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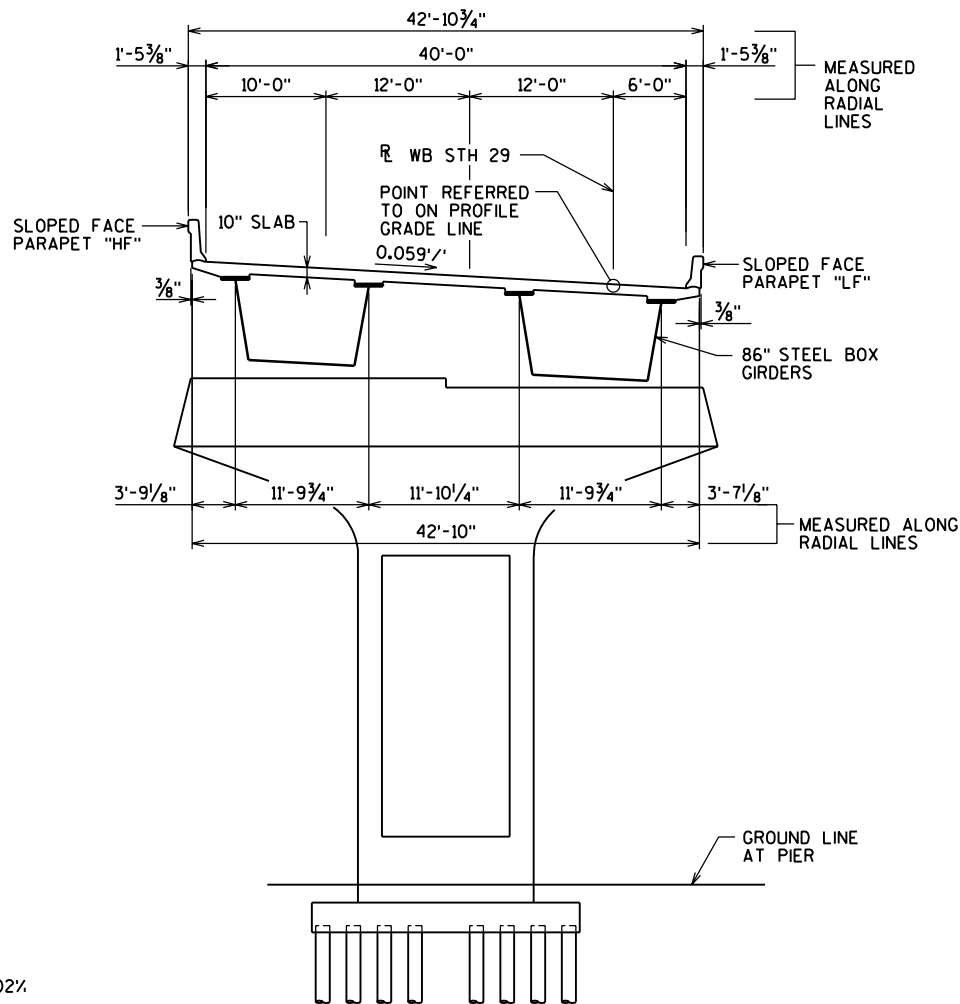
45. FLOOR DRAIN TYPE "GC"

46. DOWNSPOUT

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-37-360-002			
CONST. SPEC.	2003	DRAWN BY RBH	PLANS CK'D. JZ
DRAWING LIST			SHEET 2 OF 46

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
127	617+28 67.2' RT	BLUE SQ. NE. END OF USH 51 NB. STRUCTURE OVER SHERMAN ST.	1197.11



NB USH 51 TO
WB STH 29
CURVE DATA

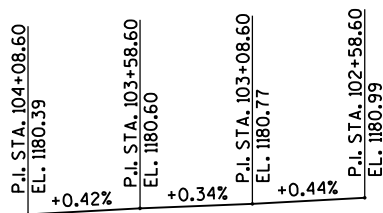
P.I. STA. 4119+37.60
N = 200,002.53
E = 272,014.03
P.C. STA. 4102+55.35
P.T. STA. 4128+43.51
Δ = 93°10'26" (RT)
D = 3°36'00"
T = 1682.25'
L = 2588.16'
R = 1591.55'
* S.E. = 0.059'/'

NB USH 51 EXIT RAMP
TO SHERMAN STREET
CURVE DATA

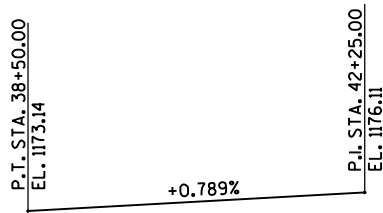
P.I. STA. 611+08.72
N = 198,645.70
E = 271,906.99
P.C. STA. 610+07.86
P.T. STA. 612+09.24
Δ = 8°03'19"
D = 4°00'00"
T = 100.86'
L = 201.38'
R = 1432.39'
S.E. = 0.057'/'

* START OF UNIT 3 TO STA. 4127+91.85, S.E. = 0.059%
STA. 4127+91.85 TO STA. 4129+94.96, SUPERELEVATION TRANSITION FROM 0.059% TO 0.02%
STA. 4129+94.96 TO END OF UNIT 3, S.E. = 0.02%

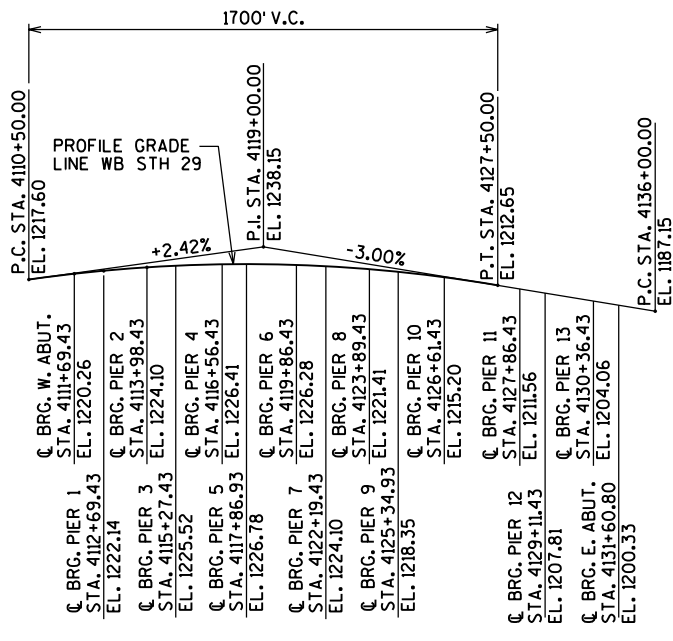
CROSS SECTION THRU ROADWAY - UNIT 2
(LOOKING UPSTATION)



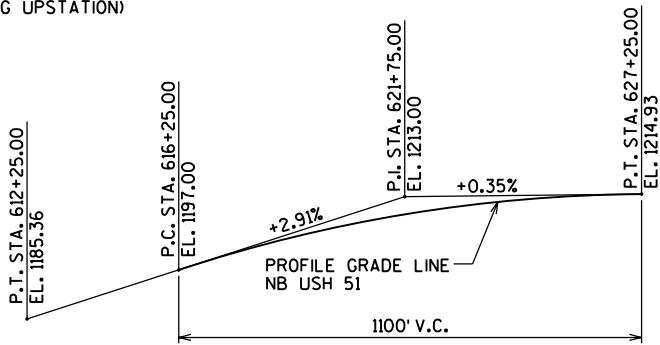
PROFILE GRADE LINE
CN/WCL RR
(FOR INFORMATION ONLY)



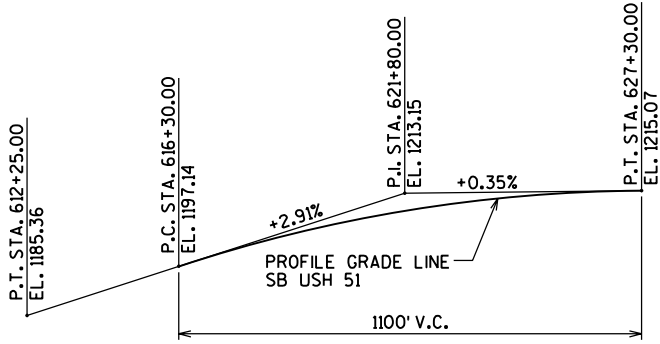
PROFILE GRADE LINE
SHERMAN STREET



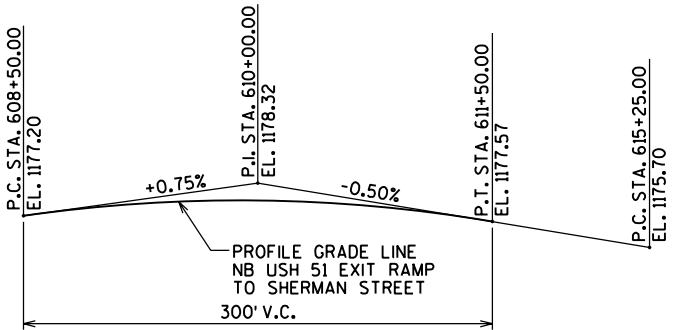
PROFILE GRADE LINE
WB STH 29



PROFILE GRADE LINE
NB USH 51



PROFILE GRADE LINE
SB USH 51



PROFILE GRADE LINE
NB USH 51 EXIT RAMP
TO SHERMAN STREET

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CROSS SECTION & PROFILES			SHEET 3 OF 46

FILE =
SCALE =

GENERAL

- 1. DRAWINGS SHALL NOT BE SCALED.
- 2. ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET.
- 3. GIRDERS AND OTHER ELEMENTS OF THE STRUCTURE ARE REFERRED TO AS 'LEFT' AND 'RIGHT'. THESE DIRECTIONS ARE WITH RESPECT TO THE REFERENCE LINE WHEN LOOKING IN THE DIRECTION OF INCREASING STATION.
- 4. TRANSVERSE DIMENSIONS ARE RADIAL TO THE REFERENCE LINE UNLESS NOTED OTHERWISE.
- 5. THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

EXCAVATION AND BACKFILL

- 6. THE FINISHED GRADE LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

DESIGN

- 7. DESIGN IS IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION, 2002, LOAD FACTOR DESIGN UNLESS NOTED OTHERWISE.
- 8. STEEL BOX GIRDERS ARE DESIGNED IN ACCORDANCE WITH THE 2003 AASHTO GUIDE SPECIFICATIONS FOR HORIZONTALLY CURVED STEEL GIRDER HIGHWAY BRIDGES.
- 9. LIVE LOAD DEFLECTION LIMIT = SPAN / 1200.

DESIGN LIVE LOAD

- 10. STRENGTH DESIGN RATING: HS25
- 11. INVENTORY RATING: HS28 GIRDERS HS28.
- 12. OPERATING RATING: HS47 GIRDERS HS47.
- 13. MAXIMUM STANDARD PERMIT VEHICLE: 220 KIPS

OTHER DESIGN LOADS

- 14. STRUCTURE IS DESIGNED FOR 20 PSF FUTURE WEARING SURFACE.
- 15. RELATIVE TEMPERATURE RANGE FOR DETERMINING SUBSTRUCTURE FORCES = 90°F
- 16. ABSOLUTE TEMPERATURE RANGE FOR DETERMINING BEARING AND EXPANSION JOINT MOVEMENTS = -30°F TO +120°F
- 17. ALL OTHER LOADS IN ACCORDANCE WITH AASHTO.

REINFORCING STEEL

- 18. REINFORCEMENT SCHEDULES AND BREAKDOWNS IN THIS PLAN SET ARE FOR INFORMATION ONLY. VERIFY ALL REINFORCING BAR DIMENSIONS AND PLAN QUANTITIES AND BE RESPONSIBLE FOR ANY VARIATIONS.
- 19. REINFORCING STEEL SHALL BE HIGH STRENGTH, GRADE 60 WITH Fy=60 KSI.
- 20. REINFORCING STEEL SHALL BE UNCOATED IN FOUNDATIONS (EXCEPT PIER SHAFT DOWELS) AND EPOXY COATED IN ALL OTHER LOCATIONS (INCLUDING PIER SHAFT DOWELS).
- 21. PLACE ALL REINFORCEMENT WITH A MINIMUM CLEAR COVER OF 2" UNLESS NOTED OTHERWISE.
- 22. PLACE REINFORCEMENT IN FOOTINGS AND PILECAPS WITH A MINIMUM CLEAR COVER OF 3" ON SIDES AND 4" TOP AND BOTTOM UNLESS NOTED OTHERWISE.
- 23. PLACE TOP LAYER OF REINFORCING STEEL IN THE DECK SURFACE WITH 2½" CLEAR COVER TO TOP OF SLAB (EXCLUDING WEARING SURFACE OVERLAY).
- 24. PLACE BOTTOM LAYER OF REINFORCING STEEL IN THE DECK WITH 1½" CLEAR COVER.
- 25. ONLY REINFORCEMENT REQUIRED BY DESIGN IS SHOWN EXPLICITLY ON THE DRAWINGS. ADDITIONAL REINFORCEMENT MAY BE USED TO SIMPLIFY ASSEMBLY AND ERECTION OF THE REINFORCING STEEL AND MAY BE REQUIRED TO ENSURE STABILITY AND POSITIONING OF THE COMPLETED REINFORCEMENT CAGE. REINFORCEMENT IN ADDITION TO THAT SHOWN WILL NOT BE INCLUDED FOR PAYMENT.
- 26. LAP SPLICE LENGTHS THAT ARE NOT EXPLICITLY DIMENSIONED OR EVIDENT FROM THE BAR LENGTHS DETAILED SHALL CONFORM TO THE FOLLOWING TABLE:

#4	1'-6"	#8	4'-8"
#5	2'-5"	#9	5'-10"
#6	2'-10"	#10	7'-5"
#7	3'-7"	#11	9'-2"

STRUCTURAL STEEL

- 27. ALL STRUCTURAL STEEL FOR BOX GIRDERS SHALL BE HIGH STRENGTH ASTM A709 (AASHTO M270) GRADE 50 (Fy=50 KSI) - SEE STEEL DRAWINGS FOR SPECIFIC LOCATIONS.
- 28. SOME MEMBERS REQUIRE FABRICATION AND TESTING IN ACCORDANCE WITH REQUIREMENTS FOR FRACTURE CRITICAL MEMBERS (FCM). SEE SHEET 19 FOR SPECIFICS.
- 29. ALL ROLLED SECTIONS SHALL BE IN ACCORDANCE WITH ASTM A709 GRADE 50 (Fy=50 KSI).
- 30. CHARPY V-NOTCH TOUGHNESS REQUIREMENTS FOR ALL STEEL SHALL CONFORM TO THE REQUIREMENTS FOR ZONE 2.
- 31. ALL WELDING SHALL BE IN ACCORDANCE WITH AASHTO D1.5 BRIDGE WELDING CODE.
- 32. SEE SHEET 19 FOR TABLE OF MINIMUM FILLET WELD SIZES. USE THESE SIZES AT ALL LOCATIONS WHERE A SPECIFIC WELD SIZE IS NOT OTHERWISE INDICATED.
- 33. USE WELD MATERIAL WITH A TENSILE STRENGTH AT LEAST 20 KSI GREATER THAN THE YIELD STRENGTH OF THE STEEL BEING WELDED. NON-WEATHERING CONSUMABLES MAY BE USED FOR SINGLE-PASS FILLET WELDS.
- 34. BEARING AND EXPANSION JOINT ASSEMBLIES SHALL BE FABRICATED FROM ASTM A709 GRADE 50 MATERIAL (Fy=50 KSI) AND SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A123.
- 35. ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM F1554 (GRADE 105). HOT-DIP GALVANIZED IN ACCORDANCE WITH AASHTO M232.
- 36. ALL BOLTS SHALL BE ASTM A325 TYPE 1. BOLTS SHALL BE 7/8" DIAMETER UNLESS NOTED OTHERWISE. ALL HOLES SHALL BE STANDARD DIAMETER - NO OVERSIZE HOLES. ALL CONNECTIONS SHALL BE FABRICATED AND ASSEMBLED AS SLIP-CRITICAL CONNECTIONS. DESIGN ASSUMED SURFACE CLASS A.
- 37. PAINT ALL STRUCTURAL STEEL, INCLUDING SURFACES AND BRACING MEMBERS ON THE INSIDE OF THE BOX GIRDERS. SELECT THE FINISH COAT COLOR FOR EXTERIOR SURFACES TO MATCH THE SAMPLE TO BE PROVIDED BY THE DEPARTMENT. OBTAIN APPROVAL OF THE COLOR MATCH FROM THE ENGINEER BEFORE ORDERING. FINISH COAT FOR INTERIOR SURFACES SHALL BE WHITE.

- 38. CAMBER DIAGRAMS HAVE BEEN DEVELOPED ASSUMING A CONSTANT 4" HAUNCH HEIGHT, MEASURED FROM THE UNDERSIDE OF THE TOP FLANGE TO THE UNDERSIDE OF THE DECK (TOP OF STAY-IN-PLACE METAL FORMS). ANY ADDITIONAL QUANTITIES REQUIRED AS A RESULT OF VARIATION IN THE HAUNCH HEIGHT ARE ASSUMED TO BE INCIDENTAL TO OTHER PAY ITEMS AND WILL NOT BE PAID FOR SEPARATELY. THIS INCLUDES ADDITIONAL CONCRETE IN THE HAUNCH, ADDITIONAL OR MORE COMPLICATED FORMWORK, EXTRA SHEAR STUD LENGTH AND ANY REQUIRED REINFORCEMENT IN THE HAUNCH.
- 39. TEMPORARY SUPPORTS AND FALSEWORK (INCLUDING CANTILEVER BRACKETS) SHALL NOT BE ATTACHED TO OR BEAR ON GIRDER WEBS EXCEPT AT WEB STIFFENER LOCATIONS.
- 40. DESIGN CONNECTION BETWEEN STAY-IN-PLACE METAL FORMS AND GIRDER FLANGES TO PROVIDE ADJUSTMENT OF VERTICAL POSITION BASED ON THE ACTUAL HAUNCH HEIGHT REQUIRED.
- 41. TOP OF STAY-IN-PLACE METAL FORMS SHALL BE ALIGNED WITH THE UNDERSIDE OF THE 10" DECK SLAB AS SHOWN IN THE SECTIONS ON SHEET 13 .

CONCRETE

- 42. MINIMUM 28-DAY STRENGTH (f'c) SHALL BE AS FOLLOWS:

CONCRETE MASONRY, SUBSTRUCTURES: 3,500 PSI
CONCRETE MASONRY, SLAB: 4,000 PSI
- 43. PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP AND INSIDE FACE OF BOTH PARAPETS AND TO THE DECK SLAB.
- 44. CONCRETE QUANTITY IN THE HAUNCHES IS CALCULATED BASED ON A CONSTANT DEPTH OF 4" MEASURED FROM TOP OF WEB TO UNDERSIDE OF SLAB (EXCLUDING THE VOLUME TAKEN UP BY THE TOP FLANGE). THIS IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH PAYMENT WILL BE MADE.
- 45. CHAMFER ALL EXPOSED OUTSIDE CORNERS ¾" UNLESS NOTED OTHERWISE.

STATE PROJECT NUMBER

1166-09-74

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-37-360-002			
CONST. SPEC.	2003	DRAWN BY RBH	PLANS CK'D. JZ
GENERAL NOTES			SHEET 4 OF 46

TOTAL ESTIMATED QUANTITIES - UNIT 2

BID ITEMS	UNIT	PIER 5	PIER 6	PIER 7	PIER 8	PIER 9	SUPER.	TOTALS
DEBRIS CONTAINMENT STRUCTURE B-37-360-002	LS	-	-	-	-	-	-	1
EXCAVATION FOR STRUCTURES BRIDGES B-37-360-002	LS	-	-	-	-	-	-	1
TEMPORARY SHORING	SF	-	1,830	470	300	-	-	2,600
CONCRETE MASONRY BRIDGES	CY	-	203	159	171	-	1,350	1,883
EXPANSION DEVICE MODULAR B-37-360-002	LS	-	-	-	-	-	-	1
PROTECTIVE SURFACE TREATMENT	SY	-	-	-	-	-	3,880	3,880
BAR STEEL REINFORCEMENT HS BRIDGES	LB	-	3,820	2,810	2,810	-	-	9,440
BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	-	35,180	30,470	31,420	-	331,780	428,850
STRUCTURAL STEEL HS	LB	-	-	-	-	-	2,006,200	2,006,200
WELDED STUD SHEAR CONNECTORS 7⁄8X6-INCH	EACH	-	-	-	-	-	7,590	7,590
PILING CAST IN PLACE CONCRETE DELIVERED AND DRIVEN 12¾-INCH	LF	-	2800	2,100	2,100	-	-	7,000
FLOOR DRAINS TYPE GC	EACH	-	-	-	-	-	2	2
DOWNSPOUT 6-INCH	LF	-	-	-	-	-	110	110
PAINTING EPOXY SYSTEM B-37-360-002	LS	-	-	-	-	-	-	1
DELINEATORS	EACH	-	-	-	-	-	16	16
DELINEATORS BRACKETS	EACH	-	-	-	-	-	16	16
CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH	LF	-	-	-	-	-	736	736
CONDUIT RIGID METALLIC 2-INCH	LF	-	-	-	-	-	10	10
JUNCTION BOXES 18X6X6-INCH	EACH	-	-	-	-	-	5	5
ACCESS DOORS	EACH	-	-	-	-	-	4	4
BEARINGS HIGH LOAD MULTI-ROTATIONAL FIXED	EACH	-	2	2	2	-	-	6
BEARINGS HIGH LOAD MULTI-ROTATIONAL UNI-DIRECTIONAL	EACH	2	-	-	-	2	-	4
CONCRETE STAINING B-37-360-002	SF	-	2,220	1,800	2,010	-	10,200	16,230
ANTI SKID TREATMENT	SY	-	-	-	-	-	3,360	3,360
TEMPORARY SHORING	SF							
NON-BID ITEMS								
FILLER	SIZE	_____	_____	_____	_____	_____		1⁄2" & ¾"
BRIDGE SEAT PROTECTION	LS	_____	_____	_____	_____	_____		1

WB STH 29
CURVE DATA

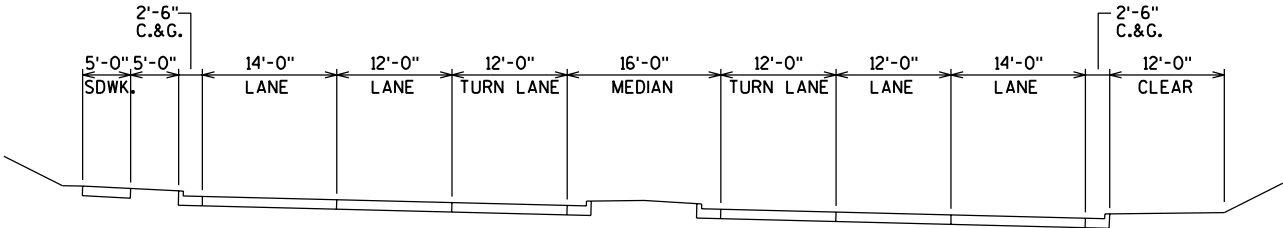
P.I. STA. 4119+37.60
N = 200,002.53
E = 272,014.03
P.C. STA. 4102+55.35
P.T. STA. 4128+43.51
Δ = 93°10'26" (RT)
D = 3°36'00"
T = 1682.25'
L = 2588.16'
R = 1591.55'
S.E. = 0.059'/'

NB USH 51
CURVE DATA

P.I. STA. 613+68.59
N = 198,907.37
E = 271,790.47
P.C. STA. 607+38.18
P.T. STA. 619+98.68
Δ = 3°09'18" (LT)
D = 0°15'01"
T = 630.41'
L = 1260.50'
R = 22,891.31'
S.E. = NORMAL CROWN

NB USH 51 EXIT RAMP
TO SHERMAN STREET
CURVE DATA

P.I. STA. 611+08.72
N = 198,645.70
E = 271,906.99
P.C. STA. 610+07.86
P.T. STA. 612+09.24
Δ = 8°03'19"
D = 4°00'00"
T = 100.86'
L = 201.38'
R = 1432.39'
S.E. = 0.057%



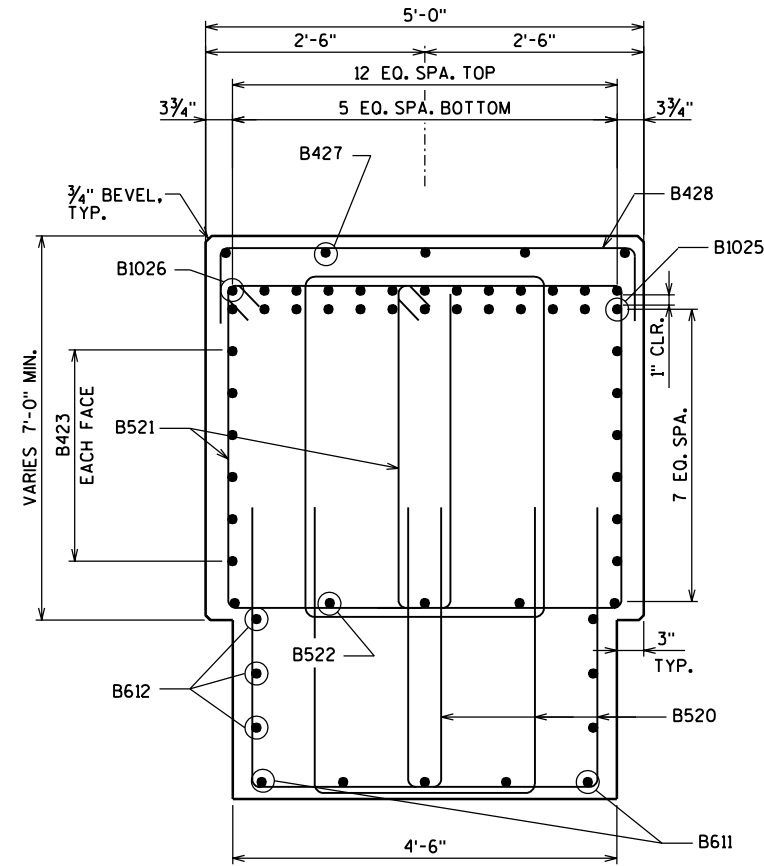
TYPICAL FINISHED SECTION - SHERMAN STREET

LEGEND

- ★ CONCRETE STAIN SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS. STAIN SHALL BE FEDERAL COLOR #36424, SHALL EXTEND 1'-0" BELOW PROPOSED GRADE, AND SHALL BE APPLIED TO THE FOLLOWING AREAS:
 - PARAPETS: OUTSIDE FACE ONLY (NOT ALONG TOP)
 - OUTSIDE EDGE OF DECK AND BOTTOM OF OVERHANGS
 - PIERS: ENTIRE PIER EXCEPT TOP OF CAP
 - ABUTMENTS: FRONT FACE AND SIDES

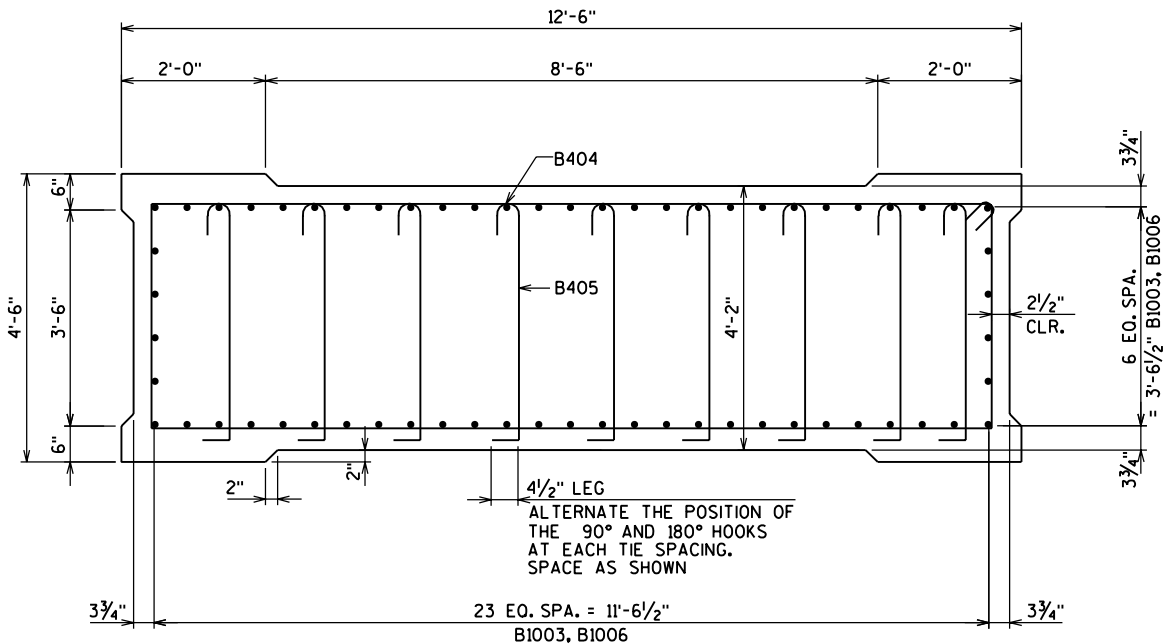
① THE EXPANSION DEVICE FOR THIS BID ITEM IS AT PIERS 5 AND 9.

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QUANTITIES			SHEET 5 OF 46

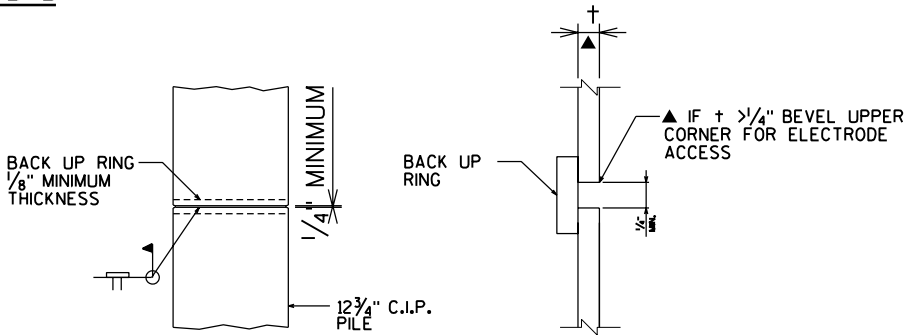


SECTION A-A

PIER TO BE SUPPORTED ON 12 3/4" DIA. CAST IN PLACE CONCRETE PILING DRIVEN TO A MINIMUM BEARING CAPACITY OF 70 TONS PER PILE. ESTIMATED 70 FEET LONG



SECTION B-B

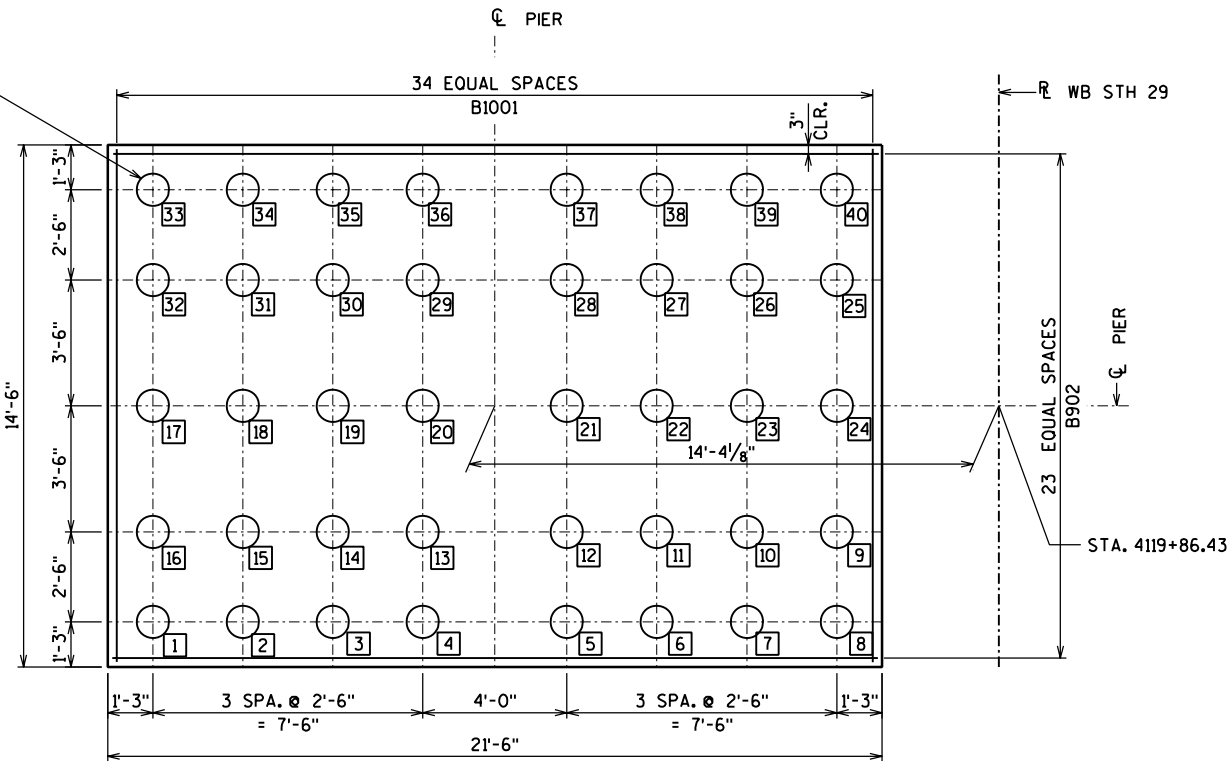


CAST-IN-PLACE PIPE PILE

C.I.P. PIPE WELD DETAIL

NOTE

CAST-IN-PLACE PILE SHALL BE A.S.T.M. DESIGNATION A-252, GRADE 2 OR EQUAL. MINIMUM WALL THICKNESS = 0.25 IN.



PILE PLAN - PIER 6



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PIER 6 DETAILS			SHEET 8 OF 46

FILE =
SCALE =

PIER 6 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B1001		35	14'-0"			FOOTING HORIZONTAL
B902		24	21'-0"			FOOTING HORIZONTAL
B1003	X	58	16'-6"	X		FOOTING DOWELS
B404	X	39	31'-6"	X		SHAFT TIES
B405	X	351	5'-1"	X		SHAFT TIES
B1006	X	58	24'-6"			SHAFT VERTICAL
B1007	X	58	29'-0"			SHAFT VERTICAL
B410	X	10	19'-0"	X		SHAFT TO CAP TRANSITION
B611	X	10	17'-0"			SHAFT TO CAP TRANSITION
B612	X	16	9'-1"		▲	SHAFT TO CAP TRANSITION
B520	X	246	13'-7"	X	▲	CAP STIRRUPS
B521	X	246	19'-2"	X		CAP STIRRUPS
B522	X	5	42'-5"			CAP HORIZONTAL BOTTOM
B423	X	12	39'-4"			CAP HORIZONTAL SIDES
B424	X	16	10'-5"	X		CAP HORIZONTAL ENDS
B1025	X	13	38'-6"			CAP HORIZONTAL TOP
B1026	X	26	32'-0"	X		CAP HORIZONTAL TOP
B427	X	5	19'-2"			CAP HORIZONTAL SEAT 'L'
B428	X	20	11'-5"	X		CAP VERTICAL SEAT 'L'
B430	X	40	3'-9"	X		DOWEL PEDESTALS

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS. BUNDLE AND TAG EACH SERIES SEPARATELY.

PIER 7 - BILL OF BARS

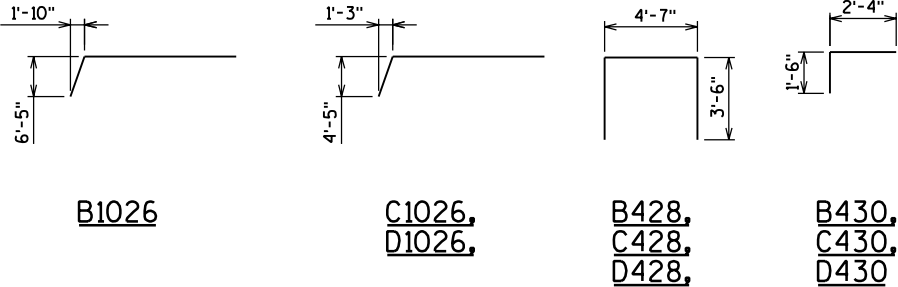
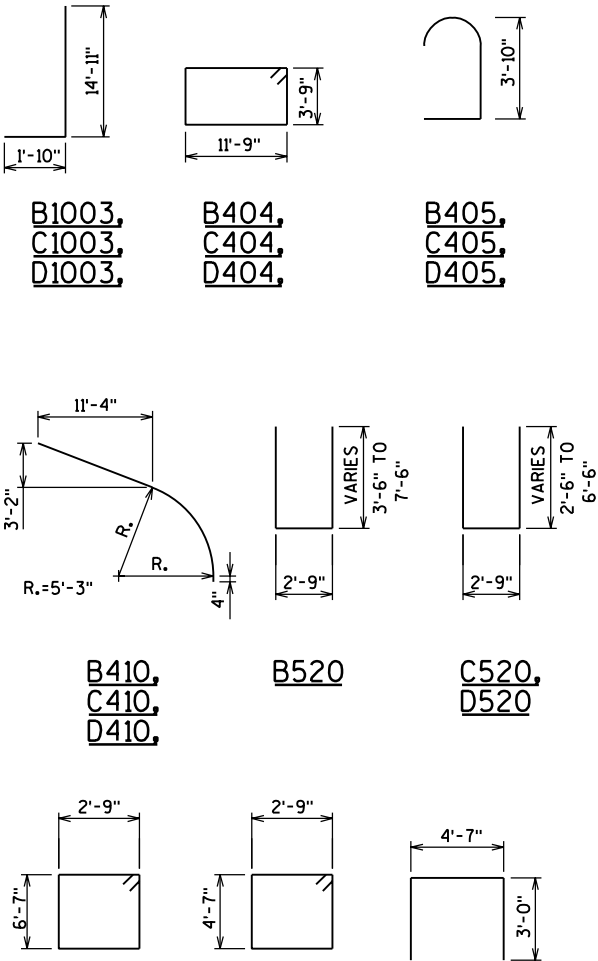
MARK	COATED	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
C901		31	12'-0"			FOOTING HORIZONTAL
C802		29	20'-0"			FOOTING HORIZONTAL
C1003	X	58	16'-6"	X		FOOTING DOWELS
C404	X	30	31'-6"	X		SHAFT TIES
C405	X	270	5'-1"	X		SHAFT TIES
C1006	X	58	14'-0"			SHAFT VERTICAL
C1007	X	58	29'-0"			SHAFT VERTICAL
C410	X	10	19'-0"	X		SHAFT TO CAP TRANSITION
C611	X	10	17'-0"			SHAFT TO CAP TRANSITION
C612	X	16	9'-1"		▲	SHAFT TO CAP TRANSITION
C520	X	246	11'-7"	X	▲	CAP STIRRUPS
C521	X	246	15'-2"	X		CAP STIRRUPS
C522	X	5	42'-5"			CAP HORIZONTAL BOTTOM
C423	X	12	40'-0"			CAP HORIZONTAL SIDES
C424	X	16	10'-5"	X		CAP HORIZONTAL ENDS
C1025	X	13	39'-10"			CAP HORIZONTAL TOP
C1026	X	26	30'-6"	X		CAP HORIZONTAL TOP
C427	X	5	19'-8"			CAP HORIZONTAL SEAT 'L'
C428	X	20	11'-5"	X		CAP VERTICAL SEAT 'L'
C430	X	40	3'-9"	X		DOWEL PEDESTALS

PIER 8 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
D901		31	12'-0"			FOOTING HORIZONTAL
D802		29	20'-0"			FOOTING HORIZONTAL
D1003	X	58	16'-6"	X		FOOTING DOWELS
D404	X	38	31'-6"	X		SHAFT TIES
D405	X	342	5'-1"	X		SHAFT TIES
D1006	X	58	21'-6"			SHAFT VERTICAL
D1007	X	58	29'-0"			SHAFT VERTICAL
D410	X	10	19'-0"	X		SHAFT TO CAP TRANSITION
D611	X	10	17'-0"			SHAFT TO CAP TRANSITION
D612	X	16	9'-1"		▲	SHAFT TO CAP TRANSITION
D520	X	198	11'-7"	X	▲	CAP STIRRUPS
D521	X	198	15'-2"	X		CAP STIRRUPS
D522	X	5	42'-5"			CAP HORIZONTAL BOTTOM
D423	X	12	40'-0"			CAP HORIZONTAL SIDES
D424	X	16	10'-5"	X		CAP HORIZONTAL ENDS
D1025	X	13	39'-10"			CAP HORIZONTAL TOP
D1026	X	26	30'-6"	X		CAP HORIZONTAL TOP
D427	X	5	19'-8"			CAP HORIZONTAL SEAT 'L'
D428	X	20	11'-5"	X		CAP VERTICAL SEAT 'L'
D430	X	40	3'-9"	X		DOWEL PEDESTALS

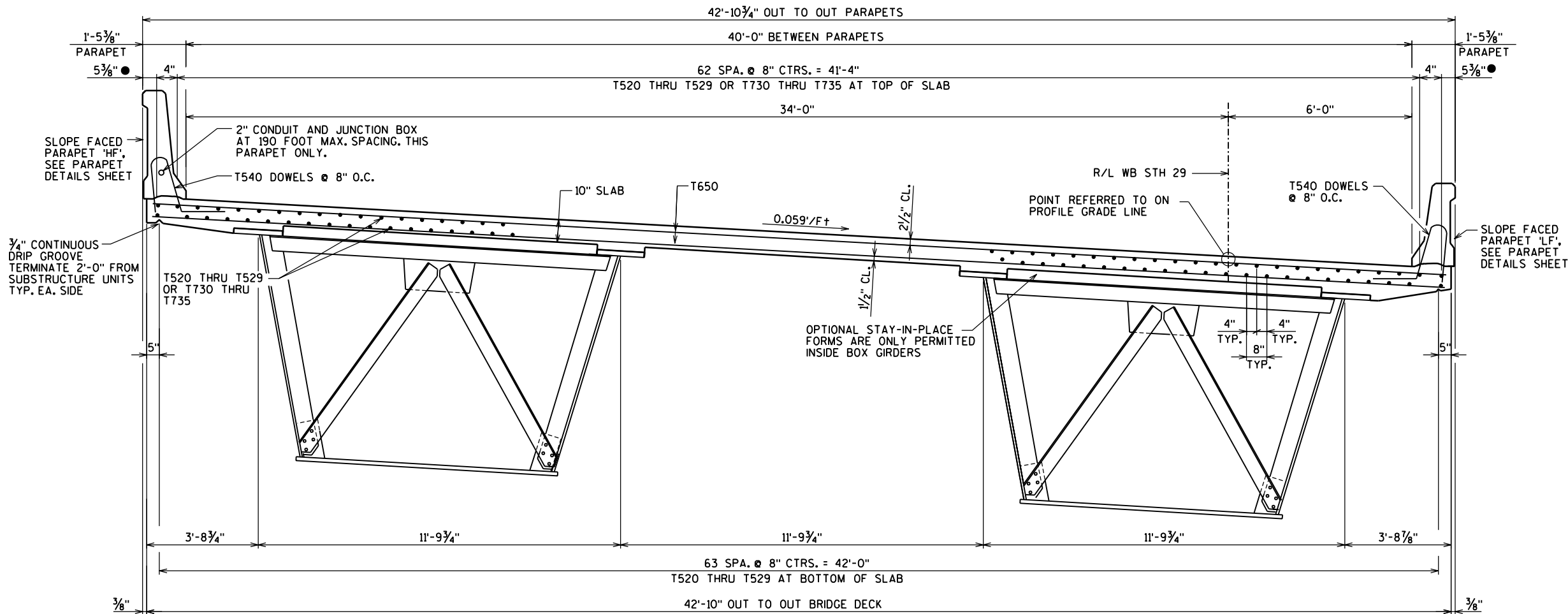
BAR SERIES TABLE

MARK	NO. REQ'D.	LENGTH
B612	4 SERIES OF 4	3'-10" TO 14'-4"
C612	4 SERIES OF 4	3'-10" TO 14'-4"
D612	4 SERIES OF 4	3'-10" TO 14'-4"
B520	6 SERIES OF 41	9'-7" TO 17'-7"
C520	6 SERIES OF 41	7'-7" TO 15'-7"
D520	6 SERIES OF 33	7'-7" TO 15'-7"



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-37-360-002			
CONST. SPEC.	2003	DRAWN BY RBH	PLANS CK'D. JZ
PIER BILL OF BARS			SHEET 10 OF 46

FILE =
SCALE =



DECK CROSS SECTION
(LOOKING EAST)

LEGEND

● 5 " FROM EDGE OF DECK

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-37-360-002			
CONST. SPEC.	2003	DRAWN BY RBH	PLANS CK'D. JZ
SUPERSTRUCTURE CROSS SECTION			SHEET 13 OF 46

FIELD SPLICE NUMBER	STATION	TOP FLANGE SPLICE							WEB SPLICE							BOTTOM FLANGE SPLICE						
		T1	T2	T3	L1	L2	A	B	T4	T7	L3	L6	C	D	E	T5	T6	L4	L5	F	G	H
F.S. #1	4119+31.43	5⁄8"	1⁄4"	3⁄4"	4'-7½"	2'-3½"	8	2'-0"	1⁄2"	1⁄8"	2'-1½"	1'-0½"	24	3	9"	5⁄8"	1⁄2"	3'-1½"	1'-6½"	22	5	1'-3"
F.S. #2	4120+40.43	5⁄8"	1⁄4"	3⁄4"	4'-7½"	2'-3½"	8	2'-0"	1⁄2"	1⁄8"	2'-1½"	1'-0½"	24	3	9"	5⁄8"	-	3'-1½"	-	22	5	1'-3"
F.S. #3	4121+79.43	5⁄8"	-	3⁄4"	3'-7½"	-	6	1'-6"	1⁄2"	1⁄8"	2'-1½"	1'-0½"	24	3	9"	5⁄8"	-	2'-7½"	-	22	4	1'-0"
F.S. #4	4122+74.43	1⁄2"	-	5⁄8"	3'-7½"	-	6	1'-6"	1⁄2"	1⁄8"	2'-1½"	1'-0½"	24	3	9"	5⁄8"	1⁄8"	3'-1½"	1'-6½"	22	5	1'-3"
F.S. #5	4123+49.43	1⁄2"	-	5⁄8"	3'-7½"	-	6	1'-6"	1⁄2"	1⁄8"	2'-1½"	1'-0½"	24	3	9"	5⁄8"	1⁄8"	2'-7½"	1'-3½"	22	4	1'-0"
F.S. #6	4124+17.43	1⁄2"	-	5⁄8"	4'-1½"	-	7	1'-9"	1⁄2"	1⁄8"	2'-1½"	1'-0½"	24	3	9"	5⁄8"	-	3'-1½"	-	22	5	1'-3"

NOTES

1. SEE SHEET 25 FOR TYPICAL FIELD SPLICE LAYOUTS THAT DEFINE THE CONTENTS OF THIS TABLE.
2. ALL BOLTS IN GIRDER SPLICES ARE 7⁄8" DIAMETER ASTM A325 TYPE 1.
3. ALL HOLES SHALL BE STANDARD DIAMETER - NO OVERSIZE HOLES.
4. ALL CONNECTIONS SHALL BE FABRICATED AND ASSEMBLED AS SLIP-CRITICAL CLASS A CONNECTIONS.
5. ALL SPLICE PLATES SHALL BE GRADE 50.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-37-360-002			
CONST. SPEC.	2003	DRAWN BY RBH	PLANS CK'D. JZ
FIELD SPLICE TABLE			SHEET 26 OF 46

