = 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: ——— fy = 60,000 p.s.i.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS ARE BASED ON EXISTING STRUCTURE PLANS.

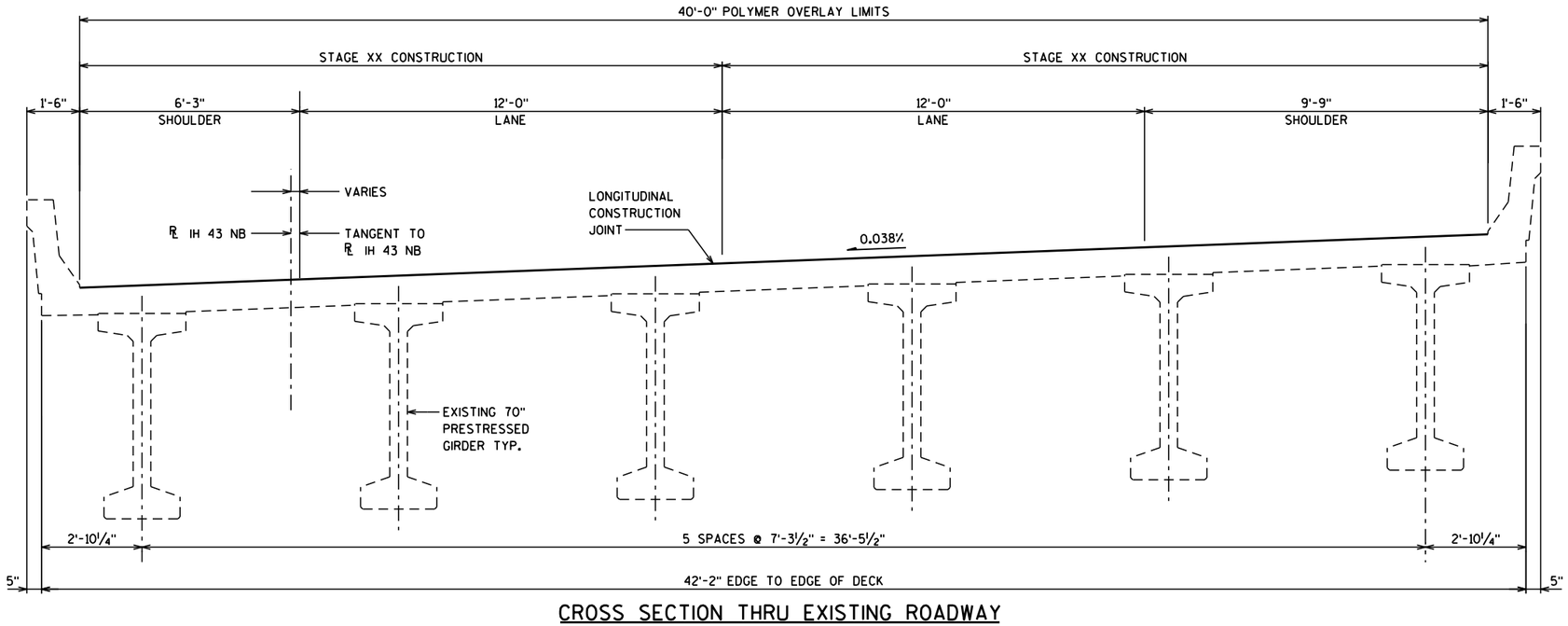
DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

TOTAL ESTIMATED QUANTITIES

509.5100.S POLYMER OVERLAY ——— 539 SY

TRAFFIC DATA

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



CROSS SECTION THRU EXISTING ROADWAY
(LOOKING NORTH)

LIST OF DRAWINGS

1. GENERAL PLAN

BRIDGE OFFICE CONTACT
WILLIAM DREHER
(608) 266-8489

CONSULTANT CONTACT
KRISTOFER OLSON
OMNNI ASSOCIATES
(920) 735-6900

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
OMNNI ASSOCIATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ _____
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-36-111

IH 43 NB OVER CEDAR VIEW ROAD

COUNTY	TOWN
MANITOWOC	CENTERVILLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
BRE	KRO	BRE	KRO

GENERAL PLAN

SHEET 1 OF 1

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WISCONSIN DEPARTMENT OF TRANSPORTATION
BRIDGE LOAD RATING SUMMARY

Bridge Data (used in this rating)

Bridge Number: B36-111	**Section Loss(%):** *
Feature Carried: IH 43 NB	**SL Description:** *
Rating Date: 07-Aug-2013	**Overburden Depth(in):** 2.0
Span Type: DECK GIRDER	**Overburden Type:** BITUMINOUS
Span Material: PREST CONCRETE	**Last Inspection Date:** 12-Sep-2011*

* Inspection data reflects last inspection prior to rating. Latest inspection is on04-Sep-2013

Bridge Load Rating Summary

Rating Method: LFR	**Rating Vehicle:** HS20			
	Rating	**Controlling Element**	**Controlling Location (ft)**	**Live Load Distribution Factor**
Inventory:	HS17.1	DECK GIRDER Positive Moment	SPAN 1	1.33
Operating:	HS43.2	DECK GIRDER Positive Moment	SPAN 1	1.33

Wisconsin Standard Permit Vehicle (Wis-SPV)

	MVW (kips)	**Controlling Element**	**Controlling Location (ft)**	**Live Load Distribution Factor**
:				
:				

Posting Vehicle Type*	**Vehicle GVW (kips)**	**Operating Rating (kips)**	**Controlling Element/Controlling Check**	**Controlling Location (ft)**	**Live Load Distribution Factor**
WISSPV 250	0.0	210	DECK GIRDER Positive Moment	SPAN 1	1.33
WISSPV 250	0.0	267	DECK GIRDER Positive Moment	SPAN 1	1.04

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

Remarks/Recommendations:	**Load Rating Engineer**
	Name: Dietsche, Joshua **Date:** 07-Aug-2013 PE Stamp Here

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